Twenty-three of 35 project components of the Jane Byrne Interchange rebuild have been completed since construction began in late fall 2013. Five are still ongoing and expected to open in 2020. Five more are starting this year and two more starting in the later years of the project.

That progress has taken longer than originally anticipated due to a variety of factors, including the challenge of accommodating the 400,000-plus daily vehicles passing through the site while crews reconstruct a larger, new interchange in the same location with very little new property acquisition.

More importantly, the project continues to celebrate significant milestones! Last year the JBI team accomplished:

**Anticipated Completion 2022**

*Tree planting and landscaping to continue into 2023*
**2020**

**SCHEDULE, CLOSURES & OPENINGS**

**JACKSON BOULEVARD CLOSURE & RECONSTRUCTION**

The Jackson Boulevard Bridge will be the first major undertaking this year and was closed to traffic in late March. Traffic has been rerouted onto the newly constructed Van Buren bridge, with traffic accessing the northbound ramp using Madison Street and southbound exiting traffic using Monroe Street. Once completed, the new bridge will feature new entrance and exit ramps, two eastbound lanes, wider sidewalks on both sides of the street and a bike lane in the eastbound direction. Additionally, the Jackson Boulevard ramp to northbound I-90/94 will be reconstructed to eliminate a left-side merge onto mainline I-90/94 and will instead enter onto a new collector-distributor road. The new bridge is anticipated to open by the end of 2022.

**I-90/94 RECONSTRUCTION**

Interstate 90/94, north-and-southbound, will begin reconstruction this summer. Northbound improvements include full pavement and barrier wall reconstruction from Roosevelt Road to south of Madison Street, pavement resurfacing from south of Madison Street to Ohio Street, and reconstructed exit ramps for Madison, Washington, Randolph, and Lake Streets. A northbound collector-distributor road will be constructed so downtown traffic will exit the mainline near Harrison Street to reach the Madison, Washington, Randolph or Lake Street exits.

During a portion of the reconstruction of Northbound I-90/94, the North-to-West Flyover Ramp will temporarily be reduced to one lane as you approach Taylor Street before opening back up to two lanes.

Southbound improvements include full pavement and barrier wall reconstruction from Monroe Street to Roosevelt Road and pavement resurfacing from Ohio Street to Monroe Street.

**ADAMS STREET CLOSURE & RECONSTRUCTION**

The last major new undertaking scheduled to start in 2020 includes the demolition and reconstruction of the Adams Street Bridge. Demolition is planned to begin in the Fall of this year. In addition to a newly constructed bridge, entrance and exit ramps will be reconstructed, two lanes will be directed in the westbound direction, there will be wider sidewalks along both sides of the street, and the entrance ramp onto I-90/94 will be reconstructed to eliminate a left-side merge. Traffic will instead enter onto the new collector-distributor road. The new bridge is anticipated to open by the end of 2022.

**Did you know?**

A collector-distributor road is a parallel roadway separated from the main interstate to accommodate all entrance and exit ramps. This removes most of the merging and weaving from the main interstate resulting in smoother and safer flow on the mainline.
WEST-TO-NORTH RAMP OPENING

The West-to-North Ramp will be one of several ramps reopening later this year. The ramp closed in January 2020 and is being reconstructed.

EASTBOUND I-290 / IDA B. WELLS DRIVE OPENING

In mid-May 2020, work along Eastbound I-290 from Loomis Street to Halsted Street was completed, with the fourth mainline lane restored from Ogden Avenue to the east. The reconstruction included new retaining walls, concrete pavement, median barrier wall along the CTA Blue Line. The lane configuration will remain temporary and will change in the future as traffic is maintained for work on Southbound I-90/94.

EAST-TO-NORTH RAMP SHORT-TERM CLOSURE (INCLUDING TAYLOR STREET IMPACTS)

Demolition and reconstruction of the East-to-North Ramp is also scheduled for this year. The ramp will close June 1st, weather permitting, for approximately four months. While closed, the bridge over I-90/94 will undergo reconstruction to add an additional lane for improved capacity and safety. While this will impact traffic, much of the work has already been completed in advance of the closure to minimize the closure time.

Traffic will be detoured from eastbound I-290 onto the Taylor Street exit. It will be important for drivers to follow the signs for this detour as there will be barrier walls preventing entering and exiting once on this route. The Taylor Street exit ramp, Taylor Street Bridge, and Taylor Street entrance ramp will be closed to all other traffic and the traffic signals will be turned off. This will allow free flow movement for traffic to exit and use Taylor Street to make a U-turn, entering back onto the Northbound I-90/94 expressway via the Taylor Street Entrance ramp. A fourth temporary lane will be added along Northbound I-90/94 to allow the ramp traffic to enter into its own lane.

TRAVERLING FROM EASTBOUND I-290 TO NORTHBOUND I-90/94 USE THESE TIPS:

1. IMPORTANT: THIS EXIT HAS BEEN MOVED TO THE FAR RIGHT SIDE OF I-290.
2. STEP #1: Follow the detour signs as you exit to West JFK Expressway towards Wisconsin, then exit at Taylor Street.
3. STEP #2: Complete a left turn onto Taylor Street followed by a left turn onto the Taylor Entrance Ramp to I-90/94.
4. STEP #3: Enter onto Northbound I-90/94.
The Jane Byrne Interchange brings upgraded roadway design and system operations while also placing a priority on how to best serve the community. With this goal in mind, focus was placed on reconnecting neighborhoods and enhancing pedestrian, bike and transit modes for the surrounding areas. Once completed, the Jane Byrne Interchange will improve mobility and traffic operations, reduce congestion, and enhance the interchange aesthetics.