



**ILLINOIS
HIGH-SPEED RAIL**

CHICAGO TO ST. LOUIS

EXPERIENCE IT YOURSELF.

Welcome!

**CHICAGO TO ST. LOUIS
HIGH-SPEED RAIL**

Public Meeting



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

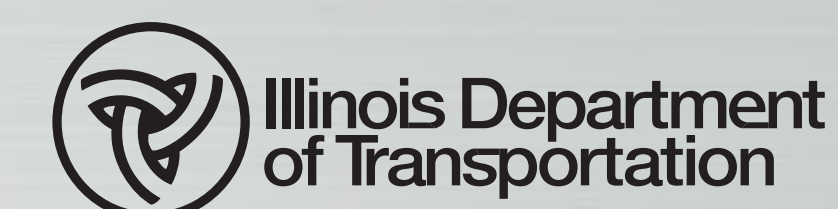
- Significant infrastructure improvements in place to support speeds of up to 110 mph on the Joliet-Carlinville portion of the corridor
- Initial reductions in travel time

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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Program Benefits

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Safety



New Passenger Cars & Locomotives



Stations



Economic & Community



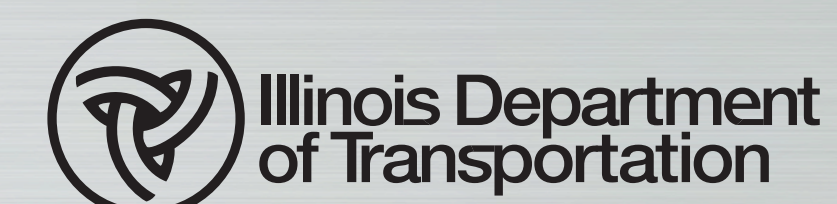
Environmental



Service Reliability & Time Savings



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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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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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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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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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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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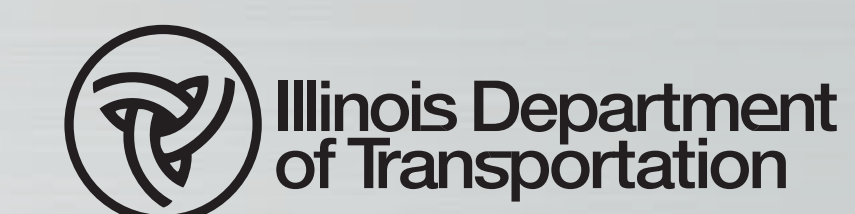
Crossing Approach/Grade Crossing Signage

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- ✓ Pavement Markings
- ✓ Advanced Warning Signage



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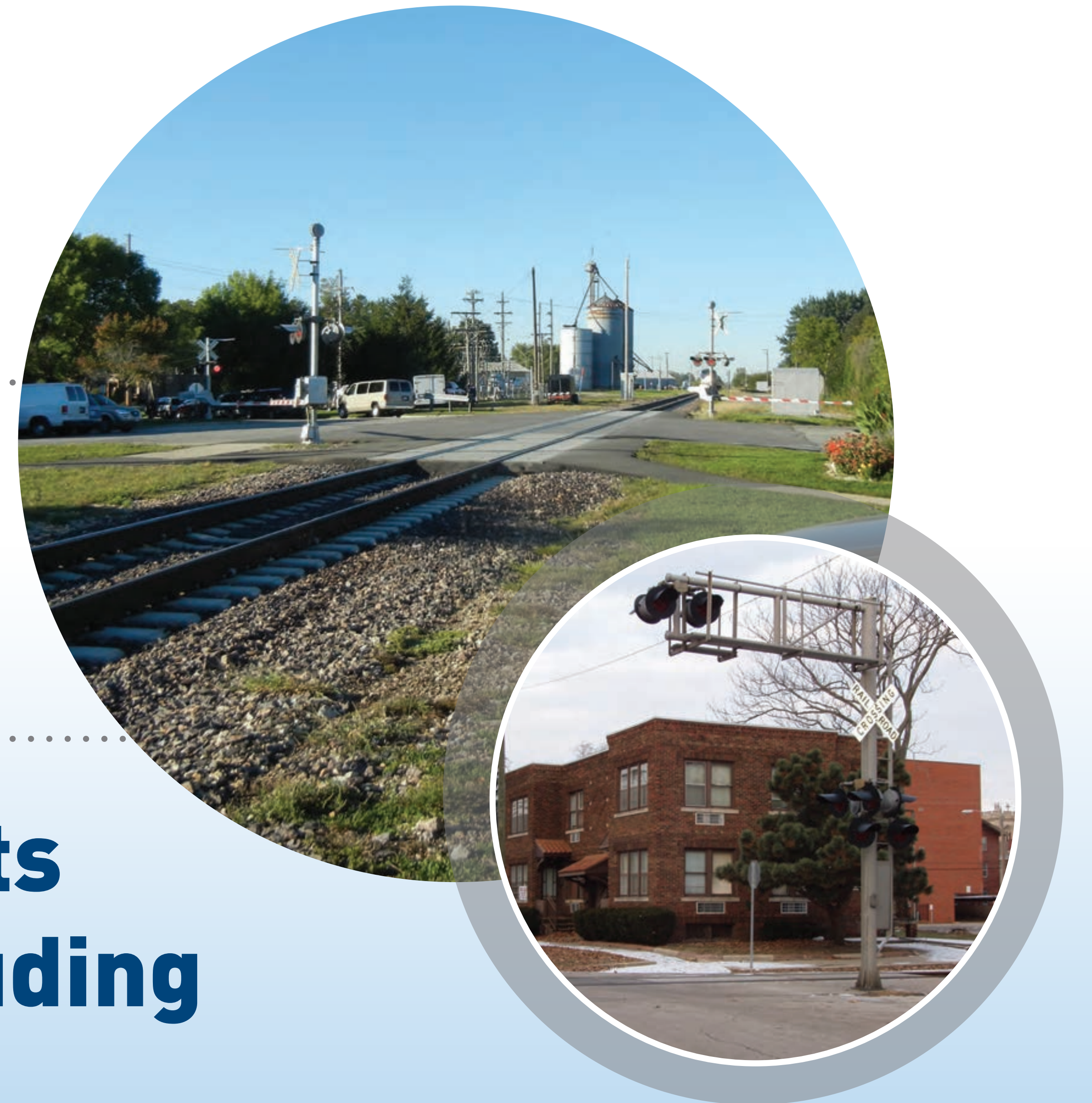


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Signal Improvements

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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**



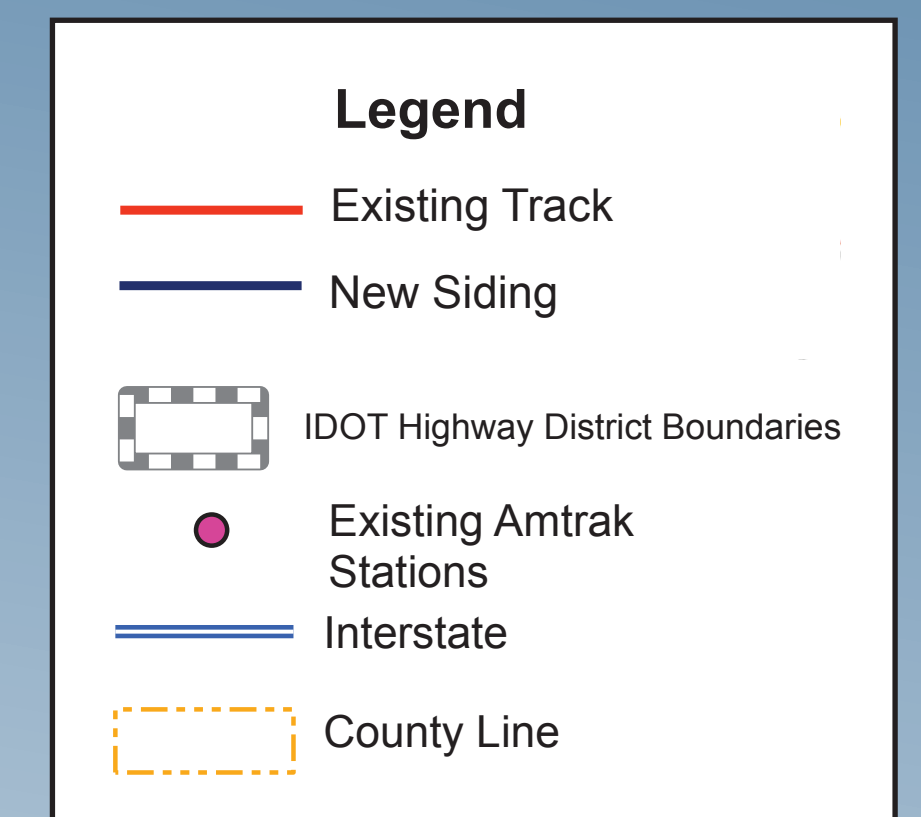
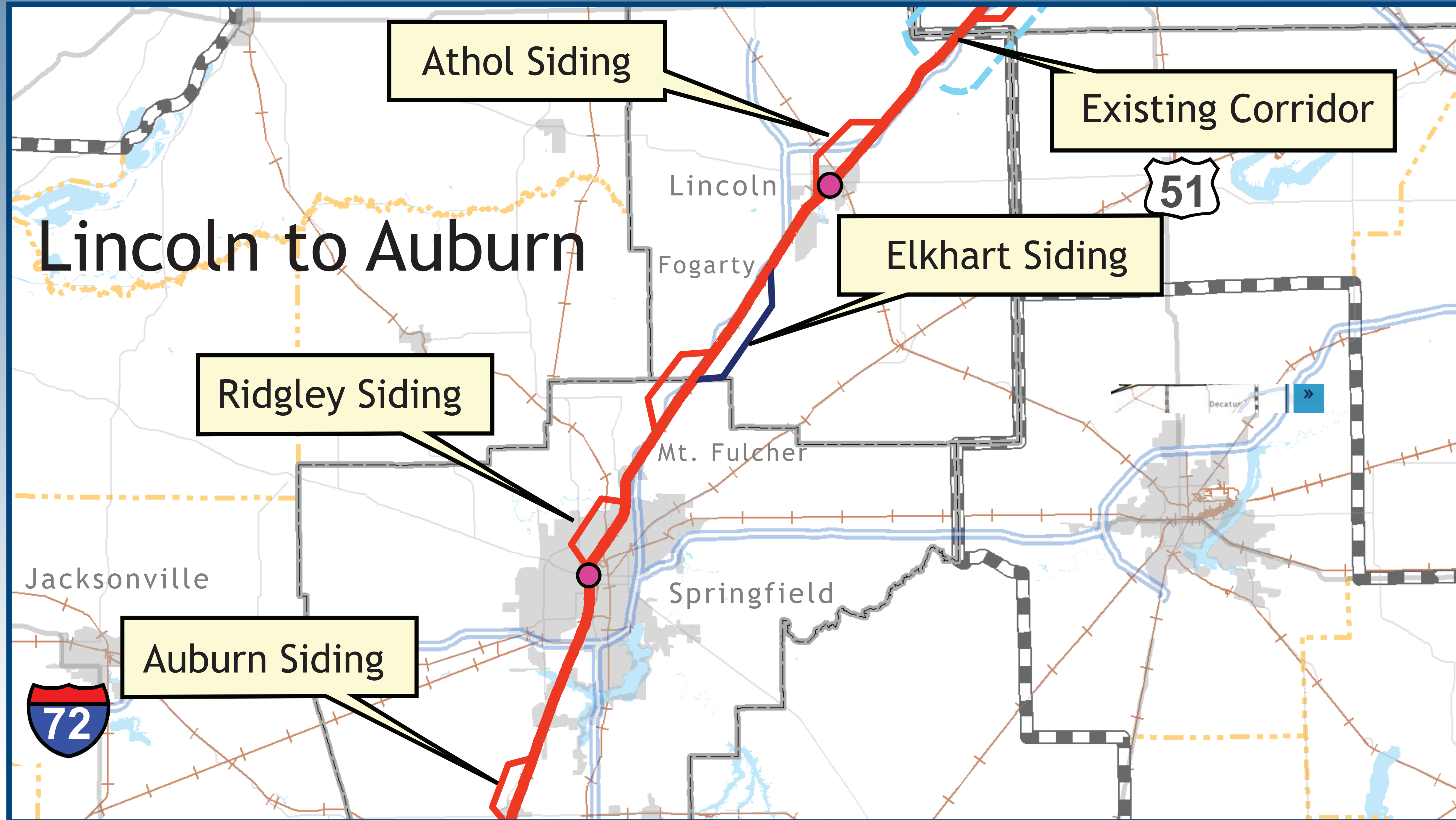
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Project Location Map

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Lincoln to Auburn Improvements

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- Track up-grades
- At-grade crossing enhancements
- Signal updates
- New turnouts

Siding (new/reconstruction)

- Ridgley Siding (within Springfield)
- Athol Siding (north of Lincoln)
- Auburn Siding (north of Auburn)
- Elkhart Siding (between Fogarty and Mount Fulcher)



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Illinois High-Speed Rail Program - Railroad Sidings

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- Fifteen sidings will be built or reconstructed throughout the corridor
- Identification of track configurations and siding locations determined by capacity analysis of corridor operation
- Sidings help improve fluidity of train movements —supporting ability for trains to pass each other, decreasing delays for passenger train service and reducing rail congestion



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Environmental Documentation for Current Construction

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- ✓ Re-evaluation of previous work
- ✓ Public meeting held in October 2013
- ✓ Completed in 2013



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Public Involvement

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Get Involved!



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



www.facebook.com/illinoishighspeedrail



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Business Opportunities

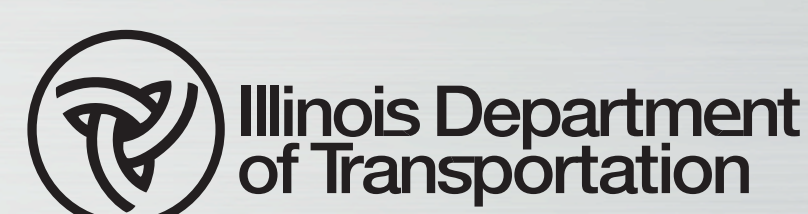
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For information regarding business and job opportunities, please visit the **DOING BUSINESS SECTION** of the project website at

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



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