

Appendix E-1

Area of Potential Effects Map and Supporting Documentation

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:

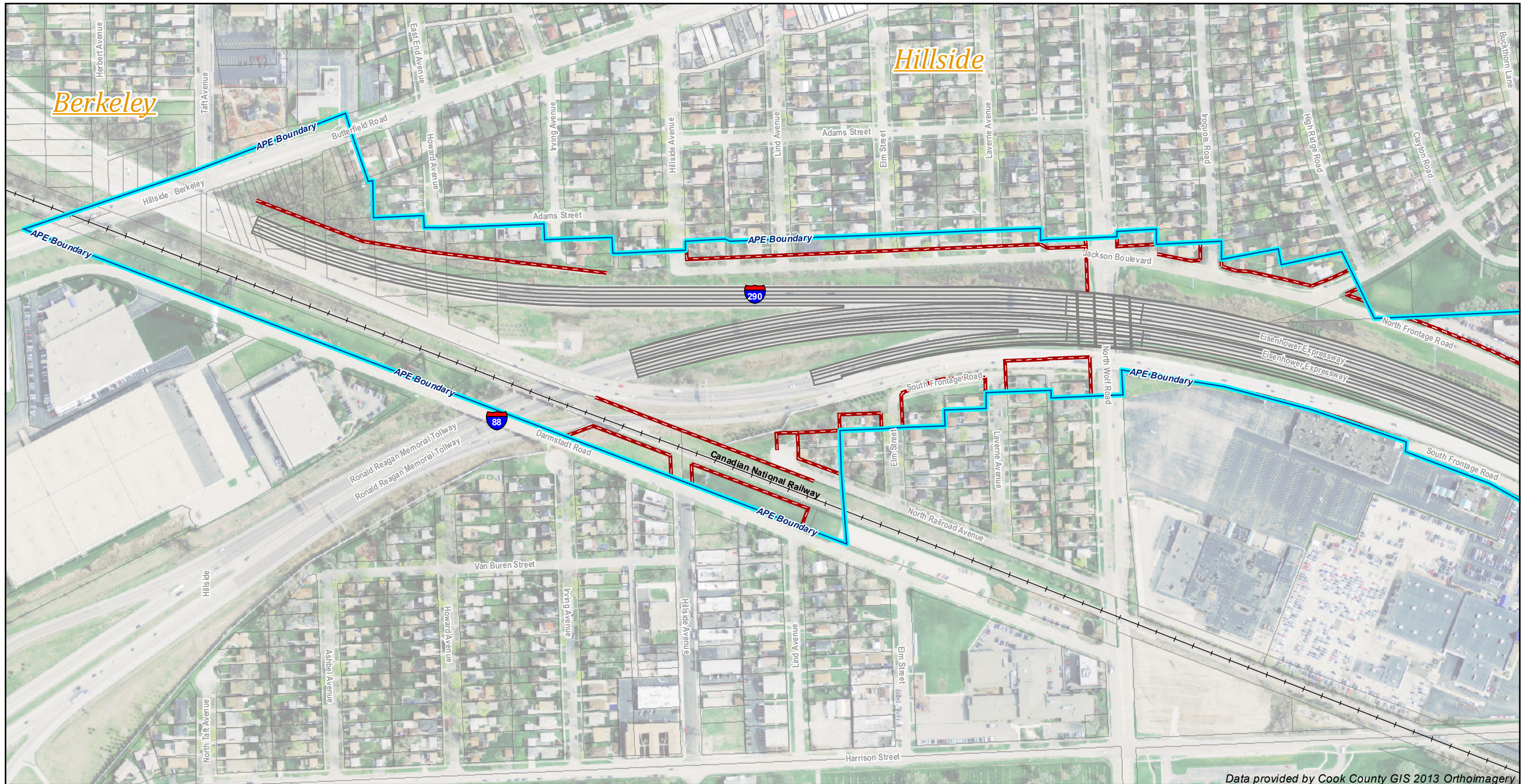
Illinois Department of Transportation

Prepared By:

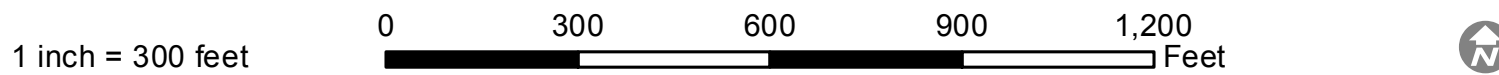
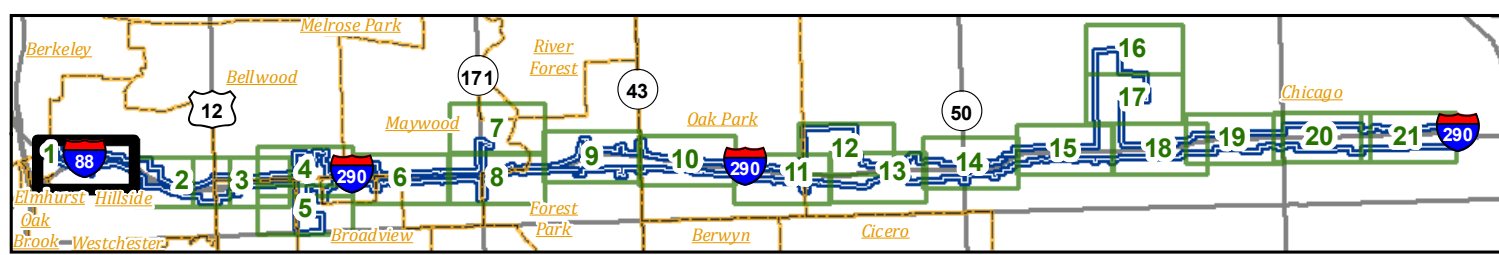
WSP | Parsons Brinckerhoff

November 2016

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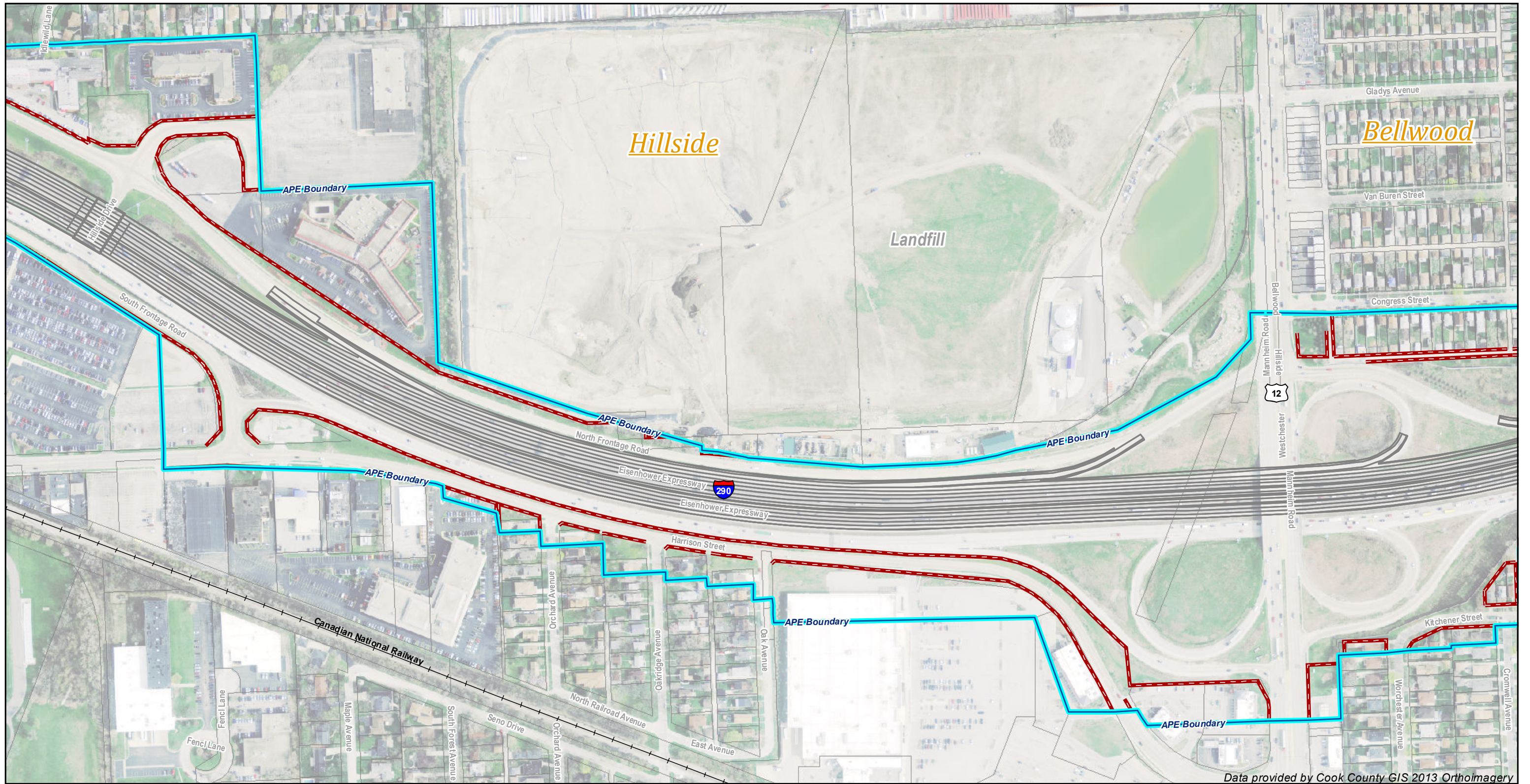
Legend

- Area of Potential Effects
- Existing Right-of-Way
- Proposed Right-of-Way
- Temporary Easement
- ## NRHP-Listed Property or District
- ## Pending NRHP Listing Property (by others)
- ## Previously Determined NRHP-Eligible Property (by others)

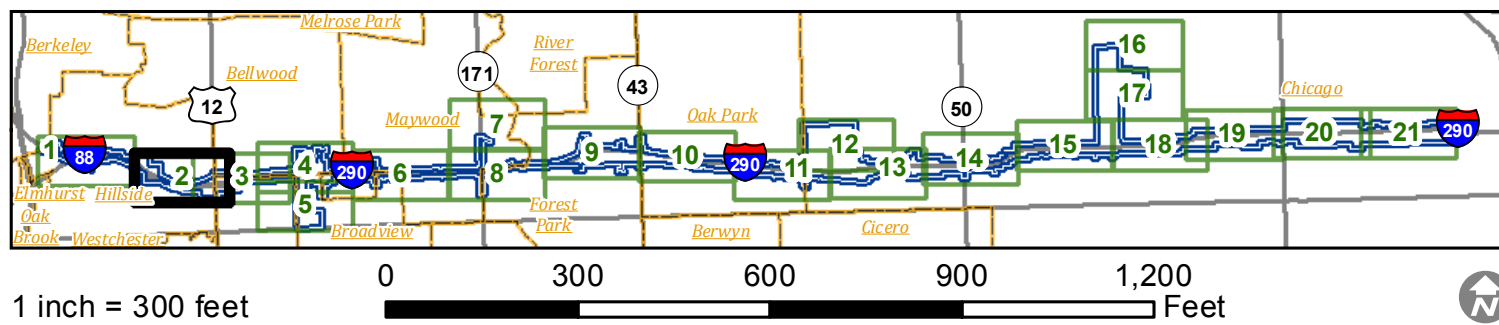
Area of Potential Effects

- Tax Parcel
- Railroad
- CTA Rail
- Proposed Design





Data provided by Cook County GIS 2013 Orthoimagery



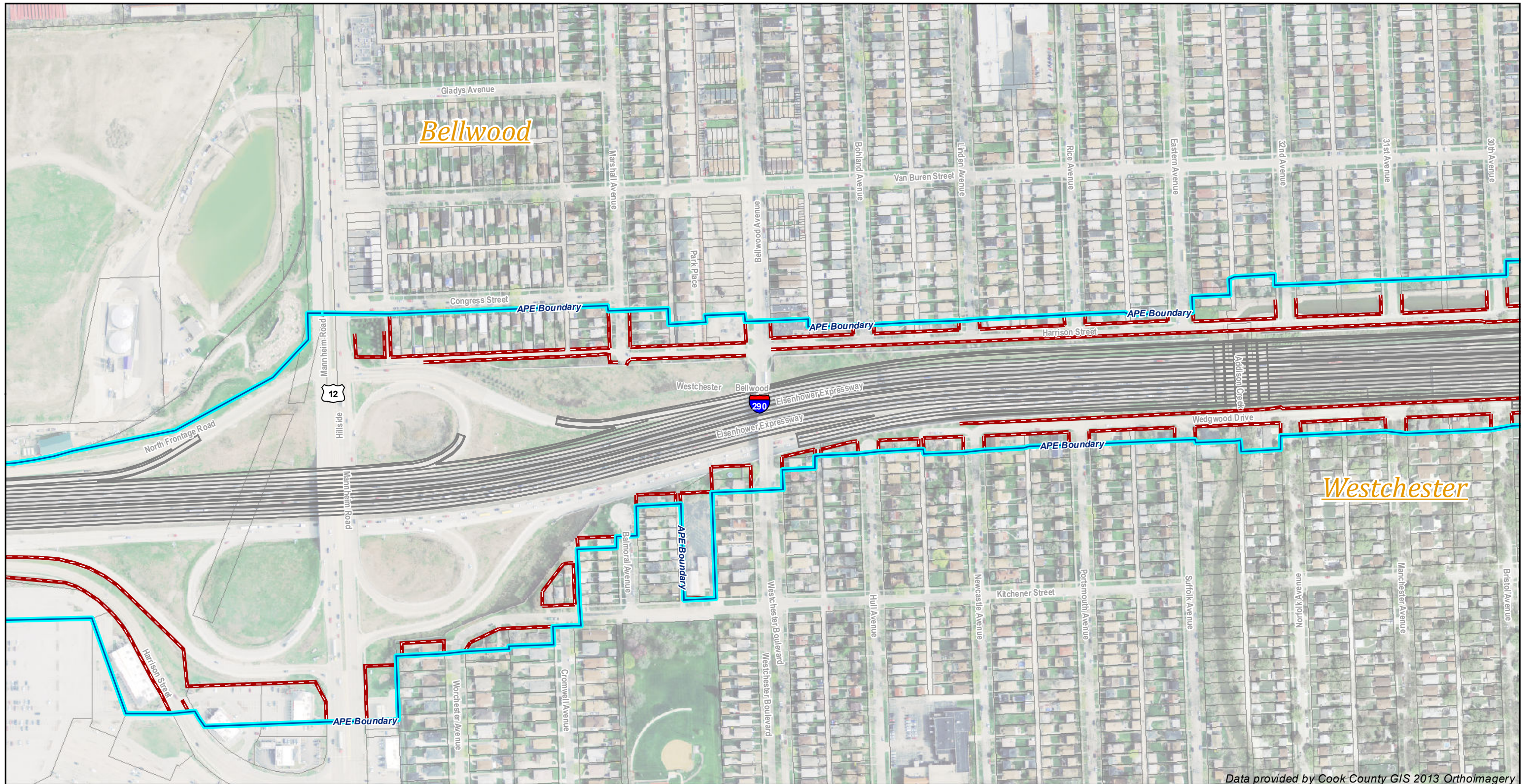
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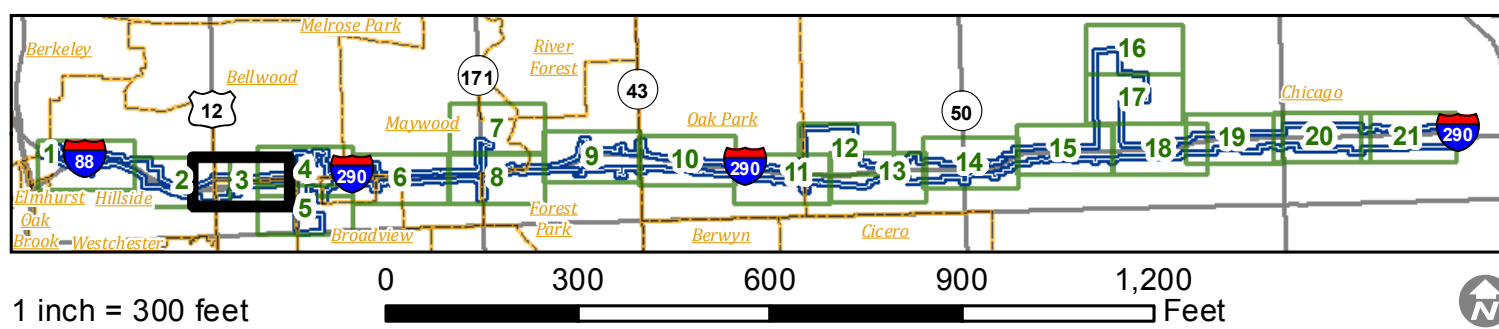
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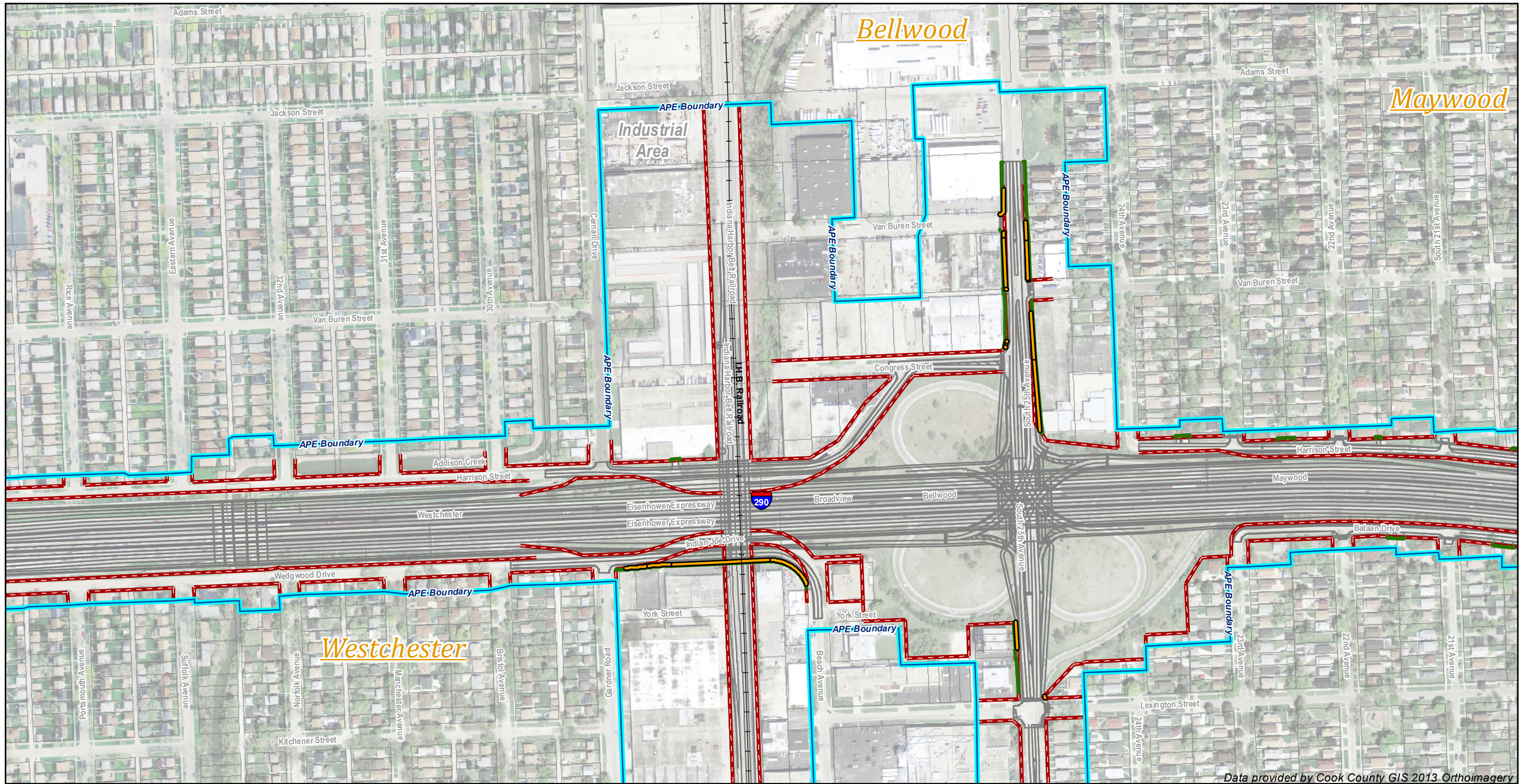
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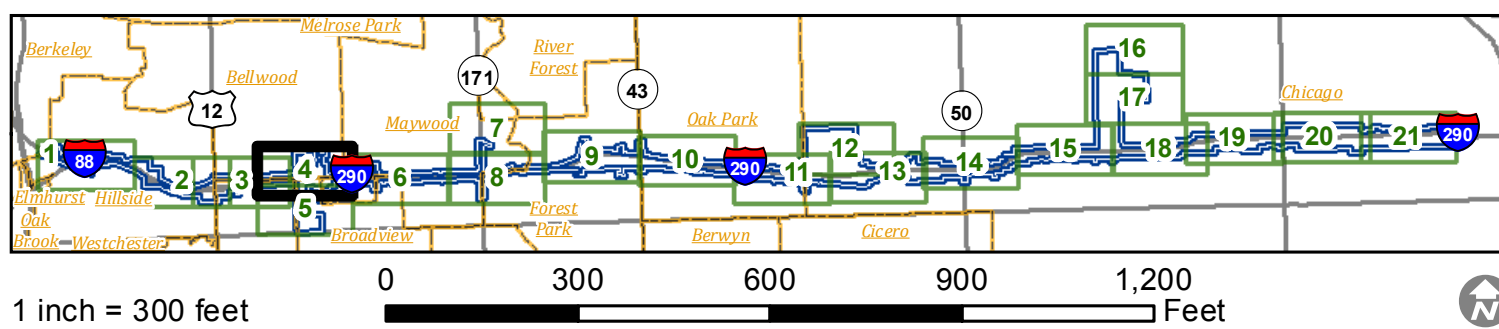
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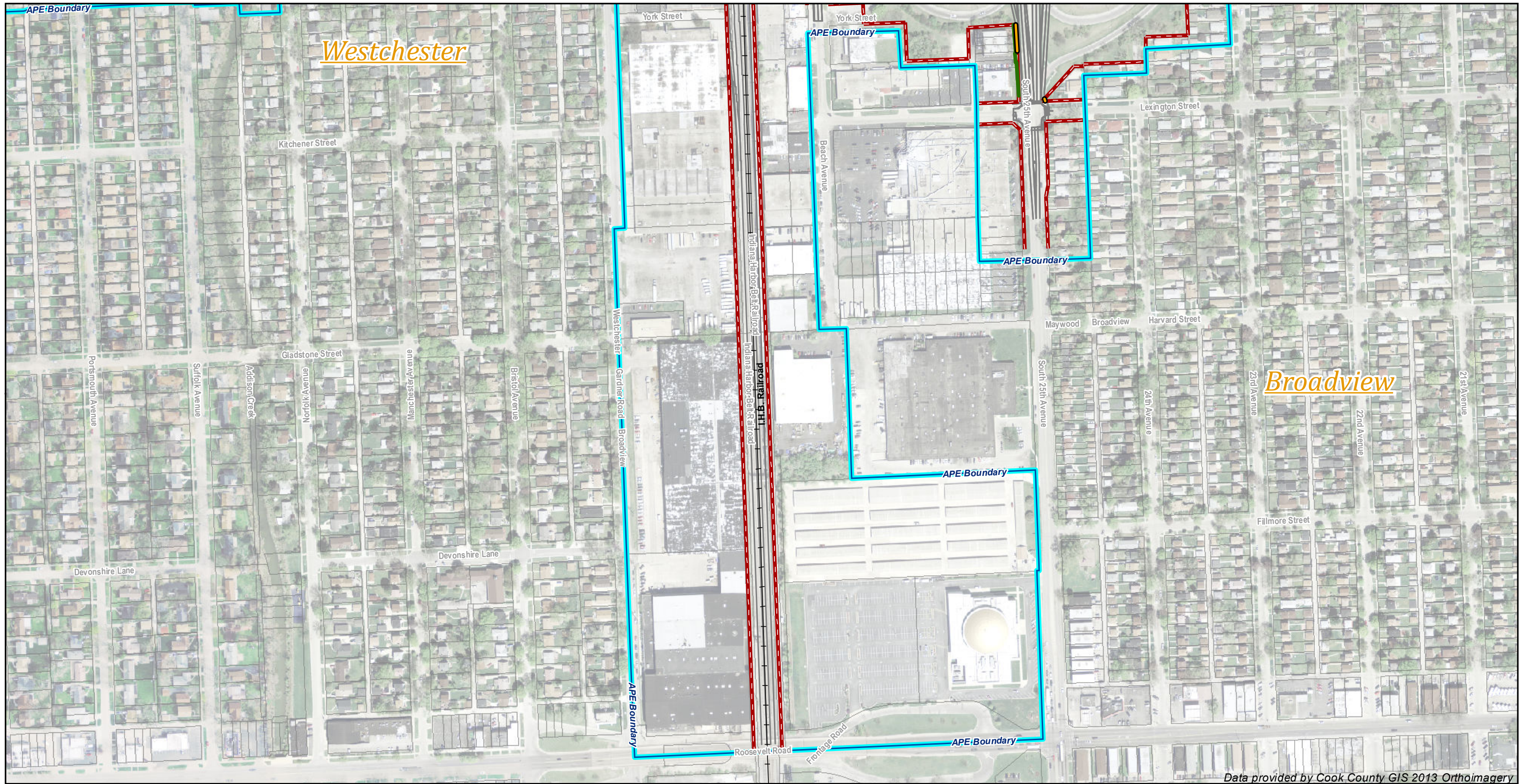
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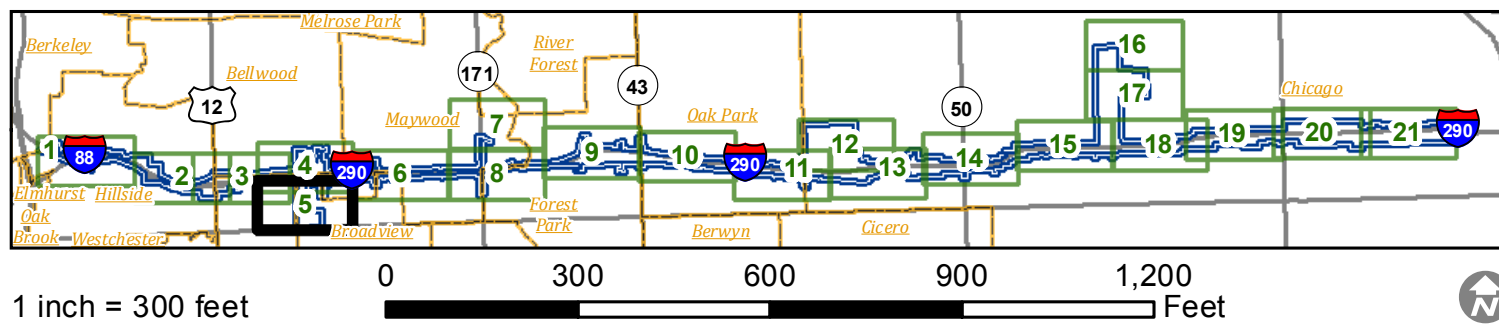
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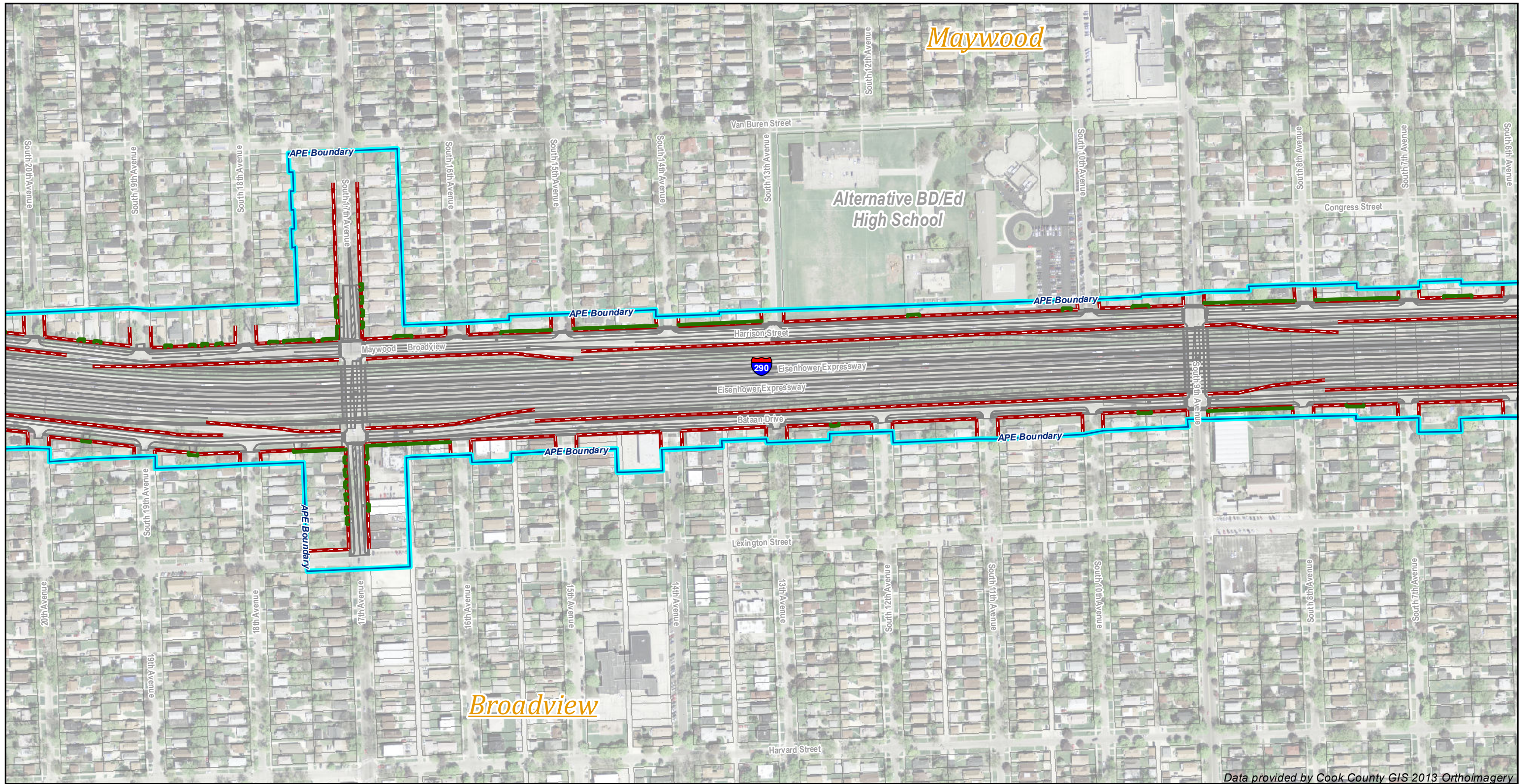
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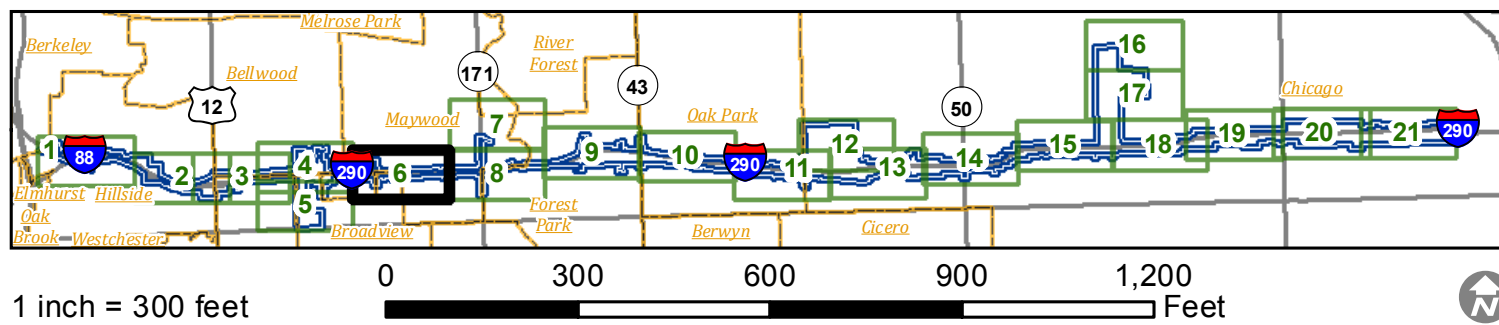
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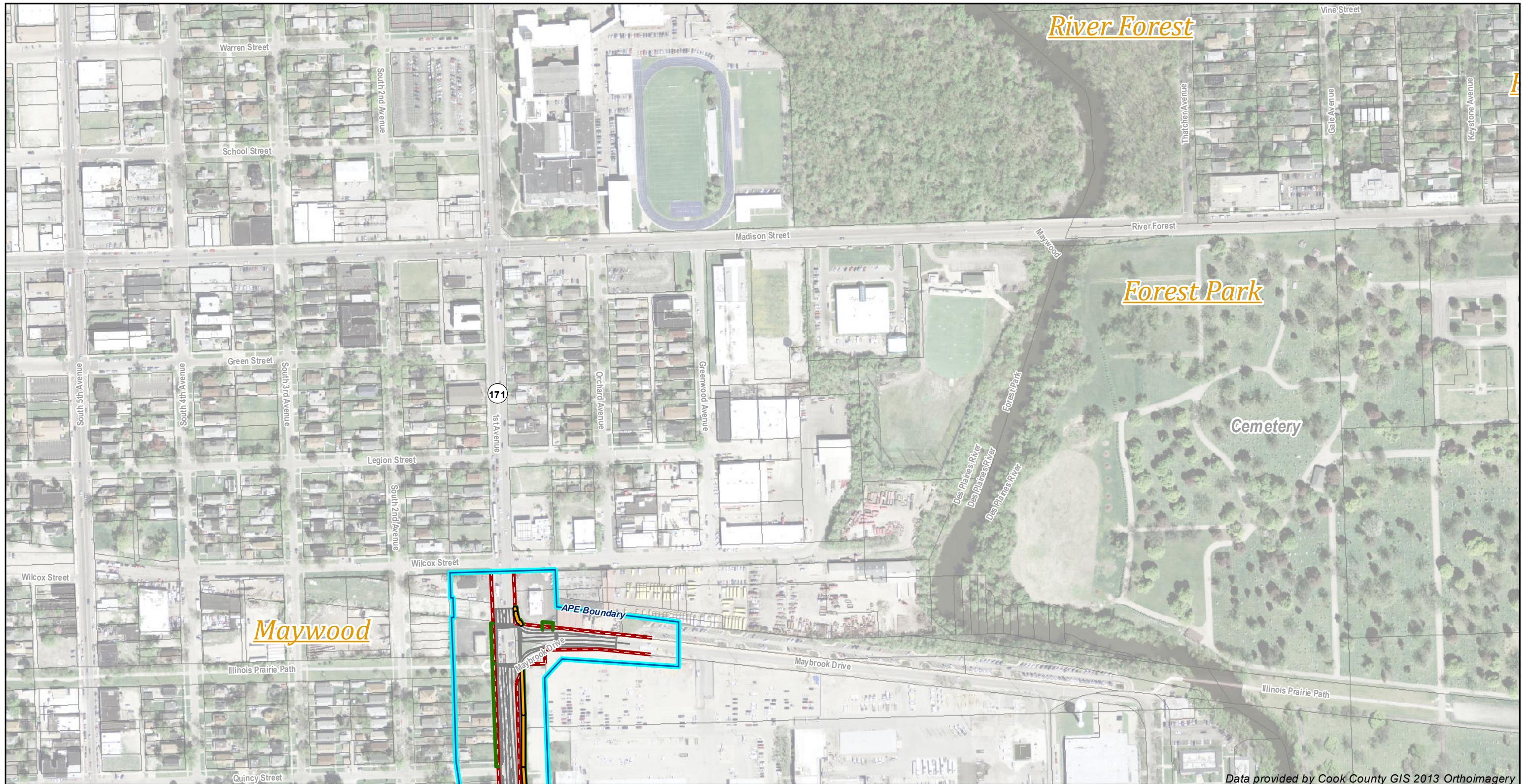
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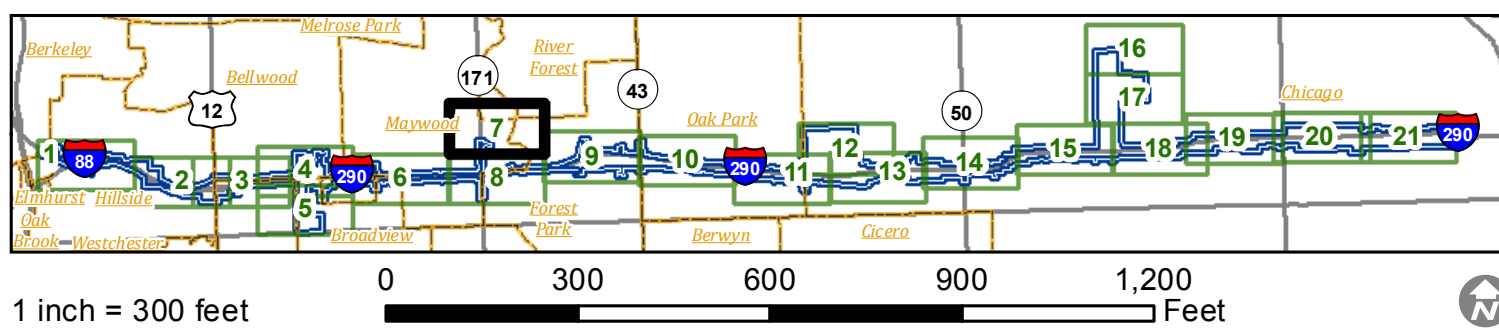
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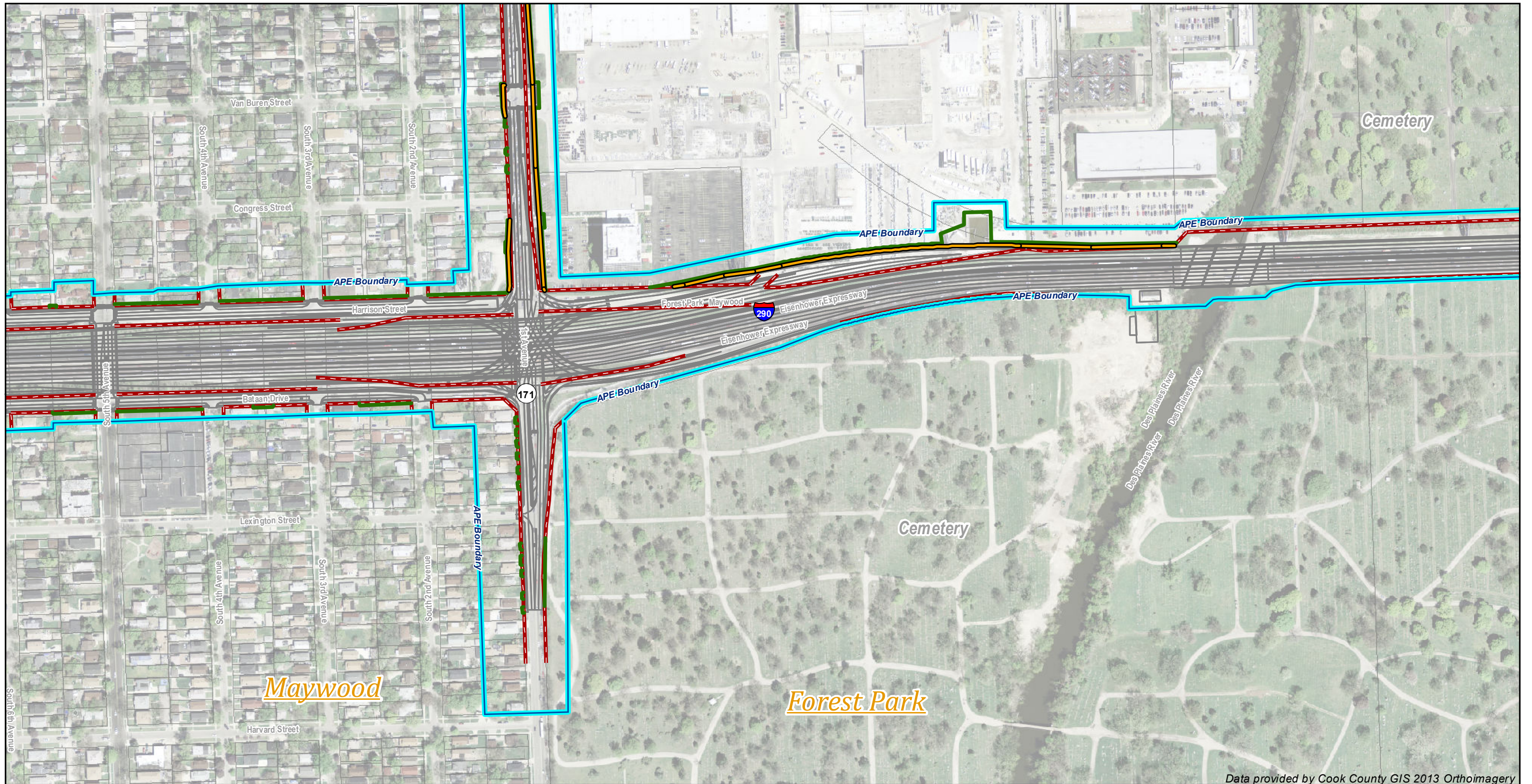
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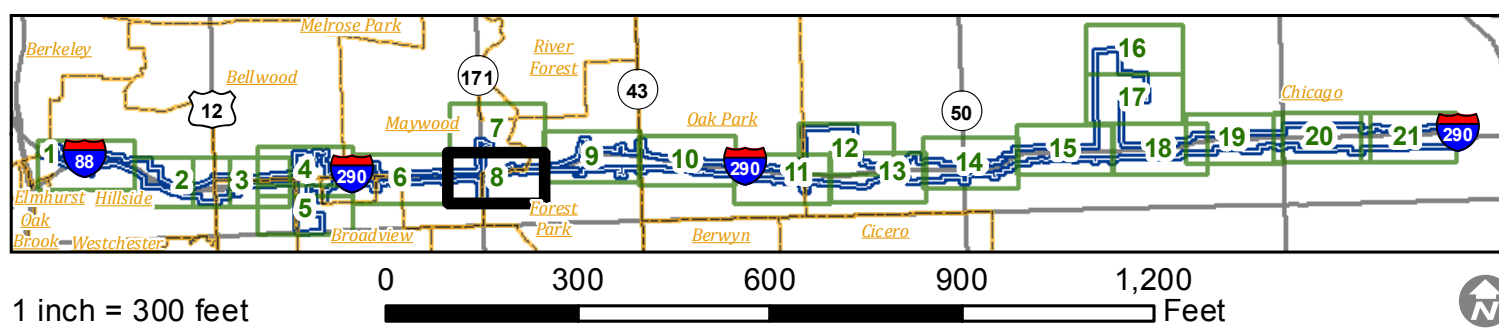
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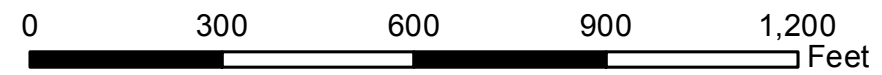




Data provided by Cook County GIS 2013 Orthoimagery



1 inch = 300 feet



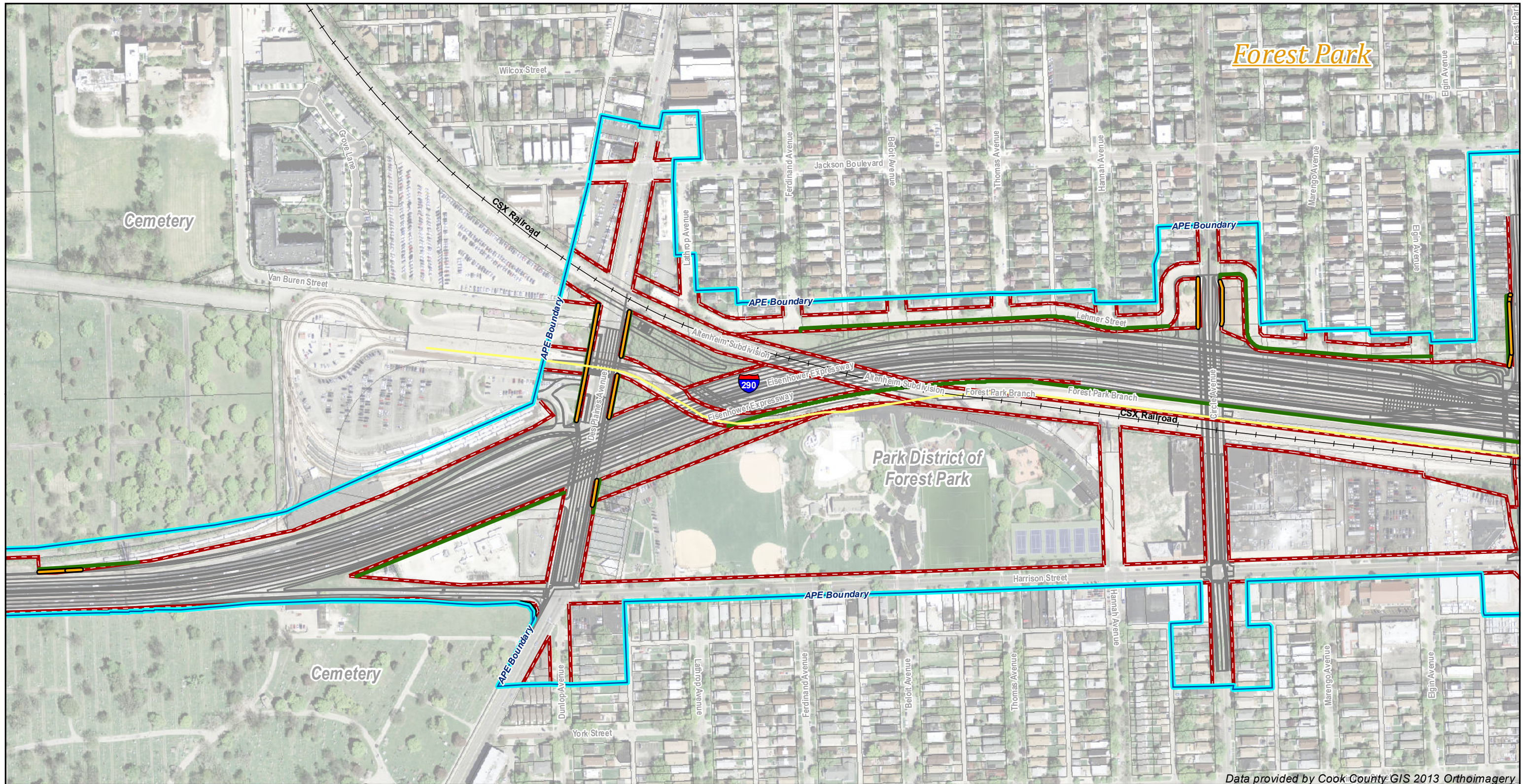
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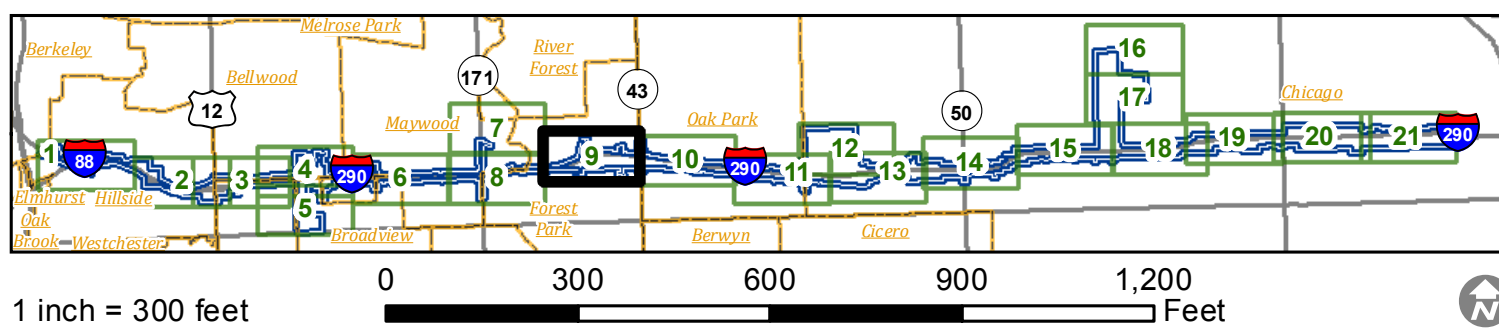
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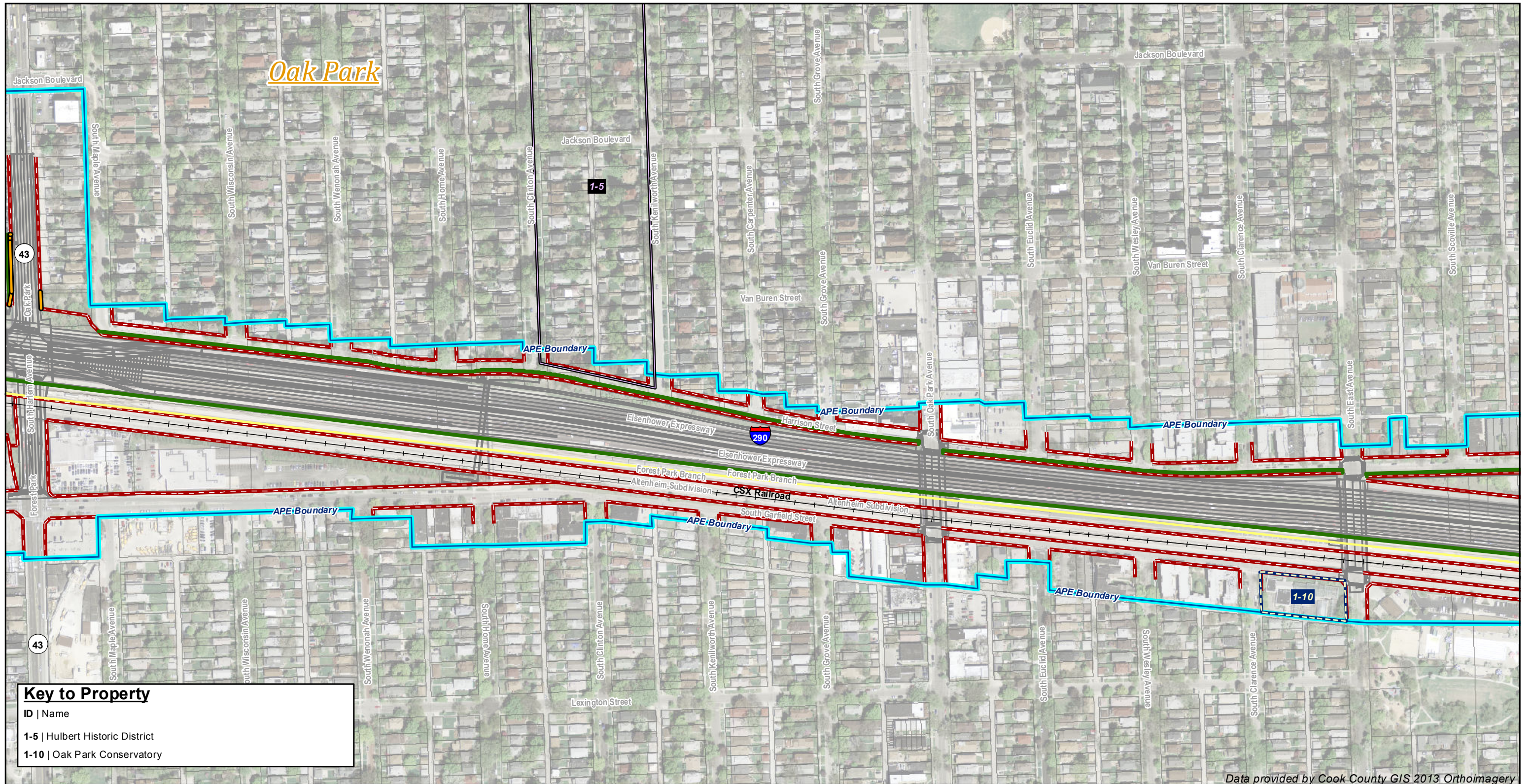
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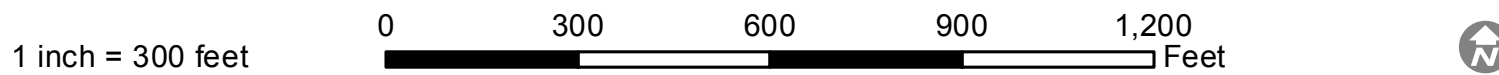
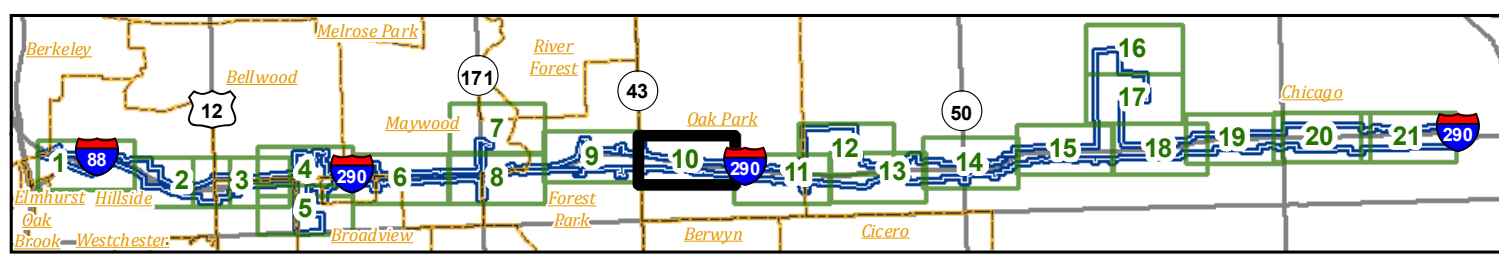
Key to Property

ID | Name

1-5 | Hulbert Historic District

1-10 | Oak Park Conservatory

Data provided by Cook County GIS 2013 Orthoimagery



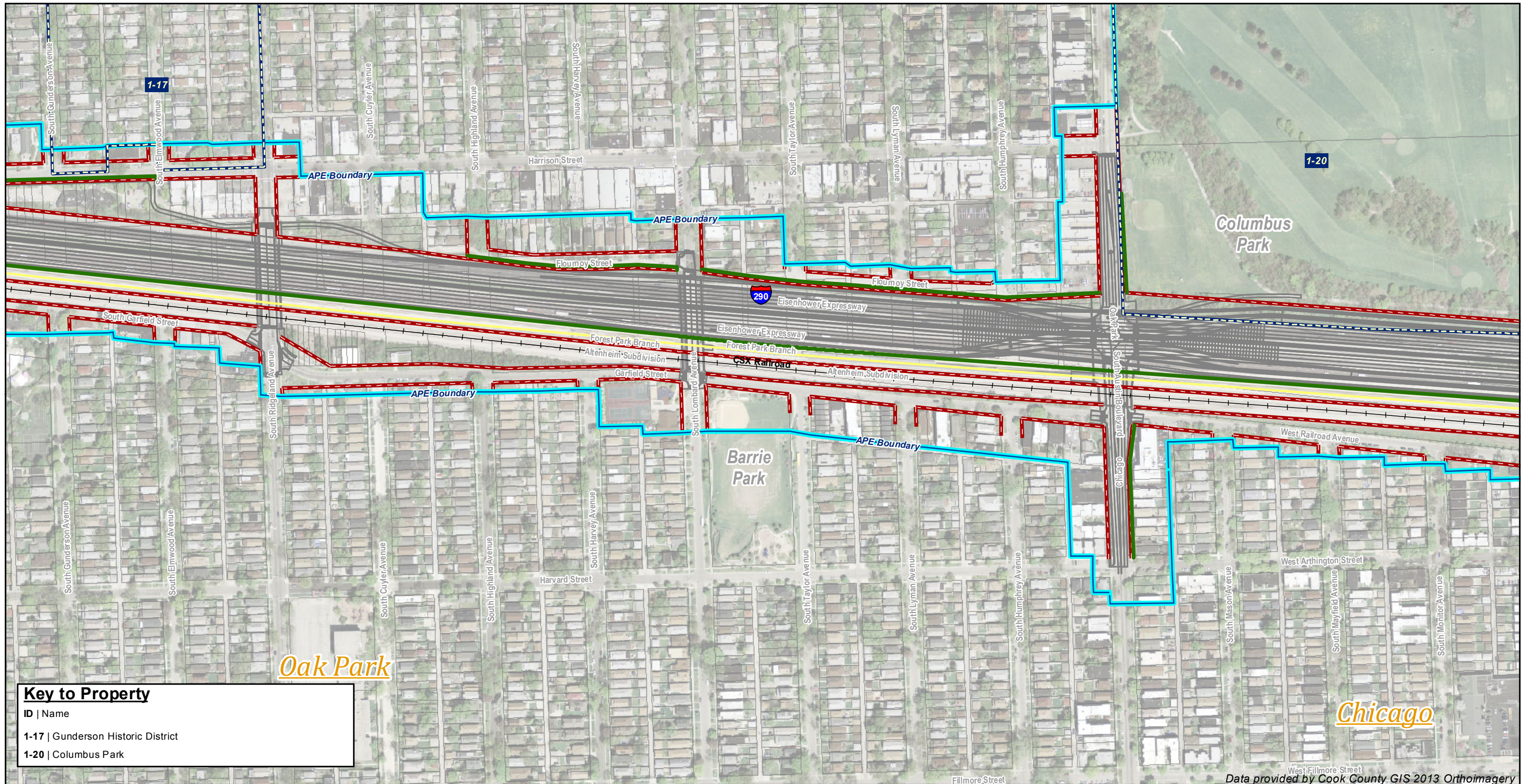
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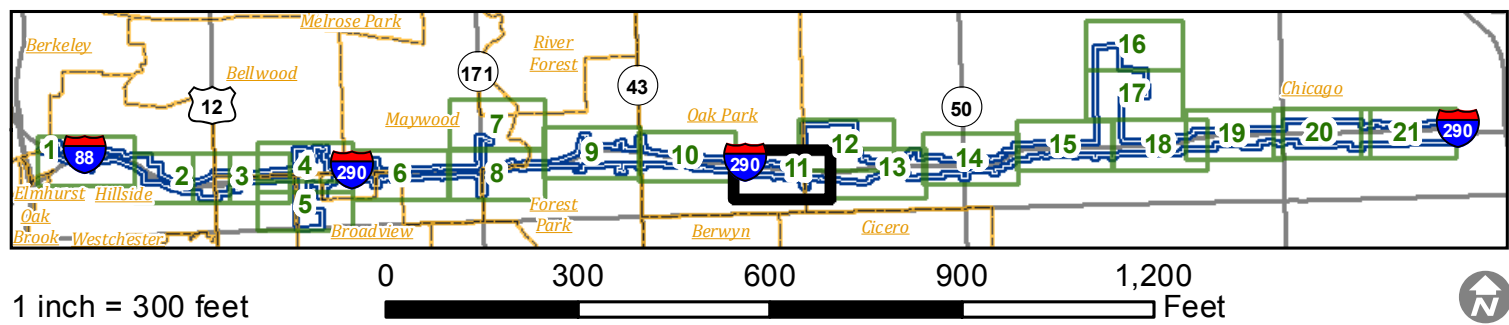
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Key to Property	
ID	Name
1-17	Gunderson Historic District
1-20	Columbus Park



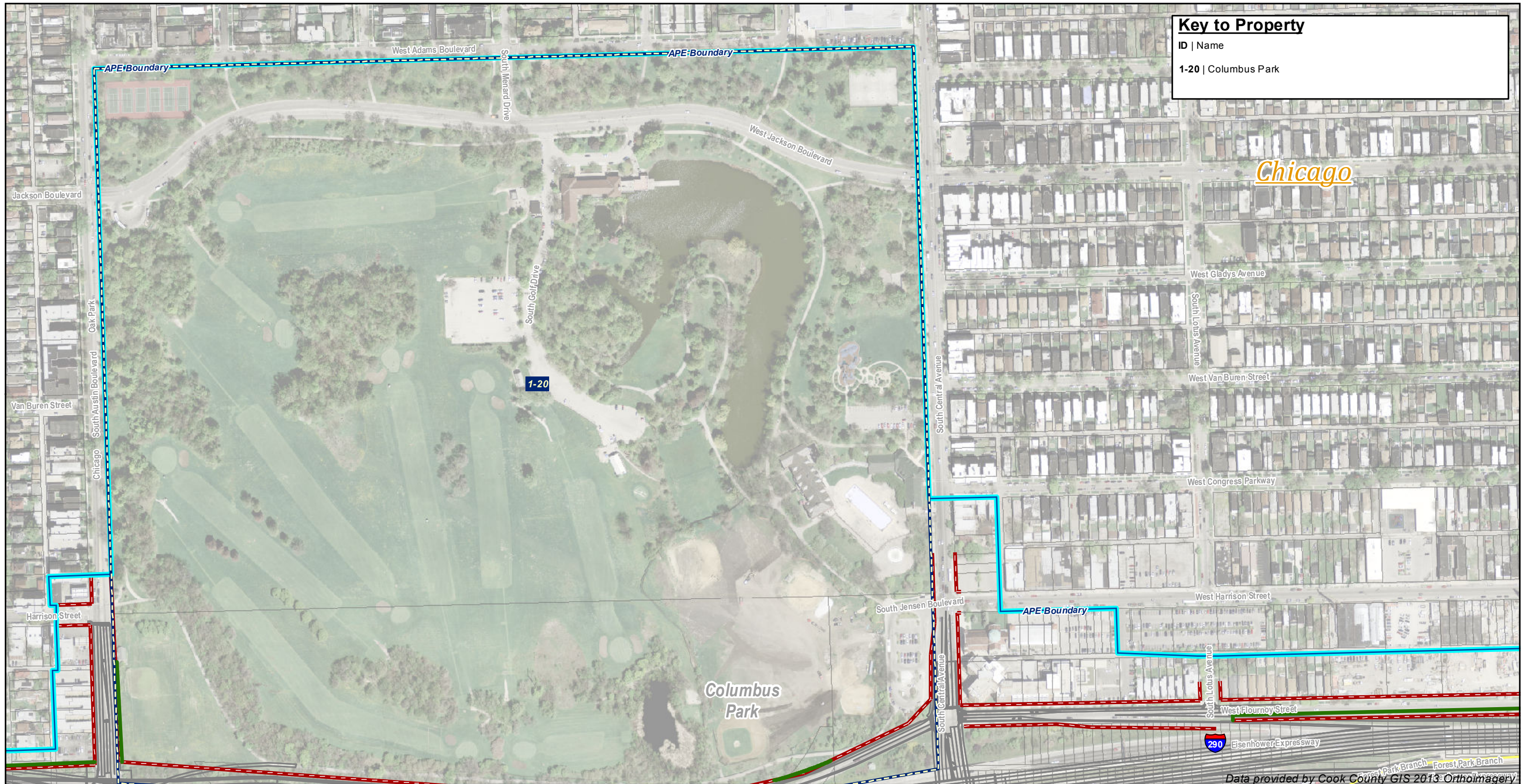
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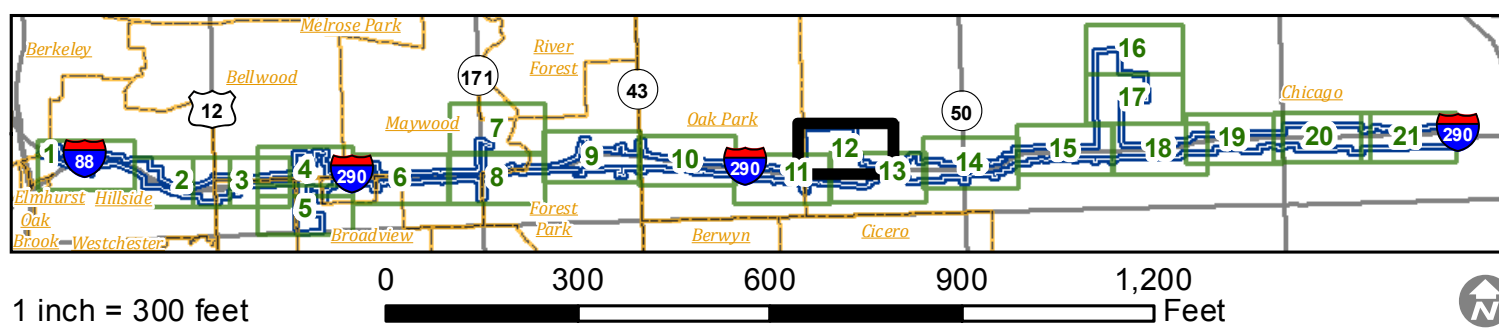
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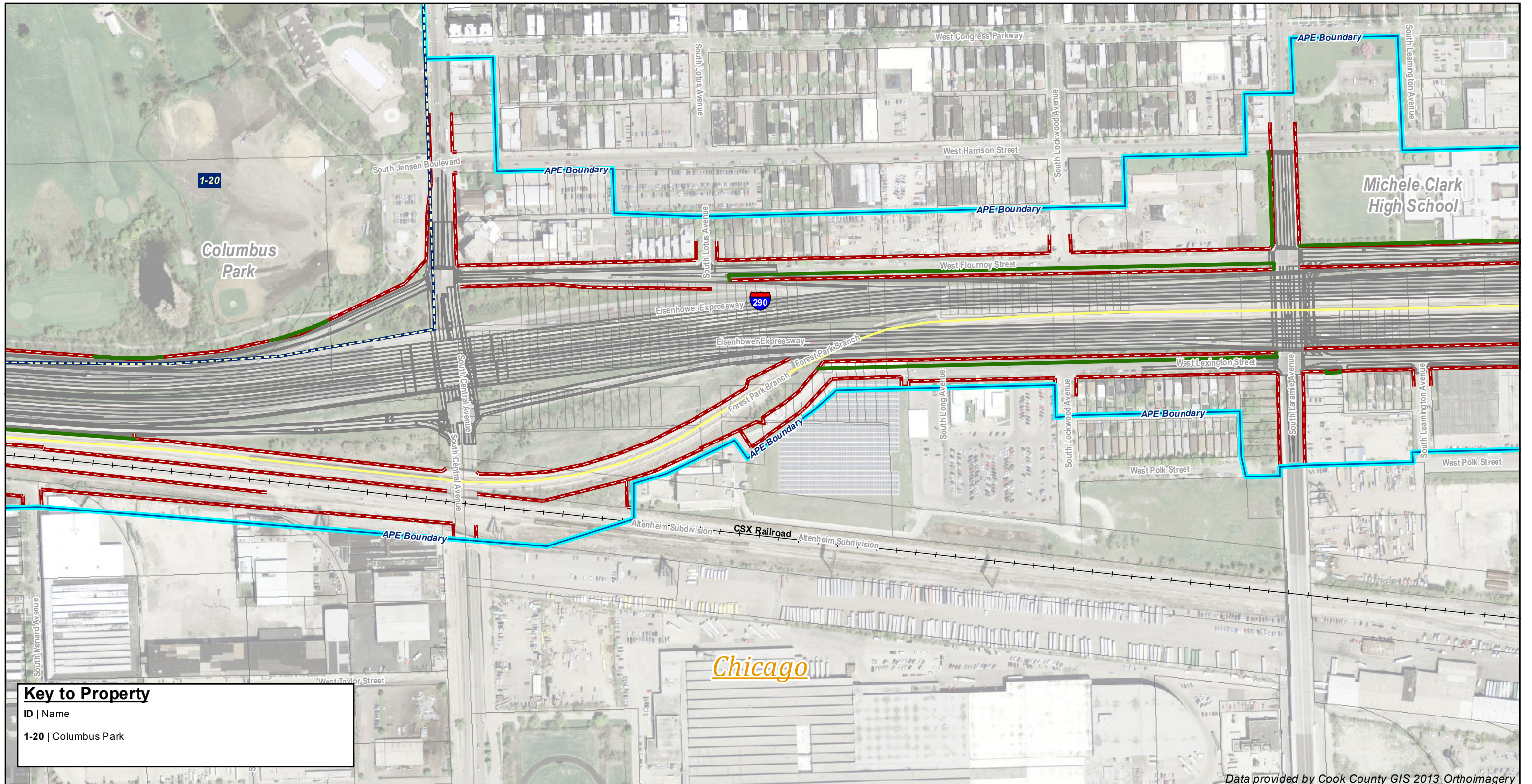
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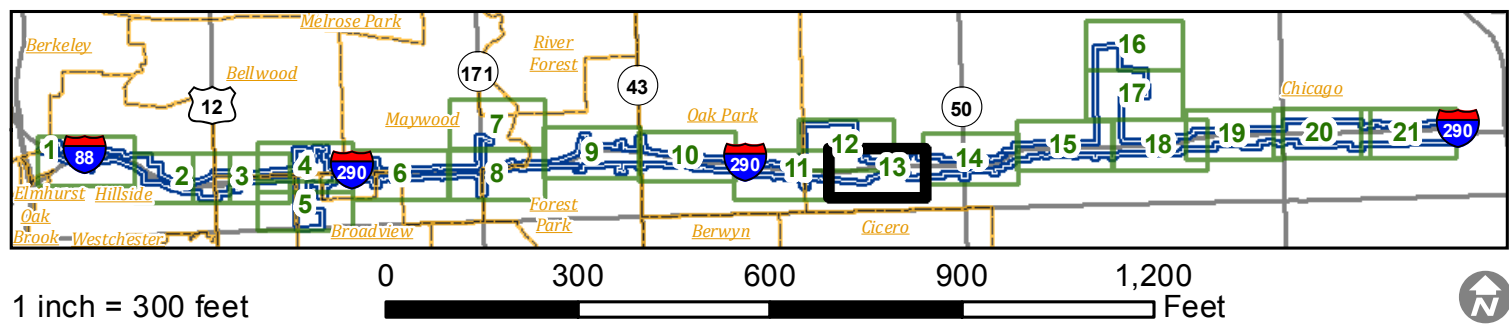
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Data provided by Cook County GIS 2013 Orthoimagery



1 inch = 300 feet

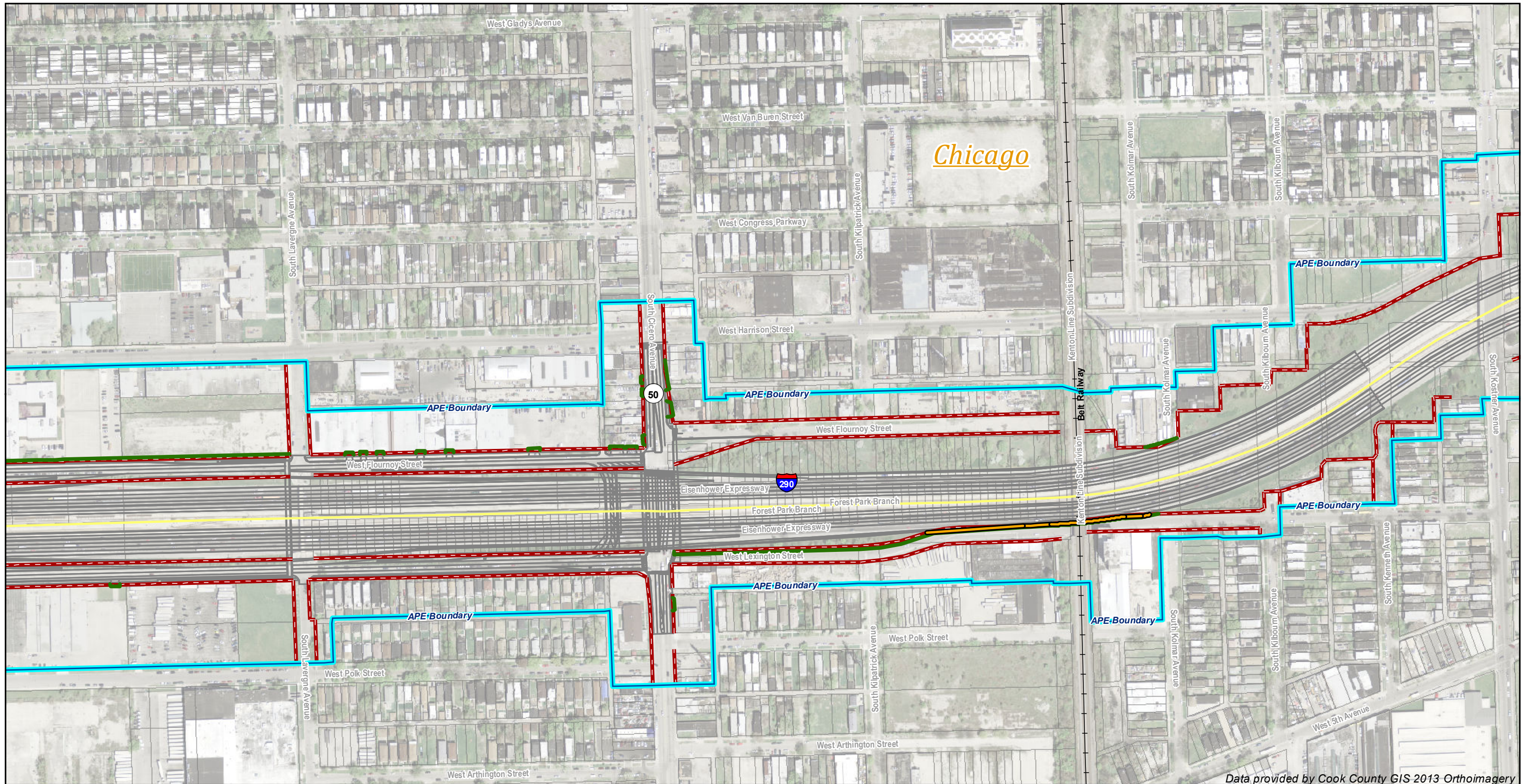
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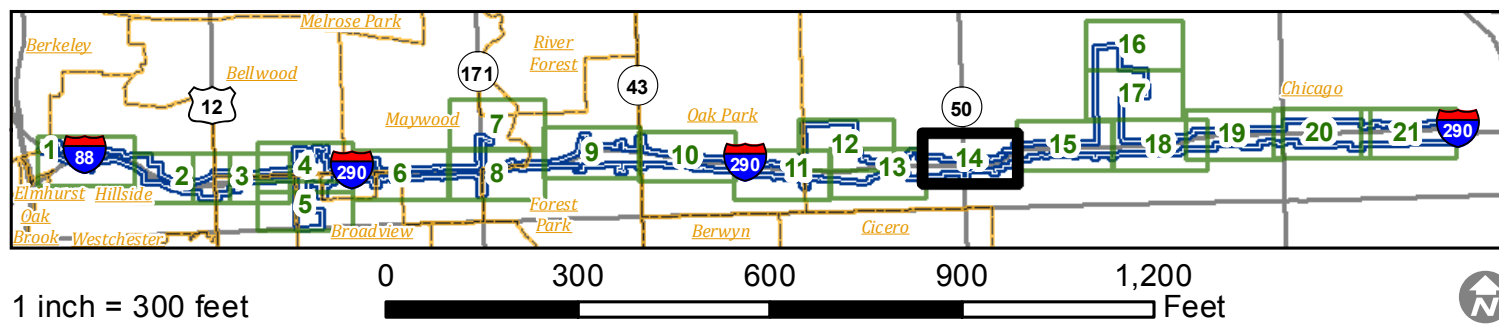
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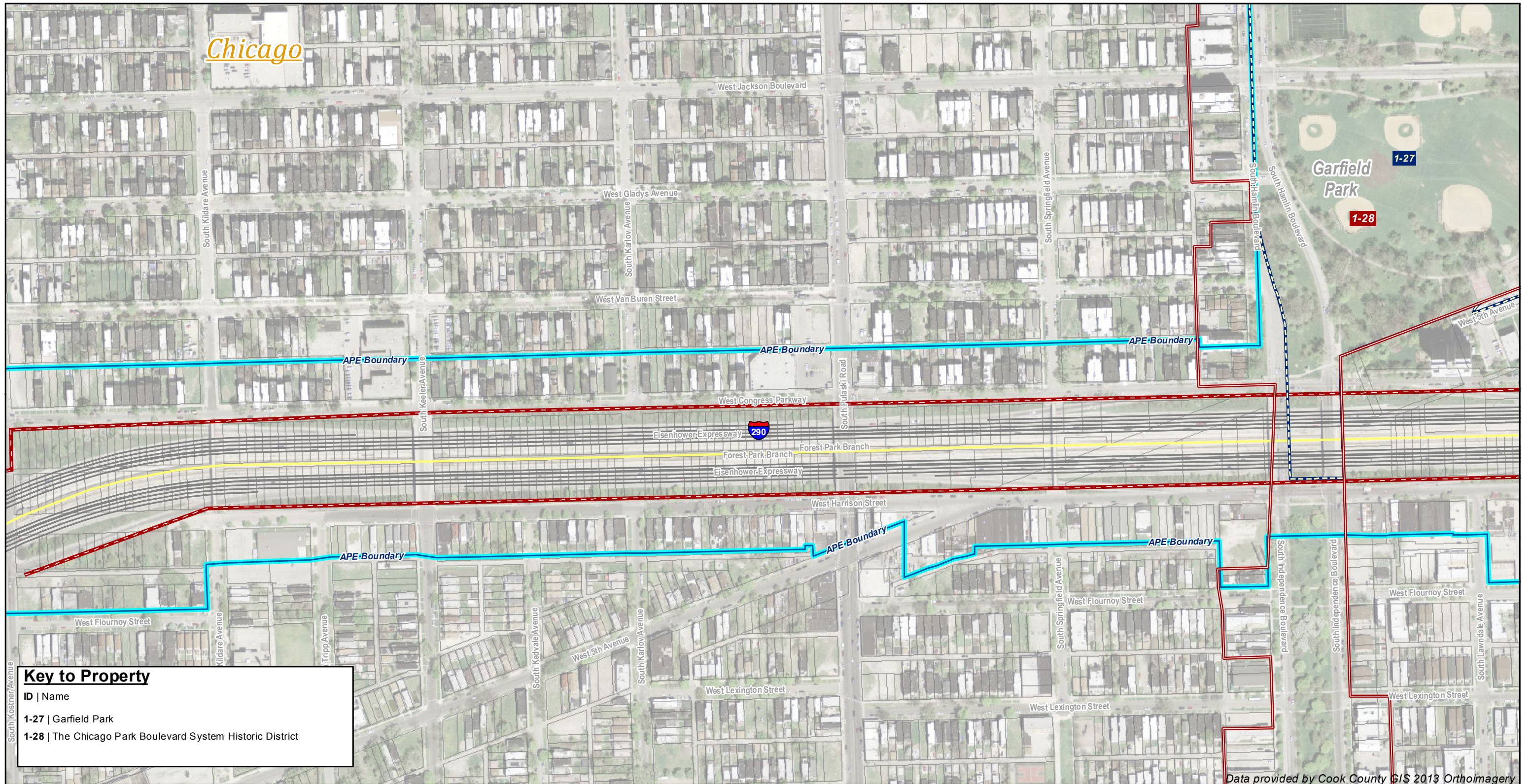
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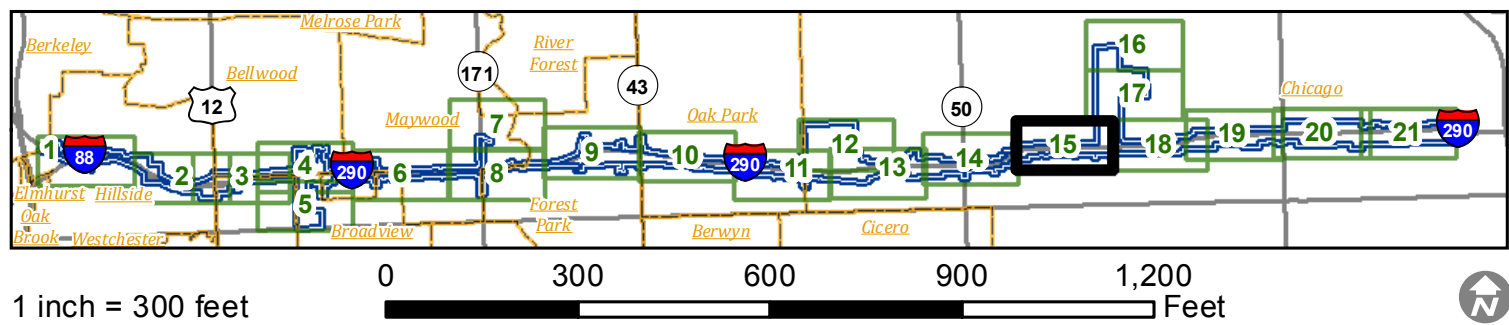
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Key to Property

ID	Name
1-27	Garfield Park
1-28	The Chicago Park Boulevard System Historic District



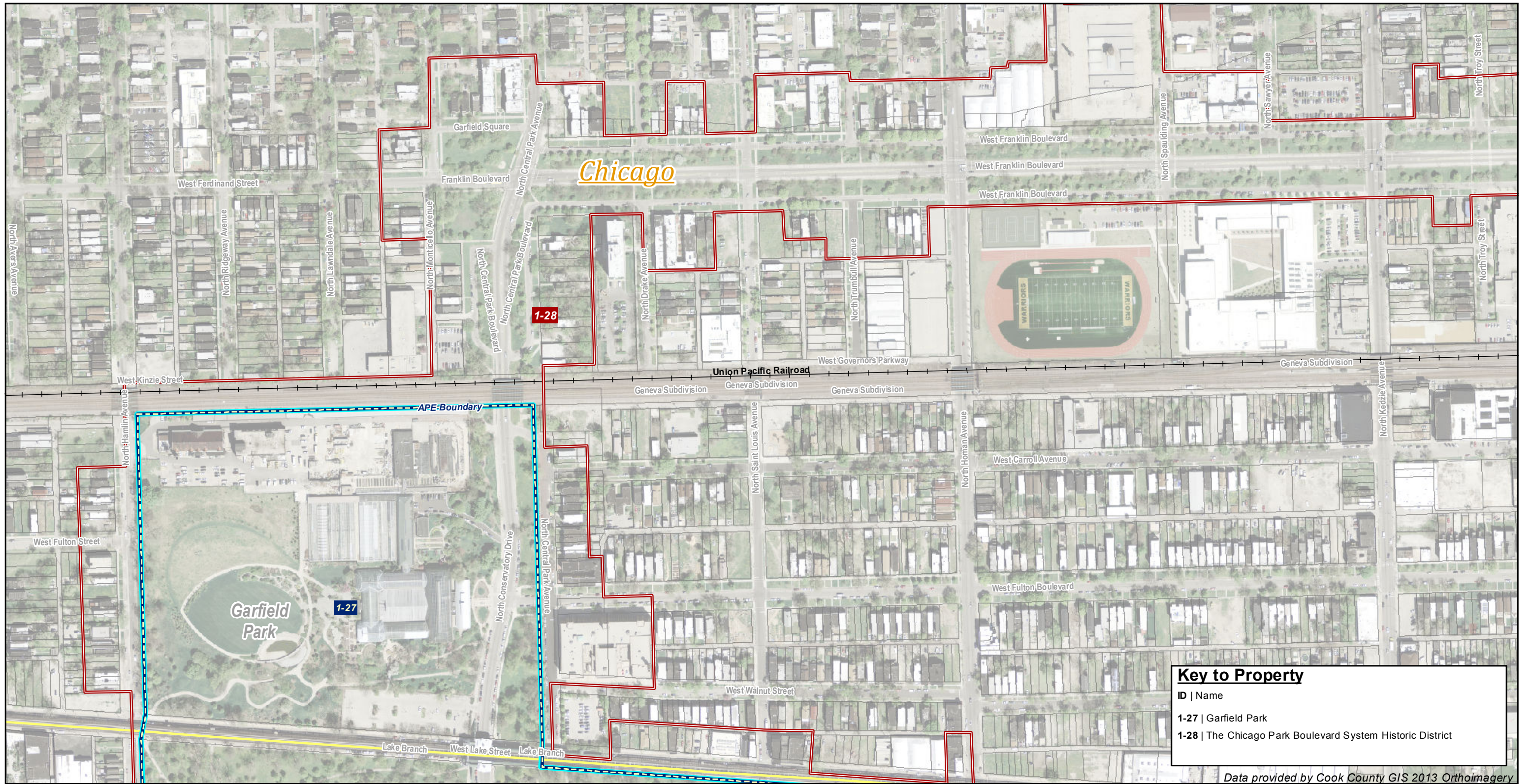
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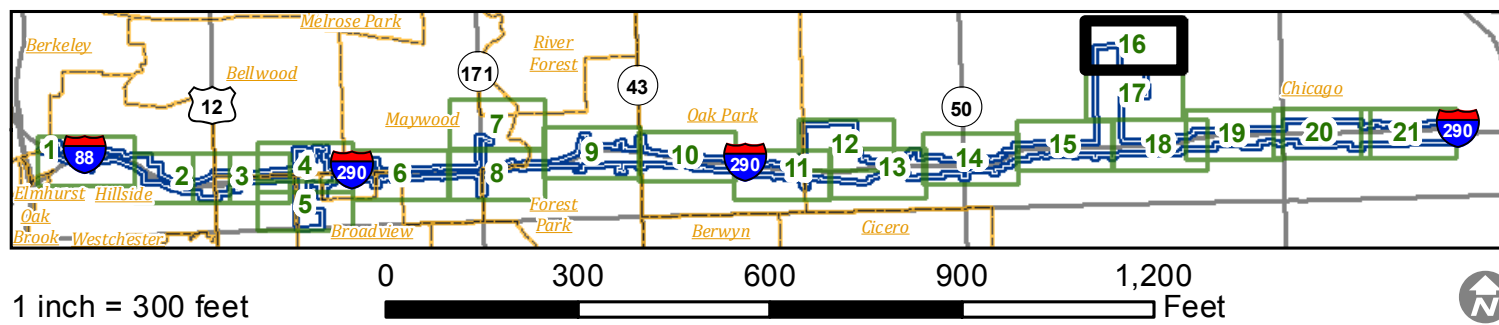
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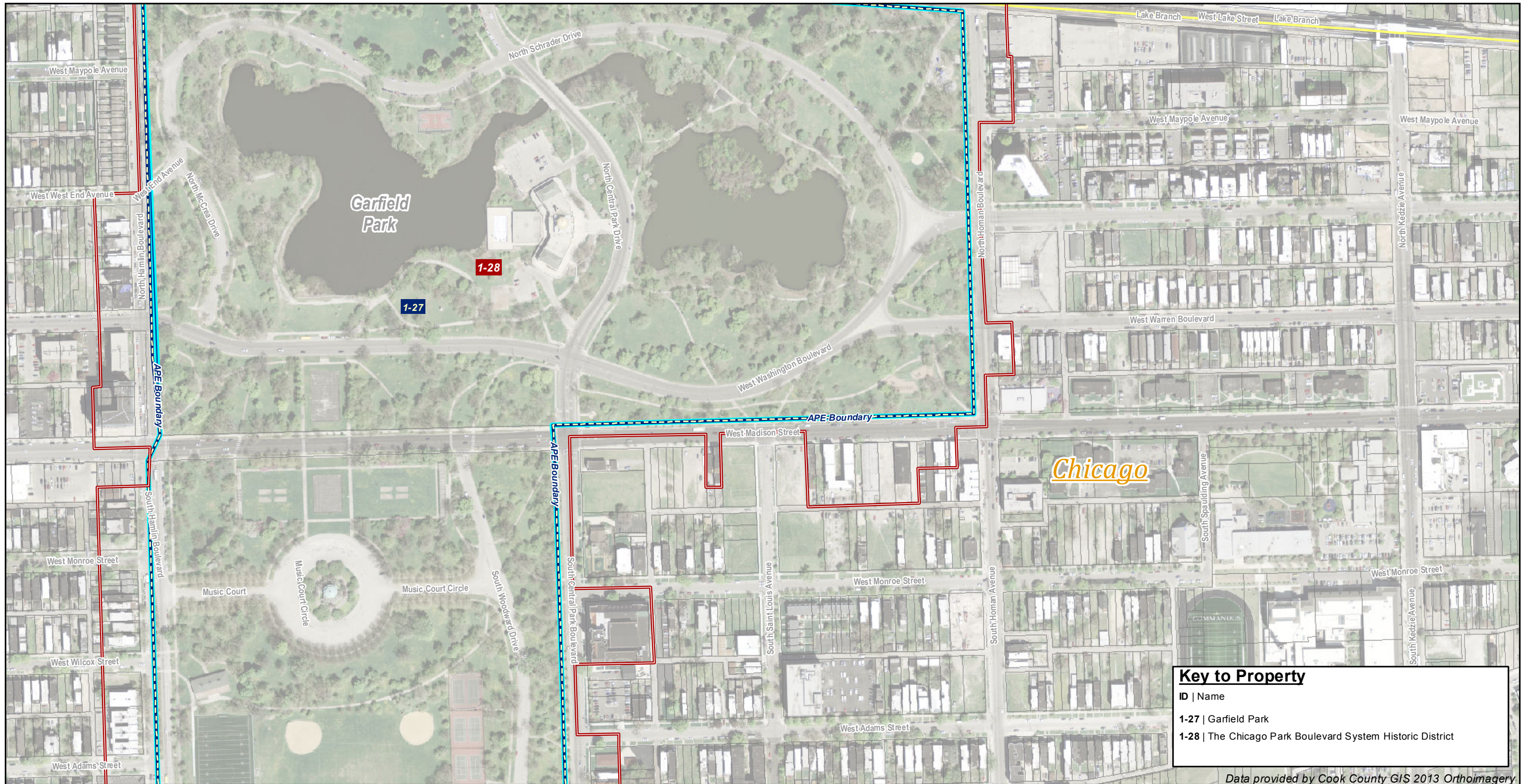
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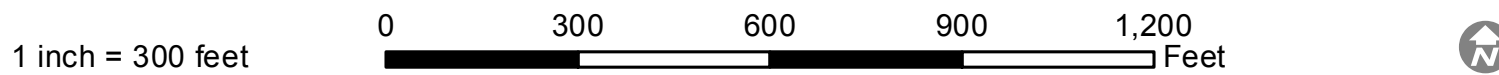
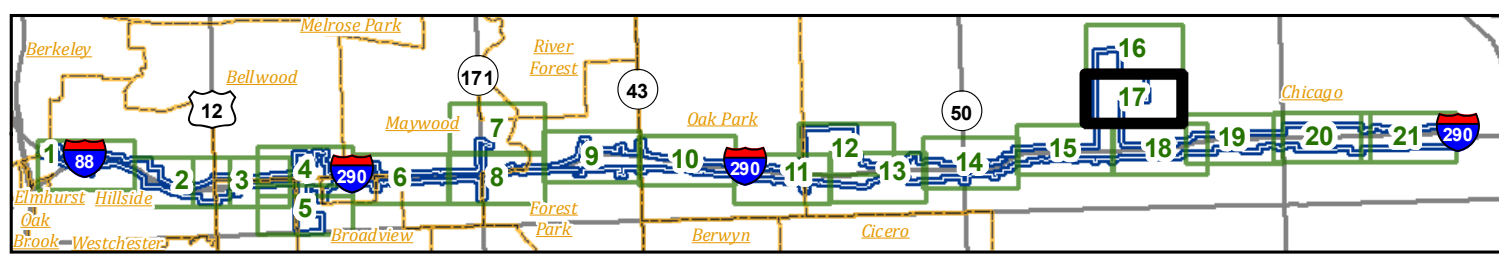
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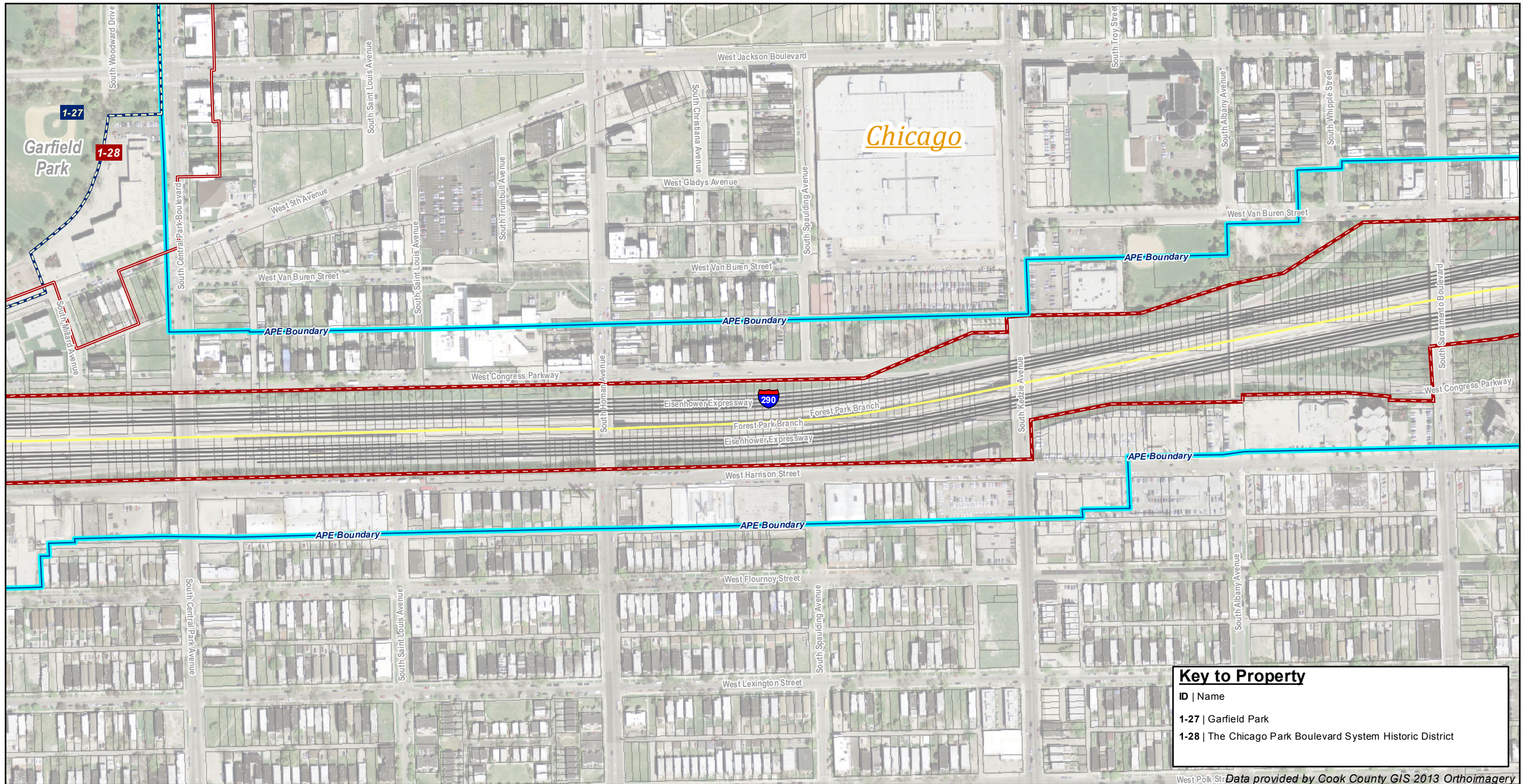
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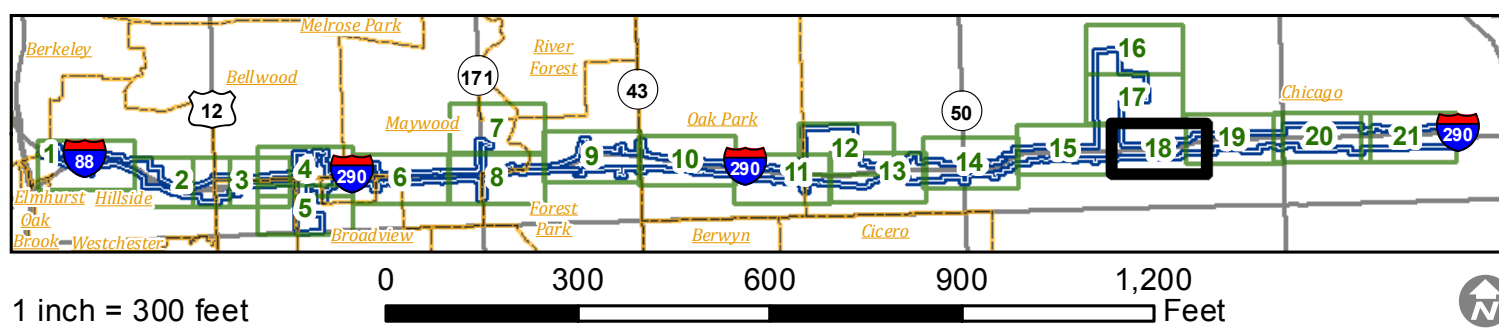
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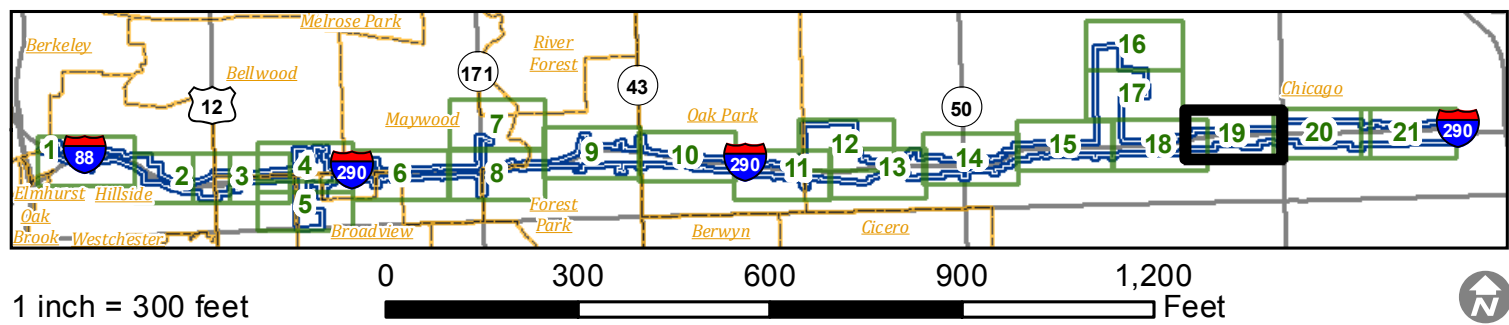
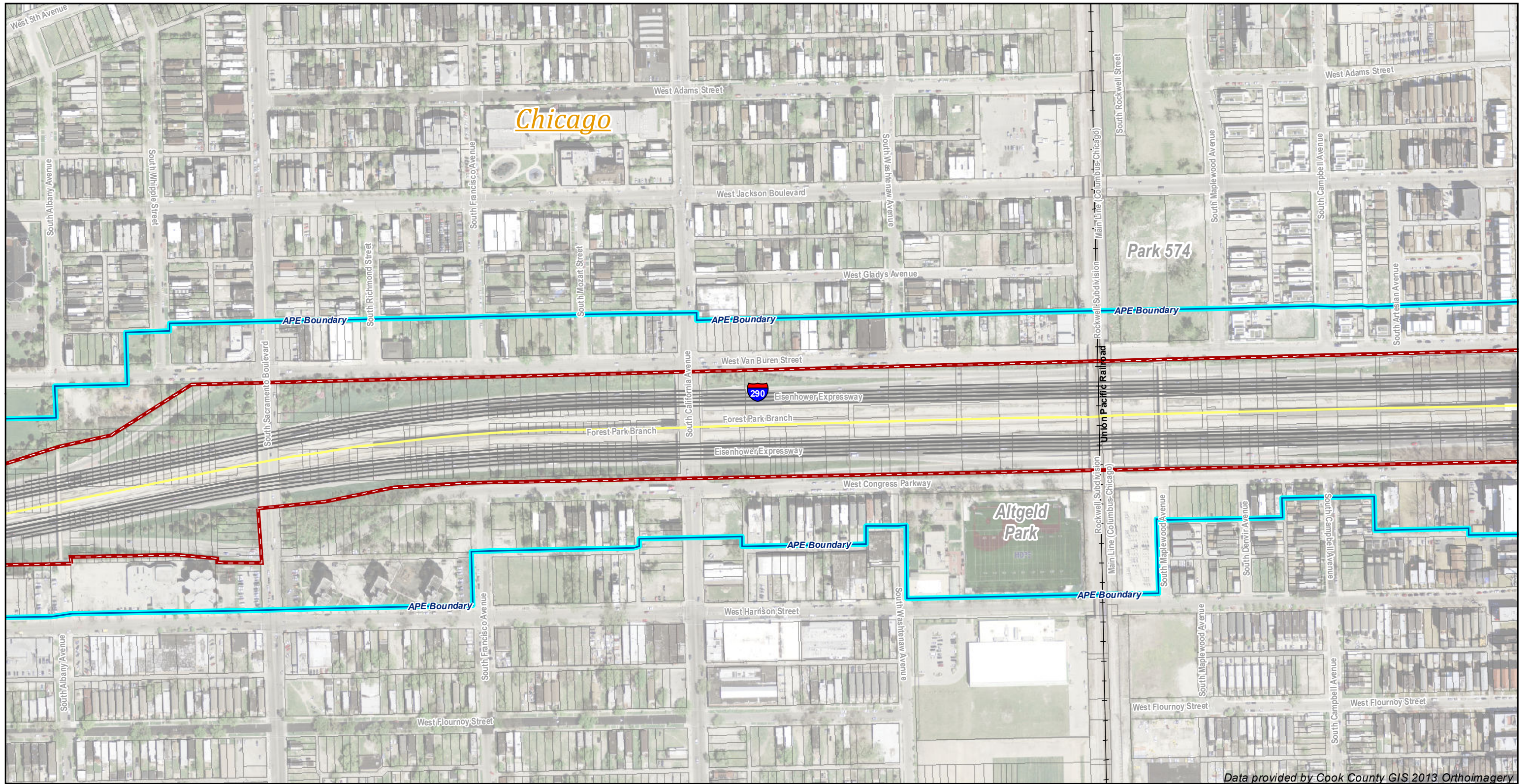
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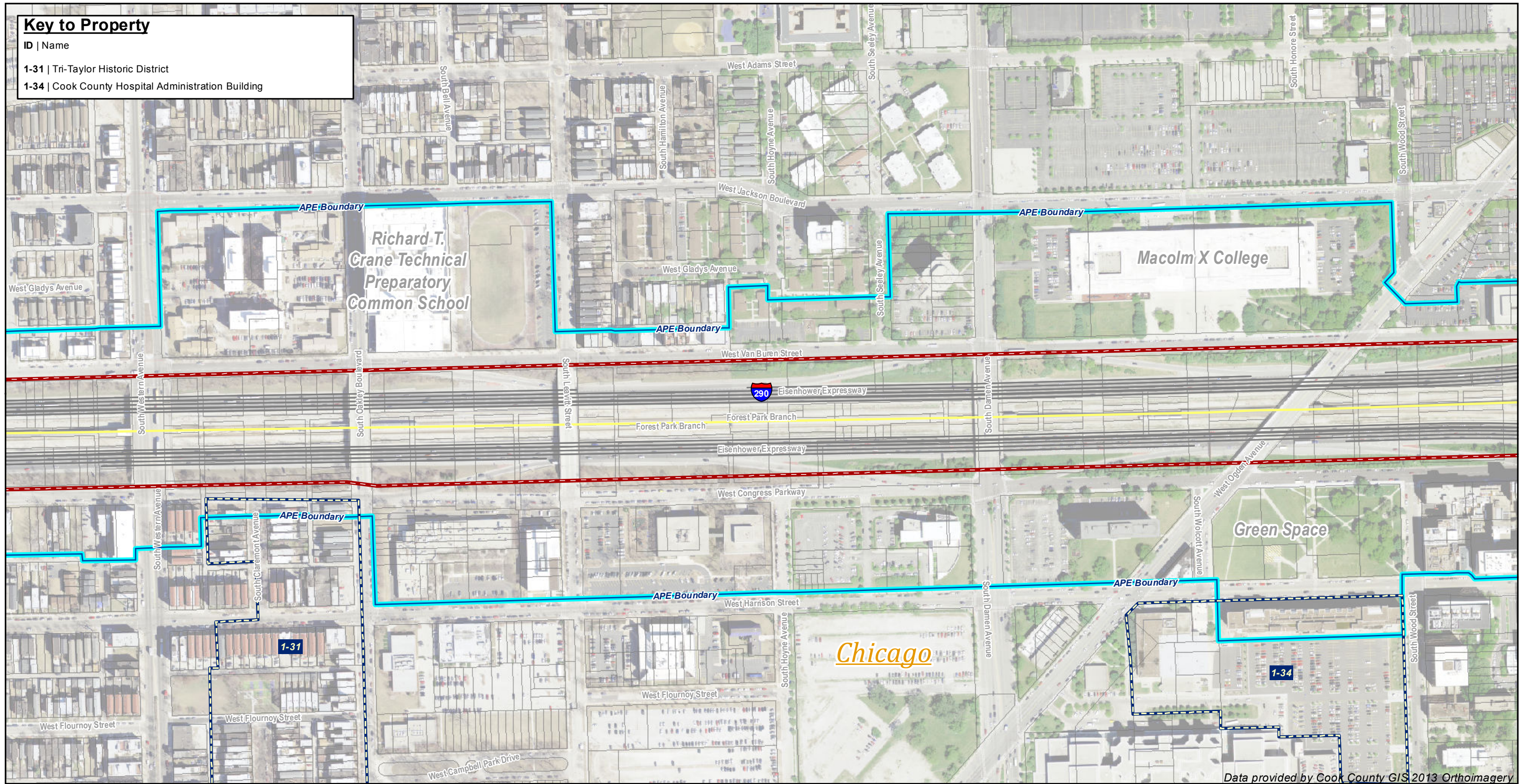
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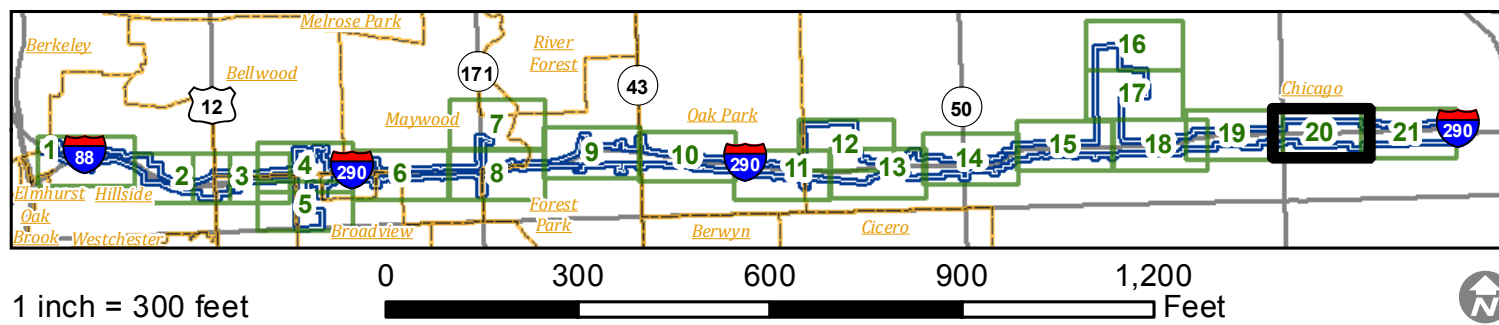


Key to Property

- ID | Name
- 1-31 | Tri-Taylor Historic District
- 1-34 | Cook County Hospital Administration Building



Data provided by Cook County GIS 2013 Orthoimagery



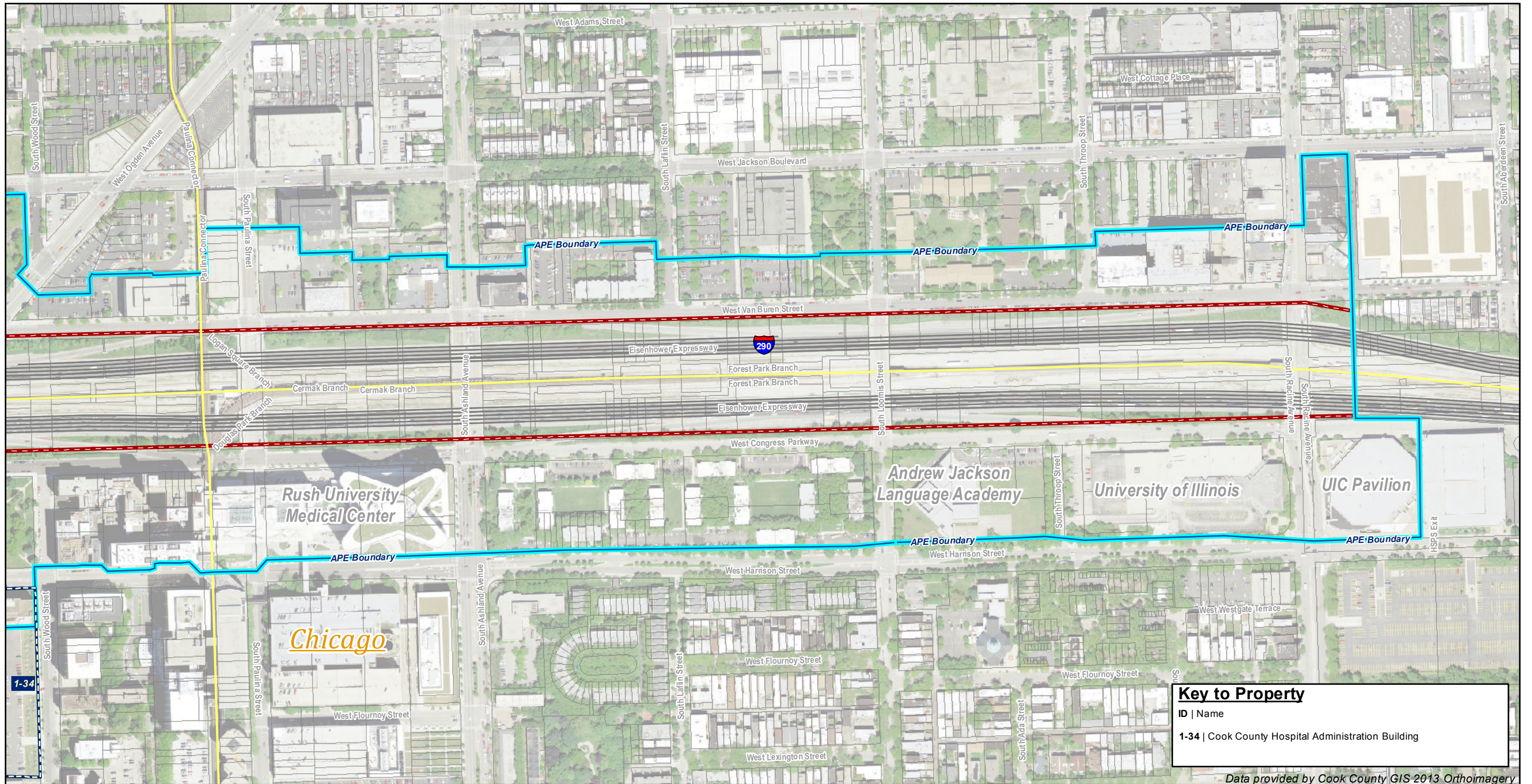
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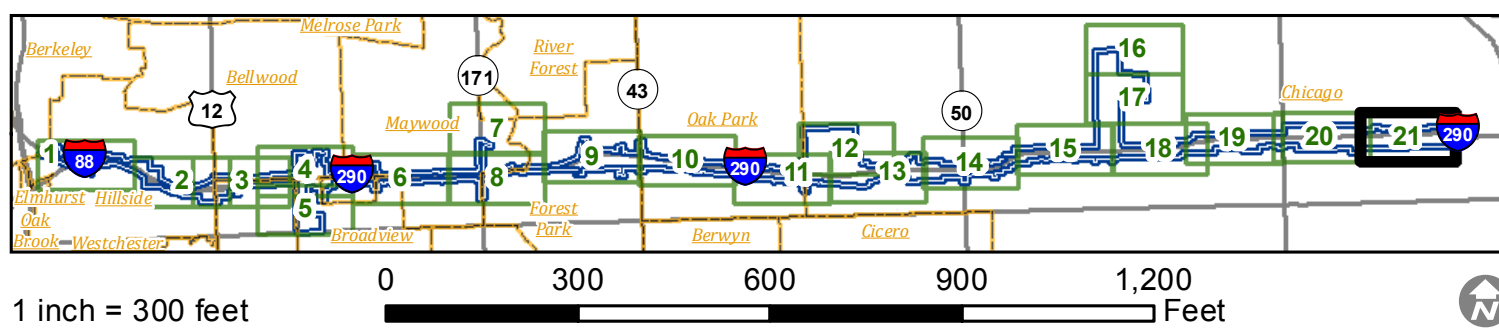


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1-34 | Cook County Hospital Administration Building

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Section 106

Area of Potential Effects:

Supporting Documentation

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:
Illinois Department of Transportation

Prepared By:
WSP | Parsons Brinckerhoff

December 15, 2015

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1.0 Introduction

This document explains how the Illinois Department of Transportation (IDOT), on behalf of the Federal Highway Administration (FHWA), determined the Section 106 Area of Potential Effects (APE) boundary for the I-290 Eisenhower Expressway project, as shown on the accompanying APE map set. This document describes the APE boundary delineation based on the project's proposed improvements within and near the existing I-290 Project Corridor.

The delineation of the APE boundary is one of the first steps undertaken in the Section 106 process, occurring prior to the identification of historic properties and assessment of effects. The purpose of this *Section 106 Area of Potential Effects: Supporting Documentation* is to provide background information about the project and the project's setting, which informed the APE boundary delineation. The historic properties identification and effects assessment will follow later in separate reports as the study progresses.

This document is organized into the following three sections: Project Description, Existing I-290 Conditions and Setting, and Final APE Boundary.

2.0 Project Description

The I-290 Study Area is centered along Interstate-290 in Cook County. The Study Area extends west to east along I-290 from approximately 1.5 miles west of US 12/20/45 (Mannheim Road) to Racine Avenue, which meets the limits of the I-90/I-94 at I-290 Circle Interchange study. North to south, the Study Area extends from North Avenue to the Metra Burlington Northern Santa Fe (BNSF) commuter rail line. The western nine miles is referred to as the "reconstruction section" and the eastern 4 miles is referred to as the "operations section."

The I-290 Eisenhower Expressway is a primary east-west transportation corridor connecting the western suburbs to the Chicago central business district. A parallel Chicago Transit Authority (CTA) rail transit facility, the Blue Line Forest Park branch, is co-located in the eastern portion of the I-290 Project Corridor, serving transit passenger travel between Forest Park and Chicago. CSX Transportation also has freight railroad right-of-way co-located in the western portion of the Project Corridor. The proposed project utilizes the existing interstate right-of-way footprint within which four varying operational build alternative configurations are being evaluated. The existing interstate footprint consists of four lanes in both directions between Racine Avenue and Austin Boulevard, three lanes in both directions between Austin Boulevard and Mannheim Road, and four lanes in both directions west of Mannheim Road. Within the existing expressway right-of-way, all four build alternatives would add a fourth lane in both directions between Austin Boulevard and 25th Avenue to eliminate the expressway lane drops and improve safety. Between Austin Boulevard and Racine Avenue, only restriping of the existing lanes is proposed.

The proposed expressway, cross street, and railroad improvements are located almost entirely within their existing respective rights-of-way, except for 2.6 acres located in five spot locations

near the proposed interchange improvements. Minor areas throughout the “reconstruction section” would also be needed for temporary construction easements. No building demolitions would occur as a result of the build alternatives. The minor right-of-way acquisitions and temporary construction easements are shown on Area of Potential Effects map sheets 4, 5, 8, 9, 10, 11, 12, 13, and 14.

2.1 Grade Changes

The project includes grade changes to meet current design standards requirements, hydraulic and drainage requirements, and vertical clearance requirements. The grade changes would generally consist of the entire existing longitudinal profile east of Westchester Boulevard. Similarly, throughout the majority of the Project Corridor, there would be vertical profile changes along this same portion of the expressway. The I-290 vertical profile would be lowered a maximum of approximately 10 feet and raised a maximum of approximately five feet throughout the Project Corridor.

2.2 Interchanges and Cross Street Improvements

The proposed project would improve the design of interchanges and cross streets to modern standards. This would include improved truck turning radii, improved vehicle storage, wider sidewalks, ADA ramps, pedestrian plaza areas, and modern pedestrian countdown signals. The Austin Boulevard and Harlem Avenue interchanges would retain their existing center ramp termini, but be converted to conventional right-hand ramps. These interchanges would also have pedestrian refuge islands installed between the ramps. Between 1st Avenue and 25th Avenue, the substandard interchange ramps spacing between 1st Avenue and 25th Avenue would be reconfigured and consolidated from the existing multiple interchange and slip ramps. Additionally, a full interchange reconstruction at 25th Avenue is also proposed. Bridges and structures, including pedestrian bridges, would be reconstructed.

2.3 Railroad Crossing Improvements

The proposed project includes proposed improvements at three railroad crossings. The existing bridge carrying the IHB Railroad over I-290 would be reconstructed to accommodate the interstate’s added lanes, the acceleration/deceleration lanes, and the two frontage roads (see Area of Potential Effects map sheets 4 and 5). Increased vertical clearance requirements would require the proposed reconstruction of the IHB Railroad grade south to Roosevelt Road, approximately 3,000 feet.

The existing CTA Blue Line and CSX Railroad bridges over I-290 would be reconstructed, although no substantive grade changes are anticipated along the railroad grades.

2.4 Transit and Non-Motorized Travel Improvements

The proposed project would improve access to both transit and non-motorized travel. This would include wider sidewalks on all cross bridges in the reconstruction area with additional width for sidewalks serving CTA Blue Line stations. CTA Blue Line stations would also be

made ADA accessible and station entrances would have increased pedestrian plaza space for bicycle parking, bus passengers, and bus passenger shelters. All four build alternatives also include east-west express bus service on the interstate shoulder or in a managed lane, as well as the relocation of bus stops closer to CTA transit stations. Non-motorized travel improvements also include shared use path improvements within Columbus Park to improve connections to the Illinois Prairie Path (see Area of Potential Effects map sheet 11).

3.0 Existing I-290 Conditions and Setting

The project is located within an existing transportation facility, the I-290 Eisenhower Expressway, in a built-up, dense urban and suburban environment that passes through, from west to east, the communities of Hillside, Westchester, Bellwood, Broadview, Maywood, Forest Park, Oak Park, and Chicago. Other than several parks located throughout the Project Corridor and the Des Plaines River in Forest Park, the project area is devoid of a natural environment. The topography of the area is relatively flat, with a portion of I-290 depressed in a below-grade “trench” through Oak Park, from Des Plaines Avenue to Austin Boulevard. Other portions of I-290 are located at-grade or undulate where the interstate passes above or below a cross street.

The vegetated landscape of the Project Corridor varies in density and type depending on the location, and primarily consists of turf grass and deciduous trees and vegetation. In some locations, vegetation is located along the north and south sides of the interstate right-of-way, between the interstate and the surrounding residential, commercial, or industrial areas. Other locations have small vegetated medians or interchange areas, while locations with existing noise barriers have vegetation growing on the barriers.

The following narrative descriptions and photographs provide a general overview of the I-290 Project Corridor’s existing conditions and setting. The Project Corridor has been divided into five geographic sections using cross street locations to define each section, from west to east:

- I-88/I-290 to 30th Avenue;
- 30th Avenue to 1st Avenue;
- 1st Avenue to Des Plaines Avenue;
- Des Plaines Avenue to South Central Park Avenue; and
- South Central Park Avenue to Racine Avenue.

3.1 I-88/I-290 to 30th Avenue

At the project’s west end, this section of I-290 is characterized by a mix of a residential and commercial land use in a predominantly suburban setting. The profile of the interstate varies throughout this section of the Project Corridor, though it is mainly at-grade. In locations where the interstate underpasses a cross street, it is depressed in a trough; where it overpasses a cross street, it tends to be on fill through the use of sloped earth embankment or vertical retaining walls. In this section, there are existing noise barriers located between I-290 and the adjacent

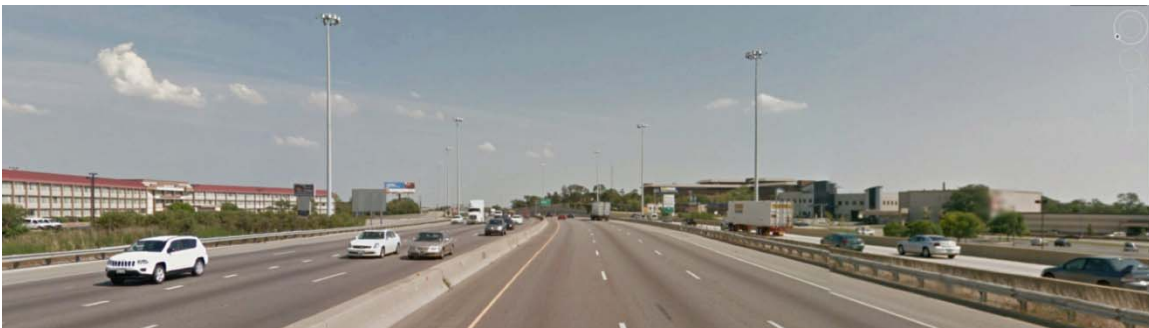
residential neighborhoods, while the areas with commercial or industrial land uses are open to the interstate.

Figure 1. Western Portion of I-290 Study Area



View of existing noise barriers between I-290 and adjacent residential neighborhoods in the western portion of the Study Area.

Figure 2. Western Portion of I-290 Study Area Commercial Land Uses



View of I-290 Project Corridor's adjacent commercial land uses in the western portion of the Study Area.

3.2 30th Avenue to 1st Avenue

This portion of the Project Corridor is generally characterized by residential, religious, educational, and recreational land uses. Some commercial and industrial uses are present near 25th Avenue. The profile of the interstate varies from generally at-grade for most of this section, and then becomes slightly depressed proximate to the cross-street overpasses.

Figure 3. I-290 Interchange at 25th Avenue



View of I-290 and large landscape areas at 25th Avenue/I-290 interchange.

Figure 4. I-290 at 17th Avenue



View of slightly depressed I-290 roadway profile and use of concrete barriers at 17th Avenue.

3.3 1st Avenue to Des Plaines Avenue

This portion of the Project Corridor has a more open space character due to the presence of large tract cemetery land uses, the heavily vegetated Des Plaines River corridor, and several large office buildings and industrial storage yard land uses. The interstate is at the natural grade for the majority of the length of this section.

Figure 5. I-290 Northeast of 1st Avenue



View of I-290 Project Corridor's industrial and cemetery land uses to the south (at right) and industrial storage yards (at left), northeast of 1st Avenue.

Figure 6. I-290 Near 1st Avenue Interchange



View of I-290 Project Corridor proximate to the northeast quadrant of the I-290/1st Avenue interchange.

3.4 Des Plaines Avenue to South Central Park Avenue

This portion of the Project Corridor is depressed into a “trench” and surrounded by high density residential, commercial, and industrial land uses, transitioning to a more urban setting. This section also includes heavy rail and CTA track beds, passenger ramps, platforms, and head station facilities at numerous locations along the south side of I-290. The profile of the interstate and rail/transit facilities are in a common cut, or trench, which allows the perpendicular cross streets to pass over on structures.

The existing I-290 interchanges at Harlem Avenue and Austin Boulevard are paired left-hand on/off ramps within the interstate median. These ramps consist of paired vertical concrete retaining walls supporting the fill and ramp pavement that adds to the height of the retaining walls flanking the interstate.

Figure 7. I-290 at Harlem Avenue



View of eastbound I-290's center on/off ramp walls (at left) and CTA facilities (at right) at Harlem Avenue.

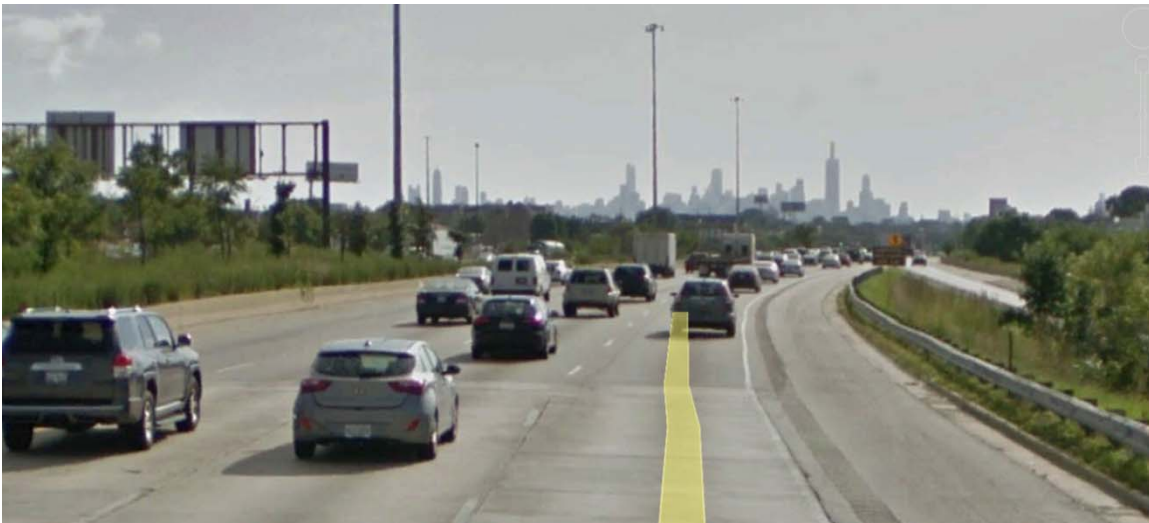
Figure 8. Eastbound I-290 East of South Oak Park Avenue



View of I-290's retaining walls (at left), CTA facilities and mid-rise adjacent housing structures (at right) east of South Oak Park Avenue.

East of Austin Boulevard, the profile of the interstate ascends from the trench and becomes elevated over South Central Avenue. In this location, the westbound lanes have a higher profile than the lower profile grade of the eastbound lanes and the CTA and CSX alignments. Columbus Park and large-scale industrial facilities are adjacent to the interstate and set back from the interstate right-of-way.

Figure 9. Eastbound I-290 East of South Central Avenue



View of elevated I-290 Project Corridor over South Central Avenue.

Between South Central Avenue and South Lockwood Avenue, the CTA track bed passes under the interstate's eastbound lanes and emerges from a tunnel aligned with the interstate's center median. From just west of South Laramie Avenue to the east end of the Study Area, the CTA facilities occupy the center median of I-290. This portion of the Project Corridor is characterized by a low density urban environment as the buildings are in close proximity to one another but of a smaller scale and set back from I-290. A few exceptions are large multi-story buildings proximate to Kolmar Avenue and South Independence Boulevard.

Figure 10. I-290 East of South Independence Boulevard



View of I-290 Project Corridor east of South Independence Boulevard, CTA train in the central median, and adjacent multi-story building.

3.5 South Central Park Avenue to Racine Avenue

The eastern portion of the Project Corridor is characterized by increasing urban density and many urban land uses, including light industrial, commercial, institutional, education, civic, medical, residential, and parks and open space. East of Western Avenue, there are large educational facilities, high density housing, office spaces, and multiple mid- and high-rise structures making up the Illinois Medical District. The profile of the interstate is slightly depressed below the grade of the surrounding buildings. The CTA facilities are co-located within the I-290 Project Corridor's median.

Figure 11. I-290 East of South Central Park Avenue



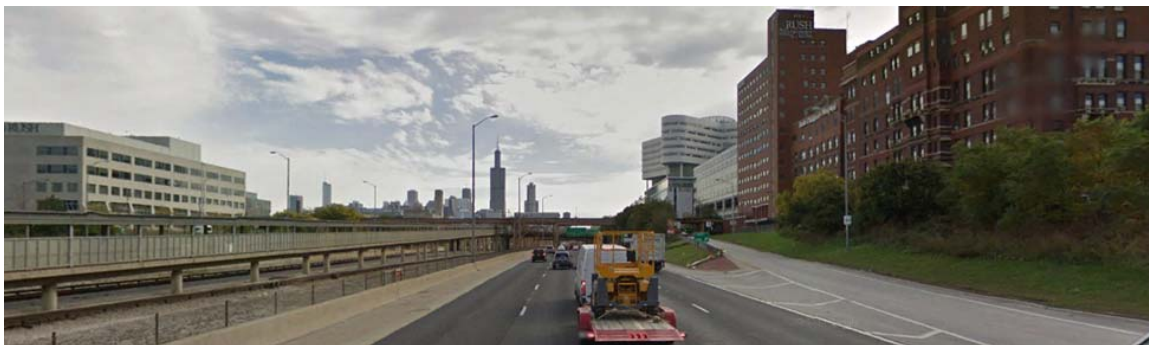
View of I-290 Project Corridor east of South Central Park Avenue.

Figure 12. Eastbound I-290 East of South Laramie Avenue



View of I-290 Project Corridor eastbound lanes (at right) and CTA facilities in median (at left) east of South Laramie Avenue.

Figure 13. Eastbound I-290 Near South Paulina Street



View of I-290 Project Corridor's high density urban character proximate to South Paulina Street.

4.0 Final APE Boundary

In most areas of the Project Corridor, the final APE boundary was delineated to include the proposed project design within the existing I-290 interstate right-of-way and proposed new right-of-way. Accommodation was also made for proposed improvements to cross streets and railroads, plus at least one tax parcel adjacent to the interstate, cross streets, and railroads to address potential indirect visual effects from the proposed project improvements.

In the following locations along the westerly nine-mile reconstruction section, some improvement would extend north and south to account for lateral cross street or railroads:

- IHB Railroad (Westchester)
- 17th Avenue
- 1st Avenue
- Des Plaines Avenue

- Harlem Avenue
- Austin Boulevard
- Laramie Avenue
- South Cicero Avenue

The reconstructed I-290 mainline, interchanges and local arterial improvements have been designed to remain predominantly confined to the existing right-of-way.

In general, the buildings immediately adjacent to the interstate obstruct views to and from the project for the second row of buildings and beyond, acting as a physical buffer. In some areas, however, the final APE boundary was extended greater than one tax parcel to account for vacant parcels and second or third row properties that may have a viewshed to or from the interstate, as well as to include the entirety of buildings spanning more than one tax parcel (see Area of Potential Effects map sheets 4, 11, 14, 15, 18, 19, 20, and 21).

The final APE boundary is irregularly shaped and varies in width throughout the Project Corridor because it follows the tax parcel boundaries provided by Cook County (2013), which vary in size and shape. It also includes the entirety of Columbus Park, a National Historic Landmark, and the NRHP-listed Garfield Park, extending north of the interstate right-of-way by approximately 2,300 feet and 4,800 feet, respectively. Note that Garfield Park is also a contributing property to the pending NRHP nomination of The Chicago Park Boulevard System Historic District. This pending nomination is currently under revision by the Historic Preservation Division of the City of Chicago's Planning and Development Department. In areas that are one tax parcel or one building from the interstate, the final APE boundary width generally ranges from approximately 450 feet wide in residential areas throughout the Project Corridor to approximately 1,200 feet wide in the medical and educational areas on the east end. In areas that consist of more than one tax parcel or building from the interstate to account for viewshed considerations, the final APE boundary width generally ranges from approximately 600 feet wide to approximately 1,500 feet wide. Along cross streets and railroads with proposed improvements, the final APE boundary width generally ranges from approximately 300 feet wide to 800 feet wide, depending on the size of the adjacent tax parcels and buildings.