



Metra



**MILWAUKEE/
CHICAGO
CORRIDOR**



**PROPOSED
IMPROVEMENTS**



BACKGROUND



**AMTRAK
HIAWATHA
SERVICE**

- Operated under contract for IDOT and WisDOT
- Tracks are owned by two railroads
 - Metra: Chicago to Rondout
 - Canadian Pacific: Rondout to Milwaukee
- IDOT and WisDOT want to add three weekday roundtrips
- Current track configuration limits service and expansion

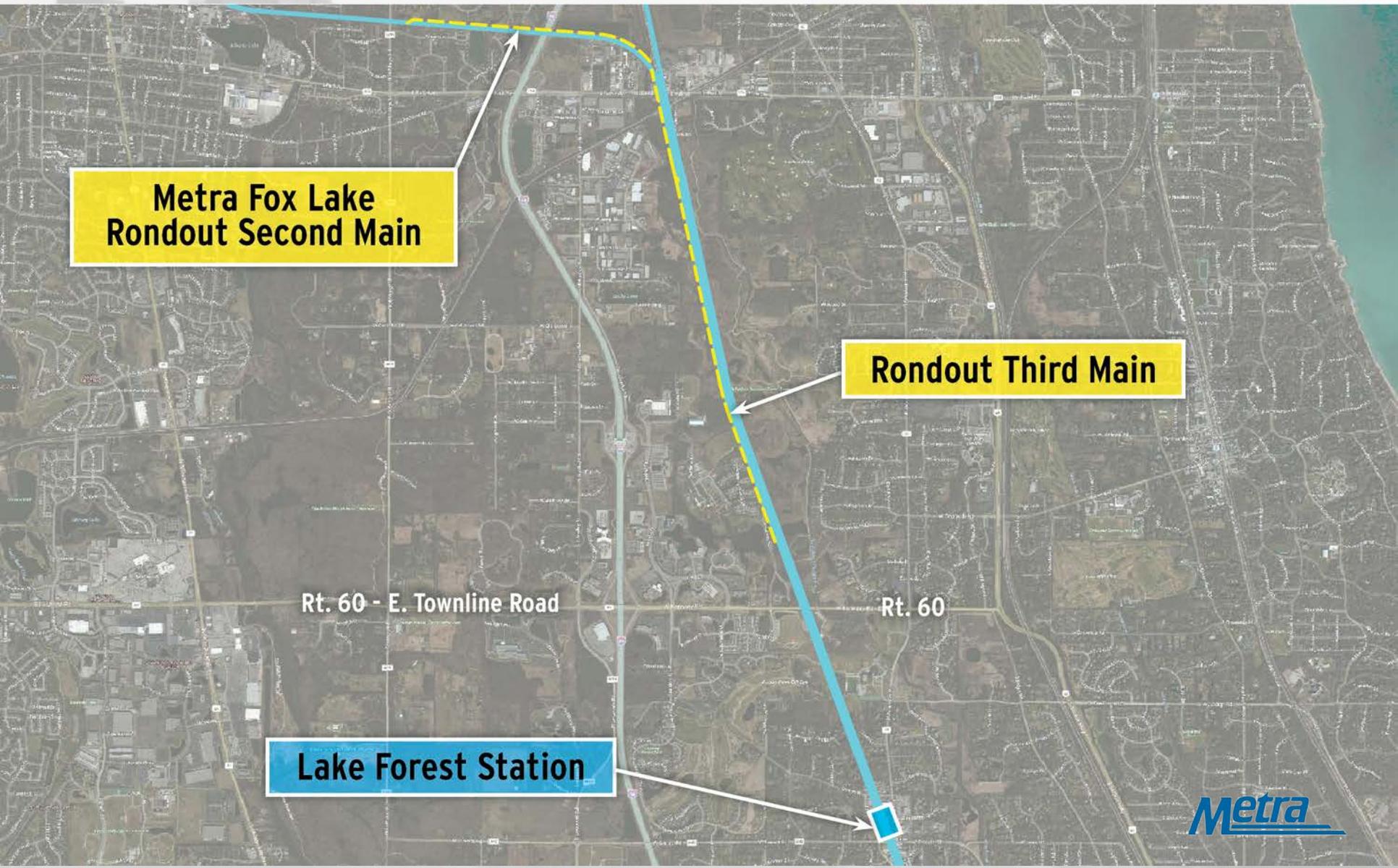
PROPOSED IMPROVEMENTS



**MILWAUKEE/
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- Ten infrastructure projects to create operating efficiencies and opportunities for service expansion
- In the Lake Forest area these improvements include:
 - Adding third main from Rondout south
 - Adding second main from Rondout north and west to St. Mary's Road
 - Adding a universal crossover north of the Lake Forest Station

PROPOSED ALTERNATIVE #1



**Metra Fox Lake
Rondout Second Main**

Rondout Third Main

Rt. 60 - E. Townline Road

Rt. 60

Lake Forest Station

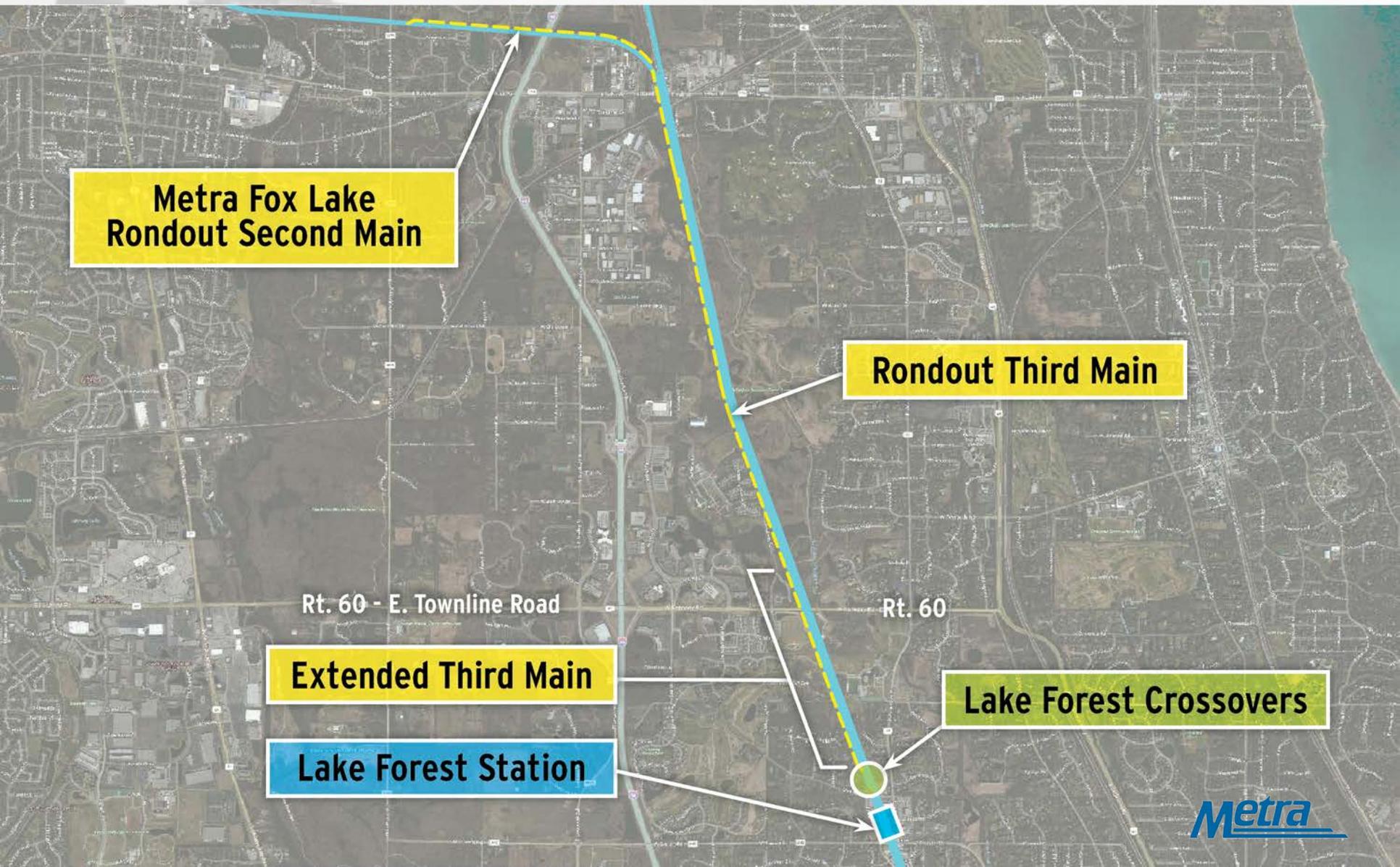
PROPOSED ALTERNATIVE #2



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- Metra supports all but one of the proposed enhancements and has requested one modification
 - We **DO NOT** support the construction of the Deerfield “holding” track
 - We support the extension of Rondout third main south of Illinois Route 60 to the proposed crossover north of Conway Road

PROPOSED ALTERNATIVE #2



**Metra Fox Lake
Rondout Second Main**

Rondout Third Main

Rt. 60 - E. Townline Road

Rt. 60

Extended Third Main

Lake Forest Crossovers

Lake Forest Station

PROPOSED LAKE FOREST CROSSOVER



Rt. 60 - E. Townline Road

Rt. 60 - Kennedy Road

Rondout Third Main

Hold Sign for southbound freight

Lake Forest Crossovers

Conway Road

Lake Forest Station

Everett Road

CONCERNS

“Holding” track will result in more idling freight trains

- No plans to routinely hold or store freight trains on these tracks
- Third track = passing lane
 - Allow faster commuter trains to move around slower freight
 - Allow Metra to keep **ALL** trains moving during service disruptions
- Overall goal is to create more operational flexibility and keep trains moving

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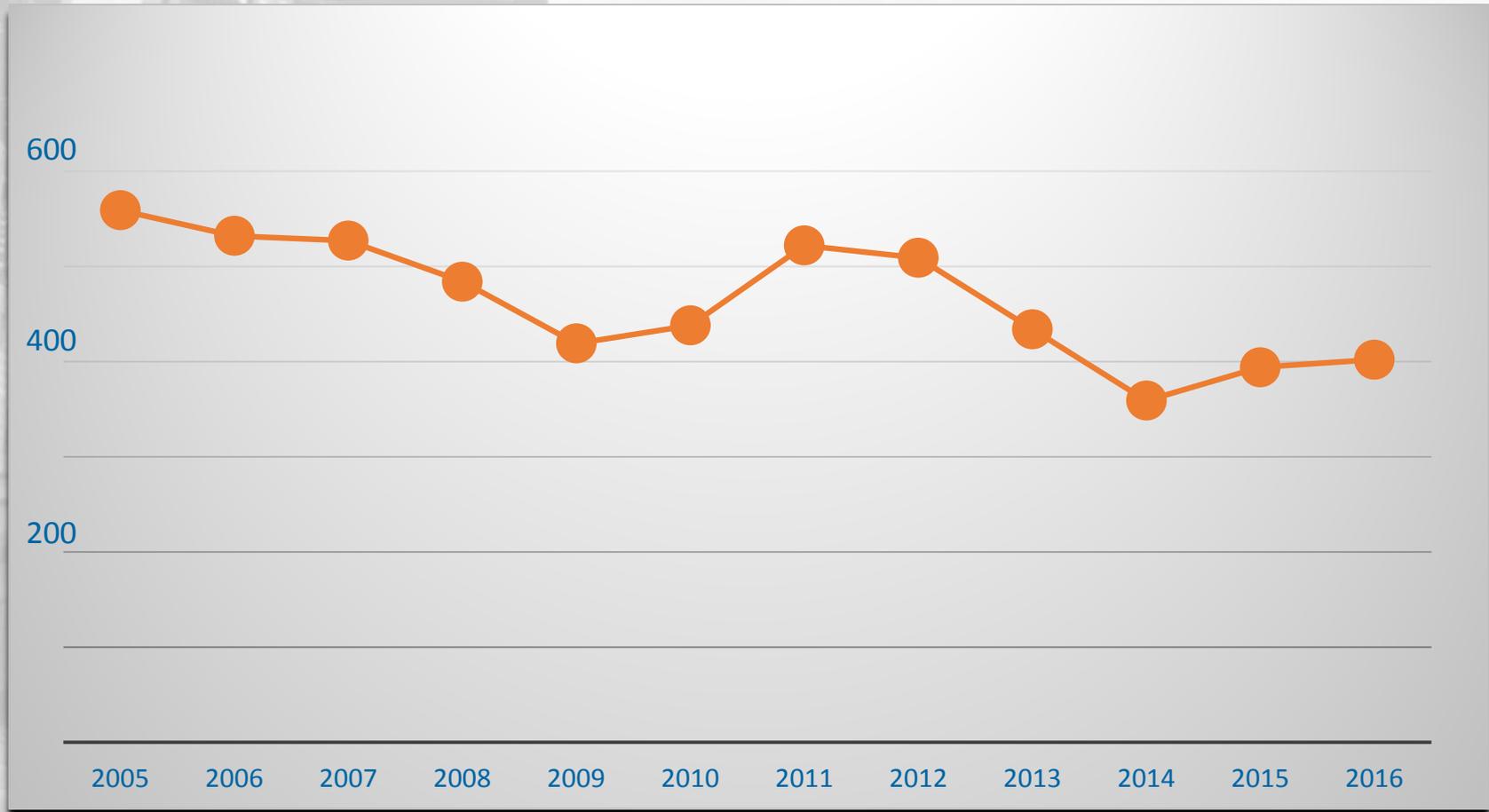
CONCERNS

Additional track will mean more freight trains

- Build it they will come
- Historically freight traffic driven by economic activity **NOT** rail line capacity

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CP Average Monthly Train Count (2005-2016)



BENEFITS



MILWAUKEE/
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CORRIDOR

- Improved reliability and performance on the Milwaukee North Line
- More flexibility to move trains during service disruptions
- Improve potential to meet future demands for service
- Increase opportunity to address service gaps that make reverse commuting impractical
- Reduce gridlock at road crossings

BENEFITS



**MILWAUKEE/
CHICAGO
CORRIDOR**

- Represents a substantial infrastructure investment otherwise not possible
- WisDOT investment \$150 million
- Complements \$17 million investment Metra is currently making on the Milwaukee North
 - New Libertyville siding
 - New signal system
 - New powered switches at Libertyville, Grayslake and Fox Lake for PTC



Metra



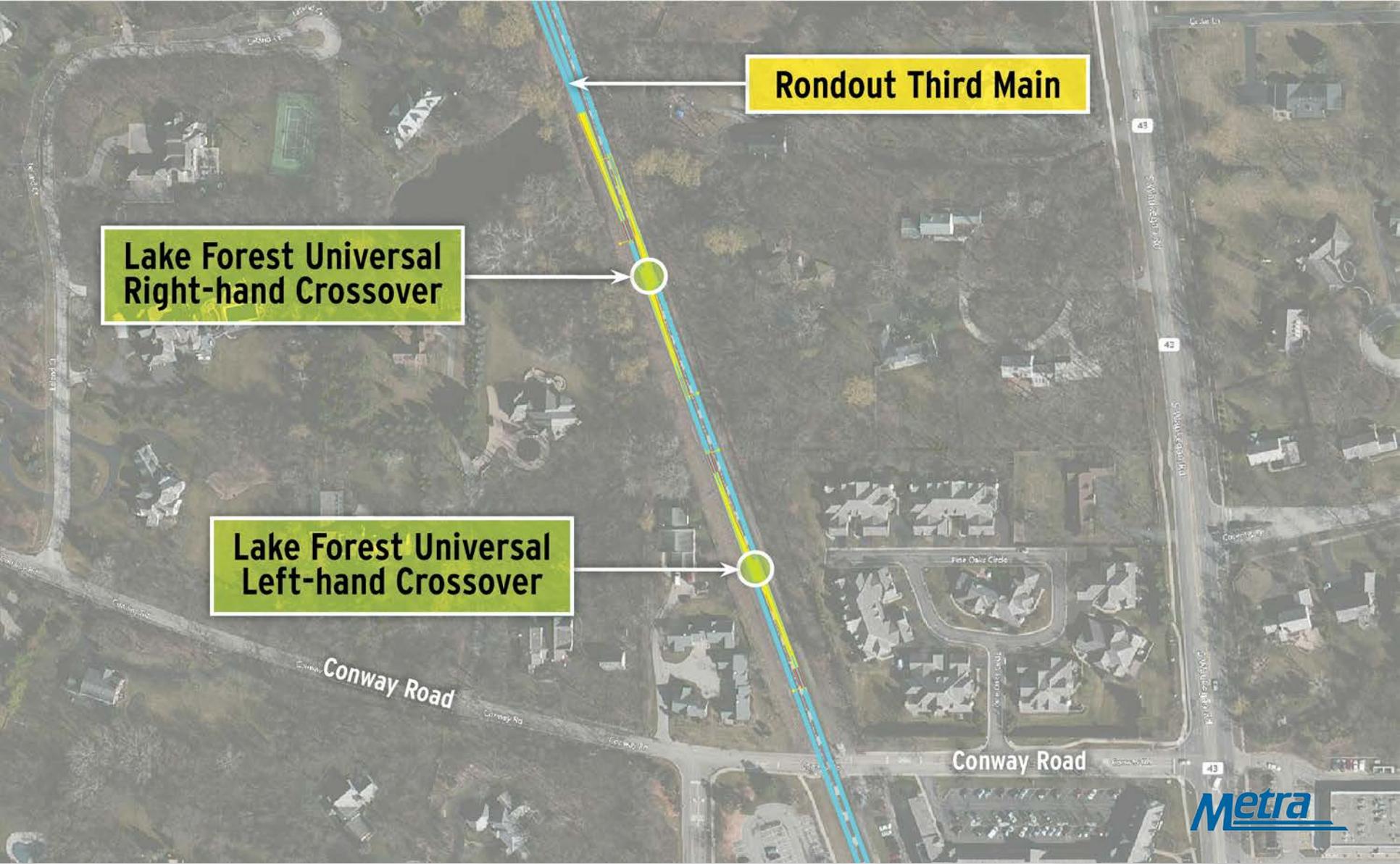
**MILWAUKEE/
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**PROPOSED
IMPROVEMENTS**



PROPOSED LAKE FOREST CROSSOVER



Rondout Third Main

**Lake Forest Universal
Right-hand Crossover**

**Lake Forest Universal
Left-hand Crossover**

Conway Road

Conway Road