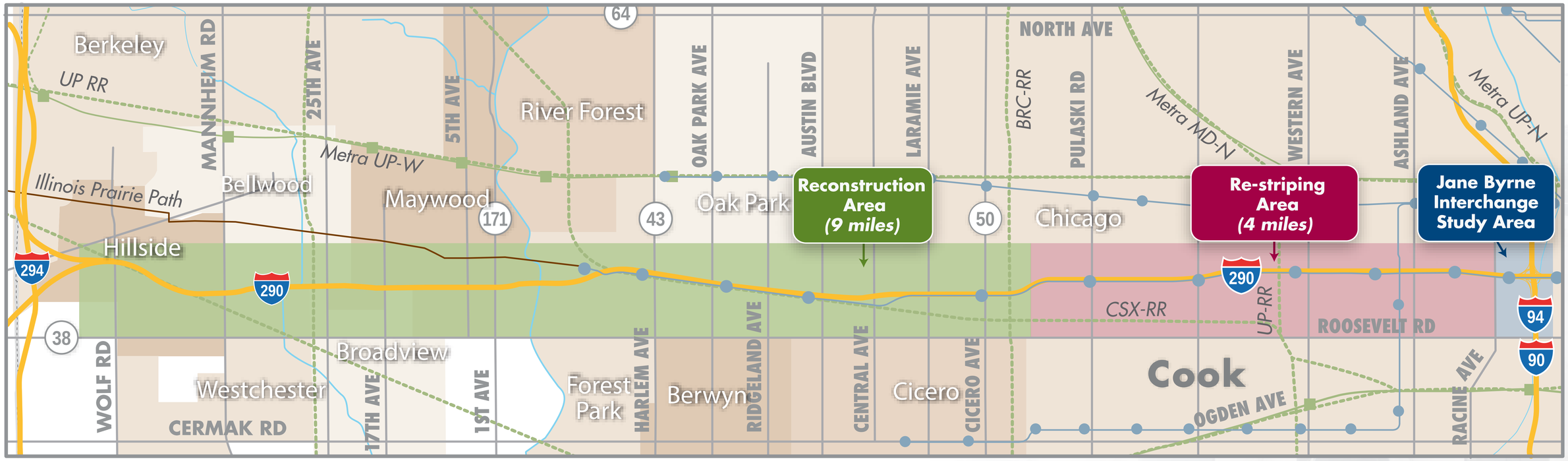
Study Area Map

I-290 Phase I Study Area



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail/Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- County Boundary
- River

N

Eisenhower expressway

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

Study Process & Timeline

MULTI-MODAL COORDINATION | **CTA VISION STUDY**

STAKEHOLDER INVOLVEMENT & AGENCY INPUT

Data Collection (Needs Analysis) → Purpose & Need → Alternatives Development & Evaluation → Preferred Alternative *Mainline I-290 (Maywood Access Ongoing)* → Study Completion

Fall 2009 — **Summer 2017**

We Are Here

CTA VISION STUDY

INITIAL ALTERNATIVES → ALTERNATIVES CARRIED FORWARD

IDENTIFY AND DEVELOP INITIAL ALTERNATIVES

Single Mode

Over 600 Stakeholder Ideas Reviewed & Screened to Smaller List

ROUND 1

Remaining Single Mode Alternatives

Individual Highway & Transportation Improvements Evaluated

ROUND 2

Combination Alternatives

Combinations of Highway & Transportation Improvements Evaluated

ROUND 3

Draft Environmental Impact Statement (DEIS) Alternatives

Four Combination Highway/ Transit Alternatives Evaluated in Further Detail

I-290 Purpose and Need

Purpose

To provide an ***IMPROVED*** *transportation facility along the* ***I-290 Eisenhower Expressway multi-modal corridor****.*

FIVE SPECIFIC NEED POINTS TO BE ADDRESSED:

- **IMPROVE** modal connections and opportunities
- **IMPROVE** regional and local travel
- **IMPROVE** access to employment
- **IMPROVE** safety for all users
- **IMPROVE** facility deficiencies

Eisenhower expressway

Benefits

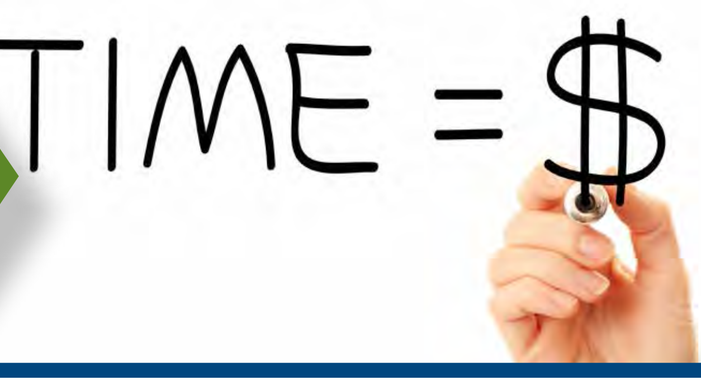
Multi-Modal:
Improved design for motorists, bicyclists, and pedestrians
Wider sidewalks, new east-west and multi-use path

AESTHETICS opportunities

Transit Trips
Increase of 4,300 east-west daily transit trips

Travel time SAVINGS
56% in managed lanes
25% in general purpose

Productivity:
$2.7 billion travel time savings



62% overall *Safety Improvements*

ACCESS to jobs increased by 398,000 within 60 Minutes

Eisenhower expressway

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How are noise impacts determined?

Traffic noise studied at exterior locations of frequent human use

"Receptors"

Traffic Noise Impacts

Future Build Condition Only

Noise Abatement Criteria

- By land use type – noise sensitive uses
- 67 dB(A) residential, park, school
- 72 dB(A) restaurant, office

Substantial Noise Increase from Existing Condition

- Does not occur for I-290 project

Eisenhower expressway

What is viewpoint solicitation?

This **summer,** noise wall locations will be re-evaluated between **1st Avenue and 25th Avenue** based on revised ramps.

- Vote **FOR** or **AGAINST** the proposed noise wall
- Voting ballots and noise wall information mailed to anyone benefitted by a noise wall
- Noise wall benefit is a ***perceptible*** noise reduction from a proposed wall
- Each wall is voted for separately
- Two rounds of Balloting:

  Round 1 Goal: 33% response rate for each wall
  Round 2 ballots resent for walls that did not receive 33% response in Round 1

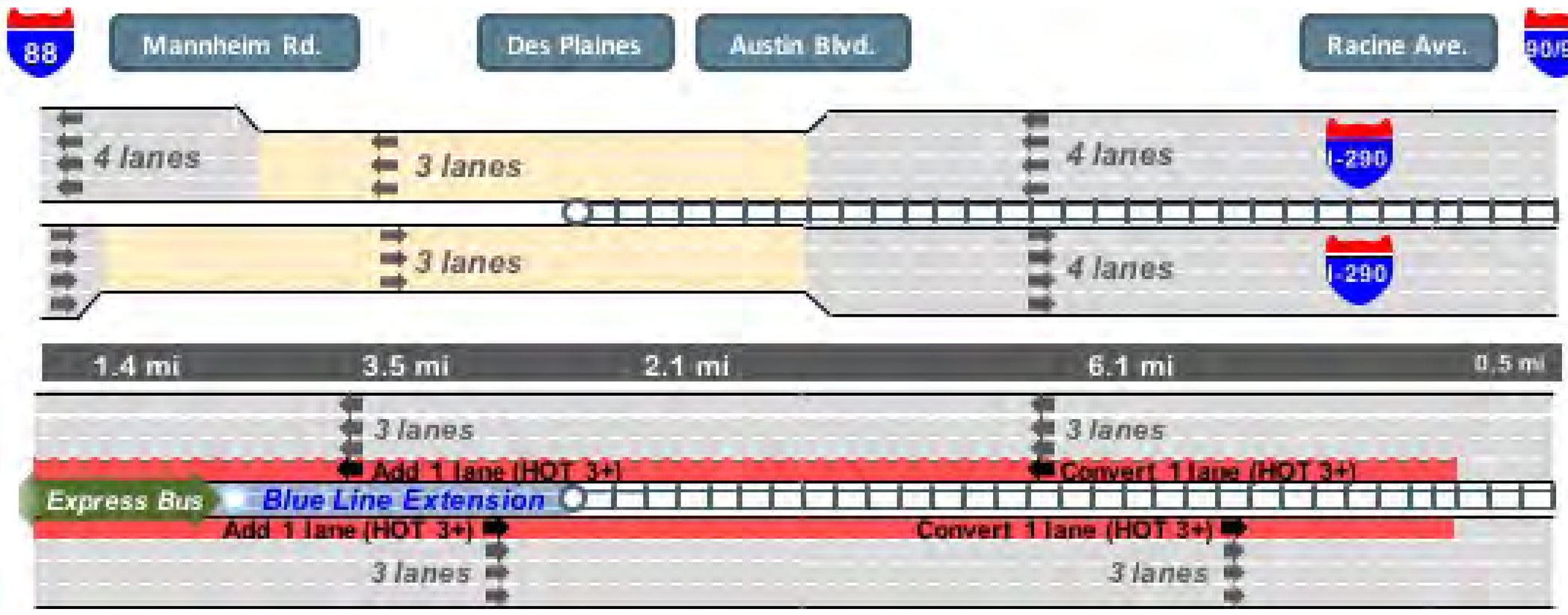
At the end of Round 2, if greater than 50% of the ballots received are in favor of a wall, that noise wall will be recommended for implementation

Eisenhower expressway

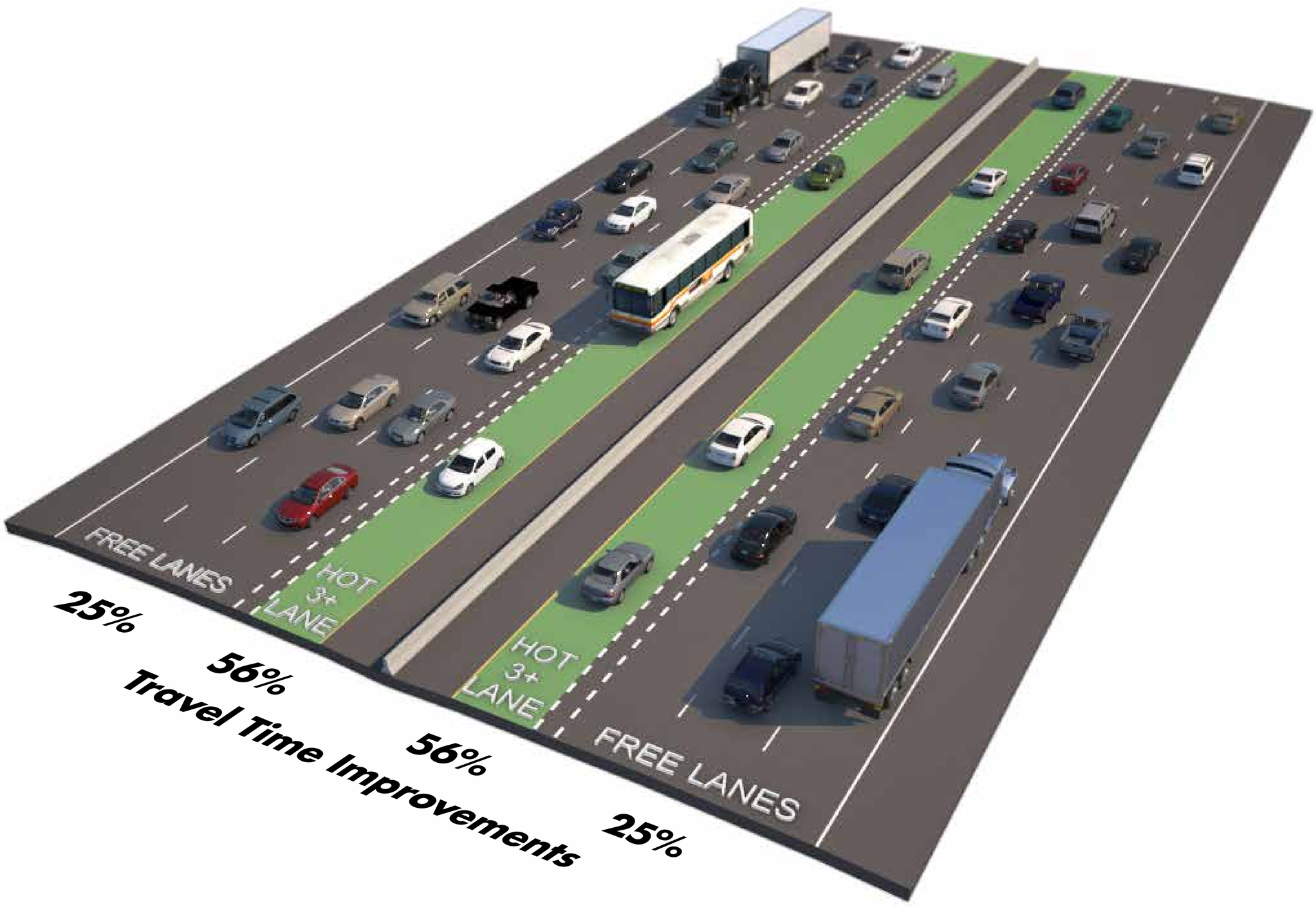
Preliminary Preferred Alternative

High Occupancy Toll 3+ & Supporting Transit

Existing Conditions



HOT 3+



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 improvements

Eisenhower expressway

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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**

Eisenhower expressway

I-290 Study Schedule

May	June	July	August	September	October	November	December	January 2017
Stakeholder Coordination								
								Publish DEIS
								Public Hearing

Study Completion (FEIS/ROD) — *SUMMER 2017*

Phase II *(Design and Land Acquisition)* **— *NOT FUNDED***

Phase III *(Construction)* **— *NOT FUNDED***

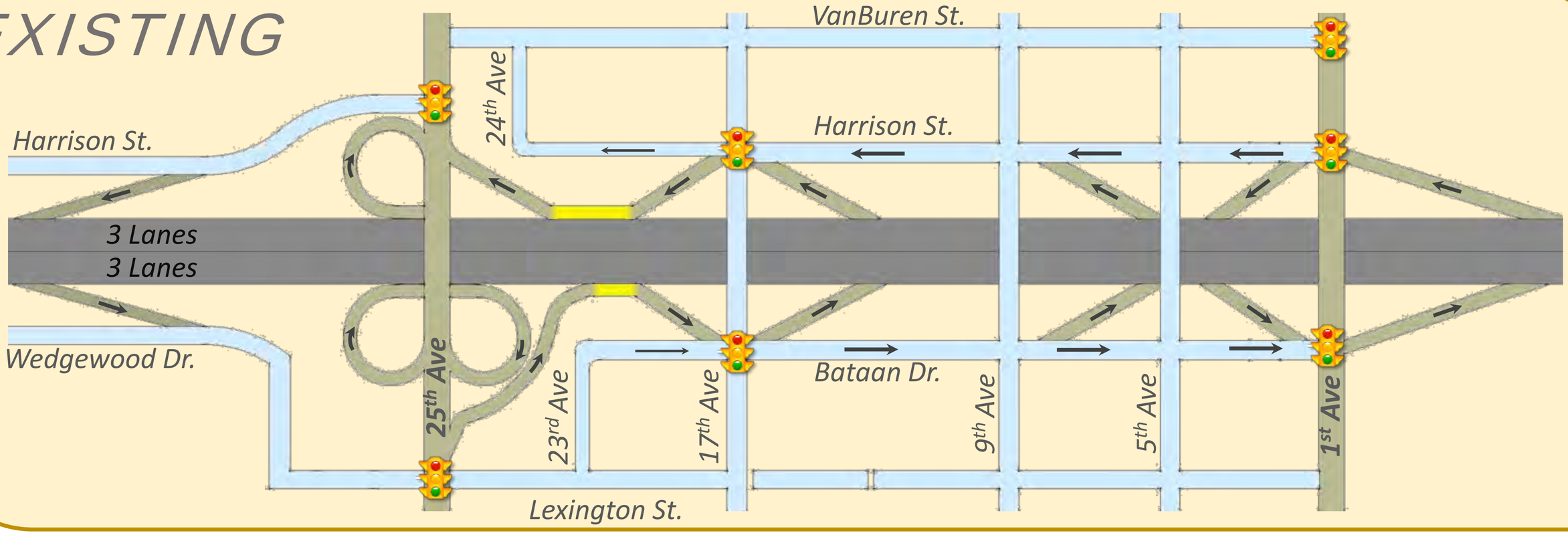
Eisenhower expressway

1st Ave. to 25th Ave. Improvements
Alternatives Evaluation

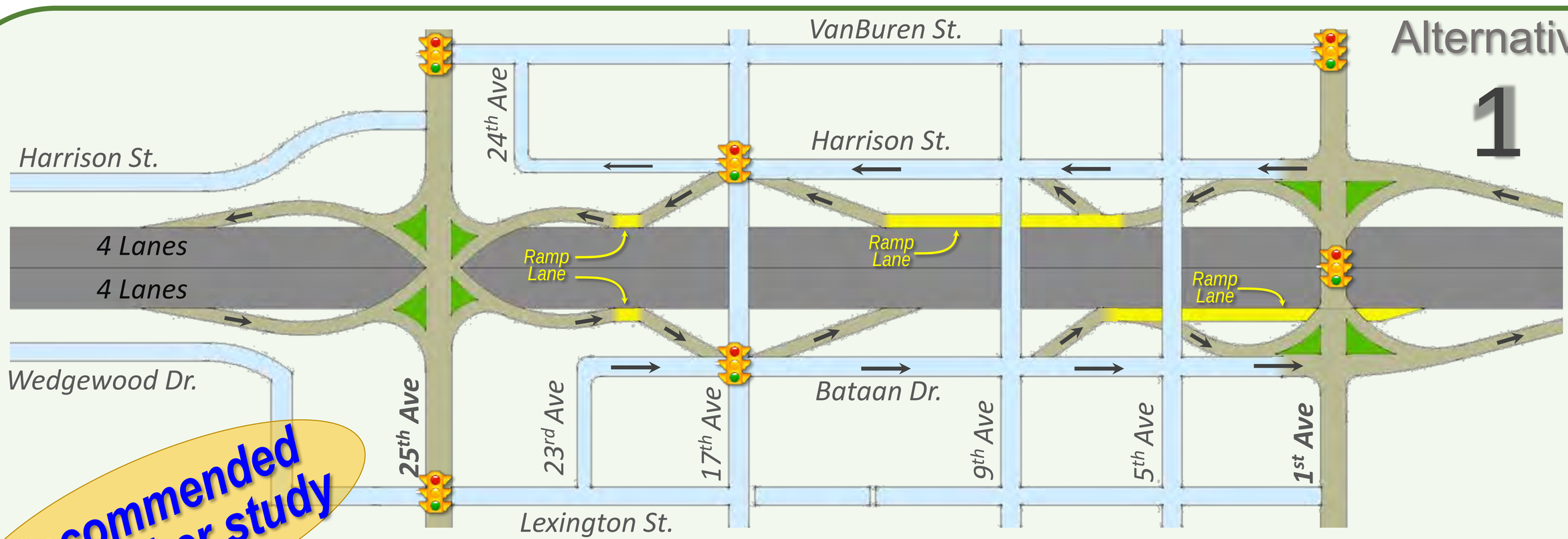
Spring 2016

6 Initial expressway access alternatives have been identified for evaluation to determine how to provide the best overall benefits for the Village of Maywood

EXISTING



Alternative 1

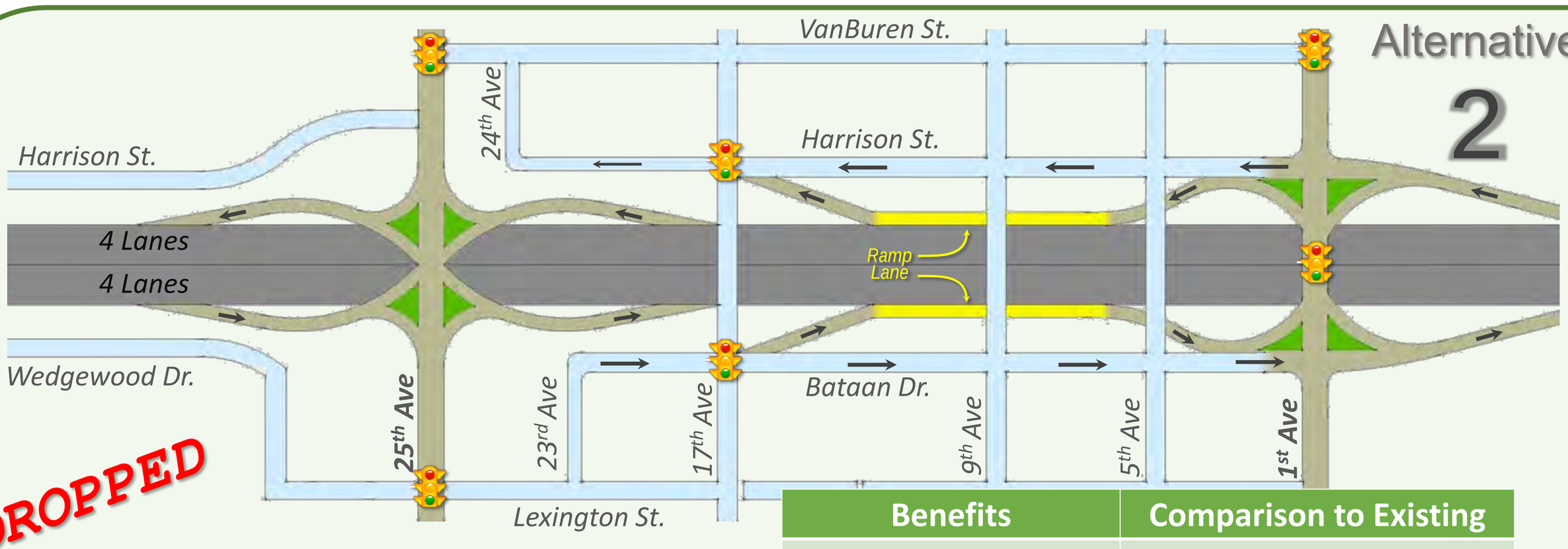


Recommended for further study

ALL RAMPS INCLUDED

- **Updated interchanges at 25th Avenue & 1st Avenue**

Alternative 2



DROPPED

Ramps Consolidated

- **Without ramps at 9th Avenue**
- **2 Ramps at 17th Avenue**
- **Updated interchanges at 25th Avenue & 1st Avenue**

Benefits	Comparison to Existing
Local Travel Times	**5%** reduction
Local Traffic Volumes	**5%** reduction
1st Ave. Traffic Flow	**26%** improvement
1st Ave. Traffic Queues	**60%** improvement
I-290 Safety	**15%** improvement
I-290 Speeds	**113%** improvement

1st Ave. to 25th Ave. Improvements
Alternatives Evaluation

Spring 2016

6 Initial expressway access alternatives have been identified for evaluation to determine how to provide the best overall benefits for the Village of Maywood

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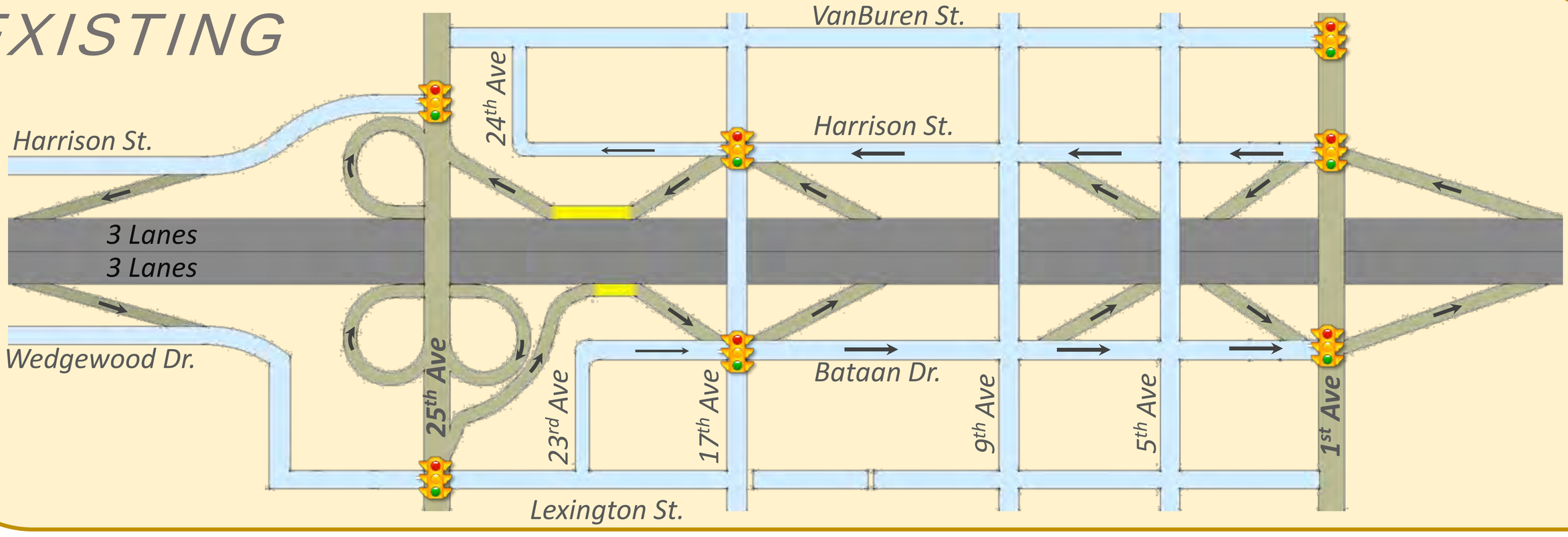
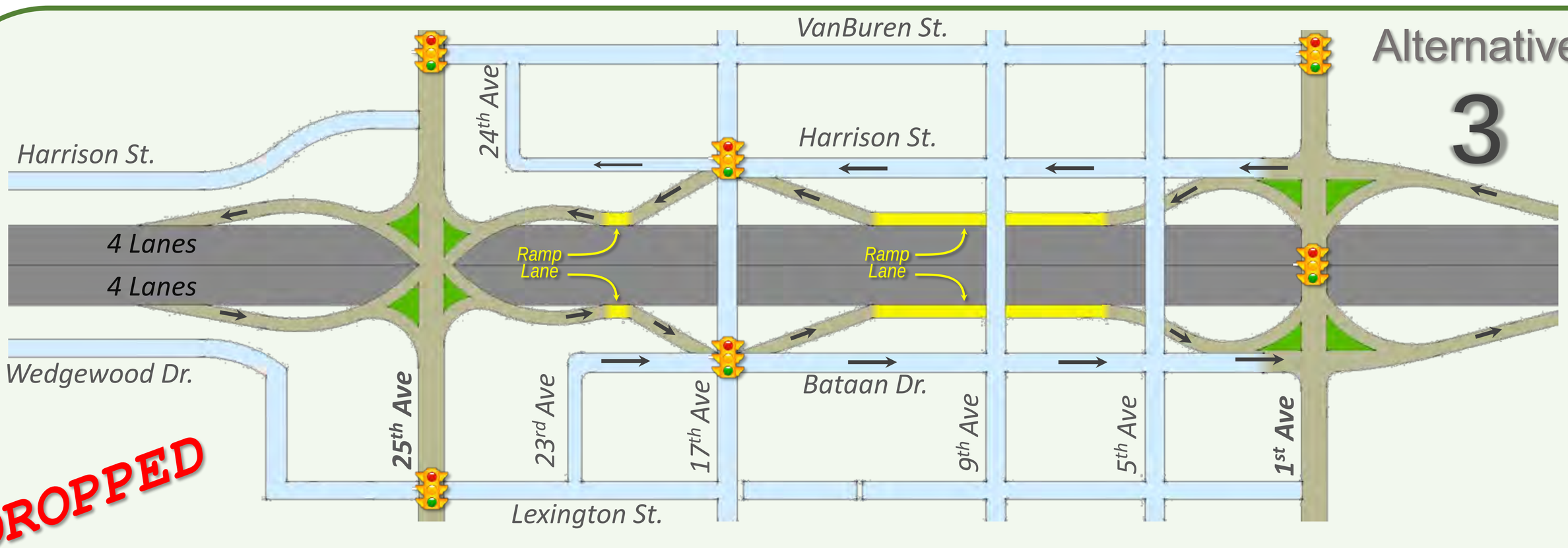


Alternative 3



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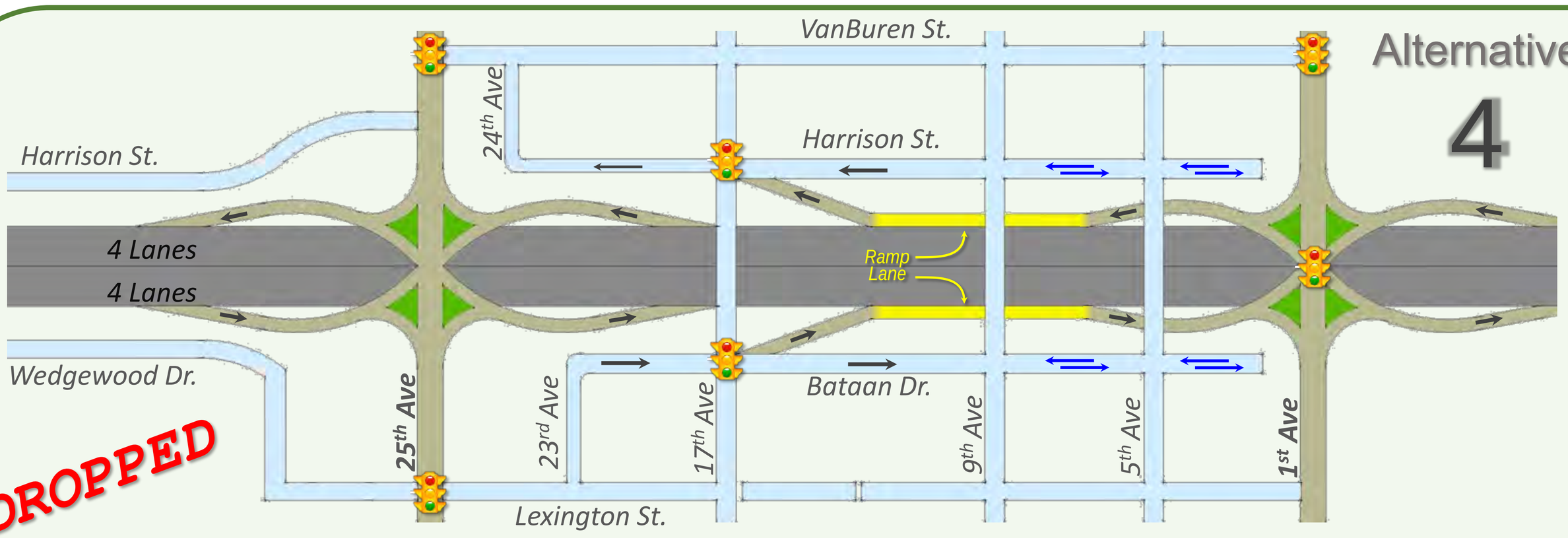
Ramps Consolidated

- **No ramps at 9th Avenue**
- **Updated interchanges at 25th Avenue & 1st Avenue**

Alternative 4



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Ramps Consolidated

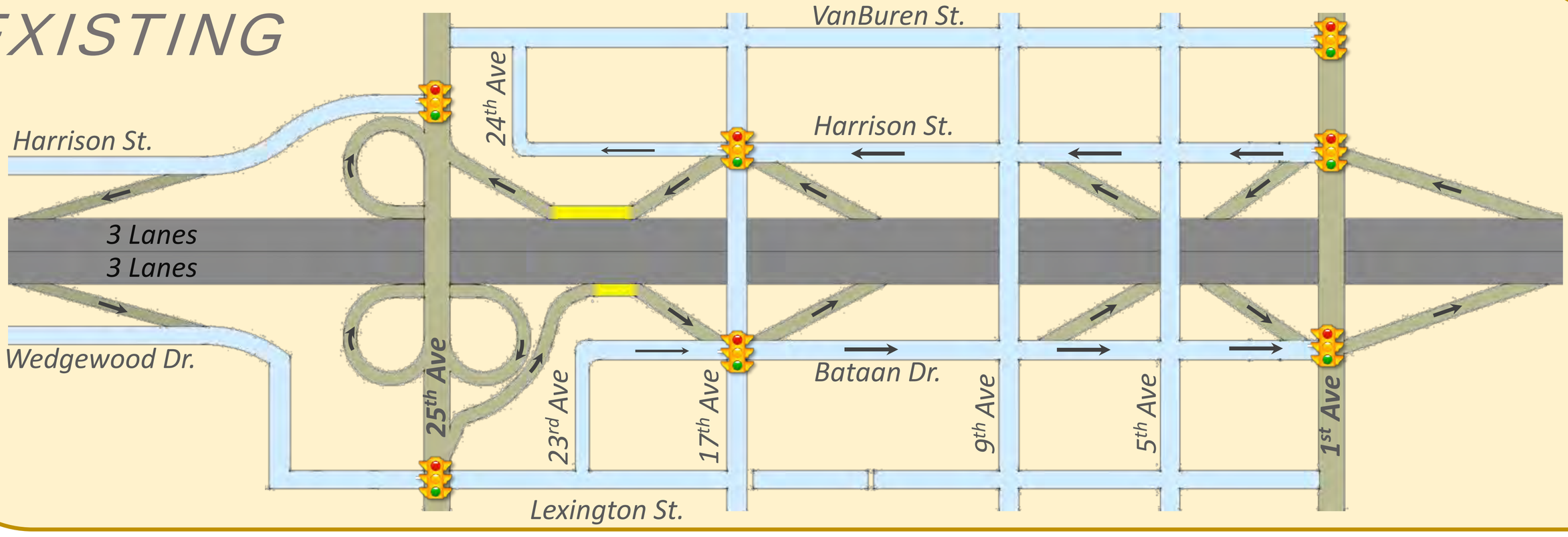
- **Without ramps at 9th Avenue**
- **2 Ramps at 17th Avenue**
- **Without frontage road connections at 1st Avenue**
- **Updated interchanges at 25th Avenue & 1st Avenue**

1st Ave. to 25th Ave. Improvements
Alternatives Evaluation

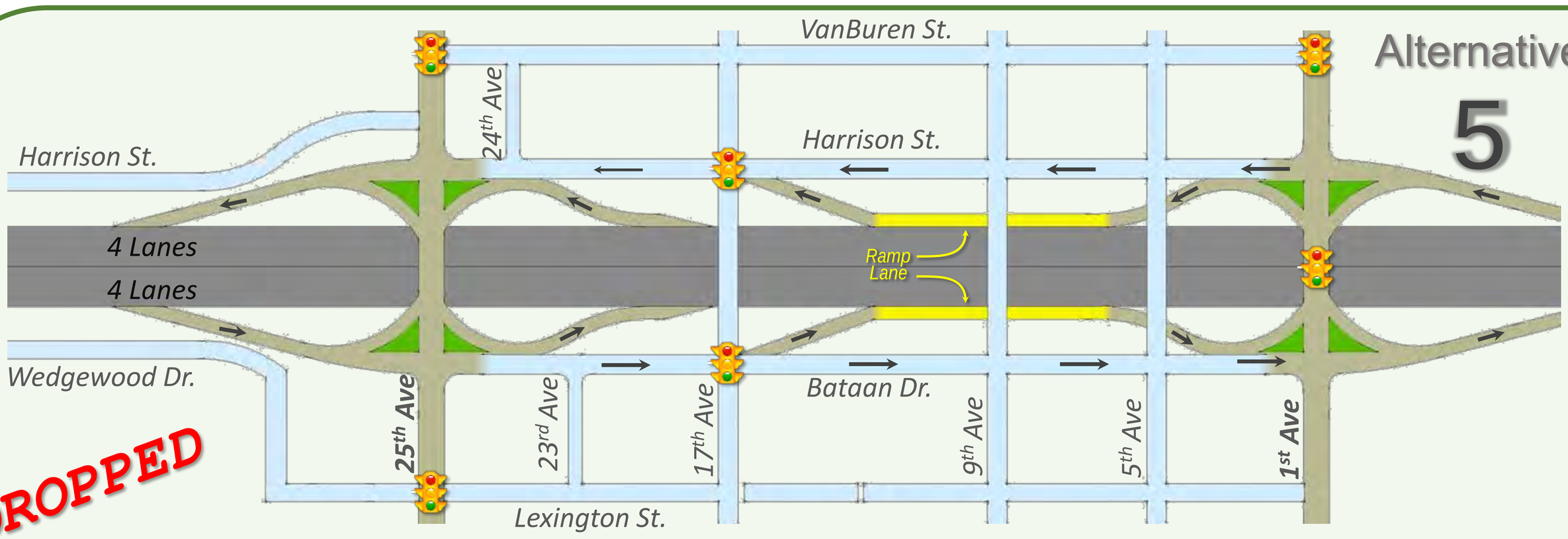
Spring 2016

6 Initial expressway access alternatives have been identified for evaluation to determine how to provide the best overall benefits for the Village of Maywood

EXISTING



Alternative 5



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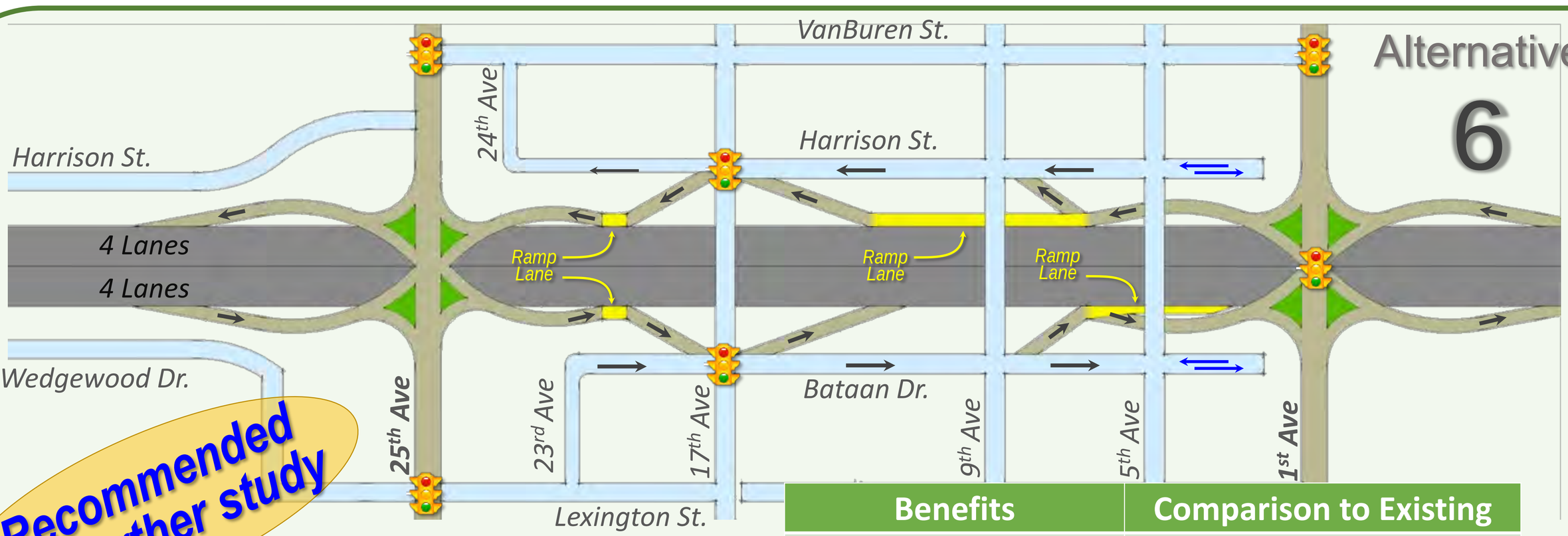
Ramps Consolidated

- **Without ramps at 9th Avenue**
- **2 Ramps at 17th Avenue**
- **Connect frontage roads to 25th Avenue**
- **Updated interchanges at 25th Avenue & 1st Avenue**

Alternative 6



Recommended for further study

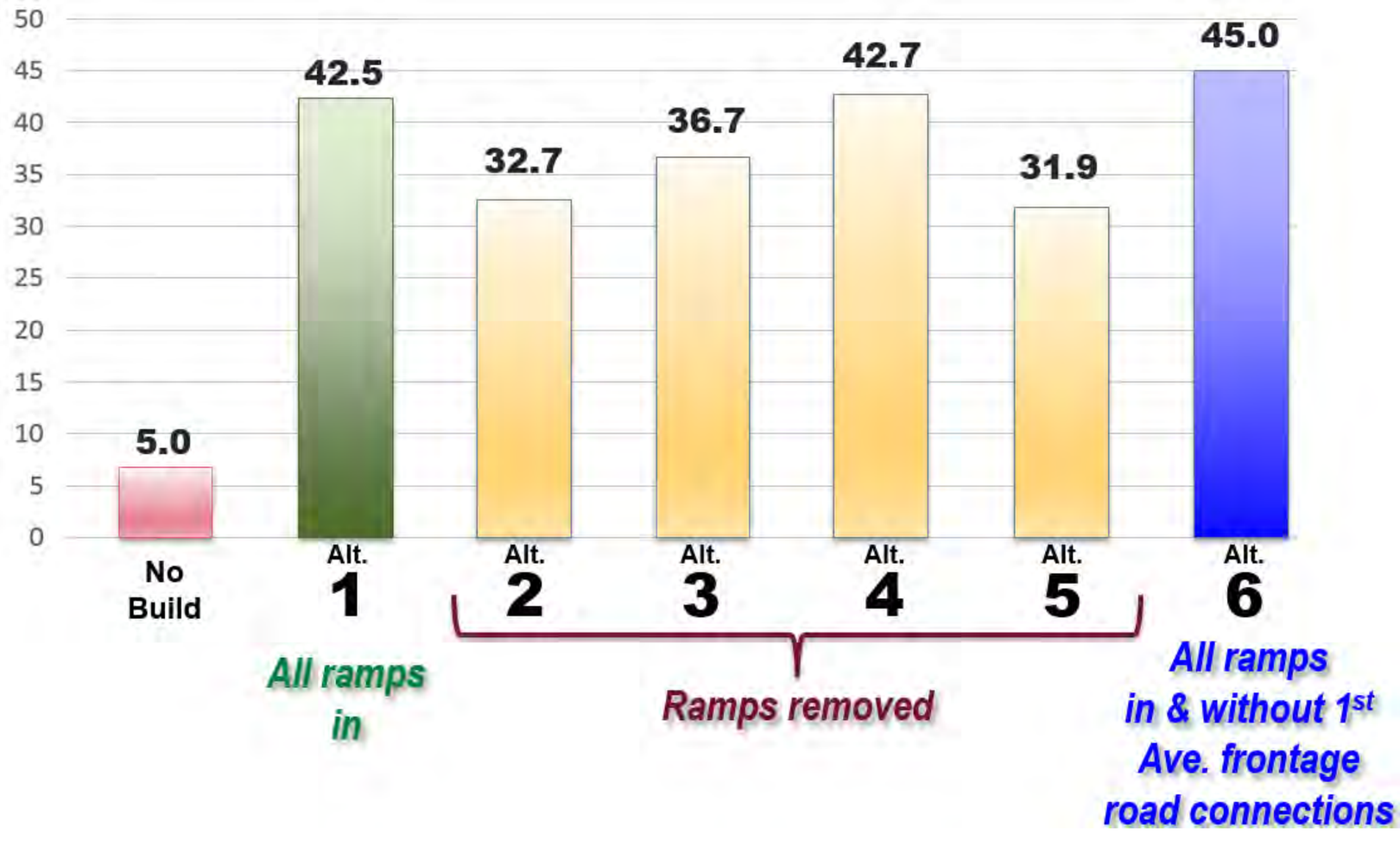
ALL RAMPS INCLUDED

- **Without frontage road connections at 1st Avenue**
- **Updated interchanges at 25th Avenue & 1st Avenue**

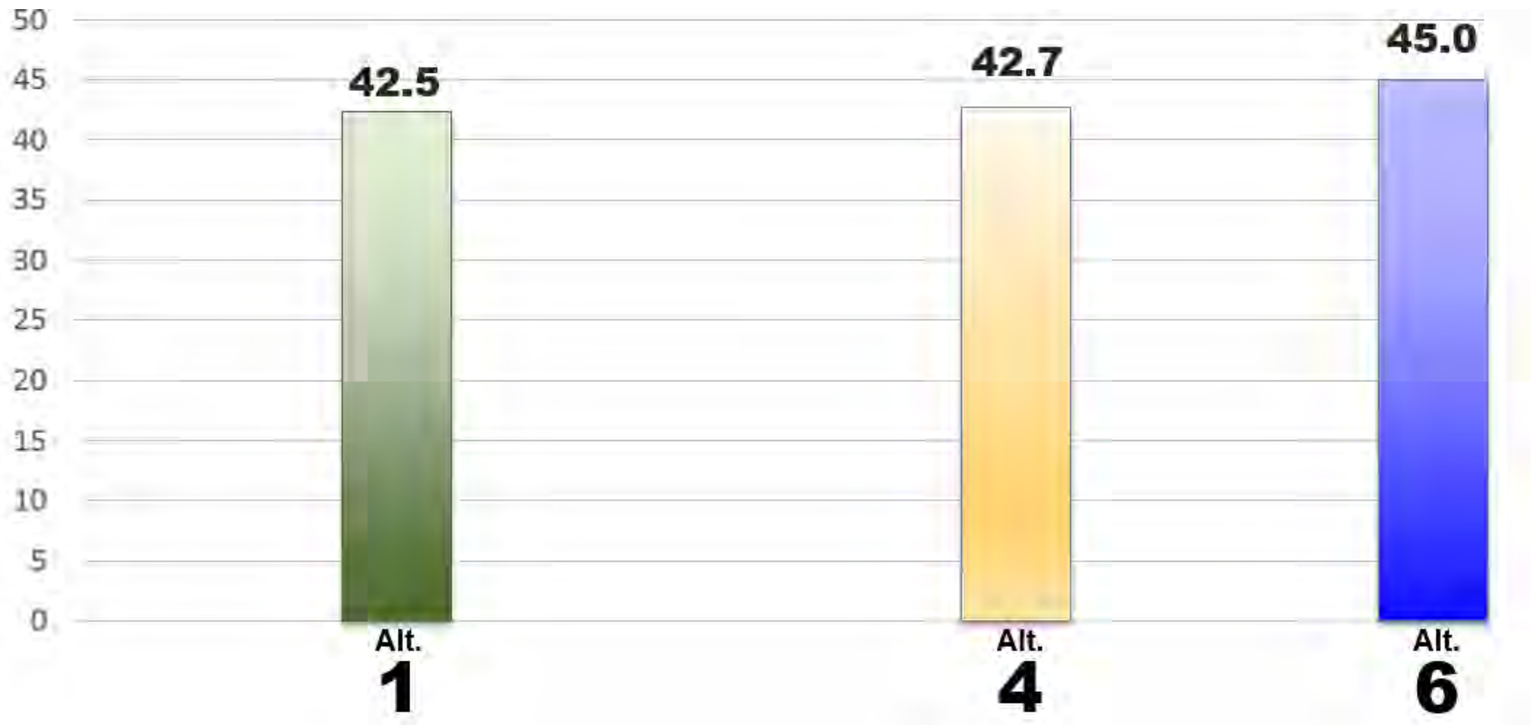
Benefits	Comparison to Existing
Local Travel Times	**24%** reduction
Local Traffic Volumes	**5%** reduction
1st Ave. Traffic Flow	**74%** improvement
1st Ave. Traffic Queues	**77%** improvement
I-290 Safety	**9%** improvement
I-290 Speeds	**133%** improvement

Summary of Results

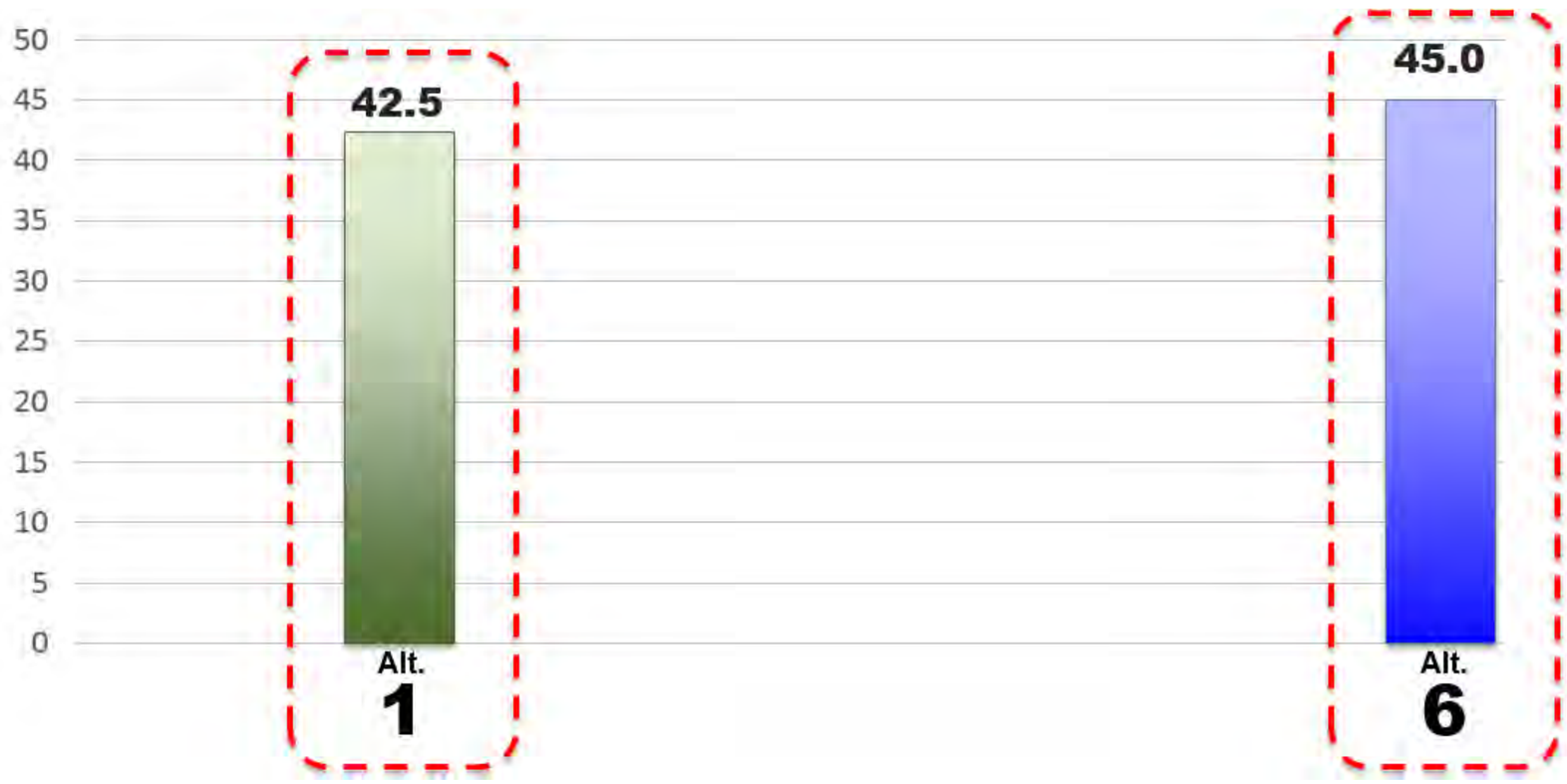
- Safety, traffic, & travel related factors evaluated
  - Local & I-290 factors



- Alternatives 1 & 4 have similar overall performance
- Alternatives 1 & 6 address community context



- Alternatives 1 & 6 recommended for further study



Eisenhower expressway

1st Ave. to 25th Ave. Improvements
Alternatives Evaluation
Summer 2016

Alternative Recommendation

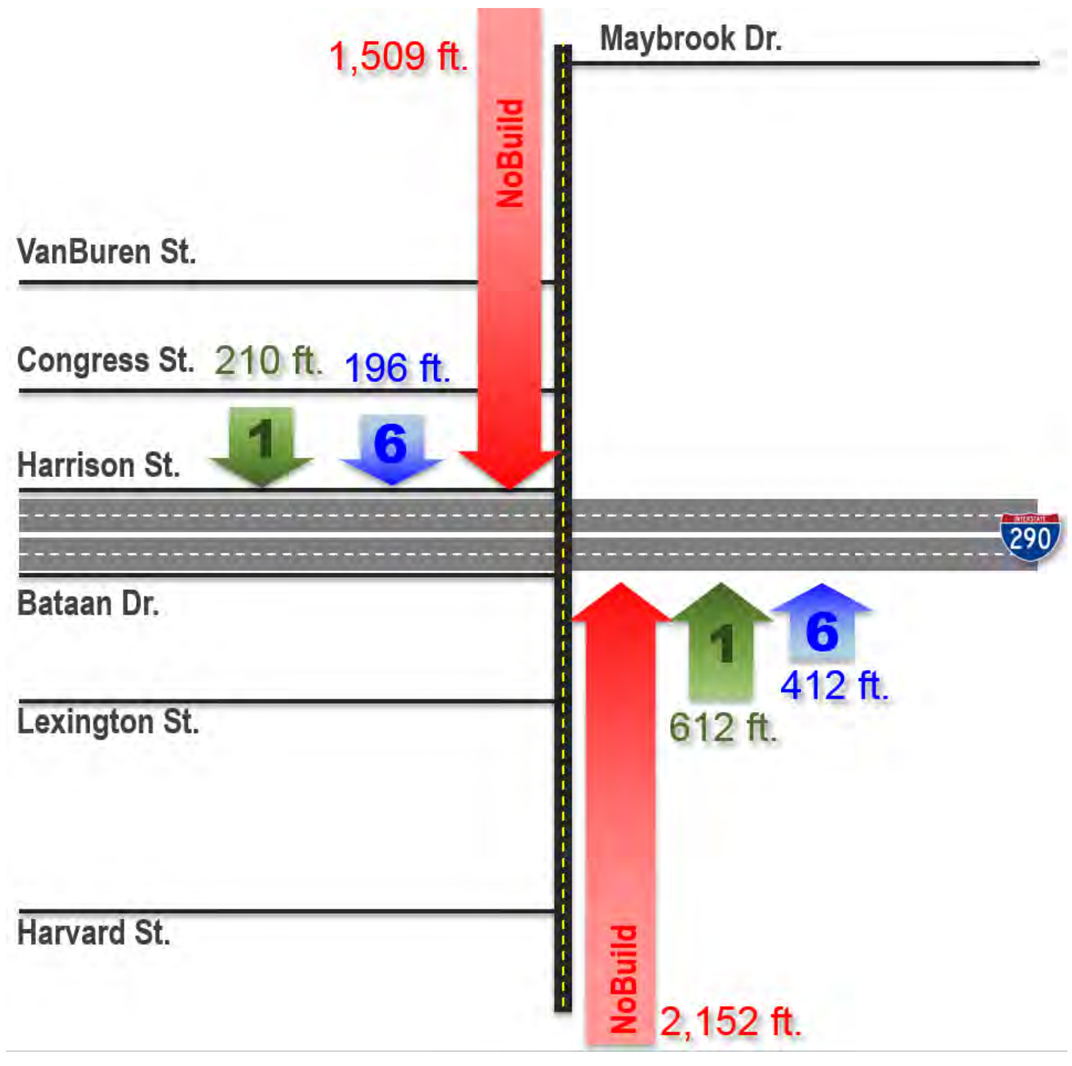
Alternative **6** is recommended

- ✓ Both Alternatives keep *all ramps open* along I-290
- ✓ Alternative 6 provides 10% better travel flow on I-290
- ✓ Alternative 6 provides 31% better travel flow on 1st Ave.
- ✓ Alternative 6 provides 26% less vehicle stacking on 1st Ave.
- ✓ Alternative 6 accommodates the predominant travel patterns to & from commercial areas in Maywood
- ✓ Alternative 6 has fewer pedestrian crossing points

Vehicle Stacking at 1st Avenue

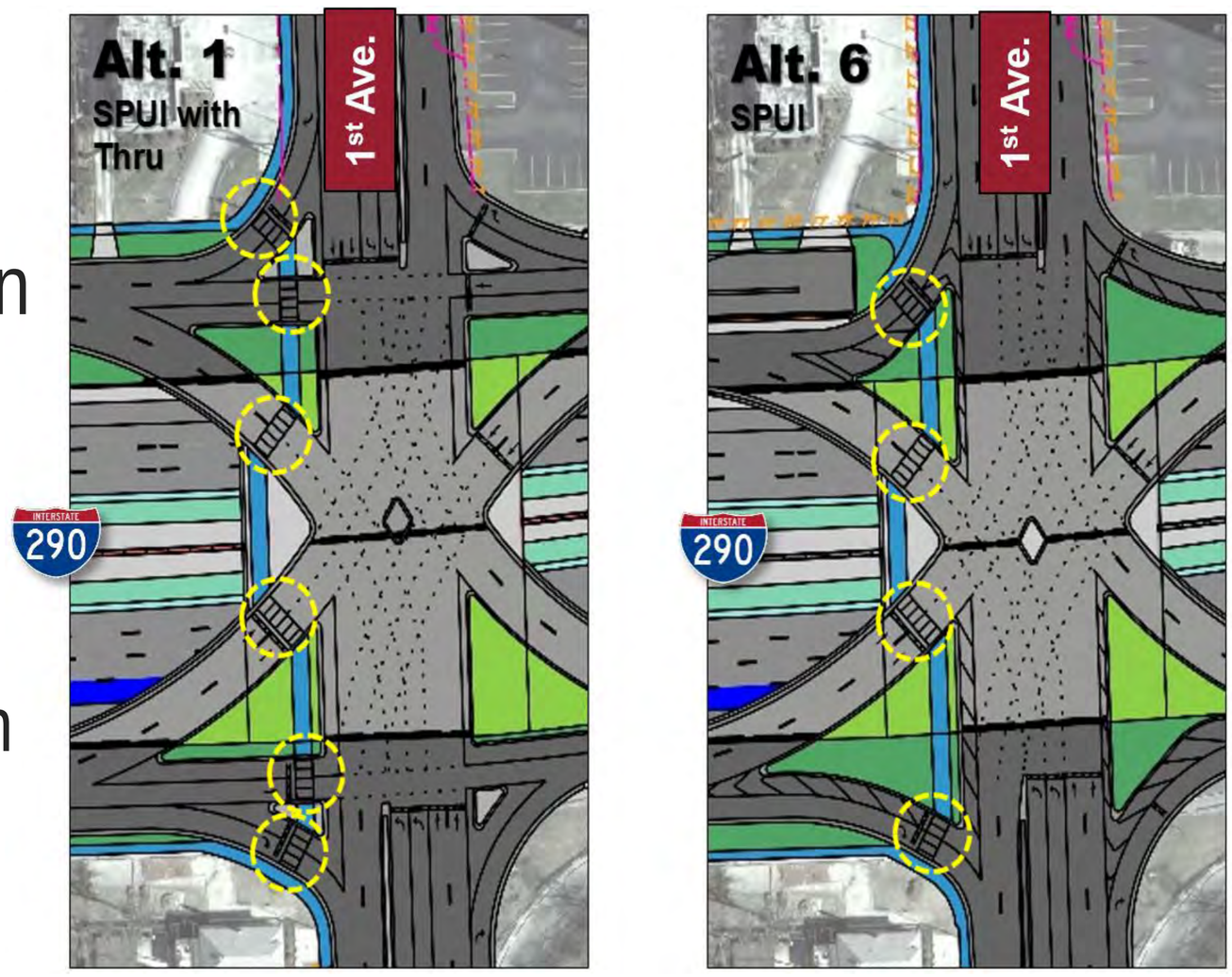
Average of AM & PM peak period traffic stacking

Alt 1 Alt 6



Number of pedestrian crossing points

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



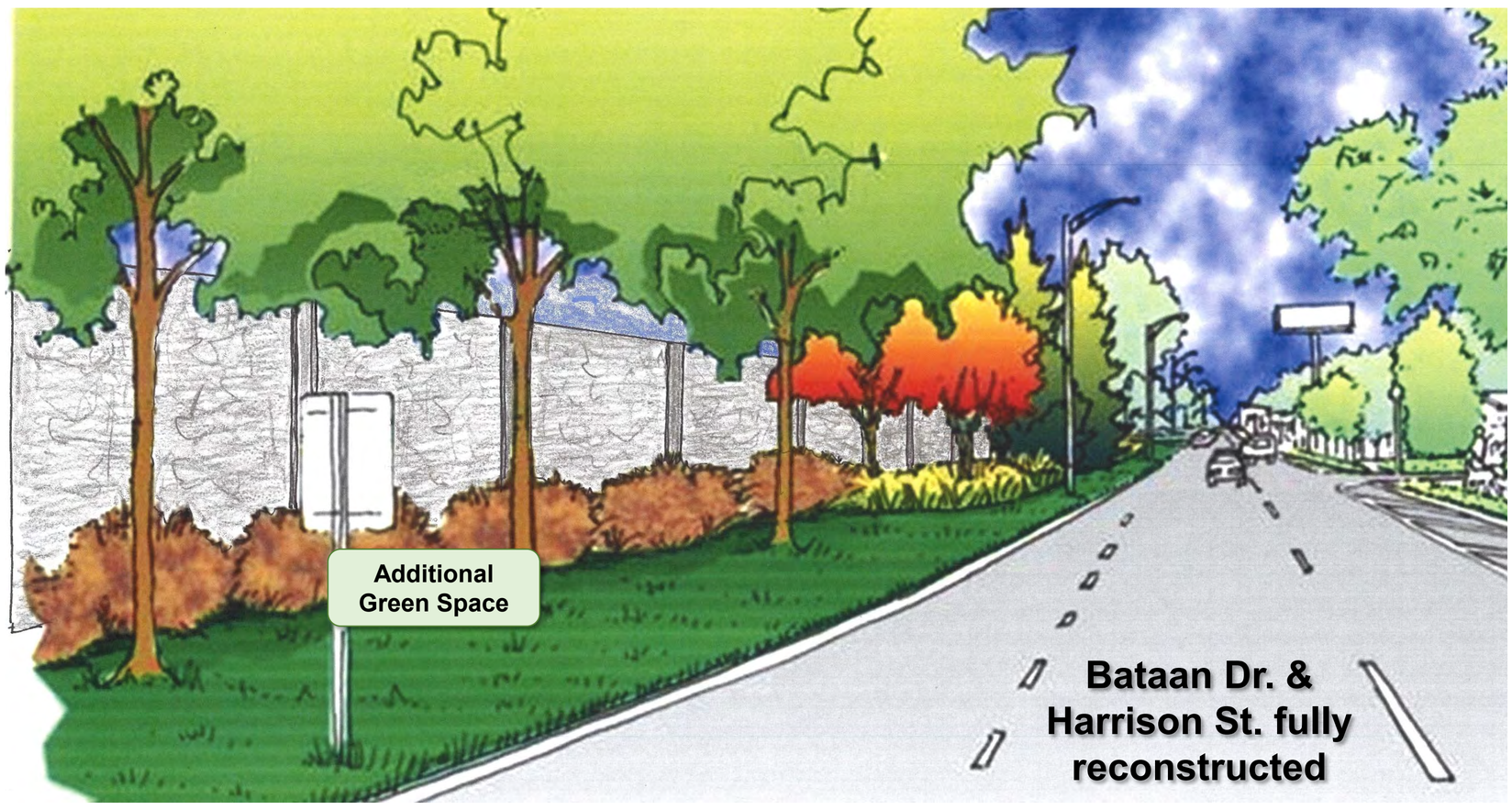
1st Ave. to 25th Ave. Improvements
PROPOSED COMMON FEATURES

Spring 2016

The following improvements will be included as part of a consensus plan for I-290 reconstruction. A consensus plan must address a combination of factors, including community concerns, engineering, and the environment.

Bataan Dr. & Harrison St. Reconstruction

- Bataan Drive and Harrison Street will be completely reconstructed between 1st Avenue and 25th Avenue
- Additional greenspace will be provided between the expressway and frontage roads in some areas

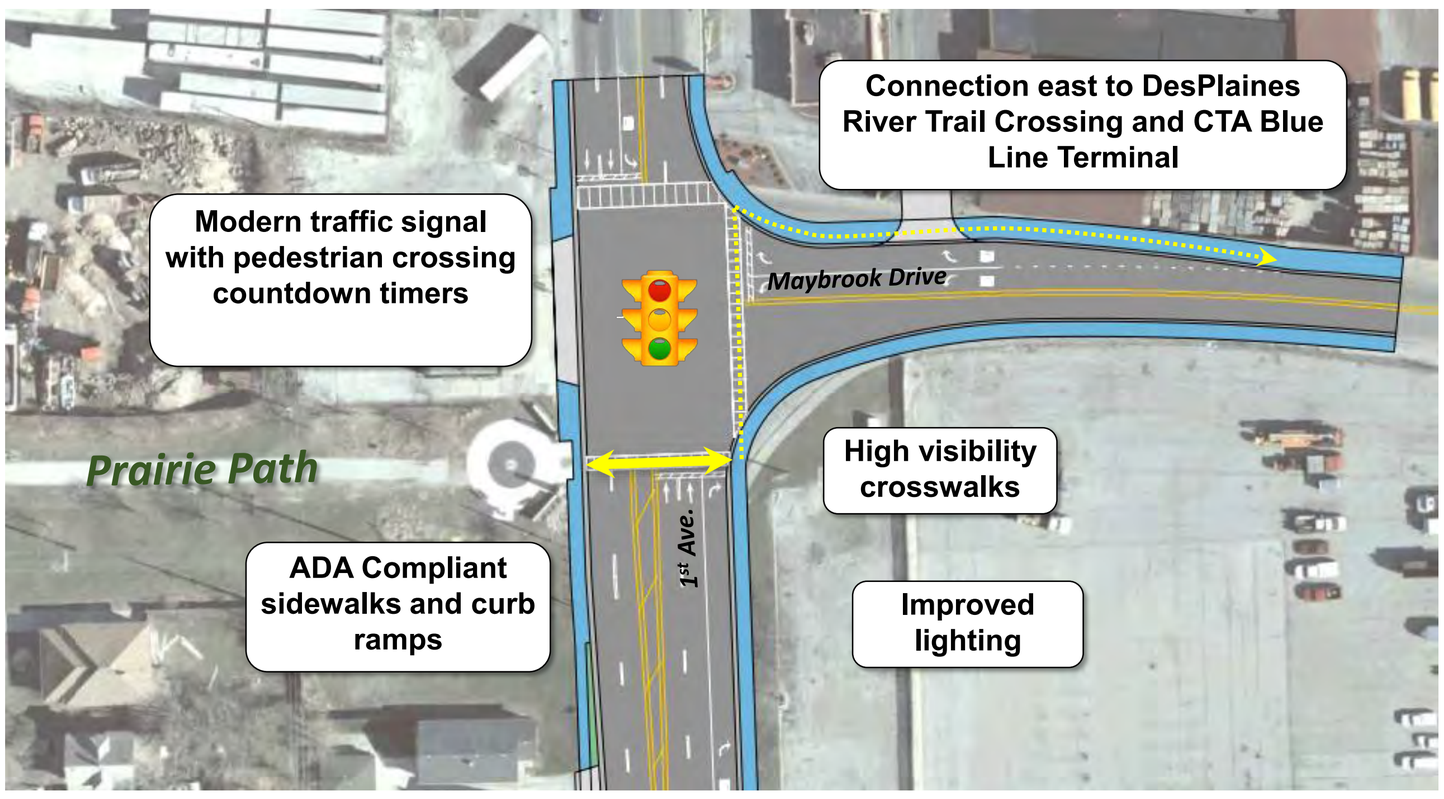


Cross Road Bridge Improvements: 17th Ave, 9th Ave, 5th Ave

Existing local bridges over I-290 will be replaced and include wider sidewalks

Safer Prairie Path Crossing @ 1st Avenue

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



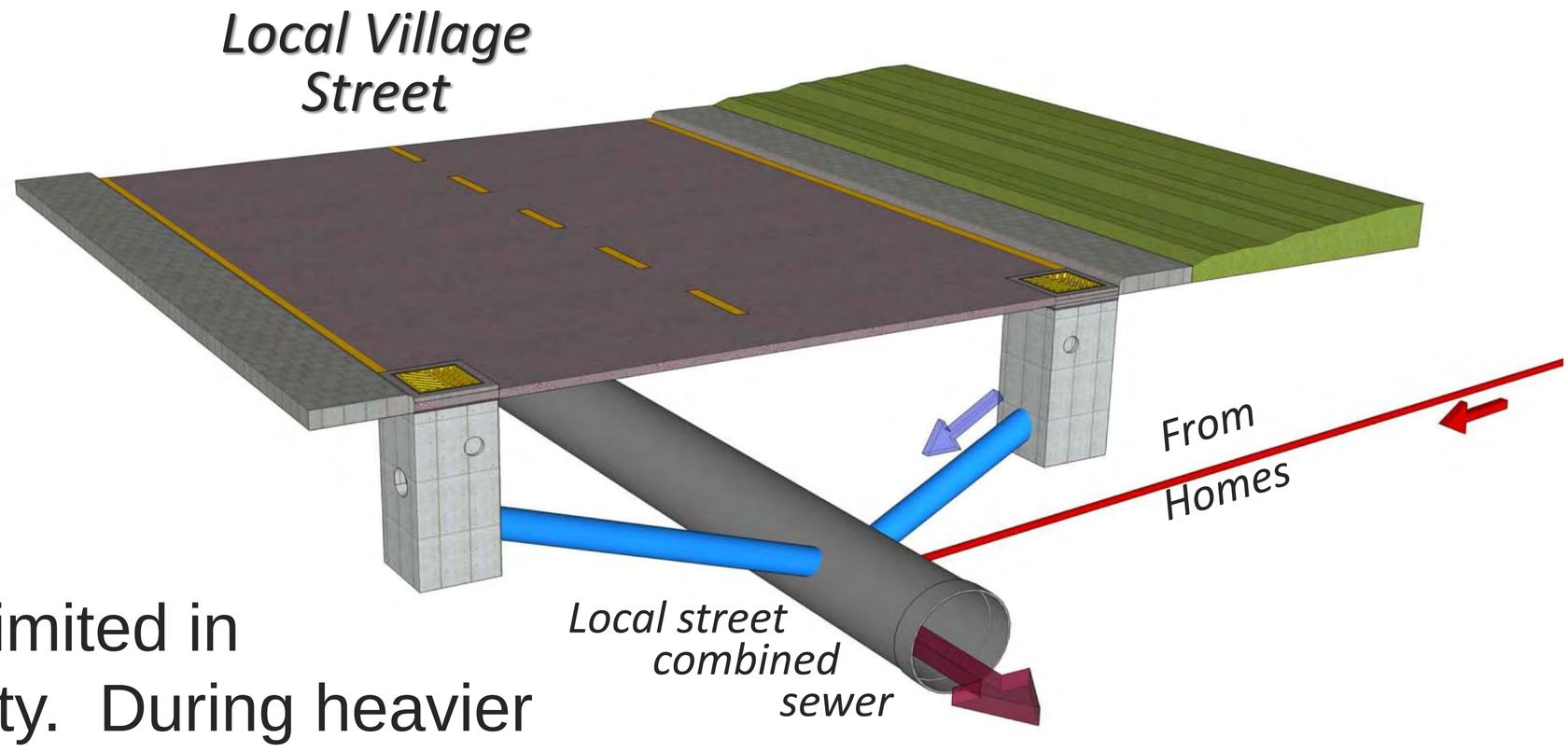
Drainage Improvements (see accompanying boards)

1st Ave. to 25th Ave. Improvements
Existing Drainage Conditions

Spring 2016

Village Combined Sewer System

- The Village of Maywood has a combined sewer system. Both storm water & waste water are collected in the same pipe.

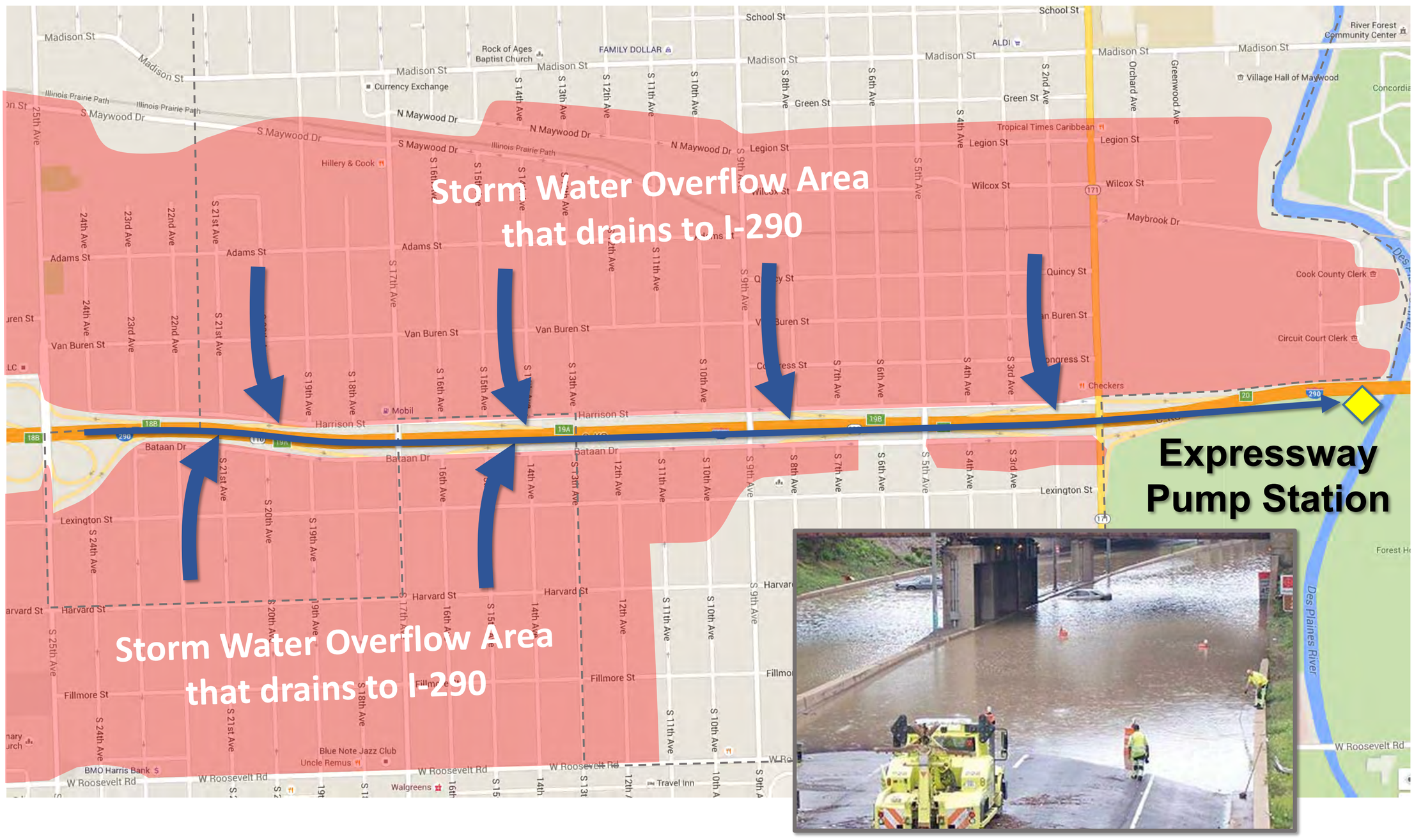


Combined Village storm & waste water flows to the Metropolitan Water Reclamation District's (MWRD) sewer system.

- The Village sewers are limited in their conveyance capacity. During heavier intensity storm events, the runoff can flood the local Village streets and affect basements. Additionally, it also can add to the flooding that occurs to I-290.

Village Storm Water Overflow Area

- When the Maywood system is overwhelmed, water overflows to the Eisenhower Expressway, which is at a lower elevation than the Village.



- The Expressway drainage system is also undersized and floods, causing expressway closures during heavy rain storms
- When closed due to flooding, expressway traffic reroutes through the communities

1st Ave. to 25th Ave. Improvements
PROPOSED DRAINAGE IMPROVEMENTS

Spring 2016

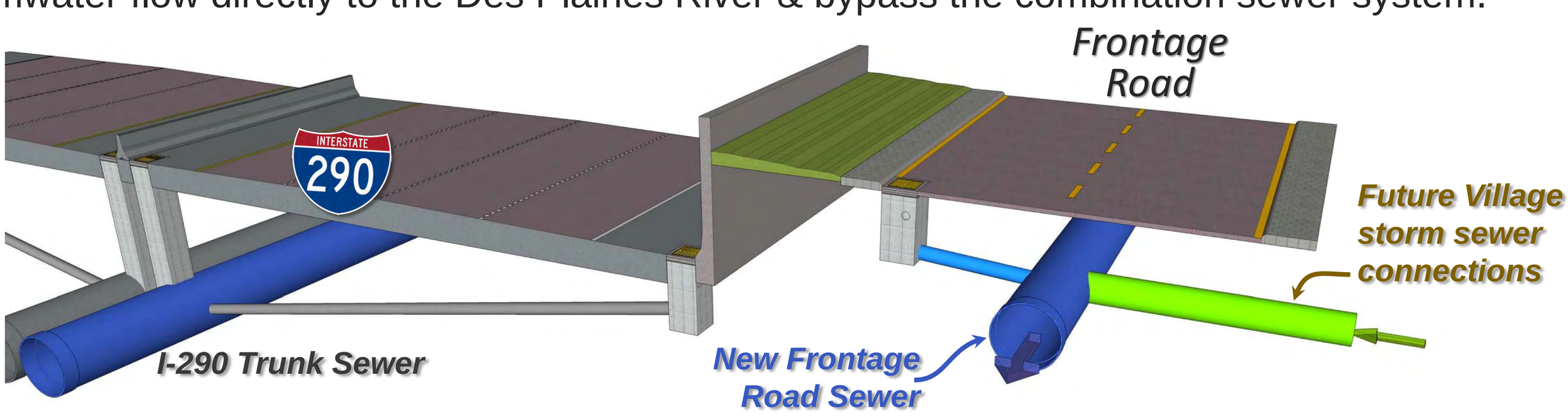
The following improvements will be included as part of a consensus plan for I-290 reconstruction. A consensus plan must address a combination of factors, including community concerns, engineering, and the environment.

Improved Expressway Drainage

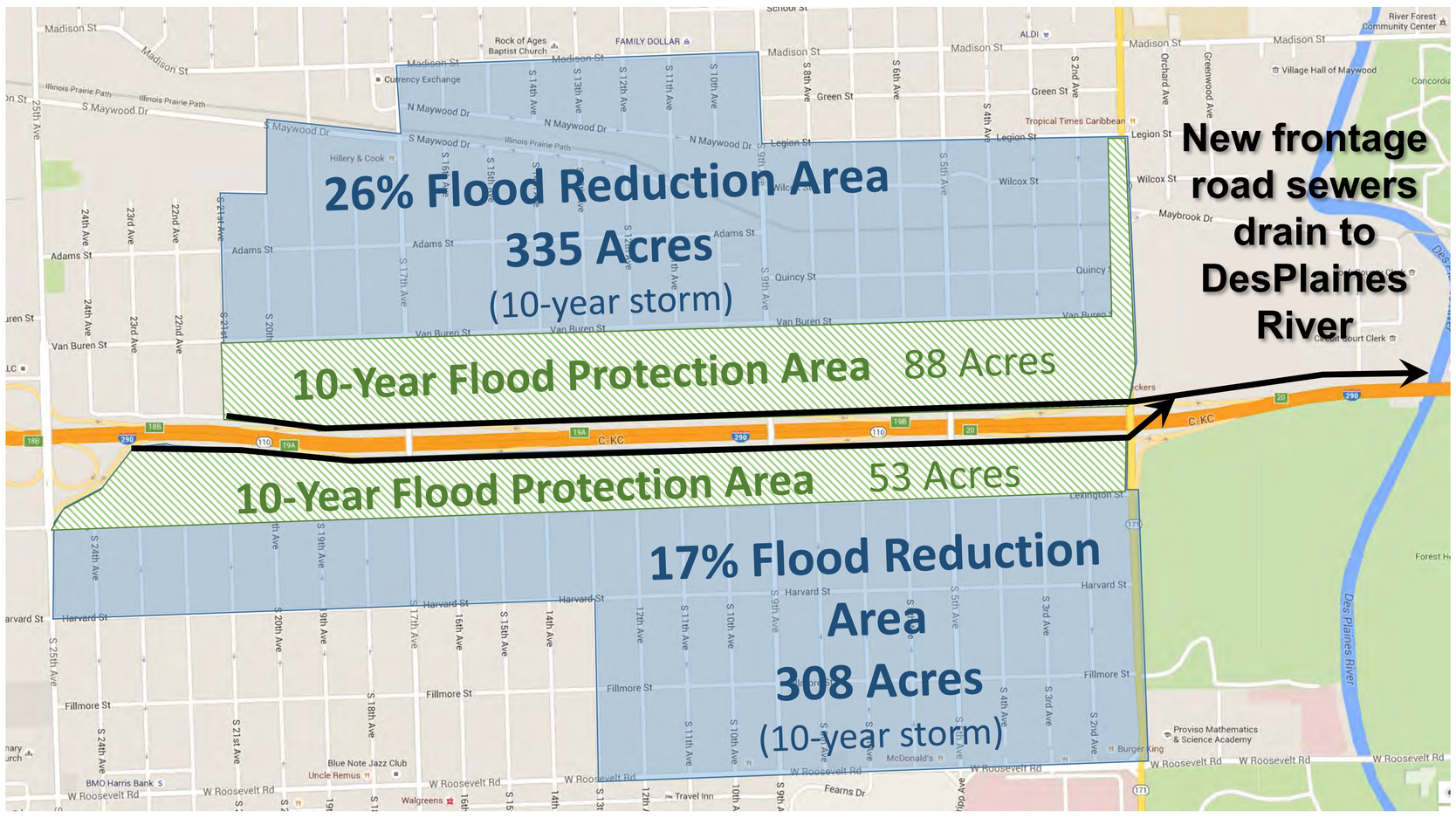
- As part of the reconstruction of I-290, the capacity of the highway drainage system will be increased, which will greatly reduce the occurrences of expressway flooding & expressway closures. Overflow from Maywood would continue to flow into the I-290 system.

Frontage Road & Local Drainage

- IDOT and MWRD have collaborated to develop a drainage system plan that will improve the expressway & frontage road drainage system, while also providing a benefit to the Village of Maywood. This will be a joint effort between IDOT, MWRD and the Village of Maywood
- Large storm sewer pipes will be constructed under Harrison St. & Bataan Dr. to let stormwater flow directly to the Des Plaines River & bypass the combination sewer system.



- The Village will be able to extend storm sewers on the intersecting side streets, allowing for reduction of runoff within the combined sewer system. The diversion of these flows will mitigate the occurrence of street and basement flooding in the area.
- This will greatly reduce flooding over 141 acres of local property & reduce the amount of storm water in the combination sewer system by 17% to 26% for an additional 643 acres, which increases its level of service.



1st Ave. to 25th Ave. Improvements
ALTERNATIVES EVALUATION

Alternative Recommendation

Alternative 6 is recommended

BENEFITS COMPARISON

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

- ✔ **Alternative 6** provides 10% better travel flow on I-290
- ✔ **Alternative 6** provides 31% better travel flow on 1st Ave.
- ✔ **Alternative 6** provides 26% less vehicle stacking on 1st Ave.
- ✔ **Alternative 6** accommodates the predominant travel patterns to & from commercial areas in Maywood
- ✔ **Alternative 6** has fewer pedestrian crossing points

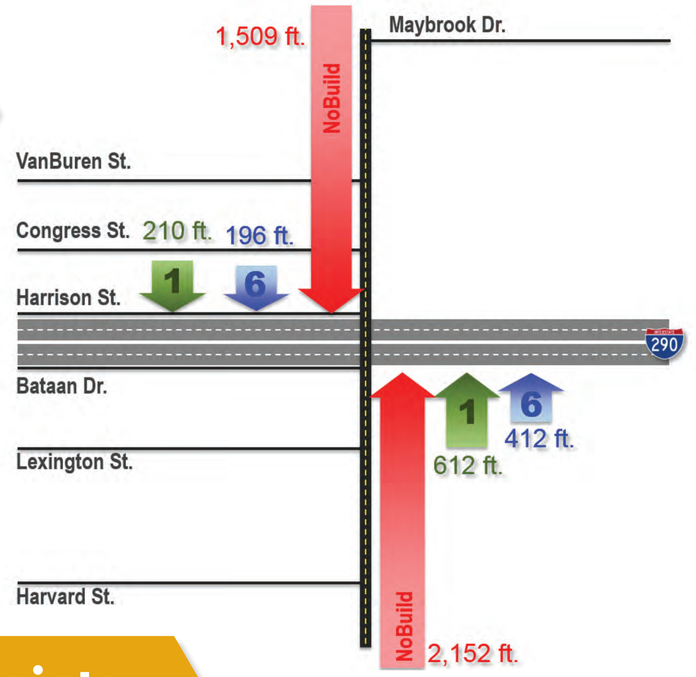
Eisenhower expressway

Vehicle Stacking at 1st Avenue

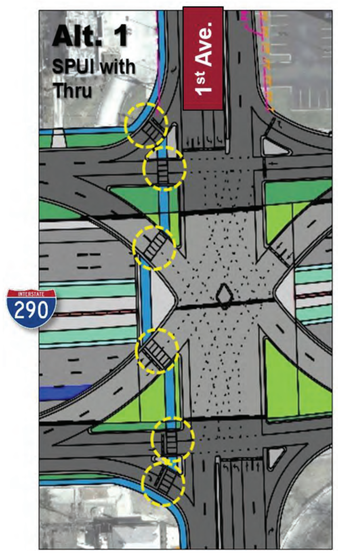
Average of AM & PM peak period traffic stacking

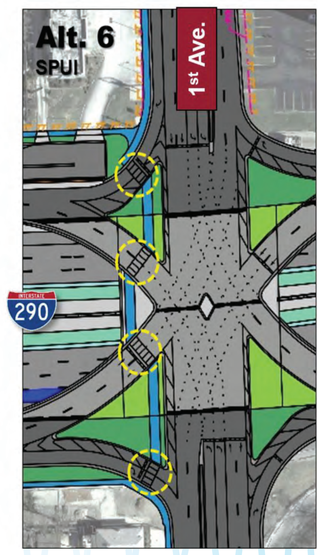
Alt 1 Alt 6

✔ **Alternative 6** provides ***26%*** less vehicle stacking



Number of pedestrian crossing points





Alternative 1 has ***six*** pedestrian crossing points

✔ **Alternative 6** has ***four*** pedestrian crossing points