



# I-90 Corridor Planning Council

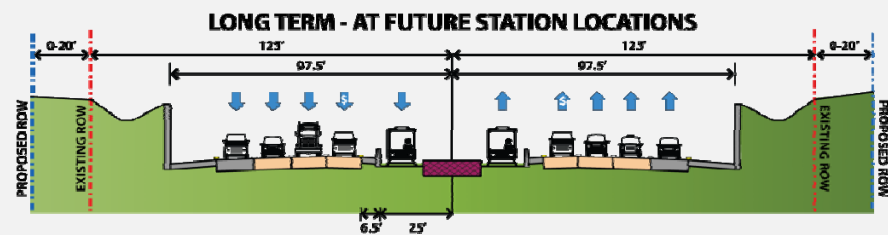
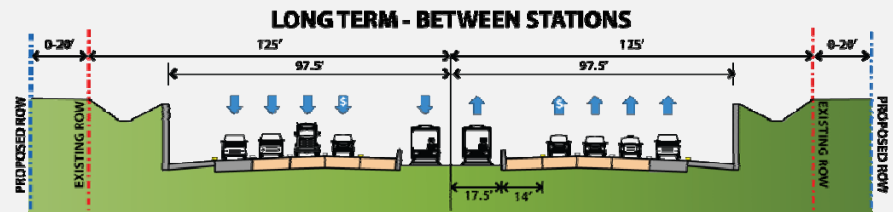
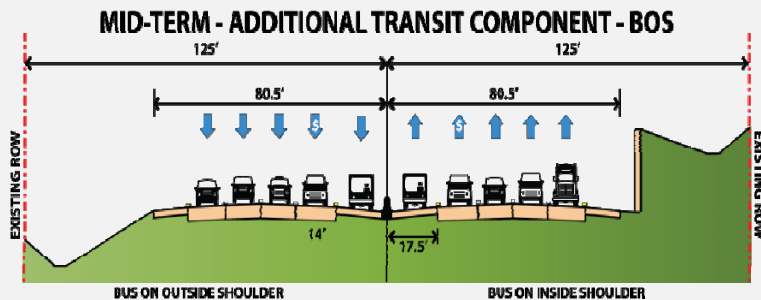
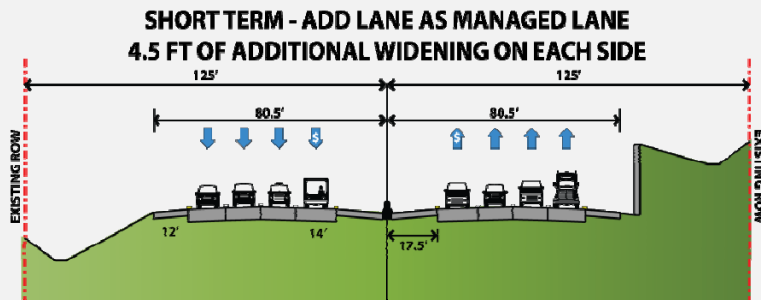
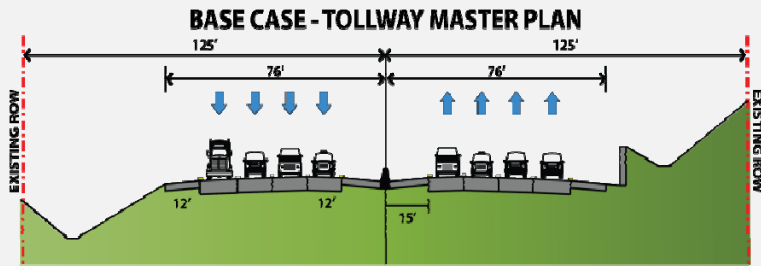
July 26, 2011

# Summary



- **Review and Finalize Jane Addams Corridor Concepts**
- **Roadway Design and Access Options**
- **Estimated Capital Costs**
- **Congestion Pricing Review**
- **Next Steps and Meeting Schedule**

# Cross-Section Options

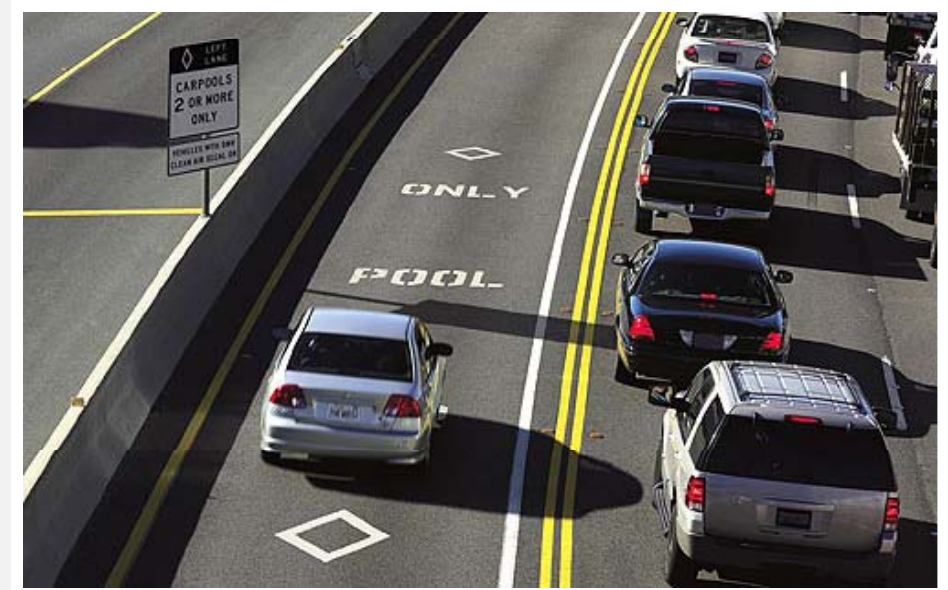


# Short-term: Cost Estimate

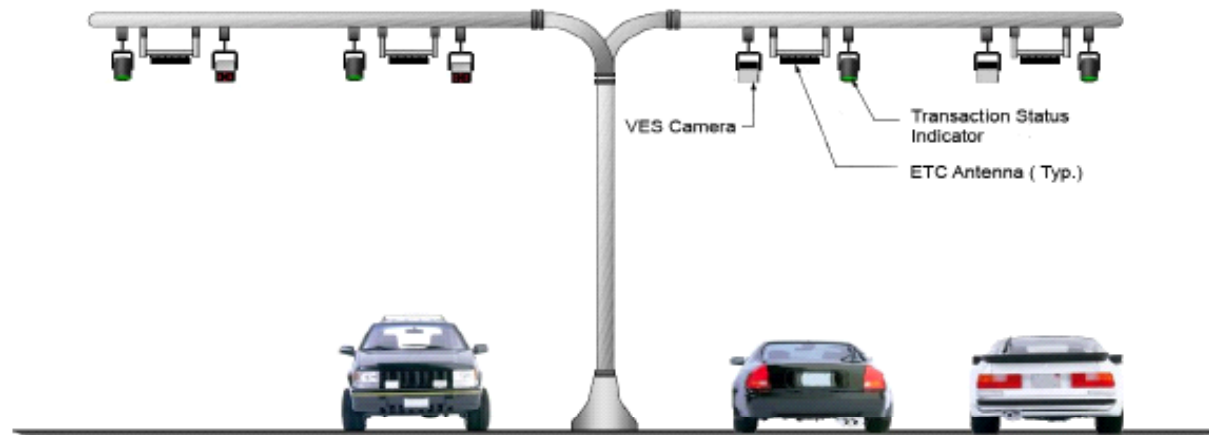


## Cost Estimate

- Additional Roadway Width: \$207 million
- Managed Lane Technology: \$4-5 million (per mile)

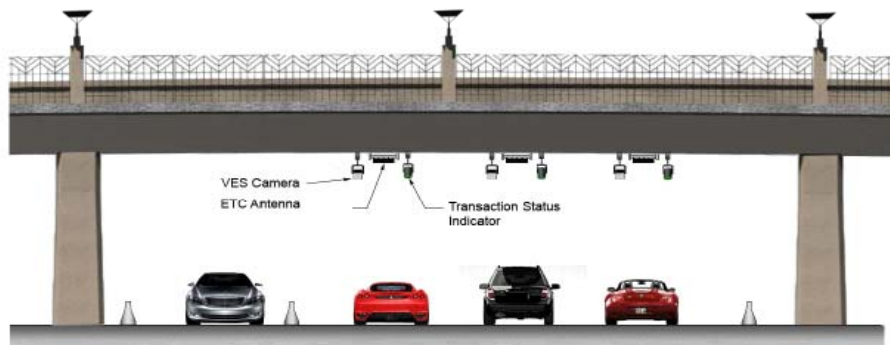


# Managed Lanes Technology



TYPICAL MANAGED LANES TOLLING ZONE (with VES) - CANTILEVERED GANTRY TYPE

# Managed Lanes Technology (cont.)



TYPICAL MANAGED LANES TOLLING ZONE (with VES) - BRIDGE MOUNT



# Direct Access Ramp



- Addicks Park & Ride, Houston, TX

# Sample Managed Lane Design Characteristics



Katy Tollway Managed Lanes  
Houston, TX



# Estimated Capital Costs



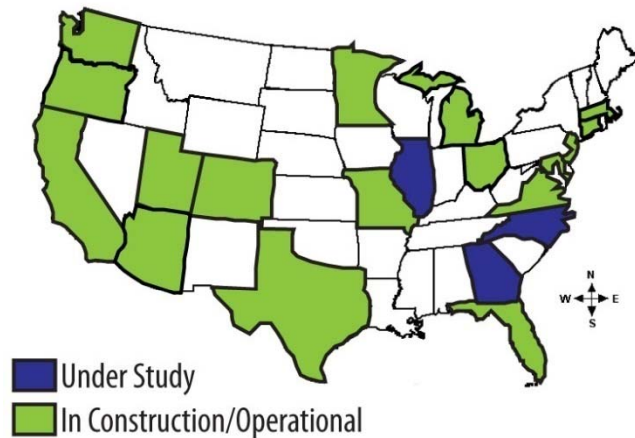
- Direct Access Ramps: \$80 million
  
- Typical Station/Park-N-Ride Location
  - Park & Ride: 2,500 car lot, \$12.5 million
  - Right-of-way: \$2.3 million
  - In-line station: \$10 million
  - **Potential Total Cost: \$25 million**
  
- New/Expanded Interchanges: \$25-75 million

# Don Kopec, CMAP Deputy Executive Director for Planning and Programming



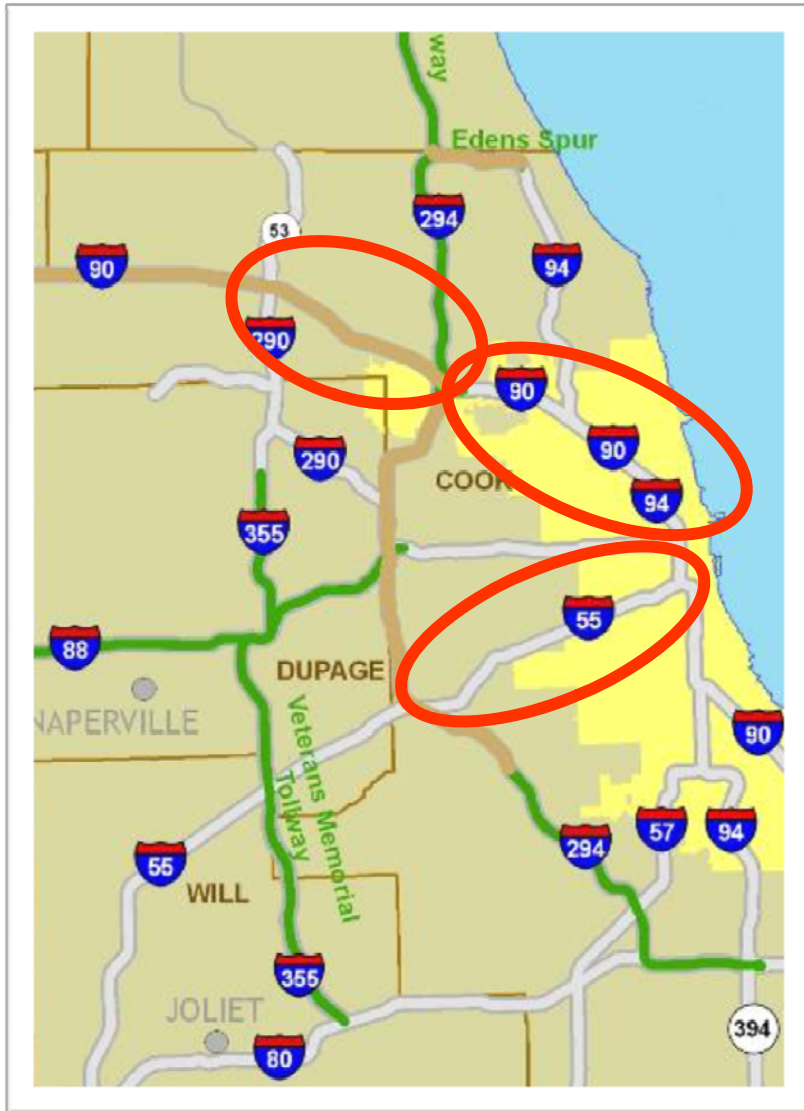
# Why are we discussing congestion pricing?

CONGESTION PRICING IN THE UNITED STATES



- \$7.3 billion lost to congestion
- 3<sup>rd</sup> worst traffic in the country
- 33% of gas tax purchasing power lost since 1993
- 22 states either have in operation or are studying congestion pricing
- Can't build our way out of congestion

# Top 3 Finalist Corridors for Study



## I-90 (Kennedy) Reversible Lanes

- Convert Existing Reversible Lanes

## I-90 (Jane Addams Tollway)

- Build new as Managed Lane

## I-55 (Stevenson)

- Add new as Managed Lane

# Study Assumptions

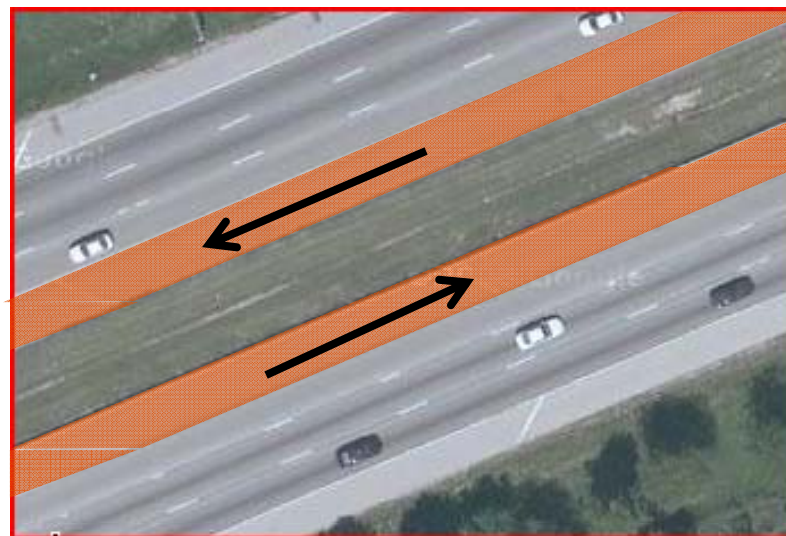
- Weekdays only 5am – 8pm
- Passenger vehicles only
- All users in Managed Lane are tolled
- No discounts for carpoolers or low-emission vehicles

Kennedy Reversibles



- Existing entry/exit to managed lane @ California

I-90 and Stevenson



- Add 1 **NEW** Managed Lane in each direction
- Restricted access
- Entry/exit – 5 miles apart

# Summary of Study Results

## Model concludes in 2020 (inbound AM):

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Stevenson (I-55) 23 mi. I-355 to Circle Interchange		47 minutes		25 minutes
Addams (I-90) 21 mi. IL 31 to I-294	<b>From</b>	69 minutes	<b>to</b>	21 minutes
Kennedy Reversibles (I-90/94) 7 mi. I-94 to Ohio St.		13 minutes		9 minutes

## Model concludes in 2020 (outbound PM):

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Stevenson (I-55) 23 mi. I-355 to Circle Interchange		37 minutes		25 minutes
Addams (I-90) 21 mi. IL 31 to I-294	<b>From</b>	51 minutes	<b>to</b>	24 minutes
Kennedy Reversibles (I-90/94) 7 mi. I-94 to Ohio St.		16 minutes		8.5 minutes

# CMAP: GoTo2040

- **Fiscally Constrained Major Capital Projects**
  - I-55 Managed Lanes
  - I-290 Multimodal Corridor
  - I-90 Managed Lanes
- Federal push to empower MPOs

*Other innovative tools...include congestion pricing, which – when used appropriately – can reduce traffic while encouraging drivers to carpool, take transit, or even telecommute.*

*- USDOT Sec. Ray LaHood*



# Financing Options



- Managed Lane Revenue
  - Throughput maximization
  - Revenue maximization
- Federal Funding Programs
- State Funding
- Local Funding
- Value Capture
- Private Investment



# I-90 Corridor Planning Council Next Steps



- Meeting 4 (August) -- **New Location & Time (Elgin)**
  - Connecting Jane Addams Transit to the East
  - Draft Recommendations for Future Corridor Planning
- Meeting 5 (August)
  - Finalize Recommendations for Future Corridor Planning



**THANK YOU**