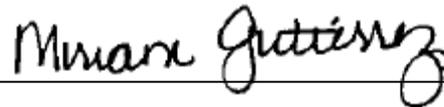


Union Pacific Railroad UPRR's Alton Regional Multimodal Transportation Center Project, Alton
Illinois
Environmental Assessment

Submitted Pursuant to 64 FR 28545
by the
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
and
ILLINOIS DEPARTMENT OF TRANSPORTATION

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Date of Approval



For Illinois DOT

ABSTRACT: The Illinois Department of Transportation (IDOT) in conjunction with the Federal Railroad Administration (FRA) is evaluating improvements to the Alton Amtrak Station, including a new station, in Alton, Illinois. This Environmental Assessment (EA) addresses the construction of a new train station, together with amenities, for single-track service with planned room for expansion when two-track service is implemented.

These improvements were not included in the Chicago to St. Louis High Speed Rail Project Environmental Impact Statement (EIS), completed in January 2003 and the Record of Decision signed in January 2004. The proposed improvements have independent utility in addressing issues for existing and expected near-term freight and Amtrak services, and do not preclude other options of High Speed Rail if further corridor studies are initiated or advanced under the National Environmental Protection Act (NEPA).

The preferred alternative includes 1.) the construction of a new platform, 2.) a new station building, and 3.) a parking area with access road. No significant impacts to natural, social, or human environments would occur. Potential impacts to low quality wetlands could occur but impacts would be minimized and mitigated. Potential impacts of water quality, noise, transportation, and air quality could occur but are short-term construction-related activities.

The following person may be contacted for additional information concerning this document:

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ENVIRONMENTAL ASSESSMENT

***ALTON REGIONAL MULTIMODAL TRANSPORTATION
CENTER PROJECT***

ALTON, MADISON COUNTY, ILLINOIS

Prepared Pursuant to 42 USC § 4332, 49 USC § 303, and 64 FR 28545
by the
Illinois Department of Transportation

April 2013

The following person may be contacted for information or to submit comments through April 2013 on the Environmental Assessment:

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ABBREVIATIONS AND ACRONYMS

ASTM	American Society for Testing and Materials
C	Coefficient of Conservation
CEQ	Council on Environmental Quality
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CFR	Code of Federal Regulations
CO	Carbon Monoxide
CWA	Clean Water Act
dba	A-Weighted Decibels
DBH	Diameter at Breast Height
DEIS	Draft Environmental Impact Statement
EA	Environmental Assessment
EcoCAT	Ecological Compliance Assessment Tool
EDR	Environmental Data Resources
EO	Executive Order
ESA	Endangered Species Act
FEIS	Final Environmental Impact Statement
FEMA	Federal Environmental Management Agency
FHWA	U.S. Department of Transportation, Federal Highway Administration
FQI	Floristic Quality Index
FRA	U.S. Department of Transportation, Federal Railroad Administration
HREC	Historical Recognized Environmental Condition
HSIPR	High-Speed Intercity Passenger Rail
HSR	High-Speed Rail
IDNR	Illinois Department of Natural Resources
IDOT	Illinois Department of Transportation
IEPA	Illinois Environmental Protection Agency
ISGS	Illinois State Geological Survey
ISTEA	Intermodal Surface Transportation Efficiency Act
IWPA	Interagency Wetland Policy Act
mIBI	Macro-invertebrate Index of Biotic Integrity
MP	Milepost (Mile Post)
MPH	Miles per Hour
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
NPDES	National Pollution Discharge Elimination System
NPL	National Priority Listing
NR	National Register

NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetland Inventory
PM	Particulate Matter
PNS	Project Notification System
ppm	Parts Per Million
REC	Recognized Environmental Condition
ROD	Record of Decision
ROW	Right-of-Way
SFR	Single-Family Residences
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
SO ₂	Sulfur Dioxide
UP	Union Pacific
UPRR	Union Pacific Railroad
USACE	U.S. Army Corps of Engineers
USC	United States Code
USDA	U.S. Department of Agriculture
USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
VOC	Volatile Organic Compound
WOUS	Waters of the United States

1.0 Purpose and Need for Action

1.1 Introduction

The proposed Alton Regional Multimodal Transportation Center (Transportation Center) is a component of the Chicago to St. Louis High-Speed Rail Corridor Project (Original Project) proposed by the Illinois Department of Transportation (IDOT) in coordination with the Federal Highway Administration (FHWA) and the Federal Railroad Administration (FRA). The proposed Transportation Center would provide a completely new facility in Alton, Illinois along the Chicago to St. Louis High-Speed Rail Corridor, which would include car and bicycle parking, roadway access and bus parking, adjacent to a new Alton high speed passenger rail station and boarding platform. This facility would create a new surface transportation hub at the High Speed Intercity Passenger Rail (HSIPR) gateway immediately north of the St. Louis metropolitan area. Track upgrades and other improvements capable of accommodating speeds of 110 mph extending south to Alton will be complete by 2014. A Draft Environmental Impact Statement (DEIS) for the high speed rail project evaluated a proposed action that included improvements to the existing Alton Station serving existing Amtrak passenger trains at College Avenue (IL 140) and Kendall Avenue in Alton. In the Final Environmental Impact Statement (FEIS) dated January 2003, IDOT identified the existing Alton Station as a stop along the corridor, but no improvements to the station were proposed or assumed. FRA issued a Record of Decision (ROD) for the high speed rail project, dated January 8, 2004, which selected the Preferred Alternative as described in the FEIS, and adopted an incremental approach to upgrading the line to support 110-mph high-speed rail (HSR) service using the existing Chicago–St. Louis Amtrak route. Because improvements/upgrades to the existing Alton Station or a new station at an alternative location were not considered in the 2003 FEIS or the 2004 ROD, they must be evaluated to meet the requirements of the National Environmental Policy Act.

Subsequent to the FRA's issuance of the ROD, the City of Alton and Madison County Transit (MCT) began considering and developing a proposal for construction of a transportation center, which would integrate a passenger rail station with a multimodal central hub for regional and local bus lines, as well as adjacent multi-use, transit-oriented development (including commercial, residential and institutional components). The existing Alton Station location is limited in size and a search was initiated for other suitable sites able to accommodate a transportation center in terms of acreage, access and availability. A number of potential sites were identified.

The City of Alton and Madison County Transit also submitted an application to the U.S. Department of Transportation under the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant program seeking funding for the construction of a transportation center (the "transportation Center"). The U.S. DOT approved funding for the Transportation Center in the amount of \$13.85 million in late 2011. In addition, IDOT also allocated \$7.4 Million in high-speed rail funds it has received from the FRA for the Transportation Center. The Transportation Center is estimated to cost \$22.5 million.

This EA evaluates IDOT's proposal to construct a Transportation Center in the City of Alton, which includes a new passenger rail station and platforms, parking for approximately 230 cars, roadway access improvements, and ten bus parking spots for both regional and local bus lines. IDOT has prepared this document consistent with FRA's Procedures for Considering Environmental Impacts, 64 FR 28545, and the National Environmental Policy Act (NEPA).

As an action supported by federal funds, the project must comply with NEPA. NEPA requires federal agencies to consider the impacts of their actions on the natural, social, economic, and cultural environment and to disclose considerations in a public document. The NEPA process is intended to help public officials make decisions based on an understanding of the environmental consequences and take actions that protect, restore, and enhance the environment (40 CFR § 1500.1).

The purpose of this EA is to provide FRA and the public with a full accounting of the environmental impacts of the alternatives. The EA serves as the primary document to facilitate review of the proposed project by federal, state and local agencies, and the public.

1.2 Project History

The proposed Transportation Center would implement part of the Midwest Regional Rail System (MWRRS) plan (1998, 2000, and 2004) for the Chicago to St. Louis corridor.

Rail System Planning

The MWRRS plan was developed by Illinois, Wisconsin, Michigan, Indiana, Ohio, Minnesota, Iowa, Nebraska, and Missouri in partnership with the FRA and Amtrak, to implement a 21st Century regional passenger rail system that fundamentally changes passenger rail service in the Midwest based on specific service concepts (increased operating speed and train frequency, system connectivity and high service reliability) and use of existing rights-of-way shared with freight and commuter rail. The plan calls for refurbishment of existing passenger stations (or construction of new facilities) to enhance their aesthetics, functionality and the stations' ability to support potential station-related income producing improvements.

For over a decade, IDOT has pursued improvements to passenger rail service between Chicago and St. Louis that include upgrades to operations and facilities, track rehabilitation, and barrier testing for high speed service. A feasibility study for high speed rail in the corridor was initiated in 1992, culminating in the Financial and Implementation Plan (1994). Environmental impact studies were subsequently initiated in the late 1990's.

Rail System Implementation

Following the issuance of the 2004 ROD, IDOT has implemented major improvements in the Chicago to St. Louis Corridor in cooperation with the Union Pacific Railroad (UPRR), which owns the right-of-way (ROW) south of Joliet and operates rail freight services in the corridor. Extensive rehabilitation and upgrading of the Chicago to St. Louis corridor track and signal systems has been undertaken and four quadrant gates have been installed at many grade crossings. Work has been completed using loans and grants provided by IDOT and grants from the FRA. In 2010, IDOT received additional funding for corridor improvements between

Dwight and St. Louis based on the 2004 ROD. Specific design elements of the HSR service are now undergoing environmental evaluation, including this Transportation Center project, as preliminary design plans are developed.

Other Transportation Initiatives

The Intermodal Surface Transportation Efficiency Act (ISTEA) was passed on December 18, 1991, and requested designation of up to five HSR corridors nationwide. A core of what would become the Chicago Hub Network was announced by the Secretary of Transportation in 1992. Chicago-based routes to Milwaukee, St. Louis, and Detroit were included in this network.

Development of the Midwest Regional Rail Initiative (MWRRI) plan began in 1996 under the leadership of the Wisconsin Department of Transportation and focused on upgrading existing routes. The plan was released in 2004. Trains would travel at approximately 110 miles per hour on the primary routes, and 80 to 90 mph on secondary lines. Four-quadrant gates were installed at 69 grade crossings. Illinois, the American Association of Railroads and the FRA have also invested millions of dollars to develop and demonstrate a nationally applicable positive train control system in the corridor.

1.3 Study Area

The study areas are the result of a comprehensive investigation encompassing approximately a nine mile stretch along the UPRR mainline through the municipalities of Godfrey, Alton, and East Alton. In that investigation, IDOT selected eight possible new station locations for analysis: two sites in Godfrey, five sites in Alton, and one site in East Alton (*See Figure 1*). Of these eight locations, IDOT carried forward two Build Alternatives and a No-Build Alternative for further evaluation: Site 1 (approximately 6 acres) is located approximately 1,000 feet south of IL 140 (College Avenue) situated between the UPRR tracks on the west and IL 3 (Homer M. Adams Parkway) on the east; Site 2 (approximately 21.5 acres) is located approximately 1,000 feet north of IL 3 (Homer M. Adams Parkway) situated between the UPRR tracks on the northeast and Golf Road on the west; and the existing station located in Alton (the No-Build Alternative) adjacent to the north side of IL 140 (College Avenue) and extending approximately 1,500 feet along the west side of the UPRR tracks. These three sites are shown on *Figure 2*.

This southwest region of Illinois was settled in the early 1800s due to access from the Mississippi River, establishing Alton as a river town by 1818. The area is located near the confluence of three significant navigable rivers; the Illinois, Mississippi and Missouri. In a short time, Alton grew from a river trading town to a center for commerce and industry not just from river access, but also through the advent of rail service that started in 1852. This rail line linked Alton with St. Louis, located 15 miles to the south and Chicago located approximately 260 miles to the north; and was known as the Chicago & Alton Railroad.

Figure 1 – Original Alternatives

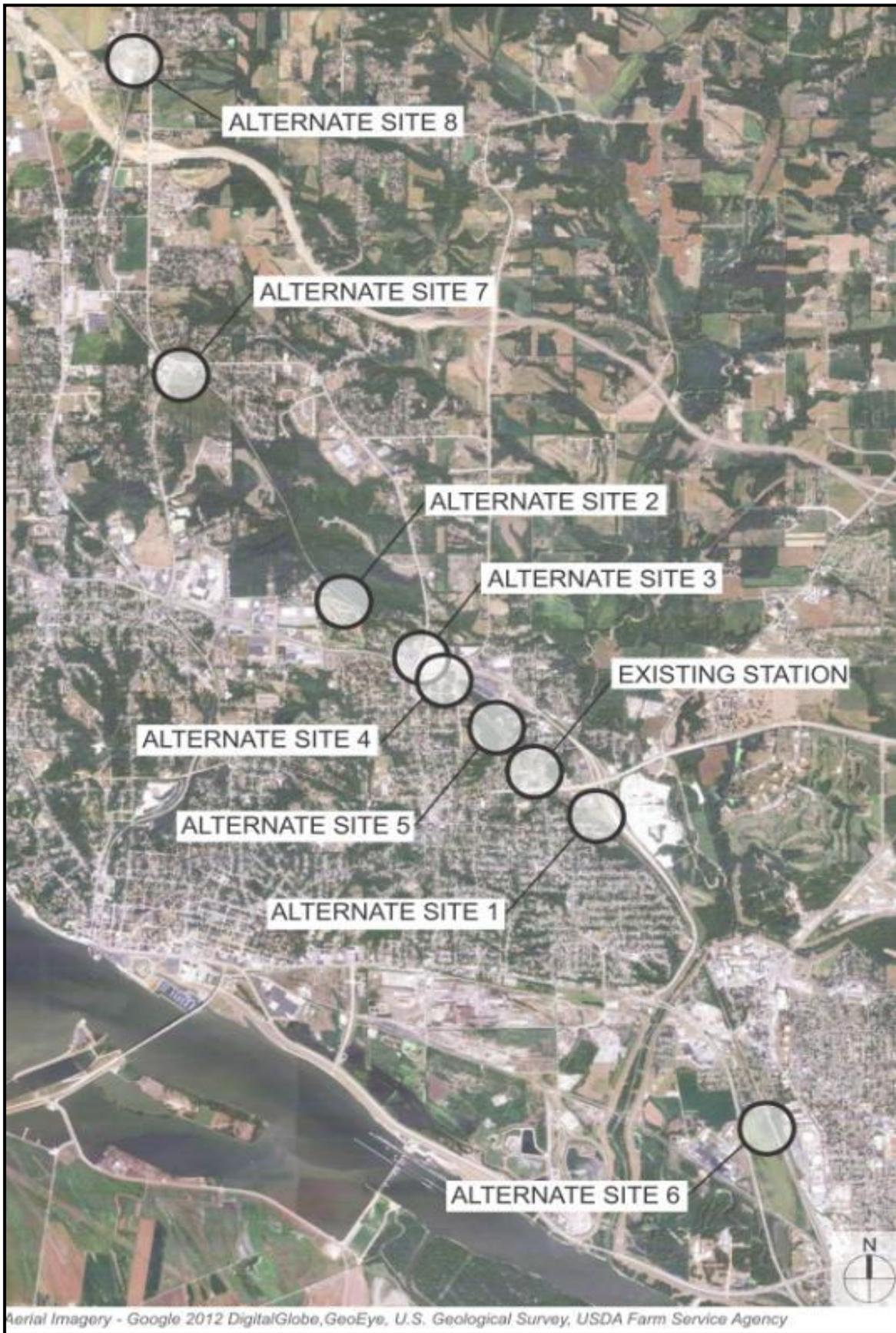
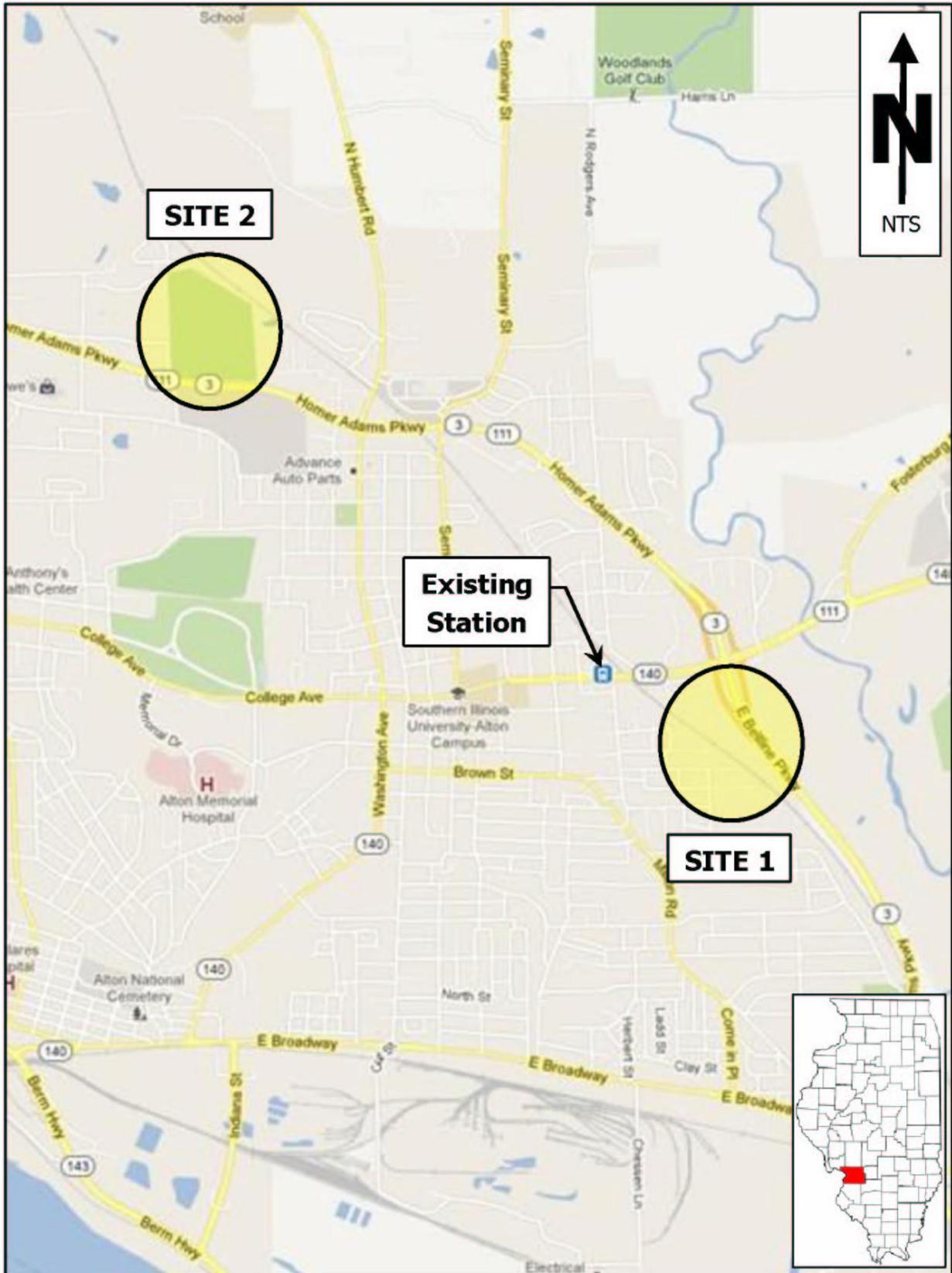


Figure 2 – Project Location Map



Source: Google Maps, 2012

1.4 Project Purpose and Need

As set forth in the 2003 FEIS, the primary purpose of the Chicago to St. Louis HSR Project is to complete the improvements necessary to enhance the passenger transportation network in the Chicago to St. Louis corridor. The existing transportation network consists of highway (automobile and bus), air and rail (Amtrak) travel. Currently, 99 percent of the 35 million annual trips in the Chicago to St. Louis corridor are accomplished through automobile and air travel. The Chicago to St. Louis HSR Project is intended to lead to a more balanced use of the network by diverting trips made by automobile and air to passenger rail. A more balanced use of the network will provide benefits to the human environment over the existing network use.

The need of the high speed rail program was to improve on-time performance on the existing Chicago to St. Louis route and to provide for an increase in average speeds and shorter trip times. According to ridership estimates, the 2010 mode split for annual person trips in the corridor is 97.3 percent for automobile, 1.1 percent for air, 1.3 percent for rail (Amtrak), and 0.3 percent for bus. Updated 1998 person-trip estimates indicated a similar split. Over 90 percent of the over 50 million corridor trips have origins or destinations in either Chicago or St. Louis. To achieve a more balanced transportation system in the corridor, trips must be diverted from the predominant modes of automobile and air.

In addition to the needs identified in the 2003 FEIS and 2004 ROD, the Transportation Center is needed specifically because of the deficiencies of the existing facilities at the Alton Amtrak Station. These include insufficient platform length, lack of connectivity between rail, bus and automobile travel, insufficient parking for passengers driving to the station, crowded and inadequate indoor waiting areas and limited access to amenities. The Transportation Center would address these needs and provide improved user access to and transfers between Amtrak and bus service in Alton, Illinois.

In 2010, a total of 57,588 passengers used the existing Alton Amtrak Station. The majority of these passengers (55 percent) travelled to or from Chicago. The number of passengers using Alton Station is expected to grow as high-speed service begins operating on the corridor. By 2030, there are expected to be 119,777 passengers using Alton Station every year, which is more than double the number using the facility today. A total of 18 trains (9 in each direction) will service this station in each direction daily.

Guidance from the FRA for station operational standards/characteristics is published in *Railroad Corridor Transportation Plans – A Guidance Manual*, (Federal Railroad Administration, 2005). This publication provides guidance to proponents of new or improved high-speed intercity rail services or systems and served as the basis for developing the needs for the Alton Transportation Center. A new Transportation Center site must provide a straight section of track to allow for construction of straight passenger platforms at least five hundred feet in length. Straight platforms are imperative to provide clear sightlines for railway personnel when passengers are boarding and alighting trains. The site should also be large enough to meet the anticipated space requirements for the 2030 projected use of the Transportation Center (119,777 passengers per year). To meet the needs of the passengers, a station house, parking for

230 automobile, bicycle parking and parking for 10 buses will be needed as detailed in the Station Programming Study Appendix C, also available on the Illinois HSR website) for Alton. Additionally, room for future expansion beyond 2030 of parking beyond the 230 spaces should be considered as ridership grows in the coming decades

1.5 Applicable Regulations

The following statutes and orders apply to the proposed action and were considered during the preparation of the EA:

- Endangered Species Act, as regulated at 50 CFR Part 17
- Magnuson-Stevens Fishery Conservation and Management Act, 50 CFR Part 600
- Public Law 91-190, National Environmental Policy Act of 1969, 42 USC § 4321 et seq., signed January 1, 1970
- Public Law 95-217, Clean Water Act of 1977, 33 USC § 1251-1376
- Sections 9 and 10 of the Rivers and Harbors Act of 1899, 33 USC § 401
- Section 106 of the National Historic Preservation Act of 1966, as amended, 16 USC § 470
- Section 4(f) of the U.S. Department of Transportation Act of 1966, 49 USC § 303
- Section 404 of the Federal Water Pollution Control Act (CWA), 33 USC § 1344
- Section 6(f) of the Land and Water Conservation Act of 1965, 16 USC § 460
- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, 42 USC § 61
- Executive Order 11988, Floodplain Management, 42 FR 26951, signed May 24, 1977
- Executive Order 11990, Protection of Wetlands, 42 FR 26961, signed May 24, 1977
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 59 FR 7629, signed February 11, 1994
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, 65 FR 50121, signed August 11, 2000
- Federal Railroad Administration Procedures for Considering Environmental Impacts, 64 FR 28545 (May 26, 1999)
- Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act, 40 CFR Parts 1500-1508, November 29, 1978
- Federal Register, Use of Locomotive Horns at Highway-Rail Grade Crossings; Final Rule, 49 CFR Parts 222 and 229, April 27, 2005

2.0 Alternatives

2.1 Introduction

Subsequent to the issuance of the 2004 ROD, IDOT evaluated the existing Alton Station and found that the station had numerous deficiencies that would require upgrades to meet the needs and guidelines developed for facilities and amenities with respect to HSR service. Section 2.2 provides more details on these guidelines. Also occurring subsequent to the ROD was the development of a transportation center concept by the City of Alton and the MCT with potential future transit-oriented development (TOD) around the facility. Improvements to the existing station were considered, however, the site characteristics of the station and its limited acreage presented limitations in accommodating the elements of the developing transportation center. From this conclusion, IDOT initiated a search for alternative sites that had the potential to accommodate construction of a new rail station, and a new transportation center. IDOT identified eight potential site alternatives in a draft 2012 alternatives screening report (Illinois Department of Transportation, 2012). Concept development and preliminary site planning for the new rail station and the associated transportation center included development of design and site criteria on which to evaluate the sites, preliminary site planning and a ranked, screening-level evaluation of the alternative sites to select one or more alternatives for further and more comprehensive evaluation as part of the environmental assessment. The alternatives evaluation process consisted of the following tasks: (1) Identifying the range of possible alternatives; (2) Screening the alternatives for their benefits and impacts; (3) Comparing the alternatives, and: (4) Recommending the reasonable alternative – or alternatives - for further evaluation.

This section of the EA presents a summary of the considerations made as part of the station site alternatives screening for all of the sites and the findings of that screening leading to the identification of alternative(s) for further evaluation in the station planning and programming process and in this EA.

The existing Alton Station represents the No-Build condition and is defined as being without improvements. Normal maintenance would continue at the existing station.

The Proposed Action, as defined for this EA, is the construction of a new High-speed Rail passenger station composed of new platforms, canopies, a new stationhouse with restrooms, ticket office, baggage room, mechanical rooms, and all planned vending, concessions or retail space. The proposed action also includes improvements necessary for auto, bus, bike, and pedestrian access, surface parking for 230 automobiles, bicycle parking facilities, and bus parking for ten local and regional Madison County Transit (MCT) buses. Although detailed bus schedules for the proposal have not yet been developed, a bus frequency of 2-3 buses per hour is reasonable given the exiting bus service currently being provided at the Alton Amtrak Station. The alternatives evaluated in this EA include: (1) the No-Build Alternative (existing Amtrak station, with regular normal maintenance but no improvements) and (2) the Build

Alternatives. Two build alternative sites (Sites 1 and 2) were identified because they best met the screening evaluation criteria.

2.2 Criteria for Evaluating Alternatives

The FRA and Amtrak developed station-siting guidelines specifically for HSR passenger stations. Guidance from the FRA for station location and operational standards/characteristics is published in *Railroad Corridor Transportation Plans – A Guidance Manual*, (Federal Railroad Administration, 2005). This publication provides guidance to proponents of new or improved high-speed intercity rail services or systems, and served as the basis for developing an evaluation process for stations in the Chicago to St. Louis High-Speed Rail Corridor. Clarifications and further guidelines specific to the corridor have occurred as a result of the agency planning and coordination process throughout the Chicago to St. Louis HSR Project. From a synthesis of these guidelines, IDOT developed a methodology to evaluate and select station alternatives based on four main categories: Location within the Community, Accessibility and Parking, Site Assessment, and Railroad Characteristics. The alternative sites were selected by IDOT for study based on generally desirable characteristics that potentially met criteria within these four categories and programmatic needs specific to the City of Alton and the MCT.

Location within the Community

The FRA has developed the following general guidelines for locating corridor rail passenger stations:

- Each city should have a station located in or near the central business district (CBD). This is mandatory for larger Metropolitan Statistical Areas (MSAs), with metropolitan populations of 150,000 or more, since to do otherwise would undermine the inherent advantages of rail passenger systems. Central locations are highly desirable, if at all possible, for smaller cities as well. This center city station should have direct access to local transit systems (bus, rail, taxi, etc.), as well as appropriate amounts of parking for private cars.
- One or more suburban stations need to be provided in order to accommodate potential riders living outside the city centers. Classic successful examples of suburban or beltway stations are Route 128 outside Boston, MA and New Carrollton, MD outside Washington, DC. These “beltway”-type stations cater to automobile-oriented riders and thus need to have many hundreds, if not several thousand, parking spaces to fulfill their role in corridor transportation.
- Every effort should be made to have each corridor station serve as a regional intermodal passenger terminal for all forms of regional and local transportation systems.

Based upon the FRA guidelines for the Location within the Community, IDOT developed the following criteria for the evaluation of potential station sites:

- Surrounding Land Use
- Access to Support Services

- Regeneration of Urban Center
- Intermodal Access
- Site Visibility
- Site Access to Roadways
- Multimodal Station Potential

Accessibility and Parking

A number of elements in the design of rail stations and the amenities provided for passengers are critically important in attracting riders to intercity and commuter trains. Accessibility to a variety of users is a key element in station design. Accessibility is defined as the ease of use or approach to a particular space or area. Evaluation areas related to Accessibility and Parking are directly tied to the ridership at the station. Transit research studies have shown that stations providing too few parking spaces for passenger vehicles or stations located in a residential neighborhood that is distant from arterial streets will have a smaller ridership than those located near major roadways. Clear, understandable and adequate signage directing motorists, pedestrians or bicyclists to the station is also a particularly important aspect of accessibility, as is access by other modes of transportation (bus, pedestrians and bicycles). The system will not be used if the patrons cannot find their way easily and conveniently to the station. The ability of the site to interface with surrounding pedestrian and bicycle facilities and the ability to incorporate amenities specific to these modes into the site and station design are a significant evaluation concern. IDOT developed criteria related to these concepts for the following evaluation areas:

- Infrastructure Improvements
- Site Entrance/Exit
- Internal Site Circulation
- Rental Cars
- Bicycle Access
- Pedestrian Access

Site Assessment

The physical and geometric characteristics of the parcel(s) of land being evaluated for the station site comprise the criteria for site assessment. The location and access to the parcel may be ideal for a station site. However, if the site has adverse grades or is an awkwardly shaped parcel, development of the site into a station and supporting facilities may be cost-prohibitive or result in a poorly designed station site.

Following is a list of the criteria used to evaluate the potential station locations for Site Assessment:

- Site Topography
- Site Size at Opening
- Environmental Issues
- Site Configuration

- Existing Utilities
- Future Expansion Potential
- Property Ownership and Willingness to Sell

Railroad Characteristics

In addition to the location and accessibility of the site as well as the physical characteristics of the site for development into a station, the railroad track geometrics adjacent to the site and the railroad track configuration within the proximity of the site should also be assessed. Highway crossings and existing bridges or tunnels near the station site may limit or prohibit the development of a site. Following is a list of the criteria used to evaluate the railroad geometrics:

- Existing Rail Alignment
- Track Grades
- Station Track Configuration
- Highway Crossing Locations
- Existing Bridges, Tunnels, and Other Impediments

2.3 Evaluated Alternatives

The No-Build and eight initial alternative sites described below were evaluated and compared based on the concepts and methodology described above. *Figure 1* (found in Section 1.4) depicts the existing Alton Amtrak Station and the eight alternative station sites. The reasons why each site was chosen for screening in the alternatives evaluation is presented as part of the description. All of the alternative station sites potentially had sufficient acreage to accommodate the Transportation Center.

Existing Alton Amtrak Station (No-Build Alternative)

The existing Amtrak station site is located at 3400 College Avenue in the northeast quadrant of the intersection of IL 140 (College Avenue) and Kendall Avenue in Alton, and is approximately 2.3 miles east of downtown Alton. The area is predominantly a single-family residential neighborhood and is approximately 2 miles from the central business district (CBD) of Alton. The existing station was evaluated as the No-Build Alternative, which is required by NEPA, and is the existing station with no modifications or improvements and having routine maintenance.

Site 1

Site 1 is 0.3 miles southeast of the existing Alton Amtrak station, located behind the existing Holiday Inn and Comfort Inn motels, and is approximately 2.5 miles east of downtown Alton. The site is approximately 0.25 miles south of College Avenue and is adjacent to the UPRR mainline and IL 3 (Homer Adams Parkway) in Alton. Site 1 was identified because of its location and current availability for station development. The City of Alton and the MCT expressed their interest in developing this parcel into a multimodal transportation center. Site 1 is approximately 6 acres, with additional acreage available for future expansion.

Site 2

Site 2 is a 59-acre parcel located 1.6 miles northwest of the existing Alton Amtrak station, and is approximately 2.4 miles northeast of the downtown Alton. Approximately 21.41 acres of the total acreage would be used to construct the Transportation Center and its associated facilities. Site 2 is just north of IL 3/111 (Homer Adams Parkway) and is 1.9 miles northwest of the intersection of the Homer Adams Parkway and IL 140 (College Avenue) in Alton. The site is owned by the City of Alton and was operated as the Robert P. Wadlow Golf Course until April 2012. Removal of the parcel from the Alton park system and rezoning was approved by the Alton City Council in October 2012. The site was identified because of its location, access to roadways, favorable site geometrics, and capability to accommodate a multimodal transportation center and future expansion.

Site 3

Site 3 is north of IL 3/111 (Homer Adams Parkway) and east of Washington Avenue in Alton, and is approximately 2.2 miles northeast of downtown Alton. The site is approximately one mile northwest of the existing Alton Amtrak station. This site was identified for its favorable track alignment and its proximity to existing retail development.

Site 4

Site 4 is south of IL 3/111 (Homer Adams Parkway), east of Washington Avenue and west of Seminary Street in Alton, and is approximately 2.2 miles northeast of downtown Alton. The site is approximately one mile northwest of the existing Alton Amtrak station. Site 4 was identified for its visibility and access from IL 3/111 and its favorable track alignment.

Site 5

Site 5 is 0.4 miles northwest of the existing Amtrak station, 0.4 miles northeast of the intersection of IL 140 and Seminary Street and 0.4 miles south of the intersection of IL 3 and Seminary Street in Alton. Site 5 is approximately 2.2 miles northeast of downtown Alton. This site was identified for the large acreage of undeveloped land that could accommodate the station, its associated facilities and parking.

Site 6

Site 6 is approximately 3.2 miles southeast of downtown Alton, and is located within the East Alton municipal limits. The site is on the east side of IL 3, 0.7 miles southeast of the intersection of IL 3 and West St. Louis Avenue. This location was identified for the large acreage of undeveloped land that could accommodate the station, its associated facilities and parking and for its favorable track alignment.

Site 7

Site 7 is in the Village of Godfrey 0.1 miles southwest of the intersection of North Humber Road and North Alby Street, and is approximately 3.8 miles north of downtown Alton. This site was identified for its favorable site topography and the potential to develop a multimodal transportation center.

Site 8

Site 8 is in the Village of Godfrey, less than 0.1 miles south of the intersection of Bethany Lane and IL 111/267 (Montclair Avenue), and is approximately 5.6 miles north of downtown Alton. This site was identified for the amount of vacant acreage available for development as a station site and its accessibility and visibility from IL 111/267 (Montclair Avenue).

The findings of the alternatives screening evaluation are presented in the following section.

2.4 Alternatives Dismissed and Carried Forward for Further Evaluation

IDOT used criteria in four main categories (Location within the Community, Accessibility and Parking, Site Assessment, and Railroad Characteristics) in considering the relative strengths (positive) and weaknesses (negative) of each site. After a qualitative evaluation was developed, numeric ratings were assigned. From this final synthesis, build alternative(s) were carried forward for further design and evaluation in this environmental assessment, or dismissed from further consideration. Table 1 presents the summary of the evaluation ratings for the eight Transportation Center site alternatives and the existing Alton Amtrak Station. Six of the alternatives had limitations and weaknesses in their suitability for development as a transportation center that resulted in a relatively lower overall evaluation among the alternatives. These six alternatives were dismissed from further consideration. The dismissal of these six alternatives and the carrying forward of the remaining two build alternatives for further study is discussed below. The No-Build Alternative was carried forward in the EA for comparison with the build alternative(s).

Table 1 – Summary of Evaluation Area Ratings

Summary of Evaluation Area Ratings									
Screening Criteria	Site								
	Ex. Site	1	2	3	4	5	6	7	8
Location within the Community	-3	+4	+3	+5	+4	-6	+1	-3	-1
Accessibility and Parking	-3	-1	+1	-2	-1	o	-1	-2	-2
Site Assessment	-3	+4	+3	-3	-2	o	+2	-1	-1
Railroad Characteristics	-1	+2	+2	-3	-3	+2	+2	o	+1
Summary Rating	-10	+9	+9	-3	-2	-4	+4	-6	-3
Recommended for Further Analysis	No*	Yes	Yes	No	No	No	No	No	No

Source: Illinois Department of Transportation, 2012. High-Speed Rail Chicago to St. Louis, Alton Regional Multimodal Transportation Center Project, Draft Report: Alternatives Screening. May 2012.

Key: + Better than other alternatives; o Same as other alternatives; – Worse than other alternatives

*The Existing Station was retained as one of the alternatives despite the negative evaluation ratings

2.4.1 Sites Carried Forward for Further Evaluation

Existing Alton Amtrak Station (No-Build Alternative)

The existing Alton Amtrak Station site is surrounded and constrained by single-family residential land use and cannot be expanded to accommodate the multimodal transportation center concept proposed by the City of Alton and MCT without substantial land acquisition, and displacement. This site does not meet the purpose and need, and is not able to accommodate MCT buses, pedestrians, or bicycles. Due to these limitations, the existing station site ranked low in all but one category (Railroad Characteristics). As continued use of the existing station site represents the baseline No-Build Alternative, this site was advanced for further analysis.

Site 1 (Build Alternative)

Site 1 is ranked higher than or equal to all other sites for 3 of the 4 evaluation categories: Location within the Community, Site Assessment and Railroad Characteristics. Site 1 is adjacent to established hotels, restaurants, businesses, and office buildings, providing excellent support services for the station. Though single-family residential land use adjoins the tracks on the west, no access connection from the station to the residential neighborhood would be made. Development of this site has the potential to enhance the attractiveness of existing businesses and spur development of additional support services for the station. This site also has excellent visibility from arterial streets and has good access from IL 140 (College Avenue). MCT has

expressed its support for Site 1 development as a multimodal station that integrates high-speed rail, buses, bicycles, parking, pedestrians and passenger vehicles. Site 1 is likely to require shorter utility extensions to serve a potential station than all other sites. The existing rail alignment and no at-grade highway crossings within the proximity of the site earned the site positive marks under the Railroad Characteristics category. Site 1 is located on privately owned land and would require additional ROW to be purchased.

Site 2 (Build Alternative)

Site 2 ranked higher than all of the eight sites in Accessibility and Parking. This is due to the superior internal site circulation, bicycle access and closer proximity to off-site car rental services. Site 2 ranked higher than all other sites except Site 1 in the Site Assessment category. Site 2 has more land available for initial development of the Transportation Center and has more potential for future expansion of the station and its facilities as ridership increases. Site 2 ranks the same or better than all other sites for Railroad Characteristics and has no bridges or tunnels within proximity of the site. Site 2 is located in a former golf course and is on land owned by the City of Alton. The City of Alton has offered to contribute land for Site 2, therefore no ROW would be purchased at this location.

The Build Alternatives (Sites 1 and 2) rated equally in the alternatives evaluation and they both were carried forward for further evaluation in this EA. When a final build alternative is chosen, it will be included in the final environmental document, which is anticipated to be a Finding of No Significant Impact (FONSI). The site designations have been carried through the remainder of this EA.

2.4.2 Sites Dismissed from Further Evaluation

The synthesis evaluation for Sites 3 through 8 revealed relative disadvantages among these alternatives that made them less desirable locations for a new multi-modal transportation center. Table 2 summarizes the primary reasons why each alternative site was dismissed from further study in the project development.

Table 2 – Dismissed Alternatives and Dismissal Factors

Site	Primary Disadvantages
Site 3	Extreme limitations of site shape; small site necessitating acquisition; demolition of existing structures required
Site 4	Undesirable track frontage; construction of station platform over adjacent roadways; horizontal curve makes site development difficult
Site 5	Poor accessibility and site visibility; heavily wooded site; environmental impacts; required utility extensions
Site 6	Double track configuration requires a grade-separated pedestrian crossing and platform off the property; no potential for future expansion and mixed-use development; no adjacent station support services; lacks pedestrian and bicycle facilities
Site 7	Limitations of site shape; limited track tangent for station and platform construction; no adjacent station support services; poor site visibility; location away from urban center; limited future expansion
Site 8	No adjacent station support services, location away from urban center, no potential for future expansion

3.0 Environmental Resources, Impacts, and Mitigation

This section describes the existing resources within the project study area and analyzes the potential beneficial and adverse impacts to these resources from the No-Build Alternative, Build Alternative Site 1, and Build Alternative Site 2. The environmental resources have been categorized into three groups: the physical environment, ecological systems, and the human environment. These groups are presented in subsections 3.1, 3.2, and 3.3, respectively.

3.1 Physical Environment

This subsection includes a discussion of the physical environment resources potentially impacted by the proposed transportation center. Where appropriate, mitigation measures are identified.

3.1.1 Air Quality

Air pollutants are contaminants in the atmosphere. Many man-made pollutants result from the incomplete combustion of fuels including coal, oil, natural gas, and gasoline. The principal factors affecting air pollution concentrations with respect to transportation projects are traffic, emissions, roadway type, terrain, meteorological parameters, and ambient air quality.

In accordance with the federal Clean Air Act, the U.S. Environmental Protection Agency (EPA) has established National Ambient Air Quality Standards (NAAQS) for six pollutants considered harmful to public health and the environment. These are carbon monoxide (CO), lead, nitrogen dioxide (NO₂), particulate matter (PM₁₀ and PM_{2.5}), ozone and sulfur dioxide (SO₂). Areas that do not meet the standards for these pollutants are designated as nonattainment areas and states must develop a State Implementation Plan (SIP) to improve the air quality in these areas and bring them into attainment by specific deadlines set by the EPA.

Federal agencies responsible for an action occurring in a nonattainment area are required to determine if the action conforms to the applicable SIP. The U.S. EPA has developed two sets of conformity regulations:

- General Conformity - Other projects [40 CFR Part 93, Subpart B]; and
- Transportation Conformity - Transportation projects developed or approved under the Federal Aid Highway Program or Federal Transit Act [40 Code of Federal Regulation (CFR) Part 93, Subpart A].

This EA focuses on the general conformity regulations because the project is being funded by the FRA which is subject to general conformity.

3.1.1.1 Existing Conditions

The Transportation Center project study area is located in Madison County. Madison County is currently in attainment with the National and Illinois Ambient Air Quality Standards for carbon monoxide and PM₁₀. Madison County is also in nonattainment for 8-hour ozone. In addition, Madison County is in nonattainment for the 1997 annual PM₂₅ standard, but in attainment for the 2006 24-hour PM₂₅ standard. In nonattainment areas such as Madison County, levels of ozone precursors VOC and NO_x are monitored closely for any increases in emissions.

3.1.1.2 Potential Impacts

The total annual estimated emissions generated along the high-speed rail corridor are provided in Appendix D. The estimated increases in emissions of each pollutant are less than the general conformity applicability threshold values. General conformity applicability threshold values for both VOC and NO_x emissions are each an increase in 100 tons per year. These estimated increases over the entire Chicago to St. Louis corridor are 2.5 additional tons of NO_x and 0.13 tons of VOCs and are both below the general conformity thresholds.

Both Build Alternatives also include provisions for up to 230 spaces of car and 10 spaces of bus parking. The number of spaces considered is based on projected 2030 usage of the station.

While the proposed project would enhance the passenger environment, the frequency of both bus and train service to the Transportation Center would be relatively modest. This would reduce the temporal concentration of motor vehicles associated with trips to and from the Transportation Center. It is reasonable to expect an increase of no more than 330 daily automobile trips to and from Alton Station as a result of this proposal. This prediction is based on the number of passengers expected to use the Alton Station in 2030 (see Section 1.4). Therefore, this proposal would not be expected to generate enough automobile traffic sufficient enough to cause or contribute to a violation of the NAAQS.

Detailed bus schedules for the proposal have not yet been developed, but a bus frequency of 2-3 buses per hour is reasonable given the exiting bus service currently being provided at the Alton Amtrak Station. Given the low volumes of buses, this proposal would not be expected to generate enough bus traffic sufficient enough to cause or contribute to a violation of the NAAQS. In the future, if additional buses are scheduled to service the Transportation Center, MCTA would be required to conduct additional transportation conformity air quality analysis.

Either of the Build Alternatives (Sites 1 and 2) may result in temporary, construction-related increases in vehicle exhaust and emissions, and airborne particulate matter during equipment operation and the hauling of material. Construction dust associated with exposed soils would be controlled, if necessary, with the application of water and other approved dust palliatives. In addition, any hydrocarbons, NO₂, SO₂ emissions, as well as airborne particulates created by fugitive dust plumes would be rapidly dissipated because the location of the site and prevailing winds allows for good air circulation.

Overall, there could be a short-term, temporary degradation of local air quality during construction activities. However, these impacts would be minor and would cease immediately after the construction activity is completed. Standard best management practices (BMPs) would be utilized during the construction process in order to minimize dust.

3.1.2 Energy

The No-Build Alternative would not require construction. Therefore, no changes in energy consumption are expected.

Construction of either of the Build Alternatives, Sites 1 or 2, will require consumption of energy for processing materials, construction activities, and maintenance of the relocated stations. Energy consumption by vehicles in the vicinity of either of the two locations proposed for siting the new station improvements may increase during construction due to possible traffic delays.

Once the Transportation Center is operational, long-term energy savings are expected, albeit small, from a more energy efficient transportation center. These energy efficient aspects include improved building insulation, high-efficiency windows, and high-efficiency heating and cooling systems. With aged equipment and fixtures and no improvements assumed in the No-Build Alternative, the existing station will continue to use energy inefficiently in comparison to the two Build Alternatives. The proposed improvements would increase the efficiency of current transportation for either of the two Build Alternative sites by providing a more balanced use of the overall transportation network and enhancing the passenger rail component. This will result in less direct and indirect vehicular energy consumption for either of the Build Alternative sites than the No-Build Alternative. Also, connecting the bus transit system directly to the train system would reduce the amount of direct energy consumption. Thus, in the long term, post-construction operational energy requirements should offset construction and maintenance energy requirements and result in a net savings in energy usage.

Passenger rail service under the No-Build Alternative and for either of the Build Alternatives (Sites 1 and 2) would be a continuation of the existing five daily round trips between Chicago and St. Louis. Increased ridership resulting from the normal travel growth in the Godfrey to East St. Louis HSR corridor that includes Alton would be accommodated by adding more cars to existing trains. The additional energy required to haul added weight would be offset by the use of more energy efficient locomotives.

3.1.3 Floodplains

3.1.3.1 Existing Conditions

The Federal Emergency Management Agency (FEMA) has primary responsibility for identifying flood-prone areas. FEMA conducted flood studies and issued mapping in 1984 for Madison County. All three sites are located within FEMA flood zone designation Zone C. Zone C is considered a moderate to low risk area of minimal flood hazard, usually depicted on flood insurance rate maps (FIRMs) as above the 500-year flood level. See *Figures 3 and 4* for FIRMs for the project area.

Figure 3 – FIRM Map

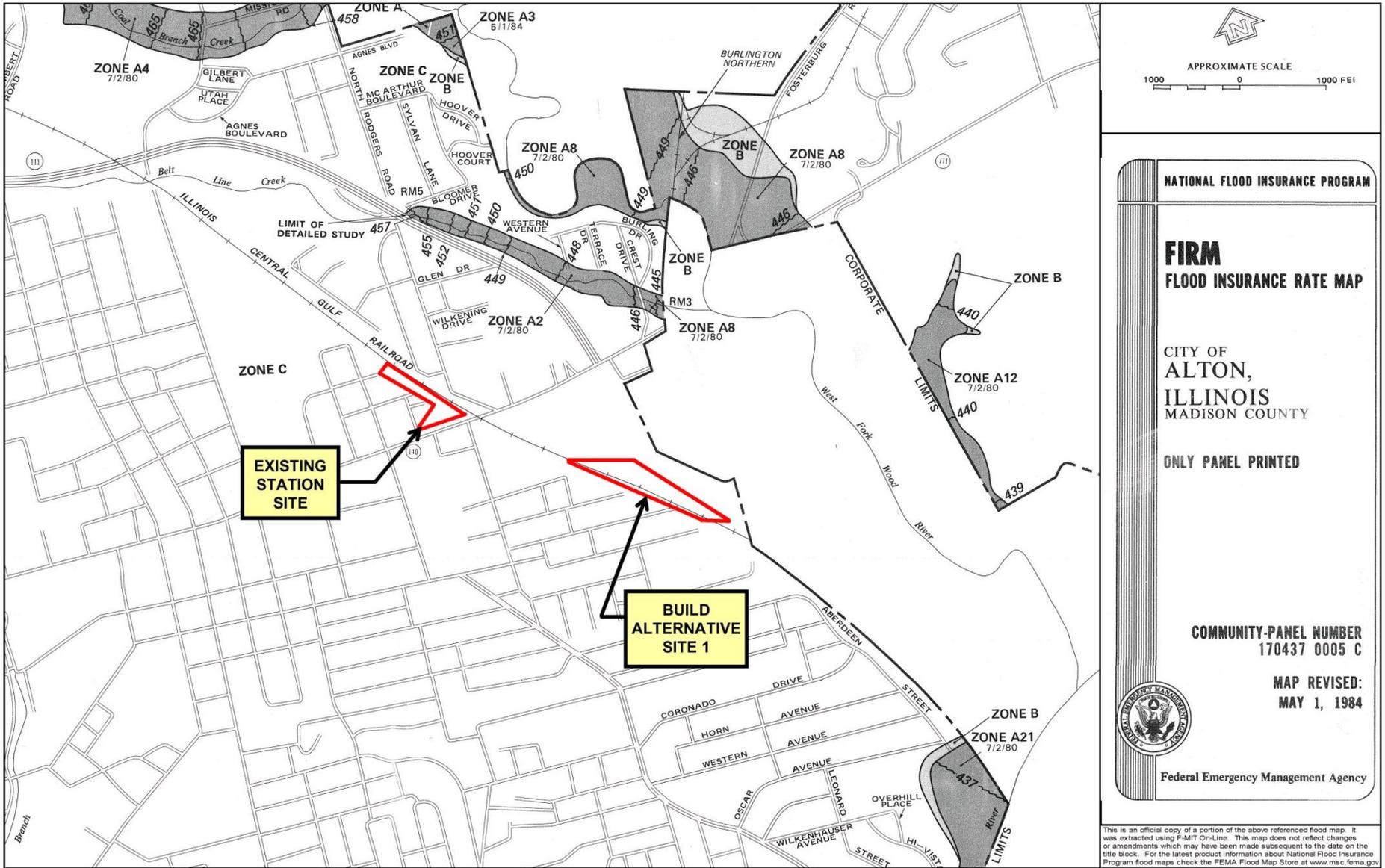
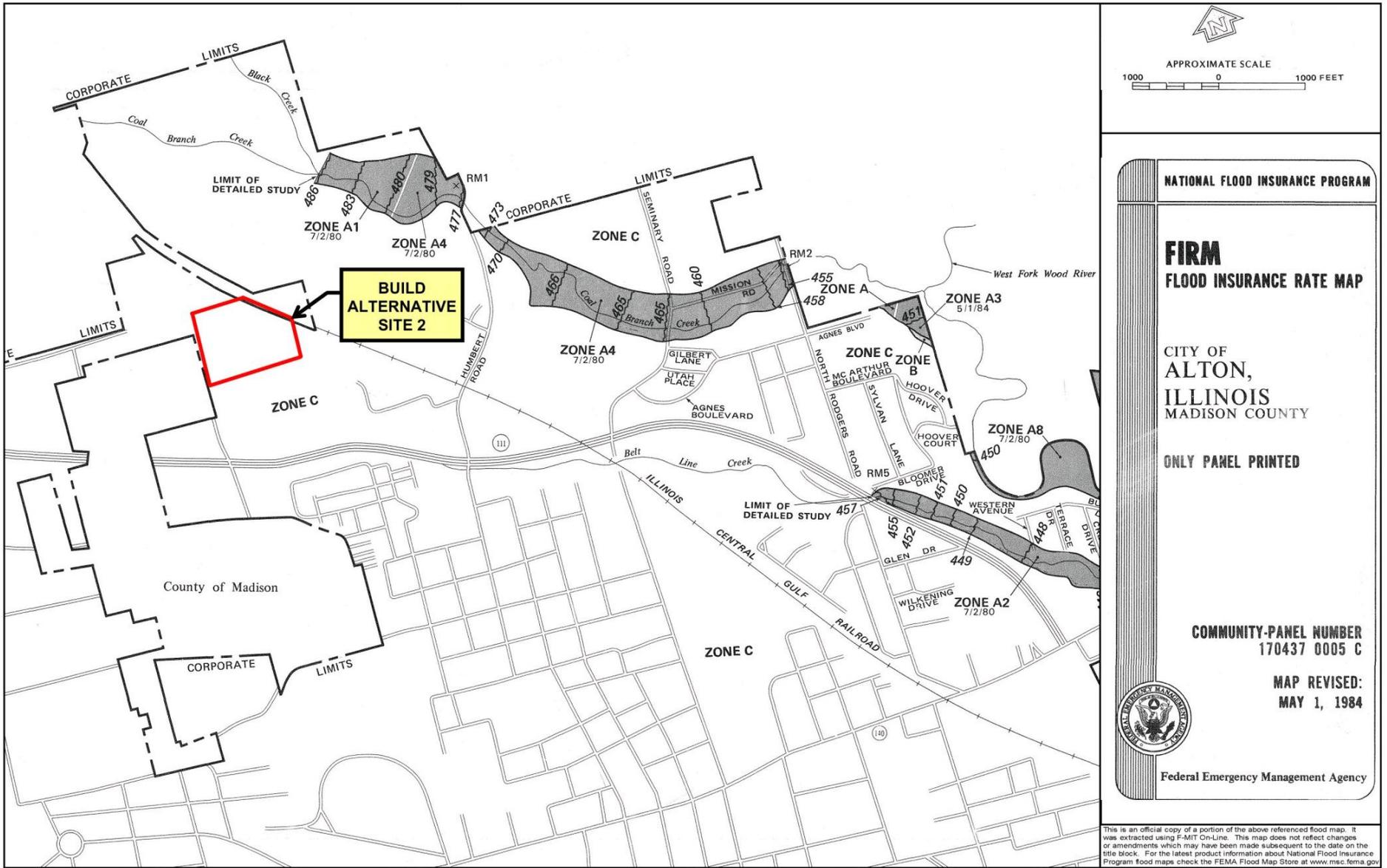


Figure 4 – FIRM Map



3.1.3.2 Potential Impacts

The No-Build Alternative and the Build Alternatives (Sites 1 and 2) would not impact 100-year floodplains. All proposed improvements would be outside 100-year floodplain limits. It should be noted that no open waterways (creeks, streams, rivers, etc.) cross the study area in which floodplains would be designated.

3.1.4 Noise and Vibration

The assessment of the potential for the project to cause noise and vibration impacts was accomplished by applying the procedures provided by the FRA *High-Speed Ground Transportation Noise and Vibration Impact Assessment* guidance manual (U.S. Department of Transportation [USDOT] Federal Railroad Administration, October 2005). The assessment included evaluating noise and vibration from train operations.

The FRA screening procedure is used to identify sensitive receptors where the next level of analysis is appropriate. Using the FRA screening procedure approach, sensitive receptors with the potential for noise and vibration impacts are identified. Receptors located within the screening distance are then evaluated using the general assessment level of analysis. If impacts are still identified in the general assessment, a detailed analysis would be warranted. The proposed transportation center improvements were evaluated for noise and vibration impacts.

3.1.4.1 Existing and Proposed Conditions Assessment

Noise

Based on the General Assessment for the proposed improvements, noise impacts associated with the proposed project are not anticipated. Generally, the increase in passenger train speed from 79 mph in the existing year to 110 mph in the design year results in an increase in the rolling stock noise levels by an average of 2 dBA. As measured on the logarithmic scale, freight train traffic is more than two times louder than the passenger train traffic. Under the design year condition, passenger train traffic increases in noise level by 2 dBA due to the increase in train speed. The freight train traffic noise level is 11 dBA higher than passenger train noise levels, which is more than two times the sound level of a passenger train. Even though the passenger train noise level increases, it is not a level of increase that would result in a change in the overall noise level. With no change in the overall noise level between the existing year and the design year, a detailed noise analysis and a noise abatement evaluation are not warranted as no impacts have been identified.

The project study area encompasses three distinct locations as shown on *Figure 2*. The No-Build Alternative and Build Alternatives (Sites 1 and 2) are located within the Alton city limits, and as such fall within the FRA's screening distance of 300 feet for urban/noisy suburban unobstructed areas.

Build Alternative Site 1 is located between the on-ramp of a major roadway (Homer Adams Parkway), commercial establishments, semi-forested, vacant property, and a residential area.

Build Alternative Site 2 is located on a former public golf course and borders a low-density residential area, commercial establishments and a densely forested area.

The overall noise levels receive contributions from vehicular traffic, passenger train traffic, and freight train traffic. While vehicular traffic contributes to the overall noise level, the construction of the existing mainline track would not change vehicular traffic substantially since the existing traffic flow is expected to change minimally with the Build Alternatives. Therefore, vehicular traffic was not considered in the impact evaluation. However, due to the study area being within an active rail corridor, at the three municipal locations, with the trains being the dominant noise source, the passenger train traffic and freight train traffic were taken into consideration. The impact evaluation is based on the comparison of the existing train noise and the train noise under the No-Build (22 sensitive receptors) and Build Alternatives (the proposed build condition; 38 sensitive receptors at Build Alternative Site 1 and one sensitive receptor at Build Alternative Site 2). Table 3 lists the sensitive noise receptors for both the No-Build and Build Alternatives. For each noise receptor, the distance of that receptor to the center of the track is given, as well as the type of receptor (for example SFR denotes the receptor is a single family residence). There are more sensitive receptors at Site 1 because of the surrounding single family residential land use at that location. As you can see in the right column of Table 3, the noise analysis concluded that there will be no impact to any sensitive receptors.

Table 3 – General Assessment Noise Analysis Results

Receptor No.*	RR Mile Post (Approx.)	Side of Track	Distance to Existing Track, feet (Approx.)	Receptor Type** (Urban)	Project Noise Levels, dBA		Build Increase Over Existing, dBA	Allowed Increase (Moderate Impact), dBA	Impact Determination
					Existing/ No-Build	Build			
E-R1	256.6	E	130	SFR	54	56	2	3	No Impact
E-R2	256.6	W	155	SFR	53	55	2	3	No Impact
E-R3	256.6	W	245	SFR	50	48	-2	3	No Impact
E-R4	256.6	W	210	SFR	51	49	-2	3	No Impact
E-R5	256.6	W	180	SFR	52	50	-2	3	No Impact
E-R6	256.6	E	205	SFR	51	49	-2	3	No Impact
E-R7	256.6	W	100	SFR	55	53	-2	3	No Impact
E-R8	256.6	E	180	SFR	52	50	-2	3	No Impact
E-R9	256.7	E	170	SFR	52	50	-2	3	No Impact
E-R10	256.7	W	125	SFR	54	52	-2	3	No Impact
E-R11	256.7	E	160	SFR	52	50	-2	3	No Impact
E-R12	256.7	W	145	SFR	53	51	-2	3	No Impact
E-R13	256.7	E	140	SFR	53	51	-2	3	No Impact
E-R14	256.7	W	95	SFR	56	54	-2	3	No Impact
E-R15	256.7	E	225	SFR	50	48	-2	3	No Impact
E-R16	256.8	W	275	SFR	49	47	-2	3	No Impact

Receptor No.*	RR Mile Post (Approx.)	Side of Track	Distance to Existing Track, feet (Approx.)	Receptor Type** (Urban)	Project Noise Levels, dBA		Build Increase Over Existing, dBA	Allowed Increase (Moderate Impact), dBA	Impact Determination
					Existing/ No-Build	Build			
E-R17	256.8	W	250	SFR	50	48	-2	3	No Impact
E-R18	256.8	W	290	SFR	49	47	-2	3	No Impact
E-R19	256.8	W	245	SFR	50	48	-2	3	No Impact
E-R20	256.8	W	225	SFR	50	48	-2	3	No Impact
E-R21	256.8	W	150	SFR	53	51	-2	3	No Impact
E-R22	256.8	W	165	SFR	52	50	-2	3	No Impact
A1-R1	257.1	W	130	SFR	54	52	-2	3	No Impact
A1-R2	257.1	W	225	SFR	50	48	-2	3	No Impact
A1-R3	257.1	E	180	Hotel	52	50	-2	3	No Impact
A1-R4	257.1	W	155	SFR	53	51	-2	3	No Impact
A1-R5	257.1	W	80	SFR	57	55	-2	3	No Impact
A1-R6	257.1	W	85	SFR	57	55	-2	3	No Impact
A1-R7	257.1	W	280	SFR	49	47	-2	3	No Impact
A1-R8	257.1	W	255	SFR	50	48	-2	3	No Impact
A1-R9	257.1	W	155	SFR	53	51	-2	3	No Impact
A1-R10	257.1	W	140	SFR	53	51	-2	3	No Impact
A1-R11	257.1	W	285	SFR	49	47	-2	3	No Impact
A1-R12	257.1	W	265	SFR	49	47	-2	3	No Impact
A1-R13	257.2	W	105	SFR	55	53	-2	3	No Impact
A1-R14	257.2	W	225	SFR	50	48	-2	3	No Impact
A1-R15	257.2	W	200	SFR	51	49	-2	3	No Impact
A1-R16	257.2	W	175	SFR	52	50	-2	3	No Impact
A1-R17	257.2	W	135	SFR	54	52	-2	3	No Impact
A1-R18	257.2	W	100	SFR	55	53	-2	3	No Impact
A1-R19	257.2	W	85	SFR	57	55	-2	3	No Impact
A1-R20	257.2	W	250	SFR	50	48	-2	3	No Impact
A1-R21	257.2	W	245	SFR	50	48	-2	3	No Impact
A1-R22	257.2	W	230	SFR	50	48	-2	3	No Impact
A1-R23	257.2	W	200	SFR	51	49	-2	3	No Impact
A1-R24	257.2	W	300	SFR	48	46	-2	3	No Impact
A1-R25	257.2	W	175	SFR	52	50	-2	3	No Impact
A1-R26	257.2	W	140	SFR	53	44	-9	3	No Impact
A1-R27	257.2	W	260	SFR	49	47	-2	3	No Impact
A1-R28	257.3	W	110	SFR	55	53	-2	3	No Impact
A1-R29	257.3	W	225	SFR	50	48	-2	3	No Impact
A1-R30	257.3	W	75	SFR	57	55	-2	3	No Impact
A1-R31	257.3	W	185	SFR	49	47	-2	3	No Impact
A1-R32	257.3	W	150	SFR	53	51	-2	3	No Impact
A1-R33	257.3	W	125	SFR	54	52	-2	3	No Impact
A1-R34	257.3	W	280	SFR	49	47	-2	3	No Impact
A1-R35	257.3	W	250	SFR	50	48	-2	3	No Impact
A1-R36	257.3	W	205	SFR	51	49	-2	3	No Impact
A1-R37	257.3	W	175	SFR	52	48	-4	3	No Impact
A1-R38	257.3	W	140	SFR	53	51	-2	3	No Impact
A2-R1	255.0	W	240	SFR	50	48	-2	3	No Impact

* Receptors beginning with the letter E are for the existing station, A1 is Site 1, and A2 is Site 2

**SFR = Single Family Residence;

NOTE: All receptors have a Noise Metric of L_{dn}.

Vibration

The screening assessment for potential vibration effects is based on land use coupled with general assumptions for screening distance obtained from the FRA *High-Speed Ground Transportation Noise and Vibration Impact Assessment* guidance manual (U.S. Department of Transportation [USDOT] Federal Railroad Administration, October 2005). The screening distance for residential land uses with infrequent events along a corridor with speeds less than 100 mph is 60 feet. No sensitive receptors were identified within this screening distance for the No-Build Alternative. The screening distance for residential land uses with infrequent events along a corridor with speeds between 100 and 200 mph is 100 feet. Four sensitive receptors were identified for Build Alternative Site 1 and none were identified for Build Alternative Site 2. Therefore, these four sensitive receptors were evaluated for potential vibration impacts.

The FRA general assessment procedures for vibration were used to predict the vibration level at the identified receptor locations. *Table 4* summarizes the general assessment analysis for vibration.

Table 4 – Ground-borne Vibration General Assessment (Passenger Trains)

Receptor No.*	Dist. to Existing Track, feet	Existing Vibration Level, VdB ¹	Proposed Vibration Level, VdB ¹	Increase in Vibration, VdB ¹	FRA Criteria (Infrequent Events), VdB ¹	Impact Determination
A1-R5	80	72	75	3	80	No
A1-R6	85	72	75	3	80	No
A1-R19	85	72	75	3	80	No
A1-R30	75	73	76	3	80	No

¹ VdB is a logarithmic scaling of vibration magnitude

*A1 receptors are associated with Site 1

3.1.4.2 Potential Impacts

Noise

The No-Build Alternative would not create any change in noise from the existing conditions since there would be no change in passenger train operations. None of the noise levels at the 22 sensitive receptors, in the vicinity of the existing station, would change under the No-Build Alternative.

Build Alternative Sites 1 and 2 would serve existing and future rail and bus service. However, there would be no measureable noise impacts on the 39 sensitive receptors (38 receptors at Site 1 and 1 receptor at Site 2) since the current five daily trains traveling between Chicago and St. Louis would continue to operate as they currently do. However, the freight train noise is the dominant noise source in the project study area and, therefore, the overall noise levels would remain similar since no changes in freight noise levels are expected between the No-Build and Build Alternative scenarios.

There would also be an increase in noise from buses and cars since the sites would have both parking facilities and bus parking. The noise impacts from busses and cars are expected to be small since only 18 trains would service this station daily. By 2030, there are expected to be 119,777 passengers using Alton Station per year, which averages out to approximately 330 passengers per day.

Any temporary impacts would cease immediately after the construction activity is completed.

Trucks and machinery used for construction produce noise which may affect some land uses and activities during the construction period. Residents adjacent to the project study area would at some time experience perceptible construction noise from implementation of the project. To minimize or eliminate the effect of construction noise on these receptors, time restrictions will be used to limit the period of exposure to construction noise.

As stipulated in the Illinois Department of Transportation's Standard Specifications for Road and Bridge Construction, adopted January 1, 2012, Article 107.35 - Construction Noise Restrictions, the following standards would be followed during construction activities.

- All engines and engine driven equipment used for hauling or construction would be equipped with an adequate muffler in constant operation and properly maintained to prevent excessive or unusual noise.
- Construction within 1000 feet (300 m) of an occupied residence, motel, hospital, or similar receptor shall be confined to the period beginning at 7 a.m. and ending at 10:00 p.m. This time regulation should not apply to sawing contraction joints, as required in Article 420.05, maintenance or operation of safety and traffic control devices such as barricades, signs, and lighting, or to construction of an emergency nature.
- Any machine or device or part thereof which is regulated by or becomes regulated by Federal or State of Illinois noise standards shall conform to those standards. Such equipment shall be operated as designated above.

Vibration

Since there are no sensitive receptors within the screening distance for vibration, there are no impacts.

Under the Build Alternative Site 1, the four sensitive receptors within the vibration screening distance are not anticipated to have ground-borne vibration impacts since the calculated vibration levels of 75, 75, 75, and 76 VdB (A1-R5, A1-R6, A1-R19, and A1-R30, respectively) are below the FRA criteria of 80 VdB.

Since there are no sensitive receptors within the screening distance at Build alternative Site 2, there are no impacts.

3.1.5 Agriculture

3.1.5.1 Existing Conditions

Agriculture is a prominent land use in the rural areas of Madison County, but it is not a dominant feature at the locations of the No-Build Alternative or the two Build Alternatives (Sites 1 and 2) since they are within non-rural areas. There are no agricultural areas within the city limits of Alton. The No-Build Alternative and the two Build Alternatives are within the city limits and there are no agricultural areas within 2,000 feet of the three sites.

3.1.5.2 Potential Impacts

The No-Build Alternative would not impact any agricultural area. Build Alternatives (Sites 1 and 2) would not impact any agricultural area or any prime farmland since urban or built-up areas of the soils listed as prime farmland are not considered prime farmland (as described in the Soil Survey of Madison County, Illinois, 2004).

3.1.6 Tree Resources

3.1.6.1 Existing Conditions

No trees are located within the limits of the No-Build Alternative. However, large stands of trees are located at each of the two Build Alternative sites as discussed below.

At Build Alternative Site 1, it is estimated that most of the approximate 6-acre footprint of the proposed improvements consists of thick woodlands. Most of the trees line the southern perimeter adjoining the existing railroad tracks, some along the eastern property line, and along the drainage swale that separates the site from commercial properties along the western boundary. The dominant tree types were identified as follows: black locust (*Robinia pseudoacacia*), black walnut (*Juglans nigra*), American elm (*Ulmus americana*), cottonwood (*Populus deltoides*), silver maple (*Acer saccharinum*), and white ash (*Fraxinus americana*).

At Build Alternative Site 2, it is estimated that 8 percent of the 21.41-acre footprint of the former golf course area is covered by trees, the thickest areas being along the existing railroad tracks on the north perimeter and in the northeast section of the site along the eastern property line. The remaining locations of trees are found in small groves or pockets and in narrow, elongated stretches framing the fairways of the golf course. The dominant tree types were identified as follows: white oak (*Quercus alba*), sycamore (*Platanus occidentalis*), sugar maple (*Acer saccharum*), Douglas fir (*Pseudotsuga menziesii*), white pine (*Pinus strobus*), and box elder (*Acer negundo*).

The proposed improvements would occur primarily within areas that have been historically undeveloped. Build Alternative Site 1 has no history of prior developments and is essentially covered with grasses, shrubs, and mature trees. Build Alternative Site 2 was an early homestead property, and was later used as a poor farm in the 1930s before being converted into a golf course owned by the City of Alton. The trees at the golf course were strategically planted over the years for ornamental purposes.

3.1.6.2 Potential Impacts

Build Alternative Site 1 and Build Alternative Site 2 would both require the removal of trees. The exact number and location of the potentially impacted trees would depend on final site plans for the construction footprint. Build Alternative Site 2 has the potential for more impacts to trees exceeding 8 inches in diameter (diameter at breast height, DBH) compared to Build Alternative Site 1.

3.1.6.3 Mitigation

Since there are no proposed improvements for the No-Build Alternative, mitigation is not required. Trees exceeding 8 inches (DBH) would need to be removed as necessary for the proposed improvements at both Build Alternatives (Sites 1 and 2). As mentioned in Section 2.1, the entire property for Site 2 is not being developed as part of this EA's proposal.

Mitigation for tree removal is not part of the Transportation Center Project. Landscape trees would be included as part of the site landscaping plan to be developed by the City of Alton during detailed site plan preparation.

3.2 Ecological Systems

This section describes the ecological systems affected by the proposed project. Included in this section is a discussion of the water quality and resources, threatened and endangered species, and special lands as they relate to the Build Alternatives (Sites 1 and 2). Where appropriate, mitigation measures are identified. The inventory of environmental resources may be found in *Figures 5 and 6*.

3.2.1 Wetlands and Waters of the US

Wetlands are defined by the US Army Corps of Engineers (USACE) and the U.S. Environmental Protection Agency (USEPA) as:

“Those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions” (Title 33 *Code of Federal Regulations* Section 328.3 (b) and Section 404 of the Clean Water Act).

Executive Order 11990, “Protection of Wetlands”, requires federal agencies to avoid, to the extent practicable, short and long-term impacts associated with the destruction or modification of wetlands. More specifically, it directs federal agencies to avoid new construction in wetlands unless there is no practical alternative. In addition, it states that where wetlands cannot be avoided, the proposed action must include all practical measures to minimize harm to the wetlands.

Figure 5 – Environmental Inventory

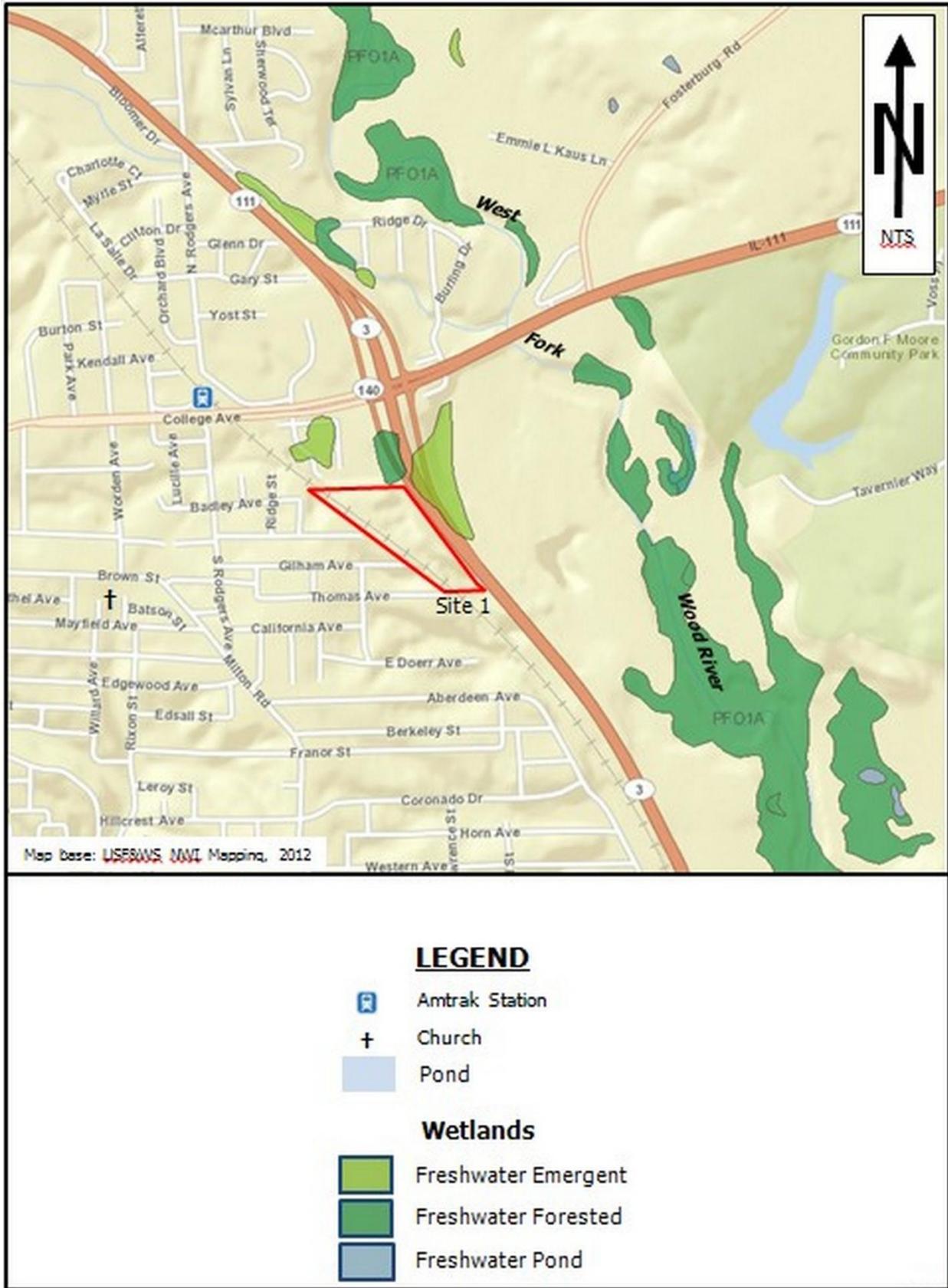
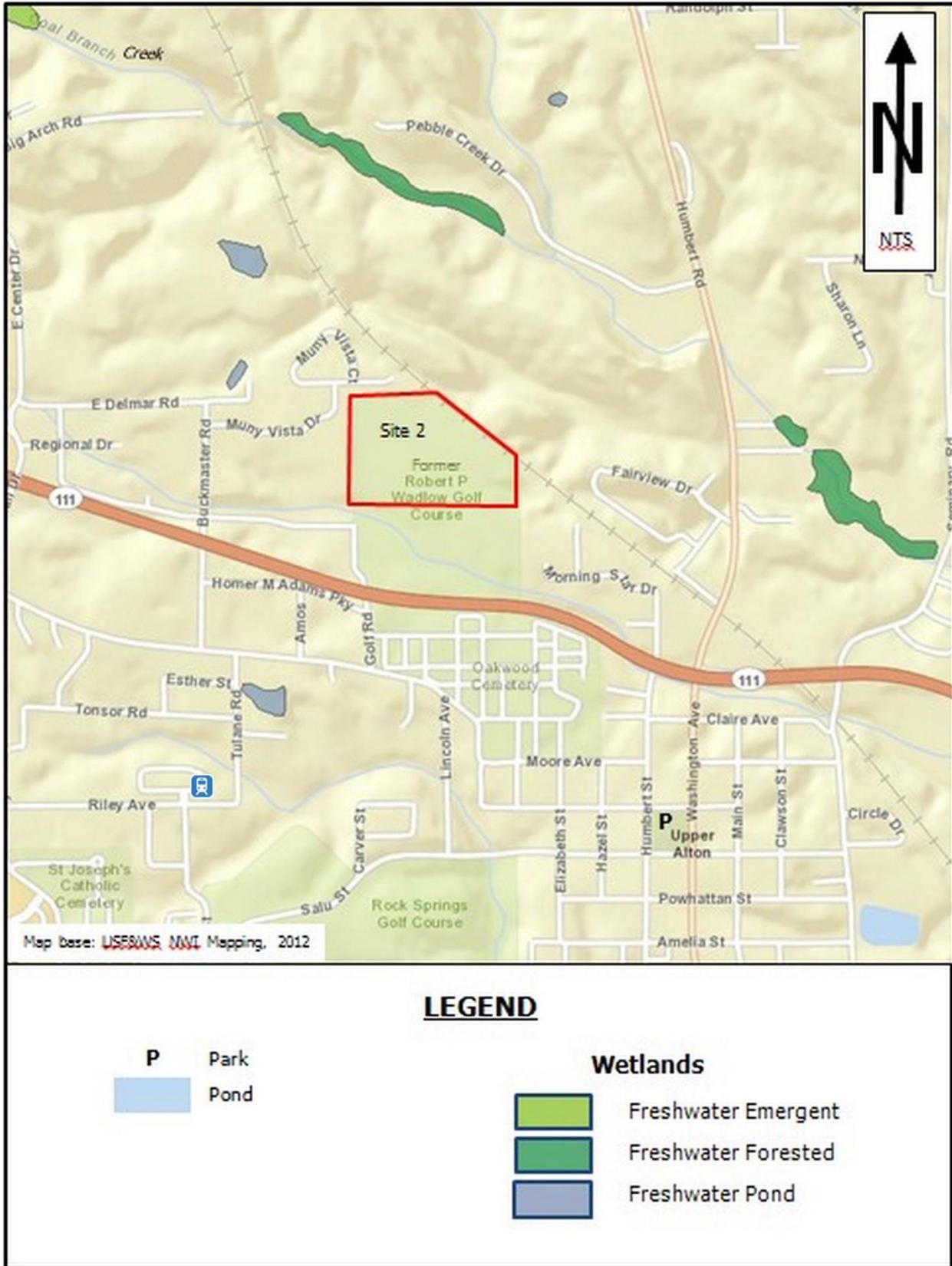


Figure 6 – Environmental Inventory



Section 10 of the Rivers and Harbors Act of 1899 (33 USC 403) and Section 404 of the Clean Water Act (33 USC 1344) authorize permits for placement of structures, dredged, or fill material into the “Waters of the U.S.” All public and private projects must obtain permits. The most likely types of permits in the project study area would be for filling wetlands and streams. Impacts to wetlands and Waters of the United States must be mitigated. While mitigation requirements under Section 404 and Section 10 are the same for developers and IDOT regarding wetland loss and replacement, under the Illinois Interagency Wetland Protection Act of 1989 (20 ILCS 830) and Environmental Protection Act in the Illinois Compiled Statutes (415 ILCS 5), IDOT also must mitigate for isolated and jurisdictional wetlands.

3.2.1.1 Existing Conditions

Wetlands in the project study area were identified using the U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) mapping combined with aerial photography review and field confirmation. The project study area is located within the Peruque-Piasa watershed, hydrologic unit code (HUC) 07110009, which is within the Upper Mississippi River Basin. The wetland delineation method assigns to plant species a rating that reflects the fundamental conservatism that the species exhibits for natural habitats. A native species that exhibits specific adaptations to a narrow spectrum of the environment is given a high rating. Conversely, an introduced, ubiquitous species that exhibits adaptation to a broad spectrum of environmental variables is given a low rating. Utilizing this method, a Floristic Quality Index (FQI) was assigned to each wetland. The FQI is an indication of native vegetative quality for an area: generally 1-19 indicates low vegetative quality; 20-35 indicates high vegetative quality, and above 35 indicates “Natural Area” quality. Wetlands with a FQI of 20 or greater are considered high quality aquatic resources.

In the fall of 2012 a field visit was conducted to perform wetland delineations for Build Alternative Site 1 and Site 2. No wetlands are located at the existing station site (No-Build Alternative). Build Alternative Site 1 has one wetland area at the toe of slope near a culvert under Homer Adams Parkway. An area associated with the West Fork Wood River located just east of Build Alternative Site 1 and along Homer Adams Parkway, is designated per NWI mapping as riverine, lower perennial, unconsolidated bottom, permanently flooded (R2UBH). The Wood River itself is located within approximately 1,500 feet of the eastern boundary of Build Alternative Site 1, and runs in a north-south configuration. Build Alternative Site 2 has four wetland areas near the tracks and near an unnamed creek flowing through the property. Refer to *Table 5* for a table of the wetlands and their characteristics.

Table 5 – Wetlands and their Characteristics in Delineated Areas

Site*	Acres	Dominant Vegetation (all strata)	Native FQI	Native Mean C	Mapped Soil Type	Isolated Y/N	Cowardin Classification ¹
ASA1	0.064	<i>Typha angustifolia</i>	2.88	1.66	79f	Y	PEMAd
ASA2	0.72	<i>Agrostis gigantea</i>	0	0	79f	Y	R2UBHX
ASA2	0.045	<i>Poa trivialis</i>	0	0	79f	Y	PEMAd
ASA2	0.0221	<i>Lonicera maackii</i>	6.71	3	79f	Y	PEMAd
ASA2	0.041	<i>Agrostis gigantea</i>	0	0	79f	Y	R2UBHX

¹PEMAd = Palustrine Emergent Temporarily Wet Partly Drained

R2UBHX=Riverine Lower Perennial Unconsolidated Bottom Permanent Excavated

*ASA1 = Build Alternative Site 1, ASA2 = Build Alternative Site 2

3.2.1.2 Potential Impacts

Under the implementing regulations of the Illinois Interagency Wetland Policy Act of 1989 (IWPA), impacts to wetlands having an FQI rating of 20 or greater require 5.5 to 1.0 mitigation ratios. No high quality wetland areas will be directly affected by the proposed project.

Detailed site planning would determine the exact location of project elements in relation to the wetlands. The potential impacts to wetlands, assuming total development of the station property, would be 0.064 acres for Build Alternative Site 1 and 0.828 acres for Build Alternative Site 2. Impact to these wetland areas would be minimized to the extent practicable as part of the site planning, with measures taken during construction to protect those where impact is avoidable. Additionally, the proposal requires action in regard to EO 11990, which covers wetland coordination, including any mitigation and permit requirements for Federal agencies. IDOT, UPRR, and USACE have established agreements for the corresponding replacement ratios for wetlands. Any permits required by the USACE or IDNR would be secured prior to the start of construction.

3.2.2 Water Quality and Water Resources

This subsection provides an overview of surface and groundwater resources and the water quality of those resources along the project corridor. It focuses on resources with the potential to be affected by the alternatives.

Overall, the project is not expected to impact groundwater and would not be likely to adversely affect surface waters. Appropriate Best Management Practices would be utilized prior to, during, and after construction as part of the Soil Erosion and Sediment Control Plan for the project.

3.2.2.1 Existing Conditions

Surface Water Resources

This region of southwestern Illinois lies within the Upper Mississippi River Basin; but locally, and within the study project limits, is designated as the Peruque-Piasa watershed (HUC 07110009) with a drainage area of 662 square miles. The nearest major water body to any of the three sites, No-Build Alternative and Build Alternatives (Sites 1 and 2), is the West Fork of the Wood River, with two local streams designated as Coal Branch Creek and Black Creek, both of which drain into the Wood River. The confluence of the Wood River and the Mississippi River is several miles to the south. In addition to Madison County, the Peruque-Piasa watershed encompasses a portion of Missouri across the Mississippi River, in St. Charles and Warren Counties. In terms of proximity, Wood River is located one-half to three-quarters of a mile east-northeast of the project study area, covering the Build Alternatives (Sites 1 and 2) and the No-Build Alternative. The Alton Water Treatment Facility draws surface water from the Mississippi River for treatment for drinking water.

Section 303(d) of the Clean Water Act requires states to identify waters that do not meet applicable water quality standards and submit a list of impaired waters to the USEPA for review and approval. The No-Build Alternative and Build Alternatives (Sites 1 and 2) lay entirely within the Peruque-Piasa watershed and contain no 303(d) listed waters, as set forth in the federal Clean Water Act and the Water Quality Planning and Management regulation at 40 CFR Part 130.

At Build Alternative Site 2, the unnamed creek is a component of a pending restoration project under a recently awarded Illinois Green Infrastructure grant to the City of Alton.

Groundwater Resources

Groundwater quality is dependent in large part on the physical and chemical composition of overlying geologic materials. Groundwater occurs in water-bearing units called aquifers. In Illinois, aquifers are classified as sand-and-gravel aquifers, shallow bedrock aquifers, and deep bedrock aquifers. Within the area covering the three sites, there are no principal shallow sand-and-gravel aquifers. There are no sole source aquifers in Illinois. No regulated groundwater recharge areas are within the area covering the three sites. Effective since 1999, a local ordinance prohibits the use of groundwater for potable water supply. Due to groundwater quality concerns and potential for well contamination, the City of Alton utilizes surface water, not groundwater, for its municipal drinking water. The Illinois EPA currently has a groundwater protection planning program in place for the greater Alton region, specifically assisting the villages of East Alton and Bethalto.

A review of data obtained from the Illinois State Geological Survey (ISGS) Wells and Borings Database shows no well or boring locations within 200 feet of the area covering the three sites.

3.2.2.2 Potential Impacts

Surface Water

The No-Build Alternative would not impact the Wood River or its water quality since there would be no change from existing conditions. Build Alternative Sites 1 and 2 would provide stormwater collection inlets and catch basins that divert runoff from rain events from the impervious surfaces into drainage infrastructure. This stormwater would discharge into a closed drainage system that would outfall to the City of Alton's 18-inch existing stormwater sewer system along College Avenue (for Build Alternative Site 1) and to Homer Adams Parkway (for Build Alternative Site 2). There are no existing stormwater sewer systems in place at either Build Alternative Site 1 or Site 2. The increase of stormwater entering the existing system along these two established arterial roadways due to the proposed improvements would be negligible, detained in the proposed storm sewer, and restricted as to not exceed the existing rate entering the Mississippi River. Therefore, Build Alternative Sites 1 and 2 would not have a measureable impact on the Mississippi River water quality.

Under both Build Alternatives (Sites 1 and 2) surface waters would be protected during construction through the use and enforcement of the Erosion and Sediment Control Plan, and the National Pollutant Discharge Elimination System Permits (NPDES). These permits employ Best Management Practices (BMPs) such as silt fences, check dams, and appropriately sized sediment basins. Following construction, permanent BMPs would be installed to further reduce impacts such as permanent seeding and the use of native vegetation incorporated into the final landscape design.

Groundwater

The No-Build Alternative would not have any impact on groundwater resources. Under the Build Alternatives (Sites 1 and 2), it is not anticipated that the planned improvements for either location would have any impact on groundwater resources.

No public supply wells are located on either site, nor does either site fall within the 200-foot well protection setback zone of any public supply wells. The HSR trains will not transport any freight that may be a potential contaminant of groundwater resources with the exception of the on-board fuel and other petroleum-based products. The UPRR has an established Spill Prevention, Control, and Countermeasure Plan to address any potential spill from a locomotive. Roadside ditches, curbs, and gutters should assist in confining any chemical or fuel spills.

3.2.2.3 Mitigation

Temporarily impacted areas would be restored following construction. Permanent impacts, if any, would require proper sizing of hydraulic structures and compensatory storage where required. The quantity and location of any proposed hydraulic structures would be finalized in site plans prior to construction and any necessary permits would be obtained at that time.

Permits

A local stormwater permit would be required for all hydraulic structures. A permit would also be required from the Illinois Department of Natural Resources (IDNR) Office of Water Resources (OWR) for all structure replacements/extensions. Culverts located within the study area would comply with the non-notification Statewide Permit requirements.

3.2.3 Threatened and Endangered Species

The U.S. Endangered Species Act (ESA) of 1973, as amended, provides protection for species that are listed as threatened or endangered under the ESA.

3.2.3.1 Existing Conditions

Threatened and endangered species potentially occurring in the project study area were identified from information supplied by the Illinois Department of Natural Resources (IDNR, 2012) and USFWS Section 7 Consultation (USFWS, 2012).

Agency records and databases were reviewed to determine if federal or state-listed threatened or endangered species are known to exist in the project study area.

Using the U.S. Fish and Wildlife Service (USFWS) Section 7 Consultation form and database review, seven federal threatened and endangered species were listed as having the potential to occur within Madison County. According to the Section 7 form guidelines, no further consultation was warranted as no effect to threatened or endangered species or potential habitat was identified for the No-Build and Build Alternative sites.

Using the IDNR's Ecological Compliance Assessment Tool (EcoCAT), a review of the Illinois Natural Heritage Database was conducted for each of the project study areas. The EcoCAT Natural Resources results dated August 22, 2012, for the existing station (No-Build Alternative) and Build Alternatives (Site 1 and Site 2) identified no record of State-listed threatened or endangered plant or animal species, Illinois Natural Area Inventory Sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of each of the project locations. See Appendix B for Agency Coordination and Consultation.

3.2.3.2 Potential Impacts

Based on determinations that there are no suitable habitats for listed species within the project boundary limits, as presented in the USFWS Section 7 consultation, and EcoCAT responses, the No-Build Alternative and the Build Alternatives (Sites 1 and 2) are not expected to impact threatened and endangered plant or animal species.

3.2.4 Special Lands

Using the IDNR's EcoCAT, a review of the Illinois Natural Heritage Database was conducted for each of the project study areas. The EcoCAT search for the existing station (No-Build Alternative, and Build Alternatives (Sites 1 and 2), identified no record of State-listed threatened

or endangered species, Illinois Natural Area Inventory Sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of each of the project locations.

The EcoCAT response was received on Aug 22, 2012, for the No-Build and Build Alternatives and disclosed no impacts to Special Lands.

3.2.5 4(f) Properties

An inventory of 4(f) properties within 1,000 feet of the project study area was conducted. Section 4(f) properties include publicly owned public parks, recreation areas, and wildlife or waterfowl refuges, or any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places.

3.2.5.1 Existing Conditions

Build Alternative Site 1 is an undeveloped site with no existing buildings, located between the UPRR tracks, IDOT right-of-way, and a commercial area occupied by restaurants, hotels, businesses and office buildings. No historic sites were identified in the vicinity. The site itself has no identified historic characteristics or context and has not been nominated for or determined to be eligible for listing on the National Register of Historic Places (NRHP).

For Build Alternative Site 2, though part of the site was a “poor farm” up to the purchase of the property as a golf course in the 1930s, it is not listed as a historic property by the IHPA, nor has it been nominated for or determined to be eligible for listing on the NRHP. Additionally, an archaeological site on the property has been identified as Early Farming period (1830-1850), with a minor Modern Farming period component, and may qualify for NRHP eligibility. The State Historic Preservation Officer (SHPO) was provided results of the testing program (in March 2012) and ruled that further analysis would be necessary to determine historic eligibility.

In addition, Build Alternative Site 2 includes a portion of land that was previously the Robert T. Wadlow Golf Course, a public course owned by the City of Alton. The City of Alton has pursued actions to enable development on all or part of the property occupied by the golf course. On April 22, 2012, the golf course was closed when the private operator, contracted by the City of Alton, became insolvent. Following this closure, the City of Alton and the HeartLands Conservancy completed a citywide parks plan which recommended removing the golf course site from the park system. After public hearings on this proposal, the City Council of the City of Alton, through ordinance on October 26, 2012, removed the site from the park system and reclassified the land from a conservation district to that of a Planned Unit Development (PUD). The PUD provides an outline for a mixed-use redevelopment of the site, including provisions for an intercity rail station. As a result of this council action, the land comprising and surrounding Site 2 is not considered an area of 4(f) concern.

3.2.5.2 Potential Impacts

Neither the No-Build Alternative nor the two Build Alternative sites would use or affect 4(f) property; therefore, the project would not use lands subject to the requirements of Section 4(f) of

the Department of Transportation Act of 1966. The approximately six acres of right-of-way that is to be acquired for planned improvements to Site 1 is on privately owned land.

Site 2 is a former golf course that has been removed from the Alton parks system and rezoned in 2012 and is not considered a Section 4(f) property. The site plan for Site 2 was modified to move the proposed access road in order to avoid the archaeological site; therefore it would not be impacted by construction activities.

3.2.6 Aesthetic Environment and Scenic Resources

Aesthetic environment and scenic resources are the natural and human-made features of a landscape that characterize its form, line, texture, and color. This section describes the existing landscape and vistas in the project area and identifies potential impacts on visual resources for the proposed alternatives.

3.2.6.1 Existing Conditions

Under the No-Build Alternative, the current visual environment for the existing structure, lighting and landscaping would remain unchanged. Build Alternative Site 1 is located in an undeveloped land parcel, with some open green space and some tree canopies but is next to an intersection of a major road and a highway, and is adjacent to commercial development. Build Alternative Site 1 is also within view of a residential neighborhood. Build Alternative Site 2 is located on a former golf course. The viewshed for Build Alternative Site 2 contains a mix of mostly open green space and some tree canopies. Build Alternative Site 2 was a planned landscape with numerous old-growth trees. Build Alternative Site 2 borders a road with commercial land use and a residential neighborhood.

3.2.6.2 Potential Impacts

The No-Build Alternative would not affect visual resources.

Under the Build Alternative for Sites 1 or 2, the new Transportation Center, as well as changes in site lighting or landscaping at the new locations, may result in impacts to local visual receptors. The construction of a station, platform and bus and car parking at Build Alternative Site 1 could add visual interest for the commercialized area. The neighborhood opposite the UPRR tracks could potentially have its tree canopy vista impacted, dependent upon the number of trees removed. The construction of a station, platform, bus parking, parking lot, and access road at Build Alternative Site 2 could potentially negatively impact the visual resources, as the site is currently open green space with numerous mature trees. The neighborhood adjoining the property could potentially also have their visual resources affected by a reduction in tree canopy. The proposed improvements for either Build Alternative Site 1 or 2 would be constructed by incorporating appropriate landscaped, structural, and railway design in such a manner as to limit the potential for any significant or adverse long term impacts to the existing visual qualities at either of the Build Alternative project areas.

3.3 Human Environment

Madison County is designated as a non-metropolitan area and is primarily rural. The Madison County Planning & Zoning Comprehensive Plan (2009) contains data and analyses on Madison County's population, the local economy, land use, zoning, housing, environmental issues and infrastructure. The Plan contains recommendations for ways to manage growth in the county. The Madison County Hazard Mitigation Plan (2006) prepared by the Madison County Planning and Development Department in cooperation with the Madison County Emergency Management Department and representatives of the Hazard Mitigation Planning Steering Committee addresses long-term risk reduction/elimination to human life and property from hazards in adherence to FEMA goals and objectives pursuant to requirements of the Federal Disaster Mitigation Act of 2000 (DMA 2000). In addition, IDOT coordinates transportation planning activities with local agencies in Madison County. The Illinois State Transportation Plan was completed in December 2007.

The City of Alton is a part of the Metro-East region of the Greater St. Louis metropolitan area in Southern Illinois. Metro East is a region in Illinois that comprises the eastern suburbs of St. Louis, Missouri. It encompasses five Southern Illinois counties, including Madison County, in the St. Louis Metropolitan Statistical Area. The Metro East is the second largest urban area in Illinois after the Chicago metropolitan area. The City of Alton has a Development and Housing department, which includes Building and Zoning offices. The City of Alton does not have its own municipal public transportation but is a part of a regional service, the MCT system.

3.3.1 Transportation

This subsection summarizes the transportation impacts expected under the No-Build and both Build Alternatives.

3.3.1.1 Existing conditions

Under the current schedules, there are about 15 trains per day operating over this section of line, including 10 Amtrak trains (Lincoln Service between Chicago and St. Louis; and the Texas Eagle, providing service between Chicago and St. Louis, and then southwest to Little Rock, AR, Dallas/Ft. Worth, TX, and other points west to Los Angeles, CA) and five UPRR freight trains (a combination of local and through trains).

3.3.1.2 Potential Impacts

Under the No-Build Alternative, there would be no changes to the Alton street layout and, therefore, no changes to vehicular operations on College Avenue, the main access road to the train station.

Under the Build Alternative for Site 1, with the only entry to this site via an access road (Crossroads Court) from College Avenue, it is anticipated that existing traffic signals at this intersection would be slightly modified to accommodate an increase in traffic volumes and turning movements to the Transportation Center. Impacts to the existing vehicular operations resulting from the proposed improvements under Build Alternative Site 1 would be minimal,

utilizing existing infrastructure and roadways. The residential area to the north and east of the site would not have a direct road access to the train station site.

Under the Build Alternative for Site 2, with the only entry to this site via an access roadway, Golf Road, from a main thoroughfare, IL 3 (Homer Adams Parkway), it is anticipated that the existing traffic signals at this intersection would be modified to accommodate an increase in traffic volumes and turning movements accessing the Transportation Center. The proposed improvements would include widening Golf Road from its current 2-lane configuration. However, impacts to existing vehicular operations resulting from the proposed improvements under Build Alternative Site 2 would be minimal, utilizing existing infrastructure and roadways.

There are no proposed changes in the number of Amtrak trains in the project study area. As a result, the No-Build Alternative is not projected to divert additional travelers from other modes. The build alternatives are projected to increase ridership over time. The number of passengers using the Alton Station by 2030 is expected to more than double that of the existing station facility.

3.3.2 Land Use

The No-Build Alternative would not involve the relocations of any residences or business. No residential or business relocations are proposed for the Build Alternatives (Sites 1 and 2). Build Alternative Site 1 would require purchasing approximately six acres of additional ROW. Right-of-way purchases, if needed, would be conducted following the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Uniform Relocation Act) (42 USC 4601-4655), as amended, applies to all federal or federally assisted activities that involve the acquisition of real property.

Build Alternative Site 2 would require additional land outside of the UPRR ROW. However, the City of Alton would contribute the required land to UPRR for the proposed stationhouse; therefore no ROW would be purchased.

Schools, medical centers, and fire and police stations serve the daily needs of residents near the project study area. Streets around the proposed transportation center sites provide access to and from educational and medical facilities and play a critical role in providing these services, and in serving the health, safety and general welfare of those who use them. There would be no alterations to the existing street grid, except for short-term temporary closures, so impacts to these services and facilities would be minimal.

3.3.3 Demographics

Each of the project study areas for the three alternatives, No-Build and Build Alternatives Site 1 and Site 2, are located within the corporate limits of the City of Alton in Madison County. As a result of the small project study areas, the demographic data presented below is only for Madison County and the City of Alton.

3.3.3.1 Existing Conditions

Population and Households

Madison County is a mixture of agricultural, commercial and industrial uses unlike nearby Jersey and Macoupin Counties to the north (along the UPRR rail line), which are primarily agricultural. Entering Madison County, the rail line traverses a more urban environment through Godfrey, Alton, East Alton and East St. Louis (Illinois) before crossing the Mississippi River and into St. Louis, Missouri. The 2010 population density in Madison County was 376 persons per square mile. As a comparison, Macoupin County (30 miles to the northeast) had an estimated 2010 population density of only 55.4 persons per square mile, which the UPRR rail line passes through. The population for the state of Illinois and Madison County from 2000 to 2010 rose by 3.3 and 4.0 percent, respectively, while the City of Alton actually dropped by 8.6 percent for the same time period as shown in *Table 6*.

Table 6 – Population and Households 2000 and 2010 Census

Community	Population			Households		
	2000 Census	2010 Census	Percent Change (2000-2010)	2000 Census	2010 Census	Percent Change (2000-2010)
State of Illinois	12,419,293	12,830,632	3.3	4,591,779	4,836,972	5.3
Madison County	258,941	269,282	4.0	101,953	106,867	4.6
City of Alton	30,496	27,865	-8.6	12,518	12,101	-3.4

Source: 2000 and 2010 U.S. Bureau of the Census – and Madison County and City of Alton websites

Racial and Ethnic Composition

Table 7 shows there are sizable concentrations of minority populations in Madison County, and more so in the City of Alton. A composite of all ethnic races per the 2010 census represent 16.4 percent of the total population for Madison County. By comparison, a composite of all ethnic races per the 2010 census for the City of Alton represent 30.8 percent, almost one-third of the population. This more diverse population mix is indicative of an urban environment.

The number of households in Illinois increased 5.3 percent during the same ten years. This percentage is higher than Madison County (4.6 percent) and the City of Alton, which actually dropped by 3.4 percent during the same ten year period. *Table 7* indicates that minority populations in the City of Alton are almost double that than in Madison County.

Table 7 – Population by Race and Ethnicity 2010

Community	White	Black/ African American	Am. Indian and Alaska Native	Asian	Pacific Islander	Other	Two or More Races	Hispanic or Latino (of any race)
State of Illinois	9,177,877	1,866,414	43,963	586,934	4,050	861,412	289,982	2,027,578
Madison County	237,641	21,235	659	2,254	7	2,427	4,959	7,313
City of Alton	21,169	5,804	79	124	7	889	1,031	661

Source: 2010 U.S. Bureau of the Census – and Madison County and City of Alton websites

Economics and Employment

As previously mentioned, Madison County is a mixture of agricultural, commercial and industrial land uses. Two of the top three employers in the county are manufacturing – steel and brass industries. Though agriculture is known to be an important producer for the county, none of the leading employers are listed as “agriculture” per se. Outside of government, Madison County employees, the top employers are in manufacturing, health care and education. *Tables 8 and 9* show the number of employees by trade, indicating broader diversity throughout the county and city, which include other industries such as clerical, sales, office, financial, insurance, professional, service and construction.

Table 8 – Employment by Major Industry, Madison County (2009)

Industry	Percent in County
Education and Health	22.1
Trade, Transportation and Utilities	21.0
Manufacturing	12.8
Leisure and Hospitality	10.1
Professional Business Services	9.0
Financial Services	6.6
Construction	6.3
Other Services	5.1
Public Administration	4.3
Information	2.0
Agriculture and Mining	0.7

Source: Madison County Economic Development and St. Louis Regional Chamber & Growth Association

Table 9 – Employment by Major Industry, City of Alton (2009)

Industry	Number of Employees	Percent in County
Sales and Office	3,316	26.08
Professional and Related	2,717	21.37
Service	2,243	17.64
Production, Transportation and Material Moving	1,975	15.53
Management, Business and Financial Operations	1,417	11.14
Construction, Extraction and Maintenance	1,025	8.06
Farming, Fishing and Forestry	24	0.19

Source: Alton Economic Development Department and St. Louis Regional Chamber & Growth Association

Income and Wages

Table 10 shows 1999 (from Census 2000) and estimated 2010 median household incomes for the State of Illinois, Madison County and City of Alton. The percentage changes during this period of time are relatively similar, all of them gaining: State of Illinois by 29.2 percent, Madison County by 25 percent, and City of Alton by 22 percent. However, the data indicates the median household income for the City of Alton is increasing at a slightly slower percentage rate than it is for Madison County and the State of Illinois.

Table 10 – Median Household Income, 1999 (Census 2000) and 2010 (Estimated)

Community	Median Household Income		
	1999 (2000 Census)	2010 Estimated	Percent Change (1999-2010)
State of Illinois	\$46,635	\$60,254	29.2
Madison County	\$41,541	\$51,941	25.0
City of Alton	\$31,213	\$38,073	22.0

Source: 2000 and 2010 U.S. Bureau of the Census – and Madison County and City of Alton websites

3.3.3.2 Potential Impacts

The No-Build Alternative and the two Build Alternatives are not expected to have an adverse effect on racial and ethnic distribution at any of these locations. Construction of either Build Alternative Site 1 or Site 2 is expected to promote both the short- and long-term creation and preservation of jobs while promoting new opportunities during their construction.

3.3.4 Environmental Justice and Title VI

Title VI of the Civil Rights Act of 1964 addresses discrimination issues associated with federally funded projects. No groups or individuals have been or will be excluded from participation in

public involvement activities, denied the benefit of the project, or subjected to discrimination in any way on the basis of race, color, age, sex, national origin, disability, or religion.

Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations (EO 1994), directs federal agencies to "promote nondiscrimination in federal programs substantially affecting human health and the environment, and provide minority and low-income communities access to public information on, and an opportunity for public participation in matters relating to human health or the environment."

The Department of Transportation (the Department or DOT) issued an update to Departmental Order 5610.2(a) (Actions to Address Environmental Justice in Minority Populations and Low-Income Populations) (originally published April 15, 1997) on May 2, 2012. The Order updates and clarifies environmental justice procedures for the Department in response to the Memorandum of Understanding on Environmental Justice signed by heads of Federal agencies on August 4, 2011, DOT's revised environmental justice strategy issued on March 2, 2012, and Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, dated February 11, 1994.

The No-Build Alternative would not have disproportionate adverse impacts on minority or low impact populations.

Neither of the Build Alternative Sites, Site 1 or Site 2, would result in property acquisitions or relocations from minority or low-income residents or populations in the project study area nor result in disproportionately adverse impacts to minority or low-income residents or populations.

3.3.5 Public Health and Safety

The No-Build Alternative would not impact public health and safety as it relates to emergency response agencies. Fire, police and medical response time would not be affected as the existing train station would not be replaced with construction of a new station and related improvements.

The Build Alternatives (Sites 1 and 2) would also not impact public health and safety because there would be no change in the existing traffic flow patterns due to the proposed improvements. IDOT and UPRR would coordinate with emergency service providers in order to mitigate any potential impacts due to construction activity conflicts.

3.3.6 Hazardous Materials

The hazardous materials discussion in the 2004 ROD did not include reference to the Alton Amtrak Station. A Preliminary Environmental Site Assessment (PESA) includes an electronic search of local, state and federal environmental databases at each of the alternatives performed by FirstSearch Technology Corporation (FirstSearch). The results of the database searches for each alternative are provided in Appendix A, however, the final PESA is not included in Appendix A but would be completed prior to construction. The databases and search distances

were performed in accordance with the U.S. EPA's All Appropriate Inquiries (AAI) regulations and American Society for Testing and Materials (ASTM) E 1527-05 Standard Practice for Environmental Site Assessments. The PESA, when available, will conform to the methods described in the Illinois Department of Transportation (IDOT) Memorandum #04-09, dated July 22, 2004 entitled "Special Waste Procedures for Local Highway Improvements." In addition, the Illinois State Geological Survey (ISGS) Open File Series January 2012 Publication entitled "A Manual for Conducting Preliminary Environmental Site Assessments for Illinois Department of Transportation Infrastructure Projects" will be adhered to in the PESA. The evaluation of potential adverse environmental impacts contained in the PESA include observations, historical records research and review of database information considered critical for each of the alternatives selected for further study.

3.3.6.1 Existing Conditions

A regulatory database report was prepared for each of the No-Build Alternative (existing station) and two Build Alternatives, Sites 1 and 2, in advance of completion of the PESA. Results of the database search for the existing station indicate there are no ASTM databases listed within the critical search distance of ¼ mile for the length of the environmental footprint. Results of the database search for Build Alternative 1 indicate there are no ASTM databases listed within the critical search distance of ¼ mile of the perimeter of the proposed improvements. For Build Alternative 2, the boundaries of the former golf course in which the limits of the proposed improvements for this alternative fall within, were established as the overall perimeter for the database search. Results of the database search for Build Alternative 2 out to the critical distance of ¼ mile from the boundary limits identify four ASTM database listings: one small quantity RCRA generator facility, one LUST facility, and two UST facilities. The LUST facility is listed as being "closed" (No Further Action/No Further Remediation") per Illinois Environmental Protection Agency (IEPA) ruling. No other ASTM databases are listed for any of the alternative sites in the FirstSearch reports.

De minimis conditions, as used by ASTM, generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate government agencies. Conditions determined to be *de minimis* are not Recognized Environmental Conditions. The following are considered to be *de minimis* conditions: (1) The possibility of hazardous oil (i.e., PCBs) used in the operation of electrical transformers that have not been otherwise documented by the power utility provider; (2) The potential long-term usage of agricultural chemicals, such as fertilizers, pesticides and herbicides; and (3) Minor spillage of chemical and/or petroleum products that do not pose a threat to human health or the environment not considered to be the subject of enforcement action by an appropriate governmental agency.

In addition, a Phase I Environmental Site Assessment (ESA) was performed for the former golf course site, Site 2, by Environmental Operations, Inc. (EOI), on October 21, 2011. The scope followed by EOI was done in accordance with ASTM E 1527-05 guidance language for Phase I Environmental Site Assessments. The database report prepared for the Phase I ESA was performed by Environmental Data Resources (EDR), which lists federal and state regulatory

facilities in accordance with ASTM search distances. The scope of the Phase I ESA incorporated the entire footprint of the golf course, approximately 58 acres, with an additional four acres of a densely forested area north and across the UPRR rail line, thus making the subject property 62 acres in size. The database search established the outer edges of the 62-acre footprint to initiate search distances parameters for each of the federal and state databases required by ASTM. Results of the database search identified three RCRA (Resource Conservation and Recovery Act of 1976) Conditionally Exempt (CESQG) generator sites west and down-gradient from the former golf course on Homer Adams Parkway, ranging from 665 feet to 1120 feet away. Per USEPA, conditionally exempt small quantity generators that generate less than 100 kilograms (kg) of hazardous waste, or less than 1 kg of acutely hazardous waste per month. No other databases within the search distance criteria were identified in the database report. EOI did not evaluate the three CESQG sites since they fell beyond ASTM-specified search distance. No spill data was provided in the description of hazardous wastes generated at any of these facilities.

The Phase I ESA revealed no evidence of recognized environmental conditions in connection with the subject property.

3.3.6.2 Potential Impacts

Results of the database search do not identify significant regulatory activity for the No-Build and Build Alternative sites. Prior to construction, a determination of potential impacts will be included in a PESA.

3.3.7 Cultural Resources

Section 106 of the National Historic Preservation Act (NHPA) of 1966 (as amended) requires federal agencies to consider the impacts of their project undertakings on historic architectural and archeological resources that are either listed in or have been determined eligible for listing in the National Register of Historic Places (NRHP) (36 CFR 800). This subsection provides an evaluation of historic, architectural and archaeological resources within the study areas.

3.3.7.1 Existing Conditions

A Draft Conditions Assessment Report was prepared for the existing Alton Amtrak Station by Parsons Brinckerhoff (PB) in 2010 to determine the building's potential historic eligibility under NRHP criteria. In 2012, the SHPO requested an additional report to be prepared, a Determination of Eligibility Report. The report recommended that the station was not eligible for listing in the NRHP. However, SHPO determined in a December 2012 letter that the station may qualify under Criterion A, for its significant role in the transportation history of Alton.

A Phase I Archaeological Survey was prepared for Build Alternative Site 2 due to historical use of the property in the 1800's and prior to the City of Alton annexing the property and developing it as a public golf course in the 1920s and 1930s. Results of the archaeological and historical analysis performed by Gateway Archaeology in October 2011 identified an area along the western boundary of the golf course and Golf Road (access driveway) as possibly meeting the requirements for National Register eligibility. A ruling was made based on the results of this study by the SHPO in March 2012 stating that this site may be eligible for listing on the NRHP

under Criterion D. Criterion D is for sites that have yielded, or may be likely to yield, information important in prehistory or history. A Phase II invasive study performed by Gateway Archaeology in June 2012 determined that the relics and materials buried at this location reflect “a major Early Farming period component and a minor Modern Farming period component and that if these deposits cannot be avoided by the proposed project, data recovery investigations should be performed prior to construction or earth-moving activities.”

3.3.7.2 Potential Impacts

As part of the planned improvements for Build Alternative Site 2, design of the access road off of Homer Adams Parkway was revised in order to avoid impacting a potentially significant archaeological site that occupied a portion of the golf course. The access roadway that connects Homer Adams Parkway to the portion of the property that would be developed with a new multimodal transportation center has been redesigned to avoid impacting this potential historic preservation area.

The FRA and IDOT, in consultation with the SHPO, have identified two historic properties that would be affected by the project: an archaeological site and the existing Alton railroad station. The archaeological site, a mid-nineteenth century Euro-American farmstead, is eligible for the National Register of Historic Places (NRHP) under criterion D and the existing Alton railroad station is eligible under criterion A. A draft memorandum of agreement (MOA) between FRA, IDOT, and the Section 106 consulting parties (City of Alton, Alton Historical Commission, and Alton Area Landmarks Association) is being reviewed by Section 106 consulting parties and would be completed prior to the Federal Action on the project, which is currently expected to be a Finding of No Significant Impact (FONSI). The Draft MOA can be found in Appendix B.

3.4 Construction Impacts

Impacts associated with construction of the improvements would be local and temporary. The most noticeable impacts would likely be noise, vibration, dust, and traffic disruptions. Noise and vibration impacts were discussed in more detail in Section 3.1.4.

These temporary impacts would occur from operation of equipment for the construction of a new stationhouse and new platform. For the No-Build Alternative, no impacts will occur. Normal traffic on local streets would be flagged at various times to allow entry and exit of construction equipment to the project site. Such occurrences are expected to be perceived by motorists as an inconvenience. However, these impacts would be temporary, and existing vehicular travel would be restored after construction has been completed.

The project sites may require periodic reduction in the operating speed of trains that pass through construction zones. Also, there may be a need to adjust the schedule of rail operations if activities require temporary shutdown of selected track sections. Such schedule and/or operations adjustments would be necessary when there is a potential safety risk due to the proximity of moving trains and construction activities that are incompatible with ongoing train

traffic. Such delays or disruptions may be similar to normal maintenance activities under existing conditions.

Construction of a new station and station platform would also require subgrade preparation and earthwork. Construction of these facilities for Build Alternative Site 1 would require purchasing an additional six acres of ROW. Construction at Build Alternative Site 2 would occur within UPRR ROW and City of Alton property and would not require the purchasing of additional ROW.

Construction of either Build Alternative (Site 1 or 2) would require indirect consumption of energy for processing materials, construction activities, and maintenance of the Transportation Center. Energy consumption by vehicles in the vicinity of the proposed improvements may increase during construction due to possible traffic delays. Best management practices (BMPs) would be utilized to reduce construction related temporary impacts.

3.5 Indirect and Cumulative Impacts

3.5.1 Indirect Impacts

Indirect impacts are defined as reasonably foreseeable future consequences to the environment that are caused by the proposed action, but that would occur either in the future (later in time) or near, but not in the same location as, direct impacts associated with implementation of a build alternative. Under the CEQ regulations, indirect impacts are defined as those that are "... caused by the action and are later in time or farther removed in distance but are still reasonably foreseeable. Indirect effects would include growth- inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystem" (40 CFR 1508.8b).

Indirect impacts can be associated with the consequences of land use change and development that would be indirectly supported by changes in local access or mobility. Indirect impacts differ from those directly associated with the construction and operation of a project itself and are often caused by what is commonly referred to as "induced development." Induced development would include a variety of alterations such as changes in land use, economic vitality, property values and/or population density. The potential for secondary impacts to occur is determined in part by local land-use and development-planning objectives and the physical location of a proposed action.

Under the No-Build Alternative, the station would remain on its existing site and no indirect impacts would be expected. Construction of either Build Alternatives (Site 1 or 2) could result in indirect impacts as both alternatives would involve a change in the current land use for both sites. The new station may result in development of adjacent properties and redevelopment of neighboring businesses in the vicinity of the station. The City of Alton's long term vision includes creation of a Transit Oriented Development (TOD) district focused on the Transportation Center. Although minimal, the potential negative impacts associated with this TOD district would be related to impacted wetlands, increased traffic for longer trips, and reduced open space in the immediate vicinity. However, positive impacts of guiding

development into a denser configuration include reduced automobile travel for shorter trips, better bicycle and pedestrian access, and fewer impacts to land currently utilized for agriculture.

3.5.2 Cumulative Impacts

The consideration of cumulative effects consists of an assessment of the total effect on a resource, ecosystem, or community from past, present, and future actions that have altered the quantity, quality, or context of those resources within a broad geographic scope. Under the CEQ regulations, cumulative effects are defined as "...the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or nonfederal) or person undertakes such other actions. Cumulative effects can result from individually minor but collectively significant actions taking place over a period of time" (40 CFR 1508.7). The cumulative effects analysis considers the aggregate effects of direct and indirect impacts – from federal, non-federal, public, or private actions – on the quality or quantity of a resource.

The intent of a cumulative-effects analysis is to determine the magnitude and significance of cumulative effects, both beneficial and adverse, and to determine the contribution of the proposed action to those aggregate effects. Cumulative effects associated with either of the proposed build alternatives on the resources analyzed would be limited to those derived from the direct and indirect impacts of the action.

The No-Build Alternative would not have any cumulative impacts.

The most notable known projects that would result in cumulative impacts near the study area are the high-speed rail track improvements between Alton and East St. Louis. Because most of these improvements will occur within the existing UPRR right-of-way, the cumulative effect of adding these impacts to the impacts associated with this proposed project are anticipated to be minimal. With regard to air quality, these projects are expected to provide an overall cumulative benefit. The high-speed rail facility is expected to provide service to motorists who would otherwise travel to Alton by automobile. This shift in travel mode is expected to reduce overall vehicle emissions.

3.6 Preferred Alternative

The development of the project's Build Alternatives Site 1 and Site 2 resulted from close coordination and cooperation between IDOT, FRA, the City of Alton and various state and federal agencies, which were established early in the project's development.

Based on the social, economic, and environmental analysis in this EA, and input from the general public, IDOT has determined that Build Alternative Site 2 is the Preferred Alternative.

IDOT found that while both of the Build Alternatives provide for a new passenger rail station with adequate platform length, parking for cars, roadway access improvements, and ten bus parking spots for both regional and local bus lines, the Build Alternative Site 2 allows for

greater future community growth near the Transportation Center due to the large amounts of undeveloped land nearby. Build Alternative Site 2 has the additional acreage that Build Alternative Site 1 does not allow due to its surrounding land use and smaller lot size.

3.7 Permits

IDOT and/or the City of Alton would be required to obtain approvals and or permits under the following authorities:

- Connections to the public water distribution system and sanitary system, as well as a Certificate of Occupancy from the local building department.
- Compliance with 70 ILCS 405 Soil and Water Conservation Districts Act.
- Coverage under the National Pollutant Discharge Elimination System (NPDES) Storm Water discharge permit, which is administered by the Illinois Environmental Protection Agency (IEPA).
- An approved operating soil erosion and sedimentation control program which ensures compliance with 70 ILCS 405 Soil and Water Conservation Districts Act.
- Section 401 of the Clean Water Act, Water Quality Certification from the IEPA.
- Section 402 of the Clean Water Act National Pollutant Discharge Elimination System (NPDES) Construction Permit from the IEPA. Because the proposed project would potentially disturb more than one acre, it would be subject to the requirement for an NPDES permit for stormwater discharges from the construction site. Permit coverage would be obtained under the IEPA General Permit for Stormwater Discharges from Construction Site Activities (NPDES Permit No. ILR10). A Stormwater Pollution Prevention Plan would be prepared and implemented, in accordance with requirements under the NPDES permit(s).
- Prior to construction, erosion control fencing would be placed at the limits of construction. Zones of fill, grading, compaction, or equipment movement would be restricted to areas outside the protective fencing. Impacts from silt and sedimentation would be minimized through adherence to erosion control measures outlined in IDOT's Standard Specification's for Road and Bridge Construction, January 1, 2012.

4.0 Coordination and Consultation

Public involvement is an important part of any IDOT project planning process. In addition to working with the requisite federal and state agencies, IDOT efforts for this EA included outreach to a wide variety of stakeholders along the project corridor. A hard copy of this EA will be in the local library in Alton; and electronic copies will be available on IDOT and FRA websites.

4.1 Meetings

IDOT will hold a public meeting after publication of the EA. IDOT will advertise the hearing through a notice in the local paper for Alton. The EA will be available for public review and comment both in printed copy form at the Hayner Public Library, Downtown Alton Location, and electronic form on IDOT and FRA websites. Public and agency comment on the EA should be sent to:

Miriam Gutierrez, Bureau Chief
IDOT Bureau of High Speed and Passenger Rail
James R. Thompson Center
100 West Randolph Street, Suite 6-600
Chicago, IL 60601

4.2 Agencies

Letters sent to agencies are shown in Appendix B. This appendix includes letters sent by FRA for this EA. All coordination will be conducted in accordance of FRA procedures.

4.2.1 State Historic Preservation Office (SHPO) Consultation

The SHPO was contacted for this project and consultation is ongoing as of publication of this EA.

4.2.2 Illinois Department of Natural Resources (IDNR) Consultation

The IDNR was contacted for this project by using the Illinois Department of Natural Resources' Ecological Compliance Assessment Tool (EcoCAT). The results of the EcoCAT are included in Appendix B.

5.0 Distribution List

5.1 Agency Coordination

5.1.1 Federal Agencies

Advisory Council on Historic Preservation
Federal Highway Administration, Illinois Division
Federal Transit Administration, Region 5
National Park Service
U.S. Army Corps of Engineers, St. Louis District
U.S. Department of Agriculture
U.S. Department of Housing and Urban Development
U.S. Department of the Interior, Fish & Wildlife Service, Marion, IL Field Office
U.S. Department of the Interior, Office of Environmental Policy and Compliance
U.S. Environmental Protection Agency, Region 5
U.S. Senator Richard Durbin
U.S. Senator Mark Kirk
U.S. House of Representative, Jerry Costello, Congressional District No. 12

5.1.2 State Agencies

Illinois Department of Agriculture
Illinois Department of Natural Resources
Illinois Environmental Protection Agency
Illinois Historic Preservation Agency
Illinois Natural History Survey
Illinois State Senator, William Haine, District No. 56
Illinois State Representative, Daniel Beiser, District No. 111

5.1.3 Other Agencies and Commissions

Madison County Metro East Transit District
Heartlands Conservancy

5.1.4 Counties

Madison

5.1.5 Local Communities and Jurisdictions

City of Alton

5.1.6 Railroads

Union Pacific Railroad (UPRR) Company

6.0 References

- Berg, R.C., J.P. Kempton and K. Cartwright, 1984. *Potential for contamination of shallow aquifers in Illinois*. Illinois State Geological Survey Circular 532.
- Executive Order 11988, "Floodplain Management," and by implementation of federal regulations under 44 CFR 9.00., May 24, 1977, as amended.
- Federal Railroad Administration, *Railroad Corridor Transportation Plans: A Guidance Manual*, July 8, 2005.
- Illinois Department of Transportation, *Illinois High-Speed Rail, Chicago to St. Louis, Station Programming Study: Alton Amtrak Station*, 2011. Draft report, June 29, 2011.
- Illinois Department of Transportation, *High-Speed Rail, Chicago to St. Louis, Alton Regional Multimodal Transportation Center Project, Alternatives Screening*, Draft report May 2012.
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http://www.idothesr.org/about/prior_studies.aspx
- U.S. Department of Agriculture, Census Bureau, 2009. *2007 Census of Agriculture, February 2009, updated September 2009. Illinois State and County Data, Volume 1 – Geographic Area Series – Part 13*.
- U.S. Department of Agriculture, National Resources Conservation Service, 2004. *Soil Survey of Madison County, Illinois*.
- U.S. Department of Agriculture, Natural Resources Conservation Service, *Web Soil Survey*, <http://websoilsurvey.nrcs.usda.gov>.

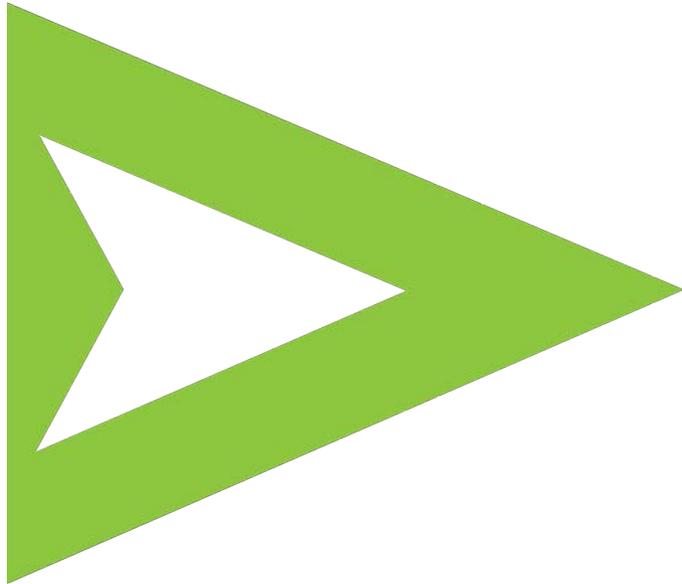
- U.S. Department of Commerce, United States Census Bureau, 2010 and 2000 Census, www.census.gov
- U.S. Department of Homeland Security, Federal Emergency Management Agency, Flood Insurance Rate Maps (FIRM), FIRMette, <https://msc.fema.gov> .
- U.S. Department of the Interior, Fish and Wildlife Service, National Wetland Inventory Map, Wetlands Mapper, www.fws.gov/wetlands.
- U.S. Department of Transportation, Federal Highway Administration, Federal Railroad Administration, and Illinois Department of Transportation, 2003. *Final Environmental Impact Statement , Chicago-St. Louis High-Speed Rail Project*. January 2003. <http://www.dot.il.gov/hsrail/pdf/cover.pdf>
- U.S. Department of Transportation, Federal Railroad Administration, 2005. *High-Speed Ground Transportation Noise and Vibration Impact Assessment* guidance manual.
- U.S. Geological Survey, The National Map Viewer, <http://viewer.nationalmap.gov/viewer> .

Appendix A

Hazardous Materials



ENVIRONMENTAL FIRSTSEARCH REPORT



TARGET PROPERTY:

HSR-ALTON STATION

E BELTLINE PKWY

EAST SAINT LOUIS, IL 62207

JOB NUMBER: 11104-F

PREPARED FOR:

Geo Services, Inc.

1235 E. Davis Street, Suite 101

Arlington Heigh IL, 60005

November 1, 2012

Environmental FirstSearch Search Summary Report

Target Site: E BELTLINE PKWY
EAST SAINT LOUIS, IL 62207

FirstSearch Summary

Database	Sel	Updated	Radius	Site	1/8	1/4	1/2	1/2>	ZIP	TOTALS
NPL	Y	09-20-12	1.00	0	0	0	0	0	0	0
NPL Delisted	Y	09-20-12	0.50	0	0	0	0	-	0	0
CERCLIS	Y	10-01-12	0.50	0	0	0	0	-	1	1
NFRAP	Y	10-01-12	0.50	0	0	0	0	-	0	0
RCRA COR ACT	Y	09-11-12	1.00	0	0	0	0	0	1	1
RCRA TSD	Y	09-11-12	0.50	0	0	0	0	-	0	0
RCRA GEN	Y	09-11-12	0.25	0	0	0	-	-	0	0
RCRA NLR	Y	09-11-12	0.25	0	0	0	-	-	0	0
Federal Brownfield	Y	10-14-12	0.50	0	0	0	0	-	1	1
ERNS	Y	10-04-12	0.15	0	0	-	-	-	0	0
Tribal Lands	Y	12-15-08	1.00	0	0	0	0	0	1	1
State/Tribal Sites	Y	NA	1.00	0	0	0	0	0	0	0
State Spills 90	Y	07-18-12	0.25	0	0	0	-	-	1	1
State/Tribal SWL	Y	05-23-12	0.50	0	0	0	1	-	5	6
State/Tribal LUST	Y	09-10-12	0.50	0	0	0	6	-	2	8
State/Tribal UST/AST	Y	09-01-12	0.25	0	0	0	-	-	0	0
State/Tribal EC	Y	09-01-12	0.50	0	0	0	0	-	0	0
State/Tribal IC	Y	09-01-12	0.25	0	0	0	-	-	0	0
State/Tribal VCP	Y	09-01-12	0.50	0	0	0	0	-	0	0
State/Tribal Brownfields	Y	02-22-08	0.50	0	0	0	0	-	0	0
State Other	Y	05-23-12	0.25	0	1	1	-	-	0	2
Federal IC/EC	Y	09-18-12	0.50	0	0	0	0	-	0	0
-TOTALS-				0	1	1	7	0	12	21

Notice of Disclaimer

Due to the limitations, constraints, and inaccuracies and incompleteness of government information and computer mapping data currently available to FirstSearch Technology Corp., certain conventions have been utilized in preparing the locations of all federal, state and local agency sites residing in FirstSearch Technology Corp.'s databases. All EPA NPL and state landfill sites are depicted by a rectangle approximating their location and size. The boundaries of the rectangles represent the eastern and western most longitudes; the northern and southern most latitudes. As such, the mapped areas may exceed the actual areas and do not represent the actual boundaries of these properties. All other sites are depicted by a point representing their approximate address location and make no attempt to represent the actual areas of the associated property. Actual boundaries and locations of individual properties can be found in the files residing at the agency responsible for such information.

Waiver of Liability

Although FirstSearch Technology Corp. uses its best efforts to research the actual location of each site, FirstSearch Technology Corp. does not and can not warrant the accuracy of these sites with regard to exact location and size. All authorized users of FirstSearch Technology Corp.'s services proceeding are signifying an understanding of FirstSearch Technology Corp.'s searching and mapping conventions, and agree to waive any and all liability claims associated with search and map results showing incomplete and or inaccurate site locations.

Environmental FirstSearch Site Information Report

Request Date: 11-01-12
 Requestor Name: Vernon Brown
 Standard: AAI

Search Type: COORD
 Job Number: 11104-F
Filtered Report

Target Site: E BELTLINE PKWY
 EAST SAINT LOUIS, IL 62207

Demographics

Sites: 21	Non-Geocoded: 12	Population: NA
Radon: NA		
Fire Insurance Map Coverage:	No (>350 Ft. From Coverage)	

Site Location

	<u>Degrees (Decimal)</u>	<u>Degrees (Min/Sec)</u>		<u>UTMs</u>
Longitude:	-90.128801	-90:7:44	Easting:	748999.821
Latitude:	38.901339	38:54:5	Northing:	4309540.084
Elevation:	473		Zone:	15

Comment

Comment:

Additional Requests/Services

Adjacent ZIP Codes:	Services:																																								
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">ZIP Code</th> <th style="text-align: left;">City Name</th> <th style="text-align: left;">ST</th> <th style="text-align: left;">Dist/Dir</th> <th style="text-align: left;">Sel</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	ZIP Code	City Name	ST	Dist/Dir	Sel						<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Requested?</th> <th style="text-align: center;">Date</th> </tr> </thead> <tbody> <tr> <td>Fire Insurance Maps</td> <td style="text-align: center;">Yes</td> <td style="text-align: center;">11-01-12</td> </tr> <tr> <td>Aerial Photographs</td> <td style="text-align: center;">Yes</td> <td style="text-align: center;">11-01-12</td> </tr> <tr> <td>Historical Topos</td> <td style="text-align: center;">Yes</td> <td style="text-align: center;">11-01-12</td> </tr> <tr> <td>City Directories</td> <td style="text-align: center;">No</td> <td></td> </tr> <tr> <td>Title Search</td> <td style="text-align: center;">No</td> <td></td> </tr> <tr> <td>Municipal Reports</td> <td style="text-align: center;">No</td> <td></td> </tr> <tr> <td>Liens</td> <td style="text-align: center;">No</td> <td></td> </tr> <tr> <td>Historic Map Works</td> <td style="text-align: center;">No</td> <td></td> </tr> <tr> <td>Online Topos</td> <td style="text-align: center;">No</td> <td></td> </tr> </tbody> </table>		Requested?	Date	Fire Insurance Maps	Yes	11-01-12	Aerial Photographs	Yes	11-01-12	Historical Topos	Yes	11-01-12	City Directories	No		Title Search	No		Municipal Reports	No		Liens	No		Historic Map Works	No		Online Topos	No	
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Historical Topos	Yes	11-01-12																																							
City Directories	No																																								
Title Search	No																																								
Municipal Reports	No																																								
Liens	No																																								
Historic Map Works	No																																								
Online Topos	No																																								

Environmental FirstSearch Target Site Summary Report

Target Property: E BELTLINE PKWY
EAST SAINT LOUIS, IL 62207

JOB: 11104-F

TOTAL: 21 **GEOCODED:** 9 **NON GEOCODED:** 12 **SELECTED:** 0

Map ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	ElevDiff	Page No.
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No sites found for target address

Environmental FirstSearch Sites Summary Report

Target Property: E BELTLINE PKWY
EAST SAINT LOUIS, IL 62207

JOB: 11104-F

TOTAL: 21 **GEOCODED:** 9 **NON GEOCODED:** 12 **SELECTED:** 0

Map ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	ElevDiff	Page No.
1	OTHER	HILDERBRAND, ANN 1190105232/BOL INVENTORY	3607 GILLHAM AVE ALTON IL 62002	0.11 SW	+ 4	1
2	OTHER	ATWOOD-STEELE 1190105233/BOL INVENTORY	3602 THOMAS AVE ALTON IL 62002	0.14 SW	+ 16	3
3	LUST	KIENSTRA INC. 1190105118-971796/CLOSED	4005 COLLEGE AVE ALTON IL 62002	0.28 NE	- 13	5
4	LUST	PARSON OIL COMPANY 1190105042-20090473/ACTIVE	4200 COLLEGE AVE ALTON IL 62002	0.36 NE	- 33	7
4	LUST	PARSONS OIL COMPANY 1190105042-20090739/ACTIVE	4200 COLLEGE AVE ALTON IL 62002	0.36 NE	- 33	10
4	LUST	THOMECZEK OIL 1190105042-900465/ACTIVE	4200 COLLEGE AVE ALTON IL 62002	0.36 NE	- 33	12
5	LUST	HENDIN, VICKIE 1190105044-901573/CLOSED	1372 MILTON RD ALTON IL 62002	0.45 SW	+ 45	13
6	LUST	FARM FRESH DAIRY STORE 1190105052-911226/CLOSED	1400 MILTON ALTON IL 62002	0.47 SW	+ 40	14
7	SWL	SCRAP SHOP 1190100008/	3900 COLLEGE AVE ALTON IL 62002	0.49 NE	- 29	16

Environmental FirstSearch Sites Summary Report

Target Property: E BELTLINE PKWY
EAST SAINT LOUIS, IL 62207

JOB: 11104-F

TOTAL: 21 **GEOCODED:** 9 **NON GEOCODED:** 12 **SELECTED:** 0

Map ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	ElevDiff	Page No.
	CERCLIS	EAST ST. LOUIS GATEWAY LEAD SITES ILN000508216/NOT PROPOSED	17TH & GATY AVE EAST ST. LOUIS IL 62207	NON GC	N/A	N/A
	RCRACOR	TERMINAL RAILROAD ASSOCIATION ILD984778340/CA	S OF BEND RD LOVEJOY IL 62059	NON GC	N/A	N/A
	SPILLS	20060148/	EB RAMP I-70/I-55 TO EB I- EAST ST LOUIS IL	NON GC	N/A	N/A
	SWL	3 DDD GLASS & RECYCLING CTR 1631000004/	PLANK RD OLD SWIFT COMPLX NATIONAL CITY IL 62071	NON GC	N/A	N/A
	SWL	EAST ST LOUIS MUNICIPAL, DEMO 1630450020/	TUDOR ST EAST ST LOUIS IL 62200	NON GC	N/A	N/A
	SWL	EAST ST LOUIS MUNICIPAL, LEHM 1630450021/	FRONT ST EAST ST LOUIS IL 62200	NON GC	N/A	N/A
	SWL	IL CENTRAL GULF RR 1630450006/	NO ADDRESS ON FILE EAST ST LOUIS IL 62200	NON GC	N/A	N/A
	SWL	YOUNG, CLINT 1630050001/	MISSOURI AVE ALORTON IL 62207	NON GC	N/A	N/A
	LUST	CSX TRANSPORTATION 1630450083-902561/CLOSED	UNKNOWN EAST ST. LOUIS IL 62201	NON GC	N/A	N/A
	LUST	LAROCHE IND. INC. 1630455012-921711/ACTIVE	EAGLE PARK RD EAST ST. LOUIS IL 62202	NON GC	N/A	N/A
	TRIBALLA	BUREAU OF INDIAN AFFAIRS CONTACT I BIA-62207/	UNKNOWN IL 62207	NON GC	N/A	N/A
	FEDBROWN	PROPOSED LAKEWOOD PLACE HOTEL SITE 131281/EPA BROWNFIELD	LAKWOOD PL & ILLINOIS ROU CENTREVILLE IL 62207	NON GC	N/A	N/A

**Environmental FirstSearch
Site Detail Report**

Target Property: E BELTLINE PKWY
EAST SAINT LOUIS, IL 62207

JOB: 11104-F

OTHER

SEARCH ID: 3 **DIST/DIR:** 0.11 SW **ELEVATION:** 477 **MAP ID:** 1

NAME:	HILDERBRAND, ANN	REV:	5/23/12
ADDRESS:	3607 GILLHAM AVE	ID1:	1190105232
	ALTON IL 62002	ID2:	
	MADISON	STATUS:	BOL INVENTORY
CONTACT:	ANN HILDERBRAND	PHONE:	
SOURCE:	IEPA		

SITE INFORMATION

BUREAU OF LAND INVENTORY SITE

OWNER INFORMATION:

NAME:
PO BOX:
ADDRESS:

CONTACT:
PHONE:

OPERATOR INFORMATION

NAME:
PO BOX:
ADDRESS:

CONTACT:
PHONE:

EPA ID:
EPA ID 2:
SIC CODE:
NAIC CODE:
NAICS CODE 2:
LARGE QUANTITY GEN:
SMALL QUANTITY GEN:
NONHAZARDOUS WASTE GEN:
HAZARDOUS WASTE PERMIT:
SOLID WASTE PERMIT:
SW ANNUAL REPORT:
NO LONGER USED:
COMPOST ANNUAL REPORT:
USED TIRE PROGRAM ACTIVITY:
815 LANDFILL ANNUAL REPORT:
COMP ORDER TRACKING ACTIVITY:
POT INFECTIOUS MEDICAL WASTE REPORT:

FACILITY COMPLIANCE TRACKING SYS:S-INDICATES ACTIVITY
GROUNDWATER DATA SYSTEM:
LUST PROGRAM AVTIVITY:
LUST REIMBURSEMENT PROGRAM:
SITE REMEDIATION PROGRAM:
FSRS ACTIVITY:
STATE RESPONSE ACTION ACTIVITY:
NAME AND ADDRESS CHANGE:00/00/00

HAZARDOUS ANNUAL REPORT INFORMATION
COMPANY NAME:
PO BOX:

- Continued on next page -

Environmental FirstSearch Site Detail Report

Target Property: E BELTLINE PKWY
EAST SAINT LOUIS, IL 62207

JOB: 11104-F

OTHER

SEARCH ID: 3 **DIST/DIR:** 0.11 SW **ELEVATION:** 477 **MAP ID:** 1

NAME: HILDERBRAND, ANN
ADDRESS: 3607 GILLHAM AVE
ALTON IL 62002
MADISON
CONTACT: ANN HILDERBRAND
SOURCE: IEPA

REV: 5/23/12
ID1: 1190105232
ID2:
STATUS: BOL INVENTORY
PHONE:

ADDRESS: ,
PHONE:
CONTACT:
TITLE:

ORIGINAL ENTRY DATE:10/06/06

**Environmental FirstSearch
Site Detail Report**

Target Property: E BELTLINE PKWY
EAST SAINT LOUIS, IL 62207

JOB: 11104-F

OTHER

SEARCH ID: 2 **DIST/DIR:** 0.14 SW **ELEVATION:** 489 **MAP ID:** 2

NAME: ATWOOD-STEELE	REV: 5/23/12
ADDRESS: 3602 THOMAS AVE	ID1: 1190105233
ALTON IL 62002	ID2:
MADISON	STATUS: BOL INVENTORY
CONTACT: CHRISTY ATWOOD	PHONE:
SOURCE: IEPA	

SITE INFORMATION

BUREAU OF LAND INVENTORY SITE

OWNER INFORMATION:

NAME:
PO BOX:
ADDRESS:

CONTACT:
PHONE:

OPERATOR INFORMATION

NAME:
PO BOX:
ADDRESS:

CONTACT:
PHONE:

EPA ID:
EPA ID 2:
SIC CODE:
NAIC CODE:
NAICS CODE 2:
LARGE QUANTITY GEN:
SMALL QUANTITY GEN:
NONHAZARDOUS WASTE GEN:
HAZARDOUS WASTE PERMIT:
SOLID WASTE PERMIT:
SW ANNUAL REPORT:
NO LONGER USED:
COMPOST ANNUAL REPORT:
USED TIRE PROGRAM ACTIVITY:
815 LANDFILL ANNUAL REPORT:
COMP ORDER TRACKING ACTIVITY:
POT INFECTIOUS MEDICAL WASTE REPORT:

FACILITY COMPLIANCE TRACKING SYS:
GROUNDWATER DATA SYSTEM:
LUST PROGRAM AVTIVITY:
LUST REIMBURSEMENT PROGRAM:
SITE REMEDIATION PROGRAM:
FSRS ACTIVITY:
STATE RESPONSE ACTION ACTIVITY:
NAME AND ADDRESS CHANGE:00/00/00

HAZARDOUS ANNUAL REPORT INFORMATION
COMPANY NAME:
PO BOX:

- Continued on next page -

Environmental FirstSearch Site Detail Report

Target Property: E BELTLINE PKWY
EAST SAINT LOUIS, IL 62207

JOB: 11104-F

OTHER

SEARCH ID: 2 **DIST/DIR:** 0.14 SW **ELEVATION:** 489 **MAP ID:** 2

NAME: ATWOOD-STEELE
ADDRESS: 3602 THOMAS AVE
ALTON IL 62002
MADISON
CONTACT: CHRISTY ATWOOD
SOURCE: IEPA

REV: 5/23/12
ID1: 1190105233
ID2:
STATUS: BOL INVENTORY
PHONE:

ADDRESS: ,
PHONE:
CONTACT:
TITLE:

ORIGINAL ENTRY DATE:10/06/06

**Environmental FirstSearch
Site Detail Report**

Target Property: E BELTLINE PKWY
EAST SAINT LOUIS, IL 62207

JOB: 11104-F

LUST

SEARCH ID: 6 **DIST/DIR:** 0.28 NE **ELEVATION:** 460 **MAP ID:** 3

NAME:	KIENSTRA INC.	REV:	9/10/12
ADDRESS:	4005 COLLEGE AVE	ID1:	1190105118-971796
	ALTON IL 62002	ID2:	971796
	MADISON	STATUS:	CLOSED
CONTACT:	FRED HUBBARD	PHONE:	6182541490
SOURCE:	IL EPA		

THIS SITE IS PART OF THE LEAKING UNDERGROUND STORAGE TANK INCIDENT TRACKING DATABASE

SITE INFORMATION

DATE REPORTED:9/23/1997
IEMA NUMBER:971796

TANK CONTENTS/PRODUCT

GASOLINE:0
UNLEADED GASOLINE:0
DIESEL FUEL:-1
FUEL OIL:0
JET FUEL:0
USED/WASTE OIL:0
NON-PETROLEUM PRODUCT:0
PETROLEUM:0

NON-LUST LETTER SENT:
SEC 57.5G LETTER SENT:
NFR LETTER SENT:5/24/2001
SITE CLASSIFICATION:
IEPA PROJECT MANAGER:BARRETT

IEPA CORRESPONDENCE

DATE:9/30/1997DESCRIPTION:NOTICE OF RELEASE LETTER SENT
DATE:7/3/2000DESCRIPTION:MISCELLANEOUS CORRESPONDENCE RECEIVED
DATE:8/25/2000DESCRIPTION:45 DAY SELECTION RECEIVED LETTER SENT
DATE:5/8/2001DESCRIPTION:MISCELLANEOUS CORRESPONDENCE RECEIVED

TITLE XVI INFORMATION

DOCUMENT:SITE CLASSIFICATION WORK PLAN
RECEIVED:9/27/2000
RESPONSE DUE:1/25/2001
RESPONSE MAILED:11/1/2000
RESPONSE TYPE:AOL

DOCUMENT:SITE CLASSIFICATION COMPLETION REPORT
RECEIVED:4/19/2001
RESPONSE DUE:8/17/2001
RESPONSE MAILED:5/24/2001
RESPONSE TYPE:APR

DOCUMENT:SITE CLASSIFICATION WORK PLAN BUDGET
RECEIVED:9/27/2000
RESPONSE DUE:1/25/2001

- Continued on next page -

Environmental FirstSearch Site Detail Report

Target Property: E BELTLINE PKWY
EAST SAINT LOUIS, IL 62207

JOB: 11104-F

LUST

SEARCH ID: 6 **DIST/DIR:** 0.28 NE **ELEVATION:** 460 **MAP ID:** 3

NAME:	KIENSTRA INC.	REV:	9/10/12
ADDRESS:	4005 COLLEGE AVE	ID1:	1190105118-971796
	ALTON IL 62002	ID2:	971796
	MADISON	STATUS:	CLOSED
CONTACT:	FRED HUBBARD	PHONE:	6182541490
SOURCE:	IL EPA		

RESPONSE MAILED:11/1/2000
RESPONSE TYPE:AOL

ENGINEERING CONTROLS

BARRIER STRUCTURE:0BARRIER PAVEMENT:0
BARRIER SOIL:0BARRIER OTHER:0
BARRIER OTHER DESC:

INSTITUTIONAL CONTROLS

GW USE:0INDUST COM:0
ORDINANCE:0WORKER:0
OTHER:0
OTHER DESC:

ENVIRONMENTAL LAND USE CONTROLS

GW USE:0LAND USE:0
ENG BARRIER:0WORKER CAUTION:0
SOIL HANDLING:0OTHER:0
OTHER DESC:

HWY AUTH AGREEMENT:0

Environmental FirstSearch
Site Detail Report

Target Property: E BELTLINE PKWY
EAST SAINT LOUIS, IL 62207

JOB: 11104-F

LUST

SEARCH ID: 7 DIST/DIR: 0.36 NE ELEVATION: 440 MAP ID: 4

NAME:	PARSON OIL COMPANY	REV:	9/10/12
ADDRESS:	4200 COLLEGE AVE ALTON IL 62002 MADISON	ID1:	1190105042-20090473
CONTACT:	RONALD HAUCK	ID2:	20090473
SOURCE:	IL EPA	STATUS:	ACTIVE
		PHONE:	6184654241

THIS SITE IS PART OF THE LEAKING UNDERGROUND STORAGE TANK INCIDENT TRACKING DATABASE

SITE INFORMATION

DATE REPORTED:5/8/2009
IEMA NUMBER:20090473

TANK CONTENTS/PRODUCT

GASOLINE:-1
UNLEADED GASOLINE:0
DIESEL FUEL:-1
FUEL OIL:0
JET FUEL:0
USED/WASTE OIL:0
NON-PETROLEUM PRODUCT:0
PETROLEUM:0

NON-LUST LETTER SENT:
SEC 57.5G LETTER SENT:
NFR LETTER SENT:
SITE CLASSIFICATION:
IEPA PROJECT MANAGER:SOUTH

IEPA CORRESPONDENCE

DATE:5/28/2009DESCRIPTION:EARLY ACTION EXTENSION APPROVAL LETTER SENT
DATE:9/10/2009DESCRIPTION:DENIAL LETTER SENT
DATE:5/19/2009DESCRIPTION:NOTICE OF RELEASE LETTER SENT
DATE:5/26/2009DESCRIPTION:EARLY ACTION EXTENSION REQUEST RECEIVED
DATE:11/17/2009DESCRIPTION:45 DAY SELECTION RECEIVED LETTER SENT
DATE:10/5/2009DESCRIPTION:45 DAY REPORT ADDENDUM RECEIVED
DATE:8/3/2010DESCRIPTION:MISCELLANEOUS CORRESPONDENCE RECEIVED

TITLE XVI INFORMATION

DOCUMENT:STAGE1BUD
RECEIVED:10/5/2009
RESPONSE DUE:2/2/2010
RESPONSE MAILED:11/17/2009
RESPONSE TYPE:APR

DOCUMENT:SIPSTAGE1
RECEIVED:7/10/2009
RESPONSE DUE:11/7/2009

- Continued on next page -

Environmental FirstSearch Site Detail Report

Target Property: E BELTLINE PKWY
EAST SAINT LOUIS, IL 62207

JOB: 11104-F

LUST

SEARCH ID: 7 **DIST/DIR:** 0.36 NE **ELEVATION:** 440 **MAP ID:** 4

NAME: PARSON OIL COMPANY
ADDRESS: 4200 COLLEGE AVE
ALTON IL 62002
MADISON
CONTACT: RONALD HAUCK
SOURCE: IL EPA

REV: 9/10/12
ID1: 1190105042-20090473
ID2: 20090473
STATUS: ACTIVE
PHONE: 6184654241

RESPONSE MAILED:9/10/2009
RESPONSE TYPE:DEN

DOCUMENT:STAGE2BUD
RECEIVED:6/17/2010
RESPONSE DUE:10/15/2010
RESPONSE MAILED:8/2/2010
RESPONSE TYPE:MOD

DOCUMENT:STG1ACTUAL
RECEIVED:6/17/2010
RESPONSE DUE:10/15/2010
RESPONSE MAILED:8/2/2010
RESPONSE TYPE:MOD

DOCUMENT:SIPSTAGE1
RECEIVED:10/5/2009
RESPONSE DUE:2/2/2010
RESPONSE MAILED:11/17/2009
RESPONSE TYPE:APR

DOCUMENT:STAGE1BUD
RECEIVED:7/10/2009
RESPONSE DUE:11/7/2009
RESPONSE MAILED:9/10/2009
RESPONSE TYPE:DEN

DOCUMENT:SIPSTAGE2
RECEIVED:6/17/2010
RESPONSE DUE:10/15/2010
RESPONSE MAILED:8/2/2010
RESPONSE TYPE:MOD

ENGINEERING CONTROLS

BARRIER STRUCTURE:0BARRIER PAVEMENT:0
BARRIER SOIL:0BARRIER OTHER:0
BARRIER OTHER DESC:

INSTITUTIONAL CONTROLS

GW USE:0INDUST COM:0
ORDINANCE:0WORKER:0
OTHER:0
OTHER DESC:

ENVIRONMENTAL LAND USE CONTROLS

GW USE:0LAND USE:0
ENG BARRIER:0WORKER CAUTION:0

- Continued on next page -

Environmental FirstSearch Site Detail Report

Target Property: E BELTLINE PKWY
EAST SAINT LOUIS, IL 62207

JOB: 11104-F

LUST

SEARCH ID: 7 **DIST/DIR:** 0.36 NE **ELEVATION:** 440 **MAP ID:** 4

NAME: PARSON OIL COMPANY
ADDRESS: 4200 COLLEGE AVE
ALTON IL 62002
MADISON
CONTACT: RONALD HAUCK
SOURCE: IL EPA

REV: 9/10/12
ID1: 1190105042-20090473
ID2: 20090473
STATUS: ACTIVE
PHONE: 6184654241

SOIL HANDLING:0OTHER:0
OTHER DESC:

HWY AUTH AGREEMENT:0

Environmental FirstSearch
Site Detail Report

Target Property: E BELTLINE PKWY
EAST SAINT LOUIS, IL 62207

JOB: 11104-F

LUST

SEARCH ID: 8 DIST/DIR: 0.36 NE ELEVATION: 440 MAP ID: 4

NAME:	PARSONS OIL COMPANY	REV:	9/10/12
ADDRESS:	4200 COLLEGE AVE	ID1:	1190105042-20090739
	ALTON IL 62002	ID2:	20090739
	MADISON	STATUS:	ACTIVE
CONTACT:	RONALD HAUCK	PHONE:	6184654241
SOURCE:	IL EPA		

THIS SITE IS PART OF THE LEAKING UNDERGROUND STORAGE TANK INCIDENT TRACKING DATABASE

SITE INFORMATION

DATE REPORTED:7/9/2009
IEMA NUMBER:20090739

TANK CONTENTS/PRODUCT

GASOLINE:-1
UNLEADED GASOLINE:0
DIESEL FUEL:0
FUEL OIL:0
JET FUEL:0
USED/WASTE OIL:0
NON-PETROLEUM PRODUCT:0
PETROLEUM:0

NON-LUST LETTER SENT:
SEC 57.5G LETTER SENT:
NFR LETTER SENT:
SITE CLASSIFICATION:
IEPA PROJECT MANAGER:SOUTH

IEPA CORRESPONDENCE

DATE:11/17/2009DESCRIPTION:45 DAY SELECTION RECEIVED LETTER SENT
DATE:8/3/2010DESCRIPTION:MISCELLANEOUS CORRESPONDENCE RECEIVED

TITLE XVI INFORMATION

DOCUMENT:SIPSTAGE1
RECEIVED:10/5/2009
RESPONSE DUE:2/2/2010
RESPONSE MAILED:11/17/2009
RESPONSE TYPE:APR

DOCUMENT:SIPSTAGE2
RECEIVED:6/17/2010
RESPONSE DUE:10/15/2010
RESPONSE MAILED:8/2/2010
RESPONSE TYPE:MOD

DOCUMENT:STAGE2BUD
RECEIVED:6/17/2010
RESPONSE DUE:10/15/2010
RESPONSE MAILED:8/2/2010
RESPONSE TYPE:MOD

DOCUMENT:STG1ACTUAL

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Environmental FirstSearch
Site Detail Report

Target Property: E BELTLINE PKWY
EAST SAINT LOUIS, IL 62207

JOB: 11104-F

LUST

SEARCH ID: 8 DIST/DIR: 0.36 NE ELEVATION: 440 MAP ID: 4

NAME: PARSONS OIL COMPANY
ADDRESS: 4200 COLLEGE AVE
ALTON IL 62002
MADISON
CONTACT: RONALD HAUCK
SOURCE: IL EPA

REV: 9/10/12
ID1: 1190105042-20090739
ID2: 20090739
STATUS: ACTIVE
PHONE: 6184654241

RECEIVED:6/17/2010
RESPONSE DUE:10/15/2010
RESPONSE MAILED:8/2/2010
RESPONSE TYPE:MOD

DOCUMENT:STAGE1BUD
RECEIVED:10/5/2009
RESPONSE DUE:2/2/2010
RESPONSE MAILED:11/17/2009
RESPONSE TYPE:APR

ENGINEERING CONTROLS

BARRIER STRUCTURE:0BARRIER PAVEMENT:0
BARRIER SOIL:0BARRIER OTHER:0
BARRIER OTHER DESC:

INSTITUTIONAL CONTROLS

GW USE:0INDUST COM:0
ORDINANCE:0WORKER:0
OTHER:0
OTHER DESC:

ENVIRONMENTAL LAND USE CONTROLS

GW USE:0LAND USE:0
ENG BARRIER:0WORKER CAUTION:0
SOIL HANDLING:0OTHER:0
OTHER DESC:

HWY AUTH AGREEMENT:0

Environmental FirstSearch
Site Detail Report

Target Property: E BELTLINE PKWY
EAST SAINT LOUIS, IL 62207

JOB: 11104-F

LUST

SEARCH ID: 9 DIST/DIR: 0.36 NE ELEVATION: 440 MAP ID: 4

NAME:	THOMECZEK OIL	REV:	9/10/12
ADDRESS:	4200 COLLEGE AVE	ID1:	1190105042-900465
	ALTON IL 62002	ID2:	900465
	MADISON	STATUS:	ACTIVE
CONTACT:	RONALD HAUCK	PHONE:	6184654241
SOURCE:	IL EPA		

THIS SITE IS PART OF THE LEAKING UNDERGROUND STORAGE TANK INCIDENT TRACKING DATABASE

SITE INFORMATION

DATE REPORTED:2/20/1990
IEMA NUMBER:900465

TANK CONTENTS/PRODUCT

GASOLINE:0
UNLEADED GASOLINE:-1
DIESEL FUEL:-1
FUEL OIL:0
JET FUEL:0
USED/WASTE OIL:0
NON-PETROLEUM PRODUCT:0
PETROLEUM:0

NON-LUST LETTER SENT:
SEC 57.5G LETTER SENT:
NFR LETTER SENT:
SITE CLASSIFICATION:
IEPA PROJECT MANAGER:SOUTH

IEPA CORRESPONDENCE

DATE:3/6/1990DESCRIPTION:RESPONSE LETTER RECEIVED
DATE:2/27/1990DESCRIPTION:NOTICE OF RELEASE LETTER SENT

TITLE XVI INFORMATION

ENGINEERING CONTROLS

BARRIER STRUCTURE:0BARRIER PAVEMENT:0
BARRIER SOIL:0BARRIER OTHER:0
BARRIER OTHER DESC:

INSTITUTIONAL CONTROLS

GW USE:0INDUST COM:0
ORDINANCE:0WORKER:0
OTHER:0
OTHER DESC:

ENVIRONMENTAL LAND USE CONTROLS

GW USE:0LAND USE:0
ENG BARRIER:0WORKER CAUTION:0
SOIL HANDLING:0OTHER:0
OTHER DESC:

HWY AUTH AGREEMENT:0

**Environmental FirstSearch
Site Detail Report**

Target Property: E BELTLINE PKWY
EAST SAINT LOUIS, IL 62207

JOB: 11104-F

LUST

SEARCH ID: 5 **DIST/DIR:** 0.45 SW **ELEVATION:** 518 **MAP ID:** 5

NAME:	HENDIN, VICKIE	REV:	9/10/12
ADDRESS:	1372 MILTON RD	ID1:	1190105044-901573
	ALTON IL 62002	ID2:	901573
	MADISON	STATUS:	CLOSED
CONTACT:	VICKIE HENDIN	PHONE:	4084258134
SOURCE:	IL EPA		

THIS SITE IS PART OF THE LEAKING UNDERGROUND STORAGE TANK INCIDENT TRACKING DATABASE

SITE INFORMATION

DATE REPORTED:6/13/1990
IEMA NUMBER:901573

TANK CONTENTS/PRODUCT

GASOLINE:-1
UNLEADED GASOLINE:0
DIESEL FUEL:0
FUEL OIL:0
JET FUEL:0
USED/WASTE OIL:0
NON-PETROLEUM PRODUCT:0
PETROLEUM:0

NON-LUST LETTER SENT:
SEC 57.5G LETTER SENT:
NFR LETTER SENT:2/8/1991
SITE CLASSIFICATION:
IEPA PROJECT MANAGER:IRWIN

IEPA CORRESPONDENCE

DATE:7/11/1990DESCRIPTION:RESPONSE LETTER RECEIVED
DATE:6/25/1990DESCRIPTION:NOTICE OF RELEASE LETTER SENT

TITLE XVI INFORMATION

ENGINEERING CONTROLS

BARRIER STRUCTURE:0BARRIER PAVEMENT:0
BARRIER SOIL:0BARRIER OTHER:0
BARRIER OTHER DESC:

INSTITUTIONAL CONTROLS

GW USE:0INDUST COM:0
ORDINANCE:0WORKER:0
OTHER:0
OTHER DESC:

ENVIRONMENTAL LAND USE CONTROLS

GW USE:0LAND USE:0
ENG BARRIER:0WORKER CAUTION:0
SOIL HANDLING:0OTHER:0
OTHER DESC:

HWY AUTH AGREEMENT:0

Environmental FirstSearch
Site Detail Report

Target Property: E BELTLINE PKWY
EAST SAINT LOUIS, IL 62207

JOB: 11104-F

LUST

SEARCH ID: 4 DIST/DIR: 0.47 SW ELEVATION: 513 MAP ID: 6

NAME: FARM FRESH DAIRY STORE REV: 9/10/12
ADDRESS: 1400 MILTON ID1: 1190105052-911226
ALTON IL 62002 ID2: 911226
MADISON STATUS: CLOSED
CONTACT: JIM HERNANDEZ PHONE: 6184620411
SOURCE: IL EPA

THIS SITE IS PART OF THE LEAKING UNDERGROUND STORAGE TANK INCIDENT TRACKING DATABASE

SITE INFORMATION

DATE REPORTED:5/8/1991
IEMA NUMBER:911226

TANK CONTENTS/PRODUCT

GASOLINE:-1
UNLEADED GASOLINE:0
DIESEL FUEL:0
FUEL OIL:0
JET FUEL:0
USED/WASTE OIL:0
NON-PETROLEUM PRODUCT:0
PETROLEUM:0

NON-LUST LETTER SENT:
SEC 57.5G LETTER SENT:
NFR LETTER SENT:9/17/1992
SITE CLASSIFICATION:
IEPA PROJECT MANAGER:STEINHEIMER

IEPA CORRESPONDENCE

DATE:3/4/1992DESCRIPTION:REVIEW LETTER SENT
DATE:9/14/1992DESCRIPTION:APPROVED PLAN LETTER SENT
DATE:5/8/1991DESCRIPTION:NOTICE OF RELEASE LETTER SENT
DATE:6/7/1991DESCRIPTION:RESPONSE LETTER RECEIVED
DATE:9/8/1992DESCRIPTION:PROFESSIONAL ENGINEER CERTIFICATION RECEIVED

TITLE XVI INFORMATION

ENGINEERING CONTROLS

BARRIER STRUCTURE:0BARRIER PAVEMENT:0
BARRIER SOIL:0BARRIER OTHER:0
BARRIER OTHER DESC:

INSTITUTIONAL CONTROLS

GW USE:0INDUST COM:0
ORDINANCE:0WORKER:0
OTHER:0
OTHER DESC:

ENVIRONMENTAL LAND USE CONTROLS

GW USE:0LAND USE:0

- Continued on next page -

Environmental FirstSearch Site Detail Report

Target Property: E BELTLINE PKWY
EAST SAINT LOUIS, IL 62207

JOB: 11104-F

LUST

SEARCH ID: 4 **DIST/DIR:** 0.47 SW **ELEVATION:** 513 **MAP ID:** 6

NAME: FARM FRESH DAIRY STORE
ADDRESS: 1400 MILTON
ALTON IL 62002
MADISON
CONTACT: JIM HERNANDEZ
SOURCE: IL EPA

REV: 9/10/12
ID1: 1190105052-911226
ID2: 911226
STATUS: CLOSED
PHONE: 6184620411

ENG BARRIER:0
WORKER CAUTION:0
SOIL HANDLING:0
OTHER:0
OTHER DESC:

HWY AUTH AGREEMENT:0

Environmental FirstSearch
Site Detail Report

Target Property: E BELTLINE PKWY
EAST SAINT LOUIS, IL 62207

JOB: 11104-F

SWL

SEARCH ID: 1 DIST/DIR: 0.49 NE ELEVATION: 444 MAP ID: 7

NAME: SCRAP SHOP REV: 5/23/12
ADDRESS: 3900 COLLEGE AVE ID1: 1190100008
ALTON IL 62002 ID2:
MADISON STATUS:
CONTACT: PHONE:
SOURCE: IEPA

SITE INFORMATION

BUREAU OF LAND INVENTORY SITE

OWNER INFORMATION:

NAME:LOREN REEVES
PO BOX:
ADDRESS:250 E ALTON
WOOD RIVER , IL 62095
CONTACT:
PHONE:6182515978

OPERATOR INFORMATION

NAME:LOREN REEVES
PO BOX:
ADDRESS:250 E ALTON
WOOD RIVER , IL 62095
CONTACT:
PHONE:

EPA ID:
EPA ID 2:
SIC CODE:
NAIC CODE:
NAICS CODE 2:
LARGE QUANTITY GEN:
SMALL QUANTITY GEN:
NONHAZARDOUS WASTE GEN:
HAZARDOUS WASTE PERMIT:
SOLID WASTE PERMIT:S-INDICATES ACTIVITY
SW ANNUAL REPORT:
NO LONGER USED:
COMPOST ANNUAL REPORT:
USED TIRE PROGRAM ACTIVITY:S-INDICATES ACTIVITY
815 LANDFILL ANNUAL REPORT:
COMP ORDER TRACKING ACTIVITY:
POT INFECTIOUS MEDICAL WASTE REPORT:

FACILITY COMPLIANCE TRACKING SYS:S-INDICATES ACTIVITY
GROUNDWATER DATA SYSTEM:
LUST PROGRAM AVTIVITY:
LUST REIMBURSEMENT PROGRAM:
SITE REMEDIATION PROGRAM:
FSRS ACTIVITY:
STATE RESPONSE ACTION ACTIVITY:
NAME AND ADDRESS CHANGE:05/01/08

HAZARDOUS ANNUAL REPORT INFORMATION

COMPANY NAME:
PO BOX:

- Continued on next page -

Environmental FirstSearch Site Detail Report

Target Property: E BELTLINE PKWY
EAST SAINT LOUIS, IL 62207

JOB: 11104-F

SWL

SEARCH ID: 1 **DIST/DIR:** 0.49 NE **ELEVATION:** 444 **MAP ID:** 7

NAME: SCRAP SHOP
ADDRESS: 3900 COLLEGE AVE
ALTON IL 62002
MADISON

CONTACT:
SOURCE: IEPA

REV: 5/23/12
ID1: 1190100008
ID2:
STATUS:
PHONE:

ADDRESS: ,
PHONE:
CONTACT:
TITLE:

ORIGINAL ENTRY DATE:12/29/83

Environmental FirstSearch Descriptions

NPL: EPA NATIONAL PRIORITY LIST - The National Priorities List is a list of the worst hazardous waste sites that have been identified by Superfund. Sites are only put on the list after they have been scored using the Hazard Ranking System (HRS), and have been subjected to public comment. Any site on the NPL is eligible for cleanup using Superfund Trust money. A Superfund site is any land in the United States that has been contaminated by hazardous waste and identified by the Environmental Protection Agency (EPA) as a candidate for cleanup because it poses a risk to human health and/or the environment.**FINAL** - Currently on the Final NPL**PROPOSED** - Proposed for NPL

NPL DELISTED: EPA NATIONAL PRIORITY LIST Subset - Database of delisted NPL sites. The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.**DELISTED** - Deleted from the Final NPL

CERCLIS: EPA COMPREHENSIVE ENVIRONMENTAL RESPONSE COMPENSATION AND LIABILITY INFORMATION SYSTEM (CERCLIS)- CERCLIS is a database of potential and confirmed hazardous waste sites at which the EPA Superfund program has some involvement. It contains sites that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL.**PART OF NPL**- Site is part of NPL site**DELETED** - Deleted from the Final NPL**FINAL** - Currently on the Final NPL**NOT PROPOSED** - Not on the NPL**NOT VALID** - Not Valid Site or Incident**PROPOSED** - Proposed for NPL**REMOVED** - Removed from Proposed NPL**SCAN PLAN** - Pre-proposal Site**WITHDRAWN** - Withdrawn

NFRAP: EPA COMPREHENSIVE ENVIRONMENTAL RESPONSE COMPENSATION AND LIABILITY INFORMATION SYSTEM ARCHIVED SITES - database of Archive designated CERCLA sites that, to the best of EPA's knowledge, assessment has been completed and has determined no further steps will be taken to list this site on the National Priorities List (NPL). This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.**NFRAP** – No Further Remedial Action Plan**P** - Site is part of NPL site**D** - Deleted from the Final NPL**F** - Currently on the Final NPL**N** - Not on the NPL**O** - Not Valid Site or Incident**P** - Proposed for NPL**R** - Removed from Proposed NPL**S** - Pre-proposal Site**W** – Withdrawn

RCRA COR ACT: EPA RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM SITES - Database of hazardous waste information contained in the Resource Conservation and Recovery Act Information (RCRAInfo), a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies, in turn pass on the information to regional and national EPA offices. This regulation is governed by the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984.**RCRAInfo** facilities that have reported violations and subject to corrective actions.

RCRA TSD: EPA RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM TREATMENT, STORAGE, and DISPOSAL FACILITIES. - Database of hazardous waste information contained in the Resource Conservation and Recovery Act Information (RCRAInfo), a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies, in turn pass on the information to regional and national EPA offices. This regulation is governed by the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984.**Facilities** that treat, store, dispose, or incinerate hazardous waste.

RCRA GEN: EPA/MA DEP/CT DEP RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM GENERATORS - Database of hazardous waste information contained in the Resource Conservation and Recovery Act Information (RCRAInfo), a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies, in turn pass on the information to regional and national EPA offices. This regulation is governed by the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984. Facilities that generate or transport hazardous waste or meet other RCRA requirements. LGN - Large Quantity Generators SGN - Small Quantity Generators VGN - Conditionally Exempt Generator. Included are RAATS (RCRA Administrative Action Tracking System) and CMEL (Compliance Monitoring & Enforcement List) facilities. CONNECTICUT HAZARDOUS WASTE MANIFEST - Database of all shipments of hazardous waste within, into or from Connecticut. The data includes date of shipment, transporter and TSD info, and material shipped and quantity. This data is appended to the details of existing generator records. MASSACHUSETTES HAZARDOUS WASTE GENERATOR - database of generators that are regulated under the MA DEP. VQN-MA = generates less than 220 pounds or 27 gallons per month of hazardous waste or waste oil. SQN-MA = generates 220 to 2,200 pounds or 27 to 270 gallons per month of waste oil. LQG-MA = generates greater than 2,200 lbs of hazardous waste or waste oil per month.

RCRA NLR: EPA RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM SITES - Database of hazardous waste information contained in the Resource Conservation and Recovery Act Information (RCRAInfo), a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies, in turn pass on the information to regional and national EPA offices. This regulation is governed by the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984. not currently classified by the EPA but are still included in the RCRAInfo database. Reasons for non classification: Failure to report in a timely matter. No longer in business. No longer in business at the listed address. No longer generating hazardous waste materials in quantities which require reporting.

Fed Brownfield: EPA BROWNFIELD MANAGEMENT SYSTEM (BMS) - database designed to assist EPA in collecting, tracking, and updating information, as well as reporting on the major activities and accomplishments of the various Brownfield grant Programs. CLEANUPS IN MY COMMUNITY (subset) - Sites, facilities and properties that have been contaminated by hazardous materials and are being, or have been, cleaned up under EPA's brownfield's program.

ERNS: EPA/NRC EMERGENCY RESPONSE NOTIFICATION SYSTEM (ERNS) - Database of incidents reported to the National Response Center. These incidents include chemical spills, accidents involving chemicals (such as fires or explosions), oil spills, transportation accidents that involve oil or chemicals, releases of radioactive materials, sightings of oil sheens on bodies of water, terrorist incidents involving chemicals, incidents where illegally dumped chemicals have been found, and drills intended to prepare responders to handle these kinds of incidents. Data since January 2001 has been received from the National Response System database as the EPA no longer maintains this data.

Tribal Lands: DOI/BIA INDIAN LANDS OF THE UNITED STATES - Database of areas with boundaries established by treaty, statute, and (or) executive or court order, recognized by the Federal Government as territory in which American Indian tribes have primary governmental authority. The Indian Lands of the United States map layer shows areas of 640 acres or more, administered by the Bureau of Indian Affairs. Included are Federally-administered lands within a reservation which may or may not be considered part of the reservation. BUREAU OF INDIAN AFFIARS CONTACT - Regional contact information for the Bureau of Indian Affairs offices.

State Spills 90: IL EPA EMERGENCY RESPONSE RELEASES AND SPILLS DATABASE - Database of oil and hazardous waste spills to land and water. Data also includes releases of harmful quantities of toxic substances into the air. The data

provided by the state is limited to potentially responsible party, ID and location.

State/Tribal SWL: IL EPA ANNUAL LANDFILL CAPACITY REPORT - database of sanitary landfills available disposal capacity.

State/Tribal LUST: IL EPA LEAKING UNDERGROUND STORAGE TANK INCIDENT TRACKING DATABASE - database of incidents reported to the Illinois Emergency Management Agency and the Illinois Environmental Protection Agency.

State/Tribal UST/AST: IL FMO STATEWIDE UNDERGROUND STORAGE TANK LISTING - database of underground storage tanks. The data includes tank, contact and enforcement information.

State/Tribal EC: IL EPA SITE REMEDIATION PROGRAM DATABASE SUBSET- database of all voluntary remediation projects administered through the Pre-Notice Site Cleanup Program (1989 to 1995) and the Site Remediation Program (1996 to the present). These sites are included in this database only if they has an engineering control placed upon them.

State/Tribal IC: IL EPA SITE REMEDIATION PROGRAM DATABASE SUBSET- database of all voluntary remediation projects administered through the Pre-Notice Site Cleanup Program (1989 to 1995) and the Site Remediation Program (1996 to the present). These sites are included in this database only if they has an institutional control placed upon them.

State/Tribal VCP: IL EPA SITE REMEDIATION PROGRAM DATABASE - database of all voluntary remediation projects administered through the Pre-Notice Site Cleanup Program (1989 to 1995) and the Site Remediation Program (1996 to the present).

State Other: IL EPA Bureau of Land Inventory - Database of all sites and programs overseen by the Bureau of Land. These programs include the Redevelopment and Assessment Database, Site Remediation Program, State Sites Unit, Facility Compliance Tracking System and Solid Waste Permit Activities database.

Federal IC / EC: EPA FEDERAL ENGINEERING AND INSTITUTIONAL CONTROLS- Superfund sites that have either an engineering or an institutional control. The data includes the control and the media contaminated. RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM SITES (RCRA) – RCRA site the have institutional controls.

Environmental FirstSearch Database Sources

NPL: EPA Environmental Protection Agency

Updated quarterly

NPL DELISTED: EPA Environmental Protection Agency

Updated quarterly

CERCLIS: EPA Environmental Protection Agency

Updated quarterly

NFRAP: EPA Environmental Protection Agency.

Updated quarterly

RCRA COR ACT: EPA Environmental Protection Agency.

Updated quarterly

RCRA TSD: EPA Environmental Protection Agency.

Updated quarterly

RCRA GEN: EPA/MA DEP/CT DEP Environmental Protection Agency, Massachusetts Department of Environmental Protection, Connecticut Department of Environmental Protection

Updated quarterly

RCRA NLR: EPA Environmental Protection Agency

Updated quarterly

Fed Brownfield: EPA Environmental Protection Agency

Updated quarterly

ERNS: EPA/NRC Environmental Protection Agency National Response Center.

Updated annually

Tribal Lands: DOI/BIA United States Department of the Interior Bureau of Indian Affairs

Updated annually

State Spills 90: IL EPA Illinois Environmental Protection Agency

Updated quarterly

State/Tribal SWL: IL EPA Illinois Environmental Protection Agency.

Updated annually

State/Tribal LUST: IL EPA Illinois Environmental Protection Agency.

Updated quarterly

State/Tribal UST/AST: IL FMO Illinois State Fire Marshall Office.

Updated quarterly

State/Tribal EC: IL EPA Illinois Environmental Protection Agency.

Updated quarterly

State/Tribal IC: IL EPA Illinois Environmental Protection Agency.

Updated quarterly

State/Tribal VCP: IL EPA Illinois Environmental Protection Agency.

Updated quarterly

State Other: IL EPA Illinois Environmental Protection Agency.

Updated quarterly

Federal IC / EC: EPA Environmental Protection Agency

Updated quarterly

Environmental FirstSearch
Street Name Report for Streets within .25 Mile(s) of Target Property

Target Property: E BELTLINE PKWY
 EAST SAINT LOUIS, IL 62207

JOB: 11104-F

Street Name	Dist/Dir	Street Name	Dist/Dir
Aubin Ave	0.24 NE		
Badley Ave	0.24 NW		
Badley St	0.24 NW		
California Ave	0.22 SW		
Carter Ave	0.13 SW		
College Ave	0.23 NW		
Crossroads Ct	0.11 NW		
Doerr Ave	0.17 SW		
E BELTLINE PKWY	0.00--		
Fullerton Ave	0.08 SW		
Gilham Ave	0.08 SW		
Gillham Ave	0.08 SW		
Hastings St	0.21 NW		
High St	0.23 SW		
Hill St	0.21 SW		
Homer Adams Pkwy	0.19 NW		
Homer M Adams Pkwy	0.04 NW		
Illinois Route 140	0.25 NW		
Illinois Route 3	0.04 NW		
Ramp	0.03 NE		
State Hwy 111	0.25 NE		
State Hwy 140	0.25 NW		
State Hwy 3	0.04 NW		
Thomas Ave	0.14 SW		



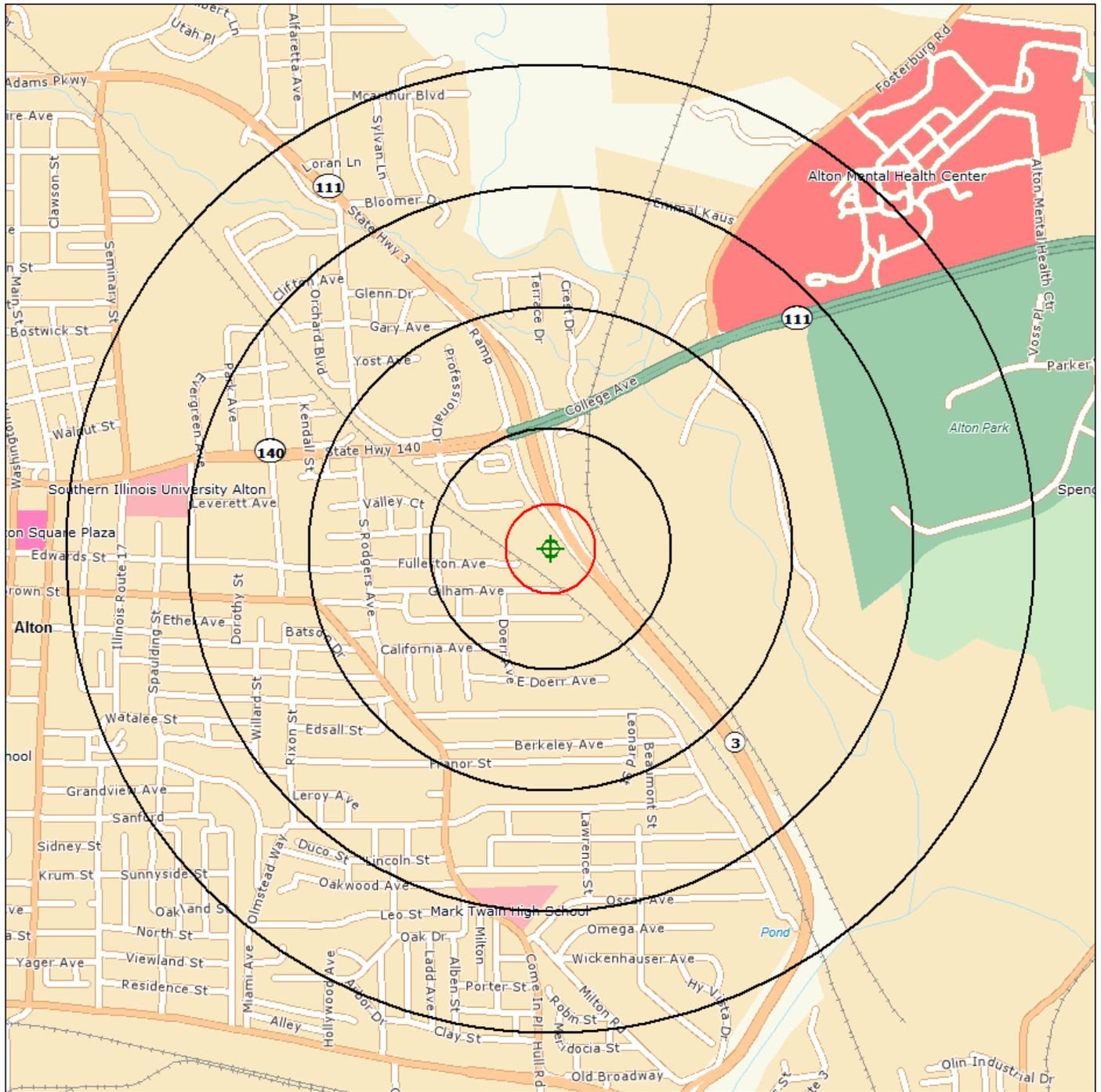
Environmental FirstSearch

1 Mile Radius

ASTM Map: NPL, RCACOR, STATE Sites



E BELTLINE PKWY, EAST SAINT LOUIS, IL 62207



Source: Tele Atlas

- Target Site (Latitude: 38.901339 Longitude: -90.128801) 
- Identified Site, Multiple Sites, Receptor   
- NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste 
- Triballand 
- Black Rings Represent 1/4 Mile Radius; Red Ring Represents 500 ft. Radius



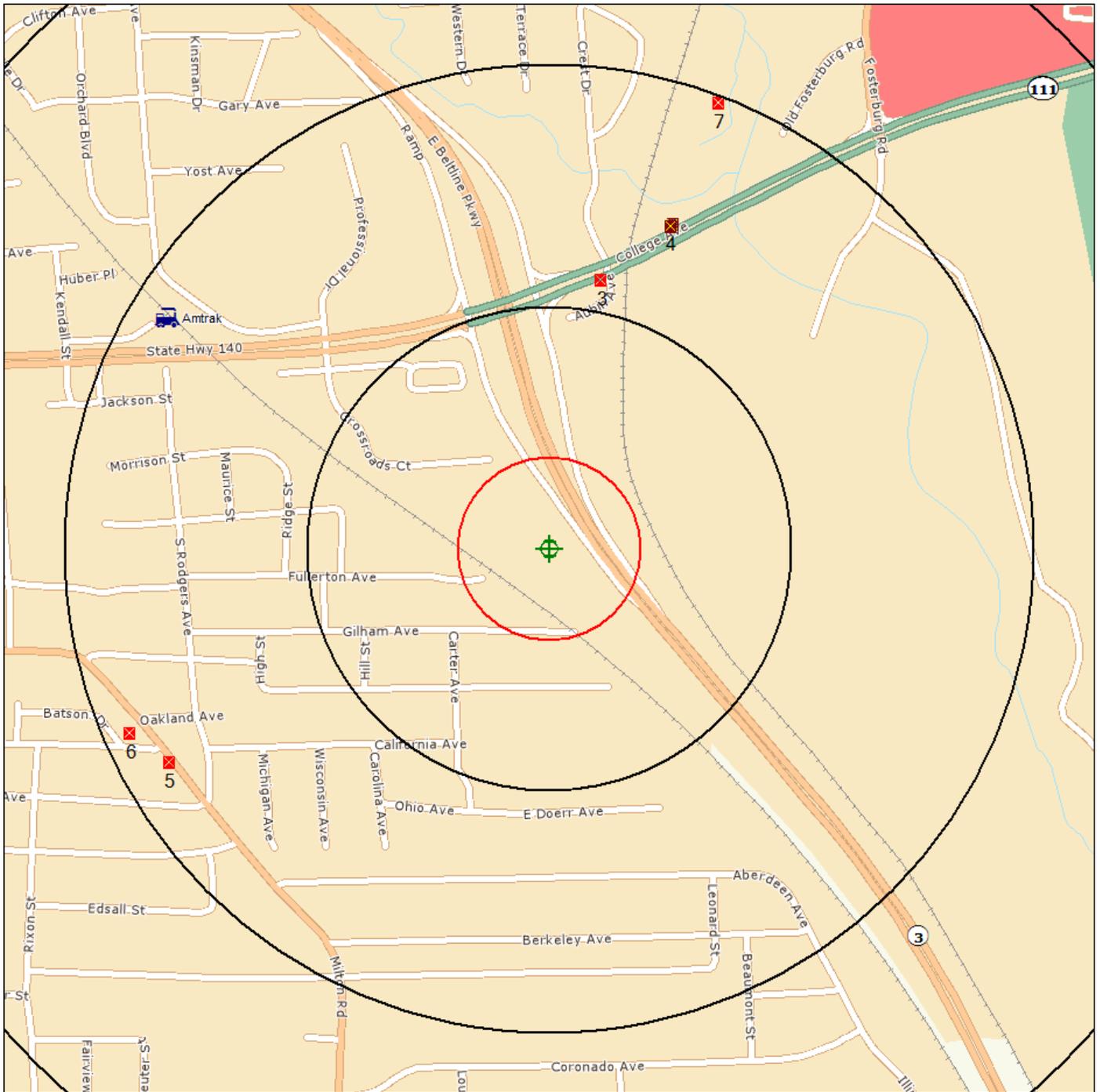
Environmental FirstSearch

.5 Mile Radius

ASTM Map: CERCLIS, RCRATSD, LUST, SWL



E BELTLINE PKWY, EAST SAINT LOUIS, IL 62207



Source: Tele Atlas

- Target Site (Latitude: 38.901339 Longitude: -90.128801)
- Identified Site, Multiple Sites, Receptor
- NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste
- Triballand
- Black Rings Represent 1/4 Mile Radius; Red Ring Represents 500 ft. Radius



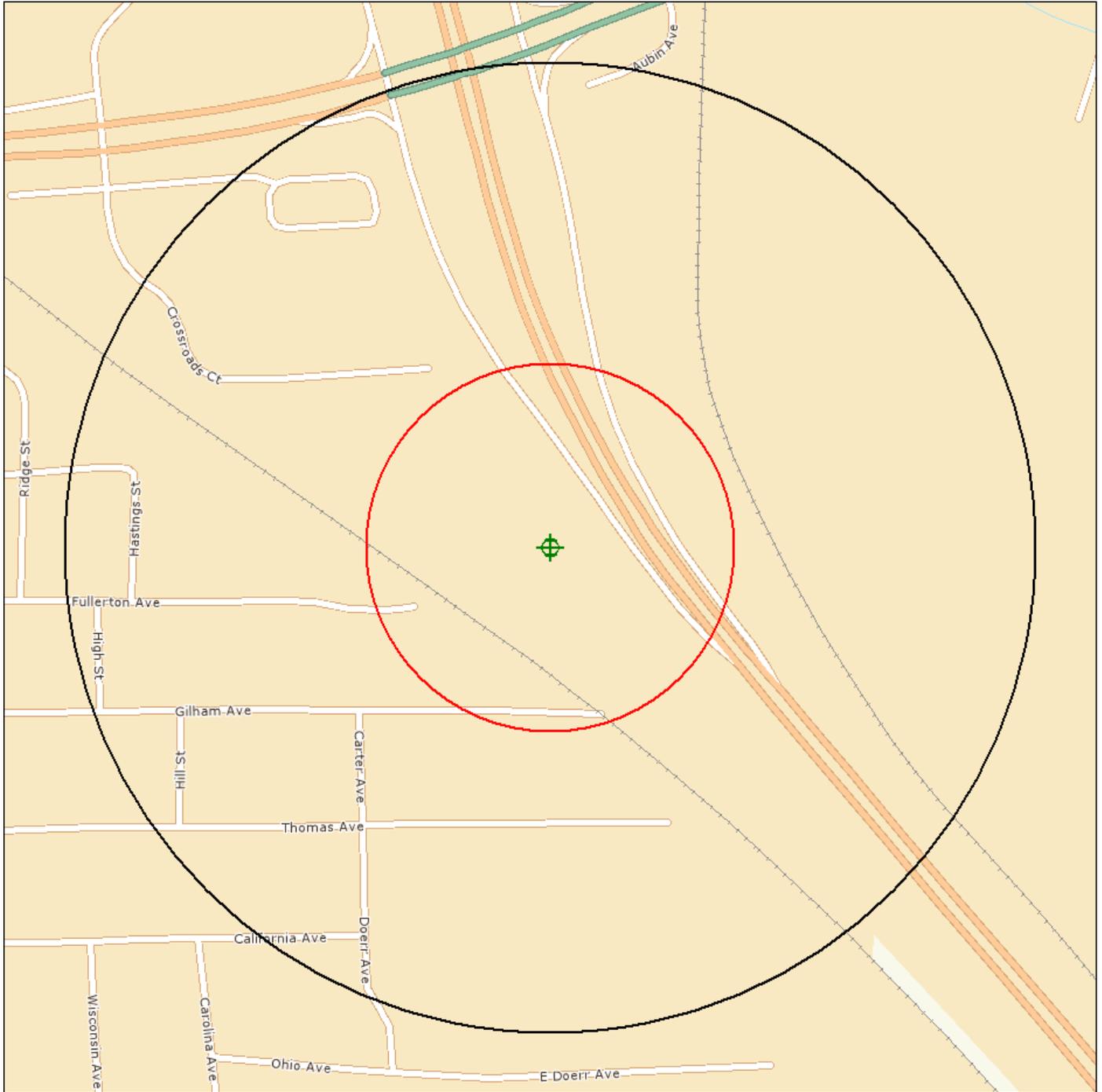
Environmental FirstSearch

.25 Mile Radius

ASTM Map: RCRAGEN, ERNS, UST, FED IC/EC, METH LABS



E BELTLINE PKWY, EAST SAINT LOUIS, IL 62207



Source: Tele Atlas

- Target Site (Latitude: 38.901339 Longitude: -90.128801) 
 - Identified Site, Multiple Sites, Receptor   
 - NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste 
 - Triballand 
- Black Rings Represent 1/4 Mile Radius; Red Ring Represents 500 ft. Radius



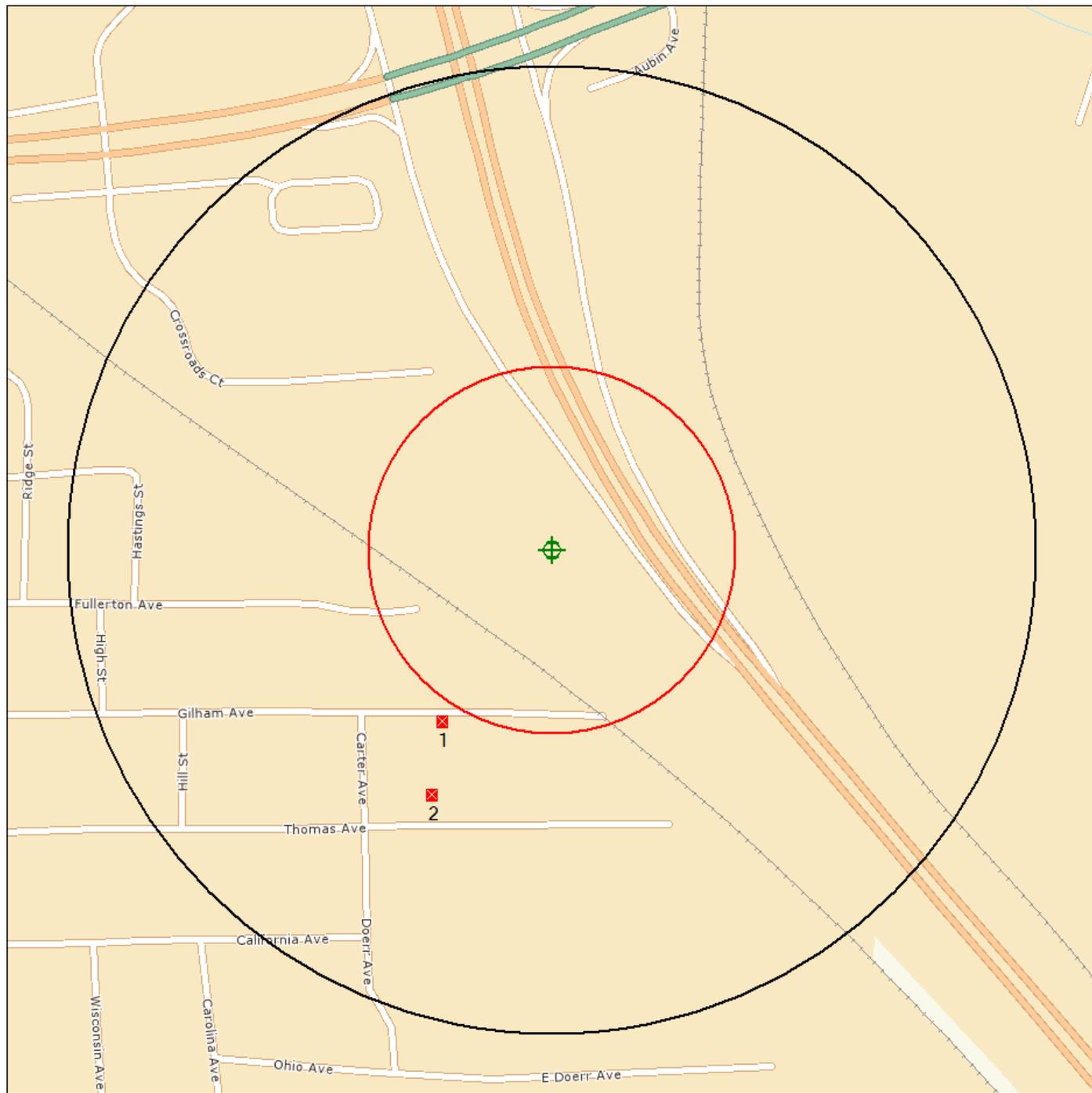
Environmental FirstSearch

.25 Mile Radius

Non-ASTM Map: Spills 90, Other



E BELTLINE PKWY, EAST SAINT LOUIS, IL 62207

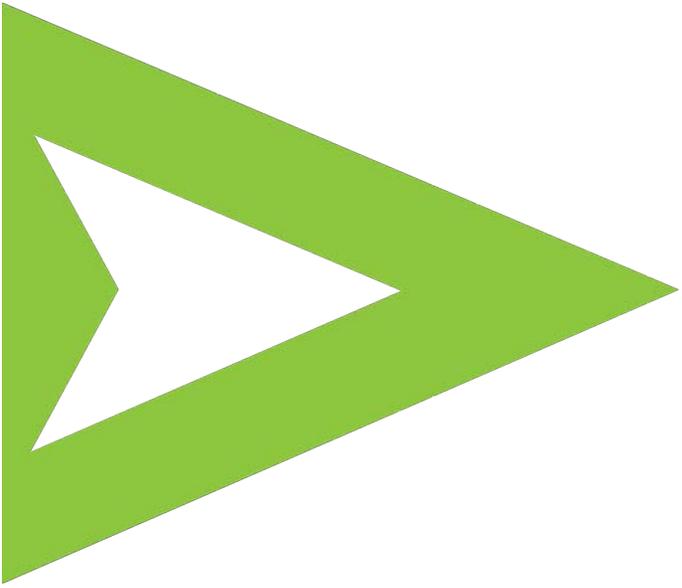


Source: Tele Atlas

- Target Site (Latitude: 38.901339 Longitude: -90.128801) 
 - Identified Site, Multiple Sites, Receptor   
 - NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste 
 - Triballand 
 - National Historic Sites and Landmark Sites  
- Black Rings Represent 1/4 Mile Radius; Red Ring Represents 500 ft. Radius



ENVIRONMENTAL FIRSTSEARCH REPORT



TARGET PROPERTY:
HSR-ALTON STATION-GOLF CO
HOMER ADAMS PKWY
ALTON, IL 62002
JOB NUMBER: 11104-F_2

PREPARED FOR:

Geo Services, Inc.

1235 E. Davis Street, Suite 101
Arlington Heigh IL, 60005
November 8, 2012

Environmental FirstSearch Search Summary Report

Target Site: HOMER ADAMS PKWY
ALTON, IL 62002

FirstSearch Summary

Database	Sel	Updated	Radius	Site	1/8	1/4	1/2	1/2>	ZIP	TOTALS
NPL	Y	09-20-12	1.00	0	0	0	0	0	0	0
NPL Delisted	Y	09-20-12	0.50	0	0	0	0	-	0	0
CERCLIS	Y	10-01-12	0.50	0	0	0	0	-	0	0
NFRAP	Y	10-01-12	0.50	0	0	0	0	-	1	1
RCRA COR ACT	Y	09-11-12	1.00	0	0	0	0	0	0	0
RCRA TSD	Y	09-11-12	0.50	0	0	0	0	-	0	0
RCRA GEN	Y	09-11-12	0.25	0	0	1	-	-	0	1
RCRA NLR	Y	09-11-12	0.25	0	0	0	-	-	0	0
Federal Brownfield	Y	10-14-12	0.50	0	0	0	0	-	0	0
ERNS	Y	10-04-12	0.15	0	0	-	-	-	0	0
Tribal Lands	Y	12-15-08	1.00	0	0	0	0	0	1	1
State/Tribal Sites	Y	NA	1.00	0	0	0	0	0	0	0
State Spills 90	Y	07-18-12	0.25	0	0	0	-	-	0	0
State/Tribal SWL	Y	05-23-12	0.50	0	0	0	0	-	2	2
State/Tribal LUST	Y	09-10-12	0.50	0	0	1	8	-	4	13
State/Tribal UST/AST	Y	09-01-12	0.25	0	0	2	-	-	0	2
State/Tribal EC	Y	09-01-12	0.50	0	0	0	0	-	0	0
State/Tribal IC	Y	09-01-12	0.25	0	0	0	-	-	0	0
State/Tribal VCP	Y	09-01-12	0.50	0	0	0	0	-	0	0
State/Tribal Brownfields	Y	02-22-08	0.50	0	0	0	0	-	0	0
State Other	Y	05-23-12	0.25	0	0	7	-	-	3	10
Federal IC/EC	Y	09-18-12	0.50	0	0	0	0	-	0	0
-TOTALS-				0	0	11	8	0	11	30

Notice of Disclaimer

Due to the limitations, constraints, and inaccuracies and incompleteness of government information and computer mapping data currently available to FirstSearch Technology Corp., certain conventions have been utilized in preparing the locations of all federal, state and local agency sites residing in FirstSearch Technology Corp.'s databases. All EPA NPL and state landfill sites are depicted by a rectangle approximating their location and size. The boundaries of the rectangles represent the eastern and western most longitudes; the northern and southern most latitudes. As such, the mapped areas may exceed the actual areas and do not represent the actual boundaries of these properties. All other sites are depicted by a point representing their approximate address location and make no attempt to represent the actual areas of the associated property. Actual boundaries and locations of individual properties can be found in the files residing at the agency responsible for such information.

Waiver of Liability

Although FirstSearch Technology Corp. uses its best efforts to research the actual location of each site, FirstSearch Technology Corp. does not and can not warrant the accuracy of these sites with regard to exact location and size. All authorized users of FirstSearch Technology Corp.'s services proceeding are signifying an understanding of FirstSearch Technology Corp.'s searching and mapping conventions, and agree to waive any and all liability claims associated with search and map results showing incomplete and or inaccurate site locations.

Environmental FirstSearch Site Information Report

Request Date: 11-08-12
 Requestor Name: Vernon Brown
 Standard: AAI

Search Type: AREA
 0.077 sq mile(s)
 Job Number: 11104-F_2
Filtered Report

Target Site: HOMER ADAMS PKWY
 ALTON, IL 62002

Demographics

Sites: 30	Non-Geocoded: 11	Population: NA
Radon: 0.7 - 6.8 PCI/L		
Fire Insurance Map Coverage:	No (>350 Ft. From Coverage)	

Site Location

	<u>Degrees (Decimal)</u>	<u>Degrees (Min/Sec)</u>		<u>UTMs</u>
Longitude:	-90.159168	-90:9:33	Easting:	746301.284
Latitude:	38.919968	38:55:12	Northing:	4311525.314
Elevation:	552		Zone:	15

Comment

Comment: Golf Course

Additional Requests/Services

Adjacent ZIP Codes:	Services:																																								
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">ZIP Code</th> <th style="text-align: left;">City Name</th> <th style="text-align: left;">ST</th> <th style="text-align: left;">Dist/Dir</th> <th style="text-align: left;">Sel</th> </tr> </thead> <tbody> <tr> <td colspan="5" style="height: 150px;"> </td> </tr> </tbody> </table>	ZIP Code	City Name	ST	Dist/Dir	Sel						<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"></th> <th style="text-align: left;">Requested?</th> <th style="text-align: left;">Date</th> </tr> </thead> <tbody> <tr><td>Fire Insurance Maps</td><td>No</td><td></td></tr> <tr><td>Aerial Photographs</td><td>No</td><td></td></tr> <tr><td>Historical Topos</td><td>No</td><td></td></tr> <tr><td>City Directories</td><td>No</td><td></td></tr> <tr><td>Title Search</td><td>No</td><td></td></tr> <tr><td>Municipal Reports</td><td>No</td><td></td></tr> <tr><td>Liens</td><td>No</td><td></td></tr> <tr><td>Historic Map Works</td><td>No</td><td></td></tr> <tr><td>Online Topos</td><td>No</td><td></td></tr> </tbody> </table>		Requested?	Date	Fire Insurance Maps	No		Aerial Photographs	No		Historical Topos	No		City Directories	No		Title Search	No		Municipal Reports	No		Liens	No		Historic Map Works	No		Online Topos	No	
ZIP Code	City Name	ST	Dist/Dir	Sel																																					
	Requested?	Date																																							
Fire Insurance Maps	No																																								
Aerial Photographs	No																																								
Historical Topos	No																																								
City Directories	No																																								
Title Search	No																																								
Municipal Reports	No																																								
Liens	No																																								
Historic Map Works	No																																								
Online Topos	No																																								

**Environmental FirstSearch
Target Site Summary Report**

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

TOTAL: 30 **GEOCODED:** 19 **NON GEOCODED:** 11 **SELECTED:** 0

Map ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	ElevDiff	Page No.
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No sites found for target address

Environmental FirstSearch

Sites Summary Report

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

TOTAL: 30 **GEOCODED:** 19 **NON GEOCODED:** 11 **SELECTED:** 0

Map ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	ElevDiff	Page No.
1	RCRAGN	HOME DEPOT 6920 ILR000139360/VGN	1710 HOMER M ADAMS PKWY ALTON IL 62002	0.14 SW	+ 10	1
1	OTHER	HOME DEPOT 6920 1190105227/BOL INVENTORY	1710 HOMER M ADAMS PKWY ALTON IL 62002	0.14 SW	+ 10	3
2	OTHER	EXPRESS LUBE 1190105258/BOL INVENTORY	1720 HOMER ADAMS PKWY ALTON IL 62002	0.14 SW	+ 10	5
3	OTHER	CAR X MUFFLER & BRAKE 1190105140/BOL INVENTORY	1750 HOMER ADAMS PKWY ALTON IL 62002	0.15 SW	+ 1	7
4	UST	SHOP N SAVE 6043819/ACTIVE	1721 HOMER M ADAMS PKWY ALTON IL 62002	0.16 SW	+ 14	9
5	OTHER	PLAZA LINCOLN MERCURY 1190105193/BOL INVENTORY	2350 HOMER ADAMS PKWY ALTON IL 62002	0.17 SE	- 20	10
6	OTHER	UPPER ALTON CEMETERY 1190105247/BOL INVENTORY	2090 OAKWOOD AVE ALTON IL 62002	0.22 SE	+ 3	12
7	OTHER	SOFFER, DONALD 1190105120/BOL INVENTORY	1700 HOMER ADAMS PKWY ALTON IL 62002	0.23 SW	+ 20	14
7	UST	GOODWILL 6036060/EXEMPT	1700 W HOMER M ADAMS PKWY ALTON IL 62002	0.23 SW	+ 20	16
7	LUST	SOFFER, DONALD 1190105120-972138/CLOSED	1700 W HOMER M ADAMS PKWY ALTON IL 62002	0.23 SW	+ 20	17
8	OTHER	NATIONAL TIRE WAREHOUSE #733 1190105176/BOL INVENTORY	1703 HOMER ADAMS PKWY ALTON IL 62002	0.24 SW	+ 20	19
9	LUST	RAY GREMLI CHEVY INC. 1190105019-910144/CLOSED	1620 HOMER M ADAMS PKWY ALTON IL 62002	0.30 SW	+ 3	21
10	LUST	JIM S MOBIL 1190105075-930741/ACTIVE	2700 WASHINGTON AVE ALTON IL 62002	0.36 SE	- 25	22
10	LUST	JIM S MOBIL 1190105075-990167/ACTIVE	2700 WASHINGTON AVE ALTON IL 62002	0.36 SE	- 25	23
10	LUST	JIM S MOBIL 1190105075-982564/ACTIVE	2700 WASHINGTON AVE ALTON IL 62002	0.36 SE	- 25	26
11	LUST	DAR INVESTMENTS 1190105063-970652/CLOSED	350 HOMER M ADAMS PKWY ALTON IL 62002	0.37 NW	+ 14	29
12	LUST	TARGET 1190105161-992050/CLOSED	300 HOMER M ADAMS PKWY ALTON IL 62002	0.46 NW	+ 30	31
13	LUST	MIDWEST PETROLEUM CO. #37 1190105051-910337/CLOSED	2600 W HOMER M ADAMS PKWY ALTON IL 62002	0.49 SE	- 18	33
13	LUST	VENTURE STORE #4 1190100041-902792/CLOSED	2600 W HOMER M ADAMS PKWY ALTON IL 62002	0.49 SE	- 18	35

Environmental FirstSearch Sites Summary Report

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

TOTAL: 30 **GEOCODED:** 19 **NON GEOCODED:** 11 **SELECTED:** 0

Map ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	ElevDiff	Page No.
	NFRAP	ALTON LANDFILL ILD980497614/NFRAP-N	NORTH ALBY STREET ALTON IL 62002	NON GC	N/A	N/A
	SWL	ALTON STATE HOSPITAL 2 1190100010/	RTE 111 ALTON IL 62002	NON GC	N/A	N/A
	SWL	STANDARD PIPE PROTECTION 1190100007/	NO ADDRESS ON FILE ALTON IL 62002	NON GC	N/A	N/A
	OTHER	DAVE MUNGENAST TOYOTA 1190105251/BOL INVENTORY	850 HOMER ADAMS ALTON IL 62002	NON GC	N/A	N/A
	OTHER	SAKELARIS 1190100045/BOL INVENTORY	1000 BLK OAKWOOD AVE ALTON IL 62002	NON GC	N/A	N/A
	OTHER	ILOT-0610-810/	OAKWOOD AVE ALTON IL	NON GC	N/A	N/A
	LUST	ILLINOIS CAPITAL DEVELOPMENT BOARD 1190105073-930646/CLOSED	WILLOW BLDG. ALTON IL 62002	NON GC	N/A	N/A
	LUST	MCINTIRE, DEAN 1190105267-20110610/ACTIVE	3353 BELLE ST ALTON IL 62002	NON GC	N/A	N/A
	LUST	PIASA MOTOR FUELS 1190105167-20011986/ACTIVE	BELLE ST ALTON IL 62002	NON GC	N/A	N/A
	LUST	RAPID LUBE INC 1190105091-20120789/ACTIVE	2620 WASHINGTON ALTON IL 62002	NON GC	N/A	N/A
	TRIBALLA	BUREAU OF INDIAN AFFAIRS CONTACT I BIA-62002/	UNKNOWN IL 62002	NON GC	N/A	N/A

**Environmental FirstSearch
Site Detail Report**

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

RCRAGN

SEARCH ID: 1 **DIST/DIR:** 0.14 SW **ELEVATION:** 562 **MAP ID:** 1

NAME:	HOME DEPOT 6920	REV:	9/11/12
ADDRESS:	1710 HOMER M ADAMS PKWY	ID1:	ILR000139360
	ALTON IL 62002	ID2:	
	MADISON	STATUS:	VGN
CONTACT:		PHONE:	
SOURCE:	EPA		

SITE INFORMATION

OWNER NAME:HOME DEPOT USA
OWNER TYPE:P-PRIVATE
OPERATOR:HOME DEPOT
OPERATOR_TYPE:P-PRIVATE
MAILING ADDRESS: 2455 PACES FERRY RD
ATLANTA, GA 30339

UNIVERSE INFORMATION:

RECEIVED DATE:04/04/2008

SUBJECT TO CORRECTIVE ACTION (SUBJCA)

SUBJCA:N - NO
SUBJCA TSD 3004:N - NO
SUBJCA NON TSD:N - NO
SIGNIFICANT NON-COMPLIANCE(SNC):N - NO
BEGINNING OF THE YEAR SNC:
PERMIT WORKLOAD:-----
CLOSURE WORKLOAD:-----
POST CLOSURE WORKLOAD:-----
PERMITTING /CLOSURE/POST-CLOSURE PROGRESS:-----
CORRECTIVE ACTION WORKLOAD:N - NO
GENERATOR STATUS:CEG - CONDITIONALLY EXEMPT SMALL QUANTITY GENERATORS: GENERATES LESS THAN 100 KG/MONTH OF HAZARDOUS WASTE

INSTITUTIONAL CONTROL:N-NOENGINEERING CONTROL:N
HUMAN EXPOSURE:N-NOGW CONTROLS:N- NO
LAND TYPE:P-PRIVATESHORT TERM GEN:N
TRANS FACILITY:NREC WASTE FROM OFF SITE:N

IMPORTER ACTIVITY:N - NOMIXED WASTE GEN:N - NO
TRANS ACTIVITY:N - NOTSD ACTIVITY:N - NO
RECYCLER ACTIVITY:N - NOONSITE BURNER EXEMPT:N - NO
FURNACE EXEMPTION:N - NOUNDER INJECT ACTIVITY:N - NO
REC WASTE FROM OFF SITE:N - NOUNIV WASTE DEST FAC:N
USED OIL TRANS:N - NOUSED OIL PROCESSOR:N - NO
USED OIL REFINER:N - NOUSED OIL FUEL BURNER:N - NO
UO FUEL MARKETER TO BURNER:NUSED OIL SPEC MARKETER:N - NO

NAIC INFORMATION

44411 - HOME CENTERS

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

- Continued on next page -

Environmental FirstSearch Site Detail Report

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

RCRAGN

SEARCH ID: 1 **DIST/DIR:** 0.14 SW **ELEVATION:** 562 **MAP ID:** 1

NAME: HOME DEPOT 6920
ADDRESS: 1710 HOMER M ADAMS PKWY
ALTON IL 62002
MADISON

CONTACT:
SOURCE: EPA

REV: 9/11/12
ID1: ILR000139360
ID2:
STATUS: VGN
PHONE:

HAZARDOUS WASTE INFORMATION:

D001 - Ignitable waste
D002 - Corrosive waste
D008 - Lead
D009 - Mercury
D016 - 2,4-D (2,4-Dichlorophenoxyacetic acid)
D018 - Benzene

**Environmental FirstSearch
Site Detail Report**

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

OTHER

SEARCH ID: 4 **DIST/DIR:** 0.14 SW **ELEVATION:** 562 **MAP ID:** 1

NAME: HOME DEPOT 6920
ADDRESS: 1710 HOMER M ADAMS PKWY
ALTON IL 62002
MADISON
CONTACT: ROBERT PERKINS
SOURCE: IEPA

REV: 5/23/12
ID1: 1190105227
ID2: ILR000139360
STATUS: BOL INVENTORY
PHONE: 7606028839

SITE INFORMATION

BUREAU OF LAND INVENTORY SITE

OWNER INFORMATION:
NAME:HOME DEPOT 2306
PO BOX:
ADDRESS:5151 SAN FELIPE ST #1600
HOUSTON , TX 77056
CONTACT:JORGE GOMEZ
PHONE:7136257015

OPERATOR INFORMATION

NAME:
PO BOX:
ADDRESS:

CONTACT:
PHONE:

EPA ID:ILR000139360
EPA ID 2:
SIC CODE:
NAIC CODE:44411
NAICS CODE 2:
LARGE QUANTITY GEN:
SMALL QUANTITY GEN:
NONHAZARDOUS WASTE GEN:0
HAZARDOUS WASTE PERMIT:
SOLID WASTE PERMIT:
SW ANNUAL REPORT:
NO LONGER USED:
COMPOST ANNUAL REPORT:
USED TIRE PROGRAM ACTIVITY:
815 LANDFILL ANNUAL REPORT:
COMP ORDER TRACKING ACTIVITY:
POT INFECTIOUS MEDICAL WASTE REPORT:

FACILITY COMPLIANCE TRACKING SYS:S-INDICATES ACTIVITY
GROUNDWATER DATA SYSTEM:
LUST PROGRAM AVTIVITY:
LUST REIMBURSEMENT PROGRAM:
SITE REMEDIATION PROGRAM:
FSRS ACTIVITY:
STATE RESPONSE ACTION ACTIVITY:
NAME AND ADDRESS CHANGE:06/22/11

HAZARDOUS ANNUAL REPORT INFORMATION
COMPANY NAME:
PO BOX:

- Continued on next page -

Environmental FirstSearch Site Detail Report

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

OTHER

SEARCH ID: 4 **DIST/DIR:** 0.14 SW **ELEVATION:** 562 **MAP ID:** 1

NAME: HOME DEPOT 6920
ADDRESS: 1710 HOMER M ADAMS PKWY
ALTON IL 62002
MADISON
CONTACT: ROBERT PERKINS
SOURCE: IEPA

REV: 5/23/12
ID1: 1190105227
ID2: ILR000139360
STATUS: BOL INVENTORY
PHONE: 7606028839

ADDRESS: ,
PHONE:
CONTACT:
TITLE:

ORIGINAL ENTRY DATE:01/10/06

**Environmental FirstSearch
Site Detail Report**

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

OTHER

SEARCH ID: 3 **DIST/DIR:** 0.14 SW **ELEVATION:** 562 **MAP ID:** 2

NAME:	EXPRESS LUBE	REV:	5/23/12
ADDRESS:	1720 HOMER ADAMS PKWY	ID1:	1190105258
	ALTON IL 62002	ID2:	
	MADISON	STATUS:	BOL INVENTORY
CONTACT:	ADAM GRAYSON	PHONE:	6184628299
SOURCE:	IEPA		

SITE INFORMATION

BUREAU OF LAND INVENTORY SITE

OWNER INFORMATION:

NAME:
PO BOX:
ADDRESS:

CONTACT:
PHONE:

OPERATOR INFORMATION

NAME:
PO BOX:
ADDRESS:

CONTACT:
PHONE:

EPA ID:
EPA ID 2:
SIC CODE:
NAIC CODE:
NAICS CODE 2:
LARGE QUANTITY GEN:
SMALL QUANTITY GEN:
NONHAZARDOUS WASTE GEN:
HAZARDOUS WASTE PERMIT:
SOLID WASTE PERMIT:
SW ANNUAL REPORT:
NO LONGER USED:
COMPOST ANNUAL REPORT:
USED TIRE PROGRAM ACTIVITY:
815 LANDFILL ANNUAL REPORT:
COMP ORDER TRACKING ACTIVITY:
POT INFECTIOUS MEDICAL WASTE REPORT:

FACILITY COMPLIANCE TRACKING SYS:
GROUNDWATER DATA SYSTEM:
LUST PROGRAM AVTIVITY:
LUST REIMBURSEMENT PROGRAM:
SITE REMEDIATION PROGRAM:
FSRS ACTIVITY:
STATE RESPONSE ACTION ACTIVITY:
NAME AND ADDRESS CHANGE:00/00/00

HAZARDOUS ANNUAL REPORT INFORMATION
COMPANY NAME:
PO BOX:

- Continued on next page -

Environmental FirstSearch Site Detail Report

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

OTHER

SEARCH ID: 3 **DIST/DIR:** 0.14 SW **ELEVATION:** 562 **MAP ID:** 2

NAME:	EXPRESS LUBE	REV:	5/23/12
ADDRESS:	1720 HOMER ADAMS PKWY	ID1:	1190105258
	ALTON IL 62002	ID2:	
	MADISON	STATUS:	BOL INVENTORY
CONTACT:	ADAM GRAYSON	PHONE:	6184628299
SOURCE:	IEPA		

ADDRESS: ,
PHONE:
CONTACT:
TITLE:

ORIGINAL ENTRY DATE:10/23/09

**Environmental FirstSearch
Site Detail Report**

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

OTHER

SEARCH ID: 2 **DIST/DIR:** 0.15 SW **ELEVATION:** 553 **MAP ID:** 3

NAME: CAR X MUFFLER & BRAKE
ADDRESS: 1750 HOMER ADAMS PKWY
ALTON IL 62002
MADISON
CONTACT: JOHN
SOURCE: IEPA

REV: 5/23/12
ID1: 1190105140
ID2:
STATUS: BOL INVENTORY
PHONE: 6184625500

SITE INFORMATION

BUREAU OF LAND INVENTORY SITE

OWNER INFORMATION:
NAME: CAR X MUFFLER & BRAKE SHOP
PO BOX:
ADDRESS: 1750 HOMER ADAMS PKWY
ALTON, IL 62002
CONTACT:
PHONE: 6184625500

OPERATOR INFORMATION
NAME: CAR X MUFFLER & BRAKE SHOP
PO BOX:
ADDRESS: 1750 HOMER ADAMS PKWY
ALTON, IL 62002
CONTACT:
PHONE: 6184625500

EPA ID:
EPA ID 2:
SIC CODE:
NAIC CODE:
NAICS CODE 2:
LARGE QUANTITY GEN:
SMALL QUANTITY GEN:
NONHAZARDOUS WASTE GEN: 05-YEAR OF LATEST ANNUAL REPORT
HAZARDOUS WASTE PERMIT:
SOLID WASTE PERMIT:
SW ANNUAL REPORT:
NO LONGER USED:
COMPOST ANNUAL REPORT:
USED TIRE PROGRAM ACTIVITY: S-INDICATES ACTIVITY
815 LANDFILL ANNUAL REPORT:
COMP ORDER TRACKING ACTIVITY:
POT INFECTIOUS MEDICAL WASTE REPORT:

FACILITY COMPLIANCE TRACKING SYS: S-INDICATES ACTIVITY
GROUNDWATER DATA SYSTEM:
LUST PROGRAM ACTIVITY: S-INDICATES ACTIVITY
LUST REIMBURSEMENT PROGRAM: S-INDICATES ACTIVITY
SITE REMEDIATION PROGRAM:
FSRS ACTIVITY:
STATE RESPONSE ACTION ACTIVITY:
NAME AND ADDRESS CHANGE: 00/00/00

HAZARDOUS ANNUAL REPORT INFORMATION
COMPANY NAME:
PO BOX:

- Continued on next page -

Environmental FirstSearch Site Detail Report

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

OTHER

SEARCH ID: 2 **DIST/DIR:** 0.15 SW **ELEVATION:** 553 **MAP ID:** 3

NAME: CAR X MUFFLER & BRAKE
ADDRESS: 1750 HOMER ADAMS PKWY
ALTON IL 62002
MADISON

CONTACT: JOHN
SOURCE: IEPA

REV: 5/23/12
ID1: 1190105140
ID2:
STATUS: BOL INVENTORY
PHONE: 6184625500

ADDRESS: ,
PHONE:
CONTACT:
TITLE:

ORIGINAL ENTRY DATE:04/30/98

Environmental FirstSearch Site Detail Report

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

UST

SEARCH ID: 10 **DIST/DIR:** 0.16 SW **ELEVATION:** 566 **MAP ID:** 4

NAME: SHOP N SAVE **REV:** 9/1/12
ADDRESS: 1721 HOMER M ADAMS PKWY **ID1:** 6043819
ALTON IL 62002 **ID2:**
MADISON **STATUS:** ACTIVE
CONTACT: **PHONE:**
SOURCE: IL FMO

SITE INFORMATION

THIS SITE IS PART OF THE OFFICE OF THE ILLINIOS STATE FIRE MARSHAL S UNDERGROUND STORAGE TANKS DATABASE

TOTAL NUMBER OF TANKS:4

OWNER: SUPERVALU
10461 MANCHESTER ROAD
SAINT LOUIS IL 63122

FACILITY TYPE: SELF-SERVICE STATION
GREEN TAG DECAL: L002242
GREEN TAG ISSUED: 12/2/2010
GREEN TAG EXPIRED: 12/31/2012
SSP INSPECT DATE: 9/20/2010

TANK INFORMATION:

TANK NUMBER: 1 CAPACITY: 8000
SUBSTANCE: GASOLINE STATUS: CURRENTLY IN USE
LAST USED: RED TAG:
OSFM FIRST NOTIFIED: 2/11/2008

TANK NUMBER: 2 CAPACITY: 20000
SUBSTANCE: GASOLINE STATUS: CURRENTLY IN USE
LAST USED: RED TAG:
OSFM FIRST NOTIFIED: 2/11/2008

TANK NUMBER: 3 CAPACITY: 12000
SUBSTANCE: DIESEL FUEL STATUS: CURRENTLY IN USE
LAST USED: RED TAG:
OSFM FIRST NOTIFIED: 2/11/2008

TANK NUMBER: 4 CAPACITY: 8000
SUBSTANCE: GASOLINE STATUS: CURRENTLY IN USE
LAST USED: RED TAG:
OSFM FIRST NOTIFIED: 2/11/2008

**Environmental FirstSearch
Site Detail Report**

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

OTHER

SEARCH ID: 6 **DIST/DIR:** 0.17 SE **ELEVATION:** 532 **MAP ID:** 5

NAME: PLAZA LINCOLN MERCURY
ADDRESS: 2350 HOMER ADAMS PKWY
ALTON IL 62002
MADISON
CONTACT: MARY SAKELARIS
SOURCE: IEPA

REV: 5/23/12
ID1: 1190105193
ID2:
STATUS: BOL INVENTORY
PHONE: 6184657200

SITE INFORMATION

BUREAU OF LAND INVENTORY SITE

OWNER INFORMATION:
NAME: PLAZA LINCOLN MERCURY
PO BOX:
ADDRESS: 2350 HOMER ADAMS PKWY
ALTON , IL 62002
CONTACT: MARY SAKELARIS
PHONE: 6184657200

OPERATOR INFORMATION
NAME: PLAZA LINCOLN MERCURY
PO BOX:
ADDRESS: 2350 HOMER ADAMS PKWY
ALTON , IL 62002
CONTACT: MARY SAKELARIS
PHONE: 6184657200

EPA ID:
EPA ID 2:
SIC CODE:
NAIC CODE:
NAICS CODE 2:
LARGE QUANTITY GEN:
SMALL QUANTITY GEN:
NONHAZARDOUS WASTE GEN: 09-YEAR OF LATEST ANNUAL REPORT
HAZARDOUS WASTE PERMIT:
SOLID WASTE PERMIT:
SW ANNUAL REPORT:
NO LONGER USED:
COMPOST ANNUAL REPORT:
USED TIRE PROGRAM ACTIVITY:
815 LANDFILL ANNUAL REPORT:
COMP ORDER TRACKING ACTIVITY:
POT INFECTIOUS MEDICAL WASTE REPORT:

FACILITY COMPLIANCE TRACKING SYS:
GROUNDWATER DATA SYSTEM:
LUST PROGRAM AVTIVITY:
LUST REIMBURSEMENT PROGRAM:
SITE REMEDIATION PROGRAM:
FSRS ACTIVITY:
STATE RESPONSE ACTION ACTIVITY:
NAME AND ADDRESS CHANGE: 00/00/00

HAZARDOUS ANNUAL REPORT INFORMATION
COMPANY NAME:
PO BOX:

- Continued on next page -

Environmental FirstSearch Site Detail Report

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

OTHER

SEARCH ID: 6 **DIST/DIR:** 0.17 SE **ELEVATION:** 532 **MAP ID:** 5

NAME: PLAZA LINCOLN MERCURY
ADDRESS: 2350 HOMER ADAMS PKWY
ALTON IL 62002
MADISON
CONTACT: MARY SAKELARIS
SOURCE: IEPA

REV: 5/23/12
ID1: 1190105193
ID2:
STATUS: BOL INVENTORY
PHONE: 6184657200

ADDRESS: ,
PHONE:
CONTACT:
TITLE:

ORIGINAL ENTRY DATE:09/26/01

Environmental FirstSearch
Site Detail Report

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

OTHER

SEARCH ID: 8 DIST/DIR: 0.22 SE ELEVATION: 555 MAP ID: 6

NAME: UPPER ALTON CEMETERY
ADDRESS: 2090 OAKWOOD AVE
ALTON IL 62002
MADISON
CONTACT: KEVIN SHAW
SOURCE: IEPA

REV: 5/23/12
ID1: 1190105247
ID2:
STATUS: BOL INVENTORY
PHONE: 6184621672

SITE INFORMATION

BUREAU OF LAND INVENTORY SITE

OWNER INFORMATION:

NAME:
PO BOX:
ADDRESS:

CONTACT:
PHONE:

OPERATOR INFORMATION

NAME:
PO BOX:
ADDRESS:

CONTACT:
PHONE:

EPA ID:
EPA ID 2:
SIC CODE:
NAIC CODE:
NAICS CODE 2:
LARGE QUANTITY GEN:
SMALL QUANTITY GEN:
NONHAZARDOUS WASTE GEN:08-YEAR OF LATEST ANNUAL REPORT
HAZARDOUS WASTE PERMIT:
SOLID WASTE PERMIT:
SW ANNUAL REPORT:
NO LONGER USED:
COMPOST ANNUAL REPORT:
USED TIRE PROGRAM ACTIVITY:
815 LANDFILL ANNUAL REPORT:
COMP ORDER TRACKING ACTIVITY:
POT INFECTIOUS MEDICAL WASTE REPORT:

FACILITY COMPLIANCE TRACKING SYS:
GROUNDWATER DATA SYSTEM:
LUST PROGRAM AVTIVITY:
LUST REIMBURSEMENT PROGRAM:
SITE REMEDIATION PROGRAM:
FSRS ACTIVITY:
STATE RESPONSE ACTION ACTIVITY:
NAME AND ADDRESS CHANGE:00/00/00

HAZARDOUS ANNUAL REPORT INFORMATION
COMPANY NAME:
PO BOX:

- Continued on next page -

Environmental FirstSearch Site Detail Report

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

OTHER

SEARCH ID: 8 **DIST/DIR:** 0.22 SE **ELEVATION:** 555 **MAP ID:** 6

NAME: UPPER ALTON CEMETERY
ADDRESS: 2090 OAKWOOD AVE
ALTON IL 62002
MADISON
CONTACT: KEVIN SHAW
SOURCE: IEPA

REV: 5/23/12
ID1: 1190105247
ID2:
STATUS: BOL INVENTORY
PHONE: 6184621672

ADDRESS: ,
PHONE:
CONTACT:
TITLE:

ORIGINAL ENTRY DATE:07/09/08

**Environmental FirstSearch
Site Detail Report**

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

OTHER

SEARCH ID: 7 **DIST/DIR:** 0.23 SW **ELEVATION:** 572 **MAP ID:** 7

NAME:	SOFFER, DONALD	REV:	5/23/12
ADDRESS:	1700 HOMER ADAMS PKWY ALTON IL 62002 MADISON	ID1:	1190105120
CONTACT:	DONALD SOFFER	ID2:	
SOURCE:	IEPA	STATUS:	BOL INVENTORY
		PHONE:	3149910158

SITE INFORMATION

BUREAU OF LAND INVENTORY SITE

OWNER INFORMATION:
NAME:SOFFER, DONALD
PO BOX:
ADDRESS:1081 CABIN CLUB DR
ST LOUIS , MO 631241549
CONTACT:
PHONE:

OPERATOR INFORMATION
NAME:SOFFER, DONALD
PO BOX:
ADDRESS:1081 CABIN CLUB DR
ST LOUIS , MO 631241549
CONTACT:
PHONE:

EPA ID:
EPA ID 2:
SIC CODE:
NAIC CODE:
NAICS CODE 2:
LARGE QUANTITY GEN:
SMALL QUANTITY GEN:
NONHAZARDOUS WASTE GEN:E-LAST REPORT MORE THAN 10 YEARS
HAZARDOUS WASTE PERMIT:
SOLID WASTE PERMIT:
SW ANNUAL REPORT:
NO LONGER USED:
COMPOST ANNUAL REPORT:
USED TIRE PROGRAM ACTIVITY:
815 LANDFILL ANNUAL REPORT:
COMP ORDER TRACKING ACTIVITY:
POT INFECTIOUS MEDICAL WASTE REPORT:

FACILITY COMPLIANCE TRACKING SYS:
GROUNDWATER DATA SYSTEM:
LUST PROGRAM AVTIVITY:S-INDICATES ACTIVITY
LUST REIMBURSEMENT PROGRAM:
SITE REMEDIATION PROGRAM:
FSRS ACTIVITY:
STATE RESPONSE ACTION ACTIVITY:
NAME AND ADDRESS CHANGE:03/05/02

HAZARDOUS ANNUAL REPORT INFORMATION
COMPANY NAME:
PO BOX:

- Continued on next page -

Environmental FirstSearch Site Detail Report

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

OTHER

SEARCH ID: 7 **DIST/DIR:** 0.23 SW **ELEVATION:** 572 **MAP ID:** 7

NAME: SOFFER, DONALD
ADDRESS: 1700 HOMER ADAMS PKWY
ALTON IL 62002
MADISON
CONTACT: DONALD SOFFER
SOURCE: IEPA

REV: 5/23/12
ID1: 1190105120
ID2:
STATUS: BOL INVENTORY
PHONE: 3149910158

ADDRESS: ,
PHONE:
CONTACT:
TITLE:

ORIGINAL ENTRY DATE:12/02/97

Environmental FirstSearch Site Detail Report

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

UST

SEARCH ID: 9 **DIST/DIR:** 0.23 SW **ELEVATION:** 572 **MAP ID:** 7

NAME: GOODWILL **REV:** 9/1/12
ADDRESS: 1700 W HOMER M ADAMS PKWY **ID1:** 6036060
ALTON IL 62002 **ID2:**
MADISON **STATUS:** EXEMPT
CONTACT: **PHONE:**
SOURCE: IL FMO

SITE INFORMATION

THIS SITE IS PART OF THE OFFICE OF THE ILLINIOS STATE FIRE MARSHAL S UNDERGROUND STORAGE TANKS DATABASE

TOTAL NUMBER OF TANKS:1

OWNER:SOFFER DON
1081 CABIN CLUB DR
SAINT LOUIS MO 63124

FACILITY TYPE:COMMERCIAL / RETAIL

GREEN TAG DECAL:
GREEN TAG ISSUED:
GREEN TAG EXPIRED:
SSP INSPECT DATE:
SSP EXPIRATION DATE:

TANK INFORMATION:

TANK NUMBER:12CAPACITY:560
SUBSTANCE:USED OILSTATUS:REMOVED
LAST USED:12/1/1971RED TAG:
OSFM FIRST NOTIFIED:9/26/1997

Environmental FirstSearch
Site Detail Report

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

LUST

SEARCH ID: 17 DIST/DIR: 0.23 SW ELEVATION: 572 MAP ID: 7

NAME:	SOFFER, DONALD	REV:	9/10/12
ADDRESS:	1700 W HOMER M ADAMS PKWY	ID1:	1190105120-972138
	ALTON IL 62002	ID2:	972138
	MADISON	STATUS:	CLOSED
CONTACT:	DONALD SOFFER	PHONE:	3149910158
SOURCE:	IL EPA		

THIS SITE IS PART OF THE LEAKING UNDERGROUND STORAGE TANK INCIDENT TRACKING DATABASE

SITE INFORMATION

DATE REPORTED:11/6/1997
IEMA NUMBER:972138

TANK CONTENTS/PRODUCT

GASOLINE:0
UNLEADED GASOLINE:0
DIESEL FUEL:0
FUEL OIL:0
JET FUEL:0
USED/WASTE OIL:-1
NON-PETROLEUM PRODUCT:0
PETROLEUM:0

NON-LUST LETTER SENT:
SEC 57.5G LETTER SENT:
NFR LETTER SENT:4/21/1999
SITE CLASSIFICATION:
IEPA PROJECT MANAGER:HAMILTON

IEPA CORRESPONDENCE

DATE:11/18/1997DESCRIPTION:NOTICE OF RELEASE LETTER SENT

TITLE XVI INFORMATION

DOCUMENT:SITE CLASSIFICATION COMPLETION REPORT
RECEIVED:1/19/1999
RESPONSE DUE:5/19/1999
RESPONSE MAILED:4/21/1999
RESPONSE TYPE:APR

DOCUMENT:SITE CLASSIFICATION WORK PLAN
RECEIVED:3/27/1998
RESPONSE DUE:7/25/1998
RESPONSE MAILED:4/6/1998
RESPONSE TYPE:AOL

DOCUMENT:SITE CLASSIFICATION WORK PLAN BUDGET
RECEIVED:3/27/1998
RESPONSE DUE:7/25/1998
RESPONSE MAILED:4/6/1998
RESPONSE TYPE:AOL

DOCUMENT:SITE CLASSIFICATION COMPLETION REPORT
RECEIVED:8/31/1998
RESPONSE DUE:12/29/1998

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Environmental FirstSearch
Site Detail Report

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

LUST

SEARCH ID: 17 DIST/DIR: 0.23 SW ELEVATION: 572 MAP ID: 7

NAME: SOFFER, DONALD
ADDRESS: 1700 W HOMER M ADAMS PKWY
ALTON IL 62002
MADISON
CONTACT: DONALD SOFFER
SOURCE: IL EPA

REV: 9/10/12
ID1: 1190105120-972138
ID2: 972138
STATUS: CLOSED
PHONE: 3149910158

RESPONSE MAILED:12/29/1998
RESPONSE TYPE:DEN

ENGINEERING CONTROLS

BARRIER STRUCTURE:0BARRIER PAVEMENT:0
BARRIER SOIL:0BARRIER OTHER:0
BARRIER OTHER DESC:

INSTITUTIONAL CONTROLS

GW USE:0INDUST COM:0
ORDINANCE:0WORKER:0
OTHER:0
OTHER DESC:

ENVIRONMENTAL LAND USE CONTROLS

GW USE:0LAND USE:0
ENG BARRIER:0WORKER CAUTION:0
SOIL HANDLING:0OTHER:0
OTHER DESC:

HWY AUTH AGREEMENT:0

Environmental FirstSearch Site Detail Report

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

OTHER

SEARCH ID: 5 **DIST/DIR:** 0.24 SW **ELEVATION:** 572 **MAP ID:** 8

NAME: NATIONAL TIRE WAREHOUSE #733
ADDRESS: 1703 HOMER ADAMS PKWY
ALTON IL 62002
MADISON
CONTACT: DENNIS GOBBLE
SOURCE: IEPA

REV: 5/23/12
ID1: 1190105176
ID2: ILR000143560
STATUS: BOL INVENTORY
PHONE: 6184637015

SITE INFORMATION

BUREAU OF LAND INVENTORY SITE

OWNER INFORMATION:
NAME:NATIONAL TIRE WAREHOUSE
PO BOX:
ADDRESS:823 DONALD ROSS RD
JUNO BEACH , FL 33408
CONTACT:DAVID ZOLNOWSKI
PHONE:8009268473

OPERATOR INFORMATION
NAME:NATIONAL TIRE WAREHOUSE #733
PO BOX:
ADDRESS:1703 HOMER ADAMS PKWY
ALTON , IL 62002
CONTACT:
PHONE:

EPA ID:ILR000143560
EPA ID 2:
SIC CODE:
NAIC CODE:
NAICS CODE 2:
LARGE QUANTITY GEN:
SMALL QUANTITY GEN:
NONHAZARDOUS WASTE GEN:0
HAZARDOUS WASTE PERMIT:
SOLID WASTE PERMIT:
SW ANNUAL REPORT:
NO LONGER USED:
COMPOST ANNUAL REPORT:
USED TIRE PROGRAM ACTIVITY:S-INDICATES ACTIVITY
815 LANDFILL ANNUAL REPORT:
COMP ORDER TRACKING ACTIVITY:
POT INFECTIOUS MEDICAL WASTE REPORT:

FACILITY COMPLIANCE TRACKING SYS:S-INDICATES ACTIVITY
GROUNDWATER DATA SYSTEM:
LUST PROGRAM AVTIVITY:
LUST REIMBURSEMENT PROGRAM:
SITE REMEDIATION PROGRAM:
FSRS ACTIVITY:
STATE RESPONSE ACTION ACTIVITY:
NAME AND ADDRESS CHANGE:02/27/09

HAZARDOUS ANNUAL REPORT INFORMATION
COMPANY NAME:
PO BOX:

- Continued on next page -

Environmental FirstSearch Site Detail Report

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

OTHER

SEARCH ID: 5 **DIST/DIR:** 0.24 SW **ELEVATION:** 572 **MAP ID:** 8

NAME: NATIONAL TIRE WAREHOUSE #733
ADDRESS: 1703 HOMER ADAMS PKWY
ALTON IL 62002
MADISON
CONTACT: DENNIS GOBBLE
SOURCE: IEPA

REV: 5/23/12
ID1: 1190105176
ID2: ILR000143560
STATUS: BOL INVENTORY
PHONE: 6184637015

ADDRESS: ,
PHONE:
CONTACT:
TITLE:

ORIGINAL ENTRY DATE:06/22/00

Environmental FirstSearch
Site Detail Report

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

LUST

SEARCH ID: 16 DIST/DIR: 0.30 SW ELEVATION: 555 MAP ID: 9

NAME: RAY GREMLI CHEVY INC. REV: 9/10/12
ADDRESS: 1620 HOMER M ADAMS PKWY ID1: 1190105019-910144
ALTON IL 62002 ID2: 910144
MADISON STATUS: CLOSED
CONTACT: JIM BIZAILLION PHONE: 6184658881
SOURCE: IL EPA

THIS SITE IS PART OF THE LEAKING UNDERGROUND STORAGE TANK INCIDENT TRACKING DATABASE

SITE INFORMATION

DATE REPORTED:1/16/1991
IEMA NUMBER:910144

TANK CONTENTS/PRODUCT

GASOLINE:-1
UNLEADED GASOLINE:0
DIESEL FUEL:0
FUEL OIL:0
JET FUEL:0
USED/WASTE OIL:0
NON-PETROLEUM PRODUCT:0
PETROLEUM:0

NON-LUST LETTER SENT:
SEC 57.5G LETTER SENT:
NFR LETTER SENT:8/6/1991
SITE CLASSIFICATION:
IEPA PROJECT MANAGER:KAISER

IEPA CORRESPONDENCE

DATE:11/7/1990DESCRIPTION:RESPONSE LETTER RECEIVED
DATE:1/22/1991DESCRIPTION:NOTICE OF RELEASE LETTER SENT

TITLE XVI INFORMATION

ENGINEERING CONTROLS

BARRIER STRUCTURE:0BARRIER PAVEMENT:0
BARRIER SOIL:0BARRIER OTHER:0
BARRIER OTHER DESC:

INSTITUTIONAL CONTROLS

GW USE:0INDUST COM:0
ORDINANCE:0WORKER:0
OTHER:0
OTHER DESC:

ENVIRONMENTAL LAND USE CONTROLS

GW USE:0LAND USE:0
ENG BARRIER:0WORKER CAUTION:0
SOIL HANDLING:0OTHER:0
OTHER DESC:

HWY AUTH AGREEMENT:0

Environmental FirstSearch
Site Detail Report

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

LUST

SEARCH ID: 12 DIST/DIR: 0.36 SE ELEVATION: 527 MAP ID: 10

NAME: JIM S MOBIL REV: 9/10/12
ADDRESS: 2700 WASHINGTON AVE ID1: 1190105075-930741
ALTON IL 62002 ID2: 930741
MADISON STATUS: ACTIVE
CONTACT: PHONE: 6184658979
SOURCE: IL EPA

THIS SITE IS PART OF THE LEAKING UNDERGROUND STORAGE TANK INCIDENT TRACKING DATABASE

SITE INFORMATION

DATE REPORTED:3/29/1993
IEMA NUMBER:930741

TANK CONTENTS/PRODUCT

GASOLINE:-1
UNLEADED GASOLINE:0
DIESEL FUEL:0
FUEL OIL:0
JET FUEL:0
USED/WASTE OIL:0
NON-PETROLEUM PRODUCT:0
PETROLEUM:0

NON-LUST LETTER SENT:10/27/1993
SEC 57.5G LETTER SENT:
NFR LETTER SENT:
SITE CLASSIFICATION:
IEPA PROJECT MANAGER:CHARLES

IEPA CORRESPONDENCE

DATE:4/6/1993DESCRIPTION:NOTICE OF RELEASE LETTER SENT

TITLE XVI INFORMATION

ENGINEERING CONTROLS

BARRIER STRUCTURE:0BARRIER PAVEMENT:0
BARRIER SOIL:0BARRIER OTHER:0
BARRIER OTHER DESC:

INSTITUTIONAL CONTROLS

GW USE:0INDUST COM:0
ORDINANCE:0WORKER:0
OTHER:0
OTHER DESC:

ENVIRONMENTAL LAND USE CONTROLS

GW USE:0LAND USE:0
ENG BARRIER:0WORKER CAUTION:0
SOIL HANDLING:0OTHER:0
OTHER DESC:

HWY AUTH AGREEMENT:0

**Environmental FirstSearch
Site Detail Report**

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

LUST

SEARCH ID: 13 **DIST/DIR:** 0.36 SE **ELEVATION:** 527 **MAP ID:** 10

NAME:	JIM S MOBIL	REV:	9/10/12
ADDRESS:	2700 WASHINGTON AVE	ID1:	1190105075-990167
	ALTON IL 62002	ID2:	990167
	MADISON	STATUS:	ACTIVE
CONTACT:		PHONE:	6184658979
SOURCE:	IL EPA		

THIS SITE IS PART OF THE LEAKING UNDERGROUND STORAGE TANK INCIDENT TRACKING DATABASE

SITE INFORMATION

DATE REPORTED:1/26/1999
IEMA NUMBER:990167

TANK CONTENTS/PRODUCT

GASOLINE:-1
UNLEADED GASOLINE:0
DIESEL FUEL:0
FUEL OIL:0
JET FUEL:0
USED/WASTE OIL:0
NON-PETROLEUM PRODUCT:0
PETROLEUM:0

NON-LUST LETTER SENT:
SEC 57.5G LETTER SENT:
NFR LETTER SENT:
SITE CLASSIFICATION:HIGH
IEPA PROJECT MANAGER:WELLER

IEPA CORRESPONDENCE

DATE:2/4/1999DESCRIPTION:NOTICE OF RELEASE LETTER SENT
DATE:4/14/1999DESCRIPTION:45 DAY SELECTION RECEIVED LETTER SENT
DATE:10/10/2001DESCRIPTION:MISCELLANEOUS CORRESPONDENCE RECEIVED
DATE:7/2/2008DESCRIPTION:EXTENSION REQUEST RECEIVED
DATE:12/6/2001DESCRIPTION:REVIEW LETTER SENT

TITLE XVI INFORMATION

DOCUMENT:SITE CLASSIFICATION COMPLETION REPORT
RECEIVED:11/13/2000
RESPONSE DUE:3/13/2001
RESPONSE MAILED:3/8/2001
RESPONSE TYPE:MOD

DOCUMENT:HIGH PRIORITY CORRECTIVE ACTION COMPLETION REPORT
RECEIVED:7/31/2008
RESPONSE DUE:11/28/2008
RESPONSE MAILED:8/20/2008
RESPONSE TYPE:DEN

DOCUMENT:HIGH PRIORITY CORRECTIVE ACTION PLAN BUDGET

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Environmental FirstSearch Site Detail Report

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

LUST

SEARCH ID: 13 **DIST/DIR:** 0.36 SE **ELEVATION:** 527 **MAP ID:** 10

NAME: JIM S MOBIL
ADDRESS: 2700 WASHINGTON AVE
ALTON IL 62002
MADISON

CONTACT:
SOURCE: IL EPA

REV: 9/10/12
ID1: 1190105075-990167
ID2: 990167
STATUS: ACTIVE
PHONE: 6184658979

RECEIVED:7/31/2003
RESPONSE DUE:11/28/2003
RESPONSE MAILED:11/18/2003
RESPONSE TYPE:DEN

DOCUMENT:HIGH PRIORITY CORRECTIVE ACTION PLAN BUDGET
RECEIVED:12/17/2002
RESPONSE DUE:4/16/2003
RESPONSE MAILED:4/15/2003
RESPONSE TYPE:DEN

DOCUMENT:HIGH PRIORITY CORRECTIVE ACTION PLAN
RECEIVED:7/31/2003
RESPONSE DUE:11/28/2003
RESPONSE MAILED:11/18/2003
RESPONSE TYPE:DEN

DOCUMENT:HIGH PRIORITY CORRECTIVE ACTION PLAN
RECEIVED:12/17/2002
RESPONSE DUE:4/16/2003
RESPONSE MAILED:4/15/2003
RESPONSE TYPE:DEN

DOCUMENT:HIGH PRIORITY CORRECTIVE ACTION PLAN BUDGET
RECEIVED:7/31/2008
RESPONSE DUE:11/28/2008
RESPONSE MAILED:8/20/2008
RESPONSE TYPE:DEN

DOCUMENT:HIGH PRIORITY CORRECTIVE ACTION PLAN BUDGET
RECEIVED:2/19/2004
RESPONSE DUE:6/18/2004
RESPONSE MAILED:5/10/2004
RESPONSE TYPE:DEN

DOCUMENT:HIGH PRIORITY CORRECTIVE ACTION PLAN
RECEIVED:6/1/2004
RESPONSE DUE:9/29/2004
RESPONSE MAILED:7/16/2004
RESPONSE TYPE:APR

DOCUMENT:HIGH PRIORITY CORRECTIVE ACTION PLAN BUDGET
RECEIVED:6/1/2004
RESPONSE DUE:9/29/2004
RESPONSE MAILED:7/16/2004
RESPONSE TYPE:APR

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Environmental FirstSearch Site Detail Report

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

LUST

SEARCH ID: 13 **DIST/DIR:** 0.36 SE **ELEVATION:** 527 **MAP ID:** 10

NAME: JIM S MOBIL **REV:** 9/10/12
ADDRESS: 2700 WASHINGTON AVE **ID1:** 1190105075-990167
ALTON IL 62002 **ID2:** 990167
MADISON **STATUS:** ACTIVE
CONTACT: **PHONE:** 6184658979
SOURCE: IL EPA

DOCUMENT:HIGH PRIORITY CORRECTIVE ACTION PLAN BUDGET
RECEIVED:1/20/2004
RESPONSE DUE:5/19/2004
RESPONSE MAILED:5/10/2004
RESPONSE TYPE:DEN

DOCUMENT:HIGH PRIORITY CORRECTIVE ACTION PLAN
RECEIVED:1/20/2004
RESPONSE DUE:5/19/2004
RESPONSE MAILED:5/10/2004
RESPONSE TYPE:MOD

DOCUMENT:SITE CLASSIFICATION WORK PLAN BUDGET
RECEIVED:5/10/1999
RESPONSE DUE:9/7/1999
RESPONSE MAILED:9/7/1999
RESPONSE TYPE:DEN

DOCUMENT:HIGH PRIORITY CORRECTIVE ACTION PLAN BUDGET
RECEIVED:7/6/2004
RESPONSE DUE:11/3/2004
RESPONSE MAILED:7/16/2004
RESPONSE TYPE:APR

DOCUMENT:SITE CLASSIFICATION WORK PLAN
RECEIVED:5/10/1999
RESPONSE DUE:9/7/1999
RESPONSE MAILED:9/7/1999
RESPONSE TYPE:MOD

ENGINEERING CONTROLS

BARRIER STRUCTURE:0BARRIER PAVEMENT:0
BARRIER SOIL:0BARRIER OTHER:0
BARRIER OTHER DESC:

INSTITUTIONAL CONTROLS

GW USE:0INDUST COM:0
ORDINANCE:0WORKER:0
OTHER:0
OTHER DESC:

ENVIRONMENTAL LAND USE CONTROLS

GW USE:0LAND USE:0
ENG BARRIER:0WORKER CAUTION:0
SOIL HANDLING:0OTHER:0
OTHER DESC:

- More Details Exist For This Site; Max Page Limit Reached -

Environmental FirstSearch Site Detail Report

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

LUST

SEARCH ID: 14 **DIST/DIR:** 0.36 SE **ELEVATION:** 527 **MAP ID:** 10

NAME:	JIM S MOBIL	REV:	9/10/12
ADDRESS:	2700 WASHINGTON AVE	ID1:	1190105075-982564
	ALTON IL 62002	ID2:	982564
	MADISON	STATUS:	ACTIVE
CONTACT:		PHONE:	6184658979
SOURCE:	IL EPA		

THIS SITE IS PART OF THE LEAKING UNDERGROUND STORAGE TANK INCIDENT TRACKING DATABASE

SITE INFORMATION

DATE REPORTED:10/14/1998
IEMA NUMBER:982564

TANK CONTENTS/PRODUCT

GASOLINE:-1
UNLEADED GASOLINE:0
DIESEL FUEL:0
FUEL OIL:0
JET FUEL:0
USED/WASTE OIL:-1
NON-PETROLEUM PRODUCT:0
PETROLEUM:0

NON-LUST LETTER SENT:
SEC 57.5G LETTER SENT:
NFR LETTER SENT:
SITE CLASSIFICATION:HIGH
IEPA PROJECT MANAGER:WELLER

IEPA CORRESPONDENCE

DATE:1/14/1999DESCRIPTION:EARLY ACTION EXTENSION APPROVAL LETTER SENT
DATE:7/31/2008DESCRIPTION:MISCELLANEOUS CORRESPONDENCE RECEIVED
DATE:7/2/2008DESCRIPTION:EXTENSION REQUEST RECEIVED
DATE:10/10/2001DESCRIPTION:MISCELLANEOUS CORRESPONDENCE RECEIVED
DATE:12/18/1998DESCRIPTION:EARLY ACTION EXTENSION APPROVAL LETTER SENT
DATE:6/10/2004DESCRIPTION:APPROVED PLAN LETTER SENT
DATE:11/23/1998DESCRIPTION:EARLY ACTION EXTENSION REQUEST RECEIVED
DATE:12/7/1998DESCRIPTION:EARLY ACTION EXTENSION APPROVAL LETTER SENT
DATE:12/15/1998DESCRIPTION:EARLY ACTION EXTENSION REQUEST RECEIVED
DATE:12/21/1998DESCRIPTION:EARLY ACTION EXTENSION REQUEST RECEIVED
DATE:4/14/1999DESCRIPTION:45 DAY SELECTION RECEIVED LETTER SENT
DATE:10/21/1998DESCRIPTION:NOTICE OF RELEASE LETTER SENT
DATE:12/6/2001DESCRIPTION:REVIEW LETTER SENT

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Environmental FirstSearch Site Detail Report

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

LUST

SEARCH ID: 14 **DIST/DIR:** 0.36 SE **ELEVATION:** 527 **MAP ID:** 10

NAME: JIM S MOBIL
ADDRESS: 2700 WASHINGTON AVE
ALTON IL 62002
MADISON

CONTACT:
SOURCE: IL EPA

REV: 9/10/12
ID1: 1190105075-982564
ID2: 982564
STATUS: ACTIVE
PHONE: 6184658979

TITLE XVI INFORMATION

DOCUMENT:HIGH PRIORITY CORRECTIVE ACTION PLAN
RECEIVED:6/1/2004
RESPONSE DUE:9/29/2004
RESPONSE MAILED:7/16/2004
RESPONSE TYPE:APR

DOCUMENT:SITE CLASSIFICATION COMPLETION REPORT
RECEIVED:11/13/2000
RESPONSE DUE:3/13/2001
RESPONSE MAILED:3/8/2001
RESPONSE TYPE:MOD

DOCUMENT:AMENDED SITE CLASSIFICATION BUDGET
RECEIVED:8/28/2001
RESPONSE DUE:12/26/2001
RESPONSE MAILED:12/10/2001
RESPONSE TYPE:APR

DOCUMENT:SITE CLASSIFICATION WORK PLAN BUDGET
RECEIVED:10/19/1999
RESPONSE DUE:2/16/2000
RESPONSE MAILED:1/4/2000
RESPONSE TYPE:MOD

DOCUMENT:SITE CLASSIFICATION WORK PLAN BUDGET
RECEIVED:5/10/1999
RESPONSE DUE:9/7/1999
RESPONSE MAILED:9/7/1999
RESPONSE TYPE:DEN

DOCUMENT:SITE CLASSIFICATION WORK PLAN
RECEIVED:5/10/1999
RESPONSE DUE:9/7/1999
RESPONSE MAILED:9/7/1999
RESPONSE TYPE:MOD

DOCUMENT:SITE CLASSIFICATION COMPLETION REPORT
RECEIVED:4/20/2000
RESPONSE DUE:8/18/2000
RESPONSE MAILED:8/17/2000
RESPONSE TYPE:DEN

DOCUMENT:HIGH PRIORITY CORRECTIVE ACTION PLAN BUDGET
RECEIVED:3/14/2008

- Continued on next page -

Environmental FirstSearch Site Detail Report

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

LUST

SEARCH ID: 14 **DIST/DIR:** 0.36 SE **ELEVATION:** 527 **MAP ID:** 10

NAME: JIM S MOBIL **REV:** 9/10/12
ADDRESS: 2700 WASHINGTON AVE **ID1:** 1190105075-982564
ALTON IL 62002 **ID2:** 982564
MADISON **STATUS:** ACTIVE
CONTACT: **PHONE:** 6184658979
SOURCE: IL EPA

RESPONSE DUE:7/12/2008
RESPONSE MAILED:8/20/2008
RESPONSE TYPE:DEN

DOCUMENT:SITE CLASSIFICATION WORK PLAN BUDGET
RECEIVED:9/7/1999
RESPONSE DUE:1/5/2000
RESPONSE MAILED:1/4/2000
RESPONSE TYPE:MOD

DOCUMENT:HIGH PRIORITY CORRECTIVE ACTION PLAN BUDGET
RECEIVED:7/6/2004
RESPONSE DUE:11/3/2004
RESPONSE MAILED:7/16/2004
RESPONSE TYPE:APR

DOCUMENT:HIGH PRIORITY CORRECTIVE ACTION PLAN BUDGET
RECEIVED:6/1/2004
RESPONSE DUE:9/29/2004
RESPONSE MAILED:7/16/2004
RESPONSE TYPE:APR

DOCUMENT:HIGH PRIORITY CORRECTIVE ACTION PLAN BUDGET
RECEIVED:7/31/2003
RESPONSE DUE:11/28/2003
RESPONSE MAILED:11/18/2003
RESPONSE TYPE:DEN

DOCUMENT:HIGH PRIORITY CORRECTIVE ACTION PLAN BUDGET
RECEIVED:3/24/2009
RESPONSE DUE:7/22/2009
RESPONSE MAILED:6/18/2009
RESPONSE TYPE:MOD

DOCUMENT:HIGH PRIORITY CORRECTIVE ACTION PLAN BUDGET
RECEIVED:12/17/2002
RESPONSE DUE:4/16/2003
RESPONSE MAILED:4/15/2003
RESPONSE TYPE:DEN

DOCUMENT:HIGH PRIORITY CORRECTIVE ACTION PLAN
RECEIVED:1/20/2004
RESPONSE DUE:5/19/2004
RESPONSE MAILED:5/10/2004
RESPONSE TYPE:MOD

DOCUMENT:HIGH PRIORITY CORRECTIVE ACTION PLAN BUDGET

- More Details Exist For This Site; Max Page Limit Reached -

Environmental FirstSearch
Site Detail Report

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

LUST

SEARCH ID: 11 DIST/DIR: 0.37 NW ELEVATION: 566 MAP ID: 11

NAME: DAR INVESTMENTS REV: 9/10/12
ADDRESS: 350 HOMER M ADAMS PKWY ID1: 1190105063-970652
ALTON IL 62002 ID2: 970652
MADISON STATUS: CLOSED
CONTACT: DON LEVIN PHONE: 3148227681
SOURCE: IL EPA

THIS SITE IS PART OF THE LEAKING UNDERGROUND STORAGE TANK INCIDENT TRACKING DATABASE

SITE INFORMATION

DATE REPORTED:4/17/1997
IEMA NUMBER:970652

TANK CONTENTS/PRODUCT

GASOLINE:0
UNLEADED GASOLINE:0
DIESEL FUEL:0
FUEL OIL:0
JET FUEL:0
USED/WASTE OIL:0
NON-PETROLEUM PRODUCT:0
PETROLEUM:-1

NON-LUST LETTER SENT:
SEC 57.5G LETTER SENT:
NFR LETTER SENT:1/16/1998
SITE CLASSIFICATION:
IEPA PROJECT MANAGER:KAISER

IEPA CORRESPONDENCE

DATE:7/24/1997DESCRIPTION:PROFESSIONAL ENGINEER CERTIFICATION RECEIVED
DATE:4/22/1997DESCRIPTION:NOTICE OF RELEASE LETTER SENT
DATE:11/24/1997DESCRIPTION:PROFESSIONAL ENGINEER CERTIFICATION RECEIVED

TITLE XVI INFORMATION

DOCUMENT:CORRECTIVE ACTION COMPLETION REPORT
RECEIVED:7/24/1997
RESPONSE DUE:11/21/1997
RESPONSE MAILED:11/20/1997
RESPONSE TYPE:DEN

DOCUMENT:CORRECTIVE ACTION COMPLETION REPORT
RECEIVED:11/24/1997
RESPONSE DUE:3/24/1998
RESPONSE MAILED:1/16/1998
RESPONSE TYPE:APR

ENGINEERING CONTROLS

BARRIER STRUCTURE:0BARRIER PAVEMENT:0
BARRIER SOIL:0BARRIER OTHER:0
BARRIER OTHER DESC:

- Continued on next page -

Environmental FirstSearch Site Detail Report

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

LUST

SEARCH ID: 11 **DIST/DIR:** 0.37 NW **ELEVATION:** 566 **MAP ID:** 11

NAME:	DAR INVESTMENTS	REV:	9/10/12
ADDRESS:	350 HOMER M ADAMS PKWY ALTON IL 62002 MADISON	ID1:	1190105063-970652
CONTACT:	DON LEVIN	ID2:	970652
SOURCE:	IL EPA	STATUS:	CLOSED
		PHONE:	3148227681

INSTITUTIONAL CONTROLS

GW USE:0INDUST COM:0
ORDINANCE:0WORKER:0
OTHER:0
OTHER DESC:

ENVIRONMENTAL LAND USE CONTROLS

GW USE:0LAND USE:0
ENG BARRIER:0WORKER CAUTION:0
SOIL HANDLING:0OTHER:0
OTHER DESC:

HWY AUTH AGREEMENT:0

Environmental FirstSearch Site Detail Report

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

LUST

SEARCH ID: 18 **DIST/DIR:** 0.46 NW **ELEVATION:** 582 **MAP ID:** 12

NAME:	TARGET	REV:	9/10/12
ADDRESS:	300 HOMER M ADAMS PKWY ALTON IL 62002 MADISON	ID1:	1190105161-992050
CONTACT:	ALVIN SHOEMAKER	ID2:	992050
SOURCE:	IL EPA	STATUS:	CLOSED
		PHONE:	7606028677

THIS SITE IS PART OF THE LEAKING UNDERGROUND STORAGE TANK INCIDENT TRACKING DATABASE

SITE INFORMATION

DATE REPORTED:8/31/1999
IEMA NUMBER:992050

TANK CONTENTS/PRODUCT

GASOLINE:0
UNLEADED GASOLINE:0
DIESEL FUEL:-1
FUEL OIL:0
JET FUEL:0
USED/WASTE OIL:0
NON-PETROLEUM PRODUCT:0
PETROLEUM:0

NON-LUST LETTER SENT:
SEC 57.5G LETTER SENT:
NFR LETTER SENT:10/20/2000
SITE CLASSIFICATION:
IEPA PROJECT MANAGER:REYNOLDS

IEPA CORRESPONDENCE

DATE:6/28/2000DESCRIPTION:PROFESSIONAL ENGINEER CERTIFICATION RECEIVED
DATE:9/7/1999DESCRIPTION:NOTICE OF RELEASE LETTER SENT
DATE:11/8/1999DESCRIPTION:45 DAY SELECTION RECEIVED LETTER SENT
DATE:12/23/1999DESCRIPTION:45 DAY REPORT ADDENDUM RECEIVED

TITLE XVI INFORMATION

DOCUMENT:CORRECTIVE ACTION COMPLETION REPORT
RECEIVED:6/28/2000
RESPONSE DUE:10/26/2000
RESPONSE MAILED:10/20/2000
RESPONSE TYPE:APR

DOCUMENT:CORRECTIVE ACTION COMPLETION REPORT
RECEIVED:12/23/1999
RESPONSE DUE:4/21/2000
RESPONSE MAILED:3/16/2000
RESPONSE TYPE:DEN

ENGINEERING CONTROLS

BARRIER STRUCTURE:0BARRIER PAVEMENT:0
BARRIER SOIL:0BARRIER OTHER:0

- Continued on next page -

Environmental FirstSearch
Site Detail Report

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

LUST

SEARCH ID: 18 DIST/DIR: 0.46 NW ELEVATION: 582 MAP ID: 12

NAME:	TARGET	REV:	9/10/12
ADDRESS:	300 HOMER M ADAMS PKWY	ID1:	1190105161-992050
	ALTON IL 62002	ID2:	992050
	MADISON	STATUS:	CLOSED
CONTACT:	ALVIN SHOEMAKER	PHONE:	7606028677
SOURCE:	IL EPA		

BARRIER OTHER DESC:

INSTITUTIONAL CONTROLS

GW USE:0INDUST COM:0
ORDINANCE:0WORKER:0
OTHER:0
OTHER DESC:

ENVIRONMENTAL LAND USE CONTROLS

GW USE:0LAND USE:0
ENG BARRIER:0WORKER CAUTION:0
SOIL HANDLING:0OTHER:0
OTHER DESC:

HWY AUTH AGREEMENT:0

Environmental FirstSearch
Site Detail Report

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

LUST

SEARCH ID: 15 DIST/DIR: 0.49 SE ELEVATION: 534 MAP ID: 13

NAME:	MIDWEST PETROLEUM CO. #37	REV:	9/10/12
ADDRESS:	2600 W HOMER M ADAMS PKWY ALTON IL 62002 MADISON	ID1:	1190105051-910337
CONTACT:	DANNY WILBURN	ID2:	910337
SOURCE:	IL EPA	STATUS:	CLOSED
		PHONE:	3144814300

THIS SITE IS PART OF THE LEAKING UNDERGROUND STORAGE TANK INCIDENT TRACKING DATABASE

SITE INFORMATION

DATE REPORTED:2/8/1991
IEMA NUMBER:910337

TANK CONTENTS/PRODUCT

GASOLINE:-1
UNLEADED GASOLINE:0
DIESEL FUEL:0
FUEL OIL:0
JET FUEL:0
USED/WASTE OIL:0
NON-PETROLEUM PRODUCT:0
PETROLEUM:0

NON-LUST LETTER SENT:
SEC 57.5G LETTER SENT:
NFR LETTER SENT:7/24/2008
SITE CLASSIFICATION:
IEPA PROJECT MANAGER:KAISER

IEPA CORRESPONDENCE

DATE:7/7/2008DESCRIPTION:MISCELLANEOUS CORRESPONDENCE RECEIVED

DATE:2/28/1991DESCRIPTION:NOTICE OF RELEASE LETTER SENT

DATE:6/4/1991DESCRIPTION:RESPONSE LETTER RECEIVED

TITLE XVI INFORMATION

ENGINEERING CONTROLS

BARRIER STRUCTURE:0BARRIER PAVEMENT:0
BARRIER SOIL:0BARRIER OTHER:0
BARRIER OTHER DESC:

INSTITUTIONAL CONTROLS

GW USE:0INDUST COM:0
ORDINANCE:0WORKER:0
OTHER:0
OTHER DESC:

ENVIRONMENTAL LAND USE CONTROLS

GW USE:0LAND USE:0
ENG BARRIER:0WORKER CAUTION:0
SOIL HANDLING:0OTHER:0
OTHER DESC:

- Continued on next page -

Environmental FirstSearch Site Detail Report

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

LUST

SEARCH ID: 15 **DIST/DIR:** 0.49 SE **ELEVATION:** 534 **MAP ID:** 13

NAME: MIDWEST PETROLEUM CO. #37
ADDRESS: 2600 W HOMER M ADAMS PKWY
ALTON IL 62002
MADISON
CONTACT: DANNY WILBURN
SOURCE: IL EPA

REV: 9/10/12
ID1: 1190105051-910337
ID2: 910337
STATUS: CLOSED
PHONE: 3144814300

HWY AUTH AGREEMENT:0

Environmental FirstSearch Site Detail Report

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

LUST

SEARCH ID: 19 **DIST/DIR:** 0.49 SE **ELEVATION:** 534 **MAP ID:** 13

NAME:	VENTURE STORE #4	REV:	9/10/12
ADDRESS:	2600 W HOMER M ADAMS PKWY ALTON IL 62002 MADISON	ID1:	1190100041-902792
CONTACT:	BOB CHENOWETH	ID2:	902792
SOURCE:	IL EPA	STATUS:	CLOSED
		PHONE:	6184655397

THIS SITE IS PART OF THE LEAKING UNDERGROUND STORAGE TANK INCIDENT TRACKING DATABASE

SITE INFORMATION

DATE REPORTED:9/26/1990
IEMA NUMBER:902792

TANK CONTENTS/PRODUCT

GASOLINE:0
UNLEADED GASOLINE:0
DIESEL FUEL:0
FUEL OIL:0
JET FUEL:0
USED/WASTE OIL:0
NON-PETROLEUM PRODUCT:-1
PETROLEUM:0

NON-LUST LETTER SENT:
SEC 57.5G LETTER SENT:
NFR LETTER SENT:5/11/1994
SITE CLASSIFICATION:
IEPA PROJECT MANAGER:HARRIS

IEPA CORRESPONDENCE

DATE:10/17/1990DESCRIPTION:RESPONSE LETTER RECEIVED
DATE:4/18/1994DESCRIPTION:CORRECTIVE ACTION PLAN RECEIVED
DATE:1/11/1994DESCRIPTION:REVIEW LETTER SENT
DATE:10/2/1990DESCRIPTION:NOTICE OF RELEASE LETTER SENT
DATE:11/1/1991DESCRIPTION:CORRECTIVE ACTION PLAN RECEIVED
DATE:3/11/1994DESCRIPTION:PROFESSIONAL ENGINEER CERTIFICATION RECEIVED
DATE:4/18/1994DESCRIPTION:PROFESSIONAL ENGINEER CERTIFICATION RECEIVED
DATE:7/7/2008DESCRIPTION:MISCELLANEOUS CORRESPONDENCE RECEIVED

TITLE XVI INFORMATION

ENGINEERING CONTROLS

BARRIER STRUCTURE:0BARRIER PAVEMENT:0
BARRIER SOIL:0BARRIER OTHER:0
BARRIER OTHER DESC:

INSTITUTIONAL CONTROLS

GW USE:0INDUST COM:0

- Continued on next page -

Environmental FirstSearch
Site Detail Report

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

LUST

SEARCH ID: 19 DIST/DIR: 0.49 SE ELEVATION: 534 MAP ID: 13

NAME: VENTURE STORE #4 REV: 9/10/12
ADDRESS: 2600 W HOMER M ADAMS PKWY ID1: 1190100041-902792
ALTON IL 62002 ID2: 902792
MADISON STATUS: CLOSED
CONTACT: BOB CHENOWETH PHONE: 6184655397
SOURCE: IL EPA

ORDINANCE:0WORKER:0
OTHER:0
OTHER DESC:

ENVIRONMENTAL LAND USE CONTROLS

GW USE:0LAND USE:0
ENG BARRIER:0WORKER CAUTION:0
SOIL HANDLING:0OTHER:0
OTHER DESC:

HWY AUTH AGREEMENT:0

Environmental FirstSearch Descriptions

NPL: EPA NATIONAL PRIORITY LIST - The National Priorities List is a list of the worst hazardous waste sites that have been identified by Superfund. Sites are only put on the list after they have been scored using the Hazard Ranking System (HRS), and have been subjected to public comment. Any site on the NPL is eligible for cleanup using Superfund Trust money. A Superfund site is any land in the United States that has been contaminated by hazardous waste and identified by the Environmental Protection Agency (EPA) as a candidate for cleanup because it poses a risk to human health and/or the environment. FINAL - Currently on the Final NPL PROPOSED - Proposed for NPL

NPL DELISTED: EPA NATIONAL PRIORITY LIST Subset - Database of delisted NPL sites. The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate. DELISTED - Deleted from the Final NPL

CERCLIS: EPA COMPREHENSIVE ENVIRONMENTAL RESPONSE COMPENSATION AND LIABILITY INFORMATION SYSTEM (CERCLIS)- CERCLIS is a database of potential and confirmed hazardous waste sites at which the EPA Superfund program has some involvement. It contains sites that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. PART OF NPL- Site is part of NPL site DELETED - Deleted from the Final NPL FINAL - Currently on the Final NPL NOT PROPOSED - Not on the NPL NOT VALID - Not Valid Site or Incident PROPOSED - Proposed for NPL REMOVED - Removed from Proposed NPL SCAN PLAN - Pre-proposal Site WITHDRAWN - Withdrawn

NFRAP: EPA COMPREHENSIVE ENVIRONMENTAL RESPONSE COMPENSATION AND LIABILITY INFORMATION SYSTEM ARCHIVED SITES - database of Archive designated CERCLA sites that, to the best of EPA's knowledge, assessment has been completed and has determined no further steps will be taken to list this site on the National Priorities List (NPL). This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site. NFRAP - No Further Remedial Action Plan P - Site is part of NPL site D - Deleted from the Final NPL F - Currently on the Final NPL N - Not on the NPL O - Not Valid Site or Incident P - Proposed for NPL R - Removed from Proposed NPL S - Pre-proposal Site W - Withdrawn

RCRA COR ACT: EPA RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM SITES - Database of hazardous waste information contained in the Resource Conservation and Recovery Act Information (RCRAInfo), a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies, in turn pass on the information to regional and national EPA offices. This regulation is governed by the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984. RCRAInfo facilities that have reported violations and subject to corrective actions.

RCRA TSD: EPA RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM TREATMENT, STORAGE, and DISPOSAL FACILITIES. - Database of hazardous waste information contained in the Resource Conservation and Recovery Act Information (RCRAInfo), a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies, in turn pass on the information to regional and national EPA offices. This regulation is governed by the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984. Facilities that treat, store, dispose, or incinerate hazardous waste.

RCRA GEN: EPA/MA DEP/CT DEP RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM GENERATORS - Database of hazardous waste information contained in the Resource Conservation and Recovery Act Information (RCRAInfo), a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies, in turn pass on the information to regional and national EPA offices. This regulation is governed by the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984. Facilities that generate or transport hazardous waste or meet other RCRA requirements. LGN - Large Quantity Generators SGN - Small Quantity Generators VGN - Conditionally Exempt Generator. Included are RAATS (RCRA Administrative Action Tracking System) and CMEL (Compliance Monitoring & Enforcement List) facilities. CONNECTICUT HAZARDOUS WASTE MANIFEST - Database of all shipments of hazardous waste within, into or from Connecticut. The data includes date of shipment, transporter and TSD info, and material shipped and quantity. This data is appended to the details of existing generator records. MASSACHUSETTES HAZARDOUS WASTE GENERATOR - database of generators that are regulated under the MA DEP. VQN-MA = generates less than 220 pounds or 27 gallons per month of hazardous waste or waste oil. SQN-MA = generates 220 to 2,200 pounds or 27 to 270 gallons per month of waste oil. LQG-MA = generates greater than 2,200 lbs of hazardous waste or waste oil per month.

RCRA NLR: EPA RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM SITES - Database of hazardous waste information contained in the Resource Conservation and Recovery Act Information (RCRAInfo), a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies, in turn pass on the information to regional and national EPA offices. This regulation is governed by the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984. not currently classified by the EPA but are still included in the RCRAInfo database. Reasons for non classification: Failure to report in a timely matter. No longer in business. No longer in business at the listed address. No longer generating hazardous waste materials in quantities which require reporting.

Fed Brownfield: EPA BROWNFIELD MANAGEMENT SYSTEM (BMS) - database designed to assist EPA in collecting, tracking, and updating information, as well as reporting on the major activities and accomplishments of the various Brownfield grant Programs. CLEANUPS IN MY COMMUNITY (subset) - Sites, facilities and properties that have been contaminated by hazardous materials and are being, or have been, cleaned up under EPA's brownfield's program.

ERNS: EPA/NRC EMERGENCY RESPONSE NOTIFICATION SYSTEM (ERNS) - Database of incidents reported to the National Response Center. These incidents include chemical spills, accidents involving chemicals (such as fires or explosions), oil spills, transportation accidents that involve oil or chemicals, releases of radioactive materials, sightings of oil sheens on bodies of water, terrorist incidents involving chemicals, incidents where illegally dumped chemicals have been found, and drills intended to prepare responders to handle these kinds of incidents. Data since January 2001 has been received from the National Response System database as the EPA no longer maintains this data.

Tribal Lands: DOI/BIA INDIAN LANDS OF THE UNITED STATES - Database of areas with boundaries established by treaty, statute, and (or) executive or court order, recognized by the Federal Government as territory in which American Indian tribes have primary governmental authority. The Indian Lands of the United States map layer shows areas of 640 acres or more, administered by the Bureau of Indian Affairs. Included are Federally-administered lands within a reservation which may or may not be considered part of the reservation. BUREAU OF INDIAN AFFIARS CONTACT - Regional contact information for the Bureau of Indian Affairs offices.

State Spills 90: IL EPA EMERGENCY RESPONSE RELEASES AND SPILLS DATABASE - Database of oil and hazardous waste spills to land and water. Data also includes releases of harmful quantities of toxic substances into the air. The data

provided by the state is limited to potentially responsible party, ID and location.

State/Tribal SWL: IL EPA ANNUAL LANDFILL CAPACITY REPORT - database of sanitary landfills available disposal capacity.

State/Tribal LUST: IL EPA LEAKING UNDERGROUND STORAGE TANK INCIDENT TRACKING DATABASE - database of incidents reported to the Illinois Emergency Management Agency and the Illinois Environmental Protection Agency.

State/Tribal UST/AST: IL FMO STATEWIDE UNDERGROUND STORAGE TANK LISTING - database of underground storage tanks. The data includes tank, contact and enforcement information.

State/Tribal EC: IL EPA SITE REMEDIATION PROGRAM DATABASE SUBSET- database of all voluntary remediation projects administered through the Pre-Notice Site Cleanup Program (1989 to 1995) and the Site Remediation Program (1996 to the present). These sites are included in this database only if they has an engineering control placed upon them.

State/Tribal IC: IL EPA SITE REMEDIATION PROGRAM DATABASE SUBSET- database of all voluntary remediation projects administered through the Pre-Notice Site Cleanup Program (1989 to 1995) and the Site Remediation Program (1996 to the present). These sites are included in this database only if they has an institutional control placed upon them.

State/Tribal VCP: IL EPA SITE REMEDIATION PROGRAM DATABASE - database of all voluntary remediation projects administered through the Pre-Notice Site Cleanup Program (1989 to 1995) and the Site Remediation Program (1996 to the present).

State Other: IL EPA Bureau of Land Inventory - Database of all sites and programs overseen by the Bureau of Land. These programs include the Redevelopment and Assessment Database, Site Remediation Program, State Sites Unit, Facility Compliance Tracking System and Solid Waste Permit Activities database.

Federal IC / EC: EPA FEDERAL ENGINEERING AND INSTITUTIONAL CONTROLS- Superfund sites that have either an engineering or an institutional control. The data includes the control and the media contaminated. RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM SITES (RCRA) – RCRA site the have institutional controls.

Environmental FirstSearch Database Sources

NPL: EPA Environmental Protection Agency

Updated quarterly

NPL DELISTED: EPA Environmental Protection Agency

Updated quarterly

CERCLIS: EPA Environmental Protection Agency

Updated quarterly

NFRAP: EPA Environmental Protection Agency.

Updated quarterly

RCRA COR ACT: EPA Environmental Protection Agency.

Updated quarterly

RCRA TSD: EPA Environmental Protection Agency.

Updated quarterly

RCRA GEN: EPA/MA DEP/CT DEP Environmental Protection Agency, Massachusetts Department of Environmental Protection, Connecticut Department of Environmental Protection

Updated quarterly

RCRA NLR: EPA Environmental Protection Agency

Updated quarterly

Fed Brownfield: EPA Environmental Protection Agency

Updated quarterly

ERNS: EPA/NRC Environmental Protection Agency National Response Center.

Updated annually

Tribal Lands: DOI/BIA United States Department of the Interior Bureau of Indian Affairs

Updated annually

State Spills 90: IL EPA Illinois Environmental Protection Agency

Updated quarterly

State/Tribal SWL: IL EPA Illinois Environmental Protection Agency.

Updated annually

State/Tribal LUST: IL EPA Illinois Environmental Protection Agency.

Updated quarterly

State/Tribal UST/AST: IL FMO Illinois State Fire Marshall Office.

Updated quarterly

State/Tribal EC: IL EPA Illinois Environmental Protection Agency.

Updated quarterly

State/Tribal IC: IL EPA Illinois Environmental Protection Agency.

Updated quarterly

State/Tribal VCP: IL EPA Illinois Environmental Protection Agency.

Updated quarterly

State Other: IL EPA Illinois Environmental Protection Agency.

Updated quarterly

Federal IC / EC: EPA Environmental Protection Agency

Updated quarterly

Environmental FirstSearch
Street Name Report for Streets within .25 Mile(s) of Target Property

Target Property: HOMER ADAMS PKWY
ALTON, IL 62002

JOB: 11104-F_2

Street Name	Dist/Dir	Street Name	Dist/Dir
Baron Commerce Pkwy	0.02 SW		
Corner Ct	0.24 SE		
E Beltline Pkwy	0.01 SE		
E Delmar Rd	0.14 NW		
Elsen Dr	0.16 SE		
Fairview Dr	0.16 SE		
Golf Rd	0.01 SW		
HOMER ADAMS PKWY	0.00--		
Homer M Adams Pkwy	0.01 SE		
Illinois Route 111	0.01 SE		
Illinois Route 3	0.01 SE		
Lincoln Ave	0.19 SE		
Lovejoy Ln	0.16 SW		
Mccormick Dr	0.12 SE		
Morning Star Dr	0.07 SE		
Muny Vista Ct	0.03 NW		
Muny Vista Dr	0.04 NW		
Oak St	0.25 NE		
Oakwood Ave	0.14 SW		
Russell Ave	0.21 SE		
State Hwy 111	0.01 SW		
State Hwy 3	0.01 SE		
Valentine Ln	0.15 SW		



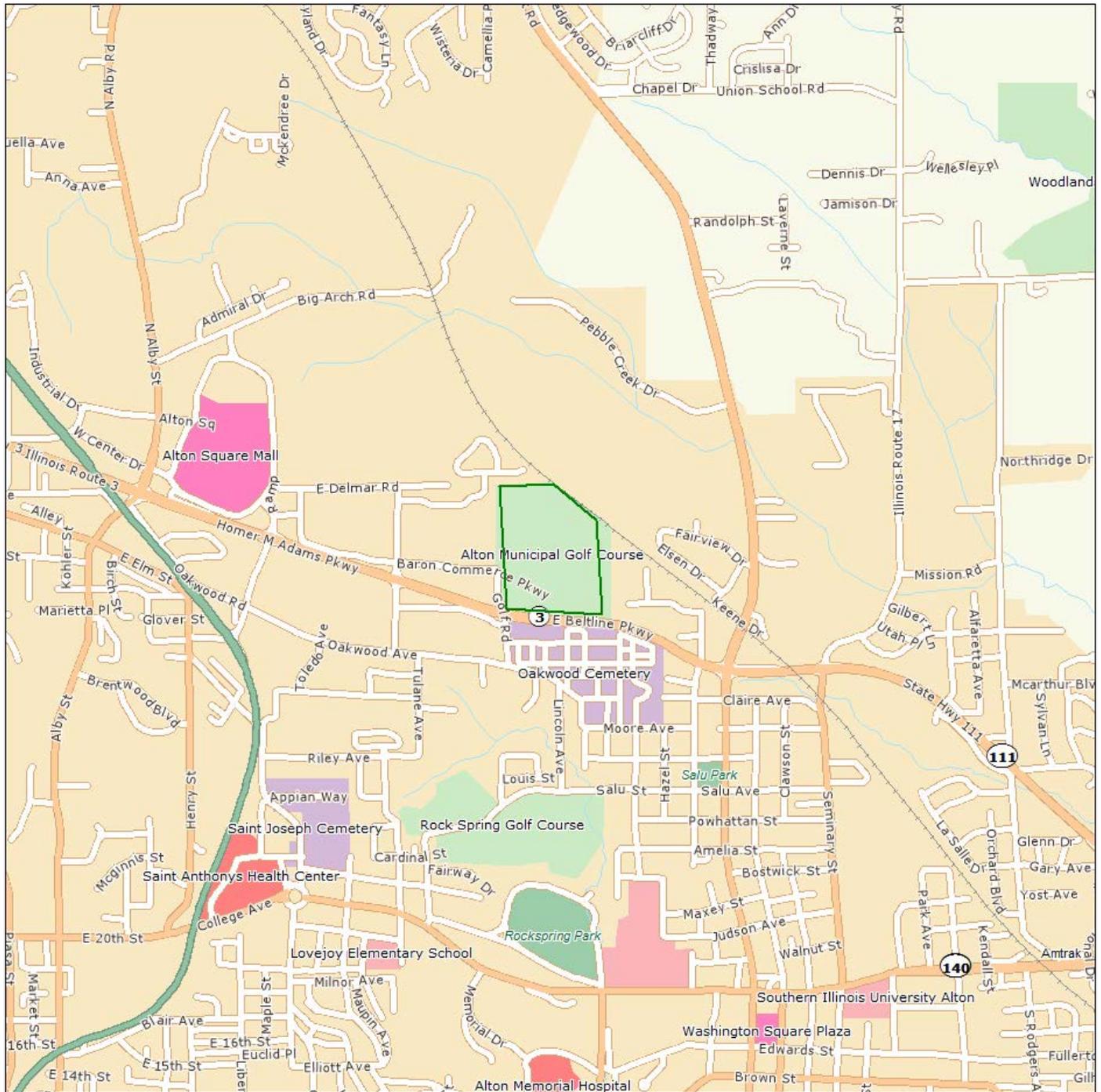
Environmental FirstSearch

1 Mile Radius from Area

ASTM Map: NPL, RCACOR, STATE Sites



HOMER ADAMS PKWY, ALTON, IL 62002



Source: Tele Atlas

- Area Polygon 
- Identified Site, Multiple Sites, Receptor   
- NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste 
- Triballand 
- Black Rings Represent 1/4 Mile Radius; Red Ring Represents 500 ft. Radius



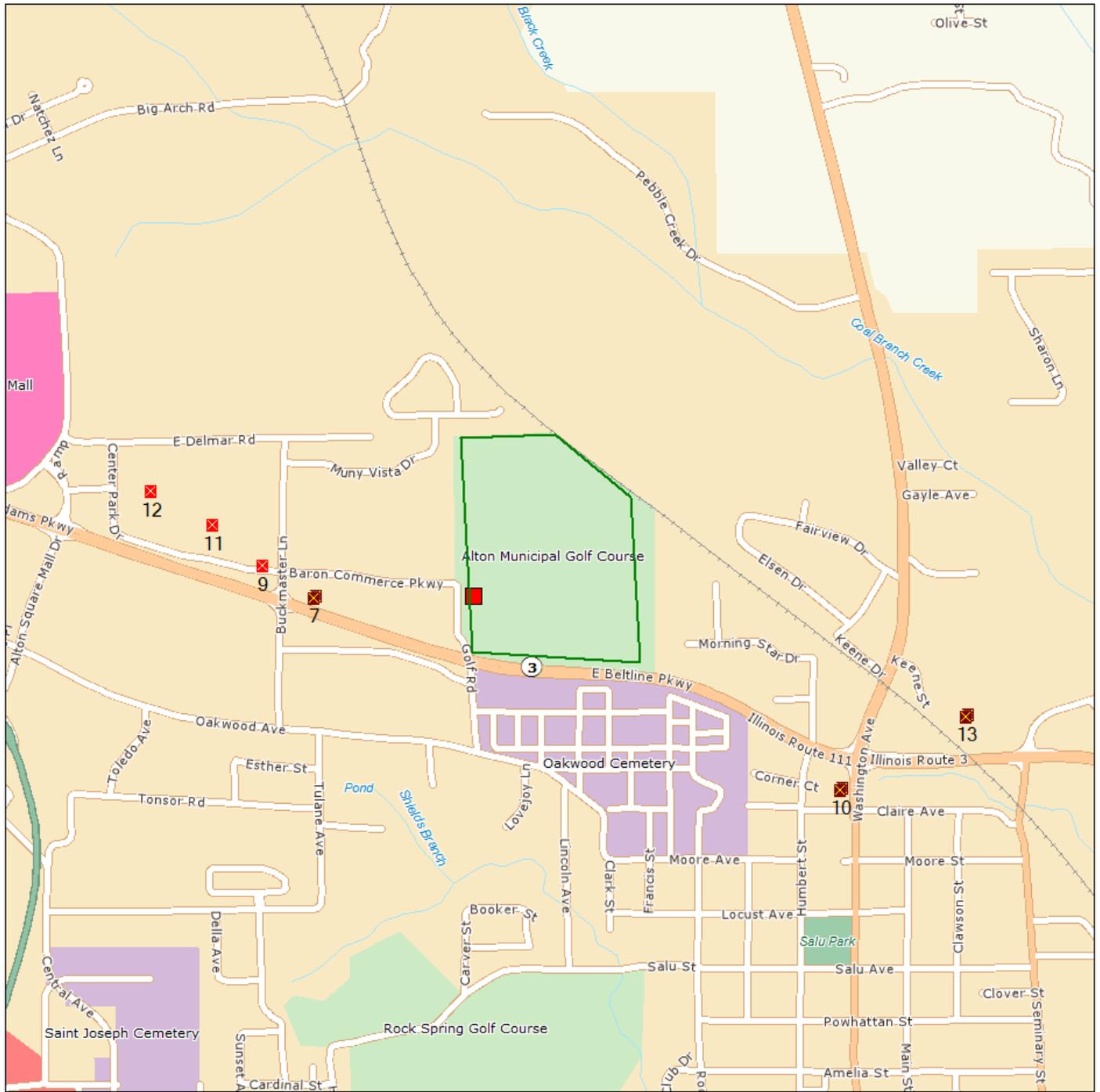
Environmental FirstSearch

.5 Mile Radius from Area

ASTM Map: CERCLIS, RCRATSD, LUST, SWL



HOMER ADAMS PKWY, ALTON, IL 62002



Source: Tele Atlas

- Area Polygon 
- Identified Site, Multiple Sites, Receptor   
- NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste 
- Triballand 
- Black Rings Represent 1/4 Mile Radius; Red Ring Represents 500 ft. Radius



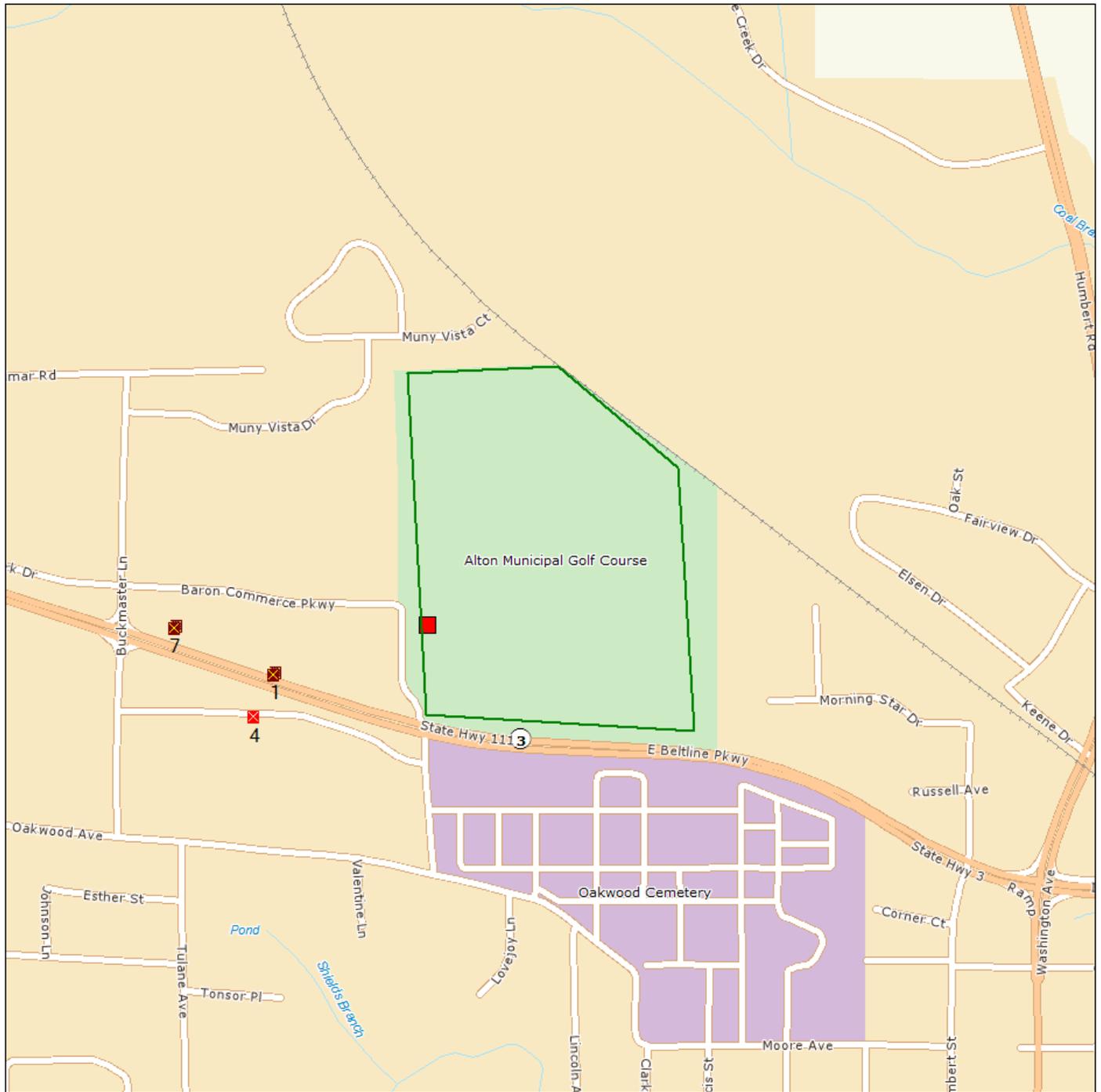
Environmental FirstSearch

.25 Mile Radius from Area

ASTM Map: RCRAGEN, ERNS, UST, FED IC/EC, METH LABS



HOMER ADAMS PKWY, ALTON, IL 62002



Source: Tele Atlas

- Area Polygon 
- Identified Site, Multiple Sites, Receptor   
- NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste 
- Triballand 
- Black Rings Represent 1/4 Mile Radius; Red Ring Represents 500 ft. Radius



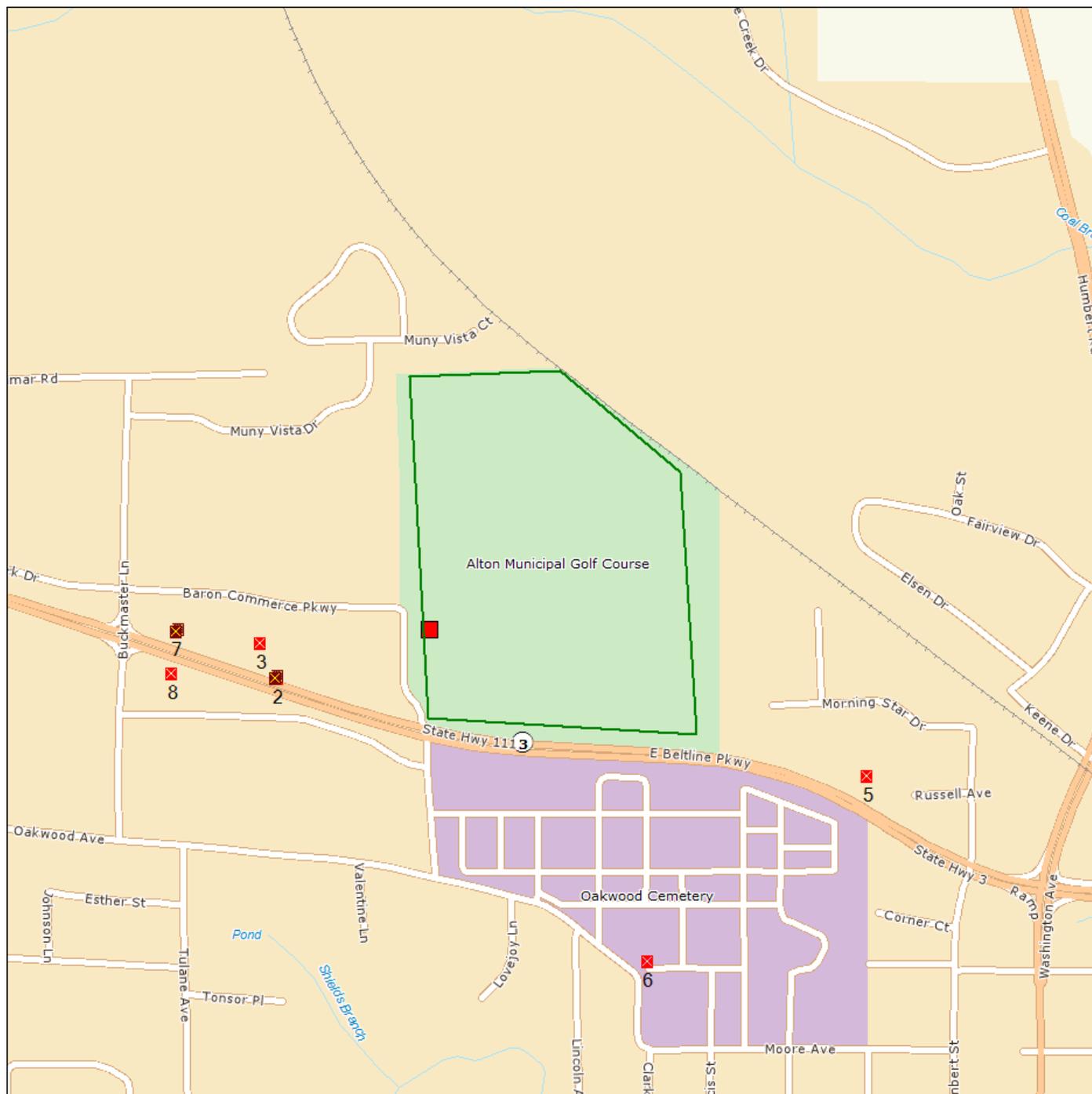
Environmental FirstSearch

.25 Mile Radius from Area

Non-ASTM Map: Other



HOMER ADAMS PKWY, ALTON, IL 62002

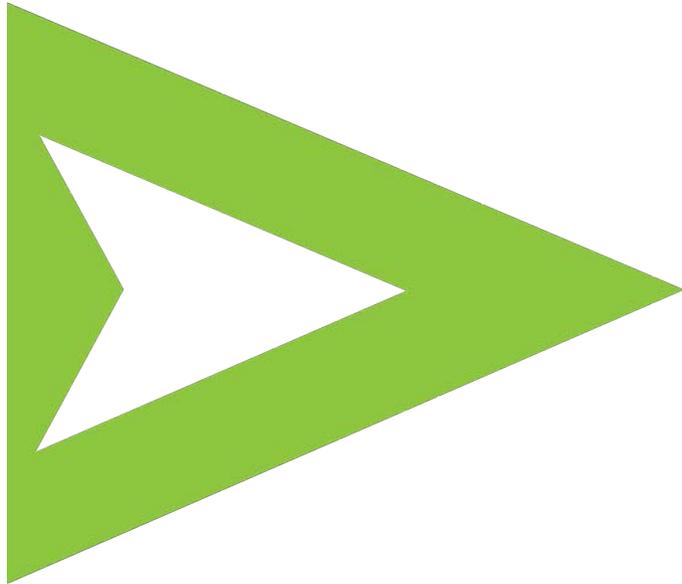


Source: Tele Atlas

- Area Polygon
- Identified Site, Multiple Sites, Receptor
- NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste
- Triballand
- National Historic Sites and Landmark Sites
- Black Rings Represent 1/4 Mile Radius; Red Ring Represents 500 ft. Radius



ENVIRONMENTAL FIRSTSEARCH REPORT



TARGET PROPERTY:

ALTON AMTRAK STATION

3400 COLLEGE AVE

ALTON, IL 62002

JOB NUMBER: 11104-F_ex

PREPARED FOR:

Geo Services, Inc.

1235 E. Davis Street, Suite 101

Arlington Heigh IL, 60005

November 8, 2012

Environmental FirstSearch Search Summary Report

Target Site: 3400 COLLEGE AVE
ALTON, IL 62002

FirstSearch Summary

Database	Sel	Updated	Radius	Site	1/8	1/4	1/2	1/2>	ZIP	TOTALS
NPL	Y	09-20-12	1.00	0	0	0	0	0	0	0
NPL Delisted	Y	09-20-12	0.50	0	0	0	0	-	0	0
CERCLIS	Y	10-01-12	0.50	0	0	0	0	-	0	0
NFRAP	Y	10-01-12	0.50	0	0	0	0	-	1	1
RCRA COR ACT	Y	09-11-12	1.00	0	0	0	0	0	0	0
RCRA TSD	Y	09-11-12	0.50	0	0	0	0	-	0	0
RCRA GEN	Y	09-11-12	0.25	0	0	0	-	-	1	1
RCRA NLR	Y	09-11-12	0.25	0	0	0	-	-	1	1
Federal Brownfield	Y	10-14-12	0.50	0	0	0	0	-	1	1
ERNS	Y	10-04-12	0.15	0	0	-	-	-	0	0
Tribal Lands	Y	12-15-08	1.00	0	0	0	0	0	1	1
State/Tribal Sites	Y	NA	1.00	0	0	0	0	0	0	0
State Spills 90	Y	07-18-12	0.25	0	0	0	-	-	0	0
State/Tribal SWL	Y	05-23-12	0.50	0	0	0	0	-	2	2
State/Tribal LUST	Y	09-10-12	0.50	0	0	0	10	-	4	14
State/Tribal UST/AST	Y	09-01-12	0.25	0	0	0	-	-	0	0
State/Tribal EC	Y	09-01-12	0.50	0	0	0	0	-	0	0
State/Tribal IC	Y	09-01-12	0.25	0	0	0	-	-	0	0
State/Tribal VCP	Y	09-01-12	0.50	0	0	0	0	-	0	0
State/Tribal Brownfields	Y	02-22-08	0.50	0	0	0	0	-	0	0
State Other	Y	05-23-12	0.25	0	2	1	-	-	3	6
Federal IC/EC	Y	09-18-12	0.50	0	0	0	0	-	0	0
-TOTALS-				0	2	1	10	0	14	27

Notice of Disclaimer

Due to the limitations, constraints, and inaccuracies and incompleteness of government information and computer mapping data currently available to FirstSearch Technology Corp., certain conventions have been utilized in preparing the locations of all federal, state and local agency sites residing in FirstSearch Technology Corp.'s databases. All EPA NPL and state landfill sites are depicted by a rectangle approximating their location and size. The boundaries of the rectangles represent the eastern and western most longitudes; the northern and southern most latitudes. As such, the mapped areas may exceed the actual areas and do not represent the actual boundaries of these properties. All other sites are depicted by a point representing their approximate address location and make no attempt to represent the actual areas of the associated property. Actual boundaries and locations of individual properties can be found in the files residing at the agency responsible for such information.

Waiver of Liability

Although FirstSearch Technology Corp. uses its best efforts to research the actual location of each site, FirstSearch Technology Corp. does not and can not warrant the accuracy of these sites with regard to exact location and size. All authorized users of FirstSearch Technology Corp.'s services proceeding are signifying an understanding of FirstSearch Technology Corp.'s searching and mapping conventions, and agree to waive any and all liability claims associated with search and map results showing incomplete and or inaccurate site locations.

Environmental FirstSearch Site Information Report

Request Date: 11-08-12
 Requestor Name: Vernon Brown
 Standard: AAI

Search Type: AREA
 0.006 sq mile(s)
 Job Number: 11104-F_ex
Filtered Report

Target Site: 3400 COLLEGE AVE
 ALTON, IL 62002

Demographics

Sites: 27	Non-Geocoded: 14	Population: NA
Radon: 0.7 - 6.8 PCI/L		
Fire Insurance Map Coverage: Yes		

Site Location

	<u>Degrees (Decimal)</u>	<u>Degrees (Min/Sec)</u>		<u>UTMs</u>
Longitude:	-90.137828	-90:8:16	Easting:	748199.763
Latitude:	38.906228	38:54:22	Northing:	4310058.125
Elevation:	496		Zone:	15

Comment

Comment: Existing Station

Additional Requests/Services

Adjacent ZIP Codes:	Services:																																								
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">ZIP Code</th> <th style="text-align: left;">City Name</th> <th style="text-align: left;">ST</th> <th style="text-align: left;">Dist/Dir</th> <th style="text-align: left;">Sel</th> </tr> </thead> <tbody> <tr> <td colspan="5" style="height: 150px;"> </td> </tr> </tbody> </table>	ZIP Code	City Name	ST	Dist/Dir	Sel						<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"></th> <th style="text-align: left;">Requested?</th> <th style="text-align: left;">Date</th> </tr> </thead> <tbody> <tr><td>Fire Insurance Maps</td><td>No</td><td></td></tr> <tr><td>Aerial Photographs</td><td>No</td><td></td></tr> <tr><td>Historical Topos</td><td>No</td><td></td></tr> <tr><td>City Directories</td><td>No</td><td></td></tr> <tr><td>Title Search</td><td>No</td><td></td></tr> <tr><td>Municipal Reports</td><td>No</td><td></td></tr> <tr><td>Liens</td><td>No</td><td></td></tr> <tr><td>Historic Map Works</td><td>No</td><td></td></tr> <tr><td>Online Topos</td><td>No</td><td></td></tr> </tbody> </table>		Requested?	Date	Fire Insurance Maps	No		Aerial Photographs	No		Historical Topos	No		City Directories	No		Title Search	No		Municipal Reports	No		Liens	No		Historic Map Works	No		Online Topos	No	
ZIP Code	City Name	ST	Dist/Dir	Sel																																					
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Online Topos	No																																								

Environmental FirstSearch Target Site Summary Report

Target Property: 3400 COLLEGE AVE
ALTON, IL 62002

JOB: 11104-F_ex

TOTAL: 27 **GEOCODED:** 13 **NON GEOCODED:** 14 **SELECTED:** 0

Map ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	ElevDiff	Page No.
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No sites found for target address

Environmental FirstSearch Sites Summary Report

Target Property: 3400 COLLEGE AVE
ALTON, IL 62002

JOB: 11104-F_ex

TOTAL: 27 **GEOCODED:** 13 **NON GEOCODED:** 14 **SELECTED:** 0

Map ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	ElevDiff	Page No.
1	OTHER	HUANG, SUSAN 1190100066/BOL INVENTORY	3414 COLLEGE AVE ALTON IL 62002	0.05 SE	- 10	1
2	OTHER	ALTON FIRE DEPARTMENT 1190105179/BOL INVENTORY	3212 COLLEGE AVE ALTON IL 62002	0.12 SW	+ 6	3
3	OTHER	MISSISSIPPI CHRISTIAN SCHOOL 1190105114/BOL INVENTORY	2009 SEMINARY ST ALTON IL 62002	0.19 NW	+ 24	5
4	LUST	COULSON BARKER OLDS CADILLAC 1190105026-952244/CLOSED	3550 HOMER ADAMS PKWY ALTON IL 62002	0.32 NE	- 34	7
5	LUST	FARM FRESH DAIRY STORE 1190105052-911226/CLOSED	1400 MILTON ALTON IL 62002	0.40 SE	+ 17	10
6	LUST	KMART CORP. 1190105078-933022/CLOSED	2851 W HOMER M ADAMS PKWY ALTON IL 62002	0.42 NW	- 16	12
7	LUST	KIENSTRA INC. 1190105118-971796/CLOSED	4005 COLLEGE AVE ALTON IL 62002	0.42 SE	- 36	14
8	LUST	HENDIN, VICKIE 1190105044-901573/CLOSED	1372 MILTON RD ALTON IL 62002	0.43 SE	+ 22	16
9	LUST	ALTON C.U.S.D. #11 1190105095-951966/CLOSED	2603 N ROGERS ST ALTON IL 62002	0.49 NE	- 11	17
10	LUST	THOMECZEK OIL CO. 1190105162-992099/ACTIVE	2624 COLLEGE AVE ALTON IL 62002	0.49 SW	+ 46	19
11	LUST	PARSON OIL COMPANY 1190105042-20090473/ACTIVE	4200 COLLEGE AVE ALTON IL 62002	0.50 SE	- 56	20
11	LUST	PARSONS OIL COMPANY 1190105042-20090739/ACTIVE	4200 COLLEGE AVE ALTON IL 62002	0.50 SE	- 56	23
11	LUST	THOMECZEK OIL 1190105042-900465/ACTIVE	4200 COLLEGE AVE ALTON IL 62002	0.50 SE	- 56	25

Environmental FirstSearch Sites Summary Report

Target Property: 3400 COLLEGE AVE
ALTON, IL 62002

JOB: 11104-F_ex

TOTAL: 27 **GEOCODED:** 13 **NON GEOCODED:** 14 **SELECTED:** 0

Map ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	ElevDiff	Page No.
	NFRAP	ALTON LANDFILL ILD980497614/NFRAP-N	NORTH ALBY STREET ALTON IL 62002	NON GC	N/A	N/A
	RCRAGN	CVS PHARMACY 6832 ILR000172478/VGN	2422 COLLEGE AVE ALTON IL 62002	NON GC	N/A	N/A
	RCRANLR	PIASA MOTOR FUELS INC ILR000003566/NLR	ONE EAGLE PARK RD NATIONAL CITY IL 62002	NON GC	N/A	N/A
	SWL	ALTON STATE HOSPITAL 2 1190100010/	RTE 111 ALTON IL 62002	NON GC	N/A	N/A
	SWL	STANDARD PIPE PROTECTION 1190100007/	NO ADDRESS ON FILE ALTON IL 62002	NON GC	N/A	N/A
	OTHER	DAVE MUNGENAST TOYOTA 1190105251/BOL INVENTORY	850 HOMER ADAMS ALTON IL 62002	NON GC	N/A	N/A
	OTHER	LONG, WILLIAM A 1190105253/BOL INVENTORY	YAGER PARK LOTS 1 & 2 ALTON IL 62002	NON GC	N/A	N/A
	OTHER	N & W RAILROAD 1190105040/BOL INVENTORY	RIDGE ST & FRONT ST ALTON IL 62002	NON GC	N/A	N/A
	LUST	ILLINOIS CAPITAL DEVELOPMENT BOARD 1190105073-930646/CLOSED	WILLOW BLDG. ALTON IL 62002	NON GC	N/A	N/A
	LUST	MCINTIRE, DEAN 1190105267-20110610/ACTIVE	3353 BELLE ST ALTON IL 62002	NON GC	N/A	N/A
	LUST	PIASA MOTOR FUELS 1190105167-20011986/ACTIVE	BELLE ST ALTON IL 62002	NON GC	N/A	N/A
	LUST	RAPID LUBE INC 1190105091-20120789/ACTIVE	2620 WASHINGTON ALTON IL 62002	NON GC	N/A	N/A
	TRIBALLA	BUREAU OF INDIAN AFFAIRS CONTACT I BIA-62002/	UNKNOWN IL 62002	NON GC	N/A	N/A
	FEDBROWN	GREAT CENTRAL LUMBER SITE 121361/EPA BROWNFIELD	HENRY ST & RIDGE ST ALTON IL 62002	NON GC	N/A	N/A

**Environmental FirstSearch
Site Detail Report**

Target Property: 3400 COLLEGE AVE
ALTON, IL 62002

JOB: 11104-F_ex

OTHER

SEARCH ID: 2 **DIST/DIR:** 0.05 SE **ELEVATION:** 486 **MAP ID:** 1

NAME: HUANG, SUSAN
ADDRESS: 3414 COLLEGE AVE
ALTON IL 62002
MADISON

REV: 5/23/12
ID1: 1190100066
ID2:
STATUS: BOL INVENTORY
PHONE:

CONTACT:
SOURCE: IEPA

SITE INFORMATION

BUREAU OF LAND INVENTORY SITE

OWNER INFORMATION:
NAME:SUSAN HUANG
PO BOX:
ADDRESS:3414 COLLEGE AVE
ALTON , IL 62002
CONTACT:
PHONE:

OPERATOR INFORMATION
NAME:SUSAN HUANG
PO BOX:
ADDRESS:3414 COLLEGE AVE
ALTON , IL 62002
CONTACT:
PHONE:

EPA ID:
EPA ID 2:
SIC CODE:
NAIC CODE:
NAICS CODE 2:
LARGE QUANTITY GEN:
SMALL QUANTITY GEN:
NONHAZARDOUS WASTE GEN:
HAZARDOUS WASTE PERMIT:
SOLID WASTE PERMIT:
SW ANNUAL REPORT:
NO LONGER USED:
COMPOST ANNUAL REPORT:
USED TIRE PROGRAM ACTIVITY:S-INDICATES ACTIVITY
815 LANDFILL ANNUAL REPORT:
COMP ORDER TRACKING ACTIVITY:
POT INFECTIOUS MEDICAL WASTE REPORT:

FACILITY COMPLIANCE TRACKING SYS:S-INDICATES ACTIVITY
GROUNDWATER DATA SYSTEM:
LUST PROGRAM AVTIVITY:
LUST REIMBURSEMENT PROGRAM:
SITE REMEDIATION PROGRAM:
FSRS ACTIVITY:
STATE RESPONSE ACTION ACTIVITY:
NAME AND ADDRESS CHANGE:11/19/98

HAZARDOUS ANNUAL REPORT INFORMATION
COMPANY NAME:
PO BOX:

- Continued on next page -

Environmental FirstSearch Site Detail Report

Target Property: 3400 COLLEGE AVE
ALTON, IL 62002

JOB: 11104-F_ex

OTHER

SEARCH ID: 2 **DIST/DIR:** 0.05 SE **ELEVATION:** 486 **MAP ID:** 1

NAME: HUANG, SUSAN
ADDRESS: 3414 COLLEGE AVE
ALTON IL 62002
MADISON

CONTACT:
SOURCE: IEPA

REV: 5/23/12
ID1: 1190100066
ID2:
STATUS: BOL INVENTORY
PHONE:

ADDRESS: ,
PHONE:
CONTACT:
TITLE:

ORIGINAL ENTRY DATE:05/12/92

**Environmental FirstSearch
Site Detail Report**

Target Property: 3400 COLLEGE AVE
ALTON, IL 62002

JOB: 11104-F_ex

OTHER

SEARCH ID: 1 **DIST/DIR:** 0.12 SW **ELEVATION:** 502 **MAP ID:** 2

NAME: ALTON FIRE DEPARTMENT
ADDRESS: 3212 COLLEGE AVE
ALTON IL 62002
MADISON
CONTACT: TOM CHAPPEL
SOURCE: IEPA

REV: 5/23/12
ID1: 1190105179
ID2:
STATUS: BOL INVENTORY
PHONE: 6184633565

SITE INFORMATION

BUREAU OF LAND INVENTORY SITE

OWNER INFORMATION:
NAME:ALTON FIRE DEPARTMENT
PO BOX:
ADDRESS:333 E 20TH ST
ALTON , IL 62002
CONTACT:
PHONE:

OPERATOR INFORMATION
NAME:ALTON FIRE DEPARTMENT
PO BOX:
ADDRESS:333 E 20TH ST
ALTON , IL 62002
CONTACT:
PHONE:

EPA ID:
EPA ID 2:
SIC CODE:
NAIC CODE:92216
NAICS CODE 2:
LARGE QUANTITY GEN:
SMALL QUANTITY GEN:
NONHAZARDOUS WASTE GEN:08-YEAR OF LATEST ANNUAL REPORT
HAZARDOUS WASTE PERMIT:
SOLID WASTE PERMIT:
SW ANNUAL REPORT:
NO LONGER USED:
COMPOST ANNUAL REPORT:
USED TIRE PROGRAM ACTIVITY:
815 LANDFILL ANNUAL REPORT:
COMP ORDER TRACKING ACTIVITY:
POT INFECTIOUS MEDICAL WASTE REPORT:

FACILITY COMPLIANCE TRACKING SYS:
GROUNDWATER DATA SYSTEM:
LUST PROGRAM AVTIVITY:
LUST REIMBURSEMENT PROGRAM:
SITE REMEDIATION PROGRAM:
FSRS ACTIVITY:
STATE RESPONSE ACTION ACTIVITY:
NAME AND ADDRESS CHANGE:00/00/00

HAZARDOUS ANNUAL REPORT INFORMATION
COMPANY NAME:
PO BOX:

- Continued on next page -

Environmental FirstSearch Site Detail Report

Target Property: 3400 COLLEGE AVE
ALTON, IL 62002

JOB: 11104-F_ex

OTHER

SEARCH ID: 1 **DIST/DIR:** 0.12 SW **ELEVATION:** 502 **MAP ID:** 2

NAME: ALTON FIRE DEPARTMENT
ADDRESS: 3212 COLLEGE AVE
ALTON IL 62002
MADISON
CONTACT: TOM CHAPPEL
SOURCE: IEPA

REV: 5/23/12
ID1: 1190105179
ID2:
STATUS: BOL INVENTORY
PHONE: 6184633565

ADDRESS: ,
PHONE:
CONTACT:
TITLE:

ORIGINAL ENTRY DATE:10/16/00

Environmental FirstSearch Site Detail Report

Target Property: 3400 COLLEGE AVE
ALTON, IL 62002

JOB: 11104-F_ex

OTHER

SEARCH ID: 3 **DIST/DIR:** 0.19 NW **ELEVATION:** 520 **MAP ID:** 3

NAME: MISSISSIPPI CHRISTIAN SCHOOL
ADDRESS: 2009 SEMINARY ST
ALTON IL 62002
MADISON
CONTACT: TOM OLNEY
SOURCE: IEPA

REV: 5/23/12
ID1: 1190105114
ID2:
STATUS: BOL INVENTORY
PHONE:

SITE INFORMATION

BUREAU OF LAND INVENTORY SITE

OWNER INFORMATION:
NAME:MISSISSIPPI CHRISTIAN SCHOOL
PO BOX:
ADDRESS:2009 SEMINARY
ALTON , IL 62002
CONTACT:TOM OLNEY
PHONE:

OPERATOR INFORMATION
NAME:MISSISSIPPI CHRISTIAN SCHOOL
PO BOX:
ADDRESS:2009 SEMINARY
ALTON , IL 62002
CONTACT:TOM OLNEY
PHONE:

EPA ID:
EPA ID 2:
SIC CODE:
NAIC CODE:61111
NAICS CODE 2:
LARGE QUANTITY GEN:
SMALL QUANTITY GEN:
NONHAZARDOUS WASTE GEN:
HAZARDOUS WASTE PERMIT:
SOLID WASTE PERMIT:
SW ANNUAL REPORT:
NO LONGER USED:
COMPOST ANNUAL REPORT:
USED TIRE PROGRAM ACTIVITY:
815 LANDFILL ANNUAL REPORT:
COMP ORDER TRACKING ACTIVITY:
POT INFECTIOUS MEDICAL WASTE REPORT:

FACILITY COMPLIANCE TRACKING SYS:
GROUNDWATER DATA SYSTEM:
LUST PROGRAM AVTIVITY:
LUST REIMBURSEMENT PROGRAM:
SITE REMEDIATION PROGRAM:
FSRS ACTIVITY:
STATE RESPONSE ACTION ACTIVITY:
NAME AND ADDRESS CHANGE:00/00/00

HAZARDOUS ANNUAL REPORT INFORMATION
COMPANY NAME:
PO BOX:

- Continued on next page -

Environmental FirstSearch Site Detail Report

Target Property: 3400 COLLEGE AVE
ALTON, IL 62002

JOB: 11104-F_ex

OTHER

SEARCH ID: 3 **DIST/DIR:** 0.19 NW **ELEVATION:** 520 **MAP ID:** 3

NAME: MISSISSIPPI CHRISTIAN SCHOOL
ADDRESS: 2009 SEMINARY ST
ALTON IL 62002
MADISON
CONTACT: TOM OLNEY
SOURCE: IEPA

REV: 5/23/12
ID1: 1190105114
ID2:
STATUS: BOL INVENTORY
PHONE:

ADDRESS: ,
PHONE:
CONTACT:
TITLE:

ORIGINAL ENTRY DATE:05/09/97

**Environmental FirstSearch
Site Detail Report**

Target Property: 3400 COLLEGE AVE
ALTON, IL 62002

JOB: 11104-F_ex

LUST

SEARCH ID: 5 **DIST/DIR:** 0.32 NE **ELEVATION:** 462 **MAP ID:** 4

NAME:	COULSON BARKER OLDS CADILLAC	REV:	9/10/12
ADDRESS:	3550 HOMER ADAMS PKWY ALTON IL 62002 MADISON	ID1:	1190105026-952244
CONTACT:	DAVE MOSER	ID2:	952244
SOURCE:	IL EPA	STATUS:	CLOSED
		PHONE:	6184653550

THIS SITE IS PART OF THE LEAKING UNDERGROUND STORAGE TANK INCIDENT TRACKING DATABASE

SITE INFORMATION

DATE REPORTED:10/31/1995
IEMA NUMBER:952244

TANK CONTENTS/PRODUCT

GASOLINE:-1
UNLEADED GASOLINE:0
DIESEL FUEL:-1
FUEL OIL:0
JET FUEL:0
USED/WASTE OIL:0
NON-PETROLEUM PRODUCT:0
PETROLEUM:0

NON-LUST LETTER SENT:
SEC 57.5G LETTER SENT:
NFR LETTER SENT:7/17/2001
SITE CLASSIFICATION:LOW
IEPA PROJECT MANAGER:KAISER

IEPA CORRESPONDENCE

DATE:8/6/1996DESCRIPTION:REVIEW LETTER SENT
DATE:7/8/1996DESCRIPTION:REVIEW LETTER SENT
DATE:11/7/1995DESCRIPTION:NOTICE OF RELEASE LETTER SENT
DATE:3/19/1997DESCRIPTION:REVIEW LETTER SENT

TITLE XVI INFORMATION

DOCUMENT:LOW PRIORITY CORRECTIVE ACTION PLAN
RECEIVED:4/19/2001
RESPONSE DUE:8/17/2001
RESPONSE MAILED:7/17/2001
RESPONSE TYPE:APR

DOCUMENT:GROUNDWATER MONITORING REPORT/LOW PRIORITY [YEAR 3]
RECEIVED:5/23/2001
RESPONSE DUE:9/20/2001
RESPONSE MAILED:7/17/2001
RESPONSE TYPE:APR

DOCUMENT:LOW PRIORITY CORRECTIVE ACTION PLAN BUDGET
RECEIVED:4/19/2001
RESPONSE DUE:8/17/2001

- Continued on next page -

Environmental FirstSearch
Site Detail Report

Target Property: 3400 COLLEGE AVE
ALTON, IL 62002

JOB: 11104-F_ex

LUST

SEARCH ID: 5 DIST/DIR: 0.32 NE ELEVATION: 462 MAP ID: 4

NAME: COULSON BARKER OLDS CADILLAC
ADDRESS: 3550 HOMER ADAMS PKWY
ALTON IL 62002
MADISON
CONTACT: DAVE MOSER
SOURCE: IL EPA

REV: 9/10/12
ID1: 1190105026-952244
ID2: 952244
STATUS: CLOSED
PHONE: 6184653550

RESPONSE MAILED:7/17/2001
RESPONSE TYPE:APR

DOCUMENT:LOW PRIORITY CORRECTIVE ACTION PLAN BUDGET
RECEIVED:12/29/1997
RESPONSE DUE:4/28/1998
RESPONSE MAILED:1/27/1998
RESPONSE TYPE:APR

DOCUMENT:SITE CLASSIFICATION COMPLETION REPORT
RECEIVED:7/10/1997
RESPONSE DUE:11/7/1997
RESPONSE MAILED:8/7/1997
RESPONSE TYPE:APR

DOCUMENT:SITE CLASSIFICATION WORK PLAN
RECEIVED:10/17/1996
RESPONSE DUE:2/14/1997
RESPONSE MAILED:11/20/1996
RESPONSE TYPE:APR

DOCUMENT:SITE CLASSIFICATION WORK PLAN
RECEIVED:11/1/1996
RESPONSE DUE:3/1/1997
RESPONSE MAILED:11/20/1996
RESPONSE TYPE:APR

DOCUMENT:LOW PRIORITY CORRECTIVE ACTION PLAN
RECEIVED:12/29/1997
RESPONSE DUE:4/28/1998
RESPONSE MAILED:1/27/1998
RESPONSE TYPE:APR

DOCUMENT:GROUNDWATER MONITORING REPORT/LOW PRIORITY [YEAR 2]
RECEIVED:2/14/2000
RESPONSE DUE:6/13/2000
RESPONSE MAILED:5/23/2000
RESPONSE TYPE:APR

DOCUMENT:SITE CLASSIFICATION WORK PLAN BUDGET
RECEIVED:11/1/1996
RESPONSE DUE:3/1/1997
RESPONSE MAILED:11/20/1996
RESPONSE TYPE:APR

DOCUMENT:GROUNDWATER MONITORING REPORT/LOW PRIORITY [YEAR 1]
RECEIVED:2/26/1999

- Continued on next page -

Environmental FirstSearch
Site Detail Report

Target Property: 3400 COLLEGE AVE
ALTON, IL 62002

JOB: 11104-F_ex

LUST

SEARCH ID: 5 DIST/DIR: 0.32 NE ELEVATION: 462 MAP ID: 4

NAME: COULSON BARKER OLDS CADILLAC
ADDRESS: 3550 HOMER ADAMS PKWY
ALTON IL 62002
MADISON
CONTACT: DAVE MOSER
SOURCE: IL EPA

REV: 9/10/12
ID1: 1190105026-952244
ID2: 952244
STATUS: CLOSED
PHONE: 6184653550

RESPONSE DUE:6/26/1999
RESPONSE MAILED:6/3/1999
RESPONSE TYPE:APR

ENGINEERING CONTROLS

BARRIER STRUCTURE:0BARRIER PAVEMENT:0
BARRIER SOIL:0BARRIER OTHER:0
BARRIER OTHER DESC:

INSTITUTIONAL CONTROLS

GW USE:0INDUST COM:0
ORDINANCE:0WORKER:0
OTHER:0
OTHER DESC:

ENVIRONMENTAL LAND USE CONTROLS

GW USE:0LAND USE:0
ENG BARRIER:0WORKER CAUTION:0
SOIL HANDLING:0OTHER:0
OTHER DESC:

HWY AUTH AGREEMENT:0

Environmental FirstSearch Site Detail Report

Target Property: 3400 COLLEGE AVE
ALTON, IL 62002

JOB: 11104-F_ex

LUST

SEARCH ID: 6 **DIST/DIR:** 0.40 SE **ELEVATION:** 513 **MAP ID:** 5

NAME: FARM FRESH DAIRY STORE
ADDRESS: 1400 MILTON
ALTON IL 62002
MADISON
CONTACT: JIM HERNANDEZ
SOURCE: IL EPA

REV: 9/10/12
ID1: 1190105052-911226
ID2: 911226
STATUS: CLOSED
PHONE: 6184620411

THIS SITE IS PART OF THE LEAKING UNDERGROUND STORAGE TANK INCIDENT TRACKING DATABASE

SITE INFORMATION

DATE REPORTED:5/8/1991
IEMA NUMBER:911226

TANK CONTENTS/PRODUCT

GASOLINE:-1
UNLEADED GASOLINE:0
DIESEL FUEL:0
FUEL OIL:0
JET FUEL:0
USED/WASTE OIL:0
NON-PETROLEUM PRODUCT:0
PETROLEUM:0

NON-LUST LETTER SENT:
SEC 57.5G LETTER SENT:
NFR LETTER SENT:9/17/1992
SITE CLASSIFICATION:
IEPA PROJECT MANAGER:STEINHEIMER

IEPA CORRESPONDENCE

DATE:3/4/1992DESCRIPTION:REVIEW LETTER SENT
DATE:9/14/1992DESCRIPTION:APPROVED PLAN LETTER SENT
DATE:5/8/1991DESCRIPTION:NOTICE OF RELEASE LETTER SENT
DATE:6/7/1991DESCRIPTION:RESPONSE LETTER RECEIVED
DATE:9/8/1992DESCRIPTION:PROFESSIONAL ENGINEER CERTIFICATION RECEIVED

TITLE XVI INFORMATION

ENGINEERING CONTROLS

BARRIER STRUCTURE:0BARRIER PAVEMENT:0
BARRIER SOIL:0BARRIER OTHER:0
BARRIER OTHER DESC:

INSTITUTIONAL CONTROLS

GW USE:0INDUST COM:0
ORDINANCE:0WORKER:0
OTHER:0
OTHER DESC:

ENVIRONMENTAL LAND USE CONTROLS

GW USE:0LAND USE:0

- Continued on next page -

Environmental FirstSearch Site Detail Report

Target Property: 3400 COLLEGE AVE
ALTON, IL 62002

JOB: 11104-F_ex

LUST

SEARCH ID: 6 **DIST/DIR:** 0.40 SE **ELEVATION:** 513 **MAP ID:** 5

NAME: FARM FRESH DAIRY STORE
ADDRESS: 1400 MILTON
ALTON IL 62002
MADISON
CONTACT: JIM HERNANDEZ
SOURCE: IL EPA

REV: 9/10/12
ID1: 1190105052-911226
ID2: 911226
STATUS: CLOSED
PHONE: 6184620411

ENG BARRIER:0
WORKER CAUTION:0
SOIL HANDLING:0
OTHER:0
OTHER DESC:

HWY AUTH AGREEMENT:0

Environmental FirstSearch
Site Detail Report

Target Property: 3400 COLLEGE AVE
ALTON, IL 62002

JOB: 11104-F_ex

LUST

SEARCH ID: 9 DIST/DIR: 0.42 NW ELEVATION: 480 MAP ID: 6

NAME:	KMART CORP.	REV:	9/10/12
ADDRESS:	2851 W HOMER M ADAMS PKWY	ID1:	1190105078-933022
	ALTON IL 62002	ID2:	933022
	MADISON	STATUS:	CLOSED
CONTACT:	WL BAHR	PHONE:	6184628720
SOURCE:	IL EPA		

THIS SITE IS PART OF THE LEAKING UNDERGROUND STORAGE TANK INCIDENT TRACKING DATABASE

SITE INFORMATION

DATE REPORTED:11/19/1993
IEMA NUMBER:933022

TANK CONTENTS/PRODUCT

GASOLINE:0
UNLEADED GASOLINE:0
DIESEL FUEL:0
FUEL OIL:0
JET FUEL:0
USED/WASTE OIL:-1
NON-PETROLEUM PRODUCT:0
PETROLEUM:0

NON-LUST LETTER SENT:
SEC 57.5G LETTER SENT:
NFR LETTER SENT:6/17/2008
SITE CLASSIFICATION:
IEPA PROJECT MANAGER:WALLACE

IEPA CORRESPONDENCE

DATE:2/23/1994DESCRIPTION:REVIEW LETTER SENT
DATE:12/1/1993DESCRIPTION:NOTICE OF RELEASE LETTER SENT
DATE:6/5/2008DESCRIPTION:PROFESSIONAL ENGINEER CERTIFICATION RECEIVED

TITLE XVI INFORMATION

DOCUMENT:CORRECTIVE ACTION COMPLETION REPORT
RECEIVED:3/10/2008
RESPONSE DUE:7/8/2008
RESPONSE MAILED:3/21/2008
RESPONSE TYPE:DEN

DOCUMENT:CORRECTIVE ACTION COMPLETION REPORT
RECEIVED:6/5/2008
RESPONSE DUE:10/3/2008
RESPONSE MAILED:6/17/2008
RESPONSE TYPE:APR

ENGINEERING CONTROLS

BARRIER STRUCTURE:0BARRIER PAVEMENT:0
BARRIER SOIL:0BARRIER OTHER:0
BARRIER OTHER DESC:

- Continued on next page -

Environmental FirstSearch Site Detail Report

Target Property: 3400 COLLEGE AVE
ALTON, IL 62002

JOB: 11104-F_ex

LUST

SEARCH ID: 9 **DIST/DIR:** 0.42 NW **ELEVATION:** 480 **MAP ID:** 6

NAME: KMART CORP.
ADDRESS: 2851 W HOMER M ADAMS PKWY
ALTON IL 62002
MADISON
CONTACT: WL BAHR
SOURCE: IL EPA

REV: 9/10/12
ID1: 1190105078-933022
ID2: 933022
STATUS: CLOSED
PHONE: 6184628720

INSTITUTIONAL CONTROLS

GW USE:0INDUST COM:0
ORDINANCE:0WORKER:0
OTHER:0
OTHER DESC:

ENVIRONMENTAL LAND USE CONTROLS

GW USE:0LAND USE:0
ENG BARRIER:0WORKER CAUTION:0
SOIL HANDLING:0OTHER:0
OTHER DESC:

HWY AUTH AGREEMENT:0

**Environmental FirstSearch
Site Detail Report**

Target Property: 3400 COLLEGE AVE
ALTON, IL 62002

JOB: 11104-F_ex

LUST

SEARCH ID: 8 **DIST/DIR:** 0.42 SE **ELEVATION:** 460 **MAP ID:** 7

NAME:	KIENSTRA INC.	REV:	9/10/12
ADDRESS:	4005 COLLEGE AVE	ID1:	1190105118-971796
	ALTON IL 62002	ID2:	971796
	MADISON	STATUS:	CLOSED
CONTACT:	FRED HUBBARD	PHONE:	6182541490
SOURCE:	IL EPA		

THIS SITE IS PART OF THE LEAKING UNDERGROUND STORAGE TANK INCIDENT TRACKING DATABASE

SITE INFORMATION

DATE REPORTED:9/23/1997
IEMA NUMBER:971796

TANK CONTENTS/PRODUCT

GASOLINE:0
UNLEADED GASOLINE:0
DIESEL FUEL:-1
FUEL OIL:0
JET FUEL:0
USED/WASTE OIL:0
NON-PETROLEUM PRODUCT:0
PETROLEUM:0

NON-LUST LETTER SENT:
SEC 57.5G LETTER SENT:
NFR LETTER SENT:5/24/2001
SITE CLASSIFICATION:
IEPA PROJECT MANAGER:BARRETT

IEPA CORRESPONDENCE

DATE:9/30/1997DESCRIPTION:NOTICE OF RELEASE LETTER SENT
DATE:7/3/2000DESCRIPTION:MISCELLANEOUS CORRESPONDENCE RECEIVED
DATE:8/25/2000DESCRIPTION:45 DAY SELECTION RECEIVED LETTER SENT
DATE:5/8/2001DESCRIPTION:MISCELLANEOUS CORRESPONDENCE RECEIVED

TITLE XVI INFORMATION

DOCUMENT:SITE CLASSIFICATION WORK PLAN
RECEIVED:9/27/2000
RESPONSE DUE:1/25/2001
RESPONSE MAILED:11/1/2000
RESPONSE TYPE:AOL

DOCUMENT:SITE CLASSIFICATION COMPLETION REPORT
RECEIVED:4/19/2001
RESPONSE DUE:8/17/2001
RESPONSE MAILED:5/24/2001
RESPONSE TYPE:APR

DOCUMENT:SITE CLASSIFICATION WORK PLAN BUDGET
RECEIVED:9/27/2000
RESPONSE DUE:1/25/2001

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Environmental FirstSearch
Site Detail Report

Target Property: 3400 COLLEGE AVE
ALTON, IL 62002

JOB: 11104-F_ex

LUST

SEARCH ID: 8 DIST/DIR: 0.42 SE ELEVATION: 460 MAP ID: 7

NAME:	KIENSTRA INC.	REV:	9/10/12
ADDRESS:	4005 COLLEGE AVE	ID1:	1190105118-971796
	ALTON IL 62002	ID2:	971796
	MADISON	STATUS:	CLOSED
CONTACT:	FRED HUBBARD	PHONE:	6182541490
SOURCE:	IL EPA		

RESPONSE MAILED:11/1/2000
RESPONSE TYPE:AOL

ENGINEERING CONTROLS

BARRIER STRUCTURE:0BARRIER PAVEMENT:0
BARRIER SOIL:0BARRIER OTHER:0
BARRIER OTHER DESC:

INSTITUTIONAL CONTROLS

GW USE:0INDUST COM:0
ORDINANCE:0WORKER:0
OTHER:0
OTHER DESC:

ENVIRONMENTAL LAND USE CONTROLS

GW USE:0LAND USE:0
ENG BARRIER:0WORKER CAUTION:0
SOIL HANDLING:0OTHER:0
OTHER DESC:

HWY AUTH AGREEMENT:0

**Environmental FirstSearch
Site Detail Report**

Target Property: 3400 COLLEGE AVE
ALTON, IL 62002

JOB: 11104-F_ex

LUST

SEARCH ID: 7 **DIST/DIR:** 0.43 SE **ELEVATION:** 518 **MAP ID:** 8

NAME:	HENDIN, VICKIE	REV:	9/10/12
ADDRESS:	1372 MILTON RD	ID1:	1190105044-901573
	ALTON IL 62002	ID2:	901573
	MADISON	STATUS:	CLOSED
CONTACT:	VICKIE HENDIN	PHONE:	4084258134
SOURCE:	IL EPA		

THIS SITE IS PART OF THE LEAKING UNDERGROUND STORAGE TANK INCIDENT TRACKING DATABASE

SITE INFORMATION

DATE REPORTED:6/13/1990
IEMA NUMBER:901573

TANK CONTENTS/PRODUCT

GASOLINE:-1
UNLEADED GASOLINE:0
DIESEL FUEL:0
FUEL OIL:0
JET FUEL:0
USED/WASTE OIL:0
NON-PETROLEUM PRODUCT:0
PETROLEUM:0

NON-LUST LETTER SENT:
SEC 57.5G LETTER SENT:
NFR LETTER SENT:2/8/1991
SITE CLASSIFICATION:
IEPA PROJECT MANAGER:IRWIN

IEPA CORRESPONDENCE

DATE:7/11/1990DESCRIPTION:RESPONSE LETTER RECEIVED
DATE:6/25/1990DESCRIPTION:NOTICE OF RELEASE LETTER SENT

TITLE XVI INFORMATION

ENGINEERING CONTROLS

BARRIER STRUCTURE:0BARRIER PAVEMENT:0
BARRIER SOIL:0BARRIER OTHER:0
BARRIER OTHER DESC:

INSTITUTIONAL CONTROLS

GW USE:0INDUST COM:0
ORDINANCE:0WORKER:0
OTHER:0
OTHER DESC:

ENVIRONMENTAL LAND USE CONTROLS

GW USE:0LAND USE:0
ENG BARRIER:0WORKER CAUTION:0
SOIL HANDLING:0OTHER:0
OTHER DESC:

HWY AUTH AGREEMENT:0

Environmental FirstSearch
Site Detail Report

Target Property: 3400 COLLEGE AVE
ALTON, IL 62002

JOB: 11104-F_ex

LUST

SEARCH ID: 4 DIST/DIR: 0.49 NE ELEVATION: 485 MAP ID: 9

NAME: ALTON C.U.S.D. #11
ADDRESS: 2603 N ROGERS ST
ALTON IL 62002

REV: 9/10/12
ID1: 1190105095-951966
ID2: 951966
STATUS: CLOSED
PHONE: 6184742644

CONTACT: DAVE ALLEN
SOURCE: IL EPA

THIS SITE IS PART OF THE LEAKING UNDERGROUND STORAGE TANK INCIDENT TRACKING DATABASE

SITE INFORMATION

DATE REPORTED:9/21/1995
IEMA NUMBER:951966

TANK CONTENTS/PRODUCT

GASOLINE:0
UNLEADED GASOLINE:0
DIESEL FUEL:0
FUEL OIL:0
JET FUEL:0
USED/WASTE OIL:0
NON-PETROLEUM PRODUCT:0
PETROLEUM:-1

NON-LUST LETTER SENT:
SEC 57.5G LETTER SENT:
NFR LETTER SENT:10/9/1996
SITE CLASSIFICATION:
IEPA PROJECT MANAGER:KAISER

IEPA CORRESPONDENCE

DATE:9/24/1996DESCRIPTION:PROFESSIONAL ENGINEER CERTIFICATION RECEIVED
DATE:9/25/1995DESCRIPTION:NOTICE OF RELEASE LETTER SENT
DATE:5/17/1996DESCRIPTION:PROFESSIONAL ENGINEER CERTIFICATION RECEIVED

TITLE XVI INFORMATION

DOCUMENT:CORRECTIVE ACTION COMPLETION REPORT
RECEIVED:9/24/1996
RESPONSE DUE:1/22/1997
RESPONSE MAILED:10/9/1996
RESPONSE TYPE:APR

DOCUMENT:CORRECTIVE ACTION COMPLETION REPORT
RECEIVED:5/17/1996
RESPONSE DUE:9/14/1996
RESPONSE MAILED:6/21/1996
RESPONSE TYPE:DEN

ENGINEERING CONTROLS

BARRIER STRUCTURE:0BARRIER PAVEMENT:0
BARRIER SOIL:0BARRIER OTHER:0
BARRIER OTHER DESC:

- Continued on next page -

Environmental FirstSearch Site Detail Report

Target Property: 3400 COLLEGE AVE
ALTON, IL 62002

JOB: 11104-F_ex

LUST

SEARCH ID: 4 **DIST/DIR:** 0.49 NE **ELEVATION:** 485 **MAP ID:** 9

NAME: ALTON C.U.S.D. #11
ADDRESS: 2603 N ROGERS ST
ALTON IL 62002

REV: 9/10/12
ID1: 1190105095-951966
ID2: 951966
STATUS: CLOSED
PHONE: 6184742644

CONTACT: DAVE ALLEN
SOURCE: IL EPA

INSTITUTIONAL CONTROLS

GW USE:0INDUST COM:0
ORDINANCE:0WORKER:0
OTHER:0
OTHER DESC:

ENVIRONMENTAL LAND USE CONTROLS

GW USE:0LAND USE:0
ENG BARRIER:0WORKER CAUTION:0
SOIL HANDLING:0OTHER:0
OTHER DESC:

HWY AUTH AGREEMENT:0

**Environmental FirstSearch
Site Detail Report**

Target Property: 3400 COLLEGE AVE
ALTON, IL 62002

JOB: 11104-F_ex

LUST

SEARCH ID: 13 **DIST/DIR:** 0.49 SW **ELEVATION:** 542 **MAP ID:** 10

NAME:	THOMECZEK OIL CO.	REV:	9/10/12
ADDRESS:	2624 COLLEGE AVE	ID1:	1190105162-992099
	ALTON IL 62002	ID2:	992099
	MADISON	STATUS:	ACTIVE
CONTACT:	RON HAUCK	PHONE:	6184654241
SOURCE:	IL EPA		

THIS SITE IS PART OF THE LEAKING UNDERGROUND STORAGE TANK INCIDENT TRACKING DATABASE

SITE INFORMATION

DATE REPORTED:9/8/1999
IEMA NUMBER:992099

TANK CONTENTS/PRODUCT

GASOLINE:-1
UNLEADED GASOLINE:0
DIESEL FUEL:0
FUEL OIL:0
JET FUEL:0
USED/WASTE OIL:0
NON-PETROLEUM PRODUCT:0
PETROLEUM:0

NON-LUST LETTER SENT:
SEC 57.5G LETTER SENT:11/29/1999
NFR LETTER SENT:
SITE CLASSIFICATION:
IEPA PROJECT MANAGER:ROSSI

IEPA CORRESPONDENCE

DATE:9/14/1999DESCRIPTION:NOTICE OF RELEASE LETTER SENT
DATE:10/21/1999DESCRIPTION:ELECT NOT TO PROCEED UNDER TITLE XVI FORM (LETTER)

TITLE XVI INFORMATION

ENGINEERING CONTROLS

BARRIER STRUCTURE:0BARRIER PAVEMENT:0
BARRIER SOIL:0BARRIER OTHER:0
BARRIER OTHER DESC:

INSTITUTIONAL CONTROLS

GW USE:0INDUST COM:0
ORDINANCE:0WORKER:0
OTHER:0
OTHER DESC:

ENVIRONMENTAL LAND USE CONTROLS

GW USE:0LAND USE:0
ENG BARRIER:0WORKER CAUTION:0
SOIL HANDLING:0OTHER:0
OTHER DESC:

HWY AUTH AGREEMENT:0

Environmental FirstSearch Site Detail Report

Target Property: 3400 COLLEGE AVE
ALTON, IL 62002

JOB: 11104-F_ex

LUST

SEARCH ID: 10 **DIST/DIR:** 0.50 SE **ELEVATION:** 440 **MAP ID:** 11

NAME:	PARSON OIL COMPANY	REV:	9/10/12
ADDRESS:	4200 COLLEGE AVE	ID1:	1190105042-20090473
	ALTON IL 62002	ID2:	20090473
	MADISON	STATUS:	ACTIVE
CONTACT:	RONALD HAUCK	PHONE:	6184654241
SOURCE:	IL EPA		

THIS SITE IS PART OF THE LEAKING UNDERGROUND STORAGE TANK INCIDENT TRACKING DATABASE

SITE INFORMATION

DATE REPORTED:5/8/2009
IEMA NUMBER:20090473

TANK CONTENTS/PRODUCT

GASOLINE:-1
UNLEADED GASOLINE:0
DIESEL FUEL:-1
FUEL OIL:0
JET FUEL:0
USED/WASTE OIL:0
NON-PETROLEUM PRODUCT:0
PETROLEUM:0

NON-LUST LETTER SENT:
SEC 57.5G LETTER SENT:
NFR LETTER SENT:
SITE CLASSIFICATION:
IEPA PROJECT MANAGER:SOUTH

IEPA CORRESPONDENCE

DATE:5/28/2009DESCRIPTION:EARLY ACTION EXTENSION APPROVAL LETTER SENT
DATE:9/10/2009DESCRIPTION:DENIAL LETTER SENT
DATE:5/19/2009DESCRIPTION:NOTICE OF RELEASE LETTER SENT
DATE:5/26/2009DESCRIPTION:EARLY ACTION EXTENSION REQUEST RECEIVED
DATE:11/17/2009DESCRIPTION:45 DAY SELECTION RECEIVED LETTER SENT
DATE:10/5/2009DESCRIPTION:45 DAY REPORT ADDENDUM RECEIVED
DATE:8/3/2010DESCRIPTION:MISCELLANEOUS CORRESPONDENCE RECEIVED

TITLE XVI INFORMATION

DOCUMENT:STAGE1BUD
RECEIVED:10/5/2009
RESPONSE DUE:2/2/2010
RESPONSE MAILED:11/17/2009
RESPONSE TYPE:APR

DOCUMENT:SIPSTAGE1
RECEIVED:7/10/2009
RESPONSE DUE:11/7/2009

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Environmental FirstSearch Site Detail Report

Target Property: 3400 COLLEGE AVE
ALTON, IL 62002

JOB: 11104-F_ex

LUST

SEARCH ID: 10 **DIST/DIR:** 0.50 SE **ELEVATION:** 440 **MAP ID:** 11

NAME: PARSON OIL COMPANY
ADDRESS: 4200 COLLEGE AVE
ALTON IL 62002
MADISON
CONTACT: RONALD HAUCK
SOURCE: IL EPA

REV: 9/10/12
ID1: 1190105042-20090473
ID2: 20090473
STATUS: ACTIVE
PHONE: 6184654241

RESPONSE MAILED:9/10/2009
RESPONSE TYPE:DEN

DOCUMENT:STAGE2BUD
RECEIVED:6/17/2010
RESPONSE DUE:10/15/2010
RESPONSE MAILED:8/2/2010
RESPONSE TYPE:MOD

DOCUMENT:STG1ACTUAL
RECEIVED:6/17/2010
RESPONSE DUE:10/15/2010
RESPONSE MAILED:8/2/2010
RESPONSE TYPE:MOD

DOCUMENT:SIPSTAGE1
RECEIVED:10/5/2009
RESPONSE DUE:2/2/2010
RESPONSE MAILED:11/17/2009
RESPONSE TYPE:APR

DOCUMENT:STAGE1BUD
RECEIVED:7/10/2009
RESPONSE DUE:11/7/2009
RESPONSE MAILED:9/10/2009
RESPONSE TYPE:DEN

DOCUMENT:SIPSTAGE2
RECEIVED:6/17/2010
RESPONSE DUE:10/15/2010
RESPONSE MAILED:8/2/2010
RESPONSE TYPE:MOD

ENGINEERING CONTROLS

BARRIER STRUCTURE:0BARRIER PAVEMENT:0
BARRIER SOIL:0BARRIER OTHER:0
BARRIER OTHER DESC:

INSTITUTIONAL CONTROLS

GW USE:0INDUST COM:0
ORDINANCE:0WORKER:0
OTHER:0
OTHER DESC:

ENVIRONMENTAL LAND USE CONTROLS

GW USE:0LAND USE:0
ENG BARRIER:0WORKER CAUTION:0

- Continued on next page -

Environmental FirstSearch Site Detail Report

Target Property: 3400 COLLEGE AVE
ALTON, IL 62002

JOB: 11104-F_ex

LUST

SEARCH ID: 10 **DIST/DIR:** 0.50 SE **ELEVATION:** 440 **MAP ID:** 11

NAME: PARSON OIL COMPANY
ADDRESS: 4200 COLLEGE AVE
ALTON IL 62002
MADISON
CONTACT: RONALD HAUCK
SOURCE: IL EPA

REV: 9/10/12
ID1: 1190105042-20090473
ID2: 20090473
STATUS: ACTIVE
PHONE: 6184654241

SOIL HANDLING:0OTHER:0
OTHER DESC:

HWY AUTH AGREEMENT:0

Environmental FirstSearch
Site Detail Report

Target Property: 3400 COLLEGE AVE
ALTON, IL 62002

JOB: 11104-F_ex

LUST

SEARCH ID: 11 DIST/DIR: 0.50 SE ELEVATION: 440 MAP ID: 11

NAME: PARSONS OIL COMPANY REV: 9/10/12
ADDRESS: 4200 COLLEGE AVE ID1: 1190105042-20090739
ALTON IL 62002 ID2: 20090739
MADISON STATUS: ACTIVE
CONTACT: RONALD HAUCK PHONE: 6184654241
SOURCE: IL EPA

THIS SITE IS PART OF THE LEAKING UNDERGROUND STORAGE TANK INCIDENT TRACKING DATABASE

SITE INFORMATION

DATE REPORTED:7/9/2009
IEMA NUMBER:20090739

TANK CONTENTS/PRODUCT

GASOLINE:-1
UNLEADED GASOLINE:0
DIESEL FUEL:0
FUEL OIL:0
JET FUEL:0
USED/WASTE OIL:0
NON-PETROLEUM PRODUCT:0
PETROLEUM:0

NON-LUST LETTER SENT:
SEC 57.5G LETTER SENT:
NFR LETTER SENT:
SITE CLASSIFICATION:
IEPA PROJECT MANAGER:SOUTH

IEPA CORRESPONDENCE

DATE:11/17/2009DESCRIPTION:45 DAY SELECTION RECEIVED LETTER SENT
DATE:8/3/2010DESCRIPTION:MISCELLANEOUS CORRESPONDENCE RECEIVED

TITLE XVI INFORMATION

DOCUMENT:SIPSTAGE1
RECEIVED:10/5/2009
RESPONSE DUE:2/2/2010
RESPONSE MAILED:11/17/2009
RESPONSE TYPE:APR

DOCUMENT:SIPSTAGE2
RECEIVED:6/17/2010
RESPONSE DUE:10/15/2010
RESPONSE MAILED:8/2/2010
RESPONSE TYPE:MOD

DOCUMENT:STAGE2BUD
RECEIVED:6/17/2010
RESPONSE DUE:10/15/2010
RESPONSE MAILED:8/2/2010
RESPONSE TYPE:MOD

DOCUMENT:STG1ACTUAL

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Environmental FirstSearch
Site Detail Report

Target Property: 3400 COLLEGE AVE
ALTON, IL 62002

JOB: 11104-F_ex

LUST

SEARCH ID: 11 DIST/DIR: 0.50 SE ELEVATION: 440 MAP ID: 11

NAME: PARSONS OIL COMPANY
ADDRESS: 4200 COLLEGE AVE
ALTON IL 62002
MADISON
CONTACT: RONALD HAUCK
SOURCE: IL EPA

REV: 9/10/12
ID1: 1190105042-20090739
ID2: 20090739
STATUS: ACTIVE
PHONE: 6184654241

RECEIVED:6/17/2010
RESPONSE DUE:10/15/2010
RESPONSE MAILED:8/2/2010
RESPONSE TYPE:MOD

DOCUMENT:STAGE1BUD
RECEIVED:10/5/2009
RESPONSE DUE:2/2/2010
RESPONSE MAILED:11/17/2009
RESPONSE TYPE:APR

ENGINEERING CONTROLS

BARRIER STRUCTURE:0BARRIER PAVEMENT:0
BARRIER SOIL:0BARRIER OTHER:0
BARRIER OTHER DESC:

INSTITUTIONAL CONTROLS

GW USE:0INDUST COM:0
ORDINANCE:0WORKER:0
OTHER:0
OTHER DESC:

ENVIRONMENTAL LAND USE CONTROLS

GW USE:0LAND USE:0
ENG BARRIER:0WORKER CAUTION:0
SOIL HANDLING:0OTHER:0
OTHER DESC:

HWY AUTH AGREEMENT:0

**Environmental FirstSearch
Site Detail Report**

Target Property: 3400 COLLEGE AVE
ALTON, IL 62002

JOB: 11104-F_ex

LUST

SEARCH ID: 12 **DIST/DIR:** 0.50 SE **ELEVATION:** 440 **MAP ID:** 11

NAME:	THOMECZEK OIL	REV:	9/10/12
ADDRESS:	4200 COLLEGE AVE	ID1:	1190105042-900465
	ALTON IL 62002	ID2:	900465
	MADISON	STATUS:	ACTIVE
CONTACT:	RONALD HAUCK	PHONE:	6184654241
SOURCE:	IL EPA		

THIS SITE IS PART OF THE LEAKING UNDERGROUND STORAGE TANK INCIDENT TRACKING DATABASE

SITE INFORMATION

DATE REPORTED:2/20/1990
IEMA NUMBER:900465

TANK CONTENTS/PRODUCT

GASOLINE:0
UNLEADED GASOLINE:-1
DIESEL FUEL:-1
FUEL OIL:0
JET FUEL:0
USED/WASTE OIL:0
NON-PETROLEUM PRODUCT:0
PETROLEUM:0

NON-LUST LETTER SENT:
SEC 57.5G LETTER SENT:
NFR LETTER SENT:
SITE CLASSIFICATION:
IEPA PROJECT MANAGER:SOUTH

IEPA CORRESPONDENCE

DATE:3/6/1990DESCRIPTION:RESPONSE LETTER RECEIVED
DATE:2/27/1990DESCRIPTION:NOTICE OF RELEASE LETTER SENT

TITLE XVI INFORMATION

ENGINEERING CONTROLS

BARRIER STRUCTURE:0BARRIER PAVEMENT:0
BARRIER SOIL:0BARRIER OTHER:0
BARRIER OTHER DESC:

INSTITUTIONAL CONTROLS

GW USE:0INDUST COM:0
ORDINANCE:0WORKER:0
OTHER:0
OTHER DESC:

ENVIRONMENTAL LAND USE CONTROLS

GW USE:0LAND USE:0
ENG BARRIER:0WORKER CAUTION:0
SOIL HANDLING:0OTHER:0
OTHER DESC:

HWY AUTH AGREEMENT:0

Environmental FirstSearch Descriptions

NPL: EPA NATIONAL PRIORITY LIST - The National Priorities List is a list of the worst hazardous waste sites that have been identified by Superfund. Sites are only put on the list after they have been scored using the Hazard Ranking System (HRS), and have been subjected to public comment. Any site on the NPL is eligible for cleanup using Superfund Trust money. A Superfund site is any land in the United States that has been contaminated by hazardous waste and identified by the Environmental Protection Agency (EPA) as a candidate for cleanup because it poses a risk to human health and/or the environment. FINAL - Currently on the Final NPL PROPOSED - Proposed for NPL

NPL DELISTED: EPA NATIONAL PRIORITY LIST Subset - Database of delisted NPL sites. The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate. DELISTED - Deleted from the Final NPL

CERCLIS: EPA COMPREHENSIVE ENVIRONMENTAL RESPONSE COMPENSATION AND LIABILITY INFORMATION SYSTEM (CERCLIS)- CERCLIS is a database of potential and confirmed hazardous waste sites at which the EPA Superfund program has some involvement. It contains sites that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. PART OF NPL- Site is part of NPL site DELETED - Deleted from the Final NPL FINAL - Currently on the Final NPL NOT PROPOSED - Not on the NPL NOT VALID - Not Valid Site or Incident PROPOSED - Proposed for NPL REMOVED - Removed from Proposed NPL SCAN PLAN - Pre-proposal Site WITHDRAWN - Withdrawn

NFRAP: EPA COMPREHENSIVE ENVIRONMENTAL RESPONSE COMPENSATION AND LIABILITY INFORMATION SYSTEM ARCHIVED SITES - database of Archive designated CERCLA sites that, to the best of EPA's knowledge, assessment has been completed and has determined no further steps will be taken to list this site on the National Priorities List (NPL). This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site. NFRAP - No Further Remedial Action Plan P - Site is part of NPL site D - Deleted from the Final NPL F - Currently on the Final NPL N - Not on the NPL O - Not Valid Site or Incident P - Proposed for NPL R - Removed from Proposed NPL S - Pre-proposal Site W - Withdrawn

RCRA COR ACT: EPA RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM SITES - Database of hazardous waste information contained in the Resource Conservation and Recovery Act Information (RCRAInfo), a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies, in turn pass on the information to regional and national EPA offices. This regulation is governed by the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984. RCRAInfo facilities that have reported violations and subject to corrective actions.

RCRA TSD: EPA RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM TREATMENT, STORAGE, and DISPOSAL FACILITIES. - Database of hazardous waste information contained in the Resource Conservation and Recovery Act Information (RCRAInfo), a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies, in turn pass on the information to regional and national EPA offices. This regulation is governed by the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984. Facilities that treat, store, dispose, or incinerate hazardous waste.

RCRA GEN: EPA/MA DEP/CT DEP RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM GENERATORS - Database of hazardous waste information contained in the Resource Conservation and Recovery Act Information (RCRAInfo), a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies, in turn pass on the information to regional and national EPA offices. This regulation is governed by the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984. Facilities that generate or transport hazardous waste or meet other RCRA requirements. LGN - Large Quantity Generators SGN - Small Quantity Generators VGN - Conditionally Exempt Generator. Included are RAATS (RCRA Administrative Action Tracking System) and CMEL (Compliance Monitoring & Enforcement List) facilities. CONNECTICUT HAZARDOUS WASTE MANIFEST - Database of all shipments of hazardous waste within, into or from Connecticut. The data includes date of shipment, transporter and TSD info, and material shipped and quantity. This data is appended to the details of existing generator records. MASSACHUSETTES HAZARDOUS WASTE GENERATOR - database of generators that are regulated under the MA DEP. VQN-MA = generates less than 220 pounds or 27 gallons per month of hazardous waste or waste oil. SQN-MA = generates 220 to 2,200 pounds or 27 to 270 gallons per month of waste oil. LQG-MA = generates greater than 2,200 lbs of hazardous waste or waste oil per month.

RCRA NLR: EPA RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM SITES - Database of hazardous waste information contained in the Resource Conservation and Recovery Act Information (RCRAInfo), a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies, in turn pass on the information to regional and national EPA offices. This regulation is governed by the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984. not currently classified by the EPA but are still included in the RCRAInfo database. Reasons for non classification: Failure to report in a timely matter. No longer in business. No longer in business at the listed address. No longer generating hazardous waste materials in quantities which require reporting.

Fed Brownfield: EPA BROWNFIELD MANAGEMENT SYSTEM (BMS) - database designed to assist EPA in collecting, tracking, and updating information, as well as reporting on the major activities and accomplishments of the various Brownfield grant Programs. CLEANUPS IN MY COMMUNITY (subset) - Sites, facilities and properties that have been contaminated by hazardous materials and are being, or have been, cleaned up under EPA's brownfield's program.

ERNS: EPA/NRC EMERGENCY RESPONSE NOTIFICATION SYSTEM (ERNS) - Database of incidents reported to the National Response Center. These incidents include chemical spills, accidents involving chemicals (such as fires or explosions), oil spills, transportation accidents that involve oil or chemicals, releases of radioactive materials, sightings of oil sheens on bodies of water, terrorist incidents involving chemicals, incidents where illegally dumped chemicals have been found, and drills intended to prepare responders to handle these kinds of incidents. Data since January 2001 has been received from the National Response System database as the EPA no longer maintains this data.

Tribal Lands: DOI/BIA INDIAN LANDS OF THE UNITED STATES - Database of areas with boundaries established by treaty, statute, and (or) executive or court order, recognized by the Federal Government as territory in which American Indian tribes have primary governmental authority. The Indian Lands of the United States map layer shows areas of 640 acres or more, administered by the Bureau of Indian Affairs. Included are Federally-administered lands within a reservation which may or may not be considered part of the reservation. BUREAU OF INDIAN AFFIARS CONTACT - Regional contact information for the Bureau of Indian Affairs offices.

State Spills 90: IL EPA EMERGENCY RESPONSE RELEASES AND SPILLS DATABASE- Database of oil and hazardous waste spills to land and water. Data also includes releases of harmful quantities of toxic substances into the air. The data

provided by the state is limited to potentially responsible party, ID and location.

State/Tribal SWL: IL EPA ANNUAL LANDFILL CAPACITY REPORT - database of sanitary landfills available disposal capacity.

State/Tribal LUST: IL EPA LEAKING UNDERGROUND STORAGE TANK INCIDENT TRACKING DATABASE - database of incidents reported to the Illinois Emergency Management Agency and the Illinois Environmental Protection Agency.

State/Tribal UST/AST: IL FMO STATEWIDE UNDERGROUND STORAGE TANK LISTING - database of underground storage tanks. The data includes tank, contact and enforcement information.

State/Tribal EC: IL EPA SITE REMEDIATION PROGRAM DATABASE SUBSET- database of all voluntary remediation projects administered through the Pre-Notice Site Cleanup Program (1989 to 1995) and the Site Remediation Program (1996 to the present). These sites are included in this database only if they has an engineering control placed upon them.

State/Tribal IC: IL EPA SITE REMEDIATION PROGRAM DATABASE SUBSET- database of all voluntary remediation projects administered through the Pre-Notice Site Cleanup Program (1989 to 1995) and the Site Remediation Program (1996 to the present). These sites are included in this database only if they has an institutional control placed upon them.

State/Tribal VCP: IL EPA SITE REMEDIATION PROGRAM DATABASE - database of all voluntary remediation projects administered through the Pre-Notice Site Cleanup Program (1989 to 1995) and the Site Remediation Program (1996 to the present).

State Other: IL EPA Bureau of Land Inventory - Database of all sites and programs overseen by the Bureau of Land. These programs include the Redevelopment and Assessment Database, Site Remediation Program, State Sites Unit, Facility Compliance Tracking System and Solid Waste Permit Activities database.

Federal IC / EC: EPA FEDERAL ENGINEERING AND INSTITUTIONAL CONTROLS- Superfund sites that have either an engineering or an institutional control. The data includes the control and the media contaminated. RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM SITES (RCRA) – RCRA site the have institutional controls.

Environmental FirstSearch Database Sources

NPL: EPA Environmental Protection Agency

Updated quarterly

NPL DELISTED: EPA Environmental Protection Agency

Updated quarterly

CERCLIS: EPA Environmental Protection Agency

Updated quarterly

NFRAP: EPA Environmental Protection Agency.

Updated quarterly

RCRA COR ACT: EPA Environmental Protection Agency.

Updated quarterly

RCRA TSD: EPA Environmental Protection Agency.

Updated quarterly

RCRA GEN: EPA/MA DEP/CT DEP Environmental Protection Agency, Massachusetts Department of Environmental Protection, Connecticut Department of Environmental Protection

Updated quarterly

RCRA NLR: EPA Environmental Protection Agency

Updated quarterly

Fed Brownfield: EPA Environmental Protection Agency

Updated quarterly

ERNS: EPA/NRC Environmental Protection Agency National Response Center.

Updated annually

Tribal Lands: DOI/BIA United States Department of the Interior Bureau of Indian Affairs

Updated annually

State Spills 90: IL EPA Illinois Environmental Protection Agency

Updated quarterly

State/Tribal SWL: IL EPA Illinois Environmental Protection Agency.

Updated annually

State/Tribal LUST: IL EPA Illinois Environmental Protection Agency.

Updated quarterly

State/Tribal UST/AST: IL FMO Illinois State Fire Marshall Office.

Updated quarterly

State/Tribal EC: IL EPA Illinois Environmental Protection Agency.

Updated quarterly

State/Tribal IC: IL EPA Illinois Environmental Protection Agency.

Updated quarterly

State/Tribal VCP: IL EPA Illinois Environmental Protection Agency.

Updated quarterly

State Other: IL EPA Illinois Environmental Protection Agency.

Updated quarterly

Federal IC / EC: EPA Environmental Protection Agency

Updated quarterly

Environmental FirstSearch
Street Name Report for Streets within .25 Mile(s) of Target Property

Target Property: 3400 COLLEGE AVE
 ALTON, IL 62002

JOB: 11104-F_ex

Street Name	Dist/Dir	Street Name	Dist/Dir
Badley Ave	0.19 SE		
Badley St	0.19 SE		
Burton St	0.01 NW		
Charlotte Ct	0.18 NW		
Clifton Ave	0.05 NW		
COLLEGE AVE	0.00--		
Crossroads Ct	0.13 SE		
Davies St	0.18 NW		
Evergreen Ave	0.15 SW		
Fullerton Ave	0.24 SE		
Gary Ave	0.13 NE		
Gary St	0.13 NE		
Glenn Dr	0.17 NE		
Hastings St	0.22 SE		
Homer Adams Pkwy	0.22 SE		
Huber Pl	0.00--		
Huber St	0.00--		
Illinois Route 140	0.01 SE		
Jackson St	0.06 SE		
Kendall Ave	0.01 SW		
Kendall St	0.03 SW		
Kinsman Dr	0.17 NE		
La Salle Dr	0.04 NW		
Lasalle Ave	0.04 NW		
Leverett Ave	0.19 SW		
Leverett St	0.19 SW		
Lucille Ave	0.05 SE		
Maurice St	0.12 SE		
Morrison St	0.12 SE		
Myrle St	0.14 NW		
N Rodgers Ave	0.02 NE		
Orchard Blvd	0.02 NE		
Park Ave	0.06 SW		
Pleasant St	0.08 SW		
Professional Dr	0.13 SE		
Ramp	0.23 SE		
Ray Ave	0.00--		
Ray St	0.00--		
Ridge St	0.14 SE		
S Rodgers Ave	0.03 SE		
Sherman St	0.25 SE		
State Hwy 140	0.01 SE		
Valley Ct	0.12 SE		
Wilkening Dr	0.2 NE		
Worden Ave	0.00--		
Yost Ave	0.08 NE		
Yost St	0.08 NE		



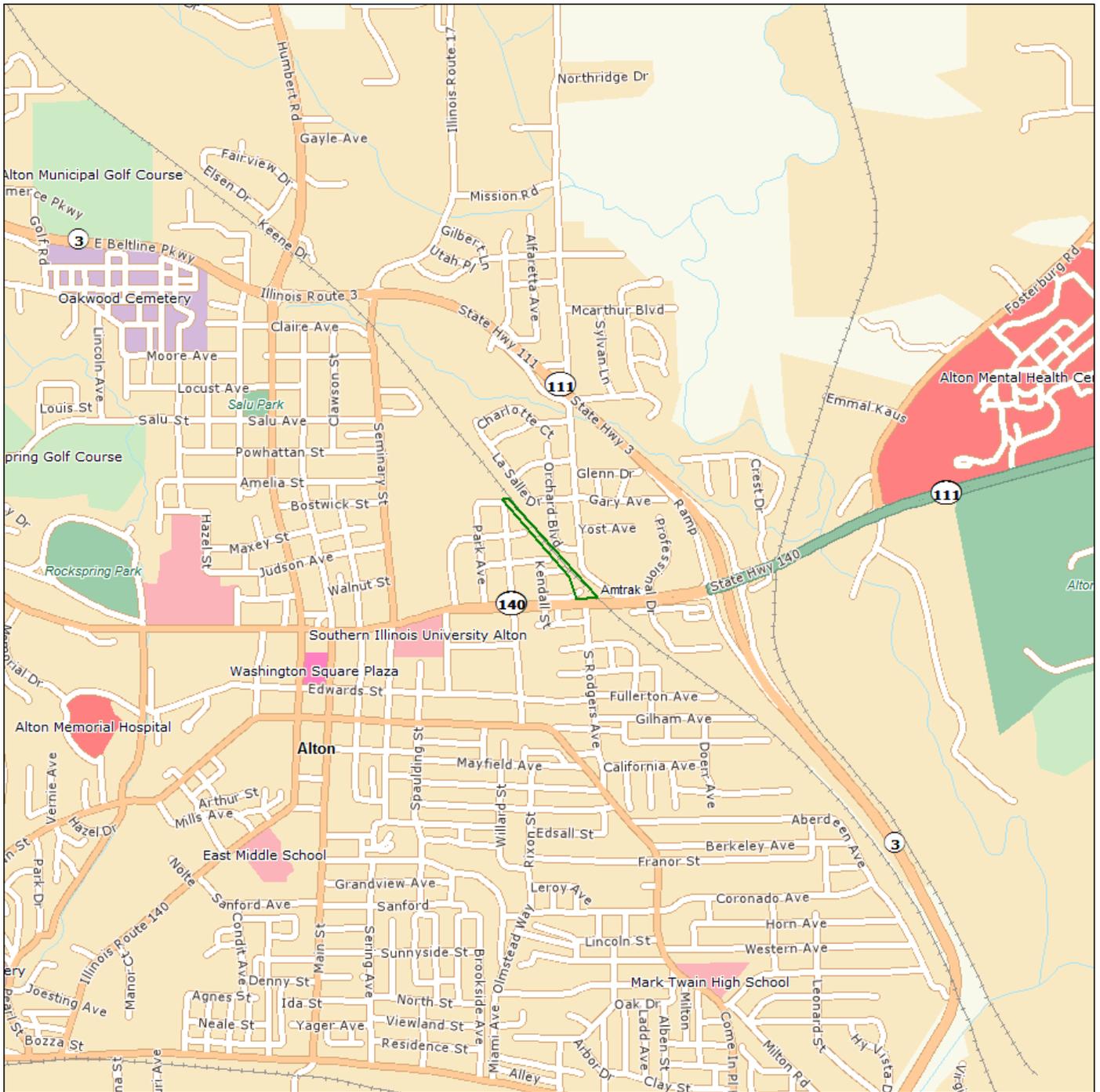
Environmental FirstSearch

1 Mile Radius from Area

ASTM Map: NPL, RCACOR, STATE Sites



3400 COLLEGE AVE, ALTON, IL 62002



Source: Tele Atlas

- Area Polygon 
- Identified Site, Multiple Sites, Receptor   
- NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste 
- Triballand 
- Black Rings Represent 1/4 Mile Radius; Red Ring Represents 500 ft. Radius



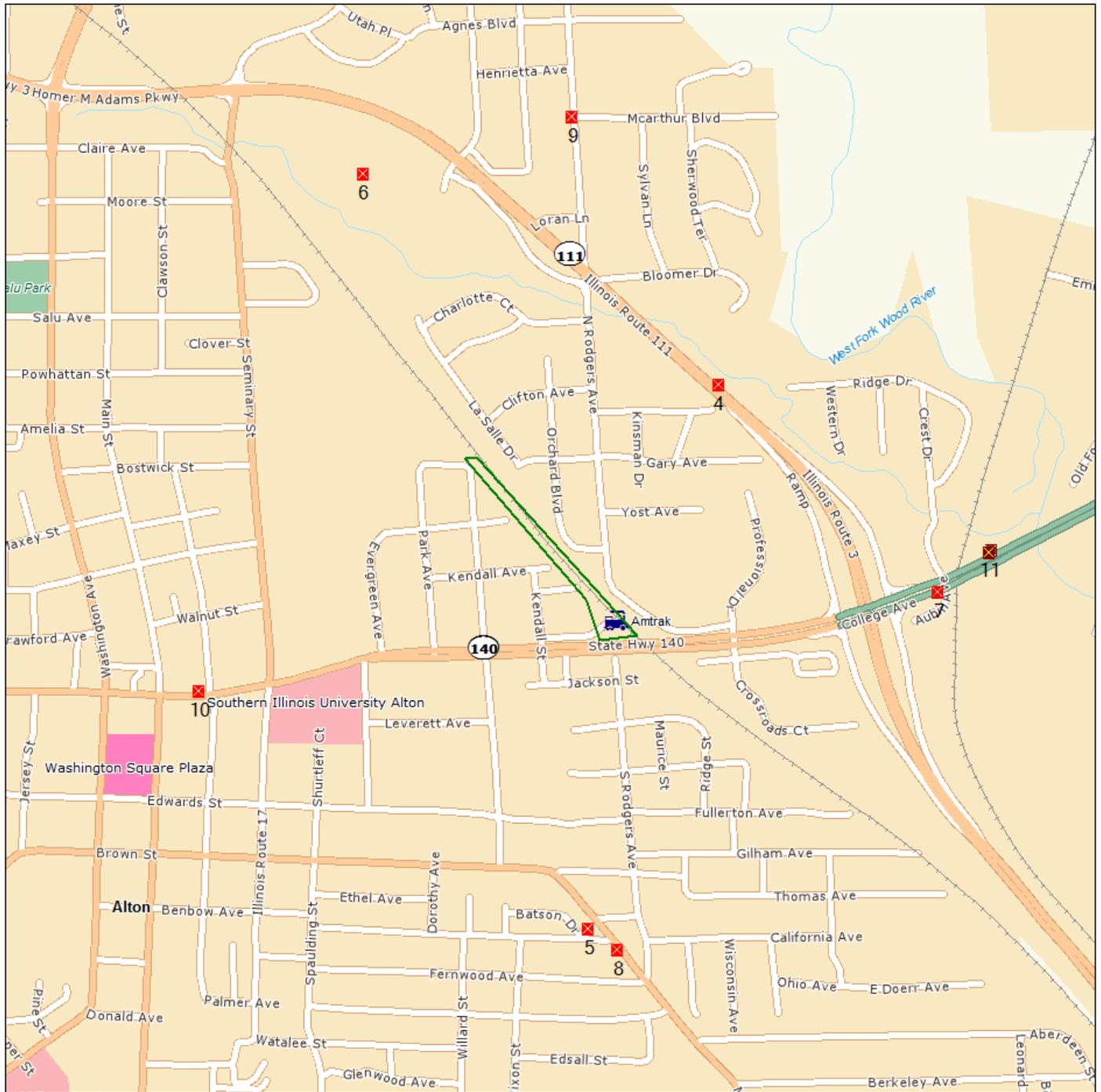
Environmental FirstSearch

.5 Mile Radius from Area

ASTM Map: CERCLIS, RCRATSD, LUST, SWL



3400 COLLEGE AVE, ALTON, IL 62002



Source: Tele Atlas

- Area Polygon 
- Identified Site, Multiple Sites, Receptor   
- NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste 
- Triballand 
- Black Rings Represent 1/4 Mile Radius; Red Ring Represents 500 ft. Radius



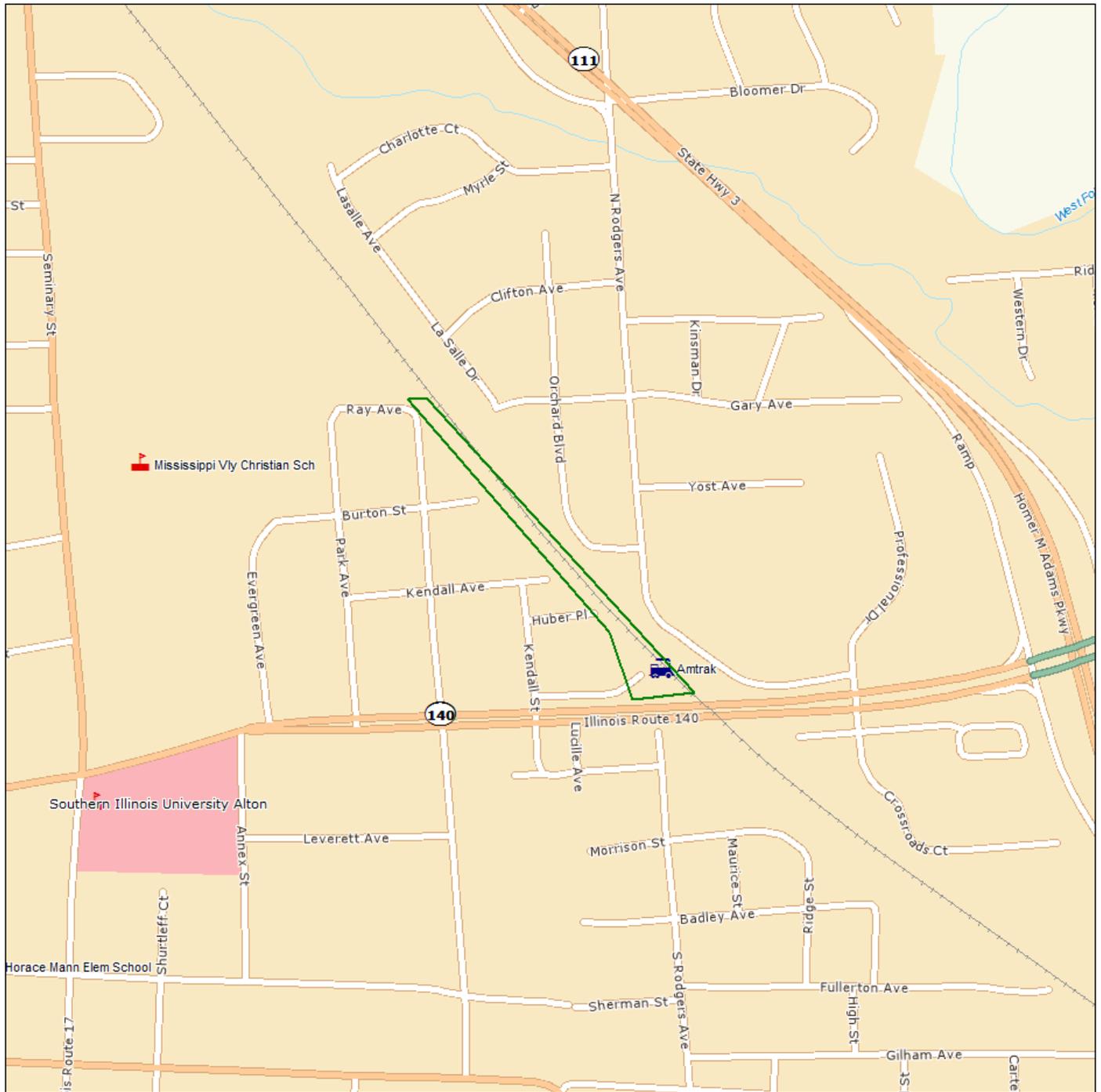
Environmental FirstSearch

.25 Mile Radius from Area

ASTM Map: RCRAGEN, ERNS, UST, FED IC/EC, METH LABS



3400 COLLEGE AVE, ALTON, IL 62002



Source: Tele Atlas

- Area Polygon 
- Identified Site, Multiple Sites, Receptor   
- NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste 
- Triballand 
- Black Rings Represent 1/4 Mile Radius; Red Ring Represents 500 ft. Radius

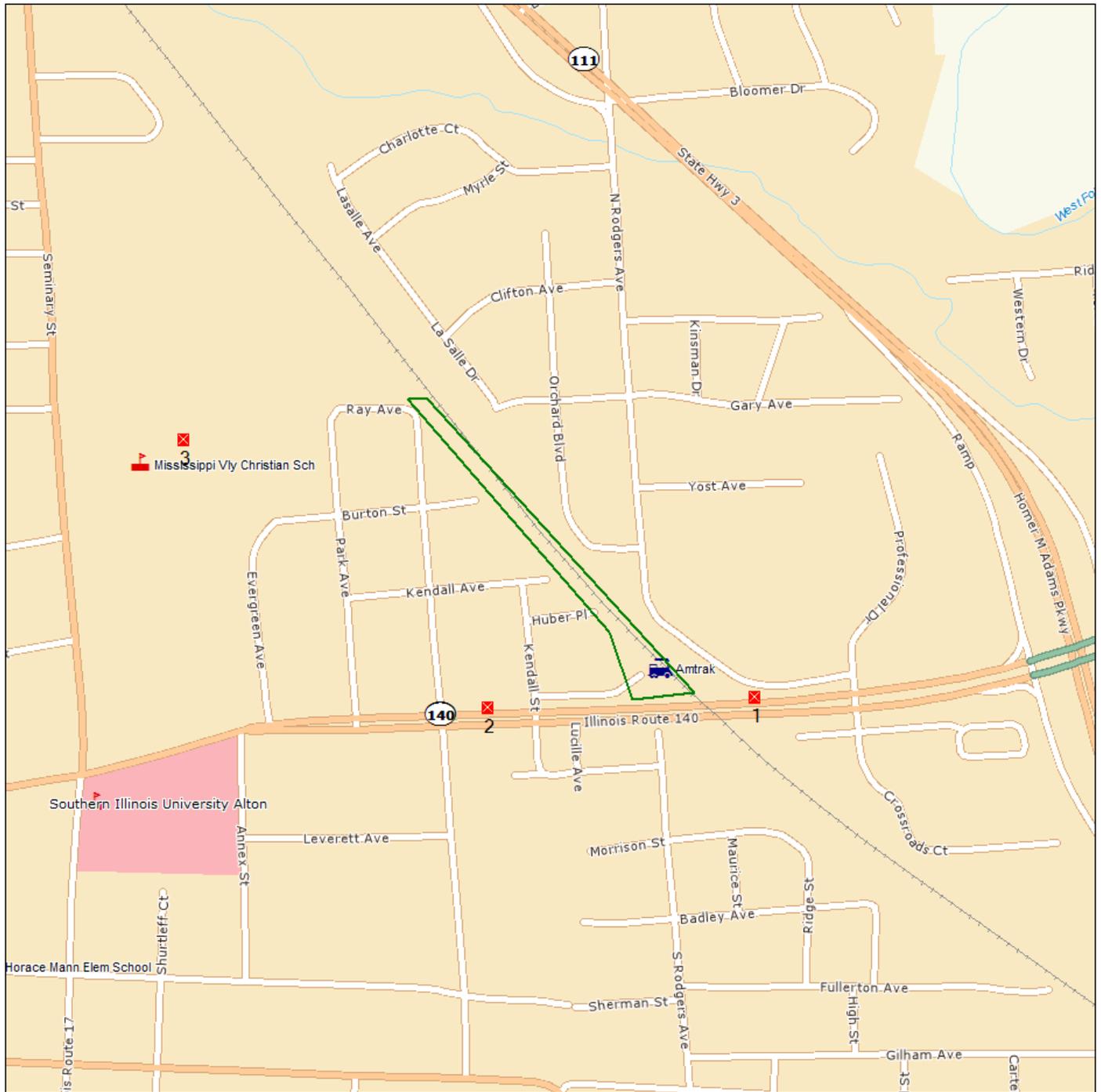


Environmental FirstSearch

.25 Mile Radius from Area
Non-ASTM Map: RCRANLR, Other



3400 COLLEGE AVE, ALTON, IL 62002



Source: Tele Atlas

- Area Polygon 
 - Identified Site, Multiple Sites, Receptor   
 - NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste 
 - Triballand 
 - National Historic Sites and Landmark Sites  
- Black Rings Represent 1/4 Mile Radius; Red Ring Represents 500 ft. Radius

Appendix B

Coordination and Consultation



**Illinois Historic
Preservation Agency**

FAX (217) 782-8161

1 Old State Capitol Plaza • Springfield, Illinois 62701-1512 • www.illinois-history.gov

Various Counties

Chicago to St. Louis

High Speed Rail Project

Alton Railroad Station: Existing - 3400 College Ave., Proposed - Robert P.

Wadlow Municipal Golf Course at 1 Golf Road

IHPA Log #011091109

December 13, 2012

Brad Koldehoff

Illinois Department of Transportation

Bureau of Design and Environment

2300 S. Dirksen Parkway

Springfield, IL 62764

Dear Mr. Koldehoff:

We have reviewed documentation on the Alton Amtrak Station eligibility assessment prepared by Parsons Brinckerhoff. This station is proposed for abandonment as part of the Chicago to St. Louis High Speed Rail project.

In our opinion, the building is eligible for the National Register of Historic Places for its local historic significance pursuant to criterion "A" of the National Register for its significant role in the transportation history of Alton.

Sincerely,

Anne E. Haaker

Deputy State Historic

Preservation Officer

**MEMORANDUM OF AGREEMENT
AMONG
THE FEDERAL RAILROAD ADMINISTRATION,
THE ILLINOIS STATE HISTORIC PRESERVATION OFFICE,
THE ILLINOIS DEPARTMENT OF TRANSPORTATION,
AND THE CITY OF ALTON
REGARDING
COMPLIANCE WITH SECTION 106 OF THE NATIONAL HISTORIC
PRESERVATION ACT,
AS IT PERTAINS TO THE PROPOSED MULTIMODAL RAILROAD STATION,
ALTON, MADISON COUNTY, ILLINOIS**

WHEREAS, the Federal Railroad Administration (FRA) intends to grant monies to the Illinois Department of Transportation (IDOT) and the City of Alton (City) to construct a multimodal railroad station in the City of Alton, Madison County, Illinois (Project), IDOT Sequence #17308 & 17308A which is to be funded by the High-Speed Intercity Passenger Rail Program funded in part through the American Recovery and Reinvestment Act (ARRA) and the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant; and

WHEREAS, this undertaking is subject to the provisions of section 106 of the National Historic Preservation Act of 1966, as amended (NHPA), U.S.C. Section 470f, and its implementing regulations, 36 C.F.R. part 800; and

WHEREAS, the IDOT, in consultation with the FRA has defined the undertaking's area of potential effect (APE) as the proposed project area (as shown in Exhibit A); and

WHEREAS, the FRA and the IDOT, in consultation with the SHPO, has identified two historic properties that will be affected by the project: an archaeological site (11MS2391) and the existing Alton railroad station. The archaeological site, a mid-nineteenth century Euro-American farmstead, is eligible for the National Register of Historic Places (NRHP) under criterion D and the existing Alton railroad station is eligible under criterion A; and

WHEREAS, no human remains are expected to be found during archaeological site investigations covered by this MOA; however, if encountered, the provisions of the Illinois Human Remains Protection Act (20ILCS 3440, 17 IAC 4170) will be followed; and

WHEREAS, the FRA and IDOT, in consultation with the SHPO have determined that adverse effects will occur to the properties as a result of the Project (see Exhibit B); and

WHEREAS, the FRA will notified the Advisory Council on Historic Preservation (ACHP) of the preparation of this MOA and will invite them to participate in the consultation for the Project; and

WHEREAS, the FRA and the IDOT have invited the City to participate in the consultation and to become signatories to this MOA; and

WHEREAS, the FRA and the IDOT have invited the Osage and Miami Tribes and Alton Historical Commission and Alton Area Landmarks Association to be concurring parties to this MOA; and

WHEREAS, the IDOT in consultation with the FRA will notify the Union Pacific Railroad (UPRR), the owner of the existing Alton station, of the preparation of this MOA and will invite them to participate in the consultation for the Project; and

NOW, THEREFORE, the FRA shall ensure that the Project is implemented in accordance with the following stipulations to ensure that potential effects on historic properties are taken into account.

STIPULATIONS

The FRA shall ensure that the following steps will be undertaken for the Project:

I. ARCHAEOLOGICAL RESOURCES

- A. Preservation.** The IDOT and City shall preserve the archaeological site (11MS2391) by redesigning the Project to avoid potential impacts to the site, by placing the site within a demarcated preservation area with a 50-foot buffer zone, and by filing a preservation covenant with Madison County and providing an executed copy to the SHPO evidencing the filing.

II. HISTORIC RESOURCES

- A. Preservation.** The IDOT and UPRR shall attempt to preserve the existing Alton station by developing and implementing a marketing plan aimed at relocating the station away from UPRR property. The marketing plan will be developed in consultation with the FRA and SHPO and shall include a preservation covenant, information concerning the historic and architectural significance of the property, information on any financial incentives available from the City, if applicable, and a Marketing Plan.
- B.** The marketing period shall commence after the building has been vacated by the UPRR and upon publication of the marketing materials agreed upon in the marketing plan. The building shall be marketed with a preservation covenant for a minimum period of 24 months unless a qualified buyer is identified prior to the end of that period.
- C.** The IDOT and UPRR shall review all reasonable offers in consultation with SHPO and FRA prior to acceptance of any specific offer. However, SHPO agrees that the IDOT and UPRR shall not be required to accept any offer or proposal that cannot meet the financial requirements set forth in the marketing package, or any proposal that would result in an adverse effect on the property.
- D.** If after the marketing period, there are no acceptable proposals submitted, the UPRR and IDOT shall notify the FRA and SHPO with documentation of its marketing efforts and may move forward with the disposal of the property without a preservation

covenant, subject to the recordation of the property as outlined in the following paragraphs.

1. Before demolition may occur, the UPRR, IDOT, and FRA will ensure that the property is documented in accordance with IL HABS Standards and Guidelines. The general scope of work for the required IL HABS documentation is as follows:
 - a. Level III documentation will be required.
 - b. sketch plans on archivally stable paper will be required
 - c. Digital 5" x 7" print photographs of exterior facades, significant interior spaces, and distinctive exterior and interior architectural features of the property.
 - d. Written architectural description of the building using the IL HABS/IL HAER designated outline format.
 - e. Written contextual histories associated with the property in narrative form and inserted in the appropriate section of the IL HABS/HAER format.
 - f. The IDOT will award the IL HABS documentation project to a consultant of its choice, provided the consultant is qualified to perform the work and agrees to meet IL HABS/HAER Standards.
2. IHPA will review the required IL HABS/HAER Documentation submittals, and accept or reject the 100% submittal in accordance with IL HABS/HAER Standards.
3. After SHPO acceptance, completed IL HABS/HAER Documentation will be deposited within the archives section of the Abraham Lincoln Presidential Library. The SHPO requires that one standard and one microfiche copy of accepted documentation be provided for repository use.
4. No demolition of the property will be undertaken until the 100% IL HABS/HAER documentation has been accepted in writing by the SHPO.
5. Upon satisfactory compliance with the terms of this MOA, the SHPO shall, within thirty (30) days after receipt of the last criterion for approval, issue written authorization to proceed with the demolition of the property. If, within thirty (30) days of the last submission of any criterion for approval required by this MOA, the SHPO has not issued the UPRR, IDOT, and FRA any reason in writing that falls within the specified scope, requirements and limits of this MOA, the SHPO agrees that the UPRR, IDOT, and FRA has fully complied with all state historic preservation laws pertaining to the demolition of the property.

E. Interpretation. The IDOT shall develop, in consultation with the SHPO, an interpretative exhibit about the existing Alton station and the significant role that railroads played in the transportation history of the Alton area for display in the proposed multimodal station. The exhibit shall be developed and installed whether or not the existing Alton station is persevered.

III. PROFESSIONAL STANDARDS

The IDOT shall ensure that all historic preservation work carried pursuant to this MOA is completed by or under the supervision of a person or persons meeting, at a minimum, the *Secretary of the Interior's Professional Qualification Standards* in the fields of archaeology and architectural history, as published in 36 CFR Part 61.

IV. DURATION

This MOA will be null and void if its stipulations are not carried out within five years from the date of its execution. In such an event, the FRA shall so notify the parties to this MOA and, if it chooses to continue with the Project, then it shall reinstate review of the Project in accordance with 36 CFR Part 800 or the parties may extend the agreement by mutual written consent.

V. POST REVIEW DISCOVERIES

- A. Human Remains.** In the case of an unanticipated discovery of human remains or burials during construction activities, the IDOT and City shall halt construction, secure the area, and follow the provisions of the Illinois Human Skeletal Remains Protection Act (20 ILCS 3440, 17 IAC 4170).
- B. Historic Properties.** In the event of an unanticipated discovery of historic properties during construction activities, the IDOT and City shall halt construction, secure the area, and consult with the FRA and SHPO for the purposes of Section 106 pursuant to 36 CFR § 800.13(c).

VI. DISPUTE RESOLUTION

Should any signatory to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, FRA shall consult with such party to resolve the objection. If the FRA determines that such objection cannot be resolved, the FRA will:

- A.** Forward all documentation relevant to the dispute, including the FRA's proposed resolution, to the ACHP. The ACHP shall provide the FRA with its advice on the resolution of the objections within thirty days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the FRA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP and signatories and provide them with a copy of this written response. The FRA will then proceed according to its final decision.
- B.** If the ACHP does not provide its advice regarding the dispute within the thirty day time period the FRA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, the FRA shall prepare a

written response that takes into account any timely comments regarding the dispute from the signatories to the MOA and provide them and the ACHP with a copy of such written response.

- C. The FRA's responsibilities to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.

VII. AMENDMENTS

This MOA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the ACHP.

VIII. TERMINATION

If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment. If within thirty days an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories. Once the MOA is terminated and prior to work continuing on the undertaking, the FRA must request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. The FRA shall notify the signatories as to the course of action it will pursue.

Execution of this MOA by the FRA, SHPO, IDOT, and City and the implementation of its terms evidence that FRA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

FEDERAL RAILROAD ADMINISTRATION

By: _____ Date: _____

ILLINOIS STATE HISTORIC PRESERVATION OFFICER

By: _____ Date: _____

INVITED SIGNATORIES

ILLINOIS DEPARTMENT OF TRANSPORTATION

By: _____ Date: _____

CITY OF ALTON

By: _____ Date: _____

UNION PACIFIC RAILROAD

By: _____ Date: _____

CONCURRING PARTIES

MIAMI TRIBE OF OKLAHOMA

By: _____ Date: _____

OSAGE NATION

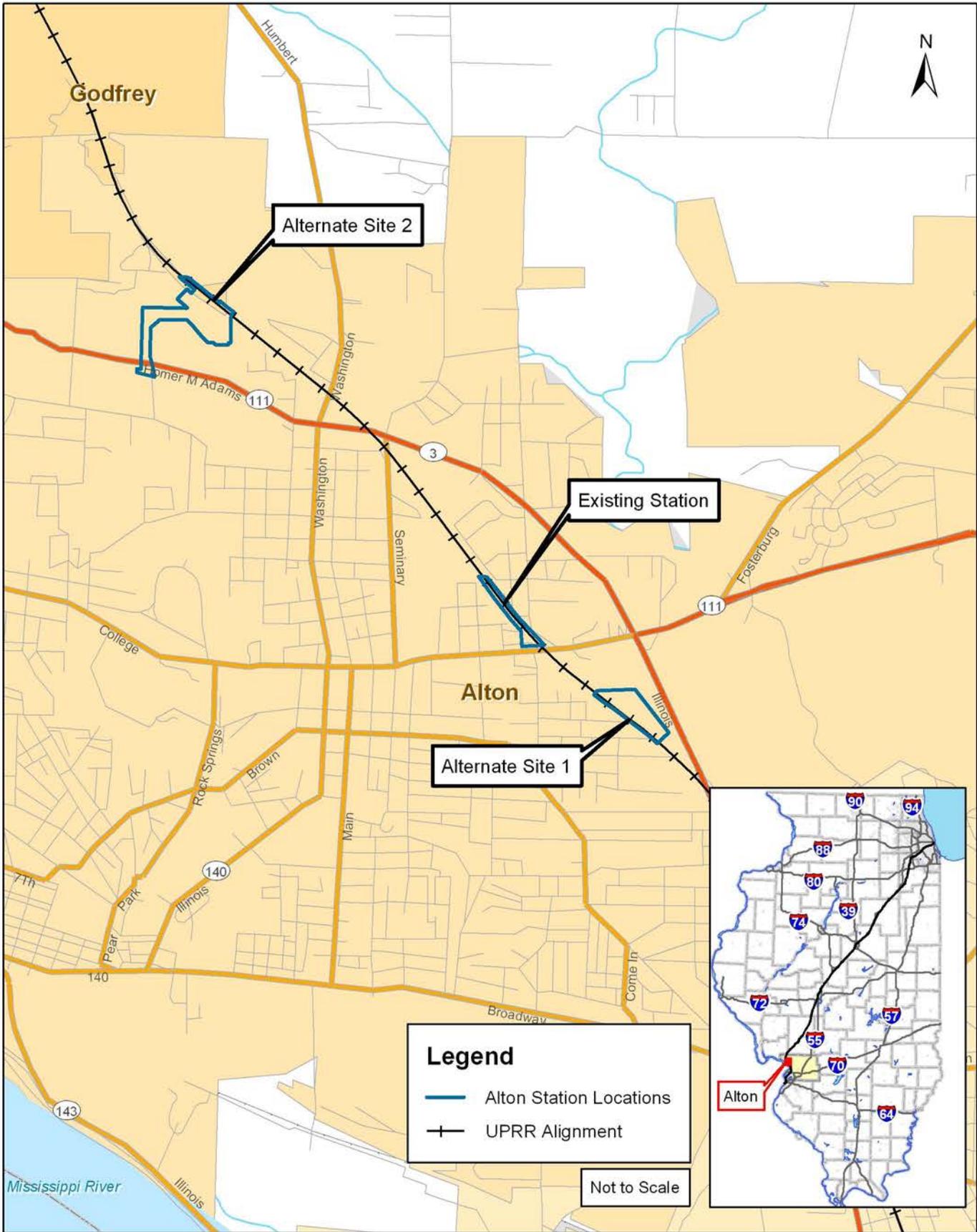
By: _____ Date: _____

ALTON AREA LANDMARKS ASSOCIATION

By: _____ Date: _____

ALTON HISTORICAL COMMISSION

By: _____ Date: _____



**CHICAGO TO ST. LOUIS HIGH-SPEED RAIL
ALTON STATION PROJECT**

DATE: MARCH 2013

EXHIBIT A1



CHURCH

RESIDENTIAL

EXISTING ROW

ORCHARD BOULEVARD

LA SALLE DRIVE

152'

97'

APE LIMITS

1633'

RESIDENTIAL

1264'

KENDALL AVENUE

KENDALL AVENUE

RODGERS AVENUE

279'

ALTON STATION

414'

COLLEGE AVENUE/IL ROUTE 140

96'

WORDEN AVENUE

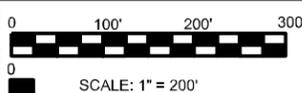
ALTON

RODGERS AVENUE

RESIDENTIAL

LEGEND:

- APE LIMITS
- EXISTING ROW



CHICAGO TO ST. LOUIS HIGH-SPEED RAIL
ALTON STATION PROJECT

AREA OF POTENTIAL EFFECT (APE)
EXISTING STATION

DATE: MARCH 2013



LEGEND:

- - - - APE LIMITS
- - - - EXISTING ROW

0 100' 200' 300'

0

SCALE: 1" = 200'

CHICAGO TO ST. LOUIS HIGH-SPEED RAIL
ALTON STATION PROJECT

AREA OF POTENTIAL EFFECT (APE)
ALTERNATE SITE 1

DATE: MARCH 2013

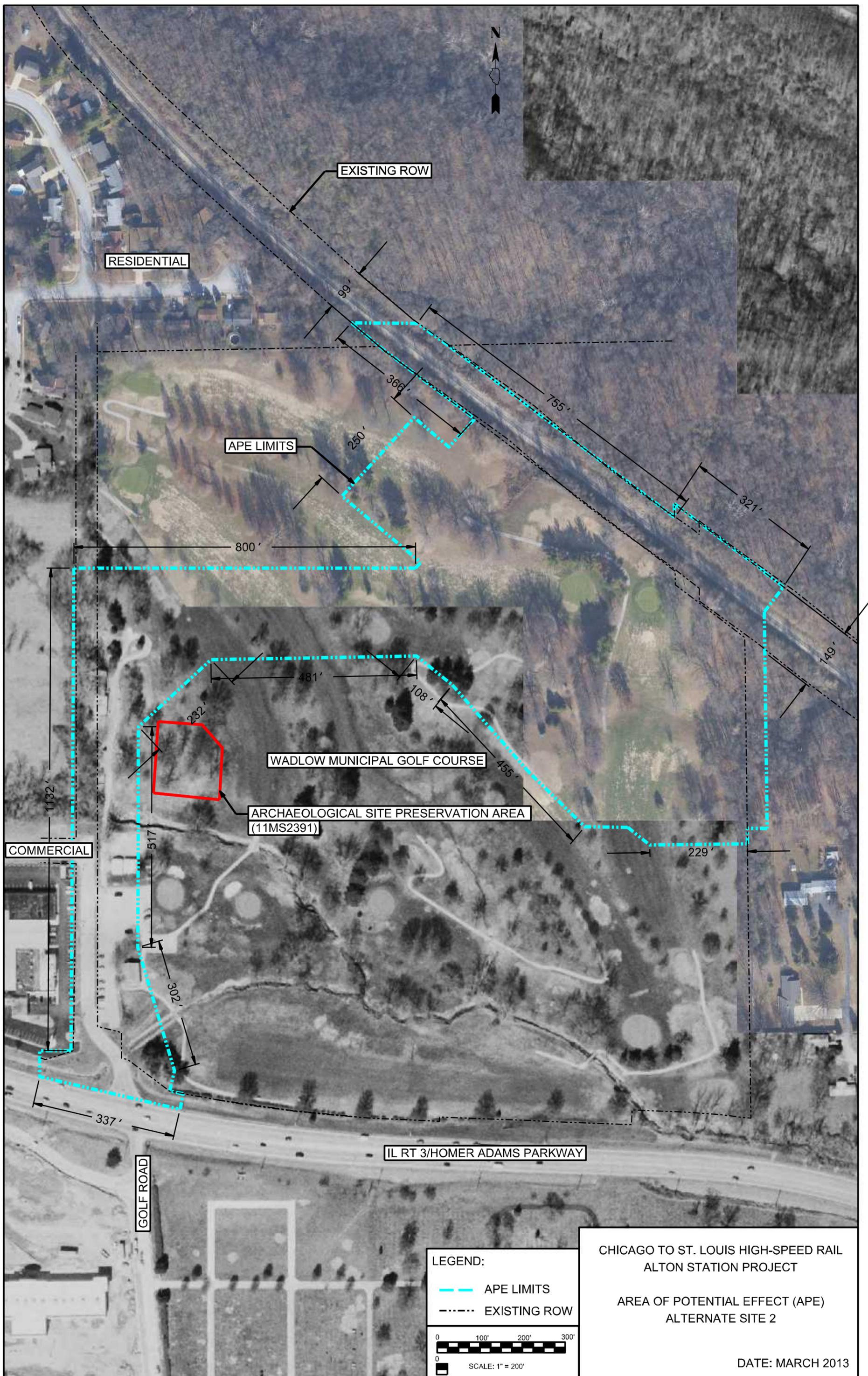


EXHIBIT B



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

MAR 15 2013

Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701

**Re: High-Speed Rail – Chicago to St. Louis, TIGER III
Alton Multimodal Train Station; Madison County
IDOT Sequence #17308, 17308A
ISAS Log#12131**

Dear Ms. Haaker:

Enclosed is the Illinois Department of Transportation (IDOT) Environmental Survey Request forms and accompanying plan sheets and photographic documentation for the proposed construction of a multimodal train station in the City of Alton. This project is associated with improvements to the Chicago to St. Louis High-Speed Rail corridor as well as being the recipient of TIGER III Funds. An Environmental Assessment is in development that analyses two locations for the multi-modal center; Site #1 is on currently undeveloped space in proximity to the existing Amtrak station and Site #2 is within a recently re-zoned golf course.

In consultation with your office and the IDOT Cultural Resources Unit, the existing Alton Station, which will not be directly impacted by this project, was evaluated for National Register eligibility (see SHPO letter dated August 13, 2012). The FRA concurs with your determination that the existing Alton Station is eligible for the National Register for its local significance (see SHPO letter dated December 13, 2012). The FRA has also taken into consideration comments received from local historical groups (see attached letters).

Because the construction of the new multimodal station at Site #2 may cause an indirect adverse effect to the existing Alton station stemming from potential abandonment, the IDOT and the City of Alton in consultation with FRA and the Union Pacific Railroad (UPRR) (the station's owner), propose to market the existing station for relocation and preservation at a new location, off of UPRR property.

A review of the project area has been completed by IDOT's Cultural Resources Unit. Archaeological investigations of two alternative locations for the proposed multimodal station (Site #1 and Site #2) have been completed (see attached reports). A previously recorded early nineteenth-century Euro-American homestead (11MS2391) that is potentially eligible to the National Register is located in Site #2. However, the City of Alton has developed a plan that would preserve site 11MS2391 in green space (see attached letter dated October 12, 2012), resulting in No-Adverse Effect to the potential historic property. Additionally, Site #2 encompasses much of the former Robert P. Wadlow Golf Course; however, it is the opinion of the FRA and IDOT that the former golf course is not eligible to the National Register (see attached memo dated December 21, 2012). No other cultural resources listed or eligible for listing on the National Register were identified within the project area.

In accordance with 36 CFR Part 800 Protection of Historic Properties; the FRA has determined that the project as proposed will have an Adverse Effect on the Alton Station. Per 36 CFR 800.6(c), FRA in coordination with IDOT and your office will develop an MOA to minimize or mitigate adverse effects to Alton Station.\

FRA has further determined that the former golf course is not eligible to the National Register; FRA has also determined that there will be no-adverse effect to site 11MS2391, provided the historic covenant remains in effect.

FRA respectfully requests the concurrence of the State Historic Preservation Officer in our determination that the above referenced project will have an Adverse Effect on historic properties subject to protection under Section 106 of the National Historic Preservation Act of 1966, as amended.

Sincerely,



David Valenstein
Division Chief, Environment and Systems Planning

cc: Brad Koldehoff, IDOT

CONCUR

By: *Dave E. Haas*
Deputy State Historic Preservation Officer

Date: 3.15.13

Applicant: Kaskaskia Engineering Group
Contact: Meghan Hamilton
Address: 208 East Main Street, Suite 100
Belleville, IL 62220

IDNR Project #: 1303097
Alternate #: 17308
Date: 08/22/2012

Project: Alton Station (Alternative 1)
Address: College Avenue at IL 3/East Beltline Parkway, Alton

Description: The project proposes a new multi-modal train station with amenities, bus depot, parking, and a new platform. Surveys are being completed for three sites: the existing location and two proposed alternative locations. Alternative Site 1 proposes approximately 10 acres of ROW acquisition, approximately one third of which is Illinois DOT right-of-way. The environmental footprint stretches 1,500 feet along the railroad alignment and 1,000 feet along IL 3/E Beltline Parkway/Homer Adams Parkway. The environmental footprint is approximately 700 feet wide at the north limit and 285 feet at the south limit. It is the undeveloped area south of the Holiday Inn located at College Avenue and IL 3.

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location.

Consultation is terminated. This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary. Termination does not imply IDNR's authorization or endorsement.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Madison

Township, Range, Section:
5N, 9W, 8



IL Department of Natural Resources Contact

Karen Miller
217-785-5500
Division of Ecosystems & Environment

Local or State Government Jurisdiction

IL Department of Transportation
Tom Brooks
2300 S. Dirksen Parkway
Springfield, Illinois 62764

Disclaimer

The Illinois Natural Heritage Database cannot provide a conclusive statement on the presence, absence, or condition of natural resources in Illinois. This review reflects the information existing in the Database at the time of this inquiry, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, compliance with applicable statutes and regulations is required.

Terms of Use

By using this website, you acknowledge that you have read and agree to these terms. These terms may be revised by IDNR as necessary. If you continue to use the EcoCAT application after we post changes to these terms, it will mean that you accept such changes. If at any time you do not accept the Terms of Use, you may not continue to use the website.

1. The IDNR EcoCAT website was developed so that units of local government, state agencies and the public could request information or begin natural resource consultations on-line for the Illinois Endangered Species Protection Act, Illinois Natural Areas Preservation Act, and Illinois Interagency Wetland Policy Act. EcoCAT uses databases, Geographic Information System mapping, and a set of programmed decision rules to determine if proposed actions are in the vicinity of protected natural resources. By indicating your agreement to the Terms of Use for this application, you warrant that you will not use this web site for any other purpose.
2. Unauthorized attempts to upload, download, or change information on this website are strictly prohibited and may be punishable under the Computer Fraud and Abuse Act of 1986 and/or the National Information Infrastructure Protection Act.
3. IDNR reserves the right to enhance, modify, alter, or suspend the website at any time without notice, or to terminate or restrict access.

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Applicant: Kaskaskia Engineering Group
Contact: Meghan Hamilton
Address: 208 East Main Street, Suite 100
Belleville, IL 62220

IDNR Project #: 1303101
Alternate #: 17308
Date: 08/22/2012

Project: Alton Station (Alternative 2)
Address: College Avenue at IL 3/East Beltline Parkway, Alton

Description: The project proposes a new multi-modal train station with amenities, bus depot, parking, and a new platform. Surveys are being completed for three sites: the existing location and two alternative locations. Alternative Site 2 is currently owned by the City of Alton and has been planned as the location for a transit oriented development. This submittal only covers the multi-modal train station portion of the plan. The station footprint stretches over approximately 1,000 feet along the railroad. The footprint ranges from about 440 feet wide to 735 feet wide and includes a driveway to the existing Kohl's entrance. No additional right-of-way will be required. It is located at the old Wadlow Golf Course, which was closed April 22, 2012.

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location.

Consultation is terminated. This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary. Termination does not imply IDNR's authorization or endorsement.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Madison

Township, Range, Section:

5N, 10W, 1 5N, 9W, 6



IL Department of Natural Resources Contact

Karen Miller
217-785-5500
Division of Ecosystems & Environment

Local or State Government Jurisdiction

IL Department of Transportation
Tom Brooks
2300 S. Dirksen Parkway
Springfield, Illinois 62764

Disclaimer

The Illinois Natural Heritage Database cannot provide a conclusive statement on the presence, absence, or condition of natural resources in Illinois. This review reflects the information existing in the Database at the time of this inquiry, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, compliance with applicable statutes and regulations is required.

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Applicant: Kaskaskia Engineering Group
Contact: Meghan Hamilton
Address: 208 East Main Street, Suite 100
Belleville, IL 62220

IDNR Project #: 1303102
Alternate #: 17308
Date: 08/22/2012

Project: Alton Station (Existing Station)
Address: 3400 College Avenue, Alton

Description: Surveys are being completed for three sites: the existing location and two alternative locations. The existing Alton station is a 1-story brick structure with 75-80 parking spaces. The station is located in a residential area serves Amtrak passengers. The proposed improvements include new amenities, a bus depot, additional parking, and a new platform. With the proposed improvements, the total area of the Alton station is less than six acres. The environmental footprint stretches 1,630 feet along the railroad and ranges from 152 feet wide at the north end to 415 feet wide on the south end.

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location.

Consultation is terminated. This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary. Termination does not imply IDNR's authorization or endorsement.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Madison

Township, Range, Section:

5N, 9W, 6 5N, 9W, 7

5N, 9W, 8



IL Department of Natural Resources Contact

Karen Miller
217-785-5500
Division of Ecosystems & Environment

Local or State Government Jurisdiction

IL Department of Transportation
Tom Brooks
2300 S. Dirksen Parkway
Springfield, Illinois 62764

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Appendix C
Alton Station
Programming Study

ALTON AMTRAK STATION

ILLINOIS HIGH SPEED RAIL • CHICAGO TO ST. LOUIS
STATION PROGRAMMING STUDY • June 29, 2011

DRAFT

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

REQUIRED PROGRAM UPGRADES AT CORRIDOR STATIONS

The preceding supplemental Conditions Assessment Report for Alton identified the conditions of the existing station including the appearance, safety, accessibility, location, proximity, and overall usability of the existing station and site as a passenger facility for High Speed Rail (HSR) in Illinois. Specific deficiencies were identified, and required facility improvements and program upgrades needed to accommodate High Speed Rail passenger services on the Chicago to St. Louis Corridor are addressed in the following pages. Each facility requirement and passenger amenity is evaluated in the "Guidelines" section of this study with program recommendations specific to Alton detailed at the end of each subsection. Potential opportunities and obstacles to those program recommendations are presented in the Concept Plans for Alton at the end of this report.

STATION AND PLATFORMS MUST BE ADA COMPLIANT

The Americans with Disabilities Act (ADA) prohibits discrimination based on disability, including mental and/or physical impairment. Public spaces and buildings, are particularly subject to the guidelines set forth at the national, state, and local level as they pertain to the design and construction of fully accessible public facilities.

The Alton Amtrak Station is not currently fully ADA compliant. The asphalt platform is not uniformly level and it lacks the required truncated dome detectable warning surface at the track-side edge. Signage and audio/visual communications are poor or non-existent.

PROVIDE STATION AND LINE IDENTITY

High Speed Rail provides an opportunity to create a new image for passenger railroad transportation in Illinois. New trains will have a modern identity that does not easily mesh with the historic railroad depots of the past. A new identity for HSR stations will effectively bridge the gap between the modern passenger rail system and the cities it serves.

The existing Alton Amtrak Station is located in a small, masonry depot building built in the late 1920's with staffed ticketing, restrooms, and baggage services. The station is located on the far east side of Alton and is surrounded by primarily single-family residential neighborhoods. The existing station site is hemmed in by private residential property and offers little, if any, room for expansion to accommodate current or anticipated future ridership.

PROVIDE A SAFE AND SECURE ENVIRONMENT

Public safety will be extremely important throughout the Illinois HSR corridor. Not only do faster trains pose challenges and increased safety concerns at grade-crossings, but higher ridership will lead to higher station occupancies that will require additional program space with attention to passenger safety.

The station is located on the north side of busy College Avenue, yet its location nestled behind a residential neighborhood makes it feel somewhat secluded. Ridership numbers at Alton suggest that the station requires a staffed ticket agent as currently exists. An expanded station should include the addition

of video surveillance to augment the station agent's presence. At the very least, as program and amenities are expanded and added, and transportation security restrictions along the corridor may be incorporated over time, security surveillance will certainly need to be planned for at a future date. New fencing along the right-of-way will prevent pedestrians from crossing the tracks at dangerous locations and control access to the station platforms.

PROVIDE PROTECTION FROM THE WEATHER

Warming/waiting shelters and platform canopy cover are the most practical methods of providing protection from the elements. Waiting and warming shelters may be incorporated as part of the stationhouse or they may be free-standing structures on or adjacent to the platform. In either case, they should be located within the middle third of the overall platform length for the convenience of the users. Additional canopy cover may be provided along the platform to protect loading and unloading passengers.

New warming/waiting shelters should be provided at the new Alton Station. Additional exterior covered waiting should be provided with canopies and windbreaks. The size of interior waiting spaces and exterior covered waiting will be dictated by the projected ridership which is quite large at Alton. Therefore, consideration of providing full-length, or nearly full-length, canopy cover should be considered at passenger platforms. At a minimum, expandability of protected waiting spaces should be factored into the station program.

PROVIDE PROGRAM SPACES FOR INCREASED RIDERSHIP

Amtrak ridership trends have shown a significant annual increase at the Alton Station over the past several years. Implementation of HSR service will increase ridership beyond current Amtrak projections. Additional capacity and room for future expansion should be considered during station programming. Correctly determining the appropriate ridership projections is imperative to providing ample programming and amenities for the station to meet the service demands anticipated within the next 15 years.

Alton's increasing ridership will continue to demand expanded passenger amenities in the coming years. The present Amtrak Station lacks sufficient waiting facilities for the projected ridership and does not currently provide sufficient restroom or modern ticketing facilities for passengers. Existing dedicated parking spaces are severely insufficient for current ridership forcing many Amtrak passengers to park illegally on adjacent residential streets and negatively impacting ridership and patronage of the station.

REFLECT THE SCALE OF THE SURROUNDING CONTEXT

The implementation of High Speed Rail service and facilities must respect the scale and contextual identity of the communities in which they will be built. All of the existing historic stations fit into their local context but do not necessarily relate to one another along the corridor. A cohesive design concept for the corridor stations will provide a unified identity for HSR while ensuring that the new facilities fit seamlessly into their surroundings. Creating station designs

that are inviting, contextual in scale and materials, as well as highly functional, will help promote the rail service and encourage more people to use it.

The Alton Station is located on the eastern edge of the city and is surrounded by a wide range of building types and architectural styles from different eras. Both of the proposed new station locations are relatively large green-field sites that present an opportunity to introduce more modern elements characteristic of High Speed Rail into the existing contextual identity of Alton. With this approach, a more contemporary design evocative of HSR may be achieved without the need to mimic the historic architecture found in the existing surroundings.

BE DURABLE AND EASILY MAINTAINED

Efficiency is one of the key attributes of the planned High Speed Rail service. As a key component of the HSR service, the new stations will need to carry that attribute into the passenger services as well. An efficient station facility is one that has low-impact on resources, is durable, secure, and is easily maintained. The station will need to stand on its own without full-time staff to monitor and maintain the facilities. Part-time staff or services will be employed to clean and maintain the station, platforms, waiting rooms and restrooms.

The Alton Amtrak Station is far too small for the ridership it serves. A new, larger facility with additional amenities is recommended. Design of the station facilities, platforms and station area should make every effort to employ materials and facility designs that are durable, easy to maintain and enhance the experience of all customers using the station.

UPGRADE STATION TO ACCOMMODATE HSR NEEDS

All stations along the Chicago to St. Louis High Speed Rail corridor are in need of upgrades to accommodate HSR passenger service. The new service is expected to draw increased ridership beyond current Amtrak projections. At a minimum, new and improved user amenities including parking, restrooms, ticketing, and a more efficient layout will enhance the passenger experience and further encourage use of the system.

Each of the station program upgrades are important to the success of High Speed Rail along the Chicago to St. Louis Corridor. The trains will achieve projected speeds of up to 110mph from station to station. The success of High Speed Rail will be based on the end user's opinion and experience using the system; from station, to train, to station. Therefore, it is important to note that the station improvements will further enhance the convenience of using the improved passenger rail system.



CORRIDOR ANALYSIS & RECOMMENDATIONS

The following building and planning elements have been identified by the design team as significant contributors to the success of High Speed Rail in Illinois. Existing conditions are identified with recommendations that have been analyzed by the design team based on budget, opportunity, and collaboration with the desires of the various stakeholders. The recommendation will continue to be developed and will be further defined in the forthcoming concept level design guidelines.

COLLECTIVE IDENTITY

High Speed Rail will project a different image than the current passenger rail service along the Chicago to St. Louis corridor. A cohesive look in the form of branding will project a new identity for the corridor.

“Identity” - by definition:

1. The set of behavioral or personal characteristics by which an individual is recognizable as a member of a group.
2. Sameness of essential character or aspect.
3. The state of having unique identifying characteristics held by no other person or thing.
4. The individual characteristics by which a person or thing is recognized.
5. The condition of being oneself or itself, and not another.
6. Condition or character as to who a person or what a thing is.
Synonyms – individuality, personality, distinctiveness, uniqueness

Four of the existing corridor stops, Dwight, Pontiac, Lincoln, and Carlinville, are smaller municipalities and are anticipated to continue serving a single mode of transportation: passenger rail. Meanwhile, Joliet, Bloomington/Normal, Springfield, Alton, St. Louis Gateway Station, and Chicago Union Station (Joliet, Bloomington/Normal, St. Louis Gateway Station, and Chicago Union Station are not part of the ROD package of improvements) currently serve, or are anticipated to serve, as a local hub for multiple modes of transportation. Inherently, there will be mixed scales of programming, building sizes, and design elements for the stations across the corridor which are dictated primarily by passenger load.

Currently, various architectural elements are present across the corridor which have not attempted to relate to any sense of a cohesive identity along the corridor. The five current small corridor stations, Dwight, Pontiac, Lincoln, Carlinville, and Alton, are all stand-alone masonry buildings with overhanging hipped roofs. Each is constructed in its own architectural style/period, and many are inadequate for the current passenger load or have been reprogrammed for other uses that do not cater directly to Amtrak and HSR passenger needs.

The Alton Amtrak Station is housed within a small masonry depot building adjacent to an asphalt platform on the east side of the east track with a large but irregularly shaped parking lot on the north side of College Avenue east of Kendall Avenue. The building includes separate men’s and women’s single-occupancy restrooms, a baggage room, and staffed ticket office. The passenger amenities in Alton surpass those in the other cities but have been considerably outgrown for current ridership.

Recommendation: The recommendation is to integrate a collective identity of building elements that will relate all of the corridor stations to each other. It is important that all elements fit in contextually with the individual towns while

collectively creating a consistent identity along the corridor. The goal is not to ignore the historical identity of the railroad station in these towns, but create a new image that distinctively introduces a new generation (the Twenty-First Century) with sensitivity to local history. Scale and location of any new building elements are to ensure the station will continue to be an important economic generator for the town rather than an intrusive presence.

Therefore, the current Alton Station should be expanded. There is no available space for expansion at its current location. Therefore, the station should be relocated to a larger site to provide additional parking capacity and passenger amenities. Improved visibility of the station will work to encourage ridership. Recommended identifiers at Alton include building materials and construction detailing/techniques for any new buildings or platforms that will match those proposed at Dwight, Pontiac, Lincoln, and Carlinville.

INTERNAL/EXTERNAL ORIENTATION

According to the Amtrak Station Program and Planning Standards and Guidelines, anxiety is substantially reduced when passengers can see the trains and can understand when trains arrive and depart. The best method for reducing anxiety is to ensure the tracks are visible from the waiting areas which also provides a better level of comfort and an area of interest for the waiting passengers.

The existing Alton Station and waiting room is situated with views of the track in both directions. However, the track curves south and north of the station limiting long distance views of approaching trains. The station’s current location is most practical with its proximity to the Uptown Alton business district and the nearby college and residential neighborhoods. A new station location nearby would be most beneficial. An expanded station would be poised to become significant contributor to the economic vitality of the City as ridership grows in coming years.

Recommendation: The stationhouse or waiting shelter should be a stand alone structure and as transparent as possible to keep anxiety low since train dwell time at Alton will be relatively short. Careful consideration should be paid to the lighting of the station and platforms during the evening hours to promote a feeling of comfort and security. The addition of a system-wide public address and variable-message sign system will also work to relieve passenger anxiety.

TRANSIT-ORIENTED DEVELOPMENT (TOD)

High Speed Rail is a significant contributing component of Transit Oriented Developments, or “TOD”, throughout the world. A mix of residential and commercial areas that are situated to maximize access to public transit and often encourage ridership through the placement of the station at the center of town maximize TOD opportunities. Also, the nature of the businesses in close proximity to the station support Transit Oriented Developments. Businesses such as dry cleaners, food vendors, and drug/convenience stores are prime examples of TOD directed business/retail opportunities that will help activate the city’s center by merging an appropriate scale for pedestrian access by foot to multiple modes of transportation and business and cultural destinations.

The Alton Station is not located in the center of downtown, but it is within a short, manageable walking distance to the university and two hotels. Its location depends on the use of automobiles, bicycles, or public transportation to access the station from the more populated areas of the City to the west and north, yet it still contributes to the economic vitality of Alton. Opportunities for new commercial and/or residential developments may be possible on under-utilized properties surrounding the College Avenue area of the station.

Recommendation: The expansion of the station amenities could be a catalyst for additional retail and commercial development on the east side of Alton. Careful attention to the design of the site and access to the site will enhance and encourage surrounding development, encouraging increased ridership and use of the station.

INTERMODAL LINKS

The Alton Amtrak Station is not currently an intermodal link for rail passengers but is intended to be developed as one with links to the existing public transit system in the City of Alton.

Recommendation: The proposed station should integrate a bus turnaround and staging area, taxi pickup/dropoff lanes, additional parking, and bicycle storage to encourage the use of public transit and less dependence on automobile transit.

GRADE-SEPARATION AND CROSSINGS

Safety is a major concern at all stations, specifically at-grade crossings over the tracks for vehicular or pedestrian movement. Minimizing conflicts between pedestrian, vehicular, and rail traffic is challenging because there are no grade separated crossings currently existing. All crossings are anticipated to be equipped with four-quadrant crossing gates and other warning devices when a train is approaching.

Planning and design of the new station should make every effort to provide safe, clean, grade-separated pedestrian access to all platforms.

Ideally, all crossings should be grade-separated with an overpass or underpass for vehicular and pedestrian movement enabling trains to travel at high speeds with little risk of collision or accidents with cross-traffic, allowing the trains to maintain their speeds and arrive on-time at their destinations. Grade-separated crossings also allow for better traffic flow and allow emergency vehicles to pass while a train is travelling through town or stopped at the station. Per Amtrak Standards, all situations that cannot be practically served by a ramp or vertical transitions over 12 feet shall be provided with a minimum 3,500#, 125fpm, ADA compliant elevator.

Recommendation: Since grade-separating the entire rail corridor is not an option, pedestrian crossings at or near the station should be grade-separated with a combination of ramps, stairs, elevators, underpasses and overpasses where practical. Both of the proposed new station sites being considered by the City are a safe distance from nearby street crossings and both offer the opportunity to provide grade-separated pedestrian access to platforms.



STATION RIDERSHIP VS. CORRIDOR PROJECTIONS

STATION RIDERSHIP & PROGRAM

Daily ridership and peak passenger counts are determined from formulas found in the Amtrak Station Program and Planning Standards and Guidelines.

Daily Ridership = Annual Ridership (on/off) / 270

Peak hour 2-way traffic = (.15) x Daily ridership

Peak hour 1-way traffic = (.65) x Peak hour 2-way traffic

The waiting area capacity is determined based on the formulas for peak passenger counts found in the Amtrak Station Program and Planning Standards and Guidelines.

Waiting Area = (50%)(peak 1-way)(20sf / seated person) + (50%)(peak 1-way)(10sf / standing person)

STATION PARKING DEMAND

Parking quantities are determined from formulas from Amtrak's in-progress update of the Station Design Guidelines. For the sake of quantifying anticipated parking demand, the Chicago to St. Louis High Speed Rail Corridor is classified as a State Corridor consisting of mainly small sized stations.

Daily Parking Demand = Daily Ridership / 2 x [(home end origin riders) x (home end avg. percent parked) + (non-home end origin riders) x (non-home end avg. percent parked)] x (avg. duration of trip) / (avg. group size)

The percentages and quantities were determined in a study by Amtrak:

- home end origin riders: 61%
- non-home end origin riders: 39%
- home end avg. percent parked: 52%
- non-home end ave. percent parked: 16%
- avg. duration of trip (days): 1.5
- avg. group size: 2.1

STATION CLASSIFICATIONS

Basic: small, unstaffed shelter

<10,000 passengers per year

Should be upgraded to "Small" class at a minimum

Small: unstaffed, includes waiting area and restrooms, caretaker maintains grounds

10,000+ passengers per year, \$50,000 ticket sales minimum

Medium: staffed (1 ticket agent), includes waiting area and restrooms

50,000+ passengers per year, \$500,000 ticket sales minimum

Large: staffed (quantity based on ridership), includes full range of Amtrak services

400,000+ passengers per year, \$35mil ticket sales minimum,

or a major terminal station

ALTON CURRENT TREND*: +11.67%

The graph to the right shows the relationship of current ridership trends over a 15-year projection and beyond for Dwight, Pontiac, Lincoln, Carlinville, and Alton. The graph shows that all the stations will be at a "medium" station classification or higher by the end of the 15-year projection. Based on the current ridership trend at Alton, the below chart shows the current ridership for Alton vs. ridership numbers at the implementation of High Speed Rail (2015) vs. the 15-year projected ridership (2030) numbers. The numbers dictate the occupancy numbers, minimum parking count, and minimum programming size of the waiting area and quantity of seats.

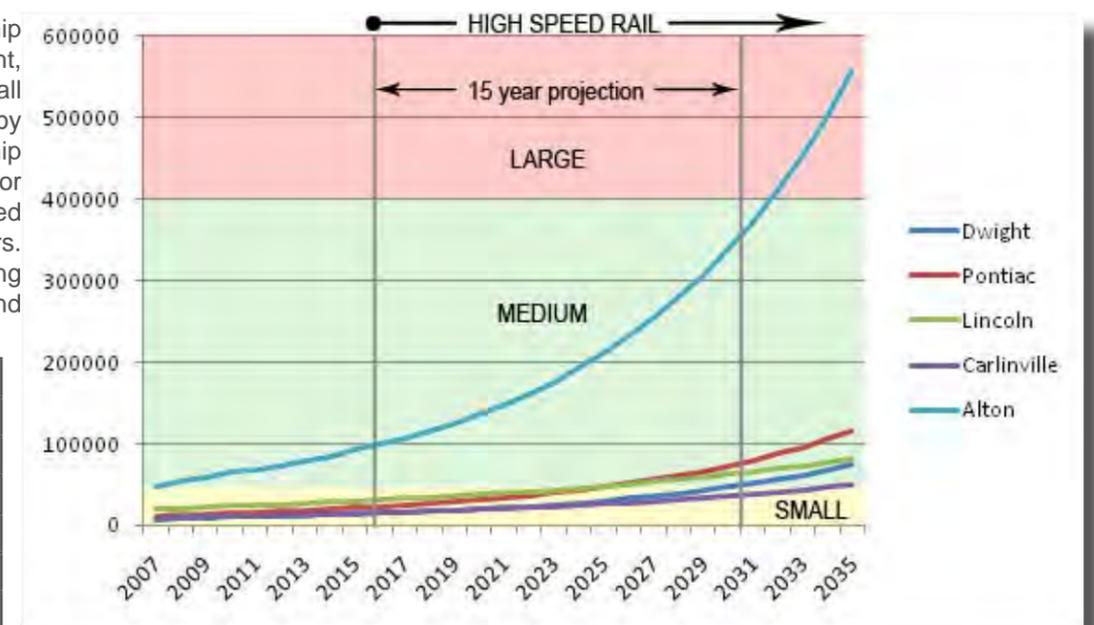
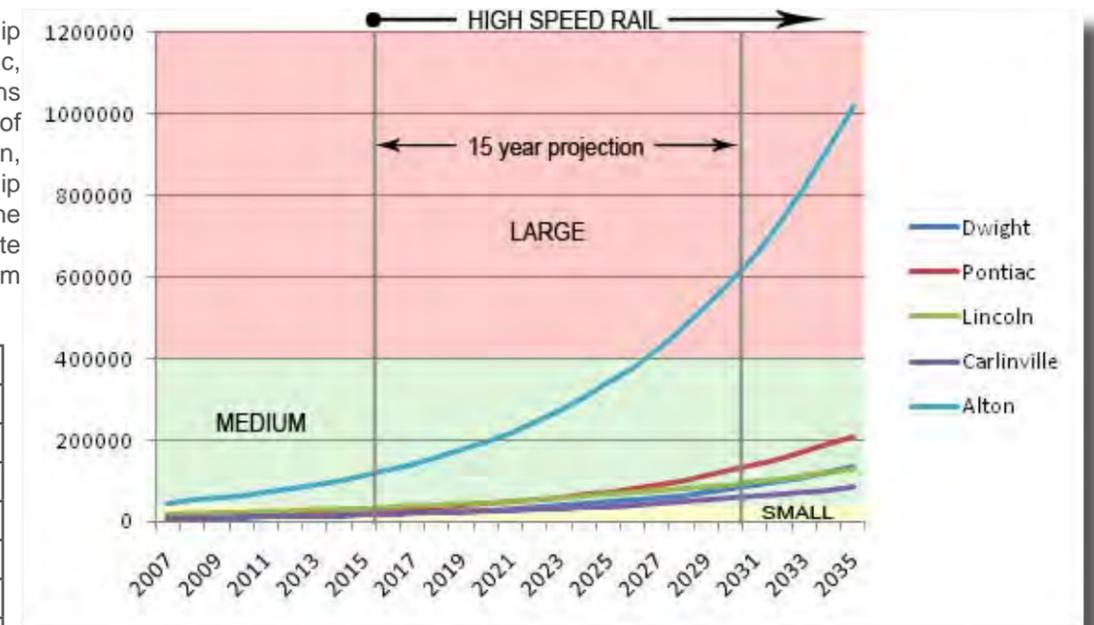
	2010	2015	2030
Annual Ridership	64,674	112,308	588,112
Daily Ridership (on/off)	240	416	2,179
Peak 2-way traffic (on/off)	36	63	327
Peak 1-way traffic (on/off)	24	41	213
Minimum waiting area	360sf	640sf	3,215sf
Minimum seats required	12	21	107
Minimum parking spaces	33	57	296

ALTON AVERAGE PROJECTION*: +6.5%

The graph to the right shows the relationship of average ridership projections over a 15-year projection and beyond for Dwight, Pontiac, Lincoln, Carlinville, and Alton. The graph shows that all the stations will be at a "medium" station classification or higher by the end of the 15-year projection. Based on the average ridership projection at Alton, the below chart shows the current ridership for Alton vs. ridership numbers at the implementation of High Speed Rail (2015) vs. the 15-year projected ridership (2030) numbers. The numbers dictate the occupancy numbers, minimum parking count, and minimum programming size of the waiting area and quantity of seats.

	2010	2015	2030
Annual Ridership	64,674	92,453	338,115
Daily Ridership (on/off)	240	343	1,253
Peak 2-way traffic (on/off)	36	52	188
Peak 1-way traffic (on/off)	24	34	123
Minimum waiting area	360sf	510sf	1,870sf
Minimum seats required	12	17	62
Minimum parking spaces	33	47	170

* See page 5 "Station Standards and Projections" for explanations of Current Trend and Average Projection.

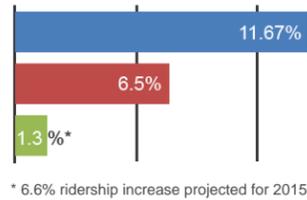


STATION STANDARDS AND PROJECTIONS

STATION CLASSIFICATION: **Medium (2010)**
Medium (2015)
Large (2030)

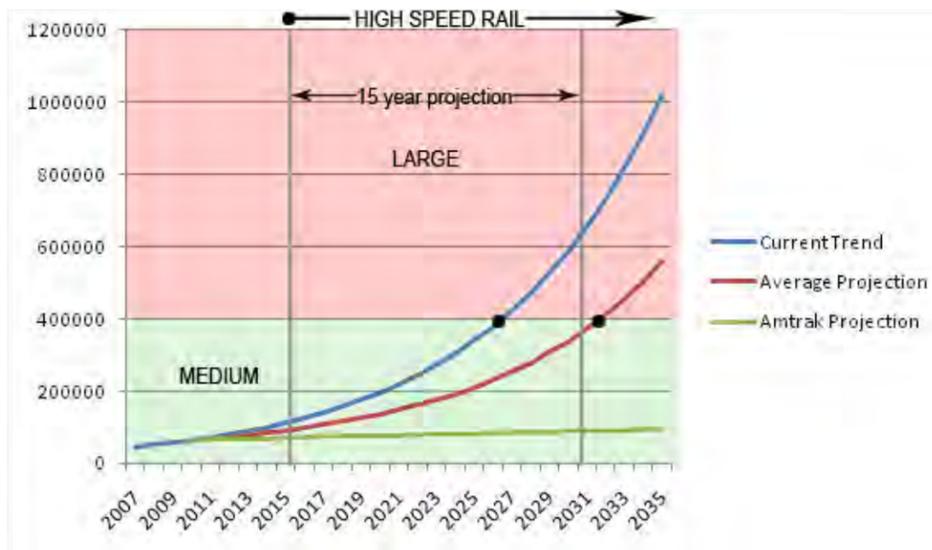
RIDERSHIP: 46,717 53,741 57,974 64,674
 YEAR: 2007 2008 2009 2010
 INCREASE: \----- +15% -----/ \----- + 8% -----/ \----- +12% -----/

CURRENT TREND: **11.67%** >Too High
 AVERAGE PROJECTION: **6.5%** >>> Just Right
 AMTRAK PROJECTION: **1.3%*** >Too Low



The graph below shows the relationship of the Current Ridership Trend of +11.67% for Alton Vs. the Amtrak Projected Ridership of +1.3%. The current trend projection is based on the average of ridership increases over the past 4 years and may be a bit optimistic. Therefore, for the purposes of preliminary planning, the design team split the difference between the current trend and the Amtrak projection. The Average Projection of 6.5% is accepted as a more accurate representation of the future ridership along the corridor.

The graph indicates the threshold where the station amenities would need to increase due to ridership. The corresponding chart to the right shows the Amtrak Standard for stations serving incremental ridership figures as a reference. The current conditions of the station with noted deficiencies are listed alongside the Current Trend and Amtrak Projected Ridership from the graph below. Finally, the station needs for 2015 at the implementation of High Speed Rail are listed alongside the Suggested Needs for the 15 year projections (2030) based on the deficiencies noted in the Station Assessment Report. The Average Projection still shows that Alton will be at a "Large" size classification or higher by the year 2031. The design team was directed to follow the Average Projection levels in determining the ridership projection for occupancy and parking counts.



	AMTRAK STANDARDS (MINIMUM RIDERSHIP NUMBERS VS. STATION CATEGORY)				CURRENT CONDITIONS (2010)	AMTRAK PROJECTED RIDERSHIP (2030)	CURRENT RIDERSHIP TREND (2030)	AVERAGE PROJECTION HSR NEEDS (2015)	AVERAGE PROJECTION (2030)
	RIDERSHIP STATION SIZE	400,000 Large	50,000 Medium	10,000 Small					
					64,674 Medium	88,118 Medium	588,112 Large	92,453 Medium	338,115 Medium
ADA requirements	X	X	X	X		X	X	X	X
Trailblazer - highway signs	X	X	X	X	X	X	X	X	X
Paved parking	X	X	X	X	X	X	X	X	X
Auto / taxi pick-up / drop-off lanes	X	X	X	O	X	X	X	X	X
Bicycle racks	X	X	X	O		X	X	X	X
Exterior signage / lighting	X	X	X	X	X	X	X	X	X
Amtrak standard signage	X	X	X	X		X	X	X	X
Paved platform w/ canopy	X	X	X	X	X	X	X	X	X
Platform lighting	X	X	X	X	?	X	X	X	X
Trash receptacles	X	X	X	X	X	X	X	X	X
Trash pick-up / snow removal	X	X	X	X	?	X	X	X	X
Janitorial services	X	X	X			X	X	X	X
Janitorial service / dedicated cleaning staff	X	X			?	X	X	X	X
Caretaker w/ occasional janitor			X						
Waiting room	X	X	X		X	X	X	X	X
Restrooms	X	X	X		X	X	X	X	X
Shelter/waiting area (Basic only)				X	X				
Quik-Trak	X	X	O	O		X	X	X	X
Ticket Office	X	X			X	X	X	X	X
Customer Service office	X						X	O	X
Staffed information counter	X						X	O	X
ClubAcela or Amtrak's Metropolitan Lounge	O						O	O	X
Passenger boarding assistance	X	X	X		X	X	X	X	X
Passenger assistance (Red Cap)	X	O				O	X	O	O
Checked baggage	X	O				O	X	X	X
Baggage storage	X	O				O	X	X	X
Amtrak Express	O	O				O	O		
Information kiosk	X	X	X			X	X	X	X
Passenger Information Display System (PIDS)	X	X	X			X	X	X	X
Train schedule board or poster (Basic only)				X	X				
Public Address system w/ PIDS	X	X			?	X	X	X	X
Remote P/A w/ platform LED			X	X					
Pay telephones	X	X	X	X	X	X	X	X	X
Security on site	X						X		O
Security on call / Systems		X			X	X		X	X
Security on call / Systems / call box			X						
Local police surveillance / call box				X					
Mailbox / overnight service	X					X	X		X
Mailbox nearby		X				X		X	
Restaurant / Food service	X	O				O	X	O	X
Vending machines		X	O			X		X	X
Shops (news, books, etc.)	X						X	O	X
Newsstand or news racks		X	O	O	X	X		X	X
Rental cars on call	X	O	O		X	O	X	X	X
Rental cars on property	O						O		O



GUIDELINES

The following guidelines evaluate each of the critical amenities required, or in need of improvement, to accommodate High Speed Rail passenger service at Alton, Illinois. Each category initially states the Amtrak Standard and requirements for those particular amenities, followed by the needs and implications with respect to High Speed Rail service. These requirements have been analyzed and collaborated with the desires of the various stakeholders into a recommendation by the design team. It is important to note that the recommendation may change based on new developments, discoveries, information, etc. Thus, the programming will continue to be developed and will be finalized with a more defined recommendation in the forthcoming concept level design guidelines.

WAITING AREAS

Amtrak Standards regulate that waiting areas shall provide clean, safe, tempered, shelter space for passenger use. Passenger information should be clearly posted and the waiting area shall have unobstructed visibility to and from the tracks in both directions. Making the tracks visible from the waiting area provides a level of interest, a better level of comfort, and substantially reduces anxiety. The capacity of waiting areas are determined by a formula for peak passenger counts. The success of High Speed Rail depends on short dwell times at each station stop. Thus, locating the main waiting areas as close as possible to the boarding platform is critical in enforcing short dwell times. Ideally, main waiting areas should be located on or immediately adjacent to the platform itself to ensure an efficient loading/unloading process during short train dwell times.

Recommendation: The waiting area shall have a minimum occupancy of one hundred eighty-eight (188) persons and be located directly on or adjacent to the platform.

TICKETING/INFORMATION

Per Amtrak Standards, staffed ticketing/information services shall only be required at stations classified with large ridership numbers and/or large ticket revenue. All stations shall incorporate or have the ability to incorporate a minimum of one (1) self-service ticket vending machine indoors. Where stations do not warrant the need for a staffed agent, information shall be communicated via a posted information board and audio/visual methods (see "Public Address/Communication"). The implementation of High Speed Rail does not require the addition of staffed ticketing at all locations. For traveler convenience, a self-service ticket vending machine should be provided at all stations.

Recommendation: Current and projected ridership figures for Alton indicate that at least one staff ticket agent should be assigned to the station during hours of rail service operation. A ticket office with customer service window shall be provided along with an accounting room and space dedicated for the introduction of two (2) supplemental indoor ticket vending machines (i.e. Amtrak Quik-Trak machine or similar). To eliminate a staffed information kiosk, the ticket agent will also be expected to serve as an information consultant at the station in addition to required information display boards posted for passenger information.

BAGGAGE

Checked baggage services are not required by Amtrak nor encouraged at smaller corridor service stations. All stations should have the ability to expand if future demands warrant the need for checked baggage services, but the services shall not be incorporated in the station planning. High Speed Rail service is not anticipated to accommodate checked baggage services. However, ridership numbers at Alton suggest that limited baggage service may be provided if warranted.

Recommendation: Baggage services may be provided for passengers at Alton, as part of the duties of the ticket agent. A separate baggage room and claiming space should be provided in the program.

TENANT SPACE

Amtrak Standards state that the retail services or amenities should be located in the active areas of the station and not interfere with general circulation or obstruct views to or from major station functions. Passenger aimed retail, such as food and beverage concessions, newsstands, gift shops and kiosks, should be pursued over other retail options. There is no requirement for retail space, as it is entirely driven by the market demand and local demand, although empty tenant spaces should be avoided since they can make passengers feel uncomfortable or unsafe. Amtrak's Real Estate department should be consulted to determine the demand and criteria for retail space.

Supporting retail amenities are encouraged where practical. Food/beverage, coffee, newsstands, and gift shops are encouraged as the High Speed Rail corridor is anticipated to continually draw increased ridership from year to year. Although current needs may not necessitate supporting tenant space, providing for easy expansion for concessions is a wise investment in the future ridership passenger services. Retail tenant space would energize the site by introducing a mixed-use component to the site. Rentable tenant space, or the easy expansion of such space, would be a progressive option in the success of High Speed Rail in Alton.

Recommendation: Provide tenant space if requested by the City of Alton, but at a minimum, design the station to allow for the future addition of tenant space as needed. A shortage of food-service and retail establishments within an easy walking distance of either of the proposed new station sites may warrant inclusion of dedicated concessions within the station for passenger comfort and convenience.

CONCESSIONS/VENDING

Amtrak Standards state that the retail services or amenities, including ATM machines and vending machines, should be located in the active areas of the station and not interfere with general circulation or obstruct views to or from major station functions.

The High Speed Rail corridor is anticipated to continually draw increased ridership from year to year. Providing vending and/or concession opportunities

at stations not supported by the surrounding businesses is a wise investment in the ridership trends. All unmanned vending machines are to be managed, maintained, and inventoried by a vending supplier contracted by the local municipality.

Recommendation: Automatic vending machines for snacks and beverages are encouraged to be provided within the station for passenger comfort and convenience as current ridership numbers suggest a need for such services. All vending machines will need to be maintained by a City of Alton contracted vending supply company. At a minimum, provide space for the future addition of vending machines if initial installation is not deemed to be desirable.

RESTROOMS

Amtrak Standards state that restrooms are to be located off main public circulation paths while providing privacy at the entrances. All fixtures and accessories are to be durable and vandal resistant and comply with all ADA guidelines. Quantity of fixtures is driven by the local code, but additional fixtures may be requested at Amtrak's discretion. Hands-free air dryers are preferred over paper towels. A separate unisex/assisted/family restroom should be provided where possible. High Speed Rail ridership projections suggest that restrooms be expandable should the initial fixture counts become insufficient. All restroom facilities are required to be ADA compliant. Unisex/assisted/family restrooms are a favored choice considering the projected increase in family travel along the corridor.

Recommendation: Two (2) separate-sex restrooms shall be provided with a minimum of two (2) water closets each including one (1) ADA fixture. In addition, a minimum of one (1) separate ADA compliant family restroom room shall be provided.

DRINKING FOUNTAIN

Amtrak requires the installation of a drinking fountain per applicable codes in pedestrian dense areas. The High Speed Rail system requirements are in line with the Amtrak Standards.

Recommendation: Provide a minimum of one (1) ADA compliant drinking fountain in a high traffic area of the station, preferably near the restroom(s) or in the waiting area.

SEATING

Due to potential problems with loitering, Amtrak encourages the use of intermediate armed seating as opposed to benches to mitigate reclining. Exterior seating shall be provided on the platforms in addition to interior seating. The new High Speed Rail system is no exception to the Amtrak seating standards. Adequate quantities of vandal resistant seating shall be provided.

Recommendation: A minimum of sixty-two (62) seats shall be provided at Alton based on the ridership and waiting capacity figures.



GUIDELINES (continued)

SECURITY

Increased security and terrorism concerns have arisen over the past decade. Amtrak is currently developing new standards and guidelines for passenger facilities that align with the Transportation Security Administration (TSA) guidelines. The need for CCTV and emergency call boxes should be integrated at the platform, with the phone clearly identified with signage that it is for emergency use only.

The new High Speed Rail system is no exception to the security concerns that Amtrak and TSA will need to address. Any new station/platform shall be perceived as a safe and secure environment for all passengers and users. Hands-free emergency phones to the appropriate security personnel are encouraged, especially on the platform level. The potential for future integration of TSA screening shall be considered where practical and appropriate. Fencing and gates will provide minimal security, but should be integrated to deter people from entering the station and platform(s) or crossing the tracks at potentially dangerous, uncontrolled locations. CCTV security systems will be an important level of deterrence.

Recommendation: All anticipated security needs are to be assessed with the City of Alton in future correspondence. The scale of the proposed station may warrant the need for a staffed security agent on-site in addition to the ticket agent. At a minimum, program space for security personnel and operations should be included or planned for in the station concept plan. Additionally, one (1) hands-free emergency phone on the platform(s) and one (1) emergency phone in the stationhouse will be integrated to dispatch to local police in the event of an emergency. The potential for future need to accommodate TSA security screening is to be assessed with Amtrak in future correspondence. Access to the platform(s) will be mitigated using a full-length security fence along the right-of-way.

PUBLIC ADDRESS/COMMUNICATION

Amtrak Standard is to present all necessary information to passengers in a clear, efficient manner. Acceptable means of relaying information include posting in a bulletin board, via public address systems, via variable message signs, or via Passenger Information Display Systems (PIDS). All station waiting areas and platforms shall properly alert/display important train information via audio and visual means. Important information including late/approaching trains, boarding platform locations, and important rail service/weather statements shall be communicated to waiting passengers, especially at unstaffed locations. A train schedule and important fare and corridor service information shall be posted.

Public address and communication concerns will be equally important for the new High Speed Rail system is no exception to the public address/communication concerns. A web-based approach to passenger alerts is a possible solution to creating more accurate and efficient passenger notifications. Up-to-the-minute train status at key points along the path of travel is critical for maintaining low dwell times and enhancing on-time service between Chicago and St. Louis.

Recommendation: Speakers and variable message signs will be installed at all platforms. Station waiting area shall receive a display board, PIDS system, and speakers for immediate information updates. Additionally, the ticket agent on-site should be expected to serve as an information agent.

PUBLIC PAY TELEPHONE

Amtrak requires the installation of an ADA compliant public pay telephone in an area visible from the waiting area. With the popularity of personal cell phones in today's market, the availability of, and demand for, public pay telephones have significantly diminished over recent years. Along with the advances in technology, the need for public pay telephones is questionable. However, in the short-term, public pay telephones are a vital necessity for passengers who do not have personal cell phones.

Recommendation: Provide an ADA compliant public pay telephone in an area visible from the waiting area, preferably indoors or in a highly visible, covered exterior location.

FREE PUBLIC WI-FI

Amtrak currently does not offer free public wi-fi services along the Chicago to St. Louis corridor. High Speed Rail will bring a new image of a technologically advanced transit system to the cities along the corridor. Therefore, it would be expected that the service provide free public wi-fi to its passengers. Amtrak and IDOT are considering providing free public wi-fi on High Speed Rail trains and at corridor stations.

Recommendation: All High Speed Rail stations should possess the capability to provide public wi-fi to its users within the passenger waiting areas of the station and platform(s).

PLATFORMS

Amtrak requires all platforms to accommodate the full length of a typical train, with a minimum length of 300 feet and preferred length of 700 feet for corridor service. Stations that serve long distance trains require a minimum 500 foot platform length, with 1200 feet as a preferred length to eliminate the need for double stopping. All platform heights should be 8 inches above top of rail with tactile edging along the platform edge for safety and ADA compliance. The width of the platforms shall be 20 feet to 24 feet for center platforms, and 10 feet to 12 feet for side platforms with a 6 foot minimum distance between the edge of the platform and any structural element. All clearances shall also meet the requirements of the Union Pacific Railroad (UPRR) upon review. A detailed clearance diagram will be included in the forthcoming concept level design guidelines for each station.

All platform clearances for High Speed Rail trains are equivalent to Amtrak's requirements for corridor service. Platforms shall be long enough to accommodate the entire proposed train length as necessary, but may be shorter at station locations where existing constraints such as street crossings and track curvature limit such a length. All platforms shall be secure, ADA

accessible, and uninterrupted by traffic crossings or pedestrian crossings. A center platform with grade-separated access provides the greatest flexibility for boarding from either track and is preferred by the governing freight railroad, the UPRR. Grade-separated access to platforms must provide at least one ADA accessible route.

Recommendation: A new ADA compliant platform shall be provided adjacent to the existing track in the initial Record of Decision (ROD) build-out of the station. The platform should be constructed to serve as a center platform in the event that a proposed second track (Full-Build) is routed parallel to the existing track on the east side of the R.O.W. Center platforms shall be 500 to 600 feet in length, 24 feet (min.) to 28 feet in width, and 8 inches above the top of rail. Side platforms may be considered at Alton, however, it is recommended that center platforms be utilized due to the availability of open land for station construction and the ultimate desirability of single platform passenger loading at this high traffic station. If necessary, side platforms shall be 500 to 600 feet in length, 12 feet in width, and 8 inches above the top of rail. These platform widths are recommended minimum widths to ensure the comfort of waiting passengers who may be standing on the platform when a non-stop passenger or freight train passes through the station at high speed.

The stationhouse should be located within the middle third of the platform length, or end loaded on center platforms of less than 28 feet in width. A grade-separated pedestrian underpass or overpass should be provided for access to and between platforms. Platforms are to include waiting canopies (see "Canopies"), and audio/video alerts (see "Public Address/Communication") for communicating passenger information. Seating, trash receptacles, guardrails, wheelchair lifts, etc. shall be present where necessary. In order to mitigate potential safety concerns, platforms are not allowed to span across grade-level street crossings without permanently closing the street. However, neither of the potential new station locations for Alton are near street crossings. See the attached Concept Plans for specific station configurations at Alton. A final station Concept Plan for Alton will be developed based on final discussions with all stakeholders.

CANOPIES

Amtrak requires canopies on the platforms of all new stations offering protection from the elements including sun, rain, and snow. The canopy cover shall not extend past the edge of the platform and the height shall not be too tall since taller canopies tend to offer less protection from the elements. Canopy lengths shall cover approximately two-thirds the length of the platform. All canopy designs and clearances will need to be reviewed by the governing freight railroad as necessary.

Canopies on High Speed Rail center platforms should also offer wind breaks/protection for the safety of passengers on the platform when a train passes through the station without stopping. Since passengers will be waiting under the canopies, the canopy shall offer an unobstructed view of the tracks in both directions so that passengers can see the trains as they approach the station and platform.



GUIDELINES (continued)

Recommendation: Canopies with wind breaks shall be provided as appropriate to provide coverage at multiple loading locations along the platform. All canopies, windbreaks and warming shelters must allow for unobstructed view of the tracks in both directions.

RAIL CARS

Amtrak's Texas Eagle train (#21/#22) will still operate daily along the Chicago to St. Louis High Speed Rail corridor. The train typically consists of two (2) locomotives pulling seven (7) passenger cars. The passenger cars are approximately 85 feet in length, and the locomotives are approximately 70 feet in length, totaling approximately 735 feet in length. High Speed Rail trains are expected to consist of four (4) to six (6) passenger coaches with a locomotive at each end operating push/pull. Each coach is anticipated to be approximately 85 feet in length, with 70 foot long locomotives, totaling at most approximately 650 feet in length.

Recommendation: All stations and platforms should be designed to accommodate the longest passenger train, the Amtrak Texas Eagle (#21/#22), where possible with a minimum platform length of 500 linear feet. Proposed passenger loading locations on the platforms will be determined based on Amtrak rail car operations and anticipated loading configurations for HSR passenger cars. Final platform plans and passenger loading configurations will be addressed in the forthcoming concept level design guidelines for each station.

SIGNAGE

All stations shall have consistent signage standards throughout to match Amtrak Standards that are representative of the company or HSR service rather than the individual location. Signs shall include contrasting tactile characters and Braille where applicable per governing ADA requirements. Adequate wayfinding and trailblazing signage shall be present to properly locate the station from major roadways. Clear parking signage is important in reducing passenger anxiety.

The new High Speed Rail system is no exception to the Amtrak signage standards. Signage should also be consistent across the entire Chicago to St. Louis Corridor so that disembarking passengers are correctly oriented when reaching their destination station.

Recommendation: All signage will be new at proposed new station sites. Amtrak standard signage shall be utilized throughout the wayfinding process to the site and in the site.

CLEANING/JANITORIAL

No cleaning service standards are required by Amtrak. Typically, Amtrak stations in smaller towns have an outsourced janitorial service or caretaker who routinely maintains the premises. A small, separate locked room with mop basin will need to be provided for storage of cleaning materials and equipment.

All new High Speed Rail stations are expected to be clean and well maintained to project a positive image for the railroad and towns. The needs of the individual station will dictate the janitorial services required. The building operator shall coordinate the cleaning regimen or services and be responsible for the upkeep and tidiness of the passenger areas and platform. Cleaning shall include, but is not limited to, surface cleanliness, trash removal, spill cleanup, landscaping upkeep, and snow/ice removal.

Recommendation: The station is assumed to be maintained by a city employed caretaker and/or janitorial service. However, further discussion over logistics will be needed with IDOT, Amtrak and the City of Alton. A locked janitor closet with mop basin and sufficient storage room for cleaning supplies shall be included adjacent to the restroom(s). An additional small janitor's closet may be provided for tenant use if retail or concession space is included in the station.

PARKING

According to Amtrak Standards, ridership is significantly dependent on parking and ridership can be severely impacted by the lack of adequate parking. Parking capacities at new stations must accommodate projected volume for at least a fifteen year timeline, and should be collaborated with Amtrak's Market Research Department. Parking may consist of long-term, short-term, pick-up/drop-off, taxi, etc. Short and long-term parking should be separated, with long-term located further from the station. Commuting habits differ at each station, and the parking numbers are difficult to quantify due to a multitude of variables that take into account daily ridership, whether the passengers are originating from their home station, the average number of passengers traveling together, the length of the trip, etc.

Adequate parking shall be provided at the station for local High Speed Rail ridership. Parking should be located off of the most practical, heavily used, easily accessible route for the most efficient site circulation. The most efficient approach locates the parking directly adjacent to the station headhouse, with pick-up/drop-off and taxi service closest to the station. Short-term parking should be located next to the stationhouse and long-term parking farther from the station.

Recommendation: Based on projected Amtrak and HSR ridership, a minimum of one hundred seventy (170) parking spaces shall be provided, including code prescribed quantities and configurations of handicapped spaces. However, this number has been derived from the best available formula for calculating parking demand at corridor service rail stations. This same formula, when applied to current Amtrak ridership for Alton, dictates a parking capacity that is routinely exceeded by an additional fifty percent or more at the current station site. Therefore, it is highly recommended that new station planning assume a peak parking capacity well above 170 if possible. At a minimum, planned expansion of parking facilities should be included in the station program.

Parking is to be programmed entirely along the station side of the track(s). Additional parking dedicated for Amtrak and HSR passengers may be provided per the request of the City of Alton as available within or near the station site.

Additional parking will need to be maintained by the City. As ridership continues to grow in the coming decades, long-term needs for additional parking may need to be planned for at sites nearby or possibly remote from the station. The possibility of constructing a multi-level parking deck may also be considered to meet anticipated future demand.

BICYCLE RACKS/STORAGE

Limited space is available on board for bicycles on Amtrak trains. Advance reservations are required and a nominal fee of approximately \$10 is required per bicycle, which makes traveling for the environmentally conscious passenger a costly burden. Per the Amtrak Standards, bicycle racks may be provided at stations where needs dictate so. All bicycle racks should be located in close proximity to the station outside under a canopy or other protection from the weather. Signs shall be posted clearly notifying bicycle owners that Amtrak is not responsible for loss, damage or theft.

The potential for High Speed Rail service to activate the proposed Alton Station area as a Transit Oriented Development is equally dependent on the bicycle. Alton is a small city, and although the downtown district is not near the proposed station site(s), it is partially dependent on the railroad station for drawing additional business and tourism to this historic city. Local bicycle transit will only continue to link the outer areas of Alton and its surroundings beyond to the new station and distant destinations via the Chicago to St. Louis High Speed Rail Corridor.

Recommendation: Incorporate safe and secure bicycle storage/racks into station design, preferably in a weather-protected enclosure or inside the station headhouse. Since no bicycle racks are currently present at the existing station, the addition of bicycle racks will help encourage the use of alternative modes of transportation in Alton, reducing the local dependence on the automobile. At this time, High Speed Rail trains are anticipated to include some on-board bike capacity that may impact the demand for bicycle parking at individual stations. Bicycle parking at the stations will not be monitored and will be completely at passenger's risk. Signage shall be posted alerting riders to this liability.

MAILBOX

Amtrak Standards require a mailbox to be located nearby. The new High Speed Rail system is no exception to the Amtrak guidelines with respect to mailbox proximity.

Recommendation: Provide a USPS mailbox and overnight delivery service dropbox near the stationhouse. Coordinate locations with the USPS, overnight package services, and the City of Alton.

ADA ACCESSIBILITY

All Amtrak stations are required to comply with all governing ADA accessibility standards for all pedestrian and vehicular circulation paths in and around the station and site.



GUIDELINES (continued)

All stations, new and existing, shall meet all governing accessibility codes for new construction, including but not limited to site/parking, building interiors, platforms, and crossings. Proper reach ranges for ticketing and restrooms shall be considered along with audio, visual, and signage requirements for the hearing and visually impaired.

Recommendation: All required components of the station will be ADA accessible.

SUSTAINABILITY

Amtrak does not address sustainable design requirements in their Station Design Standards and Guidelines. It is assumed to be up to the design professional to integrate as appropriate.

The proposed Alton Amtrak/HSR Station will serve the City for many years to come. Therefore, careful consideration should be given to the importance of environmentally responsible station buildings, reducing the impact on the environment and conserving resources for the future. High Speed Rail is widely anticipated to have a positive impact on the environment, reducing carbon emissions while providing a faster, more efficient means of travel. It is necessary to achieve similar impacts and improvements at the station structures while dedicating the efforts along the entire corridor.

Recommendation: Incorporate sustainable building practices to reduce operating costs and life cycle effects on the environment. Sustainable railroad stations along the Chicago to St. Louis corridor could likely become teaching tools that integrate possible features such as water harvesting to operate the toilets, solar/wind power, permeable paving, etc. These practices should be integrated where site appropriate.

BEAUTIFICATION/LANDSCAPING

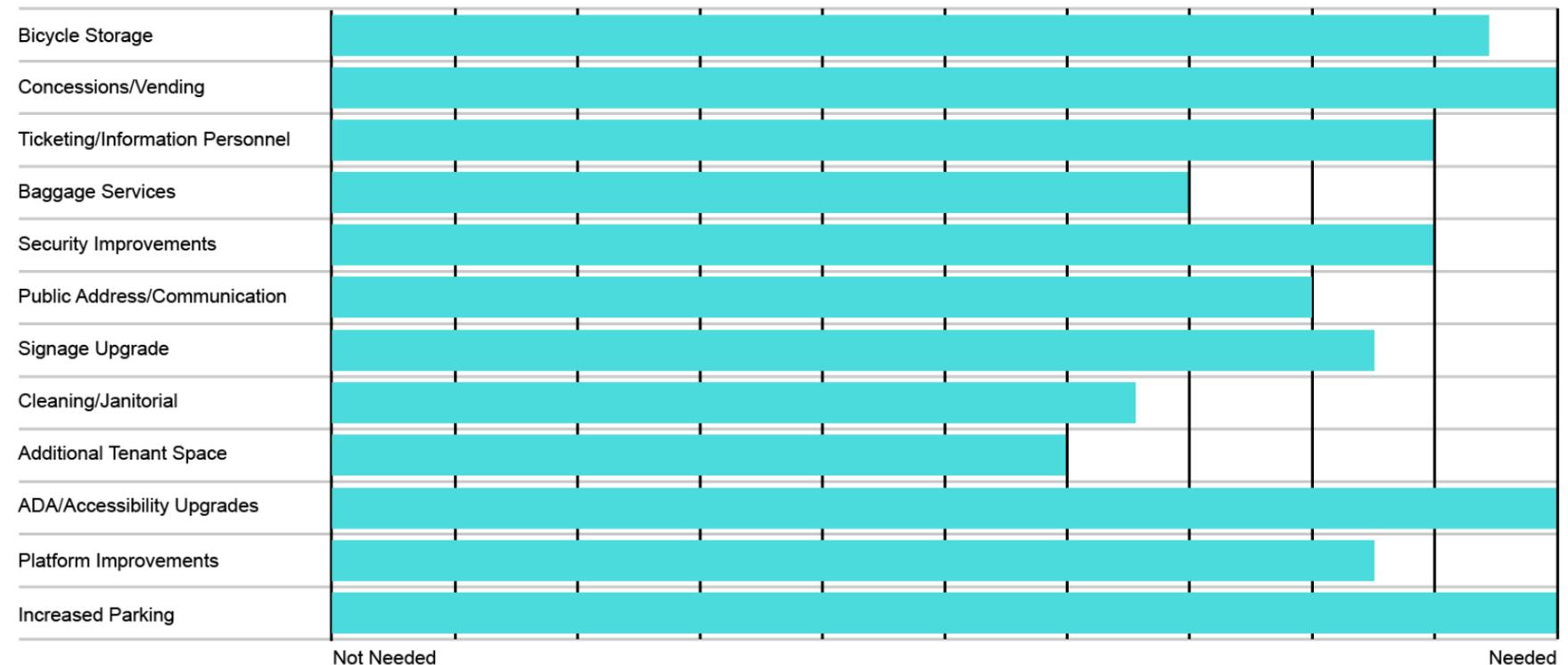
Amtrak does not address any requirements for landscaping. However, HSR stations will project a new image that will be largely based on the appearance of the facility and grounds. Therefore, it is necessary to present a site that is pleasant and inviting.

Recommendation: Landscaping and beautification should be incorporated into the site design to the fullest extent possible. Due to the significant investments in the system, it is important for the Chicago to St. Louis High Speed Rail service to project a positive and welcoming image to the travelling public and residents of the host municipalities as well. All landscaping requirements should be verified and coordinated with the City of Alton.

PROGRAM COMPARISONS

PROGRAM COMPARISON - ALTON STATION

	EXISTING	PROPOSED
Waiting area	600sf	1,870sf (min)
Parking spaces	80	170 (min)
Platform length	900'	500'
Tracks at station	1	*1 (ROD)
Restaurant / Food Service	No	Yes
Restrooms	Yes	Yes
Bicycle rack	No	Yes
Vending	No	Yes
Ticketing	Yes	Yes
Baggage Services	Yes	Yes
Janitor Closet	No	Yes
Pay Telephone	Yes	Yes
Drinking Fountain	Yes	Yes
Mailbox	No	Yes
Public Wi-Fi	No	Yes
Train Dwell Time	Appx. 1 minute	< 1 minute
Security	None	Call Box to Police



Program Demands Rating Scale for Alton Amtrak Station



CURRENT AREA CIRCULATION ANALYSIS MAP



- Train Circulation
- Main Vehicular Thru-way
- Arterial Vehicle Circulation
- Pedestrian Circulation
- Pedestrian Crossing
- Train Station
- Pedestrian Destination
- Point of Interest

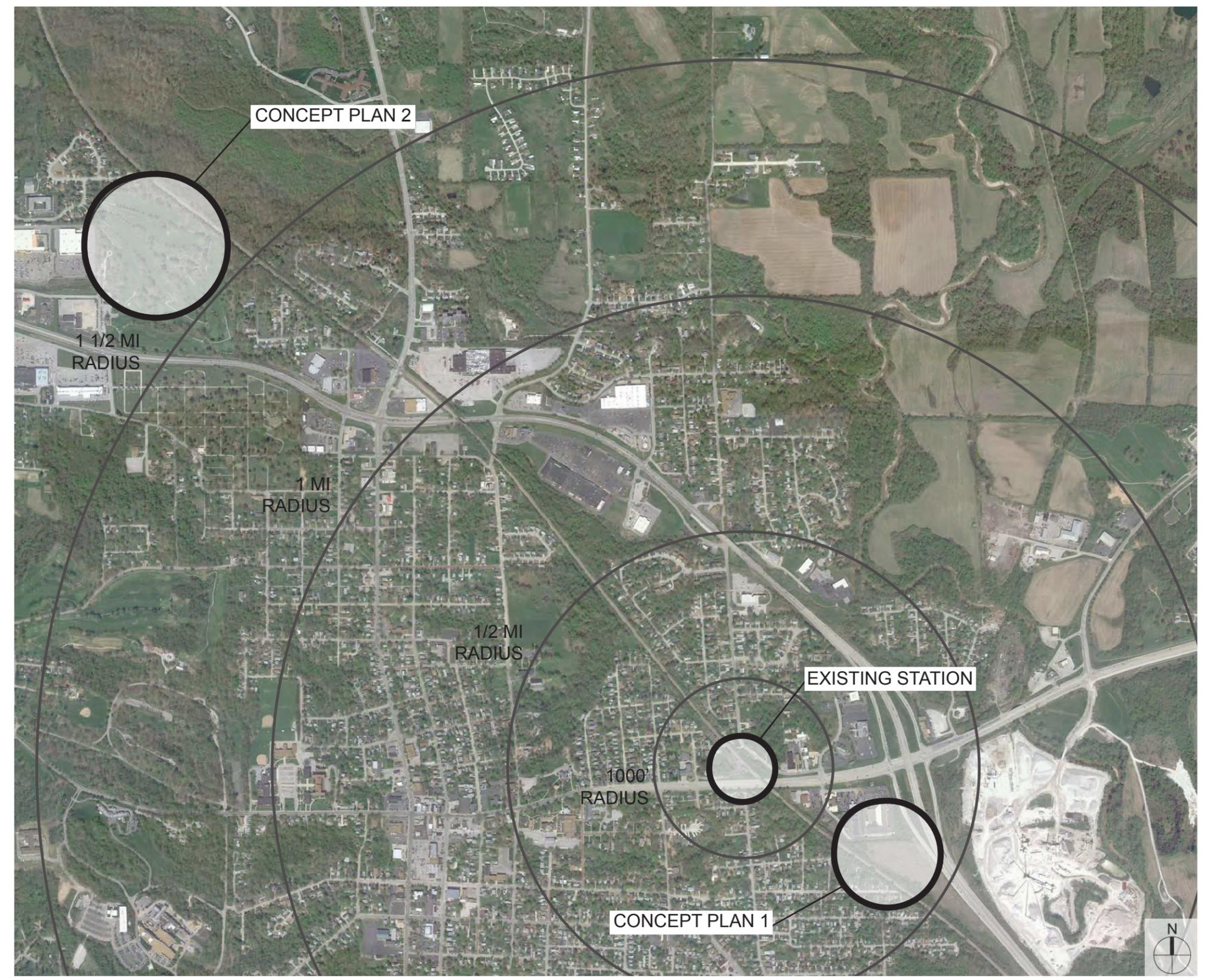


SITE LOCATIONS

NOTE:
 The station concept plans included in this draft programming study were developed based on observations and assumptions made by the design team. The size, location, and configuration of stationhouses, parking lots, center platforms and/or side platforms are preliminary and illustrate potential maximum size of station components to determine the constraints of each station configuration studied. All schemes assume passenger rail services will be provided on both of the existing tracks with the initial implementation of HSR service (ROD).

As a result, all station schemes are preliminary and one will be further developed by the design team after further evaluation of the desires and needs of the city, state, railroad, and passengers is complete. Forthcoming concept level design guidelines will determine the sizing and location of the proposed program elements for the station and site.

All schemes involve property that is either owned by the city, state, or railroad and available for station programming. Environmental conditions of the properties have not been evaluated and may require additional site prep work. All schemes consider the potential for future expansion and amenities and/or services at the station for long-term planning.



CORRIDOR ANALYSIS

PROGRAMMING ANALYSIS

SITE ANALYSIS



EXISTING STATION CONFIGURATION

STATION ISSUES

Problem:

The existing Amtrak passenger amenities are inadequate for the passenger load currently being serviced by the Alton Station.

Limitations:

- The existing station is on the top of a fast sloping site wedged between a railroad bridge, a busy arterial street and residential neighborhoods.
- The Alton Amtrak Station is over three miles removed from the main business district of Alton.
- Parking is significantly inadequate.
- The existing station is located in a primarily single-family residential neighborhood.

Resolution:

Construct a new station in a new location with expanded passenger amenities, parking and public access from the main thoroughfares

CONCURRENT ISSUES EXAMINED

Parking:

Limited/insufficient parking is available to Amtrak passengers with little to no room for expansion.

Platform:

The platform is not ADA accessible and does not have a detectable warning surface at the track-side edge. It is also level with the top of the railroad ties, which is too low per Amtrak Standards and implementation of HSR Program Requirements.

Access:

Vehicular and pedestrian access are both poor at this site.

Context:

Very few supporting businesses are located near the station for passenger convenience.

- Existing Parking
- Existing Stationhouse
- Existing Platform



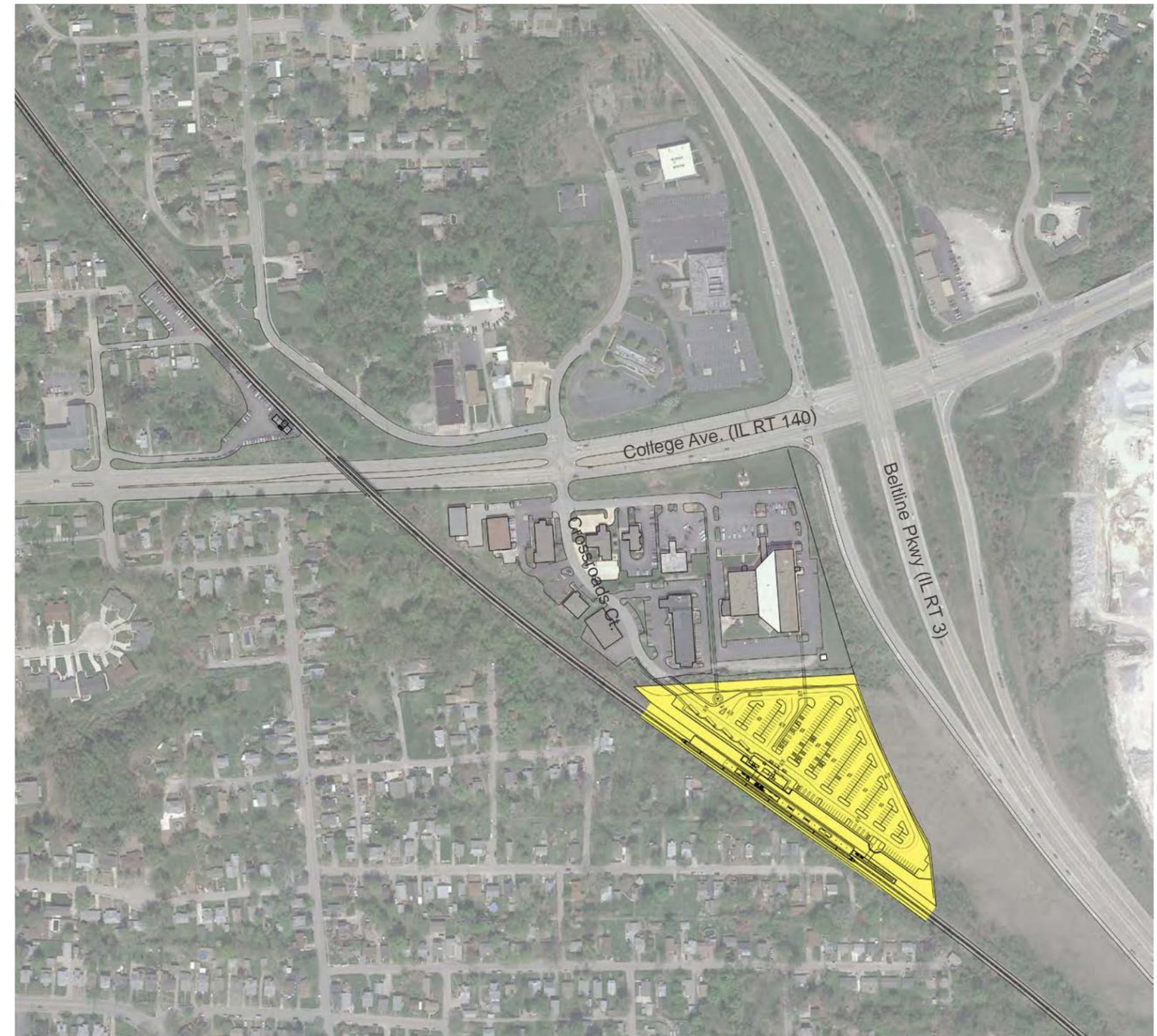
CONCEPT PLAN 1 - CONTEXT VIEW

PROPOSED SCOPE:

Construct new station and amenities for single-track (ROD) service with grade-separated pedestrian access and planned room for expansion as needed to meet long-range increases in ridership. This concept plan incorporates the use of an elevated side platform that will become a center platform at a future date to accommodate future two-track (Full-Build) service. All access to the platform from the stationhouse and parking lot will be via new pedestrian underpasses to account for the future second mainline track.

See Page 14 for **Concept Plan 1-1 (ROD) - Detailed View** for proposed station plan at initial single track (ROD) service.

See Page 15 for **Concept Plan 1-2 (Full-Build) - Detailed View** for proposed station and expanded parking plan at future two-track (Full-Build) service.



Proposed
Station Location



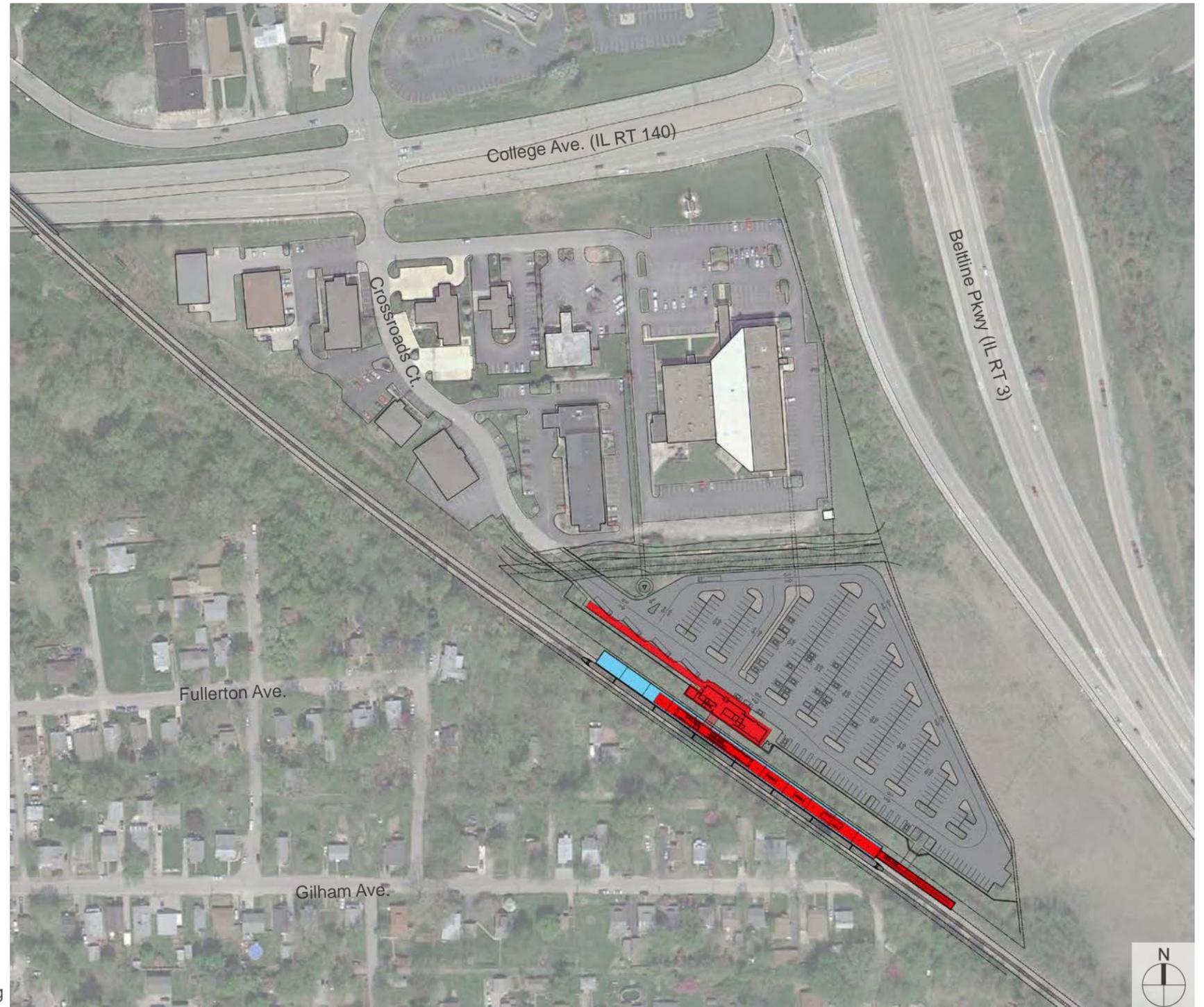
CONCEPT PLAN 1-1 (ROD) - DETAILED VIEW

PROPOSED SCOPE:

Construct new station and amenities for single-track (ROD) service with grade-separated pedestrian access and planned room for expansion as needed to meet long-range increases in ridership. This concept plan incorporates the use of a center platform to accommodate future two-track (Full-Build) service.

- New station and parking lot to be constructed on UPRR R.O.W. and a single, privately owned piece of property to be acquired by the City of Alton. This concept plan shows all station facilities and parking to be constructed within the property lines of the aforementioned properties. Additionally, a proposed new drainage ditch is shown on the north edge of the station site. Exact location, design and configuration of all site work and required drainage and/or water retention areas are to be coordinated with the City of Alton.
- Significant site work will be required to level the north half of the site and build up the east side of the existing railroad embankment to accommodate the new passenger platform and future second mainline track.
- Construct new stationhouse with program required restrooms, ticket office, baggage room, mechanical and electrical rooms and all planned vending, concessions or retail space. The stationhouse should be directly connected to a covered bus drop-off with covered access to the station and free-standing windbreaks with a bench at each bus-loading berth. Taxi and automobile drop-off areas may be located immediately adjacent to the stationhouse.
- New platform on the east side of the improved mainline track. Platform to be 500 feet long by 28 feet wide. The platform should be designed to be easily expandable to 600 feet long total length with all NFPA 130 required emergency exits for the 600 foot length properly located in the initial 500 foot long platform construction. The platform width of 28 feet is a recommended minimum to allow for construction of a mid-platform waiting shelter directly connected to a combination stair and elevator enclosure leading to the underpass to the stationhouse below. The additional platform width will allow for improved comfort of waiting passengers who may be on the platform next to the long waiting shelters when non-stop trains pass through the station at high speeds.
- Provide additional enclosed warming house/waiting shelter near the south half of the platform. Provide continuous canopy cover the entire length or nearly entire length of the platform.
- Construct new pedestrian stair and switchback accessible ramp at the southeast end of the platform. Stair and ramp to lead to a pedestrian underpass with direct exit to the south section of the parking lot. Additional study will be needed to determine if access to the platform may be permitted at this location or if it should be maintained as an exit only.
- Provide dedicated station parking with sufficient two-way traffic lanes and turn radiuses to accommodate emergency vehicles, city buses and commercial passenger buses. The parking lot shall be designed to meet all City of Alton landscape and stormwater management codes and requirements. Sufficient space for safe pedestrian movement to and through the parking lot will be maintained. Otherwise, all additional space will be maximized for parking.

	Stationhouse, Canopy or Grade-Separated Crossing
	Platform
	Proposed Dedicated Parking



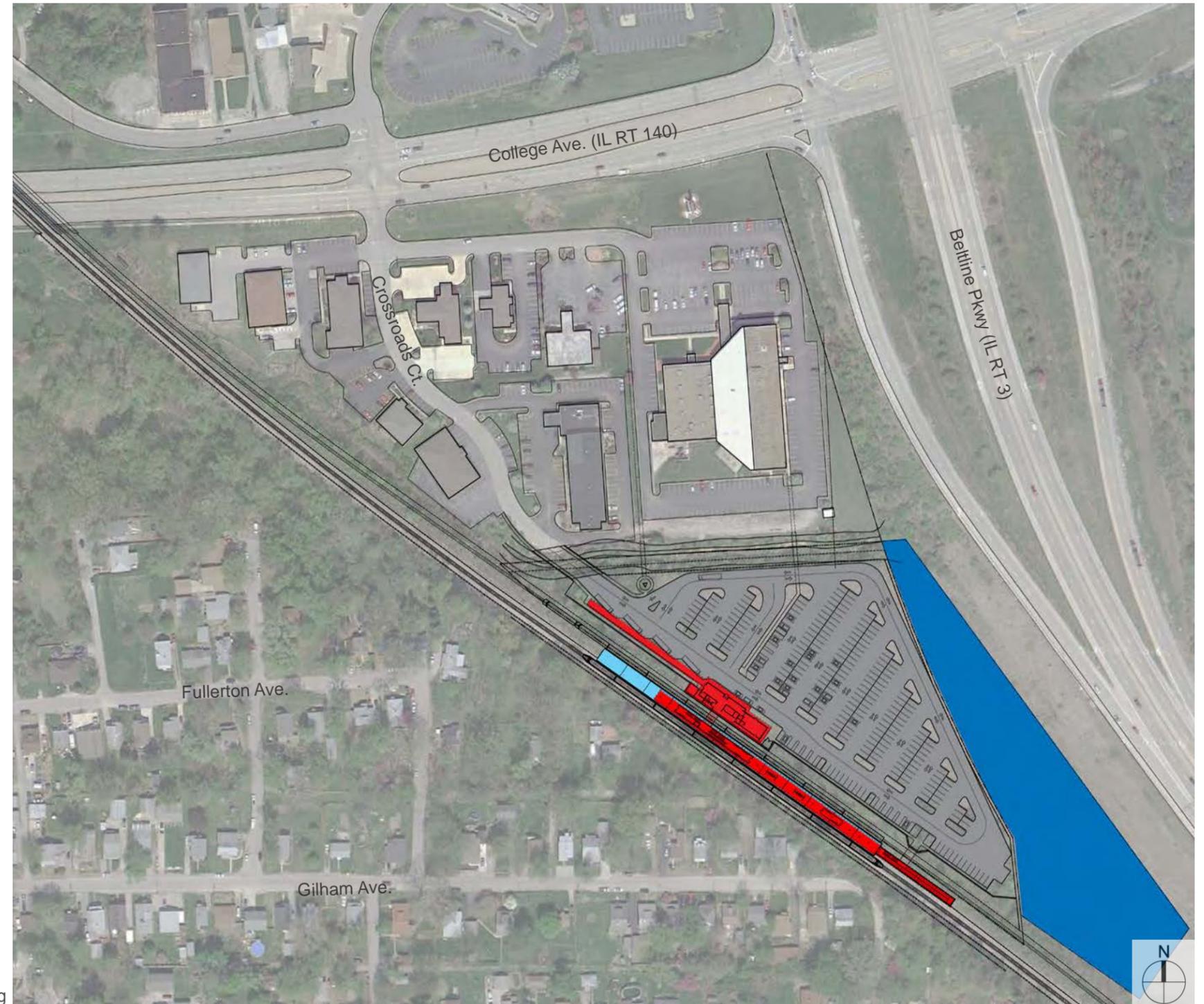
CONCEPT PLAN 1-2 (Full-Build) - DETAILED VIEW

PROPOSED SCOPE:

Expand station amenities and parking capacity for two-track (Full-Build) service as needed to meet increased ridership demands.

- New, second mainline track to be constructed on existing raised embankment between existing platform and existing stationhouse. Relocate security fence as needed and provide new emergency exit gates in fence where practical.
- Expand station amenities as necessary to accommodate increased passenger loads. Extend platform to 600 feet (total length) if not already constructed to that length.
- Extend canopy cover and interior enclosed waiting space at platform level as needed depending on increased passenger load.
- City of Alton and IDOT to negotiate possible expansion of station lot into IDOT owned highway right-of-way while maintaining a minimum 100 foot wide setback from the entrance ramp and road shoulders to the east. Consideration should be given to the possibility of constructing a multi-level parking deck over the south tip of the existing parking lot and extending into the highway right-of-way as needed. Parking capacity may need to be nearly doubled by 2030 depending on ridership trends.
- It is recommended that traffic studies be conducted to determine the traffic loads on Crossroads Court as the sole access road leading to and from the station. This study will be especially critical as projected ridership may increase exponentially with the implementation of two-track service and the corresponding greater frequency of trains on the corridor.

- Stationhouse, Canopy or Grade-Separated Crossing
- Platform
- Existing Parking
- Proposed Expanded Parking

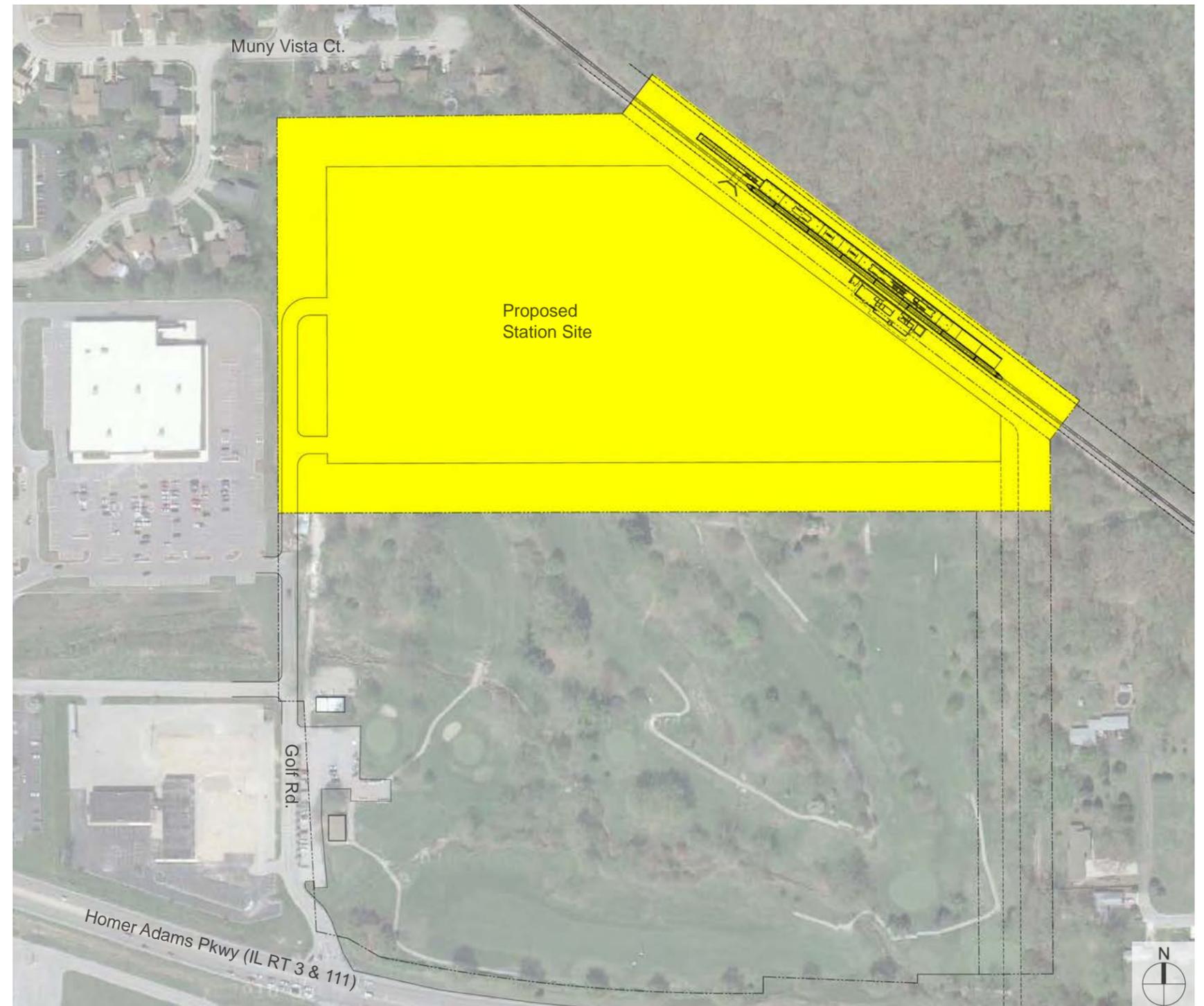


CONCEPT PLAN 2 - CONTEXT VIEW

PROPOSED SCOPE:

Construct new station and amenities for single-track (ROD) service with grade-separated pedestrian access and planned room for expansion as needed to meet long-range increases in ridership. This concept plan incorporates the use of an side platform on the east side of the existing track that will become a center platform at a future date to accommodate future two-track (Full-Build) service.

- All access to the platform from the stationhouse and parking lot will be via new pedestrian underpasses or overpasses to provide safe pedestrian crossing of the existing mainline track.
- Existing site to be graded to allow for efficient grade-separated access to the platform from the stationhouse either over or, preferably, under the existing mainline track. Maintain greatest practical visibility of the stationhouse from the primary entrance off of Gold Road to the west.
- City of Alton to determine minimum required setback for new parking lot from adjacent single-family residences to the north and west.
- Further design and coordination between the City of Alton, IDOT, the UPRR and other interested parties to determine the maximum available railroad right-of-way frontage adjacent to the proposed station site and the minimum parking lot area to be reserved for immediate and future parking expansion needs. It is assumed by the design team that the station and all parking are to be contained within the northernmost portion of the site to allow for commercial business, retail or food service development on the southern half of the site adjacent to Homer M. Adams Parkway.
- A new access road may be needed to provide additional access to the station site from Homer M. Adams Parkway to the south. This new access road in addition to an extension of Golf Road on the west edge of the station site will provide improved operational access to and through the station site for private vehicles in general and public transit buses in particular. Creating the best possible vehicle access to the station will be critical because providing pedestrian and bicycle access to this relatively remote site will be difficult at best.
- All station concept plans should plan for a second mainline track to be constructed within the R.O.W. east of the existing track and proposed station and platform.



Proposed Station Location



FEEDBACK ANALYSIS AND RECOMMENDATIONS

FEEDBACK ANALYSIS

Multiple meetings between the design team and the various governing authorities (including, but not necessarily limited to: IDOT, UPRR, Amtrak, the Village of Dwight, the City of Pontiac, the City of Lincoln, the City of Carlinville, and the City of Alton) have occurred to establish the desires and programmatic requests of each of the stakeholders with respect to the station locations, orientation, access, circulation, layout, program, use, etc. for the individual stations in each community. The design team has systematically recorded all of the desires and needs expressed by the stakeholders, and in conjunction with a thorough evaluation of the proposed station sites, has developed the preceding concept plans as the best solutions to the specific design constraints and need for flexibility and expandability in the implementation of High Speed Rail passenger service in these Illinois communities.

The design team will conduct a final round of stakeholder meetings to present these concept options and will continue to work with the various governing entities to determine a preferred station configuration for each location. The design team will then proceed to evaluate and develop one final concept plan and station development guidelines based on the mutually agreed upon concept options.

RECOMMENDATIONS:

- To be completed after final stakeholder coordination.



Appendix D

Air Quality Emissions

1.0 Introduction

The federal Clean Air Act (CAA) defines nonattainment areas as geographic regions that have been designated as not meeting one or more of the National Ambient Air Quality Standards (NAAQS). The CAA requires that a State Implementation Plan (SIP) be prepared for each nonattainment area, and a maintenance plan be prepared for each former nonattainment area that subsequently demonstrated compliance with the standards. A SIP is a state's plan for how it will meet the NAAQS by the deadlines established by the CAA.

The US Environmental Protection Agency's (USEPA) Conformity Rule requires SIP conformity determinations on transportation plans, programs, and projects before they are approved or adopted. Conformity is defined as conformity to an implementation plan's purpose of eliminating or reducing the severity and number of violations of the NAAQS and achieving expeditious attainment of such standards. The Conformity Rule also establishes the process by which federal agencies determine conformance of proposed projects that are federally funded or require federal approval, such as the proposed Illinois High Speed Rail (HSR) Project. This determination must demonstrate that the Proposed Action would not cause or contribute to new violations of air quality standards, exacerbate existing violations, or interfere with timely attainment or required interim emissions reductions towards attainment.

The USEPA promulgated regulations to address the conformity requirements of the Clean Air Act. On November 24, 1993, the USEPA promulgated final transportation conformity regulations at 40 C.F.R. Part 93 Subpart A to address transportation plans, programs, and projects developed, funded or approved under title 23 U.S.C. or the Federal Transit Act, 49 U.S.C 1601 et seq. These regulations have been revised several times since they were first issued.

2.0 General Conformity Requirements

On November 30, 1993 (revised March 24, 2010), the USEPA promulgated final general conformity regulations at 40 C.F.R. Part 93 Subpart B for all federal activities except those covered under transportation conformity. Since the project requires approval by the Federal Rail Administration (FRA), but will not be funded or require approval under title 23 U.S.C. or the Federal Transit Act, 49 U.S.C 1601 et seq, general conformity requirements are applicable. General conformity regulations apply to a federal action in a nonattainment or maintenance area if the total of direct and indirect emissions of the relevant criteria pollutants and precursor pollutants caused by the federal action equal or exceed certain *de minimis* rates, thus requiring the federal agency to make a determination of general conformity.

The general conformity regulations incorporate a stepwise process, beginning with an applicability analysis. According to USEPA guidance, before any approval is given for a federal action to go forward, the regulating federal agency must apply the applicability requirements found at 40 C.F.R. § 93.153(b) to the federal action and/or determine the regional significance of the federal action to evaluate whether, on a pollutant-by-pollutant basis, a determination of general conformity is required. If the regulating federal agency determines that the general conformity regulations do not apply to the federal action, no further analysis or documentation is required. If the general conformity regulations do apply to the federal action, the regulating federal agency must next conduct a conformity evaluation in accord with the criteria and procedures in the implementing regulations; publish a draft determination of general conformity for public review; and then publish the final determination of general conformity.

3.0 Proposed Project

The affected rail section is within the Chicago-St. Louis corridor. Ten 5-car passenger trains current run

each day. The trains, under the No Build conditions, are powered by one P-42 GE locomotive; under the Build condition, the trains will have to be powered by two P-42 locomotives to reach a speed of up to 110 miles per hour. Increased emissions associated with this project are primarily the result of the need for an additional locomotive to power each train.

4.0 Regulatory Procedures

General conformity regulations establish certain procedural requirements that must be followed when preparing a general conformity evaluation. The first step in a general conformity evaluation is an analysis of whether the requirements apply to a federal action proposed to be taken in a nonattainment or a maintenance area. Unless exempted by the regulations or otherwise presumed to conform, a federal action requires a general conformity determination for each pollutant where the total of direct and indirect emissions caused by the federal action would equal or exceed an applicable annual *de minimis* emission rate.

4.1 Attainment Status of Project Area

The Transportation Center project study area is located in Madison County. Madison County is currently in attainment with the National and Illinois Ambient Air Quality Standards for carbon monoxide and PM₁₀. Madison County is in nonattainment for 8-hour ozone and for the 1997 annual PM₂₅ standard, but in attainment for the 2006 24-hour PM₂₅ standard. Therefore, the lead federal agency may have to demonstrate project-level compliance with the general conformity rule following requirements for each of these pollutants and their precursors.

4.2 *De minimis* Emission Rates

The general conformity requirements will apply for each pollutant for which the total of direct and indirect emissions caused by the Federal Action equal or exceed the general conformity *de minimis* emission rates. The applicable threshold levels for general conformity for the project area, according to 40 CFR Part 93, are shown in Table 1.

**TABLE 1
GENERAL CONFORMITY APPLICABILITY RATES**

Pollutant	Applicability Threshold
Volatile Organic Compounds (VOCs)	100 tons per year
Nitrogen Oxides (NO _x)	100 tons per year
PM _{2.5} (Direct Emissions)	100 tons per year

It should be noted that, because O₃ is a secondary pollutant (i.e., it is not emitted directly into the atmosphere but is formed in the atmosphere from the photochemical reactions of VOC and NO_x in the presence of sunlight), its *de minimis* emission rate is based on primary emissions of its precursor pollutants - VOC and NO_x. If the net increase in emissions of either VOC or NO_x exceeds the *de minimis* emission rate for O₃ (USEPA 1994), the Federal Action is subject to a general conformity evaluation for O₃.

4.3 Applicability for Federal Action

The applicability of the general conformity requirements to the Federal Action was evaluated by comparing the total of direct and indirect emissions for the calendar year of greatest emissions to the *de*

de minimis emission rates specified in Table 1. Where the total of direct and indirect emissions attributable to the Federal Action were found to be below the *de minimis* emission rates for a pollutant, that pollutant is excluded from general conformity requirements and no further analysis is required. Those pollutants that could not be excluded from applicability must undergo a general conformity evaluation.

4.4 Methodology

Locomotive emissions were estimated using EPA's Emission Factors for Locomotives (EPA-420-F-09-025, April 2009). It was assumed that existing locomotives, which are subject to EPA's TIER 2 emission limits, would be used for both No Build and Build conditions. No construction-phase emissions are associated with the Proposed Action.

5.0 Estimated Emissions and Comparison to *De minimis* Thresholds

Total annual estimated emissions generated along the corridor with and without the Proposed Action are provided in Table 2. The estimated increases in emissions of each pollutant are less than the general conformity applicability threshold values.

**TABLE 2
TOTAL ANNUAL EMISSION INCREASES ASSOCIATED WITH THE PROPOSAL**

Pollutant	Emissions (Tons/Year)			Conformity Applicability Thresholds (tons/year)
	With Proposed Action	Without Proposed Action	Projected Increases	
NO _x	167.4	167.0	2.5	100
PM _{2.5}	5.905	5.889	0.13	100

6.0 Findings and Conclusions

As part of the environmental review of the Proposed Project, the FRA conducted a general conformity evaluation pursuant to 40 C.F.R. Part 93 Subpart B. The general conformity regulations may apply because the project area is located in an area that is designated as a moderate nonattainment area for the 8-hour ozone standard and a nonattainment area for PM_{2.5}. The FRA conducted a general conformity evaluation following regulatory criteria and procedures, and concluded that the Proposed Project would not be subject to the general conformity rule. Therefore, the Proposed Project, as designed, conforms to the purpose of the approved State Implementation Plan and is consistent with all applicable requirements.

High-Speed Rail - Chicago to St. Louis
Alton Regional Multimodal Transportation Center Project

May 2012

Draft Report:
Alternatives Screening

Version 1.0



1.0 Introduction

This document outlines the alternatives screening process used to identify the most suitable location for a passenger rail station in the Alton area. Section 2 outlines the guidelines and standards developed by the Federal Railroad Administration (FRA), Amtrak, and the Illinois Department of Transportation (IDOT) related to station site selection. Section 3 identifies each of the candidate sites to be screened, and finally, Section 4 evaluates each of the sites in the Alton area and recommends which sites should move forward for further evaluation.

2.0 Station Location Guidelines and Standards

The Federal Railroad Administration (FRA) and Amtrak have provided passenger rail station siting guidelines through published reports and conversations throughout the Chicago to St. Louis High-Speed Rail Project. Guidance from the FRA for station location and operational guidelines is published in the technical working paper entitled *Railroad Corridor Transportation Plans – A Guidance Manual*, which was developed to provide guidance to proponents of new or improved high-speed intercity rail services or systems, like the Chicago to St. Louis High-Speed Rail corridor. For the purposes of this evaluation, these guidelines will be summarized into four main categories: Location within the Community, Accessibility and Parking, Site Assessment, and Railroad Characteristics.

2.1 Location within the Community

Building on experience since the passage of the *High-Speed Ground Transportation Act of 1965*, as well as successful examples abroad, the FRA has developed the following general guidelines for locating corridor rail passenger stations:

1. Each city should have a station located in or near the central business district (CBD). This is mandatory for larger Metropolitan Statistical Areas (MSAs), with metropolitan populations of 150,000 or more, since to do otherwise would undermine the inherent advantages of rail passenger systems. Central locations are highly desirable, if at all possible, for smaller cities as well. This center city station should have direct access to local transit systems (bus, rail, taxi, etc.), as well as appropriate amounts of parking for private cars.
2. One or more suburban stations need to be provided in order to accommodate potential riders living outside the city centers. Classic successful examples of suburban or beltway stations are Route 128 outside Boston, MA and New Carrollton, MD outside Washington, DC. These “beltway”-type stations center to automobile-oriented riders and thus need to have many hundreds, if not several thousand, parking spaces to fulfill their role in corridor transportation.
3. Every effort should be made to have each corridor station serve as a regional intermodal passenger terminal for all forms of regional and local transportation systems.

Based upon the FRA guidelines for the Location within the Community, the following criteria have been developed for the evaluation of potential station sites:

- **Surrounding Land Use** – Site is located relative to employment and retail centers.
- **Access to Support Services** – Site is located adjacent to or within walking distance of support services such as hotels, shopping, and restaurants.

- **Regeneration of Urban Center** – Site enhances existing mixed-use development (shopping, businesses, restaurants, residential, etc.) or will have the potential to support future mixed-use redevelopment of the area surrounding the site.
- **Intermodal Access** – Site is located near bus, taxi, or light rail transit.
- **Site Visibility** – Site is readily visible from the adjacent regional highway or urban street. A highly visible station facility will help to attract ridership and will assist patrons in locating the station.
- **Site Access to Roadways** – Site is easily accessible from arterial roadways to accommodate riders living outside the city centers.
- **Multimodal Station Potential** – Site has the potential to serve as a regional intermodal passenger terminal for all forms of regional and local transportation systems.

2.2 Accessibility and Parking

Passenger stations are critically important in attracting riders to intercity and commuter trains. Accessibility to a wide range of users is a key in transit station design. Accessibility is defined by the ease of use or approach to a particular space or area. Accessibility and parking at the station are factors that are directly tied to the ridership of the station – too few parking spaces for passenger vehicles or a station that is located in a residential neighborhood, far from arterial streets will not have as large of a ridership as a station that is located near major roadways and is sufficiently signed as to direct motorists to the station. Other modes of transportation, including pedestrians and bicycles, should also be incorporated into the site and station design. Based upon these concepts, the following criteria have been developed to evaluate the potential station sites in regards to Accessibility and Parking:

- **Infrastructure Improvements** – Amount and scope of required improvements in the external roadway system (including intersections) near the proposed station.
- **Site Entrance/Exit** – Site will accommodate separate inbound and outbound traffic entrances in accordance with the access policies of the adjacent roadway.
- **Internal Site Circulation** – Site size is sufficient to allow automobile traffic and transit vehicle traffic to be separated and to provide facilities for both transit vehicles and automobiles to pick-up and drop-off passengers.
- **Rental Cars** – Rental car services are located on-site, adjacent to the site, or within the city (with pick-up and drop-off service).
- **Bicycle Access** – Site has access to bicycle facilities, has adequate room to provide bicycle racks, and is located in a bicycling friendly environment.
- **Pedestrian Access** – Site has access to pedestrian facilities and is located in a pedestrian friendly environment.

2.3 Site Assessment

The physical and geometric characteristics of the parcel(s) of land being evaluated for the station site comprise the criteria for site assessment. The location and access to the parcel may

be ideal for a station site. However, if the site has adverse grades or is an awkwardly shaped parcel, development of the site into a station and supporting facilities may be cost-prohibitive or result in a poorly designed station site. Following is a list of the criteria used to evaluate the potential station locations for Site Assessment:

- **Site Topography** – Site topography lends itself to grading and development of the site to accommodate the station, parking facilities, pedestrian and bicycle facilities, and support services in relationship to the adjacent roadways and to the track elevation.
- **Site Size at Opening** – Site is large enough to accommodate the space requirements for station facilities and parking.
- **Environmental Issues** – Site development will not adversely impact natural resources, endangered species, parks and open space, agricultural land, and cultural resources, as well as noise impacts in urban areas.
- **Site Configuration** – Site allows for a logical station layout providing passenger platform access to single-track passenger rail service while anticipating possible future implementation of two-track service.
- **Existing Utilities** – Development of the site will require minimal extensions or upgrades of utilities (such as water, sanitary sewer, gas, electric, telephone, fiber optic/data, etc.) to service the station and will have sufficient capacity for station demands.
- **Future Expansion Potential** – Site is large enough to accommodate expansion of station facilities and parking as ridership grows.
- **Property Ownership & Willingness to Sell** – Site is located on a single parcel or contiguous parcels owned by the same property owner. Property owned by a governmental agency or a property owner that is willing to negotiate to sell.

2.4 Railroad Characteristics

In addition to the location and accessibility of the site as well as the physical characteristics of the site for development into a station, the railroad track geometrics adjacent to the site and the railroad track configuration within the proximity of the site should also be assessed. Highway crossings and existing bridges or tunnels near the station site may limit or prohibit the development of a site. Following is a list of the criteria used to evaluate the Railroad Geometrics:

- **Existing Rail Alignment** – Site is located on a straight section of track to allow for construction of straight passenger platforms at least 500 feet in length.
- **Track Grades** – Existing track grades are relatively flat and will allow for development of the station and platform in accordance with ADA policies.
- **Station Track Configuration** – Station track configuration will provide for the through movement of trains along the corridor without having to reverse the train's direction at any time.
- **Highway Crossing Locations** – At-grade highway crossing locations are not located within the proximity of the station site.

- **Existing Bridges, Tunnels, Etc.** – Existing bridges, tunnels, etc. are not located within the proximity of the station site.

3.0 Station Alternative Identification

This section describes the assumptions made given available information, such as the necessary capacity of the station (ridership) and platform length (proposed initial and ultimate train lengths) as described in the Purpose & Need. Additionally, each location to be evaluated in Section 4.0 is identified and described.

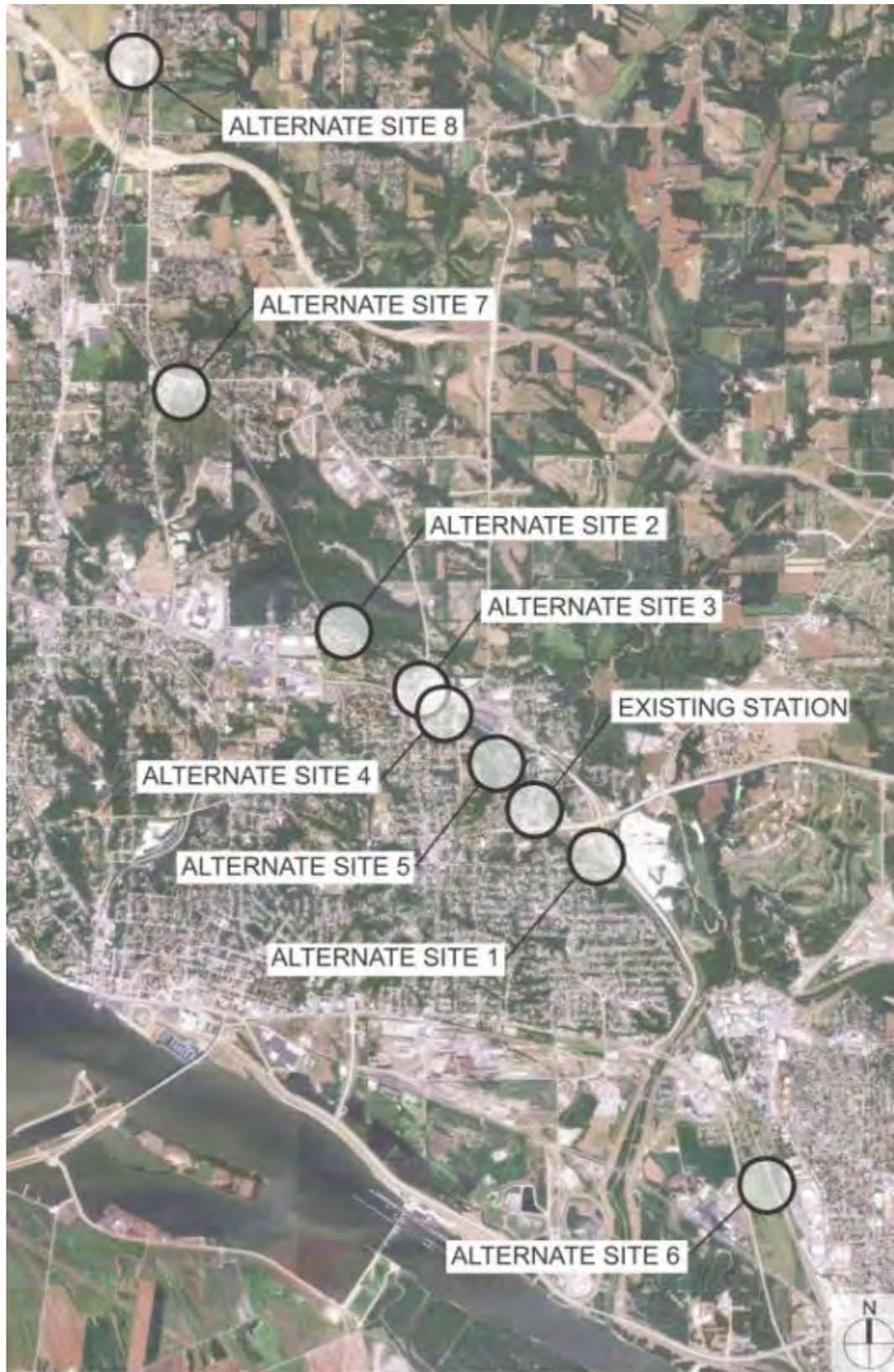
3.1 Assumptions

As described in the Purpose & Need, in 2010, a total of 57,588 passengers used the Alton Amtrak Station. The majority of these passengers (55 percent) travelled to or from Chicago. The numbers of passengers using Alton Station are expected to grow as high-speed service begins operating on this line. By 2030, there are expected to be 119,777 passengers using Alton Station every year, which is more than double the number using the facility today.

The new Alton Station site must provide a straight section of track to allow for construction of straight passenger platforms at least five hundred feet in length. Straight platforms are imperative to provide clear sightlines for railway personnel when passengers are boarding and alighting trains. The site should also be large enough to meet the anticipated space requirements for station facilities and parking as detailed in the Station Programming Study for Alton. Additionally, room for future expansion of station facilities and parking should be considered as ridership grows in the coming decades.

3.2 Locations to be Evaluated

A total of nine (9) station sites including the existing Alton Amtrak Station (No-Build Alternative) have been identified for evaluation as a potential Alton station site. All sites evaluated meet the Purpose & Need of the project. The locations of these sites are illustrated in Figure 3.2.1 and described below.



Aerial Imagery - Google 2012 DigitalGlobe, GeoEye, U.S. Geological Survey, USDA Farm Service Agency

Figure 3.2.1 Potential Sites for the Alton Station

3.2.1 Existing Station Site (No-Build Alternative)

The existing Amtrak station site is located in the northeast quadrant of the intersection between IL 140 and Kendall Avenue. Figure 3.2.2 shows the location of the existing Amtrak station and the surrounding roadways. The existing station site was evaluated against the criteria since it is the no-build alternative and must be evaluated.



Figure 3.2.2 – Existing Station Site – Location Map

3.2.2 Site 1

Site 1 is located approximately 0.3 mile southeast of the existing Alton Amtrak station. The site is approximately 5.74 acres and is located approximately 0.25 mile south of College Avenue and is adjacent to the Union Pacific Railroad and IL 3 (Homer Adams Parkway). Figure 3.2.3 shows Site 1. Site 1 was selected as a potential site due to its location and the availability of land for development. The City of Alton and Madison County Transit (MCT) have previously expressed their interest in developing this parcel into an intermodal transportation facility, anchored by high-speed passenger rail.



Figure 3.2.3 – Site 1 – Location Map

3.2.3 Site 2

Site 2 is located approximately 1.6 miles northwest of the existing Alton Amtrak station, as shown in Figure 3.2.4. The site is approximately 59 acres and is located adjacent to IL3/111 (Homer Adams Parkway) and is approximately 1.9 miles northwest of the intersection of IL 3/111 (Homer Adams Parkway) and IL 140 (College Avenue). The site is currently owned by the City of Alton and is home to the Robert P. Wadlow Golf Course, which is open to the public. The site was selected for evaluation due to its location and access to roadways as well as the site geometrics and ability to be developed into an intermodal transportation facility and accommodate future expansion of the facilities.



Figure 3.2.4 – Site 2 – Location Map

3.2.4 Site 3

Site 3 is located north of IL 3/111 (Homer Adams Parkway) and east of Washington Avenue. The site is approximately one mile northwest of the existing Amtrak station. Figure 3.2.5 shows the location map of the site. This site was chosen for evaluation based upon the track alignment adjacent to the site as well as its location near existing retail development.



Figure 3.2.5 – Site 3 – Location Map

3.2.5 Site 4

Site 4 is located south of IL 3/111 (Homer Adams Parkway), east of Washington Avenue and west of Seminary Street. The station site is approximately one mile northwest of the existing Amtrak station site. The location map of this site is included in Figure 3.2.6. Site 4 was selected for analysis based upon its visibility and access to IL 3/111 and the track alignment adjacent to the site.



Figure 3.2.6 – Site 4 – Location Map

3.2.6 Site 5

Site 5 is located approximately 0.4 mile northwest of the existing Amtrak station and approximately 0.4 mile northeast of the intersection between IL 140 and Seminary Street. This site was chosen for evaluation based upon the large quantity of undeveloped land that could accommodate the station, its facilities, and parking for the station. Figure 3.2.7 includes the location map for Site 5.



Figure 3.2.7 – Site 5 – Location Map

3.2.7 Site 6

Site 6 is located outside the limits of the City of Alton but is located within the limits of East Alton. The site is located on the east side of IL 3, approximately 0.7 mile southeast of the intersection between IL 3 and West St. Louis Avenue. Figure 3.2.8 includes the location map for Site 6. This location was chosen as a station site alternative based upon the large amount of undeveloped land for the station and parking facilities as well as the track alignment adjacent to the site.

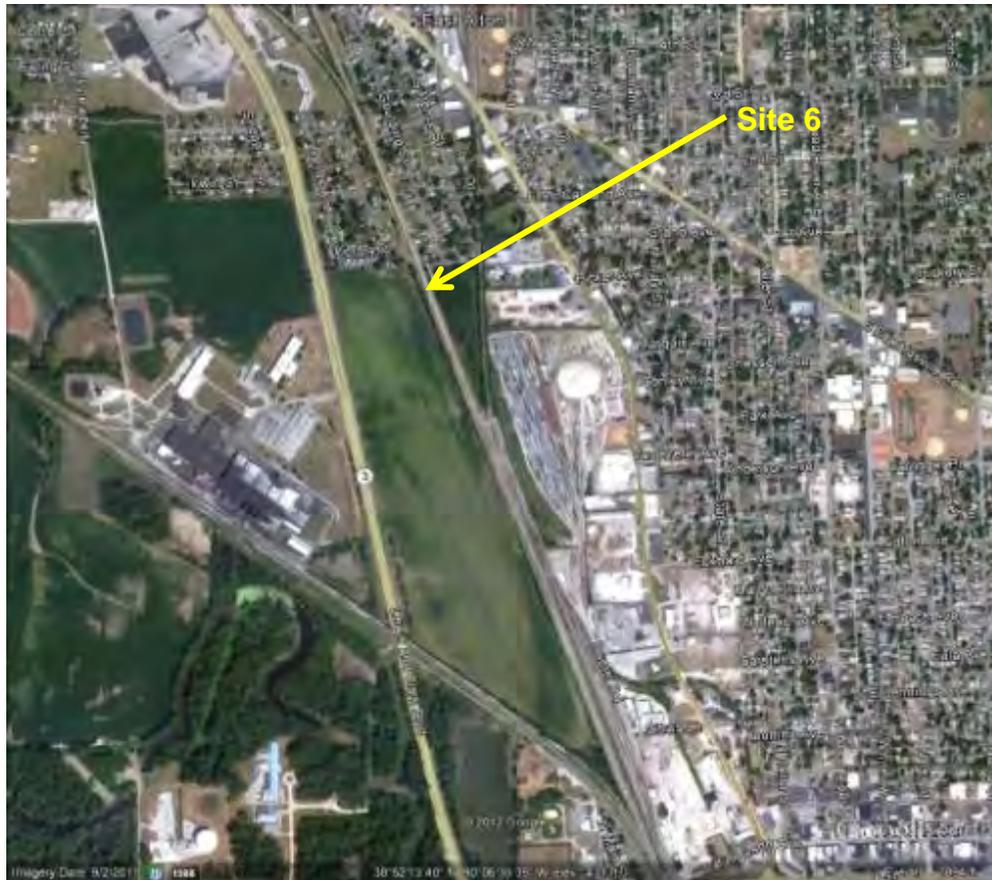


Figure 3.2.8 – Site 6 – Location Map

3.2.8 Site 7

Site 7 is located in Godfrey, approximately 0.1 mile southwest of the intersection between N. Humbert Road and N. Alby Street. Figure 3.2.9 includes the location map for Site 7. This site was selected for analysis based upon the site topography and the potential to develop a multimodal station at this site.



Figure 3.2.9 – Site 7 – Location Map

3.2.9 Site 8

Site 8 is also located in Godfrey, less than 0.1 mile south of the intersection between Bethany Lane and IL 111/267 (Montclair Avenue). This location was chosen for evaluation based upon the amount of vacant land available for development as a station site and its accessibility and visibility to IL 111/267 (Montclair Avenue). Figure 3.2.10 shows the location of Site 8.



Figure 3.2.10 – Site 8 – Location Map

4.0 Station Alternative Evaluation

4.1 Methodology

As each station location meets the Purpose & Need of the project, the criteria developed from Amtrak and FRA guidance documents and detailed in Section 2.0 were applied to each potential Alton Station location described in Section 3.0. Each site was given a rating for each criterion or category. The ratings were the result of both qualitative and quantitative analysis. In some instances, the results generated by one alternative were compared with the results from another. This comparative analysis yielded a relational rating among alternatives for one or more evaluation factors.

The three symbols used and the point values for each in the rating process included:

- “+” Performance better than other alternatives (+1 points)
- “o” Performance same as other alternatives (0 points)
- “-” Performance worse than other alternatives (-1 points)

In the end, the summation of the ratings for each alternative provided the output used to identify which alternative(s) should be carried forward and which alternative should be eliminated from further consideration.

4.2 Evaluation

4.2.1 Location within the Community

The locations for possible development into a station were first evaluated with the criteria outline in Section 2.1 – Location within the Community. Table 4.2.1 shows the ratings of the Location within the Community for each alternative.

Table 4.2.1 Location within the Community									
Criteria	Site								
	Ex. Site	1	2	3	4	5	6	7	8
Surrounding Land Use	-	+	o	+	+	-	-	-	-
Access to Support Services	-	+	+	+	+	-	-	-	-
Regeneration of Urban Center	-	o	+	o	o	-	-	-	-
Intermodal Access	o	+	+	+	+	-	+	o	-
Site Visibility	+	+	o	+	+	-	+	-	+
Site Access to Roadways	o	o	o	+	o	-	+	o	+
Multimodal Station Potential	-	o	o	o	o	o	+	+	+
Location within the Community Summation	-3	+4	+3	+5	+4	-6	+1	-3	-1

Key: + Better than other alternatives; o Same as other alternatives; - Worse than other alternatives

4.2.1.1 Surrounding Land Use

The existing station site is located in a primarily single-family residential neighborhood. Site 1 is located immediately south of the Alton Holiday Inn and the Alton Comfort Inn, several small office buildings, and a credit union. An existing residential neighborhood is located west of the site, west of the UP tracks. Site 2 is currently being utilized as a municipal golf course which is adjacent to a commercial/retail center, on the north side of IL 3/111. Small single-family residential areas are located adjacent to the site on the southeast and northwest. Across the tracks, the land is undeveloped and heavily wooded. Sites 3 and 4 are located in an existing commercial/retail area. Site 5 is bounded primarily by single-family residential developments as well as the Mississippi Valley Christian School. Sites 6, 7, and 8 are located in areas with residential properties as well as undeveloped commercial properties. Sites 1, 3, and 4 are the sites with land uses surrounding the potential station that best meet the description of the Surrounding Land Use criteria.

4.2.1.2 Access to Support Services

Sites 2, 3, and 4 are located adjacent to or within a 0.4 mile walking distance to restaurants and retail services and shopping. Site 2 is also located approximately 1 mile from the Alton Square Mall, which contains over 40 stores for shopping and dining. Site 1 is located adjacent to hotels, restaurants, and banking facilities. The existing station site and Sites 5, 6, 7, and 8, are not located within the proximity of support services such as restaurants, hotels, or retail services.

4.2.1.3 *Regeneration of Urban Center*

The existing station site and Sites 5, 6, 7, and 8 are located away from existing retail, businesses, restaurants, and residential areas that are found in mixed-use development. Development of these sites as a station may spur small developments for support services for the station, such as restaurants or coffee shops, but due to well-established single-family residential areas and industrial/commercial developments, large-scale transit-oriented development (TOD) areas are very unlikely. Sites 1, 3, and 4 are located within 0.5 mile of existing retail, businesses, restaurants, and residential areas. Development of one of these sites into a high-speed rail passenger station would enhance these existing developments and would likely continue development and redevelopment of these areas into a TOD. Site 2 is located within an area which largely consists of retail stores, businesses, restaurants, and hotels. Due to the size of the site (approximately 59 acres) and the availability of land within 0.5 mile of the site that could be developed or redeveloped to enhance the support services needed for the station and its passengers, the potential for incorporating lofts and apartments into the area is quite likely as well.

4.2.1.4 *Intermodal Access*

Sites 5 and 8 are not located along existing MCT bus routes and are not connected to MetroLink light-rail transit in East St. Louis. These sites are only serviced by private taxi service. The existing station site and Site 7 are served by private taxi service as well as being located along an existing MCT bus route. These stations are both located along local service bus routes, the Brown Shuttle and the State & Elm Shuttle, respectively. These bus routes provide bus service within the greater Alton area and would offer connecting service to the Riverbend Express, which connects to MetroLink light-rail service at the 5th & Missouri Station in East St. Louis. Sites 1, 2, 3, 4, and 6 are served by private taxi service as well as being located along MCT bus routes. These sites are served by local bus service as well as by Riverbend Express, which connects directly to the MetroLink station in East St. Louis. Site 1 is not located directly on the Riverbend Express route but is located less than 0.25 mile from that route and an additional stop at the station could easily be incorporated into the bus route to enhance to intermodal aspect of the station.

4.2.1.5 *Site Visibility*

Sites 5 and 7 are not located adjacent to arterial highways. They are located along local collector streets. Site 2 is located adjacent to an arterial highway IL 3/111 but due to the size of the site and the location of the railroad tracks (near the rear of the property), station visibility from the adjacent roadway would be limited but may be able to be achieved with good site design. The existing station site and Sites 1, 3, 4, 6, and 8 are all located adjacent to arterial highways and due to the property size and the location of the tracks, site visibility from the adjacent roadway would easily be achieved.

4.2.1.6 *Site Access to Roadways*

Access to Site 5 is from Seminary Street, a two-lane roadway which is a two-lane urban collector street. Access to the existing station site and Sites 1, 2, 4, and 7 would be provided from a local

road that is less than 0.5 mile from a principle arterial road, a state route. Direct access from a principle arterial road to the station would be available for Sites 3, 6, and 8.

4.2.1.7 Multimodal Station Potential

The City of Alton and MCT envision the Alton station to be a modern, intermodal station that connects various modes of transportation including pedestrians, bicycles, automobiles, taxis, buses, and high-speed rail. The existing station site does not have enough land available to accommodate the parking demands for long-term and short-term parking, passenger pick-up/drop-off areas, and MCT buses and it does not have access to pedestrian or bicycle facilities. Sites 1, 2, 3, 4, and 5 have adequate land that could accommodate the high-speed rail passenger station and parking, both short-term and long-term, MCT buses, and passenger drop-off/pick-up but these sites do not have access to bicycle or pedestrian facilities. Sites 6, 7, and 8 have adequate land that could be designed to accommodate the passenger station and parking, MCT buses, and passenger drop-off/pick-up and the existing arterial roadways adjacent to the site have shoulders that could be adequate for pedestrians and bicycles.

4.2.2 Accessibility and Parking

The locations for possible development into a station were evaluated with the criteria outlined in Section 2.2 – Accessibility and Parking. Table 4.2.2 shows the ratings of the Accessibility and Parking for each alternative.

Table 4.2.2 Accessibility and Parking									
Criteria	Site								
	Ex. Site	1	2	3	4	5	6	7	8
Infrastructure Improvements	o	+	+	o	-	-	o	-	-
Site Entrance/Exit	o	o	o	-	o	o	o	o	o
Internal Site Circulation	-	o	+	o	+	+	+	+	+
Rental Cars	-	-	o	o	o	o	-	-	-
Bicycle Access	-	-	o	o	o	-	o	o	o
Pedestrian Access	o	o	-	-	-	+	-	-	-
Accessibility and Parking Summation	-3	-1	+1	-2	-1	o	-1	-2	-2

Key: + Better than other alternatives; o Same as other alternatives; - Worse than other alternatives

4.2.2.1 Infrastructure Improvements

It is likely that if a station site is to have access from a primary arterial roadway via a local street and that intersection does not have auxiliary turn lanes and a traffic signal installed at the intersection, these improvements will need to be installed to mitigate the traffic impacts of the traffic generated by the high-speed rail passenger station.

Sites 4, 5, 7, and 8 would need to have new entrances from the mainline roadway and the mainline roadway would need to have a traffic signal and auxiliary turn lanes installed. The existing station site and Sites 3 and 6 would be able to be developed with an entrance to the site at a location along the main roadway that already has a signalized intersection and the new entrance would be the fourth approach to that intersection or the main roadway has a bidirectional turn lane that could be re-stripped to provide an exclusive left-turn lane into the new entrance. Site 2 has access to a mainline roadway at a signalized intersection, but an additional access roadway would need to be constructed to reach the station within the site. Site 1 has access to the mainline roadway at an intersection that already has auxiliary turn lanes and is signalized. No significant infrastructure improvements would be needed for site 1.

4.2.2.2 Site Entrance/Exit

All of the sites, except for Site 3, would be able to accommodate separate, full-access entrances and exits from the site. However, Site 3 may only be able to obtain one full-access entrance from Washington Avenue. A right-in/right-out (RIRO) exit may be able to be obtained along IL 3 due to the existing turn lanes and the raised concrete median along IL 3.

4.2.2.3 Internal Site Circulation

The existing station site is already experiencing operational problems with passenger vehicles and MCT buses. This site is not able to be expanded to provide separation of passenger vehicles, transit vehicles, and passenger pick-up/drop-off vehicles. Due to the physical geometry of the properties and the access from the adjacent roadways, Sites 1 and 3 may be able to separate buses from passenger vehicles (that are going to park) but these sites may not be able to separate buses from passenger vehicles that are picking-up/dropping-off passengers at the stations. Sites 2, 4, 5, 6, 7, and 8 have adequate size and access to adjacent roadways to be able to provide full separation of passenger vehicles that are going to park, transit vehicles, and passenger vehicles picking-up/dropping-off passengers at the station.

4.2.2.4 Rental Cars

Rental car service is available in Alton and at least one service has pick-up/drop-off service that could service any of the station sites. None of the potential station sites have rental car services located on site. Sites 2, 3, 4, and 5 have rental car service located within 0.5 mile of the site. The existing station site and Sites 1, 6, 7, and 8 are served by rental car companies with pick-up/drop-off service but are located more than 0.5 mile from these businesses.

4.2.2.5 Bicycle Access

The existing station site and Sites 1 and 5 are not located within the vicinity of an existing MCT Trail or roadways with shoulders to accommodate bicycles. Sites 2, 3, and 4 are located within 1 mile of a roadway with shoulders that could possibly accommodate bicycle traffic to the station site. However, some construction of bicycle accommodations from these roadways to the station site would need to be built to complete the connection. Sites 6, 7, and 8 are located adjacent to roadways with existing shoulders that could accommodate bicycle traffic to the site. However, these roadways have posted speed limits of 40 mph or greater, which results in a high speed

differential between vehicles and bicyclists. A high speed differential creates an uncomfortable feeling for most bicyclists as well as creates safety issues for the severity of crashes between vehicles and bicycles. Site 6 is the only site located within 0.5 mile of an existing MCT trail.

4.2.2.6 Pedestrian Access

Sidewalks or multi-use paths are not located within the vicinity of Sites 2, 3, 4, 6, 7, and 8. The existing station site and Site 1 do not have sidewalks or multi-use shared paths along the street adjacent to the site but there are sidewalks along the arterial roadway and sidewalk extensions could be constructed to link the station site to the existing sidewalk network. Site 5 is located adjacent to Seminary Street which has sidewalks installed along the roadway within the vicinity of the site.

4.2.3 Site Assessment

The locations for possible development into a station were evaluated with the criteria outlined in Section 2.3 – Site Assessment. Table 4.2.3 shows the ratings of the Site Assessment for each alternative.

Table 4.2.3 - Site Assessment									
Criteria	Site								
	Ex. Site	1	2	3	4	5	6	7	8
Site Topography	-	o	o	o	o	-	+	+	+
Site Size at Opening	-	o	+	-	o	+	+	o	o
Environmental Issues	-	+	-	-	-	-	-	o	o
Site Configuration	-	+	+	-	-	+	+	-	-
Existing Utilities	+	+	o	+	+	-	-	-	o
Future Expansion Potential	-	o	+	-	-	+	+	o	-
Property Ownership & Willingness to Sell	+	+	+	o	o	o	o	o	o
Site Assessment Summation	-3	+4	+3	-3	-2	o	+2	-1	-1

Key: + Better than other alternatives; o Same as other alternatives; - Worse than other alternatives

4.2.3.1 Site Topography

The existing station site and Site 5 are located on properties that are either heavily wooded or have terrain with severe grades. Sites 1, 2, 3, and 4 are located on properties that have rolling terrain, have some wooded areas, or have existing buildings that would need to be demolished in order to develop the site into a station. Sites 6, 7, and 8 are located on properties that have relatively flat terrain, no existing buildings to be demolished, and very little trees to be removed for site development.

4.2.3.2 Site Size at Opening

The existing station site and Site 3 do not have adequate space for the station facilities and parking at the opening of the high-speed rail passenger station. Sites 1, 4, 7, and 8 would have sufficient land available to be developed for the passenger station, station facilities, and parking to meet the passenger demands when the station opens. Sites 2, 5, and 6 have more than enough land available for the station, its facilities, and parking demands when the station opens.

4.2.3.3 Environmental Issues

Full environmental assessments for the sites selected for evaluation have not been prepared. In order to evaluate the potential environmental impacts on the various sites, a preliminary search of known cemeteries, churches, mines, parks, schools, LUST sites, SRP sites, wells, wetlands, and flood zones as well as areas that have the potential for archeological resources was prepared. The existing station site and Sites 2, 3, 4, 5, and 6 have potential for adverse impacts to archeological resources if the site were to be developed into a high-speed rail passenger station and supporting facilities. Site 2 also impacts a publicly-owned golf course and the site size would not allow the golf course to be redesigned and still function. Sites 1, 7 and 8 show few environmental impacts based on the preliminary screen. A complete review of environmental impacts will be prepared for the Environmental Assessment.

4.2.3.4 Site Configuration

The existing station site and Sites 3, 4, 7, and 8 are situated on properties that are oddly-shaped to provide good site design for station and parking facilities layout as well as access to the tracks for passengers. Sites 1, 2, 5, and 6 are situated on properties that would provide logical site layout providing passenger platform access to single-track passenger rail service while anticipating possible future implementation of two-track service.

4.2.3.5 Existing Utilities

Sites 5, 6, and 7 will likely require the largest number and length of extensions of existing utilities to service the site. This is mostly due to the surrounding land use and the location of the future station in relationship to the existing utilities. Sites 2 and 8 have some utilities (like water, electric, and telephone) located within 1,000 feet of the station and will require extension to service the site. The existing station site and Sites 1, 3, and 4 are located near commercially developed areas and existing utilities (such as water, sanitary sewer, electric, telephone, gas, and fiber optic/data) are located within 1,000 feet of the station and will require minimal extensions to service the site.

4.2.3.6 Future Expansion Potential

The existing station site and Sites 3, 4, and 8 are less than 4 acres in size and will likely not be able to accommodate future expansions of the passenger station and parking facilities to accommodate passengers as ridership increases. Sites 1 and 7 are between 5 and 6 acres each and could possibly accommodate future, limited expansions of the station and the parking facilities. In order to optimize development of these properties, it would be good to develop a phased site plan which would include the initial station and parking facilities as well as future

expansion of the station and parking. Sites 2, 5, and 6 are all in excess of 10 acres and would provide more than enough property to expand that passenger station, support facilities, and parking facilities as ridership at the station increases.

4.2.3.7 Property Ownership & Willingness to Sell

Sites 3, 4, 5, 6, 7, and 8 are owned by private individuals or private companies. These property owners have not been approached to assess their willingness or interest in selling their property for development of a high-speed rail passenger station. It is not known if these properties could be acquired for development of the station sites. The existing station site and Sites 1 and 2 could be developed into a high-speed rail passenger station with minimal complications from the existing property owners. Site 1 is owned privately but the owner has previously expressed willingness to sell the property to the City for development of a station. The existing station site is owned by the UP RR. Site 2 is owned entirely by the City of Alton. No complications due to property acquisition would be anticipated in the development of either of these sites.

4.2.4 Railroad Characteristics

The locations for possible development into a station were evaluated with the criteria outlined in Section 2.4 – Railroad Characteristics. Table 4.2.4 shows the ratings of the Railroad Characteristics for each alternative.

Table 4.2.4 - Railroad Characteristics									
Criteria	Site								
	Ex. Site	1	2	3	4	5	6	7	8
Existing Rail Alignment	-	+	+	-	-	+	+	o	+
Track Grades	o	o	o	o	o	o	o	o	o
Station Track Configuration	o	o	o	o	o	o	-	o	o
Highway Crossing Locations	+	+	o	-	-	+	+	-	-
Existing Bridges, Tunnels, Etc.	-	o	+	-	-	o	+	+	+
Railroad Characteristics Summation	-1	+2	+2	-3	-3	+2	+2	o	+1

Key: + Better than other alternatives; o Same as other alternatives; - Worse than other alternatives

4.2.4.1 Existing Rail Alignment

The existing station site and Sites 3 and 4 are located along a horizontal curve of the tracks which is not ideal for development of a station and platform and would take extra design considerations to mitigate the curvature of the tracks at the station site. Site 7 fronts a section of track that is located along a horizontal curve and a section of track that is located along the

tangent to the curve. The site appears to have approximately 550 feet of track that is located along the tangent. Careful consideration would need to be given to during the design of the station and passenger platform for development of this site. Sites 1, 2, 5, 6, and 8 are all located along tangent sections of track which have at least 1,000 feet of straight track available for development of the station and passenger platform.

4.2.4.2 Track Grades

All of the potential sites for the high-speed rail passenger station are located along relatively flat track grades. No sites are too steep for development of a station and platform.

4.2.4.3 Station Track Configuration

All of the potential sites for the high-speed rail passenger station will provide for the through movement of trains along the corridor without having to reverse the train's direction at any time. However, Site 6 is located along a section of track with two mainline tracks within the UP RR ROW. Passenger rail service primarily uses the east track, which is located on the far side of the ROW corridor away from the station site. That presents potential problems with station planning in order to provide a platform on the east side of the track accessed from a stationhouse and parking located on the west side of the tracks. The west track peels away from the east track north of this site and continues west to service industrial properties along the Alton Riverfront.

4.2.4.4 Highway Crossing Locations

Sites 3, 4, 7, and 8 have existing at-grade highway crossings less than 0.25 miles from the station site. Site 2 has an existing at-grade highway crossing approximately 0.5 mile from the station site. The existing station site and Sites 1, 5, and 6 have no at-grade highway crossings within 0.5 mile of the site. At-grade highway crossings located within the proximity of the station can be a safety issue for both the trains and the vehicles using the crossing.

4.2.4.5 Existing Bridges, Tunnels, Etc.

The existing station site and Sites 3 and 4 have a bridge located less than 0.25 mile from the station site. Sites 1 and 5 have a bridge located between 0.25 and 0.5 mile from the station site. Sites 2, 6, 7, and 8 have a bridge located greater than 0.5 mile from the station sites.

4.2.5 Evaluation Summary

Table 4.2.5 includes the summary of the evaluation of the station locations for the four main categories: Location within the Community; Accessibility and Parking; Site Assessment; and Railroad Characteristics.

Table 4.2.5 - Summary of Screening Criteria Rankings									
Screening Criteria	Site								
	Ex. Site	1	2	3	4	5	6	7	8
Location within the Community	-3	+4	+3	+5	+4	-6	+1	-3	-1
Accessibility and Parking	-3	-1	+1	-2	-1	o	-1	-2	-2
Site Assessment	-3	+4	+3	-3	-2	o	+2	-1	-1
Railroad Characteristics	-1	+2	+2	-3	-3	+2	+2	o	+1
Summary Rating	-10	+9	+9	-3	-2	-4	+4	-6	-3
Recommended for Further Analysis	No	Yes	Yes	No	No	No	No	No	No

Key: + Better than other alternatives; o Same as other alternatives; - Worse than other alternatives

As shown in Table 4.2.5, Sites 1 and 2 ranked the highest when evaluated against the screening criteria. These two sites are recommended for further evaluation. As the existing site represents the no-build alternative, it is also carried forward for further analysis.

4.2.5.1 Site 1

Site 1 ranked higher than or equal to all other sites for the Location within the Community criteria, Site Assessment screening criteria, and Railroad Characteristics criteria. Site 1 is located adjacent to established hotels, restaurants, businesses, and office buildings. Even though single-family residential is located on the west side of the tracks, no connections from the station to the residential neighborhood would be made. Development of this site would enhance the existing businesses and would spur development of additional support services for the station. This site also has excellent visibility from arterial streets and has good access from IL 140 as well. MCT has expressed its support for the selection of Site 1 as the intermodal Alton station to combine high-speed rail, buses, passenger vehicles, bicycles, and pedestrians.

Site 1 is likely to require shorter utility extensions than all other sites to serve a potential station.

Site 1 does not have any at-grade highway crossings within the proximity of the site.

4.2.5.2 Site 2

Site 2 ranked higher than all other sites in Accessibility and Parking. This higher ranking is due to the better internal site circulation and the closer proximity to rental car service and bicycle access. Site 2 ranked higher than all other sites except Site 1 in the Site Assessment criteria. However, Site 2 has more land available for initial development of the station and supporting facilities and has more potential for future expansion of the station and its facilities as ridership

increases. Site 2 does rank the same or better than all other sites for Railroad Characteristics and does not have any bridges or tunnels within the proximity of the site.

4.2.5.3 Existing Station Site (No-Build Alternative)

The existing Alton Station Site fared the same or worse than the other station sites in all criteria except Railroad Characteristics. The existing station site is surrounded by mostly single-family residential developments and does not have the capacity to be expanded to serve as the intermodal transportation hub that the City of Alton and MCT desire the high-speed rail passenger station to be. This site is not able to accommodate MCT buses, pedestrians, and bicycles. Due to these conditions, the existing station site ranked low in Location within the Community, Accessibility and Parking, and Site Assessment. However, as continued use of the existing station site represents the No-Build (Baseline) Alternative, the Existing Station Site will be carried forward for further analysis.

4.2.5.4 Sites Not Carried Forward for Further Evaluation

Sites 3, 4, 5, 6, 7, and 8 scored significantly lower than Sites 1 and 2 when evaluated against the Screening Criteria.

Site 3 is situated in an area that scores very well for Location within the Community due to its surrounding land use, the available support services, and the likelihood of spurring redevelopment of vacant properties. However, these benefits are overcome by the lower scores for Accessibility and Parking, Site Assessment, and Railroad Characteristics. This triangular-shaped property is located in the northeast quadrant of IL 3 and Washington Avenue. This location, while highly visible, has extreme limitations on the number and placement of entrances from the adjacent roadways. Additionally, the existing at-grade crossing at Washington Avenue is in close proximity to the station site and poses issues for trains, vehicles, and pedestrians. This site is also small in size and would likely require additional property to be acquired to develop the initial station, its facilities, parking, and internal site circulation. The property is located on a site that has an existing commercial development. While the site would be able to accommodate good site design for station elevations and stormwater drainage and detention, demolition of the existing building and structures would be a disadvantage of this site.

Site 4 is located on the south side of IL 3, directly across from Site 3. Site 4 is very similar to Site 3 in regards to the evaluation of the screening criteria for Location within the Community. Like Site 3, Site 4 also does not rank very highly for Accessibility and Parking, Site Assessment, and Railroad Characteristics. Due to the size of the site, Site 4 could provide good internal site circulation. However, this site provides less than desirable frontage on the track ROW. The short distance between the adjacent railroad viaducts over IL 3 and Seminary Street would require the passenger platform to be constructed at an overall length of less than the 500 feet required per the station program. A platform of 500 feet in length would need to be partially constructed over one or both of the adjacent roadways. Site 4 is also located along a section of track that has an existing horizontal curve and development of a stationhouse and platform would be more difficult at this location.

Site 5 is located in a well-established, single-family residential area, approximately 0.4 mile south of the intersection of IL 3 and Seminary Street. The site is not located along a major thoroughfare, has poor site visibility, and does not have direct access to arterial roadways. Due to the size of the property, this site would have good internal site circulation, be able to accommodate the station and its facility at the opening, and have good potential for future expansions. However, due to roadway infrastructure improvements required to mitigate the traffic generated by the station, the heavily wooded site, potential environmental impacts, and the needed utility extensions to serve the site, Site 5 ranked very low when evaluated against the screening criteria.

Site 6 is located away from support services for the station, lacks pedestrian and bicycle facilities, and does not have the potential for adding mixed-used development if the site is developed into a station. The site does have good access to an arterial roadway, has good visibility from IL 3, and could provide good internal site circulation. The site does have adequate size for the station and its support facilities and has the potential for future expansion as ridership increases. One concern of the development of this site is the existing dual tracks along the site. Currently, passenger service is provided on the east side tracks and the station and platform would be located on the west side of the tracks. This arrangement would require a grade-separated pedestrian crossing and platform off the property to be constructed.

Site 7 ranked poorly in all screening criteria categories. However, Location within the Community ranked particularly low. This is due largely to the surrounding land use, being located away from an urban center, lack of support services for the station, and poor site visibility. The adjacent roadway does not accommodate pedestrians and even though there is a shoulder present for bicyclists to utilize, the posted speed limit for vehicles along North Alby Street would make most bicyclists uncomfortable to ride on the shoulder. The site configuration is triangular and there is a limited tangent section of tracks for the station and platform to be built. These limitations would hinder site design and would likely limit the future expansion potential of the site.

Site 8 scored poorly for most of the screening criteria categories. Even though the site is located along an arterial roadway, which would provide good access to the site as well as good visibility of the site, and along a tangent section of track, the site is located away from an urban center and away from support services for the station. The site size is small and may limit site design of the station and facilities and would most likely prohibit future expansion of the station and parking at this site.

5.0 References

Federal Railroad Administration (FRA). *Railroad Corridor Transportation Plans – A Guidance Manual*. 2005.

Amtrak. *Station Program & Planning Standards and Guidelines – Station Manual Version 2.2*. 2008.

Madison County Transit – Fixed Route System Map – 2012 Bus System Map.
www.mct.org/busservices/SystemMap.aspx

Madison County Transit Trails – Google Trail Map. www.mcttrails.org/map.aspx

**MEMORANDUM OF AGREEMENT
AMONG
THE FEDERAL RAILROAD ADMINISTRATION,
THE ILLINOIS STATE HISTORIC PRESERVATION OFFICER,
THE ILLINOIS DEPARTMENT OF TRANSPORTATION,
THE UNION PACIFIC RAILROAD,
AND THE CITY OF ALTON
REGARDING
COMPLIANCE WITH SECTION 106 OF THE NATIONAL HISTORIC
PRESERVATION ACT,
AS IT PERTAINS TO THE PROPOSED
ALTON REGIONAL MULTIMODAL TRANSPORTATION CENTER,
ALTON, MADISON COUNTY, ILLINOIS**

WHEREAS, the Federal Railroad Administration (FRA) has entered into an American Recovery and Reinvestment Act (ARRA) grant agreement with the Illinois Department of Transportation (IDOT) and a Transportation Investment Generating Economic Recovery (TIGER) grant agreement with the City of Alton (City). The City's grant and part of IDOT's grant shall be used to fund the construction of the Alton Regional MULTIMODAL Transportation Center in Alton, Illinois in Madison County (Project); and

WHEREAS, this undertaking is subject to the provisions of section 106 of the National Historic Preservation Act of 1966, as amended (NHPA), 16 U.S.C. §470f, and its implementing regulations, 36 C.F.R. part 800; and

WHEREAS, IDOT, in consultation with the FRA, has defined the undertaking's area of potential effect (APE) as the proposed Project area (as shown in Exhibit A); and

WHEREAS, the FRA and IDOT, in consultation with the SHPO, has identified two historic properties that would be affected by the Project: a mid-nineteenth century Euro-American farmstead (11MS2391) (Archeological Site) and the existing Alton railroad station, located at 3400 College Avenue, Alton, Illinois (Station Structure). The Archeological Site is eligible for the National Register of Historic Places (NRHP) under criterion D and the Station Structure is eligible under criterion A; and

WHEREAS, no human remains are expected to be found during archaeological site investigations covered by this MOA; however, if encountered, the provisions of the Illinois Human Remains Protection Act (20 ILCS 3440, 17 IAC 4170) would be followed; and

WHEREAS, the FRA and IDOT, in consultation with the SHPO, have determined that adverse effects would occur to the properties as a result of the Project (see Exhibit B); and

WHEREAS, the FRA notified the Advisory Council on Historic Preservation (ACHP) of the preparation of this Memorandum of Agreement (MOA), and in a letter dated, March 22, 2013 the ACHP declined to participate in the consultation for the Project; and

WHEREAS, the FRA and IDOT have invited the Osage and Miami Tribes, the Alton Historical Commission and the Alton Area Landmarks Association to concur with the terms and conditions of this MOA; and

WHEREAS, IDOT in consultation with the FRA, notified the Union Pacific Railroad (UPRR), the owner of the Station Structure, of the preparation of this MOA and invited the UPRR to become a signatory to this MOA; and

WHEREAS, in a letter dated February 20, 2013, UPRR stated that due to safety concerns with the current location, it would like to either demolish the Station Structure or, have the City relocate or demolish the Station Structure. Should the Station Structure be demolished, UPRR shall allow the City to document the Station Structure, pursuant to Section II, prior to demolition.

NOW, THEREFORE, the FRA shall ensure that the Project shall be implemented in accordance with the following stipulations to ensure that potential effects on historic properties are taken into account.

STIPULATIONS

The FRA shall ensure that the following steps will be undertaken for the Project:

I. ARCHAEOLOGICAL RESOURCES

- A. IDOT and City shall preserve the Archaeological Site by redesigning the Project to avoid potential impacts to the Archeological Site, by placing the Archeological Site within a demarcated preservation area with a mutually agreed upon buffer zone to ensure the Archaeological Site will not be impacted during construction or by future activities, filing a preservation covenant with Madison County, and by providing an executed copy of the preservation covenant to the SHPO, evidencing the filing. The IDOT and City will coordinate with the SHPO to agree upon the size of the buffer zone required.

II. HISTORIC RESOURCES

- A. The City shall attempt to preserve the Station Structure by developing and implementing a marketing plan aimed at finding a buyer for the Station Structure who shall relocate the Station Structure away from the UPRR right-of-way. The marketing plan will be developed in consultation with the FRA, IDOT, the SHPO, and the UPRR and shall include: a preservation covenant; information concerning the historic and architectural significance of the Station Structure; and information on any financial incentives available from the City;.
- B. The Station Structure shall be marketed with a preservation covenant for a minimum period of 24 months unless a qualified buyer is identified prior to the

end of that period. Such 24 month marketing period shall commence upon the completion, approval and publication of the marketing materials for the marketing plan or ninety (90) days after the execution of this Memorandum of Agreement, whichever comes first. After vacation of the Station Structure by UPRR, the qualified buyer shall have a maximum of 12 months to relocate the vacated Station Structure away from UPRR property, or the Station Structure will be subject to demolition at the cost of the new owner. If there is no new owner, the Station Structure will be subject to demolition by UPRR. All permits required by the City, the Illinois Environmental Protection Agency or any other government entity for relocation or demolition of all or any portion of the Station Structure shall be the responsibility of the New Owner or the UPRR or their respective contractors. All of UPRR's costs, expenses and fees incurred for such permits shall be reimbursed by IDOT as a Cost of the Project. If UP is obligated to demolish and dispose all or any portion of the Station Structure, all such costs and expenses for such demolition and disposal shall be a Cost of the Project.

- C. The City and UPRR shall review all reasonable offers, in consultation with SHPO, IDOT and FRA, prior to acceptance of any specific offer for the Station Structure. However, SHPO agrees that the City and UPRR shall not be required to accept any offer or proposal that cannot meet the financial requirements set forth in the marketing package, or any proposal that would result in an adverse effect on the Station Structure.
- D. If, after the marketing period, there are no acceptable proposals submitted, the UPRR and City shall notify the FRA, IDOT and SHPO and provide documentation of its marketing efforts and may move forward with disposal of the Station Structure without a preservation covenant, subject to the documentation of the Station Structure as outlined in this Section.
- E. In the event that UPRR elects to demolish the Station Structure, before demolition may occur the City will use its best efforts to ensure that the Station Structure is documented in accordance with IL Historic American Building Survey (HABS) Standards and Guidelines. The City will be responsible for the preparation of the IL HABS documentation and will commence this work during the marketing period. The general scope of work for the required IL HABS documentation of the Station Structure is as follows:
 - 1. Level III documentation will be required;
 - 2. Sketch plans on archival stable paper will be required;
 - 3. Digital 5" x 7" print photographs of exterior facades, significant interior spaces, and distinctive exterior and interior architectural features of the Station Structure;
 - 4. Written architectural description of the Station Structure using the IL HABS/IL Historic American Engineering Record (HAER) designated outline format;

5. Written contextual histories associated with the Station Structure in narrative form and inserted in the appropriate section of the IL HABS/HAER format; and
 6. The City will award the IL HABS Station Structure documentation project to a consultant of its choice, provided the consultant is qualified to perform the work and agrees to meet IL HABS/HAER Standards.
- F. SHPO will review the required IL HABS/HAER documentation submittals, and accept or reject the 100% submittal in accordance with IL HABS/HAER Standards.
- G. After SHPO acceptance, completed IL HABS/HAER documentation will be deposited within the archives section of the Abraham Lincoln Presidential Library in Springfield, Illinois. The SHPO requires that one standard and one microfiche copy of accepted documentation be provided for repository use.
- H. No demolition of the Station Structure will be undertaken until the 100% IL HABS/HAER documentation has been accepted in writing by the SHPO.
- I. Upon satisfactory compliance with the terms of this MOA, the SHPO shall, within thirty (30) days after receipt of the last criterion for approval, issue written authorization to proceed with the demolition of the Station Structure. If, within thirty (30) days of the last submission of any criterion for approval required by this MOA, the SHPO has not issued the UPRR, City, IDOT, and FRA any reason in writing that falls within the specified scope, requirements and limits of this MOA, the SHPO agrees that the UPRR, City, IDOT, and FRA have fully complied with all historic preservation laws pertaining to the demolition of the Station Structure.
- J. The City shall develop, in consultation with the SHPO, an interpretative exhibit about the Station Structure and the significant role that railroads played in the transportation history of the Alton area (Exhibit) for display in the proposed Alton Regional Transportation Center. The exhibit shall be developed and installed whether or not the Station Structure is preserved.
- K. IDOT agrees, upon receipt of invoice, to reimburse the CITY for the creation of the marketing plan, the Station Structure documentation, and the Exhibit up to a maximum of \$25,000.

III. PROFESSIONAL STANDARDS

The City shall ensure that all historic preservation work carried out pursuant to this MOA is completed by or under the supervision of a person or persons meeting, at a minimum, the *Secretary of the Interior's Professional Qualification Standards* in the fields of archaeology and architectural history, as published in 36 CFR Part 61.

IV. DURATION

This MOA will be null and void if its stipulations are not carried out within five years from the date of its execution. In such an event, the FRA shall so notify the parties to this MOA and, if it chooses to continue with the Project, then it shall reinstate review of the Project in accordance with 36 CFR Part 800 or the parties may extend the MOA by mutual written consent.

V. POST REVIEW DISCOVERIES

- A. **Human Remains.** In the case of an unanticipated discovery of human remains or burials during Project construction activities, City shall halt construction, secure the area, and follow the provisions of the Illinois Human Skeletal Remains Protection Act (20 ILCS 3440, 17 IAC 4170).
- B. **Historic Properties.** In the event of an unanticipated discovery of historic properties during Project construction activities, City shall halt construction, secure the area, and consult with the FRA and SHPO for the purposes of Section 106 pursuant to 36 CFR § 800.13(c).

VI. DISPUTE RESOLUTION

Should any signatory to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, FRA shall consult with such party to resolve the objection. If the FRA determines that such objection cannot be resolved, the FRA will:

- A. Forward all documentation relevant to the dispute, including the FRA's proposed resolution, to the ACHP. The ACHP shall provide the FRA with its advice on the resolution of the objection within thirty days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the FRA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP and signatories and provide them with a copy of this written response. The FRA will then proceed according to its final decision.

- B. If the ACHP does not provide its advice regarding the dispute within the thirty day time period the FRA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, the FRA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories to the MOA and provide them and the ACHP with a copy of such written response.
- C. The parties' responsibilities to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.

VII. AMENDMENTS

This MOA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the ACHP.

VIII. GENERAL

- A. **Audit.** The City and all of City's contractors shall maintain, for a minimum of three (3) years after the date of the final invoice, adequate books, records, and supporting documents to verify the amounts, recipients, and uses of all disbursements of funds passing in conjunction with this MOU; the MOU and all books, records, and supporting documents related to the MOU, which may be stored on electronic files, shall be available for review and may be audited by IDOT's internal auditors, the State Auditor General, the Federal Railroad Administration, or the U.S. Comptroller General. The City agrees to cooperate fully with any audit conducted by any of the above named entities and to provide full access to all relevant materials. If any litigation or claim involving this MOA has been filed before the expiration of the three (3) year period described in this Paragraph or any audit permitted hereunder has commenced before the expiration of the three (3) year period, the City and its contractors shall maintain the records required by this Paragraph: (1) in the case of any litigation or claim, until completion of the action and resolution of all issues which arise from it, or until the end of such three (3) year period, whichever is later and (2) in the case of any audit, until completion of the audit, or until the end of such three (3) year period, whichever is later. Failure to maintain the books, records, and supporting documents required by this Paragraph shall establish a presumption in favor of IDOT for the recovery of any funds paid by IDOT under the MOU for which adequate books, records, and supporting documentation are not available to support their purported disbursement.
- B. **Subject to Appropriation.** At the time this MOU was executed, there were funds available for IDOT's contribution to the Project; however, obligations assumed by IDOT under this MOU shall cease immediately, without penalty or payment beyond that which the City has already accumulated, should the

Illinois General Assembly or the federal government fail to appropriate or otherwise make available funds for the Project.

- C. **Termination.** If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment. If within thirty days an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories. Once the MOA is terminated and prior to work continuing on the undertaking, the FRA must request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. The FRA shall notify the signatories as to the course of action it will pursue.

Execution of this MOA by the FRA, SHPO, IDOT, UPRR, and City and the implementation of its terms evidence that FRA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

FEDERAL RAILROAD ADMINISTRATION

By:  Date: May 9, 2013

SIGNATURES FOLLOW ON SEPARATE PAGES

Illinois General Assembly or the federal government fail to appropriate or otherwise make available funds for the Project.

- C. **Termination.** If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment. If within thirty days an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories. Once the MOA is terminated and prior to work continuing on the undertaking, the FRA must request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. The FRA shall notify the signatories as to the course of action it will pursue.

Execution of this MOA by the FRA, SHPO, IDOT, UPRR, and City and the implementation of its terms evidence that FRA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

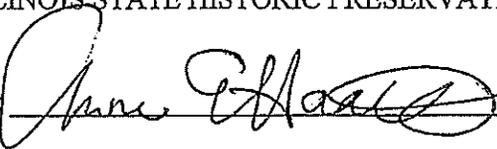
FEDERAL RAILROAD ADMINISTRATION

By: _____ Date: _____

SIGNATURES FOLLOW ON SEPARATE PAGES

ILLINOIS STATE HISTORIC PRESERVATION OFFICER

By:



Date:

5.14.13

ILLINOIS STATE HISTORIC PRESERVATION OFFICER

By: _____ Date: _____

ILLINOIS DEPARTMENT OF TRANSPORTATION

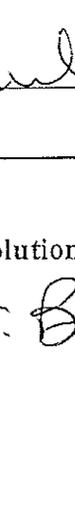
By: Joseph E. Shabo Date: 5/15/13

CITY OF ALTON

By:  Date: 5-8-13

Title: Mayor _____

Authorized by Resolution No. _____ adopted by City of Alton on May 8 2013.

By: 

Title: City Clerk

Date: 5/8/13

CITY OF ALTON

By: _____ Date: _____

Title: Mayor _____

Authorized by Resolution No. _____ adopted by City of Alton on _____ 2013.

By:

Title: City Clerk

Date: _____

UNION PACIFIC RAILROAD

By: Tony K Love Date: May 9, 2013

TONY K. LOVE
TONY K. LOVE

Assistant Vice President - Real Estate

UNION PACIFIC RAILROAD

By: _____ Date: _____

The following persons or entities are not parties to the foregoing Memorandum of Agreement (“MOA”) and have no obligations thereunder but hereby concur to the terms and conditions of said MOA.

MIAMI TRIBE OF OKLAHOMA

By: _____ Date: _____

CONCURRING PARTIES (2 of 4)

OSAGE NATION

By: _____ Date: _____

CONCURRING PARTIES (3 of 4)

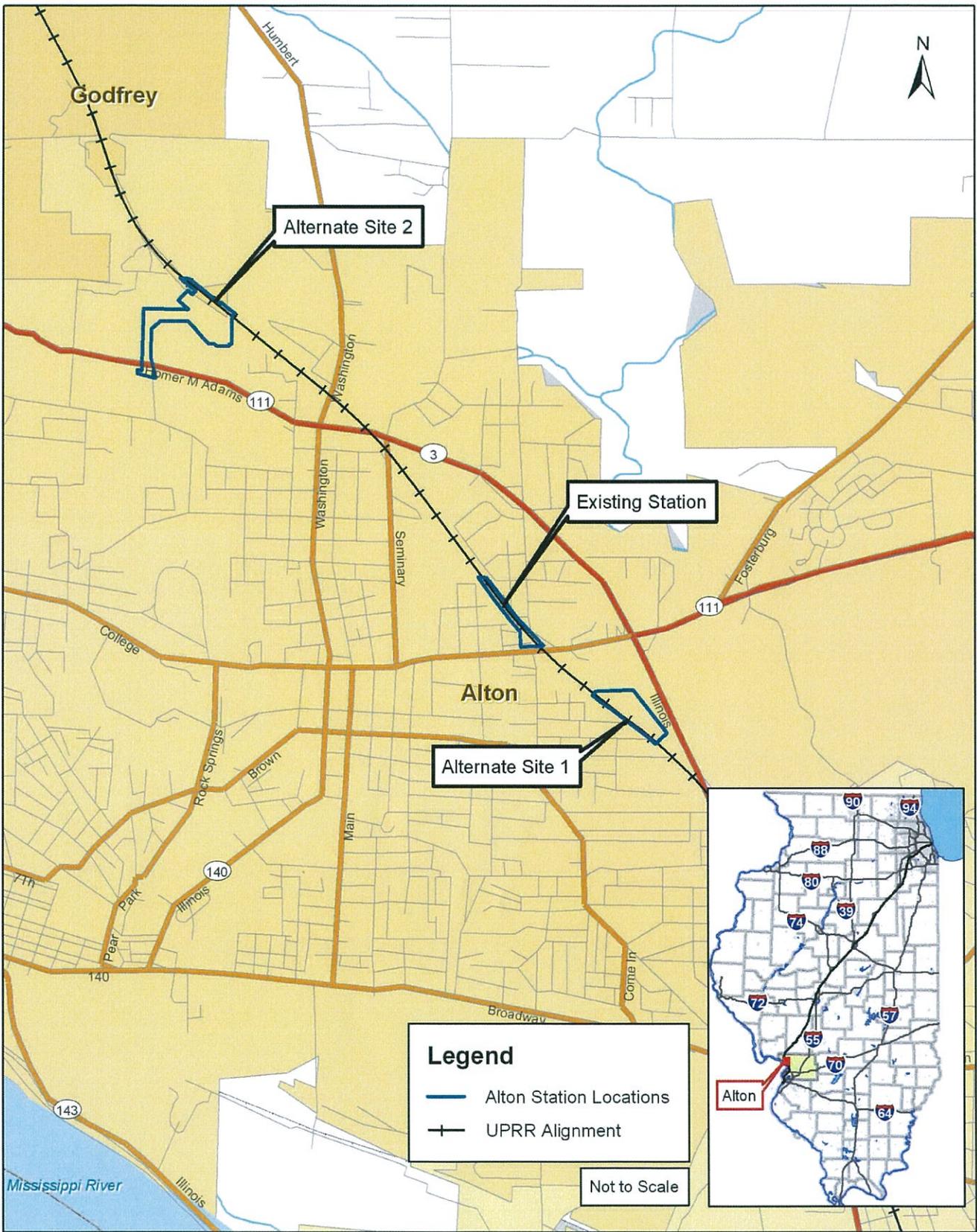
ALTON AREA LANDMARKS ASSOCIATION

By: _____ Date: _____

CONCURRING PARTIES (4 of 4)

ALTON HISTORICAL COMMISSION

By: _____ Date: _____



**CHICAGO TO ST. LOUIS HIGH-SPEED RAIL
ALTON STATION PROJECT**

DATE: MARCH 2013

EXHIBIT A1



CHURCH

RESIDENTIAL

EXISTING ROW

ORCHARD BOULEVARD

LA SALLE DRIVE

APE LIMITS

RESIDENTIAL

KENDALL AVENUE

KENDALL AVENUE

RODGERS AVENUE

COLLEGE AVENUE/L ROUTE 140

WORDEN AVENUE

ALTON

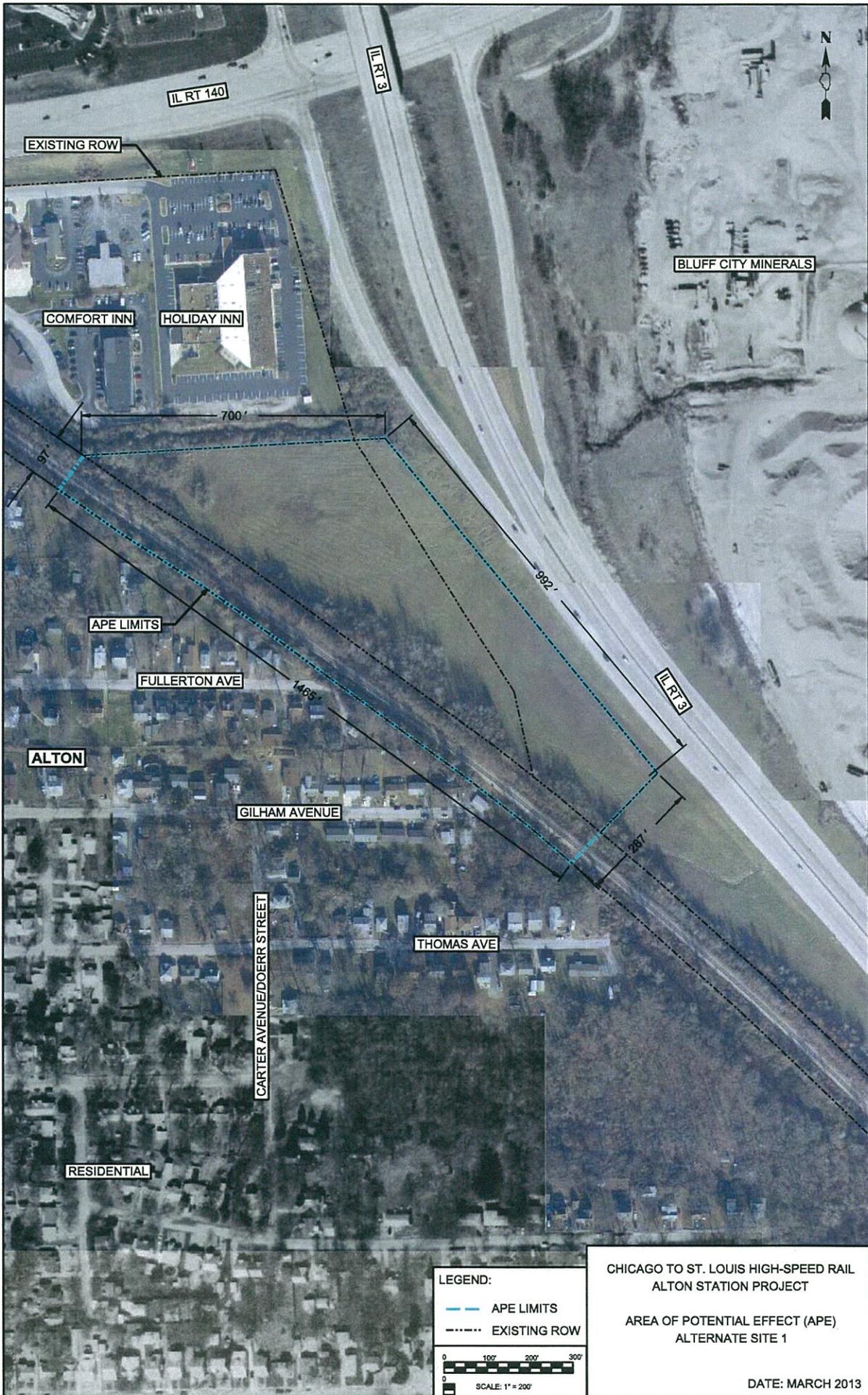
RODGERS AVENUE

RESIDENTIAL

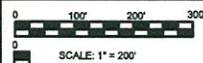


DATE: MARCH 2013

EXHIBIT A2



LEGEND:
 - - - - - APE LIMITS
 EXISTING ROW



CHICAGO TO ST. LOUIS HIGH-SPEED RAIL
 ALTON STATION PROJECT
 AREA OF POTENTIAL EFFECT (APE)
 ALTERNATE SITE 1

DATE: MARCH 2013



EXISTING ROW

RESIDENTIAL

APE LIMITS

WADLOW MUNICIPAL GOLF COURSE

ARCHAEOLOGICAL SITE PRESERVATION AREA
(11MS2391)

COMMERCIAL

IL RT 3/HOMER ADAMS PARKWAY

GOLF ROAD

98'

368'

250'

765'

321'

740'

800'

1032'

232'

108'

435'

229'

517'

302'

337'

EXHIBIT B



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

MAR 15 2013

Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701

**Re: High-Speed Rail – Chicago to St. Louis, TIGER III
Alton Multimodal Train Station; Madison County
IDOT Sequence #17308, 17308A
ISAS Log#12131**

Dear Ms. Haaker:

Enclosed is the Illinois Department of Transportation (IDOT) Environmental Survey Request forms and accompanying plan sheets and photographic documentation for the proposed construction of a multimodal train station in the City of Alton. This project is associated with improvements to the Chicago to St. Louis High-Speed Rail corridor as well as being the recipient of TIGER III Funds. An Environmental Assessment is in development that analyses two locations for the multi-model center; Site #1 is on currently undeveloped space in proximity to the existing Amtrak station and Site #2 is within a recently re-zoned golf course.

In consultation with your office and the IDOT Cultural Resources Unit, the existing Alton Station, which will not be directly impacted by this project, was evaluated for National Register eligibility (see SHPO letter dated August 13, 2012). The FRA concurs with your determination that the existing Alton Station is eligible for the National Register for its local significance (see SHPO letter dated December 13, 2012). The FRA has also taken into consideration comments received from local historical groups (see attached letters).

Because the construction of the new multimodal station at Site #2 may cause an indirect adverse effect to the existing Alton station stemming from potential abandonment, the IDOT and the City of Alton in consultation with FRA and the Union Pacific Railroad (UPRR) (the station's owner), propose to market the existing station for relocation and preservation at a new location, off of UPRR property.

A review of the project area has been completed by IDOT's Cultural Resources Unit. Archaeological investigations of two alternative locations for the proposed multimodal station (Site #1 and Site #2) have been completed (see attached reports). A previously recorded early nineteenth-century Euro-American homestead (11MS2391) that is potentially eligible to the National Register is located in Site #2. However, the City of Alton has developed a plan that would preserve site 11MS2391 in green space (see attached letter dated October 12, 2012), resulting in No-Adverse Effect to the potential historic property. Additionally, Site #2 encompasses much of the former Robert P. Wadlow Golf Course; however, it is the opinion of the FRA and IDOT that the former golf course is not eligible to the National Register (see attached memo dated December 21, 2012). No other cultural resources listed or eligible for listing on the National Register were identified within the project area.

2

In accordance with 36 CFR Part 800 Protection of Historic Properties; the FRA has determined that the project as proposed will have an Adverse Effect on the Alton Station. Per 36 CFR 800.6(c), FRA in coordination with IDOT and your office will develop an MOA to minimize or mitigate adverse effects to Alton Station.\

FRA has further determined that the former golf course is not eligible to the National Register; FRA has also determined that there will be no-adverse effect to site 1 IMS2391, provided the historic covenant remains in effect.

FRA respectfully requests the concurrence of the State Historic Preservation Officer in our determination that the above referenced project will have an Adverse Effect on historic properties subject to protection under Section 106 of the National Historic Preservation Act of 1966, as amended.

Sincerely,



David Valenstein
Division Chief, Environment and Systems Planning

cc: Brad Koldehoff, IDOT

CONCUR

By: June E. Haack
Deputy State Historic Preservation Officer

Date: 3.15.13

Jim Bensman

jbensman1@charter.net

4/30/2012

PS2# 2486

CS# 3409

"I sent a Word copy to Miriam Gutierrez but I have not received verification of receipt or if it's OK to email to her, so I am cutting and pasting since there is not an option to attach a file.

Miriam Gutierrez, Bureau Chief

IDOT Bureau of High Speed and Passenger Rail

James R. Thompson Center ☐ West Randolph Street, Suite 6-600

Chicago, IL 60601

Miriam.Gutierrez@Illinois.gov

April 30, 2013

RE: Alton Rail Station EA

Dear Ms. Gutierrez:

The Draft EA is grossly legally inadequate and your failure to provide IDOT's alternative analysis has made it impossible to adequately comment on the EA or determine which is the best location for the station. IDOT needs to comply with NEPA and prepare a legally adequate draft and circulate it for public comment.

While as an Alton resident and Amtrak user I support a new train station, the EA fails to develop the Alton Cine site. Instead of complying with NEPA and considering alternatives before a decision was made, the EA is a post hoc justification for DOT's Tiger Grant decision that illegally awarded \$14 million to Alton to build the station at the golf course to enable the city to convert open space to residential and commercial development in blatant violation of multiple laws.

This decision is inseparable from the illegal DOT Tiger Grant to Alton. The US DOT needs to take back the Tiger Grant, or at a minimum remove its restriction to build the station at the golf course and require Alton to maintain the golf course in green space. A new EA for the Tiger Grant and this station needs to be prepared.

I want the train station to be built in the best location and I do not want the City of Alton to be able to illegally use the Tiger funds to enable the city to turn public green space into residential and commercial development.

TIGER GRANT

Mayor (fortunately soon to be X-Mayor) Hoechst signed this certification when Alton's Tiger Grant was submitted:

Pursuant to the requirements of the American Recovery and Reinvestment Act ("ARRA"), I, Tom Hoechst, hereby certify that the infrastructure investment funded by ARRA has received full review and vetting by law and I accept responsibility that such investment is an appropriate use of taxpayer dollars.

This claim was simply not true. For example, while the rules for the grant (and Federal law) specifically required the application to contain a 4(f) analysis, there was not one in the application. As IDOT is clearly aware, the city wanted this \$14 Million Tiger Grant so they could sell and develop the golf course. Section 4(f) makes it illegal to use DOT funds for this purpose. If the City had complied with the law and prepared the 4(f) analysis, it would have obviously shown the City would not be eligible for the grant at the golf course.

Before an official signs such a certification, they certainly are required to exercise diligence to make sure what they are certifying is true. If the mayor exercised diligence, he would have known what he was certifying was not true. The Federal Register Notice for the grant applications states, "An application for a TIGER Discretionary Grant must . . . demonstrate compliance with other Federal, State and local regulations as applicable, including, but not limited to, Section 4(f) Parklands, Recreation Areas

. . ." 76 FR 50289, 50302. I don't know if this was fraud or malfeasance, but what other explanation could there be? If the mayor or his staff checked to see if the requirements were met, they would have known the 4(f) analysis was missing. And if they did the analysis or read the requirements of 4(f), they would have known the money could not be legally spent at the golf course. The City wants this site so they can get TIGER Funds to put in the infrastructure to convert the golf course into residential and commercial development.

After I reviewed the application and the requirements, it was obvious 4(f) was being violated. I then researched and drafted comments the Sierra Club submitted to the Secretary of Transportation and copied to IDOT. DOT then approved the grant without addressing 4(f) and without ANY compliance with NEPA. While awarding the grant is unquestionably a federal action subject to NEPA, there was absolutely nothing done to comply with NEPA. If DOT would have read the public comments or even checked Alton's application it would have been clear Section 4(f) was being violated. It is clear Federal law had nothing to do with this grant. It seems obvious there was some political pressure being placed to defy Federal law and illegally spend millions of tax dollars.

In spite of this illegal use of Tiger Funds for this project, the EA acts like none of this ever happened. Both 4(f) and NEPA were violated when the Tiger Grant was approved and these illegal funds will be funding this project. The EA needs to address the legality of using these funds for the station.

Alton should not be allowed to profit from falsely claiming a 4(f) analysis was done. They should not profit from failing to, at best, exercise diligence. FRA/DOT needs to make sure Alton cannot convert the public green space into residential/commercial development with TIGER Funds.

SINGLE ACTION

My first question is where is the NEPA Analysis for the Tiger Grant? The EA needs to address this. The DOT will approve this EA and approved the Tiger Grant. Its relevant and needs to be disclosed. While NEPA requires a single NEPA document for both parts, I note there is not even cumulative effects discussion of the Tiger Grant.

NEPA also requires an EIS (or at least an EA) that addresses both the new Amtrak Station and the Regional Multimodal Transportation Center. It is illegal to prepare separate EAs for IDOT's decision on the Amtrak Station and the City's Regional Multimodal Transportation Center. The CEQ NEPA

Regulations state, "Significance cannot be avoided by terming an action temporary or by breaking it down into small component parts." 40 CFR § 1508.27(b)(7). The CEQ NEPA Regulations state:

Connected actions, which means that they are closely related and therefore should be discussed in the same impact statement. Actions are connected if they: * * * (ii) Cannot or will not proceed unless other actions are taken previously or simultaneously. (iii) Are interdependent parts of a larger action and depend on the larger action for their justification. A CFR § 1508.25(a)(1).

The City's application states:

TIGER funding focuses on two key transportation components of the larger Alton Towne Centre project:

- Construct the RMTC on five acres immediately adjacent to the new Amtrak HSIPR Station within the 58-acre Robert Wadlow Town Centre development;

Application at 1.

The Draft EA states:

The City of Alton and Madison County Transit also submitted an application to the U.S. Department of Transportation under the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant program seeking funding for the construction of a transportation center (the "transportation Center"). The U.S. DOT approved funding for the Transportation Center in the amount of \$13.85 million in late 2011. In addition, IDOT also allocated \$7.4 Million in high-speed rail funds it has received from the FRA for the Transportation Center. The Transportation Center is estimated to cost \$22.5 million.

Thus, the Tiger Grant and this proposal are connected actions and must be addressed in the same EIS.

The Draft EA also states:

This EA evaluates IDOT's proposal to construct a Transportation Center in the City of Alton, which includes a new passenger rail station and platforms, parking for approximately 230 cars, roadway access improvements, and ten bus parking spots for both regional and local bus lines.

The Tiger Grant is partly funding this project. It's all the same Federal Action and the entire project must be addressed in a single NEPA Document.

TIGER GRANT MUST BE USED AT GOLF COURSE

The EA states:

The City of Alton and Madison County Transit also submitted an application to the U.S. Department of Transportation under the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant program seeking funding for the construction of a transportation center (the “transportation Center”). The U.S. DOT approved funding for the Transportation Center in the amount of \$13.85 million in late 2011. In addition, IDOT also allocated \$7.4 Million in high-speed rail funds it has received from the FRA for the Transportation Center. The Transportation Center is estimated to cost \$22.5 million.

The EA, however, fails to disclose the TIGER grant can only be spent for the golf course site. Therefore, when the Secretary awarded the TIGER Grant, he made the decision on where the station will be. With the restriction on where the TIGER grant can be spent, no other alternative can be selected. Therefore, this EA is just as fraudulent as the Tiger Grant process. The EA cannot “be used to rationalize or justify decisions already made.” 40 CFR § 1502.5 “NEPA procedures must insure that environmental information is available to public officials and citizens before decisions are made . . .” 40 CFR § 1500.1(b).

The Secretary violated NEPA by making the decision this EA purports to be making without a NEPA analysis or allowing any public comments on possible alternatives. Since the Tiger money is required to be spent at the golf course, how can the EA select any other alternative?

The EA violates NEPA because it does not address how the Tiger money could be spent at one location and the IDOT funding at another location. The analysis of the Holiday Inn site needs to disclose the inability to spend the Tiger money there due to DOT’s defiance of NEPA and 4(f). Specifically, the EA fails to accurately describe the Holiday Inn alternative as the EA makes it appear if that alternative is selected, the Tiger Funds would also be spent there and IDOT knows this is not the case.

The TIGER Grant decision was a “site-specific commitment of resources.” Before that decision was made, NEPA required the analysis in this EA to be completed. To comply with NEPA, the Tiger Grant decision must be vacated or at the bare minimum the restriction on the golf course needs to be removed and a new EA for the entire project needs to be prepared.

RANGE OF ALTERNATIVES

If there are legitimate reasons to reject the Alton Cine site, why then is IDOT defying NEPA and not allowing the public to see and comment on the basis for not developing the Alton Cine site? Here is the email correspondence trying to see IDOT's alternative analysis.

From: Gutierrez, Miriam [mailto:Miriam.Gutierrez@Illinois.gov]

Sent: Wednesday, April 24, 2013 10:41 AM

To: Jim Bensman

Cc: White, Drew R.

Subject: RE: Alton Rail Station

Sir,

If you are looking for the application that the city submitted to obtain the grants, this is something that you would need to contact the city for. IDOT was not the lead on this, the city was.

Miriam Gutierrez

Bureau Chief of High Speed and Passenger Rail Illinois Department of Transportation Division of Public & Intermodal Transportation ☎-793-4803

Please visit the Official Illinois High Speed Rail Webpage for information and business opportunities
www.idothsr.org

From: Jim Bensman [jbensman1@charter.net]

Sent: Wednesday, April 24, 2013 10:18 AM

To: Gutierrez, Miriam

Subject: RE: Alton Rail Station

Why have not I got this yet?

Jim Bensman ☐ Main Street

Alton, IL 62002-4724

(618) 463-0714

> -----Original Message-----

> From: Jim Bensman [mailto:jbensman1@charter.net]

> Sent: Monday, April 08, 2013 9:51 PM

> To: 'Miriam.Gutierrez@illinois.gov'

> Subject: Alton Rail Station

>

> Please email me a copy of:

>

> Illinois Department of Transportation, 2012. High-Speed Rail Chicago

> to St.

> Louis, Alton Regional Multimodal Transportation Center Project, Draft Report:

> Alternatives Screening. May 2012.

>

> Jim Bensman

> 1802 Main Street

> Alton, IL 62002-4724

> (618) 463-0714

I then replied:

From: Jim Bensman [mailto:jbensman1@charter.net]

Sent: Wednesday, April 24, 2013 10:55 AM

To: 'Gutierrez, Miriam'

Cc: 'White, Drew R.'

Subject: RE: Alton Rail Station

No, I am asking you for the IDOT document referenced in the EA. When the EA cites another document for the basis to not develop obviously reasonable alternatives, NEPA requires that document to be available for public review during the comment period.

Jim Bensman ☐ Main Street

Alton, IL 62002-4724

(618) 463-0714

Today is the last day of the comment period and IDOT has not provided me the requested document. Why not? I cannot address the reasons IDOT is using to not develop the alternatives if IDOT will not let me see this document during the comment period.

The EA violates NEPA by making this up:

Guidance from the FRA for station operational standards/characteristics is published in Railroad Corridor Transportation Plans – A Guidance Manual, (Federal Railroad Administration, 2005). This publication provides guidance to proponents of new or improved high-speed intercity rail services or systems and served as the basis for developing the needs for the Alton Transportation Center. A new Transportation Center site must provide a straight section of track to allow for construction of straight passenger platforms at least five hundred feet in length. Straight platforms are imperative to provide clear sightlines for railway personnel when passengers are boarding and alighting trains.

EA at 1-8.

The guidance is online and all one has to do is look it up to see IDOT is not telling the truth—apparently to illegally justify the already made the decision to use the golf course. First the FRA Guidance states: h. The length of a corridor platform should be as long as the longest anticipated passenger train, whether

in corridor, long-distance, or commuter service, in order to avoid a very time-consuming double stop at the station and to allow maximum flexibility in train makeup.

While IDOT uses “must provide” FRA uses “should” which is not mandatory. When the guidance is mandatory, FRA uses “this is mandatory” instead of “should.” Therefore, IDOT cannot use a failure to meet the requirement to refuse to develop the Alton Cine site.

Furthermore, the EA fails to explain where 500 feet came from. I have watched trains load and unload at the Alton station hundreds of times and have never seen 500 feet used to load and unload passengers. The 426 feet between the bridges at the Alton Cine Site is more than I have ever seen an Amtrak Train use at the Alton Station.

The EA does not cite where the guidance supposedly requires a straight track. I could not find anything in it that said the track had to be straight. In fact, the guidance is clear the track does not have to be straight:

Platform type (high or low level), length, width, access to station and if it is on tangent or curved track, “train approaching” warning devices, intertrack fences

Since IDOT would not let me see the alternative analysis, the only thing I can comment on is the vague claims in the EA. The EA gives these justifications for not developing the Alton Cine site:

Undesirable track frontage: This makes no sense whatsoever. What does that even mean?

Construction of station platform over adjacent roadways: As explained above, the 500-foot requirement is made up and there is more space at this site than the trains use at the existing Alton Station. Even if there was a need to extent the platform over the roadway, so what? IDOT does not explain how this would be a problem. Actually, extending the platform over the bridge over RT 3 would be a benefit as it would provide a safe way to get across RT 3.

Horizontal curve makes site development difficult: There is an extremely slight curve in the track. Claiming that slight curve makes site development difficult is absurd. How does it make site development difficult? A two story building can be built next to the track (Amtrak station second story;

Bus station ground level) and it would be very easy to make a platform next to the track. The EA also contradicts this claim when it states, "The site is approximately one mile northwest of the existing Alton Amtrak station. Site 4 was identified for its visibility and access from IL 3/111 and its favorable track alignment."

For Accessibility and Parking, the EA rates the Alton Cine site -1 and the golf course +1. No wonder IDOT won't let me see the actual analysis! That is gross incompetence as the Alton Cine is obviously far superior to the golf course on all aspects of this criteria!

First, the Alton Cine site is a big parking lot with easy access. All that will be needed is to clean it up. The golf course requires a new road and a parking lot constructed on 4f land. The EA explains, "Accessibility is defined as the ease of use or approach to a particular space or area." The EA continues, "The ability of the site to interface with surrounding pedestrian and bicycle facilities and the ability to incorporate amenities specific to these modes into the site and station design are a significant evaluation concern." The EA continues: "IDOT developed criteria related to these concepts for the following evaluation areas:"

Infrastructure Improvements: None needed at Alton Cine, its already built and there are utilities at the site. All that would be needed is to resurface the existing parking lot. Everything has to be built at the golf course and the utilities will need to be extended.

Site Entrance/Exit: Alton Cine has easy access, it's a parking lot for a movie theater and its real easy to get there from RT 3. The golf course will have one way to access RT 3 at a stop light, the Alton Cine site has two access points to RT 3 with stop lights.

Internal Site Circulation: Once again, it's a movie theater designed for high traffic.

Rental Cars: Rental cars are closer to the Alton Cine site.

Bicycle Access Pedestrian Access: The Alton Cine site has easy bike and pedestrian access. I've rode my bike there many times. The golf course does not have safe bike or pedestrian access. To access the golf course by bike or foot, you have to cross RT 3 which is very dangerous. There is not a safe way to cross.

The golf course is not really in walking distance for anyone. But the Alton Cine site is easy to walk to or bike to from Upper Alton. People live on the side of RT 3 the Alton Cine site is located on.

So how can IDOT claim the golf course site is better?

For Site Assessment, the EA states:

The physical and geometric characteristics of the parcel(s) of land being evaluated for the station site comprise the criteria for site assessment. The location and access to the parcel may be ideal for a station site. However, if the site has adverse grades or is an awkwardly shaped parcel, development of the site into a station and supporting facilities may be cost-prohibitive or result in a poorly designed station site.

The site is flat and a parking lot. The station can be built at the end of the parking lot where there is now a bunch of brush next to the track. Yet, the EA gives it a -2!

For Railroad Characteristics, the EA states:

In addition to the location and accessibility of the site as well as the physical characteristics of the site for development into a station, the railroad track geometrics adjacent to the site and the railroad track configuration within the proximity of the site should also be assessed. Highway crossings and existing bridges or tunnels near the station site may limit or prohibit the development of a site. Following is a list of the criteria used to evaluate the railroad geometrics: Existing Rail Alignment Track Grades Station Track Configuration Highway Crossing Locations Existing Bridges, Tunnels, and Other Impediments

While the EA gives it a -3, as explained above, IDOT has not been honest about the FRA guidance. IDOT has simply failed to explain why this site is not adequate.

It is also important to note, the Alton Cine site has major advantages over the Holiday Inn and golf course sites: it's a parking lot that has been vacant for over a decade. Both the other locations are not developed. Instead of converting public green space or undeveloped land into a train station, a blighted area would be redeveloped. Redeveloping existing areas has many environmental and community benefits. And so does keeping public green space. The Alton Cine site would increase the livable community aspect of Alton and the other sites will degrade it.

Section 102 of NEPA requires agencies to “study, develop, and describe appropriate alternatives to recommended courses of action in any proposal which involves unresolved conflicts concerning alternative uses of available resources.” 42 USC § 4332 (E). While IDOT has described the Alton Cine alternative, it has not been studied or developed. The 7th Circuit has explained:

NEPA mandates a searching inquiry into alternatives, but says nothing about which to choose. It binds federal officials to justify their plans in public, after a full airing of alternatives. It thus blends a faith in technocratic expertise with a trust in democracy. Officials must think through the consequences of-and alternatives to-- their contemplated acts; and citizens get a chance to hear and consider the rationales the officials offer.

Simmons v. U.S. Army Corps of Engineers, 120 F.3d 664, 666 (7th Cir 1997) citing Robertson v. Methow Valley Citizens Council, 490 U.S. 332, 349 (1989).

FRA NEPA Rules state, “The process of considering environmental impacts should begin by identifying all reasonable alternatives to the proposed action . . .” 64 FR 28550. Even if the claims in the EA were true, they still are not legally adequate reasons to not study and develop the alternatives. There has not been a full airing of alternatives, particularly since IDOT did not allow the public to see their analysis during the comment period. h(f) Analysis

IDOT seems to be taking the position if Federal law is defied and violated, it does not have to be followed. The golf course site was a 4(f) property when DOT illegally approved the Tiger Grant to Alton. Claiming what Alton did after they obtained the grant under false pretenses somehow voids the requirements of 4(f) is plain wrong. 4(f) addresses what a property is BEFORE federal funds are awarded. The requirements of 4(f) cannot be avoided by saying after the federal funds will be spent, it will no longer be a publicly owned recreation area. IDOT is well aware of the issue as it has been raised with IDOT multiple times.

The Federal Register Notice for the Tiger grant applications stated, “An application for a TIGER Discretionary Grant must . . . demonstrate compliance with other Federal, State and local regulations as applicable, including, but not limited to, Section 4(f) Parklands, Recreation Areas . . .” 76 FR 50289, 50302. DOT Regulations state, “Section 4(f) property means publicly owned land of a public park, recreation area . . .” 23 CFR § 774.17. While the City’s application stated the grant will be used to “convert a City-owned 58-acre parcel nominally in use as a municipal golf course into” a transportation center and residential/commercial development, neither the application nor the City’s website addressed Section 4(f). When the mayor signed the certification falsely claiming this requirement had been met, the golf course was protected by 4(f).

I read the city's application and researched section 4(f). I then drafted comments that the Sierra Club sent to the Secretary of Transportation which raised the 4(f) issue. In spite of public comments pointing out the City did not do the 4(f) analysis and if the city followed the law, the analysis would have shown it would violate 4(f) to approve Alton's Tiger Grant, the Secretary approved the application without the legally required 4(f) analysis and gave money to be spent in violation of section 4(f). If the Secretary (or his staff) would have exercised diligence and simply read the application, they would have discovered Alton's mayor falsely claimed the application had the required 4(f) analysis in it. Clearly, there was lots of political pressure for DOT to approve this illegal use of public funds. If not, how can you explain the grant being approved without the 4(f) analysis (or ANY NEPA analysis)?

As explained above, this project is inseparable from the Tiger Grant. The Tiger Grant is partially funding the station. Therefore, the legality of the Tiger Grant funds for this project needs to be addressed. Furthermore, as explained above, NEPA requires the Tiger Grant and this analysis to be in the same NEPA document.

What Alton did after obtaining the grant under false pretenses, does not change the legality of approving the grant in violation of 4(f). It is appalling that while IDOT was fully aware of the issue (I raised this issue with Miriam Gutierrez multiple times and she was sent a copy of the Sierra Club letter), the EA acts like this never happened:

In addition, Build Alternative Site 2 includes a portion of land that was previously the Robert T. Wadlow Golf Course, a public course owned by the City of Alton. The City of Alton has pursued actions to enable development on all or part of the property occupied by the golf course. On April 22, 2012, the golf course was closed when the private operator, contracted by the City of Alton, became insolvent. Following this closure, the City of Alton and the Heartlands Conservancy completed a citywide parks plan which recommended removing the golf course site from the park system. After public hearings on this proposal, the City Council of the City of Alton, through ordinance on October 26, 2012, removed the site from the park system and reclassified the land from a conservation district to that of a Planned Unit Development (PUD). The PUD provides an outline for a mixed-use redevelopment of the site, including provisions for an intercity rail station. As a result of this council action, the land comprising and surrounding Site 2 is not considered an area of 4(f) concern.

Nowhere does the EA address why Alton did this (i.e., because they got the grant to do it), nor does it disclose what happened with the Tiger Grant. What would you expect Alton to do when DOT gives the city millions to develop the 4(f) property in violation of section 4(f). In order to spend the Tiger Grant funds, Alton needed to do what is in the EA. While I don't know if the mayor falsely claiming 4(f) was complied with was fraud or malfeasance, the mayor and city were clearly aware of the issue when the actions described in the EA were taken. If the City was not trying to fraudulently obtain the money, why

did not they give it back or ask DOT to allow them to spend it at another site that complies with 4(f) after they read the Sierra Club letter to the Secretary?

Section 4(f) has requirements for selecting other alternatives without the impact to a 4(f) property and for mitigation. This needs to be addressed.

INDUCED DEVELOPMENT

While the EA correctly cites the legal requirements, the analysis is legally inadequate. As IDOT is clearly aware, Alton wants this site so they can illegally use the Tiger Grant funds to enable them to convert the golf course into residential and commercial development. The EA completely fails to address the effects on the quality of life in Alton by removing the green space. The EA also needs to address how much money Alton will make by illegally using the TIGER Grant to enable the development of the golf course.

MITIGATION MEASURES

A mitigation measure that needs to be developed is for the Secretary of Transportation to require the City of Alton to agree to keep the rest of the golf course in green space as a condition for the Tiger Grant.

Sincerely,

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