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# Reduce Congestion and Repair Central Tri-State Tollway (I-294)

April 27, 2017

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# Tri-State Tollway (I-294) Corridor Overview

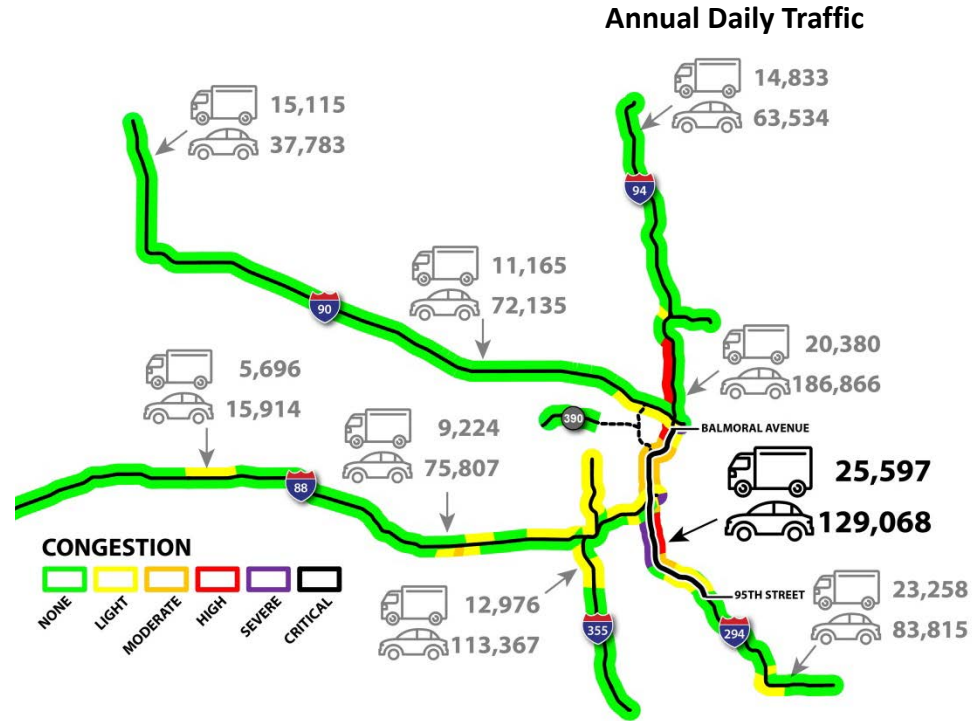
Workhorse of Tollway system

Integral to state and region's economy

Central to transportation network

Major freight corridor

Worst congestion delays on 292-mile Tollway system



Source: CDM Smith

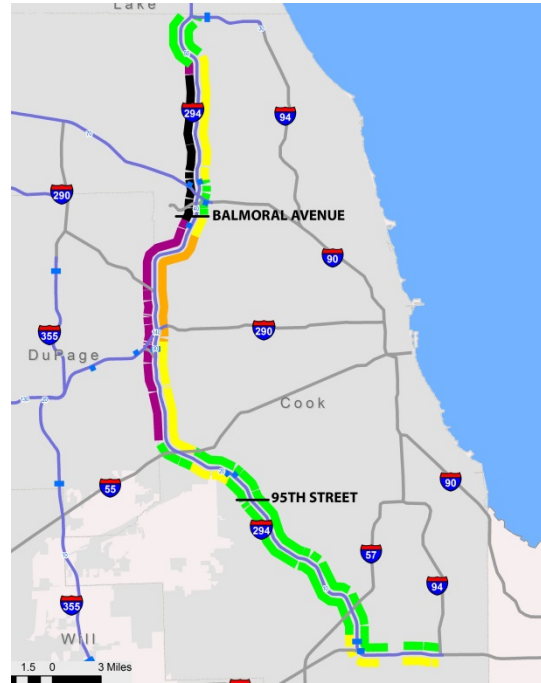


# Current Central Tri-State Congestion

A.M. Peak



P.M. Peak



## CONGESTION



Source: CDM Smith

# Central Tri-State Tollway (I-294) Corridor

95th Street to Balmoral Avenue  
22 miles

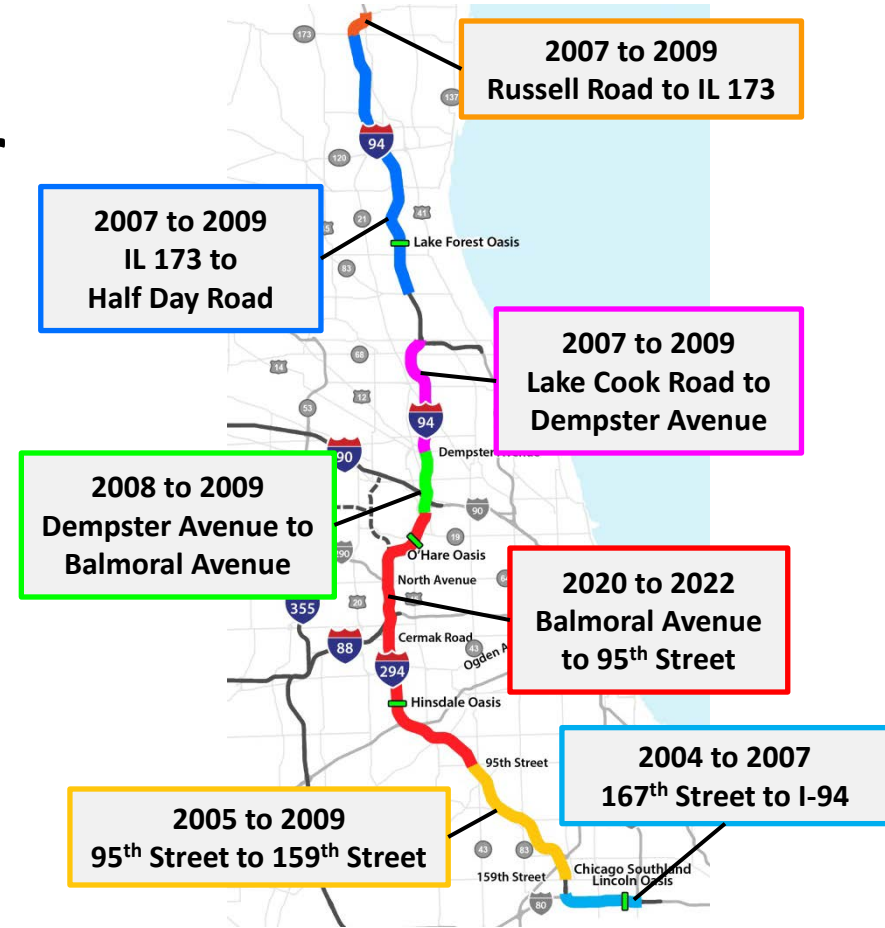
Originally constructed in 1958

Segments of original pavement and  
structures

Patchwork pavement repairs

Currently 4 lanes, 13 interchanges,  
2 oases and 5 toll plazas

Original \$1.9 billion reconstruction  
project part of *Move Illinois* Program,  
anticipated for 2020 to 2022



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# Current Central Tri-State Plan

## *Move Illinois* Program

**2 years and \$1.9 billion**

**Bring the corridor to a state of good repair**

**22 miles of removal and replacement of old pavement**

**Improve Mile Long Bridge and BNSF Bridge**

**Congestion relief unresolved**

**Choke points, bottlenecks and daily backups remain**

**Reconstruction insufficient for current and future travel needs**

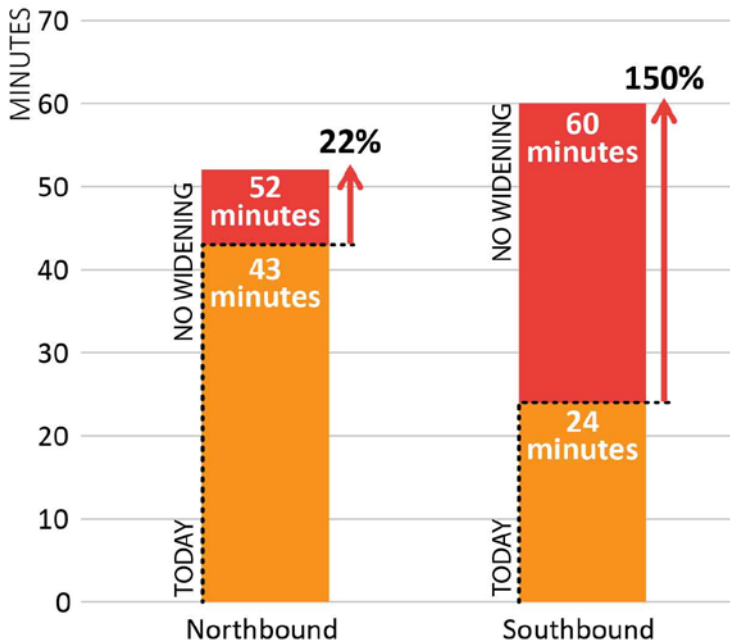
**Unaddressed needs of adjacent communities**

**Unable to achieve long-term value from \$1.9 billion investment**

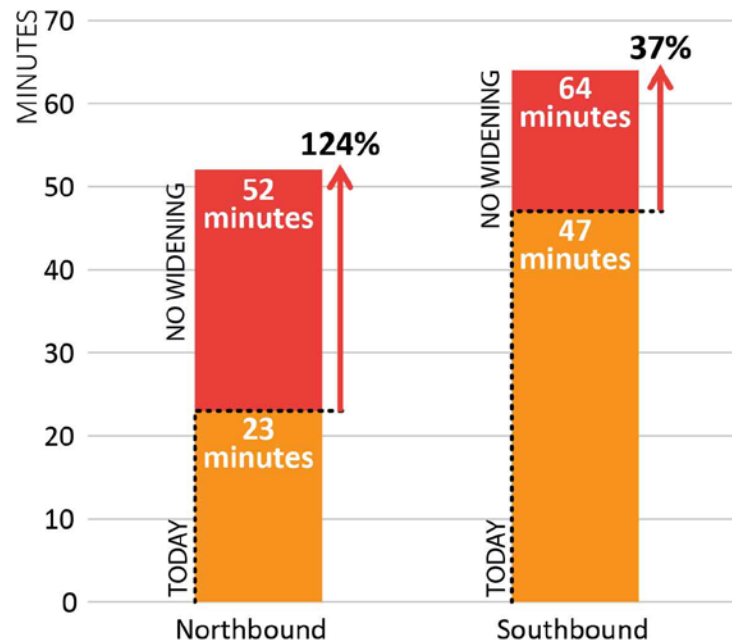


# Congestion Only Gets Worse

## A.M. PEAK TRIP



## P.M. PEAK TRIP



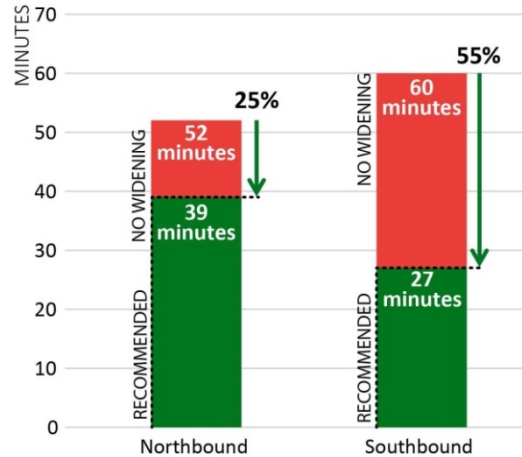
Travel times are related to traveling the full length between Balmoral Avenue and 95th Street. Travel times related to no widening are projected to 2040.

Source: Draft Central Tri-State Master Plan

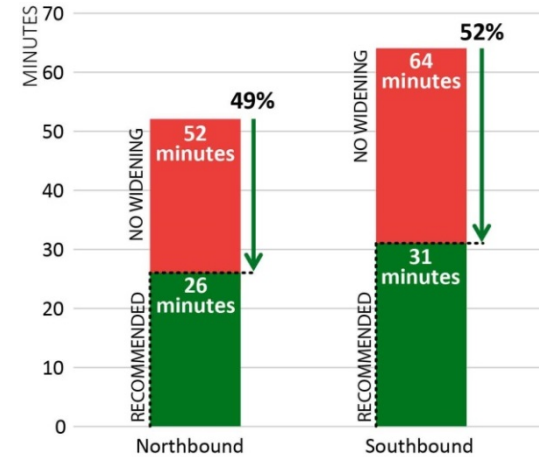


# Saves Time, Reduce Congestion

A.M. PEAK TRIP



P.M. PEAK TRIP



Source: Draft Central Tri-State Master Plan

## DAILY COMMUTER - TOTAL HOURS (A.M. Northbound and P.M. Southbound)



Travel times are related to traveling the full length between Balmoral Avenue and 95th Street. Travel times related to no widening are projected to 2040.

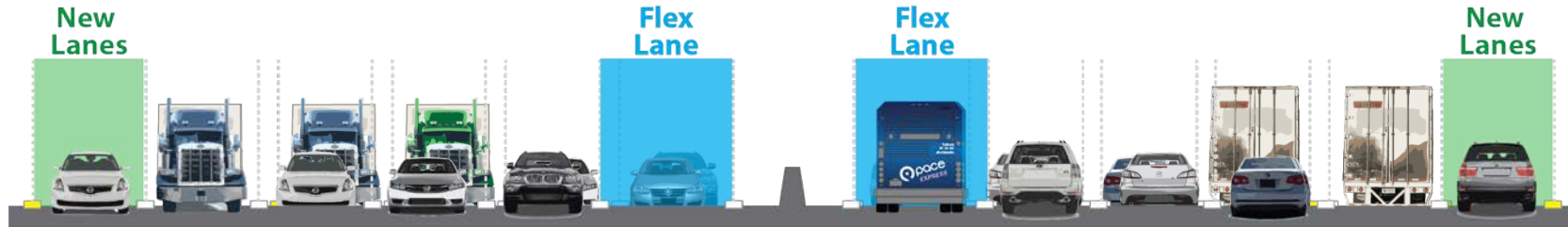
Presented by Aimee Lee on April 27, 2017



The Illinois Tollway  
**DRIVING THE FUTURE**

# Solution – Recommended Alternative

## *Everything in the Move Illinois Central Tri-State Program and More*



- Integrate Flex Lanes
- Implement SmartRoad technology
- Widen where needed
- Reconfigure and improve I-290/  
I- 294/I-88 Interchange to address  
bottleneck and congestion
- Improve I-55 Interchange to alleviate  
congestion
- New Interchanges to improve local  
access
- Address local concerns regarding  
noise, aesthetics and quality of life
- New truck parking and freight access  
opportunities
- Regional stormwater improvements
- State of good repair corridorwide



# Benefits of Recommended Alternative

25% - 55% shorter peak travel times

Travel speed increases from 24 mph to 45 mph during peak periods

Increase safety and reliability

Flex Lane to improve operations and safety

Provide for transit option

Robust power and data to support future technology



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# Regional Benefits of Recommended Alternative

**\$330 million annual savings from reduced travel delays**

**Create or sustain as many as 43,000 jobs**

**Support regional transportation solutions**

**Opportunities for economic development throughout the corridor**

**Partnership opportunities with local agencies and communities**

**Provide local road congestion relief**

**Freight solutions for industry growing needs**

**Reduced delays in freight movements and increased reliability**

**Regional stormwater solutions for economic development**

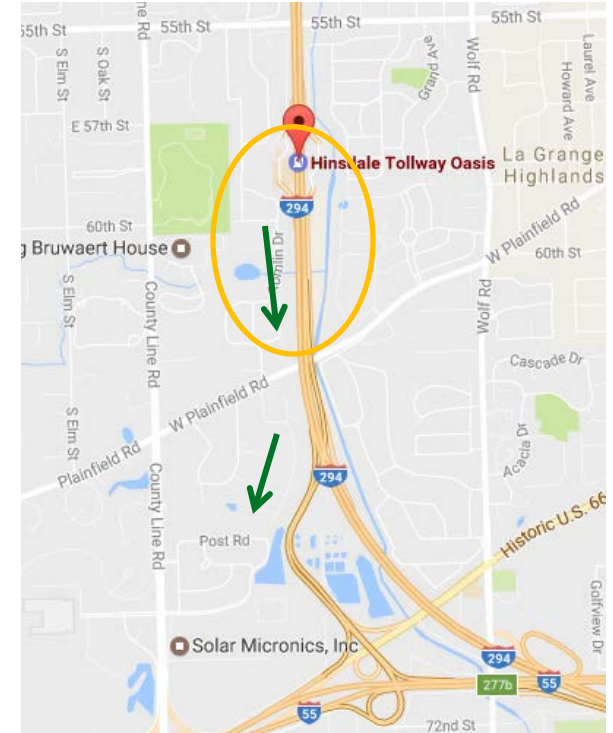


# Major System Interchange Improvements



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THE FUTURE

# Major System Interchange Improvements



Presented by Aimee Lee on April 27, 2017

# Project Financing

Amount	Source
<b>\$1.9 billion</b>	Original allocated amount in <i>Move Illinois</i> Program
<b>\$0.16 billion</b>	Revenue in excess of what was expected for 2013 through 2016.
<b>\$0.24 billion</b>	Additional revenue provided based on current projections from 2017 through 2025 relative to estimates made at the start of <i>Move Illinois</i> .
<b>\$0.28 billion</b>	Less debt service costs for <i>Move Illinois</i> for 2012 through 2023 than planned in 2013.
<b>\$0.12 billion</b>	Revenue expected to be generated between 2018 and 2025 via a new v-toll fee which will encourage transponder use and improve toll collection efficiency.
<b>\$1.3 billion</b>	Additional bonding between 2023 and 2025 allowed because of incremental revenue from additional lanes on the Central Tri-State, v-toll fee and lower debt service for bonds already issued. Tollway debt service coverage will remain above 2.0 for all years.
<b>\$4 billion</b>	<i>(with no toll increase)</i>



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# Next Steps

- Board discussion and approval
- Procure design contracts
- Establish community and stakeholder working groups
- Continue individual community briefings and coordination and public outreach
- Coordinate with railroads, utilities, businesses and other agencies
- Continue to collaborate with partners on major system Interchanges
- Advance work to begin as early as 2018



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# THANK YOU