ILLINOIS HIGH-SPEED RAIL

CHICAGO TO ST. LOUIS

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CHICAGO TO ST. LOUIS HIGH-SPEED RAIL Public Meeting



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Station Improvements

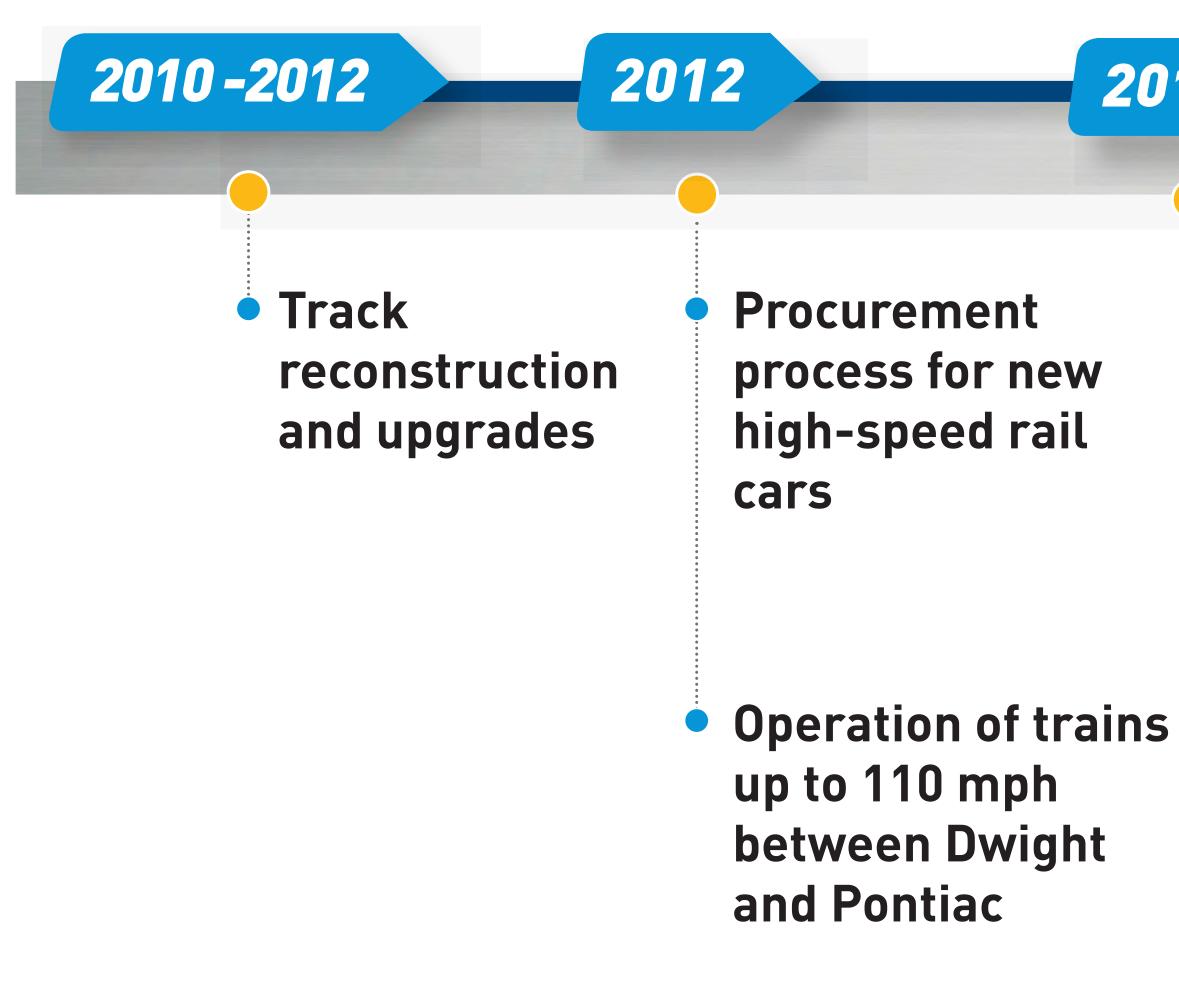
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Project Timeline







2013

2015

Procurement process for new high-speed rail locomotives

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



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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

Public Involvement







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information or to comment on the

F www.facebook.com/illinoishighspeedrail

ois Department

Wilmington Improvements

Road work at and adjacent to the railroad tracks at • River Road

Kankakee River Drive

Kankakee Street

• First Street





Work tentatively scheduled to begin in October







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Wilmington Track Work

Main line and second track

Kankakee River Bridge

Illinois Department of Transportation





Coal City Road & Strip Mine Road Roadway work at and adjacent to the railroad tracks Installation of new traffic signals June 2016 letting Anticipated completion in 2017



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Grossing Approach/Grade Crossing Signage

Pavement Markings Advanced Warning Signage







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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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Reinforce driver-gate compliance

Prevent vehicles from entering the path of a train



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Fencing will be installed along the



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



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railroad corridor at Terpening Road, David Lane, and Alby Street.

On both sides of the railroad corridor



Coordinated with the local communities



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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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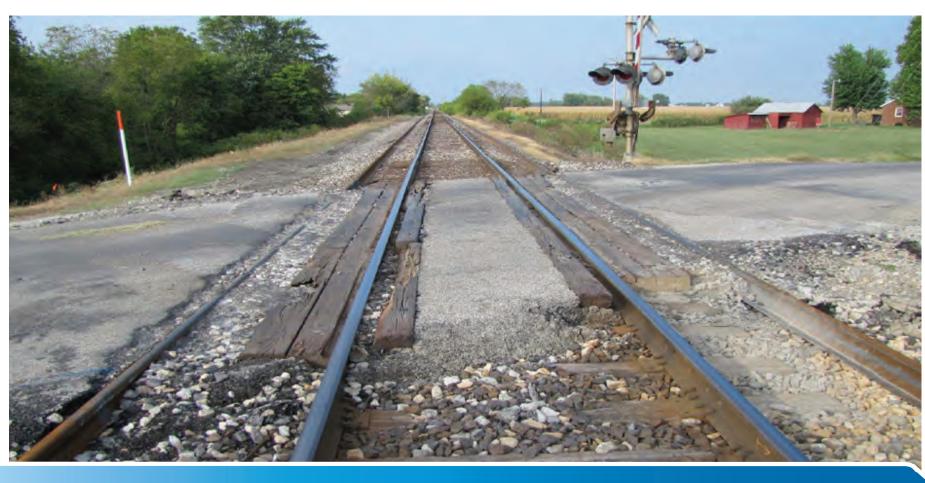


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Other Track and Roadway Improvements

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

Will enhance traffic flow through the crossing areas



BEFORE IMPROVEMENTS



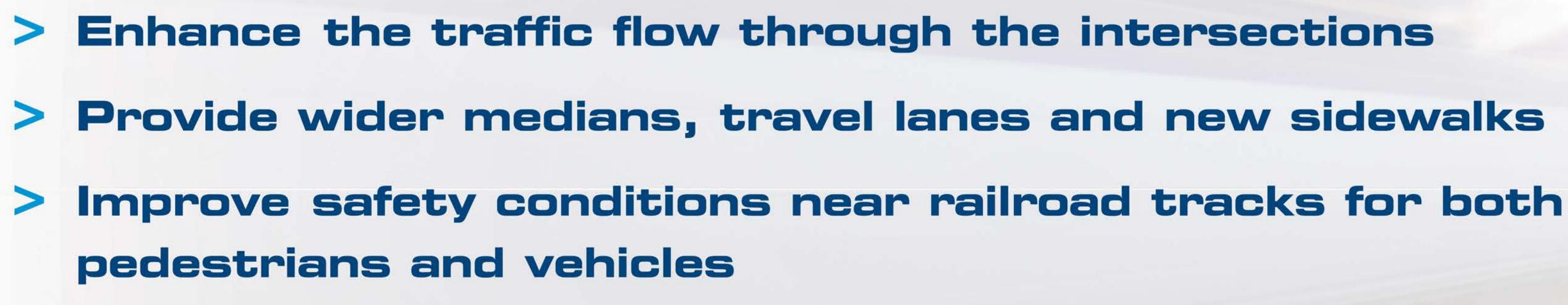




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SAFETY FIRST

Benefits Achieved by Crossing Improvements



Benefits vehicular traffic flow, access to intersections and parking due to roadway configuration changes









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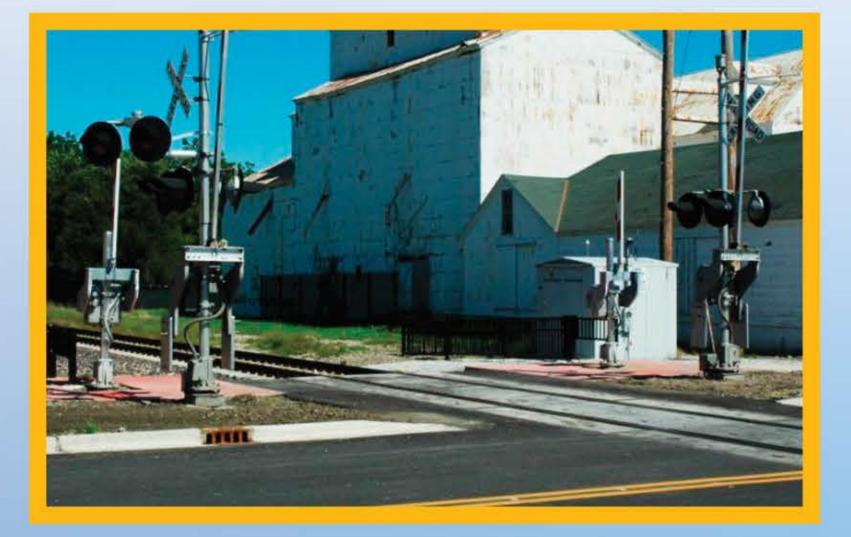
Roadway Improvements

> 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





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rain horns

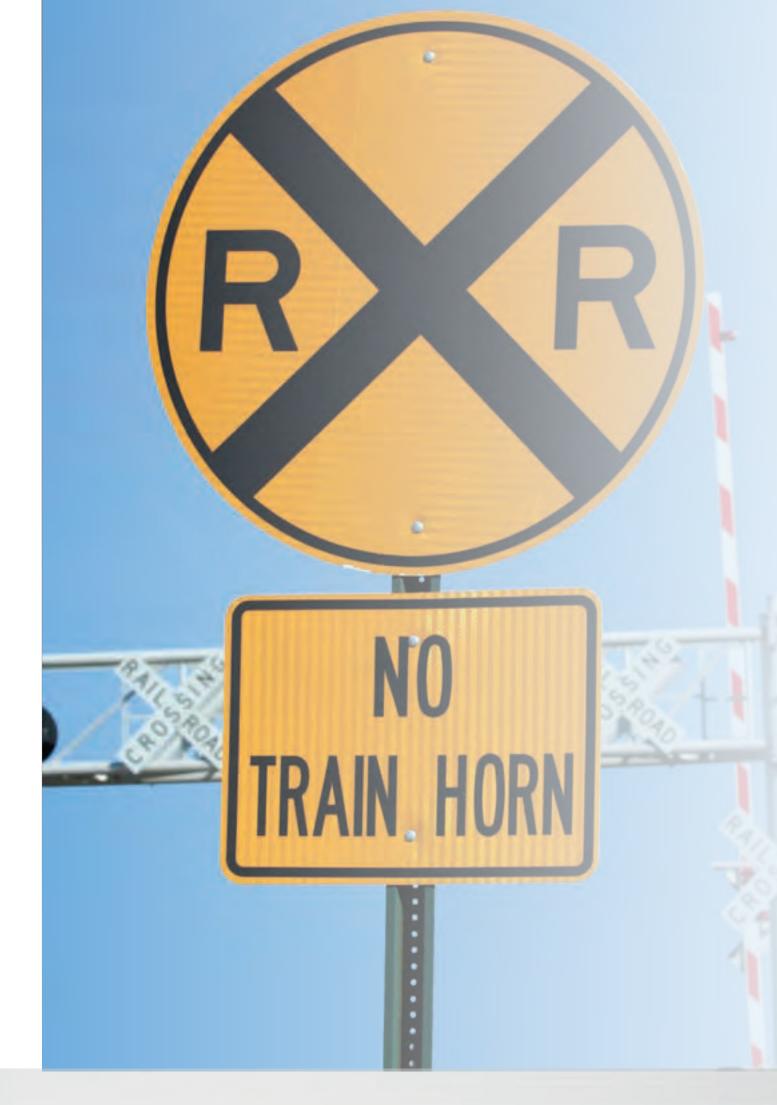
STANDARD POLICY

- 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 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.





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:



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Warning Device Upgrades	• C
Grade Separations -	• R
New and Reconstructed	• L
Grade Separations -	U
Vertical Clearance Improvements	• C
Pedestrian Grade Separations	• N
Interconnects	(F
Highway Approaches	

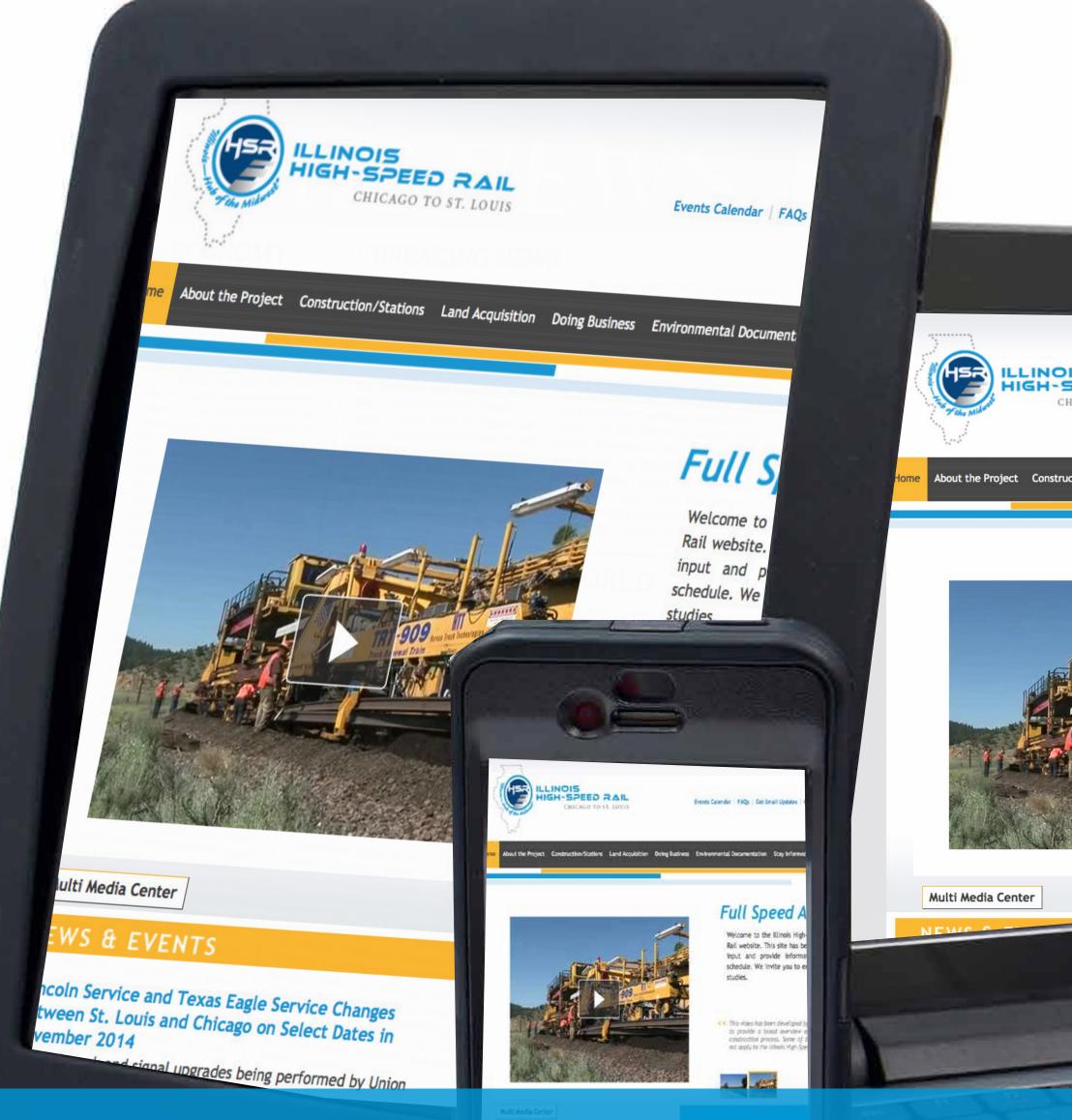


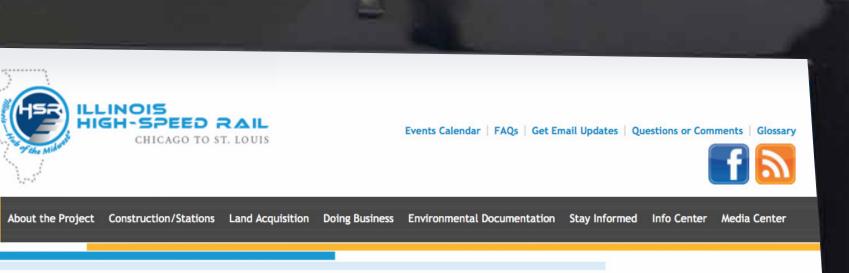
Connecting Roads Remote Monitoring Devices Low Cost Improvements at Jnsignalized Crossings Crossing Closures New Grade Crossings Roadway and Pedestrian)

Program Information

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Get the facts from the Official Source!

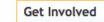






Full Speed Ahead

Welcome to the Illinois High-Speed and Intercity Passenger Rail website. This site has been created to facilitate public input and provide information about the process and schedule. We invite you to explore the site regarding these studies.



- 2:

<< This video has been developed by the Union Pacific Railroad (UPRR) to provide a broad overview of the Track Renewal Train (TRT) construction process. Some of the content within this video may not apply to the Illinois High-Speed Rail Construction.

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





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/

> Miriam Gutierrez Bureau Chief of High-Speed and Illinois Department of Transportation Passenger Rail

If there are questions regarding construction opportunities or the process please contact:

Amtrak

Union Pacific

Work 4 Illinois

Transportation

Illinois Department of

Bidding Process High-Speed Rail (HSR) Current **Business Opportunities**

Doing Business

Home About the Project Construction/Stations Higher Speeds 2012

Events Calendar | FAQs | Get Email Updates | Questions or Comments | Glossary HIGH-SPEED RAIL CHICAGO TO ST. LOUIS Doing Business Tier 1 Study Stay Informed Info Center Media Center

> through IDOT for the Disadvantaged Business Enterprises (DBE) program. IDOT fosters equal opportunity for minority-owned, women-owned and other DBEs in IDOT's federal and state-funded

Thank you for your interest in business opportunities with the Illinois Department of Transportation **Bidding Process** (IDOT) and the Union Pacific Railroad (UPRR). The bidding process for both organizations will require prequalification. Please follow the guidelines outlined for IDOT and UPRR. Please note the UPRR will require contractors to be prequalified for each High-Speed Rail (HSR) opportunity. Additionally, minority-owned and women-owned companies are required to receive certification



www.idothsr.org

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See More ... photos videos

Diversity (217) 782-5490

Division of Public & Intermodal Transportation 312-793-4803 (Direct Line) If there are questions regarding other IDOT opportunities for minorityowned, women-owned and other disadvantaged small businesses in IDOT's federal and state funded highway, transit, and airport contracts, please contact: Illinois Department of Transportation Office of Business & Workforce

contracts.

1. Prime contractors have 30 days to become prequalified for each business opportunity (see Current Business Opportunities Process: 2. After the 30 period, a list of prequalified prime contractors information will become available Once the prime contractors information is available, the subconsultants/DBE's have the opportunity to market their services and contact the prequalified prime contractors for the inclusion of a particular bidding opportunity.

Upcoming Public Meeting

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Kankakee River Bridge and

Track Improvements Environmental Assessment

Thursday, August 27, 2015 4:00 p.m. - 7:00 p.m.

Wilmington VFW 557 W. Baltimore St. Wilmington, IL 60481

Welcome!

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The Section Department of Foresportation

ILLINOIS HIGH-SPEED RAIL

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