Eisenhower expressway

Illinois Department of Transportation

Village of Maywood I-290 Advisory Working Group Meeting #3

April 21, 2016

Agenda

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- Introductions
- Summary of alternatives analysis findings
- Overall project benefits
- Next Steps

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Alternatives Analysis Findings

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Alternatives Analysis Findings

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Keeping all ramps open is a viable solution

Pending final Federal Highway Administration Approval

- 2 top performing alternatives – 1 & 6
  - Both alternatives retain all existing ramps
  - Alternative 6 is variation of Alternative 1
    - Alt 6 best performing overall
    - Alt 6 – without frontage road connections at 1st Avenue
      - Improves traffic flow along 1st Avenue
      - Frontage road – 10% local trips / 90% non-local trips

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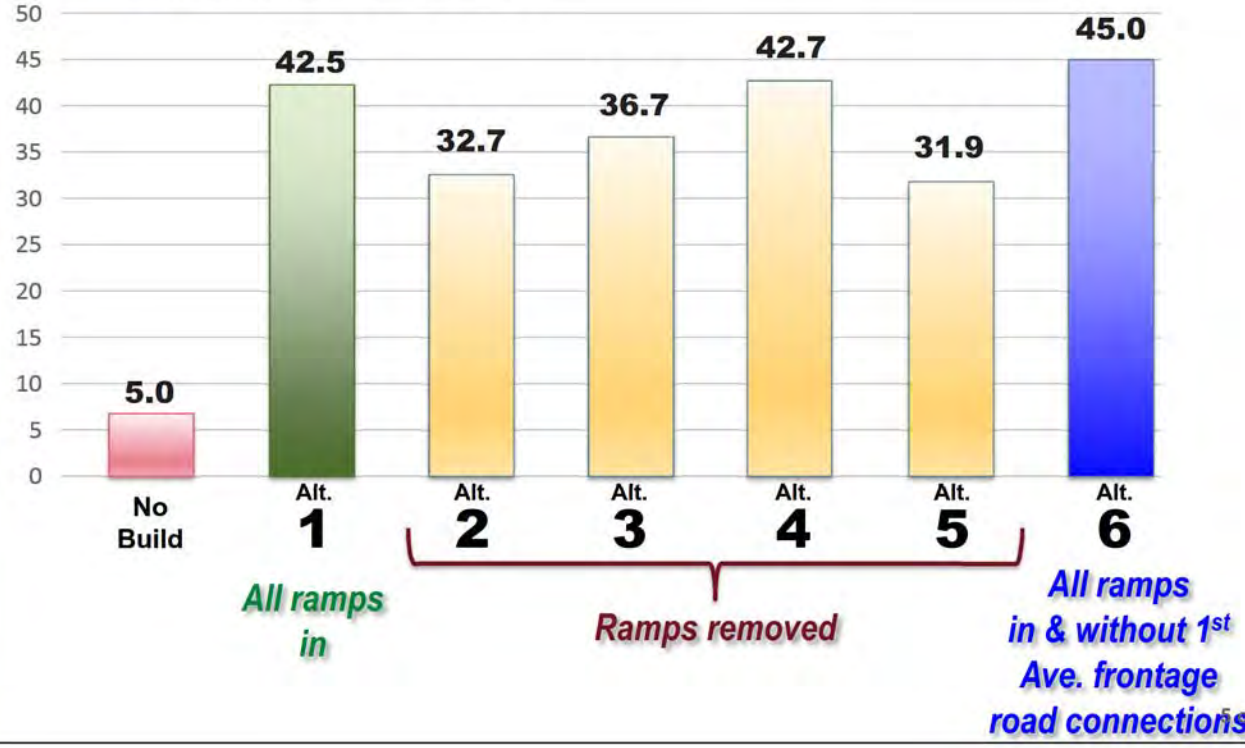
Technical Analysis Overview

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



Technical Analysis Overview

- Safety, traffic, & travel related factors
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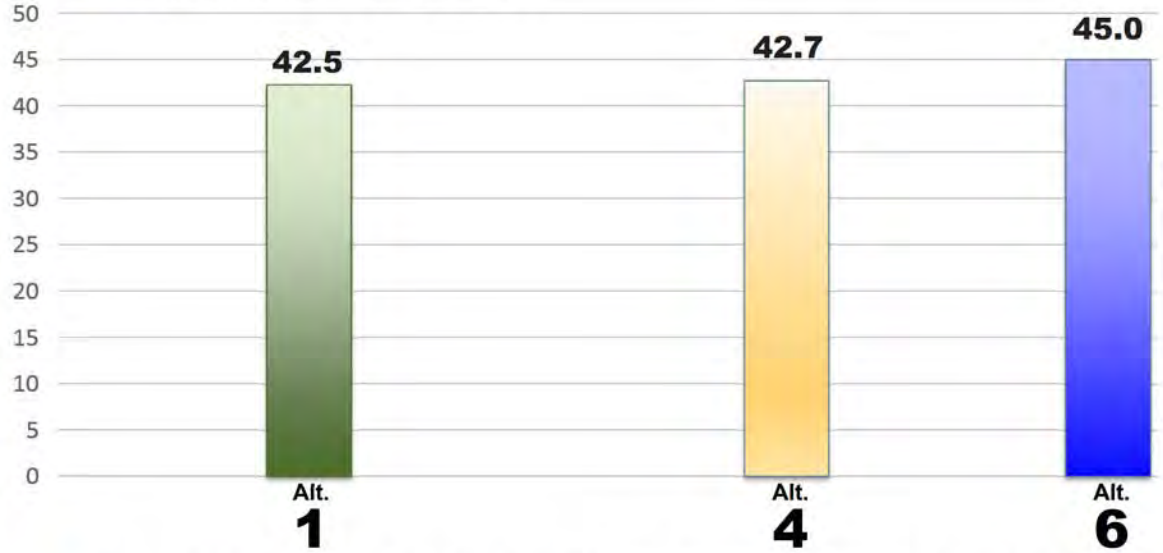
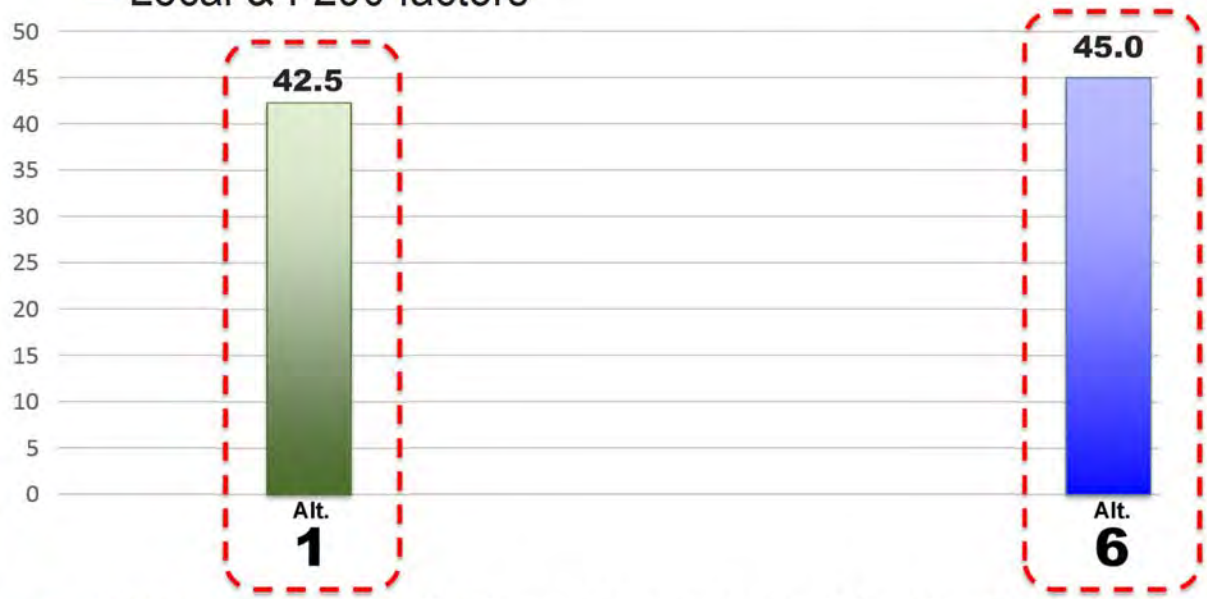


- Alternatives **1** & **4** have similar overall performance
- Alternatives **1** & **6** address community context

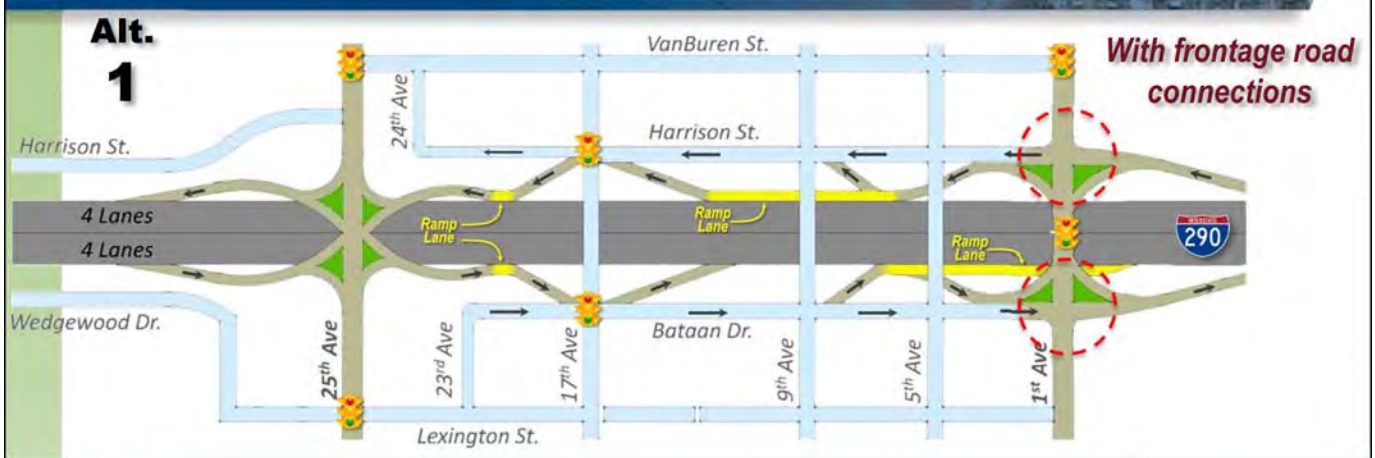
Technical Analysis Overview

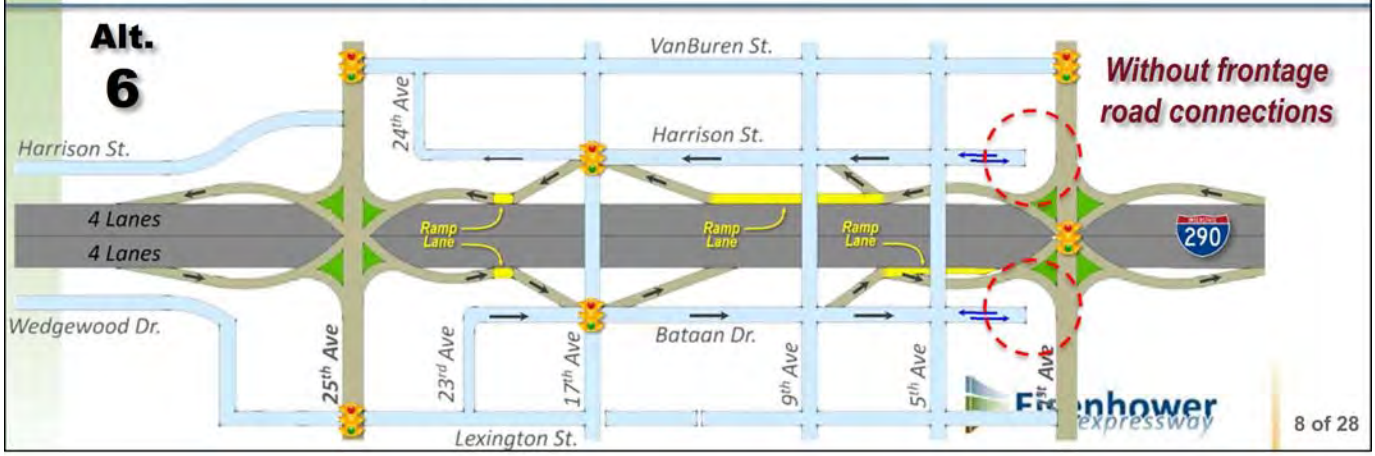
- Safety, traffic, & travel related factors
  - Local & I-290 factors



- Alternatives **1** & **6** recommended for further discussion

Alternative 1 & 6 – *All ramps open*





Local Access Travel Patterns – INRIX Data

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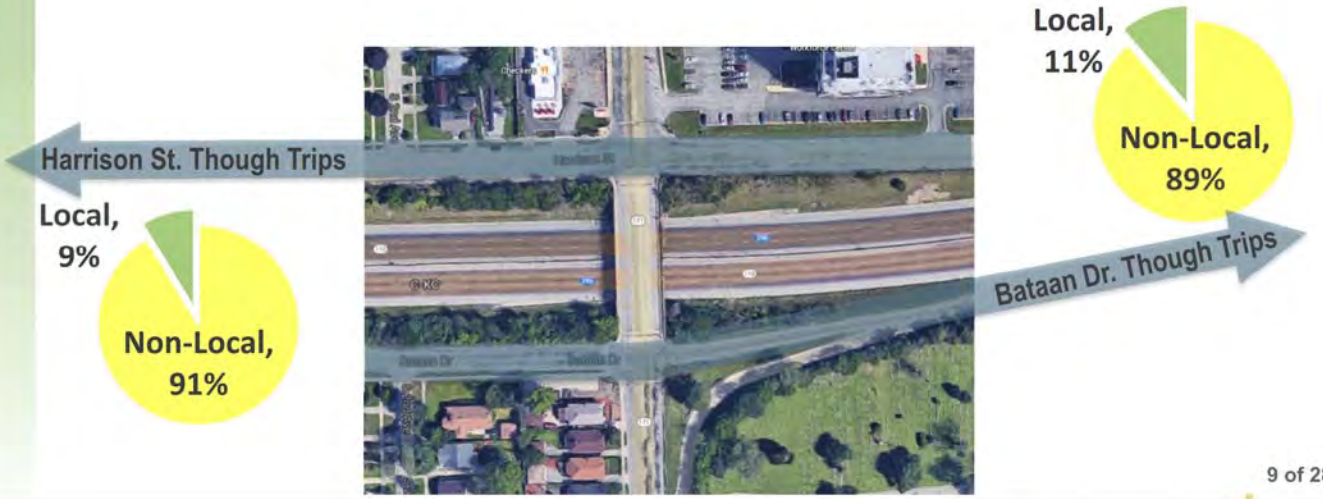
Local Maywood Trips – Ramp Access Distribution
(to/from I-290)

Via 25th Avenue	Via 17th Avenue	Via 9th Avenue	Via 1st Avenue
8%	40%	16%	36%



Alternatives 1 & 6 – 1st Avenue

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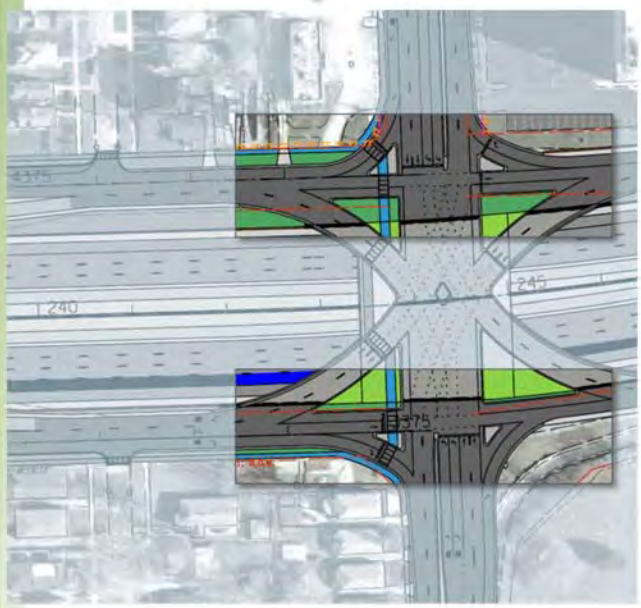
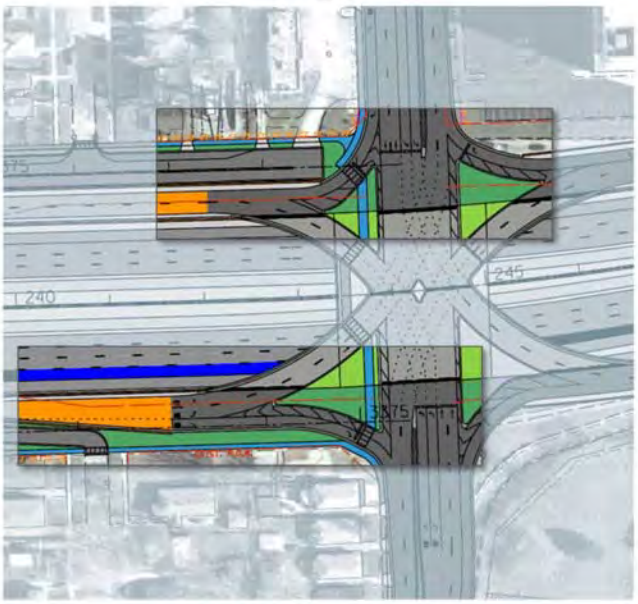
Alternative 1



With frontage road connections

Alternative 6



Without frontage road connections

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Alternatives 1 & 6 – Benefits Comparison

Overall Improvements compared to no-build

		Alternative 1		Alternative 6	
Travel Time Savings		45 minutes saved		46 minutes saved	
Local Arterial Traffic		-5% overall reduction		-5% overall reduction	
1st Avenue Traffic	Level of Service	C		B	
	Vehicle stacking	230 ft. southbound	752 ft. northbound	217 ft. southbound	525 ft. northbound
	Delay	63% reduction		74% reduction	

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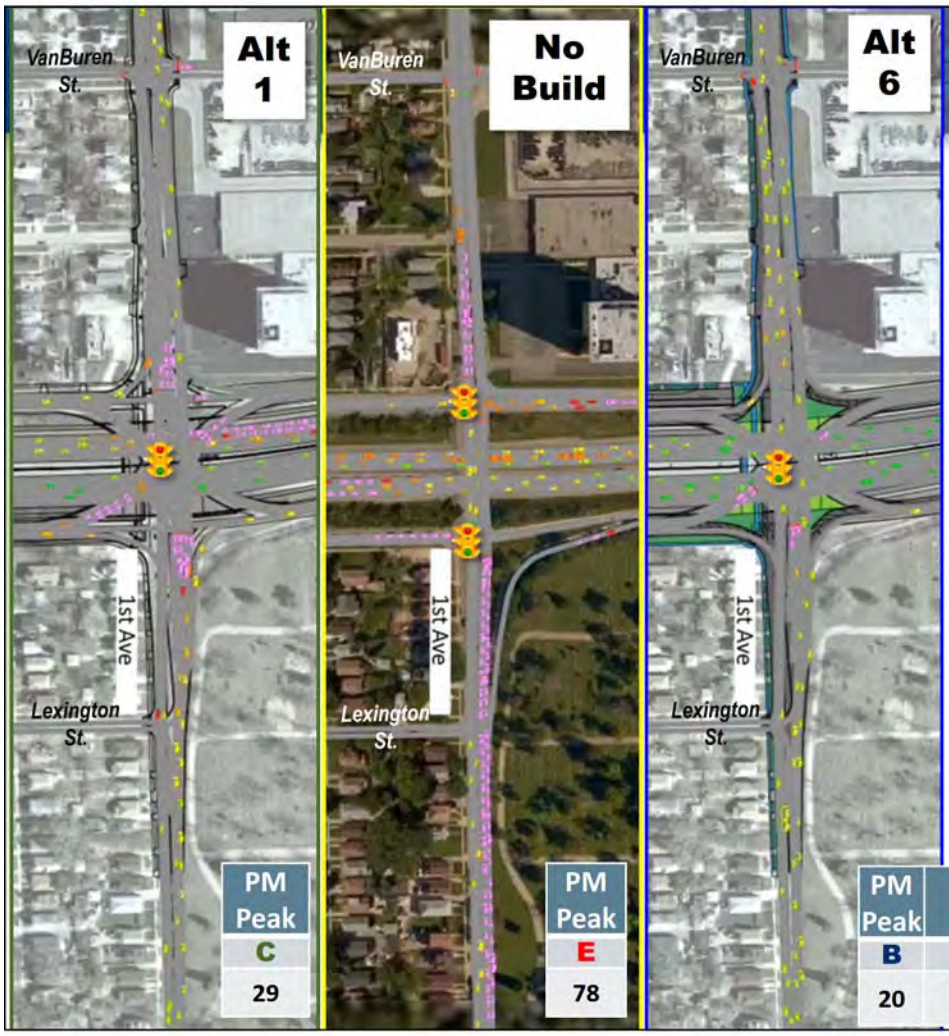


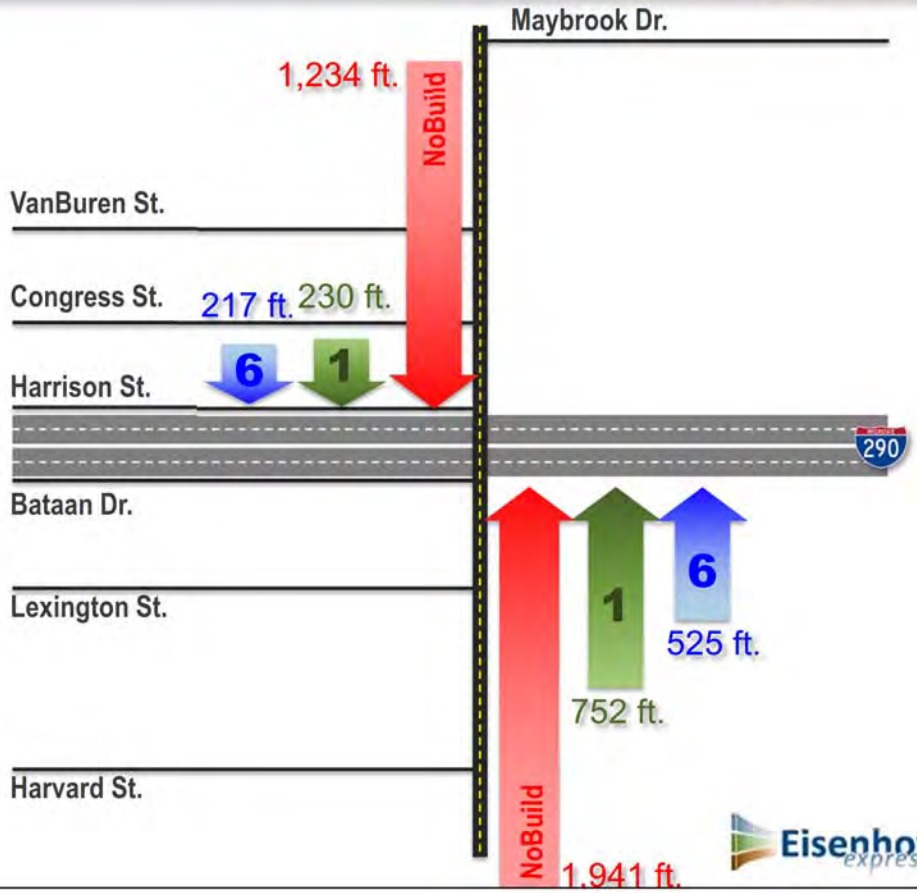
1st Ave. Operations

PM Peak Period

- Alt. 1 & 6 improve 1st Ave. traffic
  - Keeping existing ramps open eases traffic burden at 1st Avenue
- Alt. 6 has lowest delay & best Level of Service:
  - Fewer signal phases required
  - improved efficiency at 1st Ave.
  - 10% of trips using frontage roads to access expressway at 1st Avenue are local.

1st Avenue Queuing – Alternates 1 & 6

PM Peak Period



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Alternatives 1 & 6 – Benefits Comparison

Overall I-290 Improvements compared to no-build

	Alternative 1	Alternative 6
Safety Improvement (crash rate reduction)	**9%**	**9%**
Mainline Travel Speed Improvement	**123%**	**133%**

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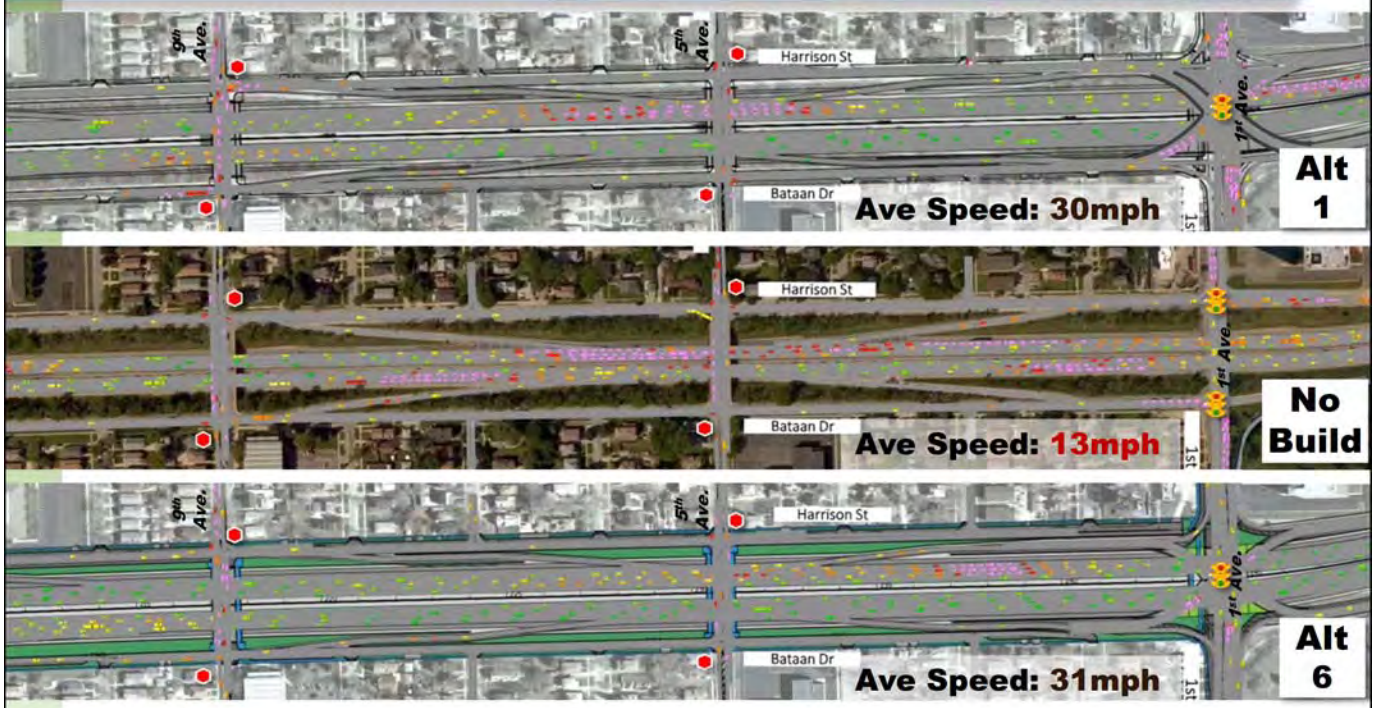
Mainline Operations – 9th to 1st Avenue

PM Peak Period



- Mainline travel speeds similar for all alternatives
- Alt 6 – longer ramp spacing results in higher average speeds

Alternatives Analysis – Next Steps

- Present at May 4th Town Hall Meeting
- Stakeholder Review & Comments – by May 20th
- Further discussion of options 1 & 6 – June 23rd AWG meeting

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Other Project Benefits

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Existing Drainage Conditions

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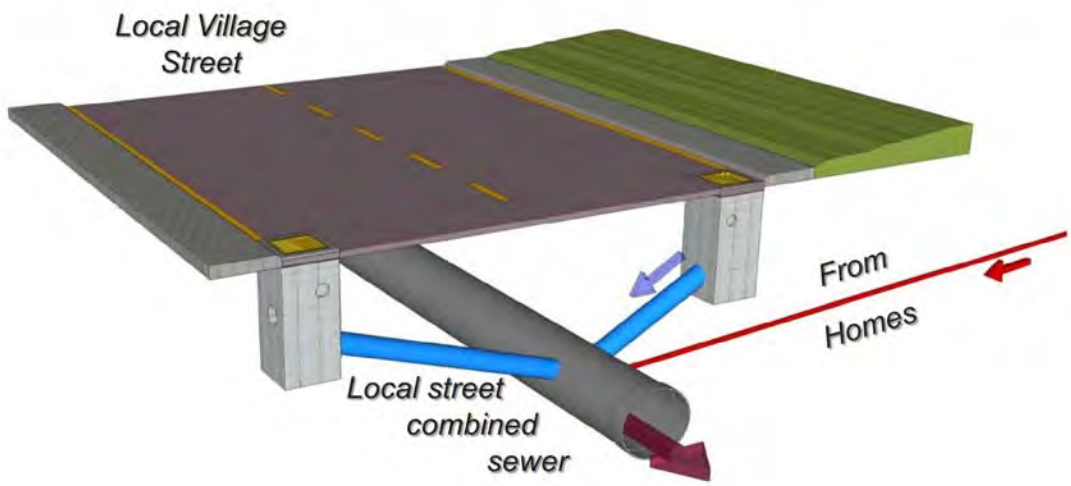
Village Combined Sewer System



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

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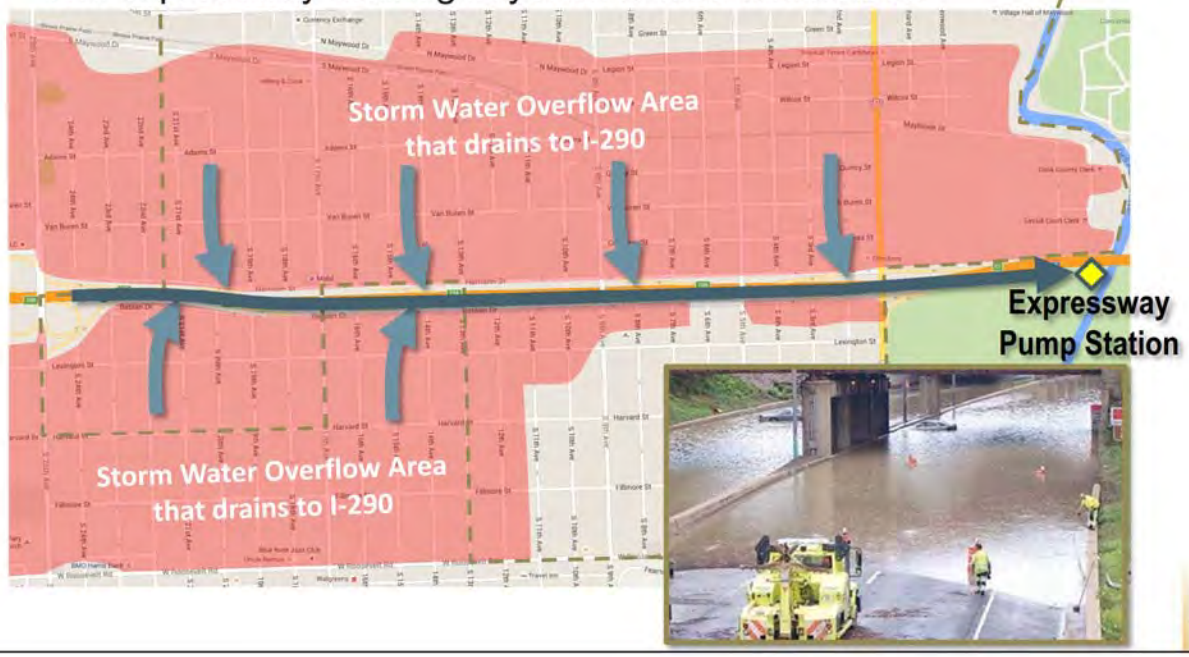
Existing Drainage Conditions

Village Storm Water Overflow Area

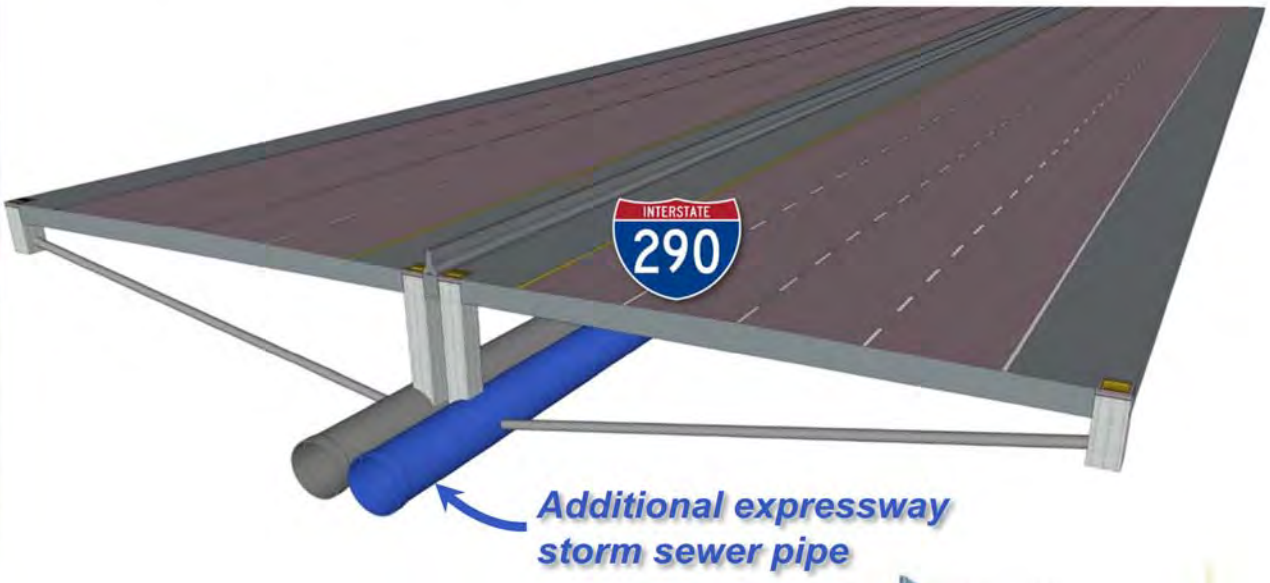
- When the Village system is overwhelmed, water overflows to the expressway
- The expressway drainage system is also undersized



Proposed Drainage Improvements

Improved Expressway Drainage

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



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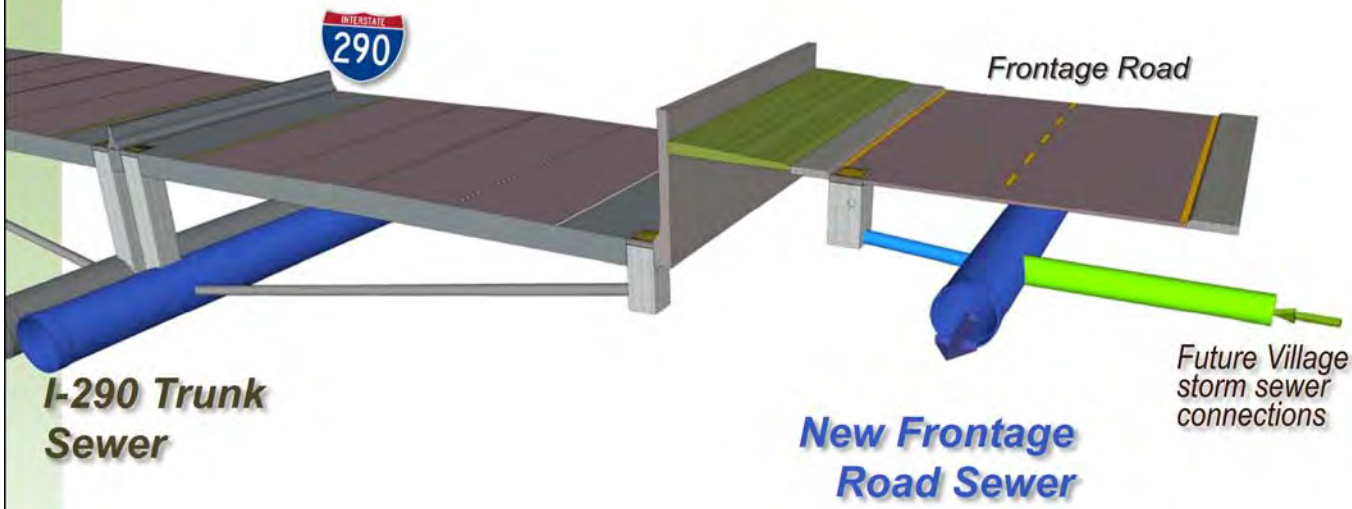
Proposed Drainage Improvements

Frontage Road & Local Drainage

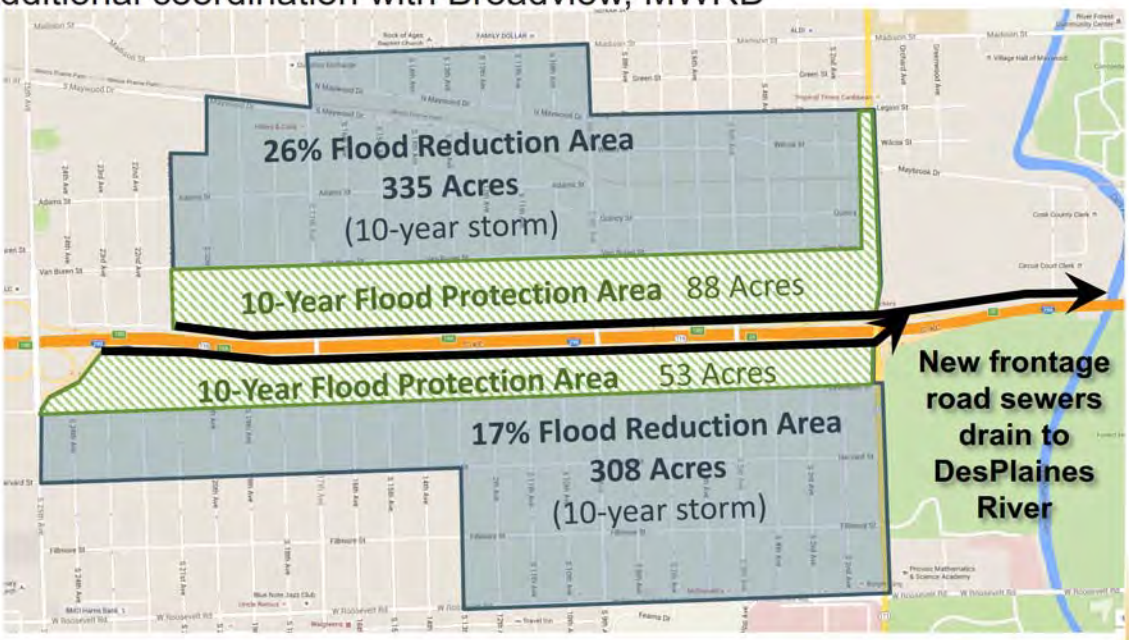
- The proposed I-290 drainage system offers an opportunity for improved Village drainage



Proposed Drainage Improvements

Improved Drainage Area

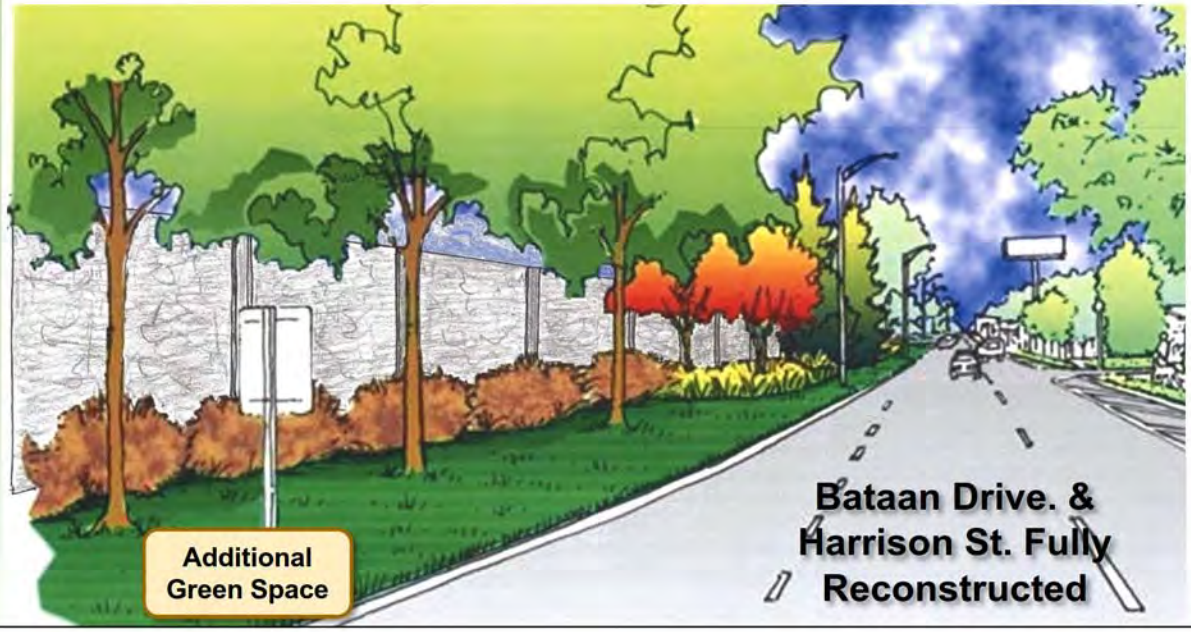
- Potential for reducing flooding in 141 acres of Village
- Secondary benefit for other areas
- Requires local sewer connections
- Additional coordination with Broadview, MWRD



Proposed Improvements

Bataan Drive & Harrison St. Reconstruction

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



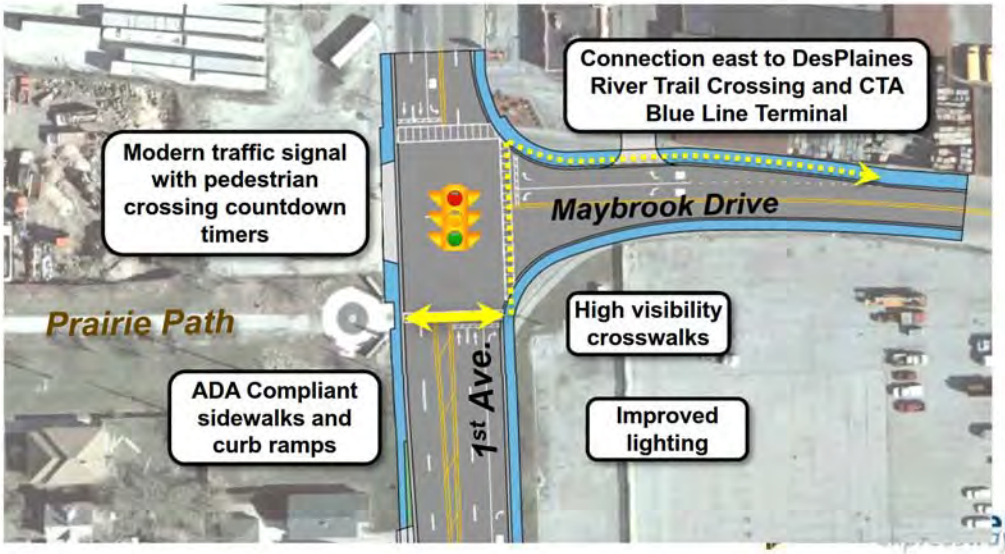
Proposed Improvements

Cross Road Bridge Improvements

- 17th Ave, 9th Ave, and 5th Ave bridges will be replaced and include wider sidewalks

Proposed Improvements

- *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



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Next Steps

NEXT STEPS

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- Town Hall Meeting – May 4th
  - Proviso Mathematics and Science Academy
- Stakeholder comments on Alternatives Analysis – by May 20th
- Next AWG meeting:

  Thursday, June 23, 2016

  6:00 PM – 8:00 PM

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Question & Answer

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