

1000 Scale Plan Sheets	Major Capital Projects	MAIN LINE SYSTEM OPTIONS					CONCENTRIC SYSTEM OPTIONS			RADIAL RELIANT SYSTEM OPTIONS				
		1	2	3	4	5	1	2	3	1	2	3		
1	2	Elgin-O'Hare Expressway East Extension	x	x	x	x	x	x	x				8	
2	15	DuPage J-Line BRT	x	x	x	x	x						5	
3	5	Mid-City Transitway BRT	x	x	x	x	x	x					7	
4	4	I-290 HOV Lanes (Hillside Interchange - IL 50 (Cicero Ave.))	x										1	
5	5	I-290 BRT as J Route Connector (IL 83 (Kingery Hwy.) - IL 50 (Cicero Ave.))	x										1	
6	3	Blue Line Extension to Oak Brook		x									1	
7	5	Union Pacific West Intersuburban Plus			x								1	
8	1	Blue Line Extension to 1st Ave.				x		x	x	x	x		5	
9	3	I-290 HOV Lanes (IL 171 (1st Ave.) - Hillside Interchange)				x								
		I-290 BRT as J Route Connector (IL 171 (1st Ave.) - IL 83 (Kingery Hwy.))				x								
10	4													
11	5	Cermak Road BRT					x						1	
12	10	I-290 / I-88 BRT (IL 50 (Cicero Ave.) - IL 59)						x					1	
13	6	I-88 HOT (Hillside Interchange - IL 59)						x					1	
14	10	I-355/I-290 BRT						x	x		x		3	
15	10	I-355/I-290 HOT						x	x		x		3	
16	10	I-290 + Extension BRT						x					1	
17	10	I-290 + Extension HOV						x					1	
18	4	IL 83 BRT						x			x		2	
19	7	1st Avenue BRT						x					1	
20	3	IL 59 BRT (I-88 to 95th St.)						x					1	
21	8	I-290 / I-88 BRT (1st Avenue - IL 59)							x				1	
22	6	Inner Circumferential DMU							x				1	
23	5	Mid-City Transitway AGT/RT								x			1	
24	8	I-290 / I-88 AGT (1st Avenue - IL 59)								x			1	
25	4	IL 83 AGT								x			1	
26	7	1st Avenue AGT								x			1	
27	12	Milwaukee District West Line Upgrade									x	x	2	
28	13	Union Pacific West Line Upgrade									x	x	2	
29	13	BNSF Upgrade									x	x	2	
30	10	I-290 Eisenhower Expy HOV + I-290 Extension Reverse HOV (Reverse Commute Orientation)									x		1	
31	6	I-290 / I-88 BRT (1st Avenue - I-355)									x		1	
32	2	I-88 HOT (Hillside Interchange - I-355/Yorktown)									x		1	
33		I-290 Reversible HOV (Reverse Commute Orientation)										x	1	
34	4	IL 83 Shoulder Riding BRT										x	1	
35	10	I-355/I-290 Shoulder Riding BRT										x	1	
	237	Total Major Capital Projects	5	4	4	6	4	11	7	6	10	7	0	64
		Total Plan Sheets	31	25	27	30	27	77	42	27	81	60	0	427

1000 Scale Plan Sheets	Strategic Roadway Improvements	
1	1	Central Ave; extend over BNSF Yard
2	1	25th Ave; widen from 1 to 2 lanes in each direction
3	1	Franklin Ave; improve interchange with Mannheim Rd
4	1	Wolf Rd; extend over UP Proviso Yard
5	5	IL 83; Riverside Rd intersection improvement, widen 2 to 3 lanes in each direction - US 34 to 55th St and 63rd St to Midway Dr
6	1	22nd St; widen from 2 to 3 lanes in each direction
7	2	Fullerton Ave/Grand Ave Corridor; extend west to Main St (Glen Ellyn) and east to Grand Ave
8	2	IL 59; widen from 2 to 3 lanes in each direction
9	2	Eola Road; extend through Fermilab to IL 38
10	1	Elgin O'Hare Expy; extend one interchange west to County Farm Rd
11		I-290 Safety Improvements and Reconstruction (Cicero to Mannheim)

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BRT rides in new HOT/HOV lanes as part of that particular Option.

Major Capital Projects	Cost \$Millions	MAIN LINE SYSTEM OPTIONS					CONCENTRIC SYSTEM OPTIONS			RADIAL RELIANT SYSTEM OPTIONS		
		1	2	3	4	5	1	2	3	1	2	3
1 Elgin-O'Hare Expressway East Extension	\$ 1,000	x	x	x	x	x	x	x	x			
2 DuPage J-Line BRT	\$ 645	x	x	x	x	x						
3 Mid-City Transitway BRT	\$ 773	x	x	x	x	x	x	x				
4 I-290 HOV Lanes (Hillside Interchange - IL 50 (Cicero Ave.))	\$ 188	x										
I-290 BRT as J Route Connector (IL 83 (Kingery Hwy.) - IL 50 (Cicero Ave.))	\$ 32	x										
5 Blue Line Extension to Oak Brook	\$ 950		x									
6 Union Pacific West Intersuburban Plus	\$ 153			x								
7 Blue Line Extension to 1st Ave.	\$ 89				x			x	x	x	x	
8 I-290 HOV Lanes (IL 171 (1st Ave.) - Hillside Interchange)	\$ 86				x							
I-290 BRT as J Route Connector (IL 171 (1st Ave.) - IL 83 (Kingery Hwy.))	\$ 28				x							
9 Cermak Road BRT	\$ 244					x						
10 I-290 / I-88 BRT (IL 50 (Cicero Ave.) - IL 59)	\$ 89						x					
11 I-88 HOT (Hillside Interchange - IL 59)	\$ 685						x					
12 I-355/I-290 BRT	\$ 78						x	x		x		
13 I-355/I-290 HOT	\$ 1,277						x	x		x		
14 I-290 + Extension BRT	\$ 22						x					
15 I-290 + Extension HOV	\$ 284						x					
16 IL 83 BRT	\$ 163						x			x		
17 1st Avenue BRT	\$ 122						x					
18 IL 59 BRT (I-88 to 95th St.)	\$ 79						x					
19 I-290 / I-88 BRT (1st Avenue - IL 59)	\$ 716							x				
20 Inner Circumferential DMU	\$ 576							x				
21 Mid-City Transitway AGT/RT	\$ 2,024								x			
22 I-290 / I-88 AGT (1st Avenue - IL 59)	\$ 1,351								x			
23 IL 83 AGT	\$ 1,159								x			
24 1st Avenue AGT	\$ 1,247								x			
25 Milwaukee District West Line Upgrade	\$ 66									x	x	
26 Union Pacific West Line Upgrade	\$ 492									x	x	
27 BNSF Upgrade	\$ 172									x	x	
28 I-290 Eisenhower Expy HOV + I-290 Extension Reverse HOV (Reverse Commute Orientation)	\$ 230									x		
29 I-290 / I-88 BRT (1st Avenue - I-355)	\$ 52									x		
30 I-88 HOT (Hillside Interchange - I- 355/Yorktown)	\$ 360									x		
31 I-290 Reversible HOV (Reverse Commute Orientation)	\$ 172										x	
32 IL 83 Shoulder Riding BRT	\$ 108										x	
33 I-355/I-290 Shoulder Riding BRT	\$ 130										x	
Total Major Capital Project Cost		\$ 2,637	\$ 3,368	\$ 2,571	\$ 2,620	\$ 2,662	\$ 4,571	\$ 4,507	\$ 6,870	\$ 2,978	\$ 1,229	\$ -
Strategic Roadway Improvements		\$ 653	\$ 653	\$ 653	\$ 653	\$ 653	\$ 653	\$ 653	\$ 653	\$ 653	\$ 653	\$ 653
Soft Costs (30%)		\$ 987	\$ 1,206	\$ 967	\$ 982	\$ 995	\$ 1,567	\$ 1,548	\$ 2,257	\$ 1,089	\$ 565	\$ 196
Contingencies (25%)		\$ 823	\$ 1,005	\$ 806	\$ 818	\$ 829	\$ 1,306	\$ 1,290	\$ 1,881	\$ 908	\$ 471	\$ 163
Subtotal		\$ 5,101	\$ 6,233	\$ 4,998	\$ 5,073	\$ 5,138	\$ 8,098	\$ 7,999	\$ 11,661	\$ 5,628	\$ 2,918	\$ 1,013
Vehicle Cost		\$ 164	\$ 244	\$ 340	\$ 177	\$ 163	\$ 185	\$ 322	\$ 735	\$ 151	\$ 145	\$ 115
TOTAL COST		\$ 5,264	\$ 6,477	\$ 5,338	\$ 5,251	\$ 5,302	\$ 8,283	\$ 8,321	\$ 12,395	\$ 5,780	\$ 3,062	\$ 1,127

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Cook DuPage Corridor
 Elgin O'Hare Expressway East Extension
 I-290 - O'Hare Airport
 Preliminary Cost Assumptions

Options: Main Line 1, 2, 3, 4, 5
 Concentric 1, 2, 3

<u>Roadway Limits</u>	<u>Description</u>	<u>Miles</u>	<u>\$ Millions Mile</u>	<u>Capital Cost \$ Millions</u>
I-290 to O'Hare Airport	Reconstruct and widen Thorndale Ave. to a limited access highway. Grade separated interchanges at Prospect Ave., IL 83 (Kingery Hwy.), and Elmhurst Rd.	4.4	227.3	1000
Total		4.4		\$1,000

Preliminary Capital Construction Costs (\$ Millions)	\$1,000
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**Cook DuPage Corridor
DuPage J-Line Bus Rapid Transit (BRT)
95th St./EJ&E Railroad - I-290/L 72 (Schaumburg) - O'Hare
Preliminary Cost Assumptions**

Options: **Mainline 1, 2, 3, 4, 5**

Roadway Limits	Description	Miles	\$ Millions Mile	Capital Cost \$ Millions
Higgins from NWTC to I-290/IL 53	Mixed-traffic use, widen ramps, add queue jump bus preference system at I-290/IL 53.	0.5	15	15
I-290 from Higgins to Thorndale	Bus only shoulder lanes during peak hour	3.6	4	14.4
I-290 at Thorndale	Bus Only Ramps	0	15	15
Thorndale (Elgin O'Hare Expressway East Extension) from I-290 to O'Hare	Run in center median on shoulder or exclusive lane.	4.5	60	270
IL 83 from Thorndale to I-290	Shoulders become bus/emergency vehicle only lanes.	3.8	4	15.2
IL 83 from I-290 to St. Charles	Shoulders become bus/emergency vehicle only lanes. Flyover at North Ave. Reconstruct Metra UP-W and CCP RR bridges for BRT lanes.	2.5	10.5	26.3
IL 83 from St. Charles to Oakbrook Center Mall	Shoulders become bus/emergency vehicle only lanes	3	4	12
Oakbrook Center Mall (16th St. / Spring Rd. to WB I-88) (EB I-88 to Enterprise Dr. / 22nd St. / Spring Rd.)	Mixed traffic	0	0	0
I-88 at IL 83 Interchange	Bus Only Ramps	0	15	15
I-88 from IL 83 to Naperville Rd.	Shoulders become bus/emergency vehicle only lanes during peak hour.	10	4	40
Highland Ave. from I-88 to Yorktown	Mixed traffic	0	0	0
Naperville Rd. from I-88 to Diehl Rd.	Add shoulders (lane) for bus only traffic	0.3	4	1.2
Diehl Rd. from Naperville Rd. to IL 59	Add shoulders (lane) for bus only traffic	4.6	4	18.4
IL 59 from Diehl Rd. to 95 th St.	Median bus/emergency vehicle only lanes. Push out existing lanes. Grade separate at New York St. with vertical transfer to Fox Valley Shopping Center. Grade separate Ogden Avenue.	6.1	10	61
95 th St. from IL 59 to EJ&E RR	Add shoulders (lane) for bus only traffic	1.5	4	6
Total		40.4		\$509.5

Cost Item	Locations	Number	\$ Millions Location	Capital Cost \$ Millions
Traffic Signal Priority and Improvements Along Arterial Routes	Traffic signal priority and queue jumping	42	0.15	\$6.3
Rebuild BNSF Bridge at IL 59		1	25	\$25.0
Bus Garages/Maintenance		2	10	\$20.0
Total				\$51.3

No.	Stations	Type/Description	Capital Cost \$ Millions
1	Woodfield/Northwest Transportation Center	Park-n-ride, Bus/pedestrian transfer, Multi-modal Transit Center Facility	10
2	Thorndale Avenue at Park Blvd./Hamilton Lakes [Itasca]	Park-n-ride, Bus/Pedestrian transfer center	10
3	Thorndale Avenue at York Road (O'Hare Int'l. Airport west terminal)	Park-n-ride, Bus/Pedestrian transfer center	10
4	IL 83 / Thorndale Ave.	Park-n-ride, Bus/Pedestrian transfer center	3
5	MD-West / Irving Park	Park-n-ride, Bus/Pedestrian transfer center	3
6	IL 83 (Kingery Highway) at US 20 (Lake Street) [Elmhurst/Addison]	Bus/pedestrian transfer center	1
7	North Avenue	Park-n-ride, Bus/Pedestrian transfer center	3
8	UP-West Line	Pedestrian transfer center	1
9	St Charles Road	Bus/Pedestrian transfer center	1
10	IL 38 (Roosevelt Road)	Bus/pedestrian transfer center	1
11	Spring Rd. at Harger Rd. (east side of Oakbrook Center Mall)	Transit Center	10
12	Highland Avenue / Yorktown	Transit Center	5
13	Walnut Avenue	Bus/pedestrian transfer center	1
14	IL 53	Bus/pedestrian transfer center	1
15	Naperville Road	Bus/pedestrian transfer center	1
16	Washington Street	Bus/pedestrian transfer center	1
17	Mill Street	Bus/pedestrian transfer center	1
18	Winfield Road	Transit Center	10
19	Raymond Drive	Bus/pedestrian transfer center	1
20	IL 59 / Diehl Road	Bus/pedestrian transfer center	1
21	IL 59 / BNSF	Intermodal transfer center	5
22	IL 59 / Fox Valley	Bus/pedestrian transfer center	1
23	95th St / EJ&E Railroad (proposed STAR Line)	Park-n-ride, Bus/pedestrian transfer center	3
Total			\$84

Preliminary Capital Construction Costs (\$ Millions)	\$645
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Cook DuPage Corridor
Mid-City Transitway Bus Rapid Transit (BRT)
I-90 (Kennedy Expressway) - CTA Red Line/87th St.
Preliminary Cost Assumptions

Options:

Main Line 1, 2, 3, 4, 5
Concentric 1, 2

Roadway Limits	Description	\$ Millions		Capital Cost
		Miles	Mile	\$ Millions
Lawrence Ave./Kimball Ave. at CTA Brown Line		2.3	4	9.2
UP Corridor				
Jefferson Park to Ainslie	At-grade ramp	0.1	4	0.4
Ainslie to Montrose	Elevated on structure	1	25	25
Montrose to Berneau	At-grade on fill in existing corridor	0.3	4	1.2
Berneau to Milwaukee	Elevated over Metra Milwaukee District North Line	0.4	25	10
Milwaukee to Armitage	At-grade on fill in existing corridor	2.3	4	9.2
Armitage to Grand	Elevated over Metra Milwaukee District West Line	0.3	25	7.5
BRC Corridor				
Grand to 31 st St.	At-grade on fill	5.2	4	20.8
31 st St. to 35 th Pl.	Elevated over IC Railroad	0.6	25	15
35 th Pl. to Chicago Sanitary Drainage and Ship Canal	At-grade on fill in existing corridor	0.5	4	2
Chicago Sanitary Drainage and Ship Canal to 42 nd Pl.	Elevated over Stevenson Expressway (I-55) and Canal	0.3	25	7.5
42 nd Place to Archer	At-grade on fill in existing corridor	1.1	4	4.4
On Street Corridor				
Along Archer from BRC Railroad to Cicero	On street	0.3	0	0
Along Cicero from Archer to CTA Midway Bus Terminal	On Street	1.3	0	0
CTA Midway Bus Terminal to Marquette Ave.	Shared traffic along Cicero Ave. south to Marquette Ave. then east to entrance	1.4	0	0
BRC Corridor				
Marquette Ave. to 71 st St. and Kedvale Ave.	At grade 2-lane roadway north side of existing BRC tracks	0.8	4	3.2
Kedvale Ave. and 71 st St. to Pulaski Rd.	Elevated roadway over Pulaski Ave. SPUDI type of intersection of top of Pulaski Ave. bridge.	0.3	25	7.5
Pulaski Rd. to Lawndale Ave.	At-grade on fill	0.3	4	1.2
Lawndale Ave. to Kedzie Ave.	Elevated roadway over Central Park Ave. and Nabisco frontage road	0.8	25	20
Kedzie Ave. to Columbus Ave.	At-grade on fill	0.7	4	2.8
Columbus Ave. to Damen Ave.	Elevated roadway over Columbus Ave. and proposed CREATE CSX flyover	0.8	25	20
Damen Ave. to Halsted St.	At grade on fill	1.6	4	6.4
Halsted St. to 76 th St.	Lowered at Emerald Ave. and Union Ave. to pass under CREATE NS spur line at Union Ave. and under CREATE Metra flyover	0.3	25	7.5
76 th St. to 79 th St.	At grade on fill	0.4	4	1.6
79 th St. to Vincennes	Elevated structure over CREATE BRC spur line to NS RR	0.6	25	15
Vincennes to Dan Ryan at 91 st St.	At grade on fill	1	4	4
Dan Ryan at 91 st St. to Dan Ryan 87 th St.	At grade on fill that turns north through retail development	0.3	4	1.2
Total		25.3		\$203

Cost Item	Locations	Number	\$ Millions		Capital Cost
			Location	\$ Millions	\$ Millions
Traffic Signal Priority and Improvements Along Arterial Routes		2	0.15		\$0.3
Relocation of UP RR tracks within ROW	Various locations Montrose Ave. to Grand Ave.	1	45		\$45.0
Relocation of BRC RR within ROW	Various locations Grand Ave. to 91st and Dan Ryan Expy.	1	200		\$200.0
Railroad signal upgrades		1	30		\$30.0
Chicago Sanitary Drainage and Ship Canal Bridge		1	30		\$30.0
Grade Separation Structures		15	2		\$30.0
Retaining Walls		1	150		\$150.0
Maintenance Facility / Garage		3	10		\$30.0
Total					\$515.3

No.	Stations	Type/Description	Capital Cost
			\$ Millions
1	Lawrence Ave./Kimball Ave. at CTA Brown Line	Pedestrian transfer center	3
2	Milwaukee Ave. / I-90 at CTA Blue Line / Metra UP-NW Line Jefferson Park station	Use existing Transit Center	0
3	Cicero Ave. at Irving Park Rd. / Metra MD-N Line	Pedestrian transfer center	2
4	Belmont Ave.	Pedestrian transfer center	2
5	Fullerton Ave.	Pedestrian transfer center	2
6	Metra MD-W Line	Pedestrian transfer center	2
7	IL 64 (North Ave.)	Access Ramps, Pedestrian access center	6
8	Chicago Ave.	Pedestrian transfer center	2
9	Metra UP-W Line and CTA Green Line (Lake St.)	Pedestrian transfer center	2
10	I-290/CTA Blue Line	Elevated Pedestrian transfer center	5
11	Cermak Rd./CTA Pink/Blue Line	Pedestrian transfer center	2
12	US 34 (Ogden Ave.)	Pedestrian transfer center	2
13	Metra Heritage Corridor	Pedestrian transfer center	2
14	Archer Avenue	Bus stop shelter	0.1
15	Midway Airport	Use existing Transit Center	0
16	74th St. at Pulaski Rd.	Elevated Pedestrian transfer center	6
17	75th St. at Kedzie Ave.	Elevated Pedestrian transfer center	6
18	75th St. at Western Ave.	Pedestrian transfer center	2
19	75th St. at Ashland Ave.	Pedestrian transfer center	2
20	75th St. at Halsted St.	Pedestrian transfer center	2
21	79th St. at Lowe Ave.	Pedestrian transfer center	2
22	87th St. at I-94 (Dan Ryan Expy.)	Transit Center, Park-n-ride	3
Total			\$55

Preliminary Capital Construction Costs (\$ Millions) \$773

Cook DuPage Corridor
I-290 High Occupancy Vehicle (HOV) Lanes
Hillside Interchange - IL 50 (Cicero Avenue)
Preliminary Cost Assumptions

Option: Main Line 1

<u>Roadway Limits</u>	<u>Description</u>	<u>Miles</u>	<u>\$ Millions</u> <u>Mile</u>	<u>Capital Cost</u> <u>\$ Millions</u>
IL 50 (Cicero Ave.) to Hillside Interchange	Construct median based HOV lanes	9.4	20	188
Total				\$188

<u>No.</u>	<u>Access Points</u>	<u>Type/Description</u>	<u>Capital Cost</u> <u>\$ Millions</u>
1	IL 50 (Cicero Ave.)	Cost for access ramps included in BRT project	0
2	IL 171 (1st Ave.)	Cost for access ramps included in BRT project	0
3	Wolf Rd.	Cost for access ramps included in BRT project	0
Total			\$0

Preliminary Capital Construction Costs (\$ Millions)	\$188
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Cook DuPage Corridor
I-290 Bus Rapid Transit (BRT) J-Line Connector
IL 83 (Kingery Highway) - IL 50 (Cicero Ave.)
Preliminary Cost Assumptions

Options: Main Line 1

<u>Roadway Limits</u>	<u>Description</u>	<u>Miles</u>	<u>\$ Millions Mile</u>	<u>Capital Cost \$ Millions</u>
IL 50 (Cicero Ave.) to I-88 at IL 83 (Kingery Hwy.)	BRT runs in proposed center running I-290 HOV lanes constructed as part of Option	12.2	0	0
Total				\$0

<u>Cost Item</u>	<u>Locations</u>	<u>Number</u>	<u>\$ Millions Location</u>	<u>Capital Cost \$ Millions</u>
Bus Garages/Maintenance		1	1.5	\$1.5
Total				\$1.5

<u>No.</u>	<u>Stations</u>	<u>Type/Description</u>	<u>Capital Cost \$ Millions</u>
1	IL 50 (Cicero Ave.)	Access ramps, connection to Mid-City BRT	5
2	Des Plaines Ave.	On-line pedestrian transfer	3
3	IL 171 (1st Ave.)	Access ramps	5
4	25th Ave.	On-line pedestrian transfer	3
5	US 12/20/45 (Mannheim Rd.)	On-line pedestrian transfer	3
6	Wolf Rd.	On-line pedestrian transfer	3
7	York Rd.	On-line pedestrian transfer	3
8	IL 83 (Kingery Hwy.)	Access ramps	5
Total			\$30

Preliminary Capital Construction Costs (\$ Millions)	\$32
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**Cook DuPage Corridor
Blue Line Extension to Oak Brook
Des Plaines Ave. - IL 83 (Kingery Highway)
Preliminary Cost Assumptions**

Option: Main Line 2

<u>Limits</u>	<u>Description</u>	<u>Miles</u>	<u>\$ Millions Mile</u>	<u>Capital Cost \$ Millions</u>
Des Plaines Ave. to IL 83 (Kingery Hwy.) at 22nd St.	Includes track work, communications, signals, power, etc. from current south terminus in Blue Line Forest Park Yard to 750' east of 1st Ave. The alignment is located within the open area between the Eisenhower Expy. and Concordia Cemetery and ending east of the Maywood Health Center at a new station.	0.6	100	60
1st Ave. to York Rd.	Elevated structure over westbound lanes of Eisenhower Expy. to elevated structure in center of existing roadway. Elevated tracks drop down to at-grade west of 1st. Ave. to pass under cross street bridges. Frontage roads with ramp access on both sides of highway limits CTA alignment to center of roadway. Reconstruct Expressway to accommodate center running CTA tracks.	5.7	100	570
York Rd. to Oakbrook Center Mall (Spring Rd. and Harger Rd.)	Elevated structure from center roadway over westbound lanes of Eisenhower Expy. To center of existing Harger roadway corridor ending at DuPage J-Line station at Spring Rd. Widen/reconstruct Harger Road to accommodate CTA tracks.	1.1	100	110
Total		7.4		\$740.0

<u>Cost Item</u>	<u>Locations</u>	<u>Number</u>	<u>\$ Millions Location</u>	<u>Capital Cost \$ Millions</u>
Bridges	Des Plaines River; 1st Ave over Eisenhower Expy; York St. over Eisenhower Expy.;	3	10	30
Maintenance Yard	Location to be determined during future alignment studies and coordination with CTA.	1	60	60
Total				\$90.0

<u>No.</u>	<u>Stations</u>	<u>Type/Description</u>	<u>Capital Cost \$ Millions</u>
1	I-290 at IL 171 (1 st Avenue)	At-grade station 750' east of IL 171 (1st Ave.)	20
2	I-290 at 25th Ave./IHB	At-grade station	20
3	I-290 at US 12/20/45 (Mannheim Road)	At-grade station	20
4	I-290 at Wolf Road	At-grade station	20
5	I-88 at York Rd.	At-grade station	20
6	Spring Rd. at Harger Rd. (east side of Oakbrook Center Mall)	At-grade station that connects to DuPage J-Line BRT station	20
Total			\$120

Preliminary Capital Construction Costs (\$ Millions)	\$950
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Cook DuPage Corridor
Metra - Union Pacific West Line (UP-W) Intersuburban Plus
IL 50 (Cicero Ave.) - IL 83 (Kingery Highway)
Preliminary Cost Assumptions

Option: **Main Line 3**

Limits	Description	Miles	\$ Millions Mile	Capital Cost \$ Millions
River Forest to Elmhurst	Potential capital improvements include a new third main track from River Forest to Elmhurst, new crossovers on the west side of Chicago and west of Elmhurst to improve usable track capacity, and new hub stations at Cicero Avenue and IL 83 – the east and west ends of the main line.	5	19.4	97
Total				\$97

Cost Item	Description	Capital Cost \$ Millions
Tracks	Upgrade tracks, ties and ballast	2.6
Total		\$3

No.	Stations	Type/Description	Capital Cost \$ Millions
1	IL 50 (Cicero Ave.)	New Station that connects to CTA Green Line and Mid-City Transitway BRT	20
2	Marion St.	Expand existing station	0.5
3	Thatcher Ave.	Expand existing station	0.5
4	Fifth Ave.	Expand existing station	0.5
5	Broadway Ave.	Expand existing station	0.5
6	US 12/20/45 (Mannheim Rd.)	Expand existing station	0.5
7	I-294/Richard Ave.	Expand existing station	0.5
8	York Rd.	Expand existing station	0.5
9	IL 83 (Kingery Hwy.)	New Station that connects to DuPage J-Line BRT Station	30
Total			\$54

Preliminary Capital Construction Costs (\$ Millions)	\$153
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Cook DuPage Corridor
 I-290 High Occupancy Vehicle (HOV) Lanes
 IL 171 (1st Avenue) - Hillside Interchange
 Preliminary Cost Assumptions

Option: **Main Line 4**

<u>Roadway Limits</u>	<u>Description</u>	<u>Miles</u>	<u>\$ Millions</u> Mile	<u>Capital Cost</u> \$ Millions
IL 171 (1st Ave.) to Hillside Interchange	Construct median based HOV lanes	4.3	20	86
Total				\$86

<u>No.</u>	<u>Stations</u>	<u>Type/Description</u>	<u>Capital Cost</u> \$ Millions
1	IL 171 (1st Ave.)	Cost for access ramps included in BRT project	0
2	US 12/20/45 (Mannheim Rd.)	Cost for access ramps included in BRT project	0
Total			\$0

Preliminary Capital Construction Costs (\$ Millions)	\$86
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**Cook DuPage Corridor
I-290 Bus Rapid Transit (BRT) J-Line Connector
IL 171 (1st Avenue) - IL 83 (Kingery Highway)
Preliminary Cost Assumptions**

Option: Main Line 4

<u>Roadway Limits</u>	<u>Description</u>	<u>Miles</u>	<u>\$ Millions Mile</u>	<u>Capital Cost \$ Millions</u>
IL 171 (1st Ave.) to I-88 at IL 83 (Kingery Hwy.)	BRT runs in proposed center running I-290 HOV lanes constructed as part of Option	7.3	0	0
Total				\$0

<u>Cost Item</u>	<u>Locations</u>	<u>Number</u>	<u>\$ Millions Location</u>	<u>Capital Cost \$ Millions</u>
Bus Garages/Maintenance		1	1.5	\$1.5
Total				\$1.5

<u>No.</u>	<u>Stations</u>	<u>Type/Description</u>	<u>Capital Cost \$ Millions</u>
1	IL 171 (1st Ave.)	Access ramps; connect to proposed Blue Line Extension to 1st Ave. station	5
2	25th Ave.	On-line pedestrian transfer, Park-n-ride	3
3	US 12/20/45 (Mannheim Rd.)	On-line pedestrian transfer, access ramps to connector service, Park-n-ride	5
4	Wolf Rd.	On-line pedestrian transfer, Park-n-ride	3
5	York Rd.	On-line pedestrian transfer, access ramps to connector service, Park-n-ride	5
6	IL 83 (Kingery Hwy.)	Access ramps to DuPage J-Line transit center at Oak Brook Mall	5
Total			\$26

Preliminary Capital Construction Costs (\$ Millions)	\$28
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**Cook DuPage Corridor
Cermak Road Bus Rapid Transit (BRT)
IL 50 (Cicero Avenue) - IL 83 (Kingery Highway)
Preliminary Cost Assumptions**

Options: **Main Line 5**

<u>Roadway Limits</u>	<u>Description</u>	<u>Miles</u>	<u>\$ Millions Mile</u>	<u>Capital Cost \$ Millions</u>
IL 50 (Cicero Ave.) to Butterfield at Highland Ave./Yorktown	Median Running BRT	14.2	15	213
Total		14.2		\$213.0

<u>Cost Item</u>	<u>Locations</u>	<u>Number</u>	<u>\$ Millions Location</u>	<u>Capital Cost \$ Millions</u>
Traffic Signal Priority and Improvements Along Arterial Routes		49	0.15	\$7.4
Bus Garages/Maintenance	Centrally located	1	10	\$10.0
Total				\$17.4

<u>No.</u>	<u>Stations</u>	<u>Type/Description</u>	<u>Capital Cost \$ Millions</u>
1	IL 50 (Cicero Ave.)/CTA Blue/Pink Line	Expand proposed Mid-City Transitway BRT station to include park-n-ride	0.5
2	Austin Blvd.	Bus/Pedestrian transfer center	1
3	IL 171 (1st Ave.)	Park-n-ride, Bus/pedestrian transfer center	3
4	25th Ave.	Bus/Pedestrian transfer center	1
5	US 12/20/45 (Mannheim Rd.)	Park-n-ride, Bus/pedestrian transfer center	3
6	Wolf Rd.	Bus/Pedestrian transfer center	1
7	York Rd.	Park-n-ride, Bus/pedestrian transfer center	3
8	IL 83	Use of proposed DuPage J-Line BRT Transit center at Oak Brook	0
9	IL 56 (Butterfield Rd.)	Bus/Pedestrian transfer center	1
10	Butterfield Rd. at Highland Ave./Yorktown	Use of proposed DuPage J-Line BRT Transit center at York Town	0
Total			\$14

Preliminary Capital Construction Costs (\$ Millions)	\$244
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**Cook DuPage Corridor
I-290 / I-88 Bus Rapid Transit (BRT)
IL 50 (Cicero Avenue) - IL 59
Preliminary Cost Assumptions**

Options: **Concentric 1**

<u>Roadway Limits</u>	<u>Description</u>	<u>Miles</u>	<u>\$ Millions Mile</u>	<u>Capital Cost \$ Millions</u>
IL 50 (Cicero Ave.) to Hillside Interchange	BRT runs in proposed center running I-290 HOV lanes constructed as part of Concentric 1	9.2	0	0
Hillside Interchange to IL 59	BRT runs in proposed center running I-88 HOT lanes constructed as part of Concentric 1	16.9	0	0
Total		26.1		\$0.0

<u>Cost Item</u>	<u>Locations</u>	<u>Number</u>	<u>\$ Millions Location</u>	<u>Capital Cost \$ Millions</u>
Bus Garages/Maintenance	Centrally located	1	10	\$10.0
Total				\$10.0

<u>No.</u>	<u>Stations</u>	<u>Type/Description</u>	<u>Capital Cost \$ Millions</u>
1	IL 50 (Cicero Ave.)	Access ramps; Use of Mid-City Transitway BRT station	5
2	Des Plaines Ave.	On-line pedestrian transfer, connects to existing Blue Line Station	3
3	IL 171 (1st Ave.)	Access ramps; connect to 1st Ave. BRT Station	5
4	25th Ave.	On-line pedestrian transfer	3
5	US 12/20/45 (Mannheim Rd.)	Access ramp to connector service	5
6	Wolf Road	On-line pedestrian transfer	3
7	York Road	Access ramp to connector service	5
8	IL 83 (Kingery Hwy.)	Access ramps to connect to IL 83 BRT Transit Center; Park-n-ride	5
9	Midwest Rd.	On-line pedestrian transfer	3
10	Meyers Rd.	On-line pedestrian transfer	3
11	Highland Ave./Yorktown	Access ramps to connect to new Multi-modal Transit Center; Park-n-ride	7
12	I-355	Access ramps to connect to new Multi-modal Transit Center	7
13	IL 53	On-line pedestrian transfer	3
14	Naperville Rd.	Access ramp to connector service; Park-n-ride	3
15	Washington St.	On-line pedestrian transfer	5
16	Mill St.	On-line pedestrian transfer	3
17	Winfield Rd.	On-line pedestrian transfer	3
18	Raymond Dr.	On-line pedestrian transfer	3
19	IL 59	Access ramps to connect to IL 59 BRT Station; Park-n-ride	5
Total			\$79

Preliminary Capital Construction Costs (\$ Millions)	\$89
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Cook DuPage Corridor
I-88 High Occupancy Toll (HOT)
Hillside Interchange - IL 59
Preliminary Cost Assumptions

Options: **Concentric 1**

<u>Roadway Limits</u>	<u>Description</u>	<u>Miles</u>	<u>\$ Millions</u> Mile	<u>Capital Cost</u> \$ Millions
Hillside Interchange to IL 59	Reconstruct and widen roadway for median based HOT lanes	13.9	49.3	685
Total				\$685

<u>No.</u>	<u>Access Points</u>	<u>Type/Description</u>	<u>Capital Cost</u> \$ Millions
1	IL 83 (Kingery Hwy.)	Cost for access ramps included in BRT project	0
2	Highland Ave./Yorktown	Cost for access ramps included in BRT project	0
3	I-355	Cost for access ramps included in BRT project	0
4	Naperville Rd.	Cost for access ramps included in BRT project	0
5	IL 59	Cost for access ramps included in BRT project	0
Total			\$0

Preliminary Capital Construction Costs (\$ Millions)	\$685
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Cook DuPage Corridor
I-355 / I-290 High Occupancy Toll (HOT)
IL 58 (Golf Road) - I-55
Preliminary Cost Assumptions

Options: Concentric 1, 2
Radial Reliant 1

<u>Roadway Limits</u>	<u>Description</u>	<u>Miles</u>	<u>\$ Millions Mile</u>	<u>Capital Cost \$ Millions</u>
Woodfield/Northwest Transportation Center to I-55 (Stevenson Expy.)	Widen and reconstruct roadway for median based HOT lanes	25.9	49.3	1277
Total				\$1,277

<u>No.</u>	<u>Access Points</u>	<u>Type/Description</u>	<u>Capital Cost \$ Millions</u>
1	Woodfield/Northwest Transportation Center	Cost for access ramps included in BRT project	0
2	Thorndale Ave.	Cost for access ramps included in BRT project	0
3	I-290/I-355 Interchange	Cost for access ramps included in BRT project	0
4	US 20 (Lake St.)	Cost for access ramps included in BRT project	0
5	IL 64 (North Ave.)	Cost for access ramps included in BRT project	0
6	IL 38 (Roosevelt Rd.)	Cost for access ramps included in BRT project	0
7	I-88	Cost for access ramps included in BRT project	0
8	75th St.	Cost for access ramps included in BRT project	0
9	I-55 (Stevenson Expy.)	Cost for access ramps included in BRT project	0
Total			\$0

Preliminary Capital Construction Costs (\$ Millions)	\$1,277
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**Cook-DuPage Corridor
I-290 & Extension Bus Rapid Transit (BRT)
IL 50 (Cicero Avenue) - IL 83 (Kingery Highway)
Preliminary Cost Assumptions**

Options: Concentric 1

<u>Roadway Limits</u>	<u>Description</u>	<u>Miles</u>	<u>\$ Millions Mile</u>	<u>Capital Cost \$ Millions</u>
IL 50 (Cicero Ave.) to Hillside Interchange	BRT runs in proposed center running I-290 HOV lanes constructed as part of Concentric 1	9.2	0	0
Hillside Interchange to I-290 at IL 83 (Kingery Hwy.)	BRT runs in proposed center running I-290 HOV lanes constructed as part of Concentric 1	5	0	0
Total		14.2		\$0.0

<u>Cost Item</u>	<u>Locations</u>	<u>Number</u>	<u>\$ Millions Location</u>	<u>Capital Cost \$ Millions</u>
Bus Garages/Maintenance	Cost of station included in I-290 & I-88 BRT project	0	1.5	\$0.0
Total				\$0.0

<u>No.</u>	<u>Stations</u>	<u>Type/Description</u>	<u>Capital Cost \$ Millions</u>
1	IL 50 (Cicero Ave.)	Cost of station included in I-290 & I-88 BRT project	0
2	Des Plaines Ave.	Cost of station included in I-290 & I-88 BRT project	0
3	IL 171 (1st Ave.)	Cost of station included in I-290 & I-88 BRT project	0
4	25th Ave.	Cost of station included in I-290 & I-88 BRT project	0
5	US 12/20/45 (Mannheim Rd.)	Cost of station included in I-290 & I-88 BRT project	0
6	Wolf Rd.	Cost of station included in I-290 & I-88 BRT project	0
7	IL 56 (Butterfield Rd.)	On-line pedestrian transfer; Park-n-ride	3
8	St. Charles Rd.	On-line pedestrian transfer	5
9	Metra UP-W Line	On-line pedestrian transfer to new Metra Stop	3
10	IL 64 (North Ave.)	Access ramp to connector service	3
11	York Rd.	Access ramp to connector service	3
12	IL 83	Access Ramps; Park-n-ride	5
Total			\$22

Preliminary Capital Construction Costs (\$ Millions)	\$22
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**Cook-DuPage Corridor
I-290 & Extension High Occupancy Vehicle (HOV) Lanes
IL 50 (Cicero Avenue) - IL 83 (Kingery Highway)
Preliminary Cost Assumptions**

Options: **Concentric 1**

<u>Roadway Limits</u>	<u>Description</u>	<u>Miles</u>	<u>\$ Millions Mile</u>	<u>Capital Cost \$ Millions</u>
IL 50 (Cicero Ave.) to I-290 at IL 83 (Kingery Hwy.)	Construct median based HOV lanes	14.2	20	284
Total				\$284

<u>No.</u>	<u>Access Points</u>	<u>Type/Description</u>	<u>Capital Cost \$ Millions</u>
1	IL 50 (Cicero Ave.)	Cost for access ramps included in BRT project	0
2	IL 171 (1st Ave.)	Cost for access ramps included in BRT project	0
3	US 12/20/45 (Mannheim Rd.)	Cost for access ramps included in BRT project	0
4	IL 64 (North Ave.)	Cost for access ramps included in BRT project	0
5	York Rd.	Cost for access ramps included in BRT project	0
6	IL 83 (Kingery Hwy.)	Cost for access ramps included in BRT project	0
Total			\$0

Preliminary Capital Construction Costs (\$ Millions)	\$284
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**Cook-DuPage Corridor
1st Avenue Bus Rapid Transit (BRT)
I-90 (Kennedy Expressway) - Midway Airport
Preliminary Cost Assumptions**

Options: **Concentric 1**

<u>Roadway Limits</u>	<u>Description</u>	<u>Miles</u>	<u>\$ Millions Mile</u>	<u>Capital Cost \$ Millions</u>
I-90 (Kennedy Expy.) to Chicago Ave.	Additional outside bus only lane in each direction	6.2	4	24.8
Chicago Ave. to I-55 (Stevenson Expy.)	Mixed used traffic (limited right-of-way)	8.1	0.05	0.405
Archer Ave./55th St. from IL 43 (Harlem Ave) to IL 50 (Cicero Ave.)	Bus only lanes in median. Outside third lane eliminated. Possible use of existing parking.	4.1	15	61.5
IL 50 (Cicero Ave.) to Midway Airport CTA terminal	Mixed used traffic on Cicero Ave. to Midway Airport CTA terminal	0.9	0	0
Total		19.3		\$86.7

<u>Cost Item</u>	<u>Locations</u>	<u>Number</u>	<u>\$ Millions Location</u>	<u>Capital Cost \$ Millions</u>
Traffic Signal Improvements Along Arterial Route		48	0.15	\$7.2
Yard and Maintenance Facilities		2	10	\$20.0
Total				\$27.2

<u>No.</u>	<u>Stations</u>	<u>Type/Description</u>	<u>Capital Cost \$ Millions</u>
1	I-90/CTA Blue Line	Use existing CTA transit terminal at I-90 and Cumberland Ave.	0
2	Lawrence Ave.	Bus stop shelter	0.1
3	IL 19 (Irving Park Rd.)	Bus stop shelter	0.1
4	Metra MD-W Line	Bus stop shelter. Use existing Metra Park-n-ride	0.1
5	IL 64 (North Ave.)	Bus stop shelter, Park-n-ride	1
6	Lake St. / Metra UP-W Line	Bus stop shelter	0.1
7	I-290	Bus stop shelter, Connect to I-290/I-88 BRT/HOV	0.1
8	Roosevelt Rd.	Bus stop shelter	0.1
9	Cermak Rd.	Bus stop shelter, Park-n-ride	1
10	31st Street	Bus stop shelter	0.1
11	Metra BNSF	Bus stop shelter, Vertical pedestrian transfer station	4
12	Ogden Ave.	Bus stop shelter, Park-n-ride	1
13	47th St.	Bus stop shelter	0.1
14	55th St. at IL 43 (Harlem Ave.)	Bus stop shelter	0.1
15	55th St. at Austin Blvd.	Bus stop shelter	0.1
16	55th St. at IL 50 (Cicero Ave.) / Midway Airport	Connect to existing CTA terminal at Midway Airport	0
Total			\$8

Preliminary Capital Construction Costs (\$ Millions)	\$122
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**Cook DuPage Corridor
 IL 59 Bus Rapid Transit (BRT)
 I-88 (Reagan Tollway) - 95th Street/EJ&E Railroad (proposed STAR Line)
 Preliminary Cost Assumptions**

Options: Concentric 1

<u>Roadway Limits</u>	<u>Description</u>	<u>Miles</u>	<u>\$ Millions Mile</u>	<u>Capital Cost \$ Millions</u>
I-88 to 95th Street/EJ&E Railroad (proposed STAR Line)	Add lanes on outside of roadway for bus/emergency vehicles only lanes	7.7	4	31
				\$31

<u>Cost Item</u>	<u>Locations</u>	<u>Number</u>	<u>\$ Millions Location</u>	<u>Capital Cost \$ Millions</u>
Traffic Signal Priority and Improvements Along Arterial Routes		14	0.15	\$2.1
Rebuild BNSF Bridge		1	25	\$25.0
Bus Garages/Maintenance	Centrally located	1	10	\$10.0
Total				\$37.1

<u>No.</u>	<u>Stations</u>	<u>Type/Description</u>	<u>Capital Cost \$ Millions</u>
1	I-88 / Diehl Rd.	Bus/Pedestrian transfer center; Connection with I-88 BRT	1
2	Metra BNSF	Pedestrian transfer center	1
3	Aurora Ave./Fox Valley Mall	Park-n-ride, Bus/pedestrian transfer center	3
4	75th St.	Bus/pedestrian transfer center	1
5	83rd St.	Bus/pedestrian transfer center	1
6	95th St.	Bus/pedestrian transfer center	1
7	95th St./EJ&E Railroad (proposed STAR Line)	Park-n-ride, Bus/pedestrian transfer center	3
Total			\$11

Preliminary Capital Construction Costs (\$ Millions)	\$79
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**Cook DuPage Corridor
I-290 / I-88 Bus Rapid Transit (BRT)
IL 171 (1st Ave.) - IL 59
Preliminary Cost Assumptions**

Options: Concentric 2

<u>Roadway Limits</u>	<u>Description</u>	<u>Miles</u>	<u>\$ Millions Mile</u>	<u>Capital Cost \$ Millions</u>
1st Ave. to IL 59	Reconstruct and widen median for single lane in each direction bus lanes with cross street access	21.2	30	636
Total				\$636.0

<u>Cost Item</u>	<u>Locations</u>	<u>Number</u>	<u>\$ Millions Location</u>	<u>Capital Cost \$ Millions</u>
Bus Garages/Maintenance	Centrally located	1	10	\$10.0
Total				\$10.0

<u>No.</u>	<u>Stations</u>	<u>Type/Description</u>	<u>Capital Cost \$ Millions</u>
1	IL 171 (1st Ave.)	Access ramps to 1st Ave; Connection with Blue Extension to 1st Ave. station	5
2	25th Ave.	Use existing ramps to access Inner Circumferential DMU station	0
3	US 12/20/45 (Mannheim Rd.)	Access ramp to connector service	5
4	Wolf Road	On-line pedestrian transfer	3
5	York Road	Access ramp to connector service	5
6	IL 83 (Kingery Hwy.)	Access ramp to connector service, Park-n-ride	7
7	Midwest Rd.	On-line pedestrian transfer	3
8	Meyers Rd.	On-line pedestrian transfer	3
9	Highland Ave./Yorktown	Access ramp to connector service, Park-n-ride	7
10	I-355	Access ramps to connect to new Multi-modal transit center	7
11	IL 53	On-line pedestrian transfer	3
12	Naperville Rd.	On-line pedestrian transfer	3
13	Washington St.	Park-n-ride, on-line pedestrian transfer station	5
14	Mill St.	On-line pedestrian transfer	3
15	Winfield Rd.	On-line pedestrian transfer	3
16	Raymond Dr.	On-line pedestrian transfer	3
17	IL 59	Park-n-ride, on-line pedestrian transfer station	5
Total			\$70

Preliminary Capital Construction Costs (\$ Millions)	\$716
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**Cook DuPage Corridor
Inner Circumferential Diesel Multiple Unit (DMU)
Metra NCS/O'Hare Airport - Midway Airport
Preliminary Cost Assumptions**

Options: Concentric 2

Roadway Limits	Description	Miles	\$ Millions Mile	Capital Cost \$ Millions
Metra NCS Line at O'Hare Airport to Grand Ave.	Double-track system	4.3	21.5	92
Grand Ave. (along IHB RR corridor) to Midway Airport	Double-track system	16.7	21.5	359
Total		21		\$452

No.	Stations	Type/Description	Capital Cost \$ Millions
1	Metra NCS/O'Hare Transfer - existing	Expand/Upgrade existing Metra station	1
2	Metra NCS/Rosemont - existing	Expand/Upgrade existing Metra station	1
3	Metra NCS/25th Ave. at IL 19 (Irving Park Rd.) - existing	Expand/Upgrade existing Metra station	1
4	Metra NCS/Belmont Avenue - existing	Expand/Upgrade existing Metra station	1
5	IHB/25th Ave. at IL 64 (North Ave.)	Pedestrian Transfer Station	10
6	Metra UP-W Line	Pedestrian Transfer Station to New Metra stop	10
7	I-290	Pedestrian Transfer Station	10
8	Roosevelt Rd.	Pedestrian Transfer Station	10
9	Cermak Rd.	Pedestrian Transfer Station	10
10	31st St.	Pedestrian Transfer Station	10
11	US 34 (Ogden Ave.)	Pedestrian Transfer Station	10
12	55th St./Joliet Ave.	Pedestrian Transfer Station	10
13	Metra Heritage Corridor	Pedestrian Transfer Station to New Metra stop	10
14	IL 43 (Harlem Ave.)	Pedestrian Transfer Station	10
15	BRC at Central Ave.	Pedestrian Transfer Station	10
16	Midway Airport	Pedestrian Transfer Station	10
Total			\$124

Preliminary Capital Construction Costs (\$ Millions)	\$576
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Cook DuPage Corridor
Mid-City Transitway Automated Guided Transit/Rapid Transit (AGT/RT)
I-90 (Kennedy Expressway) - CTA Red Line/87th St.
Preliminary Cost Assumptions

Options: Concentric 3

Roadway Limits	Description	Miles	\$ Millions Mile	Capital Cost \$ Millions
Lawrence Ave./Kimball Ave. to Cicero Ave.	On fill double-track system	2.3	50	115
Cicero Ave. to Milwaukee Ave.	Elevated double-track system	1.2	50	60
Milwaukee Ave. to Armitage Ave.	On fill double-track system	2.3	50	115
Armitage Ave. to North Ave.	Elevated double-track system	0.5	50	25
North Ave. to 31st St.	On fill double-track system	5.7	50	285
31st St. to 32nd Pl.	Elevated double-track system	0.3	50	15
32nd Pl. to Chicago Sanitary Drainage & Ship Canal	On fill double-track system	0.6	50	30
Chicago Sanitary Drainage & Ship Canal to 43rd St.	Elevated double-track system	0.5	50	25
43rd St. to Archer Ave.	On fill double-track system	1.1	50	55
Archer Ave. to BRC Clearing Yard	Connect to Orange Line and Extension	2.5	0	0
BRC Clearing Yard to 69th St.	Elevated double-track system	0.3	50	15
69th St. to 73rd St.	On fill double-track system	0.9	50	45
73rd St. to Damen Ave.	Elevated double-track system	2.5	50	125
Damen Ave. to Halsted St.	On fill double-track system	1.5	50	75
Halsted St. to 76th St.	Lowered at Emerald Ave. and Union Ave. to pass under CREATE NS spur line at Union Ave. and under CREATE Metra flyover	0.3	50	15
76th St. to 79th St.	On fill double-track system	0.4	50	20
79th St. to Vincennes Ave.	Elevated double-track system	0.6	50	30
Vincennes Ave. to Dan Ryan / 91st St.	On fill double-track system	1	50	50
Dan Ryan at 91 st St. to Dan Ryan 87 th St.	At grade on fill that turns north through retail development	0.3	50	15
Total		24.8		\$1,115

Cost Item	Locations	Number	\$ Millions Location	Capital Cost \$ Millions
Relocation of UP RR tracks within ROW	Various locations Montrose Ave. to Grand Ave.	1	45	45
Relocation of BRC RR tracks within ROW	Various locations Grand Ave. to 91st St. and Dan Ryan Expy.	1	200	200
Railroad signal upgrades		1	30	30
Chicago Sanitary Drainage and Ship Canal Bridge		1	30	30
Grade Separation Structures		15	2	30
Retaining Walls		1	150	150
Yards and Maintenance		4	30	\$120.0
Total				\$605.0

No.	Stations	Type/Description	Capital Cost \$ Millions
1	Lawrence Ave./Kimball Ave. at CTA Brown Line	On-fill center platform	15
2	Milwaukee Ave. / I-90 at CTA Blue Line / Metra UP NW Line Jefferson Park station	Upgrade existing Transit Center	2
3	Cicero Ave. at Irving Park Rd. / Metra MD-N Line	Elevated outer platform	15
4	Belmont Ave.	On-fill center platform	15
5	Fullerton Ave.	On-fill center platform	15
6	Metra MD-W Line	On-fill center platform	15
7	IL 64 (North Ave.)	On-fill center platform	15
8	Chicago Ave.	On-fill center platform	15
9	Metra UP-W Line and CTA Green Line (Lake St.)	On-fill center platform	15
10	I-290/CTA Blue Line	Elevated outer platform	15
11	Cermak Rd./CTA Pink/Blue Line	On-fill center platform	15
12	US 34 (Ogden Ave.)	On-fill center platform	15
13	Metra Heritage Corridor	On-fill center platform	15
14	Archer Avenue	At-grade center platform	15
15	Midway Airport	Upgrade existing Transit Center	2
16	74th St. at Pulaski Rd.	Elevated outer platform	15
17	75th St. at Kedzie Ave.	Elevated outer platform	15
18	75th St. at Western Ave.	Elevated outer platform	15
19	75th St. at Ashland Ave.	On-fill center platform	15
20	75th St. at Halsted Ave.	On-fill center platform	15
21	79th St. at Lowe Ave.	On-fill center platform	15
22	87th St. at I-94 (Dan Ryan Expy.)	On-fill center platform	15
Total			\$304

Preliminary Capital Construction Costs (\$ Millions)	\$2,024
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**Cook DuPage Corridor
I-290 & I-88 Automated Guided Transit (AGT)
IL 171 (1st Ave.) - IL 59
Preliminary Cost Assumptions**

Options: Concentric 3

<u>Roadway Limits</u>	<u>Description</u>	<u>Miles</u>	<u>\$ Millions Mile</u>	<u>Capital Cost \$ Millions</u>
IL 171 (1st Ave.) to IL 59	Aerial/grade separated median running AGT	21.2	50	1060
Total				\$1,060.0

<u>Cost Item</u>	<u>Locations</u>	<u>Number</u>	<u>\$ Millions Location</u>	<u>Capital Cost \$ Millions</u>
Vehicle / Maintenance Yards	Centrally located	2	30	\$60.0
Total				\$60.0

<u>No.</u>	<u>Stations</u>	<u>Type/Description</u>	<u>Capital Cost \$ Millions</u>
1	IL 171 (1st Ave.)	Assumed cost in 1st Ave. AGT station	0
2	25th Ave.	Elevated Pedestrian transfer station	15
3	Mannheim Rd.	Elevated Pedestrian transfer station	15
4	Wolf Road	Elevated Pedestrian transfer station	15
5	York Road	Elevated Pedestrian transfer station	15
6	IL 83 (Kingery Hwy.)	Assumed cost in IL 83 AGT station	0
7	Midwest Rd.	Elevated Pedestrian transfer station	15
8	Meyers Rd.	Elevated Pedestrian transfer station	15
9	Highland Ave./Yorktown	Elevated Pedestrian transfer station, Park-n-ride	17
10	I-355	Elevated Pedestrian transfer station	15
11	IL 53	Elevated Pedestrian transfer station	15
12	Naperville Rd.	Elevated Pedestrian transfer station, Park-n-ride	17
13	Washington St.	Elevated Pedestrian transfer station	15
14	Mill St.	Elevated Pedestrian transfer station	15
15	Winfield Rd.	Elevated Pedestrian transfer station	15
16	Raymond Dr.	Elevated Pedestrian transfer station	15
17	IL 59	Elevated Pedestrian transfer station, Park-n-ride	17
Total			\$231

Preliminary Capital Construction Costs (\$ Millions)	\$1,351
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**Cook DuPage Corridor
 IL 83 Automated Guided Transit (AGT)
 Thorndale Avenue - I-55
 Preliminary Cost Assumptions**

Options: Concentric 3

<u>Roadway Limits</u>	<u>Description</u>	<u>Miles</u>	<u>\$ Millions Mile</u>	<u>Capital Cost \$ Millions</u>
Thorndale Ave. to I-55	Elevated AGT running in median or roadway	16.9	50	845
Total		16.9		\$845

<u>Cost Item</u>	<u>Locations</u>	<u>Number</u>	<u>\$ Millions Location</u>	<u>Capital Cost \$ Millions</u>
Traffic Signal Priority and Improvements Along Arterial Routes	Impacts to roadway intersection channelization will be impacted by the elevated structure	15	0.15	\$2.3
Storage & Maintenance Yards		2	30	\$60.0
Total				\$62.3

<u>No.</u>	<u>Stations</u>	<u>Type/Description</u>	<u>Capital Cost \$ Millions</u>
1	Thorndale Ave.	Elevated pedestrian transfer station, Park-n-ride	17
2	Metra MD-W Line / Irving Park	Elevated pedestrian transfer station, Park-n-ride	17
3	Lake St.	Elevated pedestrian transfer station	15
4	IL 64 (North Ave.)	Elevated pedestrian transfer station, Park-n-ride	17
5	Metra UP-W Line	Elevated pedestrian transfer station	15
6	St. Charles Rd.	Elevated pedestrian transfer station	15
7	IL 38 (Roosevelt Rd.)	Elevated pedestrian transfer station	15
8	22nd St.	Elevated pedestrian transfer station, Park-n-ride	17
9	31st St.	Elevated pedestrian transfer station	15
10	US 34 (Ogden Ave.)	Elevated pedestrian transfer station	15
11	Metra BNSF	Elevated pedestrian transfer station	15
12	55th St.	Elevated pedestrian transfer station	15
13	63rd St.	Elevated pedestrian transfer station, Park-n-ride	17
14	Plainfield Rd.	Elevated pedestrian transfer station	15
15	75th St.	Elevated pedestrian transfer station	15
16	I-55	Elevated pedestrian transfer station, Park-n-ride	17
Total			\$252

Preliminary Capital Construction Costs (\$ Millions)	\$1,159
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**Cook DuPage Corridor
1st Avenue Automated Guided Transit (AGT)
I-90 (Kennedy Expressway) - Midway Airport
Preliminary Cost Assumptions**

Options: Concentric 3

Roadway Limits	Description	Miles	\$ Millions Mile	Capital Cost \$ Millions
I-90 (Kennedy Expy.) to IL 19 (Irving Park Rd.)	Elevated center pier with double-track down center of roadway	2.2	50	110
IL 19 (Irving Park Rd.) to IL 64 (North Ave.)	Elevated center pier with double-track down center of roadway, ROW expanded 66' to 100'	3.0	50	150
IL 64 (North Ave.) to Chicago Ave.	Elevated center pier with double-track down center of roadway	1.0	50	50
Chicago Ave. to I-55/Archer Ave./55th St.	Elevated center pier with double-track down center of roadway, ROW expanded 66' to 100'	8.1	50	405
I-55/Archer Ave./55th St. from IL 43 (Harlem Ave.) to IL 50 (Cicero Ave.)	Elevated center pier with double-track down center of roadway, eliminate existing parking along 55th St.	4.1	50	205
IL 50 (Cicero Ave.) to Midway Airport CTA terminal	Elevated center pier with double-track to BRC RR Corridor, then south to CTA terminal	0.7	50	35
Total		19.1		\$955.0

Cost Item	Locations	Number	\$ Millions Location	Capital Cost \$ Millions
Traffic Signal Improvements Along Arterial Route	Impacts to roadway intersection channelization will be impacted by the elevated structure	45	0.15	\$6.8
Storage Yards and Maintenance Facilities		2	30	\$60.0
Total				\$66.8

No.	Stations	Type/Description	Capital Cost \$ Millions
1	I-90/CTA Blue Line	Elevated center pedestrian platform connect to Cumberland CTA Blue Line platform (Existing CTA Park-n-ride)	15
2	Lawrence Ave.	Elevated center pedestrian platform	15
3	IL 19 (Irving Park Rd.)	Elevated center pedestrian platform	15
4	Metra MD-W Line	Elevated center pedestrian platform	15
5	IL 64 (North Ave.)	Elevated center pedestrian platform, Park-n-ride	17
6	Lake St. / Metra UP-W Line	Elevated center pedestrian platform, Park-n-ride	17
7	I-290	Expand Blue Line Ext. at 1st Station	5
8	Roosevelt Rd.	Elevated center pedestrian platform	15
9	Cermak Rd.	Elevated center pedestrian platform	15
10	31st Street	Elevated center pedestrian platform, Park-n-ride	17
11	Metra BNSF	Elevated center pedestrian platform	15
12	Ogden Ave.	Elevated center pedestrian platform, Park-n-ride	17
13	47th St.	Elevated center pedestrian platform	15
14	55th St. at IL 43 (Harlem Ave.)	Elevated center pedestrian platform, Park-n-ride	17
15	55th St. at Austin Blvd.	Elevated center pedestrian platform	15
16	55th St. at IL 50 (Cicero Ave.) / Midway Airport	Spur to Mid-City AGT with station costs included in Mid-City AGT	0
Total			\$225

Preliminary Capital Construction Costs (\$ Millions)	\$1,247
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**Cook DuPage Corridor
Metra - Milwaukee District West Line (MD-W) Upgrade
Union Station - Elgin
Preliminary Cost Assumptions**

Options: Radial Reliant 1, 2

Cost Item	Description	Capital Cost \$ Millions
Crossovers	Bartlett station	9
Tracks	Upgrade tracks, ties and ballast	17.2
		\$26

No.	Proposed Station	Description	Capital Cost \$ Millions
1	IL 83	New Station	20
2	I-290	New Station	20
			\$40

Preliminary Capital Construction Costs (\$ Millions)	\$66
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**Cook DuPage Corridor
Metra - Union Pacific West (UP-W) Upgrade
Ogilvie Transportation Center - Geneva
Preliminary Cost Assumptions**

Options: Radial Reliant 1, 2

<u>Limits</u>	<u>Description</u>	<u>Miles</u>	<u>\$ Millions Mile</u>	<u>Capital Cost \$ Millions</u>
River Forest to Elmhurst	Add new third main track	5	19.4	97
Ogilvie Transportation Center to Geneva	Upgrade signal system on entire line to Centralized Traffic Control	30.3	3.7	112.1
Total				\$209

<u>Cost Item</u>	<u>Description</u>	<u>Capital Cost \$ Millions</u>
Crossovers	Add universal type from Elmhurst to West Chicago	62.5
Tracks	Upgrade tracks, ties and ballast	15.8
A-2 Crossover	Relocation	184.4
Total		\$263

<u>No.</u>	<u>Stations</u>	<u>Type/Description</u>	<u>Capital Cost \$ Millions</u>
1	IL 50 (Cicero Ave.)	New Station	20
Total			\$20

Preliminary Capital Construction Costs (\$ Millions)	\$492
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**Cook DuPage Corridor
Metra - Burlington Northern Santa Fe (BNSF) Upgrade
Union Station - Aurora
Preliminary Cost Assumptions**

Options: Radial Reliant 1, 2

<u>Limits</u>	<u>Description</u>	<u>Miles</u>	<u>\$ Millions Mile</u>	<u>Capital Cost \$ Millions</u>
IL 53 to IL 59	Add new fourth track		19.4	135.8
Total		7		\$136

<u>Cost Item</u>	<u>Description</u>	<u>Capital Cost \$ Millions</u>
Tracks	Upgrade tracks, ties and ballast	16.5
		\$17

<u>No.</u>	<u>Proposed Station</u>	<u>Description</u>	<u>Capital Cost \$ Millions</u>
1	Kedzie Ave	New Station	20
2	IL 83 (Kingery Highway)	New Station	20
3	I-355/Walnut Ave.	New Station	20
			\$20

Preliminary Capital Construction Costs (\$ Millions)	\$172
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Cook DuPage Corridor
I-290 Eisenhower Expressway High Occupancy Vehicle (HOV) and
I-290 Extension Reversible HOV Lane (reverse commute orientation)
IL 50 (Cicero Avenue) - IL 83 (Kingery Highway)
Preliminary Cost Assumptions

Options: **Radial Reliant 1**

<u>Roadway Limits</u>	<u>Description</u>	<u>Miles</u>	<u>\$ Millions</u> <u>Mile</u>	<u>Capital Cost</u> <u>\$ Millions</u>
IL 50 (Cicero Ave.) to Hillside Interchange	Construct 2-way median based HOV lanes	8.8	20	176
Hillside Interchange to I-290 at IL 83 (Kingery Hwy.)	Widen and reconstruct roadway for single lane reversible HOVs with barrier	5.4	10	54
Total		14.2		\$230

<u>No.</u>	<u>Stations</u>	<u>Type/Description</u>	<u>Capital Cost</u> <u>\$ Millions</u>
1	IL 50 (Cicero Ave.)	Cost for access ramps included in BRT project	0
2	IL 171 (1st Ave.)	Cost for access ramps included in BRT project	0
3	US 12/20/45 (Mannheim Rd.)	Cost for access ramps included in BRT project	0
4	IL 64 (North Ave.)	Cost for access ramps included in BRT project	0
5	York Rd.	Cost for access ramps included in BRT project	0
6	IL 83 (Kingery Hwy.)	Cost for access ramps included in BRT project	0
Total			\$0

Preliminary Capital Construction Costs (\$ Millions)	\$230
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**Cook DuPage Corridor
I-290 / I-88 Bus Rapid Transit (BRT)
IL 171 (1st Avenue) to I-355/Yorktown Area
Preliminary Cost Assumptions**

Options: Radial Reliant 1

<u>Roadway Limits</u>	<u>Description</u>	<u>Miles</u>	<u>\$ Millions Mile</u>	<u>Capital Cost \$ Millions</u>
1st Ave. to Hillside Interchange	BRT runs in proposed center running I-290 HOV lanes constructed as part of Option	4.3	0	0
Hillside Interchange to I-355 Interchange	BRT runs in proposed center running I-88 HOT lanes constructed as part of Option	7.3	0	0
Total		11.6		\$0.0

<u>Cost Item</u>	<u>Locations</u>	<u>Number</u>	<u>\$ Millions Location</u>	<u>Capital Cost \$ Millions</u>
Bus Garages/Maintenance	Centrally located	1	10	\$10.0
Total				\$10.0

<u>No.</u>	<u>Stations</u>	<u>Type/Description</u>	<u>Capital Cost \$ Millions</u>
1	IL 171 (1st Ave.)	Access ramps to connect Blue Line Ext. to 1st Ave. station	5
2	25th Ave.	On-line pedestrian transfer	3
3	US 12/20/45 (Mannheim Rd.)	Access ramp to connector service	5
4	Wolf Road	On-line pedestrian transfer	3
5	York Road	On-line pedestrian transfer	3
6	IL 83 (Kingery Hwy.)	Access ramps to connect IL 83 BRT Transit Center; Park-n-ride	5
7	Midwest Rd.	On-line pedestrian transfer	3
8	Meyers Rd.	On-line pedestrian transfer	3
9	Highland Ave./Yorktown	Access ramp to new Multi-Modal Transit Center; Park-n-ride	7
10	I-355	Access ramp to new Multi-Modal Transit Center from I-355 BRT	5
Total			\$42

Preliminary Capital Construction Costs (\$ Millions)	\$52
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Cook DuPage Corridor
I-88 High Occupancy Toll (HOT)
Hillside Interchange - I-355/Yorktown Area
Preliminary Cost Assumptions

Options: Radial Reliant 1

<u>Roadway Limits</u>	<u>Description</u>	<u>Miles</u>	<u>\$ Millions</u> <u>Mile</u>	<u>Capital Cost</u> <u>\$ Millions</u>
Hillside Interchange to I-355	Reconstruct and widen roadway for median based HOT lanes	7.3	49.3	360
Total				\$360

<u>No.</u>	<u>Stations</u>	<u>Type/Description</u>	<u>Capital Cost</u> <u>\$ Millions</u>
1	IL 83 (Kingery Hwy.)	Cost for access ramps included in BRT project	0
2	Highland Ave./Yorktown	Cost for access ramps included in BRT project	0
3	I-355	Cost for access ramps included in BRT project	0
Total			\$0

Preliminary Capital Construction Costs (\$ Millions)	\$360
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Cook-DuPage Corridor
I-290 Reversible High Occupancy Vehicle (HOV) Lanes (reverse commute orientation)
IL 50 (Cicero Avenue) - IL 83 (Kingery Highway)
Preliminary Cost Assumptions

Options: **Radial Reliant 2**

<u>Roadway Limits</u>	<u>Description</u>	<u>Miles</u>	<u>\$ Millions Mile</u>	<u>Capital Cost \$ Millions</u>
IL 50 (Cicero Ave.) to I-290 at IL 83 (Kingery Hwy)	Construct single lane median based HOV lane for reverse commute orientation	14.2	10	142
Total				\$142

<u>No.</u>	<u>Stations</u>	<u>Type/Description</u>	<u>Capital Cost \$ Millions</u>
1	IL 50 (Cicero Ave.)	Access ramps	5
2	IL 171 (1st Ave.)	Access ramps	5
3	US 12/20/45 (Mannheim Rd.)	Access ramps	5
4	IL 64 (North Ave.)	Access ramps	5
5	York Rd.	Access ramps	5
6	IL 83 (Kingery Hwy.)	Access ramps	5
Total			\$30

Preliminary Capital Construction Costs (\$ Millions)	\$172
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**Cook DuPage Corridor
IL 83 Shoulder Riding Bus Rapid Transit (BRT)
Thorndale Avenue - I-55
Preliminary Cost Assumptions**

Options: Radial Reliant 2

<u>Roadway Limits</u>	<u>Description</u>	<u>Miles</u>	<u>\$ Millions Mile</u>	<u>Capital Cost \$ Millions</u>
Thorndale Ave. to I-55	Upgrade shoulders for bus usage	16.9	3.5	59
Total				\$59

<u>Cost Item</u>	<u>Locations</u>	<u>Number</u>	<u>\$ Millions Location</u>	<u>Capital Cost \$ Millions</u>
Traffic Signal Priority and Improvements Along Arterial Routes	Traffic signal priority and queue jumping	15	0.15	\$2.3
Bus Garages/Maintenance	Centrally located	1	10	\$10.0
Total				\$12.3

<u>No.</u>	<u>Stations</u>	<u>Type/Description</u>	<u>Capital Cost \$ Millions</u>
1	Thorndale Ave.	Park-n-ride, Bus/pedestrian transfer center	2
2	Metra MD-W Line / Irving Park	Park-n-ride, Bus/pedestrian transfer center	2
3	US 20 (Lake St.)	Bus/pedestrian transfer center	1
4	IL 64 (North Ave.)	Park-n-ride, Bus/pedestrian transfer center	2
5	Metra UP-W Line	Pedestrian transfer center to new Metra Stop	2
6	St. Charles Rd.	Bus/pedestrian transfer center	1
7	IL 38 (Roosevelt Rd.)	Bus/pedestrian transfer center	1
8	22nd St. / Oak Brook	Transit Center	10
9	31st St.	Bus/Pedestrian transfer center	1
10	US 34 (Ogden Ave.)	Bu/Pedestrian transfer center	1
11	Metra BNSF	Pedestrian transfer center to new Metra Stop	2
12	55th St.	Bus/pedestrian transfer center	1
13	63rd St.	Park-n-ride, Bus/pedestrian transfer center	2
14	Plainfield Rd.	Bus/pedestrian transfer center	1
15	75th St.	Bus/Pedestrian transfer center	1
16	I-55	Park-n-ride, Access ramps	7
Total			\$37

Preliminary Capital Construction Costs (\$ Millions)	\$108
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Cook DuPage Corridor
I-355 / I-290 Shoulder Riding Bus Rapid Transit (BRT)
IL 58 (Golf Road) - I-55
Preliminary Cost Assumptions

Options: Radial Reliant 2

<u>Roadway Limits</u>	<u>Description</u>	<u>Miles</u>	<u>\$ Millions</u> <u>Mile</u>	<u>Capital Cost</u> <u>\$ Millions</u>
Woodfield/Northwest Transportation Center to I-55 (Stevenson Expy.)	Upgrade shoulders	25.9	2	52
Total				\$52

<u>Cost Item</u>	<u>Locations</u>	<u>Number</u>	<u>\$ Millions</u> <u>Location</u>	<u>Capital Cost</u> <u>\$ Millions</u>
Bus Garages/Maintenance	Centrally located	1	10	\$10.0
Total				\$10.0

<u>No.</u>	<u>Stations</u>	<u>Type/Description</u>	<u>Capital Cost</u> <u>\$ Millions</u>
1	Woodfield/Northwest Transportation Center	Access Ramps, Multi-modal Transit Center, Park-n-ride	10
2	Schaumburg Rd.	Bus/pedestrian transfer station	3
3	Devon Ave.	Bus/pedestrian transfer station	3
4	Thorndale Ave.	Bus/pedestrian transfer station	3
5	Metra MD-W Line	Pedestrian transfer station to new Metra stop	2
6	I-290/I-355 Interchange	Bus/pedestrian transfer station	3
7	US 20 (Lake St.	Bus/pedestrian transfer station	3
8	Fullerton Ave.	Bus/pedestrian transfer station	3
9	IL 64 (North Ave.)	Bus/pedestrian transfer station	3
10	Metra UP-W Line	Pedestrian transfer station to new Metra stop, Park-n-ride	5
11	IL 38 (Roosevelt Rd.)	Bus/pedestrian transfer station	3
12	IL 56 (Butterfield Rd.)	Bus/pedestrian transfer station	3
13	I-88	Bus/pedestrian transfer station	3
14	Metra BNSF	Pedestrian transfer station to new Metra stop, Park-n-ride	5
15	63rd St.	Bus/pedestrian transfer station	3
16	75th St.	Access ramps, Bus/pedestrian transfer station	5
17	83rd St.	Bus/pedestrian transfer station	3
18	I-55 (Stevenson Expy.)	Access Ramps, Multi-modal Transit Center, Park-n-ride	5
Total			\$68

Preliminary Capital Construction Costs (\$ Millions)	\$130
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Major Capital Project Mode	MAIN LINE SYSTEM OPTIONS					CONCENTRIC SYSTEM OPTIONS			RADIAL RELIANT SYSTEM OPTIONS		
	1	2	3	4	5	1	2	3	1	2	3
Roadway	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000			
BRT	\$1,449	\$1,418	\$1,418	\$1,445	\$1,662	\$1,325	\$1,567		\$292		
HOV	\$188			\$86		\$284			\$230	\$172	
HRT		\$950		\$89			\$89	\$89	\$89	\$89	
CRT/DMU			\$153				\$576				
HOT						\$1,962	\$1,277		\$1,637		
AGT								\$5,781			
CRT Upgrade									\$730	\$730	
Shoulder BRT										\$238	
Total Major Capital Project Cost	\$ 2,637	\$ 3,368	\$ 2,571	\$ 2,620	\$ 2,662	\$ 4,571	\$ 4,507	\$ 6,870	\$ 2,978	\$ 1,229	\$ -
Strategic Roadway Improvements	\$ 653	\$ 653	\$ 653	\$ 653	\$ 653	\$ 653	\$ 653	\$ 653	\$ 653	\$ 653	\$ 653
Soft Costs (30%)	\$ 987	\$ 1,206	\$ 967	\$ 982	\$ 995	\$ 1,567	\$ 1,548	\$ 2,257	\$ 1,089	\$ 565	\$ 196
Contingencies (25%)	\$ 823	\$ 1,005	\$ 806	\$ 818	\$ 829	\$ 1,306	\$ 1,290	\$ 1,881	\$ 908	\$ 471	\$ 163
Subtotal	\$ 5,101	\$ 6,233	\$ 4,998	\$ 5,073	\$ 5,138	\$ 8,098	\$ 7,999	\$ 11,661	\$ 5,628	\$ 2,918	\$ 1,013
Vehicle Cost	\$ 164	\$ 244	\$ 340	\$ 177	\$ 163	\$ 185	\$ 322	\$ 735	\$ 151	\$ 145	\$ 115
TOTAL COST	\$ 5,264	\$ 6,477	\$ 5,338	\$ 5,251	\$ 5,302	\$ 8,283	\$ 8,321	\$ 12,395	\$ 5,780	\$ 3,062	\$ 1,127

Mode	Major Capital Investments	Miles	\$Million/ Mile	Stations	\$Million/ Station		Notes
1 Expy	Elgin-O'Hare Expressway East Extension	4.4	227.3			\$1,000	
2 BRT	DuPage J-Line BRT	40.4	7	22	2	\$645	
3 BRT	Mid-City Transitway BRT	25.3	5	22	4	\$773	
	I-290 HOV Lanes						
4 HOV	(Hillside Interchange - IL 50 (Cicero Ave.))	9.4	10	6	0	\$188	
	I-290 BRT as J Route Connector						
5 BRT	(IL 83 (Kingery Hwy.) - IL 50 (Cicero Ave.))	12.2		8		\$32	
6 HRT	Blue Line Extension to Oak Brook	7.4	100	6	20	\$950	
7 CRT	Union Pacific West Intersuburban Plus	5.0	13.2	9	1	\$153	
8 HRT	Blue Line Extension to 1st Ave.	0.6	100	1	20	\$89	
	I-290 HOV Lanes						
9 HOV	(IL 171 (1st Ave.) - Hillside Interchange)	4.3	10	4	0	\$86	
	I-290 BRT as J Route Connector						
10 HOV/BRT	(IL 171 (1st Ave.) - IL 83 (Kingery Hwy.))	7.3	0	6	4	\$28	
11 BRT	Cermak Road BRT	14.2	30	10		\$244	
12 BRT	I-290 / I-88 BRT (IL 50 (Cicero Ave.) - IL 59)	26.1	0	19	4	\$89	
13 HOT	I-88 HOT (Hillside Interchange - IL 59)	13.9	49.3	12	4	\$685	
14 BRT	I-355/I-290 BRT	25.9	0	18	4	\$78	
15 HOT/BRT	I-355/I-290 HOT	25.9	49.3	18	0	\$1,277	
16 BRT	I-290 + Extension BRT	14.2	0	12	4	\$22	
17 HOV	I-290 + Extension HOV	14.2	10	12	0	\$284	
18 BRT	IL 83 BRT	16.7	4	16	4	\$163	
19 BRT	1st Avenue BRT	19.3	9	16	2	\$122	
20 BRT	IL 59 BRT (I-88 to 95th St.)	7.7	5	7	4	\$79	
21 BRT	I-290 / I-88 BRT (1st Avenue - IL 59)	21.2	0	17	4	\$716	
22 DMU	Inner Circumferential DMU	21.0	21.5	15	10	\$576	
23 AGT	Mid-City Transitway AGT/RT	24.8	45	22	15	\$2,024	
24 AGT	I-290 / I-88 AGT (1st Avenue - IL 59)	21.2	50	17	15	\$1,351	
25 AGT	IL 83 AGT	16.9	50	16	15	\$1,159	
26 AGT	1st Avenue AGT	19.1	50	16	15	\$1,247	
27 CRT	Milwaukee District West Line Upgrade	32.9	13.2			\$66	
28 CRT	Union Pacific West Line Upgrade	30.3	13.2			\$492	
29 CRT	BNSF Upgrade	31.7	13.2			\$172	
	I-290 Eisenhower Expy HOV + I-290 Extension						
30 HOV	Reverse HOV (Reverse Commute Orientation)	14.2	20	12	0	\$230	
31 BRT	I-290 / I-88 BRT (1st Avenue - I-355)	11.6	0	10	4	\$52	
32 HOT	I-88 HOT (Hillside Interchange - I-355/Yorktown)	7.3	49.3	5	0	\$360	
	I-290 Reversible HOV (Reverse Commute Orientation)						
33 HOV		14.2	10	12	0	\$172	
34 SHLD	IL 83 Shoulder Riding BRT	16.9	3.5	16	3	\$108	
35 SHLD	I-355/I-290 Shoulder Riding BRT	25.9	3.5	18	3	\$130	

Strategic Roadway Cost Summary		\$Millions	Miles
1	Central Ave.; extend over BNSF Cicero Yard	\$18.720	0.5
2	25th Ave.; widen from 1 to 2 lanes in each direction (IL 64 - US 20)	\$4.795	1
3	Franklin Ave.; improve interchange with Mannheim Rd.	\$15.280	0
4	Wolf Rd.; extend over UP Proviso Yard (Lake St. - St. Charles Rd.)	\$19.810	0.8
5a	IL 83 (Kingery Highway); Riverside Dr./Monroe St. intersection grade separate with collector-distributor to Roosevelt Rd.	\$12.000	0.9
5b	IL 83 (Kingery Highway); (US 34 - 55th St.)	\$30.000	1.8
5c	IL 83 (Kingery Highway); (63rd St. - Midway Drive)	\$12.000	1.9
5d	IL 83 (Kingery Highway); 75th St. intersection 2 turn lanes on IL 83 north leg	\$0.750	0
6	22nd St; widen from 2 to 3 lanes in each direction (IL 83 - IL 56)	\$12.000	1.5
7	Fullerton Ave./Grand Ave. Corridor; extend west to Main St. (Glen Ellyn) and east to Grand Ave.	\$17.917	5.5
8	IL 59; widen from 2 to 3 lanes in each direction (New York St. - Ferry Rd.)	\$50.000	3.5
9	Eola Road; extend through Fermilab to IL 38 (Butterfield Rd./IL 56 - Roosevelt Rd/IL 38)	\$31.640	4.5
10	Elgin O'Hare Expy; extend one interchange west to County Farm Rd.	\$12.407	0.6
11	I-290 Safety Improvements and Reconstruction (Mannheim to Cicero)	\$416.000	7.2
		\$653.319	