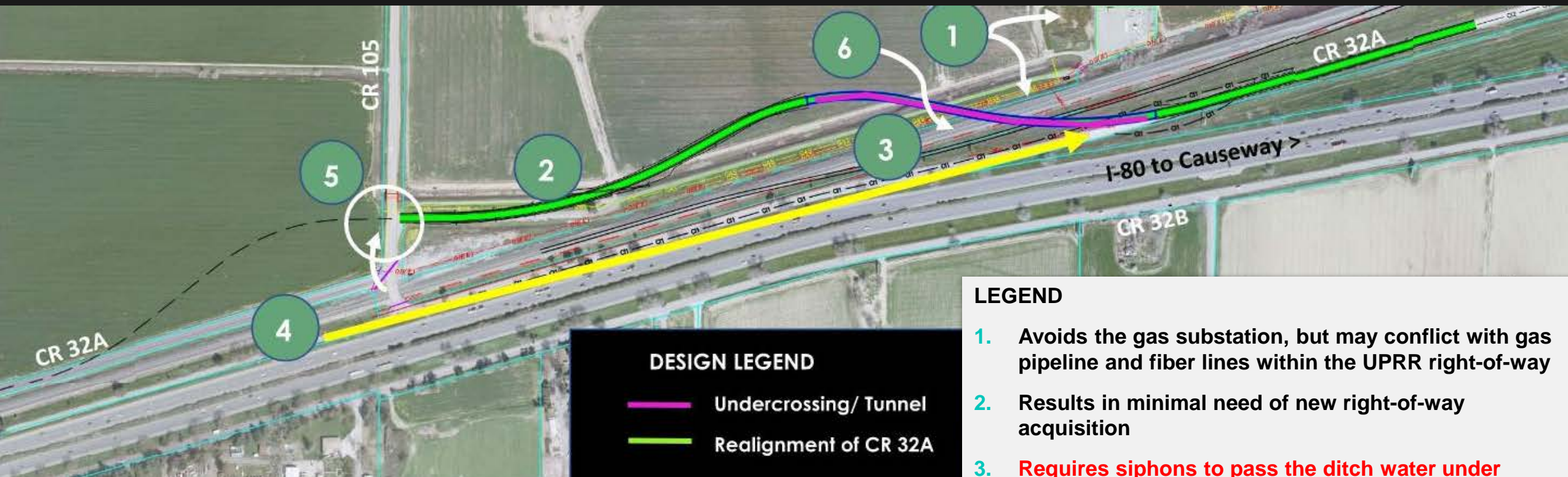


CR 32A Railroad Crossing Relocation Study - Alternatives Removed from Further Consideration

- **Alternative 4: Undercrossing, Design Speed 55 MPH**
- **Alternative 5: Overhead Crossing, Design Speed 55 MPH**
- **Alternative 6: Overhead Crossing, Design Speed 55 MPH**
- **Alternative 7: Undercrossing, Design Speed 55 MPH**



DESIGN LEGEND

- Undercrossing/ Tunnel
- Realignment of CR 32A

LEGEND

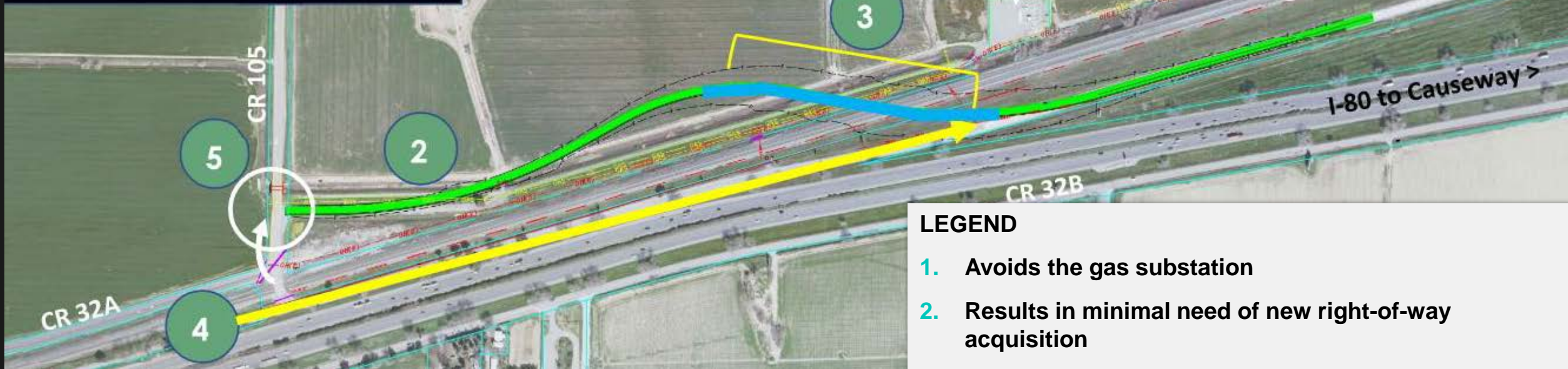
1. Avoids the gas substation, but may conflict with gas pipeline and fiber lines within the UPRR right-of-way
2. Results in minimal need of new right-of-way acquisition
3. Requires siphons to pass the ditch water under proposed new roadway and pumping plants would result in long-term operation and maintenance costs
4. Class I bike path would be extended approximately 0.33 mile longer using the existing CR 32A roadway and would convert to Class II path where it rejoins the vehicular roadway on CR 32A
5. Shifts CR 32A intersection with CR 105 slightly north
6. Requires costly temporary relocation of railroad lines to construct tunnel

Alternative 4: Undercrossing, Design Speed 55 MPH

Crossing shifted approx. 0.5 mile east
Skewed crossing

DESIGN LEGEND

- Overhead Crossing/ Bridge
- Realignment of CR 32A



LEGEND

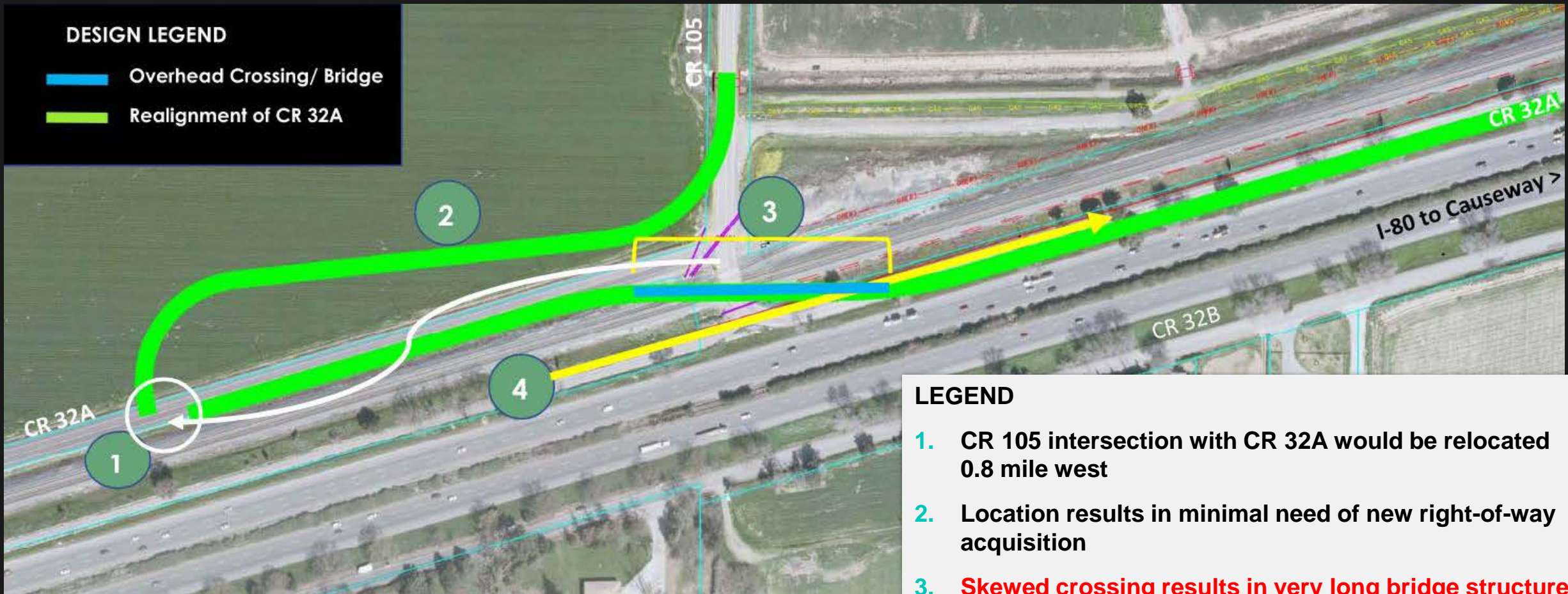
1. Avoids the gas substation
2. Results in minimal need of new right-of-way acquisition
3. **Skewed crossing results in very long and costly bridge structure which requires bridge columns that may conflict with gas pipeline or fiber lines within UPRR right-of-way**
4. Class I bike path would be extended approximately 0.44 mile longer using the existing CR 32A roadway and would convert to Class II path where it rejoins the vehicular roadway on CR 32A
5. Shifts CR 32A intersection with CR 105 slightly north

Alternative 5: Overhead Crossing, Design Speed 55 MPH

Crossing shifted approx. 0.5 mile east
Skewed crossing

DESIGN LEGEND

- Overhead Crossing/ Bridge
- Realignment of CR 32A

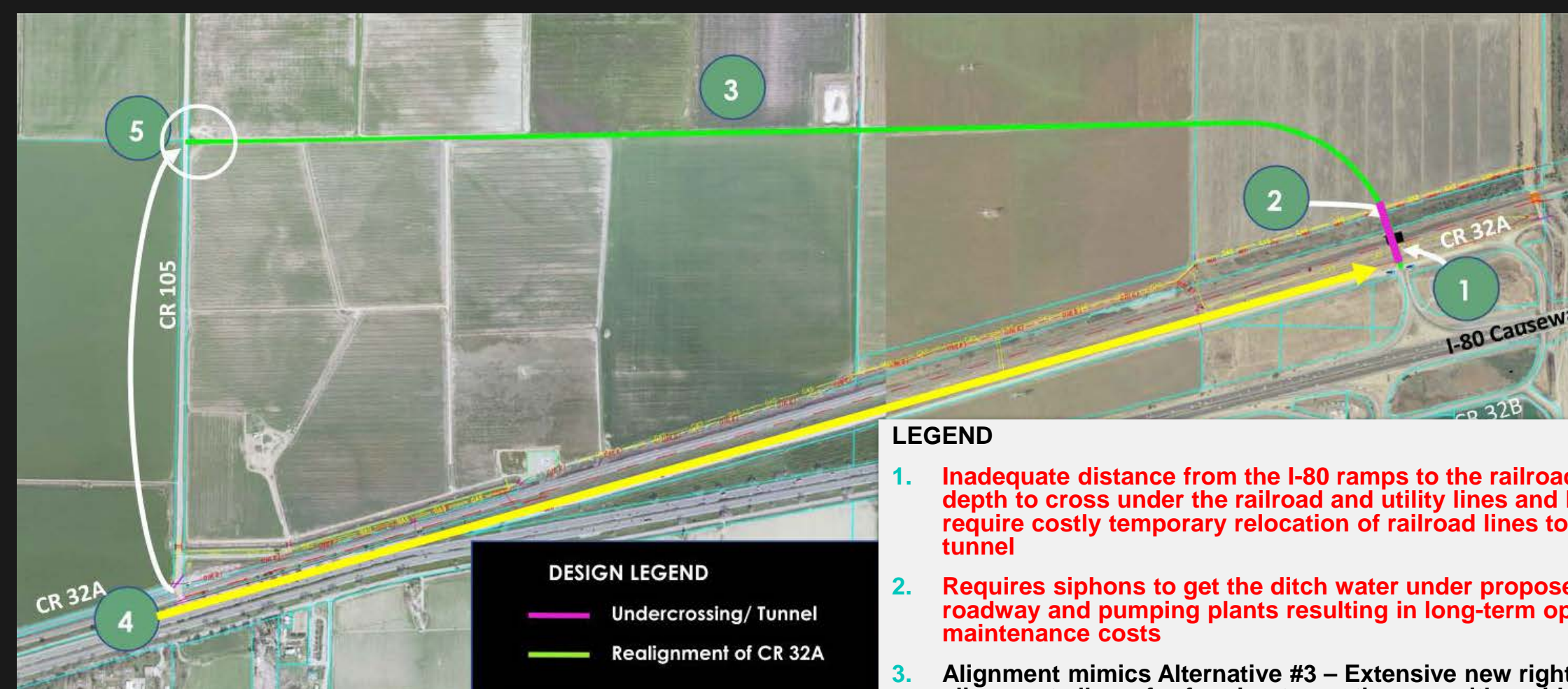


LEGEND

1. CR 105 intersection with CR 32A would be relocated 0.8 mile west
2. Location results in minimal need of new right-of-way acquisition
3. **Skewed crossing results in very long bridge structure which requires bridge columns that may conflict with gas pipeline or fiber lines within UPRR right-of-way**
4. Class I bike path would be lengthened approximately 0.33 miles, and would convert to Class II path where it rejoins the vehicular roadway on CR 32A
5. **Costly retaining walls would be required in order to support the bridge in this location between I-80 and CR 32A**

Alternative 6: Overhead Crossing, Design Speed 55 MPH

No shift in crossing location
Skewed crossing



Alternative 7: Undercrossing, Design Speed 55 MPH

Crossing shifted approx. 1.8 miles east
Perpendicular crossing

LEGEND

1. **Inadequate distance from the I-80 ramps to the railroad to meet depth to cross under the railroad and utility lines and Likely to require costly temporary relocation of railroad lines to construct tunnel**
2. **Requires siphons to get the ditch water under proposed new roadway and pumping plants resulting in long-term operation and maintenance costs**
3. **Alignment mimics Alternative #3 – Extensive new right-of-way, but alignment allows for farming to continue on either side of CR 32A**
4. **Class I bike path would use existing CR 32A for entire length (approximately 2.1 miles), pass over new depressed roadway to the I-80 bike path**
5. **New Intersection at CR 105 would be about 0.6 miles north of the current crossing**
6. **Likely to require costly temporary relocation of railroad lines to construct tunnel**