



# ILLINOIS TOLLWAY UPDATE



## THE ILLINOIS TOLLWAY SHOWS HOW THE MILE LONG BRIDGE IS “BUILT TO LAST”

“At the end of the day,” said Illinois Tollway Executive Director José Alvarez, “these are two structures that are going to be around for decades.”

The two structures Alvarez is referring to make up the new Mile Long Bridge on the Tri-State Tollway (I-294).

How the bridge is being built – and the highly skilled, diverse workforce behind its construction – was the focus of the latest episode of “Built To Last,” a series of half-hour specials that runs every Sunday morning on ABC 7 Chicago.

The specials, produced by the Chicago Regional Council of Union Carpenters & Contractors, highlight area projects being worked on by local trade union members and contractors.



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## BNSF RAILWAY BRIDGE PROJECT MARKS 60 PERCENT IN MAY

The Illinois Tollway is passing the 60 percent complete mark on the replacement of the Burlington Northern Santa Fe (BNSF) Railway Bridge over the Central Tri-State Tollway (I-294), with the placement of the last of the new beams needed to build the bridge to carry commuter and freight trains over the Tollway.

Altogether, 24 new steel beams were installed in May to support BNSF tracks 1, 2 and 3. Beam placement was scheduled at night to provide a safe work zone and reduce the impact on daily commuters – roadway and rail.

Rail operations have been continuing uninterrupted during construction, thanks to a temporary “shoo-fly” bridge and maintenance track built in 2020. On average, approximately 104 Metra and Amtrak trains cross this bridge daily, as well as 52 daily freight trains.

Once the new beams are in place, the contractor will place an embankment and complete all other necessary work to achieve “grade ready,” so BNSF track laying forces can begin realigning the railroad tracks onto the new structure.

What did it take to get to 60 percent?

- ◆ Relocate fiber optic cables and utilities
- ◆ Build the shoo-fly bridge and shift BNSF and Metra train traffic
- ◆ Remove the old bridge
- ◆ Remove and replace abutments and center pier for the new bridge
- ◆ Install new bridge beams

Work on the BNSF Railway Bridge started in 2019 and is scheduled to continue through 2022.

The episode, titled “Getting from Here to There,” featured Tollway leadership, project managers and labor officials discussing the complexity, challenges and skills required to build the two side-by-side 4,800-foot-long structures on one of the most heavily traveled segments of the Tollway system in a highly developed urban area.

Up to 150,000 vehicles a day travel on the Mile Long Bridge, which serves as an important facility for the movement of people and freight throughout the region. The structures travel over three waterways, two railroad lines, a Water Reclamation District of Greater Chicago facility, as well as major distribution facilities for UPS and the Burlington Northern Santa Fe Railway.

“Interstate 294 is by far the most important corridor for us from a traffic perspective – not just traffic, but commercial vehicle traffic,” said Chief Planning Officer Rocco Zuccherro. “This is one of the last of the original segments of the Illinois Tollway that dated back to the 1950s.”

Illinois Tollway leaders emphasized the agency’s track record of successfully delivering projects on time and within budget, with the entire reconstruction and widening of the Central Tri-State Tollway completed by the end of 2026, including the Mile Long Bridge.

“We do move very fast out here,” said Senior Project Manager Nicole Nutter. “You can see in 14 months how much they’ve been able to accomplish. It’s kind of mind-blowing some days.”

“Built To Last” can be seen [here](#).

## SEEN ON THE ILLINOIS TOLLWAY: MEMORIALS TO OUR VETERANS

Numerous memorials throughout the Illinois Tollway system serve as reminders of the service and sacrifices of those who have served in the U.S. armed forces.

“This Memorial Day, and every day, the Illinois Tollway honors those who have served our country, especially those who made the ultimate sacrifice in defending our freedoms,” said Illinois Tollway Executive Director José Alvarez. “We are forever indebted to those whose service and sacrifices allow us to enjoy peace and prosperity, spending time with our families and friends.”

Most notably, the entire length of I-355 from Army Trail Road in Addison to I-80 in New Lenox is named the Veterans Memorial Tollway to honor all those who have served.

At the Spring Creek Toll Plaza at the southernmost end of I-355 is a memorial that includes flags representing all branches of the military.

And the Des Plaines River Valley Bridge in Lemont features emblems and blue lights on the pillars at both ends of the bridge to recognize veterans.

Visitors to the O’Hare Oasis off the Tri-State Tollway (I-294) in Schiller Park can visit a POW-MIA memorial monument. Located on the southbound side of the oasis near the 7-Eleven, the marker recognizes all service members from all branches and eras, those who served and returned and those missing or held as prisoners of war. A nearby sign bears the names of 18 service members from the area who went missing in action or are deceased.



The Grand Avenue Bridge over I-94 in Gurnee is named the Allen J. Lynch Medal of Honor Overpass to honor the Army veteran for his heroic actions in the Vietnam War, where he defended three wounded soldiers from enemy attacks until they could be safely evacuated. Sgt. Lynch resides in Gurnee and remains active in military-related activities.

The Illinois Tollway is grateful to all who have served or continue to serve in our armed forces, including the 56 Tollway employees who are veterans.

## TOLLWAY CONSTRUCTION SITES DRAW TRAFFIC EVEN BEFORE WORK IS FINISHED

New pavement, ramps and bridges being built in work zones along the 294-mile Illinois Tollway system are drawing more traffic even before those improvements open to drivers.

It's not extra cars and trucks passing through, but suburban leaders, members of the media, and local stakeholders, including U.S. Rep. Raja Krishnamoorthi, who are touring the work zones to get a firsthand look at how the Illinois Tollway is investing about \$1.5 billion this year to expand and upgrade its roads.

Krishnamoorthi, along with local mayors and business leaders, recently visited an I-490 Tollway construction site and were briefed on the progress of the massive project, which will skirt the edge of O'Hare International Airport, creating western access into the airport while connecting it with the Jane Addams Memorial Tollway (I-90), the Illinois Route 390 Tollway and the Tri-State Tollway (I-294).

Even ABC 7 Traffic Reporter Roz Varon took a stroll around the site of the former Des Plaines Oasis to view the construction of a new interchange there that will connect the north end of I-490 with I-90 and shared video of the work underway with her Facebook followers here.

As the construction season continues, the Tollway will be looking towards other opportunities for the public to learn more about the major projects occurring this year, including the 22-mile reconstruction of the Central Tri-State Tollway (I-294), the construction of new ramps to complete the second phase of the I-294/I-57 Interchange and the ongoing construction of I-490.

The Tollway plans to invest nearly \$700 million this year to rebuild, widen and improve the Central Tri-State Tollway between Balmoral Avenue in Rosemont and 95th Street in Oak Lawn. This segment is the most heavily travelled—and among the most congested—in the Tollway system. Portions of the road will be widened and major interchanges with I-290 and I-88 will be reconfigured to relieve congestion and accommodate greater traffic volumes while also providing improved access to local communities.

Another \$451 million is earmarked this year for the I-490 Tollway, with construction occurring at interchanges that will link the road with I-90, the Illinois Route 390 Tollway and I-294, as well as for advance work and planning that will continue along the planned I-490 route.

The Tollway also plans to invest about \$78 million this year for the second phase of the I-294/I-57 Interchange Project that will complete the connection between the highways that first opened in 2014 when the initial phase of the work was finished.

Read more here about other projects the Tollway is completing as part of its 15-year, \$14 billion *Move Illinois* program.



## NEW WAY TO PAY CHANGING THE TOLL PAYMENT GAME

In the eight short months since the Illinois Tollway first introduced Pay By Plate, more than one million customers have leveraged the service to pay their tolls seamlessly online.



In the wake of a worldwide pandemic, the Illinois Tollway responded with extensive mitigation efforts including the halt to cash toll payments. With an urgent need to find new ways for customers to pay, the Tollway's operations and business team accelerated the development of a new technology designed to let infrequent and out of state customers set up a service to pay tolls for either short term, one time payments for rental cars, or ongoing and infrequent use.

And while I-PASS is still the best, most cost-effective way to pay tolls on the Illinois Tollway, Pay By Plate now offers former cash customers a way to safely and securely pay unpaid tolls without an I-PASS transponder or I-PASS account. The service has been so successful in serving customers, over one million unique travelers on the Illinois Tollway system have now enrolled in the service.

So whether you just traveled or are about to travel, simply provide your license plate details, dates of travel, and a payment method and you're all set.

What can you do with Pay By Plate?

- ◆ Already miss a toll? No problem. For up to 14 days after you've traveled, you can now enter your vehicle and payment information into the Pay By Plate system.
- ◆ Our system will bill you the cash rate for your unpaid tolls.
- ◆ Renting or Borrowing a car? Pay Tolls Here! Now you can use the Pay By Plate system to pay and you'll be able to set a start and an end date to ensure you're not charged in the future for that same vehicle. This service allows you to backdate the start date by 14 days.
- ◆ Managing Multiple Vehicles? You can do that on Pay By Plate too! If you'd like, within the Pay By Plate system you can add vehicles and manage your payment methods.

## ILLINOIS TOLLWAY REMINDS CUSTOMERS TOLL VIOLATION RELIEF PROGRAM EXPIRES JUNE 30

Time is running out for Illinois Tollway customers to take advantage of the savings offered by the agency's popular toll violation relief program, which reduces all existing \$20 and \$50 fines on unpaid tolls to a \$3 fee per toll.

The violation relief program, which was launched last June as part of the Tollway's comprehensive TOLLING 2020 reforms, is scheduled to end on June 30.

Drivers already have taken advantage of the relief program to clear nearly 230,00 outstanding violation notices for the reduced \$3 fee, an 85 percent reduction over the \$20 fine previously assessed for unpaid tolls.

The cost savings is available to all Tollway customers who accrued fines for unpaid tolls before June 25, 2020,

The cost reductions offered by the violation relief program bring the cost of outstanding violation notices in line with the new fee structure in TOLLING 2020, which will continue to assess drivers a \$3 fee for each unpaid toll on a passenger vehicle.

Previously, a \$20 fine was assessed for each unpaid toll if left unpaid. That penalty escalates by another \$50 if the



Ends **JUNE 30, 2021**

notice remained unpaid for an additional 60 days. For example, a single trip with five unpaid tolls could cost a passenger vehicle owner more than \$100. That same customer now receives an initial notice with only a \$15 invoice fee, in addition to unpaid tolls, and will have 60 days to pay before those fees increase.

Drivers can continue to avoid paying any fees by paying any unpaid toll within 14 days.

Customers looking to pay unpaid tolls and violations or wanting to learn more about TOLLING 2020, including the new notice guidelines, should visit the Illinois Tollway's website at [www.illinoistollway.com](http://www.illinoistollway.com).

## TOLLWAY OFFERS STUDENTS LESSON IN ROAD BUILDING 101

Imagine the Illinois Tollway rebuilt entirely as one big rollercoaster!

One student at Meadow Glens Elementary School in Naperville asked if that was possible during a presentation by Tollway Project Manager Rick Hanba on how roads are built.

"We'll get on that right now," chuckled Hanba, recalling countless hours spent in his youth riding rollercoasters at Cedar Point and Kings Island amusement parks in Ohio.

Hanba, a Tollway project manager since 2014, joined a virtual speaker series highlighting innovations and scientific applications related to science, technology, engineering and math (STEM) at Meadow Glens Elementary.

He talked to students in kindergarten through fifth grade about the fundamentals of how to build a road, from planning and construction to community outreach – a process that requires research, teamwork and great listening skills.

"The roads your family drives on to get from place to place – I help build," said Hanba, who works on a wide range of Tollway road, bridge and building projects, including the Pace transit station at the Barrington Road Interchange on the Jane Addams Memorial Tollway (I-90) and reconstruction of Tollway maintenance facilities systemwide.

Nearly 40 households attended the presentation, with students joined by parents and siblings. Students asked Hanba questions and learned more about how the Tollway determines how big to build a road, how long it takes and how long a road will last.

Meadow Glens Elementary invited the Illinois Tollway to participate in its annual STEM Night, bringing together regional science and technology companies and organizations to help students and their families understand the real-world context of STEM activities.



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## ILLINOIS TOLLWAY BUILDING A BETTER INTERNSHIP PROGRAM

The Illinois Tollway is looking to gain a competitive edge in hiring the best and brightest college students.

It starts by building an internship program that's more attractive to today's students, said Illinois Tollway Talent Acquisitions Manager Micquelyn Randall. That includes preparing interns for long-term career success, mentorships and greater opportunities to network among their peers and within the industry.

One of the emerging trends that the Tollway identified is providing interns with opportunities to make an impact in their work.

"Students want that hands-on, real-world work experience, but they also want to know that their work is making a difference," Randall said. "So we designed our internship programs to attract students who are not only looking to advance their own careers, but have the desire to help us improve our programs, processes and performance."

The Tollway is offering two internship programs. One is an eight-week summer internship that places students in positions throughout the agency including Administration/Human Resources, Audit, Business Systems, Engineering, Information Technology, Planning/Environmental and Toll Operations. The other is being fashioned as a more robust internship experience in the Engineering Department.

In creating its internship programs, the Tollway worked in collaboration with area colleges and universities to determine how the agency can best provide students with experiences they couldn't get in the classroom. Schools provided insights on skills they'd like to see students develop, with emphasis on professional development, goal-setting and communication.

An aggressive outreach plan targeted students at more than 65 schools throughout the region. In addition to hosting its own virtual job fairs, the Tollway has continued to work closely with schools, participating in career fairs at area

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schools including City Colleges of Chicago, Loyola University, Northeastern Illinois, Roosevelt University and the University of Illinois at Chicago.

The Tollway incorporated into its internship program career-readiness development tools to prepare students for long-term success. There are eight core competencies, according to the National Association of Colleges and Employers, including career and self-development, communication, critical thinking, equity and inclusion, leadership, professionalism, teamwork and technology. Opportunities for interns to develop these competencies are integrated throughout their employment experiences with the Tollway.

One of the differences from past Tollway internships is that this year's programs are more cohort-based. The programs are structured to run through the Administration Department, which will support each of the departments with recruitment and onboarding and technology needs. The Tollway is planning fun group activities and a networking event at the end of the summer internship program to introduce Tollway interns to local contractors, consultants and other agency partners.

In total, the Tollway received 342 applications.



## ROCKFORD MAINTENANCE FACILITY GOES THE EXTRA MILE FOR SAFETY

Zero injuries in 2020 helped the Rockford maintenance site earn the Illinois Tollway's annual 2020 Go the Extra Mile for Safety Award, a competition among the agency's 12 maintenance sites for best safety performance each year.

Maintenance workers are responsible for making sure that the five roadways that make up the 294-mile Tollway system provide safe and efficient travel for Tollway customers. They plow snow, provide roadside assistance and, oftentimes, arrive first on the scene in response to emergencies.

"To do this job without a single injury is amazing," said Illinois Tollway Executive Director José Alvarez, noting the many challenges maintenance workers face in doing their jobs safely. "It shows that you put a lot of care into your work – pride and professionalism – and doing things right."

Alvarez was among several Tollway leaders who participated in an awards celebration on May 10 to recognize the safety achievements by the Rockford

maintenance site staff led by Manager Robert Capuzi and Supervisor William Ryan.

The Tollway's Go the Extra Mile for Safety Award is presented each year to the maintenance facility with the highest cumulative score based on three safety criteria: incident rate, Toolbox Safety Talks and positive feedback from managers and supervisors who observe and document outstanding safety practices.

In addition to reporting zero injuries in 2020, the Rockford maintenance site posted the second highest score in positive feedback. The feedback comes from managers and supervisors at each maintenance facility who document safe behavior.

Alvarez noted the Rockford maintenance facility's success in the positive feedback category demonstrates that their efforts to maintain a safe work environment are noticed and appreciated.

"It is my hope that this trophy will serve as a reminder that your efforts are always appreciated," said Alvarez.

## ILLINOIS TOLLWAY ELECTRICIANS GENERATE BRIGHT IDEA FOR ROADWAY ELECTRIC TRAINING EQUIPMENT

When Ben Pierce began noticing that many of the most-seasoned roadway electric technicians like himself were set to retire from the Illinois Tollway in the coming years, that's when the light bulb went off in his head.

His bright idea? A better way to share the insights of those veterans with the next generation of roadway electric technicians.

"I wanted a way to pass along all this accumulated knowledge through a more advanced hands-on experience," said Pierce, a roadway lighting technician at the Illinois Tollway for more than 20 years. "And come up with a way to do that without having to yell over the noise of traffic."

Previously, standard practice was to train roadway electrical workers how to assess, repair and maintain roadway lighting out in the field. Training under real-world conditions could oftentimes present significant challenges, such as being able to communicate over the roar of high-speed traffic or working with 480 volts of electricity during rain or snow storms.

Pierce enlisted help from two of his co-workers, Nick Perez and Eric Johnson, and together they came up with the Roadway Electric Training System, a portable training device that models the actual electric equipment found on the Tollway system.

Because the training system is portable, it can be set up at any of the Tollway's 12 maintenance garages or anywhere else in about an hour. This allows seasoned roadway electric workers to train probationary electricians side by side in a safe, comfortable environment. A training manual that accompanies the new system was created to ensure a consistent training experience for all Tollway workers.

The portable Roadway Electric Training System is based on 48 volts to model Tollway electric equipment, which runs on 480 volts. This allows probationary electricians to become familiar with the numbers and calculations they will encounter on the road while still gaining experience working with live electricity.

The system also lets the divisional electrician focus on training the probationary electrician using the training device rather than dealing with on-the-road installations that must be returned to service as quickly as possible. Using the portable training device allows for multiple practice runs, which expedites the learning process. This



(From left) Ben Pierce, Eric Johnson, and Nick Perez

creates a more consistent training experience that on-the-job training may not always provide.

What makes the Roadway Electric Training System even more remarkable is that it was built using mostly discarded or scrap parts found around Illinois Tollway facilities.

The main piece of the training device is the bottom 5 feet of an old light pole that had been damaged. Other materials include lights and wires from poles damaged in roadway incidents and wood and metal scrap from the Tollway's carpenter and sign shops used to make the system's electrical plates and the base of the training device.

The various components fit together like LEGO blocks, with all the conduit slipping inside slots and the light pole keeping all the conduit tightly in place.

The total cost to create the Roadway Electric Training System was only about \$1,315. Though nothing of this kind exists off the shelf, a 45-foot light pole alone can cost as much as \$2,500.

The new training system is expected to not only improve training, but also accelerate training. Electricians will be better trained in a shorter time, which is expected to result in better workmanship, allowing roadway electric equipment to be fixed the right way faster. Less down time for inoperative electric equipment means better roadways for Tollway customers – a top priority for the agency.

See the Roadway Electric Training System [here](#).

## UNEXPECTED DUTIES, RELIABLE CO-WORKERS KEEP JOB FRESH FOR LONG-TIME TOLLWAY VETERAN

Even after 49 years at the Illinois Tollway, Mike Wayne still isn't sure what to expect each day when he comes to work.

But dealing with unexpected crises and surprise situations is part of what he likes about his career at the Tollway, where he now works as a project administrator for the Business Systems department.

Especially when he can count on his co-workers to jump in and help with whatever issues suddenly pop up.

"The people here just pitch in and do what needs to be done. That's what I enjoy most about the Tollway," said Wayne, who began his agency career working as a temporary summer toll collector.

He's seen that spirit all through his Tollway career as he worked a variety of different jobs, going from toll collector to plaza manager and later helping the agency make the dramatic transition from manual toll collections to open road tolling that allowed drivers to use I-PASS to pay tolls electronically without having to stop.

Just recently, he saw the teamwork he values in action when a hit-and-run driver damaged a ramp building containing sensitive electronic tolling equipment on the Jane Addams Memorial Tollway (I-90) near Elgin.

The vehicle tore open a corner of the 10-foot by 10-foot structure, leaving all the equipment inside exposed to the rainy weather moving into the area.

After an ETC technician reported the damage, Tollway staff from Roadway Maintenance, Building Maintenance, Information Technology and the Carpenter Shop responded quickly and smoothly to reset the electronics

and then make emergency repairs to the structure to protect it from the impending storm.

"It was such a pleasure to see all these personnel from the different departments come together and work in unison to get the building water tight," Wayne said. "They all just did what had to be done to get the job done quickly. Their team work as an extraordinary thing to see."

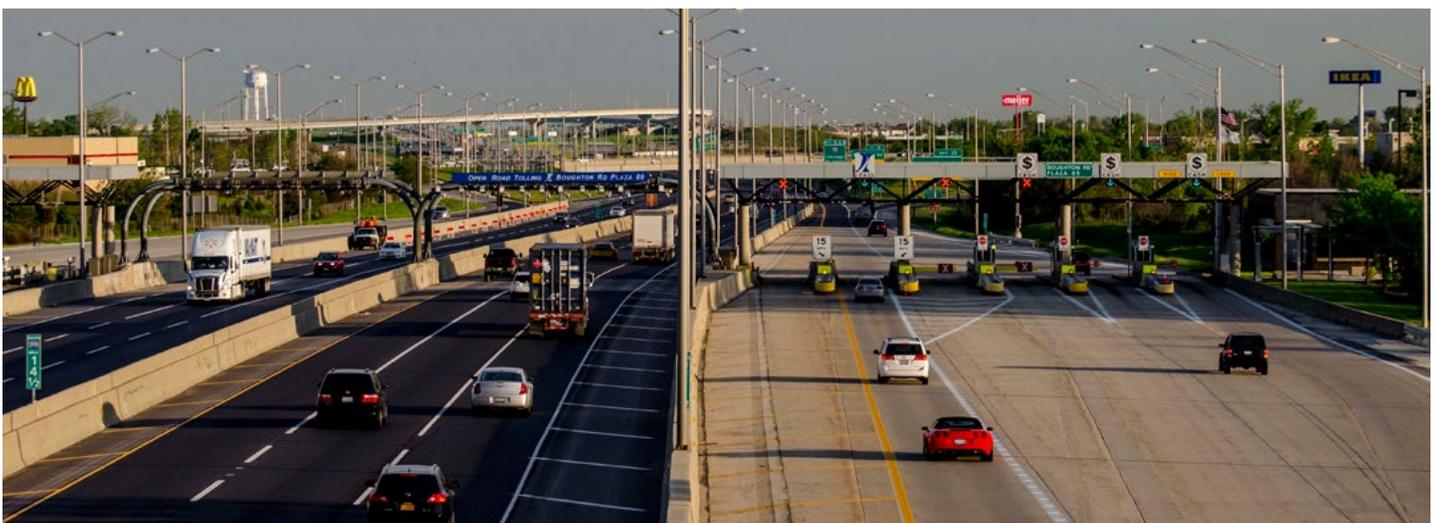
That teamwork is one of the reasons the Tollway operates so effectively, said Illinois Tollway Executive Director José Alvarez.

"Our employees are our greatest asset and their skill at working together to solve problems and find ways to continually upgrade our system is vital to providing a safe, high-quality travel experience to our customers," Alvarez said. "Long-time Tollway veterans like Mike Wayne, who provide decades of experience and institutional knowledge, are crucial to our continued success."

For now, Wayne is busy with ongoing plans to reconfigure toll plazas to accommodate the agency's transition to all-electronic tolling.

After those plans are finalized, he may finally considering retiring, but said he's not in a hurry to go because he enjoys and respects the people who work with him.

"I have always felt grateful to work with individuals who are so dedicated," Wayne said.



## GROWING CONSTRUCTION MANAGEMENT FIRM LENDS HELPING HAND TO OTHER DIVERSE BUSINESSES IN ILLINOIS TOLLWAY'S PARTNERING FOR GROWTH PROGRAM

Seeking Illinois Tollway contracts being awarded for the *Move Illinois* program, Carlos Huddleston decided his construction management firm would benefit from the guidance provided by a business already working on Tollway projects.

So his firm, Gonzalez Companies, joined the Tollway's Partnering for Growth Program, which pairs smaller, diverse businesses working as subcontractors with mentoring firms that have experience following Tollway protocols and meeting agency expectations.

Huddleston, who joined the P4G program in 2013, was happy to work with an experienced Tollway consultant, TranSystems, that helped his firm learn how to do business with the agency.

"It allowed us to reduce the learning curve very quickly so we understood how to work with the Tollway," said Huddleston, a professional engineer who is majority owner of the Gonzalez Companies. "We had confidence in our ability to do the work, but we needed some insight on what the agency was looking for from the companies working for them."

Following that first project doing construction inspections along the Jane Addams Memorial Tollway (I-90), Huddleston's firm has worked on more than a dozen other Tollway projects, including serving as a prime contractor on two of those projects.

Most recently, the firm in March was awarded a \$6 million contract to serve as a prime contractor providing construction inspection services and other construction supervision along the Central Tri-State Tollway (I-294). The Tollway is rebuilding and widening 22 miles of the Central Tri-State as part of its 14-year, \$15 billion capital program, *Move Illinois*.

And for this project, Huddleston's firm now will serve as a mentor for a diverse engineering firm, American Engineering Consultants, Inc. The project marks the second time Gonzalez Companies has served as a mentor in the P4G program to a smaller firm on a Tollway project.

"It's a great, fresh opportunity to get people with newer businesses to step into the profession," Huddleston said of the P4G program. "I think it's a great opportunity to let people prove themselves. They have a lot of autonomy but they also have a senior person or company to guide them through the obstacles they may face."

Besides helping develop professional partnerships, mentor and protégé firms participating in the P4G program earn bid credits that may give them a competitive edge in seeking future contracts for Tollway work.

"Partnering for Growth benefits small, diverse businesses by offering opportunities for them to learn from more experienced firms and gain the skills they need to continue expanding, while mentoring firms develop new professional relationships," said Illinois Tollway Executive Director José Alvarez. "All the firms participating in this program gain bid credits that will help them compete for other Tollway projects, which increases the pool of qualified firms available to bid for our work and creates a more competitive marketplace."

Earning bid credits is helpful, Huddleston acknowledged, but said he continues to participate in the P4G program because he believes giving diverse businesses a chance to succeed is also a worthwhile goal.

"We know a lot of minority-owned firms and we like to share back with that community by working with them whenever we can," he said.

American Engineering Consultants, Inc. will be working with Gonzalez to provide construction inspection services and be mentored for resident engineering services for drainage work being done along the Central Tri-State needed to accommodate the road reconstruction and widening.

The partnership will benefit American Engineering Consultants by allowing it to work closely with a more experienced firm that is familiar with Tollway practices.

"We are happy to be the protege on this contract with Gonzalez Companies as they have experienced, talented construction managers and we are positive that we will learn more about managing Tollway projects from them," said Hamed Mohammed, owner of American Engineering Consultants. "It is encouraging that they're including new firms in their team and significantly helping small firms have an opportunity to work on Tollway projects and prove their talent."

"This is our first P4G contract with any agency and we are open to participating again in this program for different areas of professional services," Mohammed added.

Huddleston said his company's experience working with the Tollway—including participating in its P4G program—has assisted its growth in the Chicago area. Gonzalez Companies now has 20 construction managers working in its northern Illinois office and hopes to add more this year. In his experience, Huddleston said, the P4G programs has shown that having established contractors assist newer firms provides a blueprint for success.

"At this point, we've worked all over the Tollway system," Huddleston said. "We've proven this is a good idea."

# 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.

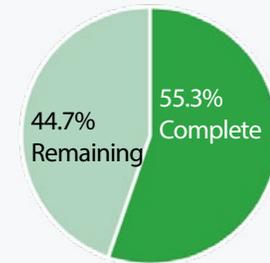
## MOVE ILLINOIS PROGRAM STATUS - DATA THROUGH APRIL 2021

### MOVE ILLINOIS PROGRAM BUDGET OVERVIEW (2012-2021)

**\$10.0 billion** or 70.5% of the program budget committed

- **\$5.7 billion**, or approximately 40.0%, in construction work
- **\$2.6 billion**, or approximately 18.1%, in consultant services
- **\$1.6 billion**, or approximately 12.0%, in other costs (utilities, ROW, misc.)
- **\$190.2 million** in reimbursement agreements has been approved; reducing overall program costs by 1.3%

**55.3%** of the Move Illinois Program is complete (work in place)



### PROGRAM EXPENDITURES (2012-2021)



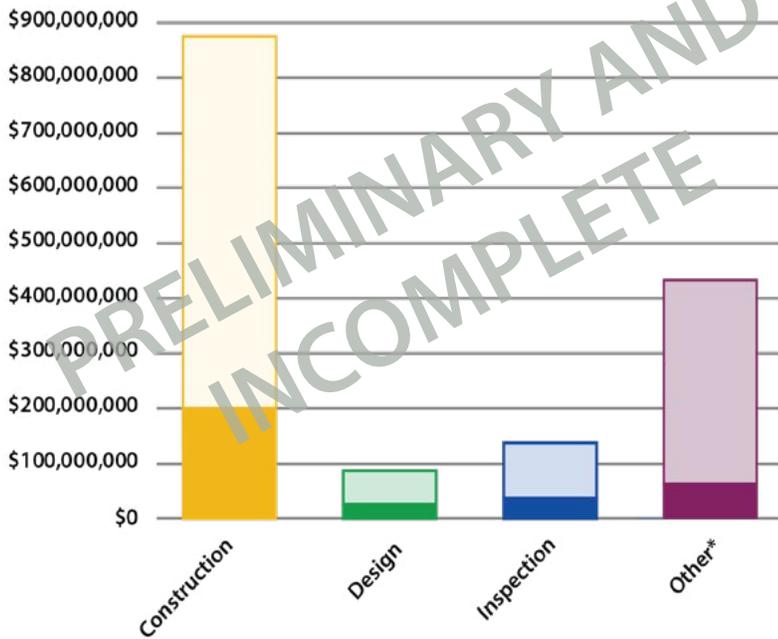
### PROGRAM BUDGET BY CORRIDOR (2012-2021)

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	\$2,688.7	\$124.9	\$2,813.6	\$1,566.6
I-88	\$360.3	\$304.0	\$3.8	\$307.8	\$52.5
I-90	\$2,359.4	\$2,236.5	\$82.0	\$2,318.5	\$40.9
I-355	\$265.7	\$150.7	\$14.8	\$165.5	\$100.2
SW	\$3,188.3	\$1,271.3	\$210.1	\$1,481.4	\$1,706.9
I-294/I-57	\$331.7	\$295.5	\$7.5	\$303.0	\$28.6
EOWA	\$3,266.4	\$2,424.0	\$146.2	\$2,570.1	\$696.3
Other emerging projects	\$121.1	\$40.2	(\$13.5)	\$26.7	\$94.4
<b>Totals</b>	<b>\$14,273.0</b>	<b>\$9,410.8</b>	<b>\$575.8</b>	<b>\$9,986.6</b>	<b>\$4,286.4</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

## 2021 PROGRAM PROGRESS (THROUGH APRIL 2021)



## 2021 PROGRAM METRICS (THROUGH APRIL 2021)

Awarded **20** construction and professional services contracts

Awarded **16** construction contracts less than \$10 million

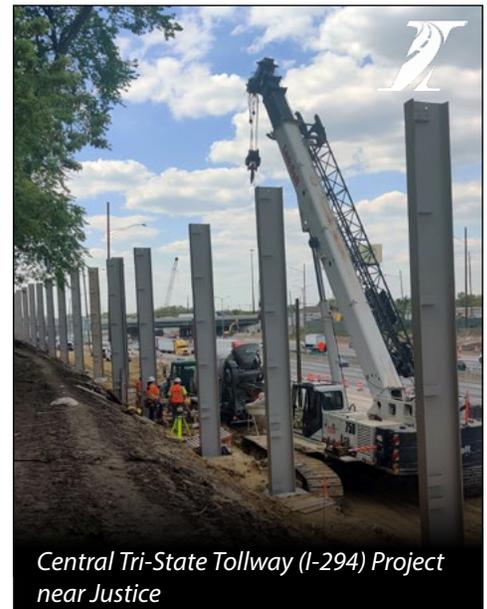
Closed out **36** construction and professional services contracts

2021 YTD	2021 Estimated Expenditures	Progress Through April 2021**	Percent Complete
Construction	\$875,274,678	\$202,191,351	23%
Design	\$86,967,410	\$26,601,096	31%
Inspection	\$138,102,465	\$38,628,792	28%
Other*	\$433,731,030	\$63,000,974	15%
<b>Total</b>	<b>\$1,534,075,583</b>	<b>\$330,422,213</b>	<b>22%</b>

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

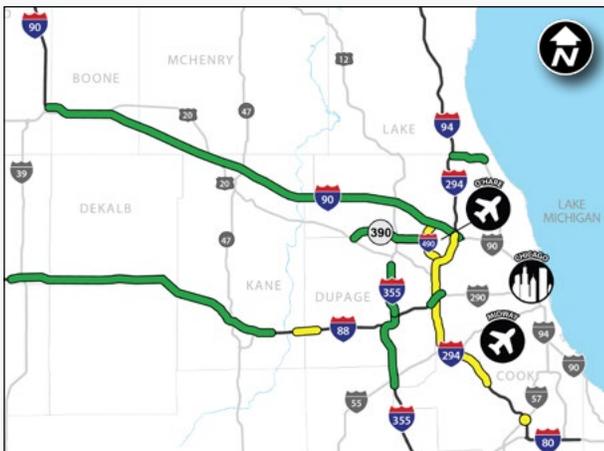
\*\*Financial data presented is preliminary, unaudited and subject to change.

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



Central Tri-State Tollway (I-294) Project near Justice

## 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), Edens Spur Tollway (I-94)
- ◆ 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 –Reagan Memorial Tollway (I-88)