



ILLINOIS TOLLWAY UPDATE



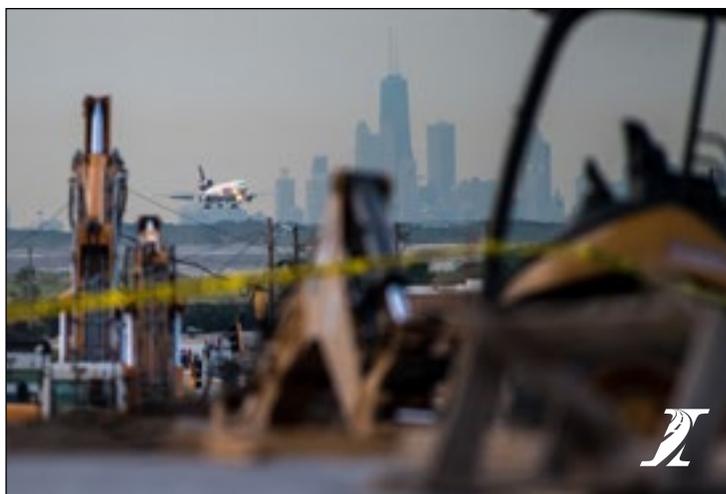
TOLLWAY RAILROAD AGREEMENTS PAVE THE WAY FOR NEW I-490 TOLLWAY AND WESTERN ACCESS

Canadian Pacific And Union Pacific Supporting New Road and Interchange Construction

The Illinois Tollway Board of Directors has approved agreements with Soo Line Railroad Company d/b/a Canadian Pacific and Union Pacific Railroad representing the next major step forward for the I-490 Tollway Project.

“Improving and updating infrastructure across the state has been a top priority for my administration from the very beginning and this new agreement provides a clear path forward for a long-awaited project,” said Governor JB Pritzker. “After years of false starts and unfulfilled

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MILE LONG BRIDGE BEAM DELIVERY PASSES HALFWAY MARK

Transport and delivery of bridge beams will continue in May for the Illinois Tollway’s new northbound Mile Long Bridge on the Central Tri-State Tollway (I-294).

Delivery of more than 430 concrete beams and steel beams to the construction site near Countryside, Hodgkins, Willow Springs and Justice began in January and is more than halfway complete and will continue through the summer.

During the month of May, about 42 concrete beams from a Wisconsin manufacturing plant and material for 30 steel beams from an Indiana manufacturing plant will be escorted by

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INNOVATIVE TECHNIQUES KEEP TRAINS MOVING

The Illinois Tollway is turning to advanced construction techniques to help keep traffic flowing and trains moving while a new Burlington Northern Santa Fe (BNSF) Railway Bridge is built over the Central Tri-State Tollway (I-294).

A key to the construction of the temporary, bypass bridge will be assembling segments of the span next to I-294 and then using a self-propelled modular transporter (SPMT) to lift and maneuver the completed portions of the bridge into place over the roadway.

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plans, the I-490 Tollway Project can now achieve its goals of improving access to O'Hare International Airport for businesses and communities and providing needed employment opportunities for workers."

The railroads will allow the mutual exchange of property rights necessary for construction of the new I-490 Tollway extending south from the Jane Addams Memorial Tollway (I-90) to the Tri-State Tollway (I-294) with interchanges creating new access into and around O'Hare International Airport and will enable improvements to rail operations in the Chicago Terminal area.

"Today we mark a significant breakthrough in the Illinois Tollway's longstanding effort to deliver the Elgin O'Hare Western Access Project," said Tollway Board of Directors Chairman Will Evans. "Thanks to the leadership of this administration, as well as the dogged persistence of our federal, state and local stakeholders, our collective goal of delivering western access to O'Hare is that much closer."

"Negotiations for these long-sought agreements began in 2012, and their complexity reflects the importance of the area to the railroads, as well as our own efforts to complete the Move Illinois Capital Program," said Executive Director José Alvarez. "Our cooperation represents a substantial step toward the modernization of Illinois' road and railway infrastructure to invigorate the communities and businesses in the region."



"Improving and updating infrastructure across the state has been a top priority for my administration from the very beginning and this new agreement provides a clear path forward for a long-awaited project."

—Governor JB Pritzker

Construction of the new I-490 Tollway is planned to cross the Union Pacific Railroad at several locations, including where western access into and out of O'Hare International Airport is planned, as well as near the Tri-State Tollway (I-294) at the location of the future I-490/I-294 Interchange. The new I-490 Tollway is also planned to cross over the Canadian Pacific at several locations including where western access to the airport is planned and in the Canadian Pacific's Bensenville Yard. The project will require relocating Canadian Pacific trackage south of the yard.

The agreements provide the Tollway with property rights that will advance adjacent projects supporting construction of Cook County's planned improvements to Touhy Avenue, which include replacement of the at-grade crossing at the Union Pacific Railroad with a new bridge that will relieve congestion and improve access to the north side of O'Hare International Airport.

The forms of agreement will help the Tollway meet the needs of the traveling public of Northeast Illinois, and enable improvements to the rail network which will contribute to Chicago's economy and help position Canadian Pacific to meet future demand for freight rail service."

The new I-490 Tollway, scheduled to be complete by the end of 2025, coupled with the Illinois Route 390 Tollway which was completed in 2017, will connect businesses and communities with one of the nation's busiest airports, transit facilities, major freight transportation hubs, distribution centers and multiple interstate highways including the Jane Addams Memorial Tollway (I-90) and the Central Tri-State Tollway (I-294).

Designed to accommodate access into the O'Hare International Airport, the two new all-electronic Tollways include 17 miles of new roads with 15 new or improved interchanges. The new I-490 Tollway will be built to carry north-south traffic around the western border of O'Hare and provide access to the airport. The Illinois Route 390 Tollway, which currently carries east-west traffic between Lake Street (Illinois Route 20) and Illinois Route 83, will include an interchange connection to the new I-490 Tollway.

"The Elgin O'Hare Western Access Project will bring significant economic benefits to the region by creating jobs, reducing congestion, increasing connectivity, and improving transportation infrastructure in Illinois. After years of

WHAT AREA LEADERS ARE SAYING

working with the delegation and the Tollway to advance this project, I'm pleased we are one step closer to finally getting this project across the finish line."

—U.S. Senator Dick Durbin (D-IL)



"The Elgin O'Hare Western Access Project is vital to the future of northeastern Illinois's transportation network, and today's vote is a critical milestone toward construction of this project.



I'm encouraged by the progress between the Illinois Tollway, Canadian Pacific and Union Pacific Railroad, and I will continue to help this important project move toward completion."

—U.S. Senator Tammy Duckworth (D-IL)

"Today's announcement about the path forward for the Elgin O'Hare Project is, at long last, a significant win for our entire region. This agreement is the result of months, if not years, of hard work and good faith by all sides. The agreement will help ease travel around O'Hare, cut down on rail congestion that's bad for the freight companies and my constituents, and make access to the airport easier and smoother for thousands of Chicagoland residents."

—U.S. Representative Mike Quigley (IL-05)



"The Elgin O'Hare Western Access Project is among the most important economic and infrastructures projects in my district, and I'm very happy that the Illinois Tollway, Canadian Pacific, and Union Pacific Railroad are taking this crucial step forward. I am grateful to have helped facilitate the resolution of issues necessary to get to this point. Completing Western Access is a top priority for my constituents because of the thousands of jobs, increased tax revenue, and reduced traffic it will create for our region."



—U.S. Representative Raja Krishnamoorthi (IL-08)

"This action brings DuPage County one step closer to realizing the benefits of improved transit to and from O'Hare Airport. Additionally, the completion of the I-490 Tollway will create thousands of jobs and economic opportunity on the west side of the airport, further benefiting our region. We welcome the agreements and we will continue to advocate with all parties involved toward improved western access to O'Hare International Airport."

—DuPage County Board Chairman Dan Cronin

"I'd like to thank the Tollway Board and staff for their diligent work on this matter. These negotiations have spanned three administrations, and the Governor and his team deserve credit for getting this agreement over the finish line."

—Franklin Park Mayor Barrett Pedersen

"The Western Access Corridor Project has the potential to create over 65,000 jobs and reduce traffic congestion while creating a state-of-the-art regional transportation network that improves access to the nation's busiest airport. ACEC Illinois applauds the successful efforts of Illinois Tollway Chairman Will Evans and Executive Director José Alvarez for finalizing this critical agreement and advancing what is considered a "Project of National and Regional Significance" by federal transportation legislation. Because of the hard work and diligence of Tollway leadership, this essential project is now one-step closer to completion."

—President and CEO, American Council of Engineering Companies of Illinois Kevin Artl

Illinois State Police on delivery routes traveling along multiple state and Tollway interstate roadways. This month's deliveries will include concrete beams measuring up to 6 feet tall and up to 137 feet long and the steel beams measuring up to 10 feet tall and up to 130 feet long.

This work is part of the Illinois Tollway's project to reconstruct the Mile Long Bridge that carries traffic over two major railroads, the Des Plaines River, the Chicago Sanitary & Ship Canal and the Illinois & Michigan Canal and local roads, and over several major distribution centers.

The project includes building two, new side-by-side 4,800-foot-long bridge structures to increase capacity from four lanes to five lanes in each direction as part of the reconstruction and widening of the Central Tri-State Tollway between Balmoral Avenue and 95th Street. In addition, the inside shoulders on the bridge will be built to serve as Flex Lanes to provide for transit, assist emergency vehicles and serve as an alternate lane to reduce traffic congestion when warranted.

The design of the new bridge structures took into consideration the sensitive aquatic ecosystem, navigable waterways and existing railroad and roadway operations underneath the structure. Each of the new structures will have fewer piers to reduce the environmental impact on the waterways and industrial areas below. Each bridge will have 27 spans supported by 26 piers, compared to the existing structures with 106 piers. The spans will be made up of a total of nearly 600 steel or concrete beams of various lengths.

The Mile Long Bridge is one of the first major construction segments for the Central Tri-State Tollway (I-294) Project. Currently, up to 150,000 vehicles travel across the Mile Long Bridge daily. Construction is scheduled to be complete by the end of 2023.



Using those techniques will significantly reduce the impact on Tollway customers by requiring few lane closures on I-294 while the bypass or "shoefly" bridge is being installed above it.

"We're always looking to work with our contractors to encourage innovation, reduce construction time and deliver projects more efficiently," said Illinois Tollway Executive Director José Alvarez. "In this case, our team is excited to see this new approach on this unique and challenging project.

The Tollway is constructing a shoefly bridge that will allow commuter and freight trains to continue operating without interruption while the BNSF Railway Bridge is being removed and replaced. The Tollway is removing the existing three-track BNSF Bridge and replacing it with a longer, wider, two-span steel beam structure that will accommodate four tracks and allow the Tollway underneath to be widened and improved.



To build the shoefly bridge, construction crews working in roadside staging areas will assemble bridge segments from steel beams while they are safely away from traffic. Using roadside staging areas also allows them to work during the day without interruptions and near ground level in a safer environment.

Once all six segments required for the shoefly bridge are assembled, crews will use an SPMT vehicle – a combination of multi-axle platforms operated through a computer-controlled system – to lift, carry, and set the very large and heavy segments of bridge beams into place. The motorized vehicle moves at walking speed and is capable of carrying the large structures and positioning them precisely into final position.

"We're always looking to work with our contractors to encourage innovation, reduce construction time and deliver projects more efficiently..."

—Executive Director José Alvarez

Using the SPMT technology will allow the Tollway to reduce the major impact of construction on its customers by installing all six segments over two weekends, compared to the two months of overnight and weekend lane closures with full stops that typically would be required if the bridge were constructed using conventional building techniques.

Delivery of materials to the jobsite located just south of the BNSF Bridge is scheduled to begin in May and workers will start the process of assembling approximately 24 steel girders into six bridge segments. This work is anticipated to continue through June.

After assembly is complete, the Tollway will schedule two weekends of extended closures this summer on the Central Tri-State Tollway (I-294) for bridge segment installation with the SPMT vehicle on one side of the Tollway at a time. One weekend of closures will allow the Tollway to reduce I-294 northbound traffic into a single a counterflow lane on the southbound side. The second weekend of closures will allow the Tollway to reduce I-294 southbound traffic into a single a counterflow lane on the northbound side.

The Illinois Tollway is reconstructing the BNSF Railway Bridge, which carries the triple-track railroad over I-294 between Hinsdale and Western Springs, to accommodate the reconstruction and widening of the Central Tri-State Tollway. The existing bridge will be replaced with a longer, wider two-span steel beam structure that will accommodate four tracks and will allow for reconstruction and widening of the Tollway underneath. The new fourth track on the bridge will be used for maintenance purposes by BNSF.

The BNSF Railway Bridge Project is being coordinated with Metra, Burlington Northern Santa Fe (BNSF) Railway and Cook County, along with local municipalities, park districts, as well as police and fire departments.

The work is part of the Illinois Tollway's 15-year, \$14 billion capital program, *Move Illinois: The Illinois Tollway Driving the Future*. Construction information about the BNSF Bridge Project is available in the Projects section on the Tollway's website at www.illinoistollway.com.

SMART WORK ZONES MAKE TRAVEL SAFER

With the 2020 construction season in full swing, the Illinois Tollway is making sure customers and workers are safe by deploying the latest technologies in work zones throughout the Tollway system.

Smart work zones are implemented as part of maintenance of traffic for Tollway construction projects of all sizes, from small roadway and bridge projects to major, multi-billion dollar projects such as the Central Tri-State Tollway (I-294) Project and other projects in the Move Illinois Program.

The Illinois Tollway's initiative to develop and employ smart work zones on all construction and maintenance projects was recognized recently by the National Safety Council, naming the Tollway a semi-finalist for a Green Cross for Safety Award. Finalists will be announced this summer for these awards recognizing outstanding projects and organizations working to eliminate preventable deaths at work, in homes and communities or on the road.

What makes the Tollway's smart work zone unique is how it combines fundamental traffic and incident management practices with advanced transportation technologies. The smart work zone is fully integrated into the Tollway's intelligent transportation system infrastructure, with traffic sensors, CCTV cameras, communications and digital roadway signage tied directly to the Tollway's Traffic Incident and Management System (TIMS).

TIMS is the "brains" of the Tollway's Traffic Operations Center (TOC), gathering traffic data from 300 roadway sensors, I-PASS, third-party data providers such as Bluetooth and Waze, computer-aided dispatch and other regional traffic centers to calculate travel times, assess congestion and detect incidents on the Tollway system. Once information is gathered and validated through the use of 640 CCTV cameras, TOC operators relay information to customers via roadway signage, email and Twitter.

Here's how smart work zones work: Before the start of a construction project, the Tollway's TOC manager identifies the boundaries of where to locate the technology and configures it to communicate with TIMS. TIMS automatically incorporates all permanent ITS sensors within the boundaries of the smart work zone, with additional sensors, CCTV cameras and electronic message signs added as needed to configure a custom solution. Each digital sign is further customized with pre-selected messaging triggered by real-time conditions to inform drivers. The system was further expanded to include speed indicator boards to increase awareness of work zone speed limits.

Speed indicator boards have proven to be a success in getting drivers to slow down in work zones. Speeding is the biggest factor in work zone crashes, resulting in nearly 30 percent of fatalities. Tollway studies on the effectiveness of speed indicator boards demonstrated that speed decreased by as much as 14 mph when boards were used in work zones.

Another benefit of implementing smart work zones is reducing secondary incidents. Smart work zones reduce the risk of secondary crashes by helping drivers anticipate conditions ahead. Crash rates in work zones on the Tollway system are currently about 3 percent, versus national crash rates as high as 18 percent.

The Illinois Tollway continues to explore ways to expand and improve upon its smart work zone, investigating new technologies and innovations including artificial intelligence and connected and autonomous vehicles.



TEAMWORK IS KEY DURING COVID-19

Mechanical Electrical Department Acting Foreman Don Feltz has worked through many changes at the Tollway over the past 17 years, but the COVID-19 pandemic is unlike any challenge he's faced before. "It's like re-learning how to play a baseball game," Feltz said.

In addition to maintaining the Central Administration building and supervising new construction projects at the Downers Grove facility, Feltz has stepped up to help stock, secure and track personal protection equipment for the agency systemwide, and he continues to work with contractors in the building to ensure safe practices to protect our employees from outside exposure. In addition, Feltz's staff is creating and installing logistical safety signage and collaborating with the custodial team to make sure each room in the building is sanitized.

Feltz also continues his work with the Mechanical-Electrical Department staff. As with many Tollway employees who have helped the agency adapt, he has used his knowledge of the building's layout and design to assist with ongoing projects, at times even remotely. And, Feltz credits his team's ability to work well together, even when they're socially distanced.

"I know the building well and can think back to what's hidden behind the walls in most places," Feltz said. "It's challenging to work in this environment, but we have a great group of guys and we've figured out our own ways to work through it."



That teamwork was evident when the Tollway was called on to support a graduation for new Illinois State Police District 15 Troopers on Friday, May 1. Within a few days of learning the ceremony would be moving forward, Feltz and his team created a solution to hold the ceremony in the east parking lot of CA and ensure everyone attending could maintain social distancing. It's just one of the ways the Illinois Tollway keeps working together to push through the pandemic.

"You need a challenge to keep you going," Feltz said. "It keeps us going and give us something to look forward to tomorrow."

ON THE ROAD AGAIN

Even before COVID-19 arrived, a face shield had already become an essential part of Keith Stranberg's daily uniform. He's spent the last two of his nine years at the Tollway as a welder at the DeKalb maintenance site, using his skills to fix the trucks he used to drive. Now, in response to the COVID-19 pandemic, he's back on the road and putting on a mask for a very different reason – assisting Tollway customers on the road.

"It's just like riding a bike, and I'm a people person, so for me, it hasn't changed a whole lot," Stranberg said. "I just tell people, stay in the car, let me grab the tire for you and I'll change it."

However, while dealing with traffic is an everyday danger for all of the Illinois Tollway equipment operator laborers, the pandemic has added another level of stress to the job.

Maintenance garages across the Tollway system have risen to the challenge to ensure their employees are safe while they continue working to help stranded motorists and maintain the roads.

In all instances, frontline employees are taking extra precautions to limit their exposure during this pandemic. This includes wearing PPE, wiping down vehicles and working alternate schedules to limit potential exposure. The schedules allow employees to limit contact with colleagues by reducing the number of shift changes and overall exposure to the virus.

For some like Keith, the change in scheduling has opened up an opportunity to jump into a former role and help out the team.

"There's a lot of people that aren't doing so well," said Stranberg, adding that being able to help others, helps him get through each day.



MOVE ILLINOIS CAPITAL PROGRAM UPDATE

The Tollway's 15-year, \$14 billion capital program, Move Illinois, is improving mobility, relieving congestion, reducing pollution, creating as many as 120,000 jobs and linking economies throughout the region. The program is scheduled from 2012-2026.

MOVE ILLINOIS PROGRAM STATUS - DATA THROUGH APRIL 2020

MOVE ILLINOIS PROGRAM BUDGET OVERVIEW (2012-2020)

\$8.8 billion or 61.6% of the program budget committed

- **\$4.6 billion**, or approximately 32.3%, in construction work
- **\$2.5 billion**, or approximately 17.7%, in consultant services
- **\$1.7 billion**, or approximately 11.6%, in other costs (utilities, ROW, misc.)
- **\$173.4 million** in reimbursement agreements has been approved; reducing overall program costs by 1.2%

46.1% of the Move Illinois Program is complete (work in place)



PROGRAM EXPENDITURES (2012-2020)



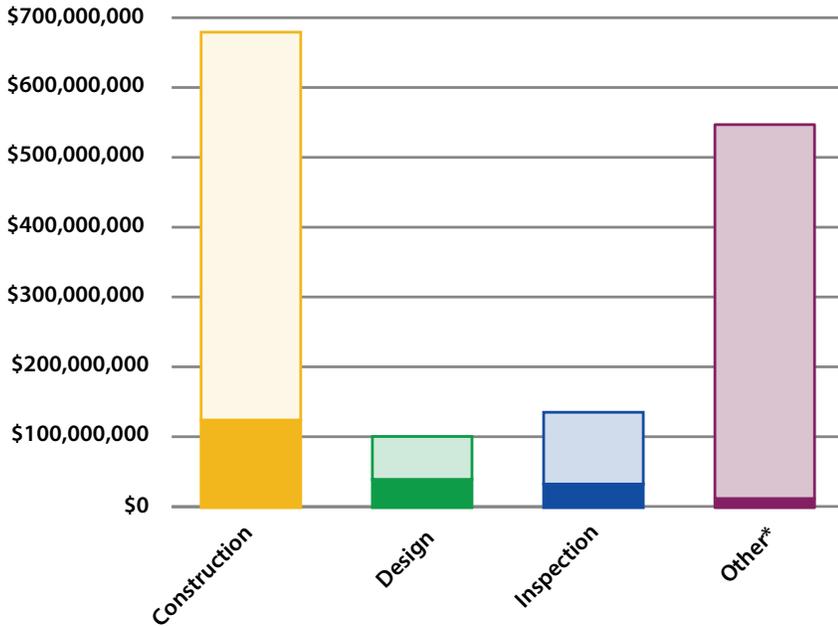
PROGRAM BUDGET BY CORRIDOR (2012-2020)

Program Element	Current Budget (millions)	Original Awards to Date (millions)	Contract Changes (CO/EWO/Supp.) (millions)	Total Obligations* (millions)	Budget Remaining (millions)
I-94/I-294/I-80	\$4,380.2	\$1,648.4	\$94.4	\$1,742.8	\$2,637.4
I-88	\$360.3	\$291.0	\$0.4	\$291.4	\$68.9
I-90	\$2,359.4	\$2,236.5	\$82.1	\$2,318.5	\$40.9
I-355	\$265.7	\$146.8	\$13.9	\$160.8	\$104.9
SW	\$3,188.3	\$1,213.2	\$223.0	\$1,436.2	\$1,752.1
I-294/I-57	\$331.7	\$218.9	\$7.7	\$226.6	\$105.1
EOWA	\$3,266.4	\$2,402.8	\$137.9	\$2,540.7	\$725.7
Other emerging projects	\$121.1	\$40.2	(\$0.1)	\$40.0	\$81.1
Totals	\$14,273.0	\$8,197.7	\$559.2	\$8,757.0	\$5,516.0

*Total Obligations = Original Awards to Date + Contract Changes (CO/EWO/Supplements)

NOTE: \$572.2 million of additional Right of Way and Utility Authorizations reclassified from Contract Changes to Original Awards to Date

2020 PROGRAM PROGRESS (JANUARY-APRIL 2020)



2020 YTD	2020 Estimated Expenditures	Progress Through April 2020**	Percent Complete
Construction	\$677,785,117	\$124,810,786	18%
Design	\$101,208,737	\$39,374,067	39%
Inspection	\$136,054,475	\$33,151,255	24%
Other*	\$546,484,531	\$12,963,234	2%
Total	\$1,461,532,860	\$210,299,342	14%

*Other includes non-roadway, right-of-way, utilities and third-party payments.

**Financial data presented is preliminary, unaudited and subject to change.

Preliminary financials are provided, as end-of-year data will be confirmed with the closing of the general ledger.

2020 PROGRAM METRICS (January-April 2020)

Awarded **33** construction and professional services contracts

Awarded **8** construction contracts less than \$10 million

Closed out **33** construction and professional services contracts



I-294 Mile Long Bridge Project near Willow Springs

MOVE ILLINOIS PROGRAM PROGRESS MAP



COMPLETED

- Jane Addams Memorial Tollway (I-90) Rebuilding and Widening
- Illinois Route 390 Tollway Construction
- Existing System Needs – Reagan Memorial Tollway (I-88), Veterans Memorial Tollway (I-355)
- Tri-State Tollway (I-294)/I-57 Interchange – Phase 1

CONSTRUCTION UNDERWAY

- I-490 Tollway Construction
- Central Tri-State Tollway (I-294) Reconstruction
- Tri-State Tollway (I-294)/I-57 Interchange – Phase 2
- Existing System Needs – Edens Spur Tollway (I-94), I-88