

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 MAJOR 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 MAJOR 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 MAJOR 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 MAJOR 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.

TABLE 5-19.2

Impact Analysis South Connection Options

	A	B	C	D
DESIGN FEASIBILITY				
DESCRIPTION OF ACCESS LOCATIONS	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE PROVIDES DIRECT LOCAL ACCESS TO AND FROM THE SOUTH TO MAJOR ARTERIALS VIA NEW RAMPS TO COUNTY LINE RD	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE PROVIDES DIRECT LOCAL ACCESS TO AND FROM THE SOUTH TO MINOR ARTERIALS VIA NEW RAMPS AT FRANKLIN AVE NEAR TAFT AVE	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE PROVIDES DIRECT LOCAL ACCESS TO AMD FROM THE SOUTH TO MINOR ARTERIALS VIA NEW RAMPS AT FRANKLIN AVE NEAR TAFT AVE	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE PROVIDES DIRECT LOCAL ACCESS TO AND FROM THE SOUTH TO MINOR ARTERIALS VIA NEW RAMPS AT FRANKLIN AVE NEAR TAFT AVE
CONSTRUCTABILITY ISSUES	POTENTIAL CONSTRUCTABILITY ISSUES (INCLUDING TEMPORARY PROPERTY IMPACTS AND ACCESSIBILITY ISSUES) ASSOCIATED WITH CONSTRUCTION OF NB I-294 RAMP TO WB WEST BYPASS AT GRAND AVE.	POTENTIAL CONSTRUCTABILITY ISSUES (INCLUDING TEMPORARY PROPERTY IMPACTS AND ACCESSIBILITY ISSUES ON FRANKLIN AVENUE) ASSOCIATED WITH CONSTRUCTION OF EB/WB WEST BYPASS RAMPS TO I-294 OVER FRANKLIN AVENUE.	SEVERELY CONSTRAINED CONSTRUCTION PERIODS ALONG UP RAIL CORRIDOR DUE TO NEED TO MAINTAIN CURRENT LEVEL OF FREIGHT RAIL OPERATIONS. SEVERELY CONSTRAINED AREA FOR CONSTRUCTION ACCESS AND FORMWORK DUE TO RAIL AND BUILDING OFFSETS. CONSTRUCTION STAGING WOULD RESULT IN EXTENDED DURATION OF CONSTRUCTION AND INCREASED COSTS. CONSTRUCTION STAGING IN VERTICAL SECTIONS RATHER IN HORIZONTAL SECTIONS WILL EXTEND CONSTRUCTION DURATION DUE TO CONSTRUCTION REMOBILIZATION ISSUES.	NO MAJOR CONSTRUCTABILITY ISSUES IDENTIFIED
FREIGHT RAIL ISSUES	DISPLACES A PORTION OF THE WESTERN SECTION OF THE BENSENVILLE YARD INCLUDING RR TURNTABLE AND MACHINE SHOP LEAST OVERALL IMPACTS (OF SOUTH OPTIONS) TO RAIL OPERATIONS	DISPLACES A PORTION OF THE WESTERN SECTION OF THE BENSENVILLE YARD INCLUDING RR TURNTABLE AND MACHINE SHOP MINOR TRACK AND SIGNAL MODIFICATIONS REQUIRED DISPLACES MAJOR RAIL CUSTOMERS WEST OF UP RR	DISPLACES A PORTION OF THE WESTERN SECTION OF THE BENSENVILLE YARD INCLUDING RR TURNTABLE AND MACHINE SHOP THE UP RR REQUIRES UNINTERRUPTED SERVICE OF THE MAINLINE TRACK, A SHOEFLY DURING CONSTRUCTION WOULD BE UNACCEPTABLE. NO IMPACT ON THE NUMBER OF TRAINS PER DAY (50) OR SPEED WOULD BE TOLERATED. THEREFORE, CONSTRUCTION WOULD BE LIMITED TO LESS THAN 4 HOURS PER DAY FOR AERIAL WORK NEAR OR OVER THE RR. THUS, CONSTRUCTION WOULD BE LENGTHY AND COSTS WOULD BE SIGNIFICANTLY INCREASED. REQUIRES EXTENSIVE SPUR TRACK MODIFICATIONS TO PROVIDE CONTINUED SERVICE TO RR CUSTOMERS	DISPLACES A PORTION OF THE WESTERN SECTION OF THE BENSENVILLE YARD INCLUDING RR TURNTABLE AND MACHINE SHOP IMPAIRS ACCESS TO SPUR TRACKS EAST OF UPRR DISPLACES RAIL CUSTOMERS EAST OF UP RR
FINANCIAL PERFORMANCE				
INITIAL CONSTRUCTION COSTS ^A	\$540M	\$545M	\$585M	\$530M
INITIAL ROW COSTS ^B	\$95.1M	\$259.4M	\$164.4M	\$161.7M
INITIAL TOTAL COSTS	\$635.1M	\$804.4M	\$749.4M	\$691.7M

TABLE 5-19.2

Impact Analysis South Connection Options

	A	B	C	D
ENVIRONMENTAL IMPACTS				
ACRES OF WETLANDS IMPACTED	0.1	0.2	0.2	0.3
ACRES OF WATERS IMPACTED	0.2	0.2	0.2	0.2
ACRES OF 100 YR FLOODPLAINS IMPACTED ^C	1.5	1.5	2.6	2.6
ACRES OF DESIGNATED/RECREATIONAL LANDS IMPACTED ^D	1.2	0.3	0.3	0.3
NUMBER OF PARKS IMPACTED BY IMPROVEMENT ^E	0	0	0	0
POTENTIAL NUMBER OF ENDANGERED SPECIES SITES IMPACT	0	0	0	0
NUMBER OF HISTORICAL SITES IMPACTED	0	0	0	0
NUMBER OF ARCHAEOLOGICAL SITES IMPACTED ^F	1	1	1	1
SOCIOECONOMIC IMPACTS				
NUMBER OF COMMERCIAL STRUCTURES (NUMBER OF BUSINESSES) POTENTIALLY DISPLACED BY IMPROVEMENT	0 (0)	6 (3)	5 (4)	8 (6)
NUMBER OF INDUSTRIAL STRUCTURES (NUMBER OF BUSINESSES) POTENTIALLY DISPLACED BY IMPROVEMENT	21 (34)	17 (13)	16 (14)	15 (13)
NUMBER OF RESIDENTIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	7	0	0	0
TOTAL STRUCTURES POTENTIALLY DISPLACED	28	23	21	23
NUMBER OF POTENTIAL NOISE SENSITIVE AREAS ^G	4	1	1	1
LOST TAX REVENUE (2007) ^H	\$1.7M	\$4.0M	\$2.7M	\$2.0M
NUMBER OF EMPLOYEES DISPLACED ^I	615	1,285	705	710
NUMBER OF CEMETERIES IMPACTED BY IMPROVEMENT	0	0	0	0
TOTAL NUMBER OF COMMUNITY FACILITIES IMPACTED (CHURCHES, HOSPITALS, SCHOOLS, FIRE STATIONS)	0	0	0	0

^AConstruction Costs reflect initial planning level estimate of representative layouts for South Connection Corridor Options, including engineering and 30% contingency (2009 \$).

^BROW Costs reflect initial planning level estimate based on estimated footprint for South Connection Corridor Option layouts, including 50% contingency (2009 \$).

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

^DLands that are publicly owned (ie., forest preserves, nature preserves, etc.).

^EOptions A and B impact 1.22 and 0.26 acre of Legends of Bensenville Golf Course respectively; Options C and D impact 0.25 acre of Legends of Bensenville Golf Course.

^FData provided by ITARP. Includes sites previously surveyed, sites with high archaeological potential, and archaeological sites.

^GNoise sensitive areas exclude areas within the estimated footprint that will be displaced.

^HDerived from Cook County and DuPage tax data.

^INumber of employees assumed the median value of range provided by a data search.