

KENNEDY EXPRESSWAY BRIDGE REHABILITATION PROJECT FAQ



Q: Why is this work being done now?

A: The 50-year-old bridge structures along the Kennedy Expressway were last repaired in 2013 and are due for rehabilitation.

Q: What is the scope of the work being done?

A: Over the next three years, the I-90/I-94 Kennedy Expressway will rehabilitate 36 bridge structures. Additional work will include pavement patching, REVLAC system rehabilitation, overhead sign structure replacements, LED lighting improvements and structural painting.

Q: What is the cost of the project?

A: The total cost is estimated at \$150 million.

Q: What are the major benefits of this project?

A: Once completed, this project will reduce the cost of maintenance, increase safety, and provide improved traffic flow for I-90/I-94.

Q: Are there any additional benefits of this rehabilitation?

A: We are using latex concrete that will have a lifespan of up to 25 years.

Q: How long will the project last?

A: Three years, from 2023 to 2025.

Q: What work is happening in Hubbard's Cave?

A: We will perform structural painting and install new LED lights in Hubbard's Cave.

Q: Why did the Hubbard's Cave work occur with the REVLAC closure and not during the other phases?

A: To provide a safe working environment, IDOT must wait until we close the reversible lanes to start work in Hubbard's Cave.

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Q: Who will be impacted the most by this work?

A: Daily commuters, commercial traffic and people traveling through the area.

Q: What is the average daily traffic for I-90?

A: Around 275,000 vehicles per day.

Q: What is the REVLAC System?

A: The Reversible Lane Access Control System, or reversibles, gives drivers access to two additional lanes for inbound and outbound use during peak hours. This system improves traffic flow and travel times.

Q: What are the benefits of rehabilitating the REVLAC system?

A: The original REVLAC system was initially built in the 1960s and was controlled through analog means. This contract will modernize the system's hardware and software, reduce the cost of operation and maintenance, and make the REVLAC system current with the technology of the 21st century.

Q: When was the last major overhaul of the REVLAC System?

A: The REVLAC system was reconstructed in 1994 when the Kennedy was last reconstructed. The new design included three outbound entrances and three inbound entrances with the option of exiting to the Ohio Street feeder ramp or the southbound Kennedy mainline.

Q: Have the reversible lanes always existed?

A: The reversible lanes were originally constructed in 1960 with two outbound entrances and only one inbound entrance.

Q: What is being done to help the impact to traffic in the area?

A: We are ensuring that four lanes of traffic will be available for inbound and outbound travelers during construction. Each stage will only last for one construction season and work is not expected to extend into the winter, which will help to mitigate traffic impacts during winter months.

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Q: Will there be any impacts to the CTA Blue Line during construction?

A: No. In fact, we encourage commuters and travelers to look at other transportation options like the CTA and Metra during construction.

Q: Were there any public meetings for this project?

A: Since this is a rehabilitation project, a more abbreviated process moving from Phase I to Phase III was allowed. During Phase II, city Aldermen were sent letters with information about the project and an invitation to meet to discuss the project further.

Q: Will there be any way for the public to follow progress on the project?

A: Yes, updates will be handled through:

- Our project-specific website
- Social media
- IDOT in Motion D1 email list
- Changeable message boards to inform the public of any changes within the corridor
- Press releases can be found [online here](#)

Q: If people have questions about the project, who should they contact?

A: All questions can be sent to kennedyrehab@illinois.gov.

