

November 2022 Update.....

The Jane Byrne (Circle) Interchange reconstruction continues at a steady pace, with construction on northbound and southbound I-90/94, Adams Street and Jackson Boulevard continuing. The following describes the current ongoing construction:

- **NB I-90/94 Mainline Reconstruction from Roosevelt to Lake/Madison**

The northbound I-90/94 lanes will be fully reconstructed between south of Roosevelt Road to north of Madison Street and resurfaced from Madison Street to just north of Hubbard Street. A mainline lane will be added through the interchange. The exit ramps to Madison Street, Washington Blvd., Randolph Street and Lake Street will be reconstructed and will exit from a new collector-distributor road constructed along the east side of the expressway. Traffic to the downtown ramps will exit onto the collector-distributor road from the northbound lanes near Harrison Street and remain separated from the mainline until each of the exit ramps. The reconstructed Jackson Boulevard and Adams Street entrance ramps will also enter into these separate lanes until joining the mainline lanes near Washington Boulevard. Pavement for the new collector-distributor road on the east portion of the interchange was completed earlier in December. On December 19, 2021, traffic was shifted onto this new pavement in a new traffic configuration, and on January 14, the Taylor Street entrance ramp was reopened. The three mainline lanes north of Roosevelt Road split, with one mainline lane and the Taylor entrance ramp entering into the collector-distributor road, along with all northbound traffic planning on exiting to downtown exits (Madison Street, Washington Boulevard and Lake Street). Two mainline lanes continue to the north and the four lanes meet together near Washington. The traffic entering northbound from eastbound I-290 also enters the collector-distributor road and can also exit to the downtown exits. The new traffic configuration created multiple areas for the contractor to continue progressing pavement improvements, to accommodate bridge construction, and to work on drainage system improvements. Pavement removal, excavation and drainage improvements have been completed near Washington Boulevard in preparation for pavement placement prior to the next traffic configuration. On June 1, the Lake Street exit ramp closed to accommodate ramp reconstruction and the ramp reopened to traffic in late November. On July 19, the ramp carrying traffic from westbound Ida B. Wells Drive to northbound I-90/94 was closed to traffic to accommodate mainline lane construction. The ramp reopened to traffic in late November. Northbound I-90/94 traffic was shifted in late November to the final temporary configuration necessary for construction. Barrier base and shoulder work continues in the corridor. Completion is anticipated for mid-December.

- **SB I-90/94 Mainline Reconstruction from Madison to Roosevelt**

The southbound I-90/94 lanes will be fully reconstructed between Madison Street to a point north of Roosevelt Road and resurfaced from Madison Street to just north of Hubbard Street. A mainline lane will be added through the interchange. The exit ramps to Adams Street, Jackson Boulevard, Westbound I-290, Taylor Street/Roosevelt Road and Eastbound Ida B. Wells Drive will be relocated to a new collector-distributor road

constructed along the west side of the expressway. Traffic to these ramps will exit onto the collector-distributor road from the southbound lanes at Monroe Street.

The final concrete pavement pour was completed as well as placement of permanent pavement markings on stretches of southbound I-90/94 and eastbound I-290. Crews continue to work on the barrier base, shoulder, and barrier wall with an anticipated completion in early December.

A large underground stormwater detention system was installed below the AIS, which was reconstructed with new pavement and reopened previously. The stormwater detention system consists of:

- Precast concrete boxes that are about 15 feet long, 8 feet wide and when two are stacked together they are fourteen feet tall within the unit. 276 boxes will be arranged so that the system is approximately 310 feet long and 64 feet wide. The concrete boxes are supplied by StormTrap.
 - The bottom of the tank is approximately 30 feet below the pavement elevation.
 - The system will hold 4.7 acre-feet of water, which is equivalent to 1.5 million gallons, or more than two Olympic swimming pools.
 - When complete and all sewer pipes are in operation, the system is designed to alleviate flooding within the Jane Byrne Interchange as well as along the each of the expressways (Dan Ryan, Eisenhower and Kennedy).
- **Adams Street and Jackson Boulevard Bridge Reconstruction**

The last major interchange project to start construction, this work includes the demolition and reconstruction of Adams Street over I-90/94 and the construction of the new Jackson Boulevard bridge over I-90/94, along with multiple retaining walls and improvements to the city streets between the new bridges and Des Plaines Street and Halsted Street. The entrance ramps from Jackson Boulevard and Adams Street to northbound I-90/94 will be reconstructed as well as the exit ramps from southbound I-90/94 to both Adams Street and Jackson Boulevard. As noted in the above mainline reconstruction projects, the new entrance ramps enter into the northbound collector-distributor road and the exit ramps will exit out of the proposed southbound collector-distributor road. Crews have completed final deck stripping and electrical work, and plan to reopen the newly reconstructed bridges on December 1 with the opening of the exit ramps from inbound I-90/94 to quickly follow. Both entrance ramps from the bridges to outbound Kennedy (I-90/94) are anticipated to reopen later in December along with the completion of concrete construction work along Northbound I-90/94.

The Illinois Department of Transportation continues to be fully committed to complete the reconstruction of the Jane Byrne (Circle) interchange in an expeditious manner while enhancing the safety of motorists in the work zones and maintaining traffic flow within the City of Chicago Central Business District.

The project website is updated periodically so please visit us again.