

May 2019 Update.....

The Jane Byrne (Circle) Interchange reconstruction continues at a steady pace, with work accelerating with warmer weather. The following contracts are well under construction:

- **Northeast Ramp from Dan Ryan to Inbound Ida B. Wells Drive (Congress Parkway)**
Construction of the Northeast Ramp between the Dan Ryan northbound to the inbound Ida B. Wells Drive is effectively complete. The Contractor is completing finish work and punch list tasks. Installation of an overhead sign immediately west of the Old Post Office was completed. Due to adjacent work on the Eastbound (Inbound) Ida B. Wells Drive (Congress Parkway) bridge, the Northeast ramp will not open until the additional work is mostly complete.
- **Westbound (Outbound) Ida B. Wells Drive (Congress Parkway)**
Bridge rehabilitation and construction is effectively complete. Traffic continues to be staged to support the westbound mainline pavement work and other projects.
- **Westbound (Outbound) I-290 Mainline**
The reconstruction of the westbound (outbound) lanes of the mainline Eisenhower from I-90/94 to Racine Avenue continues. Traffic was previously shifted into a stage that allows full pavement and barrier wall reconstruction work along the median. Installation of storm sewer and removal of the existing roadway and barrier is ongoing. Electrical improvements and various pavements and barrier walls have been completed. The project is anticipated to be completed in summer 2019.
- **Van Buren Street Bridge over I-90/94**
The bridge was closed to traffic on 10/9/2017. In order to construct the proposed bridge structure, the existing ramp from the Southbound Kennedy (I-90/94) to eastbound (inbound) Ida B. Wells Drive (Congress Parkway) was closed in mid-January, 2018. The bridge has been completed with various finish work on the structure remaining. The contractor is making progress on the utility work and pavement construction on the east and west sides of the bridge. The contractor continues building elements of the proposed retaining wall connecting the Van Buren Street bridge to the Halsted Street bridge, expected to be mostly completed by the end of June. The project includes the full reconstruction of the bridge, a new retaining wall between Van Buren Street and Halsted Street and reconstruction of Van Buren Street pavement and drainage and major improvements to an existing City of Chicago combined sewer siphon beneath the expressway. In coordination with Greektown, major improvements will also be made within Elysian Field on the southeast corner of Van Buren and Halsted Streets. The project is anticipated to be completed in the summer of 2019.
- **Water Main Improvements at Jackson Boulevard**
The project has installed a brand new 16" water main for the City of Chicago beneath I-90/94. The water main utilizes a 30" steel casing pipe under I-90/94 with riser shaft

structures on both sides of the expressway. Traffic on Jackson Boulevard has been restored to the normal configuration. All work has been completed and will not be reviewed in future updates.

- **Eastbound (Inbound) I-290 Mainline**

The reconstruction of the inbound mainline lanes of the Eisenhower from west of Racine Avenue to I-90/94 began in the fall of 2017. Traffic continues to be staged in order to allow construction progress. Construction of retaining walls, pavement and barrier walls along the south side of I-290 was completed. Traffic was shifted onto the newly built pavement in May 2020, with a secondary traffic shift opening the inbound traffic to two lanes. Another traffic shift is planned to move all traffic to the new middle and south lanes so that drainage, pavement and barriers can be installed along the CTA. The overall project is anticipated to be complete in the fall of 2019.

- **Eastbound (Inbound) Ida B. Wells Drive (Congress Parkway)**

The construction of the inbound portion of Ida B. Wells Drive (Congress Parkway) rehabilitation and mainline bridge reconstruction began in the fall of 2017. Traffic was shifted onto the newly reconstructed and improved inner lanes in late October, 2018. All foundation construction for the proposed portion of the bridge was previously completed. All steel beams have been installed and formwork, reinforcing steel and concrete placement is ongoing on the various portions of work, with much already completed. The exit ramp to Canal Street was closed with the above traffic shift and will reopen at project completion. Two lanes of traffic will be maintained at all times except for limited nighttime lane closures as needed for bridge deck work. The overall project is anticipated to be complete in the fall of 2019.

- **Retaining Wall and Water Main/Sewer Improvements Near University of Illinois – Chicago (UIC)**

The project includes the relocation and rehabilitation of one 48" water main from the City of Chicago Cermak Pumping Station, additional water main and drainage improvements and the construction of a retaining wall extending south of Harrison along the west side of I-90/94. The completed wall along the University of Illinois – Chicago Student Recreation Facility will create more space for the future construction/relocation of exit ramps from I-90/94 and I-290 to Taylor Street and the West-South Ramp connecting the outbound Ida B. Wells Drive (Congress Parkway) to the southbound Dan Ryan. The proposed water main relocation and carbon fiber wrap rehabilitation of the remaining existing water main below the highway pavement has been completed. Final connection for the relocation of an existing 60" City of Chicago combined sewer is planned for early June. Carbon fiber wrap rehabilitation and associated work on the second water main below southbound I-90/94 was started in early June. The project completion is anticipated in the summer of 2019.

- **Monroe Street Bridge over I-90/94**

The project includes the full reconstruction of the bridge, a new retaining wall south along the east side of I-90/94 reconstruction of Monroe Street pavement and drainage and miscellaneous ramp improvements. The project is anticipated to be completed in the summer of 2019. The new bridge is mostly complete, with sidewalks completed and parapet walls almost done. Work for the retaining wall along the Madison Street exit ramp has been completed. Pavement, curb and gutter and sidewalk construction along the east

and west sides of Monroe is progressing. The project also includes the structural lining of a City of Chicago combined sewer siphon beneath WB I-290.

Two new major construction projects have started work in the spring of 2019:

- **Eastbound I-290 to Northbound I-90/94 Ramp**

The project includes the reconstruction and relocation of the ramp connecting eastbound I-290 to northbound I-90/94. At project completion, the ramp will continue to carry one lane of traffic until future improvements along the northbound lanes allow two lanes along the critical ramp movement. In addition to the proposed bridge, five retaining walls will be constructed and large diameter sewers will be installed. The overall project is anticipated to be complete by late-2020. Traffic along I-90/94 has been shifted in order to access the areas for the start of construction. The contractor has begun excavating for the construction of the new east approach to the ramp over I-90/94. The new east approach is located to the north of the existing ramp, which allows traffic on the existing ramp to remain in use. The contractor will be removing remnants of the old north-to-east ramp and drilling for the new bridge foundation during the early part of June.

- **Major System Ramp Reconstruction**

During this large project, multiple interchange ramps will be reconstructed. The previously removed southbound I-90/94 to eastbound Ida B. Wells Drive ramp will be reconstructed. The westbound I-290/Ida B. Wells Drive to southbound I-90/94 will be removed and reconstructed. The westbound I-290/Ida B. Wells Drive to northbound I-90/94 will be removed and reconstructed. The exit ramp from southbound I-90/94 to Taylor Street will be removed and reconstructed with the exit relocated north of Van Buren Street. The exit ramp from eastbound I-290 to Taylor Street will also be reconstructed and reconfigured to shift the exit west of Halsted Street. The eastbound I-290 to southbound I-90/94 ramp will also be partially reconstructed and relocated. The ramp reconstruction and relocation work includes four ramp bridges and six retaining walls. The overall project is anticipated to be complete by late-2020. The contractor continues demolition of the existing, and previously closed, ramp bridge carrying westbound I-290/Ida B. Wells Drive to southbound I-90/94. With the slight relocation of the existing east-to-south ramp, the contractor has also started drilling shafts for the new west-to-south ramp bridge.

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.