



fact sheet

2010 High-Speed Rail Construction



About the 2010 High-Speed Rail Construction

Starting September 1, 2010, this project will upgrade approximately 90 miles of existing track along the Chicago to St. Louis route to prepare it for future passenger train operations at up to 110 mph. This represents one of the first construction projects in the national High-Speed Intercity Passenger Rail (HSIPR) program throughout the country and signifies the commitment the State of Illinois has made to ensure that the Chicago to St. Louis corridor remains at the forefront of passenger rail development.

things to remember...

- » First phase of construction in the Chicago to St. Louis Illinois HSR program.
- » Work will be performed by the Union Pacific Railroad on its Springfield Subdivision.
- » A Track Renewal Train (TRT) will be used to perform much of the work.
- » Installation of new premium rail and concrete ties.
- » Various road crossings and turnouts will be replaced and certain curves will be re-aligned.
- » A total of 78 road crossings will be refurbished with a new concrete road surface.
- » During construction various crossings will be temporarily closed.
- » Any potential permanent closure of a grade crossing will involve a negotiation process with the landowners, county and/or local municipality.

Location

This project will include track improvements along a segment of the Union Pacific (UP) rail line from just north of Alton to just south of Springfield, and just north of Springfield to just south of Lincoln. Upgrades through Springfield will not take place at this time. A study is currently underway to determine the best route through that area.

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Work crews will begin in Godfrey and proceed north.

Temporary service changes will be posted at stations and will be displayed as part of the booking process on Amtrak.com.

Project Costs

- Total cost of 2010 HSR construction and construction related work is estimated at \$109.7 million.
- The cost includes construction, environmental planning, preliminary engineering, and project administration.



Schedule

- Construction is scheduled to begin on September 1, 2010.
- Work is scheduled for completion in January 2011 (weather permitting).

Service Changes

Amtrak and the Illinois Department of Transportation (IDOT) will announce temporary service changes and substitute express bus services before construction begins and provide reports via the state's Amtrak Illinois (www.dot.state.il.us/amtrak/amtrak.asp) website. Passenger Service Notices will be posted at stations and will be displayed as part of the booking process on Amtrak.com.

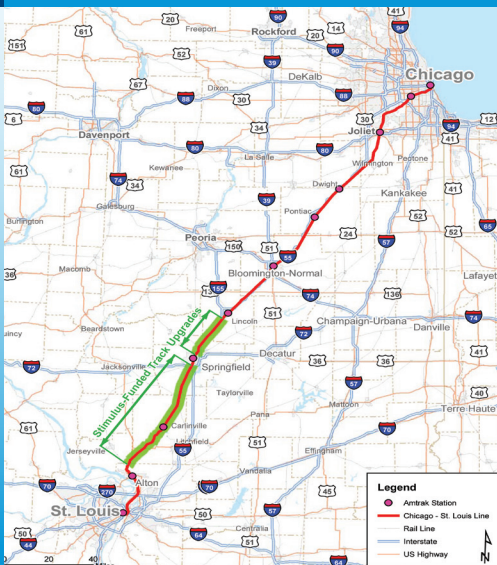
2010 Construction Benefits

FAST FACTS

This is a significant milestone in preparing the rail corridor for 110 mph service.

Provides better connectivity between Chicago and St. Louis.

Improves on-time performance.



Visit www.connectthemidwest.com for Midwest High-Speed Rail information.

Visit www.idothsr.org for more project specific information and to comment on the Illinois High-Speed Rail project.



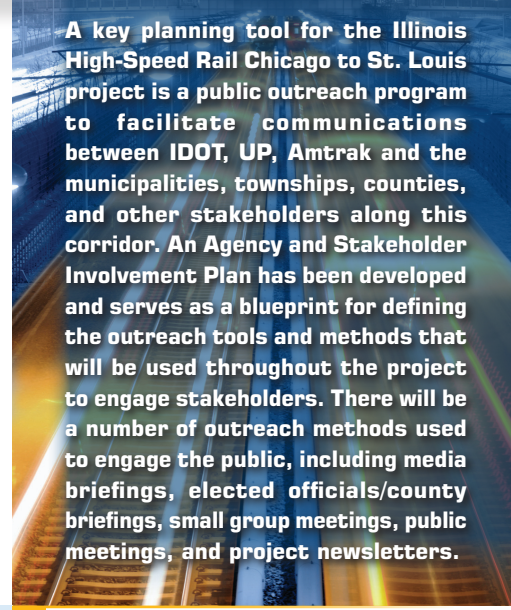
Background: Illinois' signature passenger rail route, Chicago to St. Louis, was selected by the Federal Railroad Administration (FRA) for \$1.1 billion for corridor improvements. The route is approximately 284 miles long and trains will operate on UP railroad track with service provided by Amtrak. The improvements will allow Amtrak "Lincoln Service" trains to operate at speeds up to 110 mph and include: new locomotives and passenger cars, rebuilding of track, additional highway-rail grade crossing active warning devices, and implementation of state-of-the-art safety technology.

The Illinois High-Speed Rail Chicago to St. Louis route is located in 13 counties (Cook, DuPage, Will, Grundy, Livingston, McLean, Logan, Sangamon, Macoupin, Jersey, Madison, St. Clair, and St. Louis). Trains currently serve the following cities: Chicago, Summit, Joliet, Dwight, Pontiac, Bloomington-Normal, Lincoln, Springfield, Carlinville, Alton, and St. Louis.

The public's first preview of 110 mph high-speed rail service is expected to be in 2012 on an 18 mile segment between Dwight and Pontiac, where an upgraded cab signal system will be installed by the UP, and where tracks and crossings were previously upgraded.

Illinois High-Speed Rail Benefits

- » Achieves reductions in travel times and improves service reliability.
- » Promotes livable communities.
- » Stimulates job growth and creation.
- » Reduces greenhouse gas emissions by 800 tons.
- » Auto diversions in the first full year of operation is estimated to be nearly 83,000 person-trips.
- » Reduces vehicle miles by 1.3 million miles.
- » Reduces fuel consumption by 83,500 gallons.
- » Provides major capital investments in rail infrastructure to improve passenger and freight train efficiency, safety and reliability on shared rights-of-way.



A key planning tool for the Illinois High-Speed Rail Chicago to St. Louis project is a public outreach program to facilitate communications between IDOT, UP, Amtrak and the municipalities, townships, counties, and other stakeholders along this corridor. An Agency and Stakeholder Involvement Plan has been developed and serves as a blueprint for defining the outreach tools and methods that will be used throughout the project to engage stakeholders. There will be a number of outreach methods used to engage the public, including media briefings, elected officials/county briefings, small group meetings, public meetings, and project newsletters.

FAST FACTS

Positive Train Control, a new anti-collision technology system, is currently being reviewed by the FRA to allow passenger trains to run at speeds higher than 79 mph. An implementation plan for this system has been submitted to the FRA for approval.

An industry panel of experts (including vendors, federal agencies, and several state DOTs) are developing draft specifications for the new HSR cars and locomotives required for these services. This process is expected to be complete by year's end.

ILLINOIS HIGH-SPEED RAIL CHICAGO TO ST. LOUIS



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