

GREAT LAKES BASIN RAILROAD PROJECT  
 ALTERNATIVE ALIGNMENTS SUMMARY

FORMER PREFERRED ALIGNMENTS WITHDRAWN FROM PREFERRED STATUS

Alignment ID	Alignment Name (Hyperlink to GoogleEarth)	Corresponding Portion of Preferred Alignment	Notes
231	<a href="#">Lowell A-1</a>	MP 32.8 - 50.3	Withdrawn from Preferred status due to shorter length of new Preferred Alignment by approx. 2 miles. Also these two alignments were previously connected by alignment Lowell_A-2, which was rejected due to close proximity to well sites of the Lowell Water Works. However, Lowell_A-1 and Lowell_A-3 remain to be feasible alignments if joined by either alignment Lowell_B or Lowell_C.
233	<a href="#">Lowell A-3</a>		
281	<a href="#">Rockford B-1</a>	MP 166.8 - 184.4	Provides connection between alignments Boone County-1 and Rockford_A-3, which is no longer necessary if BooneCounty-1 and 2 are not reestablished as Preferred Alignment.
291	<a href="#">BooneCounty-1</a>	MP 166.8 - 232.3	Original route to Milton. Retained as possible alternate route, in the event that new Preferred Alignment is determined environmentally unacceptable.
292	<a href="#">BooneCounty-2</a>		
311	<a href="#">Westville</a>	MP 0.0 - 12.0	Withdrawn from Preferred status in favor of new Preferred Alignment in order to avoid Westville city limits and increase distance from residential areas.
321	<a href="#">Kingsbury A</a>	MP 10.5 - 12.3	Connected Kingsbury Sub. with original Westville Alignment, with new Preferred Alignment to east and south of Westville, Kingsbury_A is no longer required.
332	<a href="#">Lowell A-2</a>	MP 32.8 - 50.3	Withdrawn from Preferred status in favor of alternative alignments (including Lowell_B and new Preferred Alignment) in order to increase distance from Lowell Middle School and Lowell Water Works.
351	<a href="#">Rockford B-2</a>	MP 185.0 - 195.0	Unsuitable and redundant upon establishing proposed new Preferred Alternative from Rockford to Milton, WI.
391	<a href="#">EmeraldGrove</a>	MP 234.3 - 236.5	Withdrawn from Preferred status due to close proximity to Emerald Grove cemetery property in favor of new Preferred Alignment.

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OTHER FEASIBLE ALIGNMENTS

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421	<a href="#">Kingsbury F</a>	MP 0.0 - 12.3	Approx. 0.8 mile longer than Preferred Alignment. Closely parallels CN and CSX mainlines for approx. 6.9 miles, and parallels industrial park trackage for approx. 1.5 miles. Minimal intrusion into agricultural lands, except one center-pivot field severely impacted.
431	<a href="#">Dinwiddie B</a>	MP 32.8 - 50.3	Originally developed to avoid pipeline and wetland issues involving alignment Lowell_A-1. Retained as possible alternate route, however, longer route with greater exposure to Kankakee River flood plain.
433	<a href="#">Lowell B</a>	MP 32.8 - 50.3	Developed in order to address issues of alignment Lowell_A-2 by shifting north of the Lowell Water Works and increasing distance from Lowell Middle School by 0.5 mile. Remains a feasible alignment, in conjunction with alignments Lowell_A-1 and Lowell_A-3, in the event that the Preferred Alignment between MP 32.8 and MP 50.3 is determined to be environmentally unacceptable.
434	<a href="#">Lowell C</a>	MP 32.8 - 50.3	Developed in order to address issues of alignment Lowell_A-2 by shifting south of the Lowell Water Works and increasing distance from Lowell Middle School by 1.1 miles. Remains a feasible alignment, in conjunction with alignments Lowell_A-1 and Lowell_A-3, in the event that the Preferred Alignment between MP 32.8 and MP 50.3 is determined to be environmentally unacceptable.
471	<a href="#">PawPaw A</a>	MP 144.9 - 151.6	This alignment increases distance from the main residential area of Paw Paw by about 0.5 mile. Disadvantage is increased curvature and 0.3 mile increase in route length versus Preferred Alignment.
473	<a href="#">Steward</a>	MP 151.2 - 167.4	Provides alternate route if Preferred Alignment between MP 151.2 and MP 167.4 is determined to be unacceptable. However, due to topography, the Steward alignment is expected to have higher earthwork costs and a less favorable profile for the planned interchange yard than the Preferred Alignment.
474	<a href="#">CORR C</a>	MP 0.0 - 3.8	Provides potential alternate alignment for connection to southern end of proposed CORR yard.
482	<a href="#">Rockford A-2</a>	MP 166.8 - 195.0	Uses abandoned roadbed for 7.7 miles for a connection between alignments BooneCounty-1 and Rockford_A-4. Key disadvantage is close proximity to residential areas in Lindenwood and Holcomb.
483	<a href="#">Rockford A-3</a>		Provides 4-mile connection between alignments Rockford_B-1 and Rockford_A-4, along the southern edge of the proposed Rockford Industrial Park.
484	<a href="#">Rockford A-4</a>		Developed for the purpose of connecting to CN west of Rockford and avoids residential development. While still feasible for connecting to CN, this alignment would likely be a costly option due to topography on both sides of the Rock River and is considered redundant due to the new Preferred Alignment from Rockford to Milton, WI.
491	<a href="#">Philhower</a>	MP 223.2 - 226.7	Potential alternate route in the event that the Preferred Alignment between MP 223.2 and MP 226.7 is determined to be unacceptable. Significant issue is close proximity to south side of active business at the intersection of County Road G and Philhower Rd.

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CONSIDERED ALIGNMENTS INCONSISTENT WITH NEED OR PURPOSE

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511	<a href="#">MichiganCity</a>	MP 0.0 - 6.0	Rejected due to conflicts with a nature preserve and wetlands throughout approx. 20% of alignment. Proposed connections accomplished by connection to South Shore Freight to connect to CSX Grand Rapids Subdivision in Michigan City, IN.
512	<a href="#">Otis</a>	MP 0.0 - 6.0	Rejected in favor of Preferred Alignment to Pinola, due to conflict with wetlands and park areas, and very close proximity to residential developments.
521	<a href="#">Kingsbury B</a>	MP 1.3 - 4.0	Developed to avoid Kingsbury city limits, rejected account of added track length and significant additional curvature.
522	<a href="#">Kingsbury E</a>	MP 0.0 - 12.3	This alignment was rejected account of agricultural impacts versus that of Preferred Alignment.
531	<a href="#">EastHebron</a>	MP 20.3 - 50.3	This alignment was rejected account of routing thru lands reserved for future expansion of Hebron.
541	<a href="#">Braidwood-1</a>	MP 66.5 - 124.1	Rejected due to significant impacts to residential areas in Custer Park and Braidwood, and wetland impacts.
542	<a href="#">Braidwood-2</a>	MP 66.5 - 109.7	
543	<a href="#">KankakeeBridge A</a>	MP 68.9 - 77.9	This alignment was rejected account it crosses Kankakee River State Park on high bridge with significant approach curvature. Also approx. 1.5 miles longer than Preferred Alignment.
544	<a href="#">KankakeeBridge B</a>	MP 68.9 - 81.7	This alignment was rejected account it crosses Kankakee River State Park on high bridge and very close proximity to residential development. Also approx. 2.5 miles longer than Preferred Alignment.
551	<a href="#">LaSalle</a>	MP 109.1 - 145.9	This alignment was rejected account 7.5 miles longer than Preferred Alignment and bridge over Illinois River is considerably longer than that for Preferred Alignment due to significant skew.
581	<a href="#">Rockford F</a>	MP 184.2 - 191.4	Rejected due to necessity of passing between Rockford Airport and the Radar Station along Beltline Road.
582	<a href="#">WinnebagoCounty</a>	MP 186.2 - 191.7	Rejected due to extremely high probable construction cost resulting from heavy earthwork and/or high bridge over Rock River, plus severe impact on a significant number of homes.
583	<a href="#">Janesville</a>	MP 225.3 - 239.8	Rejected in favor of Preferred Alignment, due to significant impact of diagonal route across agricultural lands, particularly high-value center-pivot operations.
591	<a href="#">GardenPrairie</a>	MP 166.8 - 232.3	Rejected in favor of BooneCounty-2 alignment, due to severe impact on large area of sensitive wetlands along Coon Creek.
592	<a href="#">Sharon</a>	MP 166.8 - 232.3	Immediately adjacent (on 25' track centers) to Union Pacific Janesville Branch for 3.7 miles. Rejected in favor of BooneCounty-2 alignment for right-of-way independent of Union Pacific.
593	<a href="#">Clinton</a>	MP 166.8 - 232.3	Rejected in favor of BooneCounty-2 alignment, due to close proximity to housing development along west side of Clinton and probable greater earthwork and grade separation costs.
596	<a href="#">Brodhead</a>	MP 206.0 - 244.1	Original proposed western terminus of GLBR. Brodhead line rejected in favor of other routes to Milton due to environmental issues of wetlands, hunting area, Sugar River Bottoms, route circuitry, and to avoid need for trains to pass through downtown Janesville.