

# Study Area Map



## I-290 Phase I Study Area



### Legend

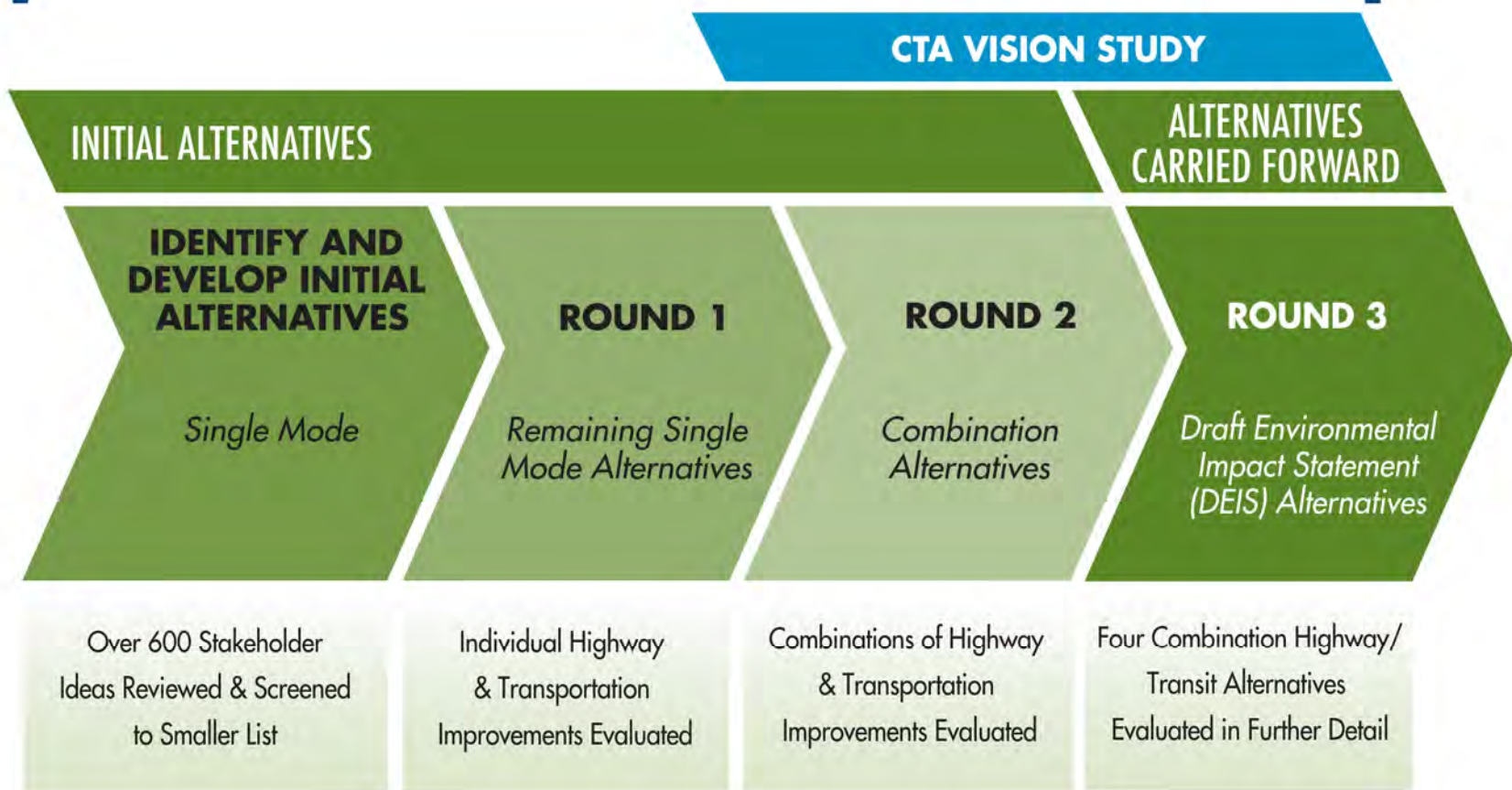
- Interstate
- Metra Line/Station
- Existing CTA Rail/Station Access
- IL Prairie Path Multi-Use Trail
- - - Railroad
- - - County Boundary
- River



# Study Process & Timeline



**We Are Here**



# I-290 Purpose and Need



**Purpose** To provide an **IMPROVED** transportation facility along the **I-290 Eisenhower Expressway multi-modal corridor.**

## FIVE SPECIFIC NEED POINTS TO BE ADDRESSED:

- > **IMPROVE** modal connections and opportunities
- > **IMPROVE** regional and local travel
- > **IMPROVE** access to employment
- > **IMPROVE** safety for all users
- > **IMPROVE** facility deficiencies



# Benefits



## Multi-Modal:

Improved design for motorists, bicyclists, and pedestrians  
Wider sidewalks, new east-west and multi-use path

▶▶▶ **AESTHETICS opportunities**

## Transit Trips

Increase of 4,300 east-west daily transit trips

## Travel time SAVINGS

56% in managed lanes  
25% in general purpose



## Productivity:

\$2.7 billion travel time savings

TIME = \$



**SAFETY FIRST**

**62% overall** Safety Improvements

**ACCESS** to jobs increased by **398,000** within 60 Minutes

# How are noise impacts determined?



Traffic noise studied at exterior locations of frequent human use

“Receptors”

## Traffic Noise Impacts

### Future Build Condition Only

### Noise Abatement Criteria

- > By land use type – noise sensitive uses
- > 67 dB(A) residential, park, school
- > 72 dB(A) restaurant, office

### Substantial Noise Increase from Existing Condition

- > Does not occur for I-290 project

# What is viewpoint solicitation?



This **summer**, noise wall locations will be re-evaluated between **1st Avenue and 25th Avenue** based on revised ramps.

- Vote **FOR** or **AGAINST** the proposed noise wall
- Voting ballots and noise wall information mailed to anyone benefitted by a noise wall
- Noise wall benefit is a **perceptible** noise reduction from a proposed wall
- Each wall is voted for separately
- Two rounds of Balloting:
  - Round 1 Goal:** 33% response rate for each wall
  - Round 2** ballots resent for walls that did not receive 33% response in Round 1

*At the end of Round 2, if greater than 50% of the ballots received are in favor of a wall, that noise wall will be recommended for implementation*

# Noise Wall Voting Process



## 25th Avenue to 1st Avenue Noise Wall Re-Evaluation and Voting Schedule

IDOT is reanalyzing noise walls for I-290 between 25th and 1st Avenues as a result of the revised design developed in this area



AUGUST

SEPTEMBER

OCTOBER

**Noise Wall Ballots Mailed**

August 19, 2016

September 23, 2016

Analysis

Noise Wall Voting

Add'l Voting (if needed)

**Voting Complete**

October 21, 2016

# Preliminary Preferred Alternative

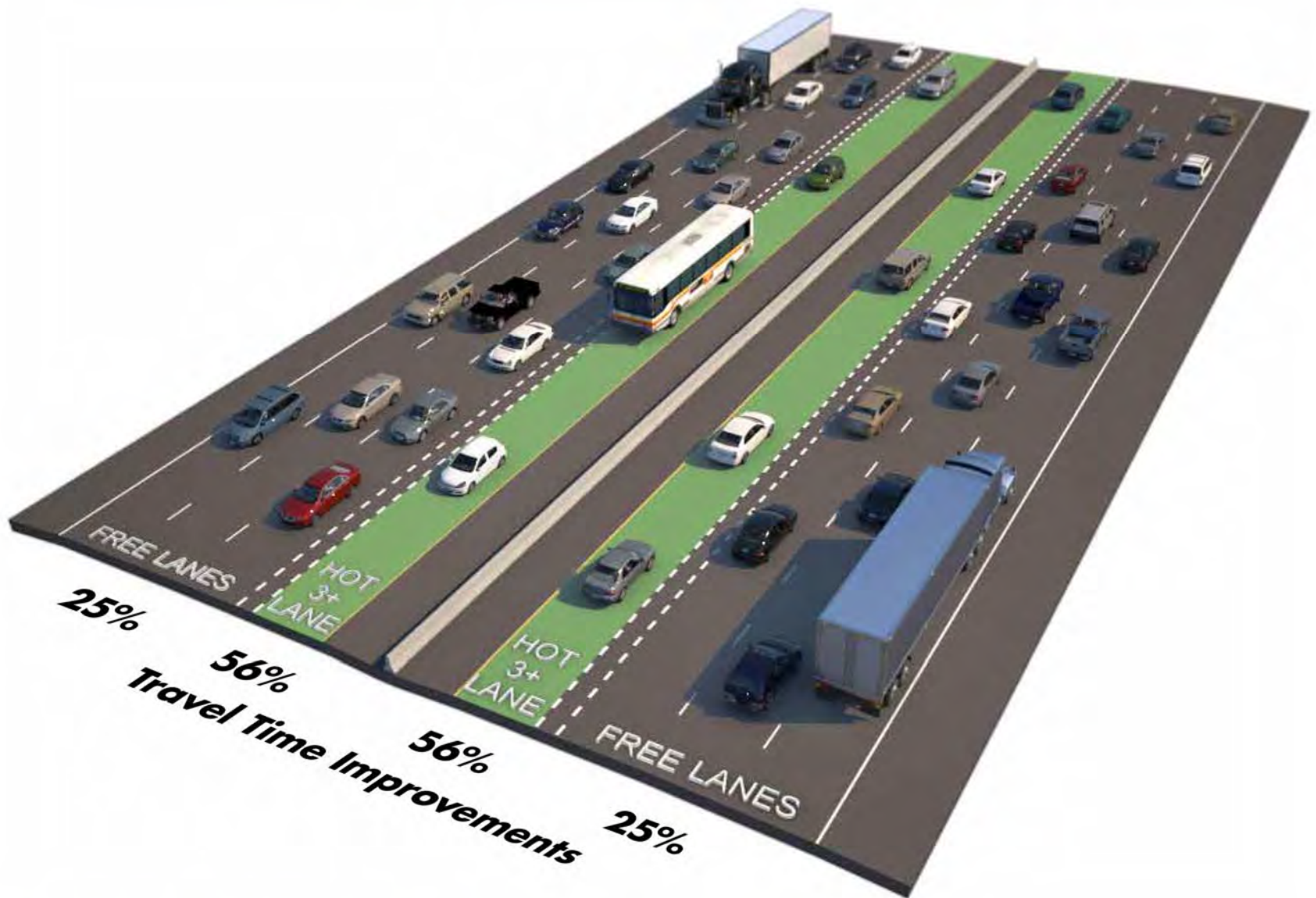
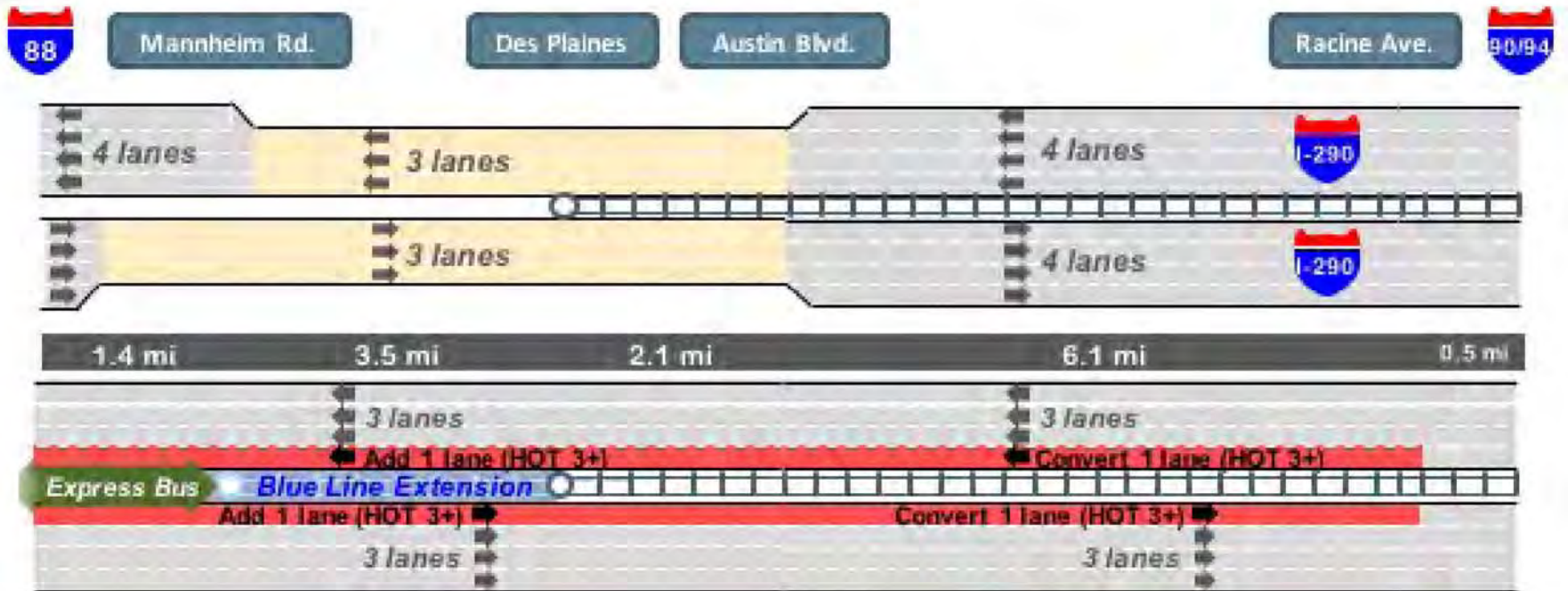
## High Occupancy Toll 3+ & Supporting Transit



Existing  
Conditions



HOT 3+



## 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





## **CTA focus on modernization of existing facility**

*Not planning for an extension at this time*

### **Third Express Track Not Needed**

- > **Potential express service** - limited time savings
- > **Insufficient ROW to** add third track and 24' wide platforms in trench

### **Forest Park Terminal Modernization**

- > **Evaluating site for** new terminal / yard / shop
- > **Improved access to** terminal bus / auto / pedestrians

### **Recommendations to Improve Stations**

- > **Wider platforms**
- > **ADA accessibility**
- > **Improved weather and noise protection**



# I-290 Study Schedule



May June July August September October November December January 2017

*Stakeholder Coordination*

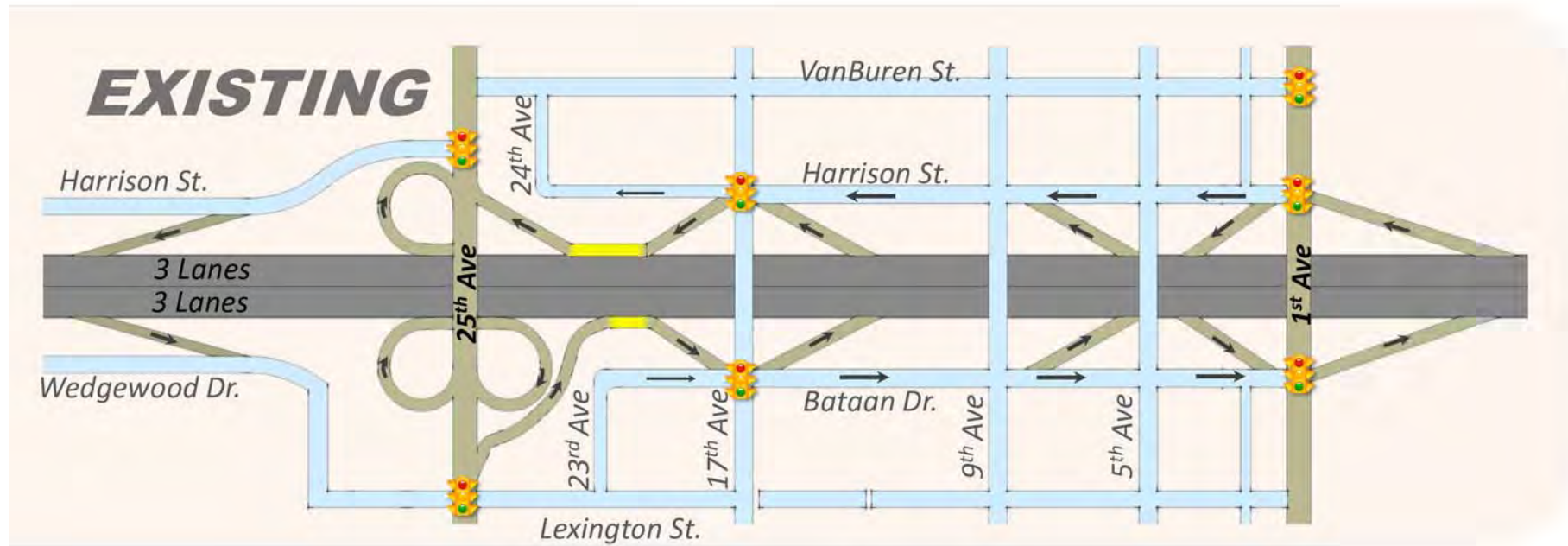
*Publish  
DEIS*

*Public  
Hearing*

**Study Completion (FEIS/ROD) — SUMMER 2017**

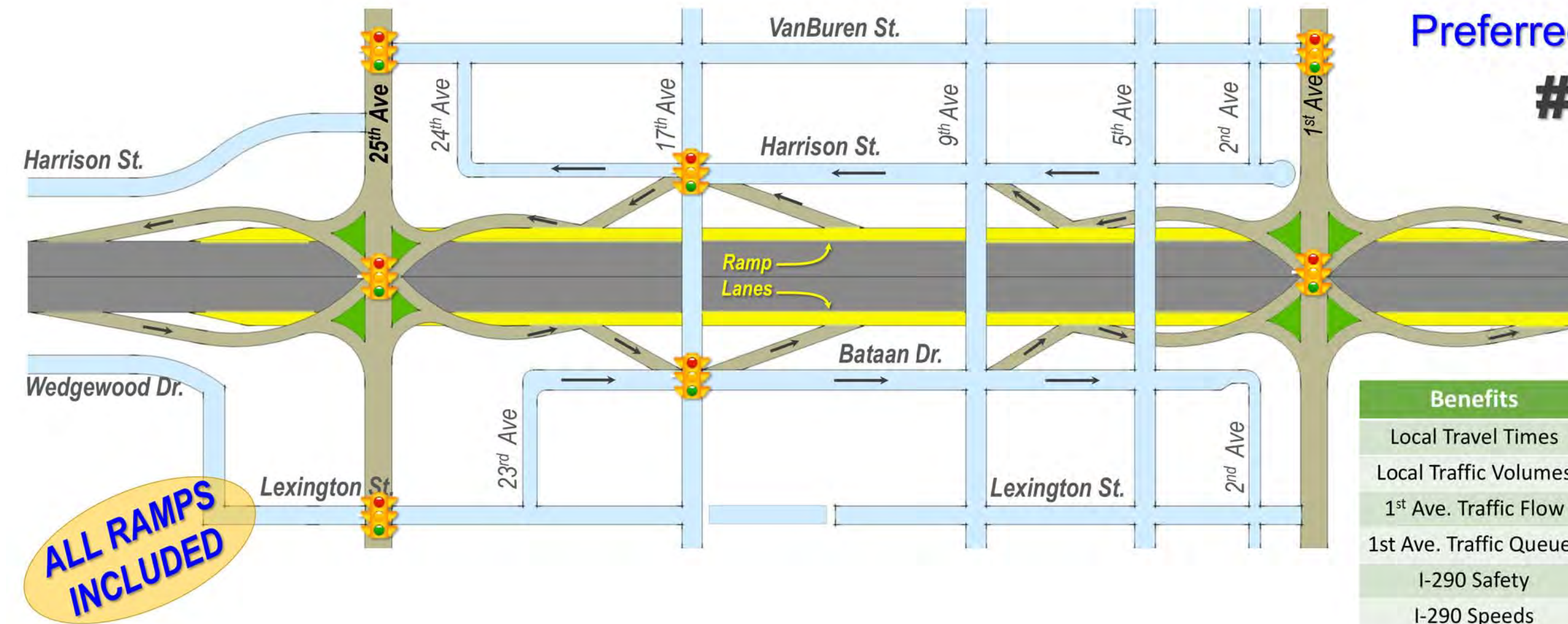
**Phase II (Design and Land Acquisition) — NOT FUNDED**

**Phase III (Construction) — NOT FUNDED**



6 expressway access alternatives were evaluated to determine a configuration that would provide the best overall benefit to Maywood

Alternative #6 resulted the best overall performance and was identified as the preferred alternative



## Preferred Alternative #6

- Without frontage road connections at 1<sup>st</sup> Avenue
- Updated interchanges at 25<sup>th</sup> Avenue & 1<sup>st</sup> Avenue

Benefits	Comparison to Existing
Local Travel Times	24% reduction
Local Traffic Volumes	5% reduction
1 <sup>st</sup> Ave. Traffic Flow	74% improvement
1 <sup>st</sup> Ave. Traffic Queues	77% improvement
I-290 Safety	9% improvement
I-290 Speeds	133% improvement

# 1st Ave. to 25th Ave. Improvements

## ALTERNATIVES EVALUATION



### Alternative Recommendation

**Alternative 6 is recommended**

#### BENEFITS COMPARISON

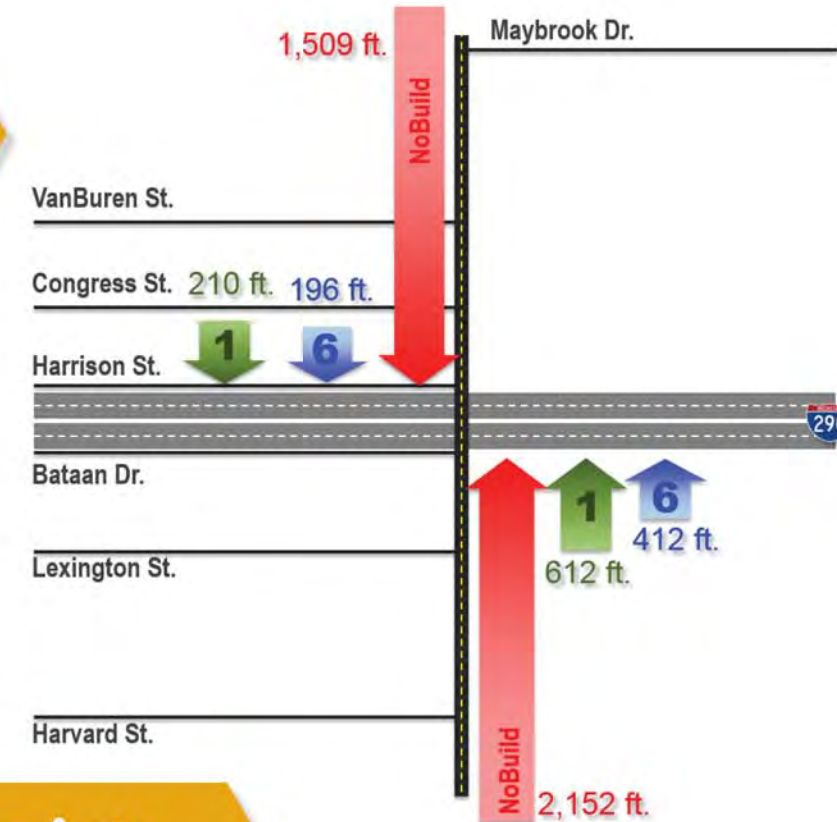
- Both Alternatives keep **all ramps open** along I-290
- ✓ **Alternative 6** provides 10% better travel flow on I-290
- ✓ **Alternative 6** provides 31% better travel flow on 1st Ave.
- ✓ **Alternative 6** provides 26% less vehicle stacking on 1st Ave.
- ✓ **Alternative 6** accommodates the predominant travel patterns to & from commercial areas in Maywood
- ✓ **Alternative 6** has fewer pedestrian crossing points

### Vehicle Stacking at 1st Avenue

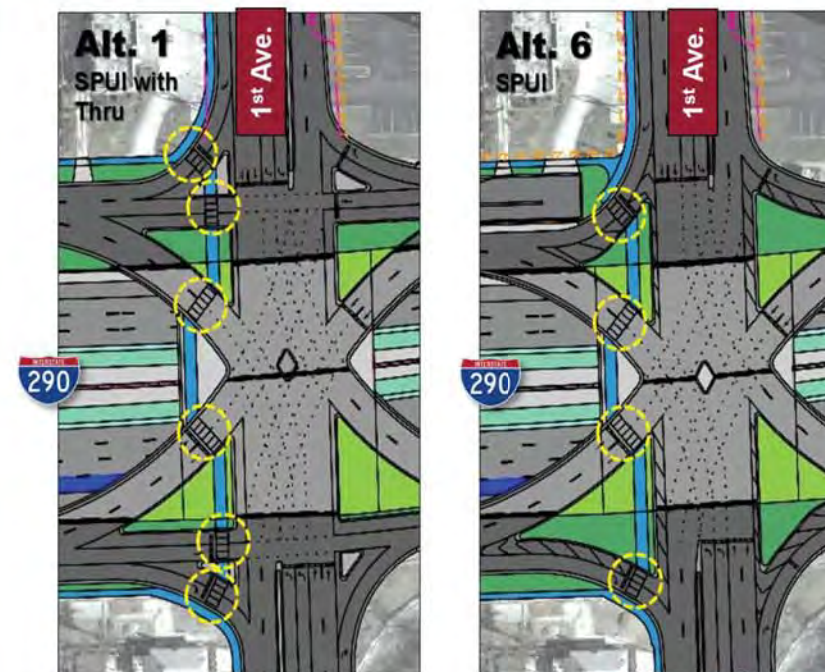
Average of AM & PM peak period traffic stacking



- ✓ **Alternative 6** provides **26%** less vehicle stacking



### Number of pedestrian crossing points



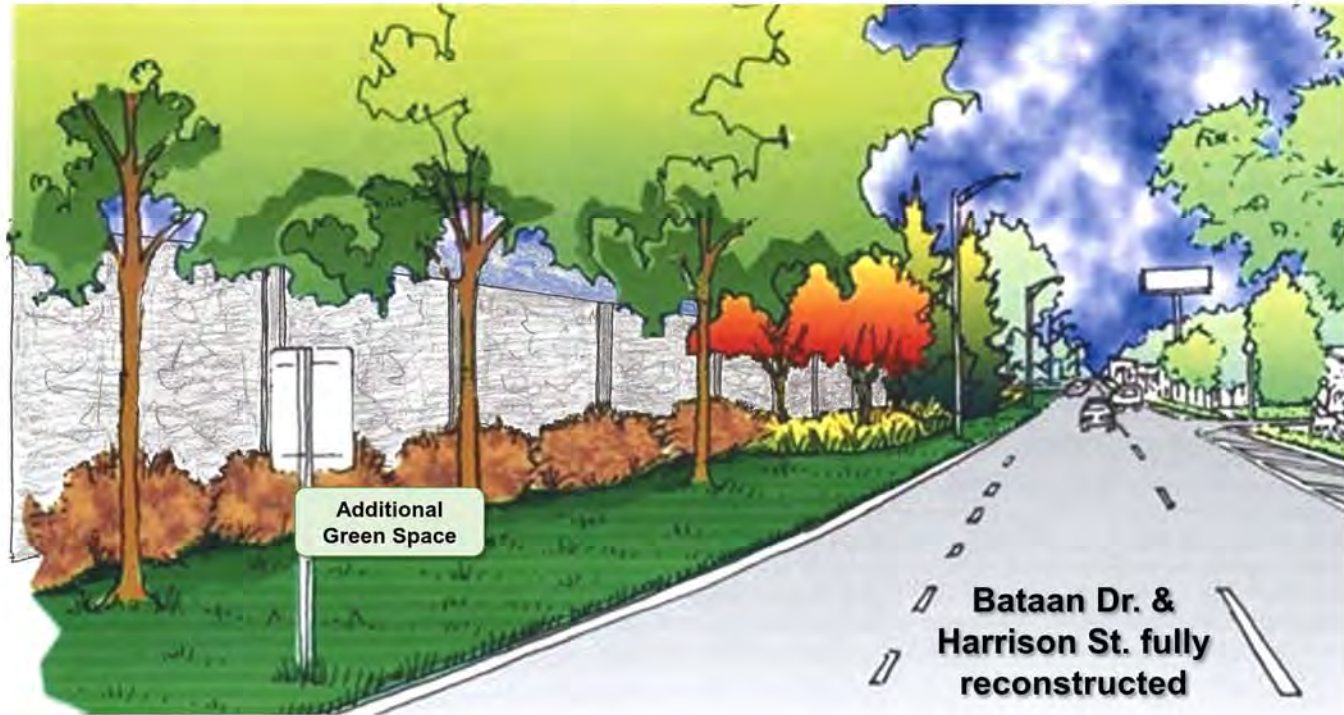
- Alternative 1** has **six** pedestrian crossing points
- ✓ **Alternative 6** has **four** pedestrian crossing points



The following improvements will be included as part of a consensus plan for I-290 reconstruction. A consensus plan must address a combination of factors, including community concerns, engineering, and the environment.

## Bataan Dr. & Harrison St. Reconstruction

- Bataan Drive and Harrison Street will be completely reconstructed between 1<sup>st</sup> Avenue and 25<sup>th</sup> Avenue
- Additional greenspace will be provided between the expressway and frontage roads in some areas



## Cross Road Bridge Improvements: 17<sup>th</sup> Ave, 9<sup>th</sup> Ave, 5<sup>th</sup> Ave

Existing local bridges over I-290 will be replaced and include wider sidewalks



## Safer Prairie Path Crossing @ 1<sup>st</sup> Avenue

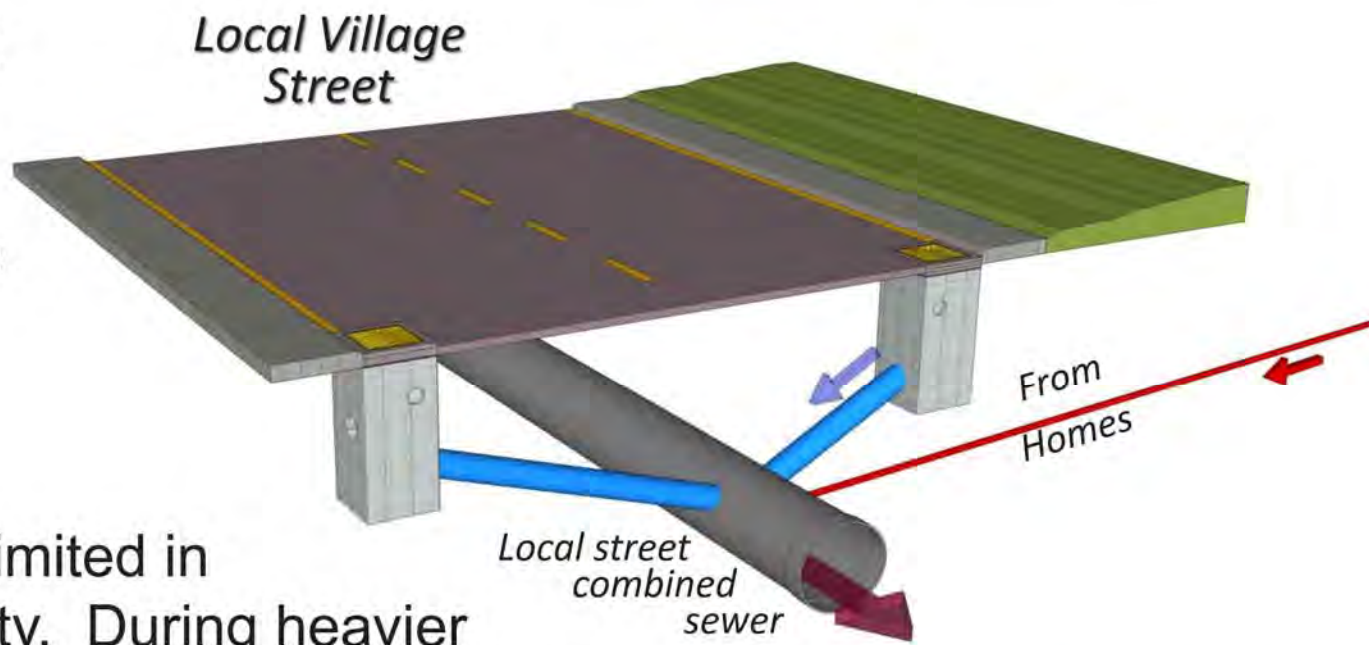
- No existing 1<sup>st</sup> Avenue crosswalk @ Prairie Path
- Protected crosswalk added @ Prairie Path
- Modernized signals with pedestrian countdown timers
- Completes connection to the DesPlaines River bridge crossing to CTA Blue Line Terminal



## Drainage Improvements (see accompanying boards)

### Village Combined Sewer System

- The Village of Maywood has a combined sewer system. Both storm water & waste water are collected in the same pipe.



- The Village sewers are limited in their conveyance capacity. During heavier intensity storm events, the runoff can flood the local Village streets and affect basements. Additionally, it also can add to the flooding that occurs to I-290.

*Combined Village storm & waste water flows to the Metropolitan Water Reclamation District's (MWRD) sewer system.*



### Village Storm Water Overflow Area

- When the Maywood system is overwhelmed, water overflows to the Eisenhower Expressway, which is at a lower elevation than the Village.



- The Expressway drainage system is also undersized and floods, causing expressway closures during heavy rain storms
- When closed due to flooding, expressway traffic reroutes through the communities

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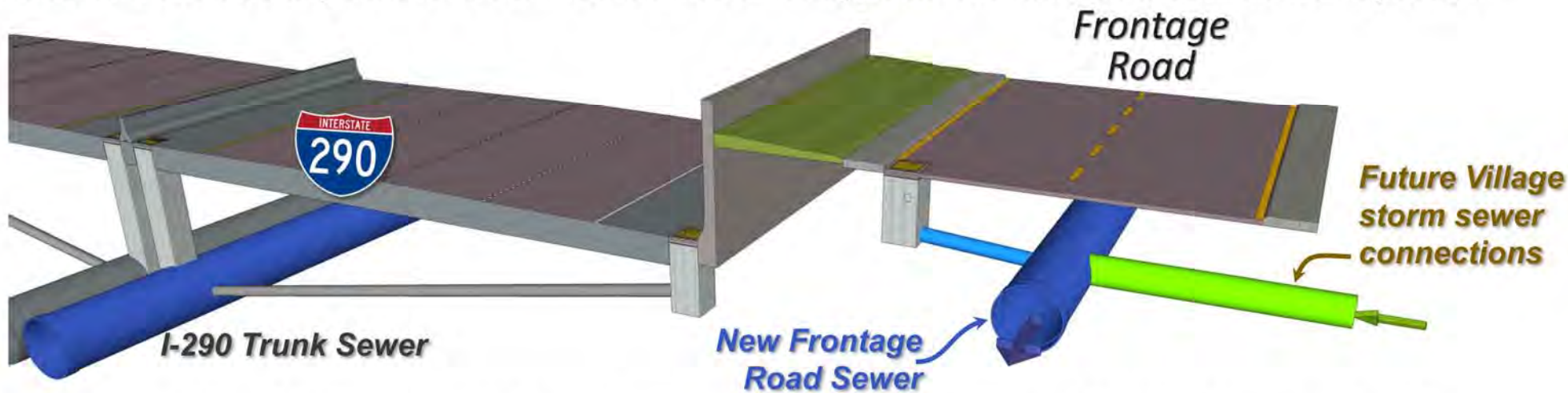
## Improved Expressway Drainage

- As part of the reconstruction of I-290, the capacity of the highway drainage system will be increased, which will greatly reduce the occurrences of expressway flooding & expressway closures. Overflow from Maywood would continue to flow into the I-290 system.



## Frontage Road & Local Drainage

- IDOT and MWRD have collaborated to develop a drainage system plan that will improve the expressway & frontage road drainage system, while also providing a benefit to the Village of Maywood. This will be a joint effort between IDOT, MWRD and the Village of Maywood
- Large storm sewer pipes will be constructed under Harrison St. & Bataan Dr. to let stormwater flow directly to the Des Plaines River & bypass the combination sewer system.



- The Village will be able to extend storm sewers on the intersecting side streets, allowing for reduction of runoff within the combined sewer system. The diversion of these flows will mitigate the occurrence of street and basement flooding in the area.
- This will greatly reduce flooding over 141 acres of local property & reduce the amount of storm water in the combination sewer system by 17% to 26% for an additional 643 acres, which increases its level of service.

