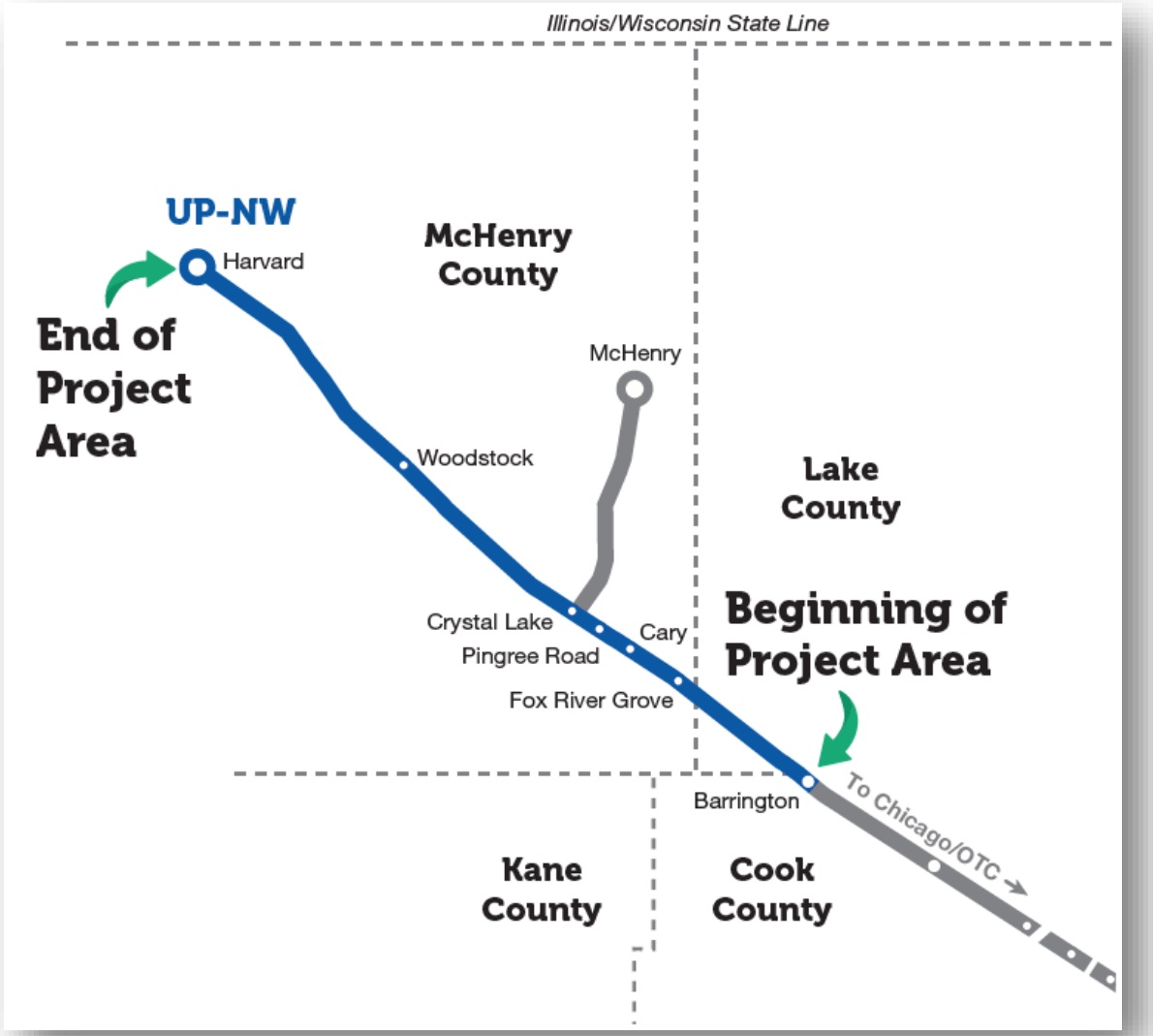
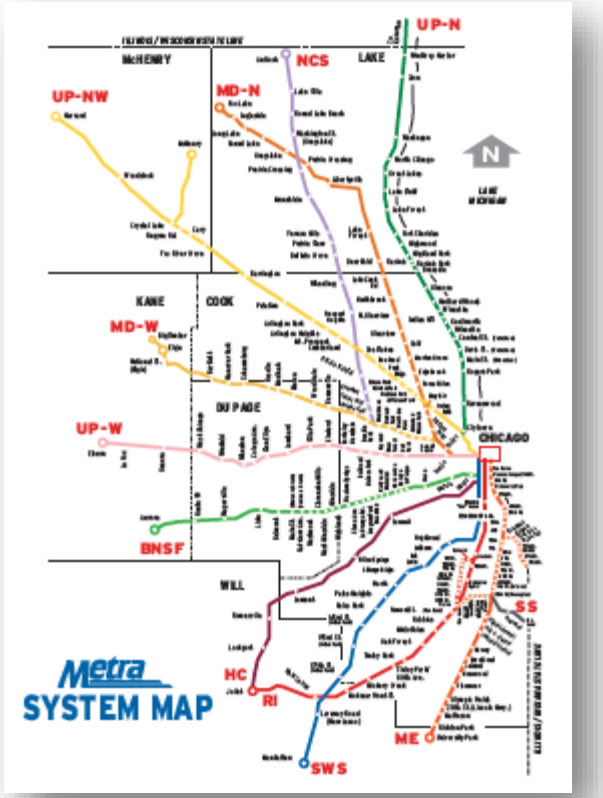
WOODSTOCK LAYOVER YARD PROJECT

3/21/2024

WOODSTOCK LAYOVER YARD: ABOUT THE PROJECT

The project area is focused on the far northwest suburban portion of the UP-NW Line.





WOODSTOCK LAYOVER YARD: ABOUT THE PROJECT

- Seven (7) storage tracks to accommodate 14 trains
- Two (2) equipment storage tracks
- Interior access roads
- An 8,700 SF maintenance and crew building with two (2) garages
- Three (3) driveways and at least 80 employee and visitor parking spaces
- Wayside power feeds to supply all storage tracks and generator for emergency power
- Grading and drainage
- A 45,000-gallon above-ground diesel storage tank for locomotive fueling
- Other facilities to include maintenance and material storage, waste disposal, high mast light towers, security fence, security system, and a communications tower

GOALS AND OBJECTIVES

The overall goal of the Woodstock Layover Yard Project is to achieve more efficient operations and position Metra to support anticipated growth in ridership along the UP-NW Line by relocating from the existing capacity-constrained rail yards in McHenry County to a new, modern rail yard with additional capacity.

The project is intended to meet the following objectives:

- Provide expanded train storage
- Improve operational efficiencies
- Maximize safety and security
- Encourage transit-supportive land use in station areas
- Promote sustainable travel patterns in McHenry County
- Support expanded rail service and serve anticipated demand

Anticipated Benefits:

- Increased rail service
- Operational cost savings
- Job opportunities at layover yard
- Reduced train idling at Crystal Lake station
- Opportunity for future development in station areas
- Shift in commuting patterns from car to rail

CAPACITY CHALLENGES

Challenge: The UP-NW Line is the second busiest across the Metra system.

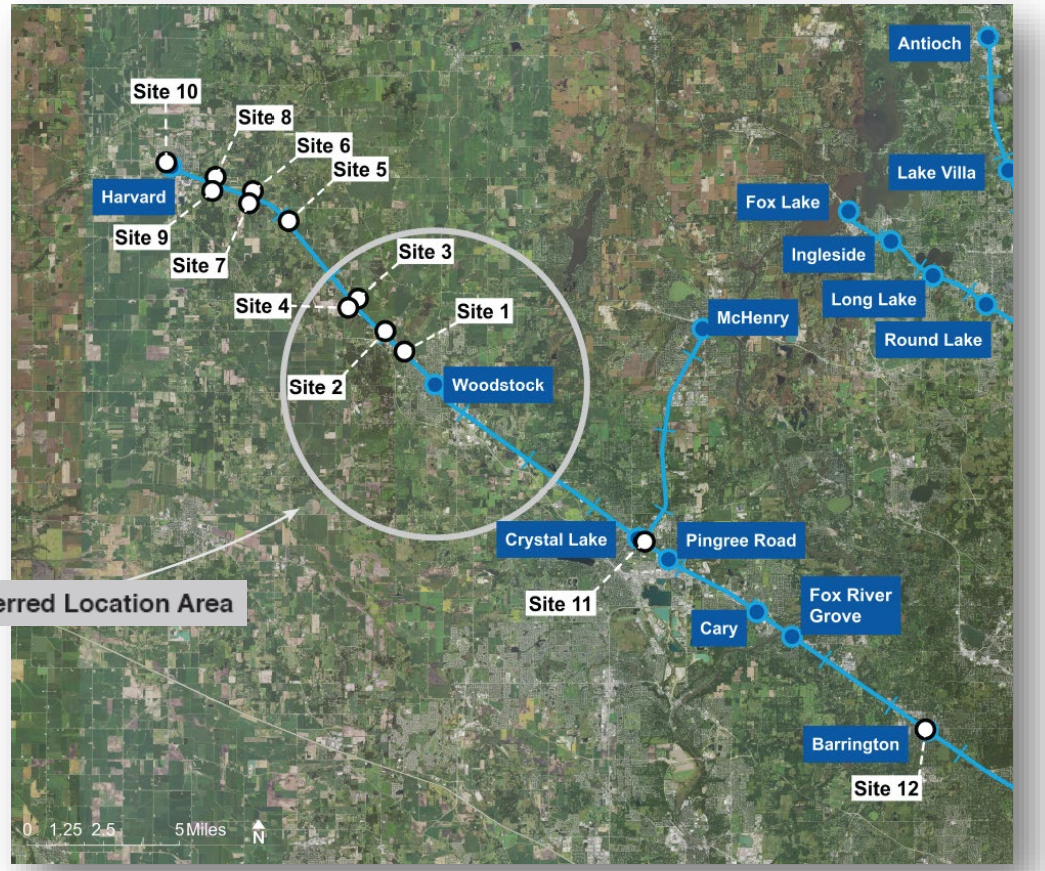
- UP-NW Line is heavily constrained by the current infrastructure
- Population increases of more than 60% are anticipated in some communities along UP-NW Line
- Additional trains and train storage is needed to meet growing demand

Solution: The new Woodstock Yard Layover Project will add seven storage tracks that will accommodate up to 14 trains and locomotives. This additional storage will allow for up to 21 additional trips, to support future increased weekday service.

POTENTIAL SITE ALTERNATIVES

Areas Considered:

- 12 initial site alternatives identified between Barrington and Harvard
- Harvard, Barrington, and Crystal Lake Yards reviewed for potential expansion
- Initial sites identified based on presence of undeveloped land adjacent to UP-NW Line
- Areas to provide improved service to riders along the UP-NW Line



Preliminary Site Criteria:

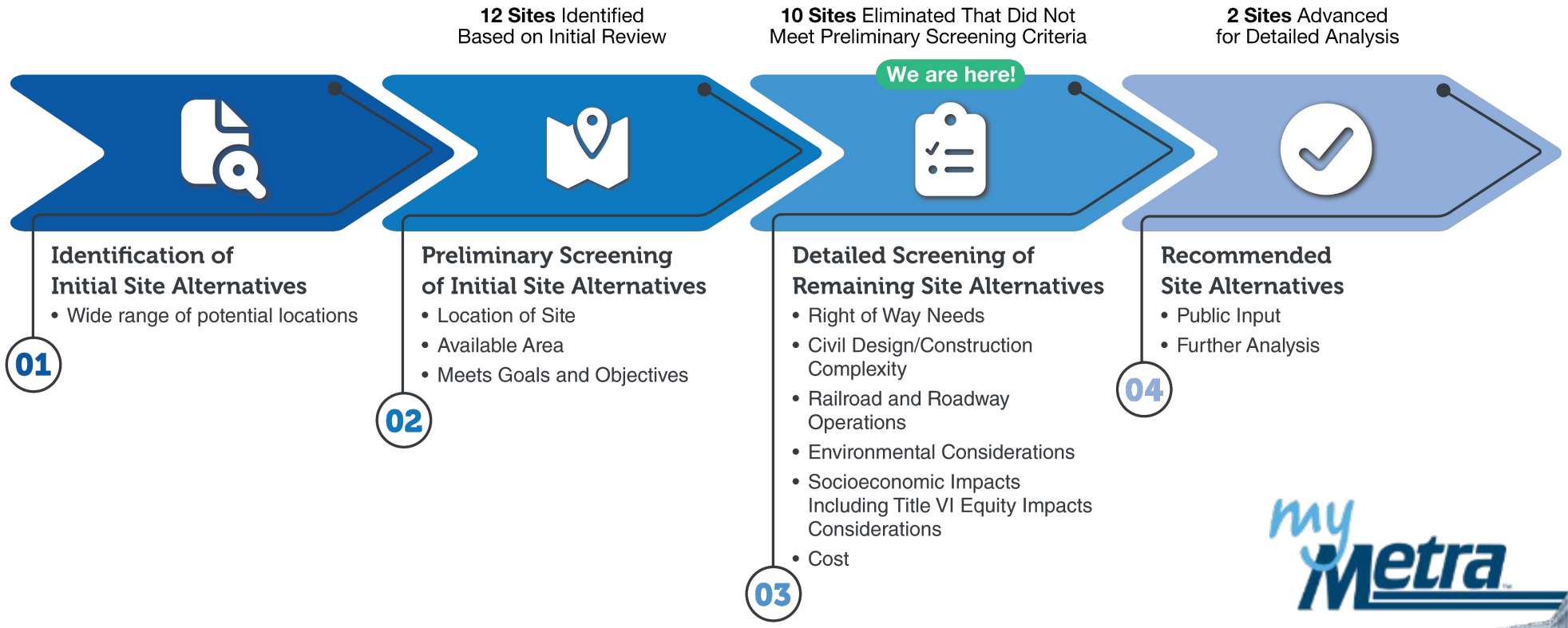
1. Location of Site
2. Adequate Space for Yard Facilities
3. Meets Goals and Objectives

Preliminary Site Criteria:

Preferred location is within 5 miles of Woodstock station to improve operations

SCREENING PROCESS

The process to identify a new rail yard location began with a screening of 12 potential sites along the UP-NW Line, including an evaluation of expansion potential at existing yards. Ten sites were eliminated because they did not meet one of the three preliminary screening alternatives. Two sites were advanced for a detailed analysis.



DETAILED SCREENING

	Screening Criteria	Site 1A – MP 52.8 East of Lamb Road	Site 1B – MP 52.8 East of Lamb Road	Site 2A – MP 54.1 West of Lamb Road	Site 2B – MP 54.1 Northwest of Lamb Road
ROW Needed	Acres, Right-of-Way (ROW)	🟢	🟢	🟢	🟢
	Demolition Required	🟡	🟢	🟢	🟢
Construction Complexity	Utility Relocations	🟡	🟡	🟢	🟢
	Proximity to Existing Utilities	🟢	🟢	🟡	🟡
	Existing Construction Access	🟢	🟢	🟡	🟡
Railroad and Roadway Operations	Rail Yard Access	🟢	🟢	🟢	🟡
	Facility Circulation	🟢	🟢	🟡	🟡
	Freight Interference	🟢	🟢	🟢	🟢
	Sufficient Space for Drainage Detention	🟢	🟢	🟢	🟢
	Minimize Earthwork	🟡	🟡	🟢	🟢
	Yard Tracks, Lead Tracks	🟡	🟡	🟢	🔴
	Grade Crossing Closures or Additions	🟢	🟢	🟢	🟢
	Proximity to Existing UP Control Point or Crossover	🟢	🟢	🟢	🟢
	Capacity for Train Storage Needs and Operations	🟢	🟢	🟢	🟡
	Safety and Security (Emergency Access)	🟢	🟢	🟡	🟡
Environmental Considerations	Mapped Wetlands (in acres)	🟢	🟢	🔴	🔴
	Potential for Unmapped Wetlands and Waters of the U.S.	🟡	🟡	🟡	🟡
	Noise Sensitive Receptors	🟡	🟡	🟢	🟢
	Known Cultural Resources within Site	🟢	🟢	🟢	🟢
	Prime and Unique Farmland (in acres)	🟢	🟢	🟡	🟡
	Critical Habitat and/or Sensitive Biological Areas	🟡	🟡	🔴	🔴
	Special Waste	🟢	🟢	🟢	🟢
	Consistent with Land Use	🟢	🟢	🟡	🟡
	Socioeconomic Impacts including Title VI Equity Impacts	🟢	🟢	🟢	🟢

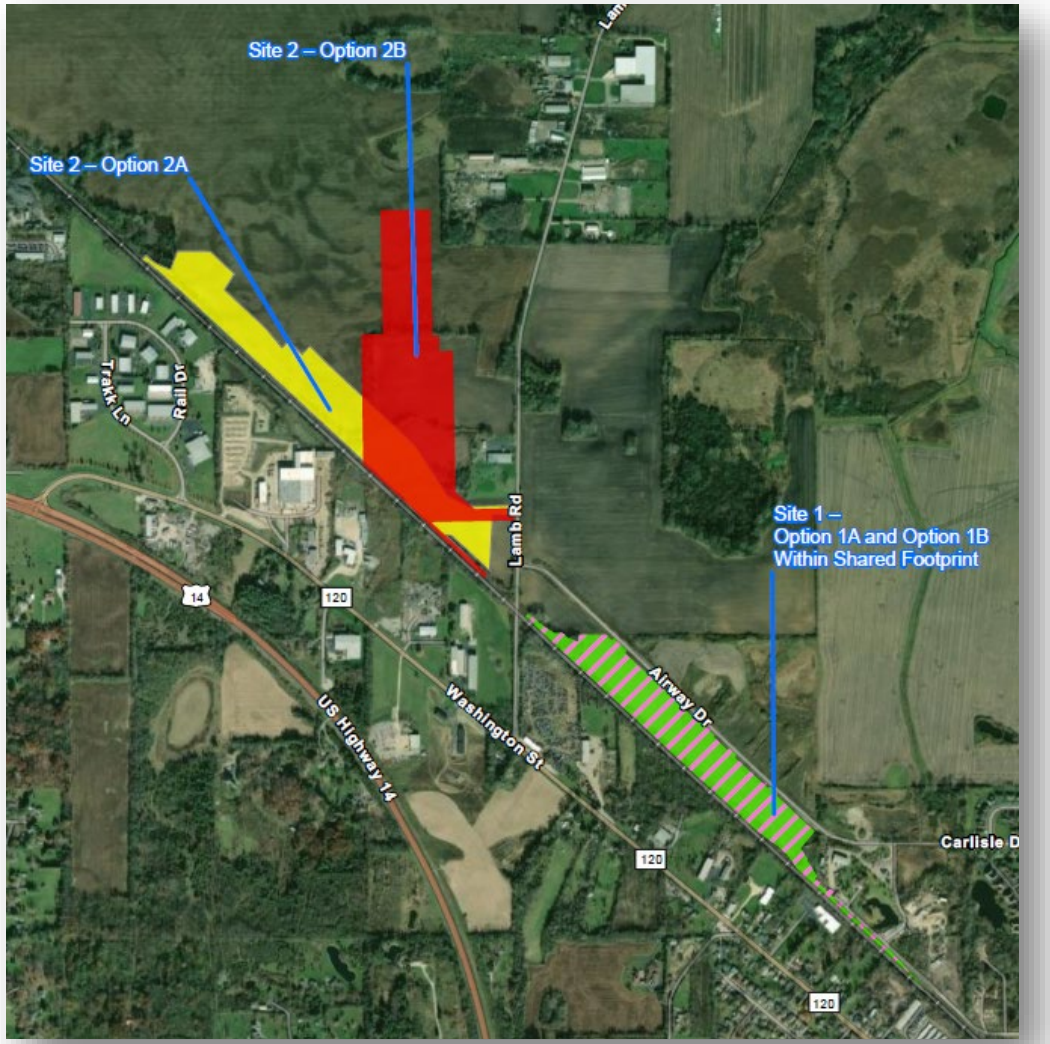
- 🟢 Positive
- 🟡 Neutral
- 🔴 Not Preferred

Two design options were developed for Sites 1 and 2.

Each design option was evaluated against the detailed screening criteria.

* None of the sites or design options screened in detail would result in a disparate impact on the basis of race, color, or national origin.

SITE ALTERNATIVES CARRIED FORWARD



Site Alternatives Carried Forward for Detailed Screening

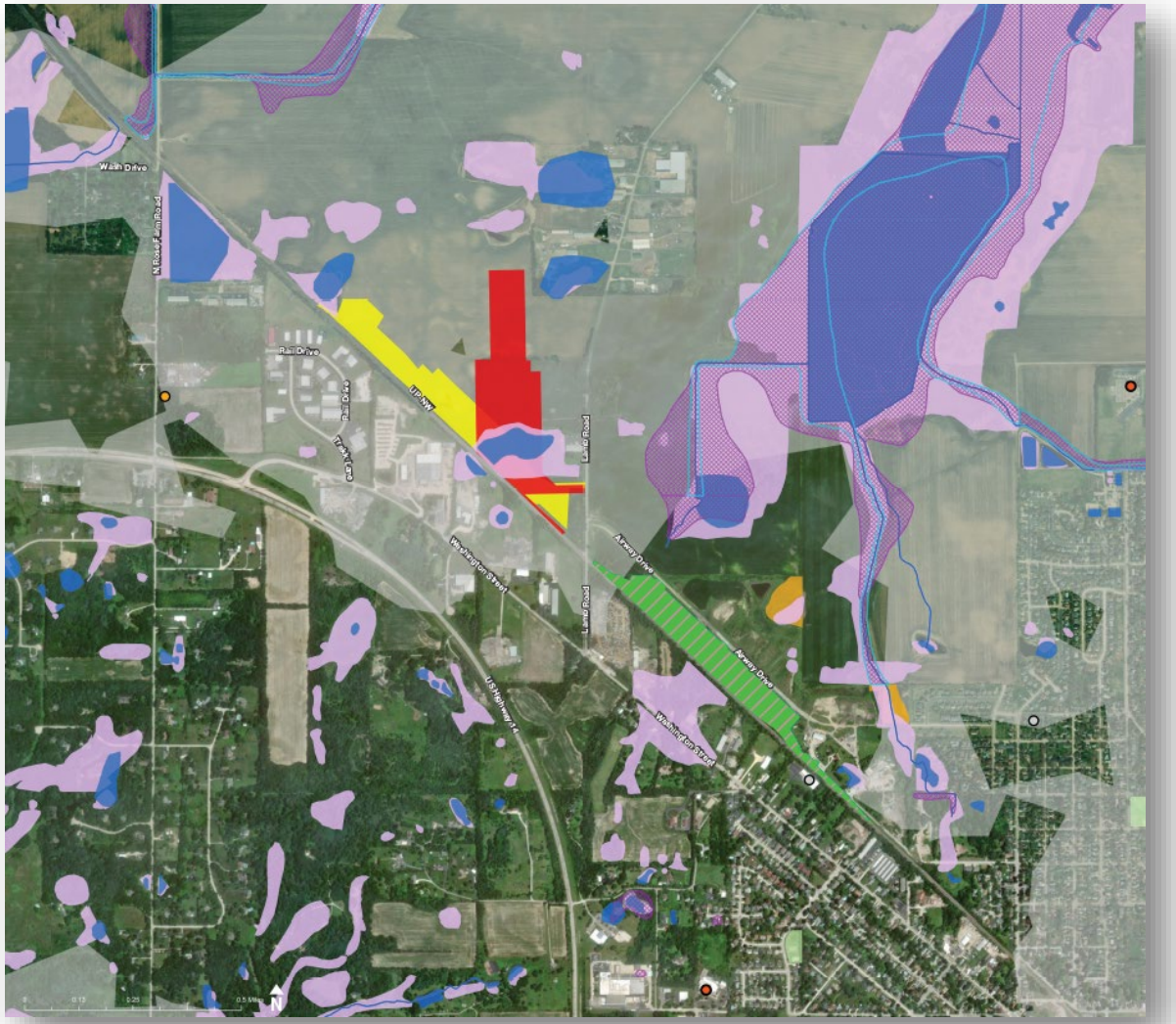
Site 1

- Site 1A
- Site 1B

Site 2

- Site 2A
- Site 2B

ENVIRONMENTAL CONSIDERATIONS



Optimal Site Characteristics:

- Minimal wetlands
- Absence of critical habitat for protected species
- Compatibility with existing and future land uses and zoning
- No conflicts with Special Aquifer Recharge Areas
- Minimal hazardous waste concerns
- No known cultural resources
- Minimal impact to surrounding community, including noise, light, glare

- Site 1A
- Site 1B
- Site 2A
- Site 2B
- Floodway
- Floodplain
- Mapped Waterbody
- Mapped Wetlands
- Conservation Easement
- Park
- Sensitive Aquifer Recharge Area
- School
- Cemetery
- House of Worship

RECOMMENDED SITE ALTERNATIVE 1: EAST OF LAMB ROAD

RECOMMENDED SITE ALTERNATIVE 1: EAST OF LAMB ROAD

Through the site screening process, our project team has identified two recommended sites near the City of Woodstock for further study and your input. These two sites received the most positive rankings toward meeting the project goals and objectives.

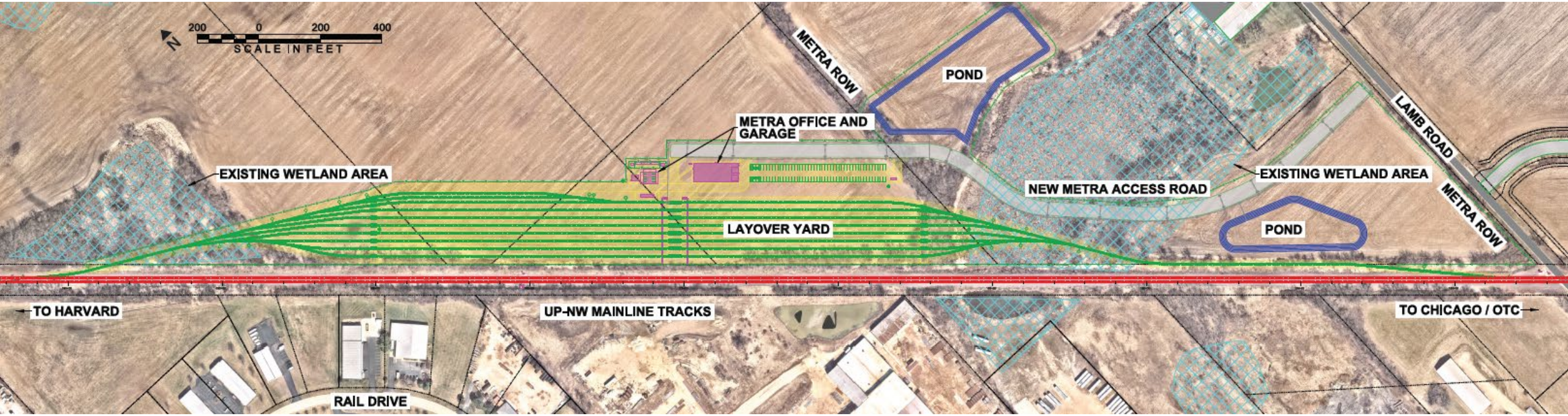
Pros:

- Adequate footprint available for desired train storage
- Adjacent to planned and partially constructed roadway for ease of access
- Adjacent to planned and partially constructed utilities in Airway Drive anticipated to be complete prior to Metra project construction
- Subdivided site allows property acquisitions of undeveloped lots with minimal impact to adjacent properties

Cons:

- Potential need to relocate 4 garage buildings
- Impacts prime farmland
- Extensive off-site fill required
- Impacts to stream and potential habitat within yard footprint
- Site geometry requires yard tracks on a slight grade

RECOMMENDED SITE ALTERNATIVE 2: WEST OF LAMB ROAD



RECOMMENDED SITE ALTERNATIVE 2: WEST OF LAMB ROAD

Through the site screening process, our project team has identified two recommended sites near the City of Woodstock for further study and your input. These two sites received the most positive rankings toward meeting the project goals and objectives.

Pros:

- Adequate footprint available for desired train storage
- Significant portion of site area within existing Metra ROW
- Limited grading and off-site fill required
- Less constrained by adjacent properties, allows improved track geometry and flatter storage yard

Cons:

- Larger site footprint required to add roadway and utility access from Lamb Road
- Impacts prime farmland
- Impacts wetlands and potential habitat
- Located entirely within Sensitive Aquifer Recharge Area

NEXT STEPS

Phase I
Preliminary Engineering, NEPA & Environmental Services

Q3 2023 thru Q2 2025

Phase II
Final Design & Land Acquisition

2025 thru 2027*

*Subject to funding availability.

Phase III
Construction

2028 thru 2030*

*Subject to funding availability.

Phase I Schedule

We are here!

Conceptual (10%) Engineering & Alternatives Analysis

- Schematic Site Assessments
- Develop and Analyze Initial Alternatives
- Conceptual Yard Layouts

Public Meeting #1
Present alternatives and collect feedback

Environmental Studies & Assessment

- Draft Environmental Document
- Traffic Analysis
- Select Preferred Alternative

Public Meeting #2
Present preferred alternative and collect feedback

Preliminary (30%) Engineering

- Final Environmental Document
- Use Public Feedback to Inform Preferred Alternative
- Develop Preferred Alternative

Public Meeting #3
Present results of environmental review and collect feedback

STAY ENGAGED

facebook.com/MetraRail

@Metra

@metrarail

@metra

linkedin.com/company/metra

www.metra.com/WoodstockYard

How To Comment

Online:

www.metra.com/WoodstockYard

Phone: (312) 322-6777

Email:

woodstockyardproject@metrarr.com

Mail:

Metra

Attn: Woodstock Layover Yard Project

547 W. Jackson Blvd.

Chicago, IL 60661