



ILLINOIS TOLLWAY UPDATE



HOT WEATHER PATROL

When summer heat and humidity soar to dangerous levels, the Illinois Tollway takes extra precautions to protect its customers by mobilizing around-the-clock Hot Weather Patrols to more quickly locate and assist drivers stranded along its roads.

This year, because of the COVID-19 outbreak, the Tollway took additional steps to protect its customers by installing plastic partitions between the front and rear seats in the trucks used for the patrols to help prevent the spread of disease. The trucks also are stocked with masks, hand sanitizers and gloves to safeguard motorists who may need to wait inside the truck or be transported to a safer location.



After being deployed earlier this month during four days of intensely hot weather, the Hot Weather Patrols assisted or checked on nearly 400 drivers who were stopped or stranded along its 294-mile roadway system.

“As part of our commitment to safety, we add these extra road patrols so we can more rapidly find and assist any drivers who become stranded along our roads during dangerously hot conditions,” said Illinois Tollway Executive Director José Alvarez. “To further protect our customers and employees, we’ve outfitted these patrol vehicles with safety partitions and other equipment that is intended to help deter the spread of COVID-19.”

The Illinois Tollway typically operates Hot Weather Patrols whenever temperatures or heat indexes indicate conditions could be hazardous for stranded drivers. The 24-hour patrols search for drivers stranded in disabled vehicles and respond to calls that come in to *999 motorist assistance, Illinois Tollway dispatch or Illinois State Police District 15.

While the Illinois Tollway’s Highway Emergency Lane Patrol (H.E.L.P.) trucks sponsored by State Farm run from 5 a.m. to 8 p.m., Monday through Friday, a minimum of 12 Hot Weather Patrols are providing additional coverage around the clock into the weekend to augment H.E.L.P. trucks and Illinois State Police patrols.

The Hot Weather Patrols consist of crew cab trucks equipped with arrow boards for directing traffic around stranded vehicles and accommodate passengers if motorists need to get out of the heat or be transported to a Tollway maintenance garage or Tollway oasis while service is obtained.

The Hot Weather Patrols typically assist drivers whose cars or trucks have been disabled by empty fuel tanks, flat tires, batteries needing a boost, or overheated radiators.

Continued on page 2

To help drivers stay safe during summer weather, the Tollway offers a few travel tips:

- Cell phone users should **call *999 motorist assistance** for roadway assistance and note the roadway and direction of travel and nearest milepost or crossroad.
- Stranded motorists should **turn on their emergency lights and remain with their vehicles** until help arrives.
- **Keep your tires properly inflated.** Driving on under-inflated tires can cause tires to overheat and increase the likelihood of a blowout, especially when road temperatures are extremely high.
- **Make sure fluids are at appropriate levels.** Most engine fluids lubricate and serve as coolants by helping carry heat away from critical components. Low fluid levels reduce the cooling effect and increase the possibility of overheating.
- **Keep an emergency kit** in your vehicle that includes water, non-perishable food items, jumper cables, a flashlight with extra batteries, road flares or an emergency beacon, basic hand tools and a first aid kit.
- **Drop It and Drive.** Using a hand-held phone while driving is illegal in Illinois.
- **Give Them Distance.** Drivers are required to slow down and move over when approaching any stopped vehicle that has its hazard lights activated.

After being deployed earlier this month during four days of intensely hot weather, the Hot Weather Patrols assisted or checked on nearly **400** drivers who were stopped or stranded along the Tollway.

PINE DUNES FOREST PRESERVE MITIGATION

The U.S. Army Corps of Engineers provided final compliance sign-off on the Illinois Tollway's wetland mitigation work at the 315-acre Pine Dunes Forest Preserve located near Wadsworth in northern Lake County.

The Tollway successfully restored 80 acres of wetlands and 235 acres of adjacent savanna and prairie habitat and completed a five-year monitoring requirement in collaboration with the Lake County Forest Preserve District.

The Pine Dunes Forest Preserve features numerous streams, marshes, sedge meadows, ponds and other wetlands, as well as a mix of prairie, savanna and oak-hickory woodlands.

These habitats have been identified by the Illinois Wildlife Action Plan, Chicago Wilderness and the Max McGraw Wildlife Foundation as critical nesting and foraging areas for a variety of birds and other wildlife species.

The Tollway's work involved wetland creation, wetland enhancement, stream restoration, woodland restoration and improvement and conversion of upland farmland into mesic-prairie and oak savanna areas.

Wetlands restoration and woodland enhancements included removal of man-made drainage features to reestablish natural water flow, removal of non-native species, control of invasive plants and the planting and seeding of diverse native prairie species. In addition, approximately 4,800 native trees and shrubs were planted in the upland areas.

The Tollway also constructed site improvements, including new trails to better connect the Des Plaines River Trail, a parking lot, restroom facilities, boardwalks, a drinking water well and a new entrance road, as well as nearly three miles of bike and pedestrian paths.

The wetland restoration and wetland enhancement were completed by the Tollway to mitigate the construction impacts associated with construction of the Illinois Route 390 Tollway and the new I-490 Tollway.



ILLINOIS PRAIRIE PATH

Regarded as the nation's first rails-to-trails conversion in the 1960s, the Illinois Prairie Path spans more than 60 miles through Cook, DuPage and Kane counties. It follows an abandoned railroad right-of-way, running from Maywood to Wheaton and then forking north to Elgin, west to Geneva and Batavia and south to Aurora.

The Aurora branch of the trail crosses under the Reagan Memorial Tollway (I-88) in Naperville between Illinois Route 59 and Eola Road.

As part of the Tollway's scheduled 2020 maintenance and repairs to the roadway, bridges and ramps on I-88

between the Aurora Toll Plaza and Illinois Route 59, the Illinois Tollway identified the I-88 bridge that crossed over the original railroad—now the Illinois Prairie Path—for improvement.

Working with the Illinois Prairie Path corporation and DuPage County, the Tollway engineers devised a plan to replace the old bridge with a new, modern pedestrian culvert, eliminating disruptions for motorists and reducing the impact of work for hikers and bikers.

And, to save time without adding costs, the path was to be constructed in stages under the existing bridge using cast-in-place concrete forms instead of precast concrete panels. The same form could be used multiple times, streamlining the process.

Coordination also resulted in a better, more functional underpass. The designed arch shape favored by locals is not only more cost-effective and easier to maintain, it is more aesthetically pleasing and allows in more natural lighting during the day as well as LED lighting to make the underpass brighter.

The Tollway worked with the Illinois Prairie Path corporation to determine the best times to temporarily close the Illinois Prairie Path until the new underpass was completed and provide a safe detour for path users to keep moving.

The new underpass has a vertical clearance of 15 feet and stretches 30 feet wide and also was built 295 feet long—longer than necessary for the existing roadway—to accommodate any future improvements needed on I-88.



COMING FULL CIRCLE

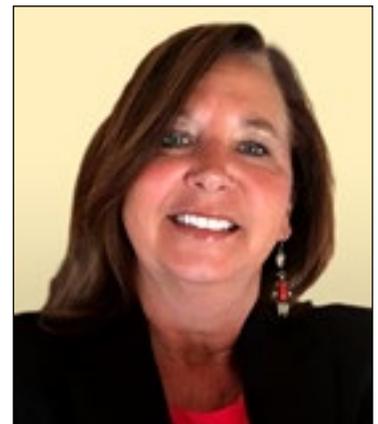
Lorrie Cataudella has just about done it all at the Illinois Tollway. And, even after nearly 40 years at the agency, the energetic general manager of Tolling Operations isn't done yet.

In 1983, in addition to the launch of Microsoft Word, the world's largest word processing program, Lorrie began her career at the Tollway as a part-time toll collector at the River Road Toll Plaza in Rosemont.

While she enjoyed meeting a variety of Tollway customers, the job often meant unpredictable shifts at all hours of the day and night. Still, Lorrie remained optimistic and demonstrated her commitment to learn new things on the job and seek new challenges.

In less than two years, Lorrie shifted positions from on the road to inside the Central Administration building in Oak Brook.

While Lorrie's first official position at Tollway headquarters was as a microfilm technician, she had to be flexible as a member of the Administration team and move from one position to another depending on the agency's needs. One day it could be in Central Information Services, another at the switchboard, the next in security or maybe loaned out to "secretary row" where she absorbed the knowledge of many senior-level assistants.



This secretarial pool concept gave her an opportunity to work with several department chiefs, who, in turn, saw her strengths and potential to take on greater responsibilities. Lorrie took advantage of the agency's desire to promote from within employees who showed drive, interest and the ability to take on new challenges.

Anything is possible when you "take your passion and make it happen."

In 2004, when the Congestion Relief Program: Open Roads to a Faster Future was approved, Tollway leadership conducted job surveys to better understand the staff's strengths and weaknesses. Having held positions in operations, legal, traffic engineering and construction engineering made Lorrie a standout for her institutional knowledge and the confidence others had in her skill sets.

Lorrie's reputation as a difference-maker and seasoned professional made her the ideal candidate to fill the opening of administration manager of Toll Operations in 2009. She had insights from her days as a toll collector and demonstrated strong managerial traits during her ascending career. She knew the agency from multiple angles, having mastered a wide variety of positions, departments and responsibilities. What's more, Lorrie's plaza supervisors and collectors knew they had an ally in management.

In 2015, Lorrie's capabilities and drive earned her a promotion to her current position as general manager of Toll Operations.

The one thing Lorrie values most about her career is having the opportunity to work for Tolling Operations Department Chief Pat Taylor. She believes that Pat's mentorship has shown her how to be a consummate professional, a better manager and a better person.

"As corny as it may sound, the thing I value most is my boss, Pat Taylor," Lorrie says. "Pat's instilled in me that nothing is impossible. Anything is possible. I simply need to know what I want and be willing to work for it. That has changed me forever."

What's next? Anything is possible when you "take your passion and make it happen."

Although qualified to retire in 2016, Lorrie has no intention of leaving the Illinois Tollway anytime soon because she loves what she's doing.

"When I'm no longer happy coming into work," she says, "that is when I will retire."



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 JUNE 2020

MOVE ILLINOIS PROGRAM BUDGET OVERVIEW (2012-2020)

\$8.8 billion or 62.0% of the program budget committed

- **\$4.6 billion**, or approximately 32.8%, 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.)
- **\$173.6 million** in reimbursement agreements has been approved; reducing overall program costs by 1.2%

48.4% of the Move Illinois Program is complete (work in place)



PROGRAM EXPENDITURES (2012-2020)



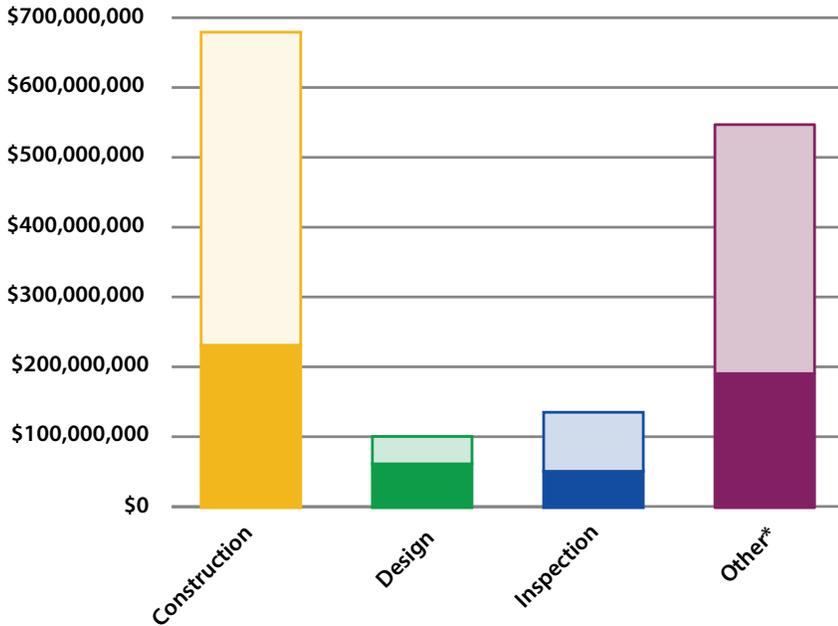
PROGRAM BUDGET BY CORRIDOR (2012-2020)

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	\$1,650.1	\$95.6	\$1,745.7	\$2,634.5
I-88	\$360.3	\$291.0	\$1.4	\$292.3	\$67.9
I-90	\$2,359.4	\$2,236.5	\$82.1	\$2,318.5	\$40.9
I-355	\$265.7	\$146.8	\$14.7	\$161.5	\$104.2
SW	\$3,188.3	\$1,220.2	\$202.9	\$1,423.1	\$1,765.2
I-294/I-57	\$331.7	\$274.8	\$7.7	\$282.5	\$49.2
EOWA	\$3,266.4	\$2,402.8	\$139.8	\$2,542.6	\$723.7
Other emerging projects	\$121.1	\$40.2	(\$0.1)	\$40.0	\$81.1
Totals	\$14,273.0	\$8,262.2	\$544.1	\$8,806.3	\$5,466.7

*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-JUNE 2020)



2020 PROGRAM METRICS (January-June 2020)

Awarded **36** construction and professional services contracts

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

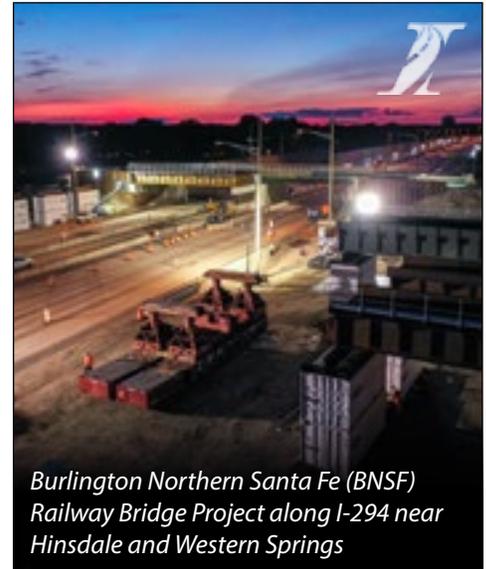
Closed out **37** construction and professional services contracts

2020 YTD	2020 Estimated Expenditures	Progress Through June 2020**	Percent Complete
Construction	\$677,785,117	\$231,684,731	34%
Design	\$101,208,737	\$61,940,479	61%
Inspection	\$136,054,475	\$52,212,732	38%
Other*	\$546,484,531	\$190,740,733	35%
Total	\$1,461,532,860	\$536,578,675	37%

*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.



Burlington Northern Santa Fe (BNSF) Railway Bridge Project along I-294 near Hinsdale and Western 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