

Elgin O'Hare Add Lanes from I-290 to Gary Avenue

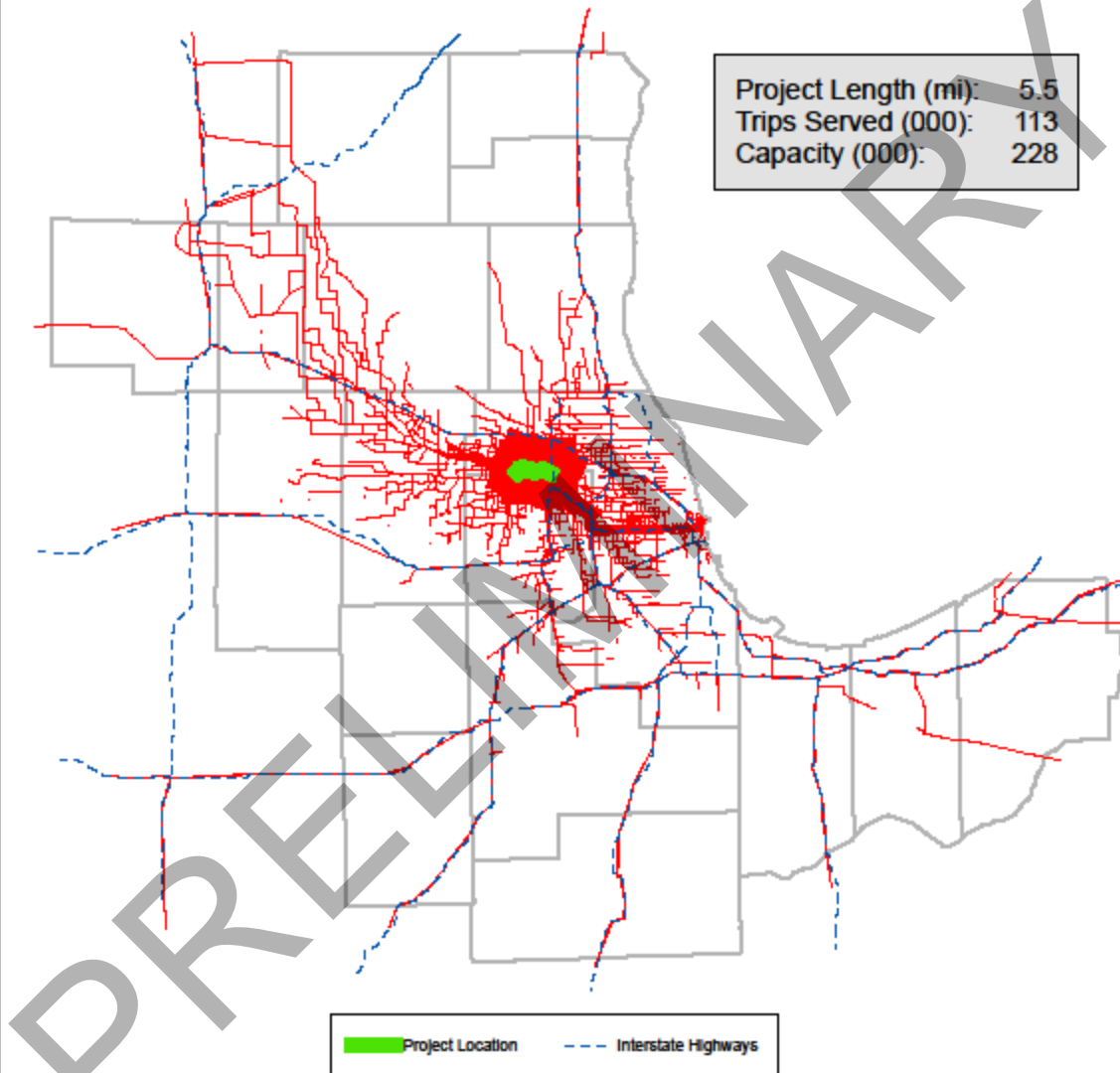
The Elgin-O'Hare Expressway serves northwest Cook and northern DuPage Counties. An initial segment of the highway was opened in the 1990's and presently carries high traffic volumes. In addition to extending the Elgin-O'Hare east and west, the 2030 RTP recommends adding lanes to the existing freeway, which provides two lanes in each direction from US20 to near I-290. The extent of the expanded (4 to 6 total lanes) would be from I-290 west to Gary Avenue. Current at-grade intersections would be grade separated. An expressway to expressway interchange at I-290 and the proposed eastern extension of the Elgin O'Hare expressway is also proposed.

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. The exact total project cost is still to be determined, This project is scheduled to be completed in the medium term (by year 2020).

| Quantitative Evaluation Measures | Sub-Category | Outcome |
|--|------------------------------------|---------|
| Long-Term Economic Development, Including Freight System | jobs | 0 |
| | income | 0 |
| | regional GDP | 0 |
| Congestion | Targeted Facility/Corridor (hours) | -1,274 |
| | System (hours) | -6,854 |
| Travel Time Savings | auto (minutes) | -0.06 |
| | transit (minutes) | -0.14 |
| Mode Share | auto (trips) | 4,617 |
| | transit (trips) | -3,176 |
| | non-motorized (trips) | 1 |
| Jobs-Housing Access | auto - 45 min (number of jobs) | 4,431 |
| | transit - 75 min (number of jobs) | 0 |
| Air Quality | Daily VOC (tons) | -0.01 |
| | Daily NOx (tons) | -0.01 |
| | Annual Direct PM (tons) | 0 |
| | Annual NOx (tons) | -3 |
| Energy Consumption and Greenhouse Gas Emissions (tons) | | -6,964 |
| Preservation of Natural Resources | subzones | 0 |
| | % of subzones | 0% |
| Support for Infill Development | subzones | 44 |
| | % of subzones | 90% |
| Peak Period Utilization/Demand (ratio) | | -0.08 |
| Facility Condition (CRS score) | | 7.2 |

Elgin-O'Hare Expressway Add Lanes: I-290 to Gary AV

Thickness of red lines represents volume of traffic using improved facility.



NOTES:

- Analysis results for 2040 Reference Scenario network plus Elgin-O'Hare add lanes.
- Project coding is from 2030 RTP with the following modification:
 - * western limit of add lanes is Gary Av, not US 20.
- Proportional volumes include all trip purposes and vehicle classes.
- Only links with more than 20 vehicles on them are displayed.

I-190 Improvements

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.

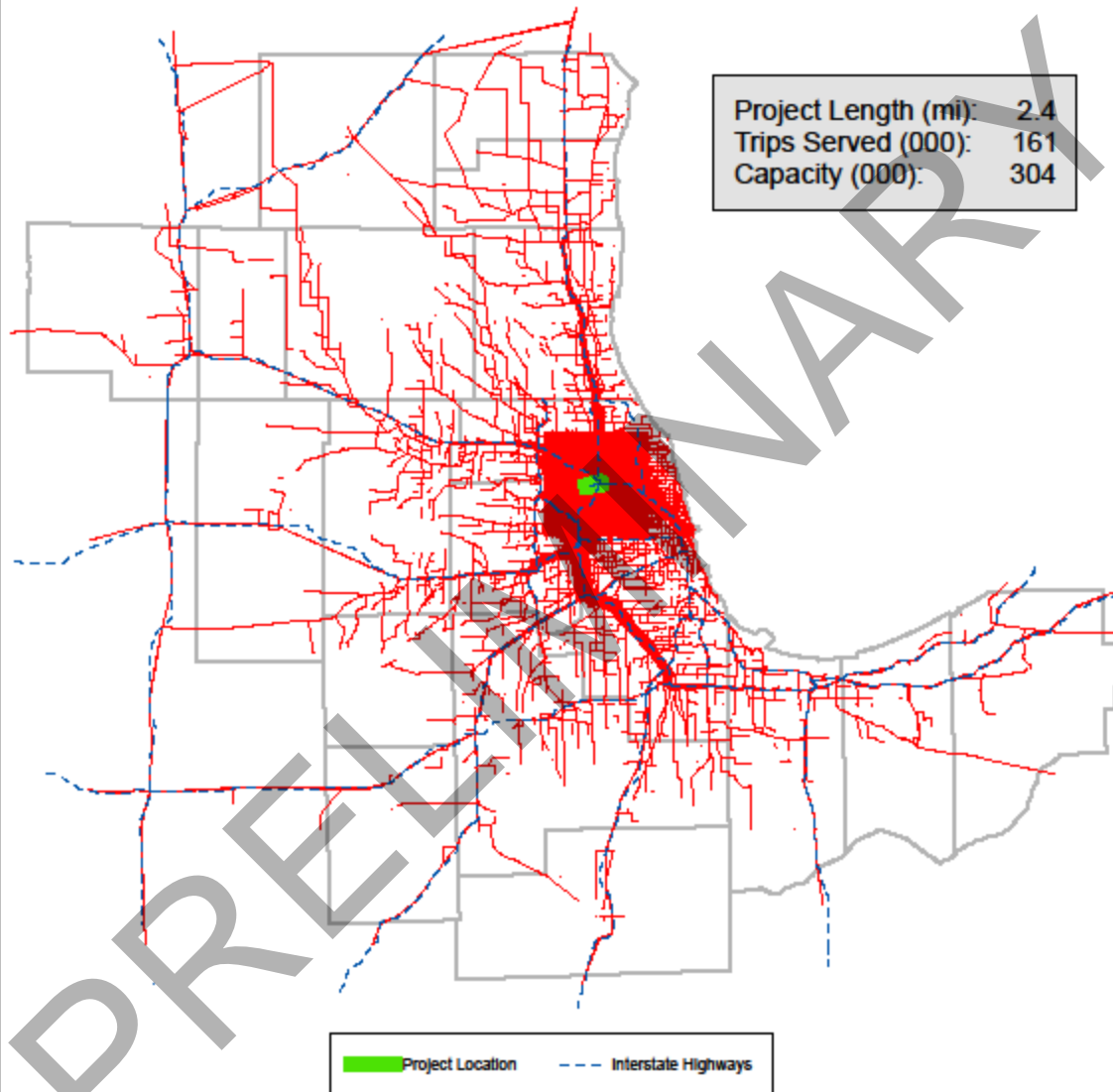
This is a medium to long-term completion project.

Estimated project cost is \$355,000,000.

| Quantitative Evaluation Measures | Sub-Category | Outcome |
|--|------------------------------------|---------|
| Long-Term Economic Development, Including Freight System | jobs | 0 |
| | income | 0 |
| | regional GDP | 0 |
| Congestion | | -1,020 |
| | Targeted Facility/Corridor (hours) | |
| | System (hours) | -7,031 |
| Travel Time Savings | auto (minutes) | 0.00 |
| | transit (minutes) | -0.07 |
| Mode Share | auto (trips) | 2,196 |
| | transit (trips) | -1,880 |
| | non-motorized (trips) | -103 |
| Jobs-Housing Access | auto - 45 min (number of jobs) | -674 |
| | transit - 75 min (number of jobs) | 0 |
| Air Quality | Daily VOC (tons) | 0.03 |
| | Daily NOx (tons) | 0.02 |
| | Annual Direct PM (tons) | 0 |
| | Annual NOx (tons) | 7 |
| Energy Consumption and Greenhouse Gas Emissions (tons) | | 14,946 |
| Preservation of Natural Resources | subzones | 0 |
| | % of subzones | 0% |
| Support for Infill Development | subzones | 36 |
| | % of subzones | 100% |
| Peak Period Utilization/Demand (ratio) | | -0.57 |
| Facility Condition (CRS score) | | 0.0 |

I-190 Access Improvements: I-90 to O'Hare Terminals

Thickness of red lines represents volume of traffic using improved facility.



NOTES:

- Analysis results for 2040 Reference Scenario network plus I-190 access improvements.
- Project coding is from 2030 RTP.
- Proportional volumes include all trip purposes and vehicle classes.
- Only links with more than 20 vehicles on them are displayed.

I-290, Cook County

I-290 (Eisenhower Expressway) serves Chicago's CBD and western suburbs. The initial proposal includes an additional lane in each direction which could be a high-occupancy vehicle (HOV) lane from I-88 to Austin Boulevard. The expressway serves a corridor with complementary transit service and high transit ridership.

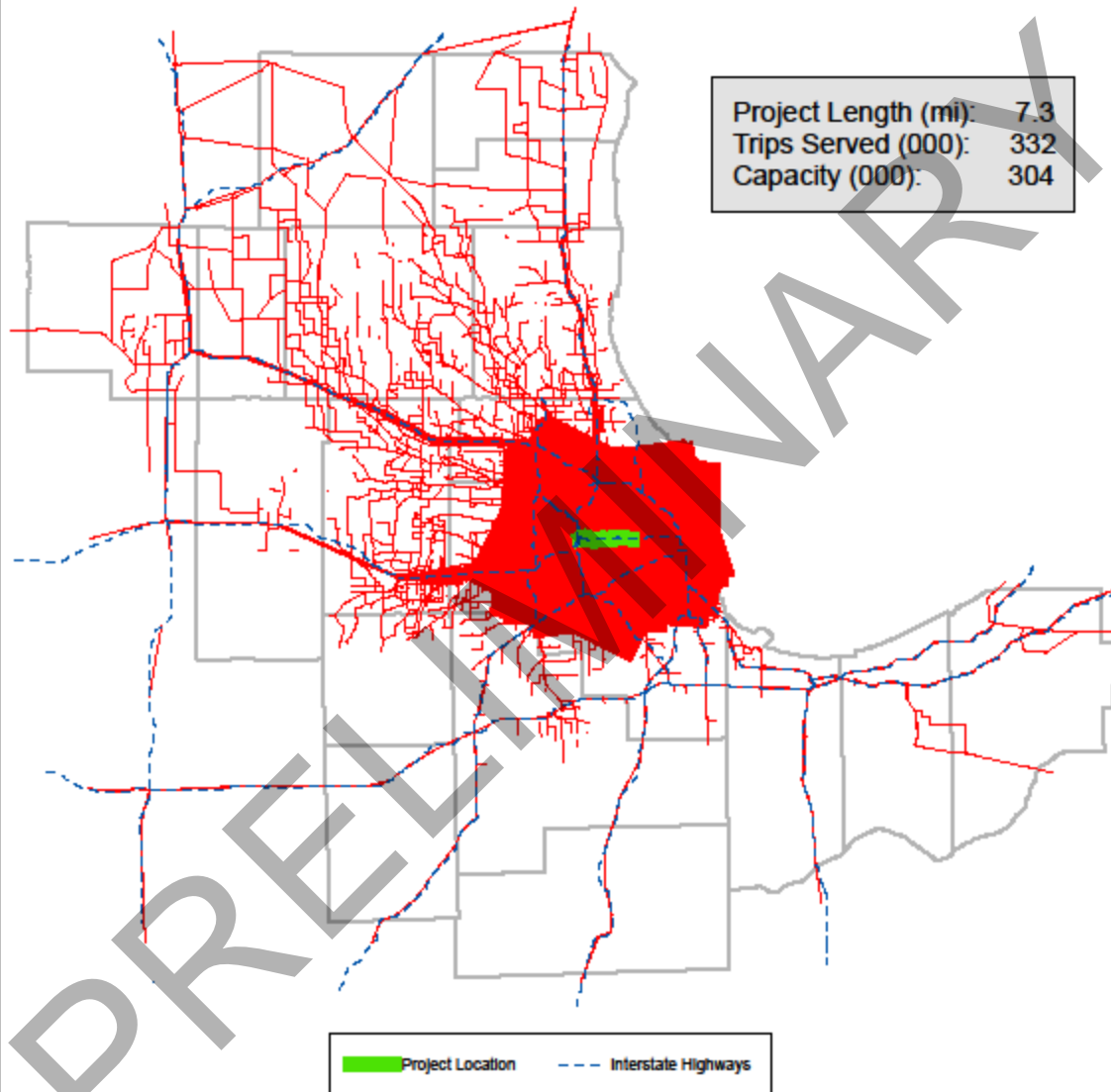
The proposal enhances security by providing a managed lane that can be used to facilitate travel for evacuation and response to incidents, as well as HOV travel necessitated by recovery actions. HOV facilitates along the corridor may also contain adequate bicycle parking facilities and be integrated into existing communities bicycle and pedestrian systems.

If done as an add-lane in each direction project, a cost of \$1,100,000,000 has been cited.

| Quantitative Evaluation Measures | Sub-Category | Outcome |
|--|---|---------|
| Long-Term Economic Development, Including Freight System | jobs | 0 |
| | income | 0 |
| | regional GDP | 0 |
| Congestion | | -18,036 |
| | Targeted Facility/Corridor (hours) System (hours) | -49,860 |
| Travel Time Savings | auto (minutes) | -0.18 |
| | transit (minutes) | -0.07 |
| Mode Share | auto (trips) | 3,717 |
| | transit (trips) | -3,644 |
| | non-motorized (trips) | -85 |
| Jobs-Housing Access | auto - 45 min (number of jobs) | 8,400 |
| | transit - 75 min (number of jobs) | 0 |
| Air Quality | Daily VOC (tons) | -0.12 |
| | Daily NOx (tons) | -0.01 |
| | Annual Direct PM (tons) | 0 |
| | Annual NOx (tons) | 0 |
| Energy Consumption and Greenhouse Gas Emissions (tons) | | 20,256 |
| Preservation of Natural Resources | subzones | 0 |
| | % of subzones | 0% |
| Support for Infill Development | subzones | 58 |
| | % of subzones | 92% |
| Peak Period Utilization/Demand (ratio) | | -0.13 |
| Facility Condition (CRS score) | | 0.0 |

I-290 Managed Lane: I-88 to Austin Blvd

Thickness of red lines represents volume of traffic using improved facility.



NOTES:

- Analysis results for 2040 Reference Scenario network plus I-290 Managed Lane.
- Project coding is from 2030 RTP: project is modeled as a general purpose add lane, not an HOV or truck-only lane.
- Proportional volumes include all trip purposes and vehicle classes.
- Only links with more than 20 vehicles on them are displayed.

I-294 at I-57 Interchange Addition

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.

The initial proposal is to build a new full interchange at I-57 (between the existing 147th and 159th Street interchanges). A new full interchange at the crossing of I-294 and I-57 in South Cook County is expected to improve the accessibility of the south and southwest suburbs.

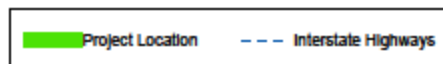
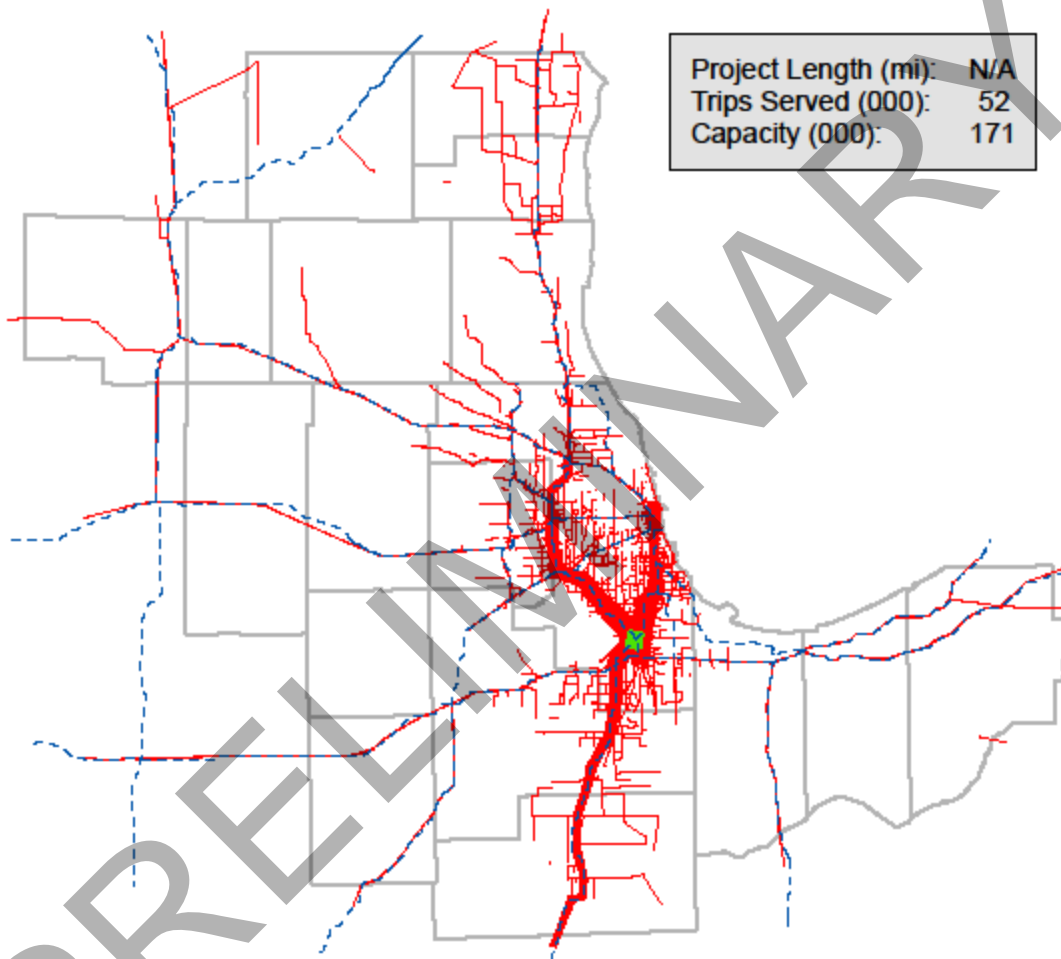
The project has a medium term (year 2015-2020) completion time frame.

Estimated project cost is \$687,000,000.

| Quantitative Evaluation Measures | Sub-Category | Outcome |
|--|--|---------|
| Long-Term Economic Development, Including Freight System | jobs | 0 |
| | income | 0 |
| | regional GDP | 0 |
| Congestion | | 0 |
| | Targeted Facility/Corridor (hours) System (hours) | 9,408 |
| Travel Time Savings | auto (minutes) | -0.01 |
| | transit (minutes) | -0.02 |
| Mode Share | auto (trips) | 3,120 |
| | transit (trips) | -1,909 |
| | non-motorized (trips) | -50 |
| Jobs-Housing Access | auto - 45 min (number of jobs) | 714 |
| | transit - 75 min (number of jobs) | 0 |
| Air Quality | Daily VOC (tons) | 0.05 |
| | Daily NOx (tons) | 0.00 |
| | Annual Direct PM (tons) | 0 |
| | Annual NOx (tons) | 2 |
| Energy Consumption and Greenhouse Gas Emissions (tons) | | 2,014 |
| Preservation of Natural Resources | subzones | 0 |
| | % of subzones | 0% |
| Support for Infill Development | subzones | 11 |
| | % of subzones | 100% |
| Peak Period Utilization/Demand (ratio) | | 0.67 |
| Facility Condition (CRS score) | | 0.0 |

I-294 Interchange Addition: I-294 at I-57

Thickness of red lines represents volume of traffic using improved facility.



NOTES:

- Analysis results for 2040 Reference Scenario network plus I-294 interchange at I-57.
- Project coding is from 2030 RTP.
- Proportional volumes include all trip purposes and vehicle classes.
- Only links with more than 20 vehicles on them are displayed.

I-55 Add Lanes and Reconstruction

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.

This proposal is to add lanes to I-55 (Stevenson Expressway) from Naperville Road on the north to Coal City Road on the south, a total project length of 29.3 miles, with 56.3 lanes-miles to be built.

When completed, improvements from Naperville Road to I-80 will include complete roadway reconstruction, bridge reconstruction or replacement, an improved interchange at IL 126 and additional safety and operations improvements -which may enable managed lane implementation. South of I-80, lanes will be added on selected segments, and the interchange at IL 129 will be improved for safer operation.

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.

The total project cost is still to be determined.

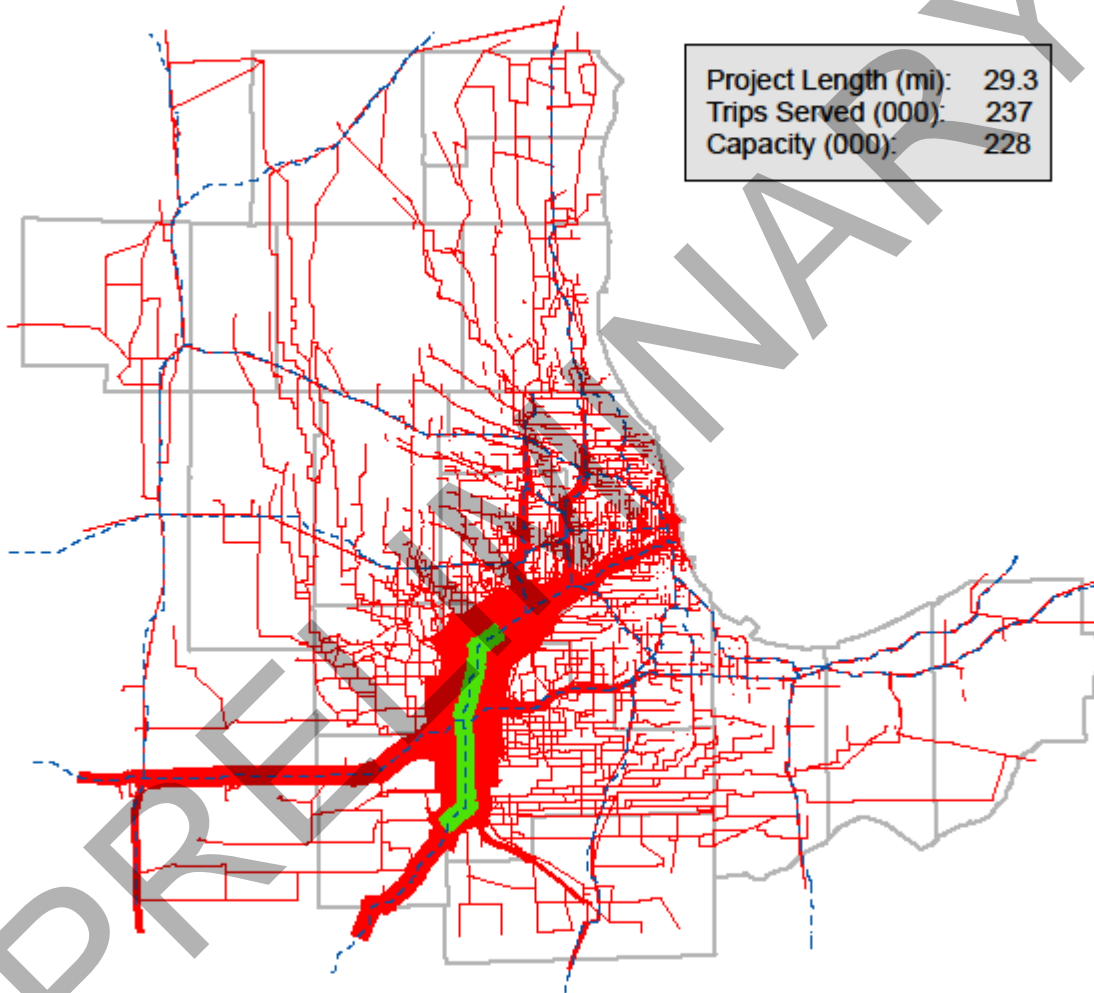
The project segment north of I-80 is anticipated to be completed in the short term (before 2015), while the I-80 to Coal City Road portion is to be completed in the medium to long term (2020 to 2030).



| Quantitative Evaluation Measures | Sub-Category | Outcome |
|--|------------------------------------|---------|
| Long-Term Economic Development, Including Freight System | jobs | n/a |
| | income | n/a |
| | regional GDP | n/a |
| Congestion | Targeted Facility/Corridor (hours) | -4,491 |
| | System (hours) | -13,920 |
| Travel Time Savings | auto (minutes) | -0.08 |
| | transit (minutes) | -0.08 |
| Mode Share | auto (trips) | -10 |
| | transit (trips) | -612 |
| | non-motorized (trips) | -25 |
| Jobs-Housing Access | auto - 45 min (number of jobs) | 4,642 |
| | transit - 75 min (number of jobs) | 0 |
| Air Quality | Daily VOC (tons) | 0.03 |
| | Daily NOx (tons) | 0.12 |
| | Annual Direct PM (tons) | 1 |
| | Annual NOx (tons) | 47 |
| Energy Consumption and Greenhouse Gas Emissions (tons) | | 33,023 |
| Preservation of Natural Resources | subzones | 300 |
| | % of subzones | 48% |
| Support for Infill Development | subzones | 231 |
| | % of subzones | 37% |
| Peak Period Utilization/Demand (ratio) | | -0.18 |
| Facility Condition (CRS score) | | 6.8 |

I-55 Add Lanes: Naperville RD to Coal City RD

Traffic using improved facility

| | |
|----------------------|------|
| Project Length (mi): | 29.3 |
| Trips Served (000): | 237 |
| Capacity (000): | 228 |



| | |
|--|---|
|  Project Location |  Interstate Highways |
|--|---|

I-57 Add Lanes

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 first to the proposed I-57/IL 394 connector then to Wilmington-Peotone Road.

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.

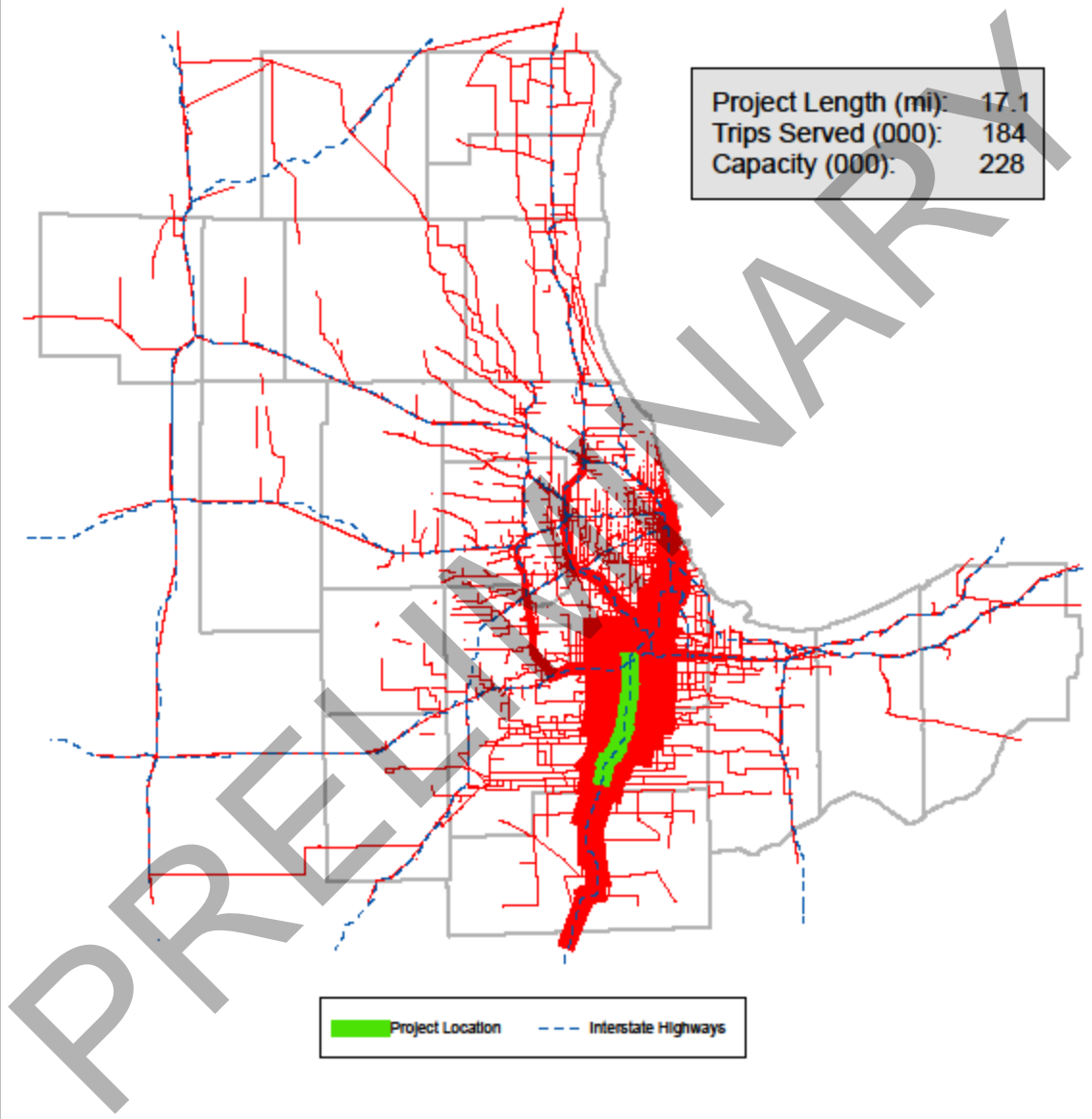
This project has a long term (year 2030) completion time frame.

| Quantitative Evaluation Measures | Sub-Category | Outcome |
|--|---|---------|
| Long-Term Economic Development, Including Freight System | jobs | 0 |
| | income | 0 |
| | regional GDP | 0 |
| Congestion | | -5,047 |
| | Targeted Facility/Corridor (hours) System (hours) | 10,774 |
| Travel Time Savings | auto (minutes) | 0.00 |
| | transit (minutes) | -0.14 |
| Mode Share | auto (trips) | 7,076 |
| | transit (trips) | -4,800 |
| | non-motorized (trips) | -107 |
| Jobs-Housing Access | auto - 45 min (number of jobs) | 1,512 |
| | transit - 75 min (number of jobs) | 0 |
| Air Quality | Daily VOC (tons) | 0.06 |
| | Daily NOx (tons) | 0.06 |
| | Annual Direct PM (tons) | 1 |
| | Annual NOx (tons) | 26 |
| Energy Consumption and Greenhouse Gas Emissions (tons) | | 30,611 |
| Preservation of Natural Resources | subzones | 6 |
| | % of subzones | 6% |
| Support for Infill Development | subzones | 50 |
| | % of subzones | 53% |
| Peak Period Utilization/Demand (ratio) | | -0.08 |
| Facility Condition (CRS score) | | 6.6 |

I-57 Add Lanes: I-80 to Wilmington-Peotone RD

Traffic using improved facility

| | |
|----------------------|------|
| Project Length (mi): | 17.1 |
| Trips Served (000): | 184 |
| Capacity (000): | 228 |



Project Location Interstate Highways

I-80

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 to US 45.

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.

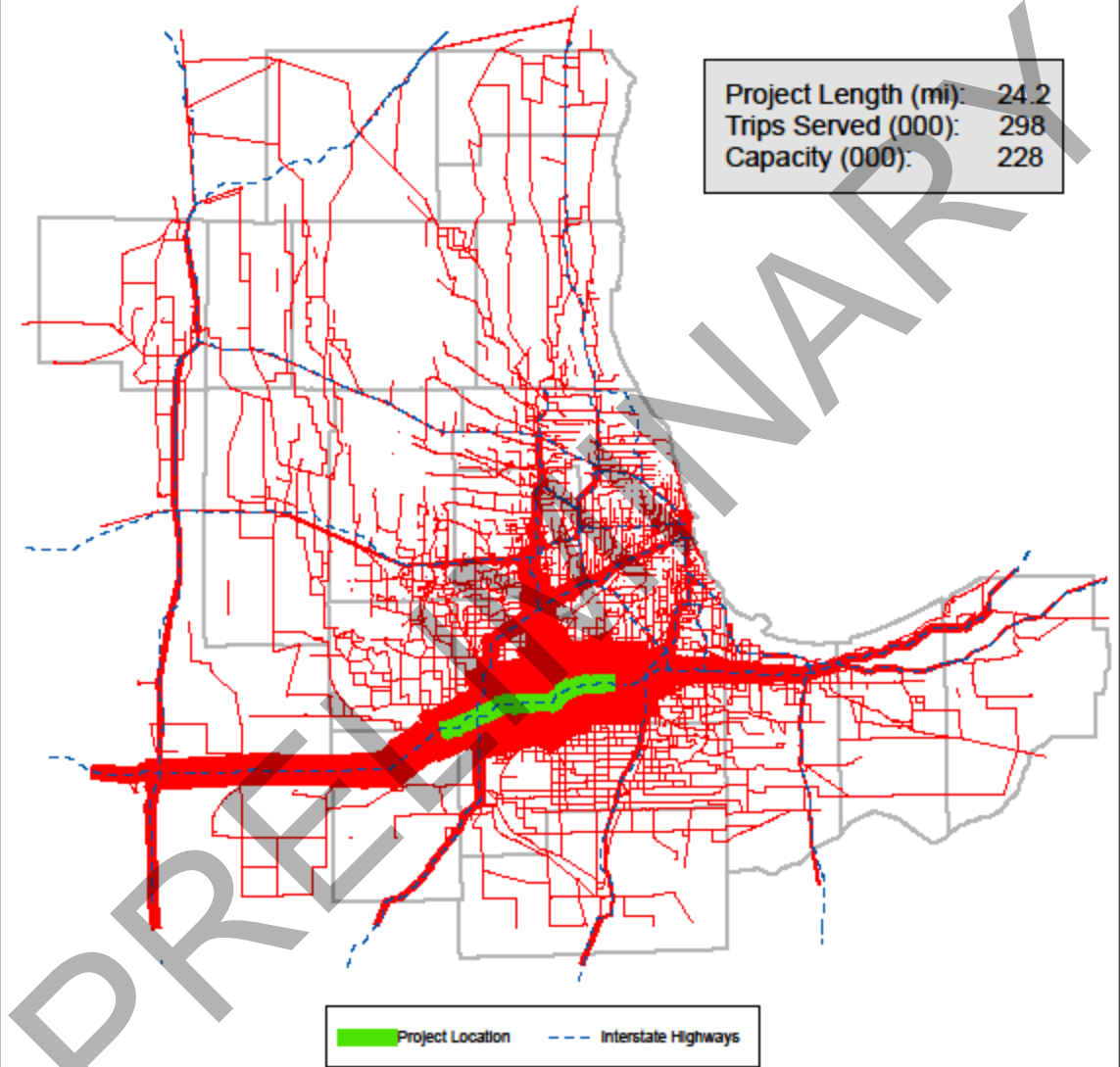
This project has a medium term (year 2020) completion time frame.

| Quantitative Evaluation Measures | Sub-Category | Outcome |
|--|------------------------------------|---------|
| Long-Term Economic Development, Including Freight System | jobs | 0 |
| | income | 0 |
| | regional GDP | 0 |
| Congestion | Targeted Facility/Corridor (hours) | -13,950 |
| | System (hours) | -32,150 |
| Travel Time Savings | auto (minutes) | -0.12 |
| | transit (minutes) | -0.03 |
| Mode Share | auto (trips) | 7,240 |
| | transit (trips) | -4,897 |
| | non-motorized (trips) | -122 |
| Jobs-Housing Access | auto - 45 min (number of jobs) | 5,686 |
| | transit - 75 min (number of jobs) | 0 |
| Air Quality | Daily VOC (tons) | -0.05 |
| | Daily NOx (tons) | 0.05 |
| | Annual Direct PM (tons) | 0 |
| | Annual NOx (tons) | 24 |
| Energy Consumption and Greenhouse Gas Emissions (tons) | | 23,269 |
| Preservation of Natural Resources | subzones | 24 |
| | % of subzones | 21% |
| Support for Infill Development | subzones | 68 |
| | % of subzones | 59% |
| Peak Period Utilization/Demand (ratio) | | -0.11 |
| Facility Condition (CRS score) | | 7.6 |

I-80 Add Lanes: Grundy Co. to US45

Traffic using improved facility

| | |
|----------------------|------|
| Project Length (mi): | 24.2 |
| Trips Served (000): | 298 |
| Capacity (000): | 228 |



I-90 (Jane Addams Memorial Tollway) Improvements

I-90 (Jane Addams Memorial Tollway) serves northwest Cook, Kane and McHenry Counties, linking the region with the upper Midwest.

The initial proposal is to provide an additional lane in each direction on the Jane Addams Memorial Tollway from I-294 to the Elgin Toll Plaza. A subsequent proposal is to continue the additional lanes from the Elgin toll plaza west through the Rockford area. Most of the Jane Addams Memorial Tollway will require reconstruction in the coming decades. Access to the facility may be improved by: reconstructing the interchange at I-290/IL 53; expanding the interchanges at Barrington Road, Roselle Road, and IL 72; and, providing a new interchange at Meacham Road.

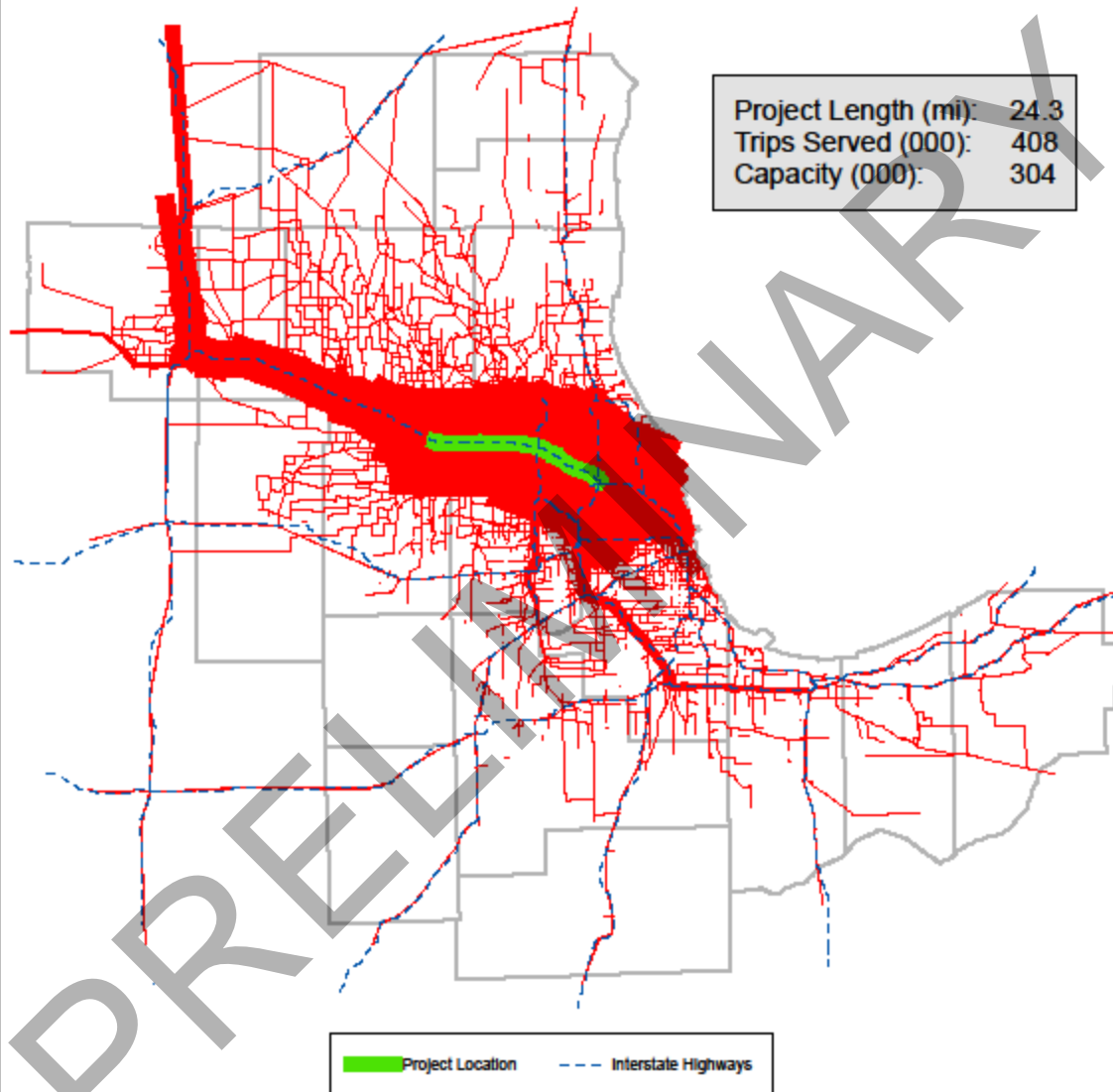
The proposal enhances safety by providing additional capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents, as well as HOV travel necessitated by recovery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

This project has a medium term (year 2020) completion time frame.

| Quantitative Evaluation Measures | Sub-Category | Outcome |
|--|------------------------------------|---------|
| Long-Term Economic Development, Including Freight System | jobs | 0 |
| | income | 0 |
| | regional GDP | 0 |
| Congestion | Targeted Facility/Corridor (hours) | -8,096 |
| | System (hours) | -40,076 |
| Travel Time Savings | auto (minutes) | -0.16 |
| | transit (minutes) | -0.15 |
| Mode Share | auto (trips) | 1,712 |
| | transit (trips) | -1,429 |
| | non-motorized (trips) | 33 |
| Jobs-Housing Access | auto - 45 min (number of jobs) | 6,135 |
| | transit - 75 min (number of jobs) | 0 |
| Air Quality | Daily VOC (tons) | -0.05 |
| | Daily NOx (tons) | 0.04 |
| | Annual Direct PM (tons) | 1 |
| | Annual NOx (tons) | 20 |
| Energy Consumption and Greenhouse Gas Emissions (tons) | | 30,925 |
| Preservation of Natural Resources | subzones | 5 |
| | % of subzones | 3% |
| Support for Infill Development | subzones | 128 |
| | % of subzones | 82% |
| Peak Period Utilization/Demand (ratio) | | -0.11 |
| Facility Condition (CRS score) | | 0.0 |

I-90 Add Lanes: I-294 to Elgin Toll Plaza

Thickness of red lines represents volume of traffic using improved facility.



NOTES:

- Analysis results for 2040 Reference Scenario network plus I-90 add lanes.
- Project coding is from 2030 RTP with the following modification:
 - * expanded interchanges at Barrington RD and Roselle RD.
- Proportional volumes include all trip purposes and vehicle classes.
- Only links with more than 20 vehicles on them are displayed.

IL394

IL394 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 to add lanes (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 and to convert from the existing high-type arterial to freeway design from US30 to Exchange Street. 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.

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.

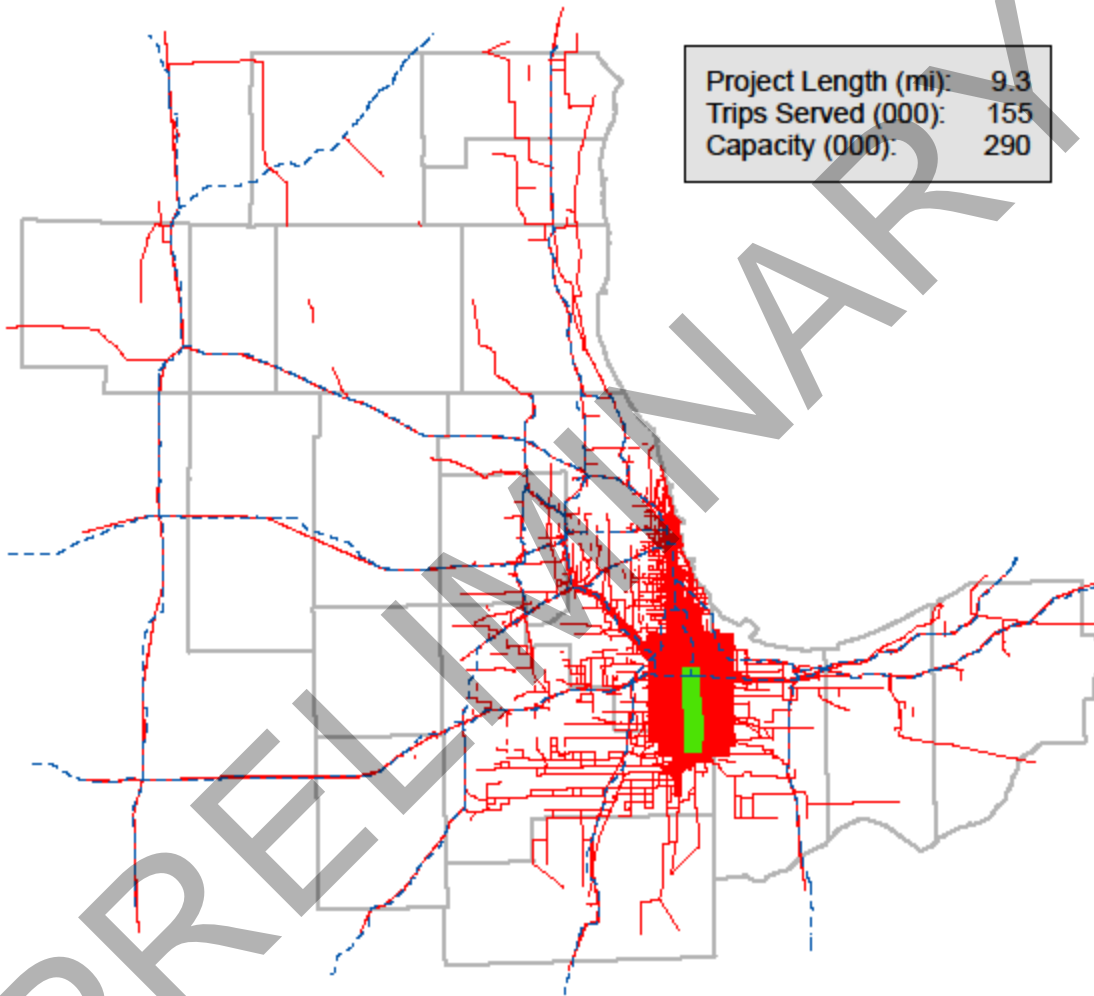
This project has a medium term (year 2015) completion time frame.



| Quantitative Evaluation Measures | Sub-Category | Outcome |
|--|--|---------|
| Long-Term Economic Development, Including Freight System | jobs | 0 |
| | income | 0 |
| | regional GDP | 0 |
| Congestion | | -447 |
| | Targeted Facility/Corridor (hours) System (hours) | 1,968 |
| Travel Time Savings | auto (minutes) | -0.08 |
| | transit (minutes) | -0.09 |
| Mode Share | auto (trips) | -587 |
| | transit (trips) | -958 |
| | non-motorized (trips) | -105 |
| Jobs-Housing Access | auto - 45 min (number of jobs) | 6,096 |
| | transit - 75 min (number of jobs) | 0 |
| Air Quality | Daily VOC (tons) | 0.04 |
| | Daily NOx (tons) | 0.06 |
| | Annual Direct PM (tons) | 1 |
| | Annual NOx (tons) | 28 |
| Energy Consumption and Greenhouse Gas Emissions (tons) | | 37,192 |
| Preservation of Natural Resources | subzones | 5 |
| | % of subzones | 6% |
| Support for Infill Development | subzones | 41 |
| | % of subzones | 50% |
| Peak Period Utilization/Demand (ratio) | | -0.23 |
| Facility Condition (CRS score) | | 8.0 |

IL 394 Add Lanes: I-80 to Exchange ST

Traffic using improved facility

| | |
|----------------------|-----|
| Project Length (mi): | 9.3 |
| Trips Served (000): | 155 |
| Capacity (000): | 290 |



| | |
|--|---|
|  Project Location |  Interstate Highways |
|--|---|

NOTES:

- Analysis results for 2040 Reference Scenario network plus IL 394 add lanes.
- IL 394 add lanes coding is from the 2030 RTP with the following modifications:
 - * 4 lanes each direction: Thornton-Lansing RD to Steger RD
 - * 3 lanes each direction: Steger RD to Exchange ST
- Proportional volumes include all trip purposes and vehicle classes.
- Only links with more than 20 vehicles on them are displayed.

Southeast Service

The proposal is to introduce a new commuter rail line serving Chicago, southern Cook and northeastern Will County. The initial proposal is for a new 33-mile commuter rail line between the Chicago CBD and southern Cook/northeastern Will County suburbs. 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 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. The stations along the proposed line will feature bicycle parking facilities and be integrated into their communities' respective bicycle and pedestrian thoroughfares.

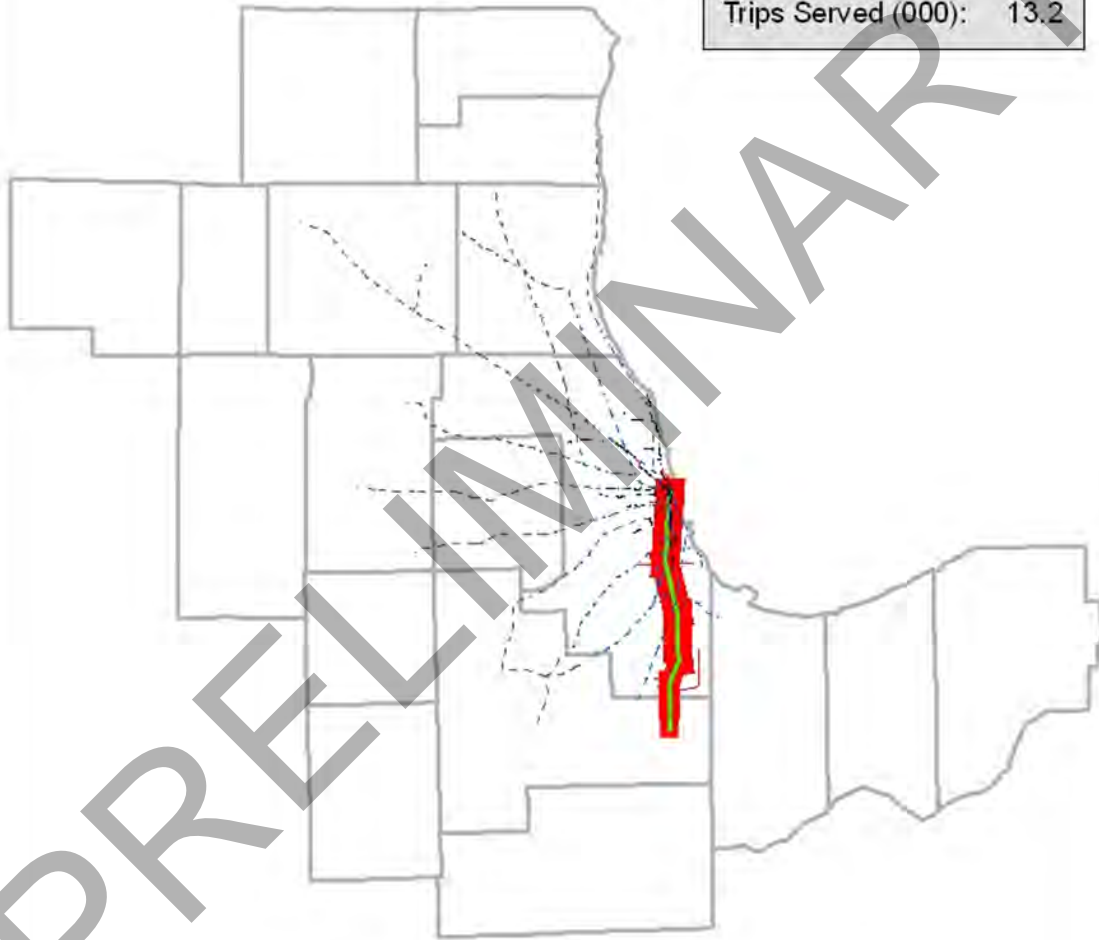
The exact total project cost is still to be determined, but was estimated at \$524,000,000. (Richard Wronski, "South Side Hopes Olympics bring a CTA Gold Line", Chicago Tribune, July 7, 2009). This project is scheduled to be completed in the long term (by year 2030).

| Quantitative Evaluation Measures | Sub-Category | Outcome |
|---|------------------------------------|---------|
| Long-Term Economic Development, Including Freight System Congestion | jobs | 0 |
| | income | 0 |
| | regional GDP | 0 |
| Travel Time Savings | Targeted Facility/Corridor (hours) | 0 |
| | System (hours) | -3,019 |
| Mode Share | auto (minutes) | 0.00 |
| | transit (minutes) | -0.12 |
| Jobs-Housing Access | auto (trips) | -13,660 |
| | transit (trips) | 11,590 |
| | non-motorized (trips) | 1,092 |
| Air Quality | auto - 45 min (number of jobs) | -764 |
| | transit - 75 min (number of jobs) | 16,371 |
| Energy Consumption and Greenhouse Gas Emissions (tons) | Daily VOC (tons) | -0.01 |
| | Daily NOx (tons) | -0.02 |
| | Annual Direct PM (tons) | 0 |
| | Annual NOx (tons) | -8 |
| Preservation of Natural Resources | subzones | -9,064 |
| Support for Infill Development | % of subzones | 0 |
| | subzones | 0% |
| Peak Period Utilization/Demand (ratio) | % of subzones | 96 |
| | subzones | 83% |
| Facility Condition (CRS score) | | 0.00 |
| | | 0.0 |

Southeast Service

Trips using improved facility

Project Length (mi): 32.8*
Trips Served (000): 13.2



— Project Location - - - Metra Lines - - CTA Rail Lines

NOTES:

- * Length of entire line. New segment (from Gresham station south) is 24.8 miles.
- Analysis results for 2040 Reference Scenario network plus Southeast Service.
- SES coding is from the 2030 RTP.
- Trips served counts only Home-Based Work trips.
- Only links with more than 10 trips on them are displayed.

STAR Line

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.

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.

As a new transit corridor that parallels heavily congested north-south and east-west corridors, it will increase safety by reducing long-distance vehicle trips. The stations on the STAR Line will be equipped with bicycle parking facilities and be heavily integrated into bicycle/pedestrian trails of nearby communities. As a parallel travel system serving large trip generators, it will provide redundancy in the event of a major incident .

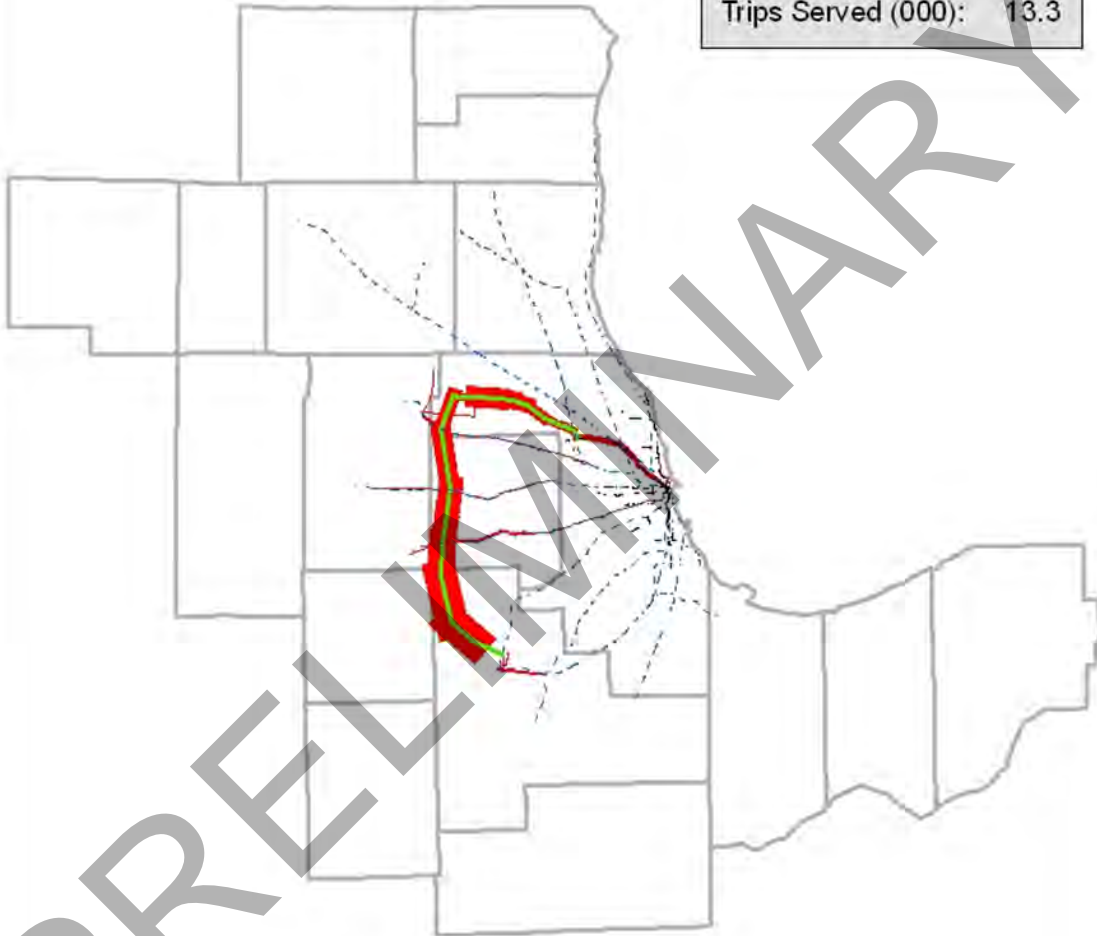
The exact total project cost is still to be determined, but was estimated at \$1,103,000,000 in March of 2003. (Star Line Feasibility Report, Metra). This project is scheduled to be completed in the long term (by year 2030).

| Quantitative Evaluation Measures | Sub-Category | Outcome |
|--|------------------------------------|---------|
| Long-Term Economic Development, Including Freight System | jobs | 0 |
| | income | 0 |
| | regional GDP | 0 |
| Congestion | Targeted Facility/Corridor (hours) | 0 |
| | System (hours) | 3,736 |
| Travel Time Savings | auto (minutes) | 0.08 |
| | transit (minutes) | 0.08 |
| Mode Share | auto (trips) | -31,409 |
| | transit (trips) | 32,973 |
| | non-motorized (trips) | 292 |
| Jobs-Housing Access | auto - 45 min (number of jobs) | -1,271 |
| | transit - 75 min (number of jobs) | 57,632 |
| Air Quality | Daily VOC (tons) | -0.01 |
| | Daily NOx (tons) | -0.02 |
| | Annual Direct PM (tons) | 0 |
| | Annual NOx (tons) | -8 |
| Energy Consumption and Greenhouse Gas Emissions (tons) | | -28,392 |
| Preservation of Natural Resources | subzones | 24 |
| | % of subzones | 10% |
| Support for Infill Development | subzones | 187 |
| | % of subzones | 81% |
| Peak Period Utilization/Demand (ratio) | | 0.00 |
| Facility Condition (CRS score) | | 0.0 |

STAR Line

Trips using improved facility

Project Length (mi): 58.9
Trips Served (000): 13.3



— Project Location - - - Metra Lines - - CTARail Lines

NOTES:

- Analysis results for 2040 Reference Scenario network plus STAR Line.
- STAR Line coding is from the 2030 RTP.
- Trips served counts only Home-Based Work trips.
- For cartographic purposes, the select line analysis results shown excluded one link directly south of the BNSF. This does not affect the number of trips served on the STAR Line.
- Only links with more than 10 trips on them are displayed.

Elgin O'Hare East Extension

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 new multimodal highway segments to complete the eastern segment of the existing Elgin-O'Hare Expressway, enhance the O'Hare Modernization Plan (OMP)'s proposed western access to O'Hare, and provide a western bypass of O'Hare Airport.

The proposal is comprised of several distinct phases of implementation. On the eastern end of the existing Elgin-O'Hare facility, an expressway segment consisting of 2 to 3 lanes in each direction is proposed to complete the facility's connection to O'Hare. This will extend east 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, Park Boulevard, Arlington Heights Road, Prospect Avenue, Wood Dale Road, IL 83, and York Road. .

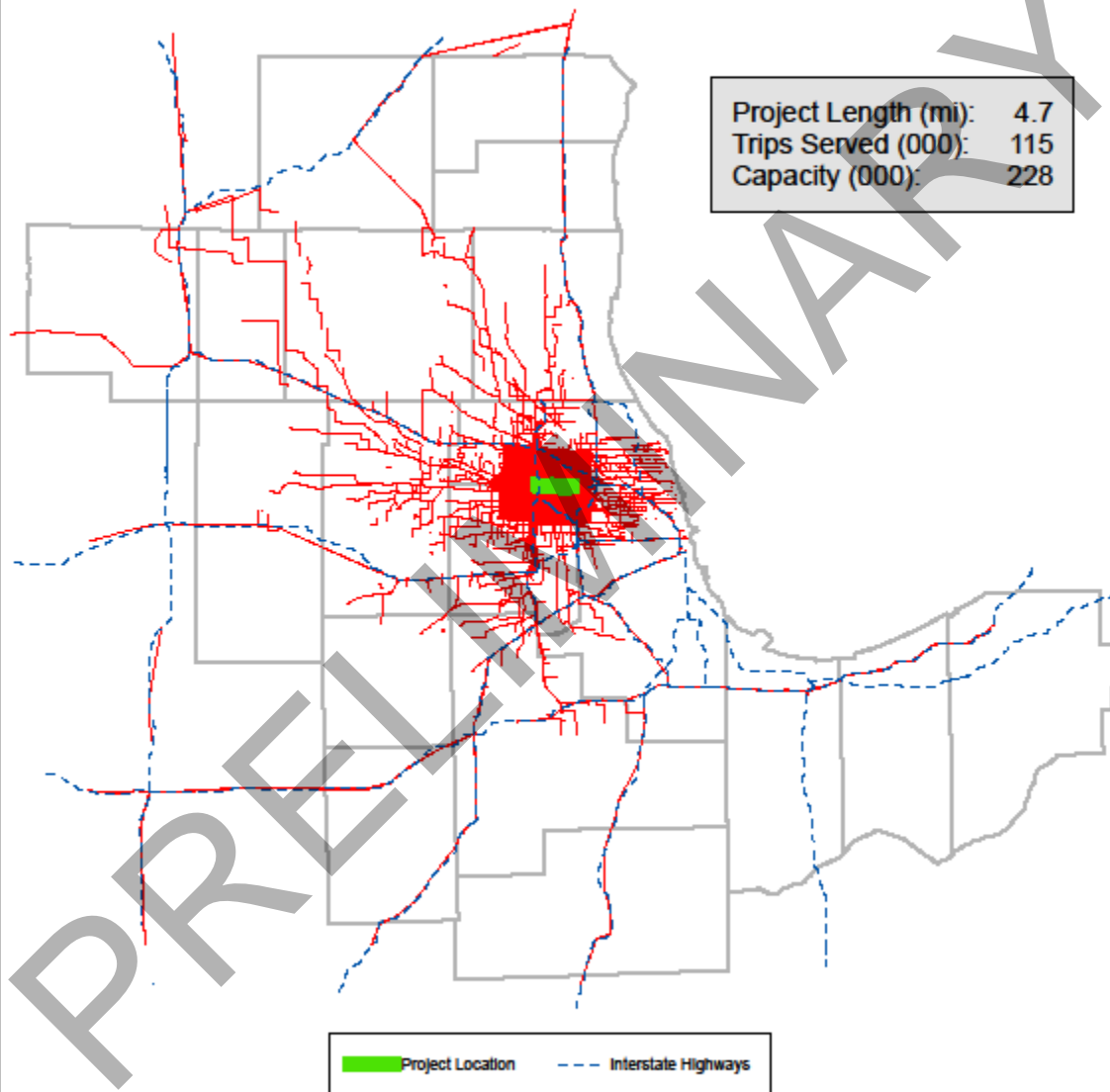
The proposed improvement addresses safety by providing an expressway grade alternative for both passenger vehicles and trucks traveling to, from and within the industrial and commercial areas near O'Hare airport. The improved corridor also provides an additional alternate east-west corridor in the event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

The exact total project cost is still to be determined; the highest cost alternative is estimated at \$1,385,000,000 (Elgin O'Hare Eastern Extension DEIS, IDOT, September 2009). This project is scheduled to be completed in the medium term (by year 2020).

| Quantitative Evaluation Measures | Sub-Category | Outcome |
|--|------------------------------------|---------|
| Long-Term Economic Development, Including Freight System | jobs | 0 |
| | income | 0 |
| | regional GDP | 0 |
| Congestion | Targeted Facility/Corridor (hours) | 0 |
| | System (hours) | 1,603 |
| Travel Time Savings | auto (minutes) | -0.06 |
| | transit (minutes) | -0.13 |
| Mode Share | auto (trips) | 2,736 |
| | transit (trips) | -1,117 |
| | non-motorized (trips) | 26 |
| Jobs-Housing Access | auto - 45 min (number of jobs) | 3,798 |
| | transit - 75 min (number of jobs) | 0 |
| Air Quality | Daily VOC (tons) | 0.00 |
| | Daily NOx (tons) | 0.02 |
| | Annual Direct PM (tons) | 1 |
| | Annual NOx (tons) | 12 |
| Energy Consumption and Greenhouse Gas Emissions (tons) | | 18,822 |
| Preservation of Natural Resources | subzones | 2 |
| | % of subzones | 4% |
| Support for Infill Development | subzones | 51 |
| | % of subzones | 100% |
| Peak Period Utilization/Demand (ratio) | | 0.95 |
| Facility Condition (CRS score) | | 0.0 |

Elgin-O'Hare Expwy East Extension: I-290 to West O'Hare Bypass

Thickness of red lines represents volume of traffic using improved facility.



NOTES:

- Analysis results for 2040 Reference Scenario network plus Elgin-O'Hare East Extension.
- Project coding is from 2030 RTP.
- Proportional volumes include all trip purposes and vehicle classes.
- Only links with more than 20 vehicles on them are displayed.

Elgin O’Hare West Extension

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 new multimodal highway segments to complete the eastern segment of the existing Elgin-O’Hare Expressway, enhance the O’Hare Modernization Plan (OMP)’s proposed western access to O’Hare, and provide a western bypass of O’Hare Airport.

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. 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. This portion of the expressway could function as a regional boulevard.

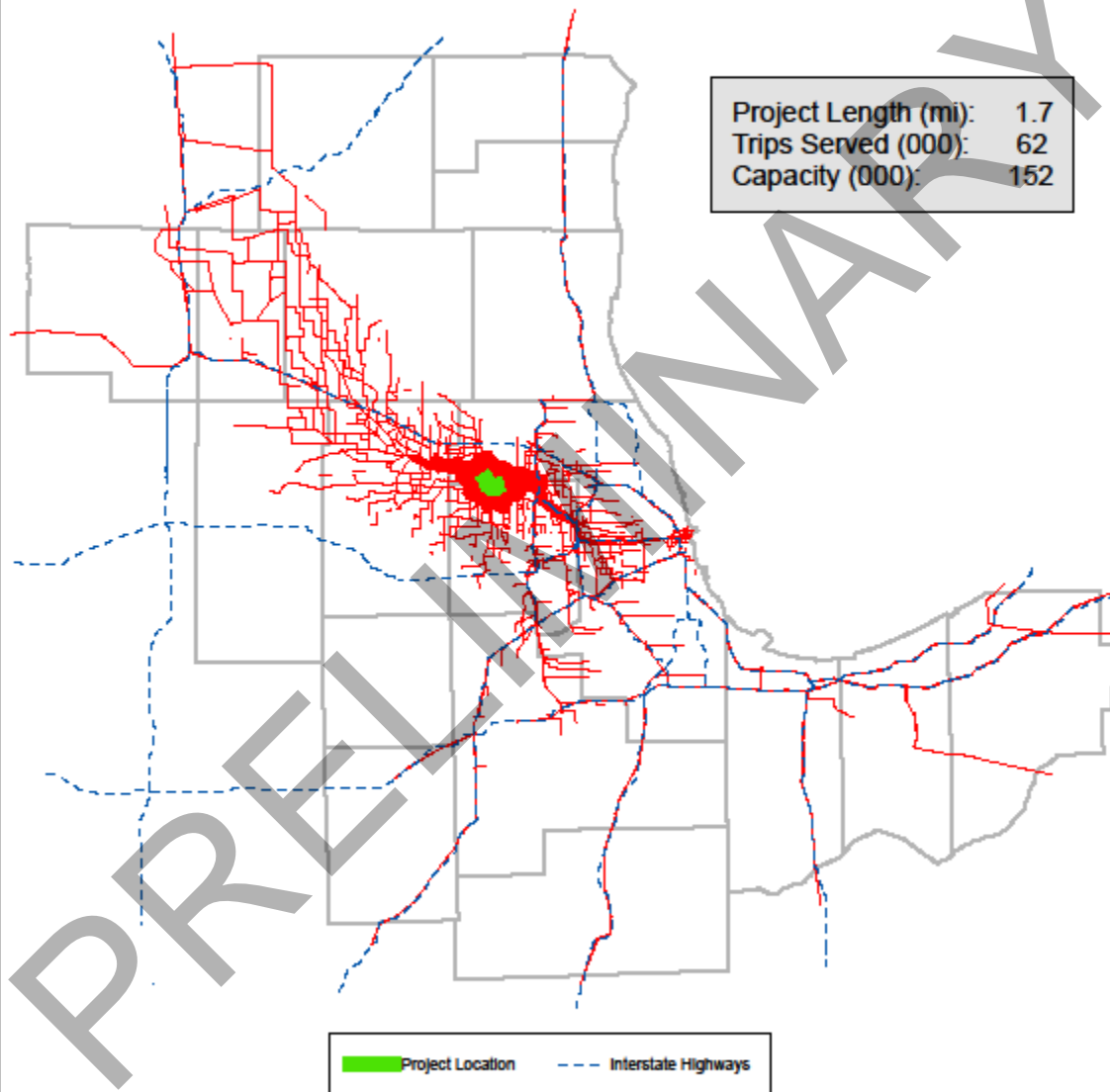
The proposed improvement addresses safety by providing a more gradual transition for traffic traveling to and from the eastern portions of the Elgin O’Hare Expressway. The improved corridor also provides an additional alternate east-west corridor in the event of incidents on several heavily traveled east-west thoroughfares in Northern DuPage County and southern Cook county. The enhancement of existing bicycle and pedestrian trails is also part of the proposal.

The exact total project cost is still to be determined. This project is scheduled to be completed in the medium term (by year 2020).

| Quantitative Evaluation Measures | Sub-Category | Outcome |
|--|------------------------------------|---------|
| Long-Term Economic Development, Including Freight System | jobs | 0 |
| | income | 0 |
| | regional GDP | 0 |
| Congestion | Targeted Facility/Corridor (hours) | 0 |
| | System (hours) | -2,635 |
| Travel Time Savings | auto (minutes) | -0.05 |
| | transit (minutes) | -0.22 |
| Mode Share | auto (trips) | 7,266 |
| | transit (trips) | -6,730 |
| | non-motorized (trips) | -81 |
| Jobs-Housing Access | auto - 45 min (number of jobs) | 2,613 |
| | transit - 75 min (number of jobs) | 0 |
| Air Quality | Daily VOC (tons) | 0.00 |
| | Daily NOx (tons) | 0.00 |
| | Annual Direct PM (tons) | 0 |
| | Annual NOx (tons) | 0 |
| Energy Consumption and Greenhouse Gas Emissions (tons) | | 2,314 |
| Preservation of Natural Resources | subzones | 0 |
| | % of subzones | 0% |
| Support for Infill Development | subzones | 33 |
| | % of subzones | 87% |
| Peak Period Utilization/Demand (ratio) | | 0.83 |
| Facility Condition (CRS score) | | 0.0 |

Elgin-O'Hare Expressway West Extension: Gary AV to US 20

Thickness of red lines represents volume of traffic using improved facility.



NOTES:

- Analysis results for 2040 Reference Scenario network plus Elgin-O'Hare West Extension.
- Project coding is from 2030 RTP with the following modification:
 - * interchange added at County Farm RD.
- Proportional volumes include all trip purposes and vehicle classes.
- Only links with more than 20 vehicles on them are displayed.

I-57/I-394 Connector

The initial proposal is to extend the proposed South Suburban extension from its proposed terminus at I-57 east to IL394 in the vicinity of the proposed South Suburban Airport (SSA). This project connects to the proposed Illiana Corridor. The I-57/IL394 Connector provides access between these two south suburban highways north of the SSA site. The proposed highway would provide a link between the highways to facilitate travel between the east and west sides of the airport. Connections to the airport itself are also planned. The proposed facility will consist of 2 to 3 lanes in each direction. No interchange access is planned between I-57 and IL 394, although IL 50 will likely have some access as part of the I-57 terminus interchange.

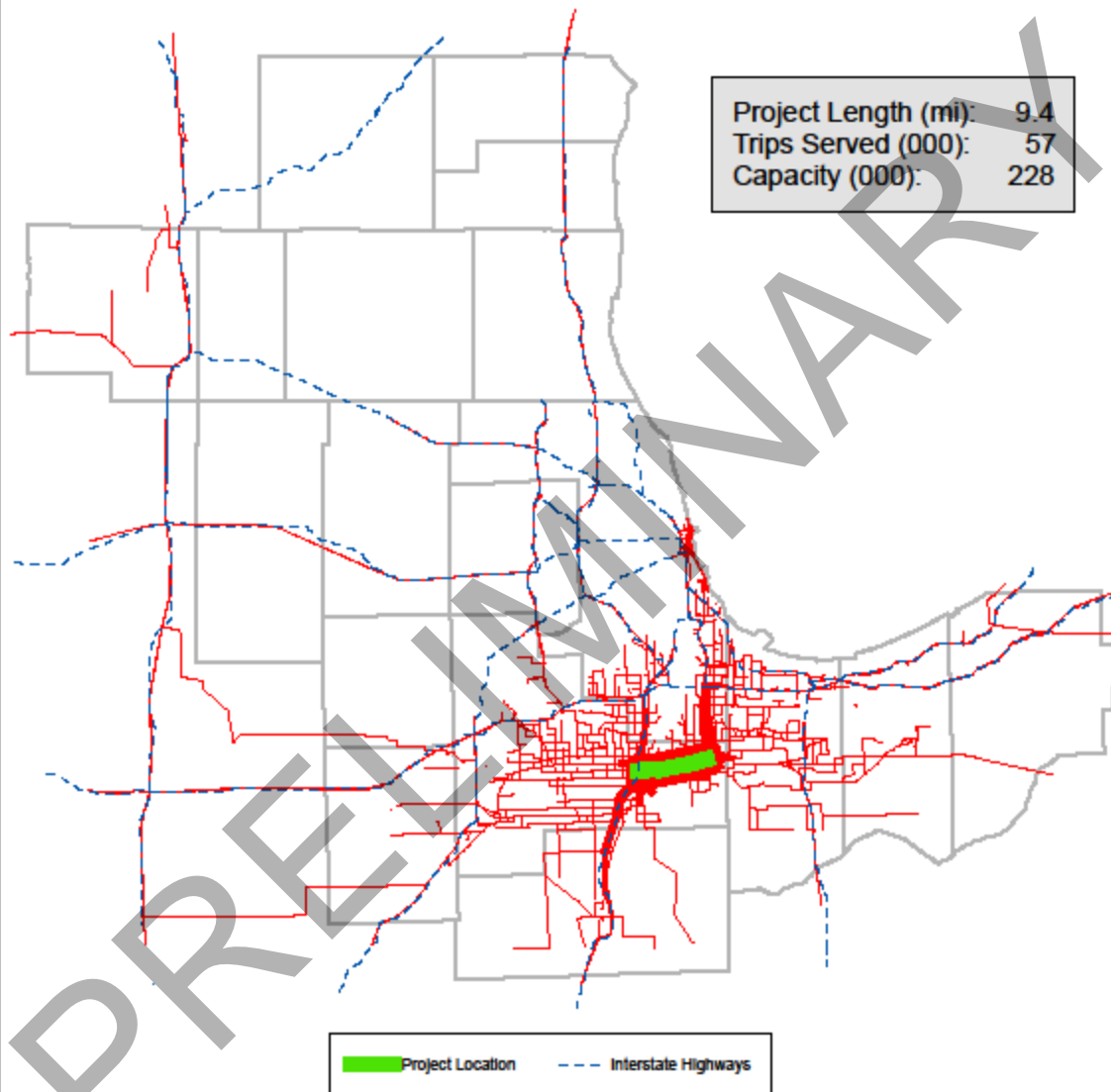
The proposal enhances safety by providing additional east-west capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents.

This project has a long-term completion (year 2030) time frame.

| Quantitative Evaluation Measures | Sub-Category | Outcome |
|--|--|---------|
| Long-Term Economic Development, Including Freight System | jobs | 0 |
| | income | 0 |
| | regional GDP | 0 |
| Congestion | | 0 |
| | Targeted Facility/Corridor (hours) System (hours) | -3,627 |
| Travel Time Savings | auto (minutes) | -0.03 |
| | transit (minutes) | -0.10 |
| Mode Share | auto (trips) | 487 |
| | transit (trips) | 452 |
| | non-motorized (trips) | -220 |
| Jobs-Housing Access | auto - 45 min (number of jobs) | 1,866 |
| | transit - 75 min (number of jobs) | 0 |
| Air Quality | Daily VOC (tons) | 0.02 |
| | Daily NOx (tons) | 0.03 |
| | Annual Direct PM (tons) | 1 |
| | Annual NOx (tons) | 15 |
| Energy Consumption and Greenhouse Gas Emissions (tons) | | 29,689 |
| Preservation of Natural Resources | subzones | 0 |
| | % of subzones | 0% |
| Support for Infill Development | subzones | 4 |
| | % of subzones | 33% |
| Peak Period Utilization/Demand (ratio) | | 0.31 |
| Facility Condition (CRS score) | | 0.0 |

I-57 to IL 394 Connector

Thickness of red lines represents volume of traffic using improved facility.



NOTES:

- Analysis results for 2040 Reference Scenario network plus I-57 to IL 394 Connector.
- Project coding is from 2030 RTP, which includes highway network changes to accommodate the South Suburban Airport.
- Proportional volumes include all trip purposes and vehicle classes.
- Only links with more than 20 vehicles on them are displayed.

Illiana

The initial proposal is to extend the proposed I-57/IL394 Connector from its proposed terminus at IL394 east to I-65 in Indiana. An intermediate interchange is planned at US 41.

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.

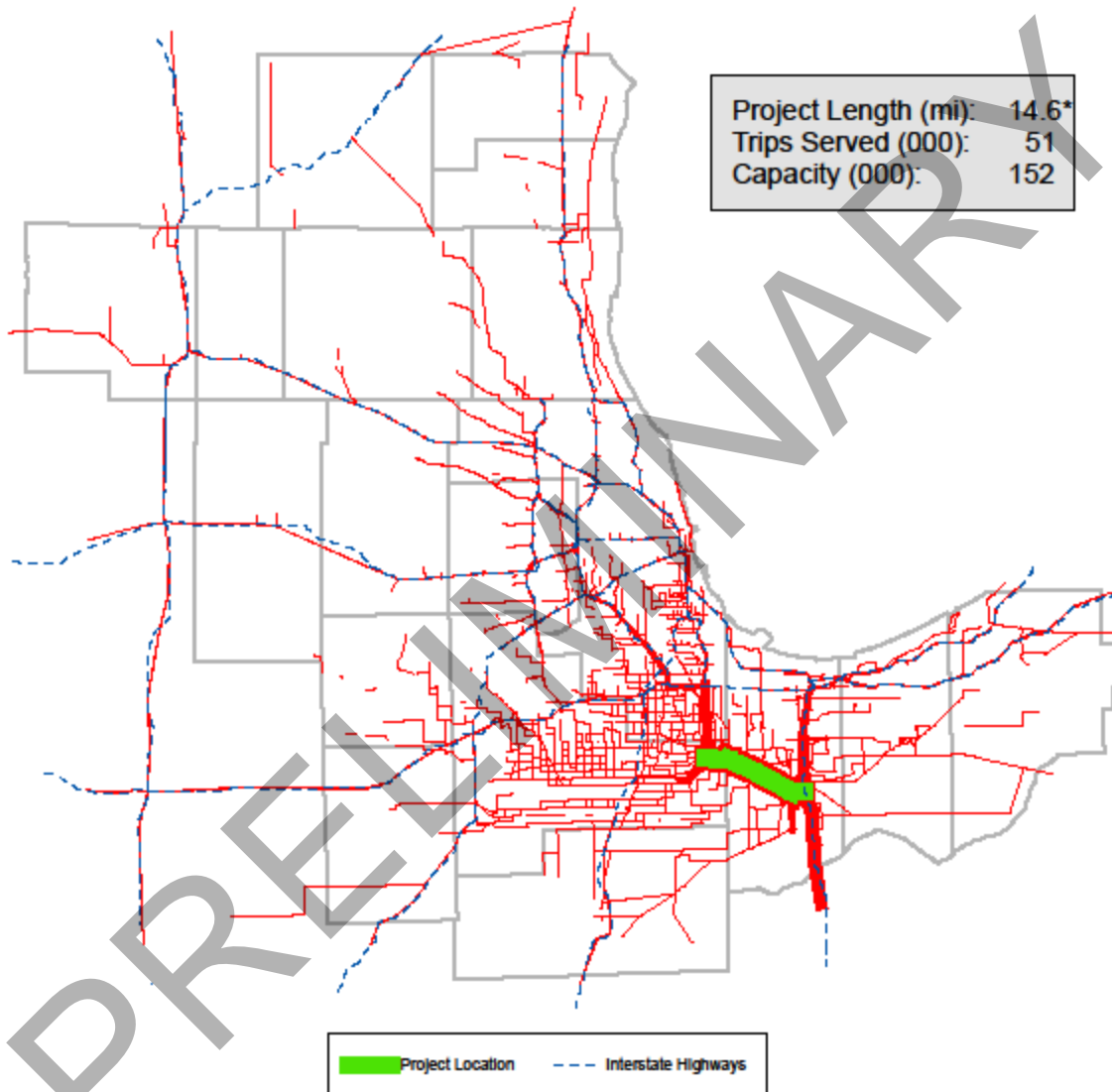
This project has a long-term completion (year 2030) time frame.

| Quantitative Evaluation Measures | Sub-Category | Outcome |
|--|------------------------------------|---------|
| Long-Term Economic Development, Including Freight System | jobs | 0 |
| | income | 0 |
| | regional GDP | 0 |
| Congestion | Targeted Facility/Corridor (hours) | 0 |
| | System (hours) | 3,807 |
| Travel Time Savings | auto (minutes) | 0.00 |
| | transit (minutes) | -0.08 |
| Mode Share | auto (trips) | 1,374 |
| | transit (trips) | -798 |
| | non-motorized (trips) | -64 |
| Jobs-Housing Access | auto - 45 min (number of jobs) | 2,261 |
| | transit - 75 min (number of jobs) | 0 |
| Air Quality | Daily VOC (tons) | 0.03 |
| | Daily NOx (tons) | 0.04 |
| | Annual Direct PM (tons) | 1 |
| | Annual NOx (tons) | 13 |
| Energy Consumption and Greenhouse Gas Emissions (tons) | | 13,940 |
| Preservation of Natural Resources | subzones | 1 |
| | % of subzones | 8% |
| Support for Infill Development | subzones | 0 |
| | % of subzones | 0% |
| Peak Period Utilization/Demand (ratio) | | 0.69 |
| Facility Condition (CRS score) | | 0.0 |

Illiana Corridor: IL 394 to I-65 (Lowell, IN)

Traffic using improved facility

| | |
|----------------------|-------|
| Project Length (mi): | 14.6* |
| Trips Served (000): | 51 |
| Capacity (000): | 152 |



NOTES:

- * Total expressway length. The Illinois segment is 3.1 miles long.
- Analysis results for 2040 Reference Scenario network plus Illiana Corridor expressway.
- Project coding is from the 2030 RTP.
- Proportional volumes include all trip purposes and vehicle classes.
- Only links with more than 20 vehicles on them are displayed.

McHenry County Extension of Prairie Parkway

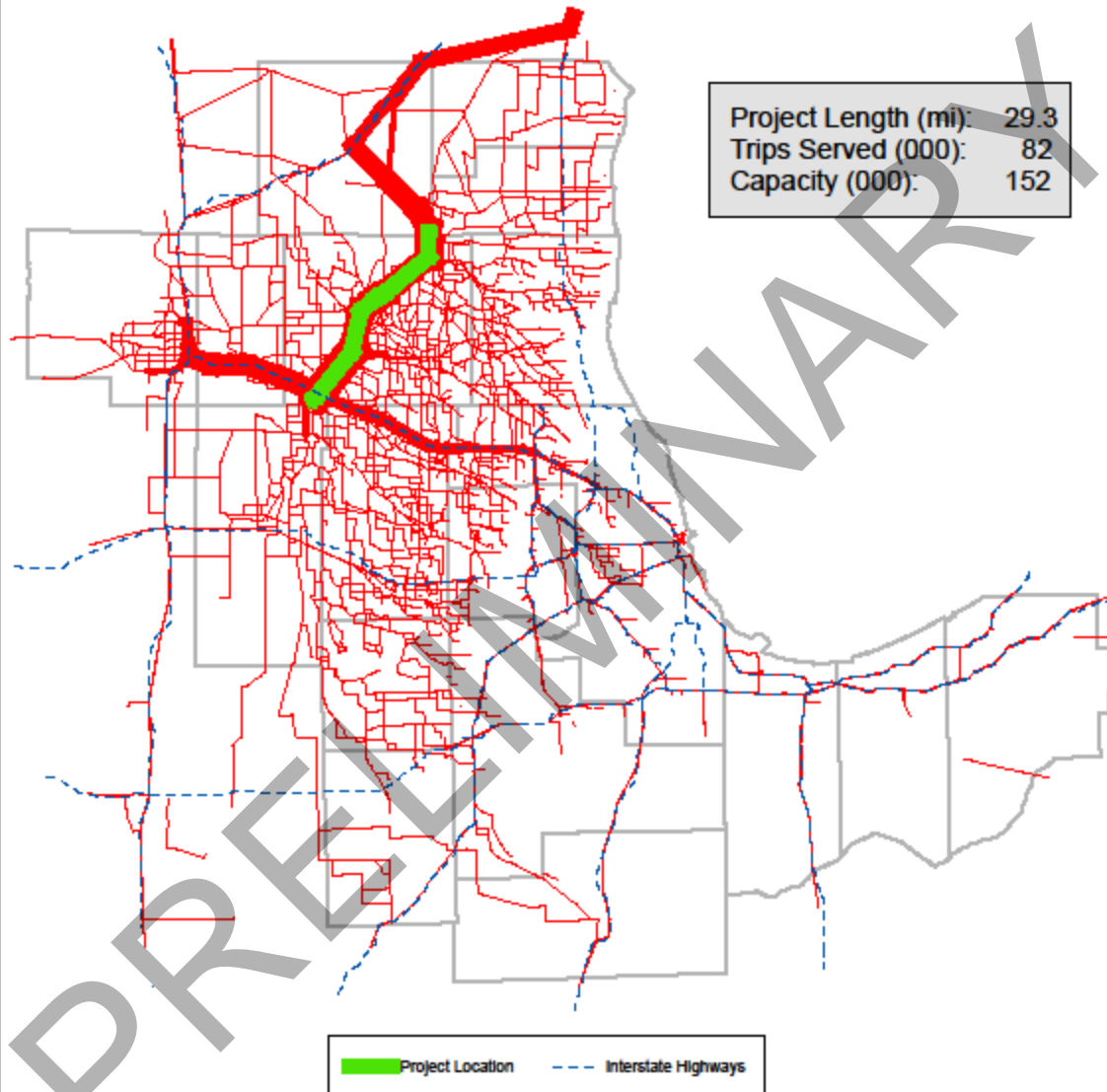
This proposal calls for the extension of the Prairie Parkway corridor north from the Kane County Line – roughly I-90- up to the Illinois Wisconsin border. No preliminary alignment has been submitted.

This proposal will 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. While no explicit plans have been outlined for complimentary bicycle and pedestrian facilities, such activity may increase within communities through which large congested traffic volumes currently traverse due to lack of capacity elsewhere.

| Quantitative Evaluation Measures | Sub-Category | Outcome |
|--|------------------------------------|---------|
| Long-Term Economic Development, Including Freight System | jobs | 0 |
| | income | 0 |
| | regional GDP | 0 |
| Congestion | Targeted Facility/Corridor (hours) | 0 |
| | System (hours) | -31,879 |
| Travel Time Savings | auto (minutes) | -0.07 |
| | transit (minutes) | -0.14 |
| Mode Share | auto (trips) | 3,430 |
| | transit (trips) | -3,719 |
| | non-motorized (trips) | -116 |
| Jobs-Housing Access | auto - 45 min (number of jobs) | 4,045 |
| | transit - 75 min (number of jobs) | 0 |
| Air Quality | Daily VOC (tons) | -0.02 |
| | Daily NOx (tons) | 0.12 |
| | Annual Direct PM (tons) | 2 |
| | Annual NOx (tons) | 57 |
| Energy Consumption and Greenhouse Gas Emissions (tons) | | 51,320 |
| Preservation of Natural Resources | subzones | 8 |
| | % of subzones | 44% |
| Support for Infill Development | subzones | 1 |
| | % of subzones | 6% |
| Peak Period Utilization/Demand (ratio) | | 0.70 |
| Facility Condition (CRS score) | | 0.0 |

McHenry Co. Extension of Prairie Parkway: I-90 to State Line

Thickness of red lines represents volume of traffic using improved facility.



NOTES:

- Analysis results for 2040 Reference Scenario network plus Prairie Parkway McHenry Co. extension.
- Project coding is from Shared Path 2030 project testing.
- Proportional volumes include all trip purposes and vehicle classes.
- Only links with more than 20 vehicles on them are displayed.

McHenry-Lake Corridor

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.

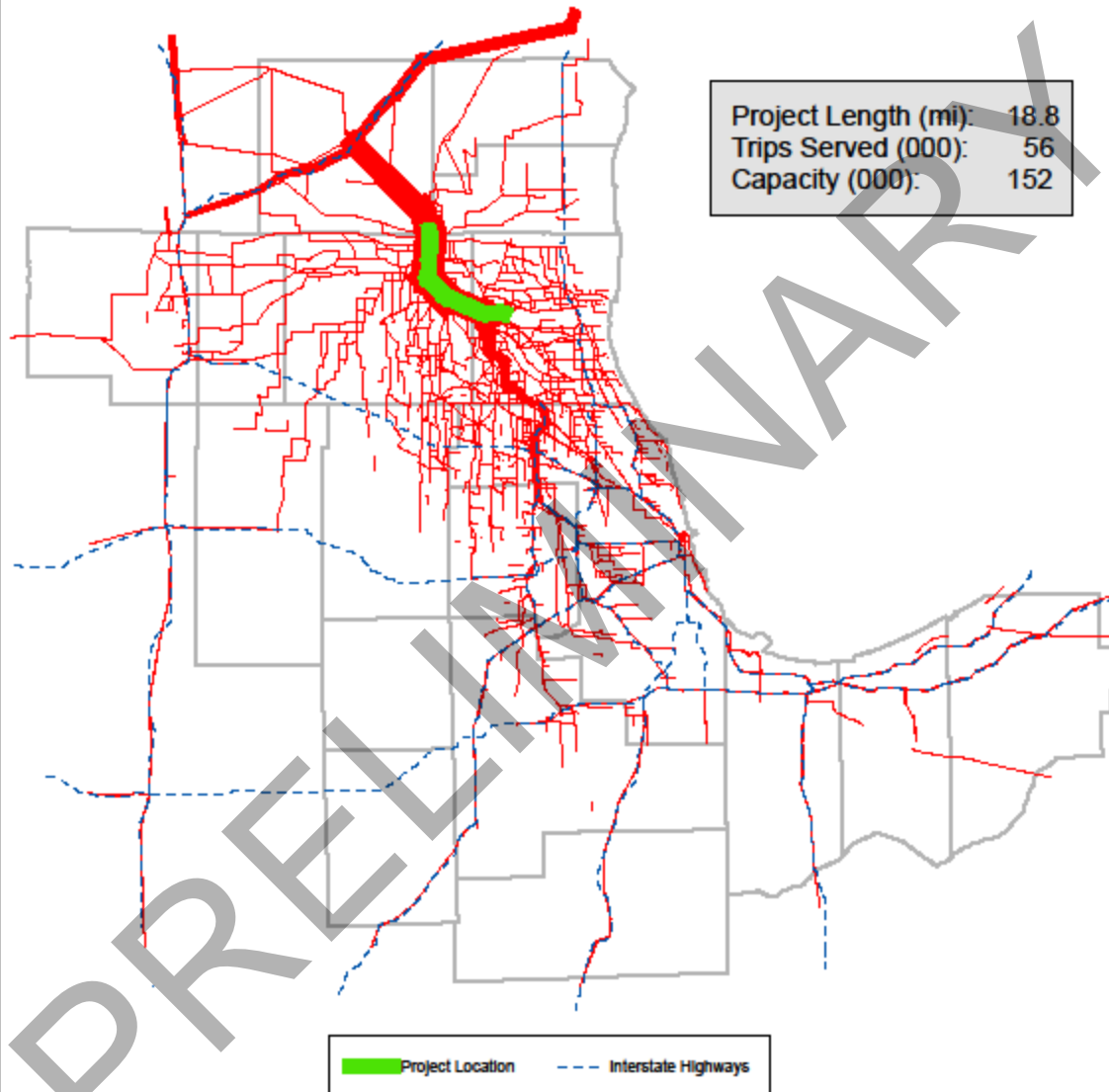
This proposal enhances safety by providing an expressway grade travel corridor to which existing traffic will likely divert to, away from the more concentrated residential and commercial areas. While no explicit plans have been outlined for complimentary bicycle and pedestrian facilities, such activity may increase within communities through which large congested traffic volumes currently traverse due to lack of capacity elsewhere.

The project has a long-term completion time frame (year 2030).

| Quantitative Evaluation Measures | Sub-Category | Outcome |
|--|--|---------|
| Long-Term Economic Development, Including Freight System | jobs | 0 |
| | income | 0 |
| | regional GDP | 0 |
| Congestion | | 0 |
| | Targeted Facility/Corridor (hours) System (hours) | 5,285 |
| Travel Time Savings | auto (minutes) | 0.02 |
| | transit (minutes) | 0.05 |
| Mode Share | auto (trips) | -4,545 |
| | transit (trips) | 3,064 |
| | non-motorized (trips) | -151 |
| Jobs-Housing Access | auto - 45 min (number of jobs) | 346 |
| | transit - 75 min (number of jobs) | 0 |
| Air Quality | Daily VOC (tons) | 0.04 |
| | Daily NOx (tons) | 0.06 |
| | Annual Direct PM (tons) | 1 |
| | Annual NOx (tons) | 27 |
| Energy Consumption and Greenhouse Gas Emissions (tons) | | 29,537 |
| Preservation of Natural Resources | subzones | 12 |
| | % of subzones | 57% |
| Support for Infill Development | subzones | 5 |
| | % of subzones | 24% |
| Peak Period Utilization/Demand (ratio) | | 0.74 |
| Facility Condition (CRS score) | | 0.0 |

McHenry Lake Corridor: IL 120 @ Wilson RD to Richmond

Thickness of red lines represents volume of traffic using improved facility.



NOTES:

- Analysis results for 2040 Reference Scenario network plus McHenry Lake Corridor.
- Project coding is from Shared Path 2030 project testing.
- Proportional volumes include all trip purposes and vehicle classes.
- Only links with more than 20 vehicles on them are displayed.

Prairie Parkway

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

In November 2007, a preferred alternative route, "B-5" was finalized and added to the state's original Corridor Protection Map. The 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.

Total cost to complete the Prairie Parkway along the B-5 alignment (including the IL 47 widening) is estimated at \$907,901,000. 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.

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

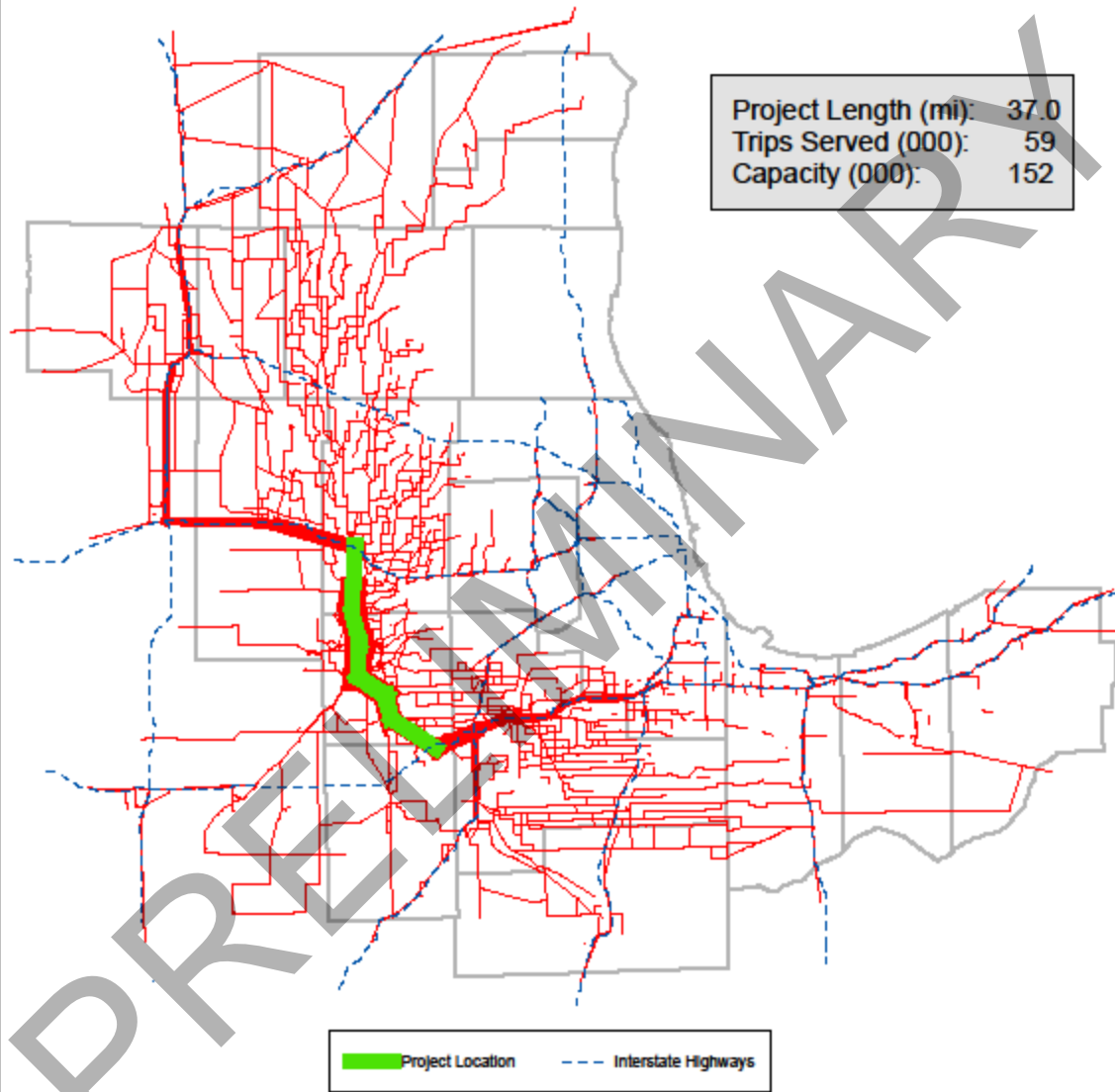
This project has a medium to long term (year 2020 to 2030) completion time frame.

| Quantitative Evaluation Measures | Sub-Category | Outcome |
|--|------------------------------------|---------|
| Long-Term Economic Development, Including Freight System | jobs | 0 |
| | income | 0 |
| | regional GDP | 0 |
| Congestion | Targeted Facility/Corridor (hours) | 0 |
| | System (hours) | -32,025 |
| Travel Time Savings | auto (minutes) | -0.16 |
| | transit (minutes) | -0.24 |
| Mode Share | auto (trips) | 4,528 |
| | transit (trips) | -7,028 |
| | non-motorized (trips) | -206 |
| Jobs-Housing Access | auto - 45 min (number of jobs) | 7,625 |
| | transit - 75 min (number of jobs) | 0 |
| Air Quality | Daily VOC (tons) | 0.04 |
| | Daily NOx (tons) | 0.19 |
| | Annual Direct PM (tons) | 3 |
| | Annual NOx (tons) | 81 |
| Energy Consumption and Greenhouse Gas Emissions (tons) | | 163,958 |
| Preservation of Natural Resources | subzones | 76 |
| | % of subzones | 88% |
| Support for Infill Development | subzones | 29 |
| | % of subzones | 34% |
| Peak Period Utilization/Demand (ratio) | | 0.79 |
| Facility Condition (CRS score) | | 0.0 |

Prairie Parkway: I-88 to I-80

Traffic using improved facility

| | |
|----------------------|------|
| Project Length (mi): | 37.0 |
| Trips Served (000): | 59 |
| Capacity (000): | 152 |



- NOTES:**
- Analysis results for 2040 Reference Scenario network plus Prairie Parkway.
 - Project coding is from the 2030 RTP.
 - Proportional volumes include all trip purposes and vehicle classes.
 - Only links with more than 20 vehicles on them are displayed.