

I-290

CROSSROAD AESTHETIC

Features



Context

The I-290 Phase I study is evaluating improvements along 13 miles of the Eisenhower Expressway, from west of Mannheim Road to Racine Avenue. The corridor is entirely within Cook County and extends through several communities including, Hillside, Westchester, Bellwood, Broadview, Maywood, Forest Park, Oak Park, and the City of Chicago. The existing expressway lies in a fully developed corridor consisting of a mix of commercial, residential, and public uses.

Goal

The Goal of I-290 Phase I Study Aesthetic enhancement is to improve the overall visual and experiential qualities of the corridor from both the expressway perspective as well as from the perspective from the local roads and bridges.

Approach

Each community along the corridor has its own local context, and represents two basic perspectives: the perspective of the expressway corridor traveler and the community perspective along the local cross-streets.

At the local, cross road level, the aesthetic is driven by the local context and goals and will be coordinated with the individual corridor communities. As a starting point, basic crossroads design/features will be presented that include the standard design elements which will be the basis for community level discussions regarding what modifications or enhancements are desired.

For the mainline corridor, a general aesthetic goal is to provide a consistent theme from the perspective of the expressway as a traveler throughout the length of the study area. The study team will present a consistent, overall expressway aesthetic concept for stakeholder consideration and coordination.

I-290 Cross Street Aesthetic Features

Within the I-290 Phase I study area there are 35 crossroad bridges and six pedestrian overpasses that provide north-south connectivity for the corridor communities over the expressway. Originally constructed in the 1950's, these bridges are generally noted as deteriorating and lack adequate pedestrian, bike, ADA, and transit accessibility features.

The I-290 improvement project presents an opportunity to work with the communities to develop a plan to address the current crossroad connectivity issues and identify pedestrian and aesthetic features that will enhance each crossroad as community assets.

As a starting point for discussion with the corridor communities, this booklet generally outlines the basic features of the typical crossroads in this corridor based on current design standards. Each community and each crossroad have varying needs and context, which may result in aesthetic treatments that are unique from other communities and crossroads in the corridor. This document is intended to facilitate the discussion at the community level as a first step in the developing the crossroad aesthetics along the corridor.

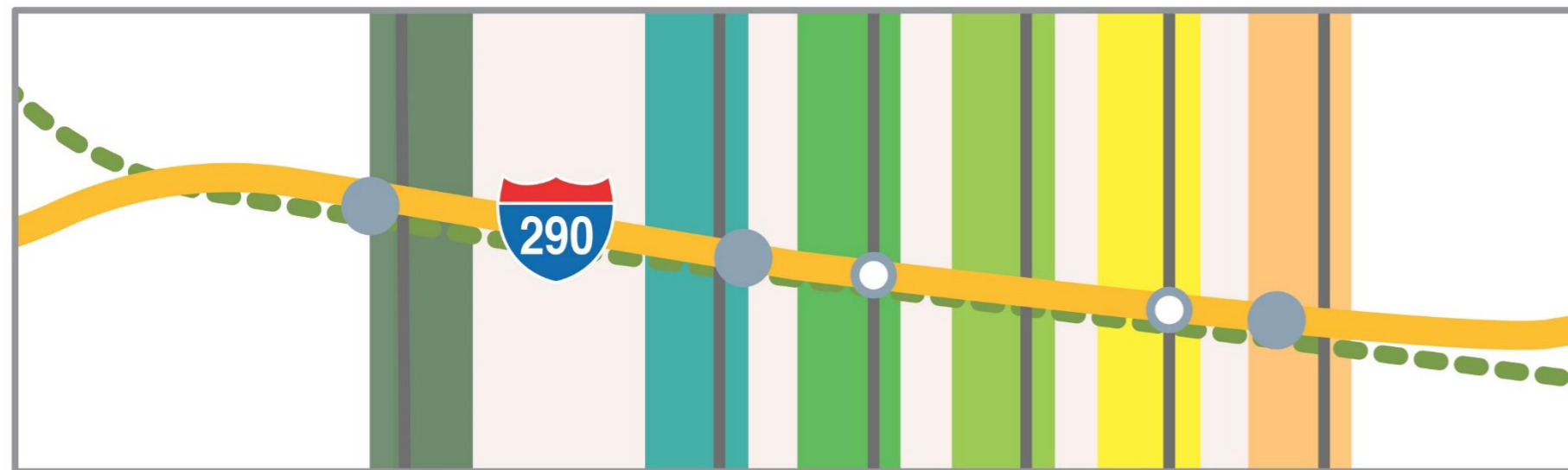
Summary of IDOT Cost Participation

There are some items for which IDOT will provide a "base aesthetic" where 100% of the cost will be borne by IDOT, with optional enhancements to be borne by the municipality "over and above" the base cost. In other instances, the municipality would have varying cost responsibilities. The following pages outline "IDOT Standard" vs. "Non-Standard Examples," which are assumed to have local cost and maintenance requirements for non-standard items. In addition, all iron and steel products and their coatings that are to be permanently incorporated into the project, are required to be manufactured in the United States as part of the FHWA's Buy America program.

Mainline and Cross-Street Themed Aesthetics

Cross street aesthetic features can be applied individually to each crossing through the community, or they can be tied together in a unified theme that will carry through each cross street as well as blend in with the areas adjacent to the corridor.

Individual Cross Street Aesthetics



Legend	
Interstate	Existing CTA Rail/Station Access
Railroad	Existing CTA Rail/Passenger Access



Unified Cross Street Aesthetics



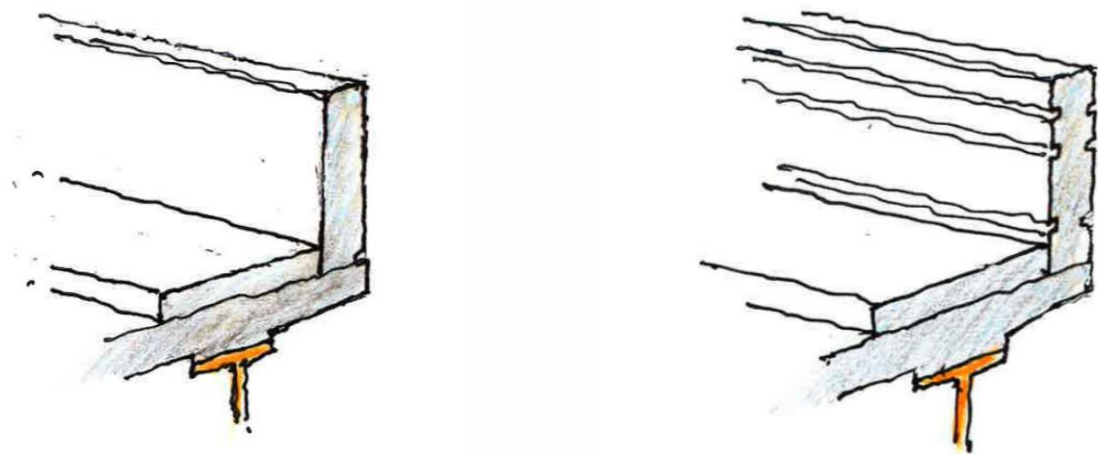
Legend	
Interstate	Existing CTA Rail/Station Access
Railroad	Existing CTA Rail/Passenger Access



Parapets and Formliners

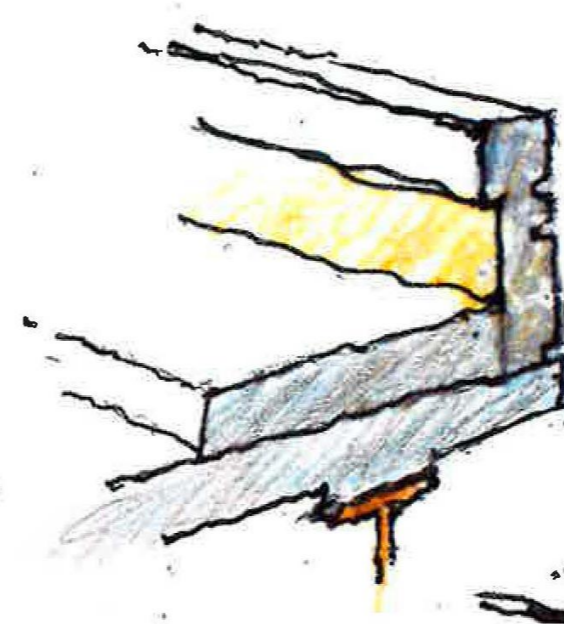
Concrete parapets, retaining walls, bridge abutments and similar items will be constructed to IDOT standards at 100% state costs using a plain concrete surface. Enhancements such as decorative formliners and colored concrete on parapets and retaining walls are non-standard items and may require local participation for the difference in cost of design and construction, depending upon the complexity of the design. Maintenance of standard parapet surfaces is IDOT responsibility. Maintenance of non-standard parapet surfaces may require local participation, depending on the complexity of design.

IDOT STANDARD PARAPET

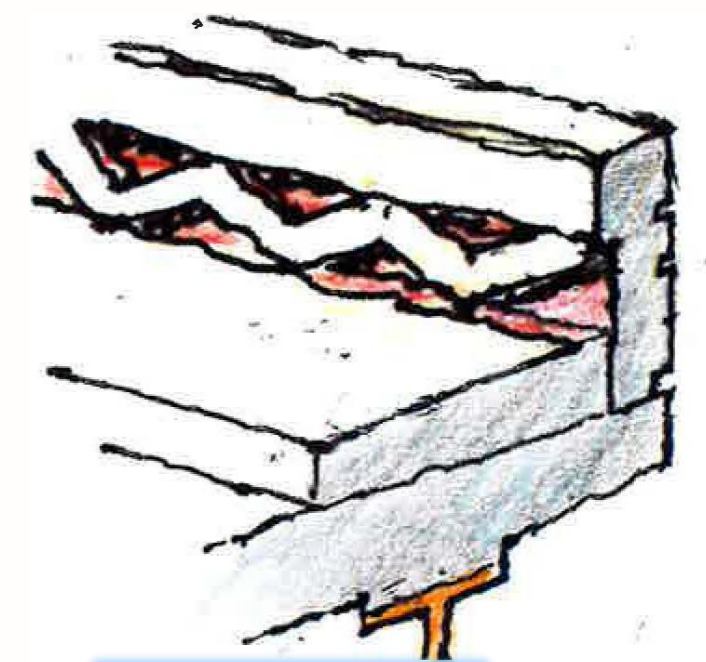


Chicago Wall without Vertical Accents

NON-STANDARD PARAPET FORMLINER EXAMPLES



Basic Accent Stripe



Zig-Zag

Bridge fascia aesthetic treatments (outward facing side) to be addressed as part of the overall mainline aesthetic concept



Chicago Wall (standard)

Parapet, fence and railing designs must be crash worthy if located within the clear zone.

NON-STANDARD FORMLINER EXAMPLES



Geometric

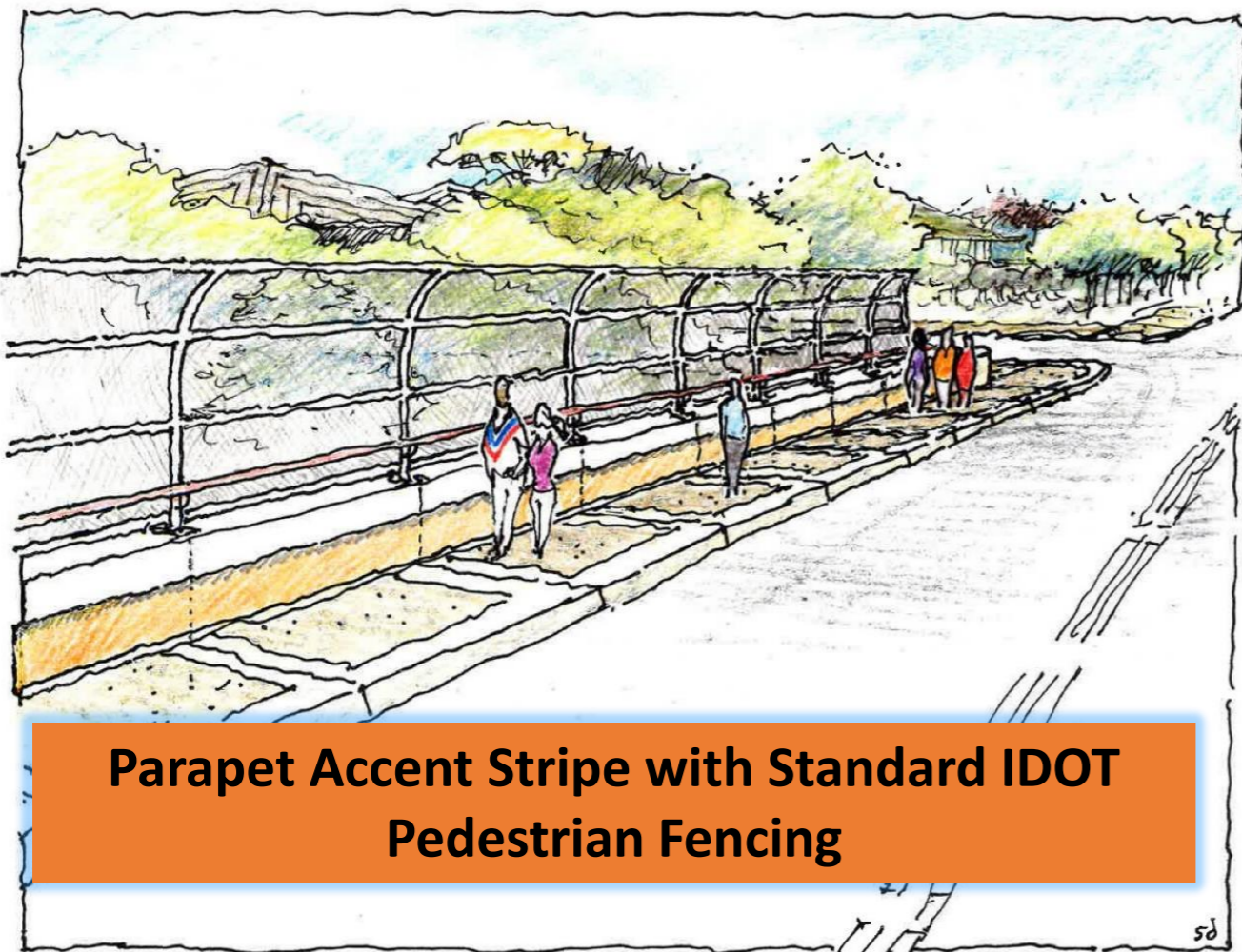


Curbside barrier may be required.

Fencing/Railing

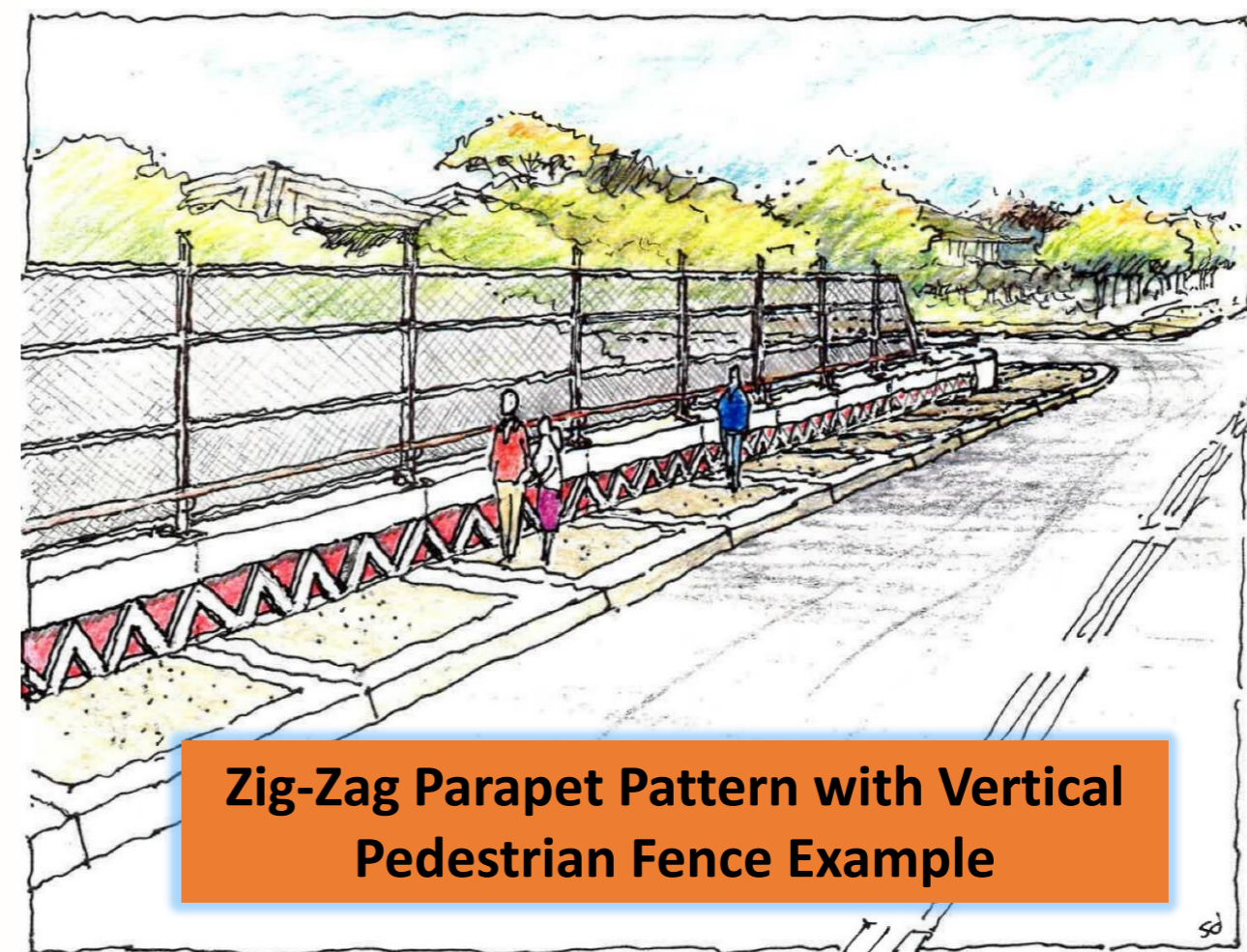
Fencing/railing, where required for protection, will be constructed to IDOT standards at 100% state costs. Additional fencing/railing in locations where it is not warranted by IDOT policy would require 100% local cost participation of design (normally 15% of the construction cost) and construction. Decorative or other non-standard fencing/railing are non-standard items and require local participation for the difference in cost of design and construction. Maintenance of standard fencing/railing is IDOT responsibility. Maintenance of optional or non-standard fencing is 100% local responsibility.

IDOT STANDARD FENCE



Parapet Accent Stripe with Standard IDOT Pedestrian Fencing

NON-STANDARD FENCE EXAMPLE



Zig-Zag Parapet Pattern with Vertical Pedestrian Fence Example

- Arched or vertical
- Galvanized
- Fence and/or railing acceptable
- Fence required over CTA tracks

NON-STANDARD FENCING EXAMPLES

Meacham Road over I-90



Decorative Rail

Mannheim Road – decorative paint/fence



Curbside barrier required



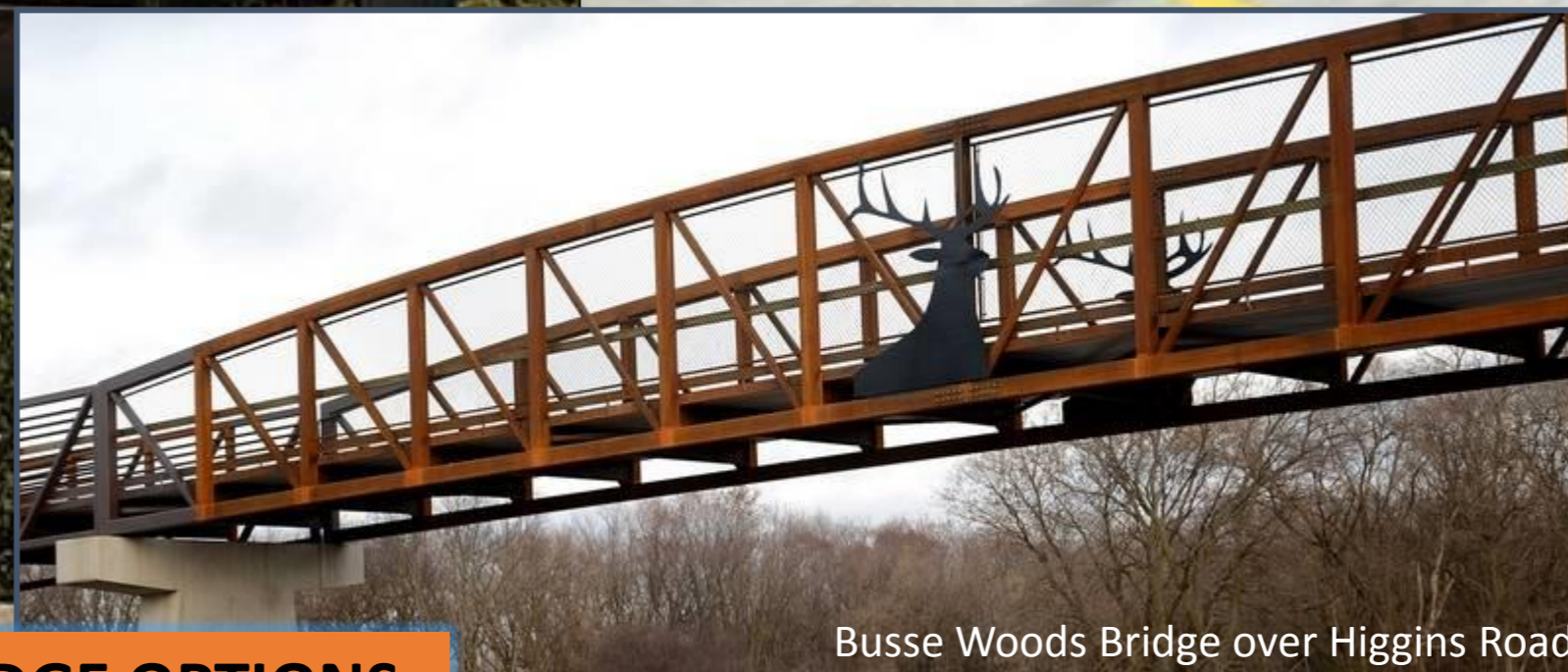
Chicago (Morgan Street) – decorative vertical fence



Devon Avenue over I-290



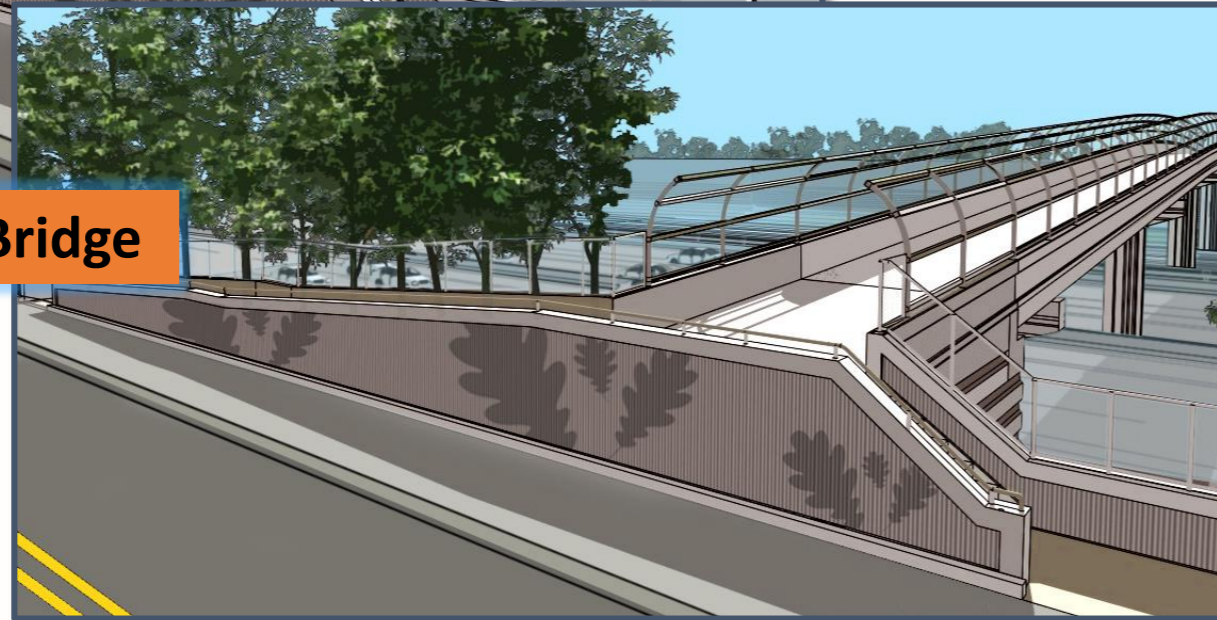
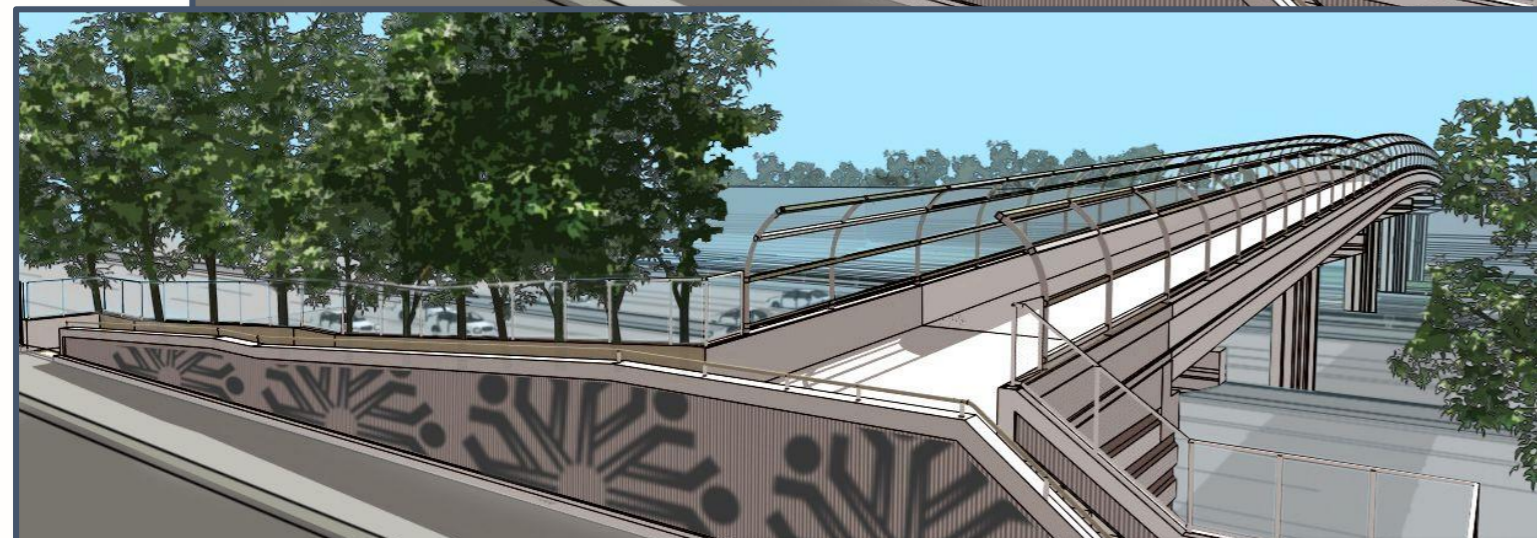
NON-STANDARD PEDESTRIAN FENCING EXAMPLES



Busse Woods Bridge over Higgins Road

POTENTIAL HOME AVENUE PEDESTRIAN BRIDGE OPTIONS

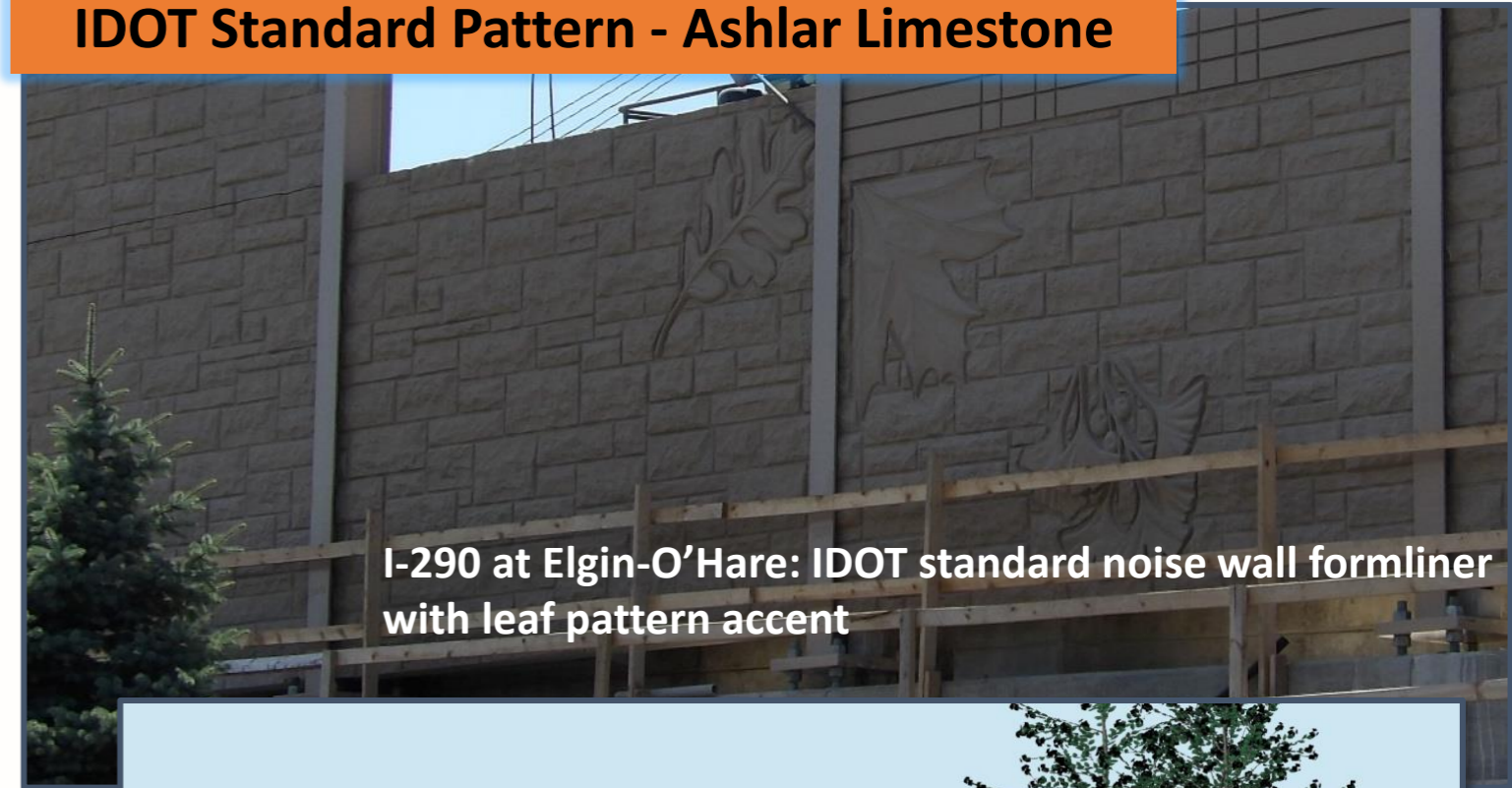
NON-STANDARD PEDESTRIAN BRIDGE FORMLINER EXAMPLES



Home Avenue Pedestrian Bridge

Village logo visible from local street

IDOT Standard Pattern - Ashlar Limestone



I-290 at Elgin-O'Hare: IDOT standard noise wall formliner with leaf pattern accent



Existing Sidewalks/Trails

Where removed by construction, existing sidewalks/trails will be replaced to IDOT standards at 100% state costs. Deteriorated sidewalks/trails not removed by construction, but within project limits, can be replaced at the choice of the municipality, with removal costs borne 100% by the municipality and design/construction costs borne 80% by IDOT and 20% by the municipality.

New Sidewalks/Trails

New sidewalk/trails within project limits can be installed at the choice of the municipality, with design/construction costs borne 80% by IDOT and 20% by the municipality. Non-standard sidewalk features such as colored/textured concrete, or substituting a concrete surface for asphalt on a trail, require local participation for the difference in cost of design and construction. All sidewalks and trails are maintained by local agencies by policy.

IDOT STANDARD



Standard Width:

- 5' wide on bridge or match sidewalk on approach
- 5' wide with 2' buffer, or 7' wide at grade

Maximum Width (for I-290 reconstruction):

- 12 feet on bridge
 - 16 feet on bridge at CTA Blue Line station
- 100% local maintenance for sidewalk surfaces

NON-STANDARD SIDEWALK EXAMPLES



Colored Concrete

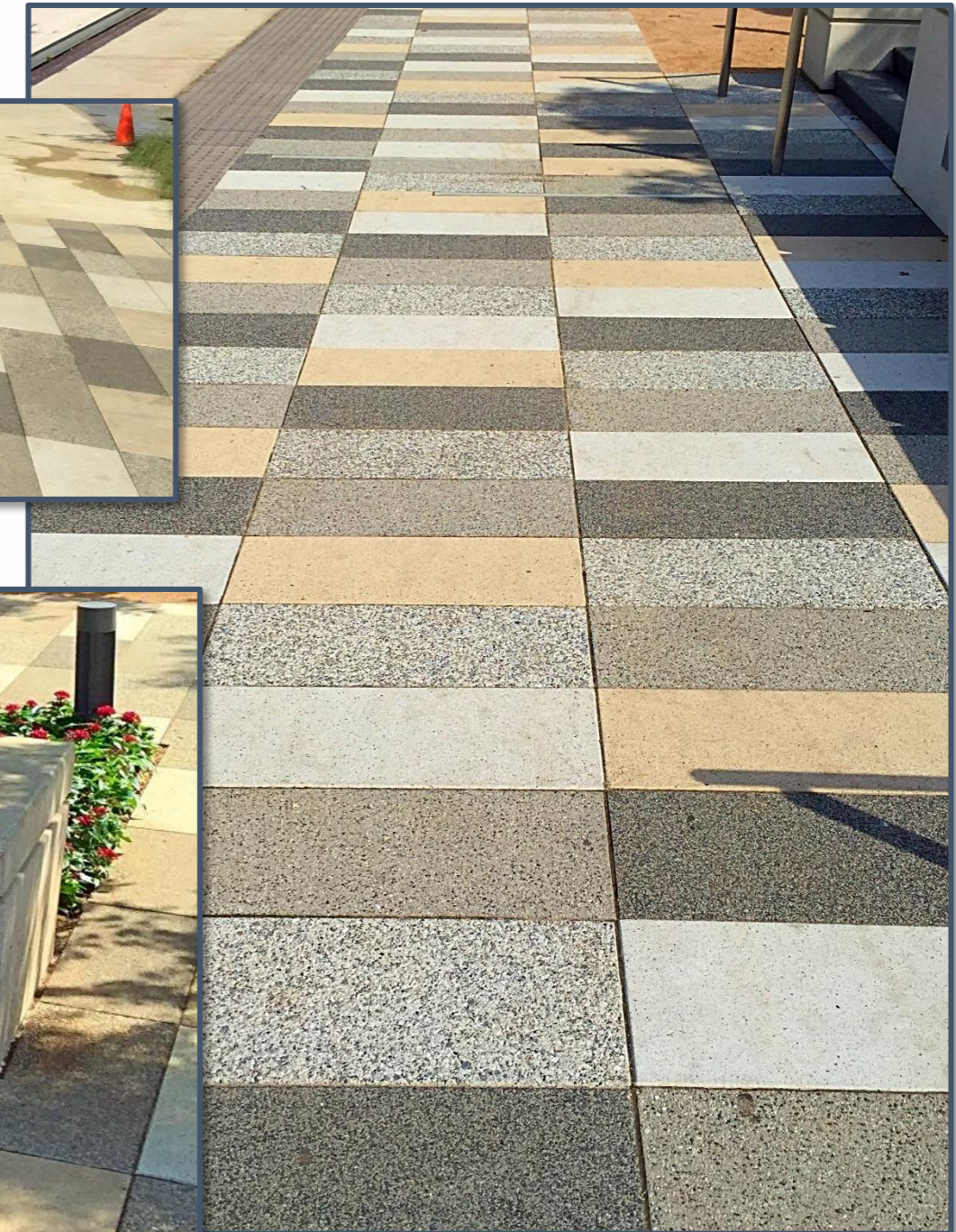
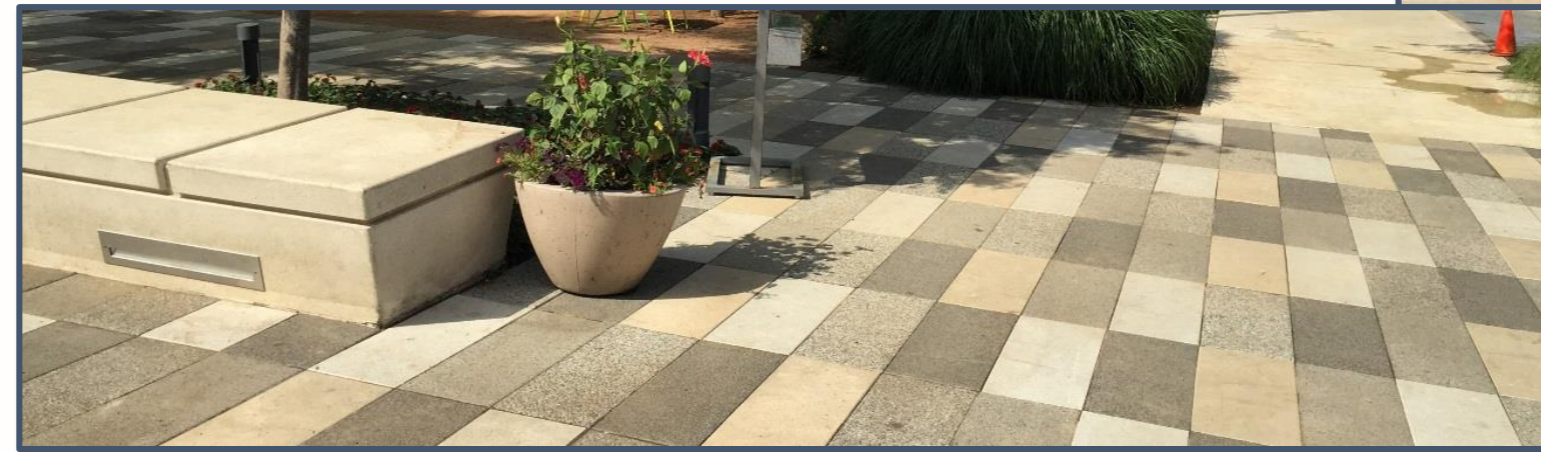
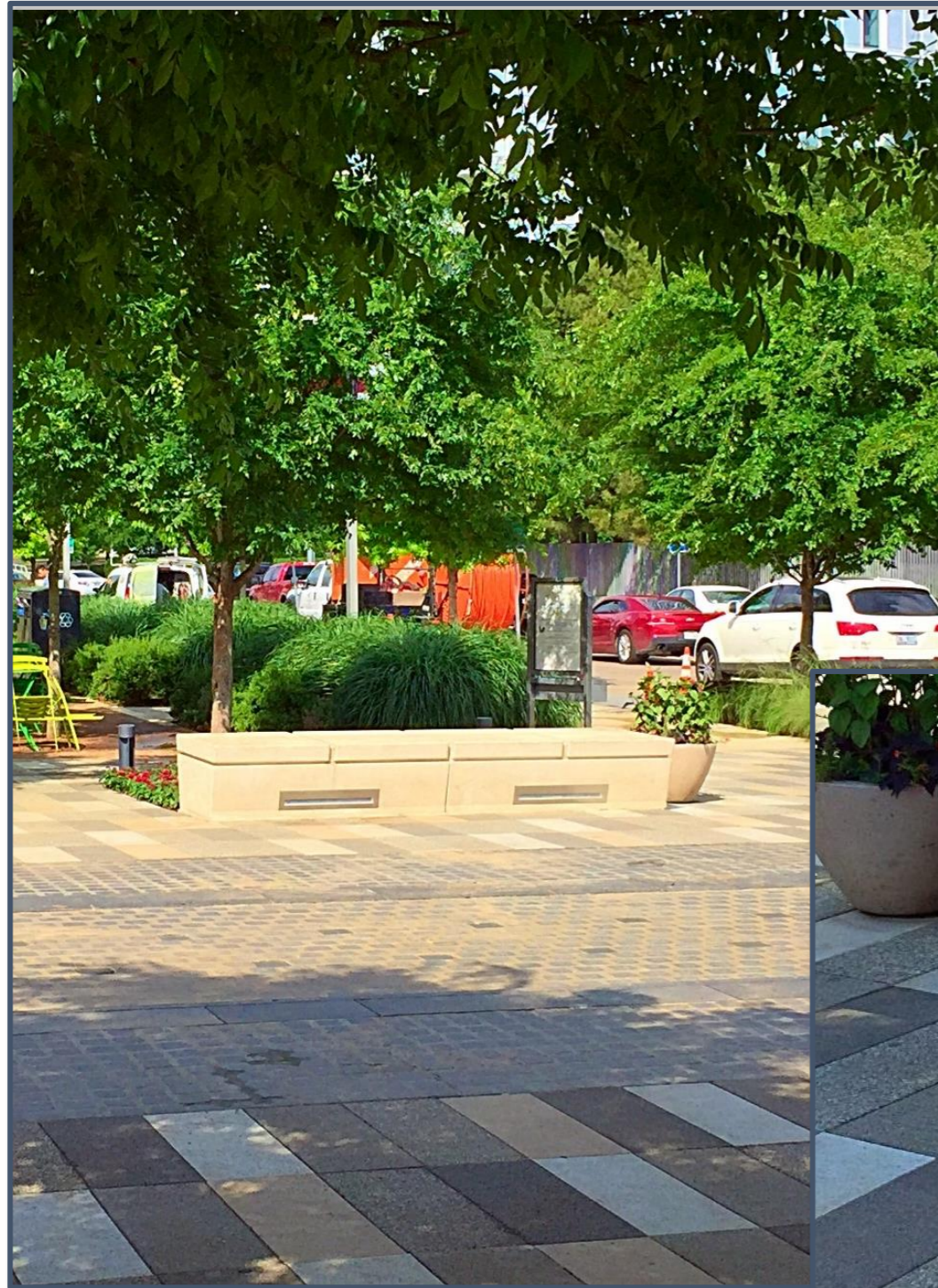


Brick Units/Precast Concrete Pavers



Stamped Colored Concrete

NON-STANDARD SIDEWALK EXAMPLES (OFF-STRUCTURE)



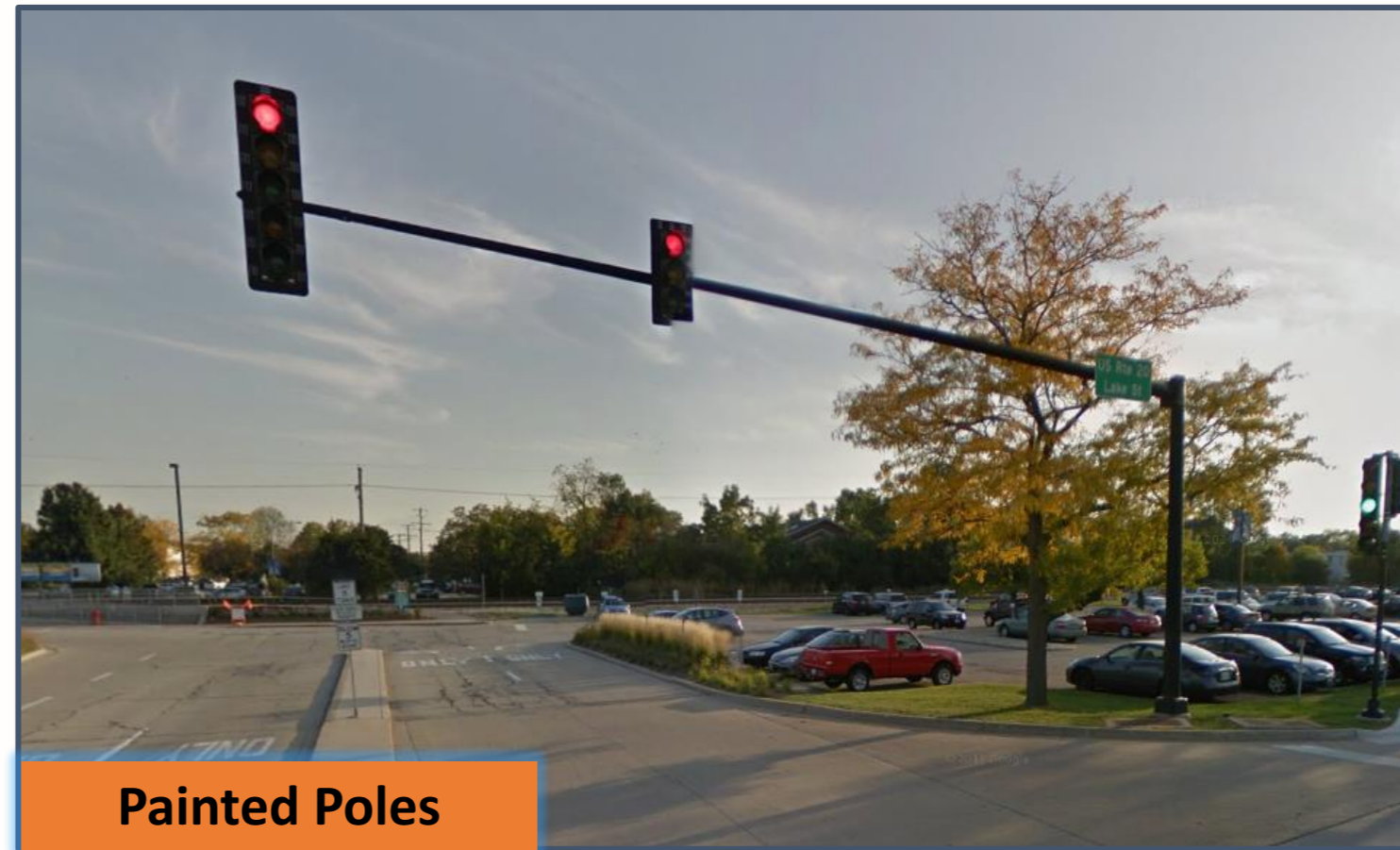
IDOT STANDARD



Traffic Signals

In general, IDOT and the municipalities share responsibility for installation, modernization, and relocation of traffic signals. However, the federal share is normally 80%, and the state and local share is the remaining 20% of design and construction. Maintenance is based on jurisdiction of the intersecting roadways. Enhancements such as painted or decorative poles and mast arms require local participation for the difference in cost of design, construction and maintenance.

NON-STANDARD TRAFFIC SIGNAL EXAMPLES



US 20/Barrington Road

Painted Poles



Fluted Poles

Existing Lighting

IDOT will provide I-290 mainline and interchange lighting at 100% State cost and maintenance. Locally owned and maintained lighting impacted by the proposed project will be relocated and upgraded to Illuminating Engineering Society of America (IES) standards at the cost of the local municipality.

New Lighting

New lighting, proposed by the municipality, may be incorporated into the total improvement plans. All municipal lighting requires 100% local cost participation for design, construction and maintenance, and must meet IES standards.

IDOT STANDARD



Mast Arm



Davit Arm

NON-STANDARD LIGHTING EXAMPLES



Color: Aluminum Pole

Height: 47 ½'

Arm Type: Mast Arm or Davit Arm

Typical Light source is HPS (Cobrahead) but LED (Cobrahead) will soon be the standard

NON-STANDARD LIGHTING EXAMPLES



Barrington Road



Navy Pier



All iron and steel products and their coatings that are to be permanently incorporated into the project, are required to be manufactured in the United States as part of the FHWA's Buy America program.



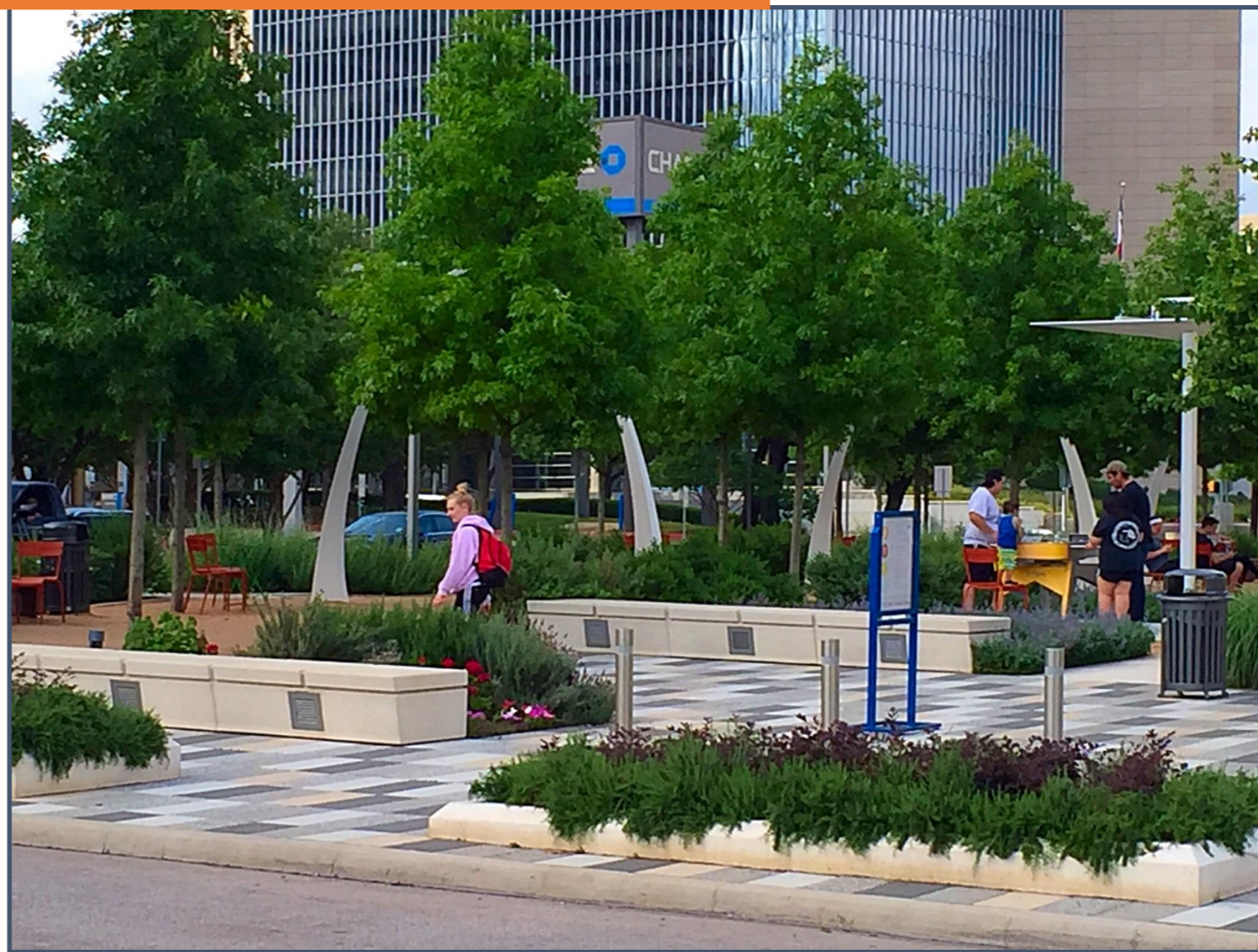
STREET FURNITURE AND BIKE RACKS ARE CONSIDERED NON-STANDARD



Street Furniture/Bike Racks

These items are 100% local cost participation for design, construction and maintenance. These features must be located outside of the roadway clear zone; local procurement may be better.

PLANTERS ARE CONSIDERED NON-STANDARD



Planters

These items are 100% local cost participation for design, construction and maintenance. Features must be located outside of the roadway clear zone.

WAYFINDING AND GATEWAY ELEMENTS ARE CONSIDERED NON-STANDARD

Halsted Street (Jane Byrne Interchange) – Canopy Feature



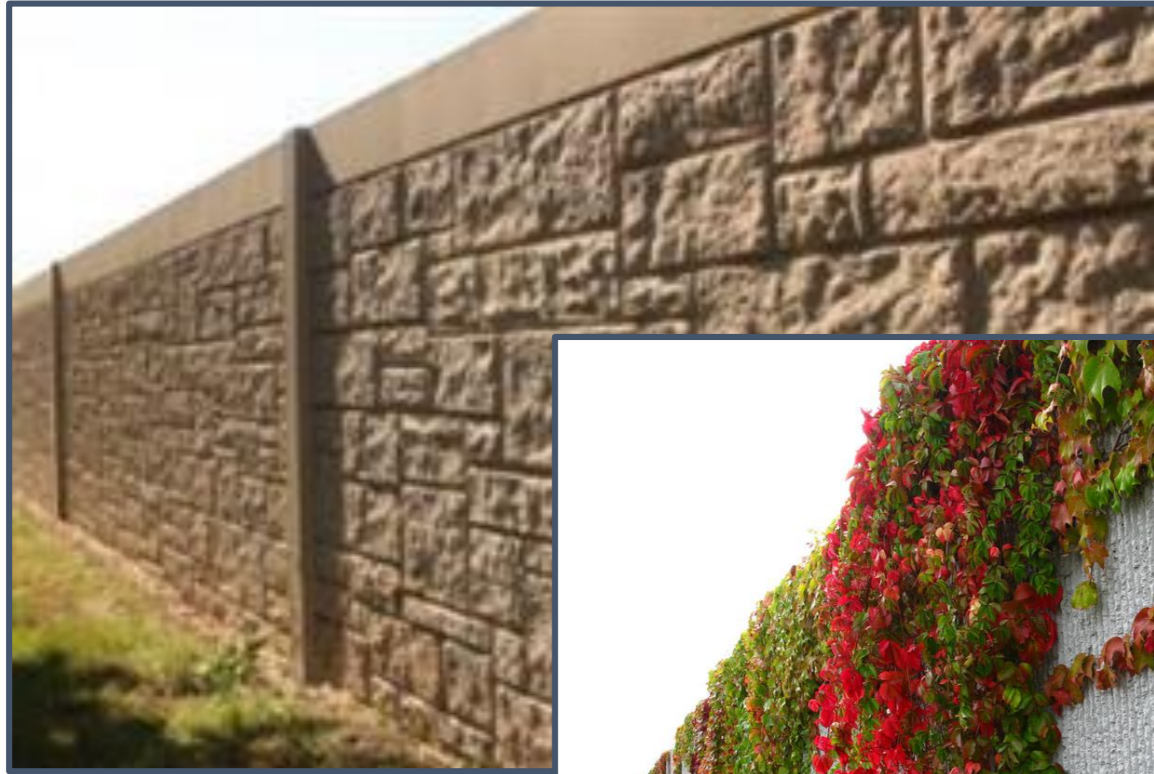
Wayfinding and Gateway Elements

These items are 100% local cost participation for design, construction and maintenance.



Potential Corner Treatment

IDOT STANDARD



NON-STANDARD NOISE WALL EXAMPLES



Transparent



Custom Stamping

Community side of noise walls could have custom stamping

- 100% local cost
- Replaced with standard panel

Grant Programs

ITEP

One of the most popular funding sources for optional elements is the ITEP program, which in 2014 funded over \$57 million in transportation enhancement projects such as bike paths, walking trails, historic preservation and streetscape beautification projects. These grants are given on a competitive basis and can either be used for enhancements within a companion transportation project, or for stand-alone enhancement projects. Local agencies must apply for ITEP grants.

STP

The Surface Transportation Program (STP) provides flexible funding that is used by states and localities on any Federal-aid highway, bridge projects on any public road, transit capital projects, and bus terminals and facilities. The federal share for the program generally is eight (80) percent, but is subject to the sliding scale adjustment. STP funds can be used for bicycle and/or pedestrian projects or elements of projects.

Illinois Department of Natural Resources: IDNR administers Outdoor Recreation Grants-in-Aid programs. The programs, which are most relevant for bicycle and pedestrian projects include: 1) Bicycle Path Program – helps with the acquisition, construction and rehabilitation of public, non-motorized bicycle paths and directly related support facilities, and 2) Recreational Trails Program – provides up to 80% funding assistance for acquisition, development, rehabilitation and maintenance of motorized and non-motorized recreation trails.

Safe Routes to School (SRTS): The Illinois Safe Routes to School Program (SRTS) has been administered by the Illinois Department of Transportation (IDOT). SRTS uses a multidisciplinary approach to improve conditions for students who walk or bike to school.

Visit the CMAP website at <http://www.cmap.illinois.gov/mobility/walking-and-bicycling/funding-sources> for more information on these and other potential funding sources.