



ILLINOIS TOLLWAY UPDATE



VILLAGE, COUNTY AND TOLLWAY COME TOGETHER TO DELIVER NEW LAKE COUNTY BRIDGE AHEAD OF SCHEDULE

While construction is not without inconvenience, the Illinois Tollway takes on every project committed to reducing that impact on its customers and communities, along with the goal of delivering new and improved roads and bridges on scheduled and within budget.

So, when reopening of the Stearns School Road Bridge carrying traffic over the Tri-State Tollway (I-94) in Gurnee took place just ahead of Labor Day weekend, well ahead of schedule, there was good reason for everyone to call it a job well done.

“We were excited that the project was completed two months ahead of schedule, and now we are looking forward to seeing the improvement benefit our residents

and motorists for decades to come,” said Kevin Carrier, Director of Planning and Programming at the Lake County Division of Transportation.

The Tollway, Village of Gurnee and Lake County Division of Transportation coordinated on the project to replace the 70-year-old Stearns School Road Bridge. The new bridge structure has been designed to provide for three lanes of traffic, wider shoulders, as well as additional bicycle and pedestrian access. Currently, up to 15,900 vehicles use the Stearns School Road Bridge daily.

“Joint meetings held early on in the planning process with Gurnee, Lake County and the Tollway helped to make this project a collective success,” said Heather L. Galan, Public

continued on page 2

ILLINOIS BLACK CHAMBER INVITES ILLINOIS TOLLWAY TO HELP GUIDE FIRMS ON DOING BUSINESS

The Illinois Black Chamber of Commerce called upon the Illinois Tollway to participate in its annual convention to help African American firms take their business to the next level.

On Thursday, September 16, Illinois Tollway Executive Director José Alvarez served on a panel of state and City of Chicago government leaders to discuss “Doing Business with State Agencies.”

Alvarez provided an overview of the various ways that professional engineering services and construction firms, as well as goods and services providers, could pursue contract opportunities with the Tollway – including contract opportunities on major Tollway projects, the I-490 Tollway and Central Tri-State Tollway (I-294) projects.

He also talked about the Tollway’s commitment to diversity and the wealth of programs and resources available to help small, diverse and veteran-owned firms do business with the agency.



continued on page 2



Works Director/Village Engineer in Gurnee. "We all agreed that a full shut down of the bridge over a shorter duration was the best course of action. This decision proved to be beneficial to everyone, especially since the contractor completed the project even earlier than expected."

The project team was able to start construction about two weeks earlier than originally intended due to close coordination with local partners and IDOT. In addition, there was a strong push to complete the project prior to any holiday shopping season, so the project's local partners allowed the detour to start earlier than planned once construction neared.

Led by general contractor Dunnet Bay Construction Co., the project include the work of other companies including Hard Rock Concrete Cutters to remove the existing bridge,

Metropolitan Steel Inc. to fabricate the new bridge beams, MA Rebar Services Inc. to provide the rebar, Peter Baker & Sons Co. Inc. to perform asphalt pavement work, Logistics Corp to provide trucking services, as well as

Hecker and Company Inc. for electrical, lighting, and ITS work and Northern Contracting Inc for guardrail and right-of-way fence installation.

Because the Illinois Tollway typically constructs new bridges with a 75-year service life, the new bridge was built to accommodate future local roadway improvements anticipated by the village and the county, so the \$12 million project includes \$5.4 million in local cost participation from Village of Gurnee and Lake County for the extra improvements.

"Stearns School Road is a vital part of the Lake County transportation system," Carrier said. "This project is a great example of how agencies can work together to ensure everything runs smoothly from start to finish and deliver a project that fits the needs of the community."

Galan added that the Village was able to use REBUILD IL funds for its portion of the project at a time when COVID-19 saw many other local capital projects stall. "We are very pleased with this intergovernmental success," she said.

"Illinois Black Chamber" continued from page 2

Tollway efforts that help eliminate barriers to participation include the Small Business Initiative, unbundling contracts and the Rolling Owner-Controlled Insurance Program that provides liability coverage for firms enrolled in the Small Business Initiative.

Illinois Tollway staff from Engineering and Procurement also participated in a series of one-on-one matchmaking sessions with entrepreneurs and executives from African American-owned firms.

The sessions provided firms the opportunity to present their capabilities statements and gain insights into contract opportunities for their particular firms. Tollway staff met with more than a dozen African American firms over the course of the four-day convention.

LANDSCAPE BUSINESS BLOSSOMING WITH HELP FROM ILLINOIS TOLLWAY'S TECHNICAL ASSISTANCE PROGRAM

Lizzette Medina can't help noticing the trees, shrubs and other landscaping along the Illinois Tollway system whenever she drives on it.

Some of the vegetation was planted by her flourishing landscaping business, Lizzette Medina & Co., which recently won its third contract from the Tollway—this one to plant hundreds of trees and shrubs along an eight-mile segment of the northern Tri-State Tollway (I-94) and the I-94 Edens Spur.

"I am humbled and thrilled by the opportunity to beautify areas managed by the Tollway and grow our business at the same time," said Medina, president and owner of the Chicago company. "The Technical Assistance Program really helped make it possible"

Medina's company 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).

"The Technical Assistance Program exemplifies a private-public approach to further support our goals and position ourselves to succeed," Medina said.

After managing her family's business, which specialized in residential landscaping, Medina started her own company in 2011 when she realized there were opportunities to jump into commercial landscaping. She expanded into bidding on government contracts in 2016.

"The Technical Assistance Program exemplifies a private-public approach to further support our goals and position ourselves to succeed."

Lizzette Medina won her first Tollway contract in 2018, serving as Prime Contractor for a project to make landscaping improvements at the Reagan Memorial Tollway (I-88) interchange with Illinois Route 251 near Rochelle in Ogle County.

A \$1.2 million Tollway contract followed in 2020 to plant trees, shrubs and do other landscaping work along a 10-mile segment of I-94 in Lake County. All of her Tollway contracts also require her business to do continuing maintenance on the vegetation planted there.

Her technical assistance provider, the Illinois Hispanic Chamber of Commerce, helped Medina obtain a surety bond of up to \$1 million, which enables her company to bid on projects as part of the Tollway's Small Business Initiative. It also assisted her with reviewing contracts and provided other help whenever she needed it.

"They helped us navigate the system and answered all our financial questions," Medina said. "It's really helpful when you have a second set of eyes on contracts of this size."

Since she began bidding on Tollway projects, her company has expanded its fleet of vehicles and skidsteers—a type of small tractor—to keep up with the workload.

Other businesses see her vehicles on the road or working on Tollway projects and understand that her business is flourishing.

"As we grow our network grows; it is thru these strong partnerships that we have the necessary resources readily available all while driving our business growth," she said.

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.

"We want to ensure all qualified firms have an opportunity to compete for Tollway projects and our Technical Assistance program is a vital tool to help us achieve this goal, said Illinois Tollway Executive Director José Alvarez. "It helps guide small and diverse business in gaining the skills and experience they need to participate in our projects, which helps them succeed and also provides the Tollway with a wider pool of qualified contractors to work with us in expanding and improving our system."



AMERICAN SOCIETY OF CIVIL ENGINEERS RECOGNIZES ILLINOIS TOLLWAY FOR INNOVATIONS IN SUSTAINABILITY

Scheduled to open this fall, the Illinois Tollway's new maintenance facility in Aurora is already earning accolades from the statewide engineering community for its numerous sustainable features.

The American Society of Civil Engineers, Illinois Section, selected the Tollway's new Aurora maintenance facility as the winner of its Sustainability in Civil Engineering Achievement Award. The Tollway's \$40.5 million, 95,000-square-foot maintenance facility was built to meet Leadership in Energy and Environmental Design certification standards for sustainable design and construction.

"The Aurora maintenance facility is an excellent example of innovative in sustainable planning, design, construction and operations," said ASCE Illinois President Brian Pawula. "ASCE Illinois applauds the Illinois Tollway for taking a bold approach to building its new maintenance facilities, applying a wide range of sustainable elements that can be applied to future civil engineering projects."

ASCE Illinois presents the Sustainability in Civil Engineering Achievement Award annually for civil engineering projects that exhibit the greatest innovations in sustainability and demonstrate adherence to the principles of economic, social and environmental sustainability. The award recognizes engineering innovations that extend future developments in sustainability and projects that extend the public understanding of sustainability in design and construction.

The new Aurora maintenance facility is located on a 19-acre site adjacent to the Aurora Toll Plaza and operates 24/7 to serve the roadway needs of the eastern segment of the Reagan Memorial Tollway (I-88), from a little west of Aurora to the Tri-State Tollway (I-294). The new facility replaces the original facility in Naperville, which had exceeded its life expectancy since it was built in 1958 and could no longer support the services required for modern roadway maintenance operations.

The Illinois Tollway is taking advantage of this opportunity to apply best practices in design and construction to build more efficient, sustainable and environmentally responsible maintenance facilities across its system in Northern Illinois.

The Aurora maintenance facility includes the Tollway's first permanent, high-production brine-making equipment to assist with snow and ice control. It also features a storm water management system to improve the quality of storm water discharge before it reaches nearby waterways, including the Fox River, which is located half a mile west of the site and serves as a source of drinking water for residents and businesses in major cities such as Aurora and Elgin and many other communities in Kane and Cook counties.

"The Illinois Tollway applied numerous sustainable innovations to deliver this new, environmentally friendly and aesthetically pleasing maintenance facility to meet the current and future needs of our customers for the next 50 years," said Illinois Tollway Executive Director José Alvarez. "Like all our newly reconstructed or rehabilitated maintenance sites, the Aurora facility meets LEED certification standards for sustainable design and construction, demonstrating the Tollway's commitment to delivering innovations in sustainability."

More details about the new Aurora maintenance facility can be found [here](#).

The new Aurora maintenance facility is designed to more efficiently and effectively deliver critical roadway services to the motoring public and features numerous sustainable features to achieve LEED status, including:

- ◆ Refueling equipment for low-emitting and fuel-efficient vehicles, as well as electric vehicle charging stations
- ◆ Installation of white thermoplastic polyolefin roofing and low-reflectivity concrete pavement to reduce the "heat island" effect
- ◆ LED electronically programmed exterior lighting and self-adjusting interior occupancy lighting to reduce light pollution
- ◆ Geofoam installation for ground stabilization and reduced loading
- ◆ Photovoltaic panels to feed power back into the grid, making the Aurora maintenance facility approximately 44 percent more efficient than a facility of similar size and function
- ◆ Skylights and punched openings in the pre-cast wall panels use translucent, insulating glass and polycarbonate panels to provide abundant natural lighting and reduce the need for interior lighting during daylight hours.
- ◆ In-floor hydronic radiant heat and overhead natural gas radiant heat, along with installation of low-flow fixtures, further reduce energy and water costs

ILLINOIS TOLLWAY UPDATES ACEC ON PROJECTS, UPCOMING OPPORTUNITIES

The Illinois Tollway provided regional engineers a look at the agency's projects and upcoming opportunities at an early fall meeting of the American Council of Engineering Companies of Illinois, with a view ahead of upcoming contract opportunities and long-term capital planning activities.

Acting Chief Engineering Officer Manar Nashif kicked off the luncheon by detailing the magnitude of the remaining projects within the Tollway's Move Illinois capital program with an outline of the and the next five years for the 15-year, \$14 billion capital program.

Through June 2021, the Tollway has spent more than \$8 billion, with nearly 43% percent of the program remaining.

Within, Nashif provided an update on major Tollway projects, including the Central Tri-State Tollway (I-294) Project, the I-490 Tollway Project and the I-294/I-57 Interchange Project. He highlighted major bridge projects on I-294 – the Mile Long Bridge and Burlington Northern Santa Fe Railway Bridge Project – as well as the interchanges on the I-490 Tollway Project at the Jane Addams Memorial Tollway (I-90), the Illinois Route 390 Tollway and I-294.

Nashif and Chief Planning Officer Rocco Zucchero engaged the group of over 130 engineers and planners, thanking them for their crucial role in the successful delivery of the projects. The keys, he said, were communication, commitment and quality. They also noted the status on the current and future Professional Service Bulletins, PSB 21-3 and PSB 21-4.

ILLINOIS TOLLWAY AND ILLINOIS STATE POLICE REMIND PARENTS AND CAREGIVERS ABOUT IMPORTANT CHILD SAFETY SEAT LAWS

Since January 1, 2019, Illinois law has required children under age 2 years to ride in vehicles rear-facing, unless the child weighs 40 or more pounds or is 40 or more inches tall.

And, yet, Illinois State Police District 15 troopers are finding that many children aren't properly secured in a rear-facing child safety seat, according to Trooper Duane Chappell.

"Many parents and caregivers still aren't aware of this law," said Chappell, the safety education officer for District 15. "In fact, we recommend keeping child seats rear-facing for as long as possible because it's the safest way for children to ride. Rear-facing child safety seats protect a growing baby's head, neck and back in a crash."

Parents of infants aren't alone in not knowing the proper way to install a child safety seat.

Even though it is well known that child safety seats save lives and significantly reduce injuries in the event of a crash, Illinois State Police find that more than 90 percent of child safety seats they inspect are improperly installed.

Some of the more common problems District 15 inspectors pinpoint include not only the child facing the wrong direction, but also too much slack in harness straps, not properly securing the car seat, improper child restraint for the child's weight and the need for booster seats for older children.

Illinois law requires that all children under age 8 must be properly secured in an appropriate child restraint system when riding in a vehicle with family or other caregivers. For young children, a booster seat is the most effective way to

position a safety belt properly on the child's body. Until age 8, most children have not developed strong hip bones and their legs and bodies are too short for the adult safety belt to fit correctly without use of a booster seat.

Another challenge facing parents and caregivers these days is finding somewhere to get their child safety seat inspected and installed due to the ongoing COVID-19 pandemic.

This week, parents are in luck.

During Child Passenger Safety Week (September 19-25) and National Seat Check Saturday, Illinois State Police certified safety seat technicians will be participating in child passenger safety events throughout the region.

Chappell said he plans to be at the event with the Gurnee Police Department on Saturday, September 25, while other District 15 technicians are being asked to staff more than 24 other events throughout the region to inspect child safety seats and help parents and caregivers with proper installation.

Visit the [Buckle Up Illinois website](#) to find local car seat inspection stations.

While it's best to get child seats inspected by a certified technician, the Illinois State Police provides parents of infants with some tips on how to properly install a rear-facing seat [here](#).

Beyond this week, parents and caregivers can call District 15 to schedule a car seat inspection by calling 630-241-6800 ext. 5009.

NEW MAINTENANCE FACILITY IN BENSENVILLE IS A WHOLE NEW WORLD FOR ILLINOIS TOLLWAY ROADWAY MAINTENANCE WORKERS

Imagine working in a facility that's hot in the summer, drafty in winter and the roof leaks when it rains. A locker room the size of a phone booth. Bathroom walls are paper-thin. And, to make matters worse, the cramped space is shared by a team of employees during a worldwide pandemic. For the Tollway's M16 maintenance team, these cramped quarters are now a thing of the past!

A new 95,797-square-foot Bensenville maintenance facility on 5.7 acres near where the Illinois Route 390 Tollway will connect to the new I-490 Tollway has opened set to operate 24 hours a day, seven days a week, to meet the needs of Tollway customers of these two roadways for years to come.

"We are extremely excited to move in to our new maintenance facility," said Illinois Tollway Roadway Maintenance Manager Joe Dragovich. "The reality for our workers will really begin to set in for our staff once they see how nice it is."

Previously, the Tollway leased space at the Illinois Department of Transportation's bridge maintenance yard on Biesterfield Road off I-290 in Elk Grove Village to serve as a temporary base of operations to serve the roadway needs of the Illinois Route 390 Tollway, recruiting existing maintenance workers to the team with the promise that in a few years they'd be working out of a new facility.

But there were some tremendous challenges at that Biesterfield site, especially in the winters, recalls Dragovich, who served as the first manager of M-16. There were no garages for the Tollway's trucks, so snowplow operators had to trudge through the snow and cold to go warm up their trucks, lie down on the frozen ground to hook up the plows and clear the trucks of snow and ice before they could go out to clear snow and ice from the roads.

This coming winter will be a lot different.

The new Bensenville maintenance facility provides indoor parking for the Tollway's fleet of 12 plow trucks and other vehicles used for responding to roadway incidents, debris removal, snow removal, Highway Emergency Lane Patrols (H.E.L.P.), emergency repairs on the highway and general roadside maintenance.

There's also room to store materials and other equipment, as well as space for a maintenance garage, an enclosed truck wash facility and Illinois State Police office. A separate salt dome can hold 6,500 tons of salt.



"Our goal is to take care of our employees, and it's an understatement to say the working conditions the team at M16 were in was less than ideal," added Executive Director José Alvarez. "This is something we really pushed for, to get done. And it's really encouraging that they'll now have a place to work that reflects the level of work they put in for our customers."

Like all new Illinois Tollway maintenance facilities, the Bensenville site was constructed to meet Leadership in Energy and Environmental Design (LEED) certification standards for sustainable design and construction. Sustainable features include refueling equipment for low-emitting and fuel-efficient vehicles, white thermoplastic polyolefin roofing and low-reflectivity concrete pavement, LED electronically programmed exterior lighting and interior occupancy lighting and geofoam installation.

The buildings incorporate photovoltaic panels to feed power back into the grid and electric vehicle charging stations. Skylights and punched openings in pre-cast wall panels use translucent, insulating glass and polycarbonate panels for natural lighting. In-floor hydronic radiant heat and overhead natural gas radiant heat, along with installation of low-flow fixtures, further reduce energy and water costs.

"We are ready to go and get settled in before the first winter hits," said Dragovich.

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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.

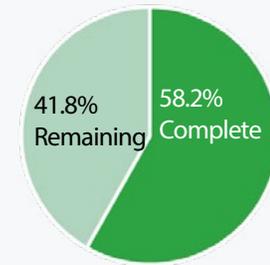
MOVE ILLINOIS PROGRAM STATUS - DATA THROUGH AUGUST 2021

MOVE ILLINOIS PROGRAM BUDGET OVERVIEW (2012-2021)

\$10.2 billion or 71.2% of the program budget committed

- **\$5.8 billion**, or approximately **40.9%**, in construction work
- **\$2.6 billion**, or approximately **18.4%**, in consultant services
- **\$1.7 billion**, or approximately **11.8%**, in other costs (utilities, ROW, misc.)
- **\$193.8 million** in reimbursement agreements has been approved; reducing overall program costs by **1.4%**

58.2% of the Move Illinois Program is complete (work in place)



PROGRAM EXPENDITURES (2012-2021)



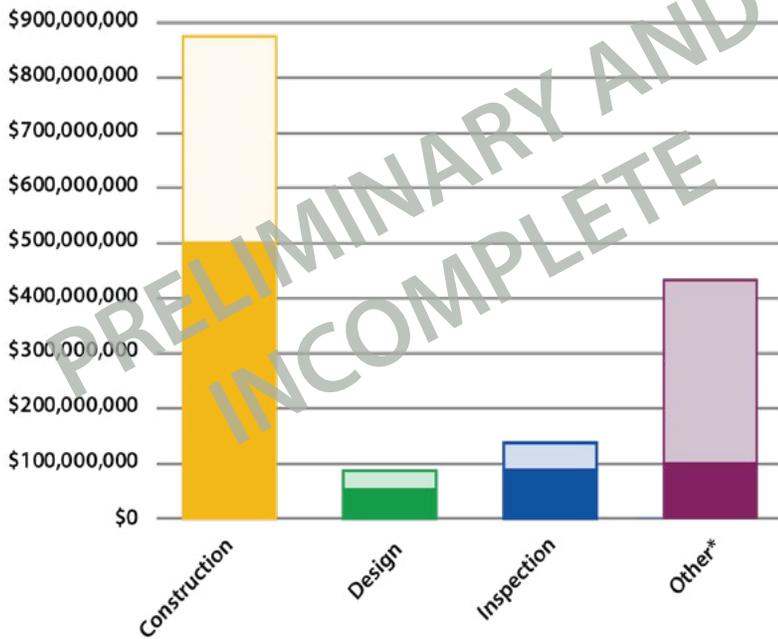
PROGRAM BUDGET BY CORRIDOR (2012-2021)

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	\$2,739.2	\$137.6	\$2,876.8	\$1,503.4
I-88	\$360.3	\$304.0	\$4.3	\$308.3	\$52.0
I-90	\$2,359.4	\$2,237.6	\$82.0	\$2,319.6	\$39.8
I-355	\$265.7	\$150.7	\$14.8	\$165.5	\$100.2
SW	\$3,188.3	\$1,363.0	\$212.2	\$1,575.3	\$1,613.0
I-294/I-57	\$331.7	\$295.5	\$9.1	\$304.7	\$27.0
EOWA	\$3,266.4	\$2,440.7	\$147.4	\$2,588.2	\$678.2
Other emerging projects	\$121.1	\$40.2	(\$13.5)	\$26.7	\$94.4
Totals	\$14,273.0	\$9,570.9	\$594.1	\$10,165	\$4,108

*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 AUGUST 2021)



2021 PROGRAM METRICS (THROUGH AUGUST 2021)

Awarded **38** construction and professional services contracts

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

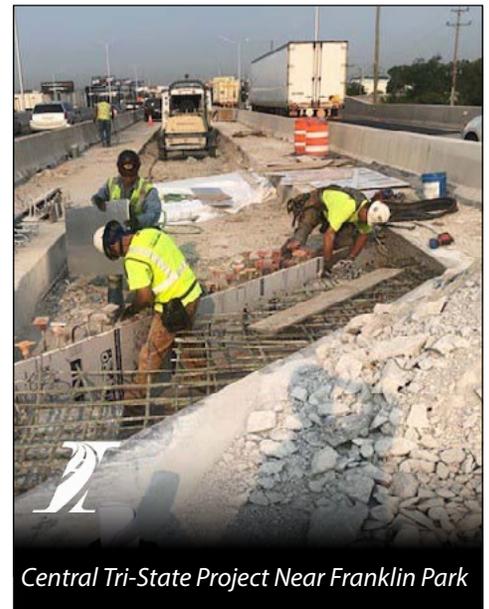
Closed out **51** construction and professional services contracts

2021 YTD	2021 Estimated Expenditures	Progress Through August 2021**	Percent Complete
Construction	\$875,274,678	\$499,753,262	57%
Design	\$86,967,410	\$53,077,878	61%
Inspection	\$138,102,465	\$89,283,998	65%
Other*	\$433,731,030	\$99,681,349	23%
Total	\$1,534,075,583	\$741,796,487	48%

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

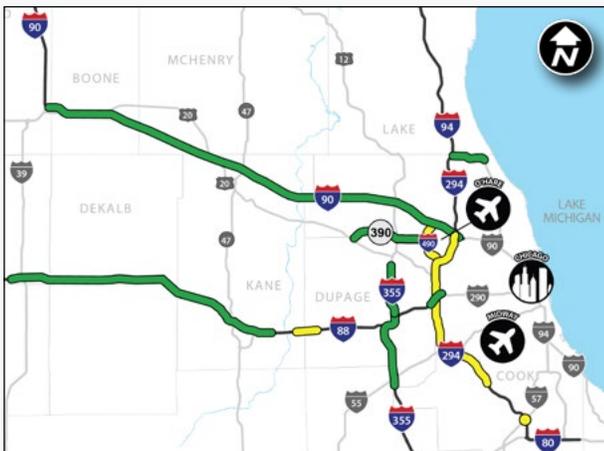
**Financial data presented is preliminary, unaudited and subject to change.

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



Central Tri-State Project Near Franklin Park

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)