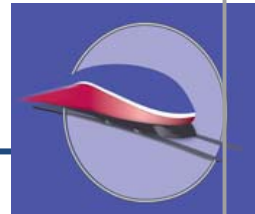


Preapplication for HSIPR Program

OMB No. 2130-0583



Preapplication instructions:

- For each question, enter the appropriate information in the designated gray box; keep text answers brief.
- For a multi-State project/program, States are encouraged to identify a lead applicant.
- Please submit one preapplication for each individual project, planning study, or corridor service program.
- Answers provided in this form **will not be used for evaluation or selection purposes.**
- Applicants should complete and submit this form electronically to: HSIPR@dot.gov.

A. Who are you?

(1) Select applicant type, as defined in Appendix 1.1 of the HSIPR Guidance (*Check the appropriate box from the list*):

State

Amtrak

If one of the following, please append appropriate documentation as described in Section 4.3.1 of the HSIPR Guidance:

Group of States

Interstate Compacts

Public Agency established by one or more States

Amtrak in cooperation with a State or States

(2) Name of lead State or organization applying: Illinois Department of Transportation

(3) Name(s) of additional States and/or organizations applying in this group (*if applicable*): Michigan, Indiana, Ohio and the other states of the MWRRS

(4) Application point of contact (POC):
Mr. George E. Weber

POC title:
Bureau Chief - Railroads

Street address:
100 West Randolph Street, JRTC-
Suite 6-600

City:
Chicago

State:
IL

Zip code:
60601

Telephone number:
(312)793-4222

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What is your project?

(5) Project/program name: Englewood -63rd and State Streets Railroad Improvement Project and Grade Separation

SUBMITTED AS PART OF THE CHICAGO TERMINAL LIMITS PRE-APPLICATION

(6) Describe the project or program; if a program has multiple phases please describe each and how they fit together; if the project or program relates to another HSIPR application describe the linkage (*less than 1000 characters*):

The purpose of Englewood Flyover is to eliminate significant rail delays between Amtrak, Metra, and NS freight and to ensure efficient operations for the MWRRS trains from Carbondale, Detroit, Cleveland, and Indianapolis service corridors. Amtrak operates on NS Chicago Line at Englewood Interlocking. A railroad flyover will be built to carry the north - south Metra Rock Island line over the east-west NS/Amtrak line and the lines of the MWRRS. The flyover will accommodate 6 tracks on the NS corridor, including 2 for proposed Midwest High Speed Rail Service, and avoid conflict with the proposed 108 commuter trains each day on Metra's Rock Island District. Presently, Englewood is a significant delay point for Amtrak and for the future MWRRS trains. The MWRRS understood during the initial planning that the Englewood Flyover was needed to relieve a major chokepoint between CUS and points east and south through Carbondale and has been identified as a major project element within the MWRRS capital cost of improvements .

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) (*less than 250 characters*): Chicago, IL - the project is bounded roughly by 57th Place on the north, 69th Street on the south, State Street on the east and Yale Avenue on the west.

(B) Which high-speed rail and/or intercity passenger rail route(s) benefit from this project? Identify endpoints, major locations served, and name of current route (if applicable) (*less than 250 characters*): Amtrak Michigan Service (10 trains per day), Amtrak Capitol Limited (Chicago/Pittsburgh/Washington - 2 trains per day), Lakeshore Limited (Chicago/Albany/ New York/Boston - 2 trains per day); future MWRRS service of 14 from Detroit corridor, 8 from Cleveland, 6 from Indianapolis, 5 from Carbondale or 66 train movements from the MWRRS.

(C) State(s) in which the project/program investment is/are located: Illinois

(D) State(s) in which the benefiting service(s) is/are located: Illinois, Indiana, Michigan, Ohio, Pennsylvania, New York, Maryland, Massachusetts, Virginia, West Virginia, District of Columbia

(8) Project/program type:

(A) Types of capital investments contemplated (*Check all that apply*):

- | | |
|---|--|
| <input checked="" type="checkbox"/> Structures (bridges, tunnels, etc.) | <input type="checkbox"/> Rolling Stock Refurbishments |
| <input checked="" type="checkbox"/> Track-Rehabilitation | <input type="checkbox"/> Rolling Stock Acquisitions |
| <input checked="" type="checkbox"/> Track-New Construction | <input type="checkbox"/> Stations, Terminals |
| <input type="checkbox"/> New Rights-of-Way | <input type="checkbox"/> Support Facilities (Yards, Shops, etc.) |
| <input checked="" type="checkbox"/> Major Interlockings | <input type="checkbox"/> Grade Crossing Improvements |
| <input checked="" type="checkbox"/> Communications, Signaling, Control | <input type="checkbox"/> Electric Traction |
| <input type="checkbox"/> Other (<i>Please describe</i>): | |

(B) Describe the types of proposed improvements (e.g., new passing tracks, interlocking reconfigurations, station improvements, equipment acquisitions, etc.) (*less than 500 characters*): Construct flyover and approach bridges, retained embankment, retaining walls, relocated main tracks, temporary running tracks, yard track relocations and associated infrastructure improvements to support 3 new grade separated tracks to carry Metra operations over the 4 tracks of NS(3 existing & 1 future), 2 future tracks for the Midwest High Speed Rail Initiative. Signal improvements (interlocking) benefiting Amtrak and Norfolk Southern and Metra. Existing Englewood crossing diamonds to be removed.

(C) Service attributes (*Check all that apply*):

- Additional Frequencies on Existing Route
- Improved On-Time-Performance on Existing Route
- New Service
- Increased Average Speeds/Shorter Trip Times
- Other (*Please describe*): Project P1 is a stand alone project; however, proposed adjacent CREATE Projects P2 and P4 will add additional traffic through the Englewood Interlocking (36 additional trains per day)

(9) Project/program milestones (*mm/yyyy*):

Construction start date: 3/2010 Construction completion date: 9/2013 Service improvements realized: 10/2012

(10) Anticipated benefits (on intercity passenger rail service(s) benefitting from project/program)

Project/Program Benefits	Before (FY 2008 levels)	After (Project completion)	Not Applicable	Not Sure
Annual passenger-miles		no change	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Average daily round trips (weekday)		no change	<input checked="" type="checkbox"/>	<input type="checkbox"/>
On-time performance (OTP) (at endpoint terminals)	36%	potentially, 44%	<input type="checkbox"/>	<input type="checkbox"/>
Top speed (mph)	79 mph	79 mph	<input type="checkbox"/>	<input type="checkbox"/>
Average operating speed (mph) (between endpoint terminals)	45 mph	potentially, 50 mph	<input type="checkbox"/>	<input type="checkbox"/>

What will your project/program cost & how will it be funded?

Capital Costs

(11) Total anticipated project/program capital cost (in millions of dollars)(Note: preapplication estimates will not be binding):
Estimated construction cost is \$140 million.

(12) Will your project/program proposal include matching funds?

(A) Yes If yes, as what percentage of total costs? Approximately 5% has already been committed by IDOT, the CREATE Railroads and other federal funds.

No

(B) Proposed source(s) of capital matching funds *(Please check all that apply)*:

State Local Private Other *(Please specify)*: N/A Not sure

(13) If an in-kind match is expected, provide a brief description of the asset *(less than 100 characters)*.

Operating Costs

(14) Is the project/program expected to result in an additional annual cost of operations for the benefitting service?

Yes No Not sure

(A) If additional operating funding is required, what would be the source? *(Select the appropriate option by clicking the gray box to activate the dropdown menu)*:

Other If other is selected, please specify: None

(B) What is the status of providing that funding? *(Select the appropriate option by clicking the gray box to activate the dropdown menu)*:

Other If other is selected, please specify: N/A

D. What preparation have you done?

(15) Please indicate the status of planning, engineering and environmental studies/documentation supporting your program or project. (Although applicants are asked to respond to all items, note that not all are required for all tracks.)

	No study exists	If no study exists, are you applying for HSIPR funds to complete study?	Study underway	Study completed? (year)	Not applicable
Corridor Service Planning Studies/Documents (for the intercity passenger rail service benefitting from project or program)					
Purpose & Need/Rationale	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Service/Operating Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> MWRRS 2004	<input type="checkbox"/>
Prioritized Capital Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Ridership/Revenue Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> MWRRS 2004	<input type="checkbox"/>
Operating Cost Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> MWRRS 2004	<input type="checkbox"/>
Tier 1 Programmatic (or "service") NEPA (Identify document from dropdown menu)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Environmental Assessment (EA)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Project Planning Studies/Documents (if application is for program (multiple projects), multiple boxes may be checked)					
Preliminary Engineering (PE)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Tier 2 (project-level) NEPA (Identify document from dropdown menu)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Environmental Assessment (EA)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Detailed Capital Cost Estimates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
General Planning Studies/Documents					
Project Management Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Financial Plan (capital & operating – sources/uses)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(16) Is the project(s) included in the Statewide Transportation Improvement Program (STIP)? Yes No Not sure

(17) Is the project/program included in a Performance Improvement Plan for the host railroad? Yes No Not sure

(A) Who are your partners & what are their commitments?

- (18) **Right-of-Way Owner(s).** Provide the status of agreements with railroad(s) that own the right-of-way. (If appropriate, "owner(s)" may also include operator(s) under trackage rights or lease agreements.) (If more than two railroads, please include additional information in question 24.)

Railroad owner 1 (Name):	Northeast Illinois Regional Commuter Railroad Corporation D.B.A. Metra
Status of railroad owner 1 (Click on the appropriate option from the dropdown menu shaded in gray):	No agreement, but host railroad supports project
Railroad owner 2 (Name):	Norfolk Southern (NS)
Status of railroad owner 2 (Click on the appropriate option from the dropdown menu shaded in gray):	No agreement, but host railroad supports project

- (19) **Intercity Passenger Rail Operator.** If applicable, provide the status of agreements with partner that will operate the benefiting high-speed rail/intercity passenger rail services (e.g., Amtrak). (Click on the appropriate option from the dropdown menu shaded in gray):

No agreement, but partner supports project

- (20) **Benefits to Types of Rail Service.** What share of the project/program benefits will accrue to other non-intercity passenger railroad service types (e.g., commuter or freight)? (Click on the appropriate option from the dropdown menu shaded in gray): Some - less than 25%

If benefits to non-intercity passenger rail services are foreseen, are cost-sharing agreements in place with the beneficiary organization(s)? Yes No N/A Not sure

(B) Which track is the best fit for your project/program?

- (21) Anticipated HSIPR funding track (Click on the appropriate option from the dropdown menu shaded in gray):

Track 1 (Projects) FD/Construction

If unsure, please explain:

- (22) Anticipated application filing date (Check the appropriate box):

2009 – first round

Subsequent round(s). (Note: Funding for subsequent rounds is not guaranteed.)

(C) What help do you need?

(23) Describe any areas in which you could use technical assistance, best practices, advice or support from others (*less than 500 characters*): IDOT, and its partner states in the Midwest, in conjunction with Amtrak and FRA, have developed the transportation plan known as the MWRRS. The construction of the Englewood Flyover is necessary for the MWRRS to achieve on-time service for the users of the MWRRS. IDOT, working closely with Metra, the City of Chicago, and the freight industry has been able to complete the preliminary engineering and environmental documents needed as prerequisites for funding under Track 1A, FD and Construction. IDOT and its partner states are committed to working closely with FRA in developing the projects within the Chicago Terminal limits that have a direct benefit to the future of the MWRRS.

(D) Additional information (optional)

(24) Please provide any additional information, comments, or clarifications. This section is optional.

The primary beneficiary of grade separating the Metra Rock Island District tracks over the Norfolk Southern Chicago Line right-of-way the current intercity passenger rail system and the future MWRRS. The secondary beneficiaries are improved service for Metra and capacity benefits for the freight system. IDOT and its partner states of the MWRRS submit this construction as an element of the Chicago Terminal limits project of the MWRRS.

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