Congress Parkway over South Branch of the Chicago River
Congress Parkway

Built in 1956
IDOT owns 10 movable bridges
Chicago owns 37 movable bridges

Trunion Bridge: A trunion bridge is a style of movable bridge that rotates about a fixed point.

Repairs
1981 New grid deck
1997 Steel Repairs
2002 Bridge Paint
OVERVIEW

Rehabilitation Issues
• Bridge Rehabilitation
• Two Bridges (one/year)
• Narrow Bridge/Lane Widths
• Post Office Constraint
• Boat Traffic

Operational Concerns
• Inbound High Speeds
• Traffic / Ramp Volumes
• EB Spill-Over onto I-290
• Event Traffic Dispersion
• Incident Management

Alternate Routes
• Inbound / Outbound
• Peak Hours
Project Purpose & Need, Scope & Schedule

Purpose & Need of Project
- Improve Bridge Condition & Load Rating
- Improve Public Safety (skid reduction, delineate lanes, off-road crash mitigation (F-shape), lighting, surveillance, etc.

Scope of Work
- Rehab Bascule Bridge structural, electrical and mechanical
- Replace open grid deck with closed deck system w/skid resistant surface

General Schedule – Two Construction Seasons
- EB (Inbound) Bascule Bridge - April 2010 to October 2010
- WB (Outbound) Bascule Bridge - April 2011 to October 2011
Congress Parkway Bridge

Considerations:
- Rehab work with bridge in open position
- Speed Limits - Inbound Freeway Speeds 35 MPH
- Traffic Volumes (139,000 ADT)
- Lane widths on Bascule Bridge (4 lanes – 43 feet face to face)
- Lane widths under Old Post Office (4 lanes - 38 feet wide/portal)
- Distance between Post Office and Bridge < 200 feet
Advance Work

Advance Work

- Dolphin Replacement (in-stream work)
- Alternate Route Patching Contract
- Traffic Signal Modification Contract
  - Wacker Drive at Monroe Street
  - Wacker Drive at Adams Street
- Van Buren at Canal Street Modification
- Traffic Signal Timing Modifications
- Public Outreach
  - Brochures
  - News Releases
  - Radio / TV
  - Motorists Advance Signing / CMS
  - IDOT Website
Coordination

Coordinated with:
- City of Chicago
- Chicago Department of Transportation (CDOT)
- Office Of Emergency Management and Communications (OEMC)
- Emergency Services
- Emergency Traffic Patrol (ETP)
- Federal Highway Administration (FHWA)
- State Police
- Coast Guard
- Corp of Engineers
- Public / Business
- Others within Corridor
Traffic Control Plan
STAGE I
APRIL 2010 - OCTOBER 2010

CONGRESS PARKWAY - BASCULE BRIDGE
LOOKING EAST

2' TEMPORARY CONCRETE BARRIER (TYP.)
GLARE SCREEN

CONGRESS PARKWAY - UNDER POST OFFICE
LOOKING EAST

2 LANES INBOUND
1 LANE OUTBOUND
Congress Parkway Alternate Routes

Congress Parkway Bascule Bridge Project Alternate Routes:

- **Outbound/WB Alternate Routes** – Roosevelt Road & Adams Street
- **Inbound/EB Alternate Routes** – Roosevelt Road & Warren/ Washington Street.
Alternate Routes
Stage I & II Outbound

1. Michigan Ave. – Adams St. – Ogden Ave. – Van Buren St. – I-290 WB
2. Michigan Ave. – Roosevelt Rd. – Sacramento Blvd. – I-290 WB
Alternate Routes
Stage I & II Inbound

2. I-290 EB - Sacramento Blvd. – Roosevelt Rd. – Michigan Ave.
3. I-290 EB – Canal St. ramp – Harrison St. – Michigan Ave. (CDOT Alt .Rte)
Congress Parkway - Wacker/Franklin Ramp Closures

Existing Traffic Pattern to Existing Wacker/Franklin Ramp Closures & Harrison Street Detour Route
Detour Routes
Wacker Drive/Franklin Street Ramp Closures

SB Lower Wacker to Congress Pkwy/I-290 Detour
• Lower Wacker Drive – Harrison Street to Racine Avenue to I-290
Franklin Street (from Harrison Street) to Congress Pkwy/I-290 Detour
• Harrison Street – Racine Avenue – I-290
Detour Routes
I-90/94 Ramp Closures to Inbound (EB) Congress Pkwy

1. I-90/94 EB to Congress Pkwy EB Detour: I-90/94 – Ohio St. - Michigan Ave


I-90-94 EB to Congress Pkwy EB ramp Closed

I-90-94 WB to Congress Pkwy EB ramp Closed
Emergency Pull-Outs

Emergency Pull-Out Sites

• East of river – within TCP delineation/buffer area and/or along city streets
• West of river to post office – within existing emergency turn-outs
• Under post office – within closed portal or striped out area under post office, out of service lanes. Space may be better suited for ETP staging area.
• West of post office – within traffic control buffer area or along widened shoulders
Emergency Pull-Outs