



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

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# Welcome!

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

# Public Hearing

# Corridor Map

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# Springfield Trackage

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## 3rd Street Corridor

- Will remain as a single track, as determined in the 2004 Record of Decision
- Primary focus is to upgrade the existing corridor

## 10th Street Corridor

- Will consolidate passenger and freight rail traffic
- Determined as part of the 2012 Record of Decision for the Tier 2 Environmental Impact Statement
- Construction is being phased by individual crossings
- Carpenter Street grade separation completed August 2016 as first step of implementation
- Remaining construction as funding is identified



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# 3rd Street Corridor

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- **Funded by awards received under the American Recovery and Reinvestment Act (ARRA) in 2010**
- **Approved by the Federal Railroad Administration (FRA) after environmental documentation was completed in 2004**
- **Improvements allow for maximum speeds to increase from 25mph up to 40mph**



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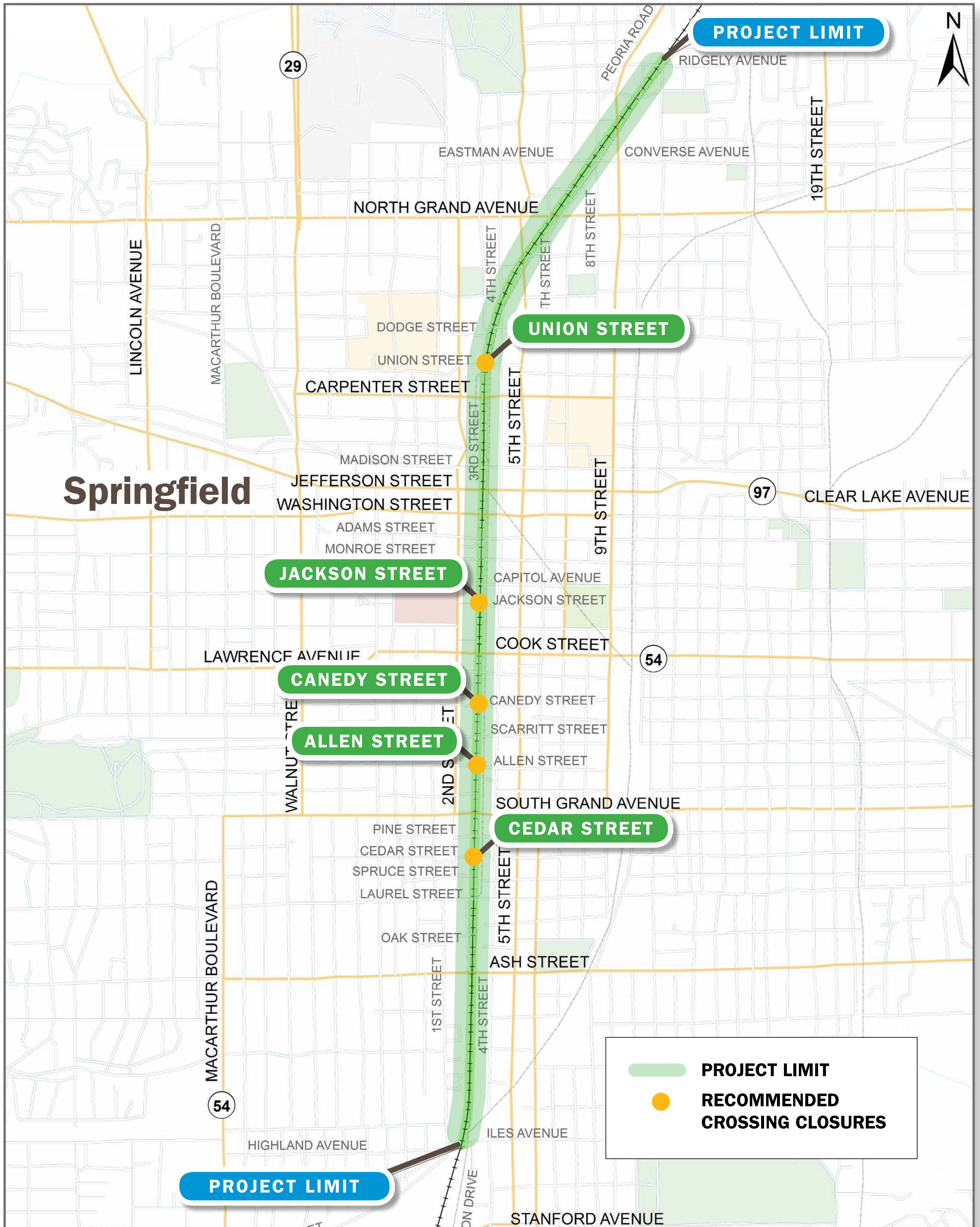


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# Project Area

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# 3rd Street Project Activities

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- **Track** upgrades
- Updated **signalization**
- Installation of **warning device/gate improvements** at select crossings
- New safety **fences**
- **Closure** of 5 road/railway at-grade crossings
- **Reconfiguration** of select at-grade crossings
- **Improvements to the existing station** and modifications to parking lot layout

*These improvements will make the city eligible to apply to the FRA for a quiet zone on 3rd Street*



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# Road Crossing Closure Criteria

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**A crossing may be considered for closure by ICC based on the following criteria:**

- Current use of the crossing
- Availability of alternate crossings or land access
- If the crossing closure process was already underway (e.g., a municipality previously determined to close a crossing)



## **PROPOSED CLOSURES**

- Union St.
- Canedy St.
- Jackson St.
- Allen St.
- Cedar St.



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# Potential Road Closure Impacts

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- **Overall impacts** would be minimal
- On average per trip, the crossing closures would create **2 additional minutes of travel time for vehicles** and **4 additional minutes for pedestrians**
- Approximately **0.68 acres** of additional right of way (ROW)
- **Potential displacement** of 3 residential properties
- **0.06 acres** of temporary construction easements
- **0.04 acres** of permanent easements

*Purchase would be conducted in compliance with the 1970 Uniform Relocation Act, the U.S. Department of Transportation implementing regulations, and the IDOT Land Acquisition Policies and Procedures Manual.*



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# 3rd Street Fencing

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**RAIL**

- ✓ **Less than six (6) feet high**
- ✓ **Placement within one foot inside the Union Pacific right-of-way**



**PEDESTRIAN**

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

*Construction coordinated with the City of Springfield*



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# Springfield Station Improvements

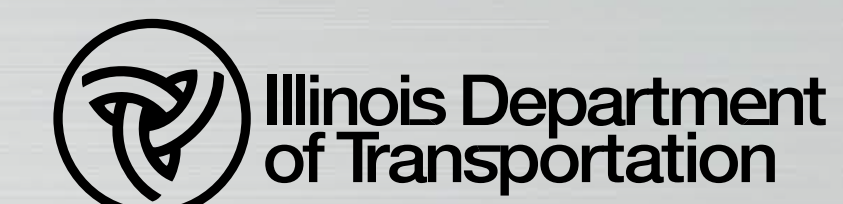
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- ✓ **Parking lot modifications to provide accessible parking**
- ✓ **Modifications to provide accessible bathrooms**



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# Springfield 3rd Street Project—Next Steps

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- ✓ Respond to public comments
- ✓ City of Springfield petitions ICC for crossing closures
- ✓ Continuing coordination with the City of Springfield
- ✓ Land acquisition will proceed following the Uniform Relocation Act
- ✓ Anticipated completion of 3rd Street corridor improvements in 2017

*Comments received by  
December 16, 2016  
will become part  
of the official  
public hearing record*



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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
- Interconnect Rail and Roadway Signal Systems
- 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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# 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  $\frac{1}{4}$  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.
- Local jurisdiction must apply to the FRA for a quiet zone.



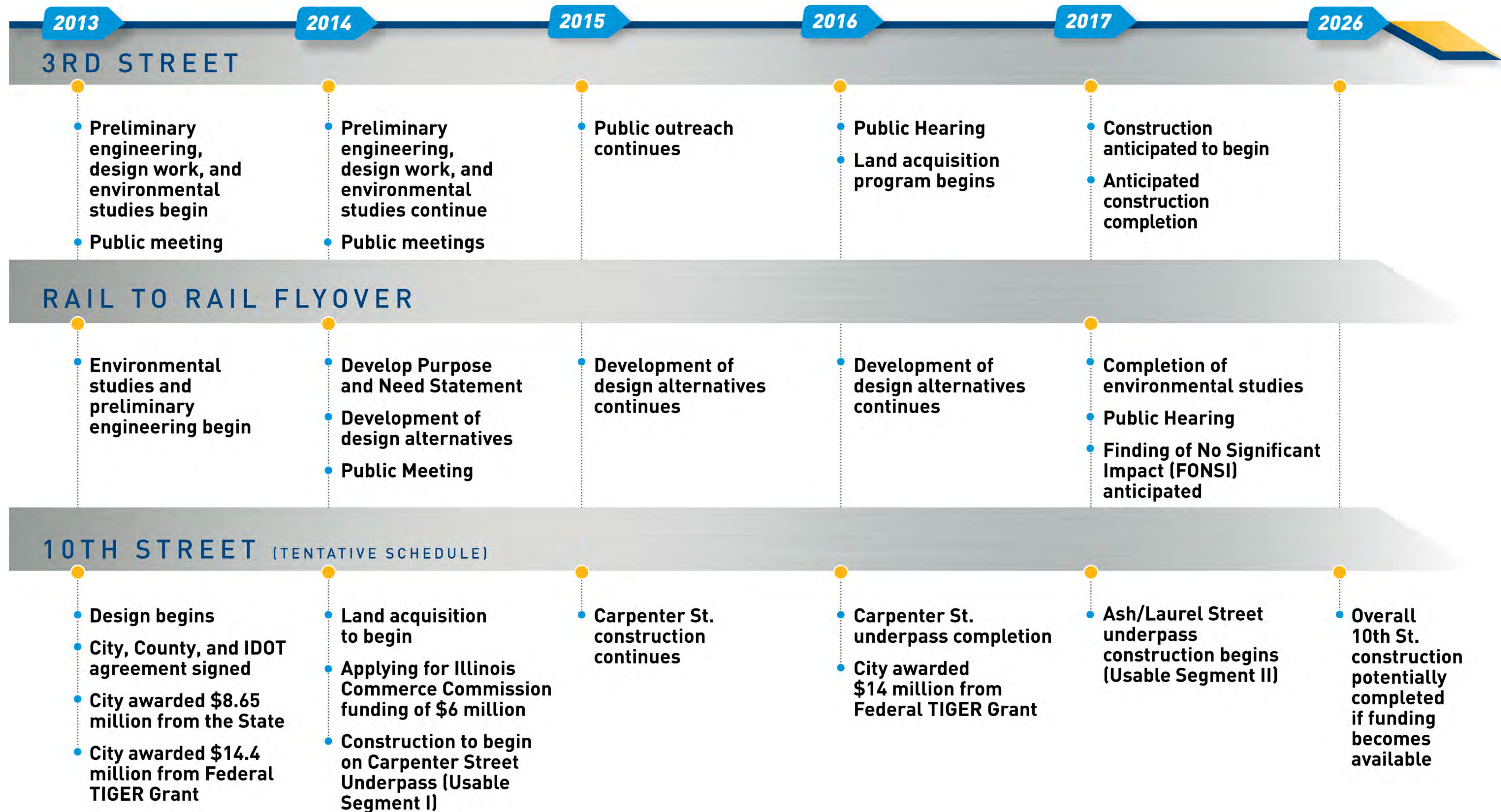
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# Springfield Schedule





# Future 10th Street Improvements

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- ✓ Involves the relocation of passenger and freight trains from 3rd St. to a combined corridor on 10th St.
- ✓ City of Springfield is leading the effort for the long term vision of 10th St.
- ✓ Supported by the Tier 2 Environmental Impact Statement completed in December 2012.

**When constructed, the improvements would include:**

*Construction of new underpasses, improving 10th St. grade crossings, and eliminating train horns on 10th St.*



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# HSR Funding – Springfield

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## 3rd Street

**Estimated total cost: less than \$25-30 million**

Largely American Recovery and Reinvestment Act (ARRA)  
Contributions from HSR Program Partners

## Rail to Rail Flyover

**Estimated total cost: \$90-100 million**

IDOT - \$1.6 million for Tier 2 environmental document  
Funding for final design and construction not yet identified

## 10th Street

**Estimated total cost: \$315 million**

Commitment of \$143 million from various sources  
Funding for remaining construction not yet identified



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# Public Involvement

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## Get Involved!



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

 [www.facebook.com/illinoishighspeedrail](https://www.facebook.com/illinoishighspeedrail)



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# Submit Comments

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The screenshot shows the Illinois High-Speed Rail website's 'Submit Comments' form. The page header includes the HSR logo and navigation links such as 'Home', 'About the Project', 'Construction/Stations', 'Higher Speeds 2012', 'Doing Business', 'Tier 1 Study', 'Stay Informed', '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), Email Address, and Telephone. Below this is a 'Submit a Question or Comment' form with a large text area for 'Your Comment', a 'Zip Code' field, and 'Submit' and 'Reset' buttons.

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

[www.idothesr.org/comments](http://www.idothesr.org/comments)

**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  
69 West Washington Street, Suite 2100  
Chicago, Illinois 60602**



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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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