

**FOR IMMEDIATE RELEASE**

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## Final pieces of Jane Byrne Interchange open early Friday

*Overnight lane and ramp closures required for final traffic configuration by start of morning commute*

**CHICAGO** — The Illinois Department of Transportation announced today that the remaining ramps and lanes closed for the Jane Byrne Interchange reconstruction will open, weather permitting, during the overnight hours tonight. With the start of the Friday morning commute, the project will be substantially complete, leaving miscellaneous items with minimal traffic impacts to be finished.

“As we come to the finish line of one of the largest, most complex projects in state history, I wish to thank the public for their patience throughout the reconstruction of the Jane Byrne Interchange,” said Illinois Transportation Secretary Omer Osman. “This project will improve travel times and safety across multiple modes of transportation for many years to come.”

The following ramps and lanes will be completed and open by 5 a.m.:

- The fourth Dan Ryan Expressway (Interstate 90/94) lane through the interchange.
- The fourth Kennedy Expressway (Interstate 90/94) lane through the interchange.
- The two middle inbound lanes from the inbound Eisenhower Expressway (Interstate 290) to the outbound Kennedy, restoring mainline access to Madison, Washington, Randolph and Lake streets.
- The second lane from the inbound Eisenhower Expressway (Interstate 290) to the outbound Dan Ryan.
- The outbound Ida B. Wells Drive ramp to the outbound Dan Ryan.
- The ramps from Jackson and Adams streets to the outbound Kennedy.

Several lane and ramp closures will be required overnight for restriping lanes and pavement markings before putting the interchange into its final traffic configuration.

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Starting at 9 p.m., the inbound Eisenhower will begin to be reduced to two lanes approaching the interchange.

Starting at 9 p.m., the inbound Kennedy will begin to be reduced to one lane approaching the interchange. The ramps from the inbound Eisenhower and outbound Ida B. Wells Drive to the outbound Kennedy will be closed, with traffic detoured to the outbound Dan Ryan to access the outbound Kennedy via the 18<sup>th</sup> Street interchange.

Starting at 10 p.m., the inbound Dan Ryan will begin to be reduced to two lanes approaching the interchange. The ramps from the inbound Eisenhower and outbound Ida B. Wells Drive to the outbound Dan Ryan will be closed, with traffic detoured to the outbound Kennedy to access the outbound Dan Ryan via the Augusta Boulevard interchange.

At times during the overnight hours, the outbound Kennedy ramps to Madison, Washington, Randolph and Lake streets, as well as the inbound Kennedy ramp to Monroe Street, will be intermittently closed.

Motorists can expect delays and should allow extra time for trips through this area. Drivers are urged to pay close attention to flaggers and signs in the work zones, obey the posted speed limits and be on the alert for workers and equipment.

All closures currently in place and those temporarily installed during the overnight hours will be lifted by approximately 5 a.m., weather permitting. If weather conditions do not allow the staging to be completed, additional overnight closures could be scheduled in the coming days.

Remaining punch list items, such as lighting and electrical work, will continue on the project, with no long-term lane or ramp closures anticipated. Painting of the Ida B. Wells Drive bridge, overnight resurfacing of the outbound Kennedy from Madison Street through Hubbard's Cave and landscaping of the interchange area will start in the spring, again with minimal traffic impacts or scheduled during off-peak hours.

Construction started on the new Jane Byrne Interchange in 2013 with the Morgan Street bridge, the first of 10 bridges carrying local traffic that needed to be rebuilt to accommodate the interchange's reconfigured footprint. To keep the interchange open to traffic throughout construction, the project was separated into 35 separate pieces and contracts to best manage sequencing and staging.

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The \$806.4 million project used approximately 52 million pounds of steel, the equivalent of 2.5 times the weight of the Eiffel Tower, as well as 2,100 miles of rebar, the distance between Chicago and San Francisco. More than 223,000 cubic yards of concrete were required, which would fill 25,000 trucks. Installed were 12 miles of storm sewer, enough to connect Wrigley Field and O'Hare International Airport. More details and other facts can be found at [www.janebyrneinterchange.org](http://www.janebyrneinterchange.org).

Improvements and benefits include:

- A total of 19 bridges and 21 ramps reconstructed or rehabilitated.
- A new northbound collector-distributor road on the Dan Ryan and Kennedy expressways to reduce conflict points as well as frequent weaving and merging by relocating the left-hand entrance ramps at Jackson and Adams streets and separating the exits ramps to Washington Boulevard, Lake, Madison, and Randolph streets from mainline traffic.
- A new storm water detention system under the Polk Street accident investigation site, providing additional storage capacity for runoff during rain events, helping to reduce localized flooding.
- An additional lane in each direction to the mainline Kennedy and Dan Ryan, increasing capacity and reducing congestion.
- An additional lane to the inbound Eisenhower ramp to the outbound Kennedy and to the inbound Dan Ryan flyover ramp to the outbound Eisenhower.
- Wider ramps to replace single-lane ramps with no shoulders, providing additional room for first responders and stalled vehicles.
- Local bridges rebuilt with either wider sidewalks, bike lanes or both at Harrison, Morgan, Taylor and Halsted streets as well as Jackson Boulevard, meeting the goals of the Chicago Department of Transportation's Chicago Streets for Cycling plan.
- Peoria Street bridge rebuilt as an expansive walkway, with the Blue Line's UIC-Halsted station rehabilitated and an elevator added to provide access for customers with disabilities. A bus-only lane was added to Van Buren Street.
- New LED lighting and improved signage for easier navigation, along with reconstructed or rehabilitated retaining and noise walls throughout the project area.
- A \$10 million expansion of green spaces, including retaining wall vines, aesthetic upgrades, landscaping and tree plantings.

One of the biggest projects in state history, the new-and-improved interchange eliminates a notorious national bottleneck and improves safety, efficiency, and mobility across multiple modes of transportation while better connecting people and jobs throughout the Chicago area. The

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# NEWS RELEASE

project was the first major rehabilitation of the Jane Byrne since it was originally constructed more than 60 years ago.

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