



Section 106 of the National Historic Preservation Act
Consulting Parties Meeting
March 8, 2018

Where Have We Been?

Purpose of the meetings in March/May 2015 and August 2016:

- Ensure that the consulting parties were adequately informed about the discovery of the archaeological site and its historic importance
- Identify next steps in the federal environmental review process (e.g. Section 4(f) and Section 106)

2016-2017

- Evaluate potential avoidance alternatives under Section 4(f)

Why are We Here Today?

Purpose of today's Section 106 Consulting Parties Meeting is to:

- Provide a status update on the federal environmental review process and limitations regarding the rail alignment;
- Provide overview of the Section 4(f) process;
- Discuss potential effects of the rail alignment to the archaeological site, and
- Continue to seek your input regarding potential options to minimize and mitigate adverse effects to the archaeological site

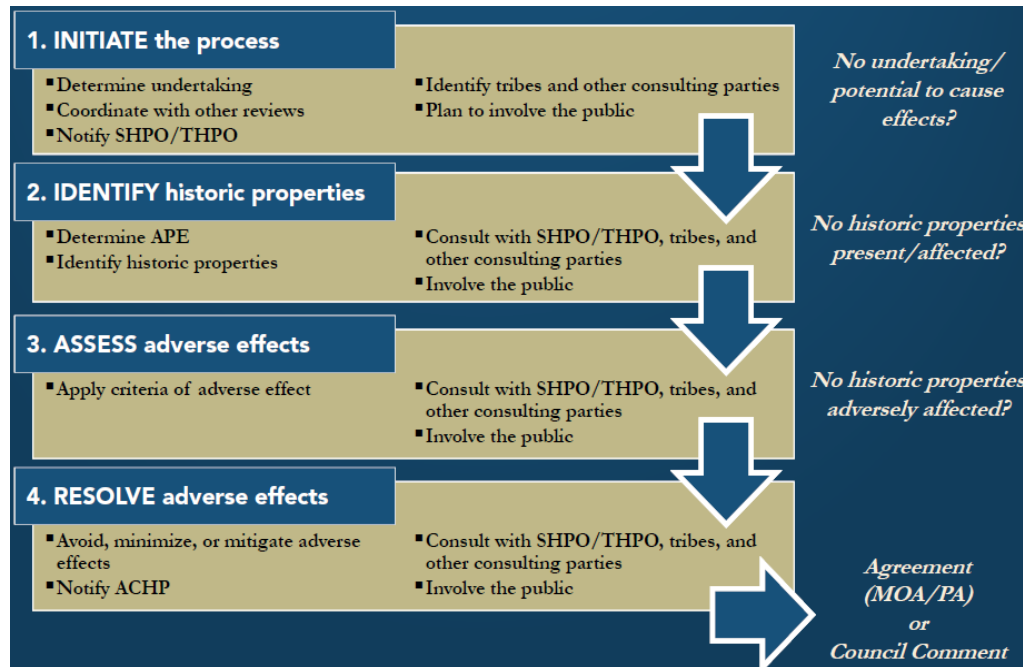
Federal Planning & Preservation Laws

Since FRA is providing partial funding for the Carpenter Street Underpass project, several Federal environmental planning and historic preservation laws are triggered. These include:

- National Environmental Policy Act (NEPA)
- National Historic Preservation Act (NHPA)
- Section 4(f) of the U.S. Department of Transportation Act

Federal Planning & Preservation Laws

- FRA determined & SHPO concurred that the archaeological site is eligible for listing on the National Register of Historic Places
 - Warrants preservation in place under Section 106 (NHPA)

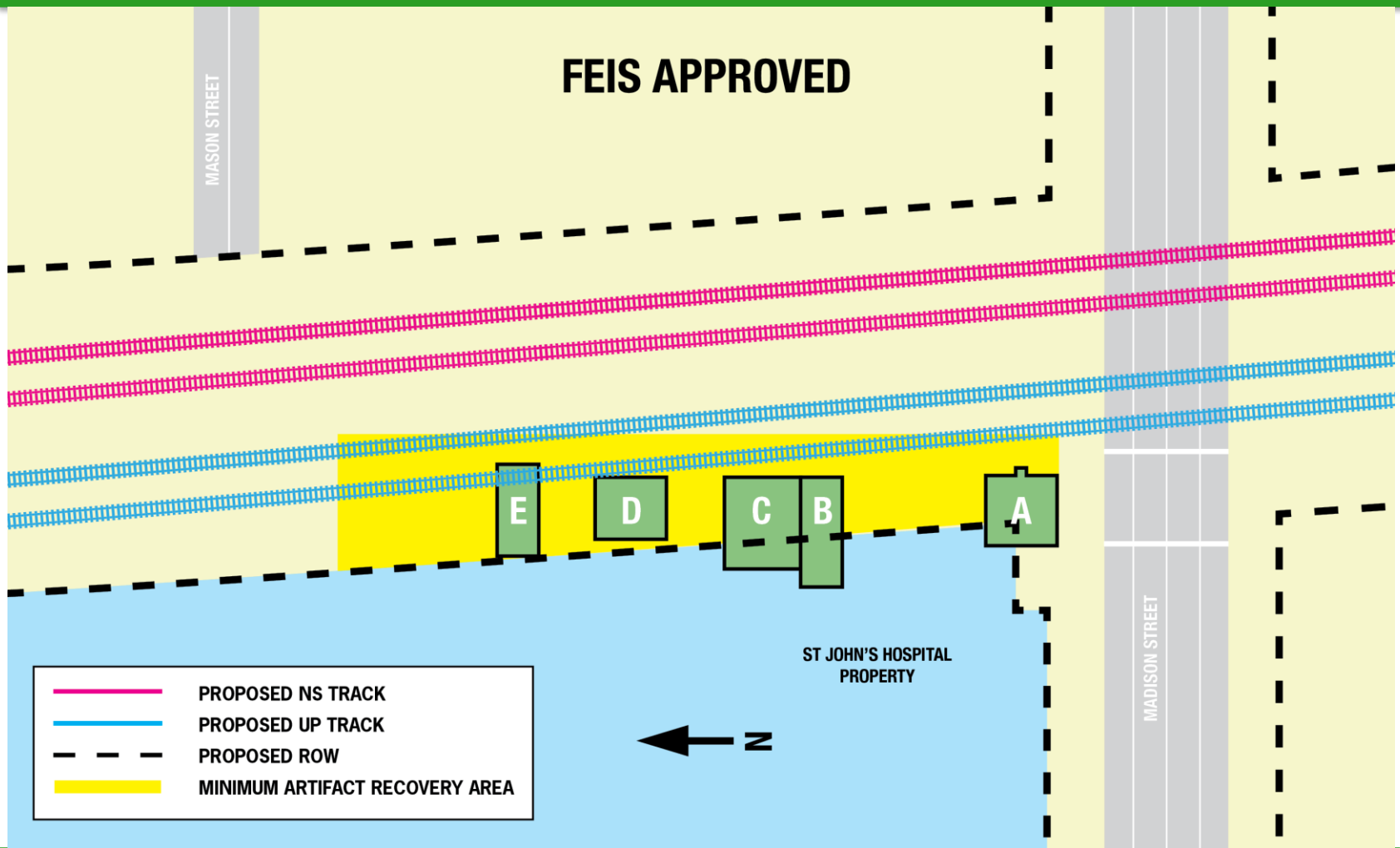


#4 WE ARE HERE
TODAY

Federal Planning & Preservation Laws

- Because the archaeological site warrants preservation in place, Section 4(f) requires FRA to avoid it unless there is no feasible and prudent avoidance alternative
- FRA follows established criteria for determining whether an alternative is feasible and prudent

Alternative Approved in 2012



SPRINGFIELD RAIL IMPROVEMENTS PROJECT

Section 4(f) Analysis

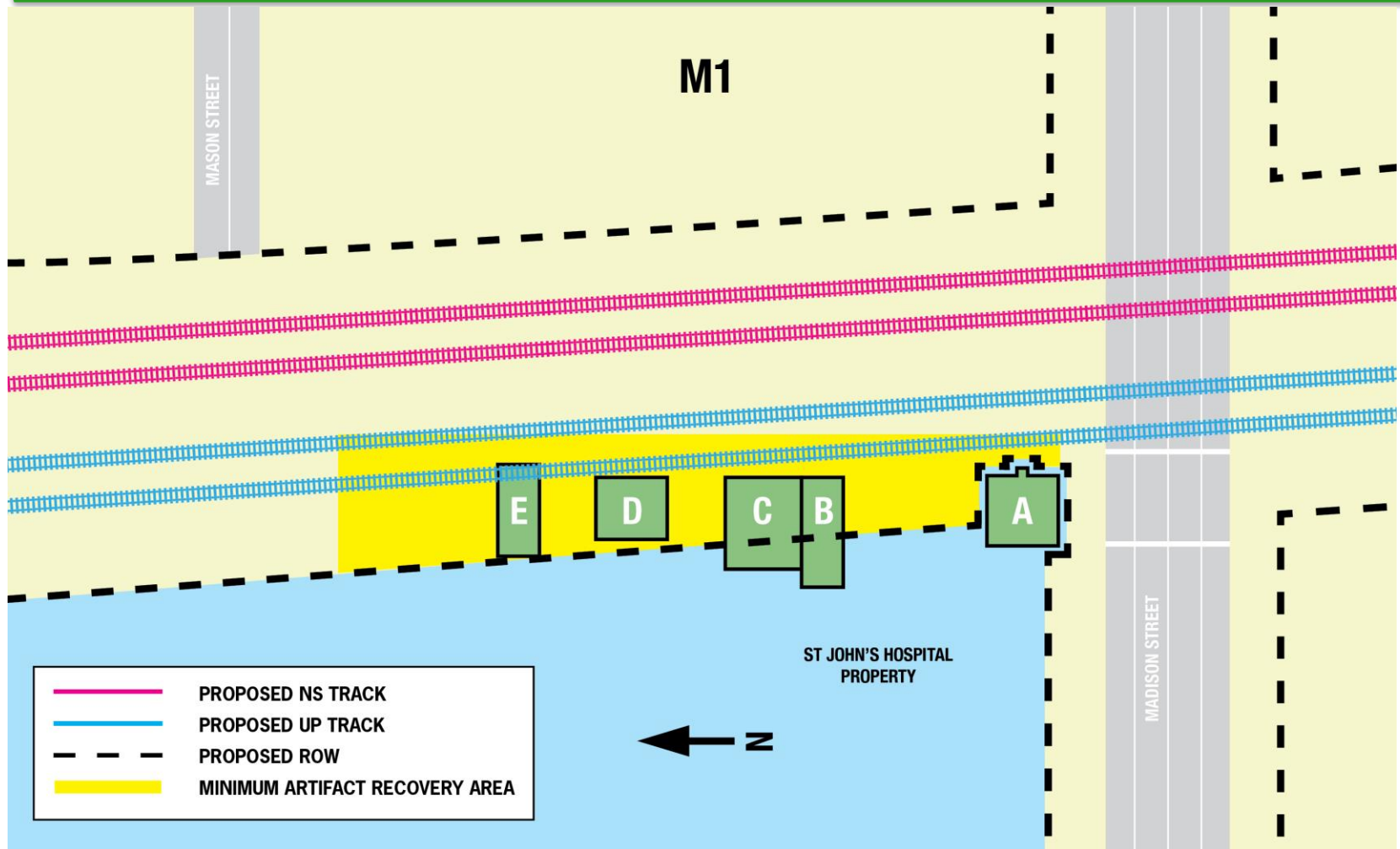
FRA studied potential avoidance alternatives and concluded they were not prudent under Section 4(f)

- Reduced speed would unduly burden freight and passenger through-movements along the Chicago to St. Louis Corridor and could impact the ability to achieve service outcome agreements within the corridor
- Would not meet the Purpose and Need of the overall Chicago to St. Louis Corridor or Springfield Rail Improvement Project approved in 2012

Section 4(f) Process

- In February 2018, the City developed 3 options for the rail alignment to minimize impacts to the archaeological site

Potential Rail Option (M-1)

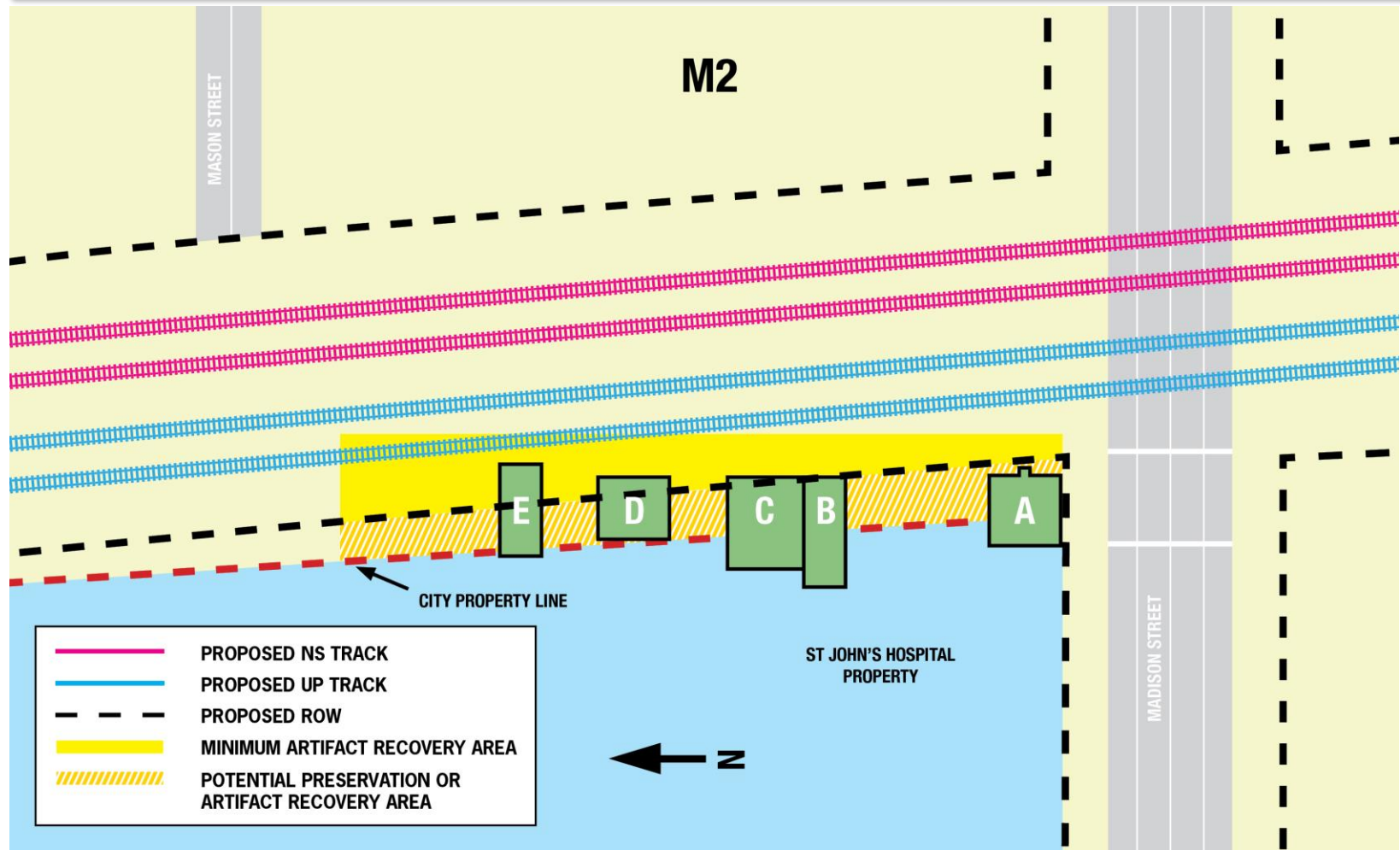


Potential Rail Option (M-1)

Potential Rail Option M1

- Retains the FEIS track alignment but eliminates the railroad service road and narrows the railroad right-of-way at House A.
- Does not provide all of the railroad design criteria committed to at the beginning of the project since it eliminates the service road at House A
- Requires data recovery from about 13,800 SF of the archaeology site
- Avoids House A and requires a retaining wall to protect House A
- Requires data recovery for all of Houses D and E and for most of Houses B and C

Potential Rail Option (M-2)

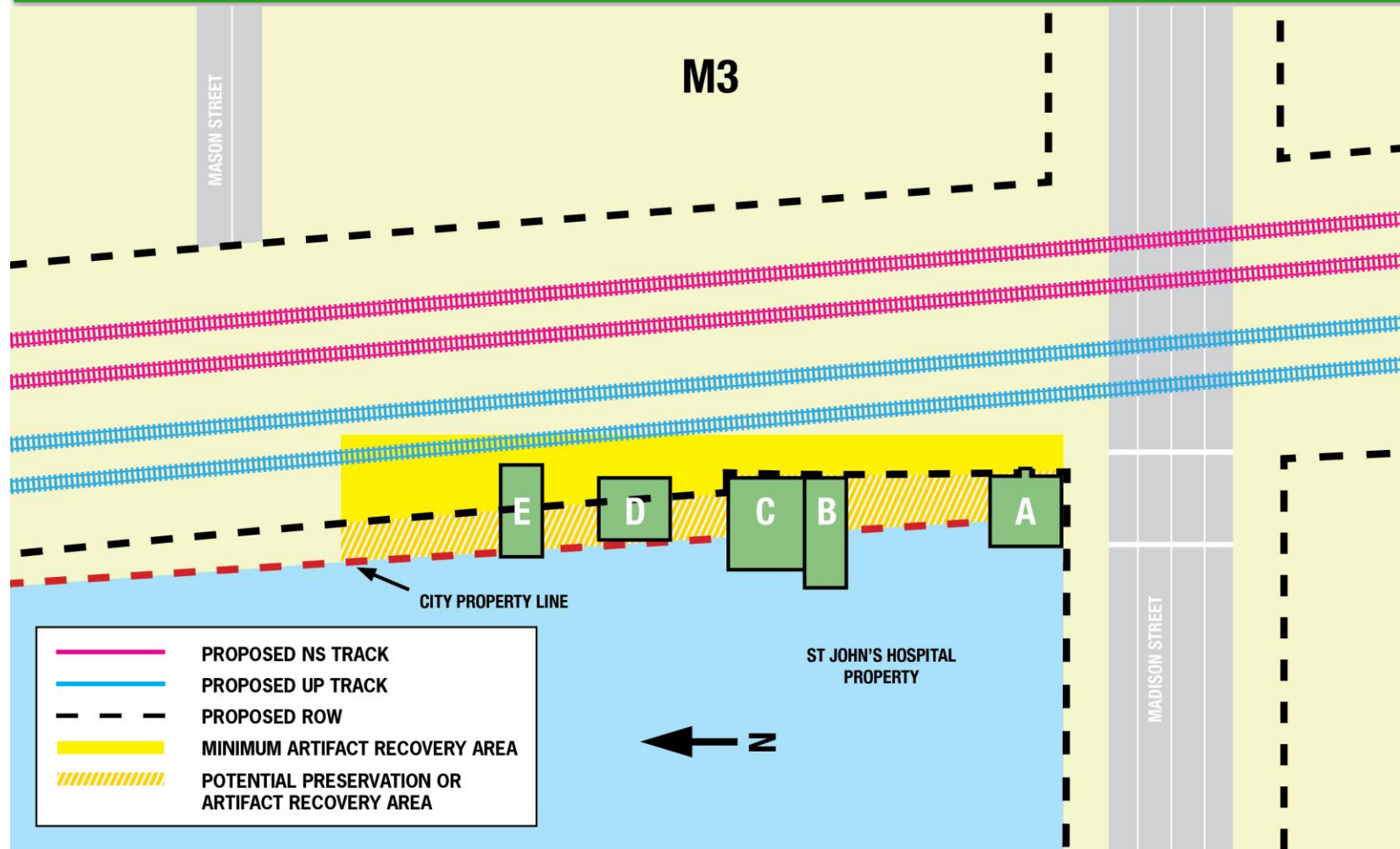


Potential Rail Option (M-2)

Potential Rail Option M2

- Realigns the tracks and shifts them approximately 22 ft to the east at the archaeology site. This is the maximum possible shift to the east while still maintaining the design speed and avoiding the CWLP substation and the St. John's electric switchgear
- Provides all of the railroad design criteria established at the beginning of the project
- Requires data recovery from about 8,300 SF of the archaeology site.
- Avoids House A
- Requires data recovery from about one half of House E and small portions of Houses D, C and B

Potential Rail Option (M-3)



Potential Rail Option (M-3)

Potential Rail Option M3

- Has the same railroad alignment as M2 but narrows the UP right-of-way and constructs a 150 ft long retaining wall to avoid Houses B and C
- Does not provide all of the railroad design criteria committed to at the beginning of the project since it narrows UP right-of-way by about 8 ft
- Requires data recovery from about 8,100 SF of the archaeology site
- Avoids Houses A, B and C
- Requires data recovery from about half of House E and one third of House D

Comparison of Rail Options

	FEIS	M1	M2	M3
Total Area of Site 11561432	99,200 SF	99,200 SF	99,200 SF	99,200 SF
Area Purchased by City for Rail Project	14,700 SF	14,700 SF	14,700 SF	14,700 SF
Area Required for Rail Project	14,700 SF	13,800 SF	8,300 SF	8,100 SF
Percent of Site Required	14.8%	13.9%	8.4%	8.2%
Remaining City Property Available for Preservation	0	900 SF	6,400 SF	6,600 SF
Total Preservation Area	84,500 SF	85,400 SF	90,900 SF	91,900 SF
Area of Excavation and Artifact Recovery	14,700 SF	13,800 SF	8,300 SF	8,100 SF
Avoids House A Foundation	No	Yes	Yes	Yes
Percent of House Foundations Required for Rail Project	80%	62%	18%	10%
Meets all Railroad Criteria	Yes	No	Yes	No
Meets all Railroad Design Speed Requirements	Yes	Yes	Yes	Yes
Meets all Railroad Track Spacing Requirements	Yes	Yes	Yes	Yes
Provides two tracks and Service Road for NS	Yes	Yes	Yes	Yes
Minimum NS Right-of-Way Width	65 ft	65 ft	65 ft	65 ft
Minimum UP Right-of-Way Width	75 ft	64 ft	75 ft	67 ft
Length with no Service Road on UP	0	42 ft	0	0
Length with Reduced Right-of-Way on UP	0	42 ft	0	154 ft
Length with Retaining Wall Adjacent to UP	0	42 ft	0	154 ft

SPRINGFIELD RAIL IMPROVEMENTS PROJECT

**National Historic Preservation Act
SECTION 106 REVIEW**

SPRINGFIELD



RAIL IMPROVEMENTS PROJECT

National Historic Preservation Act

SECTION 106 REVIEW

Participants in the Section 106 Review Process:

- The Federal Agency (FRA)
- The Illinois State Historic Preservation Office
- The Grantee (City of Springfield)
- The Advisory Council on Historic Preservation (The ACHP is an independent federal agency that oversees Section 106 review and issues the regulations that implement it)
- Other Consulting Parties = YOU!

THE ARCHAEOLOGICAL SITE TODAY

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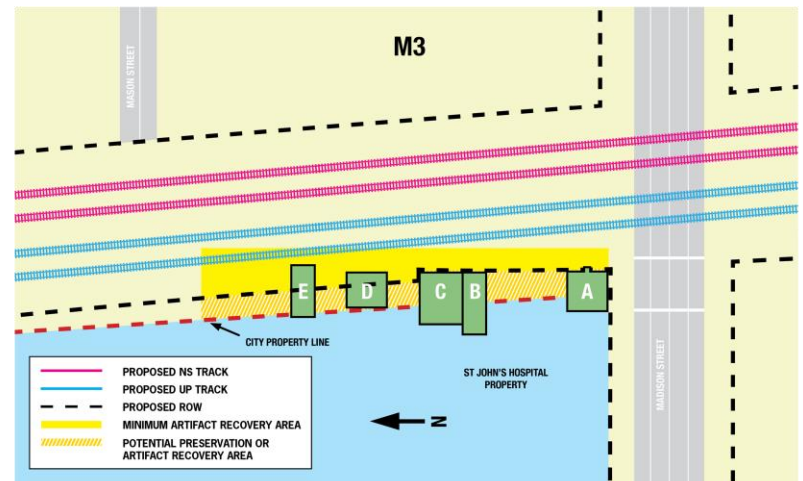
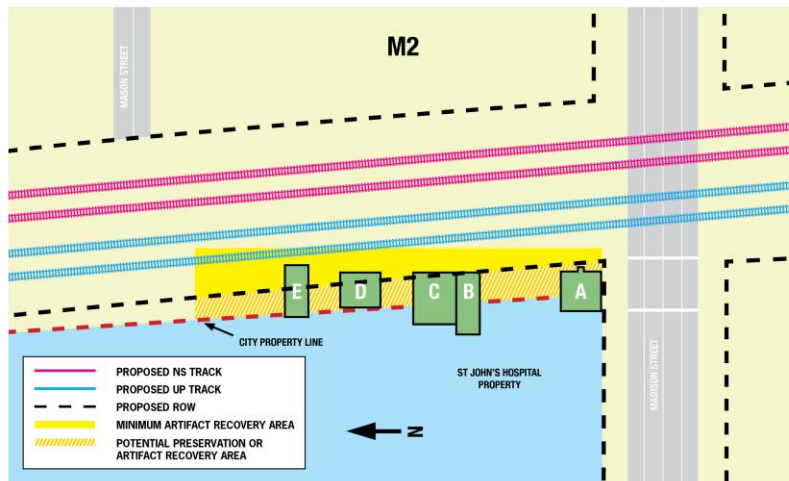
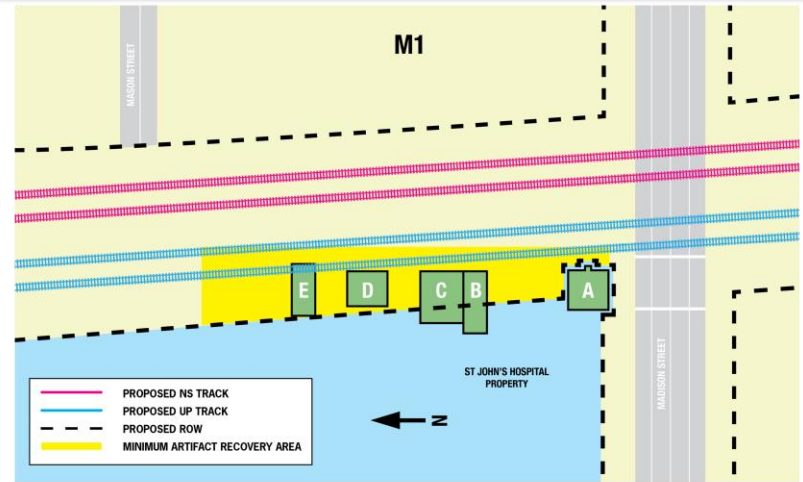
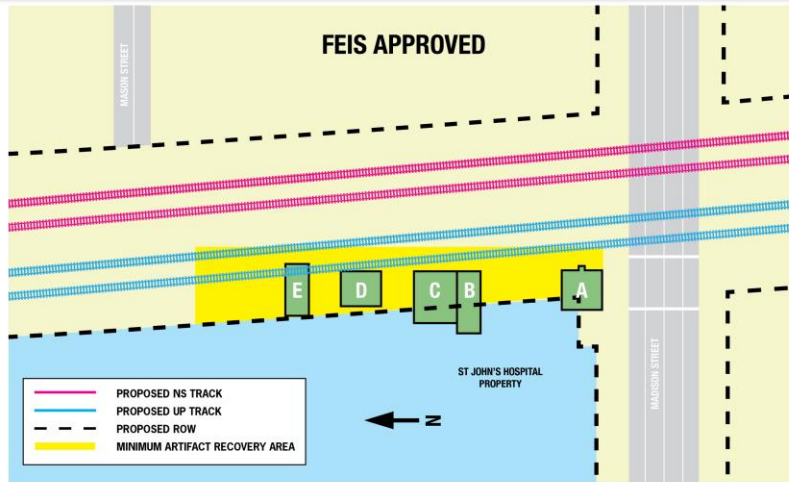


RAIL IMPROVEMENTS PROJECT

Resolution of Adverse Effects

- Section 106 requires consultation to resolve adverse effects through avoidance, minimization, and/or mitigation
- Section 106 consultation results in a Memorandum of Agreement (MOA), which outlines agreed-upon measures that FRA, the City, and/or other Consulting Parties will take to resolve adverse effects of the rail project to the archaeological site

Potential Rail Options



FUTURE OF THE SITE

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RAIL IMPROVEMENTS PROJECT

MITIGATION OPTIONS

A key purpose of today's meeting is to hear your ideas regarding mitigation. Ideas shared in previous meetings include:

- Preservation in place
- Data recovery (i.e., excavation)
- Curation, interpretation, and display of artifacts in museum or other public location(s)
- Educational programs and research opportunities
- Incorporation into walking tour
- Install interpretative signage near the site describing its history and significance
- Commemorative park, mural, art installation, etc.
- **Other ideas? We want to hear from you!**

NEXT STEPS

- Collect comment sheets or email comments (to Andrea by **April 11, 2018**)
- Draft meeting minutes (for your review), summary of comments, and meeting sign-in sheet will be e-mailed to today's participants and organization representatives (by **April 27, 2018**)
- Meeting materials will be posted on the Springfield Rail website (by **April 27, 2018**) <http://springfieldrailroad.com/newsite/>
- Schedule the next Consulting Parties meeting to present selected rail alignment and collectively agree on mitigation measures for the archaeological site to include in Draft Memorandum of Agreement (MOA)

WE WANT TO HEAR FROM YOU

Comment Sheets – Requested by April 11, 2018

Following the meeting, comments may be mailed to:

Andréa Martin
Environmental Protection Specialist
Federal Railroad Administration
1200 New Jersey Ave. SE MS-20
Washington, DC 20590

or

E-mail: andrea.martin@dot.gov

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THANK YOU

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