



Major Capital Projects Quarterly Update January 2016

ILLINOIS 53/120 TOLLWAY

Project Status: Following the recommendations of the Illinois Route 53/120 Blue Ribbon Advisory Council, the Tollway has embarked upon a detailed engineering concept, including cost estimates and refinement of traffic and revenue projections. A Finance Committee has been formed to continue to refine project financing. In addition, CMAP is leading a corridor land use plan, in coordination with the Tollway, Lake County, municipalities, and other stakeholders in the area.

Project Website: <http://www.illinoistollway.com/construction-and-planning/community-outreach/illinois-route-53-120-project>

CMAP's Illinois Route 53/120 Corridor Land Use Plan website: <http://www.lakecorridorplan.org/>

Overall Progress since Last Report:

- In December the Illinois Tollway Board authorized the start of an Environmental Impact Statement (EIS) development process for the IL Route 53/120 project.

CMAP's Contribution since Last Report:

- CMAP's corridor Land Use Strategy was approved by the project's Land Use Committee in November.

JANE BYRNE (FORMERLY CIRCLE) INTERCHANGE

Project Status: Construction is underway for Stage-I elements of the project, consisting of the cross-road bridges; Stage II will focus on I-290/Congress Parkway and is expected to begin in FY 2017; and Stage III will focus on the I-90/94 segment. Completion is expected in 2019.

Project Website: <http://www.circleinterchange.org/>

Overall Progress since Last Report:

- Construction continues on the "ramp NW" flyover connecting the westbound I-90/94 Dan Ryan to the westbound I-290 Eisenhower. A drive-through video animation of this ramp is posted on the [Jane Byrne Interchange web site](#).

CMAP's Contribution since Last Report: None.

CTA RED AND PURPLE LINE MODERNIZATION

Project Status: CTA and Federal Transit Administration (FTA) have initiated the environmental review process for this project. It is expected to be completed in phases, with the first phase consisting of a flyover on the Brown Line to eliminate train delays on the Red and Purple lines north of Belmont station (Red-Purple Bypass Project) and a rebuild of the Lawrence, Argyle, Berwyn, and Bryn Mawr stations along with the tracks and structures between them (Lawrence to Bryn Mawr Modernization Project).

Project Website: <http://www.transitchicago.com/rpmproject/>

Overall Progress since Last Report:

- CTA submitted documents to the FTA in November to request entry into the Engineering phase of the Core Capacity funding process.

CMAQ's Contribution since Last Report:

- The approved FFY2016-2020 CMAQ program includes \$125 million for the Red-Purple Modernization project.

CTA RED LINE SOUTH

Project Status: CTA is preparing a Draft Environmental Impact Statement (EIS). Several options are currently being evaluated for the Locally Preferred Alternative along the Union Pacific Railroad (UPRR) tracks. Three other alternatives are being considered as well -- a rail alternative along Halsted Street, a bus rapid transit (BRT) alternative along Michigan Avenue, and the no-build alternative.

Project Website: <http://www.transitchicago.com/redeis/default.aspx>

Overall Progress since Last Report:

- Work continues on the environmental review process.

CMAQ's Contribution since Last Report: None.

ELGIN O'HARE/WESTERN ACCESS

Project Status: All approvals are in place for this project. The widening and reconstruction of the existing Elgin-O'Hare Expressway (IL 390) began in 2014. The remaining funding gap has been partly closed with several CMAQ grants and ROW donation by DuPage County.

Project Website: <http://www.illinoistollway.com/construction-and-planning/projects-by-roadway/elgin-o-hare-western-access>

Overall Progress since Last Report:

- Construction continues.

CMAP's Contribution Last Report:

- The approved FFY2016-2020 CMAQ program includes \$29.5 million for ramps at I-294 and North Avenue to supplement the \$68 million award for EOWA-related intersection improvements in the previous CMAQ cycle.

ILLIANA EXPRESSWAY

Project Status: Project construction originally expected 2015 – 2018 with selection of a concessionaire as part of a public-private partnership early in the year. Project appears to be on hold.

Project Website: <http://www.illianacorridor.org/>

Overall Progress since Last Report:

- After a U.S. District Court judge ruled in June 2015 that the Tier 1 EIS Record of Decision (ROD) submitted by the Federal Highway Administration (FHWA) was invalid, the States of Indiana and Illinois and FHWA filed notice of intent in August to appeal the court's decision. In late September the FHWA and Illinois dropped their appeal.

CMAP's Contribution since Last Report:

- None.

I- 290 EISENHOWER EXPRESS TOLL LANES

Project Status: The I-290 Preliminary Engineering and Environmental (Phase I) Study started from a clean slate in fall of 2009. The process will result in an EIS for the reconstruction of I-290 from west of Mannheim Road to Racine Avenue. The alternatives have been narrowed to four to be carried forward in the draft EIS, which should be released in February 2016. A Record of Decision is anticipated Fall 2016. A CTA Blue Line Vision Study is underway and will address physical conditions, service characteristics and ridership.

Project Website: <http://www.eisenhowerexpressway.com/>

Overall Progress since Last Report:

- Corridor Advisory Group Meeting #21 was held on October 15th. Round 3 of the projects evaluation has been completed. HOT3+ performs better than all other alternatives. Air pollution, noise pollution, and environmental justice evaluation topics were discussed. Noise wall informational forums were held in late October, and viewpoint surveys were also distributed. The viewpoint surveys are the voting ballots for or against noise walls. IDOT also began a discussion of arterial operational improvements being considered to support traffic flows while I-290 is under construction. These improvements will be completed before construction begins and will continue to provide benefits when I-290 is completed as a modern, actively managed expressway facility.

CMAP's Contribution since Last Report: CMAP continues to participate in the Corridor Advisory Group.

I-294/57 INTERCHANGE

Status: Partial interchange opened in October 2014. New ramps were constructed to connect northbound I-57 to northbound I-294 and southbound I-294 to southbound I-57, as well as an exit ramp from southbound I-294 to 147th Street and an entrance ramp from 147th Street to northbound I-294. The full interchange is expected to be complete in 2024.

Project Website: <http://www.illinoistollway.com/construction-and-planning/projects-by-roadway/tri-state-tollway-i-94/i294/i-80/294-57interchange> & <http://www.dot.il.gov/I57-294/default.html>

Overall Progress Last Report: The partial interchange opened in October 2014.

CMAP's Contribution Last Report: None. CMAP worked with local partners last year to develop a I-294/I-57 Land Use and Economic Development Plan. It is available at the [project's webpage](#).

I-55 MANAGED LANE

Project Status: A Phase I study was initiated in 2012 and was expected to be complete in 2014. The new IDOT target date for design approval is summer 2016. The scope of work for this project is anticipated to include the addition of one lane in each direction within the existing median of I-55 to accommodate implementation of managed lanes.

Project Website: <http://www.i55managedlaneproject.org/>

Overall Progress since Last Report:

- The fourth Corridor Planning Group Meeting was held on November 10th. A review of past work was provided. So far, the sketch level evaluation of alternatives (HOV2+, HOV3+, HOT2+, HOT3+, Express Toll Lane) indicates that the express toll lane performs best, followed by the HOT alternatives, with the HOV alternatives performing worst. Noise impact evaluation, noise abatement criteria, and noise walls were discussed. IDOT presented the process of voting for noise wall segments.

CMAP's Contribution since Last Report: CMAP continues to participate in the Corridor Planning Group.

I-90 ADDAMS TOLLWAY

Project Status: Under construction. Work on rebuilding the section between Rockford and Elgin was finished in late 2014. Work on the section between Elgin and the Kennedy Expressway is expected to be finished in 2016. The project includes substantial transit and [intelligent transportation system elements](#). I-90 will be a 21st century corridor linking Rockford to O'Hare International Airport. The Tollway has entered into an agreement with FHWA to be a pilot Connected Vehicle Affiliated Test bed corridor. Improvements include reliable power and communications, advanced traffic management system equipment, vehicle to infrastructure test bed infrastructure, and connected vehicle roadside support. The project includes ramp queue detection which may also function as wrong way driving detection.

Project Website: <http://www.illinoistollway.com/construction-and-planning/projects-by-roadway/jane-addams-memorial-tollway-i-90>

Overall Progress since Last Report:

- Construction continues, focusing on mainline construction and additional capacity. Additional highlights of current construction include work on interchanges. Funding for the Lee Street interchange expansion remains an outstanding issue; the proposed exit ramp, with an expected year 2040 AADT of 14,000, would divert traffic from the congested River Road/I-294/I-90 area.
- Transit integration into this highway improvement continues, including integration into mainline construction. In addition, park-and-ride projects at Randall, Barrington, and Illinois 25 are in final design. Rosemont bus access and bus station improvements are being developed in cooperation with the Cook County Highway Department. Vehicles have been ordered.

CMAP's Contribution Last Report: None.

WEST LOOP TRANSPORTATION CENTER

Project Status: Phase I of the Union Station Master Plan concluded in May 2012. The second stage of the Study started in December, 2012. This work will include three key components: 1) A train operations simulation model of existing and possible future conditions at Chicago Union Station (CUS); 2) A pedestrian flow model of existing and possible future conditions within CUS's passenger areas; 3) A street traffic simulation model of existing and possible future conditions on 40 blocks surrounding CUS. The goal of this stage of the Study will be to establish a robust technical case for implementing the Stage 1 Study's "medium term" recommendations as soon as possible, and it will determine how much capacity (i.e., how many years of growth) these improvements are likely to accommodate. Projects to create a surface bus transfer center and Central Loop BRT are funded and underway. The projects begin to address improving connections between Union Station and other transportation services.

Project Website: <http://www.unionstationmp.org/>

Overall Progress since Last Report:

- In October, Amtrak, the City of Chicago, Metra, and the RTA announced that they were moving forward on some of the improvements identified during the master plan process. Amtrak issued a Request for Proposals (RFP) for planning and engineering with an option to complete the work on expanding the concourse, expanding and adding entrances, platform widening, ADA compliance, pedestrian passageways and ventilation work. Proposals were due at the beginning of December.
- Amtrak also issued a Request for Information for redevelopment of Union Station and surrounding Amtrak owned parcels. Responses to the RFI were due at the end of November.

CMAP's Contribution since Last Report: None

UP NORTHWEST EXTENSION

Project Status: The UP Northwest Line Extension includes extending service further into McHenry County with new modernized coach yards, a 1.6 mile extension to Johnsburg, additional rolling stock, and several infill stations to accommodate growing demand.

Overall Progress since Last Report:

- Metra has initiated an Environmental Assessment (EA) Study for this project in order to comply with the requirements of NEPA. The draft EA document is undergoing internal review and a section 106 process will proceed following that internal review.

CMAP's Contribution since Last Report: None

SOUTHWEST SERVICE ENHANCEMENTS

Project Status: The SouthWest Service Enhancements include moving the SWS trains onto the Rock Island tracks to serve LaSalle Street Station by way of one of the most complex projects in the CREATE program, the 75th Street Corridor Improvement Project (75th St. CIP).

Overall Progress since Last Report:

- The Environmental Impact Study for the 75th St. CIP was completed its in late 2014, and 2015 was focused on seeking funding to further the design of this \$1 billion project.

CMAP's Contribution since Last Report: None

UP NORTH IMPROVEMENTS

Project Status: The UP North Improvements include replacement of 22 bridges within the city of Chicago that are more than 100 years old and are showing signs of increased deterioration as they've reached the end of their useful life. The bridges are being reconstructed such that they can maintain the level of service during the project and such that they not preclude future capacity expansion of this line.

Overall Progress since Last Report:

- In 2015, the first stage of first phase of this project replaced 11 bridges from Grace Street to Balmoral Avenue including opening of half of the new Ravenswood station.

CMAP's Contribution since Last Report: None

UP WEST IMPROVEMENTS

Project Status: The UP West Improvements include work that has been accomplished through a public private partnership with Union Pacific. Beyond the work of the UP-W PPP, there is additional work required to expand service on the line. Metra has initiated an Environmental Assessment (EA) Study for the improvements required to expand service on the UP-W in order to comply with the requirements of NEPA.

Overall Progress since Last Report:

- The final phase of the UP-W PPP, to eliminate the last two segments of double track bottleneck between Chicago and Elburn began design in 2015. Once this project is completed, the fluidity of freight and passenger movements will be significantly improved, offering improvements in reliability for passengers on this line and setting the stage for expanded service.
- The draft UP-W EA document is undergoing internal review and a section 106 process will proceed following that internal review.

CMAP's Contribution since Last Report: None

ROCK ISLAND IMPROVEMENTS

Project Status: The Rock Island Improvements will help accommodate the demand for growth on this line and others. In October 2014, Metra completed the Englewood Flyover Project, and as part of this project, additional capacity was constructed on the flyover bridges to accommodate a future third track over this section of the currently double tracked Rock Island District.

Overall Progress since Last Report:

- In 2015, Metra continued to coordinate with IDOT as they have furthered their Tier II EIS studying operating high speed rail on this corridor between Chicago and Joliet.

CMAP's Contribution since Last Report: None