

Appendix 1

NEPA/404 Materials and Correspondence

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:

Illinois Department of Transportation

Prepared By:

WSP | Parsons Brinckerhoff

December 2015

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NEPA/404 MATERIALS AND CORRESPONDENCE

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Appendix 1 -1

FHWA Issued Notices of Intent

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:

Illinois Department of Transportation

Prepared By:

Images

WSP | Parsons Brinckerhoff

November 2015

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ADDRESSES: The FAA will accept written comments on the DEA until close of business on March 31, 2010. Comments on the DEA may be sent to: Ms. Virginia Marcks, FAA, AJW-C14D, 2300 East Devon Ave., Des Plaines, IL 60018, fax 847-294-7698, e-mail virginia.marcks@faa.gov. Copies of the Draft EA on compact disk may be obtained by contacting Ms. Virginia Marcks. Comments received on the DEA during the public comment period will be addressed in a Final Environmental Assessment.

FOR FURTHER INFORMATION CONTACT: Ms. Virginia Marcks, Manager, Infrastructure Engineering Center, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018. Telephone number: 847-294-7494. E-mail: virginia.marcks@faa.gov.

Issued in Des Plaines, Illinois, February 19, 2010.

Virginia Marcks,

Manager, Infrastructure Engineering Center, Chicago, AJW-C14D,

Central Service Area.

[FR Doc. 2010-3936 Filed 2-25-10; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Cook County, IL

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed transportation project in Cook County, Illinois.

FOR FURTHER INFORMATION CONTACT:

Norman R. Stoner, P.E., Division Administrator, Federal Highway Administration, 3250 Executive Park Drive, Springfield, Illinois 62703, Phone: (217) 492-4600. Diane O'Keefe, P.E., Deputy Director of Highways, Region One Engineer, District 1, Illinois Department of Transportation, 201 W. Center Court, Schaumburg, IL 60196-1096, Phone: (847) 705-4110.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Illinois Department of Transportation, will prepare an environmental impact statement (EIS) on a proposal to improve Interstate 290 (I-290) located in the Illinois county of Cook. The proposed improvement would involve the reconstruction of the existing 7.5 mile roadway facility from US 12/20/45 (Mannheim Road) to east of IL 50

(Cicero Avenue). Improvements to the corridor are considered necessary due to safety concerns, operational issues, traffic congestion, and age of facility. Alternatives that may be considered include (1) taking no action; (2) a full range of multi-modal build alternatives that involve the reconstruction of I-290.

Improvements to I-290 have the potential to affect environmental features in the project area. The corridor is located in a highly developed mature urban setting with limited biological and natural resources. The built environment has the potential to be affected. Some resources within the proposed area include: cemeteries, parks, special waste sites, nearby historic districts, possible residential and commercial displacements, air quality, sensitive noise receptors, the Des Plaines River, and related indirect and cumulative impact considerations.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies. As part of the EIS process a scoping meeting for obtaining input from Resource Agencies was held on September 9, 2009.

The Illinois Department of Transportation's Context Sensitive Solutions (CSS) process will be used for public involvement. A Stakeholder Involvement Plan (SIP) has been developed to ensure that the full range of issues related to this proposed project are identified and addressed. The SIP provides meaningful opportunities for all stakeholders to participate in defining transportation issues and solutions for the study area. One public meeting will be held in Cook County at each project milestone. In addition to the public meetings, a public hearing and comment period will be held following the release of the Draft EIS. Public notice will be given for the time and place of the public meetings and hearing. A project website has been established (<http://www.eisenhowerexpressway.com>) as one element of the project public involvement process.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on

Federal programs and activities apply to this program.)

Issued on: February 17, 2010.

Norman R. Stoner,

Division Administrator, Springfield, Illinois.

[FR Doc. 2010-3783 Filed 2-25-10; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Availability of a Final Environmental Assessment (Final EA) and a Finding of No Significant Impact (FONSI)/Record of Decision (ROD) for the New Airport Traffic Control Tower and Base Building at Cherry Capital Airport, Traverse City, MI

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Availability of a Final Environmental Assessment (Final EA) and a Finding of No Significant Impact (FONSI)/Record of Decision (ROD) for the New Airport Traffic Control Tower and Base Building at Cherry Capital Airport, Traverse City, Michigan.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this notice to advise the public that the FAA has prepared, and approved on February 8, 2010, a Finding of No Significant Impact (FONSI)/Record of Decision (ROD) based on the Final Environmental Assessment (Final EA) for a New Airport Traffic Control Tower (ATCT) and Base Building at Cherry Capital Airport (TVC) in Traverse City, Michigan. The FAA prepared the Final EA in accordance with the National Environmental Policy Act and the FAA's regulations and guidelines for environmental documents. It was accepted on November 2, 2009 by the FAA's Responsible Federal Official.

FOR FURTHER INFORMATION CONTACT: Ms. Virginia Marcks, Manager, Infrastructure Engineering Center, AJW-C14D, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018. Telephone number: (847) 294-7494.

SUPPLEMENTARY INFORMATION: The Final EA evaluated the construction and operation of a new ATCT at TVC. The replacement ATCT will be a Low Activity Level facility with a 395 square foot cab accommodating two operational positions and two support positions. The ATCT will be constructed on 1.64 acres of land owned by the airport, 520 feet northeast of the existing ATCT and will have a cab floor height of 752 feet above mean sea level, located within the footprint of Airport Access Road. The

should refer to File Number SR-Phlx-2013-23, and should be submitted on or before April 26, 2013.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.²⁸

Kevin M. O'Neill,

Deputy Secretary.

[FR Doc. 2013-07939 Filed 4-4-13; 8:45 am]

BILLING CODE 8011-01-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Cook County, Illinois

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Revised Notice of Intent.

SUMMARY: The FHWA is issuing this revised notice of intent to advise the public that an environmental impact statement is being prepared for the proposed I-290 highway improvement project in Cook County, Illinois, and that the project limits in the Notice of Intent (NOI) published in the **Federal Register** on February 26, 2010 have been expanded.

FOR FURTHER INFORMATION CONTACT: Mr. J. Michael Bowen, P.E., Acting Division Administrator, Federal Highway Administration, 3250 Executive Park Drive, Springfield, Illinois 62703, Phone: (217) 492-4600. John Fortmann, P.E., Acting Deputy Director of Highways, Acting Region One Engineer, District 1, Illinois Department of Transportation, 201 W. Center Court, Schaumburg, IL. 60196-1096, Phone: (847) 705-4110.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Illinois Department of Transportation, is preparing an environmental impact statement (EIS) on a proposal to improve Interstate 290 (I-290) located in Cook County, Illinois. Based on public input and studies conducted to date, FHWA and IDOT now will include an additional section of I-290 from east of IL 50 (Cicero Avenue) to Racine Avenue in the EIS so that the limits of the proposed improvements are from west of Mannheim Road to Racine Avenue, a total distance of 13.0 miles. The additional section between east of Cicero Avenue and Racine Avenue may include operational improvements consisting of the potential conversion of two or more lanes of the eight lane expressway to accommodate managed lanes or various tolling strategies.

Improvements to the corridor are considered necessary due to safety concerns, operational issues, traffic congestion, and age of facility. Alternatives under consideration include (1) taking no action; (2) a full range of multi-modal build alternatives that involve reconstruction of all, or portions of, I-290 and the rehabilitation of the remainder to include operational changes.

Improvements to I-290 have the potential to affect environmental features in the project area depending on the alternative selected. The corridor is located in a highly developed mature urban setting with limited biological and natural resources. The built environment has the potential to be effected. Some features include: cemeteries, parks, special waste sites, nearby historic districts, possible residential and commercial displacements, sensitive noise receptors, a crossing of the Des Plaines River, and related indirect and cumulative impact considerations.

Letters have been sent to appropriate Federal, State, and local agencies reflecting the revised project limits, describing the proposed action, and soliciting comments. Input from Resource Agencies will continue to be obtained through the established stakeholder involvement methods including the Corridor Advisory Group (CAG) and NEPA/404 Merger process.

The Illinois Department of Transportation's Context Sensitive Solutions (CSS) process will continue to be used for public involvement. The existing Stakeholder Involvement Plan (SIP) will be updated to ensure that the full range of issues related to the change in project limits are identified and addressed. The SIP will continue to provide meaningful opportunities for all stakeholders to participate in defining transportation issues and solutions for the study area. The Corridor Advisory Group will continue as a primary method of stakeholder interaction. In addition, a public hearing and comment period will be held following the release of the Draft EIS. Public notice will be given for the time and place of the public hearing. A project Web site has been established (www.eisenhowerexpressway.com) as one element of the project public involvement process.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be

directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued On: April 1, 2013.

J. Michael Bowen,

Acting Division Administrator, Springfield, Illinois.

[FR Doc. 2013-07936 Filed 4-4-13; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. AB 33 (Sub-No. 302X)]

Union Pacific Railroad Company—Abandonment Exemption—in Dunn County, WI.

Union Pacific Railroad Company (UP) filed a verified notice of exemption under 49 CFR part 1152 subpart F—*Exempt Abandonments* to abandon a 0.58-mile line of railroad on its Menomonie Industrial Lead from milepost 0.32 near Cedar Falls Road to the end of the line at milepost 0.90 near Oak Avenue, in Menomonie, Dunn County, Wis. (the Line). The Line traverses United States Postal Service Zip Code 54751.

UP has certified that: (1) No local traffic has moved over the Line for at least two years; (2) there is no overhead traffic on the Line; (3) no formal complaint filed by a user of rail service on the Line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the Line either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the two-year period; and (4) the requirements at 49 CFR 1105.7(c) (environmental report), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

²⁸ 17 CFR 200.30-3(a)(12).

Appendix 1 -2

NEPA/404 Merger Team Meetings

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:

Illinois Department of Transportation

Prepared By:

Images

WSP | Parsons Brinckerhoff

November 2015

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NEPA/404 MERGER TEAM MEETINGS

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I-290 Agency Scoping Meeting

September 9, 2009

Illinois Department
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Eisenhower
expressway

Meeting Agenda

- Introductions
- Overview & History
- Public Involvement/CSS
- Environmental Data
- Scoping Round Table Discussion
- Final Discussion

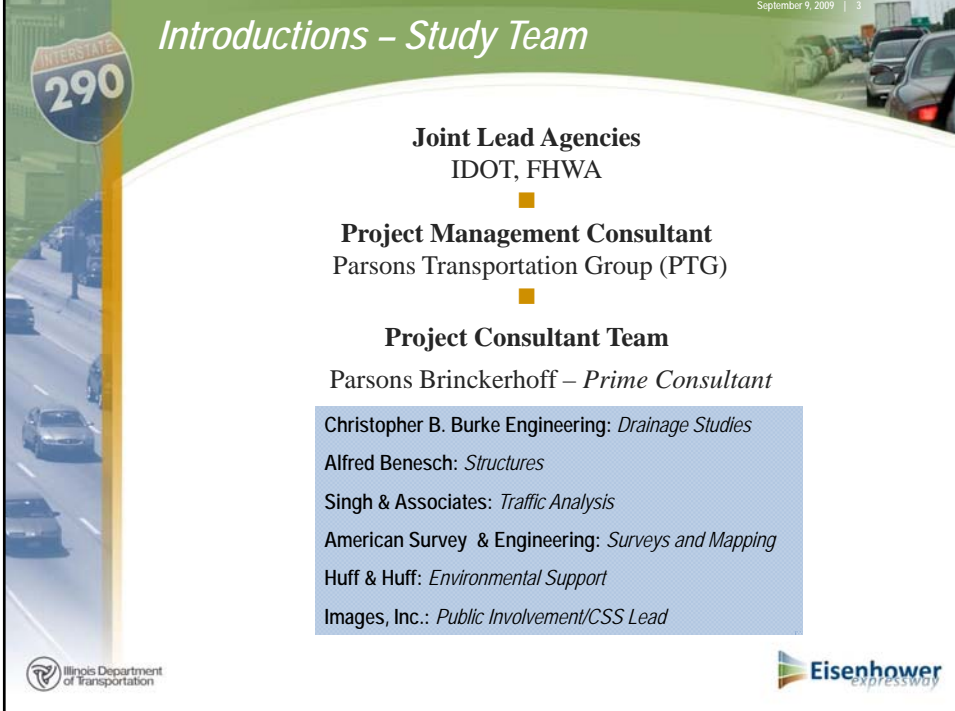

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Introductions – Study Team



Joint Lead Agencies
IDOT, FHWA


■


Project Management Consultant
Parsons Transportation Group (PTG)

■

Project Consultant Team
Parsons Brinckerhoff – *Prime Consultant*

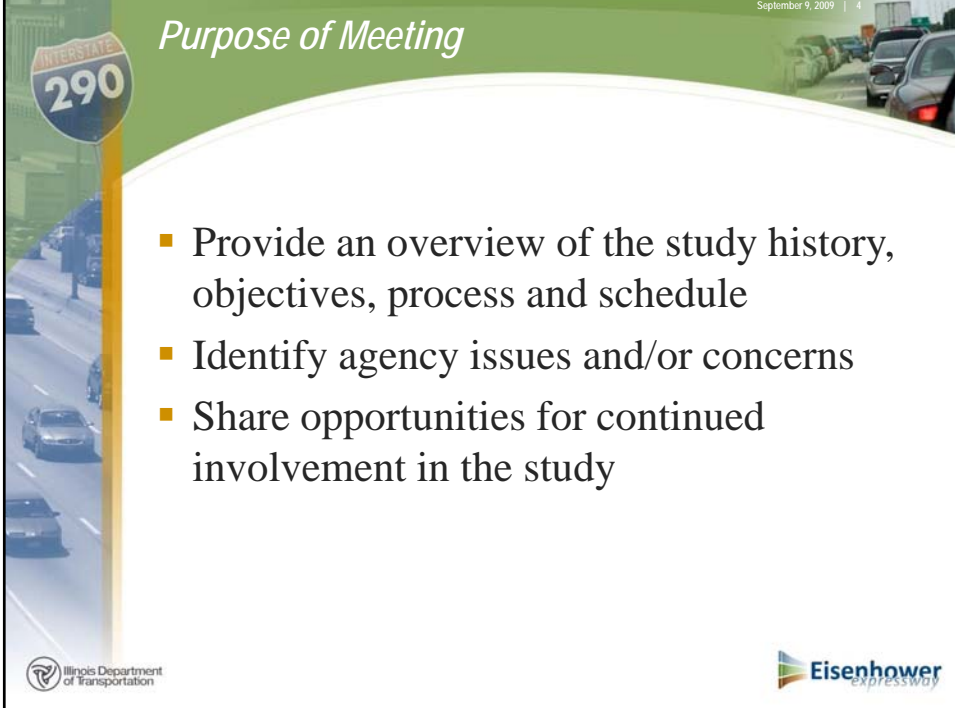

Christopher B. Burke Engineering: *Drainage Studies*
Alfred Benesch: *Structures*
Singh & Associates: *Traffic Analysis*
American Survey & Engineering: *Surveys and Mapping*
Huff & Huff: *Environmental Support*
Images, Inc.: *Public Involvement/CSS Lead*

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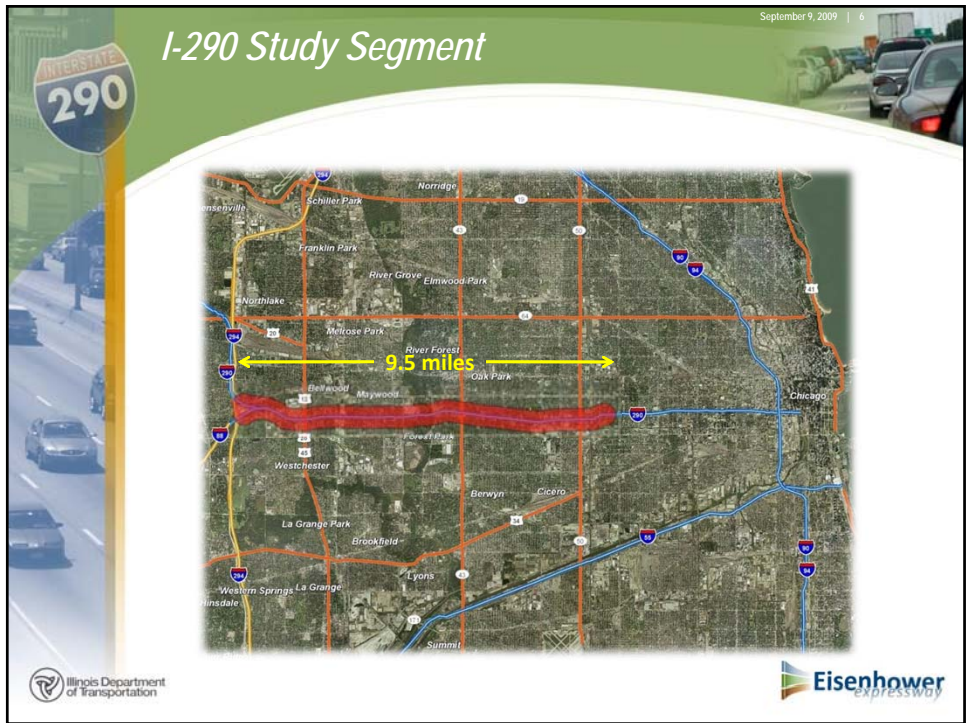
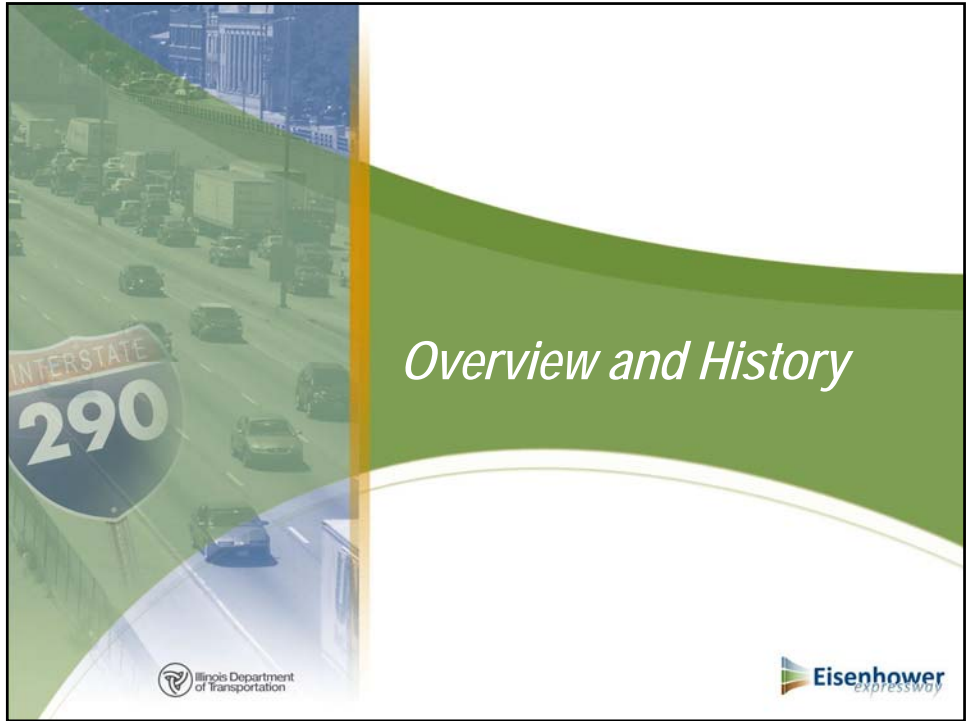
Purpose of Meeting




- Provide an overview of the study history, objectives, process and schedule
- Identify agency issues and/or concerns
- Share opportunities for continued involvement in the study

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History of the IKE

- Designed in late 1940's
- Constructed and open to traffic- Mid-1950's
 - Western extensions added in 1970's and late 1980's

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History of the IKE


- First multimodal expressway corridor in U.S.
- Eliminated at-grade freight and passenger railroad crossings by lowering existing rail lines
- Western gateway to Chicago










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Prior & Current Studies

- 1998 - IDOT HOV Feasibility Study
- 1999-2001 Hillside Strangler Reconstruction
- RTA Cook DuPage Corridor Study
 - 2003-2005 Transit Market Analysis
 - 2006-2008 Options Feasibility
- Oak Park I-290 Capping Study
 - 2003-2005 Feasibility Report
 - 2009 Cap Concept Analysis





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I-290 Phase I Study History

- 2001 – Initiated as an ECAD
 - 2001 Initial Environmental Survey Request
- 2004 – Phase I Study paused pending results of RTA study
- 2006 – Reclassified as a Complex EA
- 2007 – Context Sensitive Solutions (CSS) designation
- 2008 – Reclassified as an EIS
- 2009 – Restart- ‘clean slate’





Project Objectives

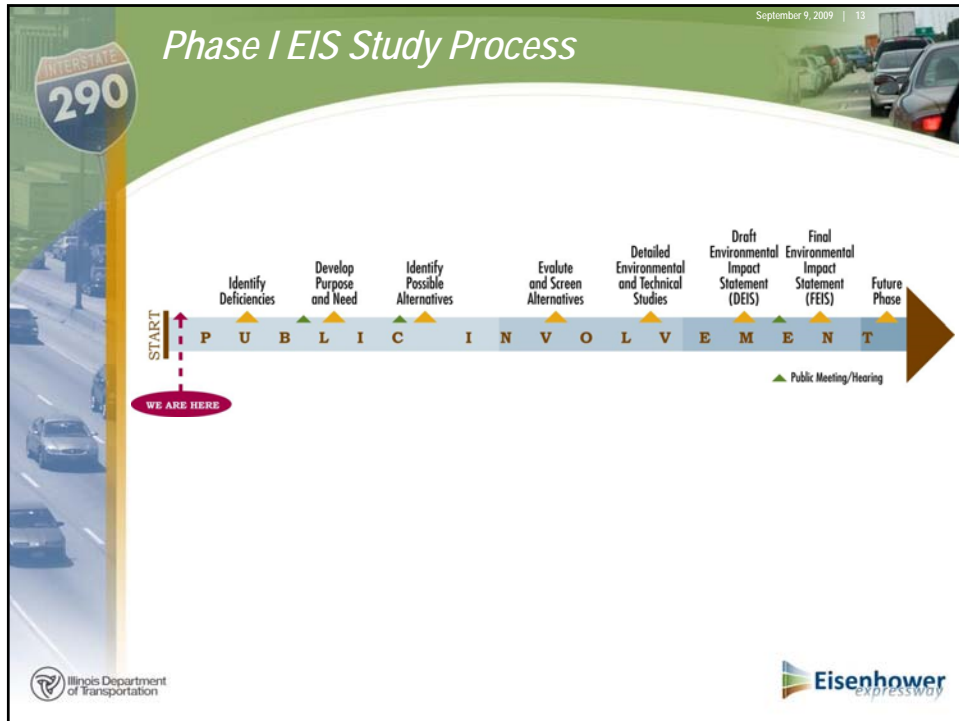
- Fresh Start as an EIS
- Facilitate open, public, and transparent study process
- Solicit, develop, and evaluate alternatives
- Reach consensus on a preferred alternative
- Record of Decision and Design Approval

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This slide features a background image of Interstate 290 with a large green wave graphic on the right side. The text 'Project Objectives' is centered in the white area. A bulleted list of five objectives is presented. Logos for the Illinois Department of Transportation and Eisenhower Expressway are at the bottom.



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Context Sensitive Solutions

- Flexible and creative approach to design
- Promotes frequent communication with stakeholders
- Addresses all modes of transportation
- Results in sound decisions

CONTEXT SENSITIVE SOLUTIONS

DETAILED GUIDELINES FOR PRACTICE

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Consensus



- Goal is to achieve consensus
- Consensus is defined as:

“When a majority of the stakeholders agree on a particular issue, while the remainder of stakeholders agrees its input has been heard and duly considered and that the process as a whole was fair.”



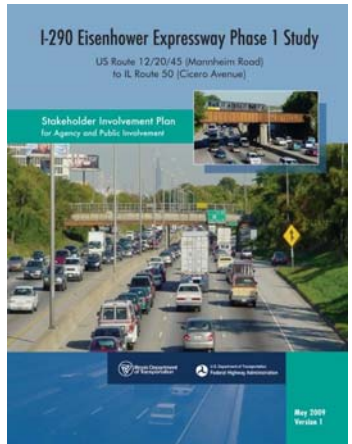
-CONTEXT SENSITIVE SOLUTIONS: Detailed Guidelines for Practice (IDOT)

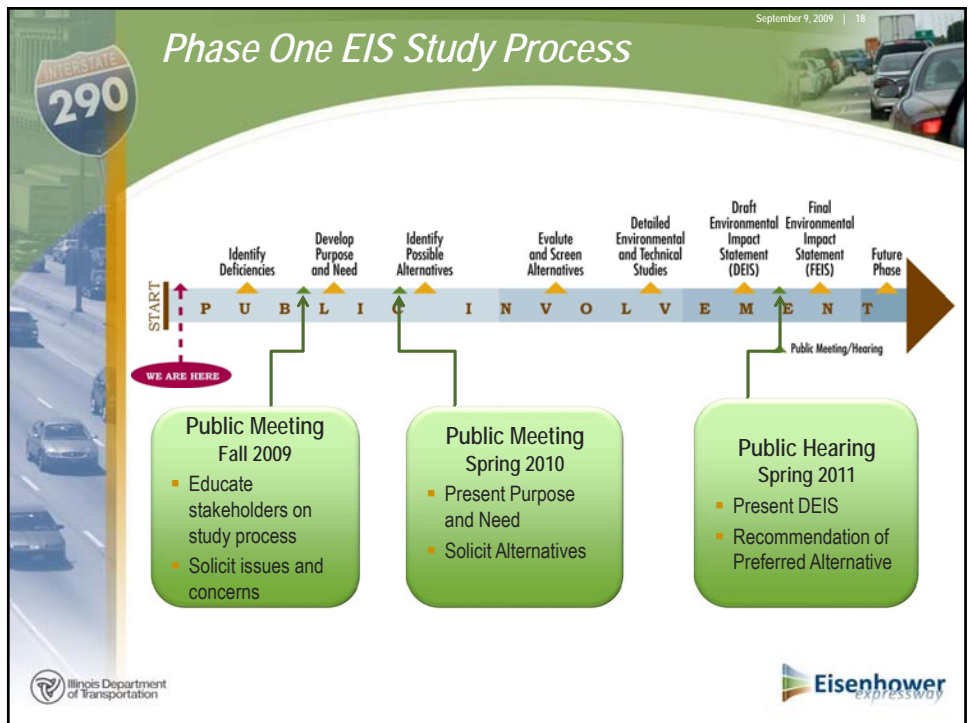


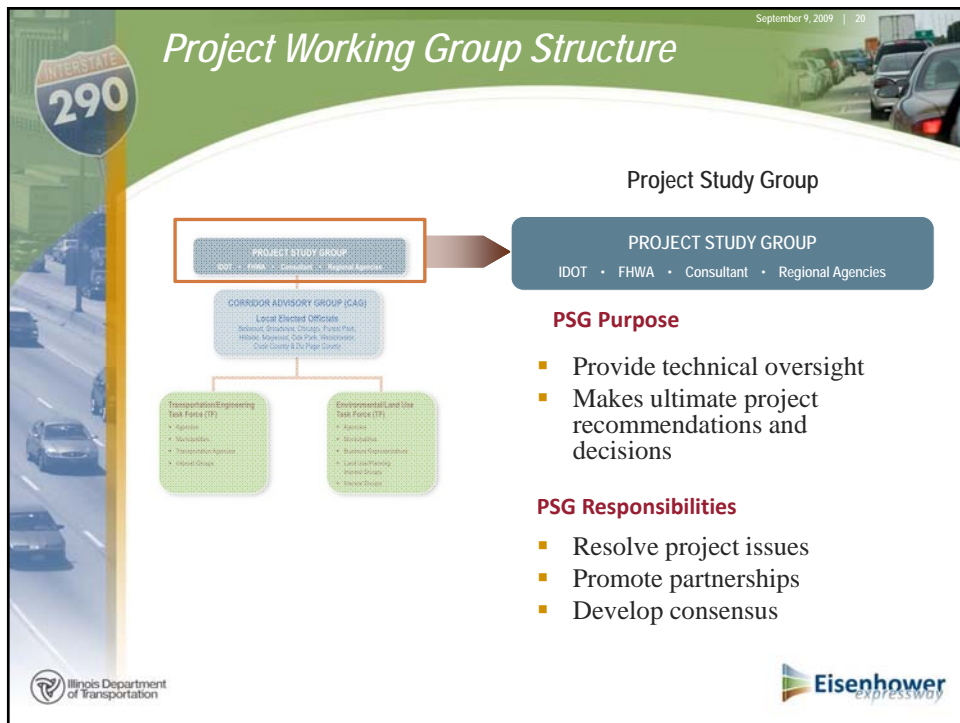
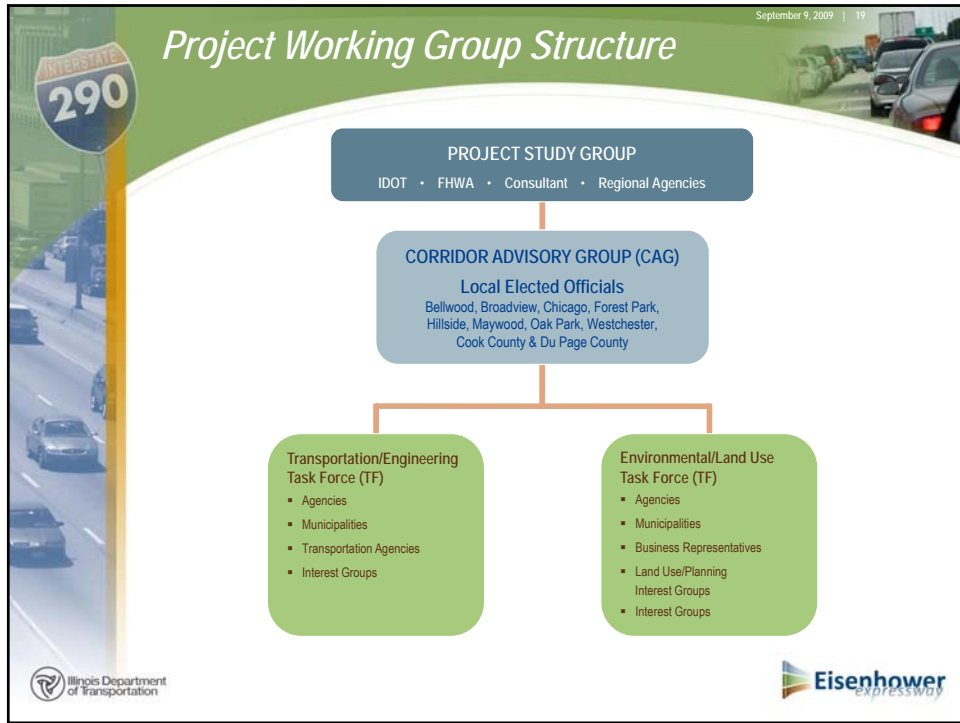
Stakeholder Involvement Plan

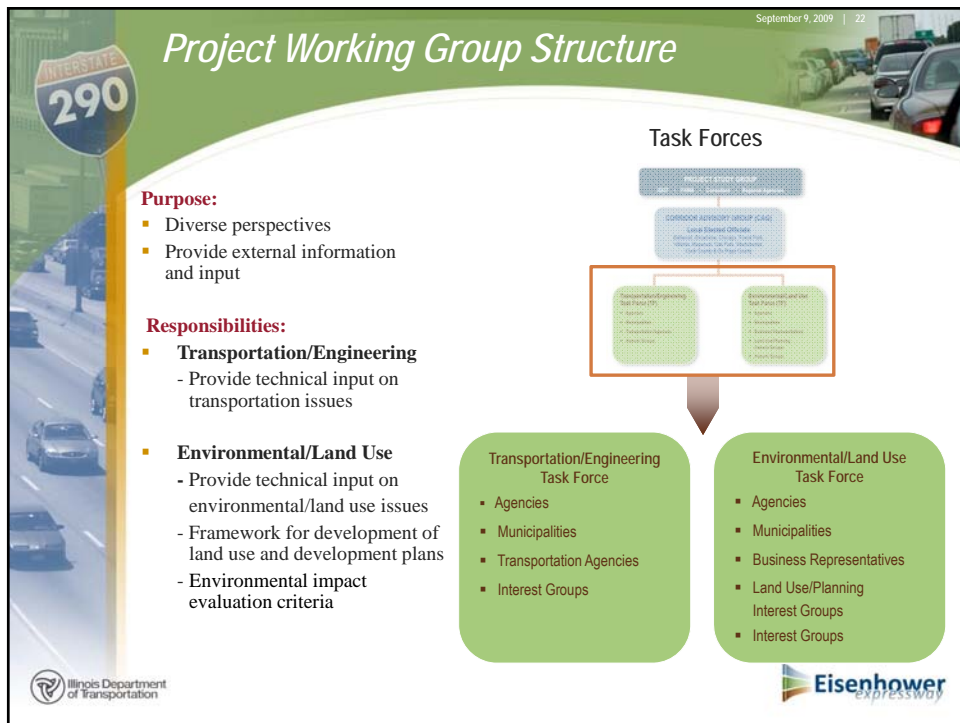
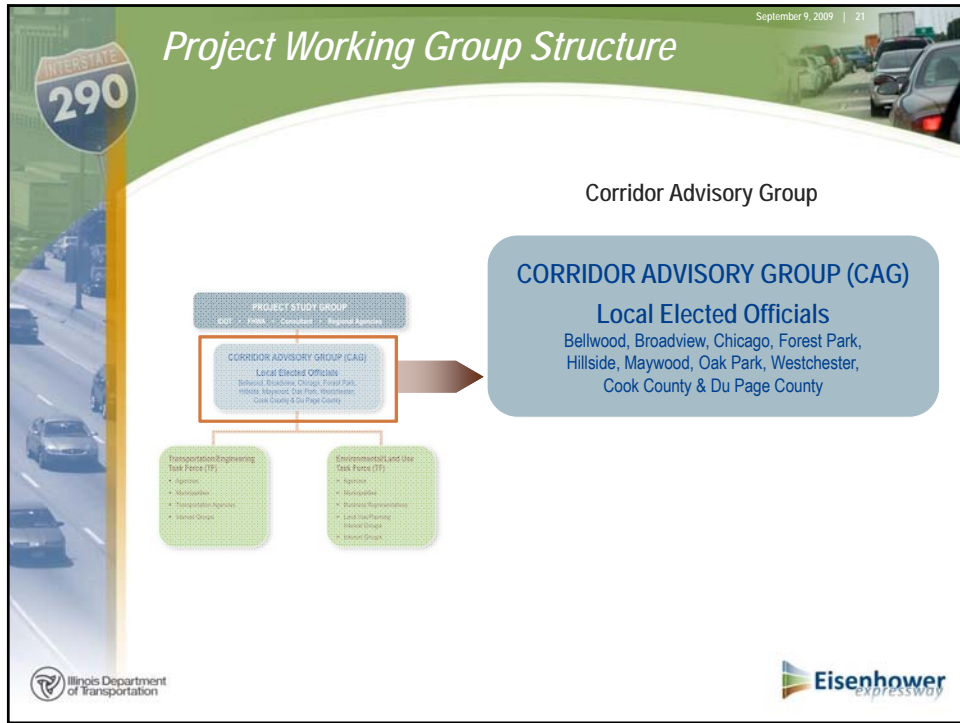


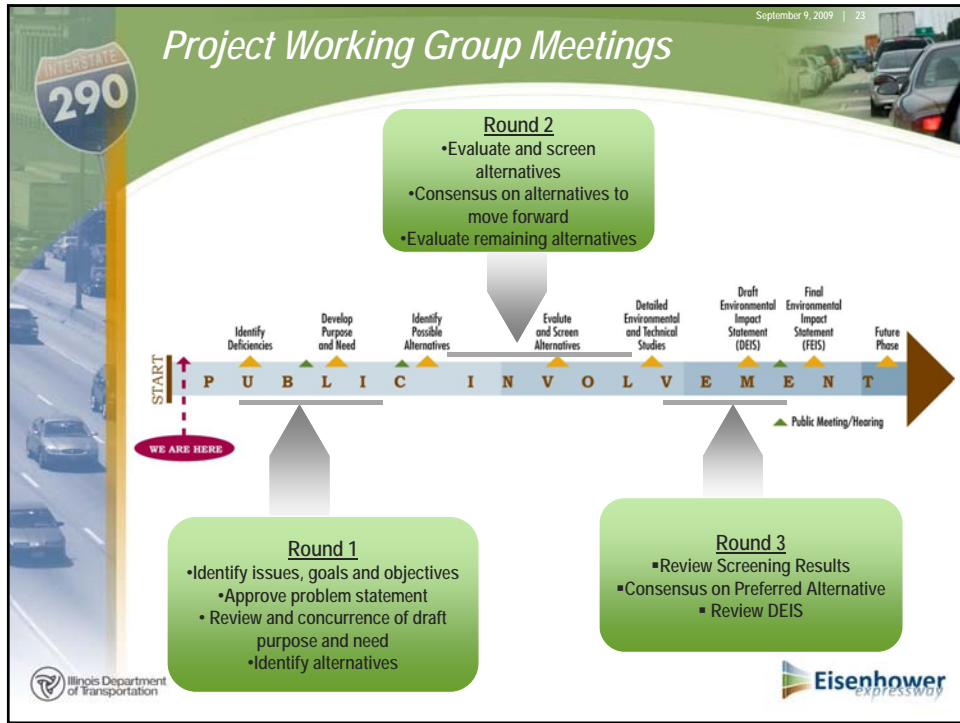
- Blueprint for defining tools and methods
- Framework for achieving consensus
- Identifies roles and responsibilities of participants
- Establishes timing of stakeholder activities
- SIP on website for review (www.eisenhowerexpressway.com)











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Agency Coordination

- Project following non-traditional NEPA/404
- Periodic Update Meetings
- Project Working Group Meetings
- NEPA Merger Team Meeting

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Eisenhower Expressway



NEPA/404 Merger Meetings Schedule

Coordination Points

- **June 2010**
 - Purpose and Need
- **September 2010**
 - Alternatives to be Carried Forward
- **September 2011**
 - Preferred Alternative
- **June 2012**
 - Record of Decision

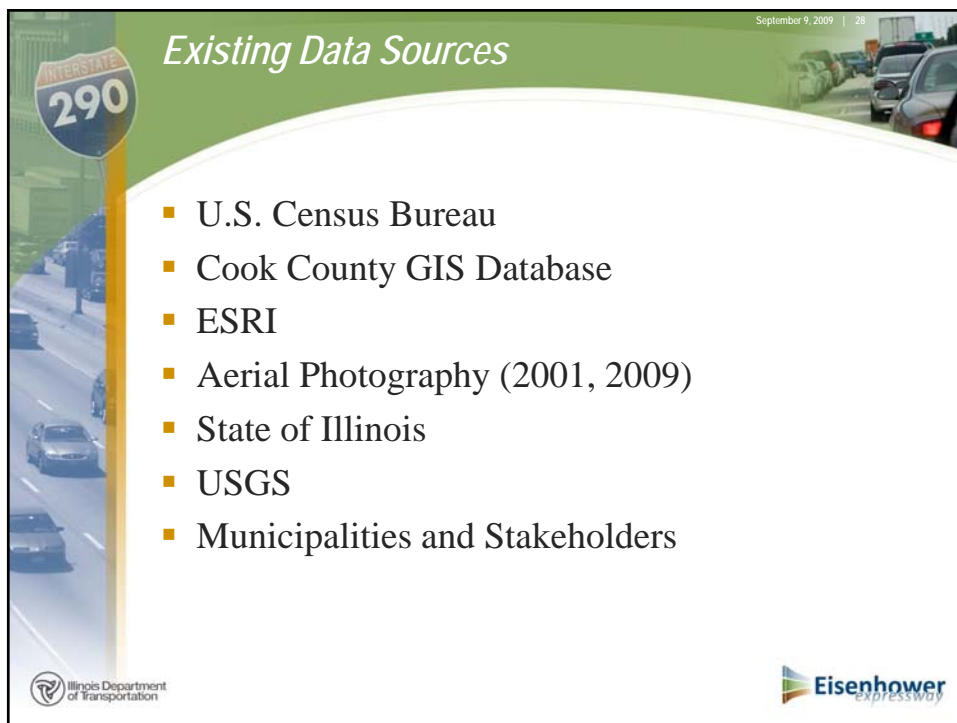
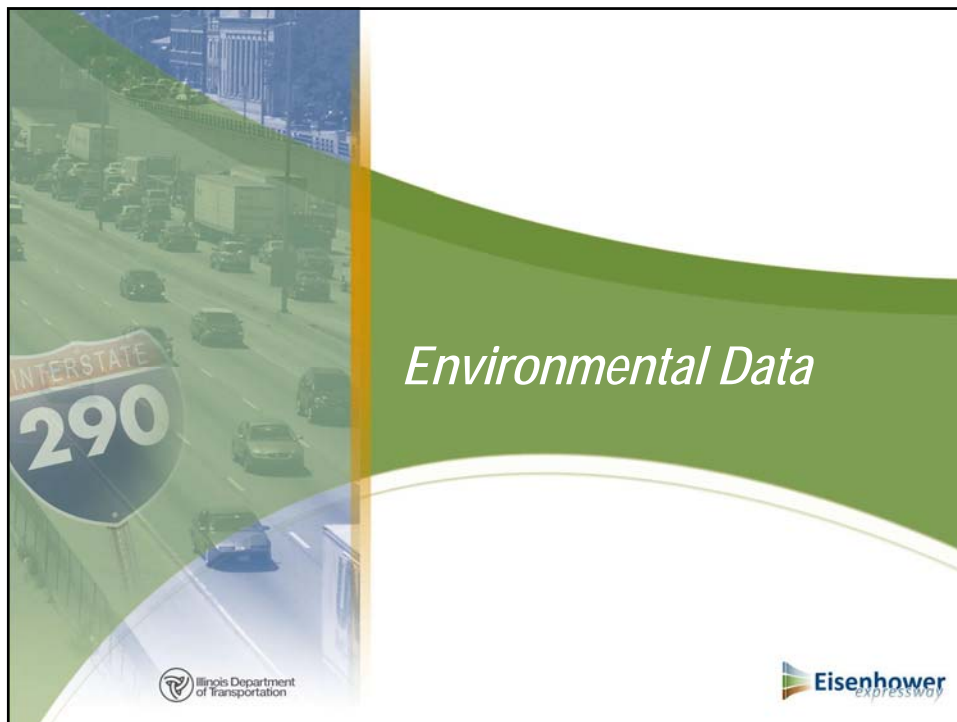


Next Steps




- Existing conditions, analyses' and deficiencies
- Environmental data collection
- Problem Definition
- Purpose and Need






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Environmental Data Collection



- Environmental Survey Requests (ESR)
 - ESR original submittal 2001
 - T&E clearance on Indiana Bats (2008-2012)
 - ESR addendum/update 2009
- Field observations and surveys
- Stakeholder data and plans

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Environmental Features



- Cultural
- Cemeteries
- Air Quality
- Noise
- Water Resources
- Special Waste



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Cultural Resources

- ESR process will determine if any archaeological sites
- No historic bridges
- Historic Districts
- Known 4(f) properties
 - Station Park
 - Barrie Park
 - Rehm Park
 - Two Tot Lot Parks
 - Veterans Park
 - Columbus Park





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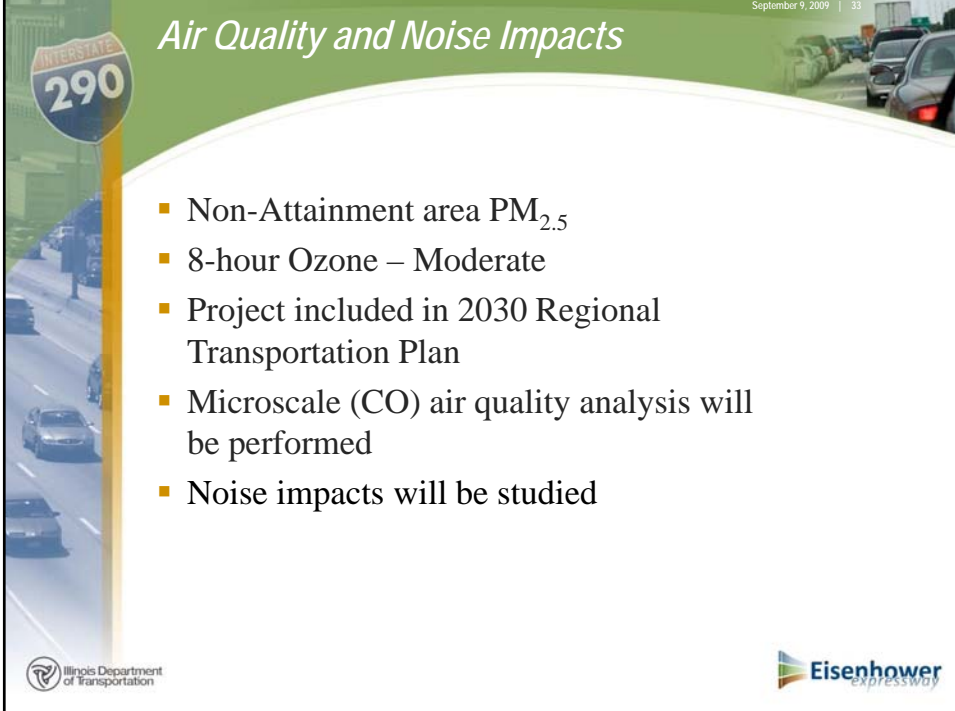
Cemeteries

- **Concordia** – located on the north side of I-290 east of the Des Plaines River.
- **Forest Home** – located on the south side of I-290 between 1st Avenue and the Des Plaines River.
- **Waldheim** – located east of the Des Plaines River on the south side of I-290.



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Air Quality and Noise Impacts



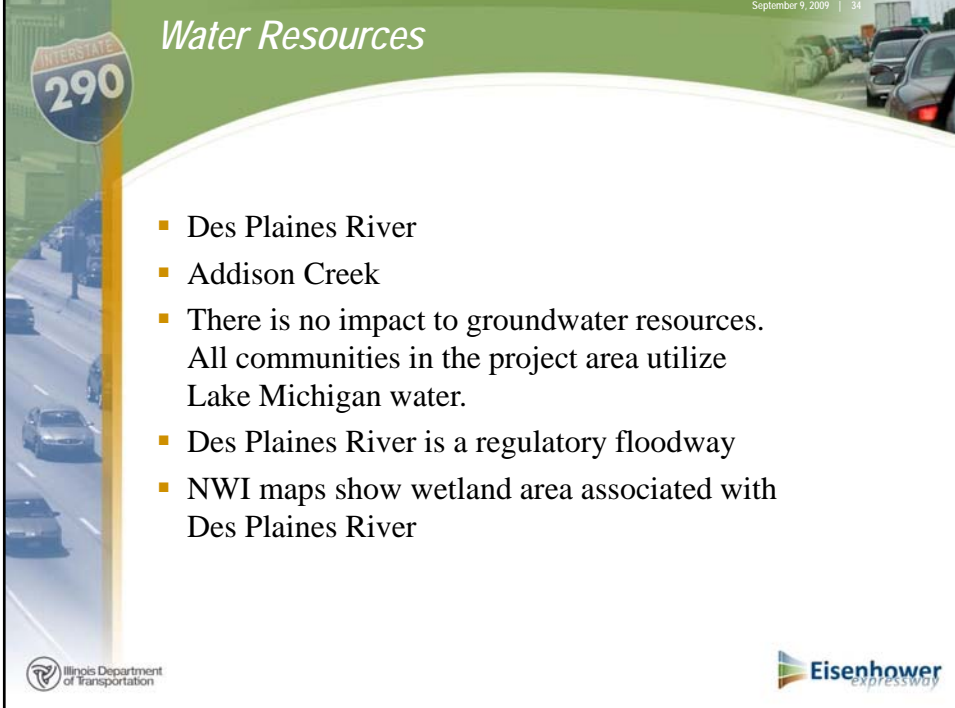

- Non-Attainment area PM_{2.5}
- 8-hour Ozone – Moderate
- Project included in 2030 Regional Transportation Plan
- Microscale (CO) air quality analysis will be performed
- Noise impacts will be studied

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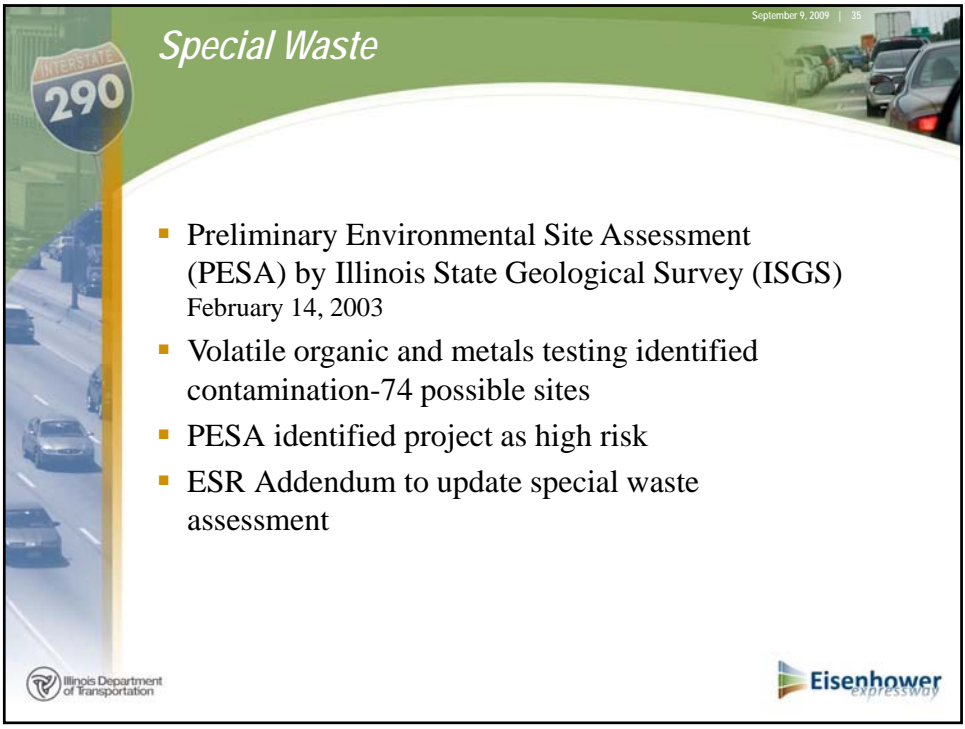
Water Resources



- Des Plaines River
- Addison Creek
- There is no impact to groundwater resources. All communities in the project area utilize Lake Michigan water.
- Des Plaines River is a regulatory floodway
- NWI maps show wetland area associated with Des Plaines River



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Special Waste

- Preliminary Environmental Site Assessment (PESA) by Illinois State Geological Survey (ISGS) February 14, 2003
- Volatile organic and metals testing identified contamination-74 possible sites
- PESA identified project as high risk
- ESR Addendum to update special waste assessment



Environmental Inventory Maps








Environmental Inventory Map (3 of 22)




Environmental Inventory Map (4 of 22)




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Environmental Inventory Map (5 of 22)



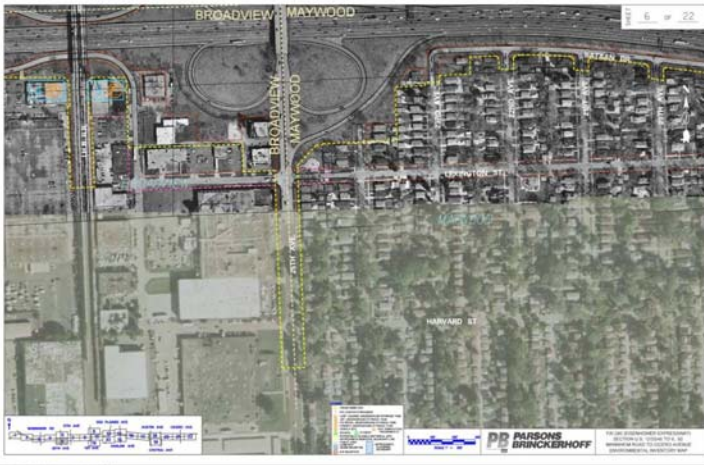
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Environmental Inventory Map (6 of 22)

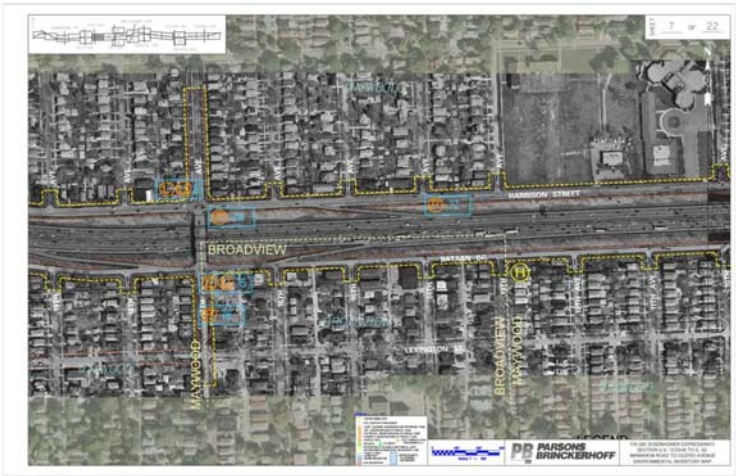


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Environmental Inventory Map (8 of 22)



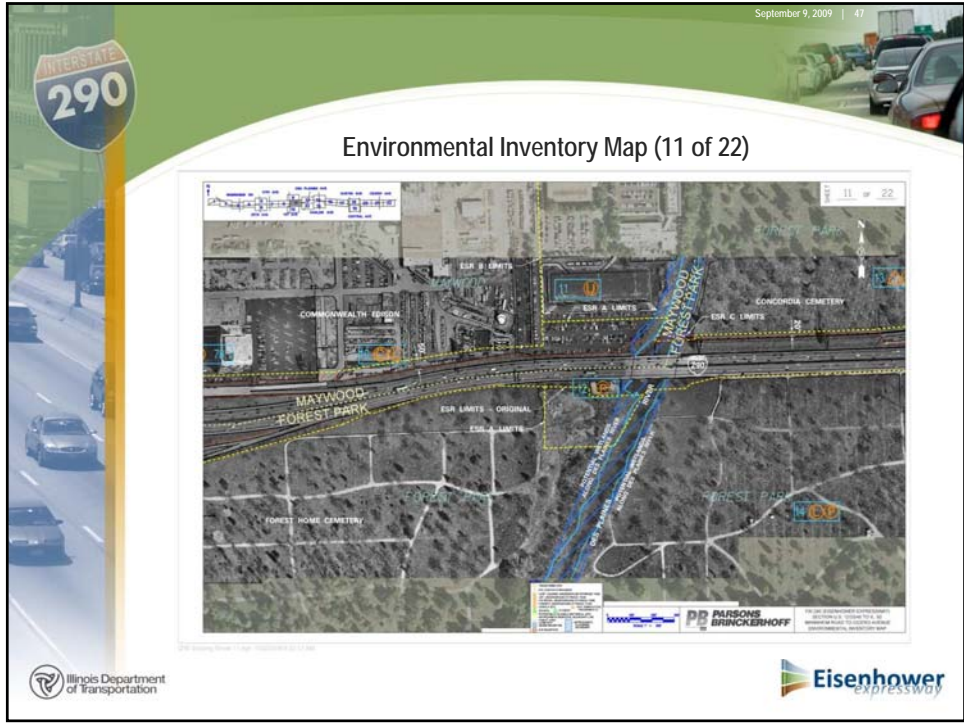


Environmental Inventory Map (9 of 22)



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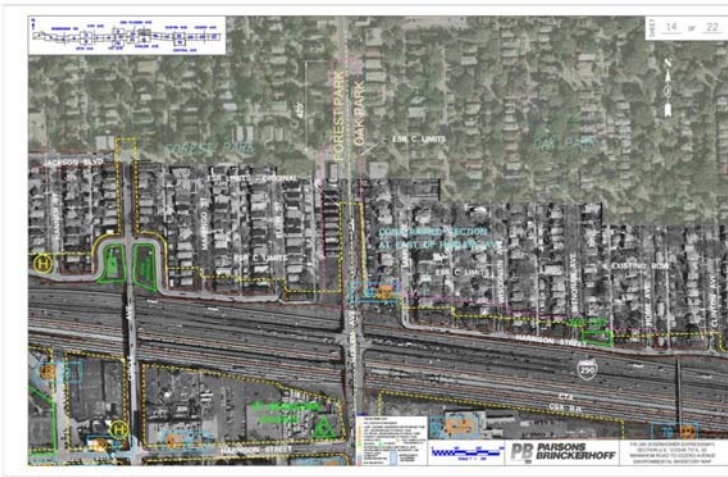




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Environmental Inventory Map (14 of 22)





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Environmental Inventory Map (16 of 22)

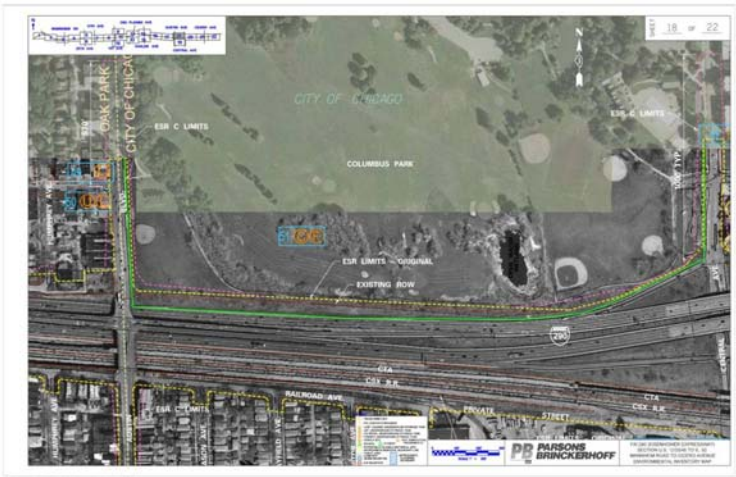




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Environmental Inventory Map (19 of 22)



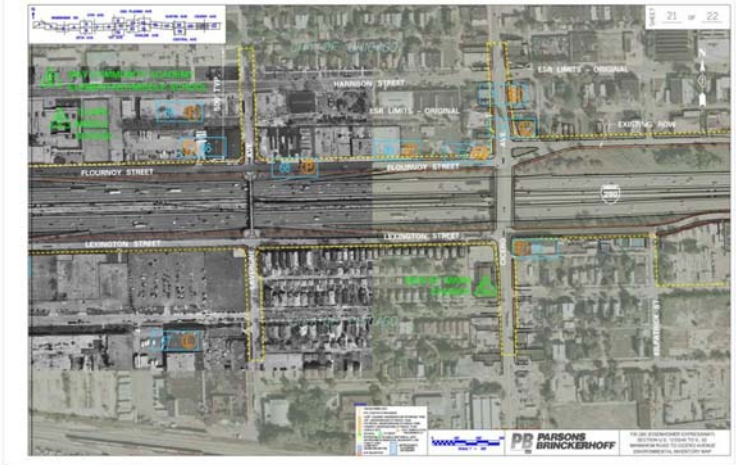
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Environmental Inventory Map (21 of 22)



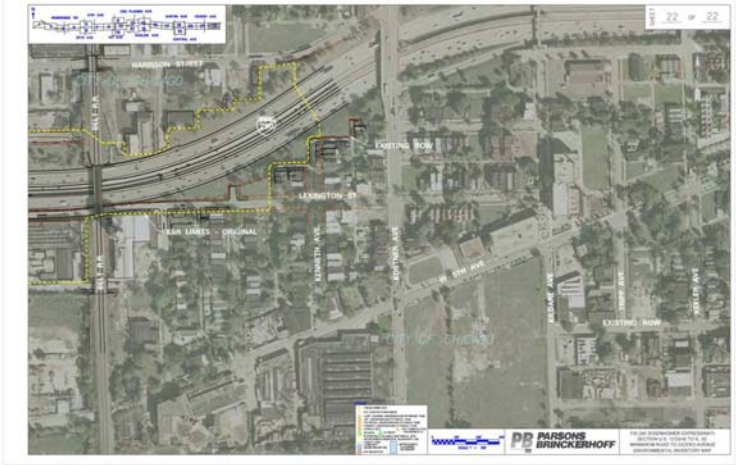






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Environmental Inventory Map (22 of 22)







Scoping Discussion

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Questions?

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Illinois NEPA/404 Merger Meeting

September 9, 2009

**I-290 (Eisenhower Expressway)
US 12/20/45 (Mannheim Road) to Illinois Route 50 (Cicero Avenue)
Job No. P-91-201-00
Cook County**

This was the first presentation of the I-290 project to the Illinois NEPA/404 Merger Team. The meeting was held at 2:00 pm on September 9th, 2009 at the FHWA Illinois Division Office in Springfield Illinois. The purpose of the meeting was to introduce the I-290 project to the merger team and conduct scoping with the agencies.

IDOT District 1 and the project consultant presented a PowerPoint presentation to the Merger Team and FHWA. The presentation provided a history of the project corridor (from 1940's to present) and described the relevant prior and current studies by IDOT & other agencies. The presentation explained the progression of the I-290 Phase I study from an ECAD in 2001 to its present designation of EIS, the adoption of IDOT's Context Sensitive Solutions (CSS) process, and the goal of reaching a Record of Decision and Design Approval of a preferred alternative.

Following the history and study overview, the Merger Team was lead through a discussion of environmental data sources, collection, and was presented the known environmental features on 11x17 color corridor maps.

The presentation was followed by an open forum question and answer scoping discussion. The following lists the items discussed:

- There are no proposed uses for the Hillside Landfill related to the project
- The CTA and Railroads are key stakeholders and close study partners. The CTA station at Forest Park is highly constrained and CTA was looking into expanding and updating this facility. Currently CTA improvements in this corridor are on hold pending the I-290 study.
- The Commonwealth Edison site is still in use, However Maywood is interested in redeveloping this site. ComEd site would be most suitable for redevelopment as a TOD center.
- EPA asked that the study expand the PM 2.5 analysis and include more detailed emissions analysis of mobile source air toxics (MSATs) especially in environmental justice areas
- Use of the CSX freight rail line along the study corridor will drop significantly with the Canadian National's purchase of the EJ&E where the majority of CN's operations will now be routed. Preliminary discussions were held with the railroads but no commitments have been made yet. The study team will continue to coordinate with the railroads.
- Between RTA's Cook DuPage Corridor Study and Oak Park, several dozen alternatives have been put forward, including Bus Rapid Transit (BRT), High Occupancy Vehicle lane (HOV), a Blue Line Extension, and others.
- The Blue Line extension is loosely defined as extending as far west as Oak Brook, however no alignment(s) have been located.

- The EPA said that removal/consolidation of the closely spaced ramps between 25th avenue and DesPlaines Avenue should be considered. IDOT will be analyzing the safety of these ramps. Elimination of any access point will involve a great deal of public involvement
- This study is currently continuing under the assumption that the four lane section east of Cicero Avenue is still functionally adequate. The eastern limit is currently where an old construction segment ends just west of Kostner Avenue.
- The frontage roads are included as part of the environmental analysis
- The highway, pavement and structures are approximately 50 years old and are near the end of their useful life which will require a complete rebuild; depending on the study outcome this could be a replacement in-kind or variation.
- There are sensitive noise receptors in the study corridor and noise barriers will be considered. The CSS process will be used to help determine any noise wall locations within the communities on a case-by-case basis.
- There is at least one historic district within the study area. Further data collection and public involvement will be used to confirm the number and location of any historic districts or resources.

The meeting concluded with a discussion of whether or not this study should, or needs to, follow the formal NEPA/404 merger/concurrence process. The reasoning for not establishing a formal NEPA/404 merger team process is:

- The project was reclassified as an EIS to accommodate public concerns – project was initially an ECAD.
- A formal 404 schedule/process requires prescribed milestone and long-lead submittal dates that may add time to the project schedule
- NEPA/404 coordination in lieu of concurrence allows the study to be more nimble

IDOT recommended proceeding with the study as an ‘EIS with agency review’, using the scheduled NEPA/404 Merger Team meetings as a forum for project study updates. The EPA agreed that this would be a good forum and the periodic updates would keep the project moving. The EPA added that it appeared that permits would not be likely, however the USACE (not present) would need to review.

IDOT explained that the first potential concurrence point, purpose and need, is planned for June 2010, therefore allowing the agencies some time to consider this approach.

IDOT – John Baczek, Mark Peterson, Pete Harmet (By telephone)
 Consultant Team – Ed Leonard, Tim Selover, Bryan Kapala

www.dot.il.gov | www.eisenhowerexpressway.com




**I-290 NEPA
MERGER TEAM
MEETING**

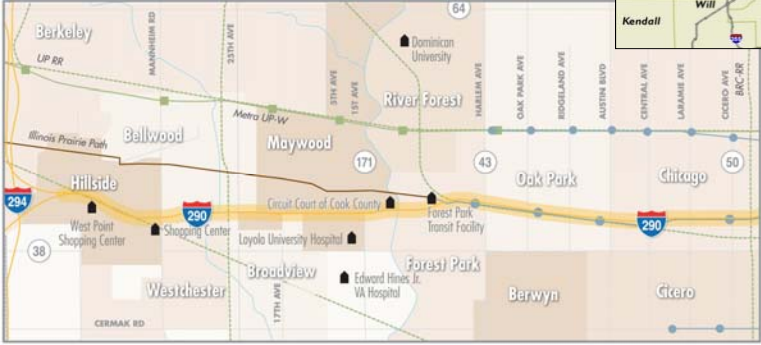


June 28, 2011

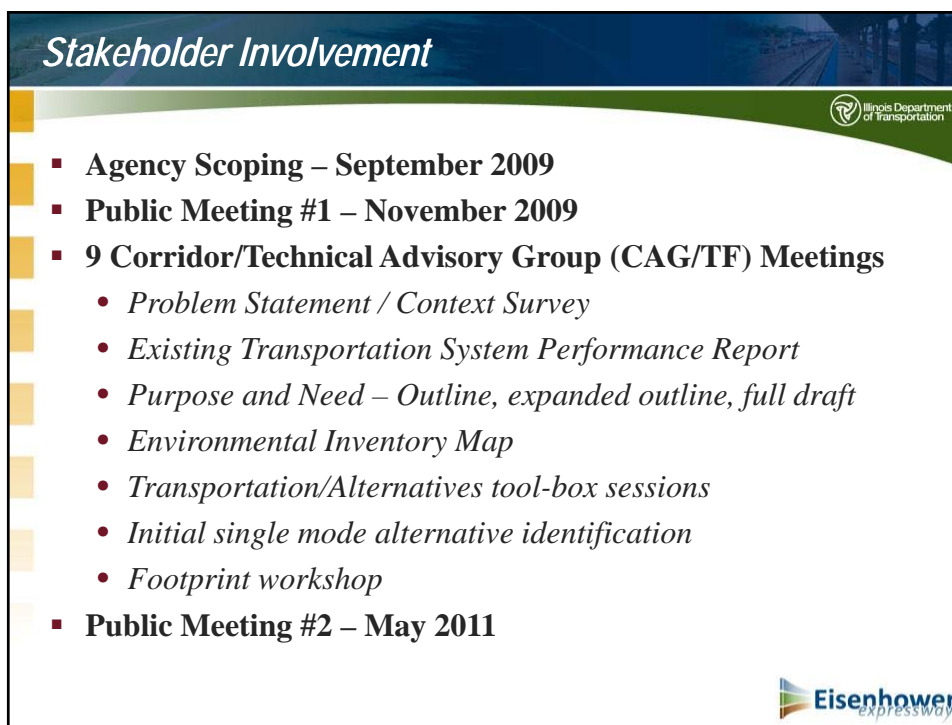
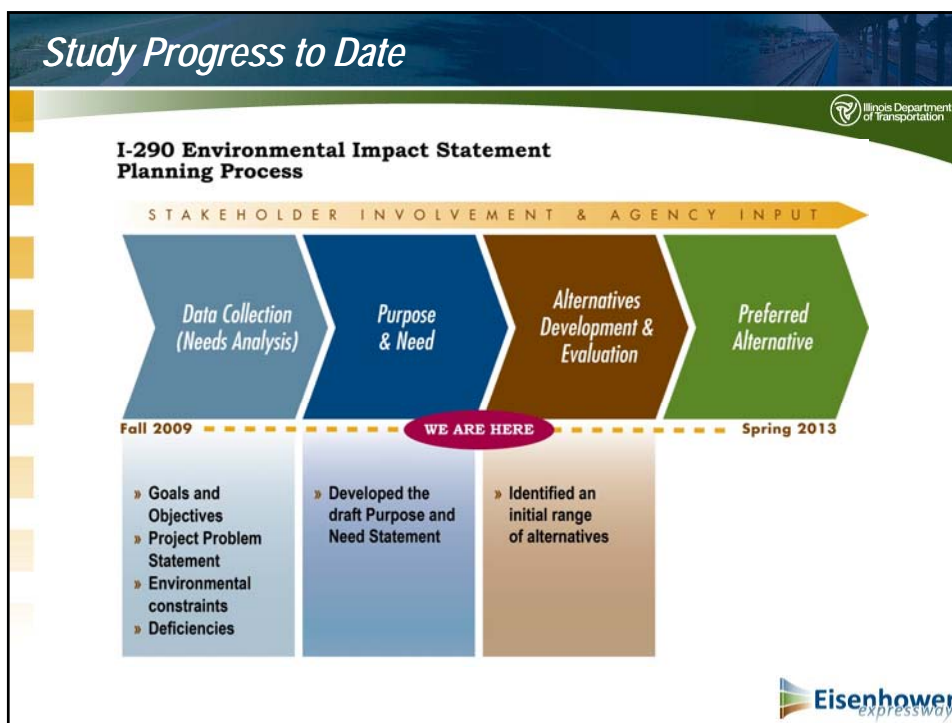


Why is I-290 Being Studied?



- I-290 corridor was built during the 1950's
- First multi-modal transportation corridor in US
- Over 50 years old and in need of reconstruction
- Major link in the transportation network



I-290 Draft Purpose and Need

Purpose & Need




- **PURPOSE:** *to provide an improved transportation facility along the I-290 Eisenhower expressway multimodal corridor*
- **NEEDS:** Five specific need points to be addressed:
 - *Improve regional and local travel*
 - *Improve access to employment*
 - *Improve safety for all users*
 - *Improve modal connections and opportunities*
 - *Improve facility deficiencies*
- Purpose and Need is available for review at www.eisenhowerexpressway.com



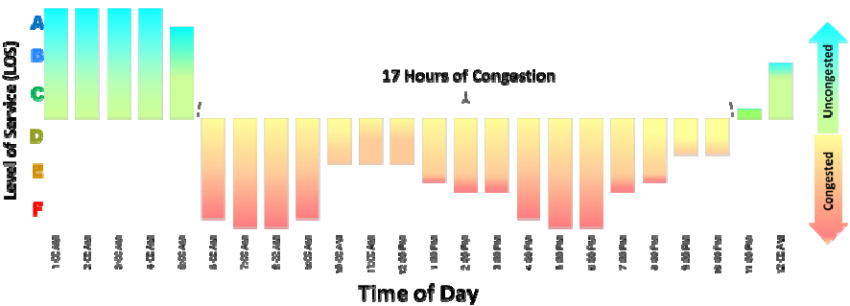
Need Point #1: Improve Regional and Local Travel

Purpose & Need




Improve Regional Travel

- Congestion along I-290 corridor reduces its ability to serve regional travel
 - Existing mainline traffic exceeds the ideal highway capacity by 136%
 - I-290 experiences up to 17 hours of congestions a day



17 Hours of Congestion



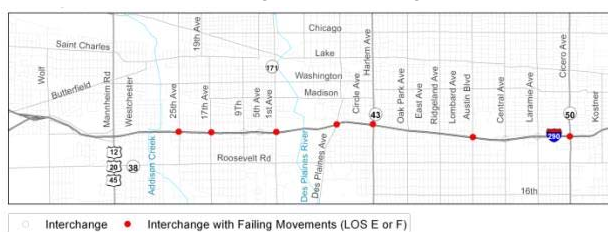
Need Point #1: Improve Regional and Local Travel



Improve Local Travel

- Local travel in the study area is negatively affected by congestion at the interchanges and along the arterial streets
 - 7 out of 10 interchanges have movements that are failing (LOS F)
 - 68% of the study area arterials operate at very congested conditions

I-290 Interchanges with Failing Movements



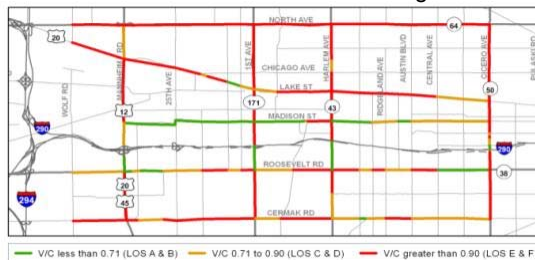
○ Interchange ● Interchange with Failing Movements (LOS E or F)



Need Point #1: Improve Regional and Local Travel



2010 PM Peak Period Arterial Congestion



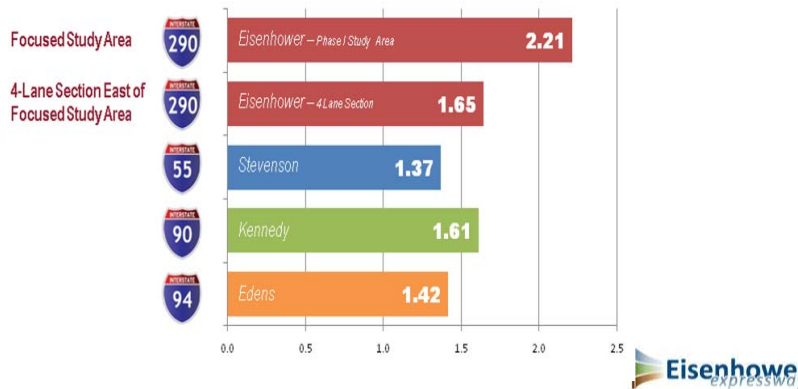
2040 PM Peak Period Arterial Congestion



Need Point #2: Improve Safety For All Users



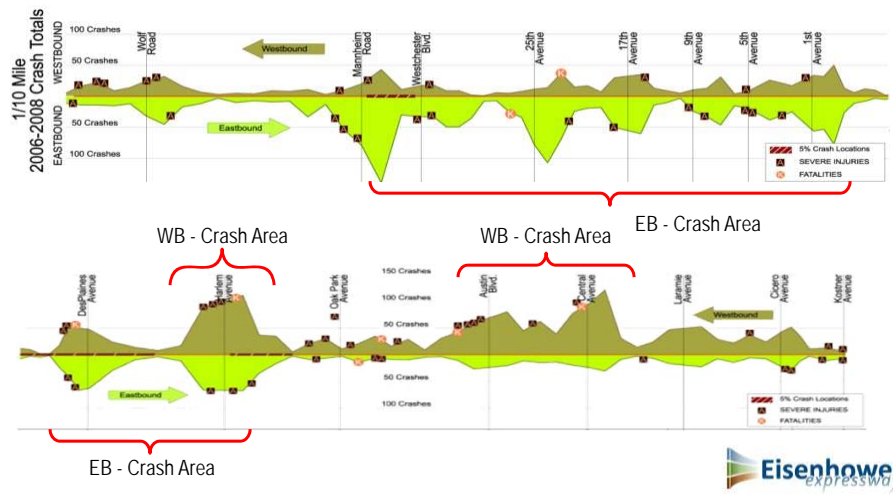
- Address High Comparative Crash Rates on I-290
 - Crash rates on I-290 as much as 61% higher than similar highways in the region



Need Point #2: Improve Safety For All Users



- Addresses high frequency crashes
 - 71 % of all crashes are rear-end



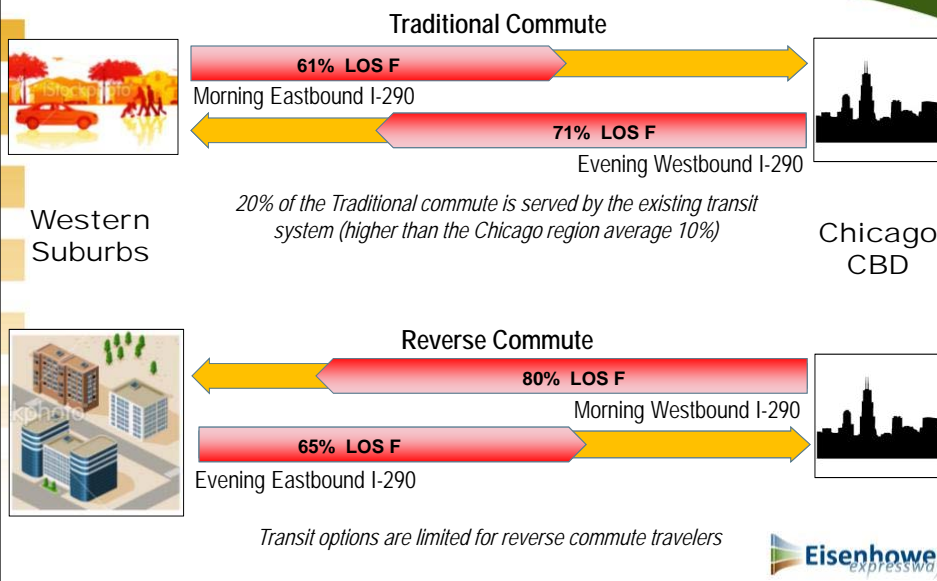
Need Point #2: Improve Safety For All Users



- Address Pedestrian-Vehicle Conflicts on Cross-Streets
 - 16 reported pedestrian crashes on I-290 cross street (2006-2008)



Need Point #3: Improve Access To Employment



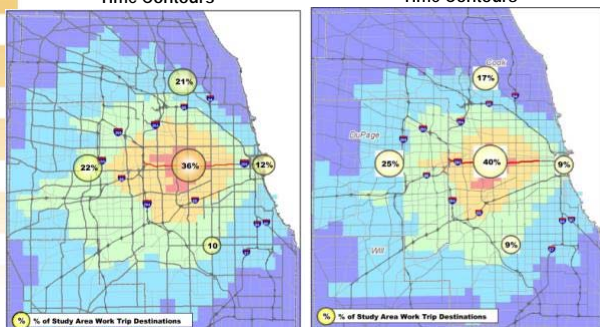
Need Point #3: Improve Access To Employment



- Heavy congestion on I-290 and the arterials in the study area constrains connectivity between workers and jobs.
 - Accessibility to Jobs from the study area by auto will decrease up to 33% by 2040 (No Build Scenario)

2010 AM Peak Period Auto Travel Time Contours

2040 AM Peak Period Auto Travel Time Contours



Number of Jobs Accessible by Auto			
Travel Time (minutes)	2010	2040 Baseline	Change
Up to 15	107,000	79,000	-26%
15 - 30	449,000	302,000	-33%
30 - 45	1,601,000	1,391,000	-13%
45 - 60	1,760,000	1,613,000	-8%

■ Up to 15 Minutes
 ■ 15 to 30 Minutes
 ■ 30-45 Minutes
■ 45-60 Minutes
 ■ More than 60 minutes



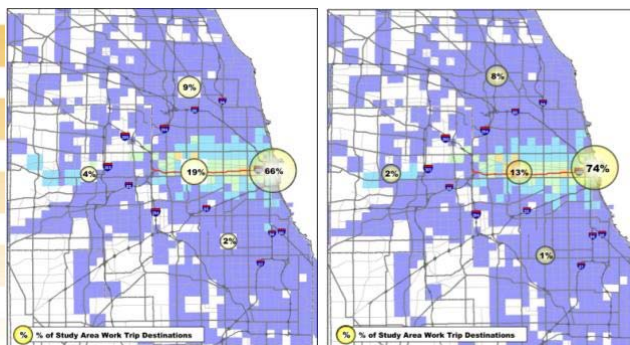
Need Point #3: Improve Access To Employment



- Many transit trips traveling via rail transit
 - Accessibility to Jobs from the study area by transit will see very little change by 2040

2010 AM Peak Period Transit Travel Time Contours

2040 AM Peak Period Transit Travel Time Contours



Number of Jobs Accessible by Transit			
Travel Time (minutes)	2010	2040 Baseline	Change
Up to 15	4,000	4,000	0%
15 - 30	57,000	57,000	0%
30 - 45	796,000	786,000	-1%
45 - 60	477,000	534,000	12%

* Provide explanation for increase

■ Up to 15 Minutes
 ■ 15 to 30 Minutes
 ■ 30-45 Minutes
■ 45-60 Minutes
 ■ More than 60 minutes
■ Not Accessible by Transit



Need Point #4: Improve Modal Connections and Opportunities



- The study area has a well developed and utilized transportation system that carries 21% of the home-to-work travel in the study area

Study Area Transit Network



Need Point #4: Improve Modal Connections and Opportunities



- Improve Pedestrian Access to Transit
 - 67% of CTA station boardings in the study areas involve pedestrian trips
 - Pedestrian conflicts with vehicles at stations located on congested cross-streets

- Improve Bicycle Access to Transit
 - Bicycle access difficult due to lack of bike lanes or inadequate shoulders
 - Lack of adequate bicycle parking



- Improve Vehicular Access to Transit
 - Limited and constrained existing park and ride facilities in study area
 - Access to CTA park and ride facility is constricted by congested traffic on DesPlaines Avenue and I-290 Ramps



Need Point #4: Improve Modal Connections and Opportunities



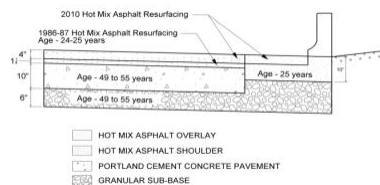
- **Improve Bus Transfer Connections**
 - 33% of station entries are transfers from CTA and Pace buses
 - Four of the five study area stations are location on busy I-290 overpasses, with no dedicated bus pull outs
 - CTA station access on single side of street requires bus transfers from opposite side to cross busy street
- **Improve Non-Motorized Connections**
 - Only two crossings of I-290 are for pedestrian and bicycle only
 - Five crossings are not recommended by IDOT for bicycle travel
 - 14 remaining crossings do not have adequate shoulders or bicycle lanes



Need Point #5: Improve Facility Deficiencies



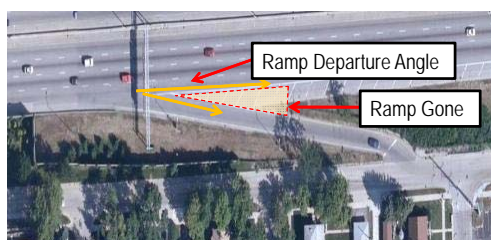
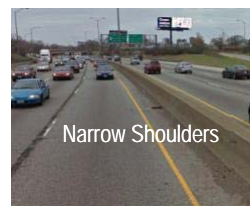
- **Address Pavement Age**
 - Existing pavement was installed in the 1950s as part of original construction
 - Existing sub-base is over 50 years old, exceeding typical service life by 30 years
- **Address Structure Deficiencies**
 - All bridges structurally adequate and essential for public use
 - 12 of 26 bridges are 'functionally obsolete' in that they have design and geometrics that are considered unacceptable for current traffic conditions and uses



Need Point 5: Improve Facility Deficiencies



- **Address geometric deficiencies**
 - Much of the existing design does not meet modern design standards
 - 80% of mainline shoulders are too narrow
 - Most of the existing crossroad profiles and grades are sub-standard
 - On-third of the ramp departure angles are too abrupt
 - 80% of the exit ramp recovery areas (gore areas) are too short



Need Point 5: Improve Facility Deficiencies



- **Address ADA Ramp & Sidewalk Deficiencies**
 - 30% of cross road intersections do not have ADA compliant ramps
 - 10 of the 21 crossings of I-290 do not ADA standards
 - Sidewalks at CTA stations are narrower than the recommended 8 – 10 foot widths and have obstructions




- **Address Drainage Deficiencies**
 - Existing inlet spacing is too far apart for 50 year storm
 - Trunk sewer system inadequate to handle 100 year storm
 - Existing bridges over Addison Creek and Des Plaines River are too low




Initial Stakeholder Single-Mode Alternatives

Alternatives
Development &
Evaluation



- Alternatives suggested by CAG and at Public Meeting #1
- Over 170 suggestions including:
 - *Transit improvements*
 - *Highway/arterial street improvements*
 - *Bicycle and pedestrian/other improvements*
 - *Traffic management systems*



Suggested Transit Improvements



Automated Guideway



Commuter Rail



CTA Blue Line Extensions



Light Rail



Suggested Bus Transit Improvements



Bus Rapid Transit

Express Bus

Local Bus









Summarized Highway/Arterial Street Improvements



Arterial Improvements



Intersection Improvements



Add General Purpose Lanes



Reconfigure Ramps

Interchange Improvements





Suggested Managed Lanes Improvements



Illinois Department of Transportation

HOV Lanes

HOT Lanes

Congestion Pricing

Eisenhower Expressway

Suggested Bicycle and Pedestrian/Other Improvements



Illinois Department of Transportation

Bike / Ped

Other



Eisenhower Expressway

Suggested Traffic Management Improvements

ROAD ICY
SLOWER SPEED
ADVISED




- Active Traffic Management
- Variable Speed Limits
- Dynamic Messaging
- Ramp Metering
- Signal Coordination






MRD1 Next Steps



- Finalize Purpose and Need
- Refine and evaluate alternatives
 - Round 1: Evaluate initial single-mode results
 - Underway - Initial results July 2011
 - Round 2: Evaluate combination alternatives
 - Round 3: Identify DEIS alternatives
- Formal NEPA Coordination of P&N in September



DRAFT
NEPA/404 Merger Meeting Summary
June 28, 2011

IDOT District 1, Cook County
Interstate 290 (I-290)
Environmental Impact Statement
Information - Purpose and Need

This was the second presentation of the I-290 project. The previous presentation was on September 9, 2009. The purpose of the meeting was to update the Merger Team on the status of the I-290 Project and present the draft Purpose and Need for information only.

The IDOT District One and project consultant, Parsons Brinckerhoff (PB), made a PowerPoint presentation to the Merger Team. The presentation consisted of a project overview, a study process update, an introduction to the Draft Purpose and Need statement, a synopsis of the Public Meeting comments, and the next steps for the Project.

PROJECT OVERVIEW

Interstate 290 (I-290) Eisenhower Expressway provides the primary east-west roadway access between Chicago and the western suburbs and also serves other transportation markets. The study area extends along I-290 in Cook County from west of Mannheim Road, to east of Cicero Avenue. Extending for approximately 9 miles, the study area passes through eight communities including Hillside, Westchester, Broadview, Bellwood, Maywood, Forest Park, Oak Park, and Chicago. The I-290 Corridor was originally constructed and opened to traffic in the 1950's, and was the first new multi-modal transportation corridor in the United States. Now, at over 50 years of age, I-290 has exceeded its life expectancy and is in need of reconstruction.

STUDY PROCESS UPDATE

The I-290 Study has been categorized as an Environmental Impact Statement (EIS), and is following IDOT's Context Sensitive Solutions (CSS) public involvement process. The Project Study Group (PSG) and the Corridor Advisory Group/Task Force (CAG/TF) have committed significant time and effort to the study process and progress of the project. Using stakeholder input, combined with detailed technical studies, the PSG has; identified goals and objectives for the study, developed the project problem statement, identified existing environmental constraints, identified the existing transportation system deficiencies, developed the draft purpose and need statement, and identified an initial range of suggested single-mode alternatives. Through the CSS process, the PSG has held many stakeholder events including two public meetings and nine CAG/TF meetings.

PURPOSE AND NEED INTRODUCTION

The project purpose is to provide an improved transportation facility along the I-290 Eisenhower Expressway multimodal corridor. The Five specific needs to be addressed are: improve regional and local travel, improve access to employment, improve safety for all users, improve modal connections and opportunities, and improve facility deficiencies. The Draft Purpose and Need statement is available on the project website where it has been posted since April 2011. Individual need points were presented as follows:

- **Need Point #1: Improve Regional and Local Travel:** Severe congestion along the I-290 corridor reduces its ability to serve regional travel. The existing mainline exceeds the calculated ideal highway capacity by 136% in the six lane section between Mannheim Road and Cicero Avenue, and I-290 experiences up to 17 hours of congestion (LOS D or worse) each day in both the eastbound and westbound directions. Improve Local Travel addresses the congested conditions on parallel and crossing arterials within the study area caused by diversion of traffic from I-290 and failing or constrained movements at I-290 interchanges. Seven out of ten study area interchanges have failing movements.
- **Need Point #2: Improve Access to Employment:** Heavy congestion on I-290 and the arterials in the study area constrains connectivity between workers and jobs. Both the Traditional commute and the Reverse commute experience Level of Service F on I-290 during the am and pm peak periods. Congestion on I-290 and parallel routes negatively affects bus travel times, ability to make modal connections and access to transit by automobile. Accessibility to regional jobs by automobile is expected to decline by up to 33% and remain unchanged or increase slightly for transit accessibility to jobs by 2040.
- **Need Point #3: Improve Safety for all Users:** Improve safety for all users addresses the high comparative crash rates on I-290 which are 61% higher than similar expressways in the region. Rear end crashes were the highest crash frequency type comprising 71% of the total 6066 crashes recorded in the 3 year period from 2006 to 2008. The peak crash areas were eastbound from Mannheim Road to 1st Avenue, both directions between Des Plaines Avenue and Harlem Avenue, and westbound from Central Avenue to Austin Avenue. The main contributors to these crash hot spots are attributed to congestion, lane reductions, left hand ramps, narrow shoulders, and weaving. Type K and A injury crashes primarily occurred during off-peak hours when expressway travel speeds were higher. The Purpose and Need will also address the pedestrian-vehicle conflicts on cross streets.
- **Need Point #4: Improve Modal Connections and Opportunities:** The study area has a well developed transportation system that carries 21% of the home-to-work travel. Although this utilization rate is higher than transit usage for the Chicago Region overall, there are many deficiencies that prevent optimum usage of study area transit services. The specific areas of focus include: improve bicycle and pedestrian access to transit, improve vehicular access to transit, improve bus transfer connections, and improve non-motorized connections.

- **Need Point #5: Improve Facility Deficiencies:** The original concrete pavement base and granular subbase are over 50 years old, exceeding their typical service life by approximately 30 years. This need point will address pavement age, address structure deficiencies, address geometric deficiencies, address ADA Ramp and Sidewalk deficiencies, and address drainage deficiencies related to drainage system capacity and condition.

SYNOPSIS OF PUBLIC MEETING #2 COMMENTS

The purpose of Public Meeting #2 was to solicit public input on the Draft Purpose and Need statement and the initial range of single mode alternatives for public comment. The public meeting format received a number of positive comments on how well the material was presented.

The majority of the comments received on the Draft Purpose and Need can be summarized in five distinct areas. These five areas are: include environmental criteria (such as climate change, air quality, water quality, public health, fossil fuel consumption, etc), include discussion of alternatives, include addressing CTA/Pace/Metra facility deficiencies, include addressing freight traffic needs in the corridor, and extend the study area. These comments will be included in the public record. The PSG is preparing comment responses, and considering changes to the Draft Purpose and Need that may be necessary based on the public input.

The initial range of single mode alternatives were developed from a list of 170 alternatives suggested through the public involvement process including a CAG/TF workshop, public meeting #1 and through website comments. The 170 alternatives include transit, highway, bicycle and pedestrian, as well as traffic management systems and strategies. Alternatives comments received at Public Meeting #2 were largely endorsements of previously identified alternatives or suggested enhancements to displayed alternatives.

NEXT STEPS

The next steps are to finalize the Draft Purpose and Need statement and to request formal NEPA/404 Merger Team concurrence on the document.

The PSG is currently working to refine and evaluate alternatives. Round 1 of the alternatives evaluation will test single-mode alternatives based on travel benefit and how well they meet the project Purpose and Need. Round 2 will evaluate combination alternatives, and Round 3 will provide detailed evaluation of Draft Environmental Impact Statement (DEIS) alternatives.

PROJECT DISCUSSIONS

USEPA (West) requested clarification on the Single Mode Travel Benefit Analysis. IDOT (Harmet) responded that we will initially model the single mode alternatives to see how they perform individually. An example of a single mode would be a Blue Line extension or a High Occupancy Vehicle (HOV) lane. These single mode alternatives will not address all of the needs of the corridor, but when combined with another single mode alternative, a greater number of needs will be satisfied.

USACE (Chernich) asked whether this project will receive official concurrence given that an Individual Permit will not likely be needed. IDOT (Harmet) answered that this is not an official concurrence project because we do not know the extent of the alternatives, and whether an Individual Permit will be needed. However, IDOT plans to go through with NEPA coordination because of the public interest and because it is too early to make concrete decisions about concurrence. USEPA (Westlake) suggested that the project should continue to seek concurrence due to the level of public interest and the potential for future environmental considerations such as air, noise or environmental justice should they arise.



INTERSTATE
290

NEPA/404 Merger Team Meeting



January 13, 2012





DuPage Cook



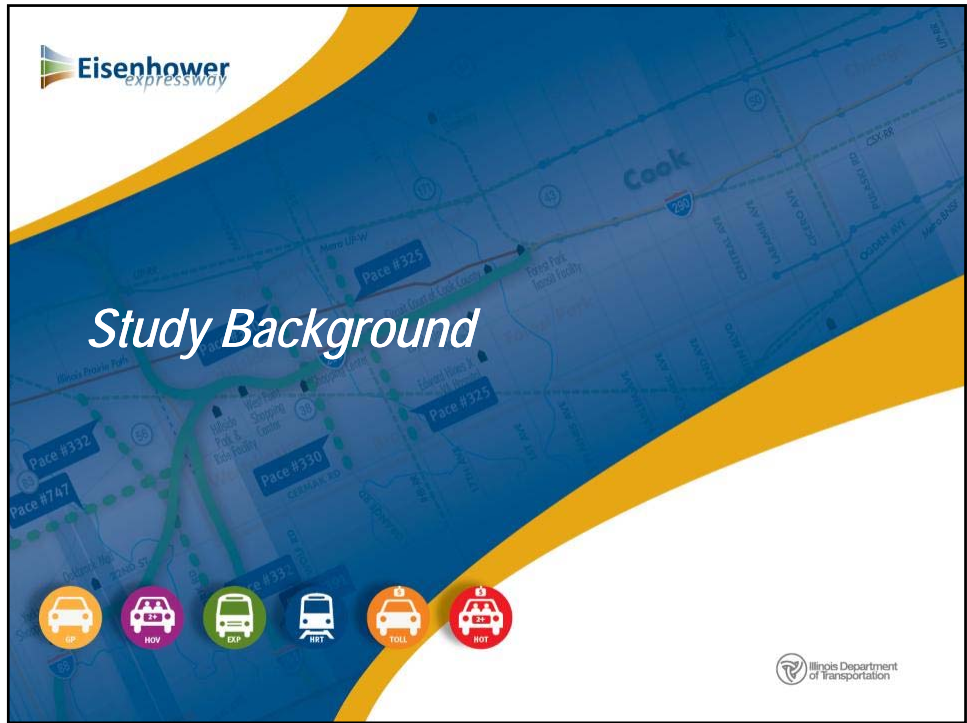
Agenda





- Study Background
- Existing Transportation System Performance Report
- Purpose and Need Overview
- Purpose and Need Comments Summary
- Single Mode Alternatives Identification & Evaluation Overview
- Next Steps – Combination Modes





2




Why is I-290 Being Studied?

- I-290 corridor was built during the 1950s
- First multi-modal transportation corridor in US
- Major link in the regional transportation network
- Section between Mannheim Road and Cicero Avenue is over 50 years old and in need of reconstruction

4


I-290 Study Area



- West of Mannheim Road to East of Cicero Avenue
- Approximately 9 miles
- Eight Communities



5



Study Status



6



Stakeholder Involvement to Date



- 12 Corridor Advisory Group/Task Force (CAG/TF) Meetings
- Public Meeting #1 – November 2009
- Public Meeting #2 – May 2011
- Individual Community Stakeholder meetings
- Agency and Transit Working Group meetings

STAKEHOLDER INVOLVEMENT

» Public Meetings & Workshops	» Project Website	» Media Outreach	» Speaker's Bureau
» Newsletters	» Project Working Groups	» Small Group Meetings	» Agency Meetings

7



Resource Agency Meetings



- NEPA/404 Merger Team Meeting – September 2009
 - Agency scoping
- U.S. EPA Briefing – May 2011
- NEPA/404 Merger Team Meeting – June 2011
 - Purpose and Need briefing

8





Existing Transportation System Performance Report




Illinois Department of Transportation

- Describes existing transportation conditions
 - Study area transportation system (roadways, public transportation, freight railroads, non-motorized transportation)
 - Socio-economic and land use
 - Identifies deficiencies
- Available on project website
 - http://www.eisenhowerexpressway.com/info_center/reports.aspx



I-290 Purpose and Need Statement



Illinois Department of Transportation

- **PURPOSE:** To provide an improved transportation facility along the I-290 Eisenhower Expressway multimodal corridor
- **NEEDS:** Five specific need points to be addressed:
 - Improve regional and local travel
 - Improve access to employment
 - Improve safety for all users
 - Improve modal connections and opportunities
 - Improve facility deficiencies

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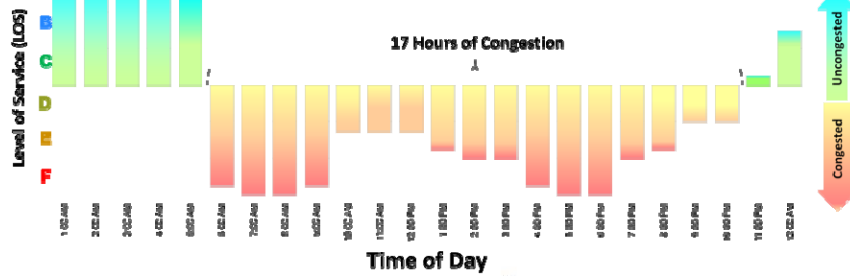
Eisenhower
expressway

Need Point #1: Improve Regional and Local Travel



- Improve regional travel
- Improve local travel

2040 PM Peak Period Arterial Congestion



13



Need Point #2: Improve Access To Employment

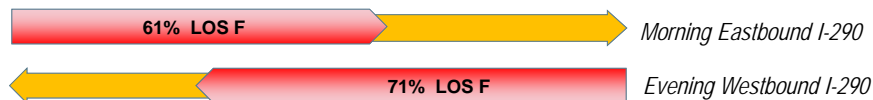


- Heavy congestion constrains access to jobs
- Access to jobs by auto from the study area will decrease by up to 33% by auto by 2040

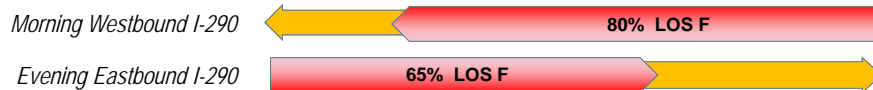
Number of Jobs Accessible by Auto			
Travel Time (minutes)	2010	2040 Baseline	Change
Up to 15	107,000	79,000	-26%
15 - 30	449,000	302,000	-33%
30 - 45	1,601,000	1,391,000	-13%
45 - 60	1,760,000	1,613,000	-8%

Number of Jobs Accessible by Transit			
Travel Time (minutes)	2010	2040 Baseline	Change
Up to 15	4,000	4,000	0%
15 - 30	57,000	57,000	0%
30 - 45	796,000	786,000	-1%
45 - 60	477,000	534,000	12%

Traditional Commute



Reverse Commute



14



Need Point #3: Improve Safety For All Users



Illinois Department of Transportation

- Address high I-290 comparative crash rates
- Address I-290 high frequency crashes
- Address pedestrian-vehicle conflicts on cross-streets



Eisenhower expressway

Need Point #4: Improve Modal Connections and Opportunities



- Improve pedestrian, bicycle, and vehicular access to transit
- Improve bus transfer connections
- Improve non-motorized connections

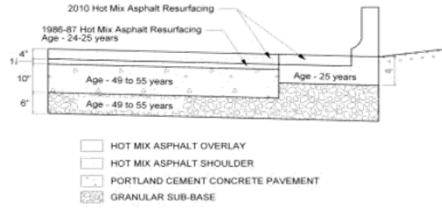


16

Eisenhower expressway

Need Point #5: Improve Facility Deficiencies

- Address pavement age
- Address geometric, structure & drainage deficiencies
- Address ADA ramp & sidewalk deficiencies



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Eisenhower Expressway

Purpose and Need Comments

Illinois Department of Transportation

Icons: GP, HOV, EXP, HRT, TOLL, HOT

Purpose and Need Comments



- Additional Stakeholder Input Sought for Purpose and Need
 - Refined Purpose and Need publicly available on October 28, 2011
 - Formal review and comment period ended at midnight on November 30, 2011
 - 109 Comments during comment period
 - 21 comments on the Purpose and Need

Summary of Comments Received During the Formal Comment Period



- Transit agency (CTA, RTA, FTA) comments:
 - Editorial comments
 - More emphasis on I-290 as a multi-modal corridor
 - Clarify working relationship with transit agencies
 - Request FTA as joint lead agency – *FTA accepted Cooperating Agency Status*
 - Inclusion of entire CTA Blue Line Forest Park Branch existing facility condition (state of good repair) as a formal need point

Summary of Comments Received During the Formal Comment Period



- Response regarding CTA Blue Line condition:
 - Existing transit facilities conditions to be described in EIS Affected Environment Section
 - Blue Line deficiencies in P&N imply a baseline condition to be addressed by IDOT - IDOT cannot take on a major CTA capital improvement
 - IDOT to address Blue Line improvement where affected by I-290 improvements
 - IDOT requested CTA initiate separate study for entire Blue Line Forest Park Branch (Categorical Exclusion)
 - Position CTA to capitalize on joint funding opportunities
 - Request initial study emphasis in I-290 Study Area

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Summary of Comments Received During the Formal Comment Period



- Other Purpose & Need related comments received:
 - Place more emphasis on I-290 as a multi-modal corridor
 - Clarify working relationship with transit agencies
 - Consideration of environmental impacts
 - Alternative specific suggestions
 - Health Impact Assessment

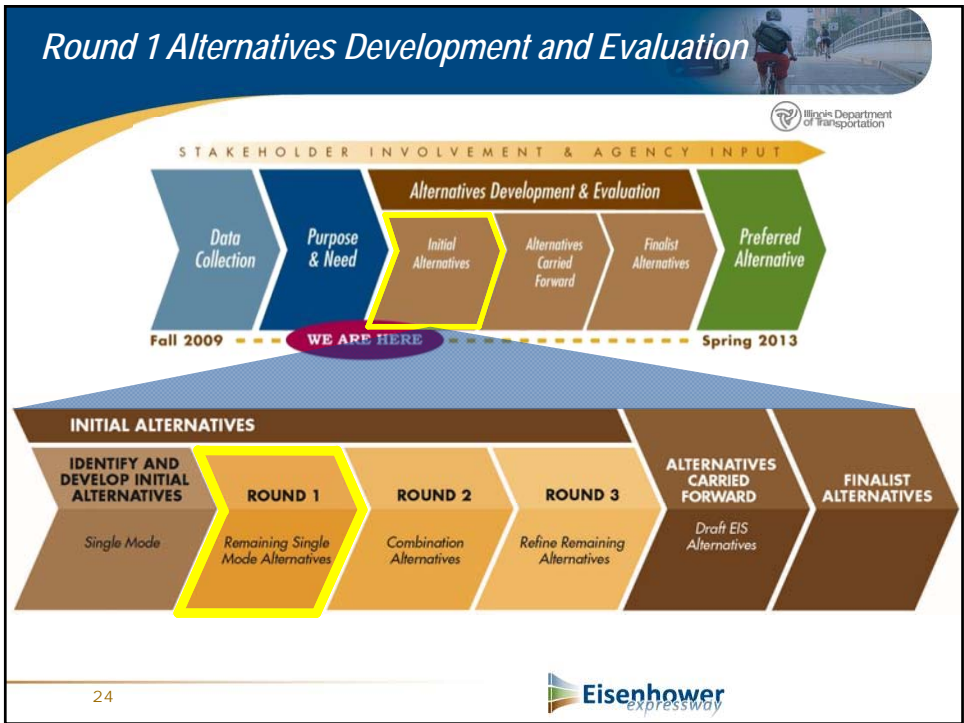
22





Single Mode Alternatives Identification and Screening





Single Mode Alternatives Identification



- 570+ alternative related comments/ideas submitted
 - Corridor Advisory Group/Task Force Alternatives Workshop
 - Public Meetings
 - Website
 - E-Mail/Mail



25






Single Mode Alternatives Evaluation







- Alternatives grouped into categories by mode and similarity
- Categories reviewed for relevance to Purpose & Need and fatal flaws
- 22 alternatives identified for Single Mode evaluation:
 - 9 Transit
 - 11 Expressway & 2 Arterial
 - No Build
- Round 1 Evaluation included:
 - CMAP Regional Travel Demand Model – Travel Performance
 - Footprint impact & fatal flaw screening
 - Safety assessment

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9 Single Mode Transit Alternatives	
Blue Line Extension (HRT) 	Blue Line Extension - From Forest Park To Oak Brook Via IL Prairie Path & Butterfield Rd. (HRT 1)
	Blue Line Extension - From Forest Park To Oak Brook Via IL I-290 & I-88 (HRT 2)
	Blue Line Extension - From Forest Park To Mannheim Via I-290 (HRT 3)
Express Bus 	Various service from DuPage and Northwest Cook Counties to Forest Park CTA terminal (EXP)
Bus Rapid Transit (BRT) 	Oak Brook to Forest Park - Via Butterfield Road & IL Prairie Path (BRT 1)
	Oak Brook to Forest Park - Via I-88 & I-290 (BRT 2)
	Oak Brook to Cicero Avenue - Via I-88 & I-290 (BRT 3)
	Oak Brook to Ashland Ave - Via I-88 & I-290 – CTA Blue Line conversion (BRT 4)
	Lombard to Forest Park - Via I-88 & I-290 (BRT 5)

11 Single Mode Expressway Alternatives			
GP Add Lane 	General Purpose Add Lane from I-88 to Central Avenue (GP)		
Managed Lanes	HOV Lanes 	2+ riders	Oak Brook to Racine Ave (HOV 2LL)
			I-88 to Racine Ave (HOV 2L)
			Oak Brook to Central Avenue (HOV 2W)
	3+ Riders	Oak Brook to Racine Ave (HOV 3LL)	
		I-88 to Racine Ave (HOV 3L)	
		Oak Brook to Central Avenue (HOV 3W)	
	HOT Lanes 	Oak Brook to Central Avenue, 3+ Vehicles Free (HOT 1)	
		Oak Brook to Racine, 3+ Vehicles Free (HOT 2)	
	Toll Lanes 	Toll Existing I-290 Lanes, I-88 to Cicero Ave. (TOLL 1)	
		Toll I-290 with Add Lanes , I-88 to Cicero Ave. (TOLL 2)	

Travel Performance Measures



- Regional and Study Area:
 - Vehicle miles of travel (VMT) & Truck miles of travel (TMT)
 - Vehicle hours of travel (VHT) & Truck hours of travel (THT)
 - Vehicle hours of delay & Truck hours of delay
 - Congested VMT & Congested TMT
- Study Area
 - I-290 and arterial speeds and volume-capacity ratios
 - Person throughput (east-west highway & transit)
 - Safety (injuries & fatalities)
- Regional
 - New transit trips
 - Job accessibility (auto & transit)

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Single Mode Alternatives - Expressway Conclusions



Findings: Expressway Alternatives...

- Have best improvement to I-290 travel performance
- Have best improvement to local & regional travel
- Improve peak period arterial performance
- Best improvement to job accessibility
- Best safety performance



30

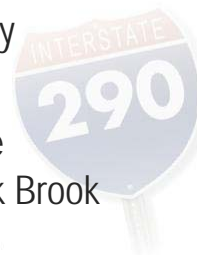


Single Mode Alternatives- Transit Conclusions



Findings: Transit Modes...

- Do not improve I-290 performance
- Generates new transit trips, but diverts riders from other transit services
- Increased transit access to jobs
- Are compatible with expressway alternatives
- Majority of benefits of Blue Line extension to Mannheim vs. Oak Brook



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Round 1 Conclusions – Alternatives Not Carried Forward



The following single mode alternatives will not be carried forward:

Illinois Prairie Path Transit Extension

- Similar Performance as alignment along I-290
- I-290 Alignment diverts fewer Metra UP-W riders
- Potential conflicts with recreational context

Existing Blue Line Conversion to BRT

- Blue Line conversion performance similar to Blue Line
- Potential capacity issues with BRT
- HRT & BRT have similar footprints
- Existing Blue Line will be modeled as representative mode

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Alternatives Evaluation Report



- Draft Alternatives Evaluation Report Available
 - Interim report summary of:
 - Alternatives development and evaluation process
 - Evaluation measures
 - Initial alternatives identification and screening
 - Round 1 findings
 - Report will be updated as the process advances
 - Available on project website:
 - www.eisenhowerexpressway.com



Eisenhower
expressway

Next Steps

GP HOV EXP HRT TOLL HOT







Illinois Department of Transportation







Combination Alternatives Evaluation

- Round 2 – Combination Alternatives Screening
- 10 initial Combination Alternatives identified
 - All contain expressway mode capacity improvement
 - General Purpose Lanes, or
 - Managed Lanes (HOV, HOT, Toll)
 - All contain express bus (from Forest Park or Mannheim)
 - Each expressway / express bus alternative also paired with High Capacity Transit (HCT) extension along I-290 to Mannheim Road

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10 Initial Combination Alternatives - Summary		
Note: HCT is 'High Capacity Transit' - may be either BRT or Blue Line Extension (HRT)		
GP Add Lane		General Purpose Add Lane from I-88 to Central Ave. with shoulder riding Express Bus from Forest Park to the west
		General Purpose Add Lane from I-88 to Central Avenue, HCT from Forest Park to Mannheim Rd., Express Bus from Mannheim Rd. to the west
HOV 2+		HOV 2+ from I-88 to Racine Ave., Express Bus operating in HOV Lane from Forest Park to the west
		HOV 2+ from I-88 to Racine Ave., HCT from Forest Park to Mannheim Rd, Express Bus from Mannheim Rd. to the west
HOT 3+		HOT 3+ from I-88 to Racine Ave., Express Bus operating in HOT Lane from Forest Park to the west
		HOT 3+ from I-88 to Racine Ave., HCT from Forest Park to Mannheim Rd., Express Bus from Mannheim Rd. to the west

10 Initial Combination Alternatives - Summary (Continued)		
Note: HCT is 'High Capacity Transit' - may be either BRT or Blue Line Extension (HRT)		
TOLL		Add lane from I-88 to Central Ave., Toll 1 lane in each direction from I-88 to Racine Ave., and Express Bus operating in Toll lane from Forest Park to the west
		Add lane from I-88 to Central Ave., Toll 1 lane in each direction from I-88 to Racine Avenue, HCT to Mannheim Road, and Express Bus from Mannheim Rd. to the west
HOT 3+ & TOLL		Add HOT 3+ lane from I-88 to Central Ave., convert 1 existing lane in each direction to HOT 3+ lanes from Central Ave. to Racine Ave. , Toll remaining lanes from I-88 to Racine Ave., and Express Bus operating in HOT Lane from Forest Park to the west
		Add HOT 3+ lane from I-88 to Central Ave., convert 1 existing lane in each direction to HOT 3+ lanes from Cent to Racine Ave., Toll remaining lanes from I-88 to Racine Ave., HCT from Forest Park to Mannheim, and Express Bus from Mannheim Rd. to the west

Illinois NEPA/404 Merger Meeting

January 13, 2012

**I-290 (Eisenhower Expressway)
US 12/20/45 (Mannheim Road) to Illinois Route 50 (Cicero Avenue)
Job No. P-91-201-00
Cook County**

This was the third presentation of the I-290 project to the Illinois NEPA/404 Merger Team. The meeting was held at 3:30 pm. The purpose of the meeting was to provide a study briefing and update the Merger team on the status of the study. It should be noted that in the September 2009 meeting, the NEPA/404 Merger team concluded that this study will not require formal concurrence, and that the study may continue as an 'EIS with agency review,' using the scheduled NEPA/404 merger team meetings to provide study updates.

IDOT District 1 and the project consultant presented a PowerPoint presentation to the Merger Team and FHWA. The presentation provided a brief recap of the study background, the study process, stakeholder involvement, purpose and need, and the alternatives development & evaluation process.

Purpose and Need

A brief summary of the 5 main purpose and need points were presented, followed by a summary of the stakeholder comments received during the 30 day review period that ended on November 30, 2011. Twenty-one of the 109 comments submitted during this period were related to purpose and need. Comments were received by the Chicago Transit Authority (CTA), Regional Transportation Authority (RTA), and the Federal Transit Agency (FTA) who has accepted Cooperating Agency status. These agencies were seeking to have the state of good repair needs for the entire CTA Blue Line Forest Park Branch included in the I-290 Purpose and Need. IDOT's response is that by including the existing Blue Line needs as part of the I-290 Purpose and Need, it would imply a condition required to be addressed by IDOT. IDOT cannot take on a major capital maintenance improvement for another agency, but would be required to address improvements where the CTA was affected by the I-290 project. IDOT will include the condition of the CTA Blue Line in the affected environment section of the Draft Environmental Impact Statement and requested that CTA initiate a separate study of the Blue Line Forest Park Branch to facilitate and capitalize on joint funding opportunities.

Alternatives Identification and Evaluation

The alternatives evaluation process and progress to date was summarized. The process consists of 3 rounds of evaluation that precede the identification of the Alternatives to Carry Forward. Over 570 alternative suggestions were received from the stakeholders since the first public meeting in November of 2009. The alternatives were grouped by mode and similarity into 33 categories, which were then reviewed for fatal flaws and relevance to purpose and need. In Round 1, single mode alternatives were evaluated to understand how each individual mode addresses the transportation needs. Twenty-two single mode alternatives were identified for evaluation in Round 1, consisting of nine transit alternatives (Blue Line Extensions, Bus Rapid Transit, Blue Line Conversion to BRT, Express Bus Service) and 11 expressway alternatives (general purpose add lane, High Occupancy Vehicle lanes, High Occupancy Toll lanes, and general toll lanes).

The single mode evaluation determined that the expressway alternatives provide the best performance improvements for I-290 travel, best local and regional travel, arterial travel, and safety improvements, as well as the best improvement in job accessibility. Transit alternatives did not provide improvements to I-290 performance, but did provide an increase to jobs via transit and generated new transit trips, but also diverted trips from other transit services in the study area. It was also found that the majority of the travel benefits of a Blue Line extension are provided by an extension to Mannheim, versus an extension to Oak Brook, and at half the length.

Two single mode transit alternatives were also dropped from further consideration: fixed guideway transit extensions along the Illinois Prairie Path, and conversion of the existing Blue Line Forest Park Branch to a Bus Rapid Transit system.

The interim draft Alternatives Evaluation Report was made available for comment on the public website. The 30+ day comment period will end on January 23, 2011.

Next Steps

The next step in the alternatives evaluation process is to evaluate an initial set of Combination Mode alternatives in Round 2. The results of the Round 2 evaluation will be used to identify and refine a more condensed set of alternatives for evaluation in Round 3. Rounds 2 and 3 will also include a purpose and need test, and round 3 will consider environmental effects. The goal at the end of Round 3 is to identify the Alternatives to Carry Forward for evaluation in the DEIS.

Ten combination mode alternatives have been identified and are currently under evaluation. These included combinations of expressway capacity improvements, express bus service, and high capacity transit extensions from the Forest Park CTA station. Expressway modes included some Tolling and High Occupancy Toll lanes both as added capacity and by converting existing lanes to HOV, HOT, or Toll. The study team will be coordinating with the FHWA regarding federal tolling policies.

The USEPA asked what the study Timeline was. IDOT explained that the timeline goals are to hold the next public meeting in June 2012, a draft EIS in a year, followed by a Record of Decision in late 2013.

The USEPA requested that IDOT distribute the Purpose and Need comments and responses to the Merger Team.

IDOT – John Baczek, Mark Peterson, Pete Harmet
Consultant Team – Bryan Kapala, Ron Shimizu



INTERSTATE
290

NEPA/404 Merger Team Meeting

June 25, 2013

DuPage Cook

Illinois Department of Transportation

Eisenhower
expressway

Agenda

- Study progress since last meeting (January 2012)
- Revised Purpose and Need (extended study area)
- Alternatives evaluation
- CTA Vision Study Coordination
- Next Steps

Illinois Department of Transportation

Eisenhower
expressway

2



Study Progress

Virginia Department of Transportation

Last meeting recap:

- Study background
- Existing conditions
- Purpose and Need
- Single Mode Alternatives Evaluation
- Combination mode alternatives to be evaluated in Round 2

4

Eisenhower
Expressway

Study Progress

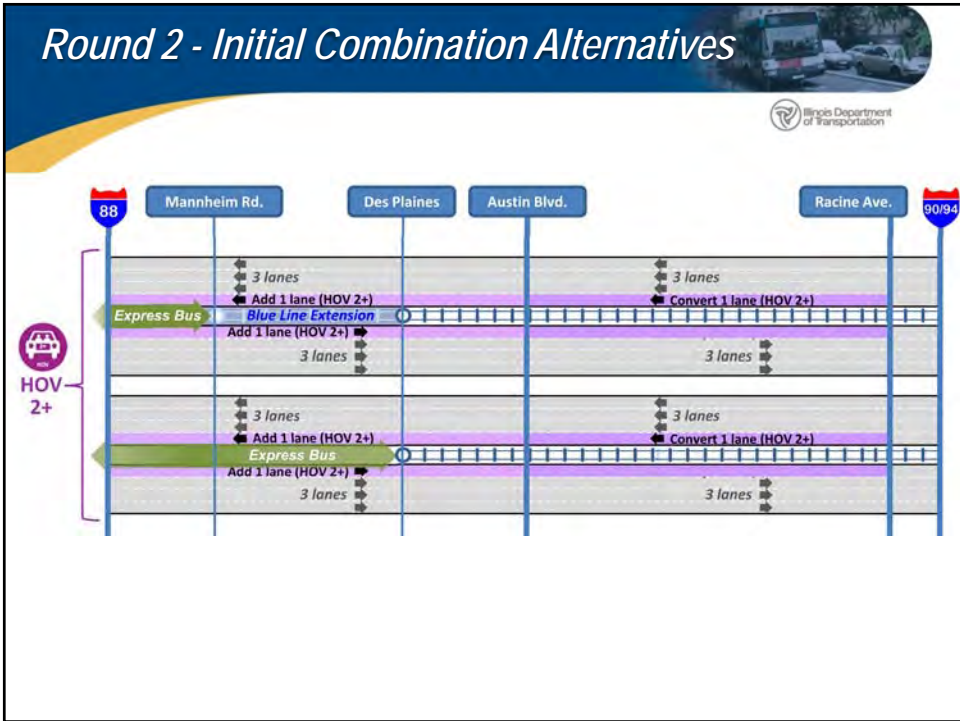
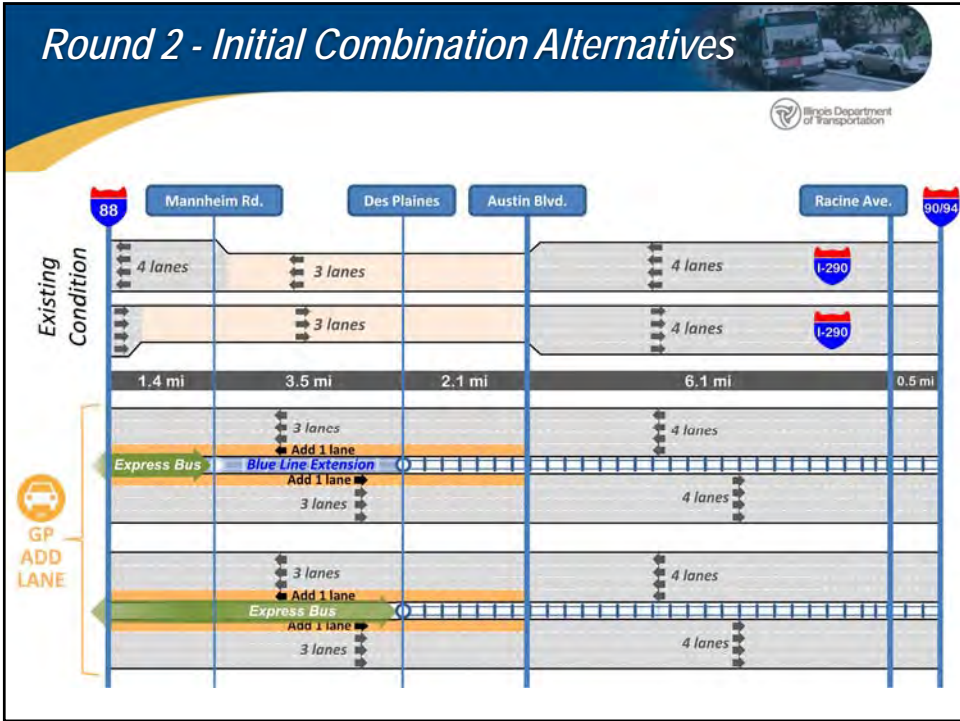


Progress since last meeting:

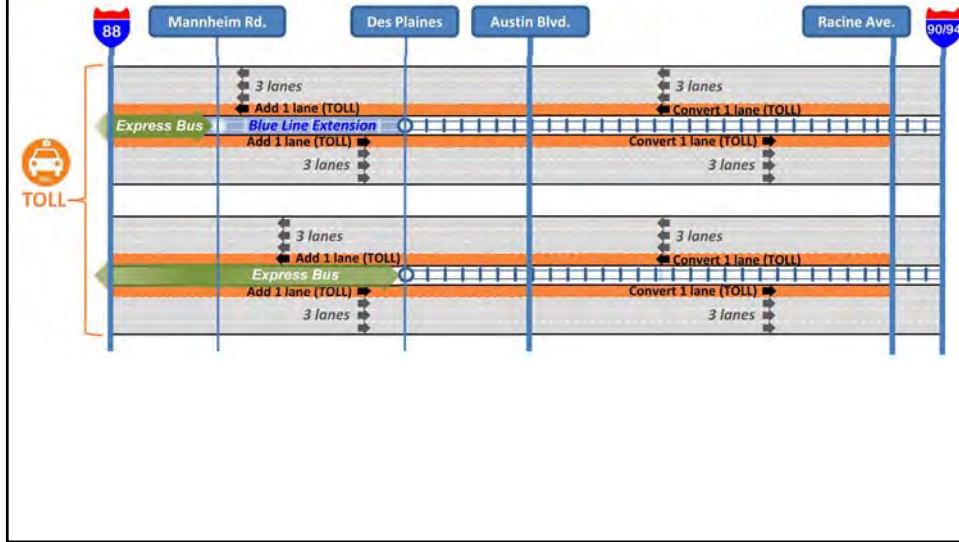
- Completed Round 2 alternatives evaluation
- Initial interchange concepts & coordination
- Formally extended study area to the east
- Updated the existing conditions evaluation
- Updated the Purpose and Need
- CTA Vision Study Coordination
- Held 3 Corridor Advisory Group Meetings

5





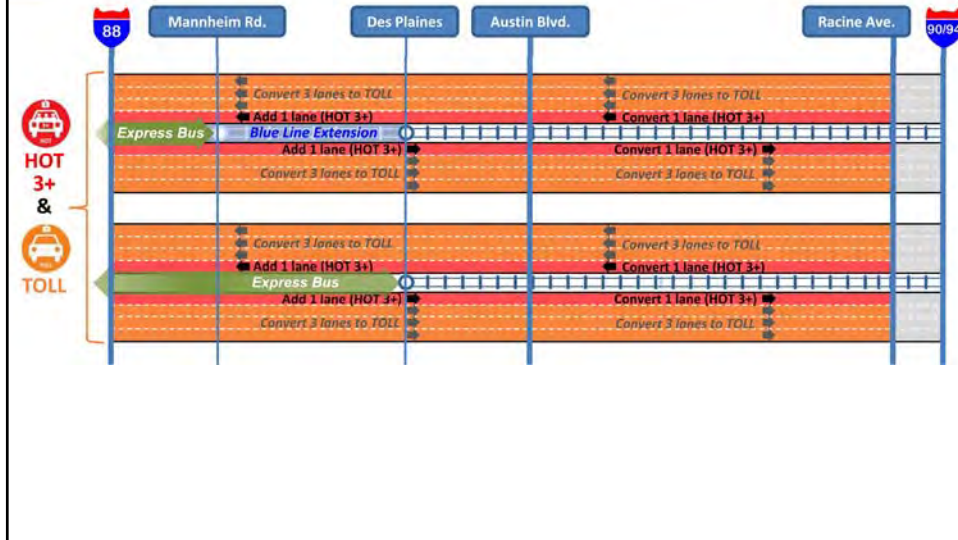
Round 2 - Initial Combination Alternatives



Round 2 - Initial Combination Alternatives

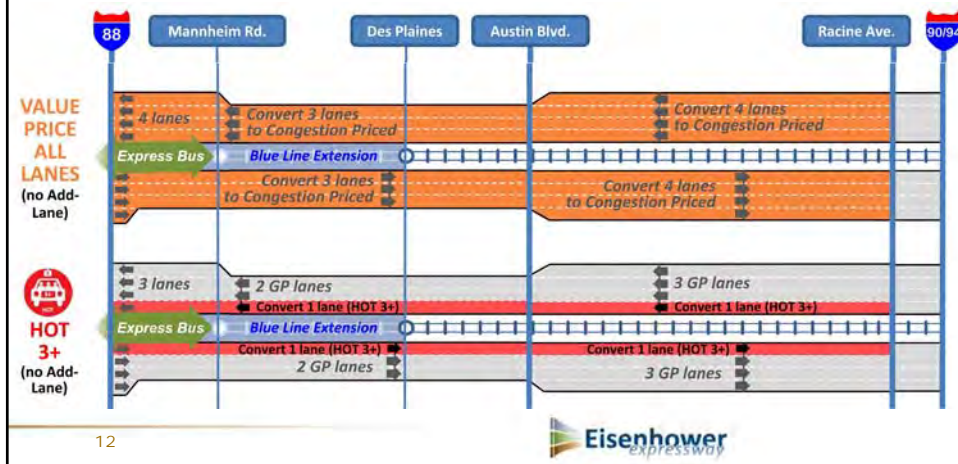


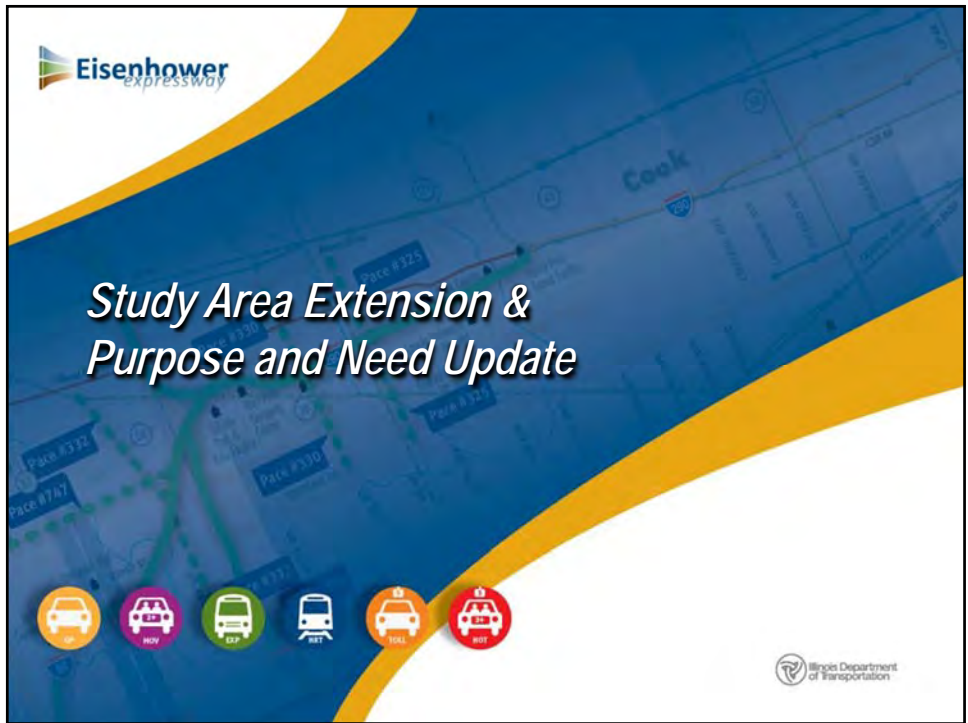
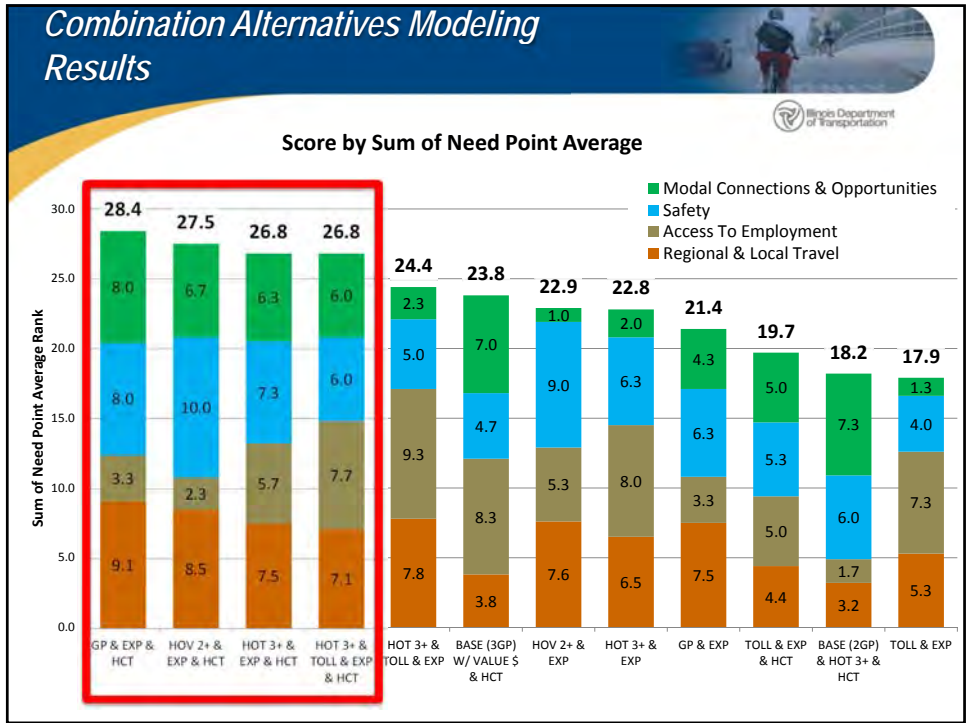
Round 2 - Initial Combination Alternatives



Additional Round 2 Alternatives Evaluated

- Two additional combination modes evaluated based on Round 2 feedback:
 - Maintain existing lanes + Toll or HOT + Blue Line Extension





I-290 Purpose and Need Statement



- **PURPOSE:** To provide an improved transportation facility along the I-290 Eisenhower Expressway multimodal corridor
- **NEEDS:** Five specific need points to be addressed:
 - Improve regional and local travel
 - Improve access to employment
 - Improve safety for all users
 - Improve modal connections and opportunities
 - Improve facility deficiencies

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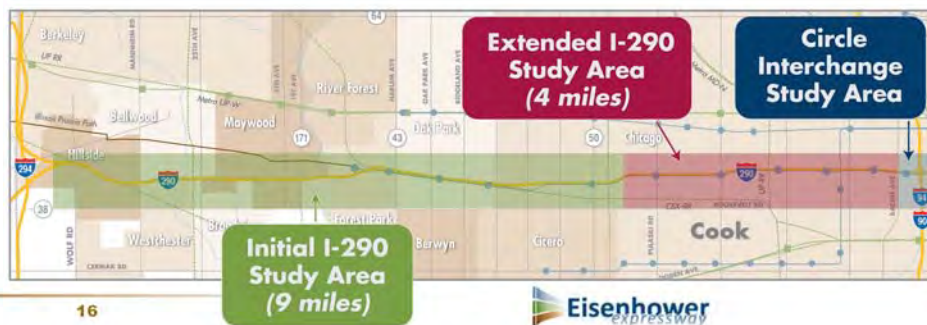


I-290 Study Area



Extended Study Area:


- Formally extended overall study area 4 miles to the east
- Encompasses extent of Round 3 alternatives
- Matches up with Circle Interchange Study at Racine Avenue
- 13 mile overall study area length I-88 to Circle



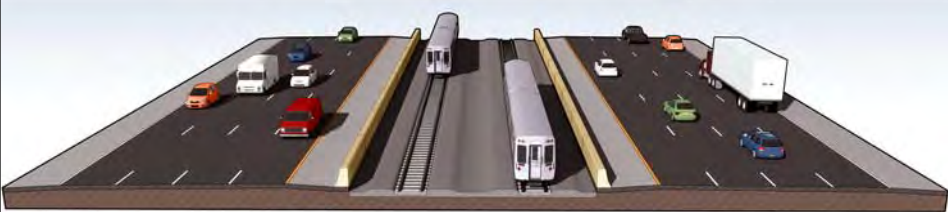
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Extended Study Area Existing Conditions




Configuration:


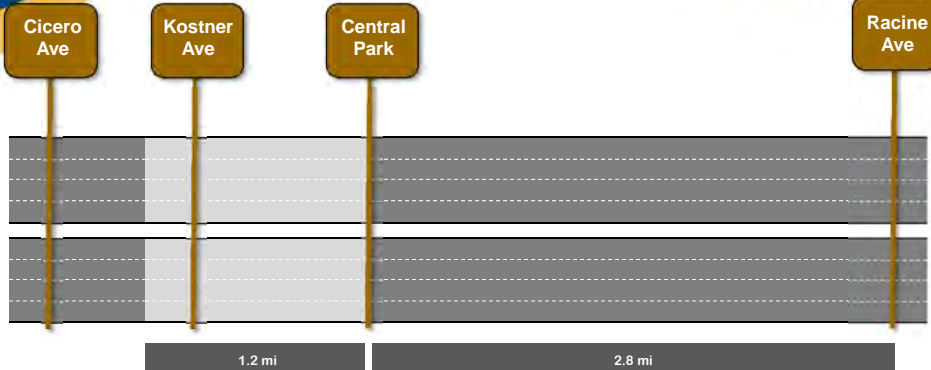


- 8 lanes throughout
- Width varies
 - 203' to 273'
- Median CTA ROW
 - 52' to 124'
- Frontage roads

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Extended Study Area Existing Pavement

Cicero Ave
Kostner Ave
Central Park
Racine Ave

1.2 mi
 2.8 mi

Concrete (1988)
 Concrete (1956) & Asphalt Overlay (2010)

Existing Mainline Pavement
24 to 58 yrs. old

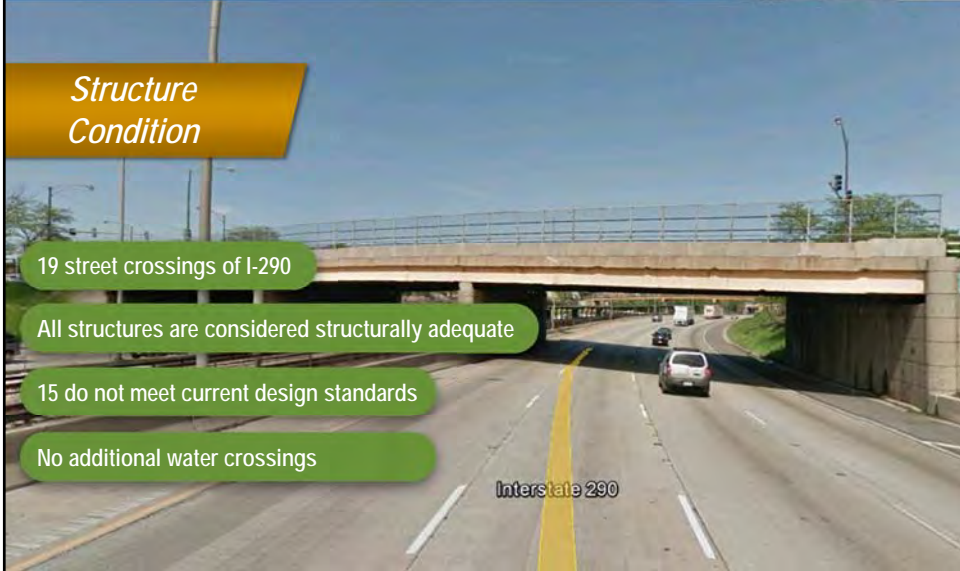

I-290 Extended Study Area Existing Conditions

Structure Condition

- 19 street crossings of I-290
- All structures are considered structurally adequate
- 15 do not meet current design standards
- No additional water crossings

Interstate 290

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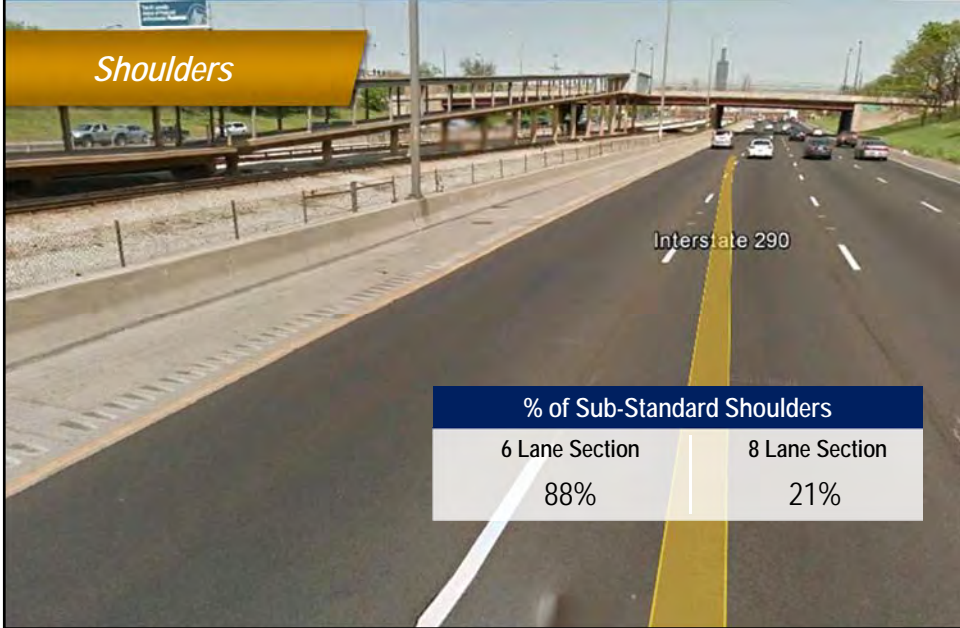


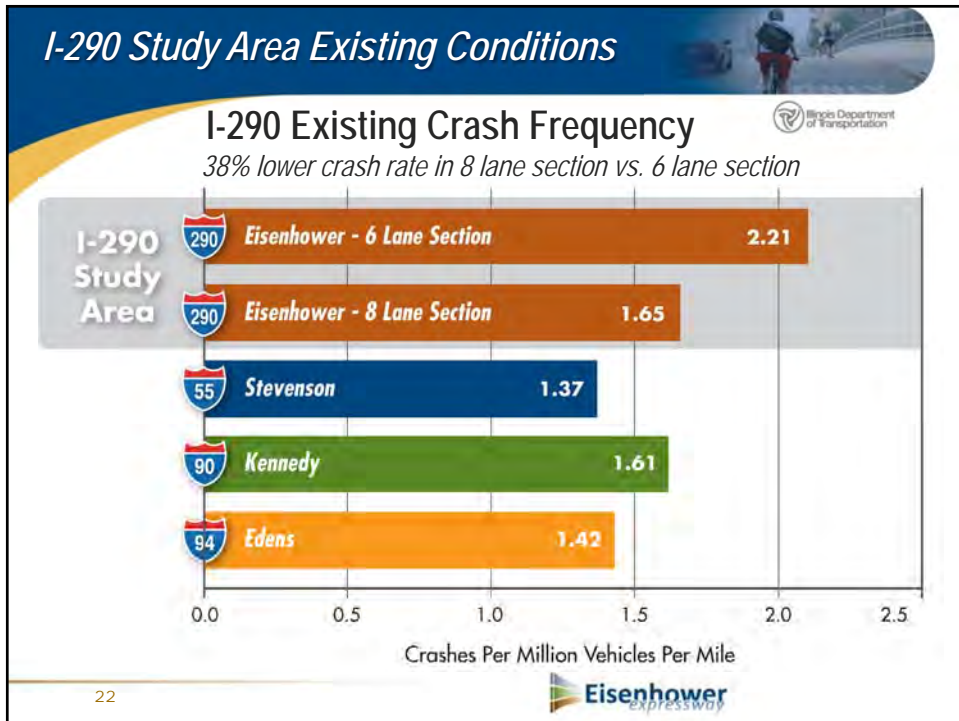
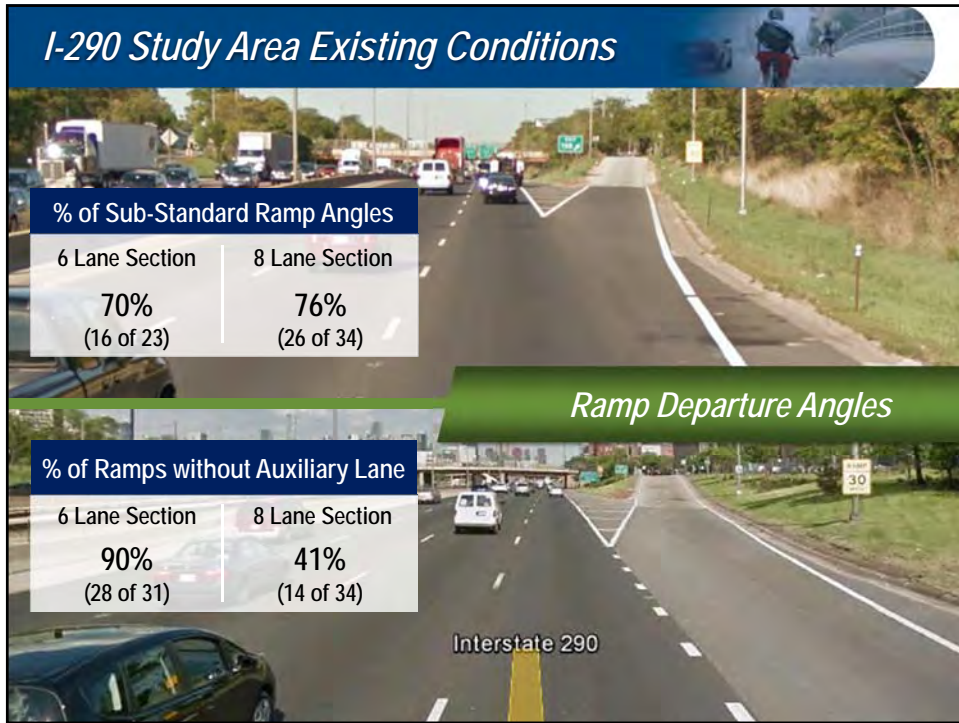
I-290 Study Area Existing Conditions

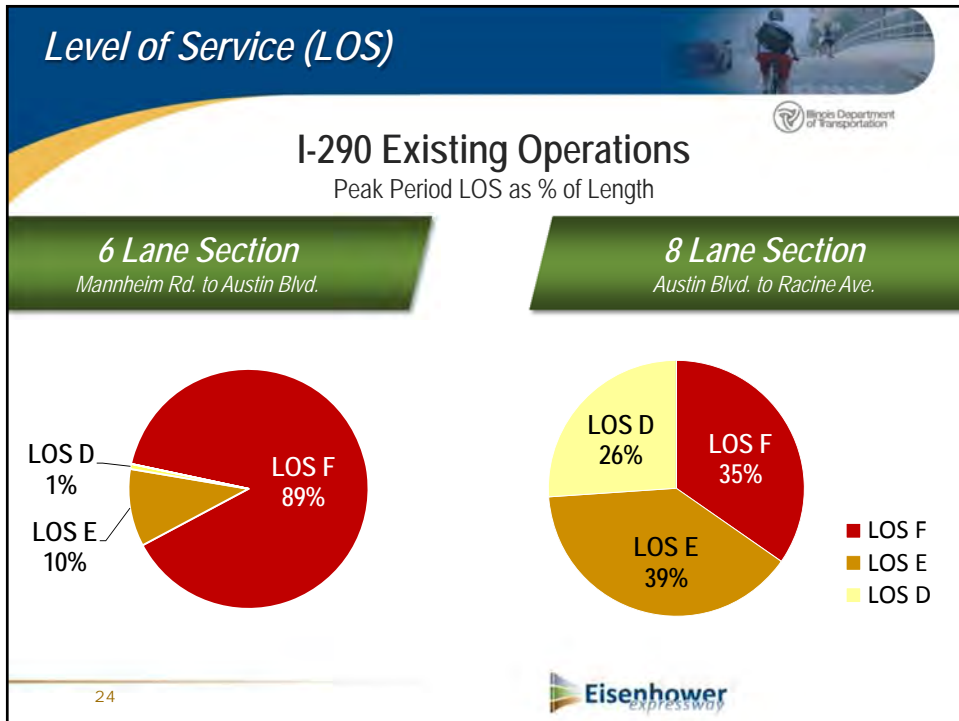
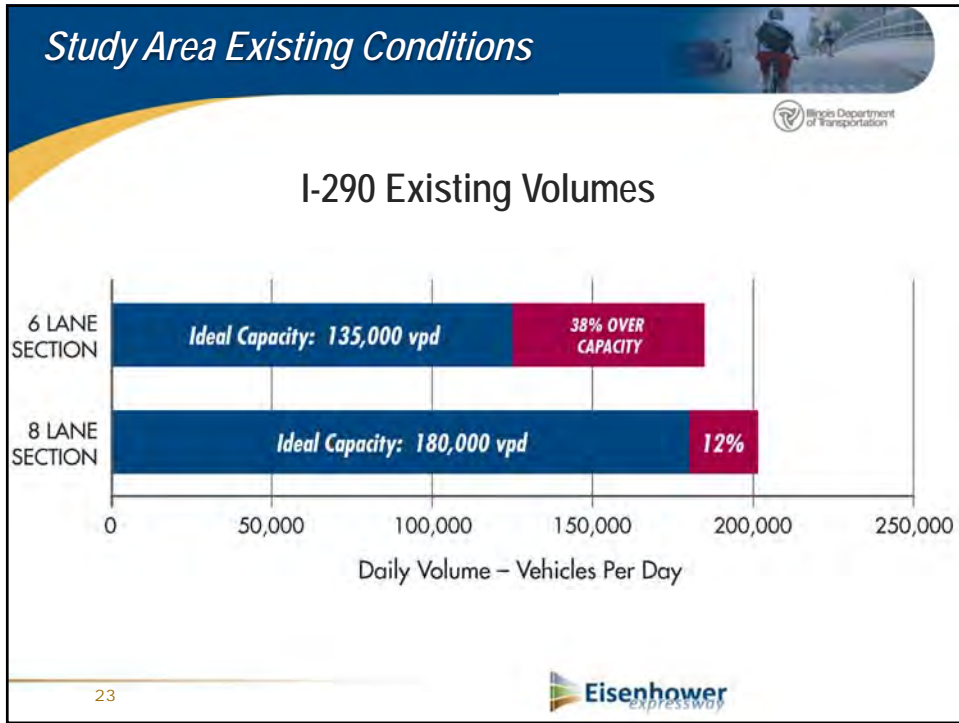
Shoulders

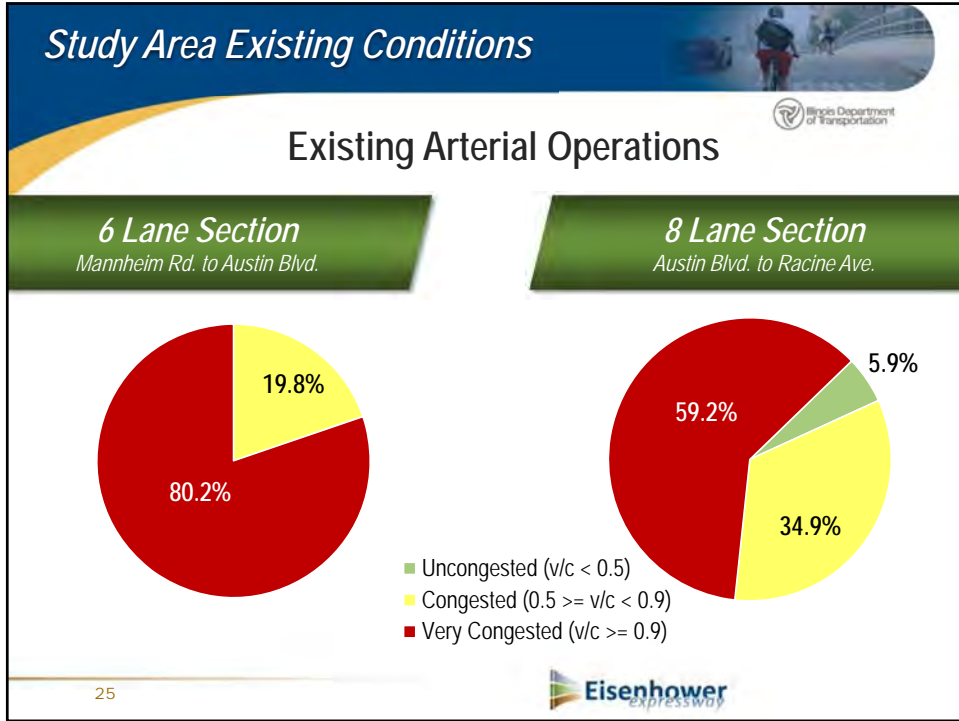
Interstate 290

% of Sub-Standard Shoulders	
6 Lane Section	88%
8 Lane Section	21%







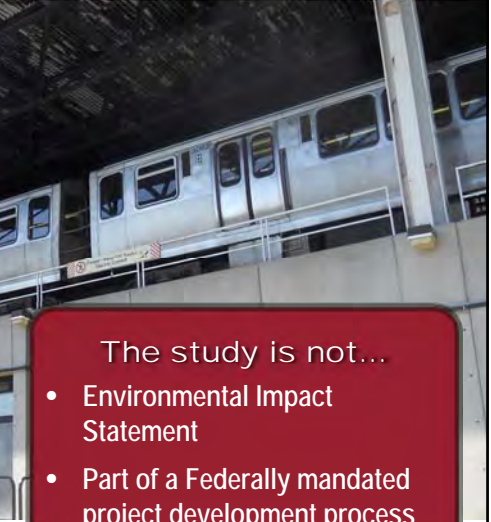


What is the Blue Line Feasibility / Vision Study?

cta

CTA BLUE LINE VISION STUDY

- Opportunity to assess current conditions
 - Modernization needs exist for rail infrastructure and customer amenities
- Planning for modernization
 - Near-term (10 years)
 - Long-term (2040)
- Early outreach and comment opportunity for project stakeholders
- Recommendations will inform IDOT's I-290 Phase 1 Study



The study is not...

- Environmental Impact Statement
- Part of a Federally mandated project development process



Eisenhower
expressway

Next Steps

Illinois Department of Transportation

Icons representing transit modes: Car, HOV, Bus, BRT, TOLL, and HOT.

I-290 Next Steps



- Geometric refinement of remaining alternatives
- Cross-road and interchange design refinements
- Build population and employment forecast(s) (CMAP coordination)
- DEIS Level Evaluation:
 - Air and noise
 - Environmental Justice
 - Cost Estimates
 - Etc.
- Incorporate CTA Vision Study findings
- Stakeholder coordination

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I-290 Next Steps



- One on One communities/agency meetings – **ongoing**
- Community Advisory Group Meeting #16 – **July 17**
 - Close out Round #2/address stakeholder comments
 - Discuss scope of next round of evaluation
 - Introduce aesthetic treatments
 - Conduct joint CTA/IDOT bike/pedestrian access workshop
 - CTA Vision Study update
- Public Meeting #3 – **September/October**
- Community Advisory Group Meeting #17 – **December**
- Draft EIS release – **April 2014**
- Public Hearing – **May 2014**
- Phase I study completion – **Fall 2014.**

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NEPA/404 Merger Meeting Summary

June 25, 2013

**I-290 (Eisenhower Expressway)
US 12/20/45 (Mannheim Road) to Illinois Route 50 (Cicero Avenue)
Job No. P-91-597-10
Cook County**

**IDOT District 1, Cook County
Interstate 290 (I-290)
Environmental Impact Statement
Information – Alternatives Evaluation**

This was the fourth presentation of the I-290 project to the NEPA/404 Merger Team. The purpose of the meeting was to provide a Study briefing and update the Merger Team on the status of the Study. It should be noted that in the September 2009 meeting, the NEPA/404 Merger Team concluded that this Study will not require formal concurrence, and that the Study may continue as an EIS with agency review, using the scheduled NEPA/404 merger team meetings to provide Study updates.

IDOT District 1 (IDOT) and the project consultant Parsons Brinckerhoff presented a PowerPoint presentation to the Merger Team and FHWA. The presentation provided a brief recap of the study progress since the last meeting including: completion of Round 2 alternatives evaluation, initial interchange concepts and coordination, formally extended study area 4 miles to the east, updated the existing conditions evaluation, updated the Purpose and Need, began CTA Vision study Coordination and held 3 Corridor Advisory Group (CAG) Meetings. Due to the amount of coordination and work these tasks have required, the last CAG meeting was held February 21, 2013 and the next meeting is targeted for July 17, 2013.

Alternatives Evaluation

A brief summary of the combination alternatives was presented followed by a discussion of the alternatives scoring methodology. Ten combination mode alternatives were evaluated that included combinations of expressway capacity improvements, express bus service, and high capacity transit extensions from the Forest Park CTA station to Mannheim Road. Expressway modes included Tolling and High Occupancy Toll lane alternatives both from the standpoint of added capacity and converting existing lanes to HOV, HOT, or Toll. The alternatives scoring was based on Purpose and Need score by sum of Need Point Average. Based on the scoring of ten combination mode alternatives, it was determined that four alternatives should be advanced for further evaluation in the DEIS (see attached). These four include:

- Add GP (one in each direction) Lane, Blue Line Extension, and Express Bus,
- Add HOV 2+ (one in each direction), Blue Line Extension and Express Bus,
- Add HOT 3+ (one in each direction), Blue Line Extension and Express Bus

- Add HOT 3+ (one in each direction), Toll remaining lanes, Blue Line Extension and Express Bus

Based on modeling results, it was determined that stand-alone transit alternatives did not provide improvements to I-290 performance, but did provide an increase to jobs accessible via transit and generated some new transit trips, but also diverted trips from other existing transit services in the study area. Compared to a High Capacity Transit (HCT) extension to Oak Brook, it was found that the majority of the travel benefits of a Blue Line extension are provided by an extension to Mannheim Road, at half the distance to Oak Brook.

Our updated evaluation of Round 2 alternatives included two new “non widening” alternatives that were suggested by the Village of Oak Park and Citizens for Appropriate Transportation (CAT) (see attached Round 2 Non Widening Alternatives); these alternatives include features that would further restrict flow on I-290 (i.e., the Village plan calls for high toll rates on all lanes, the CAT plan calls for converting the existing inside lanes to managed lanes). The effect of these strategies was a diversion of traffic from I-290 onto an already congested arterial system. As such, these alternatives did not perform well enough to be carried further.

Agency questions and comments on the Alternatives

The USEPA asked whether shoulders will be converted to through lanes? IDOT stated no, the shoulders are not wide enough for conversion. Widening for additional lanes will occur to the outside of the existing roadway. Reservation for a future Blue Line Extension would occur in the roadway median.

The USEPA asked how are tolls to be collected? IDOT stated that tolls will be collected electronically using automated toll collection devices located on gantries above each tolled lane.

The USEPA asked how HOV riders are to be accounted for? IDOT responded that there would have to be enforcement to verify that drivers are complying with the requirements of the HOV or HOT lane. Also, technological advances may allow for electronic enforcement or verification.

USEPA stated that all of the alternatives appear to include a Blue Line Extension, which IDOT confirmed, and also noted that there would also be an independent collector-distributor bus service at the end of the line feeding into the terminal station.

The USEPA stated that there appears to be a large existing parking area at Mannheim Road on the south side near shopping areas. IDOT replied yes, there may be opportunities to develop park and ride facilities at these locations.

The USEPA asked whether the transit agencies were supportive of the extension. IDOT stated that the CTA Vision Study will focus on the existing Blue Line, while the extension would be a lower priority. IDOT will lead the planning for the extension and provide accommodation for a future westward extension in the median. The CTA wants

to call the extension High Capacity Transit (HCT) instead of Heavy Rail Transit (HRT) in order to provide options for future development and investigate costs.

The USEPA asked if IDOT was pleased with the range of alternatives. IDOT said yes, they were because they did not know what the outcome of the evaluation would be. Also, the top four alternatives represent a good range for evaluation in the next round.

Purpose and Need

A brief summary of the five main Purpose and Need points were presented, followed by a presentation of the Extended Study Area update to the Purpose and Need. A four mile extension of the Study Area was required in order to fully encompass the extent of the Round 3 alternatives. Because the Regional Travel Model already encompassed this area, no re-evaluation of the existing alternatives modeling was required. The study area now includes the entire 13 miles between the I-88 interchange and the western study limit of the Circle interchange.

Existing conditions assessment was completed to determine mainline facility condition, operations and safety in similar detail to what was previously performed in the six-lane reconstruction section between I-88 and Cicero Avenue. In general, the eight lane section has more favorable design elements, operations (mainline and arterials), and safety performance than the six-lane section. Pavement conditions are slightly better in that a 1.2 mile long segment was replaced in the mid 1980's. Condition and age of the overhead bridges in the extended study area are comparable to what was found in the original study area to the west. It should be noted, that the eight lane section is not being widened and, as a result, the corridor is not being reconfigured. All of the overhead bridges will be studied for replacement, however, as part of a separate study beginning this fall. Interchanges will remain unaffected by mainline operational improvements and are adequate for future transportation needs as determined by operational analysis. Therefore, they will not be improved except to address bridge condition.

Air and Noise studies will be conducted throughout the entire 13 mile length of the study including through the 4 mile extended study area recently added.

Agency questions and comments on the Purpose and Need

The USEPA questioned whether the I-88/I-290/I-294 Hillside interchange is included in the study area. IDOT stated that I-88 converges into one lane as it approaches the Eisenhower. Although the I-290 mainline was not reconstructed during the Hillside interchange construction, everything that was constructed in 2001 as part of the Hillside interchange project is designed to accommodate mainline reconstruction and capacity improvements without reconfiguration.

USEPA asked whether design standards are met for the bridges over the expressway? IDOT stated that many of the bridges over the expressway do not meet current design standards. During this study, they will be designed to current standards and reviewed for adequacy to serve future needs including Complete Streets requirements.

The USEPA asked whether restriping will provide more lanes in the eight lane section. IDOT answered no; restriping is required to convert one of the four existing lanes (in each direction) into managed lane. This may include a small buffer area between the managed lane and general purpose lane. No widening is anticipated.

The USEPA asked whether the managed lane operation extends into the eight lane section? IDOT stated that this was the impetus behind extending the study area an additional four miles; to encompass the operations of the managed lanes east of Cicero. The inside, median lane may be converted to an HOT 3+, HOV 2+ or remain as a General Purpose lane; to be evaluated in Round 3. The managed lane option would end west of the Circle interchange.

CTA Vision Study

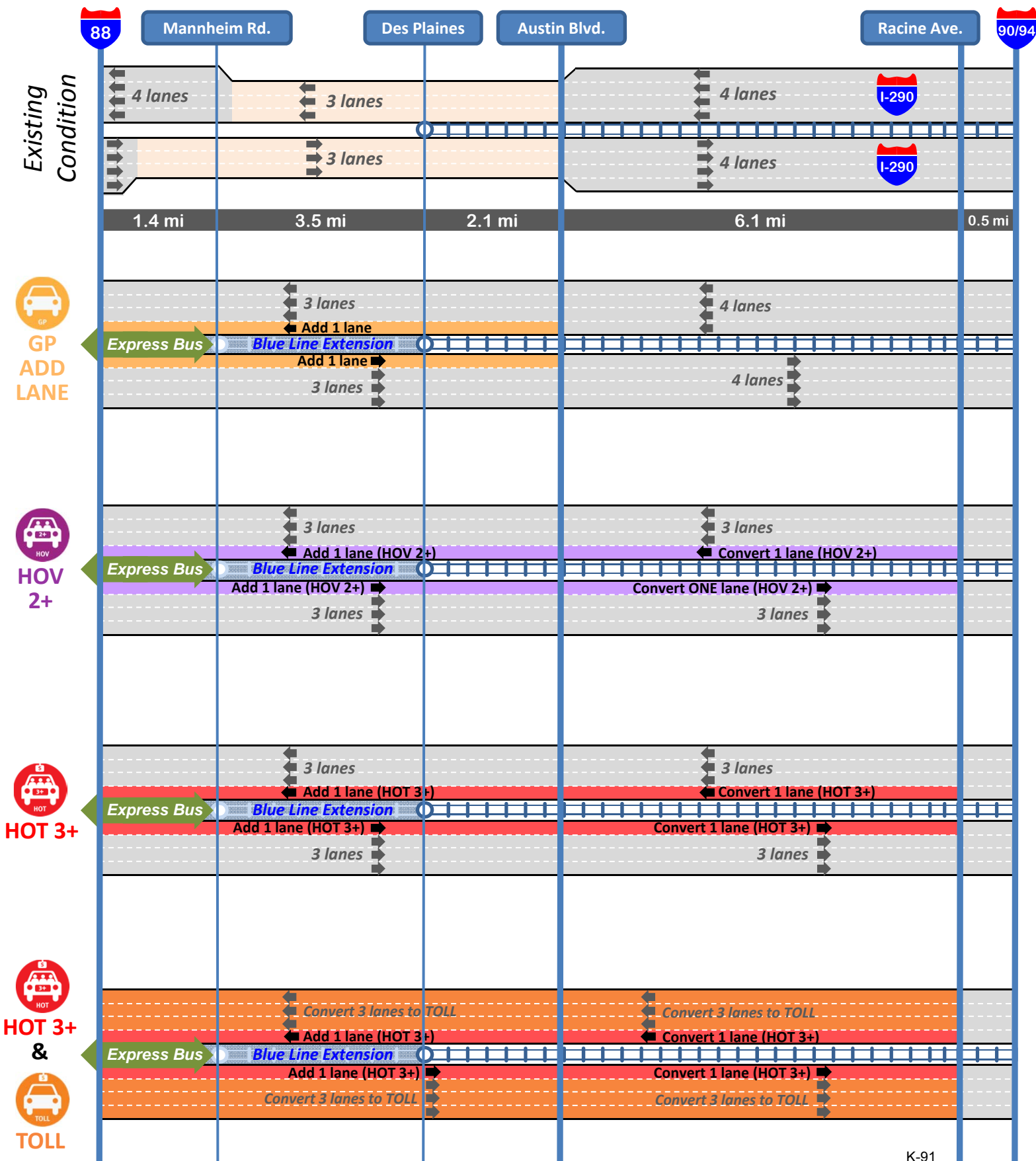
The CTA has initiated the Blue Line Vision Study to assess current conditions, plan for modernization and provide opportunity for public input on long term modernization strategies for the Blue Line Forest Park branch. This study will provide recommendations to the I-290 Study to facilitate improved modal connectivity between the transit stations and expressway, arterials, pedestrians and bicycles modes.

Next Steps

The next step in the alternatives evaluation process is to perform a DEIS evaluation of the remaining four alternatives. This will require the development of geometry for refinement of the roadway and interchanges, to provide the necessary detail for Air and Noise Studies, cost estimates and environmental justice determination. The Build Population and Employment forecast will be completed and coordinated through CMAP. Stakeholder involvement will include coordination with CTA on the Vision Study findings and one-on-one meetings with communities to refine cross-street and interchange preliminary design.

I-290 Phase I Study - Round 3

Combination Mode Alternative Descriptions





NEPA/404 Merger Team Meeting

February 27, 2014



Agenda

- Study progress since last meeting (June 2013)
- Alternatives Carried Forward
- Public Meeting #3
- CTA Vision Study Coordination
- Next Steps





Last meeting recap (June 2013):

- Revised Purpose & Need - Study area extension to the east
- Round 2 evaluation results
- Four alternatives identified for further evaluation in Round 3
- CTA vision study coordination
- Corridor Advisory Group meetings held
- Interchange concepts & coordination



Progress since last meeting:

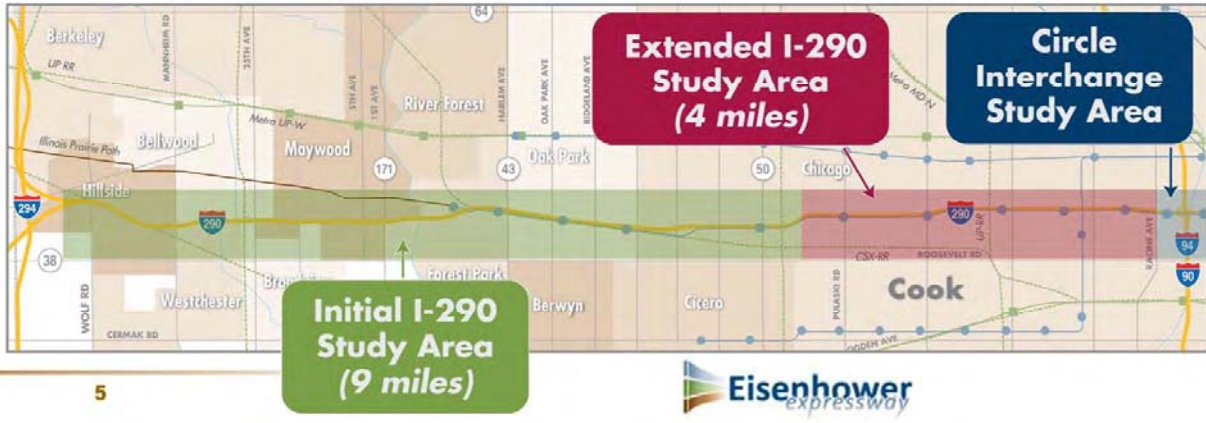
- Identified four alternatives to be evaluated in the DEIS
- Round 3/DEIS alts travel demand modeling (ongoing)
- Interchange concept & design refinements
- CTA Vision Study & CSX coordination
- 2 CAG Meetings (Round 2 wrap-up, bike & pedestrian workshop)
- Public Meeting # 3 (two locations)
- Town Hall Meeting, stakeholder meetings
- Air & noise analysis preparations

I-290 Study Area

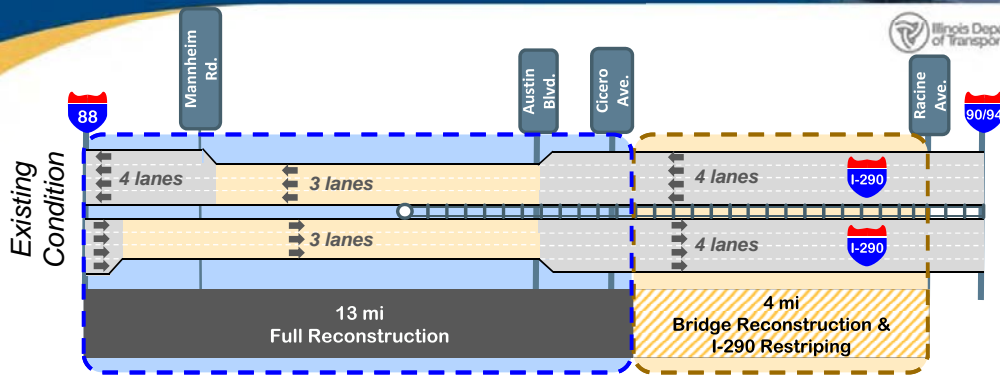


Study Area:

- Formally extended overall study area 4 miles to the east
- Encompasses extent of Round 3 alternatives
- Matches up with Circle Interchange Study at Racine Avenue
- 13 mile overall study area length I-88 to Circle



Reconstruction and Restriping



Full Reconstruction:

- Remove bottleneck
- Address left-hand ramps
- Accommodate transit extension
- Address structure & pavement age
- Address drainage issues

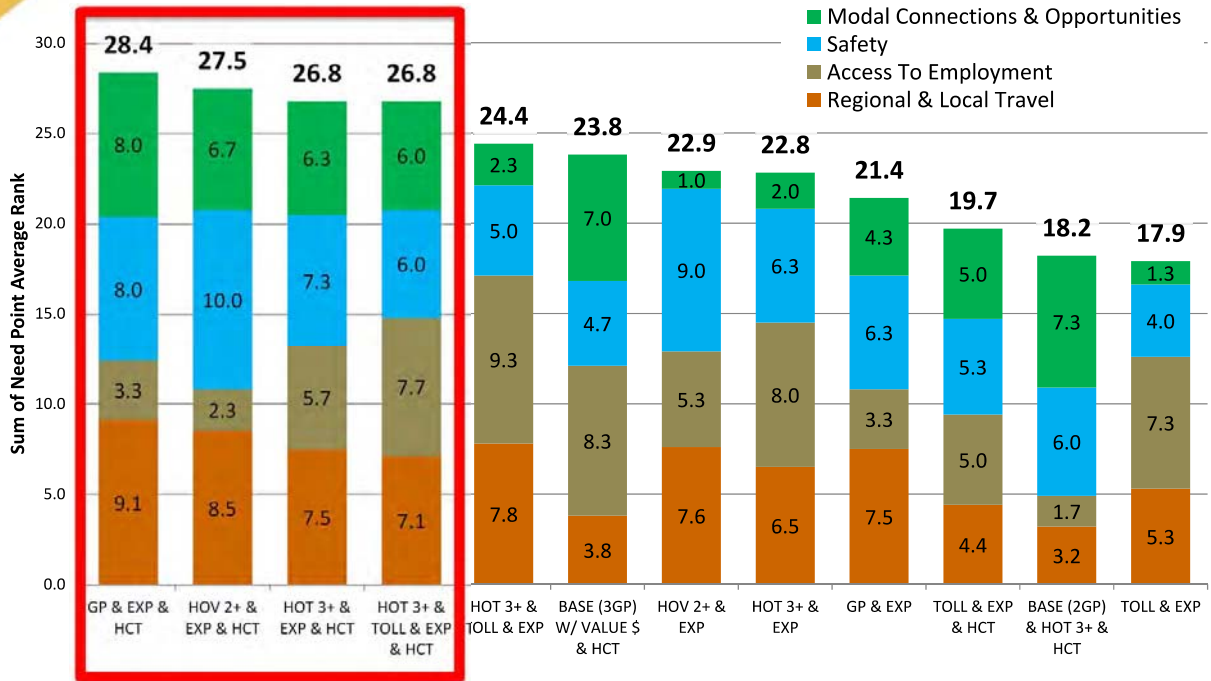
Restriping & Bridge Reconstruction:

- Reconstruct overhead bridges – as part of separate project(s)
- If managed lane is selected:
 - Restripe I-290 for HOV or HOT lane
 - Spot roadway improvements for managed lane infrastructure (gantries)

Round 2 - Combination Alternatives Modeling Results



Score by Sum of Need Point Average

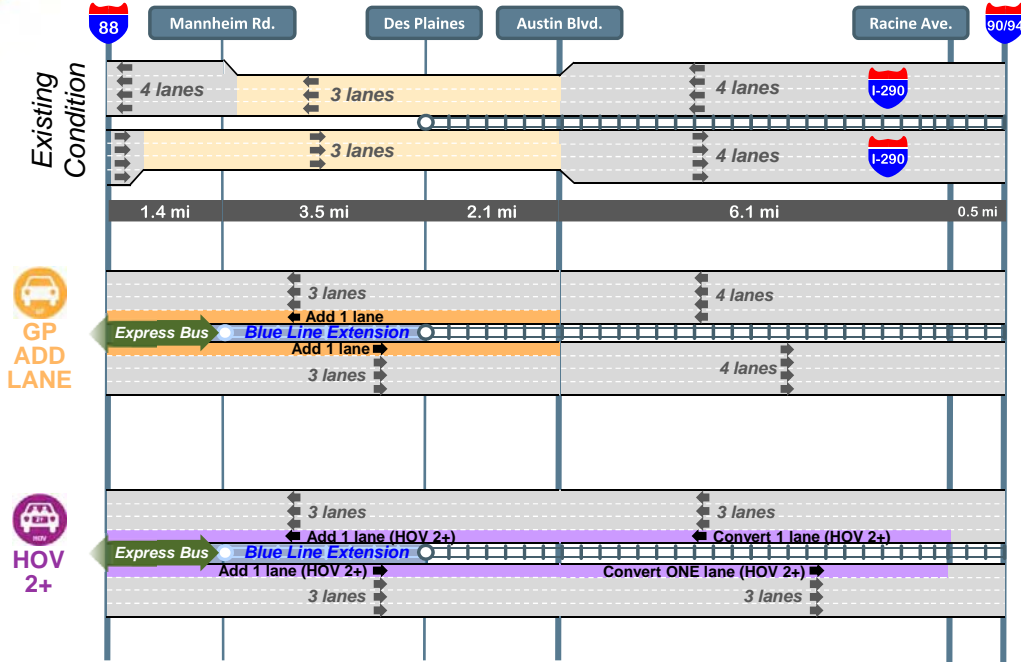


Round 2 Observations

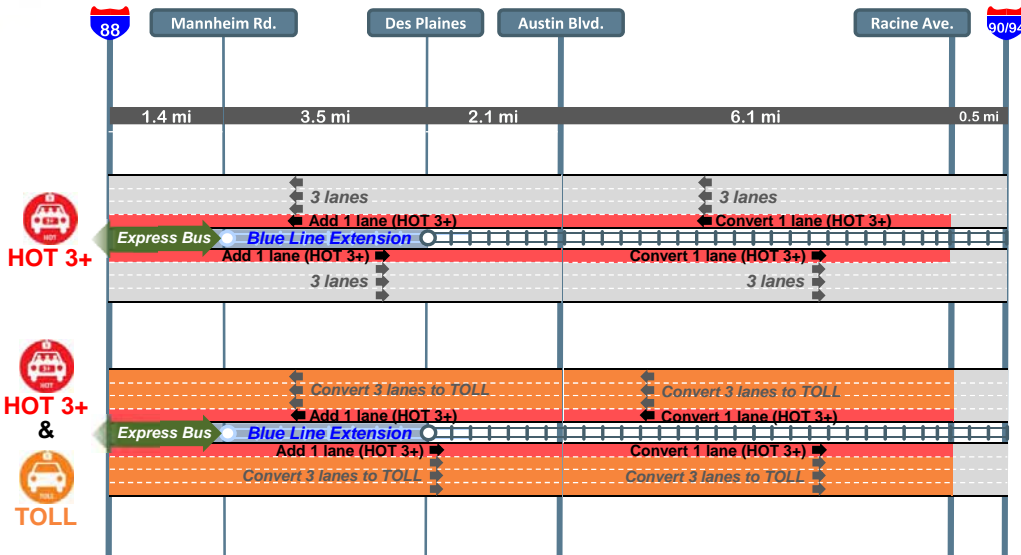


- Lane addition:
 - Improved I-290 travel times
 - Improved arterial travel (except for tolling all lanes)
 - Improved safety performance
- Managed Lane:
 - Offers improvements in GP lane travel time
 - Moves more people through the corridor
 - Improved accessibility to regional jobs

Round 3 / DEIS Alternatives



Round 3 / DEIS Alternatives



Common Elements of Alternatives



- Additional lane each direction west of Austin Blvd.
- Overhead bridge reconstruction/restriping east of Cicero Ave. (separate studies)
- Mainline design accommodates space for future Blue line Extension to Mannheim Road
- Interchange locations and type
- Similar footprints
 - Evaluations regarding use of CSX & CTA ROW in progress

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Public Meeting #3



- Joint meeting with CTA
- Two locations to encourage participation
 - Oct. 7 – Chicago Marriot: 45 attendees
 - Oct. 8 – Proviso Math & Science Academy: 158 attendees
- Continuous narrated powerpoint, exhibit area, interchange visualizations, moderated Q & A sessions



12



K-97

Public Meeting #3 Comment Themes



- 40 Comment Forms/61 Q&A Cards Submitted:
 - Tolling
 - Improved signage
 - Height & location of ramps (Harlem & Austin)
 - Air & noise
 - Safety
 - Bridge repairs
 - Pedestrian access/paths
 - Bike lanes
 - Blue Line extension
 - Bus rapid transit/BRT
 - CTA station improvements
 - Managed lanes
 - Funding



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CTA BLUE LINE VISION STUDY

CTA Blue Line Forest Park Branch Feasibility/Vision Study



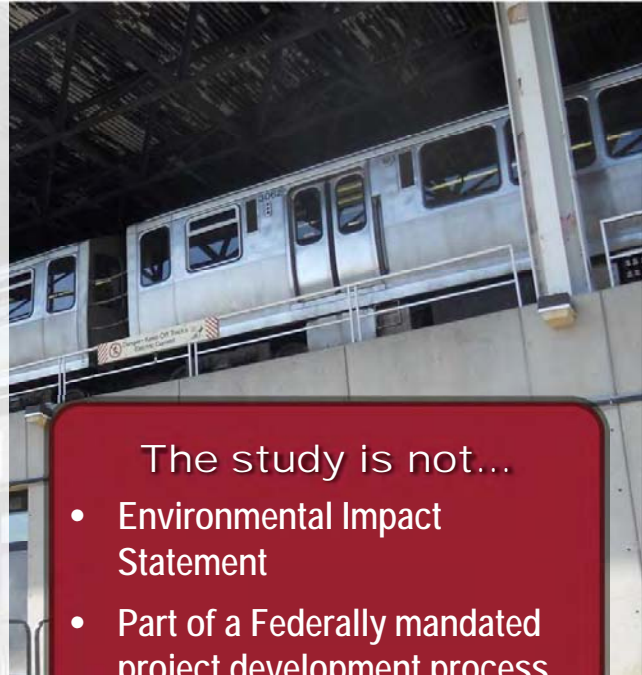
K-98

What is the Blue Line Feasibility / Vision Study?



CTA BLUE LINE VISION STUDY

- Opportunity to assess current conditions
 - Modernization needs exist for rail infrastructure and customer amenities
- Planning for modernization
 - Near-term (10 years)
 - Long-term (2040)
- Early outreach and comment opportunity for project stakeholders
- Recommendations will inform IDOT's I-290 Phase 1 Study



The study is not...

- Environmental Impact Statement
- Part of a Federally mandated project development process

Vision Study Findings



CTA BLUE LINE VISION STUDY

- 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



- Additional engineering and DEIS preparation
- Stakeholder meetings – [Ongoing](#)
- Community Advisory Group Meetings – [Spring/Summer 2014](#)
- Draft EIS release – [Late 2014](#)
- Public Hearing – [Fall/Winter 2014](#)

DRAFT
NEPA/404 Merger Meeting Summary
February 27, 2014

IDOT District 1, Cook County
Interstate 290 (I-290)
Environmental Impact Statement
Information – Alternatives Carried Forward

This was the fifth presentation of the I-290 project to the NEPA/404 Merger Team. The purpose of the meeting was to update the Merger Team on the status of the Study and present the alternatives being carried forward into the Draft Environmental Impact Statement. It should be noted that in the September 2009 meeting, the NEPA/404 Merger Team concluded that this Study will not require formal concurrence, and that the Study may continue as an EIS with agency review, using the scheduled NEPA/404 merger team meetings to provide Study updates.

IDOT Region 1 (IDOT) and the project consultant presented a PowerPoint presentation to the Merger Team and FHWA. In advance of the meeting, Merger Team was provided the *I-290 Phase I Study - Alternatives Carried Forward* document that summarized the alternatives identification and evaluation process that led to the selection of the four alternatives being carried forward for evaluation in the DEIS. The presentation provided a brief recap of the study progress since the last meeting including: identification of the four alternatives being carried forward into the DEIS, travel demand modeling of DEIS alternatives (ongoing), interchange concept & design refinements, CTA Vision Study and CSX Railroad coordination, Corridor Advisory Group meetings held, Public Meeting #3 held (two locations), stakeholder meetings, and preparations for air quality and noise evaluations.

DEIS Alternatives

As part of the presentation, a description of the four DEIS alternatives was presented. These four include:

- GP Lane, High Capacity Transit Extension, and Express Bus,
- HOV 2+, High Capacity Transit Extension and Express Bus,
- HOT 3+, High Capacity Transit Extension and Express Bus
- HOT 3+, Toll remaining lanes, High Capacity Transit Extension and Express Bus

Each of the four alternatives include an add lane in each direction west of Central Avenue, provisions for extending high capacity transit in the median of I-290 from the Forest Park CTA Terminal to Mannheim Road, similar interchange locations and types, and similar footprints. The primary difference in the four alternatives is how the expressway lanes are managed.

Full reconstruction of the I-290 is proposed from the west of Mannheim Road to just east of Cicero Avenue. Reconstruction of the approximately 4 mile eight lane section of I-290 from east of Cicero to Racine Avenue is not proposed to be reconstructed. However, the

condition of the overhead bridges in this section is being evaluated for improvements as part of separate studies.

CTA Vision Study:

The CTA is wrapping up its own evaluation of the existing CTA Blue line to identify its modernization and improvement needs in the I-290 Corridor. The recommendations of this study are also being used to inform IDOT's I-290 Phase I study. The current findings that affect the I-290 Phase I Study are:

- CTA's priority is modernization of the existing Blue Line and is not currently considering a western extension of the blue line
- A third express track is not needed between Forest Park and the Loop.
- Existing station locations are not expected change between Austin Boulevard and the CTA Forest Park Terminal.
- Existing station platforms need to be improved for ADA accessibility, including wider platforms to 24', improved head stations at street level, and elevator access. Due to the wider platforms, a third track will not fit in the remaining right of way.
- Need for a new terminal, yard, and shop at the current CTA Forest Park Terminal location. The current facility is over 50 years old.

Next Steps

The evaluation of the four DEIS alternatives is anticipated to continue into summer/fall 2014 including design and engineering refinements to the mainline and interchanges, and air and noise studies. Additional Corridor Advisory Group meetings will be held around the same time frame in anticipation for a release of the DEIS in late 2014 followed by a Public Hearing.

Agency questions and comments on the Alternatives

The USEPA asked what safety measures are being considered near the CTA Station access points at the interchanges. IDOT explained that many safety improvements are being incorporated into the designs at Harlem Avenue and Austin Boulevard including wider sidewalks and pedestrian plaza areas, pedestrian refuge islands and improved crossings, modernized signals, and bus pull outs. Dual head stations (one on either side of the street) were considered by the CTA Vision Study, but are not proposed.



INTERSTATE
290

NEPA/404 Merger Team Meeting

September 17, 2015



DuPage Cook



Eisenhower
expressway



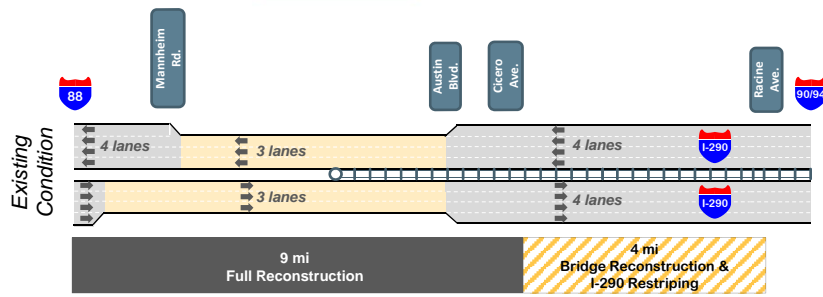
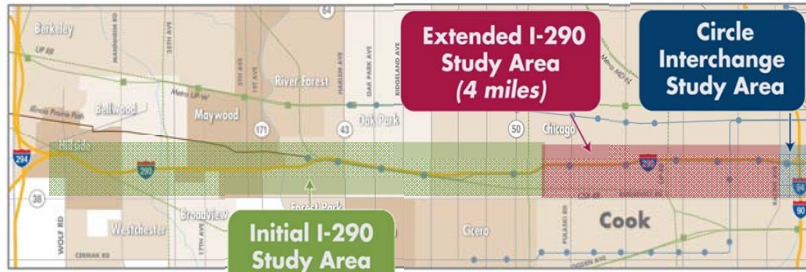
Illinois Department
of Transportation

Agenda



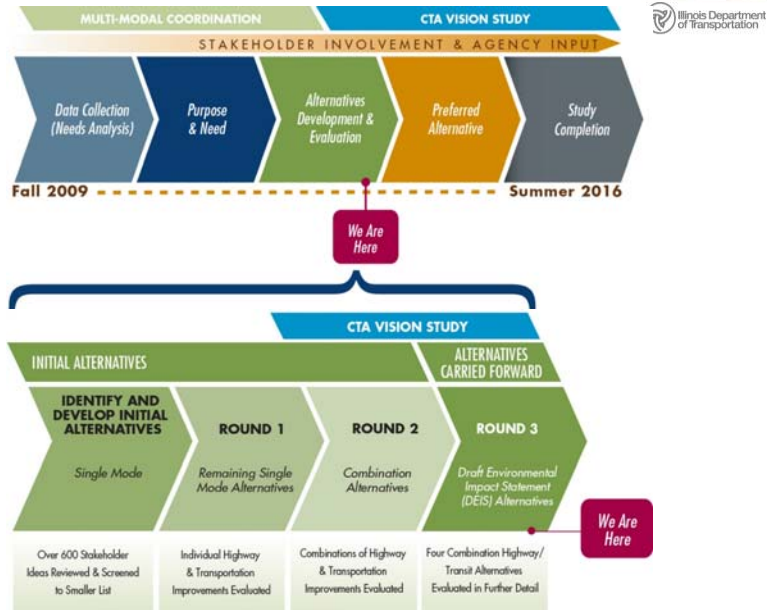
- Study Overview
 - Study Area
 - Study Process
 - Public Involvement
 - Purpose & Need
 - Round 1 Single Mode Alternatives Screening
 - Round 2 Combination Mode Alternatives Screening
 - Round 3 DEIS Alternatives
 - CTA Blue Line Vision Study
- Preliminary Preferred Alternative Recommendation
- Next Steps

I-290 Study Area



3

Study Process Overview



4

Public Involvement Opportunities



5

I-290 Purpose and Need

- PURPOSE:** *to provide an improved transportation facility along the I-290 multimodal corridor*
- NEED:** Five specific need points to be addressed:
 - Improve regional and local travel
 - Improve access to employment
 - Improve safety for all users
 - Improve modal connections and opportunities
 - Improve facility deficiencies
- Purpose and Need was provided to public for review



6

Round 1 – Single Mode Evaluation



Illinois Department of Transportation

- 570+ stakeholder suggestions
 - Transit, highway, bicycle & pedestrian modes
- Stakeholder suggestions condensed into 33 concept categories
 - Roadway, Transit, Related Improvements



- 21 single mode alternatives identified
 - 9 Transit: 3 HRT, 5 BRT, EXP
 - 11 Expressway: GP, 6 HOV, 2 HOT, 2 Toll
 - 1 Arterial Widening (with & without parking)

7

Round 1 Single Mode Findings



Transit

- No impact on I-290 congestion
- Increased transit access to jobs
- Ridership diverted from existing transit facilities

Expressway

- Best overall travel performance
- GP Lane: “under” manages flow (absorbs more demand)
- Tolling: “over” manages flow (arterial diversion)
- Managed Lane: more efficiently manages flow

Arterial Widening

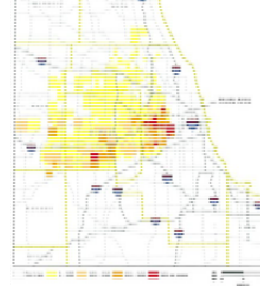
- Fatally flawed due to displacement impacts

Opportunities to improve expressway performance by combining alternatives with transit

Transit Travel Market



I-290 Travel Market

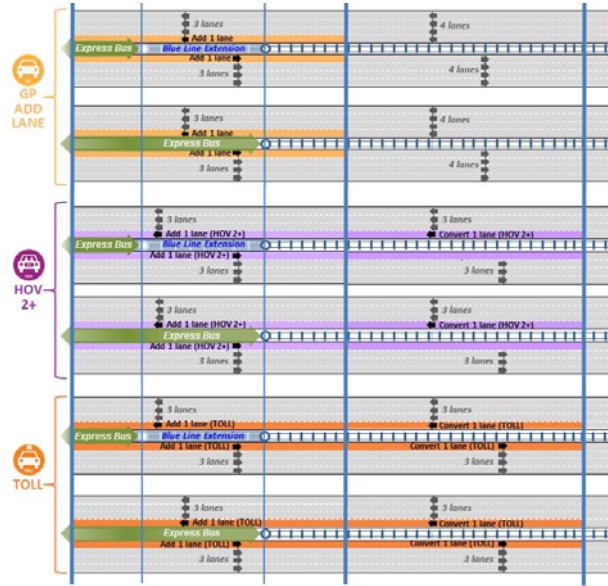


8

Round 2 - Combination Mode Alternatives + No Build



Illinois Department of Transportation



General Purpose Lane & EXP:
w & w/o HCT

HOV 2+ Lane & EXP:
w & w/o HCT

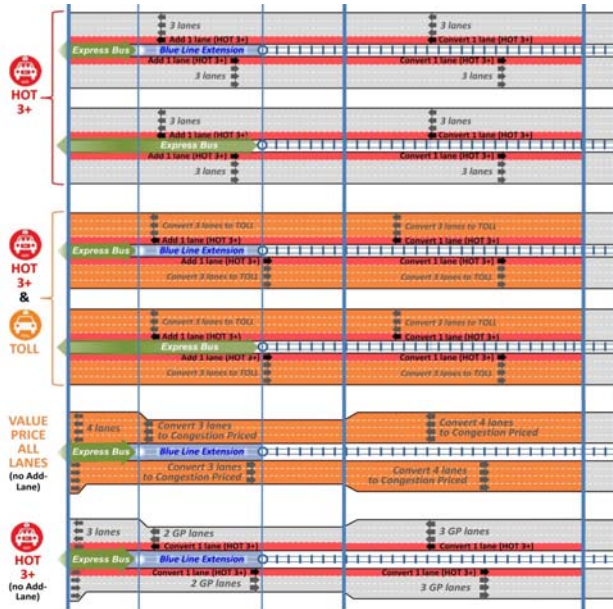
Toll Lane & EXP:
w & w/o HCT

9

Round 2 - Combination Mode Alternatives + No Build



Illinois Department of Transportation



HOT 3+ Lane & EXP
w & w/o HCT

HOT 3+ Lane & TOLL & EXP
w & w/o HCT

Value Price & EXP
w HCT (no additional lanes)

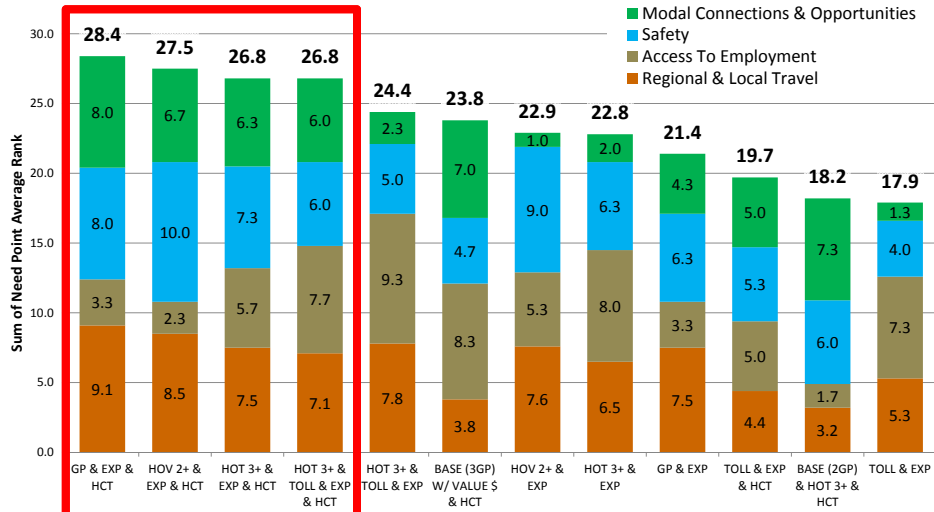
HOT 3+ Lane & EXP
w HCT (no additional lanes)

10

Round 2 Combination Alternatives Scoring Results



Score by Sum of Need Point Average



11

Round 2 Overall Conclusions

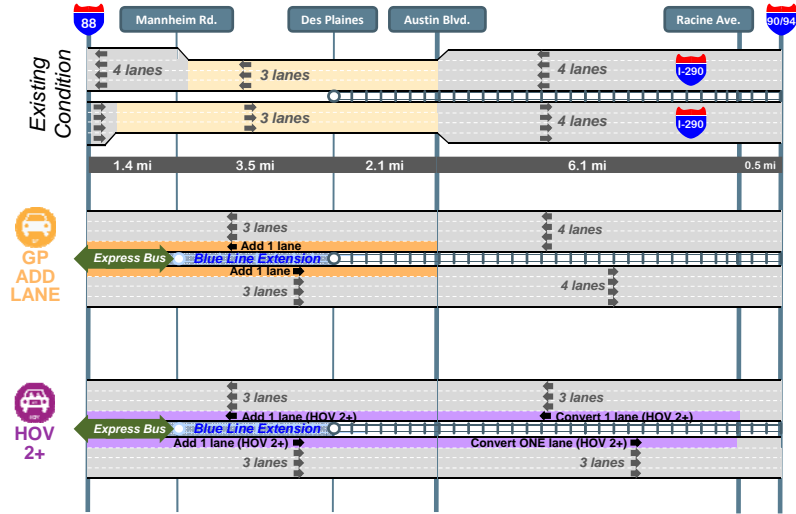


- Non-widening options performed poorly
- Adding a GP Lane attracts the **most traffic** to I-290
- Adding a HOV or HOT Lane provides **highest person throughput** in the corridor
- Tolling makes I-290 less attractive resulting in **auto diversion to arterials**
- HOV or HOT Lane provide **net improvements** in GP lane travel times

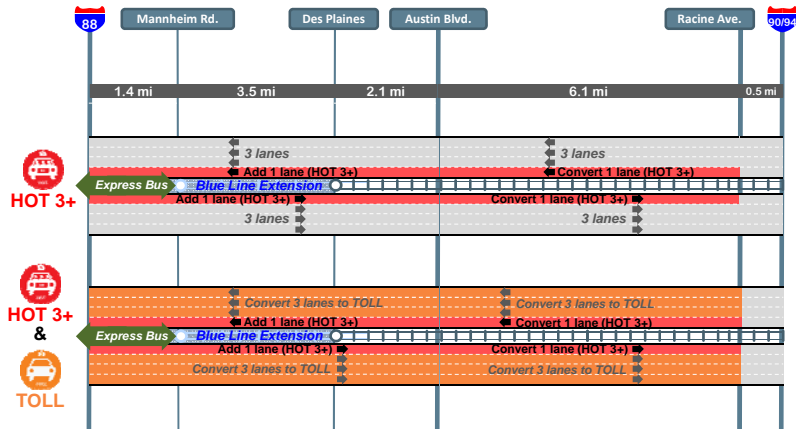
4 Combination Mode Alternatives Carried Forward
best meet Purpose & Need

12

Round 3 - DEIS Alternatives

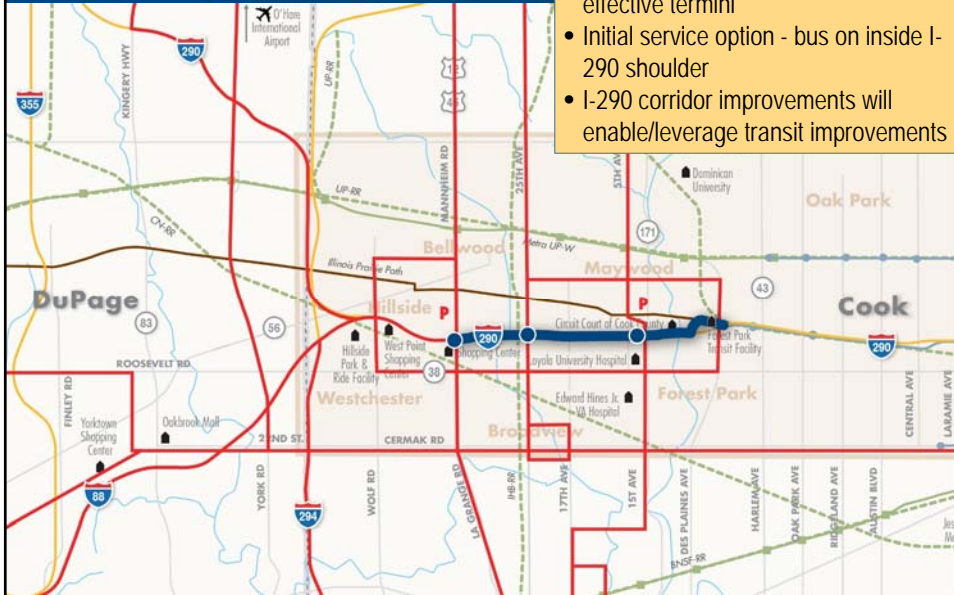


Round 3 - DEIS Alternatives

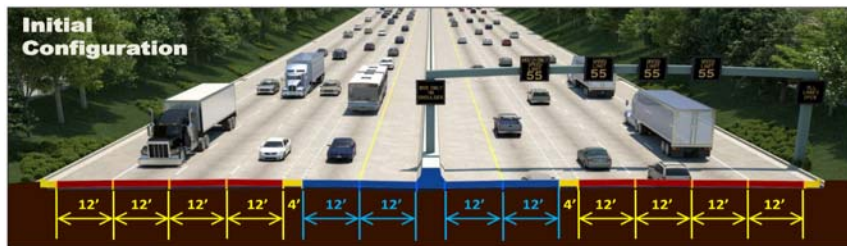


Blue Line Extension

- Common to all alternatives
- Extension to Mannheim – most effective termini
- Initial service option - bus on inside I-290 shoulder
- I-290 corridor improvements will enable/leverage transit improvements



Convertible Transit Configuration

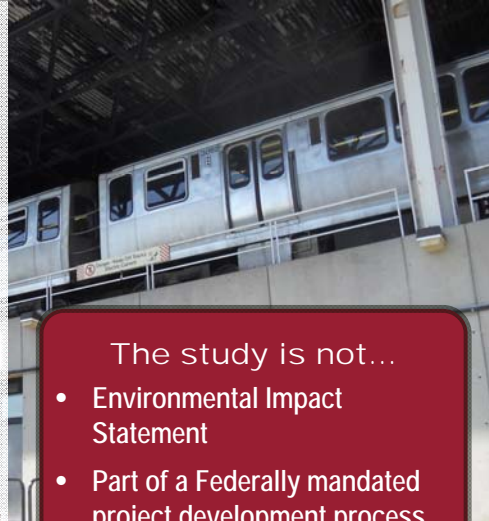


CTA Blue Line Forest Park Branch Feasibility/ Vision Study



CTA BLUE LINE VISION STUDY

- Opportunity to assess current conditions
 - Modernization needs exist for rail infrastructure and customer amenities
- Planning for modernization
 - Near-term (10 years)
 - Long-term (2040)
- Early outreach and comment opportunity for project stakeholders
- Recommendations will inform IDOT's I-290 Phase 1 Study



The study is not...

- Environmental Impact Statement
- Part of a Federally mandated project development process

17

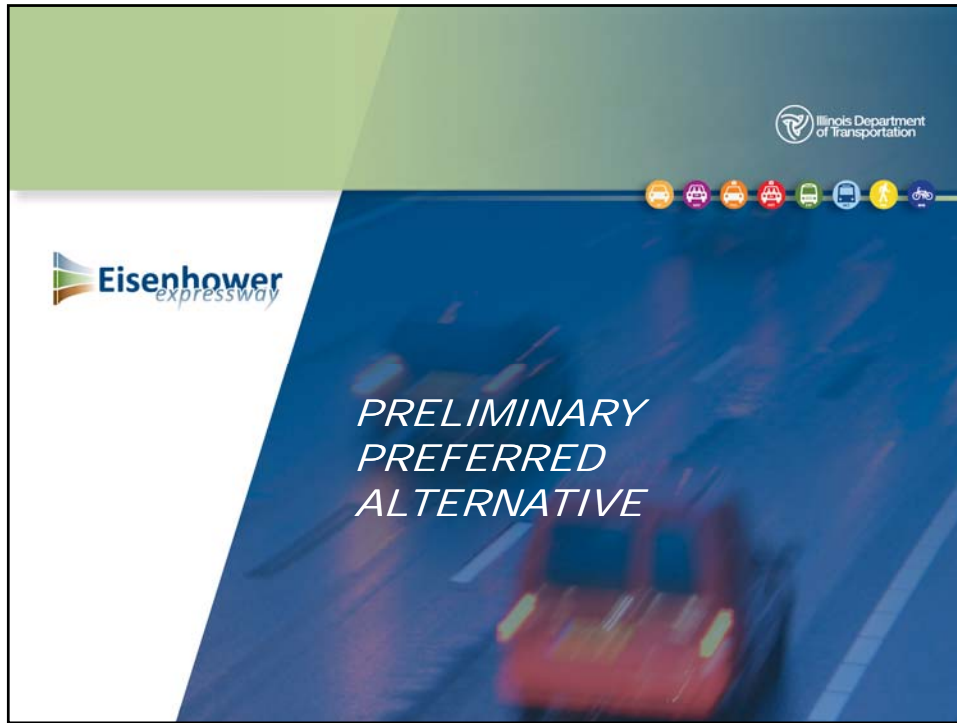
Vision Study Preliminary Findings



CTA BLUE LINE VISION STUDY

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- Third express track not needed
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- Recommendations to improve stations
 - Wider platforms
 - ADA accessibility
 - Improved weather and noise protection

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Travel Performance

Resource	Analysis Level	No Build Alternative	Build Alternatives			
			GP Add Lane	HOV 2+	HOT 3+	HOT 3+ & TOLL
Regional VMT (miles)	Quantitative	201,187,710	+151,380	+72,492	+52,211	+33,774
Regional VHT (hours)	Quantitative	8,067,709	-9,840	-9,773	-16,161	-17,300
I-290 Travel Time (Min) (GP/ML)	Quantitative	30.7 / NA	21.2 / NA	23.2 / 13.7	23.0 / 13.5	14.8 / 12.6
Study Area Arterial VMT (miles)	Quantitative	4,294,011	-24,560	+6,944	-8,853	+147,834
Study Area Arterial VHT (Hours)	Quantitative	255,282	-1,996	-967	-1,643	+6,778
Person Throughput	Quantitative	459,122	25,247	31,871	28,604	25,294
Job Accessibility	Quantitative	5,151,539	105,053	364,948	397,660	326,499
Overall Safety (crashes per million person miles per year)	Quantitative	0.287	-4.86%	-6.44%	-6.21%	-4.65%
East-West Transit Trips	Quantitative	76,950	4,375	2,150	4,425	8,425

- HOT 3+ Alternative is ranked 1st or 2nd for all measures
- HOT3+ Alternative provides best overall balance

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Social/Economic

Resource	Analysis Level	No Build Alternative	Build Alternatives			
			GP Add Lane	HOV 2+	HOT 3+	HOT 3+ & TOLL
Adverse travel at ramp consolidation	Quantitative	--	79	79	79	79
Traffic VMT diversion to local roads	Quantitative	--	-24,560	+6,944	-8,853	+147,834
Average change in travel time to job destinations from the 2040 No Build Alternative, EJ Communities	Quantitative	--	-1 to -3 minutes	0 to -9 minutes	-2 to -10 minutes	-2 to -9 minutes
Average change in travel time to job destinations from the 2040 No Build Alternative, non-EJ Communities	Quantitative	--	-2 minutes	-2 to -5 minutes	-2 to -5 minutes	-4 to -6 minutes
Bicycle/Pedestrian changes	Qualitative	No change in existing condition	Provision of a new east-west separated shared path from Des Plaines Avenue to Austin Boulevard (approximately 2 miles); improved pedestrian crossings; new pedestrian refuge islands; improved pedestrian/bicycle safety with new/wider sidewalks; improved shared use path connectivity.			

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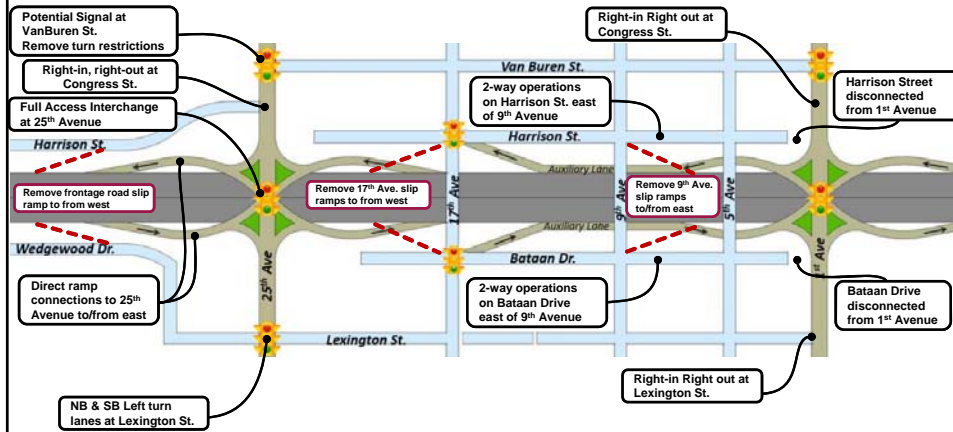
Social/Economic (cont.)

Resource	Analysis Level	No Build Alternative	Build Alternatives			
			GP Add Lane	HOV 2+	HOT 3+	HOT 3+ & TOLL
Housing units displaced	Quantitative	0	0			
Public services displaced	Quantitative	0	0			
Businesses displaced	Quantitative	0	0			
Construction-related jobs created	Quantitative	--	18,904	18,904	18,980	18,980
Productivity (based on travel time savings)	Quantitative	--	+\$1.6 B	+\$1.6 B	+\$2.7 B	+\$2.8 B
Consistency with local and regional plans	Qualitative	No Effect	CMAP includes capacity improvements for I-290 in its GO TO 2040 plan and classifies improvements to the I-290 as one of the regions 'priority projects'. The local comprehensive plans for Oak Park, Maywood, Broadview, Hillside, and Bellwood all express a desire to improve access to I-290.			
Community Cohesion	Qualitative	No Effect	Improvements to roadways crossing the highway will improve community cohesion within the project area.			
Land use changes	Quantitative	No Effect	No major land use changes are expected as a result of the project			
Right-of-Way acquisition	Quantitative	0	2.43 acres			

- More difference in alternatives for traffic VMT diversion & productivity, some travel time differences

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Summary of Proposed Access Modifications



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Change of Access – Average All Directions



- GIS Analysis - Compares shortest travel distance between No-Build and Build.
- Change in travel distance calculated to/from I-290 to/from each property (7,400 individual parcels evaluated)
- Average distance changes for all directions: Less than 1/10th mile (+79 ft.)

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Historic Resources



Resource	Analysis Level	No Build Alternative	Build Alternatives			
			GP Add Lane	HOV 2+	HOT 3+	HOT3+ & TOLL
Historic properties impacted	Quantitative/ Qualitative	No Effect to Historic Properties	76 NRHP listed & potentially NRHP eligible properties identified. Section 106 process ongoing.			
Parkland Impacts	Quantitative/ Qualitative	No Effect	No Effect			
Section 4(f)	Quantitative/ Qualitative	No Effect	No direct, temporary or constructive use of publicly owned parks and recreational areas is required.			

- No differentiation among build alternatives
- Section 106 determinations of eligibility under way as requested by IHPA
- Met with Columbus Park

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Visual Resources



Resource	Analysis Level	No Build Alternative	Build Alternatives			
			GP Add Lane	HOV 2+	HOT 3+	HOT3+ & TOLL
Visual Impacts/Benefits	Qualitative	No Effect	Proposed transportation improvements with respect to the visual environment are the same for all alternatives and is not a differentiator. Noise walls and aesthetic treatments will be evaluated and identified for the Preliminary Preferred Alternative.			

- Aesthetic treatments currently being reviewed with municipalities

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Air Quality



Resource	Analysis Level	No Build Alternative	Build Alternative			
			GP Add Lane	HOV 2+	HOT 3+	HOT3+ & TOLL
Pollutant Burden (daily burden – tons) – Provided as sensitivity test for informational purposes; not intended for Preliminary Preferred Alternative selection.						
VOC (Hydrocarbon)	Quantitative	3.469	+0.10%	-0.01%	-0.14%	-0.02%
NOX	Quantitative	7.584	+0.21%	-0.12%	-0.07%	-0.60%
CO	Quantitative	64.8	+0.73%	-0.51%	-0.34%	-0.35%
PM ₁₀	Quantitative	4.953	-0.06%	-0.03%	-0.31%	-0.43%
PM _{2.5}	Quantitative	0.892	+0.09%	-0.13%	-0.30%	-0.50%
MSAT (daily pounds) – Provided as sensitivity test for informational purposes; not intended for Preliminary Preferred Alternative selection.						
Acrolein	Quantitative	6.391	-0.08%	-0.07%	-0.17%	-0.62%
Benzene	Quantitative	90.412	+0.30%	-0.04%	-0.08%	+0.05%
1,3 Butadiene	Quantitative	0.399	-0.20%	-0.08%	-0.20%	-0.83%
Diesel PM	Quantitative	274.540	+0.10%	-0.13%	-0.16%	-1.11%
Formaldehyde	Quantitative	141.552	-0.07%	-0.07%	-0.17%	-0.60%
Naphthalene	Quantitative	11.944	-0.02%	-0.06%	-0.16%	-0.53%

- Mostly positive trends for build alternatives
- CMAP Tier II Consultation meeting

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Hazardous Waste



Resource	Analysis Level	No Build Alternative	Build Alternative			
			GP Add Lane	HOV 2+	HOT 3+	HOT3+ & TOLL
Hazardous Materials - Recognized Environmental Condition (RECs) Sites affected	Quantitative	0	495			

- No differentiation among build alternatives

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Natural Environment



Resource	Analysis Level	No Build Alternative	Build Alternatives			
			GP Add Lane	HOV 2+	HOT 3+	HOT3+ & TOLL
Wildlife (number of species impacted)	Quantitative/Qualitative	0	0			
Wetlands (acres)	Quantitative	0	0			
Floodplains, volume change from existing (acre-feet)	Quantitative	0	-4.1 (overall flood storage capacity increased)			
Water Quality – Are Water Quality Standards Met (chlorides, metals, and TSS)? (yes/no)*						
Salt Creek	Quantitative/Qualitative	Yes	Yes			
Des Plaines River	Quantitative/Qualitative	Yes	Offset additional chloride load			
South Branch of Chicago River	Quantitative/Qualitative	Yes	Yes			

- No differentiation among build alternatives

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Noise



Measure	No Build Alternative	Build Alternatives			
		GP Add Lane	HOV 2+	HOT 3+	HOT 3+ & TOLL
Receptors over the NAC	227	230	228	229	220
% of Receptors over NAC	79%	80%	79%	80%	76%

- ¾ of receptors currently over NAC
- Reasonable and feasible analysis completed
- Currently preparing for viewpoints solicitation

30

Construction Cost Estimate



Measure	No Build Alternative	Build Alternatives			
		GP Add Lane	HOV 2+	HOT 3+	HOT 3+ & TOLL
Construction Cost (YOE \$)	--	\$2.568B	\$2.568B	\$2.571B	\$2.571B

- Construction cost differences due to additional costs for tolling-related infrastructure

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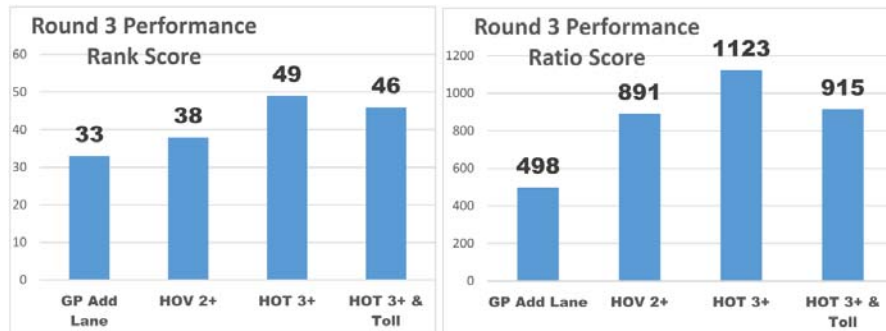
Build Alternatives Comparison

#	Round 3 DEIS Performance Measure	Unit	No-Build	GP Add Lane	HOV 2+	HOT 3+	HOT 3+ & Toll	
1.1	Regional vehicle miles traveled (VMT)	miles	201,187,710	151,380	72,492	52,211	33,774	
1.2	Regional vehicle hours traveled (VHT)	hours	8,067,709	-9,840	-9,773	-16,161	-17,300	
1.3	I-290 Travel Time (GP Lane / Managed Lane)			21.2/NA	23.2/13.7	23/13.5	14.8/12.6	
1.4	Study Area Arterial VMT	miles	4,294,011	-24,560	6,944	-8,853	147,834	
1.5	Study Area Arterial VHT	hours	255,282	-1,996	-967	-1,643	6,778	
1.6	Person Throughput	persons	459,122	25,247	31,871	28,604	25,294	
1.7	Job Accessibility	# of jobs	5,151,539	105,053	364,948	397,660	326,499	
1.8	Overall Safety (crashes per million person miles per year)	rate	0.287	-4.86%	-6.44%	-6.21%	-4.65%	
1.9	East-West Transit Trips	# of trips	76,950	4,375	2,150	4,425	8,425	
2.01	Adverse travel at ramp consolidation (Parcel Average)	Feet	-	79	79	79	79	
2.02	Traffic Diversion to Local Roads	VMT	4,294,011	-24,560	6,944	-8,853	147,834	
2.03	Average Change in travel time to job destinations, EJ Communities	Min	-	-1 to -3	0 to -9	-2 to -10	-2 to -9	
2.04	Average Change in travel time to job destinations, Non-EJ Communities		-	-2 to -2	-2 to -5	-2 to -5	-4 to -6	
2.09	Construction related jobs created	#	-	18,904	18,904	18,980	18,980	
2.10	Productivity (based on travel time savings)	\$B	-	\$ 1.6	\$ 1.6	\$ 2.7	\$ 2.8	
6.1	Noise Receptors exceeding noise abatement criteria (NAC)		227	230	228	229	220	
9.1	Round 3 Construction Cost Estimates	\$	-	\$ 2,558	\$ 2,558	\$ 2,571	\$ 2,571	
				Rank Score (1 to 4)	33	38	49	46
				Ratio Score (0 to 100)	498	891	1123	915

- HOT 3+ Alternative is highest ranked by both rank & ratio scoring

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Build Alternatives Comparison



- HOT 3+ Alternative has highest score by rank or ratio method

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How Does the Preliminary Preferred Alternative Address Stakeholder Goals?



- Congestion:
 - 56% travel time savings and improved reliability in HOT 3+ lane
 - Arterial relief
- Safety:
 - -6.2% overall expressway, arterial, and transit safety improvement
 - Improved non-motorized safety
- Facility Design:
 - Improved community connections across I-290
 - Improved access to transit
- Minimize or Avoid Impacts:
 - Mainline remains in existing ROW
 - Some ROW (2.4 acres) at spot locations near interchanges
- Additional Travel Choices:
 - Managed lane for 3+ person carpools, congestion priced tolling, and express bus service
 - New east-west multi-use trail

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Recommendation for Preliminary Preferred Alternative



- Travel performance: HOT 3+ has highest score & ranks in top 2 in all travel performance categories
- Generally, no substantial environmental differences among build alternatives
- Recommend **HOT 3+** & HCT & EXP Alternative as Preliminary Preferred Alternative

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I-290 Next Steps



- CAG 21 Meeting: *October 15*
- CAG 22 Meeting: *February 2016*
- Draft EIS release: *February 2016*
- Public Hearing: *March 2016*
- Final EIS/ROD: *Fall 2016*

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**Illinois NEPA/404 Merger Meeting
September 17, 2015**

**USEPA – Region 5
77 West Jackson Blvd.
Chicago, IL**

12th Floor – Lake Ontario Room

**Federal Highway
Administration
3250 Executive Park Drive
Springfield, IL 62703
Training Room**

9 am – 12 noon

- I-55 Managed Lanes (District 1, Cook County) (45 min)
 - Request to exempt project from NEPA-404 merger process
- US 30 roadway improvements from Dugan to Municipal (District 1, Kane County, FAA Co-Lead) (45 min)
 - Request to exempt project from NEPA-404 merger process
- North Lake Shore Drive (District 1, Cook County) (90 min)
 - Information – project update

12 noon – 1:30 pm

Lunch

1:30 pm – 3:30 pm

- Interchange study at I-88 and IL 47 (District 1, Kane County) (60 min)
 - Information – project introduction

Note: the following project is not subject to the NEPA-404 merger process concurrence points and is being presented for information only.

- I-290 from west of Mannheim Road to Racine Avenue (District 1, Cook County) (60 min)
 - Information – preferred alternative

Sign-in Sheet
NEPA-404 Merger Meeting
September 17, 2015

District 1 - I-55 Managed Lanes (Cook and DuPage Counties)
Request to exempt project from merger process

Name	Agency	e-mail address	Participation Location
John Sherill	IDOT	John.sherrill@illinois.gov	Chicago, IL
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**Sign-in Sheet
NEPA-404 Merger Meeting
September 17, 2015**

**District 1 - US 30 Roadway improvements from Dugan to Municipal Dr (Kane County)
Request to exempt project from merger process**

Name	Agency	e-mail address	Participation Location
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Janis Piland	FHWA	Janis.piland@dot.gov	Springfield, IL

Sign-in Sheet
NEPA-404 Merger Meeting
September 17, 2015

District 1 - North Lake Shore Drive (Cook County)
Information: Project Update

Name	Agency	e-mail address	Participation Location
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Sign-in Sheet
NEPA-404 Merger Meeting
September 17, 2015

District 1 - Interchange study at I-88 and IL-47 (Kane County)
Information: Project Introduction

Name	Agency	e-mail address	Participation Location
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**Sign-in Sheet
NEPA-404 Merger Meeting
September 17, 2015**

**District 1 - I-290 from west of Mannheim Road to Racine Avenue (Cook County)
Information: Preferred Alternative**

Name	Agency	e-mail address	Participation Location
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**NEPA/404 Merger Meeting Summary
September 17, 2015**

**IDOT District 1, DuPage and Cook counties
I-55 Managed Lanes from I-355 to I-90/94
Environmental Assessment
Request for exemption from the NEPA-404 merger process**

DECISIONS:

The following agencies agreed to exempt the project from the merger process: USEPA, USFWS, USACE, IDNR and IEPA

The following agencies were not present: IEPA and IHPA

NEXT STEPS:

None.

DISCUSSION:

This was the first presentation for the I-55 Managed Lanes project from I-355 to I-90/94. The purpose of the meeting was to provide a project overview and to request exemption of the project from the NEPA-404 merger process. Federal Highway Administration (FHWA) facilitated the meeting and prompted self-introductions. The Illinois Department of Transportation (IDOT) presented the project.

An overview of the project was presented by IDOT facilitated by a PowerPoint presentation and with reference to the project Environmental Resource Exhibit that was displayed. Project length, typical abutting land use, interchanges, traffic demand, vehicle occupancy, truck demand, corridor transit availability and congestion levels were reviewed. The existing roadway is in good physical condition and is not in need of reconstruction. The future travel demand within the study area is projected to be substantial due to anticipated growth in the Will County area. The intent of the project is to provide additional capacity within the existing median (generally forty feet wide along the south half of the project and sixty feet wide along the north half of the project). As such, no ROW acquisition is anticipated. Additionally, an active traffic management system is anticipated to provide additional travel management strategies for all lanes of the roadway.

In response to a question from USEPA, IDOT noted that the I-55 corridor will not likely need additional major reconstruction/rehabilitation for 25 to 30 years after this improvement is implemented.

The project Purpose and Need was reviewed. The needs include serving the corridor traffic profile; addressing travel demands; providing travel reliability and supporting transit opportunities. The purpose of the project is to promote mobility and operational efficiency; utilize congestion management strategies to improve reliability; provide a sustainable transportation solution; support new travel options and maximize the use of the existing facility.

The sketch level evaluation was summarized. Numerous alternatives were evaluated for the 2040 Design Year. The addition of a new general purpose lane did not provide travel reliability nor support transit opportunities and therefore was not carried forward. A truck only managed lane alternative would require an expanded roadway section requiring extensive reconstruction and ROW and therefore was not carried forward. Managed lane options evaluated included High Occupancy Vehicle (HOV) lanes, High Occupancy Vehicle Toll lanes (HOT) and Express Toll lanes (ETL). Managed lane alternatives in general support the need for improved mobility and sustainable solutions while supporting expanded transit opportunities.

The environmental impacts were reviewed. The project is anticipated to be constructed within the existing I-55 right-of-way, with only minor potential excursions outside of the existing right-of-way for drainage outfall improvements and potential spot locations for noise walls and/or ITS infrastructure. Environmental resource impacts will be generally limited to the existing grass median (60 foot) areas (east of Harlem Avenue – IL 43) where there are some areas identified as wetlands and Waters of the US requiring coordination with USACE. There may be minor additional impacts within existing interchange areas or near existing drainage outfalls for drainage improvements, and between the mainline and frontage roads or near the existing ROW line for noise abatement walls and/or ITS infrastructure improvements. Based on INHS field surveys, no threatened or endangered species or suitable habitat exists in the project area. Two historic resources exist within the project area (the Chicago Sanitary and Ship Canal historic district and the Harlem Avenue (IL 43) bridge over the canal) which will not be impacted by the proposed improvement.

In response to questions by USACE, IDOT confirmed that all the alternatives are within the same footprint and would be built in the existing median. Thus the environmental impacts of all the build alternatives will be similar. Although the proposed drainage plan is still in development, any required detention will be contained within the existing I-55 interchanges or by in-line pipe detention.

IDOT asked USACE for guidance regarding jurisdictional determinations for Waters of the US and specifically concerning how highway ditches are defined. USACE stated the new guidance that has been issued will result in little or no change on how jurisdictional determinations are made.

**IDOT District 1, Kane County
US 30 Roadway improvements from Dugan to Municipal
Environmental Assessment
Request to exempt from NEPA-404 merger process**

DECISIONS:

An exemption from the NEPA 404 merger process cannot be granted at this time. The difference in impacts between the two alternatives is too great. Additional information is needed on how FAA determines what alternative will be approved.

NEXT STEPS:

IDOT will coordinate with the FAA and resource agencies on their receptiveness to attend an off cycle NEPA meeting to discuss FAA position on project alternatives. IDOT will submit the alternatives analysis to FAA for review and concurrence on the preferred alternative. This requires review by FAA headquarters in Washington D.C.

DISCUSSION:

This was the first presentation of the project to the NEPA 404 merger agencies. The purpose of this meeting was to introduce the project and request exemption from the NEPA 404 merger process. The reason the project is being presented is that an individual permit will be required due to wetland impacts exceeding one acre and recent coordination with the FAA has resulted in the decision for the project to be processed as a condensed EA in accordance with FAA requirements with the FAA as a joint lead agency. The basis for the request for exemption from the NEPA 404 process is that the requirement to process as an EA is due to property acquisition from the local airport and not for environmental reasons. Also, the need for an individual wetland permit will afford the resource agencies the opportunity to review the project.

The meeting was led by Ted Hamilton, Project Manager for the project consultant, HR Green, Inc.

The project consultant (Hamilton) introduced the project. IDOT initiated the project in the Fall of 2013. The intent of the improvement is to address transportation related safety, capacity, and drainage issues. The project was approved by FHWA to be processed as a Categorical Exclusion II.

This section of US 30 is located in the Village of Sugar Grove, Kane County. US 30 provides direct access to IL 56/I-88 to the east and is utilized by traffic from communities located to the west and southwest. The Aurora Municipal Airport is located along the north border of US 30 within the project limits. A new residential development is located to the east and a mix of

commercial and industrial parcels is to the west. The Aurora Municipal Airport owns property south of US 30 that is currently used for agriculture.

The identified needs can be divided in four categories:

1. Improve roadway safety –

US 30 was identified as a 5% location for Year 2010. A total of 55 crashes have occurred within the project limits from 2009 through 2013, with 27 total injuries, 5 of which were Type A or incapacitating injuries.

2. Address Traffic Issues / Expand Roadway Capacity –

Traffic is projected to double by the year 2040 from 13,300 to 27,000 vehicles per day. Maintaining the existing two lane section for 2040 traffic results in insufficient roadway capacity, decreased safety due to congestion, and deficient levels of service.

3. Correct Existing Geometric Design Deficiencies –

There are sight distance concerns due to a crest vertical curve located at the airport entrance, insufficient turn lane storage capacity at the intersection of US 30 and Dugan Road and lack of pedestrian / bicyclist facilities.

4. Provide Drainage Improvements –

Flooding along the US 30 corridor with overtopping the roadway in a 50-year storm event. Because of the drainage issues the airport experiences operational problems with their MALSR equipment (Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights). An advanced project is currently under construction to provide intersection and shoulder improvements along US 30 from Dugan Road to Municipal Drive. Included in this improvement is replacement of box culverts at two crossings to provide conveyance of a 50-year storm; however, the drainage improvements will not provide the required three feet roadway freeboard. The profile of US 30 needs to be raised approximately three feet to achieve the required freeboard.

The proposed improvement provides a four-lane roadway with a median and HMA shoulders. An open ditch drainage system is proposed except along the businesses east of Dugan Road. This section will utilize a closed storm sewer system to minimize property impacts. Profile adjustments are proposed along US 30 to meet freeboard requirements which will improve drainage, and to improve sight distance. A multi-use path is proposed south of US 30 throughout the project limits. The project was originally qualified and approved for processing as a Categorical Exclusion II. All wetland permits and mitigation requirements are to be followed, including agency coordination through the Section 404 permit process. Based on the anticipated wetland impacts at this stage of the evaluation, the permit will be processed as an Individual Permit.

Since the improvement required land acquisition of airport property, a meeting was held with the FAA to review the project. The resultant key points from the meeting were the following:

- Acquisition of property will be permanent easement rather than Fee Simple Acquisition.
- FAA requested to be a Joint Lead Agency.
- The project must meet FAA NEPA requirements.
- Existing US 30 crosses the runway protection zone (RPZ) of two runways.

FAA NEPA requirements (FAA Order 1050.1E.CHG1) specify if airport property is required and there is a change in land use, the project does not qualify as a Categorical Exclusion. The project is required to be processed as an EA utilizing their Condensed EA form. In addition, since the proposed alignment crosses the RPZ an alternative analysis is required. FAA Technical Memorandum – Interim Guidance on Land Uses Within the RPZ, September 2012, specifies a full range of alternatives be identified and documented that will avoid the RPZ, minimize impacts, and mitigate risk.

There are multiple project constraints in developing different alternatives:

- Aurora Municipal Airport – The location of the airport, the two RPZ's, and the MALSR which extends south of US 30.
- The Burlington Northern & Santa Fe (BNSF) Railroad is located south of the RPZ.
- Current Construction Projects –continuity with adjacent projects, including to tie into the intersection improvements at US 30 and Dugan Road that are currently being constructed. Just south of the intersection is an additional intersection improvement along Dugan Road at Granart Road which has recently been constructed.
- There are numerous environmental resources including wetlands, floodplain, prime farmland, and water resources.
- Existing improvements at Municipal Drive and an existing residential development along Municipal Drive south of US 30.

Five alternatives have been considered. From coordination with the FAA and the Aurora Municipal Airport, three of five developed alternatives are being considered for further analysis. Alternative 1 shifts the US 30 alignment approximately 140 feet south to avoid the MALSR. This alternative does avoid the smaller of the two RPZs. Alternative 2 shifts the alignment to avoid both RPZs. Due to the location of the BNSF railroad, the alignment consists of minimum radius curves with maximum superelevation. The third alternative is the no build option which will not address the safety and operational concerns that currently exist while maintaining existing US 30 within both RPZs. The remaining two alternatives were eliminated due to maintenance issues identified by FAA related to the MALSR.

A comparison table of impacts for Alternative 1 and Alternative 2 was presented. The two alternatives were compared for environmental impacts, safety concerns, right of way impacts, and community/economic impacts. Alternative 1 is considered safer since the alignment consists of gentle curves rather than the sharp curves of Alternative 2. Alternative 2 requires twice the

amount of land acquisition, severs parcels, and has greater wetland impacts. Shown below are the environmental impacts.

Environmental Impacts	Alternative 1	Alternative 2
Wetlands	2.0 Acres	6.2 Acres (0.9 High Quality)
Floodplains	6.9 Acres	11.4 Acres
Stormwater Detention	1.45 Ac/Ft	1.99 Ac/Ft
Cultural	None	None
Biological	None	TBD*
Water Quality	Minor	Greater
Permitting-ACOE 404	Required (IP)	Required (IP)
Noise		
--No. Impacted	1	1
--Noise walls likely to be implemented	No	No
--Maximum noise level increase	5 dB(A)	12 dB(A)
*Based upon best available information, pending completion of Wetland Delineation Report		

Mr. Hamilton then concluded his presentation with reasons IDOT seeks exemption from the NEPA 404 Merger Process:

- IDOT/FHWA view would normally process the project as a categorical exclusion.
- IDOT/FHWA is processing as an EA for so that FAA can use our environmental document for their decision making process.
- FAA requires EA due to property acquisition with change in use.
- Project length is approximately 1.9 miles on a defined corridor with physical barriers; airport to the north and BNSF RR to the south, constraining the project study area.
- FAA request to be joint lead will impact project schedule.
- Only a limited number of reasonable alternatives exist.
- NEPA requirement of avoidance, minimization and mitigation of resources still applies.
- A Section 404 Individual Permit is anticipated regardless of alternative selected, providing sufficient opportunity for agency involvement and input.

USFWS (Cirton) asked if all the wetlands been field identified. The wetlands located north of US 30, 500 feet south of US 30 and along with the Sugar Grove Branch were delineated. Information for the wetlands located north of the BSNF railroad and adjacent to Municipal Drive

is based upon ADID maps. Additional information is pending upon the completion of the Wetland Delineation Report by the IHNS.

USEPA (Westlake) inquired if FAA had concerns with birds being drawn to the proposed basins. The basins are designed to FAA standards and will drain within 48 hours of a storm event.

USACE (Hall) suggested verifying the area of wetland impact for Alternative 1 within the floodplain. If only the banks are impacted the total acreage may be less than 1 acre which would not require IP permitting. Another alternative to consider is tunneling the road under the RPZ. USEPA (Westlake) and USFWS (Cirton) stated that this could substantially increase the cost of the project and cause stormwater management issues since this area has a history of flooding.

FHWA (Piland) inquired what type of FAA rules/policy dictates the avoidance of the RPZ. Are these laws or just guidelines? IDOT is meeting with the FAA in the near future and will request this information.

USACE (Hall) stated he cannot make a determination for exemption to the NEPA 404 Merger Process. There is too much uncertainty on how the FAA will proceed with the alternatives. USEPA agreed that additional information is needed to make a determination. IDOT stated that the FAA was invited to attend this meeting.

FHWA (Fuller) asked if the attendees would be willing to meet off cycle to discuss this further with the FAA since this project is a district priority. All agencies were willing to meet off cycle.

**IDOT District 1, Cook County
US 41 (North Lake Shore Drive) – Grand Avenue to Hollywood Avenue
Environmental Impact Statement
Information – Project Update**

DECISIONS:

Additional permitting is not required for lake fill within a harbor.

NEXT STEPS:

The project consultant will continue developing a range of alternatives and documenting the environmental resources.

DISCUSSION:

This was the sixth presentation of the project to the NEPA/404 merger team. The purpose of this meeting was to provide a project status as well as provide a presentation regarding shoreline protection and lake fill.

The meeting was led by Mary Young (Young) of Civiltech Engineering, the project consultant, with Mike Folkening of Civiltech Engineering and Lars Barber of Baird & Associates also presenting.

The project consultant (Young) provided a project update since the last NEPA-404 merger meeting in September 2014. The purpose and need statement was approved in December 2014. The purpose of the project is to improve the NLSD multi-modal transportation facility. The specific needs to be addressed throughout the study include: improve safety, improve mobility of buses, automobiles and non-motorized modes of travel, improve facility deficiencies, and improve accessibility to and from Lincoln Park, the Lakefront Trail and the adjacent communities. Identified needs can be divided into four categories:

- Improve Safety for All Users
- Improve Mobility for All Users
- Address Infrastructure Deficiencies
- Improve Access and Circulation

On October 15, 2014 the NLSD project team conducted its 3rd field trip. The primary focus was to observe the environmental resources including impacts to beaches and the historic nature of the park. Although not in the study area, a tour of Northerly Island was conducted. Northerly Island is a 91 acre peninsula providing paths, casual play areas, and fishing. The project restored the shoreline habitats, coastal wetland and other coastal plant communities and installed native

plants and trees. The project created a high quality and more diverse natural area for flora and fauna.

Additionally, the team visited the Montrose Point Illinois Natural Areas Inventory (INAI) site along with the Magic Hedge bird sanctuary. There are several sections of NLSA where the corridor is constrained, either by the urban edge, shoreline, park amenities, or other sensitive areas such as bird sanctuaries. The NLSA project study corridor contains two bird sanctuaries, one located just north of Belmont Harbor, and the other, the Magic Hedge, located along the eastern side of Montrose peninsula. At the Magic Hedge, over 300 species of birds have been recorded. A small stretch of low-lying bushes and the west side of the sanctuary in particular have been a magnet for migrating songbirds and rarities. In 2005, Montrose Beach Dunes was added to the Illinois Department of Natural Resources' statewide list of high-quality natural areas (Illinois Natural Areas Inventory).

The project consultant (Folkening) presented on the 2015 field visit, held on August 13, 2015. The focus of this field visit was to witness the peak summertime activities within the corridor including: traveling on the CTA bus routes along the corridor, bicycling along the existing multi-use paths through Lincoln Park, visiting active construction sites for Navy Pier Flyover and Fullerton Parkway Revetment/Theater on the Lake project, and viewing previously implemented improvements along South Lake Shore Drive.

The field trip attendees split into 2 groups to ride CTA buses: Routes #135 (Outer Drive from Belmont Avenue to Grand Avenue) and #147(Outer Drive from Foster Avenue to Michigan Avenue) Although traffic was down due to the summer, both buses were filled to capacity.

An on-site presentation was then provided of the Navy Pier Flyover construction which was designed to provide safer walking and biking along the Lakefront Trail near Navy Pier. This section of the Lakefront Trail is one of the most heavily traveled in downtown Chicago. The Flyover provides an elevated path from the Chicago River to Jane Addams Park which will grade separate the Trail from Illinois and Grand Avenues. The bi-directional Flyover pathway is 16 feet wide. Funding is primarily provided by CMAQ with additional funds made available by the State of Illinois. The total cost is \$60 Million, split over three phases. Once the construction is complete, the Chicago Park District will assume maintenance responsibilities.

The tour then shifted to the construction activities at the Fullerton Parkway Revetment - Theater on the Lake project. This project is the last in a series of shoreline improvements that stemmed from the Chicago Shoreline Protection Project. The new revetment will stretch for 1,700 feet and protect the area against flooding and erosion. The site is also one of the worst bottlenecks of congestion for pedestrians, bicyclists, and runners. The improvement will straighten out the severe curve at this location along the Lakefront Trail.

The tour then traveled to South Lake Shore Drive to see improvements that were constructed as part of that project which had challenges and opportunities similar to the North Lake Shore Drive Project.

In September 2015, the Project Study Group traveled to Minneapolis, MN to observe Bus on Shoulder (BOS) operations. The Twin Cities region has more than 300 miles of freeway shoulder available to buses, which is more than three times the number of all metro areas in the country combined. The group witnessed BOS operations in the AM & PM peak hours, attended a tour of Minneapolis's Transit Control Center and met with Metro Transit's operations and planning experts.

The project consultant is continuing studies including documenting environmental resources and developing a range of alternatives.

The project consultant (Barber) from Baird & Associates presented coastal considerations for the NLSD project. For NLSD, the project team will perform coastal analysis and may need to construct shore protection systems in areas that do not have adequate shoreline protection. These protection systems will consider wave overtopping and flooding in conjunction with alternatives developed by the project team. Photos of overtopping and flooding from the 1950's, 1987, 2011, and the recent October 31, 2014 event were presented, conveying the need to address flooding along NLSD which has been a problem for a very long time.

For the NLSD project, site investigations and existing condition analysis was performed for the shoreline section from Grand Avenue to North Avenue. The existing data includes water depths, beach profiles, and grain sizes.

A cross section at Banks Street was presented to illustrate how a stepped concrete revetment accommodates overtopping and flooding. The stepped revetment extends farther out into deeper waters. It was noted that waves have the ability to rise upwards of 65% off the available water depth. Some of the wave is below the still water, but most of the wave height is above. It was noted that the high water elevation for a 100 year event at the Banks Street location has an approximate datum of +7 feet. Mr. Barber discussed the stepped stone revetment for the shoreline section between Fullerton Parkway and Diversey Avenue. This section has a ponding area available for storage. The low water condition was compared to the October 31, 2014 event. The Diversey Avenue-Fullerton Parkway section allows the back wave to travel back out to the lake. This berm section is at elevation +12 feet, with an additional berm towards the back that is 2 feet higher. The storage width for this segment is approximately 150 feet. For the NLSD project, the project team will need to carefully evaluate crest elevations, setbacks, overtopping and return rates, especially in regard to alternatives that include depressing segments of NLSD or sections involving causeways or bridges.

USACE (Hall) asked if the design for the water level factors in permanent changes that lower the water level. The project team stated that several water levels are used during analysis. Each case has a specific feature which determines the worst case scenario.

USFWS (Cirton) suggested that the parkland be mitigated in kind and habitats in kind. Near shore habitats for fish should be considered with the improvement of the shoreline protection. The lake fill should incorporate wildlife habitats. The project team stated that recycled materials can be used to provide habitat oriented fill.

USACE (Hall) stated that coordination with the USACE should take place for the existing projects. The coordination should include Section 408 authorization and potential impacts with work already completed. The project team stated that coordination will take place and that the majority of the potential impacts are in locations that have not been improved.

CDOT (Sadler) asked if there was anything unique, such as additional permitting, to consider about filled harbors versus open shoreline. USACE stated that all lake fill and dredging requires the same USACE involvement. No additional permitting is required.

ILEPA (Faught) emailed after the meeting stating that there was phone trouble and wanted to bring up stormwater management which should be considered when evaluating alternatives for North Lake Shore Drive. If the ILEPA is required to conduct a water quality review (i.e. for an individual 401 water quality certification or Section 39 final determination for an IDNR Lake Michigan Permit), water quality impacts including issues with impairments will be studied. There are currently some Total Maximum Daily Loads (TMDLs) for Lake Michigan due to impairments. He noted that more information can be found on the IEPA TMDL page here: <http://www.epa.illinois.gov/topics/water-quality/watershed-management/tmdls/reports/index>

The ILEPA noted that the TMDLs should be complied to determine if there are any new stormwater discharges to Lake Michigan (i.e. stormwater from areas that did not previously drain to the Lake) and that “new” water is not discharged in one of the areas subject to the TMDLs. Since the project is in the planning stages, it is not possible to say what requirements the ILEPA would have, however, it may be as simple as adding a BMP treatment system. The easiest thing for ILEPA’s review would be to make sure that the drainage patterns to the Lake are not changed. As planning becomes more finalized and if there is a need to re-route water to the Lake, it is suggested that coordination with the ILEPA occur to discuss where the “new” drainage will occur and what we may be needed to assure the TMDLs are in compliance.

**IDOT District 1, Kane County
Interchange study at I-88 and IL-47
Environmental Assessment
Information – Project introduction**

DECISIONS:

None requested, none given.

NEXT STEPS:

Seek concurrence on the project's Purpose and Need at the February 2016 NEPA/404 Merger Meeting.

DISCUSSION:

This was the first presentation of the I-88 at IL 47 interchange project. The purpose of the meeting was to introduce and provide an overview of the project. The Federal Highway Administration (FHWA) facilitated the meeting and prompted self-introductions. The Illinois Department of Transportation (IDOT) presented the project which was facilitated with a PowerPoint presentation.

The Project Study Group (PSG) includes IDOT, Illinois Tollway, Kane County, the FHWA, and the Village of Sugar Grove who is the lead agency

The project location and past studies were discussed. The project study limits run along IL 47 from Old Oaks Road/College Drive on the south to Green Street on the north, and a half a mile east and west of IL 47 on I-88. The existing I-88 at IL 47 provides partial access to-and-from the west only. IL 47 consists of a four lane cross section (two lanes in each direction) between Finley Road and Seavey Road with a northbound left-turn lane at the existing westbound I-88 entrance ramp. North and south of the interchange, IL 47 consists of a two lane cross section (one lane in each direction) between Old Oaks Road/College Drive to Finley Road, and from Seavey Road to Green Street.

The existing land use in the study area consists of agricultural (58%), residential (26%), forest preserve (15%), and institutional (1%). The Village of Sugar Grove's future land use plans for this corridor anticipate development including commercial and corporate campus land uses. Based on population growth information provided by the Chicago Metropolitan Agency for Planning (CMAP), the Villages of Sugar Grove and Elburn are expected to experience 30% growth by year 2040. Existing population of Sugar Grove and Elburn are expected to grow from 10,000 to 30,000 and 6,000 to 18,000 respectively.

Similarly, traffic volumes along IL 47 are expected to grow 36% south and 60% north of I-88 by year 2040 maintaining the existing partial access interchange and assuming no improvements to IL 47 or a “No-Build” condition. The existing Average Daily Traffic (ADT) volumes along IL 47 range from 7,400 to 10,900 vehicles per day (vpd) and are expected to grow to 12,000 to 15,000 vpd by year 2040 in a “No-Build” condition. Traffic volumes along I-88 currently range from 28,000 east of IL 47 and 31,000 west of IL 47 and expected to experience 10% growth by year 2040.

A summary was then provided of the first Public Meeting that was held on July 29, 2015. The meeting was attended by 103 people who submitted a total of 17 comment forms. Issues raised by the public at that meeting included: safety concerns/suggestions, concerns regarding noise and water pollution, land use suggestions, access suggestions, and alternative roadway configurations.

The first Community Advisory Group (CAG) meeting, held September 1, 2015, was then summarized. The meeting was attended by 21 CAG members. The concerns that were raised at that meeting included: drainage, environmental impacts, accessibility, safety, capacity, other infrastructure, and funding. The second CAG meeting is anticipated to be held in November 2015, to discuss the draft Purpose and Need for the project.

IDOT provided an overview of the initial outline of the Purpose and Need based on the initial data collected and stakeholder comments. Population and transportation demands in the area were reviewed and crash statistics were summarized. Purpose and Need Items discussed included: Enhance System Linkage and Accessibility, Support Existing and Future Economic Development, Accommodate Transportation Demands, and Improve Safety.

The U.S. Environmental Protection Agency (USEPA) commented on the study location and if there are any additional access needs identified along I-88 corridor. IDOT will evaluate and incorporate additional information and justification into the Purpose and Need document to support the logical termini for this project.

IDOT provided an overview of environmental resources located within the study limits. The environmental resources that have been identified thus far include the Hannaford Woods/Nickels Farms Forest Preserve property located along both sides of IL 47 south of the interchange and just north of Waubensee Community College. Blackberry Creek and Tributary C to Blackberry Creek are also located within the project study limits. Information regarding other natural and cultural resources is still being collected at this time.

Based on the safety and crash data presented by IDOT, the U.S. Army Corps of Engineers (USACE) expressed concern as to whether there was adequate data to justify safety as a need for this project. IDOT indicated that the study team will evaluate further.

The USACE suggested the purpose and need document contain an exhibit showing the operation Level of Service (LOS) for the existing and future “No-Build” traffic. IDOT indicated they will incorporate the subject exhibit into the Purpose and Need document.

**IDOT District 1, Cook County
I-290 from west of Mannheim Road to Racine Avenue
Environmental Impact Statement
Information – Preferred Alternative**

DECISIONS:

None requested, none given.

NEXT STEPS:

The draft EIS is expected to be release in February 2016.

DISCUSSION:

This was the sixth presentation of the I-290 project to the NEPA/404 Merger Team. The purpose of the meeting was to update the Merger Team on the status of the Study and present a preliminary preferred alternative recommendation that will be described in the Draft Environmental Impact Statement. It should be noted that at the September 9, 2009 meeting, the NEPA/404 Merger Team concluded that this project will not require formal concurrence, and that the project may continue as an EIS with agency review using the scheduled NEPA/404 merger team meetings to provide project updates.

IDOT Region 1 (IDOT) and the project consultant Parsons Brinckerhoff (PB) presented a PowerPoint presentation to the Merger Team. The presentation provided a brief summary of the study and concluded with a preliminary preferred alternative recommendation of the HOT 3+, High Capacity Transit Extension and Express Bus Alternative.

The IDOT presentation included:

- Study Area: West of US 12/20/45 (Mannheim Road) to Racine Avenue
- Study Process: Three rounds of alternatives evaluation and screening
- Public Involvement: Context Sensitive Solutions approach including Corridor Advisory Group, agency and small group meetings, public meetings and project website
- Purpose and Need: To improve regional and local travel, improve access to employment, improve safety for all users, improve modal connections and opportunities, and address facility deficiencies
- Round 1 Single Mode Screening: 570+ initial stakeholder suggestions were considered resulting in 21 single mode alternatives (9 transit, 11 expressway, and 1 arterial widening). The round 1 analysis showed that the transit alternatives had no impact on I-290 congestion, the expressway alternatives had best travel performance, and the arterial widening alternative was fatally flawed due to displacements.

- Round 2 Combination Mode Screening: Evaluated 12 combination mode alternatives including General Purpose (GP) lanes, high occupancy vehicle (HOV) 2+ persons per vehicle, toll all lanes, high occupancy toll (HOT) 3+ persons per vehicle, HOT 3+ and toll all remaining lanes, no widening and value price, no widening with HOT 3+ conversion. These alternatives all included express bus and were tested with and without high capacity transit (HCT). These alternatives were compared to the No Build Alternative using purpose and need evaluation measures and scoring, resulting in the No-Build, GP, HOV 2+, HOT 3+ and HOT 3+ and Toll Alternatives all with express bus and a HCT extension being carried forward for evaluation in the DEIS and Round 3 as shown in Attachment 1.
- Round 3 DEIS Alternatives: These four alternatives were further defined including interchange types, a typical cross-section to allow a future westward HCT extension, additional feeder bus service, and non-motorized improvements including wider sidewalks, improved ADA accessibility, and an east-west multi-use trail allowing a connection from the Illinois Prairie Path in Maywood to Columbus Park in Chicago (See Attachments 2 and 3 for transit components associated with alternatives).
- CTA Blue Line Vision Study: Planning study for modernization of the Blue Line Forest Park Branch and coordination with I-290 Phase I Study. Preliminary findings included focus on existing facility (not planning for an extension at this time), a third express track is not needed, Forest Park terminal station, yard and shop to be modernized, maintain current station entrances, and improve stations.
- Preliminary Preferred Alternative Recommendation: An evaluation matrix was presented including travel performance, as well as social, economic and environmental factors. HOT 3+ was the best overall in travel performance, ranking first or second in all other measures. There were no substantial environmental differences among the build alternatives since they all have the same footprint. Only 2.4 acres of new right-of-way will be required for a project with an approximate construction cost of \$2.6 billion. Scoring matrices were presented showing the HOT 3+ as the highest scoring, and consistent with addressing stakeholder goals (See Attachments 4 and 5).
- Next Steps: DEIS release in February 2016, Public Hearing in March 2016, FEIS/ROD in late summer/fall 2016.

Agency questions and comments during and after the presentation included several questions from the USEPA including:

- When will the DEIS be released? IDOT responded that the release is currently anticipated in February 2016.
- What is HCT? IDOT responded it is High Capacity Transit, which represents a fixed guideway transit extension as either a Blue Line heavy rail extension or bus rapid transit.
- Has IDOT looked at other arterial improvements beyond the crossings? IDOT responded that they are reviewing potential improvements to parallel east-west arterials in advance of mainline construction, including North Avenue, Madison Street, Roosevelt Road, and Cermak Road in terms of ensuring good pavement surface, and operational improvements such as modernized, interconnected traffic signals, intersection monitoring with television cameras, and arterial dynamic message signs, among other improvements.
- With regards to environmental justice, have the impacts of tolling on low-income

populations been analyzed for the HOT 3+ Alternative? IDOT responded that carpools with three or more occupants and transit vehicles would not pay tolls to access the managed lane. In addition, potential remedial strategies could include toll subsidy programs for low-income families (Los Angeles), promotion of carpooling/vanpooling to employment centers from low-income areas, as well as national research showing support for HOT lanes by low-income populations. Also, the remaining general purpose lanes receive a benefit from the HOT 3+ in terms of improved travel times and decreased congestion for those motorists not paying tolls.

- Are there neighborhood concerns with the ramp consolidation? IDOT responded that there has been some concern expressed but not at a neighborhood level. It has been a few individuals. What is driving the design is the elevated crash rates on I-290 between 1st Avenue and 25th Avenue which is associated with the very close ramp spacing in this section. There have been a couple of instances where stakeholders have questioned the change in access, and access to a particular commercial establishment at 1st Avenue. IDOT has coordinated closely with Maywood, Bellwood, and Broadview on the change in access. Due to current design standards and the very close crossroad spacing, it is physically not possible to reinstate the existing 9th Avenue ramps and the 17th Avenue ramps to and from the west.

Removal of the ramps at 17th and 9th is expected to reduce the number of vehicles using the frontage roads as bypass routes to mainline congestion. This returns the frontage roads to the local communities and the residential neighborhoods on the either side of the expressway.

IDOT BDE said that a revised Section 25 of the BDE manual covering Environmental Impact Statements has been prepared. For the FEIS, two options are now described: a traditional FEIS, followed by a Record of Decision (ROD), and a combined FEIS and ROD. FHWA said that if a preliminary preferred alternative is presented in the DEIS, then by default, a combined FEIS/ROD document should be prepared.