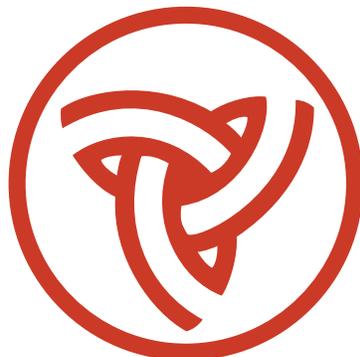


● 2017 ANNUAL REPORT ●

ILLINOIS DEPARTMENT OF TRANSPORTATION



2017
ANNUAL
REPORT

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State of Illinois
Illinois Department of Transportation

● 2017 ANNUAL REPORT ●

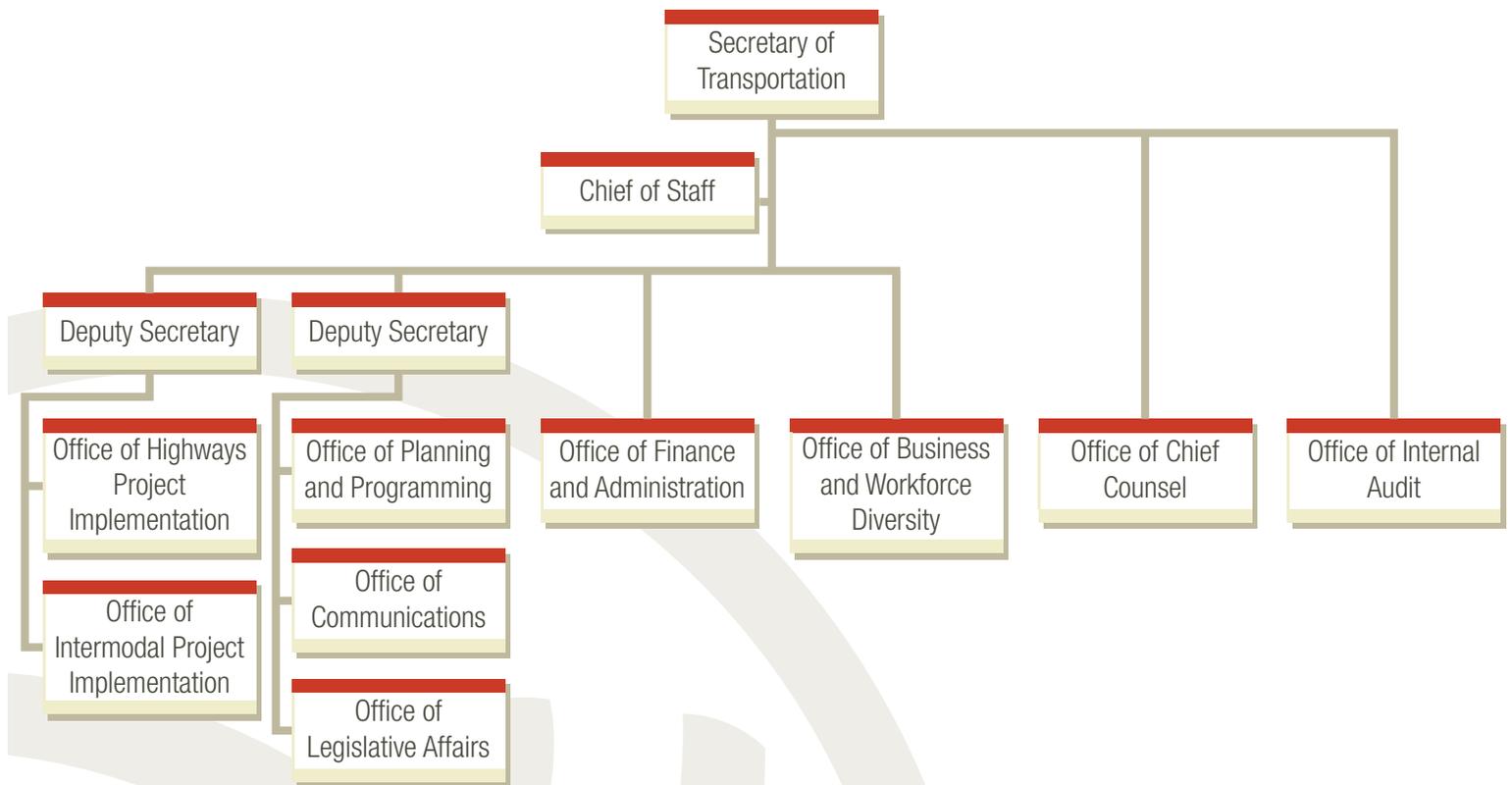
ILLINOIS DEPARTMENT OF TRANSPORTATION



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● 2017 ANNUAL REPORT ●

Organizational chart





Transportation is one of our state's greatest strengths and strategic advantages. Illinois is home to the nation's third largest interstate system, is served by all seven Class 1 railroads and is the freight hub of North America. Our inventory of bridges is among the largest in the country, our waterways provide access to key ports in the Midwest, and our transit providers accommodate more than 400 million riders annually.

Simply put, transportation is what we do in Illinois. And it is our goal at IDOT to ensure Illinoisans and visitors alike enjoy the benefits of a world-class transportation system.

That means we're constantly evaluating what it will take to make our system better, safer and more efficient. We're leveraging data to inform our decisions. We're embracing modern technologies to improve how we manage the system we have today and build the system we'll need in the future. And we're working every day to protect vital connections—for people, for businesses and for communities—that a vibrant transportation network creates throughout our great state.

I am so proud of the accomplishments the Illinois Department of Transportation team achieved in 2017. From completing multimillion-dollar highway and bridge projects, to celebrating key milestones on the Chicago-St. Louis passenger rail project, to implementing safety improvements and much more, it was a stellar year for our agency. Under Gov. Rauner's leadership, IDOT continues to deliver on its commitment to create economic opportunity throughout the state by better connecting communities, improving safety and enhancing quality of life.

Thank you for placing your trust in the important work we do. It is our privilege to serve you.

A handwritten signature in black ink, appearing to read "Randall S. Blankenhorn". The signature is fluid and cursive, written over a white background.

Randall S. Blankenhorn
Secretary
Illinois Department of Transportation



15,918

highway miles under state jurisdiction

760

miles of highway projects completed

IDOT IN 2017

IDOT is responsible for building and maintaining the state's highways, regulating and supervising all Illinois airport activity, overseeing the state and federal funding for public transportation and managing passenger and freight rail projects. Through effective planning, programming and project development efforts, IDOT strives to look at a full range of transportation options, evaluate how they affect mobility for users, assess the current infrastructure, prioritize needed improvements based on performance and demographics, and then, with available revenue sources, integrate them into an overall transportation strategy.



\$3.03

billion FY17 operating budget

\$2.02

billion FY17 annual highway program budget

4,967


employees statewide



1,875,180

passengers served on Amtrak's four state-supported routes

WWW.



44,181 miles plowed by IDOT snow-removal crews

827

aviation facilities



56

transit systems



82,300

motorists assisted by IDOT's emergency traffic responders



7,835

bridges under state jurisdiction



30

rest areas



& 11

welcome centers



1.8

million visitors to IDOT.illinois.gov



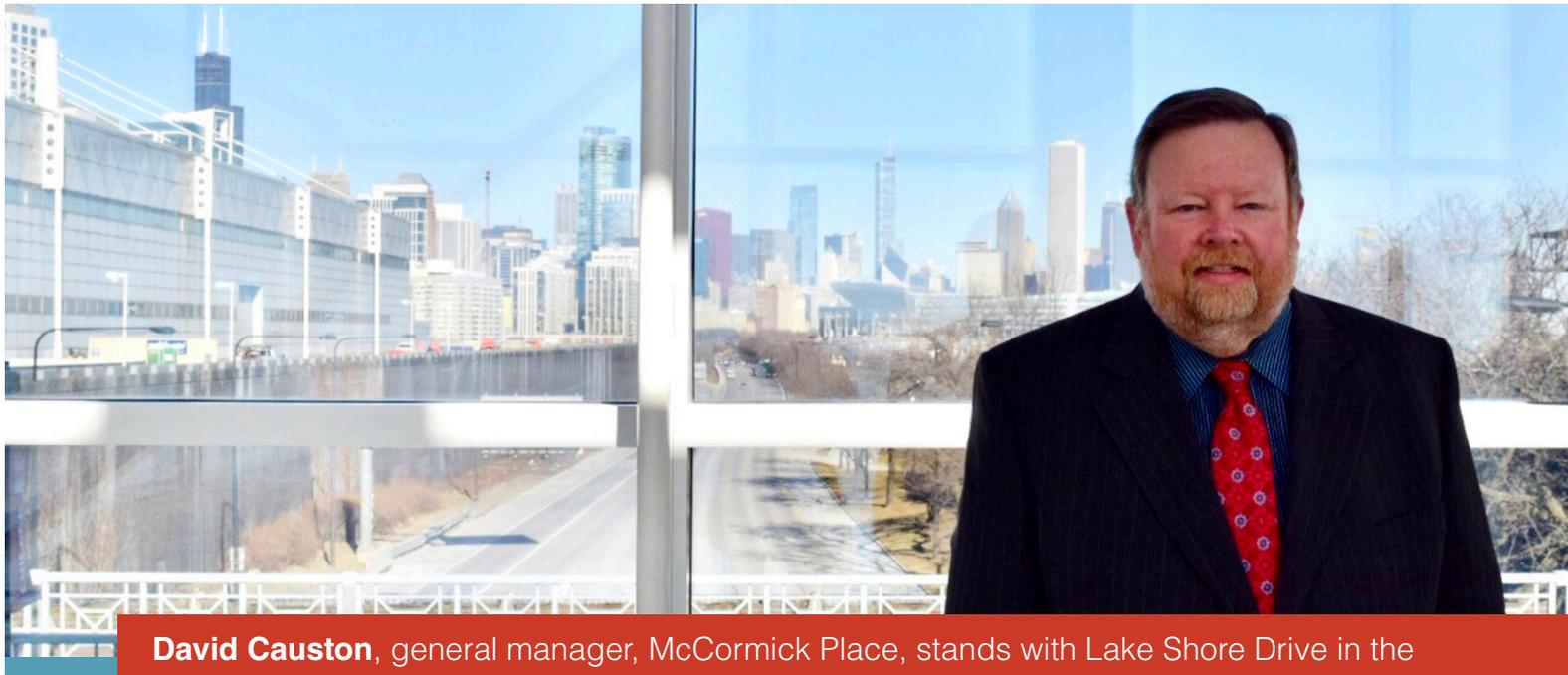
128

safety and traffic improvements

162

bridge improvements





David Causton, general manager, McCormick Place, stands with Lake Shore Drive in the background.

Interstate 55/Lake Shore Drive interchange

- ◆ **Scope of work:** Reconstruction of the six bridges that make up the elevated interchange.
- ◆ **Budget:** \$135 million
- ◆ **Timeline:** 2015-2017
- ◆ **Location:** Chicago (IDOT, Region 1, District 1)

“Rebuilding a major interstate on top of one of the busiest convention centers in the nation with very little disruption to our operations is truly a testament to our partnership with IDOT.”

*David Causton, McCormick Place
general manager*

Interstate 55/Lake Shore Drive interchange reconstruction improves travel to Chicago lakefront

Millions of visitors travel to Chicago's lakefront each year via the Interstate 55/U.S. 41 (Lake Shore Drive) interchange. Connecting a major interstate and an urban expressway, the interchange is a vital link to Lake Michigan, McCormick Place, Soldier Field, Museum Campus, University of Chicago and more.

In December, work wrapped up on a \$135 million, 14-month project to upgrade the highly traveled interchange, which included six aging elevated bridges subject to frequent pavement failures, causing lengthy delays and safety concerns.

The scope of the project involved reconstruction of the bridges and adding a second lane to the ramps that connect Lake Shore Drive to outbound I-55 to further improve mobility and congestion. An innovative construction technique provided major relief to congestion within the work zone. A temporary bridge was built to accommodate inbound I-55 traffic and avoid closures and detours at the interchange.

The project's completion reflects a major infrastructure improvement to an important piece of the state's transportation system. The improvements provide a safer trip and more reliable travel times for the 123,000 vehicles that travel the interchange each day, including the 2.5 million guests who visit McCormick Place annually.

"These roadways are critical to our success and the ease of access to Chicago and our great lakefront," said **David Causton**, general manager of McCormick Place. "About 90 percent of our visitors travel from out of town, so their ability to get here safely and conveniently is a competitive advantage for us."

The area directly underneath the interchange ramps contains critical aspects of McCormick Place operations, including truck marshalling, freight delivery and a Metra commuter station, Causton said.

"Rebuilding a major interstate on top of one of the busiest convention centers in the nation with very little disruption to our operations is truly a testament to our partnership with IDOT. Having this updated transportation infrastructure only continues to make McCormick Place more competitive and able to attract conventions from all over the world to Chicago."



Larry Stebbins stands on the newly opened Savanna-Sabula bridge. The old bridge can be seen in the background.

Savanna-Sabula bridge

- ◆ **Scope of work:** Removal and replacement of the bridge that carries U.S. 52/Illinois 64 over the Mississippi River from Savanna, Ill., and Sabula, Iowa. Also included was the reconstruction of a portion of Illinois 84 near the bridge at the north end of Savanna, and reconstruction of approximately 1,500 feet of causeway on the Iowa side of the bridge.
- ◆ **Budget:** \$80.6 million
- ◆ **Timeline:** 2016–2017
- ◆ **Location:** Savanna (IDOT Region 2, District 2)

“The new bridge will definitely help by providing something that people feel comfortable going across when they come to see the Mississippi River.”

Larry Stebbins, Savanna resident

New Savanna-Sabula bridge improves key link to Iowa

For **Larry Stebbins**, a 70-year resident of Savanna, owner of Stebbins Appliance and former mayor, the old Savanna-Sabula bridge carrying U.S. 52/Illinois 64 over the Mississippi River helped define his town, but he was happy to see it go.

In November, a new \$80.6 million bridge opened alongside the old bridge, providing improved access across the river and a safer travel experience.

Originally constructed in 1932, the old bridge was a historic link between Illinois and Iowa. Today, the next nearest crossing over the Mississippi River is more than 20 miles away. The bridge served as a lifeline between Savanna and Sabula, providing access across the river to jobs, education, medical services, tourism and economic opportunity. The old bridge was also used by commercial truckers as a connection between the two states.

Despite its importance, the aging bridge had many problems. It was functionally obsolete and structurally deficient. Multiple repairs took place between 1985 and 2008, and growing maintenance costs were a concern. In addition, the old bridge was only 20 feet wide without room for shoulders. Wider vehicles often overlapped the opposite lane, and the bridge could not accommodate bicycles or disabled vehicles. The lanes were so cramped that they were a deterrent to both civilian and commercial drivers and contributed to crashes.

“There were a lot of people who were afraid to travel across that old bridge,” Stebbins said. “You worried about the integrity of the bridge and the width of the lanes. If you were traveling, or wanting to conduct business, that bridge was a real roadblock.”

Stebbins recalls a perilous moment on the old bridge.

“I was coming back from Sabula in a company truck when I met a semi driver coming across the bridge, and he was scared. I moved over as far as I could. I actually touched the side of the bridge, and he just barely cleared mirrors with me.”

The new 2,400-foot bridge solves these problems, allowing for two 12-foot driving lanes and an 8-foot shoulder on each side. The improvements widen the driving lanes, improve safety for breakdowns, allow for bicyclists and should attract more traffic, both private and commercial, across the new bridge.

“The new bridge will definitely help by providing something that people feel comfortable going across when they come to see the Mississippi River. Companies could choose to build new factories in the area, and better truck traffic promotes healthy business,” Stebbins said.

“The thought of that bridge closing would just be devastating. Now that we have this new bridge, it's hard to say all of the benefits that Savanna will see.”



As it nears completion, **Mike Inman** visits the Macomb Bypass, which will route U.S. 136 and Illinois 336 around Macomb.

Macomb Bypass

- ◆ **Scope of work:** Excavation, grading and paving of two lanes with shoulders and structures on a new alignment of Illinois 336 west of Macomb.
- ◆ **Budget:** \$69 million
- ◆ **Timeline:** 2013–2018
- ◆ **Location:** Macomb (IDOT Region 3, District 4)

The bypass “has every opportunity to benefit the city by connecting to an existing four-lane infrastructure and driving development to the two interchanges that will be in place once the project is completed.”

Mike Inman, Macomb mayor

New Macomb Bypass will reduce congestion, build economic opportunities

With the anticipated completion of two lanes of a new bypass project in the spring of 2018, the city of Macomb is ready to welcome the anticipated benefits the \$69 million, multiyear project will bring to the modest-sized college town in western Illinois.

Completing the Chicago-Kansas City Expressway, the Macomb Bypass provides for the continuation of U.S. 136 and Illinois 336 around the city of Macomb, linking Illinois 336 and U.S. 67. The new two-lane highway will reduce congestion in and around Macomb, increase safety for city traffic by establishing a through-traffic alternative, and reduce travel times for local and regional drivers.

According to Macomb mayor **Mike Inman**, the project will also support the city's economic development goals.

"The biggest benefactor is the economy around Macomb," Inman said. "Even though the bypass does not sit within the corporate city limits, it has every opportunity to benefit the city by connecting to an existing four-lane infrastructure and driving development to the two interchanges that will be in place once the project is completed."

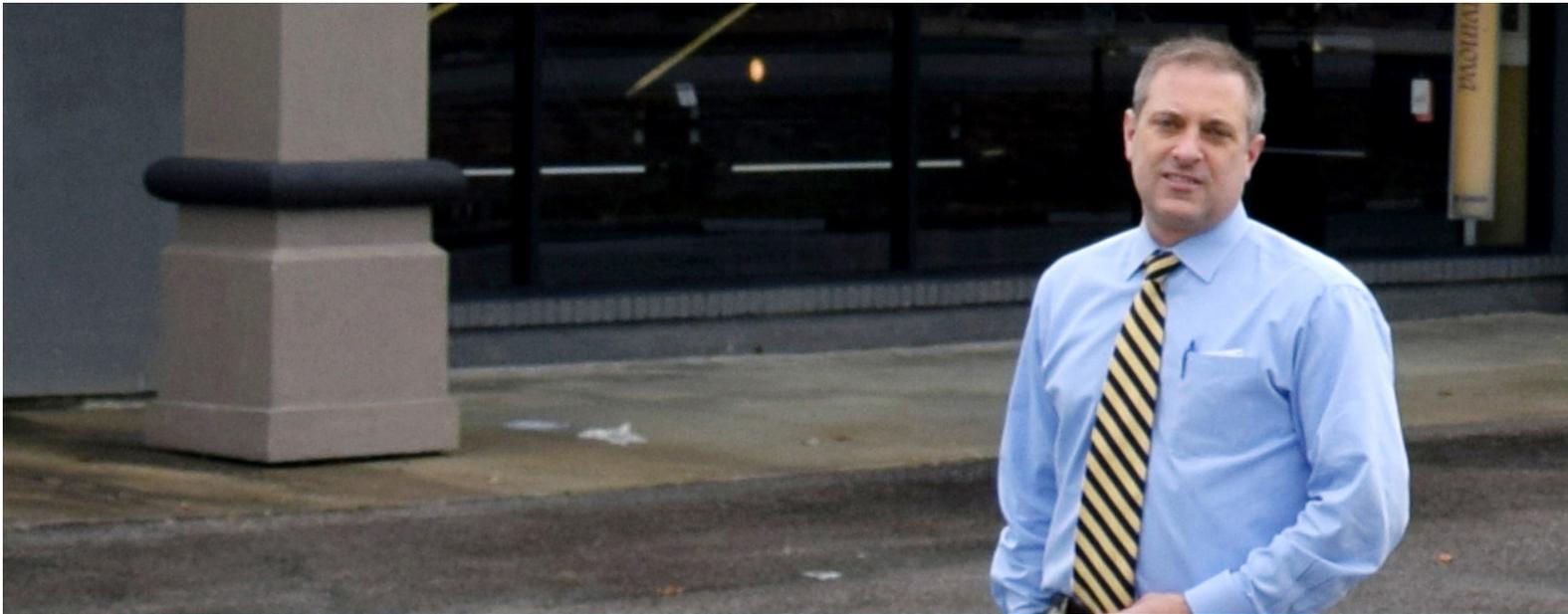
Many commercial development possibilities exist for the interchanges. Because Macomb is 60 miles from the nearest full-service truck stop in either direction, the new interchanges are prime spots for development, Inman said. The location

of the interchanges on the Chicago-Kansas City Expressway, a national corridor, also lends itself to manufacturer supply chains, making them ideal for warehousing development. Hotels, restaurants and other businesses are also possibilities.

Development of the interchanges will provide an economic boost to Macomb and the surrounding area through both jobs and the sales tax derived from the new businesses.

In addition to these anticipated perks, Inman said he believes Macomb will also benefit from the reduction of truck traffic in the city, which will allow other motorists to make more spontaneous stops at businesses without having to contend with the larger vehicles.

Work on the bypass was divided into two parts. The first, from 2013 to 2017, consisted of mainline grading involving earth and drainage work for four lanes of traffic and shoulders. The second, which began in 2015 and is slated for completion in 2018, allows for the paving of two of the four planned lanes on the northwest side of Macomb, including shoulders and bridge construction with a transition at both ends from two to four lanes. While the ultimate goal of the Macomb Bypass plan is for four lanes of traffic on the northwest and northeast sides of Macomb, funding is not yet available to bring the full plan to fruition.



Matthew Waldhoff stands outside Capital City Music along the recently expanded Wabash Avenue in Springfield.

Wabash Avenue

- ◆ **Scope of work:** Widen Wabash Avenue from three lanes to five, correct road deficiencies, improve intersections and utility work.
- ◆ **Budget:** \$26 million
- ◆ **Timeline:** 2014-2017
- ◆ **Location:** Springfield (IDOT Region 4, District 6)

“Traffic is definitely easier, and the four lanes are safer than the two we had before. Overall, there’s just less congestion.”

Matthew Waldhoff, Capital City Music

Widening project in Springfield enhances safety, supports economic growth

A \$26 million project to widen Wabash Avenue on Springfield's west side from three to five lanes has increased capacity, corrected road deficiencies and improved safety along a growing economic corridor.

The improvements to the 2.9 miles of Wabash Avenue, stretching from Koke Mill Road to Moffett Street, in Curran, involved widening the road to include two lanes in each direction and a center turn lane.

The project also improved the safety of existing intersections and made additional roadway improvements.

Throughout the design and construction of the project, new businesses continued to be added along the corridor. In an effort to support the burgeoning economy, IDOT worked to accommodate the needs of new and existing businesses in ways large and small.

Matthew Waldhoff, owner of Capital City Music, said IDOT worked with his business to address access issues concerning their parking lot.

"IDOT ended up creating a second entrance to our parking lot," Waldhoff said. "The work improved traffic flow for us, and our customers have said it is now easier to get in and out of the parking lot."

Waldhoff said the project has had a positive effect on traffic levels and the overall safety of area roads.

"Traffic is definitely easier, and the four lanes are safer than the two we had before," he said. "Overall, there's just less congestion."

IDOT also worked with Bank of Springfield to preserve elaborate flowerbeds in front of its building on Wabash.

"IDOT recognized the value of our award-winning gardens and diligently worked to preserve them," said **Tom Marantz**, Chairman of the Board and CEO.

One of the larger complications in this project was the existence of an underground utility vault at the southwest corner of Hollis Drive and Cockrell Lane. To save approximately \$1 million in relocation costs, the project was ultimately designed around the vault, resulting in the creation of a large triangular island at the intersection that allows the vault to remain in place, while giving utility workers enough room to safely access it.

Construction on the project began in 2014 and, except for some sidewalks that cannot be completed until utilities are relocated, is now complete.



Ron Mitchell stands on the Wolf Creek overpass, which crosses over Illinois 13 in Crainville.

Wolf Creek overpass

- ◆ **Scope of work:** Construction of a new full-access diamond interchange at Illinois 13 and Wolf Creek Road, including a new structure and four new ramps. Other work includes additional lanes on Illinois 13 and a new frontage road system.
- ◆ **Budget:** \$24.1 million
- ◆ **Timeline:** 2014-2018
- ◆ **Location:** Williamson County (IDOT Region 5, District 9)

“We’re anticipating the overpass to help with semi traffic in and out of Illinois 13, as well as economic development. The lane widening has obviously helped with the flow of traffic.”

Ron Mitchell, Crainville mayor

Wolf Creek overpass brings big changes for small town

The Village of Crainville may be small, but it lies within a significant segment of the Illinois 13 improvement in Williamson County. In a village of 1.6 square miles, 1.5 miles of Crainville has been significantly transformed by the updates.

A 12-foot lane in each direction was added to the heavily traveled highway, with 10-foot paved outside shoulders and 4- to 6-foot inside shoulders. In addition, the newly built Wolf Creek overpass stretches across Illinois 13 in Crainville, connected by frontage roads along the highway.

“We’re anticipating the overpass to help with semi traffic in and out of Illinois 13, as well as economic development,” said Crainville Mayor **Ron Mitchell**. “The lane widening has obviously helped with the flow of traffic.”

Before construction began in 2014, traffic levels on Illinois 13 exceeded acceptable capacity and intersections were too closely spaced, creating safety concerns and impeding traffic mobility. To improve safety at the intersections, IDOT built a new interchange at the Wolf Creek Road intersection near Crainville, which opened to traffic in the fall of 2017. The frontage roads running on either side of the highway redirect traffic from the hazardous side street intersections to the interchange. The construction of the entire project is expected to be completed in 2018.

With the addition of the overpass and the ability for more traffic to flow easily through the village, Mitchell said he looks forward to businesses taking advantage of the area, which sees high traffic volumes.

One aspect of the project that’s proven to be entirely new is the frontage road usage. Previously, drivers exited the highway directly toward a business or side streets. However, this caused numerous collisions and was one of the factors in IDOT’s decision to construct frontage roads as part of the project.

“Our hope is that the end result will be positive, and I think it’s heading that way,” Mitchell said.



Jane Byrne Interchange

- ◆ Scope of work: Reconstruct and improve one of the nation's worst bottlenecks, where the Dan Ryan, Kennedy and Eisenhower expressways converge with Congress Parkway.
- ◆ Budget: \$600 million
- ◆ Timeline: 2014-2022
- ◆ Location: Chicago (IDOT Region 1, District 1)
- ◆ 2017 milestones: Installation of drainage structure, pavement reconstruction, new bridges along Interstate 290
- ◆ Looking ahead
 - ❑ New ramp from inbound Kennedy Expressway to inbound Congress Parkway
 - ❑ Replacement of Van Buren Street bridge
 - ❑ Congress Parkway bridge over Kennedy and Dan Ryan expressways



Houbolt Road bridge

- ◆ **Scope of work:** Build a new bridge over the Des Plaines River and railroad tracks to link CenterPoint Properties directly to Interstate 80, alleviating congestion and improving safety as part of a public-private partnership.
- ◆ **Budget:** \$170 million-\$190 million, state contribution of \$21 million.
- ◆ **Timeline:** 2017-2020
- ◆ **Location:** Joliet (IDOT Region 1, District 1)
- ◆ **2017 milestones**
 - Contract approvals
- ◆ **Looking ahead**
 - New Houbolt Road toll bridge
 - Widening of Houbolt Road
 - Reconfigured diverging diamond I-80 interchange

Irving Park and York Road improvements

- ◆ **Scope of work:** Improve the intersection of Irving Park Road (Illinois 19) and York Road in Bensenville, including separation of an at-grade railroad crossing which will reduce congestion and increase safety.
- ◆ **Budget:** \$67 million
- ◆ **Timeline:** 2013-2017
- ◆ **Location:** DuPage County (IDOT Region 1, District 1)
- ◆ **2017 milestones**
 - Pavement reconstruction, resurfacing and widening
 - Improved drainage system
 - Modernized traffic signals
- ◆ **Looking ahead:** Project completed



I-55 resurfacing in Springfield

- ◆ **Scope of work:** Resurface more than three miles of Interstate 55 from Stevenson Drive north to Clear Lake Avenue in Springfield.
- ◆ **Budget:** \$9.94 million
- ◆ **Timeline:** May-September 2017
- ◆ **Location:** Springfield (IDOT Region 4, District 6)
- ◆ **2017 milestones**
 - ❑ All patching, milling and resurfacing completed on time and on budget
- ◆ **Looking ahead**
 - ❑ A companion project to resurface I-55 from Stevenson Drive south to Sixth Street is planned for 2018



Illinois 75 improvement in Rockton

- ◆ **Scope of work:** Rebuild a 1.4-mile stretch of Illinois 75 as part of a three-part project. Both the reconstruction of the south section and the widening and resurfacing of the north section were completed in 2017.
- ◆ **Budget:** \$9.3 million
- ◆ **Timeline:** 2017-2018
- ◆ **Location:** Winnebago County (IDOT Region 2, District 2)
- ◆ **2017 milestones**
 - ❑ Reconstruction of south section
 - ❑ Widening, resurfacing of north section
 - ❑ All lanes open for winter
- ◆ **Looking ahead**
 - ❑ Removal and replacement of pavement
 - ❑ New storm sewers, curbs and sidewalks
 - ❑ Traffic signals at two intersections



Illinois 40 accelerated bridge construction

- ◆ Scope of work: Implement slide-in bridge and accelerated bridge construction techniques on an Illinois 40 bridge to limit delays to traffic. Within three weeks, demolition of the existing structure, the lateral slide, various backfilling, approach work, guardrail and pavement resurfacing were completed while the bridge was closed. The slide-in took one eight-hour shift.
- ◆ Budget: \$1.26 million
- ◆ Timeline: May-September 2017
- ◆ Location: Illinois 40 in Bond County (IDOT Region 5, District 8)
- ◆ 2017 milestones
 - Used slide-in bridge construction
 - Completed on time and with minimum traffic disruption



Interstate 74 Mississippi River bridge in the Quad Cities

- ◆ **Scope of work:** Replacing the Interstate 74 bridge over the Mississippi River, installing new ramps, reconfiguring connecting roads, and expanding the I-74 mainline. IowaDOT is serving as the lead agency.
- ◆ **Budget:** \$1.2 billion, split equally between IDOT and IowaDOT.
- ◆ **Timeline:** 2017–2021
- ◆ **Location:** Quad Cities (IDOT Region 2, District 2)
- ◆ **2017 milestones**
 - ❑ Broke ground in June 2017
 - ❑ Two public meetings in July 2017
- ❑ Received FHWA environmental excellence award for mussel relocation efforts in July 2017
- ❑ Two major Illinois contracts awarded (I-74 approach and ramps awarded in July 17; I-74 mainline awarded in October)
- ◆ **Looking ahead**
 - ❑ Expansion of I-74 mainline in Moline to begin early 2018
 - ❑ Continue reconstruction of the westbound I-74 bridge and ramps
 - ❑ Reconstruction of 19th Street in Moline, which will serve as the westbound I-74 detour in 2019

Interstate 255 bridge painting

- ◆ **Scope of work:** Painting of the bridges carrying Interstate 255 over I-55/70 — cleaning, blasting, primer coat, intermediate coat and finishing coat. A significant amount of coordination was needed because of several other projects in the area that also utilized weekend closures.
- ◆ **Budget:** \$1.7 million
- ◆ **Timeline:** Summer-Fall 2017
- ◆ **Location:** Madison, St. Clair counties (IDOT Region 5, District 8)
- ◆ **2017 milestones**
 - Utilized weekend closures to minimize traffic disruptions
 - Completed early, avoiding a fourth weekend of closures.

Interstate 57 resurfacing in Ford County

- ◆ **Scope of work:** Resurfacing, repairs to culverts and new guardrails installed along a stretch of Illinois 57 in Ford County.
- ◆ **Budget:** \$14.5 million
- ◆ **Timeline:** March-October 2017
- ◆ **Location:** Ford County (IDOT Region 2, District 3)
- ◆ **2017 milestones**
 - Work completed

New MLK Bridge Connector

- ◆ **Scope of work:** Constructing a new structure and connector ramp to carry traffic from the Martin Luther King Bridge to Interstate 55/64 in Illinois.
- ◆ **Budget:** \$27.7 million
- ◆ **Timeline:** 2015-2017
- ◆ **Location:** St. Clair County (IDOT Region 5, District 8)
- ◆ **2017 milestones**
 - Placement of unique large diameter pipe piles, the largest to-date in Illinois
 - New highway lighting
 - 100-percent completion



Champ Clark bridge

- ◆ Scope of work: Construction of a new Champ Clark Bridge, spanning the Mississippi River and connecting Pike County, Ill., and Pike County, Mo., to replace the current narrow one, which opened in 1928. Led by the Missouri Department of Transportation, construction of the new bridge utilizes the design-build method and will feature a wider bridge deck to accommodate 12-foot lanes and 10-foot shoulders and wider spans for safer river navigation.
- ◆ Budget: \$60 million
- ◆ Timeline: 2017-2019
- ◆ Location: Pike County (IDOT Region 4, District 6)
- ◆ 2017 milestones
 - Reconstructed intersection of U.S. 54 and U.S. 79 in Louisiana, Mo.
 - Drilling shafts for piers
- ◆ Looking ahead
 - Construction of approaches
 - Construction of bridge structure



New Rieder Road interchange

- ◆ Scope of work: Improving access to Scott Air Force Base by widening Interstate 64 to six lanes and converting the Rieder Road interchange to a diverging diamond.
- ◆ Budget: \$36.5 million
- ◆ Timeline: 2014-2017
- ◆ Location: St. Clair County (IDOT Region 5, District 8)
- ◆ 2017 milestones
 - Rieder Road realignment
 - Interstate 64 widening
 - New access to Scott Air Force Base





Meredosia bridge

- ◆ **Scope of work:** Replacement of the bridge that carries Illinois 104 over the Illinois River with a tied-arch bridge, the first for IDOT in several decades.
- ◆ **Budget:** \$75 million
- ◆ **Timeline:** 2015-2018
- ◆ **Location:** Morgan County (IDOT Region 4, District 6)
- ◆ **2017 milestones**
 - ❑ Placement of bridge deck
 - ❑ Work on parapet walls
- ◆ **Looking ahead**
 - ❑ New approaches
 - ❑ Lighting, handrails and other miscellaneous items
 - ❑ Expected to open to traffic in summer 2018

Chicago-St. Louis Passenger Rail Improvements



- ◆ **Scope of work:** The Chicago-St. Louis passenger rail improvements include infrastructure upgrades (track, structures, crossings, stations) as well as signals, locomotives, cars and various related services.
- ◆ **Budget:** \$1.9 billion
- ◆ **Timeline:** 2010–2018
- ◆ **Location:** Chicago-St. Louis corridor on the Union Pacific Railroad

Rail improvements enhance communities

As the Chicago-St. Louis passenger rail improvement project neared completion, the milestones achieved in 2017 will benefit the 11 communities along the Chicago-St. Louis rail corridor well into the future. The project—which includes upgrades to 284 miles of track, new locomotives and enhanced safety features at crossings—will allow for faster, more reliable travel times for the more than 700,000 people who use Amtrak service along the corridor annually, as well as eight new or upgraded stations offering travelers safer, more modern waiting facilities.

The City of Pontiac opened its new, \$2.65 million facility in May 2017. The new station includes a climate-controlled waiting room, free Wi-Fi, interior and exterior seating, access to bike and pedestrian paths, passenger pick-up and drop-off zones, modern security systems and energy efficient features.

According to city administrator **Bob Karls**, the updated facility not only promotes the use of the rail line but encourages increased traffic to the city.

“The biggest improvement is parking,” Karls said.

“The old station had limited parking, and the owner charged. If riders failed to pay, they may have found their car towed on their return.”

The new station has 25 free parking spaces, all of which are filled on the day of a Cubs home game, Karls said.

Another feature community members appreciate is better security surrounding the parking lot and the station itself.

“The parking lot and station is very well lit and gives a real sense of security,” Karls said. “Adding to the security is the camera system, which enables remote monitoring by authorities and records activity in and around the station.”

For Pontiac, like other communities along the rail corridor, the station serves as a reflection of a vibrant community.

“In meeting with tour operators who would bring tours from Chicago, the station provides a strong community image, and we are able to remind them it is a direct link to downtown Chicago and Union Station,” he said.





Secretary Blankenhorn speaks at the unveiling of the new Amtrak locomotives. The new 4,400 horsepower Amtrak Charger can operate at speeds up to 125 mph.

New locomotives will improve safety, speed, comfort

In August, IDOT announced that new locomotives had begun serving Amtrak customers in Illinois, a major step toward replacing the fleet that operates on passenger rail lines throughout the Midwest. IDOT is overseeing the production of the new locomotives, which ultimately will result in a smoother, faster and safer experience for riders in multiple states.

Illinois will receive a total of 33 locomotives to put into revenue service on Amtrak routes in Wisconsin, Michigan and Missouri, including the Illinois Zephyr/Carl Sandburg service between Chicago and Quincy, the Hiawatha service between Chicago and Milwaukee, the Saluki/Illini service between Chicago and Carbondale, and the Lincoln Service between Chicago and St. Louis. The new fleet of locomotives, which will be owned by the states and leased to

Amtrak, is branded “Amtrak Midwest” and offers numerous advantages, such as lower maintenance costs, reduced fuel consumption and quieter operation.

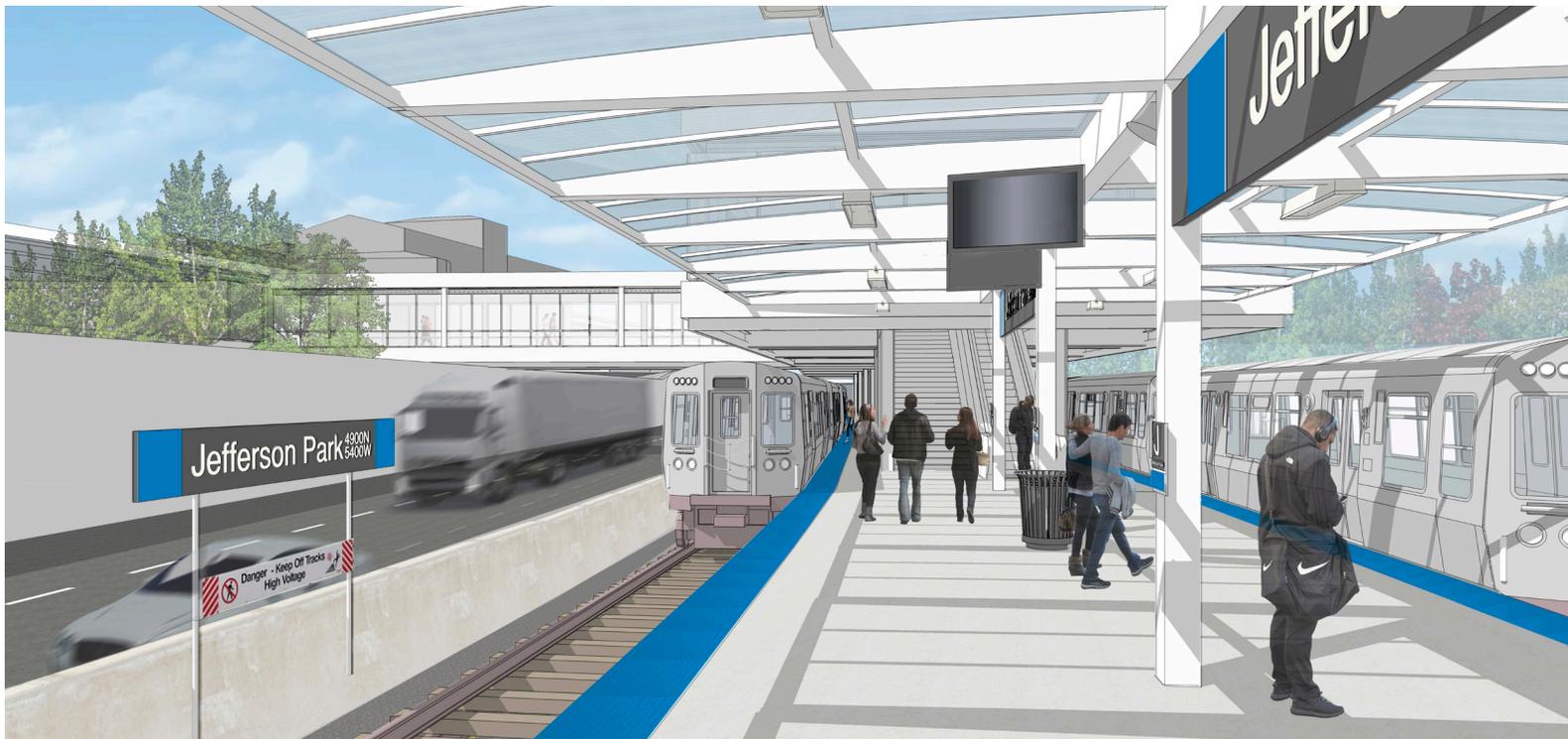
Powered by a Midwest-made 4,400-horsepower Cummins QSK95 diesel engine, the locomotives are capable of operating at speeds up to 125 mph, with faster acceleration and braking for better on-time reliability. They meet all of the latest safety regulations and feature better traction for improved performance. They also are the first higher-speed passenger locomotives to meet the highest federal environmental standards, meaning a 90-percent reduction in emissions and a two-thirds reduction in fuel consumption compared to the previous locomotives that were more than 20 years old.

2017 High-Speed Rail milestones

As of the end of 2017, about 93 percent of the infrastructure work along the Chicago-St. Louis corridor was complete, representing almost \$1.5 billion of the \$1.9 billion program. Special accomplishments in 2017 included siding construction, significant grade crossing progress, and completed stations in Pontiac, Alton, Lincoln and Carlinville. Progress was also reached on several challenging issues with municipalities and for the procurement of new passenger cars.



External features of the Carlinville Amtrak station include a mural of President Lincoln (*top*) and striking architecture (*bottom*).



Blue Line improvements

- ◆ **Scope of work:** Track and station improvements along the 12.5-mile stretch of the Blue Line O'Hare Branch between Grand and O'Hare stations that will eliminate slow zones, providing faster and smoother commutes as well as improvements to outdated stations. IDOT is currently providing funding for the rehabilitation of the Chicago, Division, Grand and Jefferson Park stations.
- ◆ **Budget:** \$492 million, state contribution of \$90 million.
- ◆ **Timeline:** 2014-2019
- ◆ **Location:** Chicago (IDOT Region 1, District 1)
- ◆ **2017 milestones:** Improvements completed at Addison, Cumberland, Harlem, Irving Park and Montrose stations
- ◆ **Looking ahead:** Preliminary rehabilitation design work on the Jefferson Park station

CTA railcar improvements

- ◆ **Scope of work:** Replacement of the major components of CTA rail cars, including HVAC and auxiliary power supply units. Signage and interior lighting will be upgraded to LED. Seats and doors, railcar trucks, braking systems, batteries, propulsion systems and undercar cabling will be replaced and rebuilt.
- ◆ **Budget:** \$53 million provided by Illinois
- ◆ **Timeline:** 2013-2018
- ◆ **Location:** Chicago (IDOT Region 1, District 1)
- ◆ **2017 milestones:** Updates to 96 rail cars were completed
- ◆ **Looking ahead:** Updates to all remaining cars are estimated to be completed by the end of 2018



Consolidated Vehicle procurement

- ◆ **Scope of work:** Equips public, private and not-for-profit transportation and specialized service providers with accessible rolling stock to meet the needs of Illinois' disabled, senior and transit-dependent populations.
- ◆ **Budget:** Approximately \$10 million per year
- ◆ **Timeline:** Annual (Ongoing)
- ◆ **Location:** Public transportation providers and private, non-profit specialized service providers throughout Illinois
- ◆ **2017 milestones**
 - ❑ More than 100 grantees were awarded approximately \$10 million in combined federal and state funds
 - ❑ 220 vehicles ordered in 2017
 - ❑ All vehicles ordered in 2017 delivered in early 2018
 - ❑ 100 percent of delivered vehicles were at-budget or under-budget
- ◆ **Looking ahead:** At least 250 ADA-accessible paratransit vehicles are expected to be delivered in 2018 throughout Illinois

Wilson Station reconstruction

- ◆ **Scope of work:** Reconstruction of the Wilson Red Line station to replace the badly deteriorated facility built in 1923. Wilson Station will serve as a new transfer point between Red and Purple Line express service and will provide station access to persons with disabilities in accordance with the Americans with Disabilities Act.
- ◆ **Budget:** \$206 million, state contribution of \$180 million.
- ◆ **Timeline:** 2014-2018
- ◆ **Location:** Chicago (IDOT Region 1, District 1)
- ◆ **2017 milestones**
 - ❑ Main station opened for revenue service Oct. 23
 - ❑ Historic Gerber building restored
 - ❑ Exterior improvements and other entrance improvements completed
- ◆ **Looking ahead:** Work on the Wilson Station reconstruction project is anticipated to be completed on schedule and under budget



IDOT's Unmanned Aircraft Systems Program



Drone program soars in 2017

In late 2016, IDOT's Division of Aeronautics launched its Unmanned Aircraft Systems program. The early days of the program focused on testing the UAS – more commonly known as drones – to learn about their potential.

Bill Viste, a project coordinator in Aeronautics who oversees the drone program, says the main focus has been threefold: infrastructure inspection, surveying and mapping, and photo and video communications.

In 2017, IDOT worked with the Illinois Department of Natural Resources and the Illinois Historic Preservation Agency for facility inspections. Viste said the drones allow for views previously unattainable or from locations just plain unsafe for a human. The Illinois Emergency Management Agency is interested in using drones to safely survey damage from weather disasters, such as flooding and tornadoes. The drones also have been used to collect footage of bald eagle nests, which was previously impossible.

The drone program is slowly ramping up its surveying and mapping functions to supplement project design. Viste said that after a few test runs, they helped gather technical data following a slope failure on Illinois 251 in Peru using a drone equipped with a thermal-imaging camera.

The third area, photo and video communications, is the most public-facing. Viste said drones have documented the progress of several recent bridge projects, including the Savanna-Sabula bridge, the Meredosia bridge and the Interstate 74 bridge in the Quad Cities. There are also plans to document the upcoming replacement of the U.S. 178 bridge over the Illinois River in Utica.

While flights can be difficult to plan because of regulatory hurdles with the Federal Aviation Administration, Secretary Blankenhorn has been very supportive of IDOT's use of drones and the flights will continue.





Willard Airport improvements

- ◆ Scope of work: Removing Runway 18/36 and Taxiway B1/B2 pavement, constructing a new Taxiway B1 and permanently removing the pavement for Runway 18/36, which had been closed for safety reasons.
- ◆ Budget: \$4.8 million
- ◆ Timeline: May-September 2017
- ◆ Location: University of Illinois, Willard Airport, Savoy/Champaign (IDOT Region 3, District 5)
- ◆ 2017 milestones
 - Construction completed
- ◆ Looking ahead
 - Final inspection



Lewis University Airport Runway Modifications

- ◆ Scope of work: Complete site and pavement modifications for Runway 9/27, in accordance with the FAA's Runway Safety Area Determination. This consists of various grading, pavement adjustment, drainage adjustments, electrical work and movement of navigational aids.
- ◆ Budget: \$2.9 million
- ◆ Timeline: 2017-2018
- ◆ Location: Romeoville (IDOT Region 1, District 1)
- ◆ 2017 milestones
 - ❑ Project is about 95 percent complete
- ◆ Looking ahead
 - ❑ Final inspection scheduled for spring 2018 once final striping is done and seeding is completed

General Wayne A. Downing Peoria International Airport apron reconstruction

- ◆ Scope of work: Replacement of both large lane sections and select panel replacement to serve current traffic and staged accordingly to minimize inconvenience of existing commercial traffic.
- ◆ Budget: \$4 million
- ◆ Timeline: 2017-2018
- ◆ Location: Peoria (IDOT Region 3, District 4)
- ◆ 2017 milestones
 - ❑ Project is about 75 percent complete
- ◆ Looking ahead
 - ❑ Pavement marking will be done in the spring of 2018



Safety efforts aim to reduce fatalities on Illinois roads



In 2017, IDOT implemented a number of initiatives designed to increase safety for both the motoring public and department employees.

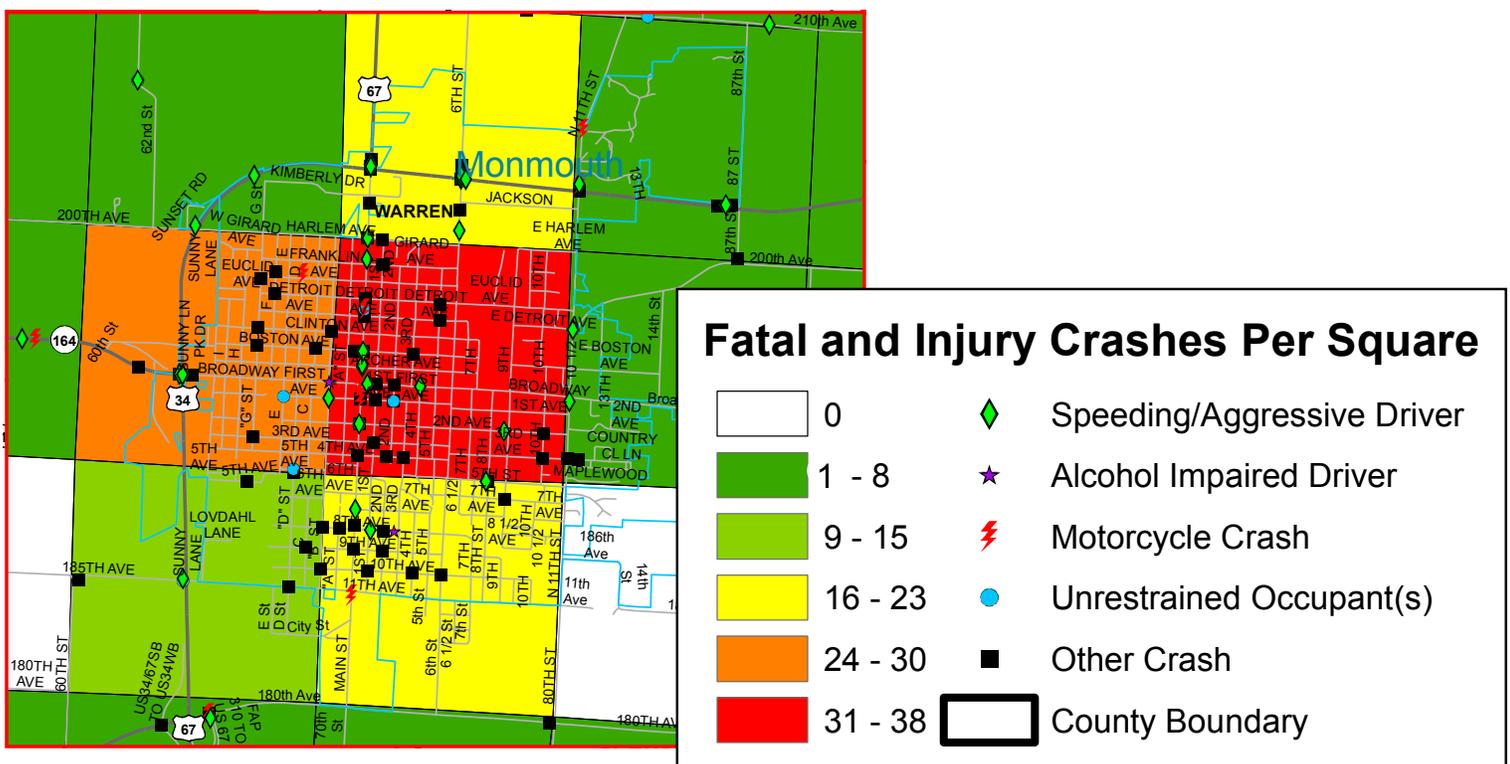
Specialized heat maps to help target enforcement efforts

Illinois crash data have historically been tracked and published by IDOT. However, because IDOT crash reports provide all the data available for a particular location or topic, readers can be overwhelmed by their comprehensive nature and have trouble finding the information they require.

Beginning in the fall of 2017, the Bureau of Safety Programs and Engineering began providing all state and local law enforcement agencies that participate in IDOT's grant programs with new, easy-to-read heat maps and summary data tables that focus only on the data relevant to them. By using these tools, law enforcement agencies will be able to make data-driven decisions to plan traffic safety

enforcement events in those areas where there are high rates of unsafe driver behavior.

Using 2011-2015 traffic and crash data, the specialized heat maps use icons and color-coding to identify specific road segments and intersections in a particular municipality or county where speeding, aggressive driving, seatbelt violations, alcohol-impaired driving, motorcycles crashes and other crashes occurred. These tools will be updated annually, and plans are underway to provide them to non-grantee law enforcement agencies to improve traffic safety throughout the state and to recruit those agencies for future enforcement campaigns.





Temporary rumble strips placed ahead of work zones help fight driver error and inattention by alerting drivers to construction zones.

Strategic improvements to work zone safety

Taking into consideration crash trends in work zones, the department explored new ways to mitigate safety concerns in and around IDOT highway projects. In 2017, IDOT made the following improvements:

- ◆ **Expansion of the Smart Work Zone System program.** The expansion of this program enables districts to include Smart Work Zone technologies for short-term projects, such as maintenance and inspection work. A Smart Work Zone system relays information on real-time traffic conditions, warning drivers of potential issues such as slowed or stopped traffic, and helping them to make informed decisions about travel routes. Most areas of the state are now capable of deploying these systems.
- ◆ **Use of temporary rumble strips.** Many work zone crashes are attributed in part to driver error, including driver inattention. To address this issue, IDOT is implementing the use of temporary rumble strips, placed just ahead of work areas, to alert drivers. In 2017, rumble strips were incorporated into multiple construction contracts and used by IDOT maintenance teams.
- ◆ **Changes to specifications, policies and guidance.** IDOT updated specifications for temporary traffic control situations, including requirements concerning concrete barriers, speed display trailers and devices used to direct traffic in construction zones. The department also provided guidance on how to increase compliance with these changes.



Issuance of the Illinois Strategic Highway Safety Plan

The 2017 Illinois Strategic Highway Safety Plan was released in August to improve the safety of roads through comprehensive and coordinated safety strategies involving engineering, education, enforcement and emergency medical services. Developed by the department in conjunction with key safety stakeholders, the plan builds upon and improves data, data systems, safety analysis and evaluation and is used to implement safety programs and initiatives.

Road Safety Assessments and Road Safety Reviews

Through Road Safety Assessments and Road Safety Reviews, multidisciplinary teams pair the analysis of statewide crash statistics with techniques to improve roadway safety. RSAs and RSRs first identify, assess and prioritize highway safety concerns, then suggest countermeasures in line with strategies identified in the Illinois SHSP.

Among the RSAs/RSRs undertaken in 2017 were:

Illinois 57 in southern Illinois (RSA)

- ◆ **Concern:** Frequently occurring crashes along a 53-mile section of Illinois 57
- ◆ **Suggested countermeasure:** Roadway improvements and increased communication with motorists are being studied

Central Road in Mount Prospect (RSR)

- ◆ **Concern:** Crashes in this suburban corridor
- ◆ **Suggested countermeasure:** Signs, crosswalks, traffic signals and enforcement efforts

Chicago Avenue in Chicago (RSA)

- ◆ **Concern:** A potential lane reduction safety project on this urban corridor
- ◆ **Suggested countermeasure:** A full study of safety considerations prior to start of work

Illinois 64 and Peace Road in DeKalb (RSA)

- ◆ **Concern:** Serious crashes at and near an intersection
- ◆ **Suggested countermeasure:** Signs and lighting along with improvements to the traffic signal system and roadway



2017 Agency Achievements

I-74 bridge project earns 2017 Environmental Excellence Award for Environmental Research

IDOT, along with the Iowa Department of Transportation, U.S. Fish and Wildlife Service and other project contributors, was awarded the Federal Highway Administration's 2017 Environmental Excellence Award for Environmental Research. The award recognizes the group's work to relocate approximately 1.2 million mussels, including several endangered species, prior to the start of the Interstate 74 Mississippi River Bridge project. As part of the reconstruction of the bridge, the departments of transportation and U.S. Fish and Wildlife Service collaborated over a three-year period to assess impacts to the threatened and endangered mussels, document the potential impacts, develop a conservation plan for affected mussel species, and safely relocate one of the largest populations of mussels in the country. Data from this study will allow interested agencies to track impacts of the bridge project and support future mussel conservation efforts. Mussels are an important part of the Mississippi River ecosystem because they help to improve water quality.



IDOT hosts successful ethics seminar

Nearly 200 individuals – many of them IDOT employees – attended the eighth Ethics in the Workplace seminar at the Crowne Plaza in Springfield, with hundreds more watching via livestream. Presenters included Michelle McVicker, assistant inspector general of the U.S. Department of Transportation, who discussed the “fraud triangle” and how it can lead to crossing moral boundaries. Margaret A. Hickey, Illinois’ executive inspector general, shared her insight into white-collar crimes and highlighted current state agency cases. Col. JoAnn D. Johnson, from the Illinois State Police’s Division of Internal Investigations, discussed the “Continuum of Compromise,” detailing how officers can go from good cop to bad cop. Kyle Green from Ford Motor Company Fund, shared information on the psychology of decision-making. FBI chief division counsel Craig King, shared insight from his experiences with national and global security matters.



IDOT plants 13 acres of trees to provide habitat for endangered, threatened bat species

IDOT planted 13 acres of trees at the Sugar Grove Nature Center in central Illinois to replace Indiana bat and northern long-eared bat habitat impacted by improvements to the Chicago-St. Louis passenger rail corridor. More than 500 tree seedlings were planted on 1.2 acres near the nature center, while 1,300 were planted on 12 acres along Timber Creek. The nature center was selected as the mitigation site because of an existing bat habitat and a long-term goal of the facility to protect and restore the area. The Indiana bat is an endangered species, while the northern long-eared bat is a threatened species. Both roost beneath the bark or in cavities of trees during the summer. Many of the trees planted have exfoliating bark, which help in the protection of both bats. More than 150 sixth-grade students attended a dedication ceremony at the nature center to commemorate the planting. The mitigation effort was done in partnership with the Federal Railroad Administration, U.S. Fish and Wildlife Service, Illinois Department of Natural Resources, Funks Grove Cemetery Association and Sugar Grove Nature Center.

Illinois ranks highest in the nation for road safety

Illinois has been recognized as the top state in the country for road safety, according to The State of Safety report released by the National Safety Council. The report uses a grading system to rank states based on policy and laws pertaining to key safety issues. The report analyzes best practices, policies and laws throughout the nation as they pertain to safety across roadways, home and communities and workplaces.



Districts 8 and 9 manage huge traffic influx for historic solar eclipse

On Aug. 21, the United States experienced its first total solar eclipse since 1979. Southern Illinois fell in the path of totality, with Carbondale being the city closest to the point of longest duration of the eclipse. An estimated 50,000 visitors, including NASA scientists, gathered in Carbondale to experience the two minutes and 38 seconds of complete darkness during the early afternoon. Approximately 200,000 visitors congregated throughout southern Illinois to witness the eclipse. IDOT districts 8 and 9 partnered with the department's operations and communications teams to prepare for the event with the Illinois Emergency Management Agency, Illinois State Police, Amtrak and other agencies. Digital messages signs were used before and after the eclipse to help keep travel safe for motorists, and traffic information and safety tips were shared via IDOT's website and social media channels.

New mowing approach protects monarch butterfly, pollinator populations in Illinois

IDOT has adjusted its mowing routine along state highways to help revive the shrinking populations of the monarch butterfly and other pollinators. The approach, part of IDOT's overall effort to encourage green and sustainable practices in all its programs and projects, will help to re-establish plants that are food sources for bees, butterflies and other insects native to Illinois. Pollinators play an essential role in agriculture and the state's ecosystem by fertilizing and aiding in reproduction of flowers, fruits, vegetables and seeds. The official state insect of Illinois since 1975, the monarch butterfly is at risk of being declared endangered, with a population that's declined by 80 percent the last 10 years. IDOT has also taken other measures to restore native habitat along state highways, including a prairie restoration project on U.S. 45 near Champaign.



Disadvantaged Business Enterprise program flourishes

IDOT's Disadvantaged Business Enterprise program realized several significant achievements. A new Supportive Services program brought work formerly done by consultants on contract in-house to IDOT, saving the state approximately \$800,000. Through the program, the Office of Business and Workforce Diversity provides outreach and training to DBE firms to help them competitively bid on projects. The department also developed a new subcontractor payment tracking system that will enable the department to ensure that minority contractors are receiving their pay in a timely manner from prime contractors. In addition, IDOT increased the statewide DBE participation rate by more than 2 percent, growing from 15.25 percent in 2016 to 17.7 percent in 2017. This success was attributed to improvements made to the DBE unit and the Support Services program.



Kensil Garnett named ASCE Engineer of the Year

Kensil Garnett, Regional Engineer for Region 3, was named the American Society of Civil Engineers Central Illinois Section's 2017 Government Engineer of the Year in recognition of "excellent performance that has demonstrated leadership in civil engineering, exceptional public service, high character and professional integrity, and dedicated service to the community." Garnett has more than 26 years of experience in the civil engineering and management field and has served as Region 3's top engineer since 2014.

AASHTO recognizes IDOT project in Safety Research 2017: Innovations from State DOTs

IDOT's research project on the effectiveness evaluation of a modified right-turn lane design at intersections was selected by AASHTO's Research Advisory Committee for inclusion in its publication, Safety Research 2017: Innovations from State DOTs, which is shared nationally through its website. Two high-value projects from each of the four AASHTO regions, funded primarily through the State Planning and Research (SPR) Program, were included. IDOT created modified right-turn-lane designs in Peoria over an eight-year period ending in 2014. The modified facilities have a more perpendicular approach angle for a sharper right turn. Researchers studied driver behavior at modified and control sites to assess crash reductions and cost-benefit ratios. They found that drivers at modified sites used less exaggerated head turns, executed fewer roll-and-go stops, and stopped at the designated stop bar more frequently than drivers at more conventional turns. These behaviors contributed to a 59 percent reduction in approach crashes at the modified sites. When the costs of modifying the intersections were annualized over 15 years, the safety benefits exceeded the costs by a factor of 14 to 1.



OBWD's Pam Simon receives Egretha Foundation's Diversity Mentorship award

Pam Simon, Director of the Office of Business and Workforce Diversity, received the prestigious Diversity Mentorship award from the Egretha Foundation. The Egretha Foundation presents this award annually to women who have demonstrated dedication to promoting diversity and inclusion at a national level, as well as ethical and professional behavior that serves to motivate and educate aspiring African-American women. Simon, who has worked at IDOT for 28 years, was recognized for her work in forming IDOT's Mentor Protégé program and her commitment to enhancing the capabilities of socially and economically disadvantaged businesses. IDOT's Mentor Protégé program pairs larger, established firms and prime contractors with a smaller protégé firm to provide developmental assistance for multiple business functions, including marketing, business planning, technical assistance and financial counseling.

"Today's Challenge, Tomorrow's Reward" conference a success

The "Today's Challenge, Tomorrow's Reward" conference in March netted high attendance and positive feedback from attendees. Of the 226 contractor attendees, 65 were prime contractors and 125 were certified Disadvantaged Business Enterprise firms. Approximately 100 additional attendees participated from IDOT, other state agencies and various support associations and organizations. The conference provided 20 breakout sessions, covering five main tracks that focused on construction, consulting, business management, doing business with IDOT and state/federal regulations. Attendees also had the opportunity to learn about IDOT's ongoing disparity study and hear from motivational speaker Kim Coles and keynote speaker Cherryl Thomas from Ardmore Associates, LLC. A VIP breakfast honored 15 prime contractors who have gone above and beyond in their support of the DBE program, and the annual awards luncheon honored five firms for DBE of the Year, New DBE of the Year, Prime Contractor of the Year, Engineering Firm of the Year and DBE Advocate of the Year.



Office of Communications earns national recognition

In August, the Office of Communications picked up three first-place awards from the American Association of State and Highway Transportation Officials transportation communication subcommittee, also known as TransComm: best use of press release for the announcement introducing drone use at IDOT; best broadcast commercial or PSA for the “Invinceables” safety campaign; and the Spirit of TransComm Award, won by **Brian Williamsen**, which recognizes a body of work for public information officers, web designers, video producers, public involvement specialists and other communications professionals. These were the first TransComm awards in four years for Communications and the most ever won in a single year for IDOT. They also represent the first time staff work without the help of a consultant has been recognized.



78 Traffic Incident Management seminars offered in 2017

In 2017, 78 TIM seminars were held to teach participants to safely and efficiently clear accidents to avoid secondary crashes. The training puts a special emphasis on the networking, coordination and communications needed for good incident response. IDOT has conducted TIM seminars since 2008 for emergency first responders, such as police, EMTs and firefighters. Since that time, legislation was enacted to require training for anyone who might respond to a crash.

IDOT adopts use of new MIRA technology

In 2017, IDOT began using MIRA, an ultrasonic shear wave imaging device the size of a car battery, for spot inspections of pavement and bridge decks as well as forensic analysis. The MIRA uses ultrasonic waves that shoot through top layers of concrete to take an image of the interior to locate rebar and identify corrosion and other issues that may cause holes and slab separation. This easily deployable, nondestructive testing method helps to identify problems and fix them efficiently and effectively. The MIRA is available for staff to use around the state.

Safety Project Outreach webinar series

The Bureau of Research worked with Applied Research Associates to create and promote a series of Safety Project Outreach webinars. The webinars shared the bureau's federally funded research results on three topics: pavement markings, right-turn lane skew and flashing yellow arrows. More than 450 attendees, including people within the department, local governments and other transportation agencies, took part in the webinar, representing approximately 60 Illinois cities and local jurisdictions as well as registrants from Arkansas, Missouri and Iowa. A total of 452 professional development hour certificates were issued to engineers who took part in the webinars. The webinars are now available on IDOT's YouTube channel.

Above & Beyond awards recognize exemplary staff

The Above & Beyond award program highlights positive contributions of staff and shows appreciation of those who go “above and beyond” in their work for the department. Nominations were accepted over two periods in 2017. Winners were announced for each cycle during a recognition ceremony with **Secretary Blankenhorn**

at their district office. Selected candidates must uphold the values of IDOT and exhibit a good work record, positive attitude and commitment to quality. In 2017, nine employees were recognized through the program.



Longtime Adopt-A-Highway volunteers honored

On Earth Day, **Secretary Blankenhorn** honored 143 Adopt-A-Highway groups that have been keeping Illinois roadways clean since the program started more than 20 years ago. The groups began their tenure with Adopt-A-Highway within the first year of the program’s inception and have provided an estimated 20,000 volunteer hours (combined). Launched in 1996, the Adopt-A-Highway program has grown to include more than 1,000 volunteer organizations that help to maintain approximately 2,500 miles of state highways. The milestone was marked by a ceremonial tree planting at IDOT’s headquarters in Springfield to recognize the longtime volunteers and highlight the agency’s commitment to green and sustainable practices.



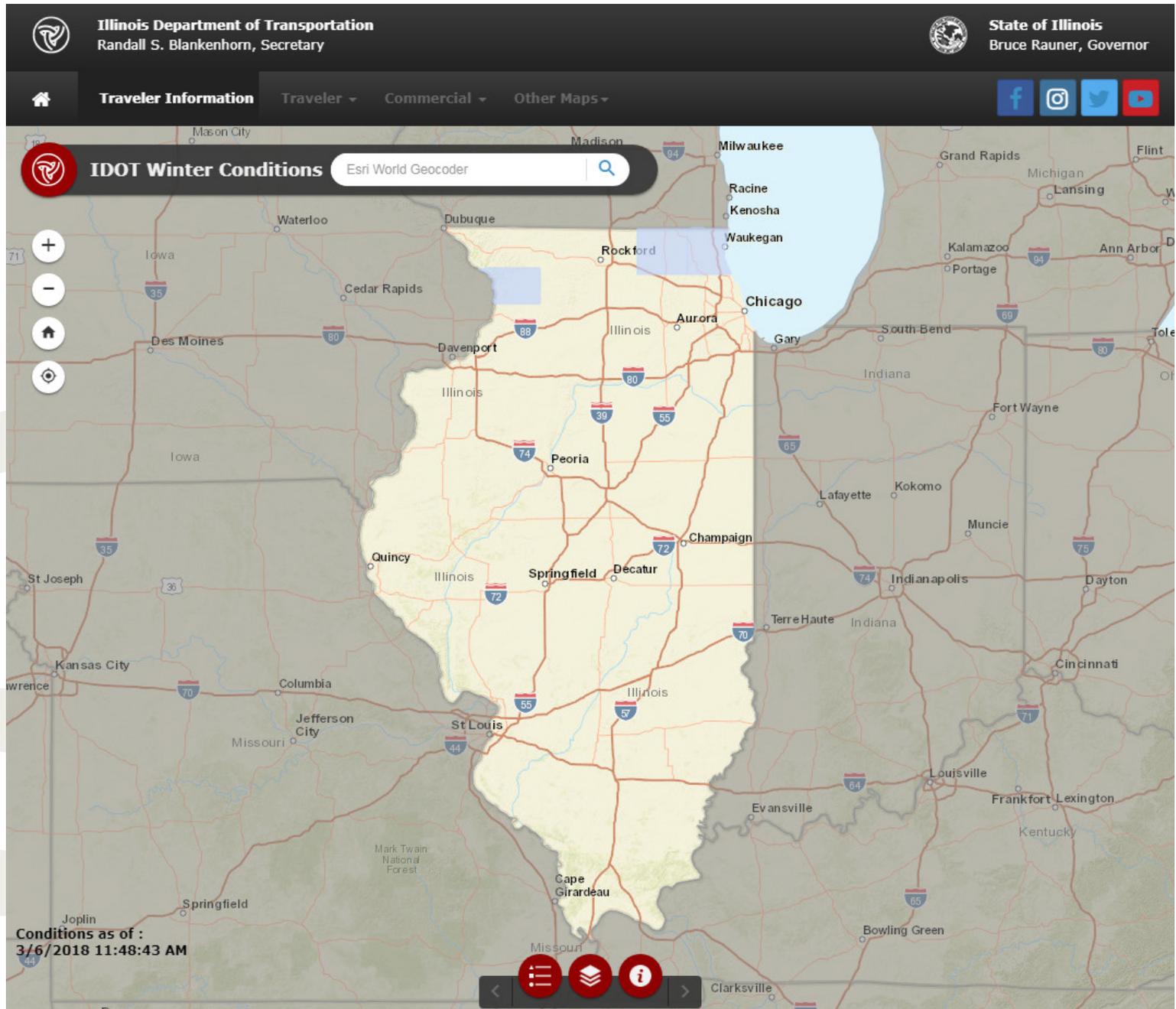
New mobile communications center a new resource for emergency situations

The new mobile communications center was developed to sustain public safety communications statewide, restore IDOT’s radio coverage and strengthen cell signals for use by first responders during widespread outages and emergency situations. It is equipped for assisting during emergencies, disasters and everyday communications disruptions and is capable of establishing internet bandwidth, phone connectivity and land mobile radio communication. Its permanently mounted satellite dish, 40-foot air-pump-erected tower, compressor and onboard generator allow the vehicle to maintain operations when most land-based services have been interrupted.



New, improved 'Getting Around Illinois' website launched

A redesigned GettingAroundIllinois.com launched in 2017 provides the motoring public with continually updated information in a mobile-friendly format. In keeping with the demands of today's users, the new cloud-based system includes the ability to identify and zoom in to your location, travel route or destination. During construction season, work zone information is accessible by selecting the map's "road construction zone" layer to see where a work zone is located, how long it will be in place and what type of work is being done. One of the more popular features of GettingAroundIllinois.com is the winter road conditions map, which averages more than 2 million visitors during snow-and-ice season and is regularly used by news media and shared widely on social media.



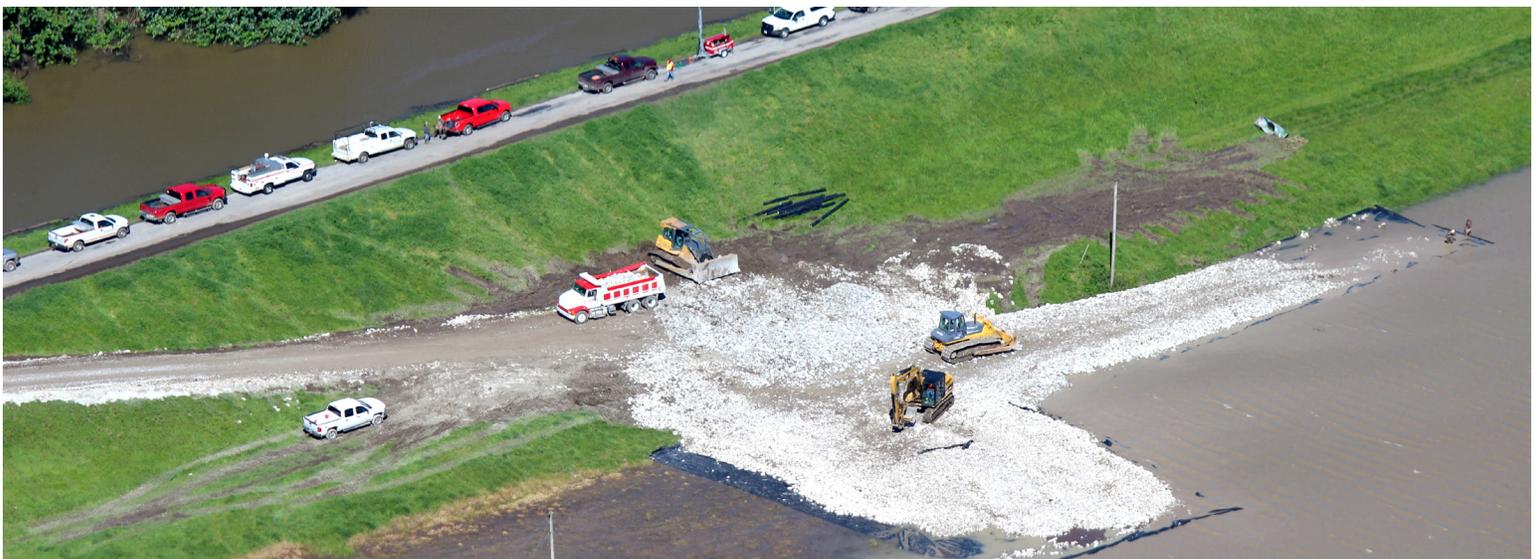
D1 materials lab earns AASHTO accreditation

The District 1 materials laboratory in Schaumburg was accredited by the American Association of State Highway and Transportation Officials as a hot mix asphalt testing laboratory. The lab is responsible for testing and processing all project materials used in highway construction and improvements. Accreditation is the culmination of eight months of hard work by the District 1 lab and identifies them as a leader in the materials testing field, both in Illinois and internationally. AASHTO is the largest and most widely accepted accrediting body in the construction materials industry. The District 1 lab is now one of only 32 labs in Illinois currently accredited by AASHTO for asphalt testing.



District 9 acts quickly to respond to severe flooding

In the spring, the District 9 Bureau of Operations managed an emergency response to stabilize a major sand boil at the Wolf Lake levee adjacent to the Mississippi River in Union County. On the night of April 28, heavy rain began in the 16 southern counties of Illinois that make up District 9. The rain continued for several days, causing flash flooding throughout the district. District 9 was prepared to immediately mobilize the equipment, manpower and materials needed to deliver and place more than 5,000 tons of riprap during a four-day continuous operation. The District 9 Bureau of Operations also coordinated with Day Labor to repair four slide/embankment failures, including major repair work completed on Illinois 127 near Alto Pass.





Illinois Department
of Transportation