



**ILLINOIS
HIGH-SPEED RAIL**

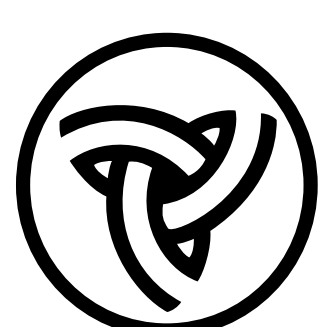
CHICAGO TO ST. LOUIS

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Welcome!

**SHIPMAN TO GODFREY
TRACK IMPROVEMENT PROJECT
ENVIRONMENTAL ASSESSMENT**

Public Meeting



**Illinois Department
of Transportation**

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Project Map

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Chicago to St. Louis High-Speed Rail Route



**Shipman/
Godfrey project
is part of the
overall Chicago
to St. Louis
High-Speed Rail
program.**



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Station Improvements

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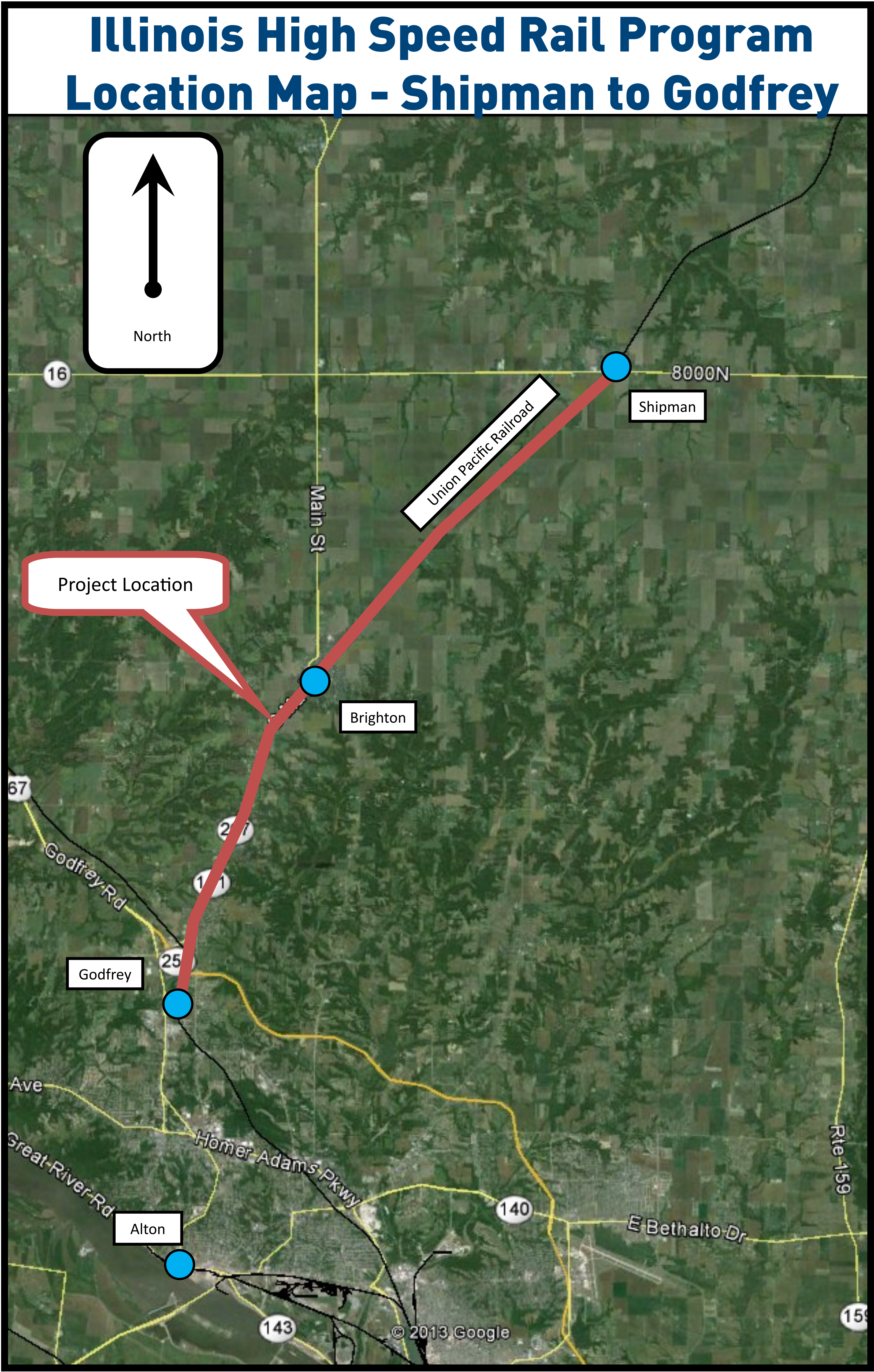
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Project Location Map

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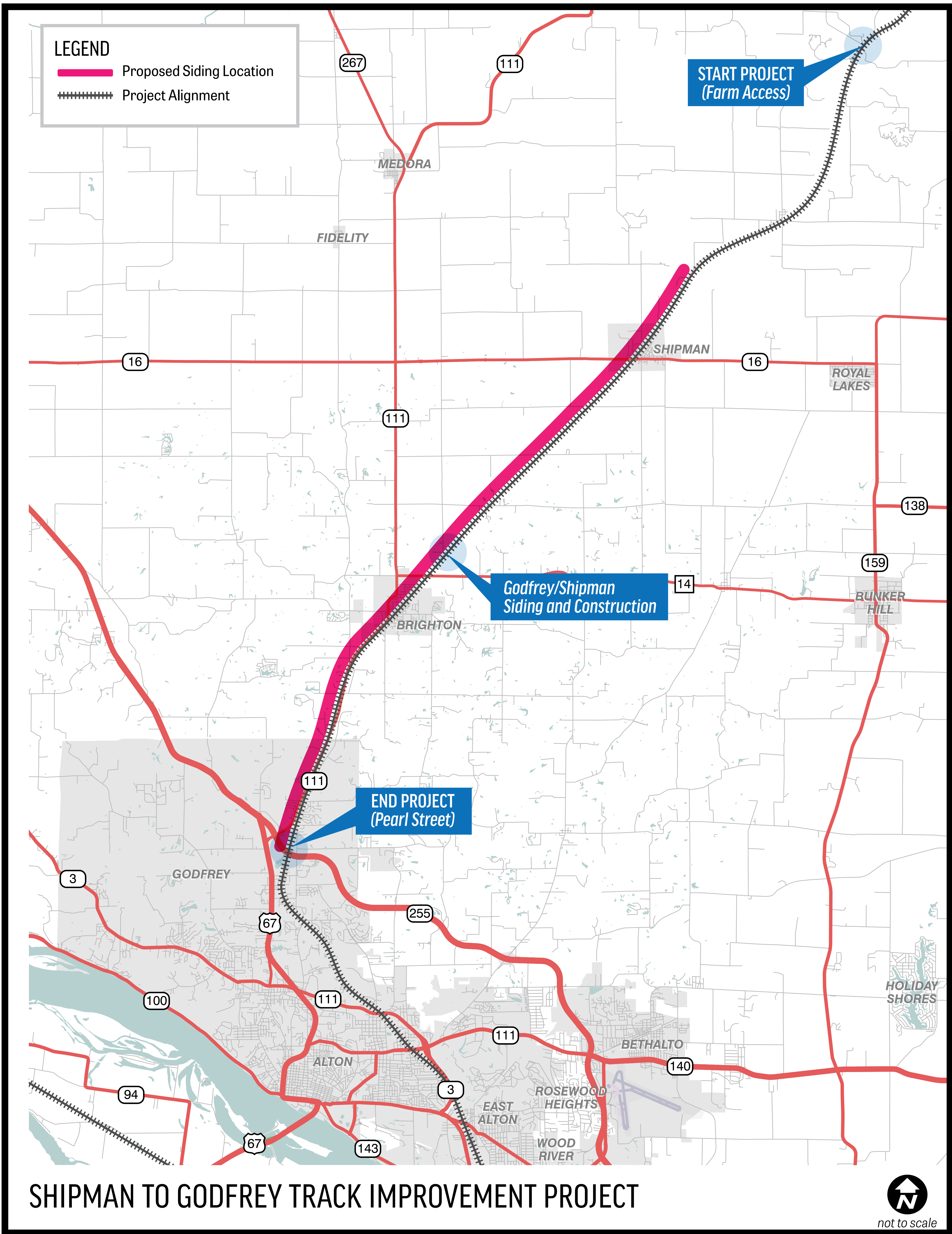
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Project Location Map

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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



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Shipman to Godfrey Track Improvement Project

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**An Environmental Assessment
is a NEPA document that:**

- ✓ **Includes a discussion of the need for the proposal**
- ✓ **Compares one or more Build Alternatives to the No Build Alternative**
- ✓ **Evaluates the potential effects to the natural and human environment**



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Potential Effects

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Noise and Vibration

Land Use/Farmland



Special Waste

Floodplains



Air Quality



Natural Resources/Wetlands



*Public Parks and Recreation
Areas/Section 4(f)*

Socioeconomic Resources

Traffic/Transportation



Cultural Resources

Construction

Energy



Visual and Aesthetics



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Environmental Documentation Process

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December
2011

April
2014



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Section 106

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Section 106 of the National Historic Preservation Act

Requires federal agencies to consider the impacts of their project undertakings on historic architectural and archeological resources that are either listed or determined eligible for listing in the National Register of Historic Places.

- **Design would avoid impacts to the one archeological site in the project area**
- **No buildings/structures warrant National Register consideration**



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Alternatives

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Build:

Double track operation from Shipman to Godfrey including:

- ✓ **Construction of a second mainline track**
- ✓ **Upgrades to two siding tracks and various track improvements**
- ✓ **Installation of four-quadrant gates at public roadway/railroad crossings**



No Build:

- ✓ **Existing single track UPRR route**
- ✓ **Existing sidings**
- ✓ **Installation of four-quadrant gates, upgraded farm crossings, and Positive Train Control (PTC) signaling**



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Findings

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Area of Assessment	Potential Effects (yes or no)	Description of Impact
Socioeconomic Resources	No	
Natural Resources/Wetlands	Yes	1.6 acres of native plants 2.71 acres of wetlands (temporary impact) 2.82 acres (permanent impact)
Land Use/Farmland	Yes	New access to one farmhouse Approximately 18 acres of land acquisition and 15 acres of temporary /permanent easements
Public Parks and Recreation Areas	No	
Floodplains	Yes	Minor effects related to culvert replacement
Special Waste	No	
Visual and Aesthetics	Yes	Possible effects due to track improvements, addition of gates and PTC towers
Noise and Vibration	No	
Traffic/Transportation	Yes	Closure of 5 private grade crossings and 1 public crossing (Gilworth Lane)
Air Quality	No	
Energy	No	
Cultural Resources	No	
Construction	Yes	Temporary effects including noise, vibration, dust, and traffic disruptions

The Build Alternative

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Supports the Purpose and Need of the project:

- ✓ **Double track operations will reduce passenger train delays, address operational needs, and accommodate the increase in train speed**



Improves safety along the corridor with improved grade crossings



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Project Purpose and Need

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Overall purpose is to enhance the passenger transportation network

Improvements to a double track operation would:

- ✓ **Reduce passenger delays**
- ✓ **Accommodate increased train speed**
- ✓ **Provide additional capacity on the track**
- ✓ **Improve safety at grade crossings**



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Illinois Commerce Commission: Railroad Safety

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- ✓ **Has the statutory responsibility to improve safety at public highway-rail crossings**
- ✓ **Orders safety improvements at public highway-rail crossings with the cost of such improvements paid by the state, the railroads, and local governments.**

**Improvements
typically suggested
by the ICC include
the following:**

- Warning Device Upgrades
- Grade Separations -
New and Reconstructed
- Grade Separations -
Vertical Clearance Improvements
- Pedestrian Grade Separations
- Interconnects
- Highway Approaches
- Connecting Roads
- Remote Monitoring Devices
- Low Cost Improvements at
Unsignalized Crossings
- Crossing Closures
- New Grade Crossings
(Roadway and Pedestrian)



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Additional Safety Enhancements

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Installation of new *premium rail* and concrete ties

Extensive operational testing and approvals process

Curve designs for *high ride quality*



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Other Track and Roadway Improvements

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Will meet **safety requirements** of FRA, ICC, IDOT, and the High-Speed Rail Program

Will **enhance** traffic flow through the crossing areas



BEFORE IMPROVEMENTS



AFTER IMPROVEMENTS



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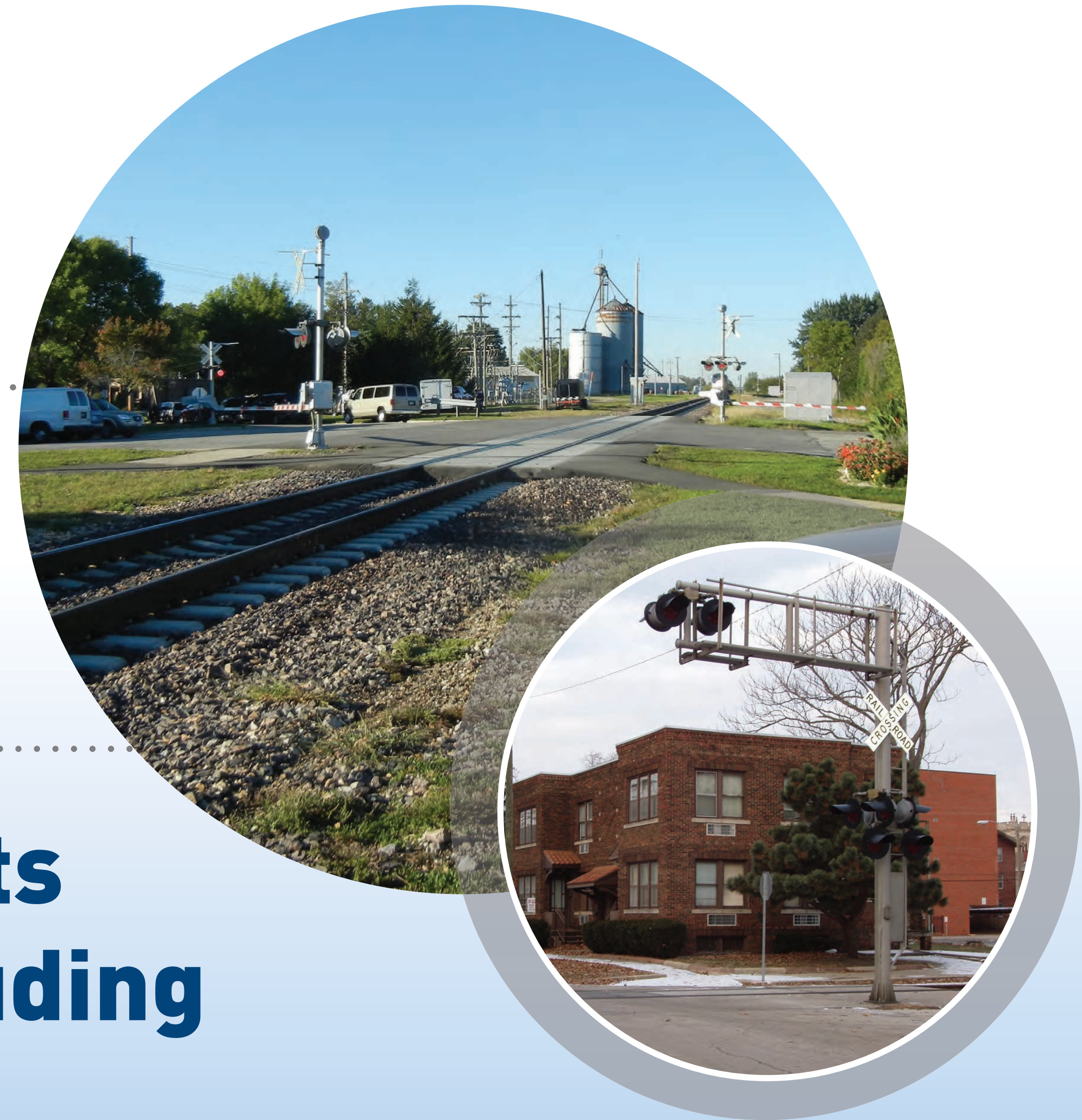


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Signal Improvements

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- ✓ **Wayside infrastructure will be provided by the Union Pacific Railroad**
- ✓ **Amtrak will assist the program with on-board equipment and systems**
- ✓ **IDOT will coordinate these improvements with input from Program partners, including the Illinois Commerce Commission**



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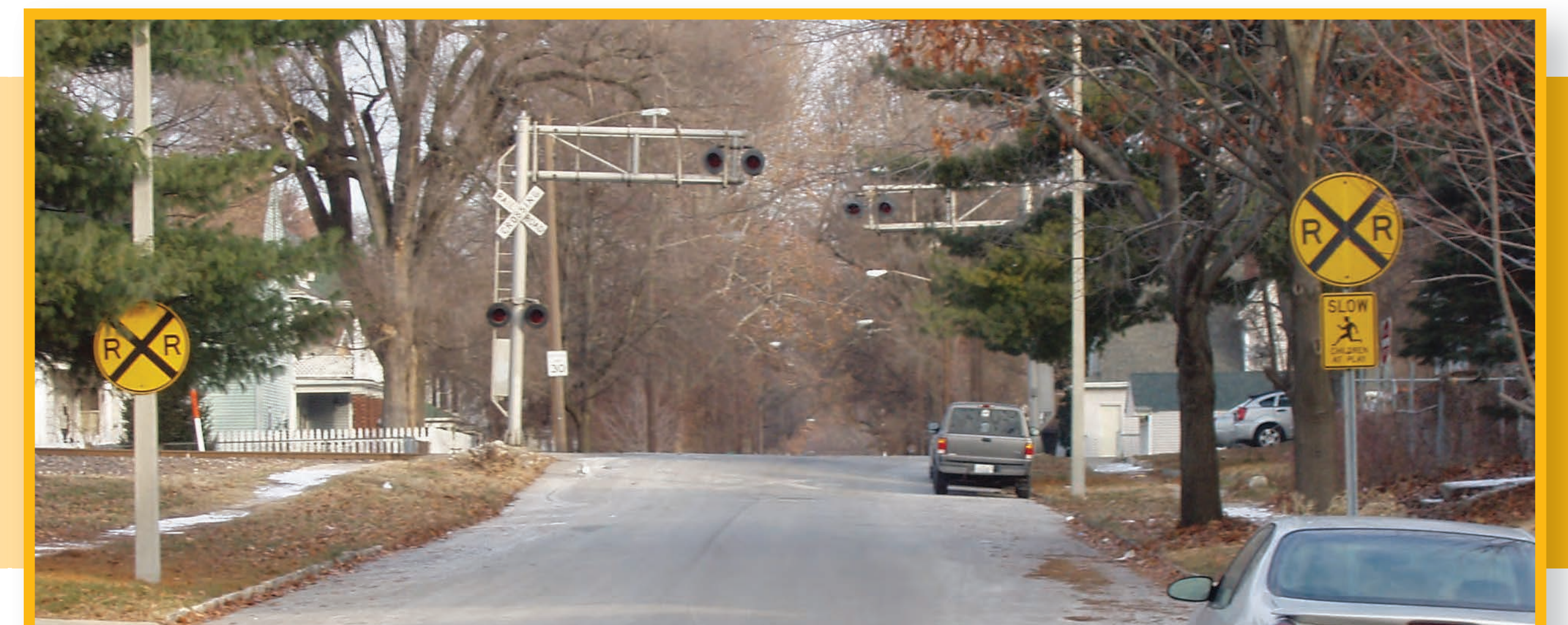
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Crossing Approach/Grade Crossing Signage

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- ✓ Pavement Markings
- ✓ Advanced Warning Signage



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Four Quadrant Gate System

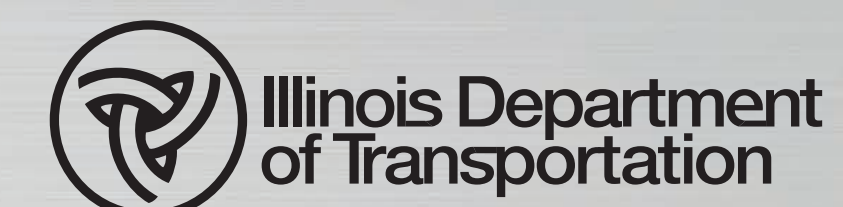
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- ✓ Reinforce driver-gate compliance
- ✓ Prevent vehicles from entering the path of a train



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Submit Comments

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The screenshot shows the Illinois High-Speed Rail website. The top navigation bar includes links for Home, About the Project, Construction/Stations, Higher Speeds 2012, Doing Business, Tier 1 Study, Stay Informed (highlighted), Info Center, and Media Center. The 'Stay Informed' section features a 'Question or Comment?' link, a photo of a man and a woman, and a 'Sign Up For Our Mailing List' form. The mailing list form includes fields for First Name, Last Name, Business/Organization, Address, Apt./Suite No., City, State (dropdown menu), Email Address (with a required asterisk), Telephone, and Ext. Below the mailing list form is a 'Submit a Question or Comment' section with a large text area for 'Your Comment', a 'Zip Code' field, and 'Submit' and 'Reset' buttons.

*30 day public
comment
period
March 28 to
April 27, 2014*

If you have questions or comments about the project please fill out the comment form in person or via the web at www.idothsr.org, contact the hotline at 1-855 IDOT HSR (436-8477), or write to us at:

**Illinois Department of Transportation
Division of Public & Intermodal Transportation
James R. Thompson Center
100 West Randolph Street, Suite 6-600
Chicago, Illinois 60601-3229**



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Business Opportunities

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For information regarding business and job opportunities, please visit the **DOING BUSINESS** section of the project website at

<http://www.idothsr.org/business/>



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Project Information

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Get The Facts From The Official Source!

Visit www.idothsr.org for project specific information and to comment on the Illinois High-Speed Rail project; or call 1-855-IDOT HSR (436-8477)



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