

I-290 Phase I Study
Village of Forest Park
November 9, 2015



I-290 Study Area

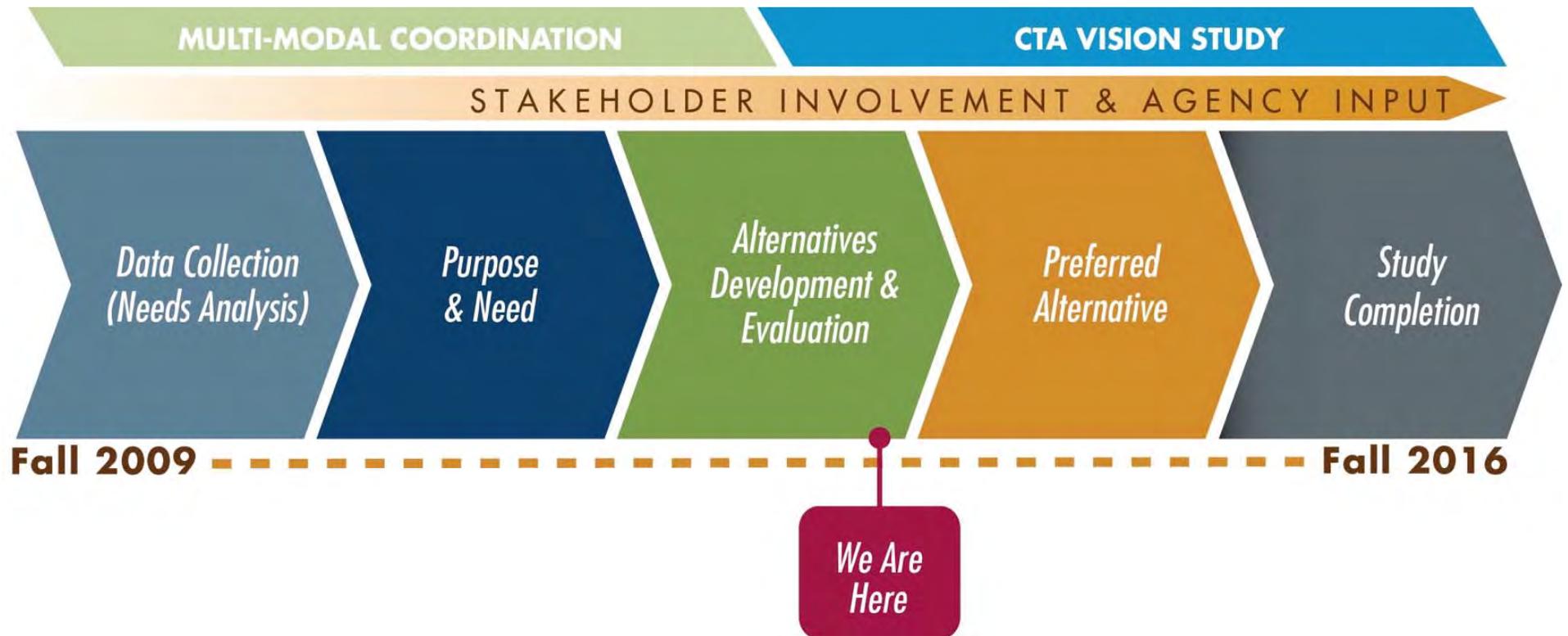
Reconstruction
Section
(9 miles)

Re-striping
Section
(4 miles)

Jane Bryne
Interchange
Improvements

- ✓ 13 miles
- ✓ West of Mannheim Road to Racine Avenue
- ✓ Connects between:
 - *I-88 on the west*
 - *Jane Bryne Interchange on the east*

I-290 Study Overview



Public Involvement Efforts



21 Corridor Advisory Group/
Task Force Meetings



Over 100
Community and Transit
Agency Meetings

3 Public Meetings



6 Newsletters
and Factsheets



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Transportation needs to be addressed

- ✓ Mobility, safety, condition, design
- ✓ Connections between travel modes
- ✓ Access to jobs

OVERALL GOAL

Create an asset for adjoining communities



Transportation Needs, Alternatives Summary



Alternatives development evaluation

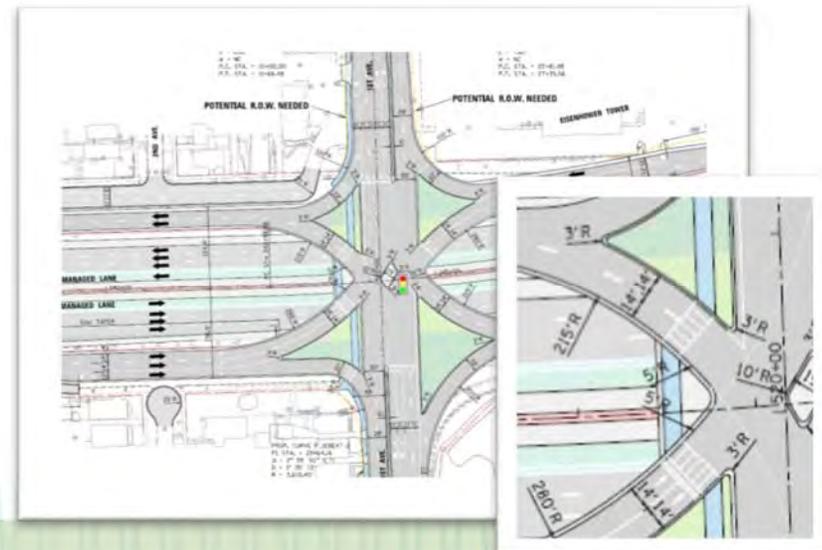
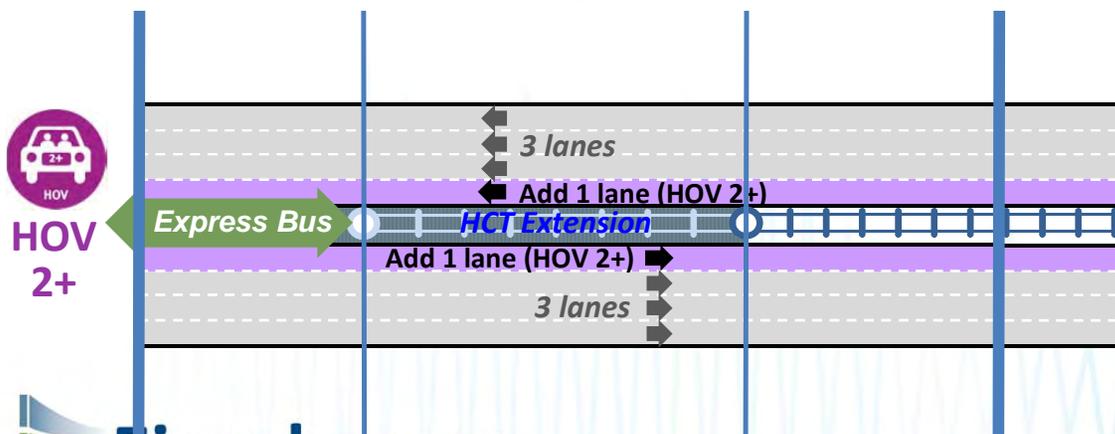
- Three evaluation rounds, CTA Blue Line Vision Study

Engineering considerations

- Evaluation rounds 1 and 2 – conceptual alternatives, travel model
- Evaluation round 3 – geometry

Environmental Considerations

- Communities are the environment
- Noise, air quality



CTA Vision Study Recommendations



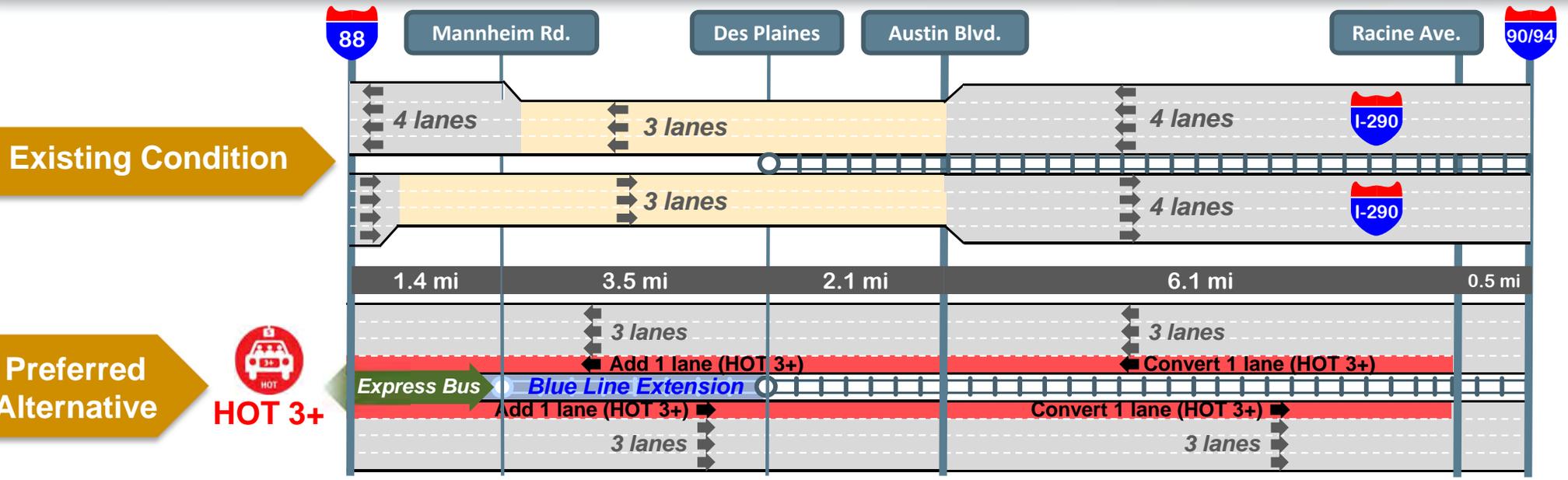
Complete reconstruction/modernization for the Forest Park branch

- ✓ Bring existing service speeds up to state of good repair
- ✓ Maintain existing station access
- ✓ Maintain existing service – no 3rd track or express service
- ✓ Remove stations closed in the 1970's
- ✓ Redesign Forest Park terminal, yard and shop

Work with IDOT to refine design, develop staging concept, explore joint funding opportunities

Preserve footprint for future extension (supportive land use required)

Preliminary Preferred Alternative – HOT 3+ & Supporting Transit



SUPPORTING TRANSIT

- > *Bus feeder service*
- > *Blue Line extension to Mannheim*
 - *Initial service option - bus in managed lane*
 - *I-290 corridor improvements will enable/leverage transit improvements*

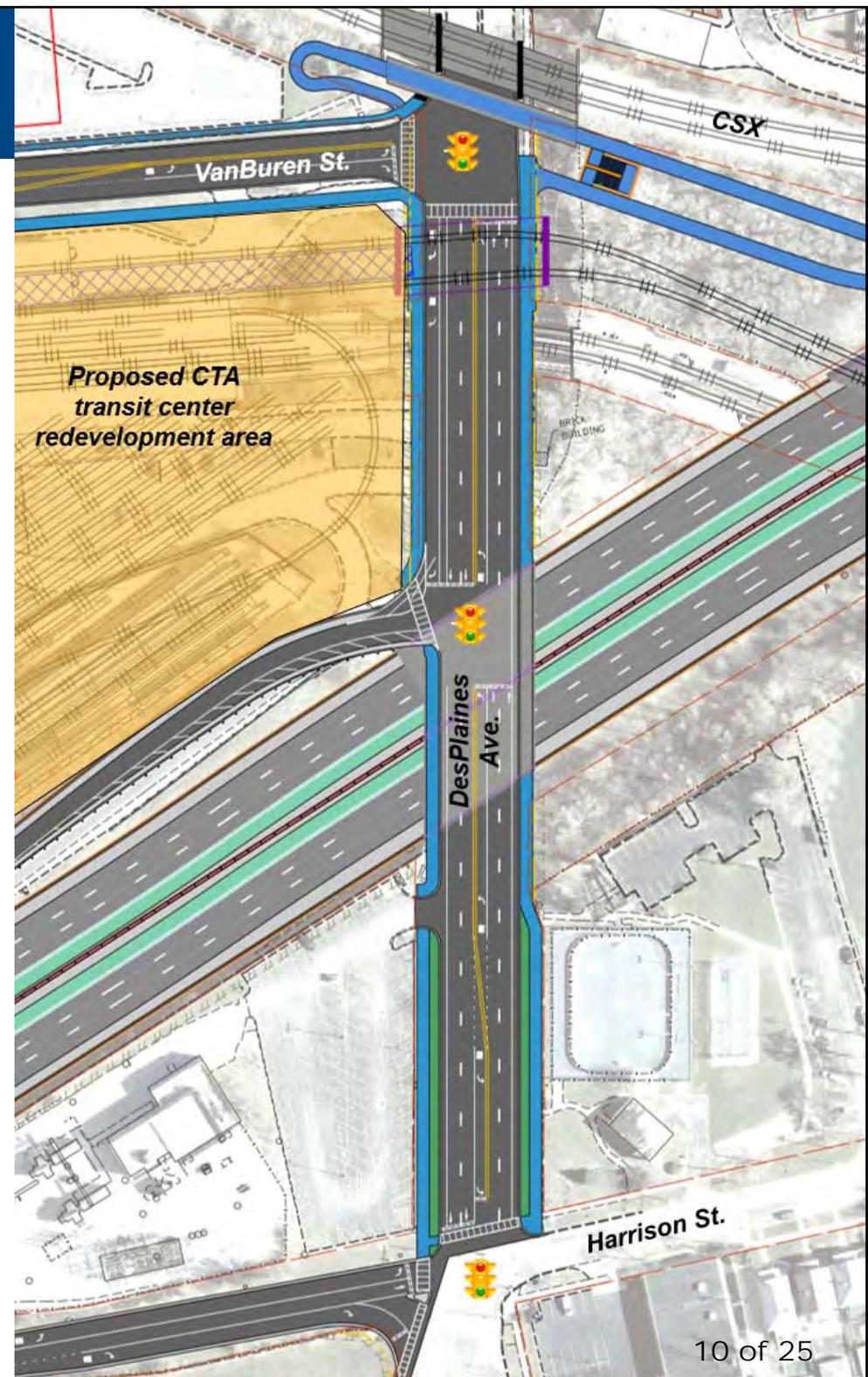
The map shows the I-290 corridor through DuPage and Cook Counties. Key landmarks include O'Hare International Airport, Hillside, Westchester, Forest Park, and Forest Park Transit Facility. Major roads like Mannheim Rd., Des Plaines, and Racine Ave. are highlighted. The Blue Line extension is shown as a blue line connecting the transit facility to Mannheim Rd.

DesPlaines Avenue
Circle Avenue
Harlem Avenue



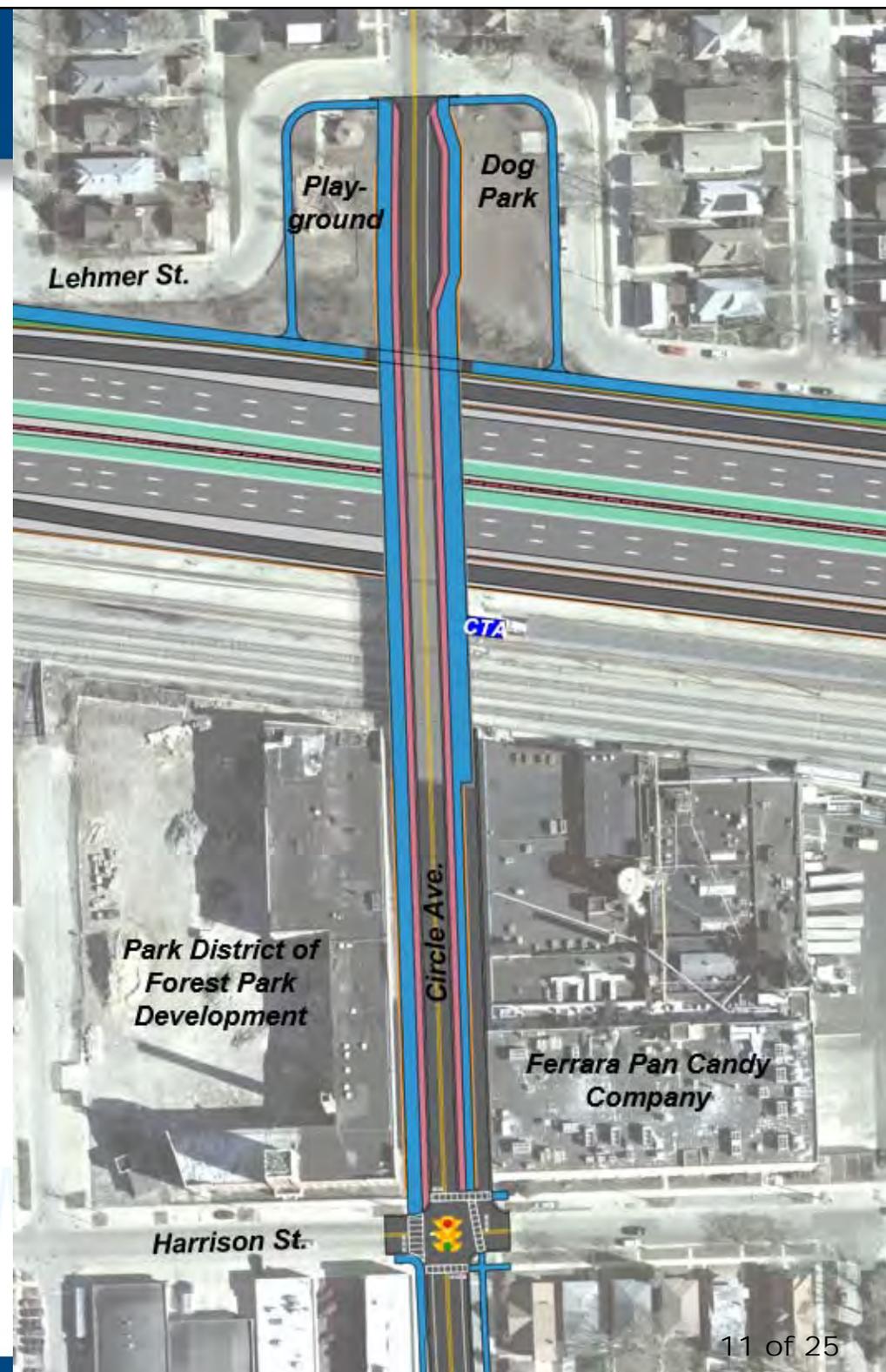
DesPlaines Ave. Improvements

- ✓ Proposed design compatible with future CTA Terminal concept
- ✓ Simplify intersection at I-290 ramp and CTA
- ✓ Extended southbound right turn lane to I-290
- ✓ Modern traffic signals
- ✓ Signal protected ramp crossing
- ✓ Improved / wider sidewalks (ADA)
- ✓ On-street bike lanes
- ✓ New shared use path & connections
- ✓ Shared use path bridge over DesPlaines Avenue
- ✓ Aesthetic opportunities



Circle Avenue Improvements

- ✓ Wider sidewalks
 - ✓ 16-foot wide at CTA station
 - ✓ 12-foot wide along west side
- ✓ Dedicated directional bike lanes
- ✓ New CTA Blue Line head station
- ✓ Kiss and Ride pullout-waiting area
- ✓ New Shared Use Path & connections
- ✓ Modern traffic signal at Harrison Street
- ✓ Improved lighting
- ✓ Aesthetic opportunities



Harlem Ave Improvements

- ✓ Right hand ramps
- ✓ Keeps intersection in same location
- ✓ Partial decking over I-290
- ✓ Wide sidewalks & pedestrian plaza areas (ADA)
- ✓ Pedestrian refuge islands between ramps
- ✓ New pedestrian crossings of Harlem Avenue
- ✓ New shared use path & connection
- ✓ Modern signals with ped countdown timers
- ✓ Improved operations
 - Up to 36% delay reduction
 - Up to 44% queue reduction



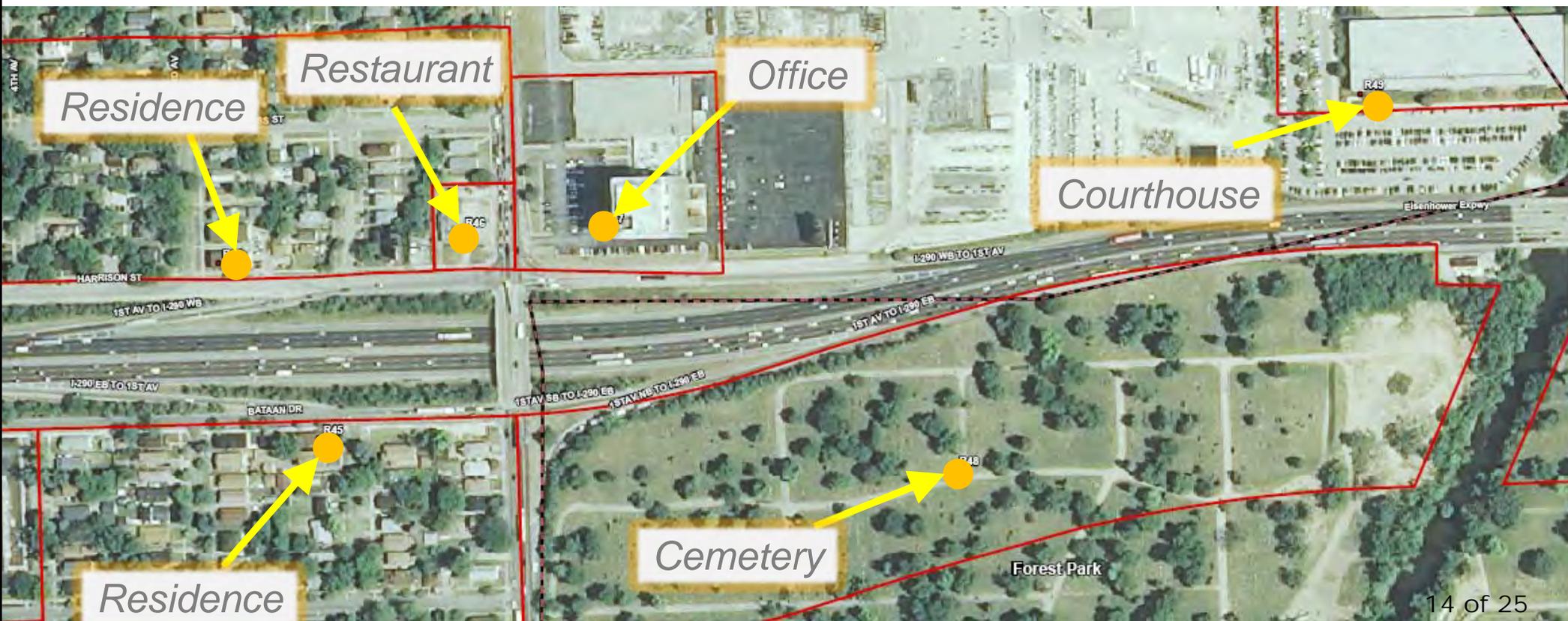
Noise Analysis & Noise Walls



Identify Noise Receptors



- Worst-case noise location
 - Outdoor activity area





*Noise
calculated at
worst-case
locations*

*Predict traffic noise levels using the
FHWA Traffic Noise Model (TNM)*

Validate model by field monitoring



Impacts identified for worst-case locations

- 1. FHWA Noise Abatement Criteria (NAC)*
 - 1. 67 dB(A) – residential*
 - 2. 72 dB(A) – commercial*
 - 3. NAC is a “trigger” to study abatement*
 - 4. Existing, 2040 No Build over 67 dB(A)*
- 2. Proposed project would not result in substantial noise increases*



Abatement analysis completed in areas with impacts

- ✓ *Noise walls only option for I-290 corridor*
- ✓ *Each receptor studied for abatement*

Noise walls must:

- ✓ *Be constructible*
- ✓ *Achieve noise reductions of 5 and 8 dB(A)*
- ✓ *Pass a benefit/cost calculation*
- ✓ *Be supported by those it benefits acoustically (voting)*
 - ✓ *Viewpoints solicitation*

Viewpoints Solicitation



- ✓ **Rental properties:** One vote for tenant, one vote for owner (per unit)
- ✓ Receptors that share property line with I-290 receive **TWO VOTES**
- ✓ Up to **TWO ROUNDS** of voting to **MAXIMIZE** response rates

RESPONSE GOAL OF 33%
of benefited receptors per proposed barrier

If more than half of the votes are in favor of a barrier, the proposed abatement measure will be likely to be implemented

Proposed Noise Walls – Forest Park



Before & After Visualizations



Existing



Lehmer Street and Beloit Ave
Forest Park

Before & After Visualizations



With Noise Wall



Lehmer Street and Beloit Ave
Forest Park



Harlem Ave Ramp *Without* noise wall



Lehmer Street & Marengo Drive
Forest Park



Harlem Ave Ramp
With noise wall



Lehmer Street & Marengo Drive
Forest Park

Next Steps - Overall



- ✓ Noise analysis and coordination
- ✓ Technical Analysis
- ✓ Community and agency meetings – continued
- ✓ **Noise Wall Viewpoints Solicitation Surveys – Early November**

- ✓ Corridor Advisory Group #22 – February 2016
- ✓ Draft Environmental Impact Statement Release – February 2016
- ✓ Public Hearing – March 2016
- ✓ Corridor Advisory Group #23 – Summer 2016
- ✓ Final Environmental Impact Statement/Record of Decision – Fall 2016



Thank You

Also, please visit

www.EisenhowerExpressway.com

- *Additional project information and updates*
- *Project contact information*
- *On-line comment form*

