APPENDIX E

Regional Capital Projects Benefits Report









RTP

2026
Regional Transportation Plan

Chicago Metropolitan Agency for Planning

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Please note: The 2026 RTP was adopted by the CMAP Board and MPO Policy Committee on October 14, 2026. For information on subsequent amendments to the adopted plan, visit CMAP's RTP Amendments webpage.

Introduction

As northeastern Illinois' metropolitan planning organization (MPO), the Chicago Metropolitan Agency for Planning (CMAP) is required by federal law to develop a list of major transportation projects every four years. The list identifies capital investments through 2050 that hold the potential to change the way people live, work, travel, and conduct business within northeastern Illinois either through capacity changes, traffic management strategies, or significant investment in maintaining the facilities that already serve the region's transportation needs. The list is meant to encompass projects that are large enough to warrant additional discussion through the regional planning process. In past efforts, these projects have been referred to as Regionally Significant Projects (RSPs). In this report they will be referred to as Regional Capital Projects (RCPs).

Identifying and prioritizing RCPs is an important step to recognize the region's major funding needs over the planning horizon and determine whether existing funding streams can support those anticipated needs. In addition, CMAP is required by federal law to fiscally constrain these projects within the long-range plan — the 2026 Regional Transportation Plan (RTP), showing sufficient revenues as reasonably available to implement these projects within the plan horizon year, 2050. In coordination with partner agencies, CMAP identified 136 potential RCPs, representing more than $80 billion in project costs in 2025 dollars.

Only constrained projects are eligible to receive federal transportation funds and obtain certain federal approvals. Projects that are categorized as *unconstrained* require further action, such as additional study, or a determination they cannot be completed within the limits of the region's forecasted revenues. Because the region has limited funds for expansions or improvements, the RCP evaluation process generates a list of prioritized projects that help the region meet its goals. This document describes the RCPs and the process CMAP used to identify, evaluate, and prioritize them for fiscal constraint. The fiscally constrained project list is included in the Financial Plan for Transportation appendix.

Northeastern Illinois does not meet national ambient air quality standards for ozone and is classified as a nonattainment area, which means that CMAP must demonstrate that the projects included in its long- and short-term transportation investment plans — including the RTP and the Transportation Improvement Program (TIP) — conform to the State Implementation Plan. While this document reports changes in air pollution emissions associated with each project individually, the official conformity analysis will ultimately be based on all the projects that are fiscally constrained in the plan and the TIP.

RCP identification process

RCP definition

Because it is not practical to itemize all projects expected over a multi-decade planning horizon, MPOs typically list only projects of a certain size or type. In ON TO 2050 — the region's comprehensive long-range plan — CMAP included projects that:

- Changed capacity on the regional transportation network and at least $100 million, or
- Improved state of good repair for a particular facility and cost at least $250 million.[1]

In response to feedback from regional and federal partners, CMAP expanded the definition of an RCP for the 2026 RTP. With this expanded definition, a larger volume and range of project types will be included in CMAP's long-range plan, allowing for the 2026 RTP to take a broader look at the types of transportation projects that are planned for the region over the next 25 years, as well as the combined cost of those anticipated investments.

This new definition has three parts (each is described in sections A, B, and C below) with projects that meet any one of the listed criteria being identified as an RCP.

A. Capacity projects

Capacity projects are transportation projects that change capacity of a facility serving regional transportation needs, including, at a minimum, all principal arterial highways on the National Highway System (NHS) and all fixed guideway transit facilities. In the context of the 2026 RTP, a project will be considered a capacity RCP if it meets one or more of the following conditions:

1. Extends or adds lanes to the regional transportation system[2] (must meet the 1-mile minimum length requirements noted in Supplement A: Term definitions);[3]
2. Extends or adds lanes to an existing roadway intended to become a part of the regional transportation system (must meet the 1-mile minimum length requirements);
3. Adds a new roadway intended to become a part of the regional transportation system (must meet the 1-mile minimum length requirements);
4. Reduces or removes lanes on a portion of the regional transportation system with an average daily traffic volume of 25,000 or more (must meet the 1-mile minimum length requirements);
5. Adds a new direct connection or adds lanes to an existing connection within the regional transportation system (e.g., new interchange or adding lanes to flyovers on an existing interchange);
6. Adds new or extended fixed guideway transit infrastructure (bus rapid transit projects must meet the 1-mile minimum length requirements);

1 Chicago Metropolitan Agency for Planning, "ON TO 2050 Plan Update: Regionally significant projects benefits report appendix," 4, accessed April 2, 2026, ON-TO-2050-Update-Regionally-Significant-Projects-Benefit-Report-Appendix.pdf.

2 For the purposes of the 2026 Regional Transportation Plan, the regional transportation system includes both the NHS and the fixed guideway transit system. The NHS includes roadways classified as interstate, freeway, or expressway, and other principal arterials. It also includes roads important to national defense, plus intermodal connectors.

3 All capacity projects, whether on the regional transportation system or less than the required length remain subject to air quality conformity analysis to be included in CMAP's TIP.

7. Adds new fixed guideway transit stations, such as infill stations; or,

8. Adds multiple signals along a corridor on the regional transportation system and costs at least $20 million (2025 dollars).

B. Financially significant projects

Financially significant projects are transportation projects not classified as capacity projects whose total estimated cost in 2025 dollars exceeds $250 million. The entire project cost, not just the cost of the added capacity, is used to determine whether the project is an RCP. This threshold ensures the 2026 RTP development process identifies and evaluates costly projects to facilitate regional consensus around investment priorities. The financially significant threshold also ensures that CMAP meets its fiscal constraint requirements as established in 23 CFR 450.324.

C. Sponsor nominated

Under this category, either an implementing agency or CMAP can nominate a transportation project for potential inclusion in the RTP (other than capacity projects or financially significant projects as defined above).

Identified RCP candidates

To identify candidate RCPs, CMAP solicited projects from partner agencies in spring 2025. Regional transportation implementors submitted both unconstructed RSPs previously identified in ON TO 2050 and new projects that were considered for the first time. Additionally, CMAP staff reviewed projects currently included in the active TIP and worked with lead agencies to add any projects that met the RCP definition to the list of submitted projects.

A total of 136 projects were identified as RCPs to be included in the RTP. Just over half (73) of these projects were included as RSPs in the previous plan, 2022's ON TO 2050 update.

RCPs with committed funding

Twenty-six of the identified projects already have committed funding, meaning that specific funding sources that will cover the full cost of the project have been programmed for each of these projects in the five-year TIP. Because these projects already have committed funding, they will be fiscally constrained within the RTP without the need for evaluation. Consistent with all RCPs, once the 2026 RTP has been adopted these projects will still be subject to RTP amendment requirements, which may include evaluation should the status, scope, or cost of the project change significantly. The RCPs with committed funding that are not subject to evaluation are listed in Supplement C: RCPs with committed funding.

RCP candidates subject to evaluation

The remaining 110 projects are subject to evaluation and fiscal constraint determination. As presented in the next section, these projects were evaluated across 11 performance categories. The evaluation metrics, along with other project information, inform recommendations to CMAP's Transportation Committee and MPO Policy Committee, identifying which projects qualify as RCPs to be included in the RTP. Moreover, this information informs prioritization and fiscal constraint recommendations to the CMAP Board and MPO Policy Committee. The full list of RCPs subject to evaluation is included with project cost estimates in Table 3.11 in the evaluation metrics section.

The RCP candidates subject to evaluation and prioritization are summarized by project type in Table 1. As shown, most of the projects subject to evaluation are capacity projects, more than one-third (39) are additions to the network, and almost half (49) include changes to capacity on the existing network. The remaining 22 are financially significant state of good repair or network modernization projects.

Pending visionary RCP candidates, not ready for evaluation

Several project sponsors provided information for projects that are in the early, exploratory planning stages. While an improvement or enhancement has been identified as needed in or around the proposed project location, the type of improvement needed has not yet been identified. When more information on the project plans becomes available these projects will be evaluated and incorporated into the RTP. These projects are listed in Supplement D: Pending visionary RCPs.

Table 1: RCP candidates subject to evaluation, by project type

Project type	Total projects
Capacity projects - Network additions	**39**
Bus rapid transit (BRT) or bus priority corridor	15
New transit line or extension	13
New arterial	4
New station	3
New interchange or ramp	4
Capacity projects - Capacity increases to existing infrastructure	**49**
Arterial add lanes	30
Transit capacity increase	13
Interstate add lanes	6
Financially significant - State of good repair or modernization	**22**
Interstate reconstruction	8
Interchange, intersection, or corridor improvement	8
Bridge reconstruction	2
Transit line or station modernization	4
Total	**110**

Project evaluation process

Process overview

The RCP evaluation process measures how well each of the proposed projects helps the region meet its transportation goals. The evaluation framework applied to the 2026 RTP is similar to the framework applied in ON TO 2050. However, several important updates were implemented:

- **Reduced set of measures:** While the overall evaluation categories remain similar to the previous effort, each category's score is developed using fewer measures, creating a more transparent and comprehensible process for transportation stakeholders. Additional objectives for reducing the number of measures included:
    - Reducing repetition, or measures that reflect similar project impacts.
    - Focusing on measures with the most reliable data sources at this scale of analysis and with limited dependence on assumptions. For example, data and evaluation metrics are limited at this level of analysis in areas such as Americans with Disabilities Act (ADA) or resiliency improvements.
- **Updated travel demand model:** CMAP's trip-based travel demand model is one of the primary tools used for the RCP evaluations. Additionally, other procedural improvements, such as updating the roadway and transit networks, were implemented prior to the RCP evaluations.
- **Revised socioeconomic forecast:** The travel demand model was also updated to reflect the latest population and employment forecasts, which make use of more recent Census and regional economic performance data. This update includes refinements to the land-use model (UrbanSim) which helps develop the spatial distribution of households, population, and jobs in 2050.

- **Updated data inputs:** Data input files used to conduct the evaluations were updated in instances where more recent data were available. In addition to the population and employment data, this includes revised information on bridge and pavement conditions, transit asset conditions, travel safety and reliability, and freight traffic volumes.

The RCPs were evaluated for prioritization based on their anticipated benefits across eleven evaluation categories (Table 2) which fall into three types:

- **Existing needs:** Measures that rate projects based on the existing need for improvements within the proposed project location. These measures use existing data sets and facility ratings.

- **Future impacts:** Measures that rate projects based on their anticipated impact on the future 2050 network. These measures rely on outputs from the 2050 regional travel demand model and focus on performance indicators related to mobility, emissions, and land use.

- **Financial cost:** Measures that consider a project's estimated construction, operation, and maintenance costs over ten years in constant 2025 dollars for all projects. In contrast, the financial plan relies on nominal, year-of-expenditure dollars.

The next section presents the metrics that make up the benefits ratings within each category and how each project scored under each metric.

Table 2: RCP evaluation categories

Type	Performance category	Description
Existing needs	Asset condition	Measures the level of need for state-of-good repair or modernization upgrades on facility.
	Safety concerns	Identifies if the project is in an area with an identified safety concern, such as a high crash rate.
	Travel reliability	Identifies if the project is in an area with a low level of travel time reliability.
	Freight mobility	Measures the volume and proportion of freight use on the facility.
	Economically disconnected area (EDA) mobility	Measures the volume and proportion of EDA use on the facility.
Future impacts	Roadway network mobility	Passenger vehicle travel delays – the change in travel delays for passenger vehicles.
	Transit network mobility	EDA travel delays – the change in travel delays for trips to and from EDAs.
	Emissions impact	Freight travel delays – the change in travel delays for truck trips.
	Infill development support	Change in transit ridership.
Financial cost	Capital cost	The estimated cost of construction in 2025 dollars.
	Annual maintenance and operation cost	Average annual cost to operate and maintain in 2025 dollars.

Evaluation approach

As described in the previous section, RCP candidates were rated based on their anticipated benefits within the 11 evaluation categories presented in Table 2. This section describes the metrics used to measure performance within each evaluation category.

Existing needs

The metrics in this section focus on elevating needed improvements on the existing network. The existing needs ratings value projects located in areas identified as having a specific need at a localized project level. While CMAP acknowledges that some of the measured variables, such as reliability and safety, may show a need for improvement tied to factors beyond the area directly included in the proposed projects (such as capacity constraints on connecting and parallel roadways or impacts resulting from behavioral or environmental factors), it is not practical to account for all of these factors at this level of early planning analysis. Rather, this analysis focuses on flagging the measurable and comparable information that is most directly relevant to the proposed project with the expectation that additional review and analysis will occur when the projects reach more detailed planning and design stages. The ratings also consider agency staff knowledge and the description of improvements (presented in the project descriptions section).

The following seven subsections describe the evaluation metrics that were included in the scoring considerations under each existing need category and present the ratings for each project for which that evaluation category is relevant.

Asset condition

A project's asset condition benefit rating was based on the existing level of need for state of good repair (SOGR) and/or modernization improvements for the assets and facilities proposed for improvements. Need for SOGR improvements was measured using the documented and reported asset conditions provided by the sponsor agencies.

The overall asset condition benefit ratings were based on the most significant level of need within the proposed project area rather than an average condition rating of the facilities included in the project. This approach was selected for the following reasons:

- Project timing decisions tend to be driven by the facilities of most immediate need along a project and, in most cases, it is most efficient to implement the full planned improvements for a corridor or connection rather than address only the area of most need and return to complete other improvements later.
- The benefit of improving an asset in poor condition is not lessened by additional project scope. Furthermore, the cost of the additional scope beyond the asset in poor or fair condition is accounted for in the project cost rating.

Transit asset condition metrics

For transit projects, the need for asset condition improvements was rated using a measurement scale similar to the scale presented in the Regional Transportation Authority's (RTA) 2025 Capital Program Metrics.[4] Projects are assigned one of four ratings based on a combination of the anticipated project impact and the level of need for that type of improvement at the proposed location. The ratings are:

- A: Facilities addressed in the proposed project are currently in poor condition
- B: Facilities addressed in the project are currently in fair condition

4 Regional Transportation Authority, "Adopted 2025 Operating Budget, Two-Year Financial Plan, and Five-Year Capital Program," accessed April 2, 2026, https://www.rtachicago.org/uploads/files/general/Transit-Funding/2025Budget/2025_RegionalBudgetAdopted.pdf.

- C: Facilities addressed in the project are currently in good condition
- N/A: Facilities do not have an asset rating

Roadway asset condition metrics

For roadway projects, the need for asset condition improvements was rated based on the current condition of the facilities included in the project, using the data available in the Illinois Department of Transportation's (IDOT) Condition Rating Survey (CRS) and the National Bridge Inventory.[5] For each project, CMAP identified the length/area and proportion of the project facilities that are either poor or fair condition. Projects that have either a large area and/or proportion of bridges in poor condition are considered the highest in terms of asset condition need, with bridges in fair condition representing the second tier, and pavement in poor or fair condition representing the third tier.

For bridges, a poor condition rating indicates advanced section loss, deterioration, spalling (cracking, breaking, or chipping of joint edges), or scour (erosion of soil or rock around the base of structure) have seriously affected primary structural components. A fair condition rating indicates that all primary structural elements are sound but may have minor section loss, cracking, spalling, or scouring.

The CRS scale for pavement conditions ranges from 1 to 9, where 1 indicates completely failed pavement and 9 represents the best condition. A rating of 1 to 4.5 is considered poor and in need of improvement, while a rating of 4.6 to 6 is considered fair with a likely need for improvement in the short term.

Safety

The safety benefit ratings focus on capturing the potential for a project to result in improved safety on the network based on the location of the project and the existing level of safety concern, such as crash rate, at that location. In addition, where relevant, the level of safety impact that might be expected from this type of project. This evaluation is limited to project potential because most of these projects are in the early stages of planning and design, and it is not possible to assess whether the project will address any specific safety issues that may exist at the project location.

Transit safety metrics

For transit projects, the need for safety improvements was rated using a measurement scale similar to the scale presented in the RTA's 2025 Capital Program Metrics. Projects were assigned one of four ratings based on a combination of the anticipated project impact and the level of need for that type of improvement at the proposed location. For example, a project that widens train platforms in an area with platforms below average width might be expected to decrease the risk of injury to riders by reducing platform crowding and increasing space between the standing area and rail tracks. The ratings are:

- A: Directly provides a safety benefit/improvement
- B: Indirectly provides a safety benefit/improvement
- C: Maintains current safety levels
- N/A: No impact on safety

5 Illinois Department of Transportation, "Transportation Asset Management Plan," January 2023, 24-25, accessed April 2, 2026, https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/reports/opp/transit/idot-2022-tamp-fhwa-certified-01-24-23.pdf.

Roadway safety metrics

For roadway projects, the safety benefits rating considered the existing level of safety concerns within the project area based on IDOT's reported safety tier and vulnerable road user scores. As noted above, because most candidate RCPs are in the early stages of planning and design, it is not possible to assess whether the project will address the specific type of safety issues or crash types that have occurred at that location. Thus, this analysis was focused on capturing the potential for each project to provide a safety benefit based on the location of the project and the existing level of safety concern at that location.

Two data sets were included in these safety metrics:

- **IDOT's safety tiers:** The safety tiers identify roadway segments and intersections with an overrepresentation of crashes that may be potential locations for improvement. The scores present the amount of crash rate variation between the evaluated project location and the average for that type of facility, up to a maximum of 5.[6] A score of 3 or more is considered high, identifying an area with high need for safety improvement. The safety tier ratings are calculated for peer groups using a crash weighting system that accounts for the severity of crashes and typical injury outcomes by crash type. For the RCP metrics, CMAP used the full weighted value converted into a safety score.

- **Illinois Vulnerable Road User Safety Assessment (VRUSA):** VRUSA was conducted by IDOT in 2023 to identify safety trends, policies, rules, and procedures pertinent to safe travel by vulnerable road users (VRUs) and identify steps to improve them. Similar to the safety tiers, the VRU ratings identify roadway segments with an overrepresentation of crashes that may be potential locations for improvement. However, this assessment focuses only on bicycle and pedestrian crashes. In addition to measures of observed safety, this analysis accounted for perceived safety on the transportation network. The perceived safety measure includes information entered on a web map that was available for public comment during the study. The information collected through the map was normalized by equity-adjusted population, vehicular exposure, and VRU exposure. [7]The scores present the amount of crash rate variation between the evaluated project location and the average for that type of facility. Presented scores range between 1 and 9.[8] A score of 3 or more is considered high, identifying an area with high need for safety improvement.

Similar to roadway asset condition benefit ratings, the assigned safety benefits ratings are based on the most significant level of need within the proposed project area rather than an average condition rating of the facilities included in the project area. This approach was selected because the benefit of improving safety on part of a project is not lessened by the fact that there are also other portions of the project with little need for safety improvements. In addition, the cost of the additional scope beyond addressing the area with a safety issue is accounted for in the project cost rating.

The roadway safety metrics presented for each project include:

- The highest safety tier score assigned to a roadway segment included in the project location
- The portion of roadway length included in the project location with a high safety tier rating (3 or above)
- The highest safety tier score assigned to an intersection included in the project location
- The highest VRU score assigned to a roadway segment included in the project location

6 The scores present how many standard deviations away a location is compared to the average for that type of facility, up to a maximum of 5 (5 represents standard deviations of 5 and higher).

7 Illinois Department of Transportation, "High-Injury Network (HIN) - Corridors | Illinois Vulnerable Road Users," accessed April 2, 2026, https://experience.arcgis.com/experience/aae015c0f183478b86bd2522b767ddb4/page/High-Injury-Network-(HIN)---Corridors.

8 The scores present how many standard deviations away a location is compared to the average for that type of facility.

Travel reliability

The reliability benefit ratings focus on capturing the potential for a project to result in improved consistency in travel times on the network. Due to differences in how travel times and delays are tracked on the roadway and transit networks, the approach applied for rating the RCP reliability benefits depended on the type of facility being improved.

Transit reliability metrics

For transit projects, the reliability benefits rating was based on the travel time and reliability improvements that are anticipated based on the types of improvements proposed for the facilities and feedback from the project sponsor. The need for reliability improvements was rated using a measurement scale similar to the scale presented in the RTA's 2025 Capital Program Metrics. The ratings are:

- A: Significantly improves speed/reliability
- B: Moderately improves speed/reliability
- C: Maintains current speed/reliability
- N/A: No impact on service

Roadway reliability metrics

For roadway projects, the need for travel reliability improvements is based on the current variability in travel times occurring in the evening and morning peak travel periods on the roadway segments included in the project location. The peak travel periods were selected for this analysis as they tend to be the periods with the largest volume of traffic entering and exiting the roadway network and can be one of the most unpredictable in terms of travel times. To capture the range of travel times that occur throughout the year on a typical weekday — including the seasonal impacts of weather and the school year — travel times were included for all Tuesdays, Wednesdays, and Thursdays in 2024. Mondays and Fridays were excluded as they are more likely to be work-from-home days with a lower volume of traffic. The travel time information was extracted from the Regional Integrated Transportation Information System (RITIS) database maintained by CATT Lab.

For interstates, travel time variability was measured by comparing the slow end travel times captured in the period (defined as the 90th percentile travel time) with the average travel time. For arterials, time variability was measured by comparing the slow travel times captured in the period (defined as the 90th percentile travel time) with the typical mid-range travel time (defined as 50th percentile travel time). The 50th percentile travel time was used instead of an average for arterials to minimize the impact of low end outliers on the average, an issue that did not occur with interstate travel times.

Four travel time variability metrics are presented for each project location:

- Morning peak period (7:00 - 9:00 a.m.) in eastbound/northbound direction
- Morning peak period (7:00 - 9:00 a.m.) in westbound/southbound direction
- Evening peak period (4:00 – 6:00 p.m.) in eastbound/northbound direction
- Evening peak period (4:00 – 6:00 p.m.) in westbound/southbound direction

A score of 1.0 indicates strong consistency in travel times on the facility in the presented period, with the mid-range and slow end travel times either being equal or very close to equal. A score between 1.4 and 1.8 indicates a moderate reliability issue with slow end travel times approximately 40 to 80 percent longer than the mid-range travel time. A score of 1.8 or higher indicates a high reliability issue with slow end travel times at least 80 percent longer than the mid-range travel time.

Economically disconnected area

The EDA benefit of each project was rated based on the volume of trips using the facility proposed for improvements that are coming to or from an EDA. EDAs in the CMAP region were identified in an analysis conducted in support of ON TO 2050.[9] To evaluate the potential EDA benefit of improvements on the transportation network, CMAP matched the EDAs with the corresponding transportation analysis zones in the regional travel demand model. This allowed the pairing of trips that are headed to and from EDA zones with the transportation facilities most likely to be used for those trips.

EDA use was measured in two ways:

- The volume of EDA-based passenger vehicle or transit trips using the facility on an average weekday, and
- EDA-based passenger vehicle or transit trips as a proportion of total passenger trips on the facility on an average weekday.

The average weekday EDA-based trip volume for candidate RCP facilities is 10,000, with 20 projects including an estimated volume that is at or above 10,000. The average proportion of EDA-based trips on a candidate RCP facility is 29 percent. 30 of the projects have an estimated EDA use proportion of 29 percent or higher.

Freight mobility

The freight benefit of each project was rated based on the existing level of freight use of the facility proposed for improvements.

For transit projects that are anticipated to impact freight rail movements, ratings were assigned based on the volume of freight that moves on the impacted rail lines and the overall anticipated impact on train delays on that line. The need for freight improvements was rated using a measurement scale like the one presented in the RTA's 2025 Capital Program Metrics. Projects were assigned one of four ratings based on a combination of the anticipated project impact and the level of need for that type of improvement at the proposed location. The ratings are as follows:

- A: High volume of freight rail traffic served by project that will directly improve reliability or travel times for freight traffic
- B: Moderate volume of freight rail traffic served by project that will directly improve reliability or travel times for freight traffic
- C: Maintains current freight service levels
- N/A: No impact on freight service

For roadway projects, freight use was measured in two ways:

- The highest average annual daily truck (single and multi-unit) volume identified on the facilities proposed for improvements, and
- Truck trips as a proportion of total trips on the facility.

Truck volume data was collected from the best available source for each location. Referenced sources included 2017-2023 IDOT counts, 2025 CMAP counts, Miovision and Inrix trip analytics data from RITIS, and one Cook County count. The average daily truck trip volume on candidate RCP facilities is 7,000 with 17 projects including an estimated volume that is at or above 7,000. The average proportion of truck trips on a candidate facility is 10 percent. Twenty-two of the projects have an estimated truck use proportion of 10 percent or higher.

9 Chicago Metropolitan Agency for Planning, "Local Strategy Maps - Economically disconnected and divested areas," accessed April 2, 2026, https://cmap.illinois.gov/regional-plan/resources/maps/economically-disconnected-and-divested-areas/.

Future impacts

The metrics in this section focus on capturing the anticipated impacts of each project on future travel conditions for an average weekday in the CMAP region. Data for future impacts was collected from CMAP's regional travel demand model, by comparing travel patterns with and without each proposed project included in the model network in model year 2050. Note that the metrics presented in this section are not in-depth forecasts, but rather, sketch level planning estimates intended to provide a general comparison of the proposed projects.

The following six subsections describe the evaluation metrics that were included in the scoring considerations under each future impact category.

Roadway mobility

To measure the benefits of a project on roadway mobility, CMAP measured impact on travel delay on the roadway network throughout the region. For the purposes of this measure, travel delays were defined as the difference between free flow travel times and congested travel times on all major roadway links included in the model network, summarized for all periods of the day.

The metrics show the total change in hours spent in congestion (driving below free flow speed) regionwide on an average weekday for three vehicle types: passenger vehicles, trucks, and vehicles coming to or from an EDA.

Most of the proposed projects result in a reduction in travel delays for vehicle traffic, with decreases ranging from 100 to 9,500 hours on an average weekday. A decrease of 9,500 hours represents a 1.6 percent decrease in weekday travel delays regionwide. Some of the proposed projects resulted in a small increase in travel delays of 100 to 200 hours, a change of less than 0.1 percent. This slight increase may be due to various factors, including new discretionary trips occurring because of reduced travel times for those specific trips and/or a shifting of traffic to other congested portions of the network that connect with the improved facility.

Transit mobility

To measure the benefits of a project on transit mobility, CMAP measured each project's impact on transit ridership and average transit travel speed regionwide. The volumes presented show the total change in transit trips regionwide on an average weekday. Note that this is not a measure of transit boardings — a single transit trip may include multiple transit boardings or transfers. Change in travel speed is shown as the total change in miles traveled per hour of travel on transit.

The proposed transit projects result in a range of impacts on transit ridership and travel speeds across the region. Increases in transit ridership range from a flat or minimal impact of 0 to a high of 22,700 additional transit trips on an average weekday, representing a 1.2 percent increase in transit trips regionwide. As noted above, these numbers do not represent a forecast of ridership on the new or improved facilities. These are regionwide numbers that include both increases in ridership on improved and connecting facilities and decreases due to diversion from alternate travel options and should be viewed as a sketch-level comparison of RCP candidates.

Several of the projects are expected to result in shorter travel times on transit in addition to increased frequency and capacity. Improvements in travel times regionwide range between 0.1 and 1.0 percent increases in miles travelled per hour of travel for individual projects.

Emissions

For the impact on emissions, CMAP calculated the impact of each project on four pollutants based on the measured change in vehicle travel volumes and speeds resulting from each project. The measured pollutants included:

- Greenhouse Gases (GHG)
- Nitrogen Oxides (NOx)

- Volatile Organic Compounds (VOCs)
- Particulate matter (PM 2.5)

Note that the CMAP region is currently a non-attainment area for the 8-hour ozone national ambient air quality standards. Ozone pollutants include NOx and VOCs.

The emissions impact of each project is presented as the percent change in each pollutant type across the modeled region on an average weekday. The impact of any one project on regional emissions is small, with the largest calculated impact being a 0.4 percent decrease in PM 2.5 emissions. The largest impact on ozone emissions is a 0.1 percent increase in emissions regionwide. Although the individual project impacts are small, multiple combined projects could potentially result in a substantial impact on the region's overall emissions. These combined impacts will be assessed for air quality conformity in spring 2026.

Infill support

In this category, projects were rated based on the degree to which they are anticipated to support growth in areas that are appropriate for infill development. Projects that are anticipated to carry a high proportion of trips headed to and from areas highly supportive of infill development receive the highest ratings, while projects that serve the lowest proportion of these trips receive the lowest ratings.

The infill supportive index, which was created in 2015 in support of ON TO 2050, highlights the parts of the region that are best able to support new infill types of development. The index captures four major indicators of existing development and infrastructure: developed area, road infrastructure, housing density, and employment density. The index was also modified to exclude conservation areas. The index identifies each Census track in the region as being either highly supportive, partially supportive, or minimally supportive of infill development.[10]

The infill supportiveness metric is presented as a proportion of trips that use the facilities proposed for improvement that are headed to or from an infill supportive zone. The infill supportive trip metrics range from 23 to 99 percent infill supportive for the evaluated projects, with an average supportiveness of 69 percent.

Project cost

The last two evaluation categories looked at the cost to construct each project (capital cost) and the average annual cost to operate and maintain the project. For the purposes of comparison, all project costs are evaluated in 2025 dollars.[11]

Operation and maintenance costs are presented as the change in cost compared to conditions before the project is implemented. SOGR projects that do not change the volume of lane miles or transit infrastructure that will need to be maintained over the plan horizon have an annual operation and maintenance cost of zero dollars.

Several RCP candidates do not have a capital or annual operation and maintenance cost listed because they are in a conceptual stage and do not yet have a cost estimate available. These projects can neither be fully evaluated nor fiscally constrained until such information is available.

10 Chicago Metropolitan Agency for Planning, "ON TO 2050 Snapshot - Infill and TOD," 8, accessed April 2, 2026, https://cmap.illinois.gov/wp-content/uploads/dlm_uploads/Infill-and-TOD-Snapshot-Report.pdf.

11 Project costs are inflated to the anticipated expenditure year dollars as required for the purposes of the financial plan and fiscal constraint within the RTP.

Evaluation metrics

This section presents the metrics identified or calculated for each candidate RCP that is subject to evaluation. The metrics are presented in three sections:

1. Existing need metrics

    a. Roadway asset condition - Table 3.1

    b. Roadway safety tier ratings – Table 3.2

    c. Roadway reliability – Table 3.3

    d. Roadway freight use – Table 3.4

    e. Transit benefit scores for asset condition, safety, reliability, and freight – Table 3.5

    f. Economically disconnected area use – Table 3.6

2. Future impact metrics

    a. Change in average weekday travel delay – Tables 3.7

    b. Change in average weekday transit ridership and travel time – Table 3.8

    c. Emissions – Table 3.9

    d. Support for infill development – Table 3.10

3. Project cost metrics – Table 3.11

Additional information on the metrics included in the tables can be found in Supplement B.

Existing need metrics

Table 3.1: Roadway asset condition ratings

RCP ID	Project name	Bridge condition				Pavement condition			
		Poor condition		Fair condition		Poor condition		Fair condition	
		Area (sq ft)	%	Area (sq ft)	%	Length (mi)	%	Length (mi)	%
11174	I-94 Bishop Ford Reconstruction	140,900	37%	218,000	57%	-	-	9.4	57%
11175	I-90/I-94 Reconstruction from Hubbard to 31st	75,800	4%	1,619,400	93%	-	-	0.8	6%
11176	I-55 Reconstruction	57,500	3%	1,282,700	71%	0.1	<0.1%	14.2	21%
11177	I-90 Reconstruction	32,100	26%	47,200	38%	-	-	0.6	6%
11178	I-94 Reconstruction	23,800	9%	226,700	84%	0.1	<0.1%	0.5	2%
11179	I-90/I-94 Hubbard-Edens Reconstruction	40,400	3%	1,186,200	98%	0.3	2%	0.3	3%
11180	I-290/IL 53 Reconstruction	221,400	25%	580,400	66%	-	-	10.6	25%
11181	I-57 Reconstruction	206,500	22%	619,300	65%	0.1	<0.1%	0.5	1%
11182	I-355 at I-290 Bridge Replacement	-	-	-	-	-	-	-	0%
12120	North DuSable LSD Improvements	-	-	12,700	100%	-	-	0.2	5%
13104	I-190 O'Hare Access Improvements	57,400	55%	46,100	45%	-	-	0.1	1%
13106	I-55 from I-80 to Coal City Rd	-	-	-	-	-	-	0.1	1%
13108	I-55 Managed Lane from I-355 to I-90/I-94	57,500	4%	1,201,800	79%	-	-	13.6	34%
13110	I-55 from I-80 to US 52	-	-	-	-	-	-	0.2	5%
13111	I-55 from I-355 to IL 53	-	-	15,200	100%	-	-	0.5	9%
13113	I-80 from U.S. 30 to I-294	36,500	23%	122,200	77%	-	-	1.6	5%
13114	I-290 from Mannheim Rd to Racine Ave	192,400	49%	201,100	51%	0.2	1%	2.5	11%
13115	IL 60 from IL 176 to Townline Rd	-	-	-	-	-	-	0.1	<1%
13116	IL 173 from IL 59 to US 41	-	-	32,200	93%	-	-	4.6	40%
13117	McHenry Rd from IL 173 to IL 132	-	-	-	-	-	-	0.1	2%
13118	Algonquin Rd from IL 25 to IL 68	-	-	1,200	100%	-	-	3.6	62%
13119	Milwaukee Ave from Petite Lake Rd to IL 120	-	-	-	-	-	-	-	-
13121	IL 83 from 31st to 55th and 63rd to Central	-	-	-	-	-	-	0.2	6%
13122	US 6 from I-55 to US 52	-	-	-	-	-	-	2.5	31%
13123	US 30 from IL 47 to Albright Rd	-	-	5,300	100%	0.6	7%	3.2	40%
13124	IL 7/143rd from Will-Cook Rd to IL 7	-	-	-	-	-	-	1.1	18%

RCP ID	Project name	Bridge condition				Pavement condition			
		Poor condition		Fair condition		Poor condition		Fair condition	
		Area (sq ft)	%	Area (sq ft)	%	Length (mi)	%	Length (mi)	%
13125	IL 47 from I-90 to Plank Rd	-	-	-	-	-	-	0.1	1%
13126	IL 56 from IL 25 to IL 59	-	-	1,300	100%	-	-	1.0	15%
13127	IL 60 from IL 120 to IL 176	-	-	-	-	0.2	2%	0.1	2%
13128	US 45 from IL 60 to IL 22	-	-	-	-	-	-	0.3	4%
13129	Willow Rd from Des Plaines River to Waterview Dr	-	-	24,400	100%	0.4	27%	-	-
13130	IL 53 from IL 56 to Park Blvd	-	-	-	-	-	-	0.1	8%
13131	IL 22 from Quentin Rd to IL 83	-	-	-	-	-	-	0.5	11%
13132	US 41 from Quassey Ave to IL 176	-	-	4,400	100%	-	-	0.2	9%
13133	IL 137 from IL 83 to Petersen Rd	-	-	11,400	44%	0.2	5%	-	-
13134	IL 120 from Ashford Ln to US 45	-	-	-	-	-	-	1.2	24%
13135	US 45 from Rollins Rd to IL 120	-	-	-	-	-	-	-	-
13160	US 20 from Randall Rd to Shales Pkwy	64,300	37%	49,100	28%	-	-	1.9	20%
13167	IL 131 from Sunset Ave to Wadsworth Rd	-	-	-	-	-	-	0.2	5%
13168	IL 131 from Wadsworth Rd to Russell Rd	-	-	-	-	-	-	2.3	26%
13183	IL 47 from Charles Rd to Reed Rd	-	-	-	-	0.1	<0.1%	9.3	57%
13184	Willow Rd from I-294 to IL 43	-	-	18,800	100%	-	-	1.4	41%
43158	Wilmington-Peotone	-	-	-	-	0.4	5%	-	-
43159	Laraway from US 45 to Harlem	-	-	-	-	-	-	-	-
43208	Randall Rd from Sterns to Longmeadow	-	-	110,000	100%	-	-	0.1	1%
43211	Randall Rd at I-90	-	-	-	-	-	-	-	-
51172	South Tri-State Bridging Investment	-	-	78,200	75%	-	-	-	-
52212	I-290/IL 53/I-90 Interchange Improvement	-	-	156,000	100%	-	-	1.6	50%
62141	EAAC Intersection Improvements	-	-	-	-	-	-	0.1	10%
62142	DCCL Intersection Improvements	-	-	-	-	-	-	0.4	53%
62211	79th/Stony Island Intersection Improvements	-	-	42,400	100%	-	-	0.4	30%
83209	143rd from Wolf to US 45	-	-	-	-	-	-	0.1	4%
83210	143rd from Will-Cook Rd to Wolf	-	-	-	-	-	-	0.1	8%

Table 3.2: Roadway safety tier ratings

RCP ID	Project name	Roadway segments		Intersections	Vulnerable road users
		Highest rating	Proportion high rating	Highest rating	Highest rating
11174	I-94 Bishop Ford Reconstruction	4.0	2.8%		3.2
11175	I-90/I-94 Reconstruction from Hubbard to 31st	3.8	23.8%	3.3	5.3
11176	I-55 Reconstruction	5.0	1.9%		8.6
11177	I-90 Reconstruction	2.7			2.3
11178	I-94 Reconstruction	2.7			3.7
11179	I-90/I-94 Hubbard-Edens Reconstruction	5.0	2.4%		5.3
11180	I-290/IL 53 Reconstruction	2.3			1.3
11181	I-57 Reconstruction	4.8	12.6%		5.8
11182	I-355 at I-290 Bridge Replacement	1.5			
12120	North DuSable LSD Improvements	2.9			2.8
13104	I-190 O'Hare Access Improvements	0.6			1.0
13106	I-55 from I-80 to Coal City Rd	3.1	4.6%		0.1
13108	I-55 Managed Lane from I-355 to I-90/I-94	5.0	3.5%		3.3
13110	I-55 from I-80 to US 52	2.7		3.2	0.4
13111	I-55 from I-355 to IL 53	1.6			0.2
13113	I-80 from U.S. 30 to I-294	4.5	0.4%		1.6
13114	I-290 from Mannheim Rd to Racine Ave	5.0	30.3%		7.8
13115	IL 60 from IL 176 to Townline Rd	0.5		2.6	0.3
13116	IL 173 from IL 59 to US 41	1.0		1.5	0.6
13117	McHenry Rd from IL 173 to IL 132	0.8		0.1	0.2
13118	Algonquin Rd from IL 25 to IL 68	0.2		2.3	0.6
13119	Milwaukee Ave from Petite Lake Rd to IL 120	1.4		1.6	0.8
13121	IL 83 from 31st to 55th and 63rd to Central	0.9		0.1	0.9
13122	US 6 from I-55 to US 52	3.6	5.2%	2.1	1.0
13123	US 30 from IL 47 to Albright Rd	1.2		2.7	0.7
13124	IL 7/143rd from Will-Cook Rd to IL 7	0.7		0.9	0.6
13125	IL 47 from I-90 to Plank Rd	1.9		3.4	0.2
13126	IL 56 from IL 25 to IL 59	1.0		3.3	0.9
13127	IL 60 from IL 120 to IL 176	0.8		2.9	0.4
13128	US 45 from IL 60 to IL 22	0.6		1.9	0.6
13129	Willow Rd from Des Plaines River to Waterview Dr	0.6			0.4
13130	IL 53 from IL 56 to Park Blvd	0.5		1.2	0.3
13131	IL 22 from Quentin Rd to IL 83	0.3		1.1	
13132	US 41 from Quassey Ave to IL 176	0.9			0.4
13133	IL 137 from IL 83 to Petersen Rd	0.6		0.5	0.4

RCP ID	Project name	Roadway segments		Intersections	Vulnerable road users
		Highest rating	Proportion high rating	Highest rating	Highest rating
13134	IL 120 from Ashford Ln to US 45	1.4		0.9	0.4
13135	US 45 from Rollins Rd to IL 120	1.6		0.7	
13160	US 20 from Randall Rd to Shales Pkwy	2.0		2.2	1.2
13167	IL 131 from Sunset Ave to Wadsworth Rd	2.1		2.0	0.6
13168	IL 131 from Wadsworth Rd to Russell Rd	2.1		3.9	0.4
13183	IL 47 from Charles Rd to Reed Rd	1.4		3.9	1.6
13184	Willow Rd from I-294 to IL 43	1.9		0.2	1.0
43158	Wilmington-Peotone	2.7		2.0	0.3
43159	Laraway from US 45 to Harlem	1.4		2.3	
43208	Randall Rd from Sterns to Longmeadow	3.6	10.7%	1.9	0.3
43211	Randall Rd at I-90	2.2		1.0	0.4
51172	South Tri-State Bridging Investment				
52212	I-290/IL 53/I-90 Interchange Improvement	1.8			
62141	EAAC Intersection Improvements	3.2	24%	0.4	4.6
62142	DCCL Intersection Improvements	2.7		1.0	2.3
62211	79th/Stony Island Intersection Improvement	5.0	100%	5.0	3.3
83209	143rd from Wolf to US 45	1.4			0.7
83210	143rd from Will-Cook Rd to Wolf				0.6

Table 3.3: Roadway level of travel time reliability, peak morning and evening periods

RCP ID	Project name	Peak morning period		Peak evening period	
		East/ northbound	West/ southbound	East/ northbound	West/ southbound
12120	North DuSable LSD Improvements	1.54	1.84	2.22	1.34
13104	I-190 O'Hare Access Improvements	1.66	1.14	1.83	2.43
13106	I-55 from I-80 to Coal City Rd	1.21	1.10	1.24	1.12
13108	I-55 Managed Lane from I-355 to I-90/I-94	1.53	1.92	1.63	2.58
13110	I-55 from I-80 to US 52	1.07	1.05	1.07	1.30
13111	I-55 from I-355 to IL 53	1.97	1.07	1.57	1.51
13113	I-80 from U.S. 30 to I-294	1.24	1.13	1.20	1.64
13114	I-290 from Mannheim Rd to Racine Ave	1.73	1.00	1.54	1.00
13115	IL 60 from IL 176 to Townline Rd	1.37	1.65	1.51	1.64
13116	IL 173 from IL 59 to US 41	1.23	1.11	1.11	1.28
13117	McHenry Rd from IL 173 to IL 132	1.12	1.23	1.12	1.14
13118	Algonquin Rd from IL 25 to IL 68	1.62	1.50	1.15	2.07
13119	Milwaukee Ave from Petite Lake Rd to IL 120	1.47	1.36	1.37	1.53

RCP ID	Project name	Peak morning period		Peak evening period	
		East/ northbound	West/ southbound	East/ northbound	West/ southbound
13121	IL 83 from 31st to 55th and 63rd to Central	1.82	1.31	1.19	1.29
13122	US 6 from I-55 to US 52	1.68	1.20	1.66	1.22
13123	US 30 from IL 47 to Albright Rd	1.63	1.11	1.13	1.50
13124	IL 7/143rd from Will-Cook Rd to IL 7	-	1.09	-	1.13
13125	IL 47 from I-90 to Plank Rd	1.30	1.12	1.16	1.39
13126	IL 56 from IL 25 to IL 59	1.35	1.15	1.13	1.28
13127	IL 60 from IL 120 to IL 176	1.74	1.32	1.33	1.41
13128	US 45 from IL 60 to IL 22	1.51	1.24	1.38	1.29
13129	Willow Rd from Des Plaines River to Waterview Dr	2.35	1.22	1.99	1.17
13130	IL 53 from IL 56 to Park Blvd	1.22	1.13	1.22	1.20
13131	IL 22 from Quentin Rd to IL 83	1.74	1.12	1.11	1.55
13132	US 41 from Quassey Ave to IL 176	1.06	1.10	1.08	1.08
13133	IL 137 from IL 83 to Petersen Rd	1.34	1.23	1.23	1.24
13134	IL 120 from Ashford Ln to US 45	1.52	1.50	1.31	1.52
13135	US 45 from Rollins Rd to IL 120	1.12	1.11	1.40	1.08
13160	US 20 from Randall Rd to Shales Pkwy	1.48	1.38	1.29	1.46
13167	IL 131 from Sunset Ave to Wadsworth Rd	1.21	1.28	1.16	1.27
13168	IL 131 from Wadsworth Rd to Russell Rd	1.18	1.17	1.23	1.15
13183	IL 47 from Charles Rd to Reed Rd	1.14	1.15	1.25	1.19
13184	Willow Rd from I-294 to IL 43	1.20	1.18	1.10	1.15
43158	Wilmington-Peotone	1.09	1.12	1.09	1.21
43159	Laraway from US 45 to Harlem	1.12	1.14	1.10	1.29
43208	Randall Rd from Sterns to Longmeadow	2.30	1.84	1.98	1.97
43211	Randall Rd at I-90	1.60	1.43	1.46	1.57
52212	I-290/IL 53/I-90 Interchange Improvements	1.06	1.81	2.58	1.81
62141	EAAC Intersection Improvements	1.85	1.80	1.85	1.63
62142	DCCL Intersection Improvements	2.02	1.72	1.87	1.82
62211	79th/Stony Island Intersection Improvements	1.75	-	1.74	-
83209	143rd - Wolf to US 45	1.17	1.18	1.08	1.27
83210	143rd - Will-Cook Rd to Wolf	1.11	1.17	1.17	1.22

Table 3.4: Average annual daily roadway freight use

RCP ID	Project name	Average annual daily truck volume	Truck % of average daily traffic
11174	I-94 Bishop Ford Reconstruction	13,900	6%
11175	I-90/I-94 Reconstruction from Hubbard to 31st	21,500	8%
11176	I-55 Reconstruction	20,600	9%
11177	I-90 Reconstruction	6,300	3%
11178	I-94 Reconstruction	8,200	6%
11179	I-90/I-94 Hubbard-Edens Reconstruction	16,300	7%
11180	I-290/IL 53 Reconstruction	21,000	18%
11181	I-57 Reconstruction	12,500	13%
11182	I-355 at I-290 Bridge Replacement	19,400	22%
12120	North DuSable LSD Improvements	n/a	n/a
13104	I-190 O'Hare Access Improvements	3,800	3%
13106	I-55 from I-80 to Coal City Rd	17,100	24%
13108	I-55 Managed Lane from I-355 to I-90/I-94	20,600	15%
13110	I-55 from I-80 to US 52	16,000	21%
13111	I-55 from I-355 to IL 53	19,200	15%
13113	I-80 from U.S. 30 to I-294	22,800	18%
13114	I-290 from Mannheim Rd to Racine Ave	11,600	8%
13115	IL 60 from IL 176 to Townline Rd	1,000	7%
13116	IL 173 from IL 59 to US 41	1,300	8%
13117	McHenry Rd from IL 173 to IL 132	1,500	9%
13118	Algonquin Rd from IL 25 to IL 68	1,300	6%
13119	Milwaukee Ave from Petite Lake Rd to IL 120	1,700	9%
13121	IL 83 from 31st to 55th and 63rd to Central	4,500	11%
13122	US 6 from I-55 to US 52	2,200	21%
13123	US 30 from IL 47 to Albright Rd	1,800	9%
13124	IL 7/143rd from Will-Cook Rd to IL 7	700	4%
13125	IL 47 from I-90 to Plank Rd	1,200	6%
13126	IL 56 from IL 25 to IL 59	1,700	11%
13127	IL 60 from IL 120 to IL 176	1,600	12%
13128	US 45 from IL 60 to IL 22	800	3%
13129	Willow Rd from Des Plaines River to Waterview Dr	4,000	22%
13130	IL 53 from IL 56 to Park Blvd	500	2%
13131	IL 22 from Quentin Rd to IL 83	900	6%
13132	US 41 from Quassey Ave to IL 176	3,800	11%
13133	IL 137 from IL 83 to Petersen Rd	1,200	21%
13134	IL 120 from Ashford Ln to US 45	1,200	7%
13135	US 45 from Rollins Rd to IL 120	1,000	5%

RCP ID	Project name	Average annual daily truck volume	Truck % of average daily traffic
13160	US 20 from Randall Rd to Shales Pkwy	5,000	11%
13167	IL 131 from Sunset Ave to Wadsworth Rd	1,300	7%
13168	IL 131 from Wadsworth Rd to Russell Rd	1,000	7%
13183	IL 47 from Charles Rd to Reed Rd	1,400	7%
13184	Willow Rd from I-294 to IL 43	4,900	15%
43158	Wilmington-Peotone	1,900	30%
43159	Laraway from US 45 to Harlem	800	6%
43208	Randall Rd from Sterns to Longmeadow	2,700	8%
43211	Randall Rd at I-90	13,900	14%
51172	South Tri-State Bridging Investment	35,000	19%
52212	I-290/IL 53/I-90 Interchange Improvements	15,300	13%
62141	EAAC Intersection Improvements	2,100	11%
62142	DCCL Intersection Improvements	800	4%
62211	79th/Stony Island Intersection Improvements	500	5%
83209	143rd from Wolf to US 45	500	1%
83210	143rd from Will-Cook Rd to Wolf	300	2%

Table 3.5: Transit benefit scores for safety, asset condition, reliability, and freight

RCP ID	Project name	Asset condition	Safety	Reliability	Freight
12139	75th Street Corridor Improvement Project	B	B	A	A
21189	Brown Line Modernization	B	A	A	n/a
21190	Green Line Modernization	B	A	A	n/a
22185	Forest Park Reconstruction	A	A	A	n/a
22201	Ashland BRT	n/a	A	A	n/a
22202	Western Ave Bus Priority	n/a	A	A	n/a
22203	Pulaski Rd Bus Priority	n/a	A	A	n/a
22204	Garfield Blvd Bus Priority	n/a	A	A	n/a
22205	Fullerton Ave Bus Priority	n/a	A	A	n/a
22206	Cottage Grove Ave Bus Priority	n/a	A	A	n/a
23186	Blue Line Core Capacity	A	B	A	n/a
23187	Brown Line Core Capacity	A	B	A	n/a
23188	RPM Next Phases	A	B	A	n/a
33146	ME Line Improvement	A	A	B	C
33147	RI Line Improvement	B	A	B	B
33148	SWS Line Improvement	B	C	A	B
33149	HC Line Improvement	C	C	A	A
33150	BNSF Line Improvement	C	C	B	A

RCP ID	Project name	Asset condition	Safety	Reliability	Freight
33151	UPW Improvement	C	C	B	A
33152	MDW Line Improvement	C	C	B	A
33153	UPNW Improve and Extend	B	B	C	B
33154	MDN Line Improvement	C	C	B	A
33155	O'Hare Express Line and NCS Line Improvements	A	C	B	A
33156	UPN Line Improvement	B	C	B	C
33157	A2 Crossing	A	B	A	C
62140	South Lakefront Busway	n/a	A	A	n/a
74161	Pulse Golf Rd	n/a	A	A	n/a
74163	Pulse Harlem Ave	n/a	A	A	n/a
74164	Pulse Cermak Rd	n/a	A	A	n/a
74166	I-294 Express Bus Stations	n/a	A	A	n/a
74213	Pulse Touhy Ave	n/a	A	A	n/a
74214	Pulse North Ave	n/a	A	A	n/a
74215	Pulse Western Ave	n/a	A	A	n/a
74216	Pulse South Halsted Extension	n/a	A	A	n/a

Table 3.6: Average weekday economically disconnected area (EDA) trip use

RCP ID	Project name	Average weekday EDA volume	EDA % of average weekday passenger traffic
11174	I-94 Bishop Ford Reconstruction	19,900	40%
11175	I-90/I-94 Reconstruction from Hubbard to 31st	28,900	20%
11176	I-55 Reconstruction	44,700	19%
11177	I-90 Reconstruction	13,000	12%
11178	I-94 Reconstruction	5,000	10%
11179	I-90/I-94 Hubbard-Edens Reconstruction	19,700	19%
11180	I-290/IL 53 Reconstruction	16,300	17%
11181	I-57 Reconstruction	24,900	19%
11182	I-355 at I-290 Bridge Replacement	10,600	18%
12120	North DuSable LSD Improvements	17,000	21%
13104	I-190 O'Hare Access Improvements	10,000	7%
13106	I-55 from I-80 to Coal City Rd	400	<1%
13108	I-55 Managed Lane from I-355 to I-90/I-94	35,600	19%
13110	I-55 from I-80 to US 52	5,000	6%
13111	I-55 from I-355 to IL 53	5,100	9%
13113	I-80 from U.S. 30 to I-294	9,300	12%
13114	I-290 from Mannheim Rd to Racine Ave	52,600	34%
13115	IL 60 from IL 176 to Townline Rd	1,300	9%

RCP ID	Project name	Average weekday EDA volume	EDA % of average weekday passenger traffic
13116	IL 173 from IL 59 to US 41	2,200	5%
13117	McHenry Rd from IL 173 to IL 132	1,000	5%
13118	Algonquin Rd from IL 25 to IL 68	4,800	17%
13119	Milwaukee Ave from Petite Lake Rd to IL 120	7,800	14%
13121	IL 83 from 31st to 55th and 63rd to Central	11,900	8%
13122	US 6 from I-55 to US 52	10,300	13%
13123	US 30 from IL 47 to Albright Rd	2,300	7%
13124	IL 7/143rd from Will-Cook Rd to IL 7	1,400	7%
13125	IL 47 from I-90 to Plank Rd	800	4%
13126	IL 56 from IL 25 to IL 59	5,300	16%
13127	IL 60 from IL 120 to IL 176	2,800	14%
13128	US 45 from IL 60 to IL 22	4,000	9%
13129	Willow Rd from Des Plaines River to Waterview Dr	6,300	20%
13130	IL 53 from IL 56 to Park Blvd	3,300	10%
13131	IL 22 from Quentin Rd to IL 83	2,100	7%
13132	US 41 from Quassey Ave to IL 176	4,700	12%
13133	IL 137 from IL 83 to Petersen Rd	1,900	14%
13134	IL 120 from Ashford Ln to US 45	4,400	16%
13135	US 45 from Rollins Rd to IL 120	3,000	12%
13160	US 20 from Randall Rd to Shales Pkwy	10,500	16%
13167	IL 131 from Sunset Ave to Wadsworth Rd	3,300	22%
13168	IL 131 from Wadsworth Rd to Russell Rd	1,300	8%
13183	IL 47 from Charles Rd to Reed Rd	800	3%
13184	Willow Rd from I-294 to IL 43	6,800	8%
21189	Brown Line Modernization	30,700	15%
21190	Green Line Modernization	64,000	33%
22185	Forest Park Reconstruction	77,600	19%
22201	Ashland BRT	27,700	48%
22202	Western Ave Bus Priority	50,600	48%
22203	Pulaski Rd Bus Priority	67,000	66%
22204	Garfield Blvd Bus Priority	26,900	56%
22205	Fullerton Ave Bus Priority	20,500	45%
22206	Cottage Grove Ave Bus Priority	15,000	53%
23186	Blue Line Core Capacity	81,900	19%
23187	Brown Line Core Capacity	30,700	15%
23188	RPM Next Phases	7,700	12%
33146	ME Line Improvement	30,400	38%
33147	RI Line Improvement	30,000	26%

RCP ID	Project name	Average weekday EDA volume	EDA % of average weekday passenger traffic
33148	SWS Line Improvement	5,200	14%
33149	HC Line Improvement	1,200	15%
33150	BNSF Line Improvement	20,700	20%
33151	UPW Improvement	12,900	22%
33152	MDW Line Improvement	11,800	21%
33154	MDN Line Improvement	11,400	22%
33155	O'Hare Express Line and NCS Line Improvements	3,700	12%
33156	UPN Line Improvement	14,100	11%
33157	A2 Crossing	36,200	21%
43158	Wilmington-Peotone	100	4%
43159	Laraway from US 45 to Harlem	700	13%
43208	Randall Rd from Sterns to Longmeadow	8,100	13%
43211	Randall Rd at I-90	6,800	23%
52212	I-290/IL 53/I-90 Interchange Improvement	100,900	25%
62140	South Lakefront Busway	20,900	25%
62141	EAAC Intersection Improvements	4,500	17%
62142	DCCL Intersection Improvements	4,100	19%
62211	79th/Stony Island Intersection Improvements	6,800	63%
74161	Pulse Golf Rd	4,300	28%
74163	Pulse Harlem Ave	2,800	42%
74164	Pulse Cermak Rd	1,700	15%
74166	I-294 Express Bus Stations	4,600	46%
74213	Pulse Touhy Ave	700	14%
74214	Pulse North Ave	1,500	31%
74215	Pulse Western Ave	2,900	48%
74216	Pulse South Halsted Extension	3,500	40%
83209	143rd from Wolf to US 45	3,000	8%
83210	143rd from Will-Cook Rd to Wolf	1,100	7%

Future impact metrics

Table 3.7: Change in average weekday travel delays by vehicle type, regionwide

RCP ID	Project name[12]	Change in regional travel delay (hours)[13]			% change in regional travel delay		
		Passenger vehicle trips	Truck trips	EDA trips	Passenger vehicle trips	Truck trips	EDA trips
12120	North DuSable LSD Improvements	(3,100)	(500)	(200)	-0.5%	-0.3%	-0.2%
13104	I-190 O'Hare Access Improvements	(7,900)	(1,000)	(300)	-1.4%	-0.5%	-0.3%
13106	I-55 from I-80 to Coal City Rd	(1,600)	(500)	(200)	-0.3%	-0.3%	-0.2%
13108	I-55 Managed Lane from I-355 to I-90/I-94	(9,500)	(1,800)	(2,400)	-1.6%	-0.9%	-2.4%
13110	I-55 from I-80 to US 52	(500)	-	-	-0.1%	-	-
13111	I-55 from I-355 to IL 53	(600)	(200)	(200)	-0.1%	-0.1%	-0.2%
13113	I-80 from U.S. 30 to I-294	(1,500)	(400)	(300)	-0.3%	-0.2%	-0.3%
13114	I-290 from Mannheim Rd to Racine Ave	(4,800)	(1,300)	(1,100)	-0.8%	-0.7%	-1.1%
13115	IL 60 from IL 176 to Townline Rd	(600)	(100)	(100)	-0.1%	-0.1%	-0.1%
13116	IL 173 from IL 59 to US 41	-	100	-	-	0.1%	-
13117	McHenry Rd from IL 173 to IL 132	(500)	(100)	-	-0.1%	-0.1%	-
13118	Algonquin Rd from IL 25 to IL 68	(1,100)	(300)	(200)	-0.2%	-0.2%	-0.2%
13119	Milwaukee Ave from Petite Lake Rd to IL 120	(800)	(100)	(200)	-0.1%	-0.1%	-0.2%
13121	IL 83 from 31st to 55th and 63rd to Central	(300)	(200)	(100)	-0.1%	-0.1%	-0.1%
13122	US 6 from I-55 to US 52	(300)	-	(100)	-0.1%	-	-0.1%
13123	US 30 from IL 47 to Albright Rd	(200)	-	(200)	<0.1%	-	-0.2%
13124	IL 7/143rd from Will-Cook Rd to IL 7	(300)	-	-	-0.1%	-	-
13125	IL 47 from I-90 to Plank Rd	(600)	(200)	(100)	-0.1%	-0.1%	-0.1%
13126	IL 56 from IL 25 to IL 59	(1,200)	(300)	(100)	-0.2%	-0.2%	-0.1%
13127	IL 60 from IL 120 to IL 176	(200)	-	(100)	<0.1%	-	-0.1%
13128	US 45 from IL 60 to IL 22	(400)	(100)	(200)	-0.1%	-0.1%	-0.2%
13129	Willow Rd from Des Plaines River to Waterview Dr	(300)	(100)	-	-0.1%	-0.1%	-
13130	IL 53 from IL 56 to Park Blvd	100	100	(100)	<0.1%	0.1%	-0.1%
13131	IL 22 from Quentin Rd to IL 83	(500)	(100)	(100)	-0.1%	-0.1%	-0.1%
13132	US 41 from Quassey Ave to IL 176	(300)	-	(100)	-0.1%	-	-0.1%
13133	IL 137 from IL 83 to Petersen Rd	(700)	(100)	(100)	-0.1%	-0.1%	-0.1%
13134	IL 120 from Ashford Ln to US 45	(400)	(100)	-	-0.1%	-0.1%	-

12 Projects noted as visionary are projects that are in the early planning stages and thus, still conceptual in nature with pending analysis of alternatives.

13 Numbers in parentheses represent a decrease in travel delays on the regional roadway network.

RCP ID	Project name	Change in regional travel delay (hours)			% change in regional travel delay		
		Passenger vehicle trips	Truck trips	EDA trips	Passenger vehicle trips	Truck trips	EDA trips
13135	US 45 from Rollins Rd to IL 120	(700)	(200)	(100)	-0.1%	-0.1%	-0.1%
13160	US 20 from Randall Rd to Shales Pkwy	(300)	-	(100)	-0.1%	-	-0.1%
13167	IL 131 from Sunset Ave to Wadsworth Rd	(300)	-	(100)	-0.1%	-	-0.1%
13168	IL 131 from Wadsworth Rd to Russell Rd	(700)	(100)	(100)	-0.1%	-0.1%	-0.1%
13183	IL 47 from Charles Rd to Reed Rd	100	(100)	100	<0.1%	-0.1%	0.1%
13184	Willow Rd from I-294 to IL 43	200	100	100	<0.1%	0.1%	0.1%
14109	I-55 from Weber Rd to US 30	(700)	(100)	(100)	-0.1%	-0.1%	-0.1%
14136	IL 83 from IL 120 to IL 137 and at Atkinson	(400)	-	(100)	-0.1%	-	-0.1%
14137	IL 120 Bypass	(2,500)	(500)	(400)	-0.4%	-0.3%	-0.4%
14138	I-57 at Eagle Lake Rd	(300)	-	(200)	-0.1%	-	-0.2%
21189	Brown Line Modernization	-	-	-	-	-	-
21190	Green Line Modernization	-	-	-	-	-	-
22185	Forest Park Reconstruction	(400)	-	(100)	-0.1%	-	-0.1%
22201	Ashland BRT	(2,500)	(300)	(500)	-0.4%	-0.2%	-0.5%
22202	Western Ave Bus Priority	(2,000)	(200)	(600)	-0.3%	-0.1%	-0.6%
22203	Pulaski Rd Bus Priority	(2,600)	(400)	(600)	-0.4%	-0.2%	-0.6%
22204	Garfield Blvd Bus Priority	(400)	-	-	-0.1%	-	-
22205	Fullerton Ave Bus Priority	(600)	(100)	(200)	-0.1%	-0.1%	-0.2%
22206	Cottage Grove Ave Bus Priority	(500)	(100)	(200)	-0.1%	-0.1%	-0.2%
23186	Blue Line Core Capacity	(900)	(100)	(200)	-0.2%	-0.1%	-0.2%
23187	Brown Line Core Capacity	(2,500)	(400)	(500)	-0.4%	-0.2%	-0.5%
23188	RPM Next Phases	(400)	-	-	-0.1%	-	-
24191	Circle Line - visionary	(1,700)	(200)	(200)	-0.3%	-0.1%	-0.2%
24192	Mid-City Transitway - visionary	(2,000)	(300)	(400)	-0.3%	-0.1%	-0.2%
24193	Blue Line Extension - visionary	(300)	(100)	(200)	-0.1%	-0.1%	-0.2%
24194	Green Line Extension to Jackson Park - visionary	(400)	-	(100)	-0.1%	-	-0.1%
24195	Orange Line Extension - visionary	(600)	(100)	(300)	-0.1%	-0.1%	-0.3%
24196	Yellow Line Extension - visionary	100	-	-	<0.1%	-	-
24197	West Loop Subway (Red Line)- visionary	(2,400)	(200)	-	-0.4%	-0.1%	-
24198	Green Line Extension to Midway - visionary	(2,200)	(200)	(100)	-0.4%	-0.1%	-
24199	Brown Line Extension - visionary	(2,700)	(300)	(200)	-0.4%	-0.1%	-
24200	Clinton Street Subway - visionary	(1,500)	(200)	(100)	-0.3%	-0.1%	-0.1%
33146	ME Line Improvement	(1,400)	(100)	(100)	-0.2%	-0.1%	-0.1%
33147	RI Line Improvement	(3,000)	(300)	(300)	-0.5%	-0.2%	-0.3%

RCP ID	Project name	Change in regional travel delay (hours)			% change in regional travel delay		
		Passenger vehicle trips	Truck trips	EDA trips	Passenger vehicle trips	Truck trips	EDA trips
33148	SWS Line Improvement	(300)	-	-	-0.1%	-	-
33149	HC Line Improvement	(200)	-	-	<0.1%	-	-
33150	BNSF Line Improvement	(2,900)	(300)	(200)	-0.5%	-0.2%	-0.2%
33151	UPW Improvement	(1,500)	(100)	(200)	-0.3%	-0.1%	-0.2%
33152	MDW Line Improvement	(800)	(100)	-	-0.1%	-0.1%	-
33153	UPNW Improve and Extend	(1,600)	(200)	(100)	-0.3%	-0.1%	-0.1%
33154	MDN Line Improvement	(600)	(100)	(200)	-0.1%	-0.1%	-0.2%
33155	O'Hare Express and NCS Line Improvements	100	-	-	<0.1%	-	-
33156	UPN Line Improvement	(1,500)	(100)	(200)	-0.3%	-0.1%	-0.2%
33157	A2 Crossing	(2,700)	(400)	(500)	-0.5%	-0.2%	-0.5%
43158	Wilmington-Peotone	(1,800)	(100)	(100)	-0.3%	-0.1%	-0.1%
43159	Laraway from US 45 to Harlem	(400)	(300)	(100)	-0.1%	-0.2%	-0.1%
43208	Randall Rd from Sterns to Longmeadow	(1,000)	(300)	(200)	-0.2%	-0.2%	-0.2%
43211	Randall Rd at I-90	(1,100)	(100)	(100)	-0.2%	-0.1%	-0.1%
44101	Northern McHenry Bypass	(300)	-	-	-0.1%	-	-
44102	Northern Algonquin Bypass	100	-	(100)	<0.1%	-	-0.1%
44217	MDN Extension	(300)	-	(100)	-0.1%	-	-0.1%
44218	MDW Extension	(300)	-	(100)	-0.1%	-	-0.1%
52212	I-290/IL 53/I-90 Interchange Improvements	(1,500)	-	(100)	-0.3%	-	-0.1%
54103	IL 390 Interchange to County Farm Rd	(800)	(100)	(300)	-0.1%	-0.1%	-0.3%
54105	I-88 York Rd Interchange Expansion	(200)	(200)	100	<0.1%	-0.1%	0.1%
62140	South Lakefront Busway	(1,900)	(100)	(100)	-0.3%	-0.1%	-0.1%
62141	EAAC Intersection Improvements	(500)	(100)	(200)	-0.1%	-0.1%	-0.2%
62142	DCCL Intersection Improvements	-	-	-	-	-	-
62211	79th/Stony Island Intersection Improvements	-	-	-	-	-	-
64143	AOK Station Metra	200	100	100	<0.1%	0.1%	0.1%
64144	Madison Station - Pink Line	(700)	(100)	(200)	-0.1%	-0.1%	-0.2%
64145	Division Station - Brown Line	-	-	-	-	-	-
74161	Pulse Golf Rd	(400)	-	(100)	-0.1%	-	-0.1%
74163	Pulse Harlem Ave	-	-	100	-	-	0.1%
74164	Pulse Cermak Rd	(300)	-	(100)	-0.1%	-	-0.1%
74166	I-294 Express Bus Stations	(3,200)	(200)	(200)	-0.5%	-0.1%	-0.2%
74213	Pulse Touhy Ave	-	-	(100)	-	-	-0.1%

RCP ID	Project name	Change in regional travel delay (hours)			% change in regional travel delay		
		Passenger vehicle trips	Truck trips	EDA trips	Passenger vehicle trips	Truck trips	EDA trips
74214	Pulse North Ave	(500)	(100)	(200)	-0.1%	-0.1%	-0.2%
74215	Pulse Western Ave	200	100	-	<0.1%	0.1%	-
74216	Pulse South Halsted Extension	-	-	-	-	-	-
83209	143rd from Wolf to US 45	(100)	-	-	<0.1%	-	-
83210	143rd from Will-Cook Rd to Wolf	(600)	-	(100)	-0.1%	-	-0.1%

Table 3.8: Change in average weekday transit trips and change in transit travel speed, regionwide

RCP ID	Project name[14]	Change in transit trips	% change in transit trips, regionwide	% change in transit travel speed
21189	Brown Line Modernization	-	-	-
21190	Green Line Modernization	-	-	-
22185	Forest Park Reconstruction	1,900	0.1%	0.1%
22201	Ashland BRT	13,600	0.7%	0.4%
22202	Western Ave Bus Priority	22,700	1.2%	0.7%
22203	Pulaski Rd Bus Priority	17,700	0.9%	0.7%
22204	Garfield Blvd Bus Priority	3,200	0.2%	0.2%
22205	Fullerton Ave Bus Priority	4,600	0.2%	0.2%
22206	Cottage Grove Ave Bus Priority	2,600	0.1%	0.1%
23186	Blue Line Core Capacity	6,500	0.3%	1.0%
23187	Brown Line Core Capacity	1,600	0.1%	0.3%
23188	RPM Next Phases	-	-	-
24191	Circle Line - visionary	8,800	0.5%	0.1%
24192	Mid-City Transitway - visionary	11,000	0.6%	0.6%
24193	Blue Line Extension - visionary	700	<0.1%	-0.1%
24194	Green Line Extension to Jackson Park- visionary	3,400	0.2%	-
24195	Orange Line Extension - visionary	700	<0.1%	0.1%
24196	Yellow Line Extension - visionary	2,300	0.1%	-
24197	West Loop Subway (Red Line)- visionary	6,500	0.3%	0.4%
24198	Green Line Extension to Midway - visionary	4,900	0.3%	-0.1%
24199	Brown Line Extension - visionary	4,700	0.2%	-0.1%
24200	Clinton Street Subway - visionary	7,300	0.4%	<0.1%
33146	ME Line Improvement	7,000	0.4%	0.3%
33147	RI Line Improvement	8,500	0.4%	0.4%

14 Projects noted as visionary are projects that are in the early planning stages and thus, still conceptual in nature with pending analysis of alternatives.

RCP ID	Project name	Change in transit trips	% change in transit trips, regionwide	% change in transit travel speed
33148	SWS Line Improvement	2,900	0.2%	0.0%
33149	HC Line Improvement	-	-	-
33150	BNSF Line Improvement	9,000	0.5%	0.2%
33151	UPW Improvement	7,500	0.4%	0.3%
33152	MDW Line Improvement	5,100	0.3%	0.1%
33153	UPNW Improve and Extend	9,600	0.5%	0.5%
33154	MDN Line Improvement	2,100	0.1%	0.1%
33155	O'Hare Express Line and NCS Line Improvements	800	<0.1%	0.1%
33156	UPN Line Improvement	7,400	0.4%	0.4%
33157	A2 Crossing	7,900	0.4%	0.4%
44217	MDN Extension	2,200	0.1%	-
44218	MDW Extension	2,200	0.1%	-
62140	South Lakefront Busway	1,200	0.1%	0.4%
64143	AOK Station Metra	1,600	0.1%	-0.2%
64144	Madison Station - Pink Line	1,500	0.1%	-
64145	Division Station - Brown Line	300	<0.1%	-0.5%
74161	Pulse Golf Rd	1,700	0.1%	0.0%
74163	Pulse Harlem Ave	-	-	-0.1%
74164	Pulse Cermak Rd	2,000	0.1%	-0.1%
74166	I-294 Express Bus Stations	7,300	0.4%	0.2%
74213	Pulse Touhy Ave	1,400	0.1%	-0.1%
74214	Pulse North Ave	1,300	0.1%	-0.1%
74215	Pulse Western Ave	2,000	0.1%	0.0%
74216	Pulse South Halsted Extension	500	<0.1%	0.0%

Table 3.9: Average weekday change in emissions, regionwide

RCP ID	Project name[15]	% change in emissions[16]			
		GHG	NOx	VOC	PM 2.5
12120	North DuSable LSD Improvements	-	-	-0.1%	-0.1%
13104	I-190 O'Hare Access Improvements	-	-	-0.1%	-0.1%
13106	I-55 from I-80 to Coal City Rd	-	-	-	-0.1%
13108	I-55 Managed Lane from I-355 to I-90/I-94	0.1%	-	-0.1%	-0.4%
13110	I-55 from I-80 to US 52	-	-	-	-
13111	I-55 from I-355 to IL 53	-	-	-	-

15 Projects noted as visionary are projects that are in the early planning stages and thus, still conceptual in nature with pending analysis of alternatives.

16 Impacts of less than 0.1 percent are indicated as "-".

RCP ID	Project name	% change in emissions[16]			
		GHG	NOx	VOC	PM 2.5
13113	I-80 from U.S. 30 to I-294	-0.1%	-0.1%	-0.1%	-0.1%
13114	I-290 from Mannheim Rd to Racine Ave	0.1%	-	-	- 0.1%
13115	IL 60 from IL 176 to Townline Rd	-	-	-	-
13116	IL 173 from IL 59 to US 41	-	-	-	-
13117	McHenry Rd from IL 173 to IL 132	-	-0.1%	-	-
13118	Algonquin Rd from IL 25 to IL 68	-	-	-	-
13119	Milwaukee Ave from Petite Lake Rd to IL 120	-	-0.1%	-	-
13121	IL 83 from 31st to 55th and 63rd to Central	-	0.1%	-	-
13122	US 6 from I-55 to US 52	-	-	-	-
13123	US 30 from IL 47 to Albright Rd	-	-	-	-
13124	IL 7/143rd from Will-Cook Rd to IL 7	-	-	-	-
13125	IL 47 from I-90 to Plank Rd	-	-	-	-
13126	IL 56 from IL 25 to IL 59	-	-	-	-
13127	IL 60 from IL 120 to IL 176	-	-	-	-
13128	US 45 from IL 60 to IL 22	-	-	-	-
13129	Willow Rd from Des Plaines River to Waterview Dr	-	-	-	-
13130	IL 53 from IL 56 to Park Blvd	-	-	-	
13131	IL 22 from Quentin Rd to IL 83	-	-	-	-
13132	US 41 from Quassey Ave to IL 176	-	-	-	-
13133	IL 137 from IL 83 to Petersen Rd	-	-	-	-
13134	IL 120 from Ashford Ln to US 45	-	-	-	-
13135	US 45 from Rollins Rd to IL 120	-	-	-	-
13160	US 20 from Randall Rd to Shales Pkwy	-	-	-	-
13167	IL 131 from Sunset Ave to Wadsworth Rd	-	-	-	-
13168	IL 131 from Wadsworth Rd to Russell Rd	-	-0.1%	-	-
13183	IL 47 from Charles Rd to Reed Rd	-	-	-	-
13184	Willow Rd from I-294 to IL 43	-	-	-	-
14109	I-55 from Weber Rd to US 30	-	-	-	-
14136	IL 83 from IL 120 to IL 137 and at Atkinson	-	-0.1%	-	-
14137	IL 120 Bypass	0.1%	0.1%	-	-0.1%
14138	I-57 at Eagle Lake Rd	-	-	-	-
21189	Brown Line Modernization	-	-	-	-
21190	Green Line Modernization	-	-	-	-
22185	Forest Park Reconstruction	-	-	-	-
22201	Ashland BRT	-0.1%	-0.1%	-0.1%	-0.1%
22202	Western Ave Bus Priority	-0.1%	-0.1%	-0.1%	-0.1%
22203	Pulaski Rd Bus Priority	-0.1%	-0.1%	-0.1%	-0.1%
22204	Garfield Blvd Bus Priority	-	-0.1%	-	-

RCP ID	Project name	% change in emissions			
		GHG	NOx	VOC	PM 2.5
22205	Fullerton Ave Bus Priority	-	-	-	-
22206	Cottage Grove Bus Priority	-	-	-	-
23186	Blue Line Core Capacity	-0.1%	-0.1%	-	-
23187	Brown Line Core Capacity	-0.1%	-0.1%	-0.1%	-0.1%
23188	RPM Next Phases	-	-	-	-
24191	Circle Line - visionary	-0.1%	-0.1%	-0.1%	-0.1%
24192	Mid-City Transitway - visionary	-0.1%	-0.1%	-0.1%	-0.1%
24193	Blue Line Extension - visionary	-	-	-	-
24194	Green Line Extension to Jackson Park - visionary	-	-	-	-
24195	Orange Line Extension - visionary	-	-	-	-
24196	Yellow Line Extension - visionary	-	-	-	-
24197	West Loop Subway (Red Line) - visionary	-0.1%	-0.1%	-0.1%	-0.1%
24198	Green Line Extension to Midway- visionary	-	-	-	-0.1%
24199	Brown Line Extension - visionary	-	-0.1%	-0.1%	-0.1%
24200	Clinton Street Subway - visionary	-	-	-	-
33146	ME Line Improvement	-	-	-	-
33147	RI Line Improvement	-0.1%	-0.1%	-0.1%	-0.1%
33148	SWS Line Improvement	-	-	-	-
33149	HC Line Improvement	-	-	-	-
33150	BNSF Line Improvement	-0.1%	-0.1%	-0.1%	-0.1%
33151	UPW Improvement	-	-	-	-0.1%
33152	MDW Line Improvement	-	-0.1%	-	-0.1%
33153	UPNW Improve and Extend	-	-	-	-
33154	MDN Line Improvement	-	-	-	-
33155	O'Hare Express Line and NCS Line Improvements	-	-	-	-
33156	UPN Line Improvement	-	-	-	-
33157	A2 Crossing	-0.1%	-0.1%	-0.1%	-0.1%
43158	Wilmington-Peotone	-	-	-	-
43159	Laraway from US 45 to Harlem	-	-	-	-
43208	Randall Rd from Sterns to Longmeadow	-	-	-	-
43211	Randall Rd at I-90	-	-	-	-
44101	Northern McHenry Bypass	-	-	-	-
44102	Northern Algonquin Bypass	-	-	-	-
44217	MDN Extension	-	-	-	-
44218	MDW Extension	-	-	-	-
52212	I-290/IL 53/I-90 Interchange Improvements	-	-	-	-
54103	IL 390 Interchange to County Farm Rd	-	-0.1%	-	-
54105	I-88 York Rd Interchange Expansion	-	-	-	-

RCP ID	Project name	% change in emissions			
		GHG	NOx	VOC	PM 2.5
62140	South Lakefront Busway	-	-0.1%	-0.1%	-0.1%
62141	EAAC Intersection Improvements	-	-	-	-
62142	DCCL Intersection Improvements	-	-	-	-
62211	79th/Stony Island Intersection Improvements	-	-	-	-
64143	AOK Station Metra	-	-	-	-
64144	Madison Station - Pink Line	-	-	-	-
64145	Division Station - Brown Line	-	-	-	-
74161	Pulse Golf Rd	-	-	-	-
74163	Pulse Harlem Ave	-	-	-	-
74164	Pulse Cermak Rd	-	-	-	-
74166	I-294 Express Bus Stations	-0.1%	-0.1%	-0.1%	-0.1%
74213	Pulse Touhy Ave	-	-	-	-
74214	Pulse North Ave	-	-	-	-
74215	Pulse Western Ave	-	-	-	-
74216	Pulse South Halsted Extension		-	-	-
83209	143rd from Wolf to US 45	-	-	-	-
83210	143rd from Will-Cook Rd to Wolf	-	-	-	-

Table 3.10: Proportion of trips from infill supportive areas

RCP ID	Project name[17]	% infill supportive trip
12120	North DuSable LSD Improvements	96%
13104	I-190 O'Hare Access Improvements	75%
13106	I-55 from I-80 to Coal City Rd	47%
13108	I-55 Managed Lane from I-355 to I-90/I-94	75%
13110	I-55 from I-80 to US 52	30%
13111	I-55 from I-355 to IL 53	60%
13113	I-80 from U.S. 30 to I-294	71%
13114	I-290 from Mannheim Rd to Racine Ave	91%
13115	IL 60 from IL 176 to Townline Rd	50%
13116	IL 173 from IL 59 to US 41	41%
13117	McHenry Rd from IL 173 to IL 132	50%
13118	Algonquin Rd from IL 25 to IL 68	58%
13119	Milwaukee Ave from Petite Lake Rd to IL 120	52%
13121	IL 83 from 31st to 55th and 63rd to Central	74%
13122	US 6 from I-55 to US 52	23%
13123	US 30 from IL 47 to Albright Rd	31%

17 Projects noted as visionary are projects that are in the early planning stages and thus, still conceptual in nature with pending analysis of alternatives.

RCP ID	Project name	% infill supportive trip
13124	IL 7/143rd from Will-Cook Rd to IL 7	56%
13125	IL 47 from I-90 to Plank Rd	33%
13126	IL 56 from IL 25 to IL 59	56%
13127	IL 60 from IL 120 to IL 176	37%
13128	US 45 from IL 60 to IL 22	57%
13129	Willow Rd from Des Plaines River to Waterview Dr	76%
13130	IL 53 from IL 56 to Park Blvd	77%
13131	IL 22 from Quentin Rd to IL 83	55%
13132	US 41 from Quassey Ave to IL 176	58%
13133	IL 137 from IL 83 to Petersen Rd	53%
13134	IL 120 from Ashford Ln to US 45	53%
13135	US 45 from Rollins Rd to IL 120	54%
13160	US 20 from Randall Rd to Shales Pkwy	54%
13167	IL 131 from Sunset Ave to Wadsworth Rd	61%
13168	IL 131 from Wadsworth Rd to Russell Rd	71%
13183	IL 47 from Charles Rd to Reed Rd	35%
13184	Willow Rd from I-294 to IL 43	71%
14109	I-55 from Weber Rd to US 30	53%
14136	IL 83 from IL 120 to IL 137 and at Atkinson	51%
14137	IL 120 Bypass	60%
14138	I-57 at Eagle Lake Rd	74%
21189	Brown Line Modernization	99%
21190	Green Line Modernization	93%
22185	Forest Park Reconstruction	93%
22201	Ashland BRT	97%
22202	Western Ave Bus Priority	97%
22203	Pulaski Rd Bus Priority	96%
22204	Garfield Blvd Bus Priority	94%
22205	Fullerton Ave Bus Priority	99%
22206	Cottage Grove Ave Bus Priority	95%
23186	Blue Line Core Capacity	93%
23187	Brown Line Core Capacity	99%
23188	RPM Next Phases	96%
24191	Circle Line - visionary	97%
24192	Mid-City Transitway - visionary	91%
24193	Blue Line Extension - visionary	93%
24194	Green Line Extension to Jackson Park - visionary	98%
24195	Orange Line Extension - visionary	93%
24196	Yellow Line Extension - visionary	96%

RCP ID	Project name	% infill supportive trip
24197	West Loop Subway (Red Line)- visionary	95%
24198	Green Line Extension to Midway - visionary	98%
24199	Brown Line Extension - visionary	99%
24200	Clinton Street Subway - visionary	86%
33146	ME Line Improvement	93%
33147	RI Line Improvement	90%
33148	SWS Line Improvement	90%
33149	HC Line Improvement	77%
33150	BNSF Line Improvement	91%
33151	UPW Improvement	92%
33152	MDW Line Improvement	90%
33153	UPNW Improve and Extend	95%
33154	MDN Line Improvement	91%
33155	O'Hare Express Line and NCS Line Improvements	86%
33156	UPN Line Improvement	94%
33157	A2 Crossing	90%
43158	Wilmington-Peotone	49%
43159	Laraway from US 45 to Harlem	36%
43208	Randall Rd from Sterns to Longmeadow	44%
43211	Randall Rd at I-90	46%
44101	Northern McHenry Bypass	40%
44102	Northern Algonquin Bypass	52%
44217	MDN Extension	90%
44218	MDW Extension	89%
52212	I-290/IL 53/I-90 Interchange Improvements	97%
54103	IL 390 Interchange to County Farm Rd	66%
54105	I-88 York Rd Interchange Expansion	84%
62140	South Lakefront Busway	96%
62141	EAAC Intersection Improvements	98%
62142	DCCL Intersection Improvements	87%
62211	79th/Stony Island Intersection Improvements	87%
64143	AOK Station Metra	90%
64144	Madison Station - Pink Line	98%
64145	Division Station - Brown Line	99%
74161	Pulse Golf Rd	91%
74163	Pulse Harlem Ave	90%
74164	Pulse Cermak Rd	88%
74166	I-294 Express Bus Stations	79%
74213	Pulse Touhy Ave	96%

RCP ID	Project name	% infill supportive trip
74214	Pulse North Ave	91%
74215	Pulse Western Ave	85%
74216	Pulse South Halsted Extension	83%
83209	143rd from Wolf to US 45	64%
83210	143rd from Will-Cook Rd to Wolf	54%

Project financial costs

Table 3.11: Estimated construction cost and annual operation and maintenance (O&M) cost, in 2025 dollars

RCP ID	Project name[18]	Construction costs (millions)	% cost for new capacity	Annual O&M cost (millions)
11174	I-94 Bishop Ford Reconstruction	$990	-	-
11175	I-90/I-94 Reconstruction from Hubbard to 31st	$3,720	-	-
11176	I-55 Reconstruction	$5,170	-	-
11177	I-90 Reconstruction	$2,340	-	-
11178	I-94 Reconstruction	$2,440	-	-
11179	I-90/I-94 Hubbard-Edens Reconstruction	$2,700	-	-
11180	I-290/IL 53 Reconstruction	$5,850	-	-
11181	I-57 Reconstruction	$3,760	-	-
11182	I-355 at I-290 Bridge Replacement	$600	-	-
12120	North DuSable LSD Improvements	$2,400	10%	$0.02
12139	75th Street Corridor Improvement Project	$1,607	25%	-
13104	I-190 O'Hare Access Improvements	$896	20%	$0.02
13106	I-55 from I-80 to Coal City Rd	$914	66%	$0.18
13108	I-55 Managed Lane from I-355 to I-90/I-94	$1,888	80%	$0.69
13110	I-55 from I-80 to US 52	$199	66%	$0.01
13111	I-55 from I-355 to IL 53	$36	66%	$0.05
13113	I-80 from U.S. 30 to I-294	$2,250	80%	$0.37
13114	I-290 from Mannheim Rd to Racine Ave	$3,384	20%	$0.10
13115	IL 60 from IL 176 to Townline Rd	$298	100%	$0.07
13116	IL 173 from IL 59 to US 41	$275	100%	$0.16
13117	McHenry Rd from IL 173 to IL 132	$54	100%	$0.05
13118	Algonquin Rd from IL 25 to IL 68	$163	100%	$0.09
13119	Milwaukee Ave from Petite Lake Rd to IL 120	$214	100%	$0.15
13121	IL 83 from 31st to 55th and 63rd to Central	$88	100%	$0.11
13122	US 6 from I-55 to US 52	$176	100%	$0.11
13123	US 30 from IL 47 to Albright Rd	$109	100%	$0.09

18 Projects noted as visionary are projects that are in the early planning stages and thus, still conceptual in nature with pending analysis of alternatives.

RCP ID	Project name	Construction costs (millions)	% cost for new capacity	Annual O&M cost (millions)
13124	IL 7/143rd from Will-Cook Rd to IL 7	$167	100%	$0.08
13125	IL 47 from I-90 to Plank Rd	$137	100%	$0.10
13126	IL 56 from IL 25 to IL 59	$134	100%	$0.11
13127	IL 60 from IL 120 to IL 176	$192	100%	$0.13
13128	US 45 from IL 60 to IL 22	$97	100%	$0.08
13129	Willow Rd from Des Plaines River to Waterview Dr	$29	90%	$0.01
13130	IL 53 from IL 56 to Park Blvd	$41	66%	$0.02
13131	IL 22 from Quentin Rd to IL 83	$134	66%	$0.07
13132	US 41 from Quassey Ave to IL 176	$128	50%	$0.01
13133	IL 137 from IL 83 to Petersen Rd	$76	100%	$0.07
13134	IL 120 from Ashford Ln to US 45	$30	66%	$0.06
13135	US 45 from Rollins Rd to IL 120	$41	100%	$0.03
13160	US 20 from Randall Rd to Shales Pkwy	$213	5%	$0.02
13167	IL 131 from Sunset Ave to Wadsworth Rd	$68	66%	$0.05
13168	IL 131 from Wadsworth Rd to Russell Rd	$129	66%	$0.09
13183	IL 47 from Charles Rd to Reed Rd	$337	50%	$0.04
13184	Willow Rd from I-294 to IL 43	$97	90%	$0.07
14109	I-55 from Weber Rd to US 30	$218	100%	$0.02
14136	IL 83 from IL 120 to IL 137 and at Atkinson	$111	100%	$0.03
14137	IL 120 Bypass	$1,000	100%	$0.37
14138	I-57 at Eagle Lake Rd	$206	100%	$0.01
21189	Brown Line Modernization	$847	-	-
21190	Green Line Modernization	$1,956	-	-
22185	Forest Park Reconstruction	$2,922	33%	($0.97)
22201	Ashland BRT	$166	100%	$1.89
22202	Western Ave Bus Priority	$339	100%	$6.13
22203	Pulaski Rd Bus Priority	$323	100%	$8.97
22204	Garfield Blvd Bus Priority	$150	100%	$3.84
22205	Fullerton Ave Bus Priority	$145	100%	$7.26
22206	Cottage Grove Ave Bus Priority	$181	100%	$4.90
23186	Blue Line Core Capacity	$2,537	50%	($3.24)
23187	Brown Line Core Capacity	$1,780	50%	($0.71)
23188	RPM Next Phases	$4,280	-	($0.51)
24191	Circle Line - visionary	Conceptual - no cost available		$6.95
24192	Mid-City Transitway - visionary	Conceptual - no cost available		$21.9
24193	Blue Line Extension - visionary	Conceptual - no cost available		$2.68
24194	Green Line Extension to Jackson Park - visionary	Conceptual - no cost available		$0.11
24195	Orange Line Extension - visionary	$445	100%	$2.27

RCP ID	Project name	Construction costs (millions)	% cost for new capacity	Annual O&M cost (millions)
24196	Yellow Line Extension - visionary	$263	100%	$0.77
24197	West Loop Subway (Red Line)- visionary	Conceptual - no cost available		$2.70
24198	Green Line Extension to Midway - visionary	Conceptual - no cost available		$4.46
24199	Brown Line Extension - visionary	Conceptual - no cost available		$3.61
24200	Clinton Street Subway - visionary	$612	100%	$0.90
33146	ME Line Improvement	$1,140	75%	$7.42
33147	RI Line Improvement	$810	25%	$10.07
33148	SWS Line Improvement	$776	25%	$3.79
33149	HC Line Improvement	$331	25%	$0.82
33150	BNSF Line Improvement	$328	25%	$3.90
33151	UPW Improvement	$471	25%	($0.21)
33152	MDW Line Improvement	$769	25%	$3.34
33153	UPNW Improve and Extend	$859	50%	$5.07
33154	MDN Line Improvement	$832	25%	$0.61
33155	O'Hare Express Line and NCS Line Improvements	$1,250	75%	$5.05
33156	UPN Line Improvement	$1,174	25%	$2.18
33157	A2 Crossing	$1,100	25%	($1.30)
43158	Wilmington-Peotone	$277	30%	$0.01
43159	Laraway from US 45 to Harlem	$5	100%	$0.08
43208	Randall Rd from Sterns to Longmeadow	$133	100%	$0.18
43211	Randall Rd at I-90	$97	100%	$0.01
44101	Northern McHenry Bypass	$200	100%	$0.03
44102	Northern Algonquin Bypass	$150	100%	$0.05
44217	MDN Extension	$480	100%	$2.95
44218	MDW Extension	$500	100%	$6.15
51172	South Tri-State Bridging Investment	$393	0%	-
52212	I-290/IL 53/I-90 Interchange Improvements	$2,000	25%	$0.01
54103	IL 390 Interchange to County Farm Rd	$73	100%	$0.01
54105	I-88 York Rd Interchange Expansion	$25	100%	<$0.01
62140	South Lakefront Busway	$200	100%	($14.72)
62141	EAAC Intersection Improvements	$332	0%	-
62142	DCCL Intersection Improvements	$350	0%	-
62211	79th/Stony Island Intersection Improvements	$350	0%	-
64143	AOK Station Metra	$300	100%	$0.28
64144	Madison Station - Pink Line	$100	100%	<$0.01
64145	Division Station - Brown Line	$100	100%	<$0.01
74161	Pulse Golf Rd	$60	100%	$4.16
74163	Pulse Harlem Ave	$45	100%	$4.36

RCP ID	Project name	Construction costs (millions)	% cost for new capacity	Annual O&M cost (millions)
74164	Pulse Cermak Rd	$42	100%	$5.75
74166	I-294 Express Bus Stations	$133	100%	$16.61
74213	Pulse Touhy Ave	$24	100%	$6.10
74214	Pulse North Ave	$24	100%	$3.60
74215	Pulse Western Ave	$27	100%	$4.61
74216	Pulse South Halsted Extension	$25	100%	$7.48
83209	143rd from Wolf to US 45	$71	100%	$0.38
83210	143rd from Will-Cook Rd to Wolf	$15	100%	$0.19

Project descriptions

Transit: Rail

75th Street Corridor Improvement Project (CIP)
IDOT OIPI
RCP 12139
Associated TIP ID: 01-07-0001

This project, which is part of the East-West corridor CREATE program, would alleviate congestion at the most congested chokepoint in the Chicago terminal, the Belt Junction. Six major railroads — two passenger and four freight — pass through the 75th Street corridor on Chicago's South Side, with several at-grade crossings contributing to significant train and road traffic back-ups. In addition, the current track layout routes Metra's Southwest Service to the congested Union Station. The proposed improvements include two rail-to-rail grade separations, including a flyover to reroute the Metra Southwest Service to the less congested LaSalle Street Station. This, combined with additional Southwest Service track and less freight interference, will facilitate additional trains and other service improvements for the Southwest Service. While some elements of the 75th Street CIP are under construction, others are still in development and await final design. It has strong potential as a public-private project among the State of Illinois, City of Chicago, Cook County, Metra, and private railroads.

As of 2025, parts of the Forest Hill Flyover have been completed.[19]

Better Brown Modernization Program
CTA
RCP 21189

The Brown Line is one of the oldest CTA branches, with several aging assets in need of upgrades. While many SOGR projects of various magnitude are completed and pursued regularly across the Brown Line, this project recognizes the broader long-term investment needed to modernize one of the busiest lines on the elevated system.

Better Brown features multiple types of track improvements designed to minimize slow zones and signal failures so trains can arrive consistently as scheduled. Without these SOGR infrastructure improvements, the Brown Line will not be able to operate safely, leading to unpredictable service and the potential for shutdown.

The project will also improve safety for riders and CTA employees through modernizations such as lighting upgrades, wider platforms and staircases, and safer maintenance access.

Greater Green Modernization Program
CTA
RCP 21190

The Green Line is a key link in the CTA elevated network, connecting South and West Side neighborhoods with the Loop and other CTA lines. While many SOGR projects of various magnitude are completed and pursued regularly, this project recognizes the broader long-term investment needed to modernize this link in the overall elevated system.

Greater Green includes multiple types of track improvements designed to minimize slow zones and signal failures so

19 CMAP, 75th Street Corridor Improvement Project, https://www.cmap.illinois.gov/wp-content/uploads/dlm_uploads/Infill-and-TOD-Snapshot-Report.pdf.

that trains can arrive consistently as scheduled. It also features substation upgrades to reduce the likelihood of power outages and system failures. Without these SOGR infrastructure improvements, the Green Line will not be able to operate safely, leading to unpredictable service and the potential for shutdown.

The project would also improve safety for riders and CTA employees through modernizations such as lighting upgrades, wider platforms and staircases, and safer maintenance access.

Blue Line Forest Park Branch Track and Station Reconstruction
CTA
RCP 22185
Associated TIP ID: 16-19-0039

The Congress Branch of the CTA Blue Line, between Forest Park and the Loop, is nearly 60 years old with aging infrastructure assets that are nearing or beyond the end of their useful life. As a result, speed and service reliability has declined, with 72 percent of the branch categorized as restricted slow zones, requiring trains to operate at drastically reduced speeds for safety. The rail stations along this line are also in need of significant upgrades. Only four of the eleven rail stations along the branch are vertically accessible to people who use mobility devices. This project was developed based on a joint planning study with IDOT to improve mobility along the I-290 corridor and reflects a targeted capital program to enhance accessibility and make significant SOGR improvements.

The project would replace the entire track bed and drainage system along the branch, make all Forest Park Branch stations accessible by adding elevator access, conduct advanced electric utility work, and build a new substation and traction power equipment upgrades at the Hermitage station. This includes building a new substation over the right-of-way at Morgan Street and beginning accessibility improvements of these stations with a rebuild of the Racine station.

As of July 2025, Phase 1 of this project is complete, with nearly three miles of track rebuilt between the LaSalle and Illinois Medical District stations.[20]

Blue Line Core Capacity
CTA
RCP 23186
Associated TIP ID: 16-18-0003[21]

The Blue Line is an integral part of the Chicago metropolitan area's transportation infrastructure and requires investment to continue to provide effective and affordable transit service to the region. Despite increasing weekday ridership demand, the amount of peak-hour service the CTA can add has been limited by several constraints on capacity including limited middle track turnback operations, structural and operational dwell time bottlenecks, and traction power limitations.

This project would increase core capacity, reduce travel times, and improve travel reliability though infrastructure improvements, including an upgrade to the traction power system between the O'Hare and Clinton stations, and line-wide modifications to accommodate long-term expansion to ten-car train operation. Capacity increases would focus on the sections with the highest passenger demand, reducing both dwell times and dwell time variability along these segments.

This project would also address significant SOGR needs. The equipment and building components at most Blue Line substations are beyond their useful life, ranging from 30 to 65 years old. Without the proposed SOGR infrastructure improvements, the Blue Line will not be able to operate safely, leading to slow and unpredictable service.

20 CTA, "Forest Park Branch Rebuild," https://www.transitchicago.com/fprebuild/.
21 Pre-construction phase TIP ID.

Brown Line Core Capacity
CTA
RCP 23187
Associated TIP database ID: 16-22-0004[22]

The Brown Line is the busiest of the five lines that serve the Loop on the CTA's elevated structure and the third busiest line in the CTA rail system behind the Red and Blue Lines. Brown Line trains are at capacity during the morning and evening peak periods and the CTA cannot improve service without capital improvements to the line.

This project would alleviate key capacity constraints such as terminal and yard capacity limitations, at-grade crossings, and shared track and junctions by reconstructing a rail yard and shop, reconfiguring and optimizing the Kimball terminal, constructing a new turnback track west of the Western Brown Line station, reconstructing tight curves, and upgrading the signal system and power. Without these SOGR infrastructure improvements, the Brown Line will not be able to operate safely, leading to unpredictable service and the potential for shutdown.

The project will also improve safety for riders and CTA employees through modernizations such as lighting upgrades, wider platforms and staircases, and safer maintenance access.

Red and Purple Modernization (RPM) Next Phases
CTA
RCP 23188
Associated TIP ID: 16-18-0004

Much of the elevated structure, embankments, and stations on the shared Red and Purple Line corridor was originally built in the early 1900s. This aging infrastructure requires frequent maintenance and regular need to enforce slow zones. Rebuilding and modernizing stations, tracks, and infrastructure will allow the CTA to increase capacity, improve operational efficiency, and expand access for people with disabilities.

The project will improve safety for riders and CTA employees through modernizations such as lighting upgrades, wider platforms and staircases, and safer maintenance access. These reconstruction and modernization efforts will also address issues related to water infiltration and limited vertical access points.

Phase one of the project is currently underway in the area just north of Belmont station and between Lawrence and Bryn Mawr stations.

Circle Line
CTA
RCP 24191

This conceptual project would expand transit access and increase CTA ridership by building a new north-south line approximately one-mile west of the Loop, along Ashland Avenue. The proposed line would connect the North/Clybourn Red Line station in Old Town with the Ashland Orange Line station in Bridgeport, substantially improving connectivity with the Illinois Medical District, West Town, West Loop, and Pilsen areas. This project is in the early planning stages and does not yet have an estimated cost.

22 Pre-construction phase TIP ID.

Mid-City Transitway
CTA
RCP 24192

This conceptual project would expand transit access with a new north-south transit corridor running through central Cook County in the vicinity of Cicero Avenue. The proposed transitway would connect the Jefferson Park Blue Line station with Midway Airport and the 87th Street Red Line station, running along the Cicero Avenue and 79th Street corridors. This project is in the early planning stages and does not yet have an estimated cost.

Blue Line Extension to Mannheim Road
CTA
RCP 24193

This conceptual project would expand transit access to the western suburbs by extending the Forest Park Blue Line branch three and a half miles from Forest Park west to Mannheim Road via I-290. This project would expand the reach of CTA rail service, connecting riders with new job opportunities. This project is in the early planning stages and does not yet have an estimated cost.

Green Line Extension to Jackson Park
CTA
RCP 24194

This conceptual project would expand transit access on the South Side of Chicago by extending the Cottage Grove Green Line branch one mile east from Cottage Grove Avenue to its historic terminus at Stony Island Avenue/Jackson Park via 63rd Street. This project would restore 'L' access in the Woodlawn neighborhood and the new Obama Presidential Center in Jackson Park, offering improved access to this upcoming amenity. This project is in the early planning stages and does not yet have an estimated cost.

Orange Line Extension to Ford City
CTA
RCP 24195
Associated TIP database ID: 16-08-0011

This conceptual project would expand transit access to the southwest suburbs by extending the Orange Line two miles south from the Midway station to the Ford City shopping area at approximately 76th Street. This project would expand CTA access for those commuting from the southwest suburbs, ease Midway bus terminal congestion, and better connect current and future uses of the Ford City area. This project is in the early planning stages and considered a visionary concept project.

Yellow Line Extension to Old Orchard
CTA
RCP 24196

This conceptual project would expand transit access to the north suburbs by extending the Yellow Line one mile north from the Dempster-Skokie station to Old Orchard Road and the Westfield Old Orchard shopping area. This project is in the early planning stages and considered a visionary concept project.

West Loop Subway (Red Line)
CTA
RCP 24197

Chicago is one of a few U.S. cities with a bustling commuter and intercity rail terminal that does not have a direct rail rapid transit connection. This project would connect the two CTA systems with a new north-south subway line running from the Cermak station in Chinatown to the North/Clybourn station in Old Town via Clinton Street with stops at both Union Station and Ogilvie Transportation Center. In addition to improving north-south connectivity with the West Loop and Fulton Market District, this project will complement other regional transit service plans including Metra's service expansion plans and Amtrak's intercity service expansion. This project is in the early planning stages and does not yet have an estimated cost.

Green Line Extension to Midway
CTA
RCP 24198

This conceptual project would expand transit access in Chicago's Southwest Side neighborhoods by extending the Ashland Green Line branch five miles west to Midway Airport connecting the Ashland/63rd Street station with the Midway Orange Line station. This project would expand rail access to communities along the 63rd corridor and directly connect more neighborhoods with job opportunities at Midway Airport. This project is in the early planning stages and does not yet have an estimated cost.

Brown Line Extension to Jefferson Park
CTA
RCP 24199

This conceptual project would expand transit access in Chicago's Northwest Side neighborhoods by extending the Brown Line by two and a half miles from its current terminus at Kimball Avenue west along Lawrence Avenue to the Blue Line station in Jefferson Park. This project would improve crosstown connectivity, provide better links to Albany Park and Mayfair, and offer a new direct connection from the North Side to O'Hare Airport. This project is in the early planning stages and does not yet have an estimated cost.

Clinton Street Subway
CDOT/CTA
RCP 24200

The Clinton Street Subway is envisioned as a new transportation hub that would support the Central Area, including Chicago Union Station and Ogilvie Transportation Center, and ultimately lead to greatly improved connections between rapid transit, bus, commuter rail, and intercity rail services. This new transit hub would be located under Clinton Street, roughly between Lake Street and Jackson Boulevard, providing the West Loop office district with the same convenient, high-volume transit service that supported the growth of the Central Loop. This project was identified in previous updates to the Central Area Plan.

Metra Electric (ME) Line Improvements
Metra
RCP 33146

This project would increase operating capacity and support ridership growth through various infrastructure improvements, including a bi-directional signaling project, electrical substation renewals, additional mainline track and crossovers, and expanded trainset storage. These improvements would allow for increased service on the ME line, including 30-minute headways on both the main line and south Chicago branch.

Many of the components to be replaced date back to the 1950s and are well past their useful life, including substations, transformers, and switchgears. In addition, the project would upgrade the ME signal systems. These upgrades — along with upgrades to passenger stations and grade crossings — would provide significant safety benefits for Metra riders and employees.

Rock Island (RI) Improvements
Metra
RCP 33147
Associated TIP ID: 01-02-9018

This project would reduce rail congestion, improve access and service reliability, increase operating capacity, improve safety, and enhance coordination between freight traffic and Metra trains. Proposed infrastructure improvements include the expansion of the 47th Street Yard facility, the addition of a third main line track on RI District Line from 16th Street to Gresham Junction, additional train storage tracks at existing rail yards, station platform and board area reconfigurations, and improved maintenance facilities.

Benefits include passenger station updates and grade crossing upgrades, such as new safety and security features with Smart Gates technology. This includes expanding and improving the LaSalle Street station terminal in downtown Chicago, which is nearing its useful life.

Southwest Service (SWS) Line Improvements
Metra
RCP 33148
Associated TIP ID: 01-07-0001

This project is part of and dependent on the improvements proposed in the 75th Street CIP, RCP 12139. The infrastructure improvements and grade separations included in the 75th Street CIP would allow for increased service and reduced travel delays on the SWS Line, including more frequent train service on weekdays and weekends. This project would also reroute the SWS service line from several Norfolk Southern bridges that are in poor condition to Metra track lines that connect with the LaSalle Street station.

Heritage Corridor (HC) Line Improvements
Metra
RCP 33149

This project would increase operating capacity, improve service reliability, and improve freight movement. It would do so through infrastructure, service upgrades, and rolling stock improvements. The service improvements would include upgrading service to all day, hourly service.

Infrastructure upgrades include new rail-to-rail grade separations at Brighton Park and Canal crossings, a new overnight storage yard at Joliet, and 595 new parking spaces. The rolling stock improvement includes the addition of two new trainsets.

Burlington Northern Santa Fe (BNSF) Line Improvements
Metra
RCP 33150
Associated TIP database ID: 18-18-0008

This project would improve core operational capacity, support ridership growth, and improve service reliability. It would do so through infrastructure improvements, service upgrades, and additional rolling stock. Four new trainsets would be added to increase the rolling stock. Infrastructure improvements would include a high-speed crossover between Eola and West Naperville, the expansion of Hill Yard in Aurora, a new station at Eola, and 2,150 new parking spaces.

Service improvements would include a new express pattern for inbound and outbound midday trips and a peak direction Aurora-Naperville zone split to alleviate crowding.

Metra Union Pacific West (UP-W) Line Improvements
Metra
RCP 33151

This project would increase service and reduce rail congestion through service improvements, infrastructure upgrades, and additional rolling stock. Six new train sets would be added to increase rolling stock. Express trips would be added for peak direction service.

Infrastructure upgrades would include a third mainline track added for the entire route, including the Des Plaines and Fox River bridges; new crossovers at Elmhurst and West Chicago; the build-out of Elburn Yard and the re-opening of West Chicago layover yard to accommodate the new trainsets; the expansion of the California Avenue coach yard; and the addition of 1,500 new parking spaces.

Metra Milwaukee District West (MD-W) Line Improvements
Metra
RCP 33152
Associated TIP database ID: 18-18-0009

This project would improve core operational capacity, support ridership growth, and improve service reliability through service improvements, infrastructure upgrades, and additional rolling stock. Four new trainsets would be added to increase rolling stock. Two new reverse commute trips and a new express pattern for peak-direction service would also be added.

Infrastructure upgrades would include adding a fourth track from A-5 to Randolph Street, adding a new overnight storage yard west of Big Timber, and expanding the Western Avenue maintenance and storage facility.

Union Pacific Northwest (UP-NW) Line Improvements and Extension
Metra
RCP 33153

The UP-NW is one of Metra's most capacity-constrained lines, with inadequate yard space resulting in the storage of trains on sidings along the route. This project would increase operating capacity and improve service reliability through infrastructure and service upgrades, including three new crossovers and the addition of rail coach yards near Woodstock and Johnsburg. The new Woodstock Yard would also provide safety benefits to Metra employees by reducing congestion and crowding at existing, over capacity railyards.

The proposed project also includes the expansion of access and services with new infill stations and the extension of the UP-NW line 1.6 miles north to Johnsburg. This line extension would enable three new stations in east Woodstock, Prairie Grove, and Johnsburg. Infill stations will be evaluated pending available funding.

Milwaukee District North (MD-N) Line Improvements
Metra
RCP 33154

Metra MD-N Line improvements would increase operating capacity and improve service reliability with service expansion, infrastructure upgrades, and rolling stock improvements. Infrastructure improvements would include new and lengthened Fox Lake Branch sidings, adding a fourth track between A-5 and Randolph Street, and expanding storage yard and maintenance facilities.

The service improvements would include adding three reverse commute trips and three midday trips extended to Fox Lake, adding express patterns for peak period/direction service, and improving peak service spacing.

O'Hare Express and North Central Service (NCS) Line Improvements
Metra
RCP 33155

Metra envisions a future express train service between O'Hare Airport and Downtown Chicago, capable of moving thousands of travelers in as little as 25 minutes. This improved service to O'Hare is a key component of Metra's regional rail vision, expanding trips beyond the 9-to-5 commute. The proposed Metra O'Hare Express would build on the success of the temporary pilot service provided in August 2024. This project is in the early stages of planning and cannot be achieved without the improvements proposed at the A2 Crossing.

In addition, this project would include improvements to interlockings and bridges in fair to poor condition and the expansion of midday and peak period trains on the NCS Line between Union Station and Mundelein, which includes a stop at O'Hare.

Union Pacific North (UP-N) Line Improvements
Metra
RCP 33156
Associate TIP database ID: 18-10-9001

The UP-N Line, which runs between Ogilvie Transportation Center and Kenosha, has the highest percentage of trains over capacity on the Metra system and has major SOGR needs. The UP-N Line improvements will replace 125-year-old bridges, improve the capacity and reliability of the line through installation of crossovers and track improvements, and add an outlying coach yard that will allow for more efficient servicing of equipment, accommodating expanded services.

Proposed service improvements include adding reverse commute trips, upgrading midday service to 30-minute frequency, and establishing two express zones for peak period/ direction service. Infrastructure buildouts would include a new crossover in Highland Park, an additional 11.7 miles of third track in three segments south of Glencoe, a new storage yard in Waukegan, and the expansion of the California Avenue coach yard.

A2 Crossing Modernization
Metra
RCP 33157
Associated TIP database ID: 18-18-0010

This project would reconstruct the A2 Interlocking at Tower A2, which is the busiest railroad intersection in the Midwest and among the busiest in the nation with more than 300 trains passing through on weekdays. Elements of the A2 Interlocking and Tower A2 are more than a century old and need to be replaced to maintain Metra's reliable regional rail service and Amtrak's intercity service. Located in Chicago between Western Avenue and Kinzie Street, the rebuild will help reduce conflicts between MD-N, MD-W, NCS, and UP-W trains. The project would have a high economic impact and potentially enable additional stations, tracks, and scheduled service. Alternatives under evaluation include moving the crossing to a new location one mile east and constructing a flyover near the current crossing.

Milwaukee District North (MD-N) Line Extension to Spring Grove and Richmond
Metra
RCP 44217

This project would expand transit access and support ridership growth by extending the MD-N service by ten miles from Fox Lake to Richmond. The proposed expansion would add two new stations to the MD-N Line at Spring Grove and Richmond, and add an overnight storage yard west of the Richmond station for the rolling stock assigned to the new service. The existing Wisconsin and Southern Railroad freight lines single track would also be replaced with passing siding for the length of the extension.

The project proposes dedicating eight trains to this service extension with four morning inbound and four afternoon and evening outbound trains.

Milwaukee District West (MD-W) Line Extension to Huntley and Marengo
Metra
RCP 44218

This project would expand transit access and support ridership growth by extending the MD-W service 28 miles from Big Timber to Marengo. The proposed project would include five new stations at Gilberts, Kreutzer Road in Huntley, Coyne Station Road in Huntley, Union, and Marengo, and an overnight storage yard west of the Marengo station for the rolling stock assigned to the new service. In addition, the Western Avenue maintenance facility would be expanded with rolling stock increased by two locomotives and ten coach cars, including spares. The existing single track Union Pacific Railroad (UPRR) would be replaced with the addition of two passing sidings for the length of the extension. A new connection to the UPRR would be required at Almora.

The project proposes dedicating eight trains to this service extension with four morning inbound and four afternoon and evening outbound trains.

Ashland-Ogden-Kinzie (AOK) New Metra Station
CDOT
RCP 64143
Associated TIP database ID: 01-22-0023

This project would bring commuter passenger rail service to the rapidly growing Fulton Market district west of Downtown Chicago, with a new Metra station along the West Loop rail corridor that serves four Metra lines — UP-W, MD-N, MD-W, and NCS — and three Amtrak intercity rail routes. This new station, with platforms proposed between Ashland and Ogden avenues, would improve regional access to nearby jobs and expand urban access to regional destinations. This project is proposed for implementation between 2033 and 2035.

The proposed station would also be located along the proposed Ashland BRT route (RCP 22201) and the Circle Line (RCP 24191). This project is dependent on the improvements proposed with RCP 33157, A2 Crossing Modernization.

New Madison Station — CTA Pink Line
CDOT
RCP 64144

This project would expand transit access to the rapidly growing West Side of Chicago, including a planned major mixed-use redevelopment and the United Center, with a new station along the CTA Pink Line. This project is proposed for implementation in 2031.

The proposed station would also be located one block west of the proposed Ashland BRT route (RCP 22201) and the Circle Line (RCP 24191).

New Division Station — CTA Brown/Purple Line
CDOT
RCP 64145

This project would expand transit access to the growing Near North and Old Town neighborhoods of Chicago, including a historically underserved public housing community, with a new station along the CTA Brown and Purple Lines. This project is proposed for implementation in 2029.

Transit: Bus

Ashland Bus Rapid Transit
CTA
RCP 22201

The Ashland BRT project would address congestion and a lack of competitive travel options for those seeking a fast north-south transit alternative through the West Side of Chicago. Many transit-dependent CTA customers are faced with slow bus speeds, frequent stops, and unreliable travel times that inhibit seamless travel in this transit corridor. Additionally, current street design issues no longer meet corridor needs or land use policy objectives.

This project would implement an approximately 16-mile BRT service along Ashland Avenue, between Irving Park Road and 95th Street, improving speed and reliability and enhancing the pedestrian environment along the route. The proposed route would connect with 7 CTA 'L' stations, 2 Metra stations, and 37 bus routes.[23] This route is an important bus corridor in the region and is consistently among the five highest ridership corridors in the CTA bus system.

The project would also improve safety for riders and CTA employees by removing these buses from general traffic lanes, thereby reducing the risk of bus contact with cars, reducing collisions, side swipes, and other behaviors that could put riders at risk.

Bus Priority Corridor: Western Avenue
CTA
RCP 22202

This project is a part of the CTA Better Streets for Buses Plan, which focuses on dramatically improving bus speed and reliability on key corridors by implementing robust bus priority treatments. Treatments could include, but are not limited to, dedicated bus lanes, boarding islands, near-level boarding, transit signal priority, queue jumps, and bus shelter improvements.[24] These treatments would improve safety for riders and CTA employees by reducing the number of pedestrian and vehicle conflicts, making bus users more visible to oncoming traffic and offering visual cues to drivers to slow down.

The Western Avenue priority corridor extends approximately 18.5 miles from Howard Street to 79th Street, reducing travel times and improving travel reliability for bus routes 49, 49B, and X49. This corridor provides important regional connections with several transfers between CTA bus routes and Metra lines, particularly at the station near Hubbard Street. It is an important bus corridor in the region and is among the five highest ridership corridors in the CTA bus system.

The project would also improve safety for riders and CTA employees by removing these buses from general traffic lanes thereby reducing the risk of bus contact with cars, reducing collisions, side swipes, and other behaviors that could put riders at risk.

23 CTA, "Better Streets for Buses Plan," https://www.transitchicago.com/assets/1/6/Better_Streets_for_Buses_Plan.pdf.
24 Ibid

Bus Priority Corridor: Pulaski Road
CTA
RCP 22203

This project is a part of the CTA Better Streets for Buses Plan, which focuses on dramatically improving bus speed and reliability on key corridors by implementing robust bus priority treatments. Treatments could include, but are not limited to, dedicated bus lanes, boarding islands, near-level boarding, transit signal priority, queue jumps, and bus shelter improvements.[25]

The Pulaski Road priority corridor extends approximately 17.6 miles from Peterson Avenue to 87th Street, reducing travel times and improving travel reliability for bus routes 53 and 53A. This priority corridor is an important bus corridor in the region, serving as an alternative to rail for the West Side of Chicago and serving an average of 13,800 riders per weekday in 2024.

The project would also improve safety for riders and CTA employees by removing these buses from general traffic lanes thereby reducing the risk of bus contact with cars, reducing collisions, side swipes, and other behaviors that could put riders at risk.

Bus Priority Corridor: Garfield Boulevard
CTA
RCP 22204

This project is a part of the CTA Better Streets for Buses Plan, which focuses on dramatically improving bus speed and reliability on key corridors by implementing robust bus priority treatments. Treatments could include, but are not limited to, dedicated bus lanes, boarding islands, near-level boarding, transit signal priority, queue jumps, and bus shelter improvements.[26]

The Garfield Boulevard priority corridor extends approximately 8.2 miles from Cicero Avenue to South Hyde Park Boulevard, reducing travel times and improving travel reliability for bus route 55. This is an important bus corridor in the region, connecting community areas that lack direct rail service with two major employment centers, the University of Chicago and Midway Airport, as well as the CTA Red and Green Lines and Metra's Electric Line. The corridor served an average of 6,600 riders per weekday in 2024, a 20 percent increase compared to 2023.

The project will also improve safety for riders and CTA employees by removing these buses from general traffic lanes thereby reducing the risk of bus contact with cars, reducing collisions, side swipes, and other behaviors that could put riders at risk.

Bus Priority Corridor: Fullerton Avenue
CTA
RCP 22205

This project is a part of the CTA Better Streets for Buses Plan, which focuses on dramatically improving bus speed and reliability on key corridors by implementing robust bus priority treatments. Treatments could include, but are not limited to, dedicated bus lanes, boarding islands, near-level boarding, transit signal priority, queue jumps, and bus shelter improvements.[27]

The Fullerton Avenue priority corridor extends approximately 7.9 miles from Grand and Nordica avenues to Halsted Street, reducing travel times and improving travel reliability for bus route 74. This is an important bus corridor in the

25 Ibid.
26 Ibid.
27 Ibid.

region, providing riders with connections to the CTA Red, Brown and Purple Lines and Metra's MD-N Line. The corridor served an average of 8,700 riders per weekday in 2024.

The project would also improve safety for riders and CTA employees by removing these buses from general traffic lanes thereby reducing the risk of bus contact with cars, reducing collisions, side swipes, and other behaviors that could put riders at risk.

Bus Priority Corridor: Cottage Grove Avenue
CTA
RCP 22206

This project is a part of the CTA Better Streets for Buses Plan, which focuses on dramatically improving bus speed and reliability on key corridors by implementing robust bus priority treatments. Treatments could include, but are not limited to, dedicated bus lanes, boarding islands, near-level boarding, transit signal priority, queue jumps, and bus shelter improvements.[28]

The Cottage Grove Avenue priority corridor extends approximately 9.9 miles from 35th Street to 115th Street, reducing travel times and improving travel reliability for bus routes 4, 4X, and 115. This is an important bus corridor in the region, connecting several far South Side neighborhoods with the Metra Electric Line and high-density employment centers in Hyde Park and Downtown Chicago.

The project would also improve safety for riders and CTA employees by removing these buses from general traffic lanes thereby reducing the risk of bus contact with cars, reducing collisions, side swipes, and other behaviors that could put riders at risk.

South Lakefront Busway
CDOT
RCP 62140
Associated TIP database ID: 01-18-0011

The South Lakefront Busway would improve transit service reliability and reduce travel times for South Loop bus routes that run between Soldier Field, the Museum Campus, McCormick Place, Wintrust Arena, Chinatown, Pilsen, and the CTA Green and Red Lines. The busway would also improve access to adjacent neighborhoods, jobs, and cultural attractions, including Bronzeville Lakefront redevelopment.

The project would achieve its objectives with enhancements to the McCormick Place Busway that runs along the Metra Electric rail lines, allowing additional CTA buses to use this route, thus bypassing traffic congestion south of Grant Park. Enhancements would include new links to the Busway at Balbo Drive, Cermak Road, and Waldron Drive; new bus stations at 18th Street and 11th Street; and improved configuration of the South DuSable Lake Shore Drive access ramps at 31st Street.

IL 58/Golf Road from Meacham Road to Davis Street Pulse Golf Line
Pace
RCP 74161
Associated TIP database ID: 17-06-0008

This project would expand transit access in the north suburbs with a new limited-stop bus priority corridor service along Golf Road. The 20-mile bus priority corridor would run between Woodfield Mall in Schaumburg and Davis Street in downtown Evanston, with a stop at the Des Plaines Metra Station in between. The corridor would include transit

28 Ibid.

priority treatments such as dedicated bus lanes through congested areas and transit signal priority. In addition to faster service with more reliable travel times, this new bus service would offer improved ADA accessibility, amenities such as on bus wi-fi, and improved boarding technology.

Pulse Harlem Avenue
Pace
RCP 74163
Associated TIP database ID: 17-18-0004

This project would expand transit access through central Cook County with a new limited-stop bus priority corridor service along Harlem Avenue. The 14.9-mile bus priority corridor would most likely align with existing route 307, running between between North Avenue and 103rd Street. The corridor would include transit priority treatments such as dedicated bus lanes through congested areas and transit signal priority. In addition to faster service with more reliable travel times, this new bus service would offer improved ADA accessibility, amenities such as on bus wi-fi, and improved boarding technology. [29]

Pulse Cermak Road
Pace
RCP 74164
Associated TIP database ID: 17-18-0005

This project would expand transit access and connections between Chicago and the western suburbs with a new limited-stop bus priority corridor service along Cermak Road. The 13.1-mile bus priority corridor would most likely align with existing route 322, running between the CTA Pink Line 54th/Cermak station and Yorktown Center shopping mall with 17 stops in between. This project would also improve connections to other transit services, giving residents in the area better access to the rest of the region. The corridor would include transit priority treatments such as dedicated bus lanes through congested areas and transit signal priority. In addition to faster service with more reliable travel times, this new bus service would offer improved ADA accessibility, amenities such as on bus wi-fi, and improved boarding technology.[30]

I-294 Tri-State Express Bus Stations
Pace
RCP 74166
Associated TIP database ID: 17-22-0002

This project would expand transit access in the western suburbs with a new limited-stop bus priority corridor service along the central Tri-State (I-294). The 34-mile bus priority corridor would run from Meacham Avenue at I-90 in Schaumburg, east around O'Hare Airport, and south along I-294 to Hazel Crest. This project is in the early planning and design stages and stop locations along the route have not yet been determined. The intent is for stations along the interstate to create transfer opportunities between local Pace fixed route services and the new expressway service on I-294. In addition to faster service with more reliable travel times, this new bus service would offer improved ADA accessibility, amenities such as on bus wi-fi, and improved boarding technology.[31]

29 Pace Suburban Bus, "Pace Central Harlem Avenue Corridor Study: Transportation and Land Use Improvement Plan," https://www.pacebus.com/sites/default/files/2020-06/Central%20Harlem%20Ave%20Corridor%20Study%20%28Final-Report_Small%29.pdf and "Pulse: Pace's Rapid Transit Service," https://www.pacebus.com/pulse.
30 Pace Suburban Bus, "Pulse Cermak Line," https://www.pacebus.com/pulse-cermak.
31 Pace Suburban Bus, "I-294 Tri-State Market & Facilities Feasibility Study," https://www.pacebus.com/pulse-cermak.

Pulse Touhy Avenue
Pace
RCP 74213

This project would expand transit access in the north suburbs with a new limited-stop bus priority corridor service along Touhy Avenue. The 8-mile bus priority corridor would most likely align with existing route 290, running between the CTA Howard Street and Cumberland stations, with stops at Lincolnwood Town Center, Bunker Hill Forest Preserve, and Park Ridge Metra station. The corridor would include transit priority treatments such as dedicated bus lanes through congested areas and transit signal priority. In addition to faster service with more reliable travel times, this new bus service would offer improved ADA accessibility, amenities such as on bus wi-fi, and improved boarding technology.[32]

Pulse North Avenue
Pace
RCP 74214

This project would expand transit access in the western suburbs with a new limited-stop bus priority corridor service along North Avenue. The 8-mile bus priority corridor would most likely align with existing route 318, running between Northlake and the CTA Harlem-Lake Green Line station in Oak Park. The corridor would include transit priority treatments such as dedicated bus lanes through congested areas and transit signal priority. In addition to faster service with more reliable travel times, this new bus service would offer improved ADA accessibility, amenities such as on bus wi-fi, and improved boarding technology.[33]

Pulse Western Avenue
Pace
RCP 74215

This project would expand transit access and connections between southwest Chicago neighborhoods and suburbs with a new limited-stop bus priority corridor service along Western Avenue. The 9-mile bus priority corridor would most likely align with existing route 349, running between 79th Street and the Harvey Transportation Center. The corridor would include transit priority treatments such as dedicated bus lanes through congested areas and transit signal priority. In addition to faster service with more reliable travel times, this new bus service would offer improved ADA accessibility, amenities such as on bus wi-fi, and improved boarding technology.

Pulse South Halsted Street Extension
Pace
RCP 74216

This project would expand transit access in the south suburbs with a new limited-stop bus priority corridor service along Halsted Street. The 8.3-mile bus priority corridor would most likely align with existing route 352, running from the south end of the Pulse Halsted Line (committed RCP 97434) at the Harvey Transportation Center to 16th Street, just south of the Lincoln Highway. This project would also improve connections to other transit services, giving residents in the area better access to the rest of the region. The corridor would include transit priority treatments such as dedicated bus lanes through congested areas and transit signal priority. In addition to faster service with more reliable travel times, this new bus service would offer improved ADA accessibility, amenities such as on bus wi-fi, and improved boarding technology.[34]

32 Pace Suburban Bus, "Pulse: Pace's Rapid Transit Service," https://www.pacebus.com/pulse.
33 Ibid
34 Pace Suburban Bus, "Far South Halsted Corridor Study," https://www.pacebus.com/project/far-south-halsted-study.

Roadway: Arterials

North DuSable Lake Shore Drive Improvements
IDOT District 1
RCP 12120
Associated TIP ID: 01-18-0012[35]

North DuSable Lake Shore Drive (NDLSD), which runs from Grand Avenue at Navy Pier north to Hollywood Avenue in Edgewater, was completed during the 1930s under the Works Progress Administration and most of it is now overdue for complete reconstruction or major rehabilitation. In addition, increased use of both the Drive and the park spaces along it — which include Lincoln Park, beaches at Ohio Street, Oak Street, North Avenue, and Montrose Avenue, and seven miles of the Lakefront Trail — has overburdened the original design.

No final decisions have been made regarding the preferred alternative for the NDLSD project. The alternative evaluated for this report included full reconstruction of the roadway; a new outer drive underpass removing the traffic signal at Chicago Avenue; redesign of the tight curve at Oak Street to improve safety and reduce delays; expanded lake front access with five new east-west ADA-compliant pedestrian access routes; transit mobility improvements with bus only lanes on ramps; and enhanced shoreline protection to prevent flooding on surrounding park spaces and the Drive.[36]

IL 60/IL 83 from IL 176 to IL 60 (Townline Road)
IDOT District 1
RCP 13115
Associated TIP ID: 10-07-0001

This project would add lanes to a 3.8-mile section of IL 60 in Lake County, between IL 176 and Townline Road, increasing the cross-section of this major arterial from one to two lanes in each direction and raising the speed limit from 30 to 45 mph. This project also includes a grade separation between IL 60 and the CN railroad tracks, which would reduce travel delays and prevent train-to-vehicle collisions. This project is planned for implementation in 2030. This project is located between and directly connects with RCPs 13127 and 13128, which are located on IL 60 and US 45. Combined, these three project sections — which connect Volo in west Lake County with Lincolnshire to the southeast — increase the cross-section of 15 miles of IL 60 and US 45 from one to two lanes in each direction.

IL 173 (Rosecrans Road) from IL 59 to US 41 (Skokie Highway)
IDOT District 1
RCP 13116
Associated TIP ID: 10-09-0149

This project would add lanes to an 8.3-mile section of east-west route IL 173 (Rosecrans Road) in north Lake County, between IL 59 and US 41 (Skokie Highway), increasing the cross-section of this rural arterial from one to two lanes in each direction. This project is planned for implementation in 2035.

The center of this project directly connects with improvements proposed for north-south route US 45 (RCP 13117).

35 Pre-construction phase TIP ID.
36 NDLSD, https://northdusablelsd.org/

US 45 (McHenry Road) from IL 173 to IL 132
IDOT District 1
RCP 13117
Associated TIP ID: 10-09-0146

This project would reconstruct and add lanes to a 2.5-mile section of north-south route US 45 in north Lake County, between IL 132 (Milburn Bypass) and IL 173, increasing the cross-section of this rural arterial from one to two lanes in each direction. This project is planned for implementation in 2045.

The north end of this project directly connects with improvements proposed for east-west route IL 173 (RCP 13116).

IL 62 (Algonquin Road), IL 25 (JF Kennedy Memorial Drive) to IL 68 (Dundee Road)
IDOT District 1
RCP 13118
Associated TIP ID: 11-16-0008[37]

This project would add lanes to a 4.8-mile section of IL 62 (Algonquin Road) that runs between IL 25 (J.F. Kennedy Memorial Drive) in northeast Kane County and IL 68 (Dundee Road) in northwest Cook County, increasing the cross-section of this rural arterial from one to two lanes in each direction. This project is planned for implementation in 2035.

IL 83 (Milwaukee Avenue) from Petite Lake Road to IL 120
IDOT District 1
RCP 13119
Associated TIP ID: 10-09-0147

This project would add lanes to an 8-mile section of north-south route IL 83 (Milwaukee Avenue/Barron Boulevard) in north Lake County, between Petite Lake Road and IL 120 (Belvidere Road). This suburban arterial is currently one lane in each direction for most of its length with several sections including a median turn lane. This project would add a second lane in each direction, where there is currently only one. This project is planned for implementation in 2035. This project connects with proposed improvements to IL 120 at its south end (RCPs 13134 and 14137).

IL 83 (Kingery Highway) from 31st Street to 55th Street and 63rd Street to Central Avenue
IDOT District 1
RCP 13121
Associated TIP database ID: 08-95-0024

This project would add lanes to 5.7 miles of north-south route IL 83 (Kingery Highway) in southeast DuPage County, between 31st and Central Avenue, increasing the cross-section of this limited access highway from two to three lanes in each direction. A one-mile section of this roadway, between 63rd Street and 55th Street, already has three lanes in each direction and would not be changed. This project is planned for implementation in 2036.

The south end of this project connects to I-55, which also has a proposed add lanes project (RCP 13108).

37 Pre-construction phase TIP ID.

US 6 from I-55 to US 52
IDOT District 1
RCP 13122
Associated TIP database IDs: 12-22-0034 and12-24-0028[38]

This project would add lanes to a 5.8-mile section of US 6 in western Will County, just southwest of Joliet, between I-55 and Brandon Road, increasing the cross-section of this major arterial from two to three lanes in each direction. This would complete a four-lane cross section on this heavily used truck route from I-55 to where it merges with US 52/McDonough Street in Joliet. This project is planned for implementation in 2035.

The south end of this project connects with an add lanes project on I-55 (RCP 13106).

US 30 from IL 47 to Albright Road
IDOT District 1
RCP 13123
Associated TIP ID: 09-09-0099[39]

This project would reconstruct and add lanes to a 4.9-mile section of US 30 that runs east-west along the border of Kane and Kendall counties, between IL 47 and Albright Road (just west of IL 31), increasing the cross-section of this major arterial from one to two lanes in each direction. The bridge over Blackberry Creek would also be replaced. This project is planned for implementation in 2035.

IL 7/143rd from Will-Cook Road to IL 7/Southwest Highway
IDOT District 1
RCP 13124
Associated TIP database ID: 06-22-0022

This project would reconstruct and add lanes to a 4.5-mile section of IL 7 in southwest Cook County, increasing the cross section of this suburban arterial from one to two lanes in each direction. The one-mile section at the south end of this project already has two lanes in each direction; this section, which runs east-west from Will Cook Road to where IL 7 turns north at US 6, would be reconstructed without adding lanes. The other 3.5-mile section, which runs north-south from US 6 to 143rd Street, would be both widened and reconstructed. This project is planned for implementation in 2035.

The north end of this project connects with an Orland Park lead, add lanes project proposed for 143rd Street, RCPs 83209 and 83210, between Will Cook Road and La Grange Road.

IL 47 from south of I-90 to south of Plank Road
IDOT District 1
RCP 13125
Associated TIP database ID: 09-22-0063

This project would reconstruct and add lanes to a 5.1-mile section of IL 47 in north Kane County, between I-90 and Plank Road, increasing the cross section of this arterial from one to two lanes in each direction. This project is planned for implementation in 2041.

38 Pre-construction phase TIP ID.
39 Pre-construction phase TIP ID.

IL 56 from IL 25 to IL 59
IDOT District 1
RCP 13126
Associated TIP database ID: 08-22-0046

This project would reconstruct and add lanes to a 6-mile section of east-west route IL 56 (Butterfield Road) that runs between IL 25 in Kane County and IL 59 (Joliet Road) in DuPage County, increasing the cross section of this arterial from one to two lanes in each direction. This project is planned for implementation in 2045.

IL 60 from IL 120 to IL 176
IDOT District 1
RCP 13127
Associated TIP database ID: 10-22-0010

This project would reconstruct and add lanes to a 6.9-mile section of IL 60 in Lake County, between IL 120 (Belvidere Road) and IL 176 (Maple Ave), increasing the cross-section of this major arterial from one to two lanes in each direction and raising the speed limit from 40 to 55 mph. This project is planned for implementation in 2045.

This project directly connects with RCPs 13115 and 13128, which are located on IL 60 and US 45 to the south of this project. Combined, these three project sections — which connect Volo in west Lake County with Lincolnshire to the southeast — would increase the cross-section of 15 miles of IL 60 and US 45 from one to two lanes in each direction.

US 45/IL 83 (Old Half Day Road) from IL 60 (Townline Road) to IL 22 (Half Day Road)
IDOT District 1
RCP 13128
Associated TIP ID: 10-02-0013[40]

This project would add lanes to a 4.4-mile section of US 45/Old Half Day Road in Lake County, between IL 60 (Town Line Road) and IL 22 (Half Day Road), increasing the cross-section of this major arterial from one to two lanes in each direction. This project is planned for implementation in 2040.

This project directly connects with RCPs 13115 and 13127, which are located on IL 60 to the north of this project. Combined, these three project sections — which connect Volo in west Lake County with Lincolnshire to the southeast — increase the cross-section of 15 miles of IL 60 and US 45 from one to two lanes in each direction.

Willow Road from east of the Des Plaines River to Waterview Drive/Protection Parkway
IDOT District 1
RCP 13129
Associated TIP ID: 02-94-0001

This project in northeast Cook County would include an intersection improvement at Saunders Road, bridge repair, new bridge deck, noise barriers, lighting, reconstruction, and add lane work on Willow Road just west of the Tri-State Tollway (I-294). The project would add a third lane in each direction on a 0.5-mile section of Willow Road between the Des Plaines River and Saunders Road. This project is planned for implementation in 2032.

40 Pre-construction phase TIP ID.

IL 53 from south of IL 56 (Butterfield Road) to Park Boulevard
IDOT District 1
RCP 13130
Associated TIP ID: 08-00-0009

This project would reconstruct and add lanes to a 1.3-mile section on IL 53 in central DuPage County, between IL 56 (Butterfield Road) and Park Boulevard, increasing the cross section of this roadway from one to two lanes in each direction. This project is planned for implementation in 2035.

IL 22 (Lake Zurich Road) from Quentin Road to west of IL 83
IDOT District 1
RCP 13131
Associated TIP ID: 10-01-0022

This project would reconstruct and add lanes to a 3.5-mile section of east-west route IL 22 (Lake Zurich Road) in south Lake County, between Quentin Road and IL 83, increasing the cross section of this roadway from one to two lanes in each direction. The project would also include culvert replacement, tree removal, and a retaining wall. This project is planned for implementation in 2032.

US 41 (Skokie Highway) from Quassey Avenue to south of IL 176
IDOT District 1
RCP 13132
Associated TIP ID: 10-09-0037

This project would reconstruct and improve the US 41 interchange at IL 176 in eastern Lake County. Improvements would include drainage-pump station #37, new storm sewers, grading, and the addition of auxiliary lanes on both US 41 and IL 176. This project is planned for implementation in 2032.

IL 137 (Buckley Road) from IL 83 to Petersen Road
IDOT District 1
RCP 13133
Associated TIP ID: 10-09-0148[41]

This project would add lanes to a 3.5-mile section of IL 137 (Buckley Road) in central Lake County, between IL 83/ Ivanhoe Road and Peterson Road, increasing the cross-section of this major arterial from one to two lanes in each direction and the speed limit from 40 to 50 mph. This project is planned for implementation in 2035.

The north end of this project directly connects with improvements proposed for IL 83 and Ivanhoe Road, RCP 14136.

IL 120 (Belvidere Road) from Ashford Lane to US 45
IDOT District 1
RCP 13134
Associated TIP ID: 10-20-0004

This project would reconstruct and add lanes to a three-mile section of IL 120 (Belvidere Road) in central Lake County, between Ashford Lane and US 45, increasing the cross-section of this major arterial from one to two lanes in each direction. This project is planned for implementation in 2032.

The west end of this project directly connects with improvements proposed for IL 83 and Ivanhoe Road, RCPs 14136 and 13119. In addition, the center of this project connects with improvements proposed for US 45, RCP 13135. This project also overlaps with improvements proposed for IL 120, RCP 14137.

41 Pre-construction phase TIP ID.

US 45 (Lake Avenue) from Rollins Road to Washington Street and US 45 from Washington Street to north of IL 120
IDOT District 1
RCP 13135
Associated TIP ID: 10-94-0007

This project would add lanes to a 1.6-mile section of US 45 (Lake Avenue) in central Lake County, between Rollins Road and IL 120, increasing the cross-section of this major arterial from one to two lanes in each direction. This project is planned for implementation in 2032.

The south end of this project directly connects with improvements proposed on IL 120, RCP 14137. In addition, this project is located just south of another add lanes project on US 45, RCP 13117.

US 20 (Lake Street) from Randall Road to Shales Parkway
IDOT District 1
RCP 13160
Associated TIP ID: 09-10-0030

This project would reconstruct 6.8 miles of US 20 (Lake Street) in east Kane County and northwest Cook County, between Nesler Road and Shales Parkway. The project would also add lanes to the US 20 bridge over the Fox River, a one-mile section between IL 25 and IL 31, increasing the cross-section of the bridge from one to two lanes in each direction. This project is planned for implementation in 2027.

This project intersects with improvements proposed for Randall Road, RCP 43208.

IL 131 (Green Bay Road) from Sunset Avenue to Wadsworth Road
IDOT District 1
RCP 13167
Associated TIP ID: 10-09-0024

This project would add lanes to a 2.5-mile section of IL 131 (Green Bay Road) in north Lake County, between Sunset Avenue and Wadsworth Road, increasing the cross-section of this major arterial from one to two lanes in each direction. This project is planned for implementation in 2030.

The north end of this project directly connects with another add lanes project on IL 131, RCP 13168.

IL 131 (Green Bay Road) from Wadsworth Road to Russell Road
IDOT District 1
RCP 13168
Associated TIP ID: 10-09-0024

This project would add lanes to a 4.6-mile section of IL 131 (Green Bay Road) in north Lake County, between Wadsworth Road and Russell Road at the Illinois-Wisconsin State border, increasing the cross-section of this major arterial from one to two lanes in each direction. This project is planned for implementation in 2050.

The south end of this project directly connects with another add lanes project on IL 131, RCP 13167.

IL 47 from Charles Road to US 14, and IL 47 (Eastwood Drive) from US 14 (Northwest Highway) to Reed Road
IDOT District 1
RCP 13183
Associated TIP ID(s): 11-06-0018; 11-07-0014

This project would complete reconstruction and add lane work on a 13-mile section of IL 47 in central McHenry County, between Charles Road and Reed Road, increasing the cross-section of this major arterial from one to two lanes in each direction. Reconstruction and widening work was recently completed on two sections of this roadway, the two-mile section between US 14 and IL 120 and the one-mile section that overlaps with IL 176. Another 1.5-mile section between Conley Road and Ballard Road is planned for completion in 2035. The remaining pieces, totaling 8.5 miles, are planned for completion in phases through 2050.

Willow Road from east of I-294 to east of IL 43
IDOT District 1
RCP 13184
Associated TIP ID: 02-09-0003

This project would resurface and add lanes to a 3.4-mile section of Willow Road in central Lake County, between I-294 and IL 43, increasing the cross-section of this major arterial from two to three lanes in each direction. The project would also include lighting, bridge replacement, and intersection improvements. This project is planned for implementation in 2032.

The east end of this project directly connects with I-94, which is proposed for reconstruction, RCP 11178.

IL 83 (Barron Boulevard), IL 120 (Belvidere Road) to IL 137 and at Atkinson Road
IDOT District 1
RCP 14136
Associated TIP ID: 10-17-0027

This project in central Lake County is currently in progress. The intersection of IL 83 (Barron Boulevard) and IL 137 (Buckley Road)/Atkinson Road has been reconfigured with two separate T-intersections between IL 137 and Atkinson Road and IL 137 and IL 83, now realigned to meet at one four-way intersection. The next phase of this project would add lanes to a 0.5-mile section of IL 83 (Barron Boulevard) just north of the reconfigured intersection, between IL 120 (Belvidere Road) and IL 137, increasing the cross-section of this major arterial from one to two lanes in each direction. This project is planned for implementation in 2035.

The south end of this project directly connects with additional add lanes work proposed for IL 137, RCP 13133. The north end of this project connects with improvements proposed on IL 120, RCP 13134, and RCP 14137.

IL 120 from Wilson Road to US 41 (IL 120 Bypass)
IDOT District 1
RCP 14137
Associated TIP database ID: 10-94-0047

This project would create a new limited access four lane highway (two lanes in each direction) along the IL 120 corridor in central Lake County, between Wilson Road and just east of Mill Road. The new bypass would run south of existing IL 120, with existing IL 120 remaining in place. Additionally, IL 120 between Wilson Road and US 12 would be widened from one to two lanes in each direction. This project is planned for implementation in 2050.

The center of this project directly connects with add lanes projects proposed on US 45, RCP 13135, and IL 137/IL 83, RCP 14136. In addition, this project overlaps with improvements proposed on IL 120, RCP 13134.

Wilmington-Peotone Road from IL 53 to Drecksler Road
Will County
RCP 43158
Associated TIP database ID: 12-18-0021

This project is in the early planning stages and alternatives are being evaluated with a Planning and Environmental Linkages study. Proposed improvements include improved shoulders, passing lanes between Old Chicago Road and US 45/52, a realignment of the west end of Wilmington to connect directly with River Road, and intersection improvements. Implementation of the selected alternative is planned for 2040.

Laraway Road (CH 74) from US 45 to IL 43 (Harlem Avenue)
Will County
RCP 43159
Associated TIP ID: 12-13-0004

This project would add lanes to a 4.3-mile section of Laraway Road in east Will County, between US 45 and IL 43, increasing the cross-section of this major arterial from one to two lanes in each direction. The west end of this project would directly connect with the widening work that is currently underway on Laraway Road between US 52 and US 45. This project is planned for implementation in 2025.

Randall Road from north of Stearns Road to south of Longmeadow Parkway
Kane County
RCP 43208

This project would complete ongoing add-lane work on a 10-mile section of Randall Road in northeast Kane County, between Stearns Road and Longmeadow Parkway, increasing the cross-section of this major arterial from two to three lanes in each direction. Several pieces of this larger project are in progress or have committed funding, including Randall Road at Hopps (TIP ID 09-02-0007); at Big Timber (TIP ID 09-21-0005); at IL 72 (TIP ID 09-21-0019); and at I-90 (RCP 43211 and TIP ID 09-26-0001). The remaining pieces of this project would likely be implemented in phases between 2027 and 2050.

Randall Road at I-90
Kane County
RCP 43211

This project would reconfigure the Randall Road intersection at I-90, improving traffic flow between the two roadways, and add lanes to a 0.5-mile section of Randall Road between Point Boulevard and Alft Lane, increasing the cross-section from two to three lanes in each direction. This project is planned for implementation within the next four years.

Northern McHenry Bypass
McHenry County
RCP 44101

This project would build a new, 1.6-mile toll bridge over the Fox River in northeast McHenry between IL 31 and Chapel Hill Road to alleviate congestion in downtown McHenry. Upgrading Chapel Hill Road between the new bridge and IL 120 would also be necessary to accommodate the shift in traffic flows in the area. This project is planned for implementation in 2040.

Northern Algonquin Bypass
McHenry County
RCP 44102

This project would build a new, 2.8-mile arterial running over the Fox River and through northeast Algonquin between Klasen Road and Spring Creek Road to alleviate congestion in downtown Algonquin. This new arterial would provide an alternate route for traffic headed between IL 31 and IL 26. This project is planned for implementation in 2040.

Elston-Armitage-Ashland-Cortland Intersection Improvement
CDOT
RCP 62141
Associated TIP ID: 01-22-0022

This project would address safety and capacity constraints in an industrial urban area where four major arterials and two freight and commuter served rail lines intersect. The four arterials weave together, intersecting at four separate, signalized intersections within a 0.2 square mile area located just east of where the UP-N and UP-NW rail lines cross over the east-west roads — creating challenging terrain for vehicles, pedestrians, and bicycles to navigate. The Clybourn Metra station is also located just west of the intersections proposed for improvement. This project would reconfigure the intersections to improve multi-modal traffic flow, while addressing SOGR needs.

Improvements would include a realignment of Elston Avenue to overlap with the Mendell Street corridor east of the current alignment and accommodations for a future eastward extension of Armitage over the North Branch of the Chicago River. SOGR elements would include reconstruction of the UP-N and UP-NW structures over Elston and Armitage and traffic signal upgrades. This project is planned for implementation in 2035.

Devon-Caldwell-Central-Lehigh Intersection Improvement
CDOT
RCP 62142

This project would address safety and capacity constraints at the intersection of four arterials and the Metra MD-N Line at the north end of Chicago. The small, 0.2 square mile area where these roadways come together includes 7 signalized intersections and 3 at-grade road-rail crossings. The project would grade separate the rail traffic and nearby Metra station, reducing travel delays and the potential for collisions. The project would also reconfigure the Edgebrook bus turnaround, to provide riders with direct access to Metra station platforms, and the intersection geometry to improve safety for people bicycling and walking through the area. This project is planned for implementation in 2036.

79th Street/Stony Island/South Chicago Intersection Improvement
CDOT
RCP 62211

This project would address safety and capacity constraints at the intersection of three major arterials located just east of I-90 in south Chicago. This project is in the early planning stages and recently received funding for a Planning and Environmental Linkages study.

143rd Street from Wolf Road to US 45 (La Grange Road)
Orland Park
RCP 83209
Associated TIP ID: 06-00-0042

This project would add lanes to a two-mile section of 143rd Street in Orland Park (southwest Cook County), increasing the cross section of this arterial from one to two lanes in each direction. This project is in the final design stage and the Village of Orland Park is working on establishing a source of funds for construction.

The west end of this project directly connects with other add lanes projects on IL 7 and 143rd Street, RCPs 83210 and 13124.

143rd Street from Will-Cook Road to IL 7 (Wolf Road)
Orland Park
RCP 83210
Associated TIP ID: 06-03-0005

This project would add lanes to a one-mile section of 143rd Street in Orland Park (southwest Cook County), increasing the cross section of this arterial from one to two lanes in each direction. This project is currently on hold in final design pending the need to establish funds for construction.

The east end of this project directly connects with other add lanes projects on IL 7 and 143rd Street, RCPs 83209 and 13124.

Roadways: Interstates

I-94 Bishop Ford Expressway Reconstruction
IDOT District 1
RCP 11174
Associated TIP database ID: 13-19-0016

Improve condition and reduce long-term maintenance needs on the Bishop Ford Expressway (I-94) by reconstructing 9.9 miles of the expressway between the Dan Ryan Expressway (I-57) and US 6 (159th Street), including bridge repairs. This project is planned for implementation in 2045.

I-90/I-94 Kennedy and Dan Ryan Expressway Reconstruction (Hubbard Street to 31st Street)
IDOT District 1
RCP 11175
Associated TIP database ID: 01-19-0024

Improve condition and reduce long-term maintenance needs on the Kennedy and Dan Ryan Expressways (I-90/I-94) by reconstructing four miles of the Kennedy and Dan Ryan Expressways between Hubbard Street and 31st Street, including bridge repairs. This project is planned for implementation in 2035.

I-55 Stevenson/Barack Obama Presidential Expressway Reconstruction (US 41/South DuSable Lake Shore Drive to I-80)
IDOT District 1
RCP 11176
Associated TIP database ID: 06-19-0011

Improve condition and reduce long-term maintenance needs on the Stevenson/Barack Obama Presidential Expressway (I-55) by reconstructing 43.5 miles of the expressway between US 41/South DuSable Lake Shore Drive and I-80, including bridge repairs. This project is planned for implementation in 2045.

I-90 Kennedy Expressway Reconstruction
IDOT District 1
RCP 11177
Associated TIP database ID: 01-19-0025

Improve condition and reduce long-term maintenance needs on the Kennedy Expressway (I-90) by reconstructing 5.8 miles of the expressway between Montrose Avenue and East River Road, including bridge repairs. This project is planned for implementation in 2045.

I-94 Edens Expressway Reconstruction
IDOT District 1
RCP 11178
Associated TIP database ID: 01-19-0026

Improve condition and reduce long-term maintenance needs on the Edens Expressway (I-94) by reconstructing 13.2 miles of the expressway between Lawrence Avenue and the Edens Spur, including bridge repairs. This project is planned for implementation in 2045.

I-90/I-94 Kennedy Expressway Reconstruction (Edens Junction to Hubbard Street)
IDOT District 1
RCP 11179
Associated TIP database ID:01-19-0027

Improve condition and reduce long-term maintenance needs on the Kennedy Expressway (I-90/I-94) by reconstructing seven miles of the expressway between the Edens Junction and Hubbard Street, including bridge repairs. This project is planned for implementation in 2045.

I-290/IL 53 Reconstruction (Lake Cook Road to I-88)
IDOT District 1
RCP 11180
Associated TIP database ID: 08-19-0040

Improve condition and reduce long-term maintenance needs on I-290/IL 53 by reconstructing 23.6 miles of the interstate between Lake Cook Road and I-88, including bridge repairs. This project is planned for implementation in 2040.

I-57 Reconstruction (I-94 to I-80, I-80 to Will/Kankakee county border)
IDOT District 1
RCP 11181
Associated TIP database ID:13-19-0017

Improve condition and reduce long-term maintenance needs on I-57 by reconstructing 19.7 miles of the interstate between I-94 and the Will and Kankakee county border, including bridge repairs. This project is planned for implementation in 2045.

I-355 at I-290 Interchange Project – Bridge Replacements
IDOT District 1
RCP 11182

This project would reconstruct all bridges at the I-355 interchange with I-290. The project is planned for implementation in 2040.

I-190 O'Hare Access Roads from Bessie Coleman Drive to Cumberland Avenue (I-190 Access Improvements)
IDOT District 1
RCP 13104
Associated TIP ID: 01-98-0114

This project would improve general access to O'Hare Airport with capacity and configuration improvements. The project would add lanes to one mile of I-190 between Bessie Coleman Drive and River Road, increasing the cross-section of this expressway from three to four lanes in each direction. Additionally, the project would reconfigure access points along the roadway to reduce conflicts between merging and diverging traffic, reducing the risk of collisions and improving the flow of traffic. This project is currently underway and planned for completion in 2030.

I-55 from I-80 to Coal City Road
IDOT District 1
RCP 13106
Associated TIP database ID: 12-02-9034

This project would add lanes to a 9.8-mile section of I-55 in west Will County, between I-80 and Coal City Road, increasing the cross-section of this interstate from two to three lanes in each direction. The project would also include SOGR and modernization work including resurfacing, bridge replacement, and interchange improvements. This project is planned for implementation in 2040.

I-55 Managed Lane from I-355 to I-94/I-90
IDOT District 1
RCP 13108
Associated TIP ID: 12-10-9001[42]

This project would add managed lanes to a 22-mile section of I-55, between I-90/I-94 in Chicago and I-355 at the DuPage and Cook County border. The 14-mile section between I-90/I-94 and I-294 would include two managed lanes, and the 8-mile section between I-294 and I-355 would include one managed lane. As proposed, the managed lanes would be tolled and restricted to passenger vehicle use only. This project is planned for implementation in 2040.

I-55 from I-80 to US 52 (Jefferson Street); US 52 from River Road to Houbolt Road
IDOT District 1
RCP 13110
Associated TIP ID: 12-18-0019

This project would improve access to I-55 and the flow of traffic along I-55 in west Will County between US 52 and I-80. The first portion of the project is completed: this included the addition of a one mile auxiliary lane on I-55 between US 52 and IL 59, a reconfiguration of the I-55 interchange at IL 59, and the replacement of bridges on this section of I-55. The next phase of the project would include the widening of ramps at the US 52 interchange and the addition of a second lane in both directions for one mile on US 52 between River Road and Houbolt Road. This project is planned for completion in 2035.

I-55 from I-355 to IL 53 (Bolingbrook Drive)
IDOT District 1
RCP 13111
Associated TIP ID: 08-19-0042

This project would reconstruct and add lanes to a 2.6-mile section of I-55 in north Will County, between I-355 and IL 53 (Bolingbrook Drive), increasing the cross-section of this interstate from three to four lanes in each direction. This project is planned for completion in 2032.

42 Pre-construction phase TIP ID.

I-80 from US 30 to I-294
IDOT District 1
RCP 13113
Associated TIP database ID 12-12-0037

This project would add a tolled lane to 20 miles of I-80 in between US 30 in northeast Will County and I-294 in south Cook County, increasing the cross-section of this interstate from three to four lanes in each direction. This project is planned for implementation in 2050.

I-290 Eisenhower Expressway from US 12/45/20 Mannheim Road to Racine Avenue
IDOT District 1
RCP 13114
Associated TIP ID 04-00-0023

This project would improve travel conditions on I-290 in Cook County by reconstructing the 12-mile section between Mannheim Road and Racine Avenue, converting one lane to a tolled express lane in each direction on the 6 miles between Austin Boulevard and Racine Avenue, and add a new, tolled express lane in each direction to the 6-mile section between Mannheim Road and Austin Boulevard. I-290 currently has 3 lanes in each direction between Mannheim Road and Austin Boulevard and 4 lanes in each direction between Austin Boulevard and Racine Avenue. The proposed project would result in 4 lanes in each direction,3 general purpose lanes and 1 tolled express lane, for the full length of the project. This project is planned for implementation in 2035.

I-55 from Weber Road to US 30, at Airport/Lockport Road and at IL 126
IDOT District 1
RCP 14109
Associated TIP ID: 12-06-0041

This project would improve access to I-55 in northwest Will County with a new, full interchange at Airport Road and the expansion of the interchange at IL 126 from a partial to full, including the addition of a 0.4-mile auxiliary lane. This project is currently underway and planned for completion in 2035.

I-57 at Eagle Lake Road
IDOT District 1
RCP 14138
Associated TIP ID 12-22-0005

This project would improve access to I-57 in southeast Will County with a new full interchange at Eagle Lake Road. This project is planned for implementation in 2029.

South Tri-State (I-294/I-80) Bridging Investment
IL Tollway
RCP 51172
Associated TIP database ID 13-25-0009

This project would include maintenance to address SOGR needs on bridges along 18 miles of the south Tri-State corridor, including enhancements of local facilities and railroad bridges. This project is planned for completion in 2031.

I-290/IL 53/I-90 Interchange Improvement
CMAP
RCP 52212
Associated TIP database ID 03-18-0017

This project would improve traffic flow and reduce congestion at the I-290/IL 53 interchange with the Jane Addams Tollway (I-90) in northwest Cook County by converting the existing four one-lane clover leaf ramps to two lane flyovers. Additionally, this project would include reconstruction of 3.1 miles of I-290/IL 53 between Higgins Road and Kirchoff Road and reconstruction of the service interchanges at Woodfield Road and Algonquin Road. This project is planned for implementation in 2032.

IL 390 Interchange at County Farm Road
Illinois Tollway
RCP 54103
Associated TIP ID 08-25-0022

This project would improve access to IL 390 in northwest Cook and DuPage counties with a new interchange at County Farm Road, located just west of the current terminus of IL 390 at US 20 (Lake Street). This project includes the construction of a new signalized intersection on County Farm Road one half mile south of US 20 and the conversion of the existing interchange at US 20 to a diverging diamond. This project is planned for implementation in 2031.

I-88 York Road Interchange Expansion
Illinois Tollway
RCP 54105
Associated TIP ID: 08-25-0019

This project would improve access to southbound I-294 in east DuPage County with a new ramp running from York Road in Oak Brook to the existing interstate ramp that connects traffic on eastbound I-88 with southbound I-294. This project is proposed for implementation in 2031.

Supplement A: Term definitions

Bus rapid transit (BRT), as defined by the Federal Transit Administration, is a high-quality bus-based transit system that delivers fast and efficient service that may include dedicated lanes, busways, traffic signal priority, off-board fare collection, elevated platforms, and enhanced stations/stops.[43] Typically, BRT projects will also include major service improvements or expansions to vehicle fleet.

Exempt project is a transportation project exempt from regional transportation air quality conformity analysis pursuant to CFR 40 §93.126, and/or a transportation project with documented categorical exclusions from National Environmental Policy Act approvals typically required by the Federal Highway Administration or the Federal Transit Administration pursuant to CFR 23 §771.117.

Fixed guideway transit infrastructure is a public transportation facility or vehicle which uses exclusive rights-of-way or partially exclusive rights-of-way where transit has priority over other modes of travel. This includes rapid rail transit, light rail, commuter rail, bus rapid transit, busways, and automated people movers.

One mile length requirement is a minimum length requirement that applies to most portions of the capacity-based part of the RCP evaluation. For projects that are changing capacity on the network, the portion of the capacity change must be greater than or equal to one centerline mile of roadway. The total length of an improvement for projects that are planned or constructed in segments should be used to determine whether that improvement meets the minimum project length. Total project length should only include segments that are planned to be built within the 2050 plan horizon. This includes:

- New or converted managed lanes of a mile or more in length
- Auxiliary lanes that connect ramps located at least one mile away

This does not include:

- Turning lanes
- Acceleration or deceleration lanes

Programmatic investment is a transportation project or a collection of transportation projects that do not meet the eligibility criteria and thresholds of regional capital projects but are included in the TIP.

State-of-good-repair is a condition sufficient for the capital asset to operate at a full level of performance, meeting the following objective standards pursuant to CFR 49 § 625.41: (a) the asset is able to perform it's designed function; (b) the use of the asset in its current condition does not pose an identified unacceptable safety risk; and (c) the life-cycle investment needs of the asset have been met or recovered, including all scheduled maintenance, rehabilitation, and replacements.

Regional transportation system includes both the National Highway System and the fixed guideway transit system. The NHS includes roadways classified as interstate, freeway or expressway, and other principal arterials. It also includes roads important to national defense, plus intermodal connectors.

Year of expenditure (YOE) is the year when an expense, capital or operational, is anticipated to occur. YOE accounts for inflation in project costs over the plan horizon.

43 Federal Transit Administration, "Bus Rapid Transit," https://www.transit.dot.gov/research-innovation/bus-rapid-transit.

Supplement B: Metric definitions and ranges

Table 3.1, Roadway asset condition needs

Bridge condition ratings: Bridge condition data was collected from the National Bridge Inventory. A poor condition rating indicates advanced section loss, deterioration, spalling, or scour have seriously affected primary structural components. A fair condition rating indicates that all primary structural elements are sound but may have minor section loss, cracking, spalling, or scouring.

Pavement condition: Pavement condition data was collected from IDOT's Condition Rating Survey (CRS). The CRS scale ranges from 1 to 9, where 1 indicates completely failed pavement and 9 represents the best condition. A rating of 1 to 4.5 is considered poor and in need of improvement and a rating of 4.6 to 6 is considered fair with a likely need for improvement in the short term.

Table 3.2, Roadway safety needs

IDOT safety tier rating: The safety tiers identify roadway segments and intersections with an overrepresentation of crashes that may be potential locations for improvement. The scores present how many standard deviations away a location is compared to the average for that type of facility, up to a maximum of 5 (5 represents standard deviations of 5 and higher). A score of 3 or above is considered high, identifying an area with high need for safety improvement. The safety tier ratings are calculated for peer groups using a crash weighting system that accounts for the severity of crashes and typical injury outcomes by crash type. For the RCP metrics, CMAP used the full weighted value converted into a safety score.

Illinois Vulnerable Road User (VRU) safety assessment rating: Similar to the safety tiers the VRU ratings identify roadway segments with an overrepresentation of crashes that may be potential locations for improvement; however this assessment focuses only on bicycle and pedestrian crashes. In addition to measures of observed safety this analysis accounted for perceived safety on the transportation network. The perceived safety measure includes locations entered into the VRU Safety Web Map normalized by equity-adjusted population, vehicular exposure, and VRU exposure. VRU exposure is estimated by land use.

Table 3.3, Roadway reliability needs

Level of Travel Time Reliability: The roadway travel reliability measures focus on capturing the difference between the average travel time that occurred on each roadway segment during the peak travel periods in 2024 with the high-end travel time that occurred for approximately one out of every ten trips. The travel time data for all Tuesdays, Wednesdays, and Thursdays in 2024 was extracted from the Regional Integrated Transportation Information System database maintained by CATT Lab.

- **Interstates:** Travel time variability was measured by comparing high end travel times (defined as the 90th percentile travel time) with the average travel time.
- **Arterials:** Travel time variability was measured by comparing high end travel times (defined as the 90th percentile travel time) with the 50th percentile travel time. The 50th percentile travel time was used instead of the average travel time for arterials to reduce the impact of traffic coming to a full stop at traffic lights on the mid-range travel time measure.

Table 3.4, Roadway freight use

Average daily truck volume: Truck volume data was collected from the best available source for each location. Referenced sources included 2017-2023 IDOT counts, 2025 CMAP counts, Miovision and Inrix trip analytics data from RITIS, and one Cook County count. The presented values represent the highest average annual daily truck (single and multi-unit) volume identified on the facilities proposed for improvements.

Truck percentage - the proportion of total average annual daily traffic that is included in the truck count (single and multi-unit vehicles) at the location where the truck volume is highest.

Table 3.5, Transit asset condition, safety, reliability, and freight needs

RTA Capital Program Metrics: For transit projects the need for asset condition, safety, and reliability improvements is rated on a measurement scale similar to the one used in the RTA's 2025 Capital Program Metrics. Projects are assigned one of four metrics ratings based on a combination of the anticipated project impact and the level of need for that type of improvement at the proposed location. The ratings are as follows:

- **A:** Significantly improves speed/reliability; directly provides a safety benefit or improvement; facilities addressed in project are currently in poor condition; high volume of freight rail traffic served by project that will directly improve reliability or travel times for freight traffic.
- **B:** Moderately improves speed/reliability; indirectly provides a safety benefit or improvement; facilities addressed in project are currently in fair condition; moderate volume of freight rail traffic served by project that will directly improve reliability or travel times for freight traffic.
- **C:** Maintains current speed/reliability, safety, and freight service levels; facilities addressed in project are currently in good condition.
- **N/A:** No impact on service or safety; does not have an asset rating.

Table 3.6, EDA trip use

EDA volume and proportion of use: The volume of passenger vehicle trips coming to or from an EDA and using the infrastructure included in the proposed project was estimated using the regional travel demand model. The proportion is presented as a portion of total passenger vehicle trips on the facility on an average weekday.

Table 3.7, Roadway mobility

Change in travel delays: the impact of each project on the time drivers spend in congestion was estimated using the regional travel demand model. The values presented show the total change in hours spent in congestion (driving below free flow speed) regionwide on an average weekday for three vehicle types: passenger vehicles, trucks, and vehicles coming to or from an EDA.

Table 3.8, Transit mobility

Change in transit trips: The impact of each project on the volume of trips that use the transit system is estimated using the travel demand model. The volumes presented show the total change in transit trips on an average weekday. A trip may include multiple transit boardings, or transfers.

Change in transit travel speeds: The impact of each project on the change in miles and hours traveled on transit is estimated using the travel demand model. The volumes presented show the total change in miles traveled on transit over the change in hours.

Table 3.9, Emissions

Change in vehicle emissions: For the impact on emissions, CMAP calculated the anticipated impact of the project on four pollutants resulting from changes in vehicle travel volumes and speeds using the travel demand model. The measured pollutants include:

- Greenhouse Gases (GHG)
- Nitrogen Oxides (NOx)
- Volatile Organic Compounds (VOCs)
- Particulate matter (PM 2.5)

Table 3.10, Infill support

Infill supportive trip use: The impact of a project on future infill development is measured using the travel demand model. The volumes presented show the proportion of trips using the project facilities that are coming to or from and infill supportive area. Infill supportive areas were defined using the Infill Supportive Index, which was created in 2015 in support of ON TO 2050, highlights the parts of the region that are best able to support new, infill types of development.

Supplement C: RCPs with committed funding (not subject to evaluation)

RCP ID	Lead agency	Project name	Project type
91312	IDOT – District 1	I-80 Reconstruction from Ridge Road to US 30 Lincoln Highway	Interstate add lanes
91317	McHenry County	Randall Road from Ackman Road to Polaris Drive/Acorn Lane	Arterial add lanes
91318	IDOT – District 1	Barrington Road from IL 62 to Central Road	Arterial add lanes
91319	IDOT – District 1	IL 56 (Butterfield Road) from IL 53 to I-355	Arterial add lanes
91321	IDOT – District 3	IL 47 from IL 71 (Stagecoach Trail) to Caton Farm Road (CH 23)	Arterial add lanes
91322	IDOT – District 1	IL 31 Front Street from IL 120 Belvidere Road to IL 176 (Terra Cotta Ave)	Arterial add lanes
91329	IDOT – District 1	IL 47 from IL 120 to US 14	Arterial add lanes
91330	IDOT – District 1	IL 47 from IL 176 to IL 176	Arterial add lanes
91331	IDOT – District 1	IL 47 from Cross Street to Kennedy Road (FAU 3793)	Arterial add lanes
91336	IDOT – District 1	I-80 from I-294 (Tri-State Tollway) to State Line (Flex Road - ITS)	Interstate add lanes
91337	IDOT – District 1	I-55 at IL 129, IL 129 to Lorenzo Road, I-55 Frontage Roads: Kavanaugh Road to Lorenzo Road and at Lorenzo Road	Interchange improvement
92416	CTA	Red Line Extension (US 12/20/95th Street to 130th Street)	Transit new line or extension
93310	Metra	Auburn Park New Station	New station
94320	Will County	Weber Road (CH 88) from 135th Street (Romeo Road) to Airport Road (Lockport Road)	Arterial add lanes
94323	Will County	Laraway Road (CH 74) from US 52 to US 45	Arterial add lanes
94325	Will County	143rd Street (CH37) from State Street (Lemont Road) to Bell Road (CH 16)	Arterial add lanes
94327	Will County	Gougar Road: Laraway Road to Francis Road	Arterial add lanes
94333	Will County	Bell Road Corridor from 159th Street to Glengary Drive	Arterial add lanes
94338	Kane County	Randall Road Grade Separation and Intersection Safety Improvements at Hopps Road	Intersection improvement
95313	Illinois Tollway	I-294 Central Tri-State Mobility Improvements	Interstate add lanes
95314	Illinois Tollway	I-290/I-88/I-294 Interchange Improvement	Interchange improvement
95315	Illinois Tollway	Elgin O'Hare Western Access (I-490)	New interstate

RCP ID	Lead agency	Project name	Project type
96111	CDOT	Calumet River Bridges	Bridge reconstruction
96132	CDOT	State/Lake Station - Loop El	Station improvement
97434	Pace	Pulse Halsted Street	BRT or bus priority corridor
97435	Pace	Pulse 95th Street	BRT or bus priority corridor

Supplement D: Pending visionary RCPs (not ready for evaluation)

Lead agency	Project name
IL Tollway	I-294 (Tri-State Tollway) at Irving Park Road interchange improvement
IL Tollway	I-88 and I-355 system interchange reconstruction
IL Tollway	I-355 from Roosevelt Road to North Avenue add lane
Metra	BNSF line extension to Kendall County
Metra	BNSF line extension to Sugar Grove
Metra	HC line extension to Wilmington
Metra	MDN line extension to Wadsworth
Metra	MDW line extension to Hampshire
Metra	Metra Electric line extension to South Suburban Airport
Metra	Rock Island extension to Minooka

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RCP Resource Group

Representatives from thirteen partner organizations and agencies participated in an RCP Resource Group, providing feedback and guidance throughout the development and implementation of the RCP process for the 2026 Regional Transportation Plan.

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2026 Regional Transportation Plan

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The Chicago Metropolitan Agency for Planning (CMAP) is northeastern Illinois' comprehensive planning organization. The agency and its partners developed ON TO 2050, a long-range plan to help the region's 7 counties and 284 communities implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues. Visit CMAP's website for more information.

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