



MORE TO OFFER!

The *Lincoln Service* will have more to offer than ever before. New next generation passenger cars and locomotives are being purchased through a groundbreaking procurement in conjunction with several other states. An "Intent to Award" was issued on September 27, 2012 to Nippon Sharyo USA Group, located in Rochelle, IL, to build the new rail cars. Until these are delivered, starting in 2015, the Illinois Department of Transportation (IDOT) has provided funding for Amtrak to refurbish existing Amfleet cars for the *Lincoln Service Corridor*. Refurbished equipment will be easy to spot, since it will be branded with the Illinois High-Speed Rail logo. The process to procure new locomotives is also under way.

Refurbished cars will feature new interiors with more comfortable business and coach class seating, new LED reading lights, new heating/air conditioning systems, and Wi-Fi. Cafe cars will feature new menus with improved selection and higher quality fresh products.

We recognize that upgraded infrastructure and equipment is important, but that good customer service is the key to a great experience for riders. Amtrak and IDOT have teamed up to upgrade the level of on-board customer service. Amtrak employees that will be working on these trains have participated in high-speed rail training seminars, geared to provide riders with a top-quality experience by friendly, respectful, and knowledgeable staff. ☺

In the last 12 months, ridership on the Chicago to St. Louis Corridor increased 11% to set a new record of more than 675,295* passengers.

** This number includes all trains on this route, not just those that are state subsidized nor those which will be running at speeds up to 110mph.*

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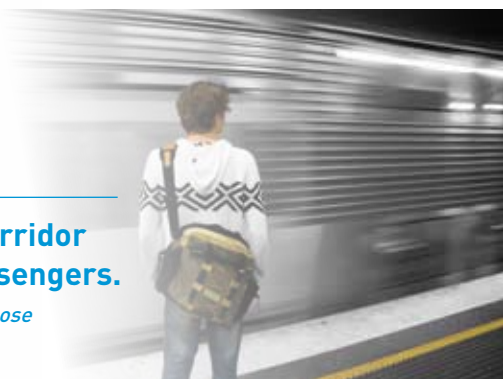
PROJECT PARTNERS

The Illinois Department of Transportation's (IDOT) Bureau of Railroads is responsible for the overall project management and the development and implementation of the Chicago to St. Louis service.

Project Partners include:

- > Federal Railroad Administration (FRA)
- > Union Pacific Railroad (UPRR) – owner of most of the route
- > Amtrak – service provider
- > Illinois Commerce Commission (ICC)
- > Key representatives from the communities and cities along the corridor
- > Other involved railroads - Canadian National Railway (CN), Kansas City Southern (KCS), Norfolk Southern (NS), and Terminal Railroad Association of St. Louis

A Program Management Consultant was retained by IDOT to assist with the development, design, public involvement, and implementation of the project. Once the service has been implemented, the primary responsibility for on-going operations will be Amtrak (current service provider).



ILLINOIS HIGH-SPEED RAIL
CHICAGO TO ST. LOUIS

OCTOBER 2012 • ISSUE 6

Official IDOT
fact sheet
EXPERIENCE IT YOURSELF.

High-Speed Rail History

On **April 16, 2009**, President Obama announced a new vision for developing high-speed passenger rail in America. The vision called for a collaborative effort among the Federal Government, States, railroads, and other key stakeholders to help transform America's transportation system through the creation of a national network of high-speed rail corridors. To achieve this vision, **the Federal Railroad Administration (FRA) launched the High-Speed Intercity Passenger Rail (HSIPR) Program in June 2009** as part of the American Recovery and Reinvestment Act (ARRA).

On **January 28, 2010**, Illinois was selected for a \$1.2 billion federal award to bring high-speed passenger rail service to Illinois between Dwight and the East St. Louis area. In addition, the Illinois Capital Bill appropriated \$400 million for high-speed rail. In **December 2010**, an additional \$42.3 million was received for construction upgrades. In **January 2012**, \$186.3 million was received for corridor improvements between Joliet and Dwight. The overall package of improvements also includes matching funds from the Illinois Department of Transportation (IDOT), local municipalities, and the Union Pacific Railroad (UPRR). ☺

The Illinois High-Speed Rail (HSR) Chicago to St. Louis route is located in 11 Illinois counties (Cook, Will, Grundy, Livingston, McLean, Logan, Sangamon, Macoupin, Jersey, Madison, and St. Clair). Amtrak Lincoln Service passenger trains (operated in partnership with IDOT) currently serve the following cities: Chicago, Summit, Joliet, Dwight, Pontiac, Bloomington-Normal, Lincoln, Springfield, Carlinville, Alton, and St. Louis.

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 for Illinois High-Speed Rail Chicago to St. Louis project information and business opportunities.

www.facebook.com/IllinoisHighSpeedRail

Visit www.connectthemidwest.com for Midwest Passenger Rail initiative information.

www.facebook.com/MidwestHighSpeedRail

twitter.com/MWHighSpeedRail

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

Illinois High-Speed Rail Benefits

MULTI-MODAL TRANSPORTATION OPTIONS, SUSTAINABILITY, GLOBAL COMPETITIVENESS & HUMAN CAPITAL INVESTMENT

- Achieves reductions in travel times and improves service reliability.
- Promotes livable communities.
- Stimulates job growth and creation.
- Provides major capital investments in rail infrastructure to improve passenger and freight train efficiency, safety, and reliability on shared rights-of-way.

SAFETY FEATURES

- Enhanced grade crossing warning devices: four quadrant gates, pedestrian gates, and private crossing gates.
- Implementation of enhanced signals and crossing warning systems.
- Installation of new premium rail and concrete ties to support higher speed operations.
- Right-of-way fencing.

NEW PASSENGER CARS AND LOCOMOTIVES

- Purchase of new high-speed equipment for improved ride quality and passenger comfort.
- New state-of-the-art coach and business class seating.
- Premium onboard amenities: Wi-Fi, variable message signs, improved food/beverage service, and automated announcements.
- Interim upgrades of existing passenger cars for use until new equipment arrives.

ENVIRONMENTAL

- Improves air quality and energy efficiency.
- Reduces greenhouse gases.
- Reduces Illinois' demand for oil.

SERVICE RELIABILITY & TIME SAVINGS

- Faster and more convenient travel - no security check points or congestion.
- The existing five daily round trips will include three high-speed round trips.
- On-time performance of 85 percent or better.



KEY MILESTONES

2010-2012

Mainline track reconstruction

2012

Procurement selection of builder of new high-speed rail passenger cars

2012

Operation of trains up to 110 miles per hour between Dwight and Pontiac

2012-2015

Infrastructure in place to support speeds up to 110 mph between Dwight and East St. Louis area

2017

Infrastructure in place to support speeds up to 110 mph between Dwight and Joliet

EXPERIENCE IT YOURSELF.



Track Renewal Train (TRT) Construction

On **September 1, 2010**, the first phase of the Chicago to St. Louis High-Speed Rail (HSR) construction began with the upgrade of approximately 90 miles of existing track along the Chicago to St. Louis route; the upgrades prepared the track for future passenger train operations at up to 110 mph. A state-of-the-art Track Renewal Train (TRT) was used to expedite and efficiently perform this work. This represents one of the first construction projects in the national High-Speed Intercity Passenger Rail (HSIPR) Program in 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. The TRT continued work in 2011 and 2012. ☺

Construction Accomplishments Since 2010

- > Installed over **237 track-miles of new rail.**
- > Installed **619,813 new concrete ties.**
- > Spread **1,252,129 tons of stone ballast.**
- > Interim Renewal of **235 crossing surfaces and approaches.**

DWIGHT TO PONTIAC: High-Speed Passenger Rail Service Demonstration Run!

A high-speed passenger rail demonstration run, operating at speeds up to 110 miles per hour, on a 15-mile segment **from Dwight to Pontiac will take place on October 19, 2012.**

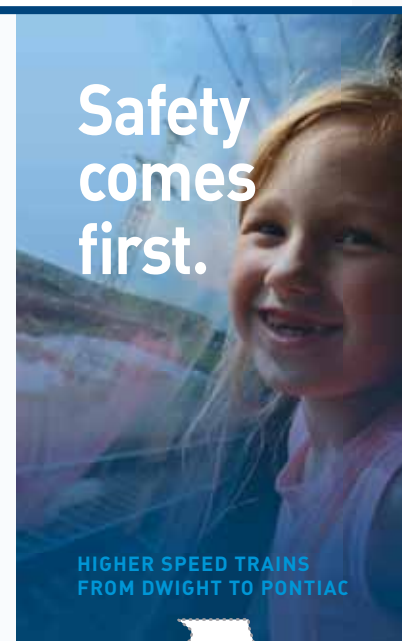
Several factors contributed to the opportunity to operate high-speed passenger rail service on this particular segment first:

- > The segment already had **enhanced signal improvements** between Dwight and Pontiac, advancing the opportunity to demonstrate higher speed operations.
- > Nearly half of the at-grade crossings between Dwight and Pontiac already were equipped with **four-quadrant gates.** Having many in place along this segment simplified and expedited the enhanced grade crossing warning system upgrade efforts needed to run higher speed service between Dwight and Pontiac.
- > **Upgrades** to the existing track along the route prepared it for future higher speed passenger train operations.

In preparation for this remarkable milestone, the Illinois Department of Transportation (IDOT) and the Illinois Commerce Commission (ICC) have participated in corridor community activities and will continue speaking with stakeholders focusing on pedestrian and driver education regarding safety aspects associated with the higher speed trains. Speaking engagements and participation at community events have included:

- ILLINOIS STATE FAIR
- LIVINGSTON COUNTY FAIR
- DWIGHT FARMERS MARKET
- DWIGHT FALL HARVEST FESTIVAL
- HANG LOOSE CAR SHOW
- LET'S BUZZ THE GUT CAR SHOW
- PONTIAC'S 175TH BIRTHDAY CELEBRATION
- LOCAL HIGH SCHOOL FOOTBALL GAMES
- EDUCATION OF BUS DRIVERS AT REGIONAL AND LOCAL BUS COMPANIES
- EDUCATION OF STUDENTS AT PUBLIC AND PRIVATE SCHOOLS

If you are interested in having an IDOT representative come and speak to you or your organization, please contact **Janet Henderson at (630) 510-3944** or janet.henderson@imagesinc.net. Additionally, the ICC has developed an Illinois Rail Crossing Safety Program in conjunction with Operation Lifesaver. To schedule a crossing safety program for your community, contact **Chip Pew at (847) 433-3943** or cpew@icc.illinois.gov. ☺



Safety comes first.

HIGHER SPEED TRAINS FROM DWIGHT TO PONTIAC



ILLINOIS HIGH-SPEED RAIL
CHICAGO TO ST. LOUIS

Visit www.idothsr.org for more information.
www.facebook.com/IllinoisHighSpeedRail
Project Hotline: 1-855-IDOT-HSR (436-8477)



What's Next?

The Illinois Department of Transportation (IDOT) is working to have infrastructure improvements in place to support speeds of up to 110 mph on the Dwight to East St. Louis portion of the Chicago to St. Louis corridor by the end of 2015. Additional activities that will occur include: improvements to allow for operation of Dwight to Joliet at speeds up to 110 mph, Springfield Third Street corridor safety improvements, grade crossing improvements, and delivery of new cars and locomotives.

ILLINOIS INVESTS IN ITS FUTURE!

The Chicago to St. Louis High-Speed Rail Corridor project has focused on providing multi-modal connections, sustainability, and human capital investment for the future of transportation. The Illinois Department of Transportation (IDOT) policy is that transportation modes shall be integrated, coordinated, planned, and built with the idea that present and future travel options and access are user-focused, economically sensible, and ecologically practical. This multi-modal approach will offer reasonable and favorable connections among highways and other modes of public transportation, including rail. We encourage you to use multi-modal links and all available travel options for your daily commute and travel throughout Illinois.

With this multi-modal concept in mind, IDOT is partnering with local communities and investing in upgrades to stations and facilities located on the Chicago to St. Louis High-Speed Rail Corridor.

Plans call for new stations in Alton, Carlinville, Pontiac, and Dwight; the Springfield and Lincoln stations are planned for renovation. All of the stations will be integrated with bicycle and pedestrian options to encourage more energy efficient travel and to improve community life.

Stations also are being designed to include adequate parking facilities based on the anticipated ridership; all spaces at the stations will be fully accessible and compliant with the Americans with Disabilities Act (ADA). All stations are being designed to allow for easy drop-off and pick-up locations for personal vehicles or for connections to other modes of transportation. These installations may include taxi service and current and/or future intercity, regional, and local bus service. These provisions will allow for convenient access to community business centers.

Additionally, the City of Normal has built a new multi-modal train station with federal grant funds that was opened during the summer of 2012. The City of Joliet also received grant funding for a new multi-modal station; the multi-year construction has just begun. Furthermore, IDOT is working with the City of Alton to integrate the high-speed rail station with the community's plans for a multi-modal facility. ☺

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