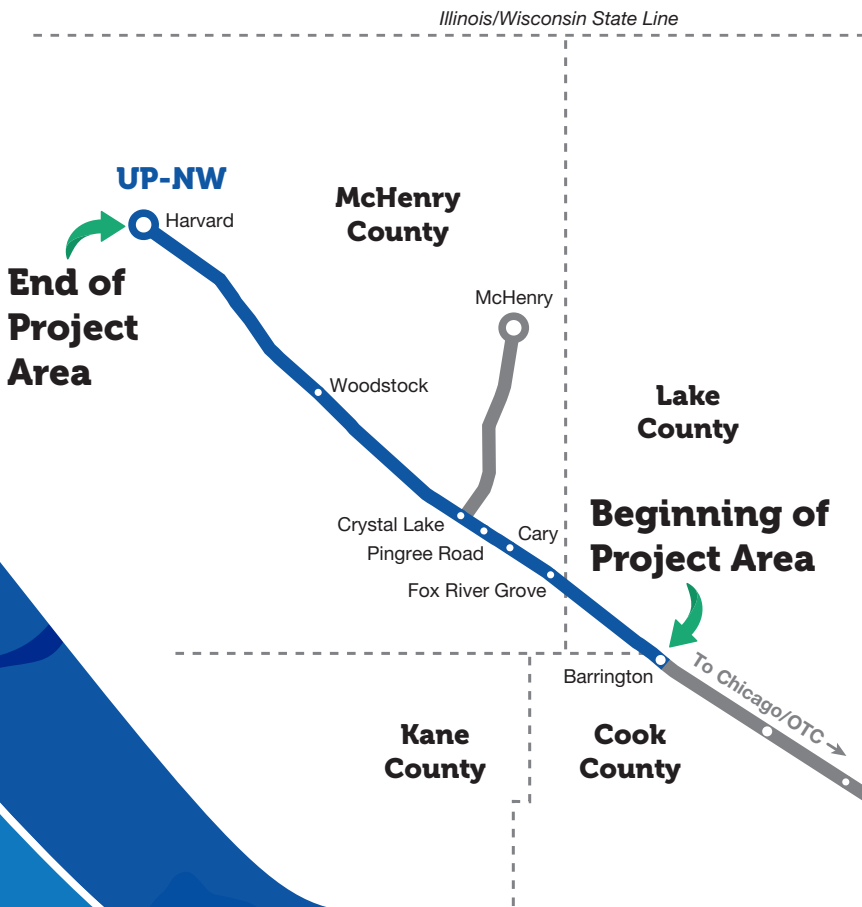




Woodstock Layover Yard Project

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



About the Project

- M** 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
- P** 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 & Objectives

The overall goal of the proposed 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.

PROJECT INTENDED TO MEET FOLLOWING OBJECTIVES:

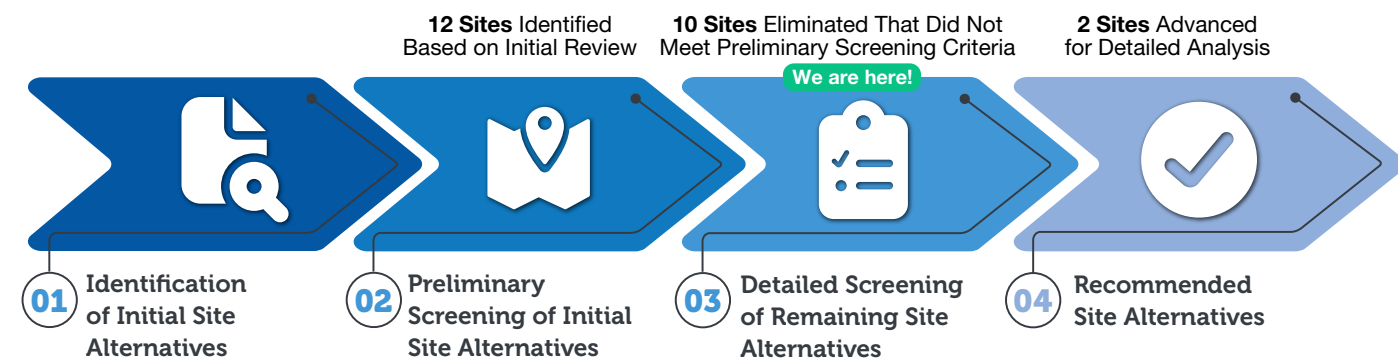
- Provide expanded train storage
- Improve operational efficiencies
- Maximize safety and security
- Encourage transit-supportive land use in station areas
- Promote sustainable travel patterns in McHenry County
- Support expanded rail service and serve anticipated demand

ANTICIPATED BENEFITS:

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

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.



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

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 proposed Woodstock Yard Layover Project would add seven storage tracks that will accommodate up to 14 trains and locomotives.

This additional storage would allow for up to 21 additional trips, to support future increased weekday service.

Areas Considered

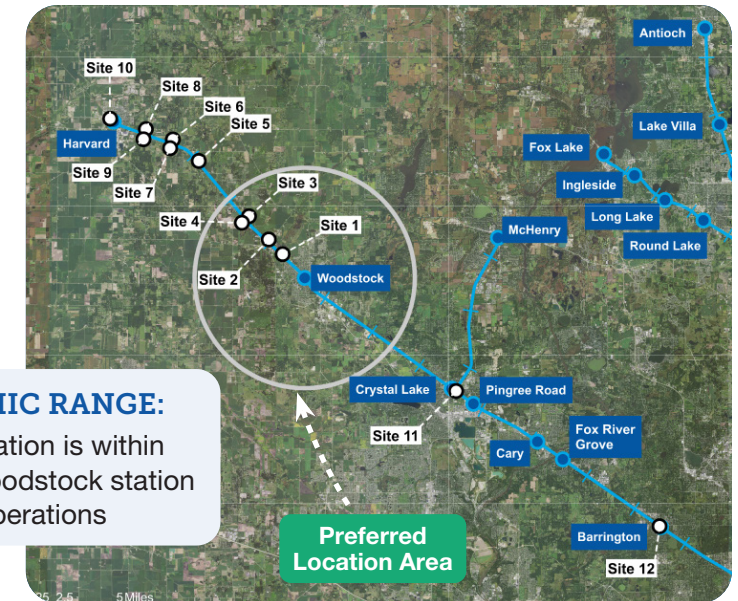
- 12 initial site alternatives identified between Barrington and Harvard
- Harvard, Barrington, and Crystal Lake Yards reviewed for potential expansion
- Initial sites identified based on presence of undeveloped land adjacent to UP-NW Line
- Areas to provide improved service to riders along the UP-NW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

PRELIMINARY SITE CRITERIA:

- Location of Site
- Adequate Space for Yard Facilities
- Meets Goals and Objectives

GEOGRAPHIC RANGE:

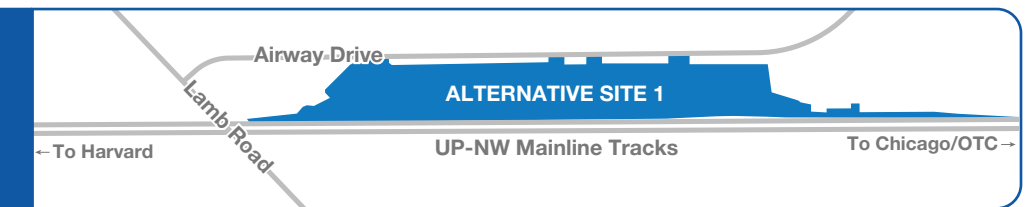
Preferred location is within 5 miles of Woodstock station to improve operations



Recommended Site Alternatives

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.

ALTERNATIVE 1: EAST OF LAMB ROAD



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
- Potential impacts to stream and habitat within yard footprint
- Site geometry requires yard tracks on a slight grade

ALTERNATIVE 2: WEST OF LAMB ROAD



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:

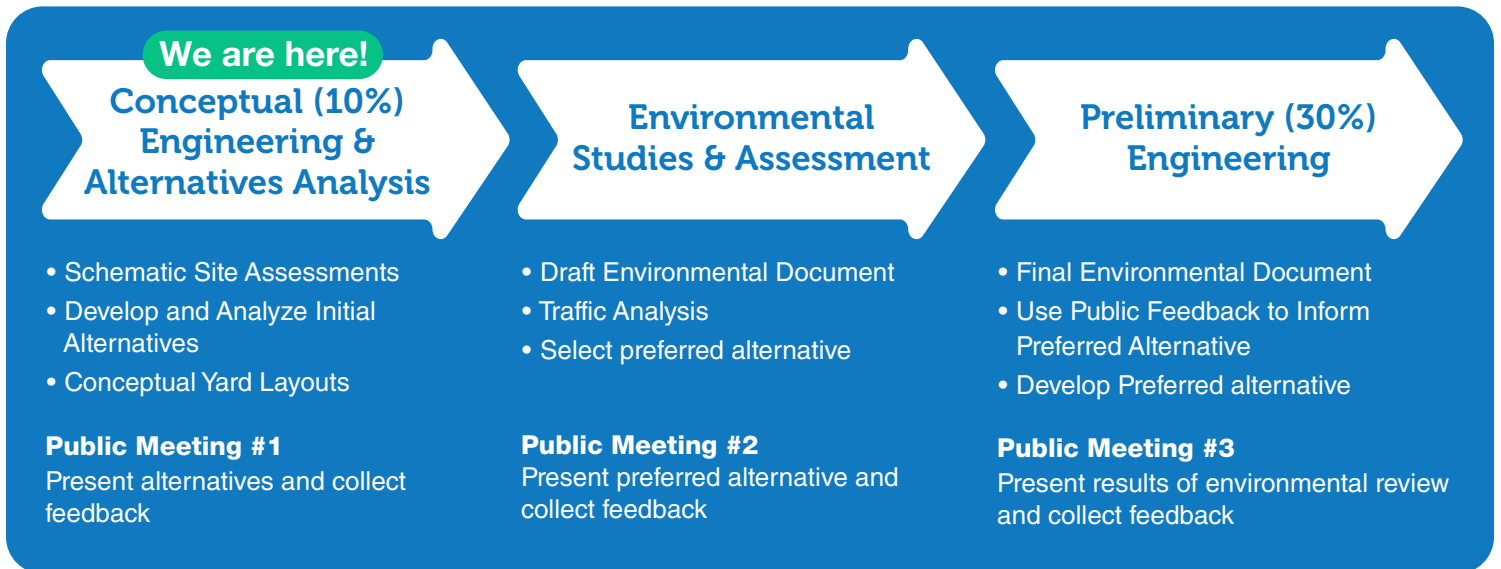
- Larger site footprint required to add roadway and utility access from Lamb Road
- Impacts prime farmland
- Potential impact to wetlands and habitat
- Located entirely within Sensitive Aquifer Recharge Area



Next Steps



Phase I Schedule



Stay Engaged

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Scan with your smartphone to view the project website

HOW TO COMMENT

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