SPRINGFIELD
RAIL IMPROVEMENTS PROJECT
ILLINOIS STATE FREIGHT ADVISORY COUNCIL
JANUARY 24, 2019
The Federal Railroad Administration issued their Record of Decision in December 2012.
Why is this Project Needed?

- Pedestrian and Vehicular Safety
- Reduce Congestion and Delays
- Eliminate Train Horn Noise
# TRAIN TRAFFIC

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Union Pacific 3rd Street</td>
<td>15</td>
<td>45</td>
</tr>
<tr>
<td>Norfolk Southern 10th Street</td>
<td>16</td>
<td>27</td>
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<tr>
<td>Canadian National 19th Street</td>
<td>4</td>
<td>9</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>35 Trains</strong></td>
<td><strong>81 Trains</strong></td>
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SAFETY & DELAYS

SPRINGFIELD RAIL IMPROVEMENTS PROJECT
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Federal $152M
IDOT Rail $35M
IDOT Highways $30M
Illinois Commerce Commission - GCPF* $58M
City of Springfield $34M
Railroads Combined - $6M

Total Project Cost - $315M

Canadian National RR
Norfolk Southern RR
Union Pacific RR
Illinois Midland RR

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USABLE SEGMENT I

RAIL IMPROVEMENTS PROJECT
CARPENTER STREET UNDERPASS - COMPLETED

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ARCHAEOLOGICAL SITE
Figure 17. The fire-deposits from House B included a range of architectural items associated with the collapse and/or post-fire clean-up activities located predominately in Zone III. Plaster (top) (Lot 8-9) and brick rubble were plentiful, and capped the relatively thin zone (Zone IV) that contained the majority of the household furnishings. Nails and small wooden fragments were generally fragmented and heavily encrusted with plaster, three sizes were observed. These included heavy framing nails (4¾ in long), smaller framing and ring nails (2½ in long), and lath nails (1½ in long) (Left). A small sample of chipped nails were also recovered, and probably indicate the presence of plank doors. Only one wire-drawn nail was recovered (Right).
ARCHAEOLOGICAL SITE ARTIFACTS

SPRINGFIELD RAIL IMPROVEMENTS PROJECT
LIBRARY OF CONGRESS VISIT

SPRINGFIELD RAIL IMPROVEMENTS PROJECT
USABLE SEGMENT II FUNDING

Ash & Laurel Street Underpasses

Total Cost - $50.0 Million

IDOT - $17.5 M
TIGER - $14.0 M
ICC - $15.0 M
FRA - $2.0 M
City - $1.4 M
USABLE SEGMENT II
ASH & LAUREL STREET UNDERPASSES

- Bids opened August 4th, 2017
  - Construction Contract awarded to: Freesen, A Division of United Contractors Midwest, Inc.

- Construction: October 2017 – Fall 2020
SPRINGFIELD RAIL IMPROVEMENTS PROJECT

USABLE SEGMENT II – DECEMBER 16, 2017

GROUND BREAKING CEREMONY
ASH STREET CONSTRUCTION

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ASH STREET CONSTRUCTION

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USABLE SEGMENT IV

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USABLE SEGMENT IV

PRINCETON TO STANFORD (5th and 6th STREET BRIDGES)

• Funding — (Dependent on an approved Transportation Bill)
  • City (Land Acq.) – $4.83 M
  • IDOT – $17.17 M
  • BUILD Grant – 22.00 M
    Total - $44.0 M

• Schedule
  • Design Begins – Summer 2017
  • Land Acquisition Begins – Summer 2017
  • Construction Begins – Summer/Fall 2019
  • Construction Ends – Winter/Spring 2021
USABLE SEGMENT IV
5th and 6th STREET BRIDGES

SPRINGFIELD RAIL IMPROVEMENTS PROJECT
SPRINGFIELD RAIL IMPROVEMENTS PROJECT

USABLE SEGMENT III
USABLE SEGMENT III

MADISON AND JEFFERSON STREET UNDERPASSES

• Funding
  • City (Land Acq) – $5.2 M
  • ICC – $14 M (Funding not yet secured)
  • USDOT – $16 M (Funding not yet secured)
  • IDOT – $11.7 M
    Total - $46.9 M

• Schedule
  • Multimodal Planning Begins – Fall 2018
  • Design Begins – Spring 2019
  • Construction – Winter 2021-Fall 2022
REMAINING GRADE SEPARATIONS

• Ash Street
• Laurel Street
• Jefferson Street
• Madison Street
• North Grand Avenue
• North Grand Avenue Overpass
• South Grand at 19th Street
• Ash at 19th Street

Not Funded
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4 Project Funding Status
5 Land Acquisition
6 Minority Participation
7 Project Resource Center
8 Other Rail Project Updates
9 Public Open Houses

Carpenter Street Update
The Carpenter Street Underpass Project is the first funded usable segment of the Springfield Rail Improvements Project and is a recipient of a 2013 U.S. Department of Transportation, Transportation Investment Generating Economic Recovery (TIGER) Grant. The project is intended to reduce congestion, improve safety and provide improved access to area hospitals from locations east of I-172.

Work on the Carpenter Street Underpass began in September of 2014. The contractor has completed all of the foundation work for the bridge and walls, completed the Norfolk Southern and Union Pacific bridges, and began excavation for the underpass roadway. Next steps are to complete excavation work and building walls. Construction is on schedule, on budget and is anticipated to be completed in the summer of 2016. The project's National Environmental Policy Act (NEPA) Record of Decision (ROD) includes a commitment for continuing coordination between Federal Railroad Administration (FRA) and the Illinois Historic Preservation Agency for the evaluation of potential archaeological resources within the project area. (Learn more about the archaeological site on Page 2.)

Next Construction Segment
Usable Segment II is the next rail piece of the Springfield Rail Improvements Project that is scheduled for construction. This segment will consist of constructing new underpasses at Ash and Laurel Streets in the 10th Street corridor. It will also include construction of railroad embankment, drainage, and track from South Grand Avenue to south of Ash Street. Construction will be staged to allow either Ash Street or Laurel Street to remain open at all times. Design plans for this portion of the project are nearing completion. The City is continuing to work with state and federal representatives to identify the necessary funding to move this segment forward. The City will proceed with the purchase of residential property for Usable Segment II once the funding agreement is in place.
THANK YOU

SPRINGFIELD

RAIL IMPROVEMENTS PROJECT