



INNOVATIVE GANTRY SYSTEM IN PLACE FOR CONSTRUCTION ON MILE LONG BRIDGE ON THE CENTRAL TRI-STATE TOLLWAY (I-294)

As part of the construction of a new southbound Mile Long Bridge on the Central Tri-State Tollway (I-294), the Illinois Tollway is using an innovative gantry system to move and install bridge beams behind barrier walls in the work zone, without disrupting traffic.

Construction of the new bridge as part of the Tollway's \$500-million Mile Long Bridge Project is anticipated to continue through 2022. The massive gantry system will be used in place of traditional construction cranes to install beams in the area over the Chicago Sanitary & Ship Canal.

The innovative gantry system includes three main gantry frames each approximately 28 feet tall and 145 feet long. The gantries extend from the existing southbound bridge

structure across to the newly constructed northbound bridge structure. In addition, a rail system was installed on both existing bridge structures to allow the gantries to move from north to south during beam placement.

Each of the gantries is equipped with overhead movable hoists and cranes. Each hoist moves east and west across the gantry and can lift up to 30 tons using a crane that drops down to pick up beams from the delivery truck below and then lift the beams into position on the bridge piers.

During beam placement, each gantry is controlled by a crane operator. Gantries are positioned on each end of the beam as they are hoisted into place, and the third gantry can be used to hold the beams in place while the other two

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DURING DANGEROUSLY COLD WEATHER, ZERO WEATHER ROAD PATROLS PROVIDE EXTRA HELP TO ILLINOIS TOLLWAY CUSTOMERS

When winter temperatures plunge and wind chills fall dangerously low, the Illinois Tollway steps up to provide extra roadside help to customers who are stranded or need assistance on the Tollway system.

The extra help comes from special Zero Weather Road Patrols the Tollway operates around the clock during winter cold spells to more rapidly find and assist drivers whose vehicles have become disabled along the road.

The patrols typically run whenever temperatures or sustained wind chills fall below zero degrees to bolster the roadway assistance already provided by the Tollway's Highway Emergency Lane Patrol (H.E.L.P.) trucks and the Illinois State Police–District 15.

"Safety is always our top priority and it is especially critical during dangerously cold weather that we quickly locate and assist customers on our roads who need help," said Illinois Tollway Executive Director José Alvarez. "Operating these patrols puts extra crews on the road



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gantries move to deliver the next beam segment into place.

The gantry system allows four lanes of traffic to remain open in both directions on the bridges currently carrying northbound and southbound traffic as 30 steel beams are installed in the area over the Chicago Sanitary & Ship Canal.

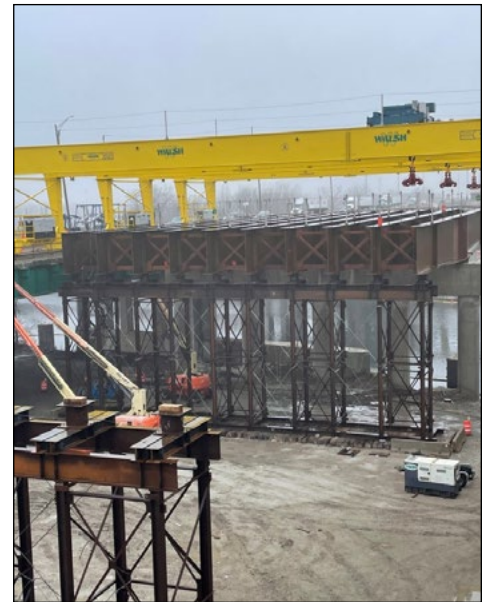
Beam installation for the new southbound Mile Long Bridge began in August. Beam deliveries will continue into early 2022, and altogether 250 concrete beams and 165 steel beam segments will be delivered to the site for the new southbound Mile Long Bridge Project. Steel beams, measuring up to 10 feet tall and ranging length from 57 feet to 134 feet long, are transported from a manufacturing plant in Indiana and concrete beams, measuring nearly 8 feet tall and up to 187 feet long, are transported from a plant in Wisconsin.

As part of the \$4 billion Central Tri-State Tollway Project, the Illinois Tollway is reconstructing the Mile Long Bridge that carries up to 150,000 vehicles daily over two major railroads, the Des Plaines River, the Chicago Sanitary & Ship Canal, the Illinois & Michigan Canal, as well as local roads and several major distribution centers." Construction of the new northbound structure was completed in 2020 and construction of the new southbound structure is scheduled to be complete in 2022.

A \$184.6 million contract to build the new northbound bridge structure began in summer 2019 and was completed in November 2020. Work began on a second \$182.6 million contract in 2020 to remove the old northbound structure and deliver the new southbound Mile Long Bridge to drivers by the end of 2022. The entire Mile Long Bridge Project is scheduled to be complete by the end of 2023.

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.

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.



The Illinois Tollway is coordinating work on the Mile Long Bridge Project with the Village of Hodgkins, Village of Countryside, Village of Willow Springs, Village of Justice, Cook County, Forest Preserve District of Cook County, Metropolitan Water Reclamation District, Burlington Northern Santa Fe Railway, Illinois Department of Transportation, Illinois Environmental Protection Agency, U.S. Army Corps of Engineers, U.S. Department of Fish and Wildlife, U.S. Coast Guard, Illinois Department of Natural Resources (IDNR), IDNR Office of Water Resources and the Illinois Nature Preserve Commission, as well as numerous businesses located near the Mile Long Bridge.

Construction information about the Mile Long Bridge Project is available in the Projects Section on the Tollway's website at illinoistollway.com. See a video [here](#).

"Zero Weather Patrol, continued from page 1

to better protect our customers and provide an extra layer of safety for drivers who are stranded or need assistance."

In early January, during the first cold spell of 2022, Zero Weather Road Patrols operated for five days and stopped to assist or check on more than 500 drivers traveling on the Tollway system. Roadway maintenance workers operating the patrols assisted drivers with numerous issues, including flat tires, overheated engines or arranging a tow.

"Our Zero Patrol crews help drivers quickly resolve their situations and then safely get them back to their travels," said Darrion Robinson, Illinois Tollway deputy chief of maintenance and traffic. "Customers frequently thank us for the assistance and the service we provide during these patrols."

The 24-hour Zero Weather Road Patrols search for drivers stranded in disabled vehicles and also respond to calls that come in to *999 motorist assistance, Illinois Tollway dispatch or Illinois State Police District 15.

Drivers who becomes stranded along the Tollway system should dial *999 for assistance and remain in their vehicle until help arrives.

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While Tollway H.E.L.P. trucks sponsored by State Farm run from 4 a.m. to 8 p.m., Monday through Friday, a minimum of 12 Zero Weather Road Patrols provide additional coverage throughout the day and night, including weekends. Additionally, Illinois State Police District 15 patrol the Tollway system 24 hours a day, seven days a week.

The Zero Weather Road Patrols consist of crew cab trucks equipped with arrow boards for directing traffic around accidents or stranded vehicles and accommodate passengers if motorists need to be transported to a Tollway maintenance garage, toll plaza or Tollway oasis while service is obtained.

As a precaution against the spread of COVID-19, glass partitions have been installed between the front and rear seats in motorist aid trucks and H.E.L.P. trucks to protect customers and Tollway workers operating the vehicles. Those vehicles also carry masks and hand sanitizer as additional precautions against COVID-19.

Drivers planning to use the Tollway system can obtain real-time roadway incident information and weather conditions are available via Tollway Trip Tweets at Tollway Trip 90, Tollway Trip 88, Tollway Trip 355, Tollway Trip 94/294 and Tollway Trip 390 or via the Traveler Quick Links on the Tollway's website.

ILLINOIS TOLLWAY EMBRACES SMALL BUSINESS IN 2021

For the Illinois Tollway's Department of Diversity and Strategic Development, ensuring their efforts continued in the midst of the COVID-19 crisis was anything but business as usual.

"When it comes to engaging in diversity, we remain committed to ensuring we have a positive impact on the industry, expanding opportunities and building capacity," said Illinois Tollway Executive Director José Alvarez. "In 2021, the Tollway, through its Diversity efforts, demonstrated its commitment to working to lift business owners and their workers, giving them an opportunity to compete with the ultimate goal of building capacity and opportunities for growth."

Embracing the opportunities its 15-year, \$14 billion *Move Illinois* capital program can present to small, diverse and veteran-owned businesses, the Tollway stepped forward during the pandemic to improve and adapt its business engagement and training programs, strategic initiatives and partnerships to ensure all businesses continued to have access to opportunities to grow and succeed in the heavy highway construction industry.

"Industry support is a large part of our success in 2021," said Chief of Diversity and Strategic Development Terry Miller. "We have encouraged joint ventures on construction contracts of nearly every size and specialty, and we have significant increases in participation Partnering for Growth helping firms to build strong relationships and perform well on Tollway contracts."

The Tollway updated its Small Business Initiative to provide new prime and subcontracting opportunities exclusively for small businesses and packaged in contracts \$5 million or less -- sizes appropriate for small firms. And by the end of 2021, 165 unique firms were enrolled to participate in the Small Business Initiative and 28 small business contracts were awarded.

And as part of the resources supporting the Small Business Initiative, the Tollway introduced a first-of-its-kind Rolling

Owner-Controlled Insurance Program to break down the barriers remaining for many small and minority businesses.

Since the program began in 2021, firms on 27 of the 28 contracts awarded to registered small businesses were approved for ROCIP assistance to provide liability coverage for on-site activities for enrolled contractors and subcontractors. This ensured participation by 16 unique registered prime contractors and 27 unique registered subcontractors.

The Tollway estimates that nearly \$200 million in contracts work will be eligible over a three-year period for ROCIP, including \$36 million in contracts committed in 2021.

And the Tollway also saw an increase in the number of firms participating in its mentorship program – Partnering For Growth – with more construction firms and professional engineering firms working together to share their expertise.

In 2021, the Tollway added seven new partnerships between construction contractors and ten new agreements for professional engineering services firms.

Partnering For Growth has proven to be a successful way to help firms develop and expand their capabilities and graduate from subs to primes, and in 2021 the Tollway enhanced the program by encouraging reverse mentorships with small firms stepping up to be primes supported by their mentor firms working as their sub creating more opportunities for growth in the coming year.

The Tollway also recommitted to its Technical Assistance Program in 2021, awarding a new three-year contract valued at up to \$15.9 million to Inner-City Underwriting Agency and The Mexican American Chamber of Commerce of Illinois. The combined efforts of the firms will allow the Tollway to strengthen technical assistance training and services offered to construction firms seeking to compete for Tollway projects and expand services to assist professional engineering services firms, as well.

VETERAN ROADWAY WORKER STILL ENJOYING THE JOB AFTER NEARLY 30 YEARS

Todd Overlin was between jobs in 1992 when he decided to follow a suggestion from his uncle and apply to work at the Illinois Tollway.

Overlin was hired later that year as an equipment operator/laborer—and nearly 30 years later remains on the job, serving now as one of the most senior frontline road workers at the Tollway.

Even after almost three decades of service, Overlin said he still likes coming to work.

“There’s always something to do and you usually get a chance to help someone who needs a hand,” said Overlin, 54, whose father and uncle also worked for the Tollway.

He’s currently assigned to the M-16 maintenance site on the Illinois Route 390 Tollway, where he typically takes the early morning shift manning the Highway Emergency Lane Patrol (H.E.L.P.) truck that assists drivers whose vehicles have become disabled along the road.

Frequently, that means assisting drivers by changing their flat tires or jumpstarting their stalled cars.

“I really like that part of the job because everybody I come in contact with appreciates what we do for them,” he said. “When I tell them the service is free, they’re even more grateful.”

But he also likes the variety of work that comes with the job—sometimes he’s plowing snow, other times he’s loading road salt in the storage dome at M-16 or doing welding work to repair a damaged plow.

He recalls in his early years with the Tollway doing other, more unusual tasks, including once volunteering to take down a dead tree on Tollway property that could have threatened a nearby home if it fell. Overlin previously had done some tree removal work at an earlier job and said he and his colleagues took down the tree without a problem.

He remembers building storage sheds at the M-2 maintenance site when he worked there, and another time when he assisted with emergency repair work by welding loose railings at the Tollway’s Central Administration building in Downers Grove.

“It’s a real bonus to have someone like Todd, who’s been around a long time, has a lot of experience and is good at doing a lot of different things. He’s still not afraid of getting his hands dirty,” said Pat Donlon, his supervisor at M-16. “He helps the younger guys out a lot—as long as they’re willing to learn, he’s willing to teach.”

Overlin said he enjoys helping newer workers learn the ins and outs of the job.

“To me, the more I can teach someone about doing this job, the better I feel,” he said.

One of the first lessons he learned is one he still stresses when talking to younger coworkers.

“You never turn your back on traffic,” he said. “Everything moves so fast you have to pay attention all the time to protect yourself.”

While that part of the job hasn’t changed since he started working nearly 30 years ago, Overlin said the technology Tollway road workers used has changed dramatically, including driving plows that have sophisticated systems to release precise amounts of road salt and brine solution while using sensors to track pavement temperatures to more efficiently keep roads clear of snow and ice.

“It makes a difference,” he said. “It makes the job easier.”

One other thing that has changed during his Tollway career? He and his co-workers do much less emergency road maintenance—like patching potholes—largely because most of the Tollway system has been rebuilt in recent years and pavements are in much better condition.

“We don’t need to do nearly as much pavement repair work as we used to,” he said. “That’s better for us and better for our customers.”

“Our frontline roadway workers perform the vital job of keeping our roads safe and assisting our customers,” said Illinois Tollway Executive Director José Alvarez. “We’re fortunate to have a skilled veteran like Todd continuing to do this critical job while setting a positive example for the newer employees who work with him.”



ILLINOIS TOLLWAY PROVIDES EMERGING LEADERS WITH INSIGHTS INTO HOW IT WORKS FOR LOCAL IMPROVEMENTS

The Illinois Tollway provided up-and-coming engineering professionals with an in-depth look at the various ways transportation agencies can work in collaboration with local municipalities and other agencies to address regional transportation challenges.

The American Council of Engineering Companies of Illinois Emerging Leadership Program hosted a presentation by Illinois Tollway Chief Planning Officer Rocco Zucchero, who shared his insights on the planning process and resources available to fund transportation projects.



“It’s all about upfront coordination,” Zucchero said. “If someone wants something, this is how it gets done – by working together to identify opportunities to improve mobility and accessibility and make the most of the limited financial resources available.”

Zucchero detailed the variety of resources available in planning transportation projects, including the Illinois Tollway Roadway and Interchange Cost Sharing Policy and planning studies to assess future travel demand and determine the most appropriate types of transportation improvements needed.

He also discussed the Tollway’s planning and design process, which can include establishing corridor planning councils made up of local elected officials, communities, regional agencies and others, as well as how to leverage funding such as federal Congestion and Mitigation Air-Quality grants.

Zucchero highlighted several real-world examples of roadway and interchange improvements that have been successfully delivered or are currently underway using this collaborative approach.

For example, the Tollway Roadway and Interchange Cost Sharing Policy served as a guide to working with the City of Marengo, McHenry County and IDOT to make improvements to the Illinois Route 23 Interchange. The policy establishes a framework for infrastructure improvements, requiring local communities to take the lead in demonstrating the need, soliciting support and covering no less than half the project costs.

On a larger scale, the Tollway established the Central Tri-State Tollway (I-294) Corridor Planning Council to help develop a common understanding of the issues and concerns needed to be addressed in the reconstruction of the I-294 corridor. The council played a key role in developing a regional solution that maximizes the value of investments in the I-294 corridor to provide congestion relief, meet current and future travel needs, address several quality-of-life concerns, accommodate transit and freight needs, implement cutting-edge technologies and improve regional stormwater management.

ILLINOIS TOLLWAY PROJECTS RECOGNIZED FOR ENGINEERING EXCELLENCE

The American Council of Engineering Companies of Illinois recognized two Illinois Tollway projects for Engineering Excellence Awards.

ACEC Illinois selected the Edens Spur (I-94) Reconstruction Project to receive an Honor Award and the Prairie Path Underpass Under the Reagan Memorial Tollway (I-88) to receive a Merit Award.

They are among 33 projects that ACEC Illinois will honor at a ceremony on February 17. Nine of these projects will receive Judge’s Choice Awards and one Honor Award winner will receive the highest award, the Lincoln’s Grand Conceptor, which will be announced at the end of the program.

The Engineering Excellence Awards recognize projects of engineering achievement by Illinois consulting

engineering firms. Entries are judged on the basis of engineering excellence, the degree to which the client’s needs are met and the benefits to the public welfare and private practice of engineering.

The nomination for the Edens Spur Reconstruction Project, from Plaza 24 to the Edens Expressway, was submitted by the Ciorba Group, which provided concept studies, as well as preliminary and final design engineering services, and the Thomas Engineering Group, which provided construction management services.

The nomination for the Prairie Path Underpass was submitted by Wood Environment and Infrastructure Solutions, the lead consultant for concept and final design of the project, and Infrastructure Engineering Inc., which provided construction management services.

ILLINOIS TOLLWAY KICKS OFF 2022 WITH A LOOK BACK, AND AHEAD FOR ACEC MEMBERS

The beginning of the new year was a chance for the Illinois Tollway to not only share future priorities, but also recognize the contributions of Illinois' engineering community towards the progress made across the region on the Tollway system.

Illinois Tollway Executive Director José Alvarez met this week with members of the American Council of Engineering Companies of Illinois at the ACEC Illinois Regional Luncheon for the first opportunity of 2022 to connect with engineers from throughout Northern Illinois.

There he laid out the Tollway's coming year with regard to professional services, while highlighting the collaboration that's led to significant progress as the 15-year, \$14 billion *Move Illinois* Program enters its 11th year.

The Tollway relies upon professional engineering services firms to provide their knowledge and expertise in the planning, design and management of capital improvement projects.

The Tollway is counting on the engineering community to continue its great work to keep Move Illinois on track and at the forefront of the tolling and transportation industry in the years ahead.



CONSTRUCTION PLANNED FOR MEMORIAL HONORING ILLINOIS TOLLWAY WORKERS, ILLINOIS STATE POLICE TROOPERS LOST IN THE LINE OF DUTY

To honor those who've made the ultimate sacrifice, the Illinois Tollway is constructing a new memorial dedicated to Tollway workers and Illinois State Police District 15 troopers who lost their lives in the line of duty.

The granite memorial will be built at the south end of the Tollway's Central Administration building as a permanent monument recognizing all who died while serving on the Tollway system. It will have two circular areas for visitors and a memorial wall inscribed with the names of those who lost their lives in the line of duty.

"We want to honor the men and women of the Illinois Tollway and the Illinois State Police who lost their lives while protecting and assisting the drivers who use our roads and rely on us to keep them safe while they are traveling," said Illinois Tollway Executive Director José Alvarez. "This memorial will be a fitting tribute to their dedication to duty and their sacrifice."

A variety of smaller monuments now stand in different locations across the Tollway system to honor Tollway workers and troopers who have died on duty since the Tollway system opened in 1958.

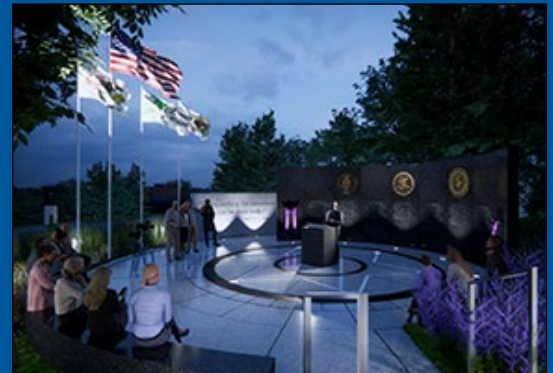
Some Tollway maintenance sites have memorial boulders or plaques inscribed with the names of roadway workers who worked at that site and were killed in the line of duty. A small memorial marker at the Illinois State Police training center located at the Tollway's Central Warehouse in Naperville honors fallen troopers.

"It's fitting to have one memorial in a prominent location that honors everyone working on our system who lost their lives serving others," said Chief Facilities Officer Dave Donovan, who is supervising construction of the structure.

The monument will consist of two separate but connected circular plazas—one honoring ISP troopers, the other Tollway workers—that will allow visitors to walk through the memorial and reflect on the sacrifices made by the fallen troopers and roadway workers. The walking path connecting the portions of the memorial will be gray granite paving blocks.

A black granite memorial wall will be inscribed with the names of the six troopers and 10 Tollway workers who have died in the line of duty since the roadway system opened. Landscaping will include decorative shrubs and flowers along the edges of the memorial, which will be lit by floodlights at night.

Construction began in December and is scheduled to be completed by mid-July.



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.

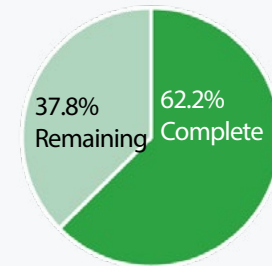
MOVE ILLINOIS PROGRAM STATUS - DATA THROUGH DECEMBER 2021

MOVE ILLINOIS PROGRAM BUDGET OVERVIEW (2012-2021)

\$10.7 billion or 75.1% of the program budget committed

- **\$6.3 billion**, or approximately **44.5%**, in construction work
- **\$2.8 billion**, or approximately **20.0%**, in consultant services
- **\$1.6 billion**, or approximately **11.6%**, in other costs (utilities, ROW, misc.)
- **\$193.8 million** in reimbursement agreements has been approved; reducing overall program costs by **1.4%**

62.2% of the Move Illinois Program is complete (work in place)



PROGRAM EXPENDITURES (2012-2022)



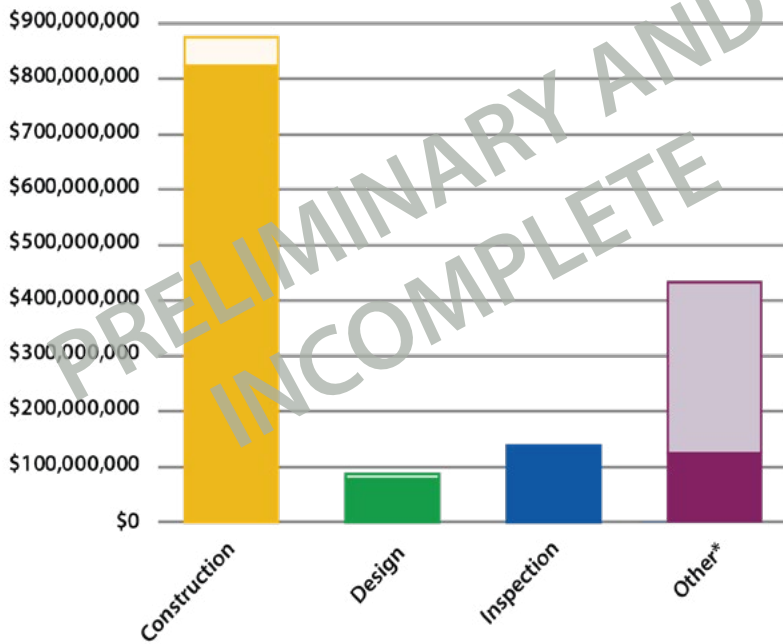
PROGRAM BUDGET BY CORRIDOR (2012-2021)

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	\$2,745.1	\$148.1	\$2,893.2	\$1,487.0
I-88	\$360.3	\$304.0	\$2.9	\$306.9	\$53.4
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	\$1,554.4	\$217.7	\$1,772.2	\$1,416.1
I-294/I-57	\$331.7	\$295.5	\$9.6	\$305.1	\$26.5
EOWA	\$3,266.4	\$2,773.2	\$148.6	\$2,921.9	\$344.5
Other emerging projects	\$121.1	\$40.2	(\$13.5)	\$26.7	\$94.4
Totals	\$14,273.0	\$10,100.7	\$610.7	\$10,711.5	\$3,561.5

*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 DECEMBER 2021)

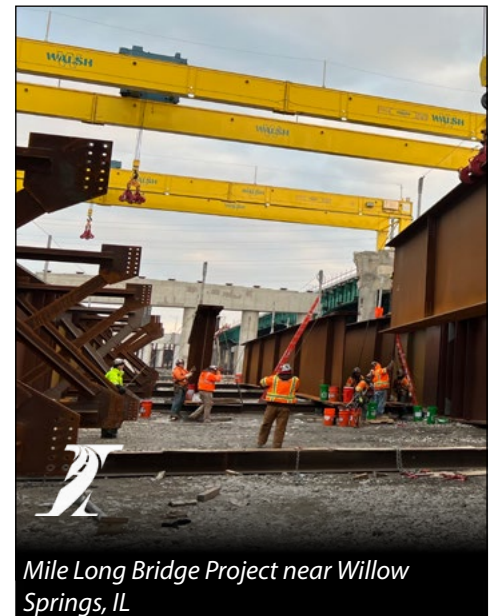


2021 PROGRAM METRICS (THROUGH DECEMBER 2021)

Awarded **62** construction and professional services contracts

Awarded **38** construction contracts less than \$10 million

Closed out **76** construction and professional services contracts



Mile Long Bridge Project near Willow Springs, IL

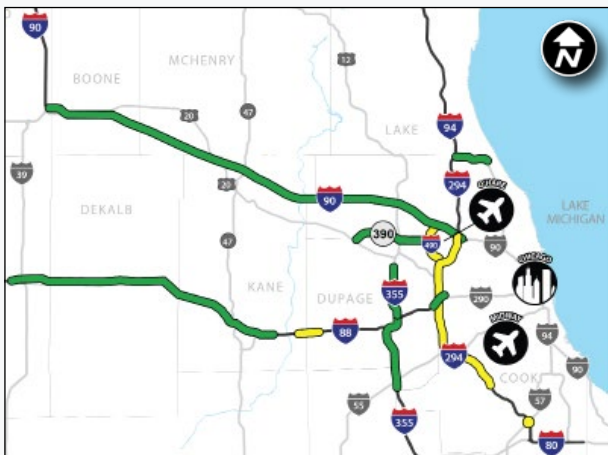
2021 YTD	2021 Estimated Expenditures	Progress Through December 2021**	Percent Complete
Construction	\$875,274,678	\$823,070,166	94%
Design	\$86,967,410	\$77,927,656	90%
Inspection	\$138,102,465	\$161,517,765	100%
Other*	\$433,731,030	\$124,269,950	29%
Total	\$1,534,075,583	\$1,186,785,537	77%

*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)