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ILLINOIS HIGH-SPEED RAIL

CHICAGO TO ST. LOUIS



Chicago to St. Louis High-Speed Rail

IDOT District 8 Crossings

July 29, 2015

History: Chicago-St. Louis Corridor

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- » IDOT has actively developed the Chicago to St. Louis corridor since the mid 1980's
- » In 1992 – Federally designated a High-Speed Rail (HSR) Corridor
- » Previously completed National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS) with 2004 Record of Decision (ROD)
- » Sizeable ridership at intermediate stations



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Who's Involved

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Elected Officials

Business
Community

Regional
Agencies

General Public &
Interest Groups

Transportation
Providers

City/County
Technical Staff

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)
- UPRR Contractors/Consultants

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**



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

- 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: \$1.53 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 <i>(Grade Crossing Approaches, Overhead Bridges, Fencing, etc)</i>	\$176 Million
> Professional Services <i>(Program Management, Environmental/Design, Construction Oversight)</i>	\$203 Million

Note: This summary does not include Tier 1 and Tier 2 EIS's, Joliet Multimodal, or other individual projects.



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Chicago-St. Louis Corridor Benefits

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- » One hour travel time reduction when complete
- » Enhanced reliability
- » New passenger cars and locomotives
- » New/rehabilitated stations
- » Safety improvements



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Program Activities



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Major Components

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- » 262 miles of track rehabilitation
(complete)
- » 16 new or improved sidings/DT
(4 complete)
- » 250 improved grade crossings
(initial improvements made)
- » 8 new or remodeled stations
- » 6 new high-speed train sets
- » Advanced signaling system
(PTC)



Public Involvement Accomplishments

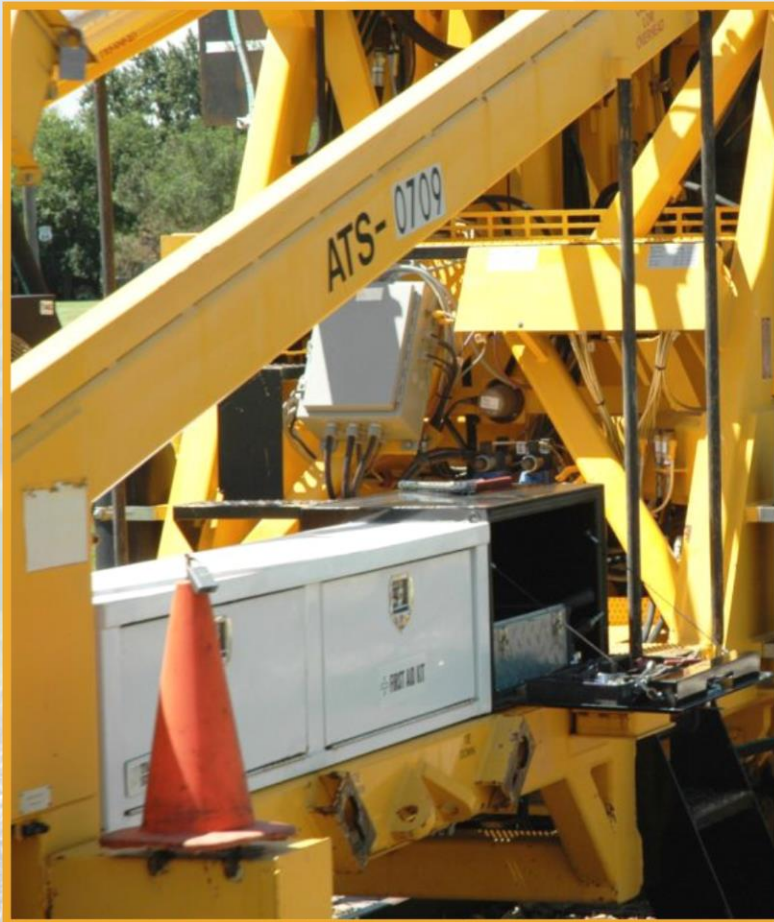
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- » 40 Public Meetings/Hearings
- » 35 Railroad Safety Presentations
- » 91 Community Events/Civic Presentations

2015 Construction: Overall Program

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- » Crossing and approach improvements
- » New sidings and second track
- » Upgrades to bridges and culverts
- » Drainage improvements
- » Installation and upgrades to signal and wayside equipment
- » Installation of fencing



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Grade Crossing Improvements

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- » New signal systems – Positive Train Control (PTC)
- » Crossing safety devices
- » New signage and pavement markings
- » ADA accessibility directive signage
- » Pedestrian crossings
- » Extensive liaison with IDOT Highways, local agencies, ICC, FRA, and others

Mainline Track Rehabilitation

Before → After

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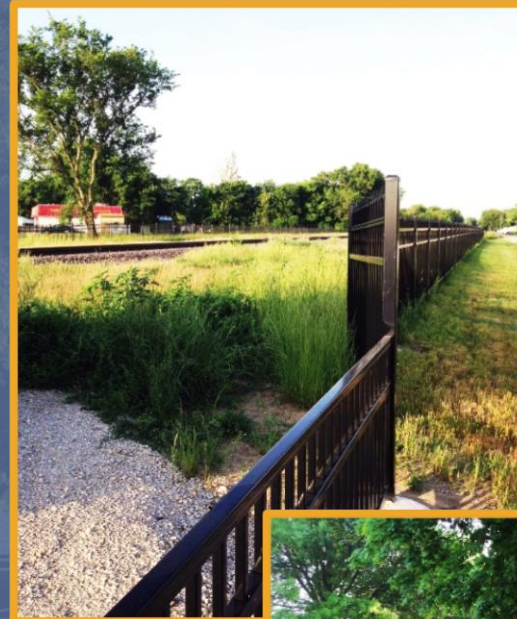
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Right-of-Way and Pedestrian Fencing

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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*




Positive Train Control (PTC)

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PTC is a **safety system** that notifies the conductor of **vehicles on a crossing.**



- » PTC will be installed on the HSR corridor
- » System testing will be conducted this fall.
- » Locals will be notified in advance of testing.

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Stations



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Station Improvements

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- » New or renovated *facilities*
- » Increased passenger *safety, comfort and convenience*
- » *Lighting, site and parking improvements*
- » New ADA compliant *boarding platforms*



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Station Interaction with Grade Crossings & Fencing

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- » No boarding in streets
- » Platforms not to be used as path to grade crossing
- » Back of platform fencing & diversions channel passenger flow



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Station Improvements

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» Joliet

- Received a discretionary grant to construct a multi-modal facility and to make safety improvements
- Construction is ongoing

» Dwight

- Site south of the current location on Village property
- Categorical exclusion complete
- Plans in the design phase
- Construction to begin Summer 2015



» Pontiac

- Proposed site southwest of the existing station on City property
- Environmental documentation complete
- Plans in the design phase
- Construction to begin Fall 2015

Station Improvements

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» Normal

- New multi-modal facility opened in July 2012
- Funded with a Transportation Investments Generating Economic Recovery (TIGER) grant
- Second platform and passenger grade separation to be built using High-Speed Rail (HSR) funding
- Improvements in the design phase

» Lincoln

- Categorical exclusion complete
- Plans for upgrades in the conceptual design phase
- Rehabilitation to begin Summer 2015

Station Improvements

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» Springfield

- Plans for upgrades in the design phase

» Carlinville

- Proposed site near the current facility
- Plans in the design phase

» Alton

- Environmental Assessment (EA) completed
- Selected to receive TIGER grant funding
- Will integrate a new IDOT HSR station and a multi-modal facility (in conceptual design phase)



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Equipment Procurement



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Locomotives

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New high horsepower
diesel locomotives



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Passenger Cars

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» Coach Cars and Café/Business Cars



Accessibility Improvements

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Grade Crossing Improvements



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Purpose and Need for the Proposed Improvements

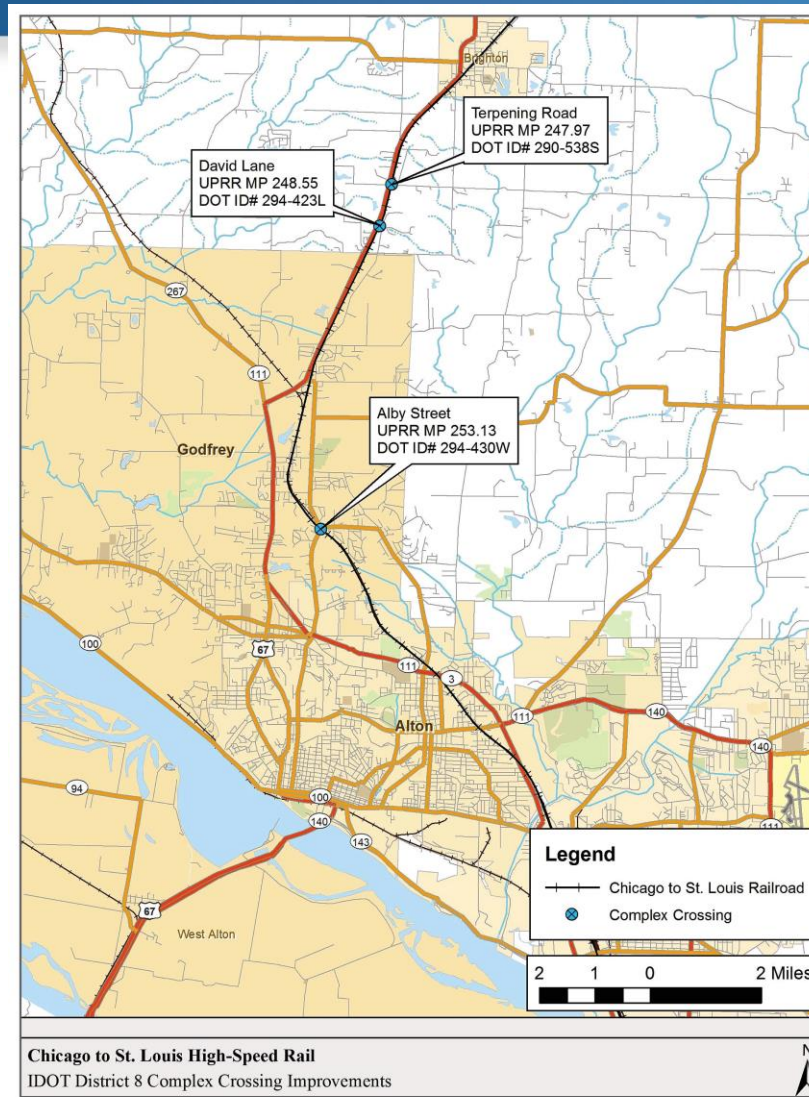
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- » Improvements for at-grade crossings would provide *new safety crossing protection devices needed to accommodate increase in train speed*
- » Additional intersection design improvements, such as realignment of adjacent roadways and cross streets, are required *to meet geometric and safety requirements*



Project Location Map

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» Crossings evaluated as part of the environmental documentation estimated completion in December 2015 include the following:



- *Terpening Road – Piasa Township*
- *David Lane – Piasa Township*
- *Alby Street – Village of Godfrey*

» *Terpening Road & David Lane*

- Roadway work at and adjacent to the railroad tracks
- Installation of safety crossing protection features
- Additional roadway improvements



» *Alby Street*

- Roadway work at and adjacent to the railroad tracks
- Installation of safety crossing protection features
- Additional roadway improvements



Roadway Improvements

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- » New roadway work adjacent to tracks
- » Improvement of roadway approaches to the railroad crossing
- » New medians and sidewalks
- » Culverts and drainage ditch improvements
- » Curb and/or shoulder work to tie into existing roadway
- » New pavement markings and signage



» *Fencing will be installed along the railroad corridor at Terpening Road, David Lane, and Alby Street*

- On both sides of the railroad corridor
- Located within the Union Pacific Railroad Right-of-Way
- Coordinated with the local communities

- Improve pedestrian safety by encouraging pedestrians to cross at designated grade crossings
- Will discourage trespassing



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Safety Information



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Public Safety in High Speed Rail Corridors

CHICAGO-ST. LOUIS HSR CORRIDOR



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.



Private Crossings



Farm Vehicles (Safe Access)



Field Crossings

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



**Field Crossing with Active
Devices**





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Railroad Safety Outreach & Education



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Additional Information

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Public Involvement



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Visit www.idothsr.org and www.illinoisrail.org

- *Program activities (e.g. crossing closures)*
- *Program Schedules*
- *Comment on Illinois Rail Programs*
- *Sign up for e-mail notifications*



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1-855-IDOT-HSR (436-8477)

Business Opportunities

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» Visit the Doing Business section:

- **IL High-Speed Rail**
 - *Find details about the bidding process and current business opportunities*
 - *Find related links for detailed procedures*



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Questions?



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Thank you



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