

December 2022 Update.....

The Jane Byrne (Circle) Interchange reconstruction has now reached substantial completion. Construction on northbound and southbound I-90/94, Adams Street and Jackson Boulevard has generally ended.. There will be a continuation of construction that will not impact daytime, peak hour traffic during 2023. Updates on that work will be made in the Spring of 2023. The work that wrapped up in December 2022 includes:

- **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. Northbound I-90/94 traffic was shifted in late November to the final temporary configuration necessary for construction. Barrier base and shoulder work were completed in early December and all lanes were opened to traffic on December 16, 2022. The collector-distributor road fully opened to accept traffic from the northbound lanes north of Taylor Street, exiting traffic from eastbound I-290 and entering traffic from both Jackson Boulevard and Adams Street. With the work completed in the northbound lanes, the ramp from eastbound I-290 was opened to two lanes.
- **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. Barrier base, shoulder, and barrier wall construction were completed in early December and all lanes opened to traffic on December 16, 2022. Restrictions that had been in place during much of construction were removed. The eastbound I-290 ramp to southbound I-90/94 was reopened to two lanes. The ramp from westbound Ida B. Wells Drive to southbound I-90/94 was fully opened with a direct connection into the southbound lanes. The area along southbound I-90/94 near Monroe Street was fully opened, which provide an additional southbound lane through the core of the interchange as well as a two lane exit into the collector-distributor ramp accessing Adams Street, Jackson Boulevard, westbound I-290, Taylor Street and eastbound Ida B. Wells Drive.

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 now 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) reopened on December 16, 2022. The exit ramps from southbound I-90/94 to both bridges opened to traffic on December 1, 2022 at the same time that local street traffic was opened.

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.