



# Establishing Quiet Zones in Your Community



In 2005, the Federal Railroad Administration (FRA) issued a rule requiring that locomotive horns be sounded as a warning to highway users at public highway-rail crossings. To mitigate the effects of train horn noise, federal regulations provide public authorities the opportunity to establish quiet zones in their community, as long as certain safety measures are in place and the crossing meets FRA standards.

During the recent public meetings, questions were raised regarding the sounding of train horns through communities. Though the development of quiet zones is not a part of the Chicago to St. Louis High-Speed Rail project, safety issues are being addressed through the environmental process that is underway.

Communities wishing to establish new Quiet Zones must follow guidelines established by the FRA. Details on the process can be found at Guidance on the Quiet Zone Creation Process at [www.fra.dot.gov](http://www.fra.dot.gov). Approval of a quiet zone rests with the Federal Railroad Administration.

The Union Pacific Railroad is involved with this process. Please see the Union Pacific's website regarding Quiet Zones and Union Pacific's Involvement in the Quiet Zone Establishment Process at [www.up.com](http://www.up.com).

**For additional information and business opportunities regarding the Illinois High-Speed Rail project or the Midwest Rail initiative, please visit the official high-speed rail websites:**

Visit [www.idothsr.org](http://www.idothsr.org) for Illinois High-Speed Rail Chicago to St. Louis project information and business opportunities.

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

Visit [www.connectthemidwest.com](http://www.connectthemidwest.com) for Midwest High-Speed Rail initiative information.

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

[twitter.com/MWHighSpeedRail](https://twitter.com/MWHighSpeedRail)

Project Hotline:  
1-855-IDOT HSR  
(436-8477)



## Construction Update

New heavier rail and concrete rail ties have been installed along 187 miles of the Chicago to St Louis High-Speed Rail (HSR) Corridor by the Track Renewal Train (TRT). The TRT installs new rail and concrete ties in one pass in addition to removing the old rail and wooden ties. During the 2011 construction season which began on April 1, over 290,178 new concrete ties were installed, over 633,084 tons of stone ballast was spread, 107 crossing surfaces and approaches were renewed and 18 switches were installed. This brings the combined total to date during the 2010 and 2011 construction seasons to a total of over 491,294 new concrete ties installed, over 1,042,357 tons of stone ballast spread, 180 crossing surfaces renewed and 25 switches installed.

In 2012 construction improvements will be concentrated between Wann and Godfrey and Pontiac to Joliet preparing these segments for higher speed train travel. Work is scheduled to begin again in late March or early April depending on the weather conditions. Work will include building new sidings and add a second track, upgrades to bridges and culverts, drainage

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# Over 390 Stakeholders Participate in Public Meetings



In late October and early November a series of 5 public meetings were held on the Chicago to St. Louis Tier 1 Environmental Impact Statement (EIS). Meetings were held in Springfield, Joliet, Bloomington, Carlinville and Alton with a total of 397 participants. A special briefing was held at each location for the locally elected officials prior to the public open house. Additionally, media briefings were held in Springfield, Joliet and Alton.



**A total of 267  
comments were received  
from all sources**

The meetings were held in an open house format with display boards providing an overview of the project, showing all of the possible alternative routes and listing the screening criteria that will be used to evaluate the alternatives. Representatives from IDOT, FRA and members of the consultant team were available to answer any questions. Comment forms were available at the meetings. A total of 267 comments were received from all sources (written comment forms, website, and hotline).

The preparation of a Tier 1 EIS is part of an overall high-speed rail project to further enhance passenger service between Chicago and St. Louis. It will identify additional improvements necessary to increase capacity on the corridor. The Tier 1 study will evaluate alternatives and document the potential impacts, as well as a No-Build option.

If you were unable to attend one of the meetings, you can still see all of the information that was presented on our website at [www.idothsr.org](http://www.idothsr.org). Comments will continue to be accepted throughout the project. ☉

## Invite Us!

Representatives from IDOT are available to meet with your organization, committee or civic organization. A presentation targeting your questions can be designed to fit your needs.

**Contact Janet Henderson of Images, Inc. to schedule your event. [Janet.Henderson@imagesinc.net](mailto:Janet.Henderson@imagesinc.net)**

## Coming Soon...

Higher speed trains will begin running in a test segment in 2012. The corridor from Dwight to Pontiac will be the first section on the Chicago to St. Louis High-Speed Rail route to experience trains traveling at a higher rate of speed.

This section will have all of the required upgrades completed to allow trains to travel at speeds up to 110 miles per hour. Upgrades include concrete ties, premium rail, signal equipment, switches, and safety improvements including four quadrant gates, pedestrian gates, and fencing.

Additional procurement is underway for six new high-speed trains with state of the art coach and business class seating. The trains will also feature premium amenities including WiFi, variable message signs, automated announcements and improved food and beverage service.

The entire route from Chicago to St. Louis is anticipated to be completed in 2014. This will increase on-time service performance to at least 85%. ☉

## Construction Update

improvements, installation and upgrades to signal and wayside equipment and continued crossing and approach improvements.

Additionally, a stringent Quality Control / Quality Assurance program has been set up for the Illinois High-Speed Rail Project for materials and equipment to be used. During the 2012 construction season, a number of concrete ties will be replaced to meet the high standards for HSR. ☉

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