

Appendix

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# PUBLIC HEARING DOCUMENTATION



# **Tier 2 Evaluation Comment Disposition Table**

**Springfield Public Hearing - August 15, 2012, Abraham Lincoln Hotel and Conference Center - Ballroom, 701 East Adams Street, Springfield, IL 62701**

<b>Comment No.</b>	<b>Draft EIS Volume</b>	<b>Topic</b>	<b>Commenter</b>	<b>Comment</b>	<b>Response</b>
SP1	Tier 2	Design and Construction	Anonymous,	Make sure adjacent land owners are kept appraised of construction activities.	The public engagement program will be carried forward to design and construction.
SP2	Tier 2	General Comment	Kruger, Ben	I have already said my piece.	Comment Noted - Standard Response Letter sent as Reply
SP3	Tier 2	General Comment	Watt, John	Very ambitious project.	Comment Noted - Standard Response Letter sent as Reply
SP4	Tier 2	General Comment	Hanger, Jonas	I expected to hear a discussion whereby proponents and opponents would be given an opportunity to voice their opinion ones on this issue. Although the displays were somewhat helpful, it seems as though a discussion would have allowed me to better understand this project. Will there be another opportunity where, perhaps, a panel will discuss everything and allow open comment/question?	The public engagement process will continue through design and construction and will provide numerous opportunities to obtain information, ask questions and allow comments.
SP5	Tier 2	General Comment	Anonymous,	Not enough team members to answer questions. Difficult to determine who could be approached to assist with questions.	Comment Noted - No contact information to reply to.
SP6	Tier 2	General Comment	Kruger, Peg	Very helpful! There were personnel to answer every question and concern. Comprehensive materials covered every aspect of the project. Very professional! Keep us informed!	Comment Noted - Standard Response Letter sent as Reply
SP7	Tier 2	General Comment	Anonymous, Facebook, Official IL high Speed Rail	Great job! The large aerial view map/photo was very helpful. Nice layout of the room. Keep fighting the good fight!	Comment Noted - No contact information to reply to.
SP8	Tier 2	General Comment	Oxtoby, Carolyn	Because I live downtown and have rehabbed five buildings, I am passionate about not obstructing traffic, car and foot. Am also passionate about increasing train passenger count.	Comment Noted - Standard Response Letter sent as Reply
SP9	Tier 2	General Comment	Blazis, Janice IL State Fair	Nobody could answer how they will cut down part of the old Sangamon Building (EPA) and leave the other two parts of the building standing.	Only a portion of the building currently housing the EPA is required for the project. Means to continue use of the remaining portions of the building will be at the discretion of the owner.
SP10	Tier 2	General Comment	Roberts, Mr. David cfc	I'm more concerned about the 19th street/grand line. I've lived there for the last 6 years. There's no safety gate at this crossing. South Grand is a very busy intersection, having grandkids I can't allow them to even venture out the front door because of traffic trying to beat the light signal, which only encouraged drivers to speed up, instead of slowing down. My other concern is hiring local workers for whatever site selected. You would have to include people with backgrounds, because the entire city of Springfield include underachievers and such.	An underpass will be constructed at the South Grand crossing of the 19th Street tracks. This will eliminate the safety concerns associated with the existing at-grade crossing.
SP11	Tier 2	General Comment	Hicks, Darrell	I'm all for the high speed railway. More jobs as long as we keep crooked politicians out of this it will go. If not it won't.	Comment Noted - Standard Response Letter sent as Reply
SP12	Tier 2	General Comment	Anonymous, Neighborhood Association	Past time to move forward	Comment Noted - No contact information to reply to.
SP13	Tier 2	Land Acquisition	Napier, Ashley	According to the map, my property is not on the list to be displaced. After looking at the plans the lines run right against if not into my house. I would like it to be displaced. Either way too much of my property will be taken by this.	The effect of the project on the property at 2219 S. 6th street has been re-evaluated and it has been determined that it should be purchased for the project. This property will be shown as a displacement in future documents.
SP14	Tier 2	Land Acquisition	Patterson, Donna	I've been at 2114 South 9th street for 27 years and is very upsetting to me to have the move from there. My concerns are the same as Joe Eatons.	The design of the cul-de-sac on the north end of 9th Street has been revised to eliminate the need to purchase the property at 2114 S. 9th Street. The property will not be shown as a displacement in future documents.
SP15	Tier 2	Land Acquisition	Blevins, Joel	If part of my property is purchased, can I ask them to purchase it all? The proposed tracks would be quite close to my house but it is not listed as even being an "increased noise" area... if I read the map correctly.	Based on preliminary analysis it does not appear that the house at 2428 South 4th Street would need to be acquired for the Springfield Rail Improvements Project. However, a portion of the property would be required for construction of the project. During negotiations for acquisition of right-of-way from this parcel, consideration will be given to acquiring an easement to mitigate future train noise conditions.

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SP16	Tier 2	Land Acquisition	Chapman, Michelle	I live at 2409 South 5th, Springfield IL and I believe I will be affected and would need to be included in your list of acquisitions. My neighbors at 2405 and 2407 are included. My only access to my driveway is an alley from Iles. Putting the new tracks will affect my yard size and driveway. The name on my property deed was wrong in your letter to me. It is now Victor Howlett. Please correct, Thanks.	The effect of the project on the property at 2409 S. 5th Street has been re-evaluated and it has been determined that it should be purchased for the project. This property will be shown as a displacement in future documents.
SP17	Tier 2	Land Acquisition	Anonymous,	How I feel about this, the job has got to be done so I can't stop nothing. Whether I vote or don't vote, they're still going to get the job done, so I have to cooperate so we can make it easy, you know, if I cooperate. This has got to be done, so okay. We've got to have it through there so I might as well vote yes. This plan about...we're close to the track. How are they going to get us off the track? Are they going to move us somewhere? They'll find us somewhere to stay. I won't worry about that. The job has got to be done. I realize that. So I guess that's all I have to say.	To provide uniform and equitable treatment for persons displaced by projects such as this one, Congress passed the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amended it in 1987. The law provides not only for just compensation but also for relocation assistance for displaced persons.
SP18	Tier 2	Land Acquisition	Masen, Lester	We employ 40-60 employees annually. Your plan shows the acquisition of more than half of our warehouse space and yard storage. Additionally, we have a cell tower in your area of acquisition. Our firm could not maintain its operations on the remaining properties. We would require a similar warehouse and storage space that we currently utilize. Our businesses affected are: Evans-Mason, Inc. Schmaltd and Davids, Inc. Masonry Consortium	To provide uniform and equitable treatment for businesses displaced by projects such as this one, Congress passed the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amended it in 1987. The law provides not only for just compensation but also for relocation assistance.
SP19	Tier 2	Land Acquisition	Galsgi, Ted	I am concerned in that the acquisition of our properties will not be fairly valued and the destruction of our infrastructure is eminent.	To provide uniform and equitable treatment for persons displaced by projects such as this one, Congress passed the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amended it in 1987. The law provides not only for just compensation but also for relocation assistance for displaced persons.
SP20	Tier 2	Land Acquisition	Powell, Linda	We own 3 of the lots (2 houses) on the 1100 block of 10th north street that are being left in the one block not taken for the train. This will make the 5 houses left hard to rent or sell. We would like them bought also.	Based on preliminary analysis it does not appear that the houses on the west side of 10th Street between division and reservoir streets would need to be acquired for the Springfield Rail Improvements Project.
SP21	Tier 2	Land Acquisition	Powell, John	We own 2 houses on the block of houses that are being left on the north 10th street. The 5 houses on the block will be inconvenient to get to and hard to rent or sell. We would like them to be included when buying property for the trains.	Based on preliminary analysis it does not appear that the houses on the west side of 10th Street between division and reservoir streets would need to be acquired for the Springfield Rail Improvements Project.
SP22	Tier 2	Land Acquisition	Grady, Pat	I would like you to consider taking my home since the home next to me at 2500 Burton will be taken along with the business directly across my street at 401 Illinois. My address is 2506 Burton. Would like hearing from you, 217-522-3109 or cell 217-891-5536. Thank you for your consideration. You have done a very good job in reaching out to the community.	Based on preliminary analysis it does not appear that this house would need to be acquired for the Springfield Rail Improvements Project.
SP23	Tier 2	Land Acquisition	Winger, Sam	I have lots of unanswered questions about the purchase of my location. Do I move? Do I stay? What will be value of my location now? Will it go up or down? Will this help us serve more people? I wish the plans were more up to date. I hope someone will help me and my group know the best way to move forward.	To provide uniform and equitable treatment for persons displaced by projects such as this one, Congress passed the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amended it in 1987. The law provides not only for just compensation but also for relocation assistance for displaced persons. A land acquisition public meeting will be held during the next phase of the project to answer questions such as these.

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SP24	Tier 2	Land Acquisition	Anonymous,	My house is one of the properties that would be affected by plan 2A. I do think 2A is the best option of the available options at this time. That's not my issue. My issue is what happens to the, not even just the property owners but the owner-occupied homeowners, what happens with them. You know, everyone uses very loose terms like "long." How do you define long? What is long -- six months, six years? What does that mean? And even though we all had plans about what we were going to do before July 1st or whenever that article came out in the paper, do those plans get discarded because why would you invest more money in a house that's going to be torn down? And you have no idea for real how the appraisal process works when you're overdeveloped for an area, but how do you not do stuff to your house when it's not accessible. It's not handicapped accessible. I am for the plan, but I'm not liking the situation at all. I understand the process isn't finished yet, but it seems like even when the process is finished, if this is approved in December, no one knows when or if they're funded for property acquisition, which is not at all helpful if you're a property owner. That's about it. No, it's not. I'm worried, I'm so worried about the appraisal process, I really am. I cannot stress that enough. Now I'm finished.	To provide uniform and equitable treatment for persons displaced by projects such as this one, Congress passed the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amended it in 1987. The law provides not only for just compensation but also for relocation assistance for displaced persons. A land acquisition public meeting will be held during the next phase of the project to answer questions such as these.
SP25	Tier 2	Land Acquisition	Donathan, Vice-President Mission services LLGI, Greg	I am representing the Land of Lincoln Goodwill Industries located at 800 North 10th street, 62702. LLGI is in favor of High Speed Rail and looks forward to cooperative exploring how it's building and property might be useful in order to further high speed train service for our community.	Comment Noted - Standard Response Letter sent as Reply
SP26	Tier 2	Land Acquisition	Anonymous,	It is time to fish or cut bait. Dragging the property acquisition on for years is not fair or right. Property that is on the acquisition list is now in limbo. Is it almost impossible to lease or sell. How do you make decisions on what to do with maintenance and repair?	To provide uniform and equitable treatment for persons displaced by projects such as this one, Congress passed the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amended it in 1987. The law provides not only for just compensation but also for relocation assistance for displaced persons. A land acquisition public meeting will be held during the next phase of the project to answer questions such as these.
SP27	Tier 2	Noise and Vibration	Blackwell, Arthur	My statement is that I'm assuming that most of these people on this committee or on this program have never lived next to a railroad track and they have no idea. I've been there 70 some years, and the trains make a lot of noise. Even though 20 they don't blow a whistle and they don't ring the bell, they still make a lot of noise. If they're talking about 42 trains within a 24-hour period, that's every half hour. You realize what it will do to your sleep and the vibration continuous? All the houses have a brick footing and they have a tendency to crumble. Like people, after awhile, they start deteriorating, and if you're not there to maintain it...in my case I won't be there... what's going to happen to them old houses after they start deteriorating. I know they're going to put a barrier, I'm assuming they're going to put a barrier up there, but is it going to help keep the noise down and the vibration? It won't keep the vibration down, and it won't keep the noise down so that's my comment. Like I said, I believe that most of these people that's on this committee that's doing this have no idea what it's like living close to a track. When I was a young person living on 10-1/2, 1529, I could hear the train on 20 the 18th Street corridor, and I could hear the train on the Third Street corridor, and you can hear the old clickety-clack on them tracks back then. Now they weld them, but in those days you could hear the clickety-clack at o'clock at night. So that's just what I want you to let them know that I know. That's all I have to say.	The issue of noise and vibration from increases in rail traffic caused by the project are dealt with in the Final EIS. The EIS indicates that the Springfield Project will result in decreases in noise throughout the City, and that increases in vibrations are below the level that would cause structural damage. Because of the reductions in noise due to the project, a noise wall is not currently proposed. There are nine residences that will experience a moderate noise impact, and the various mitigation measures identified in the EIS will be evaluated during design
SP28	Tier 2	Suggested Change	Brennan, Francis	Cul-de-sac on Wirt - not necessary for the population on wirt between ash and south Street.	The cul-de-sac is being provided in accordance with the Springfield ordinance requiring a place for service and emergency vehicles to turn around on a dead-end street.
SP29	Tier 2	Suggested Change	Anonymous,	10th street must be moved now or it will never happen. Not only will this eliminate another set of tracks but it will open a north/south corridor for a roadway on the east side of town. There presently is no north/south road between 11th and 13th street.	Relocating the 10th Street corridor was considered among the preliminary screening alternatives and was eliminated because of high costs and environmental impacts.

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SP30	Tier 2	Suggested Change	Lazar, Ken	<p>The exhibits in the draft EIS (aerial photos) in Springfield area were too small of a scale to be beneficial to someone wanting to determine details. Scale probably should have been 1"=100' and controlled distribution. Also there wasn't enough roadway detail at 11th and Ridgely and at N Grand Ave. over the N.S.R.R. People who have businesses along N Grand were confused as to what was going to happen to them. My Name is ken lazar, a retired IDOT engineer. My last four years at IDOT, 1996 to 1999, were involved in writing IDOT's new design and environmental manual. I was the principal there on 17 chapters which involved geometric design features such as horizontal alignment, vertical alignment, cross section design, intersection design, interchange design, sight distance requirements, and the safety of my proposed design features. In reviewing the design features of proposed road relocations for alternative 2A, I have the following comments: 1) The proposal relocation of 11th street at Ridgely ave. would appear to have some sight distance problems for East bound traffic on Ridgely not being able to see traffic crossing back and forth on 11th street. The crest V.C would be over the RR tracks just before the 11th street intersection and resulting in limited anticipatory SD. The intersection grade on eastbound Ridgely would appear to be quite steep, probably 5%, and would cause problems stopping under icy conditions for cars, taxi vans, and semis going east on Ridgely. Therefore, the eastbound grade east of 11th should not be any greater than 3% through the intersection area. In looking at the sketch of 11th street, it appears the design has curves butting right up to the edge of Ridgely ave. Intersection approaches should always be designed with a least 50 feet of tangent from the edge of the crossroad back to the beginning of a curve. With this being a city street, I would assume that the cross-section of the curves would be a normal crown. Every effort should be made with my intersection design to not have super elevation going through the intersection. With this intersection being used by semis, the right turn radii should be designed for at least a WB-50 design. This intersection will be up on a high hill so there should be consideration of using guardrail in all four quadrants. The approach grades on 11th St. should probably be no greater than 3% for at least 75 feet from the edges of Ridgely ave. 2) On exhibit 5-1B of volume II, I noticed that converse ave. does not show a grade separation. Converse Ave. is a main east west street in this part of town and the lack of a grade separation would appear to be a major problem for motorists. This would cause traffic to go to N. Grand ave. and create more turning movements at 9th, 11th, and 15th. In looking over the RR</p>	<p>The intersection at 11th and Ridgely will be four-way stop controlled. This will alleviate concern about eastbound traffic seeing cross traffic on 11th. The maximum grade on Ridgely at the tracks will be approximately 2.6%. The 200' minimum required sight distance for the 30 MPH design speed will be provided by the proposed profiles on Ridgely and 11th. Since 11th Street will not be superelevated, the need for a tangent section approaching the intersection is reduced. Introducing a tangent section would increase the number of residential displacements. Local roads policy indicates that intersection radii should be set to accommodate a WB-50 design vehicle. The AASHTO Roadside Design Guide will be used to determine the need for guardrail at this location. The alternative of depressing the track through the city was evaluated during preliminary screening and was eliminated due to high cost and construction staging issues. The proposed grade for the North Grand Avenue overpass at the NS is 5.00%. This is less than the 8% maximum in the Local Roads Manual. North Grand Avenue will be designed with a normal crown. A portion of the overpass approaches will be on earth embankment and a portion supported by mechanically stabilized earth walls.</p>

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				<p><b>Comment</b>                      alignment of alternative 2A from black Ave to enterprise. I didn't see an alternative which examined a profile design which would have assumed that the tracks were cut into the ground by 15 to 20 feet. Such a design would easily allow a bridge to developed on Converse ave. over the railroad. Also, such a design would reduce the visual impact and noise levels for the lanphier H.S. complex. It would also allow for a better design to carry N. Grand Ave. over the railroad. I saw such a design alternative of depressing the railroad below the surrounding elevations in Reno, Nevada. It looked quite nice and there was hardly any noticeable noise as the freight trains went through downtown Reno. 4) In reviewing exhibit 5-1J, I noticed that a major grade separation is proposed for carrying N Grand ave. over the existing N.S.R.R. The grades on this overpass should probably be no greater than 3 to 3.5% for this major east-west arterial. Also, I noticed that a horizontal curve is shown on the east side of the proposed overpass. It has been IDOT policy since 2001 (New Manual) that horizontal curves not be designed near the ends of a bridge. This is recommended so that super elevation transition doe not fall onto the bridge approach slabs not onto the bridge itself. Using this criteria eliminates difficult construction, unsightly lines on the bridge parapet walls, and eliminates any adverse forces on vehicles as they start to cross a bridge. I would assume that the H.C. would be designed with normal crown. Also I would assume this bridge cross-section would be for 4 lanes with no median and sidewalks designed on each side of the bridge. Would this embankment be designed like clear lake ave. with reinforced earth walls? Our house is approximately 200 feet from the existing U. P. Tracks Before the new rail and concrete ties were installed, we could always feel the vibration of freight trains going by the house. Now that the new rail and concrete ties have been installed, we no longer feel any vibration and the noise also seems to be less with the new rail in place.</p>	

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SP31	Tier 2	Support Other Alternative	Vinson, Larry	Largest mistake I've ever seen for the betterment of Springfield. Creates too much cost, trashes our city with closed streets, over/underpasses, uproots too many families and businesses, destroys east to west traffic right-of-ways, separates our city. Build underground through street corridor two tracks from approximately Ridge Avenue to Iles Avenue or @ best choices. Please see attachment. (Attachment) I have read all info I could find and have attended several meetings on this subject and have concluded there has not been enough facts reported for all the benefits to be received by installing a two-track system totally underground along the 3rd Street corridor. The system should not be just a ditch but be totally buried from north to south underground all the way (practical) through our city. This system should be cost-effective if compared to all other studies, and the condition of our city is to be left in ditch systems that were tried early on would not be acceptable to meet today's environmental demands and were a dumping place for everything our public wanted to get rid of. Larger cities have been locating their systems underground for many years and some day it will have to be done here. We may never have another opportunity to "do it right" like we have now. Some of the rewarding benefits that would be gained; would not divide our city from east to west, but would enhance both sides. Should satisfy the medical industry, minimize vibration to an acceptable level. Think about this -- eliminate all railroad noises, pollutions, and unsightly railroad traffic. NO CROSS TOWN SURFACE TRAFFIC DELAYS. All streets open 24/ for emergency vehicles, and general traffic would be safer and flow better. The space gained above this tunnel could have many uses. 4/ lanes of auto, only roadways, commercial businesses, green areas, etc., etc. Costs of building over/underpasses avoided. There could be no division of populations and every one in our beautiful city could remain happy and comfortable with our permanently resolved great high-speed rail system. Thank you.	The proposed alternative was considered in the preliminary screening phase and was eliminated because of high cost and construction staging issues. It did not reduce displacements or other environmental impacts and provided only small improvements in safety and congestion relief relative to other alternatives.
SP32	Tier 2	Support Other Alternative	Nekritz, Elaine	I would very much like to see the passenger station stay in downtown Springfield. The value in passenger rail service is the ability to travel downtown to downtown. The 10th Street alignment will diminish the desirability of the route.	Alternatives that keep passenger traffic on 3rd Street and continue to utilize the existing Amtrak station were considered in preliminary screening, and some were carried forward for detailed study. It was determined that alternative 2A, which places passenger trains on 10th Street best achieves the project purpose and need at the lowest cost with the fewest impact.
SP33	Tier 2	Support Other Alternative	Anonymous, FCCG	Mostly designs and no explanation for them. Still doesn't indicate where the high-speed rail tracks will be, 3rd Street or where. 3rd Street is my preference.	The recommended alternative is to relocate the high-speed trains to 10th Street.
SP34	Tier 2	Support Other Alternative	Anonymous,	I support plan 2B for 10th Street. I like the addition of underpasses so trains can keep moving and so can vehicle traffic.	Comment Noted - No contact information to reply to.
SP35	Tier 2	Support Other Alternative	Kriel, Jack Enos Park N Improvement Assoc.	Would like to see underground tracks despite the cost. Doing the underground version is much cheaper today than doing it 10-20-50 years from now. The infrastructure is less intense than it would be 20-50 years from now. I favor the 10th Street 2A option.	This alternative was considered during preliminary screening and was eliminated due to the high cost of construction and problems associated with drainage and with maintaining rail traffic during construction. The 10th Street 2A option is the preferred alternative.
SP36	Tier 2	Support Other Alternative	Blazis, Jack W.	Why? So many questions why? Is this really good for Springfield? Will people use this project? Are you throwing money away? I can't believe it's cheaper to go through Springfield. I hope and pray this project is looked at very carefully. Matt Heyen was very helpful.	The purpose and need for the project as well as a discussion regarding alternatives eliminated is included in the final EIS. The alternatives considered during preliminary screening included alternatives that relocated all rail traffic outside of the City. These alternatives were at least three times the cost of the preferred alternative and were eliminated. The preferred alternative will reduce congestion, vehicle delays, accidents and noise and will reduce the barrier effects of the railroads on the community.
SP37	Tier 2	Support Other Alternative	Pickering, Margaret	1) the information is not complete. Like most government projects you get the sugar coating and reality doesn't come until it's too late to change. 2) The cost to taxpayers is way out of line simply to cut a few minutes off travel time. 3) Instead of speed we all need to slow down and realize what damage we are doing to the earth and when it's done, what next?	Comment Noted - Standard Response Letter sent as Reply



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SP38	Tier 2	Support Other Alternative	Eaton, Joseph	What do we need high speed rail service for? As far as I'm concerned you can build around Springfield and take all noise from the railroads there. The railroads should have to pay all costs of this project.	The purpose and need for the project is included in the final EIS.
SP39	Tier 2	Support Other Alternative	Blackwell, Arthur & Eve	If there is money available, why can the trains not run around the city instead of through it. This is not conducive to family enrichment, nor did it help pull the city together. The east side will be further segregated. My family invested in the community by purchasing property and pouring into the community financially. What value will be left in my property with constant train travel across the street. The claim that was originally put forth was that this was about high-speed rail. Yet, the majority of the trains moved will be freight trains. How is this helping my community or helping our children. Our investment and the value we try to build up comes to nothing if you snatch our land or that of our neighbors. With or without horns, trains are loud, dirty and disruptive. No one will pay a lot to live across from one.	Relocating trains outside of the city was a preliminary screening alternative. It was eliminated because of high cost and railroad opposition.
SP40	Tier 2	Support Other Alternative	Anonymous, Neighborhood Association	Basically, I see (the meeting) as a requirement by statute to comply with the information or to comply with what's legally required, and I say that because I am concerned with all of the input that has been given. It seemed to have very little impact in changing the decision. The decision had already been made by the people in authority, by the people making the decision. And as a resident of Randall Court, which is very close to the Ash Street grade separation, we will be, the people in that neighborhood, will be directly impacted both with the grade separation in terms of a problem that could be created with the lack of proper drainage, which is a common problem in the city in other areas where we have grade separation, but there's also a problem with the upper level in terms of the impact it is going to have on properties located close and near that particular area, and it is going to have an adverse impact on the aesthetics and could very well deter the easement going in and out of Randall Court on Ash Street because of the length that that separation is going to reach. So I see this as having a very negative impact in that area and not going to be beneficial to the residents who live there, which consists of a large number of senior citizens. They also are going to be locked into their properties, many too old to consider new mortgages, and they are going to be stuck in the area whether or not they like the outcome of the grade separation or the problem that I think would be created. So I see it as having an adverse impact on the entire area, and we are strongly opposed to the grade separation. You're also going to be closing other streets in that immediate area on Wirt Street which is the street next to the railroad track on 19th street. So I have a real problem with it, and I also am concerned about this information just appearing on the grade separation for Ash and 19th Street. I wonder why this information was not made available earlier so we could have addressed it, but I also believe there needs to be a meeting with the people in that area so they can have a clear understanding as to what is going to take place, the direct impact it's going to have, and they would be able to ask and get answers to questions that they have regarding this project. So those are some of my concerns, and as you can tell, I'm not very happy so far with how this is taking place.	Input from the advisory group meeting and from the public meetings, along with comments received from the public on the project website, were an integral part of the study process. They assisted the study team in developing the purpose and need, identifying and screening alternatives and, and selecting the alternative that best achieves the project purpose and need at the lowest cost and impacts. The recommended alternative will not cause an increase in rail traffic on 19th Street adjacent to Randall Court. The underpass at Ash Street will eliminate traffic delays and noise at that crossing. It should also reduce the difficulty in accessing Ash Street from Randall Court when trains are present since they will no longer block the crossing. The Ash Street underpass has been shown as a part of the project at all of the public meetings and at the public hearing. A land acquisition public meeting will be held during the next phase of the project. Congress passed the Uniform Relocation and Assistance and Real Property Acquisition Act of 1970 and amended it in 1987 to provide uniform and equitable treatment for persons displaced by projects such as this one. The law provides not only for just compensation but also for relocation assistance to displaced persons.

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SP41	Tier 2	Support Other Alternative	Anonymous, Faith Coalition for the Common Good	<p>I think still the best alternative was to move the lines outside of the city, and I'm still worried as to whether the stakeholders will carry out the community benefit agreement which had to do with relocation and whether or not citizens would be justly compensated for their property. Assessed value versus the amount of money it will take to rebuild their homes is a still critical question. The question of local jobs is still out there. We heard the governor talking about a thousand jobs and then turn around and say there won't be any because the railroad is putting in the rail. Well, where are the jobs going to be at? How soon will that information be available to people so we won't get caught short and folks come in from Nebraska and Kansas. We need jobs here in Springfield. And the third thing has to do with training programs. We have youth that are not being trained. It seems to me that our educational institutions and IDOT and everyone else in this community federation that is supposedly so wonderful here in Springfield would be planning now in terms of how to train people for these job opportunities. And about safety and noise abatement, I hope this time it doesn't become a joke like it was years ago. Nothing was done except close our streets off and increase the speed of the trains on the Nineteenth Street track, and now they're talking about doing underpasses, overpasses, which is good for the freight business but it doesn't do a doggone thing for the neighborhoods and the people who have to live around trains. And then on the question of this whole beautification process, it seems to be like singing Dixie almost because no one really seems to be paying attention to that, so we get the same old things that are going on now on the tracks again which is nothing. It's nothing but weeds and hot rocks, you know. And on the question of safety, I'd like to see the planners and stakeholders do a definite plan on hazardous material. Where is the safety there? Are they going to have something where they blow whistles and tell us when something hazardous is coming through our community, especially on the Nineteenth Street track. I haven't got over that yet. So all of those kind of things are big issues. There are seven, I can't remember them all because I get too emotional when I talk about the other ones, and we paid all this money or you guys did, the taxpayers did, and nothing is happening with us. Nothing is happening. On Nineteenth Street when they first started, the first thing they say, oh, we're going to put the Nineteenth Street and the Tenth Street and the Third Street all together in a corridor, and now they've got three separate corridors again -- Third Street, Tenth Street and Nineteenth Street. And I still don't believe that Union Pacific is going to give up Third Street corridor. That's not good business I don't think from their standpoint, but time will tell. It'll take another 20 years. I probably won't be here to see all this come to fruition, but that doesn't relieve me as a responsible citizen to speak up now, and that's what I'm doing. Of all that I have said, probably the most significant is how citizens will be compensated for their property. In my neighborhood association, 90 percent of us are senior citizens. I just look like I'm young. And the critical question is if our property, if imminent domain takes our property, will we be able to afford to rebuild somewhere else. So it's not so much the question of relocation as it is relocating at assessed value. It's relocation with no funding to rebuild. So that whole law needs to be changed because it's not just -- you know, if I have a \$40,000 cost assessed valuation, that doesn't mean they're going to give me \$40,000, and I would be hard-pressed to be able to build a new home or find a suitable housing at that price. Of course, the railroad has been making out like that since they first started, you know, taking people's property and not justly compensating them for it. That's all I have to say.</p>	<p>Relocating trains outside of the city was a preliminary screening alternative. It was eliminated because of high cost and railroad opposition.</p> <p>To provide uniform and equitable treatment for persons displaced by projects such as this one, Congress passed the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amended it in 1987. The law provides not only for just compensation but also for relocation assistance for displaced persons.</p>

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SP42	Tier 2	Support Other Alternative	Howell, Ronald E.	The Passenger rail traffic (Amtrak) and the freight rail traffic should be kept completely separate. 3rd street for Amtrak - preserves aesthetics of city, offers best ambience for tourists, far, far safer for all passenger employees, citizens, than dangerous crime - ridden social services alley known as 9-11th, Madison to capitol. 10th street for freight traffic - go ahead and build a "berlin wall," it may help reduce crime by separating homeless, drug-addicted, abortion providers, released felons, and recovering alcoholics for women and children, seniors, handicapped, who justifiably expect safe, clean traveling services.	Comment Noted - Standard Response Letter sent as Reply
SP43	Tier 2	Support Other Alternative	Anonymous,	The morning news reported another freight train derailment of twenty grain cars outside a community. Several weeks ago several fuel tankers were derailed and overturned within a residential community. Expansion of the rails due to temperature was the apparent cause. Rail accidents are not weekly occurrences, but can and will continue. The IDOT study is examining the environmental and (i presume) the SAFETY wisdom of committing the future of Springfield to accept the ultimate subdivision of the city by concentrating the north/south rail traffic on a rail corridor that has been studied and projected to become a volume of more that sixty (60+) trains each day (24/7) through the central business district, adjacent to the medical/ hospital complex and residential neighborhoods. The public information media reported a projected future traffic of more than forty freight trains with a potential capacity of transporting a hundred and more freight cars... box cars, fuel and toxic chemical and waste tankers, flat be and open material freight cars. Not unusual to be a mile long string of freight containers passing through the city every thirty minutes... each twenty four hours, seven days a week! They are intended to pass through (at a reduced speed of 40 mph) since the capitol city has no industry that is utilizing the railroad for material delivery or service. In other words, the intention of physically and permanently dividing and devastating (my word) our city by accommodating a railroad industry without any benefit to the community is irresponsible... for the future of the community and railroad. Maintaining the level grades for the railroad is accomplished by the construction of over and under passes at intervals while other streets and pedestrian ways are closed for safety. An inconvenience at best, but a physical and chasm that is dedicated to posterity. The projected frequency of the through freight schedules and the potential safety hazards within the community are difficult to accept... since the millions of dollars that must be spent to accommodate this effort is tax payer expense and (to my understanding) without investment by the UP except for the installation of the rails and other railroad devices and rail maintenance. The tenth street proposed consolidated rail traffic corridor is intended to accommodate projected rail traffic of more than a dozen trains each day stopping	The projected number of freight trains will be coming through Springfield even under the No-Build Alternative. Addressing the increase in rail traffic was one reason for the Springfield study. Safety was one on the key elements of the project purpose and need identified early in the study process. It was determined that historically the greatest safety risk was from collisions between vehicles and trains. Alternatives were developed with a goal of reducing these vehicle/train crashes . The preferred alternative (2A) is the most effecting at reducing these accidents while minimizing costs and impacts. Train derailments were considered in the analysis and it was determined that routing rail traffic around the City would increase the length of track and train-miles traveled thereby increasing the possibility of derailments in the area. Relocating trains outside of the city was a preliminary screening alternative. It was eliminated because of high cost, environmental impacts and railroad opposition. The preferred alternative includes construction of a series of overpasses and underpasses on 10th and 19th Streets to reduce the barrier effect that these two corridors create in the community.

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SP44	Tier 2	Support Other Alternative	Janeway, Thomas H.	The best for long run would be to move all of train traffic 11 miles east of town as was discussed in late 1960's (in the buffalo area). #1 first thing to do would be to do away with third street line. This has been on table since 1920s.	The 3rd Street tracks will be relocated as part of the preferred alternative (2A). Relocating trains outside of the city was a preliminary screening alternative. It was eliminated because of high cost, environmental impacts in the wetland and floodplain areas east of the City, and railroad opposition.
SP45	Tier 2	Support Preferred Alt	Anonymous,	I support Alternative 2A for the Tier 2 Springfield Rail Improvements Project. I applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor will make our community safer, better connected, and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of alternative 2A are important for Springfield. Removal of the 3rd street tracks will allow for increased investment that will grow our medical district and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - No contact information to reply to.
SP46	Tier 2	Support Preferred Alt	Reiss, Christopher	I support Alternative 2A for the Tier 2 Springfield Rail Improvements Project. We applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor onto the 10th Street corridor will make our community safer, better connected and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors, because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of Alternative 2A are important for Springfield. Removal of the 3rd Street tracks will allow for increased investment that will grow our medical district and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - Standard Response Letter sent as Reply

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SP47	Tier 2	Support Preferred Alt	Reuben, Ted	I support Alternative 2A for the Tier 2 Springfield Rail Improvements Project. We applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor onto the 10th Street corridor will make our community safer, better connected and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors, because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of Alternative 2A are important for Springfield. Removal of the 3rd Street tracks will allow for increased investment that will grow our medical district and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - Standard Response Letter sent as Reply
SP48	Tier 2	Support Preferred Alt	Anonymous,	3rd street is a poor choice. 10th streets is best.	Comment Noted - No contact information to reply to.
SP49	Tier 2	Support Preferred Alt	Troehler, Scott	Springfield Rail Consolidation: Increased rail traffic down the 3rd street corridor would have a long term negative impact on the health and vitality of our growing downtown, and would seriously inhibit future growth in our central business district. I support the 10th street option.	Comment Noted - Standard Response Letter sent as Reply
SP50	Tier 2	Support Preferred Alt	Stoldt, Charles	Was hopeful testimony was to be given. Move tracks to 10th street. Where will money come from? Do not accept premise of high speed rail i.e. cost and benefits	Comment Noted - Standard Response Letter sent as Reply
SP51	Tier 2	Support Preferred Alt	Schumacher, Melvin Neighborhood Association	I'm Melvin Kevin Schumacher. I'm a resident of Springfield at 200 South Grand Avenue East, so this is going to impact me with the overpass/underpass on 19th Street at Wirt and McCreery and South Grand. I'm all for the high-speed rail expansion. I think the project 2A is a good project, and we need to move forward as soon as possible. I hate to see federal dollars just going to waste when they could help our community like that. I'm all for this project, and being a resident, I know other residents that are for the project also.	The preferred alternative includes an underpass at the 19th Street corridor and South Grand Avenue. This underpass will improve safety and reduce noise and delays. It will also require that Wirt and McCreery Streets be closed at South Grand Avenue.
SP52	Tier 2	Support Preferred Alt	Sandstrom, Steward	I fully support Alternative 2A. The sooner the better-especially land acquisition.	Comment Noted - Standard Response Letter sent as Reply
SP53	Tier 2	Support Preferred Alt	Anonymous,	10th street is the correct alternative. Hopefully you are openly discussing land acquisition with home owners. Could have had more staff at maps. Seems like there was a smaller staff of professionals. Springfield citizens I have talked to are excited about the project getting underway. Will be great for all parts of town. Hopefully IDOT will not drag their feet.	Comment Noted - No contact information to reply to.
SP54	Tier 2	Support Preferred Alt	Wendler, RN, PHD, M. Cecilia Work (MMC)	Option 2A is the best alternative - Safety, prevent delays of traffic (most importantly into the E.R.s of the two hospitals), aesthetically, protect cultural sites, protect integrity of downtown Springfield. Thank you, Union Pacific, for considering the long-term impact of this decision on our hometown. Citizens know you have the power to do whatever. Please choose 2A as your legacy gift to the people of Springfield. Thank you for a fabulous hearing "Set-up" - maximizes input and dialogue.	Comment Noted - Standard Response Letter sent as Reply
SP55	Tier 2	Support Preferred Alt	Dillivou, Sara	We have attended most if not all of these meetings. We support the 10th Street alternative. Initially we thought the entire process was lip service. We have been encouraged that the process has been much more than that.	Comment Noted - Standard Response Letter sent as Reply
SP56	Tier 2	Support Preferred Alt	Sims, E. Norman	I wish to support the alternative of choice, Alternative 2A, identified in the Springfield phase II draft EIS. We believe that the alternative will improve traffic flow throughout the area in comparison with the other alternatives considered, is the best able to maintain community character and support further redevelopment in the downtown, and addresses a number of significant health and safety issues. We encourage the adoption of alternative 2A for the Springfield segment.	Comment Noted - Standard Response Letter sent as Reply

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SP57	Tier 2	Support Preferred Alt	Anonymous, Downtown Springfield Inc.	Please choose the 2A alternative. Any other option would set revitalization back 30 years. Mitigation is much easier with 2A option. Historic sites will not be negatively impacted if 2A is chosen.	Comment Noted - No contact information to reply to.
SP58	Tier 2	Support Preferred Alt	Anonymous,	The increase in UP and other traffic through Springfield will have a significant negative impact on both downtown Springfield and safety for police, fire department, etc., although the ideal would be to move all rail traffic outside the city except for Amtrak. The choice of option 2A is the best alternative when including the costs. I'm thankful that the planning has been done before. UP adds to the rail traffic. The planning is for nothing if the government bodies involved don't take steps quickly to approve and fund the project. Thank you for the opportunity to comment.	Comment Noted - No contact information to reply to.
SP59	Tier 2	Support Preferred Alt	Barber, Charlie	I am in favor of the 10th street corridor if it eliminates a number of at grade crossings. Would have more under and over passes that would be safer and have fewer traffic delays. It could have a no train horn quiet zone. It would increase economic development in downtown, the medical district and the east side of Springfield with the Amtrak station on the East side of the corridor and multi-modal center on the west side. There is no room for a multi-modal center on 3rd. The eastside of Springfield desperately needs the economic development it would bring. Increased rail freight traffic on 3rd would create a barrier wall of trains on 3rd effectively cutting Springfield in half into an east Springfield and a west Springfield. Ruin historic sites like the Dana-Thomas house and blight development in downtown Springfield. I urge you to adopt the 10th street corridor.	Comment Noted - Standard Response Letter sent as Reply
SP60	Tier 2	Support Preferred Alt	Anonymous,	I support the Tenth Street solution, and I want the record to reflect that. I strongly support the Tenth Street solution with the 2A alternative because I believe that it will be great for the City of Springfield, particularly for the future of the City of Springfield. I have lived in Springfield all my life. I'm almost 70 years old, and I've seen a lot of things come and go including this issue, and we've never really resolved it. We have an opportunity to right now, and I believe that we ought to seize the moment because I believe the moment means so much to the community and vice versa. It will have a tremendous drain on our community if we don't do it this time. I believe that the city will be safer. I believe that the city will be less divisive in terms of black, white, rich, poor. I believe that all kinds of economic development opportunities will flow from having this happen. I believe the city will be quieter. I believe the city will be enriched with all kinds of possibilities that emanate from a new multimodal center, a new set of tracks for Tenth Street, less kinds of activities and maybe no activity on Third Street, and one day maybe no 19th Street tracks. One day this project may result in Springfield only having one rail corridor running through the city rather than three, which it does presently and it has forever. So for all of those reasons, I support the Tenth Street solution. Hope and pray that it happens.	Comment Noted - Standard Response Letter sent as Reply
SP61	Tier 2	Support Preferred Alt	Anonymous,	I am in favor of the proposed alternative for several reasons. I live on 4th Street and own my own home. The number of freight traffic and Amtrak trains has increased considerably since I purchased in 1992. It is very noisy, disruptive, and causes me many traffic delays. I do not want increased train traffic through downtown or through the medical district. It would ruin the Dana Thomas House and my place of employment, The Sangamon Club. Shifting train traffic to 10th makes sense based upon the study recommendations and would eliminate train horn blowing. It would increase safety.	Comment Noted - No contact information to reply to.
SP62	Tier 2	Support Preferred Alt	Dillavou, David W. NSA/A	The 10th Street corridor has the least negative impact on the city and my neighborhood. It would not depress property values as the 3rd Street corridor would. 3rd Street would cause a horrible impact on many local merchants and healthcare facilities. The city visitors would be blocked from the capitol or museums if they had limited time to see both. Tourists are one of our main industries -- don't make it tougher on them.	Comment Noted - Standard Response Letter sent as Reply

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SP63	Tier 2	Support Preferred Alt	Anonymous,	I support the recommended plan - 2A. It will preserve historic landmarks. It will preserve medical district. It will preserve downtown and state capitol. It will dovetail with the multimodal center. It will quiet the HORN BLASTS! And much more. (And we hope to see 19th Street consolidated to 10th in the future.)	Comment Noted - No contact information to reply to.
SP64	Tier 2	Support Preferred Alt	Anonymous,	I support the recommendation to consolidate the 3rd street (Union Pacific) corridor to the 10th street corridor. This will keep the capitol area and downtown connected for tourism and business uses. Using the 10th street corridor would allow for better overall planning for economic development and safety; as opposed to the likely approach at 3rd street of inserted over/under passes and walled-off streets. Please take this opportunity to keep Amtrak as a welcomed and valued member of our community by adopting the 2A option - Tier 2 Springfield High Speed Rail Improvement project. And let's convert the 3rd street tracks to a green space when the tracks move over. Hike/Bike or just a park.	Comment Noted - No contact information to reply to.
SP65	Tier 2	Support Preferred Alt	Fulgenzi, Jeff	I support alternative 2A. I am concerned about pedestrian traffic crossing the rail line in Sangamon county. Sherman needs an elevated pedestrian crossing. Sherman is growing rapidly with many young people in subdivisions on one side of tracks and schools and retail on the opposite side. Peoria road underpass is a major concern. 3rd street rail line many children and adult use overpass to safely cross Peoria road east to west and west to east - there needs to be a safe pedestrian crossing. Accommodations should be made that allows the abandoned 3rd line to move north beyond ridgely ave for Bike and pedestrian trail. i.e. not stop at converse.	Same response as SPIAG09
SP66	Tier 2	Support Preferred Alt	Anonymous,	I support alternative 2A, 10th street consolidation. Springfield plan should consider pedestrian safety, rail upgrades on 10th and transit oriented development.	Comment Noted - No contact information to reply to.
SP67	Tier 2	Support Preferred Alt	Anonymous, Radio	I believe the 10th street alternative to be a beneficial option and the best option. The 10th street alternative will reduce traffic congestion and ensure safety along 3rd street.	Comment Noted - No contact information to reply to.
SP68	Tier 2	Support Preferred Alt	Riffey, Darrell and Sharon Inner City Older neighborhood Coalition member	There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of alternative 2A are important for Springfield. Removal of the 3rd street tracks will allow for increased investment that will grow our medical district and create construction and high wage professional jobs.	Comment Noted - Standard Response Letter sent as Reply
SP69	Tier 2	Support Preferred Alt	Anonymous,	I support Alternative 2A for the Tier 2 Springfield Rail Improvements Project. I applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor will make our community safer, better connected, and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of alternative 2A are important for Springfield. Removal of the 3rd street tracks will allow for increased investment that will grow our medical district and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - No contact information to reply to.

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SP70	Tier 2	Support Preferred Alt	Anonymous,	I support Alternative 2A for the Tier 2 Springfield Rail Improvements Project. I applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor will make our community safer, better connected, and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of alternative 2A are important for Springfield. Removal of the 3rd street tracks will allow for increased investment that will grow our medical district and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - No contact information to reply to.
SP71	Tier 2	Support Preferred Alt	Anonymous,	I support Alternative 2A for the Tier 2 Springfield Rail Improvements Project. I applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor will make our community safer, better connected, and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of alternative 2A are important for Springfield. Removal of the 3rd street tracks will allow for increased investment that will grow our medical district and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - No contact information to reply to.
SP72	Tier 2	Support Preferred Alt	Anonymous,	I support Alternative 2A for the Tier 2 Springfield Rail Improvements Project. I applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor will make our community safer, better connected, and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of alternative 2A are important for Springfield. Removal of the 3rd street tracks will allow for increased investment that will grow our medical district and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - No contact information to reply to.



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SP73	Tier 2	Support Preferred Alt	Anonymous,	I support Alternative 2A for the Tier 2 Springfield Rail Improvements Project. I applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor will make our community safer, better connected, and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of alternative 2A are important for Springfield. Removal of the 3rd street tracks will allow for increased investment that will grow our medical district and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community. (12 Signatures)	Comment Noted - No contact information to reply to.
SP74	Tier 2	Support Preferred Alt	Anonymous,	I support Alternative 2A for the Tier 2 Springfield Rail Improvements Project. I applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor will make our community safer, better connected, and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of alternative 2A are important for Springfield. Removal of the 3rd street tracks will allow for increased investment that will grow our medical district and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - No contact information to reply to.
SP75	Tier 2	Support Preferred Alt	Anonymous,	I support Alternative 2A for the Tier 2 Springfield Rail Improvements Project. I applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor will make our community safer, better connected, and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of alternative 2A are important for Springfield. Removal of the 3rd street tracks will allow for increased investment that will grow our medical district and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - No contact information to reply to.

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SP76	Tier 2	Support Preferred Alt	Anonymous,	I support Alternative 2A for the Tier 2 Springfield Rail Improvements Project. I applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor will make our community safer, better connected, and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of alternative 2A are important for Springfield. Removal of the 3rd street tracks will allow for increased investment that will grow our medical district and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - No contact information to reply to.
SP77	Tier 2	Support Preferred Alt	Anonymous,	I support Alternative 2A for the Tier 2 Springfield Rail Improvements Project. I applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor will make our community safer, better connected, and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of alternative 2A are important for Springfield. Removal of the 3rd street tracks will allow for increased investment that will grow our medical district and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - No contact information to reply to.
SP78	Tier 2	Support Preferred Alt	Anonymous,	I support Alternative 2A for the Tier 2 Springfield Rail Improvements Project. I applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor will make our community safer, better connected, and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of alternative 2A are important for Springfield. Removal of the 3rd street tracks will allow for increased investment that will grow our medical district and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - No contact information to reply to.

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SP79	Tier 2	Support Preferred Alt	Anonymous,	I support Alternative 2A for the Tier 2 Springfield Rail Improvements Project. I applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor will make our community safer, better connected, and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of alternative 2A are important for Springfield. Removal of the 3rd street tracks will allow for increased investment that will grow our medical district and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community. (10 signatures)	Comment Noted - No contact information to reply to.
SP80	Tier 2	Support Preferred Alt	Anonymous,	I support Alternative 2A for the Tier 2 Springfield Rail Improvements Project. I applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor will make our community safer, better connected, and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of alternative 2A are important for Springfield. Removal of the 3rd street tracks will allow for increased investment that will grow our medical district and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community. (14 Signatures)	Comment Noted - No contact information to reply to.
SP81	Tier 2	Support Preferred Alt	Larymon, Cathy	I support Alternative 2A for the Tier 2 Springfield Rail Improvements Project. We applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor onto the 10th Street corridor will make our community safer, better connected and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors, because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of Alternative 2A are important for Springfield. Removal of the 3rd Street tracks will allow for increased investment that will grow our medical district and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - Standard Response Letter sent as Reply

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SP82	Tier 2	Support Preferred Alt	Laughlin, Charles	I support Alternative 2A for the Tier 2 Springfield Rail Improvements Project. We applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor onto the 10th Street corridor will make our community safer, better connected and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors, because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of Alternative 2A are important for Springfield. Removal of the 3rd Street tracks will allow for increased investment that will grow our medical district and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - Standard Response Letter sent as Reply
SP83	Tier 2	Support Preferred Alt	Nelson, Deandra M.	I support Alternative 2A for the Tier 2 Springfield Rail Improvements Project. We applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor onto the 10th Street corridor will make our community safer, better connected and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors, because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of Alternative 2A are important for Springfield. Removal of the 3rd Street tracks will allow for increased investment that will grow our medical district and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - Standard Response Letter sent as Reply
SP84	Tier 2	Support Preferred Alt	Spa, Mathew	I support Alternative 2A for the Tier 2 Springfield Rail Improvements Project. We applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor onto the 10th Street corridor will make our community safer, better connected and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors, because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of Alternative 2A are important for Springfield. Removal of the 3rd Street tracks will allow for increased investment that will grow our medical district and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - Standard Response Letter sent as Reply
SP85	Tier 2	Support Preferred Alt	Hermy, Christine	I support Alternative 2A for the Tier 2 Springfield Rail Improvements Project. We applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor onto the 10th Street corridor will make our community safer, better connected and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors, because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of Alternative 2A are important for Springfield. Removal of the 3rd Street tracks will allow for increased investment that will grow our medical district and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - Standard Response Letter sent as Reply

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SP86	Tier 2	Support Preferred Alt	Anonymous, John	I support Alternative 2A for the Tier 2 Springfield Rail Improvements Project. We applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor onto the 10th Street corridor will make our community safer, better connected and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors, because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of Alternative 2A are important for Springfield. Removal of the 3rd Street tracks will allow for increased investment that will grow our medical district and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - No contact information to reply to.
SP87	Tier 2	Support Preferred Alt	Anonymous, Jeff	I support Alternative 2A for the Tier 2 Springfield Rail Improvements Project. We applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor onto the 10th Street corridor will make our community safer, better connected and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors, because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of Alternative 2A are important for Springfield. Removal of the 3rd Street tracks will allow for increased investment that will grow our medical district and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - No contact information to reply to.
SP88	Tier 2	Support Preferred Alt	Ferry, Arlene	I support Alternative 2A for the Tier 2 Springfield Rail Improvements Project. We applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor onto the 10th Street corridor will make our community safer, better connected and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors, because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of Alternative 2A are important for Springfield. Removal of the 3rd Street tracks will allow for increased investment that will grow our medical district and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - Standard Response Letter sent as Reply
SP89	Tier 2	Support Preferred Alt	Coffman, Mona	I support Alternative 2A for the Tier 2 Springfield Rail Improvements Project. We applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor onto the 10th Street corridor will make our community safer, better connected and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors, because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of Alternative 2A are important for Springfield. Removal of the 3rd Street tracks will allow for increased investment that will grow our medical district and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - Standard Response Letter sent as Reply

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SP90	Tier 2	Support Preferred Alt	Anonymous, Judith	I support Alternative 2A for the Tier 2 Springfield Rail Improvements Project. We applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor onto the 10th Street corridor will make our community safer, better connected and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors, because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of Alternative 2A are important for Springfield. Removal of the 3rd Street tracks will allow for increased investment that will grow our medical district and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - No contact information to reply to.
SP91	Tier 2	Support Preferred Alt	Jump, Kris & Laura	I support Alternative 2A for the Tier 2 Springfield Rail Improvements Project. We applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor onto the 10th Street corridor will make our community safer, better connected and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors, because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of Alternative 2A are important for Springfield. Removal of the 3rd Street tracks will allow for increased investment that will grow our medical district and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - Standard Response Letter sent as Reply
SP92	Tier 2	Support Preferred Alt	Hornshaw, Elena	I support Alternative 2A for the Tier 2 Springfield Rail Improvements Project. We applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor onto the 10th Street corridor will make our community safer, better connected and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors, because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of Alternative 2A are important for Springfield. Removal of the 3rd Street tracks will allow for increased investment that will grow our medical district and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - Standard Response Letter sent as Reply
SP93	Tier 2	Support Preferred Alt	Hornshaw, Thomas	I support Alternative 2A for the Tier 2 Springfield Rail Improvements Project. We applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor onto the 10th Street corridor will make our community safer, better connected and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors, because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of Alternative 2A are important for Springfield. Removal of the 3rd Street tracks will allow for increased investment that will grow our medical district and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - Standard Response Letter sent as Reply

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SP94	Tier 2	Support Preferred Alt	Petherman, Cynthia	I support Alternative 2A for the Tier 2 Springfield Rail Improvements Project. We applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor onto the 10th Street corridor will make our community safer, better connected and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors, because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of Alternative 2A are important for Springfield. Removal of the 3rd Street tracks will allow for increased investment that will grow our medical district and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - Standard Response Letter sent as Reply
SP95	Tier 2	Support Preferred Alt	Carteau, Robert	I support Alternative 2A for the Tier 2 Springfield Rail Improvements Project. We applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor onto the 10th Street corridor will make our community safer, better connected and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors, because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of Alternative 2A are important for Springfield. Removal of the 3rd Street tracks will allow for increased investment that will grow our medical district and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - Standard Response Letter sent as Reply
SP96	Tier 2	Support Preferred Alt	Pine, Christine	I support Alternative 2A for the Tier 2 Springfield Rail Improvements Project. We applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor onto the 10th Street corridor will make our community safer, better connected and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors, because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of Alternative 2A are important for Springfield. Removal of the 3rd Street tracks will allow for increased investment that will grow our medical district and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - Standard Response Letter sent as Reply
SP97	Tier 2	Support Preferred Alt	Anderson, Mark	My involvement with this Springfield Corridor alternative process began in the summer of 2009. I heartily support the Hanson/IDOT study that concludes Alternative 2A moving RR tracks from 3rd street to 10th street - making that corridor a multi-modal hub for the city. It benefits the medical business, government, and the average citizen of Springfield. I understand this will be a many year progression of events. I believe in talking with alderman Doris Turner and Gail Simpson that the majority of people east of 10th street are also in favor of alternative 2A.	Comment Noted - Standard Response Letter sent as Reply
SP98	Tier 2	Support Preferred Alt	Eagen, Charles	I think 10th street is the best route for Springfield. The sooner the better.	Comment Noted - Standard Response Letter sent as Reply

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SP99	Tier 2	Support Preferred Alt	Walk, Sheila Neighborhood Association	It has taken a long time for the city, IDOT, citizens, et al., to come to the conclusion I formed long ago. Consolidate rail traffic on the 10th Street corridor - what now is known as Alternative 2A. For the city, the medical district, residents, tourism, Alternative 2A = then build a taxi/bus/train station.	Comment Noted - Standard Response Letter sent as Reply
SP100	Tier 2	Support Preferred Alt	Dahl, Jenni	From the plans I saw, I thought 2A would be best for our city. (No Need to Respond, but here is my contact information.)	Comment Noted - Standard Response Letter sent as Reply
SP101	Tier 2	Support Preferred Alt	Puglia, Alfred F.	I am so please to see the logical choice is the best choice.	Comment Noted - Standard Response Letter sent as Reply
SP102	Tier 2	Support Preferred Alt	Maler, Linda	I urge IDOT to consider alternative 2A	Comment Noted - Standard Response Letter sent as Reply
SP103	Tier 2	Support Preferred Alt	Anonymous, Springfield Chamber of Commerce	I support alternative 2A for Springfield best improvement proposed in my lifetime in Springfield	Comment Noted - No contact information to reply to.
SP104	Tier 2	Support Preferred Alt	Anonymous,	City of Springfield alternative: 10th Street clear alternative.	Comment Noted - No contact information to reply to.
SP105	Tier 2	Support Preferred Alt	Anonymous,	I favor alternative 2A (10th street corridor) for Springfield.	Comment Noted - No contact information to reply to.
SP106	Tier 2	Support Preferred Alt	Zahrn, Tim	I support the consolidation to 10th street as shown in alternative 2A of the draft EIS.	Comment Noted - Standard Response Letter sent as Reply
SP107	Tier 2	Support Preferred Alt	Anonymous,	I fully support Alternative 2A as both a resident and frequent rail traveler.	Comment Noted - No contact information to reply to.
SP108	Tier 2	Support Preferred Alt	Stratton, Nicky	I am in favor of the 10th street coordinator option - 2A it is the only solution.	Comment Noted - Standard Response Letter sent as Reply
SP109	Tier 2	Support Preferred Alt	Anonymous,	I find the option of consolidating 10th street rail corridor very reasonable looking at the opportunities. I can present the overall city of Springfield. The alternative 2A should definitely be considered.	Comment Noted - No contact information to reply to.
SP110	Tier 2	Support Preferred Alt	Anonymous,	I support option 2A	Comment Noted - No contact information to reply to.
SP111	Tier 2	Support Preferred Alt	Anonymous,	I support Alternative 2A	Comment Noted - No contact information to reply to.
SP112	Tier 2	Support Preferred Alt	Anonymous,	2A	Comment Noted - No contact information to reply to.
SP113	Tier 2	Support Preferred Alt	Anonymous,	I support 10th street.	Comment Noted - No contact information to reply to.
SP114	Tier 2	Support Preferred Alt	Anonymous,	Support 10th street corridor.	Comment Noted - No contact information to reply to.
SP115	Tier 2	Support Preferred Alt	Anonymous,	I support 10th street.	Comment Noted - No contact information to reply to.
SP116	Tier 2	Support Preferred Alt	Anonymous,	I strongly support the 10th Street Plan, Plan 2A	Comment Noted - No contact information to reply to.
SP117	Tier 2	Support Preferred Alt	Anonymous,	I support Alternative 2A	Comment Noted - No contact information to reply to.
SP118	Tier 2	Support Preferred Alt	Huston, Jim	I want to see 3rd street rail moved to 10th street. This consolidation is very important to the medical district, Enos Park, Downtown, historic buildings - the preservation and quality of life at the city's core.	Comment Noted - Standard Response Letter sent as Reply



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SP119	Tier 2	Support Preferred Alt	Dondaville, Leo Retired Civil Engineer, Community and citizen discussions	Adopt alternative 2A as best decision. Shut down 3rd street line. Other alternatives significantly damage the entire Springfield community.	Comment Noted - Standard Response Letter sent as Reply
SP120	Tier 2	Support Preferred Alt	Anonymous, Email	Must move all trains from 3rd street to tenth street. That is only alternative that allows sufficient space to mitigate vehicles and pedestrian traffic.	Comment Noted - No contact information to reply to.
SP121	Tier 2	Support Preferred Alt	Jorgensen, Elmer	Stay with the 10th street corridor!	Comment Noted - Standard Response Letter sent as Reply
SP122	Tier 2	Support Preferred Alt	Anonymous,	10th street preferred	Comment Noted - No contact information to reply to.
SP123	Tier 2	Support Preferred Alt	Kuntz, Stephen P.	In favor of the 10th street relocation!	Comment Noted - Standard Response Letter sent as Reply
SP124	Tier 2	Support Preferred Alt	Nudo, Anthony	I think the 10th street corridor is the best plan for the city of Springfield.	Comment Noted - Standard Response Letter sent as Reply
SP125	Tier 2	Support Preferred Alt	O'Shea, David	I favor the 10th street rail corridor alternative 2A.	Comment Noted - Standard Response Letter sent as Reply
SP126	Tier 2	Support Preferred Alt	Butt, David	I support alternative 2A through Springfield.	Comment Noted - Standard Response Letter sent as Reply
SP127	Tier 2	Support Preferred Alt	Hayes, John	I am in favor of the 10th street corridor.	Comment Noted - Standard Response Letter sent as Reply
SP128	Tier 2	Support Preferred Alt	Anonymous,	I am in favor of the 10th street corridor.	Comment Noted - No contact information to reply to.
SP129	Tier 2	Support Preferred Alt	Anonymous,	Money-wise Springfield 2A appears most logical.	Comment Noted - No contact information to reply to.
SP130	Tier 2	Support Preferred Alt	Meyers, John Rally	After examining the proposed alternatives, 2A appears to be the most feasible in terms of allowing an overall cohesiveness to the fabric of the Springfield area. The alternative incorporates existing grade separation (Cook St., south grand ave. as examples). The proposed underpasses are better tools for preserving, if not enhancing, that fabric.	Comment Noted - Standard Response Letter sent as Reply
SP131	Tier 2	Support Preferred Alt	Johnson, Mitch	I strongly support alternative 2A for all the reasons cited n the Tier 1 EIS thanks for the good work on this solution for Springfield.	Comment Noted - Standard Response Letter sent as Reply
SP132	Tier 2	Support Preferred Alt	Begert, Daniel Place of work, regional planning commission	I believe that the selected 10th street corridor is the most beneficial to the city in terms of traffic amelioration and transit facilitation. Consolidating rail activity to the 10th street corridor will allow for the construction of a new multi-modal transit station there, which will be a great boom to the downtown area in terms of economic and housing development.	Comment Noted - Standard Response Letter sent as Reply
SP133	Tier 2	Support Preferred Alt	Anonymous,	I also think that the Tenth Street corridor is the best option for the City of Springfield. A lot of the houses where we live, the families have lost their homes in foreclosure, and really, the only properties that are occupied are the ones that are investment properties. So I don't feel there's going to be a lot of displacement of families on properties where our property is located at on Laurel Street. That's all I have to say.	Comment Noted - No contact information to reply to.
SP134	Tier 2	Support Preferred Alt	Anonymous,	I am strongly in favor of alternative 2A which is the Tenth Street option.	Comment Noted - No contact information to reply to.
SP135	Tier 2	Support Preferred Alt	Higgins, Michael	I am for EIS Alternative 2A.	Comment Noted - Standard Response Letter sent as Reply
SP136	Tier 2	Support Preferred Alt	Anonymous,	In favor of 10th Street in Springfield.	Comment Noted - No contact information to reply to.

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SP137	Tier 2	Support Preferred Alt	Kent, CCIM, Doug Downtown Speed, Inc.	Proceed as Shown.	Comment Noted - Standard Response Letter sent as Reply
SP138	Tier 2	Support Preferred Alt	Combs, Diane Neighborhood	I support the EIS Alternative 2A.	Comment Noted - Standard Response Letter sent as Reply
SP139	Tier 2	Support Preferred Alt	Combs, Steve Neighborhood	As president of Enos Park Neighborhood Improvement Association, I'm supporting Alternative 2A to provide neighborhoods, tourism, and medical district the best alternative for future growth and development.	Comment Noted - Standard Response Letter sent as Reply
SP140	Tier 2	Support Preferred Alt	Musser, Dennis	I support Alternative 2A	Comment Noted - Standard Response Letter sent as Reply
SP141	Tier 2	Support Preferred Alt	Anonymous,	Please, please, please move the tracks away from 3rd Street to Alternative 2A. Our future depends on it.	Comment Noted - No contact information to reply to.
SP142	Tier 2	Support Preferred Alt	Coleman, Carol	I support the recommended alternative in that it supports the greater good - protecting the economy of the city, the environmental appeal of the city to residents and tourists and the safety of all.	Comment Noted - Standard Response Letter sent as Reply
SP143	Tier 2	Support Preferred Alt	Shafer, Patricia Neighborhood Assoc. Email	10th Street I think makes the most sense for the city without splitting the city in half in a crucial area. There would be less displacement of homes using 10th Street. It would also bring improvement to the east side area.	Comment Noted - Standard Response Letter sent as Reply
SP144	Tier 2	Support Preferred Alt	Shumacher, Mevin	I feel the project (2A) is worthwhile as a resident of the area. I look forward to the RR expansion along 10th Street, 19th Street for better use of high-speed rail. I hope more questions can be answered in the near future regarding property acquisitions, minority business contractors, etc. Thank you.	Comment Noted - Standard Response Letter sent as Reply
SP145	Tier 2	Support Preferred Alt	Okbah, Anwar	Own a gas station, 9th and Laurel. Will be displaced. Also own 1803, 180 and 180 Laurel. Wants to be displaced. Prefers Alternative 2A. Good luck and thanks.	Comment Noted - Standard Response Letter sent as Reply
SP146	Tier 2	Support Preferred Alt	Anonymous,	Recommend 10th Street corridor.	Comment Noted - No contact information to reply to.
SP147	Tier 2	Support Preferred Alt	Anonymous,	I strongly support the recommended Alternative 2A to relocate rail traffic to the 10th Street corridor. 1) 3rd Street alternatives would devastate downtown Springfield in terms of crossing delays and impacts in businesses. 2) Alternative 2A is consistent with the city of Springfield's long range plan to locate a multimodal system on the 10th Street corridor.	Comment Noted - Standard Response Letter sent as Reply
SP148	Tier 2	Support Preferred Alt	Kuetemeyer, Vicki	I really prefer option 2A due to its impact on the medical district.	Comment Noted - Standard Response Letter sent as Reply
SP149	Tier 2	Support Preferred Alt	Anonymous,	I agree with the recommended alternative. It makes the most sense for many important reasons: safety, congestion, noise, medical district, emergency vehicles, avoid devastation of downtown, which is vital to strength of our overall city and region.	Comment Noted - No contact information to reply to.
SP150	Tier 2	Support Preferred Alt	Anonymous,	I support using the 10th street corridor as the trains are going through Springfield and would oppose using 3rd street tracks. 10th street will be the safest route through the city.	Comment Noted - No contact information to reply to.
SP151	Tier 2	Support Preferred Alt	Anonymous,	Alternative 2A on 10th street is a win-win for all!	Comment Noted - No contact information to reply to.
SP152	Tier 2	Support Preferred Alt	Chraws, Sharon Enos Park Newsletter	I believe the proposed 10th street corridor is the best option for the city of Springfield. It is important NOT to interrupt the progress of the medical district and a transportation hub would be very beneficial for the city.	Comment Noted - Standard Response Letter sent as Reply
SP153	Tier 2	Support Preferred Alt	Chraws, Dennis Enos Park Newsletter	The 2A alternative is the best one for the city of Springfield. It takes the train out of the center of the city. It gives the medical district a chance to grow, enhances the residential neighborhoods, It's safer, less costly and is generally the best solutions.	Comment Noted - Standard Response Letter sent as Reply

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SP154	Tier 2	Support Preferred Alt	Gihl, Tom	The City needs the 10th street solution in place in order to grow economically. If the traffic is not moved off of 3rd street the medical district will not expand and they are now the 2nd largest employer. Without the economic medical engine Springfield will be put at a big disadvantage.	Comment Noted - Standard Response Letter sent as Reply
SP155	Tier 2	Support Preferred Alt	Johnson, Tom	I endorse the Tenth Street decision wholeheartedly. Please do all you can to bring the alternative forward.	Comment Noted - Standard Response Letter sent as Reply
SP156	Tier 2	Support Preferred Alt	Rogers, Glen Home Owners Assn.	I have followed this project with great interest for 3 years and have studied the various proposals/alternatives in detail, and have concluded that alternative 2A would be best for Springfield for reasons too numerous to itemize here. The third (3rd) street railroad corridor through Springfield be consolidated on the tenth (10th) street corridor.	Comment Noted - Standard Response Letter sent as Reply
SP157	Tier 2	Support Preferred Alt	Steel, III, Wm.	The relocation of all train traffic must be to the 10th street corridor. That is the only viable option for Springfield.	Comment Noted - Standard Response Letter sent as Reply
SP158	Tier 2	Support Preferred Alt	Anonymous,	All train traffic through 10th street is the only option. Most logical.	Comment Noted - No contact information to reply to.
SP159	Tier 2	Support Preferred Alt	Anonymous,	I strongly favor proposal 2A. This would prevent the huge disruption in the medical district.	Comment Noted - No contact information to reply to.
SP160	Tier 2	Support Preferred Alt	Albanen, Regina	The Dana-Thomas House Foundation supports the movement of the 3rd street rail line to 10th street. This choice would protect the Dana-Thomas House which is a State Historic site that has been on the national register of historic places since 1976. As a work or internationally renowned architect Frank Lloyd Wright, is in an important representation of the collective architectural culture of Springfield, IL and the United States. As one noted architectural historian once stated - trains running through cities is a 19th century infrastructure that no longer fits the urban design of a 21st century city. The optimum solution would be to move the rail lines along I-55.	Comment Noted - Standard Response Letter sent as Reply
SP161	Tier 2	Support Preferred Alt	Mitchell, Harry	As a strong supporter of the 10th street alternatives, I am please with the recommendation of alternative 2A. I am very happy that the third street corridor was not recommended. This is a critical issue for our community 2A is the best solution available.	Comment Noted - Standard Response Letter sent as Reply
SP162	Tier 2	Support Preferred Alt	Collins, Josh	I support Alternative 2A	Comment Noted - Standard Response Letter sent as Reply
SP163	Tier 2	Support Preferred Alt	Vandiver, Marty	I support option 2A for Springfield; shifting UP freight and Amtrak trains fro third street to tenth street and abandoning the third street corridor from near Ridgely Ave to south of lles Ave. This action will protect the integrity of Springfield's downtown area, and major tourism sites, promote the growing medical district and assist with the revitalization of the Enos Park neighborhood. Additionally, abandoning the Third Street corridor has the potential for future development of this area as linear park for walking and cycling. The addition of this amenity would significantly help the older neighborhoods near the corridor in retaining residents.	Comment Noted - Standard Response Letter sent as Reply
SP164	Tier 2	Support Preferred Alt	Anonymous,	I strongly prefer the 10th street corridor. The medical district is too important to the Springfield economy to discourage future development. The Dana-Thomas House is too fragile to allow excessive high-speed trains.	Comment Noted - No contact information to reply to.
SP165	Tier 2	Support Preferred Alt	Anonymous, Neighborhood Group	My wife and I both support rail consolidation alternative 2A	Comment Noted - No contact information to reply to.
SP166	Tier 2	Support Preferred Alt	Cadigan, Daniel W.	Thanks for giving the general public a chance to offer their comments and suggestions. I'm glad the FRA is leaning toward the 10th Street corridor	Comment Noted - Standard Response Letter sent as Reply
SP167	Tier 2	Support Preferred Alt	Anonymous,	Very informative. Hope the project moves forward	Comment Noted - No contact information to reply to.

**Springfield Public Hearing - August 15,2012, Abraham Lincoln Hotel and Conference Center - Ballroom, 701 East Adams Street, Springfield, IL 62701**

<b>Comment No.</b>	<b>Draft EIS Volume</b>	<b>Topic</b>	<b>Commenter</b>	<b>Comment</b>	<b>Response</b>
SP168	Tier 2	Support Preferred Alt	Anonymous,	Consolidating train traffic would make traveling through downtown Springfield much easier. Furthermore, a building that houses the SMTD and train station would make it more convenient for the residents of Springfield, along with visitors to the city.	Comment Noted - No contact information to reply to.
SP169	Tier 2	Support Preferred Alt	Kamholz, Doug	While it is commonplace in politics to say this has our highest priority, and so does that and the other and a few more, the siting of our open (happily) growing rail traffic is, indeed, Springfield's most critical issue of the next half century. And just as having a train run through the middle of downtown was a pinnacle of progress in the 19th century, it has become a detriment in the 21st. So while we can do economic development around a 10th Street corridor, as a boon to the east side business, leaving the 3rd Street corridor in use will only inhibit growth of Springfield's medical community, our city's best hope for increased employment in the central city. The people, in the best way we use that term in our country, have had this one right from the get-go.	Comment Noted - Standard Response Letter sent as Reply
SP170	Tier 2	Support Preferred Alt	Anonymous,	I hope the high speed trains will be on tenth street and not on third street. Third street is too near the hospitals and downtown area.	Comment Noted - No contact information to reply to.
SP171	Tier 2	Support Preferred Alt	Anonymous,	Can't wait for it to go through.	Comment Noted - No contact information to reply to.
SP172	Tier 2	Support Preferred Alt	Anonymous,	I think Springfield could use the high-speed rail. I think it's a good thing to have a high-speed rail come through here between 20 St. Louis and Chicago, and the fact they're using the Tenth Street corridor doesn't bother me. If I have to move, I move. It's not a big thing to me. So in general, I'm kind of a happy guy about the whole thing. My business is on Tenth Street so if I have to move the business, that's exciting to me. I've been there since '73 and the change is always nice. We'll see what happens.	Comment Noted - No contact information to reply to.

**Illinois Commerce Commission Transportation Bureau/Rail Safety Section**

<b>Overall Comment Number</b>	<b>Draft EIS Volume</b>	<b>Draft EIS Section/Topic</b>	<b>Commenter</b>	<b>Comment</b>	<b>Response</b>
ICC1	Tier 2	Section 5 Environmental Consequences	ICC	Section 5 (Environmental Consequences) - The drawing on page 5-15 is the same as the drawing on page 5-12. It is assumed that the drawing on page 3-15 should show proposed improvements at Ash Street crossing of CN's track (19th Street Corridor).	The correct exhibit has been included in the Final EIS.
ICC2	Tier 2	Section 4 Affected Environment	ICC	<p>Section 4 (Affected Environment) of the Tier 2 DEIS document: Section 4.13.2.2 (Highway-Rail Crossing) indicates that the Federal Highway Administration (FHWA) and the Federal Railroad Administration (FRA) have regulatory jurisdiction over safety at crossings, pursuant to the Highway Safety Act of 1966. In Illinois, the Illinois Commerce Commission (ICC) has regulatory jurisdiction over safety at crossings. In addition, no mention is made of pedestrian-rail crossings or private highway-rail or pedestrian-rail crossings. This section needs to be rewritten to include that information. A suggested rewrite is noted below:</p> <p>There are two kinds of crossings: highway-rail and pedestrian-rail. Where a roadway, sidewalk or pedestrian trail/bikeway crosses the track at the same elevation, this is called a "grade" crossing. Where a roadway, sidewalk or pedestrian trail/bikeway passes over the tracks via an "overpass" bridge structure or passes under a railroad track via an underpass bridge structure, these crossings are referred to as "grade separated."</p> <p>The Federal Highway Administration (FHWA) and FRA have regulatory jurisdiction over safety at crossings, pursuant to the Highway Safety Act of 1966 (HSA) (23 USC 401 et seq.). The HSA governs the distribution of federal funds to states aimed at eliminating hazards at highway-rail grade crossings. USDOT has issued regulations that address crossing safety and provides federal funding for the installation and improvement of warning devices through state departments of transportation. In addition to federal oversight and funding, states also monitor crossings and, in many cases designate funding to complement the federal funds.</p> <p>Jurisdiction over highway-rail grade crossings falls primarily to the states. This authority is set forth in the Railroad-Highway Grade Crossing Handbook (FHWA 2007a). Each state department of transportation is required to periodically inspect highway-rail grade crossings and to determine the adequacy of warning devices at each location, as well as to order safety improvements. USDOT oversees and approves the state determinations.</p> <p>In Illinois, the Illinois Commerce Commission (ICC) has regulatory jurisdiction over safety at all public crossings (625 ILCS 5/18c-7401). No public road, highway, street, sidewalk or pedestrian trail/bikeway shall be constructed across the track of any rail carrier at grade, nor shall the track of any rail carrier be constructed across a public road, highway, street, sidewalk or pedestrian trail/bikeway at grade, without permission of the ICC.</p> <p>The ICC also has the power to require the separation of grades at any proposed crossing where a public road, highway, street, sidewalk or pedestrian trail/bikeway may cross the tracks of a rail carrier.</p> <p>All warning signs or automatic warning devices installed at public crossings in Illinois must meet the minimum requirements of 92 Illinois Administrative Code 1535. In addition, all warning signs or warning devices installed at crossings must comply with FHWA's Manual on Uniform Traffic Control Devices (MUTCD) (23 CFR 646.214[b][1]). The MUTCD provides standards for the types of warning devices that must be installed at all highway-rail grade crossings (FHWA 2007b).</p>	The section has been revised as suggested.

**Illinois Commerce Commission Transportation Bureau/Rail Safety Section**

Overall Comment Number	Draft EIS Volume	Draft EIS Section/Topic	Commenter	Comment	Response
				FRA issued regulations under its railroad safety authority that impose minimum standards for highway-rail grade crossings (49 CFR 234-236). FRA maintains information for each highway-rail grade crossing based on information provided by the states and the railroads. FRA and FHWA coordinate research efforts related to highway-rail grade crossing collisions and provide guidance and solutions to problems.	

**United States Environmental Protection Agency Region 5**

<b>Overall Comment Number</b>	<b>Draft EIS Volume</b>	<b>Draft EIS Section/Topic</b>	<b>Commenter</b>	<b>Comment</b>	<b>Response</b>
USEPA1	Tier 2	Section 2 Purpose and Need	USEPA	We recommend the Springfield Tier 2 DEIS Purpose and Need acknowledge the existing City of Springfield's planning goals of enhancing the City'S Medical Center Campus and establishing a 10th Street Multimodal Center. These factors are subsequently used in the alternatives analysis as arguments for dropping alternatives.	Text was added to section 2.2.2 to clarify this component of the purpose and need.
USEPA2	Tier 1 and Tier 2	Exhibits	USEPA	We commend the DEIS for its many clear and helpful exhibits. However, some exhibits are too small or poorly labeled to convey adequate information, including but not limited to: Exhibits 6.1-6 and 6.1-8 and the Springfield Tier 2 DEIS Exhibits 4-4 and 4-5. The Tier 1 DEIS includes stringline diagrams, Exhibits 6.1-4, through 6.1-9, which are more appropriately put in a technical appendix, as they are not self-explanatory to the general reader. The Springfield Tier 2 DEIS exhibits in Section 5 are insufficiently labeled to clearly describe the alternatives.	Exhibits 4-4 and 4-5 in the Tier 2 Document have been enlarged and the labels adjusted to improve clarity. The exhibits 5-1 and 5-2 in Section 5 of the Tier 2 document only depict Alternative 2A (5-1) and any difference associated with Alternative 2B (5-2). A complete description of the preferred alternative is included in Section 5.22.

**Illinois Historic Preservation Agency**

Overall Comment Number	Draft EIS Volume	Draft EIS Section/Topic	Commenter	Comment	Response
IHPA1	Tier 1 and Tier 2	Historical Structures	IHPA	<p>We have reviewed the referenced documents in accordance with our responsibilities pursuant to section 106 of the National Historic Preservation Act of 1966, as amended. First, let me say that I really appreciate the time and effort that the Federal Railroad Administration, the Illinois Department of Transportation and the various consultants have devoted to this project to ensure cultural resources are fully considered during this planning process.</p> <p>These documents adequately identify historic resources and possible effects that will occur as a result of project implementation.</p> <p>We understand that for the Phase I for the project as a whole from Joliet to the Mississippi River, a literature search for historic properties was all that was performed but that a more in depth look at properties and affects to them will be completed as a part of the Phase II Environmental Impact Statement.</p> <p>For the Springfield Tier 2 portion, we concur that the loth Street Corridor will have minimal adverse effects to historic properties as compared to the 3rd Street corridor. We urge the loth Street Corridor be adopted as the preferred alternative.</p>	Comment Noted - Standard Response Letter sent as Reply



**RAILROADS**

Overall Comment Number	Draft EIS Volume	Draft EIS Section/Topic	Commenter	Comment	Response
RR1	Tier 2	Railroad Impacts	Harris, Jeff Norfolk Southern	<p>Norfolk Southern Railway Company (NSRC) hereby submits comments on the Tier 2 project-level evaluation for the Springfield Rail Improvements Project (Springfield Project) Draft Environmental Impact Statement (DEIS) for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. NSRC appreciates its involvement in the Technical Committee for the Springfield Project. The stated purpose of the Springfield Project is to enhance rail line capacity to accommodate and reduce the effects of the increasing high-speed passenger and freight train traffic on the three north-south rail corridors that pass through Springfield, which includes NSRC's rail operations in the 10th Street corridor and its rail yard in Springfield. The purpose of the project includes reducing rail line effects by improving safety, reducing congestion, and enhancing community livability and supporting commercial activity. The preferred alternative for the Springfield Project will use NSRC property through the City of Springfield. As such, NSRC has an important interest in the project. As an initial matter, we note that the Springfield Project is not intended to increase freight capacity but is designed to accommodate high speed rail objectives. As such, NSRC should have no outlay of costs that are not fully reimbursed, including any tax liability and federal aid funding additives. As stated in the DEIS, NSRC currently operates approximately 16 freight trains per day in the 10th Street corridor, and projects future traffic will grow to 27 trains per day by 2030. Our infrastructure supports our freight operations. The Springfield Project must be the least disruptive to freight traffic as possible. Importantly, NSRC's freight operations, both current and future, must not be negatively impacted by this project and appropriate infrastructure must be maintained or installed to accommodate the high speed rail in light of NSRC's current and future operations. In particular, the Springfield Project will require a full relocation of NSRC's existing Springfield yard. The funding and engineering for this relocation has appropriately been included within the project scope. However, the project currently estimates \$17.3 million for this relocation, and it is unclear whether this estimate fully accounts for all associated costs. NSRC will require full preliminary engineering to confirm this estimate. In addition, prior to finalization of cost estimates and in order for NSRC to agree to the disruption of any of its facilities, including the Springfield yard and any other tracks or facilities, NSRC will need to determine the location, size, design and construction of the necessary facilities' replacement. For safety and engineering adequacy reasons, NSRC construction standards will be necessary for all new and replacement construction. All of these items, as well as any property acquisition costs to locate the new facilities, must be part of the Springfield Project's expense. Further, NSRC should not be required to participate in the funding of any grade separations that are part of the Springfield alternative or any other alternative that may be chosen. It is not clear whether the Springfield Project alternative includes a flyover south of Springfield (Iles/Hazel Dell) to separate Union Pacific (UP) and NS (UP over NSRC). That flyover, with NSRC at grade and UP over NSRC, must be included as part of the Springfield Project, funded as part of the project, and NSRC must agree with the location and design of such a flyover. This flyover is critical to ensuring that both passenger and freight trains are able to move freely on the route between Springfield and St. Louis. Finally, other necessary components in the Chicago to Joliet route must be specified in detail and NSRC must participate in determining, and agree to, the location and design of any new or relocated NSRC facilities. NSRC appreciates the Illinois Department of Transportation's objectives of pursuing high speed rail while protecting freight capacity along these corridors. We look forward to continued cooperation in this endeavor.</p>	<p>The project team appreciates the cooperation that the NSRC has provided throughout the process and looks forward to continuing to work together as the project moves into design. The NSRC will be included on the Technical Committee that will be providing input during design and plan preparation for the Springfield Rail Improvement Project, and will have an opportunity to review and comment on all work affecting their facilities and operations.</p>

**Springfield Advisory Group Public Meeting - June 28, 2012, President Abraham Lincoln Hotel and Conference Center, 701 East Adams Street, Springfield, IL 62701**

Overall Comment No.	Draft EIS Volume	Topic	Commenter	Comment	Response
SPIAG13	Tier 2	Environmental Justice	Joyce, Kathy	I am very much concerned with social justice when displacement occurs. I feel minority living from the displaced area should be a priority. I also feel strongly that not simply "just compensation" be met by see a need for 'more than' "just compensation" be made to assist these people in adjusting to new situations and a better way of life. If we are making a better way of life for some who travel, those who sacrifice for that improvement need a better way of life as well. (as interpreted based on handwriting)	To provide uniform and equitable treatment for persons displace by projects such as this one, Congress passed the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amended it in 1987. The law provides not only for just compensation but also for relocation assistance for displaced persons. A Technical Report - Environmental Justice Analysis is included as an appendix to the Final EIS.
SPIAG11	Tier 2	Funding	Heideman, Shelly	The biggest question is where is the money coming from? I think the public should be told that this project may not be a reality for 15-20 years. The public also needs to push Congress to put money in the budget for HSR - Schock, Shimkus - etc.	The project will be constructed using a combination of local, state and federal funds as well from the affected railroad companies. There is no money available at this time for land acquisition or construction, and the project schedule will be dependent on available funding.
SPIAG22	Tier 2	General Comment	Traeger, Sr. Mary Jean	I want to be sure that the plan implements the Community Benefits Agreement developed by Faith Coalition for the Common Good. This includes local job creation, esp. for women and people of color, job training, provision of space, safety and noise control. Help for people being displaced and a mentoring committee to oversee implementation long range.	Comment Noted - Standard Response Letter sent as Reply
SPIAG3	Tier 2	General Comment	Bland, Jeff	My main concern is they adhere to The Rail Community Benefits Agreement with The Faith Coalition for common good and place it where it is safe for the whole community and you can get to both hospitals quickly, in case of a medical emergency.	Comment Noted - Standard Response Letter sent as Reply
SPIAG12	Tier 2	General Comment	Jordan, Leroy	19th Street fiasco continues. Need to be open & honest with the public.	Grade separations will be constructed for the 19th Street tracks at Ash and South Grand as shown in the Final EIS. No other changes are planned at 19th Street.
SPIAG15	Tier 2	General Comment	McFarland, Scott District 186 School Board	I have some concerns regarding the North end of the plan. Specifically there are major restructuring plans for North Grand near Lanphier High School. We need to ensure the the safety of the students are paramount. Also, it is striking that the homes being displaced are in the most impoverished areas of Springfield. I would like to volunteer to help on future planning committees.	Project coordination has included the School District and the Park District with regard to access to Lanphier High School and Lanphier Park. Overpasses at North Grand Avenue will improve safety at those locations. An Environmental Justice Technical Report is included as an appendix to the Final EIS.
SPIAG9	Tier 2	Grade Crossing	Fulgenzi, Jeff	Treatment to Peoria/9th Street underpass need an appropriate crossing to accommodate the Rt. 66 Heritage Bike Trail specifically pedestrian crossing Peoria/9th Street nearest the UP bridge/underpass. Many pedestrians particulatly students cross E to W and W to E via that center pier rail bridge - need a safe way to cross Peoria/9th - Allow the Sherman/W'ville trail (Rt. 66 Heritage) to connect to network in SPI	The Union Pacific structure over 9th Street will not carry rail traffic after completion of the Springfield Rail Improvements Project. The post-project disposition of the Union Pacific right-of-way and facilities, including the structure, has not been determined.
SPIAG1	Tier 2	Land Acquisition	Atteberry, Gregory	We live at 2403 South 5th Street Springfield, ILL 62703. We are one of 3 houses that face S. 5th Street. None of the homes have front access to 5th Street, but rather have only rear access through an alley. We are in the identified group of moderate to severe noise. The other 2 of the 3 are in the group proposed to be purchased by the Federal Gov't. If the other 2 are purchased that leaves us as the only home facing 5th Street which will only increase the noise level. It will also lower our property value as the only thing that makes our home desiraeable is the fact that we are 3 identical blonde brick homes in a row and 2 are slated to be demolished. That will leave us with alley access in back, a tressel in front, the back of someone's home on the left (it faces Cross St) and demolished homes on the right. There are only 11 homes in the moderate to severe noise range in Springfield and we are one. With the demolished homes to the right our noise level will only increase and our value will be too severe to bear. We ask that you either choose and alternate route or include our home in the purchase plan. This will impact our lives immensely.	The effect of the project on the property at 2403 S. 6th Street has been re-evaluated, and it has been determined that it should be purchased for the project. The property will be shown as a displacement in future documents.
SPIAG7	Tier 2	Land Acquisition	Dennison, Jeffrey	Maybe better maps or online maps that could zoom. My address is 2403 S 5th Street. 2405 and 2407 S 5th Street are being bought by the government leaving our one home alone on that block facing 5th Street. The improved line will make our home, truly, unsealable after the high speed is installed. And the increased noise and vibrations will surely be a problem. We are 1 of 11 'green dots' on the maps that we saw. If a representative were to come out and see the location I feel it would be a 'no-brainer' to buy this property also.	The effect of the project on the property at 2403 S. 6th Street has been re-evaluated, and it has been determined that it should be purchased for the project. The property will be shown as a displacement in future documents.

**Springfield Advisory Group Public Meeting - June 28, 2012, President Abraham Lincoln Hotel and Conference Center, 701 East Adams Street, Springfield, IL 62701**

Overall Comment No.	Draft EIS Volume	Topic	Commenter	Comment	Response
SPIAG10	Tier 2	Land Acquisition	Grady, Pat	Ref: residential displacements - If you are considering taking the house at 2500 Burton - please consider taking mine. I am 70 years old, live alone with a dog. I will sell it for \$65,000 at 2506 Burton - next to house you will be taking - I need to work just for the upkeep. Thank you. P.S. I am directly across the street from 401 Iles. You will, also, take that property.	Based on preliminary analysis it does not appear that the house at 2506 Burton Street will need to be acquired for the Springfield Rail Improvements Project, but that may change as the right-of-way requirements in the next phase of the project are further evaluated.
SPIAG16	Tier 2	Land Acquisition	Morris, Gus	We currently live along proposed site of 10th Street corridor. We have lived at the house for 50 years. We are concerned about noise and air pollution to my residence. The corridor is probably going to impact our property values if we would like to sell. The staff at the meeting was helpful in explaining some of the study takes.	Because of the elimination of train horn noise and the reduction in vehicle delays the project will result in an overall reduction in noise and air pollution in the City.
SPIAG20	Tier 2	Land Acquisition	Raybien, Corey	I live at 2405 South 5th St. My home is proposed to be displaced in regards to the high speed rail project. I'm writing to express concerns about the 2403 South 5th Street address. This home is not considered to be displaced and I very much think that it should be moved to be being displaced. I've lived at 2405 South 5th Street for 9 years and it would be clear to any person who would step on the property of these two houses, that the rail system effects our home values, sound and visual appeal. In the 9 years as neighbors with 2403, we have worked hard to keep the living space and visual appeal up with the hopes of resale. I truly feel that 2403 should be included in the displacement. if it doesn't, it will be a tragic upside-down loss for these homeowners that have put forth much into the upkeep and value of this home.	The effect of the project on the property at 2403 S. 6th Street has been re-evaluated, and it has been determined that it should be purchased for the project. The property will be shown as a displacement in future documents.
SPIAG23	Tier 2	Support Other Alternative	Vinson, Larry	Submitted proposal approx. 2 year ago to install a two track system totally underground down the 3rd street corridor as far as needed/practical north to south. This could be completed with cooperation of other existing rail roads and some temporary tracks/right of ways. Would be very cost effective and meet every ones needs/demands. SEE ATTACHMENT. Would need cooperation of other existing RR systems.	This alternative was considered in preliminary screening and was eliminated because of high construction cost and construction staging issues.
SPIAG2	Tier 2	Support Preferred Alt	Barber, Charlie	I applaud IDOT for choosing-recommending the consolidation of UP train & Amtrak traffic from 3rd Street to the 10th Street Corridor. It improves safety for both pedestrian & vehicular traffic, increases access with additional under & over passes, fewer delays, eliminates fewer grade crossings, removes trains from downtown the medical district; The train station & multi modal bldg. would be close together & more convenient for travelers. Would provide economic development for the east side of Springfield.	Comment Noted - Standard Response Letter sent as Reply
SPIAG4	Tier 2	Support Preferred Alt	Cahnman, Sam Alderman, Ward 5	Excellent proposal	Comment Noted - Standard Response Letter sent as Reply
SPIAG5	Tier 2	Support Preferred Alt	Casey, Roxanne	Having this public meeting expanded my knowledge base regarding high speed rail. It took away the myths, fear, and anxiety that stem around the topic & conversations I heard throughout the city of Springfield. It dispelled the lies told to me. Thank you for the detail information, maps, and train professionals in attendance. They answered all my questions and gave me hope in the high speed rail in Springfield, IL.	Comment Noted - Standard Response Letter sent as Reply
SPIAG6	Tier 2	Support Preferred Alt	Combs, Steve	I support 2A	Comment Noted - Standard Response Letter sent as Reply
SPIAG8	Tier 2	Support Preferred Alt	Ferry, Bruce	Informative meeting. Good graphics and staffed to assist with concepts. Pleased to learn the 10th Street Corridor has been selected. Relocation will do wonders to help downtown Springfield and bring the state of Illinois Capitol complex grounds; buildings; employees within the CBD. The economic opportunities along the 10th Street Corridor will help stimulate areas in need of growth & improvement. Looks like a win-win if funding is approved.	Comment Noted - Standard Response Letter sent as Reply
SPIAG14	Tier 2	Support Preferred Alt	McEvoy, Aaron	I will need to review further but it seems that the extra \$20< for 2B would be worth it based upon the long term costs for upkeep are cheaper on 2B than 2A. Also I believe there would be less delays on 2A than 2B. I hope that the City, County, State, and all other parties are already looking at financing options - be it bonds, TIF district, etc. Why I mentioned TIF is this could spur economic development along the corridor. Maybe look for Federal Grants Associates with Brownfields. We will need to be creative in how we get this done, but hopefully we can get this accomplished before the next decade (2020).	Comment Noted - Standard Response Letter sent as Reply

**Springfield Advisory Group Public Meeting - June 28, 2012, President Abraham Lincoln Hotel and Conference Center, 701 East Adams Street, Springfield, IL 62701**

<b>Overall Comment No.</b>	<b>Draft EIS Volume</b>	<b>Topic</b>	<b>Commenter</b>	<b>Comment</b>	<b>Response</b>
SPIAG17	Tier 2	Support Preferred Alt	Myers, Steve	Alternative A2 is the only viable option. The ability to construct the multi modal on the 10th Street right of way will allow for the bulk of investment for economic development to occur on the east side (amtrak station and mixed use) so as to benefit that area and facilitate a better connection. The "no horn" zone on 19th Street, as well as the 2 new underpasses at south grand and ash will greatly benefit the adjoining neighborhoods. Thank you	Comment Noted - Standard Response Letter sent as Reply
SPIAG18	Tier 2	Support Preferred Alt	O'Shea, Paul	I believe it is important to eliminate as many rail corridors thru the city as possible - preferably all 3 onto 10th Street Corridor - next best is Alternatives #2A & 2B - Apparently 2A is best cost vs. benefit, but would like to see more underpasses. This is critical to the survival of our city & future development. It provides a safer situation with fewer on grade crossings - reduces traffic congestion - eliminates train whistles blasting almost continuously - overall long term costs should be beneficial to the RR companies and all parites. 10th Street Corridor has more room for all RR lines and for underpasses. Still a need for sensitive handling of displacements and still a need for support of funding options.	Comment Noted - Standard Response Letter sent as Reply
SPIAG19	Tier 2	Support Preferred Alt	Poskin, Polly President, Harvard Park Neighborhood Assoc.	Thank you, thank you, thank you, everyone who studied, convened meetings, attended meetings, met with officials, organized community speakouts, created poster sessions, developed detailed maps - all of the work that resulted in an informed decision to consolidate freight and passenger traffic on the 10th Street Corridor in Springfield, Illinois. The consolidation will lose traffic congestion, enhance safety and promote the liveability of our city. If the consolidation can be achieved, Springfield's economic & residential future is impressively bright.	Comment Noted - Standard Response Letter sent as Reply
SPIAG21	Tier 2	Support Preferred Alt	Sale, Dan Capital Area Association of Realtors	I applaud IDOT and the FRA for their work on the Springfield EIS. I fully support option "2A" or the 10th Street Corridor. All of the data and information provided supports this as the most viable and reasonable option available. I fully encourage the adapting of this recommendation.	Comment Noted - Standard Response Letter sent as Reply

**Chicago Public Hearing - August 9,2012, Union Station - Ballroom, 210 South Canal Street, Chicago, IL 60606**

<b>Overall Comment No.</b>	<b>Draft EIS Volume</b>	<b>Draft EIS Section/Topic</b>	<b>Commenter</b>	<b>Comment</b>	<b>Response</b>
CHIPH1	Tier 1 and 2	Alternative	Darling, Philip MWHSR Member	Very informative of issues involved and how they're being dealt with to assure all concerns are addressed and dealt with. Chicago-Joliet: I support current C Heritage corridor for its simplicity and serving existing Amtrak service route. It would appear to be the least complicated and cost. Springfield: Tenth St would be less costly, closely paralleling existing service and causing less public inconvenience. St. Louis: Option 1A is less complicated and would be less costly although 1B would probably have more physical advantage while maybe increasing costs and more time consuming to accomplish.	Comment Noted - Standard Response Letter sent as Reply
CHIPH2	Tier 1 and 2	Alternative	Decker, Ronald	MR. DECKER: One, the Chicago-Joliet route should be the fastest and shortest one, which is probably the route through Lemont. Two, the route through Springfield should be the line as close to the State capitol as possible if that would generate more business. Three, there should be a stop in East St. Louis which would provide an easy transfer to the St. Louis light rail line and, if necessary, stop in East St. Louis rather than Alton. That's my comment.	Comment Noted - Standard Response Letter sent as Reply

**Online Comments Received through the Illinois Department of Transportation (IDOT) Website [www.idothsr.org](http://www.idothsr.org) or Written Comments sent to IDOT**

<b>Overall Comment No.</b>	<b>Draft EIS Volume</b>	<b>Topic</b>	<b>Commenter</b>	<b>Comment</b>	<b>Response</b>
SPIOC1	Tier 2	General Comment	Lauder, Winifred	I was unable to attend the Aug. 8 meeting but heard that consideration is being given to not putting the Springfield station in the downtown area. I strongly support having the station in the downtown area. To not have the station in the State capital is unfair to residents who want or need to attend to government business. The station would also add to the economic development of Springfield which it needs and which would help the State as a whole. Thank you for the opportunity to express my opinion.	The recommended Alternative (Alternative 2A) locates the new passenger station in the downtown area along the 10th Street corridor. It would be immediately northeast of the County Building , across 9th Street from the Prairie Capital Convention Center and adjacent to the proposed bus transfer facility. This location would provide easy access to the government, employment and tourist destinations in and around downtown Springfield.
SPIOC2	Tier 2	General Comment	Collins, Paula	I am very concerned about the choice of the 10th Street corridor for the High Speed Rail tracks. The city of Springfield is already clearly divided between the West side population who are well off, and the East Side residents who are lower income, poor, and in a lot of cases, minorities. Putting all the traffic on 10th Street will further segregate those of us on the East side more. Close to a million dollars was spent to renovate the train depot. Our City fathers have already been buying land along 10th street to build a new train/bus terminal. They have already put their money in that out come. It isn't about anything but big business making more money on the backs of the poor, and isolating the East side even more that it already is.	The issues of community division and environmental justice are addressed in the Final EIS.
SPIOC3	Tier 1 and Tier 2	General Comment	Harnish, Rick	This letter serves as the Midwest High Speed Rail Association's comment regarding the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. The Midwest High Speed Rail Association supports the proposed investments outlined in the document, with several modifications that would allow for faster and more frequent trains in the future. MHSRA believes that sufficient travel demand exists to warrant making these investments today. As such, the implementation plan outlined in in Section 7 is too conservative. The State should expedite construction of the Chicago – Springfield improvements outlined in the DEIS, with modifications as suggested below. Our greatest concern is that this DEIS will be viewed as the State of Illinois's long-term goal for the corridor. This DEIS calls for an express trip time of 3 hours 50 minutes with only 9 daily round-trips. The long-term goal should be a Chicago – St. Louis trip time of less than 2 hours with at least hourly service. MHSRA recognizes that this aggressive service goal cannot be accomplished within the existing heavy-haul freight corridor studied in the DEIS. A new corridor, dedicated to high-speed passenger trains, will be needed for most of the route. We applaud IDOT for conducting a separate feasibility study for a 220-mph Core Express line that would achieve the 2-hour trip time. There are three locations at which this DEIS suggests the construction of new infrastructure. Any new infrastructure constructed as part of this corridor plan should be constructed to also serve as the urban access for 220-mph Core Express trains in the future. Those three locations are as follows: Chicago Access: The DEIS does not adequately address the constraint created by the 21st street bridge over the Chicago River. This bridge has a very low river clearance and must be raised for small pleasure craft. The DEIS suggests a new bridge will be built alongside the existing bridge, but does not address how the clearance issues caused by the 16th Street bridge and the Orange Line bridge will be addressed. This oversight represents a serious flaw in the overall plan. The two routing options from Joliet to Chicago cannot be properly evaluated without a developing a true plan for this bridge. The St. Charles Airline bridge is substantially higher than the 21st Street bridge and may offer a better solution. MHSRA requests that Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, be returned as an active option and that any further planning around the 21st Street bridge consider the needs of Core Express trains. Springfield Routing: MHSRA supports making short-term improvements to the 3rd Street corridor needed to improve trip times, reliability and safety until the 10th	Comment Noted - Standard Response Letter sent as Reply

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SPIOC4	Tier 2	General Comment	Ridgeway, Ann	<p>I live on dead end witch is a waste across old Pillsbury mill nothing ever gets done here very seldom do u see city down this way hardly plowed no road work across from elevators 2 30 yrs I lived here seen this block go down hill just might as well use this than city doesn't have to make time for us branch pickup not hardly lays metals bought Pillsbury little railroad across street by Pillsbury cant understand why they will just letter this property go to waste its huge also the trains have come more and more between the noise of click clack and some right after another its hard to stay outside teeth street corridor s down at end of block it doesn't make since to pass this dead end up and railstaion it is wasted land coons and rats at mill eye sore if they will buy all this they can make station in brick part of mill and hotel rooms on other my house isn't going to be worth anything and we just paid it off I should be happy about it but the neighbor hood isn't even worth anything am off north grand on n.15.sp.il. I would sell in a minute and so will my nighbor,the tracks bend around here to meet I wish I new something before winter the train are coming more and more the switching yard across at Pillsbury always has ugly trains setting there and building is being marked all over a shame a dirty rotten shame I told the railroad mt walls in hall crack already from the trains and windows shake its a shame I have to have my house marred with cracks and stuff shakes and falls at time</p>	Comment Noted - Standard Response Letter sent as Reply

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SPIOC5	Tier 2	General Comment	Reynolds, Will	<p>The following are my comments to IDOT regarding the Springfield section of the draft Environmental Impact Statement on the Chicago to St. Louis High Speed Rail corridor. Springfield has had an auto-centric discussion of the high speed rail issue. Much attention has been focused on how rail interrupts auto-traffic while there has been very little discussion of what location is the most suitable for passenger rail combined with a multi-modal facility. Decreasing use of oil is a vital national interest for both economic and environmental reasons. Good passenger rail can also be an effective tool for slowing sprawl and bringing more people to the city center. For that reason, it's important that Springfield pick a location that will increase rather than decrease use of mass transit. The studies conducted so far warn of a bottleneck if rail traffic is consolidated on the 10th street corridor. Delays caused by freight traffic are perhaps the most common and annoying inconvenience of riding Amtrak. So, it's extremely encouraging that every Amtrak ride I've taken from Springfield to Chicago has been on time or early since track improvements along the corridor have been completed. Reliable, on-time service will result in more ridership. IDOT should fully consider the implications of consolidation making Springfield a bottleneck that could routinely throw passenger rail off schedule for the St. Louis to Chicago line. Additionally, there are many local issues to consider. The location for a 10th street corridor passenger multi-modal center proposed by county and city officials is currently a community hub for important non-profit groups, local government offices, and social service agencies. The surrounding blocks include: Salvation Army rehabilitation center, shelter and thrift store Triangle counseling and rehabilitation center Catholic Charities crisis center and food pantry Contact Ministries shelter and other services Planned Parenthood Urban League building Computer Banc Springfield Housing Authority building The County jail and courthouse is also nearby. The area leaves little room for commercial or residential development. Proponents of the 10th street location suggest that it would spur economic development in the surrounding area. That's an unrealistic goal unless social service agencies are forced out of the neighborhood. No county or city leader has disclosed the costs of doing so or plans for where the agencies would be compelled to relocate. It's doubtful whether all of the cash-strapped non-profits would be able to remain downtown in close proximity to each other, and the citizens they serve, if forced to move. The alternative is to leave most of these valued social service agencies where they are. Some would be forced out to make room for the multi-modal facility, such as Salvation Army and Planned</p>	<p>Alternatives that use the 3rd Street corridor were carried forward into the EIS for detailed analysis. These alternatives were eliminated for reasons presented in the Final EIS.</p>



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				<p><b>Comment</b>                      Parenthood. It's difficult to understand why the city council would approve \$1.8 million in TIF funds for the Salvation Army site if they're serious about using the location for a multi-modal center. Those funds would be wasted. Good multi-modal centers should be located where people feel comfortable walking at night and leaving their car for the weekend. I'm glad we have these service agencies in Springfield. But, imagine what sort of welcome a 10th street facility would make to those visiting the city. Nothing says "welcome to Springfield!" like asking visitors trying to reach their hotel or tourist site to run a gauntlet of people going to and from a shelter, rehab center or the county jail. Is that really the best way to encourage visitors to travel by train? The location could only discourage tourists and business travelers from using mass transit. It's also less convenient for professionals and citizen lobbyists who visit the Capitol complex during legislative sessions. It's difficult to imagine a location in Springfield less suitable for a passenger rail station than the proposed 10th street corridor. Let's compare the 10th street location to the 3rd street corridor where the Amtrak station is currently located. Springfield recently spent \$571,500 in TIF funds upgrading the station. Across the street to the South is a vital part of any multi-modal facility: a municipal parking garage. The station shares the block with a parking lot. Across the street to the north is another parking lot and a building which appears to be unused. Much of the infrastructure needed for a multi-modal facility, plus room to expand, already exists at the 3rd street location. The block east of the current Amtrak station includes commercial, retail and residential space currently advertised for lease. Much of the downtown business district is within three short blocks. All of these locations would benefit from the increased foot traffic that comes with a good public transit center. It could become a focal point of downtown revitalization. That however, would require city leaders to view passenger rail as an advantage, rather than merely an inconvenience that slows the speed at which cars race away from downtown. Passenger rail service should be located in an area convenient to foot traffic and where it strengthens businesses in the city center, as Bloomington/Normal and Champaign/Urbana have done. By both measures, the existing Amtrak station is a far superior location. The businesses which might be most inconvenienced by a multi-modal facility on 3rd are a luxury car dealership across the tracks and the private Sangamo Club. I suppose the owners and clientele of those businesses have more clout than those who use the social service agencies. Perhaps that has been a driving factor behind public discussion of this decision. The fact that</p>	

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				<p><b>Comment</b>                      those most in need in the community are also the most likely to have services dislocated by 10th Street consolidation is a serious social/environmental justice issue. At every point in the public process, local leaders have avoided discussion of which location is more suitable for passenger rail and have instead focused on the inconveniences posed by the inevitable increase in freight traffic resulting from the new Joliet rail terminal. I submitted a comment to the previous Springfield corridor study (conducted by Hanson Engineering and a community panel) suggesting that the potential economic growth benefits for the area surrounding 3rd be examined. The question was ignored. Instead, the study limited its conclusions to the claim that leaving 3rd street rail in place would prevent expansion in the medical district. Since then, Memorial began construction an expansion in the medical district with a new building near the tracks. Personally, I felt one of the best benefits of living in the medical district was being in walking distance of the Amtrak station. That previous study was flawed because it did not consider the most appealing location for passenger rail. Springfield leaders have failed to discuss how improved mass transit at the present location would attract new residents and increase property values in the nearby medical district and downtown. Additionally, the manner in which most informational meetings were conducted, where individuals had to ask questions to staff one-on-one, did not include a public comment component that might have exposed residents to issues and concerns outside what has been voiced by local officials. Further, the citizen advisory groups did not include representatives from organizations which specifically advocate for improved passenger rail and mass transit service. Springfield could have spent the past two years discussing the best way to accommodate increased rail traffic on the 3rd street corridor. Instead, residents have been presented a worst case scenario with misleading post card images, unsupported horror stories about the Dana Thomas house crumbling apart, and a steady drumbeat of hyperbole. We have been told a multi-modal facility would bring economic development to the area surrounding 10th street, but mysteriously, the same facility would bring economic ruin if located on 3rd. I'm afraid that many comments received by IDOT will likely be based on misconceptions spread by a fear campaign, rather than an objective, informed analysis. I hope that IDOT will not allow itself to be bullied by city and county officials who refuse to consider anything other than their initial proposal. I can only speculate as to why some city leaders are insistent on a poor location for passenger rail. The location was discussed decades ago when there was still a public housing complex near the 10th street corridor. Some people still hold to the outdated notion that mass transit should primarily be used by those who have no other option due to poverty or disability, such as many of those utilizing the social service facilities along 10th. A 10th street multi-modal facility makes perfect sense if one makes decisions based on those obsolete assumptions. In contrast, successful mass transit will appeal to everyone, including those who have the option of driving. I hope IDOT will be of service to the residents of Springfield by fully exploring these unexamined issues.</p>	

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SPIOC6	Tier 2	General Comment	Lucas , David	<p>This whole project is a perfect example of what is wrong with government. There is NO money for this project. The city will never be able to raise enough money, and the state and federal government are essentially bankrupt. There are no funding sources for this project, and the costs will only escalate as time goes by. If the money miraculously materializes, then we can talk about this. Without the funding for the project all this time and money spent on planning is just a waste of taxpayers money. And for what? To save a few St. Louis to Chicago travelers a few minutes off their travel time? We all know that this will never be high speed rail in any real sense of the word. It might be marginally faster than the current passenger trains but it will never be remotely close to what most people envision as "high speed". And without a proven GPS/computerized positive train control system, you'll not be able to weave the passenger trains in amongst the longer freight trains. They tried to test this system in Illinois a while back and had to terminate the test as Illinois posed "too complex a test environment." And all this money to move the tracks only 7 blocks! Get serious! Please! There will never be passenger trains flying through downtown Springfield. They will have speed limits and will have to stop for passengers downtown. These few additional proposed trains will pose no threat to any facility along its route in Springfield and property values will not be affected. Susan Dana build one of the country's most beautiful homes right next to the tracks. The state capitol is only a block away from the tracks, and Isringhausen built a world class business right next to the tracks. It didn't diminish value then and it won't now. If the tracks are not relocated. the absolute worse case is that motorists will have to wait a few minutes for the more numerous freight trains, but they will be traveling faster on the new improved road bed and the waits will be shorter. No new crossings, viaducts, underpasses will be required. Just wait for the train as you do now. It isn't going to be coming through at 110 mph! Nationally, the problems with this overall plan are threefold: 1. "High speed" was never defined. Apparently it's just one mile per hour faster than current trains. 2. Far less money was allocated to this project than will ever be needed to complete it, and no new money appears to be forthcoming. 3. Federal money should have been directed to the northeast corridor of the US where ridership warrants the additional expenditure. That area of the country uses passenger rail extensively and desperately need funds for improved tunnels, bridges and roadbeds and needs additional rolling stock to carry the passenger load. Let's not waste any more money on this project. We don't have the money to do it, and the massive disruption it would cause does not justify the very questionable "improvements" it might generate.</p>	Comment Noted - Standard Response Letter sent as Reply

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SPIOC7	Tier 2	Historic Structures	Jacobson, Jerry Save Old Springfield	It would be preferable if all trains were routed around rather than through our capital city. However, should the 10th Street corridor be selected, it should be routed so as not to destroy the most iconic remaining industrial building here of the early 20th century and one of the most significant--and attractive--in the entire industrial history of Springfield: the imposing clock tower of the former Illinois Watch Company. Constructed in 1918 and now part of the Illinois Environmental Agency complex, the tower stands as the most visible symbol of a 63-year history of watch making here that made the company nationally prominent and internationally recognized. From the turn of the 20th century, the firm specialized in railroad watches and became the foremost manufacturer of timepieces for the American railroad industry and a significant exporter as well, helping pioneer the logistical technology that served the enforcement of standard time for railroads throughout the world. Around the period of the construction of the clock tower, of only 11 watch models to pass an accuracy test by the National Naval Observatory, ten were from the Illinois Watch factory. The durability and dependability of one of its models led Roald Amundsen, the famed polar explorer, to select it for one of his expeditions. One department of the company evolved into a separate firm that itself gained national prominence and global recognition--Sangamo Electric Company. Occupying the same facilities as Illinois Watch, including the clock tower, Sangamo Electric became one of the country's major manufacturers and exporters of electric meters and an innovative defense industry firm, responsible for patents that included the first Delco amperehour meter for automobile starters. At its peak, during World War II, the company employed over 3,000. The clock tower, then, represents two major national and international elements in the industrial history of Springfield and as such must be preserved.	The clock tower of the former Illinois Watch Company will not be affected by the project.
SPIOC8	Tier 2	Land Acquisition	Arnberger, Kevin CK Dairy Dreams	How will the business along North Grand Ave. be affected by this plan. My business is at the corner of 19th and North Grand Ave E.	The current plan shows three commercial displacement on North Grand Avenue: - 1613 North Grand - 1615 North Grand - 1635 North Grand There are no other commercial displacements planned on North Grand Avenue.
SPIOC9	Tier 2	Land Acquisition	Koller, Carol	I would like to know who and how they will determine the value of our home. We recently spent \$10,000 on remodeling and upgrading to make our home handicap accessible for my husband	To provide uniform and equitable treatment for businesses displaced by projects such as this one, Congress passed the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amended it in 1987. The law provides not only for just compensation but also for relocation assistance.
SPIOC10	Tier 2	Land Acquisition	Barker, J. Michael Springfield Electric Supply Company	Springfield Electric Supply Company operates from 3 parcels of land listed on the affected properties schedule along the 10th Street corridor. The title of said properties is listed as Land Trust 3156. Springfield Electric Supply has operated from this location for over 60 years and currently employs 70 people at this site. • The primary owners of the Land Trust and of Springfield Electric Supply Company endorse the use of the 10th Street corridor (option 2B) for rail traffic. • The 10th Street corridor option will severely impact our ability to do business from this site in the future. • Springfield Electric will be forced to move all facets of our business as the amount of land (and building) that will be used for the corridor will prevent our ability to conduct business effectively from the remaining building and site. • The owners request that when land acquisition begins) all of our 3 properties be completely acquired. • The owners also request consideration for the significant costs that will be incurred to relocate Springfield Electric Supply Company.	To provide uniform and equitable treatment for businesses displaced by projects such as this one, Congress passed the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amended it in 1987. The law provides not only for just compensation but also for relocation assistance.

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SPIOC11	Tier 2	Land Acquisition	Atteberry, Gregory	<p>I am a homeowner at 2403 S. 5th in Springfield. The recent developments in the Railroad Relocation project if approved as proposed will affect my property greatly. As outlined in the proposal two homes next to mine will be acquired 2405 and 2407 S. 5th. My home has been identified in the project as a home that will incur moderate-severe noise level from the project. The three homes are the only homes on that small stretch that face 5th street and have a direct front view of the rail line and the viaduct. There are several issues that are of extreme concern to me that will affect the value of my home. The first is that the three homes I have mentioned were all built at the same time by the same contractor. They are identical yellow brick homes built stair-stepped along the track with no front access to 5th street and private access in back through the alley. Their desirability is directly related to the way they were positioned and built to look the same. With the other two homes gone as proposed this leaves my home as the only home on that stretch facing the tracks and 5th street. Second my home is made of brick and plaster--not wood or drywall. Increased rail traffic now closer to my property will surely have an effect on the structural integrity of my home. Damage will be inevitable. Third as already identified by your proposal my home will be in a moderate to severe noise level from the increased, closer rail traffic. If you could see how close the tracks will be to my home you would surely see that "severe" is a likely understatement. In fact your study as far as I could tell only identified 10 residential homes in all of Springfield that have this designation. These three factors will without a doubt severely reduce the value of my home if not make it virtually impossible to sell. I realize that High Speed Rail is the future of Springfield and I realize it needs to go somewhere. I am not opposed to the relocation proposal as long as the City, State and Federal governments are fair to all citizens who are directly affected by this. In my opinion I feel my property needs to re-examined for that effect. I feel if the proposal is to move forward the only fair and just move would be for the project to acquire my property along with the two homes next to me. Please relate my intense concern to the decision makers that they need to relook at these properties that lay directly in front of the tracks and overpass on 5th Street.</p>	The effect of the project on the property at 2403 S. 6th Street has been re-evaluated, and it has been determined that it should be purchased for the project. The property will be shown as a displacement in future documents.
SPIOC12	Tier 2	Land Acquisition	Rayburn, Corey	<p>Hello, I have lived at 2405 S. 5th street for 9 years. If the the 10th street rail is approved for the path of travel for the high-speed rail, my home is projected as one to be purchased by the rail system. I just wanted to let whoever know that I am prepared and ready for this decision and if the budget is approved, i want my home to be purchased as soon as possible.</p>	Comment Noted - Standard Response Letter sent as Reply
SPIOC14	Tier 2	Land Acquisition	Grady, Pat Springfield South Corridor Neighborhood Association	<p>In 2009 as president of the Springfield South Corridor Neighborhood Association I was participant in the initial Hanson project for high speed rail. In the comment portion of the last two public meetings I have requested to consider taking my property at 2506 Burton as the home next to me at 2500 Burton and the business at 300 Iles, which is directly across the street, are included in the list of properties that will be taken to make room for the high speed rail project. My property was determined to be highly impacted with rail noise and vibration. Under these conditions I would not be able to sell my house when the time comes that I am unable to take care of my property. (I am well beyond retirement age) I am asking that I am contacted to discuss alternatives and what consideration will be afforded to my situation. Thank you.</p>	Based on preliminary analysis it does not appear that the house at 2506 Burton Street will need to be acquired for the Springfield Rail Improvements Project, but that may change as the right-of-way requirements in the next phase of the project are further evaluated.

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SPIOC15	Tier 1 and Tier 2	Suggested Change	Harnish, Zach	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.
SPIOC16	Tier 1 and Tier 2	Suggested Change	Goldin, Dave	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.
SPIOC17	Tier 1 and Tier 2	Suggested Change	Rygh, Tom	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.

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SPIOC18	Tier 1 and Tier 2	Suggested Change	Goodrow, Richard	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.
SPIOC19	Tier 1 and Tier 2	Suggested Change	Carr, Dennis	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.
SPIOC20	Tier 1 and Tier 2	Suggested Change	Kudlacik, Harriet	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.

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SPIOC21	Tier 1 and Tier 2	Suggested Change	Back, William	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.
SPIOC22	Tier 1 and Tier 2	Suggested Change	Barshis, Jan	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.
SPIOC23	Tier 1 and Tier 2	Suggested Change	Roach, John	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.
SPIOC24	Tier 1 and Tier 2	Suggested Change	Egan, Sally	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.



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SPIOC25	Tier 1 and Tier 2	Suggested Change	LeBeau, Jon	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.
SPIOC26	Tier 1 and Tier 2	Suggested Change	Warner, Timothy	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.
SPIOC27	Tier 1 and Tier 2	Suggested Change	Shelton, James	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.

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SPIOC28	Tier 1 and Tier 2	Suggested Change	Hart, Robert	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.
SPIOC29	Tier 1 and Tier 2	Suggested Change	Israel, Robert	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.
SPIOC30	Tier 1 and Tier 2	Suggested Change	Ebbinghouse, Aaron	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.

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SPIOC31	Tier 1 and Tier 2	Suggested Change	Anonymous,	<p>Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.</p>	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.
SPIOC32	Tier 1 and Tier 2	Suggested Change	Zabaly, Nicholas	<p>Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains. It is essential to the economic future of Illinois, and the entire Midwest, that rail infrastructure be continue to be improved. As the nation increasingly must seek energyefficient and user-affordable transportation alternatives in the coming decades, rail will need to take a larger share of the passenger mix. The improvements highlighted in the Draft EIS are commendable, and should be viewed as the first step toward a comprehensive plan to make the Midwest one of America's transportation leaders. As a user of Illinois' existing rail systems, both local/state-supported and long-distance Amtrak, the planned improvements will have a beneficial impact on my life, so I am very pleased with the progress being made. Thank you for striving to improve passenger rail in the Midwest, and please include plans for further improvements to true high-speed rail in your developments moving forward.</p>	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.

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SPIOC33	Tier 1 and Tier 2	Suggested Change	Simmons, Hillery	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.
SPIOC34	Tier 1 and Tier 2	Suggested Change	Lyons, Joe	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.
SPIOC35	Tier 1 and Tier 2	Suggested Change	Holman-Gomez, Brent	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.

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SPIOC36	Tier 1 and Tier 2	Suggested Change	Shinners, Karen	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.
SPIOC37	Tier 1 and Tier 2	Suggested Change	Fisher, Andrew Website Designer	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.
SPIOC38	Tier 1 and Tier 2	Suggested Change	Kriston, Ira	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.

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SPIOC39	Tier 1 and Tier 2	Suggested Change	Olson, Layton	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains. 4) Please design the entire system and ROW assets to enable the system, surrounding communities, regions and the state benefit from fiber and wireless communication sharing, linked with; economic development, as well as to improve signaling and train management and world-class communication services for riders and transportation-oriented development., in concert with regional planning agencies all along the corridor, and with University of Illinois and other parties developing virtual infrastructure modeling and management tools for built and natural environment assets at grade, below grade and in the air.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.
SPIOC40	Tier 1 and Tier 2	Suggested Change	McCarter, Daniel	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.
SPIOC41	Tier 1 and Tier 2	Suggested Change	Kevin, Schaaf	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.

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SPIOC42	Tier 1 and Tier 2	Suggested Change	Weaver, Barry	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.
SPIOC43	Tier 1 and Tier 2	Suggested Change	Self, Charles	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.
SPIOC44	Tier 1 and Tier 2	Suggested Change	Kaplan, David	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.

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SPIOC45	Tier 1 and Tier 2	Suggested Change	Weese Young, Shirley	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.
SPIOC46	Tier 1 and Tier 2	Suggested Change	Thompson, Jim	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains. I'm not an Illinois resident, but am from Iowa. I feel the progress made in Illinois toward developing high speed rail, especially to Iowa's borders, but other states too, will encourage not only Iowa, but these same other states, to build out a Midwest high speed rail network. The benefits have already been enumerated elsewhere, so I'll assume you know them. So, please seriously consider the Midwest High Speed Rail Association's proposals for the DEIS for the Chicago – St. Louis 110mph double tracking project.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.
SPIOC47	Tier 1 and Tier 2	Suggested Change	Christensen, Colleen	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.



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SPIOC48	Tier 1 and Tier 2	Suggested Change	Mier, Charles	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.
SPIOC49	Tier 1 and Tier 2	Suggested Change	Johnson, David	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.
SPIOC50	Tier 1 and Tier 2	Suggested Change	Ryckbost, Paul	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.

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SPIOC51	Tier 1 and Tier 2	Suggested Change	Hein, Chris	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.
SPIOC52	Tier 1 and Tier 2	Suggested Change	Ratliff, Jerry	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains. 4) I am curious how you will redo Springfield as it is residential trackage- switching to the other depot?	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.
SPIOC53	Tier 1 and Tier 2	Suggested Change	Woodard, Gwen	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains. 4) I'd like to see Northwest Indiana included prior to Indianapolis. Gary, Indiana is the largest city in NWI and should be considered in the planned route.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.

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SPIOC54	Tier 1 and Tier 2	Suggested Change	Tomzik, David	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains. 4) increase the number of trains to hourly service and work to reduce the travel time even further.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.
SPIOC55	Tier 1 and Tier 2	Suggested Change	Miofsky, Christopher	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains. 4) Please add more train lines to Lemont Illinois to Chicago and throughout other stops for the state.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.
SPIOC56	Tier 1 and Tier 2	Suggested Change	LaPorte, Cinthia	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains. 4) Please add more train lines to Lemont Illinois to Chicago and throughout other stops for the state.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.

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SPIOC57	Tier 1 and Tier 2	Suggested Change	Michael, Dave	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.
SPIOC58	Tier 1 and Tier 2	Suggested Change	Guenther, Erich	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.
SPIOC59	Tier 1 and Tier 2	Suggested Change	soenson, Leland	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.

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SPIOC60	Tier 1 and Tier 2	Suggested Change	Wedra, Art	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please design any new bridge or improvements to an existing bridge to serve as the crossing point for 220-mph Core Express trains.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.
SPIOC61	Tier 1 and Tier 2	Suggested Change	Hutchison, Bill	Thank you for giving the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) that has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. Fast, frequent and dependable trains are critical to maintaining a vibrant economy. I applaud the State of Illinois for taking a leadership role in the development of high-speed rail in the Midwest. The investments outlined in the DEIS are urgently needed. The State should expedite construction of these improvements, with modifications as suggested below. 1) Please develop a detailed plan for building a replacement for or parallel of the 21st Street bridge. As part of that planning, please return Option 4B, which includes a new, direct connection from the St. Charles Airline into Union Station, as an active option. 2) Please design the new 10th Street corridor in Springfield, IL to: * Eliminate highway grade crossings * Allow for passenger trains to access Decatur and Champaign * Create separate passenger tracks, with provisions for future electrification 3) Please address choke points and junctions between St. Louis and Alton. In my view, the best route is via UP thru Granite City and E. St. Louis. There are interlockings at .Wann (Wood River), Lenox (Mitchell), WR Jct. (Granite City) and East St. Louis that could delay trains. There are also many grade crossings on this route that will need to be addressed. That said, this is much faster than the route via Merchants Bridge and north St. Louis. As to the MacArthur bridge, there should either be a double decking as suggested or a new bridge to get train in and out of St. Louis quickly. In either case, passenger trains should be kept separate from freights until on the east side of the river. The possibility of separate passenger tracks should be examined, at least between St. Louis-E St Louis and WR Jct and maybe a flyover at the latter point. Stations - Alton could be relocated as is under consideration. There could be a Metro-East station at Mitchell to serve N St. Louis County and the metro east area. E St. Louis is a non starter because the whole area is very depressed and is close to the downtown St Louis terminal. E St Louis should be left for future phases.	Alternative 2B, which eliminated all of the at-grade crossings on 10th Street< was eliminated for the reasons stated in the Final EIS.
SPIOC62	Tier 2	Support Other Alternative	Peters , James Coldwell Banker Commercial	I don't think it really matters much because no agency has the funds to proceed with the 10th Street consolidation in the first place. But, there is no conceivable reason to keep these tracks in the center of town. All the real traffic needs to be rerouted around the city, not through it. If we get the 10th Street scheme we will have dozens of trains every day within 50 feet of Lanphier High School. How much sense does that make? Is rerouting around the city expensive? Yes, of course it is. But, who really cares. It's all money we don't have to begin with. One additional item, if you please. Passenger rail traffic, high speed or otherwise, is not compatible with freight traffic. Your "high speed" scheme is anything buy high speed. And, there is not a "high speed" rail system in the world that is not government subsidized. NONE are self sufficient. What's the point? if the "high speed" system doesn't have its own track system nothing changes.	The suggested alternative was considered during preliminary screening and was eliminated because of high cost and environmental impacts.

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SPIOC63	Tier 2	Support Other Alternative	Stephens, Donn	I am NOT in favor of consolidating rail traffic in Springfield from 3rd Street to 10th Street. I am in favor of having the high speed rail traffic on 3rd Street.	The suggested alternative was carried forward for detailed study and was eliminated for reasons presented in the Final EIS.
SPIOC64	Tier 2	Support Other Alternative	Peters, James	I'd like to express my opposition to running all this railroad traffic through the city. Even back in the 70's and early 80's the "Springfield Railroad Relocation Authority" proposed moving all traffic around the city. Unfortunately, about all they accomplished was to study it to death. Then, when the money dried up the "authority" was dissolved. I don't understand the difference. We don't have the money to do ANY of the proposed projects. So, I see no reason not to explore a route around the city. What's the difference if we barrow \$5 billion or \$7 billion? And, as has been pointed out time and time again, "high speed" rail traffic and freight traffic are NOT compatible. Why have a 120 MPH passenger train that spends half it's time sitting on a siding waiting for a freight train to pass. It make no sense to spend all these billions to save less than 30 minutes on a trip from Chicago to St. Louis. Chicago politicians/bureaucrats won't use it either. Why would they when they can fly on a state plane on my dime? And finally, there is not a single high speed rail system in the world that is not subsidized by the government, NOT ONE. We support Amtrak now, why would we double down on this "high speed" nonsense?	The suggested alternative was considered during preliminary screening and was eliminated because of high cost and environmental impacts.
SPIOC65	Tier 2	Support Other Alternative	Metz, Elfi	While I think that the input of the people living near the tenth street corridor should weigh more than others, we all know that this is not the case. Nevertheless, I live in Harvard Park and have to listen to the trains coming through that corridor. We cannot sleep with the windows open because of all that noise that comes with trains. Now they want to shove more of that noise down our throats! Not to mention that the property values will plummet and the city will be even more clearly divided east/west. What I don't understand is why we need that increase in traffic when all these trains are merely passing through. It is of no value to the citizens of Springfield! Not only will it cost monies to build the overpasses (and of course that cost will be passed down to us), it is disruptive and devastating to properties involved. Does anyone even give a rats behind about what we, the taxpayers of this town, want? Apparently not! Put the trains in your backyard and see how you like it! If you haven't figured out by now that I am whole-heartedly against the idea, it wouldn't surprise me. The government of this city and this state is deaf, dumb, and blind, and just doesn't care.	Comment Noted - Standard Response Letter sent as Reply
SPIOC66	Tier 2	Support Other Alternative	Anonymous,	The main point of this correspondence is that AMTRAK service through Springfield should stay on it's current 3,d Street routing. One of the primary goals in improved AMTRAK service should be to isolate passenger trains on routes independent of, or with, minimal freight train movement and competition. AMTRAK operating on the 3rd Street tracks and station stops without UP freight competition would be a great example. I do have an interest in railroads and passenger train service, having traveled most of AMTRAK's routes, and significant European rail travel including the truly high speed trains. Observing how different operations work, equipment types, and style of service has been a good experience. More specifically, I believe that passenger train travel and suburb-city commuter rail service is a very positive public asset. Futurewise, it is a vital necessity for the U.S. as energy resources and environmental impact concerns become more dominant. Again, a key factor in the Springfield rail study is the continuing success of AMTRAK's existing service with its increasing ridership numbers and as an important element in the faster trains project. Simply put: why spend a billion dollars in federal AMTRAK funding for main line track improvements to increase train speeds, reduce travel time, and improve on-time operating efficiency; and then throw it all away by putting AMTRAK into a freight congestion bottleneck in Springfield? The wants and needs of Springfield need to fit into the overall bigger picture of upgrading the states' Chicago-St. Louis AMTRAK service through the fast train development project. There is really not one good compelling reason to move AMTRAK operations from 3rd to 10th Street tracks, and there are many good reasons not to do it.	The alternative presented was carried forward for detailed analysis and eliminated for reasons documented in the Final EIS.

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SPIOC67	Tier 2	Support Other Alternative	Mueller, Mark	Why not use the same money, that would be spent on the 10th st line, and move the rails out west of the city? Build a transportation hub next to the airport. This would not only bolster use of Abe Lincoln airport, but also Amtrak, Greyhound (which desperately needs a real terminal!), rental cars, taxi cabs & Springfield Mass Transit District could all be centralized. This would also eliminate traffic congestion in town & use the old rail beds for bike paths.	This alternative was reviewed during the study phase and eliminated from further consideration due to high construction cost, environmental impacts and railroad company opposition.
SPIOC68	Tier 1 and Tier 2	Support Other Alternative	Tornatore, Gregory	I am writing to comment on the draft Chicago-St. Louis EIS. I am concerned with the portions of the document that address the portions of the route south of Springfield. The State of Illinois is currently conducting a feasibility study for a 220 mph high speed rail line that also includes this segment. I do not think that it would be prudent to go forward with the proposed land taking and investment in track and other improvements proposed in this segment of the UPRR route. Two other studies have already been completed which include this segment under the auspices of the Midwest High Speed Rail Association. While both looked at the UPRR alignment currently used by Amtrak, neither selected it. The problems with it include: > > * It is a number of miles longer than other historic rail routes, thus inherently slower. > * It is a strategic UPRR freight route which would be unsuitable for sharing with 220 mph trains, especially with the hourly, or better, service assumed in those other studies > * The state's agreement with UPRR limits speed to 110 mph and a limited number of daily trains (not all of them even being allowed to operate at 110 mph). > * It has significant curvature, which will limit trains to less than 110 mph, never mind future upgrade to 220 mph. > * Several miles through the Macoupin Bottoms are not suitable for adding a second track. >> On page 3-19 it is noted that there are three places in the corridor that alternatives alignments but, without explanation, it is stated that no alternatives are being considered for the rural areas. The same arguments used to justify consideration of alternatives in some other parts of the route would apply to the rural part of the route south of Springfield and would have met the purpose and need and would have scored well on the Tier 1 Objectives listed in Table 3.1-2, particularly in terms of such issues as length, travel time, operational issues, capital and operating costs, acres of right-of-way required, etc. Adding suitability for future upgrade as part of a 220 mph operation would make the existing route score very badly. >> In the Northeast Corridor Amtrak has recently developed what it calls a "stairstep" approach to implementing 220 mph high speed rail. This should be considered for Springfield-St. Louis as well. Making a major investment in double-tracking the current UPRR/Amtrak alignment would be inconsistent with that concept. My concern is that if a large investment is made in double tracking the UPRR for passenger operations it is likely to be very difficult to justify subsequent investment in another route for 220 mph operation. In truth, Illinois does not need two very closely parallel double track routes south of Springfield. I have no problem with moving forward with the segment north of Springfield; Illinois needs a double track	Corridor improvements that would result in a two hour trip time between Chicago and St. Louis is beyond the scope of this study. In a separate feasibility study, IDOT is evaluating the Chicago-St. Louis 220 mph High Speed Rail Express project concept. This service, at speeds up to 220 mph, may utilize existing rail corridors, a new corridor, or a combination of both, and could service to the Chicago-St. Louis high speed rail service that is being evaluated by this EIS.

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SPIOC69	Tier 2	Support Other Alternative	Goodmen, Joeseeph	<p>In spite of all the uproar over removal of Union Pacific RR tracks off of 3rd Street here in Springfield to appease the city fathers to spend billions that both the city and State of Illinois don't have in effort to accommodate high speed rail. Leave 3rd street right of way along. Union Pacific and Amtrak are established there are are working great there. If traffic flow on streets is a big problem, then the city and IDOT might consider building two overhead bridges at half the cost of relocation of the Union Pacific to 10th Street. The bridges could be at jefferson an carpenter street crossing at half the cost. PS Should Mit Romney be successful in November will teh money be available then.</p>	<p>The suggested alternative of keeping Union Pacific and Amtrak trains on 3rd Street was considered in the alternative screening process and was eliminated for the reasons described in the Final EIS.</p>
SPIOC70	Tier 2	Support Preferred Alt	Houston, J. Michael Office of the Mayor	<p>As mayor of the City of Springfield, I am writing this letter in Support of Alternative 2A for the Springfield High-Speed Rail Improvement Project. Alternative 2A was recommended in the Environmental Impact Study (EIS) conducted by Hanson Professional Services. The EIS recommended Alternative 2A because it is the safest route for rail to pass through our city, it is designed with fewer at-grade crossings which will increase and make easier the east-west traffic for both vehicles and pedestrians across the city, and it will allow for a city-wide "quiet zone" as trains pass through Springfield. The Illinois Department of Transportation (IDOT) has also recommended Alternative 2A to the Federal Railroad Administration (FRA). I am also enclosing a copy of a resolution from the City Council in support of Alternative 2A. A certified copy of the resolution will be sent by U.S. Mail. As someone who has attended numerous meeting since 2009 in our community on this subject, I can unequivocally voice the support of the vast majority of the people of our community for Alternative 2A.</p>	<p>Comment Noted - Standard Response Letter sent as Reply</p>



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SPIOC71	Tier 2	Support Preferred Alt	Morrison, Steve	This is a letter in support of the consolidation of rail traffic to the 10th street corridor in Springfield, IL. These are some of the reasons that I believe that option 2A is only viable options. The historic center of the city will no be marginalized by increased crossing delays, overpasses and loss of existing businesses that would disappear. These discussions have been going on a long time through many public forums during these "comment periods" elected officials representing our city, state, and county have made the will of their constituents known (option 2A). Additionally many others including the chamber of commerce have voiced similiar sentiment. Those leaders of our "medical district" have spoken about the detrimental effect of having the 3rd street be retained. In one voice they have said to relocate to 10th street, so that they may continue to be one of our only local drivers of growth through construction expansion and highpaying jobs afterward. While there would be additional infrastructre expenses involved to complete relocation (beyond federal dollars) all entities that would need to contribute have expressed a willingness to "put ther money where thier mouth is" and finish the job. And lastly in addition to the economic benefit that relocation would spawn immediatley the real benefit would follow closeley behind. Projects ranging from teh intermodal transportation cneter to the revitalization of older center city neighborhoods would soon follow. Sir, for these reasons, as well as the many others previously presented at different forums I ask you to do the will of the people with Springfield and choose alternative 2A for the future of our city.	Comment Noted - Standard Response Letter sent as Reply
SPIOC72	Tier 2	Support Preferred Alt	Bastas, Bob and Yolanda	We agree with the Alternative 2A program for the high speed rail through the city of Springfield. If the 3rd Street program were instituted, it would devastate the downtown and medical communities. Thank for accepting our opinions.	Comment Noted - Standard Response Letter sent as Reply
SPIOC73	Tier 2	Support Preferred Alt	McMenamin, Joe City of Springfield	I wholeheartedly support the recommendation of the IOth Street Corridor as the designated highspeed rail route through the city of Springfie ld, Illinois. The se lection of the IOth Street corridor will undoubtedly spur economic growth for our city as well as preserve our current medical and business districts. Thank you for your consideration.	Comment Noted - Standard Response Letter sent as Reply
SPIOC74	Tier 2	Support Preferred Alt	Shepherd, Michael	In regards to increasing freight train traffic on the 3'd Street corridor in Springfield, Illinois, it would be devastating to the city, mainly because it would require the building of overpasses up and down the line. One of these would come at the expense of the integrity of the Frank Lloyd Wright house at 3'd and Lawrence. An overpass there would block the southern view of this historic, architectural gem. Also, increased train traffic on the 3'd Street corridor would prevent the medical district between Memorial Hospital and St. John's hospital from developing because of the technology that would be affected by the vibration of the freight trains. Therefore I strongly urge you to consider consolidating train traffic through the heart of Springfield onto the 10th Street corridor. Thank you for your attention in this vital matter.	Comment Noted - Standard Response Letter sent as Reply
SPIOC75	Tier 2	Support Preferred Alt	Bringuet, Dennis Ace Sign Co.	I am in favor of the plans to improve the 10th street Rail corridor . I agree with the IDOT study (EIS) . This will be a great opportunity to re-develop that area of Springfield, and limit any negative impact on the 3rd street tracks. As a Past president of Downtown Springfield Inc., Founding Trustee of Hoogland center for Arts , and President of a 72 year old Family Business, I feel this is the best option for this Great Capital City.	Comment Noted - Standard Response Letter sent as Reply
SPIOC76	Tier 2	Support Preferred Alt	McNeese, Wes	In Springfield, IL, I strongly support the consolidation of the 3rd Street line onto 10th Street and improvement of the 19th Street corridor.	Comment Noted - Standard Response Letter sent as Reply

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SPIOC77	Tier 2	Support Preferred Alt	Radwine, David Sangamo Club	Sangamo Club, Springfield's premier downtown private city club, supports Alternative 2A for the Tier 2 Springfield Rail Improvements Project. We applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor onto the 10th Street corridor will make our community safer, better connected and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors since the proposed plan will significantly reduce the number of vehicle collisions and will provide nine new grade separations that will also make our community more connected due to reduce vehicle delays. The additional economic development implications of Alternative 2A are important for Springfield. Removal of the 3rd Street tracks will allow our Medical District to grow and create construction and high-wage professional jobs through increased investment. Thank you for this opportunity to provide comment on this important issue in our community.	Comment Noted - Standard Response Letter sent as Reply
SPIOC78	Tier 2	Support Preferred Alt	Piland , Marilyn	Please support Alternative 2A to combine all rail traffic away from 3rd Street and onto 10th Street in Springfield! This is critical to the development of the Medical District and also for Downtown Springfield. Thank you so much for helping Springfield to grow and make our city better!!	Comment Noted - Standard Response Letter sent as Reply
SPIOC79	Tier 2	Support Preferred Alt	Hoda, Pat HieroGraphix Production, Inc.	As a business owner and a Chamber member, I wanted to voice my support for Alternative 2A, the proposal to consolidate 3rd Street rail onto 10th Street, and make safety and traffic improvements to 19th Street. We see many advantages to bringing improved rail service to Springfield, especially along the 10th Street line.	Comment Noted - Standard Response Letter sent as Reply
SPIOC80	Tier 2	Support Preferred Alt	Hinckley, Pam	I am writing in support of the Illinois Department of Transportation's plans to recommend Alternative 2A to the Federal Railroad Administration in reference to the Chicago to St. Louis High-Speed Rail Corridor Program. The High-Speed Rail Corridor Program is exciting, but what is more exciting is the in-depth planning and submission of Alternative 2A, so that travel hindrances to/between Memorial and St. John's hospitals is reduced. Thank you on behalf of patients and caregivers for going to bat for them.	Comment Noted - Standard Response Letter sent as Reply
SPIOC81	Tier 2	Support Preferred Alt	Steiner, Jill	Please record my support of the Alternate 2A plan to address the trains through Springfield, IL.	Comment Noted - Standard Response Letter sent as Reply
SPIOC82	Tier 2	Support Preferred Alt	Wise, Cheryl GIS Solutions, Inc.	I am in support of consolidating all of the Springfield, Illinois rail traffic onto 10th Street. My first preference is to have all rail traffic move along the 10th Street corridor. My second preference is to consolidate the 3rd Street rail traffic onto 10th Street tracks with safety and traffic improvement being made to the 19th Street tracks.	Comment Noted - Standard Response Letter sent as Reply
SPIOC83	Tier 2	Support Preferred Alt	Engelhart, Marla Lincoln Tower Apartments	I believe it is important to the community and its development that Alternative 2A, the proposal to consolidate 3rd Street rail onto 10th Street, is selected, as well as safety and traffic improvements to 19th Street corridor. Please give this your strongest consideration as it would ultimately benefit everyone.	Comment Noted - Standard Response Letter sent as Reply

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SPIOC84	Tier 2	Support Preferred Alt	England, Kevin	<p>I am writing in support of Alternative 2A of the Chicago to St. Louis High-Speed Rail Corridor Program to relocate the railroad tracks from the 3rd Street Corridor to the 10th Street Corridor in Springfield, Illinois. I have concerns that the other alternatives for railroad track location, if adopted, would have an adverse impact on the Mid-America Medical District and the safety of our community. In particular, the current 3rd Street tracks create the following issues affecting the safety of the citizens of our community:</p> <ul style="list-style-type: none"> <li>· The 3rd Street tracks separate Springfield's two hospitals and the SIU School of Medicine</li> <li>· Ambulances bring trauma patients to the Springfield hospitals 24 hours a day, seven days a week from an 18-county region</li> <li>· Delays of minutes can mean the difference between life or death, recovery or permanent debilitation for trauma patients</li> <li>· Current railroad crossings create serious obstacles to the critical transportation of trauma patients, resulting in increased safety risks and unnecessary delays</li> </ul> <p>I strongly encourage the Illinois Department of Transportation recommend Alternative 2A to the Federal Railroad Administration based on the key advantages highlighted below. Alternative 2A would remove the railroad tracks from the 3rd Street Corridor and relocate them to the 10th Street Corridor. A series of overpasses and underpasses would be constructed on the 10th and 19th Street railroad tracks to allow cars to travel all the way across Springfield on those streets without ever being stopped by a train. A new passenger train station would also be constructed somewhere on the new 10th Street corridor. Advantages of Alternative 2A:</p> <ul style="list-style-type: none"> <li>· Achieves the project purpose and need while minimizing capital and lifecycle costs and impacts to social resources</li> <li>· Relocates traffic to the 10th Street corridor without potentially closing all crossings on 10th Street south of North Grand</li> <li>· Removes existing barriers and creates over- and underpasses for the busiest east/west streets along 10th and 19th Streets</li> <li>· Spurs economic growth and development along both the 3rd Street corridor and within the Mid-Illinois Medical District</li> <li>· Results in reduced noise, vibration, and traffic delays throughout Springfield</li> <li>· Will improve automobile and pedestrian safety at railroad crossings throughout the city.</li> </ul> <p>Thank you for the opportunity to provide comment and your consideration.</p>	Comment Noted - Standard Response Letter sent as Reply
SPIOC85	Tier 2	Support Preferred Alt	Piland, Marilyn	<p>Please support the Alternative 2A for the moving of all rail traffic off 3rd Street onto 10th Street Corridor. This is so critical for the development of our Mid-Illinois Medical District and also for the growth of Springfield, the state capitol. Thank you for making this decision in the interest of all business in the state!</p>	Comment Noted - Standard Response Letter sent as Reply

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SPIOC86	Tier 2	Support Preferred Alt	Curtis, Ed Memorial Health System	<p>As President and Chief Executive Officer of Memorial Health System and Memorial Medical Center located within the Mid-Illinois Medical District in Springfield, I am writing you to underscore our strong support for the Draft EIS Alternative 2A consolidating the Third Street rail traffic onto the Tenth Street rail corridor. This is an issue of vital importance to the future of the medical industry and the entire city and region. The Third Street tracks currently bifurcate the Mid-Illinois Medical District, separating Springfield's two hospitals and the Southern Illinois University School of Medicine. Alternative 2A will dramatically improve emergency vehicular access to and between Memorial Medical Center and St. John's Hospital. Both Memorial and St. John's are teaching hospital affiliates of the Southern Illinois University School of Medicine and partners in the Southern Illinois Trauma Center. As such, ambulances bring trauma patients to the hospitals 24 hours a day, seven days a week from an 18-county region. A large percentage of these trauma patients are victims of automobile accidents, heart attacks, strokes and other life-threatening conditions. Delays of minutes can mean the difference between life or death, recovery or permanent debilitation. The current, at-grade railroad crossings within the Medical District boundaries (Madison to North Grand Avenue) creates serious obstacles to the critical transportation of these patients, resulting in increased safety risks and unnecessary delays. Memorial strongly supports Alternative 2A because it will remove these existing barriers. Alternative 2A will remove and relocate the Third Street railroad tracks to the Tenth Street corridor and create overpasses and underpasses at major east/west arterial streets along Tenth and Nineteenth Streets. This will provide unimpeded west bound access to both hospitals from Interstate 55, state highways, roads and residents living on the east side of Springfield. Alternative 2A will also spur economic growth and development along both the Third Street corridor and within the Mid-Illinois Medical District. The Medical District master plan calls for growing the two hospital campuses towards one another along Carpenter Street to ultimately create an integrated medical community serving patients from central and southern Illinois. Alternative 2A will facilitate the realization of the Medical District vision, consistent with the Master Plan that recommends removal of the Third Street railroad tracks. Eliminating the vibrations from train traffic will allow for the construction of medical facilities that house sensitive or highly-calibrated medical equipment along the vacated Third Street rail corridor within the Medical District. The vacated Third Street corridor is in the heart of the medical district and will allow Memorial, St. John's and the SIU School of</p>	Comment Noted - Standard Response Letter sent as Reply

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	Tier 2	Support Preferred Alt	Williams, Robert Springfield Police Department	<p>As Police Chief for a community with thousands of emergency calls each week, I am writing you to express my support for Alternative 2A, a relocation of railway tracks to the 10th Street corridor in Springfield, IL. After reviewing several options, my decision for this recommendation is primarily based on safety; however, there were other factors that influenced my decision as well, with limited resources being a major contributor. The 10th Street corridor represents the safest option for our emergency response vehicles. The new corridor will also give our emergency responders more route options and quicker response times, when it is necessary to respond in such a manner. . The Springfield Police Department operates from a centralized location that is supported by three minor satellite locations. The bulk of all activities either begin or end from the downtown location, including most of the activities for the uniform (or Field Operations) Division. Relocating the railroad tracks t() the 10th Street corridor offers minimal interruption of these services. Therefore, from a strategic standpoint, as well as receiving multiple feedback from various stakeholders in the community, I support the move of rail traffic to the 10th Street corridor. I am also not surprised that, after months of public engagement, the community selected this option as well. Based on all the above rationale, I again urge the adoption of this plan for rail traffic in our great and historic city.</p>	Comment Noted - Standard Response Letter sent as Reply

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	Tier 2	Support Preferred Alt	Isringhausen, Geoff Isringhausen Imports, Inc.	This comment is regarding the decision pending regarding the track consolidation in Springfield. Our family bought a building adjacent to the 3rd street UP track in 1984. We had 5 employees involved in our used vehicle business. We have spent the last 28 years building our business and today we have 70 full time employees with full benefits and 12 part time employees. We have been fortunate to acquire the franchise rights to sell some of the leading brands of vehicles in the world; Mercedes-Benz, BMW and Porsche. We started with virtually no money. But with hard work and perseverance we have grown our business and now own 3 city blocks in downtown Springfield where we have reinvested our earnings. We have returned millions of dollars of earnings to our city by employment and development all along the 3rd street corridor. The trains have been a part of our reality and we understood that fact from the beginning. However the idea of expanding the 3rd Street line with double tracks and the resulting increase in traffic delays or overpasses putting our business out of site to drive by traffic is frightening to consider. Car dealers depend on drive by traffic. Street frontage is critical. We would be devastated by this proposed development. Without the mitigating overpasses traffic count past our facility would decline. Any of these developments would reduce our business in vehicle sales and service causing layoffs of employees. The value of our properties would go down and we would likely not be able to hold them or maintain them at a high level. We have a niche business and our location downtown is a key component to our success. Moving our business to a new location would destroy the branding we have built over many years. I understand from the City of Springfield that our business is the top sales tax producer for the city. Our property taxes are also substantial. Expanding rail traffic on the 3rd street corridor would severely harm our business and hence our employees and community.	Comment Noted - Standard Response Letter sent as Reply
	Tier 2	Support Preferred Alt	Hearing, Liz	I agree with utilizing the alternative 2A to prevent delay in ambulance arrival to hospitals in Springfield.	Comment Noted - Standard Response Letter sent as Reply
SPIOC87	Tier 2	Support Preferred Alt	Anderson , Owen and Karen	My husband and I support(s) Alternative 2A for the Tier 2 Springfield Rail Improvements Project. We applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor onto the 10th Street corridor will make our community safer, better connected, and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of Alternative 2A are important for Springfield. Removal of the 3rd Street tracks will allow for increased investment that will grow our Medical District and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - Standard Response Letter sent as Reply

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SPIOC88	Tier 2	Support Preferred Alt	Fustin, Ken Springfield Fire Department	<p>As Chief of the Springfield Fire Department, I strongly support Draft EIS Alternative Plan 2A consolidating the 3rd Street tracks onto the 10th Street rail corridor and improving the 19th Street tracks/corridor. It is the best plan for public safety and emergency response. By adding new grade separations at a number of locations along 10th Street, as proposed by IDOT's recommendation, the east/west travel capabilities of emergency services providers will greatly improve. First responders will face fewer delays waiting for trains. Arriving to crash victims or fire locations will be significantly improved. Fires increase in size very rapidly and time is critical to saving lives in medical emergencies. Removing train traffic from 3rd Street will also eliminate obstacles between the main fire station at 9th and Capitol and the Capitol Complex. Thousands of people work in state government buildings that are literally "across the tracks" from the fire station. Even though there is one underpass presently, it is narrow and when trains arrive it is frequently congested because drivers try to avoid nearby blocked crossings at other intersections. An influx of additional slowmoving freight trains will only exacerbate this problem. The current 68 At-Grade crossings will be reduced to 32, thereby lessening the chance of a train and vehicle crash by more than 50%. The department will continue to and improve upon providing top-rated service if the 3rd Street trains would be permanently moved to 10th Street. I strongly urge IDOT to issue a Record of Decision in support of Alternative 2A.</p>	Comment Noted - Standard Response Letter sent as Reply
SPIOC89	Tier 2	Support Preferred Alt	O'Shea, Paul City of Springfield Office of Planning & Economic Development	<p>Regarding the Draft EIS for the Chicago-St. Louis Rail Corridor, in particular the Springfield Rail Improvements Project, I support the recommendations of IDOT to consolidate the 3rd street rail corridor onto the 10th street rail corridor, as seen at the open house in Springfield, June 28th. As a member of the Public Officials Advisory Group and chairman of the RUDAT Follow-Up Committee, I have worked on this project for several years. Thus, I know the value of this recommendation, since it generally includes reducing rail line effects by improving safety, reducing congestion, enhancing community livability and supporting commercial activity, as well as the following specific reasons:</p> <ul style="list-style-type: none"> <li>• Preserving the downtown from devastation due to gridlock of vehicular traffic at three rail lines, in particular at several at-grade rail crossings along 3rd street, where overpasses are more likely, due to physical limitations of building underpasses</li> <li>• 10th street underpasses are feasible and less unsightly and business-devastating than overpasses</li> <li>• Underpasses permit ease of traffic flow and lessen the east-west barrier effect</li> <li>• Fewer at-grade rail crossings decreases accidents &amp; injury and provides cost savings to all</li> <li>• Reduce individual costs for all parties, due to shared right-of-way maintenance</li> <li>• Less capital and life cycle costs</li> <li>• Create citywide quiet zones by elimination of noise from train horns blowing</li> <li>• Opportunity for biking, walking, recreational and business Enhancements at greenways</li> <li>• Less impact on environment and historic sites</li> <li>• Avoids dissecting the city's vital Mid Illinois Medical District and lessens impact to existing and planned development of medical facilities in this growing economic sector of the city</li> <li>• Less impact on delivery of emergency services by ambulance, fire and police vehicles</li> <li>• Accommodation of all rail traffic in one corridor because of right-of-way space available</li> <li>• Greater space availability for Multi-Modal Transportation Center (MMTC)</li> <li>• Favorable East Springfield development opportunities in neighborhoods adjacent to MMTC</li> <li>• Relocating the 19th street rail corridor should be kept on the table for eventual implementation</li> </ul> <p>It is often said that as a city's core goes, so goes the entire city and the region. As the Capital City of our state, there is no better reason to keep the city's core strong, viable and attractive for every citizen of our state to be able to point to with pride.</p>	Comment Noted - Standard Response Letter sent as Reply

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SPIOC90	Tier 2	Support Preferred Alt	Rogers, Glen D.	Overwhelming solid evidence confirms what local citizens, business and political leaders have always known; that passenger and freight rail traffic should be rerouted from the Third (3 <sup>rd</sup> ) Street corridor to the Tenth (10 <sup>th</sup> ) Street corridor in Springfield, Illinois. Springfield's Central Business District and its rapidly growing medical District would be severely damaged and destroyed beyond repair by increased rail traffic on the Third Street corridor. Even suggestions to mitigate such damages would in itself harm and damage these districts as much or more than the increase in rail traffic. Conversely, increased rail traffic on the Tenth (10 <sup>th</sup> ) Street corridor would be beneficial to the City of Springfield and the neighborhoods in that area for the following reasons: • Those are the oldest and most run down areas of the city with many shacks and vacant, boarded-up properties. • Proposed new overpasses and/or underpasses in that area would actually improve the area and lead to increased commercial and business development in an area of the city that needs such improvements. It is our hope that the Illinois Department of Transportation will do every thing in its power to convince the Federal Railroad Administration that their final determination should be based solely on what is best for the citizens and businesses of the City of Springfield.	Comment Noted - Standard Response Letter sent as Reply
SPIOC91	Tier 2	Support Preferred Alt	Schisler, Lori	Although I no longer live near the 3rd street railroad tracks, I support the consolidation of the 3rd street corridor with 10th street. I work at 2nd and South Grand, and cannot imagine the safety and noise issues that we will endure if this doesn't occur. Am also so looking forward to this alternative becoming a reality in terms of the opportunity this gives the city to make the entire city of Springfield a train whistle quiet zone. When I lived at 4th and Broad Place, I prayed for a quiet zone and a bike trail every day. Prayers are still being lifted up!	Comment Noted - Standard Response Letter sent as Reply
SPIOC92	Tier 2	Support Preferred Alt	Whalen, Sharon	Just sending along a note to encourage you and other key players to agree that 10th Street (and not 3rd Street) is the right place for high speed and freight trains to make their way through Springfield. The entire community is fearful that any other decision will devastate the downtown corridor --- which would be a travesty given the huge financial commitments that have been made by both private businesses and the State of Illinois. Thank you for your attention to this vitally important matter.	Comment Noted - Standard Response Letter sent as Reply
SPIOC93	Tier 2	Support Preferred Alt	Feipel, Sheila AmeriCALL Communications	I support Alternative 2A. Thank you for your consideration.	Comment Noted - Standard Response Letter sent as Reply
SPIOC94	Tier 2	Support Preferred Alt	Kriel, Jack	I support Alternative 2A for the Tier 2 Springfield Rail Improvements Project. I applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor onto the 10th Street corridor will make our community safer, better connected, and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of Alternative 2A are important for Springfield. Removal of the 3rd Street tracks will allow for increased investment that will grow our Medical District and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - Standard Response Letter sent as Reply



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SPIOC95	Tier 2	Support Preferred Alt	Mehl, Fredric and Cynthia	My wife Cynthia and I live in the Enos Park area of Springfield. We are among those who demonstrated with signs at the crossings along 3rd Street when we learned of the number of daily trains projected for the 3rd Street Corridor and the number of 600 foot long overpasses expected to be built. We were horrified at the thought of the number of trains passing through the Medical District, our downtown, and past the Dana Thomas House. We were stunned when we were told that Union Pacific and IDOT had come to an agreement and that nothing could be done. My wife and I support Alternative 2A for the Tier 2 Springfield Rail Improvements Project. We applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor onto the 10th Street corridor will make our community safer, better connected, and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of Alternative 2A are important for Springfield. Removal of the 3rd Street tracks will allow for increased investment that will grow our Medical District and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - Standard Response Letter sent as Reply
SPIOC96	Tier 2	Support Preferred Alt	Oxtoby, Caroline	It's imperative for the proposed high speed rail site between St. Louis and Chicago in Springfield, IL to be located on 10th Street. This will allow for the continued revitalization of Springfield's downtown and adjacent medical district that has been in progress for several decades. Thank you so much for your consideration!	Comment Noted - Standard Response Letter sent as Reply
SPIOC97	Tier 2	Support Preferred Alt	Scheuermann, Cal	I SUPPORT ALTERNATIVE 2A	Comment Noted - Standard Response Letter sent as Reply
SPIOC98	Tier 2	Support Preferred Alt	Rogers, Glen & Betty	I do now and have ALWAYS supported Alternative 2A to consolidate rail traffic from the 3rd Street corridor to the 10th Street corridor in Springfield, Illinois for many good and valid reasons too numerous to itemize here.	Comment Noted - Standard Response Letter sent as Reply
SPIOC99	Tier 2	Support Preferred Alt	Tucker, Gary	I support Alternative 2A!!!!	Comment Noted - Standard Response Letter sent as Reply
SPIOC100	Tier 2	Support Preferred Alt	Miller, Lynn	I strongly support alternative 2A for the rail consolidation to 10th street. This will preserve historic Springfield as well as the future of the medical district. Thank you for your support.	Comment Noted - Standard Response Letter sent as Reply
SPIOC101	Tier 2	Support Preferred Alt	Ernst, Donald	I SUPPORT ALTERNATIVE2A WHICH WILL CREAT SAFETY, TRAVEL, AND IMPOREVEMENT OF QUALITY LIFE.	Comment Noted - Standard Response Letter sent as Reply
SPIOC102	Tier 2	Support Preferred Alt	Higginbotham, Michelle Coldwell Banker Commercial Devonshire Realty	As a member of the Springfield Advisory Committee, I want to express my support for Alternative 2A, which IDOT has recently recommended to the FRA. I have been involved with this process from the very beginning and was a founding member of the Grassroots Coalition for Consolidation, which held a series of rallies and other public events intended to educate and engage the members of the community. I believe the community has been speaking with one voice for some time now, and consolidating rail traffic onto the 10th St. corridor is the only option that makes sense for the capital city. The Medical District, downtown Springfield, historic neighborhoods, Dana Thomas House, and many other critical areas would all be adversely impacted by additional train traffic on the Third St. corridor. Consolidation on 10th St. allows us many more opportunities for both commercial and residential growth in our city. I ask for your continued support of Alternative 2A.	Comment Noted - Standard Response Letter sent as Reply
SPIOC103	Tier 2	Support Preferred Alt	Phillips, Tim	I support Alternate 2A for rail consolidation in Springfield to create safety, travel, and quality of life improvements.	Comment Noted - Standard Response Letter sent as Reply

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SPIOC104	Tier 2	Support Preferred Alt	Truax, Paul	I support Alternative 2A for the Tier 2 Springfield Rail Improvements Project. I applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor onto the 10th Street corridor will make our community safer, better connected, and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of Alternative 2A are important for Springfield. Removal of the 3rd Street tracks will allow for increased investment that will grow our Medical District and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - Standard Response Letter sent as Reply
SPIOC105	Tier 2	Support Preferred Alt	Terry, Sue	My Husband and I STRONGLY support Alternative 2A. This alternative will provide Springfield with an opportunity to not only survive, but to actually grow and prosper. Thank you for your time.	Comment Noted - Standard Response Letter sent as Reply
SPIOC106	Tier 2	Support Preferred Alt	Knox, Judy	I support Alternative 2A to consolidate rail traffic in Springfield. This is a very important issue for Springfield to maintain safety and quality of life in our community.	Comment Noted - Standard Response Letter sent as Reply
SPIOC107	Tier 2	Support Preferred Alt	Randolph, Roger	I wish to announce my support for Alternative 2A for the high rail program. I just returned from Madison Wisconsin and was very impressed with their State Capitol and surrounding square. It is a facility which encourages people go gather. The location of the high speed rail in downtown Springfield in close proximity to the capitol complex will have the opposite effect. I appreciate your review of my comment.	Comment Noted - Standard Response Letter sent as Reply
SPIOC108	Tier 2	Support Preferred Alt	Manes, Jim	It is my understanding that you are the IDOT, Director of Public Transportation, and, therefore, you oversee the high speed rail project from Chicago to Saint Louis. I have lived in Springfield over 28 years and appreciate having an Amtrak station here in our town. But, I feel our community will be impacted negatively if the present Amtrak route is maintain for the high speed system. I am writing to ask for your support of the rail relocation for the high speed traffic. The rail transportation system has been studied, and city leaders, and most Springfield citizens prefer the traffic to be relocated from 3rd Street to 10th Street. By approval of this change the vehicular traffic that crosses town east/west will be less impacted, as will many businesses and historic sites near 3rd Street. I thank you for reading this request, and I hope to hear the project will move forward with the changed routing of passenger traffic.	Comment Noted - Standard Response Letter sent as Reply
SPIOC109	Tier 2	Support Preferred Alt	Stewart, Steve	As a life long resident of Springfield, I am strongly in favor of Alternative 2A to consolidate rail traffic from 3rd Street to the 10th Street area. Alternate 2 A, will make travel in and across the downtown area faster & safer and will allow business in the downtown area and the medical district to grow & employ more people. It would be especially helpful for the extremely important tourism and history area. I urge selection and funding of Alternative 2A for rail consolidation for Springfield. It will be the best solution for all of Illinois. Thank you for your consideration.	Comment Noted - Standard Response Letter sent as Reply
SPIOC110	Tier 2	Support Preferred Alt	Woomer, Anne	I live in Springfield Illinois and I support the Alternative 2A proposal for consolidating the 3rd Street tracks onto 10th street. It seems to be the best option for our city. Thank you for considering what I think would be best for my community.	Comment Noted - Standard Response Letter sent as Reply

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SPIOC111	Tier 2	Support Preferred Alt	Ahlers, Gaye	Thank you and the other staff at the Illinois Department of Transportation for recommending Alternative 2A which in Springfield, Il would allow rail traffic to be consolidated to 10th Street from 3rd Street, while also making necessary changes to the 19th Street rail corridor, increasing safety. Alternative 2A will result in overall rail and vehicle traffic safety improvement for the City of Springfield, which will also stimulate more business and jobs in the Downtown area and in the developing Medical District, better environmental quality by eliminating horn noise and enhancing the historical character of the effected area, and will also aid in bringing more economic opportunity to the near east side with the construction of a multimodal center. Overall, this proposal if enacted will cause great improvements for the quality of life in Springfield. I appreciate the fact that you are moving forward with this initiative and I hope that you and IDOT will be successful in Alternative 2A's implementation.	Comment Noted - Standard Response Letter sent as Reply
SPIOC112	Tier 2	Support Preferred Alt	Shufeldt, Warren & Gabrielle	We support Alternative 2A for the Tier 2 Springfield Rail Improvements Project. We applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor onto the 10th Street corridor will make our community safer, better connected, and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of Alternative 2A are important for Springfield. Removal of the 3rd Street tracks will allow for increased investment that will grow our Medical District and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - Standard Response Letter sent as Reply
SPIOC113	Tier 2	Support Preferred Alt	Hodel, Ross	I am a resident of Springfield and a member of Central Baptist Church located at Fourth & Jackson Street. The educational wing of the church backs up to the current tracks and contains Children's House day-care center and our Sunday School classrooms. I write because if high speed rail is consolidated along the 3rd Street corridor, it will literally mean the end of our church facility. Any widening of the current tracks or addition of more frequent high speed traffic would likely mean we would have to move the church. It also could create limited access and potentially unsafe conditions for our daycare children. I applaud the work of the current IDOT Director Ann Schneider. I have known of her high quality work in state government for many years; and I would further counsel you and her to support Option 2A moving 3rd Street traffic to the 10th Street corridor. Thank you for effort on Springfield's behalf.	Comment Noted - Standard Response Letter sent as Reply
SPIOC114	Tier 2	Support Preferred Alt	Mitchell, Harry	I am writing as a resident of Springfield Illinois to support Alternative 2A as the best alternative for consolidation of rail services in our city. This alternative best serves a wide range of needs including safety, traffic flow, community connectivity across east – west traffic routes, preservation of historic sites in central Springfield and protection of our valuable Medical District. As a citizen of Springfield and the state of Illinois, I fully support Alternative 2A as the alternative that best meets the needs of all parties involved. I encourage IDOT to support this alternative.	Comment Noted - Standard Response Letter sent as Reply
SPIOC115	Tier 2	Support Preferred Alt	Ernst, Lisa The Real Estate Group	I support Alternative 2A to IDOT.	Comment Noted - Standard Response Letter sent as Reply

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SPIOC116	Tier 2	Support Preferred Alt	Sables, Jan	I am writing to give overwhelming support to Alternative 2A which involves both the 10th and 19th street corridors as defined in the studies and recommendations by the Illinois Department of Transportation. This plan meets and accomplishes most all of the criteria set forth as the intended goals for railroad relocation in our community. Thank you for your consideration.	Comment Noted - Standard Response Letter sent as Reply
SPIOC117	Tier 2	Support Preferred Alt	Mapes, Tim Speaker Michael J. Madigan's Office	Please be advised that I would strongly recommend that IDOT and the FRA approve Alternative 2A for the relocation of the 3rd street railroad to 10th Street in Springfield, IL. I have personally attended 4 of the public hearings about this project. For many reasons, community development, the medical district, consolidation of the transportation to create an intermodal facility, future greenway space on the 3rd street railroad corridor, Alternative 2A is the right choice for Springfield. As a RU/DAT Member and local citizen, please add these comments as support for Alternative 2A.	Comment Noted - Standard Response Letter sent as Reply
SPIOC118	Tier 2	Support Preferred Alt	Sale, Daniel Capital Area Association of REALTORS	Please find attached a comment letter from the Capital Area Association of REALTORS in regard to IDOT's Tier 1 Draft Environmental Impact Statement for high-speed rail service from Chicago to St. Louis in support of the 10th Street Corridor (Alternative 2A).	Comment Noted - Standard Response Letter sent as Reply
SPIOC119	Tier 2	Support Preferred Alt	Sewell, Kirk	As a resident of Springfield, I am strongly in favor of Alternative 2A to consolidate rail traffic from 3rd Street to the 10th Street area. Alternate 2 A, will make travel in and across the downtown area faster & safer and will allow business in the downtown area and the medical district to grow & employ more people. It would be especially helpful for the extremely important tourism and history area. I urge selection and funding of Alternative 2A for rail consolidation for Springfield. Thank you for your consideration.	Comment Noted - Standard Response Letter sent as Reply
SPIOC120	Tier 2	Support Preferred Alt	Dirksen , Julie A.	I am requesting your support of Alternative 2A for the Tier 2 Springfield Rail Improvements Project. I applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor onto the 10th Street corridor will make the Springfield community safer, better connected and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to this community's residents and visitors because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also allow for travel improvements by reducing vehicle delays. The additional economic development implications of Alternative 2A are important for Springfield. Removal of the 3rd Street tracks will allow for increased investment that will grow our Medical District, create construction opportunities and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - Standard Response Letter sent as Reply
SPIOC121	Tier 2	Support Preferred Alt	Malany, Lee Advisory council, Rotarian Disaster Assistance Agency	There are only a few events in history that define what will be and significantly mode the future. The rail relocation in Springfield Illinois is one of those events. We are looking 100 year impacts where the future benefits are more important that the present costs or expedencies. It is not just the location of the rail, it is the cumulative sequencing and optimization of operative infrastructure that is trigger that will make the Chicago-St. Louis corridor an effective and efficient business-industrial-transportation platform for the State of Illinois. The edge matching of that platform at Springfield will have a profound impact on the quality of the whole system not just the development of Springfield. Following the 10th Street corridor is the best match and I support and encourage alternative 2A.	Comment Noted - Standard Response Letter sent as Reply

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SPIOC122	Tier 2	Support Preferred Alt	Krager, Don Bank & Trust Company	I am writing in support of Alternative 2A for the Springfield Railroad Relocation Project. In my role as senior lender for a Springfield area community bank, I can assure you that this project has far reaching implications to the future of the Springfield community. The advantages I see in the 2A alternative, include: Make all portions of Springfield safer by reducing the number of vehicle collisions. · Better connect our community by creating better cross traffic and reducing vehicle delays. · Eliminate horn noise by establishing a quiet zone in the city of Springfield. · Allow the Medical district to grow together and create good paying construction and high-wage medical jobs throughout Springfield. · Minimize the impact of Springfield's older residential neighborhoods, including fewer residential and commercial displacements. · Preserve the character of historic downtown Springfield as well as other historic sites throughout the city. · Allow for construction of a new train station and transit center (multi-modal) on the 10th Street corridor which will help spur much needed commercial and residential development on the near east side of Springfield. · Enhances the quality of life along the 19th Street corridor by creating a quiet zone and reducing traffic delays. Thank you for your consideration of my concerns.	Comment Noted - Standard Response Letter sent as Reply
SPIOC123	Tier 2	Support Preferred Alt	Knight-Anderson, Ruth Near South Neighborhood Association	The Near South Neighborhood Association supports IDOT's recommendation to consolidate the 3rd Street(Union Pacific) corridor onto the 10th Street corridor. This will keep the Capitol area and Downtown connected for tourism and business uses . Using the 10th street corridor would allow for better over all planning for economic development and safety ; as opposed to the likely approach at 3rd of inserted over/under passes and walled off streets. Please take this opportunity to keep Amtrack as a welcome and valued member of our community by adopting the recommendation 2A for the Tier 2 Springfield Rail Improvements Project. Michelle Gillen: President Dave Dillavou: Vice President Leslie Dinora: Secretary Ruth Knight-Anderson: Treasurer.	Comment Noted - Standard Response Letter sent as Reply
SPIOC124	Tier 2	Support Preferred Alt	Cavanagh, Tom Sangamon County Treasurer and Capital Township Supervisor	I strongly support the 10th St. option for the above referenced project. Sincerely, Thomas K. Cavanagh, Sangamon County Treasurer and Capital Township Supervisor	Comment Noted - Standard Response Letter sent as Reply
SPIOC125	Tier 2	Support Preferred Alt	Chiles , Phil	I just wanted to indicate my support for 10th Street option, known as "Alternative 2A." I believe it is the most responsible choice for expanded rail service. It would have the least negative impact on residents, businesses, historical and cultural sites, the medical district, and the overall economic health of the City of Springfield. Alternative 2A is also the preferred alternative of the Chamber of Commerce, and of Downtown Springfield, Inc. Please add my supporting comments to your report.	Comment Noted - Standard Response Letter sent as Reply
SPIOC126	Tier 2	Support Preferred Alt	Johnson, Sharon	Mr. Shacter, as a life-long resident of Springfield, I've watched the decline and rebirth of Springfield's downtown area. I've also seen our medical community grow from two hospitals to one of central Illinois' greatest medical assets. Alternative 2A will help ensure that redeveloper and city efforts in our downtown area over the past two decades will continue and that new economic development opportunities won't be halted or scaled back due to the use of 3rd St as the main rail corridor. Alternative 2A also will protect the Medical District from the disruption of scores of freight traffic traveling through an area that has brought new medical resources and technology, plus hundreds of new jobs to Springfield. Please help us promote the decision that is best for Springfield. Thank you.	Comment Noted - Standard Response Letter sent as Reply

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SPIOC127	Tier 2	Support Preferred Alt	Collins, Josh	Thank you for the opportunity to comment on the Draft EIS for the Tier 2 study. I support Alternative 2A since it represents the best option for Springfield. This will make all sections of our community safer, it will better connect the east and west sides of town with 9 new grade separations and the removal of an entire corridor, it will improve our quality of life with a quiet zone and it will improve our economic climate by protecting our Medical District, our historic downtown business district, many of our tourism sites and will improve overall transportation that impacts our economy. Thank you again and please let the record show, I support Alternative 2A.	Comment Noted - Standard Response Letter sent as Reply
SPIOC128	Tier 2	Support Preferred Alt	Bailey, Craig	This is a message from Craig and Carol Bailey, 1158 N. 4th St., Springfield, IL 62702. We own this home and have lived here since April, 1978, We have both attended at least 4 public meetings about this railroad issue, and have at least twice attended official federal hearings and each filled out comment cards twice. I (Craig) have health problems that prevent us from coming to the 8/15/12 hearing. We support consolidating all railroad traffic through Springfield on to the 10th Street tracks. The traffic delays and necessary overpasses to make the 3rd Street corridor work for high speed traffic and additional freights could be lethal to business downtown. Use of the 3rd Street tracks would also prevent the Medical District from expanding and could eventually force both Memorial and St. John's hospitals to close their current locations and move. 10th Street is definitely best for Springfield, as long as more underpasses are built under the 10th St. tracks. Thank you.	Comment Noted - Standard Response Letter sent as Reply
SPIOC129	Tier 2	Support Preferred Alt	Van Fossan, Eloise and Donald	Please add our names to the list of Springfield citizens who think the only option is to consolidate all rail traffic on the 10th Street Corridor. Additional rail traffic is unthinkable on the 3rd street track.	Comment Noted - Standard Response Letter sent as Reply
SPIOC130	Tier 2	Support Preferred Alt	Jones, Linda	As a Sangamon County citizen who works in Springfield every day, it makes the most sense to me to support option 2A for ease of traffic flow, the least disruption to downtown businesses, and growth of the Springfield community. I hope this is the option chosen by government to support high speed rail in our community.	Comment Noted - Standard Response Letter sent as Reply
SPIOC131	Tier 2	Support Preferred Alt	Zahn, Michael D. International Union of Operating Engineers Local 965	After review of the Draft EIS on the Springfield Rail Improvements Project, I am writing in support of Alternative 2A which will consolidate the 3rd Street Rail Corridor with the 10th Street Rail Corridor on 10th Street. By far, Alternative 2A is the best option for the City of Springfield and its citizens. Alternative 2A will enhance the quality of life in Springfield by making the community a safer place to live, eliminating horn noise, reducing vehicle delays and preserving Springfield's history treasures. This alternative will also aid in the expansion and success of the Medical District in Springfield. Thanking you in advance for your consideration of my opinion.	Comment Noted - Standard Response Letter sent as Reply

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SPIOC132	Tier 2	Support Preferred Alt	Antonacci, Gianni and Sarah	I am writing on behalf of my husband and I, and our three children. We live at 2160 S. Glenwood Ave. in Springfield, IL, just blocks away from the Third Street railroad tracks. I am writing to ask you and all other powers that be to please move all "high speed" rail, or increased rail traffic, to the 10th Street tracks. My husband and I are both Springfield natives and we have made a very conscious decision to live in the City of Springfield proper and not in any outlying suburb or subdivision. We feel very strongly that keeping the city's center alive will keep Springfield alive for generations to come. I fear that if the railroad traffic on the Third Street tracks were to increase, it would destroy what is left of these neighborhoods that are still thriving in the center of our city. Here are some of our biggest concerns: ☐ That building over- and under-passes through neighborhoods to the south and north of downtown would isolate certain blocks, making them undesirable for resale, but plenty desirable for transient rental property. It would also destroy these close-knit neighborhoods that have strong neighborhood associations and family-like ties. ☐ That all the work that has gone on in our downtown area in the past 10 to 15 years to return the area to relevancy would be all for naught. ☐ And, that north of downtown, the growth of the medical district, which is still in its infancy, would be stunted and millions of dollars of revenue would be lost for our city. I understand that the 10th Street location is not perfect. In my mind, no location, other than routing around Springfield, would be perfect. And, I understand that plan is too costly. However, there are some benefits to locating increased rail traffic along 10th Street: ☐ There are already more industrial areas along the 10th Street tracks. ☐ There are fewer neighborhoods that would be disrupted. And, the prospect of a transportation hub located along the 10th Street tracks could bring a much-needed economic boost to the east side of Springfield. Please, take into consideration the future of our city, the loyalty of our residents and the possibility of economic growth when making the final decision.	Comment Noted - Standard Response Letter sent as Reply
SPIOC133	Tier 2	Support Preferred Alt	Roulson, Lee & Sandra	As citizens of Springfield, IL, we wish to encourage you to support and endorse the Tenth Street Corridor for the High Speed Rail route through Springfield. This is a decision that is going to impact Springfield for the next 50 years. The additional cost of rerouting to Tenth Street is minimal considering the long term effect. Thank you for your support.	Comment Noted - Standard Response Letter sent as Reply
SPIOC134	Tier 2	Support Preferred Alt	Stephens, Judy and Harvey	We were not able to attend the hearing in Springfield last Wednesday to voice our thoughts regarding railroad relocation. As long time Springfield residents we've had an opportunity to "live with" rail traffic bisecting our community. We are adamant in our support of consolidating rail traffic ON THE 10TH STREET CORRIDOR. Additional traffic on 3rd Street track will cause irreparable damage to Springfield, as well as specific sites ie: the Medical District, Dana Thomas House, and many privately owned businesses (which add vitality to our downtown). Include us with the many other citizens who support relocation on 10th Street.	Comment Noted - Standard Response Letter sent as Reply
SPIOC135	Tier 2	Support Preferred Alt	Sumner, Martha	Many of us in Springfield are following with interest the discussion of the rail corridor placement. After reading proposals and attending hearings, our family's analysis is that the 10th Street location would best serve this city. Expanding tracks in the current location would damage the crucial and growing medical services, complicate tourist activity including the Abraham Lincoln Museum and would set the city back in its ongoing work to revitalize the downtown area. Please add my family's voices to many who hold this view. Thank you for your time and consideration. Martha and David Sumner and family	Comment Noted - Standard Response Letter sent as Reply

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SPIOC136	Tier 2	Support Preferred Alt	Chronister, Linda	We were unable to attend the railroad relocation hearing in Springfield, Wednesday, August 15. However, we sincerely believe that the rail traffic in Springfield should be consolidated on the 10TH STREET corridor. Additional traffic on the 3rd Street track would cause irreparable damage to the Dana Thomas House, The Old State Capital and other historic buildings. It will also adversely affect the medical district and the location of many existing businesses, as well as the revitalization of the downtown Springfield area. In this economy, we do not believe any of these areas can afford the damages caused by loss of business and tourism income and/or the relocation costs involved.	Comment Noted - Standard Response Letter sent as Reply
SPIOC137	Tier 2	Support Preferred Alt	Chronister, Grady	I think locating the high speed rail traffic on the 3rd st corridor in Springfield, Il would be a tragedy. Please, please, approve the 10 th street corridor ad the locate.	Comment Noted - Standard Response Letter sent as Reply
SPIOC138	Tier 2	Support Preferred Alt	Singleton, James and Mary Anne	We were out of state temporarily, so could not attend the hearing this past Wednesday, Aug. 17th. My wife and I both feel that the rail traffic must be channeled onto the 10th street corridor, to preserve the center of the city, and, particularly, the medical district. which has become very important for central Illinois. This also is key for fire and emergency services, and for quality of life in the city.	Comment Noted - Standard Response Letter sent as Reply
SPIOC139	Tier 2	Support Preferred Alt	Simpson, Nancy & Bill	I regret not being able to attend the last hearing here in Springfield this past Wednesday. BUT we do want you to know that my husband and I both feel that the rail traffic in Springfield should absolutely be consolidated ON THE 10TH STREET CORRIDOR. Additional traffic on the 3rd Street track would do irreparable damage to the Dana thomas House, the Medical Center and our revitalization of Downtown Springfield. Please add our voices to the many who feel the same.	Comment Noted - Standard Response Letter sent as Reply
SPIOC140	Tier 2	Support Preferred Alt	Dimond, Richard	I am writing on behalf of myself and my wife, Barbara Cass and in regard to railroad relocation. We both live at 825 S. State St. in Springfield. While we both believe that relocating the high speed rail completely outside the city, such as running it along I-55, we realize that this is not an option. Therefore, we want to register our support for moving the tracks to the 10th Street corridor. Thank you for your attention and for taking note of our support for this alternative.	Comment Noted - Standard Response Letter sent as Reply
SPIOC141	Tier 2	Support Preferred Alt	Kelsheimer, Judith A.	I am writing to support IDOT Alternative 2A to divert railroad traffic to the 10th Street corridor in Springfield. This historic opportunity may be the last chance to make such a dramatic improvement to the safety and unity of Springfield's unique historic and cultural community. You are familiar with all the reasons advanced which make this the best possible plan to prepare for the changes to come.	Comment Noted - Standard Response Letter sent as Reply
SPIOC142	Tier 2	Support Preferred Alt	Logue, Anne	Please support the 10th St corridor for Springfield's rail project.	Comment Noted - Standard Response Letter sent as Reply
SPIOC143	Tier 2	Support Preferred Alt	Donels , Bill and Sue	We support rail relocation to the 10th St. Corridor in Springfield.	Comment Noted - Standard Response Letter sent as Reply
SPIOC144	Tier 2	Support Preferred Alt	Rogers, Barbara	I support the 10th Street Rail Corridor solution.	Comment Noted - Standard Response Letter sent as Reply



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SPIOC145	Tier 2	Support Preferred Alt	Morrison, Mary	I never write letters but I am definitely in support of Alternative 2A for the Tier 2 Springfield Rail Improvements Project for Springfield, Illinois. This moves train traffic and high speed rail to 10th street and out of the center of our city. This is better for all citizens and will make our community much safer, provide opportunities for economic growth, provide safer and more efficient vehicle traffic flow, and unifies our city. Springfield thanks IDOT for listening to our community voices, its leaders, embracing the environmental impact studies, and giving their recommendation to the Federal Railroad Administration (FDA) to consolidate the 3rd Street (Union Pacific) corridor onto the 10th Street corridor. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of Alternative 2A are important for Springfield. Removal of the 3rd Street tracks will allow for increased investment that will grow our Medical District and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - Standard Response Letter sent as Reply
SPIOC146	Tier 2	Support Preferred Alt	Cook, Emil	As a member of the Springfield engineering community, I am strongly in favor of Alternative 2A to consolidate rail traffic from 3rd Street to the 10th Street area. Alternate 2A, will make travel in and across the downtown area faster & safer and will allow business in the downtown area and the medical district to grow & employ more people. It would be especially helpful for the extremely important tourism and history area of our City. I urge selection and funding of Alternative 2A for rail consolidation for Springfield. It will be the best solution for all of Illinois. Thank you for your consideration.	Comment Noted - Standard Response Letter sent as Reply
SPIOC147	Tier 2	Support Preferred Alt	Stephens, Mary Beth	While I live on the west side of Springfield, I frequently drive downtown and must cross Springfield to coach a swim team near Southeast HS. The boys who swim on that team drive from Springfield HS, west of the 3rd street tracks, to the Eisenhower pool, located immediately south of Southeast HS. I realize you have received innumerable letters and emails with a wide variety of opinions regarding consolidating rail traffic on the 10th street tracks. I would like to add my "two cents worth." Teenage boys already have higher insurance rates than teenage girls due to their statistics regarding driving habits. Allowing expansion of rail traffic on the 3rd street line, while traffic also increases on the 10th street tracks will invariably cause these teenage swim team members to rush to their after school practices. This will increase the likelihood of a ticket at the very least, an accident at the worst. While they must cross all three rail lines to get to the pool, consolidating rail traffic on one line, with the requisite under and overpasses, will allow them to continue to arrive at my practices without undue stress and resulting problems. Thank you for considering teenage boys and their efforts to be better swimmers by consolidating rail traffic on the 10th Street corridor.	Comment Noted - Standard Response Letter sent as Reply
SPIOC148	Tier 2	Support Preferred Alt	O'Brien, Thomas	I want to add my support to the issue of rail relocation to 10 street in Springfield. Doing so is of the highest importance to the long term benefit to Springfield. Not only will avoiding traffic interruption through central points in town be accomplished, but frequent rail movements through the medical district on the near north side of downtown will disturb sensitive medical instrumentation and marginalize the important work that will otherwise be realized by research and treatment there. Rail traffic should be moved from the 3rd street corridor to 10th street in Springfield	Comment Noted - Standard Response Letter sent as Reply

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SPIOC149	Tier 2	Support Preferred Alt	Whiston, Brian Crawford, Murphy & Tilly Inc.	We are writing in support of Alternative 2A as the recommended corridor for High Speed Rail through Springfield. Consolidation of the 3rd Street and the 10th Street rail corridors through Springfield to a single corridor location at 10th Street is extremely important to the future of our community. With the increasing demand for moving freight by rail and planned high speed passenger rail service, Springfield will see a significant increase in rail traffic. Without the proper grade separation at the railway/roadway intersections, the increased rail traffic will cause significant traffic delays and safety could be compromised. Grade separations at these intersections is impractical along the third street corridor due to the proximity of buildings and other physical features. However grade separations are feasible along 10th Street. Crawford, Murphy & Tilly has been a Springfield business for 66 years and we care very much about the long term prosperity of our community. Therefore, we wish to express our strong support for consoiidation of rail traffic along the 10ih Street corridor.	Comment Noted - Standard Response Letter sent as Reply
SPIOC150	Tier 2	Support Preferred Alt	Van Meter, Andy Sangamon County Board Office	I am writing to underscore my strong support for Draft EIS Alternative 2A, which would consolidate the Third Street rail traffic onto the Tenth Street rail corridor. I support Alternative 2A because it will significantly reduce noise, vibration and traffic delays throughout Springfield and improved vehicular and pedestrian safety by creating multiple grade separations between train, vehicular and pedestrian crossings. It will better connect our community, by removing impediments to cross community travel with the construction of additional underpasses. Alternative 2A will also eliminate train horn noise by establishing a quiet zone in the city of Springfield. Alternative 2A will spur economic growth and development along the Third Street corridor, be a catalyst for economic development in East Springfield as well as within the Mid-Illinois Medical District. I strongly urge the Illinois Department of Transportation and the Federal Railroad Administration to issue a Record of Decision in support of Alternative 2A. Thanks you for your time and consideration.	Comment Noted - Standard Response Letter sent as Reply
SPIOC151	Tier 2	Support Preferred Alt	Goleman, Andy Sangamon County Board Office	I am writing to underscore my strong support for Draft EIS Alternative 2A, which would consolidate the Third Street rail traffic onto the Tenth Street rail corridor. I support Alternative 2A because it will significantly reduce noise, vibration and traffic delays throughout Springfield and improved vehicular and pedestrian safety by creating multiple grade separations between train, vehicular and pedestrian crossings. It will better connect our community, by removing impediments to cross community travel with the construction of additional underpasses. Alternative 2A will also eliminate train horn noise by establishing a quiet zone in the city of Springfield. Alternative 2A will spur economic growth and development along the Third Street corridor, be a catalyst for economic development in East Springfield as well as within the Mid-Illinois Medical District. I strongly urge the Illinois Department of Transportation and the Federal Railroad Administration to issue a Record of Decision in support of Alternative 2A. Thanks you for your time and consideration.	Comment Noted - Standard Response Letter sent as Reply

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SPIOC152	Tier 2	Support Preferred Alt	Fulgenzi, John Sangamon County Board Office	I am writing to underscore my strong support for Draft EIS Alternative 2A, which would consolidate the Third Street rail traffic onto the Tenth Street rail corridor. I support Alternative 2A because it will significantly reduce noise, vibration and traffic delays throughout Springfield and improved vehicular and pedestrian safety by creating multiple grade separations between train, vehicular and pedestrian crossings. It will better connect our community, by removing impediments to cross community travel with the construction of additional underpasses. Alternative 2A will also eliminate train horn noise by establishing a quiet zone in the city of Springfield. Alternative 2A will spur economic growth and development along the Third Street corridor, be a catalyst for economic development in East Springfield as well as within the Mid-Illinois Medical District. I strongly urge the Illinois Department of Transportation and the Federal Railroad Administration to issue a Record of Decision in support of Alternative 2A. Thanks you for your time and consideration.	Comment Noted - Standard Response Letter sent as Reply
SPIOC153	Tier 2	Support Preferred Alt	, Sangamon County Board Office	I am writing to underscore my strong support for Draft EIS Alternative 2A, which would consolidate the Third Street rail traffic onto the Tenth Street rail corridor. I support Alternative 2A because it will significantly reduce noise, vibration and traffic delays throughout Springfield and improved vehicular and pedestrian safety by creating multiple grade separations between train, vehicular and pedestrian crossings. It will better connect our community, by removing impediments to cross community travel with the construction of additional underpasses. Alternative 2A will also eliminate train horn noise by establishing a quiet zone in the city of Springfield. Alternative 2A will spur economic growth and development along the Third Street corridor, be a catalyst for economic development in East Springfield as well as within the Mid-Illinois Medical District. I strongly urge the Illinois Department of Transportation and the Federal Railroad Administration to issue a Record of Decision in support of Alternative 2A. Thanks you for your time and consideration.	Comment Noted - Standard Response Letter sent as Reply
SPIOC154	Tier 2	Support Preferred Alt	Sausaman, Daniel Sangamon County Board Office	I am writing to underscore my strong support for Draft EIS Alternative 2A, which would consolidate the Third Street rail traffic onto the Tenth Street rail corridor. I support Alternative 2A because it will significantly reduce noise, vibration and traffic delays throughout Springfield and improved vehicular and pedestrian safety by creating multiple grade separations between train, vehicular and pedestrian crossings. It will better connect our community, by removing impediments to cross community travel with the construction of additional underpasses. Alternative 2A will also eliminate train horn noise by establishing a quiet zone in the city of Springfield. Alternative 2A will spur economic growth and development along the Third Street corridor, be a catalyst for economic development in East Springfield as well as within the Mid-Illinois Medical District. I strongly urge the Illinois Department of Transportation and the Federal Railroad Administration to issue a Record of Decision in support of Alternative 2A. Thanks you for your time and consideration.	Comment Noted - Standard Response Letter sent as Reply

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SPIOC155	Tier 2	Support Preferred Alt	Ratts, Jason Sangamon County Board Office	I am writing to underscore my strong support for Draft EIS Alternative 2A, which would consolidate the Third Street rail traffic onto the Tenth Street rail corridor. I support Alternative 2A because it will significantly reduce noise, vibration and traffic delays throughout Springfield and improved vehicular and pedestrian safety by creating multiple grade separations between train, vehicular and pedestrian crossings. It will better connect our community, by removing impediments to cross community travel with the construction of additional underpasses. Alternative 2A will also eliminate train horn noise by establishing a quiet zone in the city of Springfield. Alternative 2A will spur economic growth and development along the Third Street corridor, be a catalyst for economic development in East Springfield as well as within the Mid-Illinois Medical District. I strongly urge the Illinois Department of Transportation and the Federal Railroad Administration to issue a Record of Decision in support of Alternative 2A. Thanks you for your time and consideration.	Comment Noted - Standard Response Letter sent as Reply
SPIOC156	Tier 2	Support Preferred Alt	Forysth, Abe Sangamon County Board Office	I am writing to underscore my strong support for Draft EIS Alternative 2A, which would consolidate the Third Street rail traffic onto the Tenth Street rail corridor. I support Alternative 2A because it will significantly reduce noise, vibration and traffic delays throughout Springfield and improved vehicular and pedestrian safety by creating multiple grade separations between train, vehicular and pedestrian crossings. It will better connect our community, by removing impediments to cross community travel with the construction of additional underpasses. Alternative 2A will also eliminate train horn noise by establishing a quiet zone in the city of Springfield. Alternative 2A will spur economic growth and development along the Third Street corridor, be a catalyst for economic development in East Springfield as well as within the Mid-Illinois Medical District. I strongly urge the Illinois Department of Transportation and the Federal Railroad Administration to issue a Record of Decision in support of Alternative 2A. Thanks you for your time and consideration.	Comment Noted - Standard Response Letter sent as Reply
SPIOC157	Tier 2	Support Preferred Alt	Mendenhall, David Sangamon County Board Office	I am writing to underscore my strong support for Draft EIS Alternative 2A, which would consolidate the Third Street rail traffic onto the Tenth Street rail corridor. I support Alternative 2A because it will significantly reduce noise, vibration and traffic delays throughout Springfield and improved vehicular and pedestrian safety by creating multiple grade separations between train, vehicular and pedestrian crossings. It will better connect our community, by removing impediments to cross community travel with the construction of additional underpasses. Alternative 2A will also eliminate train horn noise by establishing a quiet zone in the city of Springfield. Alternative 2A will spur economic growth and development along the Third Street corridor, be a catalyst for economic development in East Springfield as well as within the Mid-Illinois Medical District. I strongly urge the Illinois Department of Transportation and the Federal Railroad Administration to issue a Record of Decision in support of Alternative 2A. Thanks you for your time and consideration.	Comment Noted - Standard Response Letter sent as Reply

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SPIOC158	Tier 2	Support Preferred Alt	Boyster, Chris Sangamon County Board Office	I am writing to underscore my strong support for Draft EIS Alternative 2A, which would consolidate the Third Street rail traffic onto the Tenth Street rail corridor. I support Alternative 2A because it will significantly reduce noise, vibration and traffic delays throughout Springfield and improved vehicular and pedestrian safety by creating multiple grade separations between train, vehicular and pedestrian crossings. It will better connect our community, by removing impediments to cross community travel with the construction of additional underpasses. Alternative 2A will also eliminate train horn noise by establishing a quiet zone in the city of Springfield. Alternative 2A will spur economic growth and development along the Third Street corridor, be a catalyst for economic development in East Springfield as well as within the Mid-Illinois Medical District. I strongly urge the Illinois Department of Transportation and the Federal Railroad Administration to issue a Record of Decision in support of Alternative 2A. Thanks you for your time and consideration.	Comment Noted - Standard Response Letter sent as Reply
SPIOC159	Tier 2	Support Preferred Alt	Musgrave, Sarah Sangamon County Board Office	I am writing to underscore my strong support for Draft EIS Alternative 2A, which would consolidate the Third Street rail traffic onto the Tenth Street rail corridor. I support Alternative 2A because it will significantly reduce noise, vibration and traffic delays throughout Springfield and improved vehicular and pedestrian safety by creating multiple grade separations between train, vehicular and pedestrian crossings. It will better connect our community, by removing impediments to cross community travel with the construction of additional underpasses. Alternative 2A will also eliminate train horn noise by establishing a quiet zone in the city of Springfield. Alternative 2A will spur economic growth and development along the Third Street corridor, be a catalyst for economic development in East Springfield as well as within the Mid-Illinois Medical District. I strongly urge the Illinois Department of Transportation and the Federal Railroad Administration to issue a Record of Decision in support of Alternative 2A. Thanks you for your time and consideration.	Comment Noted - Standard Response Letter sent as Reply
SPIOC160	Tier 2	Support Preferred Alt	O'Neill, John Sangamon County Board Office	I am writing to underscore my strong support for Draft EIS Alternative 2A, which would consolidate the Third Street rail traffic onto the Tenth Street rail corridor. I support Alternative 2A because it will significantly reduce noise, vibration and traffic delays throughout Springfield and improved vehicular and pedestrian safety by creating multiple grade separations between train, vehicular and pedestrian crossings. It will better connect our community, by removing impediments to cross community travel with the construction of additional underpasses. Alternative 2A will also eliminate train horn noise by establishing a quiet zone in the city of Springfield. Alternative 2A will spur economic growth and development along the Third Street corridor, be a catalyst for economic development in East Springfield as well as within the Mid-Illinois Medical District. I strongly urge the Illinois Department of Transportation and the Federal Railroad Administration to issue a Record of Decision in support of Alternative 2A. Thanks you for your time and consideration.	Comment Noted - Standard Response Letter sent as Reply
SPIOC161	Tier 2	Support Preferred Alt	Krell, Tim Sangamon County Board Office	I am writing to underscore my strong support for Draft EIS Alternative 2A, which would consolidate the Third Street rail traffic onto the Tenth Street rail corridor. I support Alternative 2A because it will significantly reduce noise, vibration and traffic delays throughout Springfield and improved vehicular and pedestrian safety by creating multiple grade separations between train, vehicular and pedestrian crossings. It will better connect our community, by removing impediments to cross community travel with the construction of additional underpasses. Alternative 2A will also eliminate train horn noise by establishing a quiet zone in the city of Springfield. Alternative 2A will spur economic growth and development along the Third Street corridor, be a catalyst for economic development in East Springfield as well as within the Mid-Illinois Medical District. I strongly urge the Illinois Department of Transportation and the Federal Railroad Administration to issue a Record of Decision in support of Alternative 2A. Thanks you for your time and consideration.	Comment Noted - Standard Response Letter sent as Reply

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SPIOC162	Tier 2	Support Preferred Alt	Briggity, Kimberly Sangamon County Board Office	I am writing to underscore my strong support for Draft EIS Alternative 2A, which would consolidate the Third Street rail traffic onto the Tenth Street rail corridor. I support Alternative 2A because it will significantly reduce noise, vibration and traffic delays throughout Springfield and improved vehicular and pedestrian safety by creating multiple grade separations between train, vehicular and pedestrian crossings. It will better connect our community, by removing impediments to cross community travel with the construction of additional underpasses. Alternative 2A will also eliminate train horn noise by establishing a quiet zone in the city of Springfield. Alternative 2A will spur economic growth and development along the Third Street corridor, be a catalyst for economic development in East Springfield as well as within the Mid-Illinois Medical District. I strongly urge the Illinois Department of Transportation and the Federal Railroad Administration to issue a Record of Decision in support of Alternative 2A. Thanks you for your time and consideration.	Comment Noted - Standard Response Letter sent as Reply
SPIOC163	Tier 2	Support Preferred Alt	Davsko, Sue Sangamon County Board Office	I am writing to underscore my strong support for Draft EIS Alternative 2A, which would consolidate the Third Street rail traffic onto the Tenth Street rail corridor. I support Alternative 2A because it will significantly reduce noise, vibration and traffic delays throughout Springfield and improved vehicular and pedestrian safety by creating multiple grade separations between train, vehicular and pedestrian crossings. It will better connect our community, by removing impediments to cross community travel with the construction of additional underpasses. Alternative 2A will also eliminate train horn noise by establishing a quiet zone in the city of Springfield. Alternative 2A will spur economic growth and development along the Third Street corridor, be a catalyst for economic development in East Springfield as well as within the Mid-Illinois Medical District. I strongly urge the Illinois Department of Transportation and the Federal Railroad Administration to issue a Record of Decision in support of Alternative 2A. Thanks you for your time and consideration.	Comment Noted - Standard Response Letter sent as Reply
SPIOC164	Tier 2	Support Preferred Alt	Smith, Todd Sangamon County Board Office	I am writing to underscore my strong support for Draft EIS Alternative 2A, which would consolidate the Third Street rail traffic onto the Tenth Street rail corridor. I support Alternative 2A because it will significantly reduce noise, vibration and traffic delays throughout Springfield and improved vehicular and pedestrian safety by creating multiple grade separations between train, vehicular and pedestrian crossings. It will better connect our community, by removing impediments to cross community travel with the construction of additional underpasses. Alternative 2A will also eliminate train horn noise by establishing a quiet zone in the city of Springfield. Alternative 2A will spur economic growth and development along the Third Street corridor, be a catalyst for economic development in East Springfield as well as within the Mid-Illinois Medical District. I strongly urge the Illinois Department of Transportation and the Federal Railroad Administration to issue a Record of Decision in support of Alternative 2A. Thanks you for your time and consideration.	Comment Noted - Standard Response Letter sent as Reply
SPIOC165	Tier 2	Support Preferred Alt	Barnes, Sondra	For the good of the Medical Community and the Tourist Industry in Springfield, I prefer that the tracks be down the 10th Street Corridor. I believe that having the tracks running down the 3rd Street corridor is already too disruptive to business and traffic in downtown Springfield. 3rd Street trains are an idea whose time has come and gone!	Comment Noted - Standard Response Letter sent as Reply
SPIOC166	Tier 2	Support Preferred Alt	Levalley, John	Please relocate rail in Springfield from the 3rd street track line to the 10th street track line. Heavier trail traffic along 3rd street will destroy the inner city because there are almost no feasible safe crossings, bisect and undermine a medical district by making it nearly impossible to get from one hospital complex to the other, split well established neighborhoods across the entire city.	Comment Noted - Standard Response Letter sent as Reply

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SPIOC167	Tier 2	Support Preferred Alt	Isringhausen, Jennifer Isringhausen Imports	I am in favor of locating the high speed rail on 10th street NOT on 3rd. The increased usage would be devastating to our family business which employs over 70 people. Two of our buildings sit right next to the tracks. It is not right to run more & more trains right through the heart of our downtown. Make it a green space that would enhance the quality of life for our citizens. Thank you!	Comment Noted - Standard Response Letter sent as Reply
SPIOC168	Tier 2	Support Preferred Alt	Fulgenzi, Linda Sangamon County Board Office	I am writing to underscore my strong support for Draft EIS Alternative 2A, which would consolidate the Third Street rail traffic onto the Tenth Street rail corridor. I support Alternative 2A because it will significantly reduce noise, vibration and traffic delays throughout Springfield and improved vehicular and pedestrian safety by creating multiple grade separations between train, vehicular and pedestrian crossings. It will better connect our community, by removing impediments to cross community travel with the construction of additional underpasses. Alternative 2A will also eliminate train horn noise by establishing a quiet zone in the city of Springfield. Alternative 2A will spur economic growth and development along the Third Street corridor, be a catalyst for economic development in East Springfield as well as within the Mid-Illinois Medical District. I strongly urge the Illinois Department of Transportation and the Federal Railroad Administration to issue a Record of Decision in support of Alternative 2A. Thanks you for your time and consideration.	Comment Noted - Standard Response Letter sent as Reply
SPIOC169	Tier 2	Support Preferred Alt	Montalbano, Sam Sangamon County Board Office	I am writing to underscore my strong support for Draft EIS Alternative 2A, which would consolidate the Third Street rail traffic onto the Tenth Street rail corridor. I support Alternative 2A because it will significantly reduce noise, vibration and traffic delays throughout Springfield and improved vehicular and pedestrian safety by creating multiple grade separations between train, vehicular and pedestrian crossings. It will better connect our community, by removing impediments to cross community travel with the construction of additional underpasses. Alternative 2A will also eliminate train horn noise by establishing a quiet zone in the city of Springfield. Alternative 2A will spur economic growth and development along the Third Street corridor, be a catalyst for economic development in East Springfield as well as within the Mid-Illinois Medical District. I strongly urge the Illinois Department of Transportation and the Federal Railroad Administration to issue a Record of Decision in support of Alternative 2A. Thanks you for your time and consideration.	Comment Noted - Standard Response Letter sent as Reply
SPIOC170	Tier 2	Support Preferred Alt	Ruzic, Rose Sangamon County Board Office	I am writing to underscore my strong support for Draft EIS Alternative 2A, which would consolidate the Third Street rail traffic onto the Tenth Street rail corridor. I support Alternative 2A because it will significantly reduce noise, vibration and traffic delays throughout Springfield and improved vehicular and pedestrian safety by creating multiple grade separations between train, vehicular and pedestrian crossings. It will better connect our community, by removing impediments to cross community travel with the construction of additional underpasses. Alternative 2A will also eliminate train horn noise by establishing a quiet zone in the city of Springfield. Alternative 2A will spur economic growth and development along the Third Street corridor, be a catalyst for economic development in East Springfield as well as within the Mid-Illinois Medical District. I strongly urge the Illinois Department of Transportation and the Federal Railroad Administration to issue a Record of Decision in support of Alternative 2A. Thanks you for your time and consideration.	Comment Noted - Standard Response Letter sent as Reply

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SPIOC171	Tier 2	Support Preferred Alt	Sam, Snell	I am writing to underscore my strong support for Draft EIS Alternative 2A, which would consolidate the Third Street rail traffic onto the Tenth Street rail corridor. I support Alternative 2A because it will significantly reduce noise, vibration and traffic delays throughout Springfield and improved vehicular and pedestrian safety by creating multiple grade separations between train, vehicular and pedestrian crossings. It will better connect our community, by removing impediments to cross community travel with the construction of additional underpasses. Alternative 2A will also eliminate train horn noise by establishing a quiet zone in the city of Springfield. Alternative 2A will spur economic growth and development along the Third Street corridor, be a catalyst for economic development in East Springfield as well as within the Mid-Illinois Medical District. I strongly urge the Illinois Department of Transportation and the Federal Railroad Administration to issue a Record of Decision in support of Alternative 2A. Thanks you for your time and consideration.	Comment Noted - Standard Response Letter sent as Reply
SPIOC172	Tier 2	Support Preferred Alt	Bunch, Clyde Sangamon County Board Office	I am writing to underscore my strong support for Draft EIS Alternative 2A, which would consolidate the Third Street rail traffic onto the Tenth Street rail corridor. I support Alternative 2A because it will significantly reduce noise, vibration and traffic delays throughout Springfield and improved vehicular and pedestrian safety by creating multiple grade separations between train, vehicular and pedestrian crossings. It will better connect our community, by removing impediments to cross community travel with the construction of additional underpasses. Alternative 2A will also eliminate train horn noise by establishing a quiet zone in the city of Springfield. Alternative 2A will spur economic growth and development along the Third Street corridor, be a catalyst for economic development in East Springfield as well as within the Mid-Illinois Medical District. I strongly urge the Illinois Department of Transportation and the Federal Railroad Administration to issue a Record of Decision in support of Alternative 2A. Thanks you for your time and consideration.	Comment Noted - Standard Response Letter sent as Reply
SPIOC173	Tier 2	Support Preferred Alt	Good, Jim Sangamon County Board Office	I am writing to underscore my strong support for Draft EIS Alternative 2A, which would consolidate the Third Street rail traffic onto the Tenth Street rail corridor. I support Alternative 2A because it will significantly reduce noise, vibration and traffic delays throughout Springfield and improved vehicular and pedestrian safety by creating multiple grade separations between train, vehicular and pedestrian crossings. It will better connect our community, by removing impediments to cross community travel with the construction of additional underpasses. Alternative 2A will also eliminate train horn noise by establishing a quiet zone in the city of Springfield. Alternative 2A will spur economic growth and development along the Third Street corridor, be a catalyst for economic development in East Springfield as well as within the Mid-Illinois Medical District. I strongly urge the Illinois Department of Transportation and the Federal Railroad Administration to issue a Record of Decision in support of Alternative 2A. Thanks you for your time and consideration.	Comment Noted - Standard Response Letter sent as Reply



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SPIOC174	Tier 2	Support Preferred Alt	Hall, Craig Sangamon County Board Office	I am writing to underscore my strong support for Draft EIS Alternative 2A, which would consolidate the Third Street rail traffic onto the Tenth Street rail corridor. I support Alternative 2A because it will significantly reduce noise, vibration and traffic delays throughout Springfield and improved vehicular and pedestrian safety by creating multiple grade separations between train, vehicular and pedestrian crossings. It will better connect our community, by removing impediments to cross community travel with the construction of additional underpasses. Alternative 2A will also eliminate train horn noise by establishing a quiet zone in the city of Springfield. Alternative 2A will spur economic growth and development along the Third Street corridor, be a catalyst for economic development in East Springfield as well as within the Mid-Illinois Medical District. I strongly urge the Illinois Department of Transportation and the Federal Railroad Administration to issue a Record of Decision in support of Alternative 2A. Thanks you for your time and consideration.	Comment Noted - Standard Response Letter sent as Reply
SPIOC175	Tier 2	Support Preferred Alt	Stumpf, Greg Sangamon County Board Office	I am writing to underscore my strong support for Draft EIS Alternative 2A, which would consolidate the Third Street rail traffic onto the Tenth Street rail corridor. I support Alternative 2A because it will significantly reduce noise, vibration and traffic delays throughout Springfield and improved vehicular and pedestrian safety by creating multiple grade separations between train, vehicular and pedestrian crossings. It will better connect our community, by removing impediments to cross community travel with the construction of additional underpasses. Alternative 2A will also eliminate train horn noise by establishing a quiet zone in the city of Springfield. Alternative 2A will spur economic growth and development along the Third Street corridor, be a catalyst for economic development in East Springfield as well as within the Mid-Illinois Medical District. I strongly urge the Illinois Department of Transportation and the Federal Railroad Administration to issue a Record of Decision in support of Alternative 2A. Thanks you for your time and consideration.	Comment Noted - Standard Response Letter sent as Reply
SPIOC176	Tier 2	Support Preferred Alt	Moore, Tim Sangamon County Board Office	I am writing to underscore my strong support for Draft EIS Alternative 2A, which would consolidate the Third Street rail traffic onto the Tenth Street rail corridor. I support Alternative 2A because it will significantly reduce noise, vibration and traffic delays throughout Springfield and improved vehicular and pedestrian safety by creating multiple grade separations between train, vehicular and pedestrian crossings. It will better connect our community, by removing impediments to cross community travel with the construction of additional underpasses. Alternative 2A will also eliminate train horn noise by establishing a quiet zone in the city of Springfield. Alternative 2A will spur economic growth and development along the Third Street corridor, be a catalyst for economic development in East Springfield as well as within the Mid-Illinois Medical District. I strongly urge the Illinois Department of Transportation and the Federal Railroad Administration to issue a Record of Decision in support of Alternative 2A. Thanks you for your time and consideration.	Comment Noted - Standard Response Letter sent as Reply
SPIOC177	Tier 2	Support Preferred Alt	Logue, Anne	I am writing as a constituent of Springfield IL who lives on the north end here in Springfield. I support the 10th st corridor consolidation plan rather than the 3rd st which I believe would harm the city's economy and tear up businesses that need daily traffic to survive.	Comment Noted - Standard Response Letter sent as Reply

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SPIOC178	Tier 2	Support Preferred Alt	Halstead, Janet Frank Lloyd Wright Building Conservancy	It was a pleasure meeting you at the Illinois High Speed Rail public hearing in Chicago on August 9. The Frank Lloyd Wright Building Conservancy is the national advocacy organization formed twenty-three years ago to protect and preserve the remaining works of Frank Lloyd Wright. As I indicated to you and John Oimoen in our brief conversation, since 2009 we have been deeply concerned about the impact of the Chicago - St. Louis High Speed Rail Proposal on the environmental setting, structural integrity, and aesthetic enjoyment of the Dana-Thomas House in Springfield, Illinois. The Dana-Thomas House is an Illinois cultural treasure and a National Historic Landmark. The possible expansion of rail service on the Third Street rail corridor was a serious threat to this extraordinary piece of architecture, its 100 pieces of original furniture, 250 art glass windows and 200 art glass light fixtures. We were very glad to note that the Tier 2 Study for Springfield recommends Alternative 2A/2B (the Tenth Street corridor) as a consolidated main rail route for the city, thereby moving the rail traffic currently on the Third Street corridor to an expanded Tenth Street routing. We support that recommendation. That plan will benefit greatly the Dana-Thomas House as a premiere Illinois cultural site, but it will also benefit its surrounding neighborhood and the city of Springfield. We strongly encourage IDOT to move forward with this recommendation and urge the Federal Railroad Administration to take the decision to implement the Tenth Street (Alternative 2A) recommendation for Springfield. We also encourage the financial resources to be provided to ensure that this plan can be realized.	Comment Noted - Standard Response Letter sent as Reply
SPIOC179	Tier 2	Support Preferred Alt	Nicholas, Drum	As a long term member of the Isringhausen Imports family I would ask you to not make a decision regarding the 3,d street high speed rail plan that would devastate this company, all those who work here and the downtown community as a whole. I am certain that using the 3,d street corridor would greatly reduce our ability to conduct business as an automotive retailer. Additionally, many other retail establishments, historical sites and places of business would also be effected in a negative way by either being displaced our forced to close. I am convinced that alternative 2A, the use of the loth street corridor, will have the most positive impact on our business and our community as a whole. I ask you to support alternative 2A to the FRA. Thank you for your consideration.	Comment Noted - Standard Response Letter sent as Reply
SPIOC180	Tier 2	Support Preferred Alt	Farmer, Michael City of Springfield Office of Planning and Economic Development	On behalf of the Springfield, Illinois Office of Planning and Economic Development (OPED), please consider adopting the recommendations put forth by Hanson Professional Services with respect to their Environmental Impact Study findings for routing increased passenger and freight rail traffic through this city off of the "Third Street Corridor" and onto the "10th Street Corridor" or Recommendation entitled 2A. This office is in total agreement with Hanson's Recommendation 2A and respectfully urges the FRA move expeditiously for approval. OPED's rationale for requesting FRA approval of this sensible solution is based on three primary factors: --Enhanced safety for the citizens and visitors of Springfield. An impactful reduction of at grade crossings will ensure smooth flow of traffic for pedestrians, automobiles, trucks, and vital health and safety vehicular delivery services. --The noise reduction caused by the elimination of continual train whistles blaring into adjacent neighborhoods and public spaces, will drastically, improve the quality of life in Springfield and add to its natural beauty and audio serenity. --Finally, Recommendation 2A "fulfills the project purpose and need with the lowest total cost while minimizing environmental impacts." While not uppermost in prioritization, lower cost makes this option even more viable and justifiable. Again the OPED appreciates your thoughtful consideration and ultimate approval of Recommendation 2A and looks forward to learning of your decision. Feel free to contact me with any questions or issues.	Comment Noted - Standard Response Letter sent as Reply

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SPIOC181	Tier 2	Support Preferred Alt	Barker, Robert Barker Real Estate	My name is Robert Barker and I am a member of Downtown Springfield, Inc. I am also a Downtown property owner who is actively involved in redevelopment. I am writing to express my strong support for the Tenth Street relocation recommendation for the highspeed rail corridor in Springfield. Downtown Springfield began its revival almost 30 years ago under the first administration of Mayor Houston. A combination of public and private entities have preserved and restored dozens of historic buildings in the downtown area. Many of these buildings date back to the Lincoln era. Were the high-speed rail corridor to remain on Third Street, much of this work would be spoiled due to increased traffic congestion, noise, vibration and the addition of unsightly overpasses. Downtown Springfield is not just a collection of historic buildings: It is the center of State Government offices, it contains a vibrant residential community, and it is a major restaurant and entertainment center for the entire community. It also is home to the world-class Abraham Lincoln Museum and Library, as well as the Old State Capitol, which was the site of Lincoln's House Divided speech, as well as Barack Obama's announcement of his run for the presidency. A Third Street high-speed rail corridor would severely and negatively impact Downtown's appeal as a residential and entertainment area. I encourage you to follow the Tenth Street recommendation.	Comment Noted - Standard Response Letter sent as Reply
SPIOC182	Tier 2	Support Preferred Alt	Castir, Mike Isringhausen Imports	I have worked downtown for 25 years alongside the railroad tracks here at Isringhausen Imports. Isringhausen has always supported this community and its employees in many ways over the years, and is very dependent on this location for its survival. I believe the 3rd street alternative for the high speed rail would devastate our business and would be harmful to the medical, historical and general business districts downtown. I support Alternative 2A to the FRA and ask that you support this measure, to improve livability in our community as a whole.	Comment Noted - Standard Response Letter sent as Reply
SPIOC183	Tier 2	Support Preferred Alt	Anonymous, Isringhasen Imports	I have been an employee of Isringhausen Imports for 8 years. This company has provided for myself and my family as well as many other families for over 25 years. Putting the high speed rail on the 3rd street corridor would not only hurt me and my family, but many others who are employed here. Please don't destory a part of downtown history. I support Alternative 2A to the FRA and ask that you will do the same. Thank You.	Comment Noted - Standard Response Letter sent as Reply
SPIOC184	Tier 2	Support Preferred Alt	Carver, Michael	I am a full time employee at a successful business located right next to the 3rd street railroad tracks in downtown Springfield. I feel that the 3fd street option for high speed rail would have a negative effect not only on the business I am employed with but also the medical and historic districts and the people they employ and service. I urge you to support the Alternative 2A to the FRA as I and so many others directly affected by this do. Thanks for your consideration.	Comment Noted - Standard Response Letter sent as Reply
SPIOC185	Tier 2	Support Preferred Alt	Heimlich, Charles	I am a full time employee at a successful business located right next to the 3rd street railroad tracks in downtown Springfield. I feel that the 3,d street option for high speed rail would have a negative effect not only on the business I am employed with but also the medical and historic districts and the people they employ and service. I urge you to support the Alternative 2A to the FRA as I and so many others directly affected by this do. Thanks for your consideration.	Comment Noted - Standard Response Letter sent as Reply
SPIOC186	Tier 2	Support Preferred Alt	Sanderson Jr., Richie	I am a full time employee at a successful business located right next to the 3rd street railroad tracks in downtown Springfield. I feel that the 3,d street option for high speed rail would have a negative effect not only on the business I am employed with but also the medical and historic districts and the people they employ and service. I urge you to support the Alternative 2A to the FRA as I and so many others directly affected by this do. Thanks for your consideration.	Comment Noted - Standard Response Letter sent as Reply

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SPIOC187	Tier 2	Support Preferred Alt	Anonymous, Isringhausen Imports	I am currently employed at Isringhouse Imports, located in Springfield, IL. As you may already know, our location is on Jefferson Street and is one of the areas in consideration for the high speed rail. Personally, I don't support this and believe this could have a negative effect downtown historic character. Springfield, IL takes great pride in it's history and keeping important monuments and buildings relevant to their time period as well as the surrounding areas. This rail could pose a threat to our historic past by shadowing areas of importance. This could really become an issue for nostalgic reasons. Isringhausen Imports has always been an important aspect of Springfield and its community. We have always made generous donations to organizations to help improve Springfield and those who inhabit it. We are known for being here on Jefferson Street and feel dependent on this location to thrive. The high speed rail would prove to be a threat to Isringhausen Imports by shadowing our business with the 3rd Street rail. The only other option for us would be to relocate, which would be a huge investment that is unnecessary and easily avoidable on your part. The construction of the rail on 3rd Street should be avoided for many reasons. Our motto "Our priority is you" could be harmed by this obstruction. It would be nearly impossible to keep our customers happy when concrete dust is constantly scratching our cars. The historic nature of downtown Springfield should remain untouched by the rail at all costs. Preserving history is much more important than a high speed rail. The Springfield Rail Improvement Project chose 10th Street and 19th Street for a reason and left downtown alone.	Comment Noted - Standard Response Letter sent as Reply
SPIOC188	Tier 2	Support Preferred Alt	Aiello, Joe	I am writing to express my concern with the consolidation of the 3rd and 10th street rail corridors. We have been privileged in Springfield to have the rail access that has helped to build our community, our county and our country. Unfortunately, as the transportation industry changes, so must we. As we move forward to a final decision, it is clear that commerce and vehicle transportation patterns will be affected. That's progress towards an end that will benefit many more outside our community. I've been blessed to have worked in downtown Springfield for 28 years, 8 years on 4th Street and 20 years on 9th Street. Both jobs have been less than 200 feet from the 3rd and 10th street corridors. It is my opinion the best alternative would be the 10th Street corridor. While both locations have their negatives, the 10th Street corridor has less of a negative impact on commerce and it doesn't rip the heart out of the downtown area. The rail helped to build this country, don't let it destroy our downtown. Thank you for considering my views.	Comment Noted - Standard Response Letter sent as Reply
SPIOC189	Tier 1 and Tier 2	Support Preferred Alt	Grieser, Dale	This is in regard to the location of the high speed rail road tracks through Springfield Illinois (including other tracks). I believe the Alternative 2A to be the best choice for the good of Springfield. However, I have never thought building a high speed rail line between St. Louis and Chicago was a good idea. I think it is a big waste of public funds. I hope it never happens.	Comment Noted - Standard Response Letter sent as Reply
SPIOC190	Tier 2	Support Preferred Alt	Stratton, Nicholous	For a variety of compelling reasons, I support the 10th Street Solution which calls for consolidation of the tracks on the 10th Street Corridor.	Comment Noted - Standard Response Letter sent as Reply
SPIOC191	Tier 2	Support Preferred Alt	Brissenden, Phyllis	I want to give my opinion on the rail relocation in Springfield. I believe it would be a huge mistake, even a disaster for Springfield to put the rail lines down 3rd Street. It would cut the town in two. It would badly hurt businesses east of 3rd Street. It would all but destroy the architectural treasures we have in the Frank Lloyd Wright's Dana Thomas House - vibration from the rail traffic would hurt the foundation and access would be much curtailed. We have a medical center that all of central Illinois and consolidation of rail traffic on 3rd street would cut it in half with our hospitals on each side. The 10th Street location makes much more sense and gives opportunity for more development of businesses around the new passenger depot. Thank you for your consideration.	Comment Noted - Standard Response Letter sent as Reply

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SPIOC192	Tier 2	Support Preferred Alt	Corkery, Richard	This letter is to express my support for Alternative 2A which consolidates rail traffic in Springfield from the 3rd street to the 10th street, while making safety and travel improvements to the 19th corridor. The support of Alternative 2A means much for the safety and well being for the citizens of Springfield. Thank you for your time and consideration.	Comment Noted - Standard Response Letter sent as Reply
SPIOC193	Tier 2	Support Preferred Alt	Dresch, Tim	I have worked at Isringhausen Imports for five years and I love the job. Good people and friends. I think the railroad idead should be moved to 10th Street because it will shut a lot of businesses down due to having to go around the wall to get somewhere. Hospitals are going to be harder to get to which isn't something that should be like that. I am hoping you switch to 10th Street.	Comment Noted - Standard Response Letter sent as Reply
SPIOC194	Tier 2	Support Preferred Alt	Hamle, Mike	I support Alternative 2A and I think the downtown area is far to historic for high speed rail. Locate on the out skirts of City.	Comment Noted - Standard Response Letter sent as Reply
SPIOC195	Tier 2	Support Preferred Alt	Arnold, Kenel	I support the 10th Street Rail Corridor solution.	Comment Noted - Standard Response Letter sent as Reply
SPIOC196	Tier 2	Support Preferred Alt	Farrell, Jennifer	I support the 10th Street Rail Corridor solution.	Comment Noted - Standard Response Letter sent as Reply
SPIOC197	Tier 2	Support Preferred Alt	Hannah, LaVerne	I support the 10th Street Rail Corridor solution.	Comment Noted - Standard Response Letter sent as Reply
SPIOC198	Tier 2	Support Preferred Alt	Turner, A.	I support the 10th Street Rail Corridor solution.	Comment Noted - Standard Response Letter sent as Reply
SPIOC199	Tier 2	Support Preferred Alt	Langfelder, Josh Sangamon County Recorder	I am a supporter of the 10'h street solution. This solution will make a better connect for the City of Springfield which will also reduce the number of vehicle collisions. Springfield has numerous historic sites. The 10th street solution will preserve not only the character of the city but these sites as well. The 10th street solution is best for the residents, visitors and the city in general.	Comment Noted - Standard Response Letter sent as Reply
SPIOC200	Tier 2	Support Preferred Alt	Bilyu, Bruce	I support the 10th Street Rail Corridor solution.	Comment Noted - Standard Response Letter sent as Reply
SPIOC201	Tier 2	Support Preferred Alt	Compton, Janet	I support the 10th Street Rail Corridor solution.	Comment Noted - Standard Response Letter sent as Reply
SPIOC202	Tier 2	Support Preferred Alt	McConley, Donald	Please accept this letter in support of 10th Street rail corridor solution.	Comment Noted - Standard Response Letter sent as Reply
SPIOC203	Tier 2	Support Preferred Alt	Thernton, Robert	I support the 10th Street Rail Corridor solution.	Comment Noted - Standard Response Letter sent as Reply
SPIOC204	Tier 2	Support Preferred Alt	Lewis, Tom	I support the 10th Street Rail Corridor solution.	Comment Noted - Standard Response Letter sent as Reply
SPIOC205	Tier 2	Support Preferred Alt	Hichinon, Mona	I support the 10th Street Rail Corridor solution.	Comment Noted - Standard Response Letter sent as Reply
SPIOC206	Tier 2	Support Preferred Alt	Pratt, Casey	I hereby support the 10th Street corridor as the most viable, conducive, and appropriate option for railroad traffic through this community.	Comment Noted - Standard Response Letter sent as Reply
SPIOC207	Tier 2	Support Preferred Alt	Davis, Brian	I am writing today in support of the consolidation of the 3rd street and 10th street rail corridors onto the 10th street corridor. This has been a long time coming and is a crucial element to the long-term viability of our downtown area. I trust that my fellow citizens will also support this endeavor. Thank you for your timeand attention in this matter of crucial importance to our downtown.	Comment Noted - Standard Response Letter sent as Reply
SPIOC208	Tier 2	Support Preferred Alt	Johnson, David	I support the 10th Street Rail Corridor solution.	Comment Noted - Standard Response Letter sent as Reply
SPIOC209	Tier 2	Support Preferred Alt	Zahn, Timothy C.	I support the 10th Street Rail Corridor solution.	Comment Noted - Standard Response Letter sent as Reply
SPIOC210	Tier 2	Support Preferred Alt	Freitag, Beverly	I support the 10th Street Rail Corridor solution.	Comment Noted - Standard Response Letter sent as Reply
SPIOC211	Tier 2	Support Preferred Alt	, Anonymous	I support the 10th Street Rail Corridor solution.	Comment Noted - Standard Response Letter sent as Reply

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SPIOC212	Tier 2	Support Preferred Alt	Randall, David	I strongly support the 10th street rail consolidation plan. I have elected to retire here in Springfield, which is a wonderful community. Please help us keep it that way and join us making sure plans go forward utilizing the 10th street rail plan.	Comment Noted - Standard Response Letter sent as Reply
SPIOC213	Tier 2	Support Preferred Alt	Stratton, Charlie	For a variety of compelling reasons, I support the 10th Street Solution which calls for consolidation of the tracks on the 10th Street Corridor.	Comment Noted - Standard Response Letter sent as Reply
SPIOC214	Tier 2	Support Preferred Alt	Foster, Kevin	The Tenth Street Railroad Proposal is the only plan that makes sense. Third Street runs right through the middle of downtown. If it is used, it will wreck our city. Please, please support Tenth Street for consolidation of tracks.	Comment Noted - Standard Response Letter sent as Reply
SPIOC215	Tier 2	Support Preferred Alt	Schackman, Bill	This letter is to inform you of my support of the 10th street rail plan. This seems to be the best option for the City of Springfield.	Comment Noted - Standard Response Letter sent as Reply
SPIOC216	Tier 2	Support Preferred Alt	Smith , Timothy B. The Dana - Thomas House Foundation	We wish to express to you, our concern regarding a proposed change in train traffic in Springfield that might have an adverse affect on a true treasure belonging to the citizens of Illinois. The proposal to run high-speed rail with additional freight trains down the Third Street corridor will negatively impact the Dana-Thomas House, a state historic site that straddles the 3rd street railroad tracks. Designated as a National Historic Landmark since 1976, the Dana-Thomas House is one of the state's most valuable historic sites and contains the largest collection of site-specific original Frank Lloyd Wright designed ali glass and furniture. Last year the State of Illinois invested \$2.5 million dollars on site renovations. The house has been voted one of the top 150 favorite buildings in the country, by the American Institute of Architects; the Dana-Thomas House is a treasure for Illinois and celiainly one of the "crown jewels" of Springfield. Protecting the integrity of the house is a primary concern of the Dana-Thomas House Foundation. If additional rail traffic were implemented on the 3rd street tracks, we are concerned of the accelerated fatigue on the building foundation that can be caused from the increased daily rail traffic cycles. Safety is also a primary concern. The parking for the site is located on the west side of these tracks, and the Dana-Thomas House is located on the east side. With 45,000 visitors, including school children and seniors, crossing the tracks, we are concerned about the safety of the site guests if there were increased traffic on these tracks. On behalf of the Dana-Thomas House Foundation Board of Directors, I urge you to endorse an alternative to the 3rd street corridor for additional rail traffic through Springfield.	Comment Noted - Standard Response Letter sent as Reply
SPIOC217	Tier 2	Support Preferred Alt	Butt, David Sangamon County OEM	Sangamon County Office of Emergency Management supports Alternative 2A for the Tier 2 Springfield Rail Improvements Project. We applaud IOOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor onto the 10th Street corridor will make our community safer, better connected, and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors because the proposed plan will significantly reduce the umber of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of Alternative 2A are mportant for Springfield. Removal of the 3rd Street tracks will allow for ncreased investment that will grow our Medical District and create onstruction and high-wage professional jobs. Thank you for the pportunity to provide comment on this important issue in our community.	Comment Noted - Standard Response Letter sent as Reply
SPIOC218	Tier 2	Support Preferred Alt	Roney, Wayne	I support the 10th Street Rail Corridor solution.	Comment Noted - Standard Response Letter sent as Reply
SPIOC219	Tier 2	Support Preferred Alt	Clark, Mechill	I support the 10th Street Rail Corridor solution.	Comment Noted - Standard Response Letter sent as Reply

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SPIOC220	Tier 2	Support Preferred Alt	Ledage, Lynn	I support the 10th Street Rail Corridor solution.	Comment Noted - Standard Response Letter sent as Reply
SPIOC221	Tier 2	Support Preferred Alt	Jackson, Kimberly	I support the 10th Street Rail Corridor solution.	Comment Noted - Standard Response Letter sent as Reply
SPIOC222	Tier 2	Support Preferred Alt	Mahoney, Ed RE/MAX Professionals	I am writing in support or consolidating rail traffic in Springfield to 10th Street. If this is not done, it will have a devastating impact on downtown Springfield.	Comment Noted - Standard Response Letter sent as Reply
SPIOC223	Tier 2	Support Preferred Alt	Schmit, John & Patricia	Regarding railroad consolidation, we are writing to you to express our complete support for Alternative 2A. Any other possible route (other than going around the city) would create massive problems for cross-town traffic and could possibly damage our medical district.	Comment Noted - Standard Response Letter sent as Reply
SPIOC224	Tier 2	Support Preferred Alt	Warren , Brad	I support option 2a to consolidate the Third Street rail tracks in downtown Springfield to the 10th Street corridor.	Comment Noted - Standard Response Letter sent as Reply
SPIOC225	Tier 2	Support Preferred Alt	Stone, Jim Sangamon County Department of Public Health	Please accept this email as evidence of my strong support for the 10th Street Rail Corridor Solution in Springfield, Illinois. While there are many identified reasons the 10th Street solution is the best, i.e., elimination of rail crossings, preservation of historic downtown Springfield, improved safety and reduction of vehicle vs. train collisions, etc., my main interest and reason for support is the opportunity for growth of our Medical District. The 10th Street solution will allow us to attract businesses with a medical focus, which certainly will lead to increased and improved health care in Springfield and Sangamon County. This growth would offer spin-off benefits for our community, with the increase in good paying construction and high-wage medical jobs throughout our community. It is my sincere hope that IDOT and the Federal Rail Road Commission accept, adopt, and enact the 10 Street Corridor Solution for our community without delay. The benefits would be numerous; the impact would be substantial.	Comment Noted - Standard Response Letter sent as Reply
SPIOC226	Tier 2	Support Preferred Alt	Spear, Bethany	I would like to ask you to consider supporting Alternative 2A for improving the railways in Springfield. I believe it would be a great improvement to our historic city – not to mention the benefit of additional jobs, added safety, and making Springfield even more attractive. Please support this consolidation of rail services.	Comment Noted - Standard Response Letter sent as Reply
SPIOC227	Tier 2	Support Preferred Alt	Augsburger, Pat	I strongly support Alternative 2A to consolidate rail traffic from 3rd Street to 10th Street, while making safety improvements to the 19th Street corridor. This would avoid critical delay of emergency access to Medical Services for city residents as well as all who travel our surrounding roads and interstate highways.	Comment Noted - Standard Response Letter sent as Reply
SPIOC228	Tier 2	Support Preferred Alt	Mendenhall, Carole	I am writing in support of Alternative 2A to consolidate rail traffic from 3rd Street to 10th Street in Springfield, Ill. I believe this alternative is in the best interest of Springfield and the surrounding community.	Comment Noted - Standard Response Letter sent as Reply
SPIOC229	Tier 2	Support Preferred Alt	Maier, Linda The Real Estate Firm, Inc.	I support alternative 2A determined by IDOT's environmental impact study for railroad consolidation through Springfield. I hope you will too. I appreciate your help.	Comment Noted - Standard Response Letter sent as Reply
SPIOC230	Tier 2	Support Preferred Alt	Pittman, Julie	I am writing to support Alternative 2A of the Springfield Rail Improvements Project. I feel this option would be the safest, reduce vehicle delays, noise and improve livability in the community. Additionally, it would allow the Medical district to grow together and create good paying construction and high-wage medical jobs throughout Springfield. It would also preserve the character of historic downtown Springfield as well as other historic sites throughout the city. I have lived in Springfield the majority of my life and am committed to what's best for our community. I feel Alternative 2A is the best and most logical choice for our area. Thank you.	Comment Noted - Standard Response Letter sent as Reply
SPIOC231	Tier 2	Support Preferred Alt	Zang, Jean E.	This letter is being written in support of the relocation and consolidation of the railroad tracks in Springfield, Illinois to the 10th Street corridor. This appears to be the most logical location for the trains to travel thru Springfield. I urge you to please consider this solution for Springfield, Illinois rail traffic.	Comment Noted - Standard Response Letter sent as Reply

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SPIOC232	Tier 2	Support Preferred Alt	Roderick, Donna	I support the 10th Street Rail Corridor solution. Please move all trains to 10th Street in Springfield, IL.	Comment Noted - Standard Response Letter sent as Reply
SPIOC233	Tier 2	Support Preferred Alt	Hamende, William	I support the 10th Street Rail Corridor solution.	Comment Noted - Standard Response Letter sent as Reply
SPIOC234	Tier 2	Support Preferred Alt	Moore, Terry	I support the 10th Street Rail Corridor solution. This seems a better option to me then 3rd Street. I also believe thatsome work and maintenance should be done on the 19th Street corridor to insure that the infrastructure needs of the east side of the city of springfield are not neglected.	Comment Noted - Standard Response Letter sent as Reply
SPIOC235	Tier 2	Support Preferred Alt	Boedigheimer, Janette	Please let it be known that I fully support the 10th Street rail corridor solution.	Comment Noted - Standard Response Letter sent as Reply
SPIOC236	Tier 2	Support Preferred Alt	Robisch, Lou	I would like to let you know that I support the 10tj Street corridor project in Springfield for rail traffic. Even though it would add many more trains passing my place of employment, I think that the underpasses will be such a great help in keeping vehicle traffic moving. The underpasses will also cut down on pedestrians running across the tracks to beat the train! It is so important to not cut the Springfield Medical District in half with the trains running on 3rd Street. The large number of trains predicted to run through Springfield in the upcoming years would really hinder the growth of our medical district. I look forward to seeing high speed rail pass though Springfield. My grandsons love trains and they will also enjoy seeing these new trains! Moving all of the train stations to 10th Street will be an improvement for our great city. Keeping the trains where they should be with less rail crossings will also be a huge improvement for everyone.	Comment Noted - Standard Response Letter sent as Reply
SPIOC237	Tier 2	Support Preferred Alt	Anonymous,	I am in total support of the 10th street corridor solution. The 10th street solution is the best solution for the city of springfield.	Comment Noted - Standard Response Letter sent as Reply
SPIOC238	Tier 2	Support Preferred Alt	Berns, Molly	I am writing in support of consolidating the 3rd street railroad tracks to the 10th street corridor. I have been a resident of Sangamon County my entire life. Train traffic has been a constant problem for residents, commuters and visitors. Consolidating the trains to 10th Street and building associated underpasses will help eliminate the traffic delays that occur when trains block the crossings. Furterhmore, the 10th street corridor project will move the train and bus station complex to an area that provides maximum flexibility and accessibility for passngers and eliminate the congestion of SMTD busses in the downtown area. The 10th Street Corridor Project will be a great asset to our community. I am pleased to support the project.	Comment Noted - Standard Response Letter sent as Reply
SPIOC239	Tier 2	Support Preferred Alt	Anonymous,	I support the 10th Street Corridor Project option 2A.	Comment Noted - Standard Response Letter sent as Reply
SPIOC240	Tier 2	Support Preferred Alt	Reed, Kelly	I support the 10th Street Corridor solution in Springfield, IL.	Comment Noted - Standard Response Letter sent as Reply
SPIOC241	Tier 2	Support Preferred Alt	Magmuso, Jay C.	I support the 10th Street Corridor solution in Springfield, IL.	Comment Noted - Standard Response Letter sent as Reply
SPIOC242	Tier 2	Support Preferred Alt	Goulet, Joe	I support the 10th Street Corridor solution.	Comment Noted - Standard Response Letter sent as Reply
SPIOC243	Tier 2	Support Preferred Alt	Pearson, Tracy	I support the 10th Street Corridor solution.	Comment Noted - Standard Response Letter sent as Reply
SPIOC244	Tier 2	Support Preferred Alt	Lindsey, Christine	I support the 10th Street Corridor solution.	Comment Noted - Standard Response Letter sent as Reply
SPIOC245	Tier 2	Support Preferred Alt	Watts, Mary Beth	I support the 10th Street Corridor solution.	Comment Noted - Standard Response Letter sent as Reply
SPIOC246	Tier 2	Support Preferred Alt	Elston, Cassie	I would like to let you know that I support the 10th Street rail corridor solution.	Comment Noted - Standard Response Letter sent as Reply
SPIOC247	Tier 2	Support Preferred Alt	Rice, Fatina	I support the 10th Street Corridor solution.	Comment Noted - Standard Response Letter sent as Reply



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SPIOC248	Tier 2	Support Preferred Alt	Huber, Mary	I support the 10th Street Corridor solution.	Comment Noted - Standard Response Letter sent as Reply
SPIOC249	Tier 2	Support Preferred Alt	Bosie, Annette	I support the 10th Street Corridor solution.	Comment Noted - Standard Response Letter sent as Reply
SPIOC250	Tier 2	Support Preferred Alt	Wilday, Jeffery Downtown Springfield, Inc.	While Downtown Springfield, Incorporated ("DSI") is an advocate of the construction of a high speed rail network in Illinois; if Springfield's central business district is to remain viable, however, it is essential that "railroad consolidation" occur at the same time. Specifically, DSI strongly supports Alternative 2A, and we applaud IOOT's recommendation, believing this alternative to be in the best interest of our city. The consolidation of the 3rd Street (Union Pacific) corridor onto the 10th Street corridor will make our community safer, better connected, and more prosperous. While 051 recognizes the benefit of high speed rail for Illinois, it should not be constructed in a manner which would irreparably harm Illinois' capital city's economic future. We seek your help in making sure that this does not occur. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors since the proposed plan will greatly reduce the potential for vehicle collisions by providing nine new grade separations. Alternative 2A will also reducing traffic delays and provide easier access to Springfield's historic downtown commercial district. The additional economic development implications of Alternative 2A for Springfield cannot be overstated. At the same time that it creates a new area for commercial growth along the 10th Street corridor, removal of the 3rd Street tracks will promote increased investment that will expand the city's Medical District and create construction and high-wage professional jobs. In sum, DSI wholeheartedly endorses IDOT's Alternative 2A. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - Standard Response Letter sent as Reply

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SPIOC251	Tier 2	Support Preferred Alt	Rahn, Douglas Memorial Medical Center	<p>As Senior Vice President and Chief Operating Officer of Memorial Medical Center located within the Mid-Illinois Medical District in Springfield, I am writing you to underscore our strong support for the Draft EIS Alternative 2A consolidating the Third Street rail traffic onto the Tenth Street rail corridor. This is an issue of vital importance to the future of the medical industry and the entire city and region. The Third Street tracks currently bifurcate the Mid-Illinois Medical District, separating Springfield's two hospitals and the Southern Illinois University School of Medicine. Alternative 2A will dramatically improve emergency vehicular access to and between Memorial Medical Center and St. John's Hospital. Both Memorial and St. John's are teaching hospital affiliates of the Southern Illinois University School of Medicine and partners in the Southern Illinois Trauma Center. As such, ambulances bring trauma patients to the hospitals 24 hours a day, seven days a week from an 18-county region. A large percentage of these trauma patients are victims of automobile accidents, heart attacks, strokes and other life-threatening conditions. Delays of minutes can mean the difference between life or death, recovery or pennantent debilitation. The current, at-grade railroad crossings within the Medical District boundaries (Madison to North Grand Avenue) creates serious obstacles to the critical transportation of these patients, resulting in increased safety risks and unnecessary delays. Memorial strongly supports Alternative 2A because it will remove these existng barriers. Alternative 2A will remove and relocate the Third Street railroad tracks to the Tenth Street corridor and create overpasses and underpasses at major east/west arterial streets along Tenth and Nineteenth Streets. This will provide unimpeded west bound access to both hospitals from Interstate 55, state highways, roads and residents living on the east side of Springfield. Alternative 2A will also spur economic growth and development along both the Third Street corridor and within the Mid-Illinois Medical District. The Medical District master plan calls for growing the two hospital campuses towards one another along Carpenter Street to ultimately create an integrated medical community serving patients from central and southern Illinois. Alternative 2A will facilitate the realization of the Medical District vision, consistent with the Master Plan that recommends removal of the Third Street railroad tracks. Eliminating the vibrations from train traffic will allow for the construction of medical facilities that house sensitive or highly-calibrated medical equipment along the vacated Third Street rail corridor within the Medical District. The vacated Third Street corridor is in the heart of the medical district and will allow Memorial, St. John 's and the SIU School of</p>	Comment Noted - Standard Response Letter sent as Reply

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SPIOC252	Tier 2	Support Preferred Alt	Logan, Wills	With regard the railroad relocation issue here in Springfield Illinois, I am writing in staunch support of the 10 <sup>th</sup> Street solution, with alternate Option A. This is and has been a formidable problem for the citizens of Springfield for many, many years. First mentioned in the West Plan of 1925, there have since been several attempts to rid our city of the ills we have lived with because th ree different sets of rail lines traverse our city each and every day. In fact, I was very involved in 1978 when an effort was initiated to relocate all rail traffic onto a single corridor. That endeavor was not successful and our city has suffered from the consequences of a divided community, increased neighborhood isolation, more and unsafe grade separations, longer and more frequent traffic delays, and perpetual, unsightly dilapidation around three railroads. These circumstances have crippled our abi lity to seize economic opportunities that would enhance or spur new development and growth in areas of our community that need it most. Today, at long last, we have identified a way to create a different and more hopeful future, while discarding past missteps. The 10 <sup>th</sup> Street solution will make the our city safer, open up sections of our community for growth and development, improve transportation flow without intermittent delay and create a quiet zone by not having to always brace for unending, unsettling, annoying t rain whistles throughout the day. The possibil ities which accompany 10 <sup>th</sup> Street are endless. How different our community will be once this tremendous task is complete. I can only hope and pray that those burdened with decision responsibility will select the 10 <sup>th</sup> Street solution for Springfield Il linois. In reference to the letter I sent to you in support of the 10 <sup>th</sup> Street corridor for the High-Speed Rail project in Springfield, I would like to make the following correction: I wrote "Alternative A," when I should have indicated the correct title for the entire corridor, which should have been "Alternative 2A" Please note my correction for the record. Thank you for your assistance in this matter.	Comment Noted - Standard Response Letter sent as Reply
SPIOC253	Tier 2	Support Preferred Alt	Maholland, Marlene	This letter is let you know that I am in favor of the 10th Street corridor for the railroad. This would help with safety concerns, the historic district and the medical district.	Comment Noted - Standard Response Letter sent as Reply
SPIOC254	Tier 2	Support Preferred Alt	Kushak , Marilyn A. Mid-West Family Broadcasting	The only choice in the best interest of all stake holders, the community, and the rail roads in Springfield, Illinois is Alternative 2A. Please join us in preparing for a successful future for all by supporting Alternative 2A.	Comment Noted - Standard Response Letter sent as Reply
SPIOC255	Tier 2	Support Preferred Alt	Hasara , Karen	I have lived in Springfield all my life and have never seen our community so united as it is on the issue of using the 10th street corridor for high speed rail. We have serious concerns about the thought of destroying our downtown if the 3rd street corridor is adopted. You have listened well to us when we have explained our concerns and I have confidence that you will continue to do so. Thanks you for giving us opportunities to speak on the issue.	Comment Noted - Standard Response Letter sent as Reply
SPIOC256	Tier 2	Support Preferred Alt	Haines , Nancy	I am writing in support of the 10th Street rail consolidation. Removing the tracks from 3rd Street and moving them to 10th Street will increase safety. This consolidation will also save the historic and business sections of the greater downtown and medical district areas. Thank you for the opportunity to voice my support.	Comment Noted - Standard Response Letter sent as Reply
SPIOC257	Tier 2	Support Preferred Alt	Brake , Teri	I am writing to you with a strong NO to putting the high-speed rail on the Third Street route in Springfield, IL. It is too close to downtown and would harm the city's image with tourists. We have a Frank Lloyd Wright building called the Dana Thomas house and the building's outside looks would be ruined by a traffic overpass. NO to Third Street rail.	Comment Noted - Standard Response Letter sent as Reply

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SPIOC258	Tier 2	Support Preferred Alt	Barber, Nancy	I most certainly support Alternative 2A. After all the studies through the years concluding 10th Street is the right course for Springfield, it would make no sense at all to ignore the consensus of opinion and make a mess of the Capital city in countless ways.	Comment Noted - Standard Response Letter sent as Reply
SPIOC259	Tier 2	Support Preferred Alt	Augspurger, Don	I live in Springfield, IL and strongly support Alternative 2A to consolidate rail traffic from 3rd Street to 10th Street, while making safety improvements to the 19th Street corridor. Such consolidation is critical to on-going development of our Medical District and to avoid chronic disruption of traffic flow through our downtown business and historic areas which have been undergoing extensive long-term improvements.	Comment Noted - Standard Response Letter sent as Reply
SPIOC260	Tier 2	Support Preferred Alt	Sims, Norman SSCRPC	Please find attached a resolution approved unanimously by the Springfield-Sangamon County Regional Planning Commission on July 18, 2012, endorsing the selection of Alternative 2A as the preferred route for high speed passenger rail through Springfield, Illinois. This resolution supports the recommendation made by the Illinois Department of Transportation in its recently released Tier 2 Draft Environmental Impact Statement Evaluation of Springfield Railroad Improvements Project. As the joint planning agency of both the City of Springfield and Sangamon County, the Commission has a unique interest in any decisions regarding railroad operations in Springfield, and because of this the Commission's staff has conducted numerous thoughtful studies pertaining to the impact of the project on the community. As the resolution notes, the Commission firmly believes that Alternative 2A, which relocates the existing 3rd Street railroad corridor to the existing 10th Street railroad corridor, would provide for more effective and efficient vehicle movement in the region than exists currently or under the other options considered, is more sensitive to our community and its needs, and addresses many of the problems previously identified through the extensive analysis conducted by the Commission's staff. We encourage your support for Alternative 2A and stand ready to provide any other assistance that may be needed in this matter.	Comment Noted - Standard Response Letter sent as Reply
SPIOC261	Tier 2	Support Preferred Alt	Dixon, Louis H.	I am writing in support of Alternative 2A as the recommended corridor for High Speed Rail through Springfield. Consolidation of the 3rd and 10th Street rail corridors through Springfield to a single corridor location at 10th Street is critical to our community's future. With the advent of high speed rail as well as the increasing demand for moving freight by rail our community is destined to see a significant increase in rail traffic. Without the proper grade separations (overpasses and underpasses) at the railway/ roadway intersections the increased rail traffic will cause significant traffic delays and safety will be compromised. Grade separating these intersections is not feasible along the third street corridor due to the proximity of buildings and other physical features. However grade separations are feasible along 10th Street. Shifting the 3rd Street traffic to the 10th Street corridor is also critical for the future development of our medical district. Health care has become a leading industry in Springfield and we cannot afford to allow future increases in passenger and rail traffic to limit this industry. Finally to move the 10th street corridor forward Springfield needs both state and federal funds to make this a reality. In particular Springfield should have the ability to directly compete for project funds at the federal level and not just at the state level. In closing as lifelong Springfield resident I urge the State and Federal officials to move forward with the 10th street corridor for high speed rail through Springfield.	Comment Noted - Standard Response Letter sent as Reply

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SPIOC262	Tier 2	Support Preferred Alt	Morrison, Mary	I never write letters but I am definitely in support of Alternative 2A for the Tier 2 Springfield Rail Improvements Project for Springfield, Illinois. This moves train traffic and high speed rail to 10th street and out of the center of our city. This is better for all citizens and will make our community much safer, provide opportunities for economic growth, provide safer and more efficient vehicle traffic flow, and unifies our city. Springfield thanks IDOT for listening to our community voices, its leaders, embracing the environmental impact studies, and giving their recommendation to the Federal Railroad Administration (FDA) to consolidate the 3rd Street (Union Pacific) corridor onto the 10th Street corridor. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community's residents and visitors because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of Alternative 2A are important for Springfield. Removal of the 3rd Street tracks will allow for increased investment that will grow our Medical District and create construction and high-wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - Standard Response Letter sent as Reply
SPIOC263	Tier 2	Support Preferred Alt	Wilhite, Ann	The consolidation of rail traffic is the best option for Springfield . It would just kill Springfield's economic centers - the tourist business in our nice downtown and the medical district.	Comment Noted - Standard Response Letter sent as Reply
SPIOC264	Tier 2	Support Preferred Alt	Riffey, Darrell & Sharon	Darrel and Sharon Riffey support Alternative 2A for the Tier 2 Springfield Rail Improvements Project. We applaud IDOT's recommendation and believe this alternative is in the best interest of Springfield. The recommendation to consolidate the 3rd Street (Union Pacific) corridor onto the 20th Street corridor will make our community safer, better connected and more prosperous. There are numerous reasons why Alternative 2A is the preferred alternative for Springfield. The safety improvements alone are critical to our community as residents and visitors because the proposed plan will significantly reduce the number of vehicle collisions by providing nine new grade separations. This will also make travel improvements by reducing vehicle delays. The additional economic development implications of Alternative 2A are important for Springfield. Removal of the 3rd street tracks will allow for increased investment that will grow our medical district and create construction and high wage professional jobs. Thank you for the opportunity to provide comment on this important issue in our community.	Comment Noted - Standard Response Letter sent as Reply
SPIOC265	Tier 2	Support Preferred Alt	Allen, John	I write in support of Alternative 2A for the rail relocation effort in Springfield. This alternative will have a critically important, positive impact on safety, travel, quality of life, and economic development of the city and its residents. As plans proceed, I trust every effort will be made to secure jobs in this work for women and local minorities. Thanks for your consideration.	Comment Noted - Standard Response Letter sent as Reply
SPIOC266	Tier 2	Support Preferred Alt	Groves, Linda	I support the alternative 2A.	Comment Noted - Standard Response Letter sent as Reply
SPIOC267	Tier 2	Support Preferred Alt	Schober, Albert & Barbara	We wish to express our opinion on the proposed consolidation of rail lines through Springfield, IL. We support the plan to consolidate both the freight and passenger lines to the 10th Street corridor. Presently, the rail traffic already on 3rd Street is disruptive to the downtown area and we are told that the freight traffic will greatly increase soon. Adding high speed rail to the 3rd street corridor would be a very negative impact to the city.	Comment Noted - Standard Response Letter sent as Reply

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SPIOC268	Tier 2	Support Preferred Alt	Jobe, Cory M. City of Springfield Ward 6	I am writing this letter in support of Alternative 2A for rail consolidation for the City of Springfield. As an elected official on the Springfield City Council I urge you to support the wishes of many in our community! Recently your agency (IDOT) Illinois Department of Transportation recommended Alternative 2A, which consolidates rail traffic from the 3rd Street to 10th Street, while making safety and travel improvements to 19th Street corridor. ... I applaud your recommendation and pledge my support as an Alderman who represents the inner city/urban core of the Capitol City! By Supporting Alternative 2A leaders at the local, state and federal levels will create safety, travel and quality of life improvements for our community. Alternative 2A will also make all portions of Springfield safer, attract capital investment in the Medical District, allow creation of good paying medical and construction jobs, preserve the character of historic Downtown Springfield, allow for the construction of a multi-modal center. ... bringing commercial development to the near east side of Springfield, and reduce traffic delays and accidents on the 10th Street corridor. Again, as you make your final determination ... I urge your support of the Alternative 2A rail consolidation plan. This could be one of the most significant decisions our community will face for generations to come ... that will have long lasting impacts on our community.	Comment Noted - Standard Response Letter sent as Reply
SPIOC269	Tier 2	Support Preferred Alt	Stuart , Robert A. Brown, Hay & Stephans	Please be advised that as a Past Chairman of the Greater Springfield Chamber of Commerce and a partner in the law firm of Brown, Hay & Stephens, LLP for approximately 39 years here in the City of Springfield, in addition to my growing up in the City of Springfield, I am quite concerned about the safety, travel and quality of life within our community. I support Alternative 2A which consolidates rail traffic from 3rd Street to the 10th Street corridor while making safety and travel improvements to the 19th Street corridor. It is clear to the entire Springfield community that Alternative 2A will make all portions of Springfield and our community safer. It will make a huge difference in the continued viability of the medical district which with decreasing number of State employees has become a mainstay for the economy of Springfield. It will allow the creation of good paying medical and construction jobs. It will improve traffic flow with new under and over passes, and eliminate environmental noise by establishing quiet zones. It will preserve the integrity and character of the historic downtown Springfield. It will allow for the construction of a multi-modal center which will be an impetus for commercial development on the East side of Springfield with an economic impact on minorities situated within the East side. Finally, it will reduce traffic delays and accidents on the 10th Street corridor. For all these reasons, I highly support Alternative 2A.	Comment Noted - Standard Response Letter sent as Reply
SPIOC270	Tier 2	Support Preferred Alt	Squires , Frank Springfield Mass Transit District	As Chairman of the Springfield Mass Transit District Board of Trustees, I am writing to express my support of the Springfield Rail mprovement Project Alternative 2A. Alternative 2A would allow for the construction of a new Multi-Modal Transit Center on the 10th Street corridor. This will help initiate commercial and residential development on the near East side of the city. It would also allow the Medical district to merge while creating medical and construction jobs in Springfield. The less of an impact this project has on Springfield residential neighborhoods, the less chance of residential displacements. In addition to creating jobs and development, Alternative 2A would ensure the preservation of Historic Downtown Springfield and the many other Historic sites of the city. Portions of Springfield will be made safer by reducing the number of collisions and the elimination of vehicular noise and distractions. Finally, Alternative 2A will allow for cross-town traffic flow resulting in a reduction of delays while enhancing the curb appeal along the 19th Street corridor. In closing, the Springfield Mass Transit District strongly supports the Springfield Rail Improvement Project Alternative 2A.	Comment Noted - Standard Response Letter sent as Reply

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SPIOC271	Tier 2	Support Preferred Alt	Buscher , Mike The Real Estate Group	<p>This letter is an appeal to please move forward with Alternative 2A in regards to the railway consolidation in Springfield II. I am a lifelong citizen of Springfield and an active member of our community, both in business and community service. I am currently Managing Broker of the largest Real Estate company in our area. I am a past president of The Capitol Area Association of REAL TORS as well as past chairman of Leadership Springfield and have been a board member of our local Chamber of Commerce. Alternative 2A will:</p> <p>Make all portions of Springfield safer by reducing the number of vehicle collisions. Better connect our community by creating better cross traffic and reducing vehicle delays. Eliminate horn noise by establishing a quiet zone in the city of Springfield. Allow the Medical district to grow together and create good paying construction and high wage medical jobs throughout Springfield. Minimize the impact of Springfield's older residential neighborhoods, including fewer residential and commercial displacements. Preserve the character of historic downtown Springfield as well as other historic sites throughout the city. That is just a few of the benefits. I appreciate all of your time and research. I look forward to a mutually beneficial transition for the consolidated railways.</p>	Comment Noted - Standard Response Letter sent as Reply
SPIOC272	Tier 2	Support Preferred Alt	Musso , Todd Capital Area Association of Realtors	<p>We are writing in support of the Illinois Department of Transportation (IDOT) Tier I Draft Environmental Impact Statement (EIS) for high-speed rail service from Chicago to St. Louis which has identified the 10th Street Corridor as the preferred alternative for passenger and freight traffic through Springfield. CAAR strongly agrees with IDOT, and believes the 10th Street option, known as "Alternative 2A", is the most responsible choice for expanding rail service without negatively impacting residents, businesses, historical and cultural sites, the medical district, and the overall economic health of the City of Springfield. Alternative 2A is also the preferred alternative of the Chamber of Commerce, and of Downtown Springfield, Inc.</p> <p>Alternative 2A will: * Make all portions of Springfield safer by reducing the number of vehicle collisions. * Better connect our community by creating better cross traffic and reducing vehicle delays. * Eliminate horn noise by establishing a quiet zone in the city of Springfield. * Allow the Medical district to grow together and create good paying construction and high-wage medical jobs throughout Springfield. * Minimize the impact of Springfield's older residential neighborhoods, including fewer residential and commercial displacements. * Preserve the character of historic downtown Springfield as well as other historic sites throughout the city. * Allow for construction of a new train station and transit center (multi-modal) on the 10th Street corridor which will help spur much needed commercial and residential development on the near east side of Springfield. * Enhances the quality of life along the 19th Street corridor by creating a quiet zone and reducing traffic delays. We believe that the reasons for pursuing Alternative 2A are compelling and would strongly encourage the adoption of this Draft EIS.</p>	Comment Noted - Standard Response Letter sent as Reply

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SPIOC273	Tier 2	Support Preferred Alt	Hansen , Eric SSCRPC	Please find attached a resolution approved unanimously by the Springfield-Sangamon County Regional Planning Commission on July 18, 2012, endorsing the selection of Alternative 2A as the preferred route for high speed passenger rail through Springfield, Illinois. This resolution supports the recommendation made by the Illinois Department of Transportation in its recently released Tier 2 Draft Environmental Impact Statement Evaluation of Springfield Railroad Improvements Project. As the joint planning agency of both the City of Springfield and Sangamon County, the Commission has a unique interest in any decisions regarding railroad operations in Springfield, and because of this the Commission's staff has conducted numerous thoughtful studies pertaining to the impact of the project on the community. As the resolution notes, the Commission firmly believes that Alternative 2A, which relocates the existing 3rd Street railroad corridor to the existing 10th Street railroad corridor, would provide for more effective and efficient vehicle movement in the region than exists currently or under the other options considered, is more sensitive to our community and its needs, and addresses many of the problems previously identified through the extensive analysis conducted by the Commission's staff. We encourage your support for Alternative 2A and stand ready to provide any other assistance that may be needed in this matter.	Comment Noted - Standard Response Letter sent as Reply
SPIOC274	Tier 2	Support Preferred Alt	Higginbotham, Todd A.	The letter is in regards to the Draft EIS study recently completed for the proposed high-speed rail from Chicago to St. Louis. Part of the EIS study addressed the three rail corridors that divide Springfield. The study concluded that the 10th Street corridor was the most viable option than consolidation on the 3rd Street corridor. I am writing to endorse the findings of this study. Consolidation on the 10th Street corridor prevents a series of seriously adverse affects associated with 3rd Street consolidation, such as the physical severing of the Mid-Illinois Medical District and the downtown, endangers the historic DanaThomas House, and severely hinders the revitalization efforts already underway in the Enos Park Historic neighborhood immediately north of Downtown Springfield of which I am a resident. I respectfully ask that IDOT accepts the findings of this EIS and makes this recommendation to the Federal Railroad Administration. Thanks in advance for your consideration.	Comment Noted - Standard Response Letter sent as Reply
SPIOC275	Tier 2	Support Preferred Alt	Combs, Steve Enos Park	The Board of Directors of Enos Park Neighborhood Improvement Association, a 501 (c) 3 not for profit organization, representing approximately 3,000 residents in a 40 square block historic neighborhood located north of downtown Springfield between the 3rd Street and 10th Street rail corridors, enthusiastically supports IDOT's position of relocating the 3rd Street rail system to 10th Street. Alternative 2A represents the most positive resolution to railroad problems that have plagued the State Capitol for many decades.	Comment Noted - Standard Response Letter sent as Reply
SPIOC276	Tier 2	Support Preferred Alt	Combs , Steve I.C.O.N Coalition	On behalf of the ICON Coalition, a organization of representatives from twenty two neighborhood associations in Springfield, Illinois, I want to confirm the Coalition's support for Alternative 2A of the EIS for the Tier 2 Evaluation of Springfield Rail Improvements Project. The neighborhood associations in total represent areas of the City affected by three major issues; downtown commerce and tourism, medical district and healthcare, and historical and architecturally unique homes. The City has waited many decades to finally get the railroad tracks consolidated. Alternative 2 A is the first positive step in that direction for not only this generation but those to come. We encourage your support of this Alternative and all future request for the successful implementation of Alternative 2A.	Comment Noted - Standard Response Letter sent as Reply



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SPIOC277	Tier 2	Support Preferred Alt	Wallace, Char	I am a full time employee at a successful business located right next to the 3rd street railroad tracks in downtown Springfield. I feel that the 3rd street option for high speed rail would have a negative effect not only on the business I am employed with but also the medical and historic districts and the people they employ and service. I urge you to support the Alternative 2A to the FRA as I and so many others directly affected by this do. Thanks for your consideration.	Comment Noted - Standard Response Letter sent as Reply
SPIOC278	Tier 2	Support Preferred Alt	Lincoln , A.	From afar I have heard the cries of my friends and neighbors in my hometown who fear that their government officials do not understand nor comprehend the seriousness of the issue at hand; namely the selection of the best rail corridor for the consolidation of increased rail traffic. Let me remind you that as President Elect when I left my beloved Springfield to travel to my new office and residence in Washington that I departed from the railroad station on Tenth Street. It is this same rail line from whence I departed that should be selected as the best corridor for future consolidation of rail traffic through Springfield. If my term in office had not been violently cut short, I would instruct my Secretary of Transportation to Direct that future development of high speed passenger and increased freight rail traffic through Springfield, Illinois be consolidated on the 10th Street corridor. However, in my absence and in my memory I respectfully ask that you recommend to the Federal Railroad Administration that my desires be carried out.	Comment Noted - Standard Response Letter sent as Reply
SPIOC279	Tier 2	Support Preferred Alt	Russell, Lou Ann	This letter is written in support of Alternative 2A for Springfield's rail improvements. My husband and I have lived in Springfield since the 70's. We are very interested in improving the safety of our community. We have attended two of the public hearings and shared our belief that highspeed rail traffic does not belong on Springfield's 3rd Street corridor. We understand IOOT has recommended Alternative 2A to the Federal Railroad Administration. This alternative would relocate the 3rd Street corridor to the 10th Street corridor. In addition, and 10th and 19th Street corridors would become quiet zones. From what we have learned of the alternatives, we believe Alternative 2 is the preferred option. Thank you.	Comment Noted - Standard Response Letter sent as Reply

**Online Comments Received through the Illinois Department of Transportation (IDOT) Website [www.idotshr.org](http://www.idotshr.org) or Written Comments sent to IDOT**

Overall Comment No.	Draft EIS Volume	Topic	Commenter	Comment	Response
SPIOC280	Tier 2	Support Preferred Alt	Boer, Michael Mid-Illinois Medical District	<p>As leaders of the city of Springfield's medical community, we are writing you to underscore our united support for the Draft EIS Alternative 2A consolidating the Third Street railtraffic onto the Tenth Street rail corridor. This is an issue of vital importance to the future of the medical industry and the entire city and region. The Third Street tracks currently bifurcate the Mid-Illinois Medical District, separating Springfield's two hospitals and the Southern Illinois University School of Medicine. Alternative 2A will dramatically improve emergency vehicular access to and between Memorial Medical Center and St. John's Hospital. Both Memorial and St. John's are teaching hospital affiliates of the Southern Illinois University School of Medicine and partners in the Southern Illinois Trauma Center. As such, ambulances bring trauma patients to the hospitals 24 hours a day, seven days a week from an 18-county region. A large percentage of these trauma patients are victims of automobile accidents, heart attacks, strokes and other life-threatening conditions. Delays of minutes can mean the difference between life or death, recovery or permanent debilitation. The current, at-grade railroad crossings within the Medical District boundaries (Madison to North Grand Avenue) creates serious obstacles to the critical transportation of these patients, resulting in increased safety risks and unnecessary delays. Memorial strongly supports Alternative 2A because it will remove these existing barriers. Alternative 2A will remove and relocate the Third Street railroad tracks to the Tenth Street corridor and create overpasses and underpasses at major east/west arterial streets along Tenth and Nineteenth Streets. This will provide unimpeded west bound access to both hospitals from Interstate 55, state highways, roads and residents living on the east side of Springfield. Alternative 2A will also spur economic growth and development along both the Third Street corridor and within the Mid-Illinois Medical District. The Medical District master plan calls for growing the two hospital campuses towards one another along Carpenter Street to ultimately create an integrated medical community serving patients from central and southern Illinois. Alternative 2A will facilitate the realization of the Medical District vision, consistent with the Master Plan that recommends removal of the Third Street railroad tracks. Eliminating the vibrations from train traffic will allow for the construction of medical facilities that house sensitive or highly-calibrated medical equipment along the vacated Third Street rail corridor within the Medical District. The vacated Third Street corridor is in the heart of the medical district and will allow Memorial, St. John's and the SIU School of Medicine to expand specialized services and realize the economic benefits that accompany such expansion. It will also encourage entrepreneurial development of medically-related and other support services such as the new County Market grocery store between Madison and Carpenter Streets. Alternative 2A will significantly reduce noise, vibration and traffic delays throughout Springfield and improve vehicular and pedestrian safety by creating multiple grade separations between train, vehicular and pedestrian crossings. Improved safety and reduced traffic delays will greatly benefit health care patients, families, doctors, nurses, volunteers, students and employees of Memorial Medical Center, St. John's Hospital and Southern Illinois University School of Medicine who travel to and from our health care facilities every day. Furthermore, relocating the passenger trains to the Tenth Street corridor will enable the creation of the long-planned multi-modal center along the Tenth Street corridor and serve as a catalyst for economic development in east Springfield. The railroad issue we are facing today will prove to have historic significance, comparable to the decision to locate the state's newest medical school in Springfield 40 some years ago. The creation of the SIU School of Medicine in 1970 has served as a catalyst for growth in our community's medical services sector ever since. Alternative 2A will have a similar catalytic effect for the next 40 years. We strongly urge IDOT and the Federal Railroad Administration to issue a Record of Decision in support of Alternative 2A. Thank you.</p>	Comment Noted - Standard Response Letter sent as Reply

**Online Comments Received through the Illinois Department of Transportation (IDOT) Website [www.idotshs.org](http://www.idotshs.org) or Written Comments sent to IDOT**

<b>Overall Comment No.</b>	<b>Draft EIS Volume</b>	<b>Topic</b>	<b>Commenter</b>	<b>Comment</b>	<b>Response</b>
SPIOC281	Tier 2	Support Preferred Alt	Isringhausen, Luke Isringhausen	I have worked in Springfield for 7 years alongside the railroad tracks at Isringhausen Imports. More importantly than that, in 1985 my dad purchased the building in which we currently do business which is located at 229 E. Jefferson because he thought it would be good for his business as well as for downtown Springfield. What would not be good for our business and even worse for downtown Springfield, is if the high speed rail came to 3'd Street. I firmly believe that it would devastate the downtown Springfield historic, medical and housing districts and destroy economic development in the areas surrounding the 3rd Street tracks. I am writing in support of Alternative 2A to the FRA and ask that you support this measure as well.	Comment Noted - Standard Response Letter sent as Reply
SPIOC282	Tier 2	Support Preferred Alt	Koch, Susan University of Illinois at Springfield	I am writing to let you know that the University of Illinois Springfield and I, personally, support the consolidation of the Third Street railroad corridor onto the Tenth Street corridor in the city of Springfield. Formally, it is described as Alternative 2A for the Tier 2 Springfield Rail Improvements Project. I appreciate this opportunity to provide input during the public comment period. I have followed the debate closely since my arrival in Springfield a year ago and I am convinced that Mayor Mike Houston and other community leaders are right in supporting this option for our city. The future of rail traffic is especially important to the university. More than 50 percent of our freshmen come from the Chicago area and Amtrak travel is important to our students, as well as to staff who travel regularly to and from Chicago. The rail relocation solution that brings the greatest amount of vibrancy and safety to our city will enhance the university community. Also, improved traffic flow in the city will allow members of the community to get to our campus on the edge of the city more conveniently.	Comment Noted - Standard Response Letter sent as Reply
SPIOC283	Tier 2	Support Preferred Alt	Dorsey, Kevin J. SIU School of Medicine	I would like to add my individual voice to the letter you received from the leadership of the city of Springfield's medical community supporting Draft EIS Alternative 2A. As the Dean of Southern Illinois University School of Medicine, I administer physician education programs that are conducted at both Memorial Medical Center and St. John's Hospital. These programs bring over 500 trainees to our clinical campus in Springfield-medical students and residents-and provide the region with sophisticated medical care services through the nearly 200 practicing physicians who make up our faculty. All of these health care students and health care professionals travel between our affiliated hospitals, and many do so several times in any given day. Removing rail traffic from the 3rd street corridor is important now-and will be even more critical as both freight and passenger rail traffic increase in the future. It is not the convenience of physicians and students that matters here. Rather, the ability to travel between these institutions is vital to caring for patients who come to us for health care services. Ready access to each of the hospitals for emergency vehicles provides a dramatic example, but getting the clinical care team who will provide medical and surgical treatments to patient care settings is a more frequent and often just as critical need. Patients also travel among the institutions contained within the boundaries of the Mid-Illinois Medical District -seeing physicians in our clinics, for example, and then getting laboratory or imaging studies done at one of the hospitals. Grade-level rail crossings at a minimum create potentially dangerous delays, and they certainly increase safety risks, especially for patients preoccupied with their medical conditions or those unfamiliar with the traffic patterns in the central city. Alternative 2A addresses these issues. It removes existing safety hazards. It creates overpasses and underpasses that facilitate both east and west bound access to the city's health care institutions. It allows for the development of the Mid-Illinois Medical District in the way envisioned by the hundreds of citizens involved in the planning process that created the District's master plan-with protected residential areas, additional green space, and foresaw the ability for the two hospital campuses to grow toward each other along the Carpenter Street corridor. This kind of development helps SIU School of Medicine be better able to fulfill its responsibilities to the citizens of the region. It helps the economic growth of the city as well. On a personal note, as a now decade-long resident of the city of Springfield, I am convinced that Alternative 2A gives the entire city, not just the medical district, badly	Comment Noted - Standard Response Letter sent as Reply

**Online Comments Received through the Illinois Department of Transportation (IDOT) Website [www.idothsr.org](http://www.idothsr.org) or Written Comments sent to IDOT**

Overall Comment No.	Draft EIS Volume	Topic	Commenter	Comment	Response
SPIOC284	Tier 2	Support Preferred Alt	Sandstrom, Steward The Greater Springfield Chamber of Commerce	<p>The Greater Springfield Chamber of Commerce thanks IDOT for the Draft EIS recommending Alternative 2A. We believe this solution will make all portions of our community safer, better connected and more prosperous, while accommodating growing freight and passenger rail traffic through Springfield. It reflects a change our city has needed for many years, as our rail needs have changed drastically since the first railroad came to Springfield in 1842. The safety improvements in Alternative ve 2A are numerous and go beyond the predicted lowering of vehicle accidents that are outlined in the Draft EIS. Alternative 2A removes an entire rail corridor out of a dense residential neighborhood, creating a safer environment for pedestrians .. Additionally, the proposed changes mean ambulances and emergency personnel will have better access to both hospitals with the removal of the 3rd Street corridor and the travel improvements made to the both and 19th Street corridors. Not only will patients have better access to emergency care, but now medical teams will be able to transport between hospitals more easily. The proposed infrastructure improvements outlined in Alternative 2A will also make our community better connected. The most pronounced improvements come from connecting the east and west portions of Springfield. Residents, commercial vehicles and emergency vehicles will now have several corridors that better connect the community and make travel easier. In addition to the safety improvements mentioned above, economic development opportunities will be created within the city core by removing travel barriers. The economic development opportunities this project will create in Springfield go beyond removing traffic barriers within the city center. The current 3rd Street corridor bifurcates the two hospitals and the medical school programs attached to each. Vibrations from train traffic preclude construction of medical facilities that house sensitive or highly y-calibrated medical equipment near the rail line. Alternative 2A will allow the Memorial Medical Center and St. John's Hospital campuses to grow towards one another along Carpenter Street to ultimately create an integrated medical community serving patients from central and southern Illinois. As we have noted in previous comments, the current 3rd Street corridor currently prevents the creation of good-paying construction and medical related jobs in our community. Current projects are being scaled down, while others are simply not moving forward. Alternative 2A is the preferred alternative for enhancing the Springfield Id business community and economic climate. Not only wi ll Alternative 2A make our community safer, better connected and more prosperous, it wi ll improve the quality of life of our</p>	Comment Noted - Standard Response Letter sent as Reply

**Online Comments Received through the Illinois Department of Transportation (IDOT) Website www.idothsr.org or Written Comments sent to IDOT**

Overall Comment No.	Draft EIS Volume	Topic	Commenter	Comment	Response
SPIOC285	Tier 2	Support Preferred Alt	Langfelder, James City of Springfield	<p>I am writing to express my objection to utilizing the Third Street Rail Corridor in Springfield, Illinois for the Chicago to St. Louis High Speed Rail project. I would like to express my support for Alternative 2A utilizing the Tenth Street corridor. According to a study conducted by Hanson Professional Services Inc., 2010 rail Traffic totaled 35 trains (10 passenger and 25 freight). The projected 2020 rail traffic total is 72 trains (18 passenger and 54 freight). Even though the High Speed Rail project, which will be significantly funded by taxpayer dollars, emphasizes faster passenger trains, the projected passenger train to freight trains ratio increases from 2.5 to 3.3. It appears that freight trains will continue to take precedence over passenger trains despite using taxpayer dollars to fund the project. Previously I took Amtrak from Springfield to Chicago on a trip that should have lasted 3 1/2 hours. Twice we had to stop along the way - once to switch engines and the other for a passing freight train. At that point we were delayed an hour; however, as we were at the Chicago borders we were delayed another 30 minutes. The conductor apologized and told us that he "called ahead and told them we were delayed and coming, but they went ahead and ran a freight train." The conductor went on to say that they do this all the time. That leads me to question if this is High Speed Rail or More Freight Trains Rail. Moreover Union Pacific, the Third Street corridor beneficiary, will not be held accountable for meeting the passenger High Speed Rail time requirements. The Third Street corridor dissects the heart of downtown Springfield and Springfield's Medical District. The rail also runs right next to the historic Dana Thomas House, which was designed by Frank Lloyd Wright and is the most complete collection of his works in the world. The 50% increase of train traffic, especially freight trains going by this national treasure could do irreparable harm. Consequently I object to utilizing the Third Street corridor in Springfield, Illinois for the Chicago to St. Louis High Speed Rail project. I do support the Alternative 2A, Tenth Street corridor, which was recommended by Hanson Professional Services Inc. According to Hanson Professional Services' recommendation, Alternative 2A "has the second lowest traffic delays, lowest crash frequency, lowest train horn noise, second lowest number of displacements, lowest number of access changes, and lowest total cost. It fulfills the project purpose and need with the lowest total cost while minimizing environmental impacts. This alternative does not cause additional noise and vibration impacts to the Medical District, or a severance to their long-term plans. Impacts to historic structures will be minimized and fewer residences are within one block of the Tenth Street corridor." For those reasons, I am supporting Alternative 2A, Tenth Street corridor in Springfield, Illinois for the Chicago to St. Louis High Speed Rail project. Thank you for your time and utmost consideration.</p>	Comment Noted - Standard Response Letter sent as Reply

**Online Comments Received through the Illinois Department of Transportation (IDOT) Website [www.idothsr.org](http://www.idothsr.org) or Written Comments sent to IDOT**

<b>Overall Comment No.</b>	<b>Draft EIS Volume</b>	<b>Topic</b>	<b>Commenter</b>	<b>Comment</b>	<b>Response</b>
SPIOC286	Tier 2	Support Preferred Alt	Alonzo, Loretta Illinois Association of Realtors	As president of the Illinois Association of REAL TORS® (IAR), the largest group of real estate professionals in Illinois, I am writing in support of the Illinois Department of Transportation (IDOT) Tier 1 Draft Environmental Impact Statement (EIS) which has identified the 10th Street Corridor in Springfield as the preferred alternative for high-speed passenger and freight rail service from Chicago to St. Louis. IAR strongly agrees with IDOT, as well as with the Capital Area Association of REAL TORS®, the Greater Springfield Chamber of Commerce, and Downtown Springfield, INC; and joins with a multitude of civic groups, impacted business owners, and concerned citizens in supporting the 10th Street option, known as "Alternative 2A". Alternative 2A is the most responsible choice for expanding rail service ~ithout negatively impacting residents, businesses, historical and cultural sites, the medical district, and the overall economic health of the City of Springfield. Alternative 2A will: * Make all portions of Springfield safer by reducing the number of grade crossing and therefore reducing opportunities for vehicle collisions. * Better connect our GommInnity by improving cross traffic and reducing vehicle delays. * Eliminate hom noise by establishing a quite zone in the city of Springfield. * Allow the Medical district to grow together and create good paying construction and high-wage medical jobs throughout Springfield. * Minimize the impact on Springfield's older.residential neighborhoods, including fewer residential and commercial displacements. * Preserve the character of historic downtown Springfield as well as .other historic sites throughout the city. * Allow for construction of a new multimodal train station and transit center on the 10th Street corridor which will help spur much needed commercial and residential development on the near east side of Springfield. * Enhances the quality of life along the 19th Street corridor by creating a quite zone and reducing traffic delays. In summary, we believe that the reasons for pursuing Alternative 2A are compelling and would strongly encourage the adoption of this Draft EIS.	Comment Noted - Standard Response Letter sent as Reply
SPIOC287	Tier 2	Support Preferred Alt	Wheeland, Linda Springfield Area Transportation Study	Enclosed is a resolution adopted by the Springfield Area Transportation Study (SATS), the Metropolitan Planning Organization for the Springfield, Illinois area. The resolution supports the selection of Alternative 2A, the identified preferred route for high speed rail through Springfield in the recently released Tier 2 Draft Environmental Impact Statement Evaluation of Springfield Rail Improvements Project. Alternative 2A relocates the existing Union Pacific freight and rail line on the Third Street corridor to the Tenth Street corridor. The consolidation of these raj/lines onto the Tenth Street corridor has been a long time goal of SATS.	Comment Noted - Standard Response Letter sent as Reply
SPIOC288	Tier 2	Support Preferred Alt	Brake, Gloria	My opinion is it would make more sense to choose the 10th street rail line. For one it would keep the trains out of the middle of the City. #2 There are already 2 underpasses on the 10th Street line. One on E Cook St and another on S Grande Ave. So please choose the 10th St line.	Comment Noted - Standard Response Letter sent as Reply

**Public Hearing  
Comment Response Letters**



# Illinois Department of Transportation

Division of Public and Intermodal Transportation  
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

{Date}

{First and Last Name}

{Address}

{City, State & Zip}

Dear {Alt. Salutation & Last Name}:

The Illinois Department of Transportation (IDOT) would like to thank you for providing comment on the Draft Environmental Impact Statement (EIS) for the Chicago to St. Louis High-Speed Rail Corridor Program. With the completion of this Tier 1 Draft EIS, IDOT has reached an important milestone in the Chicago to St. Louis High-Speed Rail Program.

The Tier 1 Draft EIS is the planning document for the long-term vision of the 284-mile corridor between Chicago and St. Louis. The Tier 1 Draft EIS examined, in broad terms, the environmental effects of adding a second track and related major infrastructure components throughout the corridor, as well as the effects of the type of service being proposed. The document also identifies potential route alternatives and includes corridor wide ridership projections. The information identified and developed in the Tier 1 EIS process will be critical as the Chicago to St. Louis High-Speed rail program moves forward.

Your comment will be included as part of the official public hearing record. On August 20, 2012, the official comment period for the Draft EIS ended. At this time IDOT and the Federal Railroad Administration (FRA) are moving forward to complete a Final EIS. The Final EIS will include a response to all comments received during the comment period. IDOT and FRA anticipate the completion of the Final EIS by the end of 2012.

If you have any additional questions or require additional information, please contact Miriam Gutierrez, Bureau Chief of High-Speed and Passenger Rail, at (312) 793-4803.

Sincerely,

John Oimoen  
Deputy Director of Railroads  
Division of Public and Intermodal Transportation





# Illinois Department of Transportation

Division of Public and Intermodal Transportation  
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

{Date}

{First and Last Name}

{Address}

{City, State & Zip}

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Any potential property acquisitions, as described in the Draft EIS, are preliminary, and may change as the process moves forward. In addition, no funding is currently available for property acquisitions related to this study. Long before any property acquisition is performed, IDOT and the project team will provide information about the process.

Your comment will be included as part of the official public hearing record. On August 20, 2012, the official comment period for the Draft EIS ended. At this time IDOT and the Federal Railroad Administration (FRA) are moving forward to complete a Final EIS. The Final EIS will include a response to all comments received during the comment period. IDOT and FRA anticipate the completion of the Final EIS by the end of 2012.

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Sincerely,

John Oimoen  
Deputy Director of Railroads  
Division of Public and Intermodal Transportation

# **Notice of Availability**

interchanges at S.R. 62/Port Road and Utica-Old Salem Road.

The actions by the Federal agencies, and the laws under which such actions were taken, are described in the Supplemental Final Environmental Impact Statement (SFEIS) for the project, approved on April 20, 2012, in the FHWA Revised Record of Decision (Revised ROD) issued on June 20, 2012, and in other documents in the FHWA administrative record. A Final Environmental Impact Statement (FEIS) and Section 4(f) Evaluation were previously issued for the Project on April 8, 2003 and were followed by the issuance of a Record of Decision on September 6, 2003. The SFEIS, Revised ROD, and other project records are available by contacting FHWA, the Kentucky Transportation Cabinet, or the Indiana Department of Transportation at the addresses provided above. The SFEIS and Revised ROD can be viewed and downloaded from the project Web site at [www.kyinbridges.com](http://www.kyinbridges.com), or viewed at public libraries in the project area.

This notice applies to all Federal agency decisions as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to:

1. *General*: National Environmental Policy Act (NEPA) [42 U.S.C. 4321–4351]; Federal-Aid Highway Act [23 U.S.C. 109 and 23 U.S.C. 128].
2. *Air*: Clean Air Act [42 U.S.C. 7401–7671(q)].
3. *Land*: Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. 303]; Farmland Protection Policy Act (FPPA) [7 U.S.C. 4201–4209].
4. *Wildlife*: Endangered Species Act [16 U.S.C. 1531–1544 and Section 1536]; Fish and Wildlife Coordination Act [16 U.S.C. 661–667(d)]; Migratory Bird Treaty Act [16 U.S.C. 703–712].
5. *Historic and Cultural Resources*: Section 106 of the National Historic Preservation Act of 1966, as amended [16 U.S.C. 470(f) et seq.]; Archeological Resources Protection Act of 1977 [16 U.S.C. 470(aa)–470(ll)]; Archeological and Historic Preservation Act [16 U.S.C. 469–469(c)].
6. *Social and Economic*: Civil Rights Act of 1964 [42 U.S.C. 2000(d)–2000(d)(1)]; Uniform Relocation Assistance and Real Property Act of 1970 (42 U.S.C. 4601 et seq., Pub. L. 91–646) as amended by the Uniform Relocation Act of 1987 (Pub. L. 100–17); Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations, February 11, 1994..
7. *Wetlands and Water Resources*: Clean Water Act (Section 404, Section

401, Section 319) [33 U.S.C. 1251–1377]; Land and Water Conservation Fund (LWCF) [16 U.S.C. 4601–4604]; Safe Drinking Water Act (SDWA) [42 U.S.C. 300(f)–300(j)(6)]; Rivers and Harbors Act of 1899 [33 U.S.C. 401–406]; Emergency Wetlands Resources Act, [16 U.S.C. 3921, 3931]; Wetlands Mitigation [23 U.S.C. 103(b)(6)(M) and 133(b)(11)]; Flood Disaster Protection Act, 42 U.S.C. 4001–4128.

8. *Executive Orders*: E.O. 11990 Protection of Wetlands; E.O. 11988 Floodplain Management; E.O. 11593 Protection and Enhancement of Cultural Resources; E.O. 13287 Preserve America; E.O. 13175 Consultation and Coordination with Indian Tribal Governments.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

**Authority**: 23 U.S.C. 139(l)(1).

Issued on: June 20, 2012.

**Jose Sepulveda**,  
 FHWA Division Administrator, Frankfort, KY 40601.

[FR Doc. 2012–15931 Filed 6–28–12; 8:45 am]

**BILLING CODE P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Notice of Availability of a Draft Environmental Impact Statement, for the Chicago, IL to St. Louis, MO High Speed Rail Corridor Program

**AGENCY**: Federal Railroad Administration (FRA) United State Department of Transportation (DOT).  
**ACTION**: Notice of availability of draft environmental impact statement.

**SUMMARY**: FRA is issuing this notice to advise the public that a Draft Environmental Impact Statement (Draft EIS) has been prepared for the Chicago, Illinois to St. Louis, Missouri High Speed Rail Corridor Program. The Draft EIS includes a Tier 1 corridor-level evaluation and a Tier 2 project-level evaluation for the Springfield Rail Improvements Project. FRA is the lead federal agency and the Illinois Department of Transportation (IDOT) is the lead state agency for the environmental review process.

IDOT proposes to improve high speed passenger rail service between Chicago, Illinois and St. Louis, Missouri, including the rail lines through Springfield, Illinois. The proposed

including the development of double tracking along the existing Amtrak railroad corridor to improve high-speed passenger service reliability and safety, and to increase the number of trips between Chicago and St. Louis, as well as including improvements to railroad crossings, signals, and stations.

The Draft EIS presents the Program's purpose and need, identifies all reasonable alternatives, describes the affected environment, analyzes the potential environmental impacts of all the reasonable alternatives and the no action alternative, and identifies appropriate mitigation measures to minimize the potential environmental impacts.

**DATES**: Written comments on the 45-day Draft EIS should be provided to IDOT on or before Monday, August 20th, 2012. Public hearings are scheduled to occur in August, 2012 in Chicago, IL, Springfield, IL, Alton, IL, Joliet, IL, and Bloomington, IL at times and dates to be announced on the High Speed Rail Program's Web site at <http://www.idothsr.org/>.

**ADDRESSES**: Written comments on the Draft EIS should be sent directly to Joseph Shacter, Illinois Department of Transportation, 100 West Randolph Street, Suite 6–600, Chicago, Illinois 60601, or submitted through the High Speed Rail Program's Web site at <http://www.idothsr.org/>, or via email with the subject line "Draft EIS" to [Joseph.Shacter@Illinois.gov](mailto:Joseph.Shacter@Illinois.gov). Comments may also be provided orally or in writing at the public hearings.

**FOR FURTHER INFORMATION CONTACT**: Andrea E. Martin, Environmental Protection Specialist, Office of Railroad Policy and Development, Federal Railroad Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE., MS–20, Washington, DC 20590; email: [andrea.martin@dot.gov](mailto:andrea.martin@dot.gov); telephone: 202–493–6201 or Joseph Shacter, Illinois Department of Transportation, 100 West Randolph Street, Suite 6–600, Chicago, Illinois 60601; email: [Joseph.Shacter@Illinois.gov](mailto:Joseph.Shacter@Illinois.gov); telephone: 312–793–2116.

**SUPPLEMENTARY INFORMATION**: The proposed High Speed Rail Program would include the development of double track along the existing Amtrak railroad corridor between Chicago, Illinois and St. Louis, Missouri to improve high-speed passenger service reliability and safety, and to increase the number of trips, as well as include improvements to railroad crossings, signals, and stations. These proposed improvements are in addition to those improvements associated with the

January 8, 2004 Record of Decision (ROD) for the Chicago-St. Louis High-Speed Rail Program and the 2011 Environmental Assessment (EA)/ Finding of No Significant Impacts (FONSI) concerning improvements to the existing track and the construction of additional side tracks. Implementation of those improvements is currently underway.

The current Chicago to St. Louis Corridor operates on a single track that is shared by both traditional freight and Amtrak passenger rail service. The EIS identifies and evaluates the environmental and transportation impacts associated with route alternatives and corridor-wide capacity enhancements, including double-track.

IDOT and FRA are using a tiered environmental process to evaluate the proposed Program. A tiered environmental process is a phased environmental review used in the development of complex projects. Under this process, the Draft EIS addresses broad, corridor-level issues and alternatives. Tier 2 environmental documents address individual component projects of the Selected Alternative carried forward from the Tier 1 environmental process. Concurrently with this Tier 1 study of the full Chicago to St. Louis Corridor, IDOT and FRA are conducting a Tier 2 analysis for the portion of the High Speed Rail corridor in Springfield, IL.

The corridor alternatives retained in the Draft EIS are the result of a screening process that used several evaluation criteria developed specifically for the Program. The screening criteria determined the route options that should be eliminated from further consideration. The four alternatives and no-build retained utilize combinations of the existing Amtrak passenger rail routes between Chicago and Joliet, Illinois, the City of Springfield, Illinois, and approaching St. Louis, Missouri and allow for eight daily round trips at 110 miles per hour (mph) on two tracks.

Other improvements identified in the Draft EIS include sidings, pedestrian grade separations at the stations, and grade separations along major roadways. After the public comment period for the Draft EIS and following completion of the Final EIS, individual component projects along the corridor would be advanced and studied in greater detail as Tier 2 project-level evaluations in the tiered environmental review process.

A Tier 2 project-level evaluation for improvements in Springfield is also included within the Draft EIS. The Springfield Rail Improvements Project

has been advanced concurrently as a component of the overall corridor program. The Tier 2 evaluation considers the environmental and transportation impacts of rail routes through the City of Springfield, Illinois; addressing safety, noise, and traffic delays that would result from increased volumes of both passenger and freight rail traffic on the three north-south rail corridors that pass through the City of Springfield.

This Draft EIS has been prepared by FRA and IDOT consistent with the provisions of Section 102(2)(c) of the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321 et seq.), the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 CFR part 1500 et seq.), and FRA's Procedures for Considering Environmental Impacts (64 FR 28545; May 26, 1999).

Copies of the Draft EIS are available online at FRA's Web site: <http://www.fra.dot.gov> and IDOT's Web site: <http://www.idothsr.org/>; the document is also available for viewing at the following locations along the Corridor:

- Hayner Library, 326 Belle Street, Alton, IL 62002
- Atlanta Public Library District, 100 Race Street, Atlanta, IL 61723
- Auburn Public Library, 338 West Jefferson Street, Auburn, IL 62615
- Bloomington Public Library, 205 East Olive Street, Bloomington, IL 61701
- Blue Island Library, 2433 York Street, Blue Island, IL 60406
- Fossil Ridge Public Library, 386 West Kennedy Road, Braidwood, IL 60408
- Brighton Memorial Public Library, 110 North Main Street, Brighton, IL 62012
- Carlinville Public Library, 510 North Broad Street, Carlinville, IL 62626
- Chatham Area Public Library, 600 East Spruce Street, Chatham, IL 62629
- Chenoa Public Library District, 211 South Division Street, Chenoa, IL 61726
- Chicago Public Library-Harold Washington, 400 South State Street, Chicago, IL 60605
- Prairie Creek Public Library, 501 Carriage House Lane, Dwight, IL 60420
- East Alton Public Library, 250 Washington Avenue, East Alton, IL 62024
- East St. Louis Public Library, 5300 State Street, East St. Louis, IL 62203
- Elkhart Public Library District, 121 East Bohan Street, Elkhart, IL 62634
- Manhattan-Elwood Public Library District, 240 Whitson Street, Manhattan, IL 60442
- Frankfort Public Library District, 21119 South Pfeiffer Road, Frankfort, IL 60423
- Girard Township Library, 201 West Madison Street, Girard, IL 62640
- Six Mile Regional Library District, 2001 Delmar Avenue, Granite City, IL 62040
- Hartford Public Library District, 143 West Hawthorne Street, Hartford, IL 62048
- Joliet Public Library, 150 North Ottawa Street, Joliet, IL 60432
- Lemont Public Library, 50 East Wend Street, Lemont, IL 60439
- Lexington Public Library District, 207 South Cedar Street, Lexington, IL 61753
- Lincoln Public Library, 725 Peking Street, Lincoln, IL 62656
- Lockport Public Library, 121 East 8th Street, Lockport, IL 60441
- Madison Public Library, 1700 Fifth Street, Madison, IL 62060
- Mount Hope-Funks Grove Public Library, 111 South Hamilton Street, McLean, IL 61754
- Midlothian Public Library, 14701 South Kenton Avenue, Midlothian, IL 60445
- Mokena Community Public Library, 11327 West 195th Street, Mokena, IL 60448
- New Lenox Public Library, 120 Veterans Parkway, New Lenox, IL 60451
- Normal Public Library, 206 West College Avenue, Normal, IL 61761
- Acorn Public Library District, 15624 South Central Avenue, Oak Forest, IL 60452
- Odell Public Library District, 301 East Richard Street, Odell, IL 60460
- Orland Park Public Library, 14921 South Ravinia Avenue, Orland Park, IL 60462
- Pontiac Public Library, 211 East Madison Street, Pontiac, IL 61764
- William Leonard Public Library District, 13820 Central Park Avenue, Robbins, IL 60472
- Sherman Public Library District, 2100 East Andrew Road, Sherman, IL 62684
- Springfield Lincoln Library, 326 South Seventh Street, Springfield, IL 62701
- St. Louis Central Library, 1310 Olive Street, St. Louis, MO 63103
- Summit Public Library District, 6233 South Archer Road, Summit, IL 60501
- Tinley Park Public Library, 7851 Timber Drive, Tinley Park, IL 60477
- Towanda District Library, 301 South Taylor Street, Towanda, IL 61776
- Venice Public Library, 325 Broadway Avenue, Venice, IL 62090
- Grand Prairie of the West Public Library District, 142 West Jackson Street, Virden, IL 62690
- Williamsville Public Library, 141 West Main Street, Williamsville, IL 62693

- Wilmington Public Library District, 201 South Kankakee Street, Wilmington, IL 60481
- Wood River Public Library, 326 East Ferguson Avenue, Wood River, IL 62095

Issued in Washington, DC on June 25, 2012.

Corey W. Hill,

Director, Rail Project Development and Delivery.

[FR Doc. 2012-15993 Filed 6-28-12; 8:45 am]

BILLING CODE 4910-06-P

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. FD 35640]

#### Wyoming Connect Railroad LLC— Acquisition and Operation Exemption—Union Pacific Railroad Company

Wyoming Connect Railroad LLC (WCR), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire by lease from Union Pacific Railroad Company and to operate approximately 18.5 miles of rail line between milepost 0.0 at or near Yoder and milepost 18.5 at or near South Torrington, in Goshen County, Wyo.

The transaction is scheduled to be consummated on or after July 15, 2012 (30 days after the notice of exemption was filed).

WCR certifies that its projected annual revenues as a result of this transaction will not exceed those that would qualify it as a Class III rail carrier and will not exceed \$5 million.

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions to stay must be filed no later than July 6, 2012 (at least 7 days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35640, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Thomas F. McFarland, 208 South LaSalle St., Suite 1890, Chicago, IL 60604.

Board decisions and notices are available on our Web site at [www.stb.dot.gov](http://www.stb.dot.gov).

Decided: June 21, 2012.

By the Board.

Richard Armstrong,  
Acting Director, Office of Proceedings.

Jeffrey Herzog,  
Clearance Unit.

[FR Doc. 2012-15798 Filed 6-28-12; 8:45 am]

BILLING CODE 4915-01-P

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. FD 35641]

#### Sisseton Milbank Railroad Company— Acquisition and Operation Exemption—SLA Property Management Limited Partnership and Sisseton Milbank Railroad, Inc.

Sisseton Milbank Railroad Company (SMRC), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire from SLA Property Management Limited Partnership and Sisseton Milbank Railroad, Inc., their interests in, and to operate, an approximately 37.1-mile rail line between approximate railroad milepost 0.9 in or near Milbank and approximate railroad milepost 38.0 in or near Sisseton, in Grant and Roberts Counties, S.D.

This transaction is related to a concurrently filed petition for exemption in Docket No. FD 35642, *Twin Cities & Western Railroad Company, the Estate of Douglas M. Head and the DMH Trust fbo Martha M. Head—Continuance in Control Exemption—Sisseton Milbank Railroad Company*, in which Twin Cities & Western Railroad Company (TCW), the Estate of Douglas M. Head (Estate), and the DMH Trust fbo Martha M. Head (Trust) seek Board approval to continue in control of SMRC upon SMRC's becoming a Class III rail carrier.<sup>1</sup>

The parties expect to consummate the transaction on or after July 16, 2012.<sup>2</sup>

SMRC certifies that its projected annual revenues as a result of this transaction do not exceed those that would qualify it as a Class III rail carrier and will not exceed \$5 million.

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the

<sup>1</sup> SMRC states that it is a wholly owned subsidiary of TCW, which is currently controlled by the Estate, and that it is anticipated that the TCW stock held by the Estate will be distributed to the Trust in the near future.

<sup>2</sup> SMRC indicates that, because it is likely that the acquisition transaction will close prior to the Board's issuance of a decision on TCW's continuance-in-control petition, TCW has entered into a Voting Trust Agreement pursuant to 49 CFR part 1013, under which the shares of SMRC will be deposited in a voting trust.

exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions to stay must be filed no later than July 6, 2012 (at least seven days before the exemption becomes effective).

An original and ten copies of all pleadings, referring to Docket No. FD 35641, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Rose-Michele Nardi, Weiner Brodsky Sidman Kider, PC, 1300 Nineteenth Street NW., Fifth Floor, Washington, DC 20036-1609.

Board decisions and notices are available on our Web site at "[www.stb.dot.gov](http://www.stb.dot.gov)."

Decided: June 26, 2012.

By the Board.

Rachel D. Campbell,  
Director, Office of Proceedings.

Derrick A. Gardner,  
Clearance Clerk.

[FR Doc. 2012-15957 Filed 6-28-12; 8:45 am]

BILLING CODE 4915-01-P

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. MCF 21046]

#### Professional Transportation, Inc.— Asset Acquisition—CUSA ES, LLC and CUSA CSS, LLC

AGENCY: Surface Transportation Board.

ACTION: Notice of Finance Application.

**SUMMARY:** Professional Transportation, Inc. (PTI or Applicant), an interstate passenger motor carrier (MC-217444), has filed an application under 49 U.S.C. 14303 to acquire the assets of two interstate motor passenger common carrier subsidiaries of noncarrier Coach America Holdings, Inc.—CUSA ES, LLC (MC-463168) and CUSA CSS, LLC (MC-522544) (collectively, Coach America Subsidiaries). On June 5, 2012, Michael Yusim, an individual, filed a letter in opposition, asserting that the public interest would not be served by allowing the transaction to proceed without certain Department of Labor proceedings first being completed. A copy of this notice will be served on Mr. Yusim. Persons wishing to oppose the application must follow the rules set forth at 49 CFR 1182.5 and 1182.8.

**DATES:** Comments must be filed by August 13, 2012. Applicant may file a reply to any comments by August 28, 2012.