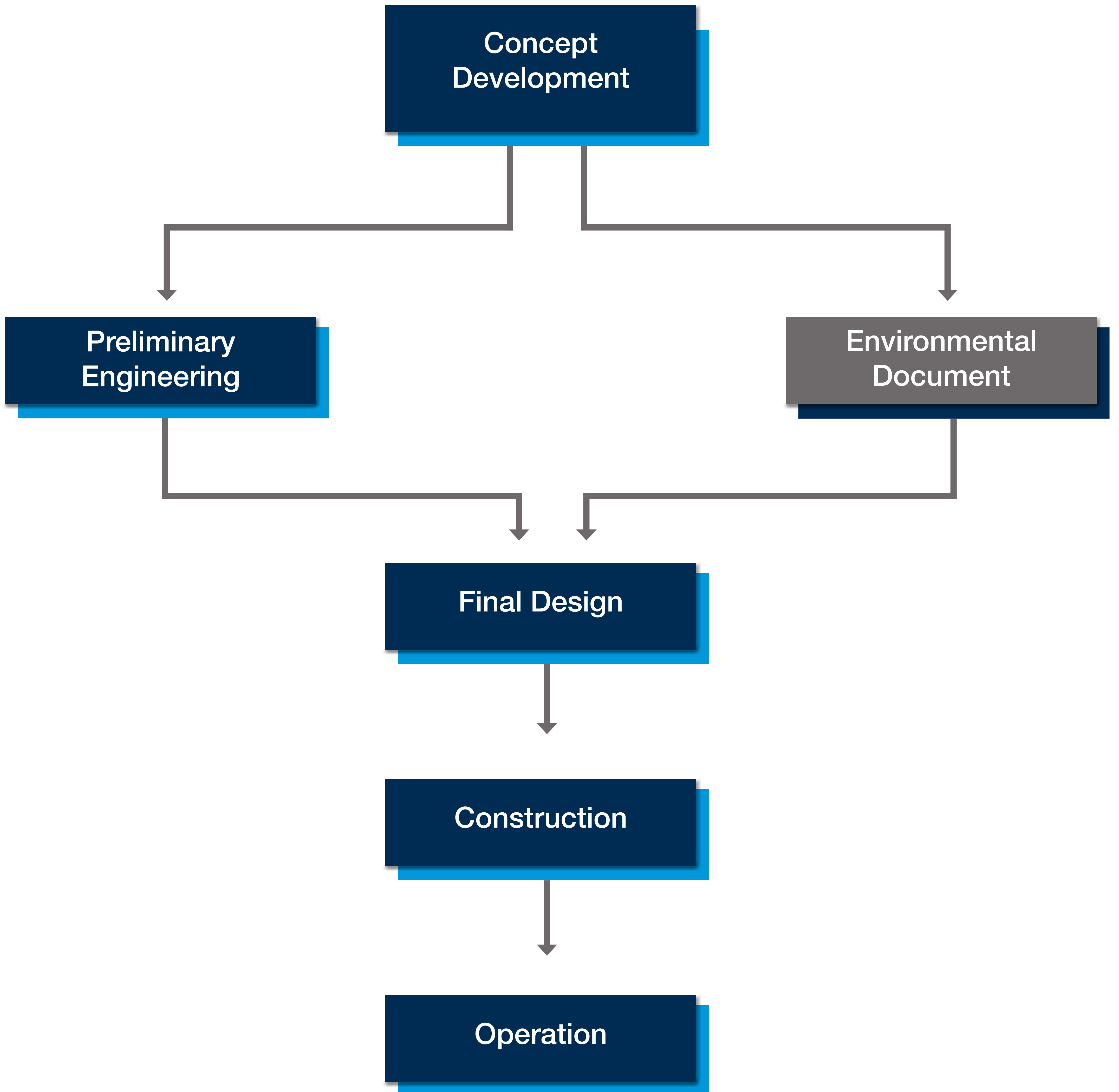


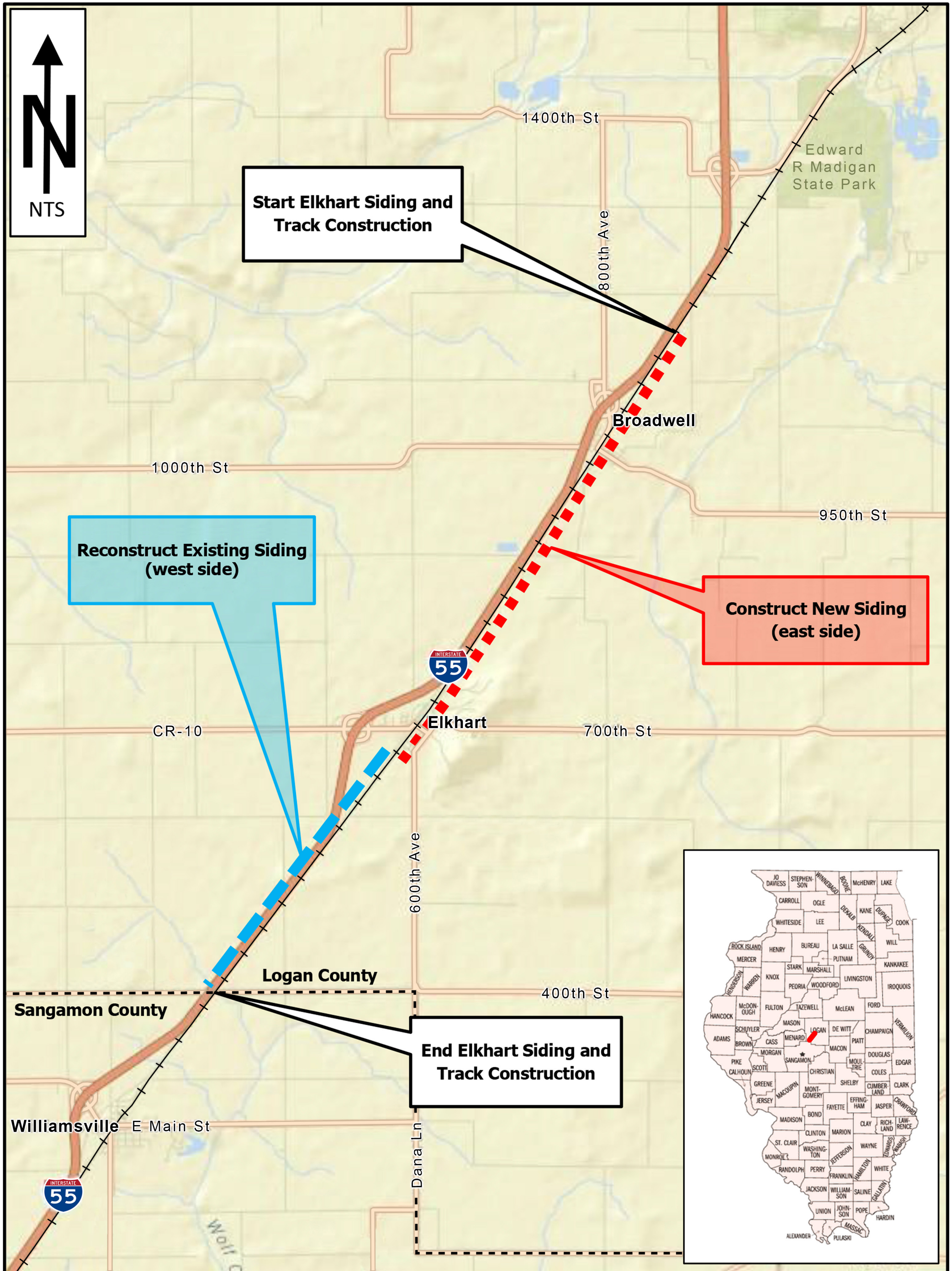
Federal Process for Track and Siding Construction

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Project Area Map

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Community Participation

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Community Outreach

- General Public
- Elected and Appointed Officials
- Community and Civic Organizations
- Faith-Based Organizations
- Local and State Agencies

Ongoing Public Involvement and Input

- Meetings announced through public notices and advertisements
- Project Updates and Business Opportunities are available at <http://www.idothesr.org>
- Access the Environmental Assessment at:
 - > Elkhart public library
 - > Project website



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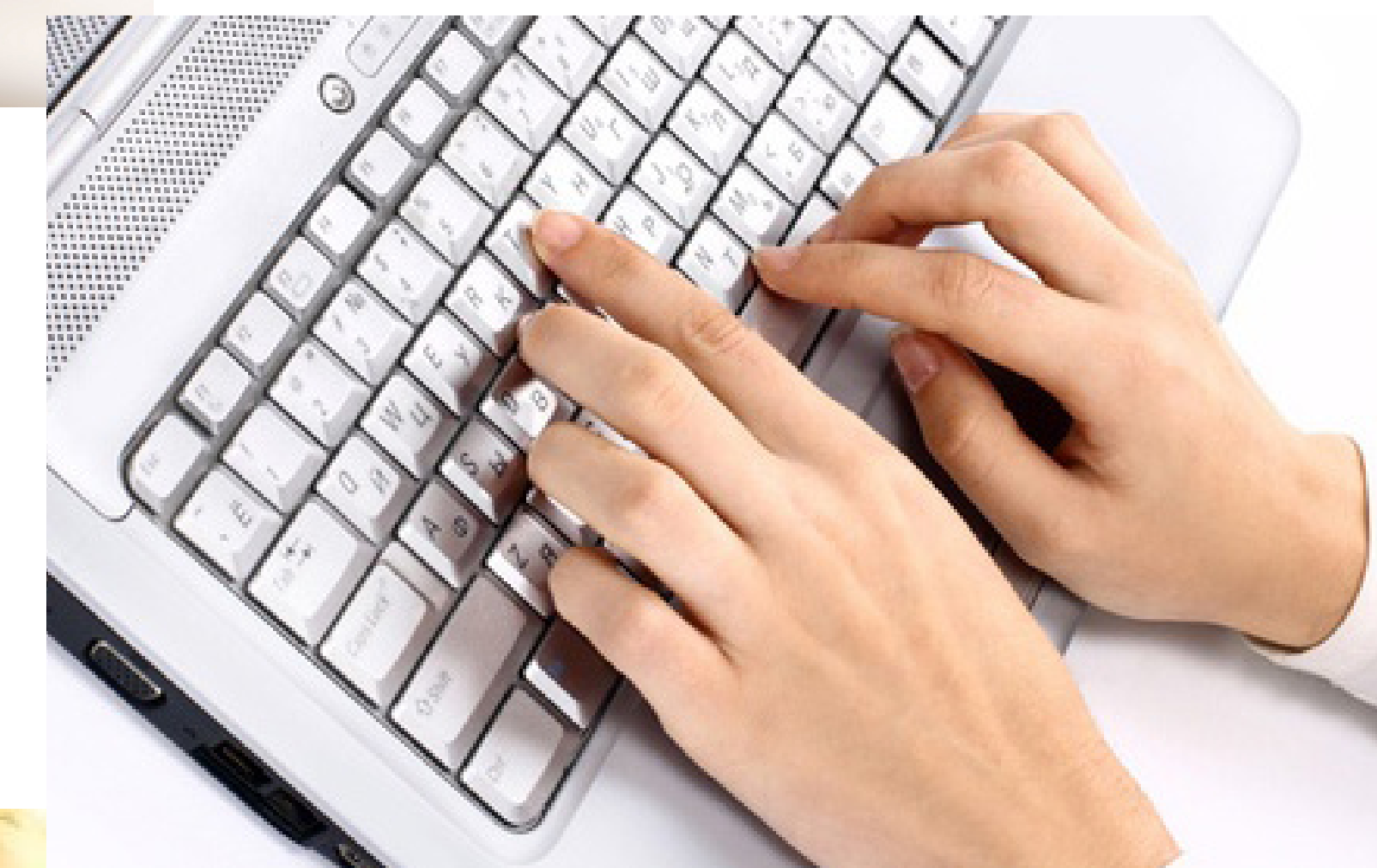


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Public Comments

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- > The Environmental Assessment and its appendices are provided on the HSR website's information center: http://idothsr.org/info_center
- > Public comments will be accepted until October 16, 2013
- > Visit us at www.facebook.com/IllinoisHighSpeedRail
- > Call: (855) IDOT-HSR (436-8477)
- > Comments on the Environmental Assessment accepted:
 - At this meeting
 - Mail in a comment form
 - On the project website www.idothsr.org



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Purpose and Need

For the Elkhart Siding and Track Construction

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- Provide improved transportation alternatives
- Reduce passenger train delays
- To address operational needs in the vicinity of Elkhart
- Increase the number of passing opportunities for HSR trains
- To provide dual track use between freight and passenger trains



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No-Build Alternative

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- Continuation of the existing track represents the baseline No-Build Alternative
- Would not enhance capacity



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Build Alternative

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- Construction of new 6.46 mile long siding track and reconstruction of 2.09 miles of siding track
- Installation of new signal equipment and switch gears
- Installation of new crossing gates



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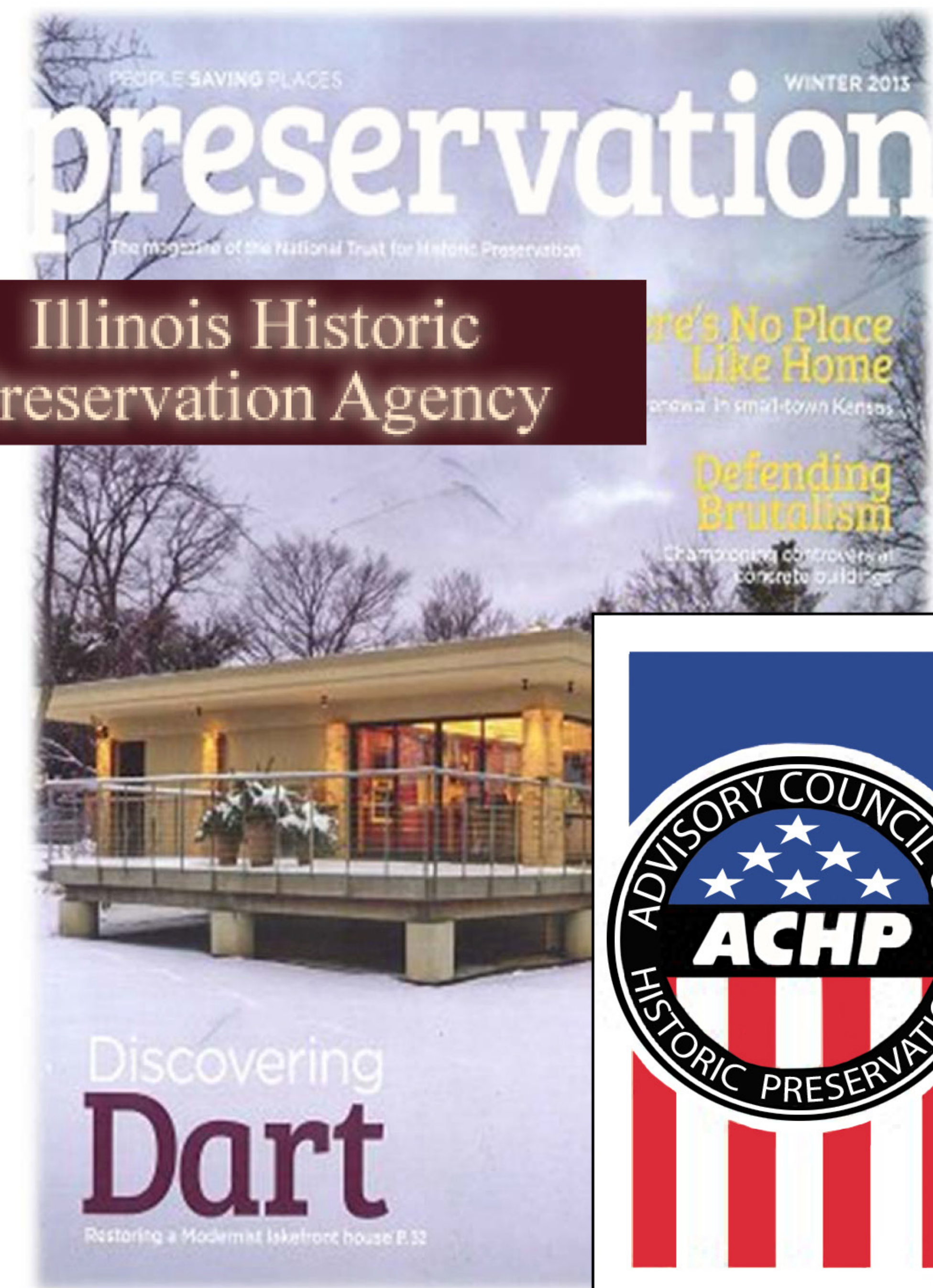


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Section 106 of the National Historic Preservation Act

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- Requires federal agencies to take into account the effects of their undertakings on historic properties.
- Historic properties are any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places
- Public involvement is a key component of the Section 106 consultation. Public input is welcomed and considered throughout the process.



Illinois Historic Preservation Agency



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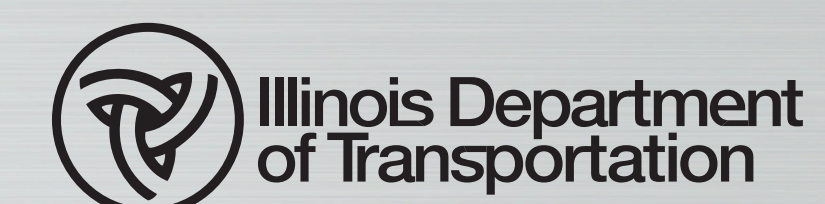
*Welcome to tonight's
Public Meeting for the:*

Illinois High-Speed Rail Chicago, IL to St. Louis, MO

Elkhart Siding and Track Construction Project Environmental Assessment



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Evaluation of Alternatives

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Environmental Factors	No-Build	Build
Physical Environment		
Floodplain Crossings	2	2
Noise Receptors Impacted (Number)	0	0
Vibration Receptors Impacted (Number)	0	0
Agricultural Land Requirements	NO LANDS REQUIRED	29.15 ACRES REQUIRED
Prime Farmland	NO LANDS REQUIRED	7.76 ACRES REQUIRED
Ecological Systems		
Wetlands		
• Low Quality Impacted (Number)	NONE	27
• High Quality Impacted (Number)	NONE	NONE
Public Lands	NONE	NONE
Human Environment		
Land Use/Right-of-Way (ROW)	NO ROW REQUIRED	29.15 ACRES REQUIRED
Hazardous Materials Potential	NONE	9 SITES
Cultural Resources		
• Historic Properties/Impacted	NONE/NONE	NONE/NONE

The Federal Railroad Administration (FRA) considers three categories of environmental factors, as mandated by the National Environmental Policy Act of 1969 (NEPA) and regulated by the Council on Environmental Quality (CEQ). These categories are:

- Physical Environment
- Ecological Systems
- Human Environment

These factors were used to evaluate the Build Alternative and the No-Build Alternative. From this evaluation a Preferred Alternative will be selected.



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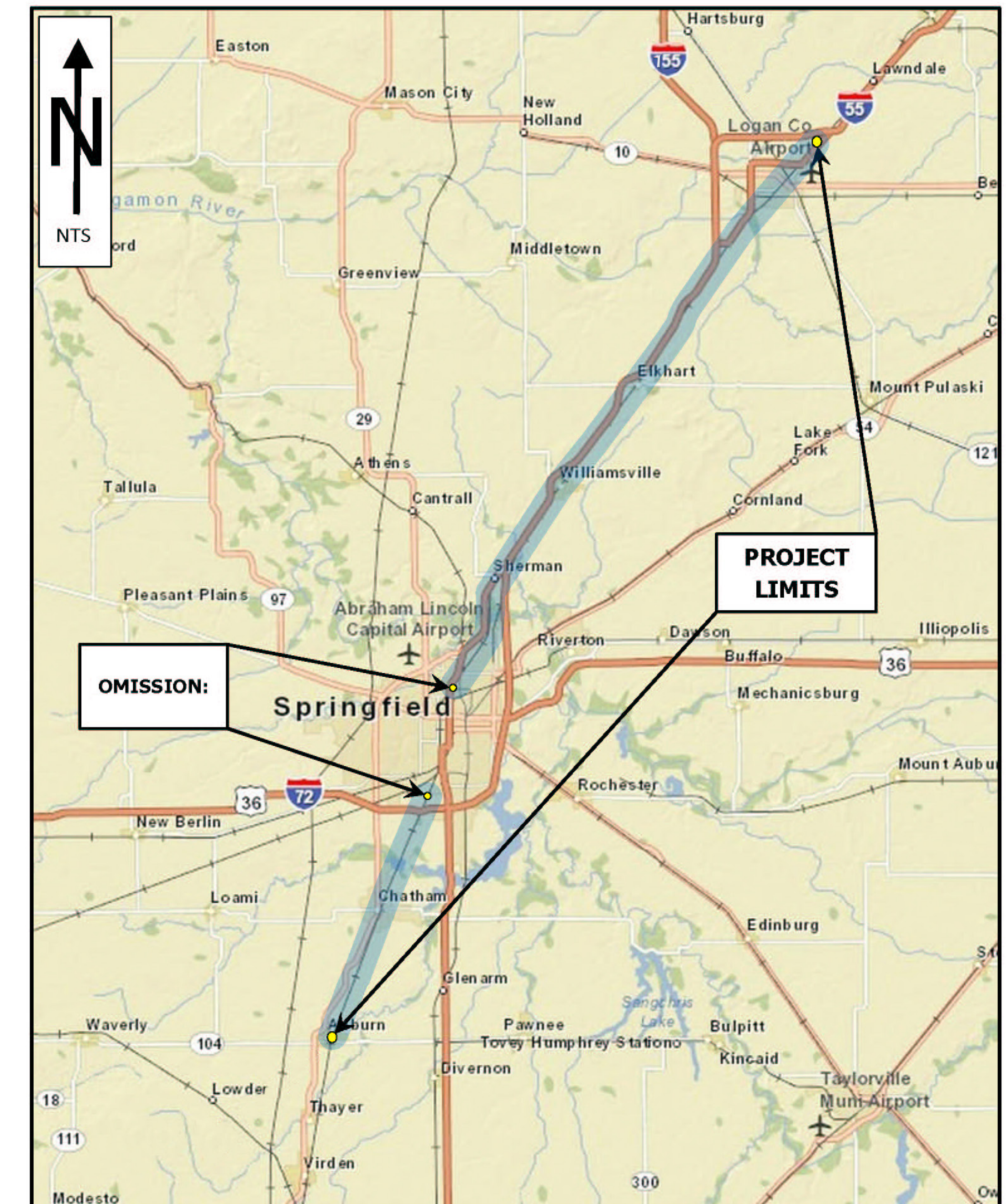
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Lincoln to Auburn Track Improvement Project

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The Lincoln to Auburn track improvement project is separate from the Elkhart EA and will also be constructed this summer and includes:

- 51.5 miles of track upgrades
- New turnouts
- Reconstruction with concrete ties along the Athol, Ridgley, and Auburn sidings
- New signals along the Athol, Ridgley, and Auburn sidings
- 136-pound continuous welded steel rail
- New No. 24 turnouts replacing the existing No. 20 turnouts
- Qualifies under FRA's categorical exclusion



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Preferred Alternative

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The Build Alternative is the Preferred Alternative for this project and would:

- Be an integral element of the overall upgrades between Chicago and St. Louis
- Allows for high-speed rail service traveling at speeds up to 110 m.p.h.
- Improve fluidity of train movement
- Decrease delays in passenger trains
- Reduce congestion in the area between Broadwell and Elkhart
- Improve the efficiency of the railroad by allowing the sorting of rail cars for freight trains
- Allow for the storage of trains during routine maintenance
- Enhance the safety of train operations from Broadwell to Williamsville, especially at grade crossings



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