



CONGESTION-RELIEF PROGRAM

Summary 2011 UPDATE

Note: Specific Plan schedules and budgets subject to change during annual review process.

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CONGESTION-RELIEF PROGRAM

Executive Summary

Executive Summary

INTRODUCTION

In September 2004, the Illinois Tollway approved a comprehensive plan to modernize and rebuild the 45-year-old system of roadways to reduce congestion and improve service for its customers. The Congestion-Relief Program (CRP) - *Open Roads for a Faster Future* - includes rebuilding and restoring nearly all of the Tollway system, providing congestion relief by converting mainline toll plazas to barrier-free open road tolling, widening many miles of the existing roads, and extending I-355 12.5 miles south from I-55 to I-80 in Will County.

In the first six years of the program, the Tollway has delivered numerous improvements:

- Customers have realized the time-saving benefits of open road tolling at all 22 mainline plazas – completed in less than 22 months.
- Customers have benefited from a newly rebuilt and widened South Tri-State Tollway (I-294/I-80) from IL Route 394 to 95th Street, and on the North Tri-State Tollway (I-94/I-294) from Balmoral Avenue to Russell Road.
- The Reagan Memorial Tollway (I-88) has been widened and reconstructed from York Road to IL Route 59 and from the Aurora Toll Plaza to Deerpath Road. The section of I-88 from US Route 30 to IL Route 251 was rubblized to make the existing pavement a base to support new full depth asphalt pavement.
- The section of the Jane Addams Memorial Tollway (I-90) from the Cherry Valley Interchange to Rockton Road was reconstructed and widened with full depth asphalt pavement. These improvements included a reconfigured interchange at I-90 and I-39, and the removal of the Cherry Valley Toll Plaza.
- Another major accomplishment was the completion of the 12.5 mile extension of the Veterans Memorial Tollway (I-355). Additionally, a four-mile section of I-355 from 75th Street to I-88 was widened and resurfaced.

All of these improvements represent more than 118 miles of reconstructed roadways, modernized tolling facilities, and capacity and operational enhancements. Other sections of the Tollway have undergone rehabilitation and resurfacing to bring the 286-mile system into a state of good repair.

At the end of 2010, the Congestion-Relief Program was nearly 85 percent complete.

An outgrowth of traditional industry planning processes, program updates are managed with diverse and open participation and technical analysis, which serves as the foundation for the Tollway's updated 2005-2016 program.

The updated CRP reflects information provided in the latest Annual Engineering Report, which documents the results of bi-annual Tollway asset inspections. This report was used to evaluate and realign the schedule of remaining program improvements to better meet system needs. Also, the current economic slowdown required an adjustment of the Tollway's traffic and revenue projections, which directly affects the Tollway's ability to fund capital improvements. The estimated cost of the CRP has been reduced from \$6.1 billion to \$5.8 billion to reflect actual savings from projects completed and closed, anticipated project savings from future closeouts and modifications to the scope of work on the Jane Addams Memorial Tollway (I-90). Even with this reduction, the Tollway has delivered roadway improvements as promised in the CRP. The updated CRP continues the Tollway's expedited implementation approach to deliver improvements and congestion

relief at the lowest possible cost.

BACKGROUND

The Need: The majority of the Tollway's system was designed and constructed nearly 50 years ago. Since that time, the region has expanded causing a strain on transportation infrastructure while existing toll routes are reaching the end of their design life. Large sections of the road needed to be rebuilt, providing the Tollway an opportunity to build a modernized and sustainable transportation network for future generations. The CRP continues to be aggressively implemented, but changes to the original plan have been influenced by regional and local priorities, economic impact on the construction industry, updated revenue projections, and ongoing analysis of the Tollway system.

Assessment and Public Input: The Tollway's leadership continues to work closely with residents, business owners, local and state government officials, as well as other transportation agencies to continuously evaluate needs and establish priorities for providing Northern Illinois with a coordinated plan to balance travel demand with population and economic growth. This effort has allowed the Tollway to gather public input to enhance its plan, leading to informed planning decisions which support an efficient and resourceful transportation network for the region.

The Result: The Tollway is pleased to say that the CRP is working. Since its approval in late 2004, the Tollway has awarded more than \$4.8 billion of construction-related contracts and has completed more than \$3.4 billion of construction improvements. Commuters experiencing the improvements report that open road tolling saves 10 minutes each way, allowing them to spend more time working productively, or to arrive home earlier and enjoy more time with their families. Slowly, but surely, congestion is being relieved and the economy is getting a boost.

The Five Major Goals

The Tollway continues its pursuit towards the five major objectives outlined in the Congestion-Relief Program which include:

Fix It: Fix the existing infrastructure by reconstructing and widening most of the roads systemwide; more than 90 percent will be rebuilt or rehabilitated.

Congestion Relief: Reduce travel times by converting the entire mainline system to open road tolling to allow I-PASS users to pay tolls electronically at highway speeds.

Meet Needs of Growing Communities: Extend I-355 south to accommodate the needs of growing communities.

Enhance Local Economies: Establish corridor planning councils to strengthen the partnership between the Tollway and the communities it serves. Improve mobility for communities served by the Tollway through a revamped interchange policy, intermodalism and context-sensitive improvements such as aesthetic enhancements, landscaping, noise walls and bicycle accommodations.

Cutting-Edge Initiatives: Implement Intelligent Transportation Systems (ITS) technology and congestion pricing to better manage congestion and serve Tollway customers.

RESULTS – 2010

Fix It

Since the completion of new improvements such as open road tolling and the I-355 South extension, the Tollway has focused on rebuilding and improving parts of the original system. Independent consulting engineers annually inspect and report on the status of the Tollway to evaluate the pavement condition, surface ride quality, bridge conditions, pavement distress patterns and other factors. The inspection reports are used to establish priorities for future improvements, along with regional and economic factors.

Since 2005, the Tollway reconstructed more than 118 miles or approximately 43 percent of its pre-Congestion-Relief Program 274-mile system, and additional projects are currently under construction. Major projects already completed under the CRP include:

- South Tri-State Tollway (I-294/I-80) Rebuild & Widen – IL Route 394 to 167th Street (5.4 miles)
- South Tri-State Tollway (I-294) Rebuild & Widen – 159th Street to 95th Street (12.2 miles)
- Central Tri-State Tollway (I-294) Rebuild & Widen – Balmoral Avenue to Dempster Street (4.3 miles)
- North Tri-State Tollway (I-94/I-294) Rebuild & Widen – Dempster Street to Russell Road (30.4 miles)
- Jane Addams Memorial Tollway (I-90) Rebuild & Widen – Newberg Road to Rockton Road (14.3 miles)
- Reagan Memorial Tollway (I-88) Rebuild & Widen – York Road to IL Route 59 (16.6 miles)
- Reagan Memorial Tollway (I-88) Rebuild & Widen – Aurora Toll Plaza to Deerpath Road (3.2 miles)
- Reagan Memorial Tollway (I-88) Rebuild – IL Route 251 to US Route 30 (32 miles)

In addition to the reconstruction projects, the following rehabilitation projects are substantially complete:

- Veterans Memorial Tollway (I-355) Widening & Resurfacing – 75th Street to I-88 (4.5 miles)
- Veterans Memorial Tollway (I-355) Patching & Resurfacing – I-55 to Army Trail Road (13 miles)
- Edens Spur (I-94) Patching & Resurfacing – Tri-State Tollway (I-94) to Edens Expressway (5 miles)
- Reagan Memorial Tollway (I-88) Patching & Resurfacing – I-290 to York Road (1.5 miles)

Congestion Relief

In October 2006, the Tollway became the first state in the nation to convert all mainline toll plazas to open road tolling. In just 22 months, the Tollway removed 20 barrier tolls, constructed miles of new lanes, and delivered quicker, easier and safer travel to all Tollway drivers. Design on the \$729.3 million project started in January 2005, with the first barrier-free plaza opening six months later. By October 2006, each of the Tollway's 20 mainline plazas included open road tolling. At the end of 2007, this portion of the program ended with construction and renovation of the plaza buildings.

Meeting the Needs of Growing Communities

The I-355 South extension serves Will County, one of the fastest growing counties in Illinois, providing a regional connection that improves north-south mobility between I-55 and I-80 and reduces travel times in the region by 20 percent.

Construction on the 12.5 mile extension started in November 2004 and the new roadway opened on schedule in November 2007. With completion of landscape improvements in 2009 and 2010 this portion of the program was completed.

Enhancing Local Economies

The Tollway works in partnership with local communities and officials to provide the 12 county region it

serves with comprehensive strategic transportation solutions, recognizing the value of an integrated approach to project development and implementation. This helps to balance the local interests with a shared vision for the region and avoids problems caused by meeting the needs of one community at the expense of others.

This approach was exemplified in the Tollway's Local Advisory Committee for the I-355 South extension and corridor working groups. Input from corridor planning committees was instrumental in the successful development and implementation of regionally significant projects. Additionally, ongoing dialogue with local businesses ensures that long-term benefits of an improved transportation network are understood and the short-term impact of construction is clearly communicated.

The Tollway has been conducting an integrated master planning review of the Jane Addams Memorial Tollway (I-90) corridor, which provides a proactive and collaborative intermodal regional planning approach to the transportation challenges within this corridor.

Collaboration with local communities and counties has resulted in the enhancement and construction of local interchanges on the system. These include reconfigured interchanges at I-90 and I-39 near Rockford, I-88 at Naperville Road in Naperville and at I-88 and IL Route 53 in Lisle; new interchanges at I-88 and Eola Road near Aurora and I-90 at IL Route 173 near Loves Park; improvements to the interchange at I-90 and East Riverside Drive in Rockford and I-88 at Farnsworth Avenue in Aurora.

Cutting-Edge Initiatives

The CRP provides for modernizing the Tollway by adopting Intelligent Transportation Systems (ITS) technology and congestion pricing that can enhance safety and reduce congestion.

Intelligent Transportation Systems: ITS technology provides a way to share real-time traffic information with drivers and transportation managers. It provides for enhanced work zone safety and mobility, allows the Tollway to better manage incidents that cause delays, and improves communication with the motoring public and local transportation agencies. It also helps businesses and truckers better manage their schedule, routes and deliveries.

As part of the CRP, the Tollway is installing permanent wireless cameras and dynamic message signs at various locations systemwide. Additionally, to improve mobility and safety within construction zones, mobile traffic monitoring and management systems are in use to monitor traffic flow and provide delay and routing information to motorists.

Other ITS initiatives include Weigh-In-Motion (WIM) sites at various points of the system. The WIM sites assist the Illinois State Police in enforcing the weight limits for trucks. The units are able to detect overweight vehicles while they are moving at highway speeds, which, in turn, alert the State Police to possible violations. By controlling the weight of vehicles on the system, the Tollway protects its long-term investment in its reconstructed pavements.

Congestion Pricing: Congestion pricing strategies help manage travel demand, reduce congestion, improve air quality and provide new choices for drivers. As part of the CRP, in 2005, the Tollway implemented congestion pricing for commercial vehicles to provide incentives for them to use the tollway during off-peak travel times.

In 2007, the Tollway was awarded a \$750,000 federal grant under the 2006 Value Pricing Program to build on

earlier study results and to evaluate the feasibility of using congestion pricing to manage peak period traffic congestion in the Chicago region, as well as appraise the potential of pricing to increase the use of alternate travel modes and enhance capacity on the region's expressway system. Congestion pricing on existing tolled facilities and existing non-tolled interstate highways were evaluated. The study involved an extensive public and stakeholder outreach effort to evaluate the level of support and feasibility of various pricing strategies.

Economic Engine for Region

From its roots as a rural bypass connecting Illinois with Indiana and Wisconsin, the Illinois Tollway has grown to become a key link in Northern Illinois' transportation system. The Tollway is a primary freight route and promotes intermodal travel by connecting the region's road network to O'Hare International Airport and the intermodal facility in Rochelle. In addition, the Tollway serves growing residential communities by connecting them with employment opportunities.

Large employers and developments have locations along the Tollway to take advantage of the access and mobility it provides, including Abbott Labs, Allstate, Chrysler, Motorola, McDonald's and Sears. These firms have been joined by explosive new growth of business and residential developments along the I-355 South extension. Led by Lemont, Lockport and New Lenox, new retail and entertainment complexes, medical facilities and industrial services are driving renewed infrastructure investments in roadways and business districts.

The CRP has opened opportunities to firms of all sizes and levels of experience over a period of time when construction activity on the state and local level has been limited. Further, the Tollway committed to increase opportunities by breaking down the larger planned improvements into bid packages of \$50 million or less, enabling increased competition from local prime contractors.

Since 2004, the Tollway has awarded 422 contracts for construction and professional services to 151 different firms. In addition, participation by Disadvantaged Business Enterprises (DBE) in Tollway projects has increased from less than 2 percent in 2004 to more than 16 percent by the end of 2010 for construction contracts, totaling \$636 million. DBE participation in professional services grew from 5 percent in 2004 to nearly 28 percent this year, totaling nearly \$216 million.

The Illinois Tollway is vital to the region's economy and addressing the Tollway's current and future needs is a good investment that will help to ensure future economic growth throughout Northern Illinois.



CONGESTION-RELIEF PROGRAM

Project Lists

Tri-State Tollway (I-94/I-294/I-80)

Need	Project	Scope	Length (miles)	Estimated Construction Period	Total Cost (millions)
RECONSTRUCT					
Reconstruct / Congestion Relief	Reconstruct / Add Lane	I-394 to 167th Street (MP 0.0 to 5.4)	5.4	2005-2006	\$277.6
Reconstruct / Congestion Relief	Reconstruct / Add Lane	159th Street to 95th Street (MP 6.3 to 17.6)	12.2	2007-2009	\$428.4
Reconstruct / Congestion Relief	Reconstruct / Add Lane	Balmoral Avenue to Dempster Street (MP 40.2 to 44.5)	4.3	2006-2009	\$304.9
Reconstruct / Congestion Relief	Reconstruct / Add Lane	Dempster Street to Lake Cook Road (MP 44.5 to 52.9)	8.4	2007-2010	\$289.7
Reconstruct / Congestion Relief	Reconstruct / Add Lane	Half Day Road to IL Route 137 (MP 56.5 to 64.4)	7.9	2007-2009	\$230.3
Reconstruct / Congestion Relief	Reconstruct / Add Lane	IL Route 137 to Russell Road (MP 64.4 to 78.5)	14.1	2007-2009	\$260.4
Sub Total:					\$1,791.3
RESTORE					
Resurface	Diamond Grind	Edens Spur to Half Day Road (MP 53.0 to 56.5)	3.5	2012	\$8.4
Rehabilitate / Resurface	Rehabilitate / Resurface	95th Street to Balmoral (MP 17.6 to 40.2)	22.3	2012	\$103.3
Rehabilitate / Resurface	Rehabilitate / Resurface	Edens Spur (MP 25.0 to 30.0)	5.0	2010-2011	\$18.8
Sub Total:					\$130.5
REGIONAL GROWTH					
Regional Growth	Interchange Improvement	I-294/I-57 Interchange Inter-Agency Project *	0	TBD	\$46.2
Sub Total:					\$46.2
Tri-State Tollway (I-94/I-294/I-80) Total:					\$1,967.9

* Tollway Contribution



Jane Addams Memorial Tollway (I-90)

Need	Project	Scope	Length (miles)	Estimated Construction Period	Total Cost (millions)
RECONSTRUCT					
Reconstruct / Congestion Relief	Interchange Improvement	IL Route 39 / I-90 Interchange (MP 61.4)	0	2008-2009	\$68.8
Reconstruct / Congestion Relief	Reconstruct / Add Lane	Newburg Road to Rockton Road (Old MP 61.8 to 76.1; New MP 2.7 to 17.0)	14.3	2008-2009	\$203.1
Reconstruct / Congestion Relief	Master Plan for Reconstruct / Add Lane	Kennedy Expressway to Elgin Toll Plaza Master Plan (M.P. 0.0 to 25.0)	25	2006-2011	\$14.7
Sub Total:					\$286.6
RESTORE					
Rehabilitate / Resurface	Rehabilitate / Resurface	Kennedy Expressway to IL Route 53 (MP 0.0 to 10.6)	10.4	2015	\$76.8
Rehabilitate / Resurface	Rehabilitate / Resurface	IL Route 53 to Elgin Toll Plaza (MP 10.6 to 25.0)	14.4	2011/2015	\$98.7
Rehabilitate / Resurface	Rehabilitate / Resurface	Elgin Toll Plaza to Sandwald Road (MP 25.0 to 33.9)	8.9	2013	\$43.2
Rehabilitate / Resurface	Rehabilitate / Resurface	Sandwald Road to Newburg Road (MP 33.9 to 61.8)	27.9	2011/2013/2015	\$128.8
Sub Total:					\$347.5
REGIONAL GROWTH					
Regional Growth	Interchange Improvement	East Riverside Interchange Inter-Agency Project*	0	2008-2009	\$10.0
Sub Total:					\$10.0
DESIGN					
Reconstruct / Congestion Relief	Design for Reconstruct / Add Lane	Kennedy Expressway to Newburg (M.P. 0.0 to 61.8) - Design Only	-	-	-
Sub Total:					-

* Tollway Contribution

Jane Addams Memorial Tollway (I-90) Total: \$644.1

Reagan Memorial Tollway (I-88)

Need	Project	Scope	Length (miles)	Estimated Construction Period	Total Cost (millions)
RECONSTRUCT					
Reconstruct / Congestion Relief	Reconstruct / Add Lane	York Road to IL Route 83 (MP 137.0 to 139.2)	2.2	2007-2009	\$175.1
Reconstruct / Congestion Relief	Reconstruct / Add Lane	IL Route 83 to Finley Road (MP 131.9 to 137.0)	5.1	2008-2009	\$94.1
Reconstruct / Congestion Relief	Reconstruct / Add Lane	Finley Road to Washington Street (MP 126.5 to 132.2)	5.7	2006-2009	\$218.6
Reconstruct / Congestion Relief	Reconstruct / Add Lane	Washington Street to IL Route 59 (MP 122.9 to 126.5)	3.6	2004-2005	\$45.9
Reconstruct / Congestion Relief	Reconstruct / Add Lane	Aurora Toll Plaza to Deerpath (MP 114.3 to 117.5)	3.2	2007-2009	\$133.8
Reconstruct / Congestion Relief	Reconstruct / Add Lane	Deerpath to IL Route 56 (MP 113.3 to 114.3)	1	2012	\$17.3
Reconstruct	Rubblize / Resurface	IL Route 251 to US Route 30 (MP 44.2 to 76.2)	32	2005	\$47.6
Sub Total:					\$732.4
RESTORE					
Resurface	Resurface	Deerpath to IL Route 251 (MP 76.2 to 114.3)	38.1	2012	\$104.7
Resurface	Resurface	IL Route 251 to US Route 30 (MP 44.2 to 76.2)	32	2015-2016	\$149.4
Sub Total:					\$254.1
Reagan Memorial Tollway (I-88) Total:					\$986.4

Veterans Memorial Tollway (I-355)

Need	Project	Scope	Length (miles)	Estimated Construction Period	Total Cost (millions)
RESTORE					
Resurface / Congestion Relief	Resurface / Add Lane	75th Street to I-88 (MP 15.5 to 20.0)	4.5	2008-2009	\$60.1
Rehabilitate / Resurface	Rehabilitate / Resurface	I-55 to Army Trail Road (MP 12.3-15.5 & 20.0-29.8)	13	2010	\$58.5
			Sub Total:		\$118.6
REGIONAL GROWTH					
Regional Growth	South Extension	South Extension (I-55 to I-80)	12.5	2005-2007	\$715.9
			Sub Total:		\$715.9
Veterans Memorial Tollway (I-355) Total:					\$834.5

Open Road Tolling

Need	Project	Scope	Length (miles)	Estimated Construction Period	Total Cost (millions)
OPEN ROAD TOLLING					
Congestion Relief / Reconstruct	Reconstruct	Mainline Reconstruct / Cash Lane Modifications	0	2005-2007	\$702.3
					COMPLETE
Open Road Tolling Total:					\$702.3

Systemwide Improvements

Need	Project	Scope	Length (miles)	Estimated Construction Period	Total Cost (millions)
SYSTEMWIDE NEEDS					
Reconstruct / Rehabilitate Bridges	Bridge Improvements	Bridge Improvements	Systemwide	2005-2016	\$176.4
Reconstruct / Rehabilitate Plazas	Plaza Improvements	Plaza Improvements	Systemwide	2005-2016	\$11.9
Interchange Improvements	Interchange Improvements	Interchange Improvements	Systemwide	2005-2016	\$100.4
Various Systemwide Needs	Environmental / Program Mgmt & Miscellaneous	Systemwide	Systemwide	2005-2016	\$134.5
Reconstruct / Rehabilitate Pavement	Pavement Improvements	Pavement Improvements	Systemwide	2005-2016	\$269.7
Systemwide Total:					\$692.9

CONGESTION-RELIEF PROGRAM GRAND TOTAL: \$5,828.1

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CONGESTION-RELIEF PROGRAM

Project Summaries

Tri-State Tollway (I-94/I-294/I-80)

I-394 TO 167TH STREET

Reconstruct / Add Lane

Length: 5.4 miles

Project Description:

Reconstruct and widen from six lanes to eight lanes with the addition of merge lanes at select locations.

Project Benefits:

- Replacement of 47-year-old pavement with more durable 12" Continuously Reinforced Concrete (CRC).
- Congestion relief through the expansion of the roadway from six to eight lanes. Improves safety and mobility throughout corridor.
- Work coordinated with IDOT (Illinois Department of Transportation) work on I-80.

Construction period: 2005-2006

Total cost: \$277.6 million



159TH STREET TO 95TH STREET

Reconstruct / Add Lane

Length: 12.2 miles

Project Description:

Reconstruct and widen from six lanes to eight lanes with the addition of merge lanes at select locations.

Project Benefits:

- Replacement of 49-year-old pavement with 12" Continuously Reinforced Concrete (CRC).
- Congestion relief through the expansion of the roadway from six to eight lanes. Improves safety and mobility throughout corridor.
- Ramps widened at 159th Street, 127th Street and Cicero Avenue and 95th Street interchanges to improve traffic flow.

Estimated construction period: 2007-2009

Estimated total cost: \$428.4 million



Tri-State Tollway (I-94/I-294/I-80)

95TH STREET TO BALMORAL AVENUE

Pavement Resurfacing

Length: 22.3 miles

Project Description:

Remove 2" of existing pavement and place 4" asphalt overlay with bridge repairs.

Project Benefits:

- Improvement to riding surface to extend pavement life, improve customer service and ease travel.
- Resurface existing pavement for improved serviceability.

Estimated construction period: 2012

Estimated total cost: \$103.3 million

BALMORAL AVENUE TO DEMPSTER STREET

Reconstruct / Add Lane

Length: 4.3 miles

Project Description:

Reconstruct and widen from six lanes to eight lanes with the addition of merge lanes at select locations.

Project Benefits:

- Replacement of 48-year-old pavement with more durable 13" Jointed Plain Concrete (JPC).
- Congestion relief through the expansion of the roadway from six to eight lanes. Improves safety and mobility throughout corridor.

Estimated construction period: 2006-2009

Estimated total cost: \$304.9 million

COMPLETE

Tri-State Tollway (I-94/I-294/I-80)

DEMPSTER STREET TO LAKE COOK ROAD

Reconstruct / Add Lane

Length: 8.4 miles

Project Description:

Reconstruct and widen from six lanes to eight lanes with the addition of merge lanes at select locations.

Project Benefits:

- Replacement of 49-year-old pavement with 12" Jointed Plain Concrete (JPC).
- Congestion relief through the expansion of the roadway from six to eight lanes. Improves safety and mobility throughout corridor.

Estimated construction period: 2007-2010

Estimated total cost: \$289.7 million



HALF DAY ROAD TO IL ROUTE 137 (BUCKLEY ROAD)

Reconstruct / Add Lane

Length: 7.9 miles

Project Description:

Reconstruct and widen from six lanes to eight lanes with the addition of merge lanes at select locations .

Project Benefits:

- Replacement of 49-year-old pavement with 12" Jointed Plain Concrete (JPC).
- Congestion relief through the expansion of the roadway from six to eight lanes. Improves safety and mobility throughout corridor.

Estimated construction period: 2007-2009

Estimated total cost: \$230.3 million



Tri-State Tollway (I-94/I-294/I-80)

IL ROUTE 137 (BUCKLEY ROAD) TO RUSSELL ROAD

Reconstruct / Add Lane, Reconstruct

Length: 14.1 miles



Project Description:

Reconstruct and widen from six lanes to eight lanes from IL Route 137 (Buckley Road) to south of IL Route 173 (Rosecrans Road) and Reconstruct from south of IL Route 173 (Rosecrans Road) to Russell Road.

Project Benefits:

- Replacement of 49-year-old pavement with 12" Jointed Plain Concrete (JPC).
- Congestion relief through the expansion of the roadway from six to eight lanes from IL Route 137 to south of IL Route 173. Improves safety and mobility throughout corridor.

Estimated construction period: 2007-2009

Estimated total cost: \$260.4 million

EDENS SPUR

Pavement Resurfacing and Noise Wall Construction

Length: 5.0 miles

Project Description:

This project includes asphalt and concrete pavement restoration replacing the existing asphalt overlay with a new 4" asphalt overlay and joint replacement as necessary, along with diamond grinding to retexture the concrete pavement surface; construction of one mile total length of noise wall along roadway; bridge repairs.

Project Benefits:

- Improvement to riding surface to extend pavement life, improve customer service and ease travel.
- Resurface existing pavement for improved serviceability.
- Improvement of quality of life for surrounding homes.

Estimated construction period: 2010-2011

Estimated total cost: \$18.8 million



Tri-State Tollway (I-94/I-294/I-80)

EDENS SPUR TO HALF DAY ROAD

Pavement Resurfacing

Length: 3.5 miles

Project Description:

Diamond grinding to retexture pavement surface and joint replacement as necessary.

Project Benefits:

- Improvement to riding surface to extend pavement life, improve customer service and ease travel.
- Resurface existing pavement for improved serviceability.

Estimated construction period: 2012

Estimated total cost: \$8.4 million

Jane Addams Memorial Tollway (I-90)

KENNEDY EXPRESSWAY TO IL ROUTE 53

Pavement Rehabilitation / Resurfacing

Length: 10.4 miles

Project Description:

Concrete pavement restoration, remove 3" of existing pavement and place 5" asphalt overlay.

Project Benefits:

- Improvement to riding surface to extend pavement life, improve customer service and ease travel.
- Resurface existing pavement for improved serviceability.

Estimated construction period: 2015

Estimated total cost: \$76.8 million

IL ROUTE 53 TO ELGIN TOLL PLAZA (09)

Pavement Rehabilitation / Resurfacing

Length: 14.4 miles

Project Description:

Concrete pavement restoration, remove 4" of existing pavement and place 5" asphalt overlay.

Project Benefits:

- Improvement to riding surface to extend pavement life, improve customer service and ease travel.
- Resurface existing pavement for improved serviceability.

Estimated construction period: 2011 (*Barrington Road to Elgin Toll Plaza*); 2015 (*IL Route 53 to Barrington Road*)

Estimated total cost: \$98.7 million

Jane Addams Memorial Tollway (I-90)

ELGIN TOLL PLAZA (09) TO SANDWALD ROAD

Pavement Rehabilitation / Resurfacing

Length: 8.9 miles

Project Description:

Concrete pavement restoration, remove 4" of existing pavement and place 5" asphalt overlay.

Project Benefits:

- Improvement to riding surface to extend pavement life, improve customer service and ease travel.
- Resurface existing pavement for improved serviceability.

Estimated construction period: 2013

Estimated total cost: \$43.2 million

SANDWALD ROAD TO NEWBURG ROAD

Pavement Rehabilitation / Resurfacing

Length: 27.9 miles

Project Description:

Concrete pavement restoration, remove 4" of existing pavement and place 5" asphalt overlay.

Project Benefits:

- Improvement to riding surface to extend pavement life, improve customer service and ease travel.
- Resurface existing pavement for improved serviceability.

Estimated construction period: 2011; 2013; 2015

Estimated total cost: \$128.8 million

Jane Addams Memorial Tollway (I-90)

I-39/I-90 INTERCHANGE

Interchange Improvement

Project Description:

Reconfigure and reconstruct the Jane Addams Memorial Tollway (I-90)/IL Route 39 Interchange including the construction of a new flyover ramp and adjacent mainline pavement reconstruction.

COMPLETE

Project Benefits:

- Replacement of 50-year-old pavement with full depth (15" and 12") Hot Mix Asphalt (HMA) bituminous concrete.
- Ramp construction will ease congestion and improve safety.
- Congestion at toll plaza improved through reconfiguration.

Estimated construction period: 2008-2009

Estimated total cost: \$68.8 million

NEWBURG ROAD TO ROCKTON ROAD

Reconstruct / Add Lane

Length: 14.3 miles

Project Description:

Reconstruct and widen from four lanes to six lanes.

COMPLETE

Project Benefits:

- Congestion relief through the expansion from four to lanes in each direction. Improves safety and mobility throughout corridor.
- Replacement of existing pavement will provide prolonged roadway life and increase serviceability.

Estimated construction period: 2008-2009

Estimated total cost: \$203.1 million

Jane Addams Memorial Tollway (I-90)

EAST RIVERSIDE BOULEVARD INTERCHANGE

Interchange Improvement

Project Description:

Provide a full access interchange at East Riverside Boulevard in partnership with local agencies.

Project Benefits:

- Improves regional mobility by relieving local roads from traffic, reduces damage on local roads, improves safety within the local roadway system.
- Newly constructed bridge.

Estimated construction period: 2008-2009

Estimated total cost: \$10.0 million (Tollway's portion only)



KENNEDY EXPRESSWAY TO ELGIN TOLL PLAZA (09)

Master Plan for Reconstruct / Add Lane

Length: 25.0 miles

Project Description:

Design for the reconstruction and widening from the Kennedy Expressway to Elgin Toll Plaza (09).

Project Benefits:

- Provide design plans for future improvements and improved inter-modal coordination.
- Coordinated land use and transportation improvements by building a facility that best meets the planning goals adopted by regional, county and municipal government.
- Replacement of existing pavement will provide prolonged roadway life and increase serviceability.

Estimated design period: 2006-2011

Estimated total cost: \$14.7 million

Reagan Memorial Tollway (I-88)

YORK ROAD TO IL ROUTE 83

Reconstruct / Add Lane

Length: 2.2 miles

Project Description:

Reconstruct and widen from six to eight lanes from east of York Road to IL Route 83.

Project Benefits:

- Replacement of 49-year-old pavement with more durable 13" Jointed Plain Concrete (JPC).
- Congestion relief through the expansion of the roadway from six to eight lanes. Improves safety and mobility throughout corridor.

Estimated construction period: 2007-2009

Estimated total cost: \$175.1 million

COMPLETE

IL ROUTE 83 TO FINLEY ROAD

Reconstruct / Add Lane

Length: 5.1 miles

Project Description:

Reconstruct and widen from six to eight lanes from IL Route 83 to Finley Road.

Project Benefits:

- Congestion relief through the expansion of the roadway from six to eight lanes. Improves safety and mobility throughout corridor.
- Replacement of 50-year-old pavement with more durable 13" Jointed Plain Concrete (JPC).

Estimated construction period: 2008-2009

Estimated total cost: \$94.1 million

COMPLETE

Reagan Memorial Tollway (I-88)

FINLEY ROAD TO WASHINGTON STREET

Reconstruct / Add Lane

Length: 5.7 miles

Project Description:

Reconstruct and widen from six to eight lanes from Finley Road to Washington Street with additional lanes at Naperville Road and IL Route 53 interchanges, including reconstruction of the Naperville Road Interchange.

Project Benefits:

- Congestion relief through the expansion of the roadway from six to eight lanes. Improves safety and mobility throughout corridor.
- Replacement of 48 year-old pavement with more durable 13" Jointed Plain Concrete (JPC).

Estimated construction period: 2006-2009

Estimated total cost: \$218.6 million

COMPLETE

WASHINGTON STREET TO IL ROUTE 59

Reconstruct / Add Lane

Length: 3.6 miles

Project Description:

Reconstruct and widen from six to eight lanes from Washington Street to IL Route 59 with additional ramp lanes at the IL Route 59 Interchange.

Project Benefits:

- Congestion relief through the expansion of the roadway from six to eight lanes. Improves safety and mobility throughout corridor.
- Replacement of 48-year-old pavement with more durable 12" Jointed Plain Concrete (JPC).

Construction period: 2004-2005

Total cost: \$45.9 million

COMPLETE

Reagan Memorial Tollway (I-88)

AURORA TOLL PLAZA (61) TO DEERPATH ROAD INCLUDING FOX RIVER BRIDGE

Reconstruct / Add Lane

Length: 3.2 miles

COMPLETE

Project Description:

Reconstruct and widen from four to six lanes from the Aurora Toll Plaza (61) to Deerpath Road including a new Fox River Bridge and the addition of a third Open Road Tolling lane in each direction at the Aurora Toll Plaza (61).

Project Benefits:

- Congestion relief through the widening from four to six lanes. Improves safety and mobility throughout corridor.
- Replacement of 49-year-old pavement with more durable 13" Jointed Plain Concrete (JPC).
- Congestion relief through additional Open Road Tolling lanes at the Aurora Toll Plaza (61).

Estimated construction period: 2007-2009

Estimated total cost: \$133.8 million

DEERPATH ROAD TO IL ROUTE 56

Reconstruct / Add Lane

Length: 1.0 mile

Project Description:

Reconstruct and widen from four to six lanes from Deerpath Road to IL Route 56.

Project Benefits:

- Congestion relief through the widening from four to six lanes. Improves safety and mobility throughout corridor.
- Replacement of 57-year-old pavement with more durable 13" Jointed Plain Concrete (JPC).

Estimated construction period: 2012

Estimated total cost: \$17.3 million

Reagan Memorial Tollway (I-88)

DEERPATH ROAD TO IL ROUTE 251

Resurface

Length: 38.1 miles

Project Description:

Remove 2" of existing pavement and place 4" asphalt overlay.

Project Benefits:

- Improvement to riding surface to extend pavement life, improve customer service and ease travel.
- Resurface existing pavement for improved serviceability.

Estimated construction period: 2012

Estimated total cost: \$104.7 million

IL ROUTE 251 TO US ROUTE 30

Reconstruct / Rubblization

Length: 32.0 miles

Project Description:

Rubblize and resurface with 6" to 7" overlay from IL Route 251 to US Route 30.

Project Benefits:

- Improvement to riding surface to extend pavement life, improve customer service and ease travel.
- Reconstruct existing pavement for improved serviceability.

Construction period: 2005

Total cost: \$47.6 million

COMPLETE

Reagan Memorial Tollway (I-88)

IL ROUTE 251 TO US ROUTE 30

Resurface

Length: 32.0 miles

Project Description:

Remove 2" of existing pavement and place 6" asphalt overlay; reconstruct pavement at crossroad bridges.

Project Benefits:

- Improvement to riding surface to extend pavement life, improve customer service and ease travel.
- Reconstruct existing pavement for improved serviceability.

Estimated construction period: 2015-2016

Estimated total cost: \$149.4 million

Veterans Memorial Tollway (I-355)

I-55 TO ARMY TRAIL ROAD

Pavement Resurfacing (*does not include 75th Street to I-88*)

Length: 13 miles

Project Description:

Resurface existing concrete pavement with 4" asphalt overlay from I-55 to 75th Street and from I-88 to Army Trail Road as well as bridge repairs.

Project Benefits:

- Improved riding surface, extended pavement life; improved customer service and travel.

Estimated construction period: 2010

Estimated total cost: \$58.5 million



75TH STREET TO REAGAN MEMORIAL TOLLWAY (I-88)

Overlay / Add Lane

Length: 4.5 miles

Project Description:

Resurface existing concrete pavement with 4" asphalt overlay; widen from six lanes to eight lanes with the addition of merge lanes at select locations.

Project Benefits:

- Congestion relief through the widening from six to eight lanes. Improves safety and mobility throughout corridor.
- Improve riding surface to extend pavement life.

Estimated construction period: 2008-2009

Estimated total cost: \$60.1 million



Veterans Memorial Tollway (I-355)

I-355 SOUTH EXTENSION I-55 TO I-80

Regional Growth

Length: 12.5 miles

Project Description:

Construction of a new limited access highway extending I-355 south from I-55 to I-80. The 12.5 mile extension includes six interchange locations at I-55, 127th Street, 143rd Street/IL Route 171 (Archer Avenue), IL Route 7 (159th Street), US Route 6, and I-80.

The extension will travel through 13 Municipalities/Townships in three counties, including: Bolingbrook, Downers Grove Township, DuPage Township, Homer Glen, Homer Township, Lemont, Lemont Township, Lockport, Lockport Township, New Lenox, New Lenox Township, Romeoville, and Woodridge.

Project Need:

Will County is one of the fastest growing counties in the State, with the population expected to exceed \$1.1 million by 2030. There is strong local support for this project.

Project Benefits:

- Improves access between residential area and regional job centers by reducing travel times from the project corridor to suburban job centers.
- Improves regional mobility by providing a direct route between I-55 and I-80 to reduce travel times for regional travel.
- Provides an opportunity to coordinate land use and transportation improvements by building a facility that best meets the planning goals adopted by regional, county and municipal government.
- Addresses local roadway network deficiencies; relieving local roads from longer trips, reduces damage on local roads and improves safety within the project corridor.

Project History:

- 2000 – Supplemental EIS released to address court ruling
- 2001 – Public Hearings
- 2002 – Record of Decision received from FHWA
- 2004 – Construction began
- November 11, 2007 – Opening/Dedication Ceremony takes place

Estimated Construction duration: 2004-2007

Total estimated project cost: \$715.9 million



Open Road Tolling

OPEN ROAD TOLLING WITH ADJACENT MAINLINE RECONSTRUCTION

COMPLETE

Reconstruct / Congestion Relief

Project Description:

Reconstruction or rehabilitation of 20 mainline plazas and adjacent mainline reconstruction to implement barrier-free, Open Road Tolling.

Project Need:

The elimination of barrier toll plazas was considered the key element of the Congestion-Relief Program and a means of providing congestion relief as quickly as possible.

Project Benefits:

- Improved safety for motorists due to the elimination of traffic backups and separation of higher speed traffic.
- Improved travel times due to reduction of congestion and backups at plazas.
- Reduction of air pollution caused by traffic backups.
- Improved facilities for Tollway personnel.
- Improved safety at plazas due to reduction of traffic volume in the cash lanes.

Project History:

- September 2004 – User interviews and Open Road Tolling Charettes
- October 2004 – Preliminary Geometric Studies of 20 Plazas
- January 2005 – Open Road Tolling design begins
- June 2005 – Open Road Tolling construction begins
- November 2005 – Open Road Tolling debuts at the Irving Park Road Toll Plaza (33), Boughton Road Toll Plaza (89) and Edens Spur Toll Plaza (24)
- December 2005 – Open Road Tolling debuts at the Touhy Avenue Toll Plaza (29), Cermak Road Toll Plaza (35) and Army Trail Road Toll Plaza (73)
- June 2006 – Open Road Tolling debuts at the 83rd Street Toll Plaza (39), 163rd Street Toll Plaza (41) and River Road Toll Plaza (19)
- July 2006 – Open Road Tolling debuts at the 82nd Street Toll Plaza (36), Belvidere Toll Plaza (05) and Marengo Toll Plaza (07)
- August 2006 – Open Road Tolling debuts at the DeKalb Toll Plaza (66), Dixon Toll Plaza (69), Devon Road Toll Plaza (17) and South Beloit Toll Plaza (01)
- September 2006 – Open Road Tolling debuts at the Elgin Toll Plaza (09), Meyers Road Toll Plaza (52) and York Road Toll Plaza (51)
- October 2006 – Open Road Tolling debuts at the Waukegan Toll Plaza (21)

Estimated Construction duration: 2005-2007

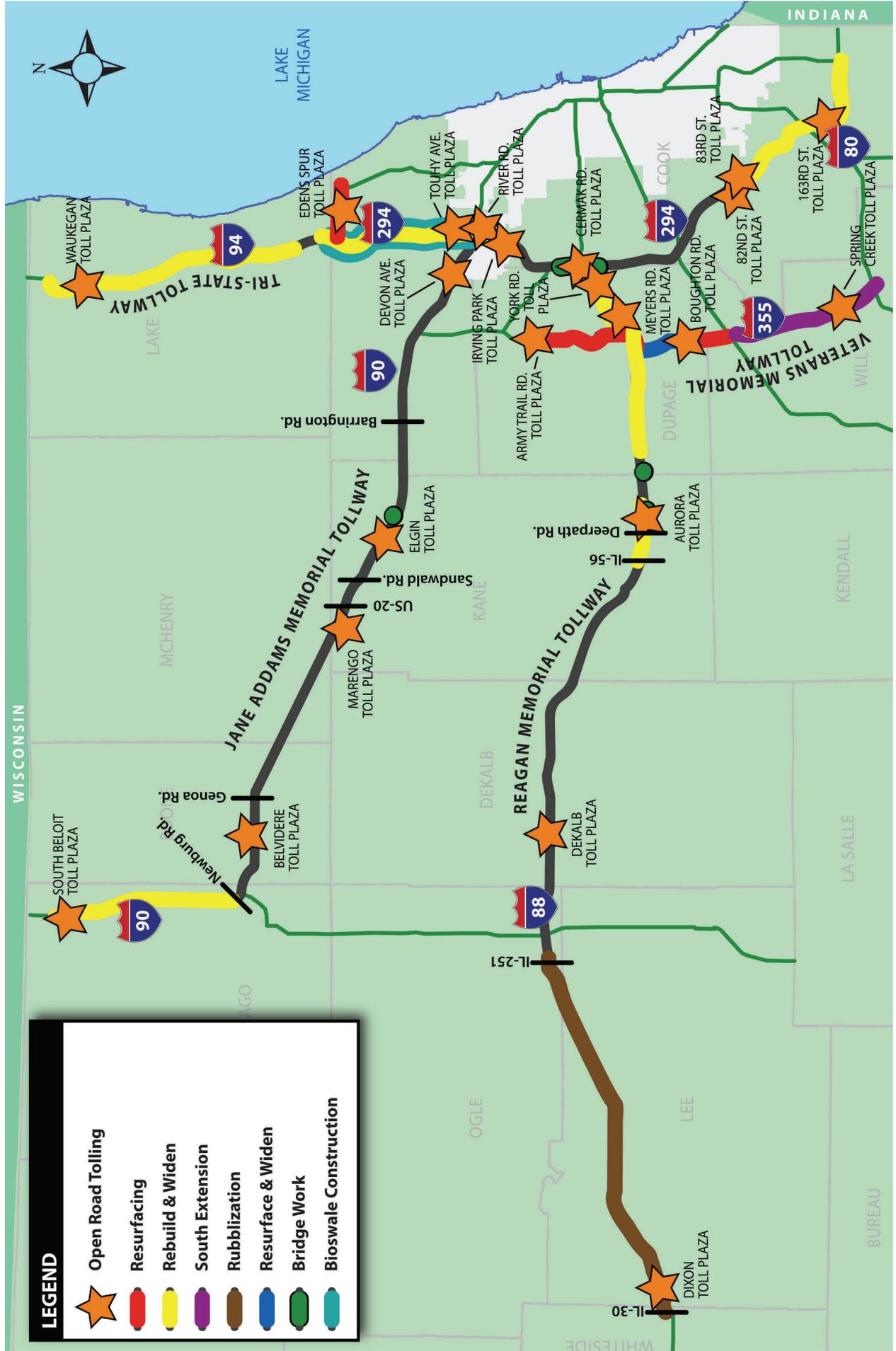
Total estimated project cost: \$702.3 million



CONGESTION-RELIEF PROGRAM

Maps

2005-2010 Completed Congestion-Relief Program Projects



2011-2016 Remaining Congestion-Relief Program Projects

