

**Attachment E1**  
**Grade Crossing Delay Calculations**

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## Attachment E1

### Grade Crossing Delay Calculations

The following sections describe in detail SEA's evaluation of the highway/rail at-grade crossings that are effected by the Proposed Action. This section contains tables showing delay calculations for at-grade crossings that intersect the EJ&E and CN rail lines.

#### Effects on Local and Regional Highway Systems

SEA evaluated the effects of the Proposed Action and No-Action Alternatives on the regional and local highway systems by first determining the vehicle delays at highway/rail crossings and then assessing how those delays could affect regional mobility. Vehicle crossing delays for EJ&E and CN as well as effects on regional mobility are described in the following section.

SEA analyzed and evaluated 99 highway/rail at-grade crossings along the EJ&E rail line and 155 along the CN subdivisions for the environmental analysis.

Parameters included in the analysis for vehicle delays from a single-train event include:

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

To evaluate the effects of a single-train event, SEA analyzed the following for multiple trains on a 24-hour basis:

- Total delayed vehicles per day ( $T_d$ )
- Total blocked crossing time, minutes
- Crossing level of service (LOS)

SEA also independently evaluated the roadways that cross the rail lines, in addition to evaluating the highway/rail at-grade crossings. Parameters included in the analysis of the roadway operations include:

- Vehicle queue length, feet
- Roadway LOS

The above parameters were calculated based on the existing number of trains ( $N$ ), existing average train speed ( $V$ ), length of trains ( $L$ ), and the number of traffic lanes ( $NL$ ) for the highway/rail at-grade crossing. The calculation was based on the 2007 ADT volumes—number of vehicles per day—for the existing roadways. SEA also determined the existing 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. Letters from A to F represent the LOS, with LOS A indicating relatively free-flowing traffic and LOS F indicating extreme congestion.

*EJ&E Highway/Rail At-Grade Crossings*

SEA used the 2015 ADTs to analyze the No-Action and Proposed Action delays to show what the effect would be to vehicle delay along the EJ&E rail line. Even though Tables 4.4.4-1 and 4.4.4-2 show the vehicle delay calculations for the 99 crossings that SEA evaluated and the results of the analysis for crossing LOS and total vehicle traffic delay for a 24-hour period, only 87 of the 99 highway/rail at-grade crossings are discussed in detail below. Tables E1.2-1 and E1.2-2 provide additional information to supplement subsequent detailed discussions following the tables.

SEA also calculated the delay for the year 2020 using 2015 proposed train data (number of trains, lengths, and speeds) and 2020 ADT data for the purposes of potential future regional planning by local, regional and state government agencies. The year 2020 delay calculations assumed that the number of trains, train speed and length would remain the same as the data provided for the year 2015. The 2020 delay data is not discussed in detail. The delay calculations for 2020 are shown in Table E1.2-3.

TABLE E1.2-1. EJ&E HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA																			
STREET	2015 ADT	NO-ACTION (2015)									PROPOSED ACTION (2015)								
		L	V	D <sub>c</sub>	D <sub>a</sub>	N	T <sub>d</sub>	NL	Q	D <sub>v</sub>	L	V	D <sub>c</sub>	D <sub>a</sub>	N	T <sub>d</sub>	NL	Q	D <sub>v</sub>
Lake County																			
near Libertyville																			
Diamond Lake Road	8,998	2,760	26	1.7	1.1	5.3	57	2	15	0.01	6,829	26	3.5	2.3	20.3	442	2	31	0.22
near Mundelein																			
IL 60&83	29,659	2,760	28	1.6	1.1	5.3	177	2	48	0.01	6,829	28	3.3	2.1	20.3	1,368	2	97	0.20
near Hawthorn Woods																			
Gilmer Road	18,658	2,760	30	1.5	1.0	5.3	106	2	29	0.01	6,829	33	2.9	1.9	20.3	750	2	53	0.15
Old McHenry Road	32,424	2,760	29	1.6	1.0	5.3	189	4	26	0.01	6,829	32	2.9	1.9	20.3	1,337	4	47	0.16
near Lake Zurich																			
Oakwood Road	6,783	2,760	27	1.7	1.1	5.3	41	2	11	0.01	6,829	30	3.1	2.0	20.3	295	2	21	0.17
Lake Zurich																			
Main Street	17,471	2,760	27	1.7	1.1	5.3	107	2	29	0.01	6,829	30	3.1	2.0	20.3	760	2	54	0.17
Old Rand Road	10,659	2,760	28	1.6	1.1	5.3	64	2	17	0.01	6,829	31	3.0	2.0	20.3	451	2	32	0.17
Ela Road	21,398	2,760	33	1.5	0.9	5.3	114	3	21	0.01	6,829	36	2.7	1.7	20.3	801	3	38	0.13
near Barrington																			
Cuba Road	12,982	2,760	36	1.4	0.9	5.3	66	2	18	0.01	6,829	39	2.5	1.6	20.3	456	2	32	0.11
Barrington																			
Lake Zurich Road	3,131	2,760	39	1.3	0.8	5.3	15	2	4	0.01	6,829	41	2.4	1.6	20.3	106	2	7	0.10
Northwest Hwy (US 14)	33,662	2,760	38	1.3	0.9	5.3	164	4	22	0.01	6,829	39	2.5	1.6	20.3	1,182	4	42	0.11
Hough Street (IL 59 & 63)	24,056	2,760	37	1.3	0.9	5.3	119	2	32	0.01	6,829	39	2.5	1.6	20.3	844	2	60	0.11
West Cook County																			
Barrington																			
Lake Cook Road / Main Street	14,222	2,760	37	1.3	0.9	5.3	71	2	19	0.01	6,829	39	2.5	1.6	20.3	499	2	35	0.11
near Barrington																			
Otis Road	1,673	2,760	34	1.4	0.9	5.3	9	2	2	0.01	6,829	37	2.6	1.7	20.3	61	2	4	0.12
Penny Road	4,786	2,760	34	1.4	0.9	5.3	25	2	7	0.01	6,829	37	2.6	1.7	20.3	175	2	12	0.12

TABLE E1.2-1. EJ&E HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA																			
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		L	V	D <sub>c</sub>	D <sub>a</sub>	N	T <sub>d</sub>	NL	Q	D <sub>v</sub>	L	V	D <sub>c</sub>	D <sub>a</sub>	N	T <sub>d</sub>	NL	Q	D <sub>v</sub>
Old Sutton Road	2,070	2,760	34	1.4	0.9	5.3	11	2	3	0.01	6,829	37	2.6	1.7	20.3	76	2	5	0.12
Hoffman Estates																			
Shoe Factory Road	9,202	2,760	33	1.5	0.9	5.3	49	2	13	0.01	6,829	37	2.6	1.7	20.3	337	2	24	0.12
Near Elgin																			
Spaulding Road	1,434	2,760	40	1.3	0.8	5.3	7	4	1	0.01	6,829	43	2.3	1.5	20.3	47	4	2	0.10
West Bartlett Road	17,209	3,042	40	1.4	0.9	5.5	90	2	23	0.01	6,714	43	2.3	1.5	22.5	612	2	39	0.11
DuPage County																			
near Bartlett																			
Stearns Road	21,129	3,042	38	1.4	0.9	5.5	114	4	15	0.01	6,714	41	2.4	1.5	22.5	779	4	25	0.11
Wayne																			
Army Trail Road	7,392	2,264	36	1.2	0.8	4.4	27	2	9	0.01	6,843	40	2.4	1.6	23.4	294	2	18	0.13
near West Chicago																			
Smith Road	7,123	2,264	35	1.2	0.8	4.4	27	2	9	0.01	6,843	40	2.4	1.6	23.4	283	2	17	0.13
Hawthorne Lane	20,024	2,264	29	1.4	0.9	4.4	85	2	28	0.01	6,843	33	2.9	1.9	23.4	929	2	57	0.2
West Chicago																			
Washington Street	12,095	3,769	21	2.5	1.7	10.7	228	2	31	0.06	6,494	23	3.7	2.4	31.6	984	2	45	0.4
Aurora Street	364	3,769	22	2.4	1.6	10.7	7	2	1	0.06	6,494	26	3.3	2.2	31.6	27	2	1	0.3
Church Street	375	3,769	22	2.4	1.6	10.7	7	2	1	0.06	6,494	25	3.5	2.2	31.6	28	2	1	0.3
Ann Street	1,160	3,769	22	2.4	1.6	10.7	21	2	3	0.06	6,494	25	3.5	2.2	31.6	88	2	4	0.3
Naperville																			
Diehl Road	21,933	3,769	33	1.8	1.2	10.7	293	2	39	0.03	6,494	38	2.4	1.6	31.6	1,175	2	54	0.2
near Aurora																			
Liberty Street.	20,696	3,881	25	2.3	1.5	15.7	511	2	47	0.07	6,203	30	2.8	1.9	39.5	1,618	2	59	0.3
Ogden Avenue (US 34)	45,828	3,881	32	1.9	1.2	15.7	938	4	43	0.05	6,203	39	2.3	1.5	39.5	2,901	4	53	0.2
Montgomery Road	27,131	3,881	32	1.9	1.2	15.7	556	2	51	0.05	6,203	38	2.4	1.5	39.5	1,753	2	64	0.2
Keating Drive / 87th Street	2,007	3,881	32	1.9	1.2	15.7	41	2	4	0.05	6,203	38	2.4	1.5	39.5	130	2	5	0.2

TABLE E1.2-1. EJ&E HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA																			
STREET	2015 ADT	NO-ACTION (2015)									PROPOSED ACTION (2015)								
		L	V	D <sub>c</sub>	D <sub>a</sub>	N	T <sub>d</sub>	NL	Q	D <sub>v</sub>	L	V	D <sub>c</sub>	D <sub>a</sub>	N	T <sub>d</sub>	NL	Q	D <sub>v</sub>
Will County																			
near Plainfield																			
Hafenrichter Road	6,506	3,881	32	1.9	1.2	15.7	133	2	12	0.05	6,203	38	2.4	1.5	39.5	420	2	15	0.2
Wolf's Crossing	13,150	3,881	31	1.9	1.2	15.7	276	2	25	0.05	6,203	37	2.4	1.6	39.5	868	2	32	0.2
111th Street	12,320	3,881	31	1.9	1.2	15.7	258	2	24	0.05	6,203	37	2.4	1.6	39.5	813	2	30	0.2
Ferguson Road / 119 <sup>th</sup> Street	5,468	3,881	30	2.0	1.3	15.7	117	2	11	0.06	6,203	36	2.5	1.6	39.5	369	2	13	0.2
Normantown - 252nd	2,492	3,881	30	2.0	1.3	15.7	54	2	5	0.06	6,203	34	2.6	1.7	39.5	176	2	6	0.2
127th Street	6,437	3,881	29	2.0	1.3	15.7	142	2	13	0.06	6,203	33	2.6	1.7	39.5	465	2	17	0.2
135th Street	11,766	3,398	29	1.8	1.2	15.7	235	2	22	0.05	5,842	34	2.5	1.6	39.5	792	2	29	0.2
Van Dykes Road	6,921	3,398	32	1.7	1.1	18.5	152	2	12	0.05	5,842	38	2.2	1.5	42.3	457	2	16	0.2
Renwick Road	12,873	3,398	35	1.6	1.0	18.5	265	2	21	0.04	5,842	40	2.2	1.4	42.3	817	2	28	0.2
Plainfield																			
143rd Street	5,952	3,398	33	1.7	1.1	18.5	128	2	10	0.05	5,842	39	2.2	1.4	42.3	385	2	13	0.2
Planfield-Naperville Road	4,568	3,398	34	1.6	1.1	18.5	96	2	7	0.04	5,842	40	2.2	1.4	42.3	290	2	10	0.2
Main Street	22,175	3,398	34	1.6	1.1	18.5	466	2	36	0.04	5,842	40	2.2	1.4	42.3	1,407	2	48	0.2
Center Street	1,845	3,398	34	1.6	1.1	18.5	38.78	2	3	0.04	5,842	40	2.2	1.4	42.3	117	2	4	0.18
Eastern Avenue	3,876	3,398	34	1.6	1.1	18.5	81	2	6	0.04	5,842	40	2.2	1.4	42.3	246	2	8	0.2
Lockport Road	11,351	3,398	34	1.6	1.1	18.5	239	2	19	0.04	5,842	40	2.2	1.4	42.3	720	2	25	0.2
near Crest Hill																			
East Frontage Road / Essington Road	4,983	3,398	33	1.7	1.1	18.5	107	2	8	0.05	5,842	39	2.2	1.4	42.3	322	2	11	0.2
Division Street	7,613	3,398	31	1.7	1.1	18.5	171	2	13	0.05	5,842	36	2.3	1.5	42.3	524	2	18	0.2
Crest Hill																			
Gaylord Road	5,758	3,398	28	1.9	1.2	18.5	139	2	11	0.06	5,842	33	2.5	1.6	42.3	425	2	14	0.2
Oakland Avenue	1,661	3,398	26	2.0	1.3	18.5	42	2	3	0.07	5,842	29	2.8	1.8	42.3	136	2	5	0.3
near Joliet																			

TABLE E1.2-1. EJ&amp;E HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA

STREET	2015 ADT	NO-ACTION (2015)									PROPOSED ACTION (2015)									
		L	V	D <sub>c</sub>	D <sub>a</sub>	N	T <sub>d</sub>	NL	Q	D <sub>v</sub>	L	V	D <sub>c</sub>	D <sub>a</sub>	N	T <sub>d</sub>	NL	Q	D <sub>v</sub>	
South Rowell Avenue	3,184	3,795	19	2.8	1.8	6.4	39	2	9	0.04	6,684	17	5.0	3.2	28.3	311	2	16	0.6	
Cherry Hill Road	1,107	3,795	31	1.9	1.2	6.4	9	2	2	0.02	6,684	35	2.7	1.7	28.3	58	2	3	0.2	
Joliet																				
Woodruff Road	10,659	2,743	9	4.0	2.6	18.5	543	2	42	0.26	5,552	10	6.8	4.4	42.3	2,132	2	73	1.8	
Washington Street	11,714	3,795	9	5.3	3.4	6.4	276	2	62	0.16	6,684	10	8.1	5.3	28.3	1,864	2	95	1.7	
Mills Road	3,115	3,795	27	2.1	1.4	6.4	29	2	7	0.03	6,684	30	3.0	2.0	28.3	186	2	9	0.2	
South Rowell Avenue	3,184	3,795	29	2.0	1.3	6.4	28	2	6	0.02	6,684	33	2.8	1.8	28.3	175	2	9	0.2	
Spencer Road	1,177	3,795	30	1.9	1.3	6.4	10	2	2	0.02	6,684	34	2.7	1.8	28.3	63	2	3	0.2	
Briggs Street	13,842	3,795	31	1.9	1.2	6.4	116	2	26	0.02	6,684	34	2.7	1.8	28.3	744	2	38	0.2	
near New Lenox																				
South Gougar Road	8,555	3,795	28	2.0	1.3	6.4	78	2	17	0.02	6,684	34	2.7	1.8	28.3	460	2	23	0.2	
Nelson Road	7,336	3,795	31	1.9	1.2	6.4	62	2	14	0.02	6,684	36	2.6	1.7	28.3	376	2	19	0.2	
Cedar Road	10,299	3,795	30	1.9	1.3	6.4	89	2	20	0.02	6,684	36	2.6	1.7	28.3	528	2	27	0.2	
Spencer Road	3,391	3,795	31	1.9	1.2	6.4	29	2	6	0.02	6,684	36	2.6	1.7	28.3	174	2	9	0.2	
School House Road	8,721	3,795	31	1.9	1.2	6.4	73	2	16	0.02	6,684	36	2.6	1.7	28.3	447	2	23	0.2	
near Frankfort																				
Owens Road / 116th Avenue	1,246	3,795	29	2.0	1.3	6.4	11	2	2	0.02	6,684	34	2.7	1.8	28.3	67	2	3	0.2	
Wolf Road	9,966	3,795	28	2.0	1.3	6.4	90	2	20	0.02	6,684	33	2.8	1.8	28.3	549	2	28	0.2	
Old Sauk Trail	3,461	3,795	32	1.8	1.2	6.4	28	2	6	0.02	6,684	36	2.6	1.7	28.3	177	2	9	0.2	
Pfeiffer Road / 88th Avenue	7,752	3,795	32	1.8	1.2	6.4	64	2	14	0.02	6,684	36	2.6	1.7	28.3	398	2	20	0.2	
Harlem Avenue	12,336	3,795	35	1.7	1.1	6.4	95	4	11	0.02	6,684	41	2.4	1.5	28.3	570	4	15	0.1	
Frankfort																				
Center Road	7,752	3,795	29	2.0	1.3	6.4	68	2	15	0.02	6,684	34	2.7	1.8	28.3	416	2	21	0.2	
Southeastern Cook County																				
near Matteson																				
Ridgeland Avenue	3,642	3,795	35	1.7	1.1	6.4	28	2	6	0.02	6,684	41	2.4	1.5	28.3	168	2	9	0.1	

TABLE E1.2-1. EJ&amp;E HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA

STREET	2015 ADT	NO-ACTION (2015)									PROPOSED ACTION (2015)								
		L	V	D <sub>c</sub>	D <sub>a</sub>	N	T <sub>d</sub>	NL	Q	D <sub>v</sub>	L	V	D <sub>c</sub>	D <sub>a</sub>	N	T <sub>d</sub>	NL	Q	D <sub>v</sub>
Central Avenue	2,297	3,795	34	1.8	1.1	6.4	18	2	4	0.02	6,684	40	2.4	1.6	28.3	108	2	6	0.1
Cicero Avenue	30,598	3,795	35	1.7	1.1	6.4	236	4	27	0.02	6,684	30	3.0	2.0	28.3	1,823	4	46	0.2
Matteson																			
Main Street	4,375	3,795	36	1.7	1.1	6.4	33	2	7	0.02	6,684	20	4.3	2.8	28.3	370	2	19	0.5
Park Forest																			
Western Avenue	24,717	3,615	34	1.7	1.1	8.6	252	4	21	0.02	6,256	30	2.9	1.9	31.6	1,557	4	35	0.2
Chicago Heights																			
Euclid Avenue	238	3,615	23	2.3	1.5	8.6	3	2	1	0.04	6,256	25	3.3	2.2	31.6	17	2	1	0.3
Chicago Road	26,842	3,615	21	2.5	1.6	8.6	394	4	33	0.05	6,256	22	3.7	2.4	31.6	2,198	4	50	0.4
West End Avenue / HalSted Street	7,267	3,615	19	2.7	1.7	8.6	116	2	19	0.06	6,256	20	4.1	2.6	31.6	647	2	29	0.5
East End Avenue	5,086	3,615	19	2.7	1.7	8.6	81	2	14	0.06	6,256	20	4.1	2.6	31.6	452	2	21	0.5
Wentworth Avenue	4,563	3,261	18	2.6	1.7	10.2	83	2	12	0.06	6,012	19	4.1	2.7	34.2	444	2	19	0.5
State Street	7,656	3,261	22	2.2	1.4	10.2	118	2	17	0.04	6,012	22	3.6	2.3	34.2	656	2	28	0.4
Cottage Grove Avenue	5,578	3,261	30	1.7	1.1	10.2	69	4	5	0.03	6,012	33	2.6	1.7	34.2	340	4	7	0.2
Sauk Village																			
Torrence Avenue	8,968	3,261	37	1.5	1.0	10.2	95	2	13	0.02	6,012	41	2.2	1.4	34.2	461	2	19	0.1
Lynwood																			
Lincoln Highway (US 30)	39,656	3,261	30	1.7	1.1	10.2	487	4	34	0.03	6,012	33	2.6	1.7	34.2	2,421	4	51	0.2
Lake County, Indiana																			
Dyer																			
Lake Street	5,067	3,261	30	1.7	1.1	10.2	62	2	9	0.03	6,012	34	2.5	1.6	34.2	302	2	13	0.2
Hart Street	20,268	3,261	31	1.7	1.1	10.2	243	2	34	0.03	6,012	34	2.5	1.6	34.2	1,208	2	51	0.2
Scherville																			
Airport Road	3,818	3,261	36	1.5	1.0	10.2	41	2	6	0.02	6,012	39	2.3	1.5	34.2	204	2	9	0.2
Kennedy Avenue	17,076	3,261	35	1.6	1.0	10.2	189	2	27	0.02	6,012	38	2.3	1.5	34.2	932	2	39	0.2
Griffith																			

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		L	V	D <sub>c</sub>	D <sub>a</sub>	N	T <sub>d</sub>	NL	Q	D <sub>v</sub>	L	V	D <sub>c</sub>	D <sub>a</sub>	N	T <sub>d</sub>	NL	Q	D <sub>v</sub>
Broad Street	19,572	2,717	23	1.8	1.2	7.6	190	2	36	0.02	5,915	24	3.3	2.1	28.6	1,283	2	65	0.3
East Main Street	10,960	2,717	23	1.8	1.2	7.6	107	2	20	0.02	5,915	24	3.3	2.1	28.6	718	2	36	0.3
East Lake Street	6,524	2,717	26	1.7	1.1	7.6	58	2	11	0.02	5,915	27	3.0	1.9	28.6	387	2	20	0.2
East Miller Street	6,524	2,717	28	1.6	1.0	7.6	55	2	10	0.02	5,915	29	2.8	1.8	28.6	365	2	18	0.2
East Elm Street	8,090	2,717	29	1.6	1.0	7.6	67	2	13	0.02	5,915	34	2.5	1.6	28.6	398	2	20	0.2
East 45th Avenue	23,486	2,717	31	1.5	1.0	7.6	185	4	18	0.02	5,915	34	2.5	1.6	28.6	1,155	4	29	0.2
East 40th Place	14,222	2,717	32	1.5	1.0	7.6	110	2	21	0.01	5,915	35	2.4	1.6	28.6	684	2	34	0.2
Gary																			
West 25th Avenue	4,187	3,144	34	1.6	1.0	9.7	44	2	6	0.02	5,777	37	2.3	1.5	29.7	196	2	10	0.1
West 15th Avenue	19,890	3,144	34	1.6	1.0	9.7	208	2	31	0.02	5,777	37	2.3	1.5	29.7	933	2	45	0.1
West 9th Avenue	4,187	3,144	35	1.5	1.0	9.7	43	2	6	0.02	5,777	38	2.2	1.4	29.7	192	2	9	0.1
West 5th Avenue	28,467	3,108	35	1.5	1.0	9.8	292	4	21	0.02	5,758	37	2.3	1.5	29.8	1,336	4	32	0.1

TABLE E1.2-2. EJ&amp;E HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA

Street	2015 ADT	No-Action LOS (2015)	Proposed Action LOS (2015)	No-Action - Total Blocked Crossing Time (24-Hr), Minutes	Proposed Action - Total Blocked Crossing Time (24-Hr), Minutes	No-Action - Percent Total Blocked Crossing Time	Proposed Action - Percent Total Blocked Crossing Time	Percent Change Total Blocked Crossing Time
Lake County								
Near Libertyville								
Diamond Lake Road	8,998	A	B	9.0	70.7	0.6%	4.9%	4.3%
Near Mundelein								
IL 60&83	29,659	A	B	8.6	66.4	0.6%	4.6%	4.0%
Near Hawthorn Woods								
Gilmer Road	18,658	A	A	8.2	57.9	0.6%	4.0%	3.5%
Old McHenry Road	32,424	A	A	8.4	59.4	0.6%	4.1%	3.5%
Near Lake Zurich								
Oakwood Road	6,783	A	B	8.8	62.7	0.6%	4.4%	3.7%
Lake Zurich								
Main Street	17,471	A	B	8.8	62.7	0.6%	4.4%	3.7%
Old Rand Road	10,659	A	A	8.6	61.0	0.6%	4.2%	3.6%
Ela Road	21,398	A	A	7.7	53.9	0.5%	3.7%	3.2%
Near Barrington								
Cuba Road	12,982	A	A	7.3	50.5	0.5%	3.5%	3.0%
Barrington								
Lake Zurich Road	3,131	A	A	6.9	48.6	0.5%	3.4%	2.9%
Northwest Hwy (US 14)	33,662	A	A	7.0	50.5	0.5%	3.5%	3.0%
Hough Street IL 59 & 63	24,056	A	A	7.1	50.5	0.5%	3.5%	3.0%
West Cook County								
Barrington								
Lake Cook Road / Main Street	14,222	A	A	7.1	50.5	0.5%	3.5%	3.0%
Near Barrington								
Otis Road	1,673	A	A	7.5	52.7	0.5%	3.7%	3.1%
Penny Road	4,786	A	A	7.5	52.7	0.5%	3.7%	3.1%
Old Sutton Road	2,070	A	A	7.5	52.7	0.5%	3.7%	3.1%
Hoffman Estates								
Shoe Factory Road	9,202	A	A	7.7	52.7	0.5%	3.7%	3.1%
Near Elgin								
Spaulding Road	1,434	A	A	6.8	46.8	0.5%	3.2%	2.8%
West Bartlett Road	17,209	A	A	7.5	51.2	0.5%	3.6%	3.0%
DuPage County								
Near Bartlett								
Stearns Road	21,129	A	A	7.8	53.1	0.5%	3.7%	3.2%
Wayne								
Army Trail Road	7,392	A	A	5.3	57.2	0.4%	4.0%	3.6%
Near West Chicago								

TABLE E1.2-2. EJ&E HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA								
Street	2015 ADT	No-Action LOS (2015)	Proposed Action LOS (2015)	No-Action - Total Blocked Crossing Time (24-Hr), Minutes	Proposed Action - Total Blocked Crossing Time (24-Hr), Minutes	No-Action - Percent Total Blocked Crossing Time	Proposed Action - Percent Total Blocked Crossing Time	Percent Change Total Blocked Crossing Time
Smith Road	7,123	A	A	5.4	57.2	0.4%	4.0%	3.6%
Hawthorne Lane	20,024	A	B	6.1	66.8	0.4%	4.6%	4.2%
West Chicago								
Washington Street	12,095	A	C	27.2	117.2	1.9%	8.1%	6.3%
Aurora Street	364	A	B	26.2	105.5	1.8%	7.3%	5.5%
Church Street	375	A	C	26.2	109.1	1.8%	7.6%	5.8%
Ann Street	1,160	A	C	26.2	109.1	1.8%	7.6%	5.8%
Naperville								
Diehl Road	21,933	A	B	19.2	77.2	1.3%	5.4%	4.0%
Near Aurora								
Liberty Street.	20,696	A	B	35.5	112.6	2.5%	7.8%	5.3%
Ogden Avenue (US 34)	45,828	A	B	29.5	91.1	2.0%	6.3%	4.3%
Montgomery Road	27,131	A	B	29.5	93.0	2.0%	6.5%	4.4%
Keating Drive/ 87th Street	2,007	A	B	29.5	93.0	2.0%	6.5%	4.4%
Will County								
Near Plainfield								
Hafenrichter Road	6,506	A	B	29.5	93.0	2.0%	6.5%	4.4%
Wolf's Crossing	13,150	A	B	30.2	95.0	2.1%	6.6%	4.5%
111th Street	12,320	A	B	30.2	95.0	2.1%	6.6%	4.5%
Ferguson Road / 119 <sup>th</sup> Street	5,468	A	B	30.9	97.1	2.1%	6.7%	4.6%
Normantown - 252nd	2,492	A	B	30.9	101.6	2.1%	7.1%	4.9%
127th Street	6,437	A	B	31.7	104.1	2.2%	7.2%	5.0%
135th Street	11,766	A	B	28.8	96.9	2.0%	6.7%	4.7%
Van Dykes Road	6,921	A	B	31.6	95.0	2.2%	6.6%	4.4%
Renwick Road	12,873	A	B	29.7	91.4	2.1%	6.3%	4.3%
Plainfield								
143rd Street	5,952	A	B	30.9	93.2	2.1%	6.5%	4.3%
Planfield-Naperville Road	4,568	A	B	30.3	91.4	2.1%	6.3%	4.2%
Main Street	22,175	A	B	30.3	91.4	2.1%	6.3%	4.2%
Center Street	1,845	A	B	30.3	91.4	0.02	0.06	4.2%
Eastern Avenue	3,876	A	B	30.3	91.4	2.1%	6.3%	4.2%
Lockport Road	11,351	A	B	30.3	91.4	2.1%	6.3%	4.2%
Near Crest Hill								
East Frontage Road / Essington Road	4,983	A	B	30.9	93.2	2.1%	6.5%	4.3%
Division Street	7,613	A	B	32.3	99.2	2.2%	6.9%	4.6%
Crest Hill								

TABLE E1.2-2. EJ&amp;E HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA

Street	2015 ADT	No-Action LOS (2015)	Proposed Action LOS (2015)	No-Action - Total Blocked Crossing Time (24-Hr), Minutes	Proposed Action - Total Blocked Crossing Time (24-Hr), Minutes	No-Action - Percent Total Blocked Crossing Time	Proposed Action - Percent Total Blocked Crossing Time	Percent Change Total Blocked Crossing Time
Gaylord Road	5,758	A	B	34.8	106.2	2.4%	7.4%	5.0%
Oakland Avenue	1,661	A	B	36.7	118.0	2.6%	8.2%	5.6%
Near Joliet								
South Rowell Street	3,184	A	D	17.7	140.6	1.2%	9.8%	8.5%
Cherry Hill Road	1,107	A	B	12.1	75.6	0.8%	5.2%	4.4%
Joliet								
Woodruff Road	10,659	B	F	73.3	288.0	5.1%	20.0%	14.9%
Washington Street	11,714	A	F	33.9	229.1	2.4%	15.9%	13.6%
Mills Road	3,115	A	B	13.4	85.8	0.9%	6.0%	5.0%
South Rowell Street	3,184	A	B	12.7	79.3	0.9%	5.5%	4.6%
Spencer Road	1,177	A	B	12.4	77.4	0.9%	5.4%	4.5%
Briggs Street	13,842	A	B	12.1	77.4	0.8%	5.4%	4.5%
Near New Lenox								
South Gougar Road	8,555	A	B	13.1	77.4	0.9%	5.4%	4.5%
Nelson Road	7,336	A	B	12.1	73.9	0.8%	5.1%	4.3%
Cedar Road	10,299	A	B	12.4	73.9	0.9%	5.1%	4.3%
Spencer Road	3,391	A	B	12.1	73.9	0.8%	5.1%	4.3%
School House Road	8,721	A	B	12.1	73.9	0.8%	5.1%	4.3%
Near Frankfort								
Owens Road /116th Avenue	1,246	A	B	12.7	77.4	0.9%	5.4%	4.5%
Wolf Road	9,966	A	B	13.1	79.3	0.9%	5.5%	4.6%
Old Sauk Trail	3,461	A	B	11.8	73.9	0.8%	5.1%	4.3%
Pfeiffer Road / 88th Avenue	7,752	A	B	11.8	73.9	0.8%	5.1%	4.3%
Harlem Avenue	12,336	A	A	11.1	66.6	0.8%	4.6%	3.9%
Frankfort								
Center Road	7,752	A	B	12.7	77.4	0.9%	5.4%	4.5%
Southeastern Cook County								
Near Matteson								
Ridgeland Avenue	3,642	A	A	11.1	66.6	0.8%	4.6%	3.9%
Central Avenue	2,297	A	A	11.3	67.9	0.8%	4.7%	3.9%
Cicero Avenue	30,598	A	B	11.1	85.8	0.8%	6.0%	5.2%
Matteson								
Main Street	4,375	A	C	10.9	121.6	0.8%	8.4%	7.7%
Park Forest								
Western Avenue	24,717	A	B	14.7	90.7	1.0%	6.3%	5.3%
Chicago Heights								
Euclid Avenue	238	A	B	19.7	105.7	1.4%	7.3%	6.0%

TABLE E1.2-2. EJ&amp;E HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA

Street	2015 ADT	No-Action LOS (2015)	Proposed Action LOS (2015)	No-Action - Total Blocked Crossing Time (24-Hr), Minutes	Proposed Action - Total Blocked Crossing Time (24-Hr), Minutes	No-Action - Percent Total Blocked Crossing Time	Proposed Action - Percent Total Blocked Crossing Time	Percent Change Total Blocked Crossing Time
Chicago Road	26,842	A	C	21.1	117.9	1.5%	8.2%	6.7%
West End Avenue / HalSted Street	7,267	A	C	22.9	128.1	1.6%	8.9%	7.3%
East End Avenue	5,086	A	C	22.9	128.1	1.6%	8.9%	7.3%
Wentworth Avenue	4,563	A	C	26.1	140.1	1.8%	9.7%	7.9%
State Street	7,656	A	C	22.3	123.3	1.5%	8.6%	7.0%
Cottage Grove Avenue	5,578	A	B	17.7	87.9	1.2%	6.1%	4.9%
Sauk Village								
Torrence Avenue	8,968	A	A	15.3	74.1	1.1%	5.1%	4.1%
Lynwood								
Lincoln Highway (US 30)	39,656	A	B	17.7	87.9	1.2%	6.1%	4.9%
Lake County, Indiana								
Dyer								
Lake Street	5,067	A	B	17.7	85.8	1.2%	6.0%	4.7%
Hart Street	20,268	A	B	17.3	85.8	1.2%	6.0%	4.8%
Schererville								
Airport Road	3,818	A	A	15.6	77.0	1.1%	5.3%	4.3%
Kennedy Avenue	17,076	A	A	15.9	78.6	1.1%	5.5%	4.4%
Griffith								
Broad Street	19,572	A	B	14.0	94.4	1.0%	6.6%	5.6%
East Main Street	10,960	A	B	14.0	94.4	1.0%	6.6%	5.6%
East Lake Street	6,524	A	B	12.8	85.5	0.9%	5.9%	5.0%
East Miller Street	6,524	A	B	12.2	80.6	0.8%	5.6%	4.8%
East Elm Street	8,090	A	A	11.9	70.8	0.8%	4.9%	4.1%
East 45th Avenue	23,486	A	A	11.4	70.8	0.8%	4.9%	4.1%
East 40th Place	14,222	A	A	11.1	69.2	0.8%	4.8%	4.0%
Gary								
West 25th Avenue	4,187	A	A	15.0	67.5	1.0%	4.7%	3.6%
West 15th Avenue	19,890	A	A	15.0	67.5	1.0%	4.7%	3.6%
West 9th Avenue	4,187	A	A	14.8	66.2	1.0%	4.6%	3.6%
West 5th Avenue	28,467	A	A	14.8	67.6	1.0%	4.7%	3.7%

TABLE E1.2-3. EJ&amp;E HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA

STREET	2020 ADT	PROPOSED ACTION (2020)									PROPOSED ACTION LOS (2020)
		L	V	D <sub>C</sub>	D <sub>A</sub>	N	T <sub>D</sub>	NL	Q	D <sub>V</sub>	
<b>Lake County</b>											
Diamond Lake Road	10,431	6,829	26	3.5	2.3	20.3	512	2	36	0.2	B
IL 60&83	34,383	6,829	28	3.3	2.1	20.3	1,586	2	112	0.2	B
Gilmer Road	21,630	6,829	33	2.9	1.9	20.3	870	2	62	0.1	A
Old McHenry Road	37,588	6,829	32	2.9	1.9	20.3	1,550	4	55	0.2	A
Oakwood Road	7,863	6,829	30	3.1	2.0	20.3	342	2	24	0.2	B
Main Street	20,254	6,829	30	3.1	2.0	20.3	881	2	63	0.2	B
Old Rand Road	12,356	6,829	31	3.0	2.0	20.3	523	2	37	0.2	A
Ela Road	24,806	6,829	36	2.7	1.7	20.3	929	3	44	0.1	A
Cuba Road	15,050	6,829	39	2.5	1.6	20.3	528	2	37	0.1	A
Lake Zurich Road	3,131	6,829	41	2.4	1.6	20.3	122	2	9	0.1	A
Northwest Hwy	39,023	6,829	39	2.5	1.6	20.3	1,370	4	49	0.1	A
Hough Street IL 59 & 63	27,888	6,829	39	2.5	1.6	20.3	979	2	69	0.1	A
<b>Cook County</b>											
Lake Cook Road	16,487	6,829	39	2.5	1.6	20.3	579	2	41	0.1	A
Otis Road	2,118	6,829	37	2.6	1.7	20.3	78	2	6	0.1	A
Penny Road	4,786	6,829	37	2.6	1.7	20.3	231	2	16	0.1	A
Old Sutton Road	2,070	6,829	37	2.6	1.7	20.3	100	2	7	0.1	A
Shoe Factory Road	9,202	6,829	37	2.6	1.7	20.3	426	2	30	0.1	A
Spaulding Road	1,434	6,829	43	2.3	1.5	20.3	59	4	2	0.1	A
West Bartlett Road	21,781	6,714	43	2.3	1.5	22.5	774	2	50	0.1	A
<b>DuPage County</b>											
Stearns Road	32,021	6,714	41	2.4	1.5	22.5	1,181	4	38	0.1	A
Army Trail Road	7,392	6,843	40	2.4	1.6	23.4	340	2	21	0.1	A
Smith Road	7,123	6,843	40	2.4	1.6	23.4	328	2	20	0.1	A
Hawthorne Lane	20,024	6,843	33	2.9	1.9	23.4	1,078	2	66	0.2	B
Washington Street	14,022	6,494	23	3.7	2.4	31.6	1,141	2	52	0.4	C

TABLE E1.2-3. EJ&E HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA											
STREET	2020 ADT	PROPOSED ACTION (2020)									PROPOSED ACTION LOS (2020)
		L	V	D <sub>C</sub>	D <sub>A</sub>	N	T <sub>D</sub>	NL	Q	D <sub>V</sub>	
Aurora Street	422	6,494	26	3.3	2.2	31.6	31	2	1	0.3	B
Church Street	435	6,494	25	3.5	2.2	31.6	33	2	2	0.3	C
Ann Street	1,345	6,494	25	3.5	2.2	31.6	102	2	5	0.3	C
Diehl Road	21,933	6,494	38	2.4	1.6	31.6	1,363	2	62	0.2	B
Liberty Street.	20,696	6,203	30	2.8	1.9	39.5	1,875	2	68	0.3	B
Ogden Avenue/US 34	45,828	6,203	39	2.3	1.5	39.5	3,363	4	61	0.2	B
Montgomery Road	27,131	6,203	38	2.4	1.5	39.5	2,032	2	74	0.2	B
<b>Will County</b>											
Keating Drive/ 87th Street	2,007	6,203	38	2.4	1.5	39.5	150	2	5	0.2	B
Hafenrichter Road	7,542	6,203	38	2.4	1.5	39.5	487	2	18	0.2	B
Wolf's Crossing	15,245	6,203	37	2.4	1.6	39.5	1,006	2	37	0.2	B
111th Street	14,282	6,203	37	2.4	1.6	39.5	942	2	34	0.2	B
Ferguson Road - 119th	5,468	6,203	36	2.5	1.6	39.5	427	2	16	0.2	B
Normantown - 252nd	2,492	6,203	34	2.6	1.7	39.5	204	2	7	0.2	B
127th Street - Chapins	6,437	6,203	33	2.6	1.7	39.5	540	2	20	0.2	B
135th Street	13,640	5,842	34	2.5	1.6	39.5	918	2	33	0.2	B
Van Dykes Road	8,024	5,842	38	2.2	1.5	42.3	530	2	18	0.2	B
143rd Street	6,900	5,842	39	2.2	1.4	42.3	446	2	15	0.2	B
Planfield-Naperville Road	5,296	5,842	40	2.2	1.4	42.3	336	2	11	0.2	B
Main Street	25,706	5,842	40	2.2	1.4	42.3	1,631	2	56	0.2	B
Center Street	2,139	5,842	40	2.2	1.4	42.3	136	2	5	0.2	B
Eastern Avenue	4,493	5,842	40	2.2	1.4	42.3	285	2	10	0.2	B
Lockport Road	13,159	5,842	40	2.2	1.4	42.3	835	2	28	0.2	B
Renwick Road	12,873	5,842	40	2.2	1.4	42.3	947	2	32	0.2	B
East Frontage Road Northbound/Essington	4,983	5,842	39	2.2	1.4	42.3	374	2	13	0.2	B
Divison Street	8,826	5,842	36	2.3	1.5	42.3	608	2	21	0.2	B

TABLE E1.2-3. EJ&amp;E HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA

STREET	2020 ADT	PROPOSED ACTION (2020)									PROPOSED ACTION LOS (2020)
		L	V	D <sub>C</sub>	D <sub>A</sub>	N	T <sub>D</sub>	NL	Q	D <sub>V</sub>	
Gaylord	6,481	5,842	33	2.5	1.6	42.3	478	2	16	0.2	B
Oakland Street	1,926	5,842	29	2.8	1.8	42.3	158	2	5	0.3	B
Woodruff	10,659	5,552	10	6.8	4.4	42.3	2,471	2	84	1.8	F
Washington Street	11,714	6,684	10	8.1	5.3	28.3	2,161	2	110	1.7	F
N Rowell Street	3,691	6,684	17	5.0	3.2	28.3	360	2	18	0.6	D
Mills Road	3,611	6,684	30	3.0	2.0	28.3	215	2	11	0.2	B
S Rowell Street	3,691	6,684	33	2.8	1.8	28.3	203	2	10	0.2	B
W Spencer Road	1,364	6,684	34	2.7	1.8	28.3	73	2	4	0.2	B
Briggs Street	13,842	6,684	34	2.7	1.8	28.3	862	2	44	0.2	B
Cherry Hill Road	1,107	6,684	35	2.7	1.7	28.3	67	2	3	0.2	B
S Gougar Road	9,348	6,684	34	2.7	1.8	28.3	502	2	26	0.2	B
Nelson Road	8,505	6,684	36	2.6	1.7	28.3	436	2	22	0.2	B
Cedar Road	10,299	6,684	36	2.6	1.7	28.3	612	2	31	0.2	B
Spencer Road	3,391	6,684	36	2.6	1.7	28.3	185	2	9	0.2	B
School House Road	8,721	6,684	36	2.6	1.7	28.3	519	2	26	0.2	B
Owens Road (116 Avenue)	1,246	6,684	34	2.7	1.8	28.3	78	2	4	0.2	B
Wolf Road	9,966	6,684	33	2.8	1.8	28.3	636	2	32	0.2	B
Center Road	7,752	6,684	34	2.7	1.8	28.3	483	2	25	0.2	B
Old Sauk Trail	3,461	6,684	36	2.6	1.7	28.3	206	2	10	0.2	B
Pfeiffer Road / 88th Avenue	8,986	6,684	36	2.6	1.7	28.3	461	2	23	0.2	B
Harlem Avenue	14,300	6,684	41	2.4	1.5	28.3	661	4	17	0.1	A
<b>Southeast Cook County</b>											
Ridgeland Avenue	3,642	6,684	41	2.4	1.5	28.3	177	2	9	0.1	A
Central Avenue	2,297	6,684	40	2.4	1.6	28.3	114	2	6	0.1	A
Cicero Avenue	30,598	6,684	30	3.0	2.0	28.3	1,916	4	49	0.2	B
Main Street	4,375	6,684	20	4.3	2.8	28.3	388	2	20	0.5	C
Western Avenue	24,717	6,256	30	2.9	1.9	31.6	1,636	4	37	0.2	B

TABLE E1.2-3. EJ&E HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA											
STREET	2020 ADT	PROPOSED ACTION (2020)									PROPOSED ACTION LOS (2020)
		L	V	D <sub>C</sub>	D <sub>A</sub>	N	T <sub>D</sub>	NL	Q	D <sub>V</sub>	
Euclid Avenue	238	6,256	25	3.3	2.2	31.6	18	2	1	0.3	B
Chicago Road	28,212	6,256	22	3.7	2.4	31.6	2,310	4	53	0.4	C
West End Avenue/HalSted Street	7,638	6,256	20	4.1	2.6	31.6	680	2	31	0.5	C
East End Avenue	5,345	6,256	20	4.1	2.6	31.6	476	2	22	0.5	C
Wentworth Avenue	4,563	6,012	19	4.1	2.7	34.2	466	2	20	0.5	C
State Street	8,046	6,012	22	3.6	2.3	34.2	689	2	29	0.4	C
Cottage Grove Avenue	5,862	6,012	33	2.6	1.7	34.2	358	4	8	0.2	B
Torrence Avenue	9,426	6,012	41	2.2	1.4	34.2	485	2	20	0.1	A
Lincoln Hwy	41,679	6,012	33	2.6	1.7	34.2	2,544	4	54	0.2	B
<b>Lake County, Indiana</b>											
Lake Street	5,874	6,012	34	2.5	1.6	34.2	350	2	15	0.2	B
Hart Street	23,497	6,012	34	2.5	1.6	34.2	1,400	2	59	0.2	B
Airport Road	3,818	6,012	39	2.3	1.5	34.2	237	2	10	0.2	A
Kennedy Avenue	17,076	6,012	38	2.3	1.5	34.2	1,080	2	45	0.2	A
Broad Street	19,572	5,915	24	3.3	2.1	34.2	1,779	2	75	0.3	C
East Main Street	12,706	5,915	24	3.3	2.1	28.6	833	2	42	0.3	B
East Lake Street	7,563	5,915	27	3.0	1.9	28.6	449	2	23	0.2	B
East Miller Street	7,563	5,915	29	2.8	1.8	28.6	423	2	21	0.2	B
East Elm Street	9,378	5,915	34	2.5	1.6	28.6	461	2	23	0.2	A
East 45th Avenue	27,227	5,915	34	2.5	1.6	28.6	1,339	4	34	0.2	A
East 40th Place	16,487	5,915	35	2.4	1.6	28.6	793	2	40	0.2	A
West 25th Avenue	4,187	5,777	37	2.3	1.5	29.7	228	2	11	0.1	A
West 15th Avenue	19,890	5,777	37	2.3	1.5	29.7	1,082	2	52	0.1	A
West 9th Avenue	4,187	5,777	38	2.2	1.4	29.7	223	2	11	0.1	A
West 5th Avenue	28,467	5,758	37	2.3	1.5	29.8	1,549	4	37	0.1	A

The following sections discuss the results of the analysis for the 87 highway/rail at-grade crossings along the EJ&E rail line. The detail discussion for the EJ&E at-grade crossings is organized by counties, beginning with the northern section in Lake County, Illinois and ending with at-grade crossings in Lake County, Indiana. The detail discussion for at-grade crossings in Cook County is separated in to two sections, one on the west side and the other on the southeastern side, because EJ&E rail line crosses Cook County twice.

### *Lake County, Illinois*

SEA calculated vehicle delays for 12 highway/rail at-grade crossings along the EJ&E rail line in Lake County. Table E1.2-4 shows the results of the analysis.

The Proposed Action would not affect the highway/rail at-grade crossings in EJ&E's Western mainline subdivision in Waukegan, North Chicago, Lake Bluff, Libertyville, Mettawa and Vernon Hills because train traffic would not increase on these segments. The effect due to the increase in the number of trains begins where CN and EJ&E rail lines intersect in Lake County near the western edge of Mundelein beginning at segment EJE 14B.

Increased train traffic in Lake County would result in minor increases in vehicle delays at highway/rail at-grade crossings. SEA determined that four of the crossings would experience a decrease in the crossing LOS under the Proposed Action. These four locations—Diamond Lake Road, IL 60/83, Oakwood Road, and Lake Zurich's Main Street—drop from an LOS A to an LOS B. LOS B indicates that the flow of traffic is reasonably unimpeded at average speeds.

SEA's analysis also showed that the average increase in the number of trains from 5.3 to 20.3 for the Proposed Action would result in approximately doubling the average delay per delayed vehicle. However, the average amount of time that a driver would be delayed as a result of a single train event is still minimal for the Proposed Action, such as 2.3 minutes for Diamond Lake Road.

SEA determined that even though the total delayed vehicles per day at some of the crossings—such as IL 60/83 near Mundelein, Old McHenry Road near Hawthorn Woods, and Northwest Highway in Barrington—show an increase, the increase is approximately sevenfold at all of the crossings. The total number of delayed vehicles per day for Diamond Lake Road increased from 57 vehicles to 442 for the Proposed Action, and at Cuba Road it increased from 66 to 456 vehicles.

For the total blocked crossing time in a 24-hour period, SEA determined that the change from the No-Action to the Proposed Action varied between 2.9 percent and 4.3 percent. The blocked crossing time for a 24-hour period is a measure of how long it would take for all the trains to cross an intersecting roadway. For example, under the No-Action Alternative the total blocked crossing time at Lake Zurich Road is 9.0 minutes per 24 hours, or 0.6 percent of the day. Under the Proposed Action, the total blocked crossing time at the same crossing is 70.7 minutes, or 4.9 percent of the day. The percent change for the total blocked crossing time at Lake Zurich Road is 4.3 percent. The percent change is a measure of how much change has occurred as far as total blocked crossing time due to the Proposed Action. For additional information on the results of SEA's vehicle delay analysis, including the blocked crossing time, for the 12 Lake County highway/rail at-grade crossings, see Tables E1.2-1 and E1.2-2.

TABLE E1.2-4. LAKE COUNTY, ILLINOIS EJ&E HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA														
Street	ADT (2015)	Trains Per Day, N		Trains Speed, V		Average Delay Per Delayed Vehicle, D <sub>a</sub>		Total Delayed Vehicles Per Day, T <sub>d</sub>		Crossing Los		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
Near Libertyville														
Diamond Lake Road	8,998	5.3	20.3	26	26	1.1	2.3	57	442	A	B	9.0	70.7	4.3%
Near Mundelein														
IL 60 & 83	29,659	5.3	20.3	28	28	1.1	2.1	177	1,368	A	B	8.6	66.4	4.0%
Near Hawthorn Woods														
Gilmer Road	18,658	5.3	20.3	30	33	1.0	1.9	106	750	A	A	8.2	57.9	3.5%
Old McHenry Road	32,424	5.3	20.3	29	32	1.0	1.9	189	1,337	A	A	8.4	59.4	3.5%
Near Lake Zurich														
Oakwood Road	6,783	5.3	20.3	27	30	1.1	2.0	41	295	A	B	8.8	62.7	3.7%
Lake Zurich														
Main Street	17,471	5.3	20.3	27	30	1.1	2.0	107	760	A	B	8.8	62.7	3.7%
Old Rand Road	10,659	5.3	20.3	28	31	1.1	2.0	64	451	A	A	8.6	61.0	3.6%
Ela Road	21,398	5.3	20.3	33	36	0.9	1.7	114	801	A	A	7.7	53.9	3.2%
Near Barrington														
Cuba Road	12,982	5.3	20.3	36	39	0.9	1.6	66	456	A	A	7.3	50.5	3.0%
Barrington														
Lake Zurich Road	3,131	5.3	20.3	39	41	0.8	1.6	15	106	A	A	6.9	48.6	2.9%
Northwest Highway (US 14)	33,662	5.3	20.3	38	39	0.9	1.6	164	1,182	A	A	7.0	50.5	3.0%

TABLE E1.2-4. LAKE COUNTY, ILLINOIS EJ&amp;E HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA

Street	ADT (2015)	Trains Per Day, N		Trains Speed, V		Average Delay Per Delayed Vehicle, D <sub>a</sub>		Total Delayed Vehicles Per Day, T <sub>d</sub>		Crossing Los		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
Hough Street (IL 59&63)	24,056	5.3	20.3	37	39	0.9	1.6	119	844	A	A	7.1	50.5	3.0%

*West Cook County*

The analysis in western Cook County is limited to the area between Lake and DuPage counties. SEA analyzed four highway/rail at-grade crossings in western Cook County. Table E1.2-5 shows the results of the delay analysis.

SEA determined that the crossing LOS for the No-Action Alternative remains unchanged under the Proposed Action. SEA also determined that the Proposed Action results in approximately doubling the average delay per delayed vehicle at the four highway/rail at-grade crossings. There are 71 delayed vehicles per day at the Lake Cook Road at-grade crossing for the No-Action Alternative, and 499 total delayed vehicles for the Proposed Action. Similarly, there are 90 total delayed vehicles per day at West Bartlett Road at-grade crossing for the No-Action Alternative and 612 delayed vehicles for the Proposed Action.

SEA also noted that the total blocked crossing time at Lake Cook Road experienced 7.1 minutes, or 0.5 percent of the day, under the No-Action Alternative. The at-grade crossing is blocked for 7.1 minutes based on the average 5.3 trains per day. The analysis for the Proposed Action showed that the total blocked crossing time for the same location is 50.5, or 3.5 percent of the day. The percent change for the total blocked crossing time at Lake Cook Road is 3.0. For additional information on the results of SEA's analysis of vehicle delay as well as blocked crossing time at each crossing in western Cook County, see Tables E1.2-1 and E1.2-2.

**TABLE E1.2-5. WEST COOK COUNTY, ILLINOIS EJ&E HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA**

Street Names	ADT (2015)	Trains per Day, N		Trains Speed, V		Average Delay per Delayed Vehicle, D <sub>a</sub>		Total Delayed Vehicles per day, T <sub>d</sub>		Crossing LOS		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
Barrington														
Lake Cook Road / Main Street	14,222	5.3	20.3	37	39	0.9	1.6	71	499	A	A	7.1	50.5	3.0%
near Barrington														
Penny Road	4,786	5.3	20.3	34	37	0.9	1.7	25	175	A	A	7.5	52.7	3.1%
Hoffman Estates														
Shoe Factory Road	9,202	5.3	20.3	33	37	0.9	1.7	49	337	A	A	7.7	52.7	3.1%
Near Elgin														
West Bartlett Road	17,209	5.5	22.5	40	43	0.9	1.5	90	612	A	A	7.5	51.2	3.0%

*DuPage County*

SEA analyzed 11 highway/rail at-grade crossings in DuPage County. The ADT counts for Aurora and Church streets do not meet the analysis threshold of 2,500 or more vehicles; however, they do meet the analysis threshold of crossings that are less than 800 feet apart. Table E1.2-6 shows the results of the delay analysis.

SEA determined that the crossing LOS for the No-Action Alternative changes at several crossings due to the Proposed Action. Particularly, Washington and Church Street crossings change from LOS A to C. Even though the average delay per delayed vehicle for a single-train event results in less than 2.5 minutes for these crossings, SEA determined that the proposed speed of the train through the crossings is lower than the average train speed through the other crossings as shown in Table 4.4.4-7. The slower train speed would result in a longer running time because of physical restrictions near the highway/rail at-grade crossings: a tight curve and the UP crossing north of Washington Street, a UP railroad yard northeast of the two crossings, and another railroad yard south of Church Street. In addition, the number of proposed trains per day at Washington Street would increase to 31.6.

SEA's analysis showed that the increase in the number of trains for the Proposed Action would result in an increase in the average delay per delayed vehicle. At Ogden Avenue and Montgomery Road, the average delay per delayed vehicles changes from 1.2 minutes for the No-Action scenario to 1.5 minutes for the Proposed Action. The increase in the average amount of time that a driver would be delayed as a result of a single train event varies between 0.3 minutes at Ogden Avenue and Montgomery Road to one minute at Hawthorne Lane, where it changed from 0.9 minutes for the No-Action Alternative to 1.9 minutes for the Proposed Action.

The analysis also showed that even though the total number of delayed vehicles per day at Army Trail Road, Smith Road, and Hawthorne Lane is lower than total delayed vehicles at most of the crossings, those crossings have the highest percentage increase for total delayed vehicles.

SEA determined that the total blocked crossing time in 24-hour period for Washington Street would increase from 27.2 minutes, or 1.9 percent of the day, for the No-Action Alternative, to 117.2 minutes (1.95 hours) for the Proposed Action, or 8.1 percent of the day. The percent change for the total vehicle traffic delay for Washington Street is 6.3 percent, the highest increase compared to the other at-grade crossings. The percent change in total blocked crossing time is lowest at Stearns Road (3.2 percent) and the highest at Washington Street (6.3 percent). The difference in total blocked crossing time for each crossing can be attributed to train length, train speed and number of trains. See Tables E1.2-1 and E1.2-2 for additional information on the results of SEA's analysis of vehicle delay as well as blocked crossing time for each of the 11 crossings in DuPage County.

TABLE E1.2-6. DUPAGE COUNTY, ILLINOIS EJ&E HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA														
Street	ADT (2015)	Trains Per Day, N		Trains Speed, V		Average Delay Per Delayed Vehicle, D <sub>a</sub>		Total Delayed Vehicles Per Day, T <sub>d</sub>		Crossing Los		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
Near Bartlett														
Stearns Road	21,129	5.5	22.5	38	41	0.9	1.5	114	779	A	A	7.8	53.1	3.2%
Wayne														
Army Trail Road	7,392	4.4	23.4	36	40	0.8	1.6	27	294	A	A	5.3	57.2	3.6%
Near West Chicago														
Smith Road	7,123	4.4	23.4	35	40	0.8	1.6	27	283	A	A	5.4	57.2	3.6%
Hawthorne Lane	20,024	4.4	23.4	29	33	0.9	1.9	85	929	A	B	6.1	66.8	4.2%
West Chicago														
Washington Street	12,095	10.7	31.6	21	23	1.7	2.4	228	984	A	C	27.2	117.2	6.3%
Aurora Street	364	10.7	31.6	22	26	1.6	2.2	7	27	A	B	26.2	105.5	5.5%
Church Street	375	10.7	31.6	22	25	1.6	2.2	7	28	A	C	26.2	109.1	5.8%
Naperville														
Diehl Road	21,933	10.7	31.6	33	38	1.2	1.6	293	1,175	A	B	19.2	77.2	4.0%
Near Aurora														
Liberty Street	20,696	15.7	39.5	25	30	1.5	1.9	511	1,618	A	B	35.5	112.6	5.3%
Ogden Avenue (US 34)	45,828	15.7	39.5	32	39	1.2	1.5	938	2,901	A	B	29.5	91.1	4.3%

TABLE E1.2-6. DUPAGE COUNTY, ILLINOIS EJ&E HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA														
Street	ADT (2015)	Trains Per Day, N		Trains Speed, V		Average Delay Per Delayed Vehicle, D <sub>a</sub>		Total Delayed Vehicles Per Day, T <sub>d</sub>		Crossing Los		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
Montgomery Road / 83rd Street	27,131	15.7	39.5	32	38	1.2	1.5	556	1,753	A	B	29.5	93.0	4.4%

### *Will County*

SEA analyzed 33 highway/rail at-grade crossings along the EJ&E rail line in Will County. The ADT counts for Plainfield-Naperville Road, Center Street, and Eastern Avenue in Plainfield do not meet the analysis threshold of 2,500 or more vehicles, but they meet the analysis threshold of crossings that are less than 800 feet apart. Table E1.2-7 shows the results of the delay analysis.

SEA determined that the Proposed Action would result in minor increases, less than 0.6 minutes, in the average delay per delayed vehicle at the 33 highway/rail at-grade crossings, with three exceptions: Woodruff Road and Washington Street showed a 1.8-minute increase in delay, and South Rowell Avenue (the northern crossing) showed a 1.4 minute increase, 1.8 minutes for the No-Action and 3.2 minutes for the Proposed Action.

SEA determined the longest train running time would occur on the rail line segment between Woodruff Road and Washington Street in Joliet. The location of the East Joliet Yard between the two highway/rail at-grade crossings results in slower train speeds as trains approach the yard. The LOS at two crossings, Woodruff Road and Washington Street in Joliet, drops from B and A, respectively, to F, because it takes a longer time for the trains to pass as traffic accumulates at the crossing. The longer it takes for the train to pass, the more vehicles are delayed. The crossing LOS at South Rowell Avenue (northern crossing) also falls from A to D, better than Woodruff Road and Washington Street but worse than the other crossings. Trains traveling southbound from the Washington Street at-grade crossing, pick up speed when they get to South Rowell Avenue and are moving more quickly by the next crossing at Mills Road. The LOS for the majority of other crossings drops from the current level of A to B under the Proposed Action.

SEA determined the total blocked crossing time in a 24-hour period for Woodruff Road would increase from 73.3 minutes, or 5.1 percent of the day, for the No-Action Alternative, to 288 minutes (4.8 hours), or 20 percent of the day. This would give a percent change for total blocked crossing time of 16.7 percent. Similarly, the total vehicle traffic delay in 24-hour period for Washington Street and South Rowell Avenue (northern crossing) is 33.9 and 17.7 minutes, or 2.4 percent and 1.2 percent of the day, respectively, for the No-Action Alternative. For the Proposed Action, the total delay increases to 229.1 minutes (3.8 hours), or 15.9 percent of the day, for Washington Street and 140.6 minutes (2.34 hours), or 9.8 percent of the day, for South Rowell Avenue (northern crossing). The percent change for Washington Street would be 14.4 percent, for South Rowell Avenue (northern crossing), 9.0 percent. For additional information on the results of SEA's analysis of vehicle delays as well as blocked crossing time at each highway/rail at-grade crossing in Will County, see Tables E1.2-1 and E1.2-2.

**TABLE E1.2-7. WILL COUNTY, ILLINOIS EJ&E HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA**

Street	ADT (2015)	Trains Per Day, N		Trains Speed, V		Average Delay Per Delayed Vehicle, D <sub>a</sub>		Total Delayed Vehicles Per Day, T <sub>d</sub>		Number Of Vehicles Queued, Q		Crossing Los		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
Near Plainfield																
Hafenrichter Road	6,506	15.7	39.5	32	38	1.2	1.5	133	420	12	15	A	B	29.5	93.0	4.4%
Wolf's Crossing Road	13,150	15.7	39.5	31	37	1.2	1.6	276	868	25	32	A	B	30.2	95.0	4.5%
111th Street	12,320	15.7	39.5	31	37	1.2	1.6	258	813	24	30	A	B	30.2	95.0	4.5%
Ferguson Road / 119th Street	5,468	15.7	39.5	30	36	1.3	1.6	117	369	11	13	A	B	30.9	97.1	4.6%
127th Street	6,437	15.7	39.5	29	33	1.3	1.7	142	465	13	17	A	B	31.7	104.1	5.0%
135th Street	11,766	15.7	39.5	29	34	1.2	1.6	235	792	22	29	A	B	28.8	96.9	4.7%
Van Dykes Road	6,921	18.5	42.3	32	38	1.1	1.5	152	457	12	16	A	B	31.6	95.0	4.4%
Renwick Road	12,873	18.5	42.3	35	40	1.0	1.4	265	817	21	28	A	B	29.7	91.4	4.3%
Plainfield																
143rd Street	5,952	18.5	42.3	33	39	1.1	1.4	128	385	10	13	A	B	30.9	93.2	4.3%
Plainfield-Naperville Road	4,568	18.5	42.3	34	40	1.1	1.4	96	290	7	10	A	B	30.3	91.4	4.2%
Main Street	22,175	18.5	42.3	34	40	1.1	1.4	466	1,407	36	48	A	B	30.3	91.4	4.2%
Center Street	1,845	18.5	42.3	34	40	1.1	1.4	39	117	3	4	A	B	30.3	91.4	4.2%
Eastern Avenue	3,876	18.5	42.3	34	40	1.1	1.4	81	246	6	8	A	B	30.3	91.4	4.2%
Lockport Road	11,351	18.5	42.3	34	40	1.1	1.4	239	720	19	25	A	B	30.3	91.4	4.2%
Near Crest Hill																
East Frontage Road / Essington	4,983	18.5	42.3	33	39	1.1	1.4	107	322	8	11	A	B	30.9	93.2	4.3%

TABLE E1.2-7. WILL COUNTY, ILLINOIS EJ&amp;E HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA

Street	ADT (2015)	Trains Per Day, N		Trains Speed, V		Average Delay Per Delayed Vehicle, D <sub>a</sub>		Total Delayed Vehicles Per Day, T <sub>d</sub>		Number Of Vehicles Queued, Q		Crossing Los		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
Road																
Divison Street	7,613	18.5	42.3	31	36	1.1	1.5	171	524	13	18	A	B	32.3	99.2	4.6%
Crest Hill																
Gaylord Road	5,758	18.5	42.3	28	33	1.2	1.6	139	425	11	14	A	B	34.8	106.2	5.0%
Near Joliet																
South Rowell Avenue	3,184	6.4	28.3	19	17	1.8	3.2	39	311	9	16	A	D	17.7	140.6	8.5%
Joliet																
Woodruff Road	10,659	18.5	42.3	9	10	2.6	4.4	543	2,132	42	73	B	F	73.3	288.0	14.9%
Washington Street	11,714	6.4	28.3	9	10	3.4	5.3	276	1,864	62	95	A	F	33.9	229.1	13.6%
Mills Road	3,115	6.4	28.3	27	30	1.4	2.0	29	186	7	9	A	B	13.4	85.8	5.0%
South Rowell Avenue	3,184	6.4	28.3	29	33	1.3	1.8	28	175	6	9	A	B	12.7	79.3	4.6%
Briggs Street	13,842	6.4	28.3	31	34	1.2	1.8	116	744	26	38	A	B	12.1	77.4	4.5%
Near New Lenox																
South Gougar Road	8,555	6.4	28.3	28	34	1.3	1.8	78	460	17	23	A	B	13.1	77.4	4.5%
Nelson Road	7,336	6.4	28.3	31	36	1.2	1.7	62	376	14	19	A	B	12.1	73.9	4.3%
Cedar Road	10,299	6.4	28.3	30	36	1.3	1.7	89	528	20	27	A	B	12.4	73.9	4.3%
Spencer Road	3,391	6.4	28.3	31	36	1.2	1.7	29	174	6	9	A	B	12.1	73.9	4.3%
School House Road	8,721	6.4	28.3	31	36	1.2	1.7	73	447	16	23	A	B	12.1	73.9	4.3%
Near Frankfort																
Wolf Road	9,966	6.4	28.3	28	33	1.3	1.8	90	549	20	28	A	B	13.1	79.3	4.6%

**TABLE E1.2-7. WILL COUNTY, ILLINOIS EJ&E HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA**

Street	ADT (2015)	Trains Per Day, N		Trains Speed, V		Average Delay Per Delayed Vehicle, D <sub>a</sub>		Total Delayed Vehicles Per Day, T <sub>d</sub>		Number Of Vehicles Queued, Q		Crossing Los		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
Old Sauk Trail	3,461	6.4	28.3	32	36	1.2	1.7	28	177	6	9	A	B	11.8	73.9	4.3%
Pfeiffer Road / 88th Avenue	7,752	6.4	28.3	32	36	1.2	1.7	64	398	14	20	A	B	11.8	73.9	4.3%
Harlem Avenue	12,336	6.4	28.3	35	41	1.1	1.5	95	570	11	15	A	A	11.1	66.6	3.9%
Frankfort																
Center Road	7,752	6.4	28.3	29	34	1.3	1.8	68	416	15	21	A	B	12.7	77.4	4.5%

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### *Southeastern Cook County*

SEA evaluated 12 highway/rail at-grade crossings in southeastern Cook County, located between Will County and the Illinois-Indiana state boundary. Table E1.2-8 shows the result of the delay analysis.

SEA determined that the crossing LOS for the No-Action Alternative changes from A to C at six of the crossings. These crossings are Main Street, Chicago Road, West End Avenue/Halsted Street, East End Avenue, Wentworth Avenue, and State Street.

The increase in the number of trains for the Proposed Action would result in an increase in the average delay per delayed vehicle. The increase in the average amount of time that a driver would be delayed as a result of a single train event varies between 0.4 minutes at Ridgeland Avenue, where the average delay per delayed vehicle is 1.1 for the No-Action and 1.5 minutes for the Proposed Action, to one minute at Wentworth Avenue. The average delay per delayed vehicle for these crossings approximately doubles because trains must slow down for CN rail crossings near East End Avenue.

The number of delayed vehicles per day for all of the crossings increased more than five times. At Ridgeland Avenue and Cicero Avenue, the increase—six fold—is highest.

SEA also determined that the total blocked crossing time in a 24-hour period for Chicago Road would increase from 21.1 minutes, or 1.5 percent of the day, to 117.9 minutes (approximately 2 hours) for the Proposed Action, or 8.2 percent of the day. The percent change for the total vehicle traffic delay for Chicago Road is 7.2 percent. The percent change for the total blocked crossing time at Ridgeland Avenue (3.9 percent) and the highest at Wentworth Avenue at 8.5 percent. For additional information on the results of the SEA's vehicle delay calculations as well as blocked crossing time, see Tables E1.2-1 and E1.2-2.

**TABLE E.2-8. SOUTHEASTERN COOK COUNTY, ILLINOIS EJ&E HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA**

Street	ADT (2015)	Trains per Day, N		Trains Speed, V		Average Delay per Delayed Vehicle, D <sub>a</sub>		Total Delayed Vehicles per day, T <sub>d</sub>		Number of Vehicles Queued, Q		Crossing LOS		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
Near Matteson																
Ridgeland Avenue	3,642	6.4	28.3	35	41	1.1	1.5	28	168	6	9	A	A	11.1	66.6	3.9%
Cicero Avenue	30,598	6.4	28.3	35	30	1.1	2.0	236	1,823	27	46	A	B	11.1	85.8	5.2%
Matteson																
Main Street	4,375	6.4	28.3	36	20	1.1	2.8	33	370	7	19	A	C	10.9	121.6	7.7%
Park Forest																
Western Avenue	24,717	8.6	31.6	34	30	1.1	1.9	252	1,557	21	35	A	B	14.7	90.7	5.3%
Chicago Heights																
Chicago Road	26,842	8.6	31.6	21	22	1.6	2.4	394	2,198	33	50	A	C	21.1	117.9	6.7%
West End Avenue / Halsted Street	7,267	8.6	31.6	19	20	1.7	2.6	116	647	19	29	A	C	22.9	128.1	7.3%
East End Avenue	5,086	8.6	31.6	19	20	1.7	2.6	81	452	14	21	A	C	22.9	128.1	7.3%
Wentworth Avenue	4,563	10.2	34.2	18	19	1.7	2.7	83	444	12	19	A	C	26.1	140.1	7.9%
State Street	7,656	10.2	34.2	22	22	1.4	2.3	118	656	17	28	A	C	22.3	123.3	7.0%
Cottage Grove Avenue	5,578	10.2	34.2	30	33	1.1	1.7	69	340	5	7	A	B	17.7	87.9	4.9%
Sauk Village																
Torrence Avenue	8,968	10.2	34.2	37	41	1.0	1.4	95	461	13	19	A	A	15.3	74.1	4.1%
Lynwood																

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Lincoln Highway (US 30)	39,656	10.2	34.2	30	33	1.1	1.7	487	2,421	34	51	A	B	17.7	87.9	4.9%
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*Lake County, Indiana*

SEA evaluated 15 highway/rail at-grade crossings in Lake County, Indiana. Table E1.2-9 shows the results of the analysis.

SEA determined that the crossing LOS for one-third of the crossings changes from A to B. The increase in the average delay per delayed vehicle is approximately one minute for Broad, Main, Lake and Miller streets and is approximately 0.5 minutes for the rest of the crossings.

SEA also determined that the total blocked crossing time in 24-hour period for Broad and East Main Streets would increase from 14.0 minutes, or 1.0 percent of the day for the No-Action Alternative, to 94.4 minutes (1.6 hours), or 6.6 percent of the day for the Proposed Action. The percent change for the total vehicle traffic delay for both streets is 5.6 percent, the highest in the crossings listed in the table below. The percent change in total blocked crossing time is the lowest at 9<sup>th</sup> Avenue. For additional information on the results of the SEA's vehicle delay calculations as well as blocked crossing time, see Tables E1.2-1 and E1.2-2.

TABLE E1.2-9. LAKE COUNTY, INDIANA EJ&amp;E HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA

Street	ADT (2015)	Trains Per Day, N		Trains Speed, V		Average Delay Per Delayed Vehicle, D <sub>a</sub>		Total Delayed Vehicles Per Day, T <sub>d</sub>		Number Of Vehicles Queued, Q		Crossing Los		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
Dyer																
Lake Street	5,067	10.2	34.2	30	34	1.1	1.6	62	302	9	13	A	B	17.7	85.8	4.7%
Hart Street	20,268	10.2	34.2	31	34	1.1	1.6	243	1,208	34	51	A	B	17.3	85.8	4.8%
Scherverville																
Airport Road	3,818	10.2	34.2	36	39	1.0	1.5	41	204	6	9	A	A	15.6	77.0	4.3%
Kennedy Avenue	17,076	10.2	34.2	35	38	1.0	1.5	189	932	27	39	A	A	15.9	78.6	4.4%
Griffith																
Broad Street.	19,572	7.6	28.6	23	24	1.2	2.1	190	1,283	36	65	A	B	14.0	94.4	5.6%
East Main Street	10,960	7.6	28.6	23	24	1.2	2.1	107	718	20	36	A	B	14.0	94.4	5.6%
East Lake Street	6,524	7.6	28.6	26	27	1.1	1.9	58	387	11	20	A	B	12.8	85.5	5.0%
East Miller Street	6,524	7.6	28.6	26	27	1.1	1.9	58	387	11	20	A	B	12.8	85.5	5.0%
East Elm Street	8,090	7.6	28.6	28	29	1.0	1.8	55	365	10	18	A	B	12.2	80.6	4.8%
East 45th Avenue	23,486	7.6	28.6	29	34	1.0	1.6	67	398	13	20	A	A	11.9	70.8	4.1%
East 40th Place	14,222	7.6	28.6	31	34	1.0	1.6	185	1,155	18	29	A	A	11.4	70.8	4.1%
Gary																
West 25th Avenue	4,187	9.7	29.7	34	37	1.0	1.5	44	196	6	10	A	A	15.0	67.5	3.6%
West 15th Avenue	19,890	9.7	29.7	34	37	1.0	1.5	208	933	31	45	A	A	15.0	67.5	3.6%
West	4,187	9.7	29.7	35	38	1.0	1.4	43	192	6	9	A	A	14.8	66.2	3.6%

**TABLE E1.2-9. LAKE COUNTY, INDIANA EJ&E HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA**

Street	ADT (2015)	Trains Per Day, N		Trains Speed, V		Average Delay Per Delayed Vehicle, D <sub>a</sub>		Total Delayed Vehicles Per Day, T <sub>d</sub>		Number Of Vehicles Queued, Q		Crossing Los		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time	
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action		
9th Avenue																	
West 5th Avenue	28,467	9.8	29.8	35	37	1.0	1.5	292	1,336	21	32	A	A	14.8	67.6	3.7%	

*CN Highway/Rail At-Grade Crossings*

SEA used the 2015 ADTs for analysis for existing delays and projected delays under the Proposed Action to show what the effect would be under the No-Action and Proposed Action alternatives. Tables E1.2-10 and E1.2-11 present the vehicle delay calculations for 130 crossings in the Waukesha, Freeport, Joliet, Chicago and Elsdon/Southbend subdivisions, and summarize the results of analysis for LOS and total traffic delay on a 24-hour basis

SEA also calculated the delay for the year 2020 using 2015 proposed train data (number of trains, lengths, and speeds) and 2020 ADT data for the purposes of potential future regional planning by local, regional and state government agencies. The year 2020 delay calculations assumed that the number of trains, train speed and length would remain the same as the data provided for the year 2015. The 2020 delay data is not discussed in detail. The delay calculations for 2020 are shown in Table E1.2-12.

Table E1.2-10. CN Highway/Rail At-grade Crossing Vehicle Delay Data																			
Street	ADT 2015	No-Action (2015)									Proposed Action (2015)								
		L	V	D <sub>c</sub>	D <sub>a</sub>	N	T <sub>d</sub>	NL	Q	D <sub>v</sub>	L	V	D <sub>c</sub>	D <sub>a</sub>	N	T <sub>d</sub>	NL	Q	D <sub>v</sub>
Forest Avenue	3,035	6,104	30	2.8	1.8	3.5	21	2	9	0	0	0	0.0	0.0	0	0	2	0	0
Augusta Street	3,035	6,104	30	2.8	1.8	3.5	21	2	9	0	0	0	0.0	0.0	0	0	2	0	0
Keystone Avenue	3,035	6,104	30	2.8	1.8	3.5	21	2	9	0	0	0	0.0	0.0	0	0	2	0	0
Thatcher Avenue	10,039	6,104	30	2.8	1.8	3.5	69	3	19	0	0	0	0.0	0.0	0	0	3	0	0
1st Avenue (IL 171)	32,060	6,104	30	2.8	1.8	3.5	219	4	45	0	0	0	0.0	0.0	0	0	4	0	0
5th Avenue	12,190	6,104	30	2.8	1.8	3.5	83	4	17	0	0	0	0.0	0.0	0	0	4	0	0
George Street	4,661	6,104	28	3.0	1.9	3.5	34	2	14	0	0	0	0.0	0.0	0	0	2	0	0
Fullerton Avenue	4,780	6,104	25	3.3	2.1	3.5	38	2	16	0	0	0	0.0	0.0	0	0	2	0	0
Belmont Avenue	11,831	6,388	19	4.3	2.8	19	685	4	26	0	2,645	19	2.1	1.4	2	34	4	12	0
Pratt Avenue	2,735	6,468	23	3.7	2.4	19	134	2	10	0	3,129	28	1.8	1.2	2	7	2	5	0
Touhy Avenue	28,085	6,468	29	3.0	2.0	19	1,130	5	34	0	3,129	34	1.5	1.0	2	60	5	17	0
Frontage Road	3,481	6,468	29	3.0	2.0	19	140	2	11	0	3,129	34	1.5	1.0	2	7	2	5	0
Oakton Street	29,160	6,468	29	3.0	2.0	19	1,174	4	44	0	3,129	31	1.6	1.1	2	67	4	24	0
Algonquin Road	11,114	6,468	31	2.9	1.9	19	423	2	32	0	3,129	33	1.6	1.0	2	24	2	18	0
Lee Street / Mannheim Road (US 12)	10,361	6,468	31	2.9	1.9	19	395	2	30	0	3,129	33	1.6	1.0	2	23	2	16	0

Table E1.2-10. CN Highway/Rail At-grade Crossing Vehicle Delay Data																			
Street	ADT 2015	No-Action (2015)									Proposed Action (2015)								
		L	V	D <sub>c</sub>	D <sub>a</sub>	N	T <sub>d</sub>	NL	Q	D <sub>v</sub>	L	V	D <sub>c</sub>	D <sub>a</sub>	N	T <sub>d</sub>	NL	Q	D <sub>v</sub>
Graceland Avenue (US 12)	23,770	6,468	32	2.8	1.8	19	882	2	66	0	3,129	33	1.6	1.0	2	52	2	37	0
Thacker Street / Dempster Street	14,102	6,468	32	2.8	1.8	19	523	2	39	0	3,129	33	1.6	1.0	2	31	2	22	0
Prairie Avenue	2,873	6,468	34	2.7	1.7	19	101	2	8	0	3,129	34	1.5	1.0	2	6	2	4	0
Seegers Road	1,781	6,468	28	3.1	2.0	19	74	2	6	0	3,129	30	1.7	1.1	2	4	2	3	0
Golf Road (IL 58)	34,985	6,468	28	3.1	2.0	19	1,450	4	55	0	3,129	29	1.7	1.1	2	84	4	30	0
Rand Road (US 12)	29,865	6,468	27	3.2	2.1	19	1,276	4	48	0	3,129	29	1.7	1.1	2	72	4	26	0
Central Road	22,348	6,468	35	2.6	1.7	19	771	2	58	0	3,129	37	1.5	0.9	2	45	2	33	0
Kensington Road / Foundry Road	10,090	6,468	38	2.4	1.6	19	326	2	25	0	3,129	43	1.3	0.9	2	19	2	13	0
Euclid Avenue	22,826	6,468	39	2.4	1.6	19	722	4	27	0	3,129	45	1.3	0.8	2	41	4	15	0
Wolf Road	25,216	6,468	40	2.3	1.5	19	782	2	59	0	3,129	45	1.3	0.8	2	45	2	33	0
Camp McDonald Road	10,397	6,468	40	2.3	1.5	19	322	2	24	0	3,129	45	1.3	0.8	2	19	2	13	0
Willow Road	3,585	6,468	39	2.4	1.6	19	113	2	9	0	3,129	44	1.3	0.9	2	7	2	5	0
Hintz Road	24,977	6,468	37	2.5	1.6	19	824	4	31	0	3,129	40	1.4	0.9	2	48	4	17	0

Table E1.2-10. CN Highway/Rail At-grade Crossing Vehicle Delay Data																			
Street	ADT 2015	No-Action (2015)									Proposed Action (2015)								
		L	V	D <sub>c</sub>	D <sub>a</sub>	N	T <sub>d</sub>	NL	Q	D <sub>v</sub>	L	V	D <sub>c</sub>	D <sub>a</sub>	N	T <sub>d</sub>	NL	Q	D <sub>v</sub>
Dundee Road (IL 68)	39,374	6,468	42	2.3	1.5	19	1,175	4	44	0	3,129	43	1.3	0.9	2	73	4	26	0
Deerfield Parkway / Busch Road	20,764	6,468	35	2.6	1.7	19	716	2	54	0	3,129	38	1.4	0.9	2	41	2	30	0
Aptakisic Road	30,176	6,468	35	2.6	1.7	19	1,041	4	39	0	3,129	38	1.4	0.9	2	60	4	22	0
Half Day Road (IL 22)	25,669	6,468	41	2.3	1.5	19	781	2	59	0	3,129	44	1.3	0.9	2	47	2	34	0
Buffalo Grove Road	17,857	6,468	42	2.3	1.5	19	533	3	27	0	3,129	45	1.3	0.8	2	32	3	15	0
US 45	23,653	3,129	42	1.3	0.9	19	422	3	21	0	3,129	42	1.3	0.9	2	44	3	21	0
Butterfield Road	20,071	3,129	39	1.4	0.9	19	376	4	14	0	3,129	39	1.4	0.9	2	39	4	14	0
Townline Road (IL 60)	46,768	3,129	41	1.4	0.9	19	848	4	32	0	3,129	41	1.4	0.9	2	89	4	32	0
Allanson Road	21,179	6,800	35	2.7	1.8	19	761	2	57	0	6,800	20	4.4	2.8	19	1,226	2	92	0
Hawley Street	8,998	6,800	35	2.7	1.8	19	323	3	16	0	6,800	35	2.7	1.8	19	323	3	16	0
Park Street	732	6,800	35	2.7	1.8	19	26	2	2	0	6,800	35	2.7	1.8	19	26	2	2	0
Maple Avenue	15,052	6,800	35	2.7	1.8	19	541	2	41	0	6,800	35	2.7	1.8	19	541	2	41	0
Winchester Road	7,475	6,800	40	2.4	1.6	19	241	4	9	0	6,800	40	2.4	1.6	19	241	4	9	0
Peterson Road	22,148	6,800	45	2.2	1.4	19	651	5	20	0	6,800	45	2.2	1.4	19	651	5	20	0

Table E1.2-10. CN Highway/Rail At-grade Crossing Vehicle Delay Data

Street	ADT 2015	No-Action (2015)									Proposed Action (2015)								
		L	V	D <sub>c</sub>	D <sub>a</sub>	N	T <sub>d</sub>	NL	Q	D <sub>v</sub>	L	V	D <sub>c</sub>	D <sub>a</sub>	N	T <sub>d</sub>	NL	Q	D <sub>v</sub>
Harris Road	4,434	6,800	45	2.2	1.4	19	130	2	10	0	6,800	45	2.2	1.4	19	130	2	10	0
Pulaski Road	27,965	5,224	19	3.6	2.4	2.5	176	4	51	0	0	19	0.5	0.3	0	0	4	7	0
Riverside Drive	5,497	6,690	25	3.5	2.3	4.4	59	2	19	0	3,061	25	1.9	1.2	1.7	12	2	10	0
Harlem Avenue (IL 43)	35,351	6,690	25	3.5	2.3	4.4	382	4	63	0	3,061	25	1.9	1.2	1.7	79	4	33	0
26th Street	16,134	6,690	25	3.5	2.3	4.4	175	4	29	0	3,061	25	1.9	1.2	1.7	36	4	15	0
Des Plaines Avenue	17,807	6,690	25	3.5	2.3	4.4	193	4	32	0	3,061	25	1.9	1.2	1.7	40	4	17	0
Cermak Road / 22nd Street	40,633	6,690	25	3.5	2.3	4.4	440	5	58	0	3,061	25	1.9	1.2	1.7	91	5	31	0
1st Avenue (IL 171)	42,543	6,690	25	3.5	2.3	4.4	460	4	75	0	3,061	25	1.9	1.2	1.7	95	4	40	0
17th Avenue	11,353	6,690	19	4.5	2.9	4.4	156	4	26	0	3,061	20	2.2	1.5	1.7	30	4	13	0
Wolf Road	18,763	6,755	35	2.7	1.8	3	105	4	25	0	3,060	39	1.4	0.9	1.7	31	4	13	0
York Street	24,190	6,755	37	2.6	1.7	3	130	2	62	0	3,061	40	1.4	0.9	1.7	39	2	33	0
Vallette Street	4,233	6,750	35	2.7	1.7	3	24	2	11	0	3,050	35	1.5	1.0	1.7	7	2	6	0
Argyle Avenue	1,165	6,755	39	2.5	1.6	3	6	2	3	0	3,061	40	1.4	0.9	1.7	2	2	2	0
Spring Road	10,886	6,755	40	2.4	1.6	3	55	2	26	0	3,061	40	1.4	0.9	1.7	18	2	15	0
Saint Charles Road	11,289	6,755	40	2.4	1.6	3	57	3	18	0	3,061	40	1.4	0.9	1.7	18	3	10	0
West	11,289	6,755	40	2.4	1.6	3	57	2	27	0	3,061	40	1.4	0.9	1.7	18	2	15	0

Table E1.2-10. CN Highway/Rail At-grade Crossing Vehicle Delay Data																			
Street	ADT 2015	No-Action (2015)									Proposed Action (2015)								
		L	V	D <sub>c</sub>	D <sub>a</sub>	N	T <sub>d</sub>	NL	Q	D <sub>v</sub>	L	V	D <sub>c</sub>	D <sub>a</sub>	N	T <sub>d</sub>	NL	Q	D <sub>v</sub>
Avenue																			
Villa Avenue	8,870	6,755	40	2.4	1.6	3	45	2	21	0	3,061	40	1.4	0.9	1.7	14	2	12	0
Addison Avenue	17,471	6,755	39	2.5	1.6	3	90	7	12	0	3,061	39	1.4	0.9	1.7	29	7	7	0
North Avenue (IL 64)	60,476	6,755	39	2.5	1.6	3	311	8	37	0	3,061	39	1.4	0.9	1.7	99	8	21	0
Grace Street	9,139	6,755	37	2.6	1.7	3	49	4	12	0	3,061	40	1.4	0.9	1.7	15	4	6	0
Swift Road	22,175	6,755	42	2.3	1.5	3.0	108	3	###	##	3,061	44	1.0	0.8	1.7	34	3	19	0
Schmale Road	30,373	6,755	38	2.5	1.6	3.0	159	4	###	##	3,061	43	1.0	0.9	1.7	47	4	20	0
Gary Avenue	37,092	6,755	43	2.3	1.5	3	177	4	42	0	3,061	49	1.2	0.8	2	53	4	22	0
Army Trail Road	41,796	6,755	43	2.3	1.5	3	199	4	48	0	3,061	49	1.2	0.8	2	60	4	25	0
County Farm Road	38,705	6,755	43	2.3	1.5	3	184	4	44	0	3,061	48	1.2	0.8	2	56	4	24	0
Sutton Road (IL 59)	59,939	6,755	41	2.4	1.5	3	296	4	71	0	3,061	45	1.3	0.8	2	90	4	38	0
Powis Road	5,510	4,600	25	2.6	1.7	3	30	2	14	0	4,600	10	5.7	3.7	2.6	57	2	32	0
IL 25	10,830	4,600	45	1.7	1.1	3	37	2	18	0	4,600	45	1.7	1.1	2.6	32	2	18	0
Randall Road	46,189	4,600	45	1.7	1.1	3	160	4	38	0	4,600	45	1.7	1.1	2.6	139	4	38	0
Pruxne Street / Illinois Street	7,171	6,103	35	2.5	1.6	1.8	22	2	18	0	5,457	35	2.3	1.5	2	23	2	16	0
Holmes	451	6,103	35	2.5	1.6	1.8	1	2	1	0	5,457	35	2.3	1.5	2	1	2	1	0

Table E1.2-10. CN Highway/Rail At-grade Crossing Vehicle Delay Data																			
Street	ADT 2015	No-Action (2015)									Proposed Action (2015)								
		L	V	D <sub>c</sub>	D <sub>a</sub>	N	T <sub>d</sub>	NL	Q	D <sub>v</sub>	L	V	D <sub>c</sub>	D <sub>a</sub>	N	T <sub>d</sub>	NL	Q	D <sub>v</sub>
Street																			
Stephen Street	14,222	6,103	33	2.6	1.7	1.8	46	2	37	0	5,457	33	2.4	1.5	2	47	2	34	0
Romeo Road / 135th Street	19,102	4,659	38	1.9	1.2	1.8	45	2	36	0	6,108	40	2.2	1.5	2	59	2	43	0
9th Street (IL 7)	30,238	4,659	35	2.0	1.3	1.8	76	2	61	0	6,108	35	2.5	1.6	2	104	2	75	0
10th Street	160	4,659	35	2.0	1.3	1.8	0	2	0	0	6,108	35	2.0	1.6	2.0	1	2	0	0
11th Street	307	4,659	35	2.0	1.3	1.8	1	2	1	0	6,108	35	2.0	1.6	2.0	1	2	1	0
Division Street	6,783	4,659	35	2.0	1.3	1.8	17	2	14	0	6,108	35	2.0	1.6	2.0	23	2	17	0
Ohio Street	7,198	7,500	10	9.0	5.9	2.9	131	2	65	0	7,500	10	9	5.9	2.9	131	2	65	0
Jackson Street	20,380	7,500	10	9.0	5.9	2.9	370	2	184	0	7,500	10	9	5.9	2.9	370	2	##	0
University Parkway / Stuenkel Road	13,640	5,400	45	1.9	1.2	12.8	226	4	13	0	5,400	45	2	1.2	##	226	4	13	0
West Dralle Road	4,012	5,400	45	1.9	1.2	12.8	66	4	4	0	5,400	45	2	1.2	##	66	4	4	0
55th Street	31,431	4,365	8	6.7	4.4	3.3	483	4	105	0	0	0	0	0.0	0.0	0	4	0	0
71st Street	16,612	4,365	8	6.7	4.4	3.3	255	2	111	0	0	0	0	0.0	0	0	2	0	0
79th Street	29,291	4,365	8	6.7	4.4	3.4	463	4	98	0	0	0	0	0.0	0	0	4	0	0
Columbus Avenue	18,046	4,365	8	6.7	4.4	3.4	285	4	60	0	0	0	0	0.0	0	0	4	0	0
83rd Place	1,305	4,365	8	6.7	4.4	3.4	21	2	9	0	0	0	0	0.0	0	0	2	0	0
87th Street	23,663	4,365	8	6.7	4.4	3.4	374	6	53	0	0	0	0	0.0	0	0	6	0	0

Table E1.2-10. CN Highway/Rail At-grade Crossing Vehicle Delay Data																			
Street	ADT 2015	No-Action (2015)									Proposed Action (2015)								
		L	V	D <sub>c</sub>	D <sub>a</sub>	N	T <sub>d</sub>	NL	Q	D <sub>v</sub>	L	V	D <sub>c</sub>	D <sub>a</sub>	N	T <sub>d</sub>	NL	Q	D <sub>v</sub>
91st Street	4,482	4,365	8	6.7	4.4	3.4	71	2	30	0	0	0	0.0	0	0	2	0	0	
Kedzie Avenue	28,802	4,365	8	6.7	4.4	3.4	456	4	96	0	0	0	0.0	0	0	4	0	0	
94th Street	3,466	4,365	8	6.7	4.4	3.4	55	4	12	0	0	0	0.0	0	0	4	0	0	
95th Street (US 12 / US 20)	36,570	4,365	8	6.7	4.4	3.4	579	6	82	0	0	0	0.0	0.0	0	0	6	0	0
99th Street	11,592	4,365	8	6.7	4.4	3.4	183	2	78	0	0	0	0.0	0.0	0	0	2	0	0
103rd Street	23,782	4,365	8	6.7	4.4	3.4	376	4	80	0	0	0	0.0	0.0	0	0	4	0	0
111th Street	19,600	4,365	8	6.7	4.4	3.4	310	4	66	0	0	0	0.0	0.0	0	0	4	0	0
115th Street	15,536	4,365	8	6.7	4.4	3.4	246	4	52	0	0	0	0.0	0.0	0	0	4	0	0
119th Street	14,341	4,365	8	6.7	4.4	3.4	227	2	96	0	0	0	0.0	0.0	0	0	2	0	0
123rd Street	6,468	4,365	8	6.7	4.4	3.4	102	2	43	0	0	0	0.0	0.0	0	0	2	0	0
127th Street	27,607	4,365	8	6.7	4.4	3.4	437	4	92	0	0	0	0.0	0.0	0	0	4	0	0
Broadway Street	5,916	7,256	36	2.8	1.8	15	171	4	8	0	5,711	43	2.0	1.3	1	8	4	6	0
Western Avenue	10,039	7,256	29	3.3	2.2	15	347	4	17	0	5,711	35	2.4	1.5	1	16	4	12	0
Robey Street	144	7,256	34	2.9	1.9	15	4	2	0	0	5,711	41	2.1	1.4	1	0	2	0	0
Lincoln Avenue	886	7,256	34	2.9	1.9	15	27	2	3	0	5,711	41	2.1	1.4	1	1	2	2	0
Wood Street	15,775	7,256	35	2.9	1.9	15	466	4	23	0	5,711	42	2.0	1.3	1	22	4	16	0

Table E1.2-10. CN Highway/Rail At-grade Crossing Vehicle Delay Data																			
Street	ADT 2015	No-Action (2015)									Proposed Action (2015)								
		L	V	D <sub>c</sub>	D <sub>a</sub>	N	T <sub>d</sub>	NL	Q	D <sub>v</sub>	L	V	D <sub>c</sub>	D <sub>a</sub>	N	T <sub>d</sub>	NL	Q	D <sub>v</sub>
147th Street / Sibley Boulevard (IL 83)	34,619	7,256	35	2.9	1.9	15	1,023	4	49	0	5,711	42	2.0	1.3	1	49	4	35	0
Center Avenue	886	7,256	36	2.8	1.8	15	26	2	2	0	5,711	43	2.0	1.3	1	1	2	2	0
Broadway Avenue	886	7,256	10	8.7	5.7	15	80	4	4	1	5,711	10	7.0	4.5	1	4	4	3	0
Park Avenue	7,051	7,256	36	2.8	1.8	15	204	4	10	0	5,711	43	2.0	1.3	1	10	4	7	0
Halsted Street (IL 1)	22,064	5,927	36	2.4	1.5	20	708	4	26	0	5,711	42	2.0	1.3	1	31	4	23	0
155th Street	451	5,927	36	2.4	1.5	20	14	2	1	0	5,711	42	2.0	1.3	1	1	2	1	0
Thornton-Blue Island Road	4,960	5,927	35	2.4	1.6	20	163	2	12	0	5,711	39	2.2	1.4	1	7	2	11	0
159th Street / 162nd Street (US 6)	34,741	5,927	35	2.4	1.6	20	1,141	4	42	0	5,711	35	2.4	1.5	1	57	4	41	0
South Park Avenue	11,831	6,081	26	3.2	2.1	22	573	4	19	0	6,489	27	3.2	2.1	2.9	77	4	19	0
170th Street	13,266	6,081	15	5.1	3.3	22	1040	4	34	1	6,489	15	5.4	3.5	2.9	145	4	36	0
Volbrecht Road	3,641	6,081	38	2.3	1.5	22	130	2	8	0	6,489	45	2.1	1.4	2.9	16	2	8	0
Thornton-Lansing Road	11,951	6,081	38	2.3	1.5	22	425	2	27.7	0.1	6,489	45	2	1.4	2.9	51	2	26	0

Table E1.2-10. CN Highway/Rail At-grade Crossing Vehicle Delay Data																			
Street	ADT 2015	No-Action (2015)									Proposed Action (2015)								
		L	V	D <sub>c</sub>	D <sub>a</sub>	N	T <sub>d</sub>	NL	Q	D <sub>v</sub>	L	V	D <sub>c</sub>	D <sub>a</sub>	N	T <sub>d</sub>	NL	Q	D <sub>v</sub>
Torrence Avenue (IL 83)	12,799	6,081	39	2.3	1.5	22	446	4	14.5	0.1	6,489	47	2	1.3	2.9	53	4	13	0
186th Street	7,768	6,081	41	2.2	1.4	22	261	2	17	0.1	6,489	49	2	1.3	2.9	31	2	16	0
Burnham Avenue	8,724	6,081	42	2.1	1.4	22	287	2	18.7	0.1	6,489	49	2	1.3	2.9	35	2	17	0
Wentworth Avenue	13,027	6,081	42	2.1	1.4	22.1	429	2	27.9	0.1	6,489	49	2	1.3	2.9	53	2	26	0
Calumet Avenue	31,311	6,081	40	2.2	1.4	22.1	1,070	4	34.9	0.1	6,489	48	2	1.3	2.9	128	4	32	0
White Oak Avenue	11,062	6,081	38	2.3	1.5	22.1	394	2	25.6	0.1	6,489	45	2.1	1.4	2.9	48	2	24	0
Kennedy Avenue	6,664	6,081	18	4.3	2.8	22.1	444	2	28.9	0.4	6,489	18	4.6	3.0	2.9	62	2	31	0
Main Street	10,960	6,081	35	2.5	1.6	22.1	416	2	27.1	0.1	6,489	38	2.4	1.6	2.9	54	2	27	0
Broad Street	19,572	6,081	36	2.4	1.6	22.1	727	2	47.4	0.1	6,489	39	2.4	1.6	2.9	94	2	47	0
Colfax Street	14,139	6,081	40	2.2	1.4	23.3	510	2	31.5	0.1	6,081	40	2.2	1.4	23	510	2	31	0
Taft Street	30,473	6,081	40	2.2	1.4	23.3	1,098	2	67.9	0.1	6,081	40	2.2	1.4	23	1,098	2	68	0
Madison Street	9,031	6,081	40	2.2	1.4	23.3	325	2	20.1	0.1	6,081	40	2.2	1.4	23	325	2	20	0
Broadway Street	39,989	6,081	40	2.2	1.4	23.3	1,441	4	44.5	0.1	6,081	40	2.2	1.4	23	1,441	4	45	0

Table E1.2-11. CN Highway/Rail At-grade Crossing Vehicle Delay Data

Street	ADT 2015	LOS No- Action 2015	LOS Action 2015	No-Action - Total Blocked Crossing Time (24-Hr), Minutes	Proposed Action - Total Blocked Crossing Time (24-Hr), Minutes	No-Action - Percent Total Blocked Crossing Time	Proposed Action - Percent Total Blocked Crossing Time	Percent Change Total Blocked Crossing Time
Forest Avenue	3,035	A	A	10	0	1%	0%	-1%
Augusta Street	3,035	A	A	10	0	1%	0%	-1%
Keystone Avenue	3,035	A	A	10	0	1%	0%	-1%
Thatcher Avenue	10,039	A	A	10	0	1%	0%	-1%
1st Avenue (IL 171)	32,060	A	A	10	0	1%	0%	-1%
5th Avenue	12,190	A	A	10	0	1%	0%	-1%
George Street	4,661	A	A	10	0	1%	0%	-1%
Fullerton Avenue	4,780	A	A	11	0	1%	0%	-1%
Belmont Avenue	11,831	B	A	83	4	6%	0%	-6%
Pratt Avenue	2,735	B	A	71	4	5%	0%	-5%
Touhy Avenue	28,085	A	A	58	3	4%	0%	-4%
Frontage Road	3,481	A	A	58	3	4%	0%	-4%
Oakton Street	29,160	A	A	58	3	4%	0%	-4%
Algonquin Road	11,114	A	A	55	3	4%	0%	-4%
Lee Street / Mannheim Road (US 12)	10,361	A	A	55	3	4%	0%	-4%
Graceland Avenue (US 12)	23,770	A	A	53	3	4%	0%	-3%
Thacker Street / Dempster Street	14,102	A	A	53	3	4%	0%	-3%
Prairie Avenue	2,873	A	A	51	3	4%	0%	-3%
Seegers Road	1,781	B	A	60	3	4%	0%	-4%
Golf Road (IL 58)	34,985	B	A	60	3	4%	0%	-4%
Rand Road (US 12)	29,865	B	A	62	3	4%	0%	-4%
Central Road	22,348	A	A	50	3	3%	0%	-3%

Table E1.2-11. CN Highway/Rail At-grade Crossing Vehicle Delay Data

Street	ADT 2015	LOS No-Action 2015	LOS Action 2015	No-Action - Total Blocked Crossing Time (24-Hr), Minutes	Proposed Action - Total Blocked Crossing Time (24-Hr), Minutes	No-Action - Percent Total Blocked Crossing Time	Proposed Action - Percent Total Blocked Crossing Time	Percent Change Total Blocked Crossing Time
Kensington Road / Foundry Road	10,090	A	A	46	3	3%	0%	-3%
Euclid Avenue	22,826	A	A	46	3	3%	0%	-3%
Wolf Road	25,216	A	A	45	3	3%	0%	-3%
Camp McDonald Road	10,397	A	A	45	3	3%	0%	-3%
Willow Road	3,585	A	A	46	3	3%	0%	-3%
Hintz Road	24,977	A	A	47	3	3%	0%	-3%
Dundee Road (IL 68)	39,374	A	A	43	3	3%	0%	-3%
Deerfield Parkway / Busch Road	20,764	A	A	50	3	3%	0%	-3%
Aptakisic Road	30,176	A	A	50	3	3%	0%	-3%
Half Day Road (IL 22)	25,669	A	A	44	3	3%	0%	-3%
Buffalo Grove Road	17,857	A	A	43	3	3%	0%	-3%
US 45	23,653	A	A	26	3	2%	0%	-2%
Butterfield Road	20,071	A	A	27	3	2%	0%	-2%
Townline Road (IL 60)	46,768	A	A	26	3	2%	0%	-2%
Allanson Road	21,179	A	B	52	83	4%	6%	2%
Hawley Street	8,998	A	A	52	52	4%	4%	0%
Park Street	732	A	A	52	52	4%	4%	0%
Maple Avenue	15,052	A	A	52	52	4%	4%	0%

Table E1.2-11. CN Highway/Rail At-grade Crossing Vehicle Delay Data

Street	ADT 2015	LOS No- Action 2015	LOS Action 2015	No-Action - Total Blocked Crossing Time (24-Hr), Minutes	Proposed Action - Total Blocked Crossing Time (24-Hr), Minutes	No-Action - Percent Total Blocked Crossing Time	Proposed Action - Percent Total Blocked Crossing Time	Percent Change Total Blocked Crossing Time
Winchester Road	7,475	A	A	46	46	3%	3%	0%
Peterson Road	22,148	A	A	42	42	3%	3%	0%
Harris Road	4,434	A	A	42	42	3%	3%	0%
Pulaski Road	27,965	A	A	9	0	1%	0%	-1%
Riverside Drive	5,497	A	A	16	3	1%	0%	-1%
Harlem Avenue (IL 43)	35,351	A	A	16	3	1%	0%	-1%
26th Street	16,134	A	A	16	3	1%	0%	-1%
Des Plaines Avenue	17,807	A	A	16	3	1%	0%	-1%
Cermak Road / 22nd Street	40,633	A	A	16	3	1%	0%	-1%
1st Avenue (IL 171)	42,543	A	A	16	3	1%	0%	-1%
17th Avenue	11,353	A	A	20	4	1%	0%	-1%
Wolf Road	18,763	A	A	8	2	1%	0%	0%
York Street	24,190	A	A	8	2	1%	0%	0%
Vallette Street	4,233	A	A	8	3	1%	0%	0%
Argyle Avenue	1,165	A	A	7	2	1%	0%	0%
Spring Road	10,886	A	A	7	2	1%	0%	0%
Saint Charles Road	11,289	A	A	7	2	1%	0%	0%
West Avenue	11,289	A	A	7	2	1%	0%	0%
Villa Avenue	8,870	A	A	7	2	1%	0%	0%
Addison Avenue	17,471	A	A	7	2	1%	0%	0%
North Avenue (IL 64)	60,476	A	A	7	2	1%	0%	0%

Table E1.2-11. CN Highway/Rail At-grade Crossing Vehicle Delay Data

Street	ADT 2015	LOS No-Action 2015	LOS Action 2015	No-Action - Total Blocked Crossing Time (24-Hr), Minutes	Proposed Action - Total Blocked Crossing Time (24-Hr), Minutes	No-Action - Percent Total Blocked Crossing Time	Proposed Action - Percent Total Blocked Crossing Time	Percent Change Total Blocked Crossing Time
Grace Street	9,139	A	A	8	2	1%	0%	0%
Swift Road	22,175	A	A	7	2	0%	0%	0%
Schmale Road	30,373	A	A	8	2	1%	0%	0%
Gary Avenue	37,092	A	A	7	2	0%	0%	0%
Army Trail Road	41,796	A	A	7	2	0%	0%	0%
County Farm Road	38,705	A	A	7	2	0%	0%	0%
Sutton Road (IL 59)	59,939	A	A	7	2	0%	0%	0%
Powis Road	5,510	A	A	8	15	1%	1%	0%
IL 25	10,830	A	A	5	4	0%	0%	0%
Randall Road	46,189	A	A	5	4	0%	0%	0%
Pruxne Street / Illinois Street	7,171	A	A	4	5	0%	0%	0%
Holmes Street	451	A	A	4	5	0%	0%	0%
Stephen Street	14,222	A	A	5	5	0%	0%	0%
Romeo Road / 135th Street	19,102	A	A	3	4	0%	0%	0%
9th Street (IL 7)	30,238	A	A	3.6	5.0	0%	0%	0%
10th Street	160	A	A	4	5	0%	0%	0%
11th Street	307	A	A	4	5	0%	0%	0%
Division Street	6,783	A	A	4	5	0%	0%	0%
Ohio Street	7,198	B	B	26	26	2%	2%	0%
Jackson Street	20,380	B	B	26	26	2%	2%	0%
University Parkway / Stuenkel Road	13,640	A	A	24	24	2%	2%	0%

Table E1.2-11. CN Highway/Rail At-grade Crossing Vehicle Delay Data

Street	ADT 2015	LOS No-Action 2015	LOS Action 2015	No-Action - Total Blocked Crossing Time (24-Hr), Minutes	Proposed Action - Total Blocked Crossing Time (24-Hr), Minutes	No-Action - Percent Total Blocked Crossing Time	Proposed Action - Percent Total Blocked Crossing Time	Percent Change Total Blocked Crossing Time
West Dralle Road	4,012	A	A	24	24	2%	2%	0%
55th Street	31,431	A	A	22	0	2%	0%	-2%
71st Street	16,612	A	A	22	0	2%	0%	-2%
79th Street	29,291	A	A	23	0	2%	0%	-2%
Columbus Avenue	18,046	A	A	23	0	2%	0%	-2%
83rd Place	1,305	A	A	23	0	2%	0%	-2%
87th Street	23,663	A	A	23	0	2%	0%	-2%
91st Street	4,482	A	A	23	0	2%	0%	-2%
Kedzie Avenue	28,802	A	A	23	0	2%	0%	-2%
94th Street	3,466	A	A	23	0	2%	0%	-2%
95th Street (US 12 / US 20)	36,570	A	A	23	0	2%	0%	-2%
99th Street	11,592	A	A	23	0	2%	0%	-2%
103rd Street	23,782	A	A	23	0	2%	0%	-2%
111th Street	19,600	A	A	23	0	2%	0%	-2%
115th Street	15,536	A	A	23	0	2%	0%	-2%
119th Street	14,341	A	A	23	0	2%	0%	-2%
123rd Street	6,468	A	A	23	0	2%	0%	-2%
127th Street	27,607	A	A	23	0	2%	0%	-2%
Broadway Street	5,916	A	A	42	2	3%	0%	-3%
Western Avenue	10,039	A	A	50	2	3%	0%	-3%
Robey Street	144	A	A	44	2	3%	0%	-3%
Lincoln Avenue	886	A	A	44	2	3%	0%	-3%
Wood Street	15,775	A	A	43	2	3%	0%	-3%

Table E1.2-11. CN Highway/Rail At-grade Crossing Vehicle Delay Data

Street	ADT 2015	LOS No- Action 2015	LOS Action 2015	No-Action - Total Blocked Crossing Time (24-Hr), Minutes	Proposed Action - Total Blocked Crossing Time (24-Hr), Minutes	No-Action - Percent Total Blocked Crossing Time	Proposed Action - Percent Total Blocked Crossing Time	Percent Change Total Blocked Crossing Time
147th Street / Sibley Boulevard (IL 83)	34,619	A	A	43	2	3%	0%	-3%
Center Avenue	886	A	A	42	2	3%	0%	-3%
Broadway Avenue	886	E	A	130	7	9%	0%	-9%
Park Avenue	7,051	A	A	42	2	3%	0%	-3%
Halsted Street (IL 1)	22,064	A	A	46	2	3%	0%	-3%
155th Street	451	A	A	46	2	3%	0%	-3%
Thornton-Blue Island Road	4,960	A	A	47	2	3%	0%	-3%
159th Street / 162nd Street (US 6)	34,741	A	A	47	2	3%	0%	-3%
South Park Avenue	11,831	B	A	70	9	5%	1%	-4%
170th Street	13,266	C	A	113	16	8%	1%	-7%
Volbrecht Road	3,641	A	A	51	6	4%	0%	-3%
Thornton-Lansing Road	11,951	A	A	51	6	4%	0%	-3%
Torrence Avenue (IL 83)	12,799	A	A	50	6	3%	0%	-3%
186th Street	7,768	A	A	48	6	3%	0%	-3%
Burnham Avenue	8,724	A	A	47	6	3%	0%	-3%
Wentworth Avenue	13,027	A	A	47	6	3%	0%	-3%
Calumet Avenue	31,311	A	A	49	6	3%	0%	-3%
White Oak Avenue	11,062	A	A	51	6	4%	0%	-3%
Kennedy Avenue	6,664	C	A	96	13	7%	1%	-6%

Table E1.2-11. CN Highway/Rail At-grade Crossing Vehicle Delay Data

Street	ADT 2015	LOS No-Action 2015	LOS Action 2015	No-Action - Total Blocked Crossing Time (24-Hr), Minutes	Proposed Action - Total Blocked Crossing Time (24-Hr), Minutes	No-Action - Percent Total Blocked Crossing Time	Proposed Action - Percent Total Blocked Crossing Time	Percent Change Total Blocked Crossing Time
Main Street	10,960	A	A	55	7	4%	0%	-3%
Broad Street	19,572	A	A	53	7	4%	0%	-3%
Colfax Street	14,139	A	A	52	52	4%	4%	0%
Taft Street	30,473	A	A	52	52	4%	4%	0%
Madison Street	9,031	A	A	52	52	4%	4%	0%
Broadway Street	39,989	A	A	52	52	4%	4%	0%

Table E1.2-12. CN Highway/Rail At-grade Crossing Vehicle Delay Data

Street	2020 ADT	Proposed Action (2020)									Proposed Action LOS (2020)
		L	V	D <sub>c</sub>	D <sub>a</sub>	N	T <sub>D</sub>	NL	Q	D <sub>v</sub>	
Forest Avenue	4,033	0	0	0	0	0	0	2	0	0	A
Augusta Street	4,033	0	0	0	0	0	0	2	0	0	A
Keystone Avenue	4,033	0	0	0	0	0	0	2	0	0	A
Thatcher Avenue	12,706	0	0	0	0	0	0	3	0	0	A
1st Avenue (IL 171)	40,975	0	0	0	0	0	0	4	0	0	A
5th Avenue	15,428	0	0	0	0	0	0	4	0	0	A
George Street	5,899	0	0	0	0	0	0	2	0	0	A
Fullerton Avenue	6,050	0	0	0	0	0	0	2	0	0	A
Belmont Avenue	14,975	2,645	19	2.1	1.4	2	43	4	16	0	A
Pratt Avenue	3,530	3,129	28	1.8	1.2	2	9	2	6	0	A
Touhy Avenue	35,546	3,129	34	1.5	1.0	2	76	5	22	0	A

Table E1.2-12. CN Highway/Rail At-grade Crossing Vehicle Delay Data											
Street	2020 ADT	Proposed Action (2020)									Proposed Action LOS (2020)
		L	V	D <sub>c</sub>	D <sub>a</sub>	N	T <sub>D</sub>	NL	Q	D <sub>v</sub>	
Frontage Road	4,493	3,129	34	1.5	1.0	2	10	2	7	0	A
Oakton Street	36,907	3,129	31	1.6	1.1	2	84	4	30	0	A
Algonquin Road	14,067	3,129	33	1.6	1.0	2	31	2	22	0	A
Lee Street / Mannheim Road (US 12)	13,243	3,129	33	1.6	1.0	2	29	2	21	0	A
Graceland Avenue (US 12)	30,380	3,129	33	1.6	1.0	2	67	2	48	0	A
Thacker Street / Dempster Street	17,849	3,129	33	1.6	1.0	2	39	2	28	0	A
Prairie Avenue	3,708	3,129	34	1.5	1.0	2	8	2	6	0	A
Seegers Road	2,298	3,129	30	1.7	1.1	2	5	2	4	0	A
Golf Road (IL 58)	44,714	3,129	29	1.7	1.1	2	107	4	39	0	A
Rand Road (US 12)	38,170	3,129	29	1.7	1.1	2	92	4	33	0	A
Central Road	28,285	3,129	37	1.5	0.9	2	57	2	41	0	A
Kensington Road / Foundry Road	13,279	3,129	43	1.3	0.9	2	24	2	18	0	A
Euclid Avenue	28,890	3,129	45	1.3	0.8	2	52	4	19	0	A
Wolf Road	31,916	3,129	45	1.3	0.8	2	57	2	41	0	A
Camp McDonald Road	13,160	3,129	45	1.3	0.8	2	24	2	17	0	A
Willow Road	4,538	3,129	44	1.3	0.9	2	8	2	6	0	A
Hintz Road	31,613	3,129	40	1.4	0.9	2	61	4	22	0	A
Dundee Road (IL 68)	50,322	3,129	43	1.3	0.9	2	93	4	33	0	A
Deerfield Parkway / Busch Road	24,071	3,129	38	1.4	0.9	2	48	2	35	0	A
Aptakisic Road	34,983	3,129	38	1.4	0.9	2	70	4	25	0	A
Half Day Road (IL 22)	29,757	3,129	44	1.3	0.9	2	54	2	39	0	A
Buffalo Grove Road	20,701	3,129	45	1.3	0.8	2	37	3	18	0	A
US 45	27,420	3,129	42	1.3	0.9	2	51	3	25	0	A
Butterfield Road	23,268	3,129	39	1.4	0.9	2	46	4	16	0	A
Townline Road (IL 60)	54,217	3,129	41	1.4	0.9	2	103	4	37	0	A
Allanson Road	24,552	6,800	35	2.7	1.8	19.1	882	2	66	0	B

Table E1.2-12. CN Highway/Rail At-grade Crossing Vehicle Delay Data

Street	2020 ADT	Proposed Action (2020)									Proposed Action LOS (2020)
		L	V	D <sub>c</sub>	D <sub>a</sub>	N	T <sub>D</sub>	NL	Q	D <sub>v</sub>	
Hawley Street	10,431	6,800	35	2.7	1.8	19.1	375	3	19	0	A
Park Street	849	6,800	35	2.7	1.8	19.1	30	2	2	0	A
Maple Avenue	17,449	6,800	35	2.7	1.8	19.1	627	2	47	0	A
Winchester Road	8,665	6,800	40	2.4	1.6	19.1	280	4	11	0	A
Peterson Road	25,675	6,800	45	2.2	1.4	19.1	755	5	23	0	A
Harris Road	5,140	6,800	45	2.2	1.4	19.1	151	2	11	0	A
Pulaski Road	35,395	0	19	0.5	0.3	0	0	4	9	0	A
Riverside Drive	6,958	3,061	25	1.9	1.2	1.7	16	2	13	0	A
Harlem Avenue (IL 43)	45,181	3,061	25	1.9	1.2	1.7	101	4	43	0	A
26th Street	20,420	3,061	25	1.9	1.2	1.7	46	4	19	0	A
Des Plaines Avenue	22,538	3,061	25	1.9	1.2	1.7	50	4	21	0	A
Cermak Road / 22nd Street	51,428	3,061	25	1.9	1.2	1.7	115	5	39	0	A
1st Avenue (IL 171)	54,373	3,061	25	1.9	1.2	1.7	121	4	51	0	A
17th Avenue	14,370	3,061	20	2.2	1.5	1.7	38	4	16	0	A
Wolf Road	23,748	3,060	39	1.4	0.9	1.7	39	4	17	0	A
York Street	28,043	3,061	40	1.4	0.9	1.7	45	2	38	0	A
Vallette Street	4,908	3,050	35	1.5	1.0	1.7	9	2	7	0	A
Argyle Avenue	1,350	3,061	40	1.4	0.9	1.7	2	2	2	0	A
Spring Road	12,620	3,061	40	1.4	0.9	1.7	20	2	17	0	A
Saint Charles Road	13,087	3,061	40	1.4	0.9	1.7	21	3	12	0	A
West Avenue	13,087	3,061	40	1.4	0.9	1.7	21	2	18	0	A
Villa Avenue	10,283	3,061	40	1.4	0.9	1.7	17	2	14	0	A
Addison Avenue	20,254	3,061	39	1.4	0.9	1.7	33	7	8	0	A
North Avenue (IL 64)	70,109	3,061	39	1.4	0.9	1.7	115	8	24	0	A
Grace Street	10,594	3,061	40	1.4	0.9	1.7	17	4	7	0	A
Swift Road	25,706	3,061	44	1.3	0.8	1.7	39	3	22	0	A

Table E1.2-12. CN Highway/Rail At-grade Crossing Vehicle Delay Data											
Street	2020 ADT	Proposed Action (2020)									Proposed Action LOS (2020)
		L	V	D <sub>c</sub>	D <sub>a</sub>	N	T <sub>D</sub>	NL	Q	D <sub>v</sub>	
Schmale Road	35,210	3,061	43	1.3	0.9	1.7	54	4	23	0	A
Gary Avenue	43,000	3,061	49	1.2	0.8	1.7	61	4	26	0	A
Army Trail Road	48,453	3,061	49	1.2	0.8	1.7	69	4	29	0	A
County Farm Road	44,869	3,061	48	1.2	0.8	1.7	65	4	27	0	A
Sutton Road (IL 59)	69,485	3,061	45	1.3	0.8	1.7	104	4	44	0	A
Powis Road	6,388	4,600	25	2.6	1.7	2.6	30	2	17	0	A
IL 25	12,554	4,600	45	1.7	1.1	2.6	38	2	21	0	A
Randall Road	53,546	4,600	45	1.7	1.1	2.6	161	4	44	0	A
Pruxne Street / Illinois Street	9,076	5,457	35	2.3	1.5	2	29	2	21	0	A
Holmes Street	687	5,457	35	2.3	1.5	2	2	2	2	0	A
Stephen Street	18,000	5,457	33	2.4	1.5	2	59	2	43	0	A
Romeo Road / 135th Street	22,145	6,108	40	2.2	1.5	2	69	2	49	0	A
9th Street (IL 7)	35,054	6,108	35	2.5	1.6	2	121	2	87	0	A
10th Street	186	6,108	35	2.5	1.6	2	1	2	0	0	A
11th Street	356	6,108	35	2.5	1.6	2	1	2	1	0	A
Division Street	7,863	6,108	35	2.5	1.6	2	27	2	20	0	A
Ohio Street	8,344	7,500	10	9.0	5.9	3	152	2	75	0	B
Jackson Street	23,626	7,500	10	9.0	5.9	3	429	2	213	0	B
University Parkway / Stuenkel Road	15,813	5,400	45	1.9	1.2	12.8	262	4	15	0	A
West Dralle Road	4,651	5,400	45	1.9	1.2	12.8	77	4	4	0	A
55th Street	39,781	0	0	0	0.0	0	0	4	0	0	A
71st Street	21,025	0	0	0	0.0	0	0	2	0	0	A
79th Street	36,713	0	0	0.0	0.0	0	0	4	0	0	A
Columbus Avenue	22,840	0	0	0.0	0.0	0	0	4	0	0	A
83rd Place	1,718	0	0	0.0	0.0	0	0	2	0	0	A
87th Street	29,949	0	0	0.0	0.0	0	0	6	0	0	A

Table E1.2-12. CN Highway/Rail At-grade Crossing Vehicle Delay Data

Street	2020 ADT	Proposed Action (2020)									Proposed Action LOS (2020)
		L	V	D <sub>c</sub>	D <sub>a</sub>	N	T <sub>D</sub>	NL	Q	D <sub>v</sub>	
91st Street	5,672	0	0	0.0	0.0	0	0	2	0	0	A
Kedzie Avenue	36,453	0	0	0.0	0.0	0	0	4	0	0	A
94th Street	4,387	0	0	0.0	0.0	0	0	4	0	0	A
95th Street (US 12 / US 20)	46,739	0	0	0.0	0.0	0	0	6	0	0	A
99th Street	14,672	0	0	0.0	0.0	0	0	2	0	0	A
103rd Street	30,101	0	0	0.0	0.0	0	0	4	0	0	A
111th Street	24,806	0	0	0.0	0.0	0	0	4	0	0	A
115th Street	19,664	0	0	0.0	0.0	0	0	4	0	0	A
119th Street	18,151	0	0	0.0	0.0	0	0	2	0	0	A
123rd Street	8,512	0	0	0.0	0.0	0	0	2	0	0	A
127th Street	34,941	0	0	0.0	0.0	0	0	4	0	0	A
Broadway Street	7,487	5,711	43	2.0	1.3	1	10	4	8	0	A
Western Avenue	12,706	5,711	35	2.4	1.5	1	21	4	15	0	A
Robey Street	191	5,711	41	2.1	1.4	1	0	2	0	0	A
Lincoln Avenue	1,350	5,711	41	2.1	1.4	1	2	2	3	0	A
Wood Street	19,966	5,711	42	2.0	1.3	1	28	4	20	0	A
147th Street / Sibley Boulevard (IL 83)	44,246	5,711	42	2.0	1.3	1	63	4	45	0	A
Center Avenue	1,350	5,711	43	2.0	1.3	1	2	2	3	0	A
Broadway Avenue	1,350	5,711	10	7.0	4.5	1	7	4	5	0	A
Park Avenue	8,924	5,711	43	2.0	1.3	1	12	4	9	0	A
Halsted Street (IL 1)	28,199	5,711	42	2.0	1.3	1	40	4	29	0	A
155th Street	687	5,711	42	2.0	1.3	1	1	2	1	0	A
Thornton-Blue Island Road	6,277	5,711	39	2.2	1.4	1	9	2	14	0	A
159th Street / 162nd Street (US 6)	44,402	5,711	35	2.4	1.5	1	73	4	52	0	A
South Park Avenue	14,975	6,489	27	3.2	2.1	2.9	97	4	24	0	A
170th Street	16,790	6,489	15	5.4	3.5	2.9	183	4	45	0	A
Volbrecht Road	6,056	6,489	45	2.1	1.4	2.9	26	2	13	0	A

Table E1.2-12. CN Highway/Rail At-grade Crossing Vehicle Delay Data												
Street	2020 ADT	Proposed Action (2020)										Proposed Action LOS (2020)
		L	V	D <sub>c</sub>	D <sub>a</sub>	N	T <sub>D</sub>	NL	Q	D <sub>v</sub>		
Thornton-Lansing Road	15,126	6,489	45	2.1	1.4	2.9	65	2	32	0	A	
Torrence Avenue (IL 83)	16,359	6,489	47	2.1	1.3	2.9	68	4	17	0	A	
186th Street	9,832	6,489	49	2.0	1.3	2.9	40	2	20	0	A	
Burnham Avenue	11,042	6,489	49	2.0	1.3	2.9	45	2	22	0	A	
Wentworth Avenue	16,487	6,489	49	2.0	1.3	2.9	67	2	33	0	A	
Calumet Avenue	36,298	6,489	48	2.0	1.3	2.9	149	4	37	0	A	
White Oak Avenue	12,824	6,489	45	2.1	1.4	2.9	55	2	27	0	A	
Kennedy Avenue	7,725	6,489	18	4.6	3.0	2.9	72	2	36	0	A	
Main Street	12,706	6,489	38	2.4	1.6	2.9	62	2	31	0	A	
Broad Street	22,689	6,489	39	2.4	1.6	2.9	109	2	54	0	A	
Colfax Street	16,391	6,081	40	2.2	1.4	23.3	591	2	37	0	A	
Taft Street	35,327	6,081	40	2.2	1.4	23.3	1273	2	79	0	A	
Madison Street	10,469	6,081	40	2.2	1.4	23.3	377	2	23	0	A	
Broadway Street	46,359	6,081	40	2.2	1.4	23.3	1,671	4	52	0	A	

#### ***4.4.5.1 Waukesha Subdivision***

SEA analyzed 43 highway/rail at-grade crossings along the Waukesha Subdivision. Table E1.2-13 shows the results of the delay analysis.

##### ***River Forest***

SEA evaluated four highway/rail at-grade crossings in River Forest: Forest Avenue, Augusta Street, Keystone Avenue, and Thatcher Avenue. Under the Proposed Action, daily train traffic through these crossings drops from 3.5 to zero trains. Additional results include a decrease in vehicular delays. In addition, reduction in train traffic reduces delays from 1.8 minutes to zero seconds per delayed vehicle. In addition, the total number of delayed vehicles falls from 21 (69 at Thatcher Road) to zero vehicles per day. The decrease in the number of trains also reduces the total blocked time for each crossing from 10 minutes to zero minutes per day. The analysis shows that all crossing criteria would improve; therefore, the current LOS A does not change under the Proposed Action.

##### ***River Grove***

SEA evaluated two highway/rail at-grade crossings in River Grove: 1<sup>st</sup> Avenue (IL 171) and 5<sup>th</sup> Avenue. Under the Proposed Action, daily train traffic through these crossings drops from 3.5 to zero trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 1.8 minutes to zero seconds per delayed vehicle and reduces the total number of delayed vehicles from 219 and 83, respectively, to zero vehicles per day. The decrease in the number of trains reduces the total blocked time for each crossing from 10 minutes to zero minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

##### ***Melrose Park***

SEA evaluated one highway/rail at-grade crossing in Melrose Park: George Street. Under the Proposed Action, daily train traffic through the crossing drops from 3.5 to zero trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 1.9 minutes to zero seconds per delayed vehicle and also reduces the total number of delayed vehicles from 34 to zero vehicles per day. The decrease in the number of trains also reduces the total blocked time for the crossing from 10 minutes to zero minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

##### ***Franklin Park***

SEA evaluated two highway/rail at-grade crossings in Franklin Park: Belmont Avenue and Fullerton Avenue. Under the Proposed Action, daily train traffic through these crossings drops from 3.5 and 19.3, respectively, to zero and two trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 2.1 and 2.8 minutes, respectively, to zero seconds and 1.4 minutes per delayed vehicle and also reduces the total number of delayed vehicles from 685 and 38, respectively, to zero and 34 vehicles per day. The decrease in the number of trains also reduces the total blocked time for each crossing from 11 and 83 minutes, respectively to zero and four minutes per day. The Proposed Action LOS for Belmont Avenue improves from LOS B to LOS A. Fullerton Avenue has no change from LOS A under the Proposed Action.

##### ***Des Plaines***

SEA evaluated 13 highway/rail at-grade crossings in Des Plaines: Pratt Avenue, Touhy Avenue, Frontage Road, Oakton Street, Algonquin Road, Lee Street/Mannheim Road (US 12), Graceland Avenue (US 12), Thacker Street/Dempster Street, Prairie Avenue, Golf Road, Rand Road, Seegers

Road and Central Road. Under the Proposed Action, daily train traffic through these crossings drops from 19.1 to two trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 2.4 at most to no more than 1.2 minutes per delayed vehicle and also reduces the range of total number of delayed vehicles from 1,450 to 84 vehicles per day. The decrease in the number of trains also reduces the total range of blocked time for each crossing from 71 minutes to four minutes per day. The analysis shows that all crossing criteria improve. The Proposed Action LOS for Pratt Avenue, Seegers Road, Golf Road and Rand Road improves from LOS B to LOS A. The remaining crossings have no change from LOS A under the Proposed Action.

#### *Near Mount Prospect*

SEA evaluated one highway/rail at-grade crossing Near Mount Prospect: Kensington Road/Foundry Road. Under the Proposed Action, daily train traffic through the crossing drops from 19.1 to two trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 1.6 minutes to approximately 55 seconds per delayed vehicle and also reduces the total number of delayed vehicles from 326 to 19 vehicles per day. The decrease in the number of trains also reduces the total blocked time for the crossing from 46 minutes to three minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

#### *Mount Prospect*

SEA evaluated one highway/rail at-grade crossing Near Mount Prospect: Euclid Avenue. Under the Proposed Action, daily train traffic through the crossing drops from 19.1 to two trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 1.6 minutes to approximately 45 seconds per delayed vehicle and also reduces the total number of delayed vehicles from 722 to 41 vehicles per day. The decrease in the number of trains also reduces the total blocked time for the crossing from 46 minutes to three minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

#### *Prospect Heights*

SEA evaluated three highway/rail at-grade crossings in Prospect Heights: Camp McDonald Road, Wolf Road, and Hintz Road. Under the Proposed Action, daily train traffic through these crossings drops from 19.1 to two trains. Therefore, vehicular delays decrease. The reduction in train traffic would reduce delays from 1.5 minutes to approximately 45 seconds (1.6 minutes to approximately 55 seconds at Hintz Road) per delayed vehicle and also reduces the total number of delayed vehicles per day from 782 and 322, respectively, to 45 and 19 (824 to 48 at Hintz Road). The decrease in the number of trains reduces the total blocked time for each crossing from 47 and 45 minutes to three minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

#### *Wheeling*

SEA evaluated two highway/rail at-grade crossings in Wheeling: Willow Road and Dundee Road (IL 68). Under the Proposed Action, daily train traffic through these crossings drops from 19.1 to two trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 1.6 and 1.5 minutes, respectively, to approximately 55 seconds per delayed vehicle and also reduces the total number of delayed vehicles from 113 and 1,175, respectively, to seven and 73 vehicles per day. The decrease in the number of trains also reduces the total blocked time for each crossing from 46 and 43 minutes to three minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

### *Buffalo Grove*

SEA evaluated two highway/rail at-grade crossings in Buffalo Grove: Deerfield Parkway/Busch Road and Buffalo Grove Road. Under the Proposed Action, daily train traffic through these crossings drops from 19.1 to two trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 1.7 and 1.5 minutes, respectively, to approximately 55 and 45 seconds per delayed vehicle and also reduces the total number of delayed vehicles from 716 and 533, respectively, to 41 and 32 vehicles per day. The decrease in the number of trains also reduces the total blocked time for each crossing from 50 and 43 minutes to three minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

### *Prairie View*

SEA evaluated one highway/rail at-grade crossing in Prairie View: Aptakisic Road. Under the Proposed Action, daily train traffic through the crossing drops from 19.1 to two trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 1.7 minutes to approximately 55 seconds per delayed vehicle and also reduces the total number of delayed vehicles from 1,041 to 60 vehicles per day. The decrease in the number of trains also reduces the total blocked time for the crossing from 50 minutes to three minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

### *Near Prairie View*

SEA evaluated one highway/rail at-grade crossing Near Prairie View: Half Day Road (IL 22). Under the Proposed Action, daily train traffic through the crossing drops from 19.1 to two trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 1.5 minutes to approximately 55 seconds per delayed vehicle and also reduces the total number of delayed vehicles from 781 to 47 vehicles per day. The decrease in the number of trains also reduces the total blocked time for the crossing from 44 minutes to three minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

### *Near Vernon Hills*

SEA evaluated one highway/rail at-grade crossing Near Prairie View: US 45. Under the Proposed Action, daily train traffic through the crossing drops from 19.1 to two trains. Therefore, vehicular delays decrease. Although there is no change in train traffic from approximately 55 seconds per delayed vehicle, there is still a reduction in the total number of delayed vehicles from 422 to 44 vehicles per day. The decrease in the number of trains also reduces the total blocked time for the crossing from 26 minutes to three minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

### *Vernon Hills*

SEA evaluated one highway/rail at-grade crossing Near Prairie View: Butterfield Road. Under the Proposed Action, daily train traffic through the crossing drops from 19.1 to two trains. Therefore, vehicular delays decrease. Although there is no change in train traffic from approximately 55 seconds per delayed vehicle, there is still a reduction in the total number of delayed vehicles from 376 to 39 vehicles per day. The decrease in the number of trains also reduces the total blocked time for the crossing from 27 minutes to three minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

### *Mundelein*

SEA evaluated six highway/rail at-grade crossings in Mundelein: Townline Road (IL 60), Allanson Road, Hawley Street, Park Street, Maple Avenue, and Winchester Road. Under the Proposed Action, daily train traffic through these crossings does not change from 19.1 trains. Therefore, vehicular delays do not decrease. Although the train delay in minutes per delayed vehicle does not change from 1.8 (1.6 at Winchester Road), there is a decrease in the range of total number of delayed vehicles from 848 to 541 vehicles per day. Although there is no change in the number of trains, the total blocked time for Townline Road (IL 60) reduced from 26 minutes to three minutes per day. There is no change in total blocked time for Hawley Street, Park Street and Maple Street at 52 minutes (46 minutes at Winchester Road) per day. Train speed decrease at Allanson Road results in an increase of average delay per delayed vehicle from 1.8 minutes to 2.8 minutes and an increase of total delayed vehicles from 761 to 1226 per day. The total blocked time for Allanson Road increases from 52 minutes to 83 minutes. Proposed Action LOS for Allanson Road worsens from LOS A to LOS B. The remaining crossings have no change from LOS A under the Proposed Action.

### *Gray's Lake*

SEA evaluated two highway/rail at-grade crossings in Gray's Lake: Peterson Road and Harris Road. Under the Proposed Action, daily train traffic through these crossings does not change from 19.1 trains. Therefore, vehicular delays do not decrease. Although the train delay in minutes per delayed vehicle does not change from 1.4, there is no change total number of delayed vehicles from 651 and 130 vehicles per day. There is no change in the number of trains; therefore, the total blocked time for each crossing did not reduced from 42 minutes per day. The analysis shows that there is no change in crossing criteria; therefore, the current LOS A does not change under the Proposed Action.

TABLE E1.2-13. WAUKESHA SUBDIVISION, CN HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA

Street	2015 ADT	Trains per Day, N		Train Speed, V		Average Delay per Delayed Vehicle, Da		Total Delayed Vehicles per day, Td		Number of Vehicles Queued, Q		Crossing LOS		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time per 24-Hr
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
River Forest																
Forest Avenue	3,035	3.5	0	30	0	1.8	0	21	0	9	0	A	A	10	0	-1%
Augusta Street	3,035	3.5	0	30	0	1.8	0	21	0	9	0	A	A	10	0	-1%
Keystone Avenue	3,035	3.5	0	30	0	1.8	0	21	0	9	0	A	A	10	0	-1%
Thatcher Avenue	10,039	3.5	0	30	0	1.8	0	69	0	19	0	A	A	10	0	-1%
River Grove																
1st Avenue (IL 171)	32,060	3.5	0	30	0	1.8	0	219	0	45	0	A	A	10	0	-1%
5th Avenue	12,190	3.5	0	30	0	1.8	0	83	0	17	0	A	A	10	0	-1%
Melrose Park																
George Street	4,661	3.5	0	28	0	1.9	0	34	0	14	0	A	A	10	0	-1%
Franklin Park																
Fullerton Avenue	4,780	3.5	0	25	0	2.1	0	38	0	16	0	A	A	11	0	-1%
Belmont Avenue	11,831	19.3	2	19	19	2.8	1.4	685	34	26	12	B	A	83	4	-6%
Des Plaines																
Pratt Avenue	2,735	19.1	2	23	28	2.4	1.2	134	7	10	5	B	A	71	4	-5%

**TABLE E1.2-13. WAUKESHA SUBDIVISION, CN HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA**

Street	2015 ADT	Trains per Day, N		Train Speed, V		Average Delay per Delayed Vehicle, Da		Total Delayed Vehicles per day, Td		Number of Vehicles Queued, Q		Crossing LOS		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time per 24-Hr
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
Touhy Avenue	28,085	19.1	2	29	34	2.0	1	1,130	60	34	17	A	A	58	3	-4%
Frontage Road	3,481	19.1	2	29	34	2.0	1	140	7	11	5	A	A	58	3	-4%
Oakton Street	29,160	19.1	2	29	31	2.0	1.1	1,174	67	44	24	A	A	58	3	-4%
Algonquin Road	11,114	19.1	2	31	33	1.9	1	423	24	32	18	A	A	55	3	-4%
Lee Street / Mannheim Road (US 12)	10,361	19.1	2	31	33	1.9	1	395	23	30	16	A	A	55	3	-4%
Graceland Avenue (US 12)	23,770	19.1	2	32	33	1.8	1	882	52	66	37	A	A	53	3	-3%
Thacker Street / Dempster Street	14,102	19.1	2	32	33	1.8	1	523	31	39	22	A	A	53	3	-3%
Prairie Avenue	2,873	19.1	2	34	34	1.7	1	101	6	8	4	A	A	51	3	-3%
Seegers Road	1,781	19.1	2	28	30	2.0	1.1	74	4	6	3	B	A	60	3	-4%
Golf Road (IL 58)	34,985	19.1	2	28	29	2.0	1.1	1,450	84	55	30	B	A	60	3	-4%

TABLE E1.2-13. WAUKESHA SUBDIVISION, CN HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA

Street	2015 ADT	Trains per Day, N		Train Speed, V		Average Delay per Delayed Vehicle, Da		Total Delayed Vehicles per day, Td		Number of Vehicles Queued, Q		Crossing LOS		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time per 24-Hr
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
Rand Road (US 12)	29,865	19.1	2	27	29	2.1	1.1	1,276	72	48	26	B	A	62	3	-4%
Central Road	22,348	19.1	2	35	37	1.7	0.9	771	45	58	33	A	A	50	3	-3%
Near Mount Prospect																
Kensington Road / Foundry Road	10,090	19.1	2	38	43	1.6	0.9	326	19	25	13	A	A	46	3	-3%
Mount Prospect																
Euclid Avenue	22,826	19.1	2	39	45	1.6	0.8	722	41	27	15	A	A	46	3	-3%
Prospect Heights																
Wolf Road	25,216	19.1	2	40	45	1.5	0.8	782	45	59	33	A	A	45	3	-3%
Camp McDonald Road	10,397	19.1	2	40	45	1.5	0.8	322	19	24	13	A	A	45	3	-3%
Hintz Road	24,977	19.1	2	39	44	1.6	0.9	824	48	31	17	A	A	47	3	-3%
Wheeling																
Willow Road	3,585	19.1	2	37	40	1.6	0.9	113	7	9	5	A	A	46	3	-3%
Dundee Road (IL 68)	39,374	19.1	2	42	43	1.5	0.9	1,175	73	44	26	A	A	43	3	-3%
Buffalo Grove																

**TABLE E1.2-13. WAUKESHA SUBDIVISION, CN HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA**

Street	2015 ADT	Trains per Day, N		Train Speed, V		Average Delay per Delayed Vehicle, Da		Total Delayed Vehicles per day, Td		Number of Vehicles Queued, Q		Crossing LOS		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time per 24-Hr
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
Deerfield Parkway / Busch Road	20,764	19.1	2	35	38	1.7	0.9	716	41	54	30	A	A	50	3	-3%
Buffalo Grove Road	17,857	19.1	2	35	38	1.5	0.8	533	32	27	15	A	A	43	3	-3%
Prairie View																
Aptakisic Road	30,176	19.1	2	41	44	1.7	0.9	1,041	60	39	22	A	A	50	3	-3%
Near Prairie View																
Half Day Road (IL 22)	25,669	19.1	2	42	45	1.5	0.9	781	47	59	34	A	A	44	3	-3%
Near Vernon Hills																
US 45	23,653	19.1	2	42	42	0.9	0.9	422	44	21	21	A	A	26	3	-2%
Vernon Hills																
Butterfield Road	20,071	19.1	2	39	39	0.9	0.9	376	39	14	14	A	A	27	3	-2%
Mundelein																
Townline Road (IL 60)	46,768	19.1	2	41	41	0.9	0.9	848	89	32	32	A	A	26	3	-2%
Allanson Road	21,179	19.1	19.1	35	20	1.8	2.8	761	1226	57	92	A	B	52	83	2%
Hawley	8,998	19.1	19.1	35	35	1.8	1.8	323	323	16	16	A	A	52	52	0%

TABLE E1.2-13. WAUKESHA SUBDIVISION, CN HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA

Street	2015 ADT	Trains per Day, N		Train Speed, V		Average Delay per Delayed Vehicle, Da		Total Delayed Vehicles per day, Td		Number of Vehicles Queued, Q		Crossing LOS		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time per 24-Hr
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
Street																
Park Street	732	19.1	19.1	35	35	1.8	1.8	26	26	2	2	A	A	52	52	0%
Maple Avenue	15,052	19.1	19.1	35	35	1.8	1.8	541	541	41	41	A	A	52	52	0%
Winchester Road	7,475	19.1	19.1	40	40	1.6	1.6	241	241	9	9	A	A	46	46	0%
Gray's Lake																
Peterson Road	22,148	19.1	19.1	45	45	1.4	1.4	651	651	20	20	A	A	42	42	0%
Harris Road	4,434	19.1	19.1	45	45	1.4	1.4	130	130	10	10	A	A	42	42	0%

#### **4.4.5.2 Freeport Subdivision**

SEA analyzed 28 highway/rail at-grade crossings along the Freeport Subdivision. Table E1.2-14 shows the results of the delay analysis.

##### *Chicago*

SEA evaluated one highway/rail at-grade crossing in Chicago: Pulaski Road. Under the Proposed Action, daily train traffic through this crossing drops from 2.5 to zero trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 2.4 minutes to approximately 20 seconds per delayed vehicle and would also reduce the total number of delayed vehicles from 176 to zero vehicles per day. The decrease in the number of trains reduces the total blocked time for the crossing from 9 minutes to zero minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

##### *Berwyn*

SEA evaluated one highway/rail at-grade crossing in Berwyn: Riverside Drive. Under the Proposed Action, daily train traffic through this crossing drops from 4.4 to 1.7 trains. Therefore, vehicular delays decrease. The reduction in train traffic would reduce delays from 2.3 minutes to 1.2 minutes per delayed vehicle and also reduces the total number of delayed vehicles from 59 to 12 vehicles per day. The decrease in the number of trains also reduces the total blocked time for the crossing from 16 minutes to three minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

##### *Riverside*

SEA evaluated one highway/rail at-grade crossing in Riverside: Harlem Avenue (IL 43). Under the Proposed Action, daily train traffic through this crossing drops from 4.4 to 1.7 trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 2.3 minutes to 1.2 minutes per delayed vehicle and reduces the total number of delayed vehicles from 382 to 79 vehicles per day. The decrease in the number of trains also reduces the total blocked time for the crossing from 16 minutes to three minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

##### *North Riverside*

SEA evaluated four highway/rail at-grade crossings in North Riverside: 26<sup>th</sup> Street and Des Plaines Avenue. Under the Proposed Action, daily train traffic through these crossings drops from 4.4 to 1.7 trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 2.3 to 1.2 minutes per delayed vehicle and also reduces the total number of delayed vehicles from 193 and 175, respectively, to 36 and 40 vehicles per day. The decrease in the number of trains also reduces the total blocked time for each crossing from 16 minutes to three minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

##### *Near North Riverside*

SEA evaluated four highway/rail at-grade crossings near North Riverside: Cermak Road/22<sup>nd</sup> Street and 1<sup>st</sup> Avenue (IL 171). Under the Proposed Action, daily train traffic through these crossings drops from 4.4 to 1.7 trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 2.3 to 1.2 minutes per delayed vehicle and also reduces the total number of delayed

vehicles from 440 and 460, respectively, to 91 and 95 vehicles per day. The decrease in the number of trains also reduces the total blocked time for each crossing from 16 minutes to three minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

#### *Broadview*

SEA evaluated one highway/rail at-grade crossing in Broadview: 17<sup>th</sup> Avenue. Under the Proposed Action, daily train traffic through this crossing drops from 4.4 to 1.7 trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 2.9 minutes to 1.5 minutes per delayed vehicle and also reduces the total number of delayed vehicles from 156 to 30 vehicles per day. The decrease in the number of trains also reduces the total blocked time for the crossing from 20 minutes to four minutes per day. The analysis shows that all crossing criteria would improve; therefore, the current LOS A does not change under the Proposed Action.

#### *Hillside*

SEA evaluated one highway/rail at-grade crossing in Hillside: Wolf Road. Under the Proposed Action, daily train traffic through this crossing drops from three to 1.7 trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 1.8 minutes to approximately 55 seconds per delayed vehicle and also reduces the total number of delayed vehicles from 105 to 31 per day. The decrease in the number of trains also reduces the total blocked time for the crossing from eight minutes to two minutes per day. The analysis shows that all crossing criteria would improve; therefore, the current LOS A does not change under the Proposed Action.

#### *Elmhurst*

SEA evaluated six highway/rail at-grade crossings in Elmhurst: York Street, Vallette Street, Argyle Avenue, Spring Road, Saint Charles Road and West Avenue. Under the Proposed Action, daily train traffic through these crossings drops from three to 1.7 trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces the range of delays from 1.7 minutes to no more than 1 minute per delayed vehicle and also reduces the range of total number of delayed vehicles from 130 to 39 per day. The decrease in the number of trains also reduces the total blocked time for each crossing from eight minutes and seven minutes, respectively to two minutes (eight minutes to three minutes for Vallette Street) per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

#### *Villa Park*

SEA evaluated three highway/rail at-grade crossings in Villa Park: Villa Avenue, Addison Avenue and North Avenue (IL 64). Under the Proposed Action, daily train traffic through these crossings drops from 3 to 1.7 trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 1.6 minutes to approximately 55 seconds per delayed vehicle and also reduces the range of total number of delayed vehicles from 311 to 99 per day. The decrease in the number of trains also reduces the total blocked time for each crossing from seven minutes to two minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

#### *Near Addison*

SEA evaluated two highway/rail at-grade crossings near Addison: Grace Street and Swift Road. Under the Proposed Action, daily train traffic through these crossings drops from three to 1.7 trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 1.7 and 1.5 minutes, respectively, to approximately 55 and 45 seconds per delayed vehicle and also reduces

the total number of delayed vehicles from 49 and 108, respectively, to 15 and 34 per day. The decrease in the number of trains also reduces the total blocked time for each crossing from eight minutes and seven minutes, respectively, to two minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

#### *Near Bloomingdale*

SEA evaluated two highway/rail at-grade crossings near Bloomingdale: Schmale Road and Army Trail Road. Under the Proposed Action, daily train traffic through these crossings drops from three to 1.7 trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 1.6 and 1.5 minutes, respectively, to approximately 55 and 45 seconds per delayed vehicle and also reduces the total number of delayed vehicles from 159 and 199, respectively, to 47 and 60 per day. The decrease in the number of trains also reduces the total blocked time for each crossing from eight and seven minutes to two minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

#### *Bloomingdale*

SEA evaluated one highway/rail at-grade crossings in Bloomingdale: Gary Road. Under the Proposed Action, daily train traffic through this crossing drops from three to 1.7 trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 1.5 minutes to approximately 55 seconds per delayed vehicle and also reduces the total number of delayed vehicles from 105 to 31 per day. The decrease in the number of trains also reduces the total blocked time for the crossing from seven minutes to two minutes per day. The analysis shows that all crossing criteria would improve; therefore, the current LOS A does not change under the Proposed Action.

#### *Hanover Park*

SEA evaluated one highway/rail at-grade crossing in Hanover Park: Country Farm Road. Under the Proposed Action, daily train traffic through this crossing drops from three to 1.7 trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 1.5 minutes to approximately 45 seconds per delayed vehicle and also reduces the total number of delayed vehicles from 184 to 56 per day. The decrease in the number of trains also reduces the total blocked time for the crossing from seven minutes to two minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

#### *Bartlett*

SEA evaluated one highway/rail at-grade crossings in Bartlett: Sutton Road (IL 59). Under the Proposed Action, daily train traffic through this crossing drops from three to 1.7 trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 1.5 minutes to approximately 45 seconds per delayed vehicle and also reduces the total number of delayed vehicles from 184 to 56 per day. The decrease in the number of trains also reduces the total blocked time for the crossing from seven minutes to two minutes per day. The analysis shows that all crossing criteria would improve; therefore, the current LOS A does not change under the Proposed Action.

#### *Near Bartlett*

SEA evaluated one highway/rail at-grade crossings near Bartlett: Powis Road. Under the Proposed Action, daily train traffic through this crossing drops from three to 2.6 trains. Train speed decrease at Powis Road results in an increase of average delay per delayed vehicle from 1.7 minutes to 3.7 minutes and an increase of total delayed vehicles from 30 to 57 per day. The total blocked time for Powis Road increases from eight minutes to 15 minutes. Although the analysis shows that most crossing criteria worsens; the current LOS A does not change under the Proposed Action.

*South Elgin*

SEA evaluated two highway/rail at-grade crossings in South Elgin: IL 25 and Randall Road. Under the Proposed Action, daily train traffic through this crossing drops from three to 2.6 trains. This decrease in daily train traffic is not significant enough to change the vehicular delay time from 1.1 minutes, but it does reduce the total number of delayed vehicles from 37 and 160, respectively, to 32 and 139 per day. The decrease in the number of trains also reduces the total blocked time for the crossing from five minutes to four minutes per day. The analysis shows that all crossing criteria would improve; therefore, the current LOS A does not change under the Proposed Action.

**TABLE E1.2-14. FREEPORT SUBDIVISION, CN HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA**

Street	2015 ADT	Trains per Day, N		Train Speed, V		Average Delay per Delayed Vehicle, Da		Total Delayed Vehicles per day, Td		Number of Vehicles Queued, Q		Crossing LOS		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time per 24-Hr
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
Chicago																
Pulaski Road	27,965	2.5	0	19	19	2.4	0.3	176	0	51	7	A	A	9	0	-1%
Berwyn																
Riverside Drive	5,497	4.4	1.7	25	25	2.3	1.2	59	12	19	10	A	A	16	3	-1%
Riverside																
Harlem Avenue (IL 43)	35,351	4.4	1.7	25	25	2.3	1.2	382	79	63	33	A	A	16	3	-1%
North Riverside																
26th Street	16,134	4.4	1.7	25	25	2.3	1.2	175	36	29	15	A	A	16	3	-1%
Des Plaines Avenue	17,807	4.4	1.7	25	25	2.3	1.2	193	40	32	17	A	A	16	3	-1%
Near North Riverside																
Cermak Road / 22nd Street	40,633	4.4	1.7	25	25	2.3	1.2	440	91	58	31	A	A	16	3	-1%
1st Avenue (IL 171)	42,543	4.4	1.7	25	25	2.3	1.2	460	95	75	40	A	A	16	3	-1%
Broadview																
17th Avenue	11,353	4.4	1.7	19	20	2.9	1.5	156	30	26	13	A	A	20	4	-1%

TABLE E1.2-14. FREEPORT SUBDIVISION, CN HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA

Street	2015 ADT	Trains per Day, N		Train Speed, V		Average Delay per Delayed Vehicle, Da		Total Delayed Vehicles per day, Td		Number of Vehicles Queued, Q		Crossing LOS		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time per 24-Hr
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
Hillside																
Wolf Road	18,763	3	1.7	35	39	1.8	0.9	105	31	25	13	A	A	8	2	0%
ELmhurst																
York Street	24,190	3	1.7	37	40	1.7	0.9	130	39	62	33	A	A	8	2	0%
Vallette Street	4,233	3	1.7	35	35	1.7	1	24	7	11	6	A	A	8	3	0%
Argyle Avenue	1,165	3	1.7	39	40	1.6	0.9	6	2	3	2	A	A	7	2	0%
Spring Road	10,886	3	1.7	40	40	1.6	0.9	55	18	26	15	A	A	7	2	0%
Saint Charles Road	11,289	3	1.7	40	40	1.6	0.9	57	18	18	10	A	A	7	2	0%
West Avenue	11,289	3	1.7	40	40	1.6	0.9	57	18	27	15	A	A	7	2	0%
Villa Park																
Villa Avenue	8,870	3	1.7	40	40	1.6	0.9	45	14	21	12	A	A	7	2	0%
Addison Avenue	17,471	3	1.7	39	39	1.6	0.9	90	29	12	7	A	A	7	2	0%
North Avenue (IL 64)	60,476	3	1.7	39	39	1.6	0.9	311	99	37	21	A	A	7	2	0%
Near Addison																
Grace Street	9,139	3	1.7	37	40	1.7	0.9	49	15	12	6	A	A	8	2	0%
Swift	22,175	3	1.7	42	44	1.5	0.8	108	34	34	19	A	A	7	2	0%

**TABLE E1.2-14. FREEPORT SUBDIVISION, CN HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA**

Street	2015 ADT	Trains per Day, N		Train Speed, V		Average Delay per Delayed Vehicle, Da		Total Delayed Vehicles per day, Td		Number of Vehicles Queued, Q		Crossing LOS		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time per 24-Hr	
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action		
Road																	
Near Bloomingdale																	
Schmale Road	30,373	3	1.7	38	43	1.6	0.9	159	47	38	20	A	A	8	2	0%	
Army Trail Road	41,796	3	1.7	43	49	1.5	0.8	199	60	42	22	A	A	7	2	0%	
Bloomingdale																	
Gary Avenue	37,092	3	1.7	43	49	1.5	0.8	177	53	48	25	A	A	7	2	0%	
Hanover Park																	
County Farm Road	38,705	3	1.7	43	48	1.5	0.8	184	56	44	24	A	A	7	2	0%	
Bartlett																	
Sutton Road (IL 59)	59,939	3	1.7	41	45	1.5	0.8	296	90	71	38	A	A	7	2	0%	
Near Bartlett																	
Powis Road	5,510	3	2.6	25	10	1.7	3.7	30	57	14	32	A	A	8	15	0%	
South Elgin																	
IL 25	10,830	3	2.6	45	45	1.1	1.1	37	32	18	18	A	A	5	4	0%	
Randall Road	46,189	3	2.6	45	45	1.1	1.1	160	139	38	38	A	A	5	4	0%	

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#### **4.4.5.3 Joliet Subdivision**

SEA analyzed 10 highway/rail at-grade crossings along the Freeport Subdivision. Table E1.2-15 shows the results of the delay analysis.

##### *Lemont*

SEA evaluated three highway/rail at-grade crossings in Lemont: Pruxne Street/Illinois Street, Holmes Street, and Stephen Street. Under the Proposed Action, daily train traffic through these crossings increases from 1.8 to two trains. However, vehicular delays decrease. The reduction in train traffic reduces delays from 1.6 minutes (1.7 at Stephen Street) to 1.5 minutes per delayed vehicle but increases the range of total number of delayed vehicles from 46 to 47 per day. The increase in the number of trains would increase the total blocked time for each crossing from four minutes to five minutes per day (no change from five minutes for Stephen Street). The analysis shows that although most crossing criteria worsen, the current LOS A does not change under the Proposed Action.

##### *Romeoville*

SEA evaluated one highway/rail at-grade crossing in Romeoville: Romeo Road/135<sup>th</sup> Street. Under the Proposed Action, daily train traffic increases from 1.8 to two trains. Therefore, vehicular delays increase. The increase in train traffic through this crossing raises delays from 1.3 to 1.5 minutes per delayed vehicle and also increases the total number of delayed vehicles from 48 to 59 per day. The increase in the number of trains increases the blocked time for the crossing from three minutes to four minutes per day. The analysis shows that although all crossing criteria worsen, the current LOS A does not change under the Proposed Action.

##### *Lockport*

SEA evaluated four highway/rail at-grade crossings in Lockport: 9<sup>th</sup> Street (IL 7), 10<sup>th</sup> Street, 11<sup>th</sup> Street, and Division Street. Under the Proposed Action, daily train traffic increases from 1.8 to two trains. Therefore, vehicular delays increase. The increase in train traffic through these crossings raises delays from 1.3 to 1.6 minutes per delayed vehicle and also increases the range of total number of delayed vehicles from 76 to 104 at most per day. The increase in the number of trains would increase the blocked time for each crossing from four minutes to five minutes per day. The analysis shows that although all crossing criteria worsen, the current LOS A does not change under the Proposed Action.

##### *Joliet*

SEA evaluated two highway/rail at-grade crossings in Joliet: Ohio Street and Jackson Street. Under the Proposed Action, daily train traffic through these crossings does not change from 2.9 trains. Therefore, vehicular delays do not decrease. The train delay in minutes per delayed vehicle does not change from 5.9 and there is no change in the total number of delayed vehicles from 131 and 370 vehicles per day. There is also no change in the total blocked time for each crossing from 26 minutes per day. The analysis shows that there is no change in crossing criteria; therefore, the current LOS B does not change under the Proposed Action.

**TABLE E1.2-15. JOLIET SUBDIVISION, CN HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA**

Street	2015 ADT	Trains per Day, N		Train Speed, V		Average Delay per Delayed Vehicle, Da		Total Delayed Vehicles per day, Td		Number of Vehicles Queued, Q		Crossing LOS		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time per 24-Hr
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
Lemont																
Pruxne Street / Illinois Street	7,171	1.8	2	35	35	1.6	1.5	22	23	18	16	A	A	4	5	0%
Holmes Street	451	1.8	2	35	35	1.6	1.5	1	1	1	1	A	A	4	5	0%
Stephen Street	14,222	1.8	2	33	33	1.7	1.5	46	47	37	34	A	A	5	5	0%
Romeoville																
Romeo Road /135th Street	19,102	1.8	2	38	40	1.2	1.5	45	59	36	43	A	A	3	4	0%
Lockport																
9th Street (IL 7)	30,238	1.8	2	35	35	1.3	1.6	76	104	61	75	A	A	4	5	0%
10th Street	160	1.8	2	35	35	1.3	1.6	0	1	0	0	A	A	4	5	0%
11th Street	307	1.8	2	35	35	1.3	1.6	1	1	1	1	A	A	4	5	0%
Division Street	6,783	1.8	2	35	35	1.3	1.6	17	23	14	17	A	A	4	5	0%
Joliet																
Ohio Street	7,198	2.9	2.9	10	10	5.9	5.9	131	131	65	65	B	B	26	26	0%

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Jackson Street	20380	2.9	2.9	10	10	5.9	5.9	370	370	184	184	B	B	26	26	0%
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#### **4.4.5.4 Chicago Subdivision**

SEA analyzed two highway/rail at-grade crossings along the Chicago Subdivision. Table E1.2-16 shows the results of the delay analysis.

##### *University Park*

SEA evaluated two highway/rail at-grade crossings in University Park: University Parkway/Stuenkel Road and West Dralle Road. Under the Proposed Action, daily train traffic through these crossings does not change from 12.8 trains. Therefore, vehicular delays do not decrease. The train delay in minutes per delayed vehicle does not change from 1.2 and there is no change in the total number of delayed vehicles from 226 and 66 vehicles per day. There is also no change in the total blocked time for each crossing from 24 minutes per day. The analysis shows that there is no change in crossing criteria; therefore, the current LOS A does not change under the Proposed Action.

**TABLE E1.2-16. CHICAGO SUBDIVISION, CN HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA**

Street	2015 ADT	Trains per Day, N		Train Speed, V		Average Delay per Delayed Vehicle, Da		Total Delayed Vehicles per day, Td		Number of Vehicles Queued, Q		Crossing LOS		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time per 24-Hr
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
University Park																
University Parkway / Stuenkel Road	13,640	12.8	12.8	45	45	1.2	1.2	226	226	13	13	A	A	24	24	0%
West Dralle Road	4,012	12.8	12.8	45	45	1.2	1.2	66	66	4	4	A	A	24	24	0%

#### **4.4.5.5 Elsdon/Southbend Subdivision**

SEA analyzed 47 highway/rail at-grade crossings along the Elsdon/Southbend Subdivision. Table E1.2-17 shows the results of the delay analysis.

##### *Chicago*

SEA evaluated nine highway/rail at-grade crossings in Chicago: 55<sup>th</sup> Street, 71<sup>st</sup> Street, 79<sup>th</sup> Street, Columbus Avenue, 83<sup>rd</sup> Place, 87<sup>th</sup> Street, 103<sup>rd</sup> Street, 111<sup>th</sup> Street and 115<sup>th</sup> Street. Under the Proposed Action, daily train traffic through these crossings drops from 3.4 (3.3 at 55<sup>th</sup> Street and 71<sup>st</sup> Street) to zero trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 4.4 minutes to zero seconds per delayed vehicle and also reduces the range of total number of delayed vehicles from 483 to zero per day. The decrease in the number of trains also reduces the total blocked time for each crossing from 22 minutes and 23 minutes, respectively, to zero minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

##### *Evergreen Park*

SEA evaluated five highway/rail at-grade crossings in Evergreen Park: 91<sup>st</sup> Street, Kedzie Avenue, 94<sup>th</sup> Street, 95<sup>th</sup> Street (US 12/US 20) and 99<sup>th</sup> Street. Under the Proposed Action, daily train traffic through these crossings drops from 3.4 to zero trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 4.4 minutes to zero seconds per delayed vehicle and also reduces the range of total number of delayed vehicles from 579 to zero vehicles per day. The decrease in the number of trains also reduces the total blocked time for each crossing from 23 minutes to zero minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

##### *Blue Island*

SEA evaluated four highway/rail at-grade crossings in Blue Island: 119<sup>th</sup> Street, 123<sup>rd</sup> Street, 127<sup>th</sup> Street, and Broadway Street. Under the Proposed Action, daily train traffic through these crossings drops from 3.4 to zero (14.9 to 1 at Broadway Street). Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 4.4 and 1.8 minutes, respectively, to zero seconds and 1.3 minutes per delayed vehicle and also reduces the total range of delayed vehicles from 437 to eight per day. The decrease in the number of trains also reduces the total blocked time for each crossing from 23 minutes to zero minutes (42 minutes to two minutes at Broadway Street) per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

##### *Dixmoor*

SEA evaluated two highway/rail at-grade crossings in Dixmoor: Western Avenue and Robey Street. Under the Proposed Action, daily train traffic through these crossings drops from 14.9 to one train. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 2.2 and 1.9 minutes, respectively, to 1.5 and 1.4 minutes per delayed vehicle and also reduces the total number of delayed vehicles from 347 and four, respectively, to 16 and zero per day. The decrease in the number of trains also reduces the total blocked time for each crossing from 50 and 44 minutes, respectively, to two minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

### *Harvey*

SEA evaluated seven highway/rail at-grade crossings in Harvey: Lincoln Avenue, Wood Street, Sibley Boulevard/147<sup>th</sup> Street (IL 83), Center Avenue, Broadway Avenue, Park Avenue and Halsted Street (IL 1). Under the Proposed Action, daily train traffic through these crossings drops from 14.9 trains to one (19.5 to one at Halsted Street). Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from a range of 1.9 minutes to 1.4 minutes (5.7 to 4.5 minutes at Broadway Street) per delayed vehicle and also reduces the range of total number of delayed vehicles from 1,023 to 49 per day. The decrease in the number of trains also reduces the range of total blocked time for each crossing from at most 46 minutes to 2 minutes (130 minutes to seven minutes at Broadway Street) per day. Proposed Action LOS for Broadway Street improves from LOS E to LOS A. The remaining crossings have no change from LOS A under the Proposed Action.

### *Phoenix*

SEA evaluated one highway/rail at-grade crossing in Phoenix: 155<sup>th</sup> Street. Under the Proposed Action, daily train traffic through this crossing drops from 19.5 to one trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 1.5 minutes to 1.3 minutes per delayed vehicle and also reduces the total number of delayed vehicles from 14 to one per day. The decrease in the number of trains also reduces the total delayed time for the crossing from 46 minutes to two minutes per day. The analysis shows that all crossing criteria would improve; therefore, the current LOS A does not change under the Proposed Action.

### *South Holland*

SEA evaluated four highway/rail at-grade crossings in South Holland: Thornton-Blue Island Road, 159<sup>th</sup> Street/162<sup>nd</sup> Street (US6), South Park Avenue, and 170<sup>th</sup> Street. Under the Proposed Action, daily train traffic through these crossings drops from 19.5 trains to one (22.1 to 2.9 at South Park Ave and 170<sup>th</sup> Street). Therefore, some vehicular delays decrease. Vehicular delays increase from 3.3 to 3.5 minutes per delayed vehicle at 170<sup>th</sup> Street because under the Proposed Action train lengths increase. The reduction in train traffic reduces the range of delays from 2.1 minutes to 1.6 minutes per delayed vehicle and also reduces the range of total number of delayed vehicles from 1,141 to 145 per day. The decrease in the number of trains also reduces the total range of blocked time for each crossing from 70 minutes to 9 minutes per day (113 minutes to 16 minutes at 170<sup>th</sup> Street). The Proposed Action LOS for South Park Avenue improved from LOS B to LOS A, while LOS for 170<sup>th</sup> Street improved from LOS C to LOS A. The remaining crossings have no change from LOS A under the Proposed Action.

### *Lansing*

SEA evaluated five highway/rail at-grade crossings in Lansing: Volbrecht Road, Torrence Avenue (IL 83), 186<sup>th</sup> Street, Burnham Avenue, and Wentworth Avenue. Under the Proposed Action, daily train traffic through these crossings drops from 22.1 to 2.9 trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delay range from 1.5 minutes to no more than 1.4 minutes per delayed vehicle and also reduces the range of total number of delayed vehicles from 446 to 53 per day. The decrease in the number of trains also reduces the total range of blocked time for each crossing from 51 minutes to six minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

*Near Thornton*

SEA evaluated one highway/rail at-grade crossing in Thornton: Thornton-Lansing Road. Under the Proposed Action, daily train traffic through this crossing drops from 22.1 to 2.9 trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 1.5 minutes to 1.4 minutes per delayed vehicle and also reduces the total number of delayed vehicles from 425 to 51 vehicles per day. The decrease in the number of trains also reduces the total blocked time for the crossing from 51 to six minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

*Munster, Indiana*

SEA evaluated two highway/rail at-grade crossings in Munster: Calumet Avenue and White Oak Road. Under the Proposed Action, daily train traffic through these crossings drops from 22.1 to 2.9 trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 1.4 and 1.5 minutes, respectively, to 1.3 and 1.4 minutes per delayed vehicle and also reduces the total number of delayed vehicles from 1,070 and 394, respectively, to 128 and 48 vehicles per day. The decrease in the number of trains also reduces the total blocked time for each crossing from 49 and 51 minutes to six minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

*Highland, Indiana*

SEA evaluated one highway/rail at-grade crossing in Highland: Kennedy Avenue. Under the Proposed Action, daily train traffic through these crossings drops from 22.1 to 2.9 trains. However, vehicular delays increased because under the Proposed Action train lengths increase. The reduction in train traffic and increase in train lengths would increase delays from 2.8 to three minutes per delayed vehicle and also reduce the total number of delayed vehicles from 444 to 62 vehicles per day. The decrease in the number of trains also reduces the total blocked time for each crossing from 96 minutes to 13 minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS C changes to LOS A under the Proposed Action.

*Griffith, Indiana*

SEA evaluated three highway/rail at-grade crossings in Griffith: Broad Street, Main Street and Colfax Street. Under the Proposed Action, daily train traffic through these crossings drops from 22.1 to 2.9 (no change from 23.3 at Colfax Street) trains. There is no change in vehicular delays. The reduction in train traffic does not reduce delays from 1.6 minutes (1.4 minutes at Colfax Street) per delayed vehicle, but does reduce the range of total number of delayed vehicles from 416 to 94 (There is no change from 510 at Colfax Street) vehicles per day. The decrease in the number of trains did reduce the total blocked time for each crossing from 55 minutes and 53 minutes to seven minutes (no change from 52 minutes in delayed time for Colfax Street) per day. The analysis shows that some crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

*Merrillville, Indiana*

SEA evaluated three highway/rail at-grade crossings in Merrillville: Taft Street, Madison Street and Broadway Street. Under the Proposed Action, daily train traffic through these crossings does not change from 23.3 trains. There is no change in vehicular delays. The reduction in train traffic does not reduce delays from 1.4 minutes per delayed vehicle or reduce the range of total number of delayed vehicles from 1,098, 325 and 1,441 vehicles per day. The decrease in the number of trains did not reduce the total blocked time for each crossing from 52 minutes per day. The analysis shows no change in crossing criteria; therefore, the current LOS A does not change under the Proposed Action.

TABLE E1.2-17. ELSDON/SOUTHBEND SUBDIVISION, CN HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA

Street	2015 ADT	Trains per Day, N		Train Speed, V		Average Delay per Delayed Vehicle, Da		Total Delayed Vehicles per day, Td		Number of Vehicles Queued, Q		Crossing LOS		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time per 24-Hr
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
Chicago																
55th Street	31,431	3.3	0	8	0	4.4	0	483	0	105	0	A	A	22	0	-2%
71st Street	16,612	3.3	0	8	0	4.4	0	255	0	111	0	A	A	22	0	-2%
79th Street	29,291	3.4	0	8	0	4.4	0	463	0	98	0	A	A	23	0	-2%
Columbus Avenue	18,046	3.4	0	8	0	4.4	0	285	0	60	0	A	A	23	0	-2%
83rd Place	1,305	3.4	0	8	0	4.4	0	21	0	9	0	A	A	23	0	-2%
87th Street	23,663	3.4	0	8	0	4.4	0	374	0	53	0	A	A	23	0	-2%
103rd Street	23,782	3.4	0	8	0	4.4	0	376	0	30	0	A	A	23	0	-2%
111th Street	19,600	3.4	0	8	0	4.4	0	310	0	96	0	A	A	23	0	-2%
115th Street	15,536	3.4	0	8	0	4.4	0	246	0	12	0	A	A	23	0	-2%
Evergreen Park																
91st Street	4,482	3.4	0	8	0	4.4	0	71	0	82	0	A	A	23	0	-2%
Kedzie Avenue	28,802	3.4	0	8	0	4.4	0	456	0	78	0	A	A	23	0	-2%
94th Street	3,466	3.4	0	8	0	4.4	0	55	0	80	0	A	A	23	0	-2%

**TABLE E1.2-17. ELSDON/SOUTHBEND SUBDIVISION, CN HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA**

Street	2015 ADT	Trains per Day, N		Train Speed, V		Average Delay per Delayed Vehicle, Da		Total Delayed Vehicles per day, Td		Number of Vehicles Queued, Q		Crossing LOS		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time per 24-Hr
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
95th Street (US 12 / US 20)	36,570	3.4	0	8	0	4.4	0	579	0	66	0	A	A	23	0	-2%
99th Street	11,592	3.4	0	8	0	4.4	0	183	0	52	0	A	A	23	0	-2%
Blue Island																
119th Street	14,341	3.4	0	8	0	4.4	0	227	0	96	0	A	A	23	0	-2%
123rd Street	6,468	3.4	0	8	0	4.4	0	102	0	43	0	A	A	23	0	-2%
127th Street	27,607	3.4	0	8	0	4.4	0	437	0	92	0	A	A	23	0	-2%
Broadway Street	5,916	14.9	1	36	43	1.8	1.3	171	8	8	6	A	A	42	2	-3%
Dixmoor																
Western Avenue	10,039	14.9	1	29	35	2.2	1.5	347	16	17	12	A	A	50	2	-3%
Robey Street	144	14.9	1	34	41	1.9	1.4	4	0	0	0	A	A	44	2	-3%
Harvey																
Lincoln Avenue	886	14.9	1	34	41	1.9	1.4	27	1	3	2	A	A	44	2	-3%
Wood Street	15,775	14.9	1	35	42	1.9	1.3	466	22	23	16	A	A	43	2	-3%

TABLE E1.2-17. ELSDON/SOUTHBEND SUBDIVISION, CN HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA

Street	2015 ADT	Trains per Day, N		Train Speed, V		Average Delay per Delayed Vehicle, Da		Total Delayed Vehicles per day, Td		Number of Vehicles Queued, Q		Crossing LOS		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time per 24-Hr
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
147th Street / Sibley Boulevard (IL 83)	34,619	14.9	1	35	42	1.9	1.3	1023	49	49	35	A	A	43	2	-3%
Center Avenue	886	14.9	1	36	43	1.8	1.3	26	1	2	2	A	A	42	2	-3%
Broadway Avenue	886	14.9	1	10	10	5.7	4.5	80	4	4	3	E	A	130	7	-9%
Park Avenue	7,051	14.9	1	36	43	1.8	1.3	204	10	10	7	A	A	42	2	-3%
Halsted Street (IL 1)	22,064	19.5	1	36	42	1.5	1.3	708	31	26	23	A	A	46	2	-3%
Phoenix																
155th Street	451	19.5	1	36	42	1.5	1.3	14	1	1	1	A	A	46	2	-3%
South Holland																
Thornton-Blue Island Road	4,960	19.5	1	35	39	1.6	1.4	163	7	12	11	A	A	47	2	-3%
159th Street / 162nd Street (US 6)	34,741	19.5	1	35	35	1.6	1.5	1141	57	42	41	A	A	47	2	-3%

**TABLE E1.2-17. ELSDON/SOUTHBEND SUBDIVISION, CN HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA**

Street	2015 ADT	Trains per Day, N		Train Speed, V		Average Delay per Delayed Vehicle, Da		Total Delayed Vehicles per day, Td		Number of Vehicles Queued, Q		Crossing LOS		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time per 24-Hr
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
South Park Avenue	11,831	22.1	2.9	26	27	2.1	2.1	573	77	19	19	B	A	70	9	-4%
170th Street	13,266	22.1	2.9	15	15	3.3	3.5	1040	145	34	36	C	A	113	16	-7%
Lansing																
Volbrecht Road	3,641	22.1	2.9	38	45	1.5	1.4	130	16	8	8	A	A	51	6	-3%
Torrence Avenue (IL 83)	12,799	22.1	2.9	38	45	1.5	1.3	446	53	28	26	A	A	50	6	-3%
186th Street	7,768	22.1	2.9	39	47	1.4	1.3	261	31	15	13	A	A	48	6	-3%
Burnham Avenue	8,724	22.1	2.9	41	49	1.4	1.3	287	35	17	16	A	A	47	6	-3%
Wentworth Avenue	13,027	22.1	2.9	42	49	1.4	1.3	429	53	19	17	A	A	47	6	-3%
Near Thornton																
Thornton-Lansing Road	11,951	22.1	2.9	42	49	1.5	1.4	425	51	28	26	A	A	51	6	-3%
Munster																
Calumet Avenue	31,311	22.1	2.9	40	48	1.4	1.3	1070	128	35	32	A	A	49	6	-3%
White Oak Avenue	11,062	22.1	2.9	38	45	1.5	1.4	394	48	26	24	A	A	51	6	-3%

TABLE E1.2-17. ELSDON/SOUTHBEND SUBDIVISION, CN HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA

Street	2015 ADT	Trains per Day, N		Train Speed, V		Average Delay per Delayed Vehicle, Da		Total Delayed Vehicles per day, Td		Number of Vehicles Queued, Q		Crossing LOS		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time per 24-Hr
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
Highland																
Kennedy Avenue	6,664	22.1	2.9	18	18	2.8	3	444	62	29	31	C	A	96	13	-6%
Griffith																
Main Street	10,960	22.1	2.9	35	38	1.6	1.6	416	54	27	27	A	A	55	7	-3%
Broad Street	19,572	22.1	2.9	36	39	1.6	1.6	727	94	47	47	A	A	53	7	-3%
Colfax Street	14,139	23.3	23.3	40	40	1.4	1.4	510	510	31	31	A	A	52	52	0%
Merrillville																
Taft Street	30,473	23.3	23.3	40	40	1.4	1.4	1098	1098	68	68	A	A	52	52	0%
Madison Street	9,031	23.3	23.3	40	40	1.4	1.4	325	325	20	20	A	A	52	52	0%
Broadway Street	39,989	23.3	23.3	40	40	1.4	1.4	1441	1441	45	45	A	A	52	52	0%

## **General Mobility of Roadways near Highway/Rail At-Grade Crossings**

As stated in Chapter 4, SEA evaluated the operations of the roadways that cross the EJ&E rail line and the CN subdivisions independently of rail line crossing operations. The purpose of the additional evaluation was to identify operations on roadways crossing the railways in two ways: 1) to identify and evaluate roadways that, under the Proposed Action, would operate at or over capacity (LOS E-F), and 2) to evaluate effects of the Proposed Action on the overall mobility of each community, including impacts to roadways near the rail lines.

SEA estimated traffic volumes for 2015 by applying a growth rate to the 2007 roadway volumes. The growth rate was developed based on the assumptions stated in Table 4.3-2. The LOS methodology discussed in Chapter 4 has been assumed for the analysis of the 2015 conditions. SEA also reviewed local and regional transportation plans to account for future roadway changes and upgrades.

Planned or programmed improvements in the community's roadway network were identified and incorporated in the future condition analysis. Metra commuter rail lines cross the EJ&E rail line and CN subdivisions, and some of them are rail/rail at-grade crossings within the communities discussed below. At-grade interactions between freight and commuter services may increase because Metra plans to expand commuter rail service along the majority of the rail lines. This expansion would include service during the peak and off-peak periods as well as reverse commute service. The interaction between freight and commuter rail lines may result in the commuter rail service being given priority over the freight service using EJ&E rail lines.

The sections below present the analysis results, listed by railway line. LOS analysis results and overall mobility conditions, which include network connectivity, potential queuing issues associated with the railway crossings, and Metra commuter rail impacts are provided first for the EJ&E rail line, and then for the five CN subdivisions.

### ***EJ&E Rail Line Evaluation***

The first step in assessing the effects of the Proposed Action on 2015 roadway conditions was to identify the highway/rail at-grade crossings along the EJ&E rail line that meet the Board's analysis thresholds, and to identify the communities in which those crossings are located. Then, SEA calculated the 2015 roadway LOS for each intersecting roadway. The LOS and vehicle queue length results for each EJ&E highway/rail at-grade crossing location are contained in Tables E1.2-19 through E1.2-24, respectively. Roadways with an LOS E or LOS F were designated as critical, while roadways with a LOS A-D provide an acceptable level of service. Based on the LOS and vehicle queue length results, SEA evaluated the 2015 roadway network and overall mobility in the vicinity of each of the critical roadways. The narratives below discuss the 2015 conditions of the roadway networks in the vicinity of the highway/rail at-grade crossings within each community, including the network connectivity and vehicle queue lengths associated with critical crossings. The vehicle queue lengths were calculated for the No-Action and the Proposed Action. The narratives identify only the vehicle queue lengths that would block a major roadway, in turn affecting the community's level of overall mobility.

The evaluation summary has been divided into sections that summarize each community located along the EJ&E rail line. Table E1.2-18 provides a summary of the resulting 2015 roadway LOS by county for all public highway/rail at-grade crossings that meet the evaluation thresholds of 2,500 or more ADT or less than 800 feet between crossings.

LOS	Total		Lake (Illinois)		Cook		DuPage		Will		Lake (Indiana)	
	2007	2015	2007	2015	2007	2015	2007	2015	2007	2015	2007	2015
LOS A - B	37	25	3	1	7	7	4	3	17	10	6	4
LOS C - D	33	31	5	4	6	4	3	4	14	15	5	4
LOS E - F	17	31	4	7	3	5	4	4	2	8	4	7

As indicated in the table above, the number of roadways that would meet or exceed capacity would almost double from 2007 to 2015 due to the increased roadway volume.

SEA evaluated a total of 87 highway/rail at-grade crossings. The results of delay calculations for all of the crossings are summarized in Tables E1.2-1 and E1.2-2.

## ***Lake County, Illinois***

### ***Mundelein - No-Action***

Mundelein has two roadways that cross the EJ&E rail line at-grade. Diamond Lake Road, a two-lane collector, runs north/south crossing the EJ&E rail line south of the village center. IL 60/IL 83, a two-lane arterial, runs east/west crossing the EJ&E rail line south of the village center.

Diamond Lake Road would operate at LOS C-D with IL 60/IL 83 operating at LOS E-F. According to the 2020 Lake County Transportation Priority Plan, IL 60/IL 83 widens from two to four lanes. Lake County does not plan to change the alignment or its classification as an arterial. Widening IL 60/IL 83 helps alleviate congestion at the crossing by improving the LOS to C-D.

IL 60/IL 83 is the only roadway that has queue lengths that would block a major roadway under the No-Action Alternative. For the peak period, IL 60/IL 83 could experience a calculated queue length of approximately 1,205 feet, blocking one major roadway, Diamond Lake Road. With the planned improvements, IL 60/83 would experience a calculated queue length of approximately 1,215 feet, blocking Diamond Lake Road.

With these planned improvements, the roadway network in the vicinity of the crossings would operate at an acceptable level of service.

### ***Mundelein - Proposed Action***

During the peak period under the Proposed Action, IL 60/IL 83 would experience a calculated vehicle queue length of approximately 1,215 feet, compared to 600 feet for the No-Action Alternative. Both the No-Action and Proposed Action queuing of IL 60/IL 83 would block a major roadway, Diamond Lake Road. Therefore, IL 60/IL 83 would experience moderate effects due to the Proposed Action.

During the peak period under the Proposed Action, Diamond Lake Road would experience a calculated queue length of approximately 785 feet, compared to 385 feet for the No-Action Alternative. The Proposed Action conditions would block one major roadway, IL 60/IL 83, which is not blocked under the No-Action Alternative. Therefore, Diamond Lake Road experiences a significant impact due to the Proposed Action.

In Mundelein community near the at-grade crossings of IL 83 and Diamond Lake Road, the diverted traffic may travel on Elmwood Avenue/Lake View Avenue west of Diamond Lake Road and on West Hickory Street to the east of Diamond Lake Road to get to the grade-separated crossing on US 45. These roadways are two lanes with residences fronting on it, which is a configuration not conducive of additional through traffic.

A similar situation may occur in the Richton Park community, where IL 50 crosses the EJ&E line at-grade; however, a grade-separate crossing exists on each side of IL 50. These crossings are in close proximity to IL 50, but to get to these crossing on the south side of the rail line the diverted traffic would be required to travel on local residential streets that are not designed to accommodate the additional traffic.

### ***Hawthorn Woods - No-Action***

Hawthorn Woods has two roadways that cross the EJ&E rail line at-grade. Gilmer Road, a two-lane arterial, runs north/south crossing the EJ&E rail line northeast of the village center. Old McHenry Road, a four-lane divided arterial, runs east/west crossing the EJ&E rail line east of the village center.

Gilmer Road and Old McHenry Road would operate at LOS E-F and experience a calculated queue length that blocks no major roadways.

According to the Village of Hawthorn Woods Comprehensive Plan 2004 and the 2020 Lake County Transportation Priority Plan, Gilmer Road widens from a two-lane arterial to a four-lane arterial that runs north/south crossing the EJ&E rail line northeast of the village center. The planned improvements to Gilmer Road help alleviate congestion at the crossing by improving the LOS from E-F to C-D.

With Gilmer Road and Old McHenry Road experiencing an LOS E-F, the roadway network in the vicinity of the crossings would operate at an unacceptable level of service.

#### *Hawthorn Woods - Proposed Action*

During the peak period under the Proposed Action, no major intersecting roadways would be blocked by queued vehicles at the crossings. The overall mobility effect of the Proposed Action would be minimal.

#### *Lake Zurich - No-Action*

Lake Zurich has four roadways that cross the EJ&E rail line at-grade and two grade-separated crossings. Oakwood Road, a two-lane collector, runs north/south crossing the EJ&E rail line north of the village center. Main Street, a two-lane arterial, runs east/west crossing the EJ&E rail line east of the village center. Old Rand Road, a two-lane arterial, runs east/west crossing the EJ&E rail line south of the village center. Ela Road, a two-lane arterial, runs north /south crossing the EJ&E rail line south of the village center.

Oakwood Road and Old Rand Road would operate at LOS C-D while Main Street and Ela Road operate at LOS E-F.

Under the No-Action Alternative, Old Rand Road is the only roadway that blocks major roadways because of No-Action queue lengths. Old Rand Road would experience a calculated queue length of approximately 435 feet, blocking one major roadway, IL 22.

According to the 2020 Lake County Transportation Priority Plan, Ela Road widens from two lanes to four lanes. Lake County does not plan to change the alignment or its classification as an arterial. Widening Ela Road helps alleviate congestion at the crossing by improving the LOS to C-D.

A bypass route for IL 22 has recently been constructed that runs north/south providing a four-lane grade-separated crossing south of the village center. This bypass connects to Main Street and may alleviate congestion and queuing at this crossing. With the implementation of planned improvements and the availability of a viable alternative route, the roadway network would operate at an acceptable level of service.

#### *Lake Zurich - Proposed Action*

Under the Proposed Action, no major intersecting roadways would be blocked by queued vehicles at the Oakwood Road and Main Street crossings. Therefore, Oakwood Road and Main Street would experience minimal effects due to the Proposed Action.

During the peak period under the Proposed Action, Old Rand Road would experience a calculated vehicle queue length of approximately 800 feet, compared to 435 feet for the No-Action Alternative. Both the No-Action and Proposed Action queuing of Old Rand Road would block one major roadway, IL 22. Therefore, Old Rand Road would experience moderate effects due to the Proposed Action.

During the peak period under the Proposed Action, Ela Road would experience a calculated queue length of approximately 950 feet, compared to 520 feet for the No-Action Alternatives. The Proposed Action queuing of Ela Road would block one major roadway, Rand Road (US 12), which is not

blocked under the No-Action Alternative. Therefore, Ela Road would experience a significant impact due to the Proposed Action.

*Barrington - No-Action*

Barrington has six roadways that cross the EJ&E rail line at-grade. Cuba Road, a four-lane undivided arterial, runs east/west crossing the EJ&E rail line north of the village center. Lake Zurich Road, a two-lane collector, runs north/south crossing the EJ&E rail line east of the village center. Northwest Highway, a four-lane arterial, runs northwest/southeast crossing the EJ&E rail line north of the village center. Hough Street (IL 59/IL 63), a two-lane divided arterial, runs north/south crossing the EJ&E rail line north of the village center. Lake Cook Road, a two-lane arterial, runs east/west crossing the EJ&E rail line south of the village center. Penny Road, a two-lane collector, runs east/west crossing the EJ&E rail line south of the village.

Lake Zurich Road and Penny Road would operate at LOS A-B while Cuba Road at LOS C-D. Northwest Highway, Hough Street (IL 59/IL 63), and Lake Cook Road would operate at LOS E-F.

During the peak periods under the No-Action Alternative, no major intersecting roadways would be blocked by the queued vehicles at the crossings.

According to the 2020 Lake County Transportation Priority Plan, Cuba Road widens from two to four lanes. Widening Cuba Road helps alleviate congestion at the crossing by improving the LOS to A-B. In addition, Cuba Road parallels Lake Cook Road approximately 1.5 miles to the north, and may provide the available capacity to be a viable alternative route to the congested Lake Cook Road.

The village and IDOT are studying the possibility of an IL 59 bypass around the village. This project would occur later than 2015; however, it still helps to alleviate the congestion within the village core. With Northwest Highway, Hough Street (IL 59/IL 63), and Lake Cook Road experiencing an LOS of E-F, even with improvements to Cuba Road, the roadway network in the vicinity of the crossings would operate at an unacceptable level of service.

*Barrington - Proposed Action*

Under the Proposed Action, Hough Street (IL 59/IL 63) is the only roadway that has queue lengths that would block a major roadway. During the peak period, Hough Street (IL 59/IL 63) would experience a calculated vehicle queue length of approximately 1,500 feet, compared to 810 feet for the No-Action conditions. The Proposed Action queuing of Hough Street (IL 59/IL 63) would block one major roadway, Northwest Highway, which is not blocked under the No-Action Alternative. Hough Street (IL 59/IL 63) would experience significant impacts due to the Proposed Action.

Table E1.2-19 summarizes the results of the Lake County, Illinois analysis.

County	Street	2015 ADT	Roadway LOS	Queue Length	
				No-Action	Proposed Action
Lake	Diamond Lake Road	8,998	D	384	784
Lake	IL 60&83	29,659	F	1,201	1,215
Lake	Gilmer Road	18,658	F	721	1,330
Lake	Old McHenry Road	32,424	F	641	1,186
Lake	Oakwood Road	6,783	C	282	523
Lake	Main Street	17,471	E	726	1,348

Lake	Old Rand Road	10,659	C	432	800
Lake	Ela Road	21,398	F	517	947
Lake	Cuba Road	12,982	D	445	808
Lake	Lake Zurich Road	3,131	A	102	187
Lake	Northwest Highway	33,662	E	558	1,048
Lake	Hough Street IL 59&63	24,056	F	810	1,497

### *Western Cook County*

#### *Hoffman Estates - No-Action*

Hoffman Estates has one roadway that crosses the EJ&E rail line at-grade and two that have grade-separated crossings. Shoe Factory Road, a two-lane collector, runs east/west crossing the EJ&E rail line west of the village center.

Shoe Factory Road would operate at LOS C-D and experience a calculated queue length that would block no major roadways. The roadway network in the vicinity of the crossing would operate at an acceptable level of service.

#### *Hoffman Estates - Proposed Action*

During the peak period under Proposed Action conditions, no major intersecting roadways would be blocked by queued vehicles at the crossing. The overall mobility effect of the Proposed Action would be minimal.

#### *Elgin - No-Action*

Elgin has one roadway that crosses the EJ&E rail line at-grade and three that have grade-separated crossings. West Bartlett Road is a collector that runs east/west crossing the EJ&E rail line south of the city. The roadway is a two-lane collector west of the crossing and a four-lane roadway east of the crossing.

West Bartlett Road would operate at LOS C-D.

During the peak periods under the No-Action Alternative, no major intersecting roadways would be blocked by the queued vehicles at the crossings.

According to the Cook County Highway Department's Highway Transportation Plan project list for 2008, West Bartlett Road widens to a four-lane divided roadway between Spitzer Road and IL 59, east of the EJ&E crossing. However, the West Bartlett Road Corridor Plan conducted by the Village of Bartlett suggests that Cook County would facilitate the widening of West Bartlett Road to the EJ&E railroad, with construction of a new at-grade crossing. Without these planned improvements, West Bartlett Road would operate at LOS E-F.

The Cook County Highway Transportation Plan and the Village of Bartlett's West Bartlett Road Corridor Plan recommend upgrading West Bartlett Road to a four-lane divided facility with a new at-grade crossing at the intersection with the EJ&E railroad.

With the proposed improvements, the roadway network would operate at an acceptable level of service.

*Elgin - Proposed Action*

During the peak period under the Proposed Action, no major intersecting roadways would be blocked by queued vehicles at the crossings. The overall mobility effect of the Proposed Action would be minimal.

Table E1.2-20 summarizes the results of the Western Cook County, Illinois analysis.

<b>Table E1.2-20. Highway/Rail At-Grade Crossing Vehicle Delay for No-Action and Proposed Action Conditions (Year 2015)</b>					
County	Street	2015 ADT	Roadway LOS	Queue Length	
				No-Action	Proposed Action
Cook	Lake Cook Road	14,222	F	479	885
Cook	Penny Road	4,786	B	170	311
Cook	Shoe Factory Road	9,202	D	334	598
Cook	West Bartlett Road	17,209	F	587	978

*Du Page County, Illinois*

*Bartlett - No-Action*

Bartlett has one roadway that crosses the EJ&E rail line at-grade. Stearns Road is a four-lane divided arterial that runs east/west crossing the EJ&E rail line west of the village center. The Metra MD-W commuter rail line has an at-grade crossing with the EJ&E rail line within the community.

The CC&P/Stearns Road Corridor Design Report identifies the realignment of Stearns Road. McDonald Road would be extended from the west with a new bridge over the Fox River and connecting to the new Stearns Road alignment. This new bridge and realignment will result in an increase of the projected traffic volumes on Stearns Road. The construction is scheduled to be complete by 2010. Stearns Road would operate at LOS C-D and experience a calculated queue length that would block no major roadways during the peak periods under the No-Action conditions.

The roadway network in the vicinity of the crossing would operate at an acceptable level of service.

*Bartlett - Proposed Action*

During the peak period under the Proposed Action, no major intersecting roadways would be blocked by queued vehicles at the crossing. The overall mobility effect of the Proposed Action would be minimal.

*Wayne - No-Action*

Wayne has one roadway that crosses the EJ&E rail line at-grade. Army Trail Road, a two-lane arterial, runs east/west crossing the EJ&E rail line north of the village center.

Army Trail Road would operate at LOS C-D. During the peak period under No-Action conditions, no major intersecting roadways would be blocked by the queued vehicles at the crossings.

The roadway network in the vicinity of the crossing would operate at an acceptable level of service.

*Wayne - Proposed Action*

During the peak period under the Proposed Action, no major intersecting roadways would be blocked by queued vehicles at the crossing. The overall mobility effect of the Proposed Action would be minimal.

*West Chicago - No-Action*

West Chicago has five roadways that cross the EJ&E rail line at-grade and two grade-separated crossings. Smith Road, a two-lane collector, runs east/west crossing the EJ&E rail line north of the city center. Hawthorne Lane, a two-lane collector, runs east/west crossing the EJ&E rail line north of the city center. Washington Street, a two-lane arterial, runs east/west crossing the EJ&E rail line north of the city center. Aurora Street, a two-lane collector, runs north/south crossing the EJ&E rail line north of the city center. Church Street, a two-lane collector, runs east/west crossing the EJ&E rail line north of the city center. The Metra UP-W commuter rail line has an at-grade crossing with the EJ&E rail line within the community.

Smith Road, Hawthorne Lane, and Washington Street would operate at LOS C-D while Aurora Street and Church Street would operate at LOS A-B.

During the peak period under the No-Action Alternative, no major intersecting roadways would be blocked by queued vehicles at the crossings.

According to DuPage County and IDOT plans, no local improvements are planned for Smith Road. In addition, the City of West Chicago, DuPage County, and IDOT do not identify improvements for Washington Street, Aurora Street, or Church Street. However, West Chicago's public works department identifies current construction along Hawthorne Lane in the vicinity of the EJ&E crossing. This project includes upgrading Hawthorne Lane from a rural two-lane section to an urban three-lane section and is scheduled for completion in 2008. The addition of a two-way left-turn lane improves operations in the vicinity of the crossing by removing left-turns from through traffic along the corridor; however, it is not expected to significantly improve level of service or queuing at the railroad crossing. With the key streets operating above capacity, the overall level of mobility for local traffic in the West Chicago community would be unacceptable. However, the availability of a grade-separated crossing along North Avenue (IL 64) may provide relief by removing the through traffic from the congested roadways.

*West Chicago - Proposed Action*

During the peak period under the Proposed Action, no major intersecting roadways would be blocked by queued vehicles at the crossings. The overall mobility effect of the Proposed Action would be minimal.

*Naperville - No-Action*

Naperville has one roadway that cross the EJ&E rail line at-grade and two grade-separated crossings. Diehl Road, a four-lane arterial, runs east/west crossing the EJ&E rail line north of the village center.

Diehl Road would operate at LOS C-D. During the peak period under the No-Action Alternative, no major intersecting roadways would be blocked by the queued vehicles at the crossings.

The roadway network in the vicinity of the crossing would operate at an acceptable level of service.

*Naperville - Proposed Action*

During the peak period under the Proposed Action, no major intersecting roadways would be blocked by queued vehicles at the crossing. The overall mobility effect of the Proposed Action would be minimal.

*Aurora - No-Action*

Aurora has three roadways that cross the EJ&E rail line at-grade and three that have grade-separated crossings. Liberty Street runs east/west crossing the EJ&E rail line; it is a two-lane undivided arterial west of the EJ&E crossing and a four-lane divided arterial east of the crossing. Ogden Avenue (US 34) is a four-lane divided arterial that runs east/west crossing the EJ&E rail line east of the city center. Montgomery Road, a two-lane collector, runs east/west crossing the EJ&E rail line east of the city center.

Liberty Street, Ogden Avenue, and Montgomery Road would operate at LOS E-F. New York Street parallels Liberty Street and provides a grade-separated crossing of the EJ&E rail line approximately 0.5 mile south of Liberty Street, providing a potential alternative route to the congested Liberty Street. McCoy Drive parallels Ogden Avenue (US 34) and provides a grade-separated crossing of the EJ&E rail line approximately 0.7 mile north of Ogden Avenue (US 34), providing a potential alternative route to the congested Ogden Avenue (US 34).

During the peak periods under the No-Action Alternative, no major intersecting roadways would be blocked by queued vehicles at the crossings.

According to DuPage County and IDOT plans, no local roadway improvements are planned for Liberty Street. However, the DuPage County Comprehensive Roadway Plan does identify the need to upgrade intersections along Ogden Avenue (US 34) in the vicinity of the EJ&E crossing. These improvements may improve operations along the roadway, but would not provide additional roadway capacity at the crossing location. DuPage County and IDOT do not currently have plans to upgrade Montgomery Road near the railroad crossing. The City of Aurora Comprehensive Plan identifies a potential extension of US 30 to create a bypass route south of the city. This bypass route would run east/west approximately 1.5 miles south of Montgomery Road and could possibly alleviate congestion along parallel routes. With the key streets operating above capacity, the overall level of mobility for the Aurora community would be unacceptable; however, the availability of alternative, grade-separated routes, along with a planned bypass to the south, may provide a much-needed relief by removing traffic from the congested roadways.

*Aurora - Proposed Action*

During the peak periods under the Proposed Action, no major intersecting roadways would be blocked by queued vehicles at the crossings. The overall mobility effect of the Proposed Action would be minimal.

Table E1.2-21 summarizes the results of the DuPage County, Illinois analysis.

County	Street	2015 ADT	Roadway LOS	Queue Length	
				No-Action	Proposed Action
DuPage	Stearns Road	21,129	D	325	625
DuPage	Army Trail Road	7,392	C	224	452
DuPage	Smith Road	7,123	C	220	435
DuPage	Hawthorne Lane	20,024	D	694	1,430
DuPage	Washington Street	12,095	D	768	1,121
DuPage	Aurora Street	364	A	22	30
DuPage	Church Street	375	A	23	32
DuPage	Diehl Road	21,933	D	986	1,339
DuPage	Liberty Street	20,696	F	1,171	1,474
DuPage	Ogden Avenue US 34	45,828	F	1,076	1,322
DuPage	Montgomery Road	27,131	F	1,274	1,597

### *Will County, Illinois*

#### *Plainfield - No-Action*

Plainfield has 14 roadways that cross the EJ&E rail line at-grade and two grade-separated crossings. Hafenrichter Road, a two-lane collector, runs east/west crossing the EJ&E rail line north of the village. Wolf's Crossing Road, a two-lane collector, runs east/west crossing the EJ&E rail line north of the village. 111<sup>th</sup> Street, a two-lane collector, runs east/west crossing the EJ&E rail line north of the village. 119<sup>th</sup> Street, a two-lane collector, runs east/west crossing the EJ&E rail line north of the village. 127<sup>th</sup> Street, a two-lane collector, runs east/west crossing the EJ&E rail line north of the village. 135<sup>th</sup> Street, a two-lane collector, runs east/west crossing the EJ&E rail line north of the village. Van Dyke Road, a two-lane collector, runs north/south crossing the EJ&E rail line north of the village center. 143<sup>rd</sup> Street, a two-lane collector, runs east/west crossing the EJ&E rail line north of the village center. Naperville Road, a two-lane undivided arterial, runs northeast/southwest crossing the EJ&E rail line north of the village center. Main Street (IL 126) is a two-lane undivided arterial that runs southwest/northeast crossing the EJ&E rail line east of the village center. Center Street, a two-lane collector, runs north/south crossing the EJ&E rail line east of the village center. Eastern Avenue, a two-lane collector, runs north/south crossing the EJ&E rail line east of the village center. Lockport Road, a two-lane collector, runs east/west crossing the EJ&E rail line south of the village center. Renwick Road is a two-lane undivided arterial that runs east/west crossing the EJ&E rail line south of the village center.

Naperville Road, Center Street, and Eastern Avenue would operate at LOS A-B. Hafenrichter Road, 119<sup>th</sup> Street, 127<sup>th</sup> Street, Van Dyke Road, 143<sup>rd</sup> Street, and Renwick Road would operate at LOS C-D. Wolf's Crossing Road, 111<sup>th</sup> Street, 135<sup>th</sup> Street, Main Street (IL 126), and Lockport Road would operate at LOS E-F.

Main Street (IL 126) and 127<sup>th</sup> Street are the only roadways that have queue lengths that would block a major roadway. 127<sup>th</sup> Street would experience a calculated queue length of approximately 325 feet,

blocking one major roadway, US 30. Main Street (IL 126) would experience a calculated queue length of approximately 910 feet, blocking one major roadway, Division Street (IL 59).

According to the Village of Plainfield Comprehensive Plan Update and the Will County 2020 Transportation Framework Plan, 119<sup>th</sup> Street widens from two to four lanes. Widening 119<sup>th</sup> Street helps alleviate congestion at the crossing by improving the LOS to A-B.

According to the Village of Plainfield Comprehensive Plan Update, 143<sup>rd</sup> Street widens from a two-lane collector to a five-lane arterial. The plan also calls for extending 143<sup>rd</sup> Street to connect adjacent arterials and function as a primary truck route around the village. Widening 143<sup>rd</sup> Street helps alleviate congestion at the crossing by improving the LOS to A-B.

According to the Village of Plainfield Comprehensive Plan Update and the Will County 2020 Transportation Framework Plan, Renwick Road upgrades from a two-lane undivided arterial to a four-lane divided arterial. Widening Renwick Road helps alleviate congestion at the crossing by improving the LOS to A-B.

The Will County 2020 Transportation Framework Plan and the City of Aurora Comprehensive Plan identify the future extension of 95<sup>th</sup> Street to US 30, parallel to Wolf's Crossing Road, approximately 2,100 feet to the north. In addition, the Village of Plainfield Comprehensive Plan Update suggests closing the connection between Naperville Road and Division Street (IL 59) and re-routing traffic to Main Street (IL 126) east of the EJ&E crossing. Naperville Road would be upgraded north of this realignment from a two-lane arterial to a three or four-lane section. The Village of Plainfield Comprehensive Plan Update also recommends improving Main Street (IL 126) to accommodate bicycles and pedestrians, but no capacity upgrades are planned. The plan does suggest re-assigning IL 126 north to 143<sup>rd</sup> Street to remove through and truck traffic from the village core. Upgrades to Ferguson Road/119<sup>th</sup> Street, 143<sup>rd</sup> Street, and Renwick Road, all approximately 1 mile south of 111<sup>th</sup> Street, 135<sup>th</sup> Street, and Lockport Road, respectively, may provide the available capacity to be viable alternative routes for the congested roadways.

In addition to the above-mentioned improvements, the Village of Plainfield Comprehensive Plan Update and the Will County 2020 Transportation Framework Plan also recommend upgrading US 30 from a two-lane undivided arterial to a four-lane divided arterial in the vicinity of the EJ&E railroad. This improvement could provide increased mobility in and around the Plainfield community.

Even with proposed improvements, the roadway network in the vicinity of the crossings would operate at an unacceptable level of service.

### *Plainfield - Proposed Action*

The mobility effects of the Proposed Action would be minimal on all roadways except 127<sup>th</sup> Street, 135<sup>th</sup> Street, and Main Street (IL 126):

- 127<sup>th</sup> Street would experience a calculated queue length of approximately 425 feet, compared with 325 feet under the No-Action Alternative. Both the Proposed Action and No-Action alternatives block one major roadway, US 30.
- Main Street (IL 126) would experience a calculated queue length of approximately 910 feet, compared with 1,200 feet under the No-Action Alternative. Both the Proposed Action and No-Action alternatives block one major roadway, Division Street (IL 59). Both 127<sup>th</sup> Street and Main Street would experience moderate effects due to the Proposed Action.
- 135<sup>th</sup> Street would experience a calculated queue length of approximately 725 feet, compared with 540 feet under the No-Action Alternative. The Proposed Action would block one major roadway, US 30, which is not blocked under the No-Action Alternative. 135<sup>th</sup> Street would experience a significant impact due to the Proposed Action.

### *Crest Hill - No-Action*

Crest Hill has three roadways that cross the EJ&E rail line at-grade and three that have grade-separated crossings. Essington Road, a two-lane collector, runs north/south crossing the EJ&E rail line north of the village center. Division Street, a four-lane collector, runs east/west crossing the EJ&E rail line north of the village center. Gaylord Road, a two-lane collector, runs north/south crossing the EJ&E rail line south of the village center.

Essington Road, and Division Street would operate at LOS A-B while Gaylord Road would operate at LOS C-D.

During the peak period under the No-Action Alternative, no major intersecting roadways would be blocked by the queued vehicles at the crossings.

With the availability of multiple at-grade and grade-separated crossings operating below capacity, the roadway network in the vicinity of the crossings would operate at an acceptable level of service.

### *Crest Hill - Proposed Action*

Crest Hill has three roadways that cross the EJ&E rail line at-grade and three grade-separated crossings. Essington Road, a two-lane collector, runs north/south crossing the EJ&E rail line north of the village center. Division Street is a four-lane collector that runs east/west crossing the EJ&E rail line north of the village center. Gaylord Road, a two-lane collector, runs north/south crossing the EJ&E rail line south of the village center.

During the peak period under the Proposed Action, no major intersecting roadways would be blocked by queued vehicles at the crossings. The overall mobility effect of the Proposed Action would be minimal.

### *Joliet - No-Action*

Joliet has five roadways that cross the EJ&E rail line at-grade and five that have grade-separated crossings. Woodruff Road, a two-lane collector, runs east/west crossing the EJ&E rail line north of the city center. Washington Street, a two-lane undivided arterial, runs east/west crossing the EJ&E rail line east of the city center. Briggs Street, a two-lane undivided arterial, runs north/south crossing the EJ&E rail line east of the city center. Rowell Avenue, a two-lane collector, runs north/south crossing the EJ&E rail line twice east of the city center. Mills Road, a two-lane undivided arterial, runs east/west crossing the EJ&E rail line south of the city center.

Rowell Avenue and Mills Road would operate at LOS A-B, Washington Street would operate at LOS C-D. Woodruff Road and Briggs Street would operate at LOS E-F. Charlesworth Avenue provides a grade-separated crossing approximately 1,200 feet southeast of the Woodruff Road crossing.

Under the No-Action Alternative, Briggs Street is the only roadway that has queue lengths that would block a major roadway. During the peak period under the No-Action Alternative, the queue length along Briggs Street would be approximately 655 feet, which would block one major street, Manhattan Road (US 52). During the peak period under the Proposed Action, the queue length along Briggs Street would be approximately 950 feet, which would block one major street, Manhattan Road (US 52).

According to the City of Joliet, Will County, and IDOT plans, no local roadway improvements are planned for Woodruff Road, Washington Street, or Briggs Street; however, Charlesworth Avenue and US 30, approximately 2,100 feet north of Washington Street, provide grade-separated crossings near Woodruff Avenue and Washington Street, respectively. Will County also identifies upgrading the separate-grade crossing of I-80 from four lanes to six lanes south of the city. This project may occur later than 2015; however, it helps alleviate the congestion within the city core. Cherry Hill Road and

Gougar Road parallel Briggs Street to the east and may provide alternative routes for the congested Briggs Street. The Metra RI commuter rail line has an at-grade crossing with the EJ&E rail line within the community. With the key streets operating above capacity and experiencing long queues, the overall level of mobility for the Joliet community would not be good. However, the availability of alternative routes may provide much-needed relief by removing traffic from the congested roadways.

*Joliet - Proposed Action*

The mobility effects of the Proposed Action would be minimal on South Rowell Avenue and Mills Road. Under the Proposed Action, Briggs Street is the only roadway that has queue lengths that would block a major roadway. During the peak period under the Proposed Action, the queue length along Briggs Street would be approximately 950 feet, compared to 655 feet under the No-Action Alternative. Both the Proposed Action and No-Action alternatives would block one major street, Manhattan Road (US 52). The mobility effects of the Proposed Action would be moderate on Briggs Street.

The Crossing LOS under the Proposed Action conditions for both Woodruff Road and Washington Street is a Crossing LOS E-F, compared to Crossing LOS A-B under the No-Action Alternative. Low speeds of the freight trains entering and leaving the train yard in the vicinity of these roadways create this low LOS. This reflects a significant impact to Woodruff Road and Washington Street due to the Proposed Action.

*New Lenox - No-Action*

New Lenox has five roadways that cross the EJ&E rail line at-grade. Gougar Road, Nelson Road, Cedar Road, Spencer Road and Schoolhouse Road are two-lane collectors that run north/south crossing the EJ&E rail line south of the village center.

Spencer Road would operate at LOS A-B while Gougar Road, Nelson Road and Schoolhouse Road would operate at LOS C-D. Cedar Road operates at LOS E-F. Gougar Road parallels Cedar Road approximately 2 miles to the west, Nelson Road parallels Cedar approximately 1 mile to the west, and Spencer Road, a two-lane collector, parallels Cedar approximately 1.25 miles to the east. These roadways may provide the available capacity to be a viable alternative route for the congested Cedar Road.

During the peak periods under the No-Action Alternative, no major intersecting roadways would be blocked by the queued vehicles at the crossings.

According to Will County and IDOT plans, no local roadway improvements are planned for Nelson Road, Cedar Road, or Schoolhouse Road. However, the Will County 2020 Transportation Framework Plan recommends Gougar Road be widened from a two-lane undivided collector to a four-lane divided arterial that runs north/south crossing the EJ&E rail line south of the village center. Gougar Road would operate at LOS A-B with the improvements. The improvement may have a positive effect on the operations of Cedar Road. In addition, other roadways parallel to Cedar Road may alleviate congestion on this roadway. Only one roadway would operate at over capacity and none of the roadways experience excessive queuing. Therefore, with the availability of alternate routes for Cedar Road, the overall level of mobility for the New Lenox community would be acceptable.

*New Lenox - Proposed Action*

During the peak periods under the Proposed Action, no major intersecting roadways would be blocked by queued vehicles at the crossings. The overall mobility effects of the Proposed Action would be minimal.

### Frankfort - No-Action

Frankfort has five roadways that cross the EJ&E rail line at-grade and one that has a grade-separated crossing. Harlem Avenue, Pfeiffer Road/88th Avenue, Center Road, and Wolf Road are two-lane arterials that run north/south crossing the EJ&E rail line. Sauk Trail, a two-lane arterial, runs east/west crossing the EJ&E rail line.

Sauk Trail would operate at LOS A-B while Harlem Avenue, Pfeiffer Road/88th Avenue, Center Road, and Wolf Road would operate at LOS C-D.

During the peak period under the No-Action Alternative, Pfeiffer Road/88<sup>th</sup> Avenue is the only roadway that has queue lengths that would block a major roadway. In addition, Pfeiffer Road/88<sup>th</sup> Avenue would experience a calculated vehicle queue length of approximately 360 feet, which would block one major roadway, Sauk Trail.

According to the Village of Frankfort 2007 Transportation Master Plan, Pfeiffer Road/88<sup>th</sup> Avenue and Sauk Trail widen from two lanes to three lanes, including a center turn lane. These upgrades, along with other roadway network improvements, may occur later than 2015; however, they may help to reduce queuing along Pfeiffer Road/88<sup>th</sup> Avenue at the EJ&E crossing. In addition, the grade-separated crossing, as well as the at-grade crossings operating at LOS D or better in the area, reflect a roadway network that would be serving the local community well by providing an acceptable level of overall mobility.

### Frankfort - Proposed Action

During the peak period under the Proposed Action, Pfeiffer Road/88<sup>th</sup> Avenue is the only roadway that has queue lengths that would block a major roadway. During the peak period under the Proposed Action, Pfeiffer Road/88<sup>th</sup> Avenue would experience a calculated vehicle queue length of approximately 510 feet, compared with 360 feet under the No-Action Alternative. Both the Proposed Action and No-Action alternatives would block one major roadway, Sauk Trail.

The overall mobility effects of the Proposed Action would be minimal, with the exception of Pfeiffer Road/88<sup>th</sup> Avenue. Proposed Action and No-Action queue lengths on Pfeiffer Road/88<sup>th</sup> Avenue block one major roadway. Pfeiffer Road/88<sup>th</sup> Avenue would experience moderate effects due to the Proposed Action.

Table E1.2-22 summarizes the results of the Will County, Illinois analysis.

County	Street	2015 ADT	Roadway LOS	Queue Length	
				No-Action	Proposed Action
Will	Hafenrichter Road	6,506	C	305	383
Will	Wolf's Crossing Road	13,150	F	632	791
Will	111 <sup>th</sup> Street	12,320	F	592	741
Will	Ferguson Road - 119 <sup>th</sup> Street	5,468	C	269	336
Will	127 <sup>th</sup> Street - Chapins Road	6,437	C	325	424
Will	135 <sup>th</sup> Street	11,766	E	539	721
Will	Van Dykes Road	6,921	C	295	389
Will	143 <sup>rd</sup> Street	5,952	C	249	328

County	Street	2015 ADT	Roadway LOS	Queue Length	
				No-Action	Proposed Action
Will	Plainfield-Naperville Road	4,568	A	187	247
Will	Main Street	22,175	F	907	1,197
Will	Center Street	1,845	A	75	100
Will	Eastern Avenue	3,876	A	158	209
Will	Lockport Road	11,351	E	464	613
Will	Renwick Road	12,873	D	516	695
Will	Essington Road	4,983	B	208	274
Will	Division Street	7,613	B	332	446
Will	Gaylord Road	5,758	C	271	362
Will	Woodruff Road	10,659	E	1,056	1,814
Will	Washington Street	11,714	C	1,550	2,371
Will	North Rowell Avenue	3,184	A	220	395
Will	Mills Road	3,115	A	163	236
Will	South Rowell Avenue	3,184	A	158	223
Will	Briggs Street	13,842	E	654	946
Will	South Gougar Road	8,555	D	436	585
Will	Nelson Road	7,336	C	347	479
Will	Cedar Road	10,299	E	499	672
Will	South Spencer Road	3,391	A	160	221
Will	Schoolhouse Road	8,721	D	412	569
Will	Wolf Road	9,966	C	508	698
Will	Center Road	7,752	C	385	530
Will	Sauk Trail	3,461	A	160	226
Will	Pfeiffer Road / 88 <sup>th</sup> Avenue	7,752	D	358	506
Will	Harlem Avenue	12,336	D	534	726

### *Southeastern Cook County, Illinois*

#### *Matteson - No-Action*

Matteson has three roadways that cross the EJ&E rail line at-grade and three that have grade-separated crossings. Cicero Avenue/IL 50 is a four-lane divided arterial that runs north/south crossing the EJ&E rail line and connects two arterials, Sauk Trail and 211<sup>th</sup> Street/US 30. Ridgeland Avenue and Main Street are two-lane collectors that run north/south crossing the EJ&E rail line.

Ridgeland Avenue and Main Street operate at LOS A-B while Cicero Avenue/IL 50 would operate at LOS E-F. I 57 parallels Cicero Avenue/IL 50 by approximately 0.5 mile west and can provide the available capacity to be a viable separate-grade alternative route for the congested Cicero Avenue/IL 50.

During the peak periods under the No-Action Alternative, no major intersecting roadways would be blocked by the queued vehicles at the crossings.

According to Cook County and IDOT plans, no local roadway improvements are planned within the village core. The multiple grade-separated crossings throughout the area reflect a roadway network that would be serving the local community to provide acceptable level of overall mobility.

#### *Matteson - Proposed Action*

During the peak periods under the Proposed Action, no major intersecting roadways would be blocked by queued vehicles at the crossings. The overall mobility effects of the Proposed Action would be minimal.

#### *Park Forest - No-Action*

Park Forest has one roadway that crosses the EJ&E rail line at-grade. Western Avenue, a five-lane arterial, runs north/south crossing the EJ&E rail line.

Western Avenue would operate at LOS C-D; at the peak periods under the No-Action Alternative, no major intersecting roadways would be blocked by the queued vehicles at the crossing. With Western Avenue operating at LOS C-D, the overall level of mobility for the Park Forest community would be acceptable.

#### *Park Forest - Proposed Action*

During the peak periods under the Proposed Action, no major intersecting roadways would be blocked by queued vehicles at the crossing. The overall mobility effects of the Proposed Action would be minimal.

#### *Chicago Heights - No-Action*

Chicago Heights has six roadways that cross the EJ&E rail line at-grade and one grade-separated crossing. Chicago Road/IL 1, a four-lane divided arterial that runs north/south crossing the EJ&E rail line, connects two arterials, 26<sup>th</sup> Street and 14<sup>th</sup> Street/US 30. Halsted Street and East End Avenue are two-lane collectors that run north/south crossing the EJ&E rail line south of the city center. State Street and Cottage Grove Avenue are four-lane divided arterials that run north/south crossing the EJ&E rail line east of the city center. Wentworth Avenue, a two-lane collector, runs north/south crossing the EJ&E rail line east of the city center.

East End Avenue, State Street, Cottage Grove Avenue, and Wentworth Avenue would operate at LOS A-B while Halsted Street would operate at LOS C-D. Chicago Road/IL 1 would operate at LOS E-F. State Street parallels Chicago Road/IL 1 approximately 1.25 miles east and may provide the available capacity to be a viable alternative route for the congested Chicago Road/IL 1. The proposed Metra southeast commuter rail line has an at-grade crossing with the Elsdon Subdivision within the community.

During peak periods under the No-Action Alternative, no major intersecting roadways would be blocked by queued vehicles at the crossings.

According to Cook County and IDOT plans, there are planned improvements within the village core. The Cook County Highway Transportation Plan identifies plans for railroad crossing safety improvements at a railroad crossing along State Street south of Joe Orr Road. This improvement may have a positive effect on the operations of the roadway network within the village core. There are plans to widen the roadway, upgrade the railroad crossing, and improve traffic signal and illumination for Western Avenue between Illinois Street and Steger Road. With the exception of Chicago Road/IL 1, the grade-separated crossing, as well as the multiple at-grade crossings operate at LOS D or better through the area, reflecting a roadway network that is serving the local community well by providing an acceptable level of overall mobility.

*Chicago Heights - Proposed Action*

During the peak periods under the Proposed Action, no major intersecting roadways would be blocked by queued vehicles at the crossings. The overall mobility effects of the Proposed Action would be minimal.

*Sauk Village - No-Action*

Sauk Village has one roadway that crosses the EJ&E rail line at-grade and one that has a grade-separated crossing. Torrence Avenue, a two-lane undivided arterial, runs north/south crossing the EJ&E rail line.

Torrence Avenue would operate at LOS C-D and at peak periods under the No-Action Alternative, no major intersecting roadways would be blocked by queued vehicles at the crossing.

*Sauk Village - Proposed Action*

During the peak periods under the Proposed Action, no major intersecting roadways would be blocked by queued vehicles at the crossing. The overall mobility effects of the Proposed Action would be minimal.

*Lynwood - No-Action*

Lynwood has one roadway that crosses the EJ&E rail line at-grade. Lincoln Highway/US 30, a four-lane divided arterial, runs north/south crossing the EJ&E rail line and connects two arterials, Sauk Trail and Glenwood Dyer Road.

During the peak period under the No-Action Alternative, no major intersecting roadways would be blocked by queued vehicles at the crossing.

According to Cook County and IDOT plans, no local roadway improvements are planned for Lincoln Highway/US 30 in the vicinity of the crossing. With no alternative routes and Lincoln Highway/US 30 operating over capacity, the overall level of mobility for the Lynwood community would be unacceptable.

*Lynwood - Proposed Action*

During the peak period under the Proposed Action, Lincoln Highway/US 30 would experience a calculated vehicle queue length of approximately 1,275 feet, compared with 860 feet during the No-Action Alternative. The Proposed Action queuing would block one major roadway, Sauk Trail, which is not blocked under the No-Action Alternative. The blockage of Sauk Trail under the Proposed Action is a significant impact to Lincoln Highway/US 30.

Table E1.2-23 summarizes the results of the Southeastern Cook County, Illinois analysis.

County	Street	2015 ADT	Roadway LOS	Queue Length	
				No-Action	Proposed Action
Cook	Ridgeland Avenue	3,642	B	158	214
Cook	Cicero Avenue/IL 50	30,598	E	663	918
Cook	Main Street	4,375	B	186	262
Cook	Western Avenue	24,717	D	528	748

County	Street	2015 ADT	Roadway LOS	Queue Length	
				No-Action	Proposed Action
Cook	Chicago Road/IL 1	26,842	E	824	1,252
Cook	West End Avenue/ South Halsted Street	7,267	C	484	737
Cook	East End Avenue	5,086	B	338	515
Cook	Wentworth Avenue	4,563	B	292	467
Cook	State Street	7,656	A	418	690
Cook	Cottage Grove Avenue	5,578	A	121	179
Cook	Torrence Avenue	8,968	C	337	486
Cook	Lincoln Highway/US 30	39,656	F	860	1,274

### ***Lake County, Indiana***

#### ***Dyer - No-Action***

Dyer has two roadways that cross the EJ&E rail line at-grade and one that has a grade-separated crossing. Hart Street is a two-lane undivided arterial that runs north/south crossing the EJ&E rail line and connects two arterials, Sauk Trail and Matteson Street. Lake Street, a two-lane collector, runs north/south crossing the EJ&E rail line west of the village center. Hart Street, a two-lane undivided arterial, runs north/south crossing the EJ&E rail line west of the village center. Hart Street becomes Matteson Street north of the EJ&E rail line.

Lake Street would operate at LOS A-B. Hart Street would operate at LOS E-F and no improvements are planned for this roadway. Lake Street parallels Hart Street approximately 700 feet to the west; therefore, Lake Street can provide the available capacity to be a viable alternative route for the congested Hart Street.

During the peak periods under the No-Action Alternative, no major intersecting roadways would be blocked by queued vehicles at the crossings.

According to Lake (IN) County and INDOT plans, no local roadway improvements are planned for Hart Street. The close proximity of other alternative crossing routes and available capacity at these crossing locations allow for good overall mobility in the Dyer area.

#### ***Dyer - Proposed Action***

During the peak periods under the Proposed Action, no major intersecting roadways would be blocked by queued vehicles at the crossings. The overall mobility effects of the Proposed Action would be minimal.

#### ***Schererville - No-Action***

Schererville has two roadways that cross the EJ&E rail line at-grade and one that has a grade-separated crossing. Kennedy Avenue is a two-lane undivided arterial that runs north/south crossing the EJ&E rail line and connects two arterials, Main Street and Joliet Street. Airport Road is a two-lane undivided collector that runs north/south crossing the EJ&E rail line.

Kennedy Avenue would operate at LOS E-F. Indianapolis Boulevard, which runs parallel to Kennedy Avenue approximately 0.5 mile west, is a five-lane divided arterial that provides an alternative access route with a grade separated crossing. Airport Road would operate at LOS A-B.

During peak periods under the No-Action Alternative, no major intersecting roadways would be blocked by queued vehicles at the crossings.

According to Lake (IN) County and INDOT plans, no local roadway improvements are planned within the village core. The close proximity of a grade-separated alternative route would allow for good overall mobility in the Schererville area.

#### *Schererville - Proposed Action*

During the peak periods under the Proposed Action, no major intersecting roadways would be blocked by queued vehicles at the crossings. The overall mobility effects of the Proposed Action would be minimal.

#### *Griffith - No-Action*

Griffith has seven roadways that cross the EJ&E rail line at-grade in close proximity to each other and one grade-separated crossing. Broad Street, a two-lane undivided arterial, runs north/south crossing the EJ&E rail line. Main Street, a two-lane collector, runs east/west. 45<sup>th</sup> Avenue, a four-lane collector, runs east/west. 40<sup>th</sup> Place, a two-lane collector, runs east/west. Lake Street, Miller Street, and Elm Street are two-lane collectors that run east/west.

Main Street, Broad Street, 45<sup>th</sup> Avenue, and 40<sup>th</sup> Place would operate at LOS E-F and Lake Street, Miller Street, and Elm Street would operate at LOS D or better. Broad Street does not have any good alternative route. Kennedy Avenue runs west of Broad Street and would operate at LOS E-F and Colfax Street runs east of Broad Street and the LOS data is not available during the time of this study. Lake Street is approximately 1,320 feet north of Main Street and would provide the additional capacity needed to be a viable alternative route to the congested Main Street. Elm Street is approximately 2,640 feet south of Main Street would provide the additional capacity needed to be a viable alternative route to the congested 45<sup>th</sup> Avenue. Ridge Road is a grade-separated crossing approximately 1,690 feet north of 40<sup>th</sup> Place and would provide the additional capacity needed to be a viable alternative route to the congested 40<sup>th</sup> Place.

During the peak periods under the No-Action Alternative, Broad Street is the only roadway that has queue lengths that would block a major roadway. At the peak period under the No-Action Alternative, Broad Street would experience a calculated vehicle queue length of approximately 905 feet, which would block one major roadway, Main Street.

According to Lake (IN) County and INDOT plans, no local roadway improvements are planned within the village core. With Broad Street operating over capacity with no alternative routes, the overall mobility in the Griffith area would not be acceptable.

#### *Griffith - Proposed Action*

During the peak periods under the Proposed Action, Broad Street is the only roadway that has queue lengths that would block a major roadway. At peak periods under the Proposed Action, Broad Street would experience a calculated vehicle queue length of approximately 1,615 feet, compared with 905 feet under the No-Action Alternative. Under both the Proposed Action and No-Action alternatives, Broad Street would block one major roadway, Main Street.

The overall mobility effects of the Proposed Action would be minimal, with the exception of Broad Street, which would experience moderate effects due to the Proposed Action.

*Gary - No-Action*

Gary has four roadways that cross the EJ&E rail line at-grade in close proximity to each other and seven grade-separated crossings. 25<sup>th</sup> Avenue, a two-lane collector, runs east/west. 15<sup>th</sup> Avenue is a two-lane undivided arterial that runs east/west crossing the EJ&E rail line. Ninth Avenue, a two-lane collector, runs east/west crossing the EJ&E rail line. Fifth Avenue, a four-lane arterial, runs east/west crossing the EJ&E rail line.

Ninth Avenue and 25<sup>th</sup> Avenue would operate at LOS A-B, Fifth Avenue would operate at LOS C-D, and 15<sup>th</sup> Avenue would operate at LOS E-F. Fifth Avenue is approximately 1 mile north of 15<sup>th</sup> Avenue and 25<sup>th</sup> Avenue is approximately 1 mile south of 15<sup>th</sup> Avenue; both of these roadways would provide the additional capacity needed to be a viable alternative route to the congested 15<sup>th</sup> Avenue.

During the peak periods under the No-Action Alternative, no major intersecting roadways would be blocked by queued vehicles at the crossings.

According to Lake (IN) County and INDOT plans, no local roadway improvements are planned within the city core. Close proximity of alternative crossing routes and available capacity at existing crossing locations allow for good overall mobility in the Gary area.

*Gary - Proposed Action*

During the peak periods under the Proposed Action, no major intersecting roadways would be blocked by queued vehicles at the crossings. The overall mobility effects of the Proposed Action would be minimal.

Table E1.2-24 summarizes the results of the Lake County, Indiana analysis.

Table E1.2-24. Highway/Rail At-Grade Crossing Vehicle Delay for No-Action and Proposed Action Conditions (Year 2015)					
County	Street	2015 ADT	Roadway LOS	Queue Length	
				No-Action	Proposed Action
Lake (IN)	Lake Street	5,067	B	220	318
Lake (IN)	Hart Street	20,268	F	859	1,272
Lake (IN)	Airport Road	3,818	B	146	215
Lake (IN)	Kennedy Avenue	17,076	F	665	981
Lake (IN)	Broad Street	19,572	F	901	1,615
Lake (IN)	Main Street	10,960	E	505	904
Lake (IN)	East Lake Street	6,524	C	275	488
Lake (IN)	East Miller Street	6,524	C	261	460
Lake (IN)	Elm Street	8,090	C	316	501
Lake (IN)	East 45 <sup>th</sup> Avenue	23,486	E	439	727
Lake (IN)	East 40 <sup>th</sup> Place	14,222	F	521	861
Lake (IN)	West 25 <sup>th</sup> Avenue	4,187	B	162	238
Lake (IN)	West 15 <sup>th</sup> Avenue	19,890	F	771	1,131
Lake (IN)	West 9 <sup>th</sup> Avenue	4,187	B	159	233
Lake (IN)	West 5 <sup>th</sup> Avenue	28,467	D	537	807

### ***CN Subdivision Evaluation***

The second step in assessing the effects of the Proposed Action on 2015 roadway conditions was to summarize highway/rail at-grade crossings along CN subdivisions that meet the Board's analysis thresholds, and to identify the communities in which those crossings are located. The LOS and vehicle queue length results for each subdivision at-grade crossing location are contained in Table E1.2-11 and Tables E1.2-13 through E1.2-17, respectively. Roadways with an LOS E or LOS F were designated as critical. Based on the LOS and queue length results, SEA evaluated the 2015 roadway network and overall mobility in the vicinity of each of the critical roadways. The narrative below discusses the 2015 conditions of the roadway network in the vicinity of the highway/rail at-grade crossings within each community, which include the network connectivity and vehicle queue lengths associated with critical crossings. The vehicle queue lengths were calculated for the existing conditions and the Proposed Action. The narratives identify only the vehicle queue lengths that may block a major roadway, in turn affecting the community's level of overall mobility.

The evaluation summary has been divided into sections that summarize each community located along each of the CN subdivisions. Table E1.2-25 summarizes the resulting 2015 roadway LOS for locations along the CN subdivisions. Tables E1.2-13 through E1.2-17 present the resulting 2015 LOS for highway/rail at-grade crossings that meet the evaluation.

LOS	Total		Waukesha		Freeport		Joliet		Chicago		Elsdon	
	2007	2015	2007	2015	2007	2015	2007	2015	2007	2015	2007	2015
LOS A - B	42	34	9	8	9	6	6	5	0	0	18	15
LOS C - D	52	42	18	17	13	9	2	3	0	0	19	13
LOS E - F	26	44	10	12	5	12	3	3	1	1	7	16

### ***Waukesha Subdivision***

The Proposed Action would not affect the overall mobility in the following three communities along CN's Waukesha Subdivision because all of the crossings in these communities are grade-separated:

- Forest Park (4 grade-separated crossings)
- Schiller Park (4 grade-separated crossing)
- Rosemont (3 grade-separated crossings)

### ***River Forest***

River Forest has four roadways that cross the Waukesha Subdivision at-grade and two grade-separated crossings. All of the at-grade crossings would operate at LOS C or better.

During the peak period under the No-Action and Proposed Action alternatives, no major intersecting roadways would be blocked by queued vehicles at the crossings. The multiple grade-separated crossings, as well as the at-grade crossings operating at LOS C or better in the area, provide an acceptable level of overall mobility.

### ***River Grove***

River Grove has two roadways that cross the Waukesha Subdivision at-grade and one grade-separated crossing. First Avenue is a six-lane arterial that runs north/south crossing the Waukesha Subdivision south of the village center. All of the at-grade crossings would operate at LOS C or better.

During the peak period under the No-Action Alternative, 1<sup>st</sup> Avenue would experience a calculated vehicle queue of approximately 1,130 feet. This peak hour queue would block North Avenue (IL 64), a major cross street north of the crossing.

During the peak period under the Proposed Action, the calculated peak hour queue length along 1<sup>st</sup> Avenue would be approximately 200 feet. This would not block any major roadways.

Excessive peak hour queuing at 1st Avenue would have an affect on overall mobility within the area. Under the Proposed Action, train reductions would improve the overall mobility by reducing the queues at this crossing.

### ***Melrose Park***

Melrose Park has one roadway that crosses the Waukesha Subdivision at-grade, which would operate at LOS B.

During the peak period under the No-Action and Proposed Action alternatives, no major intersecting roadways would be blocked by queued vehicles at the crossing. The crossing would operate at LOS B or better, providing an acceptable level of overall mobility.

### *Franklin Park*

Franklin Park has three roadways that cross the Waukesha Subdivision at-grade and one grade-separated crossing. All of the at-grade crossings would operate at LOS B or better. The Metra MD-W commuter rail line has an at-grade crossing with the Waukesha Subdivision within the community.

During the peak periods under the No-Action and Proposed Action alternatives, no major intersecting roadways would be blocked by queued vehicles at the crossings. The multiple grade-separated crossings, as well as the at-grade crossings, would operate at LOS B or better, providing an acceptable level of overall mobility.

### *Des Plaines*

Des Plaines has 15 roadways that cross the Waukesha Subdivision at-grade and two that have grade-separated crossings. Three at-grade crossing roadways would continue to operate at LOS E-F. The Metra UP-NW commuter rail line has an at-grade crossing with the Waukesha Subdivision within the community. The roadways are subdivided into three networks, including roadways south of the city center, roadways within the city center, and roadways north of the city center.

South of the city center:

- Pratt Avenue is a two-lane collector that runs east/west and intersects US 12.
- Touhy Avenue is a four-lane divided arterial that runs east/west and intersects Lee Street and US 12.
- The US 12 Frontage Road is a two-lane collector that runs north/south and intersects US 12 and Touhy Avenue.
- Prospect Avenue is a two-lane collector that runs east/west and intersects Lee Street and US 12.
- Oakton Street is a four-lane arterial that runs east/west and intersects Lee Street (US 12). All of the above mentioned roadways would operate at LOS D or better.

Within the city center:

- Algonquin Road is a two-lane arterial that runs east/west and intersects Lee Street (US 12).
- Lee Street (NB US 12) is a two-lane, one-way arterial that runs northbound and intersects Touhy Avenue, Prospect Avenue, US 12, Oakton Street, Algonquin Road, Graceland Avenue (SB US 12), Thacker Street, Prairie Avenue, and Rand Road.
- Graceland Avenue (SB US 12) is a two-lane, one-way arterial that runs southbound and intersects Lee Street (NB US 12), Thacker Street, Prairie Avenue, and Rand Road (US 12).
- Thacker Street is a two-lane collector that runs east/west and intersects Graceland Avenue (SB US 12) and Lee Street (NB US 12).
- Prairie Avenue is a two-lane collector that runs east/west and intersects Graceland Avenue (SB US 12) and Lee Street (NB US 12).
- Woodlawn Avenue is a two-lane collector that runs east/west.

Graceland Avenue (SB US 12) and Thacker Street would operate at LOS E-F, while Algonquin Road, Lee Street (US 12 NB), Prairie Avenue, and Woodlawn Avenue would operate at LOS D or better. Prairie Avenue crosses the Waukesha Subdivision approximately 1,600 feet to the north of Graceland Avenue (SB US 12), and Algonquin Road crosses the Waukesha Subdivision approximately 1,800

feet south of Graceland Avenue (SB US 12). Both roadways would provide potential alternative routes to the congested Graceland Avenue (SB US 12). Prairie Avenue crosses the Waukesha Subdivision parallel to Thacker Street approximately 800 feet to the north, and Algonquin Road crosses the Waukesha Subdivision parallel to Thacker Street approximately 2,700 feet to the south. Both roadways would provide potential alternative routes to the congested Thacker Street.

West of the city center:

- Seegers Road is a two-lane collector that runs east/west and intersects Rand Road (US 12).
- Golf Road (IL 58) is a four-lane divided arterial that runs east/west and intersects Rand Road (US 12).
- Rand Road (US 12) is a four-lane divided arterial that runs north/south and intersects Lee Street, Seegers Road, Golf Road (IL 58), and Central Road.
- Central Road is a two-lane arterial that runs east/west and intersects Rand Road (US 12).

Golf Road (IL 58) and Central Road would operate at LOS E-F, while Seegers Road and Rand Road (US 12) would operate at LOS D or better. Rand Road (US 12) crosses the Waukesha Subdivision approximately 3,900 feet to the south of Central Road and approximately 525 feet to the north of Golf Road (IL 58). This roadway provides potential alternative routes to the congested Central Road and the congested Golf Road (IL 58).

During the peak period under both the No-Action and Proposed Action alternatives, Touhy Avenue (IL 72), Prospect Lane, Oakton Street, and Algonquin Road would experience a calculated vehicle queue length of approximately 855 feet, 190 feet, 1,110 feet and 800 feet, respectively. The peak-hour queues would block US 12, a major cross street west of each crossing. The peak-hour queue length along Thacker Street would be approximately 990 feet. This would block Graceland Avenue (SB US 12), a major cross street east of the crossing. The queue length along Golf Road (IL 58) would be approximately 1,370 feet. This would block Rand Road (US 12), a major cross street east of the crossing. The queue length along Rand Road (US 12) would be approximately 1,115 feet. This would block Golf Road (IL 58), a major cross street south of the crossing.

During the peak period under the Proposed Action, Touhy Avenue (IL 72), Prospect Lane, and Algonquin Road would experience queue lengths of approximately 440 feet, 100 feet, and 440 feet, respectively. The queues would block US 12, a major cross street west of each crossing. The calculated peak hour queue along Golf Road (IL 58) would be approximately 760 feet. This would block Rand Road (US 12), a major cross street east of the crossing. One local street would be blocked in addition to Rand Road (US 12).

According to the City of Des Plaines, Cook County, and IDOT, no local roadway improvements are planned within the city core that would have a direct benefit to existing at-grade crossings.

Excessive peak hour queues at multiple at-grade crossings would have a significant affect on overall mobility within the area. Although reduction of railway operations helps alleviate some of these issues, excessive peak hour queues would still exist under the Proposed Action.

### *Mount Prospect*

Mount Prospect has two roadways that cross the Waukesha Subdivision at-grade, both operating at LOS D or better.

During the peak period under the No-Action Alternative, Euclid Avenue would experience a calculated peak hour vehicle queue of approximately 675 feet. This would block Wolf Road, a major cross street west of the crossing.

During the peak period under the Proposed Action, the queue length along Euclid Avenue would be approximately 370 feet. This would not block any major roadways.

Excessive peak hour queuing at Euclid Avenue would have an affect on overall mobility within the area. Train reductions under the proposed Action would improve the overall mobility by reducing the queues at this crossing.

### *Prospect Heights*

Prospect Heights has three roadways that cross the Waukesha Subdivision at-grade and one grade-separated crossing. Wolf Road is a two-lane arterial that runs north/south crossing the Waukesha Subdivision east of the city center and intersects Camp McDonald Road and Willow Road. Camp McDonald Road is a two-lane collector that runs east/west crossing the Waukesha Subdivision east of the city center and intersects Wolf Road. Willow Road is a two-lane collector that runs east/west crossing the Waukesha Subdivision east of the city center and intersects Wolf Road. Wolf Road would operate at LOS E-F, while Camp McDonald Road and Willow Road would operate at LOS D or better. Camp McDonald Road crosses the Waukesha Subdivision approximately 375 feet to the north of Wolf Road and provides a potential alternative route to the congested Wolf Road.

During the peak period, under the No-Action Alternative, Camp McDonald Road would experience a calculated vehicle queue of approximately 610 feet. This would block Wolf Road, a major cross street east of the crossing.

During the peak period, under the Proposed Action, Camp McDonald Road would experience a calculated vehicle queue length of approximately 335 feet. This would block Wolf Road, a major cross street east of the crossing.

According to Cook County and IDOT, local roadway improvements are planned within the city core: The IDOT plan calls for construction of additional lanes on Wolf Road between Hintz Road and Palatine Road by 2013. This project would help alleviate congestion within the city core; however, it would not improve level of service along Wolf Road in the vicinity of the Waukesha Subdivision at-grade rail crossing.

Excessive peak hour queuing at Camp McDonald Road would have a significant effect on overall mobility within the area. Although reduction of railway operations helps alleviate this issue, excessive peak hour queues would still exist under the Proposed Action.

### *Wheeling*

Wheeling has two roadways that cross the Waukesha Subdivision at-grade and two grade-separated crossings. Hintz Road is a four-lane divided collector that runs east/west crossing the Waukesha Subdivision south of the village center. Dundee Road (IL 68) is a four-lane divided arterial that runs east/west crossing the Waukesha Subdivision north of the village center. Hintz Road and Dundee Road (IL 68) would operate at LOS E-F. Lake Cook Road provides a grade-separated crossing of the Waukesha Subdivision parallel to Dundee Road (IL 68) approximately 1 mile to the north, and would provide a potential alternative route to the congested Dundee Road (IL 68). Palatine Road provides a grade-separated crossing of the Waukesha Subdivision parallel to Hintz Road approximately 1 mile to the south, and would provide a potential alternative route to the congested Hintz Road.

During the peak period under both the No-Action and Proposed Action alternatives, no major intersecting roadways would be blocked by queued vehicles at the crossings.

According to the Village of Wheeling, Cook County, and IDOT, two local roadway improvements are planned within the Village core that would have a direct impact on mobility within the area: Wheeling proposes construction of one grade-separated crossing on Waukesha Subdivision south of Dundee Road, and construction of an additional at-grade crossing to align with Carpenter Avenue.

Both of these crossings would help alleviate the congestion within the village core. The existence of the viable alternative routes to congested roadways within the area would provide an acceptable level of overall mobility within the Wheeling area.

### *Buffalo Grove*

Buffalo Grove has one roadway that crosses the Waukesha Subdivision at-grade, operating at LOS D.

During the peak period under the No-Action Alternative, Deerfield Parkway/Busch Drive would experience a calculated vehicle queue length of approximately 1,350 feet. This would block Busch Road, a major cross street east of the crossing.

During the peak period under the Proposed Action, Deerfield Parkway/Busch Drive would experience a calculated vehicle queue length of approximately 750 feet. This would still block Busch Road.

During the peak period under both the No-Action and Proposed Action alternatives, one major intersecting roadway (Busch Road) would be blocked by the queued vehicles at the Deerfield Parkway/Busch Road crossing. With the at-grade crossing operating at LOS, an acceptable level of overall mobility exists.

### *Prairie View*

Prairie View has three roadways that cross the Waukesha Subdivision at-grade. Aptakistic Road is a four-lane divided arterial that runs east/west crossing the Waukesha Subdivision south of the village center and intersects Buffalo Grove Road. Half Day Road (IL 22) is a four-lane arterial that runs east/west crossing the Waukesha Subdivision within the village center and intersects Buffalo Grove Road. Buffalo Grove Road is a two-lane divided collector that runs north/south crossing the Waukesha Subdivision within the Village center and intersects Aptakistic Road and Half Day Road (IL 22). Buffalo Grove Road would operate at LOS E-F, while Aptakistic Road and Half Day Road (IL 22) would operate 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 would provide a potential alternative route to the congested Buffalo Grove Road.

During the peak period under the No-Action Alternative, Aptakistic Road would experience a calculated vehicle queue length of approximately 980 feet. This would block Weiland Road, a major cross street west of the crossing. The calculated peak hour queue along Half Day Road (IL 22) would be approximately 1,475 feet. This would block Prairie Road, a major cross street east of the crossing.

During the peak period under the Proposed Action, Aptakistic Road would experience a calculated vehicle queue length of approximately 540 feet. This would still block Weiland Road. The calculated peak hour queue length along Half Day Road (IL 22) would be approximately 840 feet. This would still block Prairie Road.

According to Lake County and IDOT, several local roadway improvements are planned within the village core. The Lake County plan calls for upgrading traffic signal interconnect equipment and replacing existing controllers at signalized intersections between Parkway Drive and Buffalo Grove Road by 2012. It also calls for widening Buffalo Grove Road at Port Clinton Road and the Wisconsin Central Railroad at-grade crossing, improving mobility in the community.

Excessive peak hour queueing at multiple at-grade crossings within the Prairie View community would have a significant affect on overall mobility within the area. Although reduction of railway operations helps alleviate these issues, excessive peak hour queues would still exist under the Proposed Action.

### *Vernon Hills*

Vernon Hills has two roadways that cross the Waukesha Subdivision at-grade. US 45 is a two-lane arterial that runs east/west crossing the Waukesha Subdivision south of the village center and intersects Butterfield Road. Butterfield Road is a four-lane divided arterial that runs north/south crossing the Waukesha Subdivision west of the village center and intersects US 45. US 45 would operate at LOS E-F, while Butterfield Road would operate at LOS D or better. No potential alternative routes exist within one mile of the US 45 at-grade crossing.

During the peak period under the No-Action Alternative, Butterfield Road would experience a calculated vehicle queue length of approximately 600 feet. This would block Townline Road (IL 60), a major cross street west of the crossing

During the peak period under the Proposed Action, the queue lengths along Butterfield Road would be approximately 345 feet. This would not block any major roadways

According to the Village of Vernon Hills, Lake County, and IDOT, the following roadway improvements are planned within the village core: Vernon Hills proposes to widen US 45 from two to four lanes from Milwaukee Avenue to IL 83 with additional turning lanes at area intersections, and to widen Townline Road (IL 60) to a six-lane section between US 41 and IL 83. With the upgrade of US 45 to a four-lane arterial, this roadway would achieve an LOS C, which would improve the level of overall mobility in the area.

### *Mundelein*

Mundelein community has seven roadways that cross the Waukesha Subdivision at-grade and three grade-separated crossings. Two at-grade crossing roadways operate at unacceptable levels of service. Townline Road (IL 60) is a four-lane, divided arterial that runs east/west crossing the Waukesha Subdivision south of the village center. Allanson Road is a two-lane collector that runs east/west crossing the Waukesha Subdivision south of the village center. Hawley Street is a two-lane collector that runs east/west crossing the Waukesha Subdivision within the village center and intersects Maple Avenue (IL 176). Park Street is a two-lane collector that runs east/west crossing the Waukesha Subdivision within the village center. Maple Avenue (IL 176) is a two-lane arterial that runs east/west crossing the Waukesha Subdivision within the village center and intersects Hawley Street. Dunbar Road is a two-lane collector that runs east/west crossing the Waukesha Subdivision north of the village center. Winchester Road is a two-lane collector that runs east/west crossing the Waukesha Subdivision north of the village center. Townline Road (IL 60) and Allanson Road would operate at LOS E-F, while Hawley Street, Park Street, Maple Avenue (IL 176), Dunbar Road, and Winchester Road would operate at LOS D or better. Butterfield Road crosses the Waukesha Subdivision approximately 650 feet to the south of Townline Road (IL 60), and would provide a potential alternative to the congested Townline Road (IL 60). Courtland Street provides a grade-separated crossing parallel to Allanson Road, approximately 3,400 feet to the north, and would provide a potential alternative route to the congested Allanson Road. The Village of Vernon Hills proposes to widen Townline Road (IL 60) from four to six lanes between US 41 and IL 83. With the upgrade of Townline Road (IL 60) to a six-lane arterial, this roadway would achieve an LOS D.

During the peak period under pre-acquisition conditions, Townline Road (IL 60) would experience a calculated vehicle queue length of approximately 1,520 feet. This would block Butterfield Road, a major cross street east of the crossing. During the peak period, Maple Avenue (IL 176) would experience a calculated vehicle queue length of approximately 980 feet. This would block Lake Street (US 45), a major cross street west of the crossing. The calculated peak-hour queue length along Winchester Road would be approximately 245 feet. This would block Lake Street (US 45).

During the peak period under the Proposed Action, Townline Road (IL 60) would experience a calculated vehicle queue length of approximately 840 feet. This would still block Butterfield Road. During the peak period, Maple Avenue (IL 176) would experience a calculated vehicle queue length of approximately 540 feet. This would still block Lake Street (US 45). In addition, three local streets would block this roadway. The calculated peak hour queue along Winchester Road would be approximately 135 feet. This would still block Lake Street (US 45).

According to Lake County and IDOT, the following roadway improvements are planned within the village core: The Lake County plan calls for a railroad underpass feasibility study at the Townline Road (IL 60) crossing of the Wisconsin Central Railroad. This project would improve mobility by eliminating the queues produced at the at-grade crossing and would have a positive affect on the intersection of Butterfield Road and Townline Road (IL 60). As stated above, the Village of Vernon Hills proposes to widen Townline Road (IL 60) to a six-lane section between US 41 and IL 83. With upgrade of Townline Road to a six-lane section, this roadway would achieve LOS D.

Excessive peak hour queues at multiple at-grade crossings within the Mundelein community would have a significant affect on overall mobility within the area. Although reduction of railway operations helps alleviate these issues, excessive peak hour queues would still exist under the Proposed Action. With the key streets operating above capacity, and excessive queues at multiple at-grade crossings, the overall level of mobility for the Mundelein community would not be good. However the improvements proposed by Lake County and IDOT may provide much-needed relief by removing traffic from the congested roadways.

### *Grayslake*

Grayslake has two roadways that cross the Waukesha Subdivision at-grade. Peterson Road is a two-lane collector that runs east/west crossing the Waukesha Subdivision south of the village center and intersects Harris Road. Harris Road is a two-lane collector that runs north/south crossing the Waukesha Subdivision south of the village center and intersects Peterson Road. Peterson Road would operate at LOS E-F, while Harris Road would operate at LOS D or better. Harris Road crosses the Waukesha Subdivision approximately 3,300 feet north of Peterson Road, and could provide a potential alternative route to the congested Peterson Road. The Metra MD-N commuter rail line has an at-grade crossing with the Waukesha Subdivision within the community.

During the peak periods under the No-Action and Proposed Action alternatives, no major intersecting roadways would be blocked by queued vehicles at the crossings.

According to the Village of Grayslake, Lake County, and IDOT, the following roadway improvements are planned within the village core: The Lake County plan calls for upgrade of Peterson Road to a divided facility with partial access control between IL 83 and US 45 by 2012; however, this improvement would not significantly improve capacity on the roadway at the at-grade crossing of the Waukesha Subdivision. The existence of viable alternative routes to congested roadways within the area would continue to provide an acceptable level of overall mobility to the area.

### *Freeport Subdivision*

The Proposed Action would not affect the overall mobility in the following four communities along CN's Freeport Subdivision because all of the crossings in these communities are grade-separated:

- Cicero (6 grade-separated crossings)
- Westchester (3 grade-separated crossings)
- Berkeley (1 grade-separated crossing)
- Glendale Heights (2 grade-separated crossings)

### *Chicago*

Chicago has two roadways that cross the Freeport Subdivision at-grade and 24 grade-separated crossings. South Lawndale Avenue is a two-lane urban collector that runs north/south crossing the Freeport Subdivision. South Pulaski Road is a four-lane urban arterial that runs north/south crossing the Freeport Subdivision. South Lawndale Avenue and South Pulaski Road operate at LOS D or better and would continue to do so under both the No-Action and Proposed Action alternatives, providing an acceptable level of overall mobility.

During the peak period under both the No-Action and Proposed Action alternatives, no major intersecting roadways would be blocked by queued vehicles at the crossings.

According to IDOT, Cook County, and City of Chicago plans, no local roadway improvements are planned which would affect the South Lawndale Avenue and South Pulaski Road crossings. The at-grade crossings would operate at LOS C-D in the area, providing an acceptable level of overall mobility.

### *Berwyn*

Berwyn has one roadway that crosses the Freeport Subdivision at-grade and three grade-separated crossings. Riverside Drive is a two-lane urban collector that runs north/south crossing the Freeport Subdivision. Riverside Drive currently operates at LOS C-D and would continue to do so under the No-Action and Proposed Action alternatives. The Metra BNSF commuter rail line has an at-grade crossing with the Freeport Subdivision within the community.

During the peak period under both the No-Action and Proposed Action alternatives, no major intersecting roadways would be blocked by the queued vehicles at the crossings.

According to the IDOT and Cook County plans, no local roadway improvements are planned which would affect the Riverside Drive crossings. The at-grade crossing would operate at LOS C-D in the area which reflects a roadway network that would serve the local community well by providing an acceptable level of overall mobility.

### *North Riverside*

North Riverside has seven roadways that cross the Freeport Subdivision at-grade. Harlem Avenue (IL 43) is a four-lane divided urban arterial that runs north/south crossing the Freeport Subdivision. 26<sup>th</sup> Street is a four-lane urban arterial that runs east/west crossing the Freeport Subdivision. Des Plaines Avenue is a four-lane suburban arterial that runs north/south crossing the Freeport Subdivision. Cermak Road is a six-lane divided suburban arterial that runs east/west crossing the Freeport Subdivision. 1<sup>st</sup> Avenue/Golfview Avenue (IL 171) is a four-lane divided suburban arterial that runs north/south crossing the Freeport Subdivision. First Avenue (IL 171) operates at LOS E-F and would continue to do so under 2015 conditions. Harlem Avenue and Cermak Avenue operate at LOS C-D and would operate at LOS E-F under 2015 conditions. 26<sup>th</sup> Street and Des Plaines Avenue operate at LOS D or better and would continue to do so under 2015 conditions.

During the peak period under the No-Action Alternative, Harlem Avenue (IL 43) would experience a calculated vehicle queue length of approximately 1,565 feet, which would block two major streets, 26<sup>th</sup> Street and Riverside Drive. The queue length along 26<sup>th</sup> Street would be approximately 715 feet, which would block one major street, Harlem Avenue (IL 43). The queue length along Des Plaines Avenue would be approximately 790 feet, which would block one major roadway Cermak Road. The queue length along Cermak Road would be approximately 1,440 feet, which would block two major roadways, 1<sup>st</sup> Avenue Cutoff and 1<sup>st</sup> Avenue/Golfview Avenue (IL 171). The queue length along 1<sup>st</sup> Avenue/Golfview Avenue (IL 171) would be approximately 1,885 feet, which would block two major roadways, 1<sup>st</sup> Avenue Cutoff and Cermak Road.

During the peak period under the Proposed Action, Harlem Avenue (IL 43) would experience a queue length of approximately 840 feet, which would still block 26<sup>th</sup> Street and Riverside Drive. The queue length along 26<sup>th</sup> Street would be reduced to approximately 385 feet, which would no longer block Harlem Avenue (IL 43). The queue length along Des Plaines Avenue would be reduced to approximately 425 feet, which would no longer block Cermak Road. The queue length along Cermak Road would be approximately 770 feet, which would still block 1<sup>st</sup> Avenue Cutoff. The queue length along 1<sup>st</sup> Avenue/Golfview Avenue (IL 171) would be approximately 1,010 feet, which would still block 1<sup>st</sup> Avenue Cutoff and Cermak Road.

According to IDOT and Cook County, no local roadway improvements are planned that would affect the crossings. Excessive peak hour queuing at these at-grade crossings would have an affect on overall mobility within the area. Reduction of railway operations within the area helps alleviate this issue by eliminating three of the seven major blocked streets. While conditions would improve with the reduction of railway operations, mobility would continue to be affected.

### *Broadview*

Broadview has one roadway that crosses the Freeport Subdivision at-grade and two grade-separated crossings. 17<sup>th</sup> Avenue is a four-lane urban arterial that runs north/south crossing the Freeport Subdivision. The Village of Broadview Comprehensive Plan mentions roadway improvements on 17<sup>th</sup> Avenue, but does not specify what these improvements would entail. 17<sup>th</sup> Avenue operates at LOS C-D and would continue to do so under 2015 conditions.

During the peak period under the No-Action and Proposed Action alternatives, no major intersecting roadways would be blocked by queued vehicles at the crossings.

According to IDOT and Cook County, no local roadway improvements are planned that would affect the 17<sup>th</sup> Avenue crossing. The at-grade crossing would operate at LOS C-D, providing an acceptable level of overall mobility.

### *Hillside*

Hillside has one roadway that crosses the Freeport Subdivision at-grade and two grade-separated crossings. Wolf Road is a four-lane divided urban arterial that runs north/south crossing the Freeport Subdivision. Wolf Road operates at LOS C-D and would continue to do so under 2015 conditions.

During the peak period under the No-Action Alternative, Wolf Road would experience a calculated vehicle queue length of approximately 635 feet, which would block one major street, Harrison Street. During the peak period under the Proposed Action, the calculated peak hour queue length along Wolf Road would be reduced to approximately 330 feet, which would no longer block Harrison Street.

According to IDOT and Cook County, no local roadway improvements are planned that would affect the Wolf Road crossing. Reduction of railway operations within the area would reduce queues, improve the crossing Level of Service and eliminate blockage of Harrison Street, a major access road for I 290 and I 294.

### *Elmhurst*

Elmhurst has six roadways that cross the Freeport Subdivision at-grade and one grade-separated crossing. York Road is a two-lane urban arterial that runs north/south crossing the Freeport Subdivision. Argyle Avenue is a two-lane urban collector that runs north/south crossing the Freeport Subdivision. Spring Road is a two-lane urban collector that runs north/south crossing the Freeport Subdivision. West St. Charles Road is a two-lane urban arterial that runs east/west crossing the Freeport Subdivision. South West Avenue is a two-lane urban collector that runs north/south crossing the Freeport Subdivision. York Road operates at LOS E-F and would continue to do so

under 2015 conditions. Argyle Avenue, Spring Road, West St. Charles Road, and South West Avenue currently operate at LOS D or better and would continue to do so under 2015 conditions.

During the peak period under both the No-Action and Proposed Action alternatives, no major intersecting roadways would be blocked by the queued vehicles at the crossings.

According to IDOT and DuPage County plans, no local roadway improvements are planned that would affect the crossings. The at-grade crossings operating at LOS C-D in the area provide an acceptable level of overall mobility.

### *Villa Park*

Villa Park has three roadways that cross the Freeport Subdivision at-grade and one grade-separated crossing. Villa Avenue is a two-lane suburban arterial that runs north/south crossing the Freeport Subdivision. Addison Avenue is a four-lane urban arterial that runs north/south crossing the Freeport Subdivision. West North Avenue is a six-lane urban collector that runs east/west crossing the Freeport Subdivision. West North Avenue operates at LOS C-D and would operate at LOS E-F under 2015 conditions. Villa Avenue and Addison Avenue currently operate at LOS D or better and would continue to do so under 2015 conditions. An alternative route to the roadway intersection of Addison Avenue and West North Avenue is the North Ardmore Avenue grade-separated crossing, 0.5 mile to the east of this intersection.

During the peak period under the No-Action Alternative, Addison Avenue would experience a calculated vehicle queue length of approximately 310 feet, which would block one major street, West North Avenue. The queue length along North Avenue (IL 64) would be approximately 935 feet, which would block one major street, Addison Avenue.

During the peak period under the Proposed Action, Addison Avenue would experience a queue length of approximately 175 feet, which would still block West North Avenue. The queue length along North Avenue (IL 64) would be approximately 530 feet, which would still block Addison Avenue.

According to IDOT and DuPage County, no local roadway improvements are planned that would affect the crossings. With West North Avenue operating above capacity, and queuing blocking several major roadways, mobility would be unacceptable in the area.

### *Addison*

Addison has two roadways that cross the Freeport Subdivision at-grade and two grade-separated crossings. Grace Street is a four-lane suburban collector that runs north/south crossing the Freeport Subdivision. Swift Road is a two-lane divided suburban arterial that runs north/south crossing the Freeport Subdivision. Swift Road operates at LOS E-F and would continue to do so under 2015 conditions. Grace Street currently operates at LOS C-D and would continue to do so under 2015 conditions. An alternate route for Swift Road is to use the nearby grade-separated crossing at South Rohlwing Road, 0.5 mile to the east.

During the peak period under the No-Action Alternative, Swift Road would experience a calculated vehicle queue length of approximately 860 feet, which would block one major street, Collins Avenue.

During the peak period under the Proposed Action, Swift Road would experience a queue length of approximately 480 feet, which would block one major street, Collins Avenue.

According to IDOT and DuPage County, no local roadway improvements are planned that would affect the crossings. The existence of a viable grade-separated alternative route to the congested Swift Road would provide an acceptable level of overall mobility to the Addison area.

### *Bloomingtondale*

Bloomington has three roadways that cross the Freeport Subdivision at-grade. Schmale Road is a four-lane divided suburban arterial that runs north/south crossing the Freeport Subdivision. Gary Avenue is a four-lane divided urban arterial that runs north/south crossing the Freeport Subdivision. Army Trail Road is a four-lane divided urban arterial that runs east/west crossing the Freeport Subdivision. Schmale Road, Gary Avenue, and Army Trail Road operate at LOS C-D and would operate at LOS E-F under 2015 conditions.

During the peak period under the No-Action Alternative, Gary Avenue would experience a calculated vehicle queue length of approximately 1,060 feet, which would block one major street, Army Trail Road.

During the peak period under the Proposed Action, Gary Avenue would experience a calculated vehicle queue length of approximately 565 feet, which would still block Army Trail Road.

According to IDOT and DuPage County, no local roadway improvements are planned that would affect the crossings. The reduction of railway operations would improve the queuing; however, the poor LOS would affect the level of overall mobility for the Bloomington area.

#### *Hanover Park*

Hanover Park has one roadway that crosses the Freeport Subdivision at-grade and two grade-separated crossings. Under DuPage County's Comprehensive Road Improvement Plan, Jefferson Street/County Farm Road widens from a four-lane urban arterial to a six-lane urban arterial. Jefferson Street/County Farm Road operates at LOS C-D and would continue to do so under 2015 conditions.

During the peak period under both the No-Action and Proposed Action alternatives, no major intersecting roadways would be blocked by the queued vehicles at the crossings.

DuPage County's plans to widen Jefferson Street/County Farm Road would improve the roadway network, providing an acceptable level of overall mobility.

#### *Bartlett*

Bartlett has two roadways that cross the Freeport Subdivision at-grade. Sutton Road (IL 59) is a four-lane suburban arterial that runs north/south crossing the Freeport Subdivision. Powis Road is a two-lane rural collector that runs north/south crossing the Freeport Subdivision. Munger Road parallels Sutton Road (IL 59) by approximately 4,750 feet to the west, providing a potential alternative route to the congested Sutton road (IL 59). Sutton Road (IL 59) currently operates at LOS E-F and would continue to do so under 2015 conditions. Powis Road currently operates at LOS C-D and would continue to do so under 2015 conditions.

During the peak period under both the No-Action and Proposed Action alternatives, no major intersecting roadways would be blocked by the queued vehicles at the crossings.

According to IDOT and DuPage County, no local roadway improvements are planned that would affect the crossings. The roadway network would provide an acceptable level of overall mobility.

### *South Elgin*

South Elgin has two roadways that cross the Freeport Subdivision at-grade and six grade-separated crossings. IL 25 is a two-lane rural arterial that runs north/south crossing the Freeport Subdivision. Randall Road is a four-lane suburban arterial that runs north/south crossing the Freeport Subdivision. Randall Road operates at LOS E-F and would continue to do so under 2015 conditions. IL 25 currently operates at LOS D or better and would continue to do so under 2015 conditions. Dunham Road, approximately 0.5 mile east of IL 25, provides a grade-separated alternative route. McDonald Road and Hopps Road, 0.5 mile east and west of Randall Road, provide grade-separated alternative routes.

According to IDOT and DuPage County, no local roadway improvements are planned that would affect the crossings. While the two at-grade crossings would operate above capacity, the six grade-separated crossings would provide viable alternative routes and help provide an acceptable level of overall mobility to the roadway network.

### *Joliet Subdivision*

The Proposed Action would not affect the overall mobility in the following five communities along CN's Joliet Subdivision because all of the crossings in these communities are grade-separated:

- Chicago (19 grade-separated crossings)
- Forest View (two grade-separated crossings)
- Summit (two grade-separated crossings)
- Bedford Park (one grade-separated crossing)
- Willow Springs (four grade-separated crossings)

### *Lemont*

Lemont has four roadways that cross the Joliet Subdivision at-grade in close proximity to each other and one grade-separated crossing. Pruxne Street is a two-lane divided collector that runs north/south crossing the Joliet Subdivision east of the village center. Holmes Street is a two-lane collector that runs north/south crossing the Joliet Subdivision within the village center. Stephen Street is a two-lane collector that runs north/south crossing the Joliet Subdivision within the village center. Lemont Street is a two-lane collector that runs north/south crossing the Joliet Subdivision within the village center. Lemont Street would operate at LOS E-F, while Pruxne Street, Holmes Street and Stephen Street would operate at LOS C or better. Stephen Street parallels Lemont Street by approximately 450 feet to the northeast and would provide the additional capacity needed to be a viable alternative route to the congested Lemont Street.

During the peak period under the No-Action Alternative, Pruxne Street would experience a calculated vehicle queue length of approximately 445 feet, which would block one major roadway, Main Street. The queue length along Stephen Street would be approximately 180 feet, which would block one major roadway, Main Street. The queue length along Lemont Street would be approximately 2,320 feet, which would block two major roadways, Main Street and East Illinois Street.

During the peak period under the Proposed Action, Pruxne Street would experience a calculated vehicle queue length of approximately 410 feet, which would still block Main Street. The queue length along Stephen Street would be approximately 165 feet, which would still block Main Street. The queue length along Lemont Street would be approximately 2,480 feet, which would still block, Main Street and East Illinois Street. The LOS of the viable alternative routes would be C or better; however, long queues would block a number of major streets; therefore, the overall mobility of the network would be affected.

### *Romeoville*

Romeoville has one roadway that crosses the Joliet Subdivision at-grade. Romeoville Road (135<sup>th</sup> Street) is a two-lane arterial that runs east/west crossing the Joliet Subdivision east of the village center. Romeoville Road (135<sup>th</sup> Street) would operate at LOS E-F. No potential alternative routes exist within one mile of the Romeoville Road (135<sup>th</sup> Street) at-grade crossing.

During the peak periods under both the No-Action and Proposed Action alternatives, no major intersecting roadways would be blocked by the queued vehicles at the crossing. No local roadway improvements are planned within the Village of Romeoville. The lack of potential alternative routes within one mile of the Romeoville Road (135<sup>th</sup> Street) at-grade crossing would continue to affect the overall mobility in the area.

### *Lockport*

Lockport has seven roadways that cross the Joliet Subdivision at-grade in close proximity to each other and one grade-separated crossing. Second<sup>Street</sup> is a two-lane collector that runs east/west crossing the Joliet Subdivision north of the village center. Sixth Street is a two-lane collector that runs east/west crossing the Joliet Subdivision within the village center. Ninth Street (IL 7) is a two-lane arterial that runs east/west crossing the Joliet Subdivision within the village center. Tenth Street is a two-lane collector that runs east/west crossing the Joliet Subdivision within the village center. Eleventh Street is a two-lane collector that runs east/west crossing the Joliet Subdivision within the village center. Thirteenth Street is a two-lane collector that runs east/west crossing the Joliet Subdivision within the village center and intersecting one collector, Division Street. Division Street is a two-lane collector that runs east/west crossing the Joliet Subdivision within the village center and intersecting one local street, 13<sup>th</sup> Street. The at-grade crossing at 9<sup>th</sup> Street (IL 7) would operate at LOS F. All other at-grade crossings would operate at LOS B or higher.

During the peak period under the No-Action Alternative, 9<sup>th</sup> Street would experience a calculated vehicle queue length of approximately 1,520 feet, which would block one major roadway, South State Street. The queue length along Division Street would be approximately 345 feet, which would also block South State Street.

During the peak period under the Proposed Action, 9<sup>th</sup> Street would experience a calculated vehicle queue length of approximately 1,880 feet, which would still block South State Street. The calculated queue length along Division Street would be approximately 420 feet, which would also still block South State Street. No local roadway improvements are planned within the Village of Lockport. The existence of viable alternative routes to the congested 9<sup>th</sup> Street would provide an acceptable level of overall mobility to the area.

### *Joliet*

Joliet has two roadways that cross the EJ&E rail line at-grade and 10 grade-separated crossings. Ohio Street and Jackson Street would operate at LOS D or better.

During the peak period under the No-Action Alternative, Ohio Street would experience a calculated vehicle queue length of approximately 365 feet, which would block one major roadway, Scott Street (NB IL 53). The queue length along Jackson Street would be approximately 1,025 feet, which would block two major roadways, Scott Street (NB IL 53) and Ottawa Street (SB IL 53).

During the peak period under the Proposed Action, Ohio Street would experience a queue length of approximately 450 feet, which would still block Scott Street (NB IL 53). The queue length along Jackson Street would be approximately 1,265 feet, which would still block Scott Street (NB IL 53) and Ottawa Street (SB IL 53).

Lincoln Highway (US 30), a four-lane divided arterial with a grade-separated crossing, parallels both Ohio Street and Jackson Street less than a mile to the south and may provide the available capacity to alleviate queuing along these roadways. The availability of a viable alternative route and the multiple grade-separated crossings, as well as the at-grade crossings operating at LOS D or better in the area, provide an acceptable level of overall mobility.

### ***Chicago Subdivision***

The Proposed Action would not affect the overall mobility in the following 10 communities along CN's Chicago Subdivision because all of the crossings in these communities are grade-separated:

- Chicago (45 grade-separated crossings)
- Riverdale (three grade-separated crossings)
- Harvey (seven grade-separated crossings)
- East Hazelcrest (two grade-separated crossings)
- Homewood (two grade-separated crossings)
- Flossmoor (two grade-separated crossings)
- Olympia Fields (two grade-separated crossings)
- Matteson (two grade-separated crossings)
- Richton Park (two grade-separated crossings)
- Monee (three grade-separated crossings)

### ***University Park***

University Park has two roadways that cross the Chicago Subdivision at-grade in close proximity to each other. There are no grade-separated crossings. Stuenkel Road/University Parkway runs east/west crossing the Chicago Subdivision and intersecting four arterials: La Grange Road (US 45), I 57, South Cicero Avenue (IL 50), and South Governors Highway. 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 where it resumes as a two-lane undivided collector that runs east/west approximately 1,300 feet south of the west leg.

During the peak period under the No-Action Alternative, Stuenkel Road/University Parkway would experience a calculated vehicle queue length of approximately 530 feet, which would block one major roadway, South Governors Highway (IL 50). The queue length along West Dralle Road would be approximately 155 feet, which would also block South Governors Highway (IL 50).

During the peak period under the Proposed Action, Stuenkel Road/University Parkway would experience a calculated vehicle queue length of approximately 425 feet, which, although likely reduced due to a planned widening, would still block South Governors Highway (IL 50). The queue length along West Dralle Road would be approximately 125 feet, which would also still block South Governors Highway (IL 50).

According to the Will County and IDOT plans, no local roadway improvements are planned within the Village core, aside from surface reconstruction. However, Will County's Recommended Transportation Plan suggests that Stuenkel Road/University Parkway widens from a two-lane undivided collector to a four-lane divided arterial. The Will County plan also calls for an interchange to be added off of I-57 on Stuenkel Road/University Parkway. This improvement may have a positive effect on the operations of Stuenkel Road/University Parkway within the Village core and would provide an alternate route to South Governors Highway during periods of rail use. The widening of Stuenkel Road/University Parkway would improve the LOS from E-F to LOS A-B. With the widening, the roadway network would provide an acceptable level of overall mobility.

## *Elsdon Subdivision*

### *Chicago*

Chicago has 10 roadways that cross the Elsdon Subdivision at-grade and 34 grade-separated crossings. The local and regional planning documents do not designate planned improvements near the at-grade crossings that would affect mobility. Under 2015 conditions, the crossings at 55<sup>th</sup> Street, 71<sup>st</sup> Street, and 115<sup>th</sup> Street would all operate at LOS E-F, which remains unchanged from the 2007 conditions. Since 51<sup>st</sup> and 58<sup>th</sup> Streets parallel 55<sup>th</sup> Street by approximately 0.5 mile and 0.4 mile, respectively, 51<sup>st</sup> and 58<sup>th</sup> Streets both provide alternative routes to the congested 55<sup>th</sup> Street. Likewise, since 67<sup>th</sup> Street parallels 71<sup>st</sup> Street by approximately 0.5 mile, 67<sup>th</sup> Street provides an alternative route to the congested 71<sup>st</sup> Street. Finally, since 111<sup>th</sup> and 119<sup>th</sup> Streets parallel 115<sup>th</sup> Street by approximately 0.5 mile each, 111<sup>th</sup> and 119<sup>th</sup> Streets both provide alternative routes to the congested 115<sup>th</sup> Street. All other crossings in Chicago would operate at LOS D or better under 2015 conditions. The Metra SWS commuter rail line has an at-grade crossing with the Elsdon Subdivision within the community.

During the peak period under the No-Action Alternative, 79<sup>th</sup> Street would experience a calculated vehicle queue length of approximately 2,455 feet, which would block one major roadway, Columbus Avenue. The queue lengths along 103<sup>rd</sup> Street and 111<sup>th</sup> Street would be approximately 1,995 feet and 1,645 feet, respectively, which would block one major roadway, Kedzie Avenue.

During the peak period under the Proposed Action, these queue lengths would be reduced such that no major roadways would be impeded. Therefore, the close proximity of alternative crossing routes and available capacity at existing crossing locations allow for good overall mobility.

### *Evergreen Park*

Evergreen Park has five roadways that cross the Elsdon Subdivision at-grade. The local and regional planning documents do not designate planned improvements near the at-grade crossings that would affect mobility. 91<sup>st</sup> Street, Kedzie Avenue, 94<sup>th</sup> Street, and 95<sup>th</sup> Street would operate at LOS D or better under 2015 conditions. Under 2015 conditions, the crossing at 99<sup>th</sup> Street would operate at LOS E-F.

During the peak period under the No-Action Alternative, Kedzie Avenue would experience a calculated vehicle queue length of approximately 2,365 feet, which would block one major roadway, 95<sup>th</sup> Street (US 12). The queue lengths along 95<sup>th</sup> Street (US 12) and 99<sup>th</sup> Street would be approximately 2,045 feet and 1,945 feet, respectively, which would block Kedzie Avenue.

During the peak period under the Proposed Action condition, the queue lengths would be reduced due to the reduction of trains traveling on the Elsdon Subdivision, such that no major streets would be impeded. Thus, despite the congested conditions at the 99<sup>th</sup> Street crossing, mobility in the Evergreen Park area would be improved.

### *Blue Island*

Blue Island has four roadways that cross the Elsdon Subdivision at-grade and two grade-separated crossings. The local and regional planning documents do not designate planned improvements near the at-grade crossings that would affect mobility. Under 2015 conditions, the crossing at 119<sup>th</sup> Street would operate at LOS E-F, which is a decrease from LOS C-D under 2007 conditions. 123<sup>rd</sup> Street, 127<sup>th</sup> Street, and Broadway would operate at LOS D or better under 2015 conditions.

During the peak period under the No-Action Alternative, 119<sup>th</sup> Street would experience a calculated vehicle queue length of approximately 2,405 feet, which would block one major roadway, Kedzie

Avenue. The queue length along 127<sup>th</sup> Street would be approximately 2,315 feet, which would block Kedzie Avenue, and one railroad crossing to the east.

During the peak period under the Proposed Action, these queue lengths would be reduced such that no major roadways would be impeded. Thus, despite the congested conditions at the 119<sup>th</sup> Street crossing, mobility in the Blue Island area would be improved.

### *Dixmoor*

Dixmoor has two roadways that cross the Elsdon Subdivision at-grade and one grade-separated crossing. Western Avenue and Robey Street would operate at LOS B or better under the 2015 conditions. The local and regional planning documents do not designate planned improvements near the at-grade crossings that would affect mobility.

During the peak period under both the No-Action and Proposed Action alternatives, no major intersecting roadways would be blocked by the queued vehicles at the crossings. The multiple grade-separated crossings, as well as the at-grade crossings would operate at LOS B or better in the area, providing an acceptable level of overall mobility.

### *Harvey*

Harvey has seven roadways that cross the Elsdon Subdivision at-grade. The local and regional planning documents do not designate planned improvements near the at-grade crossings that would affect mobility. Under 2015 conditions, the crossing at Sibley Boulevard/147<sup>th</sup> Street (IL 83) would operate at LOS E-F, which is a decrease from LOS C-D under 2007 conditions. Lincoln Avenue, Wood Street, Center Street, Broadway Street, Park Avenue, and Halsted Street (IL 1) would operate at LOS C or better under 2015 conditions.

During the peak period under the No-Action Alternative, Wood Street would experience a calculated vehicle queue length of approximately 565 feet, which would block one major roadway, Sibley Boulevard/147<sup>th</sup> Street (IL 83). The queue length along Sibley Boulevard/147<sup>th</sup> Street (IL 83) would be approximately 1,240 feet, which would block one major roadway, Wood Street.

During the peak period under the Proposed Action, Wood Street would experience a queue length of approximately 405 feet, which would still block Sibley Boulevard/147<sup>th</sup> Street (IL 83). The queue length along Sibley Boulevard/147<sup>th</sup> Street (IL 83) would be approximately 885 feet, which would still block Wood Street. Despite the congested conditions around the crossing at Sibley Boulevard/147<sup>th</sup> Street (IL 83), overall mobility is adequate in the Harvey area.

### *Phoenix*

Phoenix has one roadway that crosses the Elsdon Subdivision at-grade. 155<sup>th</sup> Street would operate at LOS A-B, under the 2015 condition. The local and regional planning documents do not designate planned improvements near the crossing that would affect mobility.

During the peak period under No-Action and Proposed Action alternatives, no major intersecting streets would be blocked by the queued vehicles at the crossing. The multiple grade-separated crossings, as well as the at-grade crossing would operate at LOS A-B in the area, providing an acceptable level of overall mobility.

### *South Holland*

South Holland has four roadways that cross the Elsdon Subdivision at-grade and two grade-separated crossings. The local and regional planning documents do not designate planned improvements near the at-grade crossings that would affect mobility. Under 2015 conditions, the crossing at 162<sup>nd</sup>/ 159<sup>th</sup> Street (US 6) would operate at LOS E-F, which is a decrease from LOS C-D under

2007 conditions. Thornton-Blue Island Road, South Park and 170<sup>th</sup> Street would operate at LOS C or better under 2015 conditions. The proposed Metra southeast commuter rail line has an at-grade crossing with the Elsdon Subdivision within the community.

During the peak period under the No-Action Alternative, 159<sup>th</sup> Street (US 6) would experience a calculated vehicle queue length of approximately 1,055 feet, which would block one major roadway, Vincennes Avenue, and a railroad crossing to the west.

During the peak period under the Proposed Action, 159<sup>th</sup> Street (US 6) would experience a queue length of approximately 1,025 feet, which would still block Vincennes Avenue, and a railroad crossing to the west. The multiple grade-separated crossings, as well as the at-grade crossings, would operate at LOS C-D in the area, providing an acceptable level of overall mobility.

### *Thornton*

Thornton has one roadway, Thornton-Lansing Road, which crosses the Elsdon Subdivision at-grade and one grade-separated crossing. The local and regional planning documents do not designate planned improvements near the at-grade crossing that would affect mobility. Under 2015 conditions, the crossing at Thornton-Lansing Road would operate at LOS E-F, which would remain unchanged from the 2007 conditions. Ridge Road parallels Thornton-Lansing Road by approximately 0.65 mile, providing an alternative route to the congested Thornton-Lansing Road.

During the peak period under both the No-Action and Proposed Action alternatives, no major intersecting roadways would be blocked by queued vehicles at the crossing. Therefore, the close proximity of alternative crossing routes and available capacity at existing crossing locations allow for good overall mobility.

### *Lansing*

Lansing has five roadways that cross the Elsdon Subdivision at-grade. The local and regional planning documents do not designate planned improvements near the at-grade crossings that would affect mobility. Under 2015 conditions, the crossing at Wentworth Avenue would operate at LOS E-F, which is a decrease from LOS C-D under 2007 conditions. Volbrecht Road, Torrence Avenue (ILL 83), 186<sup>th</sup> Street and Burnham Avenue would operate at LOS C or better under 2015 conditions.

During the peak periods under both the No-Action and Proposed Action alternatives, no major intersecting roadways would be blocked by queued vehicles at the crossing. Despite the congested conditions around the crossing at Wentworth Avenue, overall mobility is adequate in the Lansing area.

### *Munster, Indiana*

Munster has two roadways that cross the Elsdon Subdivision at-grade. Northwestern Indiana Regional Planning Commission's transportation program calls for the addition of a center turn lane on Calumet Avenue between Fisher Street and 45th Avenue. This improvement, however, would not affect the roadway LOS. Under 2015 conditions, the crossings at Calumet Avenue and White Oak Avenue would both operate at LOS E-F, which is a decrease from LOS C-D under 2007 conditions. Indianapolis Boulevard (US 41), a four-lane divided arterial with a grade-separated crossing, parallels White Oak Avenue approximately 1.0 mile to the east and may provide the available capacity to be a viable alternative route for the congested White Oak Avenue.

During the peak period under both the No-Action and Proposed Action alternatives, no major intersecting roadways would be blocked by queued vehicles at the crossing. Mobility is somewhat impeded in the Munster area at the at-grade crossings.

*Highland, Indiana*

Highland has one roadway, Kennedy Avenue, which crosses the Elsdon Subdivision at-grade and one grade-separated crossing. The local and regional planning documents do not designate planned improvements near the at-grade crossing that would affect mobility. Under 2015 conditions, Kennedy Avenue would operate at LOS A-B.

During the peak period under both the No-Action and Proposed Action alternatives, no major intersecting roadways would be blocked by queued vehicles at the crossing. The grade-separated crossing, as well as the at-grade crossing, would operate at LOS B in the area, providing an acceptable level of overall mobility.

*Griffith, Indiana*

The Griffith community has three roadways that cross the Elsdon Subdivision at-grade. Under 2015 conditions, all three crossings (Main Street, Broad Street, Colfax Street) would operate at LOS E-F. The roadways operated at LOS C, LOS D, and LOS E-F under 2007 conditions, respectively.

During the peak period under the No-Action Alternative, Broad Street would experience a calculated vehicle queue length of approximately 2,140 feet, which would block one major roadway, Main Street.

During the peak period under the Proposed Action, this queue length would be reduced such that no major roadways would be impeded.

The local and regional planning documents do not designate planned improvements near the at-grade crossings that would affect mobility. The reduction of railway operations would improve queuing; however the poor LOS would affect the level of overall mobility for the Griffith community.

*Merrillville, Indiana*

Merrillville has three roadways that cross the Elsdon Subdivision at-grade and two grade-separated crossings. The local and regional planning documents do not designate planned improvements near the at-grade crossings that would affect mobility. Under 2015 conditions, the crossings at Taft Street and Broadway would both operate at LOS E-F, which is the same under 2007 conditions. Madison Street would operate at LOS C-D under the 2015 conditions. Since Hendricks Street parallels Taft Street by approximately 4,000 feet and Harrison Street parallels Broadway by approximately 2,000 feet, Hendricks Street and Harrison Street both provide alternative routes to the congested Taft Street and Broadway Street, respectively. Therefore, the close proximity of alternative crossing routes and available capacity at existing crossing locations allow for good overall mobility.

## Attachment E2

### CN/EJ&E Crossings Not Evaluated Tables 3.3-2 and 3.3-6

## Attachment E2

## CN/EJ&E Crossings Not Evaluated Tables 3.3-2 and 3.3-6

This analysis focuses on those crossings that are on the EJ&E mainline, public, and at-grade. A tabular listing of the other crossings that are not along the mainline, are private or pedestrian crossings, or are classified as public grade-separated crossings are grouped by county in the following table:

<b>Table 3.3-2 EJ&amp;E Rail Line Crossings Not Evaluated</b>		
<b>Branch Or Line Name</b>	<b>Crossing Type</b>	<b>Location</b>
<b>Lake County, Illinois</b>		
<b>Waukegan</b>		
Johnmansville LD	Public At-Grade	Dahringer Road
Huron Cement	Public At-Grade	Seahorse Drive
East-West YD LD	Public At-Grade	Clayton Street
East-West YD LD	Public At-Grade	East Madison Street
East-West YD LD	Public At-Grade	East Water Street
Waukegan YD	Private At-Grade	South Water Street
Mainline	Private At-Grade	Lake Shore Found
<b>North Chicago</b>		
Mainline	Public Grade Separated	Foss Park Avenue
Mainline	Public Grade Separated	Sheridan Road
Mainline	Public Grade Separated	Common-wealth Avenue
Industry LDS	Private At-Grade	EMCO plant
EJE-UP JT Lead	Public At-Grade	Martin L. King Drive
EJE-UP JT Lead	Public At-Grade	Morrow Road
EJE-UP JT Lead	Public At-Grade	Spaulding Avenue
Mainline	Private At-Grade	Private U.S. Navy
Mainline	Private Grade Separated	Private U.S. Navy
<b>Near North Chicago</b>		
Mainline	Public Grade Separated	Green Bay Road
<b>Near Lake Bluff</b>		
Mainline	Public Grade Separated	Skokie Highway
Mainline	Pedestrian Grade Separated	Private Pedestrian
<b>Near Libertyville</b>		
Mainline	Public Grade Separated	Tri-State Tollway
Mainline	Public Grade Separated	IL 45
<b>Mettawa</b>		
Mainline	Pedestrian At-Grade	Old School Road Pedestrian Crossing
<b>Vernon Hills</b>		
Mainline	Pedestrian At-Grade	Lakeview Parkway
<b>Lake Zurich</b>		
Mainline	Public Grade Separated	IL 22
Mainline	Public Grade Separated	Rand Road / IL 12
<b>Northwestern Cook County, Illinois</b>		

<b>Table 3.3-2 EJ&amp;E Rail Line Crossings Not Evaluated</b>		
<b>Branch Or Line Name</b>	<b>Crossing Type</b>	<b>Location</b>
<b>Near Barrington</b>		
Mainline	Public Grade Separated	Algonquin Road / IL 62
Mainline	Private At-Grade	Klehm Nursery
Mainline	Public Grade Separated	Higgins Road
<b>Hoffman Estates</b>		
Mainline	Public Grade Separated	Columbine Road
<b>Near Elgin</b>		
Mainline	Public Grade Separated	Northwest Tollway / Interstate 90
Mainline	Public Grade Separated	Golf Road / IL 58
Mainline	Public Grade Separated	Irving Park Boulevard
Mainline	Public Grade Separated	Lake Street
Industry	Public At-Grade	Gifford Road Extension
Industry	Private At-Grade	Private Crossing
<b>DuPage County, Illinois</b>		
<b>Wayne</b>		
Mainline	Private Grade Separated	Private Crossing
<b>Near West Chicago</b>		
Mainline	Pedestrian At-Grade	Army Trail Bike Path
Mainline	Public Grade Separated	North Avenue
Mainline	Pedestrian Grade Separated	Pedestrian Subway
Mainline	Pedestrian At-Grade	Illinois Prairie Path
<b>West Chicago</b>		
Mainline	Pedestrian Grade Separated	Pedestrian Arch
Mainline	Private At-Grade	Private
Mainline	Private At-Grade	Northwest Flavors
Mainline	Pedestrian At-Grade	George Street
Mainline	Public Grade Separated	Roosevelt Road
<b>Warrenville</b>		
Mainline	Private At-Grade	Batavia Road (Fermilab)
Mainline	Public Grade Separated	Butterfield Road
<b>Near Aurora</b>		
Mainline	Public Grade Separated	Ferry Road
Mainline	Pedestrian At-Grade	Illinois Prairie Path
Mainline	Public Grade Separated	East -West Tollway / Interstate 88
Mainline	Public Grade Separated	North Aurora Road
Mainline	Public Grade Separated	Naperville Road / New York Road
Mainline	Public Grade Separated	McCoy Road
Mainline	Pedestrian At-Grade	Ogden Bike Path
<b>Will County, Illinois</b>		
<b>Near Plainfield</b>		
Mainline	Private At-Grade	Private Crossing
Mainline	Private At-Grade	Hicks Gas Co. Road
Mainline	Private At-Grade	Private Crossing
Mainline	Private Grade Separated	Private
Mainline	Public Grade Separated	Interstate 55
Mainline	Public Grade Separated	IL 59

<b>Table 3.3-2 EJ&amp;E Rail Line Crossings Not Evaluated</b>		
<b>Branch Or Line Name</b>	<b>Crossing Type</b>	<b>Location</b>
<b>Plainfield</b>		
Mainline	Public Grade Separated	IL 59
<b>Crest Hill</b>		
Mainline	Public Grade Separated	Caton Farm Road
Mainline	Public Grade Separated	Weber Road
Mainline	Private At-Grade	Private
Mainline	Private At-Grade	Private
Rockdale Spur	Private At-Grade	Private
Mainline	Public Grade Separated	Broadway Street
<b>Near Joliet</b>		
Mainline	Private At-Grade	Private
Mainline	Private At-Grade	Private
<b>Joliet</b>		
Mainline	Public Grade Separated	Collins Street
Mainline	Public Grade Separated	Charlesworth Avenue
Mainline	Public Grade Separated	Jackson Street / US 6
Joliet Yard	Private At-Grade	Private
Joliet Yard	Private At-Grade	Private
Mainline	Public Grade Separated	Cass Street
Mainline	Public Grade Separated	Interstate 80
<b>Near New Lenox</b>		
Mainline	Private At-Grade	Private
<b>Near Frankfort</b>		
Mainline	Private At-Grade	Private
Mainline	Public Grade Separated	US 45
<b>Frankfort</b>		
Mainline	Private At-Grade	Private
<b>Southeastern Cook County</b>		
<b>Near Matteson</b>		
Mainline	Public Grade Separated	Interstate 57
<b>Matteson</b>		
Mainline	Public Grade Separated	Governors Highway
Mainline	Public Grade Separated	Orchard Drive
<b>Chicago Heights</b>		
Mainline	Public Grade Separated	Butler Street
<b>Sauk Village</b>		
Mainline	Public Grade Separated	Calumet Expressway
<b>Chicago</b>		
Lake Front Line	Private At-Grade	Private
Lake Front Line	Public At-Grade	East 95 <sup>th</sup> Street
Lake Front Line	Public At-Grade	East 98 <sup>th</sup> Street
Lake Front Line	Public At-Grade	East 99 <sup>th</sup> Street
Lake Front Line	Public At-Grade	East 100 <sup>th</sup> Street
<b>Lake County, Indiana</b>		
<b>Dyer</b>		
Mainline	Public Grade Separated	Calumet Avenue

<b>Table 3.3-2 EJ&amp;E Rail Line Crossings Not Evaluated</b>		
<b>Branch Or Line Name</b>	<b>Crossing Type</b>	<b>Location</b>
<b>Near Schererville</b>		
Mainline	Public Grade Separated	Indianapolis Boulevard / Wicker Park
<b>Schererville</b>		
Joint Lead Track	Public At-Grade	Division Street
<b>Griffith</b>		
Ameri Chem	Public At-Grade	Colfax Street
Pkg Corp Ameri	Public At-Grade	Broad Street
Pkg Corp Ameri	Public At-Grade	Main Street
Pkg Corp Ameri	Public At-Grade	Cline Avenue
Mainline	Public Grade Separated	Ridge Road
<b>Gary</b>		
Mainline	Private At-Grade	Private
Mainline	Public Grade Separated	Interstate94 / Interstate 80
Mainline	Public Grade Separated	Interstate90 Cline Avenue Ramp
Mainline	Public Grade Separated	Indiana Toll Road / Interstate 90
Mainline	Public Grade Separated	Cline to Interstate90
Mainline	Public Grade Separated	Interstate90 Toll Ramp
Mainline	Public Grade Separated	Industrial Highway
Pine Jct Lead	Public At-Grade	Clark Road
Mainline	Public Grade Separated	Clark Road
N&W Interchange	Public At-Grade	Clark Road
Lake Front Line	Pedestrian Grade Separated	Pedestrian Crossing
Lake Front Line	Private At-Grade	Center Road
Lake Front Line	Public Grade Separated	Park Garage Access
Lake Front Line	Private At-Grade	Private
Limestone Dock	Private At-Grade	Buffington Road
Edgemore Lead	Private At-Grade	Buffington Road
City Track	Private At-Grade	Private
City Track	Private At-Grade	STA 123.50
City Track	Public Grade Separated	Buchanan Street
City Track	Private At-Grade	Private
City Track	Public Grade Separated	Broadway Street
City Track	Public Grade Separated	Indiana Toll Road / Interstate 90
City Track	Public Grade Separated	Indiana Toll Road / Interstate 90
Ind. Lead	Public At-Grade	Dunes Highway / US 12
<b>Hammond</b>		
Lake Front Line	Private At-Grade	Marina Lot Drive
Lake Front Line	Public Grade Separated	Horseshoe Casino
<b>Whiting</b>		
Lake Front Line	Private At-Grade	Private
Lake Front Line	Private At-Grade	Private
Lake Front Line	Private At-Grade	Private
Lake Front Line	Private Grade Separated	Mittal Private Road
Lake Front Line	Private Grade Separated	Inland Met Subway
Lake Front Line	Private At-Grade	Private
Lake Front Line	Pedestrian Grade Separated	Pedestrian Crossing

<b>Table 3.3-2 EJ&amp;E Rail Line Crossings Not Evaluated</b>		
<b>Branch Or Line Name</b>	<b>Crossing Type</b>	<b>Location</b>
<b>East Chicago</b>		
Lake Front Line	Private Grade Separated	Private (Riley Road)
Lake Front Line	Private Grade Separated	Hot Metal Tunnel
Lake Front Line	Public Grade Separated	Michigan Avenue
Lake Front Line	Public Grade Separated	Cline Avenue Ramp

This analysis focuses on those crossings that are on the EJ&E mainline, public, and at-grade. A tabular listing of the other crossings that are not along the mainline, are private or pedestrian crossings, or are classified as public grade-separated crossings is included in the following table. These crossings are grouped by county.

<b>Table 3.3-6 CN Rail Line Private/Pedestrian/Not Mainline Crossings</b>		
<b>Branch or Line Name</b>	<b>Crossing Type</b>	<b>Location</b>
<b>Cook County, Illinois (Waukesha Subdivision)</b>		
<b>Forest Park</b>		
CM Line	Public Grade Separated	Washington Street
CM Line	Public Grade Separated	Hawthorne Street
CM Line	Public Grade Separated	Central Avenue
CM Line	Public Grade Separated	Lake Street
<b>River Forest</b>		
CM Line	Public Grade Separated	Oak Street
CM Line	Public Grade Separated	Chicago Avenue
<b>River Grove</b>		
CM Line	Public Grade Separated	North Avenue
<b>Schiller Park</b>		
CM Line	Public Grade Separated	Irving Park Boulevard
CM Line	Public Grade Separated	Lawrence Avenue
CM Line	Public Grade Separated	Lawrence Avenue
CM Line	Public Grade Separated	Tollway 294
<b>Rosemont</b>		
CM Line	Public Grade Separated	Balmoral Avenue
CM Line	Public Grade Separated	O'Hare Airport LD (I-190)
CM Line	Public Grade Separated	Higgins Road / IL 72
<b>Des Plaines</b>		
CM Line	Public Grade Separated	NW Toll Road (I-90)
CM Line	Public Grade Separated	Northwest Highway
<b>Wheeling</b>		
CM Line	Public Grade Separated	Palatine Road
CM Line	Public Grade Separated	E Lake Cook Road

<b>Table 3.3-6 CN Rail Line Private/Pedestrian/Not Mainline Crossings</b>		
<b>Branch or Line Name</b>	<b>Crossing Type</b>	<b>Location</b>
<b>Lake County, Illinois (Waukesha Subdivision)</b>		
<b>Mundelein</b>		
CM Line	Public Grade Separated	Countryside Highway / Courtland Street
CM Line	Pedestrian At-Grade	Pedestrian
CM Line	Public Grade Separated	US 45
<b>Lake County, Illinois (Freeport Subdivision)</b>		
<b>Chicago</b>		
S St Cal Wye	Public Grade Separated	Indiana Avenue
S St Cal Wye	Public Grade Separated	Alley
Mainline	Public Grade Separated	Michigan Avenue
Mainline	Public Grade Separated	Alley
Mainline	Public Grade Separated	Wabash Avenue
Mainline	Public Grade Separated	Alley
Mainline	Public Grade Separated	State Street
Mainline	Public Grade Separated	Dearborn Street
Mainline	Public Grade Separated	Clark Street
Mainline	Public Grade Separated	18th Street
Mainline	Pedestrian At-Grade	19th Street Pedestrian
Mainline	Public Grade Separated	Cermak Street (22nd Street)
Mainline	Public Grade Separated	Canal Street
Mainline	Public Grade Separated	Normal Avenue
Mainline	Public Grade Separated	Archer Avenue
Mainline	Public Grade Separated	Dan Ryan Expressway
Mainline	Public Grade Separated	Halsted Street
Mainline	Public Grade Separated	Corbett-Salt Street
Mainline	Public Grade Separated	Senour-Quarry Street
Mainline	Public Grade Separated	Throop Street
Mainline	Public Grade Separated	Loomis Street
Mainline	Public Grade Separated	Fuller at Short Street
Mainline	Public Grade Separated	Lock Street
Mainline	Public Grade Separated	Ashland Avenue
Mainline	Public Grade Separated	Damen Avenue
Mainline	Public Grade Separated	Western Avenue
Mainline	Public Grade Separated	California Avenue
Mainline	Public Grade Separated	Kedzie Avenue
<b>Cicero</b>		
Mainline	Public Grade Separated	Cicero Avenue-IL 50
Mainline	Public Grade Separated	Laramie Avenue / 52nd Avenue
Mainline	Public Grade Separated	Central Avenue / 56th Avenue
Mainline	Public Grade Separated	Clyde Avenue / 59th Avenue
Mainline	Public Grade Separated	Austin at Ogden Street
Mainline	Public Grade Separated	Lombard-Goodwin Street

<b>Table 3.3-6 CN Rail Line Private/Pedestrian/Not Mainline Crossings</b>		
<b>Branch or Line Name</b>	<b>Crossing Type</b>	<b>Location</b>
<b>Berwyn</b>		
Mainline	Public Grade Separated	Ridgeland Avenue
Mainline	Public Grade Separated	East Avenue
Mainline	Public Grade Separated	Oak Park Avenue
Mainline	Pedestrian Grade Separated	Home Avenue Pedestrian
<b>Broadview</b>		
Mainline	Public Grade Separated	25th Avenue
Mainline	Public Grade Separated	Gardner Road
<b>Westchester</b>		
Mainline	Public Grade Separated	Roosevelt Road
Mainline	Public Grade Separated	Westchester Boulevard / Bellwood Avenue
Mainline	Public Grade Separated	Mannheim Road
<b>Hillside</b>		
Mainline	Public Grade Separated	Eisenhower Expressway
Mainline	Public Grade Separated	Butterfield Road
<b>Berkeley</b>		
Mainline	Public Grade Separated	Tri-State Tollway
<b>Elmhurst</b>		
Mainline	Pedestrian Grade Separated	Poplar Avenue
<b>Du Page County, Illinois (Freeport Subdivision)</b>		
<b>Elmhurst</b>		
Mainline	Pedestrian At-Grade	Pedestrian Trail
Mainline	Public Grade Separated	Robt Kingery Highway (IL 83)
<b>Villa Park</b>		
Mainline	Public Grade Separated	Ardmore Avenue
<b>Addison</b>		
Mainline	Public Grade Separated	Rohlwing Road (IL53)
Mainline	Public Grade Separated	I-355 Tollway
<b>Near Glendale Heights</b>		
Mainline	Public Grade Separated	Glen Ellyn Road
Mainline	Public Grade Separated	Bloomington Road
<b>Hanover Park</b>		
Mainline	Public Grade Separated	Schick Road
<b>Near Hanover Park</b>		
Mainline	Public Grade Separated	Bartlett Road
<b>South Elgin</b>		
Mainline	Public Grade Separated	Dunham Road
<b>Kane County, Illinois (Freeport Subdivision)</b>		
<b>South Elgin</b>		
Mainline	Pedestrian Grade Separated	Pedestrian Trail
Mainline	Private Grade Separated	Private

<b>Table 3.3-6 CN Rail Line Private/Pedestrian/Not Mainline Crossings</b>		
<b>Branch or Line Name</b>	<b>Crossing Type</b>	<b>Location</b>
Mainline	Public Grade Separated	IL 31
Mainline	Public Grade Separated	McLean Boulevard
Mainline	Public Grade Separated	McDonald Road
<b>Cook County, Illinois (Joliet Subdivision)</b>		
<b>Chicago</b>		
Mainline	Public Grade Separated	31st Street
Mainline	Public Grade Separated	Stevenson Expressway
Mainline	Public Grade Separated	Wood Street
Mainline	Public Grade Separated	33rd Street
Mainline	Public Grade Separated	Damen Avenue
Mainline	Public Grade Separated	34th Street
Mainline	Public Grade Separated	Hoyne Avenue
Mainline	Public Grade Separated	35th Street
Mainline	Public Grade Separated	Leavitt Street
Mainline	Public Grade Separated	Oakley at 36th Street
Mainline	Public Grade Separated	Western Ave Boulevard
Mainline	Public Grade Separated	Rockwell Street
Mainline	Public Grade Separated	Washtenaw Avenue
Mainline	Public Grade Separated	California Avenue
Mainline	Public Grade Separated	Albany Avenue
Mainline	Public Grade Separated	Kedzie Avenue
Mainline	Public Grade Separated	Pulaski-Crawford Street
Mainline	Public Grade Separated	Cicero Avenue-48th
<b>Forest View</b>		
Mainline	Public Grade Separated	Central Avenue-56th
Mainline	Public Grade Separated	Harlem Avenue
<b>SUMMIT</b>		
Mainline	Public Grade Separated	Lawndale Avenue
Mainline	Public Grade Separated	IL 171
<b>Bedford Park</b>		
Mainline	Private Grade Separated	Corn Prod Ref Drive
Mainline	Private At-Grade	Gen Amer Trans
Mainline	Private At-Grade	Shell Oil Xing
<b>Near Willow Springs</b>		
Mainline	Public Grade Separated	La Grange Road / US-12 / US-20
Mainline	Public Grade Separated	Tri-State Tollway (I-294)
Mainline	Private At-Grade	Publicker Chem Company
Mainline	Public Grade Separated	IL 83 / Kingery Highway
Mainline	Private Grade Separated	Grant Road / Dundee Cement
Mainline	Private Grade Separated	Alexander Chem Company
<b>Willow Springs</b>		
Mainline	Public Grade Separated	Willow Springs Road

<b>Table 3.3-6 CN Rail Line Private/Pedestrian/Not Mainline Crossings</b>		
<b>Branch or Line Name</b>	<b>Crossing Type</b>	<b>Location</b>
<b>Near Lemont</b>		
Mainline	Private At-Grade	Private / McGuire Parkway
Mainline	Public Grade Separated	State Street
Mainline	Private At-Grade	Private
<b>Lemont</b>		
Mainline	Private At-Grade	Private / Boyer Street
<b>Will County, Illinois (Joliet Subdivision)</b>		
<b>Near Romeoville</b>		
Mainline	Private At-Grade	Ceco Steel Company
Mainline	Private At-Grade	Union-Collier
Mainline	Private At-Grade	Seneca Pet Xing
Mainline	Private At-Grade	Uno-Ven Xing
Mainline	Private At-Grade	Private
<b>Lockport</b>		
Mainline	Pedestrian At-Grade	8th Street/ Pedestrian Xing
Mainline	Pedestrian At-Grade	Park District Pedestrian
<b>Near Joliet</b>		
Mainline	Private Grade Separated	Coke Plant Entrance
<b>Joliet</b>		
Corwith-MP 59	Public Grade Separated	Cass Street
Corwith-MP 59	Public Grade Separated	Clinton Street
Mainline	Public Grade Separated	Washington Street
Corwith-MP 59	Public Grade Separated	Van Buren Street
Corwith-MP 59	Public Grade Separated	Jefferson Street
Mainline	Public Grade Separated	Osgood Street
Mainline	Public Grade Separated	Fourth Avenue
Mainline	Public Grade Separated	Fifth Avenue
Corwith-MP 59	Public Grade Separated	I-80
Mainline	Public Grade Separated	Chicago Street (US 52)
<b>Cook County, Illinois (Chicago Subdivision)</b>		
<b>Chicago</b>		
Mainline	Pedestrian Grade Separated	18th/Street Pedestrian
Mainline	Public Grade Separated	Stevenson Expressway
Mainline	Public Grade Separated	E 31st Street
Mainline	Pedestrian Grade Separated	35th Street Ped
Mainline	Public Grade Separated	E Oakwood Boulevard / E 39th Street
Mainline	Pedestrian Grade Separated	43rd Street Ped
Mainline	Public Grade Separated	E 47th Street
Mainline	Public Grade Separated	E Hyde Park / E 51st Street
Mainline	Public Grade Separated	E 53rd Street
Mainline	Public Grade Separated	E 55th Street
Mainline	Public Grade Separated	E 56th Street
Mainline	Public Grade Separated	E 57th Street

<b>Table 3.3-6 CN Rail Line Private/Pedestrian/Not Mainline Crossings</b>		
<b>Branch or Line Name</b>	<b>Crossing Type</b>	<b>Location</b>
Mainline	Public Grade Separated	E 59th Street / Midway WW
Mainline	Public Grade Separated	E 60th Street / Midway EW
Mainline	Public Grade Separated	E 63rd Street
Mainline	Public Grade Separated	E 64th Street
Mainline	Public Grade Separated	E 65th Street
Mainline	Public Grade Separated	E Marquette Road / E 66th Street
Mainline	Public Grade Separated	E 67th Street
Mainline	Public Grade Separated	E 70th Street
Mainline	Public Grade Separated	E 71st Street
Mainline	Public Grade Separated	E 72nd Street
Mainline	Public Grade Separated	E 73rd Street
Mainline	Public Grade Separated	E 7th Street / S Chicago Avenue
Mainline	Public Grade Separated	E 76th Street / Chicago Skyway
Mainline	Public Grade Separated	E 79th Street
Mainline	Public Grade Separated	E 82nd Street
Mainline	Public Grade Separated	E 83rd Street
Mainline	Public Grade Separated	E 87th Street
Mainline	Public Grade Separated	E 91st Street
Mainline	Public Grade Separated	E 93rd Street
Mainline	Public Grade Separated	E 95th Street (US-12 / US-20)
Mainline	Public Grade Separated	I-94 Bishop Ford Freeway
Mainline	Public Grade Separated	E 100th Street
Mainline	Public Grade Separated	E 103rd Street
Mainline	Public Grade Separated	E 105th Street
Mainline	Public Grade Separated	E 107th Street
Mainline	Public Grade Separated	E 109th Street
Mainline	Public Grade Separated	E 111th Street
Mainline	Public Grade Separated	E 113th Street
Mainline	Public Grade Separated	E 115th Street
Mainline	Public Grade Separated	E Kensington Avenue
Mainline	Public Grade Separated	S Indiana Avenue / 130th Street
Mainline	Public Grade Separated	W 137th Street
Mainline	Public Grade Separated	W 138th Street
Mainline	Public Grade Separated	W 144th Street
Mainline	Public Grade Separated	E 147th Street (IL 83)
Mainline	Public Grade Separated	Vincennes Road (IL 1)
Mainline	Public Grade Separated	E 152nd Street
Mainline	Public Grade Separated	E 154th Street
Mainline	Public Grade Separated	E 155th Street
Mainline	Public Grade Separated	E 157th Street
Mainline	Public Grade Separated	E 159th Street (US 6)
Mainline	Public Grade Separated	E 171st Street
Mainline	Public Grade Separated	Tri-State Tollway (I-294 / I-80)
Mainline	Public Grade Separated	Dixie Highway
Mainline	Public Grade Separated	183rd Street

<b>Table 3.3-6 CN Rail Line Private/Pedestrian/Not Mainline Crossings</b>		
<b>Branch or Line Name</b>	<b>Crossing Type</b>	<b>Location</b>
Mainline	Public Grade Separated	Flossmoor Street
Mainline	Public Grade Separated	Vollmer Street
Mainline	Pedestrian Grade Separated	Olympia Fields Pedestrian
Mainline	Public Grade Separated	Lincoln Highway (US 30)
Mainline	Public Grade Separated	Front Street
Mainline	Public Grade Separated	Main Street
<b>Will County, Illinois (Chicago Subdivision)</b>		
<b>Chicago</b>		
Mainline	Public Grade Separated	Sauk Trail
Mainline	Public Grade Separated	W Court Street
Mainline	Public Grade Separated	W Main Street
Mainline	Public Grade Separated	ILL 50 / S Governors Highway
<b>Cook County, Illinois (Eldson/Southbend Subdivision)</b>		
<b>Chicago</b>		
Mainline	Public Grade Separated	Union Avenue
Mainline	Public Grade Separated	Halsted Street
Mainline	Public Grade Separated	Morgan Avenue
Mainline	Public Grade Separated	Aberdeen Street
Mainline	Public Grade Separated	Racine Avenue
Mainline	Public Grade Separated	Throop Street
Mainline	Public Grade Separated	Loomis Street
Mainline	Public Grade Separated	Lafin Avenue
Mainline	Public Grade Separated	Justine Street
Mainline	Public Grade Separated	Ashland Avenue
Mainline	Public Grade Separated	Marshfield Avenue
Mainline	Public Grade Separated	Paulina Street
Mainline	Public Grade Separated	Hermitage Avenue
Mainline	Public Grade Separated	Wood Street
Mainline	Public Grade Separated	Honore Street
Mainline	Public Grade Separated	Wolcott Avenue / Lincoln Street
Mainline	Public Grade Separated	Winchester Avenue
Mainline	Public Grade Separated	Damen Street
Mainline	Public Grade Separated	Seeley Avenue
Mainline	Public Grade Separated	Hoyne Avenue
Mainline	Public Grade Separated	Western Avenue
Mainline	Public Grade Separated	California Avenue
Mainline	Public Grade Separated	Kedzie Avenue
Mainline	Public Grade Separated	58th Street
Mainline	Public Grade Separated	59th Street
Mainline	Public Grade Separated	60th Street
Mainline	Public Grade Separated	61st Street
Mainline	Public Grade Separated	62nd Street
Mainline	Public Grade Separated	63rd Street
Mainline	Public Grade Separated	64th Street

<b>Table 3.3-6 CN Rail Line Private/Pedestrian/Not Mainline Crossings</b>		
<b>Branch or Line Name</b>	<b>Crossing Type</b>	<b>Location</b>
Mainline	Public Grade Separated	65th Street
Mainline	Public Grade Separated	66th Street
Mainline	Public Grade Separated	67th Street(Marquette)
<b>Blue Island</b>		
Mainline	Pedestrian At-Grade	Pedestrian
Mainline	Public Grade Separated	Vermont Street
Mainline	Public Grade Separated	139th Street
<b>Dixmoor</b>		
Mainline	Public Grade Separated	W Leg Dan Ryan
<b>South Holland</b>		
Mainline	Public Grade Separated	Indiana Avenue / State Street
Mainline	Public Grade Separated	Tri-State Tollway (I-80 / I-294)
<b>Thornton</b>		
Mainline	Public Grade Separated	Calumet Expressway
<b>Hghland</b>		
Mainline	Public Grade Separated	US 41
<b>Lake County, Indiana (Eldson/Southbend Subdivision)</b>		
<b>Merrillville</b>		
Mainline	Private At-Grade	Turkey Creek GC
Mainline	Private Grade Separated	Turkey Creek GC

**Attachment E3**  
**Emergency Response Analysis**

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# Attachment E3

## Effects on Emergency Service Response

### 1.1 Methodology

Vehicular delays at highway/rail at-grade crossings as a result of increases in rail-related operations were considered to determine the potential effects of the demands placed on emergency services in the communities within the Study Area. These emergency service facilities include police, fire protection, and emergency medical services. Estimates of typical delays at highway/rail at-grade crossings have been made for all of the public at-grade crossings along the EJ&E Eastern and Western Subdivisions and the CN Waukesha, Freeport, Joliet, Chicago, and Elsdon/South Bend Subdivisions. Only those emergency response facilities meeting the threshold parameters of being within two miles of a crossing and having train traffic increases or decreases equal to or in excess of eight trains per day have been identified and evaluated. Vehicular delays at these grade crossings have been evaluated based on the average train length and speed in that particular area.

Evaluation of the potential effect to emergency services was focused by community. Analysis summaries were prepared by facility in table format and are summarized in sections E3.3 through E3.101. Appendix E-1 provides exhibits that show the location of emergency service facilities within the two mile study limit. Study mapping also included railway crossing locations for both public at-grade and public grade separated crossings.

Each community was examined for police, fire protection, and emergency medical service facilities proximity to the railway and for railway crossing opportunity. Location and number of grade separations were noted and the distribution of facilities through the community was evaluated. For communities that have limited or no public grade separated crossings near emergency service facilities, additional study was performed to determine the availability of service routes. Individual service providers were contacted in communities with limited crossing potential. These service providers were interviewed regarding their dispatch procedures, emergency service routes, communications technology, number of emergency service vehicle crossings per day, and procedures followed when an emergency vehicle arrives at a blocked crossing.

The layout of the following sections is as follows:

- Section E3.2 highlights the No Action Alternative
- Sections E3.3 through E3.44 focus on towns and communities along the EJ&E rail line from north to south and west to east
- Sections E3.45 through E3.57 focus on towns and communities along the CN Waukesha Subdivision from the EJ&E rail line to Chicago
- Sections E3.58 through E3.73 focus on towns and communities along the CN Freeport Subdivision from the EJ&E rail line to Chicago
- Sections E3.74 through E3.81 focus on towns and communities along the CN Joliet Subdivision from the EJ&E rail line to Chicago
- Sections E3.82 through E3.92 focus on towns and communities along the CN Chicago Subdivision from the EJ&E rail line to Chicago

- Sections E3.93 through E3.101 focus on towns and communities along the CN Elsdon/South Bend Subdivision from the EJ&E rail line to Chicago

Table E3.1-1 below provides the heading descriptions for the subsequent tables to follow in Sections E3.9 through E3.101. US DOT numbers are included in these tables to serve as a unique identifier for an individual roadway crossing for instances when the rail line crosses the same roadway more than once.

<b>TABLE E3.1-1. LEGEND FOR TABLES OF CROSSINGS WITHIN TWO MILES OF EMERGENCY SERVICES FACILITIES</b>	
<b>Heading</b>	<b>Description</b>
US DOT	US DOT number from FRA database
MP	Mile Post
N	Number of trains per day
ADT	Average daily traffic, at-grade intersection
D <sub>A</sub>	Average delay per delayed vehicle, minutes
T	Total Time crossing is blocked in a day, minutes

## 1.2 No Action Alternative

Under the No Action Alternative, the Applicants would not acquire the EJ&E rail line and trains on CN and EJ&E rail line segments would continue to operate as they currently do. There would be no increase or decrease in rail traffic along EJ&E and CN rail line segments thus, no change in delay due to rail traffic. The only change in delay would be due to increased ADT along roadway segments, and not resulting from the Proposed Acquisition. Therefore, the No Action Alternative would not affect existing emergency service response.

## 1.3 Waukegan

There are no public at-grade crossings along the EJ&E Eastern or Western Subdivisions that meet the threshold parameters of being within two miles of an emergency service facility and that have train traffic increases or decreases of eight or more trains per day in this community. Therefore, no further evaluation was completed in regards to emergency vehicle response time.

## 1.4 North Chicago

There are no public at-grade crossings along the EJ&E Eastern or Western Subdivisions that meet the threshold parameters of being within two miles of an emergency service facility and that have train traffic increases or decreases of eight or more trains per day in this community. Therefore, no further evaluation was completed in regards to emergency vehicle response time.

## 1.5 Lake Bluff

There are no public at-grade crossings along the EJ&E Eastern or Western Subdivisions that meet the threshold parameters of being within two miles of an emergency service facility and that have train traffic increases or decreases of eight or more trains per day in this community. Therefore, no further evaluation was completed in regards to emergency vehicle response time.

## 1.6 Green Oaks

There are no public at-grade crossings along the EJ&E Eastern or Western Subdivisions that meet the threshold parameters of being within two miles of an emergency service facility and that have train traffic increases or decreases of eight or more trains per day in this community. Therefore, no further evaluation was completed in regards to emergency vehicle response time.

## 1.7 Mettawa

There are no public at-grade crossings along the EJ&E Eastern or Western Subdivisions that meet the threshold parameters of being within two miles of an emergency service facility and that have train traffic increases or decreases of eight or more trains per day in this community. Therefore, no further evaluation was completed in regards to emergency vehicle response time.

## 1.8 Libertyville

There are no public at-grade crossings along the EJ&E Eastern or Western Subdivisions that meet the threshold parameters of being within two miles of an emergency service facility and that have train traffic increases or decreases of eight or more trains per day in this community. Therefore, no further evaluation was completed in regards to emergency vehicle response time.

## 1.9 Vernon Hills

### 1.9.1 Police Facilities

Table E3.9-1 below identifies the eight public crossings within two miles of the Vernon Hills Police Department that can be utilized in order to serve the community north of the EJ&E rail line and west of the CN rail line Waukesha Subdivision. Seven of these eight crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Vernon Hills Police Department Headquarters is US Route 45, approximately 2 miles northwest, while the nearest CN grade separated crossing is Countryside Highway/Courtland Street, approximately 2.5 miles northwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260490K	Milwaukee Avenue	62.20	At-Grade	3.2	38839	1.11	5.46	3.2	38839	1.11	5.46
260906X	Lakeview Parkway	61.70	At-Grade	3.2	8412	1.11	5.46	3.2	8412	1.11	5.46
260493F	Butterfield Road	60.42	At-Grade	3.2	33914	1.11	5.46	3.2	33914	1.11	5.46
260494M	Lake Street (US 45)	59.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689697G	US 45	36.05	At-Grade	19.1	23653	0.88	25.72	2.0	23653	0.88	2.69
689698N	Butterfield Road	37.37	At-Grade	19.1	20071	0.92	26.96	2.0	20071	0.92	2.82

689699V	Townline Road (IL 60)	37.50	At-Grade	19.1	46768	0.89	26.11	2.0	46768	0.89	2.73
689701U	Allanson Road	38.65	At-Grade	19.1	21179	1.76	51.72	19.1	21179	2.84	83.35

## 1.9.2 Fire Protection Facilities

Table E3.9-2 below identifies the eight public crossings within two miles of Countryside Fire Protection District Headquarters/Station No. 2 that can be utilized in order to serve the community north of the EJ&E rail line and west of the CN rail line Waukesha Subdivision. Seven of these eight crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Countryside Fire Protection District Headquarters/Station No. 2 is US Route 45, approximately 1.5 miles northwest, while the nearest CN grade separated crossing is Countryside Highway/Courtland Street, approximately 2.5 miles northwest.

TABLE E3.9-2. CROSSINGS WITHIN TWO MILES OF COUNTRYSIDE FIRE PROTECTION DISTRICT HEADQUARTERS/STATION NO. 2											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260490K	Milwaukee Avenue	62.20	At-Grade	3.2	38839	1.11	5.46	3.2	38839	1.11	5.46
260906X	Lakeview Parkway	61.70	At-Grade	3.2	8412	1.11	5.46	3.2	8412	1.11	5.46
260493F	Butterfield Road	60.42	At-Grade	3.2	33914	1.11	5.46	3.2	33914	1.11	5.46
260494M	Lake Street (US 45)	59.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689697G	US 45	36.05	At-Grade	19.1	23653	0.88	25.72	2.0	23653	0.88	2.69
689698N	Butterfield Road	37.37	At-Grade	19.1	20071	0.92	26.96	2.0	20071	0.92	2.82
689699V	Townline Road (IL 60)	37.50	At-Grade	19.1	46768	0.89	26.11	2.0	46768	0.89	2.73
689701U	Allanson Road	38.65	At-Grade	19.1	21179	1.76	51.72	19.1	21179	2.84	83.35

Table E3.9-3 on the next page identifies the nine public crossings within two miles of Countryside Fire Protection District – Station No. 1 that can be utilized in order to serve the community south of the EJ&E rail line and east of the CN rail line Waukesha Subdivision. Seven of these nine crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Countryside Fire Protection District – Station No. 1 is US Route 45, approximately 1.5 miles southeast, while the nearest CN grade separated crossing is Countryside Highway/Courtland Street, approximately 1.5 miles northeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260494M	Lake Street (US 45)	59.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260495U	Diamond Lake Road	59.13	At-Grade	5.3	8998	1.11	9.04	20.3	8998	2.27	70.74
260496B	IL 60&83	59.02	At-Grade	5.3	29659	1.05	8.59	20.3	29659	2.13	66.41
260500N	Gilmer Road	56.90	At-Grade	5.3	18658	1.00	8.19	20.3	18658	1.85	57.89
689701U	Allanson Road	38.65	At-Grade	19.1	21179	1.76	51.72	19.1	21179	2.84	83.35
689702B	Countryside Highway / Courtland Street	39.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689703H	Hawley Street	39.80	At-Grade	19.1	8998	1.76	51.72	19.1	8998	1.76	51.72
689704P	Park Street	39.94	At-Grade	19.1	732	1.76	51.72	19.1	732	1.76	51.72
689705W	Maple Avenue	40.10	At-Grade	19.1	15052	1.76	51.72	19.1	15052	1.76	51.72

## Emergency Medical Facilities

The Condell Medical Center, located in Libertyville, is the closest emergency medical facility to the residents of Vernon Hills. There are no public at-grade crossings along the EJ&E Eastern or Western Subdivisions or CN Waukesha, Freeport, Joliet, Chicago, or Elsdon/South Bend Subdivisions that meet the threshold parameters of being within two miles of the Condell Medical Center and that have train traffic increases or decreases of eight or more trains per day. Therefore, no further evaluation was completed in regards to emergency vehicle response time for vehicles serving this facility.

## 1.10 Mundelein

### 1.10.1 Police Facilities

Table E3.10-1 on the next page identifies the 11 public crossings within two miles of the Mundelein Police Department that can be utilized in order to serve the community south of the EJ&E rail line and east of the CN rail line Waukesha Subdivision. Eight of these 11 crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Mundelein Police Department is US Route 45, approximately 1.5 miles south, while the nearest CN grade separated crossing is Countryside Highway/Courtland Street, approximately 0.5 mile southeast.

TABLE E3.10-1. CROSSINGS WITHIN TWO MILES OF MUNDELEIN POLICE DEPARTMENT											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260493F	Butterfield Road	60.42	At-Grade	3.2	33914	1.11	5.46	3.2	33914	1.11	5.46
260494M	Lake Street (US 45)	59.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260495U	Diamond Lake Road	59.13	At-Grade	5.3	8998	1.11	9.04	20.3	8998	2.27	70.74
260496B	IL 60&83	59.02	At-Grade	5.3	29659	1.05	8.59	20.3	29659	2.13	66.41
689701U	Allanson Road	38.65	At-Grade	19.1	21179	1.76	51.72	19.1	21179	2.84	83.35
689702B	Countryside Highway / Courtland Street	39.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689703H	Hawley Street	39.80	At-Grade	19.1	8998	1.76	51.72	19.1	8998	1.76	51.72
689704P	Park Street	39.94	At-Grade	19.1	732	1.76	51.72	19.1	732	1.76	51.72
689705W	Maple Avenue	40.10	At-Grade	19.1	15052	1.76	51.72	19.1	15052	1.76	51.72
689706D	US 45	40.55	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689707K	Dunbar Road	40.85	At-Grade	19.1	494	1.58	46.45	19.1	494	1.58	46.45

### 1.10.2 Fire Protection Facilities

Table E3.10-2 below identifies the eight public crossings within two miles of the Mundelein Fire Department Headquarters/Station No. 1 that can be utilized in order to serve the community south of the EJ&E rail line and east of the CN rail line Waukesha Subdivision. Six of these eight crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Mundelein Fire Department Headquarters/Station No. 1 is US Route 45, approximately 2.5 miles southeast, while the nearest CN grade separated crossing is US Route 45, approximately 0.75 mile east.

TABLE E3.10-2. CROSSINGS WITHIN TWO MILES OF MUNDELEIN FIRE DEPARTMENT HEADQUARTERS/STATION NO. 1											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689702B	Countryside Highway / Courtland Street	39.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

689703H	Hawley Street	39.80	At-Grade	19.1	8998	1.76	51.72	19.1	8998	1.76	51.72
689704P	Park Street	39.94	At-Grade	19.1	732	1.76	51.72	19.1	732	1.76	51.72
689705W	Maple Avenue	40.10	At-Grade	19.1	15052	1.76	51.72	19.1	15052	1.76	51.72
689706D	US 45	40.55	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689707K	Dunbar Road	40.85	At-Grade	19.1	494	1.58	46.45	19.1	494	1.58	46.45
689709Y	Winchester Road	41.78	At-Grade	19.1	7475	1.58	46.45	19.1	7475	1.58	46.45
689710T	Peterson Road	42.38	At-Grade	19.1	22148	1.44	42.35	19.1	22148	1.44	42.35

Table E3.10-3 below identifies the 12 public crossings within two miles of the Mundelein Fire Department – Station No. 2 that can be utilized in order to serve the community south of the EJ&E rail line and east of the CN rail line Waukesha Subdivision. Ten of these 12 crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Mundelein Fire Department – Station No. 2 is US Route 45, approximately 500 feet south, while the nearest CN grade separated crossing is Countryside Highway/Courtland Street, approximately 1 mile north.

<b>TABLE E3.10-3. CROSSINGS WITHIN TWO MILES OF MUNDELEIN FIRE DEPARTMENT - STATION NO. 2</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260906X	Lakeview Parkway	61.70	At-Grade	3.2	8412	1.11	5.46	3.2	8412	1.11	5.46
260493F	Butterfield Road	60.42	At-Grade	3.2	33914	1.11	5.46	3.2	33914	1.11	5.46
260494M	Lake Street (US 45)	59.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260495U	Diamond Lake Road	59.13	At-Grade	5.3	8998	1.11	9.04	20.3	8998	2.27	70.74
260496B	IL 60&83	59.02	At-Grade	5.3	29659	1.05	8.59	20.3	29659	2.13	66.41
689698N	Butterfield Road	37.37	At-Grade	19.1	20071	0.92	26.96	2.0	20071	0.92	2.82
689699V	Townline Road (IL 60)	37.50	At-Grade	19.1	46768	0.89	26.11	2.0	46768	0.89	2.73
689701U	Allanson Road	38.65	At-Grade	19.1	21179	1.76	51.72	19.1	21179	2.84	83.35
689702B	Countryside Highway / Courtland Street	39.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689703H	Hawley Street	39.80	At-Grade	19.1	8998	1.76	51.72	19.1	8998	1.76	51.72

689704P	Park Street	39.94	At-Grade	19.1	732	1.76	51.72	19.1	732	1.76	51.72
689705W	Maple Avenue	40.10	At-Grade	19.1	15052	1.76	51.72	19.1	15052	1.76	51.72

Table E3.10-4 below identifies the eight public crossings within two miles of the Countryside Fire Protection District Headquarters/Station No. 2 that can be utilized in order to serve the community north of the EJ&E rail line and east of the CN rail line Waukesha Subdivision. Seven of these eight crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Countryside Fire Protection District Headquarters/Station No. 2 is US Route 45, approximately 1.5 miles northwest, while the nearest CN grade separated crossing is Countryside Highway/Courtland Street, approximately 2.5 miles northwest.

<b>TABLE E3.10-4. CROSSINGS WITHIN TWO MILES OF COUNTRYSIDE FIRE PROTECTION DISTRICT HEADQUARTERS/STATION NO. 2</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260490K	Milwaukee Avenue	62.20	At-Grade	3.2	38839	1.11	5.46	3.2	38839	1.11	5.46
260906X	Lakeview Parkway	61.70	At-Grade	3.2	8412	1.11	5.46	3.2	8412	1.11	5.46
260493F	Butterfield Road	60.42	At-Grade	3.2	33914	1.11	5.46	3.2	33914	1.11	5.46
260494M	Lake Street (US 45)	59.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689697G	US 45	36.05	At-Grade	19.1	23653	0.88	25.72	2.0	23653	0.88	2.69
689698N	Butterfield Road	37.37	At-Grade	19.1	20071	0.92	26.96	2.0	20071	0.92	2.82
689699V	Townline Road (IL 60)	37.50	At-Grade	19.1	46768	0.89	26.11	2.0	46768	0.89	2.73
689701U	Allanson Road	38.65	At-Grade	19.1	21179	1.76	51.72	19.1	21179	2.84	83.35

Table E3.10-5 on the next page identifies the nine public crossings within two miles of Countryside Fire Protection District – Station No. 1 that can be utilized in order to serve the community south of the EJ&E rail line and east of the CN rail line Waukesha Subdivision. Seven of these nine crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Countryside Fire Protection District – Station No. 1 is US Route 45, approximately 1.5 miles southeast, while the nearest CN grade separated crossing is Countryside Highway/Courtland Street, approximately 1.5 miles northeast.

**TABLE E3.10-5. CROSSINGS WITHIN TWO MILES OF COUNTRYSIDE FIRE PROTECTION DISTRICT - STATION NO. 1**

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260494M	Lake Street (US 45)	59.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260495U	Diamond Lake Road	59.13	At-Grade	5.3	8998	1.11	9.04	20.3	8998	2.27	70.74
260496B	IL 60&83	59.02	At-Grade	5.3	29659	1.05	8.59	20.3	29659	2.13	66.41
260500N	Gilmer Road	56.90	At-Grade	5.3	18658	1.00	8.19	20.3	18658	1.85	57.89
689701U	Allanson Road	38.65	At-Grade	19.1	21179	1.76	51.72	19.1	21179	2.84	83.35
689702B	Countryside Highway / Courtland Street	39.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689703H	Hawley Street	39.80	At-Grade	19.1	8998	1.76	51.72	19.1	8998	1.76	51.72
689704P	Park Street	39.94	At-Grade	19.1	732	1.76	51.72	19.1	732	1.76	51.72
689705W	Maple Avenue	40.10	At-Grade	19.1	15052	1.76	51.72	19.1	15052	1.76	51.72

### 1.10.3 Emergency Medical Facilities

The Condell Medical Center, located in Libertyville, is the closest emergency medical facility to the residents of Mundelein. There are no public at-grade crossings along the EJ&E Eastern or Western Subdivisions or CN Waukesha, Freeport, Joliet, Chicago, or Elsdon/South Bend Subdivisions that meet the threshold parameters of being within two miles of the Condell Medical Center and that have train traffic increases or decreases of eight or more trains per day. Therefore, no further evaluation was completed in regards to emergency vehicle response time for vehicles serving this facility.

## 1.11 Long Grove

### 1.11.1 Police Facilities

There are no public at-grade crossings within two miles of the police facilities that serve the residents of Long Grove, specifically the Lake County Sheriff's Department Emergency Services and Highway Patrol located in Libertyville.

### 1.11.2 Fire Protection Facilities

Table E3.11-1 on the next page identifies the eight public crossings within two miles of Countryside Fire Protection District Headquarters/Station No. 2 that can be utilized in order to serve the community north of the EJ&E rail line and west of the CN rail line Waukesha Subdivision. Seven of these eight crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Countryside Fire Protection District Headquarters/Station No. 2 is US Route 45, approximately 1.5

miles northwest, while the nearest CN grade separated crossing is Countryside Highway/Courtland Street, approximately 2.5 miles northwest.

<b>TABLE E3.11-1. CROSSINGS WITHIN TWO MILES OF COUNTRYSIDE FIRE PROTECTION DISTRICT HEADQUARTERS/STATION NO. 2</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260490K	Milwaukee Avenue	62.20	At-Grade	3.2	38839	1.11	5.46	3.2	38839	1.11	5.46
260906X	Lakeview Parkway	61.70	At-Grade	3.2	8412	1.11	5.46	3.2	8412	1.11	5.46
260493F	Butterfield Road	60.42	At-Grade	3.2	33914	1.11	5.46	3.2	33914	1.11	5.46
260494M	Lake Street (US 45)	59.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689697G	US 45	36.05	At-Grade	19.1	23653	0.88	25.72	2.0	23653	0.88	2.69
689698N	Butterfield Road	37.37	At-Grade	19.1	20071	0.92	26.96	2.0	20071	0.92	2.82
689699V	Townline Road (IL 60)	37.50	At-Grade	19.1	46768	0.89	26.11	2.0	46768	0.89	2.73
689701U	Allanson Road	38.65	At-Grade	19.1	21179	1.76	51.72	19.1	21179	2.84	83.35

Table E3.11-2 below identifies the nine public crossings within two miles of Countryside Fire Protection District – Station No. 1 that can be utilized in order to serve the community south of the EJ&E rail line and east of the CN rail line Waukesha Subdivision. Seven of these nine crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Countryside Fire Protection District – Station No. 1 is US Route 45, approximately 1.5 miles southeast, while the nearest CN grade separated crossing is Countryside Highway/Courtland Street, approximately 1.5 miles northeast.

<b>TABLE E3.11-2. CROSSINGS WITHIN TWO MILES OF COUNTRYSIDE FIRE PROTECTION DISTRICT - STATION NO. 1</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260494M	Lake Street (US 45)	59.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260495U	Diamond Lake Road	59.13	At-Grade	5.3	8998	1.11	9.04	20.3	8998	2.27	70.74
260496B	IL 60&83	59.02	At-Grade	5.3	29659	1.05	8.59	20.3	29659	2.13	66.41
260500N	Gilmer Road	56.90	At-Grade	5.3	18658	1.00	8.19	20.3	18658	1.85	57.89

689701U	Allanson Road	38.65	At-Grade	19.1	21179	1.76	51.72	19.1	21179	2.84	83.35
689702B	Countryside Highway / Courtland Street	39.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689703H	Hawley Street	39.80	At-Grade	19.1	8998	1.76	51.72	19.1	8998	1.76	51.72
689704P	Park Street	39.94	At-Grade	19.1	732	1.76	51.72	19.1	732	1.76	51.72
689705W	Maple Avenue	40.10	At-Grade	19.1	15052	1.76	51.72	19.1	15052	1.76	51.72

### 1.11.3 Emergency Medical Facilities

The Condell Medical Center, located in Libertyville, is the closest emergency medical facility to the residents of Long Grove. There are no public at-grade crossings along the EJ&E Eastern or Western Subdivisions or CN Waukesha, Freeport, Joliet, Chicago, or Elsdon/South Bend Subdivisions that meet the threshold parameters of being within two miles of the Condell Medical Center and that have train traffic increases or decreases of eight or more trains per day. Therefore, no further evaluation was completed in regards to emergency vehicle response time for vehicles serving this facility.

## 1.12 Hawthorn Woods

### 1.12.1 Police Facilities

The Hawthorn Woods Police Department provides service to the Hawthorn Woods. The police station is centrally located southeast of the EJ&E rail line.

There are typically 20 daily instances where it is necessary for an emergency vehicle from the police department to cross the EJ&E rail line to respond to an incident. The established procedure for an emergency vehicle that arrives at a blocked crossing is to wait for the train to pass. Typically the train will pass in no longer than five to seven minutes. Dispatch may be notified to send another emergency vehicle able to respond more quickly.

The Hawthorn Woods Police Department does not currently employ the use of special communication technologies that warn of the arrival of a train or duration of a blocked crossing. There is also no specific train schedule or number of rail cars expected to pass the crossing.

Table E3.12-1 below identifies the three public crossings within two miles of the Hawthorn Woods Police Department that can be utilized in order to serve the community west of the EJ&E rail line. All three of these crossings are at-grade crossings. The nearest grade separated crossing to Hawthorn Woods Police Department is IL-22, approximately 2.5 miles southwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260500N	Gilmer Road	56.90	At-Grade	5.3	18658	1.00	8.19	20.3	18658	1.85	57.89

260503J	Old McHenry Road	55.45	At-Grade	5.3	32424	1.03	8.38	20.3	32424	1.90	59.38
260794B	Oakwood Road	54.73	At-Grade	5.3	6783	1.08	8.81	20.3	6783	2.01	62.66

The main routes with crossings used by emergency service personnel from the Hawthorn Woods Police Department are Gilmer Road and Old McHenry Road. Gilmer Road and Old McHenry Road are at-grade crossings. Other crossings are also utilized though not as frequently.

### 1.12.2 Fire Protection Facilities

Table E3.12-2 below identifies the seven public crossings within two miles of Lake Zurich Rural Fire Protection District Headquarters/Station No. 1 that can be utilized in order to serve the community west of the EJ&E rail line. Five of these seven crossings are at-grade crossings. The nearest grade separated crossing to Lake Zurich Rural Fire Protection District Headquarters/Station No. 1 is IL-22, approximately 0.5 mile west.

TABLE E3.12-2. CROSSINGS WITHIN TWO MILES OF LAKE ZURICH RURAL FIRE PROTECTION DISTRICT HEADQUARTERS/STATION NO. 1											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260794B	Oakwood Road	54.73	At-Grade	5.3	6783	1.08	8.81	20.3	6783	2.01	62.66
260507L	Main Street	53.44	At-Grade	5.3	17471	1.08	8.81	20.3	17471	2.01	62.66
260508T	Old Rand Road	53.27	At-Grade	5.3	10659	1.05	8.59	20.3	10659	1.95	60.97
260831B	IL 22	53.01	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260509A	Rand Road (US 12)	52.52	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260510U	Ela Road	52.33	At-Grade	5.3	21398	0.94	7.69	20.3	21398	1.73	53.91
260511B	Cuba Road	51.56	At-Grade	5.3	12982	0.89	7.27	20.3	12982	1.62	50.54

Table E3.12-3 on the next page identifies the six public crossings within two miles of Lake Zurich Rural Fire Protection District – Station No. 2 that can be utilized in order to serve the community south-east of the EJ&E rail line. Four of these six crossings are at-grade crossings. The nearest grade separated crossing to Lake Zurich Rural Fire Protection District – Station No. 2 is Rand Road (IL-12), approximately 1.5 miles east.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260831B	IL 22	53.01	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260509A	Rand Road (US 12)	52.52	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260510U	Ela Road	52.33	At-Grade	5.3	21398	0.94	7.69	20.3	21398	1.73	53.91
260511B	Cuba Road	51.56	At-Grade	5.3	12982	0.89	7.27	20.3	12982	1.62	50.54
260513P	Lake Zurich Road	50.40	At-Grade	5.3	3131	0.85	6.91	20.3	3131	1.56	48.57
260514W	Northwest Highway (US 14)	50.10	At-Grade	5.3	33662	0.86	7.02	20.3	33662	1.62	50.54

Table E3.12-4 below identifies the four public crossings within two miles of Lake Zurich Rural Fire Protection District – Station No. 3 that can be utilized in order to serve the community west of the EJ&E rail line. All four of these crossings are at-grade crossings. The nearest grade separated crossing to Lake Zurich Rural Fire Protection District – Station No. 3 is IL-22, approximately 2.5 miles southwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260500N	Gilmer Road	56.90	At-Grade	5.3	18658	1.00	8.19	20.3	18658	1.85	57.89
260503J	Old McHenry Road	55.45	At-Grade	5.3	32424	1.03	8.38	20.3	32424	1.90	59.38
260794B	Oakwood Road	54.73	At-Grade	5.3	6783	1.08	8.81	20.3	6783	2.01	62.66
260507L	Main Street	53.44	At-Grade	5.3	17471	1.08	8.81	20.3	17471	2.01	62.66

Table E3.12-5 on the next page identifies the eight public crossings within two miles of Countryside Fire Protection District Headquarters/Station No. 2 that can be utilized in order to serve the community north of the EJ&E rail line and west of the CN rail line Waukesha Subdivision. Seven of these eight crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Countryside Fire Protection District Headquarters/Station No. 2 is US Route 45, approximately 1.5 miles northwest, while the nearest CN grade separated crossing is Countryside Highway/Courtland Street, approximately 2.5 miles northwest.

TABLE E3.12-5. CROSSINGS WITHIN TWO MILES OF COUNTRYSIDE FIRE PROTECTION DISTRICT HEADQUARTERS/STATION NO. 2											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260490K	Milwaukee Avenue	62.20	At-Grade	3.2	38839	1.11	5.46	3.2	38839	1.11	5.46
260906X	Lakeview Parkway	61.70	At-Grade	3.2	8412	1.11	5.46	3.2	8412	1.11	5.46
260493F	Butterfield Road	60.42	At-Grade	3.2	33914	1.11	5.46	3.2	33914	1.11	5.46
260494M	Lake Street (US 45)	59.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689697G	US 45	36.05	At-Grade	19.1	23653	0.88	25.72	2.0	23653	0.88	2.69
689698N	Butterfield Road	37.37	At-Grade	19.1	20071	0.92	26.96	2.0	20071	0.92	2.82
689699V	Townline Road (IL 60)	37.50	At-Grade	19.1	46768	0.89	26.11	2.0	46768	0.89	2.73
689701U	Allanson Road	38.65	At-Grade	19.1	21179	1.76	51.72	19.1	21179	2.84	83.35

Table E3.12-6 below identifies the nine public crossings within two miles of Countryside Fire Protection District – Station No. 1 that can be utilized in order to serve the community south of the EJ&E rail line and east of the CN rail line Waukesha Subdivision. Seven of these nine crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Countryside Fire Protection District – Station No. 1 is US Route 45, approximately 1.5 miles southeast, while the nearest CN grade separated crossing is Countryside Highway/Courtland Street, approximately 1.5 miles northeast.

TABLE E3.12-6. CROSSINGS WITHIN TWO MILES OF COUNTRYSIDE FIRE PROTECTION DISTRICT - STATION NO. 1											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260494M	Lake Street (US 45)	59.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260495U	Diamond Lake Road	59.13	At-Grade	5.3	8998	1.11	9.04	20.3	8998	2.27	70.74
260496B	IL 60&83	59.02	At-Grade	5.3	29659	1.05	8.59	20.3	29659	2.13	66.41
260500N	Gilmer Road	56.90	At-Grade	5.3	18658	1.00	8.19	20.3	18658	1.85	57.89
689701U	Allanson Road	38.65	At-Grade	19.1	21179	1.76	51.72	19.1	21179	2.84	83.35
689702B	Countryside Highway	39.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

	/ Courtland Street										
689703H	Hawley Street	39.80	At-Grade	19.1	8998	1.76	51.72	19.1	8998	1.76	51.72
689704P	Park Street	39.94	At-Grade	19.1	732	1.76	51.72	19.1	732	1.76	51.72
689705W	Maple Avenue	40.10	At-Grade	19.1	15052	1.76	51.72	19.1	15052	1.76	51.72

There are no public at-grade crossings within two miles of the Long Grove Fire Protection District Headquarters.

### 1.12.3 Emergency Medical Facilities

The Condell Medical Center, located in Libertyville, is the closest emergency medical facility to the residents of Hawthorn Woods. There are no public at-grade crossings along the EJ&E Eastern or Western Subdivisions or CN Waukesha, Freeport, Joliet, Chicago, or Elsdon/South Bend Subdivisions that meet the threshold parameters of being within two miles of the Condell Medical Center and that have train traffic increases or decreases of eight or more trains per day. Therefore, no further evaluation was completed in regards to emergency vehicle response time for vehicles serving this facility. Additionally, there are no public at-grade crossings within two miles of the other emergency medical facilities that serve the residents of Hawthorn Woods, specifically Advocate Good Shepherd Hospital.

## 1.13 Lake Zurich

### 1.13.1 Police Facilities

Table E3.13-1 below identifies the seven public crossings within two miles of Lake Zurich Police Department that can be utilized in order to serve the community west of the EJ&E rail line. Five of these seven crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Lake Zurich Police Department is IL-22, approximately 0.5 mile southwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260794B	Oakwood Road	54.73	At-Grade	5.3	6783	1.08	8.81	20.3	6783	2.01	62.66
260507L	Main Street	53.44	At-Grade	5.3	17471	1.08	8.81	20.3	17471	2.01	62.66
260508T	Old Rand Road	53.27	At-Grade	5.3	10659	1.05	8.59	20.3	10659	1.95	60.97
260831B	IL 22	53.01	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260509A	Rand Road (US 12)	52.52	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

260510U	Ela Road	52.33	At-Grade	5.3	21398	0.94	7.69	20.3	21398	1.73	53.91
260511B	Cuba Road	51.56	At-Grade	5.3	12982	0.89	7.27	20.3	12982	1.62	50.54

### 1.13.2 Fire Protection Facilities

Table E3.13-2 below identifies the seven public crossings within two miles of Lake Zurich Rural Fire Protection District Headquarters/Station No. 1 that can be utilized in order to serve the community north west of the EJ&E rail line. Five of these seven crossings are at-grade crossings. The nearest grade separated crossing to Lake Zurich Rural Fire Protection District Headquarters/Station No. 1 is IL-22, approximately 0.5 mile west.

TABLE E3.13-2. CROSSINGS WITHIN TWO MILES OF LAKE ZURICH RURAL FIRE PROTECTION DISTRICT HEADQUARTERS/STATION NO. 1											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260794B	Oakwood Road	54.73	At-Grade	5.3	6783	1.08	8.81	20.3	6783	2.01	62.66
260507L	Main Street	53.44	At-Grade	5.3	17471	1.08	8.81	20.3	17471	2.01	62.66
260508T	Old Rand Road	53.27	At-Grade	5.3	10659	1.05	8.59	20.3	10659	1.95	60.97
260831B	IL 22	53.01	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260509A	Rand Road (US 12)	52.52	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260510U	Ela Road	52.33	At-Grade	5.3	21398	0.94	7.69	20.3	21398	1.73	53.91
260511B	Cuba Road	51.56	At-Grade	5.3	12982	0.89	7.27	20.3	12982	1.62	50.54

Table E3.13-3 below identifies the six public crossings within two miles of Lake Zurich Rural Fire Protection District – Station No. 2 that can be utilized in order to serve the community south-east of the EJ&E rail line. Four of these six crossings are at-grade crossings. The nearest grade separated crossing to Lake Zurich Rural Fire Protection District - Station No. 2 is Rand Road (IL-12), approximately 1.5 miles east.

TABLE E3.13-3. CROSSINGS WITHIN TWO MILES OF LAKE ZURICH RURAL FIRE PROTECTION DISTRICT - STATION NO. 2											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260831B	IL 22	53.01	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

260509A	Rand Road (US 12)	52.52	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260510U	Ela Road	52.33	At-Grade	5.3	21398	0.94	7.69	20.3	21398	1.73	53.91
260511B	Cuba Road	51.56	At-Grade	5.3	12982	0.89	7.27	20.3	12982	1.62	50.54
260513P	Lake Zurich Road	50.40	At-Grade	5.3	3131	0.85	6.91	20.3	3131	1.56	48.57
260514W	Northwest Highway (US 14)	50.10	At-Grade	5.3	33662	0.86	7.02	20.3	33662	1.62	50.54

Table E3.13-4 below identifies the four public crossings within two miles of Lake Zurich Rural Fire Protection District – Station No. 3 that can be utilized in order to serve the community west of the EJ&E rail line. All four of these crossings are at-grade crossings. The nearest grade separated crossing to Lake Zurich Rural Fire Protection District – Station No. 3 is IL-22, approximately 2.5 miles southwest.

TABLE E3.13-4. CROSSINGS WITHIN TWO MILES OF LAKE ZURICH RURAL FIRE PROTECTION DISTRICT - STATION NO. 3											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260500N	Gilmer Road	56.90	At-Grade	5.3	18658	1.00	8.19	20.3	18658	1.85	57.89
260503J	Old McHenry Road	55.45	At-Grade	5.3	32424	1.03	8.38	20.3	32424	1.90	59.38
260794B	Oakwood Road	54.73	At-Grade	5.3	6783	1.08	8.81	20.3	6783	2.01	62.66
260507L	Main Street	53.44	At-Grade	5.3	17471	1.08	8.81	20.3	17471	2.01	62.66

### 1.13.3 Emergency Medical Facilities

There are no public at-grade crossings within two miles of the emergency medical facilities that serve the residents of Lake Zurich, specifically Advocate Good Shepherd Hospital.

## 1.14 Barrington

### 1.14.1 Police Facilities

The Barrington Police Department provides service to the Village of Barrington and to the Village of Inverness. The police station is located east of the EJ&E rail line along with the majority of Barrington and all of Inverness.

There are typically 15 daily instances where it is necessary for an emergency vehicle from the police department to cross the EJ&E rail line to respond to an incident. The established procedure for an emergency vehicle that arrives at a blocked crossing depends on the type of train traveling through the crossing and location of the crossing. For a commuter train that arrives at a main crossing, the current procedure is to wait for the train to pass or attempt a crossing at an unblocked crossing. For a

freight train, detour routes have been established and are utilized when an emergency vehicles approaches a blocked crossing. Detour routes are also utilized when responding to events in communities where there is only one crossing. The detour routes can add up to 10 additional miles to travel to the event location. At this time, the Barrington Police Department does not receive assistance from the neighboring community’s police departments to respond to events when a train is blocking the tracks. Nearly all requests for police assistance are handled by the Barrington Police Department.

The Barrington Police Department does not currently employ the use of special communication technologies that warn of the arrival of a train or duration of a blocked crossing. There is also no specific train schedule or number of rail cars expected to pass the crossing.

Table E3.14-1 below identifies the six public crossings within two miles of the Barrington Police Department that can be utilized in order to serve the community north-west of the EJ&E rail line. All six of these crossings are at-grade crossings. The nearest grade separated crossing to the Barrington Police Department is Rand Road (IL-12), approximately 2.5 miles northeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260511B	Cuba Road	51.56	At-Grade	5.3	12982	0.89	7.27	20.3	12982	1.62	50.54
260513P	Lake Zurich Road	50.40	At-Grade	5.3	3131	0.85	6.91	20.3	3131	1.56	48.57
260514W	Northwest Highway (US 14)	50.10	At-Grade	5.3	33662	0.86	7.02	20.3	33662	1.62	50.54
260515D	Hough Street (IL 59&63)	49.80	At-Grade	5.3	24056	0.88	7.14	20.3	24056	1.62	50.54
260516K	Lake Cook Road / Main Street	49.30	At-Grade	5.3	14222	0.88	7.14	20.3	14222	1.62	50.54
260517S	Otis Road	47.90	At-Grade	5.3	1673	0.92	7.54	20.3	1673	1.69	52.73

The main routes with crossings used by emergency service personnel from the Barrington Police Department are Lake Cook Road, Hough Street (IL-59) and Northwest Highway. All of these crossings are also at-grade crossings. Other crossings are also utilized though not as frequently. There are parts of the community that only have one direct access point through an at-grade crossing.

**1.14.2 Fire Protection Facilities**

The Barrington Fire Department provides service to the Village of Barrington. The fire department is also a part of the Barrington Countryside fire protection district which provides service to parts of Inverness, South Barrington, Barrington Hills, Lake Barrington and unincorporated parts of Lake and Cook County. Headquarters/Station No. 1 is located east of the EJ&E rail line along with the majority of Barrington and all of Inverness.

There are typically 12 daily instances where it is necessary for an emergency vehicle from the fire department to cross the EJ&E rail line to respond to an incident. The established procedure for an emergency vehicle that arrives at a blocked crossing depends on the type of train traveling through

the crossing. For a commuter train which typically causes less than two minutes of wait time, the current procedure is to wait for the train to pass. For a freight train which typically causes three to five minutes of wait time and no more than ten minutes of wait time, the current procedure is variable. Depending on the situation, a neighboring community's fire department may be asked to assist when a freight train is blocking the tracks.

The Barrington Fire Department does not currently employ the use of special communication technologies that warn of the arrival of a train or duration of a blocked crossing. There is also no specific train schedule or number of rail cars expected to pass the crossing.

Table E3.14-2 below identifies the six public crossings within two miles of Station No. 1 that can be utilized in order to serve the community north-west of the EJ&E rail line. All six of these crossings are at-grade crossings. The nearest grade separated crossing to Barrington Fire Department – Station No. 1 is Rand Road (IL-12), approximately 2.5 miles northeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260511B	Cuba Road	51.56	At-Grade	5.3	12982	0.89	7.27	20.3	12982	1.62	50.54
260513P	Lake Zurich Road	50.40	At-Grade	5.3	3131	0.85	6.91	20.3	3131	1.56	48.57
260514W	Northwest Highway (US 14)	50.10	At-Grade	5.3	33662	0.86	7.02	20.3	33662	1.62	50.54
260515D	Hough Street (IL 59&63)	49.80	At-Grade	5.3	24056	0.88	7.14	20.3	24056	1.62	50.54
260516K	Lake Cook Road / Main Street	49.30	At-Grade	5.3	14222	0.88	7.14	20.3	14222	1.62	50.54
260517S	Otis Road	47.90	At-Grade	5.3	1673	0.92	7.54	20.3	1673	1.69	52.73

The main routes with crossings used by emergency service personnel from the Barrington Fire Department Headquarters/Station No. 1 are Lake Cook Road, Hough Street (IL-59) and Northwest Highway. All of these crossings are also at-grade crossings. Lake Zurich and Otis Road are also utilized though not as frequently.

The Barrington Countryside Fire Protection District – Station No. 2 is located west of the EJ&E rail line while the majority of Barrington and all of Inverness is east of the EJ&E rail line. Table E3.14-3 on the next page identifies the three public crossings within two miles of Station No. 2 that can be utilized in order to serve the community south-east of the EJ&E rail line. Two of these three crossings are at-grade crossings. The nearest grade separated crossing is Algonquin Rd (IL-62), approximately 0.25 mile east.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260518Y	Algonquin Road (IL 62)	45.84	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260520A	Penny Road	44.47	At-Grade	5.3	4786	0.92	7.54	20.3	4786	1.69	52.73
260521G	Old Sutton Road	44.00	At-Grade	5.3	2070	0.92	7.54	20.3	2070	1.69	52.73

The main routes with crossings used by emergency service personnel from the Barrington Fire Protection District – Station No. 2 are Algonquin Road (IL-62) and Penny Road. Algonquin Road (IL-62) is a grade separated crossing and is also the nearest grade separated crossing to Barrington Countryside Fire Protection District – Station No. 2, located approximately 0.25 mile west.

### 1.14.3 Emergency Medical Facilities

There are no public at-grade crossings within two miles of the emergency medical facilities that serve the residents of Barrington, specifically Advocate Good Shepherd Hospital.

## 1.15 Barrington Hills

### 1.15.1 Police Facilities

Table E3.15-1 below identifies the three public crossings within two miles of the Barrington Hills Police Department that can be utilized in order to serve the community south-east of the EJ&E rail line. Two of these three crossings are at-grade crossings. The nearest grade separated crossing to Barrington Hills Police Department is Algonquin Road (IL-62), approximately 0.25 mile east.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260518Y	Algonquin Road (IL 62)	45.84	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260520A	Penny Road	44.47	At-Grade	5.3	4786	0.92	7.54	20.3	4786	1.69	52.73
260521G	Old Sutton Road	44.00	At-Grade	5.3	2070	0.92	7.54	20.3	2070	1.69	52.73

### 1.15.2 Fire Protection Facilities

Table E3.15-2 on the next page identifies the three public crossings within two miles of the Barrington Countryside Fire Protection District – Station No. 2 that can be utilized in order to serve the community south-east of the EJ&E rail line. Two of these three crossings are at-grade crossings.

The nearest grade separated crossing to Barrington Fire Protection District – Station No. 2 is Algonquin Road (IL-62), approximately 0.25 mile east.

<b>TABLE E3.15-2. CROSSINGS WITHIN TWO MILES OF BARRINGTON COUNTRYSIDE FIRE PROTECTION DISTRICT - STATION NO. 2</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260518Y	Algonquin Road (IL 62)	45.84	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260520A	Penny Road	44.47	At-Grade	5.3	4786	0.92	7.54	20.3	4786	1.69	52.73
260521G	Old Sutton Road	44.00	At-Grade	5.3	2070	0.92	7.54	20.3	2070	1.69	52.73

Table E3.15-3 below identifies the six public crossings within two miles of the Lake Zurich Rural Fire Protection District – Station No. 2 that can be utilized in order to serve the community southeast of the EJ&E rail line. Four of these six crossings are at-grade crossings. The nearest grade separated crossing to Lake Zurich Rural Fire Protection District – Station No. 2 is Rand Road (IL-12), approximately 1.5 miles east.

<b>TABLE E3.15-3. CROSSINGS WITHIN TWO MILES OF LAKE ZURICH RURAL FIRE PROTECTION DISTRICT - STATION NO. 2</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260831B	IL 22	53.01	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260509A	Rand Road (US 12)	52.52	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260510U	Ela Road	52.33	At-Grade	5.3	21398	0.94	7.69	20.3	21398	1.73	53.91
260511B	Cuba Road	51.56	At-Grade	5.3	12982	0.89	7.27	20.3	12982	1.62	50.54
260513P	Lake Zurich Road	50.40	At-Grade	5.3	3131	0.85	6.91	20.3	3131	1.56	48.57
260514W	Northwest Highway (US 14)	50.10	At-Grade	5.3	33662	0.86	7.02	20.3	33662	1.62	50.54

There are no public at-grade crossings within two miles of the other fire protection facilities that serve the residents of Barrington Hills.

### 1.15.3 Emergency Medical Facilities

There are no public at-grade crossings within two miles of the emergency medical facilities that serve the residents of Barrington Hills, specifically Advocate Good Shepherd Hospital.

## 1.16 Hoffman Estates

### 1.16.1 Police Facilities

There are no public at-grade crossings within two miles of the police facilities that serve the residents of Hoffman Estates, specifically the Hoffman Estates Police Department.

### 1.16.2 Fire Protection Facilities

Table E3.16-1 below identifies the seven public crossings within two miles of Hoffman Estates Fire Department – Station No. 24 that can be utilized in order to serve the community east of the EJ&E rail line. Three of these seven crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Hoffman Estates Fire Department – Station No. 24 is Columbine Boulevard, approximately 0.5 mile southeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260520A	Penny Road	44.47	At-Grade	5.3	4786	0.92	7.54	20.3	4786	1.69	52.73
260521G	Old Sutton Road	44.00	At-Grade	5.3	2070	0.92	7.54	20.3	2070	1.69	52.73
260522N	Higgins Road (IL 72)	43.09	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260953F	Columbine Boulevard	42.45	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260524C	Northwest Tollway (I-90)	42.33	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260525J	Shoe Factory Road	41.90	At-Grade	5.3	9202	0.94	7.69	20.3	9202	1.69	52.73
260526R	Golf Road (IL 58)	40.72	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.16.3 Emergency Medical Facilities

There are no public at-grade crossings within two miles of the emergency medical facilities that serve the residents of Hoffman Estates, specifically Saint Alexius Medical Center, Advocate Good Shepherd Hospital, Provena Saint Joseph Hospital, and Sherman Hospital.

## 1.17 Elgin

### 1.17.1 Police Facilities

There are no public at-grade crossings within two miles of the police facilities that serve the residents of Elgin, specifically the Elgin Police Department and the Illinois State Police Department – District Two office.

### 1.17.2 Fire Protection Facilities

Table E3.17-1 below identifies the three public crossings within two miles of the Elgin Fire Department – Station No. 5 that can be utilized in order to serve the community east of the EJ&E rail line. One of these three crossings is an at-grade crossing. The nearest grade separated crossing to Elgin Fire Department – Station No. 5 is Lake Street, approximately 1.5 miles southeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260815S	Gifford Road Extension	0.00	At-Grade	0.0	0	0.00	0.00	0.0	0	0.00	0.00
260527X	Irving Park Road	39.48	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260529L	Lake Street (US 20)	38.57	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.17.3 Emergency Medical Facilities

There are no public at-grade crossings within two miles of the emergency medical facilities that serve the residents of Elgin, specifically Provena Saint Joseph Hospital and Sherman Hospital.

## 1.18 Bartlett

### 1.18.1 Police Facilities

There are no public at-grade crossings within two miles of the police facilities that serve the residents of Bartlett, specifically the Bartlett Police Department.

### 1.18.2 Fire Protection Facilities

Table E3.18-1 below identifies the four public crossings within two miles of the Bartlett Fire Protection District – Station No. 2 that can be utilized in order to serve the community south of the CN rail line Freeport Subdivision. Two of these four crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Bartlett Fire Protection District – Station No. 2 is North Avenue, approximately 4 miles southwest, while the nearest CN grade separated crossing is Bartlett Road, approximately 0.5 mile south.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289896E	Schick Road	32.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289899A	Bartlett Road	33.05	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

289901Y	Sutton Road (IL 59)	34.15	At-Grade	3.0	59939	1.54	7.12	1.7	59939	0.83	2.16
289902F	Munger Road	35.15	At-Grade	3.0	2016	1.75	8.08	1.7	2016	0.97	2.54

Table E3.18-2 below identifies the six public crossings within two miles of the future Bartlett Fire Protection District – Station No. 3 (scheduled to open in Fall 2008) that can be utilized in order to serve the community west of the EJ&E rail line and south of the CN rail line Freeport Subdivision. Five of these six crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Bartlett Fire Protection District – Station No. 3 is Lake Street, approximately 1.5 miles north, while the nearest CN grade separated crossing is Dunham Road, approximately 2.5 miles southwest.

TABLE E3.18-2. CROSSINGS WITHIN TWO MILES OF BARTLETT FIRE PROTECTION DISTRICT - STATION NO. 3											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260529L	Lake Street (US 20)	38.57	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260815S	Gifford Road Extension	0.00	At-Grade	0.0	0	0.00	0.00	0.0	0	0.00	0.00
260530F	Spaulding Road	37.60	At-Grade	5.3	1434	0.83	6.81	20.3	1434	1.50	46.79
260532U	West Bartlett Road	36.95	At-Grade	5.5	17209	0.89	7.50	22.5	17209	1.48	51.17
260533B	Stearns Road	35.88	At-Grade	5.5	21129	0.92	7.75	22.5	21129	1.53	53.12
289903M	Powis Road	36.05	At-Grade	3.0	5510	1.68	7.77	2.6	5510	3.72	14.89

### 1.18.3 Emergency Medical Facilities

There are no public at-grade crossings within two miles of the emergency medical facilities that serve the residents of Bartlett, specifically the Saint Alexius Medical Center, Provena Saint Joseph Hospital, and Sherman Hospital.

## 1.19 Wayne

### 1.19.1 Police Facilities

Table E3.19-1 on the next page identifies the six public crossings within two miles of the Wayne Police Department that can be utilized in order to serve the community east of the EJ&E rail line and north of the CN rail line Freeport Subdivision. Five of these six crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Wayne Police Department Headquarters is North Avenue, approximately 2.5 miles southeast, while the nearest CN grade separated crossing is Dunham Road, approximately 2 miles northwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260533B	Stearns Road	35.88	At-Grade	5.5	21129	0.92	7.75	22.5	21129	1.53	53.12
260535P	Army Trail Road	33.90	At-Grade	4.4	7392	0.79	5.34	23.4	7392	1.59	57.19
260536W	Smith Road	32.94	At-Grade	4.4	7123	0.80	5.43	23.4	7123	1.59	57.19
289902F	Munger Road	35.15	At-Grade	3.0	2016	1.75	8.08	1.7	2016	0.97	2.54
289903M	Powis Road	36.05	At-Grade	3.0	5510	1.68	7.77	2.6	5510	3.72	14.89
289904U	Dunham Road	37.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.19.2 Fire Protection Facilities

Table E3.19-2 below identifies the four public crossings within two miles of the Bartlett Fire Protection District – Station No. 2 that can be utilized in order to serve the community south of the CN rail line Freeport Subdivision. Two of these four crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Bartlett Fire Protection District – Station No. 2 is North Avenue, approximately 4 miles southwest, while the nearest CN grade separated crossing is Bartlett Road, approximately 0.5 mile south.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289896E	Schick Road	32.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289899A	Bartlett Road	33.05	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289901Y	Sutton Road (IL 59)	34.15	At-Grade	3.0	59939	1.54	7.12	1.7	59939	0.83	2.16
289902F	Munger Road	35.15	At-Grade	3.0	2016	1.75	8.08	1.7	2016	0.97	2.54

Table E3.19-3 on the next page identifies the six public crossings within two miles of the future Bartlett Fire Protection District – Station No. 3 (scheduled to open in Fall 2008) that can be utilized in order to serve the community west of the EJ&E rail line and south of the CN rail line Freeport Subdivision. Five of these six crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Bartlett Fire Protection District – Station No. 3 is Lake Street, approximately 1.5 miles

north, while the nearest CN grade separated crossing is Dunham Road, approximately 2.5 miles southwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260529L	Lake Street (US 20)	38.57	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260815S	Gifford Road Extension	0.00	At-Grade	0.0	0	0.00	0.00	0.0	0	0.00	0.00
260530F	Spaulding Road	37.60	At-Grade	5.3	1434	0.83	6.81	20.3	1434	1.50	46.79
260532U	West Bartlett Road	36.95	At-Grade	5.5	17209	0.89	7.50	22.5	17209	1.48	51.17
260533B	Stearns Road	35.88	At-Grade	5.5	21129	0.92	7.75	22.5	21129	1.53	53.12
289903M	Powis Road	36.05	At-Grade	3.0	5510	1.68	7.77	2.6	5510	3.72	14.89

Table E3.19-4 below identifies the six public crossings within two miles of the West Chicago Fire Protection District Headquarters/Station No. 1 that can be utilized in order to serve the community west of the EJ&E rail line. Five of these six crossings are at-grade crossings. The nearest grade separated crossing to the West Chicago Fire Protection District Headquarters/Station No. 1 is Roosevelt Road, approximately 1.5 miles southwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260538K	Hawthorne Lane	30.24	At-Grade	4.4	20024	0.90	6.10	23.4	20024	1.86	66.84
260541T	Washington Street	28.90	At-Grade	10.7	12095	1.65	27.17	31.6	12095	2.41	117.19
260542A	Aurora Street	28.87	At-Grade	10.7	364	1.59	26.18	31.6	364	2.17	105.49
260543G	Church Street	28.77	At-Grade	10.7	375	1.59	26.18	31.6	375	2.24	109.08
260545V	Ann Street	28.50	At-Grade	10.7	1160	1.59	26.18	31.6	1160	2.24	109.08
260549X	Roosevelt Road	27.76	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.19-5 below identifies the six public crossings within two miles of the West Chicago Fire Protection District – Station No. 2 that can be utilized in order to serve the community east of the EJ&E rail line. Five of these six crossings are at-grade crossings. The nearest grade separated crossing to the West Chicago Fire Protection District – Station No. 2 is North Avenue, approximately 0.5 mile northeast.

<b>TABLE E3.19-5. CROSSINGS WITHIN TWO MILES OF WEST CHICAGO FIRE PROTECTION DISTRICT - STATION NO. 2</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260536W	Smith Road	32.94	At-Grade	4.4	7123	0.80	5.43	23.4	7123	1.59	57.19
260537D	North Avenue	31.76	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260538K	Hawthorne Lane	30.24	At-Grade	4.4	20024	0.90	6.10	23.4	20024	1.86	66.84
260541T	Washington Street	28.90	At-Grade	10.7	12095	1.65	27.17	31.6	12095	2.41	117.19
260542A	Aurora Street	28.87	At-Grade	10.7	364	1.59	26.18	31.6	364	2.17	105.49
260543G	Church Street	28.77	At-Grade	10.7	375	1.59	26.18	31.6	375	2.24	109.08

Table E3.19-6 below identifies the six public crossings within two miles of the West Chicago Fire Protection District – Station No. 3 that can be utilized in order to serve the community east of the EJ&E rail line. Five of these six crossings are at-grade crossings. The nearest grade separated crossing to the West Chicago Fire Protection District – Station No. 3 is Roosevelt Road, approximately 0.75 mile southeast.

<b>TABLE E3.19-6. CROSSINGS WITHIN TWO MILES OF WEST CHICAGO FIRE PROTECTION DISTRICT - STATION NO. 3</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260538K	Hawthorne Lane	30.24	At-Grade	4.4	20024	0.90	6.10	23.4	20024	1.86	66.84
260541T	Washington Street	28.90	At-Grade	10.7	12095	1.65	27.17	31.6	12095	2.41	117.19
260542A	Aurora Street	28.87	At-Grade	10.7	364	1.59	26.18	31.6	364	2.17	105.49
260543G	Church Street	28.77	At-Grade	10.7	375	1.59	26.18	31.6	375	2.24	109.08
260545V	Ann Street	28.50	At-Grade	10.7	1160	1.59	26.18	31.6	1160	2.24	109.08
260549X	Roosevelt Road	27.76	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.19.3 Emergency Medical Facilities

There are no public at-grade crossings within two miles of the emergency medical facilities that serve the residents of Wayne, specifically Provena Saint Joseph Hospital and Sherman Hospital.

## 1.20 West Chicago

### 1.20.1 Police Facilities

The City of West Chicago Police Department provides service to the City of West Chicago with a total of 14 square miles. The police department also has mutual aid agreements with the surrounding communities. The police station is centrally located south of the EJ&E rail line.

The established procedure for an emergency vehicle that arrives at a blocked crossing is to utilize detour routes. The West Chicago Police Department does occasionally receive assistance from the neighboring community's police departments to respond to events when a train is blocking the tracks.

The West Chicago Police Department does not currently employ the use of special communication technologies that warn of the arrival of a train or duration of a blocked crossing. There is also no specific train schedule or number of rail cars expected to pass the crossing. There have been preliminary discussions with regards to the installation of video cameras at crossings which can be utilized from each emergency vehicle.

Table E3.20-1 below identifies the six public crossings within two miles of the West Chicago Police Department that can be utilized in order to serve the community west of the EJ&E rail line. Five of these six crossings are at-grade crossings. The nearest grade separated crossing to the West Chicago Police Department is Roosevelt Road, approximately 1 mile southwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260538K	Hawthorne Lane	30.24	At-Grade	4.4	20024	0.90	6.10	23.4	20024	1.86	66.84
260541T	Washington Street	28.90	At-Grade	10.7	12095	1.65	27.17	31.6	12095	2.41	117.19
260542A	Aurora Street	28.87	At-Grade	10.7	364	1.59	26.18	31.6	364	2.17	105.49
260543G	Church Street	28.77	At-Grade	10.7	375	1.59	26.18	31.6	375	2.24	109.08
260545V	Ann Street	28.50	At-Grade	10.7	1160	1.59	26.18	31.6	1160	2.24	109.08
260549X	Roosevelt Road	27.76	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

The main routes with crossings used by emergency service personnel from the West Chicago Police Department are Hawthorne Lane, Washington Street and Roosevelt Road. Roosevelt Road is a grade separated crossing. Hawthorne Lane and Washington Street are at-grade crossings. Ann Street, Church Road and other crossings are also utilized though not as frequently.

### 1.20.2 Fire Protection Facilities

The West Chicago Fire Protection District provides service to the City of West Chicago. The fire protection district provides service to a total of 28 square miles of incorporated and unincorporated areas. The Fire Station Headquarters/Station No. 1 is centrally located north of the EJ&E rail line.

There are typically 3-5 daily instances where it is necessary for an emergency vehicle from the fire department to cross the EJ&E rail line to respond to an incident. The established procedure for an emergency vehicle that arrives at a blocked crossing is to have one vehicle wait for the train to pass while another vehicle will utilize detour routes. Assistance from surrounding communities is always requested when responding to structure fires.

The West Chicago Fire Protection District does not currently employ the use of special communication technologies that warn of the arrival of a train or duration of a blocked crossing. There is also no specific train schedule or number of rail cars expected to pass the crossing.

Table E3.20-2 below identifies the six public crossings within two miles of the West Chicago Fire Protection District Headquarters/Station No. 1 that can be utilized in order to serve the community west of the EJ&E rail line. Five of these six crossings are at-grade crossings. The nearest grade separated crossing to the West Chicago Fire Protection District Headquarters/Station No. 1 is Roosevelt Road, approximately 1.5 miles southwest.

TABLE E3.20-2. CROSSINGS WITHIN TWO MILES OF WEST CHICAGO FIRE PROTECTION DISTRICT HEADQUARTERS/STATION NO. 1											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260538K	Hawthorne Lane	30.24	At-Grade	4.4	20024	0.90	6.10	23.4	20024	1.86	66.84
260541T	Washington Street	28.90	At-Grade	10.7	12095	1.65	27.17	31.6	12095	2.41	117.19
260542A	Aurora Street	28.87	At-Grade	10.7	364	1.59	26.18	31.6	364	2.17	105.49
260543G	Church Street	28.77	At-Grade	10.7	375	1.59	26.18	31.6	375	2.24	109.08
260545V	Ann Street	28.50	At-Grade	10.7	1160	1.59	26.18	31.6	1160	2.24	109.08
260549X	Roosevelt Road	27.76	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

The main routes with crossings used by emergency service personnel from the West Chicago Fire Protection District Headquarters/Station No. 1 are Hawthorne Lane, Washington Street and Roosevelt Road. Roosevelt Road is a grade separated crossing. Hawthorne Lane and Washington Street are at-grade crossings. Other crossings are also utilized though not as frequently.

The West Chicago Fire Protection District – Station No. 2 is located north of the EJ&E rail line along with the majority of West Chicago. Table E3.20-3 on the next page identifies the six public crossings within two miles of the West Chicago Fire Protection District – Station No. 2 that can be utilized in order to serve the community east of the EJ&E rail line. Five of these six crossings are at-grade crossings. The nearest grade separated crossing to the West Chicago Fire Protection District – Station No. 2 is North Avenue, approximately 0.5 mile northeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260536W	Smith Road	32.94	At-Grade	4.4	7123	0.80	5.43	23.4	7123	1.59	57.19
260537D	North Avenue	31.76	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260538K	Hawthorne Lane	30.24	At-Grade	4.4	20024	0.90	6.10	23.4	20024	1.86	66.84
260541T	Washington Street	28.90	At-Grade	10.7	12095	1.65	27.17	31.6	12095	2.41	117.19
260542A	Aurora Street	28.87	At-Grade	10.7	364	1.59	26.18	31.6	364	2.17	105.49
260543G	Church Street	28.77	At-Grade	10.7	375	1.59	26.18	31.6	375	2.24	109.08

The main routes with crossings used by emergency service personnel from the West Chicago Fire Protection District – Station No. 2 are Smith Road, North Avenue, Hawthorne Lane and Washington Street. North Avenue is a grade separated crossing. Smith Road, Hawthorne Lane and Washington Street are at-grade crossings. Other crossings are also utilized though not as frequently.

The West Chicago Fire Protection District – Station No. 3 is centrally located south of the EJ&E rail line. Table E3.20-4 below identifies the six public crossings within two miles of the West Chicago Fire Protection District – Station No. 3 that can be utilized in order to serve the community east of the EJ&E rail line. Five of these six crossings are at-grade crossings. The nearest grade separated crossing to the West Chicago Fire Protection District – Station No. 3 is Roosevelt Road, approximately 0.75 mile southeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260538K	Hawthorne Lane	30.24	At-Grade	4.4	20024	0.90	6.10	23.4	20024	1.86	66.84
260541T	Washington Street	28.90	At-Grade	10.7	12095	1.65	27.17	31.6	12095	2.41	117.19
260542A	Aurora Street	28.87	At-Grade	10.7	364	1.59	26.18	31.6	364	2.17	105.49
260543G	Church Street	28.77	At-Grade	10.7	375	1.59	26.18	31.6	375	2.24	109.08
260545V	Ann Street	28.50	At-Grade	10.7	1160	1.59	26.18	31.6	1160	2.24	109.08
260549X	Roosevelt Road	27.76	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

The main routes with crossings used by emergency service personnel from the West Chicago Fire Protection District – Station No. 3 are Hawthorne Lane, Washington Street and Roosevelt Road. Roosevelt Road is a grade separated crossing. Hawthorne Lane and Washington Street are at-grade crossings. Other crossings are also utilized though not as frequently.

### 1.20.3 Emergency Medical Facilities

There are no public at-grade crossings within two miles of the emergency medical facilities that serve the residents of West Chicago, specifically Central DuPage Hospital.

## 1.21 Warrenville

### 1.21.1 Police Facilities

Table E3.21-1 below identifies the two public crossings within two miles of the Warrenville Police Department that can be utilized in order to serve the community west of the EJ&E rail line. One of these two crossings is an at-grade crossing. The nearest grade separated crossing to Warrenville Police Department is Butterfield Road, approximately 2 miles west.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260550S	Batavia Road (Fermi Lab)	25.63	At-Grade	10.7	3871	1.12	18.44	31.6	3871	1.52	74.10
260551Y	Butterfield Road	24.55	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.21.2 Fire Protection Facilities

Table E3.21-2 below identifies the two public crossings within two miles of the Warrenville Fire Protection District Headquarters/Station No.1 that can be utilized in order to serve the community west of the EJ&E rail line. One of these two crossings is an at-grade crossing. The nearest grade separated crossing to Warrenville Fire Protection District Headquarters/Station No. 1 is Butterfield Road, approximately 2 miles west.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260550S	Batavia Road (Fermi Lab)	25.63	At-Grade	10.7	3871	1.12	18.44	31.6	3871	1.52	74.10
260551Y	Butterfield Road	24.55	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.21-3 below identifies the five public crossings within two miles of the Warrenville Fire Protection District – Station No.2 that can be utilized in order to serve the community west of the EJ&E rail line. Two of these five crossings are at-grade crossings. The nearest grade separated crossing to Warrenville Fire Protection District – Station No. 2 is Butterfield Road, approximately 0.75 mile west.

<b>TABLE E3.21-3. CROSSINGS WITHIN TWO MILES OF WARRENVILLE FIRE PROTECTION DISTRICT - STATION NO. 2</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260550S	Batavia Road (Fermi Lab)	25.63	At-Grade	10.7	3871	1.12	18.44	31.6	3871	1.52	74.10
260551Y	Butterfield Road	24.55	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260814K	Ferry Road	23.26	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260554U	East-West Tollway (I-88)	22.97	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260556H	Diehl Road	22.80	At-Grade	10.7	21933	1.17	19.24	31.6	21933	1.59	77.17

### 1.21.3 Emergency Medical Facilities

There are no public at-grade crossings within two miles of the emergency medical facilities that serve the residents of Warrenville, specifically Central DuPage Hospital and Edward Hospital.

## 1.22 Aurora

### 1.22.1 Police Facilities

There are no public at-grade crossings within two miles of the police facilities that serve the residents of Aurora, specifically the Aurora Police Department.

### 1.22.2 Fire Protection Facilities

The Aurora Fire Department provides service to the City of Aurora. The fire department also has mutual aid agreements with the surrounding communities. Fire Station Eight is located east of the EJ&E rail line while the majority of Aurora is west of the EJ&E rail line.

There are typically two daily instances where it is necessary for an emergency vehicle from the fire department to cross the EJ&E rail line to respond to an incident. Typically, emergency response will be dispatched to a location from both sides of a railroad crossing. The established procedure for an emergency vehicle that arrives at a blocked crossing is to wait for the train to pass as there are usually other emergency vehicles that are dispatched from different stations which will also take different routes. When there are vehicles dispatched from the same location that arrive at a blocked crossing, another station will be notified in order to provide assistance if the delay is extended. It is estimated that delays are no longer than seven minutes for a freight train.

The Aurora Fire Department does not currently employ the use of special communication technologies that warn of the arrival of a train or duration of a blocked crossing. There is also no specific train schedule or number of rail cars expected to pass the crossing.

Table E3.22-1 below identifies the six public crossings within two miles of Fire Station Eight that can be utilized in order to serve the community west of the EJ&E rail line. Three of these six crossings are at-grade crossings. The nearest grade separated crossing to Aurora Fire Department – Station No. 8 is McCoy Road, approximately 0.5 mile west.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260557P	North Aurora Road	21.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260558W	Liberty Street	20.63	At-Grade	15.7	20696	1.47	35.55	39.5	20696	1.85	112.56
260559D	New York Street / Naperville Road	20.12	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260902V	McCoy Drive	19.37	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260560X	Ogden Avenue (US 34)	19.05	At-Grade	15.7	45828	1.22	29.49	39.5	45828	1.50	91.14
260562L	Montgomery Road / 83rd Street	18.18	At-Grade	15.7	27131	1.22	29.49	39.5	27131	1.53	93.02

The main routes with crossings used by emergency service personnel from the Aurora Fire Department – Station No. 8 are North Aurora Road, New York Road, McCoy Road, Ogden Avenue and 83<sup>rd</sup> Street. North Aurora Road, New York Road and McCoy Road are grade separated crossings. Ogden Avenue and 83<sup>rd</sup> Street are at-grade crossings. Liberty Street and 87<sup>th</sup> Street are also utilized though not as frequently.

The Aurora Fire Department – Station No. 9 is located west of the EJ&E rail along with the majority of Aurora. Table E3.22-2 below identifies the four public crossings within two miles of Station No. 9 that can be utilized in order to serve the community east of the EJ&E rail line. One of these four crossings is an at-grade crossing. The nearest accessible grade separated crossing to Aurora Fire Department – Station No. 9 is North Aurora Road, approximately 1.5 miles southeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260814K	Ferry Road	23.26	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260554U	East-West Tollway (I-88)	22.97	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260556H	Diehl Road	22.80	At-Grade	10.7	21933	1.17	19.24	31.6	21933	1.59	77.17
260557P	North Aurora Road	21.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

The main routes with crossings used by emergency service personnel from the Aurora Fire Department – Station No. 9 are Diehl Road and North Aurora Road. North Aurora Road is a grade separated crossing while Diehl Road is an at-grade crossing. Ferry Road is also utilized though not as frequently.

The Aurora Fire Department – Station No. 12 is located east of the EJ&E rail while the majority of Aurora is west of the EJ&E rail line. Table E3.22-3 below identifies the four public crossings within two miles of Station No. 12 that can be utilized in order to serve the community east of the EJ&E rail line. All four of these crossings are at-grade crossings. The nearest grade separated crossing to Aurora Fire Department – Station No. 12 is McCoy Road, approximately 3 miles northeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260562L	Montgomery Road / 83rd Street	18.18	At-Grade	15.7	27131	1.22	29.49	39.5	27131	1.53	93.02
260563T	Keating Drive / 87th Street	17.17	At-Grade	15.7	2007	1.22	29.49	39.5	2007	1.53	93.02
260564A	Hafenrichter Road	17.08	At-Grade	15.7	6506	1.22	29.49	39.5	6506	1.53	93.02
260565G	Wolf's Crossing Road	16.20	At-Grade	15.7	13150	1.25	30.19	39.5	13150	1.56	95.00

The main routes with crossings used by emergency service personnel from the Aurora Fire Department – Station No. 12 are Hafenrichter Road and Wolf’s Crossing Road. Hafenrichter Road and Wolf’s Crossing Road are at-grade crossings. 83<sup>rd</sup> Street and 87<sup>th</sup> Street are also utilized though not as frequently.

**1.22.3 Emergency Medical Facilities**

The Rush-Copley Medical Center provides service to the City of Aurora. The hospital also provides healthcare services to the surrounding communities. The Rush-Copley Medical Center is located west of the EJ&E rail line along with the majority of Aurora.

Table E3.22-4 on the next page identifies the three public crossings within two miles of the Rush-Copley Medical Center that can be utilized in order to serve the community east of the EJ&E rail line. All three of these crossings are at-grade crossings. The nearest grade separated crossing to the Rush-Copley Medical Center is McCoy Road, approximately 2.5 miles northeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260562L	Montgomery Road / 83rd Street	18.18	At-Grade	15.7	27131	1.22	29.49	39.5	27131	1.53	93.02
260563T	Keating Drive / 87th Street	17.17	At-Grade	15.7	2007	1.22	29.49	39.5	2007	1.53	93.02
260564A	Hafenrichter Road	17.08	At-Grade	15.7	6506	1.22	29.49	39.5	6506	1.53	93.02

The main routes with crossings used by emergency service personnel from the Rush-Copley Medical Center are Ogden Avenue (US-34) and 83<sup>rd</sup> Street. 87<sup>th</sup> Street and Hafenrichter Road are also utilized though not as frequently.

There are no public at-grade crossings within two miles of the other emergency medical facilities that serve the residents of Aurora, specifically Provena Mercy Medical Center.

## 1.23 Naperville

### 1.23.1 Police Facilities

There are no public at-grade crossings within two miles of the police facilities that serve the residents of Naperville, specifically the Naperville Police Department.

### 1.23.2 Fire Protection Facilities

The Naperville Fire Department provides service to the incorporated areas of the City of Naperville. The department also partners with the Naperville Fire Protection District to provide service to the unincorporated areas. The fire department also has mutual aid agreements with the surrounding communities. The Naperville Fire Department – Station No. 4 is located east of the EJ&E rail line along with the majority of Naperville.

Track crossing is generally not necessary by the primary response vehicles as the City of Naperville lies east of the track. Should a vehicle arrive at a blocked crossing, the established procedure is to notify dispatch and other vehicles will be redirected to the response location.

The Naperville Fire Department does not currently employ the use of special communication technologies that warn of the arrival of a train or duration of a blocked crossing. There is also no specific train schedule or number of rail cars expected to pass the crossing.

Table E3.23-1 on the next page identifies the five public crossings within two miles of the Naperville Fire Department – Station No. 4 that can be utilized in order to serve the areas west of the EJ&E rail line. One of these five crossings is an at-grade crossing. The nearest grade separated crossing to the Naperville Fire Department – Station No. 4 is Interstate 88 (East-West Tollway), approximately 1.5 miles northwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260551Y	Butterfield Road	24.55	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260814K	Ferry Road	23.26	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260554U	East-West Tollway (I-88)	22.97	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260556H	Diehl Road	22.80	At-Grade	10.7	21933	1.17	19.24	31.6	21933	1.59	77.17
260557P	North Aurora Road	21.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

The main routes with crossings used by emergency service personnel from the Naperville Fire Department – Station No. 4 are Butterfield Road, Diehl Road and North Aurora Road. Butterfield Road and North Aurora Road are grade separated crossings while Diehl Road is an at-grade crossing. Ferry Road is also utilized though not as frequently.

The Naperville Fire Department – Station No. 6 is located east of the EJ&E rail line along with the majority of Naperville. Table E3.23-2 below identifies the two public crossings within two miles of Naperville Fire Department – Station No. 6 that can be utilized in order to serve the areas west of the EJ&E rail line. Both of these crossings are at-grade crossings. The nearest grade separated crossing to Naperville Fire Department – Station No. 6 is McCoy Road, approximately 4.5 miles northwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260565G	Wolf's Crossing Road	16.20	At-Grade	15.7	13150	1.25	30.19	39.5	13150	1.56	95.00
260567V	111th Street	14.63	At-Grade	15.7	12320	1.25	30.19	39.5	12320	1.56	95.00

The main routes with crossings used by emergency service personnel from the Naperville Fire Department – Station No. 6 are Wolf's Crossing and 111<sup>th</sup> Street. Wolf's Crossing and 111<sup>th</sup> Street are both at-grade crossings.

### 1.23.3 Emergency Medical Facilities

There are no public at-grade crossings within two miles of the emergency medical facilities that serve the residents of Naperville, specifically Edward Hospital.

## 1.24 Plainfield

### 1.24.1 Police Facilities

The Plainfield Police Department provides service to the Village of Plainfield. The police department also has mutual aid agreements with the surrounding communities. The police station is centrally located southwest of the EJ&E rail line.

There are typically 50 daily instances where it is necessary for an emergency vehicle from the police department to cross the EJ&E rail line to respond to an incident. The established procedure for an emergency vehicle that arrives at a blocked crossing is to notify dispatch and other vehicles will be redirected to the response location.

The Plainfield Police Department does not currently employ the use of special communication technologies that warn of the arrival of a train or duration of a blocked crossing. There is also no specific train schedule or number of rail cars expected to pass the crossing.

Table E3.24-1 below identifies the nine public crossings within two miles of the Plainfield Police Department that can be utilized in order to serve the community east of the EJ&E rail line. Eight of these nine crossings are at-grade crossings. The nearest grade separated crossing to the Plainfield Police Department is State Route 59, approximately 0.5 mile southeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260575M	135th Street	11.43	At-Grade	15.7	11766	1.19	28.75	39.5	11766	1.59	96.88
260576U	Van Dykes Road	10.68	At-Grade	18.5	6921	1.11	31.57	42.3	6921	1.46	95.05
260577B	143rd Street	10.33	At-Grade	18.5	5952	1.09	30.90	42.3	5952	1.43	93.15
260590P	State Route 59	9.72	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260580J	Plainfield-Naperville Road	9.62	At-Grade	18.5	4568	1.06	30.26	42.3	4568	1.40	91.35
260581R	Main Street	9.53	At-Grade	18.5	22175	1.06	30.26	42.3	22175	1.40	91.35
260582X	Center Street	9.33	At-Grade	18.5	1845	1.06	30.26	42.3	1845	1.40	91.35
260583E	Eastern Avenue	9.27	At-Grade	18.5	3876	1.06	30.26	42.3	3876	1.40	91.35
260584L	Lockport Road	9.00	At-Grade	18.5	11351	1.06	30.26	42.3	11351	1.40	91.35

The main routes with crossings used by emergency service personnel from the Plainfield Police Department are State Route 59 and Main Street (Route 126). State Route 59 is a grade separated crossing. Main Street (Route 126) is an at-grade crossing. 135<sup>th</sup> Street and 143<sup>rd</sup> Street are also utilized though not as frequently.

### 1.24.2 Fire Protection Facilities

The Plainfield Fire Protection District provides service to the Village of Plainfield. The Fire Station Headquarters is centrally located southwest of the EJ&E rail line.

The Plainfield Fire Protection District does not currently employ the use of special communication technologies that warn of the arrival of a train or duration of a blocked crossing. There is also no specific train schedule or number of rail cars expected to pass the crossing.

Table E3.24-2 below identifies the nine public crossings within two miles of the Plainfield Fire Protection District Headquarters/Station No. 1 that can be utilized in order to serve the community east of the EJ&E rail line. Eight of these nine crossings are at-grade crossings. The nearest grade separated crossing to the Plainfield Fire Protection District Headquarters is State Route 59, approximately 0.5 mile northeast.

TABLE E3.24-2. CROSSINGS WITHIN TWO MILES OF PLAINFIELD FIRE PROTECTION DISTRICT HEADQUARTERS/STATION NO. 1											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260576U	Van Dykes Road	10.68	At-Grade	18.5	6921	1.11	31.57	42.3	6921	1.46	95.05
260577B	143rd Street	10.33	At-Grade	18.5	5952	1.09	30.90	42.3	5952	1.43	93.15
260590P	State Route 59	9.72	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260580J	Plainfield-Naperville Road	9.62	At-Grade	18.5	4568	1.06	30.26	42.3	4568	1.40	91.35
260581R	Main Street	9.53	At-Grade	18.5	22175	1.06	30.26	42.3	22175	1.40	91.35
260582X	Center Street	9.33	At-Grade	18.5	1845	1.06	30.26	42.3	1845	1.40	91.35
260583E	Eastern Avenue	9.27	At-Grade	18.5	3876	1.06	30.26	42.3	3876	1.40	91.35
260584L	Lockport Road	9.00	At-Grade	18.5	11351	1.06	30.26	42.3	11351	1.40	91.35
260585T	Renwick Road	7.60	At-Grade	18.5	12873	1.04	29.66	42.3	12873	1.40	91.35

The main routes with crossings used by emergency service personnel from the Plainfield Fire Protection District Headquarters/Station No. 1 are State Route 59, Naperville Road, Main Street (Route 126) and Lockport Road. State Route 59 is a grade separated crossing. Naperville Road, Main Street (Route 126) and Lockport Road are at-grade crossings. Other crossings are also utilized though not as frequently.

The Plainfield Fire Protection District – Station No. 2 is centrally located northeast of the EJ&E rail. Table E3.24-3 on the next page identifies the ten public crossings within two miles of the Plainfield Fire Protection District – Station No. 2 that can be utilized in order to serve the community west of the EJ&E rail line. Nine of these ten crossings are at-grade crossings. The nearest grade separated

crossing to the Plainfield Fire Protection District – Station No. 2 is State Route 59, approximately 1.5 miles south.

TABLE E3.24-3. CROSSINGS WITHIN TWO MILES OF PLAINFIELD FIRE PROTECTION DISTRICT - STATION NO. 2											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260573Y	127th Street	12.56	At-Grade	15.7	6437	1.31	31.73	39.5	6437	1.71	104.12
260575M	135th Street	11.43	At-Grade	15.7	11766	1.19	28.75	39.5	11766	1.59	96.88
260576U	Van Dykes Road	10.68	At-Grade	18.5	6921	1.11	31.57	42.3	6921	1.46	95.05
260577B	143rd Street	10.33	At-Grade	18.5	5952	1.09	30.90	42.3	5952	1.43	93.15
260590P	State Route 59	9.72	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260580J	Plainfield-Naperville Road	9.62	At-Grade	18.5	4568	1.06	30.26	42.3	4568	1.40	91.35
260581R	Main Street	9.53	At-Grade	18.5	22175	1.06	30.26	42.3	22175	1.40	91.35
260582X	Center Street	9.33	At-Grade	18.5	1845	1.06	30.26	42.3	1845	1.40	91.35
260583E	Eastern Avenue	9.27	At-Grade	18.5	3876	1.06	30.26	42.3	3876	1.40	91.35
260584L	Lockport Road	9.00	At-Grade	18.5	11351	1.06	30.26	42.3	11351	1.40	91.35

The main routes with crossings used by emergency service personnel from the Plainfield Fire Protection District – Station No. 2 are 127<sup>th</sup> Street, 135<sup>th</sup> Street, State Route 59, Naperville Road, Main Street (Route 126) and Lockport Road. State Route 59 is a grade separated crossing. 127<sup>th</sup> Street, 135<sup>th</sup> Street, Naperville Road, Main Street (Route 126) and Lockport Road are at-grade crossings. Other crossings are also utilized though not as frequently.

The Plainfield Fire Protection District – Station No. 3 is centrally located northeast of the EJ&E rail. Table E3.24-4 on the next page identifies the five public crossings within two miles of the Plainfield Fire Protection District – Station No. 3 that can be utilized in order to serve the community west of the EJ&E rail line. All five of these crossings are at-grade crossings. The nearest grade separated crossing to the Plainfield Fire Protection District – Station No. 3 is State Route 59, approximately 3.5 miles southeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260567V	111th Street	14.63	At-Grade	15.7	12320	1.25	30.19	39.5	12320	1.56	95.00
260569J	Ferguson Road / 119th Street	13.59	At-Grade	15.7	5468	1.28	30.93	39.5	5468	1.60	97.09
260571K	Normantown <sup>a</sup> / 252nd	12.92	At-Grade	15.7	2492	1.28	30.93	39.5	2492	1.67	101.64
260573Y	127th Street	12.56	At-Grade	15.7	6437	1.31	31.73	39.5	6437	1.71	104.12
260575M	135th Street	11.43	At-Grade	15.7	11766	1.19	28.75	39.5	11766	1.59	96.88

Note:

- <sup>a</sup> This crossing is blocked with temporary concrete barrier and road closed signs; therefore it is not presently active.

The main routes with crossings used by emergency service personnel from the Plainfield Fire Protection District – Station No. 3 are 111th Street, 119<sup>th</sup> Street, 252<sup>nd</sup> Street, and 127<sup>th</sup> Street. 111th Street, 119<sup>th</sup> Street, 252<sup>nd</sup> Street, and 127<sup>th</sup> Street are at-grade crossings. Other crossings are also utilized though not as frequently.

### 1.24.3 Emergency Medical Facilities

Table E3.24-5 below identifies the three public crossings within two miles of the Rush-Copley Medical Center that can be utilized in order to serve the community south of the EJ&E rail line. All three of these crossings are at-grade crossings. The nearest grade separated crossing to Rush-Copley Medical Center is McCoy Road, approximately 2.5 miles northeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260562L	Montgomery Road / 83rd Street	18.18	At-Grade	15.7	27131	1.22	29.49	39.5	27131	1.53	93.02
260563T	Keating Drive / 87th Street	17.17	At-Grade	15.7	2007	1.22	29.49	39.5	2007	1.53	93.02
260564A	Hafenrichter Road	17.08	At-Grade	15.7	6506	1.22	29.49	39.5	6506	1.53	93.02

There are no public at-grade crossings within two miles of the other emergency medical facilities that serve the residents of Plainfield, specifically Provena Saint Joseph Medical Center, located in Joliet.

## 1.25 Minooka

There are no public at-grade crossings along the EJ&E Eastern or Western Subdivisions that meet the threshold parameters of being within two miles of an emergency service facility and that have train traffic increases or decreases of eight or more trains per day in this community. Therefore, no further evaluation was completed in regards to emergency vehicle response time.

## 1.26 Crystal Lawns

### 1.26.1 Police Facilities

Table E3.26-1 below identifies the 21 public crossings within two miles of the Will County Sheriff's Office Headquarters that can be utilized in order to serve the community north of the EJ&E rail line and CN rail line Joliet Subdivision. Six of these 21 crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Will County Sheriff's Office Headquarters is Cass Street, approximately 1.5 miles east, while the nearest CN grade separated crossing is Jefferson Street, approximately 700 feet east.

TABLE E3.26-1. CROSSINGS WITHIN TWO MILES OF WILL COUNTY SHERIFF'S OFFICE HEADQUARTERS											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260596F	Collins Street	1.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260597M	Woodruff Road	0.82	At-Grade	18.5	10659	2.58	73.32	42.3	10659	4.43	288.02
260598U	Charlesworth Avenue	0.57	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260599B	Jackson Street (US 6)	0.31	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260600T	Cass Street (US 30)	0.55	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260601A	Washington Street	0.95	At-Grade	6.4	11714	3.44	33.87	28.3	11714	5.26	229.10
260602G	Interstate 80	1.71	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260603N	South Rowell Avenue	1.80	At-Grade	6.4	3184	1.80	17.73	28.3	3184	3.23	140.59
260604V	Mills Road	2.50	At-Grade	6.4	3115	1.36	13.42	28.3	3115	1.97	85.80
289759X	Ohio Street	36.64	At-Grade	2.9	7198	5.86	26.17	2.9	7198	5.86	26.17
289760S	Jackson Street	36.77	At-Grade	2.9	20380	5.86	26.17	2.9	20380	5.86	26.17
004372F	Cass Street (US 30 / US 6)	37.00	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004373M	Clinton Street	37.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

004374U	Van Buren Street	37.15	Grade Separated	N/A							
004375B	Jefferson Street (US 30 / US 6)	37.20	Grade Separated	N/A							
289761Y	Washington Street	37.30	Grade Separated	N/A							
289762F	Osgood Street	37.60	Grade Separated	N/A							
289764U	4th Avenue	37.80	Grade Separated	N/A							
289765B	5th Avenue	37.90	Grade Separated	N/A							
004379D	Interstate 80	38.37	Grade Separated	N/A							
289766H	Chicago Street (US 52)	38.50	Grade Separated	N/A							

### 1.26.2 Fire Protection Facilities

Table E3.26-2 below identifies the six public crossings within two miles of the Lockport Township Fire Protection District – Station No. 2 that can be utilized in order to serve the community north of the EJ&E rail line. Three of these six crossings are at-grade crossings. The nearest grade separated crossing to Lockport Township Fire Protection District – Station No. 2 is Weber Road, approximately 500 feet north.

TABLE E3.26-2. CROSSINGS WITHIN TWO MILES OF LOCKPORT TOWNSHIP FIRE PROTECTION DISTRICT - STATION NO. 2											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260588N	Divison Street	6.05	At-Grade	18.5	7613	1.13	32.29	42.3	7613	1.52	99.15
260589V	Gaylord Road	5.57	At-Grade	18.5	5758	1.22	34.76	42.3	5758	1.63	106.25
260591W	Caton Farm Road	4.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260592D	Weber Road	4.19	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260799K	Oakland Avenue	3.20	At-Grade	18.5	1661	1.29	36.73	42.3	1661	1.81	117.98
260595Y	Broadway Street	2.44	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.26.3 Emergency Medical Facilities

There are no public at-grade crossings within two miles of the emergency medical facilities that serve the residents of Crystal Lawns, specifically Provena Saint Joseph Medical Center, located in Joliet.

## 1.27 Crest Hill

### 1.27.1 Police Facilities

Table E3.27-1 below identifies the five public crossings within two miles of the Crest Hill Police Department that can be utilized in order to serve the community north of the EJ&E rail line. Two of these five crossings are at-grade crossings. The nearest grade separated crossing to Crest Hill Police Department is Weber Road, approximately 1 mile north.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260589V	Gaylord Road	5.57	At-Grade	18.5	5758	1.22	34.76	42.3	5758	1.63	106.25
260591W	Caton Farm Road	4.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260592D	Weber Road	4.19	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260799K	Oakland Avenue	3.20	At-Grade	18.5	1661	1.29	36.73	42.3	1661	1.81	117.98
260595Y	Broadway Street	2.44	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.27.2 Fire Protection Facilities

Table E3.27-2 below identifies the six public crossings within two miles of the Lockport Township Fire Protection District – Station No. 2 that can be utilized in order to serve the community north of the EJ&E rail line. Three of these six crossings are at-grade crossings. The nearest grade separated crossing to Lockport Township Fire Protection District – Station No. 2 is Weber Road, approximately 500 feet north.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	DA	T	N	ADT	DA	T
260588N	Divison Street	6.05	At-Grade	18.5	7613	1.13	32.29	42.3	7613	1.52	99.15
260589V	Gaylord Road	5.57	At-Grade	18.5	5758	1.22	34.76	42.3	5758	1.63	106.25
260591W	Caton Farm Road	4.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260592D	Weber Road	4.19	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260799K	Oakland Avenue	3.20	At-Grade	18.5	1661	1.29	36.73	42.3	1661	1.81	117.98

260595Y	Broadway Street	2.44	Grade Separated	N/A							
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### 1.27.3 Emergency Medical Facilities

There are no public at-grade crossings within two miles of the emergency medical facilities that serve the residents of Crest Hill, specifically Provena Saint Joseph Hospital. The nearest grade separated crossing to Provena Saint Joseph Hospital is Weber Road, approximately 2.5 miles north.

## 1.28 Joliet

### 1.28.1 Police Facilities

Table E3.28-1 below identifies the 21 public crossings within two miles of the Joliet Police Department that can be utilized in order to serve the community east of both, EJ&E rail line and CN rail line Joliet Subdivision. Six of these 21 crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Joliet Police Department is Cass Street, approximately 1.5 miles east, while the nearest CN grade separated crossing is Washington Street, approximately 0.25 mile east.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260596F	Collins Street	1.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260597M	Woodruff Road	0.82	At-Grade	18.5	10659	2.58	73.32	42.3	10659	4.43	288.02
260598U	Charlesworth Avenue	0.57	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260599B	Jackson Street (US 6)	0.31	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260600T	Cass Street (US 30)	0.55	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260601A	Washington Street	0.95	At-Grade	6.4	11714	3.44	33.87	28.3	11714	5.26	229.10
260602G	Interstate 80	1.71	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260603N	South Rowell Avenue	1.80	At-Grade	6.4	3184	1.80	17.73	28.3	3184	3.23	140.59
260604V	Mills Road	2.50	At-Grade	6.4	3115	1.36	13.42	28.3	3115	1.97	85.80
289759X	Ohio Street	36.64	At-Grade	2.9	7198	5.86	26.17	2.9	7198	5.86	26.17
289760S	Jackson Street	36.77	At-Grade	2.9	20380	5.86	26.17	2.9	20380	5.86	26.17
004372F	Cass Street (US 30 / US 6)	37.00	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004373M	Clinton Street	37.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

004374U	Van Buren Street	37.15	Grade Separated	N/A							
004375B	Jefferson Street (US 30 / US 6)	37.20	Grade Separated	N/A							
289761Y	Washington Street	37.30	Grade Separated	N/A							
289762F	Osgood Street	37.60	Grade Separated	N/A							
289764U	4th Avenue	37.80	Grade Separated	N/A							
289765B	5th Avenue	37.90	Grade Separated	N/A							
004379D	Interstate 80	38.37	Grade Separated	N/A							
289766H	Chicago Street (US 52)	38.50	Grade Separated	N/A							

Table E3.28-2 below identifies the 21 public crossings within two miles of the Will County Sheriff's Office Headquarters that can be utilized in order to serve the community east of both, EJ&E rail line and CN rail line Joliet Subdivision. Six of these 21 crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Will County Sheriff's Office Headquarters is Cass Street, approximately 1.5 miles east, while the nearest CN grade separated crossing is Jefferson Street, approximately 700 feet east.

<b>TABLE E3.28-2. CROSSINGS WITHIN TWO MILES OF WILL COUNTY SHERIFF'S OFFICE HEADQUARTERS</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260596F	Collins Street	1.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260597M	Woodruff Road	0.82	At-Grade	18.5	10659	2.58	73.32	42.3	10659	4.43	288.02
260598U	Charlesworth Avenue	0.57	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260599B	Jackson Street (US 6)	0.31	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260600T	Cass Street (US 30)	0.55	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260601A	Washington Street	0.95	At-Grade	6.4	11714	3.44	33.87	28.3	11714	5.26	229.10
260602G	Interstate 80	1.71	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260603N	South Rowell Avenue	1.80	At-Grade	6.4	3184	1.80	17.73	28.3	3184	3.23	140.59
260604V	Mills Road	2.50	At-Grade	6.4	3115	1.36	13.42	28.3	3115	1.97	85.80

289759X	Ohio Street	36.64	At-Grade	2.9	7198	5.86	26.17	2.9	7198	5.86	26.17
289760S	Jackson Street	36.77	At-Grade	2.9	20380	5.86	26.17	2.9	20380	5.86	26.17
004372F	Cass Street (US 30 / US 6)	37.00	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004373M	Clinton Street	37.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004374U	Van Buren Street	37.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004375B	Jefferson Street (US 30 / US 6)	37.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289761Y	Washington Street	37.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289762F	Osgood Street	37.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289764U	4th Avenue	37.80	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289765B	5th Avenue	37.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004379D	Interstate 80	38.37	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289766H	Chicago Street (US 52)	38.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.28.2 Fire Protection Facilities

Table E3.28-3 below identifies the 21 public crossings within two miles of the Joliet Fire Department Headquarters/Station No. 1 that can be utilized in order to serve the community east of the EJ&E rail line and west of the CN rail line Joliet Subdivision. Six of these 21 crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Joliet Fire Department Headquarters/Station No. 1 is Cass Street, approximately 1 mile east, while the nearest CN grade separated crossing is Clinton Street, approximately 200 feet west.

TABLE E3.28-3. CROSSINGS WITHIN TWO MILES OF JOLIET FIRE DEPARTMENT HEADQUARTERS/STATION NO. 1											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260596F	Collins Street	1.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260597M	Woodruff Road	0.82	At-Grade	18.5	10659	2.58	73.32	42.3	10659	4.43	288.02
260598U	Charlesworth Avenue	0.57	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260599B	Jackson Street (US 6)	0.31	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

260600T	Cass Street (US 30)	0.55	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260601A	Washington Street	0.95	At-Grade	6.4	11714	3.44	33.87	28.3	11714	5.26	229.10
260602G	Interstate 80	1.71	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260603N	South Rowell Avenue	1.80	At-Grade	6.4	3184	1.80	17.73	28.3	3184	3.23	140.59
260604V	Mills Road	2.50	At-Grade	6.4	3115	1.36	13.42	28.3	3115	1.97	85.80
289759X	Ohio Street	36.64	At-Grade	2.9	7198	5.86	26.17	2.9	7198	5.86	26.17
289760S	Jackson Street	36.77	At-Grade	2.9	20380	5.86	26.17	2.9	20380	5.86	26.17
004372F	Cass Street (US 30 / US 6)	37.00	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004373M	Clinton Street	37.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004374U	Van Buren Street	37.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004375B	Jefferson Street (US 30 / US 6)	37.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289761Y	Washington Street	37.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289762F	Osgood Street	37.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289764U	4th Avenue	37.80	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289765B	5th Avenue	37.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004379D	Interstate 80	38.37	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289766H	Chicago Street (US 52)	38.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.28-4 below identifies the 21 public crossings within two miles of the Joliet Fire Department – Station No. 3 that can be utilized in order to serve the community east of the EJ&E rail line and west of the CN rail line Joliet Subdivision. Seven of these 21 crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Joliet Fire Department – Station No. 3 is Interstate 80, approximately 1 mile southeast, while the nearest CN grade separated crossing is Osgood Street, approximately 700 feet northwest.

<b>TABLE E3.28-4. CROSSINGS WITHIN TWO MILES OF JOLIET FIRE DEPARTMENT - STATION NO. 3</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260598U	Charlesworth Avenue	0.57	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

260599B	Jackson Street (US 6)	0.31	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260600T	Cass Street (US 30)	0.55	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260601A	Washington Street	0.95	At-Grade	6.4	11714	3.44	33.87	28.3	11714	5.26	229.10
260602G	Interstate 80	1.71	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260603N	South Rowell Avenue	1.80	At-Grade	6.4	3184	1.80	17.73	28.3	3184	3.23	140.59
260604V	Mills Road	2.50	At-Grade	6.4	3115	1.36	13.42	28.3	3115	1.97	85.80
260605C	South Rowell Avenue	2.86	At-Grade	6.4	3184	1.29	12.72	28.3	3184	1.82	79.29
260606J	Spencer Road	3.15	At-Grade	6.4	1177	1.26	12.40	28.3	1177	1.78	77.37
289759X	Ohio Street	36.64	At-Grade	2.9	7198	5.86	26.17	2.9	7198	5.86	26.17
289760S	Jackson Street	36.77	At-Grade	2.9	20380	5.86	26.17	2.9	20380	5.86	26.17
004372F	Cass Street (US 30 / US 6)	37.00	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004373M	Clinton Street	37.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004374U	Van Buren Street	37.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004375B	Jefferson Street (US 30 / US 6)	37.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289761Y	Washington Street	37.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289762F	Osgood Street	37.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289764U	4th Avenue	37.80	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289765B	5th Avenue	37.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004379D	Interstate 80	38.37	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289766H	Chicago Street (US 52)	38.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.28-5 on the next page identifies the 16 public crossings within two miles of the Joliet Fire Department – Station No. 4 that can be utilized in order to serve the community west of both, EJ&E rail line and CN rail line Joliet Subdivision. Five of these 16 crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Joliet Fire Department – Station No. 4 is Charlesworth Avenue, approximately 0.5 mile northwest, while the nearest CN grade separated crossing is Cass Street, approximately 1.5 miles southwest.

TABLE E3.28-5. CROSSINGS WITHIN TWO MILES OF JOLIET FIRE DEPARTMENT - STATION NO. 4											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260596F	Collins Street	1.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260597M	Woodruff Road	0.82	At-Grade	18.5	10659	2.58	73.32	42.3	10659	4.43	288.02
260598U	Charlesworth Avenue	0.57	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260599B	Jackson Street (US 6)	0.31	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260600T	Cass Street (US 30)	0.55	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260601A	Washington Street	0.95	At-Grade	6.4	11714	3.44	33.87	28.3	11714	5.26	229.10
260602G	Interstate 80	1.71	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260603N	South Rowell Avenue	1.80	At-Grade	6.4	3184	1.80	17.73	28.3	3184	3.23	140.59
289759X	Ohio Street	36.64	At-Grade	2.9	7198	5.86	26.17	2.9	7198	5.86	26.17
289760S	Jackson Street	36.77	At-Grade	2.9	20380	5.86	26.17	2.9	20380	5.86	26.17
004372F	Cass Street (US 30 / US 6)	37.00	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004373M	Clinton Street	37.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004374U	Van Buren Street	37.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004375B	Jefferson Street (US 30 / US 6)	37.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289761Y	Washington Street	37.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289762F	Osgood Street	37.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.28-6 on the next page identifies the 16 public crossings within two miles of the Joliet Fire Department – Station No. 5 that can be utilized in order to serve the community east of the EJ&E rail line and CN rail line Joliet Subdivision. Four of these 16 crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Joliet Fire Department – Station No. 5 is Collins Street, approximately 1.5 miles northeast, while the nearest CN grade separated crossing is Cass Street, approximately 1 mile southeast.

TABLE E3.28-6. CROSSINGS WITHIN TWO MILES OF JOLIET FIRE DEPARTMENT - STATION NO. 5											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260799K	Oakland Avenue	3.20	At-Grade	18.5	1661	1.29	36.73	42.3	1661	1.81	117.98
260595Y	Broadway Street	2.44	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260596F	Collins Street	1.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260597M	Woodruff Road	0.82	At-Grade	18.5	10659	2.58	73.32	42.3	10659	4.43	288.02
260598U	Charlesworth Avenue	0.57	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289759X	Ohio Street	36.64	At-Grade	2.9	7198	5.86	26.17	2.9	7198	5.86	26.17
289760S	Jackson Street	36.77	At-Grade	2.9	20380	5.86	26.17	2.9	20380	5.86	26.17
004372F	Cass Street (US 30 / US 6)	37.00	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004373M	Clinton Street	37.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004374U	Van Buren Street	37.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004375B	Jefferson Street (US 30 / US 6)	37.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289761Y	Washington Street	37.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289762F	Osgood Street	37.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289764U	4th Avenue	37.80	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289765B	5th Avenue	37.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004379D	Interstate 80	38.37	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.28-7 on the next page identifies the five public crossings within two miles of the Joliet Fire Department – Station No. 8 that can be utilized in order to serve the community northeast of the EJ&E rail line. Three of these five crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Joliet Fire Department – Station No. 8 is Caton Farm Road, approximately 1.5 miles east.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260586A	Interstate 55	6.98	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260587G	East Frontage Road / Essington Road	6.87	At-Grade	18.5	4983	1.09	30.90	42.3	4983	1.43	93.15
260588N	Divison Street	6.05	At-Grade	18.5	7613	1.13	32.29	42.3	7613	1.52	99.15
260589V	Gaylord Road	5.57	At-Grade	18.5	5758	1.22	34.76	42.3	5758	1.63	106.25
260591W	Caton Farm Road	4.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.28-8 below identifies the 13 public crossings within two miles of the East Joliet Fire Protection District Headquarters/Station No. 3 that can be utilized in order to serve the community east of the EJ&E rail line and west of the CN rail line Joliet Subdivision. Seven of these 13 crossings are at-grade crossings. The nearest EJ&E grade separated crossing to East Joliet Fire Protection District Headquarters/Station No. 3 is Interstate 80, approximately 1 mile northwest, while the nearest CN grade separated crossing is Interstate 80, approximately 2 miles west.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260599B	Jackson Street (US 6)	0.31	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260600T	Cass Street (US 30)	0.55	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260601A	Washington Street	0.95	At-Grade	6.4	11714	3.44	33.87	28.3	11714	5.26	229.10
260602G	Interstate 80	1.71	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260603N	South Rowell Avenue	1.80	At-Grade	6.4	3184	1.80	17.73	28.3	3184	3.23	140.59
260604V	Mills Road	2.50	At-Grade	6.4	3115	1.36	13.42	28.3	3115	1.97	85.80
260605C	South Rowell Avenue	2.86	At-Grade	6.4	3184	1.29	12.72	28.3	3184	1.82	79.29
260606J	Spencer Road	3.15	At-Grade	6.4	1177	1.26	12.40	28.3	1177	1.78	77.37
260607R	Briggs Street	4.22	At-Grade	6.4	13842	1.23	12.10	28.3	13842	1.78	77.37

260609E	Cherry Hill Road	5.00	At-Grade	6.4	1107	1.23	12.10	28.3	1107	1.74	75.56
289764U	4th Avenue	37.80	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289765B	5th Avenue	37.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004379D	Interstate 80	38.37	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.28-9 below identifies the 18 public crossings within two miles of the East Joliet Fire Protection District – Station No. 1 that can be utilized in order to serve the community west of the EJ&E rail line and CN rail line Joliet Subdivision. Five of these 18 crossings are at-grade crossings. The nearest EJ&E grade separated crossing to East Joliet Fire Protection District – Station No. 1 is Jackson Street (US-6), approximately 0.5 mile west, while the nearest CN grade separated crossing is Cass Street, approximately 1.5 miles west.

<b>TABLE E3.28-9. CROSSINGS WITHIN TWO MILES OF EAST JOLIET FIRE PROTECTION DISTRICT - STATION NO. 1</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260596F	Collins Street	1.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260597M	Woodruff Road	0.82	At-Grade	18.5	10659	2.58	73.32	42.3	10659	4.43	288.02
260598U	Charlesworth Avenue	0.57	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260599B	Jackson Street (US 6)	0.31	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260600T	Cass Street (US 30)	0.55	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260601A	Washington Street	0.95	At-Grade	6.4	11714	3.44	33.87	28.3	11714	5.26	229.10
260602G	Interstate 80	1.71	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260603N	South Rowell Avenue	1.80	At-Grade	6.4	3184	1.80	17.73	28.3	3184	3.23	140.59
289759X	Ohio Street	36.64	At-Grade	2.9	7198	5.86	26.17	2.9	7198	5.86	26.17
289760S	Jackson Street	36.77	At-Grade	2.9	20380	5.86	26.17	2.9	20380	5.86	26.17
004372F	Cass Street (US 30 / US 6)	37.00	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004373M	Clinton Street	37.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004374U	Van Buren Street	37.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

004375B	Jefferson Street (US 30 / US 6)	37.20	Grade Separated	N/A							
289761Y	Washington Street	37.30	Grade Separated	N/A							
289762F	Osgood Street	37.60	Grade Separated	N/A							
289764U	4th Avenue	37.80	Grade Separated	N/A							
289765B	5th Avenue	37.90	Grade Separated	N/A							

Table E3.28-10 below identifies the 11 public crossings within two miles of the East Joliet Fire Protection District – Station No. 2 that can be utilized in order to serve the community northeast of the EJ&E rail line and northwest of the CN rail line Joliet Subdivision. Four of these 11 crossings are at-grade crossings. The nearest EJ&E grade separated crossing to East Joliet Fire Protection District – Station No. 2 is Interstate 80, approximately 1.5 miles northeast, while the nearest CN grade separated crossing is Chicago Street (US-52), approximately 0.75 mile north.

<b>TABLE E3.28-10. CROSSINGS WITHIN TWO MILES OF EAST JOLIET FIRE PROTECTION DISTRICT - STATION NO. 2</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260602G	Interstate 80	1.71	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260603N	South Rowell Avenue	1.80	At-Grade	6.4	3184	1.80	17.73	28.3	3184	3.23	140.59
260604V	Mills Road	2.50	At-Grade	6.4	3115	1.36	13.42	28.3	3115	1.97	85.80
260605C	South Rowell Avenue	2.86	At-Grade	6.4	3184	1.29	12.72	28.3	3184	1.82	79.29
260606J	Spencer Road	3.15	At-Grade	6.4	1177	1.26	12.40	28.3	1177	1.78	77.37
289761Y	Washington Street	37.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289762F	Osgood Street	37.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289764U	4th Avenue	37.80	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289765B	5th Avenue	37.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004379D	Interstate 80	38.37	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289766H	Chicago Street (US 52)	38.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.28.3 Emergency Medical Facilities

Table E3.28-11 below identifies the 17 public crossings within two miles of Silver Cross Hospital that can be utilized in order to serve the community west of the EJ&E rail line and CN rail line Joliet Subdivision. Five of these 17 crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Silver Cross Hospital is Jackson Street (US-6), approximately 0.5 mile southwest, while the nearest CN grade separated crossing is Cass Street, approximately 1.5 miles southwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260596F	Collins Street	1.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260597M	Woodruff Road	0.82	At-Grade	18.5	10659	2.58	73.32	42.3	10659	4.43	288.02
260598U	Charlesworth Avenue	0.57	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260599B	Jackson Street (US 6)	0.31	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260600T	Cass Street (US 30)	0.55	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260601A	Washington Street	0.95	At-Grade	6.4	11714	3.44	33.87	28.3	11714	5.26	229.10
260602G	Interstate 80	1.71	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260603N	South Rowell Avenue	1.80	At-Grade	6.4	3184	1.80	17.73	28.3	3184	3.23	140.59
289759X	Ohio Street	36.64	At-Grade	2.9	7198	5.86	26.17	2.9	7198	5.86	26.17
289760S	Jackson Street	36.77	At-Grade	2.9	20380	5.86	26.17	2.9	20380	5.86	26.17
004372F	Cass Street (US 30 / US 6)	37.00	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004373M	Clinton Street	37.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004374U	Van Buren Street	37.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004375B	Jefferson Street (US 30 / US 6)	37.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289761Y	Washington Street	37.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289762F	Osgood Street	37.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289764U	4th Avenue	37.80	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

There are no public at-grade crossings within two miles of the other emergency medical facilities that serve the residents of Joliet, specifically Provena Saint Joseph Medical Center.

## 1.29 Rockdale

There are no public at-grade crossings along the EJ&E Eastern or Western Subdivisions that meet the threshold parameters of being within two miles of an emergency service facility and that have train traffic increases or decreases of eight or more trains per day in this community. Therefore, no further evaluation was completed in regards to emergency vehicle response time.

## 1.30 New Lenox

### 1.30.1 Police Facilities

The New Lenox Police Department provides service to the Village of New Lenox. The department also provides service to the unincorporated areas in the surrounding communities. The police station is located north of the EJ&E rail line along with the majority of New Lenox.

There are typically 30 daily instances where it is necessary for an emergency vehicle from the police department to cross the EJ&E rail line to respond to an incident. The established procedure for an emergency vehicle that arrives at a blocked crossing depends on the situation in which they are responding to. If an urgent response is required a detour route can be utilized. For less urgent situations, the emergency vehicle may wait for the train to pass.

The New Lenox Police Department does not currently employ the use of special communication technologies that warn of the arrival of a train or duration of a blocked crossing. There is also no specific train schedule or number of rail cars expected to pass the crossing.

Table E3.30-1 below identifies the three public crossings within two miles of the New Lenox Police Department that can be utilized in order to serve the community south of the EJ&E rail line. All three of these crossings are at-grade crossings. The nearest grade separated crossing to New Lenox Police Department is Interstate 80, approximately 4 miles west.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260611F	South Gougar Road	6.00	At-Grade	6.4	8555	1.33	13.06	28.3	8555	1.78	77.37
260612M	Nelson Road	7.00	At-Grade	6.4	7336	1.23	12.10	28.3	7336	1.70	73.86
260614B	Cedar Road	8.00	At-Grade	6.4	10299	1.26	12.40	28.3	10299	1.70	73.86

The main routes with crossings used by emergency service personnel from the New Lenox Police Department are South Gougar Road, Nelson Road and Cedar Road. South Gougar Road, Nelson Road and Cedar Road are all at-grade crossings.

### 1.30.2 Fire Protection Facilities

The New Lenox Fire District provides service to the Village of New Lenox. Headquarters/Station No. 1 is located north of the EJ&E rail line along with the majority of New Lenox.

There are typically 20 daily instances where it is necessary for an emergency vehicle from the fire department to cross the EJ&E rail line to respond to an incident. The established procedure for an emergency vehicle that arrives at a blocked crossing depends on the type of train traveling through the crossing and location of the crossing. For a commuter train, the current procedure is to wait for the train to pass. For a freight train, the current procedure is to wait if the train is not expected to block the crossing for an extended time period. Otherwise, dispatch will be notified and another vehicle will be directed to respond to the call.

The New Lenox Fire District does not currently employ the use of special communication technologies that warn of the arrival of a train or duration of a blocked crossing. There is also no specific train schedule or number of rail cars expected to pass the crossing.

Table E3.30-2 below identifies the three public crossings within two miles of the New Lenox Fire District Headquarters/Station No. 1 that can be utilized in order to serve the community south of the EJ&E rail line. All three of these crossings are at-grade crossings. The nearest grade separated crossing to New Lenox Fire District Headquarters/Station No. 1 is US Route 45, approximately 5 miles southeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260612M	Nelson Road	7.00	At-Grade	6.4	7336	1.23	12.10	28.3	7336	1.70	73.86
260614B	Cedar Road	8.00	At-Grade	6.4	10299	1.26	12.40	28.3	10299	1.70	73.86
260616P	Spencer Road	9.24	At-Grade	6.4	3391	1.23	12.10	28.3	3391	1.70	73.86

The main routes with crossings used by emergency service personnel from the New Lenox Fire District Headquarters/Station No. 1 are Nelson Road and South Spencer Road. Nelson Road and South Spencer Road are at-grade crossings. Cedar Road is also utilized though not as frequently.

The New Lenox Fire District – Station No. 3 is located south of the EJ&E rail while the majority of New Lenox is north of the EJ&E rail line. Table E3.30-73 on the next page identifies the three public crossings within two miles of Station No. 3 that can be utilized in order to serve the community north of the EJ&E rail line. All three of these crossings are at-grade crossings. The nearest grade separated crossing to New Lenox Fire District – Station No. 3 is Interstate 80, approximately 4.5 miles northwest.

**TABLE E3.30-3. CROSSINGS WITHIN TWO MILES OF NEW LENOX FIRE DISTRICT - STATION NO. 3**

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260611F	South Gougar Road	6.00	At-Grade	6.4	8555	1.33	13.06	28.3	8555	1.78	77.37
260612M	Nelson Road	7.00	At-Grade	6.4	7336	1.23	12.10	28.3	7336	1.70	73.86
260614B	Cedar Road	8.00	At-Grade	6.4	10299	1.26	12.40	28.3	10299	1.70	73.86

The main routes with crossings used by emergency service personnel from the New Lenox Fire District – Station No. 3 is along Nelson Road, which is an at-grade crossing. Cherry Hill Road, South Gougar Road and Cedar Road are also utilized though not as frequently.

### 1.30.3 Emergency Medical Facilities

Table E3.30-4 below identifies the 17 public crossings within two miles of Silver Cross Hospital that can be utilized in order to serve the community west of the EJ&E rail line and CN rail line Joliet Subdivision. Five of these 17 crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Silver Cross Hospital is Jackson Street (US-6), approximately 0.5 mile southwest, while the nearest CN grade separated crossing is Cass Street, approximately 1.5 miles southwest.

**TABLE E3.30-4. CROSSINGS WITHIN TWO MILES OF SILVER CROSS HOSPITAL**

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260596F	Collins Street	1.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260597M	Woodruff Road	0.82	At-Grade	18.5	10659	2.58	73.32	42.3	10659	4.43	288.02
260598U	Charlesworth Avenue	0.57	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260599B	Jackson Street (US 6)	0.31	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260600T	Cass Street (US 30)	0.55	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260601A	Washington Street	0.95	At-Grade	6.4	11714	3.44	33.87	28.3	11714	5.26	229.10
260602G	Interstate 80	1.71	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260603N	South Rowell Avenue	1.80	At-Grade	6.4	3184	1.80	17.73	28.3	3184	3.23	140.59
289759X	Ohio Street	36.64	At-Grade	2.9	7198	5.86	26.17	2.9	7198	5.86	26.17

289760S	Jackson Street	36.77	At-Grade	2.9	20380	5.86	26.17	2.9	20380	5.86	26.17
004372F	Cass Street (US 30 / US 6)	37.00	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004373M	Clinton Street	37.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004374U	Van Buren Street	37.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004375B	Jefferson Street (US 30 / US 6)	37.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289761Y	Washington Street	37.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289762F	Osgood Street	37.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289764U	4th Avenue	37.80	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

## 1.31 Frankfort

### 1.31.1 Police Facilities

The Frankfort Police Department provides service to the Village of Frankfort. The police station is centrally located north of the EJ&E rail line.

The Frankfort Police Department does not currently employ the use of special communication technologies that warn of the arrival of a train or duration of a blocked crossing. There is also no specific train schedule or number of rail cars expected to pass the crossing.

Table E3.31-1 below identifies the four public crossings within two miles of the Frankfort Police Department that can be utilized in order to serve the community south of the EJ&E rail line. Three of these four crossings are at-grade crossings. The nearest grade separated crossing to the Frankfort Police Department is US Route 45, approximately 2 miles southwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260622T	South LaGrange Road (US 45)	13.03	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260623A	Center Road	14.05	At-Grade	6.4	7752	1.29	12.72	28.3	7752	1.78	77.37
260626V	Old Sauk Trail	14.83	At-Grade	6.4	3461	1.20	11.83	28.3	3461	1.70	73.86
260627C	Pfeiffer Road / 88th Avenue	15.06	At-Grade	6.4	7752	1.20	11.83	28.3	7752	1.70	73.86

The main routes with crossings used by emergency service personnel from the Frankfort Police Department are US Route 45, Center Road and Sauk Trail. US Route 45 is a grade separated crossing. Center Road and Sauk Trail are at-grade crossings. Other crossings are also utilized though not as frequently.

### 1.31.2 Fire Protection Facilities

The Frankfort Fire Protection District provides service to the Village of Frankfort. The department also provides service to Frankfort Square, Arbury Hills, and Green Garden Township. The fire department also has mutual aid agreements with the surrounding communities. The Headquarters/Station No. 1 is centrally located north of the EJ&E rail line.

There is typically one daily instance where it is necessary for an emergency vehicle from the fire department to cross the EJ&E rail line to respond to an incident. The department has stations on both sides of the track. Depending on available resources, track crossing is generally not necessary by the primary response vehicles. The established procedure for an emergency vehicle that arrives at a blocked crossing is to notify dispatch and other vehicles will be redirected to the response location.

The Frankfort Fire Protection District does not currently employ the use of special communication technologies that warn of the arrival of a train or duration of a blocked crossing. There is also no specific train schedule or number of rail cars expected to pass the crossing.

Table E3.31-2 below identifies the five public crossings within two miles of the Frankfort Fire Protection District Headquarters/Station No. 1 that can be utilized in order to serve the community south of the EJ&E rail line. Four of these five crossings are at-grade crossings. The nearest grade separated crossing to the Frankfort Fire Protection District Headquarters/Station No. 1 is US Route 45, approximately 0.75 mile southwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260621L	Wolf Road	11.96	At-Grade	6.4	9966	1.33	13.06	28.3	9966	1.82	79.29
260622T	South LaGrange Road (US 45)	13.03	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260623A	Center Road	14.05	At-Grade	6.4	7752	1.29	12.72	28.3	7752	1.78	77.37
260626V	Old Sauk Trail	14.83	At-Grade	6.4	3461	1.20	11.83	28.3	3461	1.70	73.86
260627C	Pfeiffer Road / 88th Avenue	15.06	At-Grade	6.4	7752	1.20	11.83	28.3	7752	1.70	73.86

The main routes with crossings used by emergency service personnel from the Frankfort Fire Protection District Headquarters/Station No. 1 are Wolf Road, US Route 45, Center Road, Sauk Trail and Pfeiffer Road. US Route 45 is a grade separated crossing while Wolf Road, Center Road, Sauk Trail and Pfeiffer Road are at-grade crossings.

The Frankfort Fire Protection District – Future Station No. 4 will be located south of the EJ&E rail line while the majority of Frankfort is located north of the EJ&E rail line. Table E3.31-3 on the next

page identifies the three public crossings that will be within two miles of Future Station No. 4 that can be utilized in order to serve the community north of the EJ&E rail line. All three of these crossings are at-grade crossings. The nearest grade separated crossing to the Frankfort Fire Protection District – Future Station No. 4 is US Route 45, approximately 3.5 miles northwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260626V	Old Sauk Trail	14.83	At-Grade	6.4	3461	1.20	11.83	28.3	3461	1.70	73.86
260627C	Pfeiffer Road / 88th Avenue	15.06	At-Grade	6.4	7752	1.20	11.83	28.3	7752	1.70	73.86
260628J	Harlem Avenue	17.06	At-Grade	6.4	12336	1.13	11.09	28.3	12336	1.53	66.58

The main routes with crossings that will be used by emergency service personnel from the Frankfort Fire Protection District – Future Station No. 4 are Sauk Trail, Pfeiffer Road and Harlem Avenue. Sauk Trail, Pfeiffer Road and Harlem Avenue are all at-grade crossings.

### 1.31.3 Emergency Medical Facilities

Table E3.31-4 below identifies the six public crossings within two miles of the Saint James Hospital and Health Centers – Olympia Fields that can be utilized in order to serve the community south of the EJ&E rail line and east of the CN rail line Chicago Subdivision. One of these six crossings is an at-grade crossing. The nearest EJ&E grade separated crossing to Saint James Hospital and Health Centers – Olympia Fields is Governor's Highway, approximately 2 miles south, while the nearest CN grade separated crossing is Lincoln Highway (US-30), approximately 1.5 miles southeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260634M	Governors Highway	21.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260636B	Main Street	21.61	At-Grade	6.4	4375	1.10	10.87	28.3	4375	2.79	121.63
289673N	Vollmer Road	26.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289675C	Lincoln Highway (US 30)	27.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289676J	Front Street	28.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289677R	Main Street	28.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

## 1.32 Matteson

### 1.32.1 Police Facilities

Table E3.32-1 below identifies the five public crossings within two miles of the Matteson Police Department that can be utilized in order to serve the community south of the EJ&E rail line and east of the CN rail line Chicago Subdivision. Two of these five crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Matteson Police Department is Interstate 57, approximately 2 miles south, while the nearest CN grade separated crossing is Lincoln Highway (US-30), approximately 2 miles southeast.

TABLE E3.32-1. CROSSINGS WITHIN TWO MILES OF MATTESON POLICE DEPARTMENT											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260630K	Central Avenue	19.07	At-Grade	6.4	2297	1.15	11.32	28.3	2297	1.56	67.89
260631S	Interstate 57	19.47	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260632Y	Cicero Avenue	20.06	At-Grade	6.4	30598	1.13	11.09	28.3	30598	1.97	85.80
260634M	Governors Highway	21.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289675C	Lincoln Highway (US 30)	27.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.32.2 Fire Protection Facilities

The Matteson Fire Department provides service to the Village of Matteson. The department's response area covers approximately 18 square miles serving a residential population of over 19,000 and encompassing several communities beyond Matteson's corporate limits including the Village of Olympia Fields, Olympia Fields Country Club, unincorporated Timber Ridge Manufactured Home Park, the ITW Deltar facilities, and numerous unincorporated areas adjacent to the Village limits. These services are provided on a contractual basis. The service area also includes approximately 1 block south of the EJ&E rail line. The Matteson Fire Department also has mutual aid agreements with the Villages of Richton Park and Park Forest with whom they also share the same emergency dispatcher. The Headquarters/Station No. 1 is located north of the EJ&E rail line in the eastern part of Matteson.

There are typically 50 instances per year (approximately one instance per week) where it is necessary for an emergency vehicle from the fire department to cross the EJ&E rail line to respond to an incident. The department has two stations which are both north of the tracks, however, only vehicles from the Headquarters/Station No. 1 ever cross the tracks. Depending on available resources, track crossing is generally not necessary by the primary response vehicles. The established procedure for an emergency vehicle that arrives at a blocked crossing is to notify the Richton Park or Park Forest

Fire Departments who will then respond to the call. The emergency vehicle will then turn around and utilize the grade separated crossing on Governor’s Highway and also respond to the call.

The Matteson Fire Department does not currently employ the use of special communication technologies that warn of the arrival of a train or duration of a blocked crossing. There is also no specific train schedule or number of rail cars expected to pass the crossing.

Table E3.32-2 below identifies the ten public crossings within two miles of the Matteson Fire Department Headquarters/Station No. 1 that can be utilized in order to serve the community south of the EJ&E rail line and east of the CN rail line Chicago Subdivision. Three of these ten crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Matteson Fire Department Headquarters/Station No. 1 is Governors Highway, approximately 1 mile southwest, while the nearest CN grade separated crossing is Lincoln Highway (US-30), approximately 0.25 mile east.

<b>TABLE E3.32-2. CROSSINGS WITHIN TWO MILES OF MATTESON FIRE DEPARTMENT HEADQUARTERS/STATION NO. 1</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260632Y	Cicero Avenue	20.06	At-Grade	6.4	30598	1.13	11.09	28.3	30598	1.97	85.80
260634M	Governors Highway	21.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260636B	Main Street	21.61	At-Grade	6.4	4375	1.10	10.87	28.3	4375	2.79	121.63
260637H	Orchard Drive	22.69	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260638P	Western Avenue	23.12	At-Grade	8.6	24717	1.11	14.69	31.6	24717	1.87	90.68
289673N	Vollmer Road	26.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289675C	Lincoln Highway (US 30)	27.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289676J	Front Street	28.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289677R	Main Street	28.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289678X	Sauk Trail	29.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

The main routes with crossings used by emergency service personnel from the Matteson Fire Department Headquarters/Station No. 1 are Harlem Avenue, Ridgeland Avenue, Central Avenue, Cicero Avenue, Governor’s Highway, and Main Street. Orchard Drive and Western Avenue are also utilized though not as frequently. Governor’s Highway and Orchard Drive are grade separated crossings while Harlem Avenue, Ridgeland Avenue, Central Avenue, Cicero Avenue and Main Street are at-grade crossings. Governor’s Highway is a grade separated crossing often used, though it is important to note that at present, it frequently floods (approximately 6-10 times per year).

The Matteson Fire Department – Station No. 2 is located north of the EJ&E rail line along with the majority of Matteson. Table E3.32-3 on the next page identifies the four public crossings within two

miles of the Matteson Fire Department – Station No. 2 that can be utilized in order to serve the community south of the EJ&E rail line. Three of these four crossings are at-grade crossings. The nearest EJ&E grade separated crossing to the Matteson Fire Department – Station No. 2 is Interstate 57, approximately 1 mile southeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260629R	Ridgeland Avenue	18.07	At-Grade	6.4	3642	1.13	11.09	28.3	3642	1.53	66.58
260630K	Central Avenue	19.07	At-Grade	6.4	2297	1.15	11.32	28.3	2297	1.56	67.89
260631S	Interstate 57	19.47	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260632Y	Cicero Avenue	20.06	At-Grade	6.4	30598	1.13	11.09	28.3	30598	1.97	85.80

Since emergency vehicles from Matteson Fire Department – Station No. 2 do not cross the EJ&E rail line, there are no main routes with crossings that will be used by emergency service personnel from this facility.

### 1.32.3 Emergency Medical Facilities

Table E3.32-4 below identifies the six public crossings within two miles of the Saint James Hospital and Health Centers – Olympia Fields that can be utilized in order to serve the community south of the EJ&E rail line and east of the CN rail line Chicago Subdivision. One of these six crossings is an at-grade crossing. The nearest EJ&E grade separated crossing to Saint James Hospital and Health Centers – Olympia Fields is Governor's Highway, approximately 2 miles south, while the nearest CN grade separated crossing is Lincoln Highway (US-30), approximately 1.5 miles southeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260634M	Governors Highway	21.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260636B	Main Street	21.61	At-Grade	6.4	4375	1.10	10.87	28.3	4375	2.79	121.63
289673N	Vollmer Road	26.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289675C	Lincoln Highway (US 30)	27.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289676J	Front Street	28.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

289677R	Main Street	28.40	Grade Separated	N/A							
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## 1.33 Richton Park

### 1.33.1 Police Facilities

Table E3.33-1 below identifies the nine public crossings within two miles of the Richton Park Police Department that can be utilized in order to serve the community north of the EJ&E rail line and east of the CN rail line Chicago Subdivision. Four of these nine crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Richton Park Police Department is Governor's Highway, approximately 1 mile northeast, while the nearest CN grade separated crossing is Sauk Trail, approximately 0.75 mile east.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260630K	Central Avenue	19.07	At-Grade	6.4	2297	1.15	11.32	28.3	2297	1.56	67.89
260631S	Interstate 57	19.47	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260632Y	Cicero Avenue	20.06	At-Grade	6.4	30598	1.13	11.09	28.3	30598	1.97	85.80
260634M	Governors Highway	21.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260636B	Main Street	21.61	At-Grade	6.4	4375	1.10	10.87	28.3	4375	2.79	121.63
289676J	Front Street	28.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289677R	Main Street	28.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289678X	Sauk Trail	29.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289680Y	University Parkway / Stuenkel Road	31.40	At-Grade	12.8	13640	1.21	23.85	12.8	13640	1.21	23.85

### 1.33.2 Fire Protection Facilities

Table E3.33-2 on the next page identifies the nine public crossings within two miles of the Richton Park Fire Department Headquarters that can be utilized in order to serve the community north of the EJ&E rail line and east of the CN rail line Chicago Subdivision. Four of these nine crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Richton Park Fire Department Headquarters is Governor's Highway, approximately 1 mile northeast, while the nearest CN grade separated crossing is Sauk Trail, approximately 0.75 mile east.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260630K	Central Avenue	19.07	At-Grade	6.4	2297	1.15	11.32	28.3	2297	1.56	67.89
260631S	Interstate 57	19.47	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260632Y	Cicero Avenue	20.06	At-Grade	6.4	30598	1.13	11.09	28.3	30598	1.97	85.80
260634M	Governors Highway	21.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260636B	Main Street	21.61	At-Grade	6.4	4375	1.10	10.87	28.3	4375	2.79	121.63
289676J	Front Street	28.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289677R	Main Street	28.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289678X	Sauk Trail	29.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289680Y	University Parkway / Stuenkel Road	31.40	At-Grade	12.8	13640	1.21	23.85	12.8	13640	1.21	23.85

### 1.33.3 Emergency Medical Facilities

Table E3.33-3 below identifies the six public crossings within two miles of the Saint James Hospital and Health Centers – Olympia Fields that can be utilized in order to serve the community south of the EJ&E rail line and east of the CN rail line Chicago Subdivision. One of these six crossings is an at-grade crossing. The nearest EJ&E grade separated crossing to Saint James Hospital and Health Centers – Olympia Fields is Governor's Highway, approximately 2 miles south, while the nearest CN grade separated crossing is Lincoln Highway (US-30), approximately 1.5 miles southeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260634M	Governors Highway	21.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260636B	Main Street	21.61	At-Grade	6.4	4375	1.10	10.87	28.3	4375	2.79	121.63
289673N	Vollmer Road	26.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289675C	Lincoln Highway (US 30)	27.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289676J	Front Street	28.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

289677R	Main Street	28.40	Grade Separated	N/A							
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## 1.34 Park Forest

### 1.34.1 Police Facilities

Table E3.34-1 below identifies the nine public crossings within two miles of the Park Forest Police Department that can be utilized in order to serve the community north of the EJ&E rail line and west of the CN rail line Chicago Subdivision. Three of these nine crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Park Forest Police Department is Orchard Drive, approximately 0.75 mile north, while the nearest CN grade separated crossing is Main Street, approximately 1.5 miles northwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260634M	Governors Highway	21.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260636B	Main Street	21.61	At-Grade	6.4	4375	1.10	10.87	28.3	4375	2.79	121.63
260637H	Orchard Drive	22.69	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260638P	Western Avenue	23.12	At-Grade	8.6	24717	1.11	14.69	31.6	24717	1.87	90.68
260639W	Euclid Avenue	24.63	At-Grade	8.6	238	1.49	19.66	31.6	238	2.17	105.66
289675C	Lincoln Highway (US 30)	27.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289676J	Front Street	28.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289677R	Main Street	28.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289678X	Sauk Trail	29.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.34.2 Fire Protection Facilities

Table E3.34-2 on the next page identifies the nine public crossings within two miles of the Park Forest Fire Department Headquarters that can be utilized in order to serve the community north of the EJ&E rail line and west of the CN rail line Chicago Subdivision. Three of these nine crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Park Forest Fire Department Headquarters is Orchard Drive, approximately 1 mile north, while the nearest CN grade separated crossing is Sauk Trail, approximately 1.5 miles west.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260634M	Governors Highway	21.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260636B	Main Street	21.61	At-Grade	6.4	4375	1.10	10.87	28.3	4375	2.79	121.63
260637H	Orchard Drive	22.69	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260638P	Western Avenue	23.12	At-Grade	8.6	24717	1.11	14.69	31.6	24717	1.87	90.68
260639W	Euclid Avenue	24.63	At-Grade	8.6	238	1.49	19.66	31.6	238	2.17	105.66
289675C	Lincoln Highway (US 30)	27.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289676J	Front Street	28.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289677R	Main Street	28.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289678X	Sauk Trail	29.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.34.3 Emergency Medical Facilities

Table E3.34-3 below identifies the eight public crossings within two miles of The Saint James Hospital and Health Centers – Chicago Heights that can be utilized in order to serve the community south of the EJ&E rail line. Seven of these eight crossings are at-grade crossings. The nearest grade separated crossing to The Saint James Hospital and Health Centers – Chicago Heights is Butler Street, approximately 0.75 mile southeast; however, the nearest grade separated crossing that can accommodate all emergency medical vehicles is Calumet Expressway (IL-394), approximately 3 miles east.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260638P	Western Avenue	23.12	At-Grade	8.6	24717	1.11	14.69	31.6	24717	1.87	90.68
260639W	Euclid Avenue	24.63	At-Grade	8.6	238	1.49	19.66	31.6	238	2.17	105.66
260640R	Chicago Road	24.91	At-Grade	8.6	26842	1.60	21.12	31.6	26842	2.43	117.91
260641X	West End Avenue / Halsted Street	25.04	At-Grade	8.6	7267	1.73	22.89	31.6	7267	2.64	128.12

260642E	East End Avenue	25.19	At-Grade	8.6	5086	1.73	22.89	31.6	5086	2.64	128.12
260643L	Butler Street	25.53	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260644T	Wentworth Avenue	25.92	At-Grade	10.2	4563	1.66	26.10	34.2	4563	2.66	140.07
260645A	State Street	26.16	At-Grade	10.2	7656	1.42	22.28	34.2	7656	2.34	123.30

## 1.35 Chicago Heights

### 1.35.1 Police Facilities

The Chicago Heights Police Department provides service to the City of Chicago Heights. The police station is located north of the EJ&E rail line along with the majority of Chicago Heights.

There are typically 45 daily instances where it is necessary for an emergency vehicle from the police department to cross the EJ&E rail line to respond to an incident. Only freight trains pass through the City of Chicago Heights. There are no commuter trains and emergency vehicles do not stop at blocked tracks. The established procedure for an emergency vehicle that arrives at a blocked crossing is to utilize detour routes. At this time, the Chicago Heights Police Department does not receive assistance from the neighboring community's police departments to respond to events when a train is blocking the tracks. Nearly all requests for police assistance are handled by the Chicago Heights Police Department.

The Chicago Heights Police Department does not currently employ the use of special communication technologies that warn of the arrival of a train or duration of a blocked crossing. There is also no specific train schedule or number of rail cars expected to pass the crossing.

Table E3.35-1 below identifies the nine public crossings within two miles of the Chicago Heights Police Department that can be utilized in order to serve the community south of the EJ&E rail line. Eight of these nine crossings are at-grade crossing. The nearest grade separated crossing to the Chicago Heights Police Department is Butler Street, approximately 0.5 mile southeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260638P	Western Avenue	23.12	At-Grade	8.6	24717	1.11	14.69	31.6	24717	1.87	90.68
260639W	Euclid Avenue	24.63	At-Grade	8.6	238	1.49	19.66	31.6	238	2.17	105.66
260640R	Chicago Road	24.91	At-Grade	8.6	26842	1.60	21.12	31.6	26842	2.43	117.91
260641X	West End Avenue / Halsted Street	25.04	At-Grade	8.6	7267	1.73	22.89	31.6	7267	2.64	128.12
260642E	East End Avenue	25.19	At-Grade	8.6	5086	1.73	22.89	31.6	5086	2.64	128.12
260643L	Butler Street	25.53	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

260644T	Wentworth Avenue	25.92	At-Grade	10.2	4563	1.66	26.10	34.2	4563	2.66	140.07
260645A	State Street	26.16	At-Grade	10.2	7656	1.42	22.28	34.2	7656	2.34	123.30
260646G	Cottage Grove Avenue	27.17	At-Grade	10.2	5578	1.13	17.70	34.2	5578	1.67	87.90

The main routes with crossings used by emergency service personnel from the Chicago Heights Police Department are Western Avenue, Chicago Road, State Street and Cottage Grove Avenue. All of these crossings are also at-grade crossings. Other crossings are also utilized though not as frequently.

### 1.35.2 Fire Protection Facilities

The Chicago Heights Fire Department provides service to the City of Chicago Heights. The department provides service to a total of 11 Square miles of incorporated and unincorporated areas with the major areas north of the EJ&E rail lines. The department has mutual aid agreements with other communities with most of them south of the EJ&E rail lines. The Fire Department Headquarters/Station No. 3 is located north of the EJ&E rail line along with the majority of Chicago Heights.

There are typically six daily instances where it is necessary for an emergency vehicle from the fire department to cross the EJ&E rail line to respond to an incident. The department has stations on both sides of the track. Depending on available resources, track crossing is generally not necessary by the primary response vehicles. The established procedure for an emergency vehicle that arrives at a blocked crossing is to take detour routes though that decision depends on variables such as the speed and direction of travel of the train.

The Chicago Heights Fire Department does not currently employ the use of special communication technologies that warn of the arrival of a train or duration of a blocked crossing. There is also no specific train schedule or number of rail cars expected to pass the crossing.

Table E3.35-2 below identifies the seven public crossings within two miles of the Fire Station Headquarters that can be utilized in order to serve the community south of the EJ&E rail line. Six of these seven crossings are at-grade crossings. The nearest grade separated crossing to the Chicago Heights Fire Department Headquarters/Station No. 3 is Butler Street, approximately 1.5 miles southeast; however, the nearest grade separated crossing that can accommodate all fire protection apparatus is Calumet Expressway (IL-394), approximately 3.5 miles southeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260639W	Euclid Avenue	24.63	At-Grade	8.6	238	1.49	19.66	31.6	238	2.17	105.66
260640R	Chicago Road	24.91	At-Grade	8.6	26842	1.60	21.12	31.6	26842	2.43	117.91
260641X	West End Avenue / Halsted Street	25.04	At-Grade	8.6	7267	1.73	22.89	31.6	7267	2.64	128.12

260642E	East End Avenue	25.19	At-Grade	8.6	5086	1.73	22.89	31.6	5086	2.64	128.12
260643L	Butler Street	25.53	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260644T	Wentworth Avenue	25.92	At-Grade	10.2	4563	1.66	26.10	34.2	4563	2.66	140.07
260645A	State Street	26.16	At-Grade	10.2	7656	1.42	22.28	34.2	7656	2.34	123.30

The main routes with crossings used by emergency service personnel from the Chicago Heights Fire Department Headquarters/Station No. 3 are Euclid Avenue, Chicago Road, East End, Wentworth Avenue and State Street. All of these crossings are also at-grade crossings. West End Avenue and Butler Street are also utilized though not as frequently. Butler Street is not utilized more because access is limited due to clearance and roadway width.

The Chicago Heights Fire Department – Station No. 1 is located north of the EJ&E rail along with the majority of Chicago Heights. Table E3.35-3 below identifies the nine public crossings within two miles of Station No. 1 that can be utilized in order to serve the community south of the EJ&E rail line. Eight of these nine crossings are at-grade crossings. The nearest grade separated crossing to Chicago Heights Fire Department – Station No. 1 is Butler Street, approximately 0.25 mile southeast; however, the nearest grade separated that can accommodate all fire protection apparatus is Orchard Drive, approximately 2.5 miles west.

<b>TABLE E3.35-3. CROSSINGS WITHIN TWO MILES OF CHICAGO HEIGHTS FIRE DEPARTMENT - STATION NO. 1</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260638P	Western Avenue	23.12	At-Grade	8.6	24717	1.11	14.69	31.6	24717	1.87	90.68
260639W	Euclid Avenue	24.63	At-Grade	8.6	238	1.49	19.66	31.6	238	2.17	105.66
260640R	Chicago Road	24.91	At-Grade	8.6	26842	1.60	21.12	31.6	26842	2.43	117.91
260641X	West End Avenue / Halsted Street	25.04	At-Grade	8.6	7267	1.73	22.89	31.6	7267	2.64	128.12
260642E	East End Avenue	25.19	At-Grade	8.6	5086	1.73	22.89	31.6	5086	2.64	128.12
260643L	Butler Street	25.53	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260644T	Wentworth Avenue	25.92	At-Grade	10.2	4563	1.66	26.10	34.2	4563	2.66	140.07
260645A	State Street	26.16	At-Grade	10.2	7656	1.42	22.28	34.2	7656	2.34	123.30
260646G	Cottage Grove Avenue	27.17	At-Grade	10.2	5578	1.13	17.70	34.2	5578	1.67	87.90

The main routes with crossings used by emergency service personnel from the Chicago Heights Fire Department – Fire Station One are Western Avenue, Euclid Avenue, Chicago Road, East End, Wentworth Avenue, State Street and Cottage Grove Avenue. All of these crossings are also at-grade crossings. West End Avenue and Butler Street are also utilized though not as frequently. Butler Street is not utilized more because access is limited due to clearance and roadway width.

The Chicago Heights Fire Department – Station No. 2 is located north of the EJ&E rail along with the majority of Chicago Heights. Table E3.35-4 below identifies the nine public crossings within two miles of Station No. 2 that can be utilized in order to serve the community south of the EJ&E rail line. Seven of these nine crossings are at-grade crossings. The nearest grade separated crossing to Chicago Heights Fire Department – Station No. 2 is Butler Street, approximately 0.75 miles southwest; however, the nearest grade separated crossing that can accommodate all fire protection apparatus is Calumet Expressway (IL-394), approximately 2 miles east.

<b>TABLE E3.35-4. CROSSINGS WITHIN TWO MILES OF CHICAGO HEIGHTS FIRE DEPARTMENT - STATION NO. 2</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260639W	Euclid Avenue	24.63	At-Grade	8.6	238	1.49	19.66	31.6	238	2.17	105.66
260640R	Chicago Road	24.91	At-Grade	8.6	26842	1.60	21.12	31.6	26842	2.43	117.91
260641X	West End Avenue / Halsted Street	25.04	At-Grade	8.6	7267	1.73	22.89	31.6	7267	2.64	128.12
260642E	East End Avenue	25.19	At-Grade	8.6	5086	1.73	22.89	31.6	5086	2.64	128.12
260643L	Butler Street	25.53	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260644T	Wentworth Avenue	25.92	At-Grade	10.2	4563	1.66	26.10	34.2	4563	2.66	140.07
260645A	State Street	26.16	At-Grade	10.2	7656	1.42	22.28	34.2	7656	2.34	123.30
260646G	Cottage Grove Avenue	27.17	At-Grade	10.2	5578	1.13	17.70	34.2	5578	1.67	87.90
260648V	Calumet Expy / Bishop Ford (IL 394)	28.17	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

The main routes with crossings used by emergency service personnel from the Chicago Heights Fire Department – Station No. 2 are Euclid Avenue, Chicago Road, East End, Wentworth Avenue, State Street and Cottage Grove Avenue. All of these crossings are also at-grade crossings. West End Avenue and Butler Street are also utilized though not as frequently. Butler Street is not utilized more because access is limited due to clearance and roadway width. The Calumet Expressway is not generally used unless the department is responding to aid a neighboring community because the local routes provide shorter travel times.

The Chicago Heights Fire Department – Station No. 4 is located north of the EJ&E rail along with the majority of Chicago Heights. Table E3.35-5 on the next page identifies the nine public crossings within two miles of Station No. 4 that can be utilized in order to serve the community south of the

EJ&E rail line. Five of these nine crossings are at-grade crossings. The nearest grade separated crossing to Chicago Heights Fire Department – Station No. 4 is Orchard Drive, approximately 1 mile southwest.

TABLE E3.35-5. CROSSINGS WITHIN TWO MILES OF CHICAGO HEIGHTS FIRE DEPARTMENT - STATION NO. 4											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260637H	Orchard Drive	22.69	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260638P	Western Avenue	23.12	At-Grade	8.6	24717	1.11	14.69	31.6	24717	1.87	90.68
260639W	Euclid Avenue	24.63	At-Grade	8.6	238	1.49	19.66	31.6	238	2.17	105.66
260640R	Chicago Road	24.91	At-Grade	8.6	26842	1.60	21.12	31.6	26842	2.43	117.91
260641X	West End Avenue / Halsted Street	25.04	At-Grade	8.6	7267	1.73	22.89	31.6	7267	2.64	128.12
260642E	East End Avenue	25.19	At-Grade	8.6	5086	1.73	22.89	31.6	5086	2.64	128.12
260643L	Butler Street	25.53	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289675C	Lincoln Highway (US 30)	27.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289676J	Front Street	28.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

The main routes with crossings used by emergency service personnel from the Chicago Heights Fire Department – Station No. 4 are Main Street, Western Avenue, Euclid Avenue, Chicago Road and East End. All of these crossings are also at-grade crossings. Orchard Drive, West End Avenue and Butler Street are also utilized though not as frequently. Butler Street is not utilized more because access is limited due to clearance and roadway width.

The Chicago Heights Fire Department – Station No. 5 is located south of the EJ&E rail while the majority of Chicago Heights is north of the EJ&E rail line. Table E3.35-6 on the next page identifies the eight public crossings within two miles of Station No. 5 that can be utilized in order to serve the community north of the EJ&E rail line. Seven of these eight crossings are at-grade crossings. The nearest grade separated crossing to Chicago Heights Fire Department – Station No. 5 is Butler Street, approximately 0.25 mile north; however, the nearest grade separated crossing that can accommodate all fire protection apparatus is Calumet Expressway (IL-394), approximately 2.5 miles east.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260639W	Euclid Avenue	24.63	At-Grade	8.6	238	1.49	19.66	31.6	238	2.17	105.66
260640R	Chicago Road	24.91	At-Grade	8.6	26842	1.60	21.12	31.6	26842	2.43	117.91
260641X	West End Avenue / Halsted Street	25.04	At-Grade	8.6	7267	1.73	22.89	31.6	7267	2.64	128.12
260642E	East End Avenue	25.19	At-Grade	8.6	5086	1.73	22.89	31.6	5086	2.64	128.12
260643L	Butler Street	25.53	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260644T	Wentworth Avenue	25.92	At-Grade	10.2	4563	1.66	26.10	34.2	4563	2.66	140.07
260645A	State Street	26.16	At-Grade	10.2	7656	1.42	22.28	34.2	7656	2.34	123.30
260646G	Cottage Grove Avenue	27.17	At-Grade	10.2	5578	1.13	17.70	34.2	5578	1.67	87.90

The main routes with crossings used by emergency service personnel from the Chicago Heights Fire Department – Station No. 5 are Euclid Avenue, Chicago Road, East End, Wentworth Avenue, State Street and Cottage Grove Avenue. All of these crossings are also at-grade crossings. West End Avenue and Butler Street are also utilized though not as frequently. Butler Street is not utilized more because access is limited due to clearance and roadway width.

### 1.35.3 Emergency Medical Facilities

The Saint James Hospital and Health Centers – Chicago Heights provides service to the City of Chicago Heights. The hospital also provides healthcare services to the surrounding communities. The Saint James Hospital and Health Centers – Chicago Heights is located north of the EJ&E rail line along with the majority of Chicago Heights.

Table E3.35-7 on the next page identifies the eight public crossings within two miles of The Saint James Hospital and Health Centers – Chicago Heights that can be utilized in order to serve the community south of the EJ&E rail line. Seven of these eight crossings are at-grade crossings. The nearest grade separated crossing to The Saint James Hospital and Health Centers – Chicago Heights is Butler Street, approximately 0.75 mile southeast; however, the nearest grade separated crossing that can accommodate all emergency medical vehicles is Orchard Drive, approximately 2.5 miles southwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260638P	Western Avenue	23.12	At-Grade	8.6	24717	1.11	14.69	31.6	24717	1.87	90.68
260639W	Euclid Avenue	24.63	At-Grade	8.6	238	1.49	19.66	31.6	238	2.17	105.66
260640R	Chicago Road	24.91	At-Grade	8.6	26842	1.60	21.12	31.6	26842	2.43	117.91
260641X	West End Avenue / Halsted Street	25.04	At-Grade	8.6	7267	1.73	22.89	31.6	7267	2.64	128.12
260642E	East End Avenue	25.19	At-Grade	8.6	5086	1.73	22.89	31.6	5086	2.64	128.12
260643L	Butler Street	25.53	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260644T	Wentworth Avenue	25.92	At-Grade	10.2	4563	1.66	26.10	34.2	4563	2.66	140.07
260645A	State Street	26.16	At-Grade	10.2	7656	1.42	22.28	34.2	7656	2.34	123.30

The main routes with crossings used by emergency service personnel from The Saint James Hospital and Health Centers – Chicago Heights are Western Avenue, Chicago Road and State Street. All of these crossings are at-grade crossings.

## 1.36 Sauk Village

### 1.36.1 Police Facilities

The Sauk Village Police Department provides service to the Village of Sauk Village. The police department also has mutual aid agreements with the surrounding communities. The police station is centrally located south of the EJ&E rail line.

There are typically 12 daily instances where it is necessary for an emergency vehicle from the police department to cross the EJ&E rail line to respond to an incident. The established procedure for an emergency vehicle that arrives at a blocked crossing depends on the situation in which they are responding to. If an urgent response is required dispatch is notified and other vehicles will be redirected to the response location or a detour route can be utilized. For less urgent situations, the emergency vehicle may wait for the train to pass.

The Sauk Village Police Department does not currently employ the use of special communication technologies that warn of the arrival of a train or duration of a blocked crossing. There is also no specific train schedule or number of rail cars expected to pass the crossing.

Table E3.36-1 on the next page identifies the six public crossings within two miles of the Sauk Village Police Department that can be utilized in order to serve the community north of the EJ&E rail line. Five of these six crossings are at-grade crossings. The nearest grade separated crossing to the Sauk Village Police Department is the Calumet Expressway (IL-394), approximately 1 mile northwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260646G	Cottage Grove Avenue	27.17	At-Grade	10.2	5578	1.13	17.70	34.2	5578	1.67	87.90
260648V	Calumet Expy / Bishop Ford (IL 394)	28.17	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260649C	Torrence Avenue	29.18	At-Grade	10.2	8968	0.98	15.32	34.2	8968	1.41	74.09
260651D	Lincoln Highway (US 30)	30.69	At-Grade	10.2	39656	1.13	17.70	34.2	39656	1.67	87.90
260652K	Lake Street	30.96	At-Grade	10.2	5067	1.13	17.70	34.2	5067	1.63	85.82
260653S	Hart Street	31.10	At-Grade	10.2	20268	1.10	17.29	34.2	20268	1.63	85.82

The main route with crossings used by emergency service personnel from the Sauk Village Police Department is Torrence Avenue. Torrence Avenue is an at-grade crossing. Cottage Grove Avenue, Lincoln Highway and Hart Street are also utilized though not as frequently.

### 1.36.2 Fire Protection Facilities

The Sauk Village Fire Department provides service to the Village of Sauk Village. The Fire Station Headquarters is located south of the EJ&E rail line along with the majority of Sauk Village.

The Sauk Village Fire Department does not currently employ the use of special communication technologies that warn of the arrival of a train or duration of a blocked crossing. There is also no specific train schedule or number of rail cars expected to pass the crossing.

Table E3.36-2 below identifies the three public crossings within two miles of the Sauk Village Fire Department Headquarters that can be utilized in order to serve the community north of the EJ&E rail line. Two of these three crossings are at-grade crossings. The nearest grade separated crossing to the Sauk Village Fire Department Headquarters is the Calumet Expressway (IL-394), approximately 1 mile northwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260646G	Cottage Grove Avenue	27.17	At-Grade	10.2	5578	1.13	17.70	34.2	5578	1.67	87.90
260648V	Calumet Expy / Bishop Ford (IL 394)	28.17	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

260649C	Torrence Avenue	29.18	At-Grade	10.2	8968	0.98	15.32	34.2	8968	1.41	74.09
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The main routes with crossings used by emergency service personnel from the Sauk Village Fire Department Headquarters are Cottage Grove Avenue and Torrence Avenue. Both of these crossings are at-grade crossings. Other crossings are also utilized though not as frequently.

### 1.36.3 Emergency Medical Facilities

Table E3.36-3 below identifies the five public crossings within two miles of Saint Margaret Mercy Hospital – Dyer Campus that can be utilized in order to serve the community north of the EJ&E rail line. Four of these five crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Saint Margaret Mercy Hospital – Dyer Campus is Calumet Avenue, approximately 1 mile northeast.

TABLE E3.36-3. CROSSINGS WITHIN TWO MILES OF SAINT MARGARET MERCY HOSPITAL - DYER CAMPUS											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260649C	Torrence Avenue	29.18	At-Grade	10.2	8968	0.98	15.32	34.2	8968	1.41	74.09
260651D	Lincoln Highway (US 30)	30.69	At-Grade	10.2	39656	1.13	17.70	34.2	39656	1.67	87.90
260652K	Lake Street	30.96	At-Grade	10.2	5067	1.13	17.70	34.2	5067	1.63	85.82
260653S	Hart Street	31.10	At-Grade	10.2	20268	1.10	17.29	34.2	20268	1.63	85.82
260813D	Calumet Avenue	31.71	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

## 1.37 Lynwood

### 1.37.1 Police Facilities

Table E3.37-1 on the next page identifies the five public crossings within two miles of the Lynwood Police Department that can be utilized in order to serve the community south of the EJ&E rail line. Four of these five crossings are at-grade crossings. The nearest grade separated crossing to the Lynwood Police Department is Calumet Avenue, approximately 1.5 miles southeast.

TABLE E3.37-1. CROSSINGS WITHIN TWO MILES OF LYNWOOD POLICE DEPARTMENT											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260649C	Torrence Avenue	29.18	At-Grade	10.2	8968	0.98	15.32	34.2	8968	1.41	74.09
260651D	Lincoln Highway (US 30)	30.69	At-Grade	10.2	39656	1.13	17.70	34.2	39656	1.67	87.90
260652K	Lake Street	30.96	At-Grade	10.2	5067	1.13	17.70	34.2	5067	1.63	85.82
260653S	Hart Street	31.10	At-Grade	10.2	20268	1.10	17.29	34.2	20268	1.63	85.82
260813D	Calumet Avenue	31.71	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.37.2 Fire Protection Facilities

Table E3.37-2 below identifies the five public crossings within two miles of the Lynwood Fire Department Headquarters that can be utilized in order to serve the community south of the EJ&E rail line. Four of these five crossings are at-grade crossings. The nearest grade separated crossing to the Lynwood Fire Department Headquarters is Calumet Avenue, approximately 2 miles southeast.

TABLE E3.37-2. CROSSINGS WITHIN TWO MILES OF LYNWOOD FIRE DEPARTMENT HEADQUARTERS											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260649C	Torrence Avenue	29.18	At-Grade	10.2	8968	0.98	15.32	34.2	8968	1.41	74.09
260651D	Lincoln Highway (US 30)	30.69	At-Grade	10.2	39656	1.13	17.70	34.2	39656	1.67	87.90
260652K	Lake Street	30.96	At-Grade	10.2	5067	1.13	17.70	34.2	5067	1.63	85.82
260653S	Hart Street	31.10	At-Grade	10.2	20268	1.10	17.29	34.2	20268	1.63	85.82
260813D	Calumet Avenue	31.71	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.37.3 Emergency Medical Facilities

Table E3.37-3 on the next page identifies the five public crossings within two miles of Saint Margaret Mercy Hospital – Dyer Campus that can be utilized in order to serve the community north of the EJ&E rail line. Four of these five crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Saint Margaret Mercy Hospital – Dyer Campus is Calumet Avenue, approximately 1 mile northeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260649C	Torrence Avenue	29.18	At-Grade	10.2	8968	0.98	15.32	34.2	8968	1.41	74.09
260651D	Lincoln Highway (US 30)	30.69	At-Grade	10.2	39656	1.13	17.70	34.2	39656	1.67	87.90
260652K	Lake Street	30.96	At-Grade	10.2	5067	1.13	17.70	34.2	5067	1.63	85.82
260653S	Hart Street	31.10	At-Grade	10.2	20268	1.10	17.29	34.2	20268	1.63	85.82
260813D	Calumet Avenue	31.71	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.37-4 below identifies the four public crossings within two miles of Community Hospital that can be utilized in order to serve the community south of the CN rail line Elsdon/South Bend Subdivision. All four of these crossings are at-grade crossings. The nearest CN grade separated crossing to Community Hospital is Indianapolis Boulevard (US-41), approximately 2 miles southeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283193G	Burnham Avenue	29.80	At-Grade	22.1	8724	1.39	47.41	2.9	8724	1.30	5.81
283194N	Wentworth Avenue	30.39	At-Grade	22.1	13027	1.39	47.41	2.9	13027	1.30	5.81
283195V	Calumet Avenue	31.62	At-Grade	22.1	31311	1.45	49.23	2.9	31311	1.32	5.91
283197J	White Oak Avenue	32.65	At-Grade	22.1	11062	1.51	51.24	2.9	11062	1.39	6.20

## 1.38 Dyer

### 1.38.1 Police Facilities

The Dyer Police Department provides service to the Town of Dyer. The police station is centrally located south of the EJ&E rail line.

There are typically 50 daily instances where it is necessary for an emergency vehicle from the police department to cross the EJ&E rail line to respond to an incident. Only Freight trains pass through the Town of Dyer on the EJ&E rail lines, however there are commuter trains on the CSX rail lines that pass through Dyer. The established procedure for an emergency vehicle that arrives at a blocked crossing depends on the situation in which they are responding to. If an urgent response is required a detour route can be utilized or if necessary support from a neighboring community may be requested. For less urgent situations, the emergency vehicle may wait for the train to pass.

The Dyer Police Department does not currently employ the use of special communication technologies that warn of the arrival of a train or duration of a blocked crossing. There is also no specific train schedule or number of rail cars expected to pass the crossing.

Table E3.38-1 below identifies the five public crossings within two miles of the Dyer Police Department that can be utilized in order to serve the community north of the EJ&E rail line. Four of these five crossings are at-grade crossings. The nearest grade separated crossing to the Dyer Police Department is Calumet Avenue, approximately 0.75 mile northeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260649C	Torrence Avenue	29.18	At-Grade	10.2	8968	0.98	15.32	34.2	8968	1.41	74.09
260651D	Lincoln Highway (US 30)	30.69	At-Grade	10.2	39656	1.13	17.70	34.2	39656	1.67	87.90
260652K	Lake Street	30.96	At-Grade	10.2	5067	1.13	17.70	34.2	5067	1.63	85.82
260653S	Hart Street	31.10	At-Grade	10.2	20268	1.10	17.29	34.2	20268	1.63	85.82
260813D	Calumet Avenue	31.71	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

The main routes with crossings used by emergency service personnel from the Dyer Police Department are Lincoln Highway (US-30), Hart Street, Lake Street and Calumet Avenue. Calumet Avenue is a grade separated crossing while Lincoln Highway (US-30), Lake Street and Hart Street are at-grade crossings. Torrence Avenue is rarely used by emergency service vehicles.

### 1.38.2 Fire Protection Facilities

The Dyer Volunteer Fire Department provides service to the Town of Dyer. The department also provides service to unincorporated areas south of Dyer. The fire department also has mutual aid agreements with the surrounding communities. The Dyer Volunteer Fire Department Headquarters/Station No. 1 is centrally located south of the EJ&E rail line.

There are typically two daily instances where it is necessary for an emergency vehicle from the fire department to cross the EJ&E rail line to respond to an incident. The department has stations located on either side of the tracks. Depending on available resources, track crossing is generally not necessary by the primary response vehicles. The established procedure for an emergency vehicle that arrives at a blocked crossing is to take detour routes.

The Dyer Volunteer Fire Department does not currently employ the use of special communication technologies that warn of the arrival of a train or duration of a blocked crossing. There is also no specific train schedule or number of rail cars expected to pass the crossing.

Table E3.38-2 on the next page identifies the five public crossings within two miles of the Dyer Volunteer Fire Department Headquarters/Station No. 1 that can be utilized in order to serve the community north of the EJ&E rail line. Four of these five crossings are at-grade crossings. The nearest grade separated crossing to the Dyer Volunteer Fire Department Headquarters/Station No. 1 is Calumet Avenue, approximately 0.75 mile northeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260649C	Torrence Avenue	29.18	At-Grade	10.2	8968	0.98	15.32	34.2	8968	1.41	74.09
260651D	Lincoln Highway (US 30)	30.69	At-Grade	10.2	39656	1.13	17.70	34.2	39656	1.67	87.90
260652K	Lake Street	30.96	At-Grade	10.2	5067	1.13	17.70	34.2	5067	1.63	85.82
260653S	Hart Street	31.10	At-Grade	10.2	20268	1.10	17.29	34.2	20268	1.63	85.82
260813D	Calumet Avenue	31.71	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

The main routes with crossings used by emergency service personnel from the Dyer Volunteer Fire Department Headquarters/Station No. 1 are Lincoln Highway (US-30), Hart Street, Lake Street and Calumet Avenue. Calumet Avenue is a grade separated crossing while Lincoln Highway (US-30), Lake Street and Hart Street are at-grade crossings. Torrence Avenue is rarely used by emergency service vehicles.

Table E3.38-3 below identifies the six public crossings within two miles of the Dyer Volunteer Fire Department – Station No. 2 that can be utilized in order to serve the community south of the EJ&E rail line. Four of these six crossings are at-grade crossings. The nearest grade separated crossing to the Dyer Volunteer Fire Department – Station No. 2 is Calumet Avenue, approximately 0.75 mile south.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260651D	Lincoln Highway (US 30)	30.69	At-Grade	10.2	39656	1.13	17.70	34.2	39656	1.67	87.90
260652K	Lake Street	30.96	At-Grade	10.2	5067	1.13	17.70	34.2	5067	1.63	85.82
260653S	Hart Street	31.10	At-Grade	10.2	20268	1.10	17.29	34.2	20268	1.63	85.82
260813D	Calumet Avenue	31.71	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260655F	Airport Road	33.66	At-Grade	10.2	3818	0.99	15.60	34.2	3818	1.46	77.01
260656M	Indianapolis Boulevard (US 41)	33.82	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

The main routes with crossings used by emergency service personnel from the Dyer Volunteer Fire Department – Station No. 2 are Calumet Avenue, Hart Street, and Lake Street. Calumet Avenue is a grade separated crossing while, Lake Street and Hart Street are at-grade crossings.

### 1.38.3 Emergency Medical Facilities

The Saint Margaret Mercy Hospital – Dyer Campus provides service to the Town of Dyer. The hospital also provides healthcare services to the surrounding communities. The Saint Margaret Mercy Hospital – Dyer Campus is centrally located south of the EJ&E rail line.

Table E3.38-4 below identifies the five public crossings within two miles of Saint Margaret Mercy Hospital – Dyer Campus that can be utilized in order to serve the community north of the EJ&E rail line. Four of these five crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Saint Margaret Mercy Hospital – Dyer Campus is Calumet Avenue, approximately 1 mile northeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260649C	Torrence Avenue	29.18	At-Grade	10.2	8968	0.98	15.32	34.2	8968	1.41	74.09
260651D	Lincoln Highway (US 30)	30.69	At-Grade	10.2	39656	1.13	17.70	34.2	39656	1.67	87.90
260652K	Lake Street	30.96	At-Grade	10.2	5067	1.13	17.70	34.2	5067	1.63	85.82
260653S	Hart Street	31.10	At-Grade	10.2	20268	1.10	17.29	34.2	20268	1.63	85.82
260813D	Calumet Avenue	31.71	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

The main routes with crossings used by emergency service personnel from the Saint Margaret Mercy Hospital – Dyer Campus are Lincoln Highway (US-30), Hart Street, Lake Street and Calumet Avenue. Calumet Avenue is a grade separated crossing while Lincoln Highway, Lake Street and Hart Street are at-grade crossings.

## 1.39 Schererville

### 1.39.1 Police Facilities

The Schererville Police Department provides service to the Town of Schererville. The police department also has mutual aid agreements with the surrounding communities. The police station is located south of the EJ&E rail line along with the majority of Schererville.

The Schererville Police Department does not currently employ the use of special communication technologies that warn of the arrival of a train or duration of a blocked crossing. There is also no specific train schedule or number of rail cars expected to pass the crossing.

Table E3.39-1 on the next page identifies the four public crossings within two miles of the Schererville Police Department that can be utilized in order to serve the community north-west of the

EJ&E rail line. Three of these four crossings are at-grade crossings. The nearest grade separated crossing to the Schererville Police Department is Indianapolis Boulevard (US-41), approximately 1.5 mile northwest.

TABLE E3.39-1. CROSSINGS WITHIN TWO MILES OF SCHERERVILLE POLICE DEPARTMENT											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260655F	Airport Road	33.66	At-Grade	10.2	3818	0.99	15.60	34.2	3818	1.46	77.01
260656M	Indianapolis Boulevard (US 41)	33.82	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260657U	Kennedy Avenue	34.36	At-Grade	10.2	17076	1.01	15.90	34.2	17076	1.49	78.59
260658B	Divison Street	34.40	At-Grade	10.2	1367	1.93	30.30	34.2	1367	1.49	78.59

The main routes with crossings used by emergency service personnel from the Schererville Police Department are Airport Road, Indianapolis Boulevard and Kennedy Avenue. Indianapolis Boulevard is a grade separated crossing. Airport Road and Kennedy Avenue are at-grade crossings. Other crossings are also utilized though not as frequently.

### 1.39.2 Fire Protection Facilities

The Schererville Fire Department provides service to the Town of Schererville. The department also provides service to the St. John Township. The department has mutual aid agreements with the surrounding communities. The Fire Station Headquarters is located south of the EJ&E rail line along with the majority of Schererville.

The established procedure for an emergency vehicle that arrives at a blocked crossing depends on the situation in which they are responding to. If an urgent response is required, dispatch is notified and other vehicles will be redirected to the response location or a detour route can be utilized. For less urgent situations, the emergency vehicle may wait for the train to pass.

The Schererville Fire Department does not currently employ the use of special communication technologies that warn of the arrival of a train or duration of a blocked crossing. There is also no specific train schedule or number of rail cars expected to pass the crossing.

Table E3.39-2 on the next page identifies the six public crossings within two miles of the Schererville Fire Department Headquarters that can be utilized in order to serve the community northwest of the EJ&E rail line. All six of these crossings are at-grade crossings. The nearest grade separated crossing to Schererville Fire Department Headquarters is Indianapolis Boulevard (US-41), approximately 2.5 miles northwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	DA	T	N	ADT	DA	T
260657U	Kennedy Avenue	34.36	At-Grade	10.2	17076	1.01	15.90	34.2	17076	1.49	78.59
283201W	Broad Street	36.09	At-Grade	7.6	19572	1.20	14.00	28.6	19572	2.15	94.40
260658B	Divison Street	34.40	At-Grade	10.2	1367	1.93	30.30	34.2	1367	1.49	78.59
230081L	Colfax Street	36.50	At-Grade	0.0	0	0.00	0.00	0.0	0	0.00	0.00
230082T	Broad Street	36.33	At-Grade	0.0	0	0.00	0.00	0.0	0	0.00	0.00
283202D	Colfax Street	36.82	At-Grade	23.3	14139	1.45	51.90	23.3	14139	1.45	51.90

The main routes with crossings used by emergency service personnel from the Schererville Fire Department Headquarters are Kennedy Avenue and Broad Street. Both of these crossings are at-grade crossings. Other crossings are also utilized though not as frequently.

### 1.39.3 Emergency Medical Facilities

Table E3.39-3 below identifies the four public crossings within two miles of Community Hospital that can be utilized in order to serve the community south of the CN rail line Elsdon/South Bend Subdivision. All four of these crossings are at-grade crossings. The nearest CN grade separated crossing to Community Hospital is Indianapolis Boulevard (US-41), approximately 2 miles southeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283193G	Burnham Avenue	29.80	At-Grade	22.1	8724	1.39	47.41	2.9	8724	1.30	5.81
283194N	Wentworth Avenue	30.39	At-Grade	22.1	13027	1.39	47.41	2.9	13027	1.30	5.81
283195V	Calumet Avenue	31.62	At-Grade	22.1	31311	1.45	49.23	2.9	31311	1.32	5.91
283197J	White Oak Avenue	32.65	At-Grade	22.1	11062	1.51	51.24	2.9	11062	1.39	6.20

Table E3.39-4 on the next page identifies the five public crossings within two miles of Saint Margaret Mercy Hospital – Dyer Campus that can be utilized in order to serve the community north of the EJ&E rail line. Four of these five crossings are at-grade crossings. The nearest EJ&E grade

separated crossing to Saint Margaret Mercy Hospital – Dyer Campus is Calumet Avenue, approximately 1 mile northeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260649C	Torrence Avenue	29.18	At-Grade	10.2	8968	0.98	15.32	34.2	8968	1.41	74.09
260651D	Lincoln Highway (US 30)	30.69	At-Grade	10.2	39656	1.13	17.70	34.2	39656	1.67	87.90
260652K	Lake Street	30.96	At-Grade	10.2	5067	1.13	17.70	34.2	5067	1.63	85.82
260653S	Hart Street	31.10	At-Grade	10.2	20268	1.10	17.29	34.2	20268	1.63	85.82
260813D	Calumet Avenue	31.71	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

## 1.40 Griffith

### 1.40.1 Police Facilities

Table E3.40-1 below identifies the 16 public crossings within two miles of the Griffith Police Department that can be utilized in order to serve the community south and east of the EJ&E rail lines and south of the CN rail line Elsdon/South Bend Subdivision. 15 of these 16 crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Griffith Police Department is Ridge Road, approximately 2 miles north, while the nearest CN grade separated crossing is Indianapolis Boulevard (US-41), approximately 2.5 miles west.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260657U	Kennedy Avenue	34.36	At-Grade	10.2	17076	1.01	15.90	34.2	17076	1.49	78.59
230081L	Colfax Street	36.50	At-Grade	0.0	0	0.00	0.00	0.0	0	0.00	0.00
230082T	Broad Street	36.33	At-Grade	0.0	0	0.00	0.00	0.0	0	0.00	0.00
230083A	Main Street	38.33	At-Grade	0.0	0	0.00	0.00	0.0	0	0.00	0.00
230084G	Cline Avenue	36.33	At-Grade	0.0	0	0.00	0.00	0.0	0	0.00	0.00
260659H	East Main Street	36.52	At-Grade	7.6	10960	1.20	14.00	28.6	10960	2.15	94.40

260661J	East Lake Street	36.77	At-Grade	7.6	6524	1.10	12.83	28.6	6524	1.94	85.50
260662R	East Miller Street	36.89	At-Grade	7.6	6524	1.04	12.18	28.6	6524	1.83	80.59
260663X	East Elm Street	37.00	At-Grade	7.6	8090	1.02	11.89	28.6	8090	1.61	70.84
260664E	East 45th Avenue	37.52	At-Grade	7.6	23486	0.97	11.37	28.6	23486	1.61	70.84
260665L	East 40th Place	38.11	At-Grade	7.6	14222	0.95	11.13	28.6	14222	1.57	69.23
260667A	Ridge Road (US 6)	38.34	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283199X	Kennedy Avenue	34.23	At-Grade	22.1	6664	2.82	95.89	2.9	6664	2.99	13.33
283200P	Main Street	35.55	At-Grade	22.1	10960	1.61	54.68	2.9	10960	1.59	7.08
283201W	Broad Street	36.09	At-Grade	22.1	19572	1.57	53.47	2.9	19572	1.55	6.93
283202D	Colfax Street	36.82	At-Grade	23.3	14139	1.45	51.90	23.3	14139	1.45	51.90

#### 1.40.2 Fire Protection Facilities

Table E3.40-2 below identifies the 16 public crossings within two miles of the Griffith Volunteer Fire Department Headquarters/Station No. 1 that can be utilized in order to serve the community south and east of the EJ&E rail lines and south of the CN rail line Elsdon/South Bend Subdivision. 15 of these 16 crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Griffith Volunteer Fire Department Headquarters/Station No. 1 is Ridge Road, approximately 2 miles north, while the nearest CN grade separated crossing is Indianapolis Boulevard (US-41), approximately 2.5 miles west.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260657U	Kennedy Avenue	34.36	At-Grade	10.2	17076	1.01	15.90	34.2	17076	1.49	78.59
230081L	Colfax Street	36.50	At-Grade	0.0	0	0.00	0.00	0.0	0	0.00	0.00
230082T	Broad Street	36.33	At-Grade	0.0	0	0.00	0.00	0.0	0	0.00	0.00
230083A	Main Street	38.33	At-Grade	0.0	0	0.00	0.00	0.0	0	0.00	0.00
230084G	Cline Avenue	36.33	At-Grade	0.0	0	0.00	0.00	0.0	0	0.00	0.00

260659H	East Main Street	36.52	At-Grade	7.6	10960	1.20	14.00	28.6	10960	2.15	94.40
260661J	East Lake Street	36.77	At-Grade	7.6	6524	1.10	12.83	28.6	6524	1.94	85.50
260662R	East Miller Street	36.89	At-Grade	7.6	6524	1.04	12.18	28.6	6524	1.83	80.59
260663X	East Elm Street	37.00	At-Grade	7.6	8090	1.02	11.89	28.6	8090	1.61	70.84
260664E	East 45th Avenue	37.52	At-Grade	7.6	23486	0.97	11.37	28.6	23486	1.61	70.84
260665L	East 40th Place	38.11	At-Grade	7.6	14222	0.95	11.13	28.6	14222	1.57	69.23
260667A	Ridge Road (US 6)	38.34	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283199X	Kennedy Avenue	34.23	At-Grade	22.1	6664	2.82	95.89	2.9	6664	2.99	13.33
283200P	Main Street	35.55	At-Grade	22.1	10960	1.61	54.68	2.9	10960	1.59	7.08
283201W	Broad Street	36.09	At-Grade	22.1	19572	1.57	53.47	2.9	19572	1.55	6.93
283202D	Colfax Street	36.82	At-Grade	23.3	14139	1.45	51.90	23.3	14139	1.45	51.90

Table E3.40-3 below identifies the 14 public crossings within two miles of the Griffith Volunteer Fire Department – Station No. 2 that can be utilized in order to serve the community north of the EJ&E rail lines and north of the CN rail line Elsdon/South Bend Subdivision. All of these 14 crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Griffith Volunteer Fire Department – Station No. 2 is Indianapolis Boulevard (US-41), approximately 2.5 miles southwest, while the nearest CN grade separated crossing is Indianapolis Boulevard (US-41), approximately 2.5 miles northwest.

<b>TABLE E3.40-3. CROSSINGS WITHIN TWO MILES OF GRIFFITH VOLUNTEER FIRE DEPARTMENT - STATION NO. 2</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260657U	Kennedy Avenue	34.36	At-Grade	10.2	17076	1.01	15.90	34.2	17076	1.49	78.59
260658B	Divison Street	34.40	At-Grade	10.2	1367	1.93	30.30	34.2	1367	1.49	78.59
230081L	Colfax Street	36.50	At-Grade	0.0	0	0.00	0.00	0.0	0	0.00	0.00
230082T	Broad Street	36.33	At-Grade	0.0	0	0.00	0.00	0.0	0	0.00	0.00
230083A	Main Street	38.33	At-Grade	0.0	0	0.00	0.00	0.0	0	0.00	0.00

230084G	Cline Avenue	36.33	At-Grade	0.0	0	0.00	0.00	0.0	0	0.00	0.00
260659H	East Main Street	36.52	At-Grade	7.6	10960	1.20	14.00	28.6	10960	2.15	94.40
260661J	East Lake Street	36.77	At-Grade	7.6	6524	1.10	12.83	28.6	6524	1.94	85.50
260662R	East Miller Street	36.89	At-Grade	7.6	6524	1.04	12.18	28.6	6524	1.83	80.59
260663X	East Elm Street	37.00	At-Grade	7.6	8090	1.02	11.89	28.6	8090	1.61	70.84
260664E	East 45th Avenue	37.52	At-Grade	7.6	23486	0.97	11.37	28.6	23486	1.61	70.84
283200P	Main Street	35.55	At-Grade	22.1	10960	1.61	54.68	2.9	10960	1.59	7.08
283201W	Broad Street	36.09	At-Grade	22.1	19572	1.57	53.47	2.9	19572	1.55	6.93
283202D	Colfax Street	36.82	At-Grade	23.3	14139	1.45	51.90	23.3	14139	1.45	51.90

Table E3.40-4 below identifies the 11 public crossings within two miles of the Griffith Volunteer Fire Department – Station No. 3 that can be utilized in order to serve the community east of the EJ&E rail line and south of the CN rail. Nine of these 11 crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Griffith Volunteer Fire Department – Station No. 3 is Ridge Road, approximately 200 feet east, while the nearest CN grade separated crossing is Indianapolis Boulevard (US-41), approximately 2.5 miles southwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
230083A	Main Street	38.33	At-Grade	0.0	0	0.00	0.00	0.0	0	0.00	0.00
230084G	Cline Avenue	36.33	At-Grade	0.0	0	0.00	0.00	0.0	0	0.00	0.00
260659H	East Main Street	36.52	At-Grade	7.6	10960	1.20	14.00	28.6	10960	2.15	94.40
260661J	East Lake Street	36.77	At-Grade	7.6	6524	1.10	12.83	28.6	6524	1.94	85.50
260662R	East Miller Street	36.89	At-Grade	7.6	6524	1.04	12.18	28.6	6524	1.83	80.59
260663X	East Elm Street	37.00	At-Grade	7.6	8090	1.02	11.89	28.6	8090	1.61	70.84
260664E	East 45th Avenue	37.52	At-Grade	7.6	23486	0.97	11.37	28.6	23486	1.61	70.84
260665L	East 40th Place	38.11	At-Grade	7.6	14222	0.95	11.13	28.6	14222	1.57	69.23

260667A	Ridge Road (US 6)	38.34	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260669N	I-94 / I-80	39.77	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260670H	West 25th Avenue	40.03	At-Grade	9.7	4187	1.01	15.04	29.7	4187	1.48	67.55

### 1.40.3 Emergency Medical Facilities

Table E3.40-5 below identifies the four public crossings within two miles of Community Hospital that can be utilized in order to serve the community south of the CN rail line Elsdon/South Bend Subdivision. All four of these crossings are at-grade crossings. The nearest CN grade separated crossing to Community Hospital is Indianapolis Boulevard (US-41), approximately 2 miles southeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283193G	Burnham Avenue	29.80	At-Grade	22.1	8724	1.39	47.41	2.9	8724	1.30	5.81
283194N	Wentworth Avenue	30.39	At-Grade	22.1	13027	1.39	47.41	2.9	13027	1.30	5.81
283195V	Calumet Avenue	31.62	At-Grade	22.1	31311	1.45	49.23	2.9	31311	1.32	5.91
283197J	White Oak Avenue	32.65	At-Grade	22.1	11062	1.51	51.24	2.9	11062	1.39	6.20

Table E3.40-6 below identifies the five public crossings within two miles of Saint Margaret Mercy Hospital – Dyer Campus that can be utilized in order to serve the community north of the EJ&E rail line. Four of these five crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Saint Margaret Mercy Hospital – Dyer Campus is Calumet Avenue, approximately 1 mile northeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260649C	Torrence Avenue	29.18	At-Grade	10.2	8968	0.98	15.32	34.2	8968	1.41	74.09
260651D	Lincoln Highway (US 30)	30.69	At-Grade	10.2	39656	1.13	17.70	34.2	39656	1.67	87.90
260652K	Lake Street	30.96	At-Grade	10.2	5067	1.13	17.70	34.2	5067	1.63	85.82
260653S	Hart Street	31.10	At-Grade	10.2	20268	1.10	17.29	34.2	20268	1.63	85.82

260813D	Calumet Avenue	31.71	Grade Separated	N/A							
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## 1.41 Gary

### 1.41.1 Police Facilities

Table E3.41-1 below identifies the six public crossings within two miles of the Gary Police Department that can be utilized in order to serve the community north of the EJ&E rail line. Three of these six crossings are at-grade crossings. The nearest grade separated crossing to the Gary Police Department is Buchanan Street, approximately 0.5 mile northwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260730P	Buchanan Street	6.02	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260731W	Broadway Street	6.86	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260732D	Virginia Street	7.26	At-Grade	1.0	6664	2.62	4.03	2.0	6664	4.31	13.27
260733K	Indiana East-West Tollway (I-90)	7.39	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260734S	Tennessee Street	7.67	At-Grade	1.0	8018	2.62	4.03	2.0	8018	4.31	13.27
260735Y	Ohio Street	7.73	At-Grade	1.0	555	2.62	4.03	2.0	555	4.31	13.27

### 1.41.2 Fire Protection Facilities

Table E3.41-2 below identifies the eight public crossings within two miles of the Gary Fire Department Headquarters/Station No. 1 that can be utilized in order to serve the community north of the EJ&E rail line. Four of these eight crossings are at-grade crossings. The nearest grade separated crossing to Gary Fire Department Headquarters/Station No. 1 is Broadway Street, approximately 0.25 mile northwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260730P	Buchanan Street	6.02	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260731W	Broadway Street	6.86	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

260732D	Virginia Street	7.26	At-Grade	1.0	6664	2.62	4.03	2.0	6664	4.31	13.27
260733K	Indiana East-West Tollway (I-90)	7.39	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260734S	Tennessee Street	7.67	At-Grade	1.0	8018	2.62	4.03	2.0	8018	4.31	13.27
260735Y	Ohio Street	7.73	At-Grade	1.0	555	2.62	4.03	2.0	555	4.31	13.27
260736F	Taylor Road	8.50	At-Grade	1.0	1666	2.62	4.03	2.0	1666	4.31	13.27
260737M	Indiana East-West Tollway (I-90)	8.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.41-3 below identifies the eight public crossings within two miles of the Gary Fire Department – Station No. 2 that can be utilized in order to serve the community north of the EJ&E rail line. Four of these eight crossings are at-grade crossings. The nearest grade separated crossing to Gary Fire Department – Station No. 2 is Broadway Street, approximately 1.5 miles north.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260730P	Buchanan Street	6.02	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260731W	Broadway Street	6.86	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260732D	Virginia Street	7.26	At-Grade	1.0	6664	2.62	4.03	2.0	6664	4.31	13.27
260733K	Indiana East-West Tollway (I-90)	7.39	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260734S	Tennessee Street	7.67	At-Grade	1.0	8018	2.62	4.03	2.0	8018	4.31	13.27
260735Y	Ohio Street	7.73	At-Grade	1.0	555	2.62	4.03	2.0	555	4.31	13.27
260736F	Taylor Road	8.50	At-Grade	1.0	1666	2.62	4.03	2.0	1666	4.31	13.27
260737M	Indiana East-West Tollway (I-90)	8.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.41-4 on the next page identifies the three public crossings within two miles of the Gary Fire Department – Station No. 3 that can be utilized in order to serve the community north of the EJ&E rail line. One of these three crossings is an at-grade crossing. The nearest grade separated crossing to Gary Fire Department – Station No. 3 is Buchanan Street, approximately 1.5 miles northeast.

TABLE E3.41-4. CROSSINGS WITHIN TWO MILES OF GARY FIRE DEPARTMENT - STATION NO. 3											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260730P	Buchanan Street	6.02	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260731W	Broadway Street	6.86	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260732D	Virginia Street	7.26	At-Grade	1.0	6664	2.62	4.03	2.0	6664	4.31	13.27

Table E3.41-5 below identifies the six public crossings within two miles of the Gary Fire Department – Station No. 6 that can be utilized in order to serve the community north of the EJ&E rail line. Three of these six crossings are at-grade crossings. The nearest grade separated crossing to Gary Fire Department – Station No. 6 is Buchanan Street, approximately 0.5 mile north.

TABLE E3.41-5. CROSSINGS WITHIN TWO MILES OF GARY FIRE DEPARTMENT - STATION NO. 6											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260730P	Buchanan Street	6.02	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260731W	Broadway Street	6.86	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260732D	Virginia Street	7.26	At-Grade	1.0	6664	2.62	4.03	2.0	6664	4.31	13.27
260733K	Indiana East-West Tollway (I-90)	7.39	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260734S	Tennessee Street	7.67	At-Grade	1.0	8018	2.62	4.03	2.0	8018	4.31	13.27
260735Y	Ohio Street	7.73	At-Grade	1.0	555	2.62	4.03	2.0	555	4.31	13.27

Table E3.41-6 on the next page identifies the seven public crossings within two miles of the Gary Fire Department – Station No. 8 that can be utilized in order to serve the community north and north-east of the EJ&E rail lines. Four of these seven crossings are at-grade crossings. The nearest grade separated crossing to Gary Fire Department – Station No. 8 is Buchanan Street, approximately 1 mile northeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260676Y	Clark Road	46.06	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260677F	Clark Road	11.86	At-Grade	8.0	2749	1.24	15.30	3.2	2749	2.30	11.35
260727G	Clark Road	0.00	At-Grade	11.8	2749	2.62	47.58	2.0	2749	4.31	13.27
260728N	Clark Road	45.10	At-Grade	11.8	2749	2.62	47.58	2.0	2749	4.31	13.27
260729V	Clark Road	3.66	At-Grade	4.0	2749	2.62	16.13	2.0	2749	4.31	13.27
260730P	Buchanan Street	6.02	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260731W	Broadway Street	6.86	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.41-7 below identifies the ten public crossings within two miles of the Gary Fire Department – Station No. 9. Six of these ten crossings are at-grade crossings although the nearest accessible grade separated crossing to Gary Fire Department – Station No. 9 that can be utilized in order to serve the community north and west of the EJ&E rail lines is Industrial Highway, just over 2 miles northwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260671P	West 15th Avenue	41.03	At-Grade	9.7	19890	1.01	15.04	29.7	19890	1.48	67.55
260672W	West 9th Avenue	41.52	At-Grade	9.7	4187	0.99	14.75	29.7	4187	1.45	66.16
260673D	West 5th Avenue	41.97	At-Grade	9.8	28467	0.98	14.79	29.8	28467	1.47	67.60
260727G	Clark Road	0.00	At-Grade	11.8	2749	2.62	47.58	2.0	2749	4.31	13.27
260728N	Clark Road	45.10	At-Grade	11.8	2749	2.62	47.58	2.0	2749	4.31	13.27
260729V	Clark Road	3.66	At-Grade	4.0	2749	2.62	16.13	2.0	2749	4.31	13.27
260821V	Indiana East-West Tollway (I-90) Ramp	43.08	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

260823J	Cline Avenue to I-90 Ramp	42.57	Grade Separated	N/A							
260824R	I-90 to Cline Avenue Ramp	42.51	Grade Separated	N/A							
260674K	Indiana East-West Tollway (I-90)	42.53	Grade Separated	N/A							

Table E3.41-8 below identifies the seven public crossings within two miles of the Gary Fire Department – Station No. 12 that can be utilized in order to serve the community north of the EJ&E rail line. Four of these seven crossings are at-grade crossings. The nearest accessible grade separated crossing to Gary Fire Department – Station No. 12 is Broadway Street, approximately 2 miles northwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260731W	Broadway Street	6.86	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260732D	Virginia Street	7.26	At-Grade	1.0	6664	2.62	4.03	2.0	6664	4.31	13.27
260733K	Indiana East-West Tollway (I-90)	7.39	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260734S	Tennessee Street	7.67	At-Grade	1.0	8018	2.62	4.03	2.0	8018	4.31	13.27
260735Y	Ohio Street	7.73	At-Grade	1.0	555	2.62	4.03	2.0	555	4.31	13.27
260736F	Taylor Road	8.50	At-Grade	1.0	1666	2.62	4.03	2.0	1666	4.31	13.27
260737M	Indiana East-West Tollway (I-90)	8.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.41-9 below identifies the seven public crossings within two miles of the Gary Fire Department – Station No. 13 that can be utilized in order to serve the community west of the EJ&E rail line. Four of these seven crossings are at-grade crossings. The nearest grade separated crossing to Gary Fire Department – Station No. 13 is Interstate 94/80, approximately 0.5 mile west.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260665L	East 40th Place	38.11	At-Grade	7.6	14222	0.95	11.13	28.6	14222	1.57	69.23

260667A	Ridge Road (US 6)	38.34	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260733K	Indiana East-West Tollway (I-90)	7.39	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260669N	I-94 / I-80	39.77	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260670H	West 25th Avenue	40.03	At-Grade	9.7	4187	1.01	15.04	29.7	4187	1.48	67.55
260671P	West 15th Avenue	41.03	At-Grade	9.7	19890	1.01	15.04	29.7	19890	1.48	67.55
260672W	West 9th Avenue	41.52	At-Grade	9.7	4187	0.99	14.75	29.7	4187	1.45	66.16

Table E3.41-10 below identifies the 12 public crossings within two miles of the Gary Fire Department – Station No. 14 that can be utilized in order to serve the community north and west of the EJ&E rail lines. Six of these 12 crossings are at-grade crossings. The nearest grade separated crossing to Gary Fire Department – Station No. 14 is Industrial Highway, approximately 0.5 mile northwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260672W	West 9th Avenue	41.52	At-Grade	9.7	4187	0.99	14.75	29.7	4187	1.45	66.16
260673D	West 5th Avenue	41.97	At-Grade	9.8	28467	0.98	14.79	29.8	28467	1.47	67.60
260733K	Indiana East-West Tollway (I-90)	7.39	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260676Y	Clark Road	46.06	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260675S	Industrial Highway (US 12)	43.80	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260677F	Clark Road	11.86	At-Grade	8.0	2749	1.24	15.30	3.2	2749	2.30	11.35
260727G	Clark Road	0.00	At-Grade	11.8	2749	2.62	47.58	2.0	2749	4.31	13.27
260728N	Clark Road	45.10	At-Grade	11.8	2749	2.62	47.58	2.0	2749	4.31	13.27
260729V	Clark Road	3.66	At-Grade	4.0	2749	2.62	16.13	2.0	2749	4.31	13.27
260821V	Indiana East-West Tollway (I-90) Ramp	43.08	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260823J	Cline Avenue to I-90 Ramp	42.57	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

260824R	I-90 to Cline Avenue Ramp	42.51	Grade Separated	N/A							
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Table E3.41-11 below identifies the four public crossings within two miles of the Lake Ridge Volunteer Fire Department Headquarters that can be utilized in order to serve the community west of the EJ&E rail line. All four of these crossings are at-grade crossings. The nearest grade separated crossing to Lake Ridge Volunteer Fire Department Headquarters is Ridge Road, just over 2 miles northwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260661J	East Lake Street	36.77	At-Grade	7.6	6524	1.10	12.83	28.6	6524	1.94	85.50
260662R	East Miller Street	36.89	At-Grade	7.6	6524	1.04	12.18	28.6	6524	1.83	80.59
260663X	East Elm Street	37.00	At-Grade	7.6	8090	1.02	11.89	28.6	8090	1.61	70.84
260664E	East 45th Avenue	37.52	At-Grade	7.6	23486	0.97	11.37	28.6	23486	1.61	70.84

### 1.41.3 Emergency Medical Facilities

Table E3.41-12 below identifies the six public crossings within two miles of Methodist Hospital – Northlake Campus that can be utilized in order to serve the community west of the EJ&E rail line. Three of these six crossings are at-grade crossings. The nearest grade separated crossing to Methodist Hospital – Northlake Campus is Buchanan Street, approximately 0.75 mile northeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260730P	Buchanan Street	6.02	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260731W	Broadway Street	6.86	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260732D	Virginia Street	7.26	At-Grade	1.0	6664	2.62	4.03	2.0	6664	4.31	13.27
260733K	Indiana East-West Tollway (I-90)	7.39	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260734S	Tennessee Street	7.67	At-Grade	1.0	8018	2.62	4.03	2.0	8018	4.31	13.27
260735Y	Ohio Street	7.73	At-Grade	1.0	555	2.62	4.03	2.0	555	4.31	13.27

There are no public at-grade crossings within two miles of the other emergency medical facilities that serve the residents of Gary, specifically the Methodist Hospital – Midlake Campus.

## 1.42 Hammond

### 1.42.1 Police Facilities

There are no public at-grade crossings within two miles of the police facilities that serve the residents of Hammond, specifically the Hammond Police Department.

### 1.42.2 Fire Protection Facilities

Table E3.42-1 below identifies the five public crossings within two miles of Hammond Fire Department – Station No. 2 that can be utilized in order to serve the community north-east of the EJ&E rail line. Four of these five crossings are at-grade crossings. The nearest accessible grade separated crossing to Hammond Fire Department – Station No. 2 is the Horseshoe Casino ramp, approximately 1.5 miles north.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260689A	Front Street	5.83	At-Grade	3.0	6664	1.24	5.74	1.8	6664	1.80	4.99
260690U	117th Street	5.51	At-Grade	3.0	6664	1.24	5.74	1.8	6664	1.80	4.99
260691B	Lake Street	4.60	At-Grade	3.0	1101	1.24	5.74	1.8	1101	1.80	4.99
260692H	Calumet Avenue	4.36	At-Grade	3.0	14597	1.24	5.74	1.8	14597	1.80	4.99
260925C	Casino Center Drive (Horseshoe Casino)	4.07	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.42-2 below identifies the eight public crossings within two miles of Hammond Fire Department – Station No. 8 that can be utilized in order to serve the community east of the EJ&E rail line. Four of these eight crossings are at-grade crossings. The nearest accessible grade separated crossing to Hammond Fire Department – Station No. 8 is Interstate 94/80, just over 2 miles southeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260670H	West 25th Avenue	40.03	At-Grade	9.7	4187	1.01	15.04	29.7	4187	1.48	67.55

260671P	West 15th Avenue	41.03	At-Grade	9.7	19890	1.01	15.04	29.7	19890	1.48	67.55
260672W	West 9th Avenue	41.52	At-Grade	9.7	4187	0.99	14.75	29.7	4187	1.45	66.16
260673D	West 5th Avenue	41.97	At-Grade	9.8	28467	0.98	14.79	29.8	28467	1.47	67.60
260733K	Indiana East-West Tollway (I-90)	7.39	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260821V	Indiana East-West Tollway (I-90) Ramp	43.08	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260823J	Cline Avenue to I-90 Ramp	42.57	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260824R	I-90 to Cline Avenue Ramp	42.51	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.42-3 below identifies the two public crossings within two miles of Highland Fire Department Headquarters/Central Station that can be utilized in order to serve the community west of the EJ&E rail line. One of these crossings is an at-grade crossing. The nearest grade separated crossing to the Highland Fire Department Headquarters/Central Station is Ridge Road, approximately 2 miles east.

TABLE E3.42-3. CROSSINGS WITHIN TWO MILES OF HIGHLAND FIRE DEPARTMENT HEADQUARTERS/CENTRAL STATION											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260665L	East 40th Place	38.11	At-Grade	7.6	14222	0.95	11.13	28.6	14222	1.57	69.23
260667A	Ridge Road (US 6)	38.34	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.42.3 Emergency Medical Facilities

There are no public at-grade crossings within two miles of the emergency medical facilities that serve the residents of Hammond, specifically Saint Margaret Mercy Hospital – Hammond Campus.

## 1.43 East Chicago

### 1.43.1 Police Facilities

Table E3.43-1 on the next page identifies the three public crossings within two miles of the East Chicago Police Department that can be utilized in order to serve the community northeast of the EJ&E rail line. All three of these crossings are grade separated crossings although the nearest accessible grade separated crossing to the East Chicago Police Department is Cline Avenue Ramp, approximately 0.75 mile northeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260675S	Industrial Highway (US 12)	43.80	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260829A	Casino Parking Garage Access	10.32	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260930Y	Cline Avenue Ramp	9.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.43.2 Fire Protection Facilities

Table E3.43-2 below identifies the three public crossings within two miles of the East Chicago Fire Department – Station No. 3. All three of these crossings are grade separated crossings although the nearest accessible grade separated crossing to the East Chicago Fire Department – Station No. 3 that can be utilized in order to serve the community northeast of the rail line is Michigan Avenue, approximately 0.25 mile northeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260829A	Casino Parking Garage Access	10.32	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260930Y	Cline Avenue Ramp	9.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260684R	Michigan Avenue	8.77	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.43.3 Emergency Medical Facilities

Table E3.43-3 on the next page identifies the three public crossings within two miles of the Saint Catherine Hospital that can be utilized in order to serve the community northeast of the EJ&E rail line. All three of these crossings are grade separated crossings although the nearest accessible grade separated crossing to Saint Catherine Hospital is Cline Avenue Ramp, approximately 1 mile northeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260675S	Industrial Highway (US 12)	43.80	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260829A	Casino Parking Garage Access	10.32	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260930Y	Cline Avenue Ramp	9.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

There are no public at-grade crossings within two miles of the other emergency medical facilities that serve the residents of East Chicago, specifically Saint Margaret Mercy Hospital – Hammond Campus.

## 1.44 Whiting

### 1.44.1 Police Facilities

Table E3.44-1 below identifies the five public crossings within two miles of the Whiting Police Department that can be utilized in order to serve the community northeast of the EJ&E rail line. Four of these five crossings are at-grade crossings. The nearest accessible grade separated crossing to the Whiting Police Department is the Horseshoe Casino ramp, approximately 1.5 miles northwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260925C	Casino Center Drive (Horseshoe Casino)	4.07	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260692H	Calumet Avenue	4.36	At-Grade	3.0	14597	1.24	5.74	1.8	14597	1.80	4.99
260691B	Lake Street	4.60	At-Grade	3.0	1101	1.24	5.74	1.8	1101	1.80	4.99
260690U	117th Street	5.51	At-Grade	3.0	6664	1.24	5.74	1.8	6664	1.80	4.99
260689A	Front Street	5.83	At-Grade	3.0	6664	1.24	5.74	1.8	6664	1.80	4.99

### 1.44.2 Fire Protection Facilities

Table E3.44-2 on the next page identifies the five public crossings within two miles of the Whiting Fire Department Headquarters that can be utilized in order to serve the community northeast of the EJ&E rail line. Four of these five crossings are at-grade crossings. The nearest accessible grade separated crossing to the Whiting Fire Department Headquarters is the Horseshoe Casino ramp, approximately 1.5 miles northwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260925C	Casino Center Drive (Horseshoe Casino)	4.07	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260692H	Calumet Avenue	4.36	At-Grade	3.0	14597	1.24	5.74	1.8	14597	1.80	4.99
260691B	Lake Street	4.60	At-Grade	3.0	1101	1.24	5.74	1.8	1101	1.80	4.99
260690U	117th Street	5.51	At-Grade	3.0	6664	1.24	5.74	1.8	6664	1.80	4.99
260689A	Front Street	5.83	At-Grade	3.0	6664	1.24	5.74	1.8	6664	1.80	4.99

### 1.44.3 Emergency Medical Facilities

There are no public at-grade crossings within two miles of the emergency medical facilities that serve the residents of Whiting, specifically the Saint Margaret Mercy Hospital – Hammond Campus.

Sections E3.45 through E3.57 address emergency service providers in towns and communities along the CN Waukesha Subdivision from the EJ&E rail line to Chicago.

## 1.45 Lincolnshire

### 1.45.1 Police Facilities

Table E3.45-1 below identifies the three public crossings within two miles of the Lincolnshire Police Department that can be utilized in order to serve the community west of the CN rail line. All three of these crossings are at-grade crossings. The nearest grade separated crossing to Lincolnshire Police Department is East Lake Cook Road, approximately 3.5 miles south.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689692X	Aptakistic Road	33.21	At-Grade	19.1	30176	1.69	49.66	2.0	30176	0.93	2.87
689693E	Half Day Road (IL 22)	34.18	At-Grade	19.1	25669	1.49	43.79	2.0	25669	0.85	2.62
689694L	Buffalo Grove Road	34.82	At-Grade	19.1	17857	1.46	42.98	2.0	17857	0.84	2.58

### 1.45.2 Fire Protection Facilities

Table E3.45-2 below identifies the four public crossings within two miles of the Lincolnshire-Riverwoods Fire Protection District Headquarters/Station No. 51 that can be utilized in order to serve the community west of the CN rail line. All four of these crossings are at-grade crossings. The nearest grade separated crossing to Lincolnshire-Riverwoods Fire Protection District Headquarters/Station No. 51 is East Lake Cook Road, approximately 3 miles south.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
694865V	Deerfield Parkway / Busch Road	32.37	At-Grade	19.1	20764	1.69	49.66	2.0	20764	0.93	2.87
689692X	Aptakisic Road	33.21	At-Grade	19.1	30176	1.69	49.66	2.0	30176	0.93	2.87
689693E	Half Day Road (IL 22)	34.18	At-Grade	19.1	25669	1.49	43.79	2.0	25669	0.85	2.62
689694L	Buffalo Grove Road	34.82	At-Grade	19.1	17857	1.46	42.98	2.0	17857	0.84	2.58

### 1.45.3 Emergency Medical Facilities

The Condell Medical Center, located in Libertyville, is the closest emergency medical facility to the residents of Lincolnshire. There are no public at-grade crossings along the EJ&E Eastern or Western Subdivisions or CN Waukesha, Freeport, Joliet, Chicago, or Elsdon/South Bend Subdivisions that meet the threshold parameters of being within two miles of the Condell Medical Center and that have train traffic increases or decreases of eight or more trains per day. Therefore, no further evaluation was completed in regards to emergency vehicle response time for vehicles serving this facility.

## 1.46 Buffalo Grove

### 1.46.1 Police Facilities

Table E3.46-1 below identifies the two public crossings within two miles of the Buffalo Grove Police Department that can be utilized in order to serve the community east of the CN rail line. One of these two crossings is an at-grade crossing. The nearest grade separated crossing to Buffalo Grove Police Department is East Lake Cook Road, approximately 1.5 miles east.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
694915W	East Lake Cook Road	31.08	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
694865V	Deerfield Parkway / Busch Road	32.37	At-Grade	19.1	20764	1.69	49.66	2.0	20764	0.93	2.87

### 1.46.2 Fire Protection Facilities

Table E3.46-2 below identifies the four public crossings within two miles of the Buffalo Grove Fire Department Administrative Headquarters & Station No. 26 that can be utilized in order to serve the community east of the CN rail line. Three of these four crossings are at-grade crossings. The nearest grade separated crossing to Buffalo Grove Fire Department Administrative Headquarters & Station No. 26 is East Lake Cook Road, approximately 1.5 miles southeast.

<b>TABLE E3.46-2. CROSSINGS WITHIN TWO MILES OF BUFFALO GROVE FIRE DEPARTMENT - ADMINISTRATIVE HEADQUARTERS &amp; STATION NO. 26</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
694915W	East Lake Cook Road	31.08	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
694865V	Deerfield Parkway / Busch Road	32.37	At-Grade	19.1	20764	1.69	49.66	2.0	20764	0.93	2.87
689692X	Aptakisic Road	33.21	At-Grade	19.1	30176	1.69	49.66	2.0	30176	0.93	2.87
689693E	Half Day Road (IL 22)	34.18	At-Grade	19.1	25669	1.49	43.79	2.0	25669	0.85	2.62

Table E3.46-3 below identifies the five public crossings within two miles of the Buffalo Grove Fire Department – Station No. 27 that can be utilized in order to serve the community east of the CN rail line. All five of these crossings are at-grade crossings. The nearest grade separated crossing to Buffalo Grove Fire Department – Station No. 27 is Butterfield Road, approximately 3 miles north.

<b>TABLE E3.46-3. CROSSINGS WITHIN TWO MILES OF BUFFALO GROVE FIRE DEPARTMENT - STATION NO. 27</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
694865V	Deerfield Parkway / Busch Road	32.37	At-Grade	19.1	20764	1.69	49.66	2.0	20764	0.93	2.87
689692X	Aptakisic Road	33.21	At-Grade	19.1	30176	1.69	49.66	2.0	30176	0.93	2.87
689693E	Half Day Road (IL 22)	34.18	At-Grade	19.1	25669	1.49	43.79	2.0	25669	0.85	2.62
689694L	Buffalo Grove Road	34.82	At-Grade	19.1	17857	1.46	42.98	2.0	17857	0.84	2.58
689697G	US 45	36.05	At-Grade	19.1	23653	0.88	25.72	2.0	23653	0.88	2.69

### 1.46.3 Emergency Medical Facilities

There are no public at-grade crossings within two miles of the emergency medical facilities that serve the residents of Buffalo Grove, specifically Northwest Community Hospital.

## 1.47 Wheeling

### 1.47.1 Police Facilities

Table E3.47-1 below identifies the three public crossings within two miles of the Wheeling Police Department that can be utilized in order to serve the community west of the CN rail line. Two of these three crossings are at-grade crossings. The nearest grade separated crossing to Wheeling Police Department is East Lake Cook Road, approximately 1 mile northwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689688H	Hintz Road	28.96	At-Grade	19.1	24977	1.62	47.49	2.0	24977	0.90	2.78
689689P	Dundee Road (IL 68)	30.06	At-Grade	19.1	39374	1.46	42.98	2.0	39374	0.86	2.65
694915W	East Lake Cook Road	31.08	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.47.2 Fire Protection Facilities

Table E3.47-2 below identifies the three public crossings within two miles of the Wheeling Fire Department Headquarters/Station No. 24 that can be utilized in order to serve the community west of the CN rail line. Two of these three crossings are at-grade crossings. The nearest grade separated crossing to Wheeling Fire Department Headquarters/Station No. 24 is East Lake Cook Road, approximately 1 mile northwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689688H	Hintz Road	28.96	At-Grade	19.1	24977	1.62	47.49	2.0	24977	0.90	2.78
689689P	Dundee Road (IL 68)	30.06	At-Grade	19.1	39374	1.46	42.98	2.0	39374	0.86	2.65
694915W	East Lake Cook Road	31.08	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.47-3 on the next page identifies the five public crossings within two miles of the Wheeling Fire Department – Station No. 23 that can be utilized in order to serve the community east of the CN rail line. Three of these five crossings are at-grade crossings. The nearest grade separated crossing to Wheeling Fire Department – Station No. 23 is Palatine Road, approximately 1 mile southeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
694918S	Willow Road	27.37	At-Grade	19.1	3585	1.55	45.55	2.0	3585	0.85	2.62
689684F	Palatine Road	27.91	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689688H	Hintz Road	28.96	At-Grade	19.1	24977	1.62	47.49	2.0	24977	0.90	2.78
689689P	Dundee Road (IL 68)	30.06	At-Grade	19.1	39374	1.46	42.98	2.0	39374	0.86	2.65
694915W	East Lake Cook Road	31.08	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.47.3 Emergency Medical Facilities

There are no public at-grade crossings within two miles of the emergency medical facilities that serve the residents of Wheeling, specifically Northwest Community Hospital.

## 1.48 Prospect Heights

### 1.48.1 Police Facilities

Table E3.48-1 below identifies the six public crossings within two miles of the Prospect Heights Police Department that can be utilized in order to serve the community east of the CN rail line. Five of these six crossings are at-grade crossings. The nearest grade separated crossing to Prospect Heights Police Department is Palatine Road, approximately 1.5 miles northeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689680D	Kensington Road / Foundry Road	25.80	At-Grade	19.1	10090	1.58	46.49	2.0	10090	0.86	2.65
689681K	Euclid Avenue	26.32	At-Grade	19.1	22826	1.55	45.55	2.0	22826	0.84	2.58
689682S	Wolf Road	26.78	At-Grade	19.1	25216	1.52	44.65	2.0	25216	0.84	2.58
689683Y	Camp McDonald Road	26.86	At-Grade	19.1	10397	1.52	44.65	2.0	10397	0.84	2.58
694918S	Willow Road	27.37	At-Grade	19.1	3585	1.55	45.55	2.0	3585	0.85	2.62
689684F	Palatine Road	27.91	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.48.2 Fire Protection Facilities

Table E3.48-2 below identifies the six public crossings within two miles of the Prospect Heights Fire Department Headquarters/Station No. 9 that can be utilized in order to serve the community east of the CN rail line. Five of these six crossings are at-grade crossings. The nearest grade separated crossing to Prospect Heights Fire Department Headquarters/Station No. 9 is Palatine Road, approximately 1.5 miles northeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689680D	Kensington Road / Foundry Road	25.80	At-Grade	19.1	10090	1.58	46.49	2.0	10090	0.86	2.65
689681K	Euclid Avenue	26.32	At-Grade	19.1	22826	1.55	45.55	2.0	22826	0.84	2.58
689682S	Wolf Road	26.78	At-Grade	19.1	25216	1.52	44.65	2.0	25216	0.84	2.58
689683Y	Camp McDonald Road	26.86	At-Grade	19.1	10397	1.52	44.65	2.0	10397	0.84	2.58
694918S	Willow Road	27.37	At-Grade	19.1	3585	1.55	45.55	2.0	3585	0.85	2.62
689684F	Palatine Road	27.91	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.48-3 below identifies the six public crossings within two miles of the Prospect Heights Fire Department – Station No. 39 that can be utilized in order to serve the community west of the CN rail line. Five of these six crossings are at-grade crossings. The nearest grade separated crossing to Prospect Heights Fire Department – Station No. 39 is Palatine Road, approximately 0.5 mile west.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689681K	Euclid Avenue	26.32	At-Grade	19.1	22826	1.55	45.55	2.0	22826	0.84	2.58
689682S	Wolf Road	26.78	At-Grade	19.1	25216	1.52	44.65	2.0	25216	0.84	2.58
689683Y	Camp McDonald Road	26.86	At-Grade	19.1	10397	1.52	44.65	2.0	10397	0.84	2.58
694918S	Willow Road	27.37	At-Grade	19.1	3585	1.55	45.55	2.0	3585	0.85	2.62
689684F	Palatine Road	27.91	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689688H	Hintz Road	28.96	At-Grade	19.1	24977	1.62	47.49	2.0	24977	0.90	2.78

### 1.48.3 Emergency Medical Facilities

There are no public at-grade crossings within two miles of the emergency medical facilities that serve the residents of Prospect Heights, specifically Northwest Community Hospital.

## 1.49 Mount Prospect

### 1.49.1 Police Facilities

Table E3.49-1 below identifies the four public crossings within two miles of the Mount Prospect Police Department that can be utilized in order to serve the community east of the CN rail line. All four of these crossings are at-grade crossings. The nearest grade separated crossing to Mount Prospect Police Department is Northwest Highway, approximately 2 miles southeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689675G	Seegers Road	23.86	At-Grade	19.1	1781	2.03	59.69	2.0	1781	1.10	3.37
689676N	Golf Road (IL 58)	23.94	At-Grade	19.1	34985	2.03	59.69	2.0	34985	1.12	3.45
689677V	Rand Road (US 12)	24.05	At-Grade	19.1	29865	2.09	61.54	2.0	29865	1.12	3.45
689678C	Central Road	24.78	At-Grade	19.1	22348	1.69	49.66	2.0	22348	0.95	2.92

### 1.49.2 Fire Protection Facilities

Table E3.49-1 below identifies the four public crossings within two miles of the Mount Prospect Fire Department Headquarters that can be utilized in order to serve the community east of the CN rail line. All four of these crossings are at-grade crossings. The nearest grade separated crossing to Mount Prospect Fire Department Headquarters is Northwest Highway, approximately 2 miles southeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689675G	Seegers Road	23.86	At-Grade	19.1	1781	2.03	59.69	2.0	1781	1.10	3.37
689676N	Golf Road (IL 58)	23.94	At-Grade	19.1	34985	2.03	59.69	2.0	34985	1.12	3.45
689677V	Rand Road (US 12)	24.05	At-Grade	19.1	29865	2.09	61.54	2.0	29865	1.12	3.45
689678C	Central Road	24.78	At-Grade	19.1	22348	1.69	49.66	2.0	22348	0.95	2.92

Table E3.49-2 below identifies the nine public crossings within two miles of the Mount Prospect Fire Department – Station No. 14 that can be utilized in order to serve the community west of the CN rail line. All nine of these crossings are at-grade crossings. The nearest grade separated crossing to Mount Prospect Fire Department – Station No. 14 is Northwest Highway, approximately 2.5 miles south.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689675G	Seegers Road	23.86	At-Grade	19.1	1781	2.03	59.69	2.0	1781	1.10	3.37
689676N	Golf Road (IL 58)	23.94	At-Grade	19.1	34985	2.03	59.69	2.0	34985	1.12	3.45
689677V	Rand Road (US 12)	24.05	At-Grade	19.1	29865	2.09	61.54	2.0	29865	1.12	3.45
689678C	Central Road	24.78	At-Grade	19.1	22348	1.69	49.66	2.0	22348	0.95	2.92
689680D	Kensington Road / Foundry Road	25.80	At-Grade	19.1	10090	1.58	46.49	2.0	10090	0.86	2.65
689681K	Euclid Avenue	26.32	At-Grade	19.1	22826	1.55	45.55	2.0	22826	0.84	2.58
689682S	Wolf Road	26.78	At-Grade	19.1	25216	1.52	44.65	2.0	25216	0.84	2.58
689683Y	Camp McDonald Road	26.86	At-Grade	19.1	10397	1.52	44.65	2.0	10397	0.84	2.58
694918S	Willow Road	27.37	At-Grade	19.1	3585	1.55	45.55	2.0	3585	0.85	2.62

### 1.49.3 Emergency Medical Facilities

There are no public at-grade crossings within two miles of the emergency medical facilities that serve the residents of Mount Prospect, specifically Northwest Community Hospital.

## 1.50 Des Plaines

### 1.50.1 Police Facilities

Table E3.50-1 on the next page identifies the 14 public crossings within two miles of the Des Plaines Police Department that can be utilized in order to serve the community west of the CN rail line. 13 of these 14 crossings are at-grade crossings. The nearest grade separated crossing to Des Plaines Police Department is Northwest Highway, approximately 0.5 mile northwest.

TABLE E3.50-1. CROSSINGS WITHIN TWO MILES OF DES PLAINES POLICE DEPARTMENT											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689652A	Frontage Road	21.22	At-Grade	19.1	3481	1.97	57.96	2.0	3481	1.00	3.09
689653G	Prospect Avenue	21.44	At-Grade	19.1	4906	1.97	57.96	2.0	4906	1.00	3.09
689654N	Oakton Street	21.82	At-Grade	19.1	29160	1.97	57.96	2.0	29160	1.07	3.29
689655V	Algonquin Road	22.33	At-Grade	19.1	11114	1.87	54.84	2.0	11114	1.03	3.15
689656C	Lee Street / Mannheim Road	22.55	At-Grade	19.1	10361	1.87	54.84	2.0	10361	1.03	3.15
689657J	Graceland Avenue (US 12)	22.67	At-Grade	19.1	23770	1.82	53.42	2.0	23770	1.03	3.15
689658R	Thacker Street / Dempster Street	22.84	At-Grade	19.1	14102	1.82	53.42	2.0	14102	1.03	3.15
689659X	Prairie Avenue	22.98	At-Grade	19.1	2873	1.73	50.84	2.0	2873	1.00	3.09
689660S	Woodlawn Avenue	23.17	At-Grade	19.1	659	1.77	52.09	2.0	659	1.00	3.09
689661Y	Northwest Highway (US 14)	23.44	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689675G	Seegers Road	23.86	At-Grade	19.1	1781	2.03	59.69	2.0	1781	1.10	3.37
689676N	Golf Road (IL 58)	23.94	At-Grade	19.1	34985	2.03	59.69	2.0	34985	1.12	3.45
689677V	Rand Road (US 12)	24.05	At-Grade	19.1	29865	2.09	61.54	2.0	29865	1.12	3.45
689678C	Central Road	24.78	At-Grade	19.1	22348	1.69	49.66	2.0	22348	0.95	2.92

### 1.50.2 Fire Protection Facilities

Table E3.50-2 on the next page identifies the 13 public crossings within two miles of the Des Plaines Fire Department Headquarters/Station No. 1 that can be utilized in order to serve the community west of the CN rail line. 12 of these 13 crossings are at-grade crossings. The nearest grade separated crossing to Des Plaines Fire Department Headquarters/Station No. 1 is Northwest Highway, approximately 0.75 mile west.

TABLE E3.50-2. CROSSINGS WITHIN TWO MILES OF DES PLAINES FIRE DEPARTMENT HEADQUARTERS/STATION NO. 1											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689653G	Prospect Avenue	21.44	At-Grade	19.1	4906	1.97	57.96	2.0	4906	1.00	3.09
689654N	Oakton Street	21.82	At-Grade	19.1	29160	1.97	57.96	2.0	29160	1.07	3.29
689655V	Algonquin Road	22.33	At-Grade	19.1	11114	1.87	54.84	2.0	11114	1.03	3.15
689656C	Lee Street / Mannheim Road	22.55	At-Grade	19.1	10361	1.87	54.84	2.0	10361	1.03	3.15
689657J	Graceland Avenue (US 12)	22.67	At-Grade	19.1	23770	1.82	53.42	2.0	23770	1.03	3.15
689658R	Thacker Street / Dempster Street	22.84	At-Grade	19.1	14102	1.82	53.42	2.0	14102	1.03	3.15
689659X	Prairie Avenue	22.98	At-Grade	19.1	2873	1.73	50.84	2.0	2873	1.00	3.09
689660S	Woodlawn Avenue	23.17	At-Grade	19.1	659	1.77	52.09	2.0	659	1.00	3.09
689661Y	Northwest Highway (US 14)	23.44	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689675G	Seegers Road	23.86	At-Grade	19.1	1781	2.03	59.69	2.0	1781	1.10	3.37
689676N	Golf Road (IL 58)	23.94	At-Grade	19.1	34985	2.03	59.69	2.0	34985	1.12	3.45
689677V	Rand Road (US 12)	24.05	At-Grade	19.1	29865	2.09	61.54	2.0	29865	1.12	3.45
689678C	Central Road	24.78	At-Grade	19.1	22348	1.69	49.66	2.0	22348	0.95	2.92

Table E3.50-3 below identifies the 14 public crossings within two miles of the Des Plaines Fire Department – Station No. 2 that can be utilized in order to serve the community east of the CN rail line. 11 of these 14 crossings are at-grade crossings. The nearest grade separated crossing to Des Plaines Fire Department – Station No. 2 is Northwest Highway, approximately 1.5 miles north.

TABLE E3.50-3. CROSSINGS WITHIN TWO MILES OF DES PLAINES FIRE DEPARTMENT - STATION NO. 2											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689647D	Higgins Road (IL 72)	19.91	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689648K	Northwest Tollway (I-90)	20.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

689649S	Pratt Avenue	20.28	At-Grade	19.1	2735	2.40	70.59	2.0	2735	1.15	3.54
689651T	Touhy Avenue	20.80	At-Grade	19.1	28085	1.97	57.96	2.0	28085	1.00	3.09
689652A	Frontage Road	21.22	At-Grade	19.1	3481	1.97	57.96	2.0	3481	1.00	3.09
689653G	Prospect Avenue	21.44	At-Grade	19.1	4906	1.97	57.96	2.0	4906	1.00	3.09
689654N	Oakton Street	21.82	At-Grade	19.1	29160	1.97	57.96	2.0	29160	1.07	3.29
689655V	Algonquin Road	22.33	At-Grade	19.1	11114	1.87	54.84	2.0	11114	1.03	3.15
689656C	Lee Street / Mannheim Road	22.55	At-Grade	19.1	10361	1.87	54.84	2.0	10361	1.03	3.15
689657J	Graceland Avenue (US 12)	22.67	At-Grade	19.1	23770	1.82	53.42	2.0	23770	1.03	3.15
689658R	Thacker Street / Dempster Street	22.84	At-Grade	19.1	14102	1.82	53.42	2.0	14102	1.03	3.15
689659X	Prairie Avenue	22.98	At-Grade	19.1	2873	1.73	50.84	2.0	2873	1.00	3.09
689660S	Woodlawn Avenue	23.17	At-Grade	19.1	659	1.77	52.09	2.0	659	1.00	3.09
689661Y	Northwest Highway (US 14)	23.44	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.50-4 below identifies the 12 public crossings within two miles of the Des Plaines Fire Department – Station No. 3 that can be utilized in order to serve the community east of the CN rail line. 11 of these 12 crossings are at-grade crossings. The nearest grade separated crossing to Des Plaines Fire Department – Station No. 3 is Northwest Highway, approximately 1 mile northeast.

<b>TABLE E3.50-4. CROSSINGS WITHIN TWO MILES OF DES PLAINES FIRE DEPARTMENT - STATION NO. 3</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689653G	Prospect Avenue	21.44	At-Grade	19.1	4906	1.97	57.96	2.0	4906	1.00	3.09
689654N	Oakton Street	21.82	At-Grade	19.1	29160	1.97	57.96	2.0	29160	1.07	3.29
689655V	Algonquin Road	22.33	At-Grade	19.1	11114	1.87	54.84	2.0	11114	1.03	3.15
689656C	Lee Street / Mannheim Road	22.55	At-Grade	19.1	10361	1.87	54.84	2.0	10361	1.03	3.15
689657J	Graceland Avenue (US 12)	22.67	At-Grade	19.1	23770	1.82	53.42	2.0	23770	1.03	3.15
689658R	Thacker Street / Dempster Street	22.84	At-Grade	19.1	14102	1.82	53.42	2.0	14102	1.03	3.15

689659X	Prairie Avenue	22.98	At-Grade	19.1	2873	1.73	50.84	2.0	2873	1.00	3.09
689660S	Woodlawn Avenue	23.17	At-Grade	19.1	659	1.77	52.09	2.0	659	1.00	3.09
689661Y	Northwest Highway (US 14)	23.44	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689675G	Seegers Road	23.86	At-Grade	19.1	1781	2.03	59.69	2.0	1781	1.10	3.37
689676N	Golf Road (IL 58)	23.94	At-Grade	19.1	34985	2.03	59.69	2.0	34985	1.12	3.45
689677V	Rand Road (US 12)	24.05	At-Grade	19.1	29865	2.09	61.54	2.0	29865	1.12	3.45

Table E3.50-5 below identifies the six public crossings within two miles of the North Maine Fire Protection District Headquarters that can be utilized in order to serve the community west of the CN rail line. Five of these six crossings are at-grade crossings. The nearest grade separated crossing to North Maine Fire Protection District Headquarters is Northwest Highway, approximately 2 miles west.

TABLE E3.50-5. CROSSINGS WITHIN TWO MILES OF NORTH MAINE FIRE PROTECTION DISTRICT HEADQUARTERS											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689656C	Lee Street / Mannheim Road	22.55	At-Grade	19.1	10361	1.87	54.84	2.0	10361	1.03	3.15
689657J	Graceland Avenue (US 12)	22.67	At-Grade	19.1	23770	1.82	53.42	2.0	23770	1.03	3.15
689658R	Thacker Street / Dempster Street	22.84	At-Grade	19.1	14102	1.82	53.42	2.0	14102	1.03	3.15
689659X	Prairie Avenue	22.98	At-Grade	19.1	2873	1.73	50.84	2.0	2873	1.00	3.09
689660S	Woodlawn Avenue	23.17	At-Grade	19.1	659	1.77	52.09	2.0	659	1.00	3.09
689661Y	Northwest Highway (US 14)	23.44	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.50.3 Emergency Medical Facilities

Table E3.50-6 on the next page identifies the 12 public crossings within two miles of the Holy Family Medical Center that can be utilized in order to serve the community west of the CN rail line. 11 of these 12 crossings are at-grade crossings. The nearest grade separated crossing to Holy Family Medical Center is Northwest Highway, approximately 1 mile southwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689655V	Algonquin Road	22.33	At-Grade	19.1	11114	1.87	54.84	2.0	11114	1.03	3.15
689656C	Lee Street / Mannheim Road	22.55	At-Grade	19.1	10361	1.87	54.84	2.0	10361	1.03	3.15
689657J	Graceland Avenue (US 12)	22.67	At-Grade	19.1	23770	1.82	53.42	2.0	23770	1.03	3.15
689658R	Thacker Street / Dempster Street	22.84	At-Grade	19.1	14102	1.82	53.42	2.0	14102	1.03	3.15
689659X	Prairie Avenue	22.98	At-Grade	19.1	2873	1.73	50.84	2.0	2873	1.00	3.09
689660S	Woodlawn Avenue	23.17	At-Grade	19.1	659	1.77	52.09	2.0	659	1.00	3.09
689661Y	Northwest Highway (US 14)	23.44	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689675G	Seegers Road	23.86	At-Grade	19.1	1781	2.03	59.69	2.0	1781	1.10	3.37
689676N	Golf Road (IL 58)	23.94	At-Grade	19.1	34985	2.03	59.69	2.0	34985	1.12	3.45
689677V	Rand Road (US 12)	24.05	At-Grade	19.1	29865	2.09	61.54	2.0	29865	1.12	3.45
689678C	Central Road	24.78	At-Grade	19.1	22348	1.69	49.66	2.0	22348	0.95	2.92
689680D	Kensington Road / Foundry Road	25.80	At-Grade	19.1	10090	1.58	46.49	2.0	10090	0.86	2.65

## 1.51 Rosemont

### 1.51.1 Police Facilities

Table E3.51-7 below identifies the eight public crossings within two miles of the Rosemont Police Department that can be utilized in order to serve the community west of the CN rail line. Three of these eight crossings are at-grade crossings. The nearest grade separated crossing to Rosemont Police Department is Higgins Road (IL-72), approximately 1 mile west.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689644H	Tri-State Tollway (I-294)	17.93	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689673T	Balmoral Avenue	18.44	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

689646W	O'Hare Airport LD (I-190)	18.85	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689647D	Higgins Road (IL 72)	19.91	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689648K	Northwest Tollway (I-90)	20.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689649S	Pratt Avenue	20.28	At-Grade	19.1	2735	2.40	70.59	2.0	2735	1.15	3.54
689651T	Touhy Avenue	20.80	At-Grade	19.1	28085	1.97	57.96	2.0	28085	1.00	3.09
689652A	Frontage Road	21.22	At-Grade	19.1	3481	1.97	57.96	2.0	3481	1.00	3.09

### 1.51.2 Fire Protection Facilities

Table E3.51-8 below identifies the eight public crossings within two miles of the Rosemont Fire Department – Station No. 1 that can be utilized in order to serve the community west of the CN rail line. One of these eight crossings is an at-grade crossing. The nearest accessible grade separated crossing to Rosemont Fire Department – Station No. 1 is Balmoral Avenue, approximately 1 mile southwest.

TABLE E3.51-8. CROSSINGS WITHIN TWO MILES OF ROSEMONT FIRE DEPARTMENT - STATION NO. 1											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689641M	Lawrence Avenue	17.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
800022O	Lawrence Avenue	17.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689644H	Tri-State Tollway (I-294)	17.93	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689673T	Balmoral Avenue	18.44	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689646W	O'Hare Airport LD (I-190)	18.85	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689647D	Higgins Road (IL 72)	19.91	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689648K	Northwest Tollway (I-90)	20.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689649S	Pratt Avenue	20.28	At-Grade	19.1	2735	2.40	70.59	2.0	2735	1.15	3.54

Table E3.51-9 on the next page identifies the nine public crossings within two miles of the Rosemont Fire Department – Station No. 2 that can be utilized in order to serve the community west of the CN rail line. Four of these nine crossings are at-grade crossings. The nearest grade separated crossing to Rosemont Fire Department – Station No. 2 is Higgins Road (IL-72), approximately 0.25 mile west.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689644H	Tri-State Tollway (I-294)	17.93	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689673T	Balmoral Avenue	18.44	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689646W	O'Hare Airport LD (I-190)	18.85	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689647D	Higgins Road (IL 72)	19.91	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689648K	Northwest Tollway (I-90)	20.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689649S	Pratt Avenue	20.28	At-Grade	19.1	2735	2.40	70.59	2.0	2735	1.15	3.54
689651T	Touhy Avenue	20.80	At-Grade	19.1	28085	1.97	57.96	2.0	28085	1.00	3.09
689652A	Frontage Road	21.22	At-Grade	19.1	3481	1.97	57.96	2.0	3481	1.00	3.09
689653G	Prospect Avenue	21.44	At-Grade	19.1	4906	1.97	57.96	2.0	4906	1.00	3.09

### 1.51.3 Emergency Medical Facilities

There are no public at-grade crossings within two miles of the emergency medical facilities that serve the residents of Rosemont, specifically Resurrection Medical Center.

## 1.52 Schiller Park

### 1.52.1 Police Facilities

Table E3.52-1 below identifies the nine public crossings within two miles of the Schiller Park Police Department that can be utilized in order to serve the community west of the CN rail line. Three of these nine crossings are at-grade crossings. The nearest grade separated crossing to Schiller Park Police Department is Irving Park Road, approximately 300 feet west.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689633V	Grand Avenue	15.05	At-Grade	3.5	24141	2.37	12.79	0.0	24141	0.00	0.00
689634C	Chestnut Avenue	15.22	At-Grade	3.5	2343	2.70	14.53	0.0	2343	0.00	0.00

689638E	Belmont Avenue	15.60	At-Grade	19.3	11831	2.81	83.39	2.0	11831	1.35	4.16
689640F	Irving Park Road	16.88	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689641M	Lawrence Avenue	17.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
800022O	Lawrence Avenue	17.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689644H	Tri-State Tollway (I-294)	17.93	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689673T	Balmoral Avenue	18.44	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689646W	O'Hare Airport LD (I-190)	18.85	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.52.2 Fire Protection Facilities

Table E3.52-2 below identifies the nine public crossings within two miles of the Schiller Park Fire Department Headquarters/Station No. 1 that can be utilized in order to serve the community west of the CN rail line. Three of these nine crossings are at-grade crossings. The nearest grade separated crossing to Schiller Park Fire Department Headquarters/Station No. 1 is Irving Park Road, approximately 300 feet west.

TABLE E3.52-2. CROSSINGS WITHIN TWO MILES OF SCHILLER PARK FIRE DEPARTMENT HEADQUARTERS/STATION NO. 1											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689633V	Grand Avenue	15.05	At-Grade	3.5	24141	2.37	12.79	0.0	24141	0.00	0.00
689634C	Chestnut Avenue	15.22	At-Grade	3.5	2343	2.70	14.53	0.0	2343	0.00	0.00
689638E	Belmont Avenue	15.60	At-Grade	19.3	11831	2.81	83.39	2.0	11831	1.35	4.16
689640F	Irving Park Road	16.88	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689641M	Lawrence Avenue	17.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
800022O	Lawrence Avenue	17.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689644H	Tri-State Tollway (I-294)	17.93	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689673T	Balmoral Avenue	18.44	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689646W	O'Hare Airport LD (I-190)	18.85	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.52-3 below identifies the seven public crossings within two miles of the Schiller Park Fire Department – Station No. 2 that can be utilized in order to serve the community east of the CN rail line. One of these seven crossings is an at-grade crossing. The nearest grade separated crossing to Schiller Park Fire Department – Station No. 2 is Lawrence Avenue, approximately 0.5 mile north.

<b>TABLE E3.52-3. CROSSINGS WITHIN TWO MILES OF SCHILLER PARK FIRE DEPARTMENT - STATION NO. 2</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689638E	Belmont Avenue	15.60	At-Grade	19.3	11831	2.81	83.39	2.0	11831	1.35	4.16
689640F	Irving Park Road	16.88	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689641M	Lawrence Avenue	17.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
800022O	Lawrence Avenue	17.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689644H	Tri-State Tollway (I-294)	17.93	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689673T	Balmoral Avenue	18.44	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689646W	O'Hare Airport LD (I-190)	18.85	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.52.3 Emergency Medical Facilities

Table E3.52-1 below identifies the 16 public crossings within two miles of the Gottlieb Memorial Hospital that can be utilized in order to serve the community northeast of the CN rail line. Ten of these 16 crossings are at-grade crossings. The nearest grade separated crossing to Gottlieb Memorial Hospital is North Avenue, approximately 0.25 mile east.

<b>TABLE E3.52-1. CROSSINGS WITHIN TWO MILES OF GOTTLIEB MEMORIAL HOSPITAL</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689619A	Hawthorne Avenue	11.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689620U	Central Avenue	11.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689621B	Lake Street	11.51	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689622H	Oak Avenue	11.76	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689623P	Chicago Avenue	11.91	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689624W	Forest Avenue	12.10	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00

689625D	Augusta Street	12.19	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689626K	Keystone Avenue	12.24	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689627S	Thatcher Avenue	12.39	At-Grade	3.5	10039	1.83	9.84	0.0	10039	0.00	0.00
689628Y	1st Avenue (IL 171)	13.04	At-Grade	3.5	32060	1.83	9.84	0.0	32060	0.00	0.00
689629F	North Avenue	13.25	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689630A	5th Avenue	13.41	At-Grade	3.5	12190	1.83	9.84	0.0	12190	0.00	0.00
689631G	George Street	14.14	At-Grade	3.5	4661	1.94	10.42	0.0	4661	0.00	0.00
689632N	Fullerton Avenue	14.58	At-Grade	3.5	4780	2.13	11.46	0.0	4780	0.00	0.00
689633V	Grand Avenue	15.05	At-Grade	3.5	24141	2.37	12.79	0.0	24141	0.00	0.00
689634C	Chestnut Avenue	15.22	At-Grade	3.5	2343	2.70	14.53	0.0	2343	0.00	0.00

## 1.53 Franklin Park

### 1.53.1 Police Facilities

Table E3.53-1 below identifies the six public crossings within two miles of the Franklin Park Police Department that can be utilized in order to serve the community east of the CN rail line. Five of these six crossings are at-grade crossings. The nearest grade separated crossing to Franklin Park Police Department is Irving Park Boulevard, approximately 1 mile north.

TABLE E3.53-1. CROSSINGS WITHIN TWO MILES OF FRANKLIN PARK POLICE DEPARTMENT											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689631G	George Street	14.14	At-Grade	3.5	4661	1.94	10.42	0.0	4661	0.00	0.00
689632N	Fullerton Avenue	14.58	At-Grade	3.5	4780	2.13	11.46	0.0	4780	0.00	0.00
689633V	Grand Avenue	15.05	At-Grade	3.5	24141	2.37	12.79	0.0	24141	0.00	0.00
689634C	Chestnut Avenue	15.22	At-Grade	3.5	2343	2.70	14.53	0.0	2343	0.00	0.00
689638E	Belmont Avenue	15.60	At-Grade	19.3	11831	2.81	83.39	2.0	11831	1.35	4.16
689640F	Irving Park Road	16.88	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.53.2 Fire Protection Facilities

Table E3.53-2 below identifies the eight public crossings within two miles of the Franklin Park Fire Department Headquarters/Station No. 2 that can be utilized in order to serve the community east of the CN rail line. Four of these eight crossings are at-grade crossings. The nearest grade separated crossing to Franklin Park Fire Department Headquarters/Station No. 2 is Irving Park Boulevard, approximately 1 mile northeast.

TABLE E3.53-2. CROSSINGS WITHIN TWO MILES OF FRANKLIN PARK FIRE DEPARTMENT HEADQUARTERS/STATION NO. 2											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689632N	Fullerton Avenue	14.58	At-Grade	3.5	4780	2.13	11.46	0.0	4780	0.00	0.00
689633V	Grand Avenue	15.05	At-Grade	3.5	24141	2.37	12.79	0.0	24141	0.00	0.00
689634C	Chestnut Avenue	15.22	At-Grade	3.5	2343	2.70	14.53	0.0	2343	0.00	0.00
689638E	Belmont Avenue	15.60	At-Grade	19.3	11831	2.81	83.39	2.0	11831	1.35	4.16
689640F	Irving Park Road	16.88	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689641M	Lawrence Avenue	17.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
800022O	Lawrence Avenue	17.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689644H	Tri-State Tollway (I-294)	17.93	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.53-3 below identifies the six public crossings within two miles of the Franklin Park Fire Department – Station No. 1 that can be utilized in order to serve the community east of the CN rail line. Five of these six crossings are at-grade crossings. The nearest grade separated crossing to Franklin Park Fire Department – Station No. 1 is Irving Park Boulevard, approximately 1.5 miles north.

TABLE E3.53-3. CROSSINGS WITHIN TWO MILES OF FRANKLIN PARK FIRE DEPARTMENT - STATION NO. 1											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689631G	George Street	14.14	At-Grade	3.5	4661	1.94	10.42	0.0	4661	0.00	0.00
689632N	Fullerton Avenue	14.58	At-Grade	3.5	4780	2.13	11.46	0.0	4780	0.00	0.00

689633V	Grand Avenue	15.05	At-Grade	3.5	24141	2.37	12.79	0.0	24141	0.00	0.00
689634C	Chestnut Avenue	15.22	At-Grade	3.5	2343	2.70	14.53	0.0	2343	0.00	0.00
689638E	Belmont Avenue	15.60	At-Grade	19.3	11831	2.81	83.39	2.0	11831	1.35	4.16
689640F	Irving Park Road	16.88	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.53-4 below identifies the eight public crossings within two miles of the Franklin Park Fire Department – Station No. 3 that can be utilized in order to serve the community west of the CN rail line. Six of these eight crossings are at-grade crossings. The nearest grade separated crossing to Franklin Park Fire Department – Station No. 3 is Irving Park Boulevard, approximately 1.5 miles northwest.

<b>TABLE E3.53-4. CROSSINGS WITHIN TWO MILES OF FRANKLIN PARK FIRE DEPARTMENT - STATION NO. 3</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689629F	North Avenue	13.25	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689630A	5th Avenue	13.41	At-Grade	3.5	12190	1.83	9.84	0.0	12190	0.00	0.00
689631G	George Street	14.14	At-Grade	3.5	4661	1.94	10.42	0.0	4661	0.00	0.00
689632N	Fullerton Avenue	14.58	At-Grade	3.5	4780	2.13	11.46	0.0	4780	0.00	0.00
689633V	Grand Avenue	15.05	At-Grade	3.5	24141	2.37	12.79	0.0	24141	0.00	0.00
689634C	Chestnut Avenue	15.22	At-Grade	3.5	2343	2.70	14.53	0.0	2343	0.00	0.00
689638E	Belmont Avenue	15.60	At-Grade	19.3	11831	2.81	83.39	2.0	11831	1.35	4.16
689640F	Irving Park Road	16.88	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.53.3 Emergency Medical Facilities

Table E3.53-5 on the next page identifies the eight public crossings within two miles of the Elmhurst Memorial Hospital that can be utilized in order to serve the community southwest of the CN rail line. Six of these eight crossings are at-grade crossings. The nearest grade separated crossing to Elmhurst Memorial Hospital is Kingery Highway (IL 83), approximately 2 miles southwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289848P	Tri-State Tollway (I-294)	18.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289850R	York Street	19.35	At-Grade	3.0	24190	1.67	7.72	1.7	24190	0.89	2.33
289851X	Vallette Street	19.50	At-Grade	3.0	4233	1.75	8.07	1.7	4233	0.97	2.53
289853L	Argyle Avenue	19.80	At-Grade	3.0	1165	1.60	7.40	1.7	1165	0.89	2.33
289854T	Spring Road	19.98	At-Grade	3.0	10886	1.57	7.26	1.7	10886	0.89	2.33
289855A	Saint Charles Road	20.20	At-Grade	3.0	11289	1.57	7.26	1.7	11289	0.89	2.33
289856G	West Avenue	20.60	At-Grade	3.0	11289	1.57	7.26	1.7	11289	0.89	2.33
289857N	Kingery Highway (IL 83)	20.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.53-6 below identifies the 16 public crossings within two miles of the Gottlieb Memorial Hospital that can be utilized in order to serve the community northeast of the CN rail line. Ten of these 16 crossings are at-grade crossings. The nearest grade separated crossing to Gottlieb Memorial Hospital is North Avenue, approximately 0.25 mile east.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689619A	Hawthorne Avenue	11.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689620U	Central Avenue	11.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689621B	Lake Street	11.51	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689622H	Oak Avenue	11.76	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689623P	Chicago Avenue	11.91	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689624W	Forest Avenue	12.10	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689625D	Augusta Street	12.19	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00

689626K	Keystone Avenue	12.24	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689627S	Thatcher Avenue	12.39	At-Grade	3.5	10039	1.83	9.84	0.0	10039	0.00	0.00
689628Y	1st Avenue (IL 171)	13.04	At-Grade	3.5	32060	1.83	9.84	0.0	32060	0.00	0.00
689629F	North Avenue	13.25	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689630A	5th Avenue	13.41	At-Grade	3.5	12190	1.83	9.84	0.0	12190	0.00	0.00
689631G	George Street	14.14	At-Grade	3.5	4661	1.94	10.42	0.0	4661	0.00	0.00
689632N	Fullerton Avenue	14.58	At-Grade	3.5	4780	2.13	11.46	0.0	4780	0.00	0.00
689633V	Grand Avenue	15.05	At-Grade	3.5	24141	2.37	12.79	0.0	24141	0.00	0.00
689634C	Chestnut Avenue	15.22	At-Grade	3.5	2343	2.70	14.53	0.0	2343	0.00	0.00

Table E3.53-7 below identifies the 14 public crossings within two miles of the Westlake Hospital that can be utilized in order to serve the community south of the CN rail line. Seven of these 14 crossings are at-grade crossings. The nearest grade separated crossing to Westlake Hospital is North Avenue, approximately 1.5 miles northeast.

<b>TABLE E3.53-7. CROSSINGS WITHIN TWO MILES OF WESTLAKE HOSPITAL</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689618T	Washington Boulevard	11.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689619A	Hawthorne Avenue	11.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689620U	Central Avenue	11.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689621B	Lake Street	11.51	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689622H	Oak Avenue	11.76	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689623P	Chicago Avenue	11.91	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689624W	Forest Avenue	12.10	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689625D	Augusta Street	12.19	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689626K	Keystone Avenue	12.24	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00

689627S	Thatcher Avenue	12.39	At-Grade	3.5	10039	1.83	9.84	0.0	10039	0.00	0.00
689628Y	1st Avenue (IL 171)	13.04	At-Grade	3.5	32060	1.83	9.84	0.0	32060	0.00	0.00
689629F	North Avenue	13.25	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689630A	5th Avenue	13.41	At-Grade	3.5	12190	1.83	9.84	0.0	12190	0.00	0.00
689631G	George Street	14.14	At-Grade	3.5	4661	1.94	10.42	0.0	4661	0.00	0.00

## 1.54 River Grove

### 1.54.1 Police Facilities

Table E3.54-1 below identifies the nine public crossings within two miles of the River Grove Police Department Hospital that can be utilized in order to serve the community west of the CN rail line. Eight of these nine crossings are at-grade crossings. The nearest grade separated crossing to River Grove Police Department is North Avenue, approximately 1.5 miles south.

TABLE E3.54-1. CROSSINGS WITHIN TWO MILES OF RIVER GROVE POLICE DEPARTMENT											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689627S	Thatcher Avenue	12.39	At-Grade	3.5	10039	1.83	9.84	0.0	10039	0.00	0.00
689628Y	1st Avenue (IL 171)	13.04	At-Grade	3.5	32060	1.83	9.84	0.0	32060	0.00	0.00
689629F	North Avenue	13.25	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689630A	5th Avenue	13.41	At-Grade	3.5	12190	1.83	9.84	0.0	12190	0.00	0.00
689631G	George Street	14.14	At-Grade	3.5	4661	1.94	10.42	0.0	4661	0.00	0.00
689632N	Fullerton Avenue	14.58	At-Grade	3.5	4780	2.13	11.46	0.0	4780	0.00	0.00
689633V	Grand Avenue	15.05	At-Grade	3.5	24141	2.37	12.79	0.0	24141	0.00	0.00
689634C	Chestnut Avenue	15.22	At-Grade	3.5	2343	2.70	14.53	0.0	2343	0.00	0.00
689638E	Belmont Avenue	15.60	At-Grade	19.3	11831	2.81	83.39	2.0	11831	1.35	4.16

### 1.54.2 Fire Protection Facilities

Table E3.54-2 on the next page identifies the nine public crossings within two miles of the River Grove Fire Department Headquarters that can be utilized in order to serve the community west of the CN rail line. Eight of these nine crossings are at-grade crossings. The nearest grade separated

crossing to River Grove Fire Department Headquarters is North Avenue, approximately 1.5 miles south.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689627S	Thatcher Avenue	12.39	At-Grade	3.5	10039	1.83	9.84	0.0	10039	0.00	0.00
689628Y	1st Avenue (IL 171)	13.04	At-Grade	3.5	32060	1.83	9.84	0.0	32060	0.00	0.00
689629F	North Avenue	13.25	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689630A	5th Avenue	13.41	At-Grade	3.5	12190	1.83	9.84	0.0	12190	0.00	0.00
689631G	George Street	14.14	At-Grade	3.5	4661	1.94	10.42	0.0	4661	0.00	0.00
689632N	Fullerton Avenue	14.58	At-Grade	3.5	4780	2.13	11.46	0.0	4780	0.00	0.00
689633V	Grand Avenue	15.05	At-Grade	3.5	24141	2.37	12.79	0.0	24141	0.00	0.00
689634C	Chestnut Avenue	15.22	At-Grade	3.5	2343	2.70	14.53	0.0	2343	0.00	0.00
689638E	Belmont Avenue	15.60	At-Grade	19.3	11831	2.81	83.39	2.0	11831	1.35	4.16

### 1.54.3 Emergency Medical Facilities

Table E3.54-3 below identifies the 16 public crossings within two miles of the Gottlieb Memorial Hospital that can be utilized in order to serve the community northeast of the CN rail line. Ten of these 16 crossings are at-grade crossings. The nearest grade separated crossing to Gottlieb Memorial Hospital is North Avenue, approximately 0.25 mile east.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689619A	Hawthorne Avenue	11.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689620U	Central Avenue	11.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689621B	Lake Street	11.51	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689622H	Oak Avenue	11.76	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689623P	Chicago Avenue	11.91	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

689624W	Forest Avenue	12.10	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689625D	Augusta Street	12.19	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689626K	Keystone Avenue	12.24	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689627S	Thatcher Avenue	12.39	At-Grade	3.5	10039	1.83	9.84	0.0	10039	0.00	0.00
689628Y	1st Avenue (IL 171)	13.04	At-Grade	3.5	32060	1.83	9.84	0.0	32060	0.00	0.00
689629F	North Avenue	13.25	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689630A	5th Avenue	13.41	At-Grade	3.5	12190	1.83	9.84	0.0	12190	0.00	0.00
689631G	George Street	14.14	At-Grade	3.5	4661	1.94	10.42	0.0	4661	0.00	0.00
689632N	Fullerton Avenue	14.58	At-Grade	3.5	4780	2.13	11.46	0.0	4780	0.00	0.00
689633V	Grand Avenue	15.05	At-Grade	3.5	24141	2.37	12.79	0.0	24141	0.00	0.00
689634C	Chestnut Avenue	15.22	At-Grade	3.5	2343	2.70	14.53	0.0	2343	0.00	0.00

Table E3.54-4 below identifies the 14 public crossings within two miles of the Westlake Hospital that can be utilized in order to serve the community south of the CN rail line. Seven of these 14 crossings are at-grade crossings. The nearest grade separated crossing to Westlake Hospital is North Avenue, approximately 1.5 miles northeast.

TABLE E3.54-4. CROSSINGS WITHIN TWO MILES OF WESTLAKE HOSPITAL											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689618T	Washington Boulevard	11.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689619A	Hawthorne Avenue	11.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689620U	Central Avenue	11.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689621B	Lake Street	11.51	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689622H	Oak Avenue	11.76	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689623P	Chicago Avenue	11.91	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689624W	Forest Avenue	12.10	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00

689625D	Augusta Street	12.19	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689626K	Keystone Avenue	12.24	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689627S	Thatcher Avenue	12.39	At-Grade	3.5	10039	1.83	9.84	0.0	10039	0.00	0.00
689628Y	1st Avenue (IL 171)	13.04	At-Grade	3.5	32060	1.83	9.84	0.0	32060	0.00	0.00
689629F	North Avenue	13.25	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689630A	5th Avenue	13.41	At-Grade	3.5	12190	1.83	9.84	0.0	12190	0.00	0.00
689631G	George Street	14.14	At-Grade	3.5	4661	1.94	10.42	0.0	4661	0.00	0.00

## 1.55 Melrose Park

### 1.55.1 Police Facilities

Table E3.55-1 below identifies the 14 public crossings within two miles of the Melrose Park Police Department is that can be utilized in order to serve the community northeast of the CN rail line. Seven of these 14 crossings are at-grade crossings. The nearest grade separated crossing to Melrose Park Police Department is North Avenue, approximately 1.5 miles northeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689618T	Washington Boulevard	11.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689619A	Hawthorne Avenue	11.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689620U	Central Avenue	11.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689621B	Lake Street	11.51	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689622H	Oak Avenue	11.76	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689623P	Chicago Avenue	11.91	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689624W	Forest Avenue	12.10	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689625D	Augusta Street	12.19	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689626K	Keystone Avenue	12.24	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00

689627S	Thatcher Avenue	12.39	At-Grade	3.5	10039	1.83	9.84	0.0	10039	0.00	0.00
689628Y	1st Avenue (IL 171)	13.04	At-Grade	3.5	32060	1.83	9.84	0.0	32060	0.00	0.00
689629F	North Avenue	13.25	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689630A	5th Avenue	13.41	At-Grade	3.5	12190	1.83	9.84	0.0	12190	0.00	0.00
689631G	George Street	14.14	At-Grade	3.5	4661	1.94	10.42	0.0	4661	0.00	0.00

### 1.55.2 Fire Protection Facilities

Table E3.55-2 below identifies the one public crossing within two miles of the Melrose Park Fire Department Headquarters/Station No. 3 that can be utilized in order to serve the community northeast of the CN rail line. This is the only at-grade crossings. The nearest grade separated crossing to Melrose Park Fire Department Headquarters/Station No. 3 is North Avenue, approximately 2 miles northeast.

TABLE E3.55-2. CROSSINGS WITHIN TWO MILES OF MELROSE PARK FIRE DEPARTMENT HEADQUARTERS/STATION NO. 3											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689631G	George Street	14.14	At-Grade	3.5	4661	1.94	10.42	0.0	4661	0.00	0.00

Table E3.55-3 below identifies the 12 public crossings within two miles of the Melrose Park Fire Department – Station No. 2 that can be utilized in order to serve the community northeast of the CN rail line. 11 of these 12 crossings are at-grade crossings. The nearest grade separated crossing to Melrose Park Fire Department – Station No. 2 is North Avenue, approximately 0.75 mile southeast.

TABLE E3.55-3. CROSSINGS WITHIN TWO MILES OF MELROSE PARK FIRE DEPARTMENT - STATION NO. 2											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689624W	Forest Avenue	12.10	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689625D	Augusta Street	12.19	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689626K	Keystone Avenue	12.24	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689627S	Thatcher Avenue	12.39	At-Grade	3.5	10039	1.83	9.84	0.0	10039	0.00	0.00
689628Y	1st Avenue (IL 171)	13.04	At-Grade	3.5	32060	1.83	9.84	0.0	32060	0.00	0.00

689629F	North Avenue	13.25	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689630A	5th Avenue	13.41	At-Grade	3.5	12190	1.83	9.84	0.0	12190	0.00	0.00
689631G	George Street	14.14	At-Grade	3.5	4661	1.94	10.42	0.0	4661	0.00	0.00
689632N	Fullerton Avenue	14.58	At-Grade	3.5	4780	2.13	11.46	0.0	4780	0.00	0.00
689633V	Grand Avenue	15.05	At-Grade	3.5	24141	2.37	12.79	0.0	24141	0.00	0.00
689634C	Chestnut Avenue	15.22	At-Grade	3.5	2343	2.70	14.53	0.0	2343	0.00	0.00
689638E	Belmont Avenue	15.60	At-Grade	19.3	11831	2.81	83.39	2.0	11831	1.35	4.16

### 1.55.3 Emergency Medical Facilities

Table E3.55-4 below identifies the 14 public crossings within two miles of the Westlake Hospital that can be utilized in order to serve the community south of the CN rail line. Seven of these 14 crossings are at-grade crossings. The nearest grade separated crossing to Westlake Hospital is North Avenue, approximately 1.5 miles northeast.

TABLE E3.55-4. CROSSINGS WITHIN TWO MILES OF WESTLAKE HOSPITAL											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689618T	Washington Boulevard	11.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689619A	Hawthorne Avenue	11.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689620U	Central Avenue	11.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689621B	Lake Street	11.51	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689622H	Oak Avenue	11.76	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689623P	Chicago Avenue	11.91	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689624W	Forest Avenue	12.10	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689625D	Augusta Street	12.19	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689626K	Keystone Avenue	12.24	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689627S	Thatcher Avenue	12.39	At-Grade	3.5	10039	1.83	9.84	0.0	10039	0.00	0.00
689628Y	1st Avenue (IL 171)	13.04	At-Grade	3.5	32060	1.83	9.84	0.0	32060	0.00	0.00

689629F	North Avenue	13.25	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689630A	5th Avenue	13.41	At-Grade	3.5	12190	1.83	9.84	0.0	12190	0.00	0.00
689631G	George Street	14.14	At-Grade	3.5	4661	1.94	10.42	0.0	4661	0.00	0.00

Table E3.55-5 below identifies the 16 public crossings within two miles of the Gottlieb Memorial Hospital that can be utilized in order to serve the community northeast of the CN rail line. Ten of these 16 crossings are at-grade crossings. The nearest grade separated crossing to Gottlieb Memorial Hospital is North Avenue, approximately 0.25 mile east.

TABLE E3.55-5. CROSSINGS WITHIN TWO MILES OF GOTTLIEB MEMORIAL HOSPITAL											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689619A	Hawthorne Avenue	11.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689620U	Central Avenue	11.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689621B	Lake Street	11.51	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689622H	Oak Avenue	11.76	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689623P	Chicago Avenue	11.91	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689624W	Forest Avenue	12.10	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689625D	Augusta Street	12.19	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689626K	Keystone Avenue	12.24	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689627S	Thatcher Avenue	12.39	At-Grade	3.5	10039	1.83	9.84	0.0	10039	0.00	0.00
689628Y	1st Avenue (IL 171)	13.04	At-Grade	3.5	32060	1.83	9.84	0.0	32060	0.00	0.00
689629F	North Avenue	13.25	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689630A	5th Avenue	13.41	At-Grade	3.5	12190	1.83	9.84	0.0	12190	0.00	0.00
689631G	George Street	14.14	At-Grade	3.5	4661	1.94	10.42	0.0	4661	0.00	0.00
689632N	Fullerton Avenue	14.58	At-Grade	3.5	4780	2.13	11.46	0.0	4780	0.00	0.00
689633V	Grand Avenue	15.05	At-Grade	3.5	24141	2.37	12.79	0.0	24141	0.00	0.00

689634C	Chestnut Avenue	15.22	At-Grade	3.5	2343	2.70	14.53	0.0	2343	0.00	0.00
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## 1.56 River Forest

### 1.56.1 Police Facilities

Table E3.56-1 below identifies the 13 public crossings within two miles of the River Forest Police Department that can be utilized in order to serve the community west of the CN rail line. Six of these 13 crossings are at-grade crossings. The nearest grade separated crossing to River Forest Police Department is Central Avenue, approximately 200 feet west.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689618T	Washington Boulevard	11.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689619A	Hawthorne Avenue	11.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689620U	Central Avenue	11.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689621B	Lake Street	11.51	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689622H	Oak Avenue	11.76	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689623P	Chicago Avenue	11.91	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689624W	Forest Avenue	12.10	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689625D	Augusta Street	12.19	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689626K	Keystone Avenue	12.24	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689627S	Thatcher Avenue	12.39	At-Grade	3.5	10039	1.83	9.84	0.0	10039	0.00	0.00
689628Y	1st Avenue (IL 171)	13.04	At-Grade	3.5	32060	1.83	9.84	0.0	32060	0.00	0.00
689629F	North Avenue	13.25	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689630A	5th Avenue	13.41	At-Grade	3.5	12190	1.83	9.84	0.0	12190	0.00	0.00

### 1.56.2 Fire Protection Facilities

Table E3.56-2 on the next page identifies the 13 public crossings within two miles of the River Forest Fire Department Headquarters that can be utilized in order to serve the community west of the CN rail

line. Six of these 13 crossings are at-grade crossings. The nearest grade separated crossing to River Forest Fire Department Headquarters is Central Avenue, approximately 200 feet west.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689618T	Washington Boulevard	11.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689619A	Hawthorne Avenue	11.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689620U	Central Avenue	11.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689621B	Lake Street	11.51	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689622H	Oak Avenue	11.76	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689623P	Chicago Avenue	11.91	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689624W	Forest Avenue	12.10	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689625D	Augusta Street	12.19	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689626K	Keystone Avenue	12.24	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689627S	Thatcher Avenue	12.39	At-Grade	3.5	10039	1.83	9.84	0.0	10039	0.00	0.00
689628Y	1st Avenue (IL 171)	13.04	At-Grade	3.5	32060	1.83	9.84	0.0	32060	0.00	0.00
689629F	North Avenue	13.25	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689630A	5th Avenue	13.41	At-Grade	3.5	12190	1.83	9.84	0.0	12190	0.00	0.00

### 1.56.3 Emergency Medical Facilities

Table E3.56-3 below identifies the 13 public crossings within two miles of the MacNeal Hospital that can be utilized in order to serve the community north of the CN rail line. Six of these 13 crossings are at-grade crossings. The nearest grade separated crossing to MacNeal Hospital is Oak Park Avenue, approximately 0.5 mile north.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289813N	Central Avenue / 56th Avenue	9.55	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

289814V	Clyde Avenue / 59th Avenue	9.99	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289815C	Austin Boulevard at Ogden Avenue	10.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289816J	Lombard Avenue	10.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289817R	Ridgeland Avenue	10.70	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289818X	East Avenue	10.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289819E	Oak Park Avenue	11.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289821F	Riverside Drive	11.70	At-Grade	4.4	5497	2.30	15.58	1.7	5497	1.23	3.22
289822M	Harlem Avenue (IL 43)	11.78	At-Grade	4.4	35351	2.30	15.58	1.7	35351	1.23	3.22
289824B	26th Street	11.95	At-Grade	4.4	16134	2.30	15.58	1.7	16134	1.23	3.22
840408R	Veterans Drive	12.13	At-Grade	4.4	695	2.30	15.58	1.7	695	1.23	3.22
289830E	Hainsworth Avenue	12.45	At-Grade	4.4	1195	2.30	15.58	1.7	1195	1.23	3.22
289831L	Des Plaines Avenue	12.85	At-Grade	4.4	17807	2.30	15.58	1.7	17807	1.23	3.22

Table E3.56-4 below identifies the ten public crossings within two miles of the Rush Oak Park Hospital that can be utilized in order to serve the community west of the CN rail line. Four of these ten crossings are at-grade crossings. The nearest grade separated crossing to Rush Oak Park Hospital is Washington Avenue, approximately 1 mile northwest.

TABLE E3.56-4. CROSSINGS WITHIN TWO MILES OF RUSH OAK PARK HOSPITAL											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689618T	Washington Boulevard	11.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689619A	Hawthorne Avenue	11.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689620U	Central Avenue	11.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689621B	Lake Street	11.51	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689622H	Oak Avenue	11.76	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689623P	Chicago Avenue	11.91	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

689624W	Forest Avenue	12.10	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689625D	Augusta Street	12.19	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689626K	Keystone Avenue	12.24	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689627S	Thatcher Avenue	12.39	At-Grade	3.5	10039	1.83	9.84	0.0	10039	0.00	0.00

Table E3.56-5 below identifies the 14 public crossings within two miles of the Westlake Hospital that can be utilized in order to serve the community south of the CN rail line. Seven of these 14 crossings are at-grade crossings. The nearest grade separated crossing to Westlake Hospital is North Avenue, approximately 1.5 miles northeast.

TABLE E3.56-5. CROSSINGS WITHIN TWO MILES OF WESTLAKE HOSPITAL											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689618T	Washington Boulevard	11.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689619A	Hawthorne Avenue	11.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689620U	Central Avenue	11.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689621B	Lake Street	11.51	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689622H	Oak Avenue	11.76	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689623P	Chicago Avenue	11.91	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689624W	Forest Avenue	12.10	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689625D	Augusta Street	12.19	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689626K	Keystone Avenue	12.24	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689627S	Thatcher Avenue	12.39	At-Grade	3.5	10039	1.83	9.84	0.0	10039	0.00	0.00
689628Y	1st Avenue (IL 171)	13.04	At-Grade	3.5	32060	1.83	9.84	0.0	32060	0.00	0.00
689629F	North Avenue	13.25	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689630A	5th Avenue	13.41	At-Grade	3.5	12190	1.83	9.84	0.0	12190	0.00	0.00
689631G	George Street	14.14	At-Grade	3.5	4661	1.94	10.42	0.0	4661	0.00	0.00

## 1.57 Forest Park

### 1.57.1 Police Facilities

Table E3.57-1 below identifies the ten public crossings within two miles of the Forest Park Police Department that can be utilized in order to serve the community west of the CN rail line. Four of these ten crossings are at-grade crossings. The nearest grade separated crossing to Forest Park Police Department is Washington Avenue, approximately 0.5 mile northwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689618T	Washington Boulevard	11.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689619A	Hawthorne Avenue	11.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689620U	Central Avenue	11.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689621B	Lake Street	11.51	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689622H	Oak Avenue	11.76	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689623P	Chicago Avenue	11.91	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689624W	Forest Avenue	12.10	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689625D	Augusta Street	12.19	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689626K	Keystone Avenue	12.24	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689627S	Thatcher Avenue	12.39	At-Grade	3.5	10039	1.83	9.84	0.0	10039	0.00	0.00

### 1.57.2 Fire Protection Facilities

Table E3.57-2 on the next page identifies the ten public crossings within two miles of the Forest Park Fire Department Headquarters that can be utilized in order to serve the community west of the CN rail line. Four of these ten crossings are at-grade crossings. The nearest grade separated crossing to Forest Park Fire Department Headquarters is Washington Avenue, approximately 0.5 mile northwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689618T	Washington Boulevard	11.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689619A	Hawthorne Avenue	11.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689620U	Central Avenue	11.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689621B	Lake Street	11.51	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689622H	Oak Avenue	11.76	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689623P	Chicago Avenue	11.91	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689624W	Forest Avenue	12.10	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689625D	Augusta Street	12.19	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689626K	Keystone Avenue	12.24	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689627S	Thatcher Avenue	12.39	At-Grade	3.5	10039	1.83	9.84	0.0	10039	0.00	0.00

### 1.57.3 Emergency Medical Facilities

Table E3.57-3 below identifies the 12 public crossings within two miles of the Loyola University Hospital that can be utilized in order to serve the community south of the CN rail line. Nine of these 12 crossings are at-grade crossings. The nearest grade separated crossing to Loyola University Hospital is 25th Avenue, approximately 1.5 miles west.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289821F	Riverside Drive	11.70	At-Grade	4.4	5497	2.30	15.58	1.7	5497	1.23	3.22
289822M	Harlem Avenue (IL 43)	11.78	At-Grade	4.4	35351	2.30	15.58	1.7	35351	1.23	3.22
289824B	26th Street	11.95	At-Grade	4.4	16134	2.30	15.58	1.7	16134	1.23	3.22
840408R	Veterans Drive	12.13	At-Grade	4.4	695	2.30	15.58	1.7	695	1.23	3.22
289830E	Hainsworth Avenue	12.45	At-Grade	4.4	1195	2.30	15.58	1.7	1195	1.23	3.22

289831L	Des Plaines Avenue	12.85	At-Grade	4.4	17807	2.30	15.58	1.7	17807	1.23	3.22
289832T	Cermak Road / 22nd Street	13.25	At-Grade	4.4	40633	2.30	15.58	1.7	40633	1.23	3.22
289833A	1st Avenue (IL 171)	13.45	At-Grade	4.4	42543	2.30	15.58	1.7	42543	1.23	3.22
289834G	17th Avenue	14.50	At-Grade	4.4	11353	2.93	19.81	1.7	11353	1.46	3.81
289835N	25th Avenue	15.06	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289836V	Gardner Road	15.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689618T	Washington Boulevard	11.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.57-4 below identifies the ten public crossings within two miles of the Rush Oak Park Hospital that can be utilized in order to serve the community west of the CN rail line. Four of these ten crossings are at-grade crossings. The nearest grade separated crossing to Rush Oak Park Hospital is Washington Avenue, approximately 1 mile northwest.

TABLE E3.57-4. CROSSINGS WITHIN TWO MILES OF RUSH OAK PARK HOSPITAL											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689618T	Washington Boulevard	11.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689619A	Hawthorne Avenue	11.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689620U	Central Avenue	11.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689621B	Lake Street	11.51	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689622H	Oak Avenue	11.76	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689623P	Chicago Avenue	11.91	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689624W	Forest Avenue	12.10	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689625D	Augusta Street	12.19	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689626K	Keystone Avenue	12.24	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689627S	Thatcher Avenue	12.39	At-Grade	3.5	10039	1.83	9.84	0.0	10039	0.00	0.00

## 1.58 Hanover Park

Hanover Park Sections E3.58 through E3.73 address emergency service providers in towns and communities along the CN Freeport Subdivision from the EJ&E rail line to Chicago.

### 1.58.1 Police Facilities

There are no public at-grade crossings within two miles of the police facilities that serve the residents of Hanover Park, specifically the Hanover Park Police Department.

### 1.58.2 Fire Protection Facilities

Table E3.58-1 below identifies the six public crossings within two miles of the Hanover Park Fire Department – Station No. 2 that can be utilized in order to serve the community north of the CN rail line. Four of these six crossings are at-grade crossings. The nearest grade separated crossing to Hanover Park Fire Department – Station No. 2 is Schick Road, approximately 1 mile northwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289890N	Gary Avenue	29.55	At-Grade	3.0	37092	1.49	6.86	1.7	37092	0.79	2.06
289891V	Army Trail Road	29.70	At-Grade	3.0	41796	1.49	6.86	1.7	41796	0.79	2.06
840415B	Madsen Drive	30.44	At-Grade	3.0	705	1.49	6.86	1.7	705	0.79	2.06
911764J	County Farm Road	31.17	At-Grade	3.0	38705	1.49	6.86	1.7	38705	0.80	2.08
289896E	Schick Road	32.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289899A	Bartlett Road	33.05	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.58.3 Emergency Medical Facilities

There are no public at-grade crossings within two miles of the emergency medical facilities that serve the residents of Hanover Park, specifically Saint Alexius Medical Center.

## 1.59 Carol Stream

### 1.59.1 Police Facilities

Table E3.59-1 on the next page identifies the three public crossings within two miles of the Carol Stream Police Department that can be utilized in order to serve the community north of the CN rail line. All three of these crossings are at-grade crossings. The nearest grade separated crossing to Carol Stream Police Department is Bloomingdale Road, approximately 2 miles northeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289880H	Schmale Road	28.48	At-Grade	3.0	30373	1.64	7.56	1.7	30373	0.85	2.23
289890N	Gary Avenue	29.55	At-Grade	3.0	37092	1.49	6.86	1.7	37092	0.79	2.06
289891V	Army Trail Road	29.70	At-Grade	3.0	41796	1.49	6.86	1.7	41796	0.79	2.06

### 1.59.2 Fire Protection Facilities

Table E3.59-2 below identifies the five public crossings within two miles of the Carol Stream Fire Protection District – Station No. 3 that can be utilized in order to serve the community north of the CN rail line. Four of these five crossings are at-grade crossings. The nearest grade separated crossing to Carol Stream Fire Protection District – Station No. 3 is Schick Road, approximately 1.5 miles northwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289890N	Gary Avenue	29.55	At-Grade	3.0	37092	1.49	6.86	1.7	37092	0.79	2.06
289891V	Army Trail Road	29.70	At-Grade	3.0	41796	1.49	6.86	1.7	41796	0.79	2.06
840415B	Madsen Drive	30.44	At-Grade	3.0	705	1.49	6.86	1.7	705	0.79	2.06
911764J	County Farm Road	31.17	At-Grade	3.0	38705	1.49	6.86	1.7	38705	0.80	2.08
289896E	Schick Road	32.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.59.3 Emergency Medical Facilities

There are no public at-grade crossings within two miles of the emergency medical facilities that serve the residents of Carol Stream, specifically Central DuPage Hospital.

## 1.60 Bloomingdale

### 1.60.1 Police Facilities

Table E3.60-1 on the next page identifies the two public crossings within two miles of the Bloomingdale Police Department that can be utilized in order to serve the community south of the CN rail line. One of the two crossings is an at-grade crossing. The nearest grade separated crossing to Bloomingdale Police Department is Bloomingdale Road, approximately 1.5 miles south.

<b>TABLE E3.60-1. CROSSINGS WITHIN TWO MILES OF BLOOMINGDALE POLICE DEPARTMENT</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289878G	Bloomington Road	27.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289880H	Schmale Road	28.48	At-Grade	3.0	30373	1.64	7.56	1.7	30373	0.85	2.23

### 1.60.2 Fire Protection Facilities

Table E3.60-2 below identifies the two public crossings within two miles of the Bloomington Fire Protection District No. 1 – Headquarters/Station No. 1 that can be utilized in order to serve the community south of the CN rail line. One of the two crossings is an at-grade crossing. The nearest grade separated crossing to Bloomington Fire Protection District No. 1 – Headquarters/Station No. 1 is Bloomington Road, approximately 1.5 miles south.

<b>TABLE E3.60-2. CROSSINGS WITHIN TWO MILES OF BLOOMINGDALE FIRE PROTECTION DISTRICT NO. 1 - HEADQUARTERS/STATION NO. 1</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289878G	Bloomington Road	27.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289880H	Schmale Road	28.48	At-Grade	3.0	30373	1.64	7.56	1.7	30373	0.85	2.23

Table E3.60-3 below identifies the five public crossings within two miles of the Bloomington Fire Protection District No. 1 – Station No. 3 that can be utilized in order to serve the community south of the CN rail line. All five of these crossings are at-grade crossings. The nearest grade separated crossing to Bloomington Fire Protection District No. 1 – Station No. 3 is Bloomington Road, approximately 2 miles southeast.

<b>TABLE E3.60-3. CROSSINGS WITHIN TWO MILES OF BLOOMINGDALE FIRE PROTECTION DISTRICT NO. 1 - STATION NO. 3</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289880H	Schmale Road	28.48	At-Grade	3.0	30373	1.64	7.56	1.7	30373	0.85	2.23
289890N	Gary Avenue	29.55	At-Grade	3.0	37092	1.49	6.86	1.7	37092	0.79	2.06
289891V	Army Trail Road	29.70	At-Grade	3.0	41796	1.49	6.86	1.7	41796	0.79	2.06
840415B	Madsen Drive	30.44	At-Grade	3.0	705	1.49	6.86	1.7	705	0.79	2.06

911764J	County Farm Road	31.17	At-Grade	3.0	38705	1.49	6.86	1.7	38705	0.80	2.08
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### 1.60.3 Emergency Medical Facilities

Table E3.60-4 below identifies the five public crossings within two miles of Adventist GlenOaks Hospital that can be utilized in order to serve the community north of the CN rail line. One of these five crossings is an at-grade crossing. The nearest grade separated crossing to Adventist GlenOaks Hospital is Glen Ellyn Road, approximately 0.5 mile northwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289875L	Rohwing Road (IL 53)	24.75	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
908226Y	Veterans Memorial Tollway (I-355)	25.01	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289876T	Swift Road	25.30	At-Grade	3.0	22175	1.51	6.98	1.7	22175	0.84	2.19
289877A	Glen Ellyn Road	26.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289878G	Bloomington Road	27.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

There are no public at-grade crossings within two miles of the other emergency medical facilities that serve the residents of Bloomington, specifically Central DuPage Hospital and Alexian Brothers Medical Center.

## 1.61 Glendale Heights

### 1.61.1 Police Facilities

Table E3.61-1 below identifies the five public crossings within two miles of the Glendale Heights Police Department that can be utilized in order to serve the community north of the CN rail line. Two of these five crossings are at-grade crossings. The nearest grade separated crossing to Glendale Heights Police Department is Bloomington Road, approximately 0.75 mile north.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
908226Y	Veterans Memorial Tollway (I-355)	25.01	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289876T	Swift Road	25.30	At-Grade	3.0	22175	1.51	6.98	1.7	22175	0.84	2.19

289877A	Glen Ellyn Road	26.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289878G	Bloomingtondale Road	27.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289880H	Schmale Road	28.48	At-Grade	3.0	30373	1.64	7.56	1.7	30373	0.85	2.23

### 1.61.2 Fire Protection Facilities

Table E3.61-2 below identifies the three public crossings within two miles of the Glenside Fire Protection District Headquarters that can be utilized in order to serve the community north of the CN rail line. One of these three crossings is an at-grade crossing. The nearest grade separated crossing to Glenside Fire Protection District Headquarters is Bloomingtondale Road, approximately 0.75 mile north.

TABLE E3.61-2. CROSSINGS WITHIN TWO MILES OF GLENSIDE FIRE PROTECTION DISTRICT HEADQUARTERS											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289877A	Glen Ellyn Road	26.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289878G	Bloomingtondale Road	27.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289880H	Schmale Road	28.48	At-Grade	3.0	30373	1.64	7.56	1.7	30373	0.85	2.23

### 1.61.3 Emergency Medical Facilities

Table E3.61-3 below identifies the five public crossings within two miles of Adventist GlenOaks Hospital that can be utilized in order to serve the community north of the CN rail line. One of these five crossings is an at-grade crossing. The nearest grade separated crossing to Adventist GlenOaks Hospital is Glen Ellyn Road, approximately 0.5 mile northwest.

TABLE E3.61-3. CROSSINGS WITHIN TWO MILES OF ADVENTIST GLENOAKS HOSPITAL											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289875L	Rohlwing Road (IL 53)	24.75	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
908226Y	Veterans Memorial Tollway (I-355)	25.01	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289876T	Swift Road	25.30	At-Grade	3.0	22175	1.51	6.98	1.7	22175	0.84	2.19
289877A	Glen Ellyn Road	26.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289878G	Bloomingtondale Road	27.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

## 1.62 Addison

### 1.62.1 Police Facilities

Table E3.62-1 below identifies the four public crossings within two miles of the Addison Police Department that can be utilized in order to serve the community south of the CN rail line. All four of these crossings are at-grade crossings. The nearest grade separated crossing to Addison Police Department is Rohlwing Road, approximately 2.5 miles southwest.

TABLE E3.62-1. CROSSINGS WITHIN TWO MILES OF ADDISON POLICE DEPARTMENT											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289860W	Addison Avenue	22.30	At-Grade	3.0	17471	1.60	7.40	1.7	17471	0.90	2.37
289861D	North Avenue (IL 64)	22.35	At-Grade	3.0	60476	1.60	7.40	1.7	60476	0.90	2.37
289870C	Westwood Avenue	22.85	At-Grade	3.0	478	1.67	7.72	1.7	478	0.90	2.37
289871J	Grace Street	23.40	At-Grade	3.0	9139	1.67	7.72	1.7	9139	0.89	2.33

### 1.62.2 Fire Protection Facilities

Table E3.62-2 below identifies the five public crossings within two miles of the Addison Fire Protection District No.1 – Headquarters/Station No.1 that can be utilized in order to serve the community south of the CN rail line. Four of these five crossings are at-grade crossings. The nearest grade separated crossing to Addison Fire Protection District No. 1 – Headquarters/Station No. 1 is Rohlwing Road, approximately 2.5 miles southwest.

TABLE E3.62-2. CROSSINGS WITHIN TWO MILES OF ADDISON FIRE PROTECTION DISTRICT NO. 1 - HEADQUARTERS/STATION NO. 1											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289859C	Ardmore Avenue	21.80	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289860W	Addison Avenue	22.30	At-Grade	3.0	17471	1.60	7.40	1.7	17471	0.90	2.37
289861D	North Avenue (IL 64)	22.35	At-Grade	3.0	60476	1.60	7.40	1.7	60476	0.90	2.37
289870C	Westwood Avenue	22.85	At-Grade	3.0	478	1.67	7.72	1.7	478	0.90	2.37
289871J	Grace Street	23.40	At-Grade	3.0	9139	1.67	7.72	1.7	9139	0.89	2.33

Table E3.62-3 below identifies the eight public crossings within two miles of the Addison Fire Protection District No.1 – Station No.2 that can be utilized in order to serve the community south of the CN rail line. Five of the eight crossings are at-grade crossings. The nearest grade separated crossing to Addison Fire Protection District No. 1 – Station No. 2 is Ardmore Avenue, approximately 1.5 miles southeast.

<b>TABLE E3.62-3. CROSSINGS WITHIN TWO MILES OF ADDISON FIRE PROTECTION DISTRICT NO. 1 - STATION NO. 2</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289858V	Villa Avenue	21.25	At-Grade	3.0	8870	1.57	7.26	1.7	8870	0.89	2.33
289859C	Ardmore Avenue	21.80	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289860W	Addison Avenue	22.30	At-Grade	3.0	17471	1.60	7.40	1.7	17471	0.90	2.37
289861D	North Avenue (IL 64)	22.35	At-Grade	3.0	60476	1.60	7.40	1.7	60476	0.90	2.37
289870C	Westwood Avenue	22.85	At-Grade	3.0	478	1.67	7.72	1.7	478	0.90	2.37
289871J	Grace Street	23.40	At-Grade	3.0	9139	1.67	7.72	1.7	9139	0.89	2.33
289875L	Rohlwing Road (IL 53)	24.75	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
908226Y	Veterans Memorial Tollway (I-355)	25.01	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.62-4 below identifies the five public crossings within two miles of the Addison Fire Protection District No.1 – Station No. 3 that can be utilized in order to serve the community south of the CN rail line. Two of the five crossings are at-grade crossings. The nearest grade separated crossing to Addison Fire Protection District No. 1 – Station No. 3 is Ardmore Avenue, approximately 1.5 miles southeast.

<b>TABLE E3.62-4. CROSSINGS WITHIN TWO MILES OF ADDISON FIRE PROTECTION DISTRICT NO. 1 - STATION NO. 3</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289871J	Grace Street	23.40	At-Grade	3.0	9139	1.67	7.72	1.7	9139	0.89	2.33
289875L	Rohlwing Road (IL 53)	24.75	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
908226Y	Veterans Memorial Tollway (I-355)	25.01	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289876T	Swift Road	25.30	At-Grade	3.0	22175	1.51	6.98	1.7	22175	0.84	2.19

289877A	Glen Ellyn Road	26.30	Grade Separated	N/A							
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### 1.62.3 Emergency Medical Facilities

Table E3.62-5 below identifies the eight public crossings within two miles of the Elmhurst Memorial Hospital that can be utilized in order to serve the community southwest of the CN rail line. Six of these eight crossings are at-grade crossings. The nearest grade separated crossing to Elmhurst Memorial Hospital is Kingery Highway (IL 83), approximately 2 miles southwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289848P	Tri-State Tollway (I-294)	18.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289850R	York Street	19.35	At-Grade	3.0	24190	1.67	7.72	1.7	24190	0.89	2.33
289851X	Vallette Street	19.50	At-Grade	3.0	4233	1.75	8.07	1.7	4233	0.97	2.53
289853L	Argyle Avenue	19.80	At-Grade	3.0	1165	1.60	7.40	1.7	1165	0.89	2.33
289854T	Spring Road	19.98	At-Grade	3.0	10886	1.57	7.26	1.7	10886	0.89	2.33
289855A	Saint Charles Road	20.20	At-Grade	3.0	11289	1.57	7.26	1.7	11289	0.89	2.33
289856G	West Avenue	20.60	At-Grade	3.0	11289	1.57	7.26	1.7	11289	0.89	2.33
289857N	Kingery Highway (IL 83)	20.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.62-6 below identifies the five public crossings within two miles of Adventist GlenOaks Hospital that can be utilized in order to serve the community north of the CN rail line. One of these five crossings is an at-grade crossing. The nearest grade separated crossing to Adventist GlenOaks Hospital is Glen Ellyn Road, approximately 0.5 mile northwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289875L	Rohlwing Road (IL 53)	24.75	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
908226Y	Veterans Memorial Tollway (I-355)	25.01	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

289876T	Swift Road	25.30	At-Grade	3.0	22175	1.51	6.98	1.7	22175	0.84	2.19
289877A	Glen Ellyn Road	26.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289878G	Bloomington Road	27.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

## 1.63 Lombard

### 1.63.1 Police Facilities

There are no public at-grade crossings within two miles of the police facilities that serve the residents of Lombard, specifically the Lombard Police Department.

### 1.63.2 Fire Protection Facilities

Table E3.63-1 below identifies the four public crossings within two miles of the Lombard Fire Department – Station No. 1 that can be utilized in order to serve the community north of the CN rail line. All of these crossings are at-grade crossings. The nearest grade separated crossing to Lombard Fire Department – Station No. 1 is Rohlwing Road, approximately 2 miles northwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289860W	Addison Avenue	22.30	At-Grade	3.0	17471	1.60	7.40	1.7	17471	0.90	2.37
289861D	North Avenue (IL 64)	22.35	At-Grade	3.0	60476	1.60	7.40	1.7	60476	0.90	2.37
289870C	Westwood Avenue	22.85	At-Grade	3.0	478	1.67	7.72	1.7	478	0.90	2.37
289871J	Grace Street	23.40	At-Grade	3.0	9139	1.67	7.72	1.7	9139	0.89	2.33

### 1.63.3 Emergency Medical Facilities

Table E3.63-2 below identifies the eight public crossings within two miles of the Elmhurst Memorial Hospital that can be utilized in order to serve the community southwest of the CN rail line. Six of these eight crossings are at-grade crossings. The nearest grade separated crossing to Elmhurst Memorial Hospital is Kingery Highway (IL 83), approximately 2 miles southwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289848P	Tri-State Tollway (I-294)	18.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

289850R	York Street	19.35	At-Grade	3.0	24190	1.67	7.72	1.7	24190	0.89	2.33
289851X	Valette Street	19.50	At-Grade	3.0	4233	1.75	8.07	1.7	4233	0.97	2.53
289853L	Argyle Avenue	19.80	At-Grade	3.0	1165	1.60	7.40	1.7	1165	0.89	2.33
289854T	Spring Road	19.98	At-Grade	3.0	10886	1.57	7.26	1.7	10886	0.89	2.33
289855A	Saint Charles Road	20.20	At-Grade	3.0	11289	1.57	7.26	1.7	11289	0.89	2.33
289856G	West Avenue	20.60	At-Grade	3.0	11289	1.57	7.26	1.7	11289	0.89	2.33
289857N	Kingery Highway (IL 83)	20.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.63-3 below identifies the five public crossings within two miles of Adventist GlenOaks Hospital that can be utilized in order to serve the community north of the CN rail line. One of these five crossings is an at-grade crossing. The nearest grade separated crossing to Adventist GlenOaks Hospital is Glen Ellyn Road, approximately 0.5 mile northwest.

<b>TABLE E3.63-3. CROSSINGS WITHIN TWO MILES OF ADVENTIST GLENOAKS HOSPITAL</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289875L	Rohwing Road (IL 53)	24.75	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
908226Y	Veterans Memorial Tollway (I-355)	25.01	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289876T	Swift Road	25.30	At-Grade	3.0	22175	1.51	6.98	1.7	22175	0.84	2.19
289877A	Glen Ellyn Road	26.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289878G	Bloomington Road	27.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

## 1.64 Villa Park

### 1.64.1 Police Facilities

Table E3.64-1 on the next page identifies the 11 public crossings within two miles of the Villa Park Police Department that can be utilized in order to serve the community north of the CN rail line. Nine of these 11 crossings are at-grade crossings. The nearest grade separated crossing to Villa Park Police Department is Ardmore Avenue, approximately 1 mile north.

TABLE E3.64-1. CROSSINGS WITHIN TWO MILES OF VILLA PARK POLICE DEPARTMENT											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289851X	Valette Street	19.50	At-Grade	3.0	4233	1.75	8.07	1.7	4233	0.97	2.53
289853L	Argyle Avenue	19.80	At-Grade	3.0	1165	1.60	7.40	1.7	1165	0.89	2.33
289854T	Spring Road	19.98	At-Grade	3.0	10886	1.57	7.26	1.7	10886	0.89	2.33
289855A	Saint Charles Road	20.20	At-Grade	3.0	11289	1.57	7.26	1.7	11289	0.89	2.33
289856G	West Avenue	20.60	At-Grade	3.0	11289	1.57	7.26	1.7	11289	0.89	2.33
289857N	Kingery Highway (IL 83)	20.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289858V	Villa Avenue	21.25	At-Grade	3.0	8870	1.57	7.26	1.7	8870	0.89	2.33
289859C	Ardmore Avenue	21.80	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289860W	Addison Avenue	22.30	At-Grade	3.0	17471	1.60	7.40	1.7	17471	0.90	2.37
289861D	North Avenue (IL 64)	22.35	At-Grade	3.0	60476	1.60	7.40	1.7	60476	0.90	2.37
289870C	Westwood Avenue	22.85	At-Grade	3.0	478	1.67	7.72	1.7	478	0.90	2.37

### 1.64.2 Fire Protection Facilities

Table E3.64-2 below identifies the 11 public crossings within two miles of the Villa Park Fire Department – Station No. 1 that can be utilized in order to serve the community north of the CN rail line. Nine of these 11 crossings are at-grade crossings. The nearest grade separated crossing to Villa Park Fire Department – Station No. 1 is Ardmore Avenue, approximately 1 mile north.

TABLE E3.64-2. CROSSINGS WITHIN TWO MILES OF VILLA PARK FIRE DEPARTMENT - STATION NO. 1											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289851X	Valette Street	19.50	At-Grade	3.0	4233	1.75	8.07	1.7	4233	0.97	2.53
289853L	Argyle Avenue	19.80	At-Grade	3.0	1165	1.60	7.40	1.7	1165	0.89	2.33
289854T	Spring Road	19.98	At-Grade	3.0	10886	1.57	7.26	1.7	10886	0.89	2.33
289855A	Saint Charles Road	20.20	At-Grade	3.0	11289	1.57	7.26	1.7	11289	0.89	2.33

289856G	West Avenue	20.60	At-Grade	3.0	11289	1.57	7.26	1.7	11289	0.89	2.33
289857N	Kingery Highway (IL 83)	20.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289858V	Villa Avenue	21.25	At-Grade	3.0	8870	1.57	7.26	1.7	8870	0.89	2.33
289859C	Ardmore Avenue	21.80	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289860W	Addison Avenue	22.30	At-Grade	3.0	17471	1.60	7.40	1.7	17471	0.90	2.37
289861D	North Avenue (IL 64)	22.35	At-Grade	3.0	60476	1.60	7.40	1.7	60476	0.90	2.37
289870C	Westwood Avenue	22.85	At-Grade	3.0	478	1.67	7.72	1.7	478	0.90	2.37

Table E3.64-3 below identifies the 11 public crossings within two miles of the Villa Park Fire Department – Station No. 2 that can be utilized in order to serve the community north of the CN rail line. Nine of these 11 crossings are at-grade crossings. The nearest grade separated crossing to Villa Park Fire Department – Station No. 2 is Ardmore Avenue, approximately 0.25 mile northeast.

<b>TABLE E3.64-3. CROSSINGS WITHIN TWO MILES OF VILLA PARK FIRE DEPARTMENT - STATION NO. 2</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289853L	Argyle Avenue	19.80	At-Grade	3.0	1165	1.60	7.40	1.7	1165	0.89	2.33
289854T	Spring Road	19.98	At-Grade	3.0	10886	1.57	7.26	1.7	10886	0.89	2.33
289855A	Saint Charles Road	20.20	At-Grade	3.0	11289	1.57	7.26	1.7	11289	0.89	2.33
289856G	West Avenue	20.60	At-Grade	3.0	11289	1.57	7.26	1.7	11289	0.89	2.33
289857N	Kingery Highway (IL 83)	20.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289858V	Villa Avenue	21.25	At-Grade	3.0	8870	1.57	7.26	1.7	8870	0.89	2.33
289859C	Ardmore Avenue	21.80	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289860W	Addison Avenue	22.30	At-Grade	3.0	17471	1.60	7.40	1.7	17471	0.90	2.37
289861D	North Avenue (IL 64)	22.35	At-Grade	3.0	60476	1.60	7.40	1.7	60476	0.90	2.37
289870C	Westwood Avenue	22.85	At-Grade	3.0	478	1.67	7.72	1.7	478	0.90	2.37
289871J	Grace Street	23.40	At-Grade	3.0	9139	1.67	7.72	1.7	9139	0.89	2.33

### 1.64.3 Emergency Medical Facilities

Table E3.64-4 below identifies the eight public crossings within two miles of the Elmhurst Memorial Hospital that can be utilized in order to serve the community southwest of the CN rail line. Six of these eight crossings are at-grade crossings. The nearest grade separated crossing to Elmhurst Memorial Hospital is Kingery Highway (IL 83), approximately 2 miles southwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289848P	Tri-State Tollway (I-294)	18.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289850R	York Street	19.35	At-Grade	3.0	24190	1.67	7.72	1.7	24190	0.89	2.33
289851X	Vallette Street	19.50	At-Grade	3.0	4233	1.75	8.07	1.7	4233	0.97	2.53
289853L	Argyle Avenue	19.80	At-Grade	3.0	1165	1.60	7.40	1.7	1165	0.89	2.33
289854T	Spring Road	19.98	At-Grade	3.0	10886	1.57	7.26	1.7	10886	0.89	2.33
289855A	Saint Charles Road	20.20	At-Grade	3.0	11289	1.57	7.26	1.7	11289	0.89	2.33
289856G	West Avenue	20.60	At-Grade	3.0	11289	1.57	7.26	1.7	11289	0.89	2.33
289857N	Kingery Highway (IL 83)	20.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.64-5 below identifies the five public crossings within two miles of Adventist GlenOaks Hospital that can be utilized in order to serve the community north of the CN rail line. One of these five crossings is an at-grade crossing. The nearest grade separated crossing to Adventist GlenOaks Hospital is Glen Ellyn Road, approximately 0.5 mile northwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289875L	Rohlwing Road (IL 53)	24.75	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
908226Y	Veterans Memorial Tollway (I-355)	25.01	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289876T	Swift Road	25.30	At-Grade	3.0	22175	1.51	6.98	1.7	22175	0.84	2.19
289877A	Glen Ellyn Road	26.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

289878G	Bloomington Road	27.40	Grade Separated	N/A							
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## 1.65 Elmhurst

### 1.65.1 Police Facilities

Table E3.65-1 below identifies the nine public crossings within two miles of the Elmhurst Police Department that can be utilized in order to serve the community southwest of the CN rail line. Seven of these nine crossings are at-grade crossings. The nearest grade separated crossing to Elmhurst Police Department is Kingery Highway (IL 83), approximately 1.5 miles west.

TABLE E3.65-1. CROSSINGS WITHIN TWO MILES OF ELMHURST POLICE DEPARTMENT											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289848P	Tri-State Tollway (I-294)	18.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289850R	York Street	19.35	At-Grade	3.0	24190	1.67	7.72	1.7	24190	0.89	2.33
289851X	Valette Street	19.50	At-Grade	3.0	4233	1.75	8.07	1.7	4233	0.97	2.53
289853L	Argyle Avenue	19.80	At-Grade	3.0	1165	1.60	7.40	1.7	1165	0.89	2.33
289854T	Spring Road	19.98	At-Grade	3.0	10886	1.57	7.26	1.7	10886	0.89	2.33
289855A	Saint Charles Road	20.20	At-Grade	3.0	11289	1.57	7.26	1.7	11289	0.89	2.33
289856G	West Avenue	20.60	At-Grade	3.0	11289	1.57	7.26	1.7	11289	0.89	2.33
289857N	Kingery Highway (IL 83)	20.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289858V	Villa Avenue	21.25	At-Grade	3.0	8870	1.57	7.26	1.7	8870	0.89	2.33

### 1.65.2 Fire Protection Facilities

Table E3.65-2 on the next page identifies the eight public crossings within two miles of the Elmhurst Fire Department – Station No. 1 that can be utilized in order to serve the community southwest of the CN rail line. Seven of these eight crossings are at-grade crossings. The nearest grade separated crossing to Elmhurst Fire Department – Station No. 1 is Kingery Highway (IL 83), approximately 1.5 miles southwest.

TABLE E3.65-2. CROSSINGS WITHIN TWO MILES OF ELMHURST FIRE DEPARTMENT - STATION NO. 1											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289850R	York Street	19.35	At-Grade	3.0	24190	1.67	7.72	1.7	24190	0.89	2.33
289851X	Vallette Street	19.50	At-Grade	3.0	4233	1.75	8.07	1.7	4233	0.97	2.53
289853L	Argyle Avenue	19.80	At-Grade	3.0	1165	1.60	7.40	1.7	1165	0.89	2.33
289854T	Spring Road	19.98	At-Grade	3.0	10886	1.57	7.26	1.7	10886	0.89	2.33
289855A	Saint Charles Road	20.20	At-Grade	3.0	11289	1.57	7.26	1.7	11289	0.89	2.33
289856G	West Avenue	20.60	At-Grade	3.0	11289	1.57	7.26	1.7	11289	0.89	2.33
289857N	Kingery Highway (IL 83)	20.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289858V	Villa Avenue	21.25	At-Grade	3.0	8870	1.57	7.26	1.7	8870	0.89	2.33

Table E3.65-3 below identifies the 11 public crossings within two miles of the Elmhurst Fire Department – Station No. 2 that can be utilized in order to serve the community north of the CN rail line. Seven of these 11 crossings are at-grade crossings. The nearest accessible grade separated crossing to Elmhurst Fire Department – Station No. 2 is Butterfield Road, approximately 1.5 miles southeast.

TABLE E3.65-3. CROSSINGS WITHIN TWO MILES OF ELMHURST FIRE DEPARTMENT - STATION NO. 2											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289845U	Eisenhower Expressway (I-290)	17.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289847H	Butterfield Road	17.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289848P	Tri-State Tollway (I-294)	18.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289850R	York Street	19.35	At-Grade	3.0	24190	1.67	7.72	1.7	24190	0.89	2.33
289851X	Vallette Street	19.50	At-Grade	3.0	4233	1.75	8.07	1.7	4233	0.97	2.53
289853L	Argyle Avenue	19.80	At-Grade	3.0	1165	1.60	7.40	1.7	1165	0.89	2.33

289854T	Spring Road	19.98	At-Grade	3.0	10886	1.57	7.26	1.7	10886	0.89	2.33
289855A	Saint Charles Road	20.20	At-Grade	3.0	11289	1.57	7.26	1.7	11289	0.89	2.33
289856G	West Avenue	20.60	At-Grade	3.0	11289	1.57	7.26	1.7	11289	0.89	2.33
289857N	Kingery Highway (IL 83)	20.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289858V	Villa Avenue	21.25	At-Grade	3.0	8870	1.57	7.26	1.7	8870	0.89	2.33

### 1.65.3 Emergency Medical Facilities

Table E3.65-4 below identifies the eight public crossings within two miles of the Elmhurst Memorial Hospital that can be utilized in order to serve the community southwest of the CN rail line. Six of these eight crossings are at-grade crossings. The nearest grade separated crossing to Elmhurst Memorial Hospital is Kingery Highway (IL 83), approximately 2 miles southwest.

TABLE E3.65-4. CROSSINGS WITHIN TWO MILES OF ELMHURST MEMORIAL HOSPITAL											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289848P	Tri-State Tollway (I-294)	18.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289850R	York Street	19.35	At-Grade	3.0	24190	1.67	7.72	1.7	24190	0.89	2.33
289851X	Vallette Street	19.50	At-Grade	3.0	4233	1.75	8.07	1.7	4233	0.97	2.53
289853L	Argyle Avenue	19.80	At-Grade	3.0	1165	1.60	7.40	1.7	1165	0.89	2.33
289854T	Spring Road	19.98	At-Grade	3.0	10886	1.57	7.26	1.7	10886	0.89	2.33
289855A	Saint Charles Road	20.20	At-Grade	3.0	11289	1.57	7.26	1.7	11289	0.89	2.33
289856G	West Avenue	20.60	At-Grade	3.0	11289	1.57	7.26	1.7	11289	0.89	2.33
289857N	Kingery Highway (IL 83)	20.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

## 1.66 Berkeley

### 1.66.1 Police Facilities

Table E3.66-1 on the next page identifies the 11 public crossings within two miles of the Berkeley Police Department that can be utilized in order to serve the community north of the CN rail line. Seven of these 11 crossings are at-grade crossings. The nearest accessible grade separated crossing to Berkeley Police Department is Butterfield Road, approximately 0.5 mile south.

TABLE E3.66-1. CROSSINGS WITHIN TWO MILES OF BERKELEY POLICE DEPARTMENT											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289839R	Mannheim Road (US 12)	16.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289840K	Oak Ridge Avenue	16.60	At-Grade	3.0	144	1.75	8.08	1.7	144	0.92	2.41
289841S	Harrison Street	17.10	At-Grade	3.0	10984	1.71	7.90	1.7	10984	0.90	2.37
289843F	Wolf Road	17.25	At-Grade	3.0	18763	1.75	8.08	1.7	18763	0.90	2.37
289845U	Eisenhower Expressway (I-290)	17.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289847H	Butterfield Road	17.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289848P	Tri-State Tollway (I-294)	18.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289850R	York Street	19.35	At-Grade	3.0	24190	1.67	7.72	1.7	24190	0.89	2.33
289851X	Vallette Street	19.50	At-Grade	3.0	4233	1.75	8.07	1.7	4233	0.97	2.53
289853L	Argyle Avenue	19.80	At-Grade	3.0	1165	1.60	7.40	1.7	1165	0.89	2.33
289854T	Spring Road	19.98	At-Grade	3.0	10886	1.57	7.26	1.7	10886	0.89	2.33

**1.66.2 Fire Protection Facilities**

Table E3.66-2 below identifies the 11 public crossings within two miles of the Berkeley Fire Department Headquarters that can be utilized in order to serve the community south of the CN rail line. Seven of these 11 crossings are at-grade crossings. The nearest accessible grade separated crossing to Berkeley Fire Department Headquarters is Butterfield Road, approximately 0.5 mile south.

TABLE E3.66-2. CROSSINGS WITHIN TWO MILES OF BERKELEY FIRE DEPARTMENT HEADQUARTERS											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289839R	Mannheim Road (US 12)	16.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289840K	Oak Ridge Avenue	16.60	At-Grade	3.0	144	1.75	8.08	1.7	144	0.92	2.41
289841S	Harrison Street	17.10	At-Grade	3.0	10984	1.71	7.90	1.7	10984	0.90	2.37

289843F	Wolf Road	17.25	At-Grade	3.0	18763	1.75	8.08	1.7	18763	0.90	2.37
289845U	Eisenhower Expressway (I-290)	17.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289847H	Butterfield Road	17.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289848P	Tri-State Tollway (I-294)	18.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289850R	York Street	19.35	At-Grade	3.0	24190	1.67	7.72	1.7	24190	0.89	2.33
289851X	Vallette Street	19.50	At-Grade	3.0	4233	1.75	8.07	1.7	4233	0.97	2.53
289853L	Argyle Avenue	19.80	At-Grade	3.0	1165	1.60	7.40	1.7	1165	0.89	2.33
289854T	Spring Road	19.98	At-Grade	3.0	10886	1.57	7.26	1.7	10886	0.89	2.33

### 1.66.3 Emergency Medical Facilities

Table E3.66-3 below identifies the eight public crossings within two miles of the Elmhurst Memorial Hospital that can be utilized in order to serve the community southwest of the CN rail line. Six of these eight crossings are at-grade crossings. The nearest grade separated crossing to Elmhurst Memorial Hospital is Kingery Highway (IL 83), approximately 2 miles southwest.

TABLE E3.66-3. CROSSINGS WITHIN TWO MILES OF ELMHURST MEMORIAL HOSPITAL											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289848P	Tri-State Tollway (I-294)	18.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289850R	York Street	19.35	At-Grade	3.0	24190	1.67	7.72	1.7	24190	0.89	2.33
289851X	Vallette Street	19.50	At-Grade	3.0	4233	1.75	8.07	1.7	4233	0.97	2.53
289853L	Argyle Avenue	19.80	At-Grade	3.0	1165	1.60	7.40	1.7	1165	0.89	2.33
289854T	Spring Road	19.98	At-Grade	3.0	10886	1.57	7.26	1.7	10886	0.89	2.33
289855A	Saint Charles Road	20.20	At-Grade	3.0	11289	1.57	7.26	1.7	11289	0.89	2.33
289856G	West Avenue	20.60	At-Grade	3.0	11289	1.57	7.26	1.7	11289	0.89	2.33
289857N	Kingery Highway (IL 83)	20.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

## 1.67 Hillside

### 1.67.1 Police Facilities

Table E3.67-1 below identifies the 11 public crossings within two miles of the Hillside Police Department that can be utilized in order to serve the community southwest of the CN rail line. Five of these 11 crossings are at-grade crossings. The nearest accessible grade separated crossing to Hillside Police Department is Butterfield Road, approximately 0.5 mile southwest.

TABLE E3.67-1. CROSSINGS WITHIN TWO MILES OF HILLSIDE POLICE DEPARTMENT											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289837C	Roosevelt Road	15.70	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289838J	Westchester Blvd / Bellwood Avenue	15.80	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289839R	Mannheim Road (US 12)	16.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289840K	Oak Ridge Avenue	16.60	At-Grade	3.0	144	1.75	8.08	1.7	144	0.92	2.41
289841S	Harrison Street	17.10	At-Grade	3.0	10984	1.71	7.90	1.7	10984	0.90	2.37
289843F	Wolf Road	17.25	At-Grade	3.0	18763	1.75	8.08	1.7	18763	0.90	2.37
289845U	Eisenhower Expressway (I-290)	17.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289847H	Butterfield Road	17.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289848P	Tri-State Tollway (I-294)	18.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289850R	York Street	19.35	At-Grade	3.0	24190	1.67	7.72	1.7	24190	0.89	2.33
289851X	Vallette Street	19.50	At-Grade	3.0	4233	1.75	8.07	1.7	4233	0.97	2.53

### 1.67.2 Fire Protection Facilities

Table E3.67-2 on the next page identifies the ten public crossings within two miles of the Hillside Fire Department Headquarters that can be utilized in order to serve the community southwest of the CN rail line. Four of these ten crossings are at-grade crossings. The nearest accessible grade separated crossing to Hillside Fire Department Headquarters is Butterfield Road, approximately 0.75 mile southwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289837C	Roosevelt Road	15.70	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289838J	Westchester Blvd / Bellwood Avenue	15.80	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289839R	Mannheim Road (US 12)	16.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289840K	Oak Ridge Avenue	16.60	At-Grade	3.0	144	1.75	8.08	1.7	144	0.92	2.41
289841S	Harrison Street	17.10	At-Grade	3.0	10984	1.71	7.90	1.7	10984	0.90	2.37
289843F	Wolf Road	17.25	At-Grade	3.0	18763	1.75	8.08	1.7	18763	0.90	2.37
289845U	Eisenhower Expressway (I-290)	17.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289847H	Butterfield Road	17.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289848P	Tri-State Tollway (I-294)	18.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289850R	York Street	19.35	At-Grade	3.0	24190	1.67	7.72	1.7	24190	0.89	2.33

### 1.67.3 Emergency Medical Facilities

Table E3.67-3 below identifies the eight public crossings within two miles of the Elmhurst Memorial Hospital that can be utilized in order to serve the community southwest of the CN rail line. Six of these eight crossings are at-grade crossings. The nearest grade separated crossing to Elmhurst Memorial Hospital is Kingery Highway (IL 83), approximately 2 miles southwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289848P	Tri-State Tollway (I-294)	18.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289850R	York Street	19.35	At-Grade	3.0	24190	1.67	7.72	1.7	24190	0.89	2.33
289851X	Vallette Street	19.50	At-Grade	3.0	4233	1.75	8.07	1.7	4233	0.97	2.53
289853L	Argyle Avenue	19.80	At-Grade	3.0	1165	1.60	7.40	1.7	1165	0.89	2.33
289854T	Spring Road	19.98	At-Grade	3.0	10886	1.57	7.26	1.7	10886	0.89	2.33

289855A	Saint Charles Road	20.20	At-Grade	3.0	11289	1.57	7.26	1.7	11289	0.89	2.33
289856G	West Avenue	20.60	At-Grade	3.0	11289	1.57	7.26	1.7	11289	0.89	2.33
289857N	Kingery Highway (IL 83)	20.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.67-4 below identifies the 14 public crossings within two miles of the Westlake Hospital that can be utilized in order to serve the community south of the CN rail line. Seven of these 14 crossings are at-grade crossings. The nearest grade separated crossing to Westlake Hospital is North Avenue, approximately 1.5 miles northeast.

TABLE E3.67-4. CROSSINGS WITHIN TWO MILES OF WESTLAKE HOSPITAL											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689618T	Washington Boulevard	11.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689619A	Hawthorne Avenue	11.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689620U	Central Avenue	11.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689621B	Lake Street	11.51	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689622H	Oak Avenue	11.76	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689623P	Chicago Avenue	11.91	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689624W	Forest Avenue	12.10	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689625D	Augusta Street	12.19	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689626K	Keystone Avenue	12.24	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689627S	Thatcher Avenue	12.39	At-Grade	3.5	10039	1.83	9.84	0.0	10039	0.00	0.00
689628Y	1st Avenue (IL 171)	13.04	At-Grade	3.5	32060	1.83	9.84	0.0	32060	0.00	0.00
689629F	North Avenue	13.25	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689630A	5th Avenue	13.41	At-Grade	3.5	12190	1.83	9.84	0.0	12190	0.00	0.00
689631G	George Street	14.14	At-Grade	3.5	4661	1.94	10.42	0.0	4661	0.00	0.00

## 1.68 Westchester

### 1.68.1 Police Facilities

Table E3.68-1 below identifies the 11 public crossings within two miles of the Westchester Police Department that can be utilized in order to serve the community north of the CN rail line. Four of these 11 crossings are at-grade crossings. The nearest grade separated crossing to Westchester Police Department is Roosevelt Road, approximately 0.25 mile east.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289834G	17th Avenue	14.50	At-Grade	4.4	11353	2.93	19.81	1.7	11353	1.46	3.81
289835N	25th Avenue	15.06	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289836V	Gardner Road	15.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289837C	Roosevelt Road	15.70	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289838J	Westchester Blvd / Bellwood Avenue	15.80	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289839R	Mannheim Road (US 12)	16.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289840K	Oak Ridge Avenue	16.60	At-Grade	3.0	144	1.75	8.08	1.7	144	0.92	2.41
289841S	Harrison Street	17.10	At-Grade	3.0	10984	1.71	7.90	1.7	10984	0.90	2.37
289843F	Wolf Road	17.25	At-Grade	3.0	18763	1.75	8.08	1.7	18763	0.90	2.37
289845U	Eisenhower Expressway (I-290)	17.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289847H	Butterfield Road	17.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.68.2 Fire Protection Facilities

Table E3.68-2 on the next page identifies the 11 public crossings within two miles of the Westchester Fire Department Headquarters/Station No. 1 that can be utilized in order to serve the community north of the CN rail line. Four of these 11 crossings are at-grade crossings. The nearest grade separated crossing to Westchester Fire Department Headquarters/Station No. 1 is Roosevelt Road, approximately 0.25 mile east.

TABLE E3.68-2. CROSSINGS WITHIN TWO MILES OF WESTCHESTER FIRE DEPARTMENT HEADQUARTERS/STATION NO. 1											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289834G	17th Avenue	14.50	At-Grade	4.4	11353	2.93	19.81	1.7	11353	1.46	3.81
289835N	25th Avenue	15.06	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289836V	Gardner Road	15.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289837C	Roosevelt Road	15.70	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289838J	Westchester Blvd / Bellwood Avenue	15.80	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289839R	Mannheim Road (US 12)	16.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289840K	Oak Ridge Avenue	16.60	At-Grade	3.0	144	1.75	8.08	1.7	144	0.92	2.41
289841S	Harrison Street	17.10	At-Grade	3.0	10984	1.71	7.90	1.7	10984	0.90	2.37
289843F	Wolf Road	17.25	At-Grade	3.0	18763	1.75	8.08	1.7	18763	0.90	2.37
289845U	Eisenhower Expressway (I-290)	17.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289847H	Butterfield Road	17.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.68-3 below identifies the nine public crossings within two miles of the Westchester Fire Department – Station No. 2 that can be utilized in order to serve the community north of the CN rail line. Three of these nine crossings are at-grade crossings. The nearest grade separated crossing to Westchester Fire Department – Station No. 2 is Mannheim Road, approximately 1 mile northeast.

TABLE E3.68-3. CROSSINGS WITHIN TWO MILES OF WESTCHESTER FIRE DEPARTMENT - STATION NO. 2											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	DA	T	N	ADT	DA	T
289835N	25th Avenue	15.06	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289836V	Gardner Road	15.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289837C	Roosevelt Road	15.70	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289838J	Westchester Blvd / Bellwood Avenue	15.80	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

289839R	Mannheim Road (US 12)	16.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289840K	Oak Ridge Avenue	16.60	At-Grade	3.0	144	1.75	8.08	1.7	144	0.92	2.41
289841S	Harrison Street	17.10	At-Grade	3.0	10984	1.71	7.90	1.7	10984	0.90	2.37
289843F	Wolf Road	17.25	At-Grade	3.0	18763	1.75	8.08	1.7	18763	0.90	2.37
289845U	Eisenhower Expressway (I-290)	17.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.68.3 Emergency Medical Facilities

Table E3.68-4 below identifies the eight public crossings within two miles of the Elmhurst Memorial Hospital that can be utilized in order to serve the community southwest of the CN rail line. Six of these eight crossings are at-grade crossings. The nearest grade separated crossing to Elmhurst Memorial Hospital is Kingery Highway (IL 83), approximately 2 miles southwest.

TABLE E3.68-4. CROSSINGS WITHIN TWO MILES OF ELMHURST MEMORIAL HOSPITAL											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289848P	Tri-State Tollway (I-294)	18.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289850R	York Street	19.35	At-Grade	3.0	24190	1.67	7.72	1.7	24190	0.89	2.33
289851X	Vallette Street	19.50	At-Grade	3.0	4233	1.75	8.07	1.7	4233	0.97	2.53
289853L	Argyle Avenue	19.80	At-Grade	3.0	1165	1.60	7.40	1.7	1165	0.89	2.33
289854T	Spring Road	19.98	At-Grade	3.0	10886	1.57	7.26	1.7	10886	0.89	2.33
289855A	Saint Charles Road	20.20	At-Grade	3.0	11289	1.57	7.26	1.7	11289	0.89	2.33
289856G	West Avenue	20.60	At-Grade	3.0	11289	1.57	7.26	1.7	11289	0.89	2.33
289857N	Kingery Highway (IL 83)	20.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

## 1.69 Broadview

### 1.69.1 Police Facilities

Table E3.69-1 on the next page identifies the ten public crossings within two miles of the Broadview Police Department that can be utilized in order to serve the community south of the CN rail line. Five of these ten crossings are at-grade crossings. The nearest grade separated crossing to Broadview Police Department is 25th Avenue, approximately 0.25 mile south.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289832T	Cermak Road / 22nd Street	13.25	At-Grade	4.4	40633	2.30	15.58	1.7	40633	1.23	3.22
289833A	1st Avenue (IL 171)	13.45	At-Grade	4.4	42543	2.30	15.58	1.7	42543	1.23	3.22
289834G	17th Avenue	14.50	At-Grade	4.4	11353	2.93	19.81	1.7	11353	1.46	3.81
289835N	25th Avenue	15.06	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289836V	Gardner Road	15.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289837C	Roosevelt Road	15.70	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289838J	Westchester Blvd / Bellwood Avenue	15.80	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289839R	Mannheim Road (US 12)	16.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289840K	Oak Ridge Avenue	16.60	At-Grade	3.0	144	1.75	8.08	1.7	144	0.92	2.41
289841S	Harrison Street	17.10	At-Grade	3.0	10984	1.71	7.90	1.7	10984	0.90	2.37

### 1.69.2 Fire Protection Facilities

Table E3.69-2 below identifies the ten public crossings within two miles of the Broadview Fire Department Headquarters that can be utilized in order to serve the community south of the CN rail line. Five of these ten crossings are at-grade crossings. The nearest grade separated crossing to Broadview Fire Department Headquarters is 25th Avenue, approximately 0.25 mile south.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289832T	Cermak Road / 22nd Street	13.25	At-Grade	4.4	40633	2.30	15.58	1.7	40633	1.23	3.22
289833A	1st Avenue (IL 171)	13.45	At-Grade	4.4	42543	2.30	15.58	1.7	42543	1.23	3.22
289834G	17th Avenue	14.50	At-Grade	4.4	11353	2.93	19.81	1.7	11353	1.46	3.81
289835N	25th Avenue	15.06	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289836V	Gardner Road	15.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

289837C	Roosevelt Road	15.70	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289838J	Westchester Blvd / Bellwood Avenue	15.80	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289839R	Mannheim Road (US 12)	16.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289840K	Oak Ridge Avenue	16.60	At-Grade	3.0	144	1.75	8.08	1.7	144	0.92	2.41
289841S	Harrison Street	17.10	At-Grade	3.0	10984	1.71	7.90	1.7	10984	0.90	2.37

### 1.69.3 Emergency Medical Facilities

Table E3.69-3 below identifies the 12 public crossings within two miles of the Loyola University Hospital that can be utilized in order to serve the community south of the CN rail line. Nine of these 12 crossings are at-grade crossings. The nearest grade separated crossing to Loyola University Hospital is 25th Avenue, approximately 1.5 miles west.

TABLE E3.69-3. CROSSINGS WITHIN TWO MILES OF LOYOLA UNIVERSITY HOSPITAL											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289821F	Riverside Drive	11.70	At-Grade	4.4	5497	2.30	15.58	1.7	5497	1.23	3.22
289822M	Harlem Avenue (IL 43)	11.78	At-Grade	4.4	35351	2.30	15.58	1.7	35351	1.23	3.22
289824B	26th Street	11.95	At-Grade	4.4	16134	2.30	15.58	1.7	16134	1.23	3.22
840408R	Veterans Drive	12.13	At-Grade	4.4	695	2.30	15.58	1.7	695	1.23	3.22
289830E	Hainsworth Avenue	12.45	At-Grade	4.4	1195	2.30	15.58	1.7	1195	1.23	3.22
289831L	Des Plaines Avenue	12.85	At-Grade	4.4	17807	2.30	15.58	1.7	17807	1.23	3.22
289832T	Cermak Road / 22nd Street	13.25	At-Grade	4.4	40633	2.30	15.58	1.7	40633	1.23	3.22
289833A	1st Avenue (IL 171)	13.45	At-Grade	4.4	42543	2.30	15.58	1.7	42543	1.23	3.22
289834G	17th Avenue	14.50	At-Grade	4.4	11353	2.93	19.81	1.7	11353	1.46	3.81
289835N	25th Avenue	15.06	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289836V	Gardner Road	15.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689618T	Washington Boulevard	11.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.69-4 below identifies the 14 public crossings within two miles of the Westlake Hospital that can be utilized in order to serve the community south of the CN rail line. Seven of these 14 crossings are at-grade crossings. The nearest grade separated crossing to Westlake Hospital is North Avenue, approximately 1.5 miles northeast.

<b>TABLE E3.69-4. CROSSINGS WITHIN TWO MILES OF WESTLAKE HOSPITAL</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
689618T	Washington Boulevard	11.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689619A	Hawthorne Avenue	11.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689620U	Central Avenue	11.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689621B	Lake Street	11.51	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689622H	Oak Avenue	11.76	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689623P	Chicago Avenue	11.91	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689624W	Forest Avenue	12.10	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689625D	Augusta Street	12.19	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689626K	Keystone Avenue	12.24	At-Grade	3.5	3035	1.83	9.84	0.0	3035	0.00	0.00
689627S	Thatcher Avenue	12.39	At-Grade	3.5	10039	1.83	9.84	0.0	10039	0.00	0.00
689628Y	1st Avenue (IL 171)	13.04	At-Grade	3.5	32060	1.83	9.84	0.0	32060	0.00	0.00
689629F	North Avenue	13.25	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689630A	5th Avenue	13.41	At-Grade	3.5	12190	1.83	9.84	0.0	12190	0.00	0.00
689631G	George Street	14.14	At-Grade	3.5	4661	1.94	10.42	0.0	4661	0.00	0.00

## 1.70 North Riverside

### 1.70.1 Police Facilities

Table E3.70-1 on the next page identifies the 11 public crossings within two miles of the North Riverside Police Department that can be utilized in order to serve the community north of the CN rail line. Nine of these 11 crossings are at-grade crossings. The nearest grade separated crossing to North Riverside Police Department is Oak Park Avenue, approximately 1.5 miles southeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289818X	East Avenue	10.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289819E	Oak Park Avenue	11.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289821F	Riverside Drive	11.70	At-Grade	4.4	5497	2.30	15.58	1.7	5497	1.23	3.22
289822M	Harlem Avenue (IL 43)	11.78	At-Grade	4.4	35351	2.30	15.58	1.7	35351	1.23	3.22
289824B	26th Street	11.95	At-Grade	4.4	16134	2.30	15.58	1.7	16134	1.23	3.22
840408R	Veterans Drive	12.13	At-Grade	4.4	695	2.30	15.58	1.7	695	1.23	3.22
289830E	Hainsworth Avenue	12.45	At-Grade	4.4	1195	2.30	15.58	1.7	1195	1.23	3.22
289831L	Des Plaines Avenue	12.85	At-Grade	4.4	17807	2.30	15.58	1.7	17807	1.23	3.22
289832T	Cermak Road / 22nd Street	13.25	At-Grade	4.4	40633	2.30	15.58	1.7	40633	1.23	3.22
289833A	1st Avenue (IL 171)	13.45	At-Grade	4.4	42543	2.30	15.58	1.7	42543	1.23	3.22
289834G	17th Avenue	14.50	At-Grade	4.4	11353	2.93	19.81	1.7	11353	1.46	3.81

### 1.70.2 Fire Protection Facilities

Table E3.70-2 below identifies the 11 public crossings within two miles of the North Riverside Fire Department Headquarters that can be utilized in order to serve the community north of the CN rail line. Nine of these 11 crossings are at-grade crossings. The nearest grade separated crossing to North Riverside Fire Department Headquarters is Oak Park Avenue, approximately 1.5 miles southeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289818X	East Avenue	10.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289819E	Oak Park Avenue	11.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289821F	Riverside Drive	11.70	At-Grade	4.4	5497	2.30	15.58	1.7	5497	1.23	3.22
289822M	Harlem Avenue (IL 43)	11.78	At-Grade	4.4	35351	2.30	15.58	1.7	35351	1.23	3.22

289824B	26th Street	11.95	At-Grade	4.4	16134	2.30	15.58	1.7	16134	1.23	3.22
840408R	Veterans Drive	12.13	At-Grade	4.4	695	2.30	15.58	1.7	695	1.23	3.22
289830E	Hainsworth Avenue	12.45	At-Grade	4.4	1195	2.30	15.58	1.7	1195	1.23	3.22
289831L	Des Plaines Avenue	12.85	At-Grade	4.4	17807	2.30	15.58	1.7	17807	1.23	3.22
289832T	Cermak Road / 22nd Street	13.25	At-Grade	4.4	40633	2.30	15.58	1.7	40633	1.23	3.22
289833A	1st Avenue (IL 171)	13.45	At-Grade	4.4	42543	2.30	15.58	1.7	42543	1.23	3.22
289834G	17th Avenue	14.50	At-Grade	4.4	11353	2.93	19.81	1.7	11353	1.46	3.81

### 1.70.3 Emergency Medical Facilities

Table E3.70-3 below identifies the 13 public crossings within two miles of the MacNeal Hospital that can be utilized in order to serve the community north of the CN rail line. Six of these 13 crossings are at-grade crossings. The nearest grade separated crossing to MacNeal Hospital is Oak Park Avenue, approximately 0.5 mile north.

TABLE E3.70-3. CROSSINGS WITHIN TWO MILES OF MACNEAL HOSPITAL											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289813N	Central Avenue / 56th Avenue	9.55	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289814V	Clyde Avenue / 59th Avenue	9.99	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289815C	Austin Boulevard at Ogden Avenue	10.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289816J	Lombard Avenue	10.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289817R	Ridgeland Avenue	10.70	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289818X	East Avenue	10.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289819E	Oak Park Avenue	11.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289821F	Riverside Drive	11.70	At-Grade	4.4	5497	2.30	15.58	1.7	5497	1.23	3.22
289822M	Harlem Avenue (IL 43)	11.78	At-Grade	4.4	35351	2.30	15.58	1.7	35351	1.23	3.22
289824B	26th Street	11.95	At-Grade	4.4	16134	2.30	15.58	1.7	16134	1.23	3.22
840408R	Veterans Drive	12.13	At-Grade	4.4	695	2.30	15.58	1.7	695	1.23	3.22

289830E	Hainsworth Avenue	12.45	At-Grade	4.4	1195	2.30	15.58	1.7	1195	1.23	3.22
289831L	Des Plaines Avenue	12.85	At-Grade	4.4	17807	2.30	15.58	1.7	17807	1.23	3.22

Table E3.70-4 below identifies the 12 public crossings within two miles of the Loyola University Hospital that can be utilized in order to serve the community south of the CN rail line. Nine of these 12 crossings are at-grade crossings. The nearest grade separated crossing to Loyola University Hospital is 25th Avenue, approximately 1.5 miles west.

TABLE E3.70-4. CROSSINGS WITHIN TWO MILES OF LOYOLA UNIVERSITY HOSPITAL											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289821F	Riverside Drive	11.70	At-Grade	4.4	5497	2.30	15.58	1.7	5497	1.23	3.22
289822M	Harlem Avenue (IL 43)	11.78	At-Grade	4.4	35351	2.30	15.58	1.7	35351	1.23	3.22
289824B	26th Street	11.95	At-Grade	4.4	16134	2.30	15.58	1.7	16134	1.23	3.22
840408R	Veterans Drive	12.13	At-Grade	4.4	695	2.30	15.58	1.7	695	1.23	3.22
289830E	Hainsworth Avenue	12.45	At-Grade	4.4	1195	2.30	15.58	1.7	1195	1.23	3.22
289831L	Des Plaines Avenue	12.85	At-Grade	4.4	17807	2.30	15.58	1.7	17807	1.23	3.22
289832T	Cermak Road / 22nd Street	13.25	At-Grade	4.4	40633	2.30	15.58	1.7	40633	1.23	3.22
289833A	1st Avenue (IL 171)	13.45	At-Grade	4.4	42543	2.30	15.58	1.7	42543	1.23	3.22
289834G	17th Avenue	14.50	At-Grade	4.4	11353	2.93	19.81	1.7	11353	1.46	3.81
289835N	25th Avenue	15.06	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289836V	Gardner Road	15.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689618T	Washington Boulevard	11.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

## 1.71 Riverside

### 1.71.1 Police Facilities

Table E3.71-1 on the next page identifies the 11 public crossings within two miles of the Riverside Police Department that can be utilized in order to serve the community north of the CN rail line. Eight of these 11 crossings are at-grade crossings. The nearest grade separated crossing to Riverside Police Department is Oak Park Avenue, approximately 1.5 mile northeast.

TABLE E3.71-1. CROSSINGS WITHIN TWO MILES OF RIVERSIDE POLICE DEPARTMENT											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289817R	Ridgeland Avenue	10.70	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289818X	East Avenue	10.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289819E	Oak Park Avenue	11.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289821F	Riverside Drive	11.70	At-Grade	4.4	5497	2.30	15.58	1.7	5497	1.23	3.22
289822M	Harlem Avenue (IL 43)	11.78	At-Grade	4.4	35351	2.30	15.58	1.7	35351	1.23	3.22
289824B	26th Street	11.95	At-Grade	4.4	16134	2.30	15.58	1.7	16134	1.23	3.22
840408R	Veterans Drive	12.13	At-Grade	4.4	695	2.30	15.58	1.7	695	1.23	3.22
289830E	Hainsworth Avenue	12.45	At-Grade	4.4	1195	2.30	15.58	1.7	1195	1.23	3.22
289831L	Des Plaines Avenue	12.85	At-Grade	4.4	17807	2.30	15.58	1.7	17807	1.23	3.22
289832T	Cermak Road / 22nd Street	13.25	At-Grade	4.4	40633	2.30	15.58	1.7	40633	1.23	3.22
289833A	1st Avenue (IL 171)	13.45	At-Grade	4.4	42543	2.30	15.58	1.7	42543	1.23	3.22

**1.71.2 Fire Protection Facilities**

Table E3.71-2 below identifies the 11 public crossings within two miles of the Riverside Fire Department Headquarters/Station No. 1 that can be utilized in order to serve the community north of the CN rail line. Eight of these 11 crossings are at-grade crossings. The nearest grade separated crossing to Riverside Fire Department Headquarters/Station No. 1 is Oak Park Avenue, approximately 1.5 mile northeast.

TABLE E3.71-2. CROSSINGS WITHIN TWO MILES OF RIVERSIDE FIRE DEPARTMENT HEADQUARTERS/STATION NO. 1											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289817R	Ridgeland Avenue	10.70	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289818X	East Avenue	10.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289819E	Oak Park Avenue	11.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

289821F	Riverside Drive	11.70	At-Grade	4.4	5497	2.30	15.58	1.7	5497	1.23	3.22
289822M	Harlem Avenue (IL 43)	11.78	At-Grade	4.4	35351	2.30	15.58	1.7	35351	1.23	3.22
289824B	26th Street	11.95	At-Grade	4.4	16134	2.30	15.58	1.7	16134	1.23	3.22
840408R	Veterans Drive	12.13	At-Grade	4.4	695	2.30	15.58	1.7	695	1.23	3.22
289830E	Hainsworth Avenue	12.45	At-Grade	4.4	1195	2.30	15.58	1.7	1195	1.23	3.22
289831L	Des Plaines Avenue	12.85	At-Grade	4.4	17807	2.30	15.58	1.7	17807	1.23	3.22
289832T	Cermak Road / 22nd Street	13.25	At-Grade	4.4	40633	2.30	15.58	1.7	40633	1.23	3.22
289833A	1st Avenue (IL 171)	13.45	At-Grade	4.4	42543	2.30	15.58	1.7	42543	1.23	3.22

Table E3.71-3 below identifies the ten public crossings within two miles of the Riverside Fire Department – Station No. 2 that can be utilized in order to serve the community north of the CN rail line. Eight of these ten crossings are at-grade crossings. The nearest grade separated crossing to Riverside Fire Department – Station No. 2 is Oak Park Avenue, approximately 1.5 mile northeast.

<b>TABLE E3.71-3. CROSSINGS WITHIN TWO MILES OF RIVERSIDE FIRE DEPARTMENT - STATION NO. 2</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289818X	East Avenue	10.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289819E	Oak Park Avenue	11.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289821F	Riverside Drive	11.70	At-Grade	4.4	5497	2.30	15.58	1.7	5497	1.23	3.22
289822M	Harlem Avenue (IL 43)	11.78	At-Grade	4.4	35351	2.30	15.58	1.7	35351	1.23	3.22
289824B	26th Street	11.95	At-Grade	4.4	16134	2.30	15.58	1.7	16134	1.23	3.22
840408R	Veterans Drive	12.13	At-Grade	4.4	695	2.30	15.58	1.7	695	1.23	3.22
289830E	Hainsworth Avenue	12.45	At-Grade	4.4	1195	2.30	15.58	1.7	1195	1.23	3.22
289831L	Des Plaines Avenue	12.85	At-Grade	4.4	17807	2.30	15.58	1.7	17807	1.23	3.22
289832T	Cermak Road / 22nd Street	13.25	At-Grade	4.4	40633	2.30	15.58	1.7	40633	1.23	3.22
289833A	1st Avenue (IL 171)	13.45	At-Grade	4.4	42543	2.30	15.58	1.7	42543	1.23	3.22

### 1.71.3 Emergency Medical Facilities

Table E3.71-4 below identifies the 13 public crossings within two miles of the MacNeal Hospital that can be utilized in order to serve the community north of the CN rail line. Six of these 13 crossings are at-grade crossings. The nearest grade separated crossing to MacNeal Hospital is Oak Park Avenue, approximately 0.5 mile north.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289813N	Central Avenue / 56th Avenue	9.55	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289814V	Clyde Avenue / 59th Avenue	9.99	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289815C	Austin Boulevard at Ogden Avenue	10.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289816J	Lombard Avenue	10.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289817R	Ridgeland Avenue	10.70	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289818X	East Avenue	10.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289819E	Oak Park Avenue	11.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289821F	Riverside Drive	11.70	At-Grade	4.4	5497	2.30	15.58	1.7	5497	1.23	3.22
289822M	Harlem Avenue (IL 43)	11.78	At-Grade	4.4	35351	2.30	15.58	1.7	35351	1.23	3.22
289824B	26th Street	11.95	At-Grade	4.4	16134	2.30	15.58	1.7	16134	1.23	3.22
840408R	Veterans Drive	12.13	At-Grade	4.4	695	2.30	15.58	1.7	695	1.23	3.22
289830E	Hainsworth Avenue	12.45	At-Grade	4.4	1195	2.30	15.58	1.7	1195	1.23	3.22
289831L	Des Plaines Avenue	12.85	At-Grade	4.4	17807	2.30	15.58	1.7	17807	1.23	3.22

## 1.72 Berwyn

### 1.72.1 Police Facilities

Table E3.72-1 on the next page identifies the 13 public crossings within two miles of the Berwyn Police Department that can be utilized in order to serve the community north of the CN rail line. Five of these 13 crossings are at-grade crossings. The nearest grade separated crossing to Berwyn Police Department is Ridgeland Avenue, approximately 500 feet east.

TABLE E3.72-1. CROSSINGS WITHIN TWO MILES OF BERWYN POLICE DEPARTMENT											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289811A	Laramie Avenue / 52nd Avenue	9.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289813N	Central Avenue / 56th Avenue	9.55	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289814V	Clyde Avenue / 59th Avenue	9.99	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289815C	Austin Boulevard at Ogden Avenue	10.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289816J	Lombard Avenue	10.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289817R	Ridgeland Avenue	10.70	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289818X	East Avenue	10.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289819E	Oak Park Avenue	11.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289821F	Riverside Drive	11.70	At-Grade	4.4	5497	2.30	15.58	1.7	5497	1.23	3.22
289822M	Harlem Avenue (IL 43)	11.78	At-Grade	4.4	35351	2.30	15.58	1.7	35351	1.23	3.22
289824B	26th Street	11.95	At-Grade	4.4	16134	2.30	15.58	1.7	16134	1.23	3.22
840408R	Veterans Drive	12.13	At-Grade	4.4	695	2.30	15.58	1.7	695	1.23	3.22
289830E	Hainsworth Avenue	12.45	At-Grade	4.4	1195	2.30	15.58	1.7	1195	1.23	3.22

### 1.72.2 Fire Protection Facilities

Table E3.72-2 below identifies the 14 public crossings within two miles of the Berwyn Fire Department that can be utilized in order to serve the community south of the CN rail line. Seven of these 14 crossings are at-grade crossings. The nearest grade separated crossing to Berwyn Fire Department Headquarters/Station No. 3 is Oak Park Avenue, approximately 0.5 mile south.

TABLE E3.72-2. CROSSINGS WITHIN TWO MILES OF BERWYN FIRE DEPARTMENT HEADQUARTERS/STATION NO. 3											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289813N	Central Avenue / 56th Avenue	9.55	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289814V	Clyde Avenue / 59th Avenue	9.99	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

289815C	Austin Boulevard at Ogden Avenue	10.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289816J	Lombard Avenue	10.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289817R	Ridgeland Avenue	10.70	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289818X	East Avenue	10.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289819E	Oak Park Avenue	11.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289821F	Riverside Drive	11.70	At-Grade	4.4	5497	2.30	15.58	1.7	5497	1.23	3.22
289822M	Harlem Avenue (IL 43)	11.78	At-Grade	4.4	35351	2.30	15.58	1.7	35351	1.23	3.22
289824B	26th Street	11.95	At-Grade	4.4	16134	2.30	15.58	1.7	16134	1.23	3.22
840408R	Veterans Drive	12.13	At-Grade	4.4	695	2.30	15.58	1.7	695	1.23	3.22
289830E	Hainsworth Avenue	12.45	At-Grade	4.4	1195	2.30	15.58	1.7	1195	1.23	3.22
289831L	Des Plaines Avenue	12.85	At-Grade	4.4	17807	2.30	15.58	1.7	17807	1.23	3.22
289832T	Cermak Road / 22nd Street	13.25	At-Grade	4.4	40633	2.30	15.58	1.7	40633	1.23	3.22

Table E3.72-3 below identifies the 13 public crossings within two miles of the Berwyn Fire Department that can be utilized in order to serve the community north of the CN rail line. Five of these 13 crossings are at-grade crossings. The nearest grade separated crossing to Berwyn Fire Department – Station No. 1 is Ridgeland Avenue, approximately 500 feet northeast.

<b>TABLE E3.72-3. CROSSINGS WITHIN TWO MILES OF BERWYN FIRE DEPARTMENT - STATION NO. 1</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289811A	Laramie Avenue / 52nd Avenue	9.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289813N	Central Avenue / 56th Avenue	9.55	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289814V	Clyde Avenue / 59th Avenue	9.99	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289815C	Austin Boulevard at Ogden Avenue	10.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289816J	Lombard Avenue	10.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289817R	Ridgeland Avenue	10.70	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

289818X	East Avenue	10.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289819E	Oak Park Avenue	11.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289821F	Riverside Drive	11.70	At-Grade	4.4	5497	2.30	15.58	1.7	5497	1.23	3.22
289822M	Harlem Avenue (IL 43)	11.78	At-Grade	4.4	35351	2.30	15.58	1.7	35351	1.23	3.22
289824B	26th Street	11.95	At-Grade	4.4	16134	2.30	15.58	1.7	16134	1.23	3.22
840408R	Veterans Drive	12.13	At-Grade	4.4	695	2.30	15.58	1.7	695	1.23	3.22
289830E	Hainsworth Avenue	12.45	At-Grade	4.4	1195	2.30	15.58	1.7	1195	1.23	3.22

Table E3.72-4 below identifies the 12 public crossings within two miles of the Berwyn Fire Department that can be utilized in order to serve the community south of the CN rail line. Six of these 12 crossings are at-grade crossings. The nearest grade separated crossing to Berwyn Fire Department – Station No. 2 is Oak Park Avenue, approximately 1.5 miles south.

<b>TABLE E3.72-4. CROSSINGS WITHIN TWO MILES OF BERWYN FIRE DEPARTMENT - STATION NO. 2</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289814V	Clyde Avenue / 59th Avenue	9.99	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289815C	Austin Boulevard at Ogden Avenue	10.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289816J	Lombard Avenue	10.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289817R	Ridgeland Avenue	10.70	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289818X	East Avenue	10.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289819E	Oak Park Avenue	11.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289821F	Riverside Drive	11.70	At-Grade	4.4	5497	2.30	15.58	1.7	5497	1.23	3.22
289822M	Harlem Avenue (IL 43)	11.78	At-Grade	4.4	35351	2.30	15.58	1.7	35351	1.23	3.22
289824B	26th Street	11.95	At-Grade	4.4	16134	2.30	15.58	1.7	16134	1.23	3.22
840408R	Veterans Drive	12.13	At-Grade	4.4	695	2.30	15.58	1.7	695	1.23	3.22
289830E	Hainsworth Avenue	12.45	At-Grade	4.4	1195	2.30	15.58	1.7	1195	1.23	3.22

289831L	Des Plaines Avenue	12.85	At-Grade	4.4	17807	2.30	15.58	1.7	17807	1.23	3.22
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### 1.72.3 Emergency Medical Facilities

Table E3.72-5 below identifies the 13 public crossings within two miles of the MacNeal Hospital that can be utilized in order to serve the community north of the CN rail line. Six of these 13 crossings are at-grade crossings. The nearest grade separated crossing to MacNeal Hospital is Oak Park Avenue, approximately 0.5 mile north.

TABLE E3.72-5. CROSSINGS WITHIN TWO MILES OF MACNEAL HOSPITAL											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289813N	Central Avenue / 56th Avenue	9.55	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289814V	Clyde Avenue / 59th Avenue	9.99	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289815C	Austin Boulevard at Ogden Avenue	10.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289816J	Lombard Avenue	10.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289817R	Ridgeland Avenue	10.70	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289818X	East Avenue	10.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289819E	Oak Park Avenue	11.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289821F	Riverside Drive	11.70	At-Grade	4.4	5497	2.30	15.58	1.7	5497	1.23	3.22
289822M	Harlem Avenue (IL 43)	11.78	At-Grade	4.4	35351	2.30	15.58	1.7	35351	1.23	3.22
289824B	26th Street	11.95	At-Grade	4.4	16134	2.30	15.58	1.7	16134	1.23	3.22
840408R	Veterans Drive	12.13	At-Grade	4.4	695	2.30	15.58	1.7	695	1.23	3.22
289830E	Hainsworth Avenue	12.45	At-Grade	4.4	1195	2.30	15.58	1.7	1195	1.23	3.22
289831L	Des Plaines Avenue	12.85	At-Grade	4.4	17807	2.30	15.58	1.7	17807	1.23	3.22

## 1.73 Cicero

### 1.73.1 Police Facilities

Table E3.73-1 on the next page identifies the 11 public crossings within two miles of the Cicero Police Department that can be utilized in order to serve the community south of the CN rail line. Two of these 11 crossings are at-grade crossings. The nearest grade separated crossing to Cicero Police Department is Cicero Avenue, approximately 1 mile south.

TABLE E3.73-1. CROSSINGS WITHIN TWO MILES OF CICERO POLICE DEPARTMENT											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289710N	Pulaski Road	7.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289711V	Cicero Avenue (IL 50)	8.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289808S	South Lawndale Avenue	7.21	At-Grade	2.5	886	3.08	11.85	0.0	886	0.33	0.00
289809Y	Pulaski Road	7.59	At-Grade	2.5	27965	2.36	9.06	0.0	27965	0.33	0.00
289810T	Cicero Avenue (IL 50)	8.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289811A	Laramie Avenue / 52nd Avenue	9.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289813N	Central Avenue / 56th Avenue	9.55	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289814V	Clyde Avenue / 59th Avenue	9.99	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289815C	Austin Boulevard at Ogden Avenue	10.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289816J	Lombard Avenue	10.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289817R	Ridgeland Avenue	10.70	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.73.2 Fire Protection Facilities

Table E3.73-2 below identifies the ten public crossings within two miles of the Cicero Fire Department Headquarters/Station No. 1 that can be utilized in order to serve the community south of the CN rail line. One of these ten crossings is an at-grade crossing. The nearest grade separated crossing to Cicero Fire Department Headquarters/Station No. 1 is Laramie Avenue, approximately 1 mile south.

TABLE E3.73-2. CROSSINGS WITHIN TWO MILES OF CICERO FIRE DEPARTMENT HEADQUARTERS/STATION NO. 1											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289809Y	Pulaski Road	7.59	At-Grade	2.5	27965	2.36	9.06	0.0	27965	0.33	0.00
289810T	Cicero Avenue (IL 50)	8.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289811A	Laramie Avenue / 52nd Avenue	9.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

289813N	Central Avenue / 56th Avenue	9.55	Grade Separated	N/A							
289814V	Clyde Avenue / 59th Avenue	9.99	Grade Separated	N/A							
289815C	Austin Boulevard at Ogden Avenue	10.15	Grade Separated	N/A							
289816J	Lombard Avenue	10.40	Grade Separated	N/A							
289817R	Ridgeland Avenue	10.70	Grade Separated	N/A							
289818X	East Avenue	10.90	Grade Separated	N/A							
289819E	Oak Park Avenue	11.20	Grade Separated	N/A							

Table E3.73-3 below identifies the eight public crossings within two miles of the Cicero Fire Department – Station No. 2 that can be utilized in order to serve the community south of the CN rail line. None of these eight crossings are at-grade crossings. The nearest grade separated crossing to Cicero Fire Department – Station No. 2 is Austin Boulevard and Ogden Avenue, approximately 2 miles south.

TABLE E3.73-3. CROSSINGS WITHIN TWO MILES OF CICERO FIRE DEPARTMENT - STATION NO. 2											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289811A	Laramie Avenue / 52nd Avenue	9.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289813N	Central Avenue / 56th Avenue	9.55	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289814V	Clyde Avenue / 59th Avenue	9.99	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289815C	Austin Boulevard at Ogden Avenue	10.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289816J	Lombard Avenue	10.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289817R	Ridgeland Avenue	10.70	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289818X	East Avenue	10.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289819E	Oak Park Avenue	11.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.73-4 on the next page identifies the 13 public crossings within two miles of the Cicero Fire Department – Station No. 3 that can be utilized in order to serve the community north of the CN rail line. One of these 13 crossings is an at-grade crossing. The nearest grade separated crossing to Cicero Fire Department – Station No. 3 is Central Avenue, approximately 0.25 mile northwest.

TABLE E3.73-4. CROSSINGS WITHIN TWO MILES OF CICERO FIRE DEPARTMENT - STATION NO. 3											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289710N	Pulaski Road	7.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289711V	Cicero Avenue (IL 50)	8.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289712C	Central Avenue	9.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289809Y	Pulaski Road	7.59	At-Grade	2.5	27965	2.36	9.06	0.0	27965	0.33	0.00
289810T	Cicero Avenue (IL 50)	8.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289811A	Laramie Avenue / 52nd Avenue	9.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289813N	Central Avenue / 56th Avenue	9.55	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289814V	Clyde Avenue / 59th Avenue	9.99	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289815C	Austin Boulevard at Ogden Avenue	10.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289816J	Lombard Avenue	10.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289817R	Ridgeland Avenue	10.70	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289818X	East Avenue	10.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289819E	Oak Park Avenue	11.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.73.3 Emergency Medical Facilities

Table E3.73-5 on the next page identifies the 15 public crossings within two miles of the Saint Anthony Hospital that can be utilized in order to serve the community south of the CN rail line. One of these 15 crossings is an at-grade crossing. There are no public at-grade crossings within two miles of the other emergency medical facilities that serve the residents of Cicero, specifically Loretto Hospital. The nearest grade separated crossing to Saint Anthony Hospital is Western Avenue, approximately 1.5 miles southeast.

TABLE E3.73-5. CROSSINGS WITHIN TWO MILES OF SAINT ANTHONY HOSPITAL											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289693A	31st Street	3.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289694G	Stevenson Expressway (I-55)	3.95	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289695N	Wood Street	4.05	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289696V	33rd Street	4.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289697C	Damen Avenue	4.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289698J	34th Street	4.45	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289699R	Hoyne Avenue	4.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289700H	35th Street	4.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289701P	Leavitt Street	4.70	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289706Y	California Avenue	5.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289804P	Damen Avenue	5.00	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289805W	Western Avenue	5.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
840379H	California Avenue	0.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
840382R	Kedzie Avenue	1.03	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289808S	South Lawndale Avenue	7.21	At-Grade	2.5	886	3.08	11.85	0.0	886	0.33	0.00

Sections E3.74 through E3.81 address emergency service providers in towns and communities along the CN Joliet Subdivision from the EJ&E rail line to Chicago.

## 1.74 Lockport

### 1.74.1 Police Facilities

Table E3.74-1 on the next page identifies the seven public crossings within two miles of the Lockport Police Department that can be utilized in order to serve the community west of the CN rail line Joliet Subdivision. All of these crossings are at-grade crossings. The nearest EJ&E grade separated

crossing to Lockport Police Department is Collins Street, approximately 3.5 miles southwest, while the nearest CN grade separated crossing is Cass Street, approximately 5 miles southwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289749S	2nd Street	32.06	At-Grade	1.8	43	1.31	3.62	2.0	43	1.61	4.97
289750L	6th Street	32.36	At-Grade	1.8	160	1.31	3.62	2.0	160	1.61	4.97
289752A	9th Street (IL 7)	32.59	At-Grade	1.8	30238	1.31	3.62	2.0	30238	1.61	4.97
289753G	10th Street	32.70	At-Grade	1.8	160	1.31	3.62	2.0	160	1.61	4.97
289754N	11th Street	32.74	At-Grade	1.8	307	1.31	3.62	2.0	307	1.61	4.97
289755V	13th Street	32.89	At-Grade	1.8	160	1.31	3.62	2.0	160	1.61	4.97
289756C	Division Street	33.11	At-Grade	1.8	6783	1.31	3.62	2.0	6783	1.61	4.97

Table E3.74-2 below identifies the nine public crossings within two miles of the Illinois State Police – District 5 Headquarters that can be utilized in order to serve the community east of the EJ&E rail line and west of the CN rail line Joliet Subdivision. Eight of these nine crossings are at-grade crossings. The nearest EJ&E grade separated crossing to the Illinois State Police – District 5 Headquarters is Broadway Street, approximately 1.5 miles south, while the nearest CN grade separated crossing is Cass Street, approximately 4 miles south.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260799K	Oakland Avenue	3.20	At-Grade	18.5	1661	1.29	36.73	42.3	1661	1.81	117.98
260595Y	Broadway Street	2.44	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289749S	2nd Street	32.06	At-Grade	1.8	43	1.31	3.62	2.0	43	1.61	4.97
289750L	6th Street	32.36	At-Grade	1.8	160	1.31	3.62	2.0	160	1.61	4.97
289752A	9th Street (IL 7)	32.59	At-Grade	1.8	30238	1.31	3.62	2.0	30238	1.61	4.97
289753G	10th Street	32.70	At-Grade	1.8	160	1.31	3.62	2.0	160	1.61	4.97

289754N	11th Street	32.74	At-Grade	1.8	307	1.31	3.62	2.0	307	1.61	4.97
289755V	13th Street	32.89	At-Grade	1.8	160	1.31	3.62	2.0	160	1.61	4.97
289756C	Division Street	33.11	At-Grade	1.8	6783	1.31	3.62	2.0	6783	1.61	4.97

### 1.74.2 Fire Protection Facilities

Table E3.74-3 below identifies the seven public crossings within two miles of the Lockport Township Fire Protection District Headquarters/Station No. 1 that can be utilized in order to serve the community west of the CN rail line Joliet Subdivision. All of these crossings are at-grade crossings. The nearest CN grade separated crossing to Lockport Township Fire Protection District Headquarters/Station No. 1 is Cass Street, approximately 4.5 miles southwest.

TABLE E3.74-3. CROSSINGS WITHIN TWO MILES OF LOCKPORT TOWNSHIP FIRE PROTECTION DISTRICT HEADQUARTERS/STATION NO. 1											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289749S	2nd Street	32.06	At-Grade	1.8	43	1.31	3.62	2.0	43	1.61	4.97
289750L	6th Street	32.36	At-Grade	1.8	160	1.31	3.62	2.0	160	1.61	4.97
289752A	9th Street (IL 7)	32.59	At-Grade	1.8	30238	1.31	3.62	2.0	30238	1.61	4.97
289753G	10th Street	32.70	At-Grade	1.8	160	1.31	3.62	2.0	160	1.61	4.97
289754N	11th Street	32.74	At-Grade	1.8	307	1.31	3.62	2.0	307	1.61	4.97
289755V	13th Street	32.89	At-Grade	1.8	160	1.31	3.62	2.0	160	1.61	4.97
289756C	Division Street	33.11	At-Grade	1.8	6783	1.31	3.62	2.0	6783	1.61	4.97

There are no public at-grade crossings within two miles of the other fire protection facilities that serve the residents of Lockport, specifically the Homer Township Fire Protection District.

### 1.74.3 Emergency Medical Facilities

Table E3.74-4 on the next page identifies the 17 public crossings within two miles of Silver Cross Hospital that can be utilized in order to serve the community west of the EJ&E rail line and CN rail line Joliet Subdivision. Five of these 17 crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Silver Cross Hospital is Jackson Street (US-6), approximately 0.5 mile southwest, while the nearest CN grade separated crossing is Cass Street, approximately 1.5 miles southwest.

TABLE E3.74-4. CROSSINGS WITHIN TWO MILES OF SILVER CROSS HOSPITAL											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260596F	Collins Street	1.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260597M	Woodruff Road	0.82	At-Grade	18.5	10659	2.58	73.32	42.3	10659	4.43	288.02
260598U	Charlesworth Avenue	0.57	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260599B	Jackson Street (US 6)	0.31	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260600T	Cass Street (US 30)	0.55	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260601A	Washington Street	0.95	At-Grade	6.4	11714	3.44	33.87	28.3	11714	5.26	229.10
260602G	Interstate 80	1.71	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260603N	South Rowell Avenue	1.80	At-Grade	6.4	3184	1.80	17.73	28.3	3184	3.23	140.59
289759X	Ohio Street	36.64	At-Grade	2.9	7198	5.86	26.17	2.9	7198	5.86	26.17
289760S	Jackson Street	36.77	At-Grade	2.9	20380	5.86	26.17	2.9	20380	5.86	26.17
004372F	Cass Street (US 30 / US 6)	37.00	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004373M	Clinton Street	37.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004374U	Van Buren Street	37.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004375B	Jefferson Street (US 30 / US 6)	37.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289761Y	Washington Street	37.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289762F	Osgood Street	37.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289764U	4th Avenue	37.80	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

There are no public at-grade crossings within two miles of the other emergency medical facilities that serve the residents of Lockport, specifically the Provena Saint Joseph Medical Center.

## 1.75 Romeoville

### 1.75.1 Police Facilities

Table E3.75-1 below identifies the one public crossing within two miles of the Romeoville Police Department that can be utilized in order to serve the community east of the CN rail line Joliet Subdivision. This one crossing is an at-grade crossing. The nearest CN grade separated crossing to Romeoville Police Department is State Street, approximately 4.5 miles northeast. There are no public crossings along the EJ&E Romeoville Line.

TABLE E3.75-1. CROSSINGS WITHIN TWO MILES OF ROMEOVILLE POLICE DEPARTMENT											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289744H	Romeo Road / 135th Street	28.98	At-Grade	1.8	19102	1.23	3.41	2.0	19102	1.45	4.47

### 1.75.2 Fire Protection Facilities

Table E3.75-2 below identifies the one public crossing within two miles of the Romeoville Fire Department Headquarters/Station No. 1 that can be utilized in order to serve the community east of the CN rail line Joliet Subdivision. This one crossing is an at-grade crossing. The nearest CN grade separated crossing to Romeoville Police Department is State Street, approximately 4.5 miles northeast. There are no public crossings along the EJ&E Romeoville Line.

TABLE E3.75-2. CROSSINGS WITHIN TWO MILES OF ROMEOVILLE FIRE DEPARTMENT HEADQUARTERS/STATION NO. 1											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289744H	Romeo Road / 135th Street	28.98	At-Grade	1.8	19102	1.23	3.41	2.0	19102	1.45	4.47

There are no public at-grade crossings within two miles of the other fire protection facilities that serve the residents of Romeoville, specifically Romeoville Fire Department – Station No. 2 and Lockport Township Fire Protection District – Station No. 3.

### 1.75.3 Emergency Medical Facilities

There are no public at-grade crossings within two miles of the emergency medical facilities that serve the residents of Romeoville, specifically Adventist Bolingbrook Medical Center.

## 1.76 Lemont

### 1.76.1 Police Facilities

Table E3.76-1 on the next page identifies the six public crossings within two miles of the Lemont Police Department that can be utilized in order to serve the community north of the CN rail line. Five

of these six crossings are at-grade crossings. The nearest grade separated crossing to Lemont Police Department is State Street, approximately 0.25 mile southwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289733V	Pruxne Street / Illinois Street	24.71	At-Grade	1.8	7171	1.61	4.47	2.0	7171	1.48	4.54
289734C	Holmes Street	24.95	At-Grade	1.8	451	1.61	4.47	2.0	451	1.48	4.54
289735J	Stephen Street	25.10	At-Grade	1.8	14222	1.69	4.68	2.0	14222	1.55	4.76
289736R	Lemont Street	25.18	At-Grade	1.8	1172	1.73	4.80	2.0	1172	1.58	4.88
289737X	State Street	25.27	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289738E	Industrial Avenue	25.80	At-Grade	1.8	277	1.31	3.62	2.0	277	1.61	4.97

### 1.76.2 Fire Protection Facilities

Table E3.76-2 below identifies the six public crossings within two miles of the Lemont Fire Protection District Headquarters/Station No. 1 that can be utilized in order to serve the community north of the CN rail line. Five of these six crossings are at-grade crossings. The nearest grade separated crossing to Lemont Fire Protection District Headquarters/Station No. 1 is State Street, approximately 0.25 mile east.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289733V	Pruxne Street / Illinois Street	24.71	At-Grade	1.8	7171	1.61	4.47	2.0	7171	1.48	4.54
289734C	Holmes Street	24.95	At-Grade	1.8	451	1.61	4.47	2.0	451	1.48	4.54
289735J	Stephen Street	25.10	At-Grade	1.8	14222	1.69	4.68	2.0	14222	1.55	4.76
289736R	Lemont Street	25.18	At-Grade	1.8	1172	1.73	4.80	2.0	1172	1.58	4.88
289737X	State Street	25.27	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289738E	Industrial Avenue	25.80	At-Grade	1.8	277	1.31	3.62	2.0	277	1.61	4.97

Table E3.76-3 below identifies the one public crossing within two miles of the Lemont Fire Protection District – Station No. 3 that can be utilized in order to serve the community southeast of the CN rail line. This one crossing is an at-grade crossing. The nearest grade separated crossing to Lemont Fire Protection District – Station No. 3 is State Street, approximately 2 miles southeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289738E	Industrial Avenue	25.80	At-Grade	1.8	277	1.31	3.62	2.0	277	1.61	4.97

Table E3.76-4 below identifies the five public crossings within two miles of the Lemont Fire Protection District – Station No. 4 that can be utilized in order to serve the community northwest of the CN rail line. Four of these five crossings are at-grade crossings. The nearest grade separated crossing to Lemont Fire Protection District – Station No. 4 is State Street, approximately 1.5 miles southwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289733V	Pruxne Street / Illinois Street	24.71	At-Grade	1.8	7171	1.61	4.47	2.0	7171	1.48	4.54
289734C	Holmes Street	24.95	At-Grade	1.8	451	1.61	4.47	2.0	451	1.48	4.54
289735J	Stephen Street	25.10	At-Grade	1.8	14222	1.69	4.68	2.0	14222	1.55	4.76
289736R	Lemont Street	25.18	At-Grade	1.8	1172	1.73	4.80	2.0	1172	1.58	4.88
289737X	State Street	25.27	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.76.3 Emergency Medical Facilities

There are no public at-grade crossings within two miles of the emergency medical facilities that serve the residents of Lemont, specifically Adventist Bolingbrook Medical Center.

## 1.77 Willow Springs

### 1.77.1 Police Facilities

Table E3.77-1 on the next page identifies the four public crossings within two miles of the Willow Springs Police Department that can be utilized in order to serve the community southeast of the CN rail line. One of these four crossings is an at-grade crossing. The nearest grade separated crossing to Willow Springs Police Department is Willow Springs Road, approximately 0.5 mile southeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289724W	La Grange Road (US 12 / US 20 / US 45)	15.98	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289725D	Tri-State Tollway (I-294)	16.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004340A	Willow Springs Road	17.34	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289726K	Old Willow Springs Road	17.54	At-Grade	1.8	21153	1.45	4.02	2.0	21153	1.33	4.10

### 1.77.2 Fire Protection Facilities

Table E3.77-2 below identifies the four public crossings within two miles of the Willow Springs Fire Department Headquarters that can be utilized in order to serve the community southeast of the CN rail line. One of these four crossings is an at-grade crossing. The nearest grade separated crossing to Willow Springs Fire Department Headquarters is Willow Springs Road, approximately 0.5 mile southeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289724W	La Grange Road (US 12 / US 20 / US 45)	15.98	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289725D	Tri-State Tollway (I-294)	16.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004340A	Willow Springs Road	17.34	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289726K	Old Willow Springs Road	17.54	At-Grade	1.8	21153	1.45	4.02	2.0	21153	1.33	4.10

### 1.77.3 Emergency Medical Facilities

There are no public at-grade crossings within two miles of the emergency medical facilities that serve the residents of Willow Springs, specifically La Grange Memorial Hospital and Palos Community Hospital.

## 1.78 Justice

### 1.78.1 Police Facilities

Table E3.78-1 on the next page identifies the two public crossings within two miles of the Justice Police Department that can be utilized in order to serve the community northwest of the CN rail line.

None of these crossings are at-grade crossings. The nearest grade separated crossing to Justice Police Department is LaGrange Road (US-12 / US-20), approximately 0.75 mile west.

<b>TABLE E3.78-1. CROSSINGS WITHIN TWO MILES OF JUSTICE POLICE DEPARTMENT</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289724W	La Grange Road (US 12 / US 20 / US 45)	15.98	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289725D	Tri-State Tollway (I-294)	16.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.78.2 Fire Protection Facilities

Table E3.78-2 below identifies the two public crossings within two miles of the Roberts Park Fire Protection District – Station No. 2 that can be utilized in order to serve the community northwest of the CN rail line. None of these crossings are at-grade crossings. The nearest grade separated crossing to Roberts Park Fire Protection District – Station No. 2 is LaGrange Road (US-12 / US-20), approximately 0.75 mile west.

<b>TABLE E3.78-2. CROSSINGS WITHIN TWO MILES OF ROBERTS PARK FIRE PROTECTION DISTRICT - STATION NO. 2</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289724W	La Grange Road (US 12 / US 20 / US 45)	15.98	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289725D	Tri-State Tollway (I-294)	16.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.78.3 Emergency Medical Facilities

There are no public at-grade crossings within two miles of the emergency medical facilities that serve the residents of Justice, specifically La Grange Memorial Hospital and Palos Community Hospital.

## 1.79 Bedford Park

### 1.79.1 Police Facilities

Table E3.79-1 on the next page identifies the three public crossings within two miles of the Bedford Park Police Department that can be utilized in order to serve the community west of the CN rail line. None of these crossings are at-grade crossings. The nearest grade separated crossing to Bedford Park Police Department is ILL 171, approximately 1.5 miles north.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289717L	Harlem Avenue (IL 43)	11.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289719A	Lawndale Avenue	12.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289720U	IL 171	12.25	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.79.2 Fire Protection Facilities

Table E3.79-2 below identifies the two public crossings within two miles of the Bedford Park Fire Department Headquarters/Station No. 1 that can be utilized in order to serve the community west of the CN rail line. None of these crossings are at-grade crossings. The nearest grade separated crossing to Bedford Park Fire Department Headquarters/Station No. 1 is ILL 171, approximately 1.5 miles north.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289719A	Lawndale Avenue	12.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289720U	IL 171	12.25	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.79.3 Emergency Medical Facilities

Table E3.79-3 below identifies the 13 public crossings within two miles of the Holy Cross Hospital that can be utilized in order to serve the community west of the CN rail line. Three of these 13 crossings are at-grade crossings. The nearest grade separated crossing to Holy Cross Hospital is 67th Street, approximately 1 mile west.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283131J	55th Street	9.28	At-Grade	3.3	31431	4.36	22.11	0.0	31431	0.00	0.00
283133X	58th Street	9.66	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283134E	59th Street	9.78	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

283135L	60th Street	9.91	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283136T	61st Street	10.04	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283137A	62nd Street	10.16	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283138G	63rd Street	10.29	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283139N	64th Street	10.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283140H	65th Street	10.54	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283141P	66th Street	10.66	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283142W	67th Street / Marquette Road	10.79	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283143D	71st Street	11.28	At-Grade	3.3	16612	4.36	22.11	0.0	16612	0.00	0.00
283144K	79th Street	12.30	At-Grade	3.4	29291	4.36	22.78	0.0	29291	0.00	0.00

Table E3.79-4 below identifies the 13 public crossings within two miles of the MacNeal Hospital that can be utilized in order to serve the community north of the CN rail line. Six of these 13 crossings are at-grade crossings. The nearest grade separated crossing to MacNeal Hospital is Oak Park Avenue, approximately 0.5 mile north.

TABLE E3.79-4. CROSSINGS WITHIN TWO MILES OF MACNEAL HOSPITAL											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289813N	Central Avenue / 56th Avenue	9.55	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289814V	Clyde Avenue / 59th Avenue	9.99	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289815C	Austin Boulevard at Ogden Avenue	10.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289816J	Lombard Avenue	10.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289817R	Ridgeland Avenue	10.70	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289818X	East Avenue	10.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289819E	Oak Park Avenue	11.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289821F	Riverside Drive	11.70	At-Grade	4.4	5497	2.30	15.58	1.7	5497	1.23	3.22

289822M	Harlem Avenue (IL 43)	11.78	At-Grade	4.4	35351	2.30	15.58	1.7	35351	1.23	3.22
289824B	26th Street	11.95	At-Grade	4.4	16134	2.30	15.58	1.7	16134	1.23	3.22
840408R	Veterans Drive	12.13	At-Grade	4.4	695	2.30	15.58	1.7	695	1.23	3.22
289830E	Hainsworth Avenue	12.45	At-Grade	4.4	1195	2.30	15.58	1.7	1195	1.23	3.22
289831L	Des Plaines Avenue	12.85	At-Grade	4.4	17807	2.30	15.58	1.7	17807	1.23	3.22

## 1.80 Summit

### 1.80.1 Police Facilities

Table E3.80-1 below identifies the three public crossings within two miles of the Summit Police Department that can be utilized in order to serve the community northwest of the CN rail line. None of these three crossings are at-grade crossings. The nearest grade separated crossing to Summit Police Department is IL 171, approximately 0.5 mile northwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289717L	Harlem Avenue (IL 43)	11.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289719A	Lawndale Avenue	12.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289720U	IL 171	12.25	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.80.2 Fire Protection Facilities

Table E3.80-2 below identifies the three public crossings within two miles of the Summit Fire Department Headquarters that can be utilized in order to serve the community northwest of the CN rail line. None of these three crossings are at-grade crossings. The nearest grade separated crossing to Summit Fire Department Headquarters is IL 171, approximately 0.75 mile northwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289717L	Harlem Avenue (IL 43)	11.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289719A	Lawndale Avenue	12.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

289720U	IL 171	12.25	Grade Separated	N/A							
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### 1.80.3 Emergency Medical Facilities

Table E3.80-3 below identifies the 13 public crossings within two miles of the Holy Cross Hospital that can be utilized in order to serve the community west of the CN rail line. Three of these 13 crossings are at-grade crossings. The nearest grade separated crossing to Holy Cross Hospital is 67th Street, approximately 1 mile west.

TABLE E3.80-3. CROSSINGS WITHIN TWO MILES OF HOLY CROSS HOSPITAL											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283131J	55th Street	9.28	At-Grade	3.3	31431	4.36	22.11	0.0	31431	0.00	0.00
283133X	58th Street	9.66	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283134E	59th Street	9.78	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283135L	60th Street	9.91	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283136T	61st Street	10.04	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283137A	62nd Street	10.16	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283138G	63rd Street	10.29	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283139N	64th Street	10.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283140H	65th Street	10.54	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283141P	66th Street	10.66	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283142W	67th Street / Marquette Road	10.79	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283143D	71st Street	11.28	At-Grade	3.3	16612	4.36	22.11	0.0	16612	0.00	0.00
283144K	79th Street	12.30	At-Grade	3.4	29291	4.36	22.78	0.0	29291	0.00	0.00

Table E3.80-4 on the next page identifies the 13 public crossings within two miles of the MacNeal Hospital that can be utilized in order to serve the community north of the CN rail line. Six of these 13 crossings are at-grade crossings. The nearest grade separated crossing to MacNeal Hospital is Oak Park Avenue, approximately 0.5 mile north.

TABLE E3.80-4. CROSSINGS WITHIN TWO MILES OF MACNEAL HOSPITAL											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289813N	Central Avenue / 56th Avenue	9.55	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289814V	Clyde Avenue / 59th Avenue	9.99	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289815C	Austin Boulevard at Ogden Avenue	10.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289816J	Lombard Avenue	10.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289817R	Ridgeland Avenue	10.70	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289818X	East Avenue	10.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289819E	Oak Park Avenue	11.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289821F	Riverside Drive	11.70	At-Grade	4.4	5497	2.30	15.58	1.7	5497	1.23	3.22
289822M	Harlem Avenue (IL 43)	11.78	At-Grade	4.4	35351	2.30	15.58	1.7	35351	1.23	3.22
289824B	26th Street	11.95	At-Grade	4.4	16134	2.30	15.58	1.7	16134	1.23	3.22
840408R	Veterans Drive	12.13	At-Grade	4.4	695	2.30	15.58	1.7	695	1.23	3.22
289830E	Hainsworth Avenue	12.45	At-Grade	4.4	1195	2.30	15.58	1.7	1195	1.23	3.22
289831L	Des Plaines Avenue	12.85	At-Grade	4.4	17807	2.30	15.58	1.7	17807	1.23	3.22

There are no public at-grade crossings within two miles of the other emergency medical facilities that serve the residents of Summit, specifically La Grange Memorial Hospital.

## 1.81 Stickney

### 1.81.1 Police Facilities

Table E3.81-1 on the next page identifies the 14 public crossings within two miles of the Stickney Police Department that can be utilized in order to serve the community north of the CN rail line. Four of these 14 crossings are at-grade crossings. The nearest grade separated crossing to Stickney Police Department is Lombard Avenue, approximately 1 mile northeast.

TABLE E3.81-1. CROSSINGS WITHIN TWO MILES OF STICKNEY POLICE DEPARTMENT											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289712C	Central Avenue	9.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289717L	Harlem Avenue (IL 43)	11.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289811A	Laramie Avenue / 52nd Avenue	9.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289813N	Central Avenue / 56th Avenue	9.55	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289814V	Clyde Avenue / 59th Avenue	9.99	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289815C	Austin Boulevard at Ogden Avenue	10.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289816J	Lombard Avenue	10.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289817R	Ridgeland Avenue	10.70	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289818X	East Avenue	10.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289819E	Oak Park Avenue	11.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289821F	Riverside Drive	11.70	At-Grade	4.4	5497	2.30	15.58	1.7	5497	1.23	3.22
289822M	Harlem Avenue (IL 43)	11.78	At-Grade	4.4	35351	2.30	15.58	1.7	35351	1.23	3.22
289824B	26th Street	11.95	At-Grade	4.4	16134	2.30	15.58	1.7	16134	1.23	3.22
840408R	Veterans Drive	12.13	At-Grade	4.4	695	2.30	15.58	1.7	695	1.23	3.22

### 1.81.2 Fire Protection Facilities

Table E3.81-2 below identifies the nine public crossings within two miles of the Stickney Fire Department Headquarters that can be utilized in order to serve the community north of the CN rail line. None of these nine crossings are at-grade crossings. The nearest grade separated crossing to Stickney Fire Department Headquarters is Central Avenue, approximately 1 mile southeast.

TABLE E3.81-2. CROSSINGS WITHIN TWO MILES OF STICKNEY FIRE DEPARTMENT HEADQUARTERS											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289712C	Central Avenue	9.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

289717L	Harlem Avenue (IL 43)	11.50	Grade Separated	N/A							
289813N	Central Avenue / 56th Avenue	9.55	Grade Separated	N/A							
289814V	Clyde Avenue / 59th Avenue	9.99	Grade Separated	N/A							
289815C	Austin Boulevard at Ogden Avenue	10.15	Grade Separated	N/A							
289816J	Lombard Avenue	10.40	Grade Separated	N/A							
289817R	Ridgeland Avenue	10.70	Grade Separated	N/A							
289818X	East Avenue	10.90	Grade Separated	N/A							
289819E	Oak Park Avenue	11.20	Grade Separated	N/A							

### 1.81.3 Emergency Medical Facilities

Table E3.81-3 below identifies the 13 public crossings within two miles of the Holy Cross Hospital that can be utilized in order to serve the community west of the CN rail line. Three of these 13 crossings are at-grade crossings. The nearest grade separated crossing to Holy Cross Hospital is 67th Street, approximately 1 mile west.

TABLE E3.81-3. CROSSINGS WITHIN TWO MILES OF HOLY CROSS HOSPITAL											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283131J	55th Street	9.28	At-Grade	3.3	31431	4.36	22.11	0.0	31431	0.00	0.00
283133X	58th Street	9.66	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283134E	59th Street	9.78	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283135L	60th Street	9.91	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283136T	61st Street	10.04	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283137A	62nd Street	10.16	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283138G	63rd Street	10.29	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283139N	64th Street	10.41	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283140H	65th Street	10.54	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283141P	66th Street	10.66	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

283142W	67th Street / Marquette Road	10.79	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283143D	71st Street	11.28	At-Grade	3.3	16612	4.36	22.11	0.0	16612	0.00	0.00
283144K	79th Street	12.30	At-Grade	3.4	29291	4.36	22.78	0.0	29291	0.00	0.00

Table E3.81-4 below identifies the 13 public crossings within two miles of the MacNeal Hospital that can be utilized in order to serve the community north of the CN rail line. Six of these 13 crossings are at-grade crossings. The nearest grade separated crossing to MacNeal Hospital is Oak Park Avenue, approximately 0.5 mile north.

TABLE E3.81-4. CROSSINGS WITHIN TWO MILES OF MACNEAL HOSPITAL											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289813N	Central Avenue / 56th Avenue	9.55	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289814V	Clyde Avenue / 59th Avenue	9.99	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289815C	Austin Boulevard at Ogden Avenue	10.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289816J	Lombard Avenue	10.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289817R	Ridgeland Avenue	10.70	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289818X	East Avenue	10.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289819E	Oak Park Avenue	11.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289821F	Riverside Drive	11.70	At-Grade	4.4	5497	2.30	15.58	1.7	5497	1.23	3.22
289822M	Harlem Avenue (IL 43)	11.78	At-Grade	4.4	35351	2.30	15.58	1.7	35351	1.23	3.22
289824B	26th Street	11.95	At-Grade	4.4	16134	2.30	15.58	1.7	16134	1.23	3.22
840408R	Veterans Drive	12.13	At-Grade	4.4	695	2.30	15.58	1.7	695	1.23	3.22
289830E	Hainsworth Avenue	12.45	At-Grade	4.4	1195	2.30	15.58	1.7	1195	1.23	3.22
289831L	Des Plaines Avenue	12.85	At-Grade	4.4	17807	2.30	15.58	1.7	17807	1.23	3.22

## 1.82 Monee

Sections E3.82 through E3.92 address emergency service providers in towns and communities along the CN Chicago Subdivision from the EJ&E rail line to Chicago.

### 1.82.1 Police Facilities

Table E3.82-1 below identifies the four public crossings within two miles of the Monee Police Department that can be utilized in order to serve the community west of the CN rail line. One of these four crossings is an at-grade crossing. The nearest grade separated crossing to Monee Police Department is West Main Street, approximately 0.25 mile west.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289681F	West Dralle Road	32.50	At-Grade	12.8	4012	1.21	23.85	12.8	4012	1.21	23.85
288900N	West Court Street	34.05	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
288901V	West Main Street	34.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
288904R	South Governors Highway (IL 50)	34.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.82.2 Fire Protection Facilities

Table E3.82-2 below identifies the four public crossings within two miles of the Monee Fire Department Headquarters that can be utilized in order to serve the community east of the CN rail line. One of these four crossings is an at-grade crossing. The nearest grade separated crossing to Monee Fire Department Headquarters is West Main Street, approximately 200 feet east.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289681F	West Dralle Road	32.50	At-Grade	12.8	4012	1.21	23.85	12.8	4012	1.21	23.85
288900N	West Court Street	34.05	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
288901V	West Main Street	34.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
288904R	South Governors Highway (IL 50)	34.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.82.3 Emergency Medical Facilities

Table E3.82-3 below identifies the eight public crossings within two miles of the Saint James Hospital and Health Centers – Chicago Heights that can be utilized in order to serve the community west of the CN rail line. Seven of these eight crossings are at-grade crossings. The nearest grade separated crossing to Saint James Hospital and Health Centers – Chicago Heights that can accommodate all emergency medical vehicles is Calumet Expressway (IL-394), approximately 3 miles east.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260638P	Western Avenue	23.12	At-Grade	8.6	24717	1.11	14.69	31.6	24717	1.87	90.68
260639W	Euclid Avenue	24.63	At-Grade	8.6	238	1.49	19.66	31.6	238	2.17	105.66
260640R	Chicago Road	24.91	At-Grade	8.6	26842	1.60	21.12	31.6	26842	2.43	117.91
260641X	West End Avenue / Halsted Street	25.04	At-Grade	8.6	7267	1.73	22.89	31.6	7267	2.64	128.12
260642E	East End Avenue	25.19	At-Grade	8.6	5086	1.73	22.89	31.6	5086	2.64	128.12
260643L	Butler Street	25.53	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260644T	Wentworth Avenue	25.92	At-Grade	10.2	4563	1.66	26.10	34.2	4563	2.66	140.07
260645A	State Street	26.16	At-Grade	10.2	7656	1.42	22.28	34.2	7656	2.34	123.30

Table E3.82-4 below identifies the six public crossings within two miles of the Saint James Hospital and Health Centers – Olympia Fields that can be utilized in order to serve the community south of the EJ&E rail line and east of the CN rail line Chicago Subdivision. One of these six crossings is an at-grade crossing. The nearest EJ&E grade separated crossing to Saint James Hospital and Health Centers – Olympia Fields is Governor's Highway, approximately 2 miles south, while the nearest CN grade separated crossing is Lincoln Highway (US-30), approximately 1.5 miles southeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260634M	Governors Highway	21.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260636B	Main Street	21.61	At-Grade	6.4	4375	1.10	10.87	28.3	4375	2.79	121.63

289673N	Vollmer Road	26.10	Grade Separated	N/A							
289675C	Lincoln Highway (US 30)	27.65	Grade Separated	N/A							
289676J	Front Street	28.20	Grade Separated	N/A							
289677R	Main Street	28.40	Grade Separated	N/A							

## 1.83 University Park

### 1.83.1 Police Facilities

There are no public at-grade crossings within two miles of the police facilities that serve the residents of University Park, specifically the University Park Police Department.

### 1.83.2 Fire Protection Facilities

There are no public at-grade crossings within two miles of the fire protection facilities that serve the residents of University Park, specifically the University Park Fire Department.

### 1.83.3 Emergency Medical Facilities

Table E3.83-1 below identifies the eight public crossings within two miles of the Saint James Hospital and Health Centers – Chicago Heights that can be utilized in order to serve the community west of the CN rail line. Seven of these eight crossings are at-grade crossings. The nearest grade separated crossing to Saint James Hospital and Health Centers – Chicago Heights that can accommodate all emergency medical vehicles is Calumet Expressway (IL-394), approximately 3 miles east.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260638P	Western Avenue	23.12	At-Grade	8.6	24717	1.11	14.69	31.6	24717	1.87	90.68
260639W	Euclid Avenue	24.63	At-Grade	8.6	238	1.49	19.66	31.6	238	2.17	105.66
260640R	Chicago Road	24.91	At-Grade	8.6	26842	1.60	21.12	31.6	26842	2.43	117.91
260641X	West End Avenue / Halsted Street	25.04	At-Grade	8.6	7267	1.73	22.89	31.6	7267	2.64	128.12
260642E	East End Avenue	25.19	At-Grade	8.6	5086	1.73	22.89	31.6	5086	2.64	128.12
260643L	Butler Street	25.53	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260644T	Wentworth Avenue	25.92	At-Grade	10.2	4563	1.66	26.10	34.2	4563	2.66	140.07

260645A	State Street	26.16	At-Grade	10.2	7656	1.42	22.28	34.2	7656	2.34	123.30
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## 1.84 Olympia Fields

### 1.84.1 Police Facilities

Table E3.84-1 below identifies the five public crossings within two miles of the Olympia Fields Police Department that can be utilized in order to serve the community east of the CN rail line. None of these five crossings are at-grade crossings. The nearest grade separated crossing to Olympia Fields Police Department is Vollmer Road, approximately 0.75 mile northeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289672G	Flossmoor Road	24.95	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289673N	Vollmer Road	26.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289675C	Lincoln Highway (US 30)	27.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289676J	Front Street	28.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289677R	Main Street	28.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.84.2 Fire Protection Facilities

Table E3.84-2 below identifies the ten public crossings within two miles of the Matteson Fire Department Headquarters/Station No. 1 that can be utilized in order to serve the community east of the CN rail line. Three of these ten crossings are at-grade crossings. The nearest grade separated crossing to Matteson Fire Department Headquarters/Station No. 1 is Lincoln Highway, approximately 0.25 mile east.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260632Y	Cicero Avenue	20.06	At-Grade	6.4	30598	1.13	11.09	28.3	30598	1.97	85.80
260634M	Governors Highway	21.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260636B	Main Street	21.61	At-Grade	6.4	4375	1.10	10.87	28.3	4375	2.79	121.63
260637H	Orchard Drive	22.69	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

260638P	Western Avenue	23.12	At-Grade	8.6	24717	1.11	14.69	31.6	24717	1.87	90.68
289673N	Vollmer Road	26.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289675C	Lincoln Highway (US 30)	27.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289676J	Front Street	28.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289677R	Main Street	28.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289678X	Sauk Trail	29.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.84-3 below identifies the four public crossings within two miles of the Matteson Fire Department – Station No. 2 is Interstate 57 that can be utilized in order to serve the community east of the CN rail line. Three of these four crossings are at-grade crossings. The nearest grade separated crossing to Matteson Fire Department – Station No. 2 is Interstate 57, approximately 1 mile south.

<b>TABLE E3.84-3. CROSSINGS WITHIN TWO MILES OF MATTESON FIRE DEPARTMENT - STATION NO. 2</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260629R	Ridgeland Avenue	18.07	At-Grade	6.4	3642	1.13	11.09	28.3	3642	1.53	66.58
260630K	Central Avenue	19.07	At-Grade	6.4	2297	1.15	11.32	28.3	2297	1.56	67.89
260631S	Interstate 57	19.47	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260632Y	Cicero Avenue	20.06	At-Grade	6.4	30598	1.13	11.09	28.3	30598	1.97	85.80

### 1.84.3 Emergency Medical Facilities

Table E3.84-4 on the next page identifies the six public crossings within two miles of the Saint James Hospital and Health Centers – Olympia Fields that can be utilized in order to serve the community south of the EJ&E rail line and east of the CN rail line Chicago Subdivision. One of these six crossings is an at-grade crossing. The nearest EJ&E grade separated crossing to Saint James Hospital and Health Centers – Olympia Fields is Governor's Highway, approximately 2 miles south, while the nearest CN grade separated crossing is Lincoln Highway (US-30), approximately 1.5 miles southeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260634M	Governors Highway	21.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260636B	Main Street	21.61	At-Grade	6.4	4375	1.10	10.87	28.3	4375	2.79	121.63
289673N	Vollmer Road	26.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289675C	Lincoln Highway (US 30)	27.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289676J	Front Street	28.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289677R	Main Street	28.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

## 1.85 Flossmoor

### 1.85.1 Police Facilities

Table E3.85-1 below identifies the four public crossings within two miles of the Flossmoor Police Department that can be utilized in order to serve the community east of the CN rail line. None of these crossings are at-grade crossings. The nearest grade separated crossing to Flossmoor Police Department is Flossmoor Road, approximately 0.25 mile east.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289667K	Dixie Highway	23.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289669Y	183rd Street	23.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289672G	Flossmoor Road	24.95	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289673N	Vollmer Road	26.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.85.2 Fire Protection Facilities

Table E3.85-2 on the next page identifies the four public crossings within two miles of the Flossmoor Fire Department Headquarters that can be utilized in order to serve the community east of the CN rail line. None of these crossings are at-grade crossings. The nearest grade separated crossing to Flossmoor Fire Department Headquarters is Flossmoor Road, approximately 0.25 mile east.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289667K	Dixie Highway	23.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289669Y	183rd Street	23.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289672G	Flossmoor Road	24.95	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289673N	Vollmer Road	26.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.85.3 Emergency Medical Facilities

Table E3.85-3 below identifies the four public crossings within two miles of the Advocate South Suburban Hospital that can be utilized in order to serve the community southeast of the CN rail line. None of these crossings are at-grade crossings. The nearest grade separated crossing to Advocate South Suburban Hospital is 183rd Street, approximately 1.5 miles southeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289665W	Tri-State Tollway (I-294 / I-80)	22.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289667K	Dixie Highway	23.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289669Y	183rd Street	23.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289672G	Flossmoor Road	24.95	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.85-4 on the next page identifies the six public crossings within two miles of the Saint James Hospital and Health Centers – Olympia Fields that can be utilized in order to serve the community south of the EJ&E rail line and east of the CN rail line Chicago Subdivision. One of these six crossings is an at-grade crossing. The nearest EJ&E grade separated crossing to Saint James Hospital and Health Centers – Olympia Fields is Governor's Highway, approximately 2 miles south, while the nearest CN grade separated crossing is Lincoln Highway (US-30), approximately 1.5 miles southeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260634M	Governors Highway	21.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260636B	Main Street	21.61	At-Grade	6.4	4375	1.10	10.87	28.3	4375	2.79	121.63
289673N	Vollmer Road	26.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289675C	Lincoln Highway (US 30)	27.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289676J	Front Street	28.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289677R	Main Street	28.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

## 1.86 Homewood

### 1.86.1 Police Facilities

Table E3.86-1 below identifies the five public crossings within two miles of the Homewood Police Department that can be utilized in order to serve the community west of the CN rail line. None of these crossings are at-grade crossings. The nearest grade separated crossing to Homewood Police Department is Dixie Highway, approximately 500 feet northwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289664P	171st Street	22.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289665W	Tri-State Tollway (I-294 / I-80)	22.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289667K	Dixie Highway	23.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289669Y	183rd Street	23.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289672G	Flossmoor Road	24.95	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.86.2 Fire Protection Facilities

Table E3.86-2 on the next page identifies the five public crossings within two miles of the Homewood Fire Department Headquarters that can be utilized in order to serve the community west of the CN rail line. None of these crossings are at-grade crossings. The nearest grade separated

crossing to Homewood Fire Department Headquarters is Dixie Highway, approximately 500 feet northwest.

<b>TABLE E3.86-2. CROSSINGS WITHIN TWO MILES OF HOMEWOOD FIRE DEPARTMENT HEADQUARTERS</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289664P	171st Street	22.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289665W	Tri-State Tollway (I-294 / I-80)	22.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289667K	Dixie Highway	23.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289669Y	183rd Street	23.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289672G	Flossmoor Road	24.95	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.86.3 Emergency Medical Facilities

Table E3.86-3 below identifies the four public crossings within two miles of the Advocate South Suburban Hospital that can be utilized in order to serve the community southeast of the CN rail line. None of these crossings are at-grade crossings. The nearest grade separated crossing to Advocate South Suburban Hospital is 183rd Street, approximately 1.5 miles southeast.

<b>TABLE E3.86-3. CROSSINGS WITHIN TWO MILES OF ADVOCATE SOUTH SUBURBAN HOSPITAL</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289665W	Tri-State Tollway (I-294 / I-80)	22.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289667K	Dixie Highway	23.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289669Y	183rd Street	23.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289672G	Flossmoor Road	24.95	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.86-4 on the next page identifies the 23 public crossings within two miles of the Ingalls Memorial Hospital that can be utilized in order to serve the community southeast of the CN rail line. 14 of these 23 crossings are at-grade crossings. The nearest grade separated crossing to Ingalls Memorial Hospital is East 157th Street, approximately 0.75 mile east.

TABLE E3.86-4. CROSSINGS WITHIN TWO MILES OF INGALLS MEMORIAL HOSPITAL											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283164W	Western Avenue	20.83	At-Grade	14.9	10039	2.17	49.81	1.0	10039	1.53	2.35
283165D	Interstate 57	21.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283166K	Robey Street	21.58	At-Grade	14.9	144	1.90	43.58	1.0	144	1.35	2.08
283167S	Lincoln Avenue	21.73	At-Grade	14.9	886	1.90	43.58	1.0	886	1.35	2.08
283168Y	Wood Street	21.88	At-Grade	14.9	15775	1.86	42.55	1.0	15775	1.33	2.05
283169F	147th Street / Sibley Boulevard (IL 83)	22.00	At-Grade	14.9	34619	1.86	42.55	1.0	34619	1.33	2.05
283170A	Ashland Avenue	22.20	At-Grade	14.9	13944	1.86	42.55	1.0	13944	1.33	2.05
283171G	150th Street	22.64	At-Grade	14.9	1408	1.81	41.58	1.0	1408	1.31	2.01
283172N	Center Avenue	22.84	At-Grade	14.9	886	1.81	41.58	1.0	886	1.31	2.01
283173V	Broadway Avenue	22.95	At-Grade	14.9	886	5.68	130.31	1.0	886	4.54	6.99
283174C	Park Avenue	23.13	At-Grade	14.9	7051	1.81	41.58	1.0	7051	1.31	2.01
283177X	Halsted Street (IL 1)	23.52	At-Grade	19.5	22064	1.54	46.23	1.0	22064	1.33	2.05
283178E	155th Street	23.57	At-Grade	19.5	451	1.54	46.23	1.0	451	1.33	2.05
283179L	Thornton-Blue Island Road	23.87	At-Grade	19.5	4960	1.58	47.27	1.0	4960	1.41	2.16
283180F	159th Street / 162nd Street (US 6)	24.32	At-Grade	19.5	34741	1.58	47.27	1.0	34741	1.53	2.35
289634X	East 147th Street (IL 83)	19.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289635E	Vincennes Rd (IL 1)	19.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289637T	East 152nd Street	19.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289638A	East 154th Street	19.95	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289641H	East 155th Street	20.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289645K	East 157th Street	20.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

289646S	East 159th Street (US 6)	20.60	Grade Separated	N/A							
289664P	171st Street	22.30	Grade Separated	N/A							

## 1.87 East Hazel Crest

### 1.87.1 Police Facilities

Table E3.87-1 below identifies the six public crossings within two miles of the East Hazel Crest Police Department that can be utilized in order to serve the community west of the CN rail line. None of these six crossings are at-grade crossings. The nearest grade separated crossing to East Hazel Crest Police Department is 171st Street, approximately 0.5 mile west.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289645K	East 157th Street	20.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289646S	East 159th Street (US 6)	20.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289664P	171st Street	22.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289665W	Tri-State Tollway (I-294 / I-80)	22.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289667K	Dixie Highway	23.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289669Y	183rd Street	23.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.87.2 Fire Protection Facilities

Table E3.87-2 below identifies the six public crossings within two miles of the East Hazel Crest Fire Department Headquarters that can be utilized in order to serve the community west of the CN rail line. None of these six crossings are at-grade crossings. The nearest grade separated crossing to East Hazel Crest Fire Department Headquarters is 171st Street, approximately 0.5 mile west.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289645K	East 157th Street	20.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289646S	East 159th Street (US 6)	20.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

289664P	171st Street	22.30	Grade Separated	N/A							
289665W	Tri-State Tollway (I-294 / I-80)	22.40	Grade Separated	N/A							
289667K	Dixie Highway	23.30	Grade Separated	N/A							
289669Y	183rd Street	23.90	Grade Separated	N/A							

### 1.87.3 Emergency Medical Facilities

Table E3.87-3 below identifies the four public crossings within two miles of the Advocate South Suburban Hospital that can be utilized in order to serve the community southeast of the CN rail line. None of these four crossings are at-grade crossings. The nearest grade separated crossing to Advocate South Suburban Hospital is 183rd Street, approximately 1.5 miles southeast.

TABLE E3.87-3. CROSSINGS WITHIN TWO MILES OF ADVOCATE SOUTH SUBURBAN HOSPITAL											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289665W	Tri-State Tollway (I-294 / I-80)	22.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289667K	Dixie Highway	23.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289669Y	183rd Street	23.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289672G	Flossmoor Road	24.95	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.87-4 below identifies the 23 public crossings within two miles of the Ingalls Memorial Hospital that can be utilized in order to serve the community southeast of the CN rail line. 14 of these 23 crossings are at-grade crossings. The nearest grade separated crossing to Ingalls Memorial Hospital is East 157th Street, approximately 0.75 mile east.

TABLE E3.87-4. CROSSINGS WITHIN TWO MILES OF INGALLS MEMORIAL HOSPITAL											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283164W	Western Avenue	20.83	At-Grade	14.9	10039	2.17	49.81	1.0	10039	1.53	2.35
283165D	Interstate 57	21.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283166K	Robey Street	21.58	At-Grade	14.9	144	1.90	43.58	1.0	144	1.35	2.08

283167S	Lincoln Avenue	21.73	At-Grade	14.9	886	1.90	43.58	1.0	886	1.35	2.08
283168Y	Wood Street	21.88	At-Grade	14.9	15775	1.86	42.55	1.0	15775	1.33	2.05
283169F	147th Street / Sibley Boulevard (IL 83)	22.00	At-Grade	14.9	34619	1.86	42.55	1.0	34619	1.33	2.05
283170A	Ashland Avenue	22.20	At-Grade	14.9	13944	1.86	42.55	1.0	13944	1.33	2.05
283171G	150th Street	22.64	At-Grade	14.9	1408	1.81	41.58	1.0	1408	1.31	2.01
283172N	Center Avenue	22.84	At-Grade	14.9	886	1.81	41.58	1.0	886	1.31	2.01
283173V	Broadway Avenue	22.95	At-Grade	14.9	886	5.68	130.31	1.0	886	4.54	6.99
283174C	Park Avenue	23.13	At-Grade	14.9	7051	1.81	41.58	1.0	7051	1.31	2.01
283177X	Halsted Street (IL 1)	23.52	At-Grade	19.5	22064	1.54	46.23	1.0	22064	1.33	2.05
283178E	155th Street	23.57	At-Grade	19.5	451	1.54	46.23	1.0	451	1.33	2.05
283179L	Thornton-Blue Island Road	23.87	At-Grade	19.5	4960	1.58	47.27	1.0	4960	1.41	2.16
283180F	159th Street / 162nd Street (US 6)	24.32	At-Grade	19.5	34741	1.58	47.27	1.0	34741	1.53	2.35
289634X	East 147th Street (IL 83)	19.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289635E	Vincennes Rd (IL 1)	19.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289637T	East 152nd Street	19.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289638A	East 154th Street	19.95	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289641H	East 155th Street	20.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289645K	East 157th Street	20.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289646S	East 159th Street (US 6)	20.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289664P	171st Street	22.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

## 1.88 Hazel Crest

### 1.88.1 Police Facilities

Table E3.88-1 on the next page identifies the four public crossings within two miles of the Hazel Crest Police Department that can be utilized in order to serve the community southeast of the CN rail line. None of these crossings are at-grade crossings. The nearest grade separated crossing to Hazel Crest Police Department is Interstate 294/80 (Tri-State Tollway), approximately 1.5 miles east.

TABLE E3.88-1. CROSSINGS WITHIN TWO MILES OF HAZEL CREST POLICE DEPARTMENT											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289664P	171st Street	22.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289665W	Tri-State Tollway (I-294 / I-80)	22.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289667K	Dixie Highway	23.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289669Y	183rd Street	23.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.88.2 Fire Protection Facilities

Table E3.88-2 below identifies the four public crossings within two miles of the Hazel Crest Department of Fire, Rescue, and Inspectional Services Headquarters that can be utilized in order to serve the community southeast of the CN rail line. None of these crossings are at-grade crossings. The nearest grade separated crossing to Hazel Crest Department of Fire, Rescue, and Inspectional Services Headquarters is Dixie Highway, approximately 1 mile southeast.

TABLE E3.88-2. CROSSINGS WITHIN TWO MILES OF HAZEL CREST DEPARTMENT OF FIRE, RESCUE, AND INSPECTIONAL SERVICES HEADQUARTERS											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289664P	171st Street	22.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289665W	Tri-State Tollway (I-294 / I-80)	22.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289667K	Dixie Highway	23.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289669Y	183rd Street	23.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.88.3 Emergency Medical Facilities

Table E3.88-3 on the next page identifies the four public crossings within two miles of the Advocate South Suburban Hospital that can be utilized in order to serve the community southeast of the CN rail line. None of these crossings are at-grade crossings. The nearest grade separated crossing to Advocate South Suburban Hospital is 183rd Street, approximately 1.5 miles southeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289665W	Tri-State Tollway (I-294 / I-80)	22.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289667K	Dixie Highway	23.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289669Y	183rd Street	23.90	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289672G	Flossmoor Road	24.95	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

## 1.89 Harvey

### 1.89.1 Police Facilities

Table E3.89-1 below identifies the 20 public crossings within two miles of the Harvey Police Department that can be utilized in order to serve the community northeast of the CN rail line. 12 of these 20 crossings are at-grade crossings. The nearest grade separated crossing to Harvey Police Department is Interstate 57 (Dan Ryan Expressway), approximately 1 mile north.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283164W	Western Avenue	20.83	At-Grade	14.9	10039	2.17	49.81	1.0	10039	1.53	2.35
283165D	Interstate 57	21.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283166K	Robey Street	21.58	At-Grade	14.9	144	1.90	43.58	1.0	144	1.35	2.08
283167S	Lincoln Avenue	21.73	At-Grade	14.9	886	1.90	43.58	1.0	886	1.35	2.08
283168Y	Wood Street	21.88	At-Grade	14.9	15775	1.86	42.55	1.0	15775	1.33	2.05
283169F	147th Street / Sibley Boulevard (IL 83)	22.00	At-Grade	14.9	34619	1.86	42.55	1.0	34619	1.33	2.05
283170A	Ashland Avenue	22.20	At-Grade	14.9	13944	1.86	42.55	1.0	13944	1.33	2.05
283171G	150th Street	22.64	At-Grade	14.9	1408	1.81	41.58	1.0	1408	1.31	2.01
283172N	Center Avenue	22.84	At-Grade	14.9	886	1.81	41.58	1.0	886	1.31	2.01
283173V	Broadway Avenue	22.95	At-Grade	14.9	886	5.68	130.31	1.0	886	4.54	6.99

283174C	Park Avenue	23.13	At-Grade	14.9	7051	1.81	41.58	1.0	7051	1.31	2.01
283177X	Halsted Street (IL 1)	23.52	At-Grade	19.5	22064	1.54	46.23	1.0	22064	1.33	2.05
283178E	155th Street	23.57	At-Grade	19.5	451	1.54	46.23	1.0	451	1.33	2.05
289634X	East 147th Street (IL 83)	19.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289635E	Vincennes Rd (IL 1)	19.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289637T	East 152nd Street	19.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289638A	East 154th Street	19.95	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289641H	East 155th Street	20.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289645K	East 157th Street	20.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289646S	East 159th Street (US 6)	20.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.89.2 Fire Protection Facilities

Table E3.89-2 below identifies the 21 public crossings within two miles of the Harvey Fire Department Headquarters/Station No. 1 that can be utilized in order to serve the community northeast of the CN rail line. 13 of these 21 crossings are at-grade crossings. The nearest grade separated crossing to Harvey Fire Department Headquarters/Station No. 1 is East 157th Street, approximately 0.25 mile south.

TABLE E3.89-2. CROSSINGS WITHIN TWO MILES OF HARVEY FIRE DEPARTMENT HEADQUARTERS/STATION NO. 1											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283166K	Robey Street	21.58	At-Grade	14.9	144	1.90	43.58	1.0	144	1.35	2.08
283167S	Lincoln Avenue	21.73	At-Grade	14.9	886	1.90	43.58	1.0	886	1.35	2.08
283168Y	Wood Street	21.88	At-Grade	14.9	15775	1.86	42.55	1.0	15775	1.33	2.05
283169F	147th Street / Sibley Boulevard (IL 83)	22.00	At-Grade	14.9	34619	1.86	42.55	1.0	34619	1.33	2.05
283170A	Ashland Avenue	22.20	At-Grade	14.9	13944	1.86	42.55	1.0	13944	1.33	2.05
283171G	150th Street	22.64	At-Grade	14.9	1408	1.81	41.58	1.0	1408	1.31	2.01
283172N	Center Avenue	22.84	At-Grade	14.9	886	1.81	41.58	1.0	886	1.31	2.01

283173V	Broadway Avenue	22.95	At-Grade	14.9	886	5.68	130.31	1.0	886	4.54	6.99
283174C	Park Avenue	23.13	At-Grade	14.9	7051	1.81	41.58	1.0	7051	1.31	2.01
283177X	Halsted Street (IL 1)	23.52	At-Grade	19.5	22064	1.54	46.23	1.0	22064	1.33	2.05
283178E	155th Street	23.57	At-Grade	19.5	451	1.54	46.23	1.0	451	1.33	2.05
283179L	Thornton-Blue Island Road	23.87	At-Grade	19.5	4960	1.58	47.27	1.0	4960	1.41	2.16
283180F	159th Street / 162nd Street (US 6)	24.32	At-Grade	19.5	34741	1.58	47.27	1.0	34741	1.53	2.35
283181M	Indiana Avenue / State Street	24.88	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289634X	East 147th Street (IL 83)	19.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289635E	Vincennes Rd (IL 1)	19.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289637T	East 152nd Street	19.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289638A	East 154th Street	19.95	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289641H	East 155th Street	20.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289645K	East 157th Street	20.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289646S	East 159th Street (US 6)	20.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.89-3 below identifies the 25 public crossings within two miles of the Harvey Fire Department – Station No. 2 that can be utilized in order to serve the community southwest of the CN rail line. 14 of these 25 crossings are at-grade crossings. The nearest grade separated crossing to Harvey Fire Department – Station No. 2 is East 147th Street, approximately 0.5 mile east.

<b>TABLE E3.89-3. CROSSINGS WITHIN TWO MILES OF HARVEY FIRE DEPARTMENT - STATION NO. 2</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283164W	Western Avenue	20.83	At-Grade	14.9	10039	2.17	49.81	1.0	10039	1.53	2.35
283165D	Interstate 57	21.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283166K	Robey Street	21.58	At-Grade	14.9	144	1.90	43.58	1.0	144	1.35	2.08
283167S	Lincoln Avenue	21.73	At-Grade	14.9	886	1.90	43.58	1.0	886	1.35	2.08

283168Y	Wood Street	21.88	At-Grade	14.9	15775	1.86	42.55	1.0	15775	1.33	2.05
283169F	147th Street / Sibley Boulevard (IL 83)	22.00	At-Grade	14.9	34619	1.86	42.55	1.0	34619	1.33	2.05
283170A	Ashland Avenue	22.20	At-Grade	14.9	13944	1.86	42.55	1.0	13944	1.33	2.05
283171G	150th Street	22.64	At-Grade	14.9	1408	1.81	41.58	1.0	1408	1.31	2.01
283172N	Center Avenue	22.84	At-Grade	14.9	886	1.81	41.58	1.0	886	1.31	2.01
283173V	Broadway Avenue	22.95	At-Grade	14.9	886	5.68	130.31	1.0	886	4.54	6.99
283174C	Park Avenue	23.13	At-Grade	14.9	7051	1.81	41.58	1.0	7051	1.31	2.01
283177X	Halsted Street (IL 1)	23.52	At-Grade	19.5	22064	1.54	46.23	1.0	22064	1.33	2.05
283178E	155th Street	23.57	At-Grade	19.5	451	1.54	46.23	1.0	451	1.33	2.05
283179L	Thornton-Blue Island Road	23.87	At-Grade	19.5	4960	1.58	47.27	1.0	4960	1.41	2.16
283180F	159th Street / 162nd Street (US 6)	24.32	At-Grade	19.5	34741	1.58	47.27	1.0	34741	1.53	2.35
289631C	West 137th Street	17.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289632J	West 138th Street	17.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289633R	West 144th Street	18.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289634X	East 147th Street (IL 83)	19.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289635E	Vincennes Rd (IL 1)	19.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289637T	East 152nd Street	19.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289638A	East 154th Street	19.95	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289641H	East 155th Street	20.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289645K	East 157th Street	20.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289646S	East 159th Street (US 6)	20.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.89-4 on the next page identifies the 21 public crossings within two miles of the Harvey Fire Department – Station No. 3 that can be utilized in order to serve the community northeast of the CN rail line. 13 of these 21 crossings are at-grade crossings. The nearest grade separated crossing to Harvey Fire Department – Station No. 3 is Interstate 57 (Dan Ryan Expressway), approximately 1 mile northwest.

**TABLE E3.89-4. CROSSINGS WITHIN TWO MILES OF HARVEY FIRE DEPARTMENT - STATION NO. 3**

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283164W	Western Avenue	20.83	At-Grade	14.9	10039	2.17	49.81	1.0	10039	1.53	2.35
283165D	Interstate 57	21.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283166K	Robey Street	21.58	At-Grade	14.9	144	1.90	43.58	1.0	144	1.35	2.08
283167S	Lincoln Avenue	21.73	At-Grade	14.9	886	1.90	43.58	1.0	886	1.35	2.08
283168Y	Wood Street	21.88	At-Grade	14.9	15775	1.86	42.55	1.0	15775	1.33	2.05
283169F	147th Street / Sibley Boulevard (IL 83)	22.00	At-Grade	14.9	34619	1.86	42.55	1.0	34619	1.33	2.05
283170A	Ashland Avenue	22.20	At-Grade	14.9	13944	1.86	42.55	1.0	13944	1.33	2.05
283171G	150th Street	22.64	At-Grade	14.9	1408	1.81	41.58	1.0	1408	1.31	2.01
283172N	Center Avenue	22.84	At-Grade	14.9	886	1.81	41.58	1.0	886	1.31	2.01
283173V	Broadway Avenue	22.95	At-Grade	14.9	886	5.68	130.31	1.0	886	4.54	6.99
283174C	Park Avenue	23.13	At-Grade	14.9	7051	1.81	41.58	1.0	7051	1.31	2.01
283177X	Halsted Street (IL 1)	23.52	At-Grade	19.5	22064	1.54	46.23	1.0	22064	1.33	2.05
283178E	155th Street	23.57	At-Grade	19.5	451	1.54	46.23	1.0	451	1.33	2.05
283179L	Thornton-Blue Island Road	23.87	At-Grade	19.5	4960	1.58	47.27	1.0	4960	1.41	2.16
289634X	East 147th Street (IL 83)	19.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289635E	Vincennes Rd (IL 1)	19.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289637T	East 152nd Street	19.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289638A	East 154th Street	19.95	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289641H	East 155th Street	20.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289645K	East 157th Street	20.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289646S	East 159th Street (US 6)	20.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.89-5 below identifies the 14 public crossings within two miles of the Harvey Fire Department – Station No. 4 that can be utilized in order to serve the community northwest of the CN rail line. Six of these 14 crossings are at-grade crossings. The nearest grade separated crossing to Harvey Fire Department – Station No. 4 is East 171st Street, approximately 1 mile southwest.

<b>TABLE E3.89-5. CROSSINGS WITHIN TWO MILES OF HARVEY FIRE DEPARTMENT - STATION NO. 4</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283174C	Park Avenue	23.13	At-Grade	14.9	7051	1.81	41.58	1.0	7051	1.31	2.01
283177X	Halsted Street (IL 1)	23.52	At-Grade	19.5	22064	1.54	46.23	1.0	22064	1.33	2.05
283178E	155th Street	23.57	At-Grade	19.5	451	1.54	46.23	1.0	451	1.33	2.05
283179L	Thornton-Blue Island Road	23.87	At-Grade	19.5	4960	1.58	47.27	1.0	4960	1.41	2.16
283180F	159th Street / 162nd Street (US 6)	24.32	At-Grade	19.5	34741	1.58	47.27	1.0	34741	1.53	2.35
283181M	Indiana Avenue / State Street	24.88	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283182U	South Park Avenue	25.53	At-Grade	22.1	11831	2.05	69.79	2.9	11831	2.10	9.37
289638A	East 154th Street	19.95	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289641H	East 155th Street	20.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289645K	East 157th Street	20.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289646S	East 159th Street (US 6)	20.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289664P	171st Street	22.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289665W	Tri-State Tollway (I-294 / I-80)	22.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289667K	Dixie Highway	23.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.89.3 Emergency Medical Facilities

Table E3.89-6 on the next page identifies the 23 public crossings within two miles of the Ingalls Memorial Hospital that can be utilized in order to serve the community southeast of the CN rail line. 14 of these 23 crossings are at-grade crossings. The nearest grade separated crossing to Ingalls Memorial Hospital is East 157th Street, approximately 0.75 mile east.

**TABLE E3.89-6. CROSSINGS WITHIN TWO MILES OF INGALLS MEMORIAL HOSPITAL**

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283164W	Western Avenue	20.83	At-Grade	14.9	10039	2.17	49.81	1.0	10039	1.53	2.35
283165D	Interstate 57	21.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283166K	Robey Street	21.58	At-Grade	14.9	144	1.90	43.58	1.0	144	1.35	2.08
283167S	Lincoln Avenue	21.73	At-Grade	14.9	886	1.90	43.58	1.0	886	1.35	2.08
283168Y	Wood Street	21.88	At-Grade	14.9	15775	1.86	42.55	1.0	15775	1.33	2.05
283169F	147th Street / Sibley Boulevard (IL 83)	22.00	At-Grade	14.9	34619	1.86	42.55	1.0	34619	1.33	2.05
283170A	Ashland Avenue	22.20	At-Grade	14.9	13944	1.86	42.55	1.0	13944	1.33	2.05
283171G	150th Street	22.64	At-Grade	14.9	1408	1.81	41.58	1.0	1408	1.31	2.01
283172N	Center Avenue	22.84	At-Grade	14.9	886	1.81	41.58	1.0	886	1.31	2.01
283173V	Broadway Avenue	22.95	At-Grade	14.9	886	5.68	130.31	1.0	886	4.54	6.99
283174C	Park Avenue	23.13	At-Grade	14.9	7051	1.81	41.58	1.0	7051	1.31	2.01
283177X	Halsted Street (IL 1)	23.52	At-Grade	19.5	22064	1.54	46.23	1.0	22064	1.33	2.05
283178E	155th Street	23.57	At-Grade	19.5	451	1.54	46.23	1.0	451	1.33	2.05
283179L	Thornton-Blue Island Road	23.87	At-Grade	19.5	4960	1.58	47.27	1.0	4960	1.41	2.16
283180F	159th Street / 162nd Street (US 6)	24.32	At-Grade	19.5	34741	1.58	47.27	1.0	34741	1.53	2.35
289634X	East 147th Street (IL 83)	19.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289635E	Vincennes Rd (IL 1)	19.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289637T	East 152nd Street	19.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289638A	East 154th Street	19.95	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289641H	East 155th Street	20.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289645K	East 157th Street	20.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

289646S	East 159th Street (US 6)	20.60	Grade Separated	N/A							
289664P	171st Street	22.30	Grade Separated	N/A							

## 1.90 Phoenix

### 1.90.1 Police Facilities

Table E3.90-1 below identifies the 22 public crossings within two miles of the Phoenix Police Department that can be utilized in order to serve the community west of the CN rail line. 13 of these 22 crossings are at-grade crossings. The nearest grade separated crossing to Phoenix Police Department is Vincennes Road, approximately 0.25 mile west.

TABLE E3.90-1. CROSSINGS WITHIN TWO MILES OF PHOENIX POLICE DEPARTMENT											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283166K	Robey Street	21.58	At-Grade	14.9	144	1.90	43.58	1.0	144	1.35	2.08
283167S	Lincoln Avenue	21.73	At-Grade	14.9	886	1.90	43.58	1.0	886	1.35	2.08
283168Y	Wood Street	21.88	At-Grade	14.9	15775	1.86	42.55	1.0	15775	1.33	2.05
283169F	147th Street / Sibley Boulevard (IL 83)	22.00	At-Grade	14.9	34619	1.86	42.55	1.0	34619	1.33	2.05
283170A	Ashland Avenue	22.20	At-Grade	14.9	13944	1.86	42.55	1.0	13944	1.33	2.05
283171G	150th Street	22.64	At-Grade	14.9	1408	1.81	41.58	1.0	1408	1.31	2.01
283172N	Center Avenue	22.84	At-Grade	14.9	886	1.81	41.58	1.0	886	1.31	2.01
283173V	Broadway Avenue	22.95	At-Grade	14.9	886	5.68	130.31	1.0	886	4.54	6.99
283174C	Park Avenue	23.13	At-Grade	14.9	7051	1.81	41.58	1.0	7051	1.31	2.01
283177X	Halsted Street (IL 1)	23.52	At-Grade	19.5	22064	1.54	46.23	1.0	22064	1.33	2.05
283178E	155th Street	23.57	At-Grade	19.5	451	1.54	46.23	1.0	451	1.33	2.05
283179L	Thornton-Blue Island Road	23.87	At-Grade	19.5	4960	1.58	47.27	1.0	4960	1.41	2.16
283180F	159th Street / 162nd Street (US 6)	24.32	At-Grade	19.5	34741	1.58	47.27	1.0	34741	1.53	2.35
283181M	Indiana Avenue / State Street	24.88	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

289633R	West 144th Street	18.20	Grade Separated	N/A							
289634X	East 147th Street (IL 83)	19.10	Grade Separated	N/A							
289635E	Vincennes Rd (IL 1)	19.50	Grade Separated	N/A							
289637T	East 152nd Street	19.60	Grade Separated	N/A							
289638A	East 154th Street	19.95	Grade Separated	N/A							
289641H	East 155th Street	20.10	Grade Separated	N/A							
289645K	East 157th Street	20.40	Grade Separated	N/A							
289646S	East 159th Street (US 6)	20.60	Grade Separated	N/A							

### 1.90.2 Fire Protection Facilities

Table E3.90-2 below identifies the 22 public crossings within two miles of the Phoenix Fire Department Headquarters that can be utilized in order to serve the community west of the CN rail line. 13 of these 22 crossings are at-grade crossings. The nearest grade separated crossing to Phoenix Fire Department Headquarters is Vincennes Road, approximately 0.25 mile west.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283166K	Robey Street	21.58	At-Grade	14.9	144	1.90	43.58	1.0	144	1.35	2.08
283167S	Lincoln Avenue	21.73	At-Grade	14.9	886	1.90	43.58	1.0	886	1.35	2.08
283168Y	Wood Street	21.88	At-Grade	14.9	15775	1.86	42.55	1.0	15775	1.33	2.05
283169F	147th Street / Sibley Boulevard (IL 83)	22.00	At-Grade	14.9	34619	1.86	42.55	1.0	34619	1.33	2.05
283170A	Ashland Avenue	22.20	At-Grade	14.9	13944	1.86	42.55	1.0	13944	1.33	2.05
283171G	150th Street	22.64	At-Grade	14.9	1408	1.81	41.58	1.0	1408	1.31	2.01
283172N	Center Avenue	22.84	At-Grade	14.9	886	1.81	41.58	1.0	886	1.31	2.01
283173V	Broadway Avenue	22.95	At-Grade	14.9	886	5.68	130.31	1.0	886	4.54	6.99
283174C	Park Avenue	23.13	At-Grade	14.9	7051	1.81	41.58	1.0	7051	1.31	2.01
283177X	Halsted Street (IL 1)	23.52	At-Grade	19.5	22064	1.54	46.23	1.0	22064	1.33	2.05

283178E	155th Street	23.57	At-Grade	19.5	451	1.54	46.23	1.0	451	1.33	2.05
283179L	Thornton-Blue Island Road	23.87	At-Grade	19.5	4960	1.58	47.27	1.0	4960	1.41	2.16
283180F	159th Street / 162nd Street (US 6)	24.32	At-Grade	19.5	34741	1.58	47.27	1.0	34741	1.53	2.35
283181M	Indiana Avenue / State Street	24.88	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289633R	West 144th Street	18.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289634X	East 147th Street (IL 83)	19.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289635E	Vincennes Rd (IL 1)	19.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289637T	East 152nd Street	19.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289638A	East 154th Street	19.95	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289641H	East 155th Street	20.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289645K	East 157th Street	20.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289646S	East 159th Street (US 6)	20.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.90.3 Emergency Medical Facilities

Table E3.90-3 below identifies the 23 public crossings within two miles of the Ingalls Memorial Hospital that can be utilized in order to serve the community southeast of the CN rail line. 14 of these 23 crossings are at-grade crossings. The nearest grade separated crossing to Ingalls Memorial Hospital is East 157th Street, approximately 0.75 mile east.

TABLE E3.90-3. CROSSINGS WITHIN TWO MILES OF INGALLS MEMORIAL HOSPITAL											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283164W	Western Avenue	20.83	At-Grade	14.9	10039	2.17	49.81	1.0	10039	1.53	2.35
283165D	Interstate 57	21.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283166K	Robey Street	21.58	At-Grade	14.9	144	1.90	43.58	1.0	144	1.35	2.08
283167S	Lincoln Avenue	21.73	At-Grade	14.9	886	1.90	43.58	1.0	886	1.35	2.08
283168Y	Wood Street	21.88	At-Grade	14.9	15775	1.86	42.55	1.0	15775	1.33	2.05
283169F	147th Street / Sibley Boulevard (IL 83)	22.00	At-Grade	14.9	34619	1.86	42.55	1.0	34619	1.33	2.05

283170A	Ashland Avenue	22.20	At-Grade	14.9	13944	1.86	42.55	1.0	13944	1.33	2.05
283171G	150th Street	22.64	At-Grade	14.9	1408	1.81	41.58	1.0	1408	1.31	2.01
283172N	Center Avenue	22.84	At-Grade	14.9	886	1.81	41.58	1.0	886	1.31	2.01
283173V	Broadway Avenue	22.95	At-Grade	14.9	886	5.68	130.31	1.0	886	4.54	6.99
283174C	Park Avenue	23.13	At-Grade	14.9	7051	1.81	41.58	1.0	7051	1.31	2.01
283177X	Halsted Street (IL 1)	23.52	At-Grade	19.5	22064	1.54	46.23	1.0	22064	1.33	2.05
283178E	155th Street	23.57	At-Grade	19.5	451	1.54	46.23	1.0	451	1.33	2.05
283179L	Thornton-Blue Island Road	23.87	At-Grade	19.5	4960	1.58	47.27	1.0	4960	1.41	2.16
283180F	159th Street / 162nd Street (US 6)	24.32	At-Grade	19.5	34741	1.58	47.27	1.0	34741	1.53	2.35
289634X	East 147th Street (IL 83)	19.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289635E	Vincennes Rd (IL 1)	19.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289637T	East 152nd Street	19.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289638A	East 154th Street	19.95	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289641H	East 155th Street	20.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289645K	East 157th Street	20.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289646S	East 159th Street (US 6)	20.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289664P	171st Street	22.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

## 1.91 Dolton

### 1.91.1 Police Facilities

Table E3.91-1 on the next page identifies the five public crossings within two miles of the Dolton Police Department that can be utilized in order to serve the community west of the CN rail line. None of these five crossings are at-grade crossings. The nearest grade separated crossing to Dolton Police Department is West 138th Street, approximately 0.75 mile northwest.

TABLE E3.91-1. CROSSINGS WITHIN TWO MILES OF DOLTON POLICE DEPARTMENT											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289628U	East 130th Street / South Indiana Avenue	16.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289631C	West 137th Street	17.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289632J	West 138th Street	17.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289633R	West 144th Street	18.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289634X	East 147th Street (IL 83)	19.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.91.2 Fire Protection Facilities

Table E3.91-2 below identifies the five public crossings within two miles of the Dolton Fire Department Headquarters/Station No. 1 that can be utilized in order to serve the community west of the CN rail line. None of these five crossings are at-grade crossings. The nearest grade separated crossing to Dolton Fire Department Headquarters/Station No. 1 is West 138th Street, approximately 0.75 mile northwest.

TABLE E3.91-2. CROSSINGS WITHIN TWO MILES OF DOLTON FIRE DEPARTMENT HEADQUARTERS/STATION NO. 1											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289628U	East 130th Street / South Indiana Avenue	16.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289631C	West 137th Street	17.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289632J	West 138th Street	17.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289633R	West 144th Street	18.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289634X	East 147th Street (IL 83)	19.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.91-3 on the next page identifies one public crossing within two miles of the Dolton Fire Department – Station No. 2 that can be utilized in order to serve the community west of the CN rail line. This one crossing is not an at-grade crossing. The nearest grade separated crossing to Dolton Fire Department – Station No. 2 is West 144th Street, approximately 2 miles northwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
289633R	West 144th Street	18.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.91.3 Emergency Medical Facilities

Table E3.91-4 below identifies the 23 public crossings within two miles of the Ingalls Memorial Hospital that can be utilized in order to serve the community southeast of the CN rail line. 14 of these 23 crossings are at-grade crossings. The nearest grade separated crossing to Ingalls Memorial Hospital is East 157th Street, approximately 0.75 mile east.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283164W	Western Avenue	20.83	At-Grade	14.9	10039	2.17	49.81	1.0	10039	1.53	2.35
283165D	Interstate 57	21.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283166K	Robey Street	21.58	At-Grade	14.9	144	1.90	43.58	1.0	144	1.35	2.08
283167S	Lincoln Avenue	21.73	At-Grade	14.9	886	1.90	43.58	1.0	886	1.35	2.08
283168Y	Wood Street	21.88	At-Grade	14.9	15775	1.86	42.55	1.0	15775	1.33	2.05
283169F	147th Street / Sibley Boulevard (IL 83)	22.00	At-Grade	14.9	34619	1.86	42.55	1.0	34619	1.33	2.05
283170A	Ashland Avenue	22.20	At-Grade	14.9	13944	1.86	42.55	1.0	13944	1.33	2.05
283171G	150th Street	22.64	At-Grade	14.9	1408	1.81	41.58	1.0	1408	1.31	2.01
283172N	Center Avenue	22.84	At-Grade	14.9	886	1.81	41.58	1.0	886	1.31	2.01
283173V	Broadway Avenue	22.95	At-Grade	14.9	886	5.68	130.31	1.0	886	4.54	6.99
283174C	Park Avenue	23.13	At-Grade	14.9	7051	1.81	41.58	1.0	7051	1.31	2.01
283177X	Halsted Street (IL 1)	23.52	At-Grade	19.5	22064	1.54	46.23	1.0	22064	1.33	2.05
283178E	155th Street	23.57	At-Grade	19.5	451	1.54	46.23	1.0	451	1.33	2.05
283179L	Thornton-Blue Island Road	23.87	At-Grade	19.5	4960	1.58	47.27	1.0	4960	1.41	2.16

283180F	159th Street / 162nd Street (US 6)	24.32	At-Grade	19.5	34741	1.58	47.27	1.0	34741	1.53	2.35
289634X	East 147th Street (IL 83)	19.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289635E	Vincennes Rd (IL 1)	19.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289637T	East 152nd Street	19.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289638A	East 154th Street	19.95	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289641H	East 155th Street	20.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289645K	East 157th Street	20.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289646S	East 159th Street (US 6)	20.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289664P	171st Street	22.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

## 1.92 Riverdale

### 1.92.1 Police Facilities

Table E3.92-1 below identifies the 13 public crossings within two miles of the Riverdale Police Department that can be utilized in order to serve the community east of the CN rail line. Six of these 13 crossings are at-grade crossings. The nearest grade separated crossing to Riverdale Police Department is West 138th Street, approximately 0.75 mile east.

TABLE E3.92-1. CROSSINGS WITHIN TWO MILES OF RIVERDALE POLICE DEPARTMENT											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283165D	Interstate 57	21.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283166K	Robey Street	21.58	At-Grade	14.9	144	1.90	43.58	1.0	144	1.35	2.08
283167S	Lincoln Avenue	21.73	At-Grade	14.9	886	1.90	43.58	1.0	886	1.35	2.08
283168Y	Wood Street	21.88	At-Grade	14.9	15775	1.86	42.55	1.0	15775	1.33	2.05
283169F	147th Street / Sibley Boulevard (IL 83)	22.00	At-Grade	14.9	34619	1.86	42.55	1.0	34619	1.33	2.05
283170A	Ashland Avenue	22.20	At-Grade	14.9	13944	1.86	42.55	1.0	13944	1.33	2.05
283171G	150th Street	22.64	At-Grade	14.9	1408	1.81	41.58	1.0	1408	1.31	2.01

289628U	East 130th Street / South Indiana Avenue	16.30	Grade Separated	N/A							
289631C	West 137th Street	17.20	Grade Separated	N/A							
289632J	West 138th Street	17.40	Grade Separated	N/A							
289633R	West 144th Street	18.20	Grade Separated	N/A							
289634X	East 147th Street (IL 83)	19.10	Grade Separated	N/A							
289635E	Vincennes Rd (IL 1)	19.50	Grade Separated	N/A							

### 1.92.2 Fire Protection Facilities

Table E3.92-2 below identifies the 13 public crossings within two miles of the Riverdale Fire Department Headquarters that can be utilized in order to serve the community east of the CN rail line. Six of these 13 crossings are at-grade crossings. The nearest grade separated crossing to Riverdale Fire Department Headquarters is West 138th Street, approximately 0.75 mile east.

TABLE E3.92-2. CROSSINGS WITHIN TWO MILES OF RIVERDALE FIRE DEPARTMENT HEADQUARTERS											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283165D	Interstate 57	21.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283166K	Robey Street	21.58	At-Grade	14.9	144	1.90	43.58	1.0	144	1.35	2.08
283167S	Lincoln Avenue	21.73	At-Grade	14.9	886	1.90	43.58	1.0	886	1.35	2.08
283168Y	Wood Street	21.88	At-Grade	14.9	15775	1.86	42.55	1.0	15775	1.33	2.05
283169F	147th Street / Sibley Boulevard (IL 83)	22.00	At-Grade	14.9	34619	1.86	42.55	1.0	34619	1.33	2.05
283170A	Ashland Avenue	22.20	At-Grade	14.9	13944	1.86	42.55	1.0	13944	1.33	2.05
283171G	150th Street	22.64	At-Grade	14.9	1408	1.81	41.58	1.0	1408	1.31	2.01
289628U	East 130th Street / South Indiana Avenue	16.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289631C	West 137th Street	17.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289632J	West 138th Street	17.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289633R	West 144th Street	18.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

289634X	East 147th Street (IL 83)	19.10	Grade Separated	N/A							
289635E	Vincennes Rd (IL 1)	19.50	Grade Separated	N/A							

### 1.92.3 Emergency Medical Facilities

Table E3.92-3 below identifies the nine public crossings within two miles of the Saint Francis Hospital that can be utilized in order to serve the community west of the CN rail line. Six of these nine crossings are at-grade crossings. The nearest grade separated crossing to Saint Francis Hospital and Health Center is Vermont Street, approximately 0.5 mile southwest.

TABLE E3.92-3. CROSSINGS WITHIN TWO MILES OF SAINT FRANCIS HOSPITAL AND HEALTH CENTER											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283156E	119th Street	17.54	At-Grade	3.4	14341	4.36	22.78	0.0	14341	0.00	0.00
283157L	123rd Street	18.05	At-Grade	3.4	6468	4.36	22.78	0.0	6468	0.00	0.00
283158T	127th Street	18.58	At-Grade	3.4	27607	4.36	22.78	0.0	27607	0.00	0.00
283160U	Union Street	18.87	At-Grade	3.4	886	4.36	22.78	0.0	886	0.00	0.00
283161B	Vermont Street	19.13	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283162H	Broadway Street	19.49	At-Grade	14.9	5916	1.81	41.58	1.0	5916	1.31	2.01
283163P	139th Street	20.16	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283164W	Western Avenue	20.83	At-Grade	14.9	10039	2.17	49.81	1.0	10039	1.53	2.35
283165D	Interstate 57	21.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.92-4 on the next page identifies the 23 public crossings within two miles of the Ingalls Memorial Hospital that can be utilized in order to serve the community southeast of the CN rail line. 14 of these 23 crossings are at-grade crossings. The nearest grade separated crossing to Ingalls Memorial Hospital is East 157th Street, approximately 0.75 mile east.

**TABLE E3.92-4. CROSSINGS WITHIN TWO MILES OF INGALLS MEMORIAL HOSPITAL**

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283164W	Western Avenue	20.83	At-Grade	14.9	10039	2.17	49.81	1.0	10039	1.53	2.35
283165D	Interstate 57	21.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283166K	Robey Street	21.58	At-Grade	14.9	144	1.90	43.58	1.0	144	1.35	2.08
283167S	Lincoln Avenue	21.73	At-Grade	14.9	886	1.90	43.58	1.0	886	1.35	2.08
283168Y	Wood Street	21.88	At-Grade	14.9	15775	1.86	42.55	1.0	15775	1.33	2.05
283169F	147th Street / Sibley Boulevard (IL 83)	22.00	At-Grade	14.9	34619	1.86	42.55	1.0	34619	1.33	2.05
283170A	Ashland Avenue	22.20	At-Grade	14.9	13944	1.86	42.55	1.0	13944	1.33	2.05
283171G	150th Street	22.64	At-Grade	14.9	1408	1.81	41.58	1.0	1408	1.31	2.01
283172N	Center Avenue	22.84	At-Grade	14.9	886	1.81	41.58	1.0	886	1.31	2.01
283173V	Broadway Avenue	22.95	At-Grade	14.9	886	5.68	130.31	1.0	886	4.54	6.99
283174C	Park Avenue	23.13	At-Grade	14.9	7051	1.81	41.58	1.0	7051	1.31	2.01
283177X	Halsted Street (IL 1)	23.52	At-Grade	19.5	22064	1.54	46.23	1.0	22064	1.33	2.05
283178E	155th Street	23.57	At-Grade	19.5	451	1.54	46.23	1.0	451	1.33	2.05
283179L	Thornton-Blue Island Road	23.87	At-Grade	19.5	4960	1.58	47.27	1.0	4960	1.41	2.16
283180F	159th Street / 162nd Street (US 6)	24.32	At-Grade	19.5	34741	1.58	47.27	1.0	34741	1.53	2.35
289634X	East 147th Street (IL 83)	19.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289635E	Vincennes Rd (IL 1)	19.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289637T	East 152nd Street	19.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289638A	East 154th Street	19.95	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289641H	East 155th Street	20.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289645K	East 157th Street	20.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

289646S	East 159th Street (US 6)	20.60	Grade Separated	N/A							
289664P	171st Street	22.30	Grade Separated	N/A							

Sections E3.93 through E3.101 address emergency service providers in towns and communities along the CN Elsdon/South Bend Subdivision from the EJ&E rail line to Chicago.

## 1.93 Highland

### 1.93.1 Police Facilities

Table E3.93-1 below identifies the five public crossings within two miles of the Highland Police Department that can be utilized in order to serve the community south of the CN rail line. Three of these five crossings are at-grade crossings. The nearest grade separated crossing to Highland Police Department is Ridge Road, approximately 1.5 miles east.

TABLE E3.93-1. CROSSINGS WITHIN TWO MILES OF HIGHLAND POLICE DEPARTMENT											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260664E	East 45th Avenue	37.52	At-Grade	7.6	23486	0.97	11.37	28.6	23486	1.61	70.84
260665L	East 40th Place	38.11	At-Grade	7.6	14222	0.95	11.13	28.6	14222	1.57	69.23
260667A	Ridge Road (US 6)	38.34	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260669N	I-94 / I-80	39.77	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260670H	West 25th Avenue	40.03	At-Grade	9.7	4187	1.01	15.04	29.7	4187	1.48	67.55

### 1.93.2 Fire Protection Facilities

Table E3.93-2 below identifies the two public crossings within two miles of the Highland Fire Department Headquarters/Central Station that can be utilized in order to serve the community south of the CN rail line. One of these two crossings is an at-grade crossing. The nearest grade separated crossing to Highland Fire Department Headquarters/Central Station is Ridge Road, approximately 2 miles east.

TABLE E3.93-2. CROSSINGS WITHIN TWO MILES OF HIGHLAND FIRE DEPARTMENT HEADQUARTERS/CENTRAL STATION											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260665L	East 40th Place	38.11	At-Grade	7.6	14222	0.95	11.13	28.6	14222	1.57	69.23

260667A	Ridge Road (US 6)	38.34	Grade Separated	N/A							
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Table E3.93-3 below identifies the five public crossings within two miles of the Highland Fire Department South Station that can be utilized in order to serve the community south of the CN rail line. Four of these five crossings are at-grade crossings. The nearest grade separated crossing to Highland Fire Department South Station is Indianapolis Boulevard (US-41), approximately 0.5 mile southwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260657U	Kennedy Avenue	34.36	At-Grade	10.2	17076	1.01	15.90	34.2	17076	1.49	78.59
283197J	White Oak Avenue	32.65	At-Grade	22.1	11062	1.51	51.24	2.9	11062	1.39	6.20
283198R	Indianapolis Boulevard (US 41)	33.70	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283199X	Kennedy Avenue	34.23	At-Grade	22.1	6664	2.82	95.89	2.9	6664	2.99	13.33
283200P	Main Street	35.55	At-Grade	22.1	10960	1.61	54.68	2.9	10960	1.59	7.08

### 1.93.3 Emergency Medical Facilities

Table E3.93-4 below identifies the five public crossings within two miles of Saint Margaret Mercy Hospital – Dyer Campus that can be utilized in order to serve the community northeast of the EJ&E rail line. Four of these five crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Saint Margaret Mercy Hospital – Dyer Campus is Calumet Avenue, approximately 1 mile northeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260649C	Torrence Avenue	29.18	At-Grade	10.2	8968	0.98	15.32	34.2	8968	1.41	74.09
260651D	Lincoln Highway (US 30)	30.69	At-Grade	10.2	39656	1.13	17.70	34.2	39656	1.67	87.90
260652K	Lake Street	30.96	At-Grade	10.2	5067	1.13	17.70	34.2	5067	1.63	85.82
260653S	Hart Street	31.10	At-Grade	10.2	20268	1.10	17.29	34.2	20268	1.63	85.82

260813D	Calumet Avenue	31.71	Grade Separated	N/A							
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Table E3.93-5 below identifies the six public crossings within two miles of Methodist Hospital – Northlake Campus that can be utilized in order to serve the community south of the EJ&E rail line. Three of these six crossings are at-grade crossings. The nearest grade separated crossing to Methodist Hospital – Northlake Campus is Buchanan Street, approximately 0.75 mile northeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260730P	Buchanan Street	6.02	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260731W	Broadway Street	6.86	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260732D	Virginia Street	7.26	At-Grade	1.0	6664	2.62	4.03	2.0	6664	4.31	13.27
260733K	Indiana East-West Tollway (I-90)	7.39	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260734S	Tennessee Street	7.67	At-Grade	1.0	8018	2.62	4.03	2.0	8018	4.31	13.27
260735Y	Ohio Street	7.73	At-Grade	1.0	555	2.62	4.03	2.0	555	4.31	13.27

There are no public at-grade crossings within two miles of the other emergency medical facilities that serve the residents of Highland, specifically Saint Margaret Mercy Hospital – Hammond Campus and Methodist Hospital – Midlake Campus.

## 1.94 Munster

### 1.94.1 Police Facilities

Table E3.94-1 below identifies the four public crossings within two miles of the Munster Police Department that can be utilized in order to serve the community south of the CN rail line. All of these crossings are at-grade crossings. The nearest grade separated crossing to Munster Police Department is Indianapolis Boulevard (US-41), approximately 2.5 miles southeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283193G	Burnham Avenue	29.80	At-Grade	22.1	8724	1.39	47.41	2.9	8724	1.30	5.81

283194N	Wentworth Avenue	30.39	At-Grade	22.1	13027	1.39	47.41	2.9	13027	1.30	5.81
283195V	Calumet Avenue	31.62	At-Grade	22.1	31311	1.45	49.23	2.9	31311	1.32	5.91
283197J	White Oak Avenue	32.65	At-Grade	22.1	11062	1.51	51.24	2.9	11062	1.39	6.20

### 1.94.2 Fire Protection Facilities

Table E3.94-2 below identifies the four public crossings within two miles of the Munster Fire Department Headquarters/Station No. 1 that can be utilized in order to serve the community south of the CN rail line. All of these crossings are at-grade crossings. The nearest grade separated crossing to Munster Fire Department Headquarters/Station No. 1 is Indianapolis Boulevard (US-41), approximately 2.5 miles southeast.

TABLE E3.94-2. CROSSINGS WITHIN TWO MILES OF MUNSTER FIRE DEPARTMENT HEADQUARTERS/STATION NO. 1											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283193G	Burnham Avenue	29.80	At-Grade	22.1	8724	1.39	47.41	2.9	8724	1.30	5.81
283194N	Wentworth Avenue	30.39	At-Grade	22.1	13027	1.39	47.41	2.9	13027	1.30	5.81
283195V	Calumet Avenue	31.62	At-Grade	22.1	31311	1.45	49.23	2.9	31311	1.32	5.91
283197J	White Oak Avenue	32.65	At-Grade	22.1	11062	1.51	51.24	2.9	11062	1.39	6.20

Table E3.94-3 below identifies the five public crossings within two miles of the Munster Fire Department – Station No. 2 that can be utilized in order to serve the community south of the CN rail line. All of these crossings are at-grade crossings. The nearest grade separated crossing to Munster Fire Department – Station No. 2 is Indianapolis Boulevard (US-41), approximately 2.5 miles southeast.

TABLE E3.94-3. CROSSINGS WITHIN TWO MILES OF MUNSTER FIRE DEPARTMENT - STATION NO. 2											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283191T	186th Street	29.42	At-Grade	22.1	7768	1.42	48.30	2.9	7768	1.30	5.81
283193G	Burnham Avenue	29.80	At-Grade	22.1	8724	1.39	47.41	2.9	8724	1.30	5.81
283194N	Wentworth Avenue	30.39	At-Grade	22.1	13027	1.39	47.41	2.9	13027	1.30	5.81

283195V	Calumet Avenue	31.62	At-Grade	22.1	31311	1.45	49.23	2.9	31311	1.32	5.91
283197J	White Oak Avenue	32.65	At-Grade	22.1	11062	1.51	51.24	2.9	11062	1.39	6.20

Table E3.94-4 below identifies the five public crossings within two miles of the Munster Fire Department – Station No. 3 that can be utilized in order to serve the community north of the CN rail line. Three of these five crossings are at-grade crossings. The nearest grade separated crossing to Munster Fire Department – Station No. 3 is Indianapolis Boulevard (US-41), approximately 2 miles east.

<b>TABLE E3.94-4. CROSSINGS WITHIN TWO MILES OF MUNSTER FIRE DEPARTMENT - STATION NO. 3</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260653S	Hart Street	31.10	At-Grade	10.2	20268	1.10	17.29	34.2	20268	1.63	85.82
260813D	Calumet Avenue	31.71	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283195V	Calumet Avenue	31.62	At-Grade	22.1	31311	1.45	49.23	2.9	31311	1.32	5.91
283197J	White Oak Avenue	32.65	At-Grade	22.1	11062	1.51	51.24	2.9	11062	1.39	6.20
283198R	Indianapolis Boulevard (US 41)	33.70	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.94.3 Emergency Medical Facilities

Table E3.94-5 below identifies the four public crossings within two miles of Community Hospital that can be utilized in order to serve the community south of the CN rail line Elsdon/South Bend Subdivision. All four of these crossings are at-grade crossings. The nearest CN grade separated crossing to Community Hospital is Indianapolis Boulevard (US-41), approximately 2 miles southeast.

<b>TABLE E3.94-5. CROSSINGS WITHIN TWO MILES OF COMMUNITY HOSPITAL</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283193G	Burnham Avenue	29.80	At-Grade	22.1	8724	1.39	47.41	2.9	8724	1.30	5.81
283194N	Wentworth Avenue	30.39	At-Grade	22.1	13027	1.39	47.41	2.9	13027	1.30	5.81
283195V	Calumet Avenue	31.62	At-Grade	22.1	31311	1.45	49.23	2.9	31311	1.32	5.91
283197J	White Oak Avenue	32.65	At-Grade	22.1	11062	1.51	51.24	2.9	11062	1.39	6.20

## 1.95 Lansing

### 1.95.1 Police Facilities

Table E3.95-1 below identifies the five public crossings within two miles of the Lansing Police Department that can be utilized in order to serve the community southwest of the CN rail line. Four of these five crossings are at-grade crossings. The nearest grade separated crossing to Lansing Police Department is Calumet Expressway (IL-394), approximately 2 miles southwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283185P	Calumet Expy / Bishop Ford (IL 394)	27.18	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283186W	Volbrecht Road	27.49	At-Grade	22.1	3641	1.51	51.24	2.9	3641	1.39	6.20
283188K	Thornton-Lansing Road	27.74	At-Grade	22.1	11951	1.51	51.24	2.9	11951	1.39	6.20
283189S	182nd Street / Ridge Road	28.41	At-Grade	22.1	9336	1.48	50.21	2.9	9336	1.37	6.10
283190L	Torrence Avenue (IL 83)	28.65	At-Grade	22.1	12799	1.48	50.21	2.9	12799	1.34	6.00

### 1.95.2 Fire Protection Facilities

Table E3.95-2 below identifies the six public crossings within two miles of the Lansing Fire Department Headquarters/Station No. 3 that can be utilized in order to serve the community northeast of the CN rail line. All of these crossings are at-grade crossings. The nearest grade separated crossing to Lansing Fire Department Headquarters/Station No. 3 is Calumet Expressway (IL-394), approximately 3 miles northwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283189S	182nd Street / Ridge Road	28.41	At-Grade	22.1	9336	1.48	50.21	2.9	9336	1.37	6.10
283190L	Torrence Avenue (IL 83)	28.65	At-Grade	22.1	12799	1.48	50.21	2.9	12799	1.34	6.00
283191T	186th Street	29.42	At-Grade	22.1	7768	1.42	48.30	2.9	7768	1.30	5.81
283193G	Burnham Avenue	29.80	At-Grade	22.1	8724	1.39	47.41	2.9	8724	1.30	5.81
283194N	Wentworth Avenue	30.39	At-Grade	22.1	13027	1.39	47.41	2.9	13027	1.30	5.81

283195V	Calumet Avenue	31.62	At-Grade	22.1	31311	1.45	49.23	2.9	31311	1.32	5.91
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Table E3.95-3 below identifies the five public crossings within two miles of the Lansing Fire Department – Station No. 1 that can be utilized in order to serve the community southwest of the CN rail line. All of these crossings are at-grade crossings. The nearest grade separated crossing to Lansing Fire Department – Station No. 1 is Calumet Expressway (IL-394), approximately 2.5 miles west.

TABLE E3.95-3. CROSSINGS WITHIN TWO MILES OF LANSING FIRE DEPARTMENT - STATION NO. 1											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283189S	182nd Street / Ridge Road	28.41	At-Grade	22.1	9336	1.48	50.21	2.9	9336	1.37	6.10
283190L	Torrence Avenue (IL 83)	28.65	At-Grade	22.1	12799	1.48	50.21	2.9	12799	1.34	6.00
283191T	186th Street	29.42	At-Grade	22.1	7768	1.42	48.30	2.9	7768	1.30	5.81
283193G	Burnham Avenue	29.80	At-Grade	22.1	8724	1.39	47.41	2.9	8724	1.30	5.81
283194N	Wentworth Avenue	30.39	At-Grade	22.1	13027	1.39	47.41	2.9	13027	1.30	5.81

Table E3.95-4 below identifies the seven public crossings within two miles of the Lansing Fire Department – Station No. 2 that can be utilized in order to serve the community southwest of the CN rail line. All of these crossings are at-grade crossings. The nearest grade separated crossing to Lansing Fire Department – Station No. 2 is Calumet Expressway (IL-394), approximately 2 miles west.

TABLE E3.95-4. CROSSINGS WITHIN TWO MILES OF LANSING FIRE DEPARTMENT - STATION NO. 2											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283186W	Volbrecht Road	27.49	At-Grade	22.1	3641	1.51	51.24	2.9	3641	1.39	6.20
283188K	Thornton-Lansing Road	27.74	At-Grade	22.1	11951	1.51	51.24	2.9	11951	1.39	6.20
283189S	182nd Street / Ridge Road	28.41	At-Grade	22.1	9336	1.48	50.21	2.9	9336	1.37	6.10
283190L	Torrence Avenue (IL 83)	28.65	At-Grade	22.1	12799	1.48	50.21	2.9	12799	1.34	6.00
283191T	186th Street	29.42	At-Grade	22.1	7768	1.42	48.30	2.9	7768	1.30	5.81

283193G	Burnham Avenue	29.80	At-Grade	22.1	8724	1.39	47.41	2.9	8724	1.30	5.81
283194N	Wentworth Avenue	30.39	At-Grade	22.1	13027	1.39	47.41	2.9	13027	1.30	5.81

Table E3.95-5 below identifies the five public crossings within two miles of the Lansing Fire Department – Station No. 4 that can be utilized in order to serve the community southwest of the CN rail line. Four of these five crossings are at-grade crossings. The nearest grade separated crossing to Lansing Fire Department – Station No. 4 is Calumet Expressway (IL-394), approximately 2 miles southwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283185P	Calumet Expy / Bishop Ford (IL 394)	27.18	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283186W	Volbrecht Road	27.49	At-Grade	22.1	3641	1.51	51.24	2.9	3641	1.39	6.20
283188K	Thornton-Lansing Road	27.74	At-Grade	22.1	11951	1.51	51.24	2.9	11951	1.39	6.20
283189S	182nd Street / Ridge Road	28.41	At-Grade	22.1	9336	1.48	50.21	2.9	9336	1.37	6.10
283190L	Torrence Avenue (IL 83)	28.65	At-Grade	22.1	12799	1.48	50.21	2.9	12799	1.34	6.00

### 1.95.3 Emergency Medical Facilities

Table E3.95-6 below identifies the four public crossings within two miles of Community Hospital that can be utilized in order to serve the community south of the CN rail line Elsdon/South Bend Subdivision. All four of these crossings are at-grade crossings. The nearest CN grade separated crossing to Community Hospital is Indianapolis Boulevard (US-41), approximately 2 miles southeast.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283193G	Burnham Avenue	29.80	At-Grade	22.1	8724	1.39	47.41	2.9	8724	1.30	5.81
283194N	Wentworth Avenue	30.39	At-Grade	22.1	13027	1.39	47.41	2.9	13027	1.30	5.81
283195V	Calumet Avenue	31.62	At-Grade	22.1	31311	1.45	49.23	2.9	31311	1.32	5.91
283197J	White Oak Avenue	32.65	At-Grade	22.1	11062	1.51	51.24	2.9	11062	1.39	6.20

## 1.96 Thornton

### 1.96.1 Police Facilities

Table E3.96-1 below identifies the eight public crossings within two miles of the Thornton Police Department that can be utilized in order to serve the community northeast of the CN rail line. Five of these eight crossings are at-grade crossings. The nearest accessible grade separated crossing to Thornton Police Department is Indiana Avenue/State Street, approximately 1.5 miles north.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283180F	159th Street / 162nd Street (US 6)	24.32	At-Grade	19.5	34741	1.58	47.27	1.0	34741	1.53	2.35
283181M	Indiana Avenue / State Street	24.88	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283182U	South Park Avenue	25.53	At-Grade	22.1	11831	2.05	69.79	2.9	11831	2.10	9.37
283183B	170th Street	25.85	At-Grade	22.1	13266	3.32	112.86	2.9	13266	3.52	15.71
283184H	Tri-State Tollway (I-294 / I-80)	26.77	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283185P	Calumet Expy / Bishop Ford (IL 394)	27.18	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283186W	Volbrecht Road	27.49	At-Grade	22.1	3641	1.51	51.24	2.9	3641	1.39	6.20
283188K	Thornton-Lansing Road	27.74	At-Grade	22.1	11951	1.51	51.24	2.9	11951	1.39	6.20

### 1.96.2 Fire Protection Facilities

Table E3.96-2 below identifies the seven public crossings within two miles of the Thornton Fire Department Headquarters/Station No. 1 that can be utilized in order to serve the community northeast of the CN rail line. Four of these seven crossings are at-grade crossings. The nearest accessible grade separated crossing to Thornton Fire Department Headquarters/Station No. 1 is Indiana Avenue/State Street, approximately 2 miles north.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283181M	Indiana Avenue / State Street	24.88	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283182U	South Park Avenue	25.53	At-Grade	22.1	11831	2.05	69.79	2.9	11831	2.10	9.37

283183B	170th Street	25.85	At-Grade	22.1	13266	3.32	112.86	2.9	13266	3.52	15.71
283184H	Tri-State Tollway (I-294 / I-80)	26.77	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283185P	Calumet Expy / Bishop Ford (IL 394)	27.18	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283186W	Volbrecht Road	27.49	At-Grade	22.1	3641	1.51	51.24	2.9	3641	1.39	6.20
283188K	Thornton-Lansing Road	27.74	At-Grade	22.1	11951	1.51	51.24	2.9	11951	1.39	6.20

Table E3.96-3 below identifies the six public crossings within two miles of the Thornton Fire Department – Station No. 2 that can be utilized in order to serve the community northeast of the CN rail line. Three of these six crossings are at-grade crossings. The nearest accessible grade separated crossing to Thornton Fire Department – Station No. 2 is Indiana Avenue/State Street, approximately 2 miles north.

<b>TABLE E3.96-3. CROSSINGS WITHIN TWO MILES OF THORNTON FIRE DEPARTMENT - STATION NO. 2</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283181M	Indiana Avenue / State Street	24.88	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283182U	South Park Avenue	25.53	At-Grade	22.1	11831	2.05	69.79	2.9	11831	2.10	9.37
283183B	170th Street	25.85	At-Grade	22.1	13266	3.32	112.86	2.9	13266	3.52	15.71
283184H	Tri-State Tollway (I-294 / I-80)	26.77	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283185P	Calumet Expy / Bishop Ford (IL 394)	27.18	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283186W	Volbrecht Road	27.49	At-Grade	22.1	3641	1.51	51.24	2.9	3641	1.39	6.20

### 1.96.3 Emergency Medical Facilities

Table E3.96-4 on the next page identifies the eight public crossings within two miles of the Saint James Hospital and Health Centers – Chicago Heights that can be utilized in order to serve the community west of the CN rail line. Seven of these eight crossings are at-grade crossings. The nearest grade separated crossing to Saint James Hospital and Health Centers – Chicago Heights that can accommodate all emergency medical vehicles is Calumet Expressway (IL-394), approximately 3 miles east.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260638P	Western Avenue	23.12	At-Grade	8.6	24717	1.11	14.69	31.6	24717	1.87	90.68
260639W	Euclid Avenue	24.63	At-Grade	8.6	238	1.49	19.66	31.6	238	2.17	105.66
260640R	Chicago Road	24.91	At-Grade	8.6	26842	1.60	21.12	31.6	26842	2.43	117.91
260641X	West End Avenue / Halsted Street	25.04	At-Grade	8.6	7267	1.73	22.89	31.6	7267	2.64	128.12
260642E	East End Avenue	25.19	At-Grade	8.6	5086	1.73	22.89	31.6	5086	2.64	128.12
260643L	Butler Street	25.53	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260644T	Wentworth Avenue	25.92	At-Grade	10.2	4563	1.66	26.10	34.2	4563	2.66	140.07
260645A	State Street	26.16	At-Grade	10.2	7656	1.42	22.28	34.2	7656	2.34	123.30

## 1.97 South Holland

### 1.97.1 Police Facilities

Table E3.97-1 below identifies the 15 public crossings within two miles of the South Holland Police Department that can be utilized in order to serve the community southwest of the CN rail line. Seven of these 15 crossings are at-grade crossings. The nearest grade separated crossing to South Holland Police Department is Indiana Avenue/State Street, approximately 0.5 mile southwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283174C	Park Avenue	23.13	At-Grade	14.9	7051	1.81	41.58	1.0	7051	1.31	2.01
283177X	Halsted Street (IL 1)	23.52	At-Grade	19.5	22064	1.54	46.23	1.0	22064	1.33	2.05
283178E	155th Street	23.57	At-Grade	19.5	451	1.54	46.23	1.0	451	1.33	2.05
283179L	Thornton-Blue Island Road	23.87	At-Grade	19.5	4960	1.58	47.27	1.0	4960	1.41	2.16
283180F	159th Street / 162nd Street (US 6)	24.32	At-Grade	19.5	34741	1.58	47.27	1.0	34741	1.53	2.35
283181M	Indiana Avenue / State Street	24.88	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

283182U	South Park Avenue	25.53	At-Grade	22.1	11831	2.05	69.79	2.9	11831	2.10	9.37
283183B	170th Street	25.85	At-Grade	22.1	13266	3.32	112.86	2.9	13266	3.52	15.71
283184H	Tri-State Tollway (I-294 / I-80)	26.77	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289635E	Vincennes Rd (IL 1)	19.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289637T	East 152nd Street	19.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289638A	East 154th Street	19.95	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289641H	East 155th Street	20.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289645K	East 157th Street	20.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289646S	East 159th Street (US 6)	20.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.97.2 Fire Protection Facilities

Table E3.97-2 below identifies the 15 public crossings within two miles of the South Holland Fire Department Headquarters/Station No. 1 that can be utilized in order to serve the community southwest of the CN rail line. Seven of these 15 crossings are at-grade crossings. The nearest grade separated crossing to South Holland Fire Department Headquarters/Station No. 1 is Indiana Avenue/State Street, approximately 0.5 mile southwest.

TABLE E3.97-2. CROSSINGS WITHIN TWO MILES OF SOUTH HOLLAND FIRE DEPARTMENT HEADQUARTERS/STATION NO. 1											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283174C	Park Avenue	23.13	At-Grade	14.9	7051	1.81	41.58	1.0	7051	1.31	2.01
283177X	Halsted Street (IL 1)	23.52	At-Grade	19.5	22064	1.54	46.23	1.0	22064	1.33	2.05
283178E	155th Street	23.57	At-Grade	19.5	451	1.54	46.23	1.0	451	1.33	2.05
283179L	Thornton-Blue Island Road	23.87	At-Grade	19.5	4960	1.58	47.27	1.0	4960	1.41	2.16
283180F	159th Street / 162nd Street (US 6)	24.32	At-Grade	19.5	34741	1.58	47.27	1.0	34741	1.53	2.35
283181M	Indiana Avenue / State Street	24.88	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283182U	South Park Avenue	25.53	At-Grade	22.1	11831	2.05	69.79	2.9	11831	2.10	9.37
283183B	170th Street	25.85	At-Grade	22.1	13266	3.32	112.86	2.9	13266	3.52	15.71

283184H	Tri-State Tollway (I-294 / I-80)	26.77	Grade Separated	N/A							
289635E	Vincennes Rd (IL 1)	19.50	Grade Separated	N/A							
289637T	East 152nd Street	19.60	Grade Separated	N/A							
289638A	East 154th Street	19.95	Grade Separated	N/A							
289641H	East 155th Street	20.10	Grade Separated	N/A							
289645K	East 157th Street	20.40	Grade Separated	N/A							
289646S	East 159th Street (US 6)	20.60	Grade Separated	N/A							

Table E3.97-3 below identifies the nine public crossings within two miles of the South Holland Fire Department – Station No. 2 that can be utilized in order to serve the community southwest of the CN rail line. Six of these nine crossings are at-grade crossings. The nearest grade separated crossing to South Holland Fire Department – Station No. 2 is Interstate 294/80 (Tri-State Tollway), approximately 0.75 mile south.

TABLE E3.97-3. CROSSINGS WITHIN TWO MILES OF SOUTH HOLLAND FIRE DEPARTMENT - STATION NO. 2											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283181M	Indiana Avenue / State Street	24.88	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283182U	South Park Avenue	25.53	At-Grade	22.1	11831	2.05	69.79	2.9	11831	2.10	9.37
283183B	170th Street	25.85	At-Grade	22.1	13266	3.32	112.86	2.9	13266	3.52	15.71
283184H	Tri-State Tollway (I-294 / I-80)	26.77	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283185P	Calumet Expy / Bishop Ford (IL 394)	27.18	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283186W	Volbrecht Road	27.49	At-Grade	22.1	3641	1.51	51.24	2.9	3641	1.39	6.20
283188K	Thornton-Lansing Road	27.74	At-Grade	22.1	11951	1.51	51.24	2.9	11951	1.39	6.20
283189S	182nd Street / Ridge Road	28.41	At-Grade	22.1	9336	1.48	50.21	2.9	9336	1.37	6.10
283190L	Torrence Avenue (IL 83)	28.65	At-Grade	22.1	12799	1.48	50.21	2.9	12799	1.34	6.00

### 1.97.3 Emergency Medical Facilities

Table E3.97-4 below identifies the eight public crossings within two miles of the Saint James Hospital that can be utilized in order to serve the community west of the CN rail line. Seven of these eight crossings are at-grade crossings. The nearest grade separated crossing to Saint James Hospital and Health Centers – Chicago Heights that can accommodate all emergency medical vehicles is Calumet Expressway (IL-394), approximately 3 miles east.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
260638P	Western Avenue	23.12	At-Grade	8.6	24717	1.11	14.69	31.6	24717	1.87	90.68
260639W	Euclid Avenue	24.63	At-Grade	8.6	238	1.49	19.66	31.6	238	2.17	105.66
260640R	Chicago Road	24.91	At-Grade	8.6	26842	1.60	21.12	31.6	26842	2.43	117.91
260641X	West End Avenue / Halsted Street	25.04	At-Grade	8.6	7267	1.73	22.89	31.6	7267	2.64	128.12
260642E	East End Avenue	25.19	At-Grade	8.6	5086	1.73	22.89	31.6	5086	2.64	128.12
260643L	Butler Street	25.53	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260644T	Wentworth Avenue	25.92	At-Grade	10.2	4563	1.66	26.10	34.2	4563	2.66	140.07
260645A	State Street	26.16	At-Grade	10.2	7656	1.42	22.28	34.2	7656	2.34	123.30

Table E3.97-5 below identifies the 23 public crossings within two miles of the Ingalls Memorial Hospital that can be utilized in order to serve the community southeast of the CN rail line. 14 of these 23 crossings are at-grade crossings. The nearest grade separated crossing to Ingalls Memorial Hospital is East 157th Street, approximately 0.75 mile east.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283164W	Western Avenue	20.83	At-Grade	14.9	10039	2.17	49.81	1.0	10039	1.53	2.35
283165D	Interstate 57	21.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283166K	Robey Street	21.58	At-Grade	14.9	144	1.90	43.58	1.0	144	1.35	2.08
283167S	Lincoln Avenue	21.73	At-Grade	14.9	886	1.90	43.58	1.0	886	1.35	2.08

283168Y	Wood Street	21.88	At-Grade	14.9	15775	1.86	42.55	1.0	15775	1.33	2.05
283169F	147th Street / Sibley Boulevard (IL 83)	22.00	At-Grade	14.9	34619	1.86	42.55	1.0	34619	1.33	2.05
283170A	Ashland Avenue	22.20	At-Grade	14.9	13944	1.86	42.55	1.0	13944	1.33	2.05
283171G	150th Street	22.64	At-Grade	14.9	1408	1.81	41.58	1.0	1408	1.31	2.01
283172N	Center Avenue	22.84	At-Grade	14.9	886	1.81	41.58	1.0	886	1.31	2.01
283173V	Broadway Avenue	22.95	At-Grade	14.9	886	5.68	130.31	1.0	886	4.54	6.99
283174C	Park Avenue	23.13	At-Grade	14.9	7051	1.81	41.58	1.0	7051	1.31	2.01
283177X	Halsted Street (IL 1)	23.52	At-Grade	19.5	22064	1.54	46.23	1.0	22064	1.33	2.05
283178E	155th Street	23.57	At-Grade	19.5	451	1.54	46.23	1.0	451	1.33	2.05
283179L	Thornton-Blue Island Road	23.87	At-Grade	19.5	4960	1.58	47.27	1.0	4960	1.41	2.16
283180F	159th Street / 162nd Street (US 6)	24.32	At-Grade	19.5	34741	1.58	47.27	1.0	34741	1.53	2.35
289634X	East 147th Street (IL 83)	19.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289635E	Vincennes Rd (IL 1)	19.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289637T	East 152nd Street	19.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289638A	East 154th Street	19.95	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289641H	East 155th Street	20.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289645K	East 157th Street	20.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289646S	East 159th Street (US 6)	20.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289664P	171st Street	22.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

## 1.98 Dixmoor

### 1.98.1 Police Facilities

Table E3.98-1 on the next page identifies the 23 public crossings within two miles of the Dixmoor Police Department that can be utilized in order to serve the community northwest of the CN rail line. 12 of these 23 crossings are at-grade crossings. The nearest grade separated crossing to Dixmoor Police Department is 139th Street, approximately 1.5 miles northwest.

TABLE E3.98-1. CROSSINGS WITHIN TWO MILES OF DIXMOOR POLICE DEPARTMENT											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283162H	Broadway Street	19.49	At-Grade	14.9	5916	1.81	41.58	1.0	5916	1.31	2.01
283163P	139th Street	20.16	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283164W	Western Avenue	20.83	At-Grade	14.9	10039	2.17	49.81	1.0	10039	1.53	2.35
283165D	Interstate 57	21.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283166K	Robey Street	21.58	At-Grade	14.9	144	1.90	43.58	1.0	144	1.35	2.08
283167S	Lincoln Avenue	21.73	At-Grade	14.9	886	1.90	43.58	1.0	886	1.35	2.08
283168Y	Wood Street	21.88	At-Grade	14.9	15775	1.86	42.55	1.0	15775	1.33	2.05
283169F	147th Street / Sibley Boulevard (IL 83)	22.00	At-Grade	14.9	34619	1.86	42.55	1.0	34619	1.33	2.05
283170A	Ashland Avenue	22.20	At-Grade	14.9	13944	1.86	42.55	1.0	13944	1.33	2.05
283171G	150th Street	22.64	At-Grade	14.9	1408	1.81	41.58	1.0	1408	1.31	2.01
283172N	Center Avenue	22.84	At-Grade	14.9	886	1.81	41.58	1.0	886	1.31	2.01
283173V	Broadway Avenue	22.95	At-Grade	14.9	886	5.68	130.31	1.0	886	4.54	6.99
283174C	Park Avenue	23.13	At-Grade	14.9	7051	1.81	41.58	1.0	7051	1.31	2.01
283177X	Halsted Street (IL 1)	23.52	At-Grade	19.5	22064	1.54	46.23	1.0	22064	1.33	2.05
289633R	West 144th Street	18.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289634X	East 147th Street (IL 83)	19.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289635E	Vincennes Rd (IL 1)	19.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289637T	East 152nd Street	19.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289638A	East 154th Street	19.95	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289633R	West 144th Street	18.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289641H	East 155th Street	20.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

289645K	East 157th Street	20.40	Grade Separated	N/A							
289646S	East 159th Street (US 6)	20.60	Grade Separated	N/A							

### 1.98.2 Fire Protection Facilities

Table E3.98-2 below identifies the 23 public crossings within two miles of the Dixmoor Fire Department Headquarters that can be utilized in order to serve the community northwest of the CN rail line. 12 of these 23 crossings are at-grade crossings. The nearest grade separated crossing to Dixmoor Fire Department Headquarters is 139th Street, approximately 1.5 miles northwest.

TABLE E3.98-2. CROSSINGS WITHIN TWO MILES OF DIXMOOR FIRE DEPARTMENT HEADQUARTERS											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283162H	Broadway Street	19.49	At-Grade	14.9	5916	1.81	41.58	1.0	5916	1.31	2.01
283163P	139th Street	20.16	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283164W	Western Avenue	20.83	At-Grade	14.9	10039	2.17	49.81	1.0	10039	1.53	2.35
283165D	Interstate 57	21.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283166K	Robey Street	21.58	At-Grade	14.9	144	1.90	43.58	1.0	144	1.35	2.08
283167S	Lincoln Avenue	21.73	At-Grade	14.9	886	1.90	43.58	1.0	886	1.35	2.08
283168Y	Wood Street	21.88	At-Grade	14.9	15775	1.86	42.55	1.0	15775	1.33	2.05
283169F	147th Street / Sibley Boulevard (IL 83)	22.00	At-Grade	14.9	34619	1.86	42.55	1.0	34619	1.33	2.05
283170A	Ashland Avenue	22.20	At-Grade	14.9	13944	1.86	42.55	1.0	13944	1.33	2.05
283171G	150th Street	22.64	At-Grade	14.9	1408	1.81	41.58	1.0	1408	1.31	2.01
283172N	Center Avenue	22.84	At-Grade	14.9	886	1.81	41.58	1.0	886	1.31	2.01
283173V	Broadway Avenue	22.95	At-Grade	14.9	886	5.68	130.31	1.0	886	4.54	6.99
283174C	Park Avenue	23.13	At-Grade	14.9	7051	1.81	41.58	1.0	7051	1.31	2.01
283177X	Halsted Street (IL 1)	23.52	At-Grade	19.5	22064	1.54	46.23	1.0	22064	1.33	2.05
289633R	West 144th Street	18.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289634X	East 147th Street (IL 83)	19.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

289635E	Vincennes Rd (IL 1)	19.50	Grade Separated	N/A							
289637T	East 152nd Street	19.60	Grade Separated	N/A							
289638A	East 154th Street	19.95	Grade Separated	N/A							
289633R	West 144th Street	18.20	Grade Separated	N/A							
289641H	East 155th Street	20.10	Grade Separated	N/A							
289645K	East 157th Street	20.40	Grade Separated	N/A							
289646S	East 159th Street (US 6)	20.60	Grade Separated	N/A							

### 1.98.3 Emergency Medical Facilities

Table E3.98-3 below identifies the nine public crossings within two miles of the Saint Francis Hospital and Health Center that can be utilized in order to serve the community west of the CN rail line. Six of these nine crossings are at-grade crossings. The nearest grade separated crossing to Saint Francis Hospital and Health Center is Vermont Street, approximately 0.5 mile southwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283156E	119th Street	17.54	At-Grade	3.4	14341	4.36	22.78	0.0	14341	0.00	0.00
283157L	123rd Street	18.05	At-Grade	3.4	6468	4.36	22.78	0.0	6468	0.00	0.00
283158T	127th Street	18.58	At-Grade	3.4	27607	4.36	22.78	0.0	27607	0.00	0.00
283160U	Union Street	18.87	At-Grade	3.4	886	4.36	22.78	0.0	886	0.00	0.00
283161B	Vermont Street	19.13	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283162H	Broadway Street	19.49	At-Grade	14.9	5916	1.81	41.58	1.0	5916	1.31	2.01
283163P	139th Street	20.16	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283164W	Western Avenue	20.83	At-Grade	14.9	10039	2.17	49.81	1.0	10039	1.53	2.35
283165D	Interstate 57	21.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.98-4 on the next page identifies the 23 public crossings within two miles of the Ingalls Memorial Hospital that can be utilized in order to serve the community southeast of the CN rail line.

14 of these 23 crossings are at-grade crossings. The nearest grade separated crossing to Ingalls Memorial Hospital is East 157th Street, approximately 0.75 mile east.

<b>TABLE E3.98-4. CROSSINGS WITHIN TWO MILES OF INGALLS MEMORIAL HOSPITAL</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283164W	Western Avenue	20.83	At-Grade	14.9	10039	2.17	49.81	1.0	10039	1.53	2.35
283165D	Interstate 57	21.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283166K	Robey Street	21.58	At-Grade	14.9	144	1.90	43.58	1.0	144	1.35	2.08
283167S	Lincoln Avenue	21.73	At-Grade	14.9	886	1.90	43.58	1.0	886	1.35	2.08
283168Y	Wood Street	21.88	At-Grade	14.9	15775	1.86	42.55	1.0	15775	1.33	2.05
283169F	147th Street / Sibley Boulevard (IL 83)	22.00	At-Grade	14.9	34619	1.86	42.55	1.0	34619	1.33	2.05
283170A	Ashland Avenue	22.20	At-Grade	14.9	13944	1.86	42.55	1.0	13944	1.33	2.05
283171G	150th Street	22.64	At-Grade	14.9	1408	1.81	41.58	1.0	1408	1.31	2.01
283172N	Center Avenue	22.84	At-Grade	14.9	886	1.81	41.58	1.0	886	1.31	2.01
283173V	Broadway Avenue	22.95	At-Grade	14.9	886	5.68	130.31	1.0	886	4.54	6.99
283174C	Park Avenue	23.13	At-Grade	14.9	7051	1.81	41.58	1.0	7051	1.31	2.01
283177X	Halsted Street (IL 1)	23.52	At-Grade	19.5	22064	1.54	46.23	1.0	22064	1.33	2.05
283178E	155th Street	23.57	At-Grade	19.5	451	1.54	46.23	1.0	451	1.33	2.05
283179L	Thornton-Blue Island Road	23.87	At-Grade	19.5	4960	1.58	47.27	1.0	4960	1.41	2.16
283180F	159th Street / 162nd Street (US 6)	24.32	At-Grade	19.5	34741	1.58	47.27	1.0	34741	1.53	2.35
289634X	East 147th Street (IL 83)	19.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289635E	Vincennes Rd (IL 1)	19.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289637T	East 152nd Street	19.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289638A	East 154th Street	19.95	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289641H	East 155th Street	20.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

289645K	East 157th Street	20.40	Grade Separated	N/A							
289646S	East 159th Street (US 6)	20.60	Grade Separated	N/A							
289664P	171st Street	22.30	Grade Separated	N/A							

## 1.99 Posen

### 1.99.1 Police Facilities

Table E3.99-1 below identifies the 11 public crossings within two miles of the Posen Police Department that can be utilized in order to serve the community northeast of the CN rail line. Nine of these 11 crossings are at-grade crossings. The nearest grade separated crossing to Posen Police Department is Interstate 57 (Dan Ryan Expressway), approximately 0.5 mile northeast.

TABLE E3.99-1. CROSSINGS WITHIN TWO MILES OF POSEN POLICE DEPARTMENT											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283162H	Broadway Street	19.49	At-Grade	14.9	5916	1.81	41.58	1.0	5916	1.31	2.01
283163P	139th Street	20.16	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283164W	Western Avenue	20.83	At-Grade	14.9	10039	2.17	49.81	1.0	10039	1.53	2.35
283165D	Interstate 57	21.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283166K	Robey Street	21.58	At-Grade	14.9	144	1.90	43.58	1.0	144	1.35	2.08
283167S	Lincoln Avenue	21.73	At-Grade	14.9	886	1.90	43.58	1.0	886	1.35	2.08
283168Y	Wood Street	21.88	At-Grade	14.9	15775	1.86	42.55	1.0	15775	1.33	2.05
283169F	147th Street / Sibley Boulevard (IL 83)	22.00	At-Grade	14.9	34619	1.86	42.55	1.0	34619	1.33	2.05
283170A	Ashland Avenue	22.20	At-Grade	14.9	13944	1.86	42.55	1.0	13944	1.33	2.05
283171G	150th Street	22.64	At-Grade	14.9	1408	1.81	41.58	1.0	1408	1.31	2.01
283172N	Center Avenue	22.84	At-Grade	14.9	886	1.81	41.58	1.0	886	1.31	2.01

### 1.99.2 Fire Protection Facilities

Table E3.99-2 on the next page identifies the 11 public crossings within two miles of the Posen Fire Department Headquarters that can be utilized in order to serve the community northeast of the CN rail line. Nine of these 11 crossings are at-grade crossings. The nearest grade separated crossing to Posen

Fire Department Headquarters is Interstate 57 (Dan Ryan Expressway), approximately 0.5 mile northeast.

<b>TABLE E3.99-2. CROSSINGS WITHIN TWO MILES OF POSEN FIRE DEPARTMENT HEADQUARTERS</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283162H	Broadway Street	19.49	At-Grade	14.9	5916	1.81	41.58	1.0	5916	1.31	2.01
283163P	139th Street	20.16	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283164W	Western Avenue	20.83	At-Grade	14.9	10039	2.17	49.81	1.0	10039	1.53	2.35
283165D	Interstate 57	21.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283166K	Robey Street	21.58	At-Grade	14.9	144	1.90	43.58	1.0	144	1.35	2.08
283167S	Lincoln Avenue	21.73	At-Grade	14.9	886	1.90	43.58	1.0	886	1.35	2.08
283168Y	Wood Street	21.88	At-Grade	14.9	15775	1.86	42.55	1.0	15775	1.33	2.05
283169F	147th Street / Sibley Boulevard (IL 83)	22.00	At-Grade	14.9	34619	1.86	42.55	1.0	34619	1.33	2.05
283170A	Ashland Avenue	22.20	At-Grade	14.9	13944	1.86	42.55	1.0	13944	1.33	2.05
283171G	150th Street	22.64	At-Grade	14.9	1408	1.81	41.58	1.0	1408	1.31	2.01
283172N	Center Avenue	22.84	At-Grade	14.9	886	1.81	41.58	1.0	886	1.31	2.01

### 1.99.3 Emergency Medical Facilities

Table E3.99-3 below identifies the 23 public crossings within two miles of the Ingalls Memorial Hospital that can be utilized in order to serve the community southeast of the CN rail line. 14 of these 23 crossings are at-grade crossings. The nearest grade separated crossing to Ingalls Memorial Hospital is East 157th Street, approximately 0.75 mile east.

<b>TABLE E3.99-3. CROSSINGS WITHIN TWO MILES OF INGALLS MEMORIAL HOSPITAL</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283164W	Western Avenue	20.83	At-Grade	14.9	10039	2.17	49.81	1.0	10039	1.53	2.35
283165D	Interstate 57	21.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283166K	Robey Street	21.58	At-Grade	14.9	144	1.90	43.58	1.0	144	1.35	2.08

283167S	Lincoln Avenue	21.73	At-Grade	14.9	886	1.90	43.58	1.0	886	1.35	2.08
283168Y	Wood Street	21.88	At-Grade	14.9	15775	1.86	42.55	1.0	15775	1.33	2.05
283169F	147th Street / Sibley Boulevard (IL 83)	22.00	At-Grade	14.9	34619	1.86	42.55	1.0	34619	1.33	2.05
283170A	Ashland Avenue	22.20	At-Grade	14.9	13944	1.86	42.55	1.0	13944	1.33	2.05
283171G	150th Street	22.64	At-Grade	14.9	1408	1.81	41.58	1.0	1408	1.31	2.01
283172N	Center Avenue	22.84	At-Grade	14.9	886	1.81	41.58	1.0	886	1.31	2.01
283173V	Broadway Avenue	22.95	At-Grade	14.9	886	5.68	130.31	1.0	886	4.54	6.99
283174C	Park Avenue	23.13	At-Grade	14.9	7051	1.81	41.58	1.0	7051	1.31	2.01
283177X	Halsted Street (IL 1)	23.52	At-Grade	19.5	22064	1.54	46.23	1.0	22064	1.33	2.05
283178E	155th Street	23.57	At-Grade	19.5	451	1.54	46.23	1.0	451	1.33	2.05
283179L	Thornton-Blue Island Road	23.87	At-Grade	19.5	4960	1.58	47.27	1.0	4960	1.41	2.16
283180F	159th Street / 162nd Street (US 6)	24.32	At-Grade	19.5	34741	1.58	47.27	1.0	34741	1.53	2.35
289634X	East 147th Street (IL 83)	19.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289635E	Vincennes Rd (IL 1)	19.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289637T	East 152nd Street	19.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289638A	East 154th Street	19.95	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289641H	East 155th Street	20.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289645K	East 157th Street	20.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289646S	East 159th Street (US 6)	20.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289664P	171st Street	22.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

## 1.100 Blue Island

### 1.100.1 Police Facilities

Table E3.100-1 on the next page identifies the nine public crossings within two miles of the Blue Island Police Department that can be utilized in order to serve the community west of the CN rail line. Six of these nine crossings are at-grade crossings. The nearest grade separated crossing to Blue Island Police Department is Vermont Street, approximately 0.25 mile west.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283156E	119th Street	17.54	At-Grade	3.4	14341	4.36	22.78	0.0	14341	0.00	0.00
283157L	123rd Street	18.05	At-Grade	3.4	6468	4.36	22.78	0.0	6468	0.00	0.00
283158T	127th Street	18.58	At-Grade	3.4	27607	4.36	22.78	0.0	27607	0.00	0.00
283160U	Union Street	18.87	At-Grade	3.4	886	4.36	22.78	0.0	886	0.00	0.00
283161B	Vermont Street	19.13	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283162H	Broadway Street	19.49	At-Grade	14.9	5916	1.81	41.58	1.0	5916	1.31	2.01
283163P	139th Street	20.16	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283164W	Western Avenue	20.83	At-Grade	14.9	10039	2.17	49.81	1.0	10039	1.53	2.35
283165D	Interstate 57	21.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

### 1.100.2 Fire Protection Facilities

Table E3.100-2 below identifies the nine public crossings within two miles of the Blue Island Fire Department Headquarters that can be utilized in order to serve the community west of the CN rail line. Six of these nine crossings are at-grade crossings. The nearest grade separated crossing to Blue Island Fire Department Headquarters is Vermont Street, approximately 0.25 mile west.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283156E	119th Street	17.54	At-Grade	3.4	14341	4.36	22.78	0.0	14341	0.00	0.00
283157L	123rd Street	18.05	At-Grade	3.4	6468	4.36	22.78	0.0	6468	0.00	0.00
283158T	127th Street	18.58	At-Grade	3.4	27607	4.36	22.78	0.0	27607	0.00	0.00
283160U	Union Street	18.87	At-Grade	3.4	886	4.36	22.78	0.0	886	0.00	0.00
283161B	Vermont Street	19.13	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283162H	Broadway Street	19.49	At-Grade	14.9	5916	1.81	41.58	1.0	5916	1.31	2.01

283163P	139th Street	20.16	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283164W	Western Avenue	20.83	At-Grade	14.9	10039	2.17	49.81	1.0	10039	1.53	2.35
283165D	Interstate 57	21.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.100-3 below identifies the 11 public crossings within two miles of the Blue Island Fire Department – Station No. 2 that can be utilized in order to serve the community west of the CN rail line. Eight of these 11 crossings are at-grade crossings. The nearest grade separated crossing to Blue Island Fire Department – Station No. 2 is Vermont Street, approximately 1 mile northwest.

<b>TABLE E3.100-3. CROSSINGS WITHIN TWO MILES OF BLUE ISLAND FIRE DEPARTMENT - STATION NO. 2</b>											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283157L	123rd Street	18.05	At-Grade	3.4	6468	4.36	22.78	0.0	6468	0.00	0.00
283158T	127th Street	18.58	At-Grade	3.4	27607	4.36	22.78	0.0	27607	0.00	0.00
283160U	Union Street	18.87	At-Grade	3.4	886	4.36	22.78	0.0	886	0.00	0.00
283161B	Vermont Street	19.13	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283162H	Broadway Street	19.49	At-Grade	14.9	5916	1.81	41.58	1.0	5916	1.31	2.01
283163P	139th Street	20.16	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283164W	Western Avenue	20.83	At-Grade	14.9	10039	2.17	49.81	1.0	10039	1.53	2.35
283165D	Interstate 57	21.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283166K	Robey Street	21.58	At-Grade	14.9	144	1.90	43.58	1.0	144	1.35	2.08
283167S	Lincoln Avenue	21.73	At-Grade	14.9	886	1.90	43.58	1.0	886	1.35	2.08
283168Y	Wood Street	21.88	At-Grade	14.9	15775	1.86	42.55	1.0	15775	1.33	2.05

### 1.100.3 Emergency Medical Facilities

Table E3.100-4 on the next page identifies the nine public crossings within two miles of the Saint Francis Hospital and Health Center that can be utilized in order to serve the community west of the CN rail line. Six of these nine crossings are at-grade crossings. The nearest grade separated crossing to Saint Francis Hospital and Health Center is Vermont Street, approximately 0.5 mile southwest.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283156E	119th Street	17.54	At-Grade	3.4	14341	4.36	22.78	0.0	14341	0.00	0.00
283157L	123rd Street	18.05	At-Grade	3.4	6468	4.36	22.78	0.0	6468	0.00	0.00
283158T	127th Street	18.58	At-Grade	3.4	27607	4.36	22.78	0.0	27607	0.00	0.00
283160U	Union Street	18.87	At-Grade	3.4	886	4.36	22.78	0.0	886	0.00	0.00
283161B	Vermont Street	19.13	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283162H	Broadway Street	19.49	At-Grade	14.9	5916	1.81	41.58	1.0	5916	1.31	2.01
283163P	139th Street	20.16	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283164W	Western Avenue	20.83	At-Grade	14.9	10039	2.17	49.81	1.0	10039	1.53	2.35
283165D	Interstate 57	21.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

## 1.101 Evergreen Park

### 1.101.1 Police Facilities

Table E3.101-1 below identifies the ten public crossings within two miles of the Evergreen Park Police Department that can be utilized in order to serve the community north of the CN rail line. All of these crossings are at-grade crossings. The nearest grade separated crossing to Evergreen Park Police Department is 67th Street, approximately 3.5 miles north.

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283144K	79th Street	12.30	At-Grade	3.4	29291	4.36	22.78	0.0	29291	0.00	0.00
283145S	Columbus Avenue	12.74	At-Grade	3.4	18046	4.36	22.78	0.0	18046	0.00	0.00
283146Y	83rd Place	12.87	At-Grade	3.4	1305	4.36	22.78	0.0	1305	0.00	0.00
283147F	87th Street	13.31	At-Grade	3.4	23663	4.36	22.78	0.0	23663	0.00	0.00
283148M	91st Street	13.86	At-Grade	3.4	4482	4.36	22.78	0.0	4482	0.00	0.00

283149U	Kedzie Avenue	14.33	At-Grade	3.4	28802	4.36	22.78	0.0	28802	0.00	0.00
283150N	94th Street	14.33	At-Grade	3.4	3466	4.36	22.78	0.0	3466	0.00	0.00
283151V	95th Street (US 12 / US 20)	14.48	At-Grade	3.4	36570	4.36	22.78	0.0	36570	0.00	0.00
283152C	99th Street	15.03	At-Grade	3.4	11592	4.36	22.78	0.0	11592	0.00	0.00
283153J	103rd Street	15.53	At-Grade	3.4	23782	4.36	22.78	0.0	23782	0.00	0.00

### 1.101.2 Fire Protection Facilities

Table E3.101-2 below identifies the ten public crossings within two miles of the Evergreen Park Fire Department Headquarters that can be utilized in order to serve the community southwest of the CN rail line. All of these crossings are at-grade crossings. The nearest grade separated crossing to Evergreen Park Fire Department Headquarters is 67th Street, approximately 3 miles north.

TABLE E3.101-2. CROSSINGS WITHIN TWO MILES OF EVERGREEN PARK FIRE DEPARTMENT HEADQUARTERS											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283144K	79th Street	12.30	At-Grade	3.4	29291	4.36	22.78	0.0	29291	0.00	0.00
283145S	Columbus Avenue	12.74	At-Grade	3.4	18046	4.36	22.78	0.0	18046	0.00	0.00
283146Y	83rd Place	12.87	At-Grade	3.4	1305	4.36	22.78	0.0	1305	0.00	0.00
283147F	87th Street	13.31	At-Grade	3.4	23663	4.36	22.78	0.0	23663	0.00	0.00
283148M	91st Street	13.86	At-Grade	3.4	4482	4.36	22.78	0.0	4482	0.00	0.00
283149U	Kedzie Avenue	14.33	At-Grade	3.4	28802	4.36	22.78	0.0	28802	0.00	0.00
283150N	94th Street	14.33	At-Grade	3.4	3466	4.36	22.78	0.0	3466	0.00	0.00
283151V	95th Street (US 12 / US 20)	14.48	At-Grade	3.4	36570	4.36	22.78	0.0	36570	0.00	0.00
283152C	99th Street	15.03	At-Grade	3.4	11592	4.36	22.78	0.0	11592	0.00	0.00
283153J	103rd Street	15.53	At-Grade	3.4	23782	4.36	22.78	0.0	23782	0.00	0.00

### 1.101.3 Emergency Medical Facilities

Table E3.101-3 on the next page identifies the nine public crossings within two miles of the Little Company of Mary Hospital that can be utilized in order to serve the community west of the CN rail

line. All of these crossings are at-grade crossings. The nearest grade separated crossing to Little Company of Mary Hospital is 67th Street, approximately 3.5 miles northwest.

TABLE E3.101-3. CROSSINGS WITHIN TWO MILES OF LITTLE COMPANY OF MARY HOSPITAL											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D <sub>A</sub>	T	N	ADT	D <sub>A</sub>	T
283145S	Columbus Avenue	12.74	At-Grade	3.4	18046	4.36	22.78	0.0	18046	0.00	0.00
283146Y	83rd Place	12.87	At-Grade	3.4	1305	4.36	22.78	0.0	1305	0.00	0.00
283147F	87th Street	13.31	At-Grade	3.4	23663	4.36	22.78	0.0	23663	0.00	0.00
283148M	91st Street	13.86	At-Grade	3.4	4482	4.36	22.78	0.0	4482	0.00	0.00
283149U	Kedzie Avenue	14.33	At-Grade	3.4	28802	4.36	22.78	0.0	28802	0.00	0.00
283150N	94th Street	14.33	At-Grade	3.4	3466	4.36	22.78	0.0	3466	0.00	0.00
283151V	95th Street (US 12 / US 20)	14.48	At-Grade	3.4	36570	4.36	22.78	0.0	36570	0.00	0.00
283152C	99th Street	15.03	At-Grade	3.4	11592	4.36	22.78	0.0	11592	0.00	0.00
283153J	103rd Street	15.53	At-Grade	3.4	23782	4.36	22.78	0.0	23782	0.00	0.00