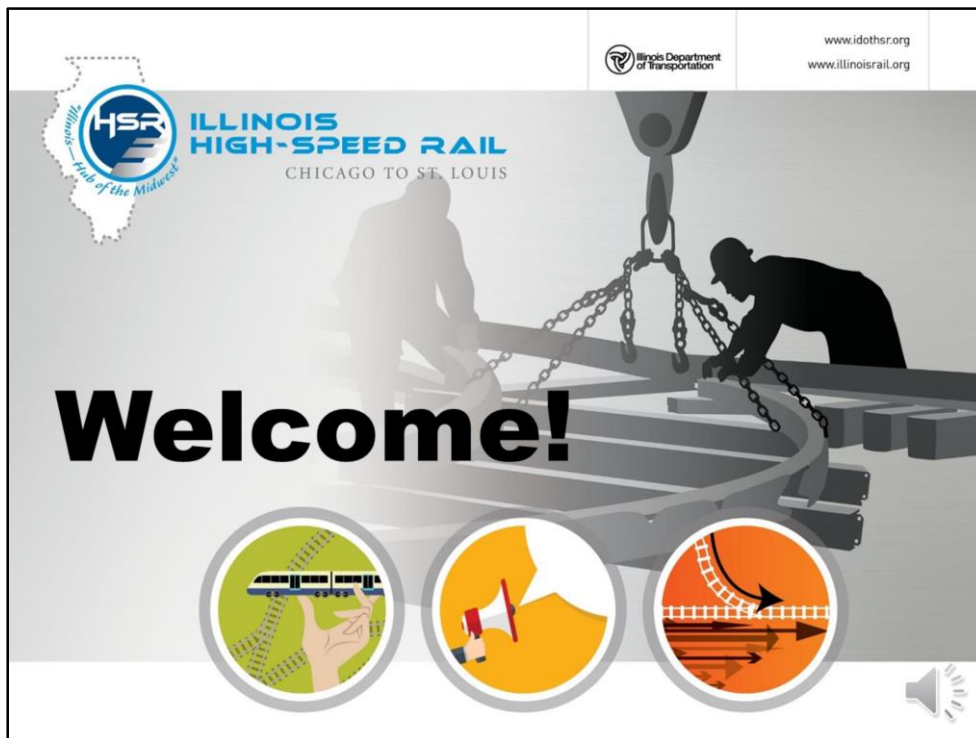
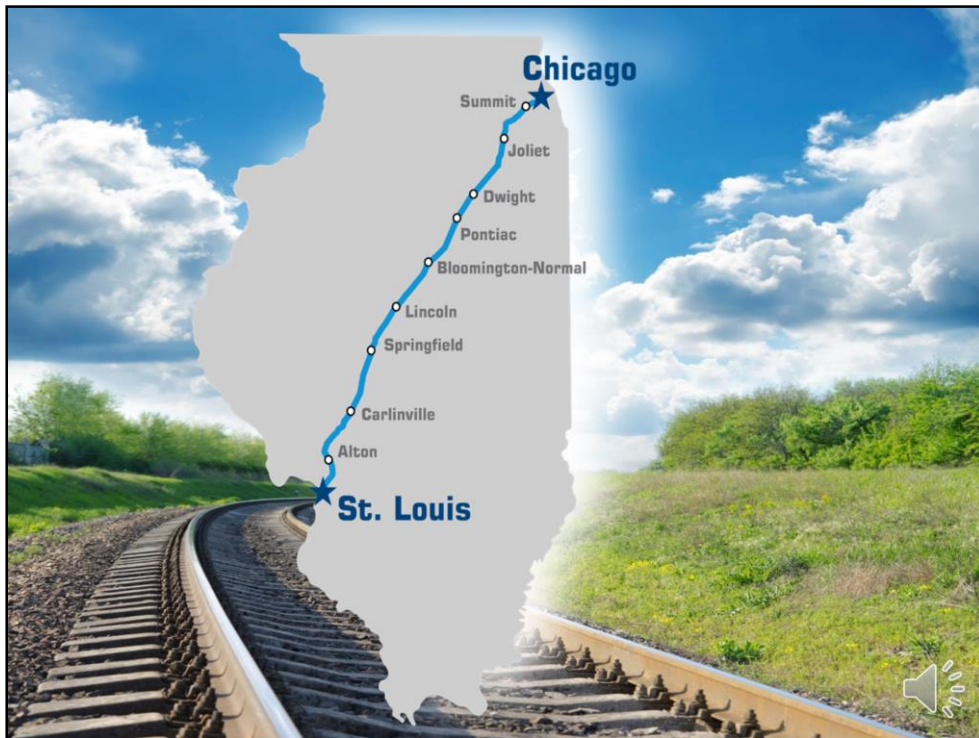




Welcome to the Illinois High-Speed Rail Chicago to St. Louis Construction Update Meeting. Today's meeting will provide an overview of the Program, updates on construction to be held in this area, and how you can be involved.



The Chicago to St. Louis Corridor has been considered for high-speed service since the mid-1980s. In 1992, the corridor was designated as a future high-speed rail route. An Environmental Impact Statement was completed in 2004 and approved by the Federal Railroad Administration, allowing for the creation of the Illinois High-Speed Rail Program.

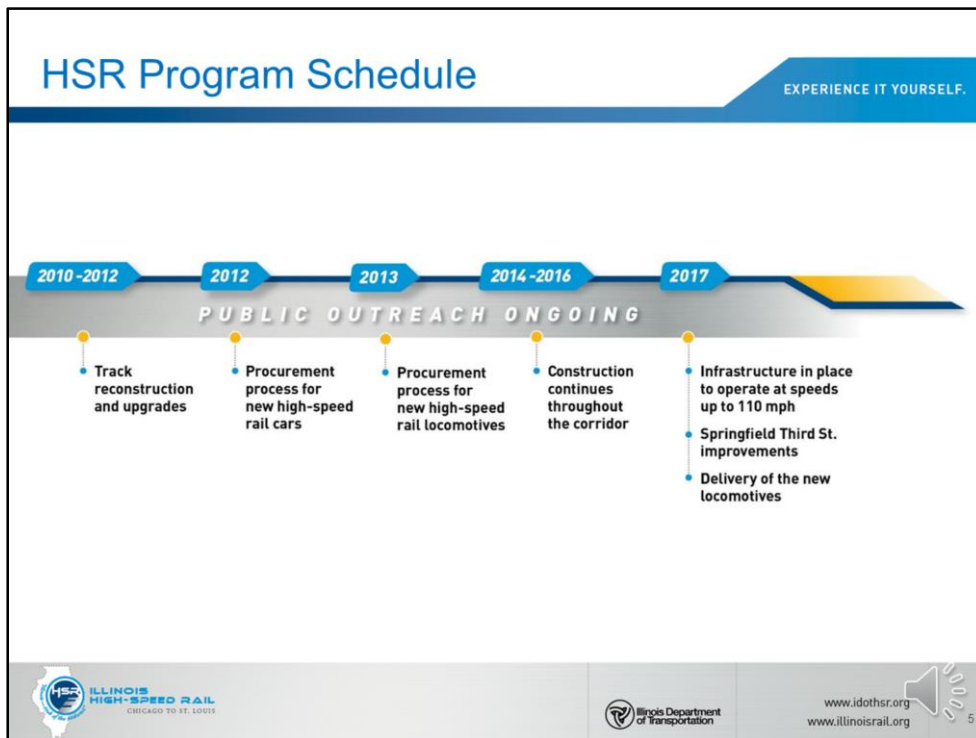


The Illinois High-Speed Rail, or HSR, travels from Chicago to St. Louis with 9 stops in between. Improvements to the rail line are taking place between Joliet and East St. Louis.

The HSR Corridor bisects the State of Illinois, connecting two of the Midwest's largest cities, Chicago, IL and St. Louis, MO. The corridor also serves other major Illinois metropolitan centers including Joliet, Bloomington-Normal and Springfield, each with significant populations.



The HSR Program is led by the Illinois Department of Transportation in cooperation with the Federal Railroad Administration, Union Pacific Railroad, Amtrak and the Illinois Commerce Commission. Additional coordination and collaboration is taking place with regional agencies, local communities, businesses, and the public.



Much work has been underway since 2010. Construction and public outreach are ongoing throughout the corridor. The infrastructure is anticipated to be complete in 2017.

Current Budget: \$1.95 Billion

EXPERIENCE IT YOURSELF.

> Track & Structures	\$637 Million	33%
> Grade Crossings, Fencing, Overhead Bridges	\$194 Million	10%
> Real Estate	\$40 Million	2%
> Stations	\$35 Million	2%
> Rolling Stock/Equipment	\$609 Million	31%
> Signal & Communications	\$205 Million	11%
> Professional Services	\$231 Million	12%
Total	\$1.951 Billion	100%

*Note: This summary does not include Tier 1 and Tier 2 EIS's,
Joliet Multimodal, or other individual projects.*



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The HSR Program received \$1.95 billion for corridor improvements between Joliet and St. Louis based on the 2004 Record of Decision. This funding has allowed improvements to be made to the existing single track. About half of the funding is dedicated to infrastructure improvements such as track, grade crossings, bridges, fencing, and signal equipment.



So, what have we been building?



One of the key initiatives is rehabilitating the mainline track.

Before & After



To upgrade the tracks, we are removing the existing rail and wooden ties and replacing them with continuously welded rail and concrete ties. Work also includes realigning curves and installing second tracks and sidings.



Bridges are being repaired and improved with new track, decking, and guardrails.



Drainage improvements are being made along the track corridor and at crossings, including installing some new culverts.



To discourage trespassing on the tracks, fencing is being installed within the railroad right of way in most urban areas and select rural areas.



Safety is a critical part of the program. We want to reduce track-related accidents by not only upgrading the tracks, but also improving the signal systems.



Over 153 crossings have been improved throughout the corridor. The remaining 59 crossings will be completed this year.

Where possible, and in coordination with local communities, some crossings have been closed. 33 crossings have been permanently closed and 6 more will be closed this year.



Most crossings along the corridor are getting four-quadrant gates as well as improved approaches, turnouts, stopping locations, signage, and pavement markings. In some cases, crossings and approaches are completely restructured to reduce sightline issues and other safety issues.

Grade Crossing Improvements

EXPERIENCE IT YOURSELF.

» *Improvements for at-grade crossings within the City of Springfield*

- » *Two- or four-quadrant gates at specific crossings*
- » *Pedestrian gates*
- » *New fencing*
- » *ADA accessibility signage*
- » *Improved and reconfigured grade crossing approaches*
- » *Crossing safety devices*



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Construction will include improving grade crossings throughout the corridor. Certain locations will receive two-quadrant or four-quadrant gates, pedestrian gates, fencing, and ADA accessibility signs. Roadway approaches to these crossings are being improved to provide better visibility, and improve turnouts and stopping locations. Installation of an improved signal system will provide better communication with the engineer and allow for detection of vehicles blocking a crossing.



[Video]

We are also installing pedestrian crossings and gates that meet ADA requirements.

How PTC works



[Video]

The majority of the crossings along the corridor are receiving signal upgrades and installation of Positive Train Control (PTC) systems to meet new federal requirements. PTC will provide better communication with the engineer and allow for detection of vehicles blocking a crossing.



Stations along the corridor are being rebuilt or renovated to increase passenger safety as well as provide additional passenger amenities. Station upgrades may include lighting, site and parking improvements, and ADA compliance.

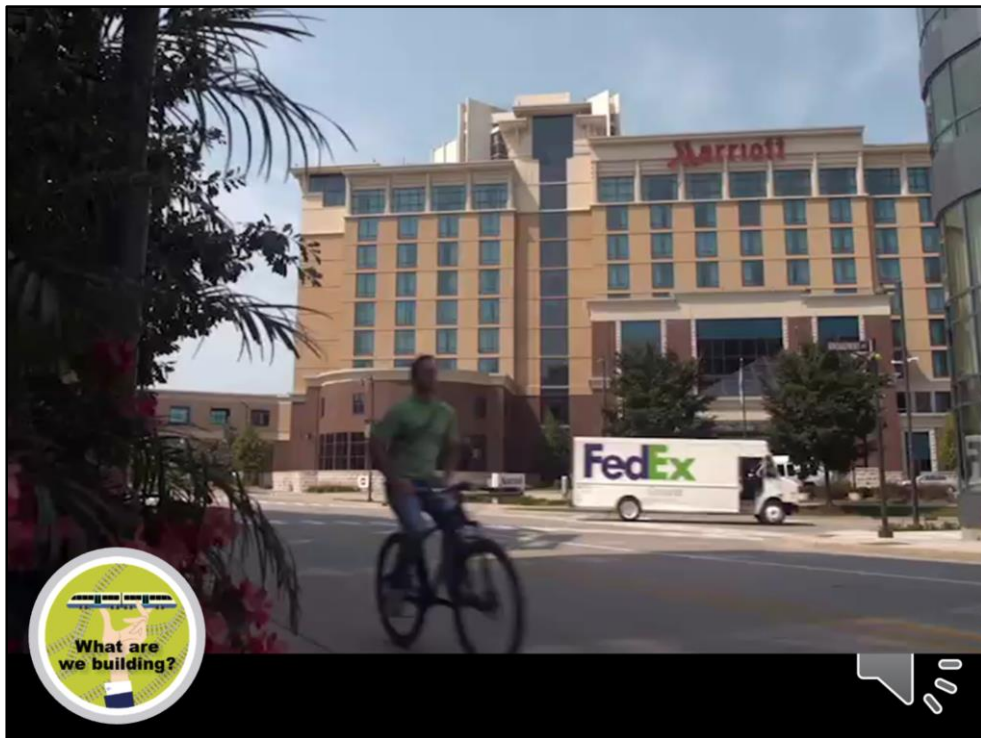
The new station in Dwight opened in October of 2016 and the Pontiac station opened this past June.



Other stations will be opening this year, including Lincoln, Carlinville, and Alton.



New diesel locomotives are being built by Siemens for service on this corridor and are anticipated to be in service this year.



HSR offers a variety of benefits including opportunities for economic development as well as an improved passenger experience, including a more reliable schedule, reduced travel times, and updated amenities such as free Wi-Fi service on the trains, as well as additional comforts and conveniences at new and upgraded stations.



Getting the word out about this project is important to us.



Public outreach and community coordination has been an on-going part of the HSR Program. We've held numerous coordination meetings with communities, emergency services, and schools. In addition, dozens of local officials meetings have been held to provide construction updates to help communities coordinate detour routes and notify their residents and businesses.



Since 2010, we have held over 240 events including public and small group meetings throughout the corridor.



We've gone beyond public meetings by attending dozens of local fairs, festivals, and sporting events



as well as visited college campuses to share information and answer questions.



Teaching safety to schools throughout the project area has been an important part of the Program. In coordination with the Illinois Commerce Commission, we've presented at dozens of schools on railroad safety.



Work is continuing this year primarily in the southern portion of the corridor from Springfield to East St Louis.

Springfield Rail Projects

- » **3rd Street Improvements**
 - Part of current program to upgrade corridor to safely operate passenger trains at speeds up to 110 mph
- » **Springfield Flyover**
 - Tier 2 study currently underway
- » **10th Street Rail Consolidation**
 - Led by the City of Springfield

ILLINOIS HIGH-SPEED RAIL
CHICAGO TO ST. LOUIS

Illinois Department of Transportation

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The ultimate goal for Springfield is streamlining both freight and passenger rail traffic. These efforts include improvements on the existing 3rd Street passenger route, a new flyover near Southern View, and consolidation of rail traffic on an alignment along 10th Street.

The 3rd Street improvements, include track and crossing improvements.

The Springfield flyover has a detailed environmental study underway. When constructed, it would consist of a new track alignment and a railway flyover near Southern View to grade separate Union Pacific/Amtrak operations from Norfolk Southern operations to eliminate train congestion and improve crossing delays for vehicular traffic.

The City of Springfield is planning to eventually relocate all passenger and freight traffic from the 3rd Street corridor to 10th Street. The City is leading the Springfield Rail Improvements Project, in cooperation with Sangamon County and IDOT. An environmental analysis took place and the proposed improvements include new grade separations and a new passenger rail station. IDOT supports this project and has contributed to the cost of this work.

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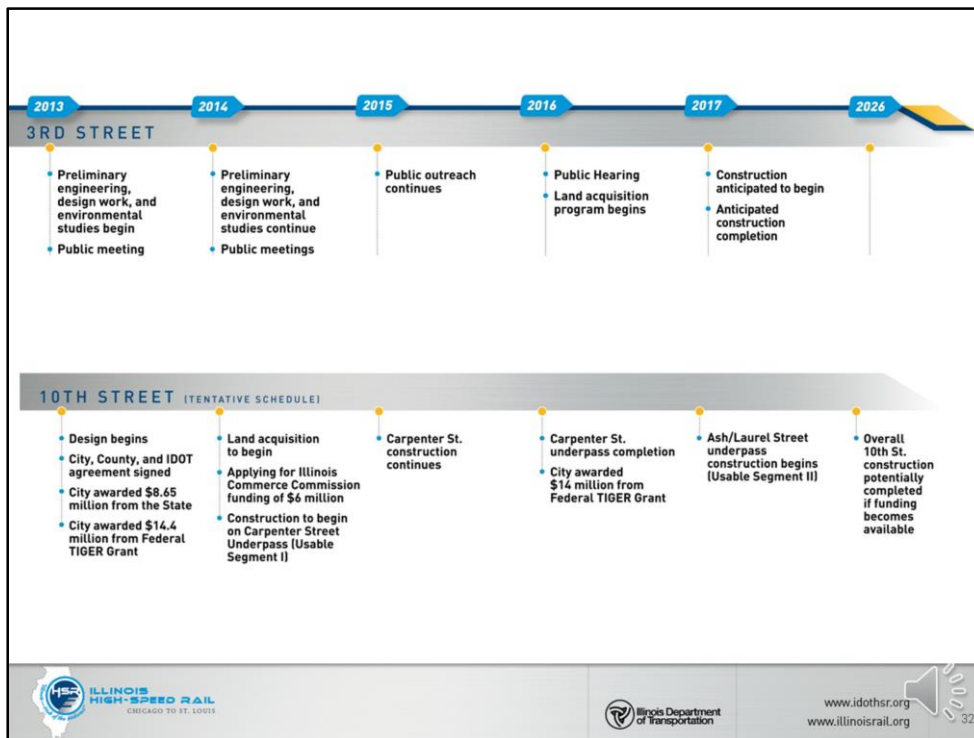
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Springfield projects are conducting work simultaneously. The 3rd Street corridor construction is anticipated to be complete in 2017. On 10th Street, construction of Carpenter Street and Ridgley Avenue is complete. The City's goal is to transition the 3rd Street rail corridor to 10th Street by 2026.

Springfield Project Funding

EXPERIENCE IT YOURSELF.

» **Springfield Flyover - \$90-100 million**

- IDOT - \$1.6 million for EIS

» **3rd Street - less than \$25-30 million**

- Largely American Recovery and Reinvestment Act (ARRA) grant
- Contributions from the HSR Program Partners

» **10th Street - \$315 million**

- Commitment of \$143 million from various sources
- Funding for remaining construction not yet identified

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The 3rd Street improvements are funded by a federal grant and contributions from Program partners. IDOT is funding the environmental analysis of the Springfield flyover. Funding for construction has not yet been identified. The 10th Street rail consolidation is partly funded by IDOT as well as the Illinois Commerce Commission and federal grants for Carpenter Street and the underpass improvements at Ash Street and Laurel Street. The City of Springfield is seeking funding from a variety of sources to cover the remaining costs.

3rd Street Corridor Benefits

EXPERIENCE IT YOURSELF.

- » **Safety** for vehicle traffic, pedestrians, and trains
- » Train speeds increase from 25 mph to a maximum of 40 mph, *reducing the time that trains occupy crossings and traffic congestion*
- » Will help improve *on-time performance* and increase overall *reliability* of passenger train operations
- » Eligibility for *quiet zone* on 3rd Street



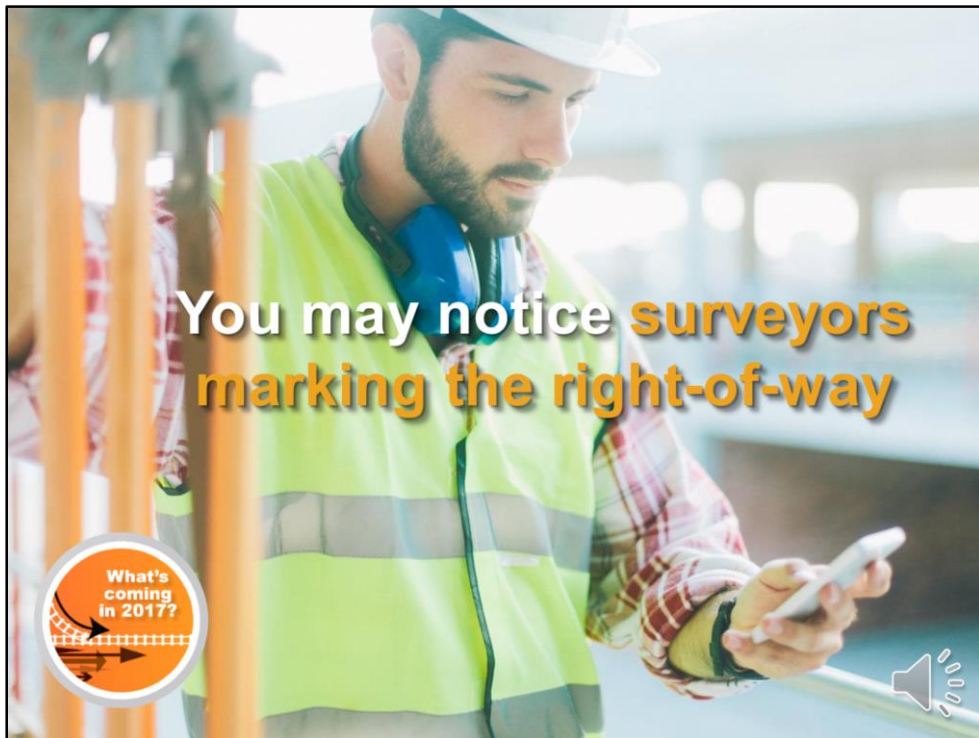
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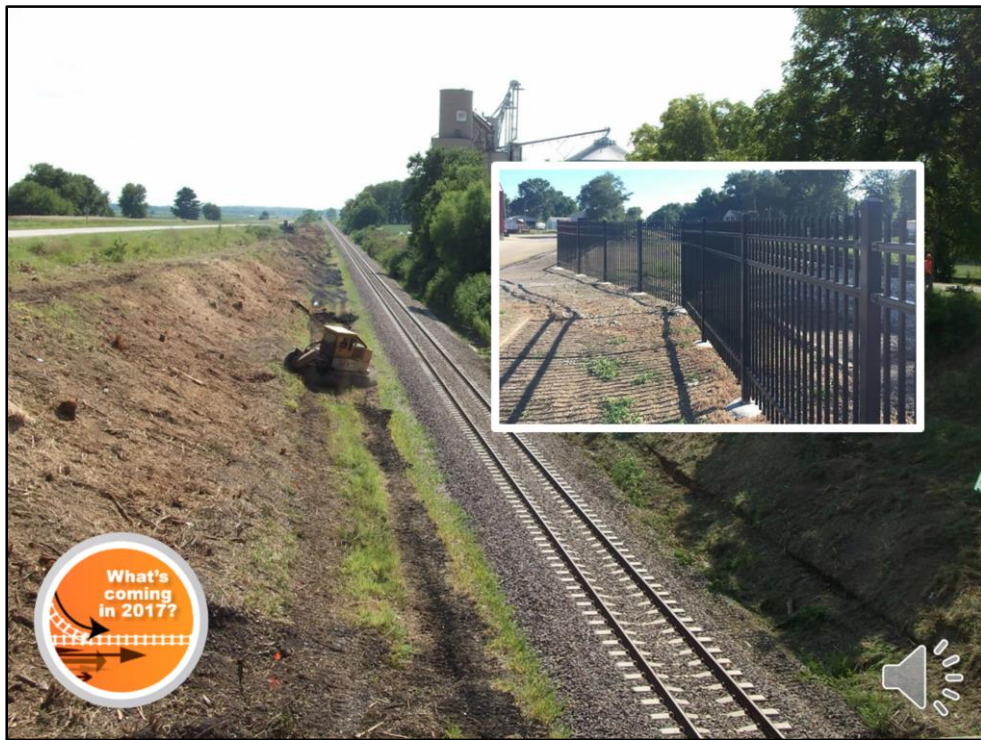
The 3rd Street corridor improvements will upgrade the existing corridor and provide safety enhancements. Maximum train speeds will increase from 25 mph to up to 40 mph through the city, thereby improving on-time performance and overall reliability of the passenger train operations. The improvements would also allow the City to qualify for a quiet zone on 3rd Street. It is Springfield's goal to eventually apply for quiet zones throughout the City.



Residents along the HSR corridor may notice work being done along the railroad tracks including surveying, tree clearing and fencing installation as well as drainage improvements and utility relocations.



Surveyors first determine the location of the Union Pacific right-of-way to determine where the fencing will need to be placed. You may notice surveyors marking the right-of-way.



Once surveying is complete, the trees and brush within the right-of-way will be cleared to allow the fence to be installed.



In select locations, culverts are being relocated and/or replaced to improve drainage and specific utilities are being relocated to accommodate track and crossing improvements.



Throughout the corridor, at-grade crossing improvements will be taking place this year, especially in Springfield and the southern section of the corridor.

Crossings Closures

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- » Union Street
- » Jackson Street
- » Canedy Street
- » Allen Street
- » Cedar Street



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Five at-grade rail crossings have been approved for closure to vehicular, pedestrian, and bicycle traffic.

These at-grade crossings are located along the 3rd Street rail corridor at:

- Union Street
- Jackson Street
- Canedy Street
- Allen Street, and;
- Cedar Street

The crossings were assessed as to how each roadway closure would impact access, travel patterns, and travel times with respect to schools, parks, libraries, public transit, and police and fire response services. The results of this assessment indicate that, on average, the closures would create additional travel time of two minutes for vehicles and four additional minutes for pedestrians.



Additionally, 18 crossings on the 3rd Street corridor will be improved. Construction at Ridgely Avenue is complete.



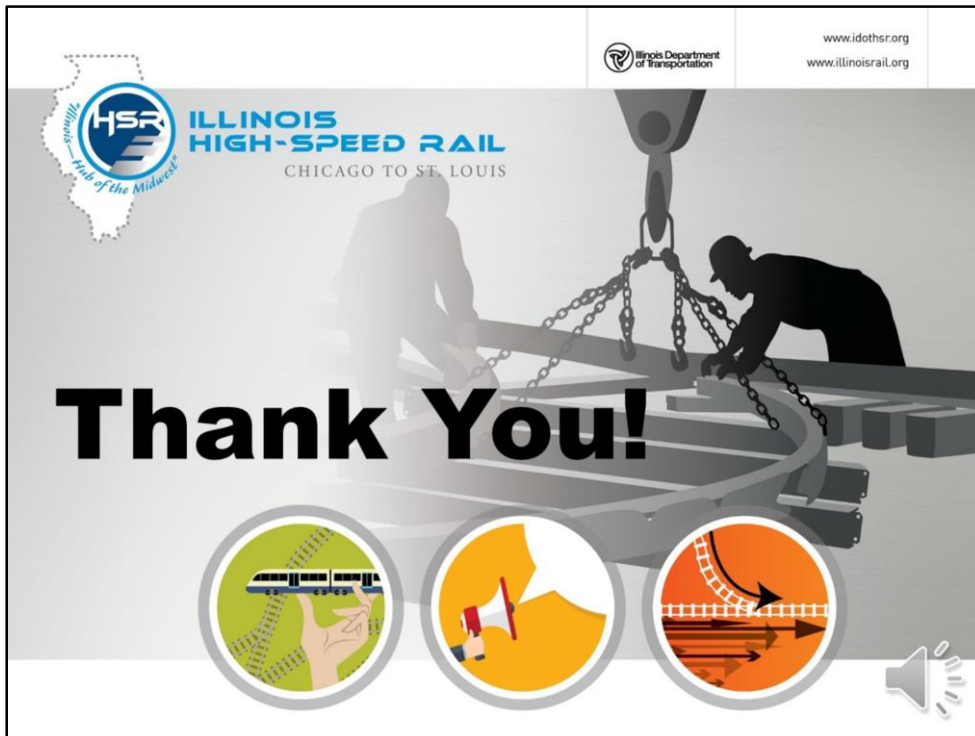
There will be ongoing coordination throughout the construction season between IDOT and the local communities to discuss the work being done, detours, and other coordination needs.



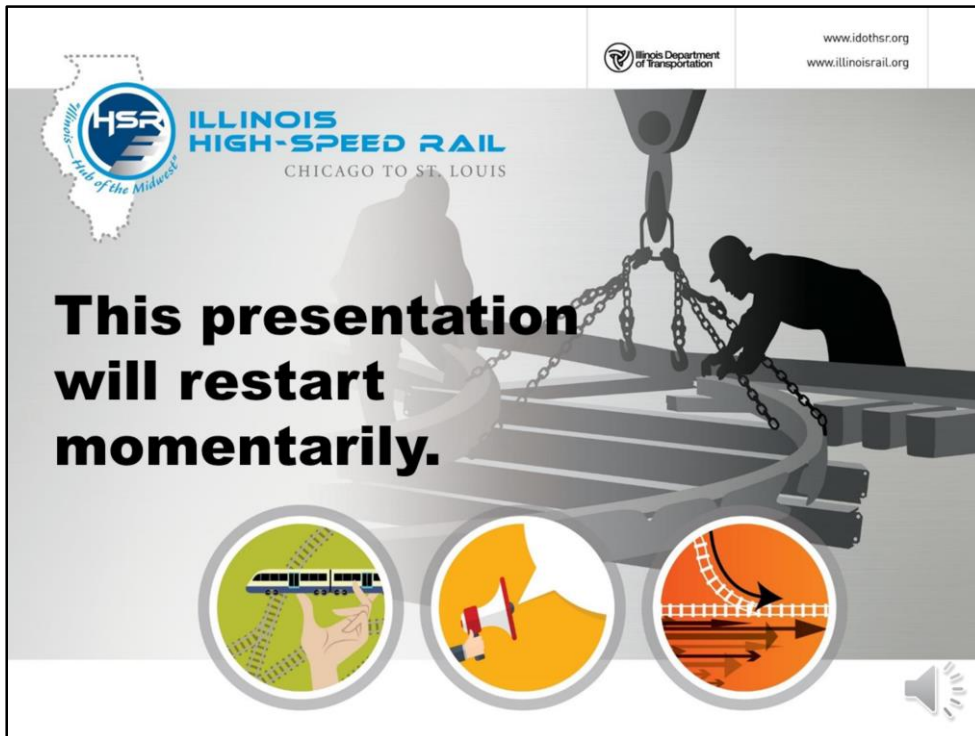
Anyone interested in doing business with us can find information about current business and employment opportunities as well as sign up for future notifications on the HSR website.



There are a variety of ways for you to get involved. Please visit the website at www.Idothsr.org for Program updates and to sign up for the mailing list. Comments can be submitted through the website or by calling the hotline. You can also follow us on Facebook and YouTube.



Thank you for joining us today!



This presentation will restart momentarily.