

Village of Maywood I-290 Advisory Working Group Meeting #4

June 23, 2016



- *AWG Recap*
- *Alternative 1 and 6 Comparison*
- *Preferred Alternative
Preliminary Recommendation*
- *Next Steps*



AWG Recap

AWG Recap

January 2016

- Stakeholder Concerns
- Additional Data Collection
- Additional Detailed Analysis
- Six Alternatives Developed and Scored



August 2016

Preferred Alternative

Key Points

- All ramps stay open
- 90% of frontage road traffic is cut-through
- Majority of traffic accesses Maywood commercial areas via 25th, 17th and 1st Avenue interchanges
- Overall I-290 improvement benefits
 - *Drainage improvements*
 - *Aesthetic opportunities*
 - *Bike/pedestrian improvements*
 - *Additional green space*





Alternatives 1 and 6 Comparison

Alternatives 1 and 6 Comparison

- Alternatives 1 and 6 carried forward
- Both alternatives keep all existing ramps open

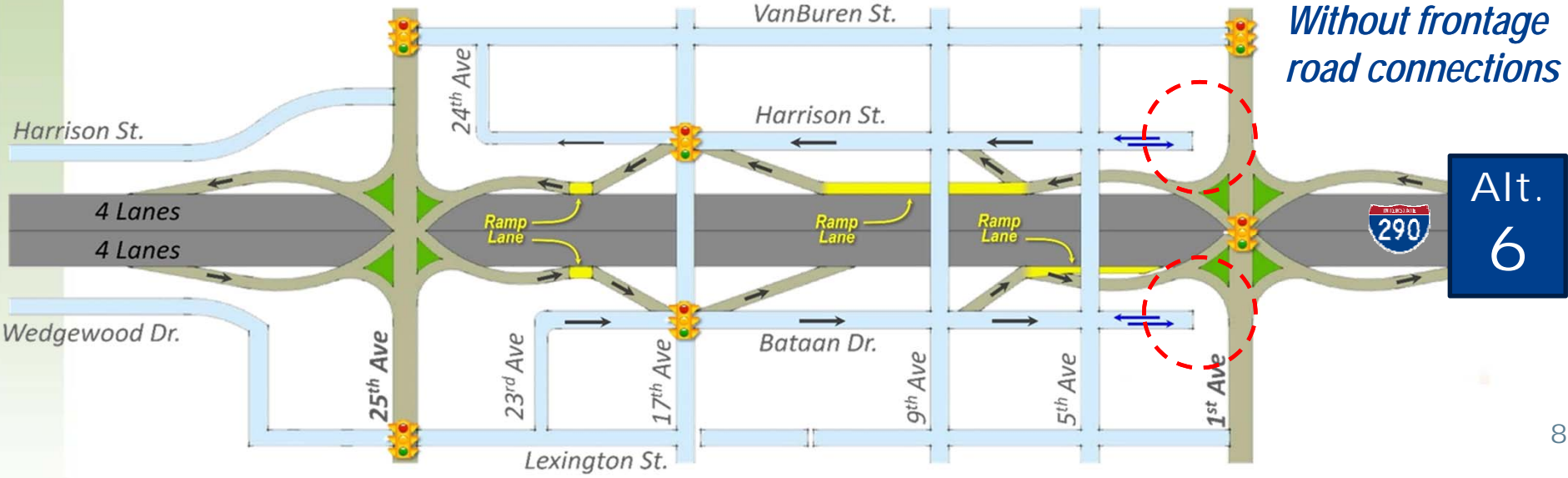
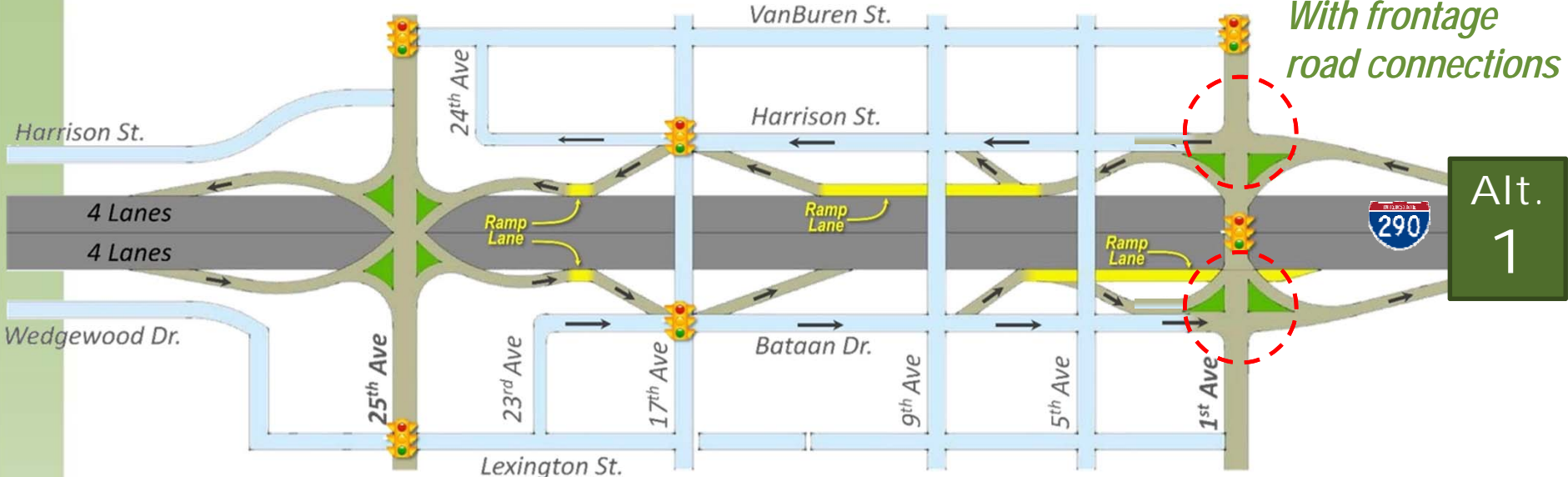
Alt.
1

With 1st Ave. frontage
road connections

Alt.
6

Without 1st Ave. frontage
road connections

Alternatives 1 & 6 – All ramps open

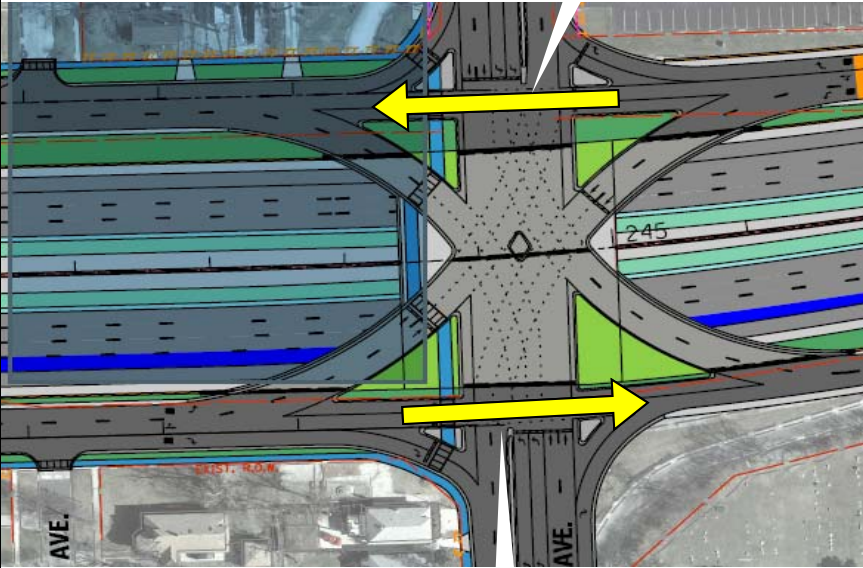


Alternatives 1 & 6 – 1st Avenue



Alt.
1

Harrison St. goes through 1st Avenue

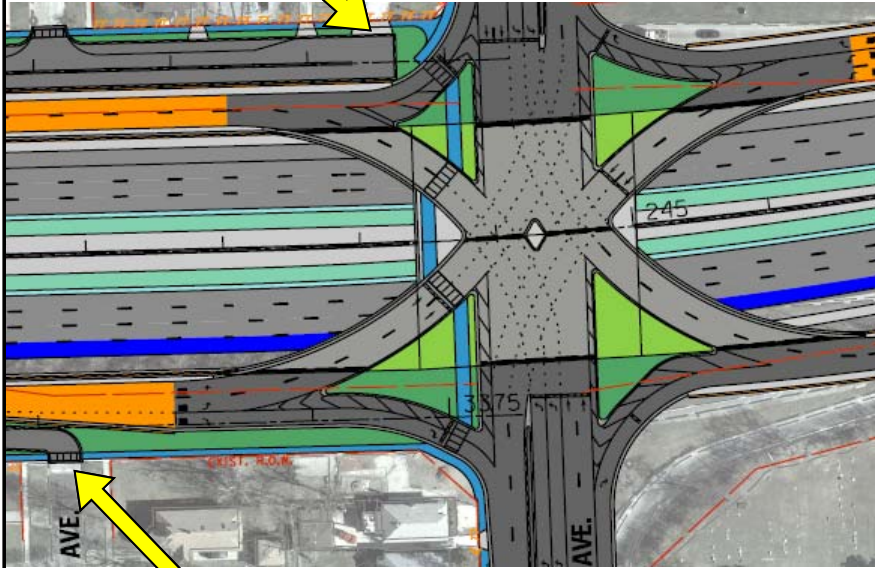


Bataan Dr. goes through 1st Avenue

With frontage road connection through 1st Avenue

Alt.
6

Harrison St. connects to Checkers entrance



Bataan Dr. connects to 2nd Avenue

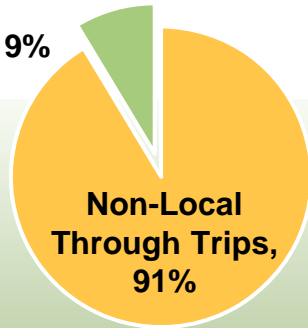
Without frontage road connection to 1st Avenue

Existing Travel Patterns – INRIX Data



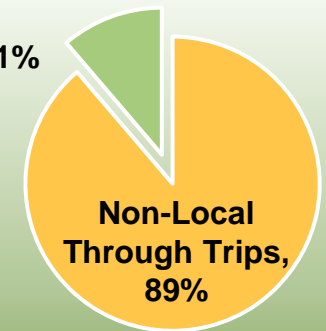
Harrison St. Through Trips

Local Trips, 9%



Bataan Dr. Through Trips

Local Trips, 11%



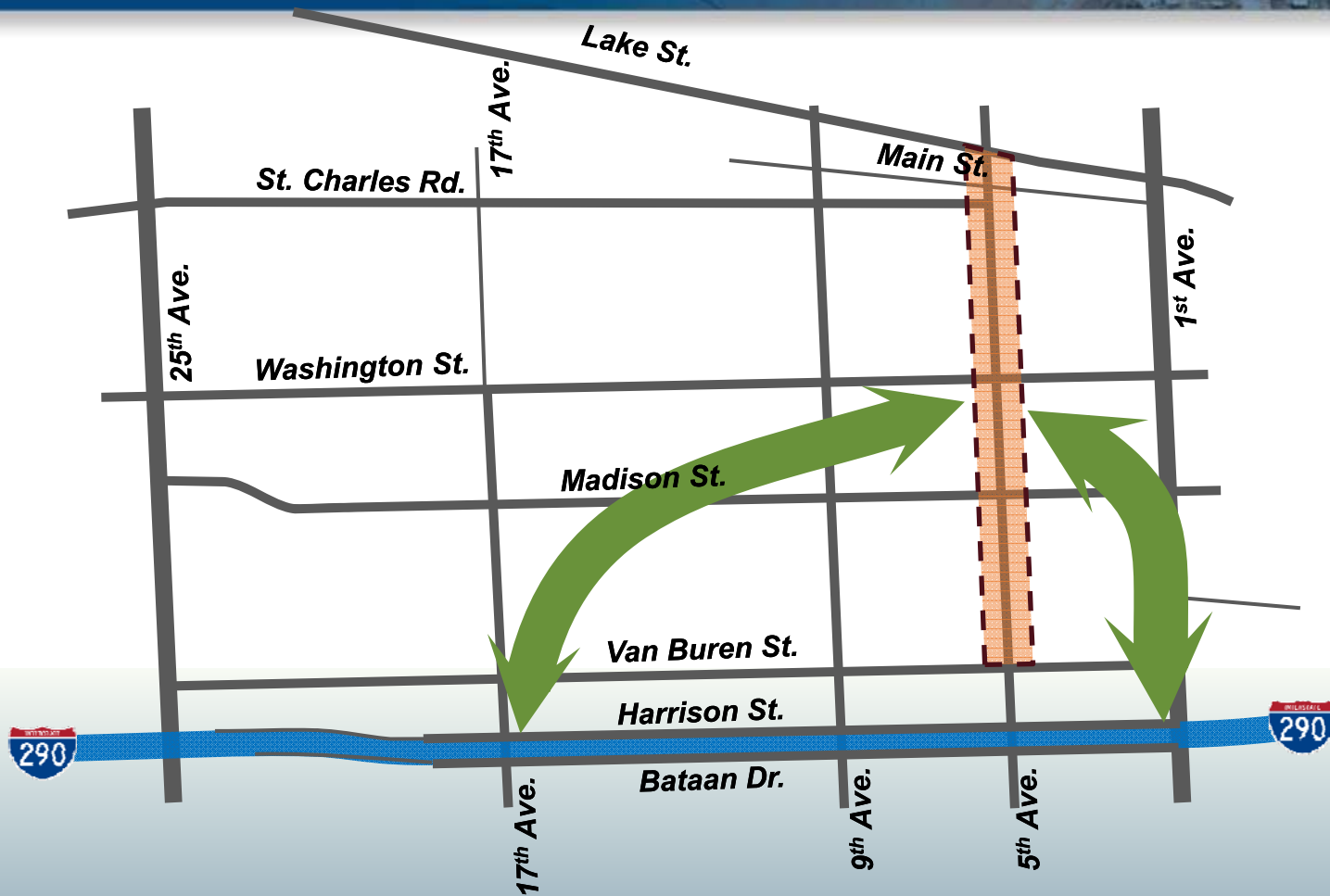
- INRIX Data
- Approximately 1 out of 10 through trips on Harrison & Bataan frontage roads start or end in Maywood
 - Harrison St: 4 to 7 local trips in the peak hour
 - Bataan Dr: 11 to 13 local trips in the peak hour

St. Charles Economic Zone – INRIX Data



- 25th, 17th and 1st Avenues are predominant access corridors to/from I-290
- Only 5% personal & 2% commercial trips use Bataan Dr. & Harrison St. connections at 1st Avenue for I-290 access

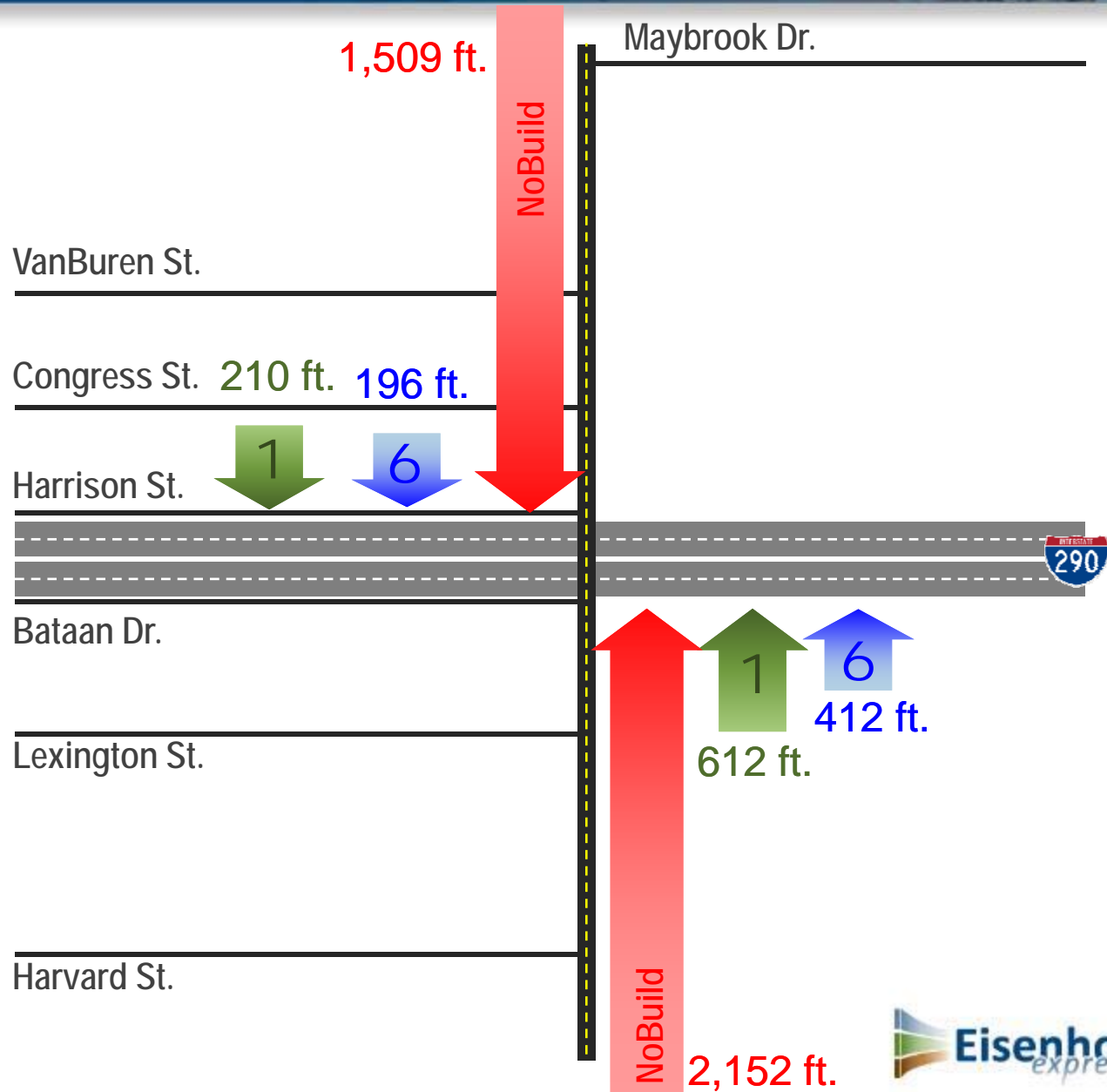
5th Ave. Economic Zone – INRIX Data

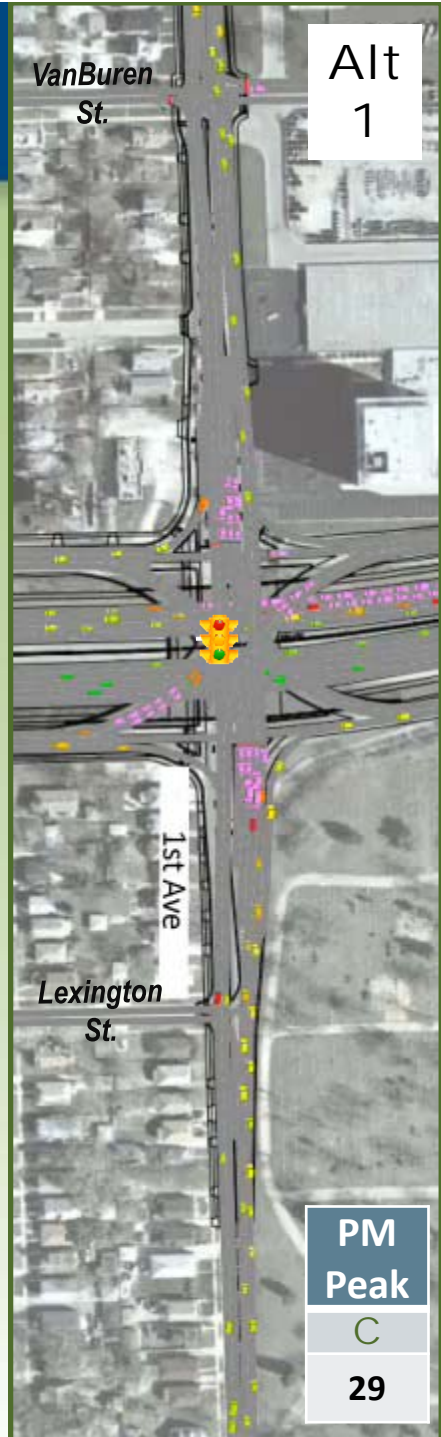


- 17th and 1st Avenues are predominant access corridors to/from I-290
- Only 8% personal & 9% commercial trips use Bataan Dr. & Harrison St. connections at 1st Avenue for I-290 access

1st Avenue Vehicle Stacking – Alternatives 1 & 6

Average AM & PM Peak Period



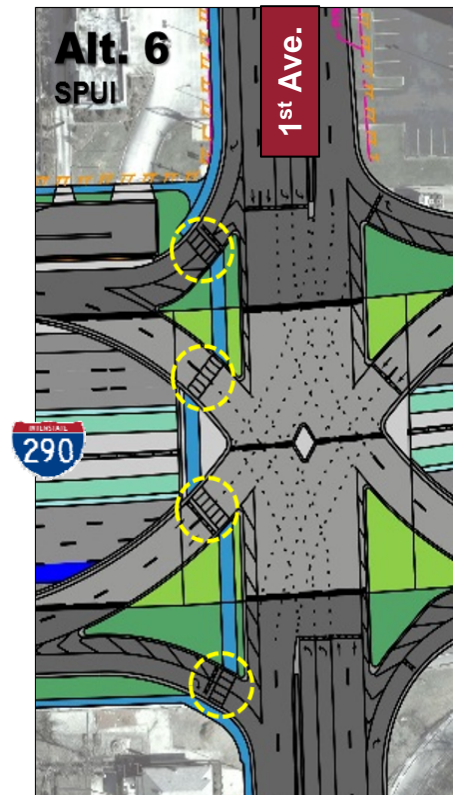
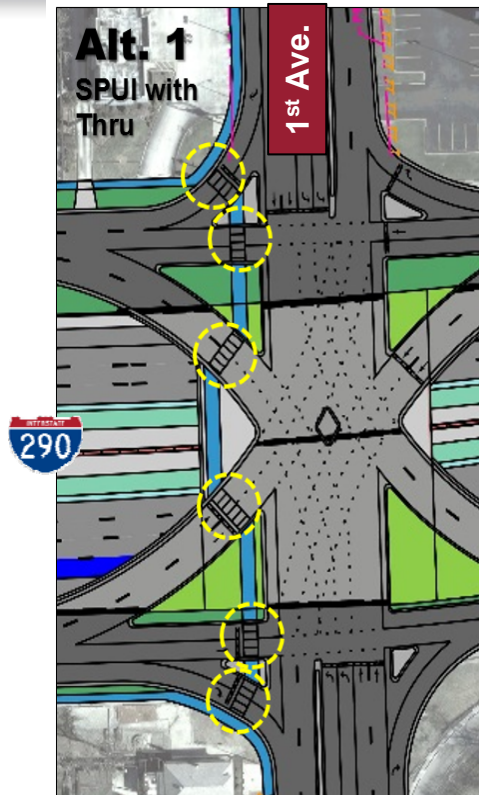


1st Ave. Operations

PM Peak Period

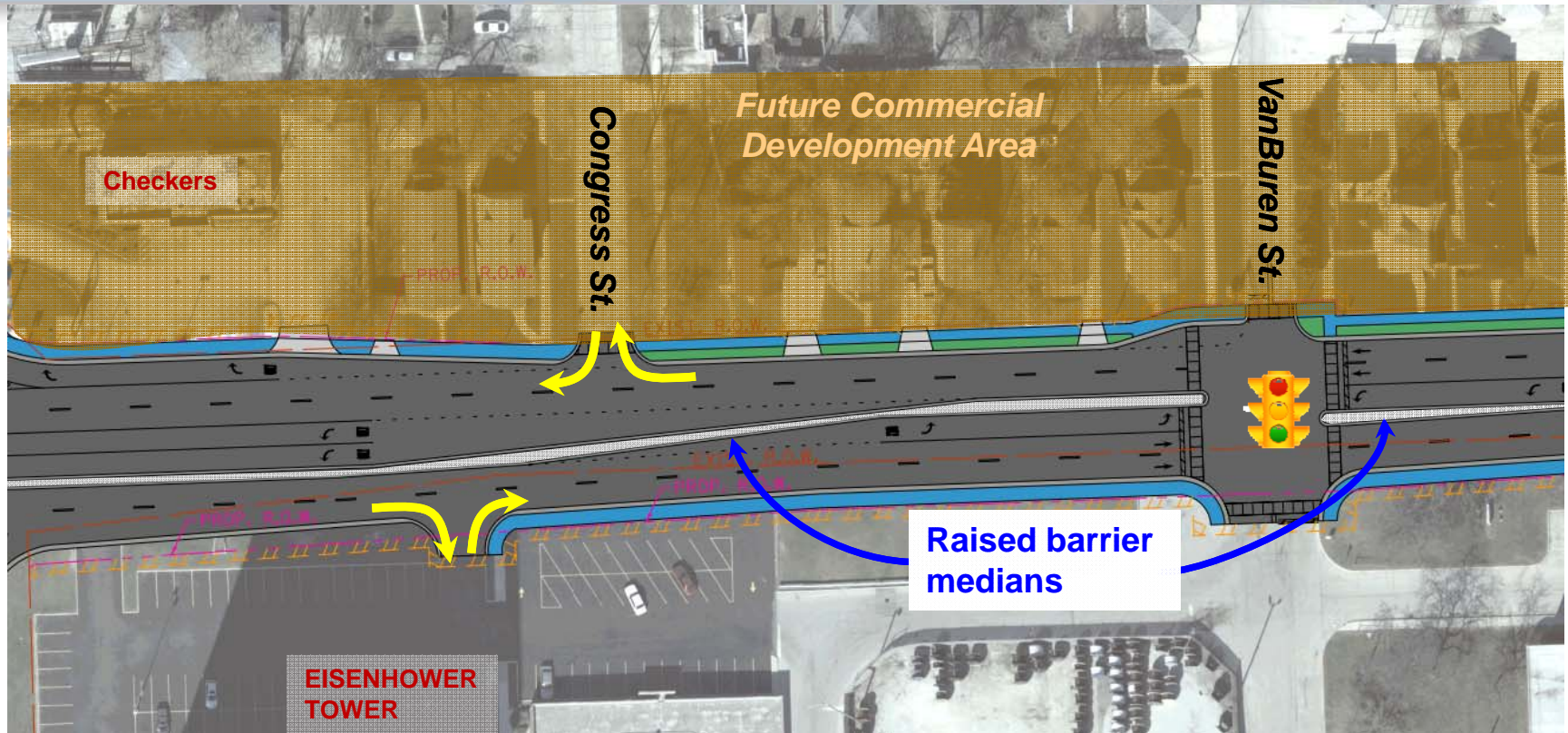
- Alt. 1 & 6 improve 1st Ave. traffic
 - Keeping existing ramps open eases traffic burden at 1st Ave.
- Alt. 6 has lowest delay & best Level of Service:
 - Fewer signal phases required
 - Improved efficiency at 1st Ave.
 - 10% of trips using frontage roads to access expressway at 1st Ave. are local

Alternatives 1 & 6 – N-S Sidewalk Crossing



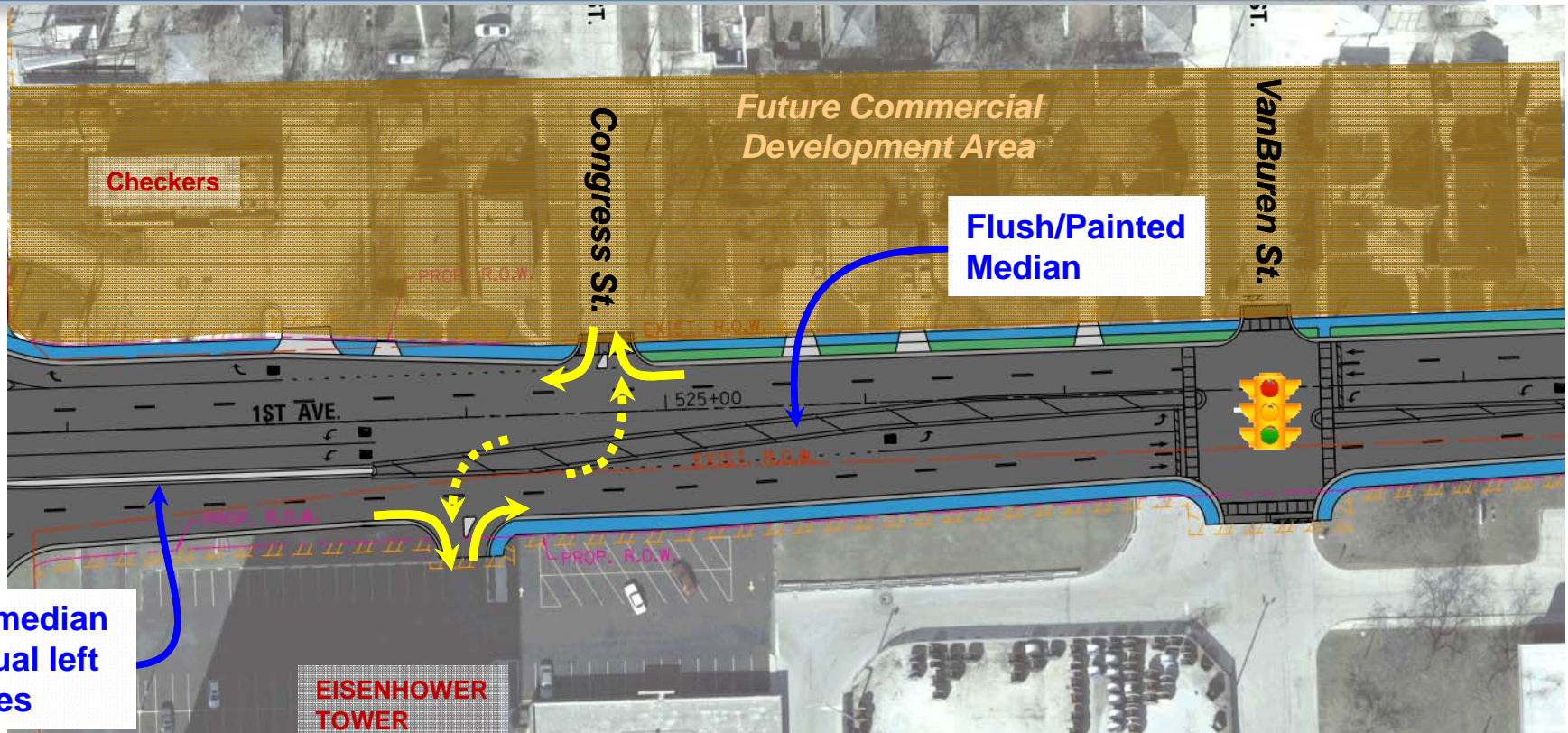
- **Alternative 1** has *six* pedestrian crossing points
- **Alternative 6** has *four* pedestrian crossing points
- Crossings will likely take more than 1 traffic cycle for either alternative

1st Avenue Access – Prior Design



- 1st Ave north of I-290
 - Raised barrier median between I-290 and VanBuren St.
 - Raised barrier median north of VanBuren St.
 - Right in-Right out only at Congress St. and Eisenhower Tower

1st Avenue Access – Revised Design

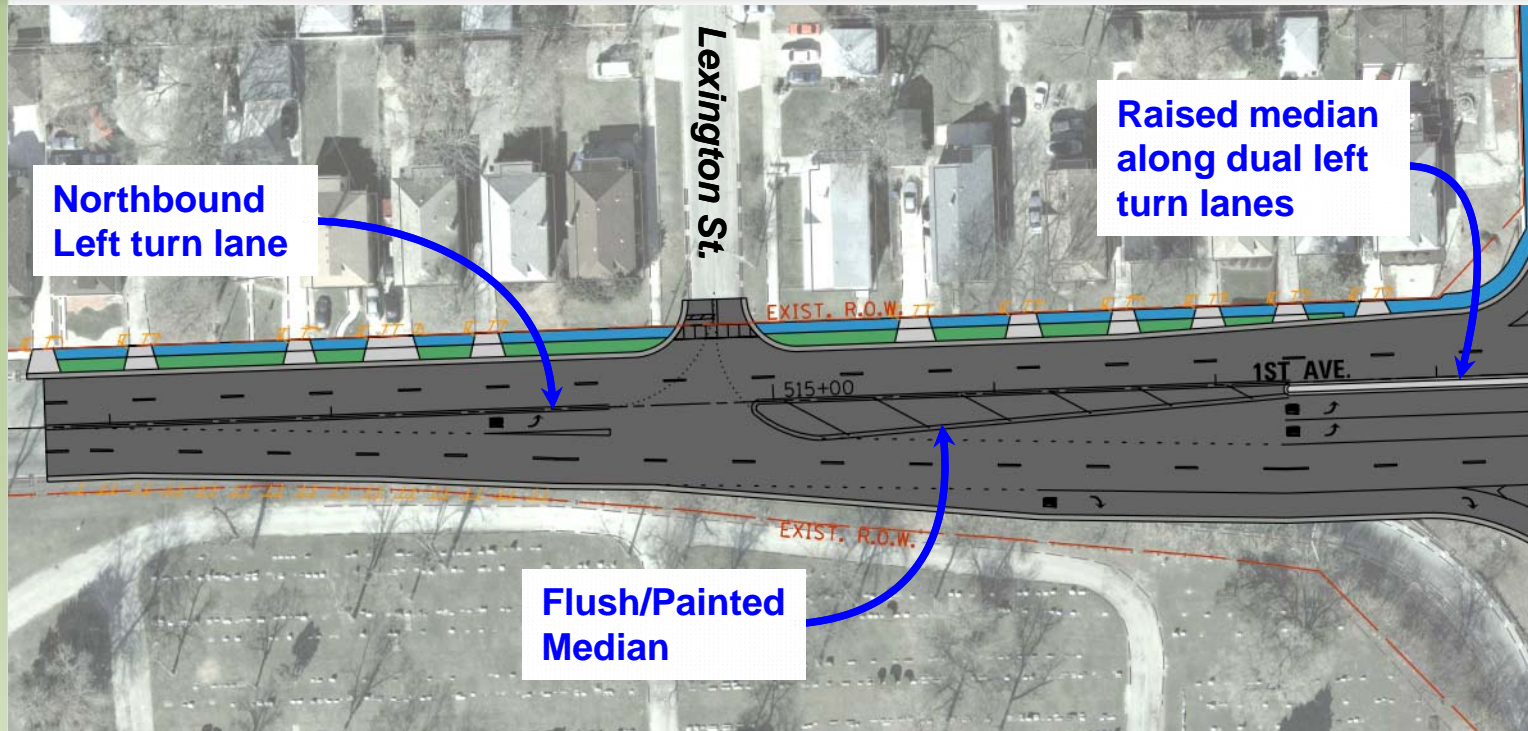


Raised median along dual left turn lanes

Flush/Painted Median

- 1st Ave north of I-290
 - Raised barrier median only along dual left turn lanes
 - Flush/painted median to the north for improved access to commercial development along 1st Avenue, Congress St., & Eisenhower Tower
 - Wide median to accommodate improved access

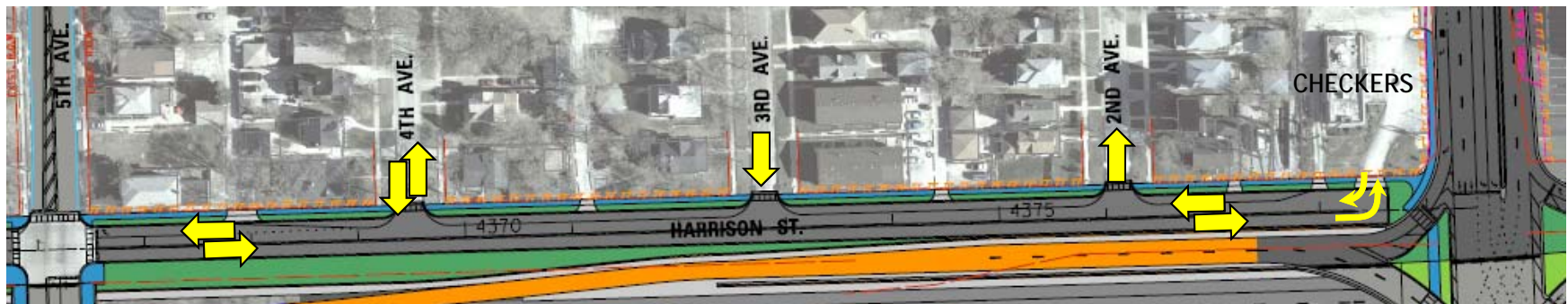
1st Avenue Access



- 1st Ave south of I-290
 - Raised barrier median only along dual left turn lanes
 - Flush/painted median to the south to maintain access to existing driveways along 1st Avenue.
 - Northbound left turn lane at Lexington St.

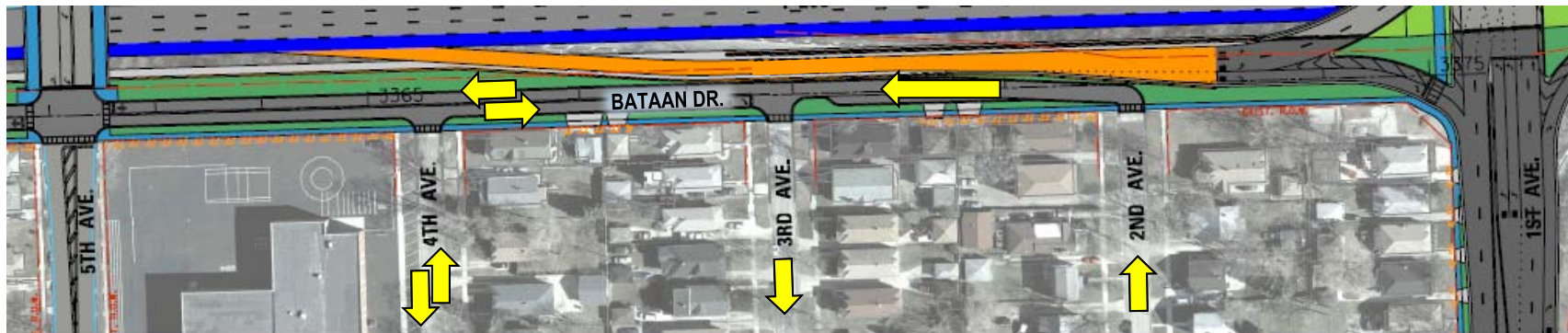
Harrison Street Local Circulation (Alt. 6)

- Two way traffic between 5th Ave. & Checkers
 - Allows entrance & exit at Checkers from 5th Avenue
 - Promotes local circulation options
 - May allow for traffic to use Checkers parking lot to access 1st Avenue
- Maintains same directionality for all other local access



Bataan Drive Local Circulation (Alt. 6)

- Two way traffic between 5th Ave. and 3rd Ave.
- One way WB traffic between 2nd and 3rd Avenue
 - Promotes local circulation options
- Maintains same directionality for all other local access



Alternatives 1 & 6 – Benefits Comparison



- **Both Alternatives** keep all ramps open along I-290

Alt.
6

- ✓ provides 10% better travel flow on I-290
- ✓ provides 31% better travel flow on 1st Avenue
- ✓ provides 26% less vehicle stacking on 1st Avenue
- ✓ accommodates the predominant travel patterns to and from commercial areas in Maywood
- ✓ has fewer pedestrian crossing points

Alternatives Analysis – Recommendation



- Preliminary recommendation –

Alt.
6

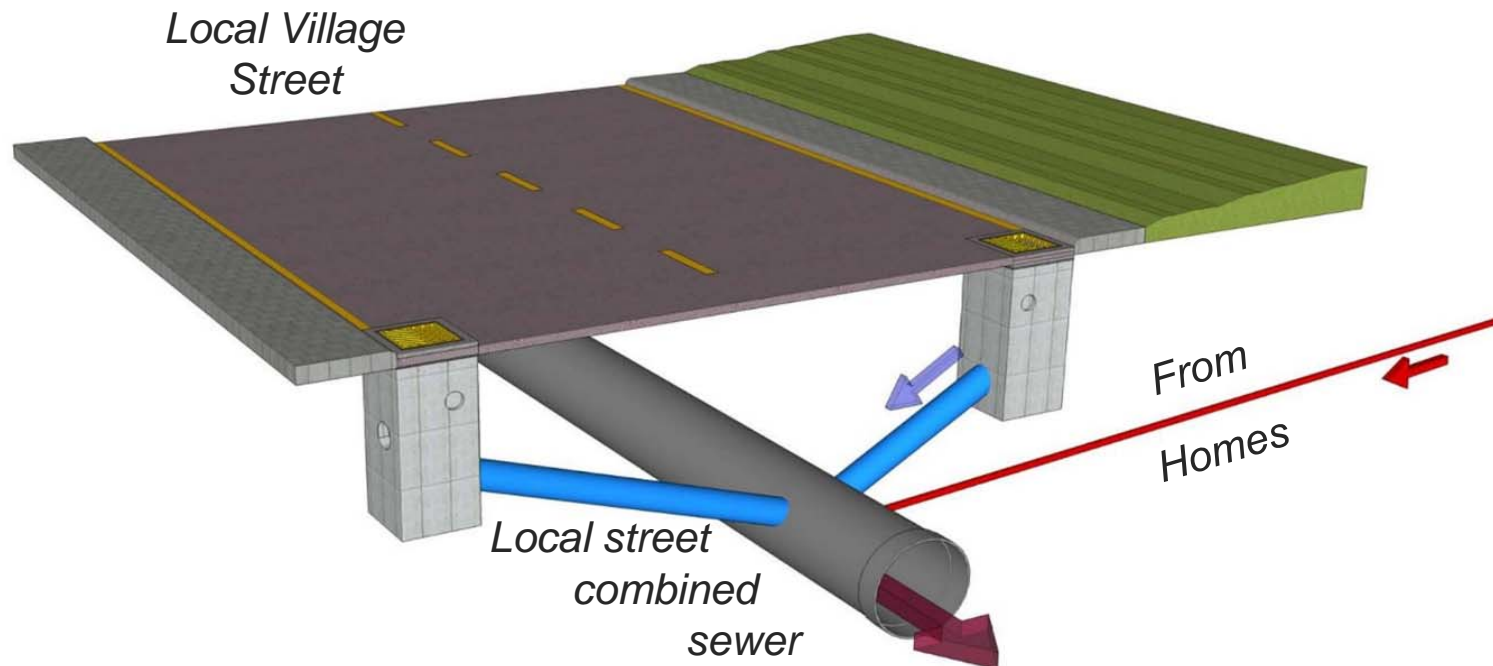
- Stakeholder comments due by ***July 14, 2016***
 - Project website: www.eisenhowerexpressway.com
 - Phone: Mark Peterson 847-705-4569
 - Written comments:
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL



Other Project Benefits

Existing Drainage Conditions

Village Combined Sewer System

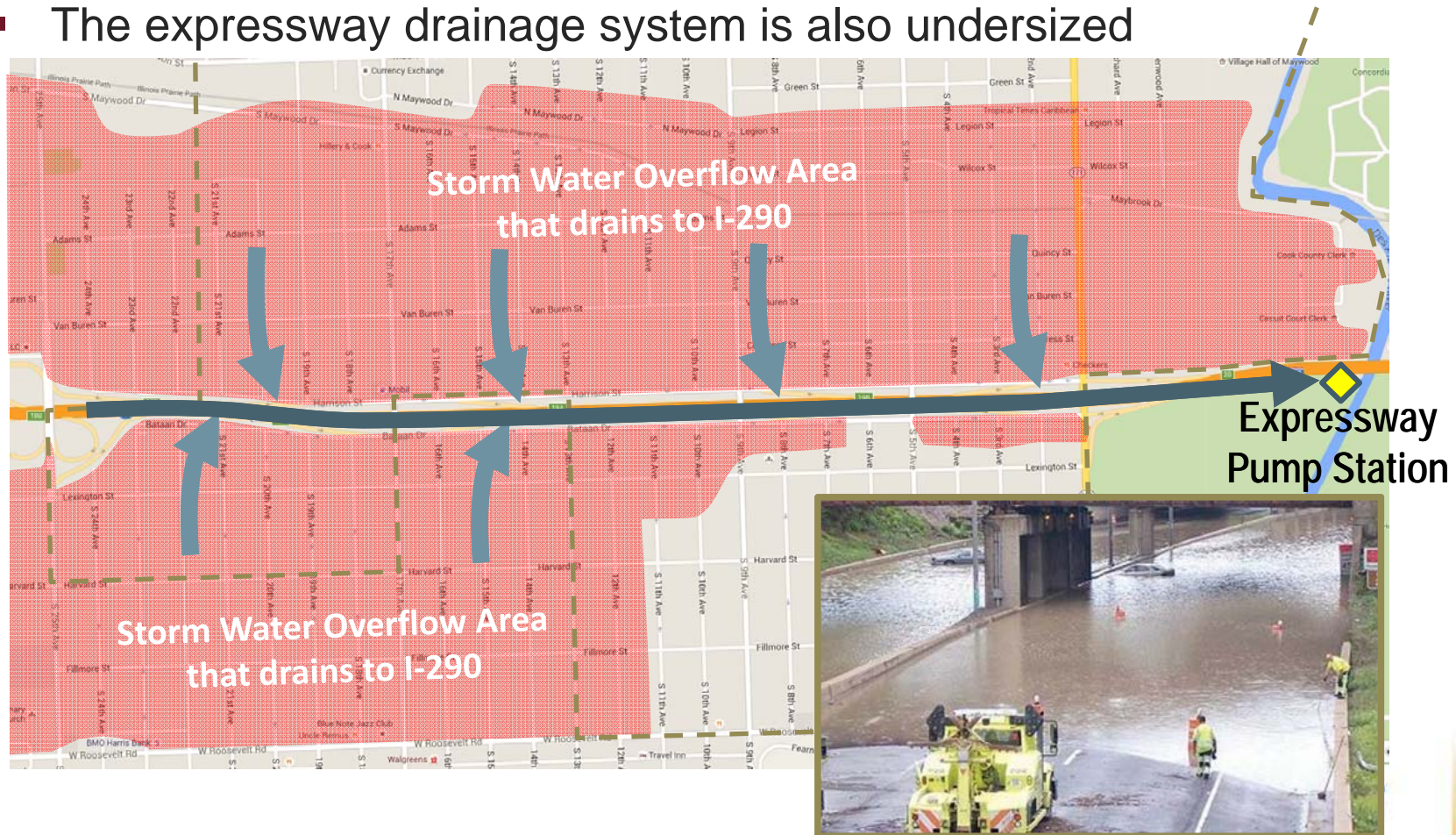


- Both storm water & waste water are collected in the same pipe
- The system is undersized

Existing Drainage Conditions

Village Storm Water Overflow Area

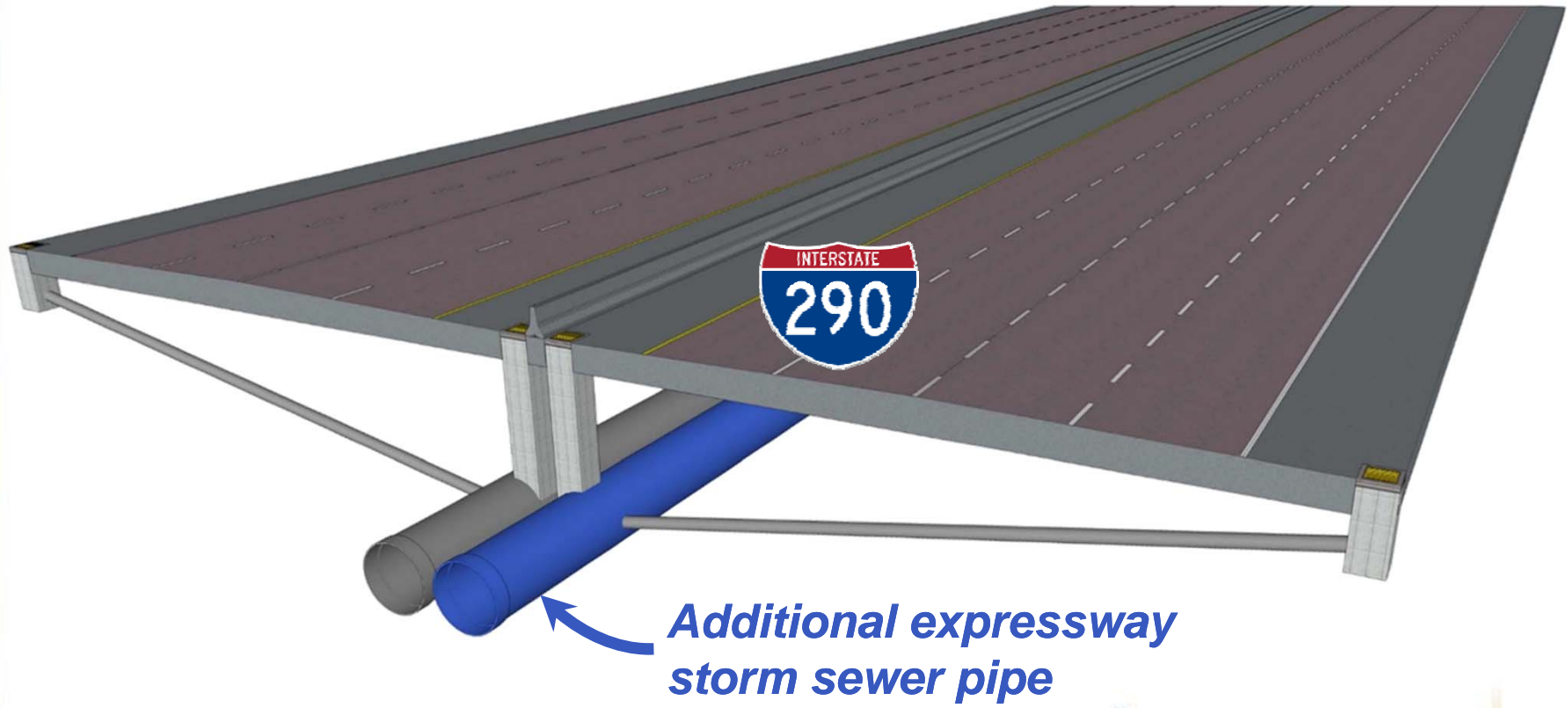
- When the Village system is overwhelmed, water overflows to the expressway
- The expressway drainage system is also undersized



Proposed Drainage Improvements

Improved Expressway Drainage

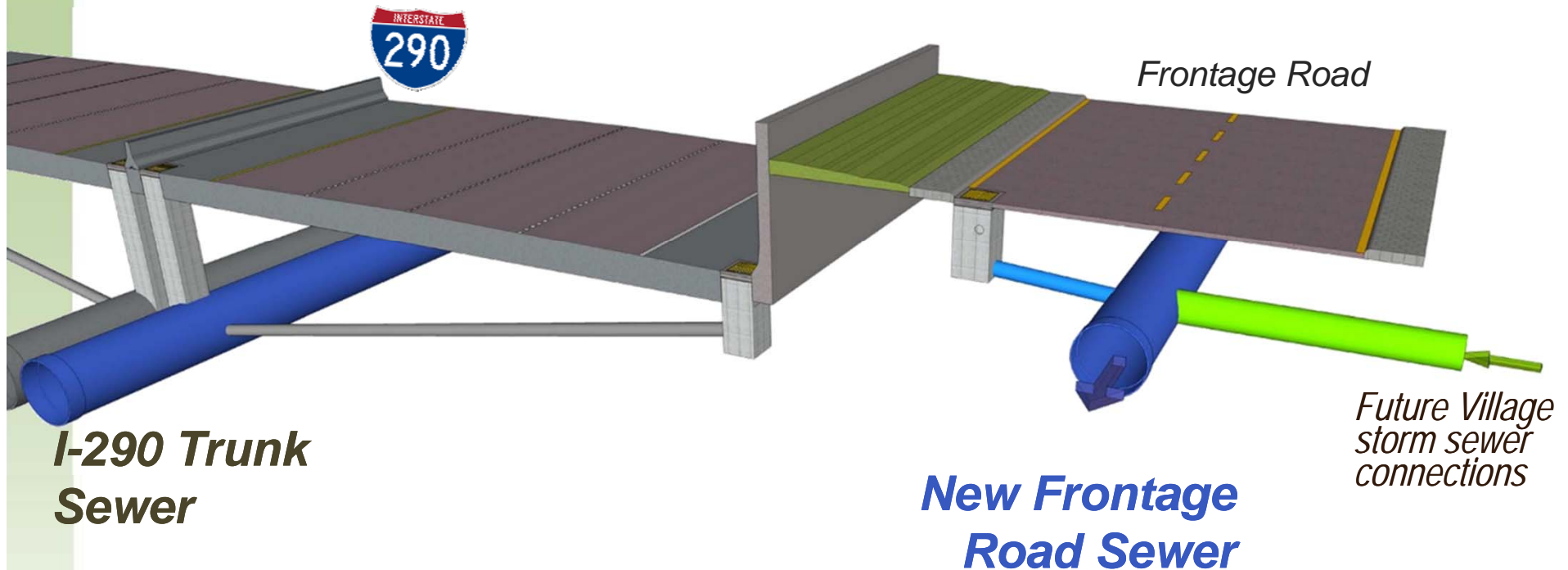
- The proposed I-290 drainage system will have increased capacity.



Proposed Drainage Improvements

Frontage Road & Local Drainage

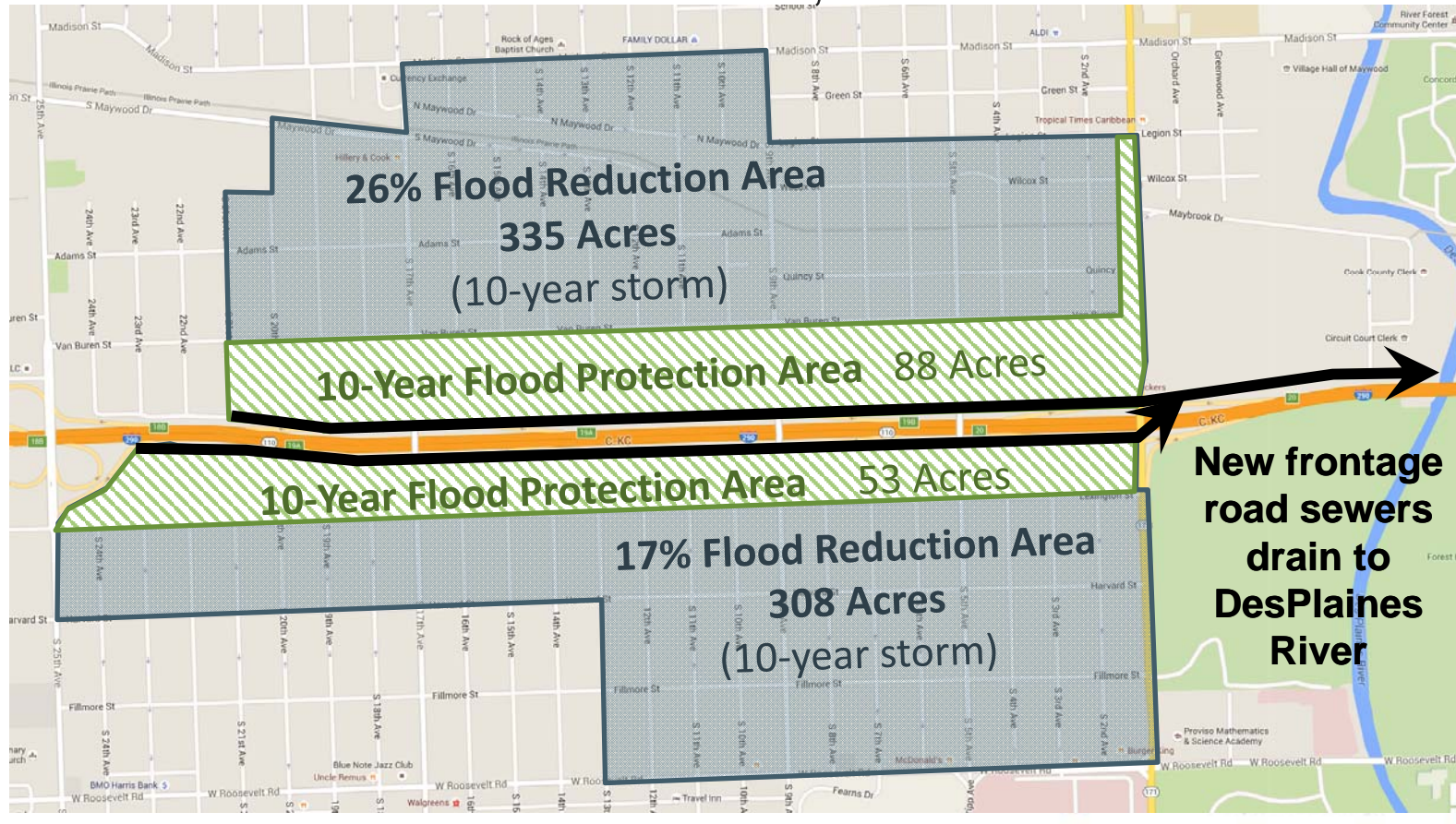
- The proposed I-290 drainage system offers an opportunity for improved Village drainage



Proposed Drainage Improvements

Improved Drainage Area

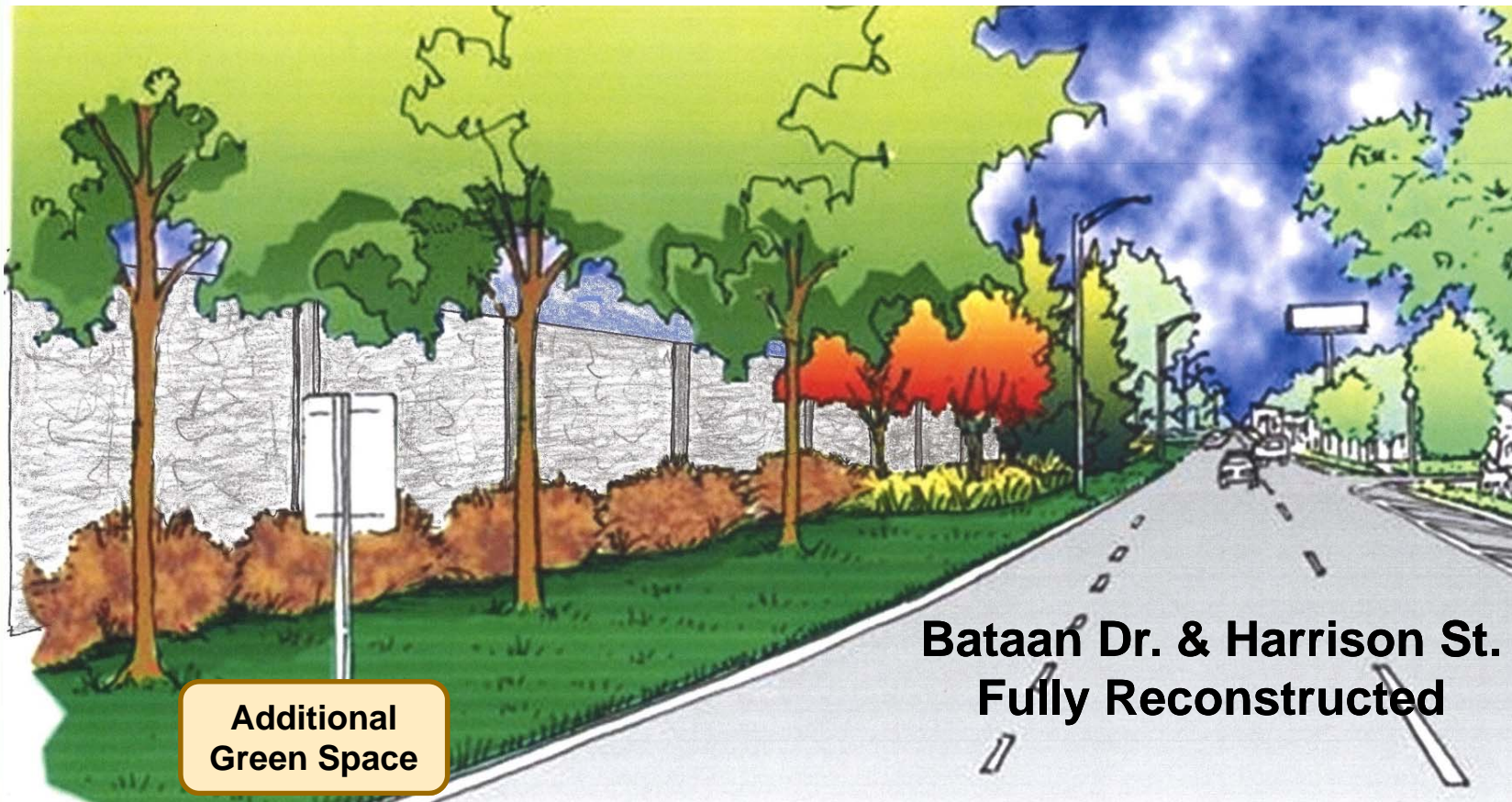
- Potential for reducing flooding in 141 acres of Village
- Secondary benefit for other areas
- Requires local sewer connections
- Additional coordination with Broadview, MWRD



Proposed Improvements

Bataan Dr. & Harrison St. Reconstruction

- Full reconstruction of Bataan Drive & Harrison Street
- Additional greenspace in some areas



Additional
Green Space

**Bataan Dr. & Harrison St.
Fully Reconstructed**

Proposed Improvements

Cross Road Bridge Improvements



- 17th Ave, 9th Ave, and 5th Ave bridges will be replaced and include wider sidewalks

Proposed Bridges (12' sidewalks)

9' walk + 3' planter
(optional)

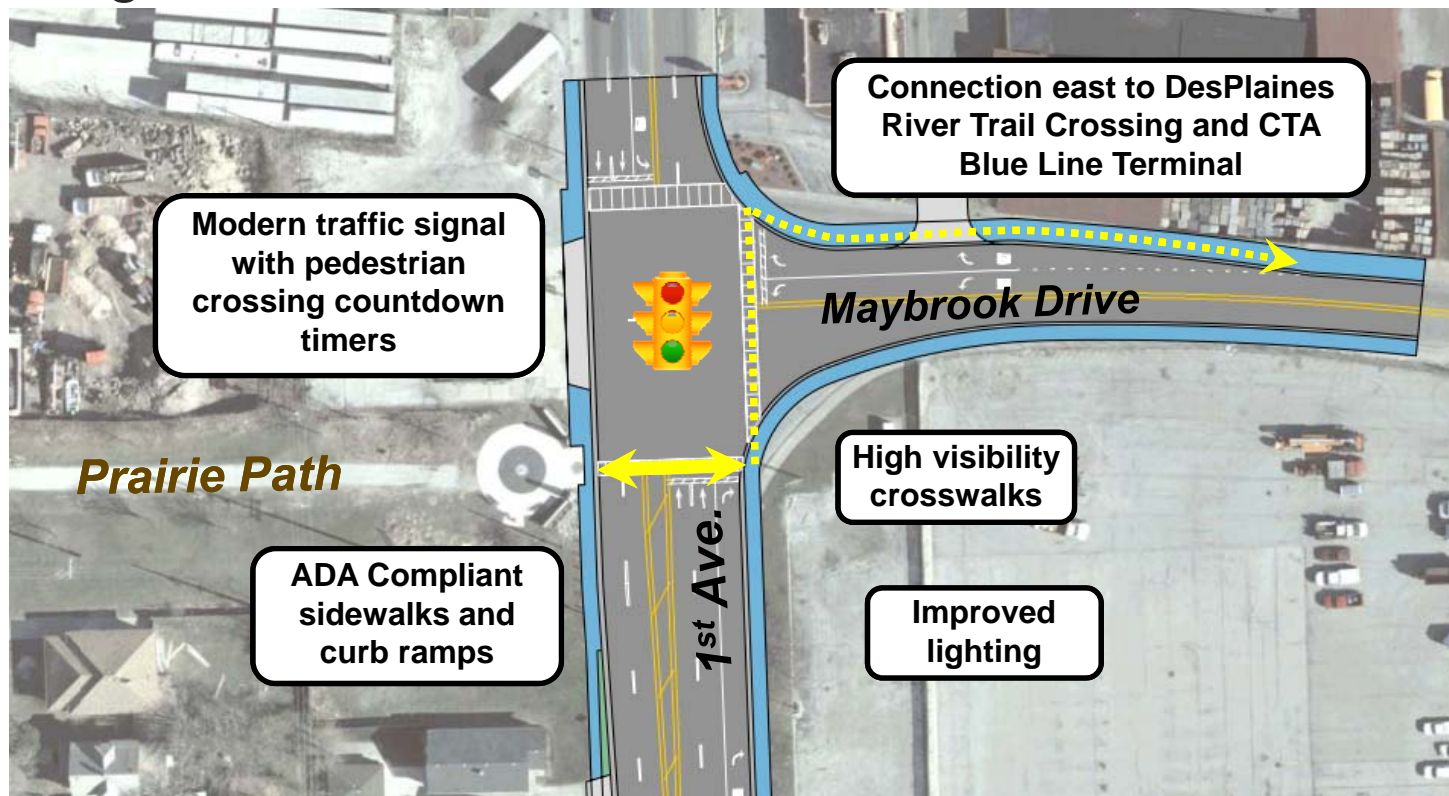
Maintain Existing Roadway Width

Planters are local cost



Proposed Improvements

- *No existing 1st 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





Next Steps



- Consider Stakeholder Comments
- Begin re-evaluation of Noise Walls
- Additional Meeting(s)
 - ✓ *Advisory Working Group Meeting #5*
 - ✓ *Town Hall Meeting #2*



Discussion