

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

April 24, 2017

Tri-State Tollway (I-294) Corridor Overview

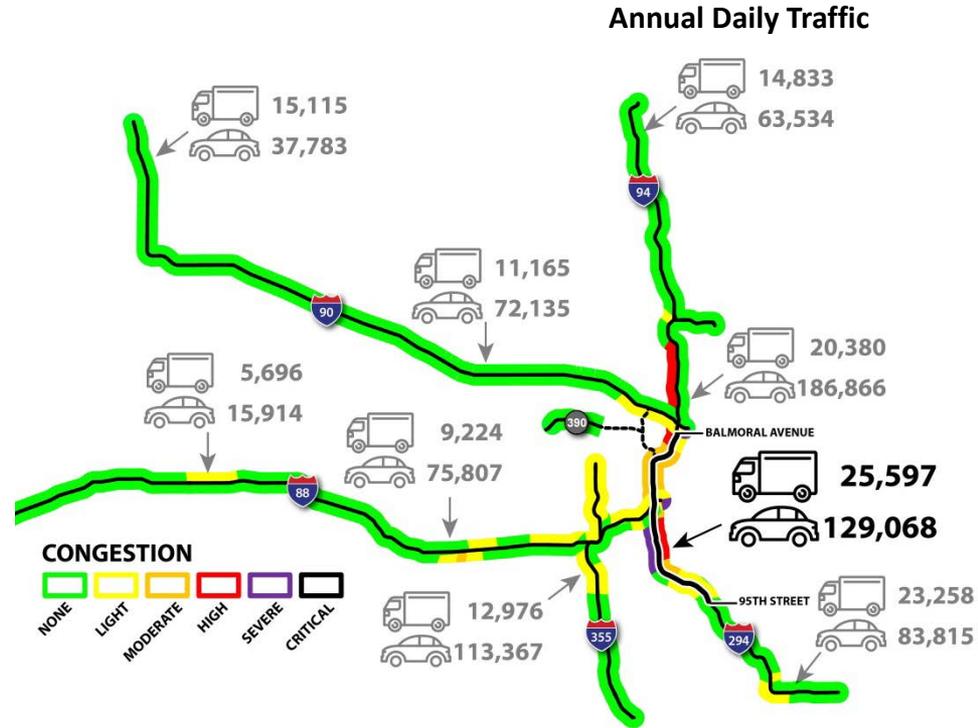
Workhorse of Tollway system

Integral to state and region's economy

Central to transportation network

Major freight corridor

Worst congestion delays on 292-mile Tollway system

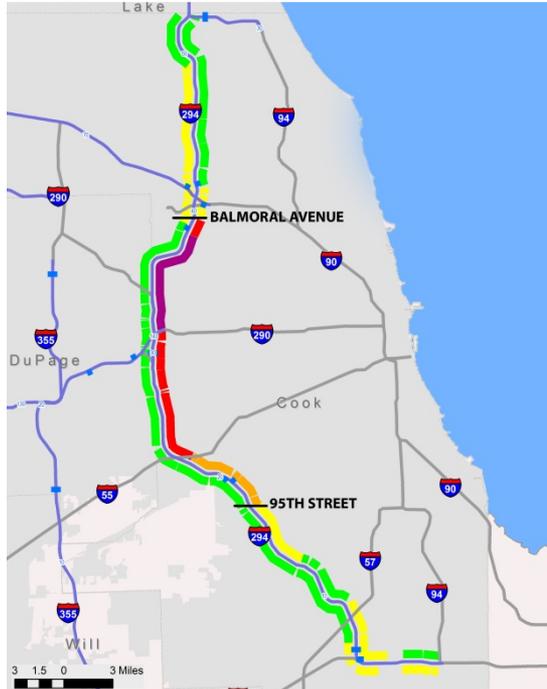


Source: CDM Smith

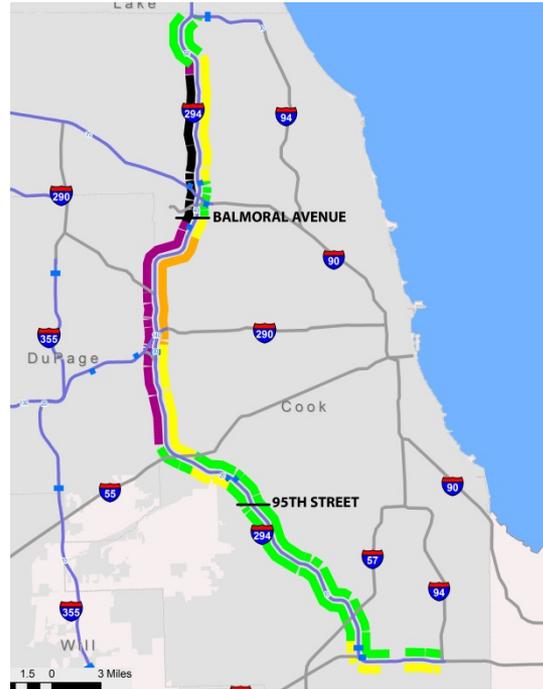


Current Central Tri-State Congestion

A.M. Peak



P.M. Peak



CONGESTION



Source: CDM Smith

Central Tri-State Tollway (I-294) Corridor

95th Street to Balmoral Avenue
22 miles

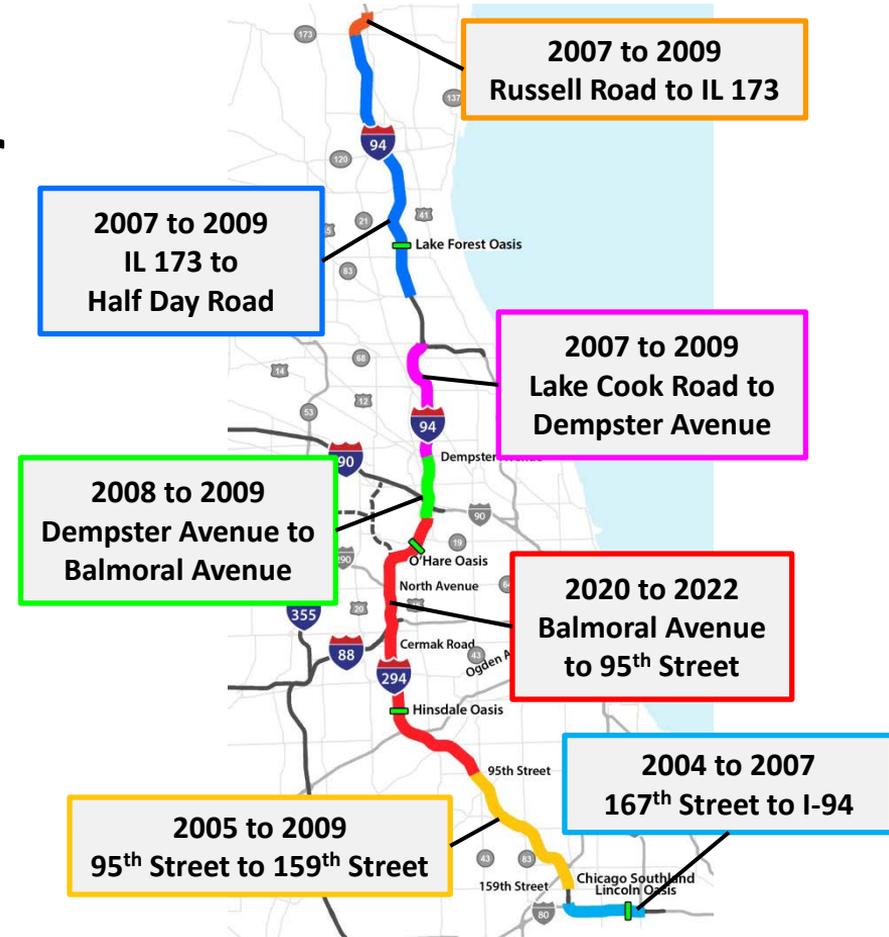
Originally constructed in 1958

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



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

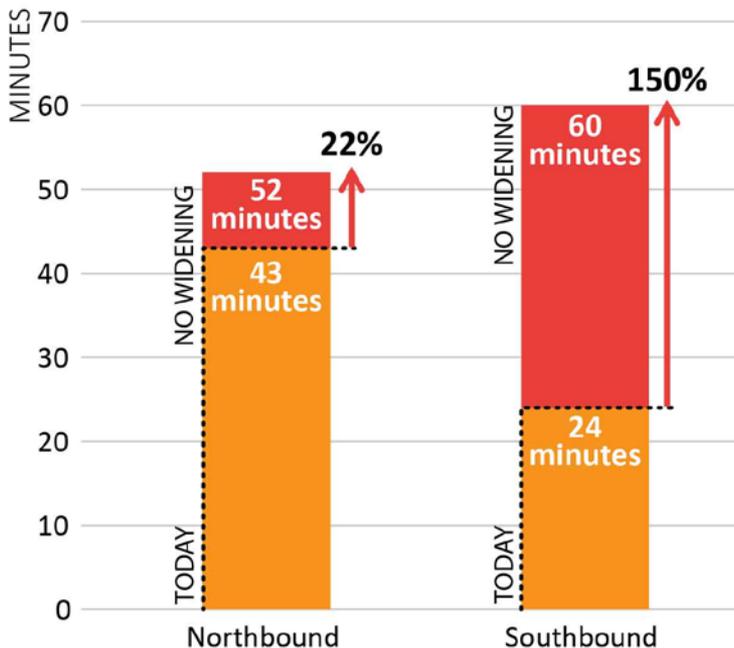
Unable to achieve long-term value from \$1.9 billion investment



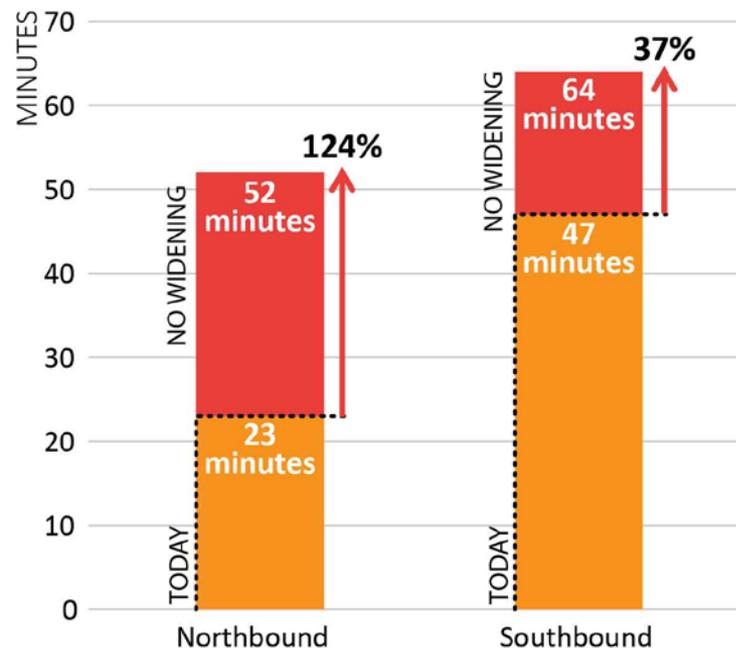
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Congestion Only Gets Worse

A.M. PEAK TRIP



P.M. PEAK TRIP

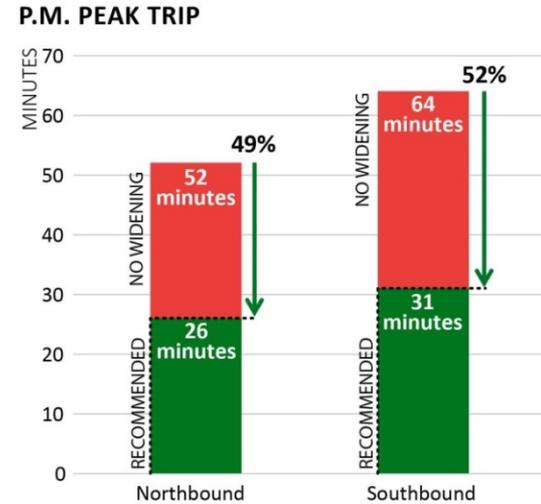
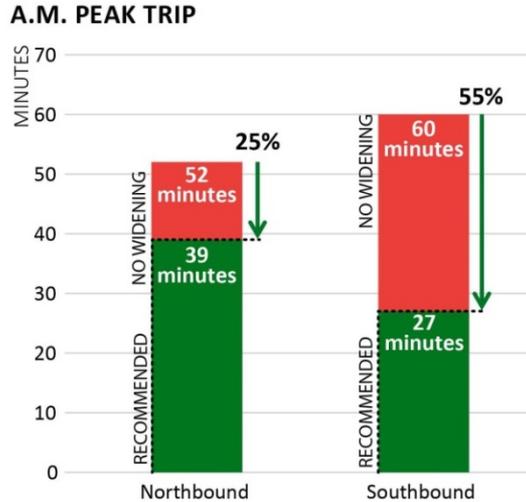


Travel times are related to traveling the full length between Balmoral Avenue and 95th Street. Travel times related to no widening are projected to 2040.

Source: Draft Central Tri-State Master Plan



Changes Save Commute, Save Time, Reduce Congestion



Source: Draft Central Tri-State Master Plan

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

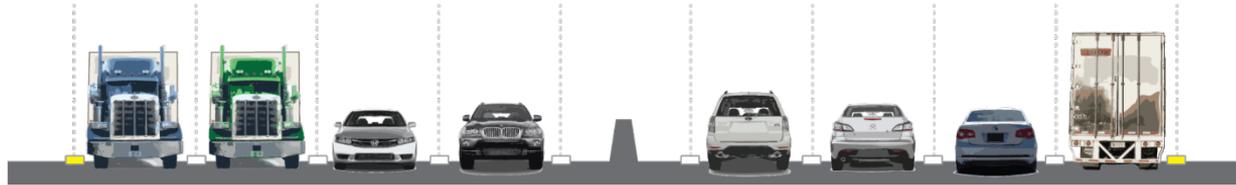


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Solution – Recommended Alternative

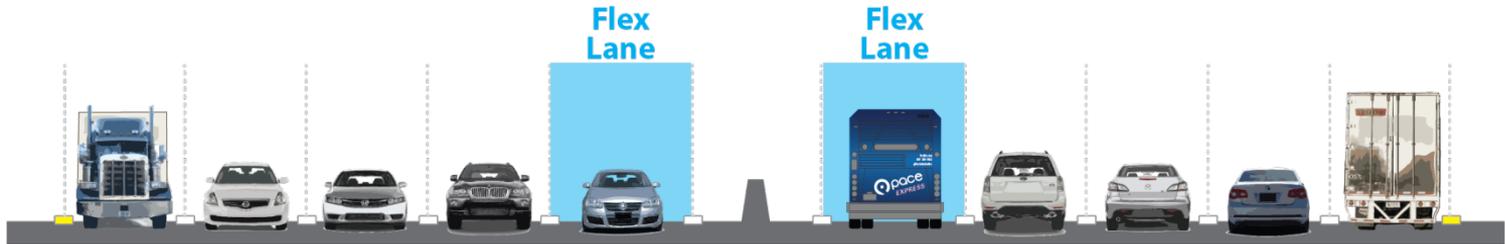
Everything in the Move Illinois Central Tri-State Program and More



- 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

Solution – Recommended Alternative

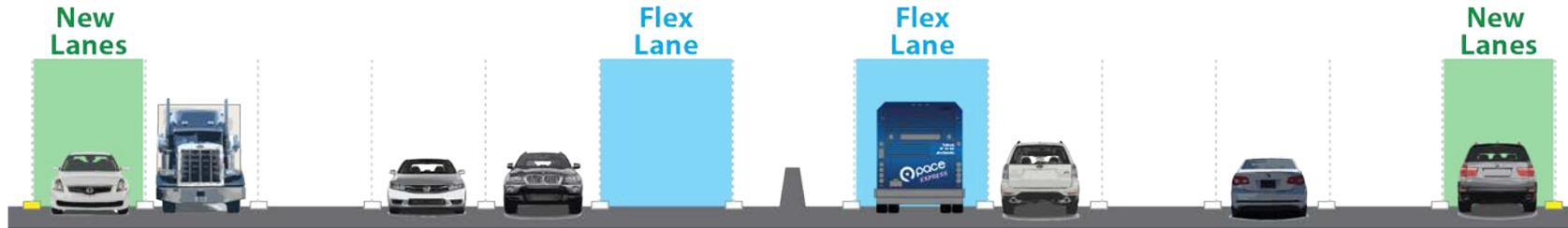
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Benefits of Recommended Alternative

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



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

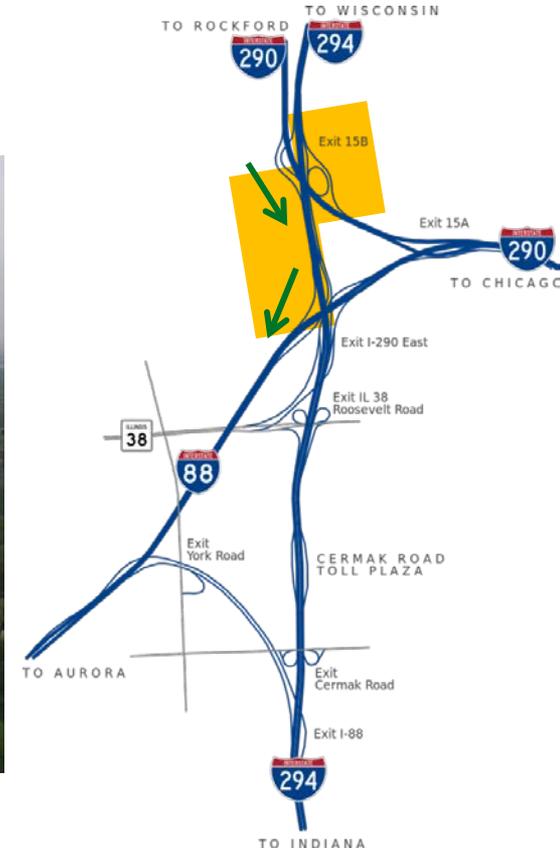
Freight solutions for industry growing needs

Reduced delays in freight movements and increased reliability

Regional stormwater solutions for economic development

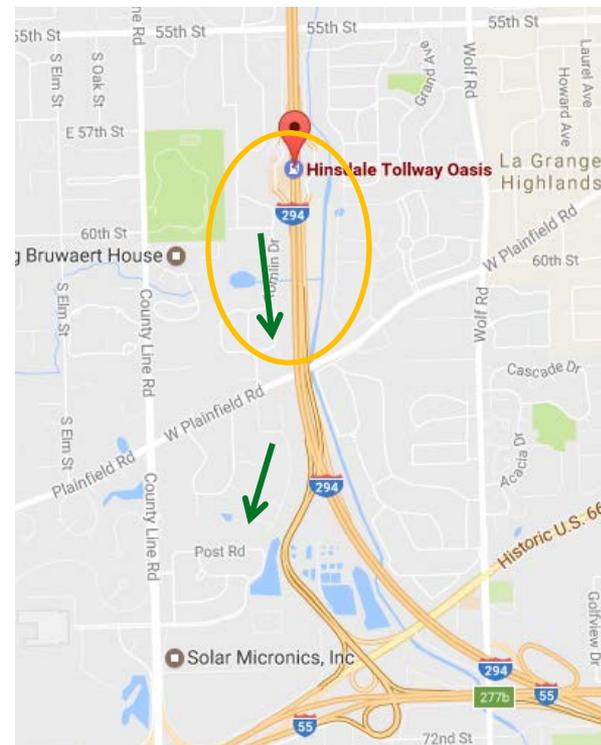


Major System Interchange Improvements



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Major System Interchange Improvements



Project Financing

Amount	Source
\$1.9 billion	Original allocated amount in <i>Move Illinois</i> Program
\$0.16 billion	Revenue in excess of what was expected for 2013 through 2016.
\$0.24 billion	Additional revenue provided based on current projections from 2017 through 2025 relative to estimates made at the start of <i>Move Illinois</i> .
\$0.28 billion	Less debt service costs for <i>Move Illinois</i> for 2012 through 2023 than planned in 2013.
\$0.12 billion	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.
\$1.3 billion	Additional bonding in 2023 and 2024 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.
\$4 billion	<i>(with no toll increase)</i>



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