

Overall Map

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Project Timeline

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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

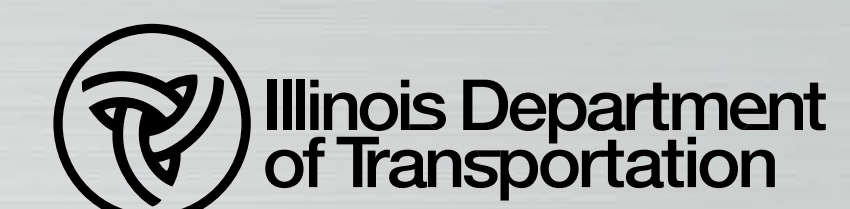
- Procurement process for new high-speed rail locomotives

2015-2017

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



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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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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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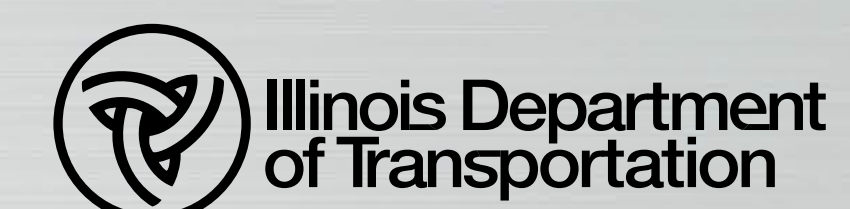
Crossing Approach/Grade Crossing Signage

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- ✓ Pavement Markings
- ✓ Advanced Warning Signage



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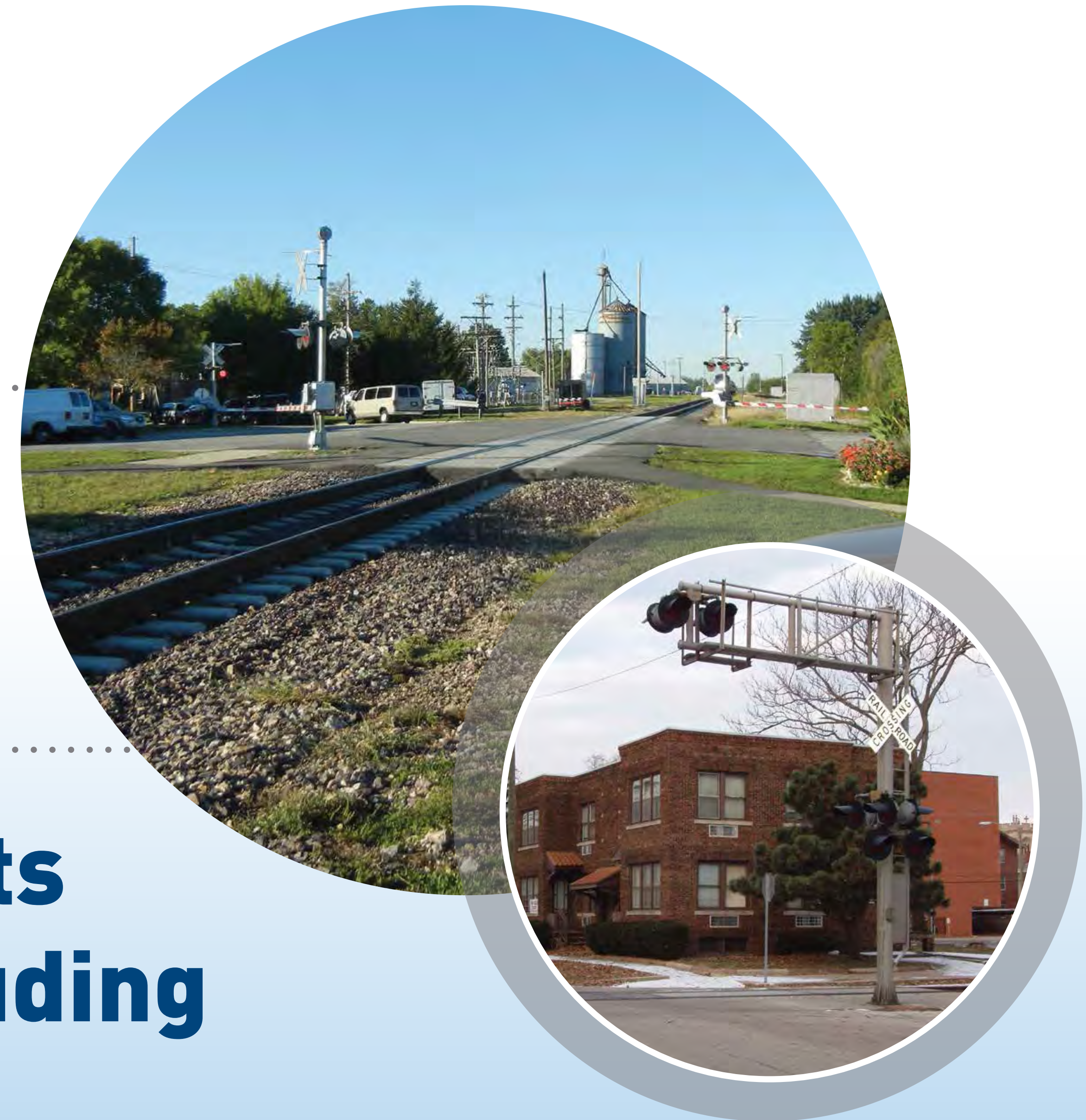


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Signal Improvements

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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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Additional Safety Enhancements

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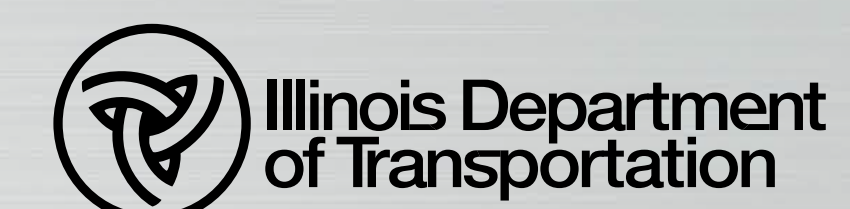
Installation of new *premium rail* and concrete ties

Extensive operational testing and approvals process

Curve designs for *high ride quality*



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Fencing

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Rail

- ✓ **Approximately six (6) feet high**
- ✓ **Decorative fencing in urban areas**
- ✓ **Chain link fencing in rural areas**



Pedestrian

- ✓ **At all grade crossings with pedestrian attributes**
- ✓ **Approximately three (3) feet high**



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Train Horns

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STANDARD POLICY

- Railroad engineers will begin to sound train horns at least 15 seconds, and no more than 20 seconds, in advance of all public grade crossings.
- If a train is traveling faster than 60 mph, engineers will not sound the horn until it is within ¼ mile of the crossing, even if the advance warning is less than 15 seconds.

QUIET ZONE

- In a quiet zone, there is no routine sounding of horns when approaching public highway-rail grade crossings.
- Train horns may still be used in emergency situations or to comply with other Federal regulations or railroad operating rules.
- To establish a quiet zone, the increased risk caused by the absence of a horn must be mitigated.



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Other Track and Roadway Improvements

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



BEFORE IMPROVEMENTS



AFTER IMPROVEMENTS



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



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Project Location Map

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Kankakee River Bridge Project Map

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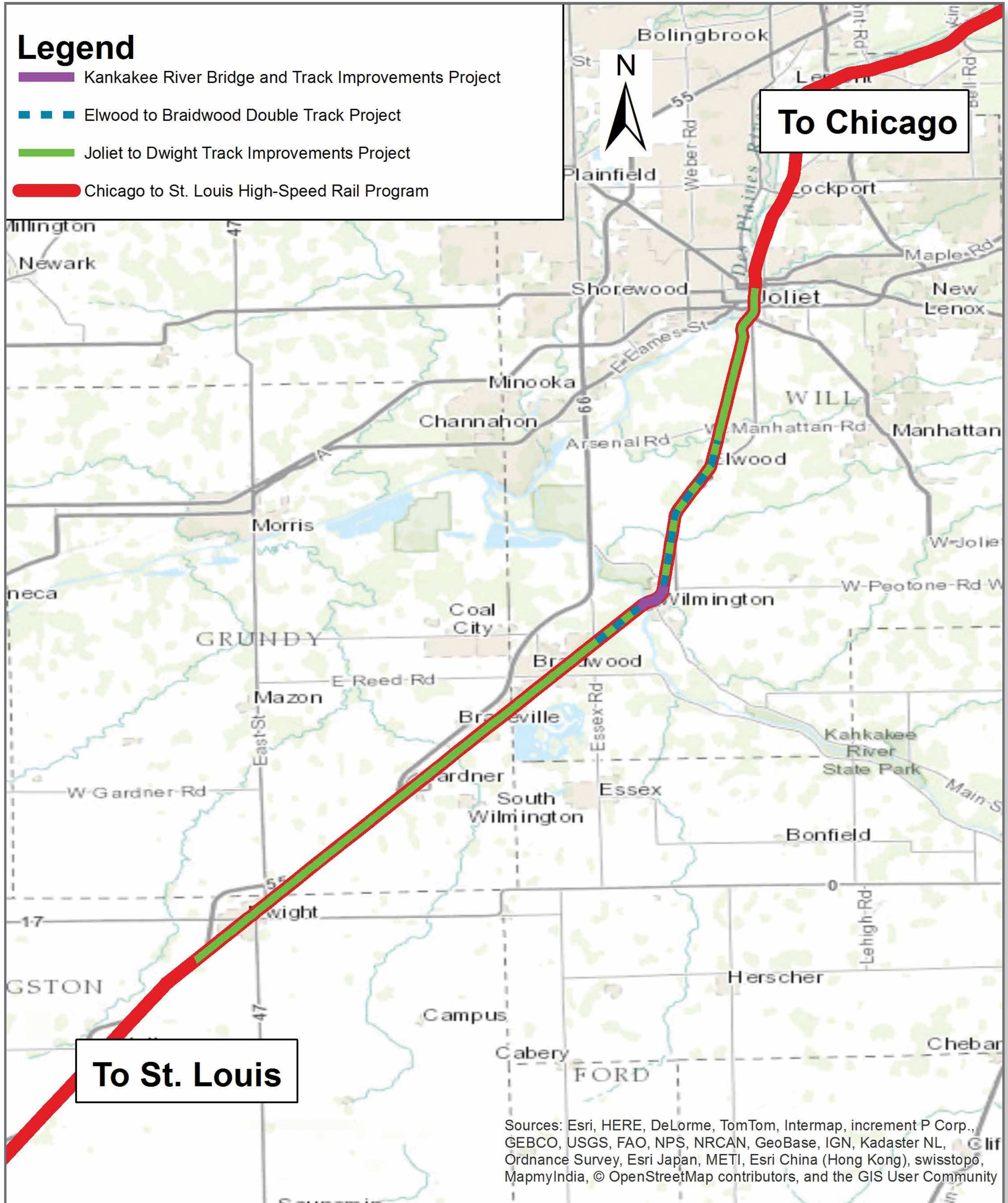
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Other HSR Program Projects – Joliet to Dwight Area

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Purpose and Need

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THE PURPOSE AND NEED FOR THE KANKAKEE RIVER BRIDGE AND TRACK IMPROVEMENTS PROJECT IS:

- ✓ **To improve passenger rail service resulting in a more balanced use of travel options**
- ✓ **To improve and/or replace deteriorating or functionally obsolete transportation components**
- ✓ **To fulfill the need for an additional mainline track to enhance operations and increase reliability**



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Build Alternative

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The Build
Alternative
would include:

- ✓ 4.35 acres of **additional right-of-way** and 1.8 acre of temporary construction easement
- ✓ **Shift** of existing track location
- ✓ **Replace** Kankakee River, Water Street, and Forked Creek **bridges**
- ✓ Rail **maintenance access road**
- ✓ **Grade crossing improvements** at East Kankakee River Drive, North Kankakee Street, and North 1st Street (including roadway and signal improvements)
- ✓ **Culvert replacements**
- ✓ **Utility relocations**
- ✓ **New fencing**
- ✓ Improved train **signal system**
- ✓ **Allows potential** for a second mainline track (future improvements)
- ✓ **Allows potential** for additional passenger trains (future improvements)



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No-Build Alternative

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The No-Build
Alternative
would include:

- ✓ Existing single mainline track would **remain unchanged.**
- ✓ **Routine maintenance** would be performed.
- ✓ Existing at-grade roadway crossings, culverts, bridge structures, and track signal equipment would **remain unimproved.**



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North Kankakee Street Improvements

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Goal: Improve safety of the at-grade crossing and reduce sightline issues

- ✓ Install four-quadrant gates
- ✓ Reconstruct North Kankakee Street between Canal Street and Chicago Street, including both intersections
- ✓ Raise roadway up to 6 feet on both sides of track
- ✓ Install retaining walls
- ✓ Reconstruct sidewalk behind retaining walls
- ✓ Install pedestrian gates



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North Kankakee Street Improvements

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Was **grade separation** considered?

Three grade separation alternatives were considered, including:

- ✓ **Closing** North Kankakee Street and improving existing Water Street grade separation
- ✓ **Raising** the existing railroad tracks over North Kankakee Street
- ✓ **Reconstructing** North Kankakee Street under the existing railroad tracks

Conclusion

Grade separation is not recommended due to adverse impacts, including:

- ✓ **Displacement of residents and businesses**
- ✓ **New right-of-way needs**
- ✓ **Changed access to businesses**
- ✓ **New traffic patterns**
- ✓ **Flooding issues with underpasses**



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Environmental Assessment

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THE ENVIRONMENTAL DOCUMENTATION FOR THIS PROJECT:

- ✓ Includes evaluation of potential impacts
- ✓ Evaluates a Project area spanning approximately 1.31 miles within the City of Wilmington
 - Northern terminus at Kankakee River Drive
 - Southern terminus at N. 1st Street
- ✓ Accounts for a no-build and build alternative



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Biological Assessment

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- ✓ Evaluate potential effects on federally listed species, designated and proposed critical habitats

- ✓ 10 federally listed threatened or endangered species have potential to occur in Will County

2 of the 10 species may affect, but not likely to adversely be affected by the proposed action—*Sheepnose mussel* and the *Northern long-eared bat*

- ✓ Coordination with U.S. Fish and Wildlife Service for mitigation



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Summary of Potential Impacts

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- ✓ **Acquisition of right-of-way and temporary easements with no home displacement**
- ✓ **Displacement of self-storage facility**
- ✓ **Visual change from vegetation loss in right-of-way and easements**
- ✓ **Permanent and temporary wetland impacts**
- ✓ **Construction related impacts at Kankakee River and Forked Creek**
- ✓ **Potential impacts to habitats of federally and state protected species**



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Key Proposed Mitigation

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Train Noise—grade crossing improvements would allow the City of Wilmington to establish a quiet zone (no train horn blowing)

Aesthetic—re-vegetation with ground cover at the end of construction

Vegetation and Habitat—restore ground surface

Wetlands—mitigation banking for permanent impacts

Water Quality—Best Management Practices (BMPs) would be utilized to minimize impacts

Threatened and Endangered Species—

- tree removal restrictions to minimize impacts to bat habitat
- relocation of any affected sheepsnose mussels prior to construction

Construction—coordination with the City of Wilmington, including emergency services, to minimize construction period transportation impacts



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Submit Comments

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The screenshot shows the 'Submit Comments' form on the Illinois High-Speed Rail website. The page header includes the HSR logo and navigation links like 'Home', 'About the Project', 'Construction/Stations', 'Higher Speeds 2012', 'Doing Business', 'Tier 1 Study', 'Stay Informed', 'Info Center', and 'Media Center'. The main content area is titled 'Stay Informed' and features a 'Question or Comment?' section with a photo of a man and a woman. Below this is a 'Sign Up For Our Mailing List' section with a form for name, address, and contact information. At the bottom is a 'Submit a Question or Comment' section with a text area and a 'Submit' button.

*The study team
is interested
in hearing
your ideas
and opinions!*

www.idothesr.org/comments

Comments on the Kankakee River Bridge Supplemental Environmental Assessment will be accepted through May 13, 2016.

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

Illinois Department of Transportation
Office of Intermodal Project Implementation
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.idothisr.org/business/>



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Public Involvement

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Get Involved!



- *Public Meetings*
- *Small Group Meetings*
- *Program Fact Sheets*
- *Visit www.idothesr.org for more information or to comment on the Illinois High-Speed Rail Program*
- *1-855-IDOT-HSR (436-8477)*



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Program Information

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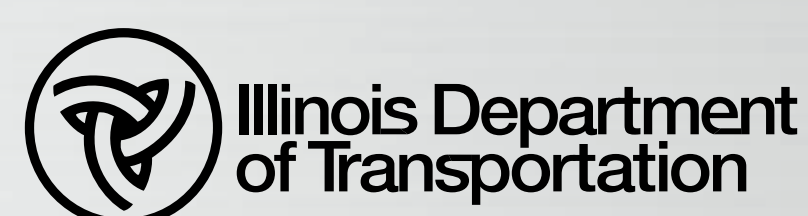
Get the facts from the Official Source!



Visit idothsr.org for program specific information and to comment on the Illinois High-Speed Rail Program;
or call **1-855-IDOT HSR (436-8477)**
 facebook.com/IllinoisHighSpeedRail



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