



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

EXPERIENCE IT YOURSELF.

Welcome!

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

Public Meeting

Station Improvements

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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

- 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

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



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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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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



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Wilmington Crossing Improvements

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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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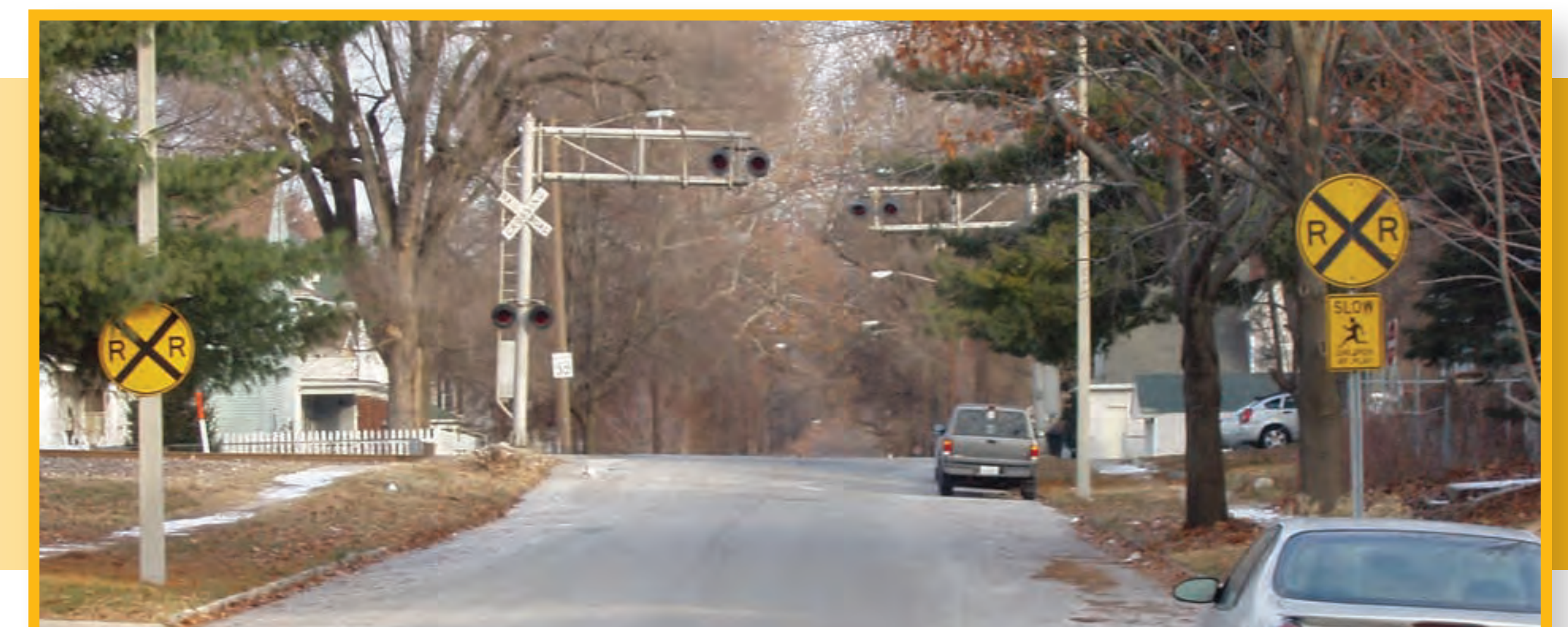


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Crossing Approach/Grade Crossing Signage

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- ✓ Pavement Markings
- ✓ Advanced Warning Signage



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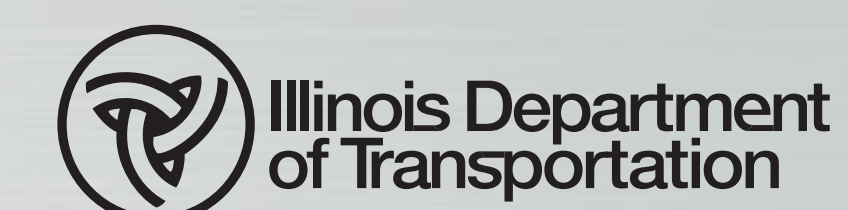
Signal Improvements

EXPERIENCE IT YOURSELF.

- ✓ **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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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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Fencing

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Fencing will be installed along the railroad corridor at Terpening Road, David Lane, and Alby Street.



- ✓ **On both sides of the railroad corridor**
- ✓ **Located within the Union Pacific Railroad Right-of-Way**
- ✓ **Coordinated with the local communities**

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



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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



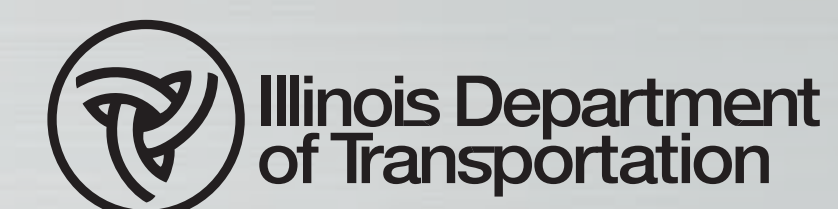
BEFORE IMPROVEMENTS



AFTER IMPROVEMENTS



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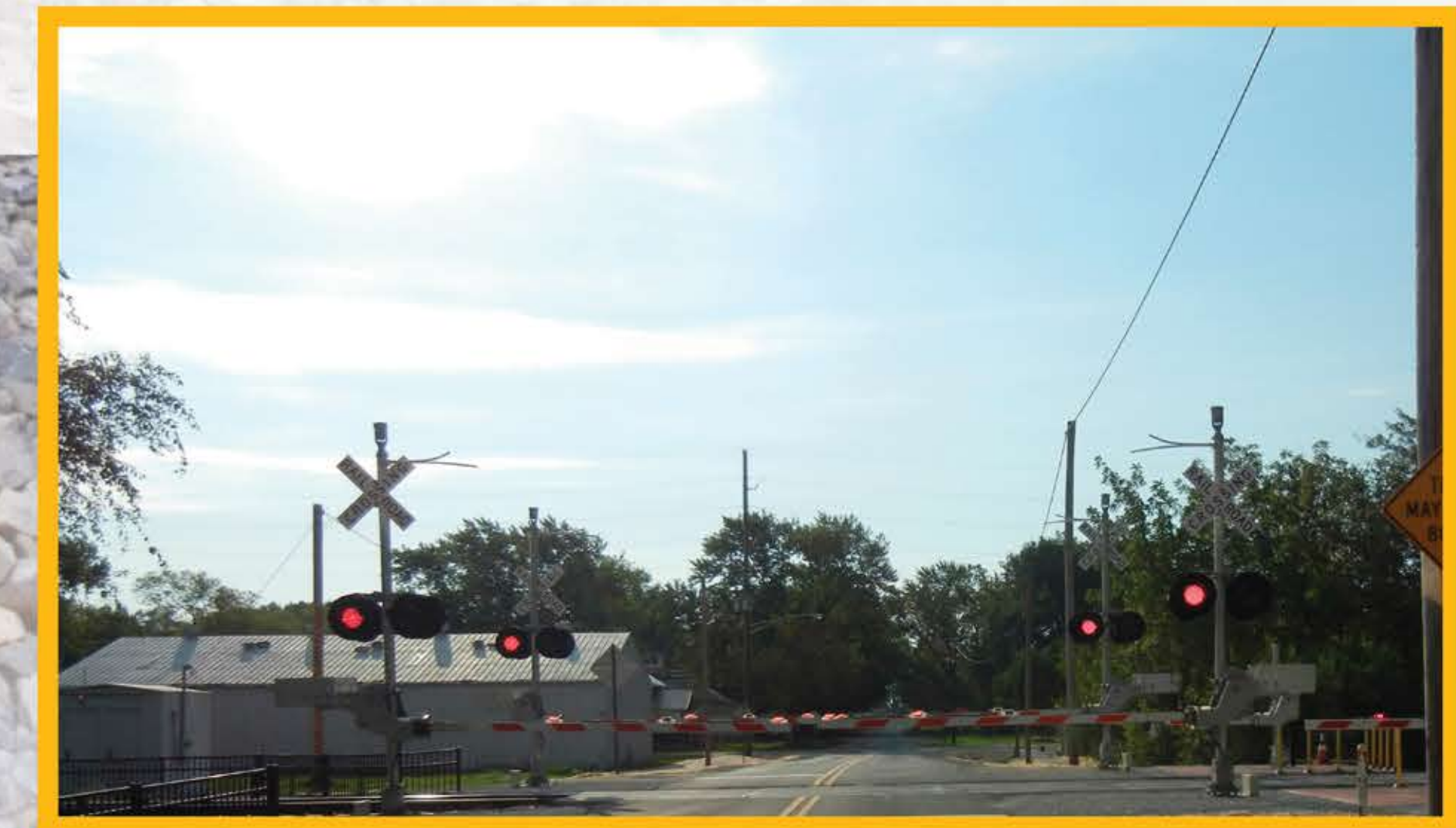
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Benefits Achieved by Crossing Improvements

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- > **Enhance the traffic flow through the intersections**
- > **Provide wider medians, travel lanes and new sidewalks**
- > **Improve safety conditions near railroad tracks for both pedestrians and vehicles**
- > **Benefits vehicular traffic flow, access to intersections and parking due to roadway configuration changes**



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Roadway Improvements

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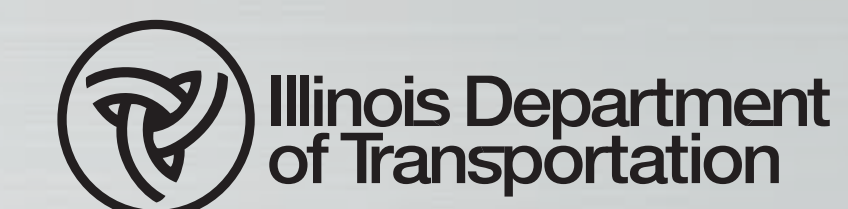
- ✓ Has the statutory responsibility to improve safety at public highway-rail crossings
- ✓ Orders safety improvements at public highway-rail crossings with the cost of such improvements paid by the state, the railroads, and local governments.

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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Program Information

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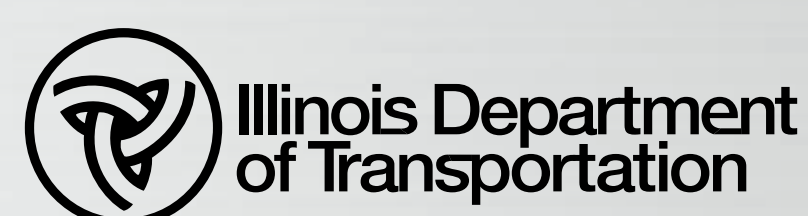
Get the facts from the Official Source!



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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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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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



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