



# Public Forum

*Chicago-Milwaukee Hiawatha Service EA Review*

Monday, December 19, 2016

Gorton Community Center

7:00p.m. – 8:30p.m.



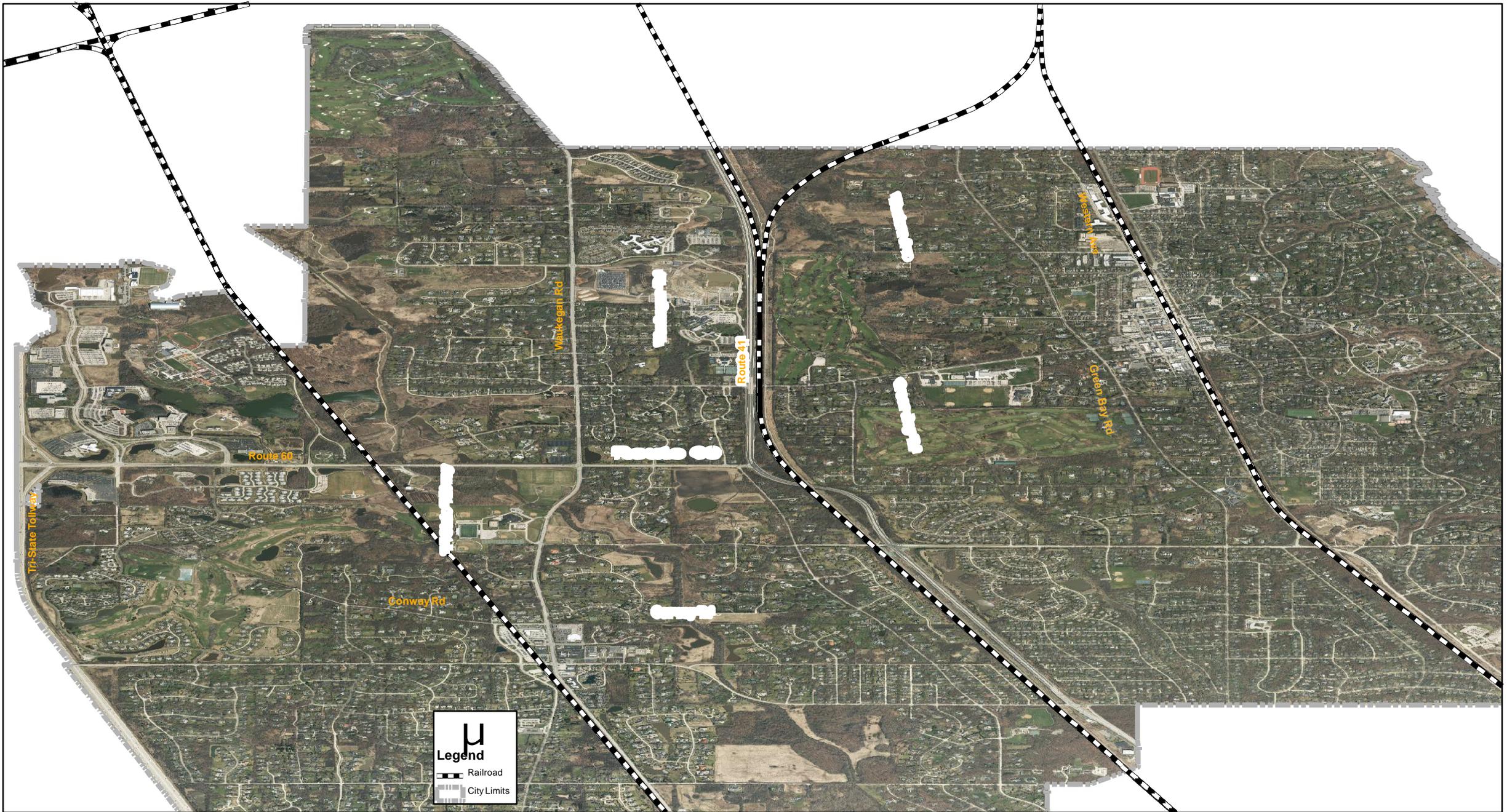
# Agenda

- Comments from Elected Officials
- Background
- Discussion on Strategies and Options
- Public Comments & Questions
- Next Steps
- Adjournment

# Background:

- Regional Rail System
- Current Users
- Proposed Alternatives
- Timeline
- Decision-Makers

# City of Lake Forest Railroads



# Daily Activity on Milwaukee North Line

	<u>Current</u>	<u>Proposed</u>
• Metra Commuter –	61	61
• Canadian Pacific Freight –	17	17
• Amtrak Commuter -	<u>14</u>	<u>20</u>
• Total	92	98

# Background:

## “What Prompted the EA?”

- Request by WisDot for six additional Hiawatha Amtrak Trains
  - Impact on available line capacity – maintain current “delay” status.
    - Utilizing Canadian Pacific modeling software
  - Study – 20 year time frame and only accounts for 10 Amtrak Round trips
  - Environmental Assessment (EA) vs. Environmental Impact Study (EIS)
    - “NEPA” – FRA Process and Procedure
    - No additional ROW (EA) vs “Greenfield” (EIS)

# Proposed Round Trip Schedule

## Proposed Chicago Milwaukee EA/SDP Schedule – 10 Round Trips at 79 MPH

Train Number		327	329	331	333	335	7	337	339	341	343	345
Station	Mile	Daily										
Chicago, IL	0	06:15	08:25	09:25	10:25	13:05	14:15	15:15	17:08	18:45	20:05	22:30
Glenview, IL	17	06:37	08:47	09:47	10:47	13:32	R14:39	15:37	17:32	19:07	20:27	22:52
Sturtevant, WI	62	07:14	09:24	10:24	11:24	14:04		16:14	18:14	19:44	21:04	23:29
MARS	79	07:29	09:39	10:39	11:39	14:19		16:29	18:28	19:59	21:19	23:44
Milwaukee, WI	86	07:44	09:54	10:54	11:54	14:34	R15:55	16:44	18:45	20:16	21:34	00:01
<b>Total Travel Time</b>		<b>1:29</b>	<b>1:29</b>	<b>1:29</b>	<b>1:29</b>	<b>1:29</b>	<b>1:40</b>	<b>1:29</b>	<b>1:37</b>	<b>1:31</b>	<b>1:29</b>	<b>1:31</b>

Note: All Hiawatha Service trains operate between Chicago and Milwaukee only.

Note: Train 7 (Empire Builder) continues from Milwaukee to Minneapolis/St. Paul, MN and Seattle, WA/Portland, OR.

Train Number		328	330	332	334	336	338	8	340	342	344	346
Station	Mile	Daily										
Milwaukee, WI	0	06:15	07:25	08:10	11:03	13:00	13:56	D14:07	15:00	17:45	20:25	22:42
MARS	7	06:26	07:35	08:20	11:16	13:10	14:06		15:10	17:55	20:38	22:52
Sturtevant, WI	24	06:44	07:49	08:34	11:30	13:24	14:20		15:24	18:09	20:52	23:06
Glenview, IL	69	07:25	08:26	09:11	12:07	14:01	14:57	D15:12	16:01	18:46	21:29	23:43
Chicago, IL	86	07:57	08:59	09:39	12:35	14:29	15:29	15:55	16:29	19:14	21:57	00:11
<b>Total Travel Time</b>		<b>1:42</b>	<b>1:34</b>	<b>1:29</b>	<b>1:32</b>	<b>1:29</b>	<b>1:33</b>	<b>1:48</b>	<b>1:29</b>	<b>1:29</b>	<b>1:32</b>	<b>1:29</b>

Note: All Hiawatha Service trains operate between Chicago and Milwaukee only.

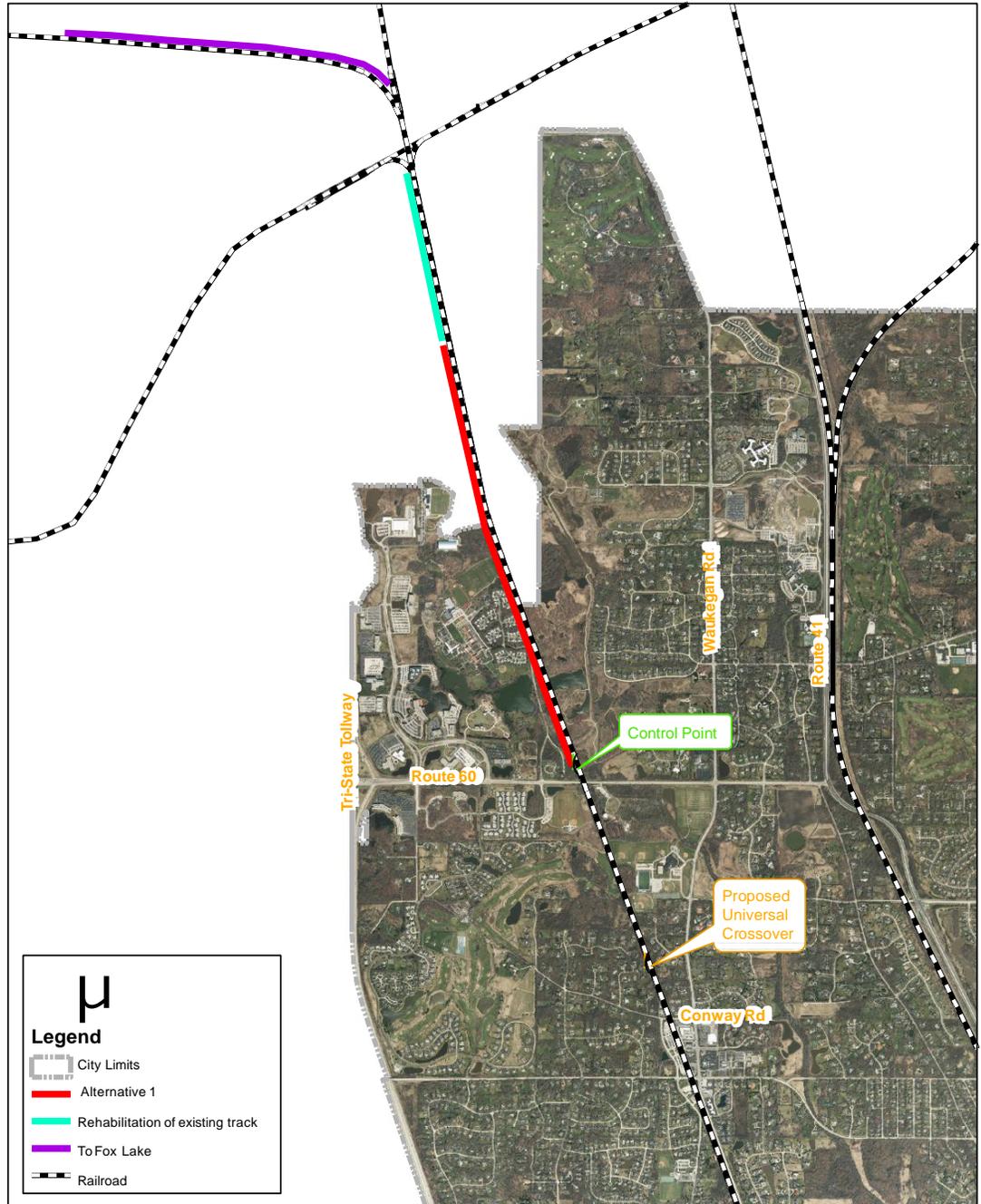
Train 8 (Empire Builder) arrives in Milwaukee from Seattle, WA/Portland, OR and Minneapolis/St. Paul, MN.

# Proposed Service Improvements:

- **Alternative 1:**

- Construct new extension track from Rondout south to Route 60
- 4,000 feet (existing, reconstructed) 9,000 new = 13,000 feet total
- On existing embankment, west side of existing track
- Signals, control point 200ft. north of Rt.60, “Moveable Point Frog”
- Universal crossover 1,200ft. North of Conway Rd.
- Capital cost est. \$9.6 Million

# Rondout Siding Alternative 1



# RONDOUT THIRD MAIN TRACK PROJECT

---

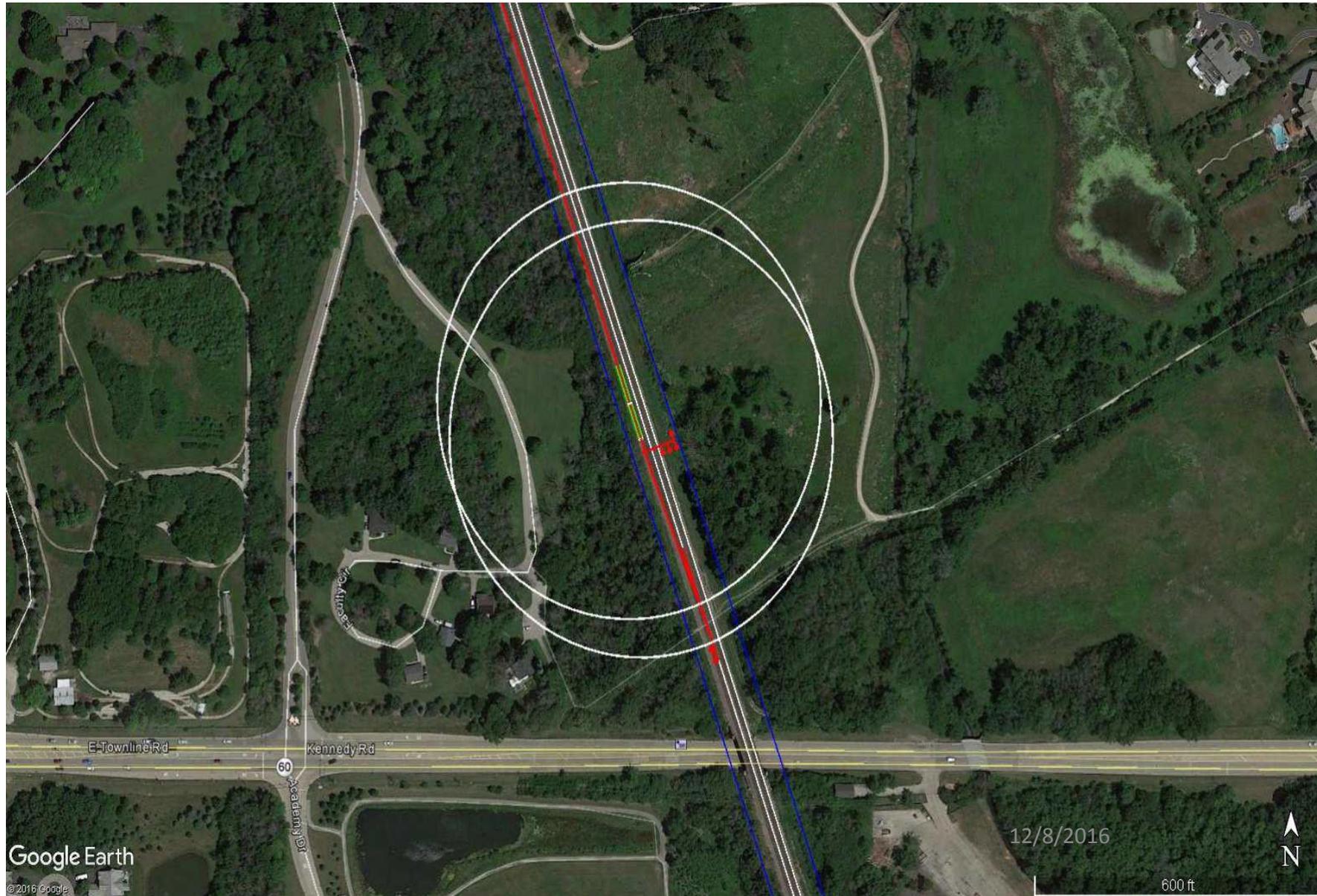
- Purpose of project will be updated in the Final EA to reflect further discussions with Metra
- Metra has stated that it would not be used as a “holding track” for Metra trains – it is considered a third track and would be utilized for mainline operations
- May be used by Canadian Pacific to hold southbound trains that are waiting to enter Union Pacific territory at A-20

# RONDOUT THIRD MAIN TRACK PROJECT

---

- Using FRA/FTA Guidance, noise and vibration due to idling locomotives:
  - Freight trains may idle north of the turnout at IL Route 60
  - By FRA/FTA definition, moderate noise impacts would occur within 400 feet of the track centerline
  - There are no residences located within 400 feet so there would be no additional noise impact
  - There would be no additional vibration due to the idling locomotives on residences

# RONDOUT THIRD MAIN TRACK PROJECT

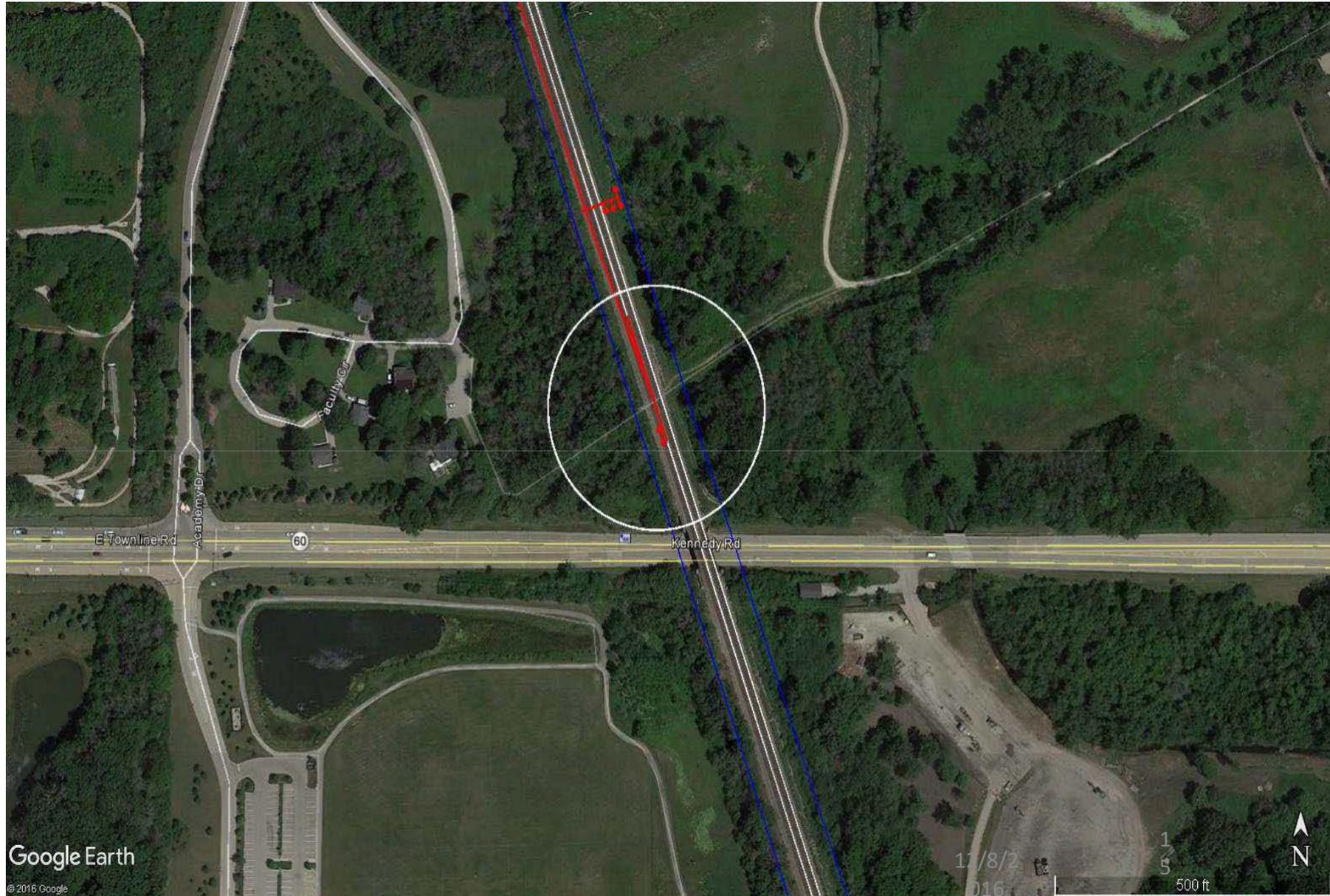


# RONDOUT THIRD MAIN TRACK PROJECT

---

- Using FRA/FTA Guidance, noise and vibration due to new turnout north of IL Route 60:
  - Proposes typical turnout installation
  - By FRA/FTA definition, moderate noise impacts would occur within 200 feet of the point of switch
  - There are no residences located within 200 feet so there would be no additional noise impact
  - There would be no additional vibration due to the installation of the turnout

# RONDOUT THIRD MAIN TRACK PROJECT





<http://www.rail-fastener.com/railway-turnout-introduction.html>

# RONDOUT THIRD MAIN TRACK PROJECT

---

- Using FRA/FTA Guidance, noise and vibration due to Metra operating on new third main:
  - Between Rockland Road and IL Route 60, trains could operate on the new third main that would be located 14 feet to the west of the existing western main
  - Some amount of the existing noise would be shifted west by 14 feet
  - By FRA/FTA definition, moderate noise impacts due to the project would occur within 40 feet of the existing rail centerline
  - No residences located within 40 feet of the existing rail centerline between Rockland and IL Route 60
  - There would be no additional vibration if operations occurred on the proposed third main track

# RONDOUT THIRD MAIN TRACK PROJECT



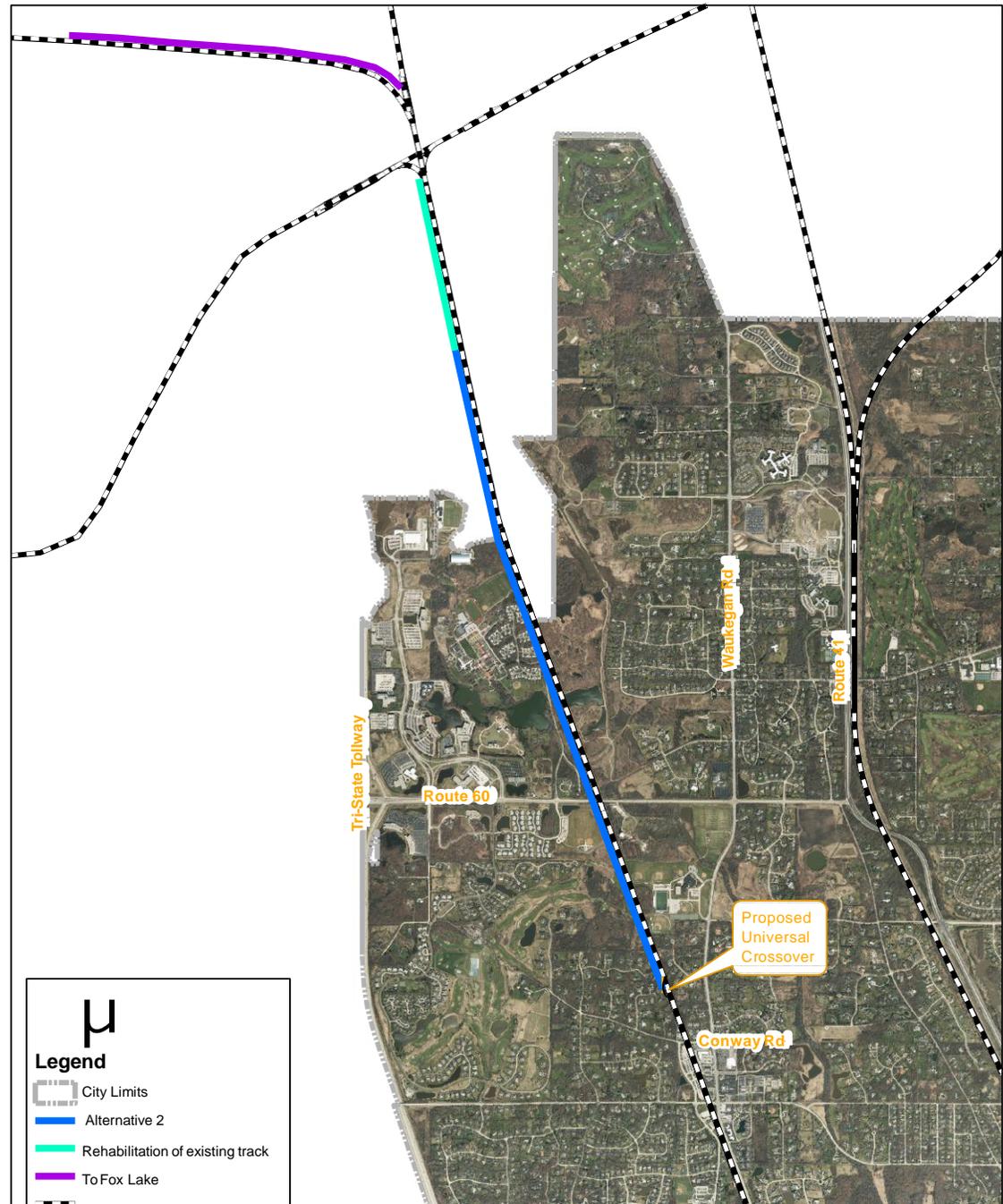
12/8/2016

# Proposed Service Improvements:

- **Alternative 2:**

- Construct new extension track from Rondout south of Route 60
- 4,000 feet (existing, reconstructed) 14,000 new = 18,000 feet total
- On existing embankment, west side of existing track
- Signals, control point, bridge over Rt. 60, “Moveable Point Frog”
- Connect to universal crossover 1,200ft. north of Conway Rd.
- Capital cost est. \$18.8 Million

# Rondout Siding Alternative 2



**Legend**

- City Limits
- Alternative 2
- Rehabilitation of existing track
- To Fox Lake

Proposed Universal Crossover

Tri-State Tollway

Route 60

Waukegan Rd

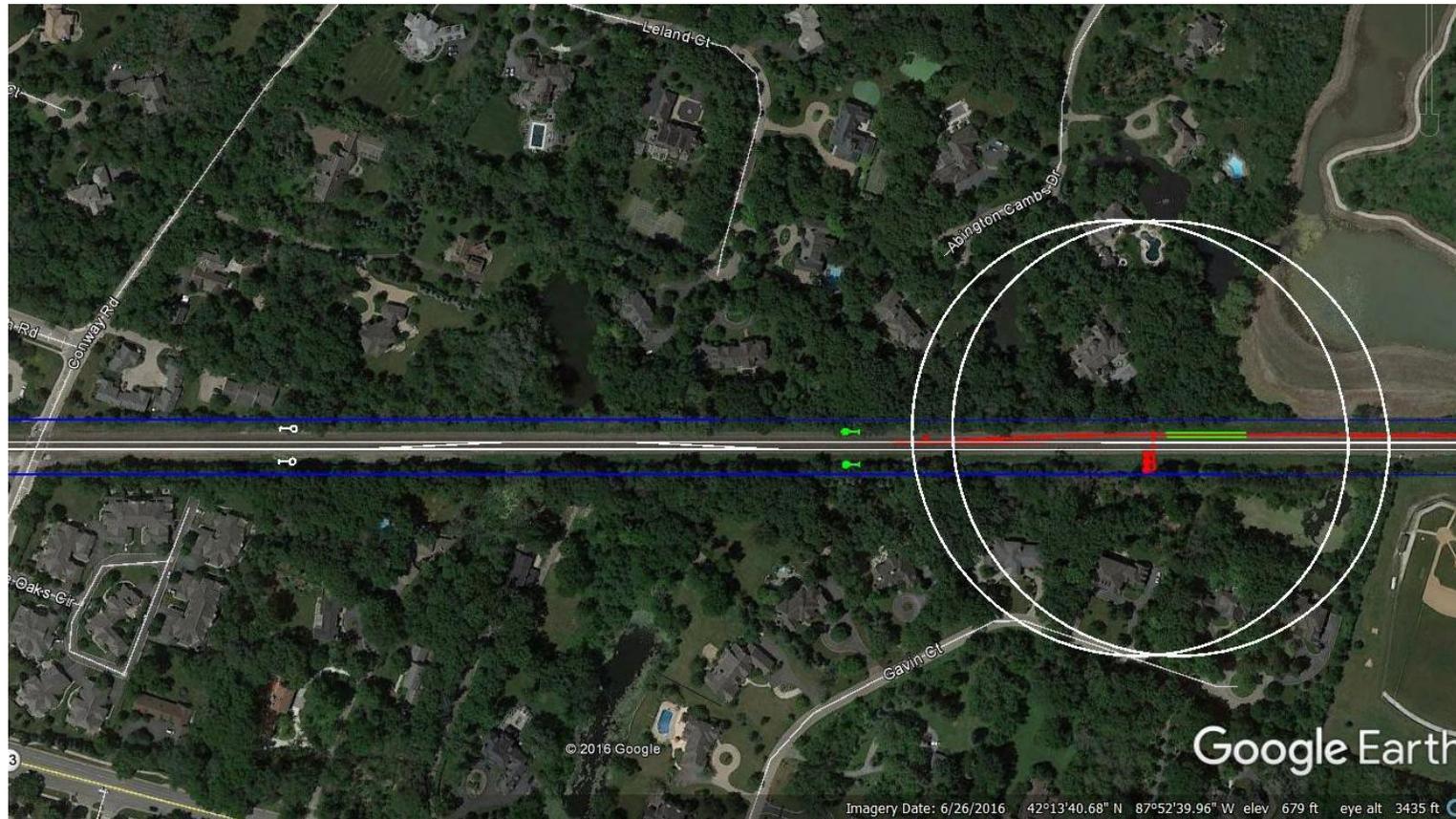
Route 41

Conway Rd

# RONDOUT THIRD MAIN TRACK PROJECT – ALTERNATIVE 2

- Using FRA/FTA Guidance, noise and vibration due to idling locomotives:
  - Freight trains may idle north of the turnout at Conway Road
  - By FRA/FTA definition, moderate noise impacts would occur within 400 feet of the track centerline
  - Since there are 7 residences located within 400 feet of the track centerline, there would be additional noise impact on those residences
  - There would be no additional vibration due to the idling locomotives on residences

# RONDOUT THIRD MAIN TRACK PROJECT – ALTERNATIVE 2



# RONDOUT THIRD MAIN TRACK PROJECT – ALTERNATIVE 2

- Using FRA/FTA Guidance, noise and vibration due to new turnout north of Conway Road:
  - By FRA/FTA definition, moderate noise impacts would occur within 200 feet of the point of switch
  - Because there are 2 residences within 200 feet of the proposed crossovers, the project would utilize movable point frogs to eliminate increases in noise and vibration levels

# RONDOUT THIRD MAIN TRACK PROJECT – ALTERNATIVE 1



# Universal Crossover



# RONDOUT THIRD MAIN TRACK PROJECT – ALTERNATIVE 2

- Using FRA/FTA Guidance, noise and vibration due to Metra operating on new third main:
  - Between Rockland Road and north of Conway Road, trains could operate on the new third main that would be located 14 feet to the west of the existing western main
  - Some amount of the existing noise would be shifted west by 14 feet
  - By FRA/FTA definition, moderate noise impacts due to the project would occur within 40 feet of the existing rail centerline
  - No residences located within 40 feet of the existing rail centerline between Rockland and Conway Road
  - There would be no additional vibration if operations occurred on the proposed third main track

# Service Impacts:

- Number of trains holding will vary
  - Currently avg. 2 per day
- Wait time will vary depending on traffic/capacity
- During Rush hour (6:30-9:30am; 4:00-7:00pm)

# Timeline:

- EA Public Comment Period ends 1/15/17
- FRA Issues Approval of FONSI/EA 1Q2017
- Secure Federal Funding (\$148-\$151m) ?
- Design, Acquisition (WI), Bidding 3+ years
- Construction 3+ years

# Decision-Makers:

- Federal Railroad Admin. (FRA)
- Congress – Funding
  - WisDOT
  - IDOT
  - Metra
  - Canadian Pacific

# Strategies & Options:

- Do Nothing
- Oppose Proposed Improvements
- Negotiate Least-Worst Option
  - Alternative 1
  - Alternative 2
- Other

# Public Comments & Questions:

- What did we miss or not yet discuss?

# Next Steps:

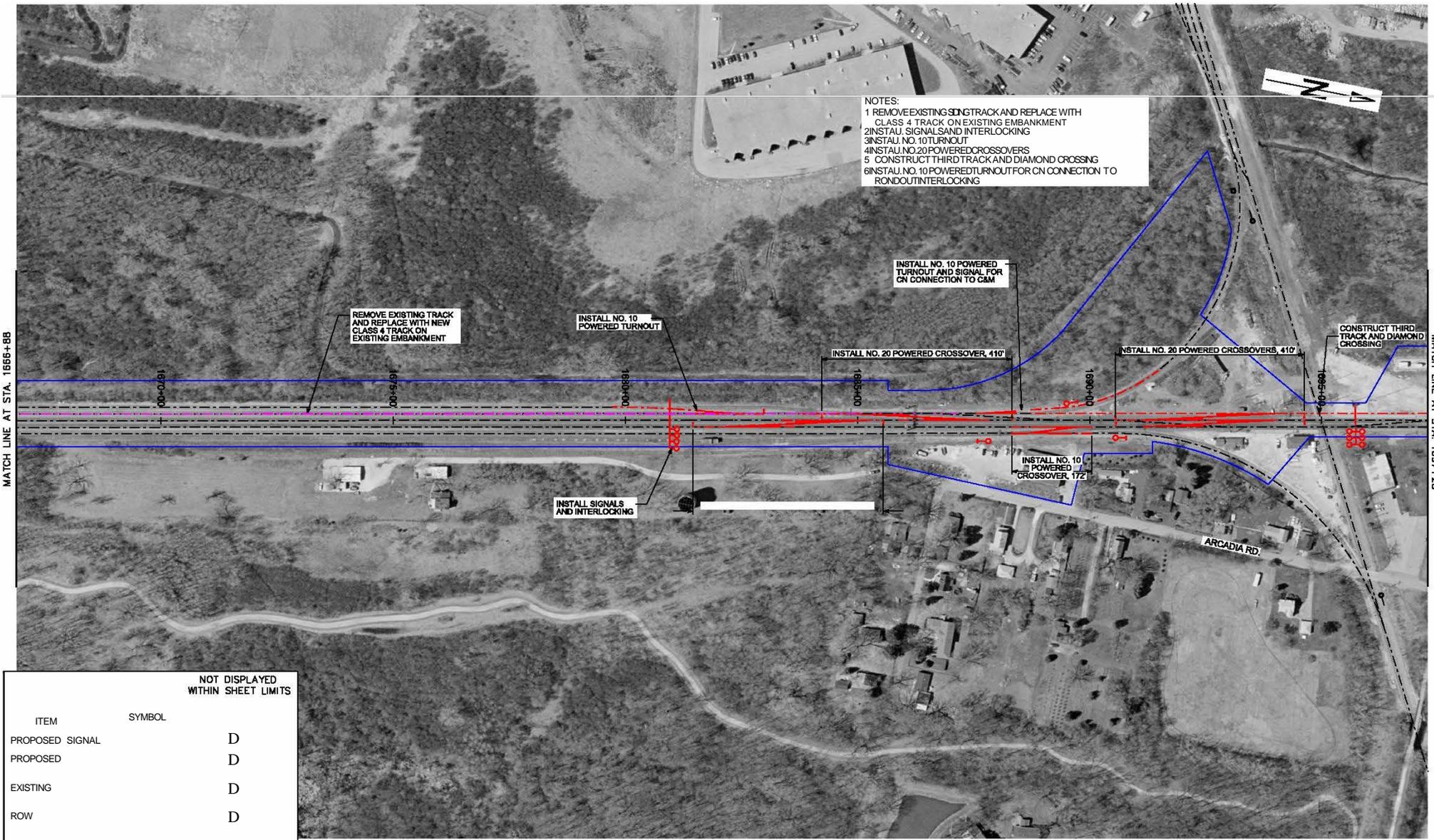
- Summarize “To Do’s”:



# THANK YOU

Comments to:

[DOTChicagoMilwaukeePassengerRailEA@dot.wi.gov](mailto:DOTChicagoMilwaukeePassengerRailEA@dot.wi.gov)



NOTES:  
 1 REMOVE EXISTING SING TRACK AND REPLACE WITH CLASS 4 TRACK ON EXISTING EMBANKMENT  
 2 INSTAL. SIGNALS AND INTERLOCKING  
 3 INSTAL. NO. 10 TURNOUT  
 4 INSTAL. NO. 20 POWERED CROSSOVERS  
 5 CONSTRUCT THIRD TRACK AND DIAMOND CROSSING  
 6 INSTAL. NO. 10 POWERED TURNOUT FOR CN CONNECTION TO RONDOUT INTERLOCKING

REMOVE EXISTING TRACK AND REPLACE WITH NEW CLASS 4 TRACK ON EXISTING EMBANKMENT

INSTALL NO. 10 POWERED TURNOUT

INSTALL NO. 10 POWERED TURNOUT AND SIGNAL FOR CN CONNECTION TO C&M

INSTALL NO. 20 POWERED CROSSOVER, 410'

INSTALL NO. 20 POWERED CROSSOVERS, 410'

CONSTRUCT THIRD TRACK AND DIAMOND CROSSING

INSTALL SIGNALS AND INTERLOCKING

INSTALL NO. 10 POWERED CROSSOVER, 172'

MATCH LINE AT STA. 1666+88

MATCH LINE AT STA. 1697+28

NOT DISPLAYED WITHIN SHEET LIMITS

ITEM	SYMBOL	
PROPOSED SIGNAL	D	
PROPOSED	D	
EXISTING	D	
ROW	D	
REMOVAL	<del>D</del>	
MODIFY	D	



DESIGNED1	CWH
DRAWN	QWH
CHECKED1	WRM
APPROVED:	WRM
DATE1	11/19/2014



**CHICAGO • MILWAUKEE INTERCITY PASSENGER RAIL CORRIDOR ENVIRONMENTAL ASSESSMENT METRA FOX LAKE SUBDIVISION SECOND TRACK**

PROJECT D  
0385-57-01

DRAWING NO.

SCALE 1

NOTES:

1. CONSTRUCT CLASS 4 THIRD TRACK ON CONC&M SUBDIVISION
2. REMOVE EXISTING TURNOUT AND INSTALL NEW NO. 20 POWERED TURNOUT TO FOX LAKE LINE
3. INSTALL W/O NO. 20 POWERED TURNOUTS AND ON ENO. 20 POWERED CROSSOVER
4. INSTALL SIGNALS AND INTERLOCKING ON CONC&M MAINLINE
5. REMOVE EXISTING SIGNALS ON CONC&M MAINLINE
6. INSTALL SIGNALS ON FOX LAKE SUBDIVISION
7. REMOVE EXISTING SIGNAL ON FOX LAKE SUBDIVISION
8. CONSTRUCT CLASS 4 TRACK ON NEW EMBANKMENT FOR NORTHERN FOX LAKE TRACK AND TRACK ON 10' RETAINED FILL FOR SOUTHERN FOX LAKE TRACK
9. REMOVE TRACK TO BE REALIGNED ON THE FOX LAKE SUB
10. MODIFY GRADE CROSSING STARTS AT ROCKLAND ROAD
11. CONSTRUCT NEW TWO-TRACK BRIDGE AT STATION 178+00

PI  
Sta= 1714+80.72  
Dc= 4°00'00"(1) Dc= 2°55'00"(2)  
Delta= 70°36'03.07"  
Vmax= 45 MPH  
LHC= 373.94(1) 1800.97(2)  
Ls= 171.00(1) Ls= 83.00(2) Ls= 158.00(3)  
Ea= 2.75° (1) 1.25° (2)  
Eu= 2.92° (1) 2.88° (2)

SHADY LAKE RESORT LAKE

CONSTRUCT  
NEW TRACK  
ON NEW EMBANKMENT

CS

1724+16.82

MATCHLINE AT STA. 1724+11

PROPOSED ROW TAKE  
0.78 ACRES

CONSTRUCT NEW  
TRACK ON NEW  
6' EMBANKMENT

INSTALL SIGNALS  
AND INTERLOCKING

INSTALL NO. 20  
POWERED TURNOUTS  
REPLACE EXISTING  
BRIDGE WITH TWO-  
TRACK CONCRETE BRIDGE

INSTALL NO. 20  
POWERED  
CROSSOVER 110'

REMOVE EXISTING  
PASSENGER TRACK

CONSTRUCT NEW  
TRACK ON 10'  
RETAINED FILL

CONSTRUCT NEW  
TRACK ON NEW  
6' EMBANKMENT

EXISTING SIGNALS  
TO BE REMOVED

REMOVE EXISTING  
TRACK

REMOVE EXISTING  
TURNOUT

REMOVE EXISTING NO. 15  
TURNOUT AND INSTALL NEW  
TURNOUT TO MEET NEW  
FOX LAKE CURVATURE

EXISTING  
CROSSOVER  
TO BE REMOVED

METRA MP 32.25

CONSTRUCT NEW  
TRACK ON NEW  
EMBANKMENT

MATCHLINE AT STA. 1697+28

ROCKLAND RD.

LLT

1707+78.89

1700+00

1718+00

1719+10.11

1718+00

1718+00

1718+00

1718+00

1718+00

1718+00

1718+00

1718+00

1718+00

1718+00

1718+00

1718+00

1718+00

1718+00

1718+00

1718+00

1718+00

1718+00

ITEM	SYMBOL	NOT DISPLAYED WITHIN SHEET LIMITS
PROPOSED SIGNAL		D
PROPOSED		D
EXISTING		D
ROW		D
REMOVAL		D
MODIFY		D



CHICAGO • MILWAUKEE INTERCITY  
PASSENGER RAIL CORRIDOR  
ENVIRONMENTAL ASSESSMENT

PROJECT 10

0385-57-01

DRAWING NO.