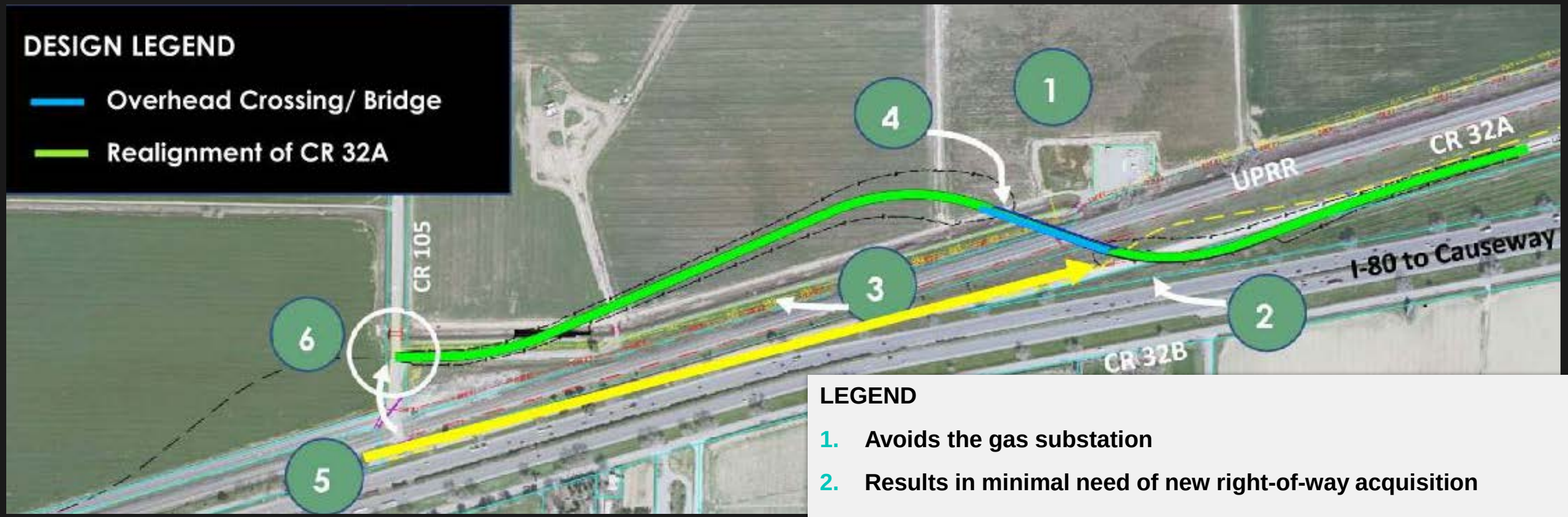
CR 32A Railroad Crossing Relocation Study - Alternatives Under Further Study

- Alternative 1: Overhead Crossing, Design Speed 50 MPH
- Alternative 2: At-grade Crossing, Design speed 40 MPH
- Alternative 3: At-grade Crossing, Design speed 45 MPH

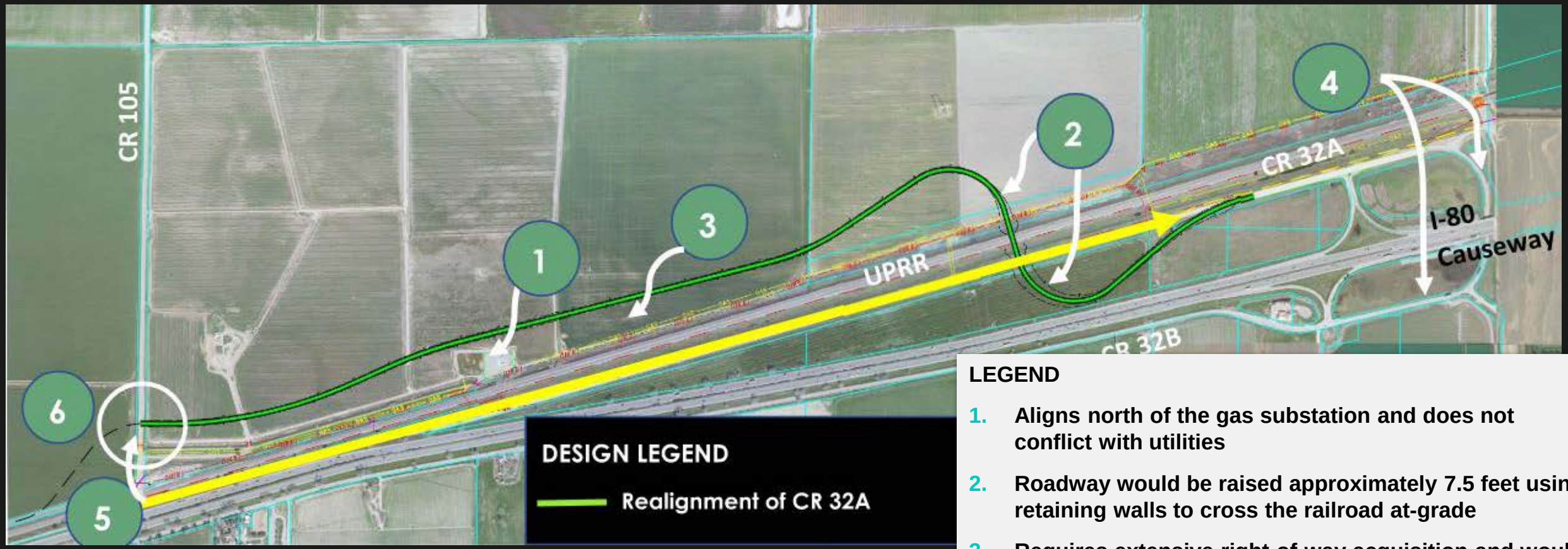


Alternative 1: Overhead Crossing, Design Speed 50 MPH

Crossing shifted approx. 0.5 mile east
Skewed crossing

LEGEND

1. **Avoids the gas substation**
2. **Results in minimal need of new right-of-way acquisition**
3. **Avoids impacting most utilities, except may require relocating overhead power lines**
4. **Skewed crossing is relatively short bridge structure but still may conflict with gas pipeline and railroad right-of-way**
5. **Class I bike path would be extended approximately 1.5 miles up to the new crossing location using the existing CR 32A that will be abandoned. The path would pass under the new CR 32A alignment, and the remainder of the bike path from the overhead crossing to the causeway will remain a class II until further development**
6. **Shifts CR 32A intersection with CR 105 slightly north**

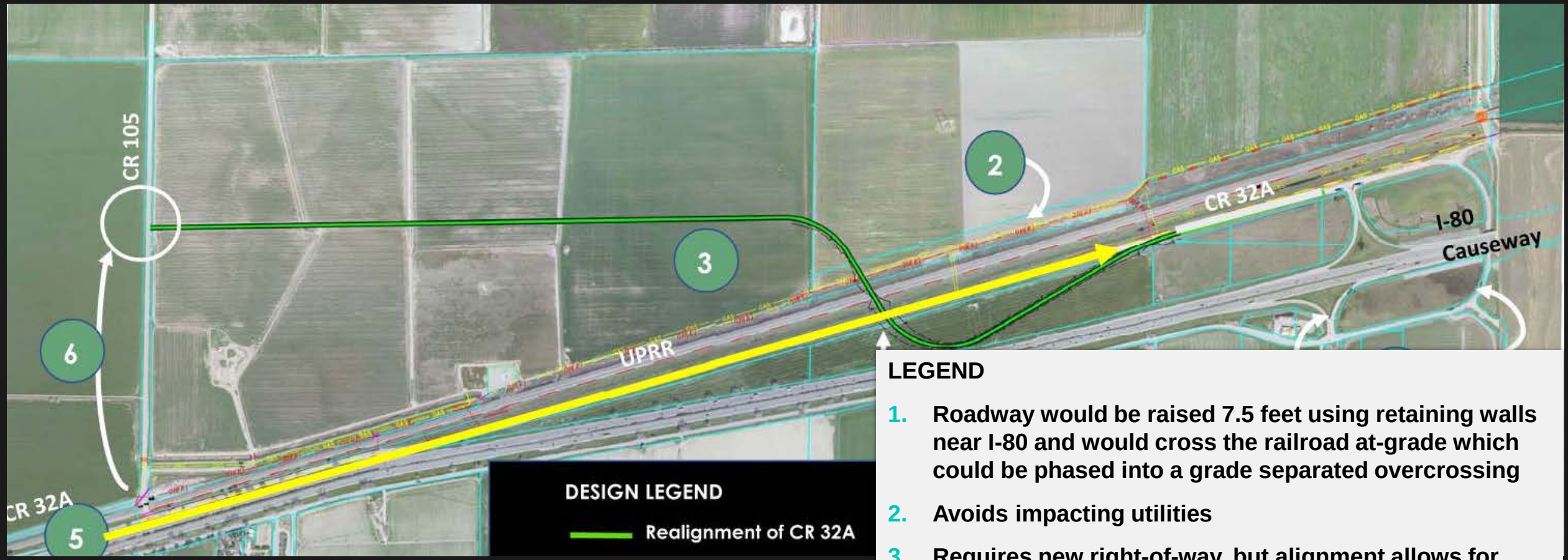


Alternative 2: At-grade Crossing, Design Speed 40 MPH

Crossing shifted approx. 1.7 miles east
Perpendicular crossing at railroad

LEGEND

1. **Aligns north of the gas substation and does not conflict with utilities**
2. **Roadway would be raised approximately 7.5 feet using retaining walls to cross the railroad at-grade**
3. **Requires extensive right-of-way acquisition and would leave remnant farmlands between new CR 32A and UPRR that would be difficult to continue farming**
4. **Queuing distance is approximately 5,500 feet to the east bound I-80 on-ramp**
5. **Class I bike path would be extended approximately 2.1 miles longer using the existing CR 32A roadway and the path would pass under the new CR 32A alignment through a large culvert pipe**
6. **Shifts CR 32A intersection with CR 105 slightly north**



Alternative 3: At-grade Crossing, Design Speed 45 MPH

Crossing shifted approx. 1.6 miles east
Nearly perpendicular crossing at railroad

LEGEND

1. **Roadway would be raised 7.5 feet using retaining walls near I-80 and would cross the railroad at-grade which could be phased into a grade separated overcrossing**
2. **Avoids impacting utilities**
3. **Requires new right-of-way, but alignment allows for farming would be feasible on either side of CR 32A**
4. **Queuing distance is approximately 7,000 feet to the east bound I-80 on-ramp**
5. **Class I bike path would be extended approximately 2.1 miles longer using the existing CR 32A roadway and the path would pass under the new CR 32A alignment**
6. **New intersection at CR 105 would be about 0.4 miles north of the current crossing**