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ILLINOIS HIGH-SPEED RAIL

CHICAGO TO ST. LOUIS



Chicago – St. Louis High Speed Rail GLXS Conference August 4, 2014

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Overview of the Chicago to St. Louis Corridor



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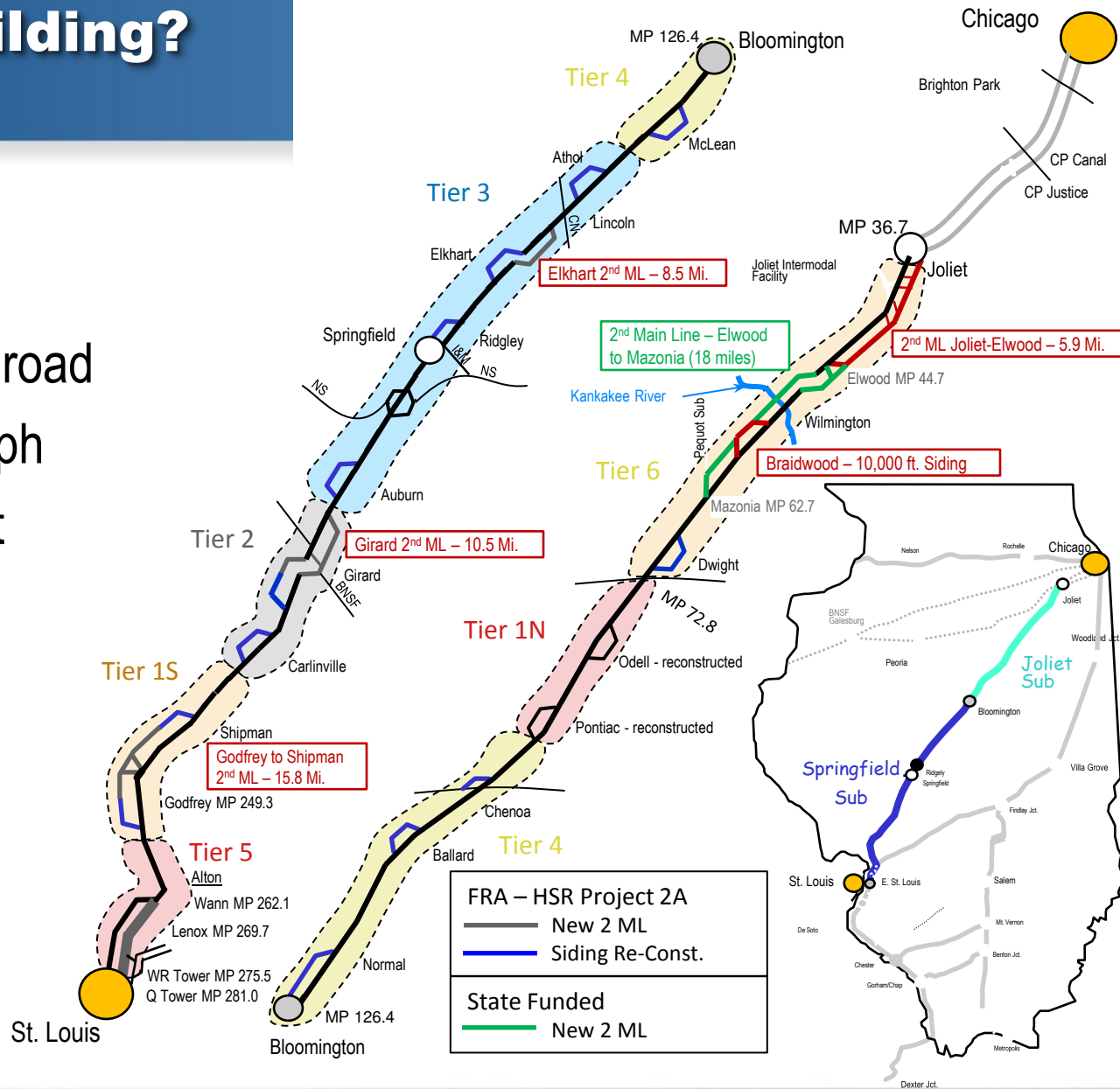


Illinois Department
of Transportation

www.idothsr.org
www.connectthemidwest.com

What Are We Building?

- » Joint use corridor UPRRR/IDOT/Amtrak
- » Largely single track railroad
- » Maximum speed 110mph
- » \$1.6 billion total budget
- » 2017 ARRA deadline



Mainline Track Rehabilitation

Before → After

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Milepost
156.77



Milepost
118.12



Benefits Summary

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	FRA Program
HSR daily round trips (five existing 79 mph)	3
Travel time reduction	45 minutes / 60 minutes for express
Reliability	85%
Safety improvements (crossings, fencing, PTC)	Yes
New equipment	Yes
New/upgraded stations	Yes
Service upgrades (with Amtrak)	Yes

Schedule Highlights

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- » Significant construction now through 2016
- » Goal: 110 mph operations over 75% of corridor by end 2015
- » New cars/locos 2016
- » Project completion in 2017



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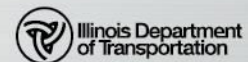


Crossings



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I-ETMS + Illinois X-ITCS = PTC

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- » UPRR responsible for wayside infrastructure
 - » PTC Communication System
 - » X-ITCS Equipment at Crossings
 - » Wayside Signal Equipment
- » Amtrak handling on-board equipment and systems
 - » I-ETMS / X-ITCS requires on-board locomotive equipment
 - » Lead Time for retrofit
 - » Amtrak and UP responsible for their own equipment
- » IDOT program team coordinates and provides funding

Crossing Close-up

- » Completed diagnostics at over 250 locations
- » Extensive liaison with IDOT Highways, local agencies, ICC, FRA, and others



Past Experience in Illinois

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- Crossing Systems build on past experiences
 - Prior four quad gate systems



Crossing System Details

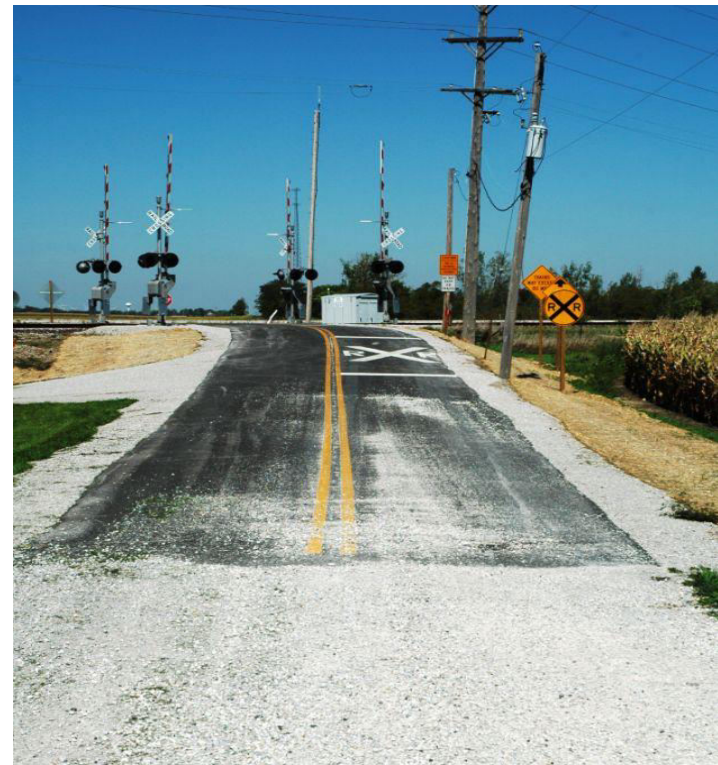
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- ICC Regulates Crossing Equipment and is a stakeholder in the process
 - Same warning systems to be used for all crossing types other than farm access.
 - Farm crossing warning vetted with Illinois Farm Bureau (The Statewide Farm Association) and will operate in line with the specific use of those crossings.
 - Fencing to channel pedestrian use is a component of all crossings with pedestrian components. Included are safety exit systems that meet Americans with Disabilities Act (ADA).

Crossing System Types

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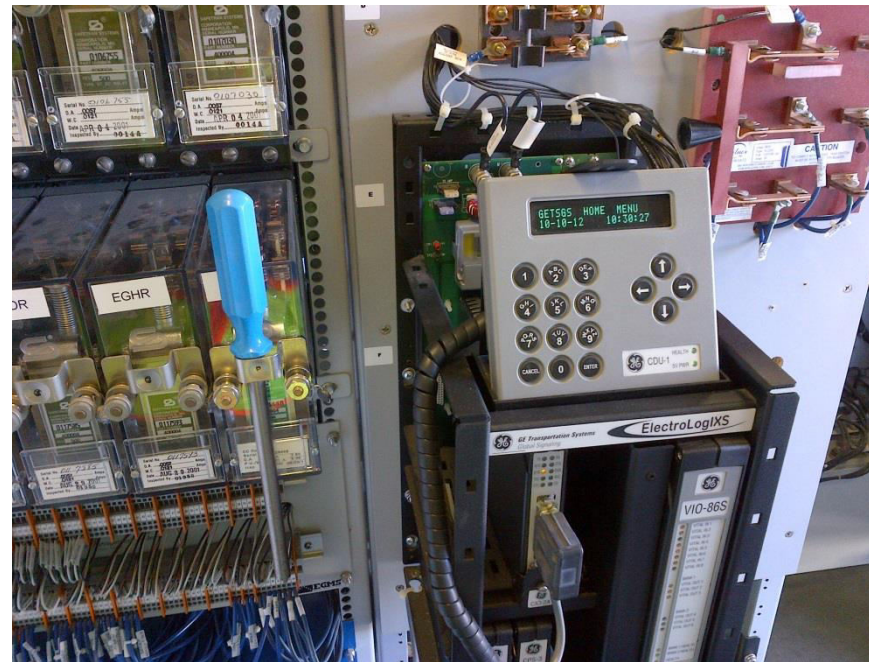
- Four Quad System for all applications – with or without Ped systems outside of Farm Access.



Crossing System Equipment

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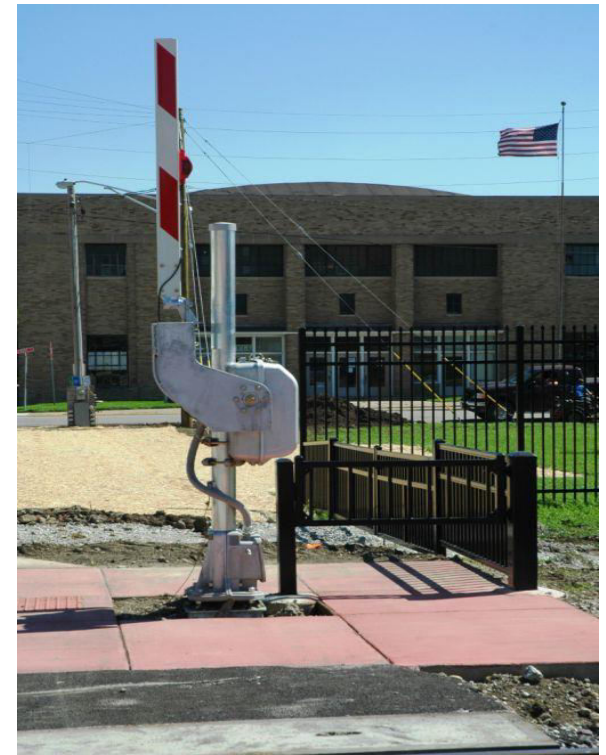
- Warning systems at all applications enhanced over the original four quad installations to include updates to ITCS functions and lessons learned. Crossings will be interactive with oncoming train movements.



Crossing Fencing

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- Fence systems – as a part of the overall Right of Way Fence system – are used to channel pedestrian users to the designated safe crossing points.



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Questions



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