



ILLINOIS TOLLWAY UPDATE



ILLINOIS TOLLWAY REMINDS CUSTOMERS TO BE PREPARED FOR WINTER DRIVING

When winter storms strike, the Tollway moves rapidly to clear its roads but drivers still need to be prepared to deal with snow, sleet, freezing rain and other difficult weather when they get behind the wheel.

“Winter can be a challenging time for drivers but we’re committed to providing whatever equipment and staffing required to keep our roads clear and safe for our customers this winter,” said Illinois Tollway Executive Director José Alvarez.

“But we’re urging our customers to take a few simple precautions when driving this winter to help us protect them, as well as our roadway workers and emergency responders, so that we can all safely reach our destinations.”



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AS SEEN ON THE TOLLWAY: YELLOW DRAINAGE MARKINGS

Illinois Tollway customers may wonder what those vertical yellow markings are they see on concrete median barriers throughout the Tollway system.

With winter rapidly approaching, now is a good time to provide an answer.

Those yellow markings indicate where catch basins are located, much in the way that underground utilities such as sewers, gas and electric are marked by colored flags, stakes or paint by J.U.L.I.E., the Joint Utility Locating Information for Excavators service.

The yellow markings let Tollway snowplow operators know where these drainage structures are located so they can be sure to clear them when there’s heavy snow or ice storms. Roadway Maintenance keeps an eye on these catch basins year-round – especially during heavy rainfall – to make sure they don’t get clogged up, which could result in flooding on the roadways.

There are more than 24,000 catch basins on the Tollway system, mostly in urban and suburban areas where concrete median barriers are installed. So, it’s not unusual to see the yellow markings about every couple hundred feet apart in some segments of the Tollway system.

Catch basins are installed in the median so that water doesn’t have to cross all lanes of the roadway, clearing water off the road faster and giving it less time to freeze in winter conditions. Instead, the water flows into the median drainage facilities and passes through pipes that generally cross perpendicularly under the roadway to allow water to continue to flow from one side of the roadway to the other.

In rural areas, stormwater is allowed to run off onto grassy medians.

The yellow markings also help Tollway traffic technicians in the Traffic Operations Center use CCTV cameras to quickly identify the location

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To stay safe while driving this winter remember to:

- ◆ Slow down and leave enough time to reach your destination.
- ◆ Steer clear of other vehicles by increasing your distance from them, particularly plows and other emergency vehicles. Tollway trucks have been struck by other vehicles 21 times so far this year, endangering our roadway workers and the drivers themselves.
- ◆ Avoid sudden lane changes and always use your turn signal.
- ◆ Always wear your safety belt and ensure children under the age of 8 are securely restrained in child safety seats.
- ◆ Dial *999 if you need roadside assistance. Stay inside your vehicle if it becomes disabled, turn on your hazard lights, and if possible, park safely on the shoulder. Dial *999 and help will be dispatched to your location.
- ◆ Drop It and Drive. Don't text or use a hand-held cellphone while driving. Both are illegal.
- ◆ Give Them Distance. The Move Over Law requires drivers to slow down and, if possible, safely change lanes whenever they approach a stopped vehicle that has its hazard lights flashing.

"Drainage Markings", continued from page 1

of catch basins in the event there's an incident on the roadway that involves an oil or gas spill. Roadway maintenance crews on the scene can be directed to make sure the spills don't make it to the basins. Though the markings aren't reflective, the bright yellow color makes them easy to see under the LED lighting throughout the Tollway system.

An effective drainage system is vital to preventing flooding and minimizing the environmental impact of stormwater runoff on surrounding waterways. These drainage facilities are part of an extensive network of stormwater facilities that include culverts, detention ponds, wetlands, bioswales and other natural or man-made structures.

Together, this system helps to intercept stormwater runoff, store it and slowly release it farther away from the roadway. Tollway drainage structures are designed handle a 50-year flood event, which is defined as a rainfall event that has a 2 percent chance of happening in a given year.

The Tollway uses best management practices in the design of its drainage facilities to ensure stormwater



quality as part of its overall environmental efforts. The drainage facilities capture harmful pollutants such as heavy metals from tires, brakes and engine wear; hydrocarbons from exhaust or lubricating fluids; and chlorides from winter roadway maintenance operations before they reach area waterways. These pollutants stay in the pipes until they deteriorate and become less of an environmental threat.



H.E.L.P. KEEPS ON TRUCKING THROUGH PANDEMIC

In another sign that things are returning to normal on the roadways, the Illinois Tollway's H.E.L.P. trucks have already surpassed the total number of customers assisted in all of 2020 – and have nearly reached pre-pandemic levels of service.

"We are always looking out for our customers," said Illinois Tollway Executive Director José Alvarez. "Even through a global pandemic, our H.E.L.P. truck operators are out there keeping our customers safe."

The Tollway's fleet of 12 Highway Emergency Lane Patrol (H.E.L.P.) trucks patrol the 294-mile Tollway system to provide roadside services to customers and traffic control at crash scenes to ensure safe, free-flow traffic. H.E.L.P. truck services include changing tires, jumping batteries, dispensing fuel, moving disabled vehicles out of live traffic and calling for tow trucks.

Along with motorist aid patrol vehicles, as well as patrols by Illinois State Police District 15, the Illinois Tollway operates emergency assistance for customers 24/7/365.

Through October this year, H.E.L.P. trucks have assisted approximately 24,700 customers with emergency roadside services – a 42 percent increase from the number of customers assisted in 2020. It also puts the Tollway on pace to help nearly as many customers as it did in 2019 when it assisted approximately 30,400 customers.

Funded in part by State Farm, the Highway Emergency Lane Patrol (H.E.L.P.) Program continues to provide an invaluable service to keep Tollway customers safe on the five roadways that make up the Tollway system.

"Our support of the Illinois Tollway H.E.L.P. program embodies our 'good neighbor' philosophy," said State Farm Marketing Director Matthew Coleman. "It also underscores the continued commitment State Farm has to auto safety, while helping people recover from the unexpected, which is the heart of the State Farm mission."

Tollway customers in need of roadside assistance can dial *999 and stay in their vehicles until help arrives.



DRIVER WITH FLAT TIRE GRATEFUL FOR THE H.E.L.P.

Customers often contact the Illinois Tollway to offer their thanks for the assistance they received from our roadway maintenance workers, but a local driver did more than that after one of his tires blew out on the Reagan Memorial Tollway (I-88) near DeKalb.

Last month, Tollway customer Paul Deaton wrote a post on his personal blog expressing his gratitude for the prompt, professional help he received from a H.E.L.P. truck driver, who reached him before he even had a chance to step out of his car to assess the damage.

Here's an excerpt from his online entry:

"When I got out of the car an Illinois Tollway H.E.L.P. truck was already parked behind me with his flashers going," Deaton wrote on his blog. "I got to work cleaning stuff out of the back so I could access the spare tire and tools. The driver said he had a jack and offered it. It was the kind one finds in an auto repair shop and just what was needed. . . I don't know how the tollway figured the budget for H.E.L.P. trucks yet I'm glad they are there. Many thanks to the Illinois Tollway H.E.L.P. drivers."

Click [here](#) to read his entire story.

PAVEMENT MARKING COMPANY IMPROVES ROADS—AND BUSINESS—WITH HELP FROM ILLINOIS TOLLWAY’S TECHNICAL ASSISTANCE PROGRAM

Julie Wrightsman enjoys pointing out interesting sights to her passengers when she drives on the Illinois Tollway system.

For Wrightsman, who serves as president of her family-owned construction company, those tour-guiding duties frequently involve directing her passengers’ attention to the pavement marking on which she’s driving.

“If anybody is in the car with me, I always have to point that out and say ‘we did that.’” said Wrightsman, whose business, Maintenance Coatings Co., has a long history of performing pavement striping and repair work on the 294-mile Tollway system.

But she hasn’t had much time for sightseeing this year because of the large volume of work her company has been doing on area roadways, including the Tollway system. Since the start of 2020, the South Elgin-based company has nearly doubled the amount of work it is doing—and much of that work is occurring along the Tollway system.

Maintenance Coatings is working as a subcontractor on about 25 Tollway contracts this year, including participating in a \$2.1 million contract awarded by the Tollway Board in June for pavement work that includes restriping numerous toll plazas on the Tri-State Tollway (I-294).

“We’ve been very busy this year with Tollway projects, which we like to do because they’re a good partner for us,” Wrightsman said.

Wrightsmans’ company has participated in the agency’s Technical Assistance Program, which is designed to help small and diverse firms gain the skills and knowledge that will enable them to better compete for work on agency construction projects.

All emerging firms are eligible to join the program, including disadvantaged, minority- and women-owned business enterprises (D/M/WBE), veteran-owned small businesses (VOSB) and service-disabled, veteran-owned small businesses (SDVOSB).

Her technical assistance provider, the Illinois Hispanic Chamber of Commerce, assisted her with reviewing contracts and provided other help whenever she needed it.

As part of the Technical Assistance program, Wrightsman participated in a one-on-one coaching curriculum that provided practical management, bidding and communications training that she found helpful as her company works to continue expanding.

“The program was thorough, it provided good information,” Wrightsman said. “I think offering this type of training provides benefits businesses that want to work on Tollway projects.”

Since it was established, the Tollway’s Technical Assistance Program has provided support and training to more than 750 emerging firms working to succeed and expand in the 12 counties of northern Illinois served by the Tollway.

“Our Technical Assistance program is a powerful tool to help us reach our goal of encouraging more diverse, qualified businesses to compete for Tollway projects,” said Illinois Tollway Executive Director José Alvarez. “This innovative, public-private partnership benefits these businesses by helping them gain the skills they need to work on our projects while increasing the pool of qualified contractors available to take on the work we are doing to upgrade our system.”

ILLINOIS TOLLWAY PROVIDES GUIDANCE FOR FUTURE TRANSPORTATION LEADERS

The Illinois Tollway participates each year in helping to develop future leaders in the transportation industry at the annual Illinois Road and Transportation Builders Association Emerging Leaders Program.

This year, Acting Chief Engineering Officer Manar Nashif talked to young transportation professionals from area professional engineering services and construction firms about identifying available resources and how to succeed in doing business with the Illinois Tollway.



Manar Nashif addressing future transportation leaders

“The Roadbuilders Emerging Leaders Program is a great forum for sharing information and insights and allows us to learn from one another,” Nashif told the group of about 26 professionals, which included engineers, project managers and executive staff.

The Emerging Leaders Program is designed to develop emerging leaders from IRTBA member firms to actively participate in all facets of the transportation industry and educate them on how to work effectively with local transportation agencies and other industry matters. The November 10 “Working with Local Agencies” session included classes with leaders from the Illinois Tollway, IDOT, CDOT and five collar counties including Cook, DuPage, Kane, Lake and Will.

After a brief overview of the Illinois Tollway and the status of the ongoing Move Illinois capital program, Nashif provided an overview of key departments that consultants and contractors work with at the Tollway, including Planning, Engineering, Procurement and Compliance and the Department of Diversity and Strategic Development.

Nashif then outlined the process of how firms can compete for Tollway construction and professional engineering services contracts, providing insights into what the Tollway looks for in a successful bid or Statement of Interest. He wrapped up by providing advice on how firms can thrive once they begin working with the Tollway, encouraging the group to understand the Tollway’s values – its commitment to customer service, safety, diversity, innovation and technology – and the let their work reflect those values, as well.

ILLINOIS TOLLWAY HIGHLIGHTS INNOVATIONS IN INTELLIGENT TRANSPORTATION SYSTEMS

Illinois Tollway staff shared insights on its latest technological innovations with transportation professionals at the annual ITS Midwest Annual Conference.

The annual conference attracted about 160 transportation professionals from Illinois, Indiana, Ohio and Kentucky interested in learning about the latest innovations in intelligent transportation system technologies.

Steven Mednis, general manager of traffic and incident management, highlighted TIMS2GO, a mobile app that puts the vast technological resources of the Tollway’s Traffic Operations Center and its Traffic Incident Management System (TIMS) in the hands of incident managers. This provides them the ability to gather real-time incident information and direct the appropriate resources to respond anytime from anywhere using any smartphone, tablet or laptop.

TIMS2GO allows incident managers to maintain their distance from traffic operations technicians while working together to keep roadways safe for Tollway customers and workers. Mednis provided a demonstration of how TIMS2GO works that can be seen [here](#).

Robert Glaz, ITS manager, discussed Tollway pilot projects for wrong-way vehicle detection in order to intercept wrong-way drivers before they cause incidents and improve incident management. The Tollway has implemented measures such as flashing LED signs and bi-directional pavement markings, installed microwave vehicle detection sensors at entrance and exit ramps and enhanced video analytics using CCTV cameras with zoom, pan and tilt features.

Tollway consultants also talked about how the agency is piloting the use of mobile roadway weather information systems sensors on a Tollway snowplow and supervisor patrol vehicle to gather real-time, on-the-spot data on weather and roadway conditions. Another presentation focused on how the Tollway’s weigh-in-motion technologies have evolved as a tool used by Illinois State Police District 15 to identify, ticket and remove overweight trucks before they can cause damage to the roads.

By sharing this information at the premier industry event for ITS professionals in the Midwest, the Tollway demonstrated how it is using technologies to adapt to new workplace realities and improve safety on its roadways.



Robert Glaz talks about Tollway innovations

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.

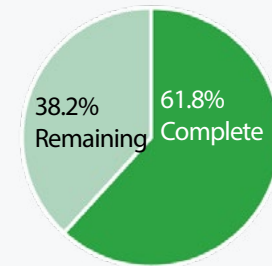
MOVE ILLINOIS PROGRAM STATUS - DATA THROUGH NOVEMBER 2021

MOVE ILLINOIS PROGRAM BUDGET OVERVIEW (2012-2021)

\$10.7 billion or 75.0% of the program budget committed

- **\$6.3 billion**, or approximately **44.0%**, in construction work
- **\$2.8 billion**, or approximately **20.0%**, in consultant services
- **\$1.6 billion**, or approximately **11.5%**, in other costs (utilities, ROW, misc.)
- **\$193.8 million** in reimbursement agreements has been approved; reducing overall program costs by **1.4%**

61.8% of the Move Illinois Program is complete (work in place)



PROGRAM EXPENDITURES (2012-2022)



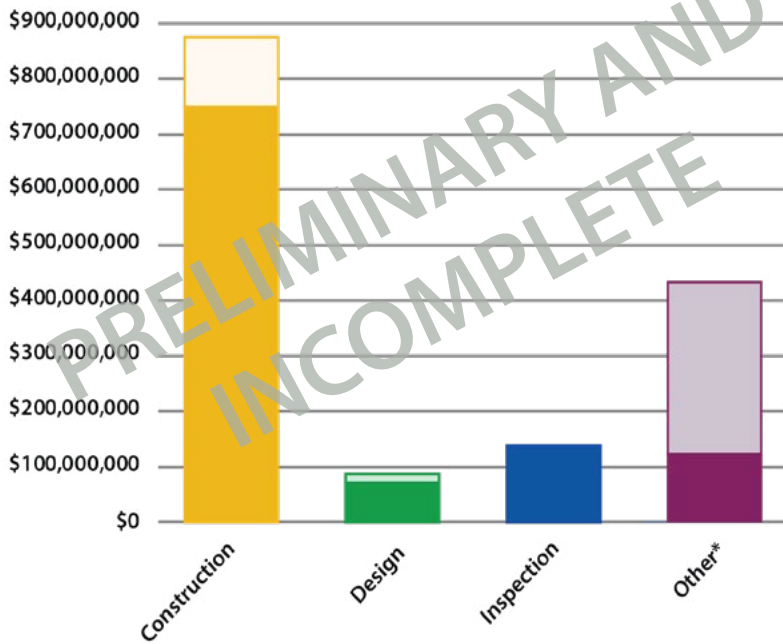
PROGRAM BUDGET BY CORRIDOR (2012-2021)

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	\$2,746.3	\$145.6	\$2,891.9	\$1,488.3
I-88	\$360.3	\$304.0	\$3.3	\$307.3	\$53.0
I-90	\$2,359.4	\$2,237.6	\$82.0	\$2,319.6	\$39.8
I-355	\$265.7	\$150.7	\$15.2	\$165.9	\$99.8
SW	\$3,188.3	\$1,549.7	\$217.9	\$1,767.6	\$1,420.7
I-294/I-57	\$331.7	\$295.5	\$9.6	\$305.1	\$26.6
EOWA	\$3,266.4	\$2,733.0	\$149.0	\$2,882.0	\$384.4
Other emerging projects	\$121.1	\$40.2	(\$13.5)	\$26.7	\$94.4
Totals	\$14,273.0	\$10,057.0	\$609.1	\$10,666.1	\$3,606.9

*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 NOVEMBER 2021)



2021 PROGRAM METRICS (THROUGH NOVEMBER 2021)

Awarded **56** construction and professional services contracts

Awarded **34** construction contracts less than \$10 million

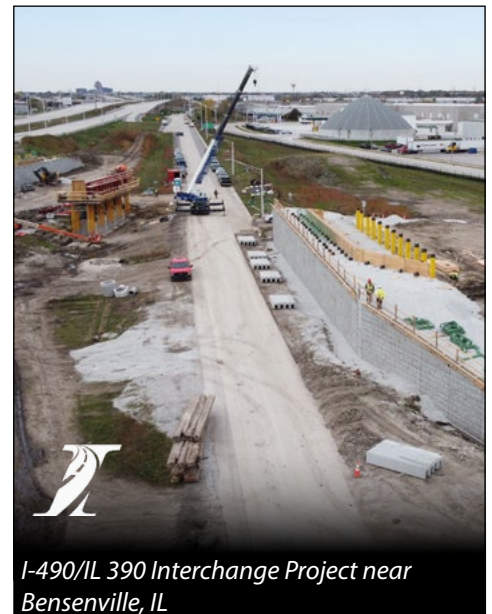
Closed out **74** construction and professional services contracts

2021 YTD	2021 Estimated Expenditures	Progress Through November 2021**	Percent Complete
Construction	\$875,274,678	\$748,747,160	86%
Design	\$86,967,410	\$71,279,665	82%
Inspection	\$138,102,465	\$146,596,752	100%
Other*	\$433,731,030	\$122,552,821	28%
Total	\$1,534,075,583	\$1,089,176,397	71%

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

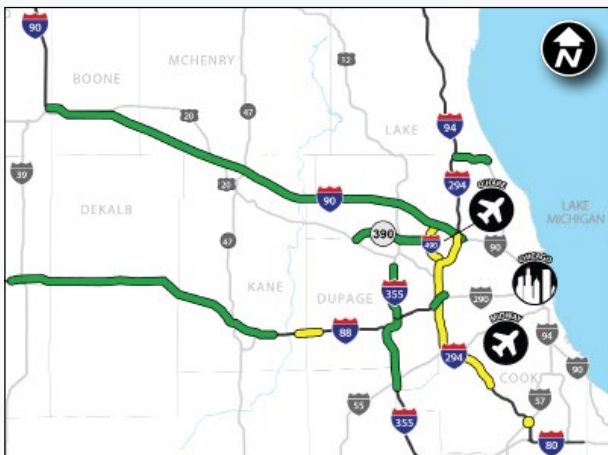
**Financial data presented is preliminary, unaudited and subject to change.

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



I-490/IL 390 Interchange Project near Bensenville, IL

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)