



Project News

February 2016 - Issue #3

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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 11th Street.



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 begun 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.*)

PUBLIC OPEN HOUSE

**Thursday, February 11, 2016
4:00 p.m. - 7:00 p.m.**

Come anytime, there is no formal presentation.

This open house is the next in a regular series of meetings to keep the public informed of the project's progress.

A station for written public comments will be provided throughout the event. An open microphone will be available from 6:00 to 7:00 p.m. for verbal public comments.

Prairie Capital Convention Center*

1 Convention Center Plaza
Springfield, IL 62701

**This facility is ADA accessible.*

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.

For More Information

VISIT: www.springfieldrailroad.com / EMAIL: info@springfieldrailroad.com / CALL: 217-788-2450

Archaeological Site Findings

The Federal Railroad Administration (FRA), the Illinois Historic Preservation Agency, and the City of Springfield are continuing consultation as required by Section 106 of the National Historic Preservation Act regarding an archaeological site discovered during construction of the Springfield Rail Improvements Project: Carpenter Street Underpass. The portion of the archaeological site in the project area was found in September 2014 and contains the brick foundations and basements of seven residences and associated artifacts that date back to the pre-1870s.

A Madeiran Portuguese community resided in the project area and represented one of the earliest and largest Portuguese settlements in the Midwest. By the early twentieth century, the project area represented the western extension of an African American neighborhood known as the “Badlands.” The Badlands was included in the widespread destruction and violence of the Springfield Race Riot in August 1908, an event that led to the formation of the National Association for the Advancement of Colored People (NAACP). The FRA is leading the archaeological effort and work completed to date includes a Phase I Study and Phase II Investigation with test pit recovery data by Fever River Research of Springfield, Illinois. Artifacts that have been uncovered include household goods such as broken glassware, dishes, nails, and charred wood fragments.

There has been no work on the archaeological site since the fall of 2014 pending the Section 106 Consulting Parties recommendation for mitigation of the site. The FRA hosted two public meetings in the spring of 2015 (March 11th and May 10th) to ensure that interested organizations were provided an opportunity to participate in the Section 106 process and decision-making regarding the archaeological site. The FRA held the first Consulting Parties meeting on July 23rd, 2015 with 19 groups to begin discussing options for the site. **All Consulting Party documents, comment summaries, and the archaeological site executive summary can be found online at www.springfieldrailroad.com.**

The archaeological site work does not affect the Carpenter Street underpass project. The site is an independent project that will be funded separately from the underpass project. Funding sources for the archaeological site have not been identified at this time.

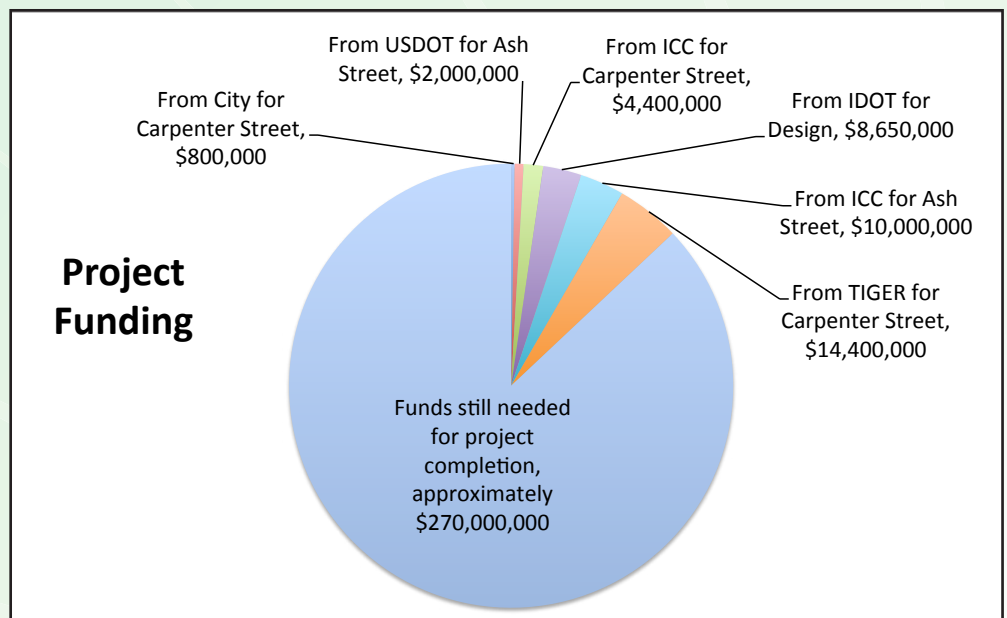
Project Funding Status

As of the winter of 2016, the City of Springfield has identified almost \$45 million of the anticipated \$315 million overall cost of the Springfield Rail Improvement Project. The largest single funding source to date is the \$14.4 million the City received from the federal government for the Carpenter Street Underpass.

Land Acquisition

Land Acquisition is a step-by-step process to ensure property owners are treated in accordance with the Uniform Relocation Assistance and Real Property Acquisition for the Federal and Federally-Assisted Programs Act. The primary steps are: 1) appraisal, 2) appraisal review, 3) negotiations and acquisition, and 4) relocation assistance. If your property is affected by the Springfield Rail Improvements Project, you will be contacted prior to the acquisition process. You can also visit the project resource center, call Jimmie Austin at Hanson Professional Services at (217) 747-9257, or contact Ombudsman Eve Blackwell-Lewis at 217-685-4817 or 4railhelp@gmail.com.

To learn more, visit the land acquisition page at www.springfieldrailroad.com.



Minority Participation

In 2015, approximately 25.7% of the Springfield Rail Improvements Project work completed was performed by minority workers and/or firms. This is over 20% above the federal requirement of 4.5% minority participation.

Additional efforts have been made to increase minority participation including the creation of the Grow Our Own program (www.growourown.net), development of summer internships for minorities, and the opening of the project resource center.

The project's minority hiring report is updated monthly and can be found online at www.springfieldrailroad.com on the workforce diversity page.

USABLE SEGMENT I MINORITY WORKFORCE - 2015											
Month	January	February	March	April	May	June	July	August	Sept.	Oct.	Nov.
Minority Percentage	14.5%	20.0%	21.5%	33.4%	28.3%	25.0%	32.2%	29.1%	24.7%	28.0%	24.8%
Average Percentage of Minority Hours worked in 2015 on USABLE SEGMENT 1 = 25.7%											



Project Resource Center Now Open

The Springfield Rail Improvements Project team opened a project resource center on August 31, 2015. The center creates a consistent community presence and provides a one-stop-shop for all project information including construction, land acquisition and small business and employment opportunities. The center, located in the City of Springfield's Office of Community Relations at 1450 Groth Street, is open on Mondays and Wednesdays from 1:30 to 4:30 p.m. and Thursdays from 8:30 a.m. to 11:30 a.m. (*The center is closed on national holidays.*)

To contact the resource center or to schedule an appointment, contact Lesa Branham at 217-391-1558 or email resourcecenter@springfieldrailroad.com.

Other Springfield Rail Projects

Third Street Corridor

The Third Street corridor will serve Amtrak passenger and Union Pacific freight rail traffic until construction of the Tenth Street corridor is completed. To meet current safety standards for higher speed trains, Third Street is being upgraded by IDOT to include new fencing, crossing safety devices, grade crossing approaches, and bridge replacements. To learn more, visit the Illinois High-Speed Rail website at www.IDOTHSR.org.

Springfield Flyover

The Springfield Flyover project is part of the Chicago to St. Louis High Speed Rail Program currently underway in the City of Springfield. The Flyover will help relieve rail traffic congestion on the Union Pacific/Amtrak and Norfolk Southern corridors. This project is located between Stanford Avenue and I-72 along the existing Union Pacific (Amtrak) line located west of the Southern View neighborhood. It includes a new track alignment and railway flyover to separate the Union Pacific/Amtrak operations from the Norfolk Southern operations. IDOT is currently funding a detailed environmental study and alternatives analysis of the Springfield Flyover project. The project's next steps include hosting a Public Informational Meeting, determining a preferred alternative, and drafting the Environmental Assessment. However, there is no funding currently available to purchase property or construct the Springfield Flyover project.



Springfield Rail Improvements Project
c/o Vector Communications
701 N. 15th Street, Mailbox 43
St. Louis, MO 63103

August 2015 Public Open House

The Springfield Rail Improvements Project team hosted a Public Open House from 5:00 p.m. to 7:00 p.m. on Thursday, August 27, 2015 at the Prairie Capital Convention Center. More than 130 citizens, elected officials and business people attended and spoke with project team members.

Informational stations covered topics including construction segments, land acquisition, funding and the new resource center. A station dedicated to public feedback encouraged participants to complete a comment form about the project.

To see the information presented or read the comment summary, visit the Public Open House page at www.springfieldrailroad.com.



Next Public Open House - February 11, 2016

The next Public Open House will be held on Thursday, February 11, 2016 at the Prairie Capital Convention Center from 4:00 p.m. to 7:00 p.m. No formal presentation will be made. See the front page for additional information.

