



Chicago Metropolitan Agency for Planning

Agenda Item No. _____

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MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: December 18, 2013

Re: Universe of Major Capital Projects

Staff spent the month of October reaching out to the project implementing agencies to discuss their plans for major capital project development. CMAP staff discussed major capital project plans with staff from the Chicago Department of Transportation (CDOT), Metra, Regional Transportation Authority (RTA), Illinois Toll Highway Authority (Tollway), Illinois Department of Transportation (IDOT), Chicago Transit Authority (CTA), and Pace Suburban Bus (Pace). Staff sent formal emails requesting meetings with each of the aforementioned agencies on October 3. Attached to each email was a document containing information on each of the major capital projects identified in GO TO 2040, including project description, current project status, and total project costs.

To inform the development of the menus of fiscally constrained and unconstrained Major Capital Projects for the GO TO 2040 Plan Update, CMAP staff also requested that project implementers provide as much of the cost information pertaining to each of their projects as possible. This included not only total project costs, but also all components of total costs that are relevant to the plan update project. CMAP asked for all cost estimates in year-of-expenditure dollars. Each of these cost components are defined below and will be needed for final evaluation of project proposals.

- Total costs: the sum of new capacity and reconstruction costs excluding annual operations and maintenance.
- New capacity cost: the construction costs associated with the new facility or added capacity to the existing facility.
- Reconstruction cost: the construction costs that do not add capacity to an existing facility. This only applies to capacity added to existing facilities.
- Annual operations and maintenance cost: the yearly cost of operating and maintaining a new facility or only the new capacity added to an existing facility.

CMAP staff analysis of total cost figures submitted by implementing agencies informed these assumptions in GO TO 2040. For more information pertaining to cost estimates used in GO TO 2040 please visit:

<http://www.cmap.illinois.gov/documents/10180/144915/transportation+major+capital+projects+mar10.pdf/c04cd4f9-13dc-410c-9e15-f719687d9775>.

What follows is a list, and project descriptions of proposed major capital projects based on their inclusion in GO TO 2040 or discussions with project implementers.

ACTION REQUESTED: Discussion

Major Capital Project	GO TO 2040 Status
Blue Line West Extension	Unconstrained
BNSF Extension	Unconstrained
BNSF Improvements	New project
Brown Line Extension	Unconstrained
Central Area Transitway	Unconstrained
Central Lake County Corridor: IL 53 North and IL 120 Limited Access	Constrained
Circle Interchange	Constrained
Circle Line South (Phase II)	Unconstrained
Circle Line North (Phase III)	Unconstrained
DuPage "J" Line	Unconstrained
Elgin O'Hare; IL-390 Expressway Improvements	Constrained
Elgin O'Hare Expressway Far West Extension	Unconstrained
Elgin O'Hare Expressway West Extension	Unconstrained
Express Airport Train Service	Unconstrained
Heritage Corridor Improvements	Unconstrained
I-190 Access Improvements	Constrained
I-290 Multimodal Corridor	Constrained
I-294 Central Tri-State Mobility Improvements	New project
I-294 at I-57 Interchange Addition	Constrained
I-55 Add Lanes and Reconstruction	Unconstrained
I-55 Managed Lanes	Constrained
I-57 Add Lanes	Unconstrained
I-80 Add / Managed Lanes - Ridge Road to US 30	Unconstrained
I-80 Add Lanes	Completed
I-80 Managed Lanes - US 30 to I-294	Unconstrained
I-80 to I-55 Connector	Unconstrained
I-88 Add Lanes	Completed
I-90 Add Lanes	Constrained
I-94 Add Lanes North	Completed
IL 394	Unconstrained
Illiana Corridor	Constrained
Inner Circumferential Rail Service	Unconstrained
McHenry-Lake Corridor	Unconstrained
Metra Electric Improvements	New project
Metra Electric Extension	Unconstrained
Mid-City Transitway	Unconstrained
Milwaukee District North Extension	Unconstrained
Milwaukee District North Improvements	Unconstrained
Milwaukee District West Extension	Unconstrained
Milwaukee District West Improvements	New project
North Central Service Improvements	Unconstrained
North Red Line Improvements	Constrained
O'Hare to Schaumburg Transit Service	Unconstrained

Major Capital Project	GO TO 2040 Status
Orange Line Extension	Unconstrained
Prairie Parkway	Unconstrained
Red Line Extension (South)	Constrained
Rock Island Extension	Unconstrained
Rock Island Improvements	Constrained
South Lakefront Corridor	Unconstrained
SouthEast Service	Unconstrained
SouthWest Extension	Unconstrained
SouthWest Service Improvements	Constrained
Suburban Transit Access Route (STAR Line)	Unconstrained
UP North Improvements	Constrained
UP Northwest Improvements/Extension	Constrained
UP West Improvements	Constrained
West Loop Transportation Center: Phase 1	Constrained
West Loop Transportation Center: Phase 2	Constrained
Yellow Line Enhancements and Extension	Unconstrained

Blue Line West Extension

Project description updated from GO TO 2040

This project would extend the CTA Blue Line to the west along the I-290 and I-88 corridors, with a western endpoint as far west as Lombard; an interim Mannheim Road terminus is currently under review as part of the I-290 corridor study.

Cost estimate

- Total project construction is estimated to cost \$2.573 billion in 2014 \$
- Year of construction: 2041

Project status

- CTA has a Blue Line Vision study underway, which will evaluate facility conditions and improvement needs on the current service between the Forest Park and Clinton Street stations.
- The Cook-DuPage Corridor study recommends extending the Blue Line west to Mannheim Road with stations located at 1st Avenue, 25th Avenue and Mannheim Road.
- **This project was fiscally unconstrained in GO TO 2040.**

BNSF Extension

Project description from GO TO 2040

This project would extend Metra BNSF service from its current terminus in Aurora to Oswego, in Kendall County. The project is nearly ready to begin Phase I engineering. It has been exempted from the New Starts evaluation process by federal action. Kendall County is currently outside of the RTA service area.

Cost estimate

- Total project construction is estimated to cost \$84 million* in 2014 \$
- Year of construction: 2041

**- The project involves an extension outside the RTA service area, so project financing requires special attention.*

Project status

- Metra has an Environmental Assessment and Preliminary Engineering contract underway. The PE contract will also develop estimates of capital and operating costs.
- The study so far has found no room for a yard in Oswego, so the project study has been extended to Yorkville, where yard and station space is available.
- Kendall County is currently outside of the RTA service area and must identify capital and operating funding for this project to proceed.
- **This project was fiscally unconstrained in GO TO 2040.**

BNSF Improvements

Project description

This project would include making track, signal, and other improvements to the BNSF Line to support growth in ridership and upgrades to the core capacity of the line.

Cost estimate

- Total project construction is estimated to cost \$447 million in 2014 \$
- Year of construction: 2041

Project status

- Identified as a potential future expansion project in Metra's Strategic Plan.
- **This project was not analyzed for GO TO 2040.**

Brown Line Extension

Project description updated from GO TO 2040

This project would extend the CTA Brown Line along Lawrence Avenue to connect with the CTA Blue Line at the Jefferson Park station. Intermediate stations would be provided at or near Pulaski Road and Cicero Ave. The project benefits would significantly decrease transit travel times in a heavily-travelled and congested corridor, while improving transit connectivity. The project is in early stages of development, and further investigation of the feasibility of this project, as well as alternative bus-based service such as ART or BRT, is needed.

Cost estimate

- Total project construction is estimated to cost \$4.139 billion in 2014 \$
- Year of construction: 2041

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, and further investigation of the feasibility of this project, as well as alternative bus-based service such as ART or BRT is needed.
- **This project was fiscally unconstrained in GO TO 2040.**

Central Area Transitway

Project description updated from GO TO 2040

This project includes a number of elements meant to improve circulation in downtown Chicago, including exclusive busways, bus rapid transit, light rail, and/or priority lanes on city streets. Several elements of this project, including any bus improvements on surface streets, can proceed at any time; the only elements of this project which are unconstrained are the construction of major capital facilities.

Cost estimate

- Estimated cost of the River North/Streeterville transitway portion of the project range from \$250 million to \$400 million depending on the vehicle technology selected.
- The project is estimated to cost \$280 to \$447 million in 2014 \$ - *depending on vehicle technology*
- Year of construction: 2020

Project status

- Several key initiatives are taking place now to support the Central Area Bus Rapid Transit Project.
- Prior feasibility 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.
- The City of Chicago is currently beginning an alternatives analysis for transit improvements focusing on connections between the River North/Streeterville and the rest of Chicago's Central Area.
- Transit improvements in the Clinton Street corridor are under study by CDOT and CTA as part of the West Loop Transportation Center proposal. For this element, property rights necessary for the project are being sought as the adjacent properties are developed. Surface bus lane improvements in the Clinton Street corridor are included as an element within the City of Chicago's ongoing Central Loop BRT project.
- \$24.6 million dollars in federal grants were awarded to CDOT to initiate the Central Loop BRT project, including bus lanes along Clinton, Canal, Washington, and Madison Streets. Construction completion is expected in late 2014/early 2015.
- **This project was fiscally unconstrained in GO TO 2040.**

Central Lake County Corridor

Project description updated from GO TO 2040

The proposal is to extend IL 53 from its current terminus at Lake-Cook Road to central Lake County. It includes a dual terminus with I-94 to the east and IL 120 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.

In addition to new four-lane parkway facilities for both north-south (12 miles) and east-west (11 miles) travel, the proposal includes additional lanes at connections to I-94 and IL 120. The Illinois Tollway convened an IL 53/120 Blue Ribbon Advisory Council (BRAC) of key project stakeholders, including CMAP, to determine whether there was regional consensus on the project and if the Tollway should move forward to develop a feasibility analysis. The BRAC's work concluded with a resolution and summary report in June 2012, which recommended the new highway be built as a four-lane parkway, with all lanes congestion-priced and a speed limit of 45 mph. The BRAC's report recommended innovative design features, financing options, and market-driven, multijurisdictional land use planning. Specifically, the BRAC recommended that CMAP manage the development of a Land Use Plan that "integrates land use, transportation, economic development, and open space." .

Cost estimate

- Total project construction is estimated to cost \$2.56-2.87 billion in 2020 dollars (assuming 5% escalation). The cost is \$1.895 - \$2.1 billion in 2014\$.
- Estimated year of construction: 2027 – 2029

Project Status

Several activities are underway:

- As part of the agency's Local Technical Assistance program, CMAP released an RFP for consultant support for the development of the IL 53/120 Land Use Plan. This multi-year effort will engage relevant municipalities, Lake County, the Illinois Tollway, the environmental and economic development communities, and other stakeholders in a facilitated, open process to create a plan for land use, open space, local transportation, and economic development within a two-mile buffer of the proposed IL 53/120 right of way. The Land Use Plan study area is roughly bound by Lake Cook Road on the south, I-94 on the east, and IL 12 on the west.
- The Illinois Tollway will lead a separate and parallel feasibility analysis to address traffic, tolling, financing, roadway design, and other matters that concern the facility itself. The Tollway has contracted with a consultant to prepare a Design Concept Report, Design Guidelines and Performance Criteria, Financial and Economic Impact Analysis, and a Traffic and Tolling Analysis.
- Per the BRAC report, the IL 53/120 project will be designed to accommodate bus transit service, with the possibility of bus rapid transit in the future. Space within the right of way will be reserved for the possibility of future transit accommodations such as transit specific ramps and transit stations.
- **This project was fiscally constrained in GO TO 2040.**

Circle Interchange

Project description updated from GO TO 2040

This project would redesign the circle interchange, including modernizing the roadway design. Design modifications are intended primarily to improve safety and traffic flow. Specific improvements planned include the provision of four lanes in each direction on I-90/94 to correct a lane balance issue, the reconstruction of two lanes on the northwest and east northbound ramps to improve safety and mobility. The Collector-Distributor (C-D) road from northbound I-90/94 to downtown exit ramps and the C-D road from southbound I-90/94 to Taylor Street exit will be improved to enhance safety by eliminating weaves and forced merges. Also three flyover ramps will be reconstructed: the northwest ramp over Harrison Street and Halsted Street, and west southbound Ramp over Harrison Street to help improve mobility. There are nine bridges that will be reconstructed at Taylor, Harrison, Van Buren, Jackson, Adams, Monroe, Halsted, Peoria, and Morgan. These new bridges will enhance the multi-modal transportation system of the surrounding street network with the inclusion of bike lanes, wider sidewalks, and improved access to transit. New Retaining Walls will be added and the reconstruction of the old walls will be done. Also lighting, traffic signal installation and landscaping will take place.

Cost estimate

- Total project construction is estimated to cost \$420 million in 2014 \$
- Year of construction: 2015

Project status

- The Phase I study is complete, and the project is moving forward to construction.
- **This project was fiscally constrained in GO TO 2040.**

Circle Line (Phase II, South)

Project description updated from GO TO 2040

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, have a transfer connecting to the Blue Line (Forest Park Branch) at Congress and continue to the Orange Line. After this, the route will use the Orange Line alignment to travel into the Loop, with a transfer connection to the Red Line near 18th/Clark. Other intermediate stations would be provided at Madison, Roosevelt, and Blue Island/Cermak. Transfer connections with intersecting Metra lines would also be accommodated.

Cost estimate

- Total project construction is estimated to cost \$1 billion in 2014 \$
- Year of construction: 2041

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.
- **This project was fiscally unconstrained in GO TO 2040.**

Circle Line (Phase III, North)

Project description updated from GO TO 2040

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 in the vicinity of North/Clybourn, with a transfer connection to the Blue Line (O'Hare Branch) at Division/Milwaukee. Other intermediate stations would be provided at Chicago and North/Ashland. Transfer connections with intersecting Metra lines would also be accommodated.

Cost estimate

- Total project construction is estimated to cost \$2.237 billion in 2014 \$
- Year of construction: 2041

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.
- **This project was fiscally unconstrained in GO TO 2040.**

DuPage “J” Line

Project description from GO TO 2040

This project involves the construction of a new bus-only lane on I-88 through DuPage County from Naperville Road to IL 83. It also includes service on nearby arterial streets and improvements to these streets, though these are not considered part of the major capital project. The DuPage “J” Line may initiate operations as an express bus or ART-type service at any time, and this is supported by GO TO 2040; the only portion of this project which is fiscally unconstrained is the construction of a new lane on I-88. As indicated in the Cook-DuPage corridor study, there is a significant need for north-south transit alternatives in western Cook and eastern DuPage Counties, and this project may be able to address this need.

Cost estimate

- Total project construction project is estimated to cost \$1.10 billion in 2009
- Year of construction: 2041

Project Status

- No Phase I engineering activities (e.g. alternatives analysis) have been scheduled thus far.
- CMAP proposes to **reclassify** this project for the GO TO 2040 plan update, per discussion with the implementing agency. The Cook-DuPage Corridor study found that an ART system on the arterials is more feasible. This removed the construction of a bus only lane on I-88. The ART system will appear in the plan update as an improvement to the region’s transportation system, along with other proposed BRT and ART routes.

Elgin O'Hare; IL-390, Expressway Improvements (Western Bypass, EO East Extension, and EO Add Lanes)

Project description updated from GO TO 2040

The proposal is comprised of several distinct phases of implementation. The West O'Hare Bypass proposal, now designated as IL-390, consists of two sections. On the south, a new toll road 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 will 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 lanes). Multimodal (e.g. transit) accommodations are being proposed for the north leg. The West O'Hare Bypass will be operated as a toll expressway.

The existing Elgin-O'Hare Expressway, newly designated as IL-390, 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 proposal consists of adding one lane in each direction –from four to six lanes- on the existing Elgin-O'Hare Expressway. 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.

This project calls for an extension of the Elgin O'Hare Expressway as IL-390 from I- 290/IL 53 to the Western O'Hare bypass and West O'Hare Terminal. 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.

Cost estimate

- Total project construction is estimated to cost \$2.5 billion in 2014 \$
- Estimated year of construction: 2014 – 2025

Project Status

This project was evaluated as three distinct projects for GO TO 2040. Since that time, the project sponsors have viewed them as one unified project.

- The Tier Two EIS (and the overall NEPA process) was completed in December 2012.
- Construction has started on the western end of the project, on the existing Elgin O'Hare expressway portion. FHWA has approved conversion of the existing Elgin O'Hare to a tolled facility.
- Completion is expected by 2025 (TIP information).
- **This project was fiscally constrained in GO TO 2040.**

Elgin-O'Hare Far West Extension

Project description updated from GO TO 2040

This project would build on the Elgin-O'Hare Expressway West Extension (described below) by upgrading US 20 through northwest Cook County. It is contingent on the completion of other projects.

Cost estimate

- Total project construction is estimated to cost \$235 million in 2014 \$ - *Neither engineering nor ROW acquisition included*
- Reconstruction costs: 0%
- Year of construction: 2041

Project status

- There are no Phase I studies at this time
- This project is considered contingent on completion of Elgin O'Hare Expressway projects further east, and is in an early stage of planning.
- **This project was fiscally unconstrained in GO TO 2040.**

Elgin O'Hare West Extension

Project description updated from GO TO 2040

This project would extend the Elgin O'Hare Expressway west from its current terminus in Hanover Park to a location along US 20 near Bartlett Road in Streamwood. A transit element may be included as part of this project.

Cost estimate

- Total project construction is estimated to cost \$201 million in 2014 \$
- Year of construction: 2041

Project status

- The Village of Hanover Park is conducting a high level feasibility study.
- **This project was fiscally unconstrained in GO TO 2040.**

Express Airport Train Service

Project description from GO TO 2040

This project would provide express service along the CTA Blue and Orange Lines, speeding connections to downtown Chicago. It also would include upgraded vehicles and a new downtown terminal that would allow airline and baggage check-in.

Cost estimate

- Total project construction is estimated to cost \$1.8 billion in 2014 \$
- Year of construction: 2041

Project Status

- The City of Chicago has discussed the possibility of encouraging foreign capital investment in this project.
- The Chicago Department of Aviation contracted with AECOM to develop demand forecasts for this service.
- In the summer of 2013, AECOM released its findings, which focused primarily on express rail service between O'Hare Airport and the Chicago CBD based on market demand.
- The report studied potential rail alignments ranging from expanding existing CTA Blue Line service, to Metra railways, abandoned rail, and included automated guideway service.
- **This project was fiscally unconstrained in GO TO 2040.**

Heritage Corridor

Project description from GO TO 2040

This project would improve operations on the Metra Heritage Corridor, which currently serves southwest Cook and Will Counties. The project includes reducing freight conflicts (including addressing some elements of CREATE), upgrading infrastructure, increasing service levels, and adding stations. Many elements of this project (including those associated with CREATE) are considered capital improvements with independent utility and therefore can be pursued at any time. It is currently in early stages of planning.

Cost estimate

- Total project construction is estimated to cost \$199 million in 2014 \$
- Year of construction: 2041

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.
- IDOT awarded funding for a passenger service improvement feasibility study, which was completed by the CN railroad.
- The Heritage Corridor was added as a passenger corridor of CREATE.
- **This project was fiscally unconstrained in GO TO 2040.**

I-190 Access Improvements

Project description from GO TO 2040

The I-190 Access Improvements 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 planning is advancing; several elements have already been funded through IDOT, Chicago Department of Transportation (CDOT), and the Chicago Department of Aviation, using Passenger Facility Charge funds.

Cost estimate

- Total project construction is estimated to cost \$435 million in 2014 \$
- Estimated year of construction: 2020

Project Status

- Project planning is advancing; several project elements have already been implemented through IDOT and CDOT. The following advance construction activities have been initiated or completed:
 - Reconstruction of the structure carrying US 12/45 (Mannheim Road) over I-190 – construction complete
 - Reconstruction of the structure carrying the WC Railroad over I-190 – construction complete
 - Reconstruction of Pump Station 24 including a new outfall storm sewer – construction complete
 - Reconstruction/Additional lanes along US 12/45 (Mannheim Road) from IL 72 to IL 19 – construction underway
 - Construction of Balmoral Avenue extension from west of WC Railroad to Bessie Coleman Drive
- This project was fiscally constrained in GO TO 2040.

I-290 Multimodal Corridor

Project description updated from GO TO 2040

IDOT is currently conducting a Phase I study for I-290, from Mannheim Road to Racine Avenue. Now in round three of alternatives analysis, the study proposes four multimodal alternatives including the addition of general capacity lanes, high occupancy vehicle lanes, high occupancy toll lanes, or toll lanes from Mannheim Road east to Austin Boulevard (this section of I-290 would be reconstructed). Managed lane alternatives would also be capable of serving a BRT option. East of Austin Boulevard, which would not involve mainline reconstruction, the managed lane alternatives would require a re-striping of the inside lane in each direction. IDOT is also working in coordination with CTA as part of the CTA Blue Line Forest Park Branch Feasibility/Vision Study. In addition to improvements to the existing Forest Park Blue Line branch, IDOT's alternatives include an extension of the Blue Line to Mannheim Road (either as bus or rail) and an extensive network of connecting bus services.

Cost estimate

- Total project construction costs for the managed lanes option are estimated at \$1.640 billion in 2014 \$
- Year of construction: 2020

Project Status

- The draft Environmental Impact Statement should be completed and circulated by spring of 2014 with the Phase I study completed in Fall 2014.
- The project study limits have been extended on the eastern end to terminate at Racine instead of Austin, consistent with the western end of the Circle Interchange project study.
- In partnership with IDOT, the CTA has embarked on a Blue Line Vision Study, which will focus on the existing Blue Line corridor, from Forest Park to Clinton Street. The study should be complete by the Spring of 2014, and the results will be incorporated into IDOT's overall EIS.
- **This project was fiscally constrained in GO TO 2040.**

I-294 Central Tri-State Mobility Improvements

New Project description

Move Illinois, the Illinois Tollway Driving the Future capital program anticipates reconstruction of the eight lanes on the Central Tri-State Tollway over the 22.3 miles length from 95th Street to Balmoral Avenue. Reconstruction years in the program are 2020 to 2022. Roadway design will be upgraded to current standards and operational requirements.

The Central Tri-State, designated Interstate Route I-294, connects five additional interstates; I-90, I-190, I-290, I-88, and I-55. This corridor has the Tollway's highest daily traffic, and produces half the Tollway system-wide recurring congestion. The Central Tri-State is nationally significant for freight movement and in the support of Midwest regional manufacturing. Concurrent with the need to reconstruct base pavement that is over fifty years old; roadway capacity and system interchange improvements are anticipated to enhance freight, transit, and economic mobility.

Project planning will require coordination with the Illinois Department of Transportation and Federal Highway Administration due to potential impacts to Interstate 55 and Interstate 290. This project will coordinate with I-55 Managed Lanes, the I-290 Multimodal Corridor, and the Elgin-O'Hare Western Bypass GoTo2040 capital projects.

Cost estimate

- Reconstruction cost estimate is \$1.53 billion in 2014\$. Including some potential capacity enhancement and system interchange improvements costs.
- Year of construction: 2020-2023

Project Status

- Illinois Tollway Engineering is furthering feasibility and cost estimates for the proposed improvements.
- **This project was not analyzed for GO TO 2040.**

I-294 / I-57 Interchange

Project description updated from GO TO 2040

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 I-294 / I-57 interchange project calls for a full interchange at the juncture of these two interstates for improved accessibility to and from the south suburbs and also for improved north-south regional travel.

This project is proposed in two phases. The first will provide a connection between southbound I-294 to southbound I-57, and northbound I-57 to northbound I-294. Phase 1 also includes new access to I-294 at IL-83 (147th Street). Phase 1 will be complete in 2014.

Phase 2 will complete the remaining interchange movements. These are programed for construction in 2023 and 2024.

Cost estimate

- Total project construction is estimated to be \$435 million in 2014 \$
- Estimated year of construction: 2012 to 2014; 2021 to 2024

Project Status

- The Environmental Assessment was approved in 2008.
- The project is a joint effort, with some portions completed by the Illinois Tollway and others by the Illinois Department of Transportation.
- Realignment of Dixie Creek was completed by the Tollway.
- Phase 1 construction is underway for completion in 2014.
- **This project was fiscally constrained in GO TO 2040.**

I-55 Add Lanes and Reconstruction I-80 to Coal City Road

Project description from GO TO 2040

This project would reconstruct I-55, add a lane in each direction, and improve interchanges through western Will County, from the I-80 interchange south. This project follows similar projects that have been completed on segments of I-55 farther north.

Cost estimate

- Total project construction estimated to cost \$839 million in 2014 \$
- Year of construction: 2041

Project status

- IDOT is not currently engaged in any Phase I studies for this corridor
- IDOT will perform maintenance improvements along the corridor, as well as interchange improvements as appropriate in the near term.
- A new interchange connecting I-55 and the proposed Illiana expressway is being studied. This interchange would be located in the vicinity of IL 129/Lorenzo Road. The need for any auxiliary lanes on I-55 will be evaluated as part of the Illiana study.
- **This project was fiscally unconstrained in GO TO 2040.**

I-55 Managed Lanes

Project description from GO TO 2040

The I-55 managed lanes project consists of converting the existing inside shoulders (one each direction) to a managed lane. 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.

Cost estimate

- Total project construction is estimated to cost \$410 million in 2014 \$
- Year of construction: 2020

Project Status

- The Pace bus on shoulders demonstration project was implemented in fall of 2011, significantly increasing ridership and on-time performance. This demonstration will be extended from its current eastern terminus at Kedzie to Lake Shore Drive in FFY 2015.
- IDOT has established a corridor planning group for the Managed Lane Study.
- A Phase I study is underway and should be completed by late 2014. The Phase I study is funded, other phases are not.
- The additional lane will be accommodated by the existing shoulder.
- The project under consideration extends between I-355 and I-90/94 which is somewhat shorter than the original project description whose west end is at Weber Road.
- ITS technology to support the managed lanes will allow management of the existing lanes as well.
- The completion year is anticipated to be 2030.
- **This project was fiscally constrained in GO TO 2040.**

I-57 Add Lanes

Project description from GO TO 2040

This project would add one lane in each direction to I-57 in eastern Will County, from I-80 south to the proposed South Suburban Airport. Project planning for this project is in its early stages.

Cost estimate

- The project is estimated to cost \$895 million in 2014 \$ - *Neither engineering nor ROW acquisition included*
- Year of construction: 2041

Project status

- No project planning activities or studies are scheduled in the near future.
- **This project was fiscally unconstrained in GO TO 2040.**

I-80 Add / Managed Lanes - Ridge Road to US 30

Project description from GO TO 2040

This project would add a lane to I-80 through southwestern Cook and Will Counties, from Ridge Road to US 30. This may be considered as a managed lane over some or all of its length.

Cost estimate

- Total project construction is estimated to cost \$750 million in 2014 \$
- Year of construction: 2020

Project status

- Planning is ongoing for a series of interim improvements that would address bridge condition, as well as a long term improvement of I-80 (complete reconstruction)
- **This project was fiscally unconstrained in GO TO 2040.**

I-80 Add Lanes US30 to US45

Project description from GO TO 2040

On I-80, two (one each direction) lanes are proposed from US 30 east to US 45 to serve traffic utilizing I-355 north and east-west cross-county traffic. This will complete the widening of I-80 from the Grundy County Line (River Road) to I-294, providing capacity in the corridor to serve demand from the recently-completed I-355 extension.

Project status

- This project was completed, per discussion with implementing agency.

I-80 Managed Lanes – US 30 to I-294

Project description updated from GO TO 2040

A managed lane could be added to the existing six lane cross section by adding a lane in each direction.

Cost estimate

Cost is for additional lane only, given that a majority of this section of I-80 is not in need of reconstruction east of US 30. Construction of the additional lane and associated IT infrastructure improvements is estimated to be \$450 million.

- Total project construction is estimated to cost \$450 million in 2014 \$
- Year of construction: 2041

Project status

- Adding a managed lane is considered a longer term objective. No studies are active at this time.
- **This project was fiscally unconstrained in GO TO 2040.**

I-80 to I-55 Connector

Project description from GO TO 2040

This project would connect the Illiana Expressway (which has a western terminus at I-55) and I-80. It is contingent on the completion of the Illiana Expressway.

Cost estimate

- Total project construction is estimated to cost \$100 million in 2014 \$
- Year of construction: 2041

Project status

- This project is viewed as contingent upon the completion of the Illiana Corridor.
- The Prairie Parkway Record of Decision was rescinded.
- Funding for the Prairie Parkway has been redirected to other local improvements.
- No planning or engineering activities are scheduled for the connector at this time.
- **This project was fiscally unconstrained in GO TO 2040.**

I-88 Add Lanes, Deerpath Road to Orchard Road

Project description from GO TO 2040

I-88 (Ronald Reagan Memorial Tollway) serves DuPage and Kane Counties, linking the region with western Illinois. Two (one in each direction) lanes are proposed from IL 56 east to Orchard Road along the Ronald Reagan Memorial Tollway (I-88).

Project Status

- This project was **completed**, per discussion with implementing agency.

I-90 Add Lanes

Project description updated from GO TO 2040

I-90, the Jane Addams Memorial Tollway, serves northwest Cook, Kane and McHenry Counties, linking the region with the upper Midwest. This proposal calls for adding lanes on I-90 from I-294 to the Elgin Toll Plaza west to I-39 near Rockford. The median lane is to be initially managed for free-flow and highway speed transit use.

Lanes will be added from I-294 to I-39 – a 61 mile segment. Access to the facility will be improved by expanding the interchanges at IL 47, Barrington Road, Roselle Road, Elmhurst Road, and IL 72/Lee Street; and providing new interchanges at Irene Road and Meacham Road. Reconstruction of the Jane Addams along this corridor is also proposed as a concurrent work activity. I-90 is recognized as a key freight corridor; as such Tollway bridge reconstruction will accommodate 120,000 lb. loading.

Cost estimate

- Total project construction is estimated to cost \$2.35 billion in 2014 \$
- Year of construction: 2013-2016 (Tollway), 2020 (IDOT)

Project Status

A number of activities have concluded or are underway.

- A Corridor Planning Council was established.
- A Transit Value Planning Study was completed.
- The Tollway is working to establish this interstate as an ITS test bed, and will include supporting lane management technologies for all lanes.
- The project is currently under construction, starting on the western end and moving towards the east. Completion between I-39 and I-190 is expected in 2016.
- The Illinois Department of Transportation has initiated a Phase I Engineering process to evaluate implementation of auxiliary lanes between I-190 and Harlem Avenue, the eastern end of the project and the transition between the Jane Addams Memorial Tollway and the Kennedy Expressway. Phase II, including final design, preparation of construction contract documents and right-of-way acquisition is also funded and should begin in 2014.
- PACE will provide express bus service along the shoulder of this corridor assuming that the current legislation permitting PACE to operate on the shoulder or managed lane is made permanent.
- **This project was fiscally constrained in GO TO 2040.**

I-94 Add Lanes North

Project description from GO TO 2040

Two additional lanes (one each direction) are proposed for I-94 in far northern Lake County from IL 173 to the Wisconsin border. The project will provide capacity continuity between the recently-completed add-lanes project on the Tri-State Tollway from Balmoral Avenue north to IL 173 and a project underway to add lanes on I-94 from the Illinois border to I-894/Mitchell Airport in Wisconsin.

Project Status

- This project was **completed**, per discussion with implementing agency.

IL 394

Project description from GO TO 2040

This project would add lanes to IL 394 from I-80 south in southern Cook and Will Counties, and convert the roadway from an arterial to an expressway. Local officials in the area have expressed concern about the effect of the conversion of the roadway to an expressway on nearby economic development. This project should be examined to determine if operational alternatives to expressway conversion are available. Per FHWA regulations, conversion of the facility to an expressway may not advance to Phase II engineering unless the project is fiscally constrained. However, any operational or arterial-based improvements may occur at any time.

Cost estimate

- Total project construction is estimated to cost \$604 million in 2014 \$ - *Neither engineering nor ROW acquisition included*
- Year of construction: 2041

Project status

- A locally led corridor feasibility study is being conducted, and would be intended to lay the groundwork for a Phase I study.
- **This project was fiscally unconstrained in GO TO 2040.**

Illiana Corridor

Project description updated from GO TO 2040

This project would create a new expressway between I-65 in Indiana to I-55, passing east-west through Will County.

At the time GO TO 2040 was published, the construction costs for the Illiana were included on the fiscally unconstrained project list, due to the need for the additional analysis of financing options, as well as the need to narrow the project scope down to a few feasible alternatives. Since then, the Illinois Department of Transportation (IDOT) partnered with the Indiana Department of Transportation (INDOT) to advance the planning study to address both of these needs. On October 17, 2013, the CMAP MPO Policy Committee voted to include the Illiana Corridor construction costs on the fiscally constrained project list.

Cost estimate

- Total project construction is estimated to cost \$1 billion in 2014 \$
- Year of construction: 2016

Project status

- Phase I engineering for this project will be completed in the Spring of 2014.
- IDOT released an RFQ to design, build, finance, operate, and maintain the facility in November, 2013.
- A new interchange connecting I-55 and the proposed Illiana expressway is being studied. This interchange would be located in the vicinity of IL 129/Lorenzo Road. The need for any auxiliary lanes on I-55 will be evaluated as part of the Illiana study.
- Legislation has been passed which allows the project to be financed under a public-private partnership (P3).
- Legislation has been passed which allows the project to be built using a design-build delivery method.
- **This project was fiscally constrained in GO TO 2040.**

Inner Circumferential Rail Service

Project description from GO TO 2040

This project would create a new north-south transit connection through western Cook County, connecting to both O'Hare and Midway airports. Both this project and the Mid-City Transitway appear to have potential to serve the need for north-south transit travel in central and western Cook County. A feasibility study for this project has been completed, but further planning is needed to advance it. This project should be evaluated further as part of the continuation of the Cook-DuPage corridor study. The proposed new service will use the IHB and BRC railroad tracks 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).

Cost estimate

- Total project construction is estimated to cost \$1.275 billion in 2014 \$ - *Likely higher due to CREATE*
- Year of construction: 2041

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. The CREATE Program identified this route as the Beltway Corridor and directs significant capital investments to support increased freight service to this corridor. The CREATE Beltway Corridor will function as a bypass route for intermodal and carload train interchanges between eastern and western railroads and will include six highway/rail grade separations, 4.8 miles of new track, 66 new switches, and more than 13 miles of new CTC signals. Accommodating passenger service in this corridor after the increases in freight service may significantly increase this project's capital costs and/or decrease reliability or feasibility of any new passenger service.
- **CMAP proposes to remove this project for the GO TO 2040 plan update, as study has shown freight conflicts make this project infeasible.**

McHenry-Lake Corridor

Project description from GO TO 2040

This project would create a new expressway through McHenry and western Lake Counties, from the terminus of the US 12 freeway at the Wisconsin border to the upgraded IL 120 roadway (see the Central Lake County corridor project for a further description). This project is in early stages of planning and relies on the completion of the Central Lake County corridor.

Cost estimate

- Total project construction is estimated to cost \$1.119 billion in 2014 \$ - *Neither engineering nor ROW acquisition included*
- Year of construction: 2041

Project status

- Both the Illinois Tollway and IDOT have this project listed in their respective long range plans.
- At this juncture no planning or engineering processes are scheduled or underway, nor have there been any funding sources identified.
- **This project was fiscally unconstrained in GO TO 2040.**

Metra Electric District (MED) Improvements

Project description

This project would include making track, signal, and other improvements to the Metra Electric District to support growth in ridership and upgrades to the core capacity of the line.

Cost estimate

- Total project construction is estimated to cost \$447 million in 2014 \$
- Year of construction: 2041

Project status

- Identified as a potential future expansion project in Metra's Strategic Plan.
- **This project was not analyzed for GO TO 2040.**

Metra Electric Extension

Project description from GO TO 2040

This project would extend Metra Electric service to the proposed South Suburban Airport in Will County from its current terminus in University Park, as well as create a new rail yard facility. Supportive land use planning should accompany this and other transit extension projects.

Cost estimate

- Total project construction is estimated to cost \$291 million in 2014 \$
- Year of construction: 2041

Project status

- This project has not undergone Alternatives Analysis or any Phase I engineering component of the federal planning process.
- Progress on this project may ultimately be dependent on the progress of the South Suburban Airport project.
- **This project was fiscally unconstrained in GO TO 2040.**

Mid-City Transitway

Project description from GO TO 2040

This project would create a new north-south transit corridor in the vicinity of Cicero Avenue in central Cook County, and also connecting east to the CTA Red Line. Both this project and the Inner Circumferential Rail Service appear to have potential to serve the need for north-south transit travel in central and western Cook County. The mode of this project is not yet certain, ranging from an on-street BRT service to rail service. This project is in the early stages of planning, and was evaluated further as part of the continuation of the Cook-DuPage corridor study.

Cost estimate

- Total project construction is estimated to cost \$1.6 billion in 2014 \$
- Year of construction: 2041

Project status

- A physical feasibility study was completed by the City of Chicago in 2013; the study determined that the east-west part of the corridor is not likely to be feasible within or near the existing 75th Street freight and commuter rail corridor.
- No formal alternatives analysis, environmental, or preliminary engineering studies have been scheduled thus far.
- **This project was fiscally unconstrained in GO TO 2040.**

Milwaukee District North Extension

Project description from GO TO 2040

This project would extend the Metra Milwaukee District North line to Wadsworth in Lake County from the Rondout junction. A feasibility study for this project has been completed, but further planning is needed to advance it.

Cost estimate

- Total project construction is estimated to cost \$644 million in 2014 \$
- Year of construction: 2041

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 was fiscally unconstrained in GO TO 2040.**

Milwaukee District North Improvement

Project description from GO TO 2040

This project would improve service along the Metra Milwaukee District North line between Fox Lake and the Rondout junction in Lake County by making track, signal, and other improvements. Many elements of this project are considered capital improvements with independent utility and therefore can be pursued at any time. This project is currently in early stages of planning.

Cost estimate

- Total project construction is estimated to cost \$130 million in 2014 \$
- Year of construction: 2020

Project status

- This project is currently in an early stage of planning.
- Improvements to this line have been discussed during WISDOT's EA for expanded Amtrak Hiawatha service which also operates on this line. Operations simulations have been completed to determine what additional elements of capital improvements will be necessary, especially in the area between Rondout and A-20 junctions where Metra, Amtrak, and CP freight all have significant operations. The proposed improvements would allow existing service on the line to operate with more flexibility and greater reliability.
- **This project was fiscally unconstrained in GO TO 2040.**

Milwaukee District West Extension

Project description updated from GO TO 2040

This project would extend the Metra Milwaukee District West line from its current terminus in Elgin to Marengo in McHenry County.

Cost estimate

- Total project construction is estimated to cost \$422 million in 2014 \$
- Year of construction: 2041

Project status

- A Phase I feasibility study to Marengo was completed in 2010. Commuter service to Marengo appears to be operationally and physically feasible, but significant environmental issues need further examination, and significant capital improvements will be needed including two segments of double track, a new coach yard, a grade separation at IL-47, as well as other track and signal improvements.
- No further work on the Hampshire routing has been completed. This option is not consistent with NICTD plans to extend passenger rail service beyond the CMAP region to Rockford.
- Due to the further analysis of the Marengo routing and the incompatibility of the Hampshire routing with other plans, Metra plans to maintain the Marengo extension in the unconstrained plan, while removing the Hampshire routing from the unconstrained plan.
- **This project was fiscally unconstrained in GO TO 2040.**

Milwaukee District West (MD-W) Improvements

Project description

This project would include making track, signal, and other improvements to the Milwaukee District West Line to support growth in ridership and upgrades to the core capacity of the line.

Cost estimate

- Total project construction is estimated to cost \$447 million in 2014 \$
- Year of construction: 2041

Project status

- Identified as a potential future expansion project in Metra's Strategic Plan.
- **This project was not analyzed for GO TO 2040.**

North Central Service Improvements

Project description from GO TO 2040

This project would upgrade Metra North Central Service to allow for full service levels. This project is currently in early stages of planning.

Cost estimate

- Total project construction is estimated to cost \$332 million in 2014 \$
- Year of construction: 2041

Project status

- This project for assuring full level of service is in an early stage of planning.
- **This project was fiscally unconstrained in GO TO 2040.**

CTA North Red and Purple Line Improvements

Project Description updated from GO TO 2040

The Red Line and Purple Line Improvements project includes mainly reconstruction improvements to the shared right of way segment between Belmont and Howard stations, as well as the Purple Line segment between the Linden and Howard Station. This project envisions a transformation and modernization of the 100-year old El lines serving the north side and north suburban communities. Dilapidated viaducts and crumbling infrastructure will be replaced or improved, building a new structure that will last 80 years and provide a quieter, more livable environment. A Brown Line flyover at Clark Junction is being considered for this project, which would decrease travel time for riders by allowing Brown Line trains to cross above the Red and Purple Line tracks.

Cost Estimate

- Total project construction is estimated to cost \$4.2 billion in 2014 \$
- Year of construction: 2030

Project Status

- CTA continues to study the future development potential along the corridor as well as funding and financing options
- CTA will continue to coordinate with communities by hosting another open house and attending community group meetings to share preliminary findings of the environmental studies and learn about the communities' desires and concerns prior to completing the Draft EIS.
- After that outreach, CTA will ensure the proposed project responds to community concerns, and then issue the Draft EIS in conjunction with the Federal Transit Administration for public review and comment.
- A public hearing is scheduled to be held on the Draft EIS in 2014 or 2015
- **This project was fiscally constrained in GO TO 2040.**

O'Hare to Schaumburg Transit Service

Project description from GO TO 2040

This project would include both a transit component of the Elgin O'Hare eastern extension (part of the Western Access project on the fiscally constrained list) and a new transit service on IL 53 from the Elgin-O'Hare Expressway to Schaumburg.

Cost estimate

- Total project construction is estimated to cost \$1.119 billion in 2014 \$
- Year of construction: 2041

Project status

- This project is in an early stage of planning and has not entered the federal Alternatives Analysis process.
- The Elgin-O'Hare Expressway project has received federal approval of its Tier II Environmental Impact Statement and is proceeding to construction.
- The Expressway project is being built to allow bus on shoulder operation.
- This was one of three projects selected to advance in the Cook-DuPage Corridor Study.
- PACE has engaged in public and stakeholder outreach in western Cook County
- In the process of defining an alignment and is moving forward with a mini Alternative Analysis.
- **This project was fiscally unconstrained in GO TO 2040.**

Orange Line Extension

Project description from GO TO 2040

This project would extend the CTA Orange Line to the Ford City shopping center, in southwest Cook County, from its current terminus at Midway airport.

Cost estimate

- Total project construction is estimated to cost \$498 million in 2014 \$
- Year of construction: 2041

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>.
- **This project was fiscally unconstrained in GO TO 2040.**

Prairie Parkway

Project description from GO TO 2040

This project would create a new expressway between I-88 and I-80 in Kane and Kendall Counties. Phase I engineering for this project has been completed, and federal earmarks to cover a portion of project costs have been received, but funding is insufficient to construct the entire project. However, one element of this project, involving a bridge over the Fox River in Yorkville to connect US 34 and IL 71, has independent utility and can be completed with the earmarks received. This project element may be pursued at any time. For the remainder of the project, corridor preservation activities should be continued in order to preserve a transportation corridor in this area for future use.

Cost estimate

- Total project construction is estimated to cost \$1 billion in 2014 \$
- Year of construction: 2041

Project status

- Phase I engineering for this project was completed, and federal earmarks to cover a portion of project costs were received.
- The Record of Decision for this project was rescinded, and the earmarks were redirected to other projects in the vicinity.
- **This project was fiscally unconstrained in GO TO 2040. It has been removed from consideration per the rescission of the record of decision.**

Red Line Extension (RLE)

Project description updated from GO TO 2040

The project would extend the Red Line south from the existing 95th Street Terminal to the vicinity of 130th Street, for an additional 5.3 miles. The Locally Preferred Alternative of the RLE would run along a new elevated structure heading south from the 95th Street Terminal along I-57 until reaching the UPRR corridor in the vicinity of Eggleston Avenue. The alignment would then turn south along the UPRR corridor and follow it to Prairie Avenue, where it would cross over the Canadian National/Metra Electric District (CN/ME) tracks near 119th Street. South of this point, the tracks would transition to an at-grade profile terminate at 130th Street.

Intermediate stations are planned at 103rd Street, 111th Street, and Michigan Avenue (115th) with bus and parking facilities and the intermodal terminal and a major park-and-ride lot at 130th Street. A rail yard, replacing a 50-year old facility, is proposed as part of the project at 120th Street.

The project will streamline bus-to-rail connections for several bus routes south of 95th Street. 95th Street is currently the station with the fourth highest ridership outside of downtown Chicago and includes 14 CTA bus routes, five Pace bus routes, and nearly 5,000 riders transfer from bus to rail at this station on an average weekday.

Cost estimate

- Total project construction is estimated to cost \$1.7 billion in 2014 \$
- Estimated year of construction: 2017 (per GO TO 2040)

Project Status

- The CTA is continuing to coordinate with communities and has been preparing the Draft Environmental Impact Statement (EIS).
- CTA will ensure the proposed project responds to community concerns, and then issue the Draft EIS in conjunction with the FTA.
- CMAP's Local Technical Assistance (LTA) program collaborated with the Developing Communities Project and the CTA on a livability report in support of the proposed CTA Red Line South Extension.
- A public hearing will be held on the Draft EIS in 2014.
- **This project was fiscally constrained in GO TO 2040.**

Rock Island District Extension

Project description from GO TO 2040

This project would extend the Metra Rock Island District line from its current terminus in Joliet to Minooka in Will and Grundy Counties. This project is currently in early stages of planning. Improvements to the Rock Island District line which do not include the extension are included among the fiscally constrained projects.

Cost estimate

- Total project construction is estimated to cost \$317 million in 2014 \$
- Year of construction: 2041

Project status

- This project has not undergone Alternatives Analysis or any Phase I engineering component of the federal planning process.
- **This project was fiscally unconstrained in GO TO 2040.**

Rock Island District Improvements

Project description from GO TO 2040

For the Rock Island District (RID) Line, proposed improvements include adding a third track to the nine-mile double-track portion (between Gresham Junction and a point north of 16th Street Junction) of the 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 SouthEast Service (SES), and the eventual connection of the SouthWest Service (SWS) with LaSalle Street Station. Other elements of the proposed upgrade include a new flyover bridge over the Norfolk Southern railroad at 63rd Street (part of the CREATE program), new bi-directional signals, centralized traffic control to integrate with existing RID operations, several new or rehabbed bridges over city streets, and an expanded and modernized 47th Street Yard.

Cost estimate

- Total project construction is estimated to cost \$53 million in 2014 \$
- Year of construction: TBD (before 2040)

Project Status

- CREATE Project P1, which will improve Rock Island service, is fully funded and under construction.
- In 2012, IDOT completed a Tier 1 EIS for Chicago-St. Louis High Speed Rail (HSR), which proposed HSR operations on the RID Corridor between 40th Street in Chicago and Joliet. Additional track infrastructure would be required to accommodate RID, SWS, SES, and HSR trains on this same corridor. A Tier 2 EIS is currently underway to perform operation simulation and determine the extent of necessary infrastructure improvements and environmental mitigations necessary to support expanded service in the corridor.
- **This project was fiscally constrained in GO TO 2040.**

South Lakefront Corridor

Project description from GO TO 2040

This project would improve service along Chicago's lakefront from downtown Chicago to the south. It could include a new light-rail service or operational improvements to existing Metra services; variations of this concept have been referred to as the Gray Line or the Gold Line. It is recommended that service in this area be studied with participation by CDOT, CTA, and Metra, considering whether operational improvements can be made rather than a major capital project.

Cost estimate

- Total project construction is estimated to cost \$1 billion in 2014 \$
- Year of construction: 2041

Project Status

- The City of Chicago is undertaking a South Lakefront Corridor Transportation study with financial assistance from the RTA.
- A series of public meetings has been held, the most recent in June, 2012.
- Chicago South Lakefront Corridor Study concluded (emphasis added):

*Of particular interest to many stakeholders was the analysis of MED alternatives, and whether any of these alternatives should be advanced for further study and eventual implementation. This study analyzed only one of these alternatives – the Gold Line. **Based on several factors, including funding opportunities, cost-effectiveness, and development potential, the Gold Line project is not recommended to advance.** However, the upcoming regional fare payment system mandated by the Illinois legislature to be implemented by 2015 may have an impact on ridership patterns in the South Lakefront Corridor. These impacts should be monitored and analyzed to discover any indications that the Gold Line, Gray Line, or extension of Green Line may produce sufficient ridership for cost-effective operation.*

- CMAP proposes to **reclassify** this project for the GO TO 2040 plan update, per discussion with the implementing agency.
- The Chicago South Lakefront Corridor Study recommended that the rail component part of the project not advance as a feasible alternative. However, if further studies support a BRT system in the South Lakefront Corridor, it will appear in the plan update as an improvement to the region's transportation system, along with other proposed BRT and ART routes.

SouthEast Service

Project description from GO TO 2040

This project would create a new rail line that provides service to communities in southern Cook and northern Will Counties. It has been undergoing Alternatives Analysis by Metra, and the identification of a Locally Preferred Alternative (LPA) is in process.

Cost estimate

- Total project construction is estimated to cost \$830 million in 2014 \$
- Year of construction: 2041

Project status

- Alternative Analysis was completed for this project in August 2011, with the commuter rail alternative identified as the LPA. Metra did not apply to enter preliminary engineering for this project due to the lack of a viable financial plan.
- Legislation provided for the establishment of the Southeast Commuter Rail Mass Transit District.
- The Mass Transit District exists today. The group is working to identify funding, and has secured IDOT/DCEO funding to support operation simulation and other pre-engineering activities.
- **This project was fiscally unconstrained in GO TO 2040.**

SouthWest Service Extension

Project description from GO TO 2040

This project would extend Metra SouthWest Service to Midewin in Will County from its current terminus in Manhattan. This project is currently in early stages of planning. Supportive land use planning should accompany this and other transit extension projects. (Improvements to SouthWest Service which do not include an extension are included among the fiscally constrained projects.)

Cost estimate

- Total project construction is estimated to cost \$328 million in 2014 \$
- Year of construction: 2041

Project status

- This project has not undergone Alternatives Analysis or any Phase I engineering component of the federal planning process.
- **This project was fiscally unconstrained in GO TO 2040.**

SouthWest Service Improvements

Project description

SouthWest Service Improvements will upgrade infrastructure and service levels between Manhattan (southern Will County) and downtown Chicago. Service will also be rerouted to terminate at LaSalle Street station. The improvements include constructing a 2-mile segment beginning west of Belt Junction (Belt Railway of Chicago, BRC) to carry trains over the parallel Norfolk Southern service along 74th Street over to the Rock Island District Line tracks to provide improved reliability with fewer operating conflicts. Rerouting the SouthWest service into Chicago's LaSalle Street Station will relieve congested operations at Union Station. The SouthWest Service Improvements project includes CREATE projects P2, P3, EW2, and GS19. The project is consistent with subregional plans; it is recommended in the Will County 2030 Transportation Framework Plan portion of the Will County Land Use Plan.

Cost estimate

- Total project construction is estimated to cost \$1.025 billion in 2014 \$
- Year of construction: 2020

Project Status

- This project has not undergone Alternatives Analysis or any Phase I engineering component of the federal planning process.
- An EIS was initiated for the 75th Street CIP and this study is still ongoing.
- **This project was fiscally constrained in GO TO 2040.**

STAR Line Corridor

Project description from GO TO 2040

This project would create a new rail service from Joliet to Hoffman Estates through western Will, DuPage, and Cook Counties, and also connect from Hoffman Estates to O'Hare airport along I-90.

Cost estimate

- Total project construction is estimated to cost \$3 billion in 2014 \$
- Year of construction: 2041

Project status

- Alternative Analysis for this project was completed in June 2012, with the commuter rail alternative identified as the Long Term Vision for the corridor. Metra did not apply to enter preliminary engineering for this project due to the lack of a viable financial plan.
- More information is on Metra's website at <http://metraconnects.metrarail.com/star.php>.
- In 2012, CMAP awarded a CMAQ grant to Pace for transit improvements in the corridor, including additional park and ride lots and new express bus service.
- **This project was fiscally unconstrained in GO TO 2040.**

Union Pacific North Improvements

Project description from GO TO 2040

The UP North Improvements will improve the operating capacity of the line between Ogilvie Transportation Center and Kenosha through a number of coordinated projects. Line capacity and reliability will be improved by installing additional crossovers and other track improvements. A new upgraded replacement outlying coach yard will be provided to allow for more efficient servicing of equipment and to accommodate expansion of service. Additional upgrades to existing stations will accommodate the increase in passengers in both the traditional commute and reverse commute direction. The renewal of bridges between Balmoral Avenue and Ogilvie Transportation Center within the City of Chicago will improve safety. A new station at Peterson and Ridge Avenues is proposed, and improvements to the existing Hubbard Woods Station are proposed to expand transportation options to these communities.

Cost estimate

- Total project construction is estimated to cost \$447 million in 2014 \$
- Year of construction: Some elements currently underway

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.
- A major component of this project involves the replacement of 22 bridges between Fullerton Ave. and Balmoral Ave. Design has been completed and construction work has begun on the initial 11 bridges. Design and construction of the remaining 11 bridges will be carried out in subsequent years.
- **This project was fiscally constrained in GO TO 2040.**

UP Northwest Improvements / Extension

Project description

Two improvements are proposed on the UP Northwest: infrastructure upgrades and a 1.6 mile extension to Johnsburg from McHenry. 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. Two additional stations will be added to the line: Prairie Grove (McHenry branch) and Ridgefield (Woodstock branch).

Cost estimate

- Total project construction is estimated to cost \$584 million in 2014 \$
- Year of construction: 2020

Project status

- Alternatives Analysis for this project was completed in 2007 with the commuter rail alternative selected as the Locally Preferred Alternative (LPA).
- Also see the www.metraconnects.metrarail.com/upnw.php web page for more current and detailed information.
- Phase I Engineering activity was programmed within the FY 2010-2015 NE Illinois Transportation Improvement Program (TIP), but no work has thus far been awarded.
- This project is currently undergoing an Environmental Assessment.
- **This project was fiscally constrained in GO TO 2040.**

UP West Improvements

Project description from GO TO 2040

The UP West Improvements include 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. Also proposed is moving the current A-2 crossing with the Milwaukee District and North Central lines at Western Avenue to a new location one mile east. These improvements will enable the UP West to better serve as an alternative to the BNSF line and also to operate more effectively in coordination with freight rail movements.

Cost estimate

- Total project construction is estimated to cost \$524 million in 2014 \$
- Year of construction: 2020

A major component of this project involves the UP-W Public Private Partnership (UP-W PPP), which includes upgrades to signal systems, crossovers, pedestrian safety improvements, and new triple track. Most of the pedestrian diversion construction was completed in summer 2011, and construction of signals and crossovers is currently proceeding.

Project status

- Alternatives Analysis for this project was completed in 2007 with the commuter rail alternative selected as the Locally Preferred Alternative (LPA).
- This project is currently undergoing an Environmental Assessment.
- More information is on Metra's website at: <http://metraconnects.metrarail.com/upw.php>.
- **This project was fiscally constrained in GO TO 2040.**

West Loop Transportation Center: Phase 1, Union Station Capacity Expansion

Project description updated from GO TO 2040

Findings of the Phase I Union Station Master Plan determined that work on the project should take place in two key phases: 1) improvements to existing facilities east of and within Union Station and 2) a new underground transitway in the West Loop. Phase 1 includes increased capacity within the existing footprint of Chicago Union Station which serves several commuter and intercity passenger rail services. These improvements include but are not limited to creating new platforms and tracks for passenger trains by repurposing currently inactive tracks and platforms formerly used for mail handling, expanding the passenger-carrying capacity of existing platforms used by commuter trains, reconfiguring the station's internal spaces to increase passenger capacity, and creating the capability to through-route some intercity trains.

Cost estimate

- Total Phase 1 project construction is estimated to cost \$837 million in 2014 \$
- Phase 1 Year of construction: 2020

Project status

- Stage 1 of the Union Station Master Plan was 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.
- This project was fiscally constrained in GO TO 2040 as the "West Loop Transportation Center" before phasing was determined to be the best pathway forward, based on findings from the Stage 1: Union Station Master Plan.

West Loop Transportation Center: Phase 2, West Loop Subway Component

Project description updated from GO TO 2040

Findings of the Phase I Union Station Master Plan determined that work on the project should take place in two key phases: 1) improvements to existing facilities east of and within Union Station and 2) a new underground transitway in the West Loop. Phase 2 comprises the West Loop Transportation Center, a group of projects that accommodate and facilitate easy transfers between inter - city rail, commuter rail, rapid transit, bus and bus rapid transit services in Chicago's West Loop. These improvements facilitate connections with proposed Central Area Transitway improvements, serving destinations including the North Michigan Avenue Area, River North, McCormick Place, and the eastern part of the Loop. The West Loop Subway component of the West Loop Transportation Center is a proposed new underground transitway along Clinton and/or Canal Streets with key transfer stations located between the Eisenhower Expressway and Lake Street in Chicago. The route allows alternative routing of existing CTA rail services, increases CTA rail capacity between Chicago's Central Area and outlying neighborhoods, and facilitates transfers between inter - city rail, commuter rail, rapid transit and bus services. The subway may also include multiple levels or alignments within the West Loop area to accommodate additional tracks and platforms for inter-city and or commuter trains. This project cost is \$2.5 billion.

Cost estimate

- Total project construction is estimated to cost \$2.094 billion in 2014 \$
- Year of construction: 2041

Project status

- Stage 1 of the Union Station Master Plan was 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.
- Projects to create a surface bus transfer center adjacent and connected to Union Station and BRT transitway improvements to the Central Loop are funded and underway by the City of Chicago. The projects will begin to address improving connections between Union Station and other transportation services upon construction completion, expected in late 2014/early 2015.
- **This project was fiscally constrained in GO TO 2040 as the "West Loop Transportation Center" before phasing was determined to be the best pathway forward, based on findings from the Phase 1: Union Station Master Plan.**

Yellow Line Enhancements and Extension

Project description

This project would extend the Yellow Line from its current terminus in Skokie to Old Orchard Mall in northern Cook County.

Cost estimate

- Total project construction is estimated to cost \$294 million in 2014 \$
- Year of construction: 2041

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>.
- **This project was fiscally unconstrained in GO TO 2040.**