

Interchange Improvement Program

Tri-State Tollway (I-294)/I-57 Interchange

The Tri-State Tollway (I-294)/I-57 Interchange Project will create a new interchange at one of the few points in the nation where Interstates cross, but do not connect. The proposed improvements include an interchange that provides for six of the eight potential movements between I-294 and I-57, including a partial interchange at I-294 and 147th Street. The Tollway is committing \$500 million to complete this interchange which will dramatically improve access to and through the Chicago Southland.

Next Steps

- IDOT Completes Phase Two of EA/EIS (2010)
- Federal Highway Administration Approval of EA/EIS (2008-20010)
- Groundbreaking for I-294/I-57 Interchange (2011)
- Completion of Interchange (2013-2014)

Jane Addams Tollway (I-90)/ I-290-IL Route 53 Interchange

The Jane Addams Memorial Tollway (I-90) and I-290/IL Route 53 Interchange Project will provide for the reconstruction and reconfiguration of one of the most congested interchanges on the Illinois Tollway System. Decades of explosive regional growth in the area have resulted in an increase in traffic from 54,000 vehicles daily in 1970 to 148,000 vehicles daily in 2007. The Tollway is committing \$500 million for this redesigned interchange to eliminate a critical regional choke point to east to west travel.

Next Steps

- Initiation of I-90/I-290 – Master Plan and Environmental Evaluation (2008-2012)
- Initiate Engineering and Design (2012)
- Complete design and environmental evaluation (2013)
- Groundbreaking for I-90/I-290-Rt. 53 Interchange (2013)
- Completion of Interchange (2015-2016)

Systemwide Local Interchanges

Additional projects anticipated in Phase Two include funding for new or expanded interchanges. Decisions on which new interchanges will be built hinge on continue regional planning efforts and conforming with the Tollway Interchange Cost Share Policy outlining requiring a 50 percent cost share.

For More Information
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To Submit Comments
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Congestion-Relief Program Phase Two



Project Summary

The Illinois Tollway's Congestion-Relief Program Phase Two – *Tomorrow's Transportation Today* – is a \$1.8 billion capital program that includes a Green Lanes Plan and an Interchange Improvement Program designed to continue to reduce congestion, offer environmental benefits and reduce travel times, particularly during busy commuter rush hours.

Projects in the Governor's new Illinois Tollway Congestion-Relief Program include:

- Dedicated Green Lanes offering access to buses and ride-sharing commuters at regular I-PASS rates and providing single-occupant and environmentally friendly vehicles access at premium prices - \$400 million.
- Critical Interstate-to-Interstate interchanges - Jane Addams Memorial Tollway (I-90)/I-290-IL Route 53 Interchange, Tri-State Tollway (I-294)/I-57 Interchange, and systemwide local interchange projects – \$1.4 billion.

Key Benefits

Environmental Benefits

- Provides free flow traffic to reduce excessive acceleration and braking which cuts emissions
- Promotes ride sharing and transit to create innovative and environmentally sound solutions to combat regional congestion.

Congestion Relief /Reduced Travel Times

- Maintains congestion-relief benefits provided by Open Road Tolling and additional roadway capacity for the long term
- Modifies roadways now reducing inconvenience down the road
- Provides commuters options - greater reliability and more predictable arrival times
- Manages traffic at free-flow speeds in Green Lanes even during peak travel periods

Economic Benefits

- Supports 50,000 jobs - includes direct and indirect jobs
- Improves mobility, which will lead to more corporate investment/job creation
- Offers customers opportunities to reduce costs – time, fuel, tolls



Green Lanes Plan

What is the Illinois Tollway Green Lanes Plan?

Dedicated lanes for ride sharing commuters with two or more people, van pools and buses paying the current I-PASS rate, as well as solo drivers and hybrid vehicles paying a variable toll rate. Tolls collected electronically to ensure that traffic in the Green Lanes is free flowing.

Where are Green Lanes in use?

Similar to our Green Lanes, HOT – High Occupancy Toll lanes have been successful and popular in other U.S. states – they are in operation in California, Texas, Minnesota and Colorado.

- SR 91 HOT lanes in San Diego save drivers 12-13 minutes of travel time on average along a 10-mile corridor.
- In Seattle, HOT lanes move more than one-third of the people on rush-hour free-ways in only about 19 percent of the vehicles.
- Minnesota support for HOT lanes was consistent across all income groups – 71 percent higher income, 61 percent middle income and 64 percent lower income.

What are the benefits?

Less pollution - Reducing congestion reduces the amount of time that traffic sits idle, which improves air quality by reducing emissions. Carbon monoxide from vehicle emissions is a major contributor to air pollution.

Reliable travel times - By using Green Lanes, daily commute times will be more consistent. Reduces congestion during peak periods, which helps reduce travel times for those who must travel then.

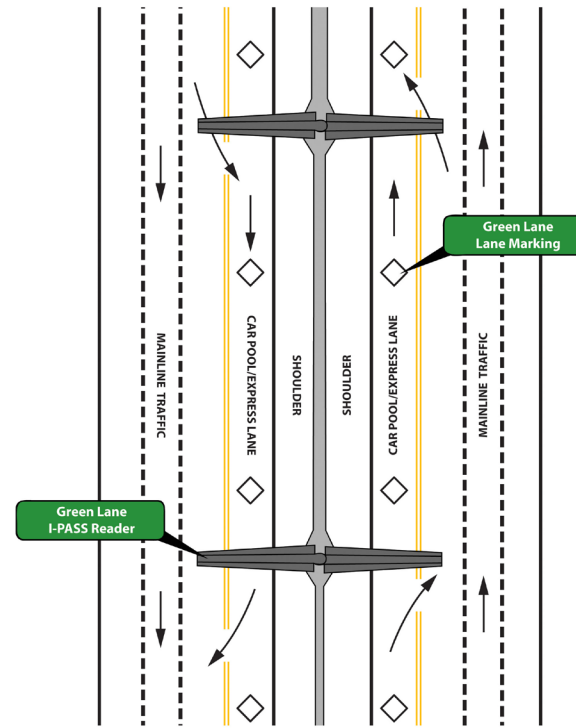
Save money - According to the Alliance to Save Energy, using the average U.S. work commute of 12.1 miles, commuters could save about \$300 a year by carpooling twice a week with two other people in a vehicle that gets 20.1 miles per gallon – assuming the three passengers share the cost of gas.

Commute Options - Green Lanes will be shared with transit, such as PACE Buses, providing an opportunity to utilize a more efficient transportation system.

Who can use Green Lanes? Ride sharing commuters with two or more people, van pools and buses paying the current I-PASS rate, as well as solo drivers motorcycles and hybrid vehicles paying a variable toll rate. Tolls collected electronically to ensure that traffic in the Green Lanes is free flowing.

Will this cause more construction? Green Lanes would be incorporated into the heaviest used segments of the Tollway using existing roadway. Roadway striping and lane markings or flexible channelizers may be used to define Green Lanes so minimal new roadway construction would be needed.

Green Lanes Schematic



Will toll rates go up to pay for these improvements? No toll increase for cars. Green Lanes users including car pools and transit would pay no additional fee. A variable rate structure will be set for single-occupant vehicles. New toll rates of \$0.18-\$0.43 per mile are proposed for commercial vehicles – close to national urban average of \$0.39 per mile.

How will Green Lane usage be enforced? The Tollway will select a firm to assist with design, implementation and management of the new Green Lane System. ITS technology will allow the Tollway to develop an electronic system that can charge drivers and enforce the appropriate rates for the Green Lanes.

Timeline

2010

- Systemwide Green Lane conversion begins

2011

- Tri-State Tollway (I-294)/I-57 Interchange construction scheduled

2013/2014

- Jane Addams Memorial Tollway (I-90)/I-290-IL53 Interchange improvements scheduled to begin
- Tri-State Tollway (I-294)/I-57 Interchange completed

2015-2016

- Jane Addams Memorial Tollway (I-90)/I-290-IL53 Interchange complete

