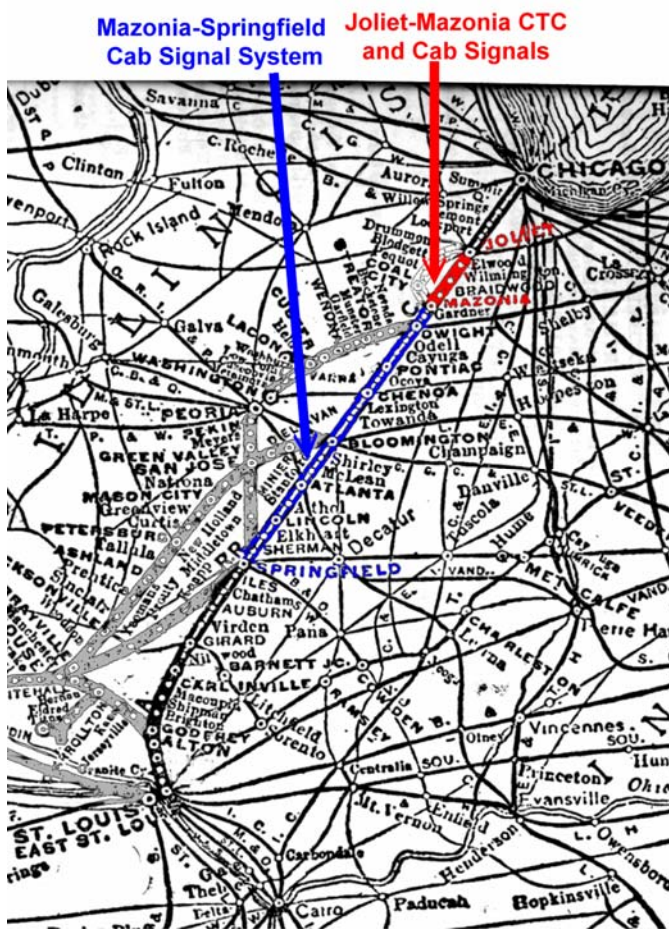




**U.S. Department of Transportation • Federal Railroad Administration (FRA)
Capital Assistance to States–Intercity Passenger Rail Service Program
Project Summary for the State of Illinois**

Project	Location in Illinois	FRA Program Share	Matching Funds from Other Sources	Total Project Cost
Cab Signal System Installation, Mazonia to Ridgeley (Springfield), IL	Chicago-Springfield	\$1,850,000	\$1,850,000	\$3,700,000
Benefiting Intercity Passenger Train Routes: <i>Lincoln Service</i> (4 round-trips/day, Chicago–St. Louis); <i>Texas Eagle</i> (1 round-trip/day, Chicago–Saint Louis–San Antonio)				
Project Description: The State of Illinois and the Union Pacific Railroad will undertake a signal improvement project on 120 miles of the 284-mile designated high speed passenger rail corridor between Chicago and St. Louis. This project will install a Cab Signal train control system and Advanced Activation warning system at grade crossings on the segment of the corridor from Mazonia to Ridgeley (Springfield). These tracks are used by five intercity trains between Chicago and St. Louis including three that are supported by the State of Illinois, and the long-distance <i>Texas Eagle</i> .				
Project Benefits: The installation of the Cab Signal system will provide for an increase in train speed from 79 mph up to 110 mph on 120 miles of the Chicago-St. Louis corridor. This technology will provide for a reduction in travel time along this corridor by 24-minutes, supported by a safer train control system with improved reliability.				
Source(s) of Matching Funds: State of Illinois (\$925,000), Union Pacific (\$925,000)				



Project	Location in IL	FRA Program Share	Matching Funds from Other Sources	Total Project Cost
Centralized Traffic Control and Cab Signal System Installation, Joliet to Mazonia, IL	Chicago-Springfield	\$1,550,000	\$1,980,912	\$3,530,912
Benefiting Intercity Passenger Train Routes: <i>Lincoln Service</i> (4 round-trips/day, Chicago–St. Louis); <i>Texas Eagle</i> (1 round-trip/day, Chicago–Saint Louis–San Antonio)				
Project Description: The State of Illinois and the Union Pacific Railroad will undertake a signal improvement project on 25 miles of the 284-mile designated high speed passenger rail corridor between Chicago and St. Louis. This project will replace the existing Automatic Block train control system on the segment of the corridor from Joliet to Mazonia with a Centralized Traffic Control (CTC) system with Cab Signal technology. These tracks are used by five intercity trains between Chicago and St. Louis including three that are supported by the State of Illinois, and the long-distance <i>Texas Eagle</i> .				
Project Benefits: The installation of CTC and Cab Signal technology will improve the safety of train operations between Joliet and Mazonia, and provide for a 30 minute reduction in delays currently attributable to the existing signal system. Ultimately, CTC and Cab Signal technology will enable Amtrak to increase train speeds up to 110 mph in sections of this corridor capable of supporting high speed operations.				
Source(s) of Matching Funds: State of Illinois (\$1,205,912). UP (\$775,000)				