



2014 Construction

Construction in 2014 will be taking place throughout the Corridor. Among the projects anticipated for work this year are the following:

Bridge Improvements:

- Salt Creek in Lincoln
- Macoupin River in Shipman
- City of Joliet (Cass, Clinton, VanBuren, Jefferson, New, and Osgood Streets)

Siding Reconstruction within the vicinity of:

- Auburn
- Carlinville
- Elkhart
- Girard
- Lincoln
- North of Springfield

New Siding Construction:

- Braidwood

Track Renewal Train Work:

- From Madison to East Alton

Station Improvements:

- Normal
- Pontiac

Crossing Work:

- Throughout the Corridor from Dwight to Carlinville

Chicago to St. Louis High-Speed Rail Program

As the Chicago to St. Louis High-Speed Rail (HSR) Program enters its fifth year of construction, the Illinois Department of Transportation (IDOT) is priming for another exciting year.

Since 2010, the Program has made significant strides in constructing the necessary enhancements to operate passenger trains at speeds up to 110 mph.

Accomplishments to date include the following:

- > Installed over 243 track miles of new rail
- > Installed 635,168 new concrete ties
- > Spread 1,305,873 tons of stone ballast
- > Interim upgrade of 225 crossing surfaces and approaches
- > Final renewal of 24 crossing surfaces and approaches
- > Installed four quadrant gate systems over 120 miles of the corridor
- > Signed up over 3,500 people to be on the Illinois High-Speed Rail Program stakeholder list
- > Provided railroad safety presentations to over 4,000 students

HSR Program Benefits

Half-hour reduction in travel time by the end of 2015

Another half-hour reduction by end of 2017

Increased reliability

Increased safety



In the coming year, IDOT will continue construction and reconstruction of sidings; make improvements to existing bridges and structures; enhance existing signal systems; install new roadway surfaces; improve at-grade rail crossings; and rehabilitate or construct new stations.

In addition, IDOT will continue to plan for future projects by conducting several environmental studies.

TRACK RENEWAL TRAIN (TRT) WORK

In 2014, the Union Pacific Railroad (UPRR) will again be using the track renewal train (TRT). TRT work will be conducted between Madison and East Alton. The TRT replaces the wooden ties, rail, and components with concrete ties and new rail, while the machine itself operates on the same existing track in a continuous manner. The TRT can install up to 5,000 ties in a twelve-hour day.

The TRT consists of approximately 30 rail cars. Sets of gantry cranes move the concrete ties forward for the machine to drop into place; it then threads the new rail onto the ties. The old rail is threaded out, as the TRT works its way down the track.

Tier 2 Environmental Studies



TIER 2 ENVIRONMENTAL STUDIES

Due to the complexity of the Illinois High-Speed Rail (HSR) Program, the environmental analyses for the future double-tracking and further improvement of the Chicago to St. Louis Corridor have been divided into two tiers. The Tier 1 study addressed a corridor-wide evaluation at a high level, while the Tier 2 environmental documents include more detailed analyses of particular sections within the corridor.

The purpose of this approach is to assist the Federal Railroad Administration (FRA) and the Illinois Department of Transportation (IDOT) in efficiently implementing their programs in accordance with the requirements of the National Environmental Policy Act (NEPA).

The HSR Program currently is conducting three Tier 2 analyses. These include the Chicago to Joliet Environmental Impact Statement (EIS), the Springfield Rail to Rail Flyover, and the Granite City to St. Louis EIS. At this time, these projects are not funded for construction. ●

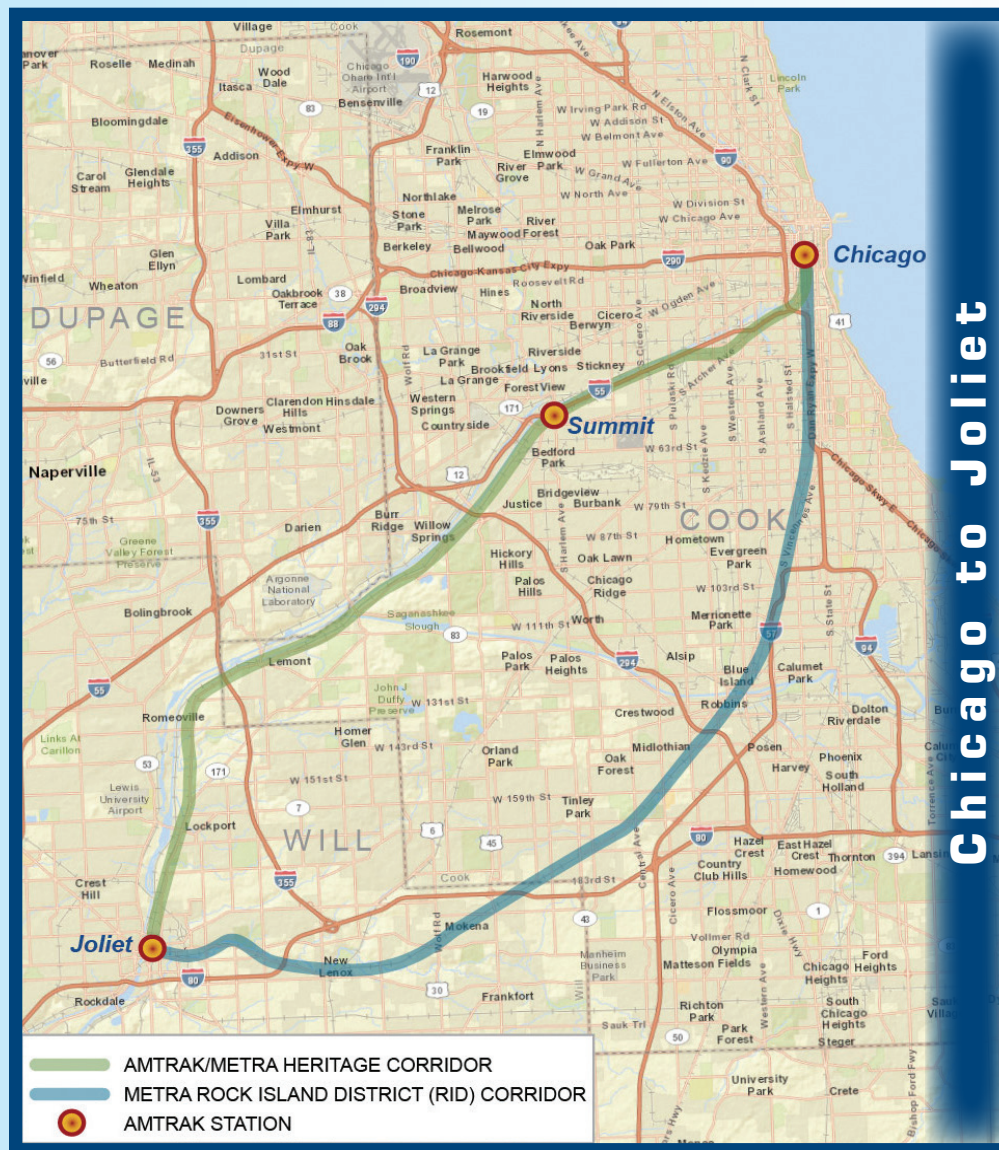
Chicago to Joliet

In the fall of 2013, the Illinois Department of Transportation (IDOT) began the environmental studies for the Chicago to Joliet Project. This will include an evaluation of alternatives that would allow for shifting the Amtrak Lincoln Corridor intercity passenger rail service between Chicago and Joliet from the Heritage Corridor to the Metra Rock Island District Corridor.

As part of the environmental documentation for this project, the Project team will evaluate potential environmental, cultural, and socioeconomic impacts of upgrading the existing Metra Rock Island District rail system and infrastructure between Chicago and Joliet to accommodate high-speed passenger rail service. When constructed, these improvements will help to increase rail capacity and to improve overall reliability.

The Project team will consider an additional Amtrak station stop between Chicago and Joliet, as well. This may be at an existing Metra station or a new location. Factors for consideration when selecting a new station location include accessibility to and from the interstate/arterial system; connections to other modes of transportation; the capacity to handle additional passengers and passenger service; operational benefits; and ridership potential.

These studies will be documented in a Tier 2 Environmental Impact Statement (EIS). This portion of the Project is currently scheduled for completion by the middle of 2015. Funding for construction is not currently available. ●



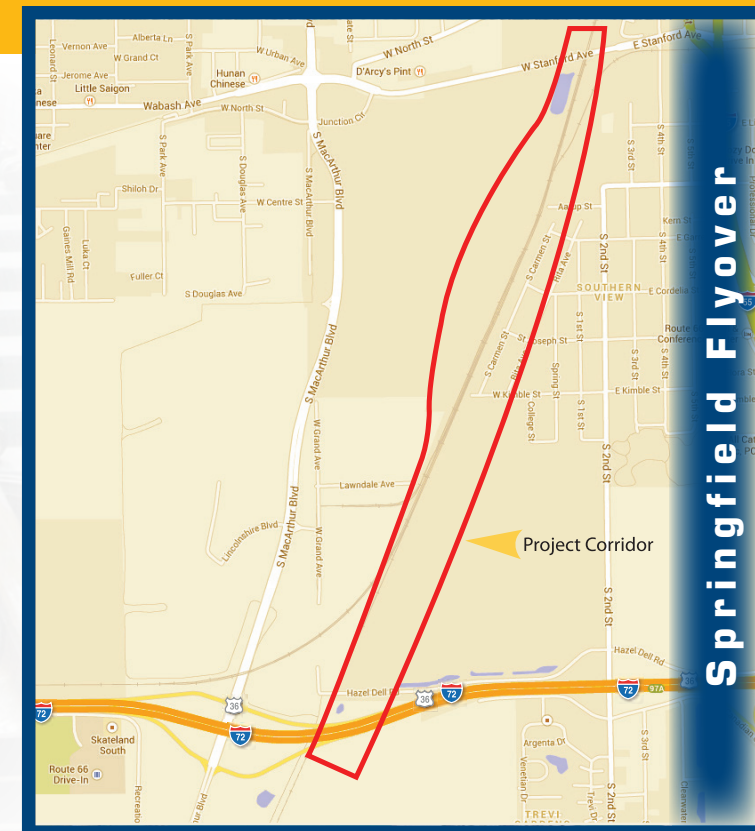
Springfield Flyover

The Illinois Department of Transportation (IDOT) began a detailed environmental analysis of the Springfield Flyover in late 2013. 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 and which would eliminate train congestion and improve crossing delays for vehicular traffic.

The goals of the Springfield Flyover analysis are as follows:

- ▶ To prepare a purpose and need statement;
- ▶ To determine facilities requirements and design criteria;
- ▶ To develop alternatives that focus on train speed and structure type;
- ▶ To establish an alignment and profile of Lincolnshire Boulevard and Hazel Dell Road at the flyover; and
- ▶ To evaluate the impacts of each alternative including right-of-way requirements, construction cost, and potential environmental impacts and comparing them to the No-Build Alternative and how well they satisfy the purpose and need statement.

Funding for the construction of this Project has not been identified. ●

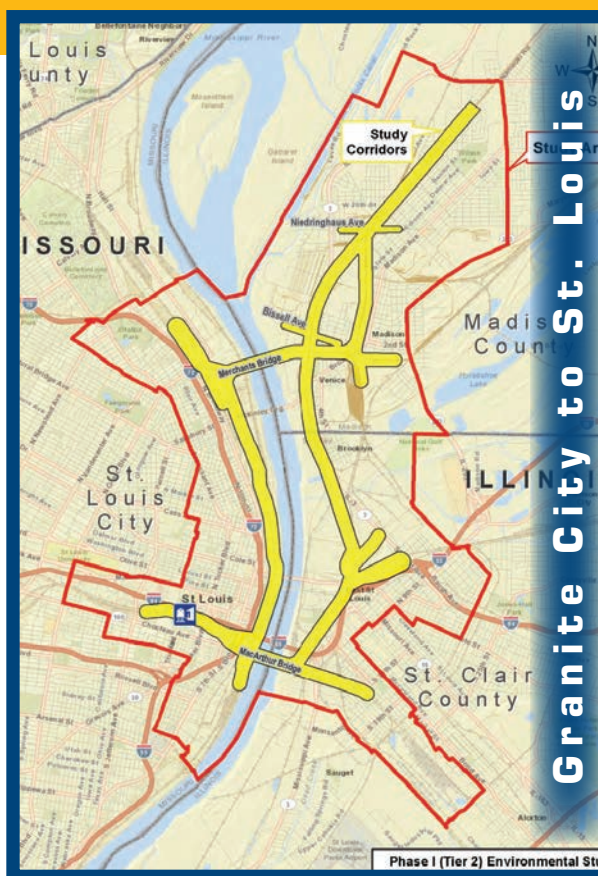


Granite City to St. Louis

As part of the Illinois High-Speed Rail (HSR) Chicago to St. Louis Program, the Illinois Department of Transportation (IDOT) is preparing environmental documentation for the portion of the corridor between Granite City, IL and the St. Louis Gateway Station in St. Louis, MO.

As part of this Project, IDOT will consider the current and future passenger and freight rail traffic on the existing tracks; the existing track capacity on both sides of the Mississippi River; and the track capacity on the Merchant's Bridge and the MacArthur Bridge across the River.

These alternatives will be considered in order to provide access for higher speed passenger trains into St. Louis across the Mississippi River, while supporting freight rail traffic. Construction staging and future maintenance will also be considered. These improvements would enhance the capacity and reliability of the Corridor. In addition, these studies will evaluate the feasibility of a new station between Alton and St. Louis.



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Station Updates

Work continues on the High-Speed Rail Stations...

NORMAL — A new multi-modal facility, funded outside of the High-Speed Rail (HSR) Program by a Transportation Investments Generating Economic Recovery (TIGER) grant received by the Town, was opened in July 2012. The HSR Program is funding a second platform and passenger grade separation; these improvements are currently in the design phase.

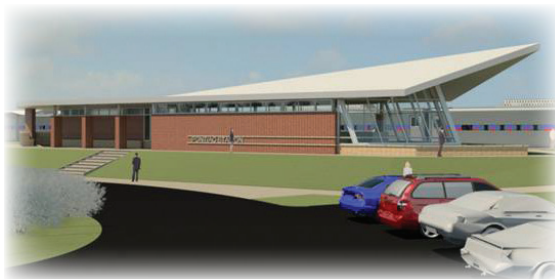
PONTIAC — A new station is planned to be built southwest of the existing station on property owned by the City. National Environmental Policy Act (NEPA) work is complete, and plans are currently in the design phase.

ALTON — The City of Alton was selected to receive TIGER grant funding for a multi-modal facility. Plans, which are currently in the design phase, call for the integration of a new high-speed rail station (by IDOT) integrated with the City of Alton's multi-modal facility. An Environmental Assessment (EA) has been completed. ☉

New Equipment

Six new sets of equipment, including cars and locomotives (train sets) capable of operating at up to 110 mph, will be purchased for use on the Chicago to St. Louis Corridor. Each train set is expected to consist of five cars including new coach and business class seating, as well as a café car. Two new high horsepower diesel locomotives will likely be used on each train set.

Nippon Sharyo was awarded a \$352 million contract in November 2012 for 130 rail cars to be used throughout Illinois, California, Michigan, Missouri, and Washington. In December 2013, a Notice of Intent to Award was issued to Siemens USA to design, build, and deliver the locomotives on behalf of the Departments of Transportation from Illinois, California, Michigan, Missouri, and Washington. ☉



PONTIAC, IL HSR TRAIN STATION 30% DESIGN RENDERING
DESIGN SUBJECT TO CHANGE AS PLANS ARE REFINED.

Community Programs and Events

The Illinois Department of Transportation (IDOT), the Illinois Commerce Commission (ICC), and members of the High-Speed Rail (HSR) Program team are available to provide presentations to educational, community, and public safety organizations, regarding Program updates, safety, and the changes in operation and equipment that will be seen with the development of high-speed rail service.

If you are interested in having a HSR Program representative come and speak to your organization, please contact Janet Henderson at (630) 510-3944 or janet.henderson@imagesinc.net. ☉



EXPERIENCE IT YOURSELF.

For additional information and business opportunities regarding the Illinois High-Speed Rail Program, please visit the official high-speed rail websites:

www.idothsr.org

www.facebook.com/IllinoisHighSpeedRail

Program Hotline:
1-855-IDOT HSR
(436-8477)

IDOT and members of the HSR Program team participate in community events throughout the Corridor to inform area residents of the changes associated with the Program and to personally communicate information about safety and high-speed trains.

CHECK THE PROGRAM WEBSITE FOR UPCOMING EVENTS AT:

www.idothsr.org

Program Schedule

