

Getting Ready for Major Work on the Dan Ryan Expressway in Chicago

The Dan Ryan Expressway (I-90/94) is scheduled for its final year of advance work in 2005. Drivers should expect ongoing ramp, frontage road and Skyway Interchange reconstruction throughout the 2005 construction season, especially at night.



But the main Dan Ryan roadway reconstruction will not take place for another year. Major lane closures will be in effect during the 2006 and 2007 construction seasons.

By the end of 2007, Ryan users will see improved lighting, better drainage (reducing flooding), more lanes and more attractive landscaping. Many of the bridges over the Ryan are being rebuilt. Lane and ramp configurations will change, eliminating much of the unsafe weaving that has plagued the expressway for years.

Message from Sec. Martin

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IDOT and its sister agencies, the Illinois Tollway and Indiana Department of Transportation (INDOT), are creating a safer, wider and state-of-the-art expressway to meet the transportation demands of the 21st Century. This is a massive, complex and coordinated project. The project is addressing three major needs: Capacity, traffic flow, and deteriorating pavement.



Sign of the Times—Drivers need to allow extra time when traveling through the Southland Corridor, especially during weekday mornings and evenings, and the peak summer weekends.

To stay ahead of that demand, IDOT is adding a lane in each direction, constructing new bridges and interchanges, and, generally, reconfiguring lanes and ramps to modern and safer design standards, all to serve the heavy car and truck traffic throughout the Southland Corridor.

Anyone who has tried to get from the outbound Bishop Ford to the Torrence Avenue exit—darting across three lanes of big truck traffic—will see that the complex design and construction effort is necessary.

The centerpiece of the Southland Corridor work is I-80/94, the Kingery Expressway. IDOT is helping coordinate a multi-agency effort to communicate to the public about the Southland Corridor reconstruction. By the end of 2007, the coordinated efforts of IDOT, Illinois Tollway and INDOT will result in rebuilt roads, new bridges and an additional lane for traffic all the way from I-65 in Indiana to 95th St. along the Tri-State Tollway.

In the past 50-plus years since it opened, I-80/94 has evolved into a major east-west route for interstate commerce. Good roads are vital to the economy and the Kingery Expressway remains a crucial link in the national transportation network. Its condition, and that of surrounding roads, is important to the continued economic development in the South Suburbs and elsewhere in Illinois.

As the traveling public, we need to ensure the safety of the men and women rebuilding the ailing roadway. We owe it to these workers to use caution through construction zones, pay attention to changing

Rebuilding and Widening of Tri-State Tollway Also Starts This Spring

In early spring, the Illinois Tollway will reconstruct and widen 5.4 miles of the south Tri-State Tollway (I-80/294) between Ill. Rte. 394 in South Holland and 167th St. in Hazel Crest. Later in 2005, phase II will extend the project to 95th Street in Oak Lawn. "Reconstructing and widening this section of road to four lanes will provide congestion relief and reduce travel times," said Illinois Tollway Executive Director Jack Hartman.



The southern portion of this project is being coordinated with the Illinois Department of Transportation and Indiana Department of Transportation. Each agency is coordinating to work in tandem and reduce impact to motorists.

"On the northern portion of the Tri-State, we also will be coordinating with Cook County officials," Hartman said.

traffic patterns, and respect the posted 45 mile-per-hour speed limit.

Please watch your speed and be extra alert in the Kingery and other work zones so the workers can safely return home to their families and loved ones.

IDOT went to considerable extra effort to design an ambitious, efficient schedule to minimize impacts to east-west traffic and throughout the corridor.

All drivers should allow extra time when traveling through the area, especially during weekday mornings and evenings, and the peak summer weekends. But, the two-year reconstruction will be worth it. That's my commitment to you. Thank you in advance for your patience. IDOT is on the move to improve for you!

IDOT has highest DBE goal in U.S.

In the past two years, IDOT has made an unprecedented effort to increase minority contracting (legally referred to as Disadvantaged Business Enterprises, or DBEs) on all IDOT projects.

IDOT increased its DBE goal from 14 to 22 percent—one of the highest in the nation—to show the state's commitment to DBE participation.

In addition, IDOT opened the DBE Resource Center (900 S. Des Plaines, Chicago, Ill.) where, among many other things, DBEs may go to learn how to do business with the state and receive free supportive services including software training and bidding procedures.

For more information about doing business with IDOT, please call the DBE Resource Center at (312) 939-1100.

Who Are the Road Doctors?

In billboards along the Kingery Expressway, Mary Ellen Mack (see bottom of p. 6) and Jeff Washington are wearing lab coats and stethoscopes, ready to perform surgery on ailing highways. In reality, they are engineers on IDOT's construction projects. Billboard headlines like "Working on a cure for rush hour," and "Performing open highway surgery" are designed to inject a light note into what might be an otherwise painful construction season.

Future campaigns along both the Dan Ryan and the Kingery are expected to feature construction workers from the neighboring communities to bring attention to work zone safety. The message: Road Doctors are real people—and they might even be your neighbors—who are risking their lives to build safer, less-congested roads for you.

How to Get Around — Stay Informed

Beat the Backups During Road Construction Season

What can the individual motorist do to relieve the pain of construction zone tie-ups? Plenty.

Share the Ride: Congestion would be a thing of the past if everyone doing a solo behind-the-wheel act would accept a passenger to share the ride and split the cost. "By carpooling you are accomplishing a voluntary, cost-effective commuting alternative that benefits you, your community, your company and your fellow commuters," says the Chicago-area carpooling Web site. What's more,

people with a one-way commute of at least 15 miles and who consistently work regular schedules are good candidates for a vanpool. More information is available at www.KingeryExpressway.com. Click on the "Share the Drive" icon.

Tune in to Traffic: In the Chicago area, there's no way to predict traffic conditions. Before getting on the expressway, tune to any Chicago radio or television station that carries frequent traffic reports. (Traffic reporters typically refer to the Kingery as "80/94.") IDOT travel time and lane closure information is also available online at www.KingeryExpressway.com. Once there, click on the "GCM Travel" icon.

Shift Your Time: Leave earlier or later, depending on traffic conditions. Leaving just a little later might save a lot of time. **Work at Home:** Today's technology makes it possible to work anywhere. Ask your employer if you can work one day a week from home, or from a more convenient satellite office.

Official Project Web Site www.KingeryExpressway.com

Illinois Department of Transportation www.dot.il.gov

Kingery Expressway Project www.KingeryExpressway.com (312) DOT-INFO

Dan Ryan Expressway Project www.DanRyanExpressway.com (312) DOT-INFO

Illinois Tollway www.IllinoisTollway.com (800)-TOLL-FYI

Borman Expressway Project www.ai.org/dot/div/specialprojects/borman

Report problems on the highway, get help From cell phones: *999

Chicagoland Expressway Travel Times www.gcmtravel.com

Ridesharing/Carpooling Information www.sharethedriver.org (312) 793-3456

Regional Transportation Authority www.rtachicago.com 836-7000 (from any area code)

Highway Traffic Emergencies Dial *999 from cell phones

Rebuilding an expressway is different from just about any other type of construction project. Workers are putting their lives at risk, working only inches from traffic whizzing by at high speeds. In 2004, 38 people were killed in work zone related accidents. Show your appreciation for the people who are risking their lives to build our highways. Here's the current Illinois law:

- WHEN WORKERS ARE PRESENT: Motorists should never exceed 45 mph when crews are at work.
- WHEN WORKERS ARE NOT PRESENT: Interstate speed limits vary in Illinois. It's 65 mph in

rural areas; 55 mph near more densely populated areas. In rural highway work zones when workers are not present, the speed limit is 55 mph.

In more densely populated areas, the work zone speed limit is always 45 mph whether or not workers are present (applies to Kingery and Dan Ryan work zones).

- FINES: \$375 for first offense; \$1,000 for each subsequent offense. The penalty for hitting a road worker is up to 14 years in jail and a \$10,000 fine. Learn more about work zone safety by visiting www.dot.il.gov/workzone/workzone.html.



Inside: Kingery Expressway News and Information

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State of Illinois Rod R. Blagojevich, Governor

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A New Southland Corridor

Congestion Relief is On the Way to the Kingery, South Tri-State, Bishop Ford and Borman



Welcome to Illinois—Artist's rendering of I-80/94 (Kingery Expressway) facing west from Indiana, showing additional lanes and soundwalls as highway will appear at project completion in late 2006. Wentworth Ave. overpass is shown in foreground.

The 'Road Doctors' Are at Work

The Robert Kingery Expressway (I-80/94 in Chicago's southern suburbs) is undergoing open highway surgery. A massive reconstruction project, costing upwards of \$400 million, is taking place. When major work on the Kingery and the Tri-State Tollway (I-294) wraps up in Fall 2006, drivers will enjoy four lanes of travel in each direction between 167th Street along the Tri-State and



I-65 in Indiana. Unsafe lane weaving and the roadway's infamous traffic jams will be greatly reduced.

"The 'Road Doctors' campaign brings home the point that the engineers and construction crews are like medical specialists," notes Tim Martin, Illinois Secretary of Transportation. "That's why our public education materials feature images of IDOT engineers wearing stethoscopes (see p. 6 for billboard example)," says Martin.

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What You Need to Know for 2005

- ◆ On I-80/94, both directions from the state line to the Tri-State Tollway (I-80/I-294), all existing lanes maintained during daytime hours, but expect lane closures at night, especially after 10 p.m.
- ◆ Drivers should expect similar configurations along I-80/294 thru 167th Street, and I-294 thru 95th St. later in 2005.
- ◆ On Ill. Rte. 394, one lane in each direction from Thornton-Lansing Rd. to Bishop Ford (I-94). Expect backups.
- ◆ Access to the Torrence Ave. exit will not be available to motorists using the outbound Bishop Ford to eastbound Kingery. Watch for detour signs.
- ◆ See map and other details inside.

Message from Illinois Transportation Secretary Timothy W. Martin

We're on the Move to Improve For You

A safer, wider and state-of-the-art expressway for the 21st Century. As Illinois' Secretary of Transportation, that's my commitment for I-80/94.

Two years ago, the Illinois Department of Transportation embarked on the journey to rebuild I-80/94, also known as the Kingery Expressway.

We have prepped the road and nearby routes for the main roadway reconstruction scheduled to begin this year. Weather permitting, on March 5th IDOT crews and contractors will start preparing lanes and ramps for the 2005 construction season. It will be a lot of work, it will require a lot of patience and it will be worth it.

The 80/94 effort is more than just the reconstruction of a road. It's the renewal of a corridor, the Southland Corridor, which includes the Kingery, the south end of the Tri-State Tollway and the Borman Expressway in Indiana. The region is booming.

Housing and commerce have expanded south and southwest in a major way and this has had a major impact on the transportation network.

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Sec. Martin

Looking to the Future of I-80/94



I-80/94 (Kingery Expressway) heading east on approach to Torrence Ave. (Ill. Rte. 83)

NEW FEATURES

- Additional lanes to relieve traffic bottlenecks
- Higher profile of pavement, improved drainage, to relieve flooding on the roadway
- Safer, easier access to Torrence exit from outbound Bishop Ford Expressway and Ill. Rte. 394

- Concrete walls to insulate neighborhood from expressway noise
- High-mast fixtures to improve lighting

NOTE: "After" photos are artist's renderings based on project designs. The final construction may look somewhat different in some areas.

New Southland Corridor

Continued from p. 1

Their diagnosis: An aged highway, showing the effects of heavy use by far more vehicles than it was designed to serve for decades.

The prescription: Construction of a completely new transportation facility, based on the latest technology in highway planning and designed to last more than 40 years. By project completion in late 2006, there will be:

- ♦ Completely new triple-level Southland Interchange including "fly-over" ramps that link I-80/94 (Kingery), I-80/294 (Tri-State Tollway), I-94 (Bishop Ford Expressway) and Ill. Rte. 394;
- ♦ Redesigned and rebuilt interchange at Torrence Ave. (U.S. Rte. 6/Ill. State Rte. 83), featuring smoother, safer traffic flow;
- ♦ New bridge at Wentworth Ave.; and
- ♦ More traffic lanes, soundwalls and better lighting.

IDOT's healthcare plan for the Kingery will improve traffic flow, decrease congestion, and eliminate unsafe reckless traffic merging and weaving.

Often called "80/94," the Kingery connects

Indiana's Borman Expressway with the Tri-State Tollway in Illinois. Used daily by nearly 160,000 vehicles—up to 30 percent trucks—safety and traffic concerns have increased because of the expressway's aging condition. The average daily traffic count is projected to grow to 192,000 vehicles per day by 2020.

While the Kingery is undergoing reconstruction, major work will be underway on the Tri-State Tollway (I-294), the Borman Expressway in Indiana and the Dan Ryan Expressway (I-94) in Chicago. See p. 4 for project Web sites.

"Many road doctors—engineers and construction workers—will be within inches of speeding traffic, risking their lives to build a transportation facility to serve the public. We owe it to these workers to use caution through construction zones, pay attention to changing traffic patterns, and respect the posted 45 mile-per-hour speed limit," Martin said.

"Keep Us Alive Drive 45" is IDOT's campaign to keep workers and drivers safe in work zones. Please see back cover of this newsletter for information about this program.

Construction Safety Tips

IDOT will have tow trucks patrolling the Kingery work zone 24 hours per day/7 days per week, looking for disabled vehicles. You can increase your safety factor in the work zone by following these tips...

Maintain Your Car: While there are six Accident Investigation Sites in the work zone, you may not breakdown in a convenient location. Avoid vehicle emergencies and flat tires by keeping your car and tires in excellent condition.

Wear Your Safety Belt: Strapping yourself in is the best defense against bad drivers.

Pay Attention to Conditions: Stop-and-go traffic, bad weather conditions, road rage and driver inattention—they're major causes of crashes. Pay attention to what you're doing and avoid becoming a statistic.

In Case of Emergency: Use your cell phone to call *999 for help.

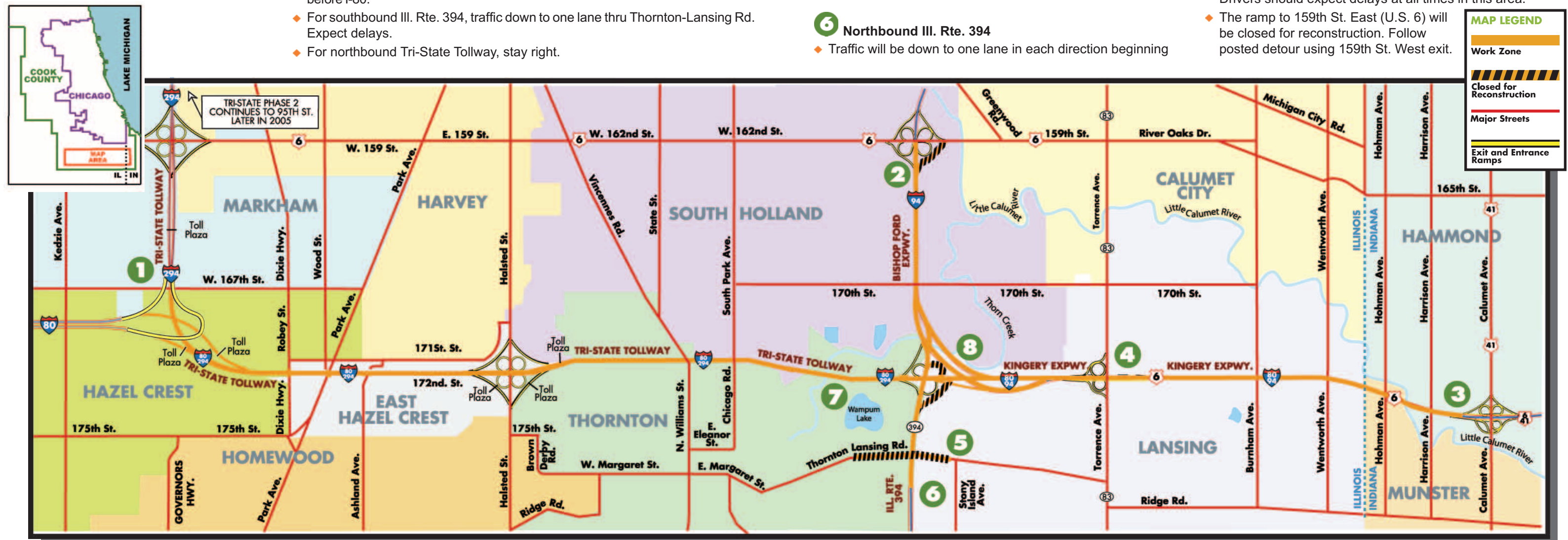
Construction: 2005

1 Tri-State Tollway (I-80/294)

- ♦ When reconstruction begins later this spring, all lanes will be maintained during the day (three lanes in each direction from 167th Street in Hazel Crest to Ill. Rte. 394 in South Holland), but drivers should expect lane shifts, narrowed lanes and frequent nighttime lane closures. Delays should be expected at all times.
- ♦ For more info about the Tri-State work, please visit www.illinoistollway.com.

2 Outbound Bishop Ford Expressway (Eastbound I-94)

- ♦ Traffic will be down to two lanes beginning at 159th Street.
- ♦ During the day, two lanes of traffic will be maintained. At night, drivers should expect frequent lane closures and delays.
- ♦ Traffic seeking access to Torrence Ave. destinations should follow a posted detour by exiting 159th St. East (US 6).
 - As an alternate detour, drivers may proceed east on I-80/94 to the Calumet Ave. (U.S. 41) interchange in Indiana and return on westbound I-80/94 to Torrence Ave.
 - Eastbound I-94 traffic is prohibited from exiting to Torrence Ave.
- ♦ For eastbound I-80/94, stay left. Two lanes of traffic will merge to one lane just before I-80.
- ♦ For southbound Ill. Rte. 394, traffic down to one lane thru Thornton-Lansing Rd. Expect delays.
- ♦ For northbound Tri-State Tollway, stay right.



MAP LEGEND

- Work Zone
- Closed for Reconstruction
- Major Streets
- Exit and Entrance Ramps

3 Westbound I-80/94 (from Borman Expressway)

- ♦ During the day, all lanes remain open to traffic (three lanes from Burnham to I-94 ramp; two lanes from I-94 to west of Ill. Rte. 394), but drivers should expect lane shifts and narrowed lanes. At night, there will be frequent lane closures. Drivers should expect delays at all times. The section of I-80/94 from Calumet Ave. (U.S. 41) in Indiana to Burnham Ave. is scheduled to begin late spring.
- ♦ All lanes will be maintained during the day, but drivers should expect frequent nighttime lane closures. Delays should be expected at all time.

4 Torrence Ave. Interchange (U.S. 6/Ill. Rte. 83)

- ♦ Construction is ongoing in this area thru fall 2005 with one lane open in each direction at Torrence over I-80/94 due to bridge reconstruction.
- ♦ Drivers should expect intermittent ramp closures and delays. Any temporary detours will be posted.

5 Thornton-Lansing Rd. Bridge at Ill. Rte. 394

- ♦ The bridge is closed for reconstruction thru summer 2005. Drivers should follow posted detour.

6 Northbound Ill. Rte. 394

- ♦ Traffic will be down to one lane in each direction beginning

just south of Thornton-Lansing Rd. Expect delays.

- ♦ The ramp to eastbound I-80/94 will be closed intermittently for reconstruction and the ramp to the northbound Tri-State Tollway (westbound I-80/294) will be closed for reconstruction.
- ♦ For both ramps, drivers should follow posted detours via inbound Bishop Ford to 159th St. West exit.

7 Eastbound I-80/294 (Tri-State Tollway) and I-80/94 (Kingery Expressway)

- ♦ During the day, all lanes remain open [two lanes from west of Ill. Rte. 394 to I-94 merge; three lanes from I-94 merge to Calumet Ave. (U.S. 41) in Indiana], but drivers should expect lane shifts and narrowed lanes. At night, there will be frequent lane closures. Drivers should expect delays at all times.

8 Inbound Bishop Ford Expwy (Westbound I-94)

- ♦ Expect lane shifts, narrow lanes and merging traffic from northbound Ill. Rte. 394.
- ♦ During the day, traffic will be down to two lanes of traffic. At night, frequent lane closures will be commonplace. Drivers should expect delays at all times in this area.
- ♦ The ramp to 159th St. East (U.S. 6) will be closed for reconstruction. Follow posted detour using 159th St. West exit.