



## Illinois Department of Transportation Initiates Project

The Illinois Department of Transportation (IDOT) has initiated the Eisenhower Expressway (I-290) Preliminary Engineering and Environmental Studies (Phase 1). This study will take a fresh look at transportation needs through an extensive public involvement process. This fresh look at the project means the project starts at the beginning of the process by collecting data and input from stakeholders on the issues and goals and objectives for the project.



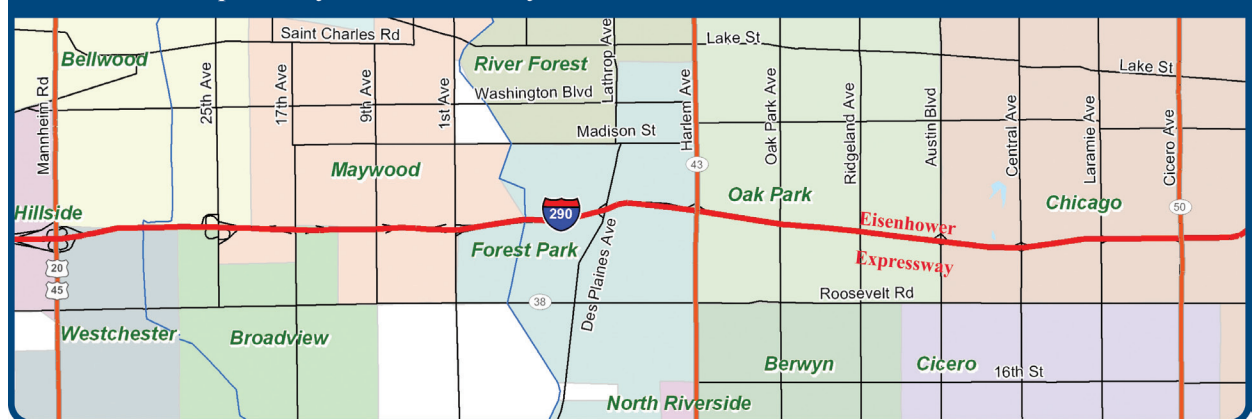
The study area is located along I-290 in Cook County extending approximately seven miles from west of Mannheim Road (US 12/20/45) to east of Cicero Avenue (IL Route 50) and traverses through eight communities: Bellwood, Broadview, Chicago, Forest Park, Hillside, Maywood, Oak Park, and Westchester. Originally designed and constructed in the 1950's, this section of the Eisenhower Expressway is one of the oldest segments of the region's highway infrastructure.

Serving as the western gateway to the city of Chicago, I-290 is a major link in the transportation network serving northeast Illinois. This section of I-290 is the primary corridor connecting commuters between the western suburbs and the City of Chicago Loop, as well as connecting commuters from south Cook County to the high employment centers found in the I-88 Technology Corridor and the O'Hare international Airport commerce centers. The I-290 corridor is also an important regional inter-modal transportation corridor that

includes freight railroads and various modes of public transportation.

Stakeholder involvement is critical to the project success. A Stakeholder Involvement Plan (SIP) has been developed and outlines many opportunities for the public to provide input. IDOT understands that other independent studies within the study area have shared interest with the I-290 project. IDOT will continue to reach out and coordinate with these stakeholder groups throughout the study process. ▶

Eisenhower Expressway — Phase I Study Area



## What is Context Sensitive Solutions?

CSS is a collaborative approach that involves all stakeholders to develop a facility that fits into its surroundings and preserve scenic, aesthetic, historic, and environmental resources while maintaining safety and mobility. The purpose of CSS is to gather and duly consider input on the project from all interested stakeholders. IDOT makes the final decisions.

**CONSENSUS** is defined as a majority of the stakeholders in agreement, with the minority agreeing that their input was duly considered.

IDOT has designated this study as a Context Sensitive Solutions (CSS) project. Public involvement is a key component of CSS and is strongly encouraged during the Phase 1 study. Plans are underway to provide several opportunities for the public to provide input on their needs and potential solutions within the corridor; these include corridor advisory and task force groups, public meetings, and small group meetings. Through these and other means, IDOT will proactively seek stakeholder input and partnerships early and often to develop a consensus towards a solution.

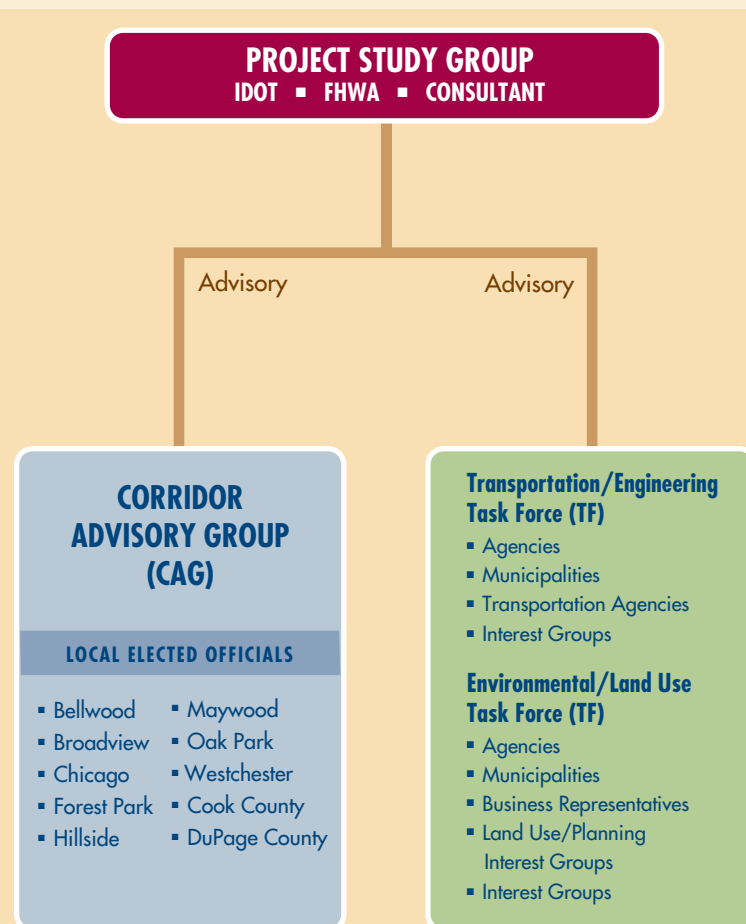
## Project Study Team

IDOT will lead the Preliminary Engineering and Environmental Studies (Phase I). IDOT and the Federal Highway Administration (FHWA) will act as joint lead agencies for preparation of an Environmental Impact Statement (EIS) for the I-290 Eisenhower Expressway project. A consultant team lead by Parsons Brinckerhoff will conduct the technical studies.

## Corridor Advisory Group and Task Forces to be Formed to Provide Input

IDOT realizes that feedback from potentially affected communities is important to ensuring that IDOT proposals are consistent with community goals and objectives. To provide a forum for discussions of details about the goals, objectives and potential improvements in the corridor, IDOT has formed a Corridor Advisory Group (CAG) and Task Forces (TF). The CAG will consist of elected officials from two counties and eight municipalities. These include Cook and DuPage County and the municipalities of Bellwood, Broadview, Chicago, Forest Park, Hillside, Maywood, Oak Park, and Westchester.

### Eisenhower Expressway PROJECT WORKING GROUP STRUCTURE



### Corridor Advisory Group

To assist in the development of the preliminary engineering and environmental studies, IDOT has established a Corridor Advisory Group (CAG). The purpose of the CAG is to provide input on various study elements, the development of the Purpose and Need Statement and the alternatives to be carried forward for evaluation in the Draft Environmental Impact Statement (DEIS), including the recommended solutions. The CAG group consists of community leaders (Mayor or Manager from each of the eight communities in the study area and the Chairman or representative from Cook and DuPage Counties) that are directly affected by the study, and who have the authority to speak on their community's behalf. The responsibilities of this group include providing input to the study process, reaching a consensus at key project milestones (e.g. project Purpose and Need), range of alternatives to be advanced for detailed study, and the recommended alternative(s).

### Task Forces

A Task Force (TF) group provides a means for obtaining structured input from a diverse set of stakeholders. The two TF categories (Transportation/Engineering and Land Use/Environmental) intend to focus on technical aspects of the project development and provide external subject-matter information and input with respect to transportation, engineering, land use and environmental topics. Task Force Groups will be formed as needed and be comprised of stakeholders with expertise or particular interest in these categories. The TF members may include CAG members or designated staff and other governmental bodies, transportation agencies, or interest groups.

The TF's will meet throughout the project development process. TF input will be considered and will be shared with the CAG. The TF's would focus on understanding and resolving more specific technical issues as they arise and report back to the CAG. The TF's may be asked to address the CAG to help communicate technical subject matter issues. The TF's will meet as needed throughout the project development process. The TF's will focus on understanding and resolving more specific technical issues as they arise and report back to the CAG. The TF's may be asked to address the CAG to help communicate technical subject matter issues.

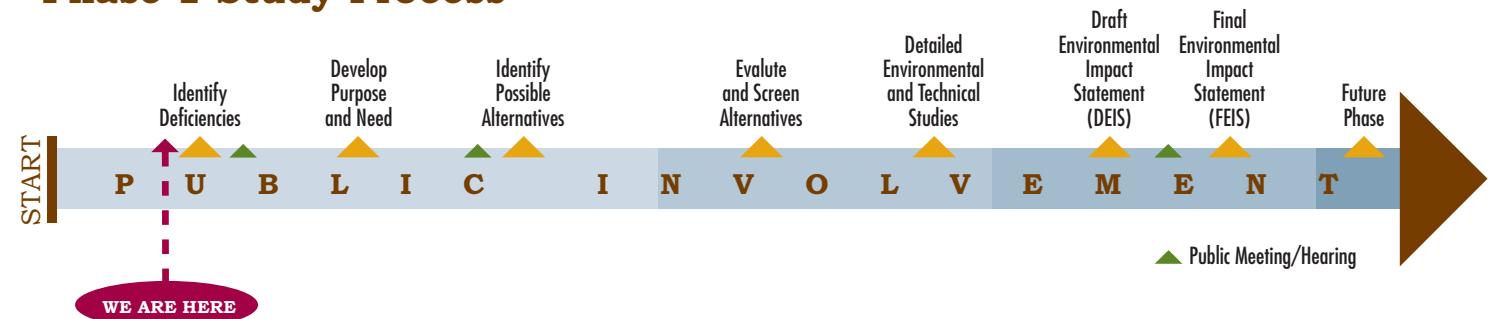


## Project to Follow Prescribed Process

The study process is expected to conclude in approximately three years and will follow the National Environmental Policy Act (NEPA) process. NEPA is a federal law that requires federally funded projects to evaluate a range of alternatives — including doing nothing, known as “No-Build”, and assess the impacts of those alternatives on the environment.

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### Phase 1 Study Process



## WHAT ARE THE PHASES OF IDOT PROJECTS?

Phase 1

Preliminary Engineering & Environmental Studies

Phase 2

Final Design & Land Acquisition

Phase 3

Construction



## Project to Follow Prescribed Process

(Continued from page 3)

### Late 2009:

#### Analyzing Existing and Future Conditions and Defining Purpose and Need

The first step of the Phase 1 Study is analyzing and understanding the existing and future conditions, and defining the Purpose and Need for improvements. Step 1 tasks include collecting information on current conditions, and future population and employment growth in the area, and then predicting future travel demand. This data will help to evaluate the performance of the transportation system under future conditions. All this information will allow IDOT and stakeholders to identify transportation deficiencies and begin the process for developing solutions to address these needs. Upon completion of the data collection and analysis phase, the study will proceed with the development of specific Purpose and Need that will guide the identification and evaluation of improvements.


### Early 2010:

#### Analysis of Alternatives

The next step in the study process is working with the public and project stakeholders to identify possible improvement alternatives and potential evaluation criteria. This phase concludes with the selection of those improvement alternatives that should be evaluated in detail. Under the provisions of NEPA, "reasonable alternatives", including the "no build" alternative, will be examined during this process and impacts to the surrounding community and environment will be evaluated. Public involvement and context sensitivity will continue to be applied through this part of the study.

### Mid 2011:

#### Further Evaluation of an Alternative and Preferred Alternative Selection

The further detailed evaluation of an alternative includes evaluation of the affect of any possible alternative on the environment. These findings in addition to the findings from previous steps are reported in the Environmental Impact Statement document. The last step in this process also includes further detailed evaluation of the technical factors associated with the alternative and the preferred alternative will be chosen. 

**Public involvement is an interactive process** that provides information to the public so they can make informed decisions and offer important input into the solutions that address the community's concerns. The issues identified by the public not only raise awareness for the study team, but also provide a forum for discussing the tradeoffs between the project improvements and their impacts. A public involvement program has been designed to encourage your participation throughout the study. Newsletters, workshops, small group and public meetings will coincide with key project milestones throughout the duration of the project. Up-to-date information and a way to comment are available on the project website at [www.eisenhowerexpressway.com](http://www.eisenhowerexpressway.com).

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## PUBLIC INVOLVEMENT PROGRAM