



INVEST IN COOK

Cook County Department of Transportation and
Highways FY2018 Call for Projects

Office of Intermodal Project Implementation - Illinois Department of Transportation

Applicant Municipality/Agency/Organization

Beth McCluskey, Director, Office of Intermodal Project Implementation, IDOT

Chief Executive's Name and Title

(Mayor, President, Supervisor, Chief Executive Officer, Executive Director, etc.)

CREATE Project WA11 - Dolton Junction Interlocking

Project Name

Toni Preckwinkle, President
Cook County Board of Commissioners

Cook County Department of Transportation and Highways (DOTH)
69 West Washington, Suite 2300
Chicago, IL 60602

John Yonan, Superintendent

January 19, 2018



Application Checklist

Please use the following checklist to ensure that your application package is complete and includes the information we need to evaluate your project. Omission of items does not necessarily preclude your application from consideration, but the items on the following checklist are highly recommended.

Required Items:

- ☒ Signed Mayor's or Chief Executive's cover letter
- ☒ Completed Application
- ☒ Project Area Map
- ☒ Project Milestone Schedule
- ☒ Most Recent Auditor's Report or Other Proof of Financial Standing

Optional Items:

- ☒ Sections or summary of applicable project-related studies or reports (limit five pages)
- ☐ Resolutions and Certifications of Resolutions
- ☐ Detailed Cost Estimates (Required for construction funding requests)
- ☐ Attach any related images

If you have any questions or would like to request assistance filling out the application contact Tim Egan at [\(312\) 603-1534](tel:3126031534) or InvestInCook.CC@cookcountyil.gov. DOTH staff is available to help clarify application fields, provide guidance on how to submit a competitive application, and for applicants who can demonstrate the need, assistance in preparing an application (contingent on staff availability).

Please submit an electronic copy of the completed fillable PDF of the application, with all related attachments, through the Invest In Cook application submission page at:

<https://www.cookcountyil.gov/content/invest2018application>

The deadline for submitting all applications is: March 16, 2018 at 5:00 PM CST (Applications received after this date and time will not be accepted. No exceptions.)



Applicant Information

Municipality, Agency, or Organization:

Office of Intermodal Project Implementation, IDOT

Mayor, President, or CEO Name and Title:

Beth McCluskey, Director, Office of Intermodal Project Implementation

Project Title (use TIP title if applicable):

CREATE Project WA11 (TIP 01-05-0011)

Chief Executive's Email Address:

Beth.McCluskey@illinois.gov

Chief Executive's Street Address:

69 West Washington Street, Suite 2100

City:

Chicago

Illinois

Zip Code:

60602

Chief Executive's Telephone:

(312) 793-2116

Project Contact's Name:

Samuel Tuck III, P.E., M.S.

Project Contact's Email Address:

Samuel.Tuck@illinois.gov

Project Contact's Telephone:

(312) 793-3940

Total Amount Requested:

\$ 600,000.00

Total Matching Funds*:

\$ 900,000.00

Total Phase Amount:

\$ 1,500,000.00

Total Project Estimate:**

\$ 40,915,919.00

*Matching funds are not required, but local support in the form of financial or other contributions will be looked at favorably in the evaluation.

The Department reserves the right to require matching funds on a sliding scale basis related to the applicant's level of economic need.

**A total project estimate is not required at the time of submission, but it is highly recommended and may improve your chances of being selected. Contact DOTH at investincook.CC@cookcountyil.gov before applying if your organization needs assistance developing a cost estimate. Your request for assistance will be evaluated for need and approval will be dependent on DOTH staff availability.



Applicant Information (Continued)

County Commissioner
District Number(s):

5th

Council of
Mayor(s):

South

Project Type: ☐ Transit ☒ Freight
☐ Bike/Ped ☐ Roadway ☐ Other _____

Current Project Phase: ☐ Feasibility/Planning Study ☐ ROW Acquisition ☐ Construction
☐ Preliminary Engineering ☒ Design Engineering ☐ Other _____

TIP ID (for existing projects): 01-05-0011

Will you need assistance with a cost estimate? (Y/N): ☐ Yes ☒ No Will you need any other assistance before your project can begin? (Y/N): ☐ Yes ☒ No

If additional assistance is desired, please describe your needs below*:

N/A

*The County will make available resources in the form of staff and time for projects that we feel warrant the effort from applicants who can justify their need. These services will be provided at the Department's discretion and are contingent upon staff availability.

Project Location Information

Not all fields are required, but please ensure the following fields are filled in as completely as possible. Please attach a map with sufficient detail to accurately locate your project in a GIS system.

Project Limits

Dolton Junction Interlocking

Name of Street or Facility to be Improved

435 E. 144th Street / 13552 S. Halsted Street

South/West Project Extents

Villages of Dolton and Riverdale

Municipality (or Municipalities) Involved

99 E. 137th Street / 14004 Cottage Grove Avenue

North/East Project Extents



Project Summary

Provide a description of proposed improvements and impacts that will result from your project. Provide details that demonstrate how your project benefits your community, and explain your project's effects on items checked in the boxes in the other sections. Indicate the specific phase for which funding is sought. References to plans and other analysis will also help staff evaluate your project.

Project Overview

Project WA11 is in the Villages of Dolton and Riverdale in south suburban Cook County and is one of 70 CREATE Program projects (see Attachment Map 1 for CREATE Program project map and Attachment Map 2 for Project WA11 location and limits). Project WA11 is currently in Phase II. The design is 60-percent complete and is funded by the CREATE Program's private railroad partners and the Federal Highway Administration (FHWA). To advance the project to construction, which will be funded by the railroads, funding support is needed for right-of-way (ROW) acquisition.

CREATE stands for the Chicago Region Environmental and Transportation Efficiency Program. Its purpose is to update, expand, and improve freight and passenger rail operations and to improve highway operations in Cook County while reducing the environmental impacts of rail operations on the public. Announced in 2003, CREATE is a first-of-its-kind partnership between FHWA, Illinois Department of Transportation (IDOT), Cook County, Chicago Department of Transportation (CDOT), Metra, Amtrak, and the nation's freight railroads. For more information on the CREATE Program please visit <http://createprogram.org/index.htm>.

The purpose of Project WA11 is to maintain and modernize freight rail infrastructure; however, Project WA11 also benefits passenger rail and south suburban transit, bicycle, and pedestrian mobility and safety. The project will upgrade and reconfigure freight rail connections at the Dolton Interlocking (41.640716, -87.612251), construct a third main line track between intermodal freight yards and mainline tracks, as well as improve conditions at the following nine highway-railroad at-grade crossings.

1. 137th Street and Michigan Avenue
2. 138th Street and Indiana Avenue*
3. 138th Street and Forest Avenue
4. 140th Street and South Indian Avenue
5. 142nd Street and Jackson Street
6. 144th Street and Jackson Street
7. Lincoln Avenue and Forest Avenue
8. Lincoln Avenue and Park Avenue
9. Cottage Grove Avenue between 138th Street and 142nd Street

*The new third main track on the CSX railroad will be compatible with crossing improvements at 138th Street and Indiana Avenue (DOT/AAR Number: 163611P) that have been ordered by the Illinois Commerce Commission (ICC).

Project Benefits

Project WA11 improvements will directly benefit freight and passenger rail traffic by doubling freight train speeds through the Dolton Interlocking. Increased freight train speeds and improved network connectivity will reduce the potential for delay to Amtrak trains. Improving connectivity between intermodal yards and freight mainline tracks will improve connectivity and capacity at intermodal yards located in Dolton and Riverdale, which will help retain and grow jobs for industries that rely on fast and reliable intermodal freight service.

Although Project WA11 is primarily a freight rail project, it provides additional multimodal benefits in



Project Funding Request and Financing Summary

Please provide a comprehensive funding summary and timeline for the entire project. If you are requesting County assistance in developing a cost estimate, you may leave the table blank, but consult with the Department at InvestInCook.CC@cookcountyil.gov before submitting your application. Project funding awarded under this program may not be used for staff salaries. Please include funding from completed phases.

	Starting County Fiscal Year*	Total Phase Cost	County Funds Request	Other Funding Sources	
				Fund Type**	Amount
Planning/Feasibility Study					
Preliminary Engineering	2009	\$ 1,234,131.00	\$ 0.00	RR/Illinois	\$ 1,234,131.00
Design Engineering	2016	\$ 1,709,686.00	\$ 0.00	FHWA/RR	\$ 1,709,686.00
Construction (Including Construction Engineering)	2020	\$ 36,472,103.00	\$ 0.00	Railroads (RR)	\$ 36,472,103.00
Right of Way Acquisition	2019	\$ 1,500,000.00	\$ 600,000.00	IDOT/RR	\$ 900,000.00
Total Project Costs		\$ 40,915,919.00	\$ 600,000.00	IDOT/FHWA/RR	\$ 40,315,919.00

*Cook County fiscal years begin December 1st

**Please indicate the type of funding source (county, local, Federal, State, etc.)

Is local, state or federal funding committed?

☒ Yes
☐ No

If yes, please provide copies of documents demonstrating commitment.

Is ROW acquisition required for this project?

☒ Yes
☐ No

If yes, has the ROW already been acquired?

☐ Yes
☒ No

Estimated Construction Year:

2020

Applicant Experience

In the box below, please demonstrate your organization's ability to execute a project of similar size, scope, and complexity as the project for which you are submitting this application. Please provide a description, total cost and year of projects with comparable scopes completed by your organization in the recent past.

An *Invest in Cook* grant would support an existing transportation program with a demonstrated track record of planning, designing, and completing projects that improve safety, increase freight and passenger rail speeds, and reduce rail and roadway delays. Currently, IDOT-OIPI has completed 29 CREATE projects and is overseeing 5 projects in Phase III, 4 projects in Phase II, and 19 projects in Phase I in collaboration with the CREATE partners. This history includes successfully and expeditiously managing grant funding, particularly through its obligation of Projects of National and Regional Significance (PNRS) and Transportation Investments Generating Economic Recovery (TIGER) funds.

IDOT-OIPI does not require Cook County staff support to complete Project WA11's design, ROW acquisition, or construction. Project WA11's ROW acquisition can proceed once funding is secured and an intergovernmental agreement is executed.



Evaluation Criteria

Consistency with Existing Plans

Does this project implement goals from **Connecting Cook County**?

☒ Yes
☐ No

Does this project implement goals from other local and regional plans?*

☒ Yes
☐ No

*If you replied yes, please summarize and provide links to the plans in the project summary. If a web link cannot be provided, please attach a copy of the pertinent parts of the plan with your application. Consistency with Cook County plans, e.g. Planning for Progress, Partnering for Prosperity, or Connecting Cook County, will be looked at favorably.

Prioritizing Transit and Other Transportation Alternatives

Existing Multimodal Infrastructure/Services (check all that are present within the project buffer; buffers for each mode are specified in the program description)

- | | | | |
|--|---|--|---|
| <input checked="" type="checkbox"/> Transit (Rail) | <input type="checkbox"/> Bus Benches | <input checked="" type="checkbox"/> Crosswalks | <input type="checkbox"/> Bike Lanes |
| <input checked="" type="checkbox"/> Transit (Bus) | <input type="checkbox"/> Transfer Station | <input type="checkbox"/> Trails | <input checked="" type="checkbox"/> Street Lighting |
| <input type="checkbox"/> Bus Shelters | <input checked="" type="checkbox"/> Sidewalks | <input type="checkbox"/> Paths | <input checked="" type="checkbox"/> Other |

Transit Routes Used by Facility:

Passenger rail; Pace Bus

Daily Weekday Ridership:

N/A / 1,803

- | | | | | | |
|--|--|---|--|--|--|
| Condition of Transit Facilities | <input type="checkbox"/> Excellent
<input checked="" type="checkbox"/> Average
<input type="checkbox"/> Poor | Condition of Pedestrian Facilities | <input type="checkbox"/> Excellent
<input type="checkbox"/> Average
<input checked="" type="checkbox"/> Poor | Condition of Bicycle Facilities | <input type="checkbox"/> Excellent
<input type="checkbox"/> Average
<input checked="" type="checkbox"/> Poor |
|--|--|---|--|--|--|

New or Improved Multimodal Infrastructure/Services this project will provide (check all that apply)

- | | | | |
|---|---|-------------------------------------|---|
| <input type="checkbox"/> Transit (Rail) | <input type="checkbox"/> Bus Benches | <input type="checkbox"/> Crosswalks | <input type="checkbox"/> Bike Lanes |
| <input checked="" type="checkbox"/> Transit (Bus) | <input type="checkbox"/> Transfer Station | <input type="checkbox"/> Trails | <input type="checkbox"/> Street Lighting |
| <input type="checkbox"/> Bus Shelters | <input checked="" type="checkbox"/> Sidewalks | <input type="checkbox"/> Paths | <input checked="" type="checkbox"/> Other |

Primary Project Transportation Alternatives Impacts (please check all that apply):

- | | | |
|---|---|---|
| <input checked="" type="checkbox"/> Fills gap(s) in the pedestrian network | <input type="checkbox"/> Fills gap(s) in the bicyclist network | <input type="checkbox"/> Helps complete a planned trail project |
| <input type="checkbox"/> Intersects existing trails or bikeways | <input type="checkbox"/> Connects key destinations | <input checked="" type="checkbox"/> Provides new pedestrian facilities where none had existed |
| <input type="checkbox"/> Provides new bicycle facilities where none had existed | <input checked="" type="checkbox"/> Improves safety for pedestrians or bicyclists or both | <input checked="" type="checkbox"/> Improves an existing facility |
| <input type="checkbox"/> Improves safety in a high crash area (provide documentation) | <input type="checkbox"/> Provides safe pedestrian access to existing transit route(s) | <input type="checkbox"/> Provides safe bicyclist access to existing transit route(s) |
| <input checked="" type="checkbox"/> Improves the speed or reliability of transit services | <input type="checkbox"/> Provides new transit service within a transit desert | <input type="checkbox"/> Provides new transit where none previously existed |
| <input checked="" type="checkbox"/> Improves the safety or comfort of transit users | <input type="checkbox"/> Provides ADA improvements to transit facility | |



Support the Region's Role as North America's Freight Capital

New or Improved Freight Infrastructure/Services this project will provide (check all that apply)

- | | | | |
|-----------------------------------|---|--|-------------------------------------|
| <input type="checkbox"/> Roadways | <input type="checkbox"/> Bridge | <input checked="" type="checkbox"/> Rail | <input type="checkbox"/> Permitting |
| <input type="checkbox"/> Viaduct | <input type="checkbox"/> Grade Separation | <input type="checkbox"/> Intermodal Facility | <input type="checkbox"/> Other |

Traffic Volumes (AADT): 900 - 8,750 **Truck/Heavy Vehicle Share of Traffic (%)** 8-percent

Does an industrial area or company depend on the facilities your agency plans on improving?*

- ☒ Yes
☐ No

*If yes, please provide a description of the area and the company(s) impacted by your improvement in your project summary.

Primary Project Freight Impacts (please check all that apply):

- | | |
|---|---|
| <input type="checkbox"/> Project improves a designated truck route | <input checked="" type="checkbox"/> Project improves the speed or reliability of goods movement |
| <input checked="" type="checkbox"/> Project improves the safety of freight movement in the region | <input type="checkbox"/> Project improves intermodal connections between freight modes |

Promote Equal Access to Opportunities

Primary Project Impacts on Equal Access (please check all that apply):

- | | |
|--|---|
| <input checked="" type="checkbox"/> Project is in an economically disadvantaged area | <input checked="" type="checkbox"/> Project is located in a CDBG designated low to moderate income census tract |
| <input checked="" type="checkbox"/> Project is located in an area with a high minority population | <input checked="" type="checkbox"/> Project reduces travel time for transportation users in a disadvantaged area |
| <input checked="" type="checkbox"/> Project creates or retains jobs accessible to low- and moderate-income persons | <input checked="" type="checkbox"/> Project helps make a currently disadvantaged area more attractive to new businesses |

Maintain and Modernize What Already Exists

Primary Project Impacts on Maintenance and Modernization (please check all that apply):

- | | |
|--|--|
| <input checked="" type="checkbox"/> Project repairs a facility that is currently in poor condition | <input checked="" type="checkbox"/> Project brings an existing facility up to modern design standards |
| <input checked="" type="checkbox"/> Project improves signals to help safety and traffic flow | <input checked="" type="checkbox"/> Project includes implementation of new safety features that were not present |

Increase Investments in Transportation

Funding Programs Applied For:

- ☒ Federal Grants
☒ State Grants
☐ Local
☒ Other

Funding Awards:

- ☒ Federal Grants
☒ State Grants
☐ Local
☒ Other

**PLEASE DO NOT SUBMIT A SCANNED COPY OF THIS APPLICATION.
THE COMPLETED FILLABLE PDF SHOULD BE UPLOADED INSTEAD**

Invest in Cook

2018 Grant Application

Applicant's Name: Office of Intermodal Project Implementation - Illinois Department of Transportation

Project Name: CREATE Project WA11 - Dolton Junction Interlocking

Project Location: Villages of Dolton and Riverdale

Attachment: Signed Cover Letter

March 15, 2018

John Yonan
Superintendent, Department of Transportation and Highways, Cook County
69 West Washington, Suite 2300
Chicago, IL 60602

Dear Superintendent Yonan:

I am pleased to submit the Illinois Department of Transportation (IDOT) Office of Intermodal Project Implementation's (OIPI) application for an *Invest in Cook* grant for the CREATE Project WA11, which is in the Villages of Dolton and Riverdale in south suburban Cook County.

Project WA11 is currently in Phase II (final design). The design is 60% complete and is funded by the CREATE Program's private railroad partners and the Federal Highway Administration (FHWA). To advance the project to construction, which will be funded by the private railroad partners, funding support is needed for right-of-way (ROW) acquisition. Phase I, which was funded by the private railroad partners and State of Illinois, estimated ROW costs at \$1,500,000. The private railroad partners have committed \$300,000, or 20%, towards the project's ROW costs. IDOT has committed \$600,000 or 40%. IDOT is seeking a \$600,000 *Invest in Cook* grant to fund the remaining ROW costs equal to 40%. Total project costs were estimated at \$40,915,919.

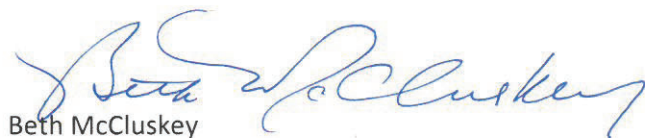
To leverage the \$600,000 in *Invest in Cook* funds IDOT and the private railroad partners are requesting via this grant, IDOT, FHWA, and the private railroads have committed to collectively providing \$40,315,919 in matching funds to complete Project WA11. *Invest in Cook* funding would account for 1.5% of the total project cost, a leverage ratio of 68.2 to 1.0.

Project WA11's funding could leverage additional Cook County resources: the recently announced Dolton/Riverdale Gateway freight study is being funded by a 2017 *Invest in Cook* grant and will identify priority crossings and solutions to alleviate traffic congestion caused by passing trains. Improvements already included in Project WA11 could benefit priority crossings identified in this study. It may also be possible to incorporate solutions identified through this study into Project WA11's final design.

CREATE Project WA11 aligns with Cook County's objectives of supporting the region's role as North America's freight capital, maintaining and modernizing existing infrastructure, and improving mobility and supporting business expansion and job creation in two south suburban communities that are predominantly minority (96% and 97% respectively) and have a high concentration of low- and moderate-income residents (50% and 57% respectively).

With the CREATE Program's record of delivering complex infrastructure projects on time and on budget, IDOT is confident that we can successfully deliver this project according to the timeframe and budget in our application.

Sincerely,



Beth McCluskey
Director, Office of Intermodal Project Implementation, IDOT
69 West Washington Street, Suite 2100
Chicago, IL 60602

Invest in Cook

2018 Grant Application

Applicant's Name: Office of Intermodal Project Implementation - Illinois Department of Transportation

Project Name: CREATE Project WA11 - Dolton Junction Interlocking

Project Location: Villages of Dolton and Riverdale

Attachment: Map 1 (CREATE Program Map)



Note: Does not include Viaduct Improvement Program locations, Safety Improvement Program or Common Operational Picture

6/8/2011

Invest in Cook

2018 Grant Application

Applicant's Name: Office of Intermodal Project Implementation - Illinois Department of Transportation

Project Name: CREATE Project WA11 - Dolton Junction Interlocking

Project Location: Villages of Dolton and Riverdale

Attachment: Map 2 (Project Location)

Invest in Cook

2018 Grant Application

Applicant's Name: Office of Intermodal Project Implementation - Illinois Department of Transportation

Project Name: CREATE Project WA11 - Dolton Junction Interlocking

Project Location: Villages of Dolton and Riverdale

Attachment: Project Schedule

[illegible]

◆ MILESTONE COMPLETION DATE

Invest in Cook

2018 Grant Application

Applicant's Name: Office of Intermodal Project Implementation - Illinois Department of Transportation

Project Name: CREATE Project WA11 - Dolton Junction Interlocking

Project Location: Villages of Dolton and Riverdale

Attachment: Project Cost Estimate

CREATE Full Project 3.1 Form				
CREATE Project Number	WA11			
Prime Railroad	CSX			
Date of Report	February 4, 2016			
Project Schedule Section			Notes	
Year Estimate was compiled	2015			
Begin Phase III (month/year)	Jan-17			
End Phase III (month/year)	Dec-18			
Total duration of Phase III	1 Year(s) 11 Month(s)			
Inflation rate	4.50%		Was 4.5%	
Project Cost Estimate Section			Costs	Notes
			Funding Party	
Phase I Costs				
Part A (Environmental)	IDOT			
Part A (Environmental)	AAR(RR)	\$276,809		
Part A (Environmental)	FHWA			
Part A (Environmental)	CDOT			
Part B (Preliminary Engineering)	IDOT			
Part B (Preliminary Engineering)	AAR(RR)			
Part B (Preliminary Engineering)	RR Non-Match	\$957,322		
Part B (Preliminary Engineering)	RR Match			
Part B (Preliminary Engineering)	FHWA			
Part B (Preliminary Engineering)	CDOT			
Total Phase I Costs		\$1,234,131		
Phase II Final Engineering Costs				
PSI/Tech Memo	IDOT			
PSI/Tech Memo	AAR(RR)			
PSI/Tech Memo	FHWA			
PSI/Tech Memo	CDOT			
PS&E	IDOT			
PS&E	AAR(RR)			
PS&E	RR Non-Match	\$341,937		
PS&E	RR Match			
PS&E	FHWA	\$1,367,749		
PS&E	CDOT			
Phase II Final Engineering Costs		\$1,709,686		
Utility Negotiation Costs		0		
Phase II ROW Costs				
ROW	IDOT	\$1,200,000		
ROW	AAR(RR)			
ROW	RR Non-Match			
ROW	RR Match	\$300,000		
ROW	FHWA			
ROW	CDOT			
Total ROW Costs		\$1,500,000	Final split of Total ROW Costs TBD	
Total Phase II Costs		\$3,209,686		
Phase III Costs				
Construction Estimate	\$25,450,000			
"Confidence of Estimate" contingency used*	15.00%			
Total Current Construction Estimate	\$29,267,500			
2016 Construction Costs With Inflation	% of Total	\$0		
2017 Construction Costs With Inflation	% of Total	55.00%	\$17,578,463	
2018 Construction Costs With Inflation	% of Total	45.00%	\$15,029,586	
2019 Construction Costs With Inflation	% of Total		\$0	
2020 Construction Costs With Inflation	% of Total		\$0	
	100.00%		\$32,608,049	
Construction Management Costs-Force Account	\$32,608,049	1.85%	\$603,249	
Construction Management Costs-Consultant	\$32,608,049	5.00%	\$1,630,402	
Project's Management Reserve	\$32,608,049	5.00%	\$1,630,402	
Total Phase III Costs		\$36,472,103		
Total Project Cost All Phases		\$40,915,919		
*20% at feasibility, 15% at preliminary engineering and 10% at final engineering				

Invest in Cook

2018 Grant Application

Applicant's Name: Office of Intermodal Project Implementation - Illinois Department of Transportation

Project Name: CREATE Project WA11 - Dolton Junction Interlocking

Project Location: Villages of Dolton and Riverdale

Attachment: Financial Standing Documents



ILLINOIS DEPARTMENT OF TRANSPORTATION **ANNUAL REPORT 2016**



Our mission:

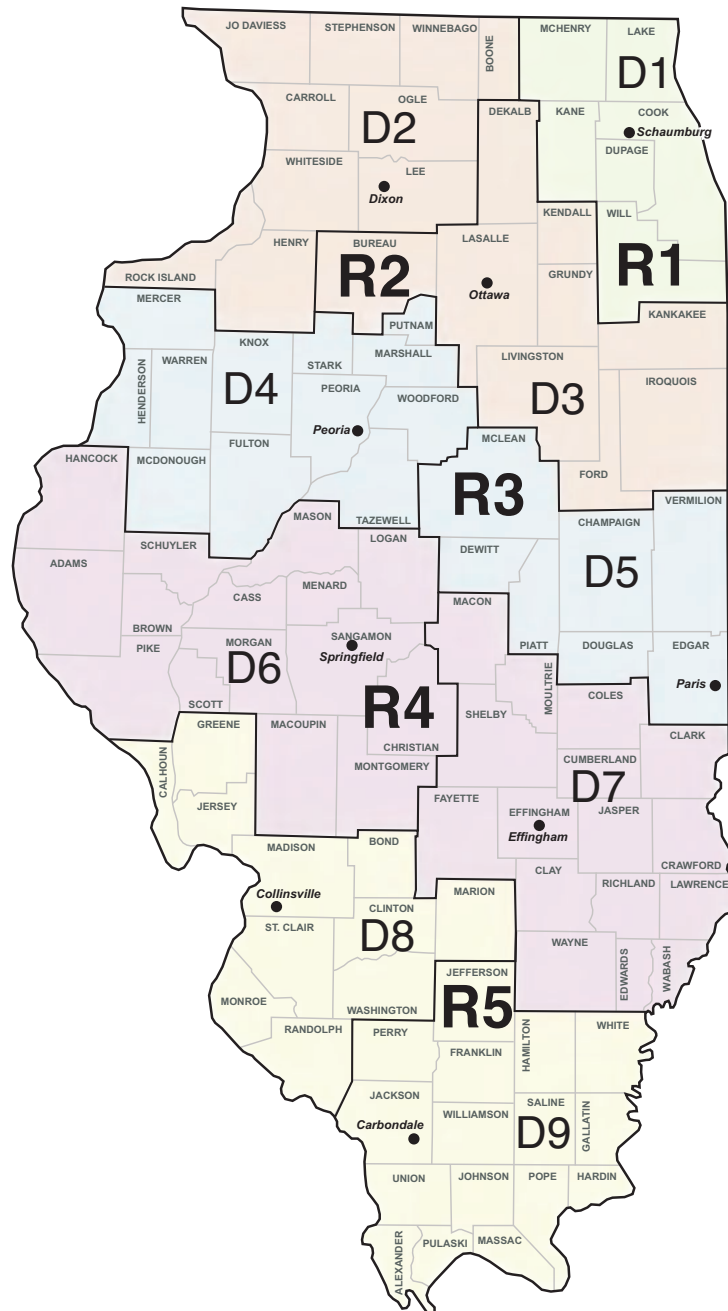
To provide safe, cost-effective transportation for Illinois in ways that enhance quality of life, promote economic prosperity and demonstrate respect for our environment.

Our vision:

To be recognized as the premier state department of transportation in the nation.

Our guiding principles:

- ▶ Safety
- ▶ Integrity
- ▶ Responsiveness
- ▶ Quality
- ▶ Innovation





A message from the Secretary

Illinois' transportation system is an asset that sets our state apart from everyone else. In no other state will you find such a complex, sophisticated transportation network that touches so many modes and such a diverse collection of communities. Our highways, rail, waterways, aviation, transit, bicycle and pedestrian systems are among the largest in the nation. Simply put, transportation is what we do in Illinois.

The people of Illinois are counting on IDOT to provide properly maintained and modernized transportation systems that support ease of travel, opportunities for economic growth and a positive quality of life. The work we do at IDOT strengthens our standing as a leading state to raise a family, grow a career and do business. In 2016, we made great strides on projects throughout the state that will help us meet these goals, including the completion of more than 700 highway projects, as well as many others touching every mode of transportation. At the same time, we launched several new, innovative endeavors to spur continued investment in infrastructure. You will find updates on many of these projects and innovations within this report.

Looking ahead, we will continue to seek new methods for meeting the public's transportation needs, while working diligently to be responsible stewards of our resources. Our aspiration at IDOT is to be one of the most innovative transportation departments in the nation – to use the latest technology and industry best practices to make us better. We are well on our way to achieving this, and I am confident the following pages reflect our team's earnest efforts toward realizing such an ambitious goal.

Under Gov. Rauner's leadership, the progress we made in 2016 will pay dividends far into the future. On behalf of our entire team at IDOT, thank you for the trust you place in our agency. It is truly an honor to do such important work for the people of Illinois.

A handwritten signature in dark ink, appearing to read "Randall S. Blankenhorn".

Randall S. Blankenhorn
Secretary
Illinois Department of Transportation

2016 facts and figures

The Illinois Department of Transportation is responsible for building and maintaining the state's highways, regulating and supervising all Illinois airport activity, overseeing the state and federal funding for public transportation and managing passenger and freight rail projects. Through effective planning, programming and project development efforts, IDOT strives to look at a full range of transportation options, evaluate how they affect mobility for users, assess the current infrastructure, prioritize needed improvements based on performance and demographics, and then, with available revenue sources, integrate them into an overall transportation strategy.

\$2.8 billion

IDOT's operating budget
for Fiscal Year 2016



4,833

IDOT employees statewide

202

Safety and traffic
improvements

745

Highway projects complete



7,835

Bridges under state jurisdiction
(third-largest inventory in nation)

43,000

Miles plowed by
IDOT snow-removal crews



Miles of
pavement improvements

138

Bridge improvements

57

Transit systems
across the state



86,620

Number of motorists assisted
by IDOT's emergency
traffic responders

141,000

Tons of road salt used statewide



827

Aviation facilities



1.8 million

Passengers served on Amtrak's
four state-supported routes



Love the
Land of Lincoln

143

Number of Adopt-a-Highway
volunteer groups serving
for 20 years

1,107

Adopt-a-Highway
volunteer organizations

Connecting with IDOT



40,910

Facebook followers
[Facebook.com/
IllinoisDepartmentofTransportation](https://www.facebook.com/IllinoisDepartmentofTransportation)



39,900

Twitter followers
[@IDOT_Illinois](https://twitter.com/IDOT_Illinois)



48,500

YouTube views
[YouTube.com/IllinoisDOT](https://www.youtube.com/IllinoisDOT)



6,789

LinkedIn followers

12,750

IDOT in Motion subscribers

871,347

Visitors to GettingAroundIllinois.com
weather conditions map in 2016



313

Instagram followers
[@IDOTimages](https://www.instagram.com/IDOTimages)

1.8 million

Website visitors in 2016 to
IDOT.Illinois.gov

Keeping Illinois roads safe

In 2016, Illinois saw the highest number of fatalities on state roads and highways in nearly a decade. The increase in fatal crashes occurred across the board in both urban and rural locations, touching travel on all types of public roads. IDOT continues to deploy a number of tactics to address this escalating problem — such as incorporating the use of pertinent safety data into road and bridge design decision-making processes — and will continue to seek ways to further ensure Illinois roads stay safe for all.

1,076

Deaths on Illinois roads



Worker death in
an Illinois work zone



995

Fatal crashes on Illinois roads

42

Work-zone fatalities
in Illinois

26,000

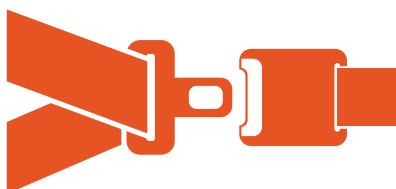
Hours Illinois State Police
devoted to work-zone patrols

1 million

Views on IDOT's first "Invinceable" public safety video within four months

93%

Front-seat seat-belt usage
(2.2 percentage points lower than 2015)

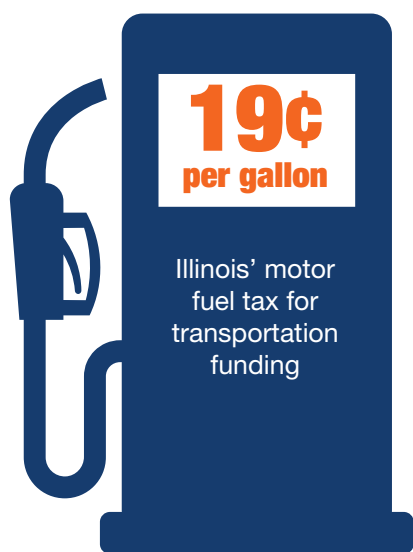


82.4%

Rear-seat seat-belt use
(2.5 percentage points lower than 2015)

Financing Illinois' transportation system

IDOT is funded through a combination of federal and state resources. "User fees" — which includes motor fuel and diesel fuel taxes and driver's license fees — are a significant part of Illinois' transportation funding system. IDOT's ability to access state resources is provided by appropriations passed by the General Assembly and signed by the Governor. In fiscal year 2016, IDOT received an appropriation of \$2.8 billion. for capital needs. Illinois' funding sources for transportation remain relatively flat while the state's highway road and bridge network is deteriorating at a rate that programming levels cannot adequately meet.



\$203

Amount the average driver pays annually to maintain Illinois' highways and bridges via motor fuel tax and vehicle registration fees

3,717

Highway miles in need of repair

**\$25 million -
\$35 million**

Average cost to construct a new interchange



\$503,000

Average cost per mile to resurface a highway

2016 PROJECT HIGHLIGHTS

Projects highlighted on the following pages include work that was completed in 2016 and projects that are significantly underway today in our Highways & Bridges, Transit & Intermodal and Aviation programs.

HIGHWAYS & BRIDGES

Illinois is at the heart of the country's interstate highway system. This vast system consists of coast-to-coast Interstate 80 and Interstate 90, along with Interstate 70 that extends from the East Coast to Utah. These major corridors are joined by multiple north-south corridors including interstates 39, 55 and 57 and additional east-west corridors such as interstates 24, 64 and 74. In all, 2,185 interstate miles serve Illinois, making it the third-ranking state in the United States. A total of 15,969 miles of state highways and 7,835 bridges make the interstate routes accessible across the entire state.



Milestone projects completed on Jane Byrne Interchange

START DATE: **2014**

PROJECTED COMPLETION DATE: **2020**

ESTIMATED PROJECT COST: **\$600 million**

Workers made significant progress on the Jane Byrne Interchange project in 2016, including the Dec. 4 opening of a new flyover ramp linking the inbound Dan Ryan Expressway (westbound Interstate 90/94) to the outbound Eisenhower Expressway (westbound Interstate 290). Traffic will use one lane on the flyover until the second lane can open with the completion of ongoing work on the outbound Eisenhower in summer 2018.

The Taylor Street Bridge over the Dan Ryan Expressway also was substantially completed in December, marking a second major milestone for the multiyear project.

The Jane Byrne Interchange, located in the heart of downtown Chicago, is a critical piece in the nation's transportation system, particularly for freight movement. Of the more than 400,000 vehicles per day that travel through the interchange, approximately 30,000 are trucks. The volume of traffic has made the interchange one of the slowest, most congested highway freight bottlenecks in the nation.

Altogether, the dozens of improvements made to the interchange cut delays in half, resulting in up to 5 million fewer hours annually of idle time for drivers and up to 1.6 million gallons of gasoline saved annually.



First-of-its-kind Houbolt Road bridge project

START DATE: **2017**

PROJECTED COMPLETION DATE: **2019**

ESTIMATED PROJECT COST: **\$170 million-\$190 million**

Under the leadership of Gov. Rauner, IDOT reached a first-of-its-kind agreement in July between the state, local governments and CenterPoint Properties to build a new Houbolt Road bridge linking Interstate 80 and the intermodal facilities in Will County that make up the country's largest inland port. The project will alleviate traffic congestion on local roads, improve safety and further strengthen the state's economy.

The creative agreement is the result of teamwork between IDOT, CenterPoint, the City of Joliet and Will County. Under the agreement, CenterPoint will build and operate a new tolled bridge on Houbolt Road over the Des Plaines River and the BNSF Railroad tracks at a cost of \$150 million to \$170 million. An IDOT contribution of \$21 million will widen Houbolt Road and reconfigure the existing interchange with I-80 to a diverging-diamond design to accommodate the increased traffic demand. The City of Joliet will work with IDOT to implement and oversee the improvements.

Construction is planned to begin in 2017, and the bridge should open in 2019. When complete, the project will provide two lanes of traffic in each direction between I-80 and CenterPoint's intermodal facilities, which are home to thousands of jobs and \$75 billion in freight activity annually. The new link will relieve congestion on roads, answer safety concerns expressed by local communities and make the intermodal facilities more efficient.

About 11,000 vehicles per day are expected to use the bridge initially, including more than 6,600 trucks. By 2040, it is anticipated that traffic will grow to approximately 30,000 vehicles per day, including about 18,000 trucks.



I-55 Managed Lane project receives environmental approval

ESTIMATED PROJECT COST: **\$425 million**

In July, the Federal Highway Administration approved IDOT's proposed I-55 Managed Lane project. An environmental assessment conducted by IDOT studied the addition of managed lanes in each direction in the existing Interstate 55 median between Interstate 355 and Interstate 90/94. The proposed managed lanes would improve mobility and operational efficiency by offering a reliable and efficient travel option in the increasingly congested corridor.

Design plans for the project were approved in November. The department continues to explore ways to finance and deliver the project, with a public-private partnership the preferred option.



I-55/Lake Shore Drive construction progresses

START DATE: **2015**

PROJECTED COMPLETION DATE: **2017**

ESTIMATED PROJECT COST: **\$134.2 million**

Significant progress was made in 2016 on the ramps and bridges linking Interstate 55 and Lake Shore Drive in Chicago. The project will provide enhancements through the reconstruction of six bridges and rebuilding the inbound and outbound ramps. Some ramps will be widened to accommodate a more efficient flow of traffic. Completion of this vital gateway into Chicago is expected in 2017.



Improvement projects completed in Chicago suburbs

In the Chicago suburbs, many improvements years in the making came to conclusion. The U.S. 45 widening and reconstruction between 131st Street and 179th Street in Orland Park, Orland Hills, Palos Park and Tinley Park finished in the fall. Also wrapping up: a reconstruction project along Illinois 171 and the Interstate 55 interchange in Summit, Lyons and McCook. The bridges along northbound Illinois 171 were rebuilt, as well as the interchange with I-55. In Woodstock and Crystal Lake, a reconstruction and widening project finished on U.S. 14 that added improved lighting and a path to accommodate bicyclists and pedestrians. New overpasses were opened to eliminate conflict points between railroads and regular vehicle traffic on U.S. 30 in Lynwood, U.S. 34 in Aurora and 25th Avenue in Bellwood.



Illinois 29 expanded to four lanes in central Illinois

START DATE: **2004**

COMPLETION DATE: **2016**

ESTIMATED PROJECT COST: **\$102.3 million**

The third and final phase of the \$102.3 million project to widen Illinois 29 to four lanes between Rochester and Taylorville was finished in October 2016, following completion of a 5-mile section of new four-lane road in 2004 between Rochester and Berry and a 6.7-mile section in 2006 between Edinburg and Taylorville. The final 7.25-mile stretch of updated highway culminated more than a decade of construction to widen the nearly 20-mile stretch of highway to four lanes.

Safety was a key factor driving the project, which received strong support from federal, state and local officials and backing from communities along the route. The upgrades to Illinois 29 correct roadway deficiencies, increase road capacity and improve safety. What was once considered a dangerous stretch of highway is now better designed to serve the thousands of motorists who travel this road each day.

Work on the most recently completed 7.25-mile section began in August 2012. The project also provided land for a future bike trail adjacent to the new highway.



I-74 bridge replacement ready to take off

START DATE: **2017**

PROJECTED COMPLETION DATE: **2021**

ESTIMATED PROJECT COST: **\$478.4 million**

The Interstate 74 bridge is the most highly utilized crossing of the Mississippi River in the Quad Cities. Traffic currently travels over the river via two historic two-lane bridges classified as functionally obsolete because of their narrow width and high traffic volumes. The I-74 Corridor Reconstruction Project will upgrade approximately seven miles of existing four-lane interstate, including a new Mississippi River bridge crossing. Environmental approvals were achieved and land acquisition completed in 2016, with lettings expected in 2017. Anticipated completion is 2021.



Meredosia bridge replacement progresses

START DATE: **2015**

PROJECTED COMPLETION DATE: **2018**

ESTIMATED PROJECT COST: **\$75 million**

Progress continued in 2016 on a replacement of the 75-year-old structurally deficient and functionally obsolete bridge that carries Illinois 104 across the Illinois River in Meredosia. The bridge will open in 2018. This is the first tied-arch bridge IDOT has undertaken in decades.



Savanna-Sabula bridge nearing completion

START DATE: **2016**

PROJECTED COMPLETION DATE: **2017**

ESTIMATED PROJECT COST: **\$80.6 million**

Construction began in 2016 of an \$80.6 million replacement of the outdated, 20-foot-wide U.S. 52-Illinois 64 bridge linking Savanna to Sabula, Iowa. The new bridge is approximately 100 feet south of the existing bridge, which will remain open until the project's completion in 2017.

The location of the bridge and its unique surroundings resulted in a 150-foot-shift of the navigation channel to the west, coordinated through the U.S. Coast Guard, and required the cooperation of the BNSF Railroad, which operates two heavily traveled tracks under the bridge.



I-57/70 reconstruction in Effingham improves safety, traffic flow

START DATE: **2010**

PROJECTED COMPLETION DATE: **2016**

ESTIMATED PROJECT COST: **\$166.4 million**

Improvements to Interstate 57/70 in Effingham were completed in October. The project included 13 new or rehabilitated bridges; the addition of a third lane along six miles of roadway from I-57 south of Effingham to northeast of the city; and reconstructed interchanges. The project, launched in 2010, significantly improves safety and traffic flow through Effingham while rebuilding a key section of one of the state's major freight corridors. Through Effingham, I-57/70 accommodates almost 40,000 vehicles a day, almost half of which are trucks.



I-57 improved in Union and Johnson counties

START DATE: **2015**

COMPLETION DATE: **2016**

ESTIMATED PROJECT COST: **\$30.9 million**

This \$30.9-million project consisted of constructing new traffic lanes and shoulders for 15 miles southbound and five miles northbound on I-57. Existing pavement was milled and resurfaced. A unique aspect of this project was traffic control, which utilized crossovers to place traffic in a head-to-head configuration separated by delineators. This feature allowed construction in the closed lanes of I-57, which increased worker safety and resulted in an efficient and high-quality paving operation. The project was completed in December 2016.

PUBLIC AND INTERMODAL TRANSPORTATION

Be it by road, rail or runway, Illinois helps millions of people reach their destinations. Illinois is at the center of the nation's rail network, with approximately 9,982 miles of track. In all, 40 railroads provide service from Illinois to every part of the United States. Illinois boasts and financially supports four intercity passenger rail corridors that make connections to 32 Amtrak stations across the state. Amtrak offers travelers 14 stations that quickly connect with bus service, two that connect with ferry service, and six that connect with intercity bus service. Across the state, 63 public transit providers help an estimated 400 million bus riders statewide. Ninety-six out of the state's 102 counties offer some type of transit service to their communities.



High-Speed Rail project races toward completion

START DATE: **2010**

PROJECTED COMPLETION DATE: **2017**

ESTIMATED PROJECT COST: **\$1.9 billion**

Significant construction work took place along the Chicago-St. Louis rail corridor in 2016, including the first completed new station in downtown Dwight, which opened to the public in October. Construction activities at the stations in Pontiac, Normal, Lincoln, Springfield, Carlinville and Alton are well underway – and many are ahead of schedule. All station upgrades will be complete by mid-2017.

Additionally, eight miles of new double track were completed in Elkhart, as were large portions of the second main track from Joliet to Braceville and sidings in Normal, Ballard, Auburn and McLean. Of the 256 crossings subject to improvements, 141 were complete with four quad gates and loop detectors, 39 were closed and approximately 72 additional crossings are scheduled to be completed in 2017.

Upon completion, the improvements will provide the capacity to offer passenger rail service at higher speeds, leading to a shorter and more reliable travel experience and increased safety.



Rail Freight Program protects, creates Illinois jobs

The Rail Freight Program seeks to preserve and improve rail service in Illinois by providing financial assistance to communities, railroads and rail shippers to help create new jobs and keep existing ones. In 2016, a rail spur project serving Sterling Lumber Company in Phoenix, Ill., allowed the company to expand its business, reduce costs and remain in Illinois, preserving 177 jobs and creating 50 new full-time jobs. The Rail Freight Program provided \$1.75 million in financial assistance in the form of grants and loans that leveraged a private investment of \$22 million.



CREATE improves safety, alleviates delays

The Chicago Region Environmental and Transportation Efficiency (CREATE) program is a public-private partnership between the U.S. Department of Transportation, the State of Illinois, the City of Chicago, Metra, Amtrak and the nation's freight railroads. Its mission is to improve the safety and efficiency of the region's passenger and freight rail infrastructure to achieve national and regional benefits while advancing the local quality of life by reducing traffic delays, increasing safety and improving air quality.

In December 2016, a new 25th Avenue and Union Pacific Railroad overpass in Bellwood and Melrose Park was completed. Prior to construction, approximately 19,000 vehicles passed through the crossing each day, with more than 3,500 vehicles delayed. The new overpass reduces roadway congestion and improves safety through the corridor from St. Charles Avenue to Lake Street. By removing this transportation barrier, the project will enable community development and redevelopment and will alleviate 28,400 hours annually in motorists delays.



95th Street Terminal/CTA Red Line improvement project on track

START DATE: **2016**

PROJECTED COMPLETION DATE: **2018**

ESTIMATED PROJECT COST: **\$280 million**

IDOT has provided the Chicago Transit Authority \$90 million toward constructing a new, larger 95th Street Terminal on the Red Line, one of the largest rail station projects in CTA history. This investment will modernize transit and promote economic opportunity on Chicago's South Side. The contract will result in new north and south passenger terminals that better serve the more than 20,000 bus and rail passengers who travel through the 95th Street Terminal daily. The new terminal will be connected by an enclosed walkway over 95th Street, increasing safety for commuters. Additionally, wider bus bays and increased spacing between bays will reduce congestion and improve traffic flow.

The project includes a 27-percent Disadvantaged Business Enterprise commitment. The South Terminal will open in 2017. The North Terminal is scheduled to open in 2018.



Wilson Station reconstruction nears completion

START DATE: **2014**

PROJECTED COMPLETION DATE: **2017**

ESTIMATED PROJECT COST: **\$206 million**

The new Wilson Red Line Station will serve as the new transfer point between Red and Purple Line express service. IDOT has provided \$170 million to the CTA to aid its efforts to completely rebuild the station and make it accessible for persons with disabilities.



IDOT supports Pace conversion to clean-burning CNG

IDOT invested approximately \$49 million for the purchase of 91 clean-burning compressed natural gas (CNG) buses under contract with Pace which is phasing out its diesel-powered fleet in an effort to be more environmentally friendly and economical. So far, 20 new buses have been delivered. CNG is a safer, more cost-effective alternative to regular gasoline. Pace intends to reinvest the savings toward expanding service for its customers.



CVP program provides 352 ADA-accessible vehicles

The Consolidated Vehicle Procurement program equips service providers – private, not-for-profit agencies and public entities charged with meeting the transportation needs of Illinois' disabled, senior and downstate transit-dependent populations – with ADA-accessible vehicles. In 2016, the program completed deliveries of 352 vehicles to more than 100 individual grantees. Grants are sourced by both state and federal funds. In downstate Illinois, providers receiving both capital and operating assistance provided 36.7 million individual rides in urban areas and 4.9 million rides in rural areas.

AVIATION

Illinois' central location has lent itself to being a hub for air travel. The state is home to approximately 107 public/private airports with more than 4,800 registered aircraft. Across the state, there are more than 750 aviation facilities, including heliports, balloon, glider and ultra-light landing facilities, and grass landing strips. These types of facilities foster connections between communities large and small.



Drones offer new view on IDOT projects

IDOT's Division of Aeronautics purchased two drones to test how the technology can help improve the safety of workers and the public, reduce costs and introduce new strategies on everything from bridge inspections to determining the appropriate responses to emergency situations.

The drones are expected to play an important role in increasing efficiency and improving employee safety by reducing the need to have workers in the field in high-risk situations. Testing of live-streaming video also is underway on how to manage and respond to disasters or emergencies by providing real-time footage to key decision-makers on the ground.

The department envisions the new technology to eventually assist in 3D design on projects, geological studies and technical exhibits. The drones also will be looked at as a resource to prepare materials that educate and inform the public about the effects of construction and future projects. Use of the drones follow strict adherence of Federal Aviation Administration guidelines and are overseen and deployed by experienced personnel in IDOT's Division of Aeronautics.



Runway projects completed early

A project to rehabilitate Runway 16/34 at the **Chicago Executive Airport** in Wheeling, officially wrapped up Sept. 18, eight days ahead of schedule. The project, honored by the Associated General Contractors of Illinois at its 2016 annual conference, consisted of milling and replacing the existing bituminous surface to the main 150-foot-wide runway, along with replacing lighting and electrical circuit work, vault modifications and pavement marking. Because the project required the main runway to be closed, the work was accomplished on nights and weekends to cause as little disruption as possible to the airport and its users.

A runway project in western Illinois focused on realigning and reconstructing a portion of Taxiway “D” at **Quincy Regional Airport** was completed 44 days ahead of schedule on Nov. 2. Taxiway “D” connects the airport’s main terminal apron to the end of Runway 13, which serves as the crosswind runway of the airport. Upon completion of the project, the runway met current federal design standards.



Peoria International Airport updates main ramp

A project to rehabilitate the main terminal ramp at the General Wayne A. Downing Peoria International Airport began construction in July. The final product will help to serve existing commercial aircraft as well as promote additional growth for the airport.

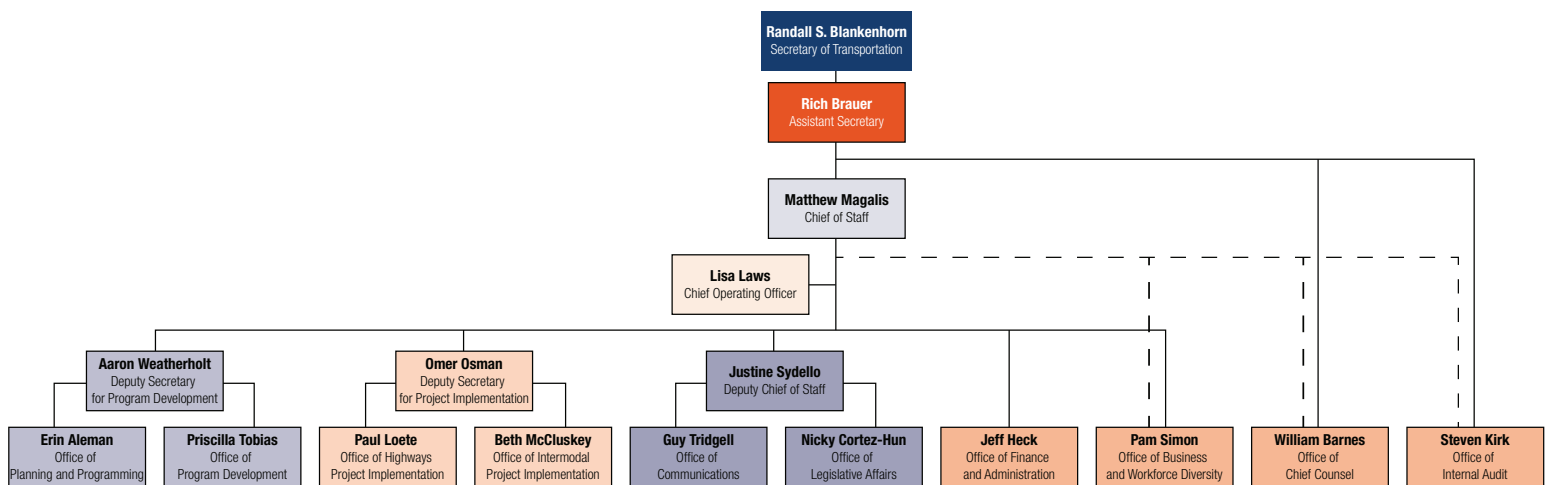
AGENCY ACHIEVEMENTS

IDOT experienced a great year of growth and achievements, all of which will further propel the agency toward its vision to be the premier transportation department in the nation.



IDOT reorganization improves efficiencies

In February, IDOT adopted its first major reorganization in decades to reduce the siloed nature of the agency and better support IDOT's aspiration to be more multimodal. The new organizational structure creates four new core areas: Program Development, Project Implementation, Agency Operations and Administration, and Public Affairs. These offices were created through research of best practices from other state DOTs. Ultimately, however, the changes were made based on feedback received from staff during the first year of the new administration.



Vision Plan aims to build a better IDOT

IDOT leadership spent extensive time engaging staff in 2015 to identify the most pressing challenges facing the agency and develop a strategic plan to guide resource allocation and focus. Our vision plan, Building a Better IDOT, was released in January 2016 and is updated every six months as projects are completed and new priorities are identified. The vision plan focuses on four major goal themes: funding, innovation, credibility and workforce.

Above & Beyond award recognizes employee excellence

A new statewide employee recognition program, the Above & Beyond award, highlights positive contributions of staff and shows appreciation of those who go “above and beyond” in their work for the department. Nominations are accepted twice annually, and several winners are announced each cycle during a recognition ceremony at their district office with Secretary Blankenhorn. Selected candidates must exhibit a good work record, positive attitude, a commitment to quality and uphold the values of IDOT.



Multiyear Plan targets \$11 billion in projects

Every year, IDOT develops a six-year plan for how to prioritize the state's highway and bridge transportation assets. IDOT's Multiyear Plan (MYP) provides details on the plan's funding, process and proposed projects and initiatives that will preserve, maintain, improve and expand Illinois' transportation system. The proposed multiyear plan for 2016-2022 included more than \$11 billion in projects, with more than \$2.02 billion in projected spending in fiscal year 2017. Over the next six years, this program will aim to improve 2,523 miles of roads and 501 bridges as well as target safety improvements along identified fatal and severe crash locations and to railroad crossings across the state. A total of \$431 million is earmarked for local benefits programs to help cities, counties and townships improve local roads and support economic development.

Gainsharing projects will help strengthen operations

In an effort to identify opportunities to improve operational efficiency and enhance the quality of services it delivers, IDOT launched a gainsharing pilot program in 2016 that financially rewards employees who bring forward tangible cost-saving ideas the department can implement. The program's overall goals are to provide the residents of Illinois with the highest quality transportation-related services at the most competitive price and financially reward eligible IDOT employees when their efforts directly generate tangible and documented cost savings. The agency has identified three areas for potential savings. The Sign Shop is looking at reducing the amount of aluminum scrapped, separating high-value scrap from low-value scrap to increase value when sold, converting to LED lighting and using solar power. The Bureau of Information Processing is evaluating an idea to convert desktop computers to a cheaper, thinner client solution. And Ferry Operations is looking at opportunities to reduce fuel consumption, reduce cost of third-party maintenance and seek advertising/sponsorships.



Rapid Results initiative improves IDOT processes

Under the leadership of Gov. Rauner, the Rapid Results Initiative is a continuous process improvement practice implemented throughout the State of Illinois. IDOT has deployed several staff to receive Rapid Results training to help make agency processes more efficient. IDOT's goal is to reduce the burdens of inefficient processes and deliver quality product and services to both internal and external customers. One project implemented thus far using lean methodologies has reduced processing times for architecture and engineering consulting agreements by nearly 60 percent. Reducing the time it takes for agreements to be processed helps to avoid disrupting business functions of consultants and to keep projects on schedule.

'Invinceable' campaign surpasses a million views

IDOT's latest behavioral safety campaign focused on engaging 18- to 34-year-olds in hopes of inspiring increased seat-belt use and decreased drinking and driving. Funded through federal transportation dollars, this campaign began Labor Day weekend. Within four months, the video netted more than 1 million views.

New reimbursement program helps DBE firms

In October, IDOT added a reimbursement program to its Supportive Services Program to help IDOT-certified DBE firms pay for certain business expenses, such as membership costs for professional organizations or training opportunities. Reimbursement is up to 50 percent of approved categories. Each DBE is allotted one reimbursement per quarter and capped at \$1,500 per year. In the program's first three months, IDOT processed six reimbursements. It is IDOT's goal to provide assistance to DBE firms and individuals interested in doing business with the department in ways that ensure equity, access and transparency.

3D surveying enhances quality, safety

The Illinois Department of Transportation has begun using 3D laser scanners to improve worker safety and acquire more detailed images during surveying work. This innovative effort started several years ago; the second phase of the project, implementation, is ongoing. The aim is to use the technology effectively to reduce setup time, while increasing user benefits and worker safety. The project is studying the qualitative and quantitative benefits for worker safety, in particular at intersections. The laser scanner provides a 3D graphical picture of the intersection, plus ramp elevations and additional details. Ultimately, IDOT would like to use these devices for construction and design purposes in districts statewide.

Galesburg project receives top honors in AASHTO competition

Illinois was one of five states to receive top honors at the annual Mid America Association of Transportation Officials (MAASTO) conference. MAASTO's national awards program highlights excellence in transportation projects that improve travel safety, reduce roadway congestion and provide more travel options to consumers. The best transportation projects in three categories were recognized: Quality of life/Community Development, Best Use of Innovation, and Under Budget.

IDOT stood out in the Quality of Life/Community Development, medium project group, category for its "Galesburg Bridges over Railways" project, completed in 2015. The \$64 million project improved road and rail transportation through the construction of a second bridge built above railroad tracks and grade-separated road lanes at rail crossings. The bridge allowed for 10,000 vehicles, pedestrians bicyclists and 100 freight trains to travel unimpeded through the primary Galesburg downtown corridor daily, while also allowing emergency vehicles quick access in and out of the city. The grade-separated road lanes at rail crossings removed the risk of grade-crossing crashes.

Overall, the project and 12 others will increase travel safety and improve living conditions by reducing the need for trains to sound horns at intersections.



IDOT earns national recognition for materials testing

The American Association of State Highway Transportation Officials (AASHTO) recognized IDOT with a “Sweet Sixteen” award for testing protocols to ensure performance of asphalt pavements mixed with recycled asphalt pavement and shingles. IDOT installed I-FIT (Illinois Flexibility Index Test) testing machines in the central laboratory and two of nine district offices to test the mix designs for selected projects. The I-FIT test method has garnered national and international attention in the engineering community. Approved mix designs using this index result in extended performance and increase the longevity of hot mix asphalt pavements, which translates to significant savings on future rehabilitation projects. The new testing method developed by IDOT and researchers reduces regulations while encouraging innovation and sustainability for future mix designs.

District 6 earns pavement award

IDOT District 6 was recognized with the Silver Excellence in Concrete Pavement Award (Concrete Overlay Highways category) by the American Concrete Pavement Association. The award recognized work by District 6 for its Interstate 72, Sangamon County, concrete overlay project, which involved the construction of a 3.25-mile-long Portland Cement Concrete (PCC) overlay of I-72 east of Springfield. The contractor for the project was Illinois Valley Paving. The thin concrete overlay used in this project is the first use of this design in Illinois. The improvement consisted of milling the existing hot-mix asphalt overlay to bare concrete, installing a 1.25-inch hot-mix asphalt level binder in the eastbound lanes, installing a geotextile fabric in the westbound lanes, and constructing a 6-inch thick PCC overlay in both the eastbound and westbound lanes.

ITEP funds 33 community enhancement projects

The Illinois Department of Transportation announced in October a \$30.7 million investment to expand travel options and enhance the quality of life in communities throughout the state. The 33 projects approved through IDOT’s Illinois Transportation Enhancement Program (ITEP) include biking and walking paths, trails, streetscape beautification work and other projects designed to encourage safe travel across the various modes of transportation at the local level. This program is one of the most popular at IDOT and highly competitive because it allows local government to put into action their plans for improving local transportation. Made possible by federal funds administered by IDOT, ITEP awards are focused on improving bike and pedestrian travel, as well as other surface transportation improvements that promote alternative options for getting around your community. To be eligible, applicants must commit a local match of at least 20 percent to their project and demonstrate a plan to have their awards spent by 2019. IDOT received 241 applications for projects worth an estimated \$261.3 million. The next round of ITEP awards will be in 2018.



Invest in Cook

2018 Grant Application

Applicant's Name: Office of Intermodal Project Implementation - Illinois Department of Transportation

Project Name: CREATE Project WA11 - Dolton Junction Interlocking

Project Location: Villages of Dolton and Riverdale

Attachment: Supporting Documentation 1 (Project Fact Sheet)



CREATE

KEEPING THE GO IN CHICAGO

WA11

Dolton Interlocking Upgrade

Location

Dolton Interlocking, where the CSX, IHB and UP rail lines cross. Project location extends from 136th Place in Riverdale to the north to Monroe St. in Dolton to the south, and from Eggleston to the west to Center Street to the east.

Dolton, IL

Daily Trains Affected

125 freight trains (UP, CSX, IHB, NS, CN)

2 Amtrak (Cardinal Service)

Scope of Work

Upgrade and reconfigure the CSX/IHB/UP connections at Dolton Interlocking including the replacement of an NS connection between the IHB and CSX. Construct a third main line with direct access from CSX and Barr Yard to the UP mainline. Construct crossovers between two mainline IHB tracks. Upgrade connection between IHB and UP. Automate Dolton Tower for remote control.

Benefits

The project will increase freight train speeds for multiple routes from 15 mph to 30 mph, including routes accessing CSX Barr Yard, UP Yard Center, UP Dolton Intermodal Yard, a CSX mainline route, and all mainline connections between IHB, CSX, and UP. The increased speeds will enable this location to handle increased freight train throughput. Due to increased freight train speeds the potential for delay to Amtrak trains will be reduced.

Communities Benefited:

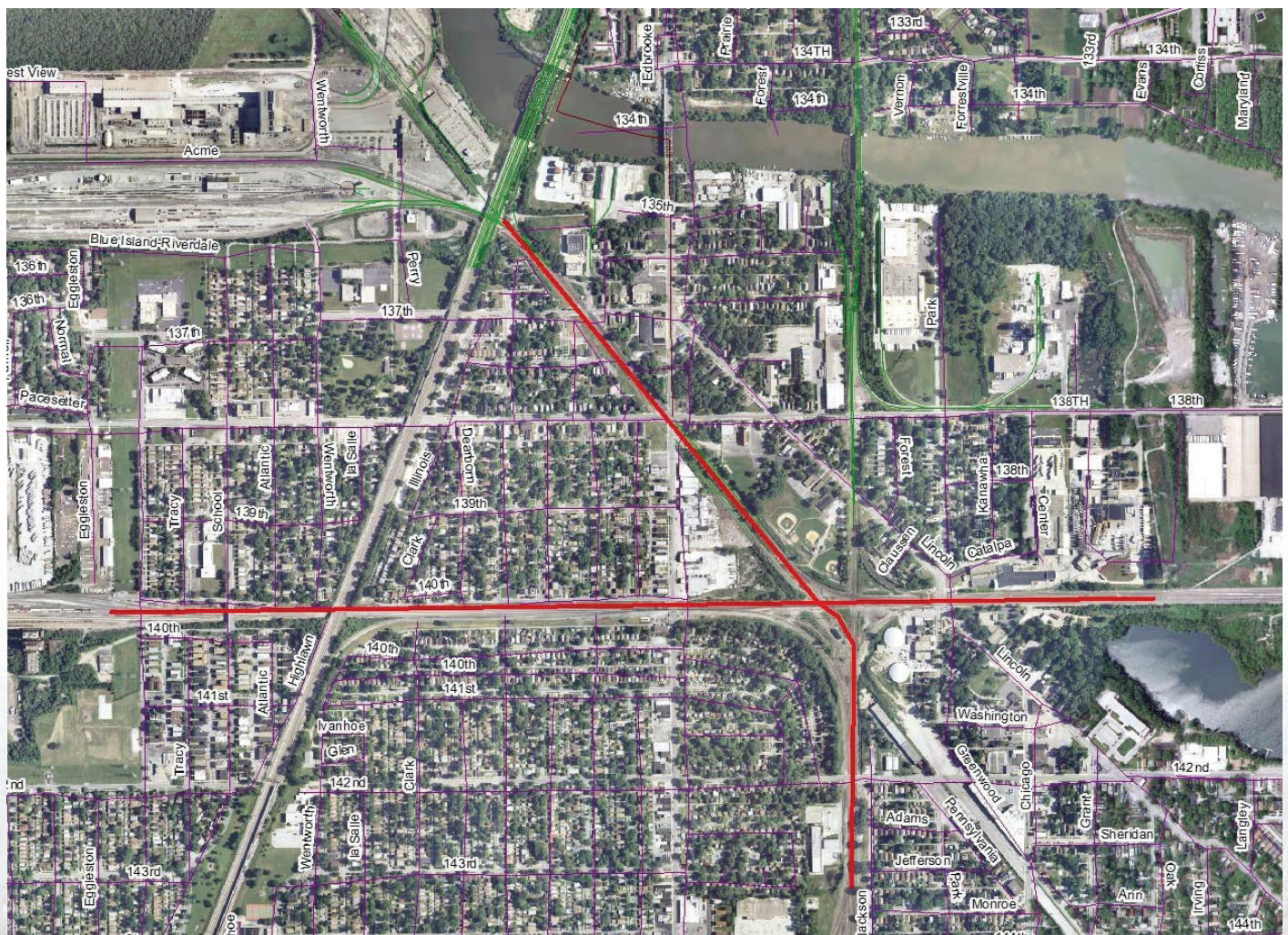
- Dolton
- Riverdale

WARNING
\$250-\$500 FINE FOR ANY
MOTORIST OR PEDESTRIAN

Project Status

Phase I – NEPA – Preliminary Design (30% Design)	Phase II – Final PS&E*	Phase III - Construction
Underway		

Project Location Map



Invest in Cook

2018 Grant Application

Applicant's Name: Office of Intermodal Project Implementation - Illinois Department of Transportation

Project Name: CREATE Project WA11 - Dolton Junction Interlocking

Project Location: Villages of Dolton and Riverdale

Attachment: Supporting Documentation 2 (Dolton Concurrence Letter)



Illinois Department of Transportation

Division of Public and Intermodal Transportation

J.R. Thompson Center / Suite 6-600 / 100 West Randolph / Chicago, Illinois / 60601

Original - December 12, 2012
Revised - December 19, 2012
Revised - December 20, 2012
Revised - February 15, 2013
Revised - August 2, 2013

Mr. Jerome Jones
Executive Director
Dolton Park District
721 Engle Street
Dolton, Illinois 60419

Subject: Rail and Signal Improvement

Reference: CREATE Project WA11
Dolton Junction Interlocking

Dear Mr. Jones,

CREATE, which stands for Chicago Region Environmental and Transportation Efficiency Program, is a public/private partnership between the Federal Highway Administration (FHWA), the State of Illinois, City of Chicago, Amtrak, Metra, and the nation's freight railroads. Project WA11, located along the CSX, Indiana Harbor Belt (IHB), Norfolk Southern (NS), and Union Pacific (UP) railroads, is one of the CREATE rail and signal improvement projects. The scope of work for this improvement consists of track realignment, new rail crossovers, and signals (see Project Location Map). The proposed improvement is necessary to address the purpose and need for the project, which is to improve the efficiency and flexibility of rail operations in the project area.

The project was discussed with the Dolton Park District during meetings held on November 5, 2010, December 1, 2010, October 21, 2011, September 4, 2012, September 24, 2012 and March 25th 2013, and with the Riverdale Park District during meetings held on December 1, 2010, September 24, 2012 and March 25th 2013. The purpose of this letter is to request your concurrence that the WA11 Project will not have an adverse impact on the Dolton-Riverdale Park as stipulated in the *Concurrence of Official with Jurisdiction* paragraph below.

Scope of Proposed Project

The purpose of this project is to improve train operations and provide more efficient rail transportation along the railroads that converge in the area of the Dolton Junction, Dolton Yard Intermodal Facility, and Barr Yard. The proposed project will increase the average operating speeds of trains in the project area from 20 miles per hour to 30 miles per hour and improve the efficiency of rail operations. Specifically, the project will improve operations on the CSX railroad between Barr Yard and 3,800 feet east of Cottage Grove Avenue, on the IHB railroad between Dolton Junction and Cottage Grove Avenue, and on the UP railroad between the Dolton Yard Intermodal Facility and 138th Street. The project is needed to improve the efficiency and flexibility of rail operations

August 2, 2013

CREATE Project WA11 – Section 4(f) Determination Concurrence

over the CSX, IHB, and UP railroads in the vicinity of Dolton Junction through signal improvements, increased train speeds, increased capacity, and improved reliability. The signal system improvements include upgrades, relocation, and/or removal of some of the existing signals and installation of new signals.

Description of Section 4(f) Property

This project would impact the Dolton-Riverdale Park, which is located in the Village of Dolton, Illinois on the south side of Lincoln Avenue between Indiana and Park Avenues. There are 2 separate parcels which comprise this park. The southern parcel, which contains three baseball fields, is 6.002 acres and is under the joint ownership of both the Dolton and Riverdale Park Districts. The northern parcel, which contains the parking area and is the site of the former bowling alley building, is 2.09 acres and is owned exclusively by the Dolton Park District. The total size of the park is 8.092 acres. This property is publicly owned, and as such, is subject to protection under Section 4(f) of the U.S. Department of Transportation Act of 1966.

Impacts to Section 4(f) Property

The WA11 Project includes the realignment of two main tracks on the CSX railroad through Dolton Junction to reduce curvature and increase operating speed. The impact to the park property is due to the proposed right-of-way (ROW) acquisition. The total impact to the Park property is 0.494 acres. This impact will require the baseball field(s) to be reconfigured on the property. An exhibit is attached depicting the park and the land impact due to the proposed project. At this stage of Phase I project development, it is apparent that the direct physical impact of the proposed ROW acquisition is to one baseball field. There are potential indirect impacts to all three baseball fields and other park facilities (e.g., concession stand, playground, etc.) located on the park property. During Phase II (final) design, when a site specific specialty study is performed to assess how the impacted baseball field could be reconfigured on the property, an assessment will be made as to whether this can be satisfactorily done without disrupting one or both of the other two baseball fields or the appurtenant facilities (e.g., dugouts, concession stands, restrooms, lighting, fencing, security cameras, and the playground). If it is not possible to adequately reconfigure the affected baseball field on the site without further disrupting the other field(s) and/or the other appurtenant features then the compensation to be offered to the park districts will include an amount for reconfiguring those items, as well. However, if it is found that the impacted field can be satisfactorily reconfigured on the property to make the site whole, then funding for modifications to those other fields and appurtenant facilities would not be provided. Without mitigation, the proposed acquisition of park property would impact the intended function and significance of the park by diminishing the functionality of one of the three baseball fields.

Mitigation Measures

Avoidance of Dolton-Riverdale Park property is not possible without reducing the proposed operating speed along the main tracks, which would not meet the purpose and need for the project to improve train operating speeds and the efficiency of railroad operations. Therefore, the following mitigation measure will be implemented as part of this project:

- Monetary compensation for the property to be acquired (equivalent to the value of the property) and reasonable costs to replace and re-establish all park facilities

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CREATE Project WA11 – Section 4(f) Determination Concurrence

to an equivalent functioning baseball field on the remainder of the park property. The overall costs to acquire the land, as well as to replace and re-establish the impacted park facilities would be determined by an independent appraiser and a specialty appraiser, respectively, during Phase II (final) design. The officials with jurisdiction of the park would be responsible for all work necessary to re-establish the impacted baseball field and, if needed, restore an equivalent recreational function to the remainder of the park.

- Any right-of-way required to construct the proposed WA11 Project would be acquired in accordance with the IDOT Division of Highways *Land Acquisition Policies and Procedures Manual* to ensure full compliance with Title II and Title III of the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970." Land acquisition includes any and all temporary and permanent easements, as well as fee simple title acquisitions, required to construct the proposed improvement.

It is the expectation that this mitigation, which is intended to be used to restore an equivalent recreational function, will fully mitigate the negative impacts of this project on the park property. In addition, the construction of the WA11 Project work in the vicinity of the Dolton-Riverdale Park will be scheduled so as to minimize disruption to planned park events and activities, such as Little League baseball games. Construction work will not commence sooner than calendar year 2014. During 2014, the work schedule will be coordinated with both park districts in advance, such that impacts to the planned recreational use of the park will be minimized.

Applicability of *de minimis* Determination

IDOT believes that the impacts of the transportation project to the Dolton-Riverdale Park qualify for the use of the *de minimis* provision, which means that the transportation use of the Section 4(f) resource, together with the impacts and mitigation measures incorporated into the project will not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).

Opportunity for Public Comment

In accordance with the Section 4(f) public involvement requirements, the public was afforded two opportunities to review and comment on the effects of the project on the Dolton-Riverdale Park. The first opportunity was when the public was notified of the project via a Public Notice that was published in the October 26, 2012 editions of the Chicago Sun-Times and the Southtown Star and the October 27, 2012 edition of the Chicago Tribune. Detailed documentation describing the potential direct impacts and proposed mitigation was made available for public viewing in Dolton, Riverdale, and Chicago. Comments were accepted until November 26, 2012. No public comments were received during this open comment period. The second opportunity was via a Public Notice that was published in the June 28, 2013 editions of the Chicago Sun-Times, the Southtown Star and the Chicago Tribune. Revised documentation describing the potential indirect impacts, in addition to the potential direct impacts (as previously described in the initial Public Notice) and proposed mitigation was made available for public viewing in Dolton, Riverdale, and Chicago. Comments were accepted until July 29, 2013. No public comments were received during this open comment period.

August 2, 2013

CREATE Project WA11 – Section 4(f) Determination Concurrence

Concurrence of Official with Jurisdiction

To proceed with the WA11 Project, IDOT requires written input from the Official with Jurisdiction over the Dolton-Riverdale Park. As the Official with Jurisdiction, IDOT requests that you indicate below whether you concur with the determination that the WA11 Project and planned mitigation will not have an adverse effect on the activities, features, and attributes that qualify the Dolton-Riverdale Park for protection under Section 4(f).

Please note, that as discussed at the IDOT presentation to the park district boards on March 25, 2013, by the park district signing this letter, they are in no way bound or obligated to concur in any subsequent approval step in any later phase of this project. The Park District would be reserving all rights to contest involuntary acquisition. In other words, the park districts would not be bound to accept the offer that will be provided by the CSX railroad during Phase II to purchase the land and compensate for the direct and indirect impacts to facilities and damages to the remainder. The offer will be provided by the CSX railroad and will be the subject of good faith negotiations between the CSX railroad and the park districts. Both sides can bring their own studies and information to the discussions to aid in a fair resolution on the amount of compensation to be provided. Should an agreement not be reached on the details of the land acquisition transaction, since publicly owned property cannot be condemned, this project will not be able to proceed as currently designed. At this point, the design would need to be modified to avoid and/or minimize the impact to the park, which may not meet the purpose of and need for the improvement as a whole.

This same letter is being sent to both the Dolton and the Riverdale Park Districts requesting concurrence. Please sign and date one copy of this letter and return it to the following contact. The second copy is for your files.

Samuel Tuck III, P.E., M.S.
Bureau Chief CREATE & Freight Rail
Illinois Department of Transportation
Division of Public & Intermodal Transportation
100 W. Randolph, Suite 6-600
Chicago, IL 60601-3229

August 2, 2013

CREATE Project WA11 – Section 4(f) Determination Concurrence

If you have any further questions or need additional information on this matter, please contact Mr. Jarrod Cebulski, Project Manager, at (630) 795-7468.

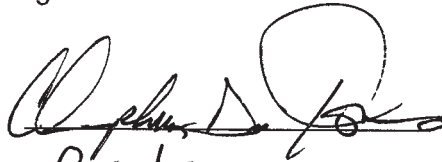
Very truly yours,



Samuel Tuck III, P.E., M.S.
Bureau Chief CREATE & Freight Rail
Illinois Department of Transportation
www.createprogram.org

Enclosure

Concur:



Title:

President

Date:

8/26/13

cc: Nathaniel Smiley/Gwen Bradley, Riverdale Park District
David Clark, CSX
Tom Livingston, CSX
Jarrod Cebulski, Patrick Engineering

Invest in Cook

2018 Grant Application

Applicant's Name: Office of Intermodal Project Implementation - Illinois Department of Transportation

Project Name: CREATE Project WA11 - Dolton Junction Interlocking

Project Location: Villages of Dolton and Riverdale

Attachment: Supporting Documentation 3 (Riverdale Concurrence Letter)



Illinois Department of Transportation

Division of Public and Intermodal Transportation

J.R. Thompson Center / Suite 6-600 / 100 West Randolph / Chicago, Illinois / 60601

Original - December 12, 2012
Revised - December 19, 2012
Revised - December 20, 2012
Revised - February 15, 2013
Revised - August 2, 2013

Mr. Nathaniel Smiley & Ms. Gwen Bradley
Co-Executive Directors
Riverdale Park District
14322 Ivanhoe Drive
Riverdale, Illinois 60827

Subject: Rail and Signal Improvement

Reference: CREATE Project WA11
Dolton Junction Interlocking

Dear Mr. Smiley and Ms. Bradley,

CREATE, which stands for Chicago Region Environmental and Transportation Efficiency Program, is a public/private partnership between the Federal Highway Administration (FHWA), the State of Illinois, City of Chicago, Amtrak, Metra, and the nation's freight railroads. Project WA11, located along the CSX, Indiana Harbor Belt (IHB), Norfolk Southern (NS), and Union Pacific (UP) railroads, is one of the CREATE rail and signal improvement projects. The scope of work for this improvement consists of track realignment, new rail crossovers, and signals (see Project Location Map). The proposed improvement is necessary to address the purpose and need for the project, which is to improve the efficiency and flexibility of rail operations in the project area.

The project was discussed with the Dolton Park District during meetings held on November 5, 2010, December 1, 2010, October 21, 2011, September 4, 2012, September 24, 2012 and March 25th 2013, and with the Riverdale Park District during meetings held on December 1, 2010, September 24, 2012 and March 25th 2013. The purpose of this letter is to request your concurrence that the WA11 Project will not have an adverse impact on the Dolton-Riverdale Park as stipulated in the *Concurrence of Official with Jurisdiction* paragraph below.

Scope of Proposed Project

The purpose of this project is to improve train operations and provide more efficient rail transportation along the railroads that converge in the area of the Dolton Junction, Dolton Yard Intermodal Facility, and Barr Yard. The proposed project will increase the average operating speeds of trains in the project area from 20 miles per hour to 30 miles per hour and improve the efficiency of rail operations. Specifically, the project will improve operations on the CSX railroad between Barr Yard and 3,800 feet east of Cottage Grove Avenue, on the IHB railroad between Dolton Junction and Cottage Grove Avenue, and on the UP railroad between the Dolton Yard Intermodal Facility and 138th Street. The project is needed to improve the efficiency and flexibility of rail operations

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CREATE Project WA11 – Section 4(f) Determination Concurrence

over the CSX, IHB, and UP railroads in the vicinity of Dolton Junction through signal improvements, increased train speeds, increased capacity, and improved reliability. The signal system improvements include upgrades, relocation, and/or removal of some of the existing signals and installation of new signals.

Description of Section 4(f) Property

This project would impact the Dolton-Riverdale Park, which is located in the Village of Dolton, Illinois on the south side of Lincoln Avenue between Indiana and Park Avenues. There are 2 separate parcels which comprise this park. The southern parcel, which contains three baseball fields, is 6.002 acres and is under the joint ownership of both the Dolton and Riverdale Park Districts. The northern parcel, which contains the parking area and is the site of the former bowling alley building, is 2.09 acres and is owned exclusively by the Dolton Park District. The total size of the park is 8.092 acres. This property is publicly owned, and as such, is subject to protection under Section 4(f) of the U.S. Department of Transportation Act of 1966.

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CREATE Project WA11 – Section 4(f) Determination Concurrence

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CREATE Project WA11 – Section 4(f) Determination Concurrence

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Illinois Department of Transportation
Division of Public & Intermodal Transportation
100 W. Randolph, Suite 6-600
Chicago, IL 60601-3229

August 2, 2013
CREATE Project WA11 – Section 4(f) Determination Concurrence

If you have any further questions or need additional information on this matter, please contact Mr. Jarrod Cebulski, Project Manager, at (630) 795-7468.

Very truly yours,




Samuel Tuck III, P.E., M.S.
Bureau Chief CREATE & Freight Rail
Illinois Department of Transportation
www.createprogram.org

Enclosure

Concur:

Title:

Date:


President
8-21-13

cc: Jerome Jones, Dolton Park District
David Clark, CSX
Tom Livingston, CSX
Jarrod Cebulski, Patrick Engineering

Invest in Cook

2018 Grant Application

Applicant's Name: Office of Intermodal Project Implementation - Illinois Department of Transportation

Project Name: CREATE Project WA11 - Dolton Junction Interlocking

Project Location: Villages of Dolton and Riverdale

Attachment: Supporting Documentation 4 (Railroad Support Letter)



C R E A T E

KEEPING THE GO IN CHICAGO

CHICAGO REGION
ENVIRONMENTAL AND
TRANSPORTATION
EFFICIENCY PROGRAM

CREATE PROGRAM
c/o CTCO
1501 S. CANAL STREET
CHICAGO, IL 60607-5204

March 15, 2018

John Yonan
Superintendent
Cook County Department of
Transportation and Highways
69 West Washington, Suite 2300
Chicago, IL 60602

Dear Superintendent Yonan:

The Chicago Region Environmental and Transportation Efficiency (CREATE) railroads partners are pleased to submit this letter as evidence of the CREATE Program's railroad partners commitment to providing matching funds for the Illinois Department of Transportation (IDOT) Office of Intermodal Project Implementation's (OIPI) application for an *Invest in Cook* grant for the Dolton Western Avenue CREATE Project (WA11) in the Villages of Dolton and Riverdale along with the City of Chicago in south suburban Cook County.

The purpose of the Dolton CREATE WA11 project is to improve capacity and increase freight and passenger train speeds in the area. Increasing train speeds will reduce delay at grade crossing and reduce congestion on the area's road system. The project cleared the Phase I (environmental) and is currently in Phase II (final design). Phase I was funded by the CREATE partners. The phase II final design is roughly 60% complete and funded by the CREATE railroad partners and the Federal Highway Administration (FHWA). To advance the project to construction the right-of-way (ROW) acquisition must move forward and the estimated ROW cost is \$1,500,000. IDOT committed \$600,000 (40%) toward the ROW and the railroad partners commit \$300,000 (20%) of the ROW costs. IDOT is seeking \$600,000 (40%) *Invest in Cook* grant to fund the remaining ROW cost.

To leverage the \$600,000 in *Invest in Cook* funds IDOT, FHWA, CDOT and the railroad partners will work diligently toward obtaining the estimated \$41M to complete the WA11 project. *Invest in Cook* funding for the ROW would account for 1.5% of the total project cost but is absolutely critical to keep the project moving and getting WA11 ready for construction. The CREATE partners estimate that property procurement and final design will finish in 2020. If full funding became available, construction could start in late 2020.

The Dolton CREATE WA11 project is one of seventy projects in the CREATE Program of which twenty nine are complete. WA11 is a critical Western Avenue corridor project and is the last freight project south of the CREATE East West corridor and CREATE 75th Street Corridor Improvement Project moving toward construction. The CREATE partners including the railroads support the entire program to completion and are in it for the long haul. WA11 aligns with Cook County's critical growth objectives of supporting the region's role as North America's freight capital, maintaining and modernizing existing infrastructure, reducing congestion, improving mobility and supporting business expansion and job creation in two south suburban communities that are predominantly minority (96% and 97% respectively) and have a high concentration of low and moderate income residents (50% and 57% respectively).

With the CREATE Program's record of delivering complex infrastructure projects on time and on budget, the railroad partners are confident that IDOT will successfully deliver this design and property acquisition. Thanks you for your evaluation and consideration of this application.

Sincerely,



Jeff Harris - Norfolk Southern Railroad
Co-Chair CREATE Management Committee



DJ Mitchell - BNSF Railway
Co-Chair CREATE Management Committee