

**T.O. 5 MIDWEST**

**Station Development**

*(Battle Creek, Ann Arbor,  
Dearborn, Troy/Birmingham)*

**Brief description:**

Over \$42 million are being invested in passenger rail stations in Michigan. These projects include the renovations at the Battle Creek Station (\$3M), the environmental and preliminary engineering in Ann Arbor (\$3M), the construction of a new facility in Dearborn (\$28M) and a new Troy/Birmingham (8M) station. The renovations in Battle Creek were completed in 2012 and the planning work in Ann Arbor will be completed in the summer of 2015. Both Dearborn and Troy/Birmingham are in the process of scheduling a fall 2014 opening.

**Interesting aspect:**

Installing the 15 inch TOR platform in Dearborn has called for the development of a movable edge. This edge will allow the movement of oversized freight to clear the area.

**How this project supports the larger rail network:**

These new facilities are “state of the art” and fully ADA compliant. In fact, the platform at Dearborn is 15 inches TOR for level boarding. These stations were sized for the increase in passenger volumes, and have upgraded amenities. Connectivity with other modes has been a priority in their development.



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## LIST OF PROJECTS

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- Chicago to St. Louis Corridor Investment Plan – Corridor Program
- Midwest Next Gen Passenger Rail Equipment

City of Alton, IL

- Alton Regional Multimodal Station – FD Construction

City of Springfield, IL

- Chicago to St. Louis HSR, Carpenter Street – FD Construction

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# T.O. 5 MIDWEST Chicago-Detroit/ Pontiac Passenger Rail Corridor Program

## *(Tier 1 Environmental Impact Statement (EIS) Study)*

### **Brief description:**

In August 2011, the Chicago-Detroit/Pontiac corridor program was selected for a \$3.2 million federal grant from FRA's High-Speed Intercity Passenger Rail (HSIPR) Program. MDOT and its state partners, IDOT and INDOT, provided \$800,000 for a total of \$4 million. The purpose of the program, initiated in the summer of 2012 and expected to continue into 2015, is to improve intercity mobility by providing an improved passenger rail service that would be a competitive transportation alternative to automobile, bus and air service. The program will include an evaluation of potential route and service alternatives, a Tier I EIS that reviews the impacts and benefits, and a Service Development Plan describing how the improved rail service will be implemented.

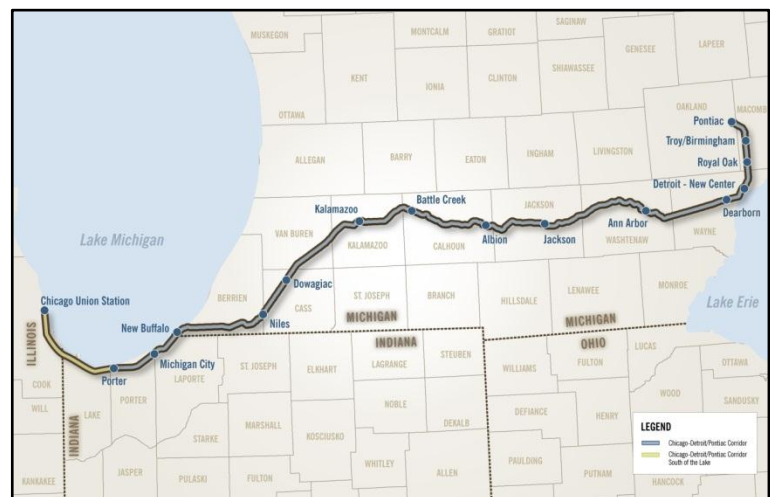
### **Interesting aspect:**

MDOT, its state partners IDOT and INDOT, and FRA are coordinating with the railroads and Amtrak on the evaluation of alternatives. Options that require additional passenger train frequencies on privately owned railroad tracks will be reviewed with the railroad owner. In addition, improvements will be designed to make sure increases in passenger service do not negatively impact the

freight railroad's ability to provide reliable service and to grow its business. Amtrak has a unique role in this corridor as the operator of the existing Wolverine service and the owner of the 97-mile segment between Porter, Ind., and Kalamazoo, Mich.

### **How this project supports the larger rail network:**

The Chicago-Detroit/Pontiac corridor is one of several major branches in the hub-and-spoke passenger rail system centered on Chicago called the Midwest Regional Rail Initiative (MWRRI). The MWRRI envisions developing a passenger rail system that offers business and leisure travelers shorter travel times, additional train frequencies, improved reliability and connections between urban centers and smaller communities.



Project location in Michigan, Indiana and Illinois



Reasonable alternatives selected for further study in the DEIS.

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# Dearborn-Kalamazoo Corridor Acquisition and Improvements

*(Acquisition, Track Rehabilitation, Construction)*

### Brief description:

MDOT acquired 135 miles between Kalamazoo and Dearborn from Norfolk Southern Railway in December 2012 for \$140 million. The corridor is currently being rehabilitated to accommodate accelerated train speeds of up to 110 MPH. This work will include a double track project, as well as grade crossing replacements, tie replacements, track surfacing, signal upgrades, and ITCS installation. Estimated costs of the rehabilitation work total \$384 million, with completion anticipated in 2016.

### Interesting aspect:

This new ownership of 135 miles combined with nearly 100 miles of Amtrak ownership on the corridor provides nearly 80% of the Chicago Hub (Chicago-Detroit/Pontiac) High Speed Rail Corridor in public ownership.

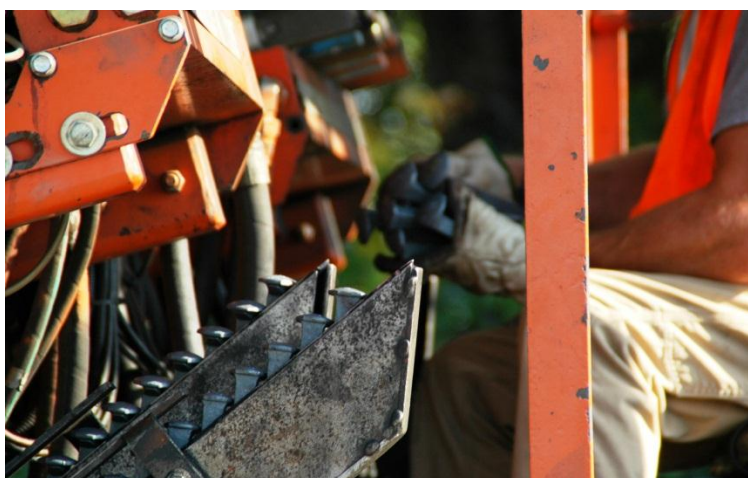
### How this project supports the larger rail network:

The direct investment in infrastructure will result in reduced travel times between Chicago and Detroit/Pontiac, enhanced quality of ride and community enhancements through transportation-related development along the corridor. One of the keys to

regional economic development is the reduction in travel time, which will provide quicker access to business, cultural and tourism centers, while improving mobility throughout the corridor.



*Project location in Michigan*



*Tie-gang work to rehab 135 miles in Michigan*



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# West Detroit Rail Improvements

### *(Connection Track Construction Project)*

#### **Brief description:**

This project consists of construction of new Central Traffic Control signals from Milwaukee Junction to West Detroit Junction (4.6 miles) and an efficient connection of the east-west track owned by Conrail Shared Assets Operations (CSAO) and the north-south track owned by Grand Truck Western Railroad (CN). The project also includes construction of 1.34 miles of new connection track on existing and previously abandoned railroad property (0.21 Miles of new CSAO track and 1.11 miles of new CN track), replacement of the bridge over Junction Avenue, relocating approximately 0.86 track miles of existing CSAO tracks, construction of 3 new cross-overs and construction of a service drive. Estimated costs of the project are \$15.8 million and completion is anticipated in 2015.

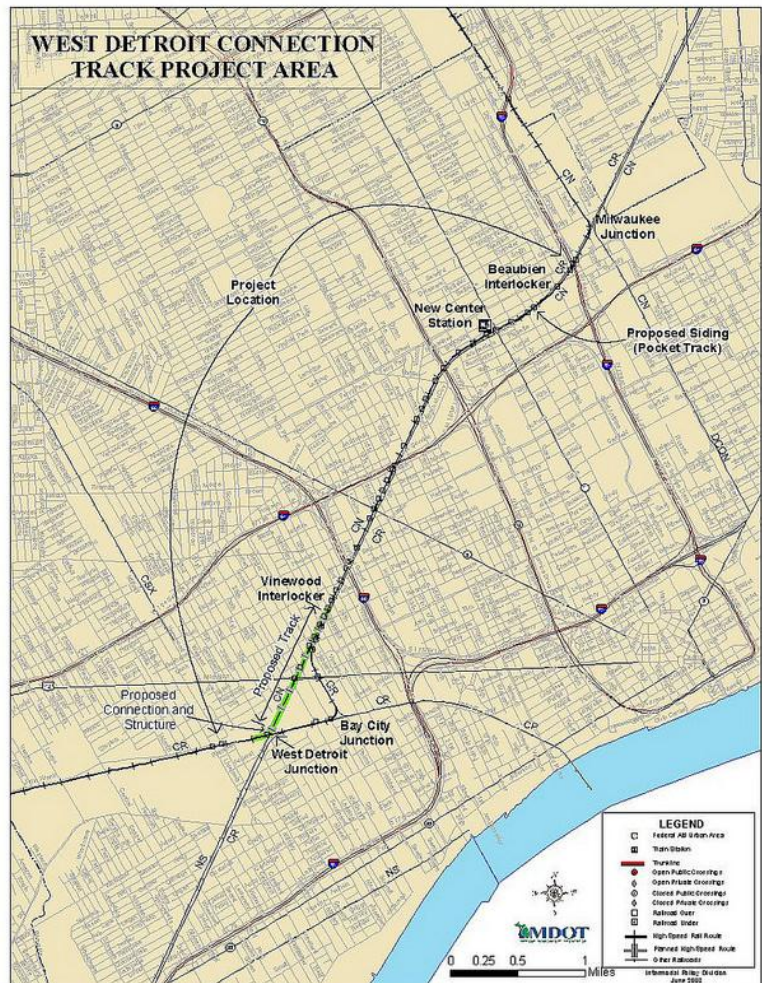
#### **Interesting aspect:**

This project connects two host railroads and provides a direct connection between Dearborn and Detroit New Center Stations.

#### **How this project supports the larger rail network:**

By improving the access at this junction, the project will improve passenger travel times by up to 10 minutes, reduce pollution, and improve

Norfolk Southern Railway (NS) and National Railroad Passenger Corporation (Amtrak).



safety by eliminate conflicts with the 4 railroads that use this line (CSAO, CN,

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