



Central Tri-State Tollway

BUILDING FOR TOMORROW



OVERVIEW

The 84-mile-long Tri-State Tollway (I-94/I-294/I-80) is the workhorse of the 294-mile Illinois Tollway system.

At the heart of the Tri-State Tollway is the Central Tri-State (I-294) from Balmoral Avenue to 95th Street. This 22-mile section carries the heaviest volume of passenger and freight traffic on the Tollway system, resulting in twice the amount of congestion delays when compared to the entire Tollway system. These congestion delays are estimated to cost drivers \$330 million annually in time and fuel.

The Central Tri-State plays an integral role in the region's economy, as the roadway is central to the region's transportation network connecting two airports, thousands of businesses and hundreds of thousands of residents and workers.

This project is intended to replace an outdated, frequently congested roadway with a modern, 21st Century corridor which would better serve as a critical cog in the region's transportation network while allowing customers to travel more safely and efficiently for the next 75 years.

PROPOSED PROJECT BENEFITS

Relieve congestion, accommodate future growth and increase reliability

I-290/I-88 Interchange redesign to improve traffic operations and reduce delays

I-55 Interchange improvements to reduce mainline congestion

Flex Lane to improve operations, safety and option for future transit

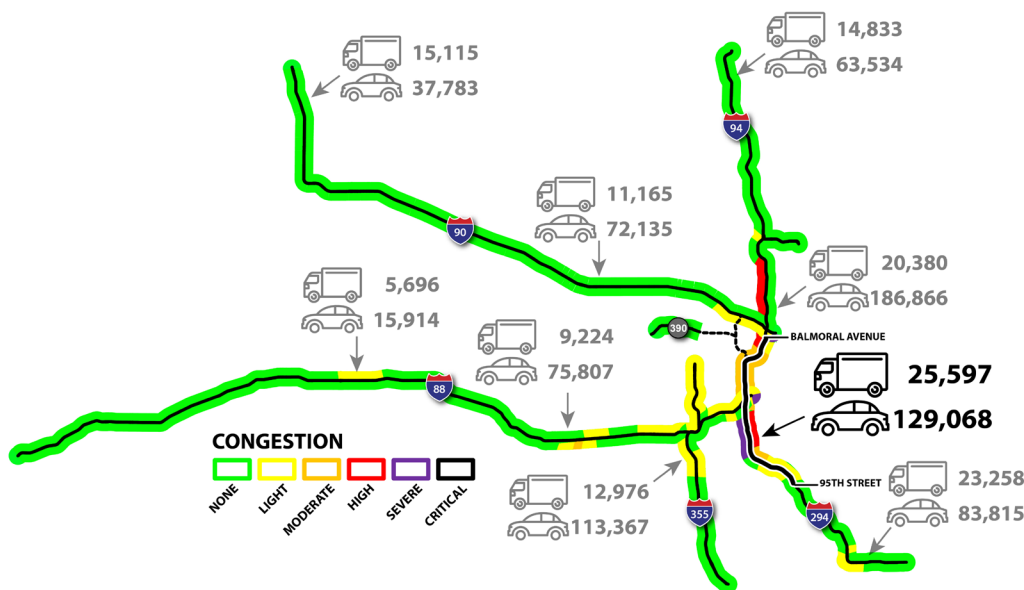
Robust power and data backbone to support **future technology**

Partnership opportunities with local agencies to address stormwater/flooding, aesthetics, access, operations, safety, noise, freight, transit and economic development

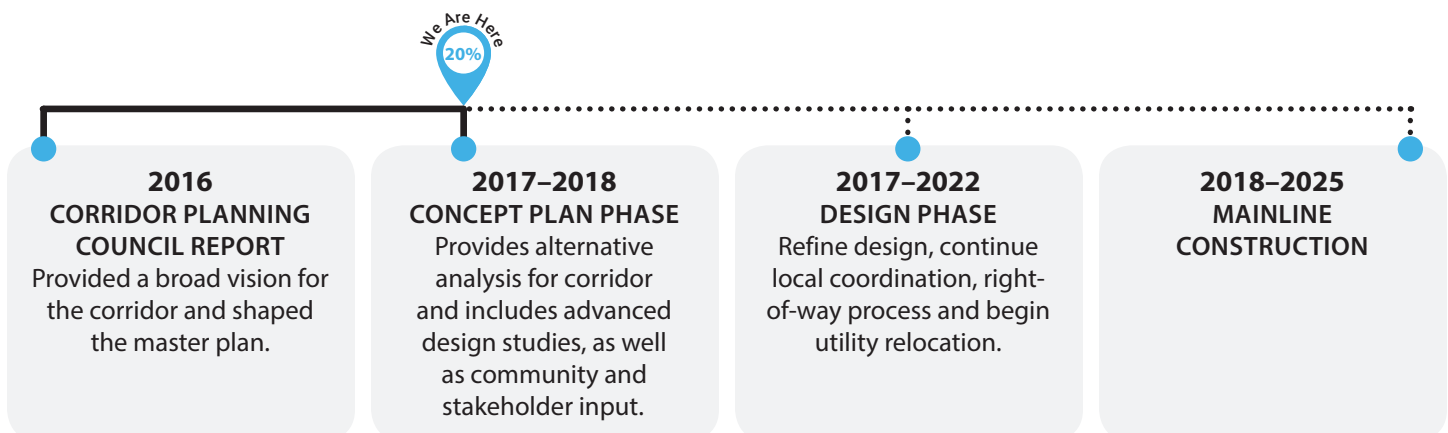
Additional access and opportunities for **new interchanges**

Provide regional **local road congestion relief**

Annual Daily Traffic



OVERALL PROJECT TIMELINE



CENTRAL TRI-STATE USE AND HISTORY

The Central Tri-State provides four lanes in each direction and is the most heavily traveled roadway in the 294-mile Tollway system, supporting as many as 360,000 vehicle trips daily, including more than 24,000 daily trips by commercial trucks.

This portion of I-294 has not been widened in nearly 25 years and increased traffic during that time means that segment typically experiences the worst congestion seen on the Tollway system.

The Central Tri-State is the oldest remaining Tollway segment that has never been reconstructed, with parts of the roadway dating back to the 1950s. Pavement in some areas on this segment is too old to be safely resurfaced.

Rebuilding and widening parts of this segment would provide additional capacity and help relieve traffic congestion improve reliability and safety.

The Central Tri-State also is a vital transportation link that supports the regional and state economy by providing a by-pass corridor around Chicago that links to other major transportation routes.

Large industrial, freight and commercial distribution centers, including UPS and FedEx have located along the Central Tri-State to take advantage of the connections it provides not only to other highways, but to O'Hare International Airport, Midway Airport and three railroad intermodal facilities.

Improving the Central Tri-State would give the Tollway the opportunity to seek joint solutions to improve connections at major interstates like I-290, the Reagan Memorial Tollway (I-88) and I-55, which are frequently congested.

WHY EXPAND

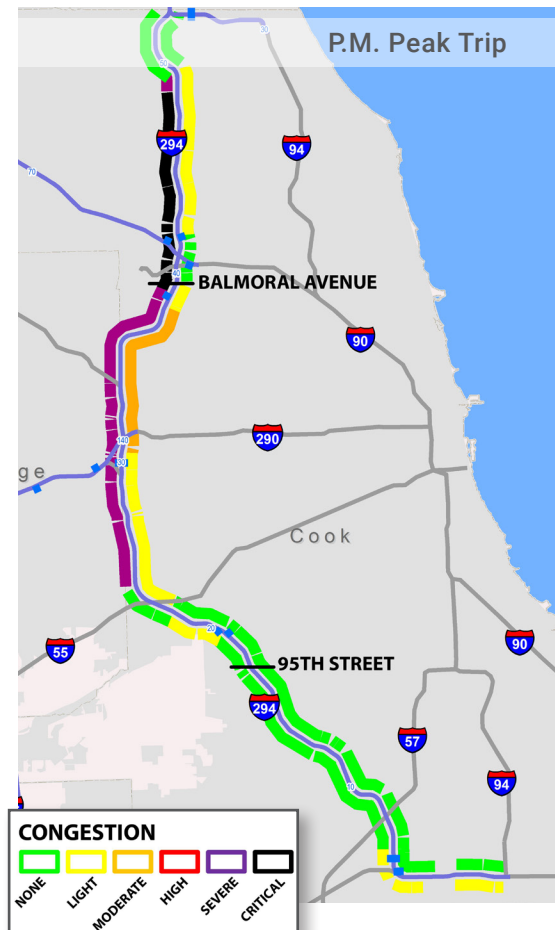
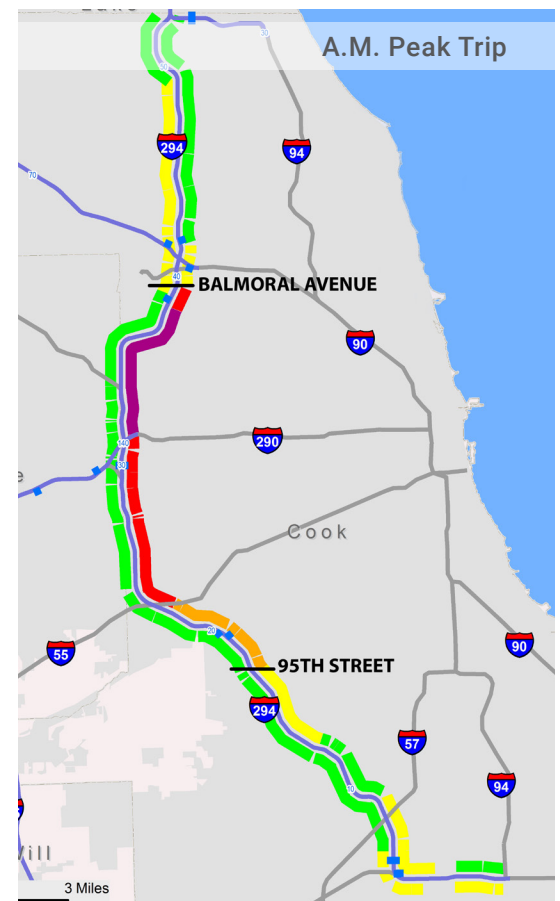
On April 27, 2017, the Tollway Board of Directors directed staff to expand the *Move Illinois* capital program by \$2.1 billion and advance a proposed \$4 billion recommended concept to improve the Central Tri-State.

Further review of the corridor and discussions with local communities and external stakeholders indicated the Central Tri-State is too vital to the Tollway system and the Chicago region to reconstruct without making improvements to address issues that include traffic congestion, access, flooding and freight concerns.

Reconstructing the roadway without making any improvements would leave that segment incapable of accommodating current and future travel needs.

- Congestion relief unresolved
- Choke points and bottlenecks 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

Current Average Daily Traffic Conditions



PLANNING APPROACH

The Tollway engaged local stakeholders, municipalities, agencies, business leaders and civic organizations throughout the process of developing the master plan to learn how the Central Tri-State impacts local communities and to identify opportunities for collaboration and partnerships. This planning process has led to a recommended alternative that relieves congestion and considers local impacts and opportunities for mutually beneficial solutions to issues raised by stakeholders.

As one of the first steps in the process, a Corridor Planning Council (CPC), composed of regional stakeholders representing municipalities, government agencies, businesses, civic groups and customers, was established to create a regional vision for the Central Tri-State corridor. The CPC and the Tollway spent two years engaged in community outreach to identifying issues, opportunities and capturing local concerns.

Nine different issues were identified by the CPC. These prioritized issues guide the Tollway and partner agencies in the planning process for the project.

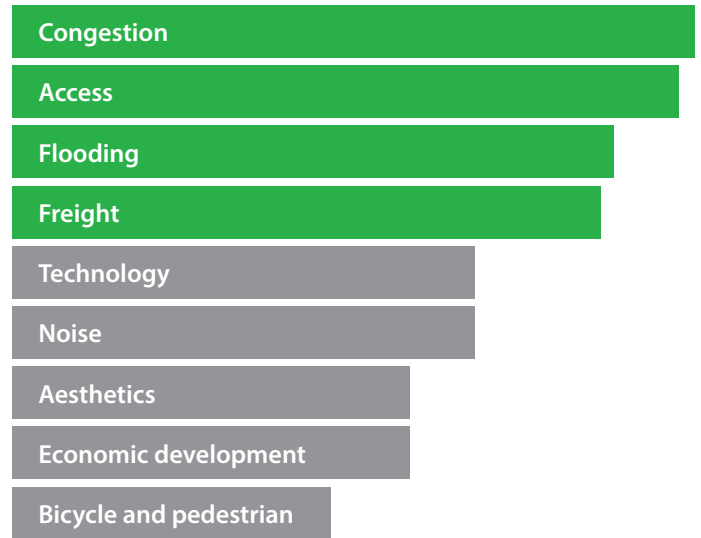
RECOMMENDED ALTERNATIVE

To address recurring congestion and projected future traffic increases, the proposed concept plan contains a recommended alternative that would add additional lanes along 80 percent of the Central Tri-State corridor.

Traffic varies on different segments of I-294, the alternative would “right-size” the corridor by adding new lanes only where vehicle use justifies adding additional roadway capacity. This approach provides the most benefit to Tollway customers.

- Reconstruct for current and future travel needs
- 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
- Integrate Flex Lanes
- Implement SmartRoad technology

CPC Identified Issues by Priority



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

Proposed Lane Configuration



KEY OPPORTUNITIES

I-294/I-290/I-88 Interchange

The most significant congestion issues are associated with the I-294/I-290/I-88 interchange giving it elevated regional significance. Peak travel times to get through this interchange are expected to improve by up to 50 percent.

Burlington Northern Santa Fe (BNSF) Railroad Bridge

The current bridge is substandard and is the narrowest bridge on the corridor, creating a choke point over the busiest road on the Tollway system.

Mile Long Bridge

Reconstruction of the Mile Long Bridge would reduce ongoing impacts to customers and provide overall safer travel.

I-294/I-55 Interchange

Recommended Central Tri-State improvements attempt to reduce weaving between Tollway mainline traffic from traffic entering and exiting the Hinsdale Oasis and traffic coming from or going to I-55.

Regional Flooding Solutions

Flooding is an issue that several communities identified as a high priority.

Freight

The corridor connects O'Hare and Midway airports, three multi-modal facilities and is home to several logistics businesses. The freight industry is impaired by congestion, bottlenecks and a lack of freight-related services such as parking along the corridor.

REGIONAL BENEFITS

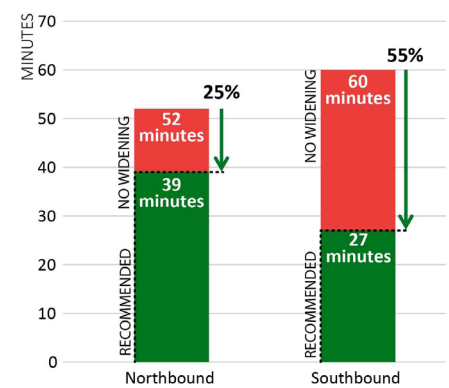
- \$330 million annual savings from reduced travel delays
- Create or sustain as many as 43,000 jobs
- Support regional transportation solutions
- Opportunities for economic development throughout the corridor
- Partnership opportunities with local agencies and communities
- Provide local road congestion relief
- Freight solutions for industry growing needs
- Reduced delays in freight movements and increased reliability
- Regional stormwater solutions for economic development

NEXT STEPS

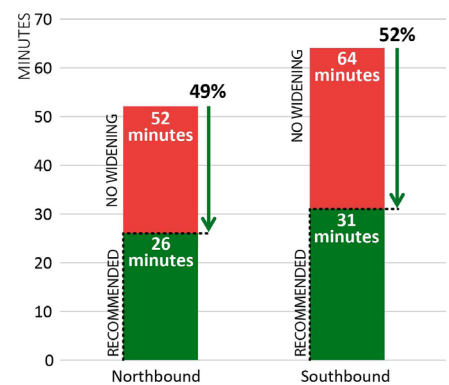
- Continue individual community briefings and coordination and public outreach
- Coordinate with railroads, utilities, businesses and other agencies
- Establish community and stakeholder working groups
- Continue to collaborate with partners on major system Interchanges

Recommended Alternative Travel Times

A.M. PEAK TRIP



P.M. PEAK TRIP



FINANCING SOURCES

Amount	Source
\$1.9 billion	Allocated amount in <i>Move Illinois</i> Program
\$0.2 billion	Revenue in excess of what was expected for 2013 through 2016.
\$0.2 billion	Additional revenue provided based on current projections from 2017 through 2025 relative to estimates made at the start of <i>Move Illinois</i> .
\$0.3 billion	Less debt service costs for <i>Move Illinois</i> for 2012 through 2023 than planned in 2013.
\$0.1 billion	Additional revenue expected to be generated between 2018 and 2025 from improved toll collection efficiency.
\$1.2 billion	Additional bonding in 2023 and 2024 allowed because of incremental revenue from additional lanes on the Central Tri-State, new revenue sources 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>