Building of North-South (I-355) South Extension

The Illinois Tollway is constructing a 12.5-mile, three-lane extension of the North-South Tollway (I-355) from where it currently ends at I-55 through Will County to I-80. This project is part of the Tollway's Congestion-Relief Program to reduce travel times. The new road is scheduled to open in November 2007.

Update – Latest Construction Info

Along the corridor, mainline concrete paving work continues. Three lanes of pavement are now in place in both directions between I-55 and the Des Plaines River Valley Bridge and between US 6 and 159th Street. Three lanes are complete in both directions between 127th Street and 135th Street, and between 127th Street and the Des Plaines River Valley Bridge. Construction continues on the center barrier medians and asphalt shoulders throughout the corridor. Several new ramps are open at the I-55/I-355 interchange, including the newly completed flyover ramp bridge from southbound I-355 to northbound I-55 and the new ramp for northbound I-55 to northbound I-355. Runarounds have been removed and bridges are now in place over the path of the South Extension at Cedar Road, US Route 6, Bruce Road, 167th Street, 159th Street, 151st Street and 127th Street. The runaround on Archer Avenue has been removed but Archer is closed and a detour is in place to build approach pavement for the bridge and mainline pavement for the South Extension. The Gougar Road detour has been removed and the reconstruction of the new intersection at Gougar and 159th Street is complete. 139th Street is now permanently closed between Cokes Road and Archer Avenue. Beam erection is now complete for the 1.3-mile Des Plaines River Valley Bridge. All beams and retaining walls have been erected at the I-55 interchange. The three bridges over I-80 are complete, but work continues on the ramp bridges and approaches.

Minimizing Impact to Reduce Delays

There are minimal impacts to drivers in this stage of construction. The South Extension will look similar to the south end of the current North-South Tollway – where the road is depressed and runs underneath existing local roads. This aids in the reduction of roadway noise. There is occasional need to move equipment over some local crossroads listed below*. No equipment will be moved during peak travel times.

The South Extension will run under Cedar Rd.*, Route 6*, Bruce Road*, 167th St.*, Gougar Rd.*, 163rd St.*, 159th Street*, 127th St.*, 151st St., 143rd St.*, and 171st St./Archer Ave*, and also will include a mile-long bridge over the Des Plaines River, and will also run over 135th St.*, I-55 and Internationale Pkwy.

Work Zone Safety

Remember to drive safely in work zones; see the Tollway's Work Zone Safety page at www.illinoistollway.com.

Schedule

The first contract on the project began in late 2004 clearing the lane that the new road is being built on. Major earthwork began in spring 2005 on the south end of the project. Additional work began in fall 2005, including embankment excavation and drainage work. Bridge construction at Gougar Road and 163rd Street began in March 2006, requiring detours until early 2007 at 163rd Street and by late summer 2007 on Gougar Road between 163rd Street and 167th Street. Interchange work continues at the I-55 and I-80 interchanges. The new road is scheduled to open to traffic in November 2007.

Concrete paving operations near 127th Street.

Construction of Des Plaines River Valley Bridge

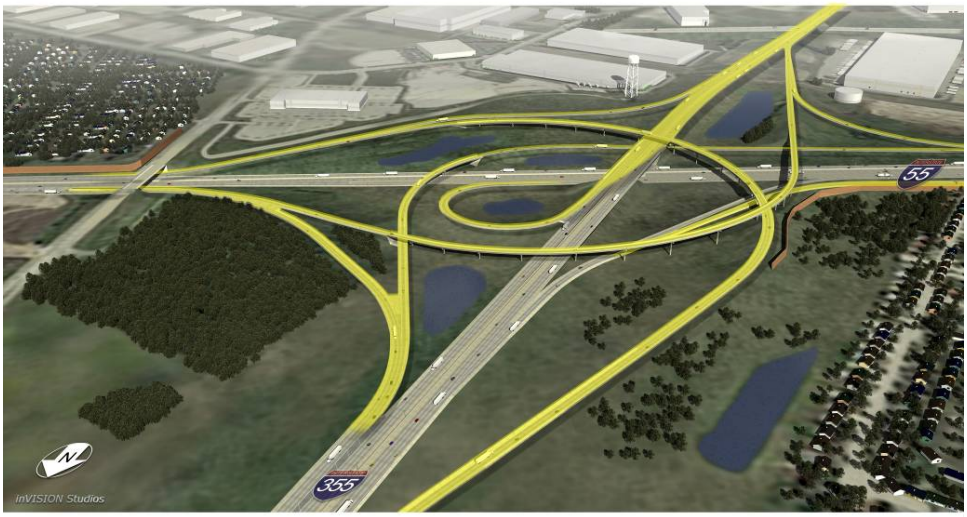
The project includes the construction of a 1.3-mile, six-lane bridge over the Des Plaines River Valley. The structure is a pre-cast, post-tensioned concrete bridge that will rise 90 feet above the ground at its highest point, with three lanes in each direction. The bridge will run from north of Bluff Road to south of New Avenue and will span the I & M Canal, the Sanitary & Ship Canal, several railroad lines, the Des Plaines River, and the Forest Preserve in the central section of the bridge. Work began in March 2006 to drill the caisson foundations for the new bridge piers, and pier construction and beam erection continues. The bridge will feature a total of 34 piers; five piers north of Bluff Road will be 10-20 feet in height, and the 29 piers south of Bluff Road and through the Valley will have an average height of 75 feet. All of the piers are in place and all substructure work was completed in spring 2007. Beam erection was completed in late summer. Deck framing and concrete pours for decks and parapet walls continue.

A low-level bridge was constructed over the Des Plaines River and is being used to move equipment during construction of the Des Plaines River Valley Bridge. Once the project is complete, the bridge will be turned over to the Will County Forest Preserve for use in connecting their trail systems. The Tollway will also utilize the low-level bridge in order to inspect and maintain the Des Plaines River Valley Bridge. There is minimal impact to drivers with construction of the Des Plaines River Valley Bridge, since it is not in close proximity to residential areas or businesses.

Rendering of Des Plaines River Valley Bridge

Construction of I-55 and I-80 Interchanges
The interchange at the terminus of I-355 and I-55 is under construction. The new interchange will feature eight ramp movements, including three flyover ramp bridges. The work underway now includes ramp and bridge construction. Several new ramps are now open at the interchange, including the ramp from northbound I-55 to northbound I-355. The newly completed flyover ramp bridge from southbound I-355 to northbound I-55 has also opened with the entrance located on the right side of the road just south of the Boughton Road interchange. The new ramp from southbound I-355 to southbound I-55 is scheduled to open this fall. All mainline lanes remain open during the day, although overnight closures are scheduled for overhead beam detail work and deck, approach and parapet concrete pours. Traffic on I-355 is shifted to allow work to widen the road for the new interchange. During this phase, shoulder closures and a lane closure on the I-55 collector-distributor road are in place to provide work areas.

COMING IN 2007



I-355 South Extension
Interchange at I-55

Work began in spring 2006 at the site of the new I-80 interchange at Cedar Road, where the inside shoulders are closed for construction. All bridges crossing I-80 are now in place. Work to remove the old Cedar Road Bridge over I-80 also is complete. Work continues to build the I-80 interchange ramps and complete bridge approach pavement and parapets.

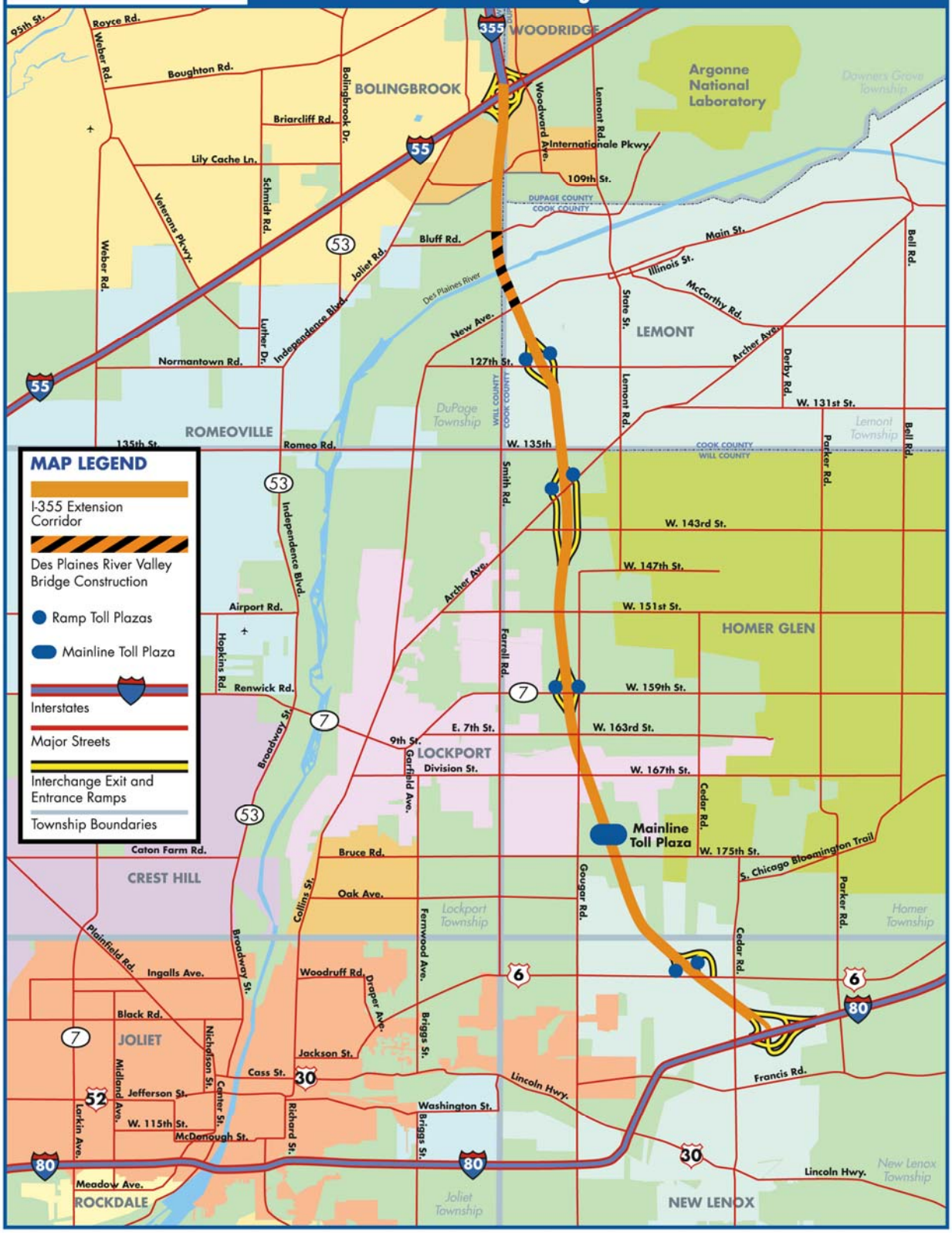
Purpose – Pertinent Details on Why and How
The new extension will serve Will County, one of the fastest growing counties in Illinois, and provide a regional connection that improves north-south mobility between Interstate 55 and Interstate 80. The extension will reduce travel times by 20 percent and provide a more direct route between residences in Will County and areas where jobs are more plentiful, such as the O'Hare area, therefore benefiting the entire Chicagoland region.

The South Extension will run through 13 Municipalities/Townships in three counties including: Bolingbrook, Downers Grove Township, DuPage Township, Homer Glen, Homer Township, Lemont, Lemont Township, Lockport, Lockport Township, New Lenox, New Lenox Township, Romeoville and Woodridge. There are six interchanges under construction at I-55, 127th St., 143rd St./IL 171 (Archer Ave.), 159th St., US 6, and I-80.

The project includes noise abatement walls at 6 locations for developments that were platted before April 1999, when the road became public knowledge. See the Noise Abatement Fact Sheet for more information.

For further information, visit <u>www.illinoistollway.com</u> & view the Construction section.
Updated August 28, 2007

Illinois Tollway
Open Roads for a Faster Future

I-355 South Extension

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