

TABLE 5-19.1

Impact Analysis South Connection Options (West Bypass)

| | A | B | C | D | E | F | G |
|---|--|--|--|--|--|--|--|
| DESIGN/TRAVEL PERFORMANCE | | | | | | | |
| DESCRIPTION OF ACCESS LOCATIONS | PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM THE SOUTH TO MAJOR ARTERIALS VIA NEW RAMPS AT WEST BYPASS COUNTY LINE RD | PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM THE SOUTH TO MINOR ARTERIALS VIA NEW RAMPS AT WEST BYPASS/FRANKLIN AVE NEAR TAFT AVE | PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM THE SOUTH TO MINOR ARTERIALS VIA NEW RAMPS AT WEST BYPASS/FRANKLIN AVE NEAR TAFT AVE | PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM THE SOUTH TO MINOR ARTERIALS VIA NEW RAMPS AT WEST BYPASS/FRANKLIN AVE NEAR TAFT AVE | PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM THE SOUTH TO MINOR ARTERIALS VIA NEW RAMPS AT WEST BYPASS/FRANKLIN AVE NEAR TAFT AVE | PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE DOES NOT PROVIDE ADDITIONAL LOCAL ACCESS SOUTH OF WEST BYPASS/IL 19 INTERCHANGE | PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE DOES NOT PROVIDE ADDITIONAL LOCAL ACCESS SOUTH OF WEST BYPASS/IL 19 INTERCHANGE |
| DESIGN AND CONSTRUCTABILITY ISSUES | | | | | | | CONFLICT WITH EXISTING RUNWAY OPERATIONS (FAA DESIGN CRITERIA NEAR EXISTING 4R/22L) |
| | LEAST OVERALL IMPACTS (OF SOUTH OPTIONS) TO RAIL OPERATIONS | DISPLACES WESTERN PORTION OF BENSENVILLE YARD INCLUDING RR TURNTABLE AND MACHINE SHOP | DISPLACES WESTERN PORTION OF BENSENVILLE YARD INCLUDING RR TURNTABLE AND MACHINE SHOP | DISPLACES WESTERN PORTION OF BENSENVILLE YARD INCLUDING RR TURNTABLE AND MACHINE SHOP | DISPLACES WESTERN PORTION OF BENSENVILLE YARD INCLUDING RR TURNTABLE AND MACHINE SHOP | DISPLACES WESTERN PORTION OF BENSENVILLE YARD INCLUDING RR TURNTABLE AND MACHINE SHOP | DISPLACES WESTERN PORTION OF BENSENVILLE YARD INCLUDING RR TURNTABLE AND MACHINE SHOP |
| FREIGHT RAIL ISSUES | DISPLACES WESTERN PORTION OF BENSENVILLE YARD INCLUDING RR TURNTABLE AND MACHINE SHOP | DISPLACES MAJOR RAIL CUSTOMERS | DISRUPTS UP RR OPERATIONS DURING CONSTRUCTION OF 3,500' BRIDGE OVER RAIL LINE, IMPAIRING OVERALL FREIGHT MOVEMENT IN AREA; LINE SERVES OVER 50 TRAINS PER DAY | DISPLACES MAJOR RAIL CUSTOMERS; IMPAIRS ACCESS TO SPUR TRACKS | RENDERS BENSENVILLE YARD INOPERABLE DUE TO DIRECT IMPACTS TO HUMP YARD / CONTROL CENTER AND TWO CROSSING LOCATIONS | SEVERELY REDUCES BENSENVILLE YARD CAPACITY DUE TO NUMEROUS TRACK AND SIGNAL MODIFICATIONS AT YARD CROSSINGS (THREE CROSSING LOCATIONS) | SEVERELY REDUCES BENSENVILLE YARD CAPACITY DUE TO NUMEROUS TRACK AND SIGNAL MODIFICATIONS AT YARD CROSSINGS |
| | | MINOR TRACK AND SIGNAL MODIFICATIONS REQUIRED | | | MAJOR IMPACTS TO REGIONAL FREIGHT TRAFFIC FLOW | SOUTHBOUND RAMP OVER EAST SIDE OF BENSENVILLE YARD NOT CONSTRUCTIBLE DUE TO CONFLICTS WITH TRAIN TRAFFIC (12 PER HOUR) | MAJOR IMPACTS TO REGIONAL FREIGHT TRAFFIC FLOW |
| | | | | | REDUCES INTERMODAL OPERATIONS AND DISPLACES MAJOR RAIL CUSTOMERS | MAJOR IMPACTS TO REGIONAL FREIGHT TRAFFIC FLOW | IMPACTS METRA SERVICE LINE OPERATIONS |
| | | | | | | IMPACTS METRA SERVICE LINE OPERATIONS | CONFLICTS WITH PLANNED BENSENVILLE YARD EXPANSION |
| | | | | | | CONFLICTS WITH PLANNED BENSENVILLE YARD EXPANSION | |
| FINANCIAL PERFORMANCE | | | | | | | |
| INITIAL CONSTRUCTION COSTS | \$540M | \$545M | \$585M | \$530M | \$670M | \$570M | \$565M |
| INITIAL TOTAL COSTS RANGE | \$560M-660M | \$660M-760M | \$660M-760M | \$610M-710M | \$750M-830M | \$690M-790M | \$690M-790M |
| ENVIRONMENTAL IMPACTS | | | | | | | |
| ACRES OF WETLANDS IMPACTED | 0.1 | 0.2 | 0.2 | 0.3 | 0.2 | 1.1 | 0.5 |
| ACRES OF WATERS IMPACTED | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 1.1 | 1.7 |
| ACRES OF 100 YR FLOODPLAINS IMPACTED | 1.5 | 1.5 | 2.6 | 2.6 | 3.2 | 20.9 ^a | 36.6 ^a |
| ACRES OF DESIGNATED/RECREATIONAL LANDS IMPACTED | 1.30 ^b | 0.26 ^b | 0.25 ^b | 0.25 ^b | 0.25 ^b | 0.0 | 0.0 |
| NUMBER OF PARKS IMPACTED BY IMPROVEMENT | 2 ^b | 1 ^b | 1 ^b | 1 ^b | 1 ^b | 0 | 0 |
| NUMBER OF POTENTIAL ENDANGERED SPECIES SITES IMPACTED | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NUMBER OF HISTORICAL SITES IMPACTED | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NUMBER OF ARCHAEOLOGICAL SITES IMPACTED | 1 previously studied archaeology site | 1 previously studied archaeology site | 1 previously studied archaeology site | 1 previously studied archaeology site | 1 previously studied archaeology site | 4 previously studied archaeology sites | 3 previously studied archaeology sites |
| SOCIOECONOMIC IMPACTS | | | | | | | |
| NUMBER OF COMMERCIAL STRUCTURES (NUMBER OF BUSINESSES) POTENTIALLY DISPLACED BY IMPROVEMENT | 0 (0) | 3 (3) | 4 (4) | 8 (8) | 1 (1) | 2 (2) | 2 (2) |
| NUMBER OF INDUSTRIAL STRUCTURES (NUMBER OF BUSINESSES) POTENTIALLY DISPLACED BY IMPROVEMENT | 26 (35) | 12 (14) | 13 (16) | 14 (17) | 23 (23) | 13 (19) | 11 (17) |
| NUMBER OF RESIDENTIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT | 7 | 0 | 0 | 0 | 0 | 0 | 41 |
| TOTAL STRUCTURES POTENTIALLY DISPLACED | 33 | 15 | 17 | 22 | 24 | 15 | 54 |
| LOST TAX REVENUE (2007) | \$1,715,000 | \$2,580,000 | \$1,705,000 | \$2,053,000 | \$2,082,000 | \$2,695,000 | \$2,615,000 |
| LOST TAX REVENUE (2007) | \$1,715,160 | \$2,579,790 | \$1,704,705 | \$2,053,150 | \$2,082,402 | \$2,694,770 | \$2,614,725 |
| NUMBER OF CEMETERIES IMPACTED BY IMPROVEMENT | 0 | 0 | 0 | 0 | 0 | 1 ^c | 1 ^c |
| TOTAL NUMBER OF COMMUNITY FACILITIES IMPACTED (CHURCHES, HOSPITALS, SCHOOLS, FIRE STATIONS) | 0 | 0 | 0 | 0 | 0 | 1 ^d | 1 ^d |

^aReservoirs are not included in the impact calculations because they will not be impacted.

^bOption A impacts 1.22 acre of Legends of Bensenville Golf Course (Bensenville Park District), Option B impacts 0.26 acre of Legends of Bensenville Golf Course, Options C, D and E impact 0.25 acre of Legends of Bensenville Golf Course; 0.08 acre of Edge Ice Arena (Bensenville Park District) is impacted by

^c0.8 acre of a Eden Memorial Cemetery is impacted.

^d0.25 acre of Saint Beatrice School (including buildings) is impacted.