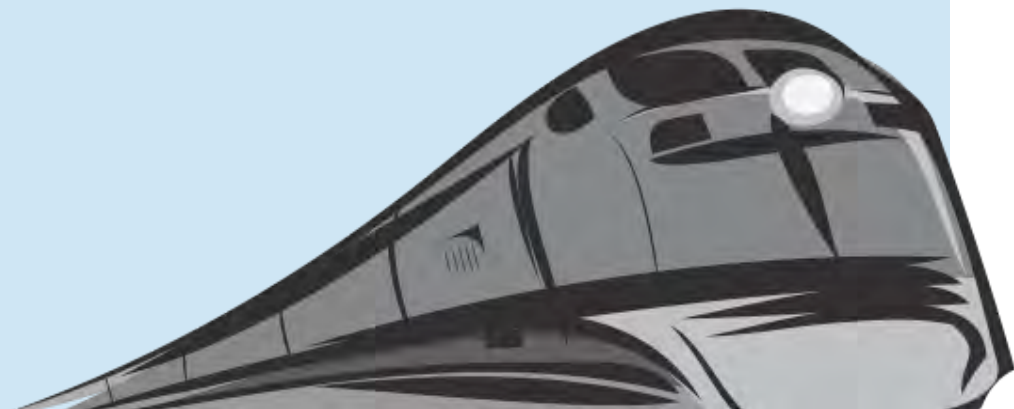


# Alternative Technical Comparisons

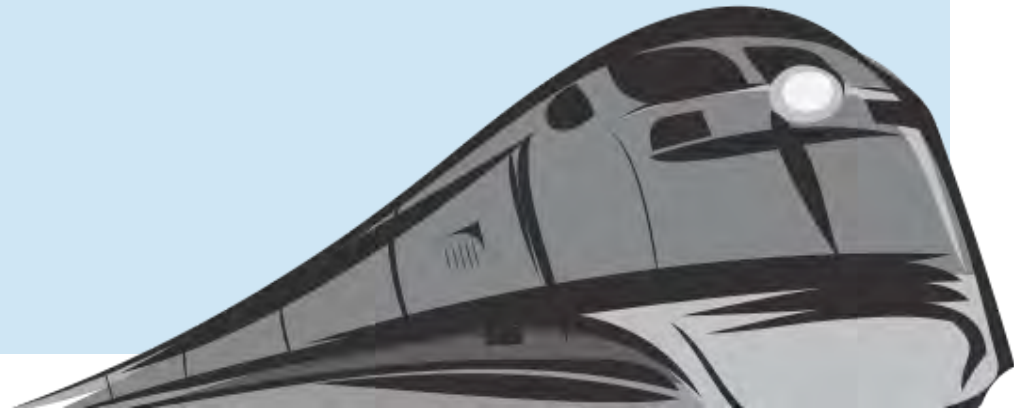


# BASELINE

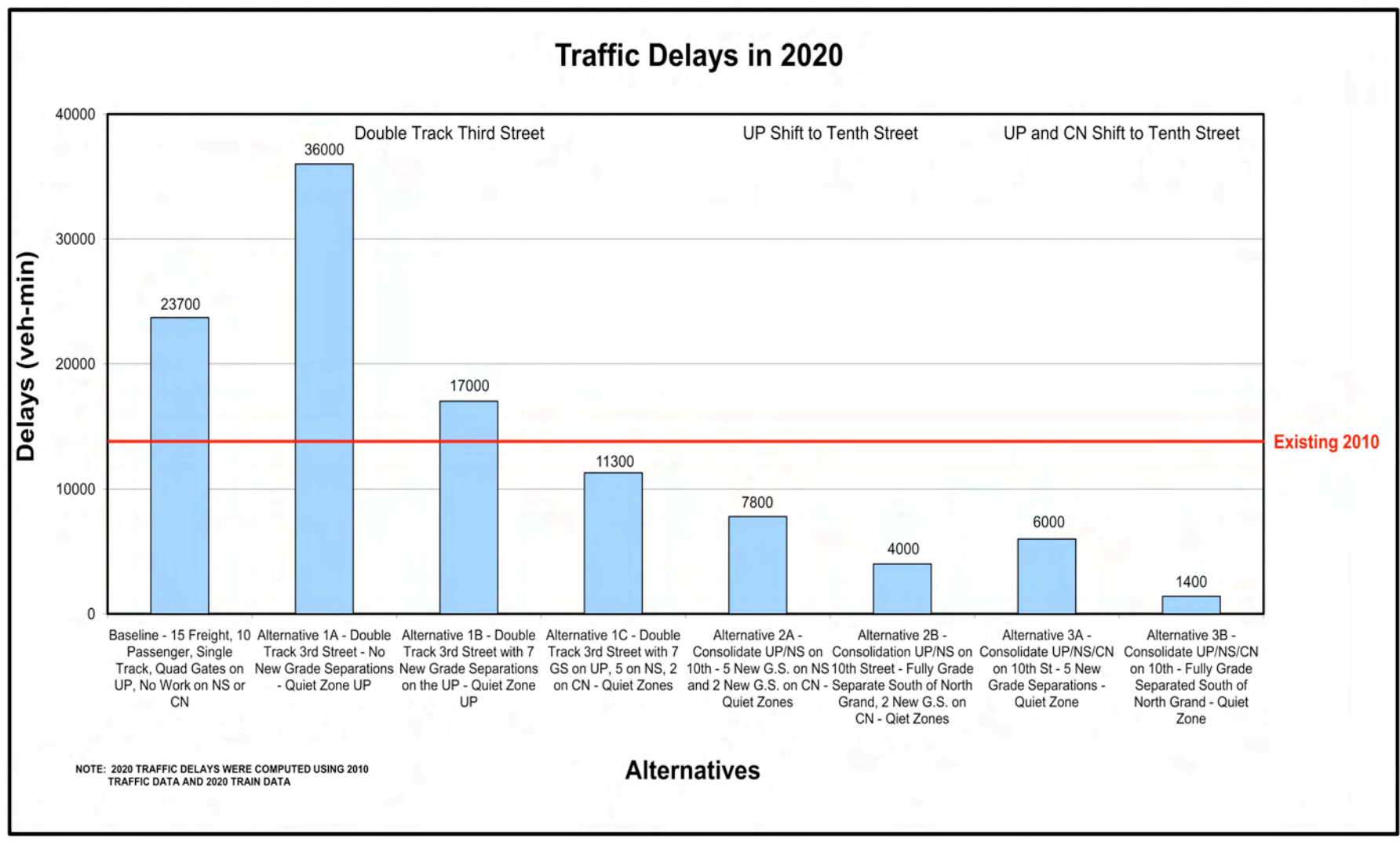
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Established by the Federal Railroad Administration to compare the proposed alternatives:

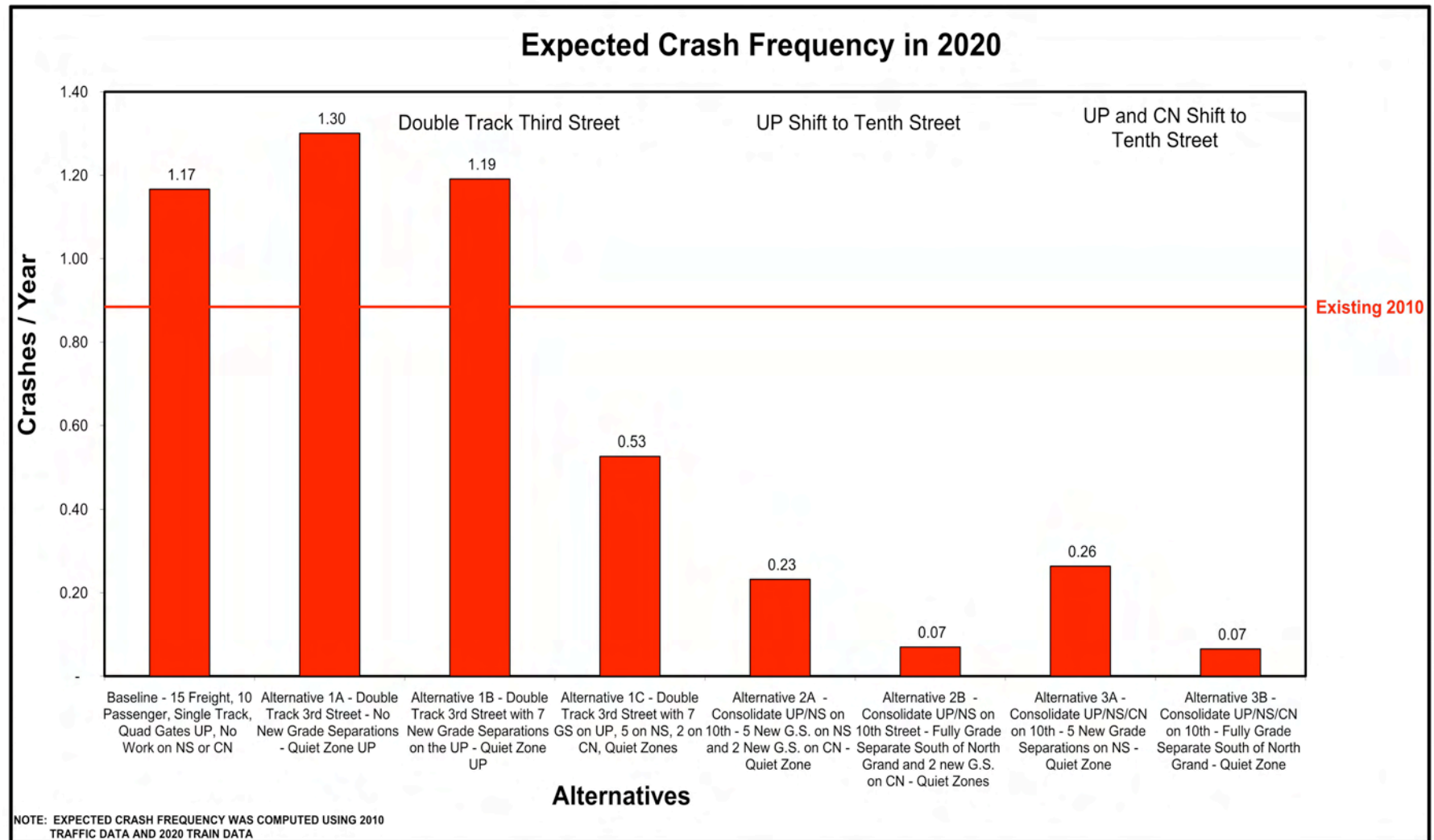
- Includes an increase in freight trains and no change in passenger trains
- Improved crossing protection along the Third Street corridor
- No grade separations or additional tracks
- No changes to the Tenth Street or Nineteenth Street corridors



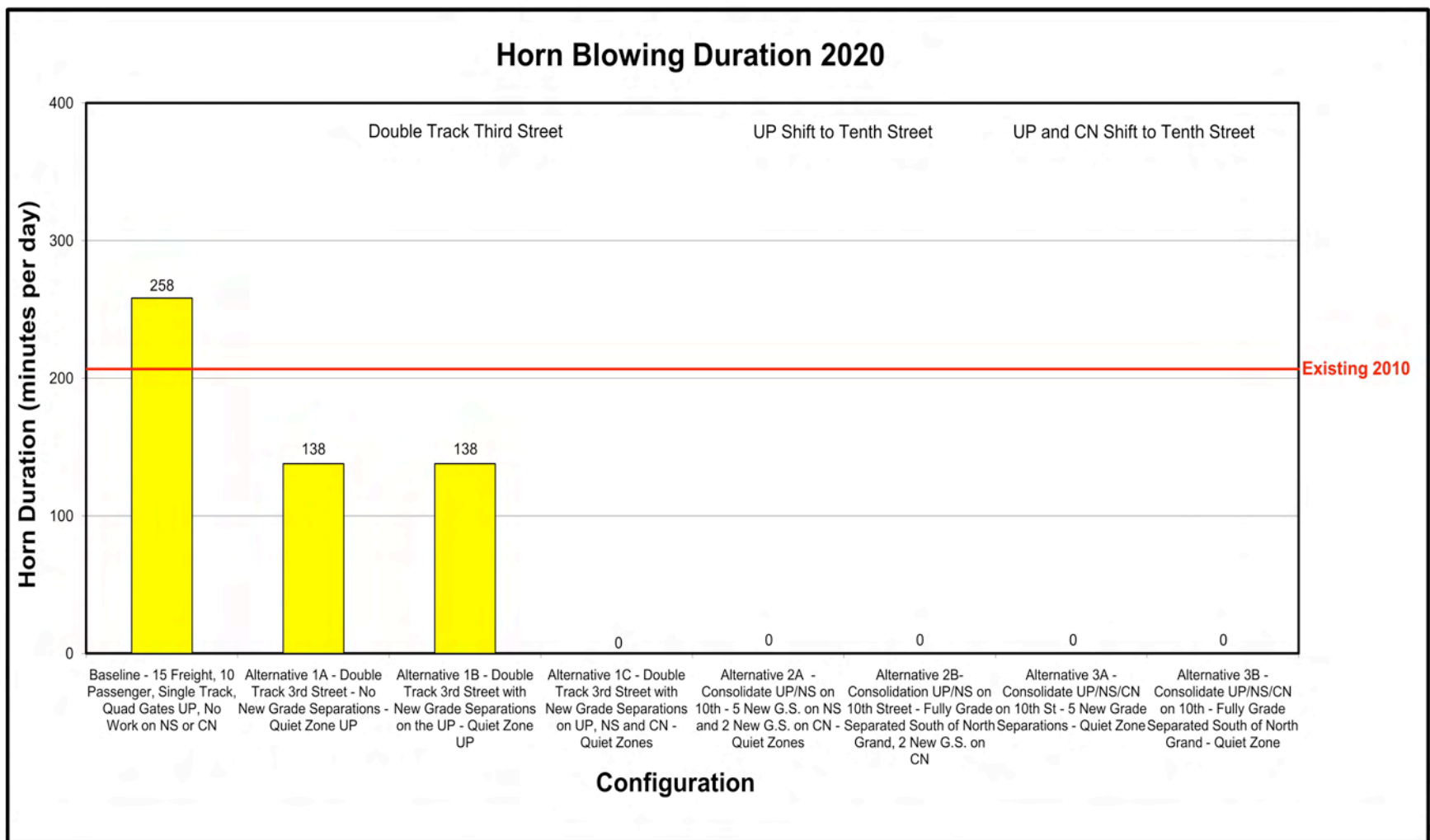
# TRAFFIC DELAYS



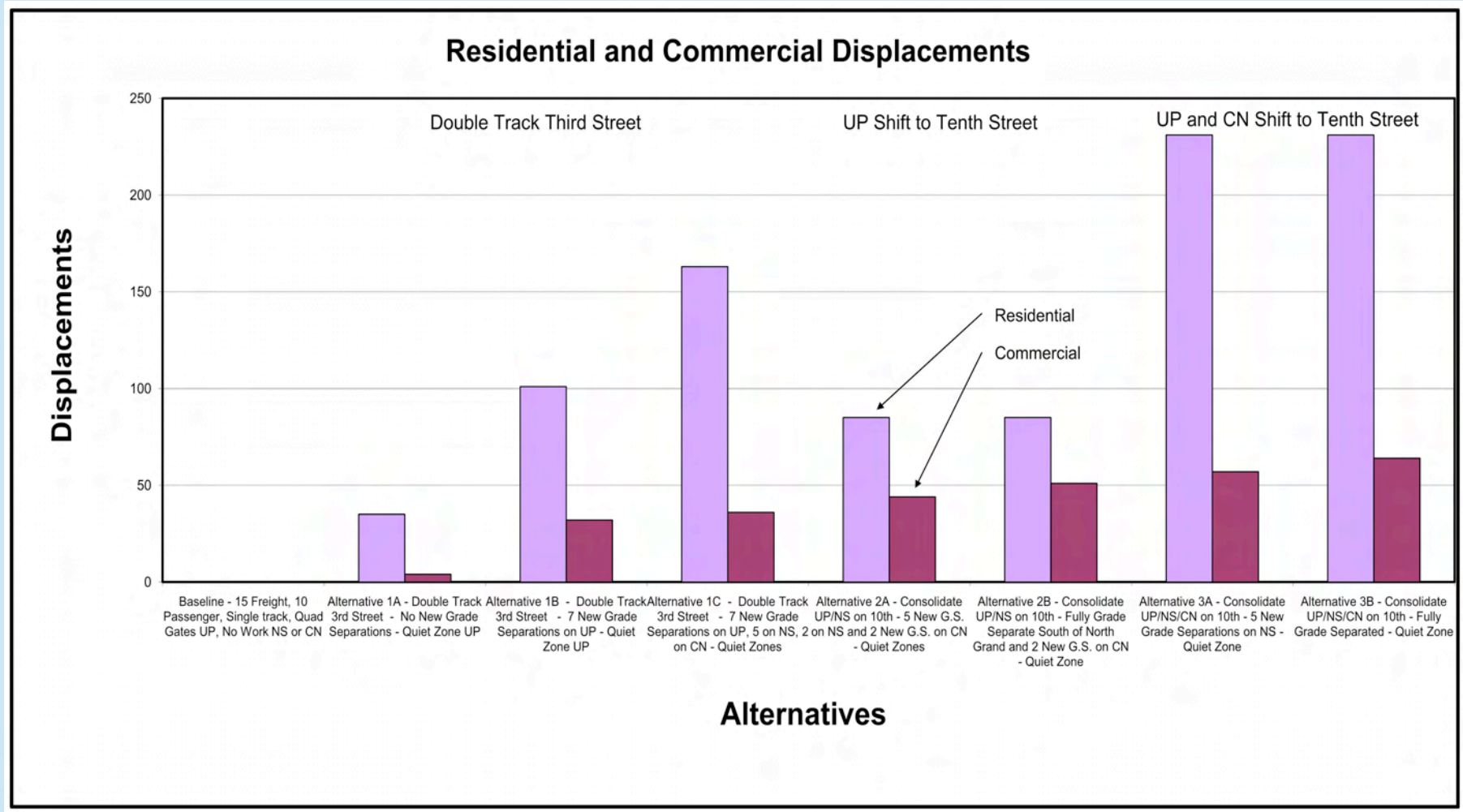
# EXPECTED CRASH FREQUENCY



# HORN BLOWING

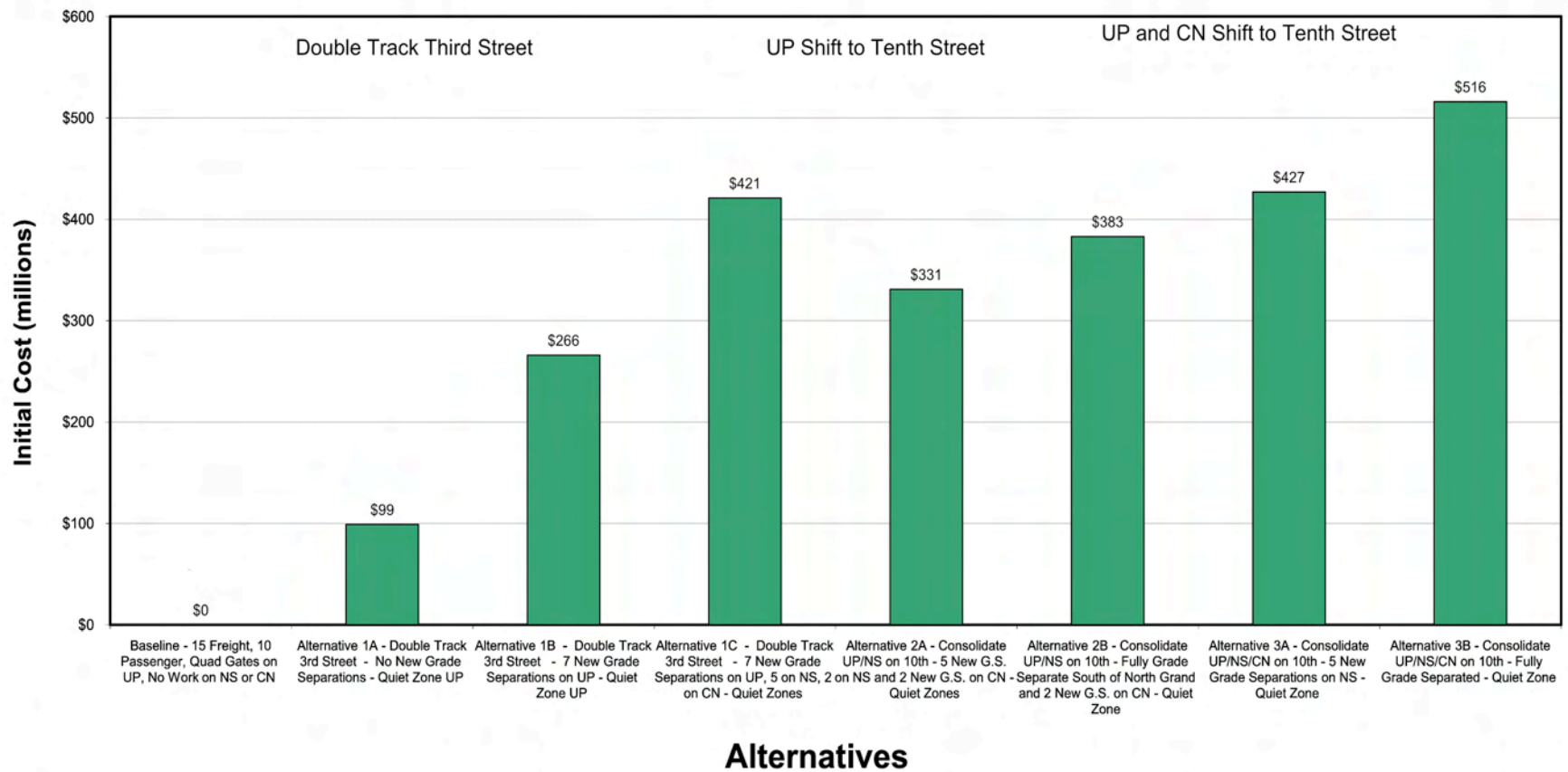


# DISPLACEMENTS



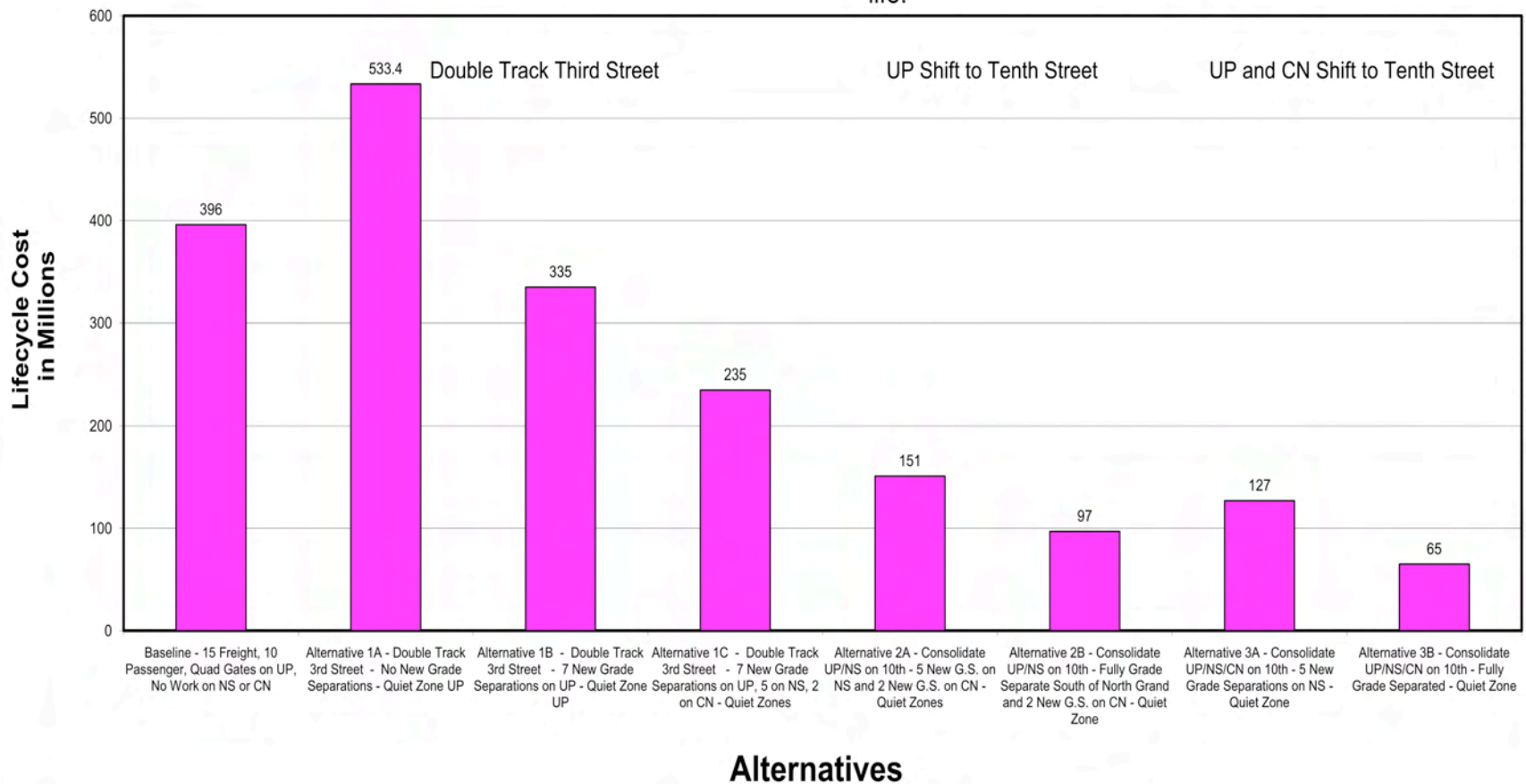
# INITIAL COST

**Initial Cost =** Construction, right-of-way, utility relocation and engineering



# LIFECYCLE COST ANALYSIS

**Lifecycle Cost =** Present value of cost due to delays, crashes, maintenance, fuel, and emissions over 75 year project life.

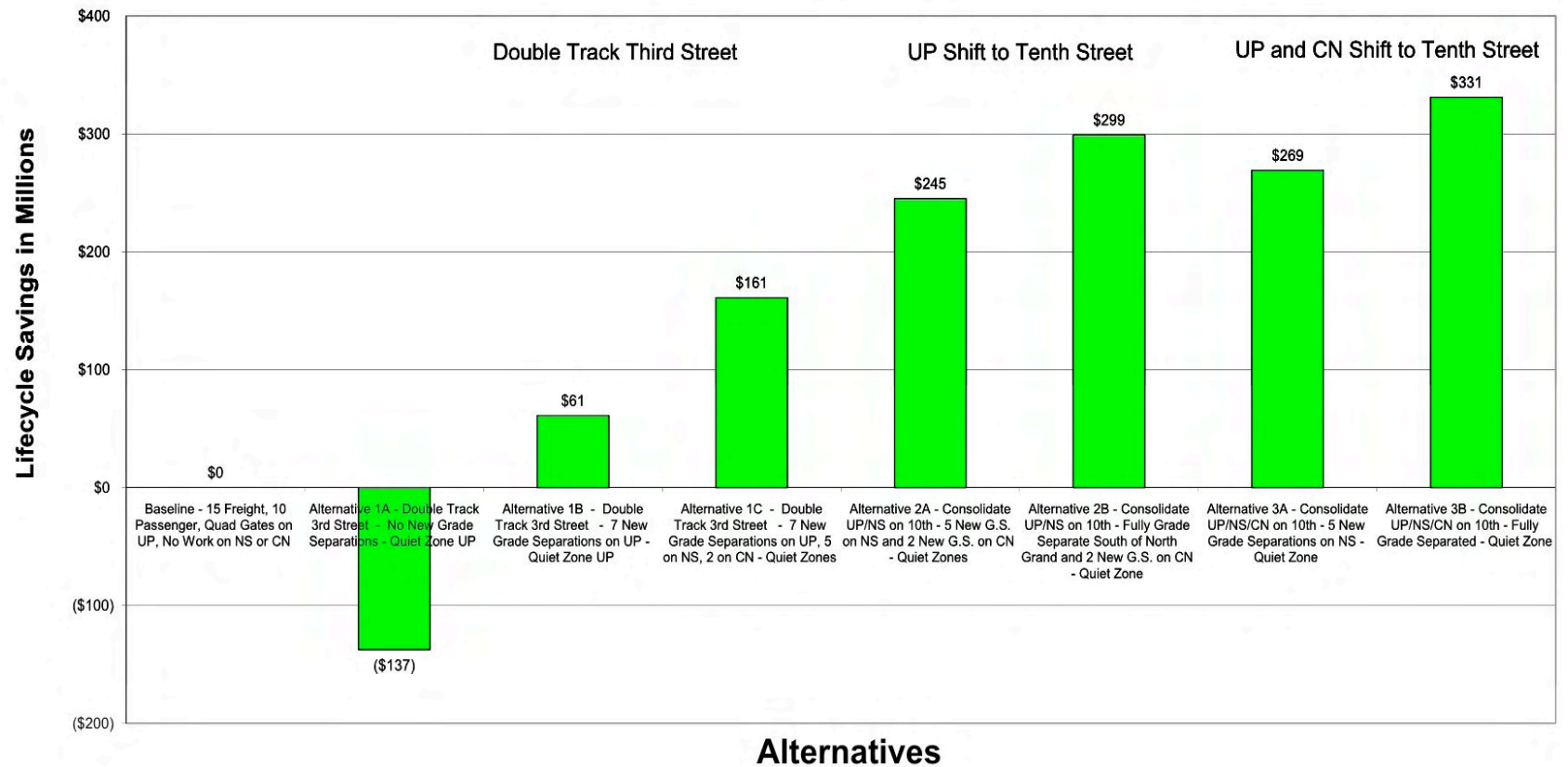




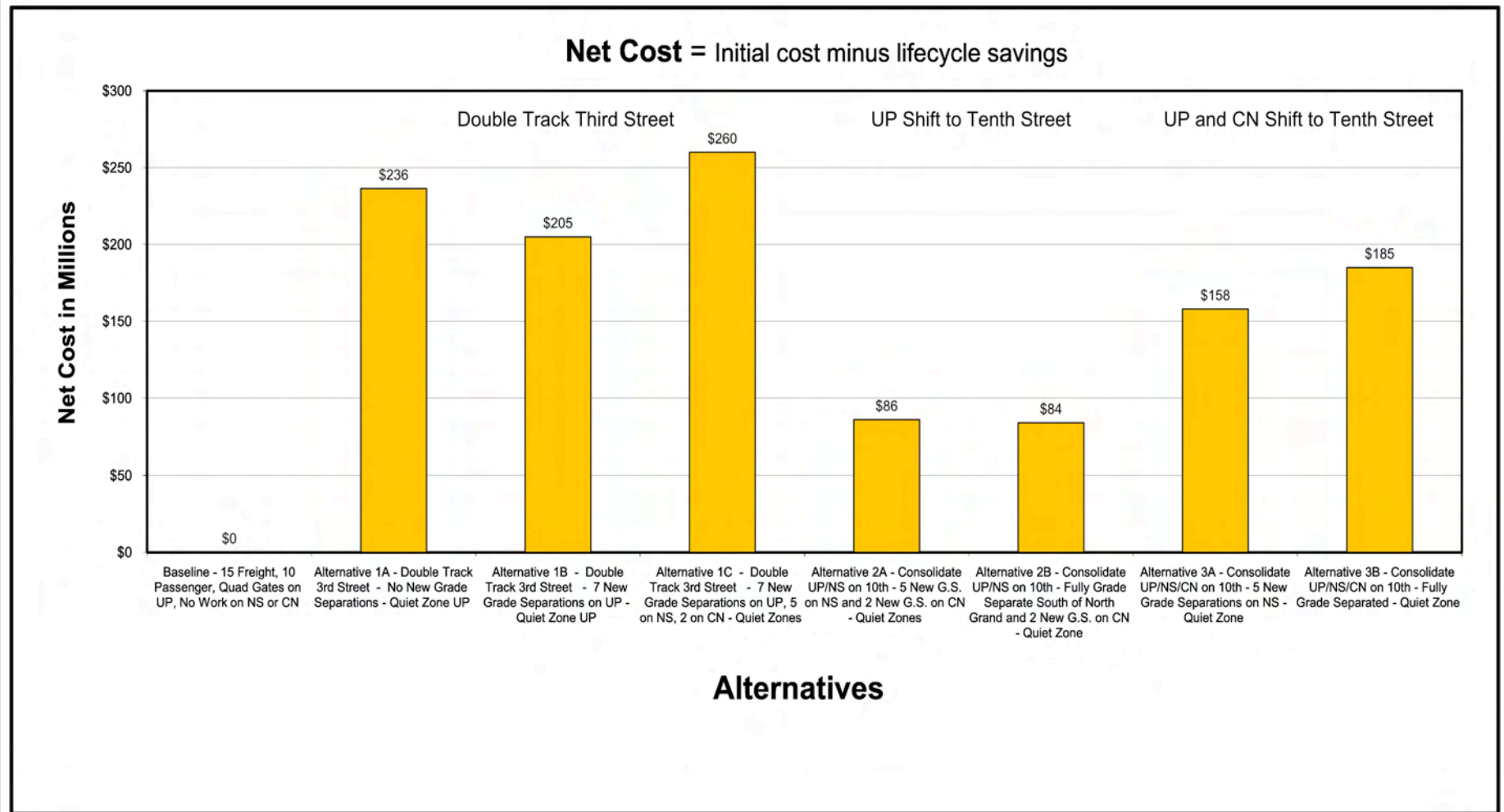
# LIFECYCLE SAVINGS

**Lifecycle Savings =**

Present value of savings due to reductions in delays, crashes, maintenance, fuel, and emissions over 75 year project life. Compared to Baseline.



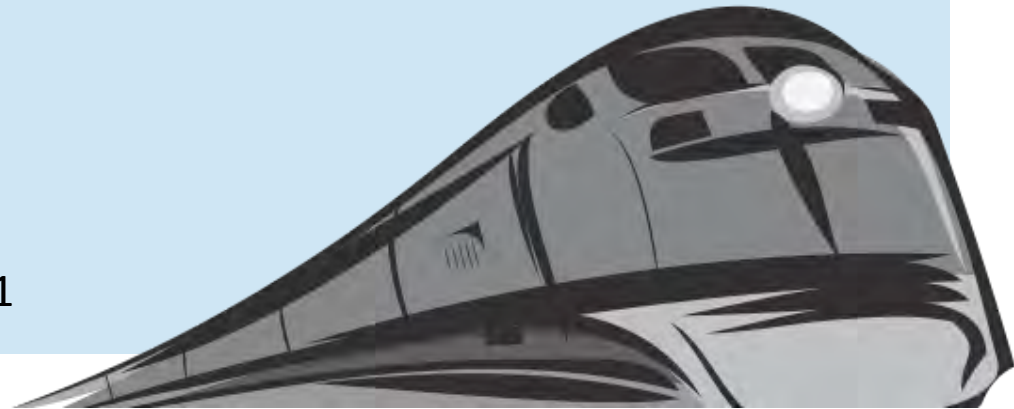
# NET COSTS



# NON-VIABLE ALTERNATIVES

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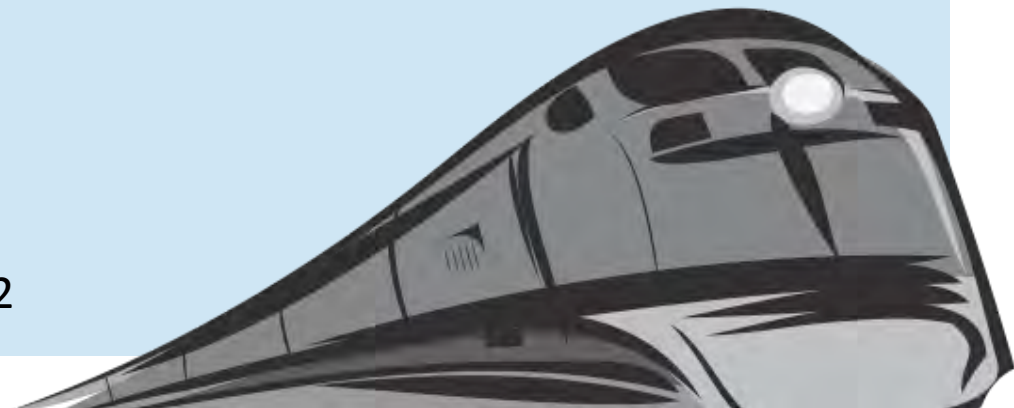
- Elevate tracks through City
- Depress tracks through City
- Relocate freight outside of City
  - East of I-55
  - CNW - West of Veteran's Parkway
- I&M Alternatives



# ELEVATE OR DEPRESS TRACKS

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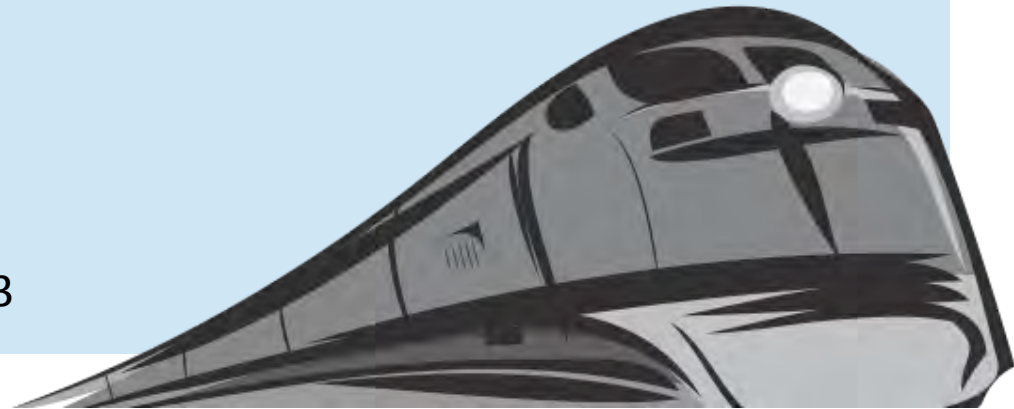
- \$600 - \$800 Million each
- No place for trains during construction



# EAST OF I-55

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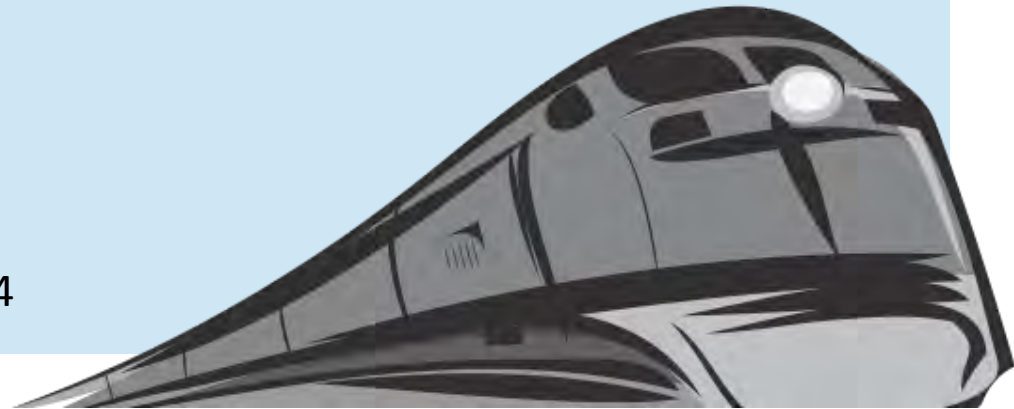
- Flood Plains and Wetlands impacts
- Agricultural impacts
- Passenger trains still require 2 tracks on 3<sup>rd</sup> Street
- High Cost – greater than \$1 billion to construct
- Railroads do not support



# WEST OF SPRINGFIELD

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- High cost to construct
- Railroads do not support
- Traverses through Centennial Park
- Displaces Sangamon Valley Trail



# I&M ALTERNATIVES

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- Impacts to Lanphier Park & Baseball Field
- More expensive
- Disrupts I&M railroad operations

