

Illinois Department
of Transportation



2022

ANNUAL REPORT

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VARIABLES	10.75"(273mm)	21.5"(546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIABLES	13.0"(330mm)	26"(660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIABLES	18.5"(470mm)	37"(940mm)	7" (178mm) - 12" (300mm)	126 lbs (57 kg)

SHROUD

NOTES:

ORGANIZATIONAL CHART



Secretary of Transportation

Chief of Staff

Deputy Chief of Staff

Chief Operating Officer

Deputy Secretary

Office of Highways Project Implementation

Office of Intermodal Project Implementation

Deputy Secretary

Office of Communications

Office of Legislative Affairs

Office of Planning and Programming

Deputy Secretary

Office of Finance and Administration

Office of Business and Workforce Diversity

Office of Chief Counsel

Office of Internal Audit

LETTER FROM THE SECRETARY



The past year was another monumental one for IDOT. I'm proud to reflect on all the good work we accomplished throughout the state and celebrate our many successes.

We entered the fourth year of Gov. JB Pritzker's Rebuild Illinois. The historic, bipartisan capital program has made approximately \$8.6 billion in improvements statewide on 4,422 miles of highway, 412 bridges and 621 additional safety improvements through Fiscal Year 2022. Its impact, however, goes far beyond numbers.

One of the biggest projects in state history, the Jane Byrne Interchange was completed in 2022, revamping the junction of Interstates 90/94, 290 and Ida B. Wells Drive serving 400,000 vehicles a day next to Chicago's central business district, while adding and enhancing transit, bicycle and pedestrian accommodations.

We saw continued progress on ongoing projects made possible by Rebuild Illinois. To name a few: The expansion of Interstate 57 in southern Illinois, the reconstruction of the Interstate 57/74 interchange in Champaign-Urbana, the modernization of the Interstate 80 corridor in Will County, the revitalization of Peoria bridges, and numerous other improvements large and small in rural, suburban and urban environments.

To fix transportation at the local level, Gov. Pritzker released the sixth and final \$250 million installment to advance municipal, township and county projects.

In keeping with Gov. Pritzker's goal to have one million electric vehicles on the road in Illinois by 2023, the Federal Highway Administration approved our Electric Vehicle Infrastructure Deployment Plan, which comes with more than \$148 million in federal funding over the next five years to build out a statewide network of public charging stations.

We strengthened our multimodal system by awarding downstate transit providers nearly \$111 million to build bus shelters, stations and maintenance facilities that will expand and improve service and enhance quality of life. More than \$108 million was awarded to 19 ports, a landmark investment in our waterway infrastructure. Lewis University Airport in Romeoville opened a new control tower, a project funded largely through Rebuild Illinois.

A signature IDOT event, the Today's Challenge, Tomorrow's Reward conference, resumed after a pandemic hiatus, offering workshops and networking opportunities for Disadvantaged Business Enterprise program firms wanting to do business with IDOT.

Each of these accomplishments was made possible by our team's commitment to the residents and communities that make up our great state. I consider myself lucky to lead such a dynamic and dedicated group of professionals.

Omer Osman

Secretary
Illinois Department of Transportation

REBUILD ILLINOIS — YEAR 3

Through Gov. Pritzker’s bipartisan Rebuild Illinois, IDOT was able to invest approximately \$8.6 billion in improvements to 4,422 miles of highway and 412 bridges, as well as 621 safety improvements in the third full year of the historic capital program. Rebuild Illinois is shaping all modes of Illinois transportation: roads and bridges, transit, waterways, freight and passenger rail, aviation, as well as bicycle and pedestrian accommodations.







CHAMPAIGN-URBANA'S I-57/74 INTERCHANGE RECONSTRUCTION ADVANCES

Work on Champaign-Urbana's \$216.8 million interchange reconstruction continued in 2022 after breaking ground in the summer of 2021. Replacement of the outdated cloverleaf interchange, which no longer meets the demands of almost 29,000 vehicles a day, nearly 25% of which are trucks, will modernize this significant freight juncture and regional gateway to the University of Illinois and manufacturing, logistics, healthcare and agricultural industries.

The new design includes two flyover ramps to improve safety and traffic flow for people traveling eastbound Interstate 74 to northbound Interstate 57 and westbound I-74 to southbound I-57. A third auxiliary

lane is also being added to both directions of I-74 between Prospect Avenue and Duncan Road.

Milestones in 2022 included the completion of five box culverts and three of 14 piers, with progress made on another five. Development of mechanically stabilized earth retaining walls also began this past summer.

The multi-year project, which is expected to be completed in 2025, will improve safety and mobility while creating thousands of construction and permanent jobs to position the region for long-term economic opportunity.



I-80 PROJECT CONTINUES IN WILL COUNTY



In January, the next phase of construction on the new \$33.5 million Houbolt Road bridge and interchange on Interstate 80 began. The project, funded by an estimated \$200 million in public and private funding, will create hundreds of construction and permanent jobs while improving safety and intermodal activity throughout the region.

Houbolt Road will be widened and its interchange with I-80 will be reconfigured to a high-capacity, diverging-diamond design under a partnership between IDOT, the City of Joliet and CenterPoint Properties. The state is providing \$32 million for the project.

The state and city investments also have leveraged a CenterPoint investment of up to \$170 million to build a new tolled bridge on Houbolt Road over the Des Plaines

River. The new bridge will connect I-80 and CenterPoint's intermodal facilities. As part of the country's largest inland port, the facilities are home to thousands of jobs and \$75 billion in freight activity annually.

Improving access to CenterPoint's intermodal facilities via Houbolt Road will reduce congestion on I-80 and traffic near the entrances to Abraham Lincoln National Cemetery and Midewin National Tallgrass Prairie along Illinois 53. Another element of the project will extend the Forest Preserve District of Will County's Rock Run Greenway Trail from north of I-80 to the Lower Rock Run Preserve and the I&M Canal Trail.

As one of the country's three coast-to-coast interstates, I-80 through Joliet and Will County carries approximately 80,000 vehicles a day, about 25% of which are trucks. A total \$1.2 billion commitment aims to improve and modernize I-80 from U.S. 30 to Ridge Road.

Advance work on I-80 started in 2021 with a \$41.7 million project to replace the eastbound bridges over Hickory Creek, Richards Street and Rowell Avenue/Canadian National Railroad, and westbound over Richards Street, in Joliet, Rockdale and New Lenox, while widening eastbound I-80 from Gardner Street to Rowell Avenue. Once the eastbound improvements are completed, similar improvements will begin in the westbound direction.

CHICAGO TO CAIRO: REBUILDING I-57

The department made major investments in Interstate 57 in 2022, as more than a third of the 94 miles of roads and bridges from Chicago's South Side to the Iroquois-Ford County line have projects in progress. That's in addition to several improvements underway along the corridor in central and southern Illinois.

"The I-57 corridor is vital in moving people and goods from Chicago to southern Illinois and beyond," said Secretary Omer Osman. "This route provides access to many higher education institutions, state parks, commerce, as well as a freight connection to points south." Construction will affect 38 miles of I-57 in Cook, Will, Kankakee, Iroquois and Ford counties. Along

with projects in central and southern Illinois, including the Interstate 57/74 interchange and I-57 widening in southern Illinois, the total investment is \$477.2 million.





I-55 AT ILLINOIS 59

In September, IDOT announced the start of multiple improvements to Interstate 55 through Joliet and Shorewood, including several capacity, access and safety enhancements, highlighted by a new diverging diamond interchange with Illinois 59.

The centerpiece of the \$93 million project is a new bridge to convert the I-55 interchange with Illinois 59 into a full-access, diverging-diamond design to improve safety and traffic flow, with the East Frontage Road relocated and reconstructed. Auxiliary lanes will be added to I-55 between the Illinois 59 and U.S. 52 interchanges to safely accommodate vehicles entering and leaving the interstate. The Illinois 59 intersection with Seil Road will be improved and modernized.

Pedestrian access will be built across I-55, with the addition of sidewalks and a multiuse trail. New noise and retaining walls also will be built along I-55.

Working on the project will be graduates of the Highway Construction Careers Training Program, an IDOT initiative partnering with South Suburban College in South Holland and Kennedy-King College in Chicago to provide students the opportunity to get on-the-job experience toward full-time work and a career in the construction trades.

Advance work began in 2021. The entire project is expected to take two full construction seasons to finish, with an anticipated completion date in late 2024 or early 2025.



LOCAL GOVERNMENTS RECEIVE \$500 MILLION THROUGH REBUILD ILLINOIS

Local infrastructure got a boost in 2022, with \$500 million through Rebuild Illinois awarded to counties, municipalities and townships to address local transportation needs.

This funding is in addition to the regular contributions to local governments through the state's motor fuel tax formula, which already accounts for an increase of \$1.137 billion since the capital program passed in 2019.

Since it passed, Rebuild Illinois has awarded a total of \$1.5 billion spread out in six installments over three years. From South Beloit to Metropolis, local governments are upgrading their infrastructure and tackling their priorities. Projects include road and bridge improvements, traffic signal upgrades, new storm sewers and bike paths, sidewalk replacements and other long-term maintenance

needs, with financial oversight from IDOT.

As part of its current Multi-Year Program, IDOT is investing a total of \$24.6 billion over the next six years to improve roads and bridges. Of that, \$5.8 billion is identified for the local transportation system.



ALTERNATIVES NARROW FOR NEW I-80 MISSISSIPPI RIVER BRIDGE

Approximately 280 people attended the third online public meeting in October for the Interstate 80 Mississippi River Bridge study in the Quad Cities. In partnership with the Iowa Department of Transportation, IDOT presented the latest findings in the study, which encompasses approximately 6 miles from the Interstate 80/88 interchange in East Moline to 35th Street SW in Bettendorf.

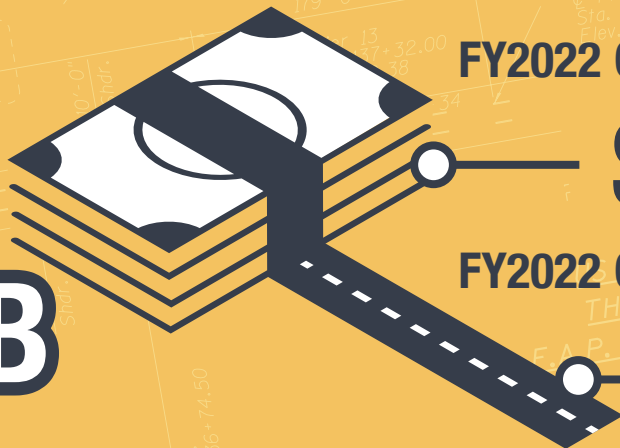
This meeting announced a narrowed list of potential improvement alternatives for the Mississippi River bridge and the I-80/88 interchange. Four of the seven bridge alternatives and three of the four I-80/88 interchange alternatives were recommended for consideration.

The study is expected to conclude late in 2023 with a final report and recommendation of a preferred alternative.

BY THE NUMBERS

FY2022 TOTAL BUDGET

\$32.3B



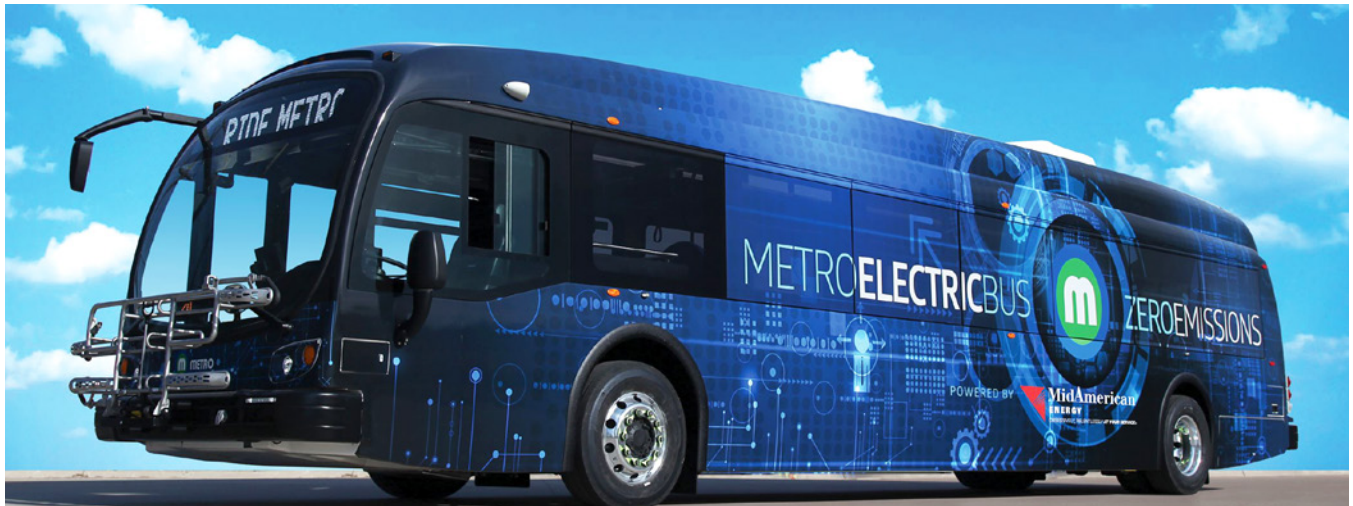
FY2022 CAPITAL BUDGET

\$28.5B

FY2022 OPERATING BUDGET

\$3.8B





REBUILD ILLINOIS INVESTMENT SUPERCHARGES METROLINK IN THE QUAD CITIES

An \$18.5 million investment by IDOT via Rebuild Illinois has allowed the Rock Island County Metropolitan Mass Transit District (MetroLINK) to usher in a cleaner, more efficient way for riders to move around the Quad Cities.

This competitive grant is part of more than \$223 million awarded during the first two rounds of funding from the \$355 million Rebuild Illinois investment in transit outside the Chicago area. The grants MetroLINK received in 2020 and 2022 have been used for:

- ❑ Twenty battery electric and compressed natural gas buses that will increase fleet reliability, reduce carbon footprint, cut down on maintenance and fuel costs, and improve the public's transit use and overall experience.
- ❑ Pedestrian streetscape improvements to improve transit access and ADA accessibility.
- ❑ On-street chargers at downtown terminals in East Moline, Moline and Rock Island, to provide an

automated “top off” charge in 5-7 minutes as buses enter the stations to allow for greater vehicle utilization and operating range that will last an entire service day.

- ❑ Expansion of the current depot charging system at the Operations and Maintenance Center to charge up to 20 buses simultaneously.
- ❑ Renovations at the downtown Moline transit center, MetroLINK's most heavily used station and a vital connection point for transit, pedestrian, bicycle, ferry and, eventually, passenger rail.

More than 20 years ago, MetroLINK made a commitment to sustainability and alternative fuels, converting 40% of their fixed-route fleet to compressed natural gas buses powered by John Deere engines. Today, 70% of the fleet runs on compressed natural gas. In 2018, MetroLINK introduced battery electric buses, which now comprise nearly 30% of its fleet. The improvements are just part of several unfolding in Illinois transit, thanks to Rebuild Illinois.

BY THE NUMBERS

HOW REBUILD ILLINOIS FUNDS TRANSPORTATION



\$33.2B
OVER SIX YEARS

- ◆ \$25.3B ROADS & BRIDGES
- ◆ \$4.5B MASS TRANSIT
- ◆ \$1.1B RAIL
- ◆ \$679M MISC. TRANSPORTATION
- ◆ \$558M AERONAUTICS
- ◆ \$492M CREATE
- ◆ \$312M GRADE CROSSING PROTECTION
- ◆ \$150M PORTS



I-270 MISSISSIPPI RIVER BRIDGE WORK BEGINS



A four-year, \$496 million project started to replace the existing Interstate 270 bridge over the Mississippi River, locally known as the Chain of Rocks Bridge. The aging structure, linking Madison County with St. Louis, was constructed in 1966 and has seen rising maintenance costs and significant traffic increases. The existing bridge is composed of 43 spans with a total length of just over a mile and carries four lanes of traffic. Replacing the bridge will improve the

reliability and safety of the structure while ensuring it can last for 100 years or more.

The overall I-270 project will construct new twin bridges, one on the same alignment as the existing bridge and one directly south. The new bridges will provide widened shoulders to accommodate a stalled vehicle or emergency responders, an improvement from the narrow 1-foot shoulders that exist today. In addition, the bridges will be wide enough to accommodate a potential future expansion of I-270 to six lanes from Missouri to Illinois 157.

Construction began at the end of 2022 and is anticipated to be completed in 2027. While there may be occasional short-term, off-peak lane closures, the preferred alternative allows for four lanes of traffic to be open during all stages of construction. The eastbound bridge will be constructed first. Once completed, traffic will be shifted to the new span before removing the old span. Construction of the westbound span will then begin in the same location as the current bridge.

MACARTHUR BOULEVARD IMPROVEMENTS IN SPRINGFIELD MOVING FORWARD

In 2022, IDOT continued its work on the engineering study of the 1.5 mile corridor of MacArthur Boulevard between Wabash/Stanford Avenue and South Grand Avenue in Springfield.

IDOT hosted the second public meeting for the project in November. More than 100 people were able to view materials and comment on the proposed \$28 million in improvements that include establishing an 11-foot center turn lane, providing bike and pedestrian lanes on both sides of the street and addressing drainage issues.

MacArthur Boulevard is a major business corridor in Springfield, so preserving buildings and parking spots factored into the selection of the preferred alternative. This recommended design provides for the least potential impact on businesses and meets the requirements to build a safer multimodal corridor.

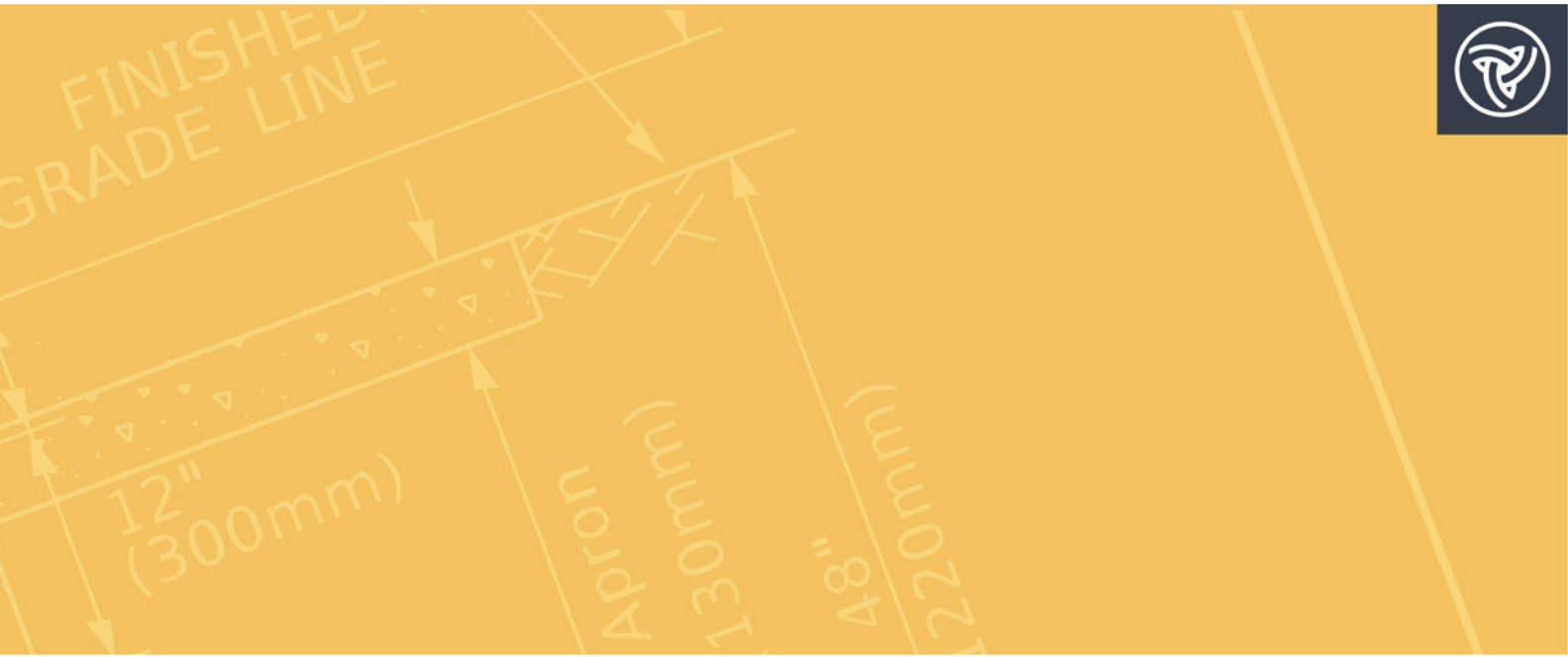
The engineering study for the project is scheduled to be completed in early 2023 with the design and land acquisition phase continuing into 2024. Construction for the project is tentatively scheduled to begin in 2025.



MULTI-YEAR PROGRAM

In August, IDOT released its FY2023-28 Proposed Highway Improvement Program, investing \$34.6 billion to improve roads and bridges over the next six years. This is the fourth multi-year program that reflects the impact of Rebuild Illinois.







FY2023-2028 MULTI-YEAR PROGRAM RELEASED

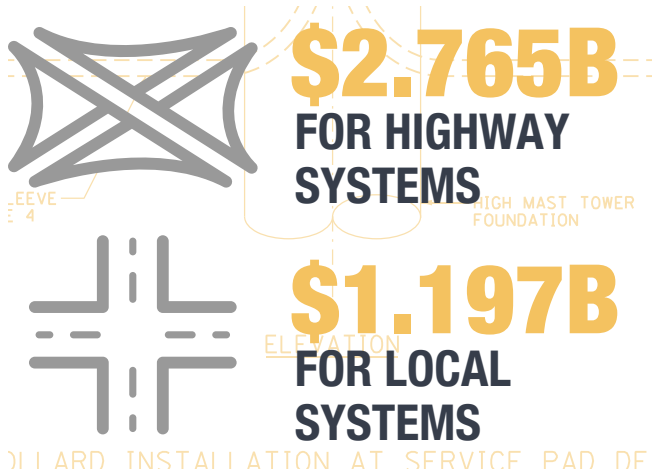
In August, Gov. JB Pritzker joined IDOT in announcing the latest Multi-Year Program: a \$34.6 billion blueprint to improve roads, bridges, transit, rail, airports and ports over the next six years.

Thanks to the passage of the federal Infrastructure Investment and Jobs Act, IDOT increased the investment in roads and bridges in the six-year program by \$4 billion. Rebuild Illinois positioned the department to capitalize on the increased federal commitment and leverage additional funding, which will expedite and optimize infrastructure improvements. The new federal transportation package is expected to contribute almost \$16 billion across all modes of Illinois transportation, with the state eligible to compete for billions more in discretionary programs.

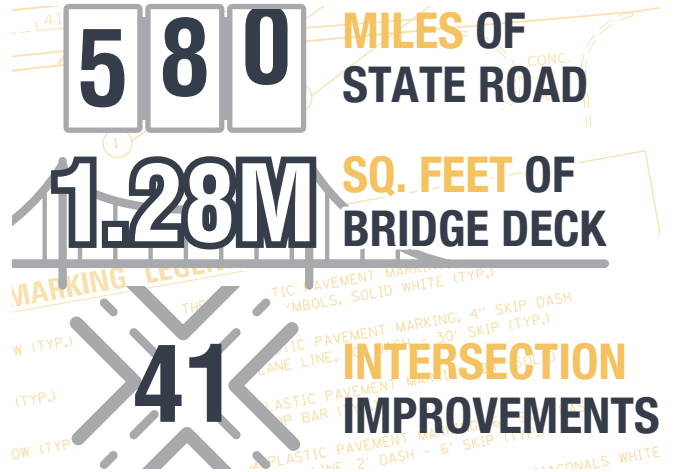
For the first time, the MYP evaluated road projects that add capacity by a new Data-Driven Decisions Tool, facilitating the selection of critical projects to ensure greater equity and transparency in transportation planning and programming. Overall, the program aims to improve 2,562 miles of roads and nearly 10 million square feet of bridge deck. Major elements of the Proposed Highway Improvement Program include:

- \$6.4 billion for bridge improvements.
- \$6.36 billion for highway reconstruction and preservation.
- \$2.48 billion for system support such as engineering and land acquisition.
- \$2.03 billion for strategic expansion.
- \$1.55 billion for safety and system modernizations.

FY2023 STATE PROGRAM



FY2023 IMPROVEMENTS





In addition to the six-year program for roads and bridges, Gov. Pritzker also released the FY2023-28 Proposed Multimodal Improvement Program. The program identified a combined federal, state and local investment of \$6.5 billion for transit, \$2.5 billion for passenger and freight rail, \$817 million for aviation and \$150 million for ports.

THE MYP HELPS IDOT MEET OUR KEY PILLARS OF SUCCESS

28 (3)
Base Sheet
05-A-6A.)

ECONOMY

LIVABILITY

MOBILITY

RESILIENCY

STEWARDSHIP

Provide 6 1/2" x 4 1/2" cover.
Provide 4-3/16" Ø holes in cover

BY THE NUMBERS FY2023 CORE WORK CATEGORIES

SYSTEM SUPPORT - 16.83%

Misc. projects, maintenance, statewide engineering

SYSTEM EXPANSION - 2.85%

Major projects, road & bridge replacements/expansions

SAFETY/SYSTEM MODERNIZATION - 5.12%

Traffic & safety improvements, interchange reconstruction

BRIDGE MAINTENANCE - 39.31%

Rehabilitation and replacement, minor structure repairs and preservation

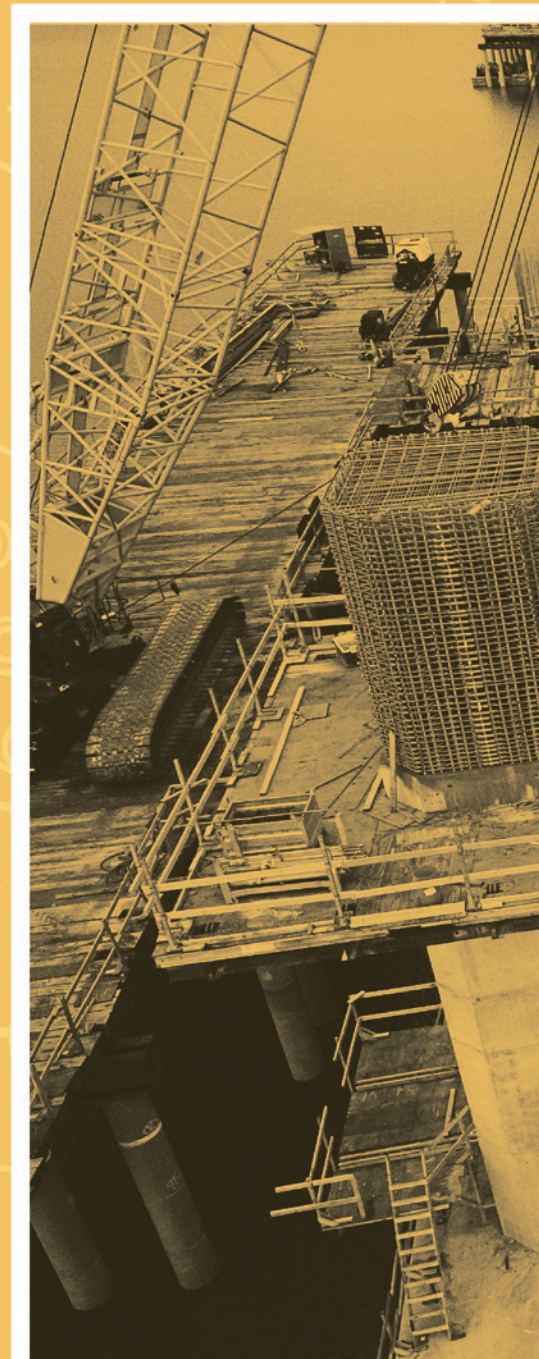
ROADWAY MAINTENANCE - 35.89%

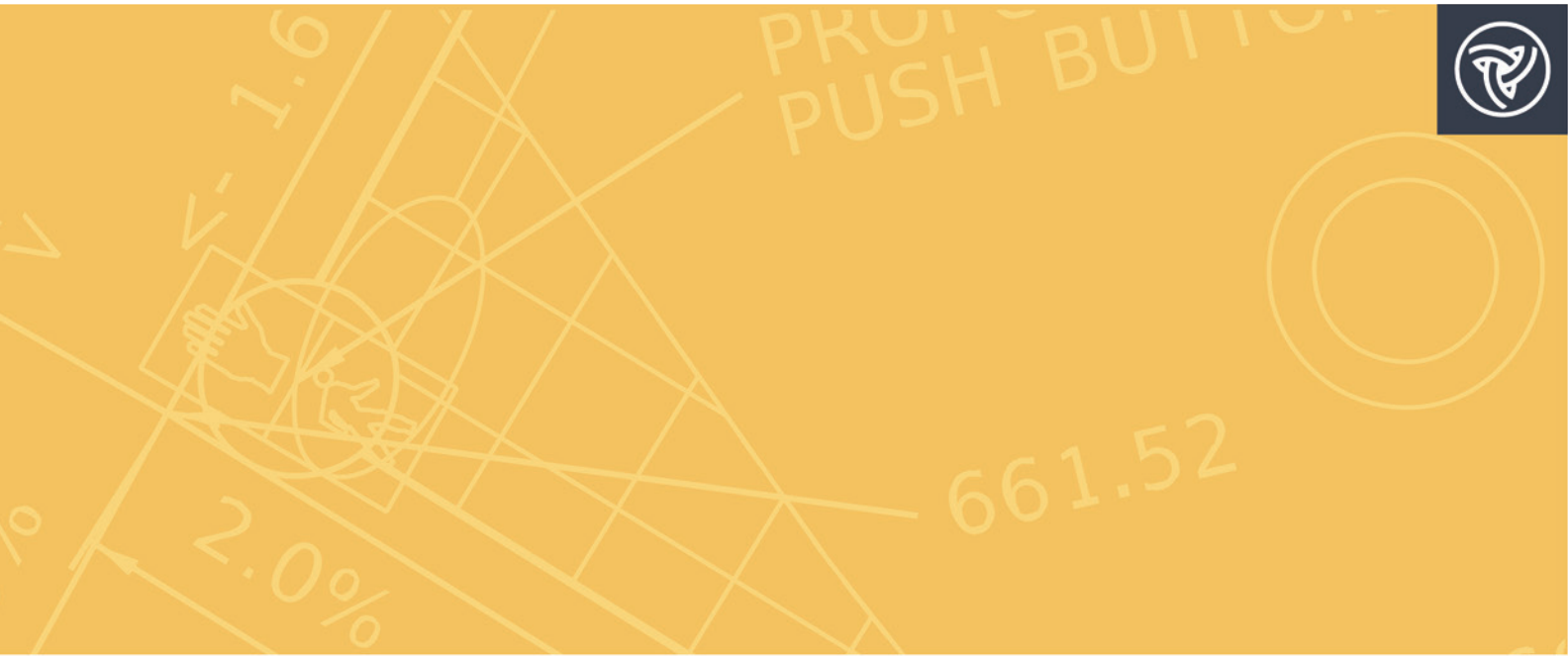
Reconstruction, resurfacing, widening and preservation



PROJECTS

Roads and bridges connect us all. Our dedication to planning and building them has made the transportation system in Illinois a benchmark for the rest of the country.







JANE BYRNE INTERCHANGE COMPLETE

The Jane Byrne Interchange reconstruction, a multiyear effort to modernize a key gateway into downtown Chicago and a critical transportation hub for the region and entire Midwest, was completed in December. One of the biggest projects in state history, the revamped Jane Byrne Interchange eliminates a notorious national bottleneck and improves safety, efficiency and mobility across multiple modes of transportation while better connecting people and jobs



throughout the Chicago area.

A tri-level interchange between the city's central business district, the University of Illinois Chicago campus and the vibrant Greektown neighborhood, the Jane Byrne connects travelers from the Kennedy and Dan Ryan expressways (Interstate 90/94) and the Eisenhower Expressway (Interstate 290) with the principal route in and out of Chicago in Ida B. Wells Drive. The interchange also serves as a local travel corridor for businesses, residences and other attractions via neighborhood streets, the Chicago Transit Authority, and bike and pedestrian accommodations.

The finished product is predicted to result in a 50% reduction in vehicle delays, saving motorists an annual 5 million hours previously spent sitting in traffic and \$185 million in productivity. Vehicle emissions are anticipated to be reduced by a third, with annual gas consumption decreasing by 1.6 million gallons per year. Crashes are predicted to go down 25%.

The \$806.4 million project is the first major rehabilitation of the Jane Byrne since it was originally constructed more than 60 years ago.

HIGHWAY MILES UNDER STATE JURISDICTION



15,905

I-24 BRIDGE AND ROAD REPAIR UNDERWAY

A major investment is being made through Rebuild Illinois to improve Interstate 24 from the Ohio River to Interstate 57. The project includes patching and resurfacing of 38 miles of existing interstate lanes and bridge improvements. In November, the first phase of the project reached a milestone, with the completion of the \$29 million pavement patching and resurfacing

project on the south 15 miles approaching the Ohio River in Massac County. The work began in March 2021.

These improvements will accommodate future traffic needs, enhance motorist safety and expand economic opportunities in the southern Illinois region.





THE NEW MCCLUGAGE BRIDGE PROGRESSES IN PEORIA

IDOT continues to build the new eastbound McClugage Bridge over the Illinois River, replacing the existing cantilever structure with a tied-arch bridge. The new bridge will increase capacity by adding a third lane and shoulders, improve safety, reduce travel times and ensure additional multimodal access with bike and pedestrian accommodations.

As work progressed in 2022, 19 of the 27 piers and abutments were completed, with five more in progress. The setting of the new beams for the bridge was also started. Three of the smaller piers and abutments on the far west end will begin construction in 2023.

The project site now includes an assembly area on the river that will be used for building the new center span of the replacement bridge. Upon completion, the 650-foot-long, 130-foot-high arch will be moved into position sometime in the summer of 2023.

Work on the east side of the river modernized the Illinois 116/Marina Drive intersection. The addition of a merge lane from eastbound U.S. 150 to southbound Illinois 116 has eliminated the need for a stop sign,

dramatically improving traffic flow. Resurfacing southbound Illinois 116 from the U.S. 150 intersection past Centennial Drive also makes it easier to navigate the area due to the new asphalt and pavement markings.

The \$167 million bridge is scheduled to open in early 2024. It will take about a year to demolish the old bridge and complete the bridge over Adams Street.





I-280 BRIDGE DECK REPLACED; MORE WORK PLANNED IN 2023

The Interstate 280 Mississippi River bridge (Sgt. John F. Baker Jr. Bridge) in the Quad Cities received a new deck after two years of work and traffic shifts. The \$50 million project replaced the westbound deck in 2021 before shifting work to the eastbound deck in 2022. This is the first time the bridge was redecked since its opening in 1973.

Attention will now turn to the project's final phase, consisting of repainting the bridge and resurfacing the interstate from the bridge approach to the Illinois 92 interchange in Rock Island. That phase and the overall project is expected to wrap up in late 2023.

WEST STATE STREET PROJECT CELEBRATED IN ROCKFORD

The reconstruction of West State Street in Rockford was completed in November. The \$6.5 million project revitalizes and strengthens a key corridor and gateway into downtown Rockford.

West State Street, also known as Business U.S. 20, was rebuilt and widened between Independence and Day avenues, eliminating a bottleneck while enhancing a downtown entry point to encourage redevelopment on the city's west side. Other upgrades included new sanitary and storm sewers, modernized traffic signals, and accommodations for pedestrians with disabilities.

The city of Rockford contributed to the cost of several aesthetic elements, including landscaped medians, decorative lighting and construction of a parkway along West State Street that features a bicycle and pedestrian path connecting neighborhoods, schools, churches and medical facilities.

Over the last two decades, IDOT and Rockford have relied on extensive community input and planning to redefine and remake West State Street. Earlier efforts rebuilt sections of the route from Independence Avenue to Kent Creek and from Meridian Road to Springfield Avenue.



WEBER ROAD INTERCHANGE FINISHED

The Weber Road interchange project in Will County was completed in November, as part of a \$96.7 million investment to improve safety and mobility.

The project's \$75.7 million centerpiece involved widening Weber Road and reconfiguring the interchange with Interstate 55 into a diverging-diamond design. Routing vehicles to the opposite side of Weber Road and eliminating left turns across traffic will help decrease crashes and improve pedestrian and bicycle access across I-55.

A third lane was added in each direction to Weber Road between Rodeo Drive/Remington Boulevard and

Normantown Road, reducing chronic congestion and providing faster, safer access to the expressway for the 35,000 vehicles that pass through the interchange daily. A \$21 million companion project by Will County extended the Weber Road improvements south of Normantown Road to Romeo Road.

The project also included modernized traffic signals at Normantown Road, Remington Boulevard/Windham Parkway, Rodeo Drive/Remington Boulevard and the interchange ramps, as well as new LED lighting, improved drainage, raised medians and landscaping on Weber Road. Sidewalks and a new multiuse path connect to other local trails.





IDOT RECEIVES DESIGN-BUILD APPROVAL

In June, Gov. Pritzker signed into law legislation allowing for the implementation of design-build project delivery, an efficient, alternative method for completing the state's infrastructure improvements.

Senate Bill 2981 created the Innovations for Transportation Infrastructure Act, authorizing IDOT and the Illinois Tollway to adopt the use of the design-build delivery method on highway construction projects. IDOT had utilized the design-bid-build project delivery method in which the department designs a construction plan, then reviews bids from contractors. Design-build would create a more efficient process, allowing a single contractor to handle both design and construction of the project. Any projects that adopt this method would be capped at a combined total of \$400 million.

The Innovations for Transportation Infrastructure Act also authorizes IDOT and the Tollway to use the construction manager-general contractor delivery method on at most two projects per year. In adopting this method, the department would contract with a single contractor to serve as the construction manager for the design phase, then agree on a price to serve as general contractor for construction.

Additionally, the Act requires IDOT and the Tollway to ensure full participation for minority- and women-owned businesses by implementing separate goals for design and construction, instituting bid-shopping protections, and requiring independent construction managers for projects costing over \$30 million.



REFERENCE STATION, OFFSET
AND FRAME ELEVATION

MULTIMODAL

Transportation is more than roads and bridges – it's all the ways we move people and good across the state. We have made great strides in creating a multimodal system and have expanded our focus on all the ways it can improve quality of life.







STATE BIKE MAPS BLAZE A NEW TRAIL

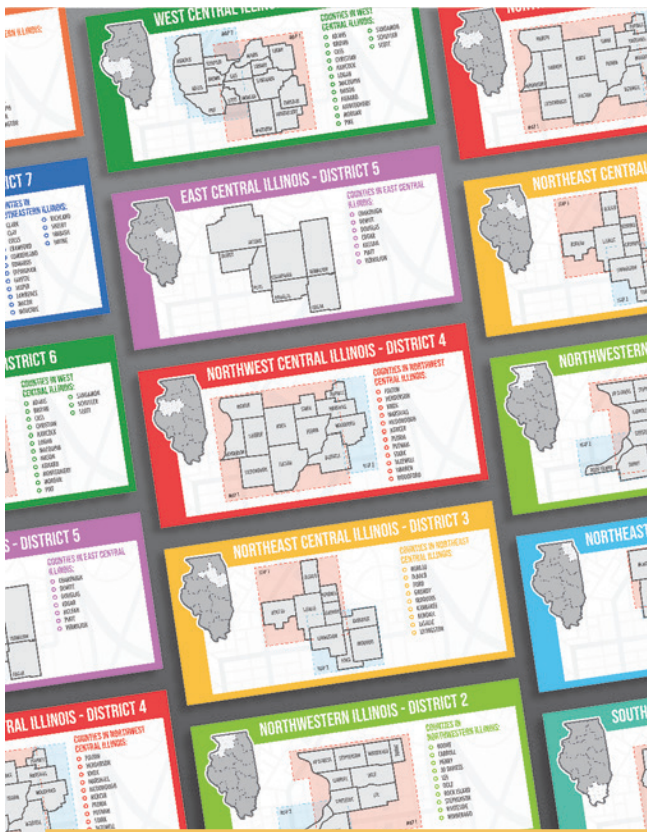
Looking to cycle beyond cell-tower range? Want to plan a bike trip with friends at the table over brunch? We have a map for that.

IDOT's Mapping and Information Systems Unit has redesigned the state's bicycle maps – and revamped the map creation method in the process. Cartographer Melanie Dennison led the project and worked to ensure three main goals:

- ❑ Bring bicycle map creation in-house
- ❑ Update to a modern and accessible design
- ❑ Represent the state's diversity

Previously, outside vendors were used to create the maps three districts at a time on a three-year cycle. The end result was maps that looked different from region to region. By bringing the creation in-house, the maps now have a standardized look with consistent labeling, improved trail naming and insets for specific trails.

The new maps can be found at rest areas and welcome centers across the state as well as through an online form. And best of all, they're free!



ROUND OF GRANTS ANNOUNCED FOR PORTS AND TRANSIT SYSTEMS THROUGHOUT ILLINOIS



In January, more than \$200 million in grants were awarded to local transit providers and public ports across the state as part of Rebuild Illinois, with \$111.4 million allocated to downstate transit providers and \$108.3 million going to public ports.

This was the second round of competitive grants awarded as part of \$355 million identified in Rebuild Illinois to invest in transit outside the Chicago area. Projects included the

purchase of new vehicles as well as the construction of bus shelters, stations, and maintenance facilities to expand and improve service, provide more transportation options in downstate communities, and enhance quality of life. A total of 37 transit systems received funding to advance 51 projects.

For the state's public ports, \$150 million in capital funding was made available for improvement projects, marking the first time a state capital program has invested in waterways. An earlier commitment of \$40 million was made to develop a new port in Cairo. The remaining \$108.3 million was awarded on a competitive basis. Proposals were evaluated on their ability to advance the Illinois Marine Transportation System Plan, which prioritizes asset management performance-based decisions and projects that benefit disadvantaged or economically distressed areas. Twelve projects received funding.

ANOTHER LEG OF THE SPRINGFIELD RAIL IMPROVEMENT PROJECT COMPLETED WITH THE OPENING OF NEW RAIL BRIDGES OVER FIFTH AND SIXTH STREETS

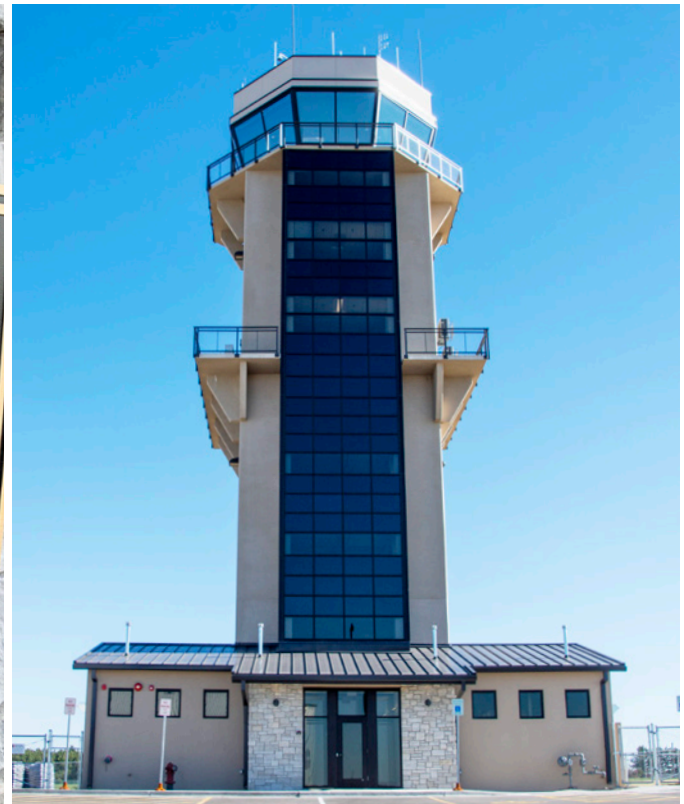
The Springfield Rail Improvements Project hit some important milestones with the completion of the new rail bridges over Fifth and Sixth streets. These new double-track bridges will serve the Norfolk Southern and Union Pacific railroads and Amtrak. This portion of the project also included the completion of grading, drainage and trackwork from north of Sixth Street to Stanford Avenue. With its completion, rail safety is improved, and the vehicle height restriction is increased on the busy Business 55 Loop that carries up to 12,000 vehicles each day.

IDOT contributed almost half of the funding for this \$44.8 million portion of the Springfield Rail Improvement Project. Additional funding came from a federal Better Utilizing Investments to Leverage Development grant and the city of Springfield.

The project's long-term goal is to alleviate rail congestion

in downtown Springfield by consolidating train traffic from Third Street to 10th Street through a series of new underpasses and overpasses at critical rail crossings. A transportation center between Ninth and 11th streets for both passenger rail and bus service is also planned. This hub will carry historical significance as well, displaying artifacts from the 1908 Springfield Race Riots, which were discovered during excavation for this project.





NEW AIR TRAFFIC CONTROL TOWER OPENS AT LEWIS UNIVERSITY

In November, IDOT celebrated the opening of a new air traffic control tower at Lewis University Airport, an \$8 million project supported by \$6 million from Rebuild Illinois to improve aviation safety throughout the region.

The tower will become part of the Lewis University Airport, owned and operated by the Joliet Regional Port District, and staffed by air traffic controllers contracted through the Federal Aviation Administration. Designated as a general aviation reliever airport by the FAA, the facility features two runways and serves as home to approximately 140 aircraft, including seven jets. Takeoffs and landings consistently exceed 100,000 a year.

The new tower not only will provide a higher level of safety at the airport, but it will benefit airspace in the entire region, which includes Midway and O'Hare international airports, as well as provide enhanced training for prospective pilots at Lewis University. As the first air traffic control tower in Will County, it also will encourage economic opportunity and new transportation options in one of the fastest-growing parts of the state.

Gov. Pritzker previously released IDOT's Illinois Aviation Economic Impact Analysis, the first study of its kind in a decade, which found that the state's airports annually contribute \$95.5 billion to the economy and support 492,768 jobs.



CREATE: FOREST HILL FLYOVER GROUNDBREAKING

In October, Gov. Pritzker was joined by U.S. Sen. Dick, Cook County Board President Toni Preckwinkle, Mayor Lori Lightfoot and other CREATE Program partners for the groundbreaking of the Forest Hill Flyover and 71st Street Grade Separation projects. Both projects are key parts of the CREATE program.

The Forest Hill Flyover will eliminate conflict between 30 Southwest Service Metra trains and 35 freight trains operating daily on the Western Avenue Corridor. The 71st Street Grade Separation will improve safety and convenience for pedestrians, bicyclists and local drivers. Funded through construction by the federal Infrastructure for Rebuilding America grant, these combined projects fix the first half of the largest rail chokepoint in Chicago.

The CREATE Program is a first-of-its-kind private-public partnership to improve the efficiency and effectiveness of freight, commuter and intercity rail network throughout the Chicago region. The \$4.6 billion program comprises 70 rail and highway improvements, and program partners include IDOT,

Cook County, Chicago, the six major North American freight railroads, two switching railroads, Amtrak and Metra.



BY THE NUMBERS

RIDERSHIP ON STATE-SUPPORTED AMTRAK ROUTES

■ LINCOLN SERVICE (CHICAGO TO ST. LOUIS)	486,677
■ ILLINOIS ZEPHYR/CARL SANDBURG (CHICAGO TO QUINCY)	124,747
■ ILLINI/SALUKI (CHICAGO TO CARBONDALE)	210,921
■ HIAWATHA (CHICAGO TO MILWAUKEE)	544,014
TOTAL IN 2022	1,366,359



34

VENTURE COACH CARS
IN REVENUE SERVICE ON
ILLINOIS, MICHIGAN AND
MISSOURI ROUTES

90

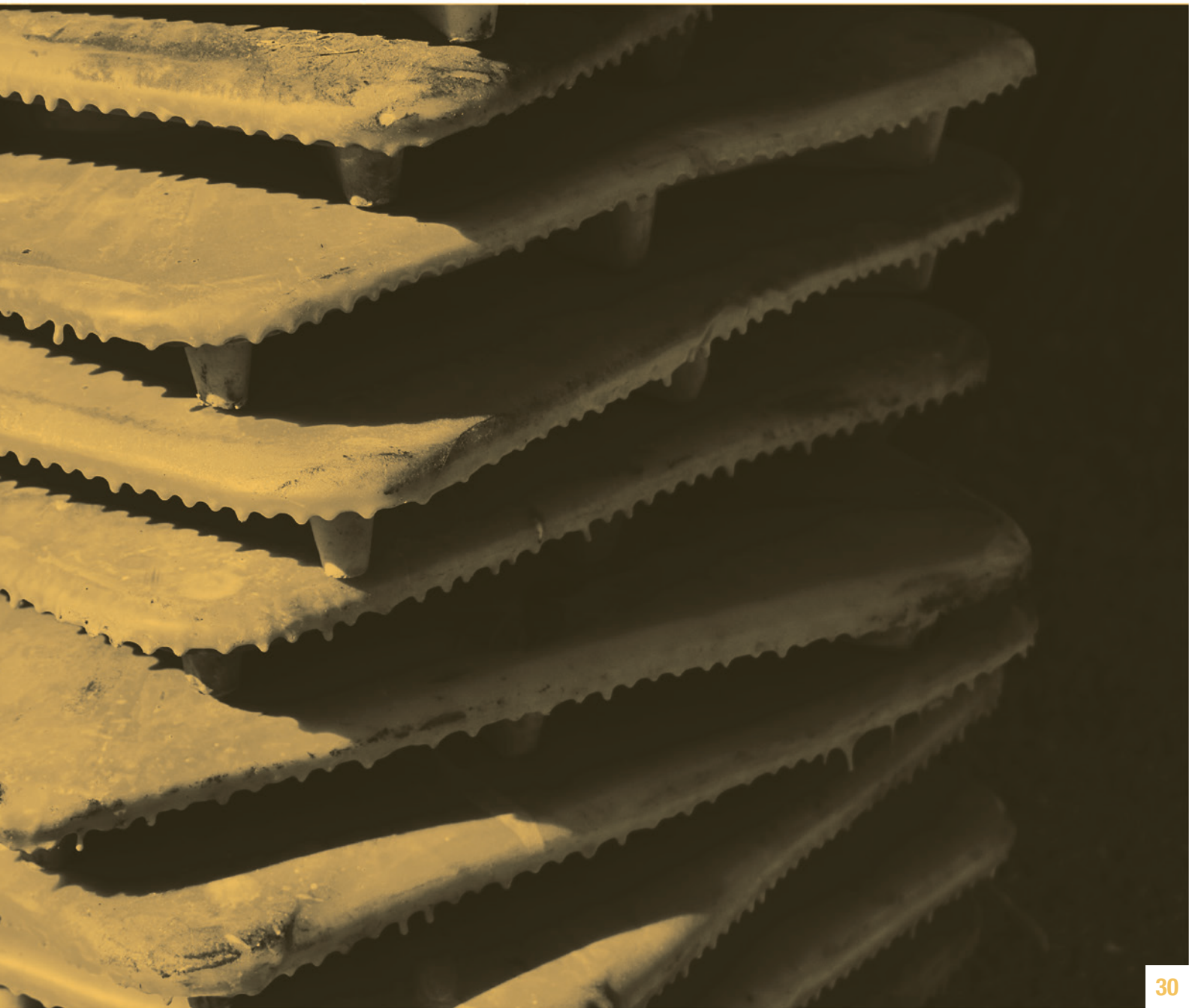
mph

HIGH SPEED RAIL
MAXIMUM SPEED ON
CHICAGO TO ST. LOUIS
CORRIDOR

SAFETY

Safety is the heart of everything we do and always top of mind. Through raising awareness, assisting motorists and facilitating other critical programs, we are cultivating a transportation system that is centered on keeping people out of harm's way.





IT'S NOT A

GAME

NOT A GAME: NEW SAFETY CAMPAIGN HIGHLIGHTS REAL CONSEQUENCES OF UNSAFE DRIVING

"It's Not a Game" was IDOT's safety campaign of 2022, driving home the message that there are no extra lives, no respawns and no second chances to get it right when you are behind the wheel. The campaign continues IDOT's comprehensive approach to reducing injuries and fatalities associated with motorcycles, bicycles, pedestrians, improper seat belt use and work zones, as well as impaired and distracted driving.

"The rising number of traffic fatalities in Illinois and across the country is deeply concerning, especially since almost all of them are preventable," said

Secretary Omer Osman. "It's Not a Game' is a clever way to reinforce the message that bad choices can cost you your life or someone else's and the only acceptable number of fatalities is zero."

"It's Not a Game" relies on the appearance of an old-school video game platform with eye-catching graphics, retro animation and witty taglines to remind drivers that safety is not a game. The campaign ran throughout the year on various media, including digital placement in bars, restaurants and gas stations, social media and online platforms, as well as radio and TV.



MORTON TEAM REMEDIES FLOODING ON ILLINOIS 116



Major flooding plagued a stretch of Illinois 116 and nearby Dixon's Fish Market, both located along the Illinois River in East Peoria. The drainage issue began in 2013 when heavy rains eroded a nearby bluff, carrying sand and debris downstream and obstructing a 42-inch culvert that crossed under the road. From that point on, the culvert would become blocked whenever it rained significantly, causing repeated flooding.

IDOT, Dixon's Fish Market and the city of East Peoria worked together to rectify the situation for years without long-term success. Dixon's Fish Market would

redirect water away from its building to the drainage system, while IDOT excavated the reoccurring blockages. A better solution was needed.

It took eight days of excavation and hauling to clean out the pipe and downstream ditch line. The team then used retention baskets and riprap to armor the upstream inlet and create a basin that will help neutralize the force of future floodwater in the area.

More than 400 tons of aggregate were used in the project. When the team was unable to procure necessary gabion baskets promptly due to supply chain issues, they pivoted and purchased multiple sheets of reinforcement mesh to make the retention baskets in-house.

Dale Hiles, Operations Supervisor from the Morton Team said, "The entire crew from Team Section 441 rose to the challenge. We were able to stay on schedule with the design changes we made to complete most of the work before cold weather hit."

The project cost \$68,400 with an estimated \$1,500 to finish the downstream section – all under budget by \$5,000.

BY THE NUMBERS

IT'S NOT A GAME

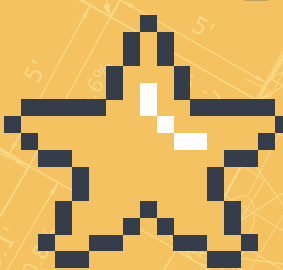


YOU'RE ONLINE!

PAGEVIEWS ON THE IT'S NOT A GAME WEBSITE IN 2022:

683,299

LEVEL UP



349% INCREASE

IN WEBSITE USERS COMPARED TO OUR PREVIOUS LIFE OR DEATH ILLINOIS CAMPAIGN WEBSITE.

Comparing the 2020 & 2021 holiday seasons.



RCUT INTERSECTIONS: MAKING ILLINOIS SAFER

Safety research suggests that intersection crash rates are related to the number of conflict points, or locations, where vehicles merge, diverge or cross. There are also vehicle movements that are more hazardous than others, such as minor street crossing maneuvers and left-hand turns on a major street. This is due to the need for the driver to decide on a gap from two directions of oncoming traffic.

To improve the safety at these types of intersections in Illinois, districts across the state are constructing partial Restricted Crossing U-Turn or commonly called a J-Turn intersection. The RCUT intersection modifies the direct left-turn and through movements from cross-street approaches. Minor road traffic makes a right turn followed by a U-turn at a designated location to continue in the desired direction. The RCUT intersection can result in a 30% increase in throughput and a 54% reduction in fatal and injury crashes.

In September 2022, District 4 substantially completed converting the southbound County Road 600 E intersection in McDonough County into a RCUT intersection. This full-access four-way intersection just south of Colchester near Macomb has been the scene of nine crashes, including four fatalities from 2015 through 2020. The new design will reduce the conflicting movements for southbound County Road 600 E through or left-turn traffic from five to two at the intersection. Allowing drivers to focus on fewer conflicting movements should have a significant improvement in safety at the intersection.

In fall 2022, District 9 completed construction of two new RCUT intersections along Illinois 13/127 north of Murphysboro. The project involved extending the four-lane section of Illinois 13/127 approximately 1.5 miles and making safety improvements at the intersections of Illinois 13/127 and Ava Road/Kimmel Bridge Road and Illinois 13/127 and Grange Hall Road in Jackson County. Both existing intersections have a history of fatal and injury crashes.

There are currently three additional RCUTs in southern Illinois between Marion and Harrisburg at Illinois 13 and Aurella Drive, Illinois 13 and Norman Road, and Illinois 13 and Carrier Mills Road.



TRAVEL SMART: IDOT AND U OF I HELP DEVELOP GUIDELINES FOR SMART WORK ZONES



In Illinois, an average of 6,406 work zone crashes occurred each year from 2015 to 2019. That's why effectively and quickly communicating real-time travel information in work zones is essential to helping make Illinois roads safer and drive down the number of traffic fatalities to zero.

IDOT, along with the University of Illinois, is working on a project to develop and design guidelines for smart work zone systems. These systems use sensors to collect real-time data, such as speed and traffic volume, to communicate travel information to drivers as they

approach work zones, and help them get ahead of potential problems.

The goal is to improve safety and mobility in work zones by determining when smart work zone systems are needed, how to design them and how to ensure the systems are adequately operating. The project focuses on creating design guidance for smart work zone systems.

The project team is also developing a tool to assess when smart work zone systems are needed on different types of projects. This user-friendly tool is expected to help IDOT designers identify the need for smart work zone systems in different projects based on their specific conditions and characteristics, such as work zone length, number of lane closures and more.

The proposed guidelines and tool are expected to increase safety and mobility for drivers as well as reduce frustrations at work zones by helping to quickly identify alternate routes.

The project is expected to conclude in 2023.

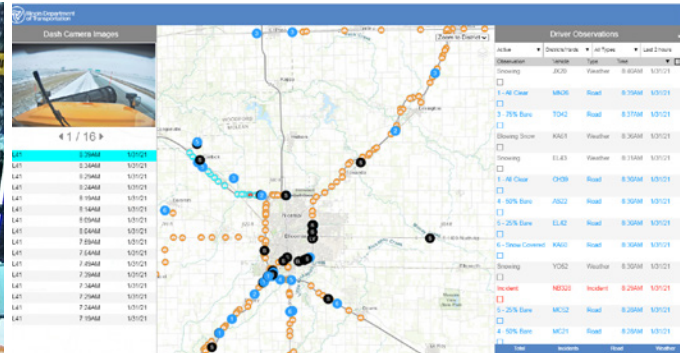
WORK ZONE SAFETY AWARENESS WEEK IN ILLINOIS

For National Work Zone Safety Awareness Week, IDOT, Illinois State Police, Illinois Tollway, Iowa Department of Transportation, industry partners and frontline construction workers joined forces at events across Illinois to tell motorists that “work zones are a sign to slow down.”

“Entering Year Four of Gov. JB Pritzker’s Rebuild Illinois capital program, with a boost from the new federal infrastructure package, you will be seeing active projects all across the state,” said Secretary Osman. “Whatever your mode of transportation, if you are traveling in Illinois this year, you will be passing through work zones. The people behind the cones and barricades are someone’s father, mother, son, daughter, friend or neighbor. Please slow down and give them room to work, for your safety and ours.”

The year’s theme for National Work Zone Safety Awareness Week was “Work Zones Are a Sign to Slow Down,” reinforcing the message that the sight of signs alerting motorists to upcoming construction means decreasing their speed and proceeding with caution.





CAMERAS UPPING SNOW REMOVAL EFFORTS IN DISTRICT 5

A pilot program in District 5 is using cameras to help field supervisors see current conditions during plowing operations with a goal to make roads safer for winter travel.

District 5 consists of McLean, Dewitt, Piatt, Champaign, Douglas, Edgar and Vermilion counties.

“Our staff is normally out evaluating conditions and treatments during a storm, but the cameras allow them to see all of the roads they are responsible for, including those that they may not have traveled recently,” said District 5 Operations Engineer David Speicher. “Conditions can change rapidly, and the more information we can provide our supervisors with, the better decisions they can make.”

Supervisors can pull up the information at any time on their computer in the office or remotely using iPads.

During winter weather events, plow drivers put the GPS/Automated Vehicle Location system in “snow mode.” While in snow mode, the camera automatically

takes a picture every five to 10 minutes. The camera also takes a picture when the driver enters a road condition, weather report or hits the incident icon on the tablet in the truck. Supervisors can then see the information on the Snow Ops screen.

“The first cameras were installed in October 2018,” Speicher said. “We did some experimenting with camera locations and how best to integrate them with the department’s GPS/AVL system. In late February 2020, the cameras were installed on all trucks in McLean County and then on the other trucks in District 5 over the next several months.”

The cameras are now installed inside the cab at the top center of the windshield to protect them from the weather. The pilot has been successful thus far, with cameras providing valuable information when it’s needed most.

Work is continuing to expand the project to districts throughout the state.





CREATE GRADE SEPARATIONS

Grade separations are a key solution implemented by the Chicago Region Environmental and Transportation Efficiency Program program to improve safety for motorists, pedestrians and bicyclists. These projects separate vehicle traffic from train traffic with construction of an underpass or overpass. By building overpasses or underpasses, train collisions

are eliminated. The CREATE Program has completed seven grade separation projects so far and will build 25 new overpasses or underpasses to accommodate pedestrian and bicycle traffic in the future.

These infrastructure enhancements will improve quality of life in the Chicago area as well as bicycle and pedestrian safety.

ILLINOIS GOES ORANGE TO HONOR FALLEN HIGHWAY WORKERS

Buildings and bridges across Illinois commemorated 2022's construction season by lighting up in bright shades of orange to remind people to slow down in work zones.

Among the structures turned orange at night to honor those who died in work zones and to recognize National Work Zone Safety Awareness Week in Illinois were:

- ❑ Rock Island's Centennial Bridge
- ❑ Peoria's Murray Baker Bridge
- ❑ Quincy's Bayview Bridge
- ❑ Quad Cities Interstate 74 Mississippi River Bridge
- ❑ Rockford's Morgan Street Bridge
- ❑ Rockford's City Hall

- ❑ Rockford's Embassy Suites by Hilton Rockford Riverfront



COMMUNITY OUTREACH

Our purpose is rooted in public service. By offering training programs, partnering with public and private institutions, and making meaningful contributions to our communities, we are fulfilling an important promise to the people of Illinois.



EQUIPMENT
1/C #6 GROUND (GREEN
COLOR CODED)



HANDHOLE COVER





IDOT'S POW/MIA REST AREA SIGNS RECEIVE REFRESH

Deteriorated POW/MIA signs at rest areas throughout the state received an update to continue recognizing Illinois service members who remain unaccounted for following the Vietnam War.

In the early 1990s, a group of veterans organizations posted signs at rest areas throughout the state memorializing the "Illinois 99" – the 99 Illinois service members who were listed as POW or MIA. In recent years, these monuments had been neglected and deteriorated to the point that many of the names were unreadable.

IDOT assumed responsibility for the signs in 2021 and researched, designed and produced new signs that were installed at the Prairie View, Mississippi Rapids,

Turtle Creek, Krisdala Baka, Mainline, Great Sauk Trail, Mackinaw Dells, Spoon River, Illini Prairie, Salt Kettle, Rail Splitter, Green Creek, Cumberland Road, Pride of the Prairie, Post Oak, Gateway, Silver Lake and Skeeter Mountain rest areas.

IDOT's research determined that 35 of the original "Illinois 99" service members had been identified. The new signs will memorialize the remaining 64. Locations were chosen based on their proximity to hometowns of the missing.

To keep the signs in good condition in the years ahead, IDOT staff will continue to monitor and maintain them as they do any other road signs.

IDOT'S ELECTRIC VEHICLE PLAN APPROVED

In September, the Federal Highway Administration approved IDOT's plan to build a reliable electric vehicle charging network throughout the state.

The Electric Vehicle Infrastructure Deployment Plan addresses potential challenges and proposes locations for charging stations to ensure people can confidently travel the state in electric vehicles. It will help implementation of the National Electric Vehicle Infrastructure program, a provision of the Infrastructure Investment and Jobs Act. Illinois will receive more than \$148 million over the next

five years to build out a statewide network of public EV charging stations.

The stations will be built at least every 50 miles along designated Alternative Fuel Corridors and will be able to accommodate up to four average-range EVs to allow a full charge in less than 30 minutes.

Illinois currently has more than 50,000 EVs registered and nearly 200 charging stations.



EMPLOYEE SAVES MAN FROM JUMPING OFF BRIDGE

In May, Steven Miller, a construction technician in Vienna, had a chance encounter with a distressed man on an interstate overpass in Massac County that forced him to make a snap decision to help save a man's life while putting his own at risk.

The entire incident was captured by the Massac County Sheriff's Department and received national attention.

The man approached Miller and contractor foreman Ricky Eddington, asked for help and indicated he was trying to get home to his wife. They called 911 for assistance and Massac County Deputy Summer Dixon arrived on scene.

Here, in his own words, Miller looks back on the fateful day.

I stood on one side of him. The deputy stood on the other. All of a sudden, the guy dropped his phone and leaned back over the overpass. We caught his leg. His other leg was kicking off from the bridge underside. For a brief moment, I felt like we were going over, too, but we hit the guardrail. It felt like it was never going to end and there was no way out of it.

In a moment of clarity, the guy reached his hand out, we grabbed it and pulled him back over.

I told the guy that he was in a bad spot right now, but we all have been there, and life will get better. I see public safety as the most important day-to-day responsibility of my position.

HIGH SCHOOL STUDENTS GET UP-CLOSE LOOK AT CONSTRUCTION

In November, District 4 hosted Canton High School's building trades class, which joined workers at a highway project to learn more about construction. The students observed the first of three phases of work on a \$10 million project to replace an outdated bridge with a new 90-foot structure on U.S. 24/Illinois 9 over Copperas Creek in Fulton County. The road will also be expanded from two to four lanes between Banner and Kingston Mines.

Students got an up-close look at the first stage of building the west abutment of the new bridge with a lesson on foundation piling. They learned how piling size and location are determined and why this helps support the structure.

Other takeaways included understanding how math

and engineering are necessary for complex construction projects, as well as the most important lesson of all: It takes a team of diverse skills and talent from engineers, equipment operators, carpenters and laborers to get the job done.





IDOT TEAMS UP WITH THE ORANGE BARRELS FOR ROAD SAFETY AWARENESS

In September, the Bureau of Safety Programs and Engineering, Office of Communications and District 4 team members joined Secretary Osman in shining a spotlight on road safety at Peoria’s Dozer Park, home to the Peoria Chiefs. For three games this season, the minor league baseball team branded themselves as the Orange Barrels to acknowledge the active construction season in Peoria and to honor the workers who improve local roads.

As fans arrived at the park, they were greeted by an 11.5-foot by 6.5-foot dynamic message sign announcing, “ROADWAY SAFETY IS NOT A GAME.” Once inside, Work Zone Safety Engineer Nathan Peck shared safety tips and District 4 Project Engineer Nicole Fayant discussed local

projects, such as the Bob Michel Bridge, at the “It’s Not a Game” outreach tent.

The game kicked off with District 4 Knoxville Yard Highway Maintainer Tricia Hightower throwing out the first pitch. Announcements and colorful animations on the scoreboard reinforced the importance of safe driving behaviors throughout the game.

That evening, baseball fans enjoyed more than just a great night at the ballpark. They went home with a renewed awareness and appreciation for the workers who make safe travel possible.





EMPLOYEE FLEXES TALENTS FOR ENGINEER IN THE CLASSROOM, AMERICAN BUSINESS CLUB

Permit Tech Brian Mancini makes a habit of volunteering in his community: He's in his fourth year of Engineer in the Classroom and is currently serving as president of the American Business Club of Springfield.

Mancini got involved with Engineer in the Classroom through IDOT and his boss, Permit Supervisor Kim Tribbet. They volunteer at Springfield's Graham Elementary. This year, they took on both fifth-grade classes combined due to a shortage of volunteers.

The kids took second place in the regional competition

to build a Rube Goldberg machine the first weekend of March, and for the first time ever, moved on to the state finals.

In addition to his time spent in the classroom, Mancini also is serving a one-year term as president of the ABC, which is a social charity that provides Amtrykes – special-needs mobility tricycles– to kids and veterans and assists other local charities such as the Boys and Girls Club, Lincoln Land Down Syndrome Society, Wooden It Be Lovely and more.

ELEMENTARY SCHOOL KIDS GET FUN LESSON ON STREET SIGNS



Standard Sign Unit Chief Cory Pelc visited his son's second grade class at Sherman Elementary School on Dec. 15 to read the students a book, talk about the importance of street signs and explain what he does at IDOT.

"I read a book called 'Runaway Signs' about the boy and girl from the school crossing sign," Pelc said. "They get bored and feel unappreciated, so they decide to leave

their sign and convince other symbols and messages to join them until they realize how important they are to the people in the community."

The reading provided a green light to start a more in-depth talk about signs.

"I spoke to them about why signs have certain shapes, asked them if they knew what colors certain types of signs were, explained why some signs have words and others have symbols – for people who might not be able to read," Pelc said.

He also gave a broad overview of how the sign shop makes signs and how important it is to recycle aluminum from old signs and scraps.

DIVERSITY, EQUITY & INCLUSION

Increasing access to opportunity through diversifying our workforce and business partnerships benefits everyone. We are at our best when everyone has a seat at the table and we're listening to and learning from an array of people and perspectives. Equity and inclusivity in our work pay dividends beyond transportation.





TODAY'S CHALLENGE TOMORROW'S REWARD

The Today's Challenge, Tomorrow's Reward conference returned in May at the Crowne Plaza in Springfield. TCTR offers educational and skill building workshops, lessons on best practices, and networking opportunities for firms in the Disadvantaged Business Enterprise program and contractors wanting to do business with IDOT. The conference is the flagship event of the Bureau of Small Business Enterprises, furthering IDOT's overarching goal of advancing a firm's skillset and knowledge to increase their competitiveness and opportunities for work on federally funded highway contracts.

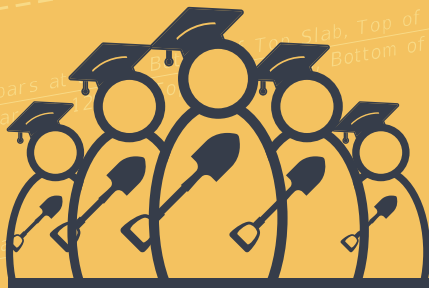
For more than 30 years, the conference has provided prime contractors, subcontractors and DBE firms with invaluable information and resources. A combination of virtual and in-person presentations and workshops included estimating and bidding, project management, erosion control, advanced financing, and social media marketing.

Motivational speaker Ray McElroy, former Chicago Bears chaplain and player, addressed the conference as well as keynote speaker Tanya Adams, vice president of inclusion and diversity at WSP USA, who reminded attendees of this year's conference theme: "Navigating the New Normal." The conference concluded with an awards luncheon recognizing outstanding firms throughout the state.



BY THE NUMBERS

NUMBER OF HCCTP GRADUATES IN 2022



198





HIGHWAY CONSTRUCTION CAREERS TRAINING PROGRAM EXPANDS TO SHAWNEE COMMUNITY COLLEGE

The Highway Construction Careers Training Program expanded to Shawnee Community College in 2022 through a partnership with John A. Logan College. JALC will provide training to SCC instructors over the next two years before handing the reins to SCC.

Each HCCTP site holds one to five sessions a year, offering participants intensive training in highway construction skills, including mathematics for the trades, job-site readiness, carpentry, concrete flatwork, blueprint-reading orientation, introduction to tools, forklift operation, OSHA 10 certification and more. The colleges assist graduates in obtaining

placement with highway construction trade unions, apprenticeship programs and highway construction contractors.

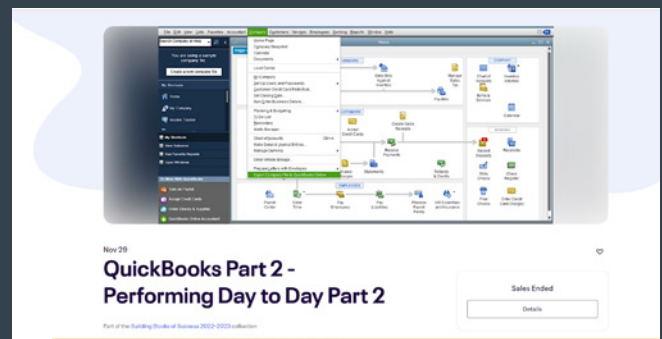
In collaboration with the Federal Highway Administration and community colleges statewide, IDOT initiated HCCTP in 2009 in an effort to increase access to highway construction jobs for minorities, women and disadvantaged individuals. The HCCTP emphasizes lifelong learning and provides opportunities for further education and assistance to improve employability in the highway construction industry.

BUILDING BLOCKS OF SUCCESS

In 2022, the Office of Business and Workforce Diversity took advantage of new virtual tools to host 40 virtual workshops as part of Building Blocks of Success, the most ever held. The free workshops are designed for firms interested in the Disadvantaged Business Enterprise program, strengthening their skills and bidding on state construction projects.

Administered by IDOT, the DBE program provides minorities, women and other eligible small businesses the opportunity to participate in highway, transit and airport contracts that are federally and state funded. Workshop topics include advanced financing,

QuickBooks training, estimating and bidding, insurance, management, contract compliance, steps needed to be certified as a DBE firm, and more.



ACCOMPLISHMENTS

We have raised the bar in reaching our goals this year. The creative work by our industry-leading professionals has been acknowledged by our peers and we've had many moments to shine.





(670.67)

(670.69)

ILL 21 (MILWA)





I-74 MISSISSIPPI RIVER BRIDGE EARNS HONORS DURING FIRST YEAR

The new Interstate 74 Mississippi River bridge has received several honors after fully opening in December 2021.

It was named a Top 12 finalist in the America's Transportation Awards, the top honor for state departments of transportation from the American Association of State Highway Transportation Officials, AAA and the U.S. Chamber of Commerce. Additional honors include winning the 2022 Structural Engineering Excellence Award in the new bridges or transportation structures category from the National

Council of Structural Engineers Association. The project also was recognized a Top 10 bridge project by Roads & Bridges magazine.

Built by the Iowa and Illinois departments of transportation, the I-74 Mississippi River Bridge has four lanes in each direction, a 14-foot-wide bike and pedestrian path with a scenic overlook and connections to existing paths in Moline and Bettendorf, Iowa. The approximately \$1 billion project includes twin river bridges, new interchanges, ramps and local road reconfigurations.



EXEMPLARY PROCUREMENT PRACTICES AWARD



The American Council of Engineering Companies and the National Society of Professional Engineers presented IDOT with the 2022 Qualifications-Based Selection Award for the State or Local Government Sector. The award recognizes organizations that promote and make exemplary use of QBS methods to procure the professional services of consulting engineers at the federal, state or local level.

“We are proud to win this award for doing our utmost

to obtain the best quality services at the best prices,” said Secretary Omer Osman. “We are all committed to excellence. The QBS process helps us ensure a high level of quality in our work on behalf of Illinois residents while respecting the taxpayer dollar. The selection committee, which includes members outside of IDOT, works hard to do their jobs transparently and with integrity.”

QBS is a procurement process that prioritizes experience and technical expertise rather than just the lowest bid. Firms are first assessed on their qualifications by a panel that includes IDOT staff and four qualified members from the public. The top-ranked firm is then contacted for price negotiations, with the goal of reaching a fair and reasonable price. If an agreement is not reached, negotiations shift to the second-ranked firm.

The award was presented Oct. 18 at the ACEC Fall Conference in Colorado Springs.

JOSE RIOS RECEIVES HONORABLE RAY LAHOOD AWARD

Region 1 Engineer Jose Rios received the Honorable Ray LaHood Award from the Chicago chapter of Women in Transportation Seminar, a group that promotes the development and advancement of women in transportation.

The Honorable Ray LaHood Award recognizes men who lead by example in advancing women and minorities, ensuring they can compete for leadership positions and thrive.

Appointed Region 1 Engineer in 2021, Rios advanced through the ranks to oversee IDOT operations and projects in Cook and the collar counties. During his 21 years at IDOT, he has been instrumental in advancing women to leadership positions. He was nominated for his strong advocacy for training and coaching to promote women and minorities into future leadership positions.

WTS Greater Chicago represents transit, rail, highway and

aviation agencies, as well as private industry, municipalities, academics and students throughout the Chicago area. The Chicago chapter is part of WTS International, which boasts more than 8,500 members and 64 chapters, with connections to a network of 40,000 transportation professionals throughout North America and the United Kingdom.



STAY CONNECTED



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flickr.com/photos/idot_illinois



youtube.com/user/IllinoisDOT

SOCIAL MEDIA STATS



3,500,000: VISITS TO IDOT.ILLINOIS.GOV



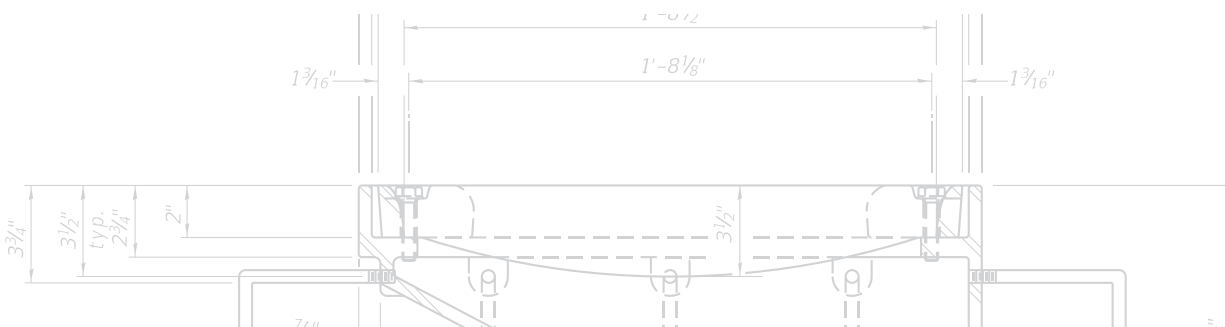
124,000: FACEBOOK FOLLOWERS

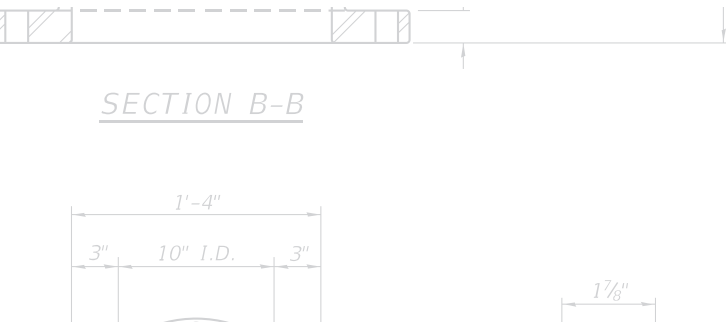


24,000: TWEETS



6,313: FLICKR PHOTOS





ASTM A537 and shall be galvanized according to Article 1006.29(d).

As an alternate stainless steel may be used.
Stainless steel hardware shall be according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.

Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.

As an alternate, fiberglass may be used for downspouts according to ASTM D2996 with a short-time rupture strength hoop tensile strength of not less than 100,000 psi.

2022

ANNUAL REPORT

