ILLINOIS PASSENGER RAIL
CHICAGO TO MILWAUKEE

WELCOME



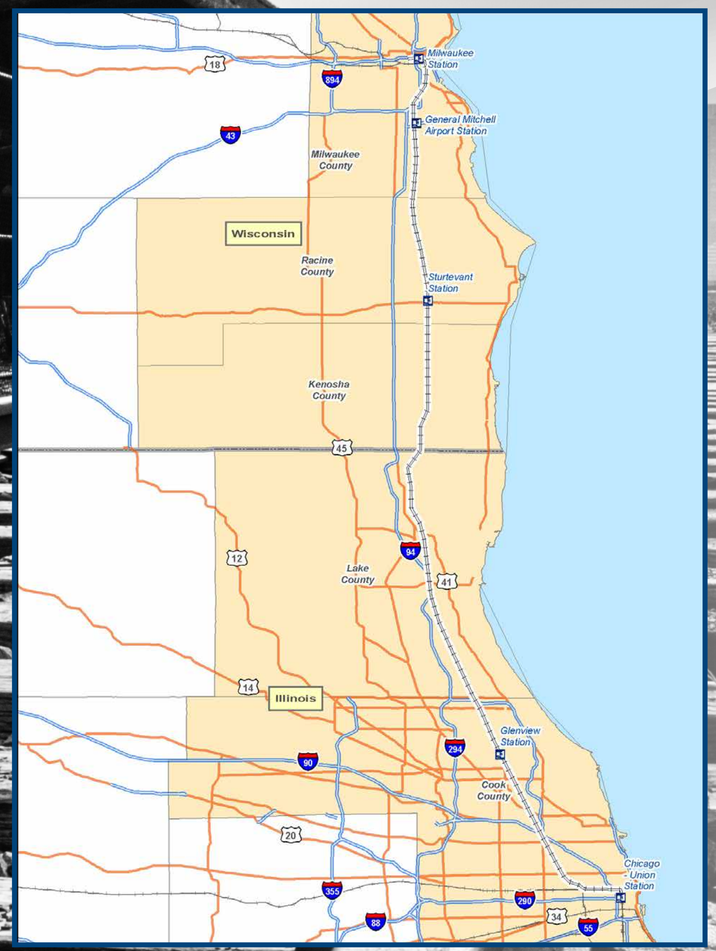
Chicago-Milwaukee Hiawatha Service
Intercity Passenger Rail

Illinois Department of Transportation

U. S. Department of Transportation

What is the Project About?

Environmental Assessment of Amtrak Hiawatha Service to **identify** and **address existing** and **future passenger demand**



Proposed Service Plan

- ✔ Increase daily intercity round trips from *7 to 10, seven days a week*
- ✔ Maintains current maximum speed of *79 MPH* on existing route

Study Partners

- ✔ Wisconsin Department of Transportation (WisDOT)
- ✔ Illinois Department of Transportation (IDOT)
- ✔ Federal Railroad Administration
- ✔ Amtrak

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Project History

- ✔ WisDOT & IDOT have jointly operated Amtrak Hiawatha Service Route since 1989
- ✔ **Current service: 7 rounds trips** per day Monday through Saturday and **6 round trips** on Sunday
- ✔ **86 miles**
- ✔ **1 hour 29 minutes** travel time
- ✔ Maximum speed **79 MPH**
- ✔ **416** seats per train



5 stops

- Chicago Union Station
- Glenview
- Sturtevant
- Milwaukee Airport
- Milwaukee Intermodal Station

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Project Purpose

- ***Address existing and future*** passenger rail demand
- ***Expand*** modal options to ***provide an alternative to traffic delay, reliability issues, and long travel times*** related to existing and future highway congestion in the corridor
- ***Strengthen transportation connections*** to other transportation modes such as air, intercity bus, local transit, bicycle facilities, and ride sharing options
- ***Enhance and improve the reliability*** of a successful, existing intercity passenger rail service and utilize the significant investments made in the Hiawatha Service over the past twenty years





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Project Need

- ***Near-capacity and over-capacity conditions*** aboard peak Hiawatha Service trains
- ***Limited passenger train schedule options*** to meet existing and future passenger demand and to ***optimize existing multimodal connections***
- ***Existing and future highway congestion*** resulting in ***increased travel times*** for autos and buses in the corridor may result in additional demand for alternative modes of travel
- ***Inadequate service reliability*** due to conflicts with freight and other passenger traffic in the corridor
- The need to ***enhance mobility and transportation choice*** as identified in state and regional planning documents



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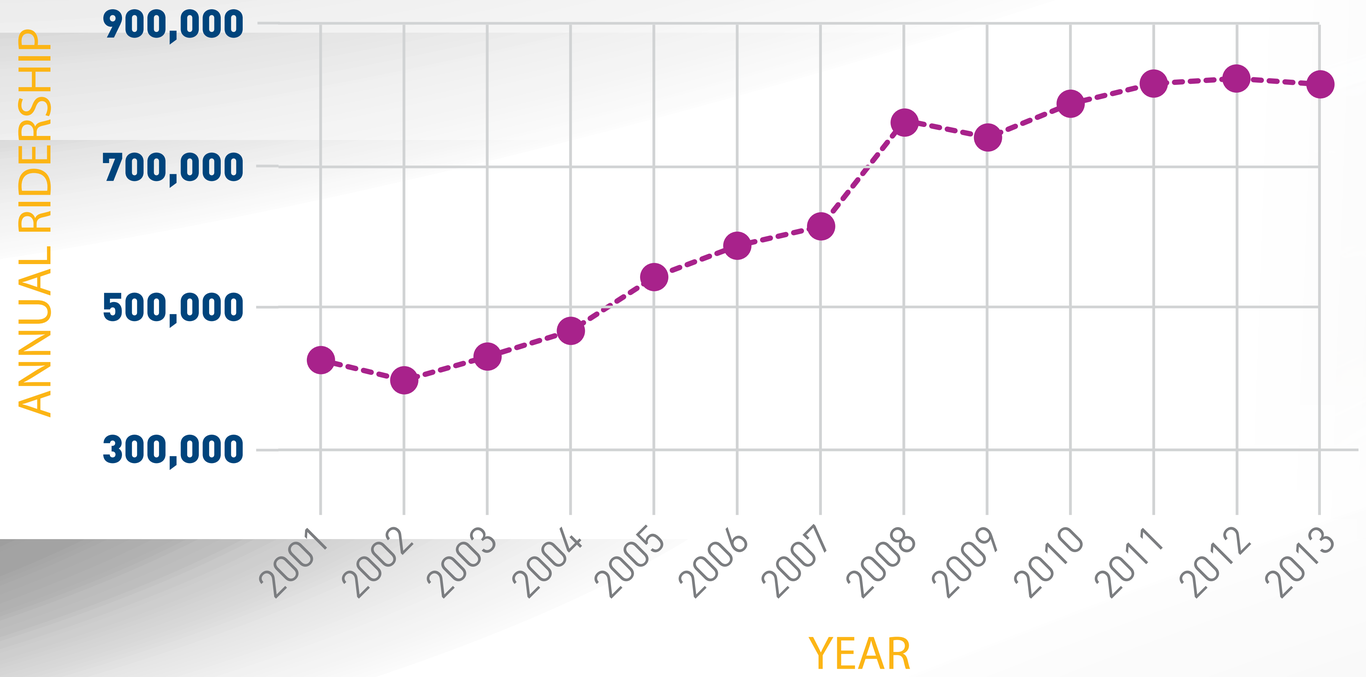
Service Challenges & Opportunities

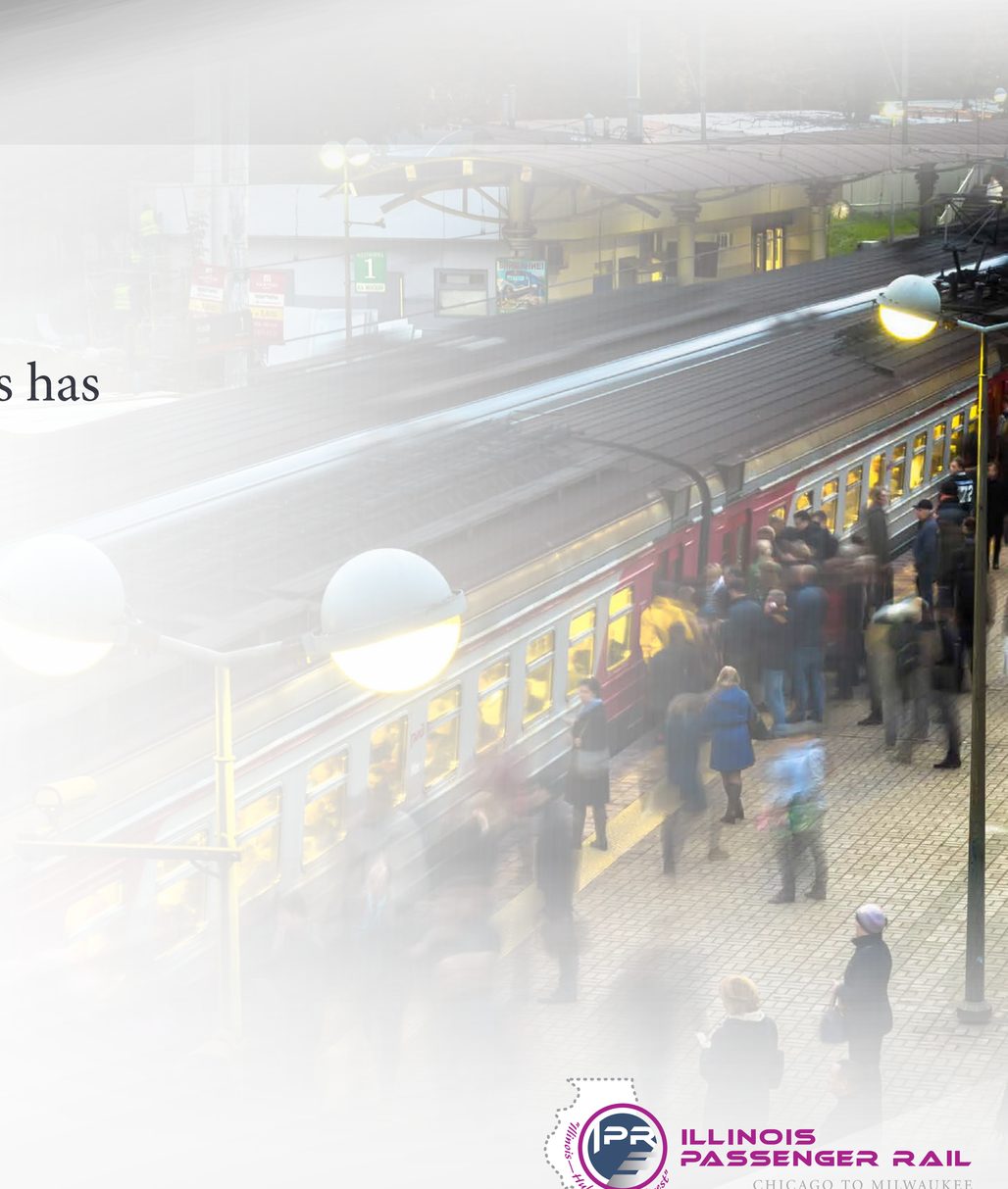
Increasing Ridership

Since 2001, Hiawatha Service **ridership has nearly doubled,** increasing from 423,500 in 2001 to 819,125 in 2013 (93%)

*This data was updated on 10/28/2016

Near- and over-capacity on some morning & evening peak trains has increased since 2008, causing **standing room only conditions**





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What is an Environmental Assessment?



An Environmental Assessment (EA) is a concise public document that has been prepared for this project as guided by the National Environmental Policy Act (NEPA).

THE NEPA PROCESS HELPS PUBLIC OFFICIALS:

- ✔ Make decisions based on understanding of environmental consequences
- ✔ Take actions that **protect, restore, and enhance** the environment
- ✔ Provides sufficient evidence and analysis to determine whether a proposed project will require a **Finding of No Significant Impact (FONSI)** or the preparation of an Environmental Impact Statement (EIS)
- ✔ If no significant impacts would result from the proposed project the Federal Railroad Administration will issue a FONSI
- ✔ **A FONSI** is the expected outcome of this project

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Alternatives Analysis

THE ENVIRONMENTAL ASSESSMENT CONTAINS A DETAILED SECTION CALLED AN "ALTERNATIVES ANALYSIS"



- ✔ **NEPA requires agencies to** "rigorously explore and objectively evaluate all reasonable alternatives, and for alternatives which were eliminated from detailed study, briefly discuss reasons for their having been eliminated."

- ✔ A range of alternatives is evaluated for reasonableness consisting of a hierarchical array of:

  - ✔ **Route**
  - ✔ **Service**
  - ✔ **Investment**
  - ✔ **Design Alternatives**



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Proposed Build Alternative



✔ Route Alternative A

Existing route

✔ Service Alternative C

Increase daily intercity round trips from **7 to 10, seven days a week.** Maintains current maximum speed of **79 MPH**

✔ Investment Alternative (Infrastructure Improvements)

10 individual projects

✔ 2 Design Alternatives for one infrastructure project

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Proposed Round Trip Schedules

Proposed Chicago-Milwaukee EA/SDP Schedule – 10 Round Trips at 79 MPH

Train Number		327	329	331	333	335	7	337	339	341	343	345
Station	**Mile**	**Daily**	**Daily**	**Daily**	**Daily**	**Daily**	**Daily**	**Daily**	**Daily**	**Daily**	**Daily**	**Daily**
Chicago, IL	0	06:15	08:25	09:25	10:25	13:05	14:15	15:15	17:08	18:45	20:05	22:30
Glenview, IL	17	06:37	08:47	09:47	10:47	13:32	R14:39	15:37	17:32	19:07	20:27	22:52
Sturtevant, WI	62	07:14	09:24	10:24	11:24	14:04		16:14	18:14	19:44	21:04	23:29
MARS	79	07:29	09:39	10:39	11:39	14:19		16:29	18:28	19:59	21:19	23:44
Milwaukee, WI	86	07:44	09:54	10:54	11:54	14:34	R15:55	16:44	18:45	20:16	21:34	00:01
Total Travel Time		**1:29**	**1:29**	**1:29**	**1:29**	**1:29**	**1:40**	**1:29**	**1:37**	**1:31**	**1:29**	**1:31**

Note: All Hiawatha Service trains operate between Chicago and Milwaukee only.
Note: Train 7 (Empire Builder) continues from Milwaukee to Minneapolis/St. Paul, MN and Seattle, WA/Portland, OR.

Train Number		328	330	332	334	336	338	8	340	342	344	346
Station	**Mile**	**Daily**	**Daily**	**Daily**	**Daily**	**Daily**	**Daily**	**Daily**	**Daily**	**Daily**	**Daily**	**Daily**
Milwaukee, WI	0	06:15	07:25	08:10	11:03	13:00	13:56	D14:07	15:00	17:45	20:25	22:42
MARS	7	06:26	07:35	08:20	11:16	13:10	14:06		15:10	17:55	20:38	22:52
Sturtevant, WI	24	06:44	07:49	08:34	11:30	13:24	14:20		15:24	18:09	20:52	23:06
Glenview, IL	69	07:25	08:26	09:11	12:07	14:01	14:57	D15:12	16:01	18:46	21:29	23:43
Chicago, IL	86	07:57	08:59	09:39	12:35	14:29	15:29	15:55	16:29	19:14	21:57	00:11
Total Travel Time		**1:42**	**1:34**	**1:29**	**1:32**	**1:29**	**1:33**	**1:48**	**1:29**	**1:29**	**1:32**	**1:29**

Note: All Hiawatha Service trains operate between Chicago and Milwaukee only.
Train 8 (Empire Builder) arrives in Milwaukee from Seattle, WA/Portland, OR and Minneapolis/St. Paul, MN.

Proposed Chicago-Milwaukee EA/SDP Schedule – 10 Round Trips at 90 MPH

Train Number		327	329	331	333	335	7	337	339	341	343	345
Station	**Mile**	**Daily**	**Daily**	**Daily**	**Daily**	**Daily**	**Daily**	**Daily**	**Daily**	**Daily**	**Daily**	**Daily**
Chicago, IL	0	06:15	08:25	09:25	10:25	13:05	14:15	15:15	17:08	18:45	20:05	22:30
Glenview, IL	17	06:37	08:47	09:47	10:47	13:32	R14:39	15:37	17:32	19:07	20:27	22:52
Sturtevant, WI	62	07:13	09:23	10:23	11:23	14:03		16:13	18:13	19:43	21:03	23:28
MARS	79	07:27	09:37	10:37	11:37	14:17		16:27	18:26	19:57	21:17	23:42
Milwaukee, WI	86	07:42	09:52	10:52	11:52	14:32	R15:55	16:42	18:43	20:14	21:32	23:59
Total Travel Time		**1:27**	**1:27**	**1:27**	**1:27**	**1:27**	**1:40**	**1:27**	**1:35**	**1:29**	**1:27**	**1:29**

Note: All Hiawatha Service trains operate between Chicago and Milwaukee only.
Note: Train 7 (Empire Builder) continues from Milwaukee to Minneapolis/St. Paul, MN and Seattle, WA/Portland, OR.

Train Number		328	330	332	334	336	338	8	340	342	344	346
Station	**Mile**	**Daily**	**Daily**	**Daily**	**Daily**	**Daily**	**Daily**	**Daily**	**Daily**	**Daily**	**Daily**	**Daily**
Milwaukee, WI	0	06:17	07:27	08:12	11:05	13:02	13:58	D14:07	15:02	17:47	20:27	22:44
MARS	7	06:28	07:37	08:22	11:18	13:12	14:08		15:12	17:57	20:40	22:54
Sturtevant, WI	24	06:45	07:50	08:35	11:31	13:25	14:21		15:23	18:10	20:53	23:07
Glenview, IL	69	07:25	08:26	09:11	12:07	14:01	14:57	D15:12	16:01	18:46	21:29	23:43
Chicago, IL	86	07:57	08:59	09:39	12:35	14:29	15:29	15:55	16:29	19:14	21:57	00:11
Total Travel Time		**1:40**	**1:32**	**1:27**	**1:30**	**1:27**	**1:31**	**1:48**	**1:27**	**1:27**	**1:30**	**1:27**

Note: All Hiawatha Service trains operate between Chicago and Milwaukee only.
Train 8 (Empire Builder) arrives in Milwaukee from Seattle, WA/Portland, OR and Minneapolis/St. Paul, MN.

*This data was updated on 10/28/2016

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Route Alternatives Considered







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Evaluation of Route Alternatives

	Address Existing and Future Passenger Rail Demand	Expand Modal Options	Strengthen Transportation Connections	Improve Reliability of Existing Service	Overall Evaluation of Alternative
Route Alternative A – Existing Amtrak Route	✓	✓	✓	✓	Carry forward
Route Alternative B – UP Kenosha Subdivision	X	X	X	X	Do not carry forward
Route Alternative C – UP Milwaukee Subdivision	X	X	X	X	Do not carry forward

Service Alternative A: No Build



No-Build Alternative

- ✔ Maintain current maximum speeds of 79 MPH for passenger trains
- ✔ Frequency levels, travel times, stopping patterns, train equipment configuration, and fare structures remain the same

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Service Alternatives B & C

SERVICE ALTERNATIVE B: 90 MPH-NOT CARRIED FORWARD

- ✔ Proposes to increase maximum passenger speed from **79 MPH to 90 MPH** between Lake Forest, IL and the Milwaukee Airport Rail Station
- ✔ Would occur over approximately **46 miles** of track

SERVICE ALTERNATIVE C: INCREASED FREQUENCIES - CARRIED FORWARD

- ✔ Ridership is forecasted to reach **980,000 in 2019**-an increase of **22%** over exisiting ridership
- ✔ Provides an alternative to traffic delay, reliability issues, and long travel times associated with highway congestion in the corridor

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Service Alternatives D & E

SERVICE ALTERNATIVE D: INCREASED CAPACITY TO TRAIN SETS - NOT CARRIED FORWARD

- ✔ Adds a **7th coach car** increasing seat capacity by **70 seats** per train
- ✔ Eases near and over capacity conditions during peak service
- ✔ Does not sufficiently address increasing demand because it will not impact the limited train schedule options

SERVICE ALTERNATIVE E: TICKETING - NOT CARRIED FORWARD

- ✔ Changes unreserved ticketing to reserved ticketing
- ✔ Allows Amtrak to control the number of passengers
- ✔ Eases peak service over capacity
- ✔ Moving to reserved ticketing would not meet the project purpose of addressing existing and future demand
- ✔ Without other service improvements, reserved ticketing freezes ridership levels

Evaluation of Service Alternatives

	Address Existing and Future Passenger Rail Demand	Expand Modal Options	Strengthen Transportation Connections	Improve Reliability of Existing Service	Overall Evaluation of Alternative
Service Alternative A No-Build	X	X	X	X	Do not carry forward
Service Alternative B 90 MPH	X	X	X	X	Do not carry forward
Service Alternative C Increased Frequencies	✓	✓	✓	✓	Carry forward
Service Alternative D Increased Capacity to Train Sets	X	X	X	X	Do not carry forward
Service Alternative E Changed Ticketing	X	X	X	X	Do not carry forward

Investment Alternative

1 Glenview Universal Crossover

>> Construct two track crossovers
>> Allows trains to move onto opposite tracks while other train crews conduct maintenance activities

2 UPRR Siding Extension at A-20

>> Two design alternatives propose to construct a 10,000 foot section of track adjacent to Canadian Pacific and Union Pacific mainlines in Glenview *(see alternative maps on the right)*
>> Reduces delays for passenger and freight rail by providing additional track capacity

3 Speed Increase between A-20 and Rondout

>> Speed increase for certain freight trains from 40 MPH to 50 MPH between the railroad control points at Northbrook, IL and Lake Forest, Il.
>> Reduces travel times to freight trains traveling through the 12-mile segment and provides an improvement in capacity

4 Deerfield Holding Track

>> Construct new track to allow Metra to temporarily move trains off the main tracks onto a holding track which allows them to reverse direction
>> Increases schedule flexibility by reducing train stoppage on main tracks

5 Lake Forest Universal Crossover

>> Construct two track crossovers
>> Allows trains to move onto opposite tracks while other train crews conduct maintenance activities

6 Rondout Siding Extension

>> Extend siding track approximately 13,000 feet
>> Provides operational flexibility for both freight and passenger trains

7 Metra Fox Lake Second Track

>> Replace antiquated signal equipment
>> Upgrade trackwork and construct second track
>> Significantly improves delays by moving stopped trains off the mainline

8 Milwaukee Airport Rail Station Second Platform

>> Install second rail platform on the west side of the Canadian Pacific tracks, elevator towers, and a pedestrian bridge
>> Decreases congestion on the mainline tracks and increases reliability for all users

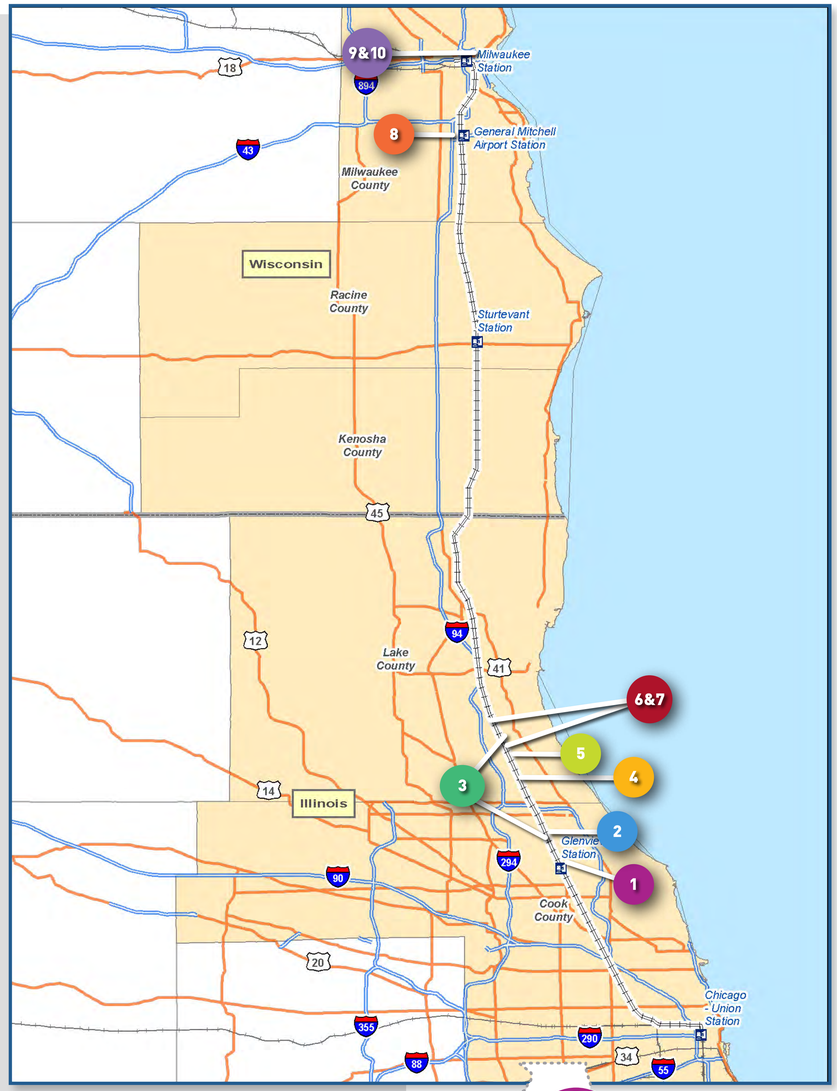
9 Muskego Yard Signalization

>> Provides operational flexibility for Canadian Pacific trains by providing a two-track signalized alternative route around Milwaukee Station

10 Milwaukee Station-Cut-Off CTC Installation

>> Provides increased reliability and operational flexibility to Amtrak and freight trains traveling through the station
>> Enables trains to operate more efficiently and at higher speeds through the railroad control point

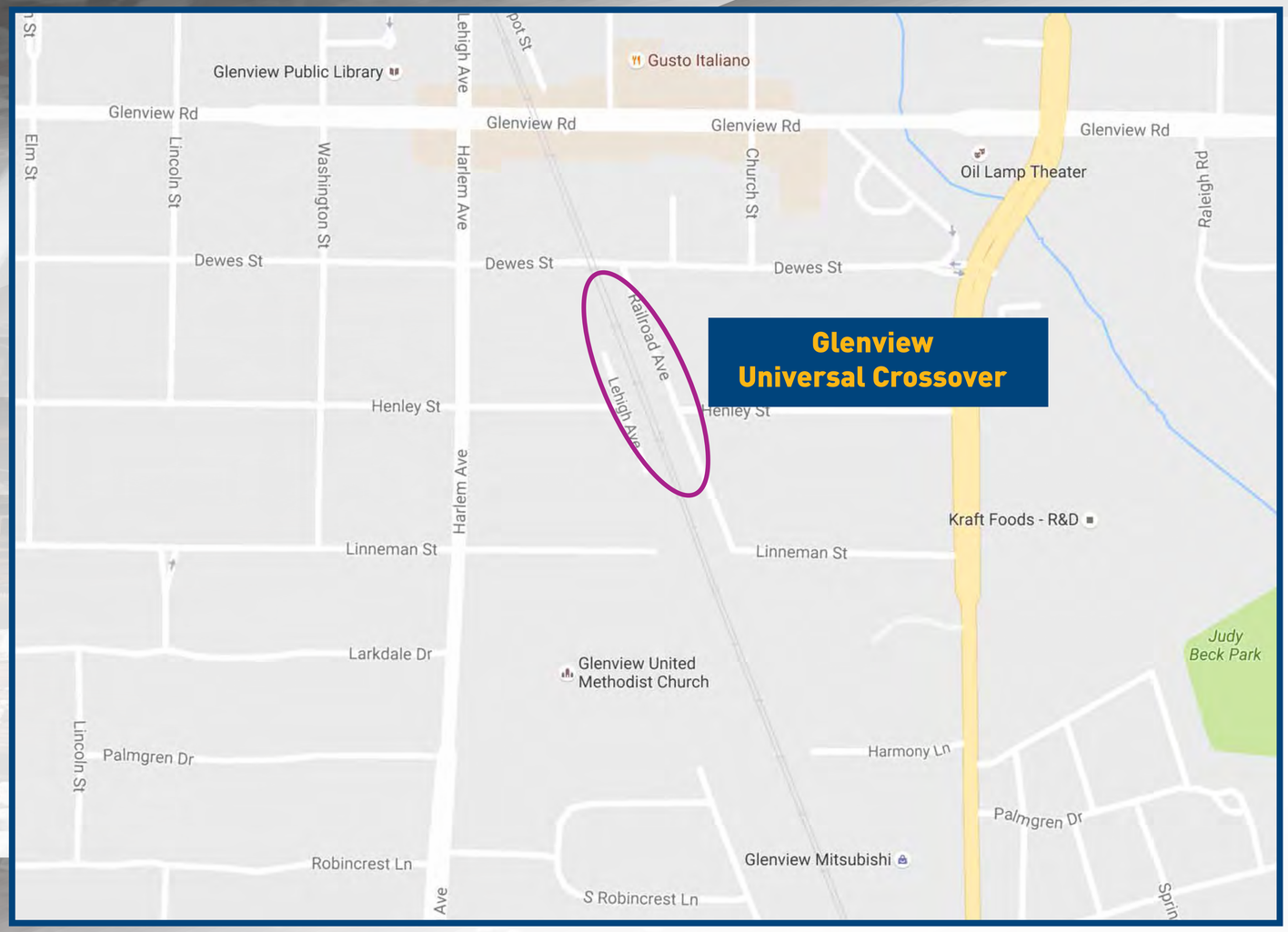
To support increasing Hiawatha Service frequencies from **7 to 10 round trips per day,** an Investment Alternative consisting of 10 infrastructure improvements is proposed.



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Project 1: Glenview Universal Crossover

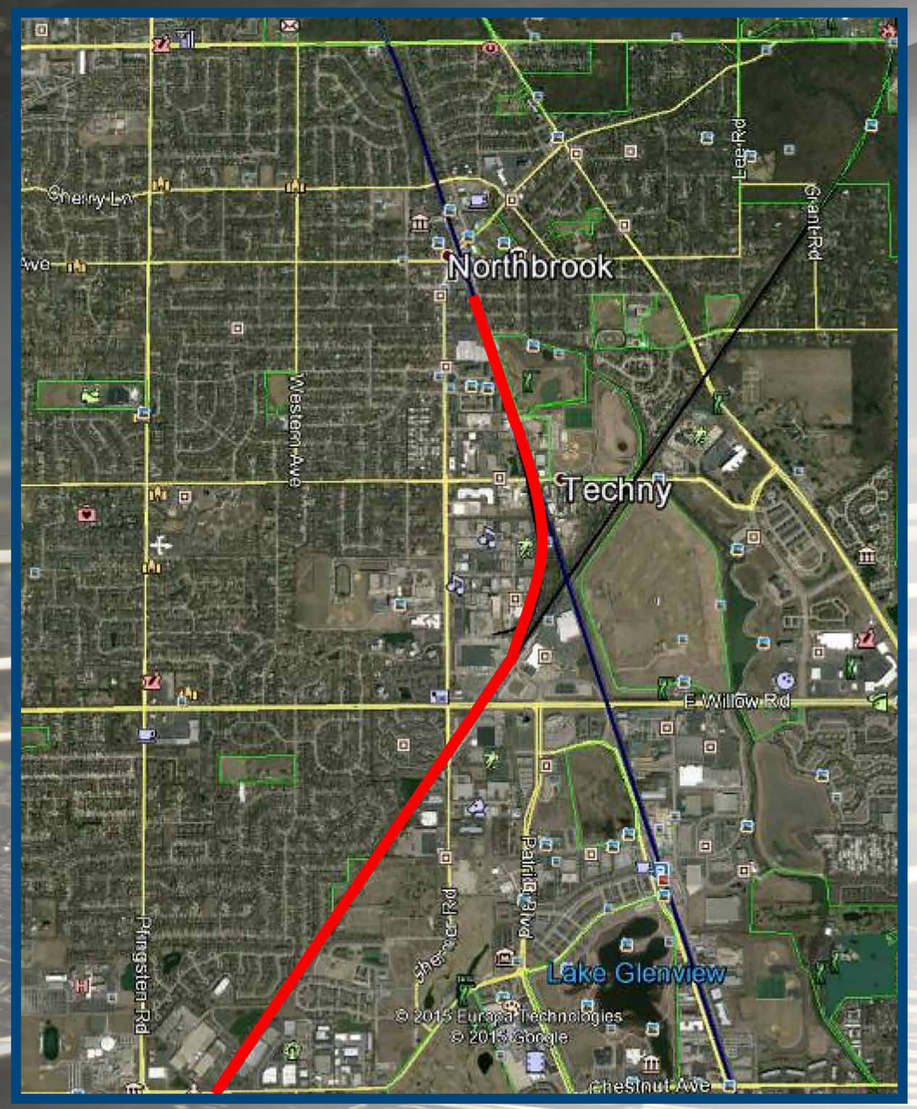


- ✔ **Constructs track crossover**
- ✔ **Allows trains to move to opposite tracks while train crews conduct maintenance activities**
- ✔ **Helps avoid maintenance work at night which is opposed by communities and railroad unions**

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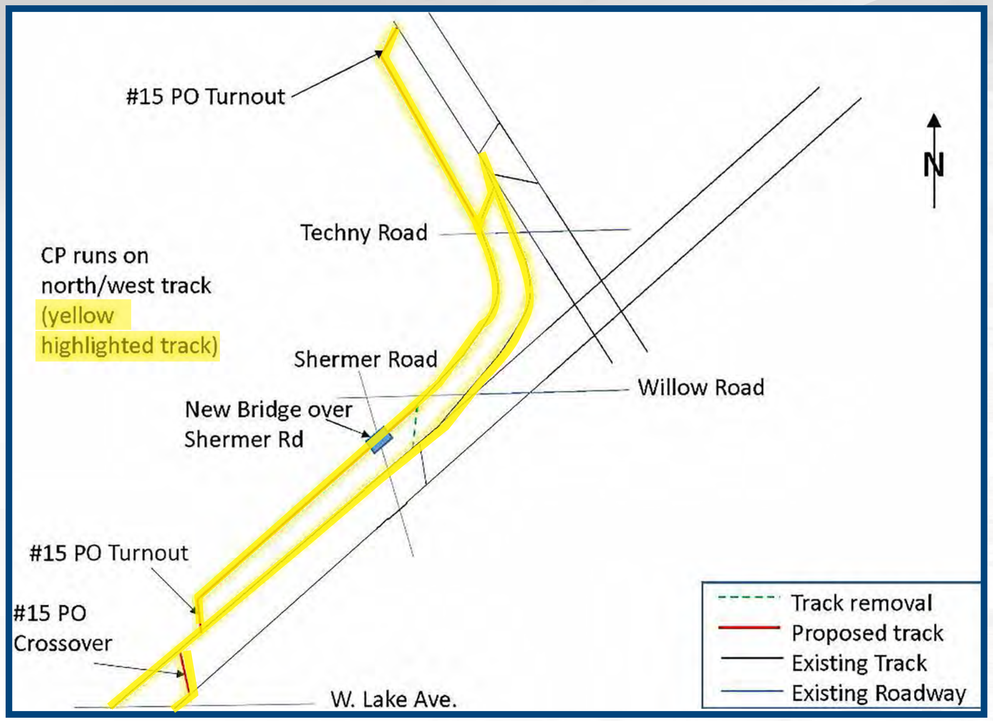
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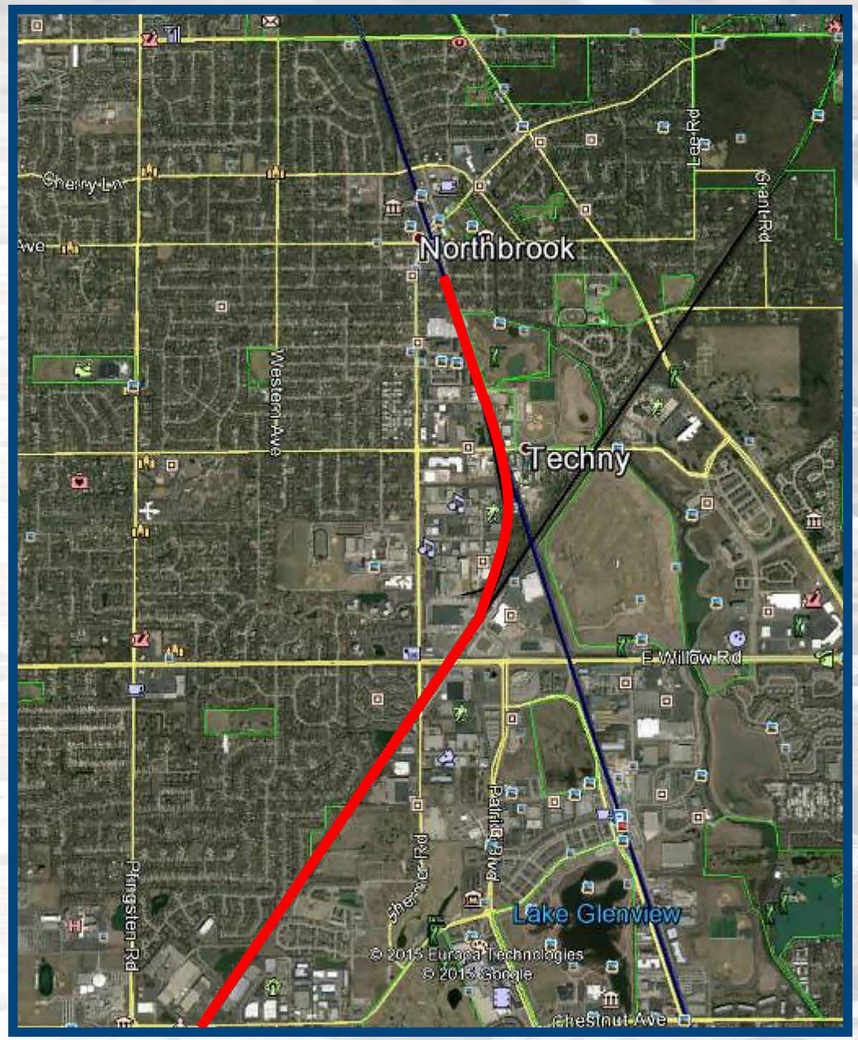
Project 2: Union Pacific Siding Extension at A-20



- ✔ **A range of six alternatives was considered to address capacity and delay issues at the Union Pacific and Canadian Pacific junction at the A-20 control point in Northbrook, IL**
- ✔ **Four alternatives (# 3, 4, 5, 6) did not meet the purpose and need of the project and/or had significant environmental impacts**
- ✔ **Two alternatives (# 1 & 2) advanced to the EA**

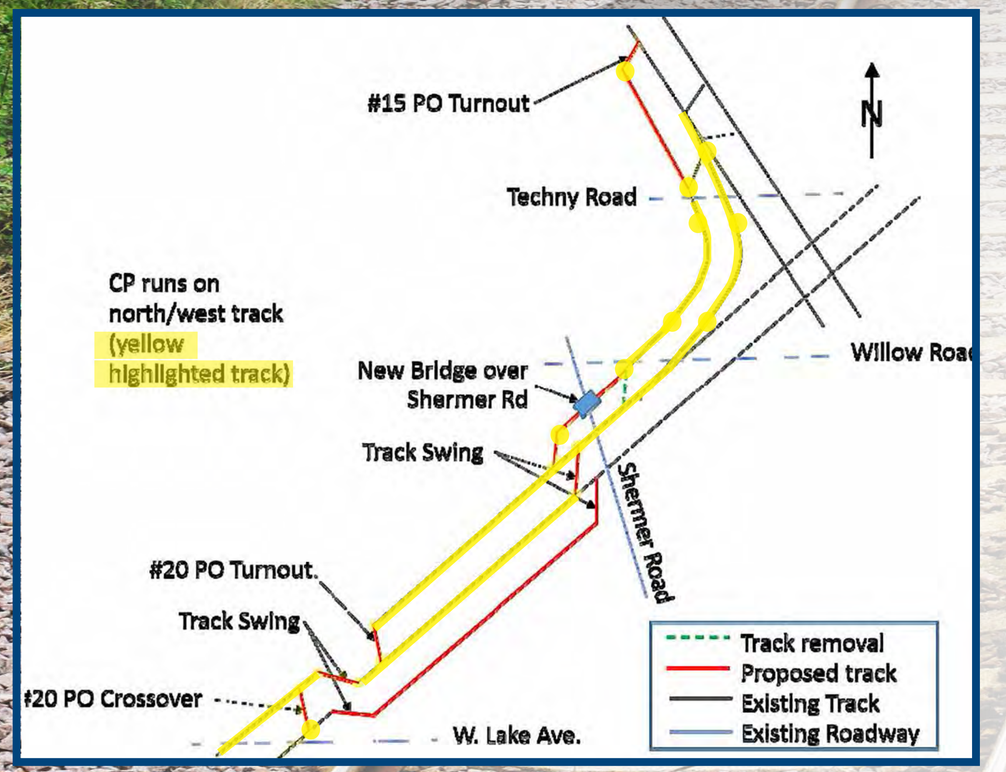
Advanced-Project 2: A-20 Alternative 1





- ✔ **Construct 11,000 foot track adjacent to the UP Milwaukee Subdivision on the west side of the existing two mainlines**
- ✔ **Construct a new bridge over Shermer Road adjacent to the existing bridge**

Advanced-Project 2: A-20 Alternative 2

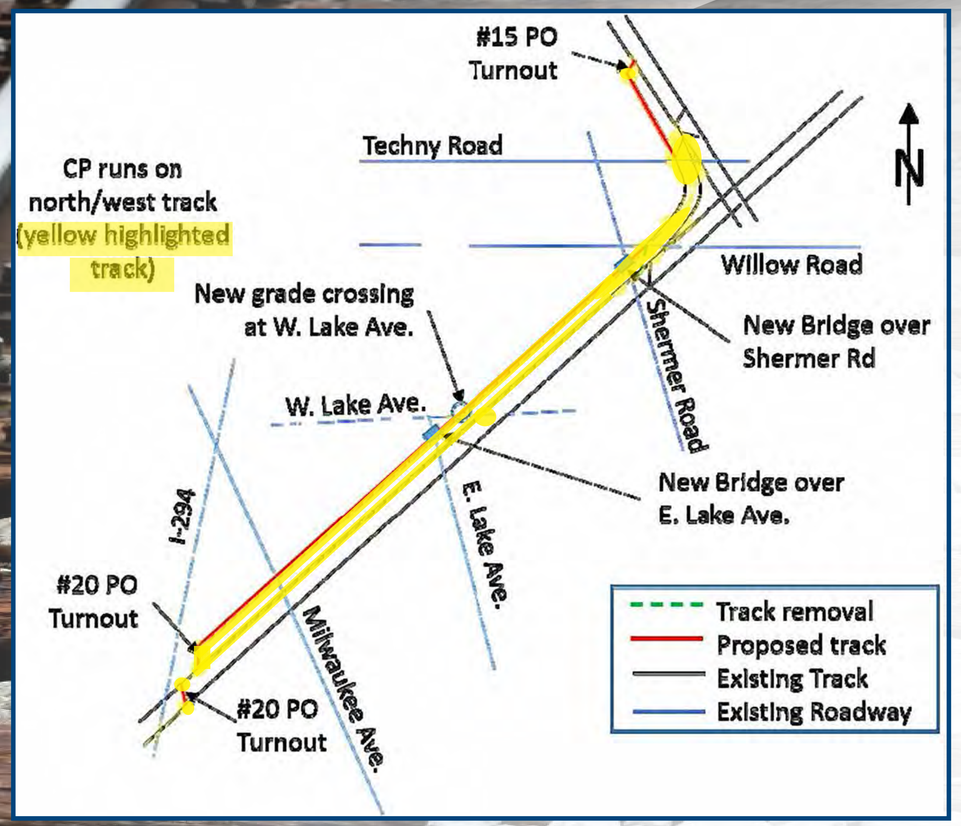


- ✔ **Construct 10,000 foot track adjacent to the UP Milwaukee Subdivision on the east side of the existing two mainlines**
- ✔ **Construct a new bridge over Shermer Road adjacent to the existing bridge**
- ✔ **Construct track swings to allow UP mainline operations to occur on the eastern two tracks**
- ✔ **Canadian Pacific trains would use the former UP western mainline**

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Not Advanced-Project 2: A-20 Alternative 3



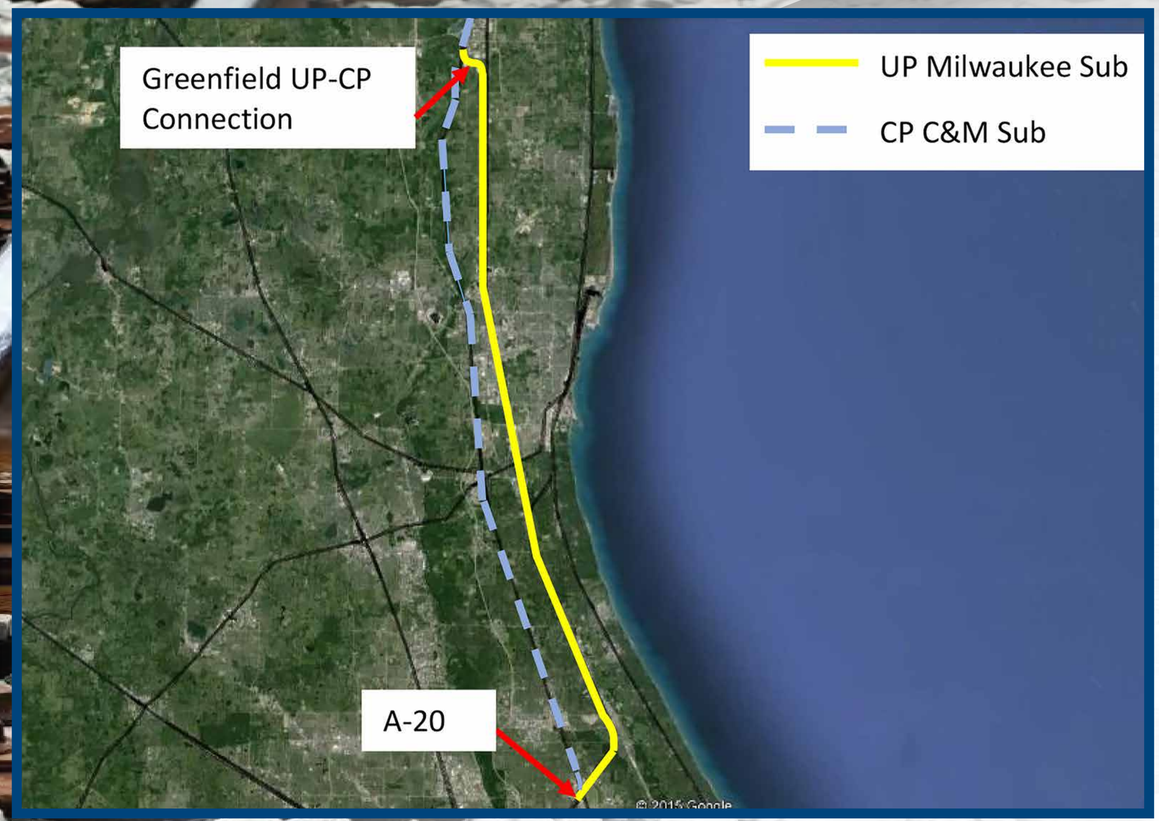
- ✔ **Construct 21,500 foot track adjacent to the UP Milwaukee Subdivision on the west side of the existing two mainlines**
- ✔ **Construct a new bridge over Shermer Road adjacent to the existing bridge**
- ✔ **Located adjacent to The Grove National Historic Landmark which is a Section 106 historic property**

Not Advanced-Project 2: A-20 Alternative 4



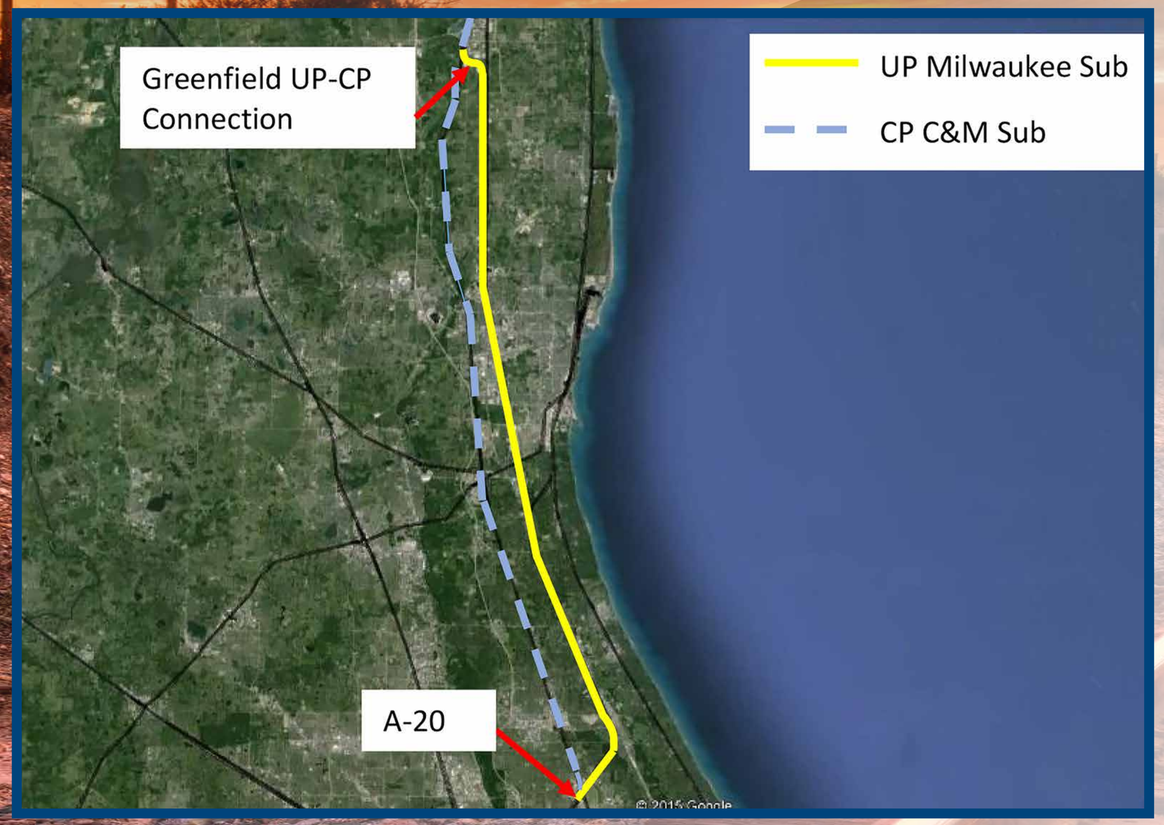
- ✔ **Construct 10,000 foot track adjacent to the CP C&M Subdivision on the west side of the existing two mainlines**
- ✔ **Would require permanent closure of Shermer Road and Techny Road at the railroad**
- ✔ **New track extends through Northbrook Metra Station parking lot & would require reconstruction of lot and pedestrian access to station platform**

Not Advanced-Project 2: A-20 Alternative 5



- ✔ **Proposes a freight bypass for CP trains on the UP Milwaukee Subdivision from just north of the WI-IL border to A-20**
- ✔ **Construct 30 miles of second main track and CTC (Centralized Traffic Control)**
- ✔ **Construct greenfield double track connection between UP and CP in Pleasant Prairie, WI**
- ✔ **Replacement of crossovers**
- ✔ **Construction of new grade crossing surfaces and warning devices**

Not Advanced-Project 2: A-20 Alternative 6



- ✔ **Proposes that 3 additional Hiawatha Service round trips operate on UP Milwaukee Subdivision from just north of the WI-IL border to A-20**
- ✔ **Current 7 round trip service operates on existing Amtrak route**
- ✔ **Construct 30 miles of second main track and CTC (Centralized Traffic Control)**
- ✔ **Construct greenfield double track connection between UP and CP in Pleasant Prairie, WI**
- ✔ **Replacement of crossovers**
- ✔ **Construction of new grade crossing surfaces and warning devices**

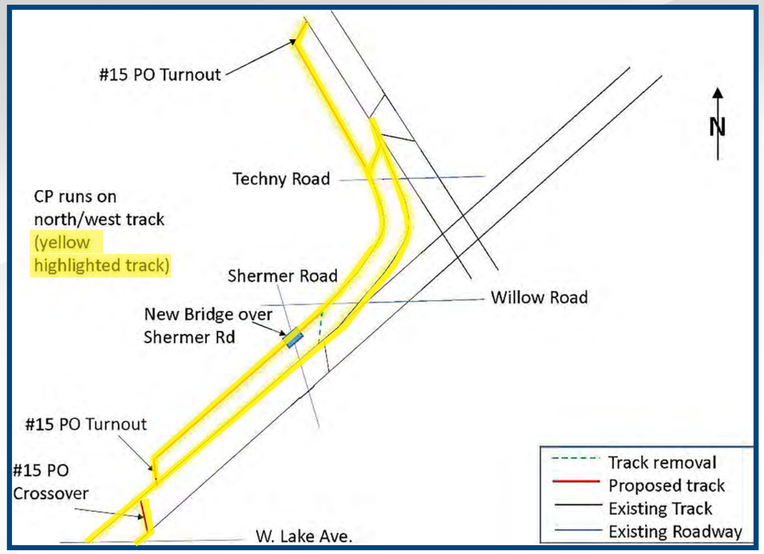
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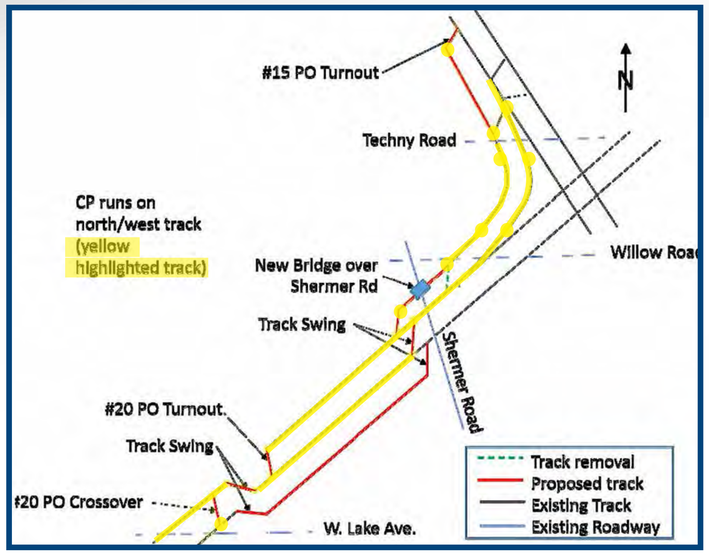
Summary of Project 2: A-20 Alternatives Analysis

	Purpose and Need	Safety	Order of Magnitude Costs	Construction Feasibility	Railroad Operations	Section 4(f) / Historic Properties	Wetlands	Critical Habitat/ Endangered Species	Noise and Vibration	Socioeconomic / Community Cohesion	Overall Evaluation of Alternative
Design Alternative 1	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Carry forward
Design Alternative 2	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Carry forward
Design Alternative 3	✓	X	X	✓	X	X	✓	✓	X	✓	Do not carry forward
Design Alternative 4	✓	✓	X	X	✓	✓	✓	✓	X	X	Do not carry forward
Design Alternative 5	X	X	X	✓	X	✓	X	✓	X	X	Do not carry forward
Design Alternative 6	X	X	X	✓	X	✓	X	✓	X	X	Do not carry forward

A-20 Alternatives 1 & 2 Comparison



Alternative 1



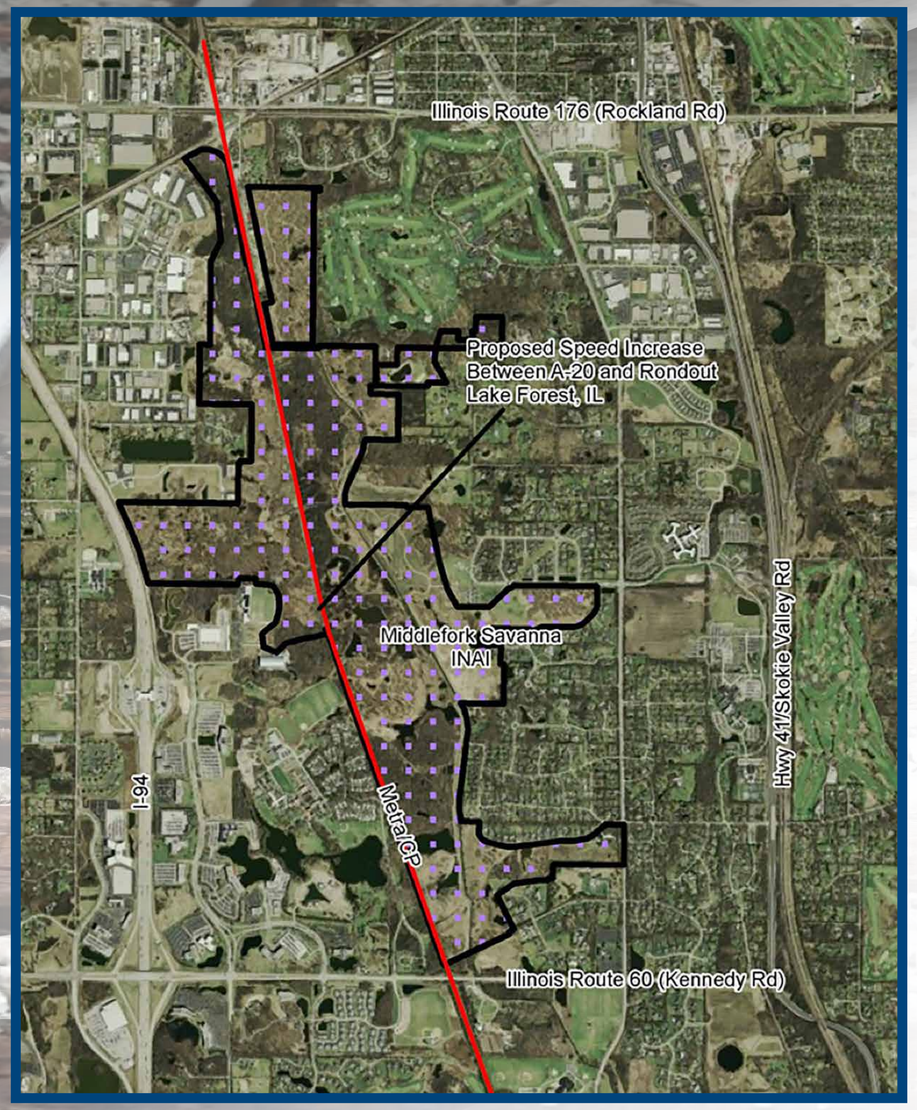
Alternative 2

Both Alternatives meet the purpose and need of the EA

- ✔ Mitigate conflicts with freight and other passenger traffic
- ✔ Enhance and improve the reliability of the Hiawatha Service & other commuter & freight trains
- ✔ Provide for more schedule options to meet existing and future passenger demand

- ✔ **Alternative 2** would have no impact on noise and vibration
- ✔ **Alternative 1** would shift CP freight operations **14 feet closer** to the neighborhood west of the UP tracks
- ✔ Although noise and vibration impacts for **Alternative 1 would not be severe**, **Alternative 2** would have less of an impact to residences than **Alternative 1**

Project 3: Speed Increase between A-20 Northbrook and Lake Forest

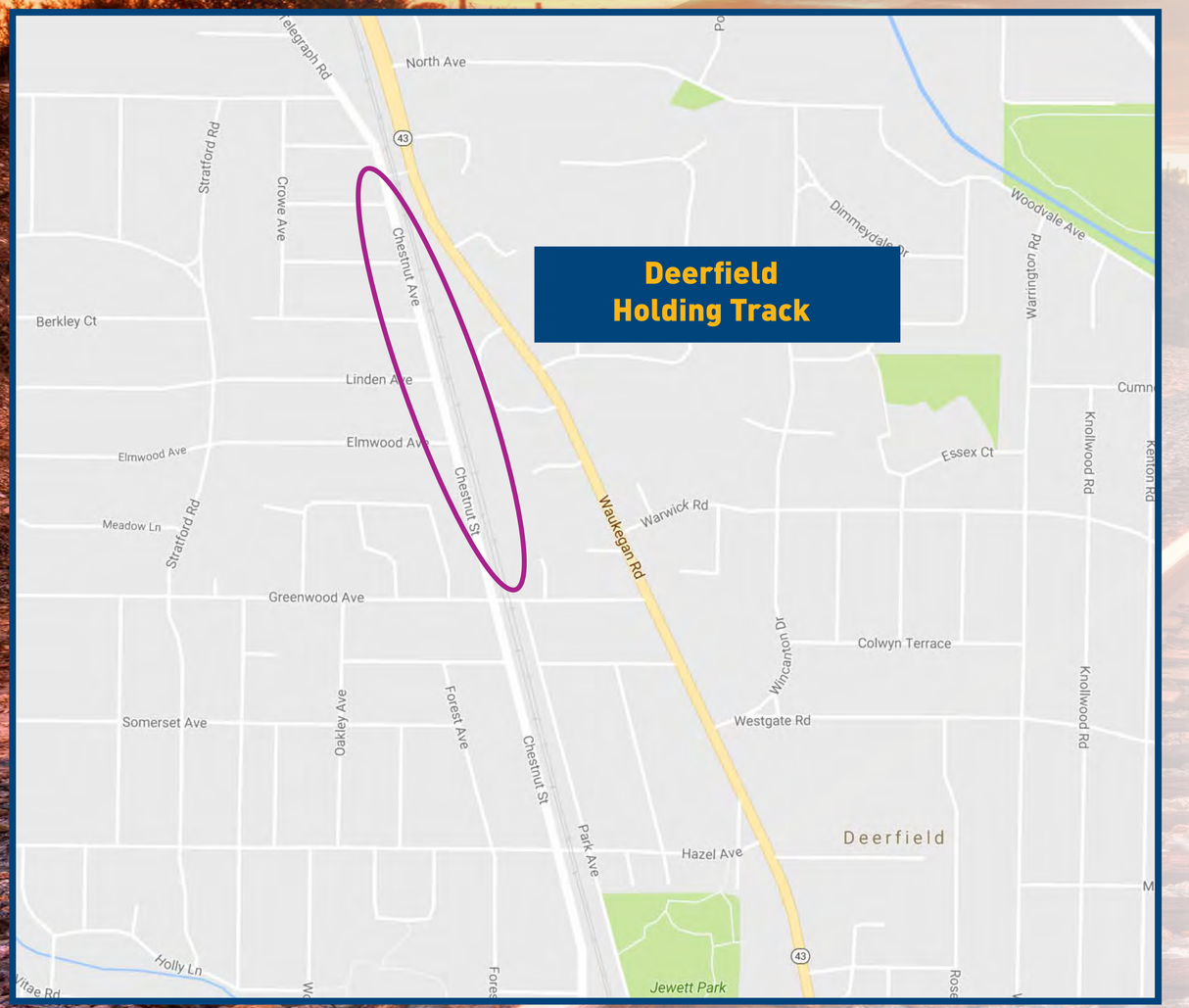


- ✔ **Speed increase** for certain freight trains from **40 mph** to **50 mph** between the railroad control points A-20 in Northbrook, Il and Rondout in Lake Forest, Il
- ✔ **Improvements consist of signal system modifications** to accommodate speed increases
- ✔ **Reduces travel times** for freight trains traveling through the 12-mile segment
- ✔ **Improves capacity** in the segment by decreasing the speed differential between freight and passenger trains

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Project 4: Deerfield Holding Track



- ✔ **Construct new track to allow Metra to "short turn" trains north of Deerfield off the main tracks onto a holding track**

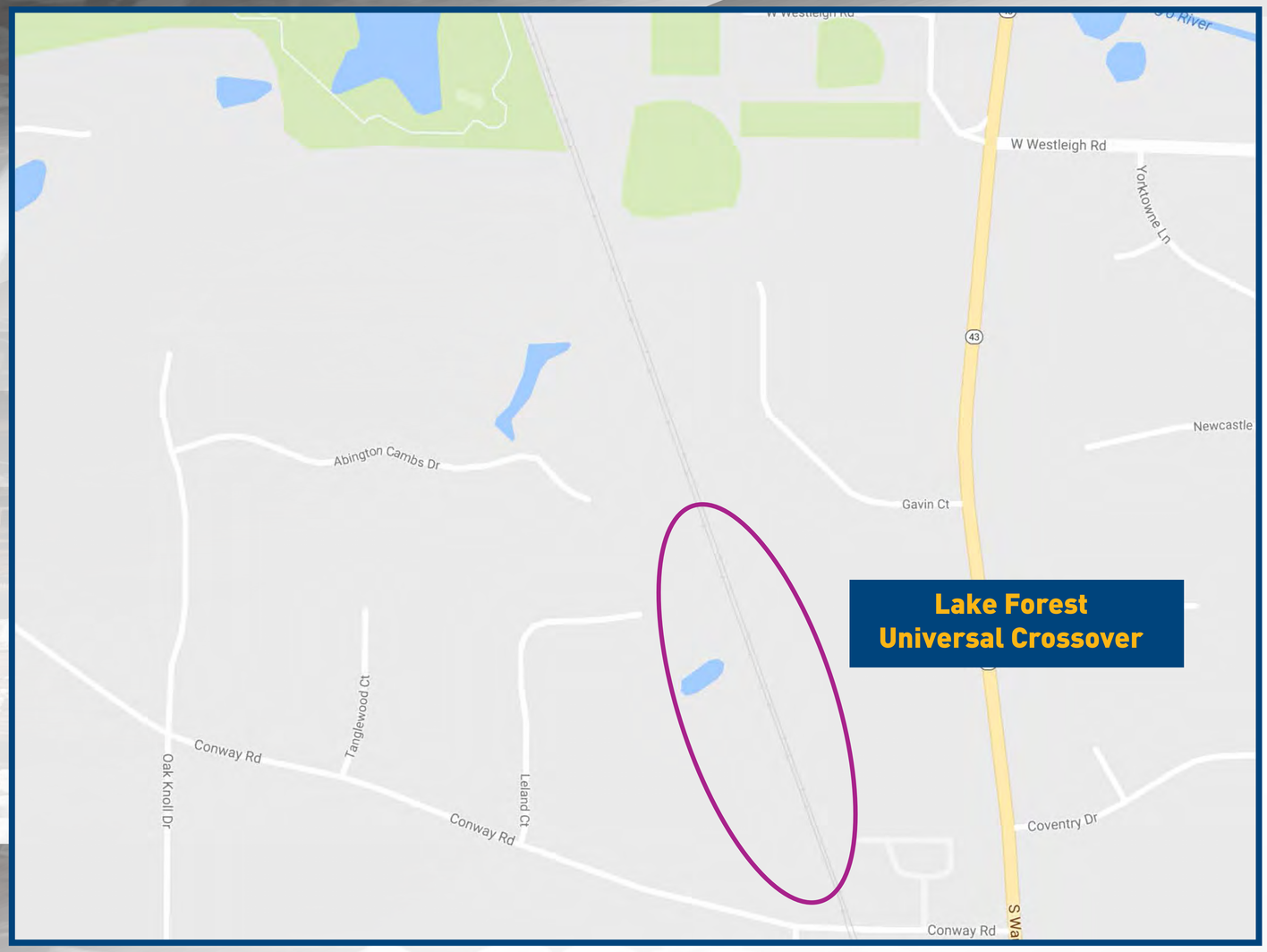
- ✔ **Increases schedule flexibility by freeing up capacity on the mainline**

A "short turn" means that a train is temporarily stopped at a particular point on a route in order for it to continue service in the opposite direction.

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Project 5: Lake Forest Universal Crossover

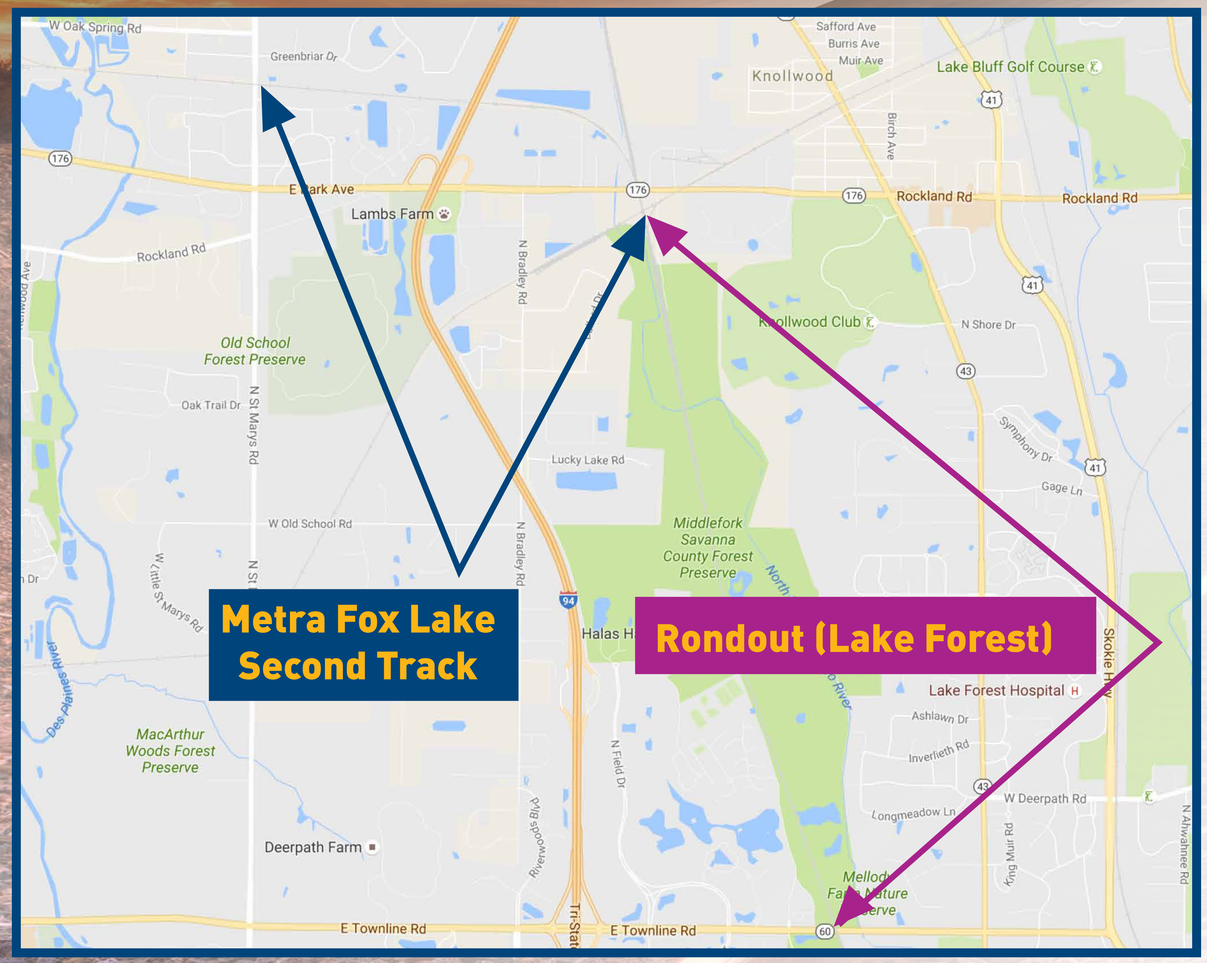


- ✔ **Constructs track crossover**
- ✔ **Allows trains to move to opposite tracks while train crews conduct maintenance activities**
- ✔ **Helps avoid maintenance work at night which is opposed by communities and railroad unions**

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Projects 6 & 7: Rondout (Lake Forest) Metra Fox Lake Second Track



RONDOUT (LAKE FOREST)

- ✔ **Extends siding track south by approximately 13,000 feet**
- ✔ **Provides operational flexibility for both freight and passenger trains by creating a third track in an area of congestion**

METRA FOX LAKE SECOND TRACK

- ✔ **Replaces antiquated signal equipment**
- ✔ **Upgrades track**
- ✔ **Constructs second track along the Fox Lake Subdivision between Rockland Road and St. Mary's Road**
- ✔ **Significantly improves delays by moving stopped trains off the mainline, allowing for simultaneous moves to and from the Fox Lake Subdivision, and increasing through-speeds**

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Project 8: Milwaukee Airport Rail Station Second Platform

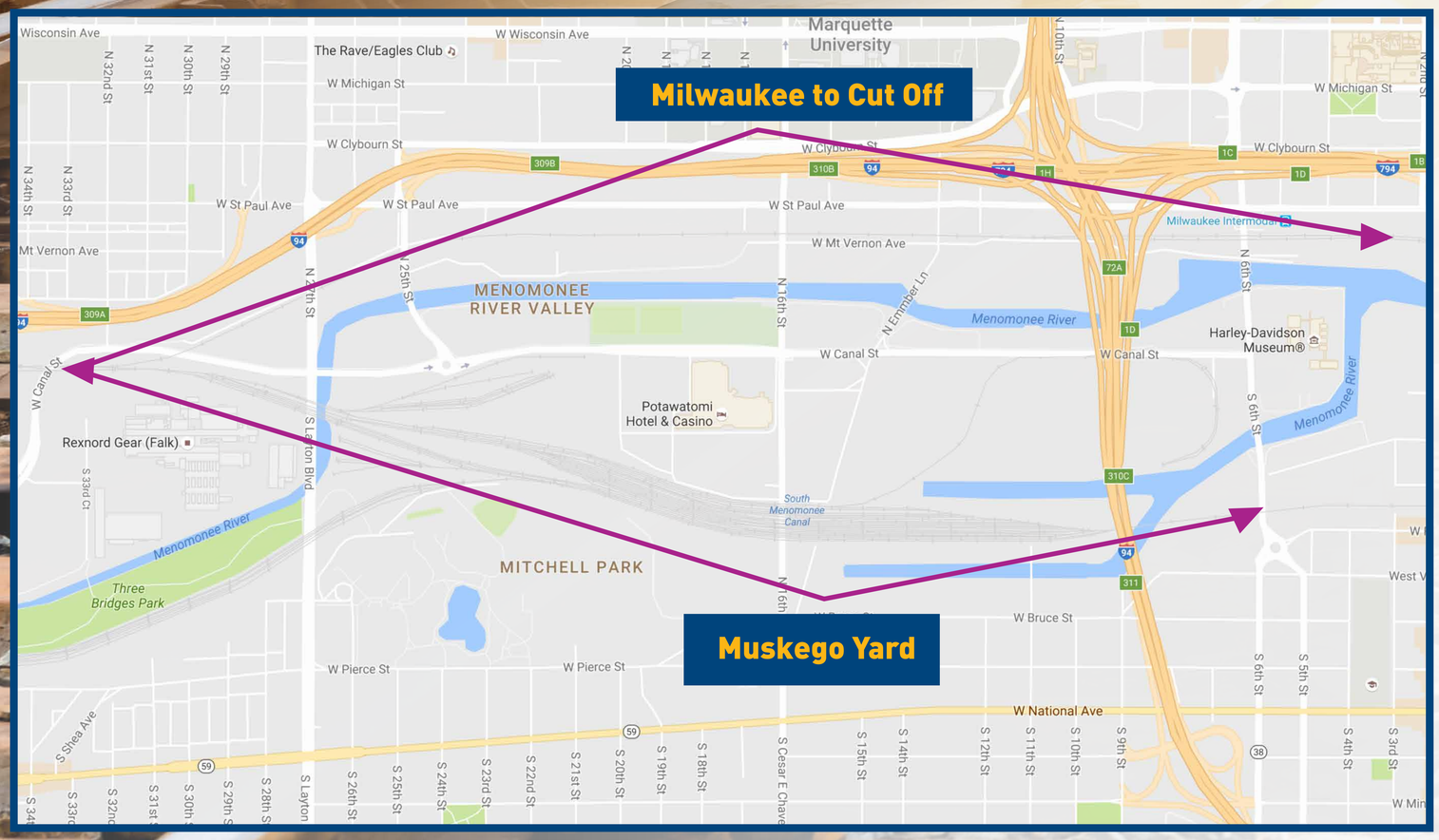


- ✔ **Installs a second Hiawatha Service platform on the west side of the Canadian Pacific tracks**
- ✔ **Constructs elevator towers on both sides of the tracks & overhead pedestrian bridge to cross between platforms**
- ✔ **Decreases congestion on the mainline tracks**
- ✔ **Increases reliability for all users**

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Projects 9 & 10 Muskego Yard Signalization & Milwaukee Station Cut-Off CTC (Centralized Traffic Control) Installation



THE MUSKEGO YARD SIGNALIZATION

✔ **Provides operational flexibility for Canadian Pacific trains by providing a two-track signalized alternative route around Milwaukee Station**

THE MILWAUKEE STATION CUT-OFF

✔ **Provides increased reliability and operational flexibility to Amtrak and freight trains traveling through the Milwaukee Intermodal Station**

✔ **Enables trains to operate more efficiently and at higher speeds between the Station and Cut-Off, a railroad control point 1.8 miles west of the Station**

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Environmental Impact of Build Alternative

AREA OF ASSESSMENT	IMPACTS/ENVIRONMENTAL COMMITMENTS
Land use, zoning, and property acquisition	Land acquisition needed at two sites: Metra Fox Lake Second Track project in Green Oaks, IL and Milwaukee Airport Rail Station Second Platform project in Milwaukee, WI
Socioeconomics	None
Title VI and Environmental Justice	None
Agriculture	None
Transportation	None
Noise and vibration	Best Management Practices to be used during construction to minimize construction equipment noise.
Air quality	Best Management Practices to be used during construction to minimize dust and airborne dirt emissions.
Hazardous materials	A Preliminary Site Environmental Assessment (PESA) for hazardous materials sites would be conducted at the time of final design for each project. State requirements for hazardous materials would be adhered to during construction.
Public health and safety	None
Cultural resources	Full consultation with Native American Tribes will occur during final design.
Critical habitat and endangered species	Project May Affect, Not Likely to Adversely Affect Eastern Prairie Fringed Orchid throughout corridor in known locations of species. Formal consultation with USFWS will occur during final design. A qualified archaeologist will monitor the construction-related ground disturbing activities at Muskego Yard.
Water resources and aquatic habitats	Potential impacts would be minimized through the use and enforcement of Erosion and Sedimentation Control policies and National Pollutant Discharge Elimination System (NPDES) permits that employ Best Management Practices and construction activities would comply with all spill prevention control and countermeasures requirements.
Water quality	Construction impacts would be avoided or minimized by the placement of Best Management Practices (e.g., sediment and erosion control, silt fences, check dams, and sediment basins).
Floodplains	There is a potential for floodplain impacts for the following projects: Rondout Siding Extension, Metra Fox Lake Second Track, and Muskego Yard Signalization. Coordination with FEMA and 100-year flood analyses would be undertaken during final design.
Wetlands	There is a potential for wetland impacts for the following projects: Rondout Siding Extension, Metra Fox Lake Second Track, and Milwaukee Airport Rail Station Second Track. Coordination with US Army Corps of Engineers and state DNRs would occur during final design.
Section 4(f) properties	Best Management Practices to be used during construction to minimize construction noise, dust emissions, and erosion.
Section 6(f) properties	None
Energy use and climate change	Operation of the Build Alternative would cause a minimal net increase in energy consumption considering both Alternatives would be using new energy efficient locomotives.
Visual and aesthetic quality	The retaining wall proposed for the UPRR Siding Extension at A-20 Design Alternatives 1 and 2 would be designed in close coordination with the public to minimize visual impacts as much as possible.

Project Capital and Operating and Maintenance Costs

	Improvement Project	Capital Cost (in 2014)
1	Glenview Universal Crossover	$9 million
2	UPRR Siding Extension at A-20 Alternative 1	$42 million
2	UPRR Siding Extension at A-20 Alternative 2	$39 million
3	Speed Increase between A-20 and Rondout	$1 million
4	Deerfield Holding Track	$7 million
5	Lake Forest Universal Crossover	$8 million
6	Rondout Siding Extension	$10 million
7	Metra Fox Lake Second Track	$36 million
8	Milwaukee Airport Rail Station Second Platform	$7 million
9	Muskego Yard Signalization	$27 million
10	Milwaukee Station-Cut-Off CTC Installation	$4 million
	Total	$148-151 million*

*Total capital cost shows a range of values - $148 million if UPRR Siding Extension at A-20 Alternative 2 is selected and $151 million if Alternative 1 is selected

Operating and Maintenance Cost Element	Amount (in 2019)
Operating and Maintenance Cost (FY2019)	$30,000,000
Revenue (FY2019)	$23,000,000
Annual Estimated State Operating Payment (FY2019)	$7,000,000

Land Acquisition

PARCEL DESCRIPTION	TOTAL PARCEL SIZE	AMOUNT PROPOSED FOR ACQUISITION
Metra Fox Lake Second Track Project		
Parcel #1124100004 13686 W. Rockland Road Green Oaks, IL 60048	2.29 acres	0.44 acres
Parcel #1113300003 13735 W. Atkinson Road Green Oaks, IL 60048	19.26 acres	0.05 acres
Parcel #1113300014 13885 W. Atkinson Road Green Oaks, IL 60048	49.58 acres	0.29 acres
Milwaukee Airport Rail Station Second Platform Project		
Parcel #6719970110 5758 S. 13th Street Milwaukee, WI 53221	6.96 acres	0.07 acres

Public Involvement & Next Steps

SUBMIT COMMENTS BY NOVEMBER 15, 2016
TO BECOME A PART OF THE OFFICIAL RECORD



Comments may be submitted here today or mailed to:

Hiawatha EA Project Team
Quandel
2000 Auburn Drive, Suite 200
Beachwood, OH 44122

Comments may also be submitted online at:
chi-milwrailstudy.wi.gov
or
www.illinoisrail.org

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Environmental Assessment

A copy of the EA is available here today and to download at

chi-milwrailstudy.wi.gov

or

www.illinoisrail.org

Copies are also available for viewing at local libraries (visit web pages above for locations)

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