

APPENDIX A
COMPARATIVE DATA FOR THE ALTERNATIVES

CONTENTS

Table A-1	Typical Time of Travel Preferred Alternative
Table A-2	Chicago to Iowa City Preferred Alternative
Table A-3	Typical Time of Travel Route B Alternative
Table A-4	Chicago to Iowa City Route B Alternative
Table A-5	Estimated Cost of Route A and B Alternatives

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COMPARATIVE DATA FOR THE ALTERNATIVES

Table A-1 shows the typical time of travel and distances for the Preferred Alternative (Route A Alternative) at a maximum operating speed of 79 miles per hour.

Table A-1
Typical Time of Travel Route A Alternative^a

Daily Origin/Destination by Station ^b	Cumulative Time of Travel ^c	Travel Distance	Cumulative Travel Distance
Depart Chicago	--	--	--
Depart La Grange Road, Illinois	17 minutes	13.7 miles	13.7 miles
Depart Naperville, Illinois	34 minutes	14.7 miles	28.4 miles
Depart Plano, Illinois	59 minutes	23.1 miles	51.5 miles
Depart Mendota, Illinois	1 hour, 27 minutes	31.6 miles	83.1 miles
Depart Princeton, Illinois	1 hour, 49 minutes	21.1 miles	104.2 miles
Depart Geneseo, Illinois	2 hours, 44 minutes	36.6 miles	140.8 miles
Depart Moline, Illinois	3 hours, 22 minutes	19.1 miles	159.9 miles
Arrive Iowa City, Iowa	4 hours, 58 minutes	59.3 miles	219.2 miles
Time of travel, Chicago to Iowa City	4 hours, 58 minutes		219.2 miles

Notes:

^a Table A-1 illustrates the typical time of travel for the proposed westbound trips.

^b Source: Franke et al., 2008a; Franke et al., 2008b; IAIS track chart not dated; BNSF Railway Company January 1, 2005.

^c Additional schedule improvements are possible with additional infrastructure improvements.

Table A-2 shows the preliminary passenger train schedule for the Preferred Alternative (Route A Alternative) at a maximum operating speed of 79 miles per hour.

Table A-2
Chicago to Iowa City Preferred Alternative
(Chicago-Naperville-Mendota-Princeton-Geneseo-Moline-Iowa City)

Morning Westbound	Evening Westbound	Station				Morning Eastbound	Evening Eastbound
9:30 AM	6:30 PM	DP ^a	Chicago, IL	AR ^b	12:00 PM	10:00 PM	
R ^c 9:47 AM	R 6:47 PM	DP	La Grange Road, IL	DP	D ^d 11:32 AM	D 9:32 PM	
R 10:04 AM	R 7:04 PM	DP	Naperville, IL	DP	D 11:17 AM	D 9:17 PM	
10:29 AM	7:29 PM	DP	Plano, IL	DP	10:53 AM	8:53 PM	
10:57 AM	7:57 PM	DP	Mendota, IL	DP	10:25 AM	8:25 PM	
11:19 AM	8:19 PM	DP	Princeton, IL	DP	10:05 AM	8:05 PM	
12:14 PM	9:14 PM	DP	Geneseo, IL	DP	9:12 AM	7:12 PM	
12:52 PM	9:52 PM	DP	Moline, IL	DP	8:40 AM	6:40 PM	
2:28 PM	11:28 PM	AR	Iowa City, IA	DP	7:02 AM	5:02 PM	

Source: Franke, M.W., R.P. Hoffman, and B.E. Hillblom. 2008b. Executive Summary: Feasibility Study on Proposed Amtrak Service from Chicago to Iowa City, Iowa, via Quad Cities (An addendum to December 5, 2007 Feasibility Report on Proposed Amtrak Service, Quad Cities-Chicago).

Notes:

^a DP – Departing

^b AR – Arriving

^c R – LaGrange Road and Naperville Westbound stop only to receive passengers

^d D – Naperville and LaGrange Road Eastbound stop only to discharge passengers

Table A-3 shows the preliminary passenger train schedule for the Route B Alternative at a maximum operating speed of 79 miles per hour.

**Table A-3
Typical Time of Travel Route B Alternative^a**

Daily Origin/Destination by Station ^b	Cumulative Time of Travel ^c	Travel Distance	Cumulative Travel Distance
Depart Chicago	--	--	--
Depart Joliet, Illinois	1 hour, 21 minutes	42.0 miles	42.0 miles
Depart Morris, Illinois	1 hour, 58 minutes	19.0 miles	61.0 miles
Depart La Salle, Illinois	3 hours, 9 minutes	39.3 miles	100.3 miles
Depart Geneseo, Illinois	4 hours, 7 minutes	59.5 miles	159.8 miles
Depart Moline, Illinois	4 hours, 48 minutes	19.1 miles	178.9 miles
Arrive Iowa City, Iowa	6 hours, 24 minutes	59.3 miles	238.2 miles
Time of travel, Chicago to Iowa City	6 hours, 24 minutes		238.2 miles

Notes:

^a Table A-3 illustrates the typical time of travel for the proposed westbound trips.

^b Source: Franke et al., 2008a; Franke et al., 2008b, IAIS Track chart, Wyandot to Iowa City, not dated.

^c Additional schedule improvements are possible with additional infrastructure improvements.

Table A-4 shows the preliminary passenger train schedule for the Route B Alternative at a maximum operating speed of 79 miles per hour.

Table A-4
Chicago to Iowa City Route B Alternative
(Chicago-Joliet-Morris-LaSalle-Geneseo_Moline-Iowa City)

Morning Westbound	Evening Westbound	Station				Morning Eastbound	Evening Eastbound
9:22 AM	6:35 PM	DP ^a	Chicago, IL	AR ^b	1:54 PM	11:59 PM	
R ^c 10:43AM	R 7:56 PM	DP	Joliet, IL	DP	D ^d 12:35 PM	D 10:40 PM	
11:26 AM	8:39 PM	DP	Morris, IL	DP	11:44 AM	9:49 PM	
12:48 AM	10:01 PM	DP	LaSalle, IL	DP	10:13 AM	8:18 PM	
2:04 PM	11:17 PM	DP	Geneseo, IL	DP	9:05 AM	7:10 PM	
2:49 PM	12:02 AM	DP	Moline, IL	DP	8:29 AM	6:34 PM	
4:44 PM	1:57 AM	AR	Iowa City, IA	DP	6:32 AM	4:37 PM	

Source: Franke, M.W., R.P. Hoffman, and B.E. Hillblom. 2008b. Executive Summary: Feasibility Study on Proposed Amtrak Service from Chicago to Iowa City, Iowa, via Quad Cities (An addendum to December 5, 2007 Feasibility Report on Proposed Amtrak Service, Quad Cities-Chicago).

Notes:

- ^a DP – Departing
- ^b AR – Arriving
- ^c R – Joliet Westbound stops only to receive passengers
- ^d D – Joliet Eastbound stops only to discharge passengers

A comparison of cost for the Preferred Alternative and the Route B Alternative is provided in Table A-5. The comparison was made at feasibility study level and has not been updated to reflect actions needed that were identified after the completion of the feasibility studies.

Table A-5
Estimated Cost of Route A and B Alternatives

Proposed Actions	Cost (\$millions) Route A	Cost (\$millions) Route B
Construct connection track at Wyanet from BNSF to IAIS	5.6	0.0 ^a
Replace jointed rail with continuous welded rail	17.1	41.5
Replacement of crossties	6.0	11.4
Resurfacing track	1.3	2.3
Miscellaneous track, bridge, culvert, drainage, and roadbed work	2.5	4.9
Upgrade circuits of grade crossing warning devices	2.6	4.0
Install wayside signal system, remote control switches	13.1	25.6
Contingencies on items above	2.2	19.2 ^b
Iowa City layover facility	0.3	0.3
Total	50.7	109.2

Source: Franke et al. 2008a; Franke et al. 2008b.

^a A connection track would not be required for the Route B Alternative.

^b Includes \$5.0 million for capacity mitigation.

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