



Upgrade 74 Timeline

Preparation Stage – Year 2002

- Utility adjustments
- Reconstruct the North Street Bridge
- Groundbreaking in October 2002 – reconstruct the Forrest Hill Bridge

Stage One – Spring 2003 – Fall 2004

- Widen Sterling Avenue to six lanes
- Earth work in Industrial Spur (Riverfront Drive) area
- Improvements to main streets crossing I-74 (Gale, University, Knoxville)
- Construction of downtown streets west of Adams
- Permanently remove Bigelow, Columbia Terrace, Armstrong bridges
- Initial work on Industrial Spur (Riverfront Drive) ramps

Stage Two – Summer 2004 – Fall 2005

- Construct new on/off ramps at Sterling Avenue
- Closure of Murray Baker Bridge April 1 – October 1
- Raise Adams Street over I-74 an additional 15 feet
- Construct new eastbound I-74 lanes
- Construct two new tunnels in downtown Peoria

Stage Three – Summer 2005 – Winter 2006

- Widen War Memorial Drive
- Construct new War Memorial on/off ramps (all War Memorial ramps closed)
- Widen Main Street in East Peoria, improve Main/Camp intersection.
- Construct new westbound I-74 lanes
- Opening ceremony for new Upgrade 74 in December 2006



Frequently Asked Questions

How long is this project going to take?

Upgrade 74 is a three-year accelerated project that will be completed in late 2005.

Is there really a need for this project?

I-74 was built over 40 years ago and was never constructed to be an interstate. The pavement and bridges are worn down and most of the on and off ramps pose a safety threat to motorists. In fact, many of the segments of I-74 exceed or even double the statewide average accident rate.

What exactly will be done to I-74?

I-74 from East Peoria through Peoria will be completely removed and replaced. Upgrade 74 will provide new overpasses, all new pavement, and safer on and off ramps. Additionally, new lighting and landscaping will be added to provide motorists with a safer, better-looking highway.

How much will the project cost?

The estimated total cost for Upgrade 74 will be nearly \$400 million.

When will you close the Murray Baker Bridge?

The Murray Baker Bridge will be closed from April 1st to October 1st 2005, only six months of the four-year project. Motorists can access downtown Peoria and East Peoria via the Bob Michel Bridge, the Cedar Street Bridge, the Shade Lohmann on I-474 or the McClugage Bridge.

Is this project going to slow down traffic and increase my commute time?

We have carefully planned alternative routes that should get you to your destination with a minimal increase in commute time. It's important to remember that although this may be a temporary inconvenience, the end result will be a much smoother and safer I-74 that should last well into the future.

How will I get to my destination if I can't use my regular route?

As part of Upgrade 74, we will have well-marked alternative routes for you to take. Our alternative routes will get you safely to your destination during construction.

If safety is such a concern, why has it taken so long for this project to begin?

Because the majority of funding for this project came from the federal government, we needed to wait until funding became available. However, we've been planning while waiting for funds.

How can I get more information about Upgrade 74?

You can find out the latest information about Upgrade 74 on our Web site at www.upgrade74.com or by calling our toll-free hotline at 1-866-I74-NEWS.

UPGRADE **74** THE ALTERNATIVES ARE ENDLESS



Upgrade 74 Key Facts

Did you know...

- I-74 was built in 1959 – when Dwight Eisenhower was president, Ed Sullivan had the number one television show, and the Beatles did not even exist yet. It has been around a long time.
- When I-74 was built interstates did not exist. At that time, about 30,000 cars traveled on it every day. Today, over 60,000 cars travel on I-74 every day.
- Thirteen of 22 areas of I-74 exceed the statewide average accident rate. The top five accident spots on I-74 exceed the statewide average accident rate by anywhere from 290% all the way to 1,490%. That's anywhere from 3 to 15 times the state average – and that includes heavily traveled areas such as Chicago and East St. Louis.
- As a result of all that traffic, I-74 is in desperate need of a major overhaul.
- Upgrade 74 is the Illinois Department of Transportation (IDOT) project that will completely renovate I-74 from East Peoria through Peoria. It's a \$400 million construction project that will take four years to complete.
- During Upgrade 74, IDOT will have to close down several bridges over I-74 as well as the Murray Baker Bridge for short periods of time. We'll keep you informed about every step of the project and we're going to do our absolute best to make sure the inconveniences to motorists are kept to a minimum.
- All of the ramps throughout Upgrade 74 will be removed and improved, safer ramps will be constructed in their place.
- Throughout the course of Upgrade 74, IDOT will call on all I-74 motorists to help keep the project running on time. We've carefully mapped out a number of alternative routes and we're counting on every I-74 motorist to help out by using them. We're also encouraging everyone to give Citylink a try. Lastly, we'd like everyone to consider carpooling and we hope employers will consider staggering work times to keep as many vehicles off I-74 during peak times as possible.
- In order to keep everyone informed with up to the minute information, Upgrade 74 has established a Web site and a toll free information number. You can reach us at www.upgrade74.com or 1-866-I74-NEWS for more information.

UPGRADE



THE ALTERNATIVES ARE ENDLESS



**Joe Crowe, District Engineer
Illinois Department of Transportation
District Four, Peoria**

Joe Crowe began his career with the Illinois Department of Transportation, Collinsville District, in June 1984, after receiving his Bachelor of Science Degree in Civil Engineering from the University of Missouri-Rolla. During his 13½-year tenure in the Collinsville District, he held the positions of Resident Engineer, Operations Field Engineer, District Program Development Engineer, and District Operations Engineer. In January 1998, he was appointed District Engineer of the Effingham District, and on September 16, 1999, Secretary of Transportation Kirk Brown appointed him as District Engineer for the Peoria District.

In his position as District Engineer, Mr. Crowe has the responsibility for the operations and maintenance of all state highways in a nine-county area. The state highway system in the Peoria District consists of 1,421 miles of highways and 579 bridges which support over 8 million miles of travel daily. The District employs over 400 full-time personnel and an additional 80 to 120 temporary employees to accomplish its mission. On an annual basis, the District's operating budget is approximately \$40 million with a capital improvement budget that will average approximately \$150 million per year for the next five years.

Mr. Crowe is a Registered Professional Engineer in both the states of Illinois and Missouri. He is a graduate of the American Association of State Highway and Transportation Officials (AASHTO) Management Institute taught at the University of Indiana at Indianapolis.

Mr. Crowe is a member of the Illinois Association of Highway Engineers, the National Society of Professional Engineers, the Illinois Society of Professional Engineers, and the American Public Works Association. He also serves on the board of the Tri-County Regional Planning Commission.

Mr. Crowe and his wife, Cheryl, have two daughters: Danielle, 11 years old and Alexa, 3 years old.

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George Ryan, P.E.

George serves as the Project Implementation Engineer for the Illinois Department of Transportation in District Four. A twenty-four year veteran of the Department, he oversees the Construction, Materials, and Project Support Divisions. His duties include supervision and administration of construction contracts, contractor payments, material certification, and documentation.

Prior to his role as Project Implementation Engineer, George served as Construction Engineer overseeing highway construction for the nine-county area of District Four. He has been involved in statewide training of Department personnel and contractors in bridge deck construction and work zone safety.

During his tenure with the Department, George also served as the Studies and Plans Engineer and supervised the production of all engineering studies and designs of roadway projects within District Four. The major engineering studies he has worked on include Upgrade 74, the reconstruction of I-74, and U.S. 67 between Monmouth and Macomb.

George graduated from Bradley University in 1984 with a BS in Civil Engineering.



Eric Therkildsen, P.E.

Eric serves as the Program Development Engineer for the Illinois Department of Transportation in District Four. An eighteen year veteran of the Department, he oversees the planning, land acquisition, purchasing of right-of-way, and the coordination with local agencies and utilities. Eric also develops the district's funding program and prepares design reports and construction plans.

Prior to his role as Program Development Engineer, Eric worked on major design and planning projects such as the Bob Michel Bridge in Peoria, the Havana Bridge rehabilitation, US 67, US 34, IL 336, and the Macomb Bypass. He also has extensive construction experience having worked on several urban rehabilitation projects in the Peoria and East Peoria area such as IL Route 8 and US 150.

Eric graduated from Bradley University in 1984 with a BS in Civil Engineering.



John Anderson, P.E.

John Anderson serves as the Studies and Plans Engineer in Program Development for the Illinois Department of Transportation in District Four. A twenty-three year veteran of the Department, he supervises the staff that produces all the designs and planning reports for the Peoria District. Included are the US 150 Henderson Street project currently under construction in Galesburg and the I-74 upgrade in Peoria and East Peoria. Mr. Anderson oversees on a daily basis hundreds of projects in various stages of planning or design, while paying particular attention to the concerns of the traveling public.

During his tenure at the Illinois Department of Transportation, Mr. Anderson has served as Project Engineer, Programming Engineer, Hydraulics Engineer, and Bridge Maintenance Engineer.

He received a BS in Civil Engineering from Michigan Tech University in 1978.

Mr. Anderson and his wife currently live in Washington, Illinois where they spend time watching their teenage son's sporting activities.