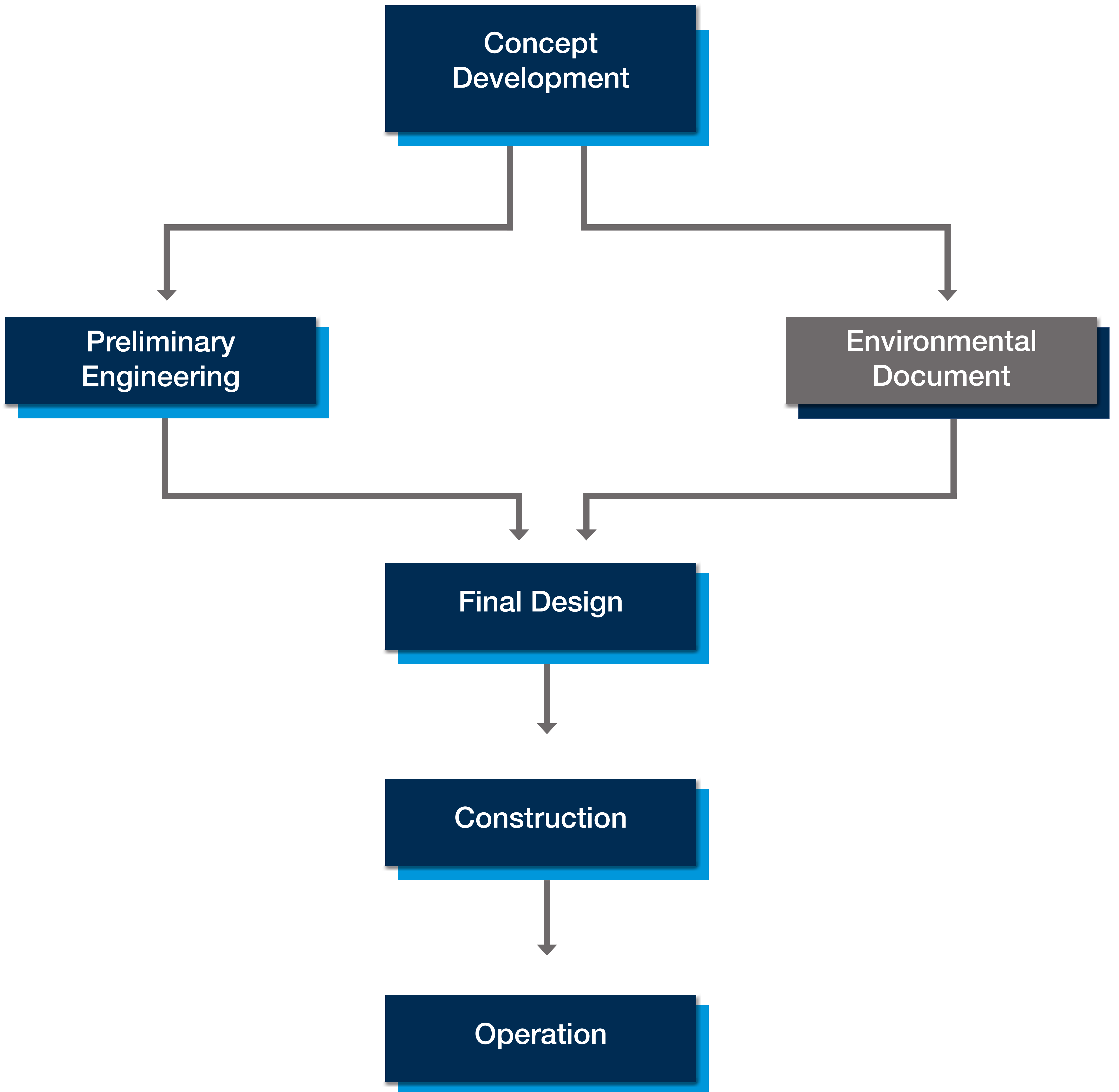


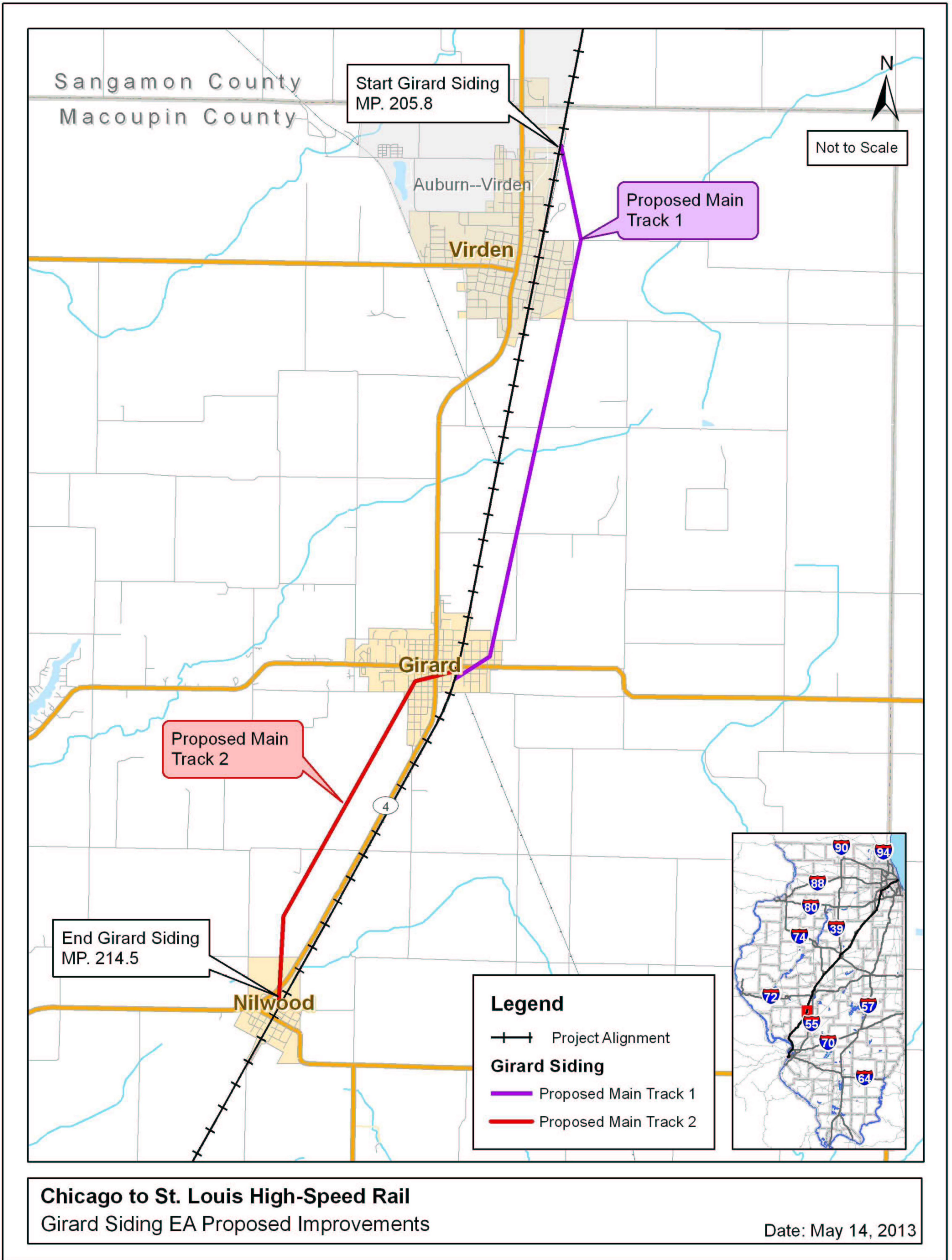
Federal Process for Track and Siding Construction

EXPERIENCE IT YOURSELF.



Project Area Map

EXPERIENCE IT YOURSELF.



Community Participation

EXPERIENCE IT YOURSELF.

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:
 - > Carlinville public library
 - > Project website



**ILLINOIS
HIGH-SPEED RAIL**
CHICAGO TO ST. LOUIS



www.idothesr.org
www.connectthemidwest.org

Public Comments

EXPERIENCE IT YOURSELF.

- > 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 June 1, 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

Comment Form

www.idothsr.org

Illinois Department of Transportation
Miriam Gutierrez
Bureau Chief of High-Speed and Passenger Rail
Division of Public & Intermodal Transportation
James R. Thompson Center
100 West Randolph Street, Suite 6-600
Chicago, Illinois 60601-3229



**ILLINOIS
HIGH-SPEED RAIL**
CHICAGO TO ST. LOUIS



www.idothsr.org
www.connectthemidwest.org

Purpose and Need

For the Girard Siding and Track Construction

EXPERIENCE IT YOURSELF.

Transportation Needs

- Provides a more balanced transportation system in the rail corridor
- Meets the needs of increasing rail ridership and overall rail movement
- Reduces travel times and improves service reliability
- Improves on-time performance and enhances safety

Economic Opportunity

- Enhances commerce along the rail corridor between Chicago and St. Louis
- Provides benefits to the human environment over existing network use

Improvement to Environment

- More energy-efficient
- Reduction in passenger-related emissions in the rail corridor
- Reduction of organic compounds and carbon monoxide emissions in the rail corridor
- Reduction in energy consumption by removing vehicles from nearby highways in the rail corridor



**ILLINOIS
HIGH-SPEED RAIL**
CHICAGO TO ST. LOUIS



Illinois Department
of Transportation

www.idohtsr.org
www.connectthemidwest.org

No-Build Alternative

EXPERIENCE IT YOURSELF.

- Continuation of the existing track represents the baseline No-Build Alternative
- Unable to accommodate high-speed rail traveling at speeds up to 110 m.p.h.



**ILLINOIS
HIGH-SPEED RAIL**
CHICAGO TO ST. LOUIS



www.idothsr.org
www.connectthemidwest.org

Build Alternative - New Siding Track and Track Reconstruction

EXPERIENCE IT YOURSELF.

- 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.
- Constructs a new 8.7 mile long siding track
- Installs new signal equipment and switch gears
- Installs new crossing gates including new signal systems



**ILLINOIS
HIGH-SPEED RAIL**
CHICAGO TO ST. LOUIS

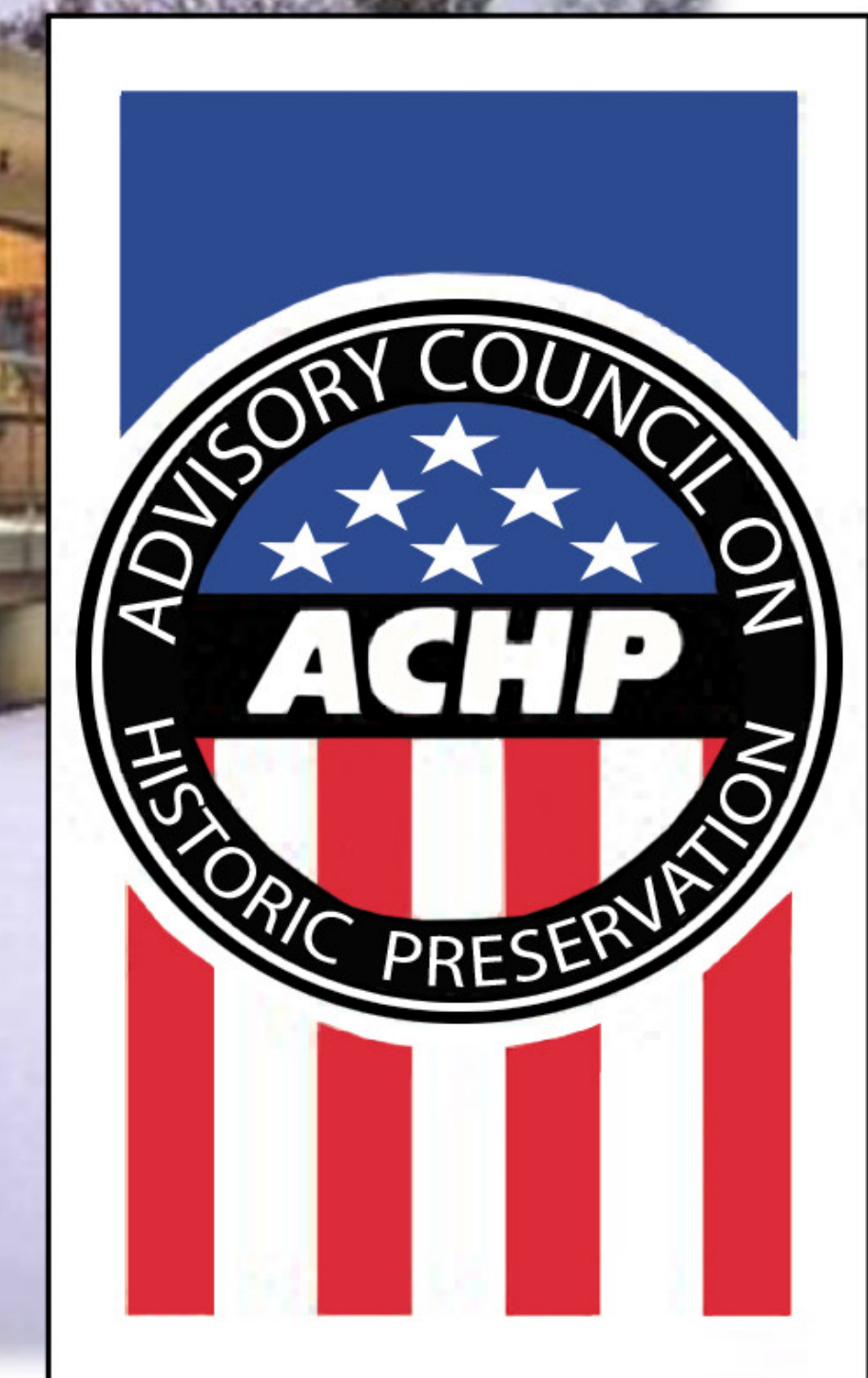
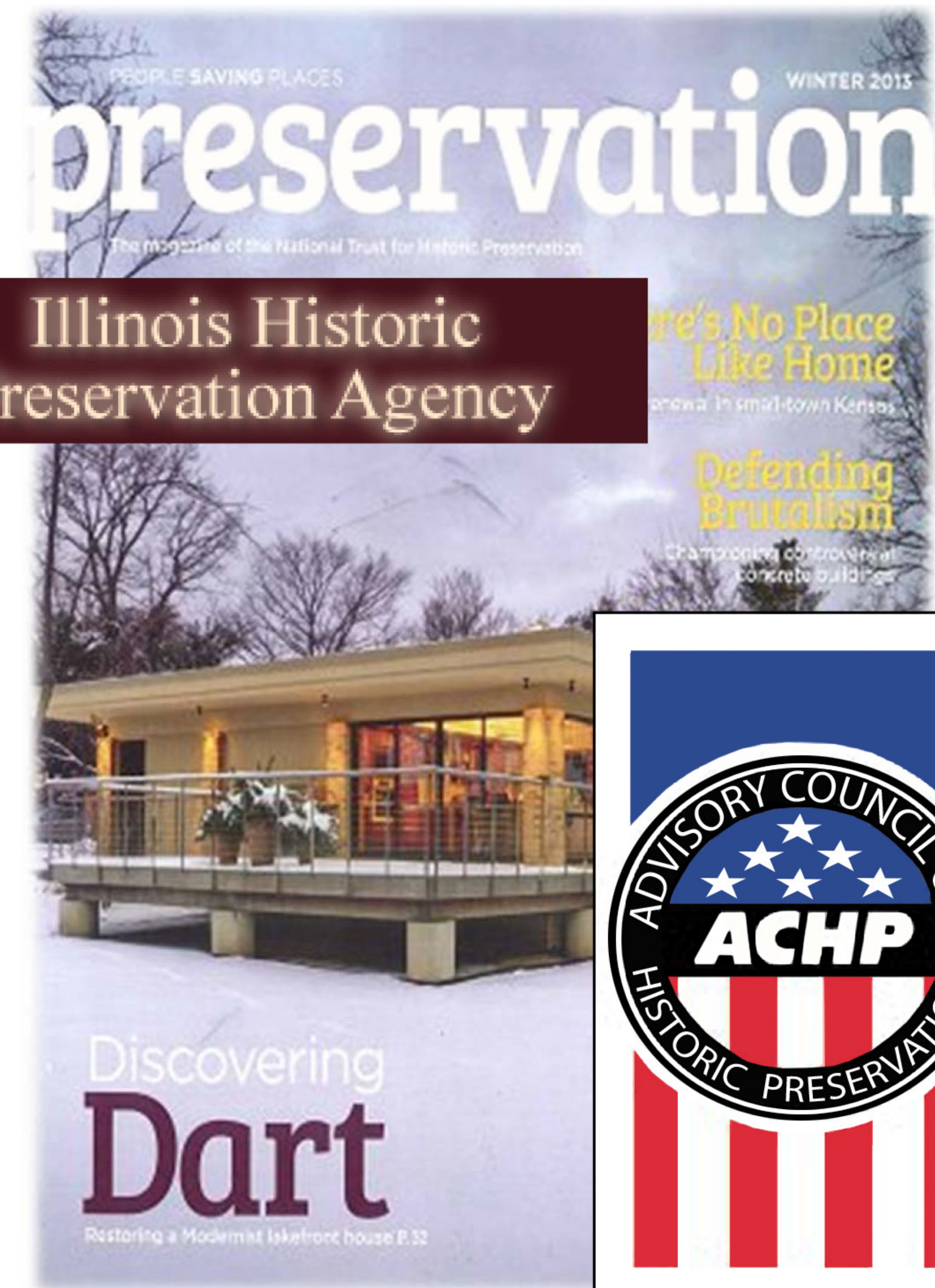


www.idothesr.org
www.connectthemidwest.org

Section 106 of the National Historic Preservation Act

EXPERIENCE IT YOURSELF.

- 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
HIGH-SPEED RAIL**
CHICAGO TO ST. LOUIS



Illinois Department
of Transportation

www.idohtsr.org
www.connectthemidwest.org

EXPERIENCE IT YOURSELF.

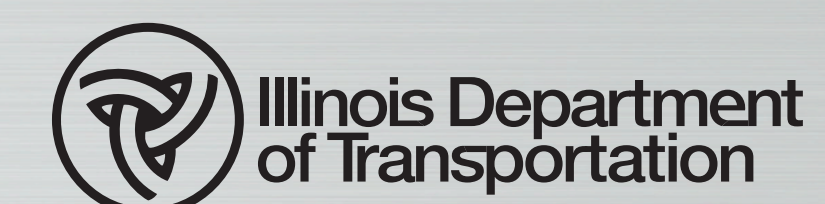
*Welcome to tonight's
Public Meeting for the:*

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

Girard Siding and Track Construction Project Environmental Assessment



**ILLINOIS
HIGH-SPEED RAIL**
CHICAGO TO ST. LOUIS

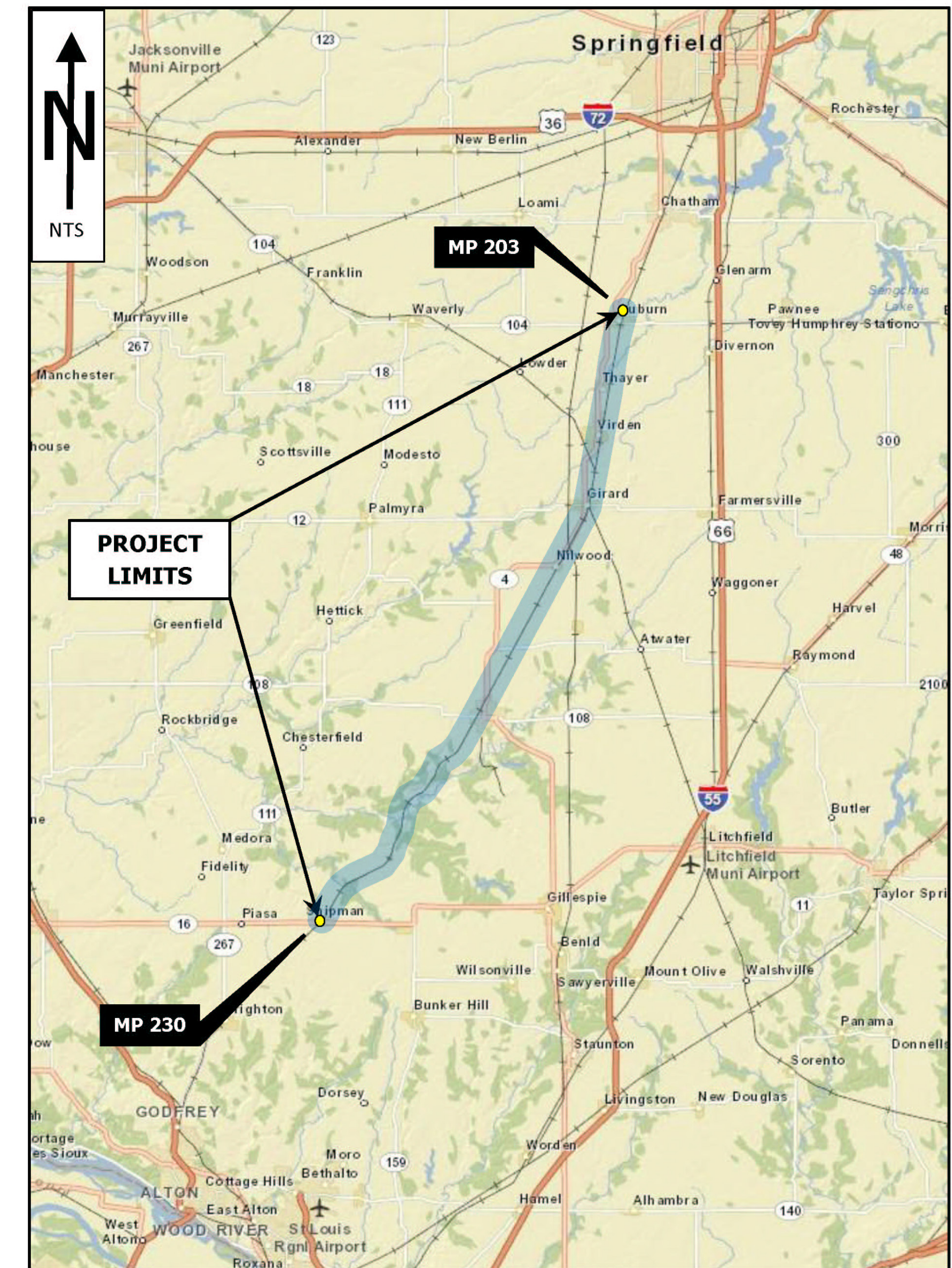


www.idohtsr.org
www.connectthemidwest.org

Auburn to Shipman Track Improvement Project

EXPERIENCE IT YOURSELF.

- In addition to the Girard siding, the Auburn to Shipman track improvement project will be constructed this summer and includes:
 - 27 miles of track upgrades
 - New turnouts
 - New signals along Carlinville siding
 - Reconstruction of the Carlinville siding
 - New concrete ties along the Carlinville siding
 - New 136-pound continuous welded steel rail
 - New No. 24 turnouts replacing the existing No. 20 turnouts



**ILLINOIS
HIGH-SPEED RAIL**
CHICAGO TO ST. LOUIS



www.idothsr.org
www.connectthemidwest.org

Evaluation of Alternatives

EXPERIENCE IT YOURSELF.

Environmental Factors	No-Build	Build
Physical Environment		
Noise Receptors/Impacted	50/0	50/0
Vibration Receptors/Impacted	8/0	8/0
Agricultural Land Requirements	NO LANDS REQUIRED	8.34 ACRES REQUIRED
Wetlands		
▪ Low Quality/Impacted	NONE	20/20
▪ High Quality/Impacted	NONE	NONE
Public Lands	NONE	NONE
Human Environment		
Land Use/Right-of-Way (ROW)	NO ROW REQUIRED	37.2 ACRES REQUIRED
Hazardous Materials Potential	NONE	27 SITES
Cultural Resources		
▪ Historic (Structures/Sites) /Impacted	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, in addition to the No-Build Alternative, for study from which a Preferred Alternative will be selected.



**ILLINOIS
HIGH-SPEED RAIL**
CHICAGO TO ST. LOUIS



www.idohtsr.org
www.connectthemidwest.org