



State of Illinois
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Illinois Department of Transportation
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Eisenhower Improvement Project Receives Federal Approval

CHICAGO – The Illinois Department of Transportation announced today that plans to expand the Eisenhower Expressway (Interstate 290) to include managed lanes and transit improvements have received federal approval to proceed.

“The next phase of improvements on the Ike will be another step to strengthening the state’s position as the transportation hub of North America,” Illinois Transportation Secretary Randy Blankenhorn said. “This project will improve safety and mobility throughout the region while creating economic opportunity for generations to come.”

To help manage congestion and improve performance, the proposed improvements include adding managed lanes that would provide a tolling option in each direction between Mannheim Road and Racine Avenue. The project also includes additional transit options, expanded linkages between Pace and the Chicago Transit Authority, as well as pedestrian and bicyclist enhancements, to better connect communities and create a true multimodal corridor.

The project is expected to cost \$2.7 billion. Currently, there is no funding identified to complete the final design and construction phases of the project. All potential funding opportunities will be considered, including a public-private partnership.

The Eisenhower Expressway study included seven public meetings and more than 150 small group meetings in communities and neighborhoods along I-290. The project team analyzed and responded to more than 1,500 public comments.

The I-290 improvements were to begin after IDOT increased capacity by adding managed lanes on Interstate 55 as a way to relieve traffic during construction. The General Assembly has not acted on a proposed joint resolution that would have allowed the state to pursue that project as a public-private partnership. Because of the lack of funding, no timeline has been established for either the I-55 or I-290 improvements.

The Eisenhower Expressway was built in the late 1950s and early 1960s. Much of the original infrastructure is still in place and in need of major reconstruction. The expressway was designed for 100,000 vehicles per day, but accommodates double that amount today.

For more information, visit www.eisenhowerexpressway.com.