



## Major Capital Projects Quarterly Update September 2014

### 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-blue-ribbon-advisory-council>

#### ***Overall Progress since Last Report:***

- The Tollway's Finance Committee held two meetings discussing potential local contributions. The Finance Committee also convened three working groups to discuss specific aspects of local contribution, including the Environmental Stewardship Fund, value capture, and a motor fuel tax (MFT) and tolling discussion group. These working groups have outlined a plan that includes revenues from value capture, a county MFT, and congestion pricing and increased tolling. However, no formal recommendations have been made.
- The Tollway has continued to refine cost estimates for the environmental improvements related to the facility.

#### ***CMAP's Contribution since Last Report (if applicable):***

- CMAP has continued to coordinate closely with the Tollway and Lake County on the next phase of the planning work.
- CMAP provided analysis of value capture funding scenarios for the Value Capture Working Group of the Finance Committee.
- CMAP's Corridor Land Use study is ongoing. Staff and consultants have drafted an Existing Conditions Analysis based on substantive data collection and stakeholder interviews, with a release of the document for public comment slated for later this fall.

## CIRCLE (BYRNE) INTERCHANGE

**Project Status:** Construction is underway on Stage-I elements of the project, consisting of the cross-road bridges. Stage II will focus on I-290/Congress Parkway, while Stage III will focus on the I-90/94 segment. Completion is expected in 2018.

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

**Overall Progress since Last Report:**

- With recent work on the Harrison, Peoria, and Morgan Street bridges allowing for appropriate vertical clearance, the contract for the new flyover ramp to be constructed from northbound I-90/94 (Dan Ryan) to westbound I-290 (Eisenhower) was awarded on August 12 for more than \$55 million. Construction on the flyover is scheduled to be complete by August, 2016.
- A live video feed of the project, a first for IDOT, has been established. See <http://www.travelmidwest.com/lmiga/circleInterchangeCameras.jsp>
- The reimagined interchange was recently rechristened in honor of former Chicago Mayor Jane Byrne.

**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:**

- In August, CTA was awarded \$35 million federal funding from the new "Core Capacity" component of the FTA Section 5309 program for engineering work. Two Environmental Assessments (EAs) are being conducted, one EA for each of the projects within the first phase of the project.

**CMAP's Contribution since Last Report:** None.

## CTA RED LINE SOUTH

**Project Status:** CTA is preparing a Draft Environmental Impact Statement (EIS), expected to be published in early 2015. 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:**

- In August CTA announced it had narrowed the alternatives to deciding between placing the Red Line tracks to the east or the west of the Union Pacific Railroad tracks from 99<sup>th</sup> St to 118<sup>th</sup> St.
- CTA also announced it would use \$5 million of bond funds for the federal planning process on the extension.

**CMAP'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 this year. The remaining funding gap has been partly closed with a CMAQ grant 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:**

- Building demolition and site cleanup took place at 3 sites along the Elgin O'Hare Expressway in Itasca and Franklin Park.
- The ramp carrying traffic from Irving Park Road to eastbound Illinois Route 390 is under reconstruction.
- As part of the Elgin O'Hare Western Access Project, the Illinois Tollway is completely rebuilding the I-290 Interchange at the existing Elgin O'Hare Expressway, now known as Illinois Route 390, and Thorndale Avenue. This work is underway.
- The Illinois Tollway is building a new Rohlwing Road Bridge to accommodate the new Illinois Route 390 roadway. Construction should be completed on the western half of the new bridge carrying traffic over Illinois Route 390 this year. Work will begin on the eastern half afterwards and is scheduled to be completed in 2015. The Rohlwing Road Bridge is being constructed as part of a new, larger interchange that will provide congestion relief for traffic traveling along Illinois Route 390, which will be extended east as a toll road. Currently, Illinois Route 390 ends at a signalized intersection at Rohlwing Road.
- The Illinois Tollway is reconstructing the Devon Avenue Bridge over I-290. The new, four-lane bridge is needed to accommodate the new ramps at the interchange between I-290 and the IL 390. Work began in the spring and should be complete by the end of the year. This is adjacent to the Elgin O'Hare Expressway.

**CMAP's Contribution Last Report:** None.

## ILLIANA EXPRESSWAY

**Project Status:** The project is in the Tier 2 EIS phase. IDOT seeks a federal record of decision in spring 2014. IDOT is pursuing a public-private partnership. By the end of January 2015 IDOT expects to release a final RFP to shortlisted developer teams, select a preferred proposer, and enter into a P3 agreement. Project construction is expected 2015 – 2018.

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

**Overall Progress since Last Report:**

- The project continues to move through the Tier 2 process, most recently with the release of the Air Quality Technical report in August.

**CMAP's Contribution since Last Report:**

- CMAP's Tier II consultation team and NIRPC's Interagency Consultation Group on Air Quality met jointly in August 2014 and concurred on the analysis and results of the revised Illiana Expressway PM2.5 Hot Spot Analysis.

## I-290 MULTIMODAL CORRIDOR

**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 spring of 2015. 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 #18 was held July 30 to begin refining the four remaining conceptual alternatives to a detailed preferred alternative. The next round of I-290 evaluations are expected to include geometry/drainage (I-290 has been closed a number of times during 2014 because of flooding), cost, aesthetics, funding/financing and construction staging scenarios. An I-290 noise analysis was presented, with key findings that the right hand ramps will reduce the expressway noise over the current left hand ramps because of the lower depth and new retaining walls that will be needed and that the right hand ramp geometry shifts ramp noise away from the receptors. Current noise results mostly from the mainline traffic.
- New hydraulics modeling software will be used for re-evaluation of the trunk sewer capacity. A number of drainage concepts are being considered, and they have found that the mainline can be lowered without conflicting with drainage needs. This depth of the mainline is important for clearance and bridge height issues.
- CTA's vision study has concluded that many Blue Line elements are beyond useful life and severely worn. The overall recommendation is to completely reconstruct/modernize the Forest Park branch while maintaining existing service. They will present these findings at the next public hearing.
- The next Corridor Advisory Group meeting is scheduled for September 24<sup>th</sup>.

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

## I-294/57 INTERCHANGE

**Status:** Under construction. The Tollway will complete new ramps 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 partial interchange is expected to be complete in October 2014. 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 is expected to open in October.

**CMAP's Contribution Last Report:** None. CMAP worked with local partners earlier this 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:** Phase I studies are underway and will be completed by spring 2014. 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:** None.

**CMAP's Contribution since Last Report:** None.

## I-90 ADDAMS TOLLWAY

**Project Status:** Under construction. Work on rebuilding the section between Rockford and Elgin is expected to finish by the end of 2014. Work on the section between Elgin and the Kennedy Expressway is expected to be finished in 2016.

**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. While work on the expanded and reconstructed highway wraps up west of Elgin, construction projects now underway in the eastern section include new Fox River Bridges and interchange projects at Lee Street, Meacham Road (new), Roselle Road (expanded), Barrington Road (expanded), and Illinois Route 25.
- Financing of the planned expansion of the Lee Street interchange has not been identified. The interchange expansion is proposed to consist of a new eastbound exit ramp that may relieve downstream congestion in the vicinity of the I-294/I-90 interchange while improving access to potential land developments near Lee Street. However, because of the lack of financing, the expansion may be deferred until after the major capital reconstruction project.

- The Tollway has prepared a [fact sheet and info-graphic](#) regarding the Smart-Corridor features of the project, including active traffic management, an improved camera system, improved traffic sensors, improved road weather sensors, improved message signs, and a forward-looking communications network to facilitate vehicle-to-infrastructure communications.

***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 just how much capacity (i.e., how many years of growth) these improvements are likely to accommodate. It is anticipated that this stage of the Study will be completed in mid-2014. Work products will be posted to the website as they are approved.

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:*** None

***CMAP's Contribution since Last Report:*** None