

Appendix D4 Human Environment

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D4.1. Transportation

This section provides additional background and impacts concerning freight traffic and operations, at-grade crossings, vehicular traffic, wayside industries, and parking.

Freight Traffic and Rail Operations

The growth in demand for freight service is reflected in the growth in the number of freight trains assumed for the No-Build Alternative. However, construction of either build alternative would increase track capacity and operational efficiency. Track construction would allow high-speed trains to pass the growing number of freight trains operating in the corridor without slowing down. This capability is essential if desired passenger rail travel times are to be achieved. Since rail capacity improvements are included in the build alternatives, freight train reliability would not be reduced.

Construction activities for the build alternatives would affect rail traffic temporarily and adjustments to existing operations, which would occur when upgrading tracks. Construction activities include adding the new second track, upgrading signals, installation of new bridges, and modifying grade crossings. Impacts from these activities include reducing operating train speeds through construction zones or temporary shutdowns. Thus, these activities would increase rail travel time. This impact would be minimized by building the new track first, while keeping trains on the existing track and then shifting trains to the new track while improvements are made to the existing track.

USFS has expressed concerns about long term rail operations through MNTP. Long-term rail impacts on the natural resources in MNTP can be both positive and negative. While rail transport offers advantages like lower carbon emissions compared to other modes of travel, the construction of the proposed Project could also have short-term negative

impacts on MNTP land. The proposed Project will allow for trains to travel more quickly through MNTP and improve operational efficiency.

At-Grade Crossings

There are five public at-grade crossings and three private at-grade crossings along the proposed Project. The five public at-grade crossings are: Mississippi Street (MP 45.77), Hoff Road (MP 46.64), River Road (MP 51.46), Stripmine Road (MP 53.42), and Coal City Road (MP 54.85). The three private road crossings include one closed crossing (MP 47.82), Joliet Arsenal Road (MP 48.62), and Damien Mills (MP 49.91). The proposed Project would revise at-grade crossings at Mississippi Street (MP 45.77), Hoff Road (MP 46.64), and Coal City Road (MP 54.85) by moving four-quadrant gates and adjusting the road approach to accommodate the second track. The proposed Project would add a second track at Private - Joliet Arsenal Road (MP 48.62), Private - Damien Mills Road (MP 49.91), River Road (MP 51.46), and Stripmine Road (MP 53.42).

Crossings would be equipped with a constant warning time for both build alternatives. For high-speed passenger trains, crossing gates would activate 80 seconds before a train reaches the crossing. This change was made in response to train speed increases associated with the Joliet to Dwight Track Improvement Project and is a part of the No-Build Alternative. The additional passenger trains would increase the amount of time that a crossing is blocked by approximately 11 minutes per day from what it is currently. This change would not be notable given that it would be split among the passenger trains passing through at different times of day. Additionally, the potential for the additional wait time to generate traffic congestion is negligible given the public crossings are within small rural communities. With the No-Build Alternative the number of passenger train gate closures would not change.

During construction, each public at-grade crossing would be closed during the installation of the second track at the crossing. The construction contractor would coordinate the timing of public crossing closures with the Village of Elwood, City of Wilmington, City of Braidwood, and Abraham Lincoln National Cemetery with the objective of minimizing impacts to traffic flow across the tracks. Detours to alternate crossings would be marked. At the private crossings, temporary full crossing closures would either not occur or be brief and infrequent since there is no alternate access to the property served. The timing of any full closures would be coordinated with the property owner. During construction, full or partial closures of the Mississippi Street crossing would be coordinated with the Elwood Fire Protection District, because this crossing is the primary route to the east side of Elwood for emergency vehicles (fire and medical).

Vehicular Traffic

The No-Build Alternative would not have any impacts on vehicular traffic.

Either build alternative would result in temporary impacts to vehicular operations related to emergency services, schools, businesses, and other local activities when grade crossings are improved. At-grade crossing improvements would, at a minimum, require traffic to slow down as it passes through the construction zone. During temporary

crossing closures, temporary diversion of traffic to adjacent crossings along marked detours would be required. The contractor would coordinate the timing of public crossing closures with the parties listed in the previous section.

Both build alternatives would have no permanent impacts to vehicular traffic other than that described above related to the amount of time gates are down, resulting in no changes to access. Fencing built under the Joliet to Dwight Track Improvement Project would continue to channel pedestrians and bicyclists wanting to cross the tracks to the nearby at-grade crossings.

Overall traveler safety in the Chicago to St. Louis HSR Program corridor would increase, as travelers divert from automobile to rail since rail is a safer mode of travel.

Wayside Industry with Rail Service

Wayside industry in the Project study area includes two large industrial facilities (grain elevator, and a shipping and receiving warehouse), which are served by existing spur lines accessed from UPRR. Coordination with these industries would occur during construction to minimize rail service impacts.

Public Parking

There would be no displacements of public parking spaces with either the No-Build or build alternatives.

D4.2. Community and Land Use

The zoning in the Project study area is agricultural, residential, commercial, industrial, and also includes zoned Federal land (Abraham Lincoln National Cemetery). Several large cultural, ecological, and recreational land uses are in the Project study area. They are addressed in other sections of this EA and include Dale and Frances Archer Memorial Park in the Village of Elwood, Abraham Lincoln National Cemetery, MNTP, Des Plaines State Fish and Wildlife Area, and Hitts Siding Nature Preserve. Additionally, the project corridor runs adjacent to a portion of historic Alternate Route 66. Both build alternatives are consistent with the surrounding communities' comprehensive plans and would not have an impact on community cohesion.

Existing Conditions

The Project study area passes through the Village of Elwood, City of Wilmington, and north of the City of Braidwood. These communities are described in detail below.

Land Use Plans and Goals

Village of Elwood. The Village of Elwood's Comprehensive Plan states several goals, which include: maintaining a well-balanced Village environment of residential, commercial, industrial, public, and open lands, to maintain, enhance, and expand the traditional village downtown, especially maximizing the "main street" character of Mississippi Street; ensure new development contributes to the small town, rural character of the Village; provide and maintain housing and neighborhoods that reflect the planned character of the Village, including a variety of housing types and densities

for varying ages, family size, and lifestyle; and, the most relevant goal is to develop and maintain a balanced transportation system which provides for the safe and efficient movement of people and goods by all modes of transport.

The Village of Elwood's Comprehensive Plan proposes land use changes that address an increasing population. An increase in residential land use density and the expansion of commercial and industrial land uses would accommodate the increasing population. The plan aims to restore the "main street" character of the Village of Elwood, increase sidewalks to strengthen pedestrian connection of residences, and buffering the industrial land uses from existing and planned residential uses. Along the north portion of the Project study area, single family residential development is proposed to replace the existing agricultural land on the east side of the UPRR tracks.

The corridor extends in the Village of Elwood for approximately 1.4 miles. A US Post Office is within 500 feet of the railroad tracks. Other nearby community resources, within 1,500 feet of the tracks, include two schools, a church, and a public park. Community resources along the UPRR tracks are shown on the Environmental Map Set. A large intermodal facility is to the southwest of Elwood.

City of Wilmington. The City of Wilmington Comprehensive Plan is the city's guiding document for policy decisions regarding land use, transportation, and urban design, and seeks to communicate a vision of the built environment. According to this plan, the community is served by 12 churches, two elementary schools, one middle school, one high school, a library, one weekly newspaper, a movie theatre, and up to 24 service organizations. Community resources along the UPRR tracks are shown on the Environmental Map Set.

The City of Wilmington Comprehensive Plan states several goals, which include: maintaining the single-family residential character; preserving the City's historic downtown; maintaining recreational and park space; establishing recreational and park space along the Kankakee River shoreline; creating a responsible land use composition; and, limiting government service tax increases. The most relevant goal related to the proposed Project is the plan's indication of support of public transportation systems, including high-speed rail, PACE bus authority, and Metra.

City of Braidwood. The proposed Project does not extend into the City of Braidwood limits and would not affect the community; however, the proposed Project is adjacent (to the east) to Hitts Siding Prairie, which the plan depicts as Public Open Space. Impacts to the Hitts Siding Prairie are addressed in Appendix D2.

Land Use

Overall, the Project study area includes agricultural, residential, commercial/industrial, and nature preserve land use areas. Nature preserves include MNTP, Des Plaines State Fish and Wildlife Area, and Hitts Prairie. The first two also are recreation areas.

In the Village of Elwood, the Project study area is residential development to the west of the tracks and agricultural land to the east of the UPRR tracks in the northern part of Elwood. In the center of the Elwood downtown area near Mississippi Street is commercial and residential development on the east and west sides of the UPRR tracks. In the southern portion of Elwood is a community park and large intermodal/distribution center to the west of the UPRR tracks, agricultural land and a residence to the east of the tracks.

Between Hoff Road and River Road, the Project study area passes adjacent to Abraham Lincoln National Cemetery, MNTP, and Des Plaines State Fish and Wildlife Area. . One industrial grain facility is located in the midst of MNTP on the west side of the UPRR tracks.

In the City of Wilmington, south of River Road to just north of E. Kankakee River Drive, agricultural land is on the east and west sides of the UPRR tracks. The proposed Project has a geographical break beginning just north of E. Kankakee River Drive that was assessed as a part of the Kankakee River Bridge and Track Improvements project and begins again at N. 1st Street. South of N. 1st Street, the east and west sides of the UPRR tracks is commercially developed.

Between the City of Wilmington and the City of Braidwood, from Stripmine Road to the Project study area terminus south of Coal City Road is the Hitts Siding Prairie, a 260-acre designated Illinois Natural Area Inventory (INAI) site on the west side of the UPRR tracks. A utility easement that is not a part of the Hitts Siding Prairie is adjacent to west side of the UPRR ROW. The east side of the UPRR ROW is developed with residential, agricultural, and commercial developments.

Neighborhoods

There are residential neighborhoods on either side of the railroad; however, no residential neighborhoods extend across the tracks. The railroad creates a natural divide between neighborhoods.

Potential Impacts

The No-Build Alternative would not affect the neighboring communities or their land use.

Build Alternative 1B

Build Alternative 1B would involve the acquisition of approximately 16.0 acres of additional ROW, 0.5 acre of permanent easement, 11.5 acres of temporary easements, and 1.0 acres of grading permits. Acquisition of ROW and easements are primarily strips of land along the railroad that are required for grading and drainage along the existing corridor. The majority of the ROW acquisition and easements requires the use of 11.9 acres of agricultural land, of which 6.9 acres are in the MNTP and 5.7 acres are in an area zoned for agricultural use. Residential, industrial, commercial, and park space make up the remainder of the land use types.

Build Alternative 2A

Build Alternative 2A would require the acquisition of approximately 10.7 acres of additional ROW, 0.3 acres of permanent easement, 11.1 acres of temporary easements, and 8.5 acres of grading permits. Like Build Alternative 1B, acquisition of ROW and easements are primarily strips of land along the railroad that are required for grading and drainage along the existing corridor.

Land use composition for Build Alternative 2A's ROW acquisition and easement areas largely follow those of Build Alternative 1B. The majority of the ROW acquisition and easements requires the use of 6.5 acres of agricultural land, of which 4.8 acres are in an area zoned for agricultural use.

Residential and Business Relocations

No residential or business relocations would occur with the No-Build Alternative. Both build alternatives would require the displacement of two residential detached garages that currently encroach on UPRR ROW. Land for new ROW and easements that would be purchased are generally unused. The list of properties affected by Alternative 1B and 2A can be found in Table D4-1 and D4-2. Alternative 1B and 2A affect 56 and 85 street addresses, respectively. There would be no business impacts as a result of loss of parking and/or change in access.

Right-of-way, permanent easement, and temporary construction easement purchases would be conducted in compliance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Uniform Relocation Act) (42 USC Sections § 4601 et seq.), as amended, and the USDOT implementing regulations, 49 CFR part 24. The Uniform Relocation Act applies to all federal or federally-assisted activities that involve the acquisition of real property or the displacement of residences or business. The provisions of the State of Illinois Relocation Assistance Plan in accordance with the Uniform Relocation Act would not apply since there are no relocations. However, UPRR would coordinate with the residential property owners regarding the displacement of the detached garages that currently encroach on UPRR property.

Table D4-1. Properties Impacted by Alternative 1B

PIN	Street Address	IMPACT TYPE
1011204000010000	VACANT S DIAGONAL RD ELWOOD IL 60421	Required ROW
1011291150050000	200 N MATTESON ST ELWOOD IL 60421	Required ROW
1011291160030000	CHECK E MISSISSIPPI AVE ELWOOD IL 60421	Required ROW
1011291280070000	VACANT E MISSISSIPPI AVE ELWOOD IL 60421	Required ROW
1011291280090000	108 S MATTESON ST ELWOOD IL 60421	Required ROW

1011291280080000	102 S MATTESON ST ELWOOD IL 60421	Required ROW
1011291280080000	102 S MATTESON ST ELWOOD IL 60421	Temporary Construction Easement
1011291280080000	102 S MATTESON ST ELWOOD IL 60421	Temporary Construction Easement
1011291280130000	210 E MISSISSIPPI AVE ELWOOD IL 60421	Required ROW
1011291280100000	209 S DOUGLAS ST ELWOOD IL 60421	Required ROW
1011291280110000	213 S DOUGLAS ST ELWOOD IL 60421	Required ROW
1011291280120000	VACANT S DOUGLAS ST ELWOOD IL 60421	Required ROW
1011291330070000	301 S DOUGLAS ST ELWOOD IL 60421	Required ROW
1011291320020000	308 S CHICAGO AVE ELWOOD IL 60421	Temporary Construction Easement
1011291380010000	VACANT S CHICAGO AVE ELWOOD IL 60421	Temporary Construction Easement
1011293000010000	400 S JACKSON ST ELWOOD IL 60421	Temporary Construction Easement
1011293010030000	VACANT W WALTER STRAWN DR ELWOOD IL 60421	Required ROW
1011293010020000	VACANT W WALTER STRAWN DR ELWOOD IL 60421	Required ROW
1011293010020000	VACANT W WALTER STRAWN DR ELWOOD IL 60421	Temporary Construction Easement
1011304010150000	VACANT W WALTER STRAWN DR ELWOOD IL 60421	Temporary Construction Easement
1011312000010020	VACANT W HOFF RD ELWOOD IL 60421	Temporary Construction Easement
1011312000010020	VACANT W HOFF RD ELWOOD IL 60421	Permanent Easement
1011312000010020	VACANT W HOFF RD ELWOOD IL 60421	Permanent Easement
1011314000010000	VACANT W HOFF RD ELWOOD IL 60421	Temporary Construction Easement
1011314000010000	VACANT W HOFF RD ELWOOD IL 60421	Permanent Easement
1011313000040000	VACANT W HOFF RD ELWOOD IL 60421	Temporary Construction Easement
1011313000040000	VACANT W HOFF RD ELWOOD IL 60421	Required ROW

0918061000010000	VACANT S RT 53 WILMINGTON IL 60481	Temporary Construction Easement
0918061000010000	VACANT S RT 53 WILMINGTON IL 60481	Required ROW
0918061000010000	VACANT S RT 53 WILMINGTON IL 60481	Required ROW
0317011000010010	VACANT S RT 53 WILMINGTON IL 60481	Temporary Construction Easement
0317011000010010	VACANT S RT 53 WILMINGTON IL 60481	Required ROW
0317121000010000	VACANT S RT 53 WILMINGTON IL 60481	Required ROW
0317131000040000	VACANT N NEW RIVER RD WILMINGTON IL 60481	Required ROW
0317243020050000	UTILITY N KANKAKEE ST UTILITY WILMINGTON IL 60481	Required ROW
0317243020080000	VACANT E KANKAKEE RIVER DR WILMINGTON IL 60481	Required ROW
0317251100400000	515, 520, 522 KENVIEW DR WILMINGTON IL 60481	Required ROW
0317251100300000	511, 513, 516, 517, 518, 519, 521, 523, 525 KENVIEW DR WILMINGTON IL 60481	Required ROW
0317251100430000	VACANT KENVIEW DR WILMINGTON IL 60481	Required ROW
0317251100100000	633 SOUTH OUTER DR WILMINGTON IL 60481	Required ROW
0317251100110000	631 SOUTH OUTER DR WILMINGTON IL 60481	Required ROW
0317251100120000	625 SOUTH OUTER DR WILMINGTON IL 60481	Required ROW
0317251100130000	617 SOUTH OUTER DR WILMINGTON IL 60481	Required ROW
0317251100140000	613, 615 SOUTH OUTER DR WILMINGTON IL 60481	Required ROW
0317251100150000	607 SOUTH OUTER DR WILMINGTON IL 60481	Required ROW
0317251100190000	107 PARKER CT WILMINGTON IL 60481	Required ROW
0317251100200000	117 PARKER CT WILMINGTON IL 60481	Required ROW
0317251140060000	508 STEWART ST WILMINGTON IL 60481	Required ROW

0317251170040000	VACANT STEWART ST WILMINGTON IL 60481	Required ROW
0317251210010000	VACANT ALBANY ST WILMINGTON IL 60481	Required ROW
0317251200040000	VACANT N KANKAKEE ST WILMINGTON IL 60481	Required ROW
0317264000030000	VACANT W STEVENS LN WILMINGTON IL 60481	Required ROW
0317264020080000	VACANT RAILROAD ST WILMINGTON IL 60481	Required ROW
0317264000160000	VACANT DAVY LN WILMINGTON IL 60481	Required ROW
0317264070020000	407, 409, 411, 413 DAVY LN WILMINGTON IL 60481	Required ROW
0317264070050000	417, 419, 421, 423 DAVY LN WILMINGTON IL 60481	Required ROW
0317264070140000	613 DAVY LN WILMINGTON IL 60481	Required ROW
0317264070160000	PKG LOT DAVY LN WILMINGTON IL 60481	Required ROW
0317264070150000	745, 747, 749, 751, 753 DAVY LN WILMINGTON IL 60481	Required ROW
0317264070130000	VACANT DAVY LN WILMINGTON IL 60481	Required ROW
0317352000010000	VACANT W STRIPMINE RD WILMINGTON IL 60481	Required ROW
0317351000060000	UTILITY S RT 53 UTILITY WILMINGTON IL 60481	Required ROW
0317353000010000	VACANT S RT 53 WILMINGTON IL 60481	Required ROW
0317344000300000	UTILITY S RT 53 UTILITY WILMINGTON IL 60481	Required ROW
0317344000180000	UTILITY S RT 53 UTILITY WILMINGTON IL 60481	Required ROW
0317344000040000	23600 W COAL CITY RD UTILITY WILMINGTON IL 60481	Required ROW

Table D4-2. Properties Impacted by Alternative 2A

PIN	Street Address	PROPERTY IMPACT TYPE
1011204000010000	VACANT S DIAGONAL RD ELWOOD IL 60421	Required ROW
1011291040020000	133 N ST LOUIS ST ELWOOD IL 60421	Temporary Construction Easement

1011291040200000	131 N ST LOUIS ST ELWOOD IL 60421	Temporary Construction Easement
1011291040190000	129 N ST LOUIS ST ELWOOD IL 60421	Temporary Construction Easement
1011291040140000	127 N ST LOUIS ST ELWOOD IL 60421	Temporary Construction Easement
1011291040150000	125 N ST LOUIS ST ELWOOD IL 60421	Temporary Construction Easement
1011291040160000	123 N ST LOUIS ST ELWOOD IL 60421	Temporary Construction Easement
1011291040170000	121 N ST LOUIS ST ELWOOD IL 60421	Temporary Construction Easement
1011291040180000	119 N ST LOUIS ST ELWOOD IL 60421	Temporary Construction Easement
1011291100020000	115 N ST LOUIS ST ELWOOD IL 60421	Temporary Construction Easement
1011291150050000	200 N MATTESON ST ELWOOD IL 60421	Required ROW
1011291160030000	CHECK E MISSISSIPPI AVE ELWOOD IL 60421	Required ROW
1011291280070000	VACANT E MISSISSIPPI AVE ELWOOD IL 60421	Required ROW
1011291280090000	108 S MATTESON ST ELWOOD IL 60421	Required ROW
1011291280080000	102 S MATTESON ST ELWOOD IL 60421	Required ROW
1011291280080000	102 S MATTESON ST ELWOOD IL 60421	Temporary Construction Easement
1011291280080000	102 S MATTESON ST ELWOOD IL 60421	Temporary Construction Easement
1011291280130000	210 E MISSISSIPPI AVE ELWOOD IL 60421	Required ROW
1011291280100000	209 S DOUGLAS ST ELWOOD IL 60421	Required ROW
1011291280110000	213 S DOUGLAS ST ELWOOD IL 60421	Required ROW
1011291280120000	VACANT S DOUGLAS ST ELWOOD IL 60421	Required ROW
1011291330070000	301 S DOUGLAS ST ELWOOD IL 60421	Required ROW
1011291320030000	108 E MORRIS ST ELWOOD IL 60421	Required ROW
1011291320020000	308 S CHICAGO AVE ELWOOD IL 60421	Required ROW

1011291380010000	VACANT S CHICAGO AVE ELWOOD IL 60421	Required ROW
1011293000010000	400 S JACKSON ST ELWOOD IL 60421	Required ROW
1011293010030000	VACANT W WALTER STRAWN DR ELWOOD IL 60421	Required ROW
1011293010020000	VACANT W WALTER STRAWN DR ELWOOD IL 60421	Required ROW
1011293010020000	VACANT W WALTER STRAWN DR ELWOOD IL 60421	Temporary Construction Easement
1011304010150000	VACANT W WALTER STRAWN DR ELWOOD IL 60421	Temporary Construction Easement
1011304010150000	VACANT W WALTER STRAWN DR ELWOOD IL 60421	Required ROW
1011312000010020	VACANT W HOFF RD ELWOOD IL 60421	Temporary Construction Easement
1011312000010020	VACANT W HOFF RD ELWOOD IL 60421	Permanent Easement
1011312000010020	VACANT W HOFF RD ELWOOD IL 60421	Permanent Easement
1011314000010000	VACANT W HOFF RD ELWOOD IL 60421	Temporary Construction Easement
1011314000010000	VACANT W HOFF RD ELWOOD IL 60421	Permanent Easement
1011313000040000	VACANT W HOFF RD ELWOOD IL 60421	Temporary Construction Easement
0918061000010000	VACANT S RT 53 WILMINGTON IL 60481	Temporary Construction Easement
0317011000010010	VACANT S RT 53 WILMINGTON IL 60481	Temporary Construction Easement
0317121000010000	VACANT S RT 53 WILMINGTON IL 60481	Temporary Construction Easement
0317124000020000	VACANT S RT 53 WILMINGTON IL 60481	Required ROW
0317015030020000		Temporary Construction Easement, Grading Permit
0317122000010000	VACANT S RT 53 WILMINGTON IL 60481	Temporary Construction Easement, Grading Permit
0317122000010000	VACANT S RT 53 WILMINGTON IL 60481	Required ROW

0317122000020000	29040, 29044, 29046 S RT 53 WILMINGTON IL 60481	Required ROW
0317122000030000	29050 S RT 53 WILMINGTON IL 60481	Required ROW
0317122000040000	29060 S RT 53 WILMINGTON IL 60481	Required ROW
0317122000050000	29070 S RT 53 WILMINGTON IL 60481	Required ROW
0317124000030000	VACANT S RT 53 WILMINGTON IL 60481	Required ROW
0317124000080000	29400 S RT 53 WILMINGTON IL 60481	Required ROW?
0317124000090000	VACANT S RT 53 WILMINGTON IL 60481	Required ROW?
0317133000010000	VACANT N NEW RIVER RD WILMINGTON IL 60481	Temporary Construction Easement
0317241000040000	VACANT W NEW RIVER RD WILMINGTON IL 60481	Temporary Construction Easement
0317243020050000	UTILITY N KANKAKEE ST UTILITY WILMINGTON IL 60481	Required ROW
0317243020080000	VACANT E KANKAKEE RIVER DR WILMINGTON IL 60481	Required ROW
0317245060020000	VACANT E KANKAKEE RIVER DR WILMINGTON IL 60481	Required ROW
0317244000090000	800 E KANKAKEE RIVER DR WILMINGTON IL 60481	Required ROW
0317251100400000	515, 520, 522 KENVIEW DR WILMINGTON IL 60481	Required ROW
0317251100300000	511, 513, 516, 517, 518, 519, 521, 523, 525 KENVIEW DR WILMINGTON IL 60481	Required ROW
0317251100430000	VACANT KENVIEW DR WILMINGTON IL 60481	Required ROW
0317251100100000	633 SOUTH OUTER DR WILMINGTON IL 60481	Required ROW
0317251100110000	631 SOUTH OUTER DR WILMINGTON IL 60481	Required ROW
0317251100120000	625 SOUTH OUTER DR WILMINGTON IL 60481	Required ROW
0317251100130000	617 SOUTH OUTER DR WILMINGTON IL 60481	Required ROW

0317251100140000	613, 615 SOUTH OUTER DR WILMINGTON IL 60481	Required ROW
0317251100150000	607 SOUTH OUTER DR WILMINGTON IL 60481	Required ROW
0317251100190000	107 PARKER CT WILMINGTON IL 60481	Required ROW
0317251100200000	117 PARKER CT WILMINGTON IL 60481	Required ROW
0317251140060000	508 STEWART ST WILMINGTON IL 60481	Required ROW
0317251170040000	VACANT STEWART ST WILMINGTON IL 60481	Required ROW
0317251170040000	VACANT STEWART ST WILMINGTON IL 60481	Temporary Construction Easement
0317251170060000	707 N JOLIET ST WILMINGTON IL 60481	Required ROW
0317251170060000	707 N JOLIET ST WILMINGTON IL 60481	Temporary Construction Easement
0317251210010000	VACANT ALBANY ST WILMINGTON IL 60481	Required ROW
0317251200040000	VACANT N KANKAKEE ST WILMINGTON IL 60481	Required ROW?
0317251200040000	VACANT N KANKAKEE ST WILMINGTON IL 60481	Temporary Construction Easement?
0317251180030000	VACANT N KANKAKEE ST WILMINGTON IL 60481	Temporary Construction Easement
0317264000030000	VACANT W STEVENS LN WILMINGTON IL 60481	Required ROW
0317264020080000	VACANT RAILROAD ST WILMINGTON IL 60481	Required ROW
0317264000160000	VACANT DAVY LN WILMINGTON IL 60481	Required ROW
0317265060020000	VACANT DAVY LN WILMINGTON IL 60481	Required ROW
0317264070020000	407, 409, 411, 413 DAVY LN WILMINGTON IL 60481	Required ROW
0317264070050000	417, 419, 421, 423 DAVY LN WILMINGTON IL 60481	Required ROW
0317264070140000	613 DAVY LN WILMINGTON IL 60481	Required ROW
0317264070160000	PKG LOT DAVY LN WILMINGTON IL 60481	Required ROW
0317264070150000	745, 747, 749, 751, 753 DAVY LN WILMINGTON IL 60481	Required ROW

0317264070130000	VACANT DAVY LN WILMINGTON IL 60481	Required ROW
0317264030190000	700 W BALTIMORE ST WILMINGTON IL 60481	Required ROW
0317264030250000	702 W BALTIMORE ST WILMINGTON IL 60481	Required ROW
0317264030270000	704, 706 W BALTIMORE ST WILMINGTON IL 60481	Required ROW
0317264030290000	708, 710, 712 W BALTIMORE ST WILMINGTON IL 60481	Required ROW
0317351000060000	UTILITY S RT 53 UTILITY WILMINGTON IL 60481	Required ROW
0317353000010000	VACANT S RT 53 WILMINGTON IL 60481	Required ROW
0317344000300000	UTILITY S RT 53 UTILITY WILMINGTON IL 60481	Required ROW
0317344000180000	UTILITY S RT 53 UTILITY WILMINGTON IL 60481	Required ROW
0317344000040000	23600 W COAL CITY RD UTILITY WILMINGTON IL 60481	Required ROW

Community Service and Facility Impacts

There would be no displacement or other direct impacts to the community services or facilities in the Village of Elwood, City of Wilmington, or City of Braidwood with either the No-Build or the build alternatives.

There would be no alteration to the existing street grid, except for short-term temporary closures during construction. Impacts to services and facilities would be from these closures minimal. In some cases, temporary diversion of traffic to adjacent crossings would be required, affecting emergency and school bus services requiring vehicular movement across the tracks (see Appendix D.3 for discussion of vehicular traffic impacts.)

Impacts to parks and open spaces that also have a habitat and wildlife management function are addressed in Appendix D2.

Land Use Plan and Planning Goal Compatibility

The No Build Alternative would not support the planning goals set forth by the Village of Elwood, which aims to improve traveler safety and improvements to Mississippi Street downtown, and the City of Wilmington goals that include the promotion of the public transportation development.

Implementation of either build alternative would not conflict with the implementation of Village of Elwood and City of Wilmington land use planning goals and redevelopment plans as described in Appendix D2.

A relevant Village of Elwood goal specific to the proposed Project, because of the proposed Project's improvements at Mississippi Street, is maximizing the "main street" character of Mississippi Street. The fundamental objective of this goal includes a "Main Street Streetscape Plan", which includes plans for connecting the pedestrian system with the Village's open space hierarchy and providing a safe means of access to the "main street". Both build alternatives would retain the existing sidewalks on both sides of the Mississippi Street crossing and pedestrian crossing gates installed as a part of the Joliet to Dwight Track Improvement Project.

In Elwood, the proposed Project's second track, a siding relocation and extension, and maintenance access facility would be on the east side of the track in this area and the UPRR ROW would be widened by 50 feet. The future development of this land as single family residential should not be affected by the proposed Project because:

- Single family residential is already on both sides of the UPRR ROW in Elwood.
- The land planned for residential development extends beyond the proposed new ROW providing ample room for a developer to take into consideration changed railroad conditions in development planning.
- New industrial access to the UPRR is not provided.

For the City of Wilmington, the most relevant goal related to the proposed Project is the plan's indication of support of public transportation systems, including high-speed rail, PACE bus authority, and Metra. The proposed Project as an HSR Project supports this goal.

Community Cohesion Impacts

The No-Build Alternative would not affect community cohesion in the Project study area, since there would be no change to the UPRR. Safety benefits for motor vehicles, pedestrians, and bicyclists associated with at-grade crossing improvements would not occur.

The build alternatives would not impact community cohesion since the project proposes to improve an existing railroad ROW, existing grade crossings would remain open, and no community facilities or services would be affected. Both build alternatives would have a positive safety impact on motor vehicle, bicycle, and pedestrian movement in association with at-grade crossing protection improvements.

D4.3. Cultural Resources

This section describes and assesses impacts to historic, architectural and archaeological resources within the proposed Project's area of potential effect (APE). The APE encompasses the Project study area shown on Appendix A Environmental Map Set.

Section 106 of the National Historic Preservation Act (NHPA) of 1966 (as amended) (54 USC 306108) requires federal agencies to consider the effects of their undertakings on historic architectural and archeological resources that are either listed in or eligible for inclusion in the National Register of Historic Places (NRHP) (36 CFR 800). Under Section 106, federal agencies are required to provide the public with information about a project and its effect on historic properties and to seek public comment and input, except where confidentiality is considered necessary (as specified in 36 CFR Parts 800.2 and 800.3).

The Historic Architectural and Archaeology Resources Geographic Information System (HAARGIS) was created by the Illinois Historic Preservation Agency (IHPA) in 2002 from the Illinois Historic Structures Survey (1971-1975) and the Illinois Historic Landmarks Survey (Swallow, 1991). HAARGIS was reviewed to determine if any historic resources are within the APE. The APE is an extended area beyond the UPRR right-of-way, required right-of-way acquisition, and required easements for proposed improvements including Project bump out areas for crossings. The APE was reviewed by the State Historic Preservation Office (SHPO)¹ on September 7, 2018, with no objection .

Within the APE, there is one NRHP-listed property, Alternate Route 66, Wilmington to Joliet. There is also one NRHP-eligible property within the APE: Abraham Lincoln National Cemetery. IDOT's cultural resources staff reviewed a photographic log of buildings, bridges, and unique culverts that could be older than 50 years within the APE. None of the structures identified in the APE were found to be older than 50 years and none were potentially eligible for listing in the NRHP.

Abraham Lincoln National Cemetery and Alternate Route 66 are also Section 4(f) properties as historic sites of national significance. Both are in public ownership. A description of Section 4(f) and how it is applied to these resources is presented in Chapter 3.4.3.

An archaeological survey was completed by the Illinois State Archaeological Survey (ISAS) and 11 archaeological sites were identified within the APE, none of which warrant NRHP consideration because they lack information potential and clear association with significant historical events. No further evaluation of these sites was recommended, and therefore, no NRHP-listed or eligible archaeological resources were identified in the APE for this project.

¹ The State Historic Preservation Office (SHPO) of Illinois is currently housed within the Historic Preservation Division of the Illinois Department of Natural Resources. When the project began, it was a separate agency called the Illinois Historic Preservation Agency (IHPA).

Abraham Lincoln National Cemetery

Existing Conditions

Abraham Lincoln National Cemetery is at 20953 W. Hoff Road in Elwood, IL. The cemetery lies in the northwestern area of the former Joliet Army Ammunition Plant, approximately 50 miles south of Chicago. Its boundaries are shown in INSERT and 3-19. The cemetery is 982 acres in size. It is owned by the federal government and operated by the National Cemetery Administration within the US Department of Veterans Affairs (See Appendix A for the location of the cemetery relative to the corridor).

The cemetery is eligible for listing in the NRHP. The cemetery is named after the 16th President of the United States and founder of the National Cemeteries. In the midst of the Civil War, on July 17, 1862, President Lincoln's signature enacted the law authorizing the establishment of national cemeteries "... for the soldiers who die in the service of the country." During the Civil War, 14 national cemeteries were opened pursuant of this legislation. President Lincoln's legacy is especially important to the people of Illinois, where he worked and lived. Lincoln is remembered for his successful law practice and elected service as a resident of Illinois. He served as an Illinois State Assemblyman and an Illinois Representative during the 13th Congress, prior to his election as 16th President of the United States. He is buried in the Oak Ridge Cemetery near the State Capital in Springfield, Illinois.

Congressman George E. Sangmeister, a veteran of the Korean War, served as a representative and senator in the state of Illinois, 1973-87, and a U.S. Representative from Illinois, 1988-95. He was instrumental in the acquisition of the 982 acres from the former Joliet Arsenal and its redevelopment as Abraham Lincoln National Cemetery. Abraham Lincoln National Cemetery has a memorial walk that commemorates soldiers of 20th century wars on 11 memorials. The cemetery was dedicated as a national cemetery on October 3, 1999. When fully developed, the cemetery will provide 400,000 burial spaces.

An 18-foot granite obelisk crowned by a bronze eagle with outstretched wings commemorates the 2,403 Americans who died in the surprise attack on Pearl Harbor on Dec. 7, 1941. It was donated by the Pearl Harbor Survivors Association and dedicated May 12, 2001.

The Blue Star Memorial Marker was donated by the District VIII Garden Club of Illinois and dedicated on September 15, 2000. The marker is a tribute to American men and women who have served, are serving, or will serve their country. Its symbolism dates to World War II when families of servicemen and women displayed a square flag decorated with a blue star in their windows to signify that a loved one was in the armed forces.

All national cemeteries are considered eligible for the NRHP as a historic district regardless of age. The cemetery is eligible under Criterion A and C. This site includes commemorative sections of the cemetery containing existing graves and memorials, sections having the infrastructure necessary to receive new interments and memorials

(for example, streets, utilities, pre-placed crypts, columbaria, and memorial walkways), and areas of the cemetery developed for administrative and maintenance purposes (offices, restrooms, garages, and maintenance yards).

According to cemetery officials at a meeting on November 12, 2015, the cemetery generally desires to keep a minimum buffer of 200 feet between the graves and the UPRR ROW. This is to reduce noise for the visitors to the grave sites. As such, the portion of the cemetery within 200 feet of the UPRR is neither used nor planned for use by graves or other cemetery facilities. Cemetery officials also have noted that the area parallel to the UPRR is subject to flooding in heavy rainstorms and may not be suitable for grave sites.

Primary cemetery visitors are those coming to pay their respects to those buried, those visiting the various memorials, and those coming to funerals. The primary access point to the cemetery is Hoff Road. Visitors cross the Hoff Road grade crossing of the UPRR, having turned onto Hoff Road from IL 53, which closely parallels the UPRR ROW on its east side.

There are no similarly used lands in the vicinity.

The cemetery is a Section 4(f) resource as a historic site of national, state, and local significance. It is eligible for the NRHP as an historic district. A description of Section 4(f) and how it is applied to the cemetery was presented in Appendix D4.

Potential Impacts

The No-Build Alternative would have no effect on the cemetery. The Build Alternative would have no adverse effect to the cemetery.

The Build Alternatives would require a 20 to 50-foot-wide temporary construction easement for the full length of the Abraham Lincoln National Cemetery along the UPRR ROW (6,120 feet). Lands within this easement would be graded, primarily to provide a parallel drainage ditch and a 2:1 mostly cut slope. Additionally, permanent easements ranging from 40 and 85 feet are proposed to provide access at three culvert locations for future culvert inspection and maintenance. At one of the three locations, a 40-foot temporary construction easement is needed beyond the permanent easement. In all cases, the easements will be re-vegetated after construction is complete. The Build Alternative 1B would require a total of 0.5 acre of permanent easement and 6.1 acres of temporary construction easement within the Abraham Lincoln National Cemetery property and NRHP boundary. The Build Alternative 2A would require a total of 0.3 acre of permanent easement and 3.6 acres of temporary construction easement within the Abraham Lincoln National Cemetery.

The Build Alternatives would introduce change to the topography in the area where the cemetery property meets the UPRR ROW. Except for 1,100 feet, the change would be in the cut slope facing the UPRR ROW and would not be visible from cemetery facilities. For the 1,100 feet, an existing fill slope would be extended to the west, but the vertical height would not change. An existing culvert under the UPRR track would be

lengthened and two additional pipes added. Thus, the change in the view from cemetery facilities would be negligible and no historically significant views within the cemetery's setting would be obstructed. Further, the easements would be re-vegetated after construction is complete, in-kind or similar to their existing condition.

The noise impact assessment presented in Chapter 3.2.4 and Appendix D1 found that the Build Alternatives would have no noise impact at the cemetery.

For high-speed passenger trains, crossing gates would activate 80 seconds before a train reaches the crossing rather than the current 20 to 30 seconds. This change was made with train speed increases associated with the Joliet to Dwight Track Improvement Project and is a part of the No-Build Alternative. With the Build Alternatives, the combination of additional passenger trains and longer gate down times would increase the amount of time that the Hoff Road crossing is blocked by approximately 20 minutes per day from current conditions. This change would not be notable given that it would be split among 18 passenger trains passing through at different times of day and thus would not adversely affect funeral traffic.

During construction, the Hoff Road crossing would be closed for a brief period or periods during the installation of the second track at the crossing. The construction contractor would coordinate the timing of Hoff Road grade crossing closures with Abraham Lincoln National Cemetery representatives to minimize potential impacts to funeral processions and other cemetery visitors. Detours would be signed during Hoff Road crossing closures. Local funeral homes will be notified of scheduled closures and a detour map will be provided.

Based on the findings above, the Build Alternatives would not alter, directly or indirectly, the characteristics of the Abraham Lincoln National Cemetery that qualify it for inclusion in the NRHP, and thus would cause no adverse effect to the property.

Alternate Route 66, Wilmington to Joliet

Existing Conditions

Alternate Route 66, Wilmington to Joliet (also known as IL 53) in Will County runs along the east side of a portion of the UPRR ROW in the Project study area from the now closed Walter Strawn Drive to just south of Joliet Arsenal Road, a distance of approximately 2.7 miles (See Appendix A for map).

Alternate Route 66 was listed in the NRHP (Reference Number 06000381) in March 2006 under Criterion A for its association with early and mid-twentieth century transportation and economic developments in the state of Illinois, and under Criterion C as an excellent example of early and mid-twentieth century road engineering as reflected by its 1926 two-lane and 1945 four-lane sections

This section of Alternate Route 66 as listed is 15.9 miles in length. The NRHP boundary includes the full 15.9 miles length of Alternate Route 66, the generally 97-foot roadbed width, and additional 20-feet of right-of-way on either side of the road to encompass the

approaches to culverts and bridges. It is owned and maintained by IDOT. This road section originally served as an Alternate Route 66 around Joliet. Because of wartime traffic to and from the nearby Kankakee and Elmwood ordinance plants during World War II, the 1920s original two-lane highway was replaced with a limited access four-lane divided highway constructed between 1942 and 1945. In order to sustain the wear and tear of wartime traffic, updated construction methods were applied, including application of a special sub base of gravel and stone on top of the older roadbed, and a divided 24-foot wide roadbed with 10-inch thick Portland cement slab. This section remained a major transportation artery until the construction of I-55. Aside from a new pavement made of compacted broken stone overlay, much of the road's original 1945 character remains (NPS, 2012).

Alternate Route 66 is a Section 4(f) resource as a historic site of national, state, and local significance. It is listed in the NRHP. A description of Section 4(f) and how it is applied to Alternate Route 66 is presented in Chapter 3.4.3.

Potential Impacts

The No-Build Alternative would have no effect on Alternate Route 66.

Build Alternative 1B and Build Alternative 2A have differing improvements in the vicinity of Alternate Route 66, and therefore different effects on Alternate Route 66 as described below.

Build Alternative 1B

Build Alternative 1B includes four grading easements within the IL 53 right-of-way. The total easement area is 0.6 acre, located entirely within the NRHP-boundary of Alternate Route 66.

Build Alternative 1B would entail three temporary grading easements where re-grading would occur in association with three drainage culvert improvements. These culverts are needed to ensure proper drainage for excess water runoff in the vicinity of the railroad right-of-way. The culverts would remain in the UPRR right-of-way and would not result in a permanent use of land within the NRHP- boundary of Alternate Route 66. However, the re-grading would result in physical occupancy of the IL 53 right-of-way, within the NRHP-boundary. The physical occupancy of IL 53 right-of-way would be required during construction for creating ditches, stable slopes, or other physical changes to the right-of-way and would therefore result in a temporary use of Alternate Route 66.

Build Alternative 1B also includes a fourth temporary grading easement that would include the construction of a gravel-surface and asphalt driveway leading from IL 53 to the location where a proposed railroad maintenance access road will be built. IDOT owns the IL 53 right-of-way, including the area within the NRHP boundary, and that ownership will not change. IDOT and UPRR have worked to minimize impacts to the IL 53 right-of-way, as part of Alternate Route 66, resulting in a temporary grading easement for the railroad to build access to the proposed maintenance access road. The driveway would be just north of Hoff Road where the proposed maintenance access

road would shift from the west side of the UPRR to the east side. A driveway on Hoff Road and within the UPRR right-of-way would be too close to the Hoff Road and IL 53 intersection to be safe. Thus, a driveway is proposed off of IL 53, although it would not disturb the existing pavement or configuration of IL 53. The temporary grading easement is the permit to build access to the proposed maintenance access road and does not require a permanent use of Alternate Route 66.

A finding of No Adverse Effect for Build Alternative 1B was made by FRA and concurred upon by the State Historic Preservation Office (SHPO) on April 17, 2020.

Build Alternative 2A

Build Alternative 2A includes retaining walls in multiple locations along the section. These retaining walls will reduce physical impacts to MNTP, Alternate Route 66, and private industries. Build Alternative 2A will still require a grading easement, like Build Alternative 1B. A grading permit would be required for grading of sections, constructing guardrail or retaining walls, or culvert work along the entirety of the NRHP boundary of Alternate Route 66 where it abuts the UPRR right-of-way for approximately 11,040 feet. This alternative would require 8 acres of the Alternate Route 66 right-of-way for a temporary grading permit to construct the required guardrail, widen the paved shoulder by approximately four feet depending on location, and add a proposed driveway connecting to the nearby proposed maintenance access facility.

A Section 106 finding of Adverse Effect for Build Alternative 2A was made by FRA and concurred upon by the SHPO on April 17, 2020. It was found that the cut and/or fill locations along the railroad alignment, including the retaining walls, would diminish the setting, feeling, and association important to the significance of Alternate Route 66.

Archaeological Resources

No NRHP-listed or eligible archaeological resources were identified in the APE for this project.

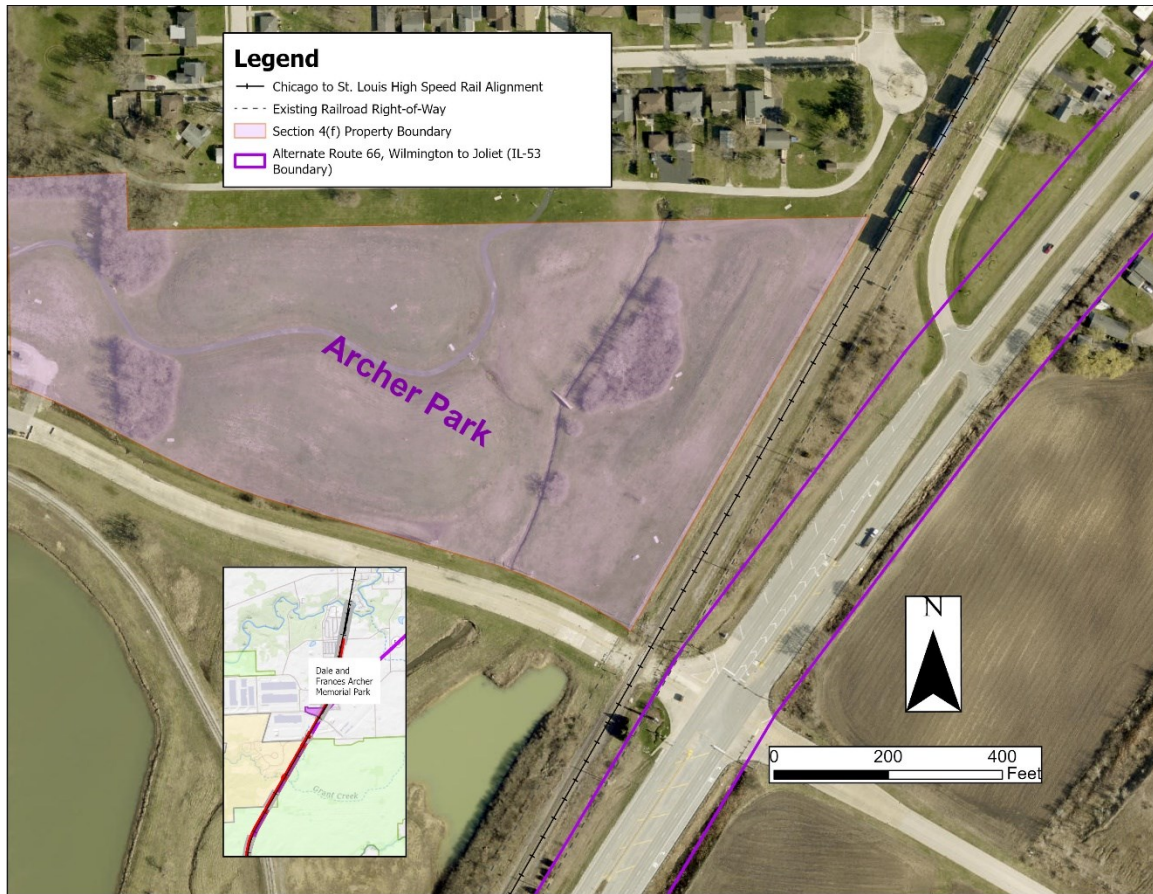
D4.4. Parks and Recreation

There are three public park and recreation areas in the Project study area: Dale and Frances Archer Memorial Park (Archer Park), MNTP, and Des Plaines State Fish and Wildlife Area (DPSFWA). There are no private park and recreation areas. MNTP and DPSFWA also have a habitat and wildlife management function and, as such, are discussed in Appendix D2. Archer Park is a Village of Elwood Park and is the focus of this section.

Existing Conditions

Archer Park in Elwood is immediately west of UPRR ROW and north of the now closed Walter Strawn Drive crossing. The UPRR is adjacent to the park for 1,015 feet. Its location and facilities are shown on Exhibit D4-1. Archer Park is approximately 18 acres in size. The park is owned by the Village of Elwood and managed by the Village of Elwood Park and Recreation Department. It is a Section 4(f) property as a publicly owned park. A description of Section 4(f) and how it is applied to Archer Park is presented in Chapter 3.4.3. Land and Water Conservation (LAWCON) funds were not involved in its purchase or development.

Exhibit D4-1. Dale and Frances Archer Memorial Park in Elwood



The current public recreational uses in Archer Park are:

- Walking/running trail
- Open/green space
- Disc golf course

Other land uses adjoining the park are residential to the north, IL-53 followed by agricultural land to the east (after the UPRR ROW), industrial to the south, and another park (Leo and Lorraine O'Connor Park) to the west.

Visitor use statistics are not kept by the Village of Elwood. Access to the park is from the neighborhood to the north and O'Connor Park on the west. The walking trail connects to the neighborhood at S. Brandon Road and Jackson Street and to the O'Connor Park walking trail. No parking lots serve Archer park.

Potential Impacts

The No-Build Alternative would not affect Archer Park.

Both build alternatives would contribute additional passenger train noise, an increase in passenger train speed, and shifts in track location. There also would be an increase in freight traffic and associated freight noise levels in the future condition that is not associated with the proposed Project. The Village of Elwood has established a rail operations quiet zone for its grade crossings. Thus, growth in horn noise from additional trains is not a factor at Archer Park.

With the quiet zone, a passenger train currently passing by Archer Park at 79 mph would generate a sound exposure level (SEL) of 100 dBA at 17.4 feet from the track. SEL is a single event noise descriptor that considers both the maximum noise level and the duration of the event. SEL is the fundamental descriptor used by FRA to characterize a single noise event and is represented by the total A-weighted sound energy during the event, normalized to a 1-second interval. The distance to a SEL of 100 dBA would increase to 24.5 feet with a passenger train operating at 110 mph, an increase of 7.1 feet. This change is associated with both the No-Build and build alternatives because the 110 mph speed would be achieved with the grade crossing improvements included in the Joliet to Dwight Track Improvement Project. A change associated only with the build alternatives is the second track, which would place southbound passenger trains 20 feet closer to Archer Park. The end result is that the 100 dBA SEL would be 27.1 feet closer than the existing condition. In any case, the existing condition, the No-Build Alternative, and the build alternatives, the 100 dBA line for passenger trains is within the UPRR right-of-way. Freight trains are noisier than passenger trains. Freight trains passing by currently generate a SEL of 100 dBA at 113 feet, far greater than a passenger train. With the build alternatives, the potential exists for two trains to occasionally pass by Archer Park at the same time. The SEL of the two trains would be 100 dBA at 230 feet. As indicated above, there are no park facilities, including the walking/running trail, within 500 feet of the UPRR. The nearest point of the walking/running trail is 550 feet from the UPRR. At the distance, the SEL of a passing train would be:

- Passenger
 - Existing: 78 dBA
 - No-Build Alternative: 78 dBA
 - Build Alternatives: 80 dBA
- Freight
 - Single train existing, No-Build, and Build: 91 dBA
 - Two trains: 94 dBA

Although there would be a change in noise levels in Archer Park with the build alternatives, the change is not considered notable because the change is at most only a 3 dBA change, which is barely perceptible to listeners. Additionally, the noise environment is dominated by the freight traffic noise. Freight traffic noise will continue

to be dominant in the future condition and is not expected to change in the future condition because of the actions of the proposed Project.

The build alternatives would retain or relocate the fence along the UPRR ROW built during the Joliet to Dwight Track Improvement Project where the park boundary adjoins the UPRR ROW, preventing direct access to the UPRR ROW from the park and maintaining this safety feature for park users.

Noise impacts were found to be not notable and the continued use of fencing built under the Joliet to Dwight Track Improvement Project would be a safety improvement for park users.

D4.5. Economics and Employment

Major employment industries in the Village of Elwood, City of Wilmington, City of Braidwood, and Will County include educational services, health care and social assistance (grouped together), manufacturing, retail trade, and construction. The No-Build Alternative would not impact employers or industries as there would be no change to the existing conditions. No businesses or business parking would be displaced by either of the build alternatives.

Existing Conditions

The major employment industries in the Village of Elwood, City of Wilmington, and City of Braidwood are consistent (within ten percent) with the major employment industries in Will County, Illinois (see Table D4-3). The Village of Elwood's highest employment industries are educational services, and health care and social assistance; manufacturing; and professional, scientific, and management, administrative and waste management services. A large intermodal/distribution center is to the southwest of the Village of Elwood and is a notable regional employer. Between the Village of Elwood and the City of Wilmington (nearly in the middle of MNTP) is an industrial grain operation, which also is important to the local economy. The Village of Braidwood's highest employment industries are educational services, and health care and social assistance; manufacturing; and arts, entertainment, and recreation, and food services. The City of Wilmington's highest employment industries are educational services, and health care and social assistance; manufacturing; and retail trade. Will County has the highest percentage of employment in educational services, and healthcare and social assistance, followed by professional, scientific, and management, administrative and waste management; retail trade; and manufacturing.

Table D4-3 . Employment by Industry

Industry	Will County Employment		Elwood Employment		Wilmington Employment		Braidwood Employment	
	Total	Percent	Total	Percent	Total	Percent	Total	Percent
Civilian employed population 16 years and over	352,435	-	1,382	-	2,966	-	3,017	-
Agriculture, forestry, fishing and hunting, and mining	1,886	0.54%	0	0.00%	24	0.81%	31	1.03%
Construction	25,630	7.27%	130	9.41%	213	7.18%	205	6.79%
Manufacturing	37,059	10.52%	206	14.91%	282	9.51%	439	14.55%
Wholesale trade	11,451	3.25%	22	1.59%	150	5.06%	51	1.69%
Retail trade	37,778	10.72%	128	9.26%	376	12.68%	373	12.36%
Transportation and warehousing, and utilities	33,641	9.55%	197	14.25%	257	8.66%	360	11.93%
Information	5,699	1.62%	44	3.18%	26	0.88%	9	0.30%
Finance and insurance, and real estate and rental and leasing	25,428	7.21%	30	2.17%	123	4.15%	99	3.28%
Professional, scientific, and management, administrative and waste management services	42,874	12.17%	80	5.79%	279	9.41%	196	6.50%
Educational services, and health care and social assistance	74,965	21.27%	314	22.72%	737	24.85%	601	19.92%
Arts, entertainment, and recreation, and accommodation and food services	23,848	6.77%	96	6.95%	248	8.36%	396	13.13%
Other services, except public administration	15,190	4.31%	88	6.37%	113	3.81%	180	5.97%
Public administration	16,986	4.82%	47	3.40%	138	4.65%	77	2.55%

Source: U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Rates of employment for Village of Elwood, City of Wilmington, and City of Braidwood are similar or lower compared to Will County. The percentages of the population in the labor force are between approximately 65 and 70 percent. The employed population,

which does not include Armed Forces or those not in the labor force, are between approximately 58 and 63 percent. The unemployment rate is between approximately 2 and 3 percent.

Table D4-4. Employment Status

Employment Status	Will County	Elwood	Wilmington	Braidwood
Total Population 16 and over	539,216	2,121	4,952	5,053
In Labor Force	371,404 (69%)	1,494 (70%)	3,208 (65%)	3,270 (65%)
Employed*	353,210 (66%)	1,428 (67%)	3,115 (63%)	3,108 (62%)
Unemployment*	18,194 (3%)	66 (3%)	93 (2%)	162 (3%)

Source: EJSscreen, American Community Survey 2016-2020 5-Year Estimates

*Does not include in Armed Forces or Not in Labor Force

Potential Impacts

The No-Build Alternative would not impact employers or industries as there would be no change to the existing condition except during the construction of changes to grade crossings. The wages that individuals and firms receive while working would have indirect impacts on the economy. The build alternatives would positively affect employment by creating construction jobs. The Build Alternatives would not displace any businesses or access to parking. The Damien Mills Road crossing is a private crossing serving the industrial grain operation and Mississippi Street serve the intermodal/distribution center. Partial and potentially brief complete closure of these crossings could be required to install the second track and complete associated earthwork and approach road modifications at these crossings.

Population Information

Table D4-5 shows the population for several jurisdictions in the Project study area as reported by the 2010 and 2020 US Census. The decennial US Census collects the population of an area by geographic boundaries called blocks for which the population can be counted by race and in some cases, ethnicity. The populations of the Village of Elwood, City of Wilmington, and Will County have grown between 2010 and 2020. The rate of growth has been the greatest for the Village of Elwood, which saw population growth of 11.23 percent. The City of Wilmington saw a population growth of 2.69 percent. The City of Braidwood saw a small population decline of -0.16 percent, and the State of Illinois saw population decline of -0.14 percent.

Table D4-5. Population Change

Census Geographies	2010	2020	Percent Change
Village of Elwood – Total Population	2,279	2,535	11.23%
Village of Elwood – Total Households	880	963	9.43%
City of Wilmington – Total Population	5,724	5,878	2.69%
City of Wilmington – Total Households	2,246	2,300	2.40%
City of Braidwood – Total Population	6,191	6,181	-0.16%
City of Braidwood – Total Households	2,332	2,421	3.82%
Will County – Total Population	677,560	689,704	1.79%
Will County – Total Households	225,256	232,395	3.17%
State of Illinois – Total Population	12,830,632	12,812,508	-0.14%
State of Illinois - Total Households	4,836,972	4,930,255	1.93%

Source: US Census Bureau, American FactFinder and USA.com, 2023

D4.6. Barriers and Accessibility

The build alternatives provisions for pedestrians at railroad crossings, where proposed, would meet Americans with Disabilities Act (ADA) requirements.

Existing Conditions

In the Project study area, Mississippi Street in downtown Village of Elwood has a sidewalk on both the north and south side of the street and a pedestrian grade crossing at the railroad crossing. Sidewalks or other access accommodations for pedestrians do not lead to or cross any of the other street crossings of the UPRR in the Project study area. There are no rail stations in the Project study area.

There are no provisions for pedestrians at the other five grade crossings affected by the proposed Project: Hoff Road, Joliet Arsenal Road, Damien Mills Road, River Road, and Coal City Road. No pedestrian origins or destinations exist in the vicinity of these crossings that generate pedestrian travel across the tracks and there are no local plans or projects for new bike or pedestrian accommodations for any of the street crossings in the Project study area.

Potential Impacts

There would be no change to existing rail crossings with the No-Build Alternative. The build alternatives would have no impact regarding station and platform-oriented issues related to ADA accessibility or access for elderly because there are no stations within the Project study area. At-grade crossing improvements at Mississippi Street would meet the requirements of ADA at the sidewalk crossing on the north and south sides of the

street. The Mississippi Street pedestrian crossing would be partially and potentially briefly closed completely during grade crossing improvement construction. No provisions for pedestrians would be installed at other track crossings since the streets leading up to the crossings make no provision for pedestrians nor do origins or destinations exist in the vicinity of these crossings that generate pedestrian travel across the tracks.

D4.7. Public Health and Safety

The build alternatives would include the continued use of safety improvements made during the Joliet to Dwight Track Improvement Project, including grade crossing improvements and intermittent fencing along UPRR ROW. As a part of the Chicago to St. Louis HSR Program, overall traveler and rail operational safety in the Chicago to St. Louis corridor would increase with the build alternatives.

Existing Conditions

As indicated above, the Mississippi Street railroad crossing is the only crossing in the Project study area with provisions for pedestrians. The Mississippi Street at-grade crossing is the primary route to the east side of the Village of Elwood for emergency vehicles (i.e. fire and medical) coming from the Village of Elwood Fire Protection District station on Mississippi Street. The location of community resources, including emergency services, schools, parks, and churches, are shown on Environmental Map Set.

Potential Impacts

The No-Build Alternative includes grade crossing improvements built during the Joliet to Dwight Track Improvement Project, such as four quadrant gates at all grade crossings and pedestrian improvements at Mississippi Street. The No-Build Alternative also includes the UPRR ROW fencing built in the Village of Elwood during the Joliet to Dwight Track Improvement Project. It covers the entire portion of the right-of-way defined above as having a potential for trespassing. The fencing is on both sides of the UPRR ROW. The No-Build Alternative also includes UPRR ROW fencing built during the Joliet to Dwight Track Improvement Project on both sides of the UPRR ROW from 1st Street to just south of Stripmine Road.

With the build alternatives, at-grade crossing improvements at Mississippi Street and River Road would include moving the existing four quadrant gates and adjusting the road profile to accommodate the second track. Pedestrian provisions built under the Joliet to Dwight Track Improvement Project would be retained and modified to accommodate the second track. As with the Joliet to Dwight Track Improvement Project, no provisions for pedestrians would be installed at other track crossings since the streets leading up to the crossings make no provision for pedestrians. The build alternatives would increase crossing gate down periods for passenger trains from 10 per day to 16 per day.

With the build alternatives, UPRR ROW fencing built during the Joliet to Dwight Track Improvement Project would be retained or moved to accommodate the second track and maintenance access facility. Existing UPRR ROW fencing on portions of the west side of

the UPRR at its borders with MNTP and Abraham Lincoln National Cemetery would be removed. No trespassing signs would be placed along the UPRR ROW's border with MNTP and Abraham Lincoln National Cemetery. No trespassing signs are considered adequate protection at these locations because there are generally no pedestrian destinations on the opposite side of the track and no facilities where people would congregate at the UPRR ROW. The one exception is at MNTP's Henslow trail, which currently and would continue to cross the UPRR on a bridge, separating pedestrian access from the UPRR ROW.

The continued use of the upgraded grade crossing protection, increased warning times, upgraded track, and fencing added with the improvements would continue to aid wayside and crossing safety, discourage trespassing on the railroad tracks, and accommodate the increased number of passenger train speeds operating at 110 mph. The continued use of four-quadrant gates would reinforce driver-gate compliance by making it more difficult for motor vehicles to go around the gates.

The Village of Elwood Fire Protection District station, which also houses Emergency Medical Services (EMS), is along the Mississippi Street crossing on the west side of the tracks. Fire and EMS vehicles use the Mississippi Street crossing as the primary route to access the portions of the Village of Elwood on the east side of the UPRR tracks. Partial or full temporary closure associated with the reconstruction of the Mississippi Street crossing would be coordinated with the Village of Elwood Fire Protection District. Locations of schools, parks, and churches also are shown on Environmental Map Set. Those traveling across the tracks to reach these services would receive the same continued benefits from the improved grade crossings as all other travelers.

To improve rail operational safety, the build alternatives, like the Joliet to Dwight Track Improvement Project, would use a state-of-the-art signal and communications system that would meet regulatory requirements for 110 mph operations. Subject to acceptance by the FRA and UPRR, it is assumed that PTC technology would be used in locomotives. One aspect of PTC is that train speed limits are automatically enforced.

The build alternatives would contribute to overall traveler safety in the corridor. The rail passenger-miles traveled in the Chicago to St. Louis corridor is expected to rise to 203 million passenger miles from the existing 114 million passenger miles. To the extent that this increase represents a diversion from automobile travel, the safety risk to travelers would decrease in that rail travel is safer than automobile travel based on information presented in Section 2.3.2 of the 2012 Tier 1 FEIS for the Chicago to St. Louis HSR.

D4.8. Hazardous Materials and Waste

Potential hazardous materials within the Project study area were evaluated in a Final Preliminary Environmental Site Assessment (PESA) Report (Illinois State Geological Survey (ISGS), 2014) and a Draft PESA Report (Parsons Brinckerhoff, 2014). The assessments were prepared using historical and geological information including aerial photographs, United States Geological Survey (USGS) topographic maps, Sanborn Fire Insurance Maps, historical street directories, and various other sources of historical

information. An environmental database search report for the Draft PESA (Parsons Brinckerhoff, 2014) was obtained from Environmental Data Resources (EDR) of Shelton, Connecticut to gather environmental regulatory database information. The assessments also included on-site field visits. The PESA reports were prepared in compliance with ISGS PESA Manual entitled "*A Manual for Conducting Preliminary Environmental Site Assessments for Illinois Department of Transportation Infrastructure Projects*" (ISGS, 2012). Forty-seven sites with potential hazardous materials with Recognized Environmental Conditions affecting the Project study area were identified and are shown in Exhibit D4-2.

Exhibit D4-2. Potential Hazardous Materials Sites

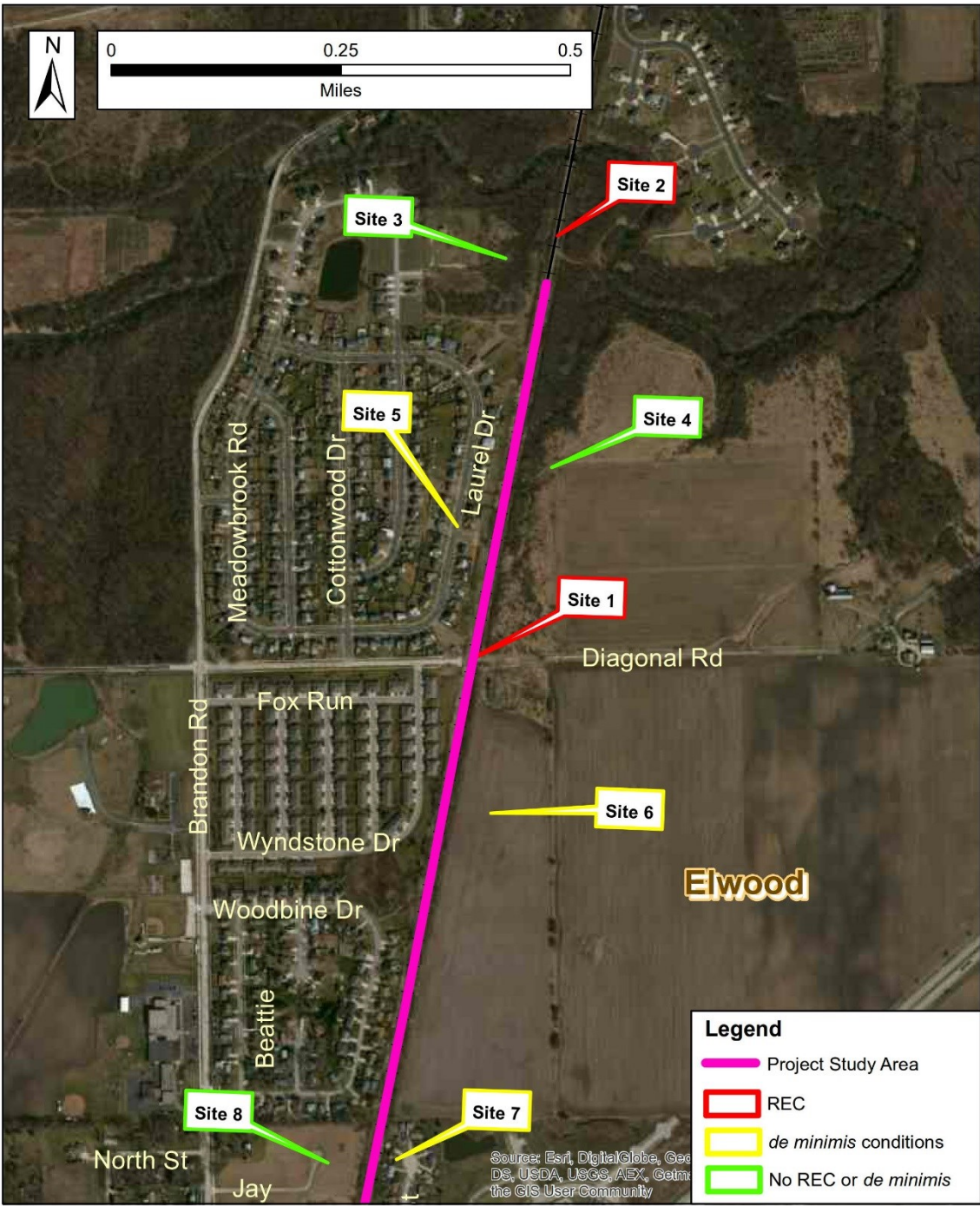


Exhibit D4-2. Potential Hazardous Materials Sites (continued - 2 of 8)

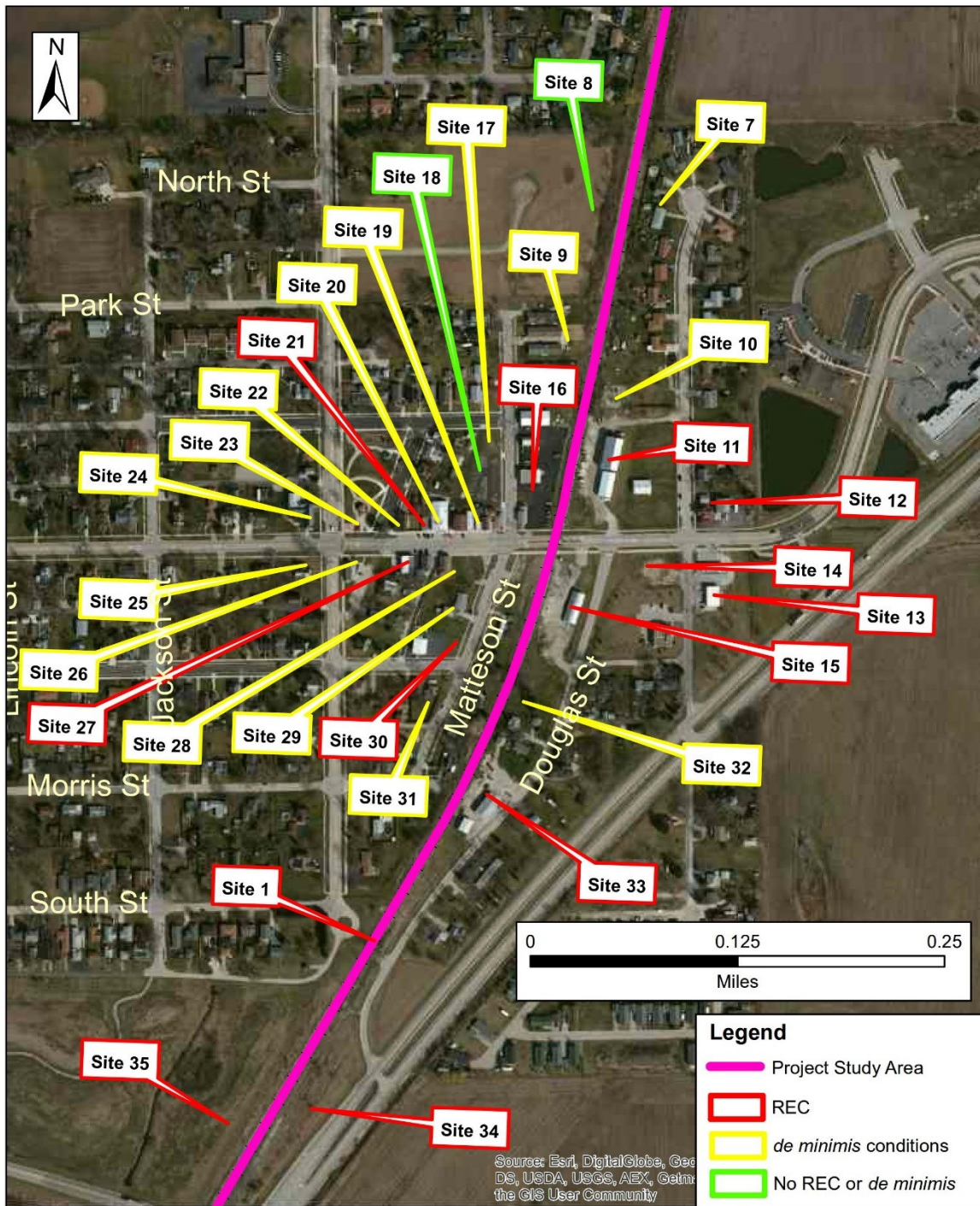


Exhibit D4-2. Potential Hazardous Materials Sites (continued - 3 of 8)

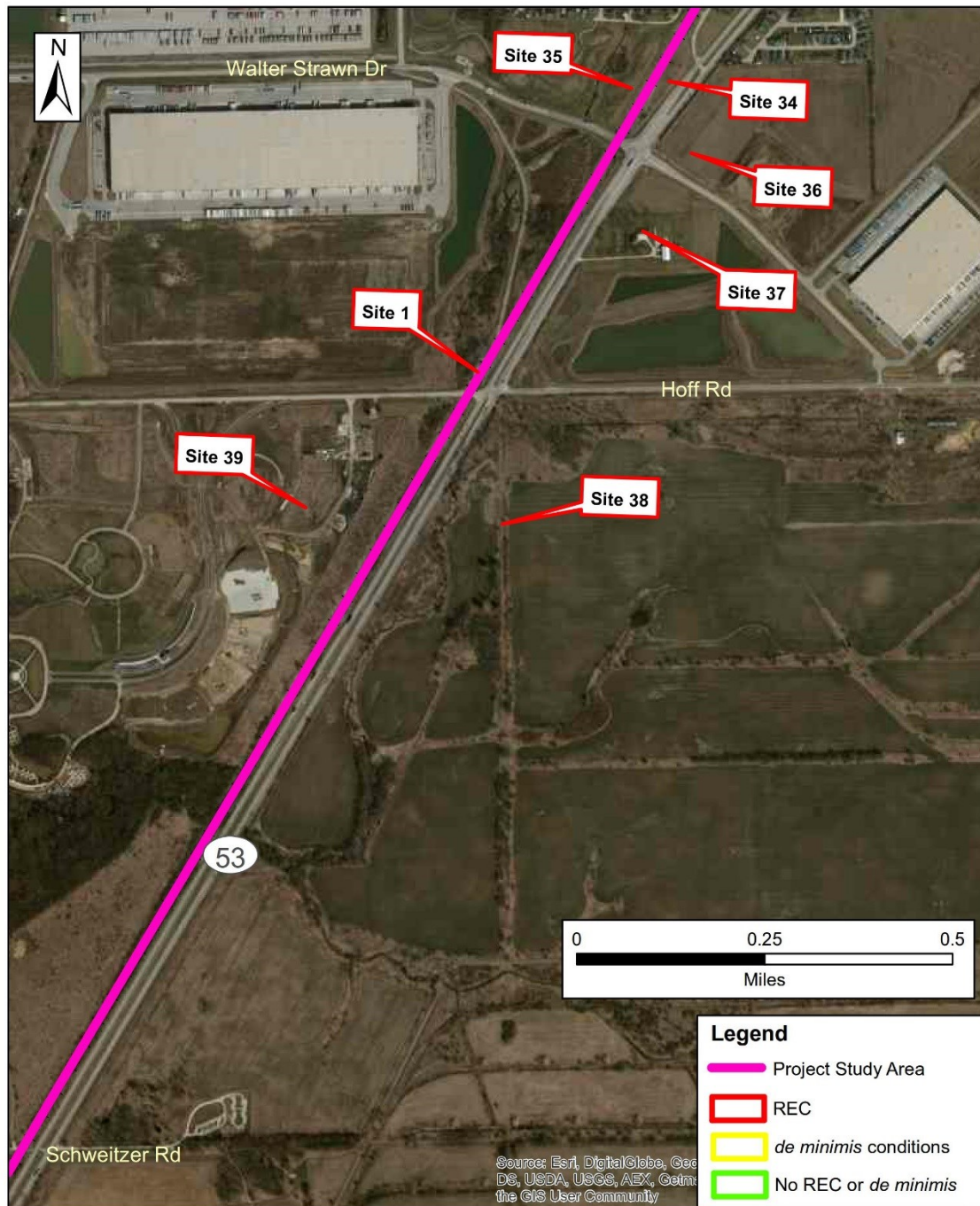


Exhibit D4-2. Potential Hazardous Materials Sites (continued - 4 of 8)

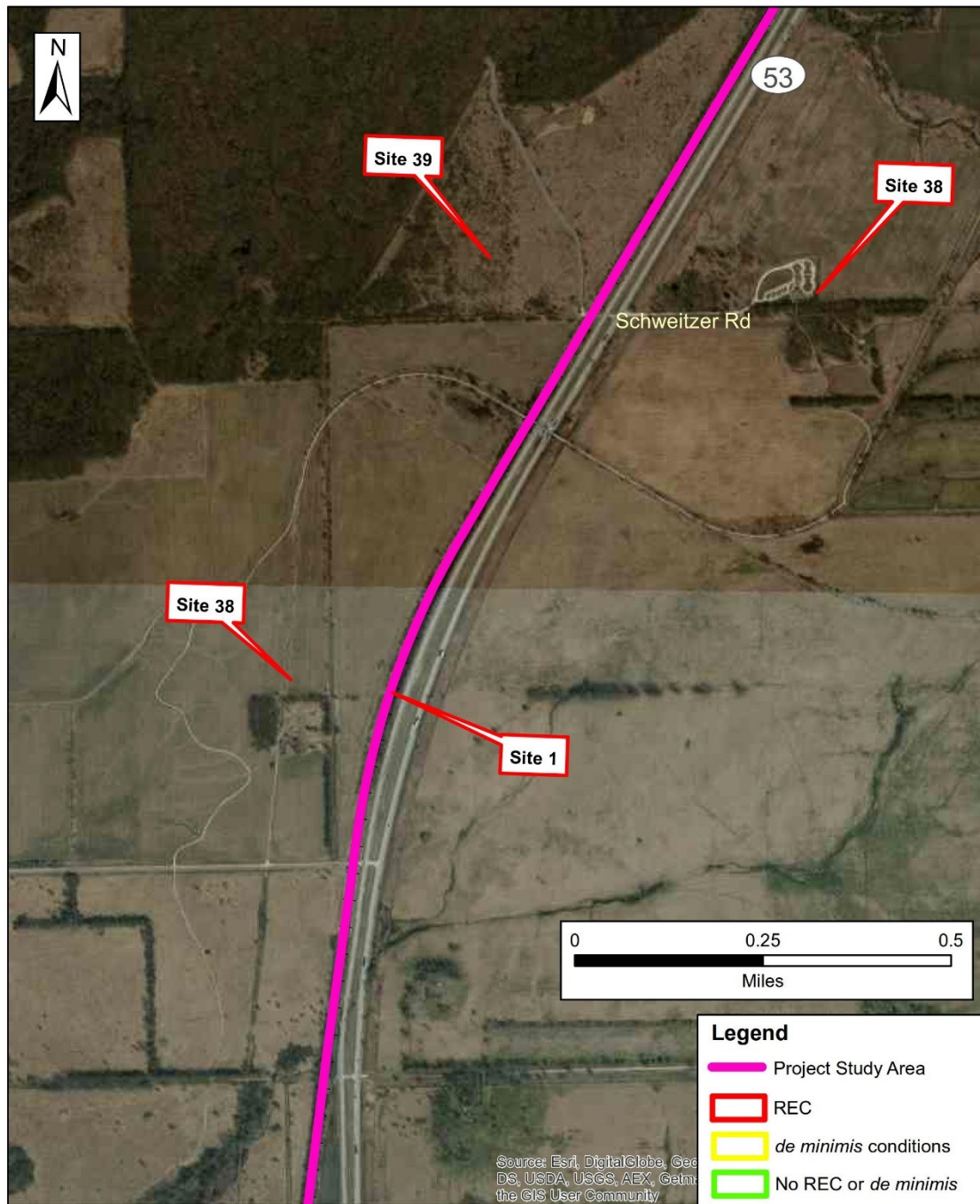


Exhibit D4-2. Potential Hazardous Materials Sites (continued - 5 of 8)

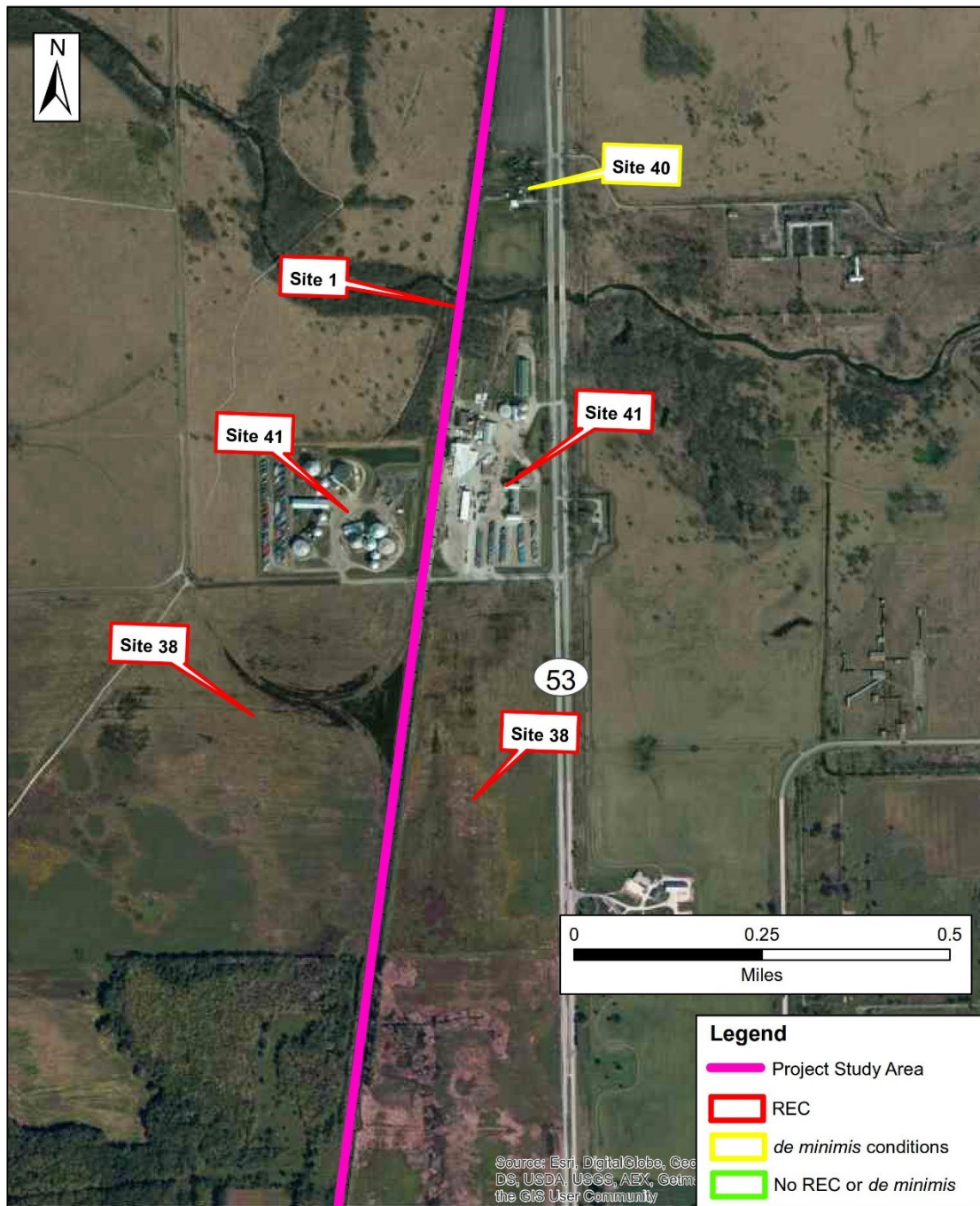


Exhibit D4-2. Potential Hazardous Materials Sites (continued - 6 of 8)

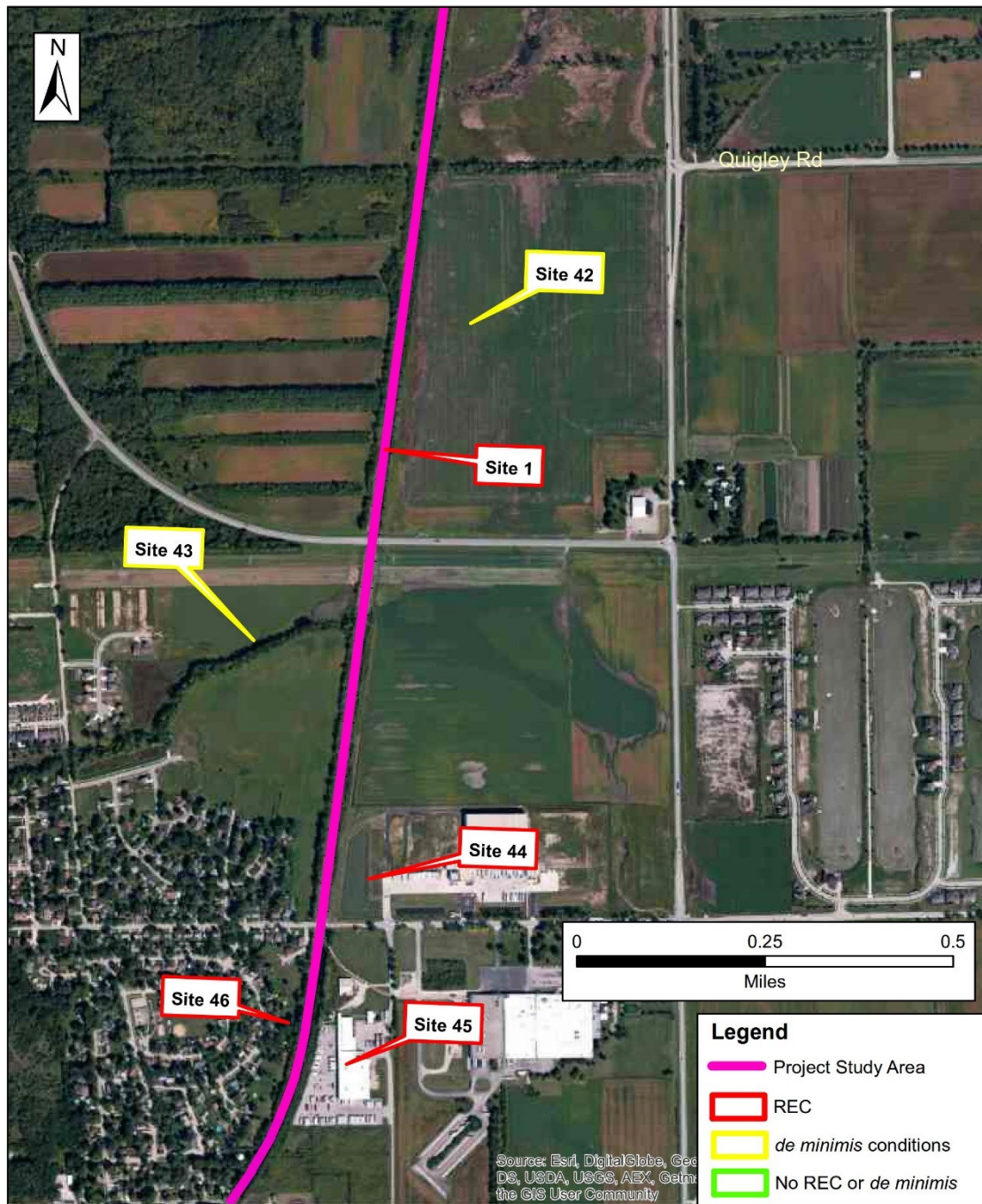


Exhibit D4-2. Potential Hazardous Materials Sites (continued - 7 of 8)

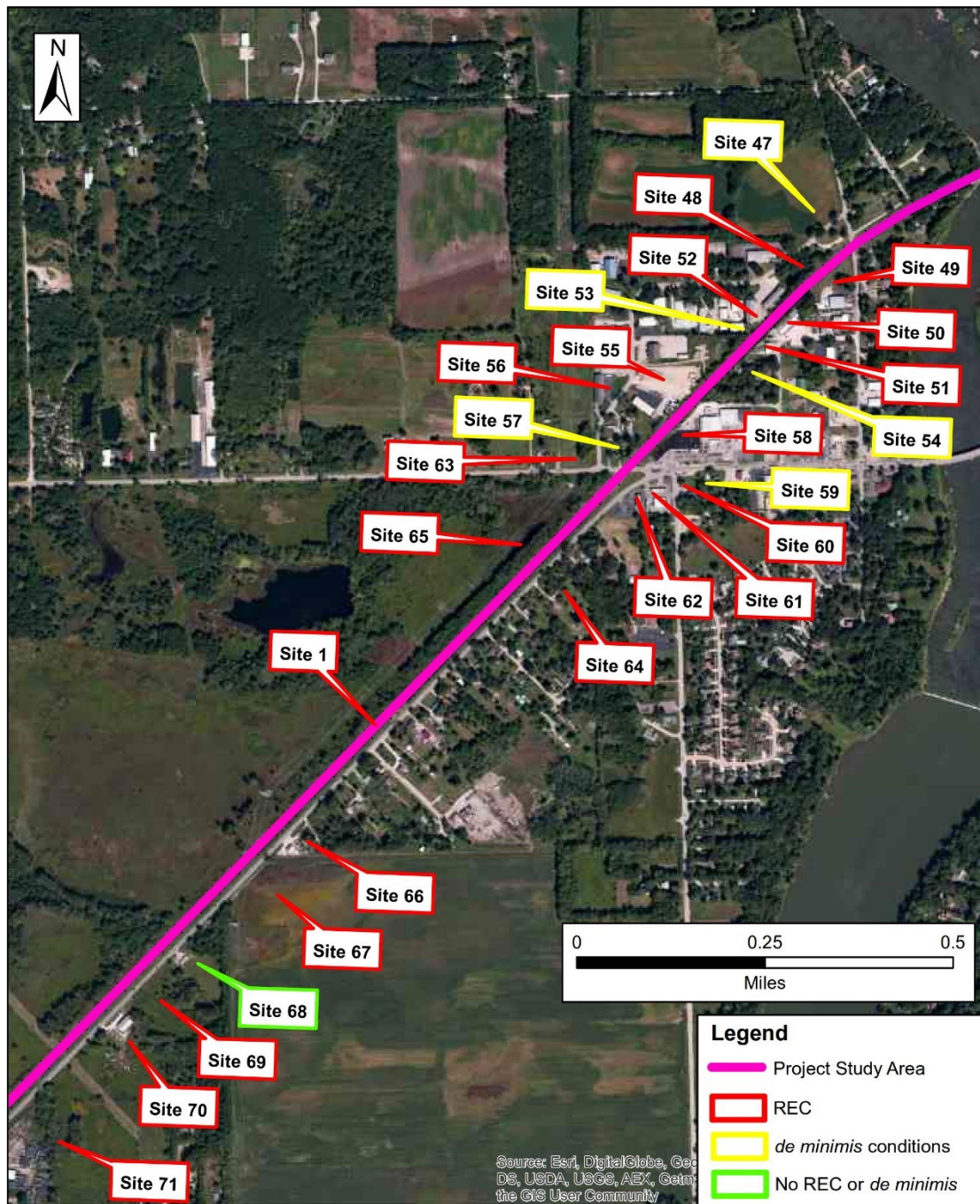
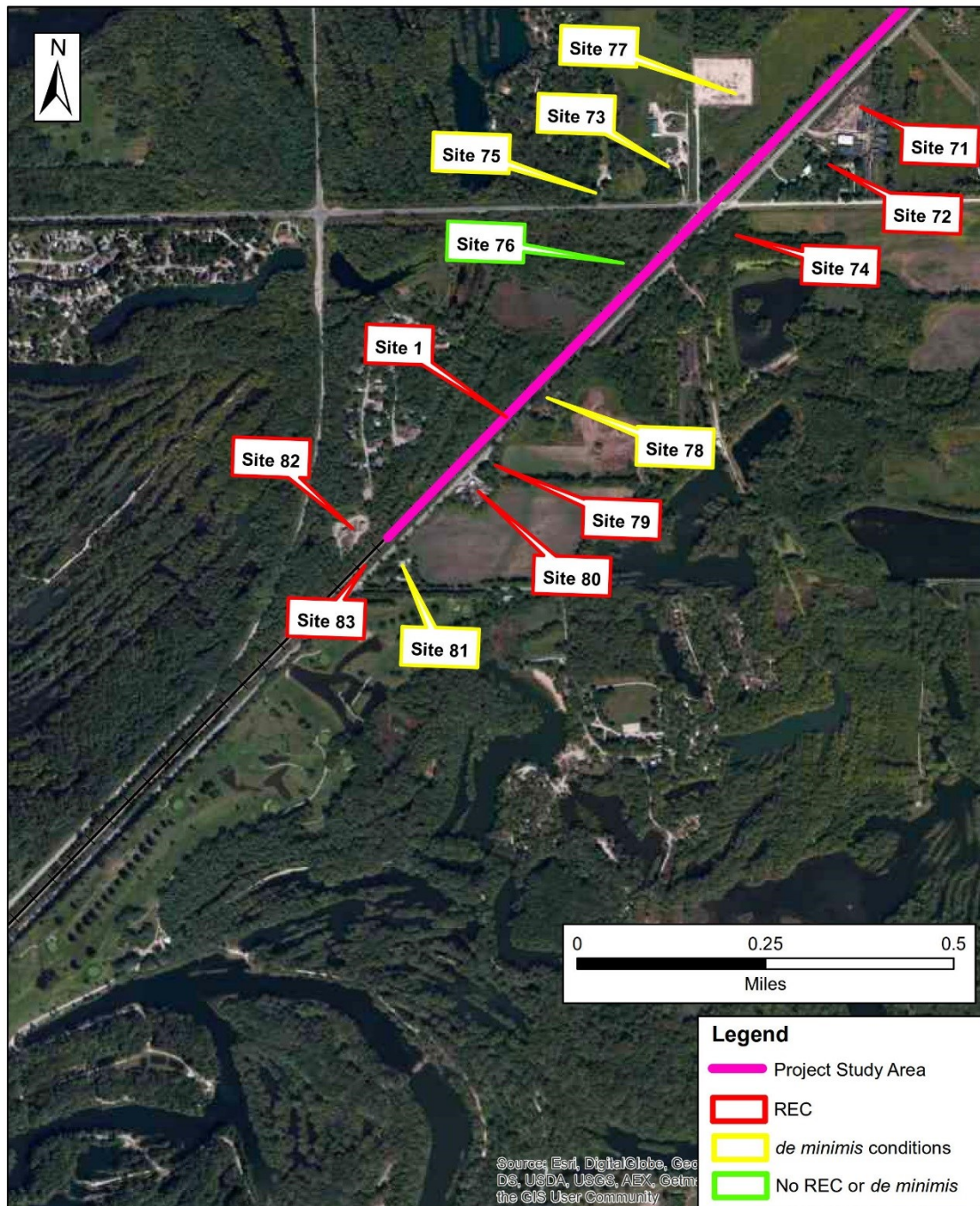


Exhibit D4-2. Potential Hazardous Materials Sites (continued - 8 of 8)



Existing Conditions

Within or adjacent to the Project study area both PESA reports together identified 94 potential contamination sites. Of the 94 sites, there were 47 locations identified with recognized environmental conditions (RECs), 30 other locations with *de minimis*

conditions, and six locations with neither a REC nor *de minimis* condition. One of the listed RECs is within the UPRR ROW.

Generally, the areas of concern identified in the PESAs fall into the following categories:

1. Industrial Railroad Use
2. Potential former and or current use of chemicals
3. Former Above Ground Storage Tank (ASTs) and Underground Storage Tanks (USTs)
4. Potentially impacted soils and/or presence of monitoring wells
5. Potential former, as well as, current use of environmentally sensitive chemicals
6. Landfill, former dumping, natural gas pipeline
7. Potential drums, batteries, surficial stains, solid waste
8. Possible presence of Asbestos-Containing Materials (ACM), and Lead-Based Paint (LBP)

The reasons given for the *de minimis* conditions at 30 sites are:

1. Potential ACM and LBP
2. Likely agriculture pesticide and/or herbicide use.
3. Transformers
4. Select hazardous substance storage

The 47 REC sites are listed below. Those within the Build Alternatives' existing ROW, proposed ROW or easements are marked with an asterisk, and are detailed further in Table D4-7. The site ID numbers correspond to the site numbers presented on Exhibit D4-2.

1. Exhibit ID# 1 – (ISGS PESA ID Nos. 2965-15, 2965-16, 2965-17, 2965-26, 2965-32, 2965-33, 2965-37, 2965-45, 2965-49, 2965-52, 2965-53, and PB Site ID# 1) - Elwood to Braidwood (Tier 8) Railroad Corridor, MP 44.45 to 55.30: Railroad signal boxes, industrial railroad use, the site is listed in the Bureau of Land (BOL), UST database, former USTs with documented release, impacted soil and groundwater, potential monitoring wells, spill, potential drums, evidence of former chemical use, and Leaking Underground Storage Tank (LUST) database, multiple pipelines cross the site, former petroleum ASTs, possible asbestos material in soil, former gas station, possible soil and/or groundwater contamination, Highway Authority Agreement
2. Exhibit ID# 2 (PB Site ID# 2) – Railroad segment: Industrial railroad use and fill soil
3. Exhibit ID# 11 (ISGS PESA ID No. 2965-20, and PB Site ID# 11) – R&R Auto Repair: The site is listed in the BOL, Resource Conservation and Recovery Act (RCRA) Small Quantity Generator (SQG), and Historic Auto Stations databases, use of petroleum products and chemicals in auto repair activities*
4. Exhibit ID# 12 (ISGS PESA ID No. 2965-25, and PB Site ID# 12) – Elwood Auto: Former USTs, potential USTs, potential chemical use, the site is listed in the Historic Auto Stations and UST databases, and possible former gas station

5. Exhibit ID# 13 (ISGS PESA ID No. 2965-24, and PB Site ID# 13) – Elwood BP Gas Station: The site is listed in the RCRA-SQG, BOL, Historic Auto Stations, and UST databases, operating gas station, existing USTs, and probable soil and groundwater contamination, monitoring wells, evidence of chemical use
6. Exhibit ID# 14 (ISGS PESA ID No. 2965-22 and 2965-23, and PB Site ID# 14) – AT&T Utility Building: The site is listed in the BOL database, evidence of chemical use, protruding pipes
7. Exhibit ID# 15 (ISGS PESA ID No. 2965-21, and PB Site ID# 15) – Salt Storage Property: Bulk storage of road salt
8. Exhibit ID# 16 (ISGS PESA ID No. 2965-14, and PB Site ID# 16) – Elwood Village Department of Public Works: Bulk storage of salt, and petroleum ASTs
9. Exhibit ID# 21 (ISGS PESA ID No. 2965-8, and PB Site ID# 21) – SBC Utility Building: The site is listed in the BOL database, evidence of chemical use, protruding pipes
10. Exhibit ID# 27 (ISGS PESA ID No. 2965-5, and PB Site ID# 27) – Commercial Building: Potential UST(s), potential former chemical use
11. Exhibit ID# 30 (ISGS PESA ID No. 2965-12, and PB Site ID# 30) – Raceway Pizza: Potential UST(s), potential former chemical use
12. Exhibit ID# 33 (PB Site ID# 33) – Jackson Township Highway Department: The site is listed in the UST database, and petroleum ASTs
13. Exhibit ID# 34 (PB Site ID# 34) – Residential Properties: Possible former gas station
14. Exhibit ID# 35 (ISGS PESA ID Nos. 2965-30, 2965-31, and PB Site ID# 35) – Centerpoint Intermodal Center: Former railroad spur line, and large soil pile
15. Exhibit ID# 36 (ISGS PESA ID No. 27, and PB Site ID# 36) – Farmland: Former industrial railroad use
16. Exhibit ID# 37 (ISGS PESA ID No. 2965-28, and PB Site ID# 37) – Farmstead: Petroleum AST
17. Exhibit ID# 38 (ISGS PESA ID No. 2965-34, and PB Site ID# 38) – Midewin National Tallgrass Prairie: The site is listed in the National Priority List (NPL), Comprehensive Environmental Response, and Liability Act (CERCLIS), Corrective Actions (CORRACTS), RCRA Treatment, Storage, and Disposal Facility (TSDF), 2020 COR ACTION, RCRA Non Generator (NonGen), IL SPILLS, RCRA Conditionally Exempt Small Quantity Generator (CESQG), US Engineering (ENG) Controls, US Institutional (INST) Control, PADS, NY MANIFEST, UST, LUST, and BOL databases, railroad spur lines, known soil and groundwater contamination, ASTs, potential drums, petroleum pipelines, evidence of former chemical use including explosives, landfills

18. Exhibit ID# 39 (ISGS PESA Site ID No. 2965-B, and PB Site ID# 39 – Abraham Lincoln National Cemetery: The site is listed in the RCRA-CESQG database, and is part of the NPL boundary for Joliet Army Ammunition Plant
19. Exhibit ID# 41 (PB Site ID# 41) – Prairie Creek Terminal Services: The site is listed in the BOL database, contaminated soil and groundwater, likely former bulk oil storage facility
20. Exhibit ID# 44 (PB Site ID# 44) – US Cold Storage: The site is listed in the LUST, IL SPILLS, and BOL databases, known soil and/or groundwater contamination
21. Exhibit ID# 45 (PB Site ID# 45) – ITL Facility: The site is listed in the RCRA-SQG, LUST, IL SPILLS, BOL, and UST databases, former USTs, and industrial railroad use
22. Exhibit ID# 46 (PB Site ID# 46) – Residential Properties: Former industrial railroad use
23. Exhibit ID# 48 (ISGS PESA Site ID No. 2965-44, and PB Site ID# 60 – Undeveloped Property: Former ASTs
24. Exhibit ID# 49 (ISGS PESA Site ID No. 2965-46, and PB Site ID# 61) – Shred X: The site is listed in the RCRA-SQG and BOL databases, historic machine and paint shops, and former gasoline USTs, evidence of chemical use, former drums
25. Exhibit ID# 50 (ISGS PESA Site ID# 2965-K, and PB Site ID# 62) – Illinois Central School Bus Garage: The site is listed in the Emergency Response Notification System (ERNS), UST, and BOL databases, possible use of chemicals and/or petroleum products in repair activities, gasoline ASTs, former USTs, spill diesel fuel
26. Exhibit ID# 51 (PB Site ID# 63) – Vehicle Repair Facility: Possible use of chemicals and/or petroleum products in repair activities, petroleum AST
27. Exhibit ID# 52 (PB Site ID# 64) – Commercial Property: Probable fill soil
28. Exhibit ID# 55 (PB Site ID# 67) – Bus and Truck Repair Facility: Possible use of chemicals and/or petroleum products in repair activities
29. Exhibit ID# 56 (ISGS PESA Site ID No. 2965-58, and PB Site ID# 68) – Evans Lawn & Garden: The site is listed in the RCRA-CESQG, BOL, and Historic Auto Stations databases, evidence of chemical use
30. Exhibit ID # 58 (ISGS PESA Site ID Nos. 2965-50 and 2965-51, and PB Site ID# 70) – Angelo's Plaza: Former gasoline station, potentially impacted groundwater, monitoring well, evidence of chemical use, Highway Authority Agreement
31. Exhibit ID# 60 (ISGS PESA Site ID Nos. 2965-F and 2965-G, and PB Site ID# 72) – Oilmen's of Wilmington: The site was listed in the BOL database, auto repair and oil change activities

32. Exhibit ID# 61 (ISGS PESA Site ID No. 2965-54 and PB Site ID# 73) – Circle K Gas Station: The site is listed in the LUST, UST, BOL, and IL SPILLS databases, operating gasoline service station, monitoring wells, former monitoring wells, evidence of chemical use, impacted groundwater, Highway Authority Agreement
33. Exhibit ID# 62 (ISGS PESA Site ID No. 2965-55, and PB Site ID# 74) – Burger King: Former monitoring well
34. Exhibit ID# 63 (ISGS PESA Site ID Nos. 2965-59, 2965-60, 2965-61, and 2965-62, and PB Site ID# 75) – Residential Property: The site is listed in the UST database
35. Exhibit ID# 64 (ISGS PESA Site ID Nos. 2965-56, 2965-63, 2963-64, 2965-66, 2965-67, 2965-68, and 2965-69 and PB Site ID# 76) – Residential Properties: The site is listed in the BOL database
36. Exhibit ID# 65 (PB Site ID# 77) – Hitts Siding Nature Preserve/ComEd ROW: Former industrial railroad use, two pipelines cross the site*
37. Exhibit ID# 66 (ISGS PESA Site ID No. 2965-70, and PB Site ID# 78) – Quality Iron Design: The site is listed on the BOL database, junkyard, possible auto repair activities, potential soil and/or groundwater contamination, potential UST(s), potential chemical use, drum, former dumping
38. Exhibit ID# 67 (ISGS PESA Site ID Nos. 2965-71 and 2965-72, and PB Site ID# 79) – Farmland/Vacant Lot: A pipeline crosses the site
39. Exhibit ID# 69 (ISGS PESA Site ID No. 2965-74 and PB Site ID# 81) – Undeveloped Property: A pipeline crosses the southern part of the site
40. Exhibit ID# 70 (ISGS PESA Site ID No. 2965-75 and PB Site ID# 82) – Northwest Muffler and Auto Repair: The site is listed on the RCRA-CESQG, Historic Auto Stations, and BOL databases, possible use of chemicals and petroleum products in auto repair activities, potential UST(s), evidence of chemical use, drums
41. Exhibit ID# 71 (ISGS PESA Site ID NO. 2965-76, and PB Site ID# 83) – Trailer Sales and Storage: The site is listed on the BOL database, possible fill soil, evidence of former chemical use
42. Exhibit ID# 72 (ISGS PESA Site ID No. 2965-77, and PB Site ID# 84) – Residential Properties and ComEd ROW: The site was listed in the Historic Auto Stations database
43. Exhibit ID# 74 (ISGS PESA Site ID Nos. 2965-82, 2965-83 and 2965-85, and PB Site ID# 86) – Meneoka/Vacant Land/Agricultural Land: Former coal mining activities*
44. Exhibit ID# 79 (ISGS PESA Site ID No. 2965-85, and PB Site ID# 90) – Vacant Property/Agricultural Land: Possible former gas station

45. Exhibit ID# 80 (ISGS PESA Site ID No. 2965-86, and PB Site ID# 91) – Junkyard/Commercial Buildings: The site is listed in the BOL database, former junkyard with open dumping, and possible soil contamination due to on-site activities, potential dumping, potential drums, solid waste
46. Exhibit ID# 82 (PB Site ID# 93) – Unknown Commercial Business: Former coal mining activities
47. Exhibit ID# 83 (PB Site ID# 94) – Railroad Segment: Industrial railroad

Potential Impacts

From all of the sites shown on Exhibit D4-2, Table D4-5 indicates only the REC sites identified in the Project study area and the potential impacts resulting from construction of the build alternatives. The remaining sites are not listed because they were identified as *de minimis* conditions, or as having no REC or *de minimis* conditions at all. The No-build alternatives would not impact these sites. There is potential contamination risk at 16 of the 47 REC sites identified for work that would occur within the railroad ROW and for work within temporary easements, permanent easements, grading permits, or ROW acquisition.

Table D4-5. Potential REC Impacts

Exhibit ID #	MP	Side of Track	Build Alternative 1B		Build Alternative 2A	
			Acres	Reason for Potential Impact	Acres	Reason for Potential Impact
1	44.45 to 55.30	N/A	126.89 (125.86 Existing, 0.32 ROW, 0.06 Easement, 0.65 Grading Permit)	UPRR Existing ROW	126.78 (125.86 Existing, 0.32 ROW, 0.06 Easement, 0.92 Grading Permit)	UPRR Existing ROW
2	44.38 to 44.45	N/A	0	N/A	0	N/A
11	45.73 to 45.82	East	0.25	Proposed ROW	0.25	Proposed ROW
12	45.80 to 45.85	East	0	N/A	0	N/A
13	45.85 to 45.90	East	0	N/A	0	N/A

Exhibit ID #	MP	Side of Track	Build Alternative 1B		Build Alternative 2A	
			Acres	Reason for Potential Impact	Acres	Reason for Potential Impact
14	45.87 to 45.92	East	0	N/A	0	N/A
15	45.80 to 45.93	East	0.24	Proposed ROW	0.24	Proposed ROW
16	45.75 to 45.82	West	0.12	Proposed ROW	0.12	Proposed ROW
21	45.83 to 45.83	West	0	N/A	0	N/A
27	45.84 to 45.85	West	0	N/A	0	N/A
30	45.87 to 45.88	West	0	N/A	0	N/A
33	45.97 to 45.97	East	0.02	Proposed ROW	0.02	Proposed ROW
34	45.99 to 46.20	East	0	N/A	0	N/A
35	45.13 to 46.71	West	1.09 (0.88 ROW and 0.21 Temporary)	Proposed ROW and Temporary Easement	1.09 (0.88 ROW and 0.21 Temporary)	Proposed ROW and Temporary Easement
36	46.06 to 46.60	East	0	N/A	0	N/A
37	46.40 to 46.44	East	0	N/A	0	N/A
38	46.50 to 51.48	East and West	10.81 (5.95 ROW, 4.42 Temporary, 0.44 Grading)	Proposed ROW Temporary Easement Grading Permit	14.43 (6.93 Temporary and 7.5 Grading)	Temporary Easement Grading Permit
39	46.68 to 47.90	West	6.51 (0.46 Permanent and 6.05 Temporary)	Permanent Easement and Temporary Easement	3.94 (0.32 Permanent and 3.62 Temporary)	Proposed ROW

Exhibit ID #	MP	Side of Track	Build Alternative 1B		Build Alternative 2A	
			Acres	Reason for Potential Impact	Acres	Reason for Potential Impact
41	49.84 to 49.99	East and West	0.67 (0.22 ROW and 0.45 Temporary)	Proposed ROW Temporary Easement	0.40	Proposed ROW
44	51.75 to 51.97	East	0.18	Proposed ROW	0.18	Proposed ROW
45	51.97 to 52.52	East	0	N/A	0	N/A
46	51.96 to 52.63	West	0.76	Proposed ROW	0.76	Proposed ROW
48	53.12 to 53.20	West	0.11	Proposed ROW	0.11	Proposed ROW
49	53.12 to 53.20	East	0	N/A	0	N/A
50	53.20 to 53.30	East	0	N/A	0	N/A
51	53.30 to 53.35	East	0	N/A	0	N/A
52	53.20 to 53.35	West	0.10	Proposed ROW	0.10	Proposed ROW
55	53.35 to 53.42	West	0.20	Proposed ROW	0.20	Proposed ROW
56	53.40 to 53.46	West	0	N/A	0	N/A
58	53.39 to 53.45	East	0.05	Proposed ROW	0.05	Proposed ROW
60	53.42 to 53.47	East	0	N/A	0	N/A
61	53.47 to 53.50	East	0	N/A	0	N/A
62	53.20 to 53.30	East	0	N/A	0	N/A
63	53.42 to 53.60	West	0	N/A	0	N/A

Exhibit ID #	MP	Side of Track	Build Alternative 1B		Build Alternative 2A	
			Acres	Reason for Potential Impact	Acres	Reason for Potential Impact
64	53.50 to 54.08	East	0	N/A	0	N/A
65	53.50 to 54.84	West	1.72	Proposed ROW	1.72	Proposed ROW
66	54.08 to 54.13	East	0	N/A	0	N/A
67	54.07 to 54.40	East	0	N/A	0	N/A
69	54.29 to 54.58	East	0	N/A	0	N/A
70	54.41 to 54.50	East	0	N/A	0	N/A
71	54.58 to 54.75	East	0	N/A	0	N/A
72	54.75 to 54.80	East	0	N/A	0	N/A
74	54.84 to 55.30	East	0	N/A	0	N/A
79	55.05 to 55.12	East	0	N/A	0	N/A
80	55.12 to 55.20	East	0	N/A	0	N/A
82	55.30 to 55.50	West	0	N/A	0	N/A
83	55.30 to 55.50	N/A	0	N/A	0	N/A
Total (Excluding the Railroad)			23.89		24.91	

D4.9. Aesthetic Environment and Scenic Resources

Existing Conditions

The FHWA visual assessment manual calls for describing the affected environment in terms of landscape units, defined as areas or volume of distinct landscape character,

which form spatially enclosed units at ground level. The following landscape units are present in the Project study area:

- Area from Jackson Creek (Project start) to Bush Drive
- Area from Bush Drive to Brandon Road
- Area from Brandon Road to Hoff Road
- Area from Hoff Road to River Road
- Area from River Road to Kankakee River Drive
- Area from N. 1st Street to Stripmine Road
- Area from Stripmine Road to south of Coal City Road (Project terminus)

The following sections describe the visual quality of each of the seven landscape units.

Jackson Creek (Project start) to Bush Drive

This landscape unit, approximately 1 mile in length, contains single family residential development on the west side of the UPRR tracks from Jackson Creek to Diagonal Road. Multi-family and single family residences are on the west side of the UPRR tracks from Diagonal Road to Bush Drive. A tree and shrub line along the railroad shield the views of UPRR tracks from several of the residential backyards which is considered desirable for views from homes given their different use and character compared to the UPRR tracks. The tree and shrub line also partially shields the views of Amtrak passengers of the back yards of homes that back up onto the UPRR tracks. The east side of the UPRR tracks is generally agricultural land with wooded areas. For the agricultural and wooded area, views of the UPRR tracks are common for the type of setting and are not notable. In addition to Amtrak passengers, viewers of the UPRR tracks include residents of the homes on the west side of the UPRR tracks. There are no viewers of the UPRR tracks from the east side of the tracks because of the land use, and no occupied structure. Views along the UPRR tracks in this area are illustrated in Exhibit D4-3).

Exhibit D4-3. From Diagonal Road, facing north



Bush Drive to Brandon Road

This landscape unit, approximately 0.6 miles in length, contains mixed land use (residential and commercial) on both the east and west side of the UPRR tracks in the Village of Elwood downtown area. The UPRR tracks are within the viewshed of residences and commercial buildings. A tree and shrub line is located intermittently along the landscape unit, which blocks views of the UPRR tracks for some of the residences. However, the UPRR tracks are generally visible from residences and commercial properties along this landscape unit. Amtrak passengers would be within view of residential properties and the commercial buildings and associated parking lots adjoining the UPRR tracks. Views along the UPRR tracks in this area are illustrated in Exhibit D4-4.

Brandon Road to Hoff Road

This landscape unit, which is generally open and flat with structures set back from the UPRR tracks, is approximately 0.6 miles in length. This landscape unit contains mixed land use along the UPRR tracks, including a park, agricultural land, a residential property, an industrial intermodal site, and historic Alternate Route 66. On the west side of the tracks is Dale and Francis Archer Memorial Park. Archer Park includes a walking trail and open green space. The walking trail is set back slightly over 500 feet from the existing UPRR tracks. Viewers of the UPRR tracks include recreational users of Archer Park. South of Archer Park is an intermodal/distribution facility. Views from the industrial intermodal/distribution center are considered compatible with the view of the UPRR tracks. On the east side of tracks is agricultural land. There are no viewers of the UPRR tracks from the agricultural land, because there are no permanently occupied

structures or places people congregate. South of the agricultural land is a residential property. Because of the mature trees in front of the property, and the residence over 400 feet away from the existing UPRR tracks, the residence is not expected to be within the viewshed of the UPRR tracks. South of the residential property is stormwater detention basins. There are no viewers of the UPRR tracks from the stormwater detention basins, because there are no permanently occupied structures or places people congregate.

Parallel, to the east of the existing UPRR tracks, is a National Register of Historic Places (NRHP) section of Alternate Route 66. The UPRR tracks are visible from the roadway. Amtrak passengers and vehicular passengers traveling on Historic Route 66 passing through the area would generally see open, flat green space partially obscured by vegetation with large industrial facilities set back from the tracks adjacent Alternate Route 66. Amtrak or vehicular passengers are not expected to have a view of the residential property. This landscape unit does not have high visual quality. Views along the UPRR tracks in this area are illustrated in Exhibit D4-5.

Hoff Road to River Road

This landscape unit, approximately 5 miles in length, includes MNTP, Abraham Lincoln National Cemetery, DPSFWA, and historic Alternate Route 66. First, on the west side of the UPRR tracks is Abraham Lincoln National Cemetery. Views of the UPRR tracks from the Cemetery are not entirely shielded by an existing tree line; however, several trees (not yet mature) have been planted at the Cemetery that shield views of the UPRR tracks, and from the UPRR tracks (Amtrak passengers) in the future. On the west side of the UPRR tracks, south of Abraham Lincoln National Cemetery is MNTP, followed by DPSFWA. Most of this area is lined with trees and shrubs, reducing the views of the UPRR tracks from hiking trails and public use areas. The exception is Henslow Trail when it is on an overhead pedestrian bridge over UPRR tracks connecting the west and east sides of MNTP (see Exhibit D4-6). The Henslow Trail Bridge is a former railroad bridge of common design. It does not have high visual quality. On east side of the tracks in MNTP, most of the site is separated from the UPRR tracks visually with a tree line. In the northern half of MNTP, IL 53 (historic Alternate Route 66) is parallel to and east of the UPRR tracks. When not obscured by trees, viewers from Amtrak, Henslow Trail Bridge, and Alternate Route 66 experience the vast open space consists of the Abraham Lincoln National Cemetery, MNTP, and DPSFWA (Exhibit D4-7 and Exhibit D4-8). Viewers from the Henslow Trail Bridge also look down the length of the UPRR ROW and IL 53 (Alternate Route 66). In the midst of MNTP is an industrial agribusiness. Because of the industrial nature of the facility, view of the UPRR tracks from the site would be considered typical.

Exhibit D4-4. From Mississippi Street, facing north



Exhibit D4-5. From Walter Strawn Drive (crossing closed), facing north



Exhibit D4-6. Henslow Trail Bridge



Exhibit D4-7. From Hoff Road, facing south



Exhibit D4-8. From River Road, Facing north



River Road to Kankakee River Drive

This landscape unit, approximately 0.5 miles in length contains agricultural land immediately to the east and west sides of the UPRR tracks, with residential and industrial facilities set back beyond the agricultural land. Views are common for the type of setting and not notable. Viewers of the UPRR tracks include workers in a loading dock and parking area used for semi-truck trailers set back on the east side of the UPRR tracks. Trees along the railroad substantially shield views of the UPRR tracks from homes, which is considered desirable for views from homes given their different use and character. Trees and shrubs also partially shield the views for Amtrak passengers of the back yards of homes set back from the UPRR tracks beyond the agricultural land. A tree and shrub line also substantially shields the views of the UPRR tracks from the adjoining industrial development, although views of the UPRR tracks from industry would be compatible with the industrial setting. Views along the UPRR ROW in this area are illustrated in Exhibit D4-9).

N. 1st Street to Stripmine Road

This landscape unit, approximately 0.4 miles in length, contains industrial and some commercial uses along the UPRR tracks and two residences. Trees are lined along the west side of the UPRR tracks and intermittently along the east side of the UPRR tracks. Views are typical of non-residential development consisting of buildings, parking areas, trucks and buses, outdoor storage of materials, and refuge. Views are not of high quality. Trees partially shield views of the UPRR tracks from one home on the west side of tracks, but the home on the east sides of the tracks is partially visible. Views along the UPRR tracks in this area are illustrated in Exhibit D4-10).

Exhibit D4-9. Along UPRR Right-of-Way (Facing North) Naer Kankakee River Drive



Exhibit D4-10. From Stripmine Road, facing north



Stripmine Road to south of Coal City Road (Project Terminus)

This landscape unit, approximately 2 miles in length, contains Hitts Siding INAI site, single family residential development, and scattered commercial development. On the west side of the UPRR tracks is a power line corridor that parallels the Hitts Siding INAI site, a large nature preserve. There are no hiking trails in the nature preserve, and therefore there are no viewers of the UPRR tracks from Hitts Siding INAI site. Any views would be obscured by vegetation between the power line and the UPRR tracks. Further to the south of Hitts Siding INAI site, beyond Coal City Road, is wooded land. As with Hitts Prairie INAI site, there are no viewers of the UPRR tracks from the wooded west side of the UPRR tracks, because there are no permanent occupied structures or outdoor places people gather. On the east side of the UPRR tracks, at the north end of this landscape unit is residential development, agricultural land, and wooded land. These land types are separated from the UPRR tracks by IL 53 with views across IL 53 to the UPRR with views of the UPRR partially obscured by vegetation. Viewers of UPRR tracks include residents of the homes and workers at the commercial buildings, travelers on IL 53, and Amtrak passengers. Views of the UPRR tracks from the few commercial uses would be compatible with the land use. Views along the UPRR tracks in this area are illustrated in Exhibit D4-11).

Exhibit D4-11. From Stripmine Road, facing south



D3.4. Potential Impact

No-Build Alternative

There would be no change to existing views or visual quality with the No-Build Alternative.

Build Alternatives

The build alternatives generally would include track construction to accommodate double tracks (with associated widening of existing embankments and cuts with loss of existing vegetation) and new ROW fencing as components that would change existing views.

Jackson Creek (Project start) to Bush Drive

Track work east of the existing track would require grading and removal of trees/shrubs, which currently block homeowner's and Amtrak passenger views of agricultural land east of the UPRR. The new second track and maintenance access facility would be further away from the existing homes than the existing track. In the Bush Road residential area, grading to improve track drainage in the UPRR ROW would occur on the west side of the UPRR ROW adjacent to homes on Bush Road whose back yards abut the UPRR ROW. Regrading would be confined to the UPRR ROW, which has few trees or other tall vegetation. The top of rail of the second track would be the virtually identical to that of the existing track. Thus, the visual impact is considered negligible.

Bush Drive to Brandon Road

The build alternatives are similar in this section of the proposed Project. In the center of Village of Elwood, track work includes grading (potential tree removal) and fencing. The existing tree line within this landscape unit is intermittent along the UPRR tracks. Fencing is proposed north and south of Mississippi Street.

The visual impact would be at residences in this landscape unit. Trees would be removed that currently shield views of homes and backyards from Amtrak passengers. The change would expose some of the residential viewers to unshielded views of the UPRR tracks. The second track and maintenance access facility would be closer to homes than the existing track where the homes are east of the UPRR ROW and north of Mississippi Street. South of Mississippi Street the second track would be closer to homes than the existing track where the homes are west of the UPRR ROW. In some cases, an additional 10 feet of UPRR ROW would be purchased to accommodate drainage cut slopes. The top of rail of the second track would be approximately 1 foot higher than that of the existing track in the Mississippi Street commercial area, but virtually identical to the existing track elsewhere, including the residential areas. So, next to homes the vertical elements of the railroad would not change. The impact is considered moderate at the homes when taking into consideration the change described, the location and sensitivity of the viewers, and that while a changed view, a view of the UPRR exists today and the vertical elements of UPRR would not change.

The visual impact is considered minor/ negligible at commercial uses because there is no screening vegetation in the UPRR and viewers from commercial uses are considered less sensitive to the changes proposed in the UPRR ROW.

Brandon Road to Hoff Road

Changes in this landscape unit would include the addition of the second track (west side of UPRR), maintenance access facility (east side of UPRR ROW), and fencing. The top of

rail of the second track would be the virtually identical to that of the existing track. The build alternatives have similar design in this landscape unit.

Intermittent visible vegetation in the UPRR ROW would be removed with the build alternatives. Thus, there would be no notable visual change to views from the intermodal/distribution site, residence, historic Alternate Route 66, Archer Park, or agricultural land and the visual change would be minor/negligible at this landscape unit.

Hoff Road to River Road

In this landscape unit, viewers from Abraham Lincoln National Cemetery are no closer than 200 feet from the UPRR right-of-way. In MNTP, public use lands extend to the UPRR ROW but there are no formal recreation facilities near the UPRR ROW with one exception, the Henslow Trail, which approaches the UPRR ROW and crosses it on the Henslow Trail Bridge. DPSFW Area lands adjacent to the UPRR ROW are designated for hunting so there are no concentrations of viewers of the UPRR ROW.

The two build alternatives have different design characteristics in this landscape unit, and have different visual impacts as summarized below.

- Build Alternative 1B: The fill location for Build Alternative 1B would not involve retaining walls and it would be on the west side of the existing tracks as it slopes down (Exhibit D4-12). This area would therefore not be visible from Alternate Route 66. The cut location is also located along the west side of the UPRR right-of-way, approximately 150 feet away from Alternate Route 66, involving 1,500 feet of continuous retaining wall (Exhibit D4-13). Because the wall would only be a maximum of seven feet tall, the rest of the cut location could be visually and atmospherically softened with vegetation and dirt areas on the sloping terrain above.

Beyond these locations, visual change due to Build Alternative 1B in this landscape unit would primarily involve the removal of vegetation and regrading to accommodate the second track and maintenance access facility. The top of rail of the second track would be the virtually identical to that of the existing track. Thus, for the most part the visual impact is considered negligible given that the vertical elements of the UPRR track would not change and that viewers are either at a long distance or few in number. Views for the Amtrak passengers would change negligibly with minimal tree loss. With Build Alternative 1B, users of the Henslow Trail Bridge in MNTP would have views of two tracks and the maintenance access facility instead of one track, but this not currently a high quality view and so this change also is considered negligible.

Exhibit D4-12. Rendering of Build Alternative 1B (Station 2485+00)



Exhibit D4-13. Rendering of Build Alternative 1B cut location with wall to avoid gas pipe line (not visible) and retaining wall on west side of the tracks visible in the background (Station 2530+00)



- **Build Alternative 2A:** Build Alternative 2A would include a total of 13,300 feet of discontinuous retaining walls located on both sides of the UPRR right-of-way where it is parallel to Alternative Route 66. The cut location walls on the east side and the fill location walls on the west side would face away from, and therefore, would not be visible from Alternative Route 66. However, the cut location walls on the west side of the tracks, up to 24 feet tall, and the fill location walls adjacent to the roadway, up to 14 feet tall, would face toward Alternate Route 66. The fill location walls would also likely be topped by a UPRR guardrail and fence as safety measures, further changing the character of the area. A fence may be located atop or near the cut retaining walls. Exhibit D4-14 is a visualization of Build Alternative 2A at MNTP (Station 2530+00). Exhibit D4-15 below shows existing conditions of the same area to show the scope of visual change that would occur with Build Alternative 2A.

The resulting loss of existing vegetation, coupled with the area's flat topography, would lead to highly visible retaining walls where none currently exist. These new visual and atmospheric elements would change the views between the railroad and Alternate Route 66.

Exhibit D4-14. Rendering of Build Alternative 2A cut location with up to a 17-foot retaining wall west of UPRR (Station 2530+00)



Exhibit D4-15. Existing conditions of Exhibit D4-17 (Station 2530+00)



River Road to Kankakee River Drive

This landscape unit is predominantly agricultural land on the east and west sides of UPRR right of way with residential properties set back on the west side of the tracks and an industrial facility set back on the east side of the tracks. The build alternatives are similar in this landscape unit. The second track would be west of the existing track and the maintenance access facility would be east of the existing track. The top of rail of the second track would be the virtually identical to that of the existing track.

Because there would be no change in the vertical elements of the UPRR track and because of the presence of a tree line in the backyards of the residential properties, there would be no visual impacts experienced by the residential properties with the build alternatives. Views for the Amtrak passengers would change negligibly with minimal tree loss. Given these factors, the visual change would be minor/negligible at this landscape unit.

N. 1st Street to Stripmine Road

The build alternatives are similar in this landscape unit. Visual changes from the build alternatives in this landscape unit, which is predominantly commercial development, would include the addition of the second track (west of existing track) and maintenance access facility with associated effects on vegetation. The top of rail of the second track would be the virtually identical to that of the existing track. Fencing is proposed along this landscape unit. The landscape unit is currently not of high visual quality. In some cases, trees and shrubs partially shielding views of the UPRR tracks would be removed; however, views of the UPRR tracks from the commercial properties would be

compatible with the existing land use setting. The residential property on the west side of the UPRR tracks at Stripmine Road would experience a visual change as a result of tree removal, however a second tree line between the home and the UPRR ROW that is adjacent to the home would remain in place. Given these factors, the visual changes would be minor/negligible for the commercial development in this landscape unit.

Stripmine Road to South of Coal City Road (Project Terminus)

The build alternatives are similar in this landscape unit. Visual changes in this landscape unit due to the build alternatives would include the addition of the second track (west of existing track) and maintenance access facility (east of existing track) with associated effects on vegetation in the right-of-way. The top of rail of the second track would be the virtually identical to that of the existing track. In this landscape unit, viewers from IL 53, and residential properties on the east side of UPRR tracks and IL Route 53, and commercial properties would see views of vegetation in the UPRR ROW change to views of the access road. Given that the vertical element of the UPRR right-of-way would not change, the existing vegetation is low with minimal trees, often space, and the existing views from residences includes the railroad tracks, IL 53, and utility poles, the visual change would be minor/negligible. Views for the Amtrak passengers would change negligibly with minimal tree loss.