

# *Welcome*

*Maywood Town Hall Meeting*

August 31, 2016



# Purpose

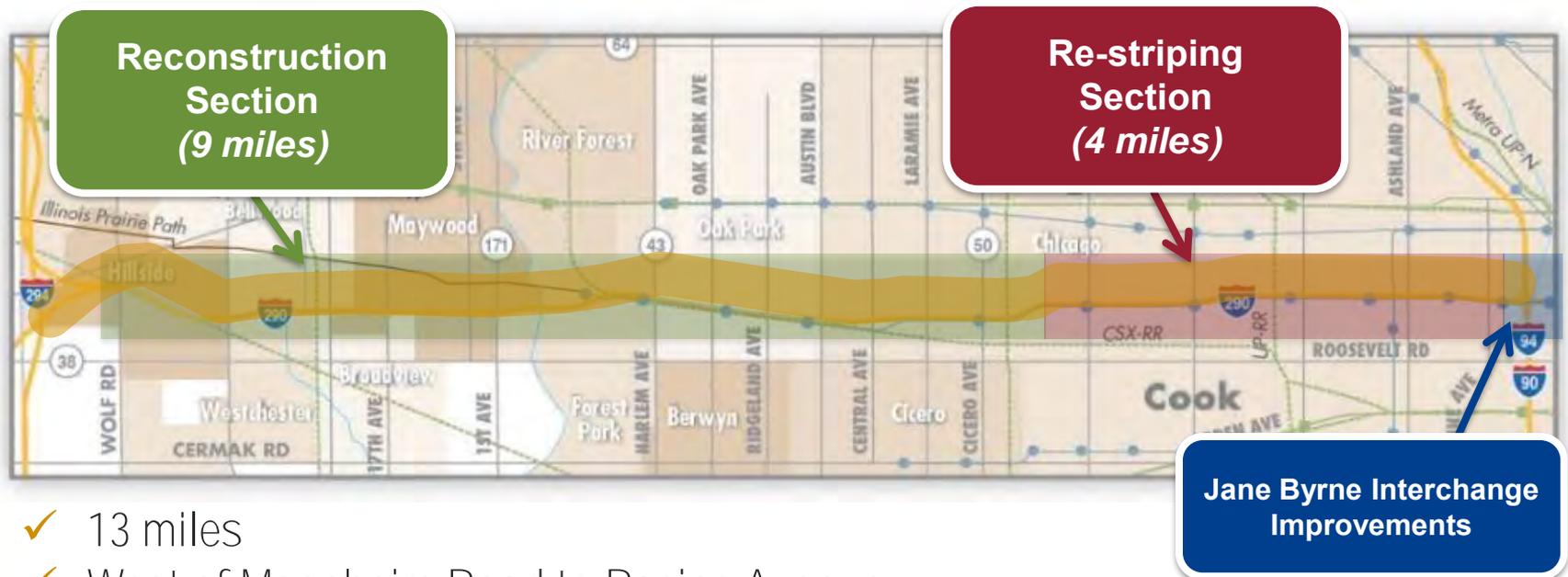


- ✓ I-290 Study Overview
- ✓ Summary of Preferred Alternative
- ✓ Summary of Maywood Alternative #6 and Local Benefits
- ✓ Noise Analysis Process
- ✓ Maywood Noise Analysis Results
- ✓ Next Steps

# *I-290 Study Overview*

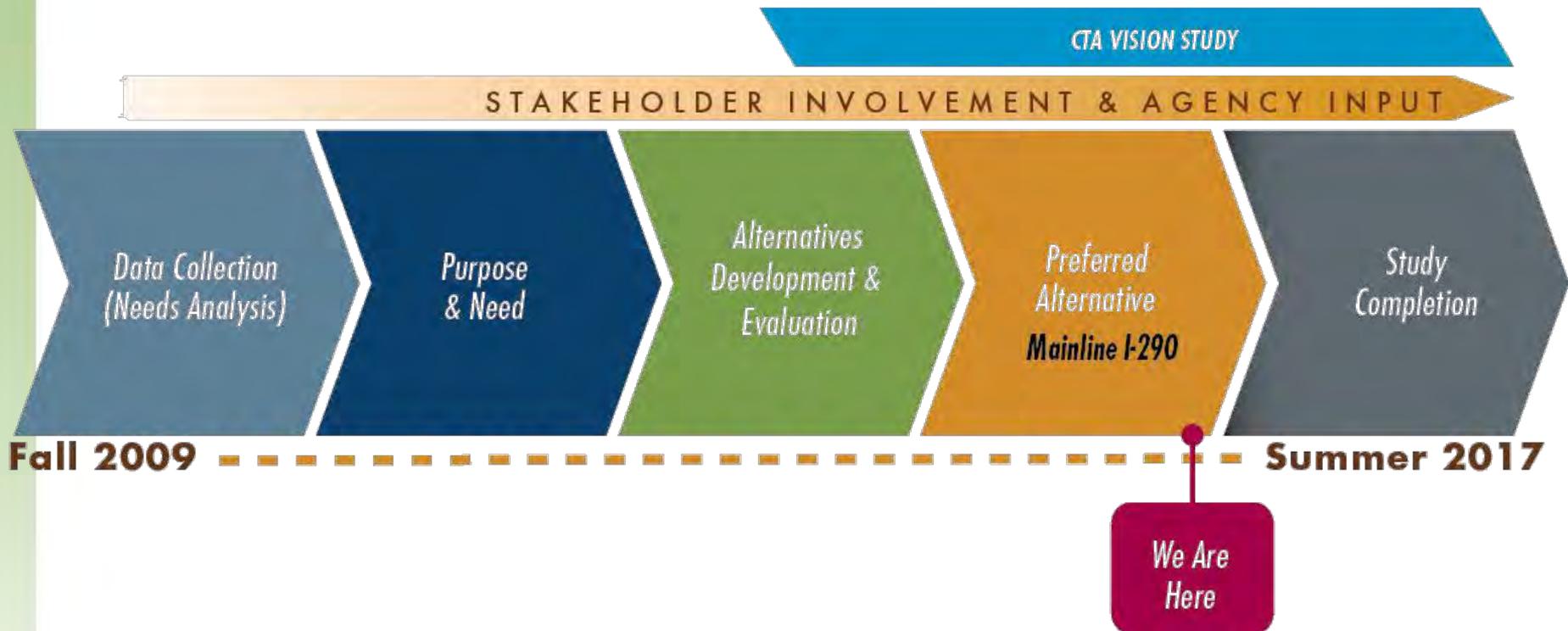


# I-290 Study Area



- ✓ 13 miles
- ✓ West of Mannheim Road to Racine Avenue
- ✓ Connects between:
  - *I-88 on the west*
  - *Jane Bryne Interchange on the east*

# I-290 Study Overview





## Transportation needs to be addressed

- ✓ Mobility, safety, condition, design
- ✓ Connections between travel modes
- ✓ Access to jobs

### **OVERALL GOAL**

*Create an asset for adjoining communities*





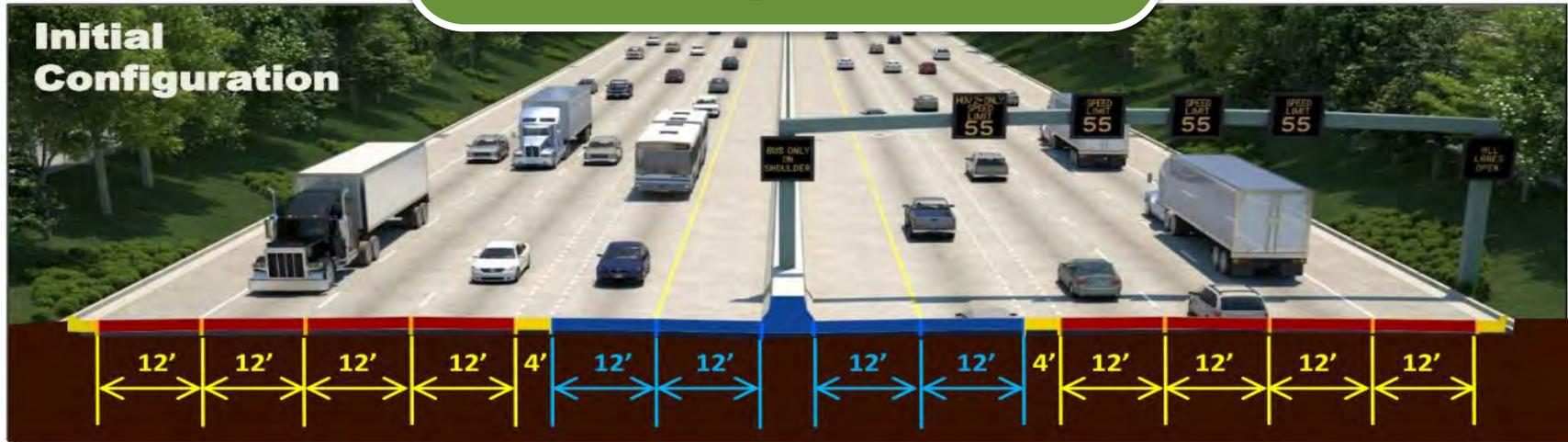
# CTA Vision Study Recommendations



- Complete reconstruction/modernization for the Forest Park branch
  - Bring existing service speeds up to state of good repair
  - Maintain existing station access
  - Maintain existing service – no 3<sup>rd</sup> track or express service
  - Remove stations closed in the 1970s
  - Redesign Forest Park terminal, yard and shop
  - Improve terminal site
- Work with IDOT to refine design, develop staging concept, explore joint funding opportunities
- Preserve footprint for future extension (supportive land use required)

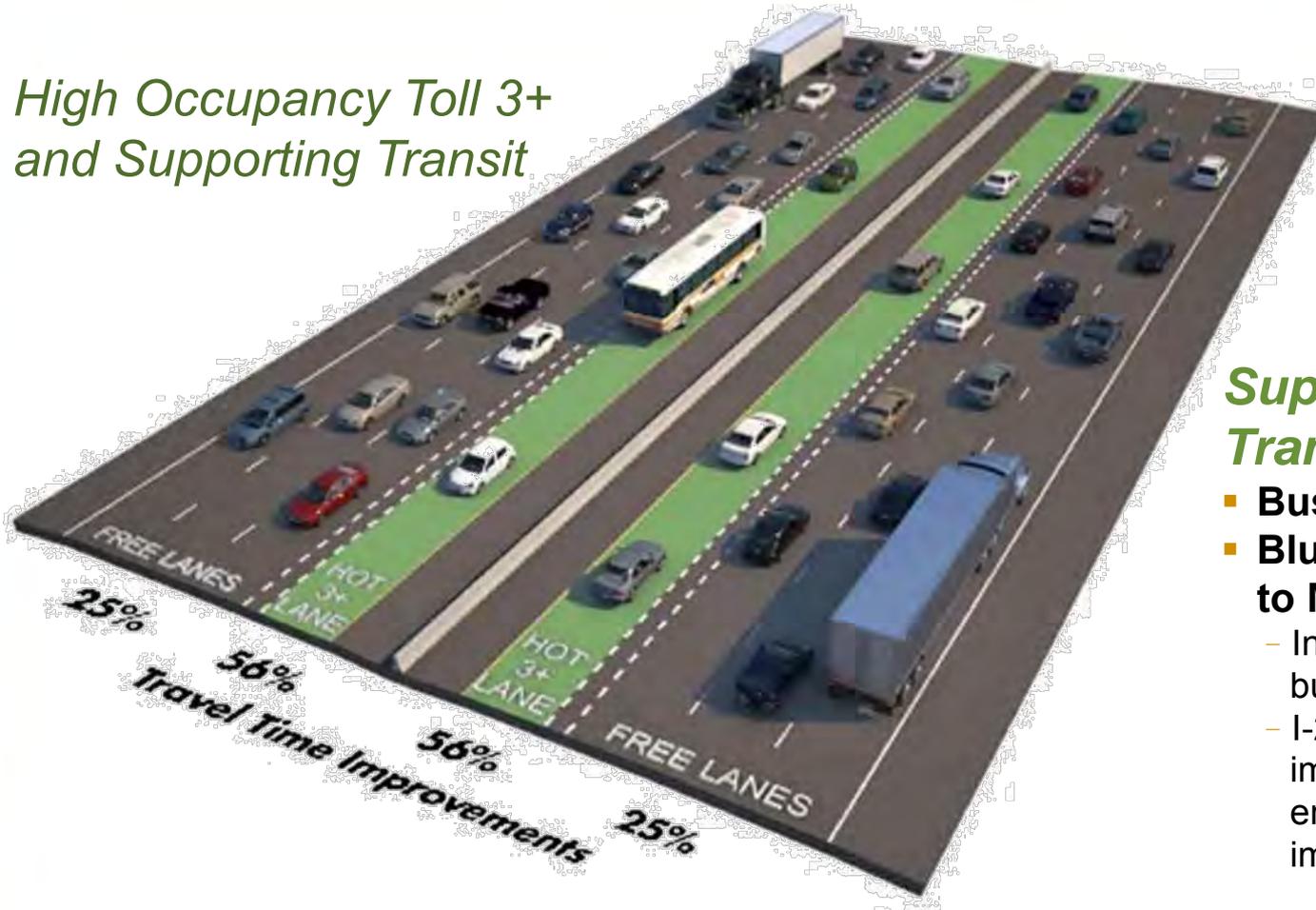


# Convertible Transit Configuration



# I-290 Mainline Preferred Alternative

*High Occupancy Toll 3+  
and Supporting Transit*



## **Supporting Transit:**

- **Bus Feeder Service**
- **Blue Line Extension to Mannheim**
  - Initial service option - bus in managed lane
  - I-290 corridor improvements will enable/leverage transit improvement

*\*The Preferred Alternative is the same for all Maywood access options*

# Overall Benefits



## MULTI-MODAL:

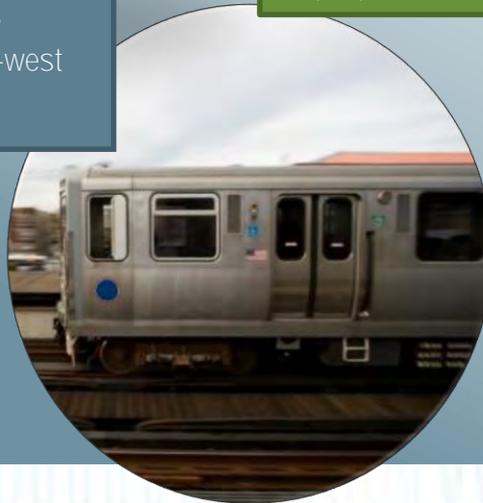
- Improved design for motorists, bicyclists, and pedestrians
- Wider sidewalks, new east-west and multi-use path

## TRANSIT TRIPS

- Increase of east-west daily transit trips

## TRAVEL TIME SAVINGS

- In managed lanes and general purpose lanes



## PRODUCTIVITY:

- TIME = MONEY



## SAFETY

- Overall safety improvements

## ACCESS TO JOBS

- Increased access to jobs within 60 minutes



# *1<sup>st</sup> Avenue – 25<sup>th</sup> Avenue Re-Analysis and Preferred Option*



# 1<sup>st</sup> Avenue – 25<sup>th</sup> Avenue Option #6 - Process

January  
2016

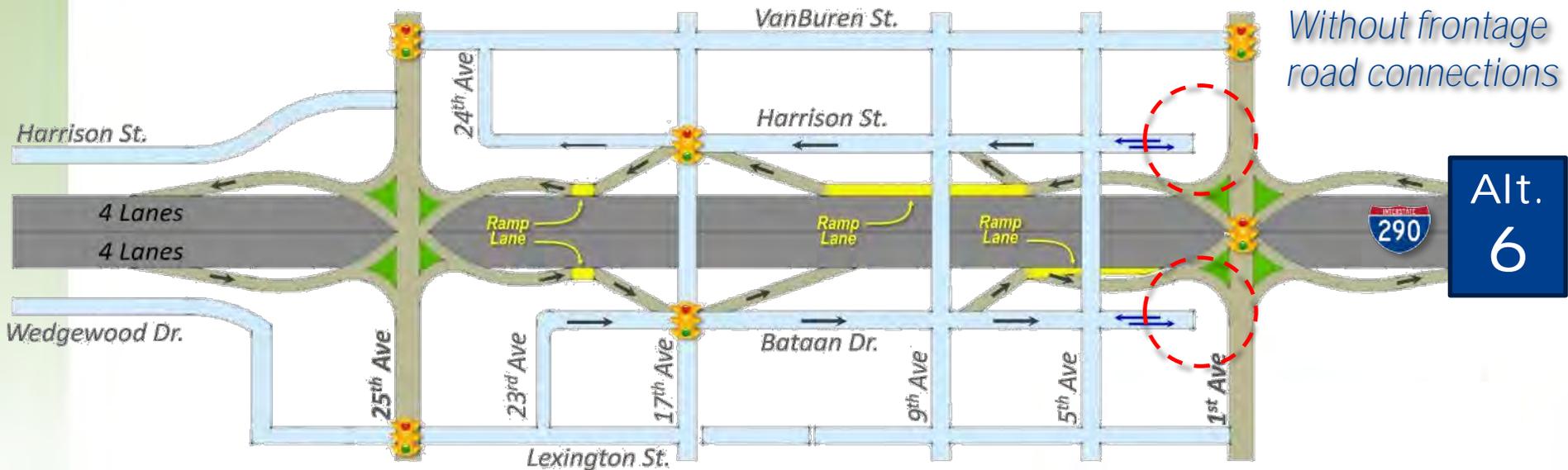
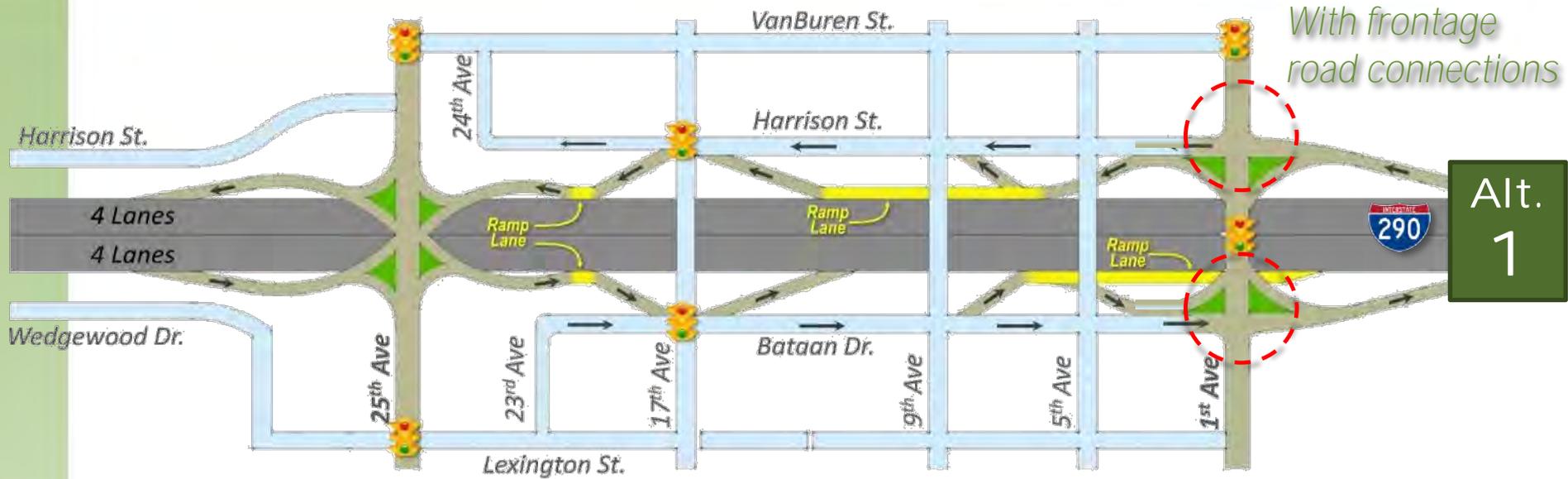
- Stakeholder Concerns
- Additional Data Collection
- Additional Detailed Analysis
- Six Alternatives Developed and Scored



August  
2016

*Alternative 6 Preferred Alternative*

# Alternatives 1 & 6 – All ramps open



Alternative 6 is preferred alternative:

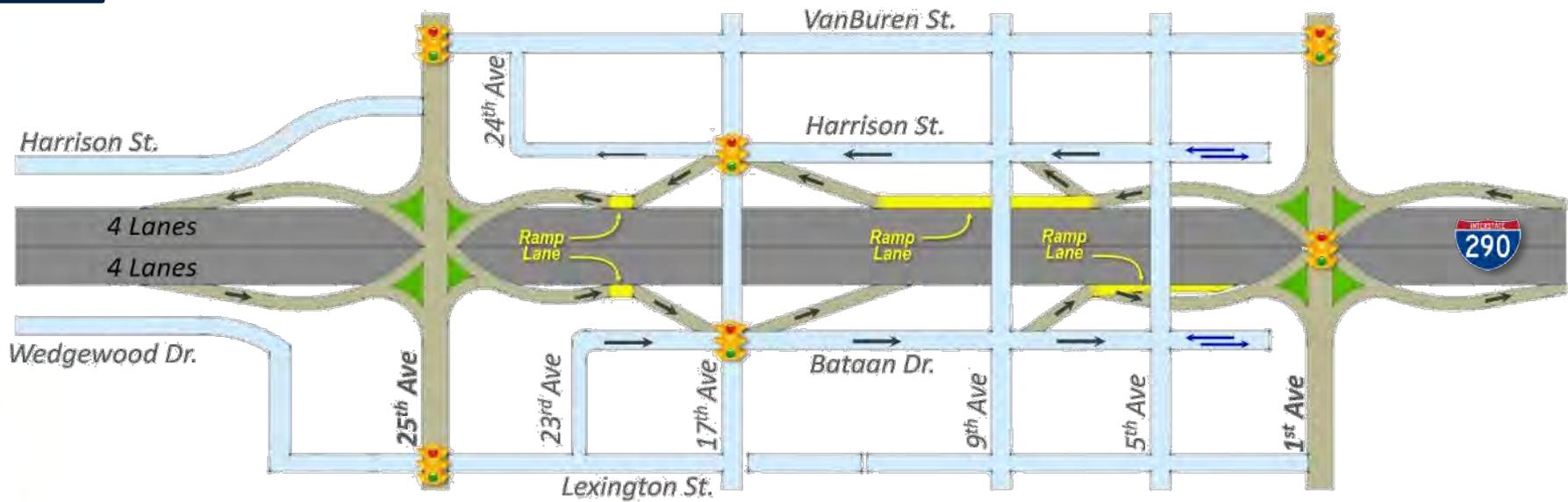
- ✓ Alternative 6 *eliminates cut through* opportunities
- ✓ Alternative 6 provides *greatest improvement* to 1<sup>st</sup> Avenue
- ✓ Alternative 6 has similar local traffic effects as Alternative 1
- ✓ Local access patterns not significantly changed

## ***Alternative 6, compared to “no build”:***

- 24% reduction in expressway access times to/from local residential & economic areas
- 74% reduction in signal wait times at 1st Avenue
- 77% reduction in vehicle stacking along 1st Avenue
- 5% reduction in traffic on local roads

# Alternatives 6 – All ramps open

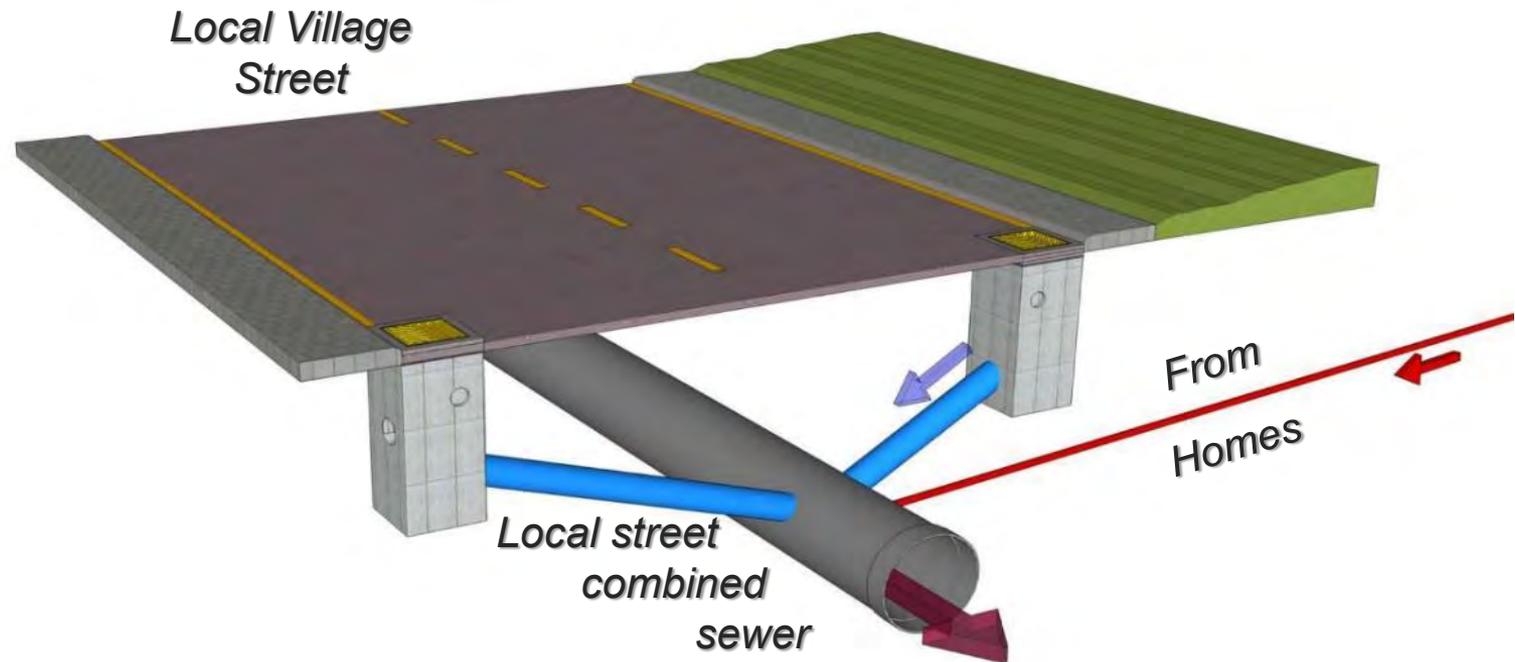
Alt.  
6



# *Maywood Related Project Benefits*



## *Village Combined Sewer System*



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

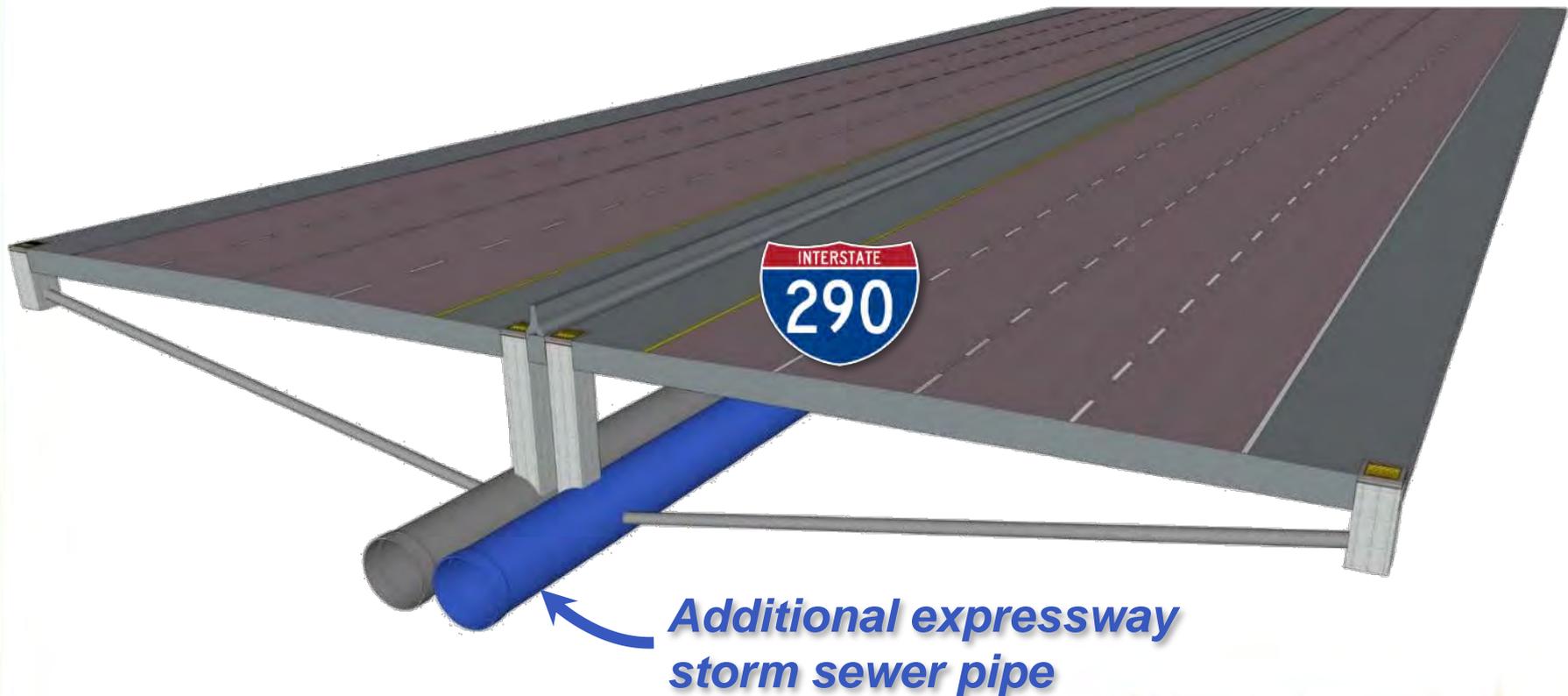
## *Village Storm Water Overflow Area*

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



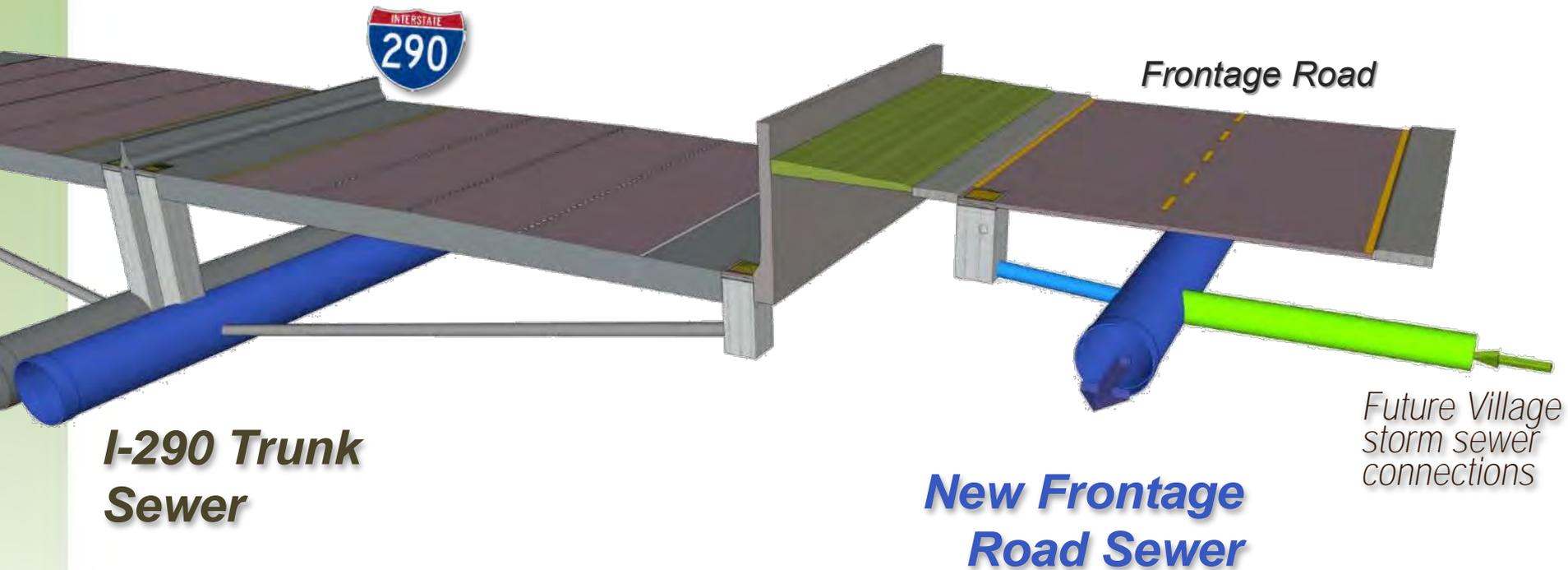
## *Improved Expressway Drainage*

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



## *Frontage Road & Local Drainage*

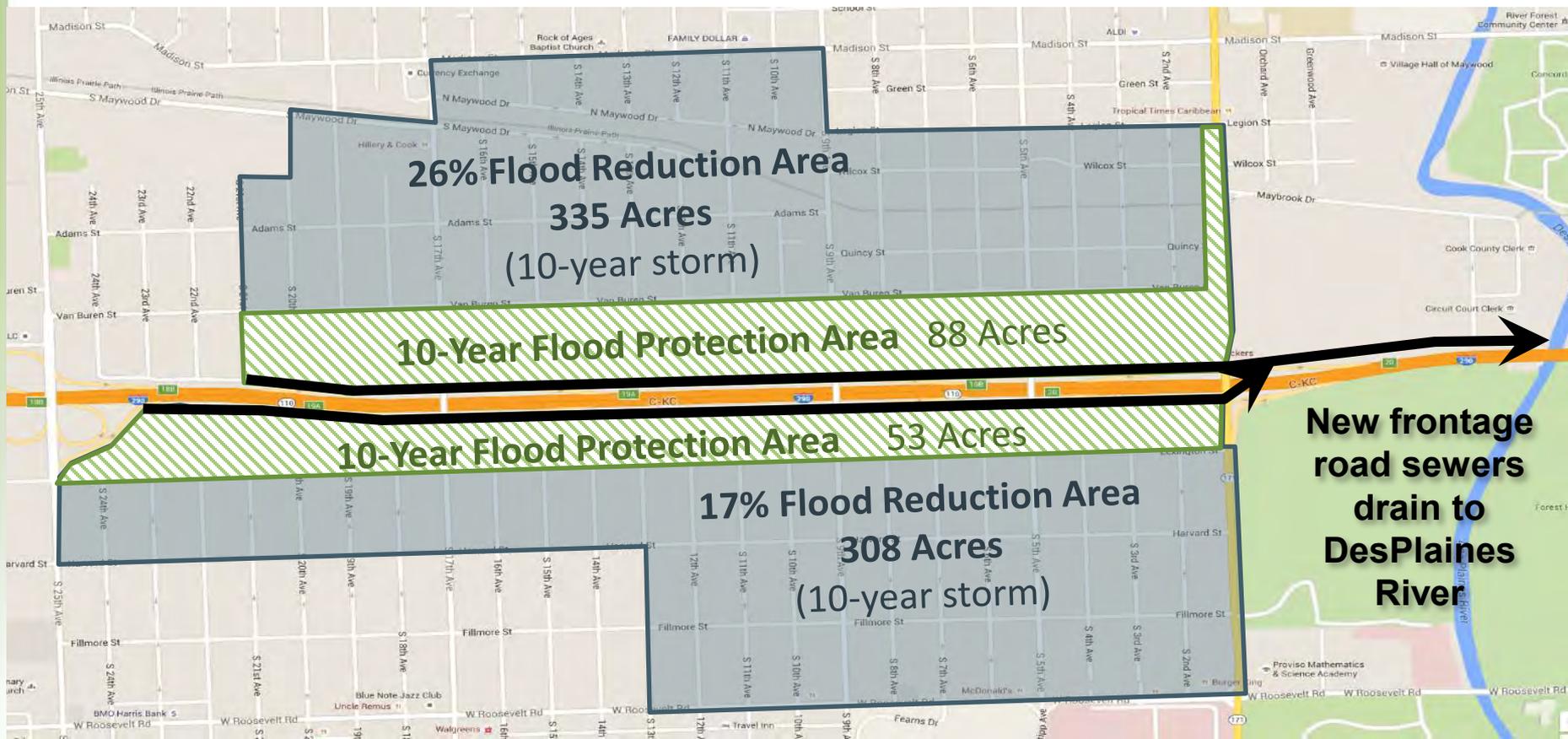
- The proposed I-290 drainage system offers an opportunity for improved Village drainage



# Proposed Drainage Improvements

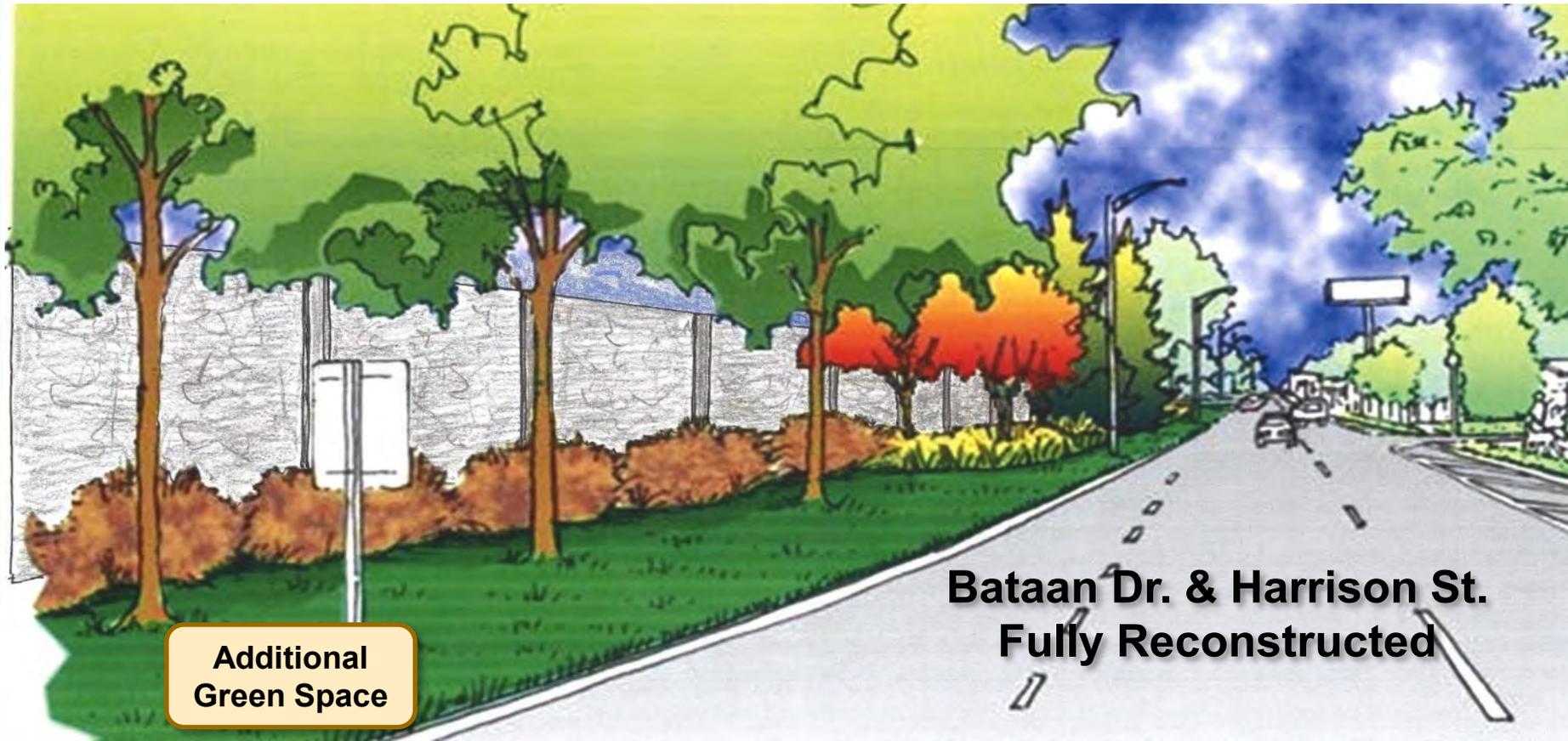
## *Improved Drainage Area*

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



## *Bataan Dr. & Harrison St. Reconstruction*

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



Additional  
Green Space

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

## Cross Road Bridge Improvements



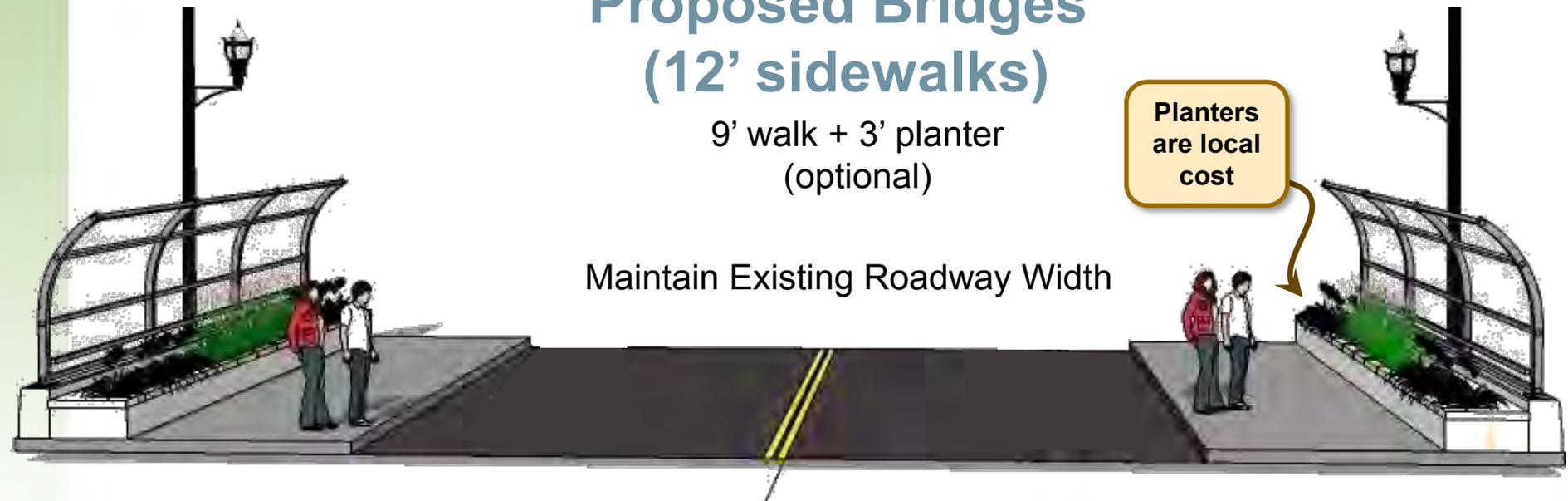
- 17<sup>th</sup> Ave, 9<sup>th</sup> Ave, and 5<sup>th</sup> Ave bridges will be replaced and include wider sidewalks

## Proposed Bridges (12' sidewalks)

9' walk + 3' planter  
(optional)

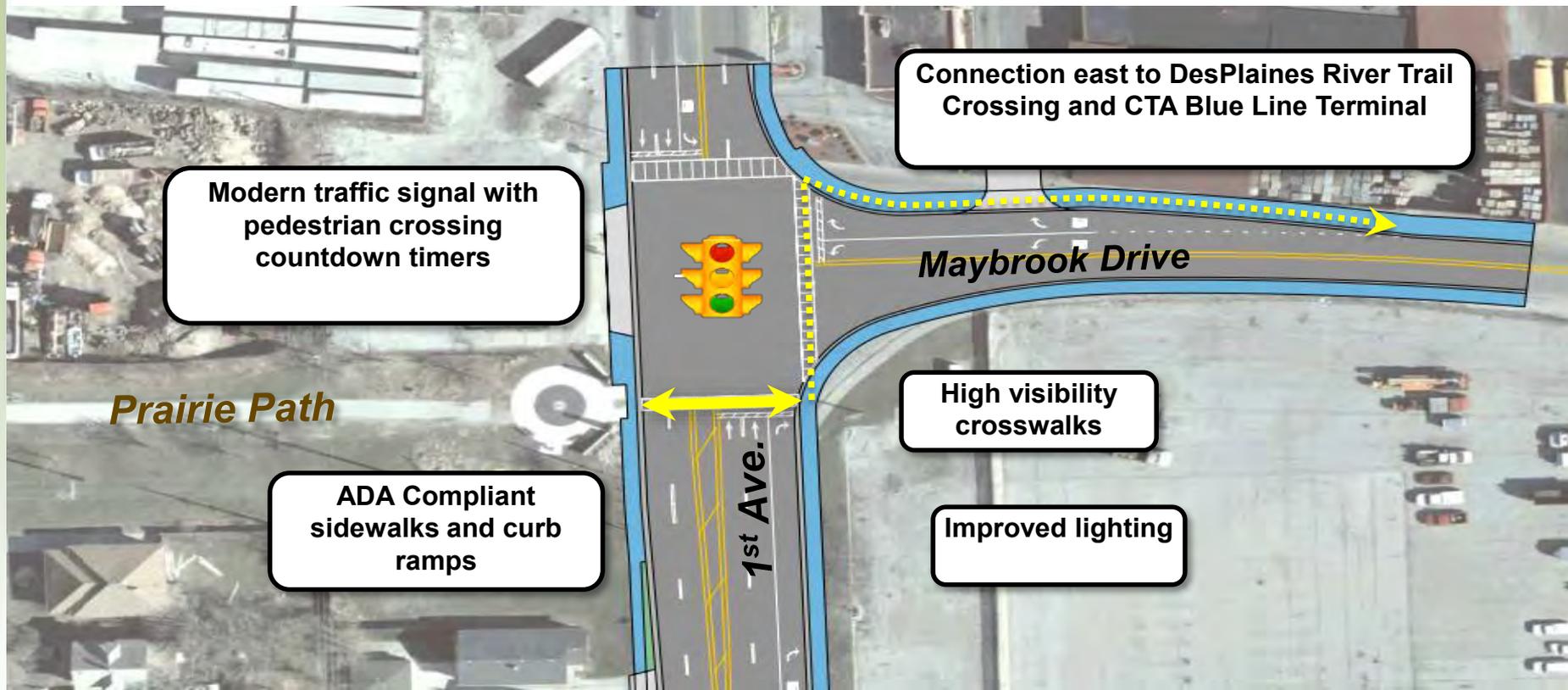
Maintain Existing Roadway Width

Planters  
are local  
cost



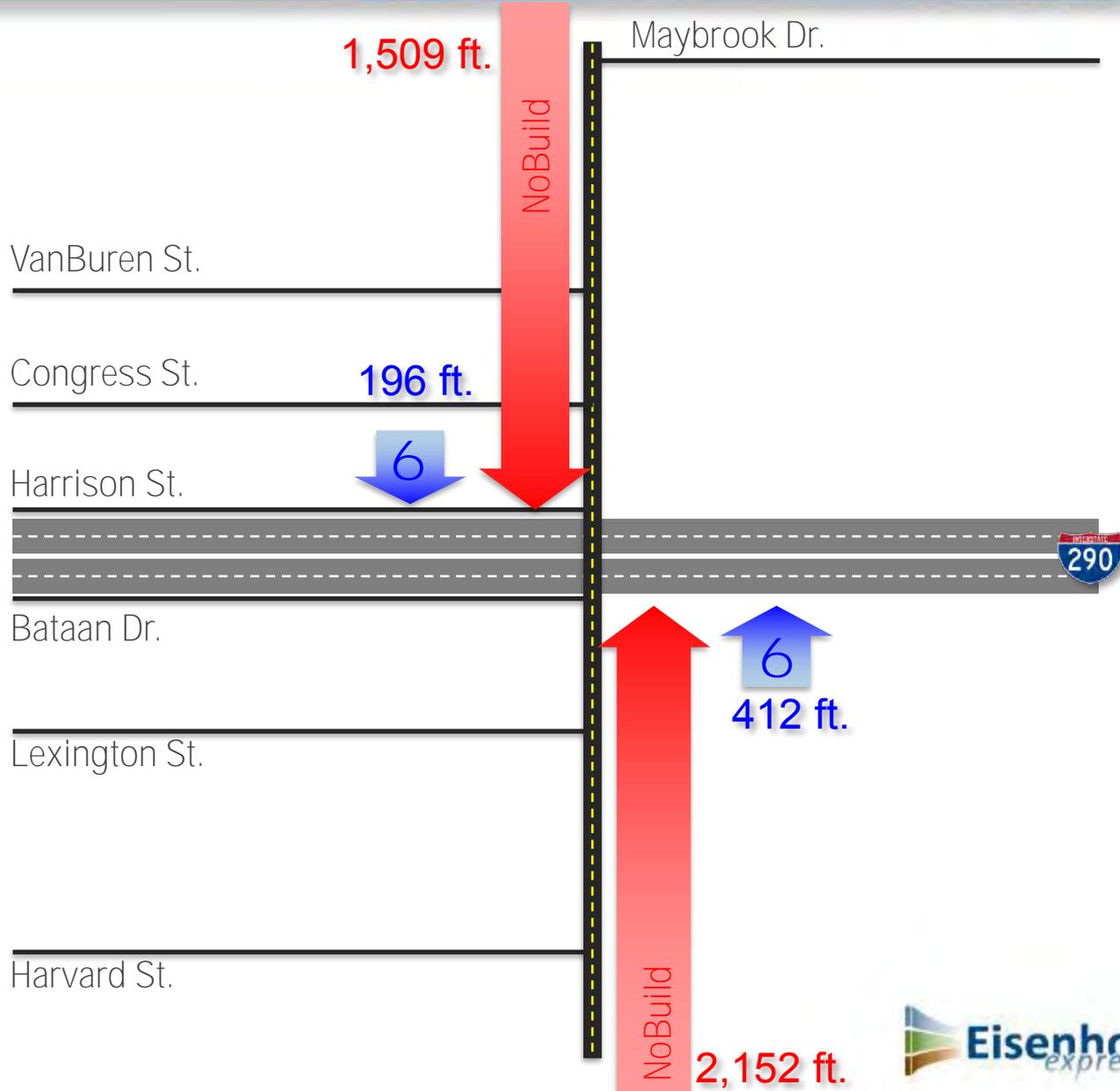
# Proposed Improvements

- **No existing 1<sup>st</sup> Avenue crosswalk @ Prairie Path**
- Protected crosswalk added @ Prairie Path
- Modernized signals with pedestrian countdown timers
- Completes connection to the DesPlaines River bridge crossing to CTA Blue Line Terminal



# 1<sup>st</sup> Avenue Vehicle Stacking – Alternative 6

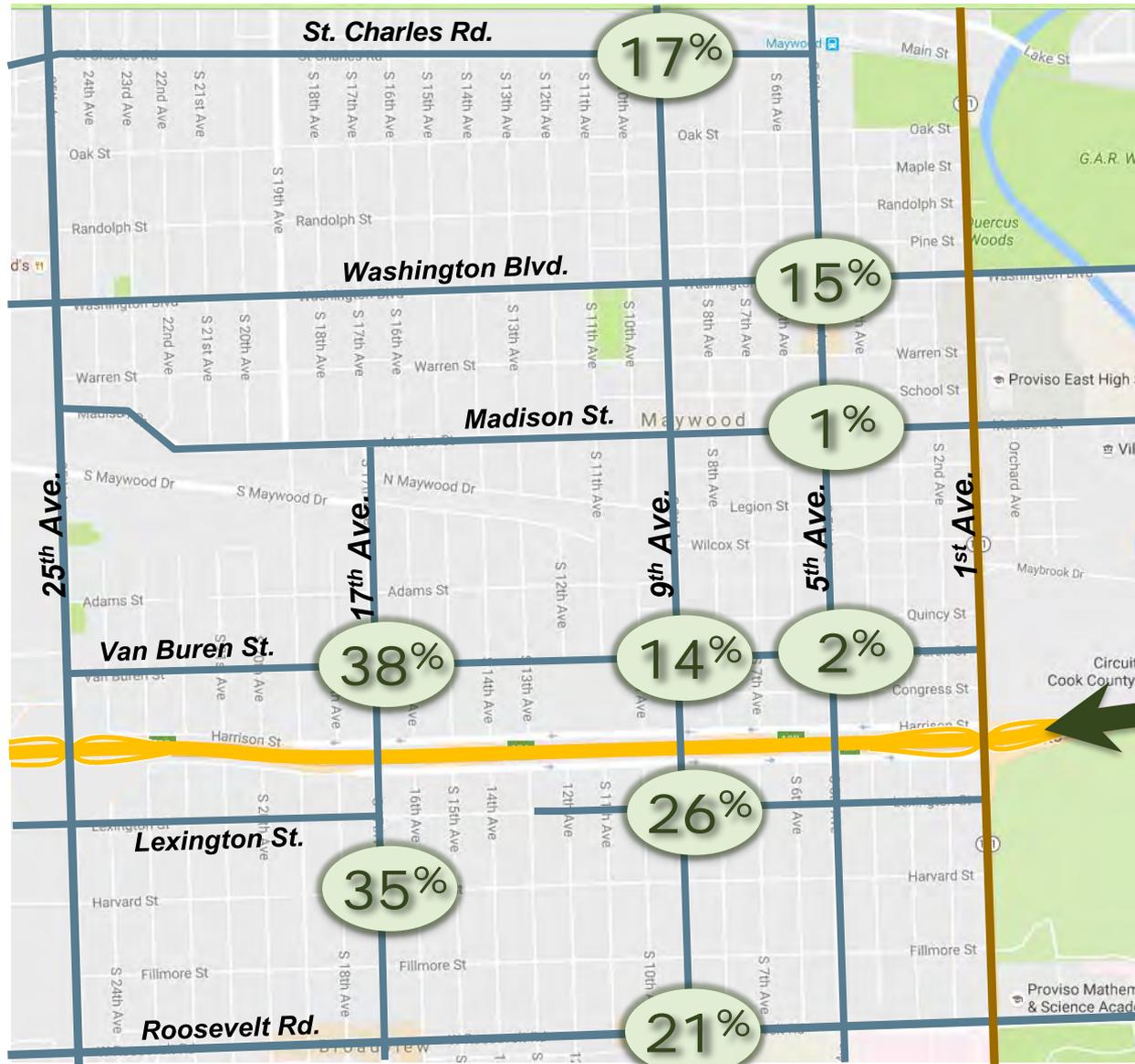
Average AM & PM Peak Period



# Local Travel Time Savings To/From I-290 - WEST



# Local Travel Time Savings To/From I-290 - EAST



# *Noise Analysis Overview*



# Overall Noise Study Area



- Initial analysis & voting process completed in October 2015
- 25<sup>th</sup> to 1<sup>st</sup> Avenue Re-Evaluated due to design changes

Noise analysis along I-290  
from West of Mannheim Rd. to Racine Ave. (13 miles)



Noise Wall Re-Evaluation Area  
25<sup>th</sup> Avenue to 1<sup>st</sup> Avenue

## 25th Avenue to 1st Avenue Noise Wall Re-Evaluation and Voting Schedule

IDOT is reanalyzing noise walls for I-290 between 25th and 1st Avenues as a result of the revised design developed in this area



# When Are Noise Walls Considered?

## TYPE I PROJECT

- New Roadway
- New travel lanes
- Substantial alteration

## New Roadway

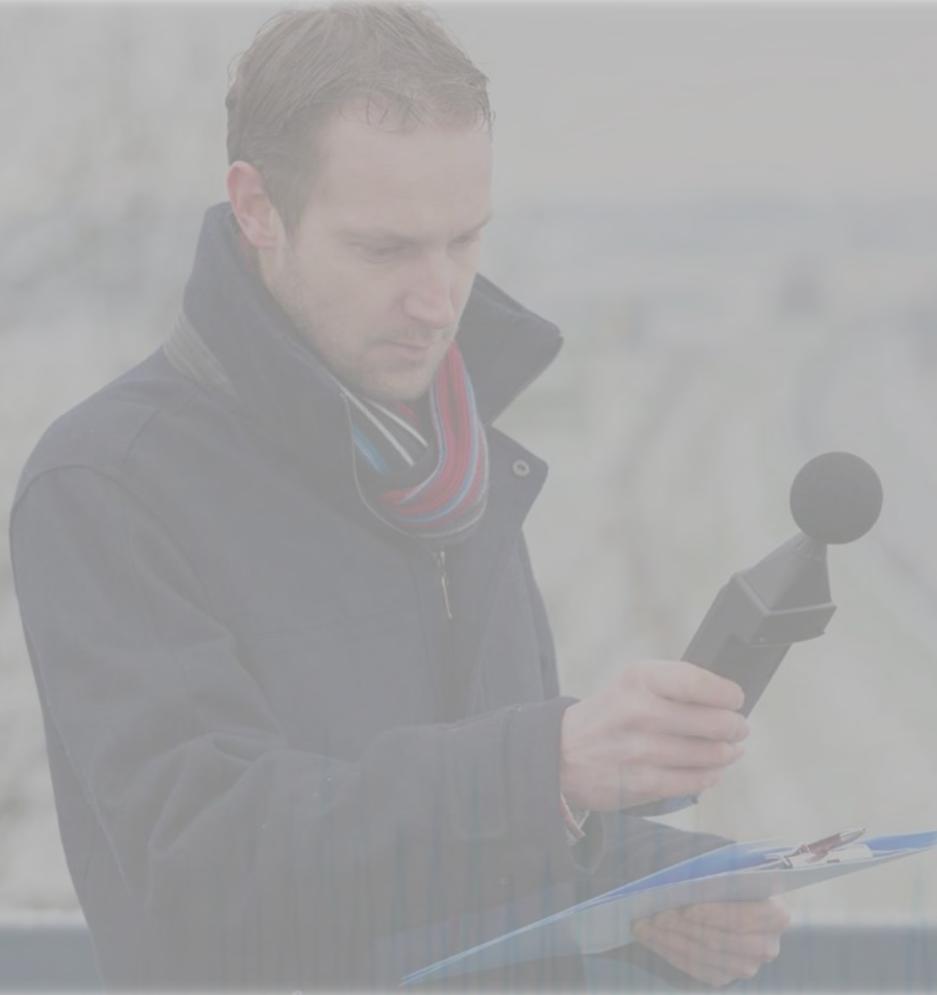


## Existing Roadway

## TYPE II PROGRAM

*Illinois has NO Type II (retrofit) Program therefore noise walls cannot be considered.*

# Traffic Noise Analysis Process



1

Identify Noise Receptors

2

Traffic Noise Level Determination

- ✓ *Modeling*
- ✓ *Validated by field monitoring*

3

Traffic Noise Impact Identification

4

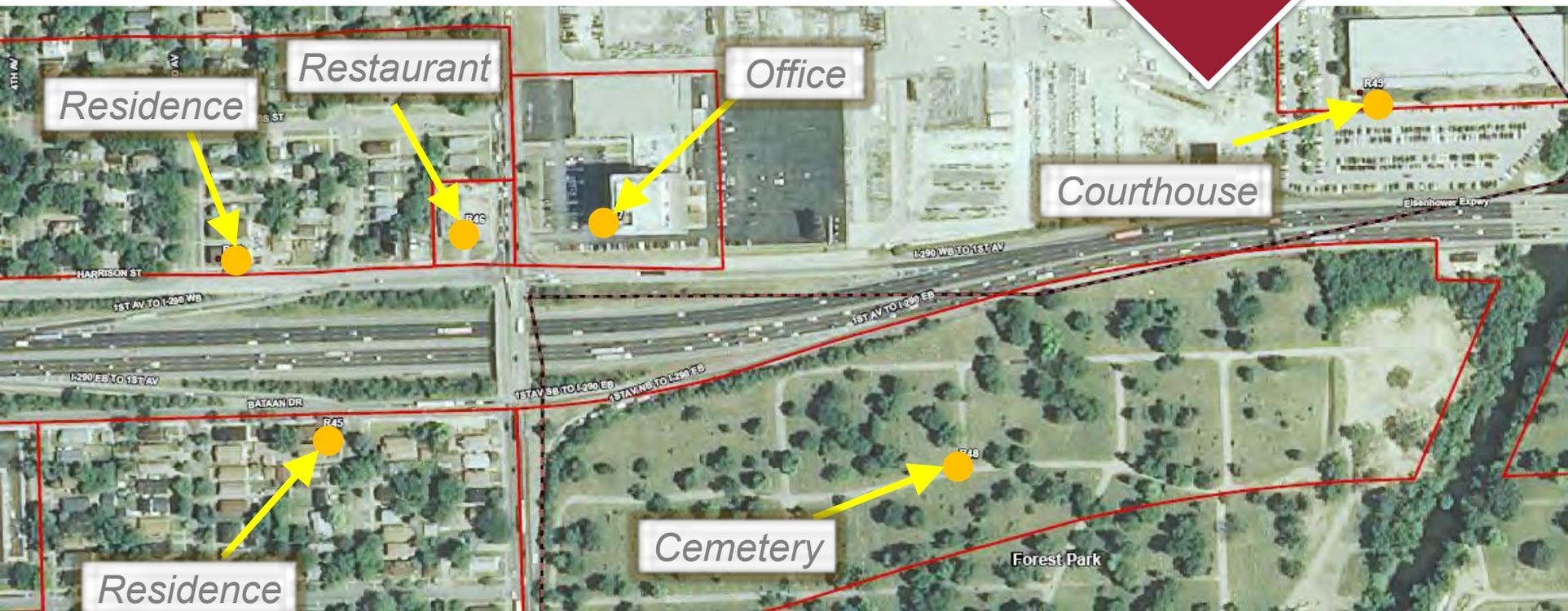
Traffic Noise Abatement Analysis

# Identify Noise Receptors



A receptor is an *outdoor* area of *frequent* human use that is analyzed for noise impacts due to the project.

Nearly 300 worst-case noise receptors were identified along the Study Area representing thousands of individual receptors



# Interior <sub>vs</sub> Exterior Noise



- *IDOT* and *FHWA* stipulate that outdoor areas of frequent human use be given primary consideration
- Interior noise for private residences not studied, as that analysis focuses on noise levels interfering with outdoor conversations



**“Only consider the interior levels at these land uses after FULLY COMPLETING an analysis of any outdoor activity areas or determining that exterior abatement measures are not feasible or reasonable.”**

*-- FHWA's Highway Traffic Noise: Analysis and Abatement Guidance*



*Noise  
calculated at  
worst-case receptor  
locations*

*Predicted traffic noise levels using the  
FHWA Traffic Noise Model (TNM)*

- ✓ Existing, Future No-Build, Future Build (HOT 3+ alternative)
- ✓ Existing noise levels validated with field monitoring

# FHWA Noise Abatement Criteria (NAC)



## CATEGORY A

*Serene lands - rarely applies. (Tomb of the Unknown Soldier)*

## CATEGORY B:

*Residential*

## CATEGORY C:

*Hospitals, schools, places of worship, parks*

## CATEGORY D\*:

*Hospitals, libraries, places of worship, institutions, schools*

## CATEGORY E:

*Hotels, offices, restaurants*

\* Interior noise, to be studied only after exterior is studied, or if noise abatement is not feasible and reasonable

No Established  
NAC

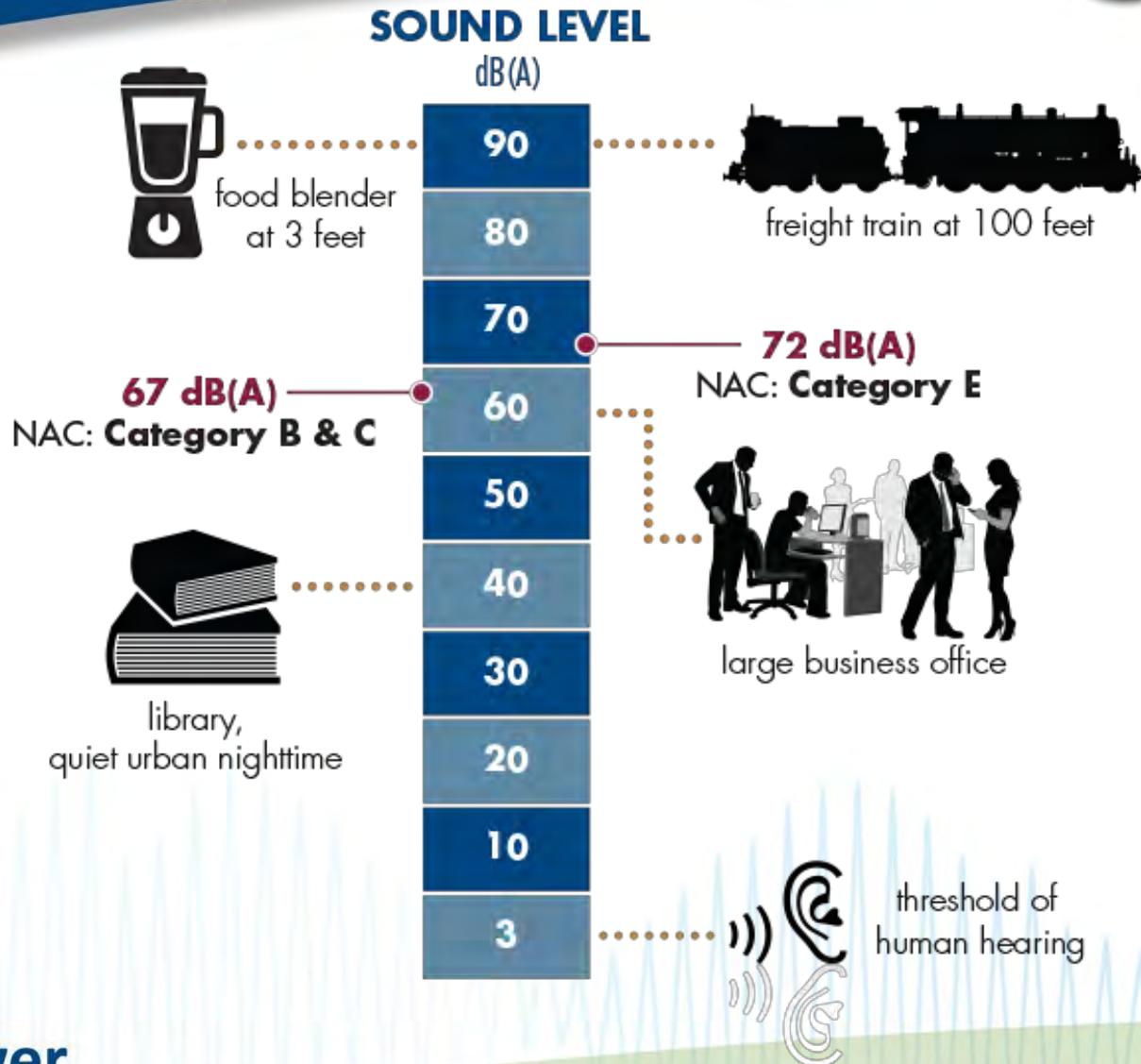
## CATEGORY F

*Agricultural,  
industrial, retail,  
utilities*

## CATEGORY G:

*Undeveloped lands*

# Common Noise Levels



# No Build vs. Build Noise Levels



NOISE LEVEL PERCEPTION	Decibel Change	# of Worst-Case Receptors
Readily Perceptible	$\geq +5$	0
Barely Perceptible	$\geq +3$	1
Less than Barely Perceptible	2 to -2	283
Barely Perceptible	$\leq -3$	3
Readily Perceptible	$\leq -5$	1
	<i>TOTAL</i>	288



*Impacts  
Identified for  
worst-case  
receptors*

*2 methods for impact identification:*

- ✓ Future Build noise levels approach, meet, or exceed the FHWA Noise Abatement Criteria (NAC)
- ✓ Substantial increase in noise



*Abatement analysis completed in area with impacted Receptors*

- ✓ *Noise walls only option for I-290 corridor*

*To be implemented, noise barriers MUST be:*

- ✓ *“Feasible” AND “Reasonable”*

## Process required by the Federal Highway Administration (FHWA)



- Walls are proposed if they:
  1. *Can be physically constructed*
  2. *Meet noise reduction & cost criteria*
  3. *Are locally supported / voted for*



### VOTER ELIGIBILITY

- Property owners & tenants benefitted by a noise wall
- Benefit is defined as a 5 or more decibel decrease (exterior)

# Noise Wall Voting Process



- ✓ *Rental properties*: One vote for tenant, one vote for owner (per unit)
- ✓ Receptors that share property line with I-290 receive *TWO VOTES*
- ✓ Up to *TWO ROUNDS* of voting to *MAXIMIZE* response rates



- Ballot response rate
  - 33% is desired, but not required
  - A second ballot issued if initial mailing results in less than a 33% response rate

## RESULTS

- Each wall voted on individually
- Voting results based on return ballots only
- Simple majority needed to implement a wall

## ■ Design (Phase II)

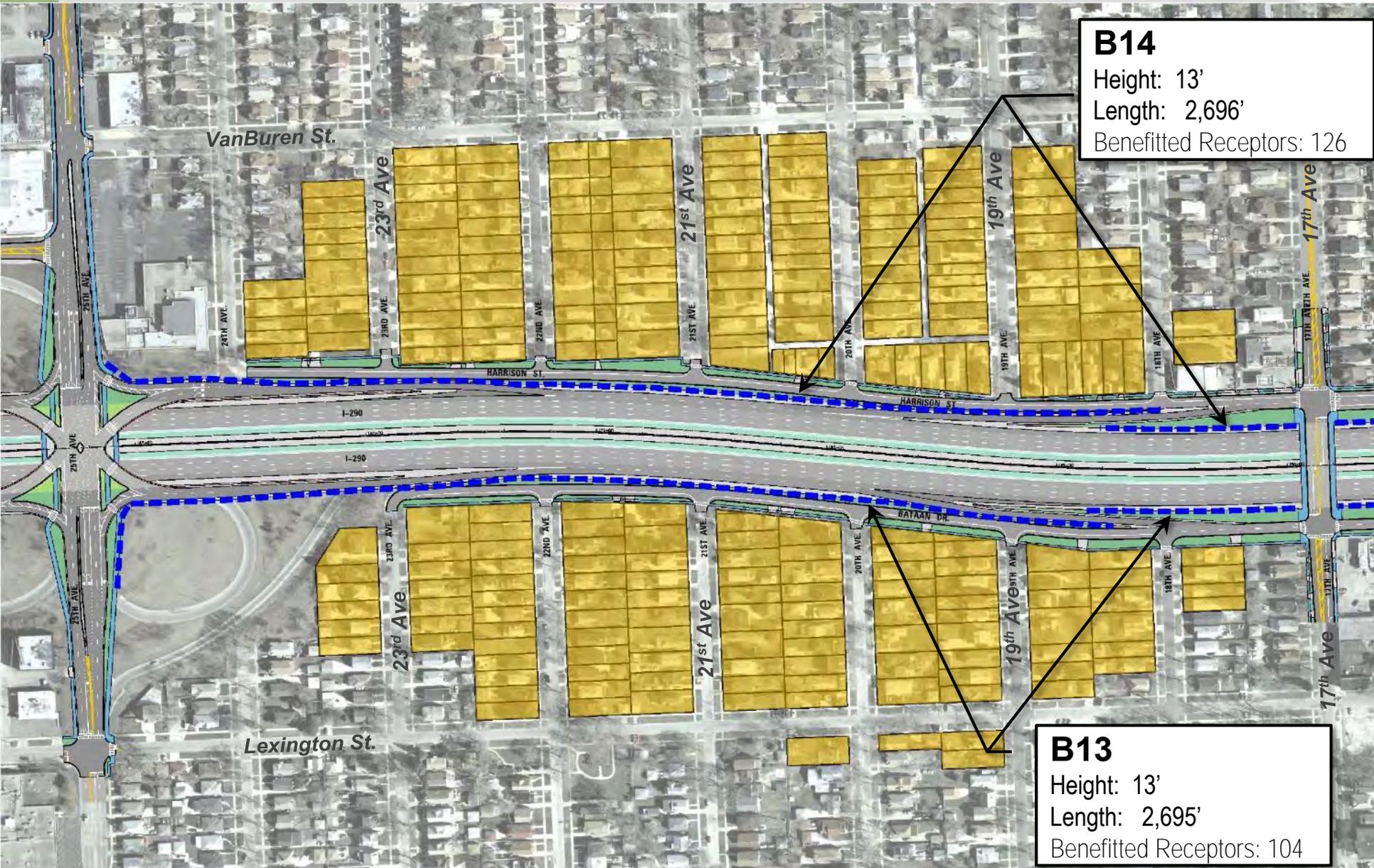
- Balloting revisited in Phase II if public sentiment has changed due to:
  - *Substantial time lapse since vote*
  - *Changes in wall technology/wall composition*
  - *Changes in policy*

## ■ Construction (Phase III)

- Cost of walls are covered by I-290 project
- IDOT maintains wall structure & highway wall face
- Local communities will be asked to maintain appearance of community wall face



# Benefitted Receptors



**B14**  
Height: 13'  
Length: 2,696'  
Benefitted Receptors: 126

**B13**  
Height: 13'  
Length: 2,695'  
Benefitted Receptors: 104

# Benefitted Receptors

## B15

Height: 13'

Length: 2,795'

Benefitted Receptors: 85

17TH AVENUE

16TH AVE

15TH AVE

14TH AVE

13TH AVE

10TH AVE

9TH AVE

HARRISON ST.

HARRISON ST.

BATAAN DR.

16TH AVE

15TH AVE

14TH AVE

13TH AVE

12TH AVE

11TH AVE

10TH AVE

9TH AVE

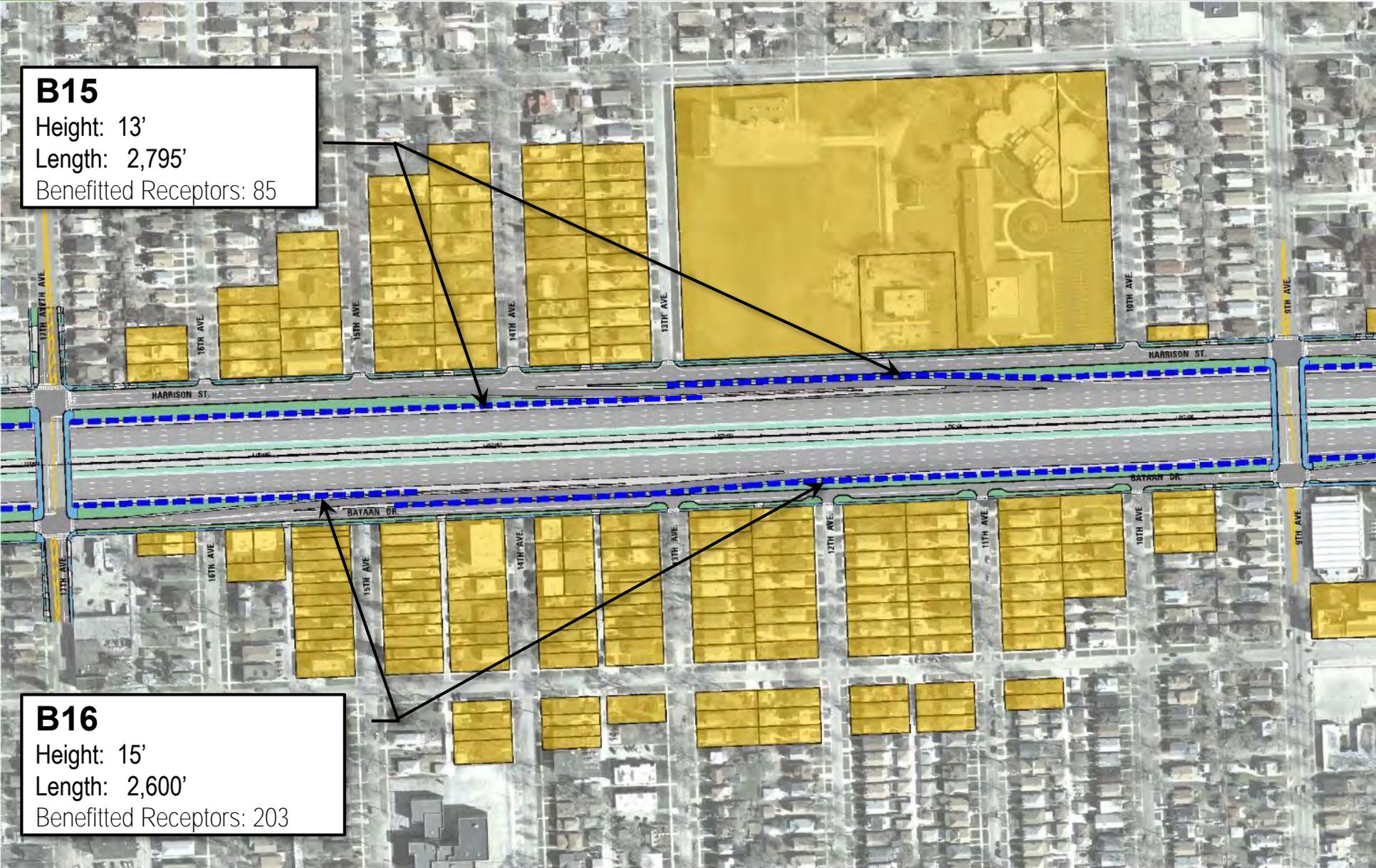
BATAAN DR.

## B16

Height: 15'

Length: 2,600'

Benefitted Receptors: 203



# Benefitted Receptors

## B18

Height: 15'  
Length: 1,273'  
Benefitted Receptors: 22

## B20

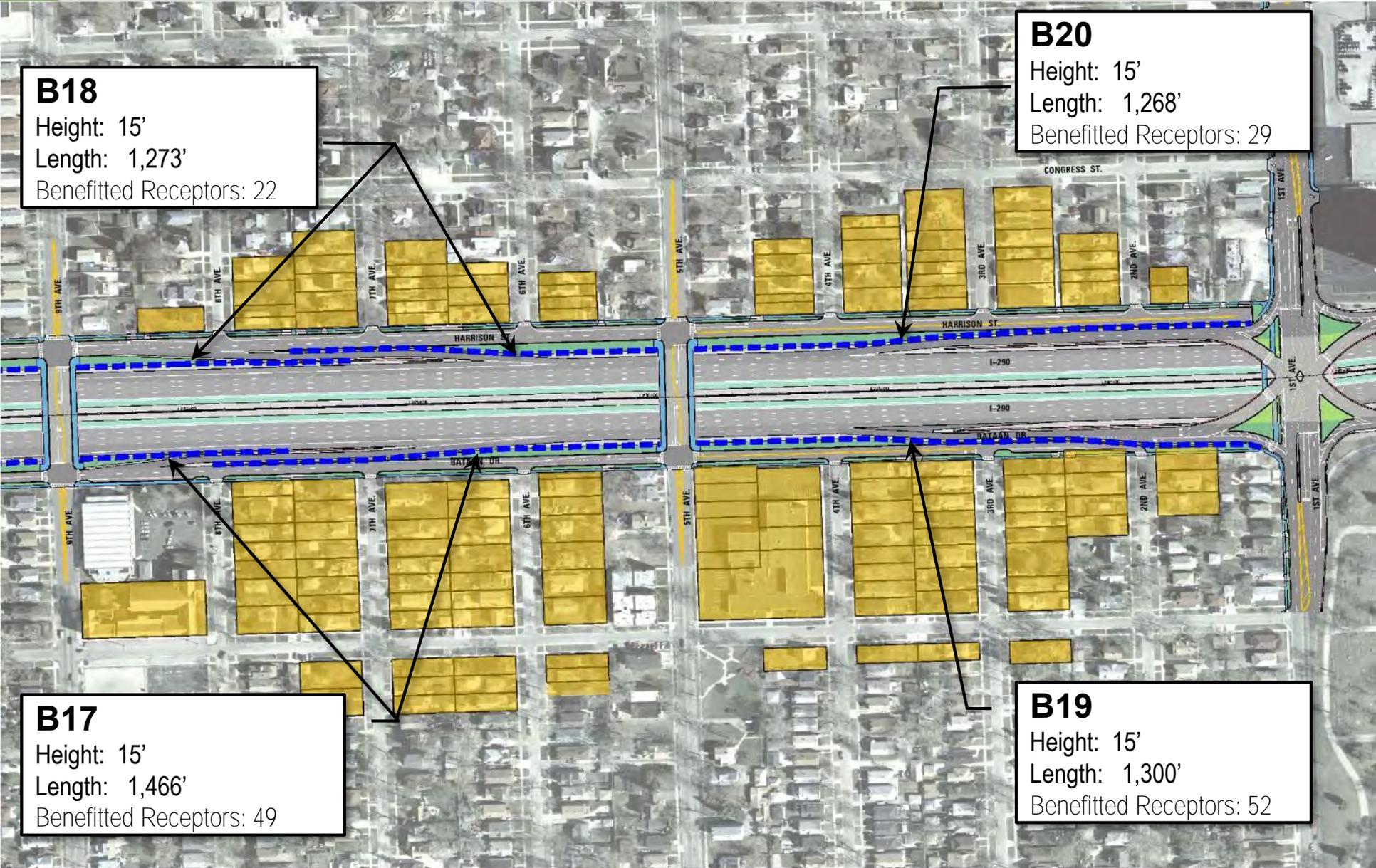
Height: 15'  
Length: 1,268'  
Benefitted Receptors: 29

## B17

Height: 15'  
Length: 1,466'  
Benefitted Receptors: 49

## B19

Height: 15'  
Length: 1,300'  
Benefitted Receptors: 52



# Noise Wall Ballot Mailing



I-290 Noise Wall Viewpoints  
 Illinois Department of  
 Transportation  
 c/o Huff & Huff Inc.  
 915 Higgins Road, Suite 330  
 Oak Brook, IL 60523



Resident/owner name  
 Street Address  
 City, State, Zip



Project and Environmental Studies  
 Eisenhower Expressway (I-290)  
 West of Mannheim Road to Racine Avenue  
 Cook County

August 16, 2016  
 RE: I-290 Noise Barrier Viewpoint Solicitation  
 FIRST NOTICE - REVISED NOISE WALL DESIGN

Dear Property Owner or Resident,

The Illinois Department of Transportation (IDOT) is conducting Preliminary Engineering and Environmental (Phase I) studies for the Eisenhower Expressway (I-290) project. The purpose of the I-290 study is to improve mobility, safety, and facility condition/design along the I-290 multi-modal corridor. The proposed I-290 improvements extend from west of Mannheim Road to Racine Avenue and include:

- Complete reconstruction of I-290 from west of Mannheim Road to east of Cicero Avenue including adding a 4' travel lane in each direction between Mannheim Road and Cicero Avenue.
- Reconstruction of all overpass bridges between 25<sup>th</sup> Avenue and Cicero Avenue including improved bicycle and pedestrian facilities. The bridges between Cicero Avenue and Racine Avenue are being analyzed as part of a separate study.
- Reshifting I-290 from east of Cicero Avenue to Racine Avenue.
- New interchanges at 25<sup>th</sup> Avenue, 17<sup>th</sup> Avenue, 9<sup>th</sup> Avenue, 1<sup>st</sup> Avenue, Don Plaines Avenue, Harlem Avenue, Avalon Boulevard, Central Avenue, Laramie Avenue and Cicero Avenue.
- Keeping all existing egressway ramps open.
- A two-mile shared-use trail (L. Frank Palf extension).
- Improved access to CTA Blue Line stations for buses, bicycles and pedestrians.

In September of 2015, you may have received and responded to a similar letter regarding a proposed noise wall in your area. Since then, as part of ongoing local community coordination and in response to local stakeholder concerns, the proposed expressway design has been revised and all existing ramps between 20<sup>th</sup> and 1<sup>st</sup> Avenue are proposed to remain open. This design change from September of 2015 required that noise walls be fully re-evaluated between 25<sup>th</sup> Avenue and 1<sup>st</sup> Avenue and a new noise wall vote be conducted. This ballot supersedes and replaces any previous ballot you may have received.

As part of the environmental studies for this project, traffic noise was evaluated for this proposed improvements as well as the No-Build or do-nothing option, per Federal requirements. The analysis found that with this proposed improvements, the predicted future noise levels in your area justify the installation of a noise wall. Based on this study, a noise wall is recommended in your area. The enclosed exhibits show the location of the noise wall and an example rendering of a wall of similar height.

IDOT takes public opinion into account before a final decision is made on the construction of noise walls. Each property "benefited" by a noise wall may vote in favor of or against the wall. A property is "benefited" by a wall when the proposed wall results in a noticeable reduction in noise level, which is a defined as five decibels or more. If more than half of the active receptor vote in favor of the wall, the wall will likely be included in the project. A final decision on the installation of abatement measures will be made upon completion of the project's final design and the public involvement process.

Your property/area will be considered to be benefited from the noise wall shown in the enclosed exhibits. IDOT respectfully requests your vote for or against the noise wall. Additional public coordination regarding the appearance, materials, and maintenance of the wall will be needed after the voting process is completed.

Additional information is available on the project website <http://eisenhowerexpressway.com> and in IDOT's traffic noise handbook: <http://www.idot.state.il.us/assetupload/ItemDetail.aspx?MenuId=606&MenuTitle=Highways/Design-and-Development/Development/HighwayTrafficNoiseAssessmentManual.pdf>

A Town Hall public meeting to review the current status of the I-290 project will be held on August 31, 2016. Project representatives will be available to discuss noise walls and other aspects of the project. Meeting details are listed below.

Meeting Date: August 31, 2016  
 Meeting Location: Pinville Math and Science Academy, 8801 W. Roosevelt Road, Forest Park, IL  
 Meeting Time: 6:00 to 8:00 PM

Enclosed is a "Viewpoint Form" for you to vote for or against the recommended noise wall at your area. For your vote to count, please complete and return the form by **September 9, 2016** using the provided self-addressed, stamped envelope. If you have any questions or need assistance (in-person), please contact me or Mark Peterson, Project Manager, at (617) 705-1552.

Very truly yours,  
 John Fichtelberg, P.E.  
 Deputy Director of Highways  
 Region One Engineer

John E. Harwell, P.E.  
 Bureau Chief of Programming

Enclosures

### Benefitted Receptor Viewpoint Form

Project and Environmental Studies  
 Eisenhower Expressway (I-290)  
 West of Mannheim Road to Racine Avenue  
 Cook County

Date: \_\_\_\_\_

Do you support the construction of the noise wall?

\_\_\_\_ Yes

\_\_\_\_ No

Name: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Signature: \_\_\_\_\_

Owner of this property: \_\_\_\_\_ Tenant on this property: \_\_\_\_\_

Comments:  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Please respond by September 9, 2016. Thank you for your participation!

Please return this form in the enclosed envelope, to:

I-290 Noise Wall Viewpoints  
 Illinois Department of Transportation  
 c/o Huff & Huff, Inc.  
 915 Harger Road, Suite 330  
 Oak Brook, IL 60523

16184120280000 / B37 / R99-29



# Noise Wall Visualizations



**Existing**



**Harrison St. & 21<sup>st</sup> Avenue**  
*Bellwood*

1

# Noise Wall Visualizations



## With Noise Wall



**Harrison St. & 21<sup>st</sup> Avenue**  
*Bellwood*

1

# Noise Wall Visualizations



**Existing**



**Bataan Drive & 18<sup>th</sup> Avenue**  
*Maywood*

2

# Noise Wall Visualizations



## With Noise Wall

**IN PROGRESS**



2

**Bataan Drive & 18<sup>th</sup> Avenue**  
*Maywood*

# Noise Wall Visualizations



**Existing**



**Bataan Drive & 15<sup>th</sup> Avenue**  
*Maywood*

3



## With Noise Wall



**Bataan Drive & 15<sup>th</sup> Avenue**  
*Maywood*

# Noise Wall Visualizations



**Existing**



4

**Bataan Drive & 8<sup>th</sup> Avenue**  
*Maywood*

# Noise Wall Visualizations



## With Noise Wall



4

**Bataan Drive & 8<sup>th</sup> Avenue**  
*Maywood*



## With Noise Wall



**Bataan Drive & 2<sup>nd</sup> Avenue**  
*Maywood*

# Noise Wall Visualizations



**Existing**



**Harrison St. & 1<sup>st</sup> Avenue**  
*Maywood*

6

# Noise Wall Visualizations



**Existing**



**Harrison St. & 1<sup>st</sup> Avenue**  
*Maywood*

6

# Noise Wall Visualizations



## With Noise Wall



**Harrison St. & 1<sup>st</sup> Avenue**  
*Maywood*

6

- Finalize Alternative 6 design
- Complete noise wall re-analysis
- Continue overall stakeholder coordination
- Draft Environmental Impact Statement
  - *December 2016*
- Public Hearing
  - *January 2017*
- Study Completion
  - *Summer 2017*



*Thank You*

