

## **Illinois Route 64 from Smith/Kautz Road to Illinois Route 50 (Cicero Ave)**

### **Corridor Implementation**

Illinois Route 64 (IL 64) from Smith/Kautz Road to Illinois Route 50 (IL 50)

Cook County, DuPage County

Contracts 62N40 & 62N33

### **Project Background:**

The 2003 Chicago Area Transportation Study (CATS) 2030 Regional Transportation Plan recommended the use of low-cost solutions and Intelligent Transportation Systems (ITS) to improve operations for all modes of transportation along heavily traveled corridors throughout the region. An initial study sponsored by West Central Municipal Conference and the DuPage County Mayors and Managers identified 46 candidate corridors. Four corridors were recommended for implementation with specific improvement recommendations. IDOT selected two pilot corridors to perform a Phase I study in conjunction with the I-290 reconstruction to enhance east-west capacity of primary off system routes.

- Illinois Route 64 (IL 64) from Smith/Kautz Road to Illinois Route 50 (IL 50)
- Illinois Route 56 (IL56)/22<sup>nd</sup> Street/Cermak Road from Illinois Route 59 (IL59) to IL 50

The study limits pass through 27 municipalities and include 145 signalized intersections along 27.5 miles of IL 64 and 24 miles of IL 56/22<sup>nd</sup> Street/Cermak Road.

**IL 64 from Smith/Kautz Rd to IL 50 (Cicero Ave) received CMAQ funding** and was funded in the Multi Year Program. This corridor was then split in to two contracts, contract 62N33 IL 64 from York Rd to IL 50 (Cicero Ave) & contract 62N40 IL 64 from Smith/Kautz Rd to York Rd. This study limit pass through 16 municipalities and include 70 signalized intersections along 27.5 miles of IL 64.

### **Project scope and Benefits:**

Proposed improvements include the following:

- Dynamic message signs (DMS) at key locations along the routes to provide travel time information to enable travelers to make decisions on which route to take
- Travel time monitoring systems – Bluetooth based point to point system being recommended
- Intersection monitoring and detection – video detection on side streets recommended to enhance detection of bicycles
- Traffic signal interconnection – Fill in gaps of interconnection along the corridor as well as upgrade existing interconnections with new fiber optic cable
- CCTV cameras – install Pan-Tilt-Zoom cameras to provide full coverage of the corridor
- Bus stop relocation to far side – where feasible and recommended by Pace/CTA
- Transit signal priority
- Emergency vehicle preemption

- Upgrades to traffic signals to meet current MUTCD guidance
- Pedestrian countdown signals
- ADA Compliance at signalized intersections with a compliant route to bus stops, bus pads installed where none exist.
- Signal coordination studies with signal timing adjustments to be performed in Phase III

The scope of the study includes development of a Concept of Operations which Includes outlining the responsibility of each stakeholder, including data collection and processing, DMS ownership, maintenance and messaging, and maintenance of the system. This will include IDOT, DuPage County, Suburban Cook County, Pace, CTA, City of Chicago, and possibly the Tollway.

#### **Schedule, Cost and Funding Status**

- Design approval received April 28, 2020.
- LOI's for IL 64 were sent to 16 municipalities, 2 counties, and the Tollway dated March 12, 2020. Cost sharing items include sidewalk and traffic signal items. Local cost share varies from \$0 to \$850,000 primarily due to private benefit signals.
- The improvement is included in the Department's FY 2024-2029 Proposed Highway Improvement Program.
- The construction cost is estimated at \$20M For IL 64
- Nominal land acquisition is necessary to implement ADA compliance
- Letting for Contract 62N33 is anticipated in Spring of 2024 & Letting for Contract 62N40 is anticipated in Spring of 2025.

#### **Funding**

This improvement is included in the Department's FY 2024-2029 Proposed Highway Improvement Program. Current engineering efforts are targeted to enable a contract letting in the early years of the multi-year program contingent upon plan readiness, land acquisition, and funding availability through future annual legislative appropriations.

Phase I	\$1,515,000 (PH I was done with IL 56 SMART Corridor)
Phase II	\$1,400,000 (CMAQ Funding)
Land Acquisition	\$1,000,000 (State-Only Funding)
RR Flagger	\$10,000 (State-Only Funding)
Construction Engineering	\$2,700,000 (CMAQ Funding)
Construction (62N40, 63N33)	\$20,732,000 (CMAQ Funding)
Utility	\$100,000 (State-Only Funding)
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Project Cost =	\$25,942,000