



# ILLINOIS TOLLWAY UPDATE



## CONSTRUCTION BUSINESS FINDS SUCCESS BUILDING AND REPAIRING ROADS WITH HELP FROM ILLINOIS TOLLWAY'S TECHNICAL ASSISTANCE PROGRAM

*Lion Construction looks forward to performing more Tollway work*

Lajobie Mosley started off building houses, but now the firm he owns, Lion Construction, builds and repairs roads, including portions of the Illinois Tollway system.

"It's a good feeling to drive on a road you know you helped build," said Mosley. "The beautiful thing about concrete is it will be there for a long time."

Mosley's firm is preparing to begin work in August on a \$1.1 million project to repair pavement on the Jane Addams Memorial Tollway (I-90) in the Schaumburg area. His company specializes in doing road-related concrete and asphalt work and has worked on numerous road projects for transportation agencies in Illinois.

The contract he won from the Tollway in June marks the second time his company is serving as a prime contractor on an agency project.



*continued on page 1*

## NATIONAL SAFETY COUNCIL RECOGNIZES ILLINOIS TOLLWAY'S INNOVATIVE NEW BARRIER DESIGN

The National Safety Council has named the Illinois Tollway's new, advanced barrier wall a semi-finalist for the Green Cross for Safety Awards in the innovation category.

The Green Cross for Safety Awards recognize various outstanding projects and organizations working to save lives and prevent injuries. Finalists will be recognized at an awards ceremony in Orlando on October 11.

The new barrier wall helped the Illinois Tollway overcome a longstanding maintenance and operations challenge: When constructing noisewalls behind roadway barriers, a 4-foot buffer was required. However, that space created significant maintenance issues including the accumulation of difficult-to-remove debris, impeding

snow storage activities and overall less space on the right-of-way.

The Illinois Tollway designed a unique solution: a noisewall attached to a barrier. Called the Constant Slope Barrier System, it is the first barrier design of its kind that meets the uniform guidelines for crash-testing permanent and temporary highway safety features outlined in the Manual for Assessing Safety Hardware (MASH), Test Level 5, a set of safety recommendations developed by the American Association of Highway and Transportation Officials.

By bringing together the barrier and noisewall, the new structure has a smaller footprint than typical roadway

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Mosley attributes some of his success in winning Tollway contracts to his participation in the Tollway's Technical Assistance Program, which is designed to help small, 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).

"It's a huge help," Mosley said of the program. "It opens up a beautiful doorway of opportunity with the Tollway. I wouldn't have the road project I have now if I wasn't participating in it."

His technical assistance provider, Inner-City Underwriting, helped Mosley obtain a surety bond of up to \$1 million, which enables his company to bid on projects as part of the Tollway's Small Business Initiative.

Inner-City also provided guidance on preparing estimates for project costs and doing other administrative tasks, although Mosley said he relies on the organization to help out with whatever issues occur.

"They've been great to deal with. If I have questions, they'll help me find the answers," said Mosley, who serves as company president.

This year, his company is working on contracts valued

at about \$2 million, and he expects that figure to grow going forward as the economy rebounds and he continues bidding for roadway projects with the Tollway and other transportation agencies.

He is watching for the Tollway to seek bids for more work under its Small Business Initiative, which allows emerging businesses to compete for smaller contracts with other similar-sized firms, which creates a more level field for businesses attempting to win Tollway contracts.

"When you're dealing with your peers, it's much more competitive," he said. "It's pretty tough when you're bidding against companies that are much larger."

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 grow in the 12 counties of northern Illinois served by the Tollway.

"Our Technical Assistance program increases the opportunities for small, diverse firms to gain the skills and experience needed to participate in Tollway projects, which not only benefits those businesses but helps the Tollway by creating a larger pool of skilled contractors who are available to work on our projects," said Illinois Tollway Executive Director José Alvarez. "We're proud of the success we've had with it and our committed to continuing and expanding this program to ensure all qualified firms have an opportunity to compete for Tollway contracts."

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*National Safety Council, continued from page 1*

barriers. This frees up space for construction activities, emergencies or for motorists to pull out of traffic and minimizes the need for added right-of-way.

The new barrier is designed to accommodate vehicles typically found on an interstate highway and to minimize impact from vehicles as large as an 80,000-pound tractor trailer.

While the design was primarily intended to address operational needs, it also resulted in numerous safety improvements. The combination of the raised and constant sloped barrier reduces the potential for rollover accidents involving cars and trucks in accordance with MASH TL-5 standards.

The Illinois Tollway worked with the Texas A&M Transportation Institute to perform simulation of the current 42-inch barrier and the 6-foot barrier. The 6-foot barrier system was physically crash tested in September 2019 and was witnessed by 25 state departments of

transportation, the Federal Highway Administration and the Ontario Ministry of Transportation. Many of these agencies are now looking to implement this design into their own barrier systems.

The new barrier design is now included in all Illinois Tollway contracts and has been installed at several locations on the five roadways that make up the 294-mile Illinois Tollway system in Northern Illinois.

This is the second time the Illinois Tollway has been recognized by the National Safety Council for the Green Cross for Safety Awards in the innovation category. In 2020, the Illinois Tollway was named a finalist for the Safety Innovation Award for its smart work zones. That same year, the Illinois Tollway's Teen Driver Safety Initiative was named a semi-finalist for the Safety Advocate Award.

Click [here](#) for more information about the National Safety Council Green Cross for Safety Awards.

## MAKING WAY FOR THE NEW MILE LONG BRIDGE BEAMS

Deliveries have restarted to truck massive prestressed concrete beams from Wisconsin to the Mile Long Bridge construction site on the Central Tri-State Tollway (I-294) – this time for construction of the new southbound bridge.

In 2020, 273 concrete beams made the 100-mile-long trip for construction of the northbound Mile Long Bridge structure and nearby ramps. Now, 250 additional concrete beams will be trucked in for the southbound structure in as the Tollway works to complete the \$500 million project.

After crossing the state line, special 10-foot-wide, 14-axle heavy-load semi-trailers, can be seen slowly traveling eastbound on the Jane Addams Memorial Tollway (I-90) and southbound on I-294 to the construction site along with their Illinois State Police District 15 escorts between 4 a.m. and noon on weekdays.

Each of the concrete beams being transported weighs approximately 115 tons measure between 72 and 90 inches tall and between 111 and 187 feet long giving other drivers on the road quite a show.

After arriving at the construction site, the trucks with the beams are parked along the bridge work zone, then giant cranes transfer the beams to new bridge piers. These initial bridge beams are being placed to build the new southbound Mile Long Bridge over the Des Plaines River and the Lawndale Avenue Solids Management Area owned by the Metropolitan Water Reclamation District during daytime hours.

“This massive project is right on schedule, and as we continue to move bridge construction forward, we are working to ensure the roadway remains safe for both drivers and workers during construction, which is part of our overall commitment to safety,” said Illinois Tollway Executive Director José Alvarez.

The Mile Long Bridge carries up to 150,000 vehicles daily 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 Illinois Tollway is reconstructing the bridge as part of the \$4 billion Central Tri-State Tollway Project, reconstructing and widening 22 miles of roadway between Balmoral Avenue and 95th Street.

Bridge beam deliveries will continue into early 2022 for the new southbound Mile Long Bridge Project. In addition to the concrete beams, 165 steel beam segments also will be delivered from a fabrication site in Kentucky during the course of the project. The steel segments will be combined to form 52 steel beams that



will be installed over the County Forest Preserve property and the Chicago Sanitary & Ship Canal. Each of the steel beam segments will measure between 86 and 120 inches tall and between 39 and 234 feet long.

The Mile Long Bridge Project includes building two, new side-by-side 4,800-foot-long bridge structures designed to last 100 years and increasing capacity to five lanes in each direction. The original bridge structures were built in 1958.

Construction of the new northbound structure was completed in 2020 and construction of the new southbound structure is scheduled to be complete in 2022.

Both of the new bridges feature 27 spans supported by 26 piers, compared to the previous structures with 53 piers, reducing the impact on waterways, roadway and rail operations below. In addition, the bridges' inside shoulders in both directions will be built to serve as Flex Lanes for transit, for emergency vehicles and as an alternate lane when warranted.

To learn more about the Mile Long Bridge Project and see views from real-time construction, check out the project webpage.

## ILLINOIS TOLLWAY DIVERSITY ADVISORY COUNCIL UPDATED ON DISPARITY STUDIES

Illinois Tollway leaders brought the Diversity Advisory Council together virtually in August to share updates and brief the group on the launch of two new disparity studies for both the Tollway's Disadvantaged Business Enterprise (DBE) Program for engineering and construction work and its Business Enterprise Program (BEP) for goods and services.

The independent studies will examine the Tollway's contracting practices for its BEP and DBE Program, both designed to reduce barriers that limit opportunities for small, minority- and women-owned firms to participate on contracts awarded by the agency.

"We are committed to diversity and are proud of the strong progress we have made in awarding a growing number of contracts to diverse businesses competing to take part in our Move Illinois capital program," said Illinois Tollway Executive Director José Alvarez. "We are looking to these studies to help guide our future efforts as we continue setting goals on contracts of all types of contracts to ensure the participation of small, veteran, minority- and women-owned businesses."

The disparity studies are being conducted by Colette Holt & Associates are part of a continuing effort by the Tollway to ensure equal opportunities in all aspects of Tollway contracting and consulting.

Each of the studies will include comprehensive research along with its own robust outreach beginning with an introductory webinar offered in August and continuing into next year with surveys and interviews of stakeholders, business owners and Tollway staff.

The studies will also involve detailed analyses of how the agency solicits and awards contracts, including reviewing the use of the agency's BEP and DBE Program. The studies will also examine geographic and product markets for availability as well as utilization economy-wide revenue comparisons to determine whether disparities exist between the participation of DBEs in the contracting process and the availability of such businesses for those contracts.

Anyone interested will be able to view information on websites for each of the disparity studies, also accessible in the Diversity section of the Tollway's website.

Tollway leaders also provided the council with updates on its ongoing work to increase access to opportunities for small businesses, D/M/WBEs and underemployed individuals through a variety of specialized programs, including the Small Business Initiative, Partnering for Growth Program, ConstructionWorks and the ongoing Building for Success Webinar Series.

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## ILLINOIS TOLLWAY BUILDING FUTURE TRANSPORTATION LEADERS

The Illinois Tollway recently said goodbye to its group of 2021 intern class, which began this summer under the Tollway's strengthened program to better prepare interns for long-term career success.

Under the first year of the revised programming, the enhanced internship program will serve as the basis for the Tollway's 2022 summer program, which the agency will begin promoting to area colleges and universities early next spring.

The agency is hoping to expand the internship program to more departments in the future, ensuring that programming mirrors the interests of the participants while enlisting more Tollway staff as mentors. This year, interns were assigned mentors, providing guidance and providing meaningful insight into the transportation industry.

"Our goal is to make sure that college students come away with real-world, hands-on experience," said Illinois Tollway Executive Director José Alvarez. "The Illinois Tollway has the resources, industry relationships and expertise of talented mentors to cultivate future leaders in the transportation industry."

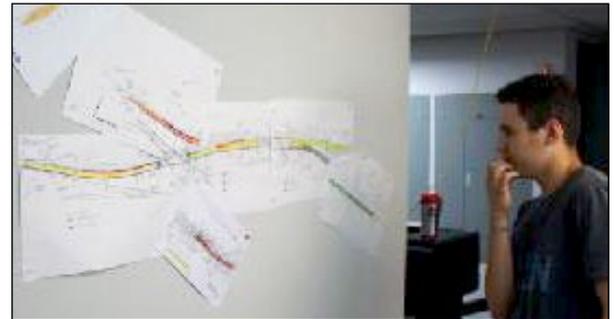
Interns in the eight-week summer program worked in seven different departments, including Administration, Business Systems, Engineering, Information Technology, Internal Audit, Planning and Toll Operations.

Interns handled a variety of assignments including:

- ◆ Performing audits of the automatic vehicle classification loops to determine the effectiveness of the system performance and whether it's counting vehicle axles correctly. Their mentor was Project Administrator Art Manaos.
- ◆ Taking inventory of agency's property portfolio to be used as the Tollway contemplates development and use cases for the future of the Tollway's overall assets. Their mentor was Community Relations/Outreach Manager Lauren Platt.
- ◆ Identifying security threats and learning how the Tollway responds to those threats – a timely issue facing a wide range of government agencies and the private sector these days. Their mentor was IT Consultant Robbie Childers.
- ◆ Working on current Tollway construction projects as part of the Central Tri-State Tollway (I-294) Project, including mainline work. They worked in the field alongside the Tollway's construction manager on control of inspection of asphalt paving, beam erection, lighting, noisewalls, drainage and erosion control. Their mentors were Senior Project Engineer Laura Thompson and Project Manager Rick Hanba.

The Engineering interns will continue to work with the Tollway on a part-time basis through June 2022 and will continue working on construction activities. These experiences in the design process are intended to help the students connect the dots of what they're learning on the construction site.

Next year, these and other experiences will be made available to students from around the region.



## USE YOUR I-PASS IN THE GOPHER STATE? OH, YAH. YOU BETCHA!

Now you can use your I-PASS in the E-ZPass express lanes in the Twin Cities area, dontcha know.

Minnesota has joined the ranks of the E-ZPass Group, making trips up north to the Minneapolis-St. Paul area more convenient for I-PASS customers and all E-ZPass customers.

Minnesota has three E-ZPass express lanes located on stretches of I-394, I-35 west and I-35 east that connect the Minneapolis-St. Paul area to surrounding suburbs.

These high-occupancy tolls lanes charge solo drivers with a Minnesota E-ZPass during peak periods, Monday through Friday from 6 to 10 a.m. and 3 to 7 p.m. Toll rates vary based on traffic levels, with rates ranging between 25 cents and \$8 when traffic is heavily congested.

Keep in mind that if you have an I-PASS, you will be charged no matter how many people you have in your vehicle during peak periods.

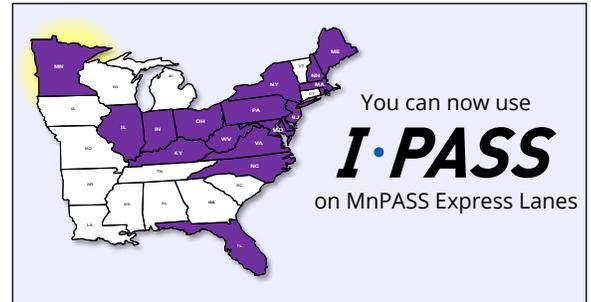
Minnesota E-ZPass express lanes are free for all drivers during non-peak hours.

Minnesota follows Florida as one of 19 states that make up the E-ZPass Group. Florida recently converted all its toll roads to E-ZPass, with the Florida Turnpike joining the Central Florida Expressway Authority, making travel more convenient for I-PASS customers traveling to Orland, the Tampa/St. Petersburg area, Cape Canaveral or Miami.

I-PASS can be used anywhere E-ZPass is accepted, including the Chicago Skyway and Indiana Toll Road. See the [E-ZPass website](#) for details on where you can use I-PASS.

Toll rates in other states are typically higher than rates on the Illinois Tollway system and it may take up to 48 hours for replenishments and account updates to register in other states that accept I-PASS, so I-PASS customers should make sure they have enough funds available in their accounts before they travel and add funds, if necessary.

Manage your I-PASS account [here](#).



## TOLLWAY CUSTOMERS APPRECIATION A COMMON THEME

While customers appreciate all the customer service provided by the Tollway, there's no question the assistance they appreciate most is the "H.E.L.P." we provide when they run into problems while driving on our roads.

Recently, an Illinois Tollway customer was so pleased by the help he received from a member of our roadway team after his tire went flat on the Tri-State Tollway (I-294) that he sent a thank-you note to let us know how much he valued the assistance.

"While a flat tire on I-294 with trucks whizzing by is a bit frightening, the service from H.E.L.P. was remarkable," wrote customer Chris Englert in an email to the Communications Department. "Thank you!"

Our inboxes are frequently filled with messages from customers thankful for the help they've received, whether it's assistance with their I-PASS account, their online toll payments or their stranded vehicle.

We always work to pass on those thanks to the employees and departments who assisted the customer so they're aware of how much their good work and attention to service are appreciated by the drivers who use the Tollway system.

In his email, Englert praised the call taker who politely and promptly answered his call and dispatched help, as well as to the roadway operations worker who arrived quickly, changed his tire and followed him to the next exit to make sure he was safe.

"It couldn't have gone better," Englert wrote.

These thank-you notes and calls show how much the work we do at the Illinois Tollway is appreciated by our customers and remind us that providing excellent service is a commitment we make with the drivers who use our roads.

# 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.

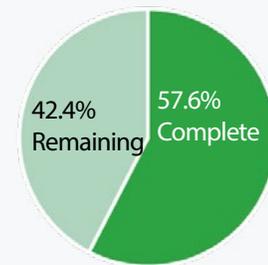
## MOVE ILLINOIS PROGRAM STATUS - DATA THROUGH JULY 2021

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

**\$10.1 billion** or 71.1% of the program budget committed

- **\$5.7 billion**, or approximately **40.3%**, in construction work
- **\$2.6 billion**, or approximately **18.2%**, in consultant services
- **\$1.7 billion**, or approximately **12.0%**, in other costs (utilities, ROW, misc.)
- **\$193.8 million** in reimbursement agreements has been approved; reducing overall program costs by **1.4%**

**57.6%** of the Move Illinois Program is complete (work in place)



### PROGRAM EXPENDITURES (2012-2021)



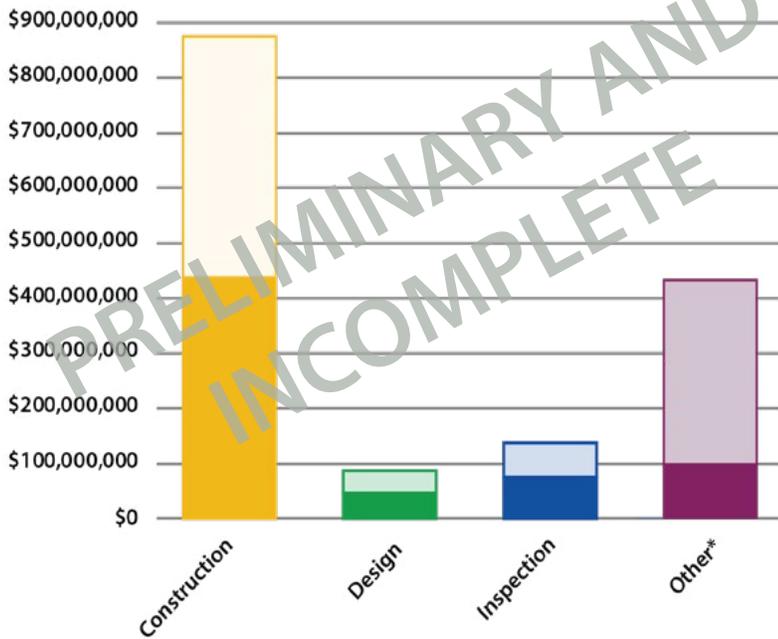
### PROGRAM BUDGET BY CORRIDOR (2012-2021)

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	\$2,698.0	\$134.2	\$2,832.2	\$1,548.0
I-88	\$360.3	\$304.0	\$4.2	\$308.2	\$52.1
I-90	\$2,359.4	\$2,237.6	\$82.0	\$2,319.6	\$39.8
I-355	\$265.7	\$150.7	\$15.3	\$166.0	\$99.7
SW	\$3,188.3	\$1,323.5	\$210.2	\$1,533.7	\$1,654.6
I-294/I-57	\$331.7	\$295.5	\$8.3	\$303.9	\$27.8
EOWA	\$3,266.4	\$2,437.7	\$146.9	\$2,584.7	\$681.7
Other emerging projects	\$121.1	\$40.2	(\$13.5)	\$26.7	\$94.4
<b>Totals</b>	<b>\$14,273.0</b>	<b>\$9,487.2</b>	<b>\$587.7</b>	<b>\$10,074.9</b>	<b>\$4,198.1</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

## 2021 PROGRAM PROGRESS (THROUGH JULY 2021)



## 2021 PROGRAM METRICS (THROUGH JULY 2021)

Awarded **38** construction and professional services contracts

Awarded **28** construction contracts less than \$10 million

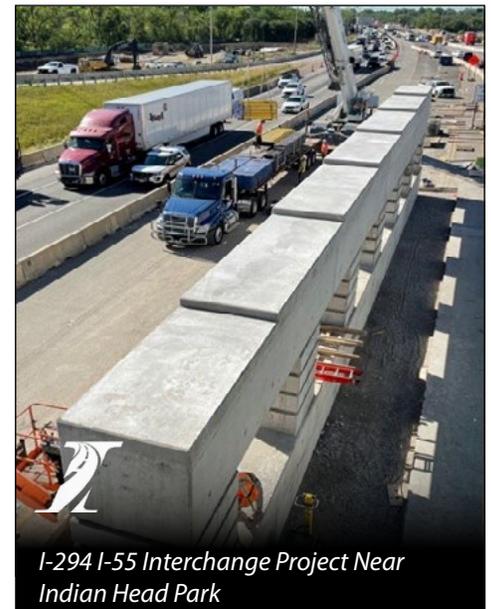
Closed out **48** construction and professional services contracts

2021 YTD	2021 Estimated Expenditures	Progress Through July 2021**	Percent Complete
Construction	\$875,274,678	\$436,324,956	50%
Design	\$86,967,410	\$47,721,143	55%
Inspection	\$138,102,465	\$76,388,219	55%
Other*	\$433,731,030	\$97,187,404	22%
<b>Total</b>	<b>\$1,534,075,583</b>	<b>\$657,621,722</b>	<b>43%</b>

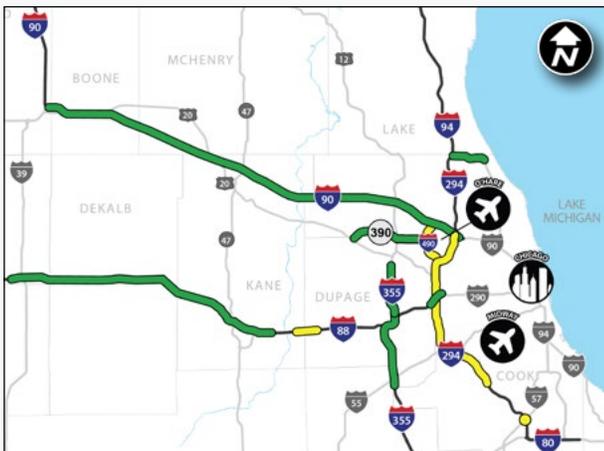
\*Other includes non-roadway, right-of-way, utilities and third-party payments.

\*\*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), 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)