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ILLINOIS HIGH-SPEED RAIL

CHICAGO TO ST. LOUIS

Chicago – St. Louis
High-Speed Rail

Local Officials' Briefing

June 17, 2014

History: Chicago-St. Louis Corridor

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- » IDOT has actively developed the Chicago to St. Louis corridor since the mid 1980's
- » Previously completed National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS) with 2004 Record of Decision (ROD)
- » Sizeable ridership at intermediate stations

Illinois High-Speed Rail Program Components

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- » Upgrades for passenger speeds up to 110 mph
- » Design and construction of **243 miles of main track** including concrete ties, welded rail, and etc. between East St. Louis and Joliet
- » Realignment of curves
- » New **second tracks** and **sidings**
- » Grade crossing **warning devices**
- » Construction of **grade crossings**
- » Train control **signaling**
- » Turnouts, culverts, bridges, fencing, etc.
- » Purchase of six new high-speed **train sets**
- » Eight (8) new/renovated **stations**



Program Benefits

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- » *Reduction in travel time by about an hour*
- » *Enhanced reliability*
- » *New passenger cars and locomotives*
- » *New/rehabilitated stations*
- » *Safety improvements*
- » *Less damage to the environment*



High-Speed Rail Program Schedule

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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

- Significant infrastructure improvements in place to support speeds of up to 110 mph on the Joliet-Carlinville portion of the corridor
- Initial reductions in travel time

2015-2017

- Infrastructure improvements complete with increased speeds over entire Joliet-East St. Louis segment
- Travel time reduced by about an hour
- Springfield Third St. improvements
- Delivery of the new cars and new locomotives

Current Program Budget: \$1.53 Billion

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» Track & Structures	\$681 million
» Real Estate	\$ 24 million
» Stations	\$ 33 million
» Rolling Stock / Equipment	\$211 million
» Signaling & Communications	\$202 million
» Miscellaneous (Grade Crossing Approaches, Overhead Bridges, Fencing, etc)	\$176 million
» Professional Services (Program Management, Environmental / Design, Construction Oversight)	<u>\$203 million</u>

Total:	\$1.53 billion
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Note: This summary does not include Tier 1 and Tier 2 EIS's, Joliet Multimodal, or other individual projects

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Station Improvements



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Station Overview

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- » *Improved aesthetics* with new or renovated facilities
- » New ADA compliant *boarding platforms*
- » Increased passenger *safety, comfort* and *convenience*
- » *Lighting, site* and *parking* improvements
- » Generate *additional ridership* and *commercial development activity*
- » Platform Length = 500 feet (site permitting)
- » Platform Width = 12 feet
- » Platform Height = 8 inches above the rail



Station Improvements

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» Dwight

- Proposed site south of the current location on Village property
- Plans in the design phase
- Categorical exclusion complete

» Pontiac

- Proposed site southwest of the existing station on City property
- Categorical exclusion almost complete
- Plans in the design phase



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Program Milestones



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» 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



» *Completed in 2013/Early 2014*

- Alton Multi-Modal Station Environmental Assessment (EA)
- Elkhart Siding EA
- Various Categorical Exclusions (CE)

» *Ongoing for 2014*

- Shipman to Godfrey EA
- Springfield EA
- Various CEs



Construction Accomplishments

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- » Since 2010, the Program has completed the following tasks
 - Installation of over *243 track-miles of new rail*
 - Installation of *635,168 new concrete ties*
 - Spreading of *1,305,872 tons of stone ballast*
 - Interim renewal of *225 crossing surfaces and approaches*
 - Final renewal of *24 crossing surfaces and approaches*
 - Installed four quadrant gate systems within *120 miles of the corridor*



- New sidings and second track
- Upgrades to bridges and culverts
- Drainage improvements
- Installation and upgrades to signal and wayside equipment
- Continued crossing and approach improvements



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**



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Equipment



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Illinois Department
of Transportation

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Rail Car Procurement

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» Rail Car Procurement

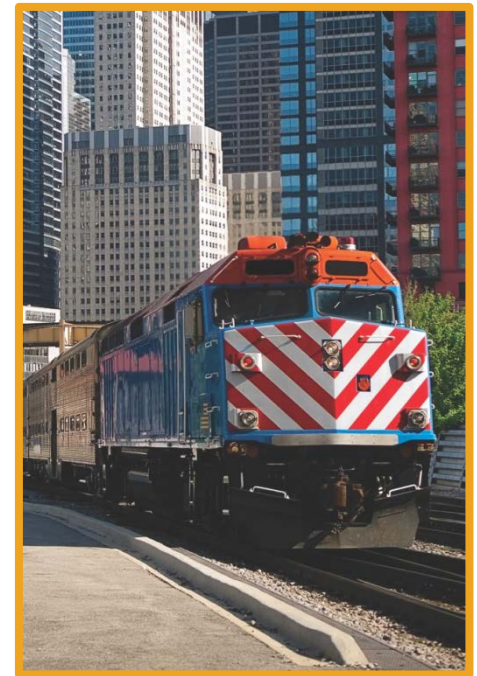
- Joint effort between California, Illinois, Iowa, Michigan, and Missouri
 - Led by Caltrans
 - Competitive bid for 130 cars
- Awarded in November 2012 to Nippon Sharyo, USA
 - Facilities located in Rochelle, IL
 - Will utilize Buy American Program



Locomotive Procurement

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- » IDOT issued a Notice of Intent to Award to Siemens Rail Systems USA
- » Approximately 35 high-performance diesel-electric locomotives, which will:
 - Meet Federal Environmental Protection Agency Tier 4 emissions standards
 - Be equipped with the Cummins QSK95 diesel engines, which Siemens is using for its U.S.-market diesel-electric locomotives



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Grade Crossing Improvements



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Grade Crossing Improvements

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- » Improved crossing surfaces
- » New signal systems
- » ADA accessibility directive signage
- » Pedestrian crossings
 - Pedestrian gates
- » Crossing safety devices
 - Four-quadrant gates
- » New signage and pavement markings



Right-of-Way and Pedestrian Fencing

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» Fencing typically will be placed within one-foot of the Union Pacific Railroad Right-of-Way:

- In Urban Areas
- In Select Rural Areas

Land Acquisition

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- » The Program's land acquisition process complies with the **Uniform Relocation Act**.
- » *Land acquisition will be **minimized** to the extent possible.*
- » If necessary, IDOT/Program Team representative will contact the property owner directly.

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Safety Information



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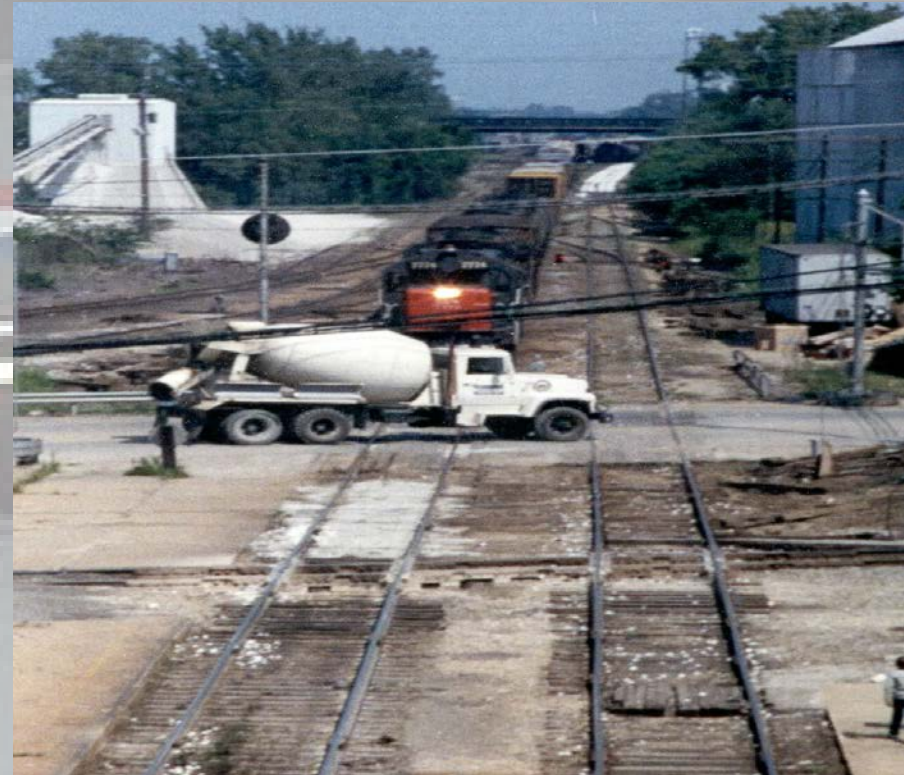
Public Safety in High Speed Rail Corridors

**CHICAGO-ST. LOUIS HSR CORRIDOR
(Livingston County)**



Michael E. Stead
Rail Safety Section
Illinois Commerce Commission

Public Safety IS the #1 Priority



Public Safety in High-Speed Rail Corridors

➤ *Train Speeds will Increase*

- ✓ Current Max. Train Speed = 79 mph
- ✓ **Proposed Max. Train Speed = 110 mph**

➤ *Crossing Warning Times will Increase*

- ✓ Current warning times for max. speed trains = 35 sec.
- ✓ **Warning times for max. speed trains: 80 seconds min.**

➤ *Train Volumes Projected To Increase*

- ✓ **Freight**

➔ ***More Trains = Greater Exposure***

Longer Warning Times... NOT Longer Delays



Public Safety in High Speed Rail Corridors

Considerations

- Public Crossings
- Pedestrian Crossings
- Trespassers
- Private Crossings
- Field Crossings

Public Safety in High Speed Rail Corridors

Proposed Safety Improvements

- Four Quadrant Roadway Gates
- Pedestrian Gates
- Right-of-Way Fencing
- Automatic Gates - Private Xings
- Automatic Warning Devices - Field Xings

Four Quadrant Gates (Public Crossings & Private Crossings)



Pedestrian Crossings



Pedestrian Crossings (Safe Access)

**Pedestrian Xing with
R.O.W. Access**



**Pedestrian Xing with
Restricted R.O.W. Access**



Trespassers (Restrict Access to RR R.O.W.)



Trespassers

It is illegal for any person to walk across or along railroad tracks at any place other than an authorized crossing.



RailPictures.Net - Image Copyright © Bicot (Marc Caya)

Farm Vehicles (Safe Access)



Private Crossings



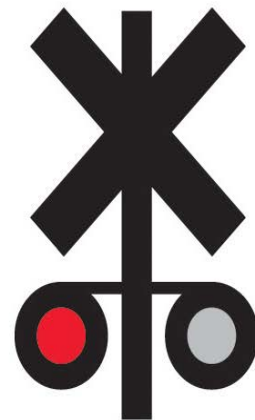
Field Crossings

**Field Crossing w/o Active
Warning Devices**



**Field Crossing with Active
Devices**





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Illinois

Railroad Safety Outreach & Education



**OPERATION
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Illinois

Additional Information

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Illinois Commerce Commission
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Next Steps



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Future Construction

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» Additional construction will include:

- 24 miles of new second trackage
- Bridge replacement and rehabilitation
- Drainage improvements
- Further improvements to highway/rail grade crossings, signal improvements, and other work.

Construction of this infrastructure is expected to be complete by 2017



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Program Milestones

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- » Significant construction now through 2016
- » New cars start arriving end 2015
- » New locomotives start arriving end 2016/2017
- » Project completion in 2017



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Public Involvement Opportunities



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Business Opportunities

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The screenshot shows the 'Doing Business' section of the Illinois High-Speed Rail website. The header includes the HSR logo, navigation links (Home, About the Project, Construction/Stations, Higher Speeds 2012, Doing Business, Tier 1 Study, Stay Informed, Info Center, Media Center), and social media icons. The 'Doing Business' sub-header is highlighted. Below it, a 'Bidding Process' link is shown with a right arrow. A list of links includes 'High-Speed Rail (HSR) Current Business Opportunities', 'Illinois Department of Transportation', 'Work 4 Illinois', 'Union Pacific', and 'Amtrak'. A photo of a diverse group of professionals is featured. The 'Bidding Process' section contains text about the bidding process, a DBE program, and a list of steps for the current business opportunities process. Contact information for Miriam Gutierrez is provided at the bottom.

ILLINOIS HIGH-SPEED RAIL
CHICAGO TO ST. LOUIS

Events Calendar | FAQs | Get Email Updates | Questions or Comments | Glossary

Home | About the Project | Construction/Stations | Higher Speeds 2012 | **Doing Business** | Tier 1 Study | Stay Informed | Info Center | Media Center

Doing Business

[Bidding Process](#)

- High-Speed Rail (HSR) Current Business Opportunities
- Illinois Department of Transportation
- Work 4 Illinois
- Union Pacific
- Amtrak

If there are questions regarding construction opportunities or the process please contact:

Miriam Gutierrez
Bureau Chief of High-Speed and Passenger Rail
Illinois Department of Transportation (IDOT)
Division of Public & Intermodal Transportation
312-793-4803 (Direct Line)

If there are questions regarding other IDOT opportunities for minority-owned, women-owned and other disadvantaged small businesses in IDOT's federal and state funded highway, transit, and airport contracts, please contact:

Illinois Department of Transportation
Office of Business & Workforce Diversity
(217) 782-5490

Bidding Process

Thank you for your interest in business opportunities with the Illinois Department of Transportation (IDOT) and the Union Pacific Railroad (UPRR). The bidding process for both organizations will require prequalification. Please follow the guidelines outlined for [IDOT](#) and [UPRR](#). Please note the UPRR will require contractors to be prequalified for each High-Speed Rail (HSR) opportunity.

Additionally, minority-owned and women-owned companies are required to receive certification through IDOT for the [Disadvantaged Business Enterprises \(DBE\) program](#). IDOT fosters equal opportunity for minority-owned, women-owned and other DBEs in IDOT's federal and state-funded contracts.

Current Business Opportunities Process:

1. Prime contractors have 30 days to become prequalified for each business opportunity ([see Prequalification Notices](#)).
2. After the 30 period, a list of prequalified prime contractors information will become available on the [HSR Current Business Opportunities](#) page of this website.
3. Once the prime contractors information is available, the subconsultants/DBEs have the opportunity to market their services and contact the prequalified prime contractors for the inclusion of a particular bidding opportunity.

» 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

Public Involvement Opportunities

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- 
- » 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)

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Thank you



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