ILLINOIS TOLLWAY
Construction Forum:
Central Tri-State Tollway (95th Street to Balmoral Avenue)

February 27, 2020
AGENDA

Corridor Overview

Lessons Learned

Design Status

Construction Packaging

Construction Details

• Corridor Segments, Forecasted Materials and Labor, Partnerships
PARTNERSHIPS

- Customers
- Industry
- Neighbors
- Agencies

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How many lane miles will be reconstructed?
• 237 combined throughout the corridor

Purpose and objective
• Relieve congestion, improve access, address flooding and drainage issues, and improve freight mobility

How many miles of retaining walls to be constructed on the corridor?
• Approximately 20 miles (1.8 million square feet)

How many bridges to be reconstructed and how many bridges to be rehabilitated?
• 96 total = 9 new bridges, 3 bridges removed (2 Oases structures and I-294 Ramp H over I-290), 51 bridges completely replaced, 7 bridges reconstructed (superstructure replacement), 26 bridges rehabilitated

How many bridges will have steel beams and how many will have precast concrete beams?
• Majority of bridges will have concrete beams

Where are the largest steel and concrete beams on the corridor?
• Mile Long Bridge has both – 90” deep PPC beams, 142” deep steel plate girder

How many miles of noise walls to be installed along the corridor?
• Approximately 23 miles (2 million square feet)
LESSONS LEARNED

- All previous successes and challenges have been evaluated and considered to optimize delivery of the CTS corridor
- Early plan development to expedite right-of-way evaluation and acquisition and utility impacts and relocations
- Project development allowed for advance planning, industry coordination and feedback and resulting in multi-year construction contracts
- Optimizing and completing designs for retaining and noise walls
DESIGN STATUS
19 mainline design contracts

Design is approximately 70% complete

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Right-of-Way

- **274** Parcels being pursued
- **50%** Acquired

Utility Status

- **200** Estimated relocations
- **36%** Relocations complete
- **8%** Relocations in progress

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Years subject to change as Tollway will continue to seek opportunities to optimize schedule.
Milepost to milepost mainline construction packages

Creating construction unbundling opportunities

Proposed construction packages

• Proposed considerations
  • Advance enabling contracts
  • 2+ Year mainline contract
  • Wrap-up contracts

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Mainline Contracts:
1) Mile Long Bridge Package 1
2) Mile Long Bridge Package 2
3) 95th Street to Plaza 39
4) Plaza 36 to La Grange
5) 75th Street to I-55

Anticipated Bidding Opportunities: 21 Contracts
- 4 Contracts - Over $100M
- 1 Contract - $75M to $100M
- 16 Unbundled ≤ $10M

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I-55 to Cermak Plaza

Mainline Contracts:
1) I-55 Ramps to Hinsdale Oasis
2) Hinsdale Oasis to 47th Street
3) 47th Street to Ogden Avenue
4) Ogden to EW Connector

Anticipated Bidding Opportunities:
15 Contracts
- 2 Contracts over $100M
- 2 Contract $75M to $100M
- 1 Contract $10M to $25M
- 10 Unbundled ≤ $10M

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Mainline contracts:
1) NB Northbound C-D Road (Ramp J)
2) Southbound Advanced Offline Work
3) Northbound Mainline Plaza 35 to St. Charles Rd
4) Southbound Mainline Plaza 35 to St. Charles Rd
5) St. Charles to North/Lake

Anticipated Bidding Opportunities:
11 Contracts
• 3 Contracts over $100M
• 2 Contract $25M to $50M
• 1 Contract $75 to $100M
• 1 Contracts $10M to $25M
• 4 Unbundled ≤ $10M

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I-290/I-88 INTERCHANGE AT I-294

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I-490 Elgin O’Hare Corridor

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Mainline Contracts:
1) Wolf Road to O'Hare Oasis
2) O'Hare Oasis to Balmoral Outside
3) O'Hare Oasis to Balmoral Inside

Anticipated Bidding Opportunities: 7 Contracts
• 2 Contract $50M to $75M
• 1 Contract $25M to $50M
• 4 Unbundled < $10M

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CONSTRUCTION STATUS

22 construction contracts awarded

$505 million value of contracts awarded

6% approximate corridor construction complete
CONSTRUCTABILITY
ANTICIPATED MATERIALS

CONCRETE
1 MILLION CUBIC YARDS

STRUCTURAL STEEL
115 MILLION POUNDS

AGGREGATE
1.6 MILLION CUBIC YARDS

ASPHALT
1.1 MILLION TONS

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MAJOR MATERIAL CATEGORIES

- Concrete Pavement
- Warm mix asphalt pavement
- Unbound aggregate
- Earth excavation
- Structure excavation
- Structure Removal
- Pavement removal
- Structural concrete
- Reinforcing steel
- Structural steel girders
- Precast concrete beams
- Piling
- Noise Walls

- Retaining walls
- Temporary barrier wall
- Concrete median barrier wall and base
- Precast panels
- Storm sewers
- Underdrain pipe
- Soil stabilization
- Soil stabilization (asphalt stabilized subbase, 3"
- Soil stabilization (chemically stabilized subgrade)
- Light poles
- Conduit
- Electric cable
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Status as of 02/25/2020

Retaining Walls (SQFT)
- 1.3M SQFT Total

Structural Concrete (CUYD)
- 376K CUYD Total

Reinforcing Steel (LBS)
- 82M LBS Total

Temp Barrier Wall (LNFT)
- 1.6M LNFT Total

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ANTICIPATED LABOR

- OPERATORS: 1.8 MILLION HOURS
- LABORERS: 3 MILLION HOURS
- CARPENTERS: 1.9 MILLION HOURS
- ELECTRICIANS: 1.5 MILLION HOURS
- TEAMSTERS: 1 MILLION HOURS

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The manpower estimates are based on historical data from dozens of similar projects and an evaluation of actual tradesperson hours worked for any single unit of work performed. The values utilized are based on typical regular time hours worked under normal conditions. The manpower per unit hours do not take into consideration accelerated schedules or adverse working conditions be it weather, restricted access, or incomplete working documents. An FTE as shown in the graphs is assumed to work 40-hour weeks for a total of 1400 hours per year. The contractors shall make their own assessment on the impacts of extended hours, accelerated schedules or other detrimental conditions in determining the actual manpower that will be needed for these projects.

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Status as of 02/25/2020
Interactive questions and feedback session at slido.com

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THANK YOU