Chicago Metropolitan Agency for Planning

CMAP

GO TO 2040

MAJOR CAPITAL PROJECTS

Updated February 26, 2010

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Project	Limits
IL-394	I-80 to IL 1/Goodenow Road
Illiana Corridor	I-55 to I-65 (Lowell, IN)
I-57 Add Lanes	I-80 to Wilmington-Peotone Road
I-294 at I-57 Interchange Addition	I-294 at I-57
I-80 Add Lanes	US 30 to US 45
I-80 Managed / Add Lanes	Grundy County Line (Ridge Rd) to I-294
I-80 to I-55 Connector	I-80 to I-55
I-55 Add Lanes	I-80 to Coal City Rd
I-55 HOV	Weber Rd to I-90/94
Prairie Parkway	I-88 to I-80
I-88 Add Lanes	IL 56 to Orchard Rd
I-290 Managed Lane	I-88 to Austin Blvd
I-190 Improvements	I-90 to O'Hare Terminals
Elgin O'Hare Add Lanes	I-290 to Gary Avenue
Elgin O'Hare East Extension	I-290 to West O'Hare Bypass
Elgin O'Hare West Extension	Gary Ave to US 20
Elgin O'Hare Far West Extension	Shales Pkwy to E Bartlett Rd, As a High Level Arterial
West O'Hare Bypass	I-294 to I-90
I-90 Add Lanes	I-294 to I-39
McHenry-Lake Corridor	IL 120 @ Wilson Rd to Richmond
Central Lake County Corridor	Lake-Cook Rd to IL 120; Wilson Rd to I-94
I-94 North Add Lanes	IL/WI Border to IL 173
Southeast Service	Chicago CBD to Crete
Metra Electric District Extension and Improvements	University Park to South Surburban Airport

Heritage Corridor Improvements	Joliet to Union Station: Resolution of Freight Conflicts
Southwest Service Improvements and Extension	Union Station to Midewin
Rock Island District Improvements and Extension	La Salle St to Minooka/Peru
STAR Line	Joliet to Hoffman Estates to O'Hare
BNSF Extension	Aurora to Oswego/Plano
Union Pacific West Improvements	Signal, Storage, Track, and Service Upgrades
Inner Circumferential Rail Service	O'Hare to Midway via Indiana Harbor Belt Railroad
Milwaukee District West Extension	Big Timber Station to Huntley
North Central Service Improvements	Union Station to Antioch
Union Pacific Northwest Improvements and Extension	McHenry to Johnsburg
Milwaukee District North Improvements	Fox Lake to Rondout
Milwaukee District North Extension - Wadsworth	Rondout to Wadsworth
Union Pacific North Improvements	Track and Signal Improvements from Ogilvie to Kenosha
South Lakefront Corridor	Existing ME So Chicago Branch - Randolph to 93rd St
Red Line South Extension	95th to 130th Sts
Orange Line Extension	Midway to Ford City SC
Circle Line South	Lake/Ashland to Ashland Av Orange Line Station
Blue Line West Extension	Forest Park to Lisle
DuPage “J-Line” Bus Rapid Transit	Aurora to O'Hare/Schaumburg
Mid-City Transitway	Jefferson Pk Station to 87th St via BRC RR
West Loop Transportation Center	Union Station and Ogilvie Connection plus

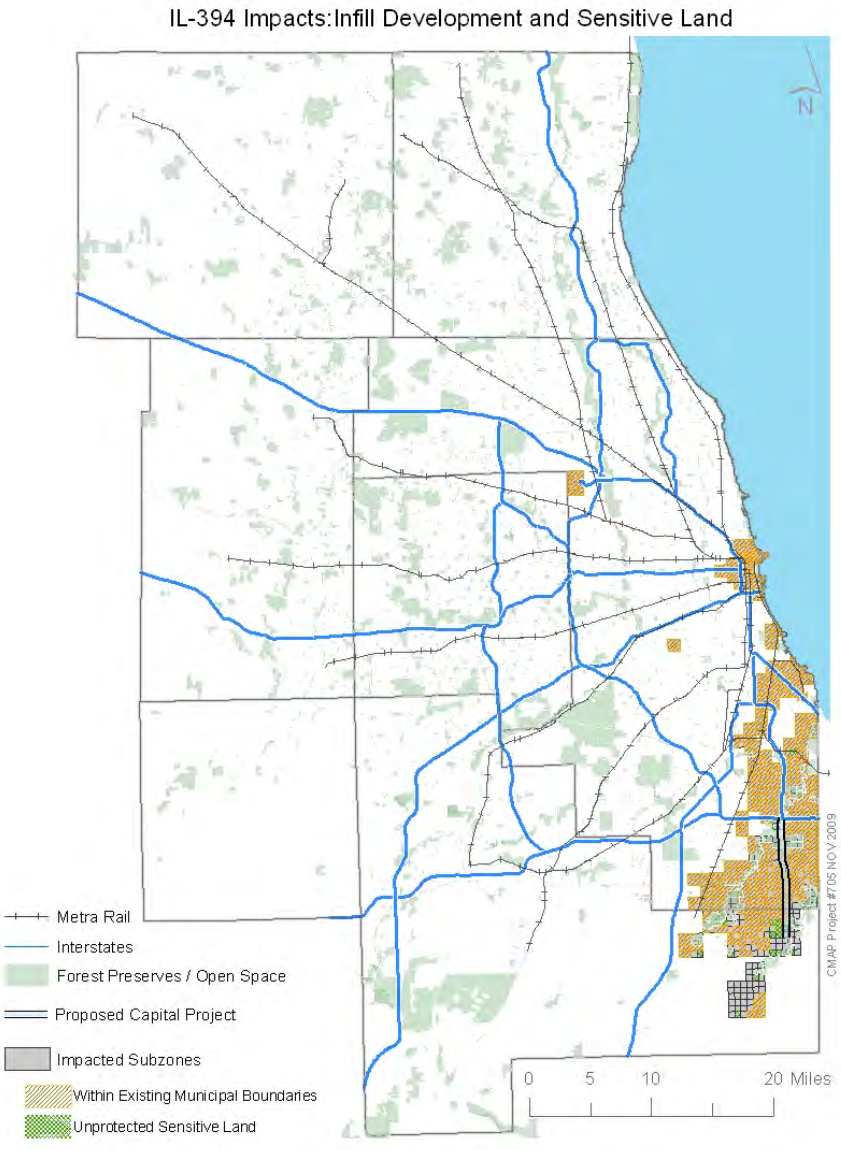
	Clinton St Subway
Central Area Transitway	Carroll Ave-Clinton Ave: Navy Pier to Congress Pkwy
Circle Line North	Fullerton Av Station to Ashland/Lake
Brown Line Extension	Lawrence/Kimball to Jefferson Park Blue Line Station
Express Airport Train Service	O'Hare to Midway Plus Terminal at 108 N State
Schaumburg-O'Hare Transit Connection	Schaumburg to O'Hare Western Terminal
Yellow Line Extension	Howard St to Old Orchard Road
North Red Line Improvements	Howard St to Addison St

IL 394

Project Description

IL 394 connects southeastern Cook County and northeastern Will County to the rest of the region. The highway is expected to be a key access route to the proposed South Suburban Airport and developing Will County. The initial proposal is add lanes and upgrade design to expressway level from I-80/94 south to Exchange Street.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcome

Two lanes in each direction would be added from Thornton-Lansing Road to Steger Road; one lane in each direction would be added from Steger Road to Exchange Street. From I-80/94 to Exchange Street, IL 394 will be converted from the existing high-type arterial to freeway design. From Exchange Street to IL1, the road would remain a controlled-access arterial road.

Several reconfigured and expanded auxiliary lanes, interchanges and viaducts may be appropriate to improve traffic flow as well as highway safety. Preliminary plans call for several improvements: reconfiguration of the terminus at IL 1 and Goodenow Rd; reconstruction of two existing interchanges at Glenwood-Dyer Road and US 30; three (3) additional interchanges at Sauk Trail Road, Steger Road, and Exchange Street; existing overpass at Joe Orr Road reconstructed; two additional overpasses will be constructed at Richton Road and Faithorn-Burville Road.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	639
	Total income in region	$412,724,000,000	$31,818,000
	Gross Regional Product	$626,828,000,000	$46,190,000
Congestion	Average Speed	29	19
	Hours of congestion systemwide	3,536,881	1,968
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.08
	Average travel time in minutes, transit	58.36	-0.09
Mode share	Total trips, auto	29,222,026	1,939
	Total trips, transit	3,306,482	-1,385
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	6,096
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	0.040
	Daily emissions of NOX, tons	50.937	0.064
	Annual emissions of direct PM, tons	1,020.4	0.9
	Annual emissions of NOX, tons	20,187	28
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	37,192
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	19
	…as % of total impacted subzones	n/a	2%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	625
	…as % of total impacted subzones	n/a	78%
Peak period utilization	One-Way Traffic Volumes	7,200	3,700
	Peak Period One-Way Capacity	8,000	8,000
Facility condition	CRS score (applies to highways only)	n/a	8.0

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Cost: construction cost in 2009 dollars is estimated at $540 million (IDOT District 1, October, 2009 - Neither engineering nor ROW acquisition included).

Connectivity: the Project will provide enhanced access to the proposed Metra Southeast Service and proposed I-294 HOV service originated along I-80 near South Holland.

Safety and Security: The proposal enhances safety by providing additional capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents.

Bicycle and pedestrian accommodations: The design for recent improvements includes accommodation for bicycle and pedestrian access and integration with local communities' bicycle networks and Old Plank Road.

Consistency with subregional plans: Adding lanes between US 30 and Exchange Street is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan.

Project Status

A phase-I engineering study for the project has been completed. This project has a year 2020 completion time frame.

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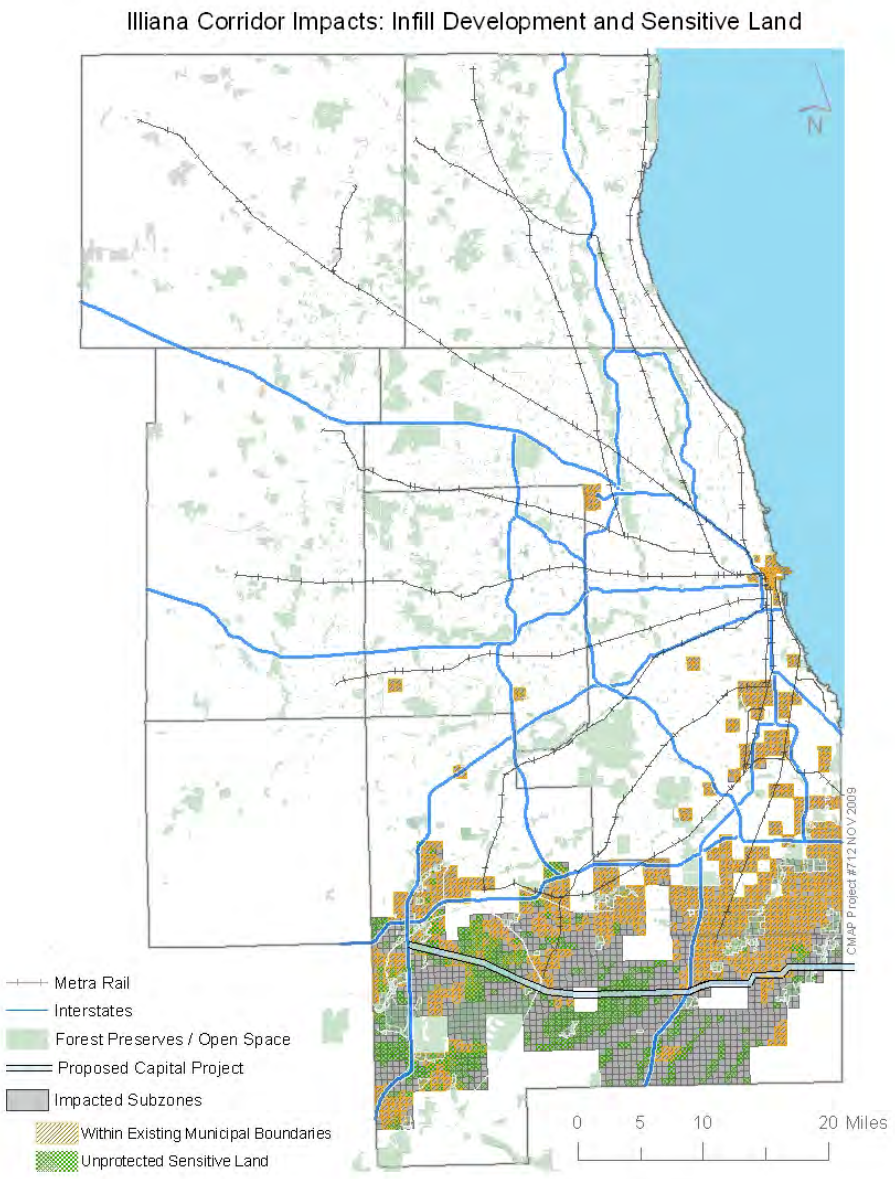
Illiana Corridor

Project Description

To provide access to Will County's burgeoning freight and logistics centers and serve its increased residential population, as well as serve as an alternate to the highly traveled I-80 corridor, an Illiana expressway corridor has been proposed to connect I-55 south of Joliet to I-65 near Lowell Indiana traversing Will County.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The initial proposal is to build a new expressway, ranging from 4 to 6 lanes, from I-55 south of Joliet extending east into Indiana to I-65. The corridor length is estimated at 56 miles. Intermediate interchanges are planned at: IL 53, US 52, US 45, I-57, South Suburban Airport, IL 1/IL 394, and US 41.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	3,856
	Total income in region	$412,724,000,000	$198,964,000
	Gross Regional Product	$626,828,000,000	$291,318,000
Congestion	Average Speed	n/a	47
	Hours of congestion systemwide	3,536,881	3,807
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.00
	Average travel time in minutes, transit	58.36	-0.08
Mode share	Total trips, auto	29,222,026	10,941
	Total trips, transit	3,306,482	-8,531
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	2,261
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.077
	Daily emissions of NOX, tons	50.937	0.148
	Annual emissions of direct PM, tons	1,020.4	2.9
	Annual emissions of NOX, tons	20,187	69
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	13,940
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	467
	…as % of total impacted subzones	n/a	19%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	1,050
	…as % of total impacted subzones	n/a	44%
Peak period utilization	One-Way Traffic Volumes	n/a	4,300
	Peak Period One-Way Capacity	n/a	8,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

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Cost: In construction year 2017 dollars, combined construction and engineering cost estimates range from $500 million for, for a 4-lane limited access expressway to $869 million for an 8-lane limited access expressway (INDOT, Cambrige Systematics, Illiana Corridor Feasibility Study Final Report).

New Construction Cost estimates in (2009 $) are as follows for a three lane roadway: $1,750,000,000 from I-55 to I-57 (25 miles); $700,000,000 from I-57 to IL 394 (10 miles); $420,000,000 from IL 394 to US 41 (6 miles); and $560,000,000 from US 41 to I-65 (8 miles). An average of $70,000,000 per mile was used (IDOT).

Connectivity: The project connects a number of major roadways, including I-65 in Indiana, I-57, IL 394, and I-55. The proposed Illiana Corridor will also provide enhanced access to the following current and proposed Metra commuter rail stations: Midewin, Manhattan (Southwest Service); South Suburban Airport (Metra Electric), Crete (Southeast Service).

Safety and Security: The proposal enhances safety by providing additional east-west capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents.

Bicycle and Pedestrian accommodation: this project will be coordinated with regional and local jurisdictions along this facility that are developing bicycle trails and local bicycle networks.

Consistency with subregional plans: All segments of the larger project from the Illiana Corridor west to I-55 are recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan. The Illiana Corridor will serve the aforementioned industrial and logistics development, particularly those planned in the vicinity of the Joliet Arsenal area. Freight stakeholders in Will County have even recommended specific alignments for the expressway that will have minimal impact on local residential communities.

Project Status

INDOT with Cambridge Systematics released the Illiana Corridor Feasibility Study Final Report in July 2009. At this juncture, there has not been a decision reached on the exact alignment of the proposed expressway, neither are additional activities, such as alternatives analysis, scheduled. The scope of the Illiana project has expanded considerably since the 2030 RTP publication, now addressing connections from I-394 to west I-57, and I-57 west to I-55 (in effect incorporating three separate proposals from the 2030 plan). As part of a project level analysis, consideration should be given to coordinate with the proposed Prairie Parkway near Minooka. This project has a year 2030 time frame.

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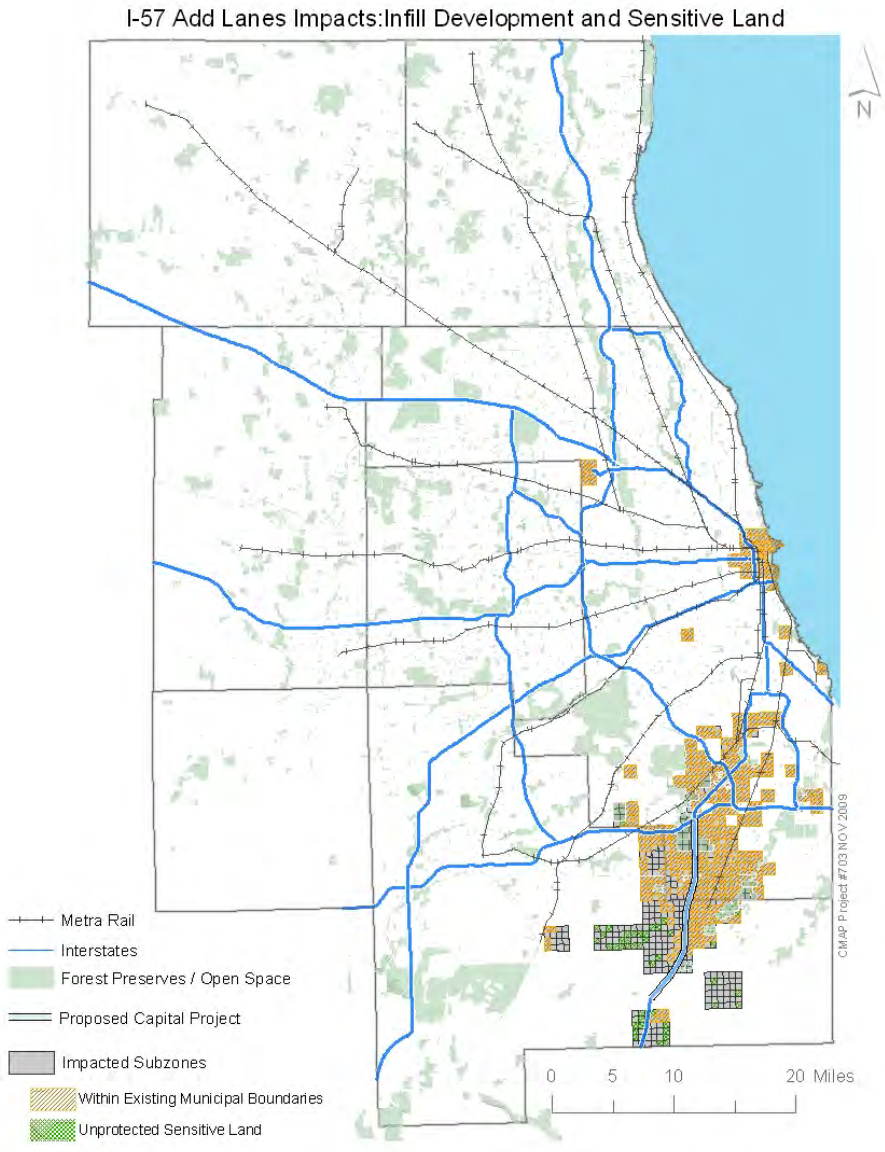
I-57 Add Lanes

Project Description

I-57 links the Chicago area with east central and southern Illinois as well as cities of the lower Mississippi River valley. I-57 also provides a regional link to the proposed South Suburban Airport. The initial proposal is to add one lane in each direction to I-57 from I-80 south to Wilmington-Peotone Road.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

One lane will be added on 17.1 miles of I-57 from I-80, first to the proposed Illiana Expressway, and then to Wilmington-Peotone Road. New interchange access will be available from Stuenkel Road and the proposed South Suburban Airport.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	415
	Total income in region	$412,724,000,000	$17,255,000
	Gross Regional Product	$626,828,000,000	$26,213,000
Congestion	Average Speed	29	11
	Hours of congestion systemwide	3,536,881	10,774
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.00
	Average travel time in minutes, transit	58.36	-0.14
Mode share	Total trips, auto	29,222,026	7,355
	Total trips, transit	3,306,482	-7,377
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	1,512
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	0.055
	Daily emissions of NOX, tons	50.937	0.064
	Annual emissions of direct PM, tons	1,020.4	0.8
	Annual emissions of NOX, tons	20,187	26
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	30,611
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	49
	…as % of total impacted subzones	n/a	5%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	593
	…as % of total impacted subzones	n/a	65%
Peak period utilization	One-Way Traffic Volumes	6,900	2,500
	Peak Period One-Way Capacity	8,000	4,000
Facility condition	CRS score (applies to highways only)	n/a	6.6

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Cost: Construction cost in 2009 dollars is estimated at $800 million (IDOT District 1, October, 2009 - Neither engineering nor ROW acquisition included).

Connectivity: Project will provide improved access to existing and planned Metra Electric Service stations, from Matteson through the proposed South Suburban Airport station.

Safety and Secuity: The proposal enhances safety by providing additional capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents, as well as HOV travel necessitated by recovery actions.

Bicycle and pedestrian accommodation: This project will be coordinated with regional and local jurisdictions along this facility that are developing bicycle trails and local bicycle networks.

Consistency with subregional plans: The project is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan for encouraging economic growth, particularly in the freight industry and as a complement to a proposed South Suburban Airport.

Project status

No project planning activities or studies are scheduled in the near future. This project has a long term (year 2030) completion time frame.

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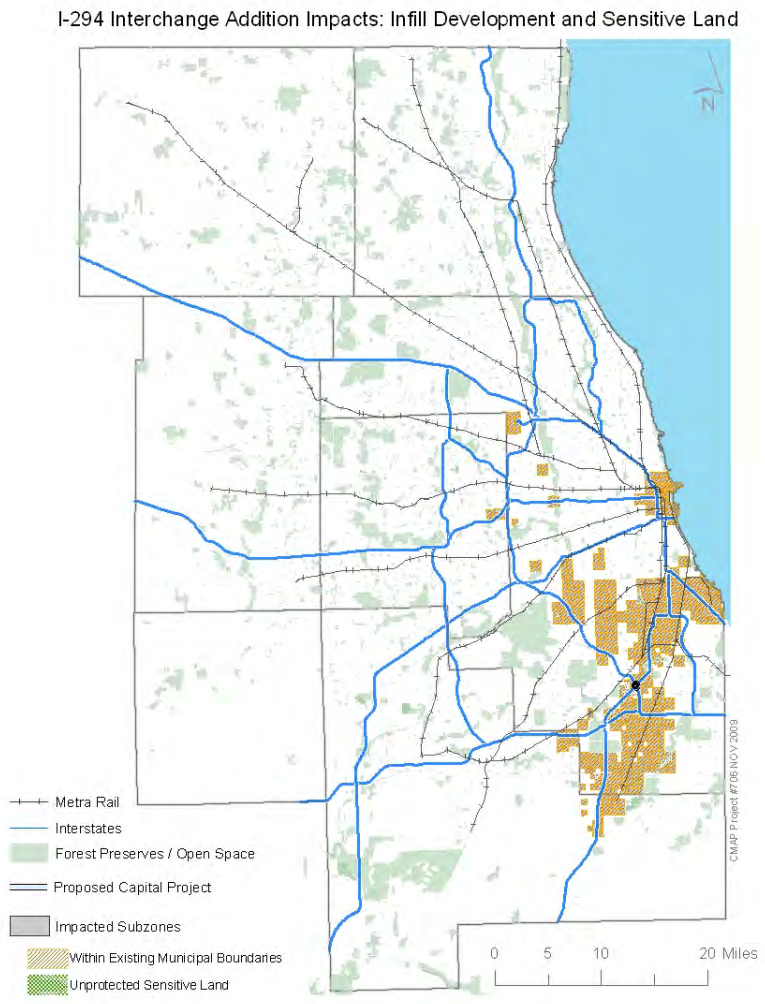
I-294 at I-57 Interchange Addition

Project Description

The Tri-State Tollway was originally intended to provide a bypass of congested city highways for external trips traveling through the region. Today, the Tri-State also links suburban communities in an arc from the south suburbs to Lake County, providing access to O'Hare International Airport and several commercial and industrial centers, as well as intermodal freight terminals. A proposed new full interchange at the crossing of I-294 and I-57 in South Cook County is expected to improve accessibility to and from the south and southwest suburbs.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation

The initial proposal is to build a new full interchange at I-57, between I-57's existing 147th and 159th Street interchanges.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	7
	Total income in region	$412,724,000,000	$1,896,000
	Gross Regional Product	$626,828,000,000	$3,176,000
Congestion	Average Speed	0	0
	Hours of congestion systemwide	3,536,881	9,408
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.01
	Average travel time in minutes, transit	58.36	-0.02
Mode share	Total trips, auto	29,222,026	3,509
	Total trips, transit	3,306,482	-3,712
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	714
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	0.047
	Daily emissions of NOX, tons	50.937	0.004
	Annual emissions of direct PM, tons	1,020.4	0.0
	Annual emissions of NOX, tons	20,187	2
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	2,014
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	722
	…as % of total impacted subzones	n/a	100%
Peak period utilization	One-Way Traffic Volumes	0	0
	Peak Period One-Way Capacity	0	0
Facility condition	CRS score (applies to highways only)	n/a	0.0

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Cost: estimated project cost is $687 million (2009 $).

Connectivity: Project may facilitate HOV transit services from farther south suburbs utilizing proposed I-294 HOV lane projects.

Safety and Security: Project will provide additional route alternatives for evacuation and first response actions.

Bicycle and pedestrian accommodation: The project should be coordinated with regional and local jurisdictions along this facility that maintain or are developing bicycle trails and local bicycle networks.

Consistency with subregional plans: Not identified.

Project Status:

The Illinois Tollway has this project listed as a component in their Congestion Relief Program (http://www.illinoistollway.com/pls/portal/url/PAGE/Tollway/TrafficConst/TrafficConst_CRP/). The Illinois Tollway with IDOT completed an environmental assessment of the project in August 2008 (http://www.dot.state.il.us/desenv/Environment/I294I57_EA/Cover.pdf) and have applied for US DOT TIGER funding in September of 2009. No further planning activities have been scheduled thus far. The project has a year 2020 completion time frame.

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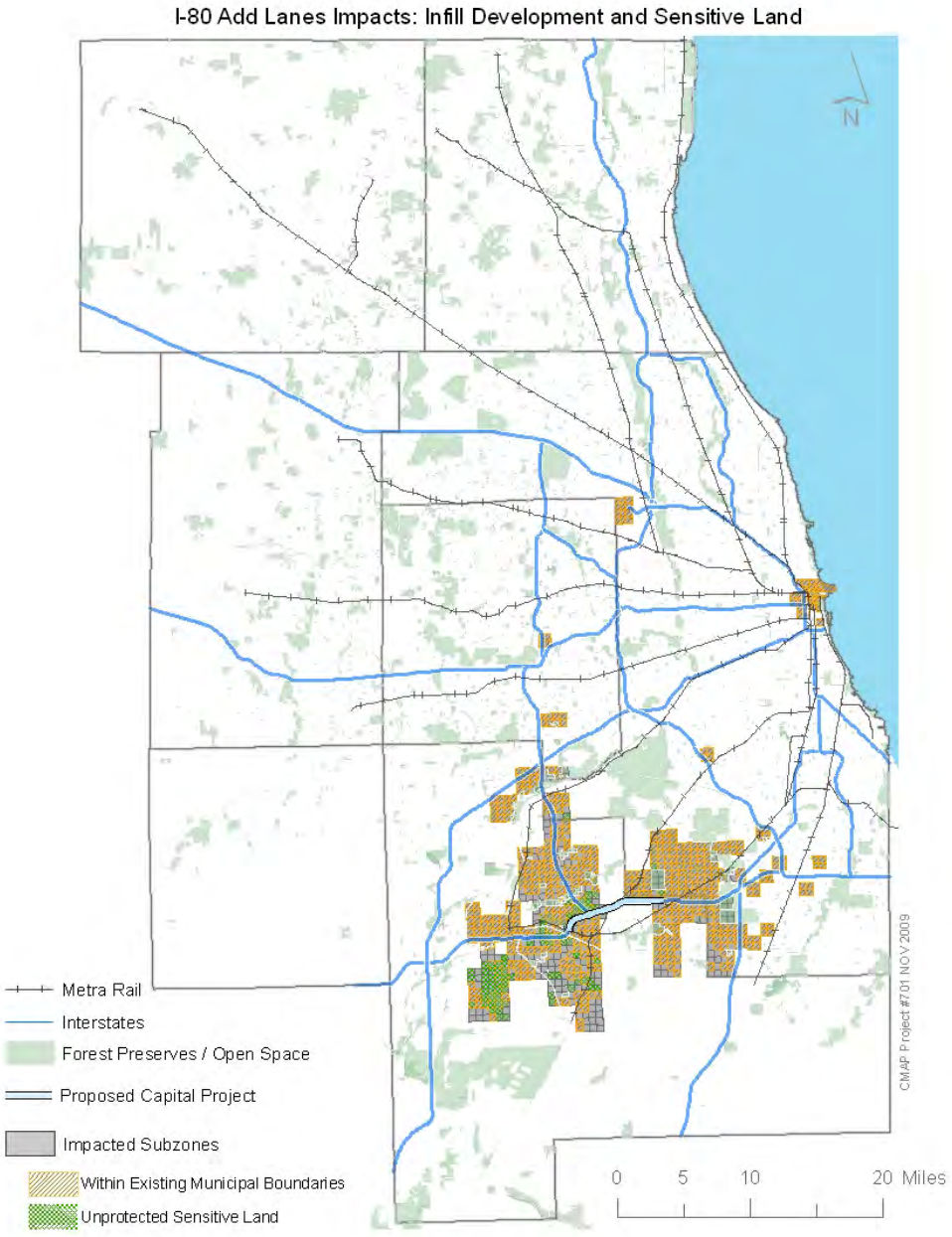
I-80 Add Lanes

Project Description

I-80 serves southern Cook and Will Counties, linking the region to the northern tier of the United States. This proposal will add lanes to I-80 from the US 30 east to US 45.

Project Map



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Project Details and Evaluation Outcomes

Initially, the add lanes on the 8.0 mile long US 30 to US 45 segment will be pursued, with managed lanes proposed for a larger corridor extending from River Road near Minooka (Grundy County) east to I-294. The initial segment is scheduled first to serve travel demand resulting from the recent completion of the I-355 south extension to I-80.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	1,504
	Total income in region	$412,724,000,000	$72,631,000
	Gross Regional Product	$626,828,000,000	$106,945,000
Congestion	Average Speed	n/a	9
	Hours of congestion systemwide	3,536,881	-19,048
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.06
	Average travel time in minutes, transit	58.36	-0.08
Mode share	Total trips, auto	29,222,026	3,410
	Total trips, transit	3,306,482	-3,641
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	3,226
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.030
	Daily emissions of NOX, tons	50.937	0.002
	Annual emissions of direct PM, tons	1,020.4	0.2
	Annual emissions of NOX, tons	20,187	3
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	10,002
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	86
	…as % of total impacted subzones	n/a	10%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	607
	…as % of total impacted subzones	n/a	71%
Peak period utilization	One-Way Traffic Volumes	n/a	2,700
	Peak Period One-Way Capacity	n/a	4,000
Facility condition	CRS score (applies to highways only)	n/a	7.6

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Cost: Construction cost in 2009 dollars is estimated at $100,000,000 (IDOT District 1, January, 2010- Neither engineering nor ROW acquisition included).

Connectivity: Interchanges at US 30 and US 45 are located near the respective New Lenox and Hickory Creek stations on the Metra Rock Island District commuter rail line.

Safety and Security: The proposal enhances safety by providing additional capacity thereby reducing the potential for vehicle-vehicle or vehicle-truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents.

Bicycle and pedestrian accommodation: The design for recent improvements include accommodation for bicycle and pedestrian access and integration with local communities' bicycle networks and the nearby parallel Old Plank Road.

Consistency with subregional plans: expansion of lanes from present between Harlem Avenue and I-55 is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan.

Project status

Phase 1 Engineering is underway for this project, which has a completion time frame of year 2015. It is unclear whether the more expansive managed lanes project will have a concurrent or subsequent completion time frame.

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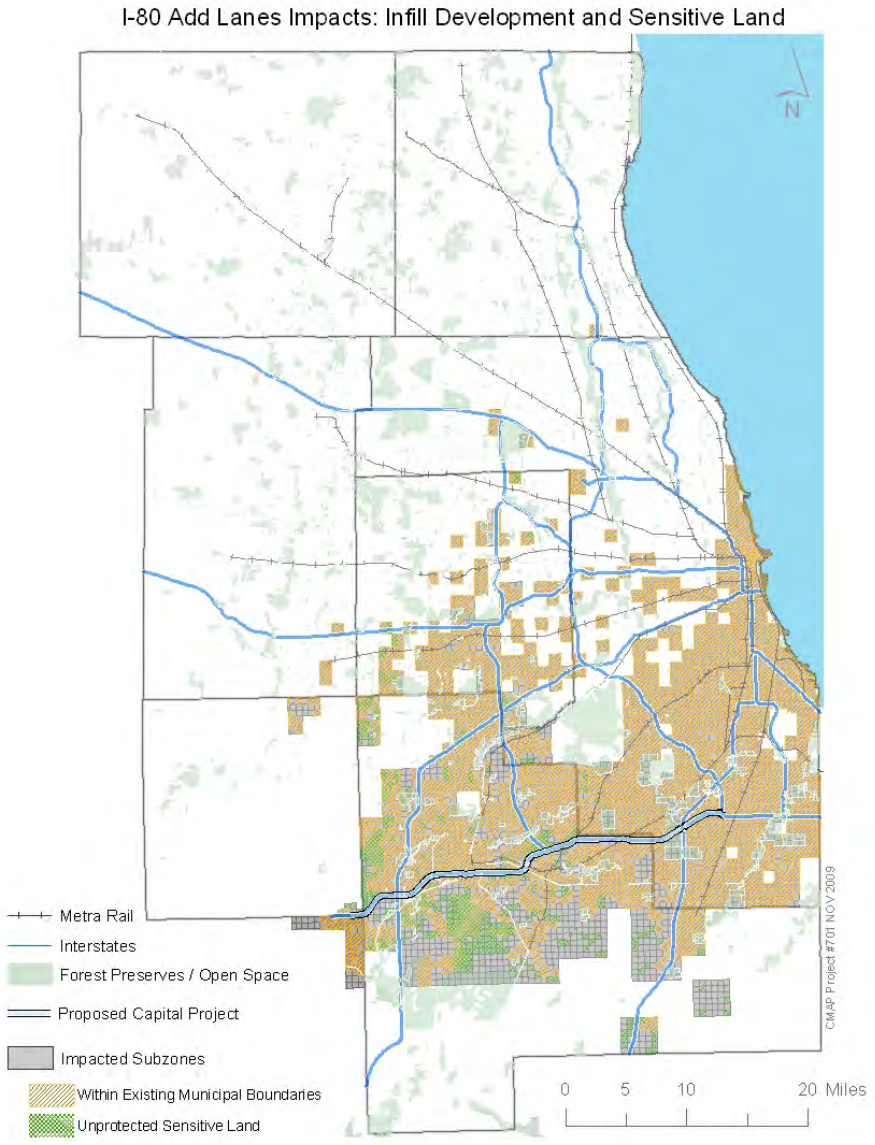
I-80 Managed / Add Lanes

Project Description

I-80 serves southern Cook and Will Counties, linking the region to the northern tier of the United States. The proposal is to add lanes to I-80 from the Grundy County line east to I-294. Initially the add lanes between US 30 and US 45 will be pursued (see I-80 Add Lanes). A more expansive project proposal calls for a combination of new managed lanes and general purpose lanes will be added throughout the entire corridor.

Project Map



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Project Details and Evaluation Outcome

This project calls for:

Adding a managed lane in each direction from River Road east to I-294, plus adding a general purpose lane from I-55 to US 30. This corridor totals 34.5 miles in length.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	3,470
	Total income in region	$412,724,000,000	$161,743,000
	Gross Regional Product	$626,828,000,000	$237,901,000
Congestion	Average Speed	n/a	15
	Hours of congestion systemwide	3,536,881	-47,162
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.20
	Average travel time in minutes, transit	58.36	-0.08
Mode share	Total trips, auto	29,222,026	2,867
	Total trips, transit	3,306,482	-3,323
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	11,832
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.083
	Daily emissions of NOX, tons	50.937	0.124
	Annual emissions of direct PM, tons	1,020.4	1.4
	Annual emissions of NOX, tons	20,187	54
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	63,669
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	180
	…as % of total impacted subzones	n/a	9%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	1,496
	…as % of total impacted subzones	n/a	75%
Peak period utilization	One-Way Traffic Volumes	n/a	5,100
	Peak Period One-Way Capacity	n/a	8,000
Facility condition	CRS score (applies to highways only)	n/a	7.6

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Cost: Construction cost in 2009 dollars is estimated as follows: reconstruction and add lane (3rd/ each direction) from Grundy County Line to US 30 - $750,000,000; reconstruction and add lanes (4th, managed, each direction) from US 45 to I-294 - $600,000,000; reconstruction and add lanes (4th, managed, each direction) from Grundy County Line to US 30, $900,000,000 (IDOT District 1, October, 2009 - Neither engineering nor ROW acquisition included).

Connectivity: I-80 provides access to the following Metra Rock Island District current and proposed commuter stations: Minooka, Joliet, New Lenox, Hickory Creek, and Tinley Park.

Safety and Security: The proposal enhances safety by providing additional capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents.

Bicycle and pedestrian accommodation: The designs for recent improvements include accommodation for bicycle and pedestrian access and integration with local communities' bicycle networks and the nearby parallel Old Plank Road.

Consistency with subregional plans: expansion of lanes from present between Harlem Avenue and I-55 is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan.

Project status

Phase 1 Engineering is underway for the US 30 to US 45 segment, which has a completion time frame of year 2015. It is unclear whether the more expansive managed lanes project will have a concurrent or subsequent completion time frame.

Return to Project List

I-80 to I-55 Connector

Project Description

The commercial and industrial developments in Will County south of Joliet will require improvements in access and connectivity within NE Illinois and to other areas across the state and nation. Critical to this goal is providing an expressway connection from I-80 and the Prairie Parkway to I-55 and the Illiana Corridor.

This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

This proposal calls for building an expressway connection from the I-80 at Prairie Parkway interchange southeast to the interchange of I-55 at the proposed Illiana Corridor (exact alignment is undetermined, but could be as long as 9.3 miles). This proposed expressway will have no intermediate interchanges.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	1,387
	Total income in region	$412,724,000,000	$64,446,000
	Gross Regional Product	$626,828,000,000	$95,565,000
Congestion	Average Speed	n/a	55
	Hours of congestion systemwide	3,536,881	-8,548
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.08
	Average travel time in minutes, transit	58.36	-0.11
Mode share	Total trips, auto	29,222,026	2,499
	Total trips, transit	3,306,482	-2,803
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	1,166
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	0.026
	Daily emissions of NOX, tons	50.937	0.091
	Annual emissions of direct PM, tons	1,020.4	0.6
	Annual emissions of NOX, tons	20,187	36
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-2,007
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	8
	…as % of total impacted subzones	n/a	33%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	13
	…as % of total impacted subzones	n/a	54%
Peak period utilization	One-Way Traffic Volumes	n/a	1,700
	Peak Period One-Way Capacity	n/a	8,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

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Cost: Undetermined

Connectivity: The principal purpose of the project is to connect two other proposed projects, the Illinana Expressway and the Prairie Parkway. The project also would provide enhanced access between proposed extensions of the BNSF (Oswego), Rock Island District (Minooka) and Southwest Service (Midewin).

Safety and Security: The proposal enhances safety by providing additional expressway capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts.

The proposal will enhance security by adding capacity to facilitate circumferential travel for regional response to incidents.

Bicycle and pedestrian accommodation: Several improvements to bicycle and pedestrian trail facilities parallel and traversing the project corridor are also planned.

Consistency with subregional plans: Not identified.

Project Status

This project is viewed as contingent upon the completion of the Prairie Parkway and Illiana Corridor. No planning or engineering activities are scheduled at this time. This project has a year 2040 completion time frame.

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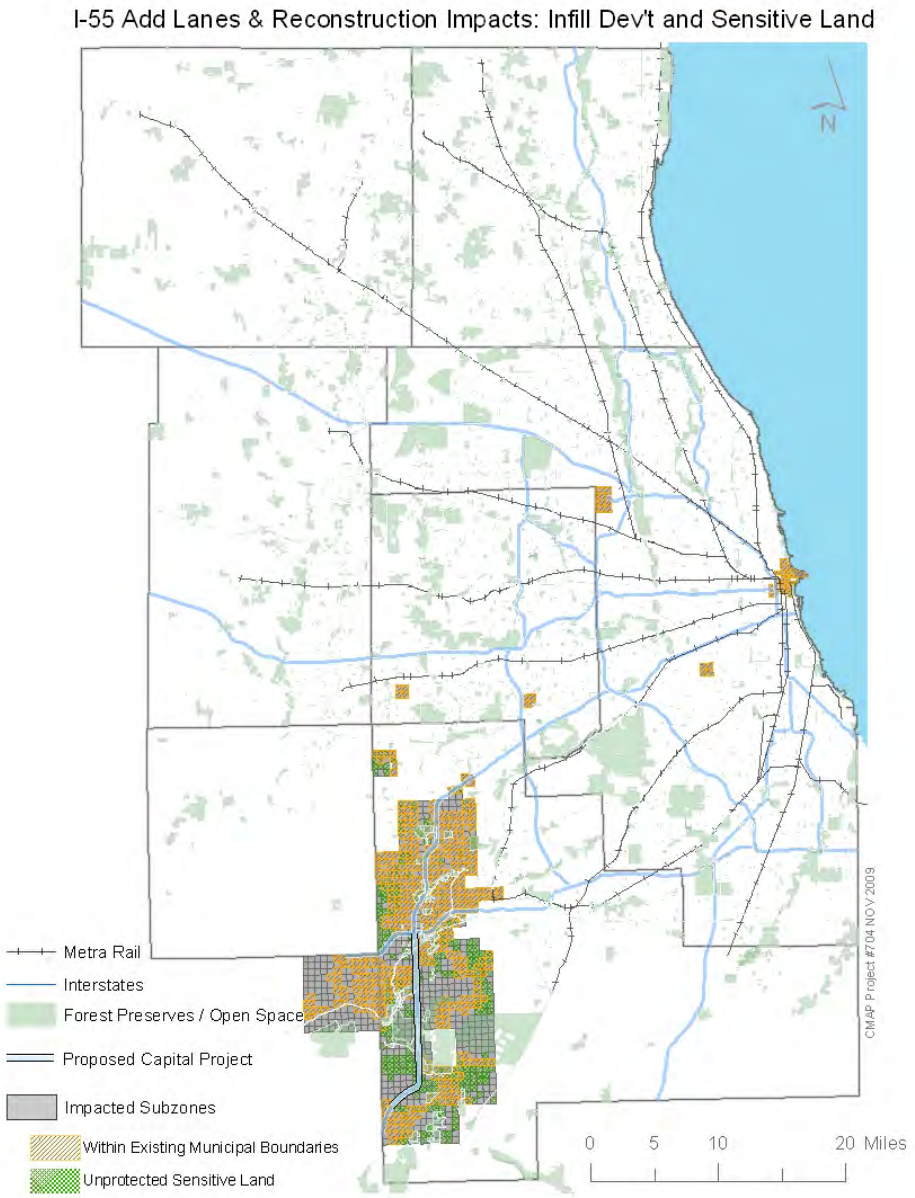
I-55 Add Lanes

Project Description

I-55 links the Chicago area to central Illinois, St. Louis, and the southwest United States. Rapid population and employment growth has taken place in this corridor over the past several years, and is expected to continue. Additional lanes are proposed along I-55 from I-80 on the north to Coal City Road on the south.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The proposed add lanes from I-80 south to Coal City Road have a total project length of 14.8 miles.

A future reconstruction will be needed to address mainline pavement condition and improve interchanges. When completed this project will include complete roadway reconstruction, bridge reconstruction or replacement, an improved interchange at IL 129 and additional safety and operations improvements which may enable managed lane implementation. A system interchange connecting the proposed Illiana Corridor may also be constructed.

In 2007 IDOT completed a widening of I-55 from Naperville Road to I-80 as a staged improvement to provide three lanes in each direction.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	1,457
	Total income in region	$412,724,000,000	$73,749,000
	Gross Regional Product	$626,828,000,000	$108,798,000
Congestion	Average Speed	n/a	23
	Hours of congestion systemwide	3,536,881	-6,562
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.03
	Average travel time in minutes, transit	58.36	-0.03
Mode share	Total trips, auto	29,222,026	1,835
	Total trips, transit	3,306,482	-2,230
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	677
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.009
	Daily emissions of NOX, tons	50.937	0.037
	Annual emissions of direct PM, tons	1,020.4	-0.1
	Annual emissions of NOX, tons	20,187	14
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-1,705
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	145
	…as % of total impacted subzones	n/a	24%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	264
	…as % of total impacted subzones	n/a	43%
Peak period utilization	One-Way Traffic Volumes	n/a	1,000
	Peak Period One-Way Capacity	n/a	4,000
Facility condition	CRS score (applies to highways only)	n/a	6.8

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Estimated capital cost of the add-lanes and reconstruction from I-80 south to Coal City Road is $750,000,000 (2009 $).

Connectivity: The project increases access to I-80 from points south along I-55. It is also expected to expedite travel to the following nearby Metra commuter rail services: Rock Island District (Joliet), Southwest Service (Midewin), STAR Line (Plainfield), and proposed HOV transit opportunities along I-55 between Weber Road and I-90/94.

Safety and Security: As an add lanes and interchange improvement project, this proposal improves both corridor and regional safety by: reducing vehicle conflicts from entering and exiting vehicles, providing additional capacity for mainline traffic, and providing additional capacity to facilitate the large volume of truck traffic utilizing the I-55 corridor. The proposed improvements also enhance I-55's capability to serve as an evacuation route and facilitator of first responder vehicle traffic in the event of an emergency.

Bicycle and pedestrian accommodation: The project should be coordinated with regional and local jurisdictions along this facility that are developing bicycle trails and local bicycle networks.

Consistency with subregional plans: the project is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan. The City of Wilmington's 2008 Comprehensive Plan also recommends adding lanes to I-55 south of I-80.

Project Status:

Alternatives analysis has commenced on I-55 from River Road to Coal City Road in the Wilmington area of southern Will County, with 4 design alternatives being decided upon for the affected interchanges. Additional warehousing and industrial development expected in this area are focusing attention on I-55 operations and capacity. The study's primary focus is the rehabilitation and reconfiguration of the interchanges; the need for additional lanes will also be evaluated. Project planning (Phase I and Phase II) for the Wilmington area project will be completed by year 2012 with construction by 2015. For more project information, go to the www.i-55wilmingtonstudy.com website.

The remainder of the proposal is anticipated to be completed by year 2020.

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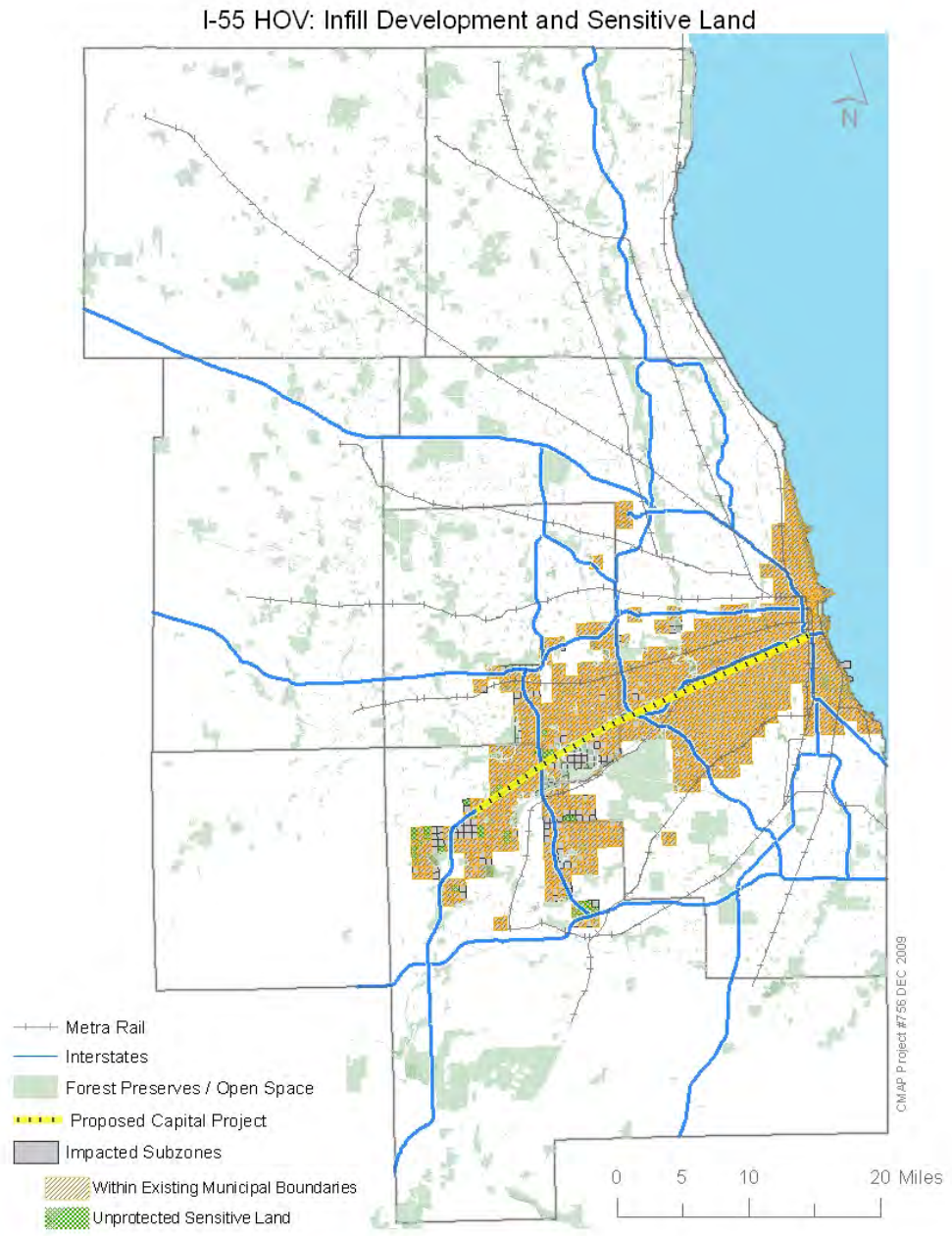
I-55 HOV

Project Description

A managed lane consisting of a high occupancy vehicle (HOV) lane facility is proposed to be added on I-55 from Weber Road to I-90/94.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

Two (one each direction) additional managed lanes are proposed; the resulting additional lanes may be operated as no-cost HOV, High-Occupancy Toll (HOT), congestion pricing, dynamic pricing, or truck-only lanes.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	2,098
	Total income in region	$412,724,000,000	$107,017,000
	Gross Regional Product	$626,828,000,000	$155,460,000
Congestion	Average Speed	16	2
	Hours of congestion systemwide	3,536,881	-34,299
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.14
	Average travel time in minutes, transit	58.36	-0.18
Mode share	Total trips, auto	29,222,026	3,041
	Total trips, transit	3,306,482	-4,608
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	4,237
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.037
	Daily emissions of NOX, tons	50.937	0.033
	Annual emissions of direct PM, tons	1,020.4	0.9
	Annual emissions of NOX, tons	20,187	17
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	36,588
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	42
	…as % of total impacted subzones	n/a	3%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	1,470
	…as % of total impacted subzones	n/a	89%
Peak period utilization	One-Way Traffic Volumes	11,500	1,500
	Peak Period One-Way Capacity	12,000	2,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Dependent not only on construction and engineering costs, but also type of managed lane implemented. IDOT has provided a preliminary construction cost estimate of $1,600,000,000 (2009 $) for a 4th managed lane in each direction plus reconstruction of the project corridor.

Connectivity: Facility will provide travel connections to CTA Orange Line Stations at 35th, Ashland, and Halsted as well as Red Line, Green Line and Metra Electric stations near McCormick Place and near south areas. Existing Pace bus services may utilize the facility and the facilities in turn may develop as service hubs for multiple bus routes.

Safety and Security: Additional managed lane capacity can facilitate travel for evacuation and response to incidents.

Bicycle and pedestrian accommodations: HOV facilitates along the corridor may also contain adequate bicycle parking facilities and be integrated into existing communities bicycle and pedestrian systems.

Consistency subregional plans: Development of a Bolingbrook South Park and Ride Center along I-55 within the proposed corridor is identified as a key transit element in the Will County 2030 Transportation Framework Plan component of the Will County Land Use Plan.

Project Status

A similar project was previously studied by the RTA and IDOT in 1993. Currently, studies are ongoing with the RTA, in cooperation with IDOT and the FHWA, to implement a shoulder-riding bus service between I-355 and I-90/94 as an initial option. The shoulder riding concept is considered a near term completion project (2010/2011). The managed lane is considered a year 2020 or 2030 project.

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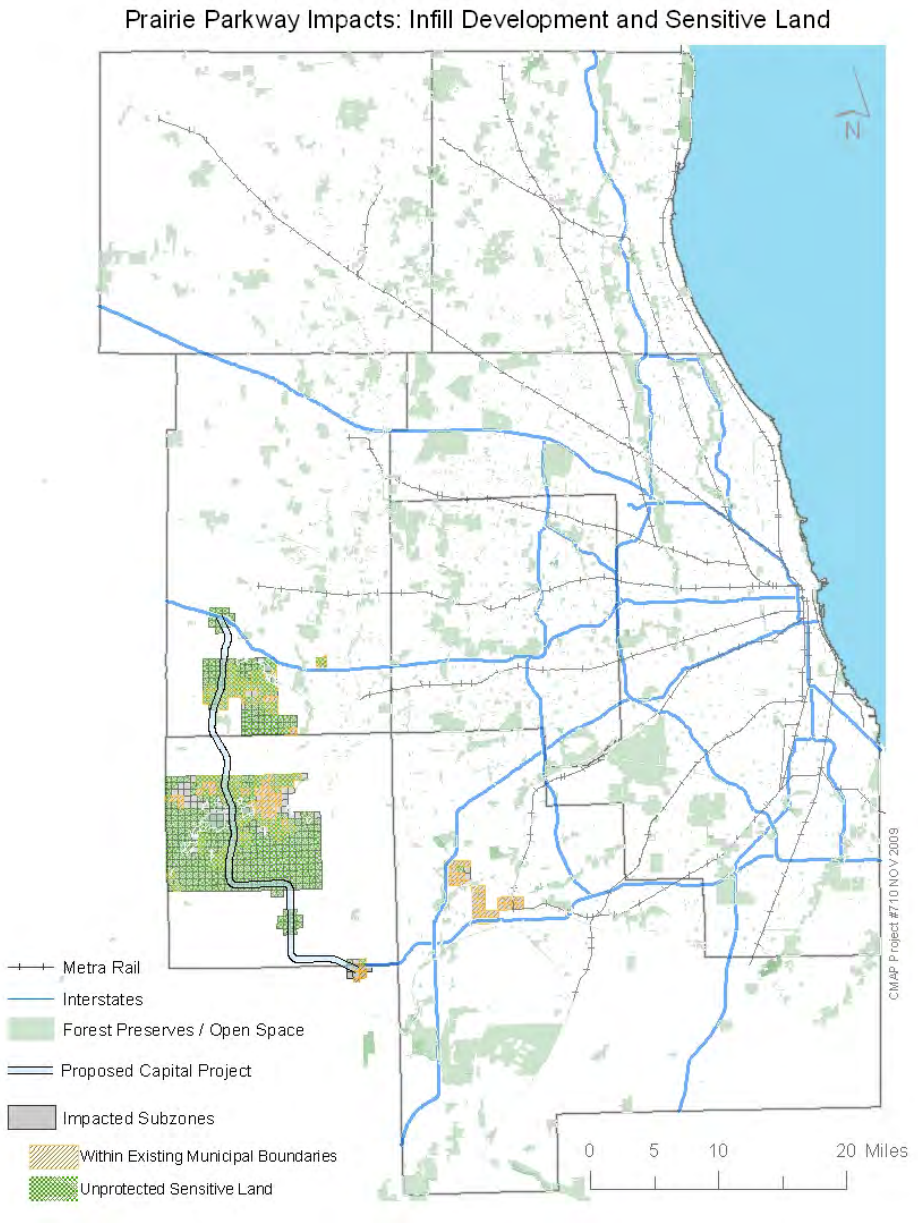
Prairie Parkway

Project Description

The initial proposal is to introduce a new highway facility connecting I-80 to I-88 in Kane and Kendall Counties.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

In November 2007, a preferred alternative route, "B-5" was finalized and added to the state's original Corridor Protection Map. The 37 mile long B-5 alignment features interchanges at: the north terminus with I-88, US 30, US 34, IL 71, IL 47 (as it jogs east toward Minooka), US 52, and at the south terminus into I-80. A concurrent project widening IL 47 in Grundy and Kendall Counties between I-80 and Caton Farm Road by one lane in each direction (4 total), along with several intersection improvements, is included in the approved B-5 alternative. Improvements to local and arterial streets are planned as part of the improvement to maintain access.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	1,748
	Total income in region	$412,724,000,000	$93,785,000
	Gross Regional Product	$626,828,000,000	$137,534,000
Congestion	Average Speed	0	48
	Hours of congestion systemwide	3,536,881	-32,025
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.16
	Average travel time in minutes, transit	58.36	-0.24
Mode share	Total trips, auto	29,222,026	6,623
	Total trips, transit	3,306,482	-5,424
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	7,625
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	0.041
	Daily emissions of NOX, tons	50.937	0.193
	Annual emissions of direct PM, tons	1,020.4	2.8
	Annual emissions of NOX, tons	20,187	81
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	163,958
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	528
	…as % of total impacted subzones	n/a	81%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	193
	…as % of total impacted subzones	n/a	30%
Peak period utilization	One-Way Traffic Volumes	0	4,400
	Peak Period One-Way Capacity	0	8,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Total cost to complete the Prairie Parkway along the B-5 alignment (including the IL 47 widening) is estimated at $908 million.

Connectivity: The project provides a new connection between two major expressways, I-80 and I-88.

Safety and Security: The proposal enhances safety by providing additional north-south expressway capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents.

Bicycle and pedestrian accommodation: Several improvements to bicycle and pedestrian trail facilities parallel and traversing the project corridor are also planned.

Consistency with subregional plans: this project is supported within the Kane County's 2030 Long Range Transportation Plan and 2030 Land Resource Management Plan.

Project Status:

A proposal was made to the Illinois State Toll Highway Authority in January 2008 by Kendall and Grundy counties to examine transferring jurisdiction of the project from IDOT to ISTHA for the purpose of advancing its construction timeframe. A Record of Decision was obtained in September 2008, which gave federal approval to the project and allowed the use of federal funds for additional phases of the project. See IDOT's project website, www.prairie-parkway.com , for more information.

This project has a year 2020 to 2030 completion time frame.

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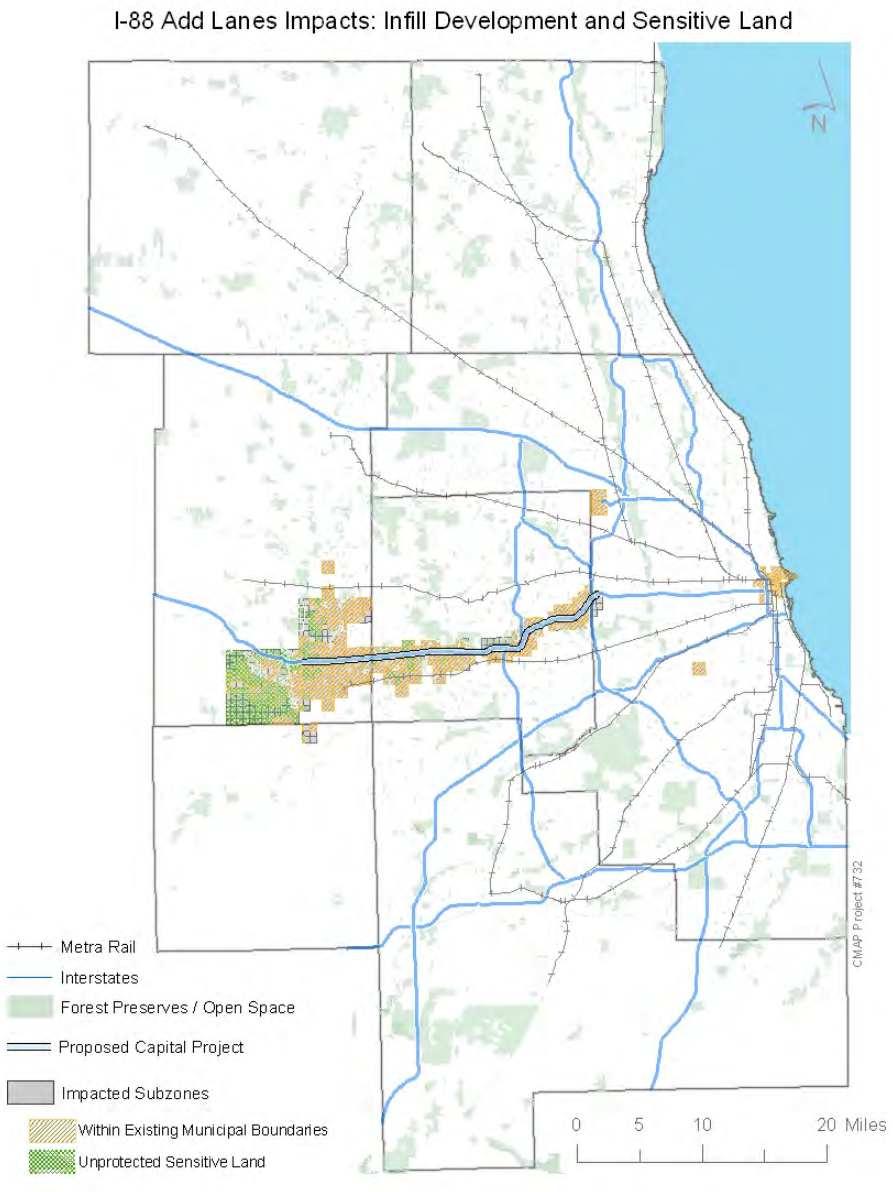
I-88 Add Lanes

Project Description:

I-88 (Ronald Reagan Memorial Tollway) serves DuPage and Kane County, linking the region with western Illinois. The initial proposal is to provide an additional lane in each direction on the Ronald Reagan Memorial from Orchard Road to IL 56.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The add lanes along 4.1 miles of I-88 proposed from Orchard Road to IL 56 comes after the completion by the Illinois Tollway of a larger reconstruction and add lanes project on I-88 from I-294 west to Orchard Road.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	419
	Total income in region	$412,724,000,000	$20,799,000
	Gross Regional Product	$626,828,000,000	$30,815,000
Congestion	Average Speed	12	19
	Hours of congestion systemwide	3,536,881	8,381
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.08
	Average travel time in minutes, transit	58.36	-0.23
Mode share	Total trips, auto	29,222,026	5,420
	Total trips, transit	3,306,482	-4,653
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-1,425
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	0.008
	Daily emissions of NOX, tons	50.937	0.008
	Annual emissions of direct PM, tons	1,020.4	0.3
	Annual emissions of NOX, tons	20,187	5
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	12,517
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	168
	…as % of total impacted subzones	n/a	26%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	497
	…as % of total impacted subzones	n/a	77%
Peak period utilization	One-Way Traffic Volumes	7,400	2,000
	Peak Period One-Way Capacity	8,000	4,000
Facility condition	CRS score (applies to highways only)	6.8	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Total cost is estimated at $20 million (2009 $).

Connectivity: This project improves travel on I-88 and the connections of this facility to other transportation facilities, but does not create any new connections.

Safety and Security: The proposal enhances safety by providing additional capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents.

Consistency with subregional plans: this project is concurred upon within the Kane County's 2030 Long Range Transportation Plan and 2030 Land Resource Management Plan.

Bicycle and pedestrian accommodations: The Tollway is including bicycle accommodation evaluation in the Tollway's development of improvements along I-88.

Project Status

This project has a 2016 completion time frame. At this juncture there is no scheduled planning or engineering activities.

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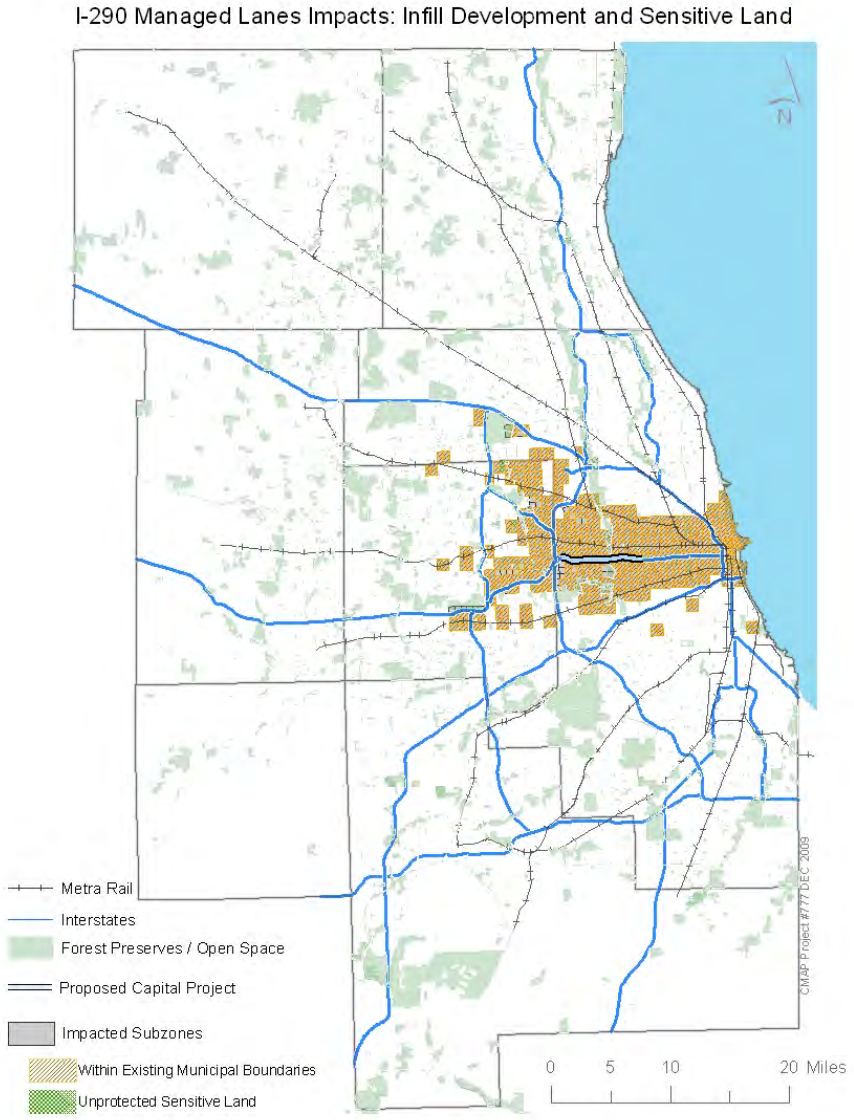
I-290 Managed Lane

Project Description

I-290 (Eisenhower Expressway) serves as a gateway between Chicago's CBD and the western suburbs. The I-290 corridor, in addition to significant vehicle usage, includes multiple modes of transportation including passenger and freight rail as well as CTA and Pace bus service. A high-occupancy vehicle lane is proposed as a placeholder for consideration in the plan until a full range of multi modal alternatives can be developed and evaluated at a project level of detail.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

At present, a high-occupancy vehicle lane is proposed from I-88 to Austin Avenue (7.3 miles). Regardless of the ultimate outcome of detailed project-level alternatives analysis, it must be noted that the existing pavement and bridges of the Eisenhower Expressway are over 50 years old, and therefore, the complete reconstruction of I-290 from Mannheim Road to Cicero Avenue would be part of any proposal. In addition, a study of capping a portion of the I-290 expressway in this area is being developed by the Village of Oak Park. That study will evaluate whether a cap may reduce community impacts and could provide complimentary transportation facilities.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	1,283
	Total income in region	$412,724,000,000	$70,681,000
	Gross Regional Product	$626,828,000,000	$102,745,000
Congestion	Average Speed	5	2
	Hours of congestion systemwide	3,536,881	-22,676
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.11
	Average travel time in minutes, transit	58.36	-0.08
Mode share	Total trips, auto	29,222,026	6,537
	Total trips, transit	3,306,482	-5,502
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	3,271
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.019
	Daily emissions of NOX, tons	50.937	0.007
	Annual emissions of direct PM, tons	1,020.4	0.3
	Annual emissions of NOX, tons	20,187	4
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	15,921
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	3
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	791
	…as % of total impacted subzones	n/a	94%
Peak period utilization	One-Way Traffic Volumes	13,200	2,200
	Peak Period One-Way Capacity	10,800	2,400
Facility condition	CRS score (applies to highways only)	5.1	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: The HOV Lane placeholder would have a construction cost in 2009 dollars of $1.5 billion (IDOT District 1, October, 2009 - Neither engineering nor ROW acquisition included).

Connectivity: This segment of the Eisenhower Expressway contains the Blue Line Forest Park service in its median and provides access to stations at Forest Park,

Harlem Avenue, Oak Park Avenue, and Austin Avenue. There is also a proposal to extend Blue Line service within or closely parallel to this segment of Eisenhower with potential stops at 1st Avenue, 25th Avenue, and Mannheim Road (this extension would reach out to Oak Brook terminating at Lisle).

Safety and Security: Improving the mobility for users of the I-290 corridor could enhance security and safety by providing multiple and enhanced transit choices, improved access connections between all modes, and updated facilities that meet current standards. This could facilitate travel for evacuation and response to incidents, as well as travel on alternative modes necessitated by recovery actions.

Bicycle and pedestrian accommodation: improvements along the corridor would also seek to enhance existing bicycle and pedestrian facilities, and would be integrated into existing communities' bicycle and pedestrian systems.

Consistency with subregional plans: The consideration of a variety of alternatives in the I-290 corridor, including a managed lane, has also been endorsed by the Cook-DuPage Policy Committee as part of the Cook-DuPage Corridor Study (RTA).

Project Status

IDOT has re-initiated the Phase I study process in Fall 2009 and has conducted initial public outreach in advance of feasibility studies and alternatives analyses. More information on the current study process can be found at www.eisenhowerexpressway.com . This project has a year 2020 completion time frame.

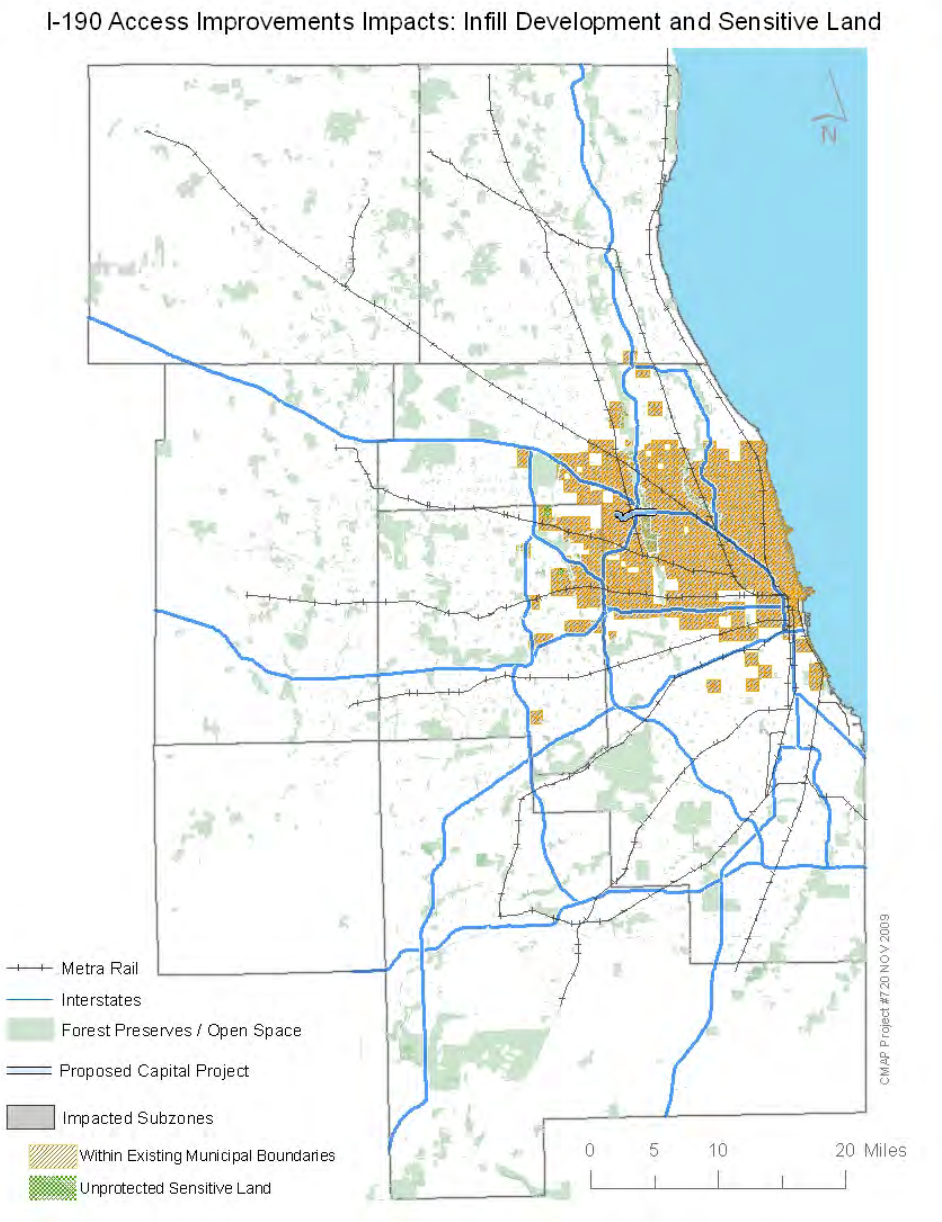
Return to Project List

I-190 Improvements

Project Description:

This project consists primarily of redesigning and reconfiguring arterial access to I-190 and O'Hare International Airport to improve mobility and reduce congestion and collisions.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

This project will address design improvements and improvements to both arterial and expressway interchanges along the entire 2.4 mile length of I-190.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	386
	Total income in region	$412,724,000,000	$16,939,000
	Gross Regional Product	$626,828,000,000	$24,781,000
Congestion	Average Speed	27	27
	Hours of congestion systemwide	3,536,881	-7,031
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.00
	Average travel time in minutes, transit	58.36	-0.07
Mode share	Total trips, auto	29,222,026	3,850
	Total trips, transit	3,306,482	-4,040
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-674
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	0.034
	Daily emissions of NOX, tons	50.937	0.017
	Annual emissions of direct PM, tons	1,020.4	0.3
	Annual emissions of NOX, tons	20,187	7
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	14,946
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	3
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	1,057
	…as % of total impacted subzones	n/a	100%
Peak period utilization	One-Way Traffic Volumes	11,600	-1,400
	Peak Period One-Way Capacity	12,000	4,000
Facility condition	CRS score (applies to highways only)	6.5	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Estimated project cost is $355 million. The City of Chicago and IDOT have a 2003 letter of intent establishing a 50/50 sharing of costs for the entire program.

Connectivity: Though this road primarily serves trips utilizing O'Hare Airport for passenger air travel it will also provide access to the CTA Blue Line and proposed O'Hare to Schaumburg and Metra STAR Line services.

Safety and Security: Improvements will facilitate evacuation from and first response to incidents. Improvements will also reduce vehicle-vehicle conflicts reducing potential for accidents.

Bicycle and pedestrian accommodations: Not identified.

Consistency with subregional plans: Project elements are acknowledged as key components of O'Hare Modernization Program (OMP) plans and activities.

Project Status

Project planning is advancing; several project elements have already been funded through IDOT, CDOT, and the Chicago Department of Aviation (using its Passenger Facility Charge funds). This project has a projected year 2020 completion.

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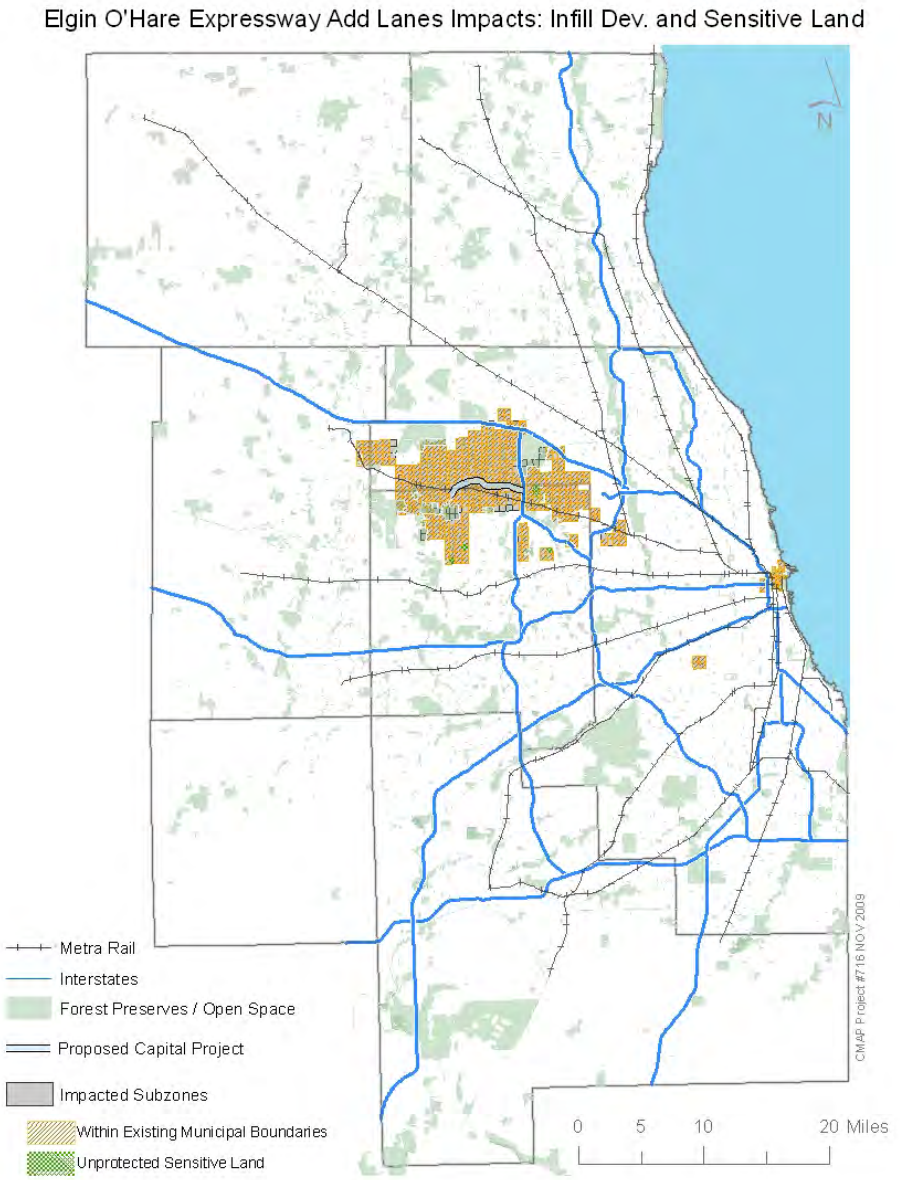
Elgin O'Hare Add Lanes

Project Description

The Elgin-O'Hare Expressway serves northwest Cook and northern DuPage Counties. An initial segment of the highway was opened in the 1990's and presently carries high traffic volumes. This project involves adding lanes to the existing freeway, which currently provides two lanes in each direction from US20 to near I-290.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcome

The extent of the expanded (4 to 6 total lanes) expressway would be from I-290 west to Gary Avenue (5.5 miles). An expressway to expressway interchange at I-290 and the proposed eastern extension of the Elgin O'Hare expressway is also proposed. (Please note that western and eastern extensions are evaluated as separate projects.)

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	1,615
	Total income in region	$412,724,000,000	$88,961,000
	Gross Regional Product	$626,828,000,000	$130,579,000
Congestion	Average Speed	19	16
	Hours of congestion systemwide	3,536,881	-6,854
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.06
	Average travel time in minutes, transit	58.36	-0.14
Mode share	Total trips, auto	29,222,026	44
	Total trips, transit	3,306,482	1,464
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	4,431
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.007
	Daily emissions of NOX, tons	50.937	-0.007
	Annual emissions of direct PM, tons	1,020.4	-0.1
	Annual emissions of NOX, tons	20,187	-3
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-6,964
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	5
	…as % of total impacted subzones	n/a	1%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	493
	…as % of total impacted subzones	n/a	91%
Peak period utilization	One-Way Traffic Volumes	8,000	2,100
	Peak Period One-Way Capacity	8,000	4,000
Facility condition	CRS score (applies to highways only)	n/a	7.2

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Construction cost in 2009 dollars is estimated at $650 million (Neither engineering nor ROW acquisition included).

Connectivity: This project will provide access to several proposed O'Hare to Schaumburg Transit Service stations within the I-290 and Elgin O'Hare East Extension right-of-way.

Safety and Security: The addition of travel lanes will enhance safety by reducing congestion-related incidents. The additional capacity will also enhance the existing Elgin O'Hare Expressway's capability to facilitate evacuations and incident response.

Bicycle and pedestrian accommodation: Improved connectivity to existing local bicycle and pedestrian path systems and to bicycle-pedestrian improvements that are part of the Elgin O'Hare East Extension will be pursued.

Consistency with subregional plans. Village of Roselle and Elk Grove Village via their community development departments have expressed concern with traffic mitigation from this and other planned Elgin O'Hare projects.

Project Status

The Gary Avenue to I-290 add lanes segment was studied as part of the Draft Environmental Impact Statement (DEIS) process during calendar year 2009 – see www.elginohare-westbypass.org

At this time, it is unclear if a separate alternatives analysis and DEIS process will be initiated specifically for this add-lanes segment. IDOT has indicated this is a high priority project, with a scheduled year 2020 completion.

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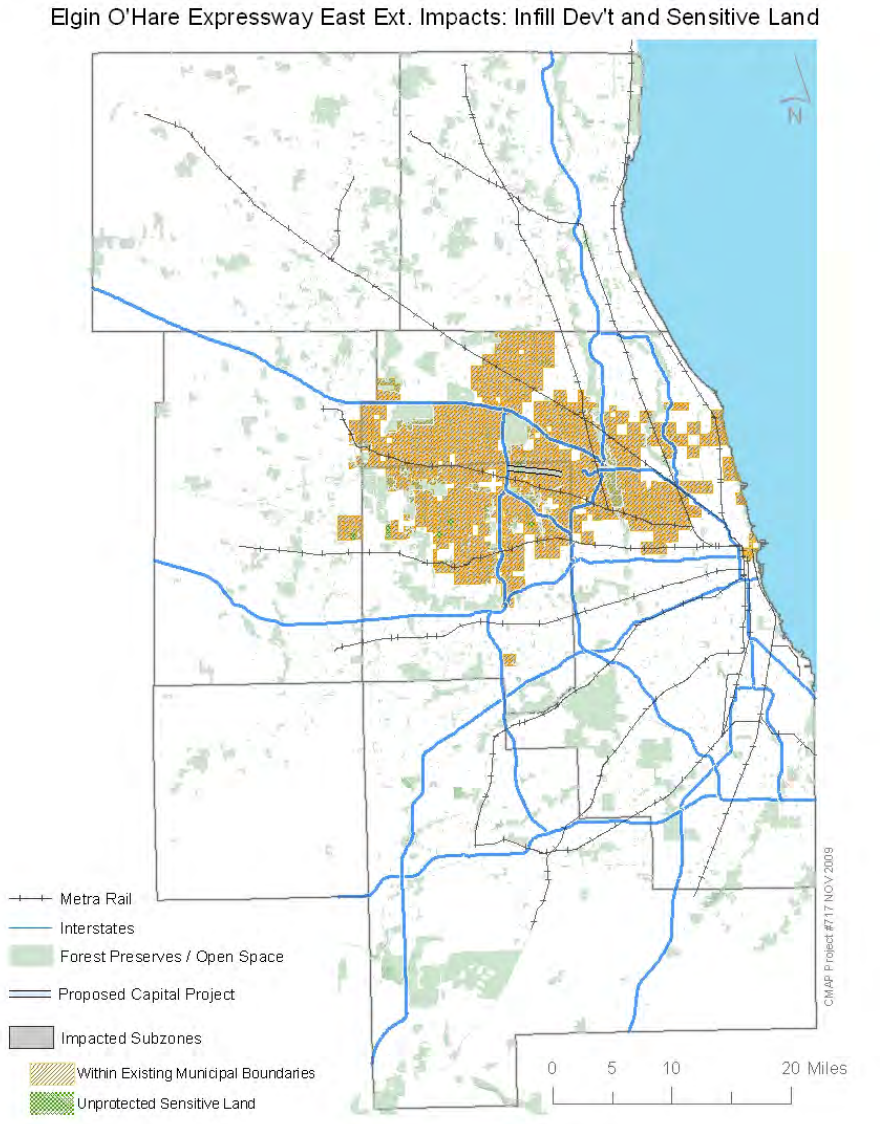
Elgin O’Hare East Extension

Project Description

The Elgin-O’Hare Expressway is proposed to link the western suburbs in Cook and DuPage Counties with Chicago O’Hare International Airport at the proposed western terminal. The initial proposal is to provide a new multimodal highway segment to complete the eastern segment of the existing Elgin-O’Hare Expressway.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

On the eastern end of the existing Elgin-O'Hare facility, an expressway segment consisting of 3 lanes in each direction is proposed to complete the facility's connection to O'Hare. This will extend east for 4.7 miles from I-290 along the present Thorndale Avenue; Thorndale Avenue will be replaced by the new facility. Interchange access is being examined at Rohlwing Road, I-290/IL 53, Arlington Heights Road, Prospect Avenue, Wood Dale Road, IL 83, and York Road. The median is being reserved for some form of transit service.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	628
	Total income in region	$412,724,000,000	$29,577,000
	Gross Regional Product	$626,828,000,000	$43,384,000
Congestion	Average Speed	0	54
	Hours of congestion systemwide	3,536,881	1,603
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.06
	Average travel time in minutes, transit	58.36	-0.13
Mode share	Total trips, auto	29,222,026	1,822
	Total trips, transit	3,306,482	-1,835
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	3,798
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	0.002
	Daily emissions of NOX, tons	50.937	0.022
	Annual emissions of direct PM, tons	1,020.4	0.5
	Annual emissions of NOX, tons	20,187	12
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	18,822
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	11
	…as % of total impacted subzones	n/a	1%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	1,380
	…as % of total impacted subzones	n/a	100%
Peak period utilization	One-Way Traffic Volumes	0	7,200
	Peak Period One-Way Capacity	0	12,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: The exact total project cost is still to be determined; the highest cost alternative is estimated at $1.4 billion based on miles assigned. (Elgin O'Hare Eastern Extension DEIS, IDOT, September 2009). Construction cost, in 2009 dollars, is estimated at $830 million (IDOT District 1, October 2009 - Neither engineering nor ROW acquisition included).

Connectivity: This project connects the Elgin-O'Hare Expressway to its logical endpoint at O'Hare. Transit service is proposed to be placed in the median of the east extension, ostensibly as part of an O'Hare to Schaumburg transit service (a branch of the STAR

Line may also be placed in this corridor). Station locations might include Arlington Heights Road, Wood Dale Road, IL 83 and York Road. The DuPage J Line BRT service may utilize the East Extension, featuring a stop at IL 83 and terminating at the West O'Hare bypass.

Safety and Security: The proposed improvement addresses safety by providing an expressway grade alternative for both passenger vehicles and trucks traveling to, from and within the industrial and commercial areas near O'Hare airport. The improved corridor also provides an additional alternate east-west corridor in the event of incidents on I-90, I-290, or any of several heavily traveled east-west thoroughfares in Northern DuPage County.

Bicycle and pedestrian accommodation: The development of a parallel east-west bicycle and pedestrian trail and its integration with existing and proposed local bicycle and pedestrian networks is also part of the proposal.

Consistency with subregional plans: The Elgin O'Hare East extension has been endorsed as a major project by the Cook-DuPage Policy Committee as part of the Cook-DuPage Corridor Study (RTA). Land use and economic development planning have also accompanied IDOT's planning of the facility.

Project Status

For planning and implementation, the Elgin-O'Hare East Extension is considered by IDOT as a joint project with the proposed West O'Hare Bypass. For the joint project, Tier One Alternatives Analysis has been completed, with a Draft Environmental Impact Statement published in September 2009. Public involvement activities remain underway in advance of project engineering. See www.elginohare-westbypass.org for more information on these ongoing activities.

This project is scheduled to be completed subsequent to completion of the West O'Hare Bypass by year 2020.

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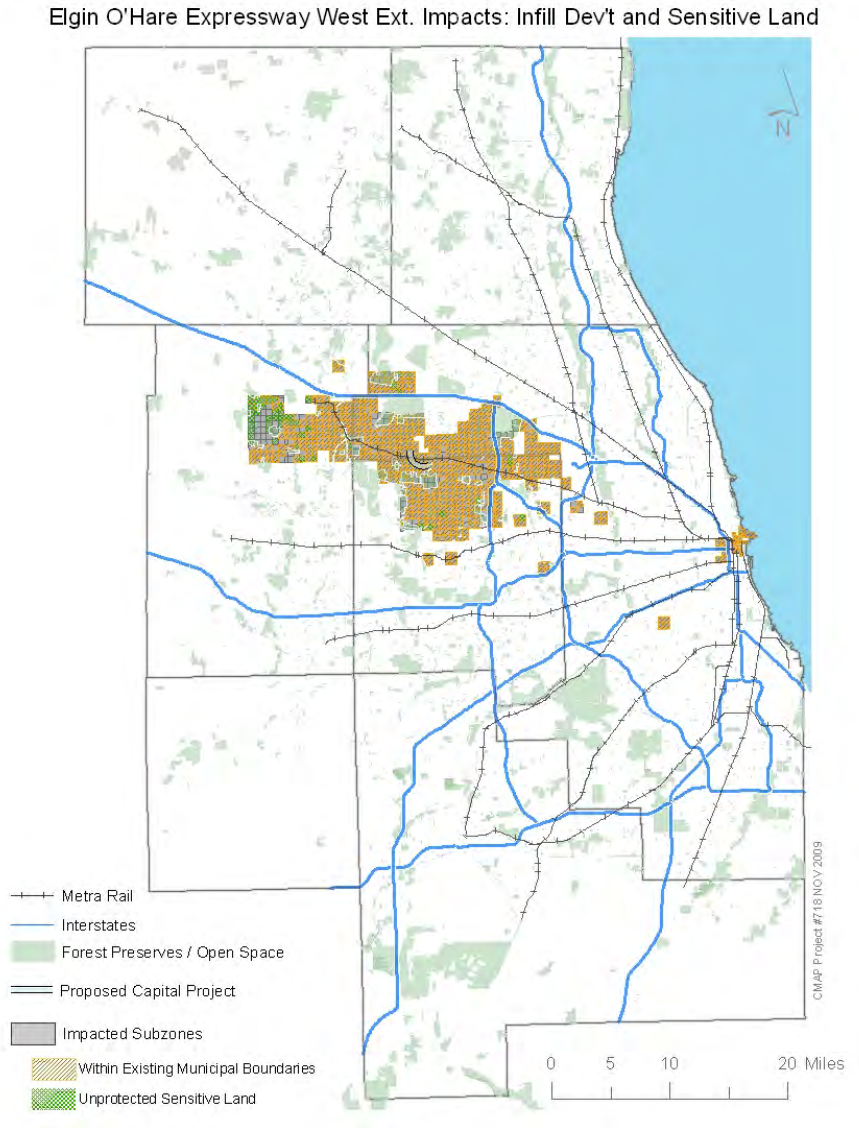
Elgin O'Hare West Extension

Project Description

The Elgin-O'Hare Expressway is proposed to link the western suburbs in Cook and DuPage Counties with Chicago O'Hare International Airport at the proposed western terminal. This proposal is to extend the existing Elgin O'Hare Expressway: first as a controlled access expressway from its current western terminus at Gary Avenue to a location along US 20 near East Bartlett Road, then as an upgraded arterial facility along the existing US 20 west to Shales Parkway.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The proposal is comprised of several distinct phases of implementation. On the western end of the existing Elgin-O'Hare facility, a short "near west" expressway segment is proposed to bypass an existing neighborhood and complete the facility's connection to US20. The near west segment has a conceptual alignment originating from the current junction with US 20 southwesterly to a point near County Farm Road just south of Ontarioville Road, then curve northwesterly along Bartlett's eastern border, crossing Devon Avenue just east of Newport Boulevard, and continuing northwest until reaching the existing US 20 at North Avenue Intersection (total length is 1.7 miles). An interchange is planned at County Farm Road. The remaining western sections (between Shales Parkway and East Bartlett Road) are proposed as improving US20 to an upgraded arterial facility with a total length of 3.6 miles. This portion of the expressway could function as a regional boulevard. A transit mode is also being considered for this corridor.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	628
	Total income in region	$412,724,000,000	$29,577,000
	Gross Regional Product	$626,828,000,000	$43,384,000
Congestion	Average Speed	0	52
	Hours of congestion systemwide	3,536,881	-2,635
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.05
	Average travel time in minutes, transit	58.36	-0.22
Mode share	Total trips, auto	29,222,026	2,341
	Total trips, transit	3,306,482	-2,730
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	2,613
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.005
	Daily emissions of NOX, tons	50.937	-0.004
	Annual emissions of direct PM, tons	1,020.4	0.0
	Annual emissions of NOX, tons	20,187	0
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	2,314
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	52
	…as % of total impacted subzones	n/a	6%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	694
	…as % of total impacted subzones	n/a	83%
Peak period utilization	One-Way Traffic Volumes	0	5,100
	Peak Period One-Way Capacity	0	8,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Construction cost in 2009 dollars for the West extension is $180 million; the Far West extension $210 million (Neither engineering nor ROW acquisition included).

Connectivity: Project passes through Bartlett near its Metra Milwaukee District West commuter rail station.

Safety and Security: The proposed improvement addresses safety by providing a more gradual transition for traffic traveling to and from the eastern portions of the Elgin O'Hare Expressway. The improved corridor also provides an additional alternate east-west corridor in the event of incidents on several heavily traveled east-west thoroughfares in Northern DuPage County and far northwestern Cook county.

Consistency with subregional plans: Not identified.

Bicycle and pedestrian accommodations: the enhancement of existing bicycle and pedestrian trails is also part of the proposal.

Project Status

No planning studies or other activities have been initiated. This project is scheduled to be completed by year 2030.

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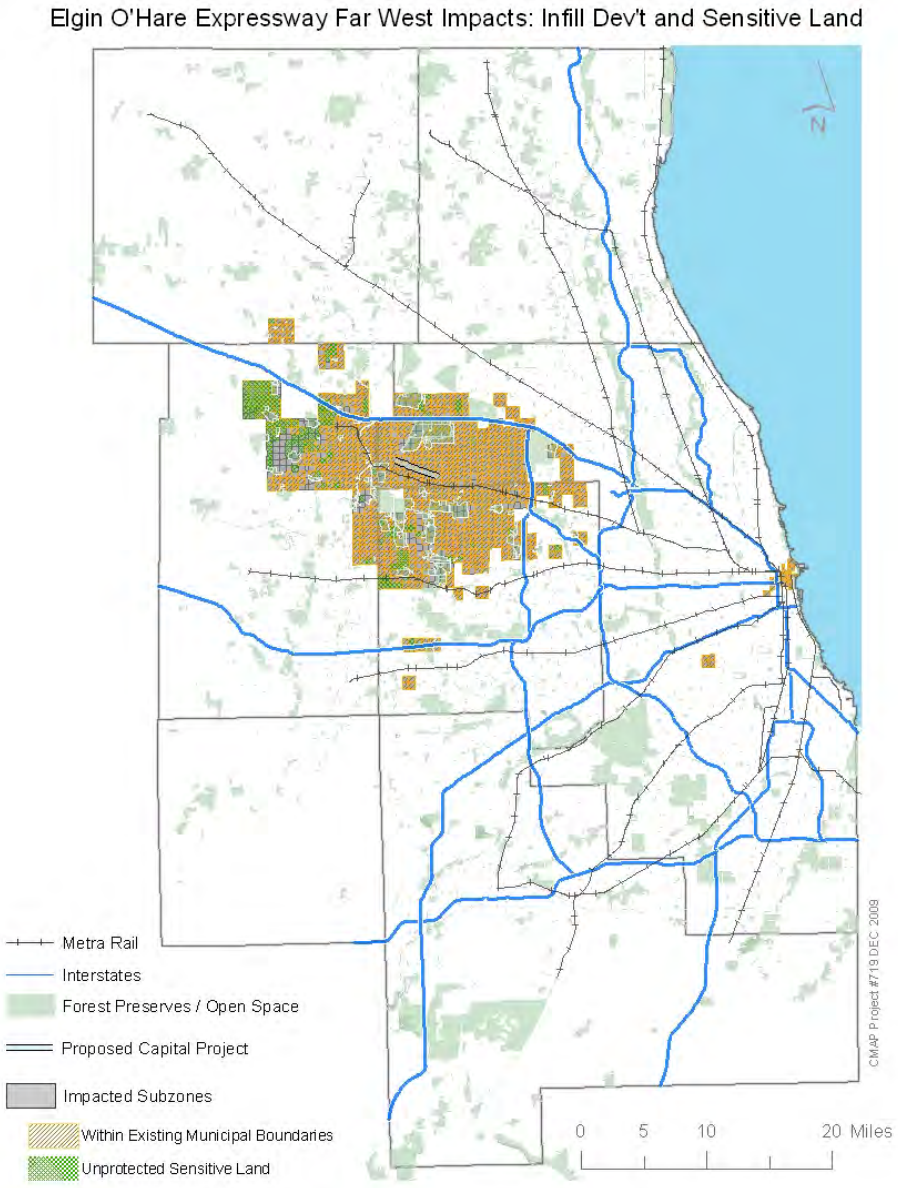
Elgin-O'Hare Far West Extension

Project Description

The Elgin-O'Hare Expressway is proposed to link the western suburbs in Cook and DuPage Counties with Chicago O'Hare International Airport at the proposed western terminal. This proposal, the Far West extension, calls for Lake Street from Shales Road east to East Bartlett Road (the entry to the limited access Elgin O'Hare Expressway) to become an upgraded arterial facility.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

This portion of the expressway is viewed as functioning as a regional boulevard with highly limited access points for intersecting traffic (Palatine Road in northwest Cook County may be a comparable thoroughfare). A transit mode is also being considered for this corridor.

The proposed improvement addresses safety by providing a more gradual transition for traffic traveling to and from the eastern portions of the Elgin O'Hare Expressway.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	657
	Total income in region	$412,724,000,000	$31,816,000
	Gross Regional Product	$626,828,000,000	$47,328,000
Congestion	Average Speed	10	4
	Hours of congestion systemwide	3,536,881	190
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.02
	Average travel time in minutes, transit	58.36	-0.03
Mode share	Total trips, auto	29,222,026	2,891
	Total trips, transit	3,306,482	-2,188
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	1,225
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	0.005
	Daily emissions of NOX, tons	50.937	-0.006
	Annual emissions of direct PM, tons	1,020.4	-0.1
	Annual emissions of NOX, tons	20,187	-2
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-4,221
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	135
	…as % of total impacted subzones	n/a	12%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	953
	…as % of total impacted subzones	n/a	82%
Peak period utilization	One-Way Traffic Volumes	3,600	1,500
	Peak Period One-Way Capacity	3,300	1,700
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Construction cost in 2009 dollars for the Far West extension is estimated at $210,000,000 (Neither engineering nor ROW acquisition included).

Connectivity: Proposal provides enhanced access to Metra Milwaukee District West services in Bartlett and also may facilitate east-west BRT or bus improvements.

Safety and Security: the improved corridor also provides an additional alternate east-west corridor in the event of incidents on several heavily traveled east-west thoroughfares in northern DuPage County and far northwest Cook County.

Bicycle and pedestrian accommodation: The enhancement of existing bicycle and pedestrian trails is also part of the proposal.

Project Status

This project is considered contingent on completion of Elgin O'Hare Expressway projects further east. No planning or engineering activities have been scheduled thus far. This project is scheduled to be completed by year 2030.

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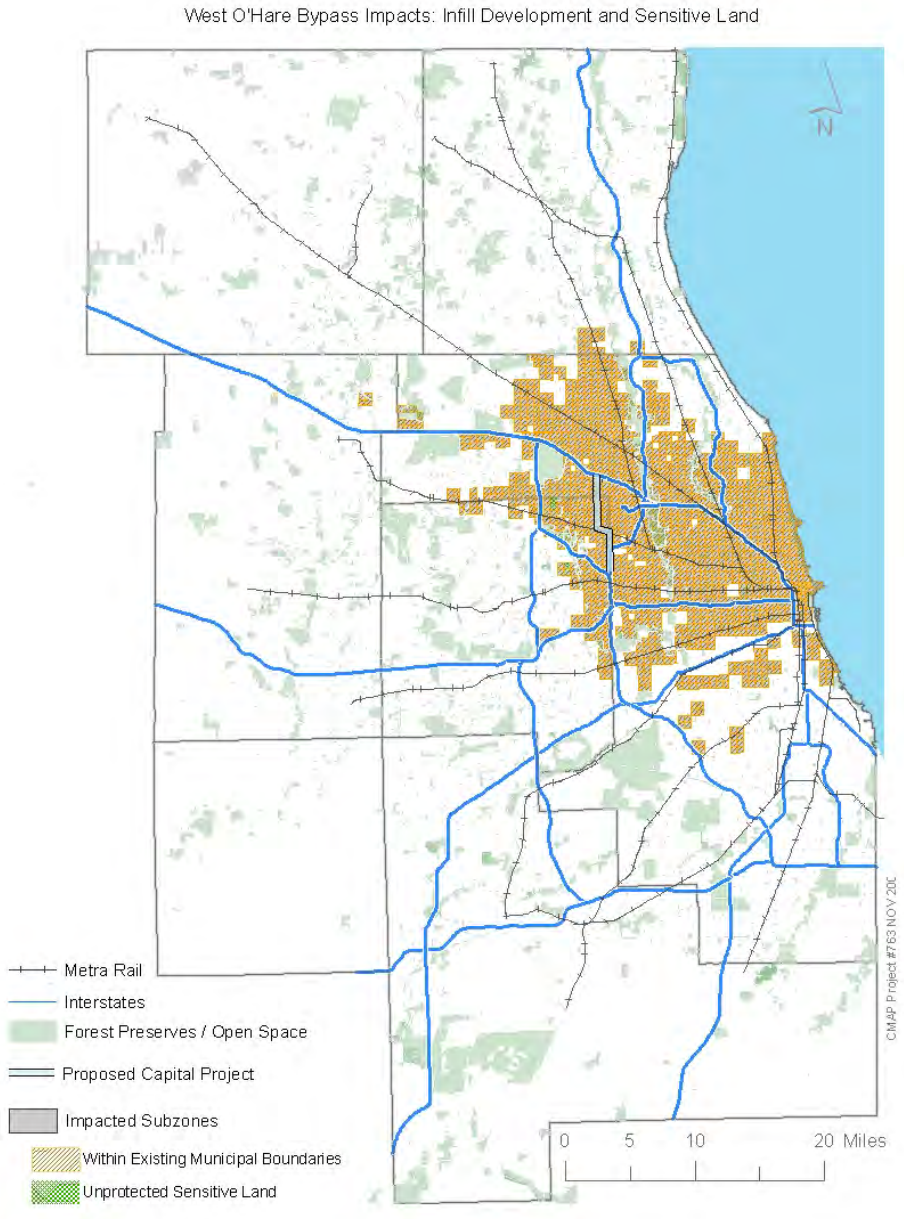
West O’Hare Bypass

Project Description

Being sought in conjunction with improvements to the Elgin O’Hare Expressway is improved access to O’Hare Airport from DuPage County and farther out western suburbs. The initial proposal is to provide a western bypass of O’Hare Airport with access to the western terminal.



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The proposal is comprised of several distinct phases of implementation. The West O'Hare Bypass proposal consists of two sections. On the south, a new spur freeway is proposed to connect from the Tri-State to the extended Elgin-O'Hare expressway and the planned O'Hare western terminal. The West O'Hare Bypass is anticipated to be east of York Road as it passes airport property. On the north, a new connection will link the proposed western terminal with the Jane Addams Tollway (I-90). The combined 6.5 mile long expressway will consist of 3 lanes in each direction (6 total). Interchanges along the West O'Hare Bypass are being examined at IL 72, Devon Avenue, the proposed western terminal, IL 19, and Green Street. These locations are subject to further study and approval by the FHWA. Multimodal (e.g. transit) accommodations are being proposed for the north leg. The West O'Hare Bypass will be operated as a toll expressway; ISTHA has incorporated this corridor as part of their future strategic plans.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	1,684
	Total income in region	$412,724,000,000	$84,649,000
	Gross Regional Product	$626,828,000,000	$123,959,000
Congestion	Average Speed	0	40
	Hours of congestion systemwide	3,536,881	-20,618
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.12
	Average travel time in minutes, transit	58.36	-0.13
Mode share	Total trips, auto	29,222,026	5,300
	Total trips, transit	3,306,482	-4,266
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	7,164
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.001
	Daily emissions of NOX, tons	50.937	0.039
	Annual emissions of direct PM, tons	1,020.4	0.9
	Annual emissions of NOX, tons	20,187	19
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	36,726
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	3
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	1,632
	…as % of total impacted subzones	n/a	100%
Peak period utilization	One-Way Traffic Volumes	0	5,600
	Peak Period One-Way Capacity	0	8,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: The exact total project cost is still to be determined; the highest cost alternative is estimated at $1.6 billion (Elgin O'Hare Eastern Extension DEIS, IDOT, September 2009). Approximate construction cost in 2009 dollars is $1.5 billion (IDOT District 1, October, 2009 - Neither engineering nor ROW acquisition included).

Connectivity: The project connects two major expressways, I-294 and I-90. Transit service to and from the western O'Hare terminal is proposed to be placed in the median of the West O'Hare Bypass, ostensibly as part of a STAR Line alternate alignment or branch. The West Bypass will also provide connections at the West O'Hare Terminal to proposed new transit services such as the O'Hare to Schaumburg Transit Service and the DuPage J Line BRT.

Safety and Security: The proposed improvement addresses safety by providing an expressway-grade alternative for north-south traffic traveling to, through, and from the industrial and commercial areas west of O'Hare Airport. The improved corridor also provides an additional alternate north-south corridor in the event of incidents on I-294, Mannheim Road or IL 83.

Bicycle and pedestrian accommodation: The development of a parallel north-south bicycle and pedestrian trail and its integration with existing and proposed local bicycle and pedestrian networks is also part of the proposal.

Consistency with subregional plans: The Elgin O'Hare East extension has also been endorsed as a major project by the Cook-DuPage Policy Committee as part of the Cook-DuPage Corridor Study (RTA).

Project Status

For planning and implementation, the West O'Hare Bypass is considered by IDOT as a joint project with the proposed Elgin O'Hare East Extension. For the joint project, Tier One Alternatives Analysis has been completed, with a Draft Environmental Impact Statement published in September 2009. Two preferred alternative alignments –only slightly differing in connection with I-294 south of the west O'Hare terminal – have been identified for further study. Public involvement activities remain underway in advance of project engineering. For more information on these ongoing project activities, go to www.elginohare-westbypass.org

This project is scheduled to be completed ahead of the Elgin O'Hare East Extension by year 2020.

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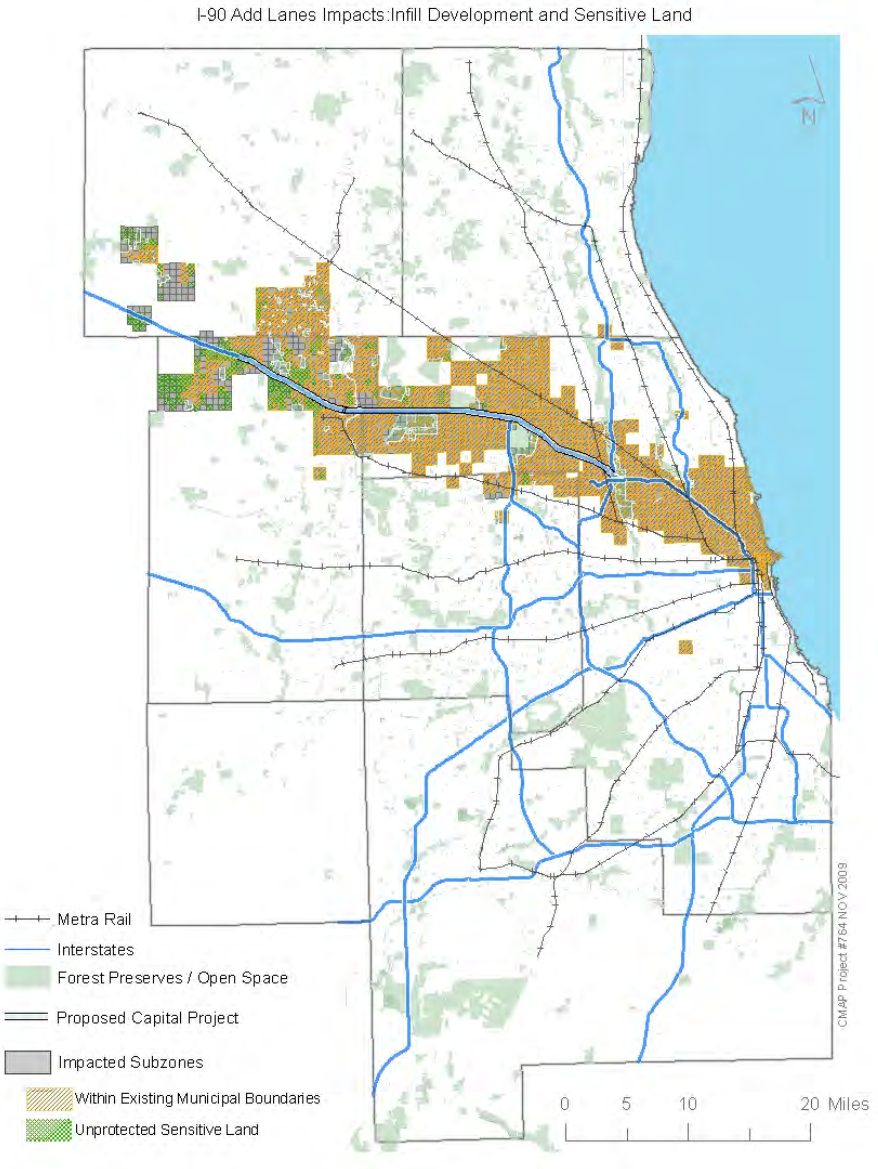
I-90 Add Lanes

Project Description:

I-90 (Jane Addams Memorial Tollway) serves northwest Cook, Kane and McHenry Counties, linking the region with the upper Midwest. The proposal is to provide an additional lane in each direction on the Jane Addams Memorial Tollway from I-294 to the Elgin Toll Plaza west to I-39 near Rockford.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes:

Lanes will be added from I-294 to I-39 – a 61 mile segment Access to the facility will be improved by: reconstructing the interchange at I-290/IL 53; expanding the interchanges at IL 47, Barrington Road, Elmhurst Road, and IL 72/Lee Street; and providing new interchanges at Irene Road, IL 23 and Meacham Road. Reconstruction of the Jane Addams along this corridor is also proposed as a concurrent work activity.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	3,183
	Total income in region	$412,724,000,000	$148,070,000
	Gross Regional Product	$626,828,000,000	$215,299,000
Congestion	Average Speed	12	8
	Hours of congestion systemwide	3,536,881	-87,652
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.25
	Average travel time in minutes, transit	58.36	-0.35
Mode share	Total trips, auto	29,222,026	6,461
	Total trips, transit	3,306,482	-6,787
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	7,155
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.087
	Daily emissions of NOX, tons	50.937	0.178
	Annual emissions of direct PM, tons	1,020.4	3.0
	Annual emissions of NOX, tons	20,187	86
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	113,046
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	187
	…as % of total impacted subzones	n/a	10%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	1,521
	…as % of total impacted subzones	n/a	81%
Peak period utilization	One-Way Traffic Volumes	12,500	2,600
	Peak Period One-Way Capacity	12,000	4,000
Facility condition	CRS score (applies to highways only)	n/a	6.9

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Estimated project capital cost is $2.3 billion (2009 $).

Connectivity: This project will facilitate access to: 1. several proposed STAR line stations from Hoffman Estates through Des Plaines; 2. the terminus of a proposed O'Hare to Schaumburg transit service; and 3. a proposed extension of the Milwaukee District West commuter rail service terminating in Huntley.

Safety and Security: The proposal enhances safety by providing additional capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents.

Bicycle and pedestrian accommodations: Safe walking and bicycling access across I-90 from adjoining neighborhoods to several open space areas and proposed transit services (e.g. STAR Line, O'Hare to Schaumburg, Metra Huntley Station) should be provided.

Consistency with subregional plans: this project is concurred upon within the Kane County's 2030 Long Range Transportation Plan and 2030 Land Resource Management Plan. The Village of Hoffman Estates 2007 Comprehensive Plan recommends continuing work with ISTHA toward implementing the additional lanes. Interchange access improvements are recommended in the Infrastructure section of the McHenry County 2030 Comprehensive Plan.

Project Status:

The project is listed in the Illinois Tollway's Congestion Reduction Program (http://www.illinoistollway.com/pls/portal/url/PAGE/Tollway/TrafficConst/TrafficConst_CRP/). This project has a year 2020 completion time frame. Thus far neither planning nor preliminary engineering have commenced.

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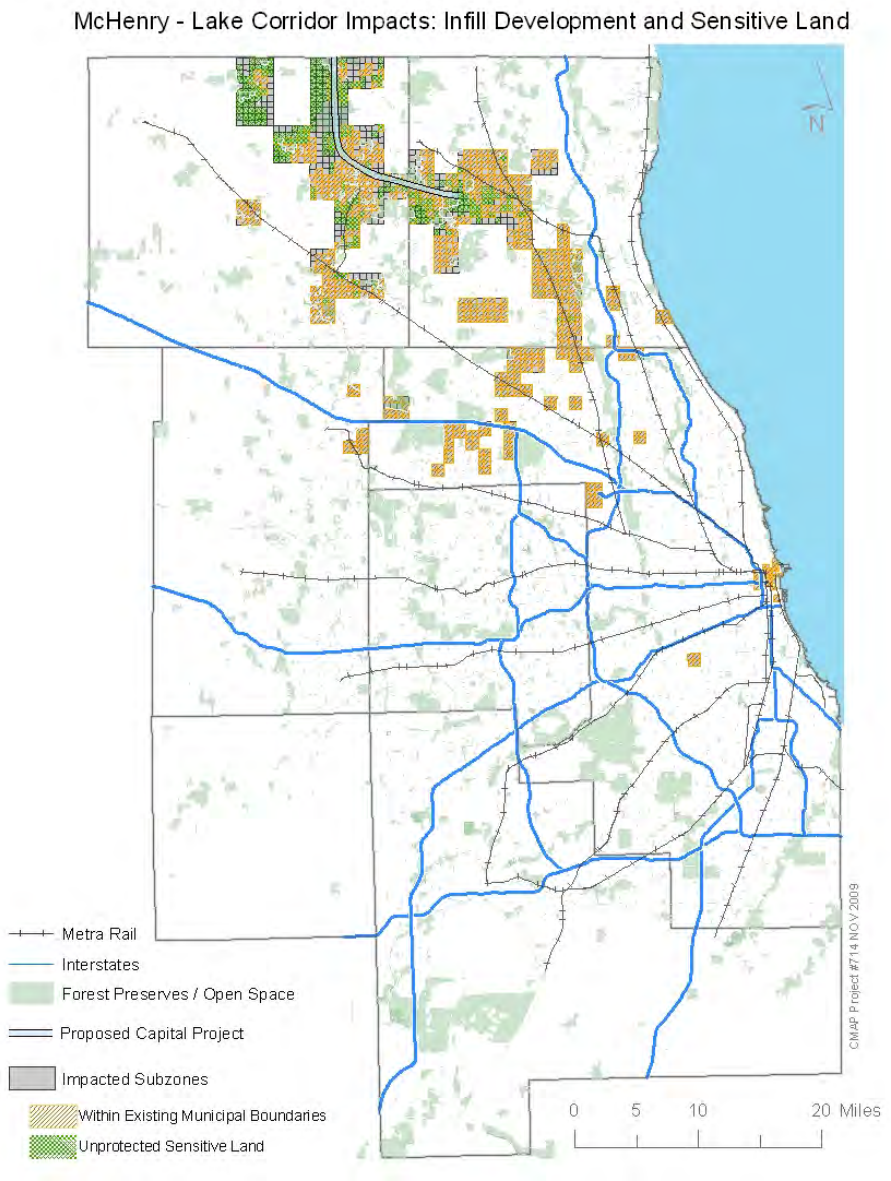
McHenry-Lake Corridor

Project Description

The initial proposal is to provide a fully access-controlled highway from the terminus of the US12 freeway at the Wisconsin border to the IL120 north extension near Wilson/Fairfield Road.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcome

This proposal will provide 18.8 miles of a 4-lane limited access expressway originating just west of Wilson Road and IL 120 (the western terminus of a proposed E-W Central Lake Corridor) in Round Lake northwest to US 12 in Wisconsin north of Richmond, IL.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	507
	Total income in region	$412,724,000,000	$21,285,000
	Gross Regional Product	$626,828,000,000	$31,446,000
Congestion	Average Speed	0	51
	Hours of congestion systemwide	3,536,881	5,285
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.02
	Average travel time in minutes, transit	58.36	0.05
Mode share	Total trips, auto	29,222,026	2,527
	Total trips, transit	3,306,482	-809
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	346
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	0.044
	Daily emissions of NOX, tons	50.937	0.061
	Annual emissions of direct PM, tons	1,020.4	0.9
	Annual emissions of NOX, tons	20,187	27
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	29,537
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	260
	…as % of total impacted subzones	n/a	22%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	803
	…as % of total impacted subzones	n/a	68%
Peak period utilization	One-Way Traffic Volumes	0	3,800
	Peak Period One-Way Capacity	0	8,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Construction cost in 2009 dollars is estimated at $1 billion (IDOT District 1, October, 2009 - Neither engineering nor ROW acquisition included).

Connectivity: Project if completed will provide enhanced access to Union Pacific Northwest commuter rail service in Johnsburg and McHenry, and existing improved Milwaukee District North service in Round Lake.

Safety and Security: This proposal enhances safety by providing an expressway grade travel corridor to which existing traffic will likely divert to, away from the more concentrated residential and commercial areas.

Bicycle and pedestrian accommodation: Consideration of non-motorized travel along and across the entire proposed facility is recommended.

Consistency with subregional plans: Not identified.

Project Status:

Both the Illinois Tollway and IDOT have this project listed in their respective long range plans. At this juncture no plans or engineering is scheduled to begin, nor has there been any funding sources identified. This project has a year 2040 completion time frame.

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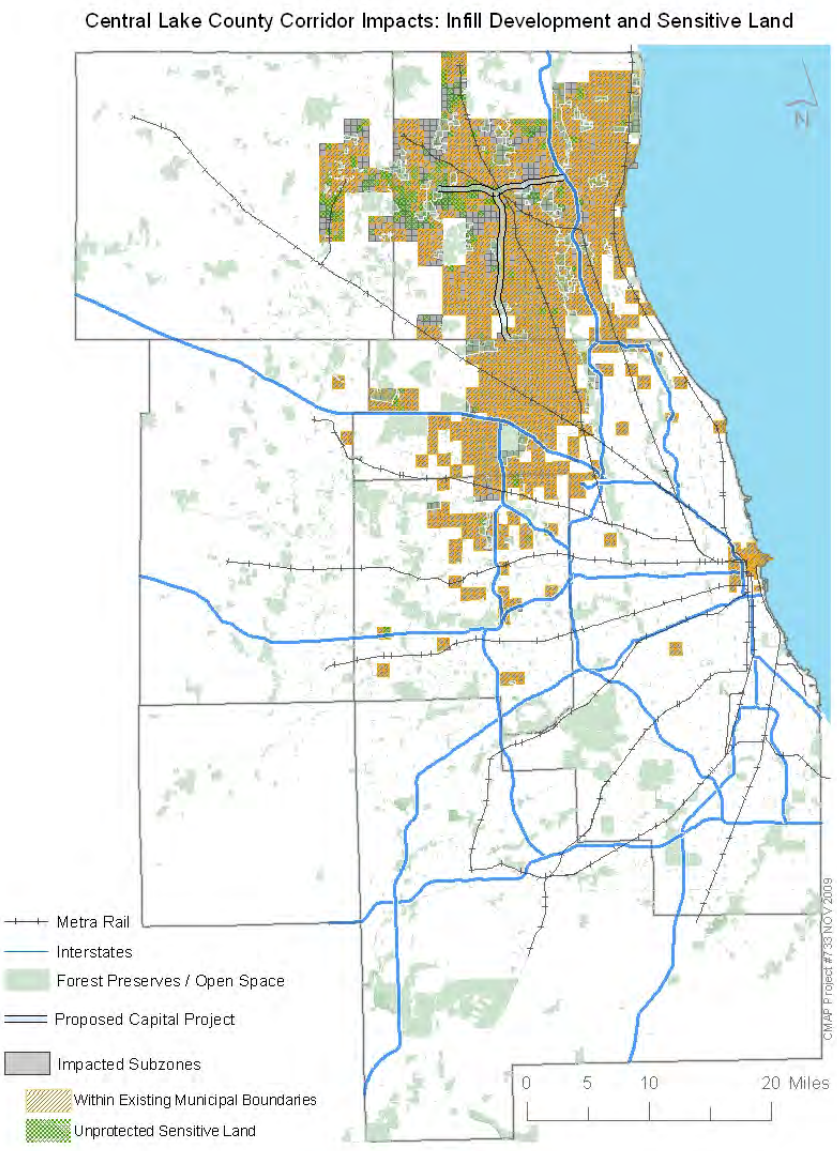
Central Lake County Corridor

Project Description:

The initial proposal is to extend IL53 from its current terminus at Lake-Cook Road to central Lake County. The proposal includes a dual terminus with I-94 to the east and IL120 at Wilson Road to the west. The proposal is intended to provide improved accessibility for Central Lake County. The current terminus of Route 53 at Lake Cook Road diverts travelers from and through Lake County onto local roadways.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Description

In addition to new expressway level corridors for both north-south (12 miles) and east-west (11 miles) travel, The proposal includes additional lanes at connections to I-94 and IL120. Preliminary studies for the implementation of an IL 120 bypass is being pursued independently of the proposed IL 53 extension by state and county transportation agencies. Interchanges along the north-south IL 53 extension at Lake Cook Road, IL 22, Midlothian Road, and Peterson Road have been proposed. As for the east-west alignment, it is recommended to have 4 lanes, with prospective interchange locations include Fairfield Road, Cedar Lake Road, Hainesville Road, Allegany Road, IL 83, and US 45.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	9,838
	Total income in region	$412,724,000,000	$513,650,000
	Gross Regional Product	$626,828,000,000	$755,218,000
Congestion	Average Speed	0	25
	Hours of congestion systemwide	3,536,881	-152,922
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.40
	Average travel time in minutes, transit	58.36	-0.72
Mode share	Total trips, auto	29,222,026	14,428
	Total trips, transit	3,306,482	-13,630
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	8,783
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.331
	Daily emissions of NOX, tons	50.937	-0.007
	Annual emissions of direct PM, tons	1,020.4	2.7
	Annual emissions of NOX, tons	20,187	17
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	90,192
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	211
	…as % of total impacted subzones	n/a	9%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	1,907
	…as % of total impacted subzones	n/a	79%
Peak period utilization	One-Way Traffic Volumes	0	9,200
	Peak Period One-Way Capacity	0	12,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Construction cost in 2009 dollars is estimated at $1 billion for the east-west section and $1 billion for the north-south section (IDOT District 1, October, 2009 - Neither engineering nor ROW acquisition included).

Connectivity: The project connects IL 53 and IL 120, with access to I-94. The proposed north-south and east-west corridors provide expedited access to several Milwaukee District North and North Central Service commuter rail stations.

Safety and Security: The completion of the respective Central Lake corridors will provide alternative routes for evacuation and first response actions. Both the north-south and east-west alignments in this proposal enhance safety by providing an expressway grade travel corridor to which existing traffic will likely divert to, away from the more concentrated residential and commercial areas.

Bicycle and pedestrian accommodation: Consideration of non-motorized travel along and across the entire proposed facility is recommended.

Consistency with subregional plans: Both the Village of Barrington and Village of Buffalo Grove encourage the completion of the IL 53 (north-south) extension within their respective comprehensive plans. The Village of Grayslake supports the addition of "east-west" capacity that could be part of a Central Lake Corridor within their 2005 Comprehensive Plan.

Project Status:

The dual east-west terminus of the Central Lake Corridor parallel to IL 120 is viewed as a year 2020 completion project. A feasibility study and identification of a preferred alternative alignment has been conducted by Lake County Division of Transportation. County officials have discussed toll financing as a means of funding. The north-south extension of IL 53 is regarded as a year 2030 project.

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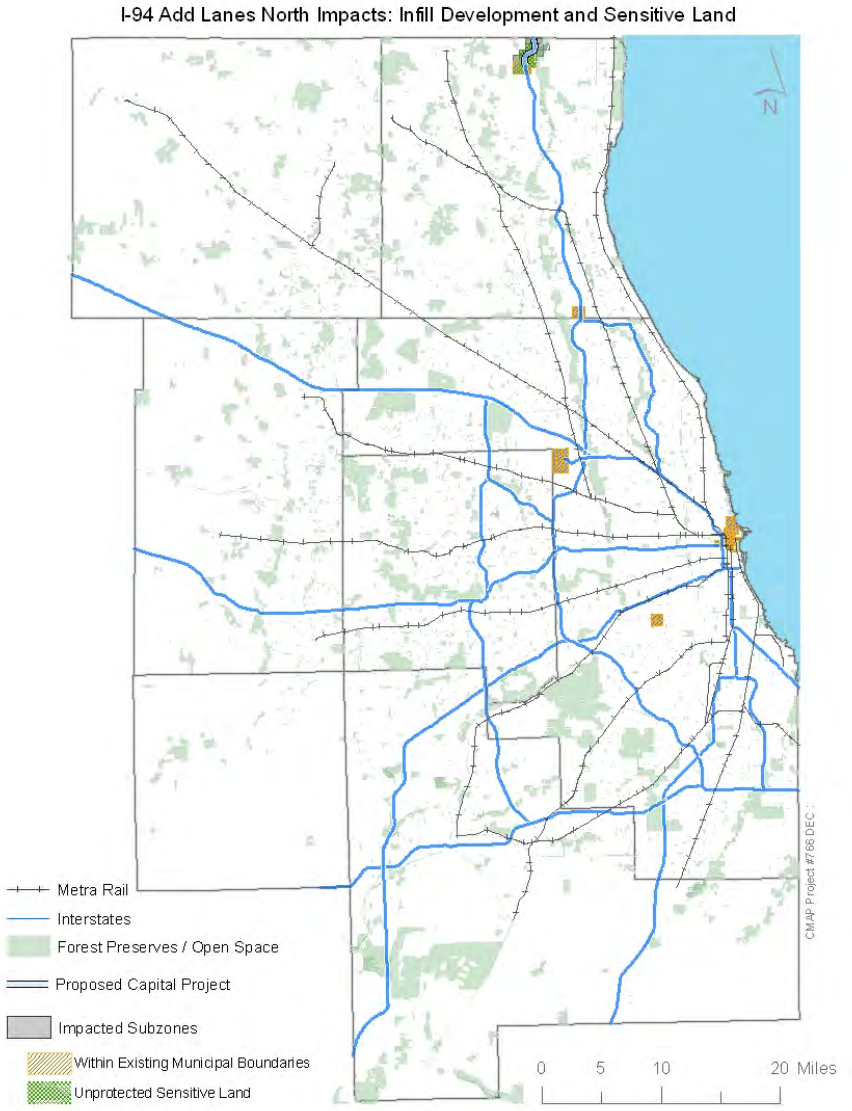
I-94 North Add Lanes

Project Description

The Tri-State Tollway was originally intended to provide a bypass of congested city highways for external trips traveling through the region. Today, the Tri-State also links suburban communities in an arc from the south suburbs to Lake County, providing access to O'Hare International Airport and several commercial and industrial centers, as well as intermodal freight terminals. An additional lane is proposed for I-94 in far northern Lake County from IL 173 to the Wisconsin Border.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The initial proposal is to provide additional lanes (1 lane each direction) on 2.8 miles of I-94 north from IL 173/Russell Rd to the Wisconsin state line. The project will provide capacity continuity between: 1. the recently completed add-lanes project on the Tri-State Tollway's north section from Balmoral Avenue north to IL 173; and 2. a proposed add-lanes project for I-94 in Wisconsin from the IL border to I-894/Mitchell Airport.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	935
	Total income in region	$412,724,000,000	$45,009,000
	Gross Regional Product	$626,828,000,000	$66,826,000
Congestion	Average Speed	20	24
	Hours of congestion systemwide	3,536,881	-14,801
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.03
	Average travel time in minutes, transit	58.36	-0.09
Mode share	Total trips, auto	29,222,026	655
	Total trips, transit	3,306,482	-612
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	11
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.012
	Daily emissions of NOX, tons	50.937	-0.011
	Annual emissions of direct PM, tons	1,020.4	-0.1
	Annual emissions of NOX, tons	20,187	-4
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-10,976
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	10
	…as % of total impacted subzones	n/a	12%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	70
	…as % of total impacted subzones	n/a	84%
Peak period utilization	One-Way Traffic Volumes	8,000	800
	Peak Period One-Way Capacity	12,000	4,000
Facility condition	CRS score (applies to highways only)	8.3	0.0

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Cost: Estimated project cost is $100 million (2009 $).

Connectivity: project may provide enhanced access to a proposed extension of the Metra Milwaukee District North commuter rail service to Wadsworth, IL.

Safety and Security: This proposal enhances the corridor's ability to facilitate travel for evacuation and response to incidents.

Bicycle and pedestrian accommodations: Not identified.

Consistency with subregional plans: Not identified.

Project Status:

Thus far no planning studies nor preliminary engineering has been undertaken. This project has a year 2015 completion time frame.

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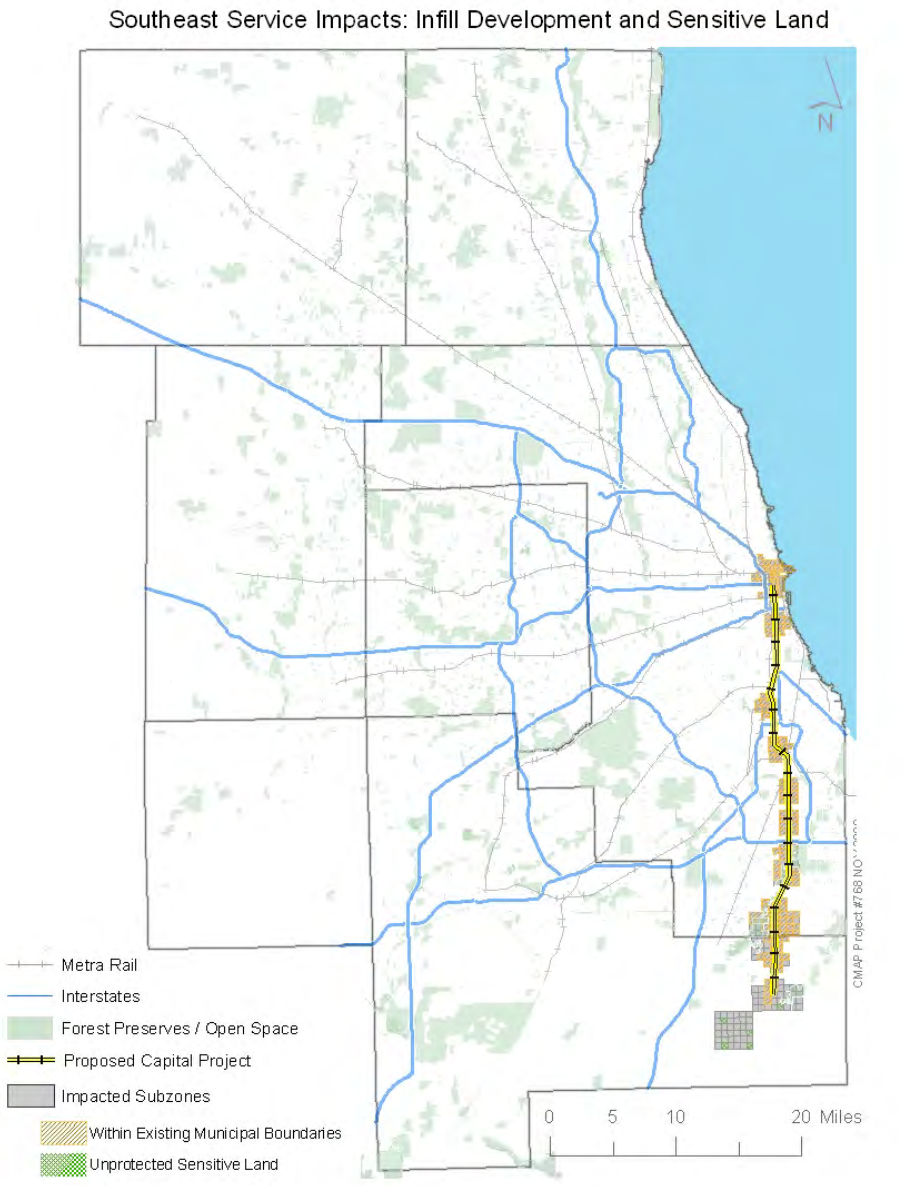
Southeast Service

Project description

The proposal is to introduce a new commuter rail line serving Chicago, southern Cook and northeastern Will County. The project is a new commuter rail line between the Chicago CBD and southern Cook/northeastern Will County suburbs.

Project map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project details and evaluation outcomes

The proposed route runs north from Crete using primarily UP/CSX right-of-way, joining the Metra Rock Island District at Gresham to LaSalle Street Station. The project is 33 miles long, serves nearly 20 communities in southern Cook and eastern Will Counties, and includes approximately 10 new stations.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	642
	Total income in region	$412,724,000,000	$28,110,000
	Gross Regional Product	$626,828,000,000	$41,572,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	-6,333
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.01
	Average travel time in minutes, transit	58.36	-0.11
Mode share	Total trips, auto	29,222,026	-3,162
	Total trips, transit	3,306,482	7,923
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-423
	Average number of jobs accessible within 75 minutes by transit	1,268,062	16,894
Air quality	Daily emissions of VOC, tons	63.554	0.006
	Daily emissions of NOX, tons	50.937	-0.010
	Annual emissions of direct PM, tons	1,020.4	0.2
	Annual emissions of NOX, tons	20,187	-3
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	9,111
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	5
	…as % of total impacted subzones	n/a	1%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	255
	…as % of total impacted subzones	n/a	71%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: The project is estimated to be completed in 2030. Project capital cost is estimated at $733 million (in 2009$). Annual operating costs have not yet been estimated5

Connectivity: The project improves connectivity to a number of Pace routes operating in southern Cook County, as well as the proposed South Suburban Airport and the future southern leg of the STAR Line.

Safety and security: The proposed new service will enhance safety by reducing vehicle demand along nearby north-south expressways, while providing a route for evacuation and travel following an incident.

Bicycle and pedestrian accommodation: The stations along the proposed line will feature bicycle parking facilities and be integrated into their communities' respective bicycle and pedestrian thoroughfares.

Consistency with subregional plans: Specific land use plans for transit-oriented development projects supporting Southeast Service have been conducted by most of the communities along the proposed rail line. The South Suburban Commuter Rial Study Corridor Land Use and Local Financing Study was completed for each proposed station site in December 2004 by Wilbur Smith Associates. Phase II of the Study was completed in December 2007. Also, the project is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan.

Project status

The project is currently progressing through the federal New Starts process. More information is on Metra's website at: http://metraconnects.metrarail.com/ses.php. This project has a year 2017 completion time frame.

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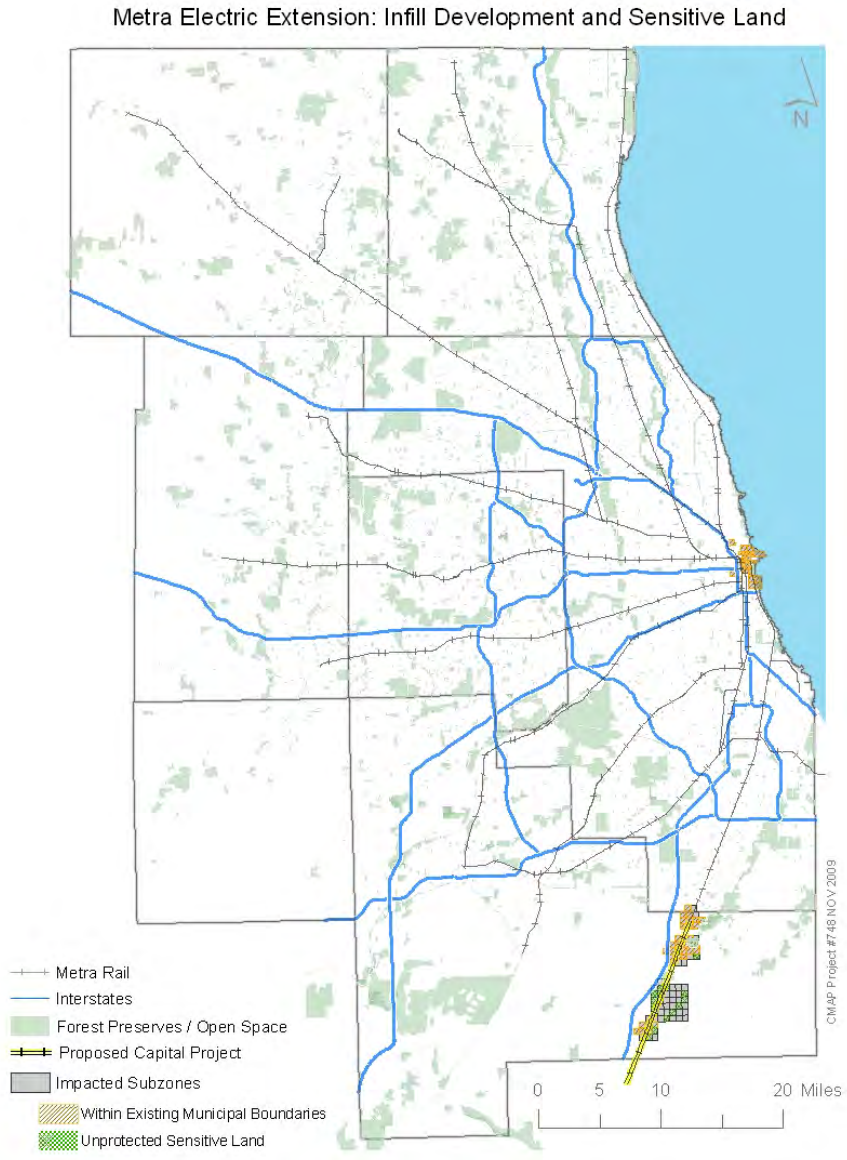
Metra Electric District Extension and Improvements

Project description

The Metra Electric District (MED) serves southern Chicago and the south suburbs. The initial proposal is to upgrade infrastructure and service levels. An 8-mile extension of the Metra Electric District line between University Park and the proposed South Suburban Airport is also recommended.

Project map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project details and evaluation outcomes

This proposal includes relocation of the present facilities at 18th Street and Weldon Yard the currently service Metra Electric trains during the daytime layover. The present facility has long been overcrowded and outmoded, so an entirely new facility suitable for both present needs and potential expansion will be required. The proposal also includes consideration of alternative service levels. Improved local community access, increased frequencies and off-peak service, as well as service and fare coordination with other transit services are expected to increase demand and better serve local needs. The proposed extension to the South Suburban Airport is expected to provide transit access to jobs at and near the airport, plus express passenger transport to and from downtown Chicago and intermediate locations.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	337
	Total income in region	$412,724,000,000	$18,555,000
	Gross Regional Product	$626,828,000,000	$27,428,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	9,022
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.01
	Average travel time in minutes, transit	58.36	-0.59
Mode share	Total trips, auto	29,222,026	-3,078
	Total trips, transit	3,306,482	2,041
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	2,526
	Average number of jobs accessible within 75 minutes by transit	1,268,062	5,396
Air quality	Daily emissions of VOC, tons	63.554	0.017
	Daily emissions of NOX, tons	50.937	-0.012
	Annual emissions of direct PM, tons	1,020.4	-0.2
	Annual emissions of NOX, tons	20,187	-5
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-8,004
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	18
	…as % of total impacted subzones	n/a	13%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	83
	…as % of total impacted subzones	n/a	58%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: (2009 $) $260,000,000 estimated capital project cost.

Connectivity: The project provides enhanced connectivity to existing CTA bus and rapid transit services, proposed South Lakefront transit service, and multiple commuter rail services via the proposed Central Area Transitway.

Safety and security: The proposal enhances security by providing an additional means of travel for nearby parallel expressway corridors (I-57 and IL 394) in the event of a long duration major incident.

Bicycle and pedestrian accommodation: The stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trail systems.

Consistency with subregional plans: The project from University Park to the proposed South Suburban Airport is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan.

Project status

This project has not undergone Alternatives Analysis or any Phase I engineering component of the federal planning process. This project has a year 2020 completion time frame.

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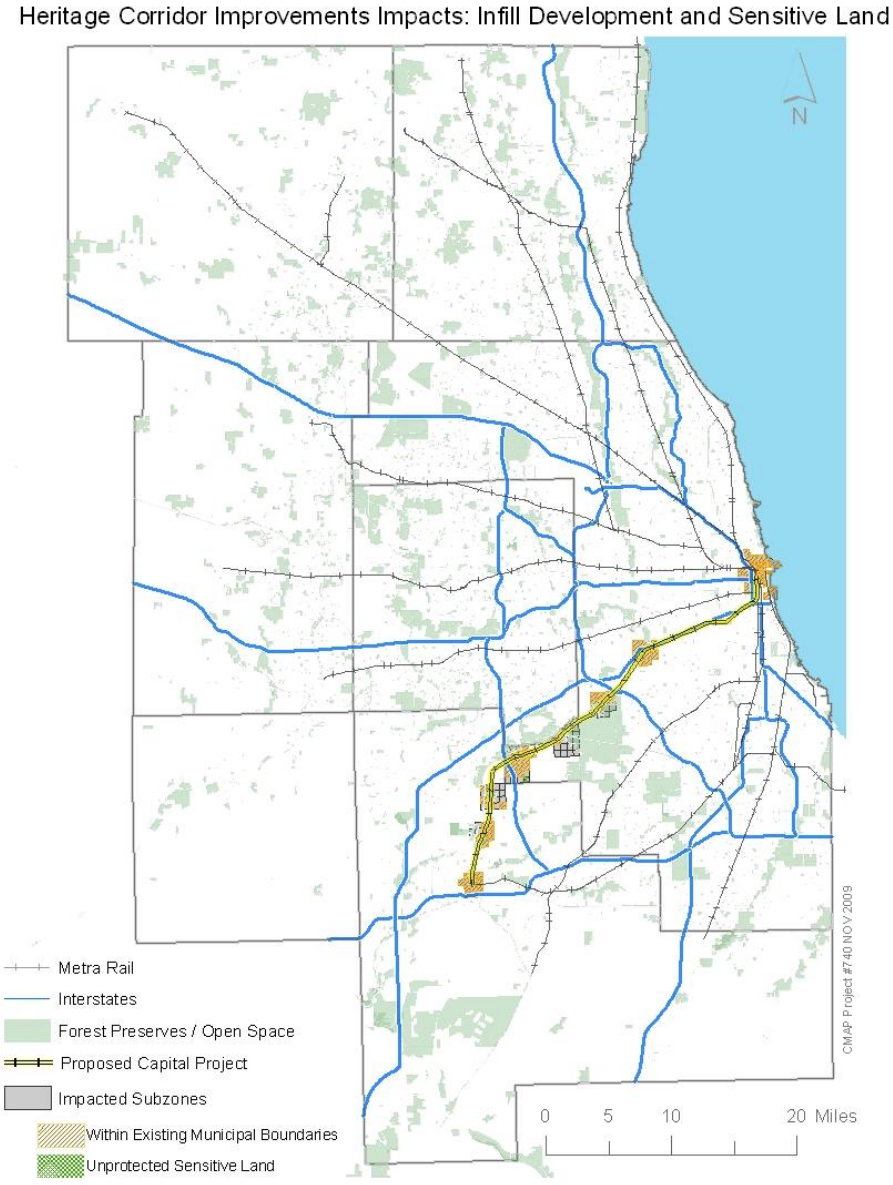
Heritage Corridor Improvements

Project Description

The Heritage Corridor is a 38-mile commuter rail line serving communities in southwest Cook and northwest Will Counties. The Heritage Corridor project will provide full-service commuter rail operations on the Heritage corridor to serve Chicago, Summit, Justice, Willow Springs, Lemont, Lockport, Romeoville, and Joliet.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The line, which also serves interregional passenger rail and a busy freight service, currently has limited service. The proposal is to upgrade infrastructure and service levels and to add stations. Expanded service will include improved peak and off-peak service frequencies as well as weekend service. The improvements are also expected to reduce passenger delays by resolving freight conflicts and expanding service to additional stations. Several improvements recommended by the CREATE Plan have been completed or will be completed in the near term.

Please note that several of the evaluation measures below were recalculated using different methods, due to problems in the evaluation process. Therefore comparison of this project's results to others should be done with caution.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	N/A
	Total income in region	$412,724,000,000	N/A
	Gross Regional Product	$626,828,000,000	N/A
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	9,043
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.39
	Average travel time in minutes, transit	58.36	-0.95
Mode share	Total trips, auto	29,222,026	-2,775
	Total trips, transit	3,306,482	4,181
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-4,592
	Average number of jobs accessible within 75 minutes by transit	1,268,062	28,864
Air quality	Daily emissions of VOC, tons	63.554	0.180
	Daily emissions of NOX, tons	50.937	0.020
	Annual emissions of direct PM, tons	1,020.4	0.2
	Annual emissions of NOX, tons	20,187	9
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	22,996
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	3
	…as % of total impacted subzones	n/a	2%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	125
	…as % of total impacted subzones	n/a	74%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: $178,000,000 (2009 $) estimated project capital cost.

Connectivity: Proposed improvements enhance existing connectivity potential in Joliet (Metra Rock Island District) and may provide additional connectivity with the STAR Line (Joliet) and Inner Circumferential Rail Service (Summit).

Safety and Security: The proposal enhances security by providing an additional means of travel for a congested corridor (parallel to I-55) in the event of a long duration major incident.

Bicycle and pedestrian accommodations: The stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: The project is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan. The CREATE Project also recommends freight improvements on this line, including two proposed grade separations of rail to rail crossings. .

Project Status

This project has not undergone Alternatives Analysis or any Phase I engineering component of the federal planning process. $20,000,000 for CREATE improvements has been programmed in the 2010-2014 Northeastern Illinois Transportation Improvement Program (TIP); however no work has been awarded This project has a year 2020 completion time frame.

Return to Project List

Southwest Service Improvements and Extension

Project Description

The proposal is to upgrade infrastructure and service levels and to provide an extension of service within rapidly-growing Will County to Midewin (former Joliet Arsenal site).

Project Map

This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The proposal includes constructing a 2-mile segment beginning west of Belt Junction (Belt Railway of Chicago, BRC) near 75th/Loomis, with a combination of bridges and embankment, crossing above Norfolk Southern (NS) tracks south of 74th St, ending near 75th/Normal where the SouthWest Service (SWS) will access the RID tracks. This installation of two rail-to-rail grade separations to carry the SWS above the BRC and NS tracks will provide improved reliability and fewer operating conflicts. Rerouting the SouthWest service into Chicago's LaSalle Street Station will relieve congested operations at Union Station. The 5.8 mile extension of the SouthWest Service to Midewin will provide commuter rail service to the Midewin National Tallgrass Prairie, Lincoln National Cemetery, and the Centerpoint Intermodal Center, as well as provide a terminal closer to rapidly growing Elwood and Wilmington. The extension will use primarily former Joliet Arsenal right-of-way by connecting at Manhattan.

Please note that several of the evaluation measures below were recalculated using different methods, due to problems in the evaluation process. Therefore comparison of this project's results to others should be done with caution.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	n/a
	Total income in region	$412,724,000,000	n/a
	Gross Regional Product	$626,828,000,000	n/a
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	1,823
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.38
	Average travel time in minutes, transit	58.36	-0.75
Mode share	Total trips, auto	29,222,026	-11,967
	Total trips, transit	3,306,482	7,927
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-3,829
	Average number of jobs accessible within 75 minutes by transit	1,268,062	21,640
Air quality	Daily emissions of VOC, tons	63.554	0.107
	Daily emissions of NOX, tons	50.937	-0.055
	Annual emissions of direct PM, tons	1,020.4	-0.8
	Annual emissions of NOX, tons	20,187	-18
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-6,025
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	11
	…as % of total impacted subzones	n/a	4%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	239
	…as % of total impacted subzones	n/a	76%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: (2009 $) $186,000,000 for 75th Street segment; $32,000,000 for extension from Manhattan to Midewin; and, $261,000,000 for improvements enabling full service level.

Connectivity: Service level improvements and extension of service will enhance transfer opportunities between the Southwest Service lines and other lines – Rock Island District and Southeast Service - that will share the former Rock Island (east of the Dan Ryan Expressway) tracks, 35th Street and LaSalle Street stations. There will also be enhanced access to CTA services such as the Green Line, Orange Line, Brown Line, and Purple Line (LaSalle Street at Van Buren Street).

Safety and Security: The proposal enhances safety by separating commuter train from freight train movements. The proposal enhances security by providing an additional means of travel for nearby parallel expressway corridors (I-55, I-57) and major arterials in the event of a long duration major incident.

Bicycle and pedestrian accommodations: the stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: the project is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan.

Project Status

This project has not undergone Alternatives Analysis or any Phase I engineering component of the federal planning process. This project has a multi-step completion time frame: year 2020 for the 75th Street segment, and year 2040 for both the Manhattan to Midewin extension and improvements enabling full service.

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Rock Island District Improvements and Extension

Project Description

The Rock Island District (RID) Line currently operates between LaSalle Street Station in downtown Chicago and Joliet Union Station. The initial proposal is to upgrade infrastructure and service levels. An extension to Minooka is also proposed.

Project Map

This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The upgrade proposal includes adding a third track to the nine-mile double-track portion (between Gresham Junction and a point north of 16th Street Junction) of the Rock Island District (RID) Line, north from Gresham, where the Beverly Branch trains connect with the RID Main Line. The additional track will accommodate future expansion of RID service, the proposed South East Service and the eventual connection of the South West Service with LaSalle Street Station. A grade separation is being planned over the Norfolk Southern RR at 63rd Street as part of the CREATE program. The project will also include related bi-directional signals and centralized traffic control to integrate with existing RID operations, plus several new or rehabbed bridges over city streets. Ancillary benefits include freeing up capacity at Chicago Union Station.

Another significant Rock Island District upgrade proposal includes the 47th Street Yard improvements that will expand and modernize the operations facilities between 47th and 51st Streets that serve as storage and maintenance facilities for all trains using the line. This yard expansion also offers the potential to implement express or limited-stop service.

The proposed extensions include several options to provide passenger rail service west of Joliet. Due to the significant residential growth in Will, Kendall, and Grundy Counties, an extension of the Rock Island District Line from Joliet to Minooka is proposed. The proposed routing would travel west from Joliet along the former Rock Island (now CSX) tracks to near the intersection with the Elgin Joliet and Eastern (EJ&E) tracks in Minooka on the border of Will, Kendall, and Grundy Counties. The initial proposed extension would stretch 10 miles beyond the current terminus. It would bring commuter rail service to the communities of Rockdale, Channahon, and Minooka, as well as southwestern Joliet and other surrounding communities.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	2,127
	Total income in region	$412,724,000,000	$90,878,000
	Gross Regional Product	$626,828,000,000	$135,846,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	-19,881
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.13
	Average travel time in minutes, transit	58.36	0.45
Mode share	Total trips, auto	29,222,026	-26,739
	Total trips, transit	3,306,482	6,212
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	622
	Average number of jobs accessible within 75 minutes by transit	1,268,062	4,215
Air quality	Daily emissions of VOC, tons	63.554	-0.052
	Daily emissions of NOX, tons	50.937	-0.063

	Annual emissions of direct PM, tons	1,020.4	-1.0
	Annual emissions of NOX, tons	20,187	-25
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-134,002
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	8
	…as % of total impacted subzones	n/a	1%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	602
	…as % of total impacted subzones	n/a	98%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: (In 2009 $) $47,000,000 for additional track from 16th St to Gresham; $235,000,000 for 47th Street yard expansion; and, $48,000,000 million for extension from Joliet to Minooka.

Connectivity: Service level improvements and extension of service will enhance transfer opportunities between the Southwest Service lines and other lines – Rock Island District and Southeast Service - that will share the former Rock Island (east of the Dan Ryan Expressway) tracks, 35th Street and LaSalle Street stations. There will also be enhanced access to CTA services such as the Green Line, Orange Line, Brown Line, and Purple Line (LaSalle Street at Van Buren Street). Line also will have enchanced connectivity with several east-west CTA bus routes serving the far south and southwest side, this includes a recently proposed additional new station at Auburn Park (79th Street).

Safety and Security: the proposal enhances safety by separating commuter train from freight train movements. The proposal enhances security by providing an additional means of travel for nearby parallel expressway corridors (I-57, I-80) and major arterials in the event of a long duration major incident.

Bicycle and pedestrian accommodation: the stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: the project is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan.

Project Status

This project has not undergone Alternatives Analysis or any Phase I engineering component of the federal planning process. This project has a multi-step completion time frame: year 2020 for the improvements along the existing corridor and 2040 for the extension from Joliet to Minooka.

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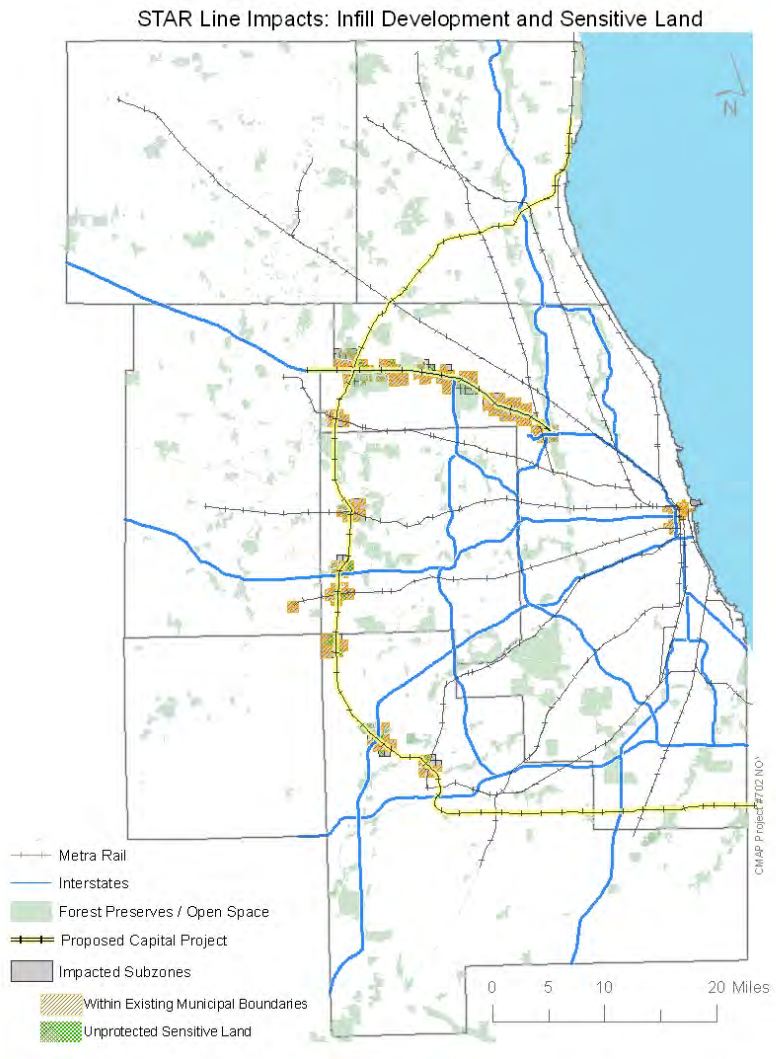
STAR Line

Project Description

The STAR Line, in its entirety, is a vision for non-radial commuter transit choices in the Chicago region. Anchored along existing circumferential rail facilities, the proposal includes strategic connections to major employment centers.

The initial proposal of the Suburban Transit Access Route (STAR) Line is for new transit infrastructure serving non-radial markets along the Northwest Tollway (I-90) and the Outer Circumferential (EJ&E) Corridor in Cook, DuPage and Will Counties. The proposal also includes potential future phases; east and north segments to serve Lake and Will Counties and an Inner Circumferential Service to serve central Cook County between Midway and O'Hare Airports.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The first phase of the STAR line will, over 55 miles, connect nearly 100 communities. Using two dedicated transportation corridors, the first runs approximately 36 miles along the Elgin, Joliet & Eastern (EJ&E) railroad corridor connecting several suburban communities in western DuPage County with Joliet in western Will County and Hoffman Estates in northwest Cook County. The second corridor runs approximately 19 miles along the Northwest Tollway (I-90) connecting communities in northwest Cook County with O'Hare International Airport.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	829
	Total income in region	$412,724,000,000	$33,894,000
	Gross Regional Product	$626,828,000,000	$50,861,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	3,736
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.08
	Average travel time in minutes, transit	58.36	0.08
Mode share	Total trips, auto	29,222,026	-37,500
	Total trips, transit	3,306,482	37,341
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-1,271
	Average number of jobs accessible within 75 minutes by transit	1,268,062	57,632
Air quality	Daily emissions of VOC, tons	63.554	-0.011
	Daily emissions of NOX, tons	50.937	-0.022
	Annual emissions of direct PM, tons	1,020.4	-0.3
	Annual emissions of NOX, tons	20,187	-8
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-28,392
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	36
	…as % of total impacted subzones	n/a	12%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	243
	…as % of total impacted subzones	n/a	81%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	n/a

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: The Joliet to O'Hare phase of the project is estimated to be completed in 2017. Project capital cost is estimated at $2.7 billion (in 2009$). Annual operating costs have not yet been estimated.

Connectivity: A primary benefit of the STAR Line is the additional connectivity that it creates. The STAR Line connects to the Burlington Northern Santa Fe (BNSF), Union Pacific-West (UP-W), Milwaukee District-West (MD-W) and North Central Service (NCS) Metra lines and also connects to the CTA Blue Line. A number of Pace and CTA bus services also would connect to this facility, as well as the proposed "J-Line" BRT and proposed transit service along the Elgin-O'Hare Expressway.

Safety and security: N-S portion of route will provide travel alternative for IL 31, IL 25, IL 59, Weber-Naperville Rd, IL 53 and I-355 in the event of an incident. E-W portion of route provides travel alternatives for I-90, IL 72, IL 58, IL 19 and Elgin-O'Hare Expressway in the event of an incident. Route also provides evacuation route from O'Hare Airport.

Bicycle and pedestrian accommodation: stations will be integrated into existing bicycle and pedestrian travel networks.

Consistency with subregional plans: The project is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan. The project is also supported in Kane County's 2030 Long Range Transportation Plan and 2030 Land Resource Management Plan for its potential benefits to eastern Kane County travelers. It is also considered supportive project for both the Cook-DuPage corridor study and the DuPage Area Transit Plan. The City of Elgin supports the project within its Comprehensive Plan & Design Guidelines document. The Village of Hoffman Estates and the Village of Rolling Meadows support the STAR Line in their respective comprehensive plans. The Village of Arlington Heights, Village of Mount Prospect, and the Village of Des Plaines support STAR Line service as a complement to development near proposed station locations within their respective comprehensive plans. The Village of Plainfield's comprehensive plan (2002) supports establishing commuter rail service along the then-EJ&E RR corridor.

Project Status

The project is currently progressing through the federal New Starts process. More information is on Metra's website at: http://metraconnects.metrarail.com/star.php.

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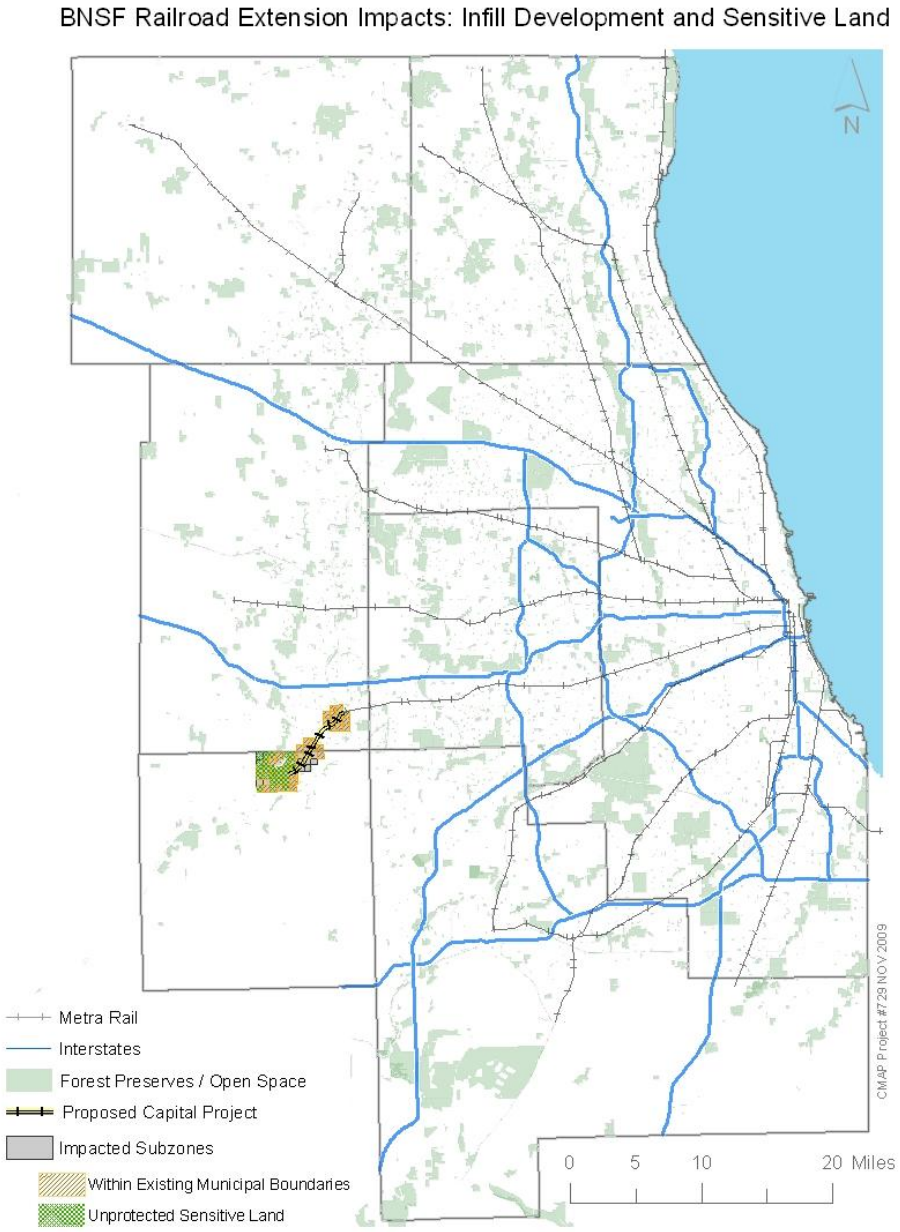
BNSF Extension

Project Description

The BNSF Railway serves western Cook, DuPage and southern Kane Counties. The proposal will extend service to Oswego.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The initial proposal is to extend the existing commuter rail service 5.3 miles from its current terminus in Aurora to Oswego (in Kendall County). An intermediate station in Montgomery and a longer extension terminating in Plano are also proposed. A new equipment storage/maintenance facility near the new western terminus of the line is also proposed.

Please note that several of the evaluation measures below were recalculated using different methods, due to problems in the evaluation process. Therefore comparison of this project's results to others should be done with caution.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	n/a
	Total income in region	$412,724,000,000	n/a
	Gross Regional Product	$626,828,000,000	n/a
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	-10,424
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.60
	Average travel time in minutes, transit	58.36	-0.87
Mode share	Total trips, auto	29,222,026	-12,214
	Total trips, transit	3,306,482	15,284
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-3,624
	Average number of jobs accessible within 75 minutes by transit	1,268,062	39,994
Air quality	Daily emissions of VOC, tons	63.554	0.139
	Daily emissions of NOX, tons	50.937	-0.004
	Annual emissions of direct PM, tons	1,020.4	-0.4
	Annual emissions of NOX, tons	20,187	0
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	10,998
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	36
	…as % of total impacted subzones	n/a	40%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	73
	…as % of total impacted subzones	n/a	80%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Estimated capital project cost is $75,000,000 (2009 $). The project involves an extension outside the RTA service area, so the financing of the project requires special attention.

Connectivity: The project extends transit service into an area served only by peak-period shuttle service[1], improving access between Oswego and other communities with BNSF stations.

Safety and security: project enhances security by enabling an additional number of travelers to utilize an alternative travel mode in the event of a major incident.

Bicycle and pedestrian accommodation: the stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: this project is concurred upon within the Kane County's 2030 Long Range Transportation Plan and 2030 Land Resource Management Plan.

Project Status

The project has been authorized for evaluation in the current federal authorization and is specifically exempted from additional planning evaluation requirements. Phase I planning and engineering activities may be commenced within 1 year. This project has a year 2020 completion time frame.

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[1] An interim bus service is already in place from Aurora to Oswego

Union Pacific West Improvements

Project description

The Union Pacific West (UP-W) Line is a commuter rail line serving Chicago's CBD and western suburbs. The Union Pacific West Line (UP-W) extends nearly 44 miles west from Chicago to Elburn. This project includes improvements along this rail line.

Project map

This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project details and evaluation outcomes

The UP-W Line serves 62 communities in parts of Kane, DuPage and western Cook counties. An extension from Geneva to Elburn opened for service in January 2006. To provide faster and more frequent service as well as to improve reliability for passenger and freight users, this proposal includes significant infrastructure and service level upgrades. Slower travel times along the existing UP-W Line cause many residents to drive to the BNSF Line for faster express service. A culmination of the proposed improvements would address this issue and provide the additional benefit of easing congestion along the BNSF Line.

The current proposal includes improving signal systems and upgrading existing track, including new crossovers. A third track will be added to an existing double-track portion of the line east of Elmhurst.

As part of the UP-W improvements, it also proposed to move the current A-2 crossing at Western Avenue to a new location one mile east. This rail crossing is the busiest in Northeastern Illinois, where the UP-W Line crosses the Milwaukee District West (MD-W), Milwaukee District North (MD-N) and North Central Service (NCS) lines in Chicago. The proposal includes relocating the existing crossing of Union Pacific (West Line and all yard moves) and Milwaukee District (North and West Lines, NCS, and all yard moves) from its present location at Western Avenue to the east near between Ogden and Ashland, away from entrances to the two coach yards. Improved operating efficiencies will enable both revenue and deadhead trains to move through the new crossing point at increased speeds and reduced operating costs. An additional proposal includes consolidation of the M-19A/California Avenue Yard.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	-246
	Total income in region	$412,724,000,000	($6,791,000)
	Gross Regional Product	$626,828,000,000	($9,426,000)
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	10,468
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.04
	Average travel time in minutes, transit	58.36	-0.22
Mode share	Total trips, auto	29,222,026	-5,029
	Total trips, transit	3,306,482	1,374
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-321
	Average number of jobs accessible within 75 minutes by transit	1,268,062	6,354
Air quality	Daily emissions of VOC, tons	63.554	0.052
	Daily emissions of NOX, tons	50.937	0.018
	Annual emissions of direct PM, tons	1,020.4	0.4
	Annual emissions of NOX, tons	20,187	8
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	18,347
Natural resource	Number of impacted subzones in unprotected	n/a	73

preservation	natural areas		
	…as % of total impacted subzones	n/a	13%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	464
	…as % of total impacted subzones	n/a	84%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Project capital cost is estimated at $558 million (in 2009$).

Connectivity: The project is expected to improve and expand service on an existing facility, and would improve connectivity but not create new connections. The A-2 crossing improvements would speed service on several Metra lines, improving connectivity regionally.

Safety and security: The proposal enhances security by providing an additional means of travel for a congested corridor (parallel to I-55) in the event of a long duration major incident.

Bicycle and pedestrian accommodation: The stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: This project is supported within Kane County's 2030 Long Range Transportation Plan.

Project status

The project is currently progressing through the federal New Starts process. More information is on Metra's website at: http://metraconnects.metrarail.com/upw.php. The project has a year 2017 completion time frame.

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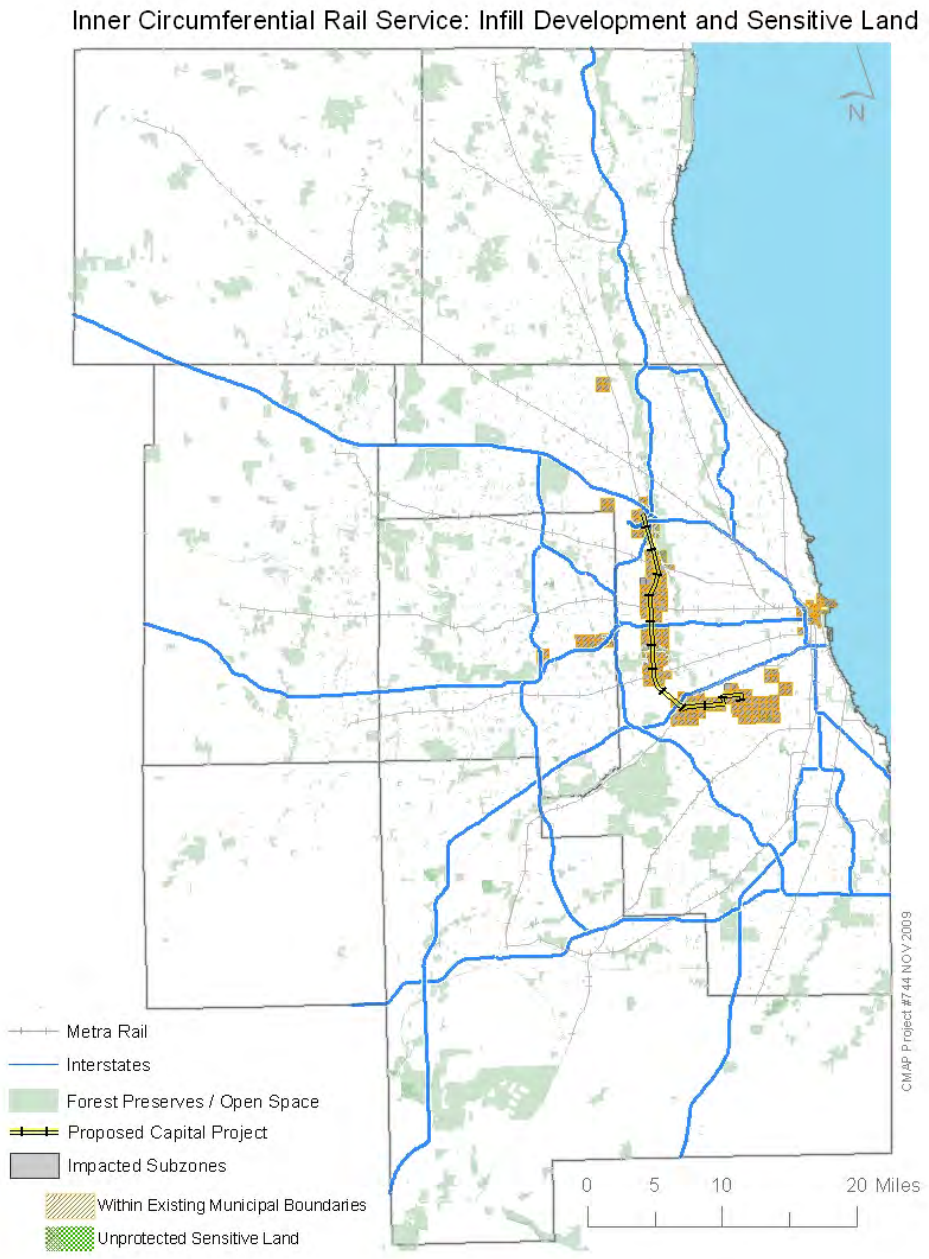
Inner Circumferential Rail Service

Project Description

This proposal calls for an Inner Circumferential Rail Service to serve central Cook County between Midway and O'Hare Airports.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The proposed new service will use the IHB and BRC railroads to travel between O'Hare Airport and Midway Airport, with intermediate stations at: Franklin Park, Melrose Park, Bellwood-25th Ave, Broadview, LaGrange Park, LaGrange, Summit, Harlem/59th St, and Midway Airport . It has been studied as a branch of the STAR Line (STAR Line Feasibility Analysis, 2003).

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	2,166
	Total income in region	$412,724,000,000	$126,883,000
	Gross Regional Product	$626,828,000,000	$186,225,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	-13,262
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.03
	Average travel time in minutes, transit	58.36	-0.28
Mode share	Total trips, auto	29,222,026	-9,439
	Total trips, transit	3,306,482	10,532
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-564
	Average number of jobs accessible within 75 minutes by transit	1,268,062	68,021
Air quality	Daily emissions of VOC, tons	63.554	0.029
	Daily emissions of NOX, tons	50.937	0.017
	Annual emissions of direct PM, tons	1,020.4	0.3
	Annual emissions of NOX, tons	20,187	7
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	13,838
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	287
	…as % of total impacted subzones	n/a	97%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: $349,000,000 estimated capital cost (2009 $).

Connectivity: The benefits of the project are expected to include increased accessibility to communities for non-radial travel as well as improved mobility within the corridor. Opportunities for connectivity will begin in the O'Hare station area with connections to the main branch of the STAR Line, North Central Service, and proposed O'Hare-Schaumburg Transit Service. There may be additional connections with Metra's Milwaukee District West, UP-West, BNSF and Heritage Corridor services. Several highly utilized Pace bus routes (e.g. Madison Street, Roosevelt Road, Cermak Rd)

intersect the corridor. There will be connections to the existing Orange Line and proposed Ford City extension, Mid-City Transitway, and other Pace services at the southern terminus.

Safety and Security: The proposed new service will enhance safety by reducing vehicle demand along nearby north-south major arterials and expressways (e.g. I-294), while providing a route for evacuation and travel following an incident.

Bicycle and pedestrian accommodation: The stations along the proposed line will feature bicycle parking facilities and be integrated into their communities' respective bicycle and pedestrian thoroughfares.

Consistency with subregional plans: Portions of the project will encourage development in areas of existing infrastructure. This will provide improved access to jobs and major activity centers which is expected to spur economic development along the project corridor, particularly at station locations. The Village of LaGrange's 2005 Comprehensive Plan supports the establishment of the Inner Circumferential service, as does the nearby Village of Brookfield. The Village of Bellwood, the Village of Maywood and the Village of Melrose Park support the development of a joint Bellwood-25th Avenue station (along the UP-West). The Inner Circumferential Rail Service has also been endorsed as a major project by the Cook-DuPage Policy Committee as part of the Cook-DuPage Corridor Study (RTA).

Project Status

In cooperation with the North Central and West Central Council of Mayors, Metra studied the potential benefits and capital costs associated with its implementation of the Inner Circumferential Rail Service as part of the STAR Line feasibility study (2003). No further planning or engineering activities have been scheduled thus far. This project has a long-term completion (year 2030) time frame.

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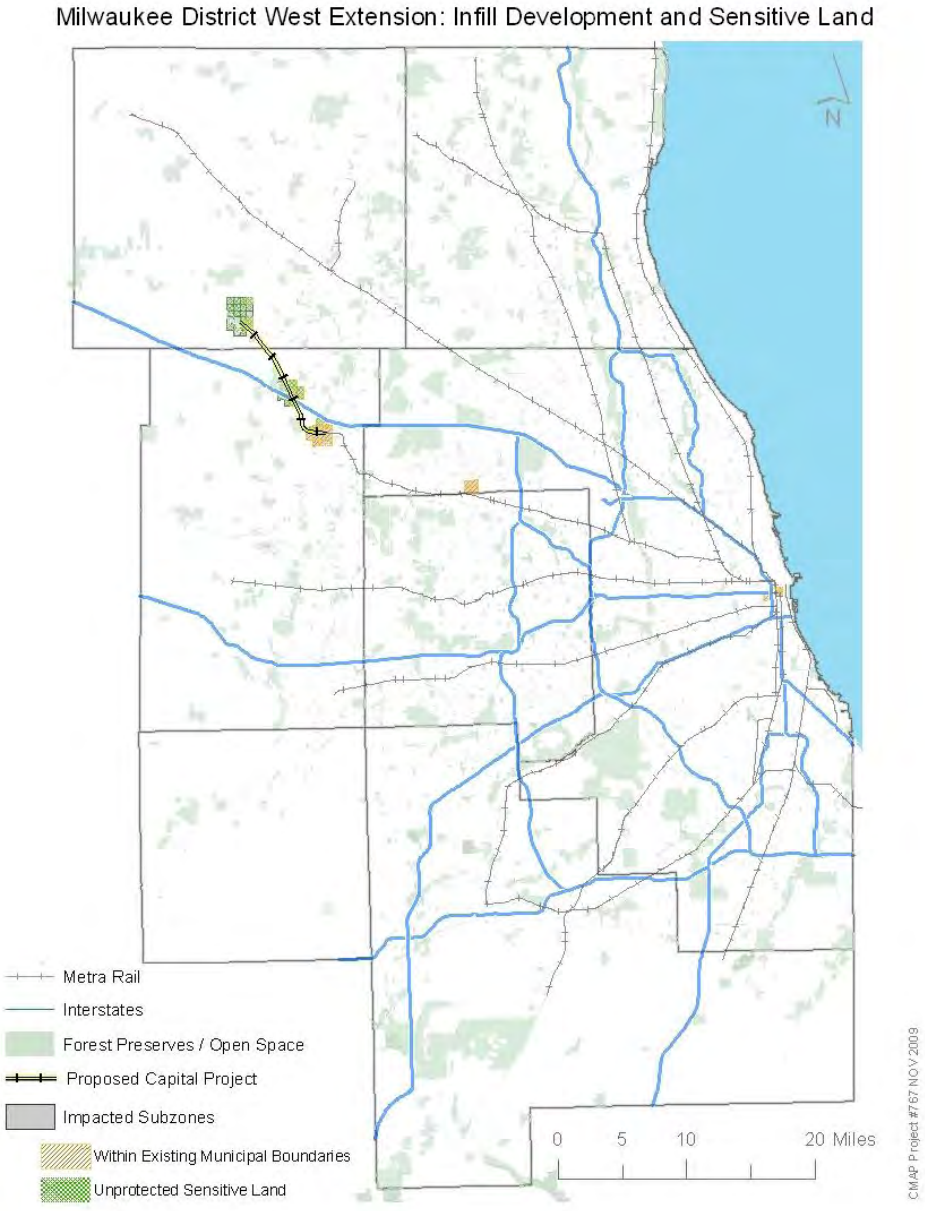
Milwaukee District West Extension

Project Description

The Milwaukee District-West line currently provides service between Elgin (Big Timber Road) and downtown Chicago. The initial proposal includes a new 11-mile extension to the Milwaukee District-West Line between Elgin in Kane County and rapidly growing Huntley in McHenry County.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcome

The extension to Huntley is proposed to connect at Almora and use right-of-way of the parallel Union Pacific Belvidere Subdivision tracks. The project also includes the addition of an upgraded outlying coach yard and improvements to the existing rail infrastructure. This former Chicago and North Western Railway line was the first railroad in the region (chartered in 1836 as the Galena and Chicago Union Railroad), with service beginning in 1848. The existing single-track lightly utilized freight line turns northwest at this point. A further expansion to Marengo (26 miles from Elgin) is also envisioned as well as an 11.1 mile extension along a different route (IC &E RR) from Elgin to Hampshire[1].

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	566
	Total income in region	$412,724,000,000	$24,215,000
	Gross Regional Product	$626,828,000,000	$35,767,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	-5,838
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.08
	Average travel time in minutes, transit	58.36	-0.03
Mode share	Total trips, auto	29,222,026	-847
	Total trips, transit	3,306,482	2,141
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	3,985
	Average number of jobs accessible within 75 minutes by transit	1,268,062	3,101
Air quality	Daily emissions of VOC, tons	63.554	-0.043
	Daily emissions of NOX, tons	50.937	-0.046
	Annual emissions of direct PM, tons	1,020.4	-0.6
	Annual emissions of NOX, tons	20,187	-19
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-25,372
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	37
	…as % of total impacted subzones	n/a	51%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	44
	…as % of total impacted subzones	n/a	60%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

[1] Only the extension to Huntley is being evaluated at this time.

Cost: A capital cost of $777,000,000 (2009$) has been estimated for an extension first to Huntley then to Marengo[2]. The capital cost for the Elgin to Marengo extension proposal is $370,000,000 (2009 $).

Connectivity: The project will increase access between Huntley and areas served by Elgin-centered Pace bus services.

Safety and Security: The proposal enhances security by providing an additional means of travel for nearby parallel expressway corridors (I-90, Elgin-O'Hare) and major arterials in the event of a long duration major incident.

Bicycle and pedestrian accommodation: the stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: this project is concurred upon within the Kane County's 2030 Long Range Transportation Plan and 2030 Land Resource Management Plan, and is noted in the Infrastructure chapter of the McHenry County 2030 Comprehensive Plan. A station site has been identified in the Village of Huntley's official Land Use Map. The City of Elgin also supports the extension to Huntley in its most recent Comprehensive Plan & Design Guidelines publication.

Project Status

A Phase I feasibility study to Marengo is underway. The Huntley-Marengo extension has a year 2020 time frame. The extension to Hampshire has a year 2040 completion time frame.

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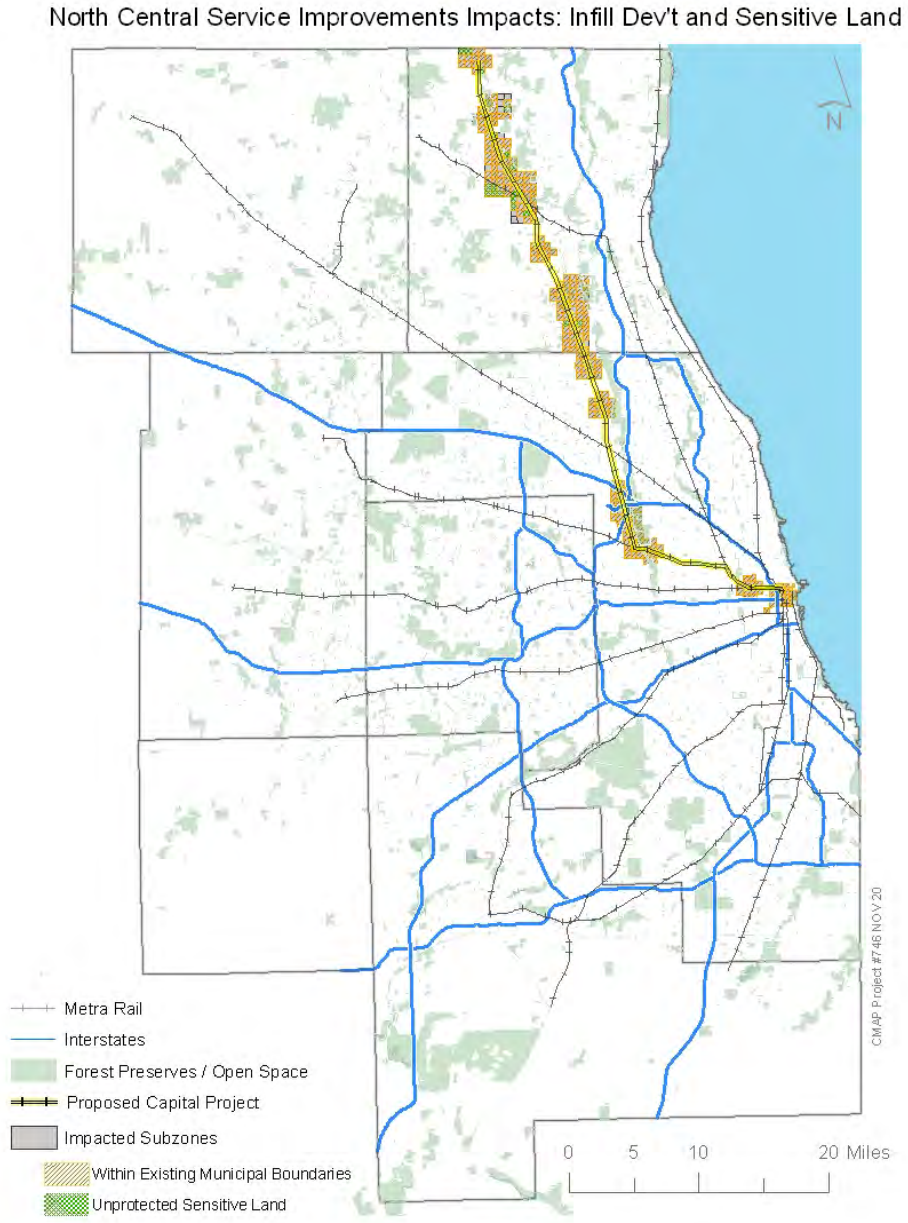
[2] The split of this capital cost between the Elgin-Huntley and Huntley-Marengo aspects of the project is unclear at this time.

North Central Service Improvements

Project Description

The North Central Service was introduced in August, 1996. The proposal calls for ongoing continuing upgrades to infrastructure and service levels.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Description

Improvements to the North Central Line include double-tracking much of the line, new stations, additional parking, and improved operations via the Milwaukee District West Line to Union Station.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	580
	Total income in region	$412,724,000,000	$26,016,000
	Gross Regional Product	$626,828,000,000	$37,895,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	2,645
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.06
	Average travel time in minutes, transit	58.36	-0.78
Mode share	Total trips, auto	29,222,026	-732
	Total trips, transit	3,306,482	983
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	2,457
	Average number of jobs accessible within 75 minutes by transit	1,268,062	20,812
Air quality	Daily emissions of VOC, tons	63.554	0.073
	Daily emissions of NOX, tons	50.937	0.037
	Annual emissions of direct PM, tons	1,020.4	0.7
	Annual emissions of NOX, tons	20,187	15
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	30,794
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	21
	…as % of total impacted subzones	n/a	5%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	396
	…as % of total impacted subzones	n/a	94%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: $297,000,000 estimated project capital cost (2009 $).

Connectivity: North Central Service will have significant transfer capabilities for proposed commuter rail and rapid transit serving the O'Hare Airport Area (the STAR Line, Inner Circumferential Service, O'Hare to Schaumburg service). This line will also maintain transfer opportunities (at Prairie Crossing) to improved Milwaukee District North services.

Safety and Security: The proposal enhances security by providing an additional means of travel for nearby parallel expressway corridors (I-94) and major arterials in the event of a long duration major incident.

Bicycle and pedestrian accommodations: The stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: the project is endorsed as a goal in Chapter 7 of the Lake County Regional Framework Plan. Expansion of service has support within the comprehensive plans of the following municipalities: Village of Grayslake (2005); Village of Libertyville (2005); Village of Buffalo Grove (2009); Village of Wheeling (2003).

Project Status

The first phase of double-tracking and service upgrade of the North Central Service Line was completed in January 2006. The remaining elements of this project, for assuring full level of service, have a year 2040 completion time frame. No alternatives analysis or Phase I engineering have been initiated thus far.

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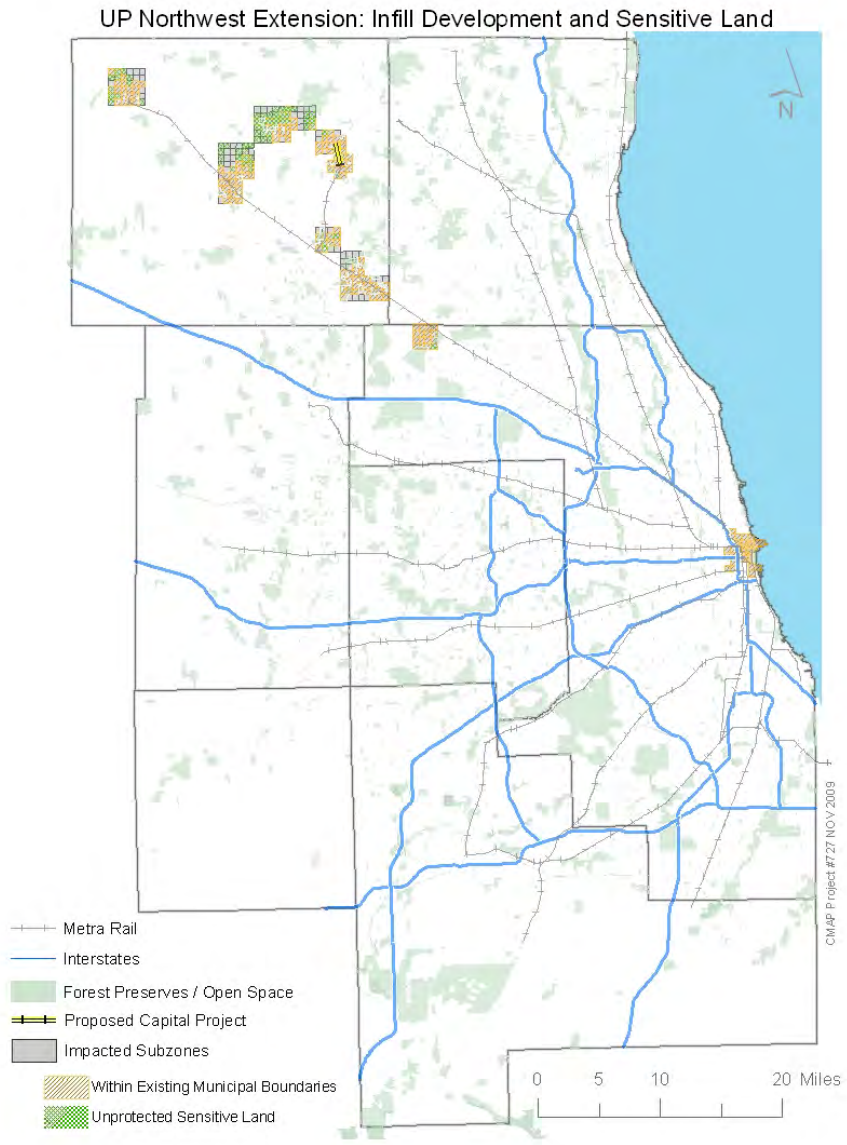
Union Pacific Northwest Improvements and Extension

Project Description

The Union Pacific Northwest (UP-NW) Line is the region's longest commuter rail line, extending from Chicago to Harvard with a seven-mile branch to McHenry. Two improvements are proposed on the UP-Northwest: infrastructure upgrades and a 1.6 mile extension to Johnsburg from McHenry.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcome

The infrastructure upgrades include improvements to the existing signal system and additional crossovers and other track improvements to increase the operating capacity and reliability. The extension to Johnsburg will allow improved operations on the entire line. New yards are planned for the Woodstock and Johnsburg areas. 2 additional stations will be added to the line: Prairie Grove (Mc Henry branch) and Ridgefield (Woodstock branch).

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	1,267
	Total income in region	$412,724,000,000	$54,954,000
	Gross Regional Product	$626,828,000,000	$81,637,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	-20,103
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.13
	Average travel time in minutes, transit	58.36	0.16
Mode share	Total trips, auto	29,222,026	-1,522
	Total trips, transit	3,306,482	886
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	2,034
	Average number of jobs accessible within 75 minutes by transit	1,268,062	309
Air quality	Daily emissions of VOC, tons	63.554	-0.110
	Daily emissions of NOX, tons	50.937	-0.085
	Annual emissions of direct PM, tons	1,020.4	-1.2
	Annual emissions of NOX, tons	20,187	-34
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-53,504
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	36
	…as % of total impacted subzones	n/a	8%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	435
	…as % of total impacted subzones	n/a	98%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Estimated project capital cost of the extension to Johnsburg and and infrastructure improvements along the length of the UP-Northwest and its branches is $436,000,000 (2009 $).

Connectivity: Project will maintain connections with other UP commuter rail lines services at Clybourn and Ogilvie, as well as several CTA and Pace bus routes on the northwest side of Chicago and northwestern Cook suburbs.

Safety and Security: The proposal enhances security by providing an additional means of travel for nearby parallel and intersecting major thoroughfares in the event of a long duration major incident.

Bicycle and pedestrian accommodations: The stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: the project is noted in the Infrastructure chapter of the McHenry County 2030 Comprehensive Plan. The City of McHenry 2008 Comprehensive Plan supports improving and extending the branch service.

Project Status

Elements of this proposal were explored and costs estimated in Metra's 2002 report titled: *Northeastern Illinois Transportation Challenges: Core Capacity, Peak System Usage, and Infrastructure Efficiencies*. Also see the www.metraconnects.metrarail.com/upnw.php web page for more current and detailed information. Phase I Engineering acticity is programmed within the FY 2010-2014 NE Illinois Transportation Improvement Program (TIP), but no work has thus far been awarded. This project has a year 2017 completion time frame.

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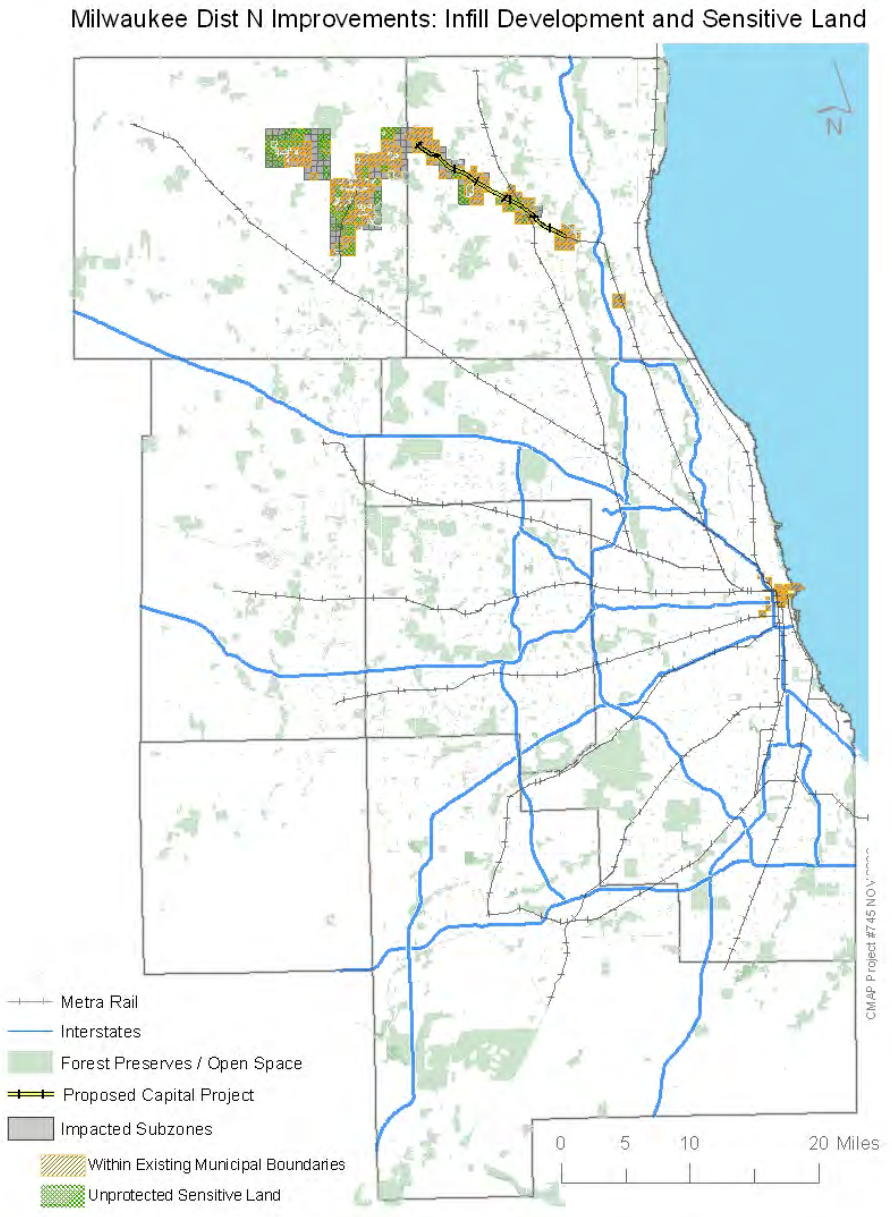
Milwaukee District North Improvements

Project Description

The Milwaukee District North line currently provides service between Fox Lake and downtown Chicago. The present route is from Chicago Union Station to the Rondout junction in central Lake County, where service continues northwest terminating at Fox Lake.

Project map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcome

The proposal includes adding a second track, upgrading infrastructure and service levels between Rondout and Fox Lake.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	123
	Total income in region	$412,724,000,000	$7,191,000
	Gross Regional Product	$626,828,000,000	$10,818,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	9,823
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.01
	Average travel time in minutes, transit	58.36	-0.13
Mode share	Total trips, auto	29,222,026	-569
	Total trips, transit	3,306,482	270
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	2,302
	Average number of jobs accessible within 75 minutes by transit	1,268,062	4,087
Air quality	Daily emissions of VOC, tons	63.554	0.055
	Daily emissions of NOX, tons	50.937	0.007
	Annual emissions of direct PM, tons	1,020.4	0.1
	Annual emissions of NOX, tons	20,187	3
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	3,023
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	79
	…as % of total impacted subzones	n/a	17%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	244
	…as % of total impacted subzones	n/a	54%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: $79,000,000 (2009 $) estimated project capital cost.

Connectivity: Project will have potential to support county wide transit travel via proposed transfer improvements at Rondout and current transfer opportunities at Prairie Crossing. Improved service will also better complement Shuttle Bug and private transit services between Lake Forest and Northbrook ((e.g. Route 60 and Lake Cook areas).

Safety and Security: the proposal enhances security by providing an additional means of travel for nearby parallel expressway corridors (I-94) and major arterials in the event of a long duration major incident.

Bicycle and pedestrian accommodations: the stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: Not identified.

Project Status

No planning, analysis, or construction activities are scheduled at this time. This project has a year 2020 completion time frame.

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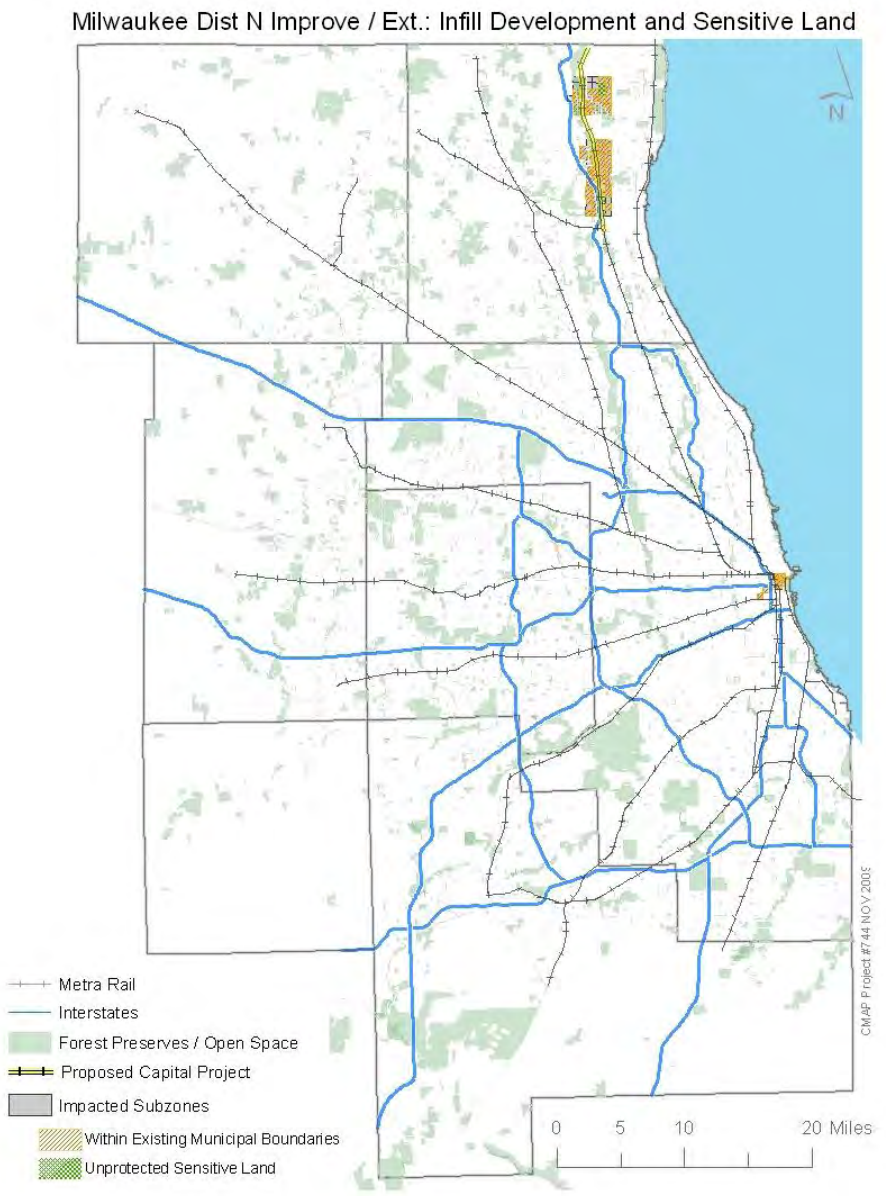
Milwaukee District North Extension - Wadsworth

Project Description

The Milwaukee District North line currently provides service between Fox Lake and downtown Chicago. The present route is from Chicago Union Station to the Rondout junction in central Lake County, where service continues northwest terminating at Fox Lake. This particular proposal includes an extension to Wadsworth.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcome

This extension includes 13 miles of new service between Rondout (which may have a new station as part of the proposal) and Wadsworth in northeastern Lake County. The proposal is to follow main line tracks northward to serve the communities of Wadsworth, Gurnee, western sections of Waukegan, and Green Oaks. The main line tracks run northward to Milwaukee, Wisconsin and beyond. The line is used for both freight and Amtrak trains.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	977
	Total income in region	$412,724,000,000	$51,662,000
	Gross Regional Product	$626,828,000,000	$76,181,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	-4,964
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.10
	Average travel time in minutes, transit	58.36	-0.28
Mode share	Total trips, auto	29,222,026	-4,738
	Total trips, transit	3,306,482	2,343
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	1,195
	Average number of jobs accessible within 75 minutes by transit	1,268,062	9,988
Air quality	Daily emissions of VOC, tons	63.554	-0.038
	Daily emissions of NOX, tons	50.937	-0.036
	Annual emissions of direct PM, tons	1,020.4	-0.7
	Annual emissions of NOX, tons	20,187	-15
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-29,295
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	3
	…as % of total impacted subzones	n/a	1%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	368
	…as % of total impacted subzones	n/a	96%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: $576,000,000 (2009 $) estimated capital cost for core capacity upgrades extending from Wadsworth to Chicago Union Station[1].

[1] Capital cost estimate provided by Metra, January 2010. It is unclear at this time which portion of this cost is attributable solely to the Wadsworth Corridor ROW and improvements at Rondout.

Connectivity: New stations will be accessible from I-94 and US 41, and will likely have Pace bus connections. There will also be opportunities to travel to the western parts of Lake County via transfer options at Rondout with the Milwaukee District Fox Lake Branch. Improved service will also better complement Shuttle Bug and private transit services between Lake Forest and Northbrook ((e.g. Route 60 and Lake Cook areas).

Safety and Security: The proposal enhances security by providing an additional means of travel for nearby parallel expressway corridors (I-94) and major arterials in the event of a long duration major incident.

Bicycle and pedestrian accommodation: the stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: the project is endorsed as a goal in Chapter 7 of the Lake County Regional Framework Plan. The Village of Gurnee Comprehensive Land Use Plan (1995) recommends this project as a non-motorized transportation alternative for its downtown Special Development Area (Section VI of the Plan).

Project Status

Metra completed the *Wadsworth Extension Commuter Rail Feasibility Study* in 2001 to examine the potential for establishing commuter rail service. No additional or revised planning and analysis or construction activity has been scheduled thus far. This project has a year 2020 completion time frame.

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Union Pacific North Improvements

Project Description

The Union Pacific North Line serves Chicago, northern Cook and Lake Counties. This proposal recommends improving the operating capacity of the line.

Project Map

This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcome

The proposal is to upgrade the existing signal system and install additional crossovers between downtown Chicago and the outer terminal in order to increase the operating capacity of the Union Pacific North Line (47 total miles in length from Ogilvie Transportation Center to Kenosha, WI).

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	-9
	Total income in region	$412,724,000,000	$2,784,000
	Gross Regional Product	$626,828,000,000	$4,728,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	10,636
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.11
	Average travel time in minutes, transit	58.36	-0.37
Mode share	Total trips, auto	29,222,026	-1,102
	Total trips, transit	3,306,482	3,888
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	639
	Average number of jobs accessible within 75 minutes by transit	1,268,062	13,129
Air quality	Daily emissions of VOC, tons	63.554	0.080
	Daily emissions of NOX, tons	50.937	0.041
	Annual emissions of direct PM, tons	1,020.4	0.8
	Annual emissions of NOX, tons	20,187	16
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	35,337
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	697
	…as % of total impacted subzones	n/a	94%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: $400,000,000 (2009 $) estimated capital project cost.

Connectivity: Line has stations at the following locations served by other CTA and Metra services: Evanston Davis Street, Evanston Main Street (Purple), Clybourn (UP-West) and Ogilvie (UP-West, UP-Northwest). Improved service will also better complement Shuttle Bug and private transit services between Lake Forest and Highland Park (e.g. Route 60 and Lake Cook areas).

Safety and Security: The proposal enhances security by providing an additional means of travel for nearby parallel expressway corridors (I-94, US 41) and major arterials in the event of a long duration major incident.

Bicycle and pedestrian accommodation: stations will remain highly accessible to several parallel and intersecting bicycle routes and trails in the City of Chicago, North Shore, and far northern suburbs.

Consistency with subregional plans: Not identified.

Project Status

The improvements that will increase operating capacity have not been scheduled for any initial planning or analysis (Phase I). This project has a year 2020 completion time frame.

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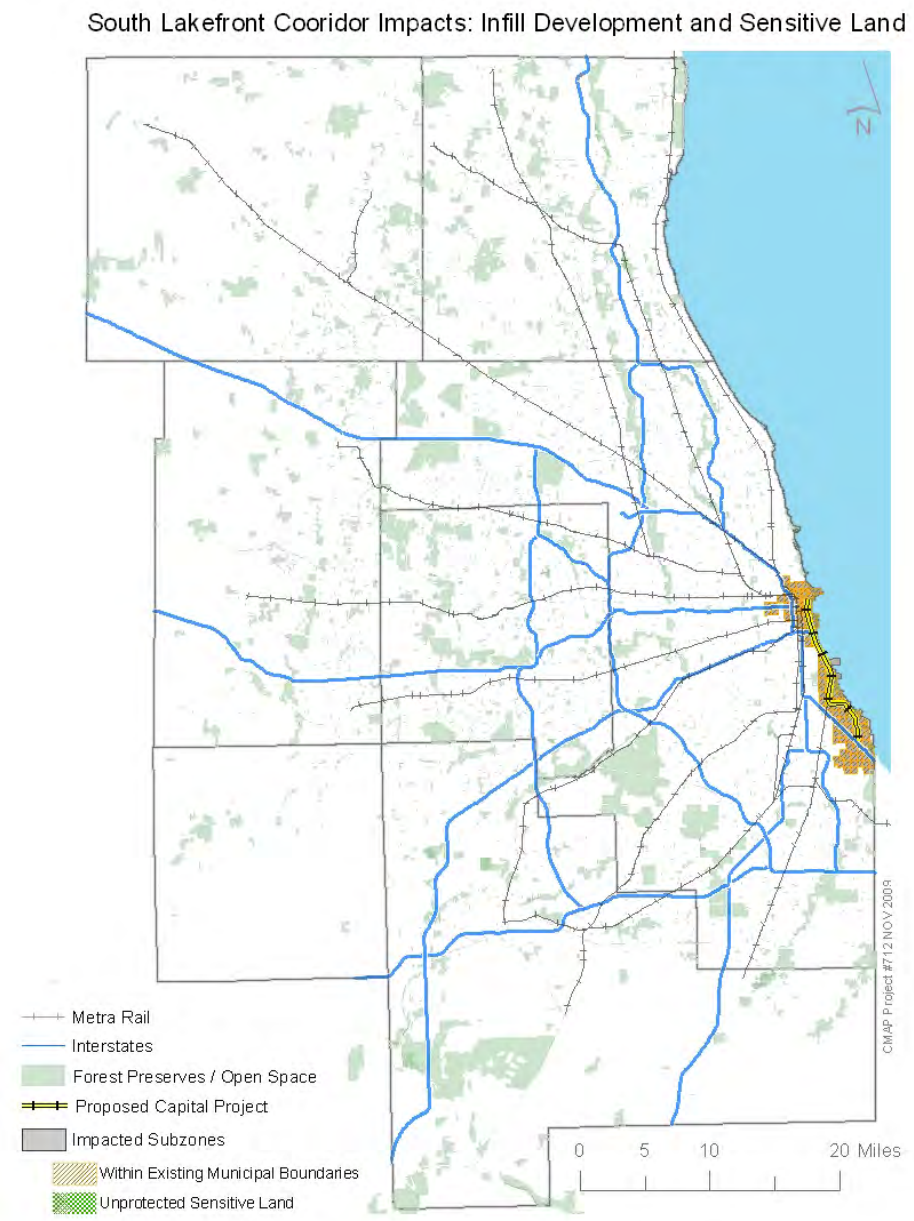
South Lakefront Corridor

Project Description

A proposed transit line would run from Chicago's Central Area to a terminal at 93rd Street in the South Chicago community area.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The proposed line could be an entirely new light-rail service parallel to the existing Metra Electric mainline and replacing the South Chicago Branch, or an upgrade in the frequency of existing Metra Electric mainline and South Chicago Branch service. The latter concept has been referred to as the Gold or the Gray Line. The light-rail option would permit the eventual introduction of a branch along Stony Island Avenue. To progress, this project is likely to require extensive coordination between Metra, CDOT, and CTA.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	767
	Total income in region	$412,724,000,000	$41,793,000
	Gross Regional Product	$626,828,000,000	$61,414,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	4,287
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.00
	Average travel time in minutes, transit	58.36	-0.11
Mode share	Total trips, auto	29,222,026	-6,359
	Total trips, transit	3,306,482	5,653
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	336
	Average number of jobs accessible within 75 minutes by transit	1,268,062	4,317
Air quality	Daily emissions of VOC, tons	63.554	0.040
	Daily emissions of NOX, tons	50.937	0.000
	Annual emissions of direct PM, tons	1,020.4	0.0
	Annual emissions of NOX, tons	20,187	0
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	2,063
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	250
	…as % of total impacted subzones	n/a	98%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: no costs has been estimated due to no alternatives being identified as part of an official planning process.

Connectivity: Project would have connectivity with remaining enhanced Metra Electric Services, proposed Central Area Transitway, and several CTA bus routes.

Safety and Security: proposed service provides redundancy for major parallel routes and transit services (Dan Ryan, South Lake Shore Drive, Red Line, Green Line) in the event of an incident. Increase to rapid transit service levels may encourage safety improvements along the right-of-way and near station sites.

Bicycle and pedestrian accommodation: stations will be integrated into existing bicycle and pedestrian travel networks, connectivity to parallel Lakefront trail system should be explored. Stations will have adequate bicycle facilities.

Consistency with subregional plans: planning for this proposed service is being coordinated with ongoing USX South Works redevelopment, Michael Reese Hospital site redevelopment, and Reconnecting Neighborhoods activities.

Project Status

The City of Chicago will be undertaking initial feasibility analyses. RTA provided financial assistance for a South Lakefront Corridor Transportation study. This project has a year 2020 completion time frame.

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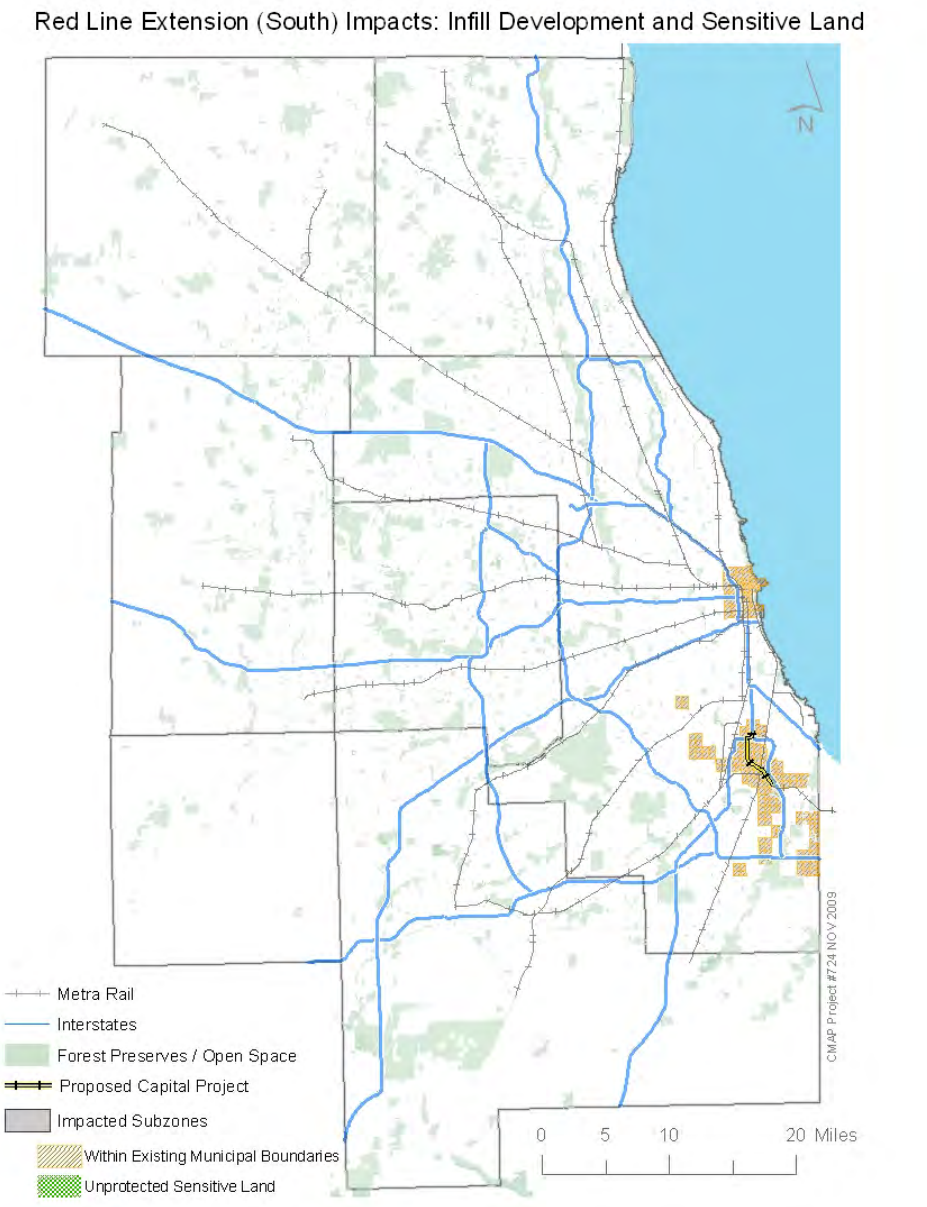
Red Line South Extension

Project Description

The Red Line serves Chicago's lakefront neighborhoods from Howard Street to its current terminal at 95th Street. This project extends the Red Line to a new terminal at 130th Street and the Bishop Ford Freeway, using the Union Pacific railroad corridor.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The project extends the Red Line, which is currently 22 miles long, for an additional 5.5 miles. It would travel from its current terminus along I-57, then follow the Union Pacific corridor to 130th Street, operating on an elevated structure for its entire length. A key component of the plan is an intermodal terminal and a major park-and-ride lot at 130th Street. Intermediate stations are planned at 103rd, 111th, and 115th.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	376
	Total income in region	$412,724,000,000	$19,842,000
	Gross Regional Product	$626,828,000,000	$29,819,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	-63
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.03
	Average travel time in minutes, transit	58.36	-0.29
Mode share	Total trips, auto	29,222,026	1,562
	Total trips, transit	3,306,482	-1,960
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	1,404
	Average number of jobs accessible within 75 minutes by transit	1,268,062	6,903
Air quality	Daily emissions of VOC, tons	63.554	0.048
	Daily emissions of NOX, tons	50.937	0.005
	Annual emissions of direct PM, tons	1,020.4	0.0
	Annual emissions of NOX, tons	20,187	2
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-10,217
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	247
	…as % of total impacted subzones	n/a	100%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: The estimated completion year for the project is 2015. It is estimated to cost $879 million to construct in 2009$, or $1.14 billion in YOE$. Annual operating cost is estimated at $18.3 million in 2009$.

Connectivity: The project will streamline bus-to-rail connections for several bus routes south of 95th Street. Currently, thirteen CTA and six Pace routes serve the 95th Street station, and nearly 9,000 riders transfer from bus to rail at this station on an average

weekday. Bus access to the 95th Street terminal is a key problem that would be addressed by the Red Line extension, which would reduce the number of bus to rail transfers that would need to occur at this location.

Safety and security: The project will increase safety by relieving congestion at the 95th Street station, reducing passenger-bus conflicts and the total number of passengers on the station platform in this location. Various in-vehicle and station design safety and security measures will be evaluated for inclusion in the project.

Bicycle and pedestrian accommodation: stations will be integrated into existing bicycle and pedestrian travel networks.

Consistency with subregional plans: A number of vacant and underutilitized lots, some under city ownership, have been identified as having redevelopment potential near several of the proposed new stations. Much of the surrounding area is within TIF districts and economic development in these areas is sought.

Project Status

The Locally Preferred Alternative for this project was selected in August 2009, completing the Alternatives Analysis process. This led to the Union Pacific railroad corridor being selected over several other potential alternatives. The next step in the process is to prepare a draft Environmental Impact Statement and begin preliminary engineering through the federal New Starts process. More documentation on the Alternatives Analysis process, including detailed reports and maps, is available at: http://w.transitchicago.com/Redeis/documents.aspx

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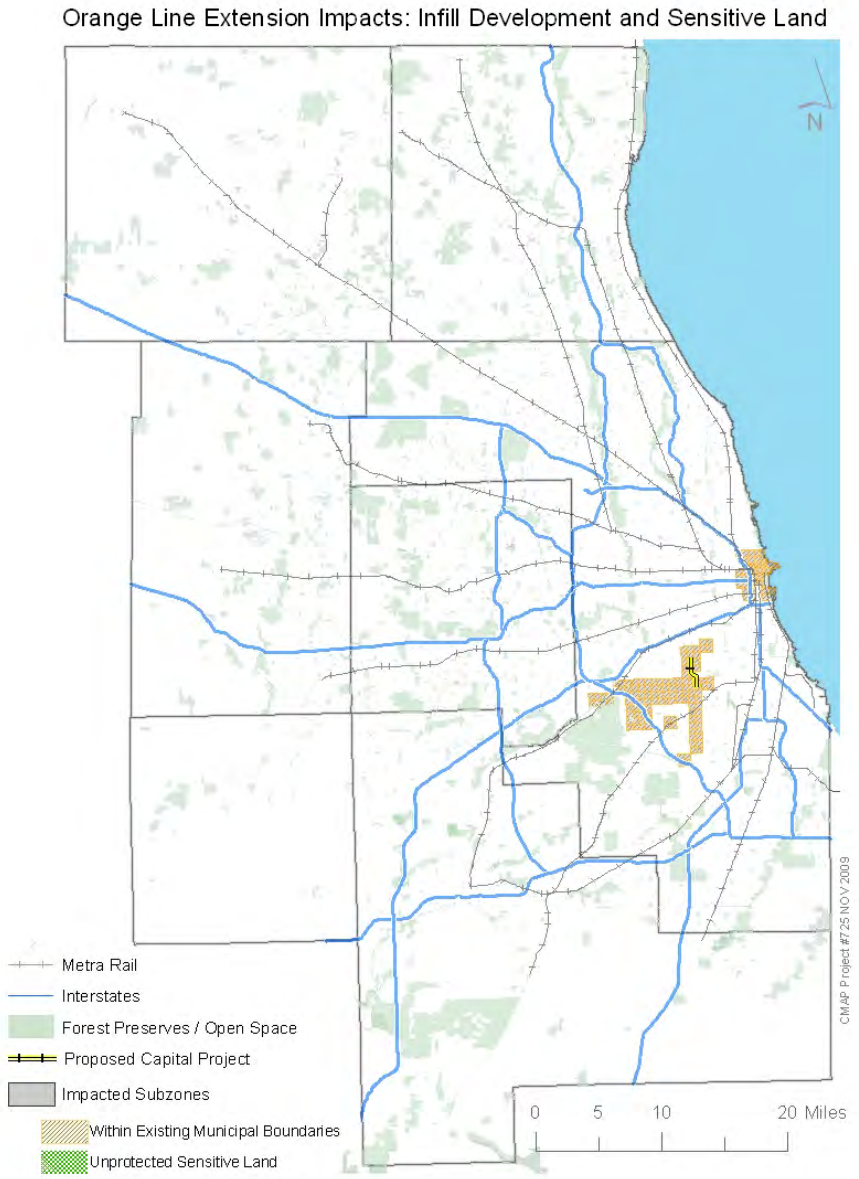
Orange Line Extension

Project description

The Orange Line is a rapid transit line serving Chicago's CBD, Southwest side and Midway Airport. This proposal extends the Orange Line from the current terminus at Midway Airport to a new terminal in the vicinity of the Ford City Mall, using the Belt Railway of Chicago right-of-way and Cicero Avenue.

Project map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project details and evaluation outcomes

Funding constraints required the Orange Line stop short of its original intended terminus at Ford City when initially built. This project completes the original Orange Line plan to provide improved access to downtown from the far southwest side and from the central city to the strong employment corridor along south Cicero Avenue, to provide additional access to retail and employment opportunities. The line will also provide easier access to hotels and residential areas south of Midway Airport.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	1,925
	Total income in region	$412,724,000,000	$101,622,000
	Gross Regional Product	$626,828,000,000	$149,043,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	8,492
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.01
	Average travel time in minutes, transit	58.36	-0.33
Mode share	Total trips, auto	29,222,026	776
	Total trips, transit	3,306,482	-453
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	1,107
	Average number of jobs accessible within 75 minutes by transit	1,268,062	5,019
Air quality	Daily emissions of VOC, tons	63.554	-0.031
	Daily emissions of NOX, tons	50.937	-0.034
	Annual emissions of direct PM, tons	1,020.4	-0.7
	Annual emissions of NOX, tons	20,187	-15
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-3,366
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	96
	…as % of total impacted subzones	n/a	100%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: The estimated completion year for the project is 2015. It is estimated to cost $445 million to construct in 2009$, or $585 million in YOE$. Annual operating cost is estimated at $4.5 million in 2009$.

Connectivity: The project will connect to several bus routes. A new park-and-ride lot and bus facilities at Ford City will address constraints at the CTA lot at Midway Airport. Park-and-ride access is a major component of ridership at Orange Line stations near the end of the line, and this project will add 750 parking spaces at its new terminal.

Safety and security: Safety will be enhanced from planned elimination of highway-rail grade crossings and from eliminating bus congestion at the Midway station. Various in-vehicle and station design safety and security measures will be evaluated for inclusion in the project.

Bicycle and pedestrian accommodation: stations will be integrated into existing bicycle and pedestrian travel networks.

Consistency with subregional plans: None identified.

Project status

The Locally Preferred Alternative for this project was selected in August 2009, completing the Alternatives Analysis process. This led to the preferred alignment being selected over several other potential alternatives. The next step in the process is to prepare a draft Environmental Impact Statement and begin preliminary engineering through the federal New Starts process. More documentation on the Alternatives Analysis process, including detailed reports and maps, is available at: http://w.transitchicago.com/orangeeis/documents.aspx

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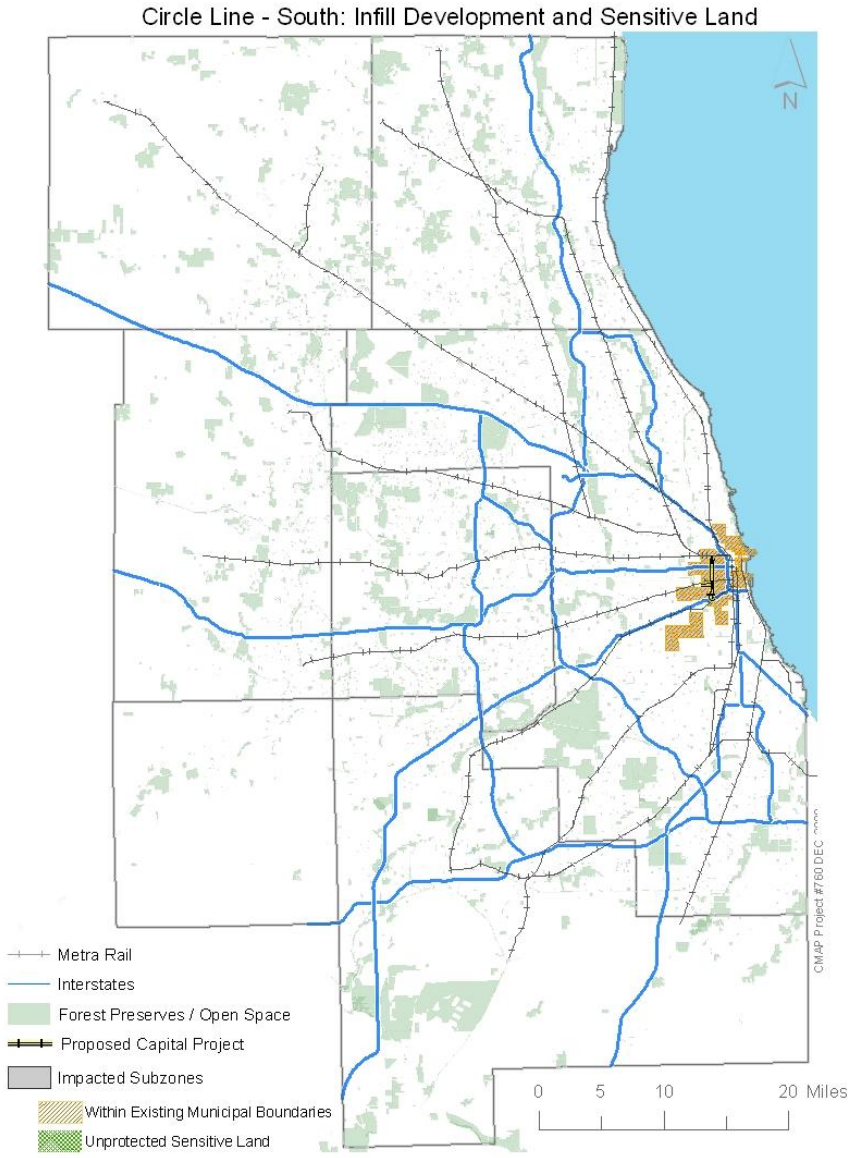
Circle Line South

Project description

The Circle Line is a proposed new rail service that will connect several existing CTA rail lines. The southern portion of the Circle Line will travel south from the Ashland station of the Green and Pink Lines, connecting to the Blue Line and continuing to the Orange Line. After this, the route will use the Orange Line alignment to travel into the Loop.

Project map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project details and evaluation outcomes

This project creates a new rail line which primarily travels on existing CTA rail tracks. It would use the existing Pink Line tracks from the Ashland station to just below the 18th Street station, and then would require construction of a new rail facility to continue south to the Orange Line station at Ashland. The Orange Line tracks would then be used for service into the Loop. Operating details within the Loop are still being developed.

Please note that several of the evaluation measures below were recalculated using different methods, due to problems in the evaluation process. Therefore comparison of this project's results to others should be done with caution.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	n/a
	Total income in region	$412,724,000,000	n/a
	Gross Regional Product	$626,828,000,000	n/a
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	3,137
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.30
	Average travel time in minutes, transit	58.36	-0.75
Mode share	Total trips, auto	29,222,026	-16,465
	Total trips, transit	3,306,482	19,428
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-462
	Average number of jobs accessible within 75 minutes by transit	1,268,062	29,722
Air quality	Daily emissions of VOC, tons	63.554	0.090
	Daily emissions of NOX, tons	50.937	-0.012
	Annual emissions of direct PM, tons	1,020.4	-0.6
	Annual emissions of NOX, tons	20,187	-4
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-12,305
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	155
	…as % of total impacted subzones	n/a	99%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: The estimated completion year for the project is 2015. It is estimated to cost $1 billion to construct in 2009$, or $1.1 billion in YOE$. Annual operating cost is estimated at $22 million in 2009$.

Connectivity: The project provides numerous connections between CTA rail services, including the Green, Pink, Blue, Orange, and Red Lines, as well as transfer opportunities within the Loop to the Brown and Purple Lines. Future connections are also possible with the Metra Burlington Northern Santa Fe (BNSF) and Rock Island lines. The CTA bus lines served are too numerous to list here. The purpose of the project is to improve connectivity by allowing transfers between services without having to travel all the way into the Loop.

Safety and security: Project provides reroute and bypass capability around Chicago Central Area in the event of an incident. Various in-vehicle and station design safety and security measures will be evaluated for inclusion in the project.

Bicycle and pedestrian accommodation: stations will be integrated into existing bicycle and pedestrian travel networks.

Consistency with subregional plans: The Circle Line is identified as a priority within the Chicago Central Area Action Plan. It is also considered a supporting project in the Cook-DuPage corridor study.

Project status

The selection of a Locally Preferred Alternative is underway through the Alternatives Analysis process. More documentation on this, including detailed reports and maps, is available at: http://w.transitchicago.com/news_initiatives/planning/circle.aspx

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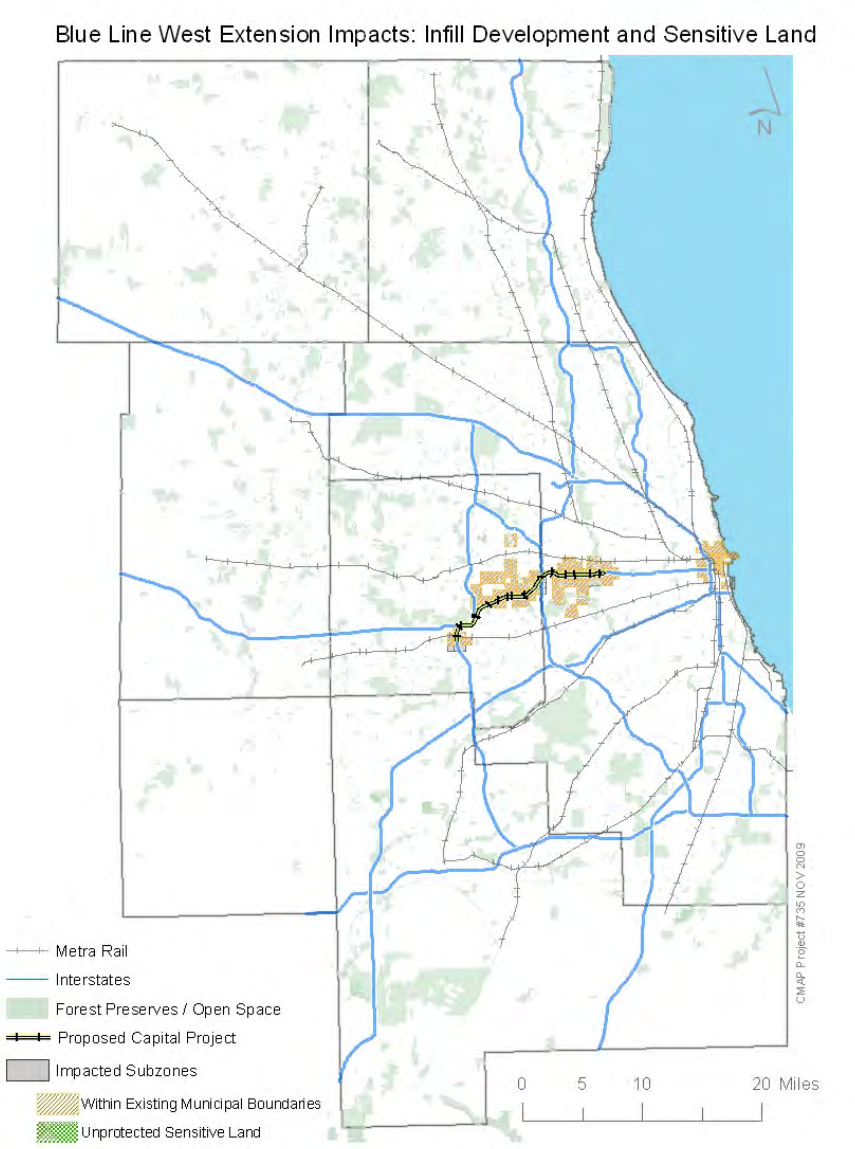
Blue Line West Extension

Project description

The Blue Line is a rapid transit line providing service between Chicago's CBD, central Cook County and O'Hare Airport. This project involves extending the Forest Park branch of the Blue Line further west along or near I-290 and I-88 into central DuPage County. While the proposal extends as far as Lisle, an initial strategic extension to Oak Brook may take advantage of existing development patterns.

Project map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project details and evaluation outcomes

Potential intermediate station opportunities are at 1st Ave, 25th Ave, Manheim Road and Roosevelt. Planning for this service should be coordinated with potential projects along the I-290 and I-88 corridors in western Cook and DuPage Counties. Right-of-way needs for multiple transportation improvements will require coordination.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	930
	Total income in region	$412,724,000,000	$47,062,000
	Gross Regional Product	$626,828,000,000	$70,401,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	1,942
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.04
	Average travel time in minutes, transit	58.36	-0.12
Mode share	Total trips, auto	29,222,026	-3,343
	Total trips, transit	3,306,482	3,912
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	2,000
	Average number of jobs accessible within 75 minutes by transit	1,268,062	24,616
Air quality	Daily emissions of VOC, tons	63.554	-0.007
	Daily emissions of NOX, tons	50.937	-0.026
	Annual emissions of direct PM, tons	1,020.4	-0.5
	Annual emissions of NOX, tons	20,187	-10
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-16,264
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	217
	…as % of total impacted subzones	n/a	95%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Estimated capital cost is $3,500,000,000 (CTA) with a completion year of 2040.

Connectivity: The project improves connections to Pace routes operating in western Cook and eastern and central DuPage Counties. It also would interface with the "J-Line" and coordination between these services will be necessary.

Safety and security: Route would provide redundancy for several east-west expressway and arterial routes traversing DuPage and Cook Counties. Various in-

vehicle and station design safety and security measures will be evaluated for inclusion in the project.

Bicycle and pedestrian accommodation: The stations along the proposed line will feature bicycle parking facilities and be integrated into their communities' respective bicycle and pedestrian thoroughfares.

Consistency with subregional plans: The western extension of the Blue Line is recommended in the Cook-DuPage corridor study. Also, transit centers in a number of the locations served (including Oak Brook and Yorktown Mall in Lombard) are recommended in the DuPage Area Transit Plan. The Village of Maywood in its 2008 Comprehensive Plan update sought to extend the Blue Line to First Avenue as either a terminal location or part of a larger extension to the western suburbs.

Project status

This project is in an early stage of planning and has not entered the federal Alternatives Analysis process.

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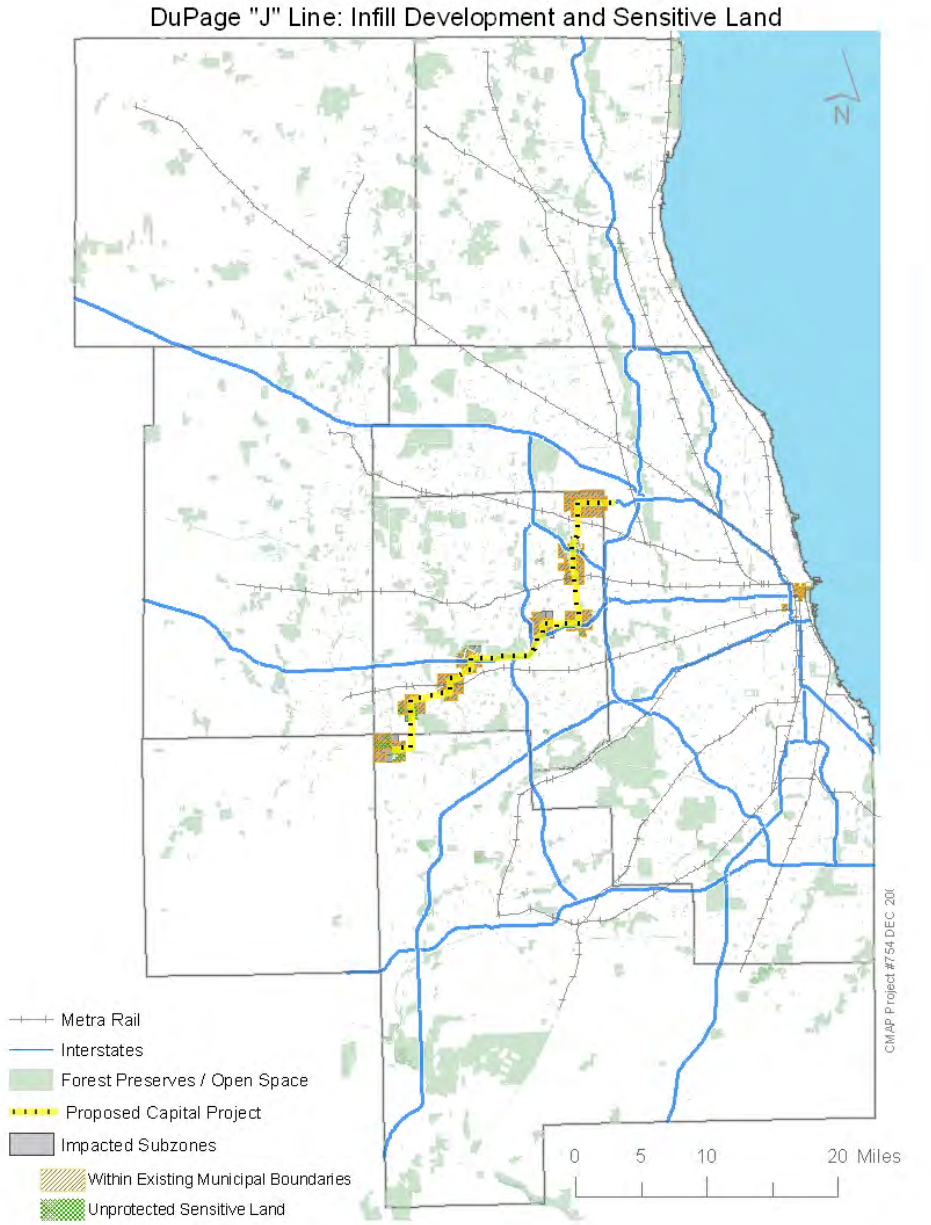
DuPage "J-Line" Bus Rapid Transit

Project Description:

The “J” Bus Rapid Transit (BRT) Route would provide a high-speed link from O’Hare through Oak Brook, to Naperville and Aurora and to the proposed STAR Line at 95th Street.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated stations or interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The proposed DuPage J-Line BRT would serve regional employment or residential areas: the IL 59 / Fox Valley corridor in Aurora, downtown Naperville, the Naperville/Warrenville Rd commercial area, Butterfield Road, then north along IL 83 through eastern DuPage county into the Addison and Elk Grove areas, finally traversing the proposed Elgin O'Hare East Extension terminating at the proposed West O'Hare terminal. The line would operate initially in priority lanes on surface streets and employ a variety of new techniques and technologies to speed service. However, at full operation, the "J" route will provide high-speed service operating on an exclusive busway. Nine stops have been proposed.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	491
	Total income in region	$412,724,000,000	$24,975,000
	Gross Regional Product	$626,828,000,000	$36,911,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	7,524
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.02
	Average travel time in minutes, transit	58.36	-0.19
Mode share	Total trips, auto	29,222,026	2,619
	Total trips, transit	3,306,482	170
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	3,078
	Average number of jobs accessible within 75 minutes by transit	1,268,062	-2,311
Air quality	Daily emissions of VOC, tons	63.554	0.024
	Daily emissions of NOX, tons	50.937	-0.003
	Annual emissions of direct PM, tons	1,020.4	-0.1
	Annual emissions of NOX, tons	20,187	-1
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-3,139
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	16
	…as % of total impacted subzones	n/a	9%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	159
	…as % of total impacted subzones	n/a	89%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Not identified.

Connectivity: The project connects to several existing rail lines, including the BNSF, UP-W, and MD-W, as well as a number of planned services including the STAR Line,

Blue Line extension to Lisle, and Schaumburg-O'Hare transit service along the Elgin-O'Hare Expressway. The "J" route will be part of Pace's Rapid Transit Network.

Safety and Security: the project will enhance safety by providing exclusive right-of-way to bus movements and more visible and protected passenger stops for users. J-Line may also provide evacuation route from incidents at any key activity center (e.g. O'Hare Airport, Oak Brook Mall, Naperville-Warrenville, Fox Valley) along route.

Bicycle and pedestrian accommodation: proposed stops will be integrated into existing and proposed local and regional bicycle and pedestrian networks.

Consistency with subregional plans: the "J" Line is part of the DuPage Area Transit Plan. The DuPage Area Transit Plan is intended to provide a fully integrated multimodal and regionally coordinated transit system for DuPage County. The "J" Line has also been endorsed as a major project by the Cook-DuPage Policy Committee as part of the Cook-DuPage Corridor Study (RTA).

Project Status

No Phase I engineering activities (e.g. alternatives analysis) have been scheduled thus far. This project presently has a year 2030 completion time frame.

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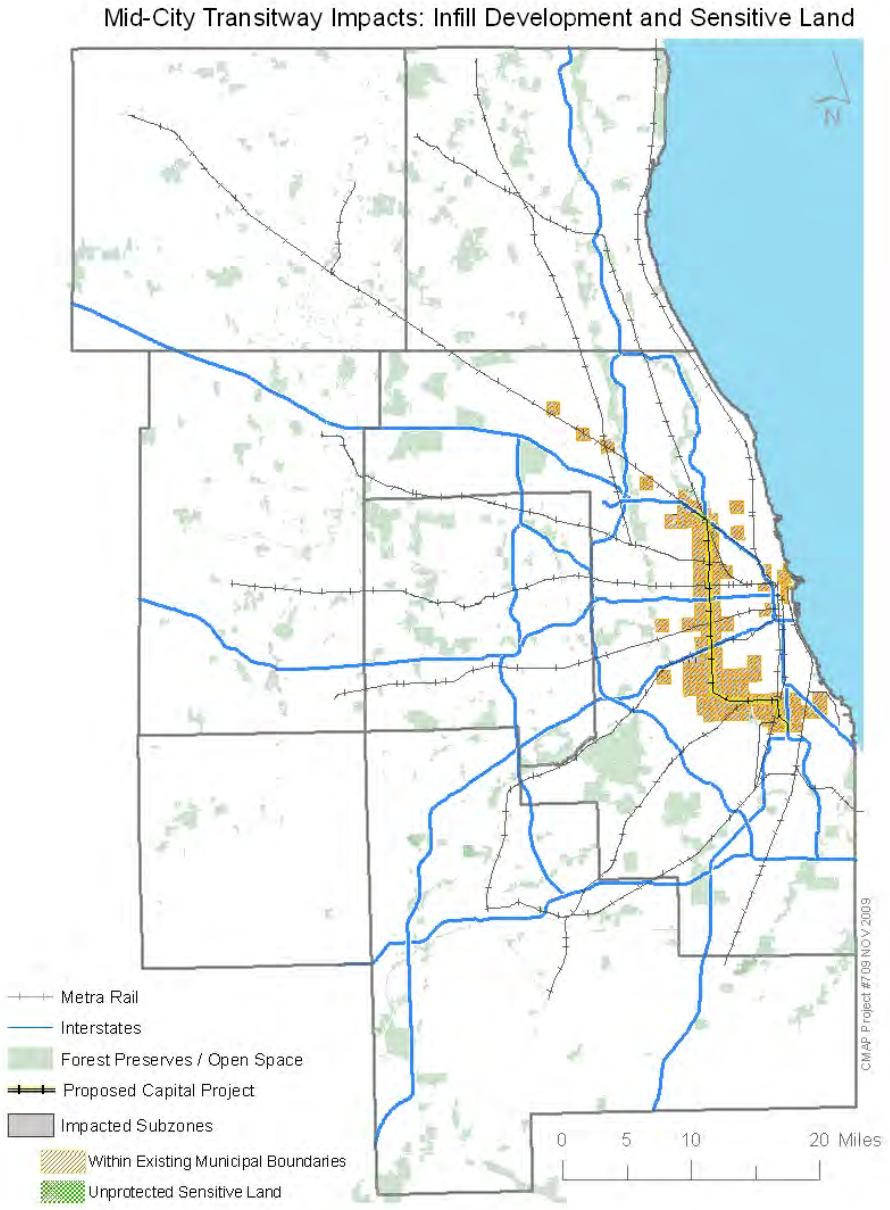
Mid-City Transitway

Project Description

This proposal provides for a transitway operating between the Jefferson Park Blue Line station and the 87th Street Red Line station.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The Mid City Transitway will be a rapid transit or BRT corridor traveling north-south along the Belt Railrway ROW (4600 W) from the Jefferson Park Blue Line station to Ford City (7600 S) and then east-west to the Red Line, along a yet-to-be-determined alignment (an E-W alignment along RR tracks parallel to 74th Street is evaluated below).

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	193
	Total income in region	$412,724,000,000	$12,293,000
	Gross Regional Product	$626,828,000,000	$18,614,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	12,485
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.01
	Average travel time in minutes, transit	58.36	-0.15
Mode share	Total trips, auto	29,222,026	748
	Total trips, transit	3,306,482	-1,016
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-722
	Average number of jobs accessible within 75 minutes by transit	1,268,062	37,738
Air quality	Daily emissions of VOC, tons	63.554	0.044
	Daily emissions of NOX, tons	50.937	0.002
	Annual emissions of direct PM, tons	1,020.4	-0.2
	Annual emissions of NOX, tons	20,187	1
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-7,405
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	468
	…as % of total impacted subzones	n/a	99%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: $4.9 billion (2009 $) capital cost (CTA, July 2009).

Connectivity: Several intermediate stops, mainly at transfer points with CTA bus routes and CTA transit stations, are planned.

Safety and Security: The project enhances safety by providing a transit alternative for non-CBD focused trips. Evacuation from incidents, particularly in the O'Hare area can also be facilitated.

Bicycle and pedestrian accommodation: the Mid-City transitway will have adequate access for pedestrians and bicyclists, as well as be integrated into the City of Chicago's bicycle network system. It is unclear whether the Mid-City will have parallel non-motorized pathways.

Consistency with subregional plans: The Mid-City Transitway has been endorsed as a major project by the Cook-DuPage Policy Committee as part of the Cook-DuPage Corridor Study (RTA).

Project Status

The City of Chicago is currently in planning for a specific service proposal in this corridor; thus far no preliminary engineering studies have been scheduled. This project has a year 2040 completion time frame.

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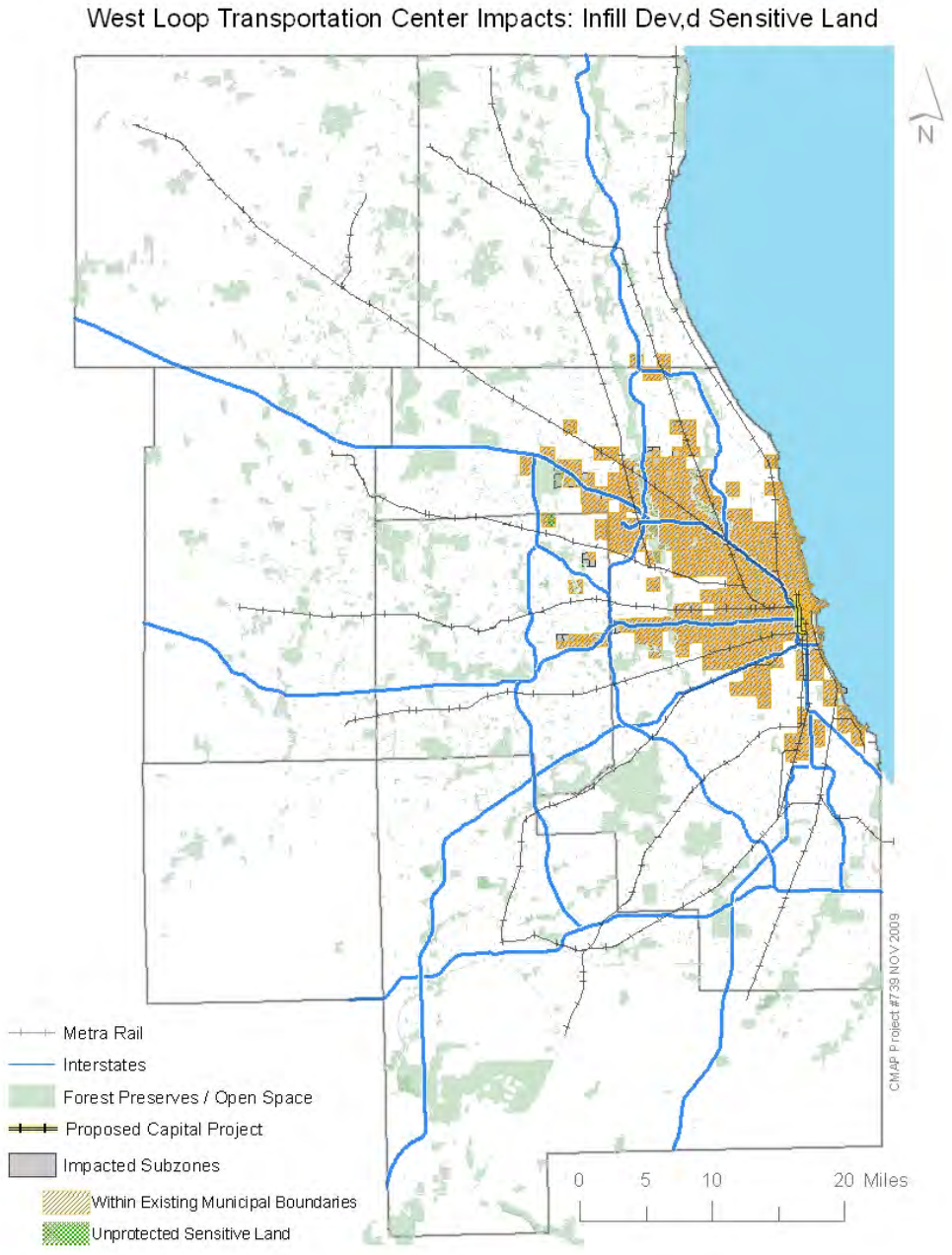
West Loop Transportation Center

Project Description

The West Loop Transportation Center is a proposed transportation terminal located under Clinton Street between the Eisenhower Expressway and Lake Street in Chicago.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The terminal structure for the West Loop Transportation Center is envisioned to incorporate three levels that accommodate and facilitate easy transfers between inter-city rail, commuter rail, rapid transit and bus services. The upper level will serve the routes of the proposed Central Area Bus Rapid Transit System with destinations in the North Michigan Avenue Area, River North, McCormick Place, and the eastern part of the Loop. The middle level will serve a new rapid transit line under study. The lower level will provide two through tracks for either commuter rail or intercity services.

The proposal also includes increased capacity for Chicago Union Station which serves several commuter and intercity passenger rail services. This project would include through-routing some Amtrak intercity trains and Metra commuter trains via the new subway beneath Clinton Street and would provide increased capacity by creating a new station stop beneath Clinton Street. This also would permit direct through operation of trains continuing past downtown Chicago.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	171
	Total income in region	$412,724,000,000	$13,984,000
	Gross Regional Product	$626,828,000,000	$20,685,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	-2,009
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.04
	Average travel time in minutes, transit	58.36	-0.25
Mode share	Total trips, auto	29,222,026	1,805
	Total trips, transit	3,306,482	136
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-241
	Average number of jobs accessible within 75 minutes by transit	1,268,062	5,539
Air quality	Daily emissions of VOC, tons	63.554	0.018
	Daily emissions of NOX, tons	50.937	-0.005
	Annual emissions of direct PM, tons	1,020.4	-0.2
	Annual emissions of NOX, tons	20,187	-2
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-4,340
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	2
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	947
	…as % of total impacted subzones	n/a	97%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Estimated project capital cost is $2 billion.

Connectivity: Proposed facility would connect nearly all of the Metra commuter rail services – the Union Pacific, the Milwaukee District, the BNSF and the Heritage lines; other rail services such as those originating at LaSalle (RID, SWS, proposed SES) and Millenium (Metra Electric, South Shore) can be accessed by subway (Blue Line) or by proposed bus transitways.

Safety and Security: The project enhances safety by reducing pedestrian-to-rail and bus-to-rail travel trips, thereby decreasing the likelihood of congestion-related incidents. Multi-level underground facility may provide shelter and stay-in-place facilities (e.g. air raid protection).

Bicycle and pedestrian accommodations: Proposed facility will be highly accessible to pedestrians and bicyclists.

Consistency with subregional plans: The project is a key transportation recommendation for an improved West Loop district listed in Chapter 5 of the City of Chicago Central Area Action Plan.

Project Status

No preliminary engineering or planning activities (e.g alternatives analysis) are currently scheduled. This project has a year 2020 completion time frame.

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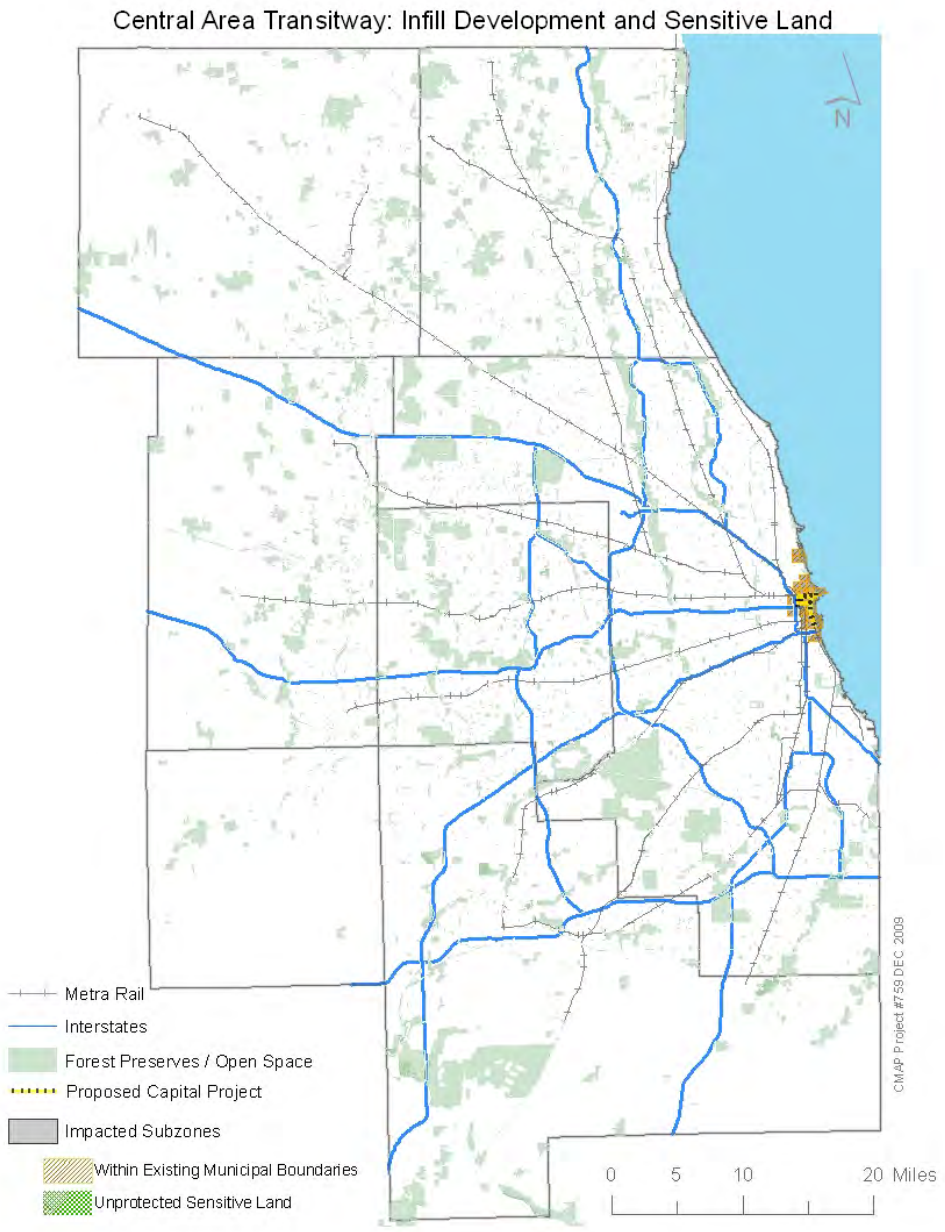
Central Area Transitway

Project Description

The Central Area Bus Rapid Transit System consists of several components providing improved transit circulation in downtown Chicago. The project would offer priority transit service on arterial streets or dedicated rights-of-way with rapid boarding and alighting.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The project consists of a new bus or rail system designed to circulate passengers around downtown and distribute commuters from major transit centers to destinations throughout the Central Area. Routes will connect the West Loop Area with North Michigan Avenue, the eastern Loop, Illinois Center, the Museum Campus and McCormick Place. A new east-west busway could be either at-grade or below street level. A north-south route between North Michigan Avenue and McCormick Place will use the existing Lakefront Busway. The system will include features designed to make transit reliable and attractive, including exclusive busways and priority lanes on city streets.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	1,013
	Total income in region	$412,724,000,000	$61,756,000
	Gross Regional Product	$626,828,000,000	$88,919,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	81
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.08
	Average travel time in minutes, transit	58.36	-0.21
Mode share	Total trips, auto	29,222,026	-15,491
	Total trips, transit	3,306,482	16,864
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	991
	Average number of jobs accessible within 75 minutes by transit	1,268,062	11,395
Air quality	Daily emissions of VOC, tons	63.554	0.047
	Daily emissions of NOX, tons	50.937	0.007
	Annual emissions of direct PM, tons	1,020.4	0.4
	Annual emissions of NOX, tons	20,187	4
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	21,779
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	106
	…as % of total impacted subzones	n/a	98%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Estimated cost of the Carroll Avenue transitway portion of the project range from $250 million to $400 million depending on the vehicle technology selected.

Connectivity: Central Area Transitway will connect with all transit services that serve Chicago's central area.

Safety and Security: Central Area Transitway may provide redundancy (alternative route or path) in the event of incidents affecting service on other transit lines and could provide short term evacuation routing.

Bicycle and pedestrian accommodation: The line will be accessible to large number of pedestrians and bicyclists at various stops and transfer points.

Consistency with subregional plans: The Carroll Avenue portion of the Transitway project is a key transportation recommendation for an improved Near North district listed in Chapter 5 of the City of Chicago Central Area Action Plan.

Project Status

Several key initiatives are taking place now to support the Central Area Bus Rapid Transit Project. First, studies have been prepared for the Carroll Avenue transitway element of the project, along a now unused railroad right-of-way along the north side of the Chicago River Main Branch. These studies include conceptual plans and capital cost estimates. The City of Chicago plans to begin an alternatives analysis for the Carroll Avenue transitway element in 2009. The Clinton Street element of the project is under study as part of the West Loop Transportation proposal by CDOT and CTA. For this element, property rights necessary for the project are being sought as the adjacent properties are developed. Study of other element, including the extension to the Museum Campus and McCormick Place, is expected to begin in late 2009.

The overall project is viewed as having a year 2020 completion time frame.

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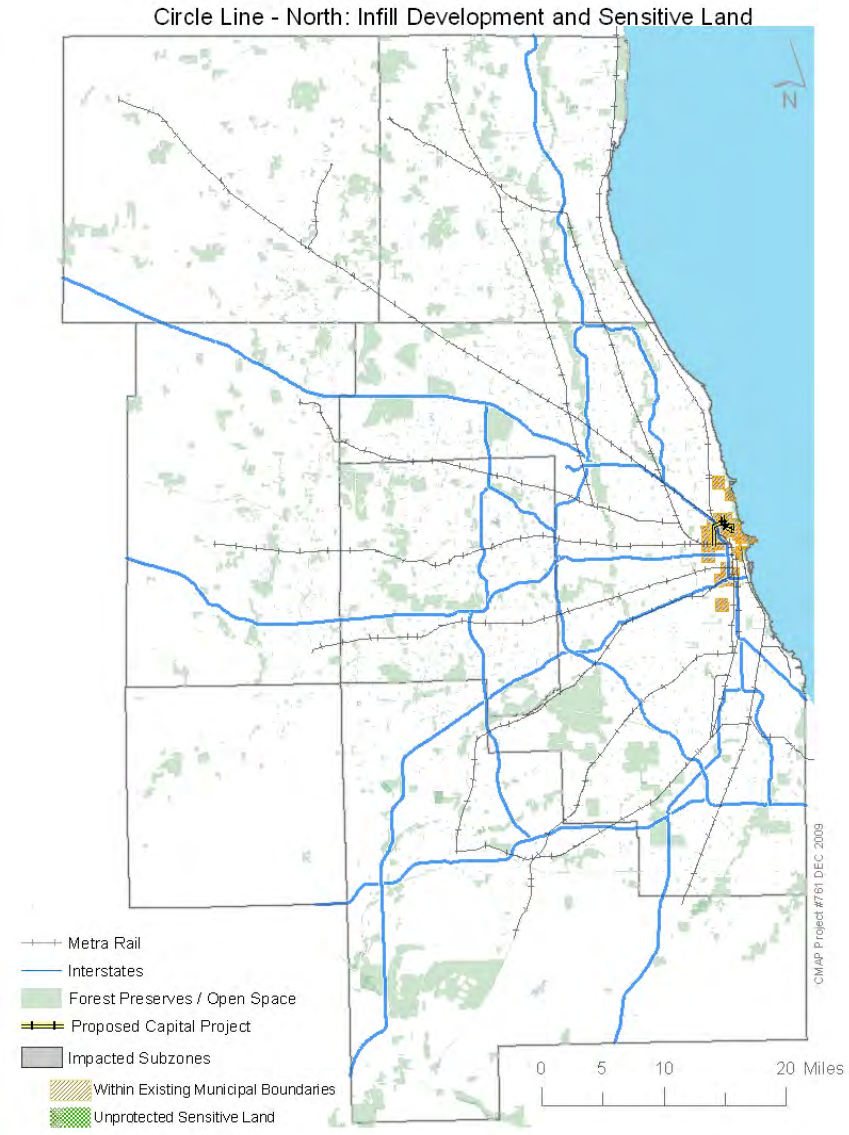
Circle Line North

Project description

The Circle Line is a proposed new rail service that will connect several existing CTA rail lines. The northern portion of the Circle Line will connect the Ashland station of the Green and Pink Lines (also the northern terminus of the southern portion of the Circle Line) to the Red, Brown, and Purple Lines. This portion has been explored in less detail than the southern portion, and is considered a long term vision.

Project map



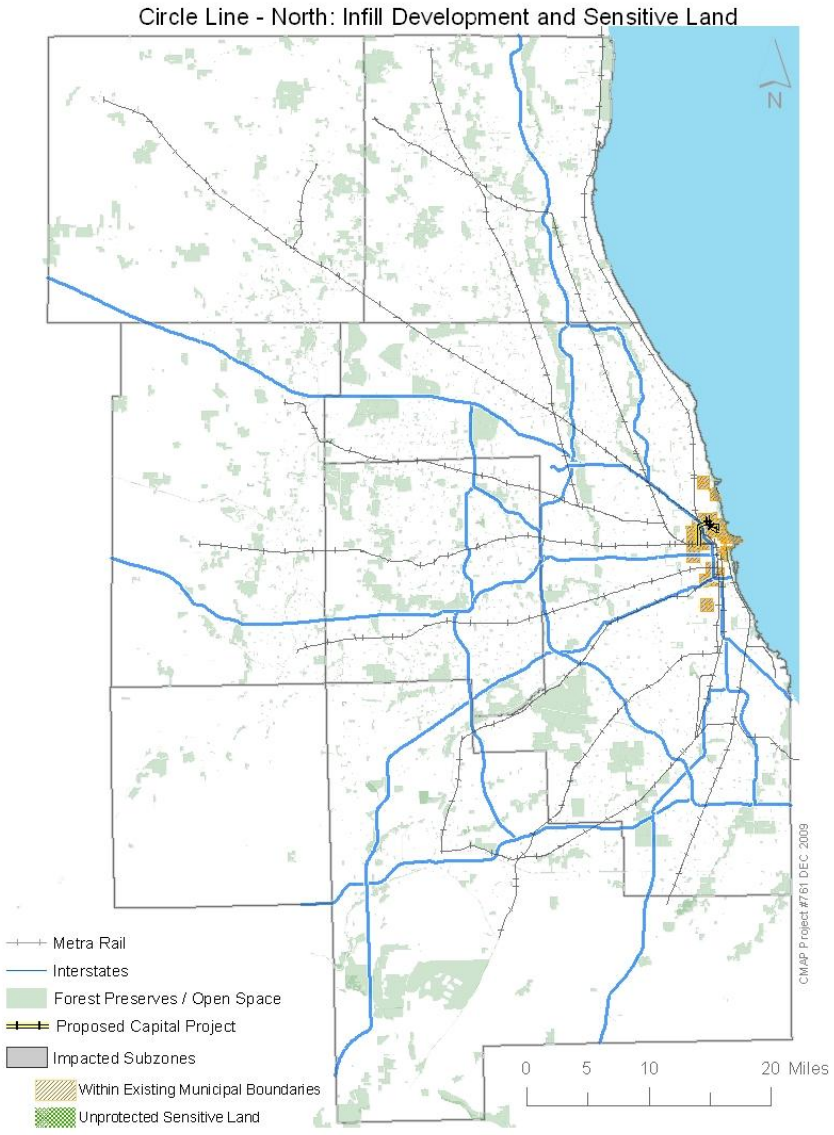
This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Circle Line North

Project description

The Circle Line is a proposed new rail service that will connect several existing CTA rail lines. The northern portion of the Circle Line will connect the Ashland station of the Green and Pink Lines (also the northern terminus of the southern portion of the Circle Line) to the Red, Brown, and Purple Lines. This portion has been explored in less detail than the southern portion, and is considered a long term vision.

Project map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project details and evaluation outcomes

A variety of alignments are possible for the connection to the Red, Purple, and Brown Lines; a connection somewhere in the vicinity of North Avenue or Division Street is expected.

Please note that several of the evaluation measures below were recalculated using different methods, due to problems in the evaluation process. Therefore comparison of this project's results to others should be done with caution.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	n/a
	Total income in region	$412,724,000,000	n/a
	Gross Regional Product	$626,828,000,000	n/a
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	18,879
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.39
	Average travel time in minutes, transit	58.36	-0.47
Mode share	Total trips, auto	29,222,026	-14,301
	Total trips, transit	3,306,482	16,436
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-638
	Average number of jobs accessible within 75 minutes by transit	1,268,062	20,865
Air quality	Daily emissions of VOC, tons	63.554	0.132
	Daily emissions of NOX, tons	50.937	-0.001
	Annual emissions of direct PM, tons	1,020.4	-0.4
	Annual emissions of NOX, tons	20,187	1
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	978
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	97
	…as % of total impacted subzones	n/a	98%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Not identified.

Connectivity: The project is expected to provide connections between the Green, Pink, Red, Brown, and Purple Lines as well as a variety of CTA bus lines served are too numerous to list here. The purpose of the project is to improve connectivity by allowing transfers between services without having to travel all the way into the Loop.

Safety and security: Project provides reroute and bypass capability around Chicago Central Area in the event of an incident. Various in-vehicle and station design safety and security measures will be evaluated for inclusion in the project.

Bicycle and pedestrian accommodation: stations will be integrated into existing bicycle and pedestrian travel networks.

Consistency with subregional plans: The Circle Line is identified as a priority within the Chicago Central Area Action Plan. It is also considered a supporting project in the Cook-DuPage corridor study.

Project status

The selection of a Locally Preferred Alternative for the southern portion of the Circle Line is underway through the Alternatives Analysis process. More documentation on this, including detailed reports and maps, is available at: http://w.transitchicago.com/news_initiatives/planning/circle.aspx. The northern portion is considered a longer term project.

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Project details and evaluation outcomes

The extension would be an elevated or subway rapid transit (HRT) corridor along Lawrence from Kimball to Jefferson Park with intermediate stations at Pulaski and Elston. The proposed extension of the Brown Line would provide expedited access for O'Hare employment and air travel trips from Chicago's north side and other communities along the Brown, Yellow, Purple, and Red Lines. The extension would also serve as a link to the proposed Mid-City Transitway BRT serving the Cicero Avenue corridor thus forming a circumferential transit network serving non-CBD Chicago communities.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	1,213
	Total income in region	$412,724,000,000	$63,138,000
	Gross Regional Product	$626,828,000,000	$92,280,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	-549
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.04
	Average travel time in minutes, transit	58.36	-0.17
Mode share	Total trips, auto	29,222,026	-486
	Total trips, transit	3,306,482	418
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	5,915
	Average number of jobs accessible within 75 minutes by transit	1,268,062	4,903
Air quality	Daily emissions of VOC, tons	63.554	-0.025
	Daily emissions of NOX, tons	50.937	-0.027
	Annual emissions of direct PM, tons	1,020.4	-0.5
	Annual emissions of NOX, tons	20,187	-11
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-18,709
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	31
	…as % of total impacted subzones	n/a	100%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

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Cost: The project is estimated to be completed in 2040. Project capital cost is estimated at $3.7 billion (in 2009$) with annual operating costs of $9 million.

Connectivity: The project directly connects the Brown and Blue Lines, with a connection to the proposed Mid-City Transitway also planned. Numerous CTA bus routes would also feature improved connections due to this project.

Safety and security: Project will provide additional evacuation routes and travel alternatives in the event of an incident to I-90 or O'Hare Airport. Various in-vehicle and station design safety and security measures will be evaluated for inclusion in the project.

Bicycle and pedestrian accommodation: stations will be integrated into existing bicycle and pedestrian travel networks.

Consistency with subregional plans: none identified.

Project status

This project was identified during the Alternatives Analysis process for the Circle Line. The Brown Line extension is in an early stage of planning.

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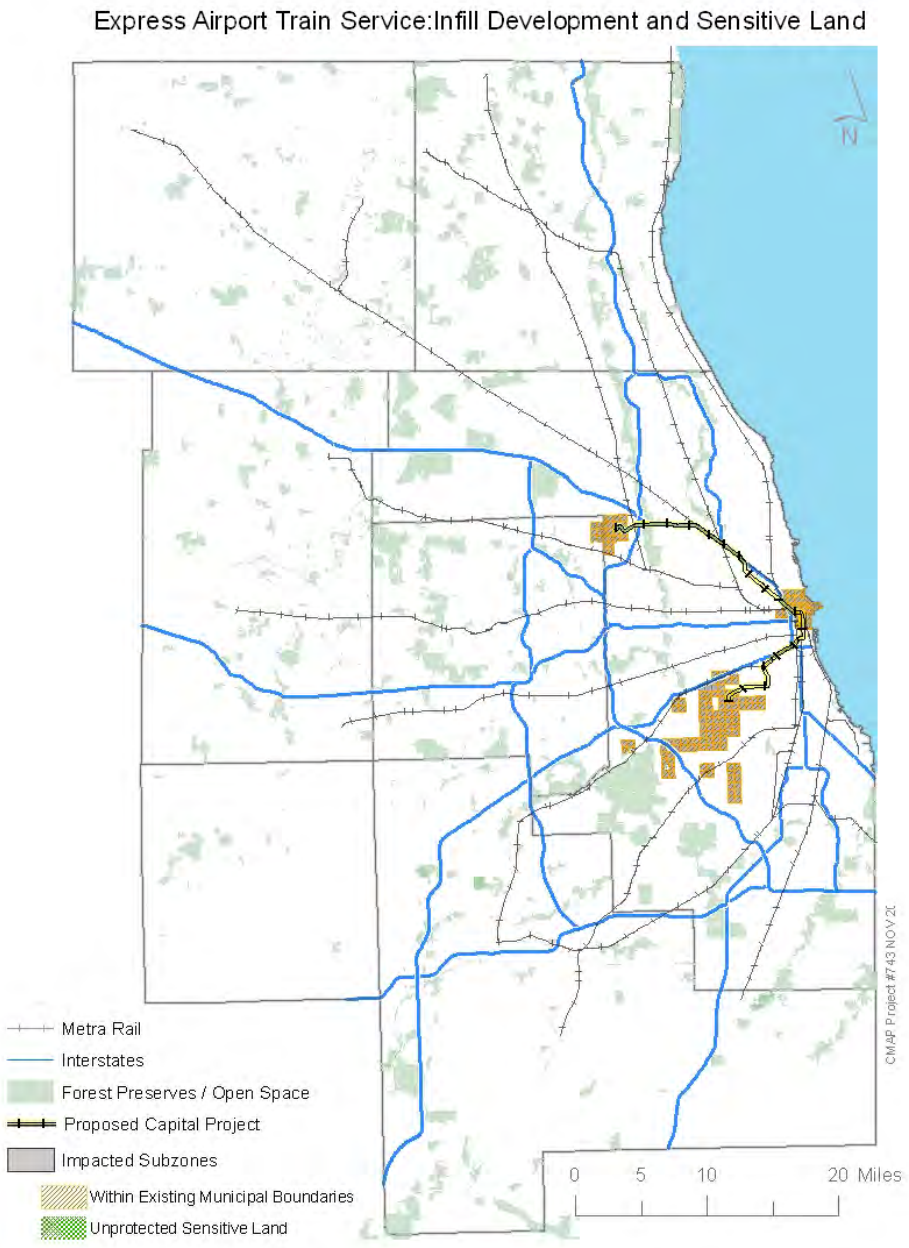
Express Airport Train Service

Project Description

The proposed Express Airport Train Service will provide non-stop service along CTA's Blue and Orange Lines, providing fast, direct service between O'Hare and Midway Airports and Chicago's central business district (CBD).

Project Map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The proposal includes a new downtown terminal providing passengers with boarding passes and baggage check-in. New vehicles will be specially designed for airline passengers and will feature spacious seating, business and air traveler amenities and space for carry-on luggage. The initial proposal provides express rail service between O'Hare International Airport and Midway International Airport with a single stop at a new station (Washington Intermodal Station, 108 North State Street) between the Red and Blue Lines in the Loop. The downtown station will be designed for checked baggage, airline check-in, and other airline passenger amenities, and will include pedestrian connections to the Blue and Red lines as well as the downtown underground pedestrian walkway. Station improvements at Midway and O'Hare are included in the proposal.

Several other related concepts are being discussed, specifically 1) bypass tracks; 2) a McCormick Place-based Express Service; and 3) privately operated express line operation.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	880
	Total income in region	$412,724,000,000	$49,243,000
	Gross Regional Product	$626,828,000,000	$72,123,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	5,141
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.02
	Average travel time in minutes, transit	58.36	-0.17
Mode share	Total trips, auto	29,222,026	-373
	Total trips, transit	3,306,482	1,516
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-466
	Average number of jobs accessible within 75 minutes by transit	1,268,062	5,919
Air quality	Daily emissions of VOC, tons	63.554	0.026
	Daily emissions of NOX, tons	50.937	0.004
	Annual emissions of direct PM, tons	1,020.4	0.0
	Annual emissions of NOX, tons	20,187	1
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	2,697
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	240
	…as % of total impacted subzones	n/a	98%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Estimated capital cost of this project is $1.8 billion, with annual operating cost of $15 million (Parson Brinkerhoff Business Plan).

Connectivity: Terminal at O'Hare will connect with current regular Blue Line service and proposed STAR Line and O'Hare to Schaumburg services. Downtown terminal will connected to all CTA services operating in the Central Area. Midway terminal will connect to current Orange Line service and proposed Inner Circumferential and Mid-City Transitway services.

Safety and Security: New rail capacity and operational improvements may provide redundancy for Blue and Orange lines in the event of an incident.

Bicycle and pedestrian accommodations: none specified

Consistency with subregional plans: the project is listed in Chapter 5 of the City of Chicago Central Area Action Plan.

Project Status

No initial studies or engineering are currently scheduled. This projected is viewed as having a medium term (year 2020) completion time frame.

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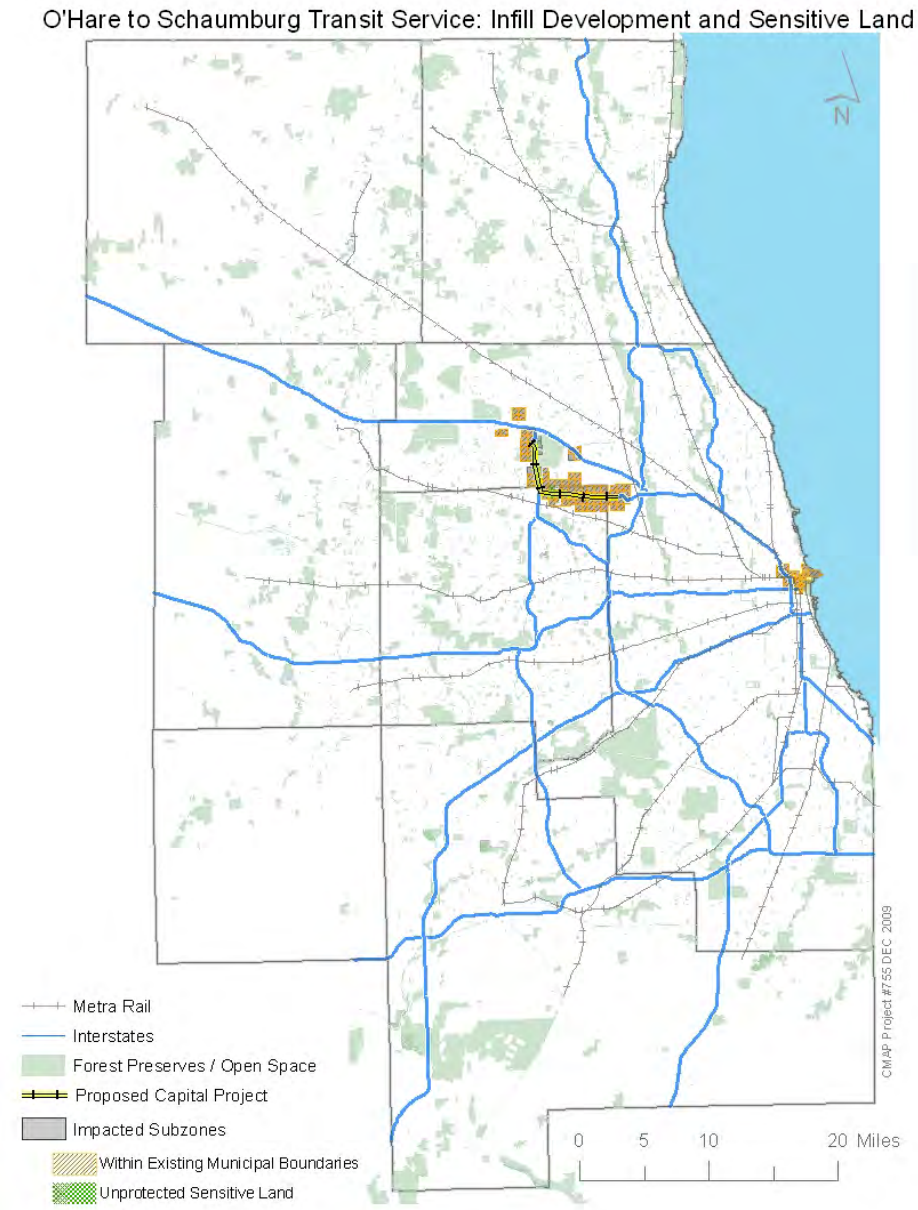
Schaumburg-O'Hare Transit Connection

Project description

A transit component has been proposed as part of the Elgin-O'Hare Expressway improvements. The mode (rail or BRT) and operator of this service has not yet been determined.

Project map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project details and evaluation outcomes

Currently, planning for the Elgin-O'Hare Expressway eastern improvements includes reservation of right of way for a future transit service. This project is expressed as a generic transit service that connects O'Hare's proposed western terminal to Schaumburg along the Elgin-O'Hare Expressway corridor.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	-302
	Total income in region	$412,724,000,000	($10,540,000)
	Gross Regional Product	$626,828,000,000	($14,762,000)
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	7,645
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.00
	Average travel time in minutes, transit	58.36	-0.16
Mode share	Total trips, auto	29,222,026	-3,788
	Total trips, transit	3,306,482	4,681
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	3,807
	Average number of jobs accessible within 75 minutes by transit	1,268,062	10,958
Air quality	Daily emissions of VOC, tons	63.554	0.029
	Daily emissions of NOX, tons	50.937	0.006
	Annual emissions of direct PM, tons	1,020.4	0.0
	Annual emissions of NOX, tons	20,187	2
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	708
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	2
	…as % of total impacted subzones	n/a	1%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	141
	…as % of total impacted subzones	n/a	94%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Estimated capital cost is $1,800,000,000. The project is scheduled to be completed by year 2040.

Connectivity: The project may connect with the Blue Line, "J-Line," and STAR Line, with connections also possible to the Milwaukee District-West Line.

Safety and security: Project will provide redundancy in the event of incidents along the Elgin O'Hare East Extension or I-290, as well as an evacuation route from an incident affecting either O'Hare Airport or the Woodfield commercial area. Various in-vehicle

and station design safety and security measures will be evaluated for inclusion in the project.

Bicycle and pedestrian accommodation: Stations will be integrated into existing bicycle and pedestrian travel networks.

Consistency with subregional plans: The ongoing study of the Elgin-O'Hare Expressway, which included a land use and economic development component, highlighted the need for transit service in this corridor.

Project status

This project is in an early stage of planning and has not entered the federal Alternatives Analysis process.

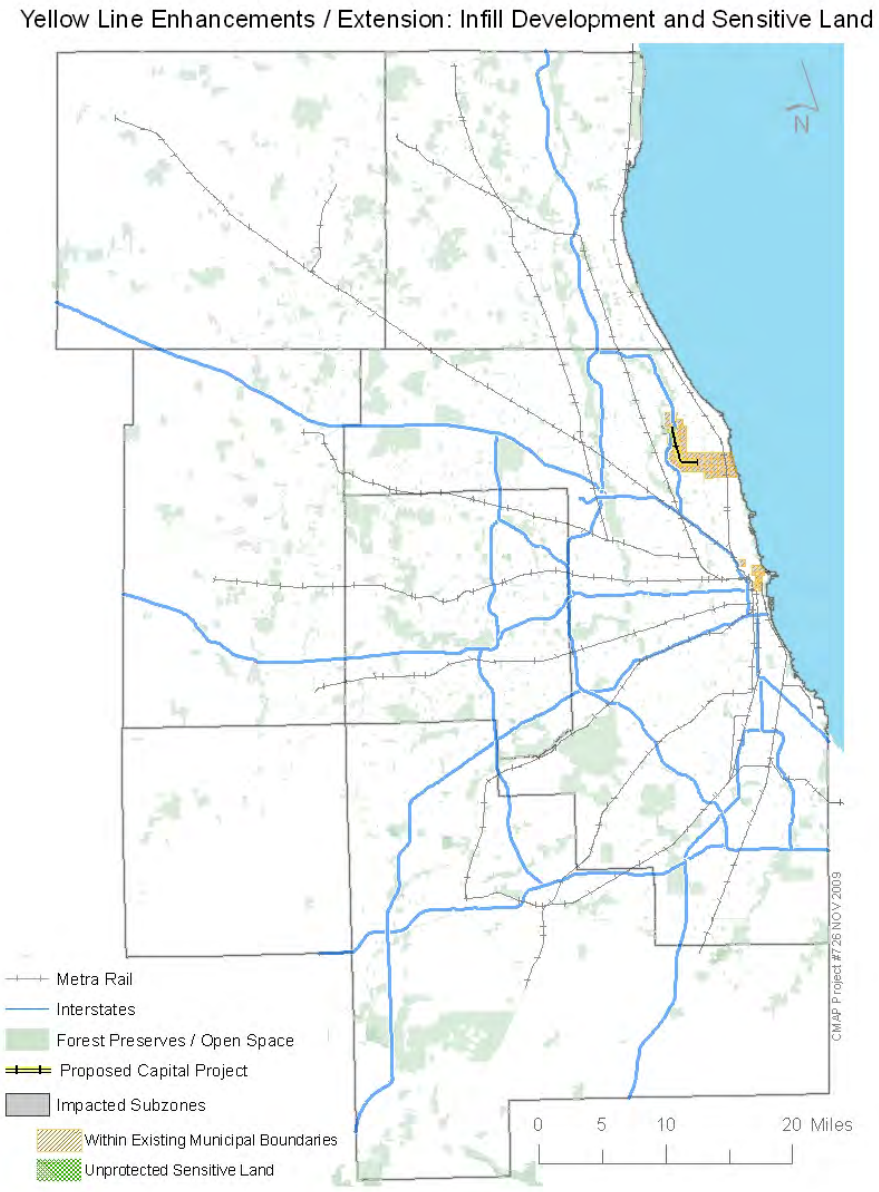
Return to Project List

Yellow Line Extension

Project description

The Yellow Line, also known as the Skokie Swift, provides service to Skokie from the Howard station, which is also served by the Red and Purple Lines. This project extends the Yellow Line to a new terminal at Old Orchard Mall.

Project map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project details and evaluation outcomes

The project extends the Yellow Line for an additional 1.6 miles. It would travel from its current terminus along the Union Pacific Railroad until reaching the Edens Expressway, then travel north on the east side of the expressway to Old Orchard Mall, operating on an elevated structure for its entire length.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	994
	Total income in region	$412,724,000,000	$45,843,000
	Gross Regional Product	$626,828,000,000	$67,917,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	-2,166
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.02
	Average travel time in minutes, transit	58.36	-0.33
Mode share	Total trips, auto	29,222,026	-984
	Total trips, transit	3,306,482	1,015
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	1,413
	Average number of jobs accessible within 75 minutes by transit	1,268,062	5,471
Air quality	Daily emissions of VOC, tons	63.554	0.005
	Daily emissions of NOX, tons	50.937	-0.019
	Annual emissions of direct PM, tons	1,020.4	-0.4
	Annual emissions of NOX, tons	20,187	-8
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-21,019
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	86
	…as % of total impacted subzones	n/a	97%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: The estimated completion year for the project is 2015. It is estimated to cost $263 million to construct in 2009$, or $348 million in YOE$. Annual operating cost is estimated at $2.1 million in 2009$.

Connectivity: Currently two CTA and two Pace routes serve the Dempster station, the terminal of the Yellow Line. The extension of the Yellow Line would add connections to seven additional bus routes that serve the Old Orchard Mall.

Bicycle and pedestrian accommodation: The Village of Skokie has included pedestrian accommodations to support transit service as an element in its comprehensive plan.

Consistency with subregional plans: The Village of Skokie has included the Yellow Line extension within its comprehensive plan and has done significant land use planning to support this project.

Project status

The Locally Preferred Alternative for this project was selected in August 2009, completing the Alternatives Analysis process. This led to the selection of a preferred alignment that follows the UP railroad to a terminal to the east of the Edens Expressway. The next step in the process is to prepare a draft Environmental Impact Statement and begin preliminary engineering through the federal New Starts process. More documentation on the Alternatives Analysis process, including detailed reports and maps, is available at: http://w.transitchicago.com/yelloweis/documents.aspx

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North Red Line Improvements

Project description

The Red Line serves Chicago's lakefront neighborhoods from Howard to its current terminal at 95th Street. This project includes improvements to the Red Line between the Addison and Howard stations. Along this segment, the Red Line operates within the same right of way as the Purple Line express service, which would also be affected by this project.

Project map

This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project details and evaluation outcomes

Elements of the project include:

- Rehabilitation of the structure, tracks, power, and signal system to improve reliability and travel speeds.
- Station reconstruction or rehabilitation to make them accessible to persons with disabilities and expand capacity.
- Additional express service on the Purple Line south of Howard station to downtown.
- Reconfiguration of some station platforms between Howard and Belmont to allow express and local trains to serve the station.
- Improvements to bus transfer facilities and alignment of station entrances to provide convenient access to major east-west bus corridors.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	408
	Total income in region	$412,724,000,000	$18,766,000
	Gross Regional Product	$626,828,000,000	$27,721,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	-4,708
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.00
	Average travel time in minutes, transit	58.36	-0.19
Mode share	Total trips, auto	29,222,026	-872
	Total trips, transit	3,306,482	1,622
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	147
	Average number of jobs accessible within 75 minutes by transit	1,268,062	7,674
Air quality	Daily emissions of VOC, tons	63.554	-0.007
	Daily emissions of NOX, tons	50.937	-0.016
	Annual emissions of direct PM, tons	1,020.4	-0.3
	Annual emissions of NOX, tons	20,187	-6
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-11,653
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	284
	…as % of total impacted subzones	n/a	100%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: The project is estimated to be completed in 2030. Project capital cost is estimated at $2.26 billion (in 2009$). Annual operating cost would not be increased.

Connectivity: The project is expected to improve and expand service on an existing facility, and would improve connectivity but not create new connections.

Safety and security: Project will improve Red Line's capability as a travel alternative in the event of incidents affecting North Lake Shore Drive and other parallel N-S thoroughfares. Various in-vehicle and station design safety and security measures will be evaluated for inclusion in the project.

Bicycle and pedestrian accommodation: Bicycle and pedestrian accommodation: stations will be integrated into existing bicycle and pedestrian travel networks.

Consistency with subregional plans: Station area plans have been created as part of a separate initiative involving UIC, and the project seeks to encourage transit oriented development.

Project status

A vision study for this project is currently underway. Information concerning this process is online at: http://www.transitchicago.com/news_initiatives/planning/redpurplevision.aspx. This study is expected to be completed in 2010.

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