If you drive on the Illinois Tollway, chances are you’ve noticed a few things decreasing lately. Squealing brakes. Honking horns. Clenched jaws. Travel times. They’re disappearing with the wreckage of the old toll plazas. And as the broken concrete and twisted metal are cleared away, and fresh uninterrupted pavement is laid down, a funny thing is beginning to happen: motorists are reconnecting with their gas pedals.

You can now drive the length of your commute without stopping to pay tolls. Instead, you cruise at highway speed beneath almost inconspicuous monotubes, your I-PASS transponder silently tossing tolls into virtual toll baskets.

In only the second year of the Congestion-Relief Program, Open Roads for a Faster Future, the Illinois Tollway has completed Open Road Tolling, a feat previously considered impossible. All 20 mainline barrier toll plazas are gone. This annual report documents the amazing completion of Open Road Tolling as well as the record progress on the other Rebuilding, Widening and Extending projects throughout the system.

We’ve accomplished a lot in the past two years. And with everyone moving so quickly in the right direction, we’re in no mood to stop.
LETTER FROM THE GOVERNOR

Over the past year, the Illinois Tollway has made the commutes of millions of Illinoisans easier, while minimizing the impact of the many improvements we have made to our roads—all without raising tolls for everyday commuters using I-PASS.

We became the first state in the nation to convert every mainline toll plaza to Open Road Tolling in less than two years, saving commuters time while reducing pollution and improving safety. I commend the Tollway staff and the many contractors who worked nonstop to complete Open Road Tolling on schedule and on budget so that commuters can spend more time with their families and less time on the roads.

We have also done much to improve the quality of the Tollway’s 274 miles of roads. This past year we made remarkable progress, adding additional lanes to the South Tri-State Tollway and laying the framework to rebuild and widen sections of the Reagan Memorial Tollway.

Additionally, I am proud to announce that this year we are going to complete the new I-355 South Extension connecting I-55 to I-80, which will provide hundreds of millions of dollars in economic development to Will County and needed congestion relief for area residents.

We have accomplished a great deal, but we still have big plans for the improved Tollway. Ongoing work on the Central and North Tri-State will eventually deliver more lanes and smooth pavement from the Indiana border to the Wisconsin state line, as well as the much needed rebuilding and widening of the Reagan Memorial Tollway from Oak Brook to beyond the Fox River.

I am confident of the Tollway’s proven leadership and tireless effort to continue to deliver results and congestion relief. I am pleased with our accomplishments and excited for the next stages of improvements. Together we’ll build the roads of the future today.

Rod R. Blagojevich
Governor

MESSAGE TO MOTORISTS

A few years ago we promised you we would decrease congestion, reduce travel times and help improve your quality of life. To that end, we created a Congestion-Relief Program, Open Roads for a Faster Future, that called for the elimination of mainline barrier tolls and the advent of Open Road Tolling in Northeastern Illinois. It was, by any measure, an ambitious plan.

We are pleased to say the plan is working. In late 2006 we completed the toll plaza conversions begun in 2005. In just 22 months, we were able to remove 20 barrier tolls, construct miles of new lanes and deliver quicker, easier and safer travel to all Tollway drivers, especially I-PASS users.

Finally, commute times are starting to decrease. Motorists are getting to work sooner and spending more time working productively. They’re arriving home earlier and enjoying more time with their families. Slowly but surely, congestion is being relieved, the economy is getting a boost and lives are improving. Just as important, we’ve achieved these benefits on time and on budget.

This report details the progress made in 2006 on Open Road Tolling, along with other major Congestion-Relief initiatives such as the I-355 South Extension and the Tri-State Tollway widening. It also provides a look at the work slated for completion in 2007, the third year of the Program.

We know we’ve still got a way to go before our promise of congestion relief is completely fulfilled. And of course, this being Northeastern Illinois, we know we’ll never truly eliminate traffic problems. However, we are confident that you can look forward to better roads, less time spent in traffic and more time doing the things you like to do in life.

Sincerely,

Brian J. McPartlin
Executive Director

John Mitola
Chairman

Rod R. Blagojevich
Governor

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Executive Director

John Mitola
Chairman
NONSTOP DRIVING
Life on the open road

The dream of Open Road Tolling began with a simple question: How can we eliminate the toll plazas and the traffic backlogs at the toll plazas? The answer was complicated, but once we had it, we didn’t waste time getting started and we didn’t stop until we were done. And in fewer than 22 months, 20 outdated barrier toll plazas were gone.

We know the Tollway is still crowded during morning and evening rushes and you’ll have to use your brakes to stop now and again for traffic. But now you can drive the entire length of the Tollway system at highway speed without stopping to pay a toll. You can get home a little faster with a little less stress. That’s progress and, for many of us, a dream come true.

The ESTIMATED NUMBER OF WEEKDAY TOLLWAY MOTORISTS WHO NO LONGER HAVE TO STOP FOR BARRIER TOLL COLLECTIONS.*

1,200,000

“Our last trip from Indiana to Madison, Wis. via Chicago was a half hour shorter than before Open Road Tolling.”
—Susan, Indiana

“I gained some sleep time in the morning. I save my brakes and fuel too.”
—Ron, Chicago Ridge

“Now that I have an I-PASS in my truck, I no longer have to submit receipts for reimbursement. I save time and driving the Illinois Tollway has become more enjoyable.”
—Wilton, Alabama

“It feels so much safer with an I-PASS than without it. I can keep my mind and my eyes on the road instead of looking for the correct change.”
—Shelby, Mahomet

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*Estimate is based on 80% of 1.34 million I-PASS users in 2006.
Many of you have had a few choice words for the Tollway lately. Fortunately, they’re the kind of words we want to share. It seems just about everyone—from the media to legislators to engineering experts—supports the progress we’re making in our efforts to improve the lives of Illinois motorists. We promised record construction pace and we delivered. Motorists are already enjoying the benefits of Open Road Tolling in just the second full year of our Congestion-Relief Program.

AWARDS AND ACCOMPLISHMENTS

I-355 – #1 NORTH AMERICAN ROAD PROJECT – ROAD & BRIDGES MAGAZINE

The Illinois Tollway was recognized for its outstanding efforts to most engineer and construction challenges and deliver this long-awaited $730 million roadway on time and on budget. The Illinois Tollway is constructing a 12.5-mile, three-lane extension of the North-South Tollway (I-355) from its current terminus at the Stevenson Expressway (I-55) through Will County to I-80. Construction began in late 2004 and is scheduled for completion by the end of 2007.

“Illinois is the first state in the nation to convert a barrier toll plaza system to the new ORT technology and the work is being done at a record pace.”

ROADS & BRIDGES

NONSTOP ACCOLADES

What people are saying

Jeff Dailey, Chief Engineer, ASCE Engineer of the Year (left); Sharif Abou-Sabh, Senior Vice President HNTB (right)

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What a year. Not only did 2006 see the completion of Open Road Tolling, it ushered in record-breaking construction on the I-355 South Extension, including a 1.3-mile bridge over the Des Plaines River Valley, designed to provide greater Tollway access for burgeoning Will County. Plans were finalized for the repair, rebuilding and widening of the Tri-State and Reagan Memorial Tollways—all in an effort to reduce congestion and improve the drive on our system.

You told us you wanted to spend less time stuck in traffic and more time with your family, and we listened. The proof is in our progress.

OPEN

> All Mainline Toll Plazas converted to Open Road Tolling
> Phase II of Open Road Tolling completed in Fall of 2006
> > 20 total conversions in first 22 months of Congestion-Relief Program

EXTEND

> North-South Tollway (I-355) Construction continues
> > Construction of bridge piers began in March of 2006 for 1.3-mile bridge over Des Plaines River Valley
> > Crossroad bridge construction at eleven locations
> > Work on interchanges at I-55 and I-80 continued
> > New South Extension on schedule to be opened by late 2007

REBUILD AND WIDEN

> South Tri-State (I-294) Construction completed
> > Phase I from Kinzey (I-80/94) to 167th St. completed in both directions
> > Southbound exit at Dixie Highway and northbound entrance at Wood Street now open
> > Phase II from 167th St. to 95th St. to begin off-system work in early 2007, with rebuilding and lane additions scheduled to begin in 2008

A SUMMARY OF CONGESTION-RELIEF CONSTRUCTION IN 2006

DOLLAR AMOUNT AWARDED IN CONTRACTS FOR 2006.

833,000,000
There are two traditional ways to improve a roadway. You can do it all at once and cause big headaches that are over fairly quickly, or you can do it slowly, causing smaller headaches that last a lot longer.

Or you can do what we’ve done, which is utilize engineering innovations to achieve a record construction pace with minimal impact on commutes. Concepts such as value engineering not only ease the negative symptoms of road construction on motorists, they help the Tollway achieve significant improvements faster, making the most of our resources.

Tollway improvements don’t end with the pavement. Each project has an environmental component that our engineers and employees take pride in delivering to the communities our roadways affect.

VALUE ENGINEERING

Faster and better are great, but can we make it less expensive, too? The Illinois Tollway uses value engineering to deliver massive projects such as the Open Road Tolling project on time and on budget. Value engineering provides an independent review of the design and packaging to ensure it is delivered for the best possible value; it also helps the Tollway work faster, better and yes, save money.

TOLL COLLECTIONS

Missed a toll? No problem. Drivers on the Illinois Tollway who made an honest mistake and missed paying a toll can now pay online at www.illinoistollway.com. Unique in the tolling industry, this new customer service makes it easy for drivers to pay a toll without the fuss of mailing a letter.

ENVIROMENTAL MATTERS

> In 2006 the Illinois Tollway received two Congestion Mitigation and Air Quality (CMAQ) grants totaling $1.4 million to host the installation of up to 96 truck-stop electrification units, and another for $80,000 to partner with Pace, businesses and communities to implement the North Tri-State Construction Commute Alternatives program.

> As part of the I-435 South Extension, a special bridge has been built over the Des Plaines River to shuttle equipment during construction. After construction is complete, this bridge will be turned over to the Will County Forest Preserve and used to connect over 100 miles of regional bicycle trails in DuPage, Cook and Will counties.

> Working with contractors and communities, more than 300 acres of native seed have been planted as part of the Open Road Tolling and South Tri-State construction projects. Native plantings limit soil erosion, contribute to watershed stability and integrate quickly with existing plantings.

NONSTOP IMPROVEMENTS Innovations with the motorist in mind

THE REDUCTION IN LOCALIZED EMISSIONS AND THE ELIMINATION OF STOP-AND-GO TRAFFIC AS A RESULT OF OPEN ROAD TOLLING.
Whether it’s a quick stop for a cup of joe or a relaxing break with a latte in the massage chair, the new Tollway Oases offer nonstop conveniences on the road.

For a complete list of tenants and their locations, please visit the www.illinoistollway.com and click on “Oases.”

Helping Hands

From January through December of 2006, H.E.L.P. Patrols assisted 35,526 motorists in changing flat tires, recharging dead batteries, adding coolant, filling empty gas tanks, assisting with incidents and arranging for tows. If your car breaks down, you see debris on the road or you’re concerned about another motorist on the Tollway, you can call *999 from your cellular phone to reach the Motorist’s Assistance Program. There are currently eleven H.E.L.P. Truck patrols on the road from 5am to 8pm, Monday through Friday, available throughout the entire Tollway system.

SAFETY IN FORCE

The Tollway is safer than ever, thanks to the efforts of more than 166 state troopers who patrol all 274 miles of the Tollway. Illinois State Police District 15 is a team of brave and dedicated professionals working around the clock to enforce speed limits, assist motorists and control accident scenes.

District 15 has collaborated with the Illinois Tollway to introduce and support innovative programs that improve safety on the road. In 2006, the Illinois Tollway and Illinois State Police, in partnership with IDOT, launched a Photo Speed Enforcement Van Program as an additional tool to enforce work zone speed limits and remind all drivers of the need to slow down and pay attention when driving in construction zones. Unveiled at the 2006 Chicago Auto Show, the vans (along with their permanent roadway warning signs) serve as a reminder that work zone speed limits are in place 24/7, whether workers are present or not. Through strict enforcement and education, the Illinois Tollway and Illinois State Police District 15 are committed to ensuring safety on the road.

WEAVING A CONNECTION

Our web site, www.illinoistollway.com, provides a variety of services tailored to Illinois motorists, including up-to-date news about construction hot spots, specific lane closure information and I-PASS account management.

Today we have over 800,000 email subscribers who have requested up-to-date news regarding our roadways. Additionally, quarterly newsletters continuously keep our customers informed and better equipped to make travel decisions. With over 1,000 visitors a day, our web site keeps commuters connected to the most valuable resource: information.
The tremendous accomplishments achieved over the past few years as part of the Congestion-Relief Program and continued agency reforms are the result of a hardworking staff dedicated to continuously enhancing customer service. It is the Illinois Tollway’s mission “to provide and promote a safe and efficient system of tolled highways while ensuring the highest level of service to our customers.”

The Illinois Tollway is a user-funded system—only those who use it pay for its construction, operations, maintenance and debt. The Tollway receives no state or federal funding for road construction.

**REVENUE SOURCES**

- Toll Revenue and Evasion Recovery: $582 million Collections via cash, I-PASS or recovery violation payments
- Concessions: $2 million Oanes fuel, food and retail sales
- Investment Income: $39 million Interest income on Tollway funds and I-PASS cash escrow accounts
- Miscellaneous: $4 million Revenue from overweight truck fines, rental of assets for fiber optics, data towers, etc.

**Total Revenues**: $627 million

**EXPENDITURES**

- Maintenance and Operations: $214 million Related to toll collections, roadway maintenance, traffic control, safety, insurance and administration
- Capital Program: $1,030 million Capital expenditures for system-wide maintenance, reconstruction and expansion
- Debt Service: $146 million Principal and interest payments on outstanding Tollway bonds

**Total Expenditures**: $1,390 million

**In March 2006, the Board authorized the issuance of up to $1 billion of revenue bonds to support the Congestion-Relief Program. The Tollway issued $1 billion par value of fixed rate Senior Priority Revenue Bonds on May 25, 2006. This bond issuance generated $1,040,019,000 in proceeds and has an All-In True Interest Cost of 4.752 percent.**

**NONSTOP ACCOUNTABILITY**

**2006 Revenues and Expenditures** (Preliminary actuals–unaudited)

**REVENUE**

- Toll Revenue and Evasion Recovery: $582 million
- Concessions: $2 million
- Investment Income: $39 million
- Miscellaneous: $4 million
- Concessions: $2 million

**EXPENDITURES**

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- Capital Program: $1,030 million
- Debt Service: $146 million
- Total Expenditures: $1,390 million

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**NONSTOP LEADERSHIP**

New faces, same direction

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**BOARD OF DIRECTORS**

Top row from left: James M. Roolf, Betty-Ann Moore, Chairman John Mitola, James J. Banks, Steven Harris. Bottom row from left: Carl Torres, George Pradel, David R. Anderson. Not pictured: Governor Rod R. Blagojevich, Ex-officio; Secretary Timothy W. Martin, IDOT, Ex-officio; Ronald Mauricek.

**EXECUTIVE STAFF**

Back row from left: Mike King, Communications and Marketing; Michael Cotch, Former; Trace E. Smith, Administration; Karen Hake, Operations; Ted Young, Information Technology; Tracy Smith, Inspector General. Front row from left: Mike King, Communications and Marketing; Michael Cotch, Former; Trace E. Smith, Administration; Karen Hake, Operations; Ted Young, Information Technology; Tracy Smith, Inspector General; Thomas Rost, Inspector General. Front row from left: Jeff Dalby, Engineering; Col. Tom Hardwick, Illinois State Police District 15; Brian McCoy, Executive Director; Rosalinda Castillo, Procurement; Matthew Beaudet, Open Road Tolling.