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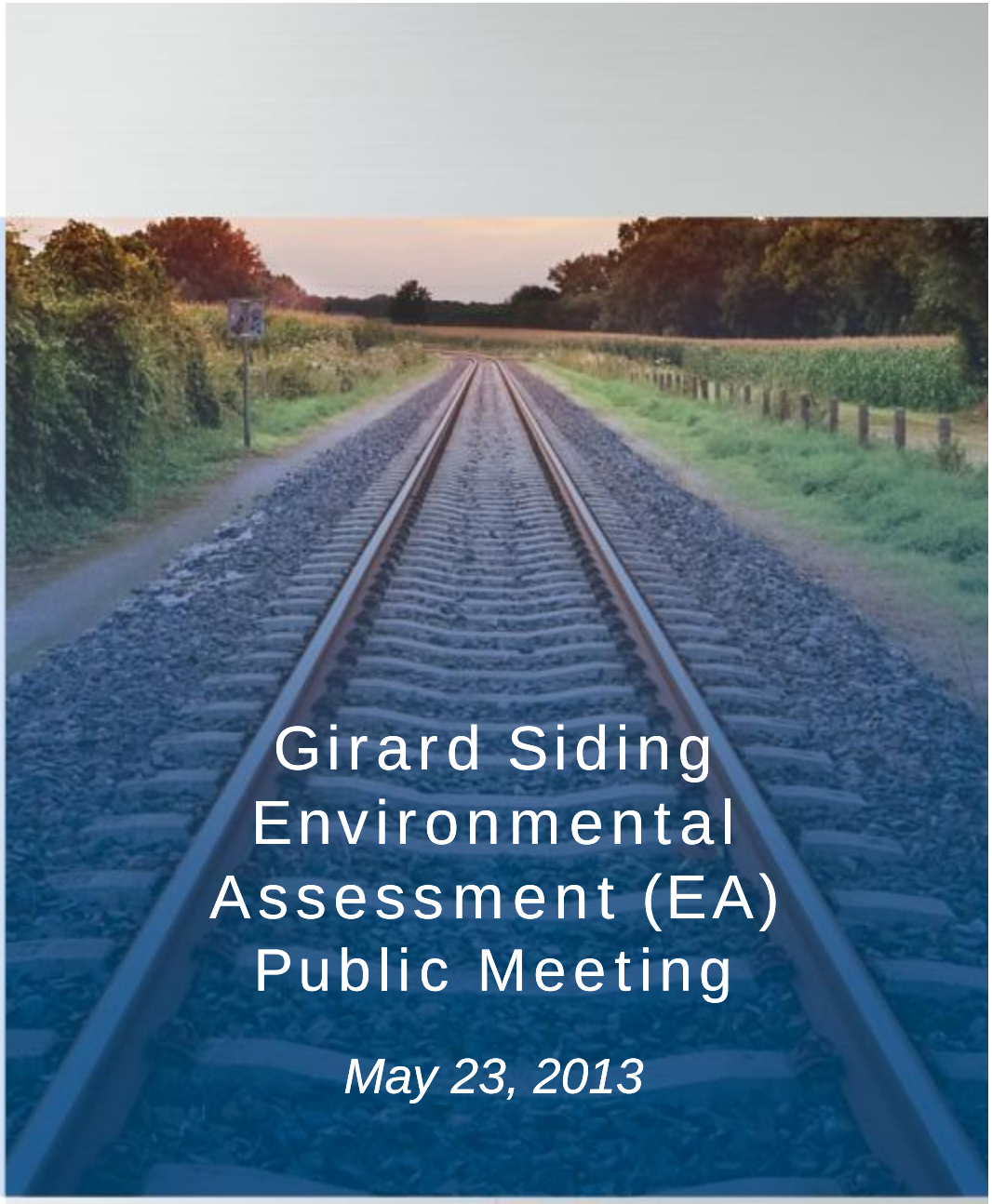
ILLINOIS HIGH-SPEED RAIL

CHICAGO TO ST. LOUIS



Girard Siding Environmental Assessment (EA) Public Meeting

May 23, 2013

Illinois Department of Transportation

www.idothsr.org
www.connectthemidwest.com

Agenda

- Program Overview
- Girard Siding Project EA
- Auburn to Shipman Track Improvement Project
- Public Involvement Opportunities

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Illinois High-Speed Rail Chicago to St. Louis: Program Overview

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Program Objectives

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The overall purpose of this project is to enhance the passenger transportation network within the Chicago to St. Louis corridor, resulting in a more balanced use of the modal components, reduced travel time, increased service reliability, and enhanced safety.

Project Location

Chicago to St. Louis High-Speed Rail Route

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Who's Involved?

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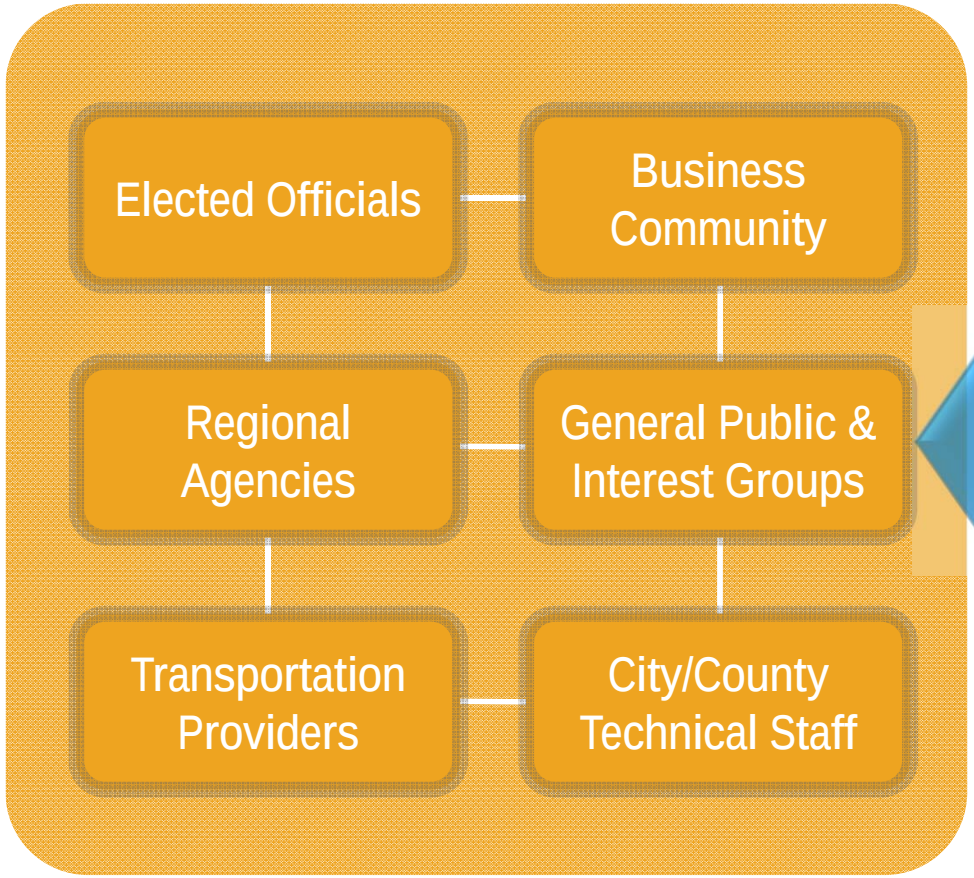

Project Partners

- Illinois Department of Transportation (IDOT)
- Federal Railroad Administration (FRA)
- Union Pacific Railroad (UPRR)
- Amtrak
- Illinois Commerce Commission (ICC)
- Others

Support

- Parsons Brinckerhoff - Program Manager
- IDOT Consultants (PTB Advertisements) including Parsons Corp. for Tier 2 EIS
- UPRR Contractors/Consultants

Overall Project Tasks

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- Design and construction of main track, including concrete ties, welded rail, etc.
- Realignment of curves
- New second tracks and sidings
- Grade crossing warning devices
- Construction of non-complex grade crossings
- Train control signaling (PTC)
- Turnouts, culverts, bridges, fencing, etc.

Construction Accomplishments

» Since 2010, activities have included the:

- Installation of 237 track miles of new rail
- Installation of 619,813 new concrete ties
- Spreading of 1,252,129 tons of stone ballast
- Initial renewal of 235 crossing surfaces and approaches

Construction Accomplishments

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- Significant Grade Crossing Upgrades:
  - Completed diagnostics at 270 locations
  - Extensive liaison with IDOT Highways, locals, ICC, FRA, others
  - Extensive safety features and physical upgrades

Benefits

- *Safety*
- *New Passenger Cars and Locomotives*
- *New Stations*
- *Environmental*
- *Service and Reliability*

Safety Improvements

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- Four-quad vehicle gates
- Pedestrian gate crossings
- Improved road crossings
- Signage
- Fencing

Project Schedule

2010-2012

- Track reconstruction and upgrades

2012

- Procurement process for new high-speed rail cars
- Operation of trains up to 110 mph between Dwight and Pontiac

2013

- Procurement process for new high-speed rail locomotives

2015

- Infrastructure improvements in place to support speeds of up to 110 mph on the Dwight-Alton portion of the Chicago-St. Louis corridor by the end of 2015
- Program schedule includes upgrades that will permit higher speeds (of up to 79 mph, not 110 mph) in the Alton-East St. Louis area by the end of 2015

2015-2017

- Infrastructure in place to operate up to 110 mph between Dwight-Joliet
- Springfield Third St. improvements
- Delivery of the new cars and new locomotives

Current Program Budget: $1.45 Billion

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» Track & Structures	$726.3 million
» Real Estate	$ 16.3 million
» Stations	$ 40.0 million
» Rolling Stock / Equipment	$211.0 million
» Signaling & Communications	$183.9 million
» Miscellaneous (Grade Crossing Approaches, Overhead Bridges, Fencing, etc)	$ 61.6 million
» Professional Services (Program Management, Environmental / Design, Construction Oversight)	$211.4 million
Total:	**$1.45 billion**

Note: This summary does not include the Tier 1 Environmental Impact Statement (EIS), Joliet Multi-modal Station, or other individual projects

110 MPH Service

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- October 19th High Speed Demonstration Run
- Public Operation of Higher-Speed Service between Dwight and Pontiac
  - Began November 22, 2012
  - Three northbound (300, 302, and 304) and three southbound (301, 305, and 307) trains

Rail Car Procurement

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- Rail Car Procurement
  - Joint effort between California, Illinois, Michigan, and Missouri
    - Led by Caltrans
    - Competitive bid for 130 cars
  - Awarded in November 2012 to Nippon Sharyo, USA
    - Facilities located in Rochelle, IL
    - Will utilize Buy American Program

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Girard Siding Project Environmental Assessment

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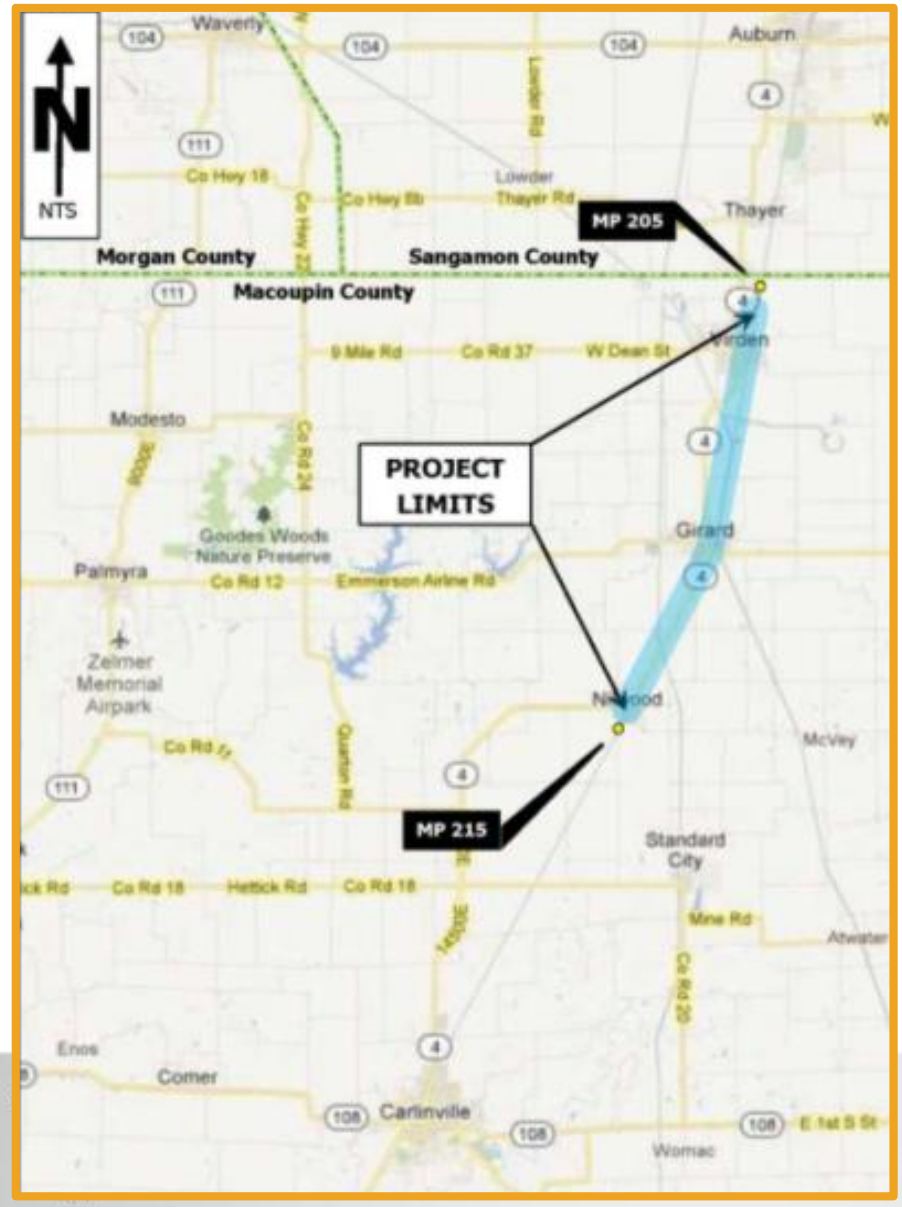
Project Location



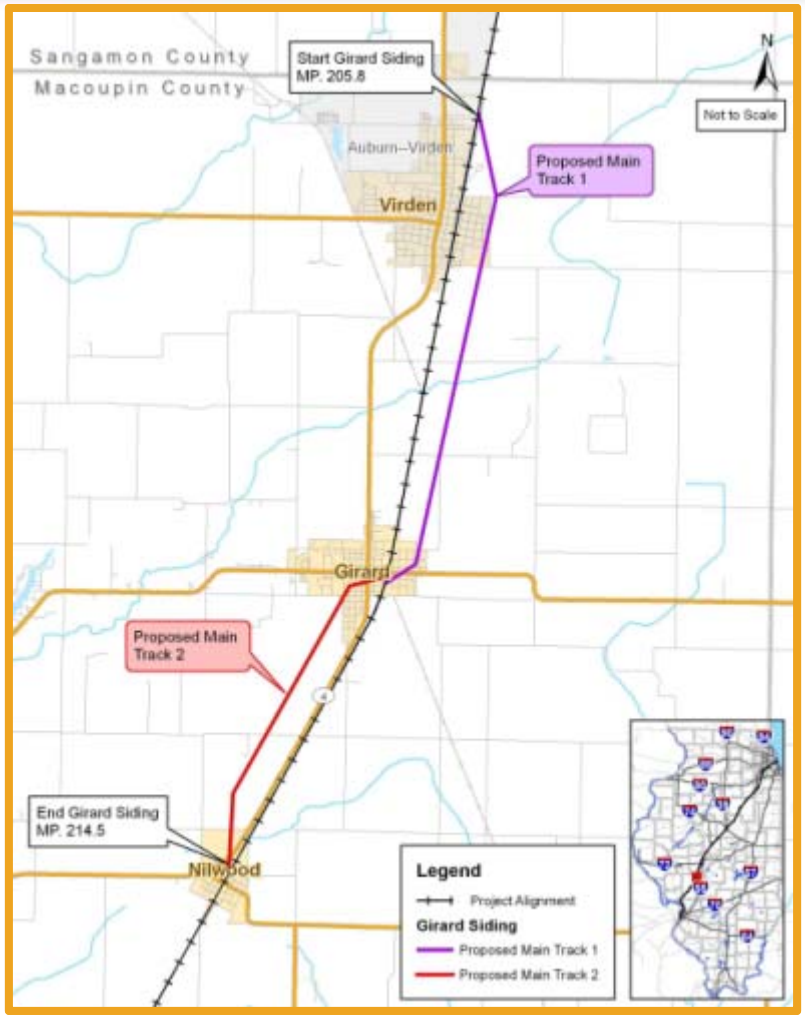
- Girard Siding Project area follows the existing UPRR corridor
  - Begins in Virden, IL and ends in Nilwood, IL

Alternatives Evaluated

- The Environmental Assessment evaluates both a No-Build and a Build Alternative.

- The No-Build Alternative:
  - Includes a continuation of existing single track between Virden and Nilwood
  - Unable to accommodate high-speed rail traveling at 110 mph
  - Unable to provide operating flexibility for the growing rail freight traffic

Alternatives Evaluated



» The Build Alterative:

- Constructs a new 8.7 mile long siding track
- Installs new signal equipment and switches
- Installs new crossing gates
- Allows for high-speed rail service

» *The Build Alternative is integral element of the overall upgrades between Chicago and St. Louis*

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Auburn to Shipman Track Improvement Project

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Auburn to Shipman Track Improvements

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- Provide 27 miles of track upgrades
- Install new turnouts
- Reconstruct the Carlinville siding
- Install new signals, rail and concrete ties

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Additional Nearby Improvements

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Proposed Station Improvements

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- » Carlinville Station
  - o Proposed site near the current facility
  - o Plans in the conceptual design phase
- » Environmental Documentation
  - o Categorical Exclusion (CE)
    - Reevaluation of 2004 Record of Decision (ROD)
    - Study began in March 2013
    - Anticipated Completion Fall 2013

Fencing

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- Railroad right-of-way (ROW) fencing:
  - Will be added within urban areas, select rural areas, and within 150 feet of all pedestrian crossing gate locations
  - Will serve as an added safety measure
  - Will be placed within one foot inside the Union Pacific Railroad ROW
  - Will be maintained by UPRR

Fencing

- Fencing material types will be previewed with the local communities along the corridor.
  - Ornamental fencing will be used within urban areas.
  - Chain-link fencing will be used in locations adjacent to the railroad outside of an urban area.

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Public Involvement Opportunities

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Public Involvement Opportunities

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Stakeholder Outreach

- Public Meetings & Hearings
- Stakeholder Meetings/Briefings
- Small Group Meetings
- Media Outreach
- Fact Sheets/Newsletters
- Project Website: www.idothsr.org
- Project Hotline: 1-855-IDOT-HSR

Business Opportunities

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» Visit the Doing Business section of www.idothsr.org.

- Find details about the bidding process and current business opportunities
- Find related links for detailed procedures

Additional High-Speed Rail Information

- Visit www.idothsr.org for project specific information, business opportunities, and to comment on the Illinois High-Speed Rail Project
- *Visit the Facebook Page:* www.facebook.com/illinoishighspeedrail
- *Call the Project Hotline:* 1-855-IDOT-HSR (436-8477)

QUESTIONS

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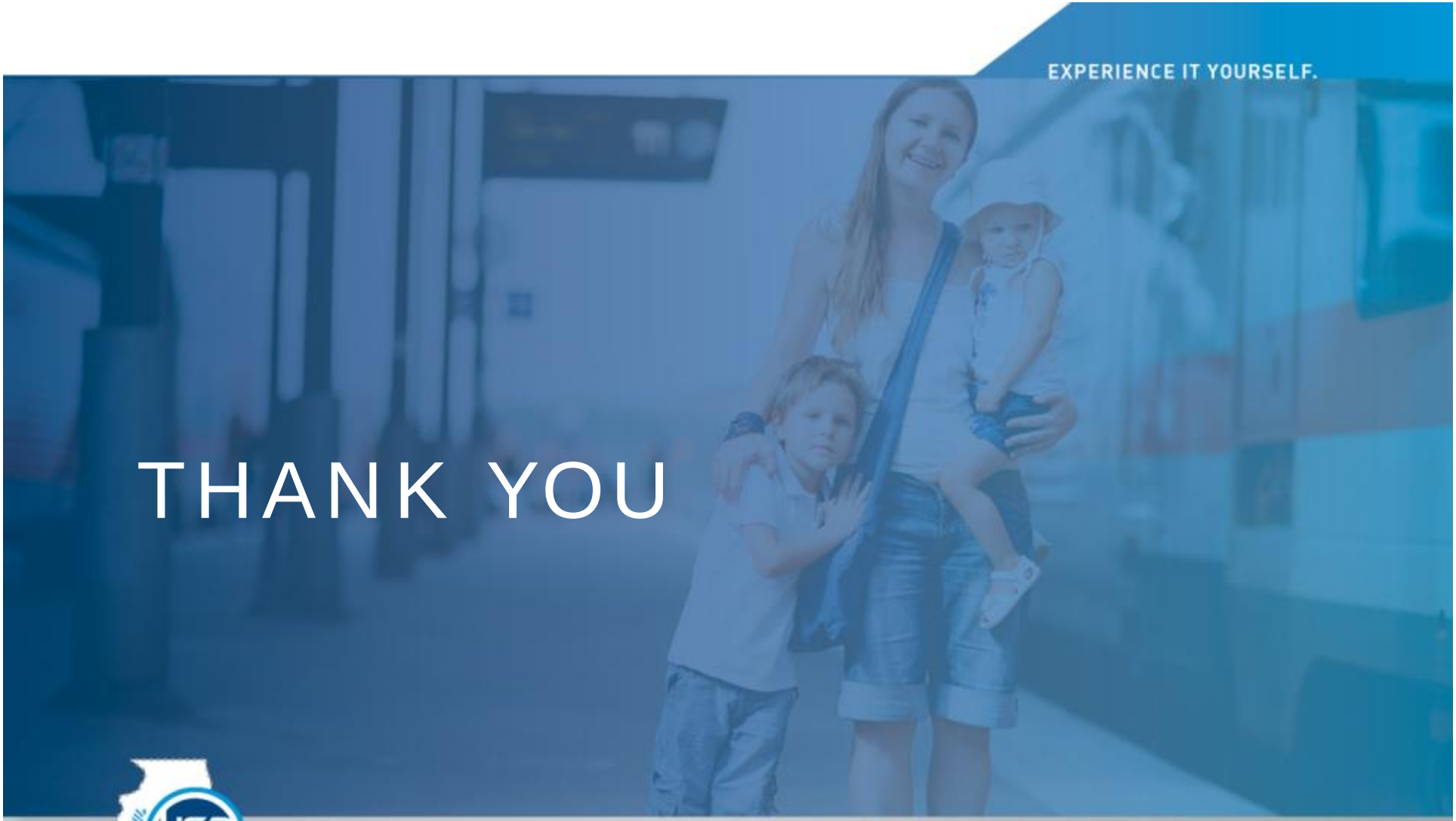

THANK YOU

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