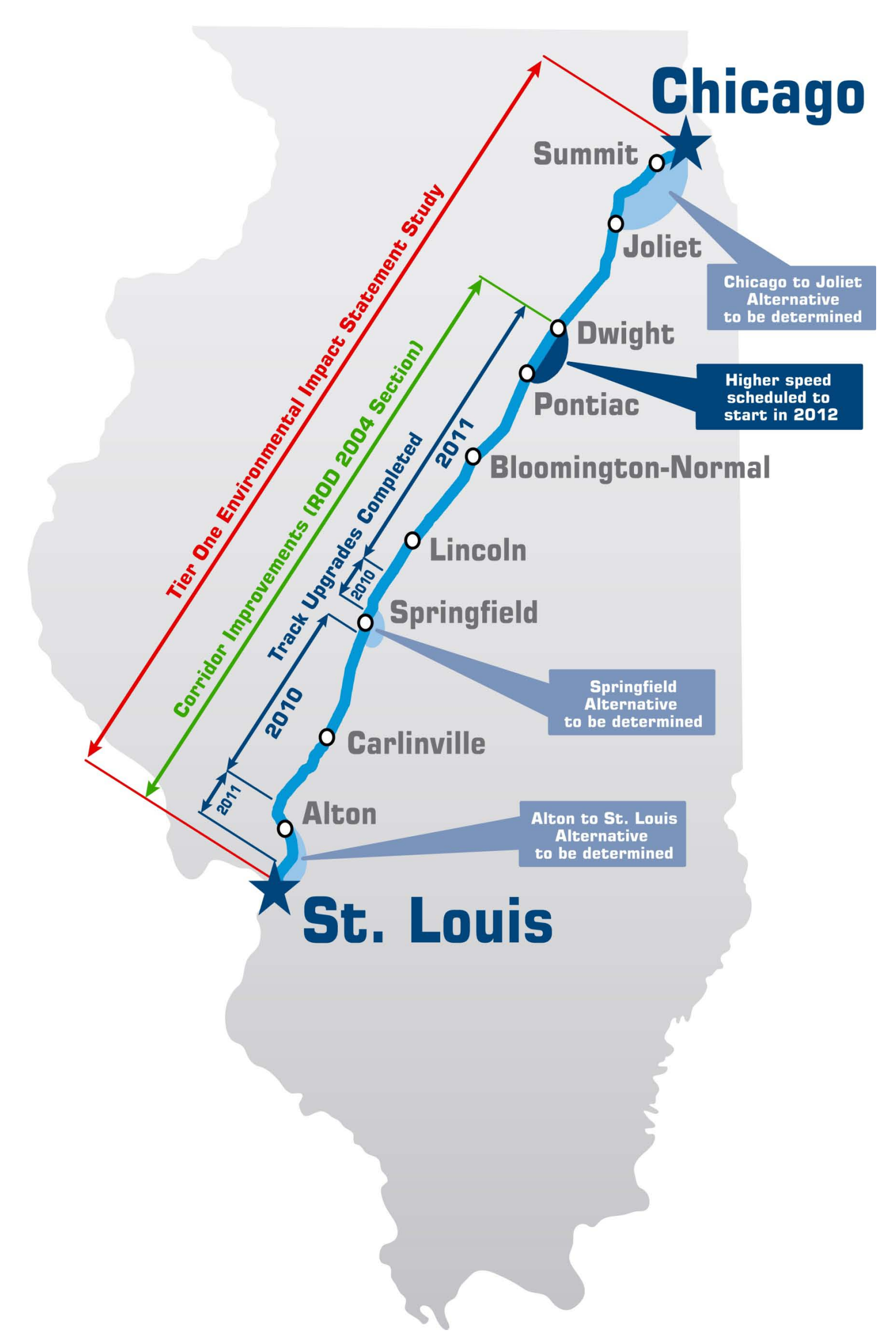
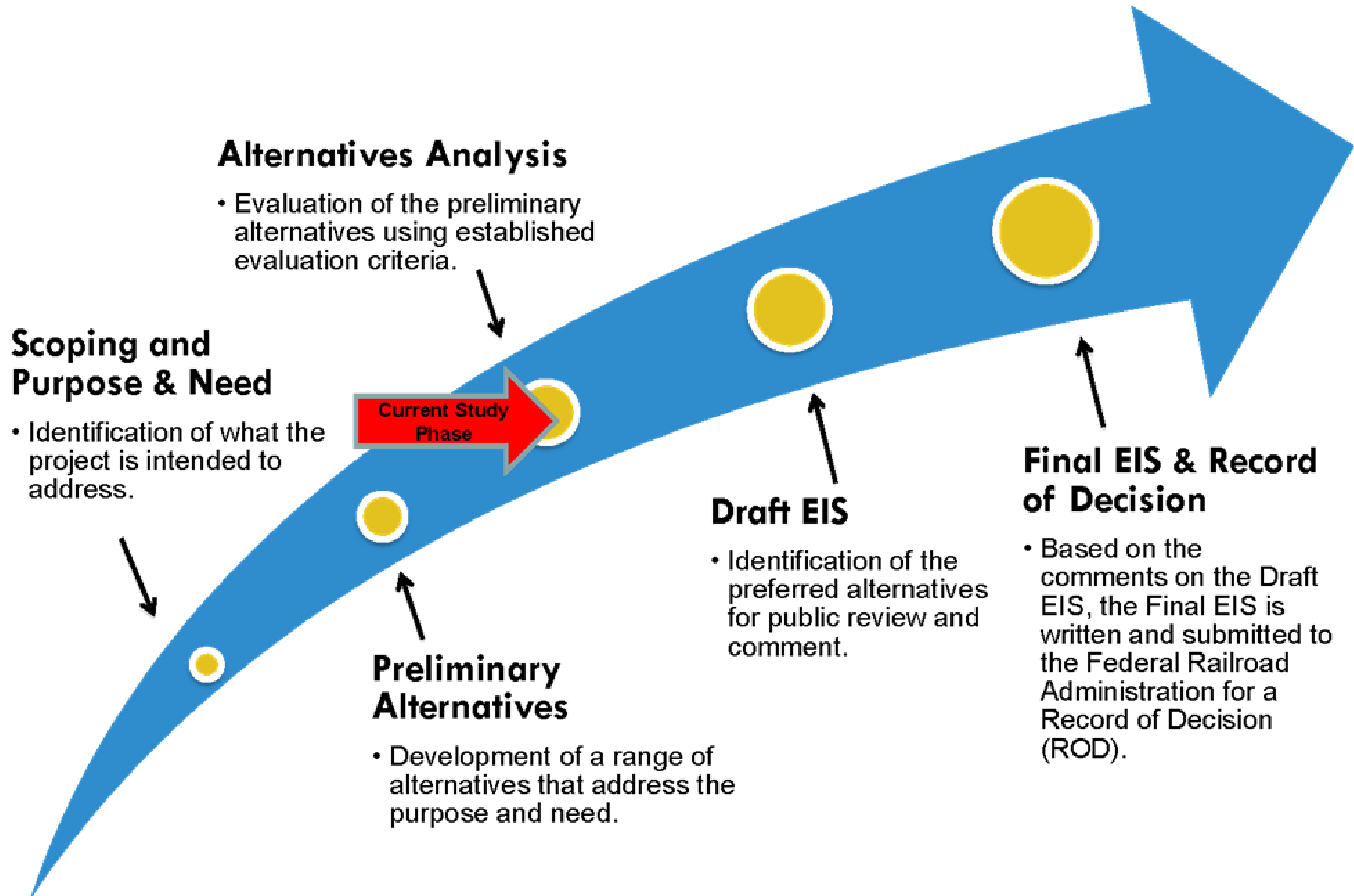


Thank you for attending tonight's open house for the

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

Tier 1 Environmental Impact Statement (EIS)





STUDY SCHEDULE

	Early 2011	Mid 2011	Late 2011	Early 2012	Mid 2012	Late 2012
Notice of Intent (NOI)	Published					
Analyze Alternatives	Public Open House		Public Open House			
Prepare Draft EIS				Public Hearing		
Prepare Final EIS						Complete EIS / Record of Decision (ROD)

WHAT IS SCOPING?

Scoping is a part of the EIS process through which a federal agency describes a proposed action and possible alternatives and seeks input from the public and other agencies on potentially affected resources, environmental issues to be considered, and the agency's planned approach to analysis.

The scoping meeting aims to:

- Provide an overview of the Illinois High-Speed Rail Project
- Describe the Purpose and Need for the project
- Present all possible alternatives
- Present the proposed screening criteria
- Provide key milestones in the EIS
- Solicit public and agency input



PURPOSE AND NEED

Purpose of the proposed High-Speed Rail Project:

- Enhance the passenger transportation network in the Chicago-St. Louis corridor
- Improve high speed passenger rail service
- Spur new private investment and tourism in station communities

Springfield Additional Purpose:

- Enhance capacity to accommodate increasing passenger and freight train traffic on the three north-south rail corridors through Springfield and reduce the impact of train traffic in Springfield
- Enhance overall livability and commercial activity

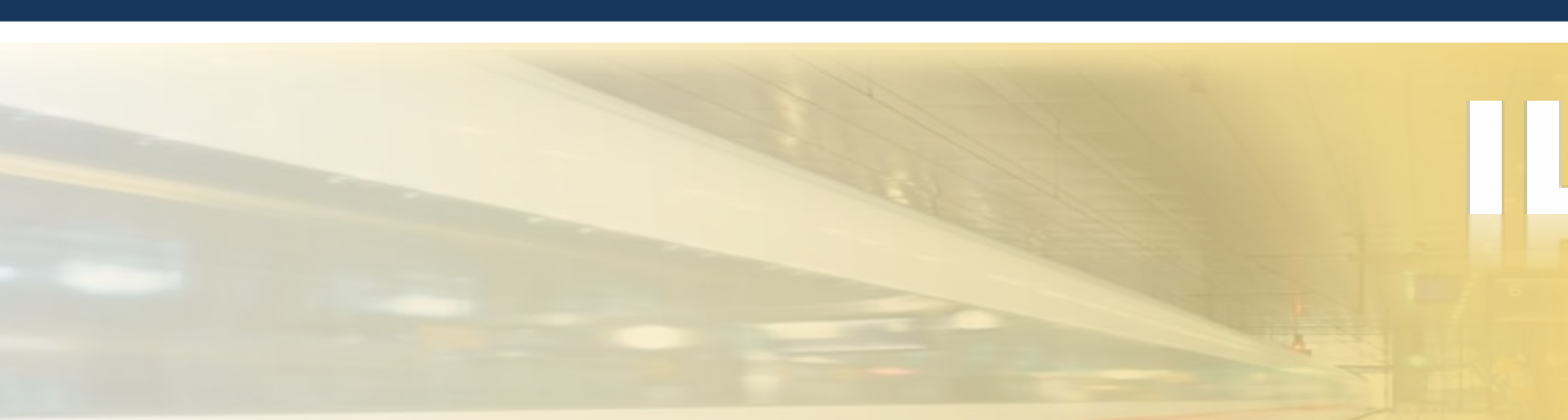
Needs of the proposed High-Speed Rail Project:

- Inadequate capacity - single track restricts existing and projected passenger train traffic
- Infrequent rail service - single track limits frequency of service
- Travel times too long
- Poor rail reliability - on-time performance for passenger service between Chicago and St. Louis has ranged from 38% (2007) to 75% (2010)
- Aging infrastructure - poor condition of rail infrastructure limits speeds and travel times
- Safety

Additional needs for Springfield (Tier 1 and Tier 2):

- **Safety** – There are 68 at-grade rail crossings throughout the study area and 24 miles of unfenced Right-of-Way.
- **Congestion** – Vehicle delays due to trains blocking crossings are projected to increase from 13,800 vehicle-minutes per day currently to 60,000 vehicle-minutes per day in 2030.
- **Livability and Commercial Activity** – Each of the rail lines through Springfield generate noise and create barriers in commercial areas and residential neighborhoods.

ALTERNATIVES

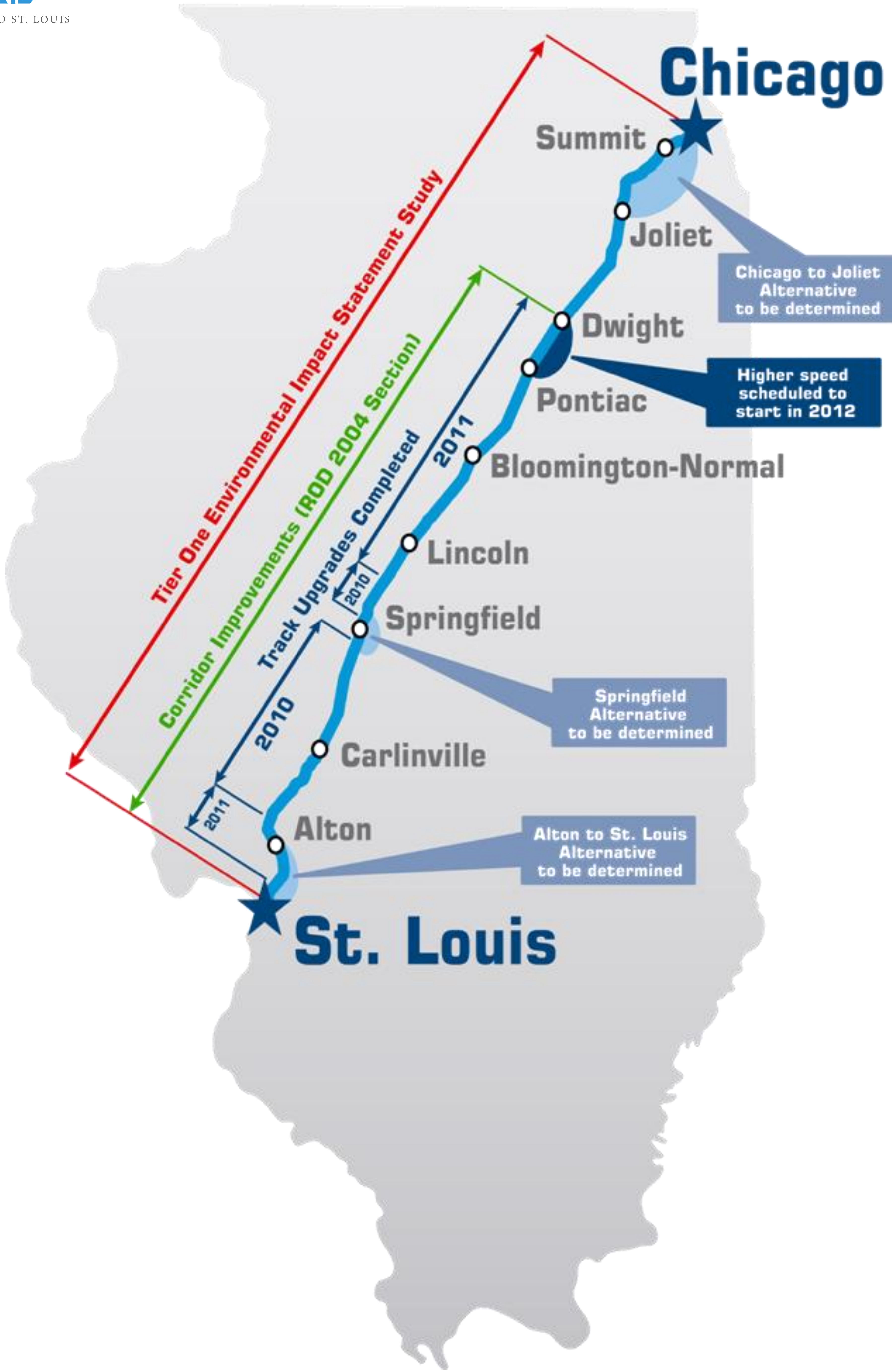




CORRIDOR MAP

Tier 1 Environmental Impact Statement

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



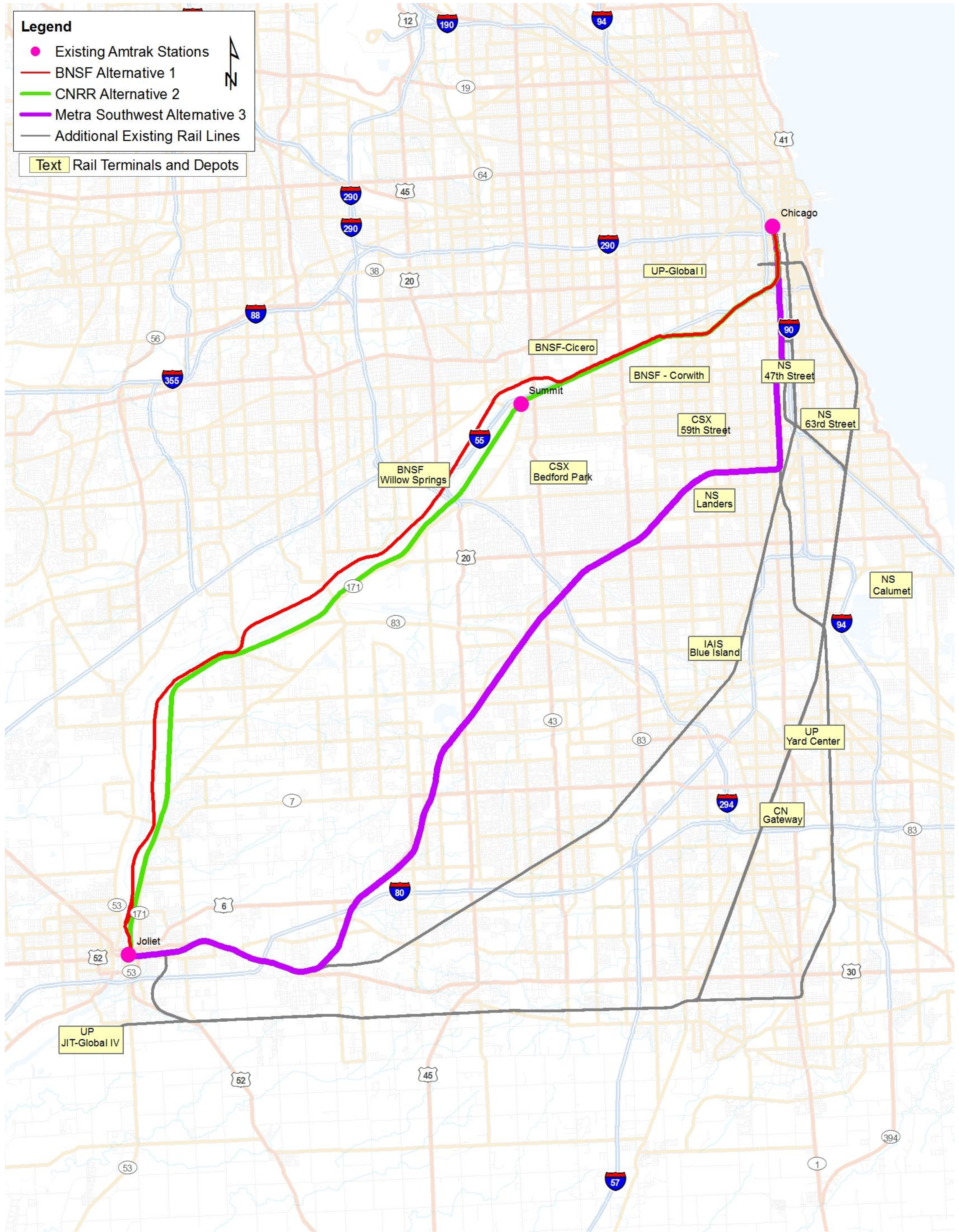


CHICAGO TO JOLIET ALTERNATIVES

Tier 1 Environmental Impact Statement

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

ALTERNATIVES 1, 2, AND 3



ALTERNATIVES 1, 2, AND 3 UTILIZE EXISTING TRACK AND ARRIVE AT CHICAGO UNION STATION



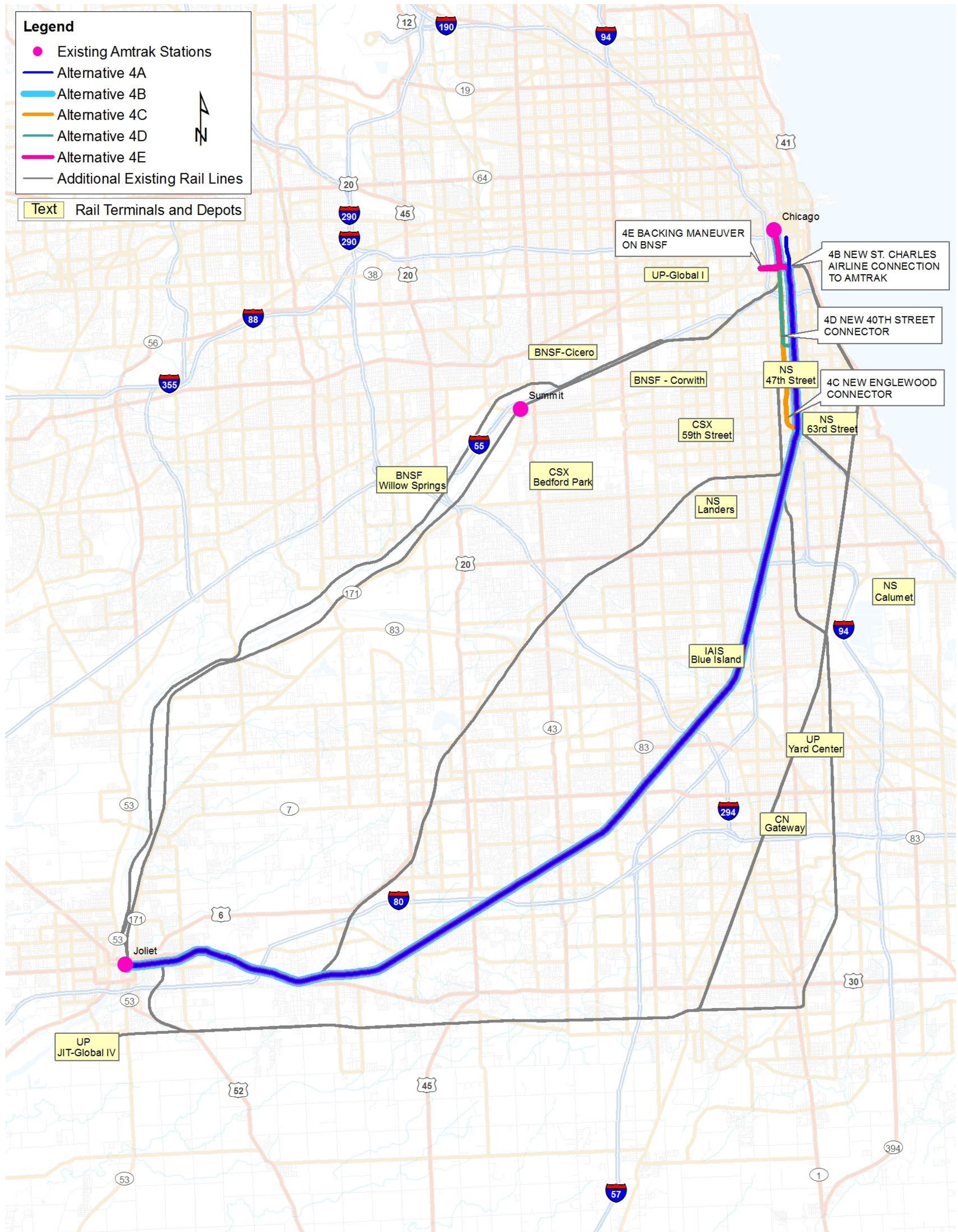
CHICAGO TO JOLIET ALTERNATIVES

Tier 1 Environmental Impact Statement

**ILLINOIS
HIGH-SPEED
RAIL**

CHICAGO TO ST. LOUIS

ALTERNATIVES 4A – 4E



METRA ROCK ISLAND ALTERNATIVES

4A UTILIZES EXISTING TRACK AND ARRIVES AT LASALLE STREET STATION

4B – 4E UTILIZE EXISTING TRACK AND ARRIVE AT CHICAGO UNION STATION

ILLINOIS HIGH-SPEED RAIL

www.idohtsr.org www.connectthemidwest.org



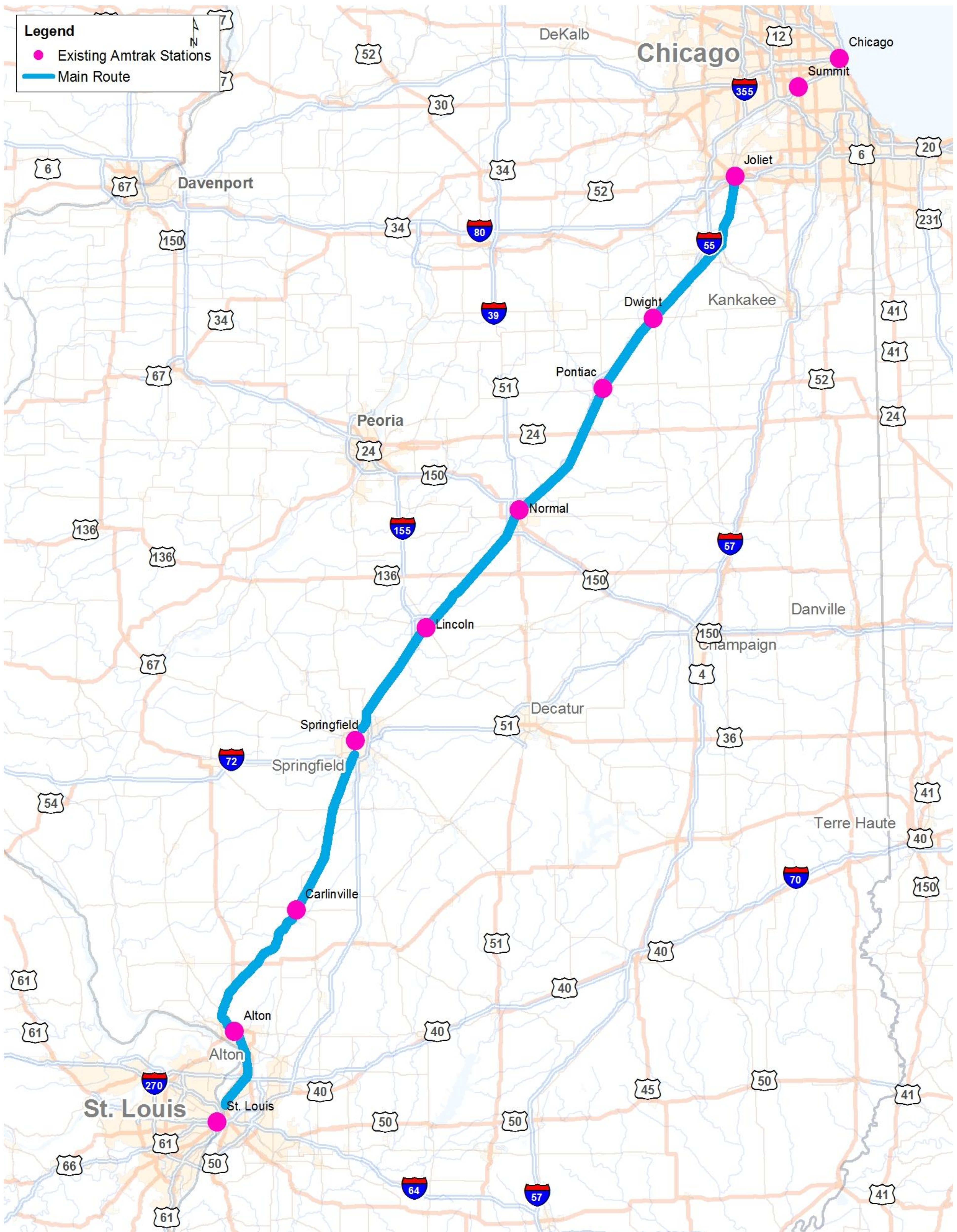


JOLIET TO ALTON ALTERNATIVES

Tier 1 Environmental Impact Statement

**ILLINOIS
HIGH-SPEED
RAIL**

CHICAGO TO ST. LOUIS



EXISTING RAIL ALIGNMENT TO BE USED FROM JOLIET TO SPRINGFIELD AND SPRINGFIELD TO ALTON . ALTERNATIVES INCLUDE THE NO-BUILD AND DOUBLETRACKING.

ILLINOIS HIGH-SPEED RAIL

www.idothsr.org www.connectthemidwest.org





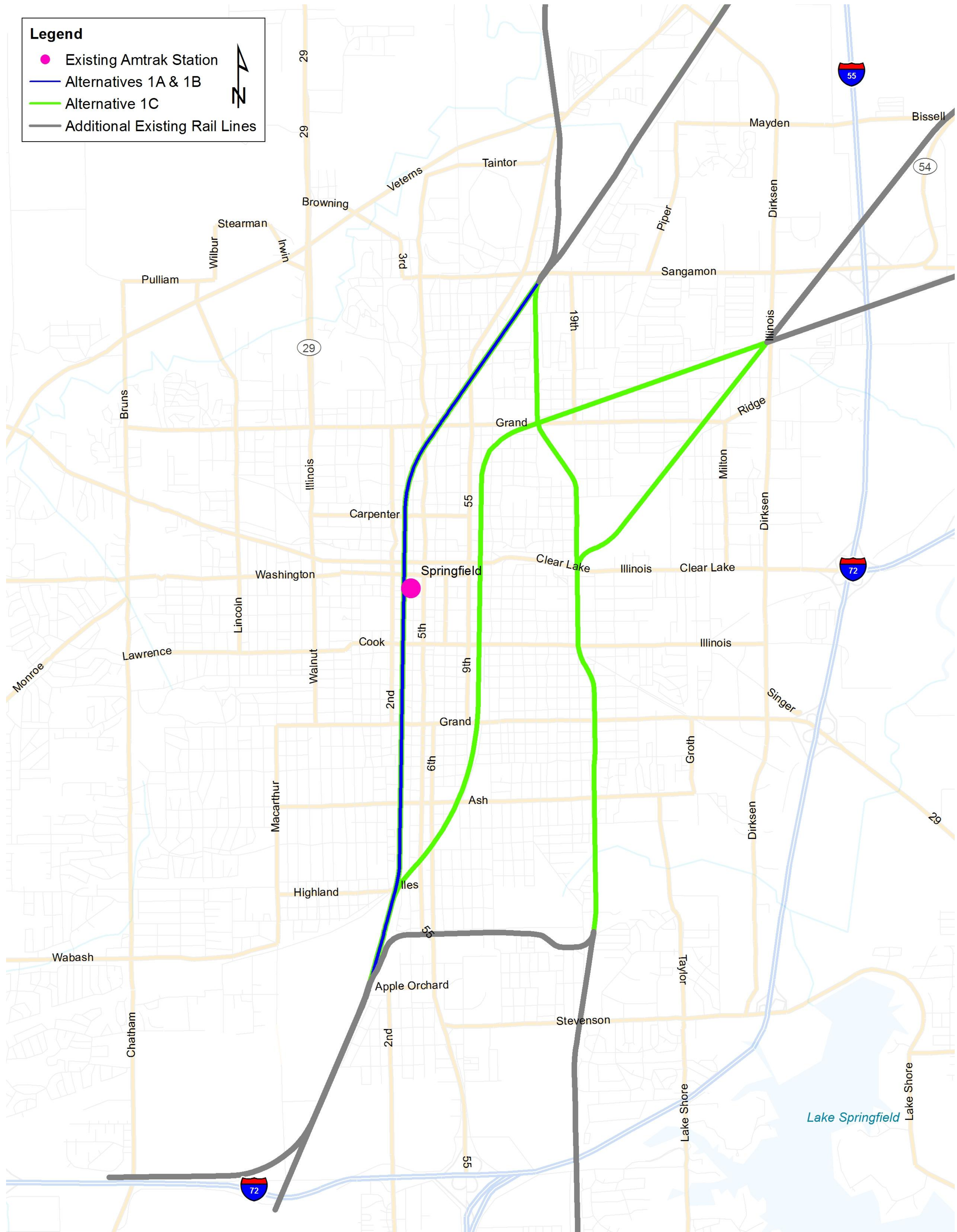
SPRINGFIELD ALTERNATIVES

Tier 1 Environmental Impact Statement

**ILLINOIS
HIGH-SPEED
RAIL**

CHICAGO TO ST. LOUIS

ALTERNATIVES 1A, 1B, AND 1C



- ALTERNATIVE 1A – GRADE SEPARATION AT JEFFERSON STREET AND 3RD STREET ONLY
- ALTERNATIVE 1B – ADDITIONAL GRADE SEPARATIONS ON 3RD STREET
- ALTERNATIVE 1C – ADDITIONAL GRADE SEPARATIONS ON 3RD, 10TH AND 19TH STREETS

ILLINOIS HIGH-SPEED RAIL

www.idothsr.org www.connectthemidwest.org



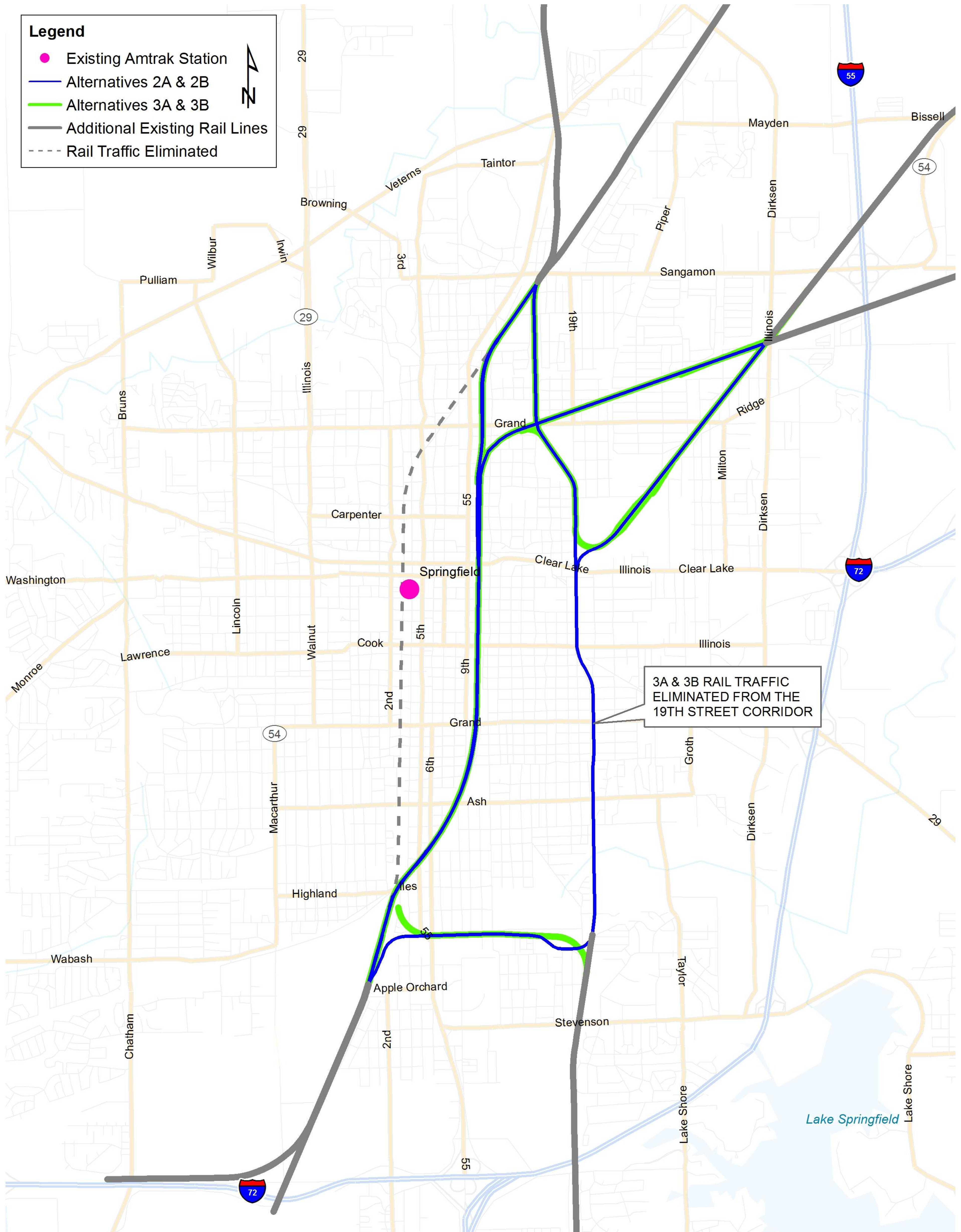


SPRINGFIELD ALTERNATIVES

Tier 1 Environmental Impact Statement

ILLINOIS HIGH-SPEED RAIL
CHICAGO TO ST. LOUIS

ALTERNATIVES 2A, 2B, 3A, AND 3B



2A & 2B – 3RD STREET RAIL TRAFFIC SHIFTED TO 10TH STREET

3A & 3B – 3RD AND 19TH STREET RAIL TRAFFIC SHIFTED TO 10TH STREET

ALTERNATIVES 2B & 3B HAVE ADDITIONAL GRADE SEPARATIONS

ILLINOIS HIGH-SPEED RAIL

www.idothsr.org www.connectthemidwest.org





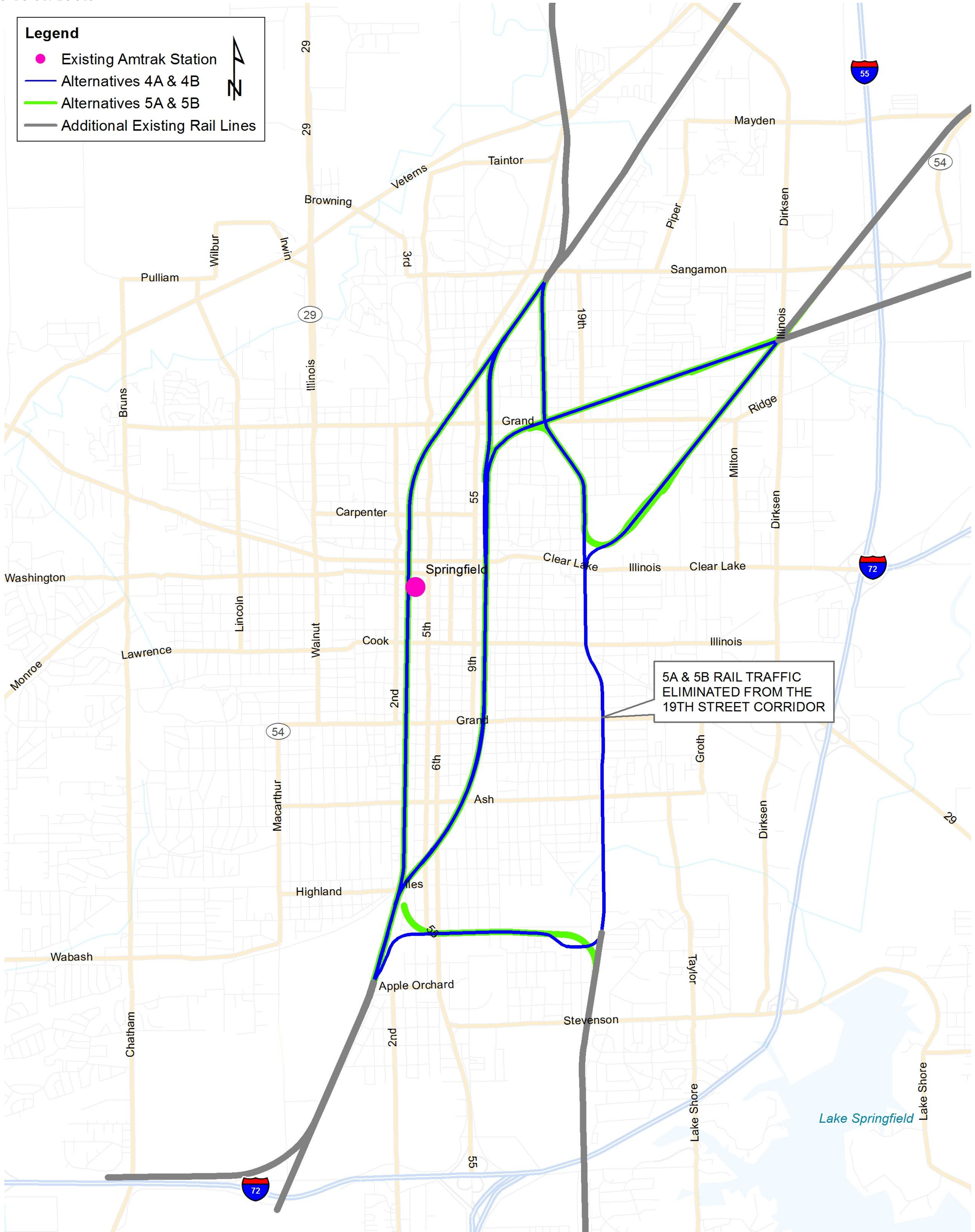
SPRINGFIELD ALTERNATIVES

Tier 1 Environmental Impact Statement

ILLINOIS HIGH-SPEED RAIL

CHICAGO TO ST. LOUIS

ALTERNATIVES 4A, 4B, 5A, AND 5B



PASSENGER RAIL TRAFFIC REMAINS ON 3RD STREET FOR 4A, 4B, 5A, AND 5B
 4A & 4B – 3RD STREET FREIGHT RAIL TRAFFIC SHIFTED TO 10TH STREET
 5A & 5B – 3RD AND 19TH STREET FREIGHT RAIL TRAFFIC SHIFTED TO 10TH STREET
 ALTERNATIVES 4B & 5B HAVE ADDITIONAL GRADE SEPARATIONS

ILLINOIS HIGH-SPEED RAIL

www.idothsr.org www.connectthemidwest.org





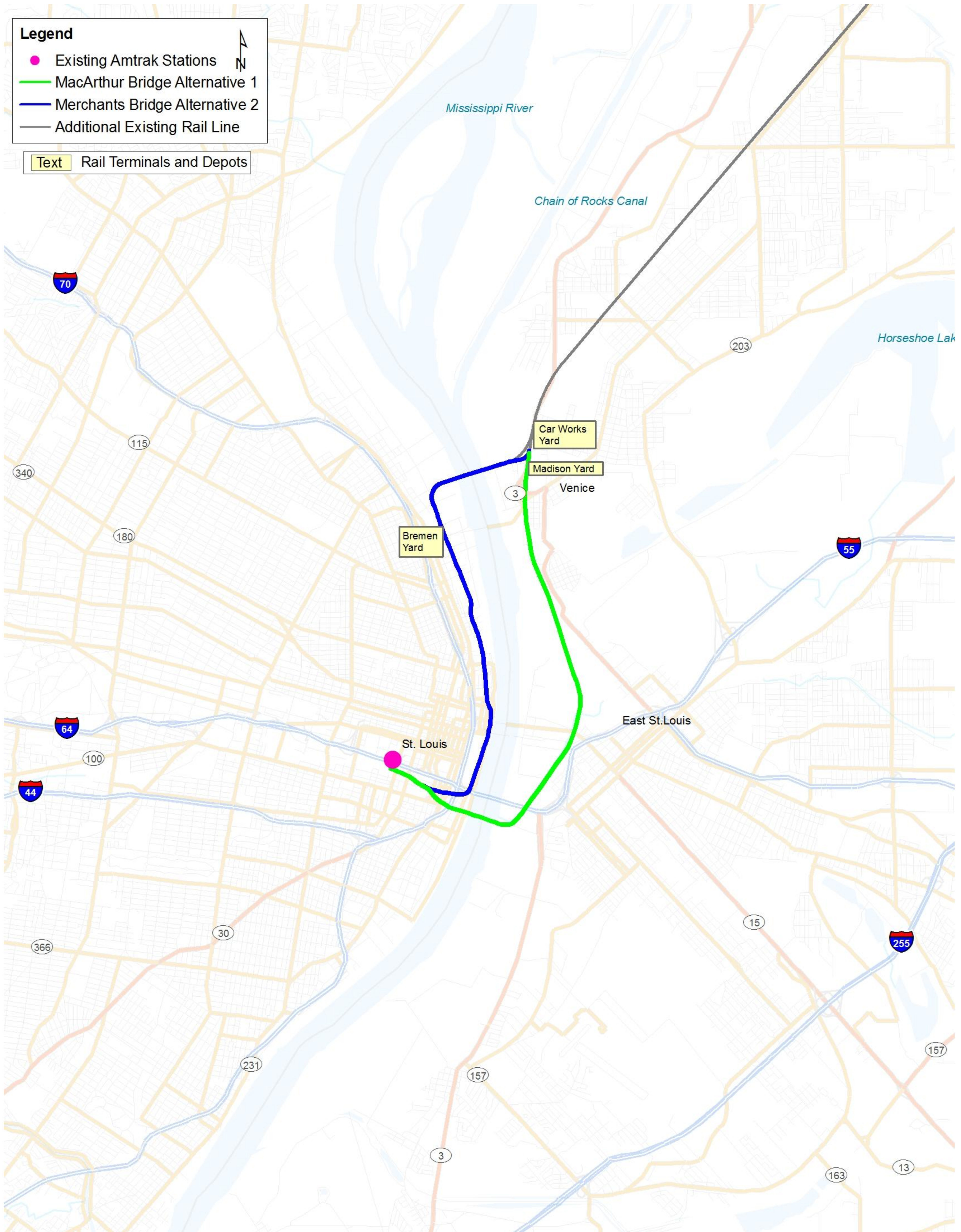
ALTON TO ST. LOUIS ALTERNATIVES

Tier 1 Environmental Impact Statement

**ILLINOIS
HIGH-SPEED
RAIL**

CHICAGO TO ST. LOUIS

ALTERNATIVES 1 AND 2



BRIDGE ALTERNATIVES

ILLINOIS HIGH-SPEED RAIL

www.idothsr.org www.connectthemidwest.org





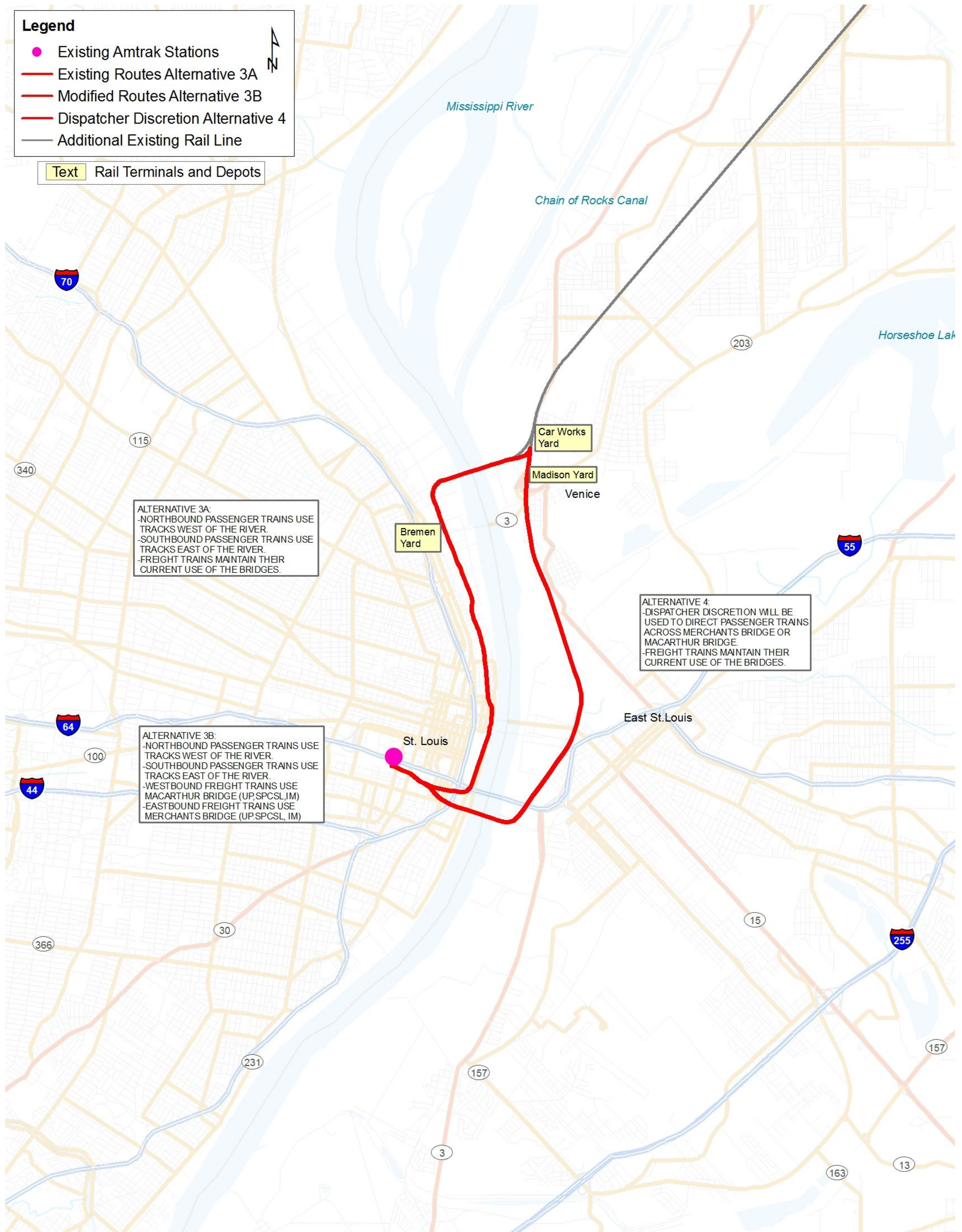
ALTON TO ST. LOUIS ALTERNATIVES

Tier 1 Environmental Impact Statement

**ILLINOIS
HIGH-SPEED
RAIL**

CHICAGO TO ST. LOUIS

ALTERNATIVES 3A, 3B, AND 4



DIRECTIONAL ALTERNATIVES

ALTERNATIVES SCREENING CRITERIA

The purpose of the alternatives screening process is to develop a set of reasonable alternatives to be evaluated in the Draft EIS, considering any and all available alternatives. The screening criteria for the project are developed based on the following:

- The purpose and need of the project;
- The goals and objectives established for the project in the Purpose and Need;
- Minimizing impacts on the human and natural environment; and
- Minimizing costs

Objective: Maximize Ridership/Revenue

- Travel Time and Length (minutes/miles)
- Intermodal and passenger rail service connections

Objective: Minimize Operating/Maintenance and Capital Costs

- Capital Costs and Right-of-way (dollars)
- Operational Issues (host railroad willingness to share track)
- Impacts to existing freight, passenger and commuter service
- Construction Issues (maintenance of existing service)

Objective: Minimize Negative Impacts to Existing and Planned Development

- Land Use Compatibility and Conflicts (Location/Impact)
- Visual Quality Impacts (Location/Type)

Objective: Minimize Impacts to Natural Resources

- Water Resources and Floodplain Impacts (# of crossings)
- Wetlands (# of crossings/quality)
- Threatened and Endangered Species Impacts (list)

Objective: Minimize Impacts to Social and Economic Resources

- Environmental Justice, Community and Neighborhood (identify)
- Farmland Impacts (quantity)
- Community and Neighborhood Impacts (identify)

Objective: Minimize Impacts to Cultural/4(f) Resources

- Cultural/Historical Resources
- Parks and Recreation/Wildlife Refuges

Objective: Maximize Avoidance of Potential Hazardous Materials

- Hazardous Materials/Waste Constraints

The alternatives through Springfield that pass the Tier 1 screening analysis will be further developed and refined. These refined alternatives will then be evaluated based on the Tier 2 screening criteria listed below:

- Traffic Delay (minutes)
- Vehicle/Train Crashes (# of crashes)
- Residential/Commercial Displacements (# of displacements)
- Noise and Vibration (levels)
- Initial and Lifecycle Costs (dollars)

PUBLIC INVOLVEMENT & NEXT STEPS




Here's how you can be involved:

- Attend open houses and complete a comment form
- Visit the project website and leave comments
- Sign up to receive study newsletters
- Invite IDOT to speak at your community meeting
- FRA and IDOT will consider public input when making decisions



- **Visit the website:** www.idothsr.org/tier_1
- **Call us:** 1-855 IDOT HSR (436-8477)
- **Write us:** Illinois Department of Transportation
Attention: Miriam Gutierrez
Division of Public & Intermodal Transportation
James R. Thompson Center
100 West Randolph Street, Suite 6-600
Chicago, Illinois 60601-3229

Visit www.idotHSR.org for the Illinois High-Speed Rail Chicago to St. Louis project.

 www.facebook.com/IllinoisHighSpeedRail

Project Hotline 1-855-IDOT-HSR (436-8477)

Visit www.connectthemidwest.com for the Midwest High-Speed Rail initiative.

 www.facebook.com/MidwestHighSpeedRail

 twitter.com/MWHighSpeedRail

NEXT STEPS

Purpose and Need Analysis

Summer 2011

Environmental Data Collection

Summer 2011

Public Meetings

Fall 2011

**Alternatives Analysis/
Environmental Studies**

Fall 2011

DEIS/Public Hearing

Spring 2012

FEIS/ROD

Late 2012

For Business Opportunities:

>> Visit the **Doing Business** tab of www.idothisr.org

Doing Business

[Bidding Process](#) >

HSR Current Business Opportunities

Illinois Department of Transportation


Union Pacific

If there are questions regarding construction opportunities or the process please contact:

Miriam Gutierrez
Rail Program Planning Section Chief
Illinois Department of Transportation
Division of Public & Intermodal Transportation
312-793-4803 (Direct Line)

If there are questions regarding other IDOT opportunities for minority-owned, women-owned and other disadvantaged small businesses in IDOT's federal and state funded highway, transit and airport contracts, please contact:

Vittorio M. Gomez
Illinois Department of Transportation
Office of Business & Workforce Diversity
Division of Public & Intermodal Transportation
312-793-4198
Vittorio.Gomez@illinois.gov



Bidding Process

Thank you for your interest in business opportunities with the Illinois Department of Transportation (IDOT) and the Union Pacific Railroad (UPRR). The bidding process for both organizations will require prequalification. Please follow the guidelines outlined for [IDOT](#) and [UPRR](#). Please note the UPRR will require contractors to be prequalified for each High-Speed Rail opportunity.

Additionally, minority-owned and women-owned companies are required to receive certification through IDOT for the [Disadvantaged Business Enterprises \(DBE\) program](#). The Illinois Department of Transportation fosters equal opportunity for minority-owned, women-owned and other DBEs in IDOT's federal and state-funded contracts.

Current Business Opportunities Process:

1. Prime contractors have 30 days to become prequalified for each business opportunity ([see Prequalification Notices](#)).
2. After the 30 period, a list of prequalified prime contractors information will become available on the [HSR Current Business Opportunities](#) page of this website.
3. Once the prime contractors information is available, the subconsultants/DBE's have the opportunity to market their services and contact the prequalified prime contractors for the inclusion of a particular bidding opportunity.