



## Confirmation

Thank you for submitting your grant application package via Grants.gov. Your application is currently being processed by the Grants.gov system. Once your submission has been processed, Grants.gov will send email messages to advise you of the progress of your application through the system. Over the next 24 to 48 hours, you should receive two emails. The first will confirm receipt of your application by the Grants.gov system, and the second will indicate that the application has either been successfully validated by the system prior to transmission to the grantor agency or has been rejected due to errors.

Please do not hit the back button on your browser.

If your application is successfully validated and subsequently retrieved by the grantor agency from the Grants.gov system, you will receive an additional email. This email may be delivered several days or weeks from the date of submission, depending on when the grantor agency retrieves it.

You may also monitor the processing status of your submission within the Grants.gov system by clicking on the "Track My Application" link listed at the end of this form.

Note: Once the grantor agency has retrieved your application from Grants.gov, you will need to contact them directly for any subsequent status updates. Grants.gov does not participate in making any award decisions.

**IMPORTANT NOTICE:** If you do not receive a receipt confirmation and either a validation confirmation or a rejection email message within 48 hours, please contact us. The Grants.gov Contact Center can be reached by email at [support@grants.gov](mailto:support@grants.gov), or by telephone at 1-800-518-4726. Always include your Grants.gov tracking number in all correspondence. The tracking numbers issued by Grants.gov look like GRANTXXXXXXXXX.

If you have questions please contact the Grants.gov Contact Center: [support@grants.gov](mailto:support@grants.gov)  
1-800-518-4726 24 hours a day, 7 days a week. Closed on federal holidays.

The following application tracking information was generated by the system:

<b>Grants.gov Tracking Number:</b>	GRANT12904335
<b>Applicant DUNS:</b>	08-209-5829
<b>Submitter's Name:</b>	Jason R Comfort
<b>CFDA Number:</b>	20.933
<b>CFDA Description:</b>	National Infrastructure Investments
<b>Funding Opportunity Number:</b>	DTOS59-19-RA-BUILD
<b>Funding Opportunity Description:</b>	FY 2019 National Infrastructure Investments
<b>Agency Name:</b>	Department of Transportation
<b>Application Name of this Submission:</b>	Town Of Normal
<b>Date/Time of Receipt:</b>	Jul 15, 2019 01:47:13 PM EDT

TRACK MY APPLICATION – To check the status of this application, please click the link below:

[https://apply07.grants.gov/apply/spoExit.jsp?p=web/grants/applicants/track-my-application.html&tracking\\_num=GRANT12904335](https://apply07.grants.gov/apply/spoExit.jsp?p=web/grants/applicants/track-my-application.html&tracking_num=GRANT12904335)

It is suggested you Save and/or Print this response for your records.

This Workspace form is one of the forms you need to complete prior to submitting your Application Package. This form can be completed in its entirety offline using Adobe Reader. You can save your form by clicking the "Save" button and see any errors by clicking the "Check For Errors" button. In-progress and completed forms can be uploaded at any time to Grants.gov using the Workspace feature.

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**OPPORTUNITY & PACKAGE DETAILS:**

Opportunity Number:	DTOS59-19-RA-BUILD
Opportunity Title:	FY 2019 National Infrastructure Investments
Opportunity Package ID:	PKG00250152
CFDA Number:	20.933
CFDA Description:	National Infrastructure Investments
Competition ID:	BUILD-FY19
Competition Title:	FY19 BUILD GRANT
Opening Date:	04/16/2019
Closing Date:	07/15/2019
Agency:	Department of Transportation
Contact Information:	Shira Bergstein BUILD Program Manager E-mail: shira.bergstein@dot.gov Phone: 202-366-1999

**APPLICANT & WORKSPACE DETAILS:**

Workspace ID:	WS00343795
Application Filing Name:	Town Of Normal
DUNS:	0820958290000
Organization:	NORMAL, TOWN OF
Form Name:	Application for Federal Assistance (SF-424)
Form Version:	2.1
Requirement:	Mandatory
Download Date/Time:	Jul 15, 2019 01:47:35 PM EDT
Form State:	No Errors

**FORM ACTIONS:**

### Application for Federal Assistance SF-424

<b>* 1. Type of Submission:</b> <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	<b>* 2. Type of Application:</b> <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	<b>* If Revision, select appropriate letter(s):</b> _____ <b>* Other (Specify):</b> _____
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<b>* 3. Date Received:</b> Completed by Grants.gov upon submission.	<b>4. Applicant Identifier:</b> _____
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<b>5a. Federal Entity Identifier:</b> _____	<b>5b. Federal Award Identifier:</b> _____
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**State Use Only:**

<b>6. Date Received by State:</b> _____	<b>7. State Application Identifier:</b> _____
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**8. APPLICANT INFORMATION:**

<b>* a. Legal Name:</b> Town of Normal		
<b>* b. Employer/Taxpayer Identification Number (EIN/TIN):</b> 37-6001605	<b>* c. Organizational DUNS:</b> 0820958290000	

**d. Address:**

<b>* Street1:</b>	11 Uptown Circle
<b>Street2:</b>	_____
<b>* City:</b>	Normal
<b>County/Parish:</b>	McLean
<b>* State:</b>	IL: Illinois
<b>Province:</b>	_____
<b>* Country:</b>	USA: UNITED STATES
<b>* Zip / Postal Code:</b>	61761-8701

**e. Organizational Unit:**

<b>Department Name:</b> Public Works	<b>Division Name:</b> _____
---	--------------------------------

**f. Name and contact information of person to be contacted on matters involving this application:**

<b>Prefix:</b> Mr.	<b>* First Name:</b> Wayne
<b>Middle Name:</b>	_____
<b>* Last Name:</b> Aldrich	_____
<b>Suffix:</b>	_____

<b>Title:</b> Director of Public Works
--

<b>Organizational Affiliation:</b> _____
---

<b>* Telephone Number:</b> 309-454-9576	<b>Fax Number:</b> _____
---	--------------------------

<b>* Email:</b> waldrich@normal.org
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**Application for Federal Assistance SF-424**

**\* 9. Type of Applicant 1: Select Applicant Type:**

C: City or Township Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

\* Other (specify):

**\* 10. Name of Federal Agency:**

Department of Transportation

**11. Catalog of Federal Domestic Assistance Number:**

20.933

CFDA Title:

National Infrastructure Investments

**\* 12. Funding Opportunity Number:**

DTOS59-19-RA-BUILD

\* Title:

FY 2019 National Infrastructure Investments

**13. Competition Identification Number:**

BUILD-FY19

Title:

FY19 BUILD GRANT

**14. Areas Affected by Project (Cities, Counties, States, etc.):**

Areas Affected by Project.pdf

Add Attachment

Delete Attachment

View Attachment

**\* 15. Descriptive Title of Applicant's Project:**

The Underpass Project at Uptown Station

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

**Application for Federal Assistance SF-424**

**16. Congressional Districts Of:**

\* a. Applicant

\* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

**17. Proposed Project:**

\* a. Start Date:

\* b. End Date:

**18. Estimated Funding (\$):**

* a. Federal	<input type="text" value="16,000,000.00"/>
* b. Applicant	<input type="text" value="7,380,000.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="1,250,000.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="24,630,000.00"/>

**\* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

a. This application was made available to the State under the Executive Order 12372 Process for review on

b. Program is subject to E.O. 12372 but has not been selected by the State for review.

c. Program is not covered by E.O. 12372.

**\* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

Yes  No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

**21. \*By signing this application, I certify (1) to the statements contained in the list of certifications\*\* and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances\*\* and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

\*\* I AGREE

\*\* The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

**Authorized Representative:**

Prefix:  \* First Name:

Middle Name:

\* Last Name:

Suffix:

\* Title:

\* Telephone Number:  Fax Number:

\* Email:

\* Signature of Authorized Representative:  \* Date Signed:

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Competition Title:	FY19 BUILD GRANT
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Closing Date:	07/15/2019
Agency:	Department of Transportation
Contact Information:	Shira Bergstein BUILD Program Manager E-mail: shira.bergstein@dot.gov Phone: 202-366-1999

**APPLICANT & WORKSPACE DETAILS:**

Workspace ID:	WS00343795
Application Filing Name:	Town Of Normal
DUNS:	0820958290000
Organization:	NORMAL, TOWN OF
Form Name:	Attachments
Form Version:	1.2
Requirement:	Mandatory
Download Date/Time:	Jul 15, 2019 01:47:46 PM EDT
Form State:	<b>No Errors</b>

**FORM ACTIONS:**

## ATTACHMENTS FORM

**Instructions:** On this form, you will attach the various files that make up your grant application. Please consult with the appropriate Agency Guidelines for more information about each needed file. Please remember that any files you attach must be in the document format and named as specified in the Guidelines.

**Important:** Please attach your files in the proper sequence. See the appropriate Agency Guidelines for details.

1) Please attach Attachment 1	Normal BUILD FY2019 Narrative	Add Attachment	Delete Attachment	View Attachment
2) Please attach Attachment 2	Normal BUILD FY2019 BCA Repor	Add Attachment	Delete Attachment	View Attachment
3) Please attach Attachment 3	Normal BUILD FY2019 BCA Mode	Add Attachment	Delete Attachment	View Attachment
4) Please attach Attachment 4	Letters of Support - BUILD 20	Add Attachment	Delete Attachment	View Attachment
5) Please attach Attachment 5	2019buildinfoform.xlsx	Add Attachment	Delete Attachment	View Attachment
6) Please attach Attachment 6	Normal BUILD FY2019_SF424C.PI	Add Attachment	Delete Attachment	View Attachment
7) Please attach Attachment 7	Normal BUILD FY2019_SF424D.pd	Add Attachment	Delete Attachment	View Attachment
8) Please attach Attachment 8	Town of Normal - Financial Co	Add Attachment	Delete Attachment	View Attachment
9) Please attach Attachment 9	Memorandum of Understanding.	Add Attachment	Delete Attachment	View Attachment
10) Please attach Attachment 10	Illinois Commerce Commission	Add Attachment	Delete Attachment	View Attachment
11) Please attach Attachment 11	Illinois Commerce Commission	Add Attachment	Delete Attachment	View Attachment
12) Please attach Attachment 12	UPRR Project Agreement Lette	Add Attachment	Delete Attachment	View Attachment
13) Please attach Attachment 13	Train Town.pdf	Add Attachment	Delete Attachment	View Attachment
14) Please attach Attachment 14		Add Attachment	Delete Attachment	View Attachment
15) Please attach Attachment 15		Add Attachment	Delete Attachment	View Attachment



**URBANIZED AREA OUTLINE MAP (CENSUS 2000)**  
**Bloomington--Normal, IL**

**LEGEND**

**ADMINISTRATIVE AREAS**

- CANADA
- LANSE RES (1880)
- T1880
- LAWOUSA (5340)
- UNINCORPORATED
- Township (4125)
- MAIA AMRC (2720)
- Lumber (9815)
- Baltimore, MD 04843
- Township, VT 26057
- NEW YORK 36

**POPULATION**

- Population (1000)
- Population (5000)
- Population (10000)
- Population (25000)
- Population (50000)
- Population (100000)
- Population (250000)
- Population (500000)
- Population (1000000)
- Population (2500000)
- Population (5000000)
- Population (10000000)

**POPULATION DENSITY**

- Population Density (100)
- Population Density (500)
- Population Density (1000)
- Population Density (2500)
- Population Density (5000)
- Population Density (10000)
- Population Density (25000)
- Population Density (50000)
- Population Density (100000)
- Population Density (250000)
- Population Density (500000)
- Population Density (1000000)

**POPULATION CHANGE**

- Population Change (100)
- Population Change (500)
- Population Change (1000)
- Population Change (2500)
- Population Change (5000)
- Population Change (10000)
- Population Change (25000)
- Population Change (50000)
- Population Change (100000)
- Population Change (250000)
- Population Change (500000)
- Population Change (1000000)

**POPULATION GROWTH**

- Population Growth (100)
- Population Growth (500)
- Population Growth (1000)
- Population Growth (2500)
- Population Growth (5000)
- Population Growth (10000)
- Population Growth (25000)
- Population Growth (50000)
- Population Growth (100000)
- Population Growth (250000)
- Population Growth (500000)
- Population Growth (1000000)

**POPULATION LOSS**

- Population Loss (100)
- Population Loss (500)
- Population Loss (1000)
- Population Loss (2500)
- Population Loss (5000)
- Population Loss (10000)
- Population Loss (25000)
- Population Loss (50000)
- Population Loss (100000)
- Population Loss (250000)
- Population Loss (500000)
- Population Loss (1000000)

**POPULATION STABLE**

- Population Stable (100)
- Population Stable (500)
- Population Stable (1000)
- Population Stable (2500)
- Population Stable (5000)
- Population Stable (10000)
- Population Stable (25000)
- Population Stable (50000)
- Population Stable (100000)
- Population Stable (250000)
- Population Stable (500000)
- Population Stable (1000000)

**POPULATION INCREASING**

- Population Increasing (100)
- Population Increasing (500)
- Population Increasing (1000)
- Population Increasing (2500)
- Population Increasing (5000)
- Population Increasing (10000)
- Population Increasing (25000)
- Population Increasing (50000)
- Population Increasing (100000)
- Population Increasing (250000)
- Population Increasing (500000)
- Population Increasing (1000000)

**POPULATION DECREASING**

- Population Decreasing (100)
- Population Decreasing (500)
- Population Decreasing (1000)
- Population Decreasing (2500)
- Population Decreasing (5000)
- Population Decreasing (10000)
- Population Decreasing (25000)
- Population Decreasing (50000)
- Population Decreasing (100000)
- Population Decreasing (250000)
- Population Decreasing (500000)
- Population Decreasing (1000000)

**POPULATION UNCHANGING**

- Population Unchanging (100)
- Population Unchanging (500)
- Population Unchanging (1000)
- Population Unchanging (2500)
- Population Unchanging (5000)
- Population Unchanging (10000)
- Population Unchanging (25000)
- Population Unchanging (50000)
- Population Unchanging (100000)
- Population Unchanging (250000)
- Population Unchanging (500000)
- Population Unchanging (1000000)

**POPULATION UNKNOWN**

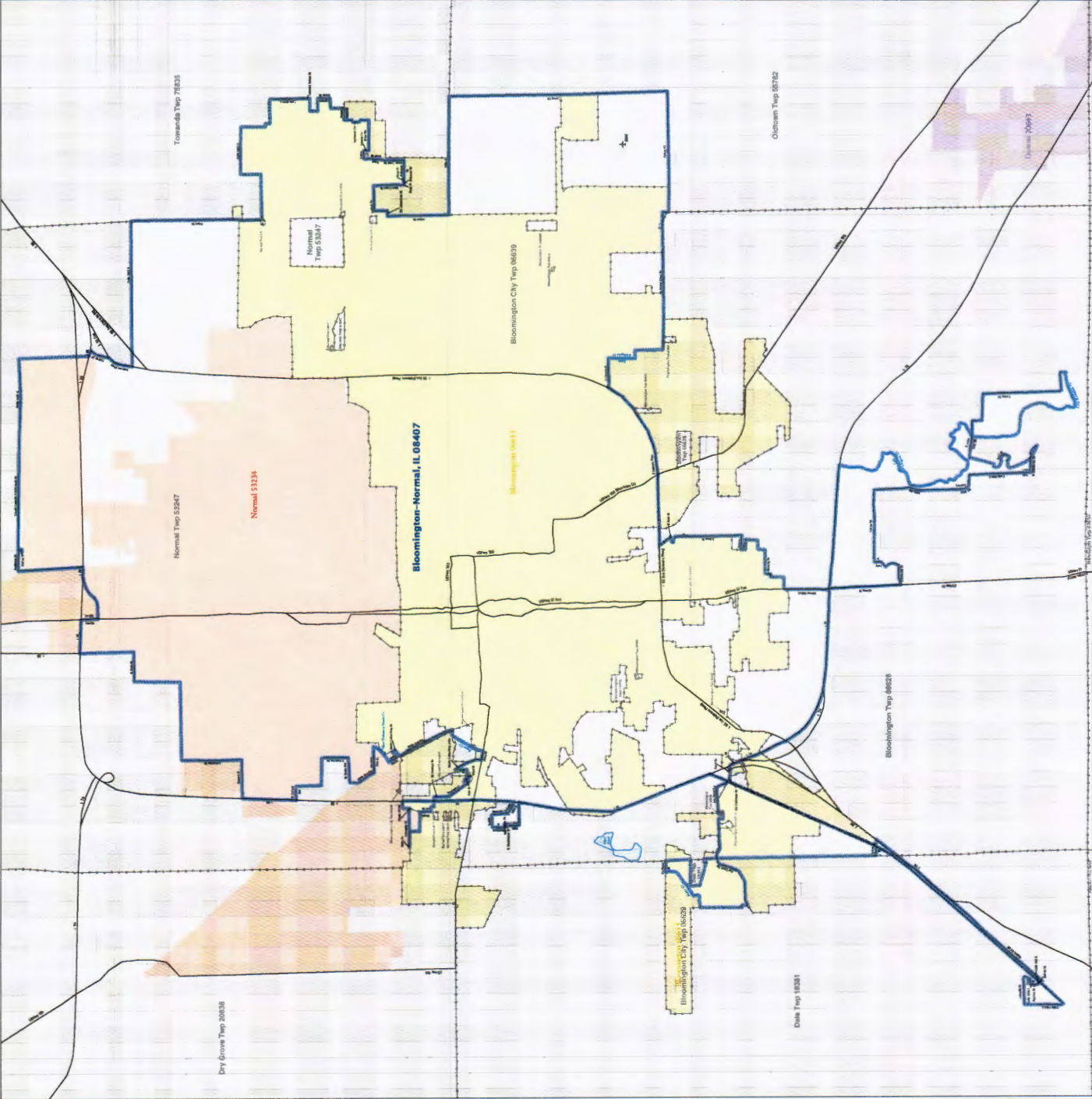
- Population Unknown (100)
- Population Unknown (500)
- Population Unknown (1000)
- Population Unknown (2500)
- Population Unknown (5000)
- Population Unknown (10000)
- Population Unknown (25000)
- Population Unknown (50000)
- Population Unknown (100000)
- Population Unknown (250000)
- Population Unknown (500000)
- Population Unknown (1000000)

**POPULATION MISCELLANEOUS**

- Population Miscellaneous (100)
- Population Miscellaneous (500)
- Population Miscellaneous (1000)
- Population Miscellaneous (2500)
- Population Miscellaneous (5000)
- Population Miscellaneous (10000)
- Population Miscellaneous (25000)
- Population Miscellaneous (50000)
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- Population Miscellaneous (250000)
- Population Miscellaneous (500000)
- Population Miscellaneous (1000000)

**POPULATION OTHER**

- Population Other (100)
- Population Other (500)
- Population Other (1000)
- Population Other (2500)
- Population Other (5000)
- Population Other (10000)
- Population Other (25000)
- Population Other (50000)
- Population Other (100000)
- Population Other (250000)
- Population Other (500000)
- Population Other (1000000)



URBANIZED AREA OUTLINE MAP (Census 2000)  
Bloomington--Normal, IL (08407)  
Map Date: 11/04/2004 11:00



This map was prepared using data from the U.S. Census Bureau's 2000 Census of Population and Housing, Census 2000 Summary File 3 (SF3), Table P001, and other related tables. The data were processed by the U.S. Census Bureau's Census 2000 Urbanized Area and Rural-Urban Fringe Files. The map was prepared by the U.S. Census Bureau's Census 2000 Urbanized Area and Rural-Urban Fringe Files. The map was prepared by the U.S. Census Bureau's Census 2000 Urbanized Area and Rural-Urban Fringe Files.

ASSURANCES - CONSTRUCTION PROGRAMS

OMB Number: 4040-0009  
 Expiration Date: 02/28/2022

Public reporting burden for this collection of information is estimated to average 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0042), Washington, DC 20503.


**PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.**

**NOTE:** Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the Awarding Agency. Further, certain Federal assistance awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance, and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project costs) to ensure proper planning, management and completion of project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, the right to examine all records, books, papers, or documents related to the assistance; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will not dispose of, modify the use of, or change the terms of the real property title or other interest in the site and facilities without permission and instructions from the awarding agency. Will record the Federal awarding agency directives and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure non-discrimination during the useful life of the project.
4. Will comply with the requirements of the assistance awarding agency with regard to the drafting, review and approval of construction plans and specifications.
5. Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work conforms with the approved plans and specifications and will furnish progressive reports and such other information as may be required by the assistance awarding agency or State.
6. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
7. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
8. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards of merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
9. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
10. Will comply with all Federal statutes relating to non-discrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681 1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee 3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

11. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal and federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
12. Will comply with the provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
13. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333) regarding labor standards for federally-assisted construction subagreements.
14. Will comply with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
15. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).
16. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
17. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq.).
18. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."
19. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.
20. Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. 7104) which prohibits grant award recipients or a sub-recipient from (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect (2) Procuring a commercial sex act during the period of time that the award is in effect or (3) Using forced labor in the performance of the award or subawards under the award.

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL	TITLE
	City Manager
APPLICANT ORGANIZATION	DATE SUBMITTED
Town of Normal, IL	07/15/2019

Congress of the United States  
Washington, DC 20510

July 12, 2019

The Honorable Elaine Chao  
Secretary, U.S. Department of Transportation  
1200 New Jersey Ave., SE  
Washington, DC 20590

Dear Secretary Chao:

We are writing to express our support for the Town of Normal, Illinois' 2019 Better Utilizing Investments to Leverage Development (BUILD) application, as well as the Town's 2019 Consolidated Rail Infrastructure and Safety Improvements (CRISI) application.

Federal funding would provide critical resources for the design and construction of a much-needed underpass at Uptown Station in Normal. This project would significantly enhance accessibility and safety by eliminating an at-grade rail crossing and providing a more efficient travel route between Uptown Normal and the McLean County region, for citizens who would use this multimodal link to access essential services, education, and employment.

The region supports a wide variety of major institutions including State Farm Insurance Co. and Illinois State University. As such, it is essential that the region does not fall behind on providing necessary infrastructure for the individuals and organizations that rely on it to travel throughout Downstate Illinois and beyond.

We urge your full and fair consideration of the Town of Normal's BUILD and CRISI applications. Should you have any questions, please feel free to contact Joe Bushong with Senator Durbin's office, at (202) 224-7017.


Sincerely,



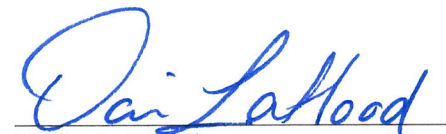
Richard J. Durbin  
United States Senator



Tammy Duckworth  
United States Senator



Rodney Davis  
United States Representative



Darin LaHood  
United States Representative

# United States Senate

July 10, 2019

The Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, D.C. 20590

Dear Secretary Chao:

I write to express my support for the Town of Normal's applications to the Better Utilizing Investment to Leverage Development (BUILD) discretionary grants program and the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program offered by the U.S. Department of Transportation and Federal Railroad Administration. This funding will enable Normal to complete the design and construction of a critical underpass at the Uptown Station.

The Town of Normal is proposing the Underpass Project at the Uptown station to create a critical intermodal link in the community and provide a safe and accessible connections for pedestrians and cyclists alike. This project would significantly enhance accessibility and safety by eliminating an at-grade rail crossing and providing a more efficient travel route between Uptown Normal and greater McLean County for citizens who would use this multimodal link to access essential services, education and employment. This effort represents a strategic investment to foster economic growth, redevelopment and vitality in Central Illinois.

As a U.S. Senator and member of the Commerce, Science and Transportation Committee, modernizing Illinois' infrastructure and transportation systems is a top priority. Federal funding for the Underpass Project would support the core objectives of the BUILD and CRISI programs by promoting regional connectivity and providing a safer, more accessible and efficient route for pedestrians and bicyclists moving between Uptown Normal and the Bloomington-Normal region.

I urge you to give the Town of Normal's application your full and fair consideration for BUILD and CRISI funding offered by the U.S. Department of Transportation. If you have any questions, please contact my State Director, Cameron Joost, by calling (217) 528-6124.

Sincerely,



Tammy Duckworth  
United States Senator



**BUILDING AMERICA**

July 12, 2019

The Honorable Elaine Chao  
Secretary  
US Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Subject: Union Pacific Support for the Town of Normal, Illinois BUILD Application

Dear Secretary Chao:

On behalf of the Union Pacific Railroad, I am writing in support of the town of Normal's 2019 BUILD application for the design and construction of a grade separation at the Uptown Normal Intermodal Passenger Rail Station. The construction of the grade separation will provide an accessible and efficient route for those moving between Uptown Normal and the Bloomington-Normal region.

Union Pacific has an excellent relationship with Normal, and we look forward to working with them if awarded a 2019 BUILD grant. Furthermore, we look forward to continuing to collaborate with all parties involved, to ensure Union Pacific engineering standards and safety requirements are followed. Thank you for your consideration and please feel free to contact me with any questions.

Sincerely,

Liisa Stark



July 12, 2019

BYRON S. COMATI

*Vice President*

**CORPORATE PLANNING**

The Honorable Elaine L. Chao  
Secretary of Transportation  
US Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Chao:

The National Railroad Passenger Corporation (Amtrak) would like to express its support for the Town of Normal, Illinois' grant application submitted in response to the Notice of Funding Opportunity (NOFO) to apply for the FY19 United States Department of Transportation (USDOT) Better Utilizing Investments to Leverage Development (BUILD) transportation discretionary grant program. BUILD grants are for investments in surface transportation infrastructure and will be awarded on a competitive basis to projects that will have a significant local or regional impact.

Amtrak's support relates to the following project:  
**Town of Normal Station Underpass Project (Illinois)**

The Town of Normal grant application is for final design and construction of a pedestrian underpass at the Bloomington-Normal Amtrak station. As part of the Chicago-St. Louis High Speed Rail Project, funded in a previous USDOT grant round, the second main of the double track host railroad right-of-way was upgraded to accommodate passenger trains, and a second platform was constructed to increase dispatching flexibility. To realize the full potential of additional mainline track capacity and allow for service frequency growth, the second platform must be placed into service. The new platform cannot be placed in service until grade separated access for rail passengers is provided. The underpass project will meet that need. The project has significant safety utility. The project also has the financial support of the Illinois Commerce Commission as it reduces the amount of pedestrian and cyclist traffic across the railroad main line in what has become an increasingly vibrant area, partly as a result of the overall station redevelopment.

Based on the information made available to us regarding the project's eligibility, and subject to the development of such project-specific agreements as USDOT and Amtrak may require, we support this application as a potential candidate for funding. If applicable, it is Amtrak's expectation that, prior to the obligation of grant funds for this project, the Town of Normal, IL and Amtrak will discuss resource requirements and Amtrak's ability to adequately support the Project, and subsequently enter into an agreement setting forth our roles and responsibilities with respect to the project, with terms acceptable to Amtrak.

The advancement of a project like this will not only significantly improve our nation's transportation infrastructure but will also contribute to the economic competitiveness of the region.

Sincerely,

A handwritten signature in blue ink, appearing to read "Byron S. Comati", written over a blue horizontal line.

Byron S. Comati  
*Vice President, Corporate Planning*



# Illinois Department of Transportation

Office of the Secretary  
2300 South Dirksen Parkway / Springfield, Illinois / 62764  
Telephone 217/782-5597

July 12, 2019

The Honorable Elaine Chao  
Secretary, U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590-9898

Dear Secretary Chao:

The Illinois Department of Transportation (IDOT) supports the Town of Normal's application to the Better Utilizing Investments to Leverage Development (BUILD) program for FY 2019. The application seeks \$16 million in federal BUILD funds for the "Underpass Project at Uptown Station" project. The total estimated cost of the project is \$25 million, with local funding contributing \$9 million towards the project.

The project consists of final design and construction of a pedestrian underpass at the Uptown Normal Multimodal Passenger Rail Station. The underpass will provide a safe and more efficient grade separated route for pedestrians and bicyclists moving between Uptown Normal and the larger Bloomington-Normal urban area. The existing railroad tracks act as a physical and social barrier between Uptown North and Uptown South, severing the widely popular 43-mile Constitution Trail.

The grade-separated Underpass Project will allow pedestrians and cyclists to safely cross beneath the railroad tracks, protecting them from the hazard of oncoming passenger and freight trains. The Uptown Station and underpass project is adjacent to the \$1.9 billion Chicago to St. Louis High Speed Intercity Passenger Rail Corridor Improvement Program. Moreover, the project will act as a catalyst for continued economic development, improve the quality of life for transportation patrons, and remedy the existing safety issues for Amtrak, intercity bus and local transit passengers.

If you have any questions or need additional information, please contact Holly Ostidick at 217-557-4145.

Sincerely,

A handwritten signature in black ink, appearing to read "Omer M. Osman".

Omer M. Osman, P.E.  
Acting Secretary





**ILLINOIS STATE  
UNIVERSITY**  
*Illinois' first public university.*

**Office of the President**

421 Hovey Hall  
Campus Box 1000  
Normal, IL 61790-1000  
Phone: (309) 438-5677

July 9, 2019

The Honorable Elaine Chao, Secretary  
US Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Chao:

As president of Illinois State University, I am writing in support of the Town of Normal's applications to the U.S. Department of Transportation's 2019 Better Utilizing Investments to Leverage Development (BUILD) program and the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program for the design and construction of a pedestrian underpass (the Underpass Project) at the Uptown Normal Intermodal Passenger Rail Station (Uptown Station).

With nearly 21,000 students and 3,550 university employees, Illinois State University is intricately engaged with the Town of Normal in providing the best living conditions for our 21,000 students and over 3,500 faculty and staff who live and work in the community. The Illinois State University campus is located adjacent to Uptown Normal and a few blocks from the proposed location for an Underpass Crossing.

Pedestrian and vehicular traffic to and from campus is a concern for any University with a large enrollment. With the University's southern border adjacent to railroad tracks and access to the campus from the east involving crossing railroad tracks railroad crossing safety is a major concern. Many students and employees residing near campus choose to walk or ride bicycles to campus and regularly face long waits at railroad crossings to get to class or work. Unfortunately, students not wanting to risk being late to class or for a test have chosen to cross under or over stopped train cars.

The proposed Underpass Crossing, just a few blocks from campus, will provide a critical access point to reach Illinois State University. Through this essential federal funding, the construction of the Underpass Project will provide a safer, accessible, and more efficient route for pedestrians and bicyclists coming to campus and moving between Uptown Normal and the Bloomington-Normal region.

I strongly believe that the unique Underpass Project at Uptown Station is an ideal candidate for receiving BUILD and CRISI funding. Thank you for considering the Town of Normal's applications.

Respectfully,

A handwritten signature in black ink, appearing to read "Larry H. Dietz".

Larry H. Dietz, Ph.D.  
President



ILLINOIS WESLEYAN  
UNIVERSITY

July 11, 2019

The Honorable Elaine Chao,  
Secretary  
US Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, DC 20590

Dear Secretary Chao:

I am writing on behalf of Illinois Wesleyan University to express strong support for the Town of Normal's applications to the U.S. Department of Transportation's 2019 Better Utilizing Investments to Leverage Development (BUILD) program and the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program for the design and construction of a pedestrian underpass (the Underpass Project) at the Uptown Normal Intermodal Passenger Rail Station (Uptown Station).

Through this essential federal funding, the construction of the Underpass Project will provide a safer, accessible, and more efficient route for pedestrians and bicyclists moving between Uptown Normal and the Bloomington-Normal region. Illinois Wesleyan's approximately 1,700 students, 470 full time faculty/staff, and their families will certainly utilize and reap the benefits of such investment.

Thank you for considering the Town of Normal's BUILD and CRISI applications, providing a strategic investment to foster economic growth and redevelopment, and ensuring our students, the region's residents and visitors alike take advantage of the existing and planned investments that the Underpass Project will connect.

Sincerely,

Richard F. Wilson  
Acting President

OFFICE OF THE PRESIDENT

1312 PARK STREET • PO BOX 2900 • BLOOMINGTON, IL 61702-2900 • (309) 556-3151 • FAX (309) 556-3970 • WWW.IWU.EDU



HEARTLAND  
COMMUNITY COLLEGE

July 8, 2019

The Honorable Elaine  
Chao Secretary  
US Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, DC 20590

Dear Secretary Chao:

I am writing on behalf of Heartland Community College to express strong support for two grant applications from the Town of Normal (Illinois). The Town is applying to the U.S. Department of Transportation's 2019 Better Utilizing Investments to Leverage Development (BUILD) program and the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program. Funding is being requested for the design and construction of a pedestrian underpass (the Underpass Project) at the Uptown Normal Intermodal Passenger Rail Station (Uptown Station).

Among the institutional priorities of Heartland Community College are promoting student success, serving as a community resource, and ensuring resource stewardship-all within an environment of continuous improvement. Providing this essential funding for the Underpass Project supports the primary goals of Heartland. The project would create a critical link in the community, providing a safe and accessible connection for individuals most heavily accessing essential services, education, and employment.

Thank you for considering the Town of Normal BUILD and CRISI applications. Securing this funding would help provide a strategic investment that will foster economic growth and redevelopment. As a result, our students, the region's residents, and visitors to the community all will be able to take advantage of the existing and planned investments the Underpass Project will connect.

Sincerely,

Keith Cornille  
President

1500 W. Raab Rd.  
Normal, IL 61761  
(309) 268-8000 ■  
TDD (309) 268-8030  
[www.heartland.edu](http://www.heartland.edu)



**McLEAN COUNTY BOARD**  
(309) 888-5110 FAX (309) 888-5111  
115 E. Washington P.O. Box 2400  
Bloomington, Illinois 61702-2400

John D. McIntyre  
Chairman

July 11, 2019

The Honorable Elaine Chao  
Secretary  
US Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, DC 20590

Dear Secretary Chao:

On behalf of McLean County, I write in support of the Town of Normal's applications to the U.S. Department of Transportation's 2019 Better Utilizing Investments to Leverage Development (BUILD) program and the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program for the design and construction of a pedestrian underpass (the Underpass Project) at the Uptown Normal Intermodal Passenger Rail Station (Uptown Station).

With a population of 175,890 and a projected population of 184,413 in 2021, McLean County is the largest county by land area in the State of Illinois, covering over 1,185 square miles. McLean County is home to many major companies and organizations such as State Farm Insurance Co., employing over 14,500, as well as several top-performing institutions, including Illinois State University.

This project creates a critical multimodal link in the community, providing a safe and accessible connection for individuals who heavily rely on it the most in accessing essential services, education, and employment. Through this essential federal funding, the construction of the Underpass Project will provide a safer, accessible, and more efficient route for pedestrians and bicyclists moving between Uptown Normal and the Bloomington-Normal region. Most importantly, the project addresses USDOT's top priority in its FY 18-22 Strategic Plan: safety.

Thank you for considering the Town of Normal's BUILD and CRISI applications, providing a strategic investment to foster economic growth and redevelopment, ensuring residents and visitors alike take advantage of the existing and planned investments that the Underpass Project will connect.

Sincerely,

John McIntyre, Chairman  
McLean County Board

District #1 Catherine Melsker Gerald Thompson	District #3 George O. Wendt Randall L. Martin	District #5 John McIntyre Elizabeth Johnston	District #7 Jacob Beard Sharon Chung	District #9 Susan Schafer Lyndsay Bloomfield
District #2 Jim Soeldner	District #4 William T. Caisley Logan Smith	District #6 George J. Gordon Laurie B. Wollrab	District #8 Carlo Robustelli Shayna Watchinski	District #10 Chuck Erickson Josh W. Barnett



## MCLEAN COUNTY REGIONAL PLANNING COMMISSION

115 E. Washington St., M103 • Bloomington, IL 61701-4089  
Phone: 309-828-4331 • Fax: 309-827-4773 • [www.mcplan.org](http://www.mcplan.org)

July 9, 2019

The Honorable  
Elaine Chao  
Secretary  
U.S. Department of  
Transportation 1200 New  
Jersey Avenue, S.E.  
Washington, DC 20590

Dear Secretary Chao:

The McLean County Regional Planning Commission (MCRPC) strongly supports the Town of Normal's project proposals for the US Department of Transportation's 2019 Better Utilizing Investments to Leverage Development (BUILD) program and the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program. The MCRPC coordinates long range community and transportation planning that helps the Town realize its vision for a vibrant and sustainable future. We share the Town's vision and support continued investment in assets that will enhance quality of life, maximize existing transportation systems, and act as a catalyst for further economic development.

The proposed projects maximize access to the intermodal connections of Normal's Uptown Station transportation hub, and simplify access to the station, located in the population-dense and multi-use Uptown Normal Town center and innovation district. The projects are highly supportive of the new Town of Normal comprehensive plan and the Long Range Transportation Plan 2045. These projects directly address transportation goals for universal access and mobility. Several phases of the projects are included in the current Bloomington-Normal Urban Area FY 2018 - 2022 Transportation Improvement Program, with funding from the Town of Normal demonstrating the Town's commitment.

The Town's Comprehensive Plan 2040 and the LRTP 2045 each support Complete Streets implementation. They also call for a Vision Zero commitment from the Town, which directly addresses the safety goals of the Illinois Department of Transportation and its "Driving Zero Fatalities to a Reality" initiative. The proposed Uptown Station underpass plaza is a vital component in the ongoing reinvention of the Town core, and the fulfillment of Normal's evolution as a Complete, Connected and Compact community, as envisioned in the Comprehensive Plan 2040.

Uptown Station is a critical connecting point in the community, providing mobility for its residents and visitors who rely greatly on the Uptown area to access essential services,

***MCRPC is the leader for planning tomorrow's McLean County***

Carl Teichman, Chairman • Mary Kramp, Vice Chair • Bart Bittner • John Burrill  
Jim Fruin • Diana Hauman • Tautia Leffler • Carl Olson • Mark Wylie



education, and employment. The projects represent a strategic investment providing a direct link between developments on both sides of the railroad tracks, including the Children's Discovery Museum and proposed Normal Public Library.

Thank you for considering the Town of Normal's applications. We support the Town of Normal's goal of promoting economic development north and south of Uptown Station and providing a safe and accessible passage for Amtrak passengers, pedestrians, and bicyclists.

Sincerely,

*P. Vasudha*

Vasudha Gadhiraaju, AICP Executive Director  
McLean County Regional Planning Commission



July 8, 2019

The Honorable Elaine Chao Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, DC 20590

Dear Secretary Chao:

On behalf of the Children's Discovery Museum Foundation Board, I write in support of the Town of Normal's applications to the U.S. Department of Transportation's 2019 Better Utilizing Investments to Leverage Development (BUILD) program and the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program for the design and construction of a pedestrian underpass (the Underpass Project) at the Uptown Normal Intermodal Passenger Rail Station (Uptown Station).

The Children's Discovery Museum annually inspires more than 140,000 children and adults to learn through the power of play. Through hands-on exhibits, classes, and programs, the Museum ensures children, students, and families enjoy experiences that stimulate imagination, curiosity, and wonder. The Underpass Project, situated immediately adjacent to our Museum, will maximize the Museum's connections to nearby transit and multiuse trails. This important investment will provide a critical multimodal link between the north and south sides of the tracks, safely connecting the Museum to nearby amenities such as the Constitution Trail and a proposed amphitheater and fully accessible playground. Crowds attending one of our many outdoor community events will also use this underpass to more easily move from activities around the Museum to those on the south side of the track. Once complete, the underpass will ensure that families visiting our Museum have a safe and convenient way to access what has become an invaluable educational resource for the entire community.

The Children's Discovery Museum is especially looking forward to working on new opportunities that the project might provide for outdoor engagement and education. We are planning an interactive installation that would be located on the plaza outside our doors, and we plan to work with the Underpass Project consultants and contracting team to create an exhibit that explores the principles of STEAM (Science, Technical, Engineering, Arts, Math) and safety that are highly visible during construction. Families will get a bird's eye view from our third-floor windows, along with educational interactives such as time lapsed video of the progress.

Thank you for considering the Town of Normal's BUILD and CRISI applications, providing a strategic investment to foster economic growth, safety, and redevelopment in our community.

Sincerely,

A handwritten signature in black ink, appearing to read "Gina Mandros", with a long horizontal line extending to the right.

Gina Mandros  
Board Chair

309.433.3444  
101 E. Beaufort St.  
Normal, IL 61761  
museum@normal.org

[ChildrensDiscoveryMuseum.net](http://ChildrensDiscoveryMuseum.net)



July 5, 2019

The Honorable Elaine Chao  
Secretary  
US Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Chao:

On behalf of the McLean County Chamber of Commerce which serves over 1,000 businesses and organizations in McLean County and the surrounding area, I write in support of the Town of Normal's applications to the U.S. Department of Transportation's 2019 Better Utilizing Investments to Leverage Development (BUILD) program and the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program for the design and construction of a pedestrian underpass (the Underpass Project) at the Uptown Normal Intermodal Passenger Rail Station (Uptown Station).

The vision of the McLean County Chamber of Commerce is to be a vibrant, progressive business community that works together to make McLean County a great place to live and do business. To that end, this project will act as a catalyst for continued economic development and future development by removing the barrier between Uptown North and South, creating a stronger, more cohesive Town of Normal. Furthermore, the Uptown Station and passenger access to both platforms address safety and operational needs of the rail system while achieving the long-term economic competitiveness and quality of life goals of the region.

Thank you for considering the Town of Normal's BUILD and CRISI applications, providing a strategic investment to foster growth and redevelopment in our community.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Charles M. Moore', is written over a light blue horizontal line.

Charles M. Moore  
President & CEO





Livingston & McLean Counties Building & Construction Trades  
Council  
North America's Building and Trades Unions

July 15, 2019

Richard L. Veitengruber  
IBEW Local 197

Patrick Hardesty  
Plumbers & Pipefitters  
Local 99

Anthony Penn  
IUNA Local 362

Matt Watchinski  
Carpenters Local 237

Scott Nimmo  
OPCMIA Local 18

Tony O'Brian  
Operators Local 649

Bill Constock  
Sheet Metal Local 1

The Honorable Elaine Chao

Secretary

U.S. Department of Transportation

1200 New Jersey Ave., S.E.

Washington, D.C. 20590

Dear Secretary Chao,

On behalf of our 2,000-plus skilled trades workers, we are writing in support of the Town of Normal, Illinois' application to the U.S. Department of Transportation's 2019 Better Utilizing Investments to Leverage Development (BUILD) for a pedestrian underpass (the Underpass Project) at the Uptown Normal Intermodal Passenger Rail Station (Uptown Station).

Our members and apprentices found gainful and community-productive employment in building the Uptown Station. This project spurred private sector investment and helped bring transportation services together in one facility. A pedestrian underpass would allow use of a second platform for train loading, increasing passenger rail efficiency and in particular, safety for those needing access to the platforms south of the Uptown Station. A pedestrian underpass will connect not only the Uptown Station with a second platform set, it will also connect a well-used pedestrian-bicycle trail, the Constitution Trail, to Uptown Normal. This will spur further economic development and private sector investment south of the station.

Thanks to federal investment in the Uptown Station, the Town of Normal has attracted substantial private sector investment and has re-centered the community around its traditional core. Plus, Illinois State University students now enjoy easy access to rail and transit facilities. An underpass would only further enhance that access.

Thank you so much for considering the Town of Normal's BUILD application—this strategic use of public funds will foster further private economic development in the community.

Sincerely,

Richard Veitengruber, President

*Value on Display, EVERY DAY.*

(309) 828 - 4568 | P.O. Box 3248 | Bloomington, IL 61702-3248





# Advocate BroMenn Medical Center

1304 Franklin Avenue | Normal, IL 61761 | T 309.464.1400 | [advocatehealth.com](http://advocatehealth.com)

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July 8, 2019

The Honorable Elaine Chao  
Secretary  
US Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, DC 20590

Dear Secretary Chao:

On behalf of Advocate BroMenn Medical Center, I write in support of the Town of Normal's applications to the U.S. Department of Transportation's 2019 Better Utilizing Investments to Leverage Development (BUILD) program and the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program for the design and construction of a pedestrian underpass (the Underpass Project) at the Uptown Normal Intermodal Passenger Rail Station (Uptown Station). BroMenn has been serving and caring for the people of central Illinois for nearly 120 years. Located in Bloomington-Normal, Illinois, BroMenn and its employees are proud to be part of Advocate Aurora Health, the 10<sup>th</sup> largest not-for-profit health care system in the country.

The Underpass Project creates a critical multimodal link in the community, providing a safe and accessible connection for individuals who heavily rely on it the most in accessing essential services, education, and employment. Through this essential federal funding, the construction of the Underpass Project will eliminate an at-grade rail crossing and provide a safer, more accessible and efficient route for pedestrians and bicyclists moving between Uptown Normal and the Bloomington-Normal region. Providing a more direct biking route not only reduces travel time but also has the potential to increase bike ridership and generate healthcare benefits.

The Underpass Project improves connectivity for our community and patients to jobs, health care, and other critical destinations throughout the region. Thank you for considering the Town of Normal's BUILD and CRISI applications, providing a strategic investment in our community.

Sincerely,

Colleen Kannaday, President  
Advocate BroMenn Medical Center



July 08, 2019

The Honorable Elaine Chao  
Secretary – U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Chao:

I write on behalf of Connect Transit in support of the Town of Normal's applications to the U.S. Department of Transportation's 2019 Better Utilizing Investments to Leverage Development (BUILD) program and the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program for the design and construction of a pedestrian underpass (the Underpass Project) at the Uptown Normal Intermodal Passenger Rail Station (Uptown Station). Connect Transit is the primary provider of mass transportation in McLean County, Illinois. With fourteen routes, Connect Transit has continuously provided safe, affordable, reliable, and accessible service to a population of over 130,000.

The Uptown Station is the hub of Connect Transit, a critical connection in the community, providing mobility for its residents and visitors who heavily rely on it the most in accessing essential services, education, and employment. Through this essential federal funding, the construction of the Underpass Project will provide a safer, accessible, and more efficient route for those moving between Uptown Normal and the Bloomington-Normal region. In addition, the Underpass Project will maximize access to public transportation and promote transportation opportunities for disadvantaged groups while promoting economic growth and redevelopment.

We strongly believe that the unique Underpass Project at Uptown Station is an ideal candidate for receiving BUILD and CRISI funding. Thank you for considering the Town of Normal's application.

Sincerely,

A handwritten signature in black ink, appearing to read "Isaac Thorne".

Isaac Thorne  
General Manager  
Connect Transit



July 8, 2019

The Honorable Elaine Chao  
Secretary  
US Department of Transportation 1200  
New Jersey Avenue, S.E.  
Washington, DC 20590

Dear Secretary Chao:

On behalf of the Bloomington-Normal Economic Development Council (BNEDC), we support the Town of Normal's project proposals for the US Department of Transportation's 2019 Better Utilizing Investments to Leverage Development (BUILD) program and the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program. The BNEDC helps businesses in McLean County grow and attracts new businesses to our community. We are a leadership organization, investing our community's assets to grow and improve our prosperity and quality of life.

In addition to educational, financial, and insurance industries, Bloomington-Normal is home to a variety of healthcare and manufacturing facilities. The Uptown Station is a critical multimodal connection in the community, providing mobility for its residents and visitors who heavily rely on this area the most in accessing essential services, education, and employment. This project represents a strategic investment to provide a direct link between developments on the north and south side of the tracks, including the Children's Museum and proposed Normal Public Library.

Thank you for considering the Town of Normal's applications. We support the Town of Normal's goal of promoting economic development on both sides of the track at Uptown Station and providing a safe and accessible passage for Amtrak passengers, pedestrians, and bicyclists.

Sincerely,

A handwritten signature in black ink, appearing to read "Zach Dietmeier".

Zach Dietmeier  
Interim CEO

Bloomington Normal Economic Development Council  
200 W College Ave  
Normal, Illinois 61761



*The Underpass Project at Uptown Station  
Benefit-Cost Analysis*

Prepared by WSP for Town of Normal, Illinois

July 15, 2019

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## 1 EXECUTIVE SUMMARY

A benefit-cost analysis was conducted for the Town of Normal regarding constructing a pedestrian and cyclist underpass adjacent to Uptown Station versus a no build base case. The underpass will provide access to a second passenger boarding platform at the Uptown Station and provide a safer and more efficient grade separated route for pedestrians and cyclists moving between Normal and the larger Bloomington /Normal urban area, including integrating the existing Constitution Trail, a 43.5-mile mixed pedestrian and bicycle path that connects the towns of Normal and Bloomington, IL.

The underpass would provide several types of benefits. First, the underpass would provide a more direct route for pedestrians who currently travel between Uptown North and South via rail crossings at Linden and Broadway Streets, resulting in travel time savings and improved safety. Second, passengers at the Amtrak station would also experience a significant reduction in their travel time in the underpass scenario due to reduced travel distance and change in elevation. Third, the underpass connecting the trail on the north and south sides of the railroad tracks would be about 75 feet in length, which shortens the route by about 1,000 feet that cyclists currently use via Linden Street. Providing a more direct biking route not only reduces travel time, but also has the potential to increase bike ridership and generate healthcare benefits.

The project would cost \$26.1 million, which includes \$1.5 million in preliminary engineering costs already spent to date by the Town of Normal between 2017-2019. The construction schedule is between 2021-2022. Annual operating and maintenance costs are estimated at \$15,200 once operations start in 2023.

The BCA is conducted for a 30-year forecast period ending in 2052. The benefit cost ratio is 1.27 using a 7% discount rate, with a net present value of \$5.3M, as summarized in Table 1. The different benefit categories and their quantified economic benefits are summarized in Table 2.

Table 1: Summary of Benefit Cost Analysis

Discount Rate	Discounted at 7%
BCR	1.27
Total Benefits	\$24,984,719
Total Costs	\$19,707,698
Net Present Value	\$5,277,021

Table 2: Project Impacts and Benefits Summary, Monetary Values in thousands of 2017 Dollars, 2023-2052

Current Status/ Baseline & Problem to be Addressed	Change to Baseline/ Alternatives	Type of Impact	Population Affected by Impact	Economic Benefit	Summary of Results (PV at 7% discount rate)
Lack of connectivity	Underpass provides connections for pedestrians, cyclists and reduces travel time for Amtrak passengers	Better pedestrian and cyclist access, reducing travel time	Pedestrians and cyclists at Linden and Broadway. Amtrak passengers.	Travel time savings	\$22,805
Service life of structure	N/A	Underpass continues to provide benefits long after analysis period	Pedestrians and cyclists at Linden and Broadway; Amtrak rail passengers. Residents of Normal.	Residual value	\$1,688
Inadequate bike trail connectivity	Providing additional bike trail to connect bike users from north to south of the railroad tracks	Increased demand for bicycling	Residents of Normal	Reduced healthcare costs	\$190
Pedestrians exposed to rail crossing at Linden and Broadway street	Providing underpass facility that allows a more direct route and avoiding rail crossings	Bike and pedestrian diversion to underpass	Pedestrians and cyclists at Linden and Broadway	Reduced injuries	\$325



## 2 BENEFIT COST ANALYSIS

### 2.1 NO BUILD BASE CASE AND BUILD CASE

A benefit-cost analysis was conducted for the Town of Normal regarding constructing a pedestrian underpass at the Uptown Normal Intermodal Passenger Rail Station. This was evaluated against a no build base case. The underpass will provide access to a second passenger boarding platform at the Uptown Station and provide a safer and more efficient grade separated route for pedestrians and cyclists moving between Normal and the larger Bloomington /Normal urban area, including integrating the existing Constitution Trail, a 43.5-mile mixed pedestrian and bicycle path that connects the towns of Normal and Bloomington, IL.

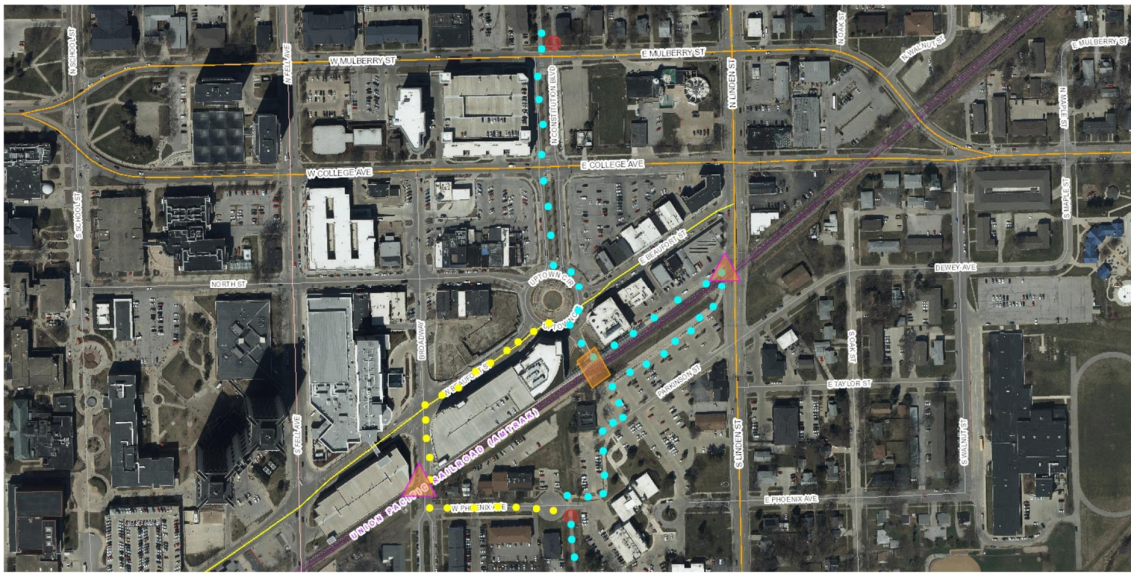


Figure 1: Map of trail, count locations, and rail crossings

The alternative case, or 'build case', in this analysis is the construction of the underpass. The underpass translates to several types of benefits not possible with constructing the overpass. In Figure 1, the orange rectangle represents the underpass location, while the triangles represent the current rail crossing locations at Linden Street on the right and Broadway Street on the left. The yellow and teal dots show the current travel routes for pedestrians and bike users. The underpass provides a more direct route for users, negating the need to use the rail crossings at Linden and Broadway. This leads to travel time savings and improved safety. Furthermore, the underpass connecting the trail on the north and south sides of the railroad tracks would be about 75 feet in length, which significantly shortens the route that cyclists currently use, by approximately 1,000 feet. Providing a more direct biking route not only reduces travel time, but also has the potential to increase bike ridership and generate healthcare benefits.

## 2.2 BENEFIT CALCULATION METHODOLOGY

The analysis was conducted using a customized Microsoft Excel spreadsheet model developed by WSP for this study, and utilizes the assumptions and methods outlined throughout this report. The analysis makes the following general assumptions:

1. The analysis period was 5 years for design and construction (2017 to 2022), and 30 years of operations (2023 to 2052).
2. The real discount rate used in this analysis is 7 percent, consistent with U.S. DOT recommendations for benefit-cost analysis.
3. The financial base year of this analysis is 2017. Dollars are expressed in constant 2017 dollars. When discounted, dollars are discounted to 2017 at a real discount rate of 7 percent.

## 2.3 COSTS

The total cost for the underpass is \$26.1 million in 2017 dollars, which includes \$1.5 million in preliminary engineering costs already spent to date by the Town of Normal between 2017-2018. The construction schedule is between 2021-2022. Annual operating and maintenance costs are estimated at \$15,200 once operations start in 2023.

The average life of the underpass is about 100 years. This implies that the underpass continues to serve long after the end of the analysis period. This is captured in the BCA by estimating a residual value equal to \$18.0M in undiscounted 2017 dollars assuming straight line depreciation

## 2.4 BENEFITS

### 2.4.1 Safety

Passengers diverting from the rail crossings at Linden and Broadway Street to the underpass would avoid the risks associated with a rail crossing. The associated safety improvements can be quantified as follows.

First, using the existing rail crossing inventory data, the USDOT's accident prediction model<sup>1</sup> can be used to estimate the current crash rate at both Linden and Broadway Street rail crossings. Table 3 summarizes the key inputs to the model and the resulting crash rate.

Next, since the percentage of users who divert away from these crossings to the underpass are no longer subject to the danger of a rail crash, the crash rate is reduced by the same percentage. As a result, the 0.18 crash rate per year at Linden reduces to 0.01 due to a 95% diversion rate. For Broadway, the annual crash rate decreases from .083 to .041 based

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<sup>1</sup> Railroad-Highway Grade Crossing Handbook – Revised Second Edition August 2007. Section 3: Assessment of Crossing Safety and Operation.

on a 50% diversion. The total number of incidents avoided at both crossings through 2052 equals 6.35.

Table 3: Summary of Crash Rate Reduction (undiscounted)

	Linden	Broadway
Number of Trains	27	27
Bike and Ped Count	1,850	1,370
Total Tracks	2	2
Highway Lanes	4	2
Recent Incidences	1 injury in 2005	none
Base Case Crash Rate/year	0.18	0.083
Percent of users who divert to underpass	95%	50%
Build Crash Rate/year	0.01	0.041
Build - Base Case Difference in Crash Rate/year	0.17	0.041
Number of Incidences prevented 2023 - 2052	5.11	1.24
Value of Incidences Prevented 2023 -2052	\$888,976	\$215,695

To quantify this safety improvement, the total reduction in the number of incidents is then converted to a Maximum Abbreviated Injury Scale (MAIS), as per USDOT BCA guidance. Based on this guidance, any reported number of injuries can be converted to a standard scale ranging from 0 to 5, ranked by increasing level of injury severity, each with its percentage weight and associate value per incident, as summarized in Table 4 below. During the project operation period between 2023-2052, the model estimates a value of \$1.11M in undiscounted 2017 dollars.

Table 4: Conversion of Incidences and Valuation, 2023-2052, (Undiscounted 2017 \$)

MAIS Category	Type of Injury	Percentage of Injury	Total Injuries Prevented	Value per incident (\$2017)	Total Value
MAIS 0	No Injury	21.5%	1.37	-	-
MAIS 1	Minor	62.7%	3.98	\$28,800	\$114,674
MAIS 2	Moderate	10.4%	0.66	\$451,200	\$297,860
MAIS 3	Serious	3.9%	0.24	\$1,008,000	\$246,850
MAIS 4	Severe	0.4%	0.03	\$2,553,600	\$71,645
MAIS 5	Critical	1.0%	0.07	\$5,692,800	\$373,643
Total			6.35		\$1,104,671

## 2.4.2 Economic Competitiveness

### 2.4.2.1 Bike and Pedestrian Travel Time Savings

As illustrated in figure 1, users who divert away from the rail crossing at Linden Street and Broadway Street would experience a more direct route between the station platforms. The underpass reduces travel distance for diverting passengers by about 1,000 feet.

Table summarizes the average daily pedestrian and bike count at both rail crossings. This is annualized by 298 days, and added to the bike and pedestrian counts from the Sugar Creek Arts Festival, which covers bike and pedestrian counts over one weekend. Based on the traffic patterns, 50% of bike and pedestrians at Broadway Street are assumed to divert to the underpass, and 95% of bike and pedestrians respectively at Linden.

Based on the diversion percentages for pedestrians and bicycle users at Linden and Broadway streets, 592,018 pedestrians and 207,730 cyclists are assumed to divert to the underpass in 2023. For future years, pedestrians and bicycle users are forecasted to grow at the same rate as Normal's historical compound annual growth rate in population of 1.3% from 2000-2014 as per U.S Census.

Table 5: Project Area Bike and Pedestrian Count (2023)

Bike/Ped Count	Linden	Broadway	Total
Annualized Bike and Ped Count	607,535	445,179	1,052,714
Pedestrians who divert to Underpass	385,859	206,158	592,018
Bicyclists who divert to Underpass	191,299	16,431	207,730

### 2.4.2.2 Monetization of Travel Time Savings

To monetize the travel time reduction benefits, it was assumed that the average pedestrian walking speed is 3 feet/second<sup>2</sup>, while the average cycling speed is 13.9 feet/second. Given that users save 1,000 feet by diverting to the underpass, this translates to a reduction in travel time of 5.6 minutes for pedestrians and 1.2 minutes for cyclists. This, coupled with the number of users who divert to the underpass annually, gives a total of 1,992,394 pedestrian hours and 150,524 cyclist hours saved respectively between 2023-2052 for both Linden and Broadway streets.

The value of travel time savings was calculated using \$29.5 (2017 \$) as the value of travel time for pedestrians, as recommended by the USDOT BCA guidance for improvements in walk access, waiting, and transfer time in personal travel. The value of travel time is forecast to grow at 1.2 percent in real terms.

<sup>2</sup> <http://www.fhwa.dot.gov/publications/research/safety/pedbike/05085/chapt8.cfm>

The hours saved and the hourly value of time result in about \$1.74M in savings for pedestrians and \$131,000 for cyclists in 2023. Between 2023 and 2052, the combined savings equal \$82.1M.

Table 6: Annual Travel Time Savings for Bike Users and Pedestrians (Undiscounted 2017 \$)

	Unit	2023 (Opening Year)	2052
Distance saved per individual	Feet	1,000	
Total Pedestrian time saved	Hours	54,816	79,481
Value of time	2017 \$s per Hour	\$31.69	\$44.79
Total Value of Pedestrian time saved	2017 \$s	\$1.74M	\$3.6M
Total Bike time saved	Hours	4,141	6,005
Total Value of Bike time saved	2017 \$s	\$131K	\$268K

### 2.4.2.3 Station Passengers Travel Time Savings

Passengers at the Amtrak station would also experience a reduction in their travel times in the underpass scenario by about 46 seconds on average per passenger based on the reduced change in elevation between facilities. In fiscal year 2017, 241,844 passengers boarded and/or alighted a train in Normal, which equates to an average daily ridership of approximately 663 passengers<sup>3</sup>. Annual ridership is assumed to grow by 3% annually, which is conservative given the historical compounding annual average growth rate in ridership of 10.8% since 2003, and 5% since 2005. Using the ridership, an annualization factor of 300, and the average time saved per passenger of 46 seconds, the total annual travel time reduced for Amtrak passengers every year when the underpass is operational in 2023 is 3,035 hours. Using the same value of time as the bike and pedestrian analysis above, the total value of travel time savings between 2023 and 2052 equals \$5.6M in 2017 dollars. The results are summarized in Table 5 below.

Table 5: Annual Travel Time Savings for Rail Passengers (Undiscounted 2017 \$)

	Unit	2023 (Opening Year)	2052
Time saved per passenger	Hours	.013	
Value of time	2017 \$s per Hour	\$31.69	\$44.79
Total value of passenger time saved	2017 \$s	\$96.2K	\$320.3K

<sup>3</sup> Source: Amtrak Fact Sheet, FY 2017 State of Illinois.  
<https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/statefactsheets/ILLINOIS17.pdf>

### 2.4.3 Environmental Protection

Quantification of environmental protection benefits were not included in the analysis for this project as no reduction in emissions through reduced VMT is envisioned.

### 2.4.4 Quality of Life

#### 2.4.4.1 Induced Bike Demand

The underpass project also connects the bike trail on the north and south of the railroad tracks by providing an additional 75 feet of trail length. This shortens the route that cyclists currently take by about 1,000 feet. The travel time benefits of this connection are already included earlier in this analysis. This section quantifies the benefits of adding 75 feet of bike trail, coupled with the convenience of a more direct route that is uninterrupted by the rail crossings.

Induced demand from the added bike trail is estimated using the NCHRP report on guidelines for analysis of investment in bicycle facilities<sup>4</sup>.

The study shows that people are more likely to ride a bicycle if they live within close proximity of a bike facility (1 mile, .5 mile, and .25 miles). First, these buffer areas are calculated as follows for a trail length of 0.014 miles constructed in the underpass project:

$$\text{Buffer Area within } \frac{1}{4} \text{ mile of bike trail} = \pi \left(\frac{1}{4}\right)^2 + 2 \left(\frac{1}{4}\right) (0.014) = 0.20$$

$$\text{Buffer Area within } \frac{1}{2} \text{ mile of bike trail} = \pi \left(\frac{1}{2}\right)^2 + 2 \left(\frac{1}{2}\right) (0.014) = 0.80$$

$$\text{Buffer Area within 1 mile of bike trail} = \pi (1)^2 + 2 (1) (0.014) = 3.17$$

Next, the total number of people living in each buffer area is estimated by multiplying the buffer area by the population density in the Normal project area<sup>5</sup>. The population density in 2010 according to the U.S Census was 2,861 people/sq. mile. This was extrapolated into the future using the 1.3% compound average growth rate (CAGR) of Normal's population between 2000-2015.

The study finds that the total adult bicycling rate ranges from the census commute rate at the low end to 0.4% plus 1.2 times the commute rate as a moderate estimate, and 0.6% plus three times the commute rate at the high end. The percentage of Normal's population who are above the age of 18 is 82%. The percentage of bicycle commuter share in Illinois is 0.6%<sup>6</sup>. Using the moderate estimate, the adult bicycling rate for any given buffer is given as follows:

$$\text{Adult bicycling rate} = [0.4 + (1.2 \times 0.6\%)] = 0.88\%$$

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<sup>4</sup> NCHRP Report 552. Guidelines for Analysis of Investments in Bicycle Facilities.

<sup>5</sup> All population related data is as per U.S Census

<sup>6</sup> <http://www.bikeleague.org/commutingdata>

[http://www.bikeleague.org/sites/default/files/Where\\_We\\_Ride\\_2014\\_data\\_web.pdf](http://www.bikeleague.org/sites/default/files/Where_We_Ride_2014_data_web.pdf)

The adult bicycling rate multiplied by the adult population of each buffer area gives the total existing number of adult bicyclists.

The population in Normal has 18% children. 5% of children ride a bike on a given day, according to a 2001 National Household Travel Survey (NHTS). The number of existing child bicycle users is given by multiplying the child population of each buffer by 5%.

The report next multiplies the number of adult and child bicycle users by a likelihood multiplier for each buffer around the new trail to provide an estimate of the number of cyclists in each group with the increase in the bike trail.

The difference between the number of cyclists here and the existing cyclists gives the total number of cyclists induced due to the new bike trail connection. Based on the median of 10 studies examined, the average annual healthcare cost savings from physical activity associated with bicycling is \$146 in 2012 dollars, according to the NCHRP study. This figure was escalated to be \$156 in 2017 dollars using the CPI. In 2023, the model estimates 121 additional cyclists. The total health benefits of increased cycling in 2023 amounts to about \$18,874. Due to population growth, the number of induced cyclists increases to 176 in 2052. The total undiscounted health benefits between 2023 and 2052 amount to about \$686,000 in 2017 dollars. The results are summarized in Table 6 below.

Table 6: Summary of Increased Biking Activity and Health Benefits (Undiscounted 2017 \$)

	2023	2052	2023-2052
Annual healthcare cost savings from physical activity (2017 \$)	\$156	\$156	\$156
Total Induced cyclists (cumulative)	121	176	4,401
Total health benefits of increased cycling (2017 \$)	\$18,874	\$27,366	\$686,005

### 2.4.5 Property Values

The USDOT BCA guidance discourages quantification of increases in property values due to potential double counting since such increases are the result of other benefits such as reduction in travel time, which is already quantified in this BCA. Increase in property values is the final category of benefits calculated for this BCA to reflect the improvement in connectivity and convenience due to the underpass, which hasn't been directly quantified in other categories in this BCA.

In Uptown Normal, similar project improvements, such as completion of the Uptown Station, have led to an annual cumulative average growth rate of about 7.23% between 2003-2018 based on historical assessed valuation data provided by Normal. On the other hand, the historical assessed valuation in the proposed project area has only been 2.04%. The project area includes about \$207,000 of privately owned real estate properties which has been assumed to increase at the same annual growth rate as observed in Uptown Normal. This amounts to about \$11,636 in property value increase in 2023 relative to the do-nothing base case. Property values increase about \$1.4 million in 2052 relative to the do-nothing case. The present value of the increase in 2052 (\$131,851 discounted at 7%) is

attributed as the one-time benefit of the increase in property values. This is summarized in Table 7. This accounts for only .5% of the total discounted benefits.

Table 7: Summary of Increase in Property Values

	2052	PV (7%)
Base Case Property Values (2.04% growth)	\$410,452	\$38,444
Project Property Values (7.23% growth)	\$1,818,172	\$170,295
Increase in Property Values	\$1,407,720	\$131,851

## 2.5 SUMMARY OF RESULTS

The results of this benefit-cost analysis are summarized below in Table 8 and Table 9.

Undiscounted, the total benefits of the *Underpass Project* compared to the base case of building an overpass between 2023-2052 equal about \$108.4M. Discounted at 7%, total benefits equal \$25.0M.

Table 8: BCA Results Summary (2017 \$)

Benefit Category	Undiscounted	Discounted at 7%
O&M	\$(558,304)	\$(156,955)
Health Benefits	\$686,005	\$190,182
Safety Benefits	\$1,104,671	\$325,785
Travel Time Savings for Rail Passengers	\$5,611,051	\$1,349,321
Travel Time Savings for Bike and Ped	\$82,086,749	\$21,456,357
Residual Value	\$18,023,973	\$1,688,178
Increase in Property Values	\$1,407,720	\$131,851
Total Benefits	\$108,361,865	\$24,984,719

Total net costs of the underpass relative to the overpass are about \$26.1M in 2017 dollars, or \$19.7M discounted at 7%. The *Underpass Project* has a benefit-cost ratio of 1.27 under the 7% discount rate. The net present value of the project is \$5.3M under the 7% discount rate.

Table 9: Summary of Benefit Cost Analysis

Discount Rate	Discounted at 7%
BCR	1.27
Total Benefits	\$24,984,719
Total Costs	\$19,707,698
Net Present Value	\$5,277,021



Figure 2 shows the cumulative benefits and costs of the *Underpass Project*. The project breakeven point occurs in 2045, which is where cumulative benefits exceed cumulative costs.

Table 10 summarizes the undiscounted costs and benefits by year, as well as the discounted values at 7%.

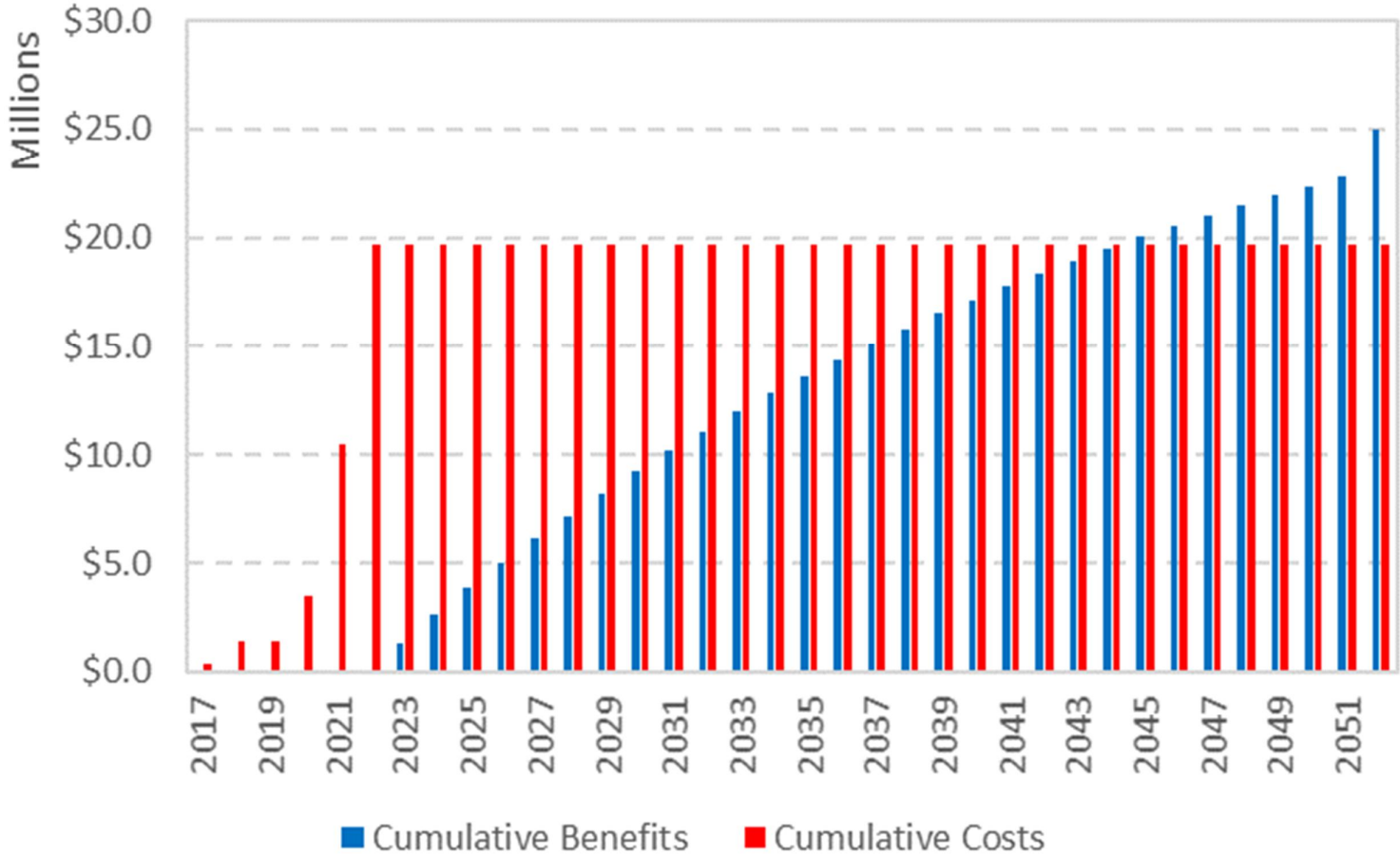


Figure 2 Cumulative Benefits and Costs Discounted 7% (breakeven in 2045)

The Underpass Project at Uptown Station  
Benefit-Cost Analysis  
July 15, 2019

Table 10: Summary of BCA results 2017 – 2052

Year	Costs		Benefits								Net Benefits	
	CapEx (Undiscounted)	CapEx (Discounted @ 7%)	O&M Savings	Health Benefits	Safety Benefits	Value of Travel Time Savings (Rail, Bike/Ped)	Property Value Increase	Residual Value	Total Benefits (Undiscounted)	Total Benefits Discounted @ 7%	Net Benefits (Undiscounted)	Net Benefits (Discounted @ 7%)
2017	375,000	375,000									(375,000)	(375,000)
2018	1,125,000	1,051,402									(1,125,000)	(1,051,402)
2019	-	-									-	-
2020	2,518,240	2,055,634									(2,518,240)	(2,055,634)
2021	9,222,440	7,035,755									(9,222,440)	(7,035,755)
2022	12,889,320	9,189,907									(12,889,320)	(9,189,907)
2023		-	(16,050)	36,822	18,874	1,964,464			2,004,110	1,335,423	2,004,110	1,335,423
2024		-	(16,211)	36,822	19,117	2,015,336			2,055,065	1,279,791	2,055,065	1,279,791
2025		-	(16,373)	36,822	19,364	2,067,552			2,107,365	1,226,506	2,107,365	1,226,506
2026		-	(16,537)	36,822	19,613	2,121,150			2,161,049	1,175,468	2,161,049	1,175,468
2027		-	(16,702)	36,822	19,866	2,176,167			2,216,154	1,126,580	2,216,154	1,126,580
2028		-	(16,869)	36,822	20,123	2,232,642			2,272,718	1,079,752	2,272,718	1,079,752
2029		-	(17,038)	36,822	20,382	2,290,615			2,330,781	1,034,895	2,330,781	1,034,895
2030		-	(17,208)	36,822	20,645	2,350,126			2,390,385	991,925	2,390,385	991,925
2031		-	(17,380)	36,822	20,911	2,411,219			2,451,572	950,762	2,451,572	950,762
2032		-	(17,554)	36,822	21,181	2,473,937			2,514,386	911,329	2,514,386	911,329
2033		-	(17,729)	36,822	21,454	2,538,323			2,578,870	873,552	2,578,870	873,552
2034		-	(17,907)	36,822	21,730	2,604,425			2,645,071	837,362	2,645,071	837,362
2035		-	(18,086)	36,822	22,010	2,672,289			2,713,037	802,690	2,713,037	802,690
2036		-	(18,267)	36,822	22,294	2,741,965			2,782,815	769,472	2,782,815	769,472
2037		-	(18,449)	36,822	22,582	2,813,502			2,854,457	737,646	2,854,457	737,646
2038		-	(18,634)	36,822	22,873	2,886,952			2,928,013	707,153	2,928,013	707,153
2039		-	(18,820)	36,822	23,168	2,962,367			3,003,537	677,938	3,003,537	677,938
2040		-	(19,008)	36,822	23,467	3,039,803			3,081,084	649,945	3,081,084	649,945
2041		-	(19,198)	36,822	23,769	3,119,316			3,160,709	623,123	3,160,709	623,123
2042		-	(19,390)	36,822	24,076	3,200,963			3,242,470	597,423	3,242,470	597,423
2043		-	(19,584)	36,822	24,386	3,284,804			3,326,428	572,796	3,326,428	572,796
2044		-	(19,780)	36,822	24,700	3,370,900			3,412,643	549,198	3,412,643	549,198
2045		-	(19,978)	36,822	25,019	3,459,315			3,501,178	526,585	3,501,178	526,585
2046		-	(20,178)	36,822	25,341	3,550,112			3,592,098	504,915	3,592,098	504,915
2047		-	(20,379)	36,822	25,668	3,643,360			3,685,471	484,150	3,685,471	484,150
2048		-	(20,583)	36,822	25,999	3,739,126			3,781,365	464,249	3,781,365	464,249
2049		-	(20,789)	36,822	26,334	3,837,482			3,879,850	445,178	3,879,850	445,178
2050		-	(20,997)	36,822	26,674	3,938,501			3,981,001	426,901	3,981,001	426,901
2051		-	(21,207)	36,822	27,018	4,042,258			4,084,891	409,385	4,084,891	409,385
2052		-	(21,419)	36,822	27,366	4,148,829	1,407,720	18,023,973	23,623,292	2,212,627	23,623,292	2,212,627
Total	26,130,000	19,707,698	(558,304)	1,104,671	686,005	87,697,800	1,407,720	18,023,973	108,361,865	24,984,719	82,231,865	5,277,021

## ASSURANCES - CONSTRUCTION PROGRAMS

OMB Number: 4040-0009  
Expiration Date: 02/28/2022

Public reporting burden for this collection of information is estimated to average 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0042), Washington, DC 20503.


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**NOTE:** Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the Awarding Agency. Further, certain Federal assistance awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance, and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project costs) to ensure proper planning, management and completion of project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, the right to examine all records, books, papers, or documents related to the assistance; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will not dispose of, modify the use of, or change the terms of the real property title or other interest in the site and facilities without permission and instructions from the awarding agency. Will record the Federal awarding agency directives and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure non-discrimination during the useful life of the project.
4. Will comply with the requirements of the assistance awarding agency with regard to the drafting, review and approval of construction plans and specifications.
5. Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work conforms with the approved plans and specifications and will furnish progressive reports and such other information as may be required by the assistance awarding agency or State.
6. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
7. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
8. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards of merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
9. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
10. Will comply with all Federal statutes relating to non-discrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681 1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee 3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

11. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal and federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
12. Will comply with the provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
13. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333) regarding labor standards for federally-assisted construction subagreements.
14. Will comply with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
15. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).
16. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
17. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq).
18. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."
19. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.
20. Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. 7104) which prohibits grant award recipients or a sub-recipient from (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect (2) Procuring a commercial sex act during the period of time that the award is in effect or (3) Using forced labor in the performance of the award or subawards under the award.

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL 	TITLE City Manager
APPLICANT ORGANIZATION Town of Normal, IL	DATE SUBMITTED 07/15/2019

STATE OF ILLINOIS

ILLINOIS COMMERCE COMMISSION

Town of Normal, Illinois, an Illinois municipal corporation :  
Petitioner, :  
 :  
v. : T14-0014  
 :  
State of Illinois, Department of Transportation, and Union :  
Pacific Railroad Company, a Delaware Corporation, :  
Respondents. :  
 :  
Verified Petition for an Order authorizing the installation of a :  
pedestrian bridge crossing with railroad tracks (Uptown :  
Station). :

**ORDER**

By the Commission:

On February 6, 2014, the Town of Normal (Town or Petitioner) filed the above-captioned verified Petition with the Illinois Commerce Commission (Commission) naming as Respondents the Union Pacific Railroad Company (UP or Company) and the Illinois Department of Transportation (Department), seeking authority to construct a pedestrian bridge at Uptown Station over the UP's two (2) mainline tracks at railroad milepost 124.15 on the Joliet Subdivision (Pedestrian Overpass).

On February 26, 2014, Staff filed a Response providing formal support for the Petition. Included with the Staff Response was an Agreed Order, the terms of which were accepted by the Petitioner and Respondents and are incorporated herein. On March 25, 2014, a hearing was held before a duly appointed Administrative Law Judge (ALJ) via video conference in the Commission's Springfield and Chicago offices. Petitioner and Respondents were represented by counsel. Brian Vercruyse of the Commission's Rail Safety Section appeared on behalf of Staff. At the conclusion of the hearing, the record was marked "Heard and Taken."

**PETITIONER'S EVIDENCE**

Petitioner proposes to replace the pedestrian-rail grade crossing that serves the Uptown Station designated as AAR/DOT #290 811W, railroad milepost 124.15, in the Town of Normal, McLean County. In its place Petitioner proposes to construct the Pedestrian Overpass in accordance with the design plans included in the February 6, 2014, Petition.

Petitioner requests that the Pedestrian Overpass be completed in conjunction

with the Department and UP's planned improvements for the Chicago to St. Louis High-Speed Rail Improvement Project. The Pedestrian Overpass will connect to the Uptown Station multi-modal center and serve Amtrak commuters, patrons of Normal's Uptown commercial district, and will also be available for use by students of Illinois State University. The Pedestrian Overpass will be open 24-hours a day, seven days a week.

In the vicinity of the Pedestrian Overpass, UP currently operates four freight trains. Amtrak, which is not a party to this case, also operates 10 intercity passenger trains per day. Projected train volumes call for 25 freight trains per day, and 12 intercity passenger trains per day. The maximum operating speed is 50 mph.

Upon completion of the project, the Pedestrian Overpass will have a vertical clearance over the top of rails of 23'-11". During construction, a vertical clearance of 21 feet is proposed from the top of rail to the needed construction supports. The Petitioner requests a waiver from the 92 Ill. Adm. Code 1500.160 for this temporary clearance.

The estimated cost for the overall project is \$7,279,758, which includes the engineering and construction costs for the Pedestrian Overpass, platform and canopy modifications, and old Amtrak station renovations. The Town estimates the construction costs for the Pedestrian Overpass portion of the project to be \$4,660,459, and believes those costs are eligible for reimbursement from the Grade Crossing Protection Fund (GCPF). The Town is requesting that the GCPF be utilized to reimburse it in an amount not to exceed \$1,250,000 for eligible construction costs. For the remaining project costs, the Town in 2012 entered into an Intergovernmental Agreement with the Department identifying the federal and local sources of funding.

The current target for construction letting is fall of 2014, and the Town requests that the Commission approve a completion date of December 31, 2015, for the Pedestrian Overpass. Prior to the start of construction, the Town will coordinate any necessary right-of-way or agreements with the UP. Upon completion of the project, the Town will be responsible for maintenance of the Pedestrian Overpass.

#### **RESPONDENT UNION PACIFIC RAILROAD COMPANY'S POSITION**

The UP concurs with the Petition and supports the project including the Pedestrian Overpass. Prior to construction, the UP and Town will enter into UP's standard construction and maintenance agreement for the Pedestrian Overpass, which shall provide for the permanent license, temporary construction license, final engineering plan approval, and contractor right of entry agreement requirements for the project.

#### **RESPONDENT DEPARTMENT'S POSITION**

The Department has no objection to the Petition, and supports the project.

**STAFF'S POSITION**

Staff supports the project and recommends that assistance from the GCPF be authorized to reimburse the Town in an amount not to exceed \$1,250,000 for eligible construction costs associated with the Pedestrian Overpass.

**FINDINGS AND ORDERING PARAGRAPHS**

The Commission, having reviewed the entire record, finds that:

- (1) The Commission has jurisdiction over the parties and the subject matter of this proceeding;
- (2) The Town of Normal is a municipality within the State of Illinois;
- (3) The Union Pacific Railroad Company is a rail carrier engaged in the transportation of either or both property and passengers for hire in the State of Illinois, as defined by the Illinois Commercial Transportation Law, 625 ILCS 5/18c-1104(30);
- (4) The Illinois Department of Transportation, is a Department of the State of Illinois which exists by virtue of the laws of the State of Illinois;
- (5) The recitals of fact and conclusions of law contained in the prefatory portion of this Order are supported by the record and are hereby adopted as findings of fact and conclusions of law;
- (6) It is in the interest of public safety and convenience that Town of Normal should construct a pedestrian bridge over the tracks of the Union Pacific Railroad Company, to be located at railroad milepost 124.15 to replace the previous grade crossing designated as AAR/DOT Number 290 811W in the Town of Normal, McLean County, Illinois;
- (7) The construction cost of the Pedestrian Overpass is estimated at approximately \$4,660,459. It is fair and reasonable that the Secretary of the Illinois Department of Transportation, through the GCPF of the Motor Fuel Tax Law, should be directed to pay an amount not to exceed \$1,250,000 to reimburse the Town of Normal for eligible construction costs associated with the Pedestrian Overpass. For the remaining project costs, the Town in 2012 entered into an Intergovernmental Agreement with the Department identifying the federal and local sources of funding.
- (8) It is fair and reasonable that the entire cost of future maintenance of the Pedestrian Overpass shall be the responsibility of the Town of Normal;



- (9) All work should be completed by December 31, 2015;
- (10) For all items authorized for reimbursement from the Grade Crossing Protection Fund, the Town of Normal shall assure that sufficient documentation for all bills is made available for review by the Illinois Department of Transportation or the Department's representative. The minimum documentation that must be made available is outlined below:
- a) Labor Charges (including additives) – Copies of employee work hours charged to the project.
  - b) Equipment Rental – Copies of rental agreements for the equipment used, including the rental rate; and the number of hours the equipment was used on the project.
  - c) Material – An itemized list of all materials purchased and installed at the crossing location. If the materials purchased are installed at multiple crossing locations, a notation must be made to identify the crossing location.
  - d) Engineering – Copies of employee work hours charged to the project.
  - e) Supervision – Copies of employee work hours charged to the project.
  - f) Incidental Charges – An itemized list of all incidental charges along with a written explanation of those charges.
  - g) Service Dates – Invoice shall include the beginning and ending date of the work accomplished for the invoice.
  - h) Final or Progressive – Each invoice shall be marked as a Progressive or a Final Invoice, as applicable.
  - i) Reference Numbers – Each invoice shall include the AAR/DOT number, and the ICC Order number (T12-0109)
  - j) Locations – Each invoice shall show the location, with the street name and AAR/DOT crossing inventory number.
- (11) Reimbursement of railroad labor additives (for Railroad Force Account and Railroad Flagging) will be for the most current audited and Federal Highway Administration approved company rates that have been entered into the Company billing system, as of the date of an invoice, for application to invoices for this project covered by this Order. Reimbursement of labor additives will be limited to only the most current direct labor additives, small tools additives, equipment additive rate, if so developed, and the public liability/property damage liability insurance rates as audited and approved by a cognizant State agency and the Federal Highway Administration. Indirect overhead or general and administrative expenses, or those expenses which may be classified as such under generally accepted accounting principles, are not eligible for reimbursement on this project. Surcharges will be subject to review and approval by the Department;
- (12) Chapter 625 ILCS 5/18c-1701 and 625 ILCS 5/18c-1704 of the Law

require each "person" as defined by 625 ILCS 5/18c-1104 to comply with every regulation or order of the Commission; these sections further provide that any person who fails to comply with a Commission regulation or order shall forfeit to the State not more than \$1,000 for each such failure, with each day's continuance of the violation being considered a separate offense; while the Commission expects all parties to comply with this Order in all matters addressed herein and in a timely manner, the Commission advises that any failure to comply may result in the assessment of such sanctions;

- (13) Any person making a Request for an Extension of Time up to 30 days to complete a project ordered by the Commission must file a request with the Director of Processing and Information no later than 14 days in advance of the scheduled deadline. An Administrative Law Judge will consider and decide the request;
- (12) Any person making a Request for an Extension of Time that exceeds 30 days must file a Petition for Supplemental Order with the Director of Processing and Information no later than 21 days in advance of the scheduled deadline. The Commission will decide Petitions for Supplemental Orders;
- (13) Requests for Extension of Time and Petitions for Supplemental Orders must include the reason(s) the additional time is needed to complete the work and the time within which the project will be completed. Prior to submitting a Request for Extension of Time or a Petition for Supplemental Order, the person must notify the Commission's Rail Safety Program Administrator that it is unable to complete the project within the ordered timeframe;
- (14) The Commission or its Administrative Law Judge reserves the right to deny Petitions for Supplemental Orders and Requests for Extension of Time, if the reason(s) supporting the request is (are) insufficient or where it appears the person has not made a good faith effort to complete the project within the allotted time. Failure of the Commission or Administrative Law Judge to act on a pleading prior to the deadline means the originally ordered completion date remains in effect.

IT IS THEREFORE ORDERED by the Illinois Commerce Commission, that the Town of Normal is authorized to construct, in accordance with the plans included with its Petition, a pedestrian bridge over the tracks of the Union Pacific Railroad Company, to be located at railroad milepost 124.15 to replace the previous grade crossing designated as AAR/DOT #290 811W in the Town of Normal, McLean County. The Pedestrian Overpass over the UP tracks shall be completed in accordance with Findings one (1) through fourteen (14).

IT IS FURTHER ORDERED that the Secretary of the Illinois Department of Transportation through the Grade Crossing Protection Fund of the Motor Fuel Tax Law is

directed to pay an amount not to exceed \$1,250,000 to reimburse the Town of Normal for eligible construction costs associated with the Pedestrian Overpass.

IT IS FURTHER ORDERED that all work shall be completed by December 31, 2015.

IT IS FURTHER ORDERED that all bills for work authorized for reimbursement from the Grade Crossing Protection Fund shall be submitted to the Department's District 5 Office, located at 13473 IL Hwy. 133, P.O. Box 610 Paris, IL 61944-0610. The Department shall send a copy of all invoices to the Director of Processing and Information, Transportation Bureau of the Commission. All bills shall be submitted no later than twelve (12) months from the completion date specified in the Commission Order approving this Agreement. The final bill for expenditures from each party shall be clearly marked "Final Bill". The Department shall not obligate any assistance from the Grade Crossing Protection Fund for the cost of proposed improvements described in this Agreement without prior approval by the Commission. The Commission shall, at the end of the 12<sup>th</sup> month from the completion date specified in the Commission Order approving this Agreement, or any Supplemental Order(s) issued for this project, conduct a review to determine if any unused assistance from the Grade Crossing Protection Fund should be de-obligated. Upon completion of the review, the Commission shall notify the Department to de-obligate all residual funds accountable for installation costs for this project. Notification may be by regular mail, electronic mail, fax, or phone.

IT IS FURTHER ORDERED that the Town of Normal, shall at six (6) month intervals from the date of this Order until the Project has been completed, submit written reports to the Director of Processing, Transportation Division of the Commission stating the progress it has made toward completion of the work herein required. Each progress report shall include the Commission Order number, the Order date, the Project completion date as noted in the Order, crossing information (inventory number and railroad milepost), type of improvement, and project manager information (name, title, mailing address, telephone number, and facsimile number) of the employee responsible for management of the project.

IT IS FURTHER ORDERED that the Town of Normal shall file written notice with the Director of Processing of the date this Project is completed. This notice shall be filed within five days after the completion date.

IT IS FURTHER ORDERED that the Town of Normal in coordination with the Union Pacific Railroad shall file with the Transportation Bureau's Director of Processing and Information within five (5) days after the completion of the work required under this order, a United States Department of Transportation Inventory Form (#6180.71).

IT IS FURTHER ORDERED that any person making a Request for Extension of Time up to thirty (30) days to complete a project ordered by the Commission must file a request with the Director of Processing no later than fourteen (14) days in advance of

the scheduled deadline. An Administrative Law Judge will consider and decide the request.

IT IS FURTHER ORDERED that any person requesting an Extension of Time which exceeds thirty (30) days must file a Petition for Supplemental Order with the Director of Processing no later than twenty-one (21) days in advance of the scheduled deadline. The Commission will decide Petitions for Supplemental Orders.

IT IS FURTHER ORDERED that Requests for Extension of Time and Petitions for Supplemental Orders must include the reason(s) the additional time is needed to complete the work and the time within which the project will be completed. Prior to submitting a Request for Extension or a Petition for Supplemental Order, the person must notify the Commission's Rail Safety Program Administrator that it is unable to complete the project within the ordered timeframe.

IT IS FURTHER ORDERED that the Administrative Law Judge reserves the right to deny Requests for Extension of Time and Petitions for Supplemental Orders if the reason(s) supporting the request is insufficient or where it appears the person has not made a good faith effort to complete the project within the allotted time. Failure of the Administrative Law Judge to act on a pleading prior to the deadline means the originally ordered completion date remains in effect.

IT IS FURTHER ORDERED that the Commission shall retain jurisdiction for the purpose of issuing any Supplemental Order or Orders as it may deem necessary.

IT IS FURTHER ORDERED that in accordance with Chapter 625 ILCS 5/18c-2201 and 625 ILCS 5/18c-2206 of the Illinois Commercial Transportation Law, this is a final Order subject to the Administrative Review Law.

By Order of the Commission this 16<sup>th</sup> day of April 2014.



DOUGLAS P. SCOTT  
CHAIRMAN

JUDGE
SECTION CHIEF
ORDERS SUPERVISOR



original Order. The Town anticipates a new completion date of the alternative design to be December 31, 2021. Accordingly, the Town requests an extension of time to complete the project by December 31, 2021.

**RESPONDENT UNION PACIFIC RAILROAD COMPANY'S POSITION**

The UP has no objection to extending the completion date to December 31, 2021.

**RESPONDENT DEPARTMENT'S POSITION**

The Department has no objection to extending the completion date to December 31, 2021.

**STAFF'S POSITION**

Staff has no objection to extending the completion date to December 31, 2021.

**FINDINGS AND ORDERING PARAGRAPHS**

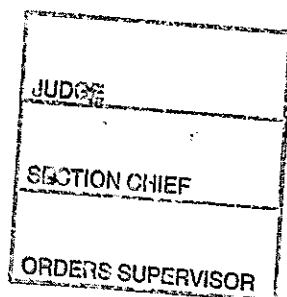
The Commission, having reviewed the entire record, finds that:

- (1) The Commission has jurisdiction over the parties and the subject matter of this proceeding;
- (2) The recitals of fact and conclusions of law contained in the prefatory portion of this Order are supported by the record and are hereby adopted as findings of fact and conclusions of law;
- (3) The completion date of the project should be extended to December 31, 2021;
- (4) All other terms and conditions of the original Order entered April 16, 2014 in this case should remain in full force and effect, except as modified herein.

IT IS THEREFORE ORDERED by the Illinois Commerce Commission that the completion date for the project herein shall be extended to December 31, 2021.

IT IS FURTHER ORDERED that all terms and conditions of the original Order in this case, entered on April 16, 2014, shall remain in full force and effect, except as modified herein.

By Order of the Commission this 28<sup>th</sup> day of September 2016.



*Brien Sheahan*  
BRIEN SHEAHAN  
CHAIRMAN



# Illinois Department of Transportation

Division of Public and Intermodal Transportation  
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

December 14, 2016

Mr. Wayne Aldrich P.E.  
Director of Public Works  
Town of Normal  
11 Uptown Circle  
P.O. Box 589  
Normal, IL 61761-0589

RE: Memorandum of Understanding among Union Pacific Railroad Company,  
Town of Normal and the Illinois Department of Transportation for  
Postponement of Grade Separation Construction.

Dear Mr. Aldrich,

Please find enclosed your signed copy of the MOU among Union Pacific, Town of Normal and IDOT.

If you have any additional questions, you can contact our office at (312) 793-2111.

Sincerely,

A handwritten signature in cursive script, appearing to read 'C Hernandez'.

Claudia Hernandez  
Administrative Assistant

Enclosure

**MEMORANDUM OF UNDERSTANDING  
AMONG  
UNION PACIFIC RAILROAD COMPANY  
ILLINOIS DEPARTMENT OF TRANSPORTATION  
AND  
TOWN OF NORMAL, IL  
FOR  
POSTPONEMENT OF GRADE SEPARATION CONSTRUCTION**

*December* This MEMORANDUM OF UNDERSTANDING (“MOU”) is made as of the 6<sup>th</sup> day of ~~October~~, 2016, by and among THE STATE OF ILLINOIS, acting by and through its Department of Transportation (hereinafter referred to as “State” or “IDOT”), UNION PACIFIC RAILROAD COMPANY, a Delaware corporation (“UPRR”), and the TOWN OF NORMAL, an Illinois municipal corporation (“Town”) (collectively referred to as the “parties” and each individually referred to as a “party”).

**RECITALS**

**WHEREAS**, IDOT is authorized to participate in the planning and development of high speed rail (“HSR”) on the 2A Route in the State of Illinois; and

**WHEREAS**, IDOT and UPRR have entered into High Speed Rail 2A Route Construction Agreement, dated March 4, 2011 (as amended, supplemented or modified to date, the “Construction Agreement”); and

**WHEREAS**, the Construction Agreement obligates IDOT to construct, or cause to be constructed, the following station elements at the Normal Station: south platform (the “South Platform”), the north platform (the “North Platform”) and a grade-separated overhead passenger walkway from the North Platform to the South Platform as approved pursuant to the 2014 ICC Order (the “2014 Overhead Crossing”); and

**WHEREAS**, IDOT and the Town have entered into a certain “Intergovernmental Agreement for Construction of Passenger Platform and Inter-Platform Access at Normal Multi-Modal Transportation Center,” dated March 21, 2012, expiring July 31, 2033, as amended, supplemented or modified to date, covering, among other things, the construction and maintenance of the 2014 Overhead Crossing (the “IGA”); and

**WHEREAS**, in 2015, the Town adopted a Master Plan for the area surrounding the Normal Station, and that Master Plan indicates that the 2014 Overhead Crossing is insufficient to address the community needs that will arise from the planned development of the Town and accordingly, the Town desires to pursue a design for a grade separated crossing at the Normal Station that better conforms to the overall development of the uptown area of the Town and that provides greater utility to pedestrians; and

**WHEREAS**, IDOT and the Town amended the IGA to remove provisions concerning construction and maintenance of the 2014 Overhead Crossing; and



**MEMORANDUM OF UNDERSTANDING  
AMONG  
UNION PACIFIC RAILROAD COMPANY  
ILLINOIS DEPARTMENT OF TRANSPORTATION  
AND  
TOWN OF NORMAL, IL  
FOR  
POSTPONEMENT OF GRADE SEPARATION CONSTRUCTION**

This MEMORANDUM OF UNDERSTANDING (“*MOU*”) is made as of the \_\_\_ day of October, 2016, by and among THE STATE OF ILLINOIS, acting by and through its Department of Transportation (hereinafter referred to as “*State*” or “*IDOT*”), UNION PACIFIC RAILROAD COMPANY, a Delaware corporation (“*UPRR*”), and the TOWN OF NORMAL, an Illinois municipal corporation (“*Town*”) (collectively referred to as the “*parties*” and each individually referred to as a “*party*”).

**RECITALS**

**WHEREAS**, IDOT is authorized to participate in the planning and development of high speed rail (“*HSR*”) on the 2A Route in the State of Illinois; and

**WHEREAS**, IDOT and UPRR have entered into High Speed Rail 2A Route Construction Agreement, dated March 4, 2011 (as amended, supplemented or modified to date, the “*Construction Agreement*”); and

**WHEREAS**, the Construction Agreement obligates IDOT to construct, or cause to be constructed, the following station elements at the Normal Station: south platform (the “*South Platform*”), the north platform (the “*North Platform*”) and a grade-separated overhead passenger walkway from the North Platform to the South Platform as approved pursuant to the 2014 ICC Order (the “*2014 Overhead Crossing*”); and

**WHEREAS**, IDOT and the Town have entered into a certain “Intergovernmental Agreement for Construction of Passenger Platform and Inter-Platform Access at Normal Multi-Modal Transportation Center,” dated March 21, 2012, expiring July 31, 2033, as amended, supplemented or modified to date, covering, among other things, the construction and maintenance of the 2014 Overhead Crossing (the “*IGA*”); and

**WHEREAS**, in 2015, the Town adopted a Master Plan for the area surrounding the Normal Station, and that Master Plan indicates that the 2014 Overhead Crossing is insufficient to address the community needs that will arise from the planned development of the Town and accordingly, the Town desires to pursue a design for a grade separated crossing at the Normal Station that better conforms to the overall development of the uptown area of the Town and that provides greater utility to pedestrians; and

**WHEREAS**, IDOT and the Town amended the IGA to remove provisions concerning construction and maintenance of the 2014 Overhead Crossing; and

**WHEREAS**, UPRR is entitled to terminate the Construction Agreement pursuant to Section 7.3(vi) thereof if there is any non-de minimis change to the Plan (including, without limitation, any changes in station or platform design or crossings) (a) that has not been approved by UPRR and IDOT in writing and (b) for which IDOT has not expressly assumed the cost of implementing such change to the Plan; and

**WHEREAS**, IDOT, UPRR and National Railroad Passenger Corporation, a corporation organized under the Rail Passenger Service Act (recodified at 49 U.S.C. §24101, *et seq.*) and the laws of the District of Columbia (“*Amtrak*”), have entered into a Service Outcomes Agreement dated as of December 20, 2010 (as amended, supplemented or modified to date, the “*SOA*”) with respect to the operation of HSR on the portion of the 2A Route owned or controlled by UPRR between Joliet, IL and St. Louis, MO; and

**WHEREAS**, the Grade Separation is one of the improvements which must be completed prior to commencement of HSR service in accordance with the SOA; and

**WHEREAS**, the 2014 ICC Order authorizing the construction of the 2014 Overhead Crossing and allocating Grade Crossing Protection Funds for the project, provides for a completion date for the 2014 Overhead Crossing of December 31, 2015; and

**WHEREAS**, the Town filed a Supplemental Petition with the ICC to modify the 2014 ICC Order to change the completion time and scope of the 2014 Overhead Crossing to a different Grade Separation (the “*Alternate Grade Separation*”) and to extend the completion date to December 31, 2021 and the ICC has approved the Supplemental Petition pursuant to Supplement Order T14-0014 dated September 28, 2016 (the “*Supplemental Order*”); and

**WHEREAS**, the North Platform at the Normal Station is currently leased by UPRR to Amtrak, and subleased by Amtrak to the Town with UPRR’s approval; and

**WHEREAS**, the newly constructed South Platform has yet to be incorporated in the station lease; and

**WHEREAS**, IDOT and UPRR acknowledge that the schedules, transit times and reliability of both passenger and freight trains may be negatively impacted until completion of the Grade Separation; and

**WHEREAS**, the parties are authorized by applicable law to enter into this MOU on the terms and conditions hereinafter set forth.

**NOW THEREFORE:**

The parties are entering into this MOU to facilitate the negotiation of binding agreements related to the subjects set forth in this MOU, all such agreements on terms consistent with those described herein and with the respective parties as noted:

**SECTION 1. DEFINITIONS.**

Unless the context otherwise requires, all capitalized terms used herein without definition shall have the respective meanings set forth below for all purposes of this MOU. Any capitalized term used herein and not otherwise defined herein shall have the meaning set forth in the Construction Agreement:

“*2A Route*” shall mean the right-of-way owned and/or controlled by UPRR between Joliet, Illinois (approximately Mile Post 36.5) and Q Tower in East St. Louis, Illinois (Mile Post 281.0), as the same may be adjusted by the mutual agreement of UPRR and IDOT from time to time.

“*2014 ICC Order*” means ICC Order No.-T14-0014, dated April 16, 2014.

“*2014 Overhead Crossing*” is defined in the recitals to this MOU.

“*Alternate Grade Separation*” is defined in the recitals to this MOU.

“*Amtrak*” is defined in the recitals to this MOU.

“*Construction Agreement*” is defined in the recitals to this MOU.

“*Construction Completion Deadline*” is defined in Section 2(a).

“*Grade Separation*” means any crossing over or under the UPRR tracks located at the Normal Station.

“*HSR*” is defined in the recitals to this MOU.

“*ICC*” means the Illinois Commerce Commission.

“*IDOT*” or “*State*” is defined in the introductory paragraph to this MOU.

“*IGA*” is defined in the recitals to this MOU.

“*Joint Determination*” is defined in Section 2(b).

“*MOU*” means this Memorandum of Understanding entered into by and among the State, UPRR and the Town.

## Execution Version

“*Normal Station*” means the passenger station along the HSR route in Normal, Illinois, including the following elements: the South Platform; the North Platform, and any Grade Separation.

“*North Platform*” is defined in the recitals to this MOU.

“*Plan*” shall mean the infrastructure investment plan developed by UPRR and IDOT to safely and efficiently operate HSR trains (110 mph maximum speed) on the 2A Route, a copy of which plan is included within that application number HSR 2010000225 submitted by IDOT to the Federal Railroad Administration.

“*SOA*” is defined in the recitals to this MOU.

“*South Platform*” is defined in the recitals to this MOU.

“*State*” is defined in the introductory paragraph to this MOU.

“*Supplemental Order*” is defined in the recitals to this MOU.

“*Town*” is defined in the introductory paragraph to this MOU.

“*UPRR*” is defined in the introductory paragraph to this MOU.

## **SECTION 2. INSTALLATION OF GRADE SEPARATION.**

(a) The Town will, at no expense to UPRR or IDOT, install the Alternate Grade Separation at the Normal Station in accordance with the following estimated schedule below, it being understood that each of the dates may be extended by mutual written agreement of the parties hereto:

(i) Procurement of Phase I (Preliminary Engineering) Consultant on or before August 31, 2016;

(ii) Procurement of Phase II (Final Engineering) (Construction Documents) Consultant on or before November 30, 2018;

(iii) Permits, Final Approvals, Bidding and Negotiating, Contract Award on or before March 15, 2020; and

(iv) Construction completion on or before December 31, 2021 (as the same may be extended by mutual agreement of the parties, the “*Construction Completion Deadline*”).

(b) UPRR and IDOT shall have the right to review the engineering plans, permits, approvals and related contracts with respect to the design, construction and installation of the Alternate Grade Separation. All engineering plans with respect to the Alternate Grade

Separation shall satisfy UPRR/BNSF Guidelines for Railroad Grade Separation Projects, as the same may be updated from time to time. Promptly following satisfaction of the each of the items described in clauses (a)(i)-(iii) above, the parties will make a joint determination whether the construction of Alternate Grade Separation may be completed by the Construction Completion Deadline (the "*Joint Determination*").

(c) The Town will, at no cost to UPRR, obtain all necessary approvals or authorizations that are required by law with respect to (1) the design, construction, and installation of the Alternate Grade Separation, (2) any modifications to the Alternate Grade Separation and (3) any time extension necessary to complete the design, construction and installation of the Alternate Grade Separation.

(d) UPRR will, at the Town's cost and expense, (1) reasonably cooperate with the Town in the design, construction and installation of the Alternate Grade Separation and expediting any necessary approval in connection therewith, and (2) provide any reasonable access to the Town to UPRR's lines at the Normal Station to the extent that such access does not interrupt UPRR's commercial operations; *provided* that such access shall be subject to compliance by the Town and its representatives and agents with UPRR's customary safety procedures and the Town and its representatives and agents may be required to execute and deliver, at UPRR's request, UPRR's standard Right of Entry Agreement in connection with, and as a condition to obtaining, any such access.

(e) If construction of the Alternate Grade Separation has not been completed by the Construction Completion Deadline or the Joint Determination is that the construction of Alternate Grade Separation will not be completed by the Construction Completion Deadline, then the Town agrees to fund and construct, at its own cost and expense, the 2014 Overhead Crossing as set forth in the 2014 ICC Order and procure any and all necessary approvals in connection therewith.

**SECTION 3. OPERATION OF THE PLATFORMS PRIOR TO THE GRADE SEPARATION.**

(a) The parties agree that HSR will include improvements to the Normal Station to install high security fencing and barriers along the right-of-way to prevent individuals from crossing the tracks at the Normal Station other than at designated public sidewalks and public-grade crossings. In addition, the Town will, at no cost to UPRR, provide signage and security personnel at reasonable times to the extent necessary to assist in preventing unauthorized entry.

(b) To the extent that additional measures are necessary to prevent individuals from an unauthorized entry, the Town will, at no cost to UPRR, implement reasonable measures to prevent unauthorized entry.

**SECTION 4. AMENDMENT TO TRAIN SCHEDULES.**

IDOT and UPRR acknowledge and agree that (i) the installation of the Grade Separation is critical to the operation of freight rail service and passenger rail service on the HSR route and

(ii) until completion of the Grade Separation, freight rail service and passenger rail service on the HSR route could be adversely impacted and (iii) UPRR and IDOT will lengthen the scheduled transit times of passenger trains on the HSR route and take any other action necessary to mitigate fully the impact of the failure to complete the Grade Separation by the Construction Completion Deadline on freight service on the HSR route.

**SECTION 5. AMENDMENT TO AGREEMENTS AND PETITIONS.**

(a) IDOT and UPRR will negotiate an amendment to the Construction Agreement to implement the provisions of this MOU.

(b) IDOT and the Town will negotiate an amendment to the IGA to implement the provisions of this MOU.

(c) The Town will develop and file any necessary documents with the ICC as required by the Supplemental Order or by law to provide for design, construction and installation of the Alternate Grade Separation on or prior to the Construction Completion Date (it being understood that all such design, construction and installation of the Alternate Grade Separation shall be at the Town's sole cost and expense), which documents UPRR and IDOT will, at the Town's cost and expense, reasonably support.

(d) The parties will negotiate any other matters as reasonably required to implement the provisions of this MOU.

**SECTION 6. PLATFORM LEASE.**

UPRR and Town will seek to terminate the existing lease between Amtrak and UPRR for the North Platform at the Normal Station and replace the same with a new lease executed by the Town and UPRR which will, among other things, provide as follows:

(i) The new lease will cover the North Platform and South Platform at the Normal Station.

(ii) The Town will be required to indemnify UPRR, in form and substance reasonably satisfactory to UPRR, for liabilities and claims and provide liability insurance acceptable to UPRR.

(iii) The Town will limit access to the Normal Station only to UPRR employees, representatives, contractors and agents, rail passengers, persons accompanying or meeting rail passengers, persons doing business with Amtrak, Amtrak employees and the employees or invitees of any new or additional passenger rail operator approved by UPRR and IDOT. The Town will provide security personnel, fencing, signage and other measures necessary to enforce this access limitation.

**SECTION 7. FUNDING MATTERS.**

(a) The parties acknowledge that the Town intends to pursue federal or state funding or funding from any other source for the activities set forth in this MOU. With respect thereto, (i) the Town agrees to provide to each of the parties copies of any application or documentation submitted to, or received by, the Town in connection with any such funding and (ii) the parties shall, at the Town's own cost and expense, (1) reasonably support any application by the Town for any such funding and (2) take any reasonable action necessary for the Town to be able to obtain and maintain that funding.

(b) Except as otherwise provided herein, no party will take any action that will obligate another party to expend funds unless that action is approved by the party required to expend the funds.

**SECTION 8. NO RAILROAD FUNDING.**

Except as otherwise agreed, in no event shall UPRR be required to expend any of its own funds in connection with the agreements contemplated by this MOU unless prompt reimbursement of such funds is assured to UPRR in a manner reasonably acceptable to it.

**SECTION 9. DEFINITIVE AGREEMENTS, NONBINDING MOU.**

(a) The parties expect to execute definitive agreements by December 31, 2016 and will work cooperatively to achieve this goal.

(b) Notwithstanding anything to the contrary contained herein, the parties agree that this MOU is not intended to create any legally binding obligations on any party but, rather, is intended to facilitate discussions regarding general areas of cooperation.

(c) This MOU represents the current understanding of the parties. The terms are not all-inclusive and are subject to modification or cancellation upon mutual agreement. All parties acknowledge that the definitive written agreements will include additional terms and conditions and that those terms and conditions must be acceptable to each party, in each party's sole discretion.

[Remainder of Page Intentionally Left Blank]

IN WITNESS WHEREOF the parties have executed this MOU as of the date set forth in the introductory paragraph hereof.

By: Beth McCluskey  
Name: BETH MCCLUSKEY  
Title: DIRECTOR, DIP1

STATE OF ILLINOIS

By: [Signature]  
Name: William Barnes  
Title: Chief Counsel  
By: [Signature]  
Name: Jeff Heck  
Title: Chief Fiscal Officer  
By: [Signature]  
Name: RANDALL BLANKENHORN  
Title: SECRETARY

UNION PACIFIC RAILROAD COMPANY

By: [Signature]  
Mark Bristol, AVP Network Planning

TOWN OF NORMAL

By: [Signature]  
Name: MARK F. PETERSON  
Title: CITY MANAGER

RECEIVED  
NOV 04 2016

Illinois Dept. of Transportation  
Office of Intermodal  
Project Implementation

RECEIVED  
NOV 10 2016

Illinois Dept. of Transportation  
Office of Intermodal  
Project Implementation





The Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: BUILD 2019 Letter of Financial Commitment- Town of Normal, Illinois

Dear Secretary Chao:

Thank you for considering the Town of Normal's BUILD Grant application. Please consider this letter as a statement of the Town's financial commitment to the proposed Underpass Project. The Town is fully committed to allocate current capital and debt financing resources to fund its 35% match, or \$7,380,000, to the project. The remaining \$1,250,000 in matching funds will be provided by the Illinois Commerce Commission. Refer to the attached order for further information.

Sincerely,

Pamela S. Reece  
City Manager

Andrew Huhn, C.P.A.  
Finance Director

UNION PACIFIC RAILROAD  
101 N. Wacker Dr. Suite 1910  
Chicago, Illinois 60606

Wesley J. Lujan Director Public Affairs - Northern Region

P 312 777 2002  
F 312 777 2020

May 14, 2012

Ms. Sally Heffernan  
Town of Normal  
100 E. Phoenix Ave.  
Normal, IL 61761

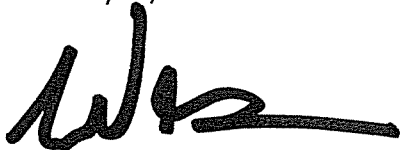
Dear Ms. Heffernan:

Congratulations! You have been selected as an official "Train Town, USA" by the Union Pacific Railroad in recognition of our 150th Anniversary. We appreciate your application submission to us, and interest in partnering with Union Pacific in mutually recognizing our longstanding relationship.

Please feel free to contact me directly at 312.777.2002 to explore the best time to present your community with this designation, resolution and other 150 memorabilia. Additionally, we have downtown light pole banners for communities that may have an interest in recognizing our anniversary in the community.

We are honored by your interest to be part of our history!

Thank you,



(WJL\Train Town USA)





November 29, 2017

**AGREEMENT FOR PRELIMINARY ENGINEERING SERVICES**

Crossing: Public: Yes  
State: IL City: Normal  
MP 123.66 Joliet Subdivision  
McLean County

Jordon Albers  
Manager, Industry & Public Projects  
Union Pacific Railroad Company  
100 North Broadway Ste. 1500  
St. Louis, MO 63102

Dear Mr. Albers:

The Town of Normal, Illinois (Agency) is preparing plans to construct a pedestrian underpass under the Union Pacific Railroad Company (Railroad) tracks at the location referenced above. The proposed work includes the construction of the underpass structure and approaches at the Uptown Normal Multimodal Passenger Rail Station (Uptown Station). The underpass will provide a safer and more efficient grade separated route for pedestrians and bicyclists moving between Uptown Normal and the larger Bloomington-Normal urban area integrating the existing Constitution Trail, a 43.5-mile mixed pedestrian and bicycle path that connects the towns of Normal and Bloomington, IL. The project will also provide grade separated access to the east passenger boarding platform at the Uptown Station. Please see attached Project Location Map and Conceptual Rendering.

The Agency considers it necessary for the successful advancement of the project for the Railroad to collaborate in the development of the project by performing the following:

- preliminary engineering and other related services
- development of cost estimates
- review of the project's preliminary layouts

The Agency authorizes and agrees to reimburse the Railroad for its expenses and actual costs that are incurred for collaborating in the development of the project's preliminary engineering and other preliminary activities. The Railroad has estimated that these preliminary engineering and other preliminary costs will be \$15,000. A copy of the approved purchase order is attached. Payment will be made within thirty (30) days from the Agency's receipt and approval of the Railroad's request for reimbursement. Railroad will refer to Agency's Project Number (325-9820-466.55-22) and forward Invoices to:

Wayne Aldrich, P.E.  
11 Uptown Circle  
Normal, IL 61761

*"Committed to Service Excellence"*

11 Uptown Circle • Post Office Box 589 • Normal, Illinois 61761-0589  
Telephone (309) 454-2444 • Fax (309) 454-9609 • TDD (309) 454-9630  
[www.normal.org](http://www.normal.org)

Pending the Railroad's execution of this agreement, the Agency will submit one (1) set of half-scale prints of the concept plans showing the basic features of the proposed project at the location referenced above. Enclosed is a project location map and conceptual rendering.

The project may require the Railroad to incur costs for force account activities. It is understood that the Railroad will prepare a force account cost estimate for work activities to be provided by Railroad and that this estimate may be attached to the Railroad generated Construction & Maintenance (C&M) agreement.

This agreement is intended to address Preliminary Engineering. It is understood by both parties that the Railroad may withhold its approval for any reason directly or indirectly related to safety or its operations, property issues or effect to its facilities. If the Project is approved, Union Pacific will continue to work with the Agency to develop Final Plans, Specifications and prepare Material and Cost Estimates for Railroad Construction Work associated with the project. It is also understood that if the project is constructed, if at all, at no cost to the Railroad.

The Agency and the Railroad will enter into separate License, Right of Entry, Construction and Maintenance Agreements associated with the actual construction of the project if the project is accepted and approved by the railroad. The Agreements will be drafted by Union Pacific and forwarded to the Agency after cost estimates have been approved.

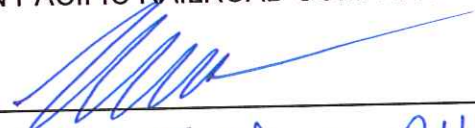
Please contact Wayne Aldrich, Public Works Director, at telephone number (309) 454-9576 or via email at [waldrich@normal.org](mailto:waldrich@normal.org) if you have any questions. Your assistance in this matter is appreciated.

Sincerely,

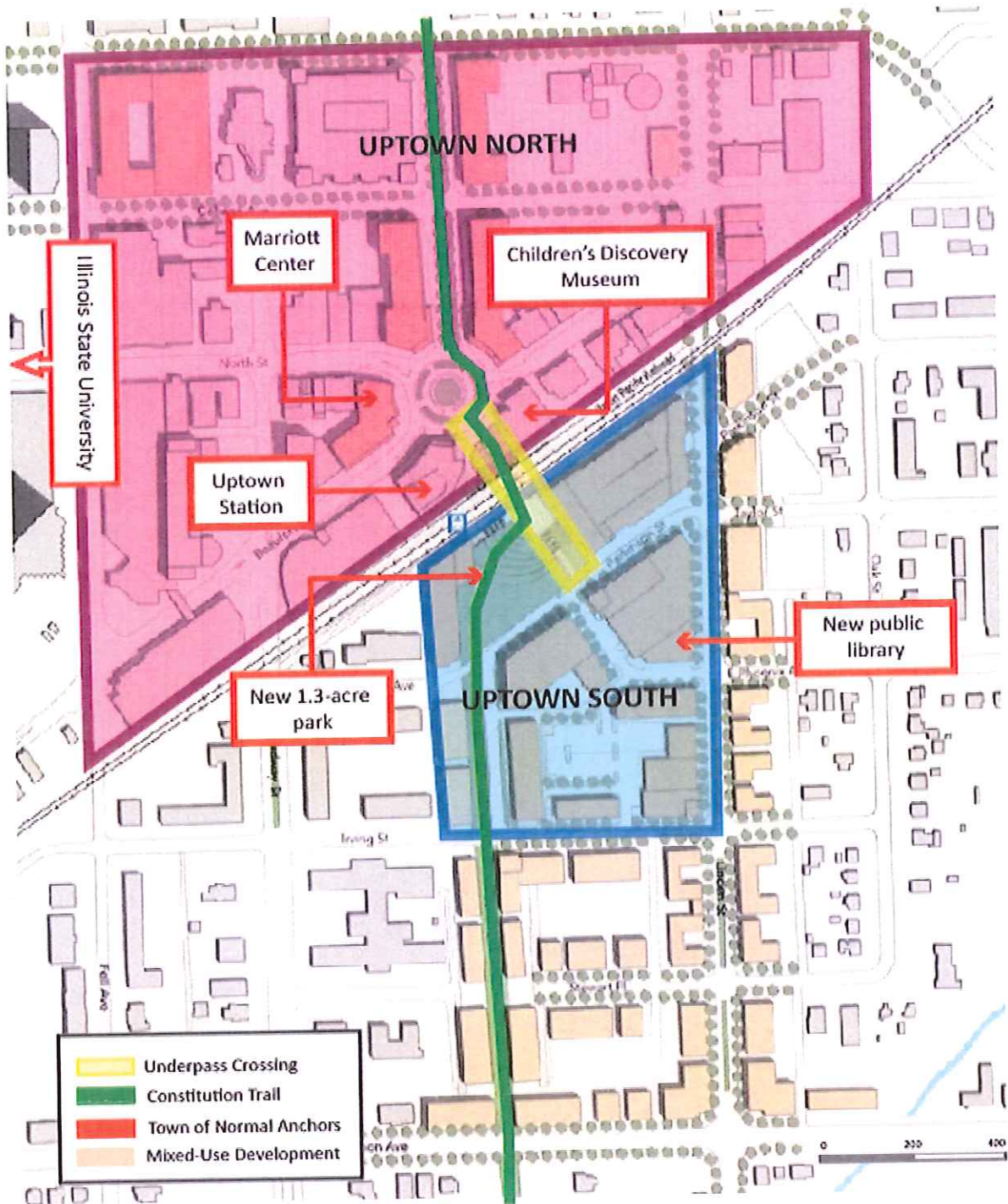


Wayne Aldrich, P.E.  
Public Works Director  
Town of Normal, Illinois

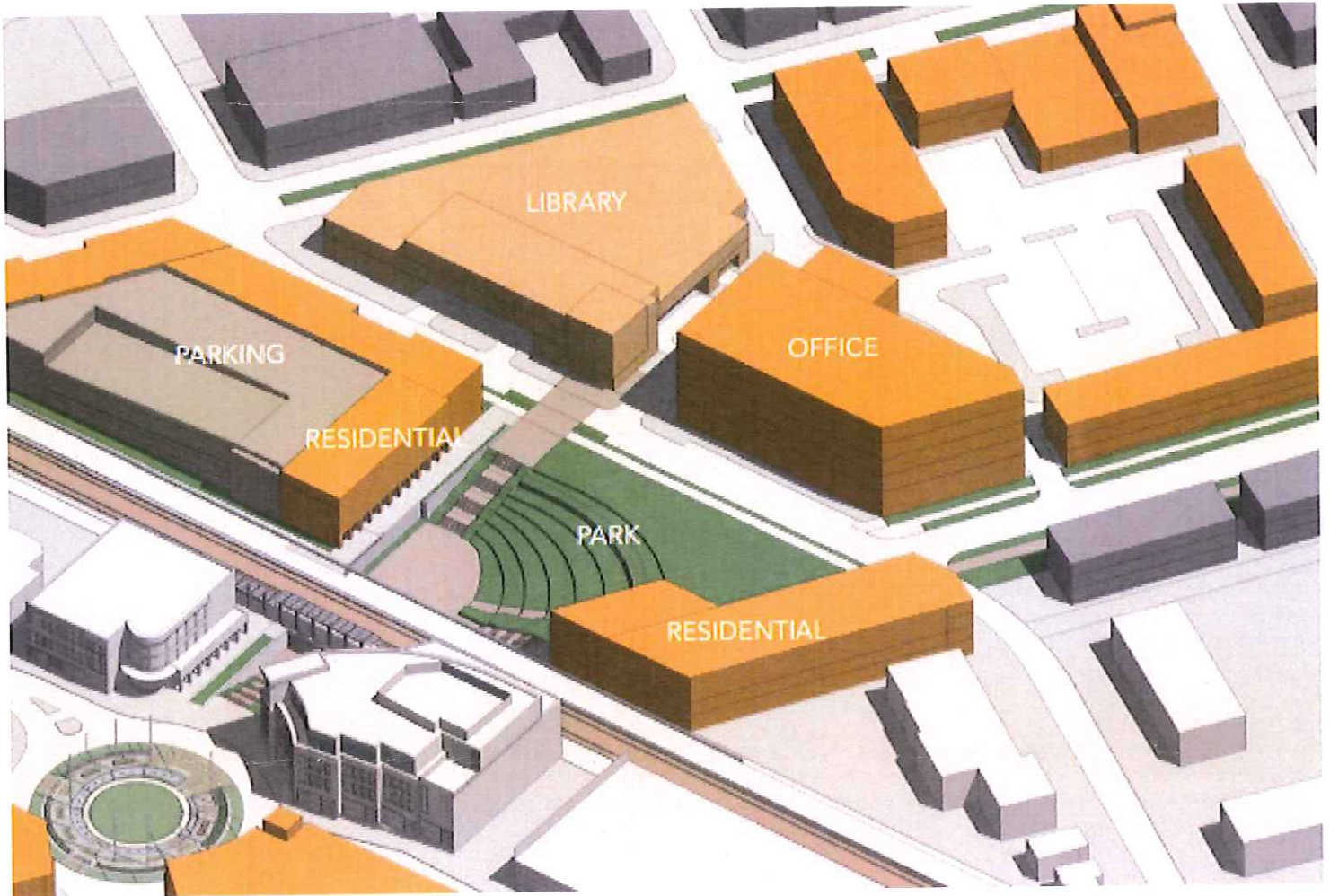
UNION PACIFIC RAILROAD COMPANY

By  Date 12/8/17  
Name and Title Jordan Albers Sr. Specialist

Attachment(s)  
Cc: Angela Huonker, City Clerk



Normal, Illinois  
 Proposed Pedestrian Underpass  
**PROJECT LOCATION MAP**



Normal, Illinois  
Proposed Pedestrian Underpass  
**CONCEPTUAL RENDERING**

PURCHASE ORDER

PAGE: 1

P.O. #: 092457

DATE: 11/22/17

TO: UNION PACIFIC RAILROAD COMPANY  
 1400 DOUGLAS STREET  
 OMAHA, NE 68179

INVOICE TO:  
 TOWN OF NORMAL  
 11 UPTOWN CIRCLE  
 NORMAL, IL 61761

SHIP TO:  
 TOWN OF NORMAL  
 305 S. LINDEN STREET  
 NORMAL, IL 61761

VENDOR # 2725      DELIVER BY: 11/16/17      SHIP VIA:      F.O.B.

TERMS NET      REQUISITIONED BY JRAGLAND      ACCOUNT NO. 325-9820-466.55-22      PROJECT

LINE#	QUANTITY	UOM	ITEM NO. AND DESCRIPTION	UNIT COST	EXTENDED COST
1	15000.00	EA	AGREEMENT FOR PRELIMINARY ENGINEERING SERVICES	1.0000	15000.00
				SUB-TOTAL	15000.00
				TOTAL	15000.00

THE UNDERPASS PROJECT AT UPTOWN STATION  
BUILD FY 2019 Application  
*Town of Normal*



July 15, 2019



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**BUILD FY 2019 GRANT APPLICATION: THE UNDERPASS PROJECT AT UPTOWN STATION**

---

<b>Project Name</b>	<b>The Underpass Project at Uptown Station</b>
<b>Applicant</b>	Town of Normal
<b>Project Partners</b>	Illinois Department of Transportation Union Pacific Railroad Illinois Commerce Commission Amtrak
<b>Contact Information</b>	Wayne Aldrich 11 Uptown Circle Normal, Illinois (309)-454-9576
<b>Project Type</b>	Rural – Population of 54,284
<b>Project Description</b>	The Town of Normal, IL, is seeking \$16,000,000 in BUILD assistance to design and construct a pedestrian, cyclist, and passenger underpass (the Underpass Project) at the Uptown Normal Intermodal Passenger Rail Station (Uptown Station). The underpass will provide a safer and more efficient, grade-separated route for pedestrians and bicyclists moving between Uptown Normal and the larger Bloomington-Normal urban area, including integrating the existing Constitution Trail, a 43.5-mile mixed pedestrian and bicycle path that connects the towns of Normal and Bloomington, IL. The project will also provide safe, direct access to a second passenger boarding platform at Uptown Station.
<b>Project Cost</b>	\$24,630,000
<b>BUILD Funds Requested</b>	\$16,000,000 (65% of total project cost)
<b>Local Match Source(s) &amp; Amounts</b>	\$1,250,000 Illinois Commerce Commission Grade Crossing Protection Funds \$7,380,000 Town of Normal Total: \$8,630,000 (35% of total project cost)
<b>NEPA Status</b>	A Categorical Exclusion is in progress for the project. It is anticipated to be ready in Fall 2019 to submit for review and approval upon receipt of federal funds.
<b>Project Schedule</b>	Final Design: January 2020–December 2020 Construction: March 2021–December 2022
<b>Project Benefits</b>	The Underpass Project improves transportation connections, enhances safety around the High-Speed Rail Corridor and station, and fosters redevelopment and investment opportunities in the underserved Uptown South area, as described in this application.
<b>Plans Project is Currently Programmed in</b>	Uptown Normal Master Plan 2.0 Illinois Statewide Transportation Improvement Program McLean County Regional Planning Commission Long-Range Transportation Plan Illinois State Rail Plan

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July 15, 2019

The Honorable Elaine L. Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Chao:

The Town of Normal, Illinois, is proud to submit our *Underpass Project at Uptown Station* for consideration of a \$16,000,000 BUILD Fiscal Year 2019 discretionary grant award. As a rural community in Illinois, the Town believes that the *Underpass Project* will catalyze economic growth and private development while improving safety for residents and boosting regional connectivity by enhancing access to our Uptown Station, which serves the Illinois High-Speed Rail service from Chicago to St. Louis.

Through careful planning, design, and community engagement over the past 18 years, the Town of Normal has transformed and rebranded its once sleepy downtown into a vibrant “Uptown” destination with award-winning public spaces and transit-oriented development. While the \$24.63 million *Underpass Project* will provide numerous benefits to the area, it will accomplish four major goals: 1) enhance safety around the railroad tracks; 2) leverage regional rail efficiencies; 3) improve transportation connections; and 4) foster redevelopment and investment opportunities in the underserved Uptown South area.

The existing railroad tracks act as a physical and psychological barrier between Uptown North and Uptown South, severing the widely popular 43.5-mile Constitution Trail. Trail users are currently forced to reroute, via a sloped, 1,000-foot detour, to an at-grade crossing over the railroad tracks before rejoining the trail. This crossing sees 620 cyclists and 1,230 pedestrians on a typical weekday. The *Underpass Project* would provide a safe, grade-separated crossing beneath the railroad tracks for these pedestrians and cyclists, eliminating hazards from oncoming passenger and freight trains. The underpass also is a critical connection between boarding platforms at Uptown Station, eliminating the need for passengers to cross at-grade.

This project is a prime example of a small American community thoughtfully planning infrastructure to best serve the future needs of the community. Federal funding was previously secured to build an overpass for Amtrak passengers at this location, but the Town made the courageous decision in 2014 to work with project partners to seek a better solution. Through master planning and extensive discussion with stakeholders, the Town developed the underpass solution that would not only serve rail passengers, but also a broad swath of Normal residents, effectively removing the barrier of the railroad tracks. Unifying north and south in this way realizes the Town’s vision for the entire Uptown area as a vibrant, mixed-use destination.

We strongly believe that the unique *Underpass Project* at Uptown Station is an ideal candidate for receiving BUILD funding. We are grateful for the opportunity to present this project to USDOT for review, and we invite you to participate in this transformative transportation investment.



Chris Koos  
Mayor, Town of Normal

# 1 PROJECT DESCRIPTION

## 1.1 Project Overview

The Town of Normal, Illinois, is seeking \$16,000,000 in BUILD assistance for final design and construction of a pedestrian, cyclist, and rail passenger underpass beneath Union Pacific Railroad (UPRR) tracks at Uptown Station (*Underpass Project*). The underpass will provide a *safer and more-efficient grade-separated route for pedestrians and bicyclists* moving between Uptown Normal, the larger Bloomington-Normal urban area, and rural downstate Illinois, including integrating the existing Constitution Trail, a 43.5-mile pedestrian and bicycle path that connects the towns of Normal and Bloomington, Illinois. The *Underpass Project* will also *provide direct access to a second passenger boarding platform* at Uptown Station, which serves as a critical multimodal hub on the Illinois High-Speed Rail corridor for Amtrak's Texas Eagle and Lincoln Services, with 241,844 rail passengers using the station in FY 2017. Currently platforms can only be accessed via nearby at-grade crossings, requiring passengers to travel approximately 1,000 feet to change platforms. By connecting the north and south sides of Uptown, the *Underpass Project* also paves the way for economic development on the south side of the railroad tracks.

The *Underpass Project* includes three phases. Phase I, which is entirely Town funded, is already underway for preliminary engineering and NEPA. Phase I is anticipated to be complete by the end of 2019 with NEPA ready to submit for federal review and approval upon receipt of federal funding. Phase II, the subject of this funding request (along with Phase III), includes final design to prepare contract documents and pre-construction activities. Phase III will complete construction of the *Underpass Project*. Primary components of the *Underpass Project* construction include the tunnel, which will connect the two sides of Uptown with a crossing below the tracks, and the north and south plazas, which will provide ADA-compliant access to the tunnels that weave through active and passive park space. Ample consideration is given for site conditions, including modifications to the drainage network and utility relocations necessary to accommodate lowering the ground elevation. The *Underpass Project* also includes intricate staging to maintain rail operations.

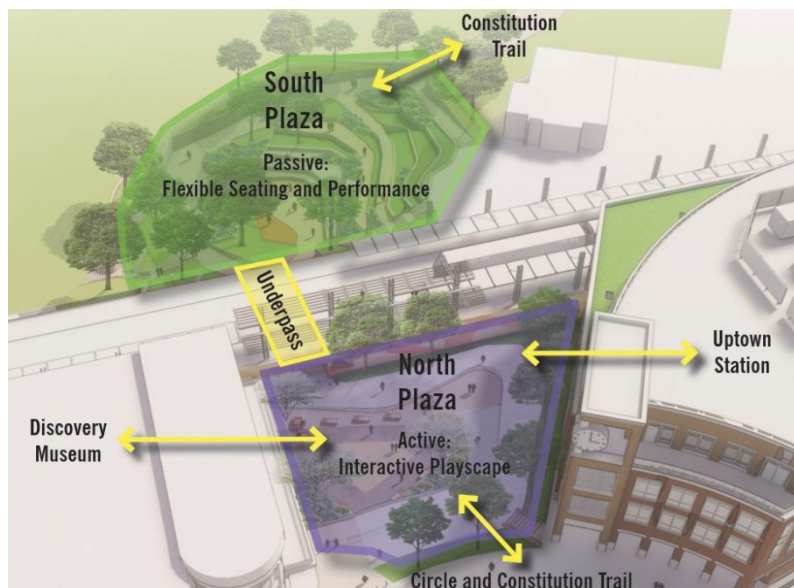


Figure 1-1: The underpass connects the north and south sides of Uptown via plazas surrounded by key destinations

## 1.2 Project History

The *Underpass Project* is a component of the Town's [Master Plan](#) (the "Plan"), originally adopted in 2000 and updated in 2015 to redevelop and rebrand the downtown as "Uptown Normal," improve the Town's image, create greater retail choices, increase housing and employment options, strengthen the downtown's role as a transit node, enhance the Town's partnership with the adjacent Illinois State

University, and make the Town a regional destination. Created with input from residents and businesses alike, *the Plan paved the way for public and private development projects*, such as the creation of a comprehensive retail strategy and the TIGER I-funded Uptown Station, an intermodal passenger rail, bus, automobile, bike, and pedestrian facility that was *the first TIGER-funded project under construction in the nation*. The *Underpass Project* leverages these successes by creating a gateway to new development consistent with this Master Plan.

Normal is part of the \$1.9 billion Chicago-to-St. Louis High Speed Intercity Passenger Rail Program (IL HSR). The Federal Railroad Administration (FRA) and IDOT funded improvements along the 284-mile corridor to reduce travel times, increase service reliability, and improve the passenger experience. IL HSR funded construction of a second boarding platform at Uptown Station, which is the second busiest station in Illinois behind Chicago Union Station.

As a component of IL HSR, a pedestrian overpass comprised of two stair-and-elevator towers connected by a glass-enclosed steel truss was proposed to provide access for Amtrak passengers between Uptown Station on the north side of the tracks and the second boarding platform and auxiliary waiting room on the south side of the tracks. However, through extensive public outreach conducted as part of the 2015 Master Plan Update process, the Town realized that *constructing a passenger overpass would forever forego several opportunities to significantly improve access and mobility* in the Town. The overpass would serve rail passengers, but would not serve general pedestrian and bicycle traffic, missing a key opportunity to improve safety for those groups. Additionally, an overpass would not reconnect the Constitution Trail, which was severed in 2011 when an at-grade pedestrian crossing at the station was closed as part of high-speed rail safety improvements. The larger capacity of the underpass will also allow for more efficient movement of Amtrak passengers, and will serve general pedestrian and bicycle traffic in the area.

In 2016, the Town executed a Memorandum of Understanding (MOU) with UPRR and IDOT allowing the Town to pursue the design of an alternative grade separation, which would provide the required safety, capacity, and connectivity for rail passengers while also meeting the greater development objectives of the Town. The original MOU outlines a project timeline to complete design in 2019, begin construction in 2020, and complete construction by the end of 2021. The preliminary engineering efforts, however, have been delayed by staffing and coordination issues with stakeholders. UPRR, in particular, has experienced significant personnel changes during the preliminary engineering phase and the Town has been actively re-engaging the Railroad, including new points of contact, to expedite design reviews and approvals. The Town is prepared to work with all project stakeholders to revise the MOU project schedule to accurately account for these delays and the planned path forward. The original MOU is included in the appendix.

### 1.3 Statement of Work

The Town of Normal is requesting \$16 million in FY 2019 BUILD funding to complete the five tasks outlined below:

#### Task 1: Final Design Services

Final design services will continue the efforts begun in Phase I. Work will begin with addressing stakeholder comments from the 30% design submittal and continue with 60%, 90% and 100% contract documents. Construction plans, specifications and cost estimates will be developed to issue for bid.

Specific disciplines will include structural engineering, civil engineering, geotechnical engineering, architecture, electrical engineering, hydraulic engineering, mechanical engineering, and construction engineering. The civil engineering work will include site design, drainage, grading and utility engineering. Structural engineering will focus on the underpass tunnel and retaining wall systems. MEP will work on site lighting, power, elevators, and pump station design. Construction documents will also include detailed phasing and staging plans to maintain railroad operations and prescribe railroad requirements for construction during permissible track outage windows.

### Task 2: Bid Phase Services

Bid phase services will include architectural and engineering support to address questions from prospective bidders and prepare any required addenda. This task will accomplish the evaluation of bids and culminate in a notice of intent to award.

### Task 3: Railroad (Signal/Fiber) and Public Utility Relocations

During final design, required utility relocations will be finalized and coordinated with the respective utility owners. This will allow utility owners to complete relocation designs and schedule relocations without delaying the start of construction. This task will complete relocation agreements with the utilities and fund design work required by the various utility owners.

### Task 4: Construction Professional Services

*Task 4a: Design Services During Construction* – The Town will hire an engineering and architecture team to provide design services during construction. The team will review shop drawings and submittals from the contractor. They will also be responsible for preparing responses to requests for information and preparing any required supplemental design information.

*Task 4b: Construction Management* – The Town will hire a construction manager to be its day-to-day eyes and ears on-site, provide resident engineer services, and serve as the owner’s representative. They will participate in all construction progress meetings, monitor the construction progress and schedule, complete regular field reports, review pay applications, and review change proposals.

### Task 5: Construction

The *Underpass Project* will culminate with construction, which will include several primary components:

- **Underpass:** The underpass will form the passageway under the railroad tracks for pedestrians, cyclists, and passengers. It will provide an open and inviting space that promotes safe and efficient movement between Uptown North and Uptown South. In addition to the wide opening, the Town is working to make the tunnel as shallow as possible to ease access and minimize excavation. Architectural finishes, including lighting



and wall treatments coupled with clear sight lines, will provide an inviting and safe atmosphere. Finishes will include resilient materials that will resist damage and be easily maintained.

➤ North Plaza: A plaza area to the north will serve as a gateway to the underpass, further enhancing the open, park-like feel of the facility. A wide sloping walkway rings around the outside of the plaza for vertical access to the underpass, with ample space for passengers, pedestrians, and cyclists to pass. The site design creates a mid-level space with a separate path for access, creating an active space for children and families to gather outside of the Children's Discovery Museum which serves over 140,000 visitors each year. The museum currently has extremely limited outdoor space, and museum-led groups often need to walk several blocks away to find a shady, safe place for outdoor activities. The approximately 3,600 square-foot mid-level area in the north plaza allows the museum to develop an outdoor exhibit, providing much needed active play space in Uptown paired with educational opportunities for the community.



➤ South Plaza: The south plaza will be a more passive and flexible space. It will connect the underpass to the Constitution Trail and the second boarding platform, and provide a performance space and an accessible, inclusive play space. The performance space provides opportunities for open space programs such as concerts, festivals, and everyday activities. Vertical access will weave through the park via stairs and sloping walkways for users to navigate the change in grade.



➤ Underground Removals, Drainage & Utilities: Extensive utility relocations are anticipated for the various facilities in the project area. The *Underpass Project* will lower the site significantly on both sides of the tracks. Significant impacts to fiber, electric, telecom, gas, water, storm, and sanitary sewers are anticipated. An underground storm water cistern may also need to be modified, and a pump station may need to be installed. Utilities will perform their own relocations or protection in place.

➤ Construction Staging and Railroad Services: Due to the complex nature of working adjacent to live railroad tracks, the *Underpass Project* will include a robust staging plan to ensure continuity of operations and safe completion of construction activities. Continuous production will be required for any work windows in which track is placed out-of-service, which may yield labor premiums. Current concepts ensure at least one track remains in service at all times. Costs are also anticipated for railroad flagging services and railroad protective liability insurance.

## 1.4 Challenges Addressed by the Project

The *Underpass Project* will provide significant *safety* benefits for Amtrak passengers using Uptown Station and for Constitution Trail users. A convenient, grade-separated crossing will *allow for direct platform connectivity and reconnect the trail* to safely access public spaces on either side of Uptown. The underpass also reduces travel time for Amtrak passengers between platforms, provides greater capacity when compared to the previously proposed overpass, and reduces station dwell time by establishing predictable platform boarding assignments. The underpass also *enables the broader economic development strategy* for Uptown by creating a vital pathway unimpeded by rail traffic. Once the *Underpass Project* is complete, students, workers, families, and trail users will be able to easily cross between Uptown North and South without experiencing the risk associated with at-grade railroad crossings. The *Underpass Project* specifically addresses the following issues:

**Issue #1 – Enhance Safety Around the Railroad Tracks** Anyone wishing to travel between Uptown North and South currently must cross at-grade at Broadway or Linden. This includes passengers, cyclists, and pedestrians. As an example, passengers currently cross between platforms at-grade via an approximately 1,000 foot detour over the Broadway Avenue grade crossing. Due to the lack of a grade separation, passenger trains are primarily routed to the station side with unpredictable use of the second platform. When passenger trains are routed to the second platform, there is minimal notice for passengers to change sides, leading to confusion and people rushing across the tracks to catch their train. Additionally, there is a likelihood that northbound and southbound trains are stopped at the station at the same time occupying both tracks, which further limits pedestrian access to the other platform via at-grade crossings.

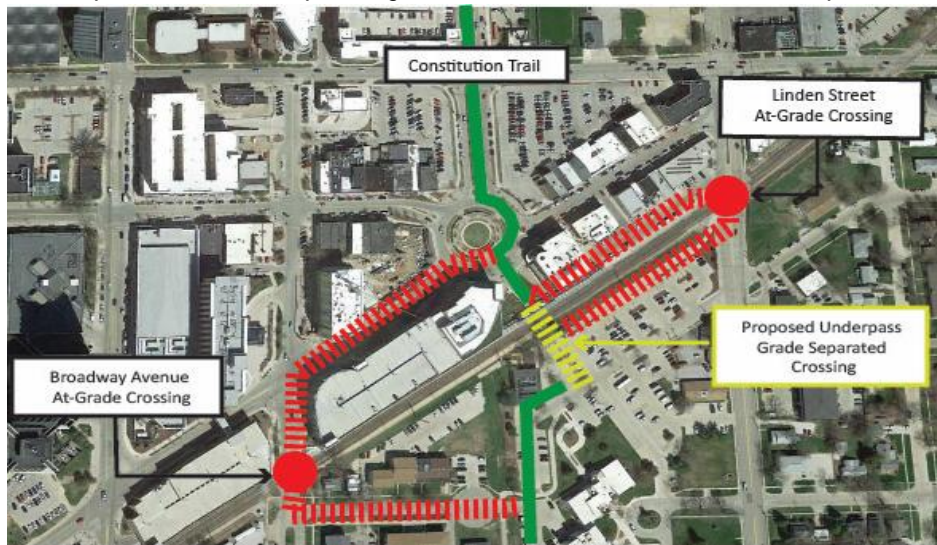





Figure 1-2: An underpass will create a safer way to cross the tracks for passengers and trail users who currently use Broadway and Linden at-grade crossings


**Solution** Once construction is complete, Amtrak customers will be able to walk between platforms via the underpass, removing their interaction with rail traffic. In addition, residents and visitors will have a safe and welcoming path between Uptown North and South. Specifically for passenger rail traffic, dispatching will switch to directional running such that northbound trains always stop on the station side and southbound trains always stop on the second platform. This will minimize passenger confusion and allow passengers to go to the correct side well in advance of their train's arrival, minimizing risky, "beat the train" behavior.





 **Issue #2 – Leverage Regional Rail Efficiency** The service outcomes agreement (SOA) for IL HSR relies on full utility of the second platform to provide the capacity and flexibility needed for passenger and freight movements. The limited utility due to a lack of grade separation has detrimental ripple effects throughout the corridor, negatively impacting on-time performance.

 **Solution** The underpass removes the unsafe practice of passengers crossing at grade, and will enable better dispatching protocols that will improve on-time performance and throughput for both passenger and freight trains on the corridor.

 **Issue #3 – Improve Transportation Connections** To ride between Uptown North and South, cyclists currently use a 1,000 foot detour over the Linden Street crossing which includes two ninety degree turns over the railroad tracks, presenting an undesirable route for users. The skill level of cyclists on the mixed-use trail varies widely from serious cyclists to children and families out for a leisurely ride. The poor geometry at the Linden Street grade crossing can be challenging for less skilled riders. Similarly, pedestrians in Uptown cross at Broadway or Linden and are often delayed by one of the 10 daily Amtrak trains and average of 17 daily freight trains (with as many as 175 cars per train) traveling through town. On average this delay is three and one half to four minutes.

 **Solution** The *Underpass Project* creates a gently sloping, wide, direct pathway below the tracks to reconnect the severed Constitution Trail, thus improving trail use in Town. The undesirable geometry at Linden Street will no longer be part of the trail's route for cyclists. Pedestrians also will have a means to cross the tracks without having to wait at a blocked grade crossing. This enhanced connectivity will make traveling through Uptown a more desirable and enjoyable experience for all.

 **Issue #4 – Foster Redevelopment and Investment in Uptown** Redevelopment of the Uptown core north of the tracks has been widely successful. As this core approaches full build-out, most of the remaining area available for redevelopment and investment is located in Uptown South. The potential for retail and urban-style housing is strong; however, developers may be deterred by the current lack of direct pedestrian access between the two parts of Uptown.

 **Solution** The *Underpass Project* creates a seemingly effortless connection between the well-established Uptown North and the area south of the tracks, which is ripe with opportunity for equitable economic development. The design will feel natural and intuitive to users, making the barrier of the railroad tracks disappear in many respects. This dramatic improvement to the transportation network is a pivotal piece in the Town's strategy to attract private development south of the railroad and to realize the full potential of this neighborhood that is underserved in regards to connectivity, mobility, and economic opportunity. The area south of the tracks is in a low- to moderate-income census tract. Additionally, within the Normal community, Illinois State University and the surrounding area is a qualified Opportunity Zone.

## 1.5 Benefits

Through extensive public outreach conducted as part of the 2015 Master Plan Update, the Town determined that an underpass would have greater utility and connectivity than an overpass. An underpass will better serve general pedestrian and bicycle traffic and will convey large numbers of rail passengers much more quickly due to its larger capacity. Further, as part of the Phase I Study, an [alternatives analysis](#) was conducted, which culminated with a public open house and comment period where *over 70 percent of respondents supported the underpass alternative*.

### *Benefits of the Underpass Project include:*

- Channeling pedestrian and bicycle traffic away from nearby at-grade rail crossings will *improve safety for pedestrians and bicyclists* by reducing risky, “beat the train” crossing behaviors and by reducing opportunities for trespassing on the tracks.
- Amtrak passengers at Uptown Station will benefit from *easy access to the second boarding platform* without getting caught on the wrong side of the tracks when a train is approaching the station.
- An underpass will allow general pedestrian and bicycle *traffic to flow freely and safely beneath the railroad tracks* during times that freight trains block the major north-south streets in and around Uptown.
- *Reconnecting the Constitution Trail* will provide a direct route for pedestrians and bicyclists between Uptown North and Uptown South, leading to travel-time savings and increasing the viability of walking and bicycling as options for commuting to jobs and university classes.
- The annual *cost of ongoing operations* and maintenance for the underpass will be less than half that of the overpass. The underpass is expected to last twice as long as the overpass.
- The Project *promotes the walkability of Uptown*, improving residents’ ability to easily connect to and explore iconic local institutions like the Children’s Discovery Museum, Normal Theater, Illinois State University, and a planned public library and park.
- The *Underpass Project* will continue the Town’s commitment to *environmentally sensitive design* in Uptown, employing eco-friendly, resilient materials and sustainable design to reduce the structure’s long-term maintenance costs.
- The *Underpass Project* will *link low-income residents in Uptown with the largest employers in Normal*, including vital education, medical, and service industry jobs.
- The *Underpass Project* creates a seemingly effortless connection between the well-established Uptown North and the area south of the tracks, which is ripe with *opportunity for equitable economic development*. The design will feel natural and intuitive to users, making the barrier of the railroad tracks disappear in many respects. This dramatic improvement to the transportation network is *a pivotal piece in the Town’s strategy to attract private development* south of the railroad and to realize the full potential of this neighborhood.

## 2 PROJECT LOCATION

### 2.1 Introduction to Normal, Illinois

The Town of Normal is a rural community in McLean County, Illinois. The *Underpass Project* lies within the 13<sup>th</sup> Congressional District and borders the 18<sup>th</sup> Congressional District, both of which serve largely rural populations. The Town itself has a population of 54,000 residents, and the larger Bloomington-Normal Urbanized Area (UA) is home to nearly 170,000 residents. The area also boasts a student population of 28,000 who study at one of the three major higher education institutions in Town.

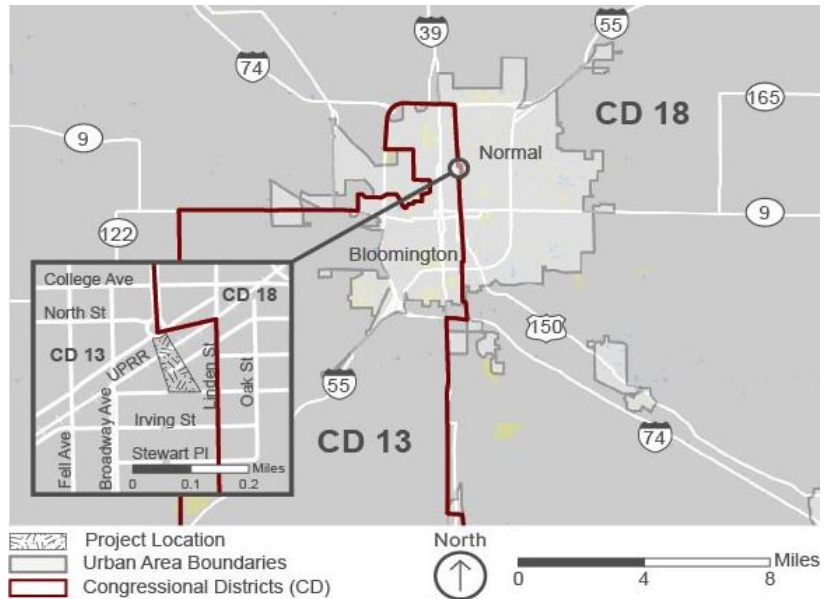


Figure 2-1: Project location map

Per the 2015 Master Plan Update, the Town’s redevelopment strategy focuses on the core Uptown area, with Uptown Station and the Circle serving as the epicenter of activity. The Plan separates the primary development areas into Uptown North and Uptown South, currently divided by the railroad tracks. The *Underpass Project* will provide a critical connection between these areas.

**Uptown North** is a new designation for the traditional downtown core. This 32-acre district has been the focus of redevelopment over the last 18 years. It is nearly complete, and the few remaining development sites are under public control. It is anchored by Uptown Station, serving as the multimodal hub for Amtrak and transit connectivity in the area. In addition to Uptown Station, the Children’s Discovery Museum and the award-winning Uptown Circle are in Uptown North. Some of the primary users of Uptown Station are students from nearby Illinois State University (ISU). The *Underpass Project* is only two blocks away from the eastern border of the 1,000-acre ISU campus. As the largest of three universities in the Bloomington-Normal area, ISU is home to 21,000 of the community’s 28,000 students, many of whom utilize the station, visit the downtown area, and

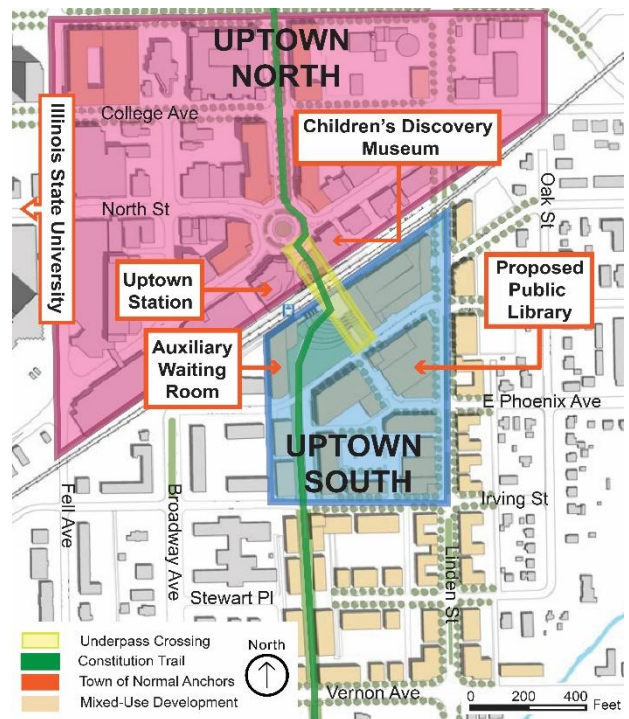


Figure 2-2: Uptown Normal project area map

enjoy the Constitution Trail. Additionally, there are multiple hotels and mixed-use residential buildings in Uptown North.

**Uptown South** is an eight-acre site almost entirely under the Town's ownership, presenting a tremendous opportunity for the continued redevelopment of Uptown. It is the last large area available for redevelopment; however, the railroad represents a significant barrier to extending the widely successful redevelopment on the north side across the tracks. Portions of Uptown South have been preserved for a new public library and redevelopment into a public park, which will connect to the Constitution Trail and an entrance to the underpass. There are also plans for multiple types of private development, including office space and residential properties. Uptown South will benefit the most from the *Underpass Project*, as it is still largely undeveloped and has the potential for dense, walkable, mixed-use development, with direct access via the underpass to amenities in Uptown North.

"An underpass would be the best option to keep Uptown South as a *viable, fun, safe, attractive community space* that we can all enjoy."

—Public meeting comment from a resident of Normal

## 2.2 Connections to Existing Transportation Infrastructure

In addition to the Amtrak service at the adjacent Uptown Station, there is a high level of established intercity bus traffic in the community due to Normal's prime interstate access (I-55, I-74, and I-39). Two intercity bus companies, Burlington Trailways and Peoria Charter Coach, both have stops at Uptown Station. Burlington Trailways provides service to Peoria, Indianapolis, and other locations to the east and west, while Peoria Charter offers service to Peoria, Chicago, and Champaign. Similarly, there is a high demand for park-and-ride facilities associated with the intercity bus and Amtrak passenger rail services.

Uptown Station is also the hub of Bloomington-Normal's public transit system, Connect Transit, which provides daily service with 15 area routes. From 2012 to 2017, Connect Transit's ridership increased by 40 percent and, in 2015, the system received an APTA Outstanding Public Transportation System Achievement Award for small cities in recognition of the system's tremendous growth.



Figure 2-3: Connect Transit bus in Uptown

In 2016, the Town of Normal and the City of Bloomington coordinated an increase in the local sales tax with a portion of the new proceeds designated for expanding Connect Transit service. Not only does this represent a big step forward for alternative transportation, but it is also a remarkable political story that illustrates the entire Town's willingness to approve a tax increase to expand transportation choices. This increase expanded service from six to seven days and increased peak-hour service frequency.

Due to its proximity to ISU, Uptown Station is ideally located to serve campus shuttles and related transportation services for ISU's 21,000 students and more than 3,000 faculty and staff. Central Illinois Regional Airport is less than four miles from Uptown Station, making interconnectivity with air travel convenient. Connect Transit operates seven bus routes through the Uptown Station, including bus service

seven days per week between the Uptown Station and the Central Illinois Regional Airport. Lastly, Uptown Station strategically sits on the primary leg of the heavily used Constitution Trail, which provides an important north-south connection for pedestrians and bicyclists.

### 3 GRANT FUNDS, SOURCES, & USES

#### 3.1 Project Costs

The *Underpass Project* is comprised of five tasks: final design, bid services, advanced utility work, construction services, and project construction. Tables 3-1 through 3-5 detail a cost estimate for each task. The estimates are based on extensive experience with similar projects, conceptual design work completed to date, and the anticipated time needed to complete each item. All estimates include a conservative contingency of 20 percent given work is in the preliminary engineering phase. The estimates are also based on site-specific conditions, including anticipated utility relocations and special conditions for maintenance of railroad operations. Therefore, the estimates are believed to be conservative and adequate to complete the project. Refer to Table 3-6 for a summary of *Underpass Project* costs.

Table 3-1: Task 1 - Final Design Services Cost Estimate

Design Task/Project Element	Estimated Hours	Cost (\$)
Structural Engineering	4,800	720,000
Elevators (MEP)	700	105,000
Civil Site Development	3,600	486,000
Underground Removals, Drainage, Utilities	2,200	297,000
Geotechnical Engineering	800	108,000
Architectural Final Design	1,200	185,000
Electrical Engineering & Pump Station Final Design	750	101,500
Construction Staging Plan	960	160,000
Survey	260	36,000
Utility Coordination & SUE	130	18,000
Stakeholder Coordination	400	53,500
Project Management	400	53,500
Quality Control	400	53,500
FINAL DESIGN SUBTOTAL	16,600	2,377,000
Contingency (20%)	3,320	475,400
FINAL DESIGN GRAND TOTAL	19,920	2,852,400

Table 3-2: Task 2 - Bid Phase Services Cost Estimate

Design Task/Project Element	Estimated Hours	Cost (\$)
Engineering Bid Services	240	43,200
Architectural Bid Services	150	25,000
BID SERVICES SUBTOTAL	390	68,200
Contingency (20%)	80	13,700
BID SERVICES GRAND TOTAL	470	81,900

## BUILD FY 2019 GRANT APPLICATION: THE UNDERPASS PROJECT AT UPTOWN STATION

*Table 3-3: Task 3 - Railroad (Signal/Fiber) & Public Utility Relocation Design Cost Estimate*

Design Task/Project Element	Cost (\$)
UPRR Agreement & Permit Fees	30,000
UPRR Signal Line Relocation Design	7,500
UPRR Fiber Relocation Design	39,000
CIRBN Fiber Relocation Design	26,300
Level 3 Fiber Relocation Design	52,600
Sprint Fiber Relocation Design	22,500
<b>RAILROAD &amp; UTILITY RELOCATION DESIGN SUBTOTAL</b>	<b>177,900</b>
Contingency (20%)	35,600
<b>RAILROAD &amp; UTILITY RELOCATION DESIGN GRAND TOTAL</b>	<b>213,500</b>

*Table 3-4: Task 4 - Construction Professional Services Cost Estimate*

Design Task/Project Element	Estimated Hours	Cost (\$)
Phase III Services – Architectural	800	125,000
Phase III Services – Engineering	960	173,000
Construction Management	7,280	1,004,000
<b>CONSTRUCTION PROFESSIONAL SERVICES SUBTOTAL</b>	<b>9,040</b>	<b>1,302,000</b>
Contingency (20%)	3,220	260,200
<b>CONSTRUCTION PROFESSIONAL SERVICES GRAND TOTAL</b>	<b>12,260</b>	<b>1,562,200</b>

*Table 3-5: Task 5 - Construction Cost Estimate*

Project Element	Cost (\$)
Tunnel & Structures	5,700,000
Tunnel Architectural Finishes	400,000
Elevators	750,000
Underpass Plaza – North Side	1,500,000
Underpass Plaza – South Side	1,550,000
Underground Removals, Drainage, and Utilities	2,300,000
Construction Staging & Railroad Services	2,750,000
General Conditions, Overhead & Profit	1,650,000
<b>CONSTRUCTION SUBTOTAL</b>	<b>16,600,000</b>
Contingency (20%)	3,320,000
<b>CONSTRUCTION GRAND TOTAL</b>	<b>19,920,000</b>

*Table 3-6: Total Project Cost by Task*

Task	Cost (\$)
Task 1: Final Design	2,852,400
Task 2: Bid Phase Support	81,900
Task 3: Railroad (Signal/Fiber) & Utility Relocation Design	213,500
Task 4: Construction Professional Services	1,562,200
Task 5: Construction	19,920,000
<b>GRAND TOTAL</b>	<b>24,630,000</b>

### 3.2 Project Funding

The Town of Normal respectfully requests \$16 million (65 percent of total cost) in FY 2019 BUILD funding to match \$8.63 million (35 percent of total cost) in Illinois Commerce Commission (ICC) and Town funding to implement Phases II and III of the *Underpass Project*. The \$1.25 million in ICC funds must be used for construction, while there are no restrictions on Town funds. The Town is committed to providing \$7.38 million in matching dollars through local resources such as general operating funds and/or general obligation bonds. The Town previously funded a \$1.5 million Phase I study to kick-start the planning and design of the *Underpass Project*, which is not included in the calculation of eligible project costs. Funding commitments from the Town and the ICC are included in the appendix. The proposed funding breakdown for the *Underpass Project* is provided in Table 3-7.

“We are a forward-thinking community...and whatever decision we make will be permanent. *Let's get this right* and create a space that will serve us well far into the future.”

—Public meeting comment from a resident of Normal

Table 3-7: Sources of funds – BUILD

Source	Amount (\$)	Share (%)
The Town of Normal	7,380,000	35 (Non-federal)
Illinois Commerce Commission Grade Crossing Protection Funds	1,250,000	
BUILD	16,000,000	65 (Federal)
<b>TOTAL</b>	<b>24,630,000</b>	

## 4 MERIT CRITERIA

The *Underpass Project* will provide significant *safety* benefits for all residents and visitors using Uptown Station, accessing the Constitution Trail or visiting amenities in Uptown. It will also meet the highest standards of the Town’s award-winning commitment to *environmental protection*, drawing on the most cutting-edge sustainability practices in construction and design, thereby maintaining a *state of good repair* long into the future. In addition, the *Underpass Project* will leverage existing planning efforts and newly completed and planned investments in the Town to directly enhance *economic competitiveness and quality of life* for its residents. Lastly, the *Underpass Project* uses *innovation* in project delivery, while strengthening existing and fostering new *partnerships* with the federal government, state, private companies, and the community.

### 4.1 Safety

Grade-separated railroad crossings are the safest form of crossing. Grade separation eliminates potential interaction between pedestrians and trains, eradicating the chance of person-to-train collisions and *minimizing risky, “beat the train” crossing behaviors*. At-grade crossings can be dangerous due to poor visibility of oncoming trains, a lack of pedestrian and bike facilities, and an increasingly distracted traveling public.

Currently, to cross between Uptown North and Uptown South, pedestrians must cross at-grade, typically at one of two crossings (Figure 1-2). This population includes many commuters in a rush and university students traveling from housing in Uptown South to ISU's campus, often while distracted by their phones or listening devices. When a train is boarding on the second platform, *there can be 150 passengers or more for a single train* who are trying to cross between platforms with little time to spare. Additionally, bicyclists using the Constitution Trail must ride over the tracks at Linden Street. When a train is stopped at the station, the railroad gates at Linden Street and Broadway Avenue may be up, permitting cyclists and pedestrians to cross. During this occurrence, there may be risk associated with trains approaching on the second track while the at-grade crossing is still in use by pedestrians and cyclists, particularly related to visibility while crossing.



Figure 4-1: Two trains meet at Normal and passengers must wait to cross the tracks at Broadway

The originally proposed overpass would only be readily accessible to passengers boarding or alighting a train as access is limited through the station buildings.

If the originally proposed overpass were constructed, bicyclists and pedestrians using the Constitution Trail would continue to use the at-grade crossings at Linden Street and Broadway Avenue. The *Underpass Project* provides a convenient, grade-separated railroad crossing that uses the reconnected Constitution Trail to seamlessly connect the public spaces on either side. Students, workers, families, and trail users will be able to easily cross between Uptown North and South. Most bicycle and pedestrian traffic is expected to divert from the two at-grade road crossings to the underpass, resulting in improved safety for passengers, cyclists, and pedestrians. As many as 789,567 bicyclists and pedestrians may divert from the Linden and Broadway crossings annually once the underpass is constructed, which will significantly reduce the likelihood of crashes. At the Linden Street crossing, where 95 percent of pedestrians and cyclists will be diverted, the 0.19 yearly crash rate will decrease to 0.01. The Broadway crossing is expected to see 50 percent of pedestrians and bicyclists divert to the underpass, resulting in the annual crash rate decreasing from 0.083 to 0.041. These crash rate reductions equate to an *estimated 6.35 avoided incidents in the first 30 years of operation*. In addition, 241,844 Amtrak passengers use the station each year (FY 2017 ridership) and will benefit from a grade-separated route between platforms. For more information, refer to the Benefit-Cost Analysis included in the appendix.

The Underpass Project will  
*improve safety for*  
*789,567 bicyclists*  
*and pedestrians*  
annually, who currently use two  
nearby at-grade crossings.

## 4.2 State of Good Repair

The *Underpass Project* has an expected life of 100 years, based on AREMA standards for structures of this type. This lifespan will decrease the frequency and cost of maintenance for the facility, compared to the originally planned overpass's expected life of 50 years.



## BUILD FY 2019 GRANT APPLICATION: THE UNDERPASS PROJECT AT UPTOWN STATION

Long-term operations and maintenance (O&M) of the underpass will be managed by the Town of Normal and will be incorporated into the Town's operating budget. The estimated annual O&M costs of the underpass are provided in Table 4-1.

*Table 4-1: Estimate of Annual Operations and Maintenance Costs*

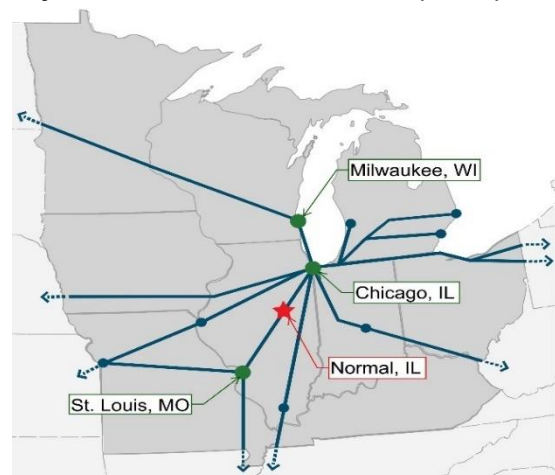
Cost Category	No Build O&M Cost (\$)	Underpass Annual O&M Cost (\$)
Routine Custodial Services	0	8,320
Routine Maintenance Services	0	5,000
Utilities	0	1,800
<b>Total</b>	<b>0</b>	<b>15,120</b>

### 4.3 Economic Competitiveness

The Town of Normal has seen a surge of investment in its Uptown area over the past 18 years. Information on growth rates based on historical assessed valuation data can be found in the Benefit-Cost Analysis. Through extensive planning and community involvement, the Town's 2000 and 2015 Master Plans have prioritized transforming Uptown into a cohesive regional destination. Town Master Planning efforts have acknowledged *the railroad as a significant barrier between Uptown North and Uptown South*. Connecting the two sides with the underpass will provide many opportunities for public and private economic development. Plans for private development currently being discussed include adding office space and developing new residential properties in Uptown South. While the Town often partners with the larger Bloomington-Normal MSA to promote economic opportunities in the region, Uptown Normal itself offers a unique walkable, dense urban area with a "small town" feel that is anchored by Uptown Station. The *Underpass Project* will further reinforce Uptown's existing walkable characteristics.

The Constitution Trail is widely popular with commuters, students, and recreational users alike. The trail provides critical access to employment centers and university facilities in and near Uptown. An average of 1,850 pedestrians and cyclists cross the tracks each day. Trail users would be unlikely to divert to an overpass due to its sole access being through Uptown Station. It is estimated that the *Underpass Project* will save trail users 1,000 feet of distance compared to the Linden Street crossing, resulting in a time savings of 5.6 minutes for pedestrians and 1.2 minutes for bicyclists. In 2022, when the underpass opens, it is estimated that travel time savings will result in a combined savings of \$1.68 million for pedestrians and bicyclists in Normal. Over the next 30 years of operations, the underpass will result in a combined travel time savings of \$73.8 million.

Normal, IL is a key downstate stop on the Chicago-to-St. Louis corridor, which is designated for higher speeds as *Illinois' premier corridor and the spine of the Midwest rail network*. With the fourth highest ridership in the region after Chicago, Milwaukee, and St. Louis, service reliability and safe, accessible connectivity between station platforms are critical to preserve rail competitiveness and encourage additional transit-oriented development in Uptown.



*Figure 4-2: The underpass will boost economic competitiveness by improving regional rail connections*

An average of 663 passengers use Uptown Station each day. Currently, passengers must walk approximately 1,000 feet via the Broadway grade crossing to change platforms. While the initially proposed overpass would have shortened this distance, its narrow stair towers and three-story elevation over the tracks still presented a risk of congestion. The underpass, with its shallower change in elevation and wide opening, is anticipated to further reduce travel time between platforms, resulting in nearly \$5 million in travel time savings in the first thirty years of operation.



Figure 4-3: Passengers wait to board at Uptown Station

### 4.4 Environmental Protection

The Town of Normal has a national reputation as one of the most sustainable small towns in America, and the *Underpass Project* represents a further commitment to environmentally conscious design. In November 2005, the Children’s Discovery Museum achieved a Silver rating from the U.S. Green Building Council and was the first children’s museum in the country to be rated LEED Silver or higher. In 2007, Uptown Circle and the five adjacent buildings were among the first projects to register for the LEED Neighborhood Development (LEED ND) Pilot Program, as an innovative combination of traffic control, sustainable storm water management, and vibrant civic space. The Town plans to incorporate lessons learned from this effort as well as other LEED building projects in Uptown North as they progress the Underpass Project and further develop Uptown South.

The *Underpass Project* will use eco-friendly, resilient materials and sustainable design to reduce long-term maintenance costs. Strategic landscaping and storm water management techniques will be employed to help the site achieve water independence. The Town plans to continue its sustainable use of storm water by capturing the runoff and storing it for use as irrigation and/or for water features. The design will also make use of the descending topography within the planted areas of the plazas on either side to filter and cleanse storm water before it enters the watershed.

### 4.5 Quality of Life

Transportation freedom comes from regional and local connections. The *Underpass Project* will provide a critical link to a second boarding platform for high-speed rail passengers at Uptown Station, providing a reliable path that reduces the time passengers require to move between platforms. This will make rail travel more accessible for all members of the community, especially those with limited mobility.

In addition to better serving rail passengers with its more accessible design and greater capacity, the underpass serves as a *transportation link for the Town’s broader traveling public*. The *Underpass Project* will enhance the pedestrian and bicycle network near Uptown Station by providing a safe and seamless connection for the north and south sides of the Constitution Trail, further enhancing Uptown as a transit-oriented development area.

Better bicycle circulation via the *Underpass Project* and Constitution Trail will continue promoting freedom of transportation choice and result in health benefits for users. The underpass will create a new piece of trail, which is expected to bring additional cyclists through this area each year yielding an

estimated \$686,005 in health benefits in the first thirty years of operation. Refer to the Benefit-Cost Analysis for more information on increased bike demand and associated health benefits.

The Constitution Trail, and specifically Uptown, are also key attractions for visitors traveling Historic Route 66. The underpass will provide a more attractive ride for cyclists on the route as they travel through the region. The Town also launched a new bike share program in 2017, which has been immensely successful. A total of 3,189 bicycle trips were taken by 1,001 unique riders in the program's first year, with the Uptown bike station, less than a block from the proposed underpass location, seeing the greatest use. In the second year of the program, the total number of trips increased to 3,327 taken by 1,853 unique users. By reconnecting the severed Constitution Trail, the *Underpass Project* will enhance walkable and bikeable options for residents and visitors.



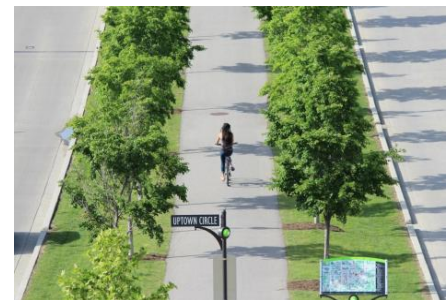
Figure 4-4: Cyclists at the Uptown bikeshare station

The strategic location of the *Underpass Project* will provide access and connectivity among numerous anchor institutions in and around Uptown, improving quality of life and providing *freedom of transportation choice*. Uptown has increasingly become a place to shop, dine, and live. The area is quickly developing into a dense, walkable, mixed-use community that is home to world-class educational institutions, nationally recognized arts centers, award-winning public spaces, small businesses, and a regional multi-modal transit center. These anchor institutions will directly benefit from the *Underpass Project*.

**Uptown Station** is a multimodal center opened in 2012. It serves as a hub of activity in Uptown Normal with Amtrak service, local bus transit, and intercity bus service. Municipal offices are also located on the second through fourth floors of the building. In 2018, a second platform was opened in a limited capacity for use by the 241,844 annual Amtrak passengers. Currently, the second platform is only used under exceptional circumstances to limit passengers crossing at grade. Once the underpass is constructed, one platform will be used for northbound Amtrak service, while the other platform will be used for southbound service, creating a safe and reliable boarding process.



**Constitution Trail**, the multi-use bicycle and pedestrian trail that covers 43.5 miles through Normal (15.2 miles) and Bloomington (28.3 miles), is the spine of the project area and is part of the statewide Route 66 bike route. In Normal, this trail runs through the center of Uptown, providing recreation and transportation for residents, students, and visitors alike. Currently, the trail is disjointed due to the railroad tracks and resulting diversion at Linden Street. Use of the Linden Street crossing for the trail is undesirable, as it slopes downhill from south to north and



requires users to make two 90-degree turns near oncoming lanes of traffic. The *Underpass Project* will provide a direct route for passengers to get from one side of Uptown to the other without having to cross the railroad tracks at grade.

**The Children’s Discovery Museum** is directly adjacent to Uptown Station and the railroad tracks. It serves as the primary family friendly destination in Uptown and was recently named one of the “200 Great Places” in Illinois. Currently the museum does not have adequate outdoor space. The only access to the larger space in Uptown South for outdoor activities requires museum staff to walk classes of young children across the tracks at Linden Street. The *Underpass Project* will benefit the museum by providing a safe and secure area for an outdoor exhibit on the north side of the tracks as well as direct access to park space on the south side, which can be used for STEAM experiments. The Town is also working with the museum to create an educational STEAM exhibit during construction to teach children about architecture, engineering, and construction.



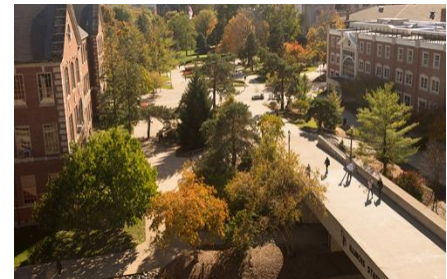
**The Circle** is the roundabout that connects Beaufort Street, North Street, and Constitution Boulevard, which has become a symbol for Normal’s commitment to redevelopment, connectivity, and sustainability. The Circle contains a uniquely designed public space used for public events and was certified as part of a LEED Neighborhood Development area in 2009. The Constitution Trail passes through the Circle. The *Underpass Project* will bring these public spaces together with an iconic, cohesive design.



**The Normal Public Library** has a prominent site in Uptown South reserved to accommodate a new public library to better serve the Town’s growing needs, as included in the Master Plan. There is a strong relationship between the Children’s Discovery Museum and the public library, as many library patrons are school-age children. When the new facility is complete, the underpass will provide a safe, direct path of travel for patrons between the two locations, further enhancing their partnership.



**Illinois State University (ISU)** was founded in 1857, and is the oldest public university in the state, with over 21,000 students enrolled. It is also the largest employer in town with over 3,000 employees. The edge of campus is located just two blocks west of Uptown Station and the proposed underpass. The station serves as a vital transportation link for ISU students, who make up a large proportion of Amtrak passengers.



In addition to connecting key institutions in Uptown, the *Underpass Project* will *link low-income residents in Uptown with the largest employers in Normal*, including vital education, medical, and service industry jobs. The population living in the census block group directly north and south of the *Underpass Project* is relatively small, with 1,270 residents, all of which are categorized as having a low or moderate income.

The small population immediately surrounding the project area is due in large part to the number of vacant lots, as well as land under commercial use. The *Underpass Project* is a critical component for further development in Uptown South. At full build-out, 980 new housing units are expected in the study area. A housing study conducted by ZVA concluded that the underpass option will maximize dense development surrounding the station, while a passenger overpass will limit such development.

There are also an estimated 2,291 jobs within a half-mile radius of the underpass per the US Census Bureau's 2015 Longitudinal Employer-Household Dynamics (LEHD) dataset. The underpass will *improve access to essential services* at the Town Hall, public library, post office, and police department, all located in Uptown. This improved connectivity will benefit existing residents and attract new ones, with improved accessibility to all of Normal's amenities provided by the *Underpass Project*. Residents will be able to easily integrate walking and biking into their everyday errands, commutes, and routines.

#### 4.6 Innovative Project Delivery

Normal has experience with a variety of contracting methods, which it has used successfully in the past in accordance with state and federal requirements. Methods used previously include requests for proposals/qualifications, low-cost bid, and best value procurements where both price and qualifications are considered. There will be multiple contracts associated with the construction phase of work, including Construction Engineering, Construction Management, and a Construction Contractor.

Normal envisions using a *best value procurement* process to select a contractor team with the experience necessary to complete the *Underpass Project* in an economical, safe, and timely manner. While Normal does not have a construction pre-qualification process, they plan to work with IDOT and UPRR in consideration of their pre-qualification processes to select a contractor with experience working on railroad structure projects. Best value procurement was used successfully on the Uptown Station project in coordination with FTA, as it permitted the Town to select the best, most qualified contractor to perform the work. The Town was able to meet with the full contractor team, understand their approach to the complex project, and select the lowest qualified bidder.

As part of negotiations, additional techniques successfully used in the past and applicable to this project include:

- Project Labor Agreement: The Town will negotiate a Project Labor Agreement with building trades to help prevent delays due to labor issues.
- Construction Partnering Agreement: The Town will require a Partnering Agreement with the Construction Team to promote communication, help resolve disputes and keep the project on time and on budget.
- Incentive/Disincentive Clause: Completion dates will be critical to meeting commitments to project stakeholders. The Town proposes to use an Incentive/Disincentive clause in the construction contract to ensure the *Underpass Project* is completed on time.

#### 4.7 Partnership

The *Underpass Project* has broad stakeholder support. *More than twenty legislators, project partners, and community leaders have expressed support*, including Illinois Senators Durbin and Duckworth, Congressmen Davis and LaHood, the Illinois Secretary of Transportation, UPRR, Amtrak, ISU, and State

Farm. The Town of Normal partnered with IDOT, UPRR, and Amtrak to construct the second platform at Uptown Station as part of IL HSR. Project partners have been working since 2011 to establish passenger access to both platforms in a way that meets the safety and operational needs of the rail system while also achieving the Town's long-term development goals.

#### *Project Implementation Partners*



The Town of Normal is the project sponsor and grantee for the *Underpass Project*. Normal has a proven track record of actively engaging its partners to meet the needs and requirements of all stakeholders. Normal signed an MOU with UPRR and IDOT in 2016 outlining roles, responsibilities and commitments.



IDOT partnered with the Town of Normal for IL HSR to construct a second boarding platform and auxiliary waiting room improvements at Uptown Station. A grade separation is required to meet IL HSR commitments in the SOA for service reliability and on-time performance. The *Underpass Project* was also included in the State Transportation Improvement Program (STIP) in July 2016.



UPRR owns the railroad the HSR service operates on through Normal. UPRR has designated Normal as a "Train Town, USA" and has a strong working relationship with the Town. The railroad requires a grade separation at multi-track stations for safe passage between platforms and to promote reliable operations.



The Town worked closely with Amtrak officials in the planning and design of Uptown Station and IL HSR station improvements. Amtrak is supportive of a grade separation at Uptown Station to provide utility and safe passage across the tracks for their patrons.



The Town has engaged the ICC, which has jurisdiction over public rail crossings in Illinois. Normal has worked with ICC and UPRR to supplement the prior crossing order to extend the *Underpass Project* timeline to 2021 for design and construction. Further, ICC has committed \$1.25M in grade crossing protection funds for construction.

#### *Private Foundations*

Normal is excited to partner with the Children's Discovery Museum to jointly seek private investment in a museum exhibit during construction to teach children about architecture, engineering, and construction as well as develop a permanent outdoor exhibit and active play space in the North Plaza. The museum is perfectly situated to use construction of the *Underpass Project* as a teaching opportunity by creating a temporary exhibit with time-lapse videos of construction and progress updates displayed adjacent to floor-to-ceiling windows and balconies directly overlooking the site (see Figure 4-5). Ideas for the permanent outdoor exhibit include an active space that teaches children about different types of renewable energy and associated engineering principles. This is one of the state education standards, which schools repeatedly ask the museum for assistance with.

Two examples of foundations the museum and Town are in contact with include UPRR and State Farm.



UPRR is an active project partner. The Union Pacific Foundation supports a variety of initiatives in their partner communities. Some of the key initiatives include safety efforts for projects focusing on rail, bike, and pedestrian improvements as well as community spaces to create destinations where families, businesses, and visitors want to be.



State Farm Insurance is headquartered in and is the largest employer in neighboring Bloomington, IL. State Farm supports continued development in Uptown Normal as it enhances livability and makes the Bloomington-Normal region a more attractive place to call home. The State Farm Foundation supports projects that enhance safety, education, and community development.



Figure 4-5: View from museum windows overlooking the construction site (left) and view of construction site from Uptown Station entrance (right)

## 4.8 Non-Federal Revenue for Transportation Infrastructure Investment

This criterion does not apply. The *Underpass Project* is not anticipated to generate non-federal revenue sources.

# 5 PROJECT READINESS

## 5.1 Technical Feasibility

**Past Performance.** The Town of Normal has managed, planned, designed, and constructed numerous complex infrastructure projects demonstrating its *capacity and technical expertise as a smaller municipality to work effectively with state and federal agencies*. Uptown Station was the first TIGER discretionary project under construction in the nation and has since been looked to as a great TIGER program success story. Further, Uptown Station, in conjunction with redevelopment in Uptown North, is looked to as a *national example of transit-oriented development done right*. Normal did such an exemplary job that when the IL HSR program began, IDOT trusted Normal to lead design and construction

of the second platform and waiting room improvements. Normal completed IL HSR improvements on time and within budget. The Town has been recognized for its exemplary efforts through multiple awards, including the 2012 Transportation Planning Excellence Award from FHWA and FTA.

**Engineering Design Studies & Activities.** The Town of Normal first developed the *Underpass Project* through extensive master planning efforts and public outreach as a part of its 2015 Master Plan Update. At the time, an overpass was being designed as part of the IL HSR Program. The Town worked with IDOT and Union Pacific Railroad to craft and execute an MOU for the Town to design, gain stakeholder approval, and construct an alternate design that would better meet Town goals and objectives.

Normal has retained a consultant team to perform preliminary engineering and draft NEPA documentation. The underpass design is based on a variety of industry best practices and standards including AASHTO design guidelines, IDOT design guidelines and railroad requirements. The Town submitted conceptual underpass alternatives for Union Pacific Railroad and IDOT review in June 2018 and October 2018. Because of significant personnel changes within UPRR, design reviews and approvals have been delayed. The Town has been actively working with UPRR to re-engage and accelerate the design review process with their new points of contact.

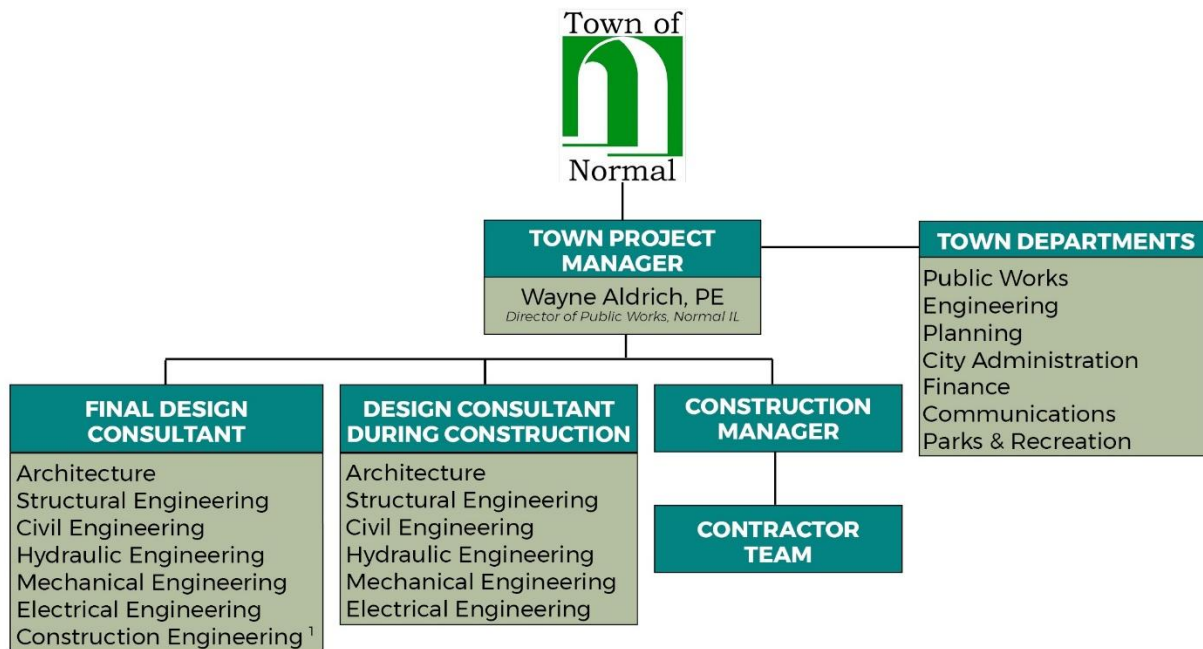
The Town's preferred concept uses accelerated bridge construction to minimize impacts to rail operations. It involves an open cut with driven pile foundations, which minimizes the structure depth, thereby making access for users more convenient. Completion of 30% preliminary engineering and environmental planning is anticipated by the end of 2019.

**Project Management & Team Organization.** The *Underpass Project* is led by Mr. Wayne Aldrich, PE. Mr. Aldrich was previously the Uptown Development Director in charge of overseeing the improvements in Uptown North, including Uptown Station and improvements for IL HSR. Currently, he is the Town's Public Works Director and is managing Phase I for the project. He is recognized as an industry leader in transit-oriented development and is often invited to speak at conferences, including the 2016 Standing Committee on Rail Transportation conference to discuss Uptown Station. Mr. Aldrich is supported by the Town engineering staff, which includes five professionally licensed engineers *who collectively have over 90 years of experience* with construction management and infrastructure projects. The Town of Normal will follow similar methods of contract oversight as implemented for Uptown Station, IL HSR improvements, and Phase I. The Town performs periodic performance reviews with consultant project principals no less than annually. This model will continue during Phases II and III.

Mr. Aldrich is supported by several departments that provide expertise and peer review during project development. The Town will utilize the services of a consultant team to complete 100% contract plans and specifications for bidding. This team will also support the Town during the bid phase. The final design consultant team will include a mix of architects and a variety of engineering disciplines. Due to the complex nature of working adjacent to active railroad tracks, Normal is including construction engineering as a component of final design to develop practical staging plans for UPRR review and approval.



There will be multiple contracts associated with the construction phase of work, including construction engineering, construction management, and a construction contractor. The construction engineer will be a consultant team who is responsible for addressing all design related items during construction. The construction manager will oversee day-to-day project implementation on-site and act as the owner’s representative. Refer to Figure 5-1 for an *Underpass Project* organization chart.



Notes:

1. Construction Engineering may be performed by a contractor specializing in tunnel construction and/or railroad construction.

Figure 5-1: Project organization chart

**Project Contracting.** Normal released a Request for Proposals (RFP) in Summer 2016 for a Phase I consultant to perform preliminary engineering and draft NEPA documentation. Through this qualifications-based selection, the Town contracted with WSP USA (IL HSR Program Manager) and RATIO Architects (Uptown Station and Second Platform Designers) to perform the work. The RFP states that with Town Council approval, the Town may amend the Phase I team’s contract to include Phase II services without a separate procurement process. This provides flexibility to streamline the contracting process and continue project development without delay presuming satisfactory completion of Phase I.

The Town of Normal is *committed* to *supporting* Disadvantaged Business Enterprises (DBE) through their *inclusionary DBE program*:

- ü Phase I: **10%** DBE goal
- ü Phase II: **15%** DBE goal
- ü Phase III: **5%** DBE goal

Normal envisions using a best value procurement process to select a contractor team with the experience necessary to complete the *Underpass Project*. By using a best value procurement, Normal is *structuring the Underpass Project to reduce change orders from the start* with selection of an experienced contractor. For changes that arise during construction, Normal plans to use unit cost (rather than lump

sum) construction pricing to form the basis of any future change orders and avoid prolonged negotiations. In the event of a negotiated change order, Normal requires a detailed breakdown of direct and indirect costs, including labor, materials, equipment, workers' compensation and liability insurance, employment taxes, and overhead and profit (limited to certain percentages). Normal's change order process conforms to state statute and mirrors that of larger agencies in Illinois. Change orders are reviewed by the design consultant, require the project manager's approval, and per the Town's procurement policy, the Town Council must be informed of all change orders.

## 5.2 Financial Feasibility

The Town of Normal has the experience to manage the *Underpass Project* and is committed to delivering the project within budget. Annually, the Town manages a budget of \$110 million and has successfully administered prior grants, as evidenced by the Uptown Station project. A further example is the sub-recipient relationship between Normal and IDOT, where *the Town was entrusted to deliver enhancements at Uptown Station for the IL HSR program*. For many years, the Town has maintained among the highest bond ratings from independent bond rating agencies, including ratings of Aa1 from Moody's, AA from Standard and Poor's and AAA from Fitch. The Town is routinely awarded the Certificate of Achievement for Excellence in Financial Reporting by the GFOA.

Town funds in the amount of \$7.38 million are available through Town revenue sources such as the General Fund and bonds to provide a local match. The Town has also secured \$1.25M from the ICC for use during construction. Collectively, these funds provide a 35 percent match. However, the Town does not have available capital resources to fund the full cost of the *Underpass Project* and is thus seeking additional funding through this BUILD grant application. Refer to Section 3 for a detailed overview of costs and sources of funding.

"Yes, [the underpass] is an expensive option. Nothing is done for free. But the advantages of the access will be *worth the wait and expense.*"

—Public meeting comment from a resident of Normal

## 5.3 Project Schedule

The Town began Phase I planning, environmental, and engineering work in the fall of 2016. Completion of Phase I, including draft NEPA documentation and preliminary engineering, will prepare Normal to actively continue the *Underpass Project* upon receipt of further funding, beginning with final design (Phase II) and continuing with construction (Phase III). No right-of-way acquisition is required. The schedule includes the Town's commitment and ability to complete all pre-construction activities and obligate funding in advance of September 30, 2021 and expend all funds well in advance of the September 30, 2026 deadline.

Key project milestones include:

Phase I	
NEPA	Completion Dec. 2019
Preliminary Engineering	Completion Dec. 2019
Phase II	
Final Design Plans, Specifications, & Estimates	Jan. 2020 to Dec. 2020
Contractor Procurement	Dec. 2020 to Mar. 2021
Phase III	
Construction	Mar. 2021 to Dec. 2022

### 5.4 Required Approvals

**NEPA Activities.** Extensive environmental analysis has been done in the vicinity for various projects in Uptown. The IDOT High Speed Rail program has a [2004 Record of Decision](#) for the rail corridor and completed a Categorical Exclusion for the previously designed overpass and station improvements. NEPA was also completed and approved for the Uptown Station project. Considering the results of the environmental work already completed in the project area, no major issues are anticipated and a Categorical Exclusion (CE) is the appropriate Class of Action to comply with the National Environmental Policy Act.

The Phase I project team has had preliminary discussions with FRA about the *Underpass Project* and how it relates to IL HSR. The team confirmed that FRA will not review NEPA documentation until federal funding is established for the *Underpass Project*. Therefore, to streamline the process, the project team is preparing a draft CE that can be submitted to FRA for approval after funding is awarded. In addition, the project team will coordinate with FRA to add Normal to the Section 106 Programmatic Agreement after funding is awarded.

**Public Involvement.** The Town is committed to continued public engagement. In April 2017, Normal hosted a public open house to present the results of an [alternatives analysis](#) for a grade separation adjacent to Uptown Station, which determined that an underpass would best meet the needs of rail passengers and trail users. *It received overwhelming support from the public, with over 70 percent of commenters in favor of the proposed underpass solution.* This recommendation was adopted by the Town Council in [June 2017](#), allowing the conceptual design and NEPA processes

“I am in support of [the underpass], an option that *beautifies our public spaces and provides ease of movement* for pedestrians and cyclists. I strongly believe that a vibrant community is one where residents and guests can move about easily in a pleasant and entertaining environment. I also believe that this option will help *build the local economy and support local business*. When you visit a well-developed town, you know the difference and you remember it. I want residents and visitors to think of Normal as *a memorable place they want to return to.*”

—Public meeting comment from a resident of Normal

to begin. The next public meeting is planned for Fall 2019 to update the public on the preliminary engineering effort.

**State & Local Planning.** Normal has actively engaged the Town Council and the public to obtain support for the *Underpass Project*. The *Underpass Project* is a key piece of the Uptown Master Plan 2.0 and is included in the McLean County Long Range Transportation Plan; it was also added to the State Transportation Improvement Program (STIP) in July 2016. Locally, the *Underpass Project* is believed to provide numerous public benefits when compared to the previously envisioned overpass and therefore has garnered strong support. IDOT is also engaged through regular coordination meetings and design reviews. No issues are foreseen with state or local approvals to continue project delivery.

**Stakeholder Engagement.** The Town has broad community support for the *Underpass Project* from local businesses, healthcare providers, and educational institutions. The Town has also received letters of support from legislators, state agencies, and the railroads involved. See the attached package of support letters from more than twenty stakeholders included in the appendix.

Normal has been working closely with the railroads and state agencies involved in the *Underpass Project* for many years to ensure stakeholder consensus. The MOU between Normal, UPRR, and IDOT, executed in December 2016, includes the necessary agreements required to deliver the *Underpass Project* and includes Union Pacific's commitment to support the *Underpass Project*. In December 2017, UPRR signed a Project Agreement Letter with Normal, which provides for UPRR design review. The ICC has also issued a supplemental crossing order, which amends the timeline to construct a grade separation in this location. Normal continues to work with both organizations on additional required agreements and status updates. Refer to the attachments for the agreements and orders referenced above.

## 5.5 Assessment of Project Risks & Mitigation Strategies

Given Normal's long history of working on construction projects with the stakeholders involved in the *Underpass Project*, the Town can effectively anticipate, manage, and mitigate project risks. The team responsible for final design will be required to designate an individual responsible for managing monthly risk reporting in the form of a risk register. This individual will work closely with Wayne Aldrich and the rest of the Normal engineering staff to anticipate risks. The register will identify each potential risk, assign a risk level, determine potential impacts to cost and schedule, identify mitigation measures and responsible parties, and document risk resolution.

The schedule and budget will be used to ensure *Underpass Project* is on track. The schedule will account for milestones, review periods, required deliverables, and will distinguish items on the critical path, as risks affecting those items are especially important. Examples of risks and mitigation strategies include:

- **Railroad Staging:** There is insufficient space to construct a temporary shoo-fly track to route trains around the construction site. This means trains will continue to run in the project area throughout the construction process with extremely limited windows for track outages. To maintain railroad operations, careful planning and intricate railroad coordination will be required. Continuous production is assumed for any track outages that are agreed to by UPRR. The project team is discussing opportunities with UPRR to take one track out of service at a time by using the crossovers located approximately 2,000 feet to either side of the project area.

↗ **Underground Conditions:** Multiple utilities including Town and private fiber optic lines as well as UPRR fiber and signal communication lines run through the project area and will require relocation or protection in place during construction. The construction budget includes conservative allowances for these items to accommodate the necessary relocations. A survey completed in winter 2017 located all utilities in the project area. Subsurface exploration is also underway. Soil borings were completed in May 2018, and additional survey work to confirm utility elevations occurred in July 2018. Utility conflicts are being proactively assessed as part of the preliminary engineering process so that discussions with utilities can begin well in advance of construction. This will allow the necessary relocations to be designed and performed to mitigate potential construction delays.

## 6 BENEFIT-COST ANALYSIS

A benefit-cost analysis was conducted for constructing a rail passenger, pedestrian, and bicyclist underpass adjacent to Uptown Station. The analysis considers the full life cycle costs of the *Underpass Project*, including capital costs for planning, design and construction as well as operating costs for future maintenance. The base case for this analysis is constructing a rail passenger overpass that connects passengers from the station to the new platform on the south side of the tracks as agreed to in the 2016 MOU between Normal, IDOT, and UPRR.

The underpass would provide several benefits that would not be provided by an overpass, including travel time savings and improved safety for rail passengers, pedestrians and cyclists. The *Underpass Project* also yields a reduction in operations and maintenance costs.

Constructing the underpass has a *benefit-cost ratio of 1.27* using a 7 percent discount rate, with a net present value of \$5.3 million. The benefit-cost analysis is summarized in Table 6-1. Refer to the attached Benefit-Cost Analysis for further detail.

Table 6-1: Summary of Benefit-Cost Analysis

Discount Rate	Discounted at 7%
BCR	1.27
Total Benefits	\$24,984,719
Total Costs	\$19,707,698
Net Present Value	\$5,277,021

## 7 CONCLUSION

The Town of Normal is committed to pursuing its vision for the vibrant future of Uptown with the *Underpass Project* as a critical step to connect north and south. Normal has already invested \$1.5 million to kick-start the project and is ready to invest \$8.63 million in additional non-Federal funds for final design and construction. The requested \$16 million in federal funding for final design and construction will allow the *Underpass Project* to successfully move forward.

## APPENDICES & ATTACHMENTS

- [↗ Wage Rate Certification](#)
- [↗ Benefit-Cost Analysis Report and Excel Model](#)
- [↗ Letters of Support](#)
- [↗ 2019 BUILD Info Spreadsheet](#)
- [↗ SF 424](#)
- [↗ SF 424C](#)
- [↗ SF 424D](#)
- [↗ Financial Commitment Letter](#)
- [↗ Memorandum of Understanding](#)
- [↗ Illinois Commerce Commission Order T14-0014](#)
- [↗ Illinois Commerce Commission Supplemental Order T14-0014](#)
- [↗ UPRR Project Agreement Letter](#)
- [↗ Train Town USA Designation](#)

# PROJECT SCHEDULE

TOWN OF NORMAL  
**PEDESTRIAN CROSSING OF UNION PACIFIC RAILROAD AT UPTOWN STATION**  
 December 1, 2020  
 DRAFT

Key project milestones include:

Phase I	
NEPA	Completion by June 2021
Decision on Method of Construction to proceed with Preliminary Engineering	January 2021
Preliminary Engineering	Jan. 2021 – March 31, 2021
Preliminary Engineering review period Reviews will be concurrent and include engineering review by UPRR, FRA, ICC, and IDOT Concurrence required from stakeholders by July 1, 2021 to meet BUILD grant deadline	April 1, 2021-July 1, 2021
Town of Normal budget reviews and approval	Jan. 14, 2021 – Council Work Session March 1, 2021 – Normal budget approval April 1, 2021 – start of fiscal year
ICC Status Hearing – estimate Feb. 2021 hearing in support of Town of Normal budget meetings	Date TBD
BUILD Grant Obligation – see notes below	
Review period for draft grant documents and agreements Including Town Council review and approval of agreements with FRA (draft) and UPRR	April 1, 2021-July 1, 2021
Completion of grant documentation along with NEPA, PE, agreements, and stakeholder approval records	SUBMIT TO FRA BY JULY 2, 2021 TO MEET GRANT DEADLINE
Phase II	
Final Design Plans, Specifications, & Estimates	Oct. 2021 to Sep. 2022
Contractor Procurement	Sep. 2022 to Dec. 2022
Phase III	
Construction	Dec. 2022 to Sep. 2024

Notes:

The underpass project was selected by the US Department of Transportation to receive \$13 million in funding for final design and construction through the 2019 BUILD Grant Program (Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program). The grant will be administered through the Federal Railroad Administration and the deadline for grant obligation is

September 30, 2021. Phase I (Preliminary Engineering and NEPA) of the project must be complete and approved by project partners prior to the obligation of the grant.

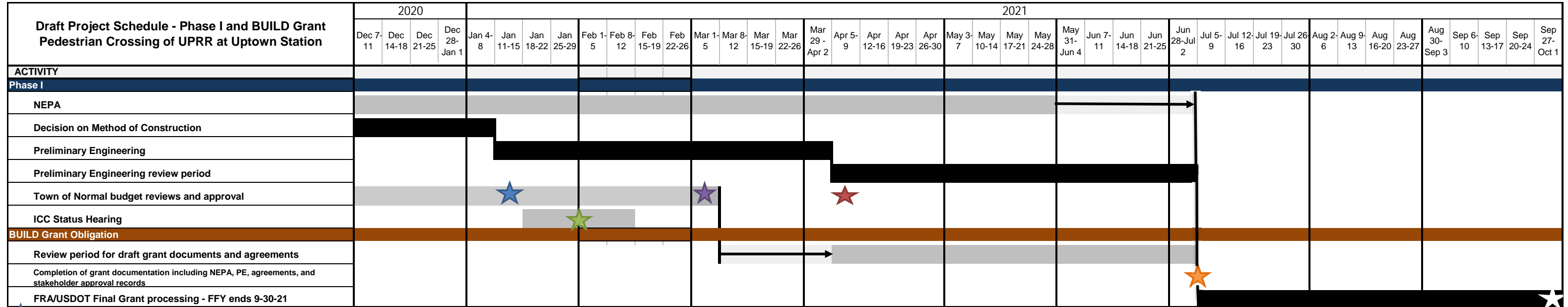
Per FRA, allow 60 to 90 days for FRA review prior to obligation. Assuming 90 days to be conservative, grant documents should be returned to FRA by July 2, 2021 along with NEPA, PE, agreement, and stakeholder approval records.

FRA must receive to obligate grant:

- Grant documents – standard terms and conditions, statement of work, attachments
- Completed NEPA documentation
- Record of PE with stakeholder approval
- Record of agreement between Normal and UPRR for final design and construction

Start of Phases II and III are dependent on grant obligation. Duration of Phases II and III are dependent on scope of work and method of construction identified in Phase I. Dates shown above are subject to change.





- ★ Normal Council Work Session - January 14, 2021
- ★ Normal Budget Approval - March 1, 2021
- ★ Start of Normal Fiscal Year - April 1, 2021
- ★ Estimated ICC Hearing Date

■ Current Critical Path