

JANE ADDAMS MEMORIAL TOLLWAY



Mainline Bridge Projects

PROJECT OVERVIEW

In 2013, the Illinois Tollway will begin rebuilding and widening mainline bridges carrying Tollway traffic over local roads and waterways as part of the Jane Addams Memorial Tollway (I-90) Rebuilding and Widening Project. Work is scheduled to be complete by the end of 2014.

Construction Update (04-04-13)

Coon Creek and Mosquito Creek Bridges

Work is underway to rebuild and widen the Coon Creek and Mosquito Creek bridges on I-90 near Belvidere. Traffic in both directions is shifted to the right with a work zone on the left on both bridges.

Kishwaukee River Bridge

Work is underway on the eastbound side of the Kishwaukee River Bridge on I-90. To provide a work zone, westbound traffic on I-90 between Irene Road near Belvidere and I-39 is reduced to one lane and an alternate route is posted to offer drivers the option to travel west via U.S. Route 20 to reach I-90 and I-39. Two lanes remain open for eastbound traffic.

PROJECT SUMMARY

Bridge Reconstruction and Widening

Currently, mainline bridges scheduled for rebuilding and widening include: Coon Creek, Kishwaukee River, Mosquito Creek, U.S. Route 20, Union Pacific Railroad and Sleepy Hollow Road bridges. The Tollway is also including elements such as stainless steel reinforcement and high-performance concrete bridge decks to increase the lifespan of the bridges. All bridges will be rebuilt and a new lane added to accommodate the rebuilding and widening of I-90 scheduled to be complete in 2016.

Maintenance of Traffic

Whenever possible, the Tollway uses traffic shifts, shoulders and lane splits to keep as many lanes open during peak hours as were available before construction.

Two lanes of traffic in both directions will be maintained during construction on bridges over Coon Creek, Mosquito Creek, U.S. Route 20 and the Union Pacific Railroad by shifting traffic. However, the existing Kishwaukee River Bridge is not wide enough to maintain four lanes of traffic and provide a work zone during construction. As a result,

two eastbound lanes and one westbound lane are available for traffic and an alternate route is posted as an option for westbound traffic. Drivers are directed to exit at Irene Road and take U.S. Route 20 west to reach I-90 and I-39.

Three lanes of traffic in both directions will be maintained during construction on the bridge over Sleepy Hollow Road. However, it will be necessary to close Sleepy Hollow Road below I-90 for several short durations due to the limited space underneath the bridge. A detour route will be posted during these roadway closures.

PURPOSE

Rebuilding and widening bridges along the 54-year-old Jane Addams Memorial Tollway is part of the 15-year, \$12 billion capital program, *Move Illinois: The Illinois Tollway Driving the Future*. When complete, I-90 will be a 21st century, state-of-the-art corridor linking Rockford to O'Hare Airport with eight lanes from the Kennedy Expressway to Randall Road and six lanes from Randall Road to I-39.

The Tollway is coordinating work with the Illinois Department of Transportation, Winnebago, Boone, McHenry and Kane counties and the Union Pacific Railroad.

BUILDING GREEN

The Tollway is committed to "Building Green" and minimizing the environmental impact of construction by reducing, recycling and reusing materials. Supplemental cements such as fly ash and ground granulated slag from industrial waste are green materials that will be part of the concrete bridges. In addition to reducing the cost of this work, reuse of these materials reduces the need for virgin asphalt materials and reduces the volume of material that would otherwise be sent to landfills.

WORK ZONE SAFETY

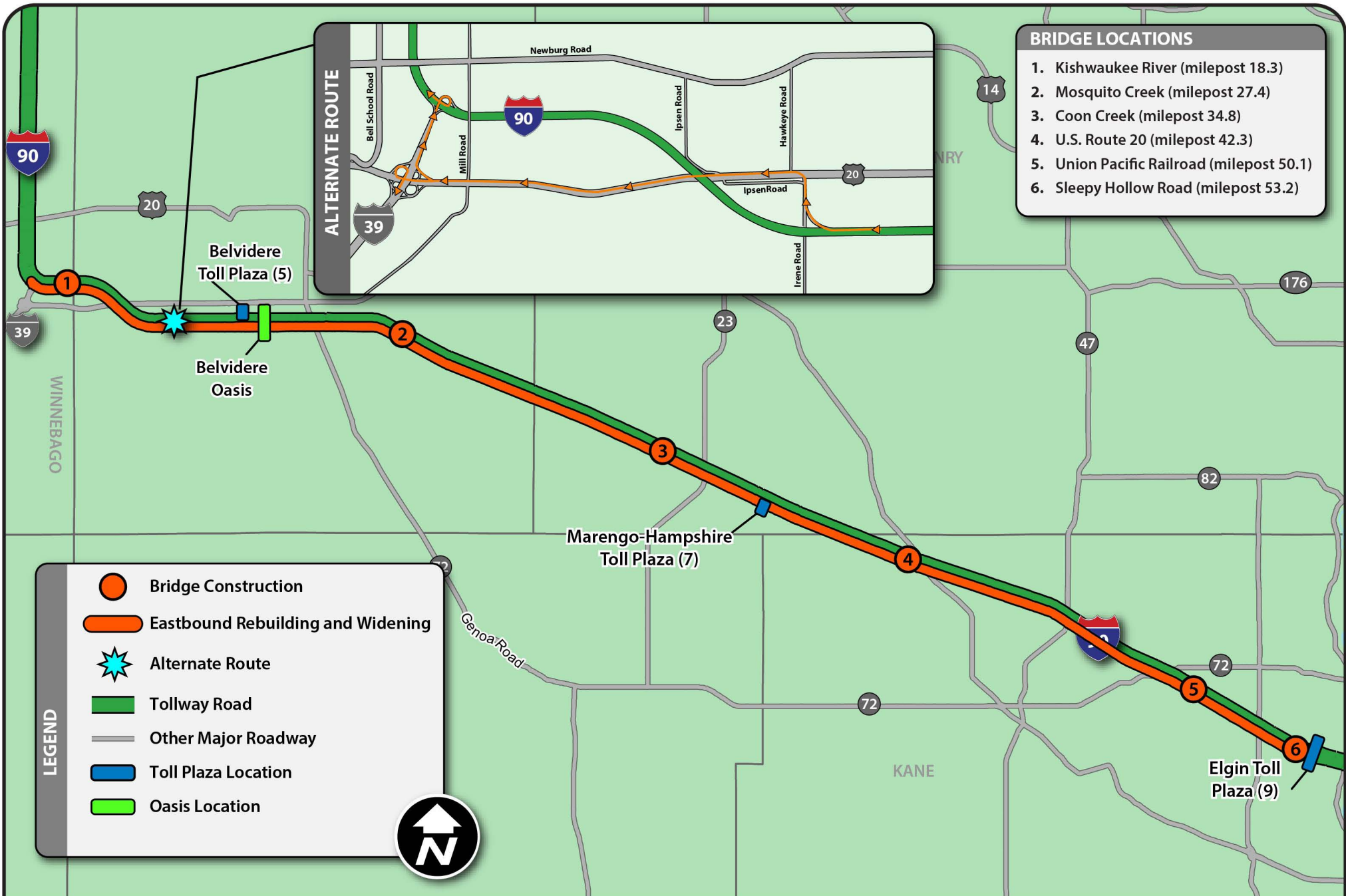
Construction zone speed limits are in effect in all construction zones 24/7 and drivers should continue to watch for changing traffic patterns and use caution, especially when workers are present. A 45 mph speed limit will be in place. Visit the Tollway's Work Zone Safety page at www.illinoistollway.com.

Updated 04/04/13



For more information,
visit www.illinoistollway.com or call 1-800-TOLL-FYI





- BRIDGE LOCATIONS**
1. Kishwaukee River (milepost 18.3)
 2. Mosquito Creek (milepost 27.4)
 3. Coon Creek (milepost 34.8)
 4. U.S. Route 20 (milepost 42.3)
 5. Union Pacific Railroad (milepost 50.1)
 6. Sleepy Hollow Road (milepost 53.2)

- LEGEND**
- Bridge Construction
 - Eastbound Rebuilding and Widening
 - ★ Alternate Route
 - Tollway Road
 - Other Major Roadway
 - Toll Plaza Location
 - Oasis Location



JANE ADDAMS MEMORIAL TOLLWAY Mainline Bridge Projects



Updated: 03/01/13

JANE ADDAMS MEMORIAL TOLLWAY



I-90 Rebuilding and Widening Project

PROJECT OVERVIEW

In 2013, the Illinois Tollway will begin the Jane Addams Memorial Tollway (I-90) Rebuilding and Widening Project by rebuilding the eastbound lanes between Rockford and Elgin. Work on this segment is scheduled to begin in the spring and be completed by the end of 2013, with the westbound lanes scheduled to be rebuilt and widened in 2014. Work on the segment of I-90 from Chicago to Elgin is scheduled for 2014-2016.

Construction Update (4-24-13)

All traffic between I-39 in Rockford and the Elgin Toll Plaza is now traveling on the westbound side of the road and work has begun to rebuild and widen the eastbound lanes. Two lanes will be maintained in both directions during peak hours. However, westbound traffic between Irene Road near Belvidere and I-39 is currently reduced to one lane and an alternate route is posted. All entrances and exits remain open. Traffic will remain in this configuration through this fall.

PROJECT SUMMARY

Rebuilding and Widening

As part of the I-90 Rebuilding and Widening Project, the eastbound lanes between I-39 in Rockford and the Elgin Toll Plaza will be rebuilt and a new lane added to provide three lanes in each direction. In addition, the inside lane and shoulder in both directions will be widened to provide accommodations for future transit opportunities.

The new roadway will include a 15-inch aggregate base covered by three inches of asphalt and then 11-13 inches of new concrete pavement. The shoulders will be constructed with asphalt pavement.

The Illinois Tollway is also rebuilding several mainline bridges and local road bridges to accommodate the new, wider roadway. Additional information about these projects is available on the Projects By Roadway section of the Tollway's website.

Maintenance of Traffic

Whenever possible, the Tollway uses traffic shifts and shoulders to keep as many lanes open during peak hours as

were available before construction. While there are no shoulders, emergency pull-out areas are located approximately every mile in both directions.

All lane closures will be scheduled during overnight and off-peak hours.

Two lanes of traffic in both directions will be maintained during construction by shifting all traffic onto the westbound side of the road while the eastbound lanes are rebuilt and widened. However, westbound traffic between Irene Road near Belvidere and I-39 is currently reduced to one lane and an alternate route is posted to offer drivers the option to travel west via U.S. Route 20 to reach I-90 and I-39. The existing Kishwaukee River Bridge is not wide enough to maintain four lanes of traffic and a work zone. Two lanes remain available for eastbound traffic.

Drivers will have access to all Tollway entrance and exit ramps including Randall Road, Illinois Route 47, U.S. Route 20, Genoa Road, Irene Road and I-39, as well as the Belvidere Oasis, during construction. In addition, crossovers will be in place to allow eastbound traffic to access the interchanges through the work zone, as well as at mainline bridges under construction.

At the Belvidere Toll Plaza, eastbound traffic will be routed under the monotube used for westbound toll collection, but no toll will be charged for eastbound drivers. At the Marengo Toll Plaza, eastbound traffic will be routed over to the eastbound lanes for toll collection then back to the westbound side of the roadway to continue traveling through the construction zone. At the Elgin Toll Plaza, drivers paying cash will be required to use the right lane to reach the cash side of the plaza. All traffic in the left lane will be routed through the open road tolling lanes.

PURPOSE

Rebuilding and widening the 54-year-old Jane Addams Memorial Tollway from the Kennedy Expressway to I-39 in Rockford is part of the 15-year, \$12 billion capital program, *Move Illinois: The Illinois Tollway Driving the Future*. When complete, I-90 will be a 21st century, state-of-the-art corridor linking Rockford to O'Hare Airport with eight lanes from the Kennedy Expressway to the Elgin Toll Plaza and six lanes

Updated 04/24/13

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from the Elgin Toll Plaza to I-39.

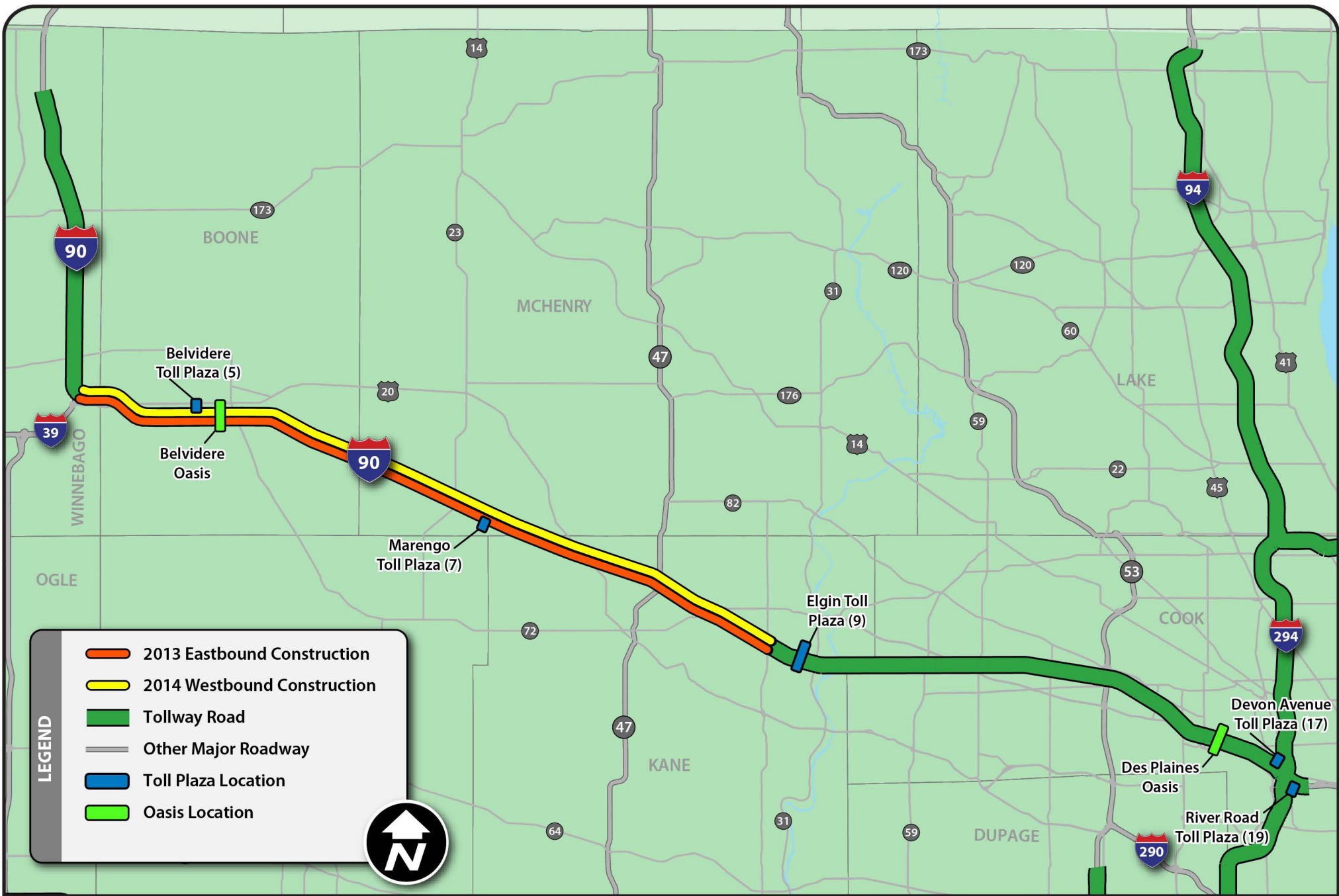
The Tollway is coordinating work with the Kane, McHenry, DeKalb, Boone and Winnebago counties, Union Pacific Railroad, Illinois Department of Transportation, Illinois Department of Natural Resources, Illinois Environmental Protection Agency and the U.S. Army Corps of Engineers.

BUILDING GREEN

The Tollway is committed to "Building Green" and minimizing the environmental impact of construction by reducing, recycling and reusing materials. The entire existing pavement on I-90 will be recycled into the new pavement. Recycled asphalt aggregate along with supplemental cements such as fly ash and ground granulated slag from industrial waste are green materials that will be part of the concrete pavements. Recycled asphalt pavement, recycled asphalt shingles and warm-mix asphalt will be used in the asphalt mixtures. In addition to reducing the cost of this work, reuse of these materials reduces the need for virgin asphalt materials and reduces the volume of material that would otherwise be sent to landfills.

WORK ZONE SAFETY

Construction zone speed limits are in effect in all construction zones 24/7 and drivers should continue to watch for changing traffic patterns and use caution, especially when workers are present. A 45 mph speed limit will be in place. Visit the Tollway's Work Zone Safety page at www.illinoistollway.com.



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Rebuilding and Widening Project - Western Segment



Updated: 03/01/13