Capital Planning and Project Prioritization

Staff Experience

CLIENTS AND PRIME CONSULTANTS:

Illinois DOT/PTB 168 Item 29
Statewide Congestion Analysis Study
IDOT Office of Planning and Programming

Illinois DOT/PTB 189 Item 2/ PTB 196 Item 8 /PTB 203 Item 22
IDOT District 1 Highway Databank Consultant
IDOT District 1 Bureau of Programming

Chicago Transit Authority/ Capital Planning Oversight
Gannett Fleming/SP Murphy and Associates *(Staff Experience)*

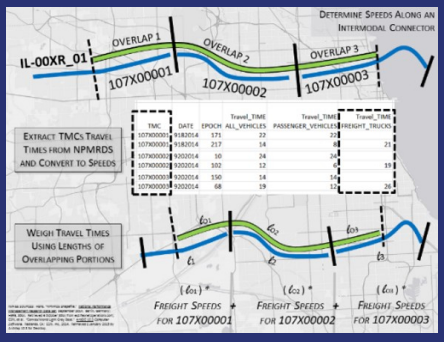
PURPOSE OF PROJECTS:

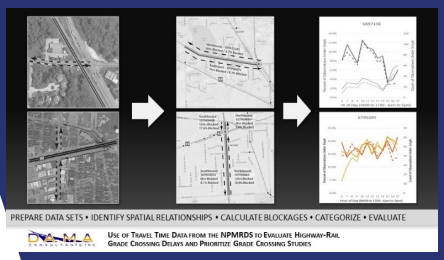
- Evaluate Existing Conditions
- Develop and Model Alternatives
- Prioritize Improvements
- Identify Implementation Challenges
- Identify Tradeoffs Between Alternatives

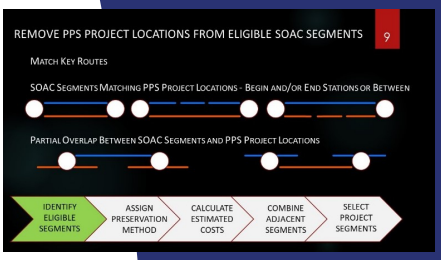
The DAMA Planning and Engineering staff work together on projects including Phase I Planning, Phase II Design, and Phase III Construction projects. During the *IDOT District 1 Databank Consultant* projects, staff from these disciplines assess video and LiDAR imagery, evaluate distresses and safety issues, and read and summarize engineering plans. DAMA's work on the *Illinois Statewide Congestion Analysis Study* combined multiple GIS and data sources to identify and quantify safety hazards and traffic congestion conditions and applied modeling, technology deployments, and roadway design changes to identify alternatives and how those alternatives are likely to impact those conditions.

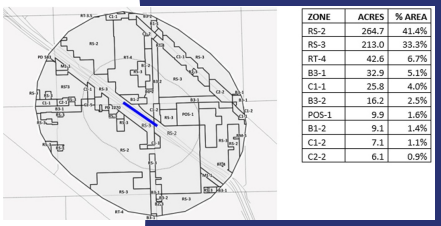
These skill sets are used to identify locations for surface improvement projects and to prioritize capital improvements. The integration of Planning and Engineering skill sets provide insights to the evaluation of projects and the feasibility of improvements and how improvements could impact multiple prioritizes.

DAMA staff experience with *Chicago Transit Authority - Transit Capital Partners - Capital Planning Oversight* extended these experiences to the evaluation and prioritization of transit infrastructure improvements, vehicle selection, station area improvements, federal and state funding, zoning and local policy requirements, and multi-modal coordination.









ZONE	ACRES	% AREA
RS-2	264.7	41.4%
RS-3	213.0	33.3%
RT-4	42.6	6.7%
B3-1	32.9	5.1%
C1-1	25.8	4.0%
B3-2	16.2	2.5%
POS-1	9.9	1.6%
B1-2	9.1	1.4%
C1-2	7.1	1.1%
C2-2	6.1	0.9%