

Reagan Memorial Tollway (I-88) Roadway Rehabilitation IL Route 251 to U.S. Route 30

The Illinois Tollway rehabilitated 30 miles of the Reagan Memorial Tollway (I-88) between IL Route 251 and U.S. Route 30 to provide a smoother and safer ride for Tollway customers. This work was part of the Tollway's \$5.3 billion Congestion-Relief Plan to reduce travel times.

Update – Latest Construction Info

The project was completed December 13 when reflective pavement markers were installed on the westbound lanes between Rochelle and Dixon.

A 2-mile patch of pavement just east of this project was also rubblized to prepare for the construction of a new DeKalb Plaza at that location. To avoid tearing it up twice, this stretch of road will remain bumpy until plaza construction and Open Road Tolling lanes are complete in 2006 and it can be permanently paved.

Minimizing Impact to Reduce Delays

Construction was staged to provide a buffer zone in the middle of the construction zone to allow faster traffic to pass during the initial stages of construction. Two crews worked in each direction to complete the project as quickly as possible. Since traffic is lighter on the far reaches of the Tollway, closing one lane did not have a major impact on traffic.

Work Zone Safety

Remember to drive safely in work zones and abide by the 45 m.p.h. speed limit; see the Tollway's Work Zone Safety page at www.illinoistollway.com.

Schedule

Work began in July in both directions, starting on the inside lane and shoulder. About a month later, traffic was shifted onto the new pavement to complete the outside lane and shoulder using the same maintenance of traffic configuration of two, 12-mile work zones with a 7-mile buffer zone in between. Work on the 7-mile buffer zone began in October while work in the outer sections was nearing completion to expedite the schedule.

Purpose – Pertinent Details on Why and How

This project is a major rehabilitation that included the Rubblization of two lanes in each direction, milling and filling with asphalt at overpass structures, and the removal and replacement of bituminous shoulders near overpasses. Advance crews rotomilled the existing asphalt overlay and installed subsurface pavement drains along the shoulders. The Rubblization process was used to save time and money by breaking concrete pavement slabs into small (6" to 9") pieces, which then become an in-place, crushed, high-quality aggregate base for new pavement.



This project utilized multi-head breakers, which are rubber-tired, self-propelled units that carry 1,000 to 1,200 pound drop hammers mounted laterally in pairs. The crushed concrete was then rolled and compressed into a 14-inch base which was then covered with a 4-inch binder course of asphalt and a 2-inch surface course of asphalt. The Rubblization process saves time and eliminates the cost of having the old concrete road removed and hauled away.

The project also included the installation of cable median barrier, which is a new traffic device installed in the center median next to the eastbound lanes to enhance safety for Tollway customers by absorbing the impact of vehicles that cross into the median, preventing accidents.



Cable median barriers are in place on I-88 from IL 251 to US 30.

This device is also being installed on the far end of the Northwest Tollway (I-90) between Randall Road and the Kishwaukee River.

For further information, visit www.illinoistollway.com & view the Construction Section or call 1-800-TOLL-FYI.

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