



# ILLINOIS TOLLWAY UPDATE



## ILLINOIS TOLLWAY DELIVERING ON DIVERSITY IN 2020 CONSTRUCTION SEASON

More than midway through the ninth year of the 15-year, \$14 billion *Move Illinois* Capital Program, the Illinois Tollway remains as committed to delivering its projects on schedule and within budget as it is to ensuring the firms and workers delivering these improvements reflect the diversity represented throughout the 294-mile Illinois Tollway system.

Supporting diverse businesses, and providing an opportunity for them to compete, not only serves to lift minority business owners, but also the market.

The increase in minority participation in contracts for the Illinois Tollway, such as the new Mile Long Bridge contract approved in August, demonstrates success for our efforts to increase market competition and drive down costs.



The Mile Long Bridge construction contract approved by the Tollway Board is the second of two construction contracts for work to remove and rebuild the twin bridge structures carrying northbound and southbound traffic as part of the \$4 billion Central Tri-State Tollway (I-294) Project.

Approval of the new \$182.6 million contract, including \$34.7 million going to diverse and veteran-owned firms, will provide for construction of a new southbound bridge structure and removal of the two existing structures. The initial \$184.6 million contract to rebuild the northbound structure was approved by the Tollway in April 2019 and included \$33 million for diverse and veteran-owned firms.

The Illinois Tollway is realizing more minority participation than ever on contracts like the Mile Long Bridge Project, thanks to an overwhelming response by contracting and professional service communities.

Through 2019, nearly \$7.2 billion has been invested by the Tollway since the *Move Illinois* Program began in 2012, with more than \$2 billion of that total committed to small, diverse and veteran-owned firms.

Add to that the contract awards to date in 2020 of nearly \$667 million in capital construction and professional services with more than \$257 million made to D/M/WBE firms.

This year, of the \$545 million in construction contracts the Tollway has awarded through July 2020, and over 30 percent, or \$167 million of these contracts will be paid to D/M/WBE firms.

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Further, the Tollway will have awarded over \$121 million in professional services contracts in 2020, and of this over 60 percent, or \$73 million will be paid to D/M/WBE firms.

These numbers are solid, but to continue to drive change the Illinois Tollway is continually looking for innovative ways to drive efficiency and leverage investments to drive new opportunities for our increasingly diverse communities.

These efforts include building a robust procurement compliance team to drive accountability of current construction contractors and professional engineering consultants. In addition, the Illinois Tollway is preparing to undertake the development of a new study to update our diversity baseline with the goal of maximizing our future diversity efforts.

As the Illinois Tollway moves toward completion of the 2020 construction season, so continue the efforts to empower disadvantaged, minority- and women-owned firms to bid on Tollway contracts along with small and veteran-owned businesses.

And the Tollway will continue to work toward improvements in partnership with the vast majority of the industry who understands and appreciates our diversity efforts.

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## LAST BEAMS BEING INSTALLED AS NEW NORTHBOUND MILE LONG BRIDGE RISES ON TRI-STATE TOLLWAY (I-294)

The last of more than 430 massive beams supporting the new northbound Mile Long Bridge on the Tri-State Tollway (I-294) are being installed this month, marking a milestone achievement in the \$184 million construction contract scheduled for completion this year.

The Mile Long Bridge 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 Illinois Tollway's \$4 billion reconstruction and widening of the Central Tri-State Tollway between Balmoral Avenue and 95th Street.

Wider inside shoulders on the bridges will be built to serve as Flex Lanes to provide for potential future transit, assist emergency vehicles and serve as an alternate lane to reduce traffic congestion when warranted.

"The new Mile Long Bridge will help relieve traffic congestion in this area and provide a better, safer travel experience for our customers," said Illinois Tollway Executive Director José Alvarez.

"Its advanced features, including stainless steel rebar and fewer expansion joints, also will increase its lifespan and reduce Tollway maintenance costs. We're looking forward to completing the new northbound bridge and opening it to our customers by the end of the year."

To construct the new northbound bridge, the Tollway is using concrete beams measuring up to 187 feet long and 8 feet tall that are the largest concrete beams ever fabricated in the Midwest.

Additionally, steel beams that measure up to 134 feet in length and stand 10 feet tall also have been used in the bridge. The lengthy beams lessen the environmental impact of the bridge on sensitive wetlands and waterways underneath by reducing the number of piers needed to support it. The new northbound and southbound bridges each will have 27 spans supported by 26 piers, fewer than half of the 106 piers supporting the existing bridges.

The longer beams also enable it to more easily span the three waterways beneath it including the Chicago Sanitary & Ship Canal, the Des Plaines River and the Illinois & Michigan Canal, as well as several major distribution centers and two railroads.

After the last beams are installed this month, workers will install decking and stainless steel rebar, place the concrete deck and parapets, and install expansion joints for the new bridge.



New pavement also will be added on the north and south end of the bridge to connect it to I-294.

The new northbound bridge is being built just to the east of the existing bridge, which minimizes traffic disruptions by allowing drivers to continue using the current bridge, while the new one is being built. When the new structure is completed, traffic will shift to the new bridge, and the old northbound bridge will be demolished.

Following the demolition, construction will begin on the new southbound bridge, while traffic will continue to use the existing southbound lanes. Once the new southbound bridge is complete, traffic will be shifted to the new structure and the existing southbound structure will be demolished.

The Illinois Tollway Board this month is expected to award a contract for the demolition of the existing northbound bridge, construction of the new southbound bridge, and the removal of the current southbound bridge.

The entire Mile Long Bridge Project is scheduled to be complete by the end of 2023.



## TOLLING 2020 VIOLATION RELIEF MAKING AN IMPACT

When Ms. Canine from northeastern Iowa received a notice that she owed \$798 in tolls and violations, she called the Illinois Tollway in hopes of arranging a payment plan.

That's when the representative with the Illinois Tollway's Customer Service Call Center told Ms. Canine about the Tolling 2020 violation relief program.

Introduced in June, this comprehensive tolling reform package included comprehensive relief for customers with outstanding violations who settle their outstanding tolls in 2020. For the remainder of the year, all existing \$20 and \$50 fines per toll have been reduced to \$3 per toll for those who pay off their balances.

After reviewing the customer's account, the representative was able to reduce Ms. Canine's total balance due to less than \$30. And through the Illinois Tollway's new invoices, customers will now initially receive an invoice with a reasonable fee from here forward when they miss a toll.

"I was shocked," she exclaimed.

Ms. Canine shared the good news of Tolling 2020 with her friends in Iowa who also had received toll violations. As many people are facing financial challenges due to the coronavirus this year, others like Ms. Canine are grateful to receive some financial relief from the Illinois Tollway. For more information on TOLLING 2020 visit the Illinois Tollway's website at [Illinoistollway.com](http://Illinoistollway.com)

## SMART WORK ZONES

The Illinois Tollway has moved on to the final round of the 2020 Green Cross for Safety Awards.

“This year’s Green Cross for Safety award finalists represent the broad reach of exceptional safety practices – and are an example to others,” said Lorraine M. Martin, president and CEO of the National Safety Council. “The finalists show true dedication to keeping their employees and communities safe.”

The National Safety Council named the Tollway a finalist in the safety innovation category for implementation of smart work zones on all construction and maintenance projects.

The Green Cross for Safety Awards are presented annually to individuals and organizations that have demonstrated leadership in keeping people safe. The safety innovation category highlights those that have developed solutions to longstanding safety challenges.

The Tollway faces tough competition in the safety innovation category.

The Dow Chemical Co. was also selected as a finalist for working in partnership with equipment manufacturers and leasing companies to improve safety of aerial lifts such as articulated boom lifts, scissor lifts and cherry pickers.

The other finalist is Driven to Protect Virginia, a partnership between the Virginia Department of Motor Vehicles and the Driver Alcohol Detection System for Safety Program.

The National Safety Council will announce the winners at a virtual awards celebration on October 1.



## HELP ALONG OUR ROADWAYS

We’re all familiar with the roadway assistance the Tollway offers its customers, but many don’t know that our team assists in unexpected ways. On June 16, a customer reported an injured hawk on the side of Illinois Route 390 near the 290 interchange. M-16 dispatched Ricky Raimonde and Tony Caloia to the site and indeed they found a 16-18” tall cooper’s hawk with a broken wing.

Raimonde safely captured the bird, who was agitated and ready to rumble while Caloia found a large box to serve as his cage. Once back at M-16, supervisor Brian Fuqua went on the hunt to find a rehabilitation center. Eventually he notified the local Department of Natural Resources who picked up the hawk and delivered it to Flint Creek Wildlife Rehabilitation (FCWR) Center in Barrington.



We are happy to report that the hawk is on the mend and still residing at the FCWR. Founded in 2003, Flint Creek Wildlife Rehabilitation is a state and federally licensed, private, not-for-profit 501(c)3 wildlife rehabilitation center dedicated to the care of injured and orphaned wildlife and to educating the public about wildlife and wildlife-related issues. Flint Creek Wildlife treats all species of wild birds, reptiles and amphibians and treats all wild mammals excluding skunks, bats and raccoons. Flint Creek Wildlife does not receive government funding and is entirely dependent on public donations. This is just one example of how our roadway crews are always on the lookout for ways to help.

# 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 JULY 2020

### MOVE ILLINOIS PROGRAM BUDGET OVERVIEW (2012-2020)

**\$9.0 billion** or 63.4% of the program budget committed

- **\$4.9 billion**, or approximately 34.2%, 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%

**49.3%** of the Move Illinois Program is complete (work in place)



### PROGRAM EXPENDITURES (2012-2020)



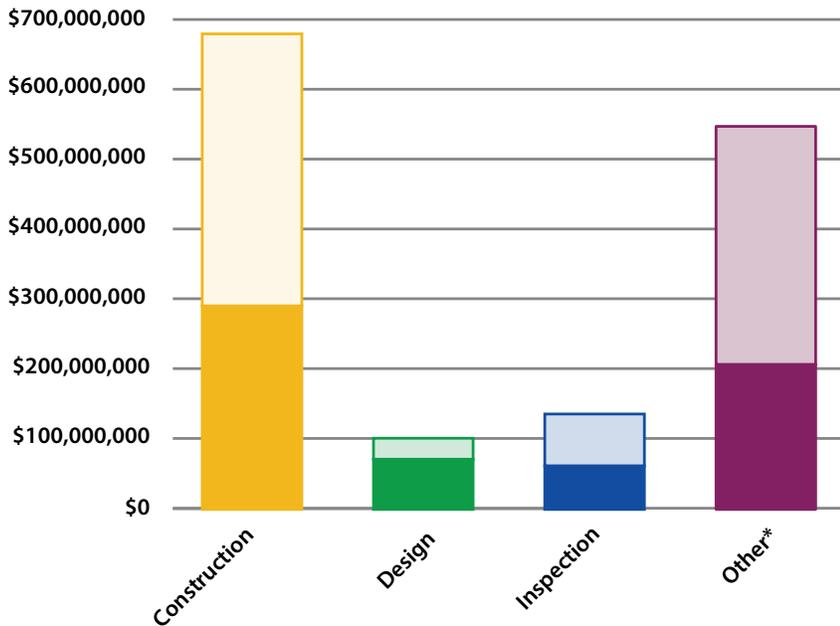
### PROGRAM BUDGET BY CORRIDOR (2012-2020)

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	\$1,846.6	\$97.9	\$1,944.5	\$2,435.7
I-88	\$360.3	\$291.0	\$1.6	\$292.6	\$67.7
I-90	\$2,359.4	\$2,236.5	\$82.1	\$2,318.5	\$40.9
I-355	\$265.7	\$146.8	\$15.4	\$162.3	\$103.4
SW	\$3,188.3	\$1,223.1	\$203.4	\$1,426.5	\$1,761.8
I-294/I-57	\$331.7	\$274.8	\$7.8	\$282.5	\$49.1
EOWA	\$3,266.4	\$2,402.9	\$140.0	\$2,542.9	\$723.4
Other emerging projects	\$121.1	\$40.2	(\$0.1)	\$40.0	\$81.1
<b>Totals</b>	<b>\$14,273.0</b>	<b>\$8,461.8</b>	<b>\$548.0</b>	<b>\$9,009.9</b>	<b>\$5,263.1</b>

\*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-JULY 2020)



## 2020 PROGRAM METRICS (January-July 2020)

Awarded **39** construction and professional services contracts

Awarded **11** construction contracts less than \$10 million

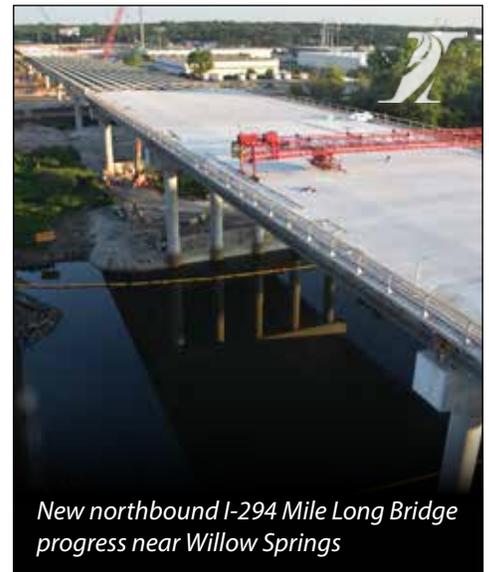
Closed out **42** construction and professional services contracts

2020 YTD	2020 Estimated Expenditures	Progress Through July 2020**	Percent Complete
Construction	\$677,785,117	\$289,323,625	43%
Design	\$101,208,737	\$71,563,153	71%
Inspection	\$136,054,475	\$62,192,438	46%
Other*	\$546,484,531	\$206,560,772	38%
<b>Total</b>	<b>\$1,461,532,860</b>	<b>\$629,639,989</b>	<b>43%</b>

\*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.



## 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