

**ILLINOIS COMMERCE COMMISSION  
STIPULATED AGREEMENT  
CROSSING DATA FORM**

**GENERAL INFORMATION:** See Location Sketch

<b>RAILROAD</b>	Norfolk Southern
<b>USDOT#, MILEPOST/LINE</b>	724 758R, 92.94/A
<b>STREET, CITY, COUNTY</b>	Stanford Lane, near Mount Vernon, Jefferson County
<b>JURISDICTION (RDWY)</b>	Local
<b>LOCATION</b>	Rural
<b>STREET SURFACE</b>	Chip seal; 15'; fair condition

**CROSSING DATA:** See Location Sketch for roadway profile and track centers

<b>TRACK (W-E or N-S)</b>	<b>SURFACE TYPE</b>	<b>SURFACE WIDTH</b>	<b>SURFACE CONDITION</b>
W-E	Timber and Asphalt	24'	Good

**ROADWAY DATA:** See Location Sketch

<b>INTERSECTING ROADS:</b>	N/A
<b>TRAFFIC CONTROL</b>	N/A
<b>ADT &amp; SPEED</b>	260@55mph unposted
<b>TRAFFIC TYPE</b>	Passenger, possible School Busses and Hazardous Materials
<b>ADVANCE WARNING</b>	Yes
<b>PAVEMENT MARKING</b>	No

**RAILROAD DATA:** See Location Sketch

<b>FREIGHT TRAFFIC</b>	21 freight Per day @ 50 MPH, Day & Night
<b>PASSENGER TRAFFIC</b>	N/A
<b>WARNING DEVICES</b>	Crossbucks

**NOTES:**

**VISIBILITY STUDY:** See Location Sketch

Train Speed	50	MPH
Roadway Speed	40	MPH
Required Stopping Sight Distance (SSD)		
Along Roadway	338	FEET
Along Tracks	517	FEET
Required Clearing Sight Distance (CSD) (Along Tracks)	1200	FEET

Distances calculated per American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets, 2001, Fourth Edition.

QUADRANT	CSD (FT)	OBSTRUCTION	SSD (FT)	OBSTRUCTION
NE	1200		100	Trees
NW	1000	Trees, curved track	100	Trees
SE	>1200		80	shed
SW	>1200		150	Car, camper, house

\*Note: Automatic flashing light signals and gates (AFLS&G) eliminate the need to satisfy minimum Site Distance criteria.

**APPROACH GRADES:** See Location Sketch

DIRECTION: NORTH			DIRECTION: SOUTH		
DISTANCE (FT)	ELEVATION (FT)	GRADE (%)	DISTANCE (FT)	ELEVATION (FT)	GRADE (%)
25	98.8	4.8	25	99.5	2.0
50	98.3	2.0	50	97.6	7.6

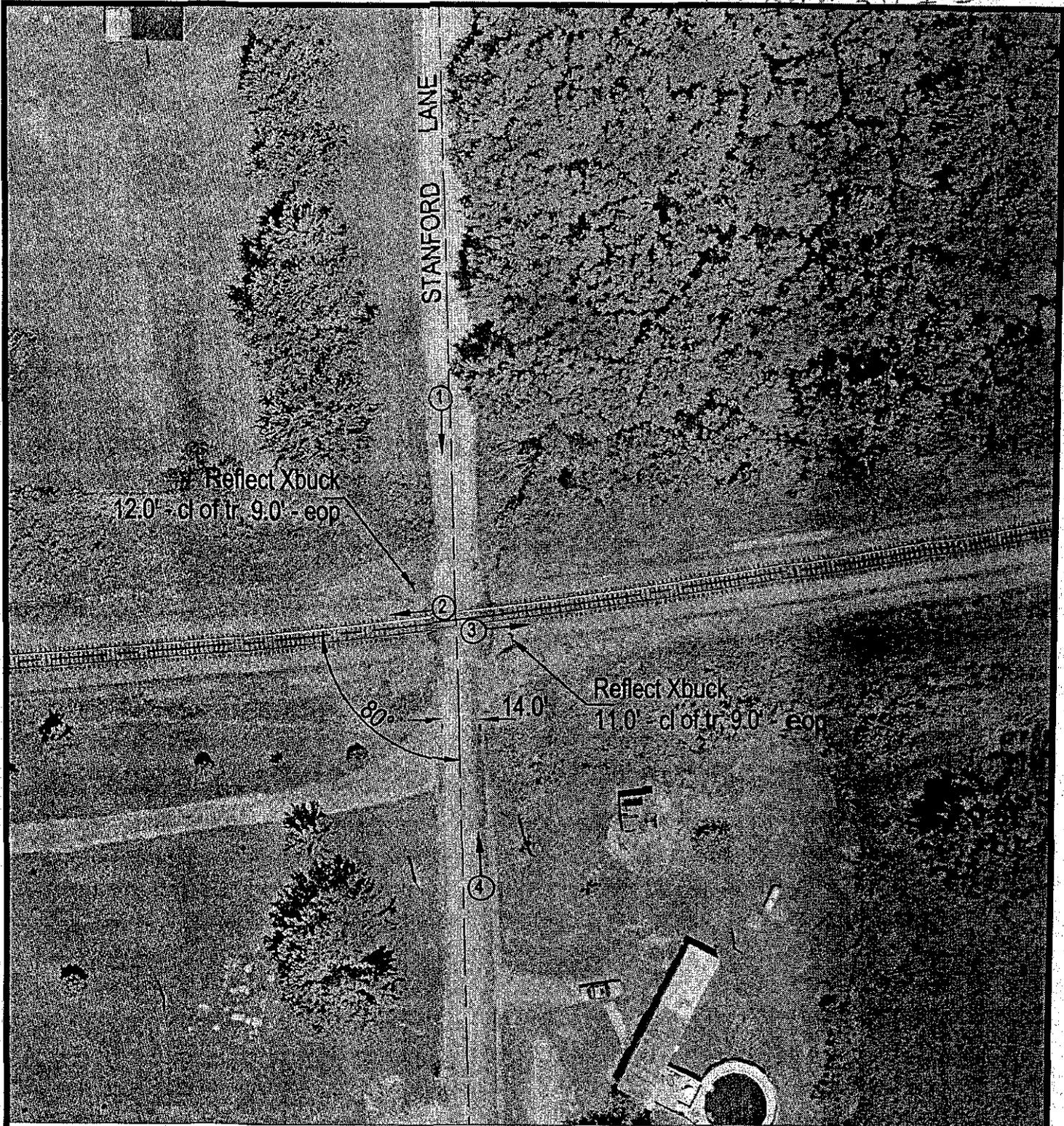
Distance measured from outermost rail.

**COMMENTS:**

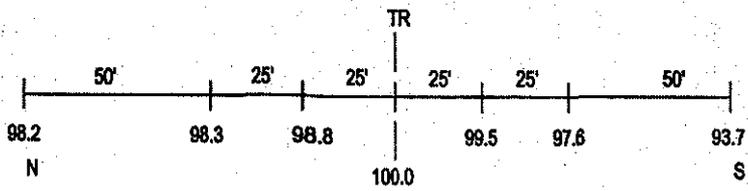
Norfolk Southern Railway round figure estimate for new automatic warning devices is \$156,900; the Township's estimate for highway approach improvements is \$21,660.

This is part of a corridor project (3 or more consecutive crossings). For corridor projects, staff recommends the Grade Crossing Protection Fund (GCPF) pay 90% of the installation costs and the railroad pay the remainder of the installation costs, as well as all future operating and maintenance costs. In addition, the existing surface at the Two Mile Creek Lane crossing needs to be widened, partly because the Township's new approaches are going to be wider than existing. Normally staff would recommend the road authority pay for the surface widening. In this case however, the railroad will pay for it. In exchange, staff recommends the Grade Crossing Protection Fund (GCPF) pay 95% of the installation costs and the railroad pay the remainder of the installation costs, as well as all future operating and maintenance costs. Staff recommends this same 95% GCPF/5% RR cost division also be used for safety improvements at the Stanford Lane crossing. Staff recommends a 90% GCPF/10% RR cost division for safety improvements at the Harmony Lane crossing.

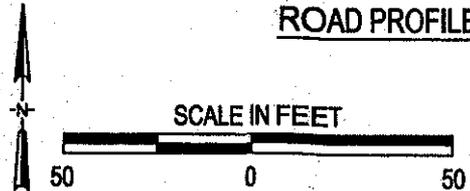
See Page Three for a Location Sketch (Aerial Photo) of the crossing.



J. LEFFERSON | 724758R | 724758R.DWG 04/03/01 10:51 AM



**ROAD PROFILE**



③ Photo Location

Crossing #:	724758R
Location:	Jefferson Co., City of Mount Vernon (Near)
Lat/Long:	38°19'06" / 88°47'53"
Railroad:	NS
Street:	Stanford Lane
Railroad Milepost:	92.94
Crossing Protection:	Sign

**ILLINOIS COMMERCE COMMISSION  
STIPULATED AGREEMENT  
CROSSING DATA FORM**

**GENERAL INFORMATION:** See Location Sketch

<b>RAILROAD</b>	Norfolk Southern
<b>USDOT#, MILEPOST/LINE</b>	724 757J, 93.17/A
<b>STREET, CITY, COUNTY</b>	Harmony Lane, near Bluford, Jefferson County
<b>JURISDICTION (RDWY)</b>	Local
<b>LOCATION</b>	Rural
<b>STREET SURFACE</b>	Chip seal on south; Hot mix on north; 16' good condition

**CROSSING DATA:** Also see Location Sketch for roadway profile and track centers

<b>TRACK (W-E or N-S)</b>	<b>SURFACE TYPE</b>	<b>SURFACE WIDTH</b>	<b>SURFACE CONDITION</b>
W-E	Timber and Asphalt	24'	Good

**ROADWAY DATA:** See Location Sketch

<b>INTERSECTING ROADS:</b>	N/A
<b>TRAFFIC CONTROL</b>	N/A
<b>ADT &amp; SPEED</b>	225@55mph unposted
<b>TRAFFIC TYPE</b>	Passenger, possible School Busses and Hazardous Materials
<b>ADVANCE WARNING</b>	Yes, but south one needs replaced
<b>PAVEMENT MARKING</b>	No

**RAILROAD DATA:** See Location Sketch

<b>FREIGHT TRAFFIC</b>	21 freight Per day @ 50 MPH, Day & Night
<b>PASSENGER TRAFFIC</b>	N/A
<b>WARNING DEVICES</b>	AFLS

**NOTES:**

**VISIBILITY STUDY:** See Location Sketch

Train Speed	50	MPH
Roadway Speed	30	MPH
Required Stopping Sight Distance (SSD)	N/A	
Along Roadway	N/A	FEET
Along Tracks	N/A	FEET
Required Clearing Sight Distance (CSD) (Along Tracks)	N/A	FEET

Distances calculated per American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets, 2001, Fourth Edition.

QUADRANT	CSD (FT)	OBSTRUCTION	SSD (FT)	OBSTRUCTION
NE	>1200		N/A	
NW	>1200		N/A	
SE	>1200		N/A	
SW	>1200		N/A	

\*Note: Automatic flashing light signals and gates (AFLS&G) eliminate the need to satisfy minimum Site Distance criteria.

**APPROACH GRADES:** See Location Sketch

DIRECTION: NORTH			DIRECTION: SOUTH		
DISTANCE (FT)	ELEVATION (FT)	GRADE (%)	DISTANCE (FT)	ELEVATION (FT)	GRADE (%)
25	99.6	1.6	25	99.5	2.0
50	99.0	2.4	50	97.5	8.0

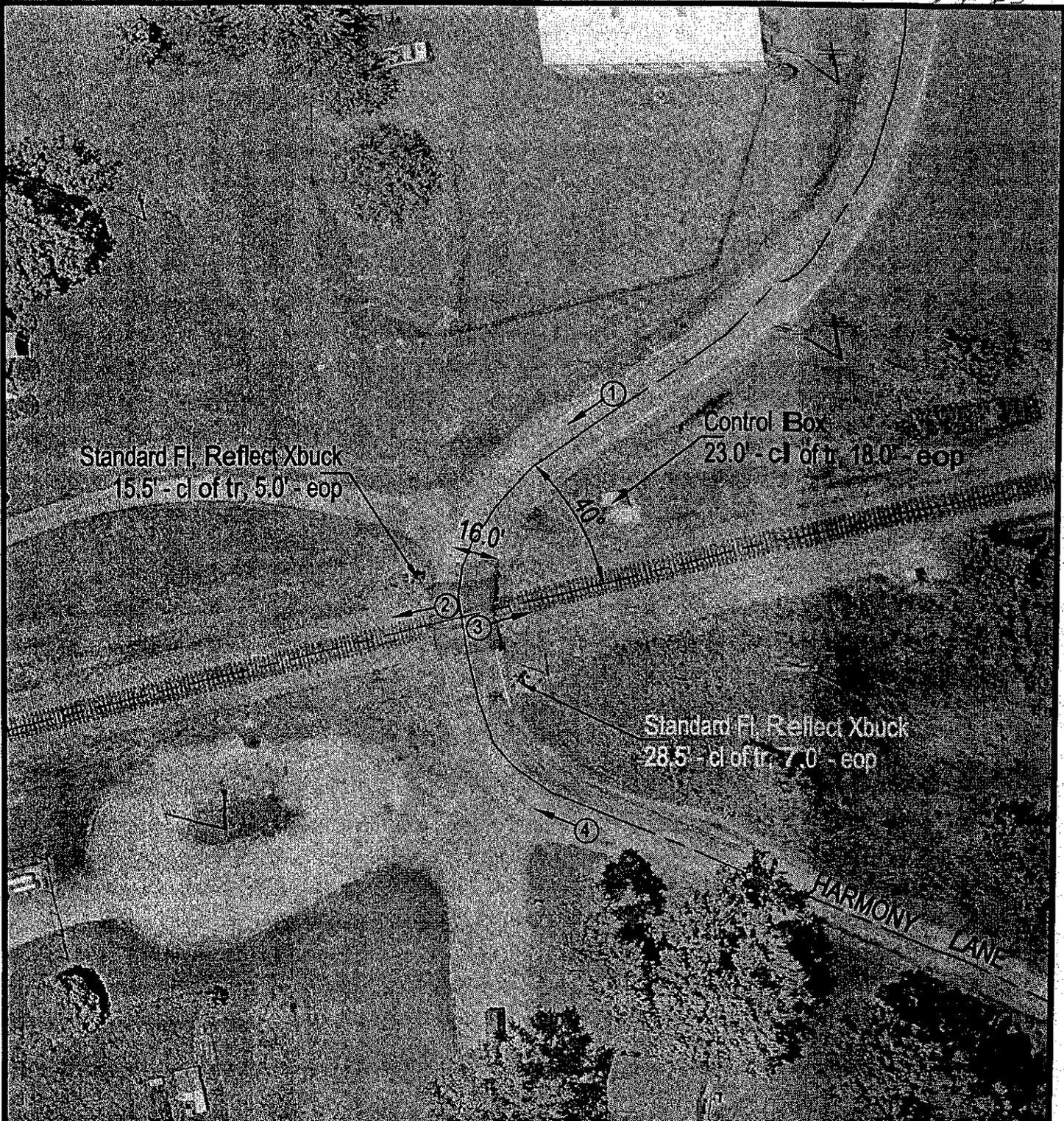
Distance measured from outermost rail.

**COMMENTS:**

Norfolk Southern Railway round figure estimate for new automatic warning devices is \$156,900; the Township's estimate for highway approach improvements is \$21,660.

This is part of a corridor project (3 or more consecutive crossings). For corridor projects, staff recommends the Grade Crossing Protection Fund (GCPF) pay 90% of the installation costs and the railroad pay the remainder of the installation costs, as well as all future operating and maintenance costs. In addition, the existing surface at the Two Mile Creek Lane crossing needs to be widened, partly because the Township's new approaches are going to be wider than existing. Normally staff would recommend the road authority pay for the surface widening. In this case however, the railroad will pay for it. In exchange, staff recommends the Grade Crossing Protection Fund (GCPF) pay 95% of the installation costs and the railroad pay the remainder of the installation costs, as well as all future operating and maintenance costs. Staff recommends this same 95% GCPF/5% RR cost division also be used for safety improvements at the Stanford Lane crossing. Staff recommends a 90% GCPF/10% RR cost division for safety improvements at the Harmony Lane crossing.

See Page Three for a Location Sketch (Aerial Photo) of the crossing.



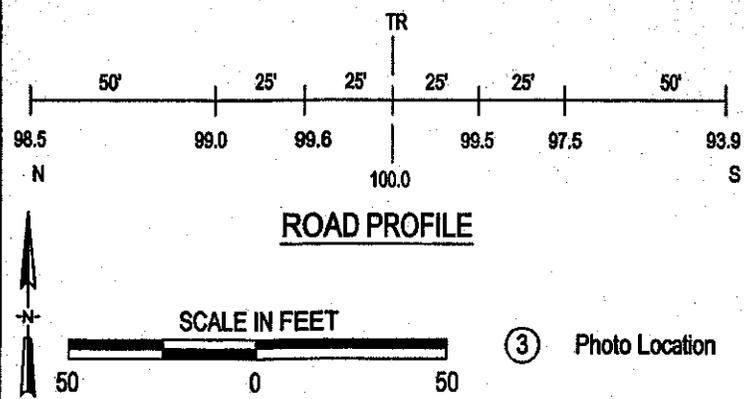
Standard Fl. Reflect Xbuck  
15.5' - cl of tr, 5.0' - eop

Control Box  
23.0' - cl of tr, 18.0' - eop

Standard Fl. Reflect Xbuck  
28.5' - cl of tr, 7.0' - eop

HARMONY LANE

JEFFERSON | 724757J | 724757J.DWG 04/03/01 10:46 WAK



Crossing #:	724757J
Location:	Jefferson Co., City of Bluford (Near)
Lat/Long:	38°19'09" / 88°47'39"
Railroad:	NS
Street:	Harmony Lane
Railroad Milepost:	93.17
Crossing Protection:	Train Activated Devices