1981 UPDATE

YEAR 2000 TRANSPORTATION SYSTEM DEVELOPMENT PLAN

CHICAGO AREA TRANSPORTATION STUDY

1981 PLAN UPDATE OF THE YEAR 2000 TRANSPORTATION SYSTEM DEVELOPMENT PLAN

CATS
December 17, 1981

TABLE OF CONTENTS

The notes in parentheses relate the section in this Update to the Year 2000 Transportation System Development Plan published in September 1980.

	Page
PREFACE	
FINANCIAL FORECAST REVIEW ..... (Supplement to Chapter VI)	1
POLICY FRAMEWORK ..... (A replacement for the Goals and Objectives section in Chapter I)	5
AIR QUALITY CONSIDERATIONS ..... (Supplement to Chapter I)	8
CIRCUMFERENTIAL TRAVEL AND REVERSE COMMUTING ..... (Supplement to Chapter VII)	8
DOCUMENTATION OF THE PLANNING PROCESS ..... (Supplement to Chapter VII)	9
MOBILITY LIMITED PLANNING ..... (Supplement to Mobility Limited Planning section in Chapter II)	9
SUBREGIONAL ARTERIAL PLANS ..... (Update of last sentence in Arterials section in Chapter III)	9
LAKEFRONT (FAP 437) MAJOR HIGHWAY FACILITY ..... (Revision of Lakefront project description in Major Facilities section of Chapter III)	9
AREA OF CONCERN ..... (Replacement for third paragraph in Areas of Concern section in Chapter III)	10
STATUS OF MAJOR FACILITIES ..... (Proposed as an additional chapter to the Plan)	10

This publication is the first annual update of the Year 2000 Transportation System Development Plan. This update was adopted by the Northeastern Illinois Planning Commission on December 16, 1981 and endorsed by the Chicago Area Transportation Study Policy Committee on December 17, 1981.

PREFACE

Transportation Is At A Critical Juncture

The transportation system that has made northeastern Illinois an economic giant, is faced with serious problems. The financial analysis contained in this update of the Plan shows that the traditional funding programs, if continued at current levels, will be able to do little more than maintain the current transportation facilities.

What The Adopted Year 2000 Plan Represents

The Year 2000 Plan, however recommends a number of additions to the system, in order to meet the needs of a healthy urban area. The Plan:

Sets aside funds for maintaining the current facilities.

Introduces mass transportation improvements in locations where travel is projected to be heavy enough to suuport it. The new lines will reduce the volume of auto traffic in peak periods and accomplish environmental and energy saving objectives.

Expands or adds highways in areas where traffic is projected to exceed capacities because of existing and forecasted developments.

This Plan is not a "wish-list;" it portrays the real needs of this region to prevent economic stagnation, environmental deterioration, and a real decline in quality of living.

Funding Levels Currently Inadequate

To meet these very basic needs, the region's leaders must rally support for increased funds for transportation. This Plan update does not identify specific funding mechanisms. These may vary from year to year. Political decisions will determine how much of the costs are met by federal, state, or local funding. The key recommendation of this Plan Update is that the region requires a larger investment in transportation facilities to realize the area's economic, social, and environmental goals.

FINANCIAL FORECAST REVIEW

Introduction

The Year 2000 Transportation System Development Plan contained a forecast of the financial resources expected to be available for capital projects over the next twenty years. The Plan was developed utilizing these expected financial resources as a constraint although it was noted that the resources fall short of those necessary to achieve all that was desired. This year's review of the financial situation shows that a significant decrease in federal funding compared to what was originally forecasted is becoming likely. The result is that the transportation system which is a key to the economic health of the region is faced with serious problems. Sufficient funding to just maintain the large investment in the existing system is becoming problematic.

It should also be noted that although this review covers only capital funds, operating monies are also a source of concern for transportation in this region. The Plan recognizes the importance of maintaining funding for operating the existing system.

The Plan developed under the original financial constraint was far from a "wish-list" of projects; the Plan delineates the minimum needs of the region to prevent economic stagnation, environmental deterioration, and a real decline in the quality of living. If federal funding levels are to be decreased as expected then this region needs to develop additional non-federal financing methods. It is a key recommendation of this Plan Update that the region requires a larger investment in transportation facilities to realize the area's economic, social and environmental goals. It is hoped that this Plan Update process can initiate public discussion on the appropriate sources of this additional funding.

The following describes the financial forecast methods and more fully discusses the possible implications for the region.

Financial Forecast Method

The Surface Transportation Assistance Act of 1978 was the principal basis for the funding forecasts in the Plan. National data for the first three forecasts years (1980-1982) were taken from the authorizations of the Act adjusted to 1979 dollars. The national figures for the years beyond 1982 were based on the average of the four year authorizations in the Act extrapolated into the future using certain assumptions of federal spending growth. These assumptions are discussed in the next section.

After all the national totals were forecasted an estimate of the region's share was made based on formula and historical percentages modified by expected future changes. Finally, the expected matching ratios were applied to calculate necessary local match. It was assumed that there would always be enough funds available to match all federal funds. However, it was further assumed that non federal sources of funds beyond matching would not be available for Plan implementation purposes. Thus, the forecast of federal funds plus local match constituted the total available funds.

Federal Funding Growth Assumptions

The heart of the financial forecast is the growth assumptions for the federal funds. The growth assumptions were based on an anticipated overall annual real growth of three to four percent in the national economy. Assuming the existing ratio of federal funding to the economy and the existing ratio of federal transportation funding to all federal funding; it would be possible to obtain a three to four percent real growth in transportation funding. The numbers eventually settled on were more conservative, one percent for highways and two percent for transit. The transit funding growth rate was higher because it was felt that energy, environmental and other issues having increased influence would be in transit's favor.

Using these growth assumptions and the methodology outlined in the preceding section we arrived at these plan period capital fund totals in 1979 dollars: highways - 5,103 million, transit - 5,779 million.

Alternative Forecast

To establish funding levels for the next five year transportation improvement program CATS staff prepared a paper "Fiscal Forecast for FY 82-86" in February 1981. The analysis for the paper was performed before full knowledge of the Reagan Administration's budget proposals were known, but the analysis did clearly indicate that little growth in federal funding could be anticipated in the short range. In fact, with programs at best to stay at the same budget level or at very small increases, even (now considered) modest inflation of 7% would mean real dollar decreases in almost all transportation funding programs.

To get some idea of what this trend could mean to the long range plan the following analysis was performed. Actual funding for 1980-81 and the preliminary levels for 1982-86 as set forth in the February paper were used along with an assumption of zero real growth for the 1987 to 2000 period. Interstate transfer funding was assumed unaffected i.e., the region would receive the full amount as originally forecasted. All other assumptions were identical to the original forecast. This alternative forecast yields total plan period capital funds in 1979 dollars of: highway - 3,642 million, transit - 4,632 million.

Implications of the Alterative Forecast

The zero growth alternative forecast for highways is about one and one-half billion dollars lower than the Plan forecast and the transit forecast is about one billion dollar lower. A revealing look at the implications of this lower forecast is provided by a comparison to the figures on the cost of just maintaining the existing system with no expansion. The system preservation cost is the capital cost of maintaining the system, it does not include operating costs. The following table provides this comparison.

FORECAST OF FUNDS AND PRESERVATION NEEDS
(All Figures in Millions of 1979 Dollars)

	Original Forecast	Zero Growth Forecast	System Preservation Cost
Highway	5103	3642	3200
Transit	5779	4632	3775

Highways -- The zero real growth forecast for highways is $1.5 billion (29%) lower than the present Plan forecast. The Year 2000 TSD Plan was based on the precept that funding should first go to preserving the existing system. Only funds in excess of the amount required for preservation were planned for existing system improvement and new major facilities. If this policy is continued under the zero growth forecast only $442 million is available for improvement and new facilities versus the $1,903 million available for these purposes in the present forecast., This is a $1,461 million (77 percent) reduction in improvement and new facilities funding. The following table provides this comparison. The capacity improvement category in the table includes both new facilities and capacity additions on existing facilities. Note that even with the original forecast not all capacity improvements needs could be met. With all planned major facilities in place the financially constrained capacity additions on the arterial system could satisfy only 15% of the remaining capacity needs.

FORECAST OF HIGHWAY FUNDS AND SYSTEM NEEDS
(All Figures in Millions of 1979 Dollars)

	Present Forecast		Zero Growth Forecast	
Category	Dollars	Needs Accomplishment	Dollars	Needs Accomplishment
Maint/Preservation	3,200	100%	3,200	100%
Capacity Improvement	1,903	35%	442	8%
Total	5,103	59%	3,642	42%

The implications of the drastic consequences of reducing the forecast from the present one percent annual real growth to the alternative zero real growth level are clear. Should the present and expected near-term reductions in federal funding continue, a substantial reevaluation of the policy of funding all preservation before allocating funds to arterial improvements and new facilities will have to be made. If this evaluation indicates that insufficient improvement and expansion is possible the 100 percent preservation policy may have to be changed to a new mix of preservation, improvement and new facility accomplishments.

Transit -- The zero real growth alternative for transit is $1.1 billion (20%) lower than the present plan forecast. The implications of these forecasts on planned transit system accomplishments is shown in the following comparison:

FORECAST OF TRANSIT FUNDS AND SYSTEM NEEDS
(All Figures in Millions of 1979 Dollars)

	Present Forecast		Zero Growth Forecast	
Category	Dollars	Needs Accomplishment	Dollars	Needs Accomplishments
Maint/Preservation	3,775	100%	3,775	100%
Capacity Improvement	2,004	100%	857	43%
Total	5,779	100%	4,632	80%

Since the Year 2000 Plan provides that funds should go to fund all maintenance/preservation projects first realization of a zero growth forecast would result in a 57% decrease in funds available for needed new transit facilities although 80% of total transit needs could still be met.

Interstate Transfer Funds

A critical assumption in calculating the funding in the zero growth forecast is that the region with receive its full commitment of Interstate Transfer funds. This commitment constitutes 1.9 billion out of the 6.7 billion expected in federal support during the plan period. Yet, the funding authorization for that critical portion of the total is scheduled to expire by 1986 and is not being appropriated by Congress in sufficient amounts each year to achieve the total amounts before expiration. It is essential to the region that appropriation levels be increased and the expiration date extended. The Plan recommends that the region's leadership develop a concerted effort to ensure that this happens.

Conclusion

The analysis of current conditions indicates that the anticipated federal funding growth contained in the present financial forecast is not likely to materialize in the short run. This federal funding cutback, as shown above, drastically reduces our ability to preserve, improve and expand the system unless alternative funds can be obtained. This update does not propose a specific change in the present preservation - improvement - expansion policy, or a change in the plan itself.

The zero real growth forecast is presented, however to focus attention on the present and expected short-term funding situation, the consequences of that situation, and the need to initiate discussion in the region concerning what changes in the Year 2000 Plan may be necessary in succeeding annual plan updates to keep the plan in realistic tune with actual funding or to increase funding sources if plan changes are not acceptable to the region's social and economic health. Specific questions and issues which should serve as the focus of further plan updates include:

It is to the region's best interest to move away from total reliance on federal funding for capital needs on its transportation system and develop state/regional/local programs?

If so, in what respect for both highway and transit? Is more flexibility between highway and transit funding needed?

Within existing resource levels, what is an appropriate mix of preservation improvement and expansion categories for highways and transit? Should similar mixes be employed for both highways and transit?

POLICY FRAMEWORK

This section of the Year 2000 Transportation System Development Plan presents the framework within which long range transportation plans are to be developed in northeastern Illinois. The framework consists of a series of policies and objectives which serve to guide the continuing process of plan development and evaluation. In addition to meeting travel demand, transportation systems have significant effects on the physical and socioeconomic characteristics of the areas they serve. Transportation planning must therefore be guided, not only be transportation objectives (such as providing a safe, economical and efficient transportation system which is maintained in good quality condition); but also by the need to enhance the social, economic and environmental conditions of northeastern Illinois.

Public decisions always require a balancing of different goals. In the case of transportation, the public officials who make the decisions are well aware that this balancing act is difficult, but essential. The goal of providing a high quality transportation system must be constantly balanced against the goal of minimizing public expenditures and taxes. Similarly, the goal of quality transportation must also be balanced against the effects a particular project might have on neighboring homeowners.

These policies not only provide a framework for plan development, but they are also used in decisionmaking on plan implementation. The decision to implement a project (include it in the short range program) by local communities, Council of Mayors, the State of Illinois, or the regional transportation agencies, should be based on an assessment of whether a project is consistent with the long range transportation planning framework. Likewise, the design ,environmental assessment, and regional clearinghouse review (A-95) stages of plan implementation should use the framework presented here to review projects.

In any complete and realistic plan, policies and objectives will sometimes compete with one another. The framework presented below should, therefore, not be viewed as a rigid set of rules that are applied strictly in all situations. Rather, they are guidelines by which plan components can be individually reviewed to determine if they meet both local and regional needs prior to an implementation decision.

The policies are not designed to over-emphasize one mode of transportation over another. The selection of a particular mode of transportation varies from locality to locality. The analysis of any given area should consider all modes of transportation and all methods of efficiently managing the transportation system.

The choice of solution to be implemented should be the most cost-effective for the area in question and the decisionmaking process should include all affected units of local government.

TRANSPORTATION PLANNING POLICIES

GENERAL

- Give first priority to the preservation of the region's existing transportation system and to the maximization of its people and freight carrying capacity.

- Provide citizens and business users with safe, economical, and efficient transportation service in response to their needs.

- Provide transportation service that enhances the economic, environmental, and social conditions in the region.

- Encourage the development of diversified and integrated transportation systems that provide opportunities for interchange between transportation modes and between different services of the same mode.

- Maintain the high accessibility of the Chicago Central Business District.

- Assure that capital and operating expenditures are equitably distributed throughout the region.

- Coordinate transportation plans with the provision of utilities and municipal services in areas designated for development and redevelopment in municipal, county, and regional plans.

- Provide cost-effectiveness alternatives to private auto travel in already developed areas, major activity centers, and areas designated for urban densities in municipal, county, and regional plans.

LAND USE IN SUPPORT OF TRANSPORTATION

- Foster the development of land use patterns in the vicinity of interchanges that are consistent with adjacent municipal plans and compatible with the functions of expressways and interchanges.

- Encourage the location of intensive commercial, industrial, institutional, and recreational uses adjacent to existing or programmed mass transit service.

- Encourage the location of multiple family residential complexes in areas within one-half mile of existing or programmed mass transit service.

SOCIAL

- Promote transportation systems that effectively consider the travel needs of mobility-limited persons.

- Assure that a high level of transportation services is available to the economically disadvantaged.

ECONOMIC

- Enhance the Chicago region's position as a major hub of national and international passenger and freight travel.

- Promote transportation improvements which help to retain existing businesses and encourage the attraction of new business enterprises to the region.

ENVIRONMENTAL

- Develop a transportation system that uses energy efficiently, and is adaptable in response to possible energy shortages.

- Encourage development patterns which reduce demand for energy by:

  - promotion of a transportation and communication system designed to minimize the travel distance for person and goods movement and to use the most energy efficient system;

  - encouragement of appropriate mix of land uses designed to minimize the need to travel.

- Promote long term improvement in air quality by encouraging land development patterns which will reduce auto-dependence and increase mass transit usage, and by implementing cost-effective transportation control measures.

- Encourage the preservation of prime agricultural lands.

- Coordinate open space plans and transportation facilities planning (for highways, public transportation and facilities for special users) in order to maximize accessibility to recreation and leisure time opportunities.

Many of the above policies were used to guide the development of plan alternatives and evaluation of those alternatives during the planning process. Measures were developed for those objectives that could be quantified; they are listed in Table 2 (page 7 of the full Year 2000 TSD Plan document.) In the next annual update, objectives and measures will be developed for as many of these new policies as possible. Each alternative plan was simulated with anticipated Year 2000 travel, and the values for these measures were calculated. Additionally, each proposed project in the alternatives was evaluated against the goals and objectives from other regional plans. Measures such as environmentally sensitive features in the right-of-way, service provided to older communities and developing areas, and access to developments of regional importance and major recreational facilities were used. The results of these analyses were used in the alternatives evaluation and plan selection processes.

AIR QUALITY CONSIDERATIONS

The analysis work for the development of the Plan indicated that long term compliance with National Ambient Air Quality Standards would be achieved. This finding was largely the result of federally mandated vehicle emissions standards for future new vehicles. However, in the short term before enough of the new lower emission vehicles are integrated into the fleet, the Northeastern Illinois area will continue to experience local carbon monoxide standard violations and an ozone problem contributed to by hydrocarbon emissions. The Federal Clean Air Act requires that the State Implementation Plan include implementation of transportation control measures necessary for attainment and maintenance of standards for those areas that cannot meet the air quality standards by 1982. The Northeastern Illinois area is such an area.

The Year 2000 Transportation System Development Plan supports a number of transportation control measures as being overall beneficial measures as well as specifically aiding in improving air quality. In Chapter II the future development of the transit system in general and new major facilities in particular are discussed. As stated in that chapter "the plan seeks to optimize use of the existing transit system and to increase its capacity within the constraints of the financial capabilities of the region". The effect of improved public transit is greater public transit ridership and less auto use and emissions. The Plan also supports, traffic flow improvements as discussed in Chapter III. Traffic flow improvements reduce emissions by increasing speed and reducing idling in traffic. Funding to carry out the public transit and traffic flow improvements are included in the Plan under the categories Transit - New Facilities and Highway - Capacity Improvements as shown in Table 5 of Chapter VI.

In addition, operations strategies such as ride sharing promotion, bicycle use and promotion, and alternative work schedules are consistent with the objectives of the Plan. Although these operational strategies are non capital intensive, they serve to attenuate the expected increase in system deficiency that will occur without their implementation. As such, non capital intensive transportation measures are considered as important "maintenance" activities which will serve the region where system deficiencies are expected to be significant and where cost considerations preclude the use of capital projects in meeting this need. The region forecasts that a major portion of available funding will be for maintenance and upgrading of the existing transit and highway systems. A portion of this money is anticipated to be used to fund non capital intensive transportation measures that will be implemented to decrease system deficiencies and improve air quality.

CIRCUMFERENTIAL TRAVEL AND REVERSE COMMUTING

The major transit facilities proposed in the Plan are mainly radially oriented to the Chicago Central Business District. This situation results from the technical analysis performed in plan development rather than a prior assumption. Major facilities are only planned where sufficient travel demands will exist to warrant such high capacity high cost facilities. The travel demand modelling process used considered all types of travel demand including circumferential travel and reverse commuting. The analysis did not indicate any circumferential corridor in the City of Chicago or the suburban area which

would have the level of demand necessary to justify a major transit facility within the next twenty years. Also, no major transit facility could be justified solely on the basis of reverse commuting although many of the proposed facilities would accomodate substantial reverse travel. For example, the O'Hare extension rapid transit line will provide transportation for workers living in Chicago to employment at or near O'Hare Field. Finally, studies are currently underway to identify low cost means of serving circumferential travel and reverse commuting utilizing existing transit services as much as possible.

DOCUMENTATION OF THE PLANNING PROCESS

The Year 2000 Plan: Technical Supplement published in June of 1980 contains a compilation of the technical memos prepared during the plan development process. That publication is being reworked and expanded in content. The resulting effort entitled Year 2000 Planning Process is expected to be available in the fall of 1981. The document will contain an explanation of the organizational framework for the process, a detailed narrative of the entire process including the role of public participation, and a complete documentation of the technical evaluation of the alternatives.

MOBILITY LIMITED PLANNING

At the time of Year 2000 TSD Plan finalization, the region was in the process of preparing a Transition Plan to meet recently enacted U.S. Department of Transportation (DOT) regulations governing the availability of transportation facilities for the disabled. The Transition Plan was completed and submitted to the U.S. DOT prior to the end of 1980. Before final action by U.S. DOT on the region's Transition Plan, new interim regulations were issued in July 1981 by U.S. DOT. These new regulations contain less detailed requirements and drop the requirements for a Transition Plan. The Mobility Limited Planning section of the Plan will be reexamined in light of these new regulations during the next year.

SUBREGIONAL ARTERIAL PLANS

More specific arterial plans than are contained in the Year 2000 TSD Plan are developed at the subregional level through locally initiated studies. McHenry County has adopted a Transportation Plan consistent with the major faiclities reflected in the Year 2000 TSD Plan. For more detailed information refer to the McHenry County Transportation Plan.

The North Shore Council of Mayors will be initiating a transportation study in 1981. A product of this study will be an arterial plan for the North Shore region.

LAKEFRONT (FAP 437) MAJOR HIGHWAY FACILITY

The current description of the Lakefront (FAP 437) project in the Plan contains the following sentence: "The construction of this expressway takes precedence in Lake County over the construction of the proposed FAP 420 (east of US 12) and FAP 432 projects." This sentence will as of this update be deleted from the Plan.

AREA OF CONCERN

The following is to replace the third paragraph on page 21 in the Areas of concern section of Chapter III in the Plan document:

In northeast Kane County and southeast McHenry County the limited number of Fox River crossings cause current congestion problems and there is the potential for more serious future problems. Refer to the McHenry County Transportation Study for a more detailed look at this problem in McHenry County.

STATUS OF MAJOR FACILITIES

Included in the Year 2000 Plan are recommendations for new rapid transit, commuter rail and major highway facilities. Following is the current implementation status of the major facility proposals.

Rapid Transit

O'Hare Extension

Currently under construction. Operations are expected to begin in the Fall of 1982.

Skokie Swift Extension

A feasibility study with participation by all the relevant transportation planning agencies, the North Shore Council of Mayors and the Village of Skokie was completed in March 1981. The conclusion of the study was that the extension merited an alternatives analysis. The alternatives analysis has not yet been scheduled.

Dan Ryan Extensions

A study design is being drafted for a technical study which will evaluate alternative low cost options for improving transit service in the corridor. Study completion date is June of 1982.

Southwest Line

UMTA has given a go-ahead to conduct Phase II Final Alternatives Analysis. Scoping Meeting will be held in Fall of 1981. An Alternatives Analysis/Draft Environmental Impact Statement is expected by mid-1982. Preliminary Engineering will begin by late 1982.

North Lakefront Line

No action taken.

South Lakefront Line

Operational studies are being undertaken to improve service using existing facilities. The first step for new facility implementation, an alternatives analysis study, is not being initiated because of lack of federal funding support for such a study at this time.

Riverbank Line

This line, along with other options for improving downtown transit distribution, will be evaluated in the Downtown Transit Distribution Study. Phase I of this Study, which will select a few alternatives for further study, will begin in the Fall of 1981. A consultant has been selected for Phase I.

Dan Ryan/State Street Subway Connection

Design and environmental assessment of project is underway. Environmental work will be completed by early 1982, design by late 1982. Expect construction to be completed by 1986.

Commuter Rail

Gurnee Extension, Monee Extension, Soo Line, Elgin-Elmhurst

No work has been initiated on any of these lines. Federal funding for alternatives analysis has been denied by UMTA.

ICG (GMO) Service Improvements

Service analysis has resulted in program proposals for some station closings and consolidations.

Norfolk and Western Service Improvements

Preliminary ridership projections, inventory of facilities and a package of station improvements have been developed.

Highways

Lake-Will South (FAP 431)

The centerline for this facility was recorded in the various county court houses in 1968. Over the years the Illinois Department of Transportation has acquired approximately 391 acres comprising about 21% of the needed right-of-way.

Work has begun in 1979 on a Draft Environmental Impact Statement (DEIS) for the segment of the facility between Army Trail Road and Interstate 55. Delays in federal funding necessitated a halt to this work in August 1980. Once the study is started again, the scope of work will include completing the DEIS, obtaining Federal Highway Administration approval for its circulation and conducting a Public Hearing.

Two alternative proposals for obtaining funding for this facility are under consideration. One is to use Interstate Transfer Funds, which may be available in sufficient amounts to construct the segment between Army Trail and Illinois 56 (Butterfield) with improvements to Illinois 53 from Illinois 56 south to Bolingbrook. Another proposal is to study the feasibility of constructing the facility as a tollway.

Richmond-Waukegan (FAP 420)

The centerline alignment for the proposed FAP 420 facility has been recorded and a Draft Environmental Impact Statement (DEIS) prepared. The DEIS was circulated on March 19, 1976. Since that circulation much has changed in McHenry and Lake Counties in the way of transportation priorities, recognized needs, traffic patterns, growth projections, and funding capabilities.

Based upon the completed McHenry County sub-regional study for Year 2000, the major construction on FAP 420 to be considered in the short term is a Richmond by-pass section from the Wisconsin State Line to and including an arterial connection in the general vicinity of Tryon Grove Road, connecting to the intersection of Illinois 31 and U.S. Route 12. This connection would generally consist of an at-grade limited access arterial facility on the FAP 420 alignment. For the remainder of the corridor it is proposed by Illinois DOT that rehabilitation operational and/or capacity improvements be implemented on U.S. Route 12, Illinois 31 and Illinois Route 120 to accomodate traffic within the corridor.

In order to implement the by-pass around Richmond, the following procedures would be necessary. A supplement to the DEIS would have to be prepared. This would address changes which have occurred since the acceptance of the DEIS (e.g., area planning input, traffic characteristics, energy analysis, land use characteristics, funding restraints, etc.) and additional environmental analyses. Subsequent to the acceptance by the FHWA of the supplement to the DEIS, and circulated thereof, a formal Public Hearing would be scheduled, advertised and held.

The State has purchased approximately 30% of the required right-of-way for the facility to date. However, approximately 99% of the right-of-way has been purchased for that portion of the FAP 420 facility from the Wisconsin State Line to Tryon Grove Road.

Lake-Will North (FAP 432)

The centerline alignment for the proposed FAP 432 facility has been recorded and a Draft Environmental Impact Statement (DEIS) has been prepared. The DEIS was circulated on December 23, 1975. Since that time much has changed in the way of projected traffic, adopted plans, priorities, and funding capabilities.

The only portion of the proposed FAP 432 facility that is included as a freeway in the Year 2000 Plan is that part from its existing terminus at Illinois Route 68 north to Lake-Cook Road. The remainder could be constructed at some point in the future when traffic demands, local agency support, and funding sources are available. Therefore, Illinois DOT's current proposal is: extend the existing freeway to Lake-Cook Road; construct an at-grade intersection at Lake-Cook Road; restore the interchange at Illinois Route 68 to a full diamond configuration; and, construct a new half-diamond interchange serving traffic to and from the south at U.S. Route 12 (Rand Road). The reason for this proposed action is to alleviate the congestion problems currently associated at the end of a freeway facility with a single exit point (IL 68). The distribution of freeway traffic to the local/arterial network at three points would result in smoother, safer, and less congested traffic operation.

In order to implement the proposed action to Lake-Cook Road, and the other elements described earlier, the following procedures are necessary to obtain final approval for the combination of improvements discussed. A supplement to the DEIS would have to be prepared. This would address changes which have occurred since the acceptance of the DEIS (e.g., area planning input, traffic characteristics, energy analysis, land use characteristics, funding restraints, etc.) and additional environmental analyses. Subsequent to the acceptance by the FHWA of the supplement to the DEIS and circulation thereof, a formal Public Hearing would be scheduled, advertised and held. Following the Public Hearing, and FEIS would prepared for the proposed action which would include necessary revision/additions to the Supplement to the DEIS, public hearing transcript, disposition of comments, additional analysis if necessary, and a final recommendation.

All of the right-of-way required for the extension of the proposed FAP 432 facility from its present terminus of Illinois Route 68 north to Lake-Cook Road has been purchased. The state has purchased approximately 9% of the right-of-way for the remainder of the FAP 432 alignment. Additional right-of-way will be required in the area of U.S. Route 12 for the current study proposal.

Elgin-O'Hare (FAP 426)

Corridor approval for the proposal facility was obtained in 1967. In 1971 Design Public Hearings were held and as a result the centerline of FAP 426 was recorded from the western terminus to Illinois Route 19 near O'Hare Airport.

Plans were prepared for much of the facility but they were put aside subsequent to the adoption of the National Environmental Protection Act. None of the environmental or engineering studies required under that act have been undertaken to date. Some right-of-way has been acquired, generally in protective or hardship cases. The Illinois Department of Transportation and the C.E. Co. would acquire some lands. Portions of these lands would be for a new transmission tower corridor for the C.E. Co., some would eventually be used by Illinois DOT for FAP 426. In all, about 35% of the necessary right-of-way has been acquired.

Major work items remaining on this project before final federal location and design approval can be obtained include the preparation of an environmental impact statement, the holding of additional public hearings and the preparation of a location and design report. No schedule has been established for this work to date. At this point in time the only work being done on the project by Illinois DOT is what is necessary to protect the recorded centerline and public correspondence.

Lakefront (FAP 437)

A Systems Analysis of the project was initiated in March 1981 by Illinois DOT. The current schedule calls for the Draft Environmental Impact Statement (EIS) to be approved for circulation in April 1982. The Public Hearing is scheduled for June of 1982 and the Final EIS will be submitted for approval in August of 1982. The schedule calls for design approval in July 1983.

About 10% of the necessary right-of-way has been acquired based on cost. The tentative construction schedule (letting dates) for the sections of the Lakefront Highway are 11/85 for I-94 to Waukegan Road, 3/87 for South Avenue to 10th Avenue and 3/87 for South Avenue.

South Loop Distributor

Preliminary network analysis is underway with results expected within one year.

Illinois 31/Randall Road

No work initiated.

Wisconsin and Indiana Connectors

No work initiated.

4457A