

Welcome

Maywood Town Hall Meeting

August 31, 2016



Purpose

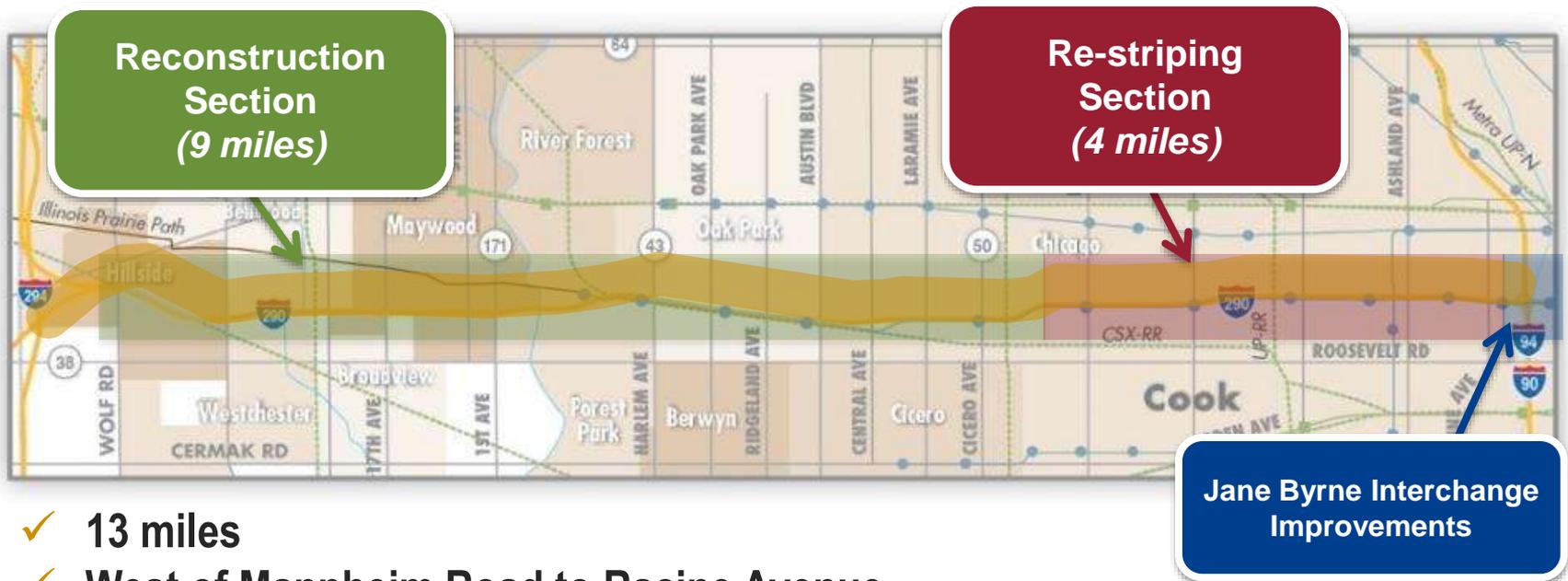


- ✓ **I-290 Study Overview**
- ✓ **Summary of Preferred Alternative**
- ✓ **Summary of Maywood Alternative #6
and Local Benefits**
- ✓ **Noise Analysis Process**
- ✓ **Maywood Noise Analysis Results**
- ✓ **Next Steps**

I-290 Study Overview

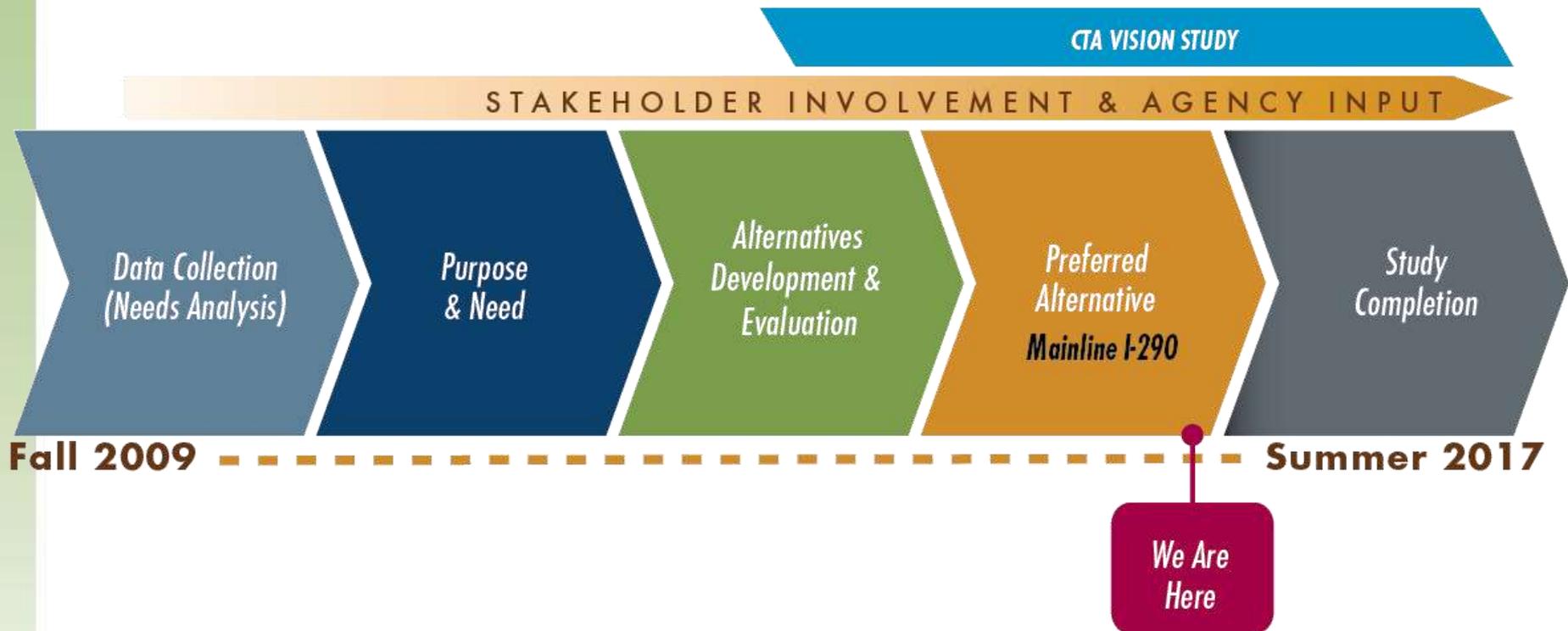


I-290 Study Area



- ✓ 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



Transportation Needs, Alternatives Summary



Alternatives development evaluation

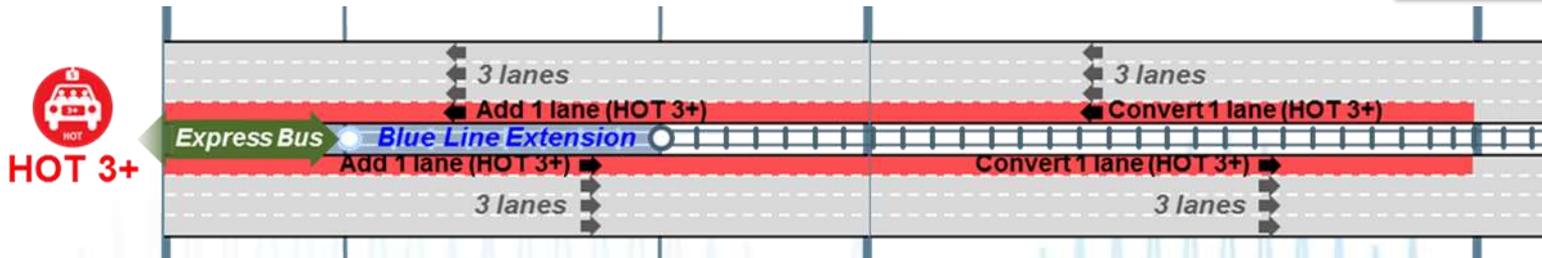
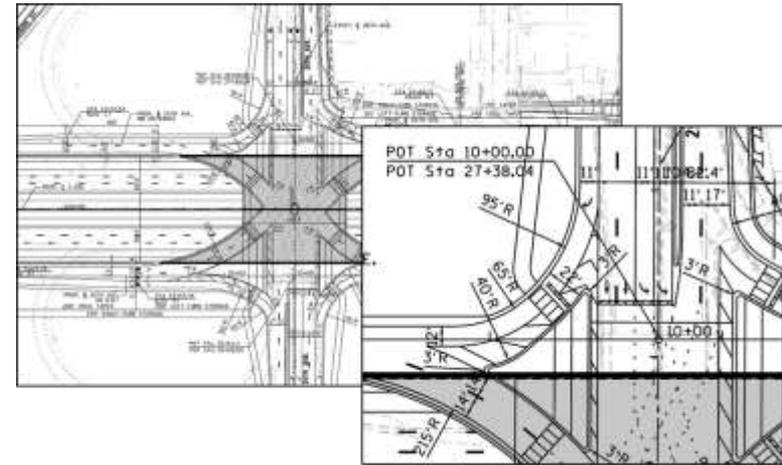
- Three evaluation rounds, CTA Blue Line Vision Study

Engineering considerations

- Evaluation rounds 1 and 2 – conceptual alternatives, travel model
- Evaluation round 3 – geometry

Environmental Considerations

- Communities are the environment



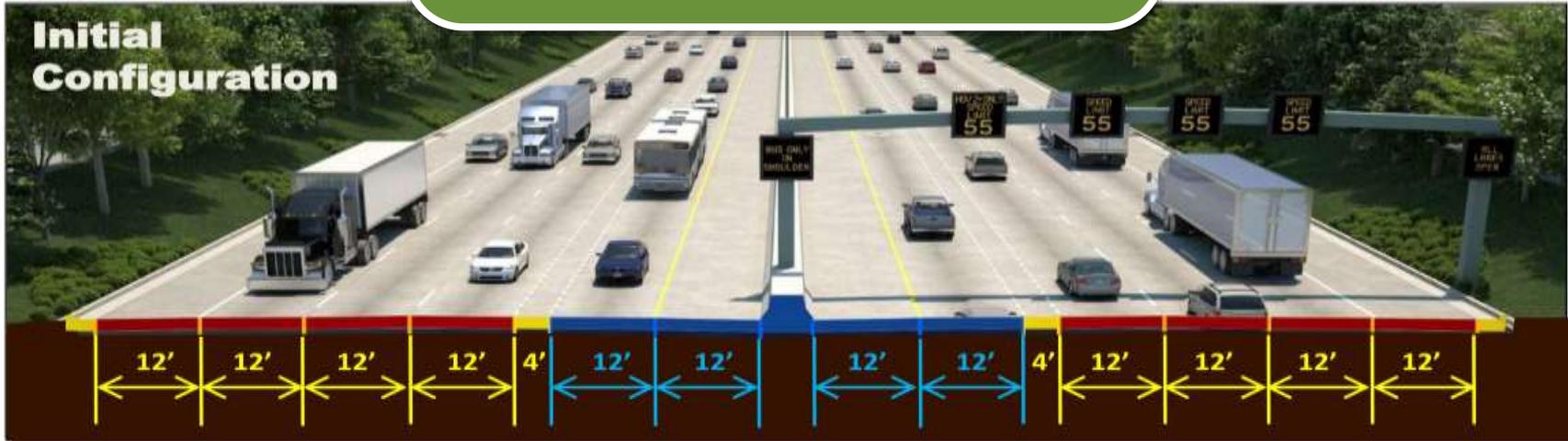
CTA Vision Study Recommendations



- **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 3rd 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)**

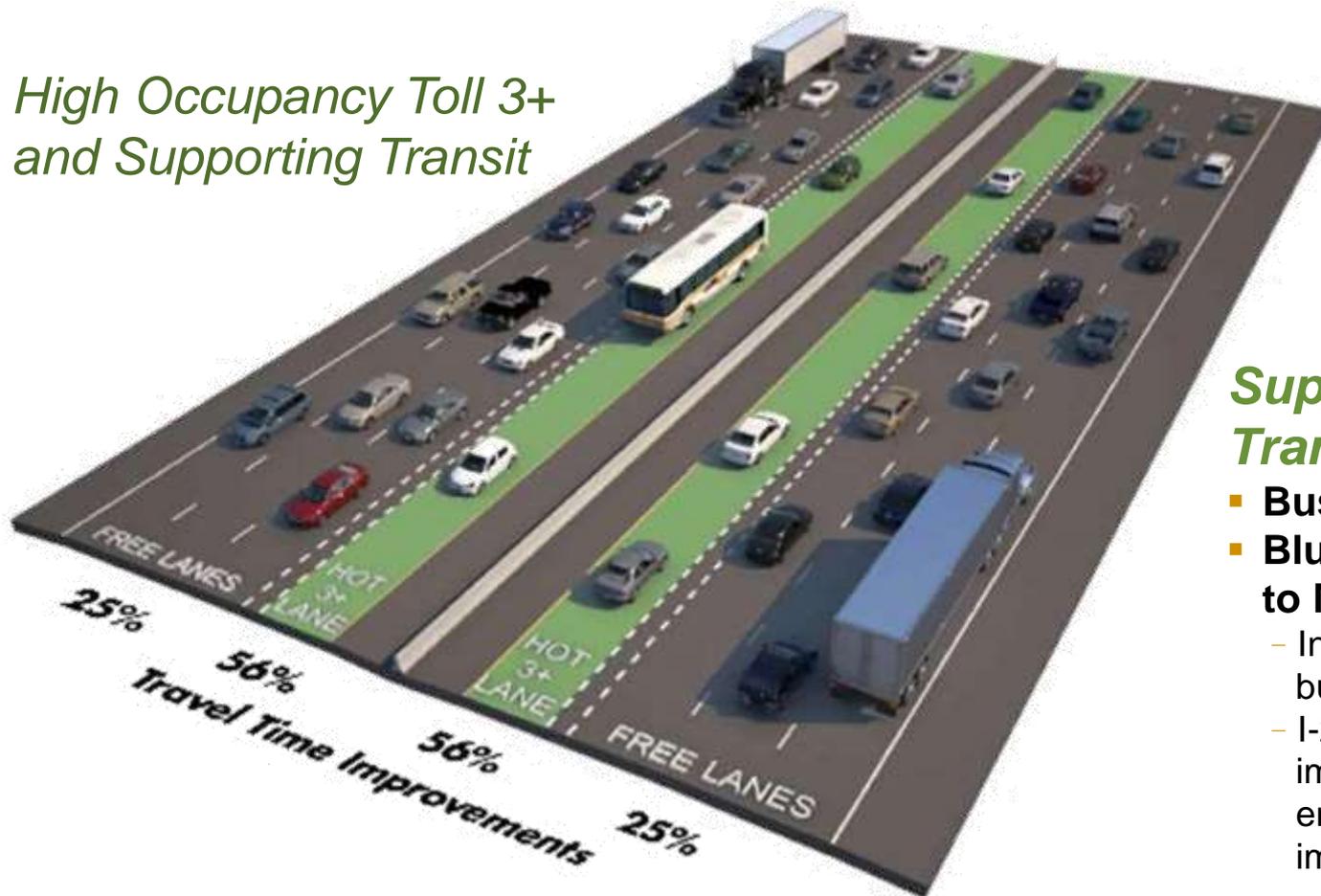


Convertible Transit Configuration



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:

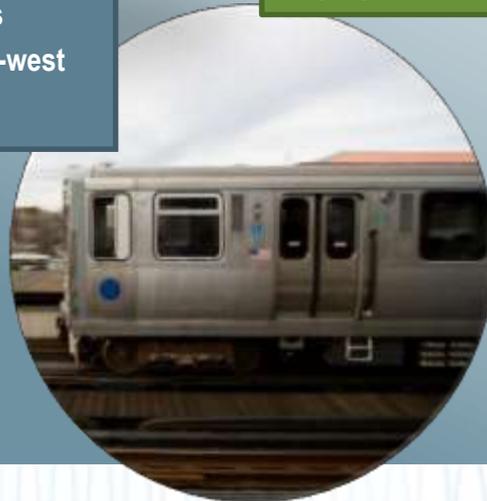
- Improved design for motorists, bicyclists, and pedestrians
- Wider sidewalks, new east-west and multi-use path

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



1st Avenue – 25th Avenue Re-Analysis and Preferred Option



1st Avenue – 25th Avenue Option #6 - Process

January
2016

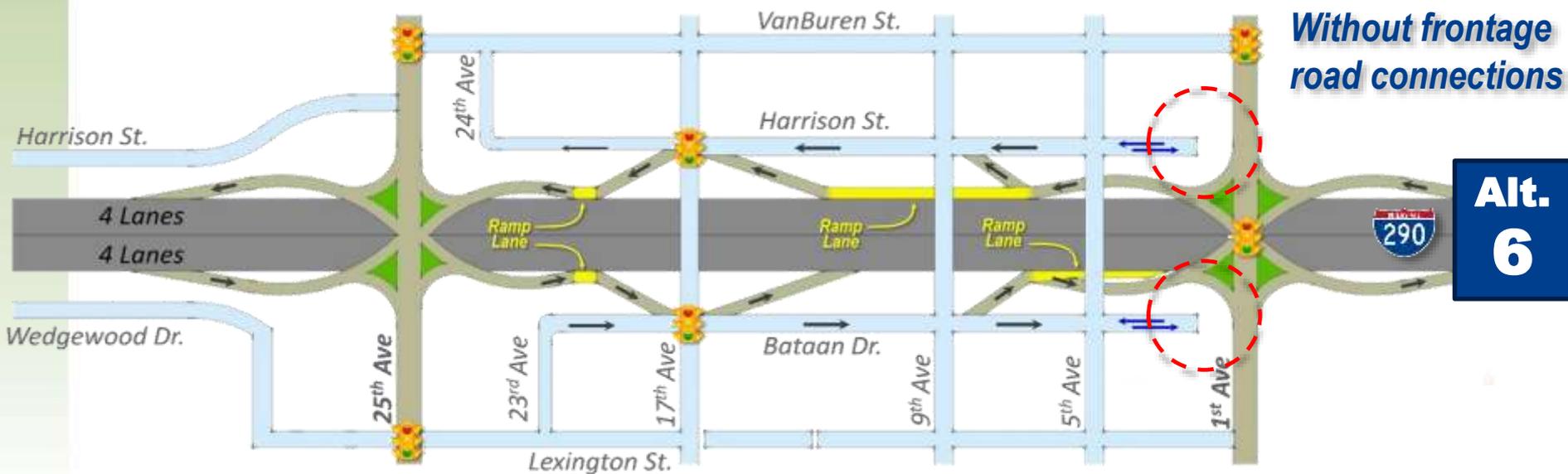
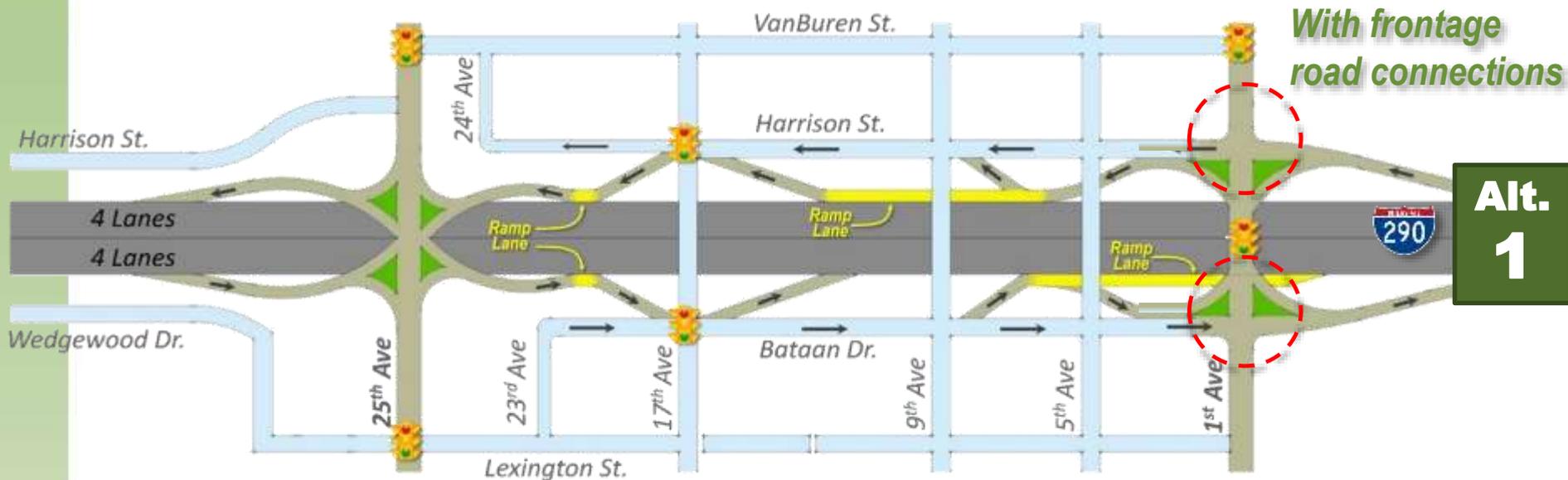
- Stakeholder Concerns
- Additional Data Collection
- Additional Detailed Analysis
- Six Alternatives Developed and Scored



August
2016

Alternative 6 Preferred Alternative

Alternatives 1 & 6 – All ramps open



Alternative 6 is preferred alternative:

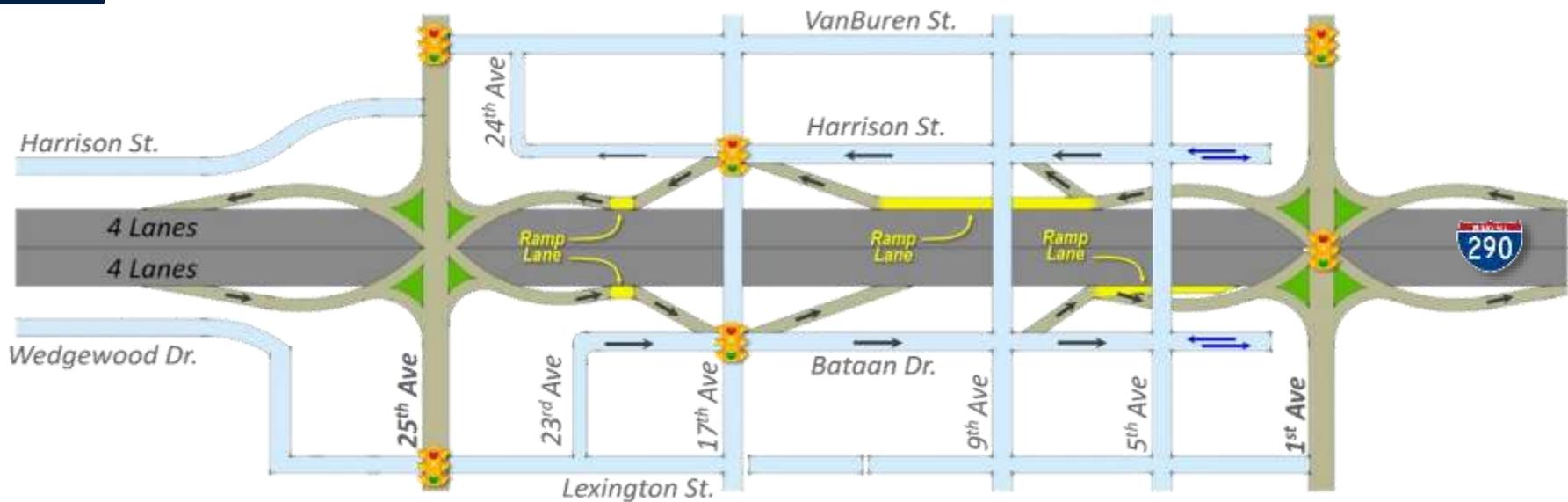
- ✓ Alternative 6 *eliminates cut through* opportunities
- ✓ Alternative 6 provides *greatest improvement* to 1st Avenue
- ✓ Alternative 6 has similar local traffic effects as Alternative 1
- ✓ Local access patterns not significantly changed

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

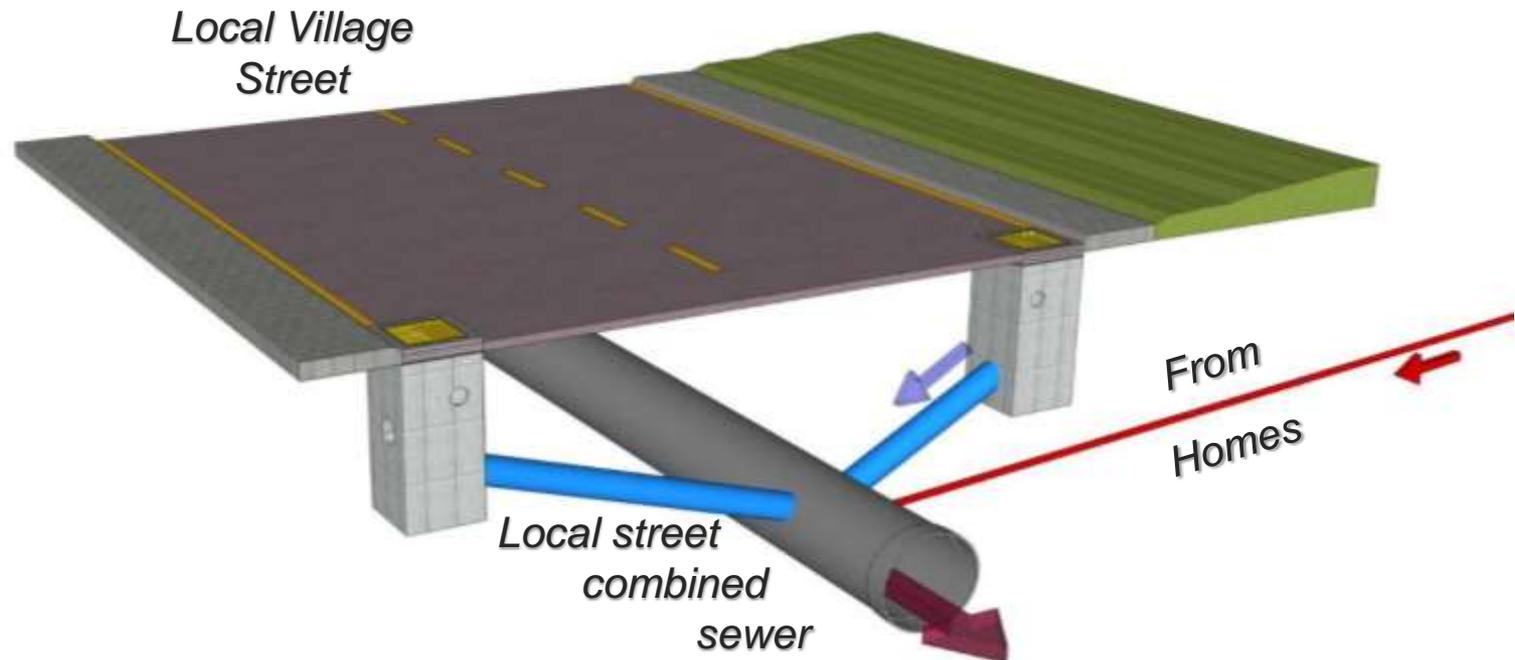
Alt.
6



Maywood Related Project Benefits



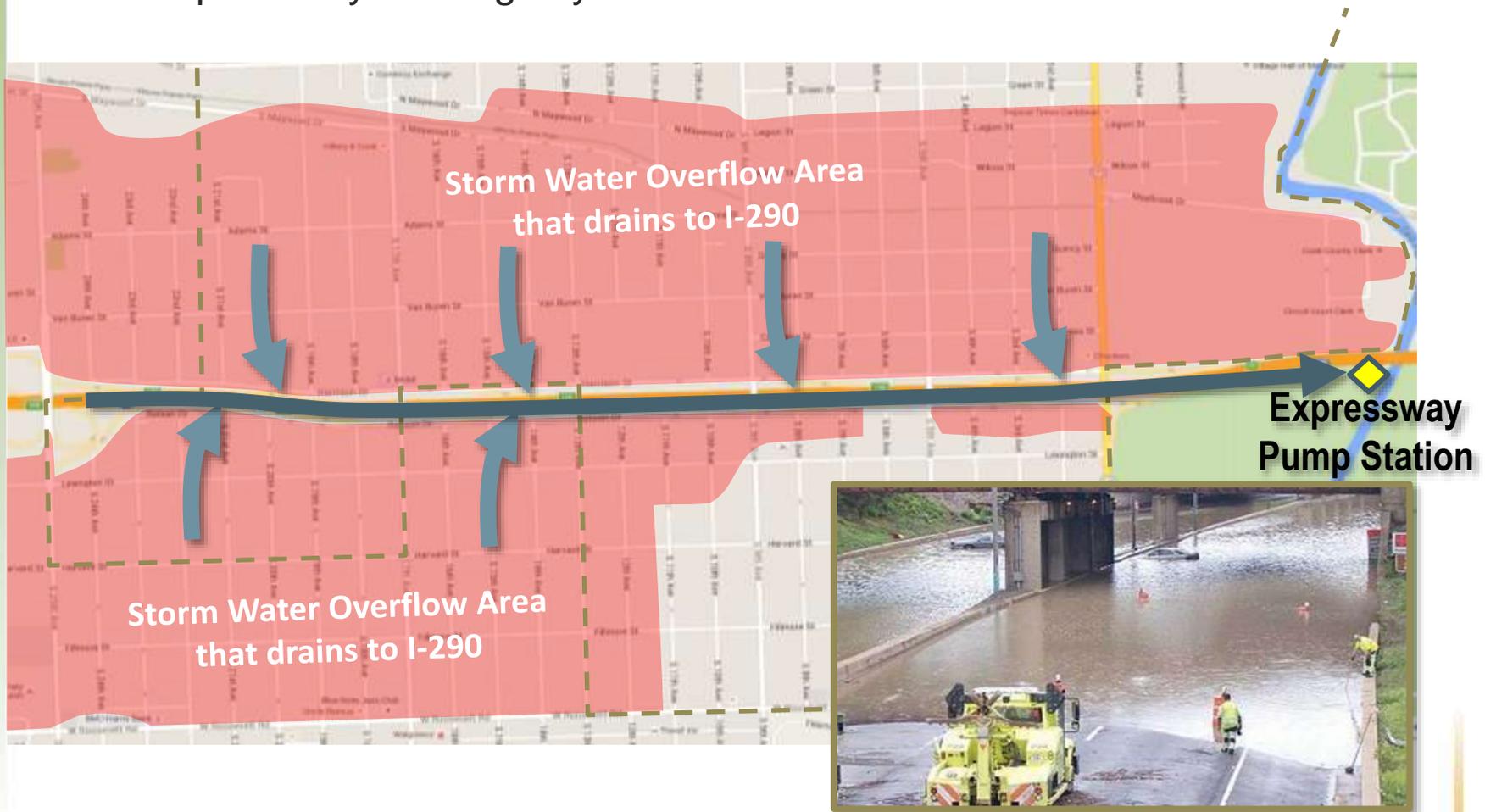
Village Combined Sewer System



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

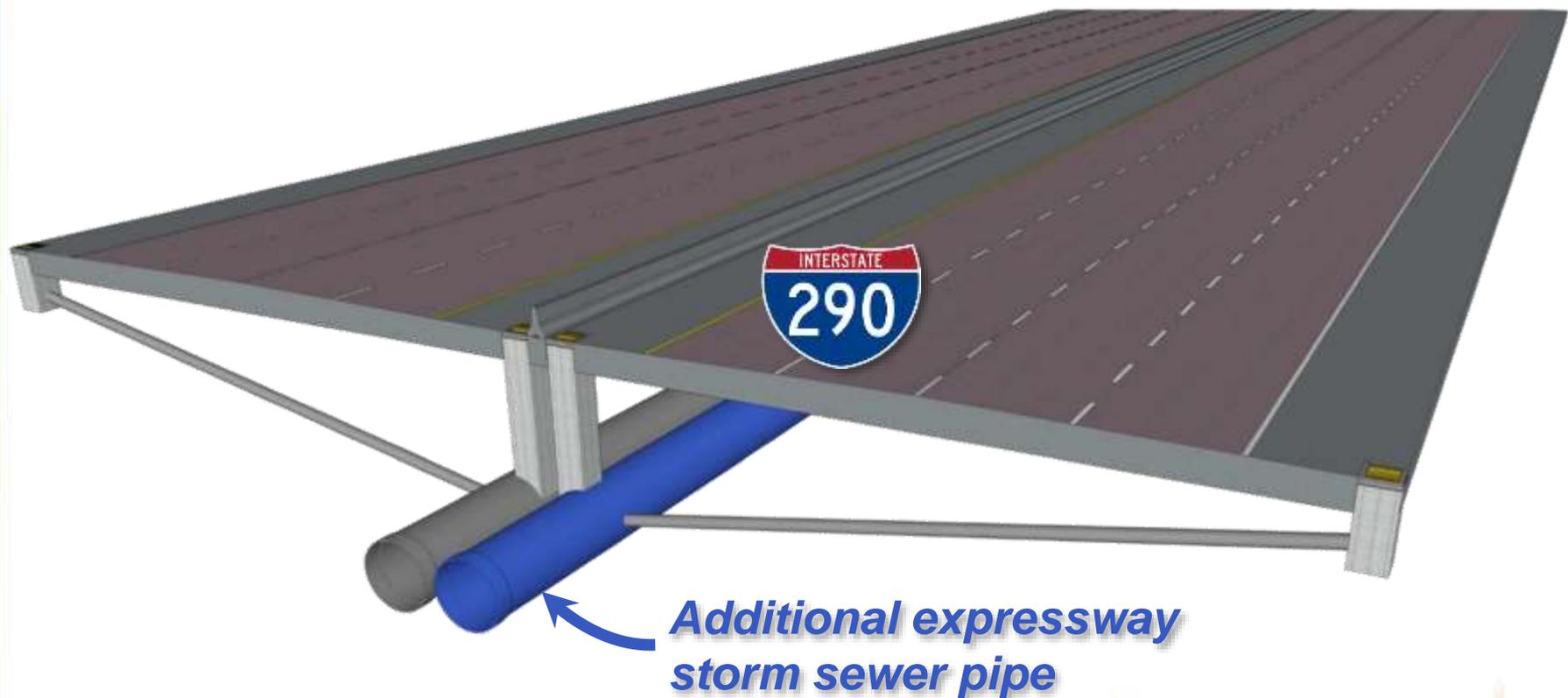
Village Storm Water Overflow Area

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



Improved Expressway Drainage

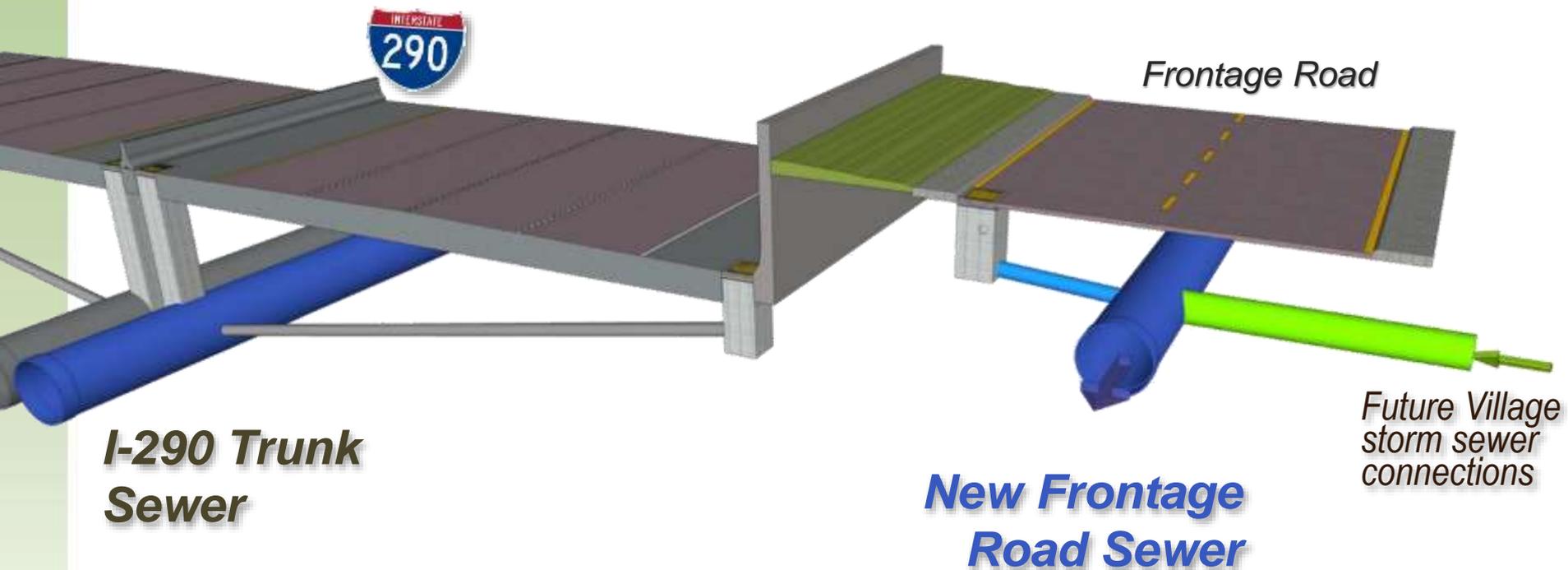
- The proposed I-290 drainage system will have increased capacity



Proposed Drainage Improvements

Frontage Road & Local Drainage

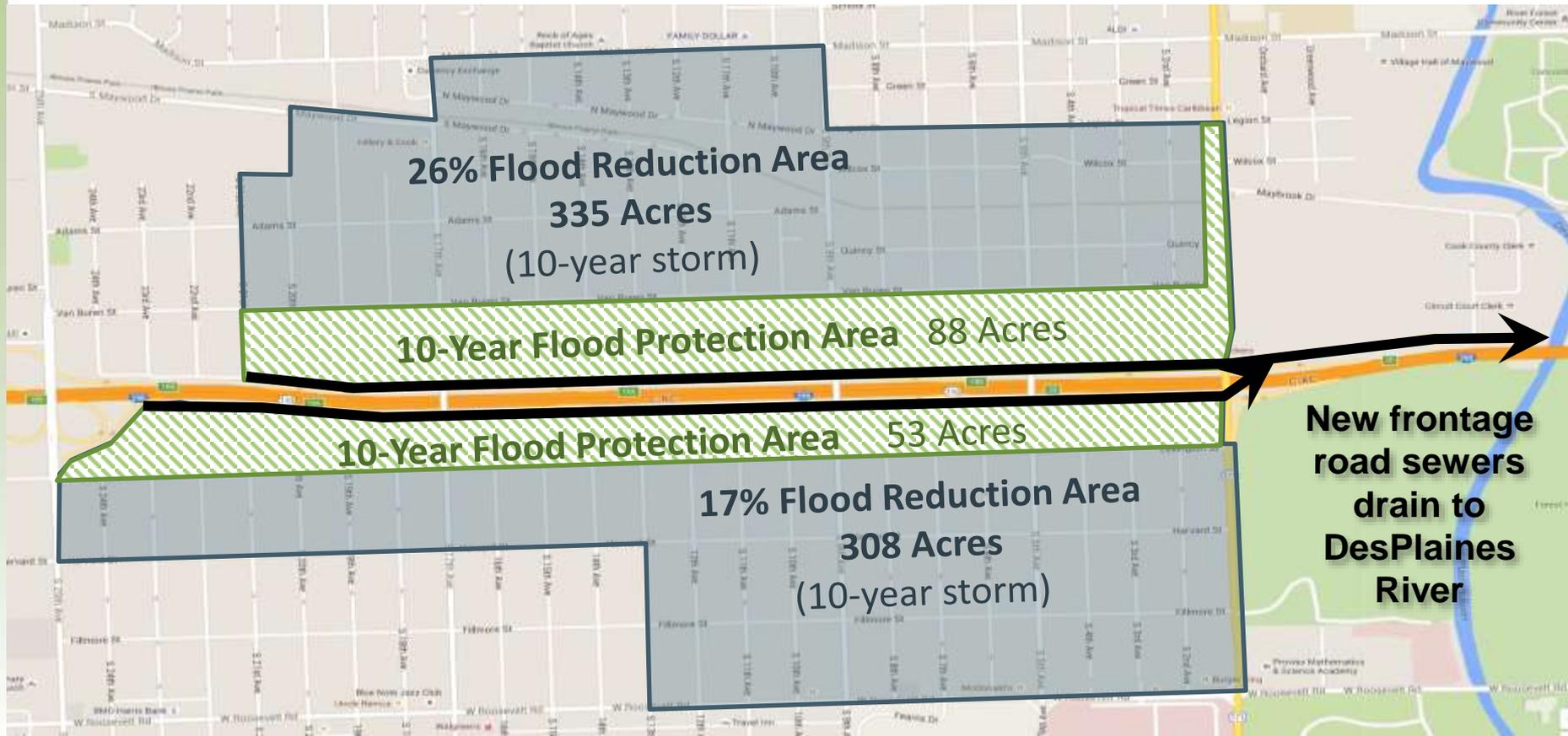
- The proposed I-290 drainage system offers an opportunity for improved Village drainage



Proposed Drainage Improvements

Improved Drainage Area

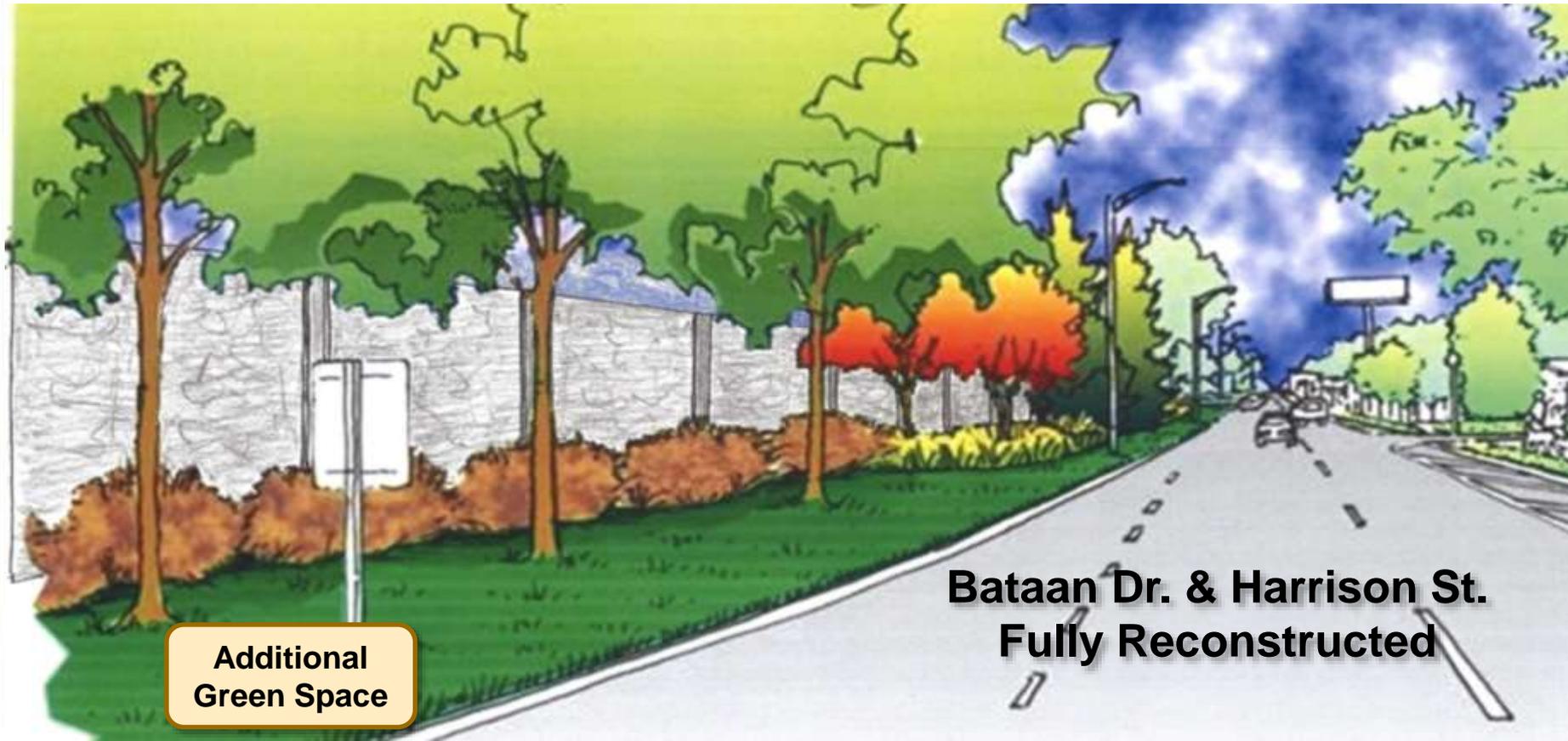
- Potential for reducing flooding in 141 acres of Village
- Secondary benefit for other areas
- Requires local sewer connections
- Additional coordination with Broadview, MWRD



Proposed Improvements

Bataan 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



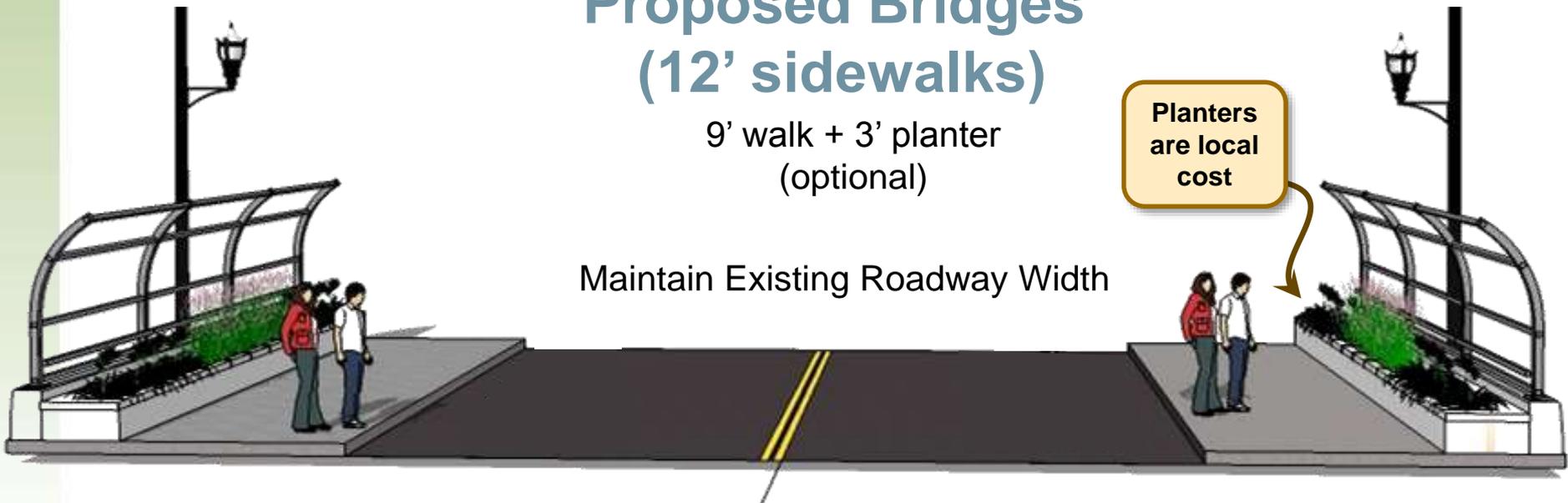
- 17th Ave, 9th Ave, and 5th Ave bridges will be replaced and include wider sidewalks

Proposed Bridges (12' sidewalks)

9' walk + 3' planter
(optional)

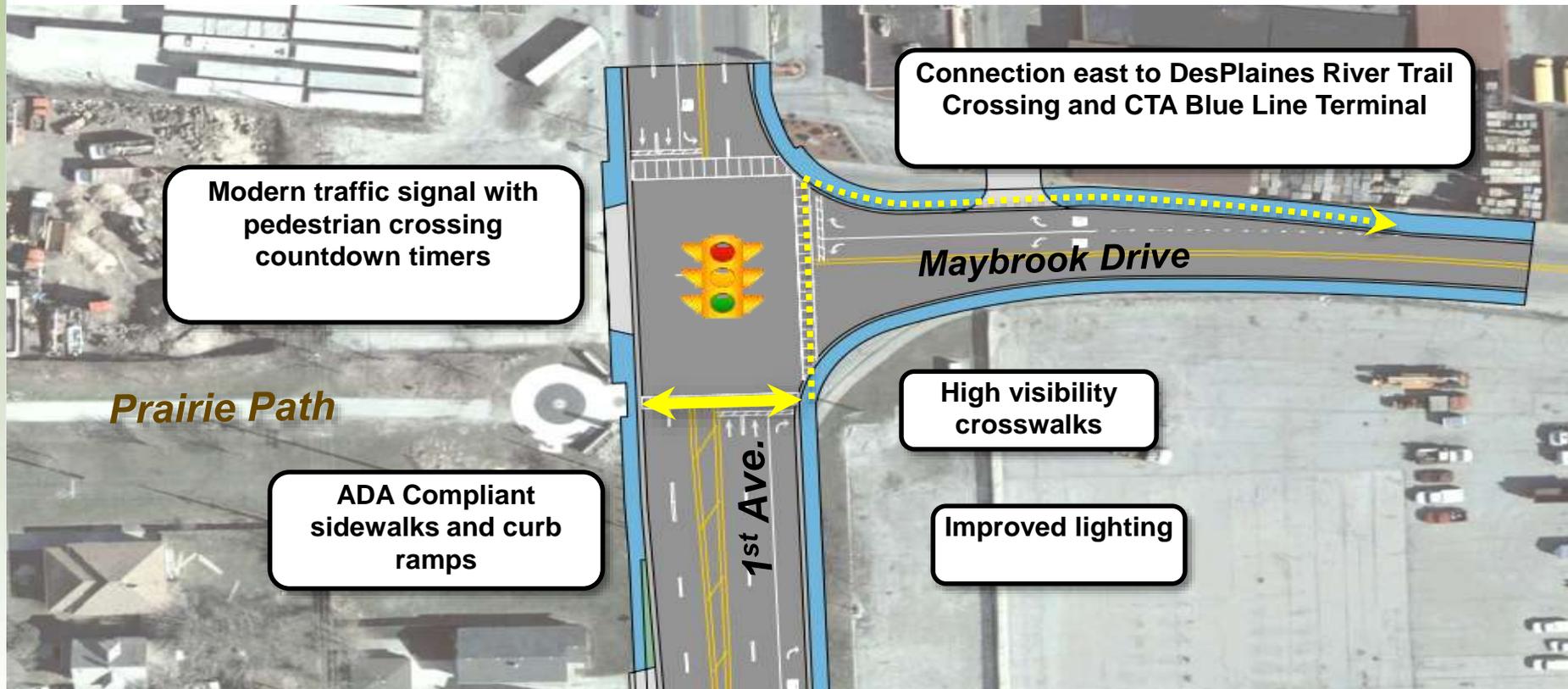
Maintain Existing Roadway Width

Planters
are local
cost



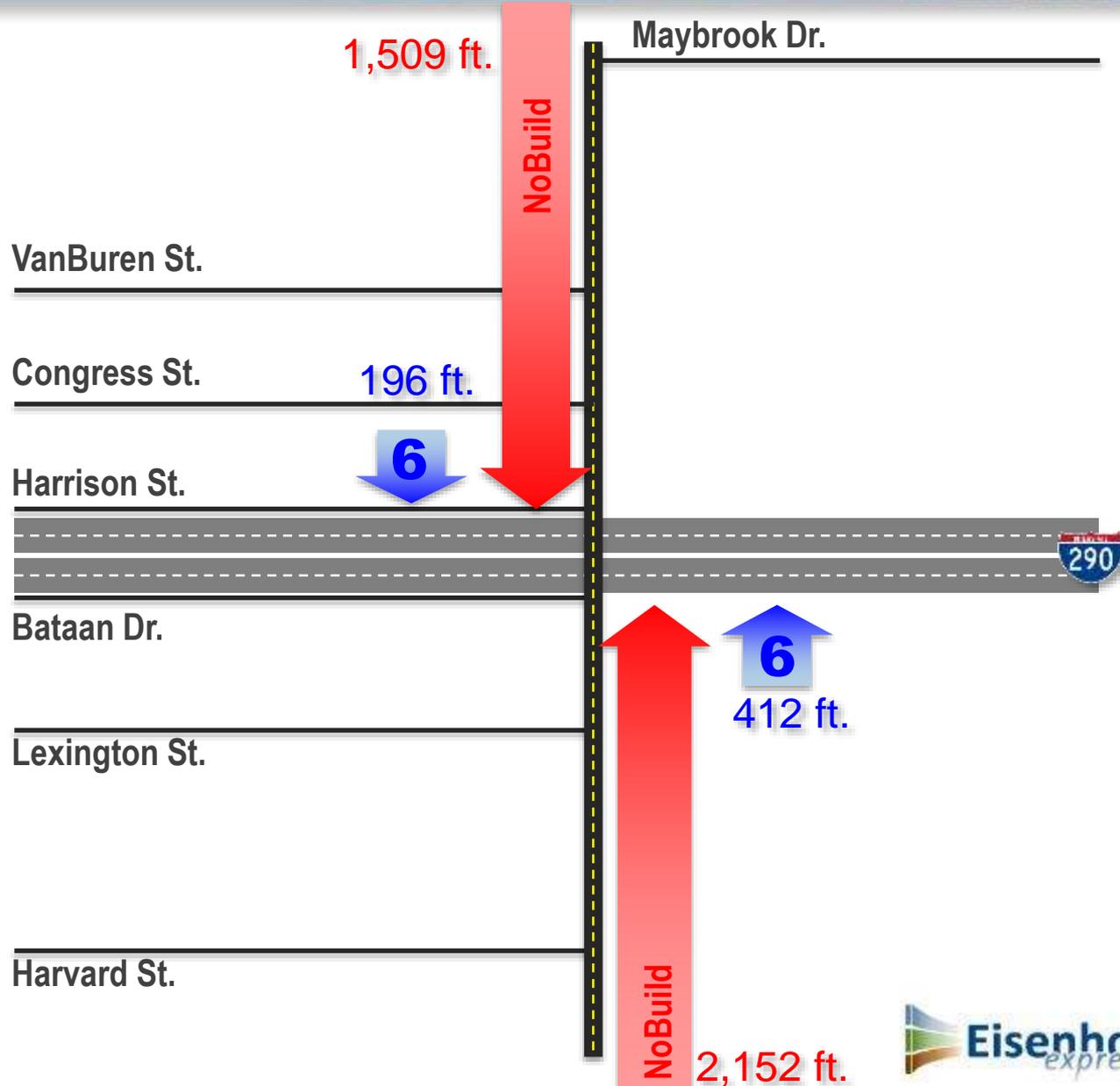
Proposed Improvements

- **No existing 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

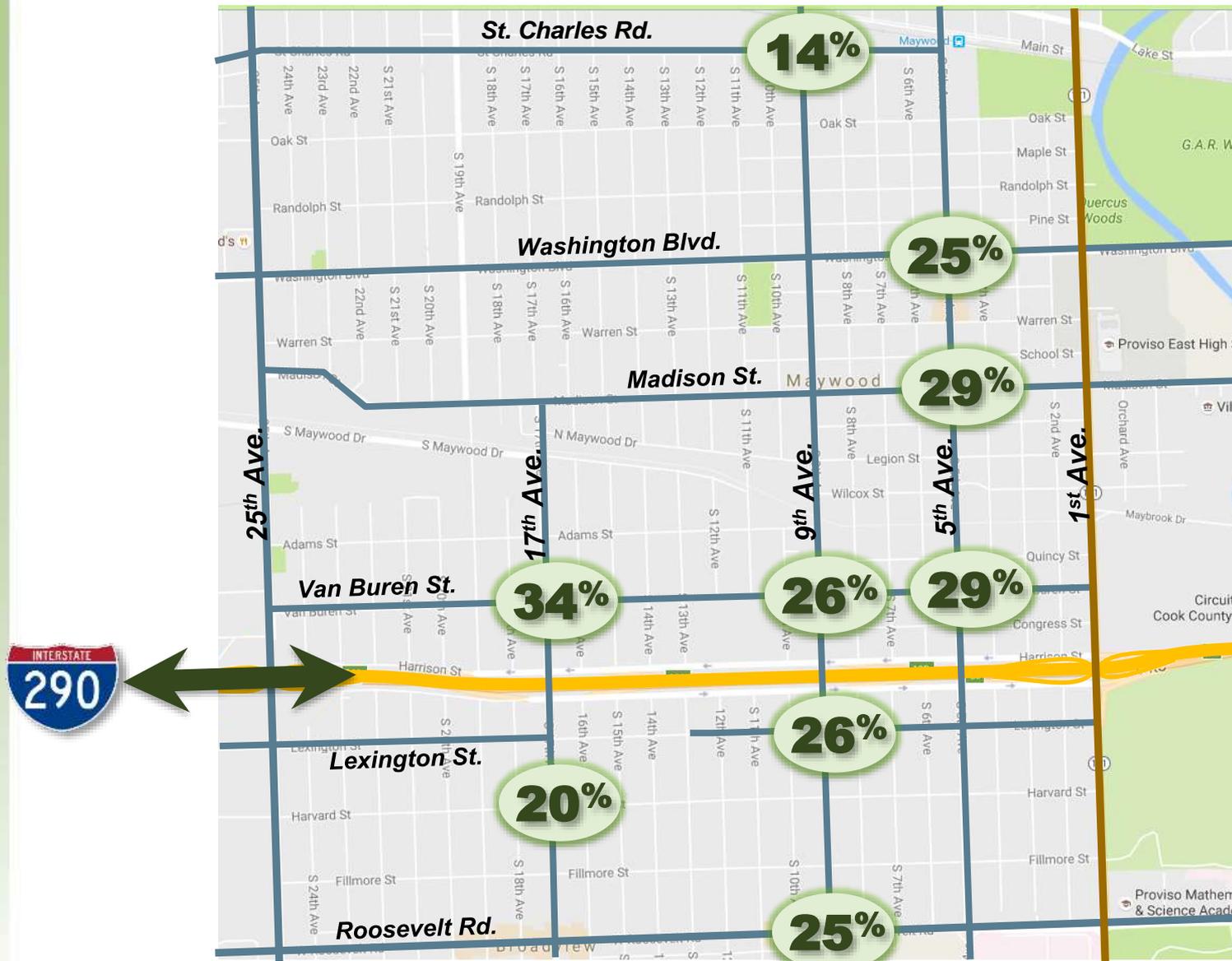


1st Avenue Vehicle Stacking – Alternative 6

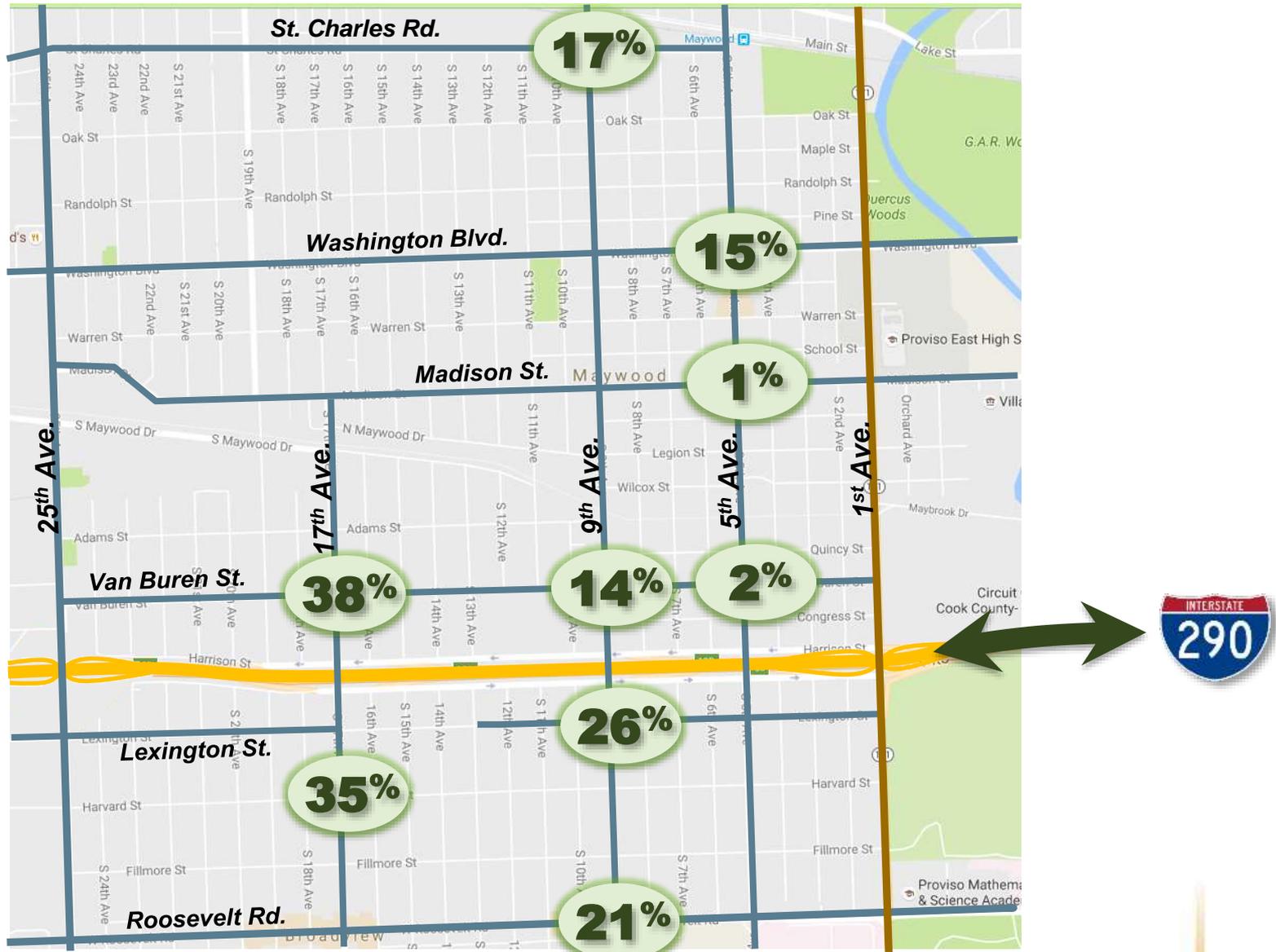
Average AM & PM Peak Period



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



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



Noise Analysis Overview



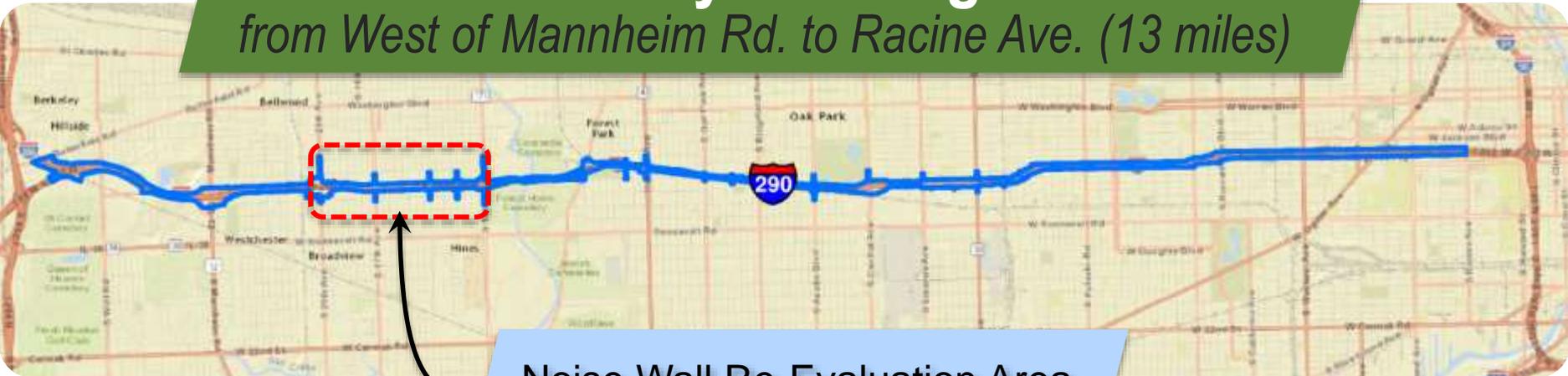
Overall Noise Study Area



- Initial analysis & voting process completed in October 2015
- 25th to 1st 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
25th Avenue to 1st Avenue

1st Ave – 25th Ave Noise Wall Re-Analysis – Process & Timeline



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

AUGUST

SEPTEMBER

OCTOBER

Noise Wall Ballots Mailed

August 19, 2016

September 23, 2016

Analysis

Noise Wall Voting

Add'l Voting (if needed)

Voting Complete

October 21, 2016

**We are
here**

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

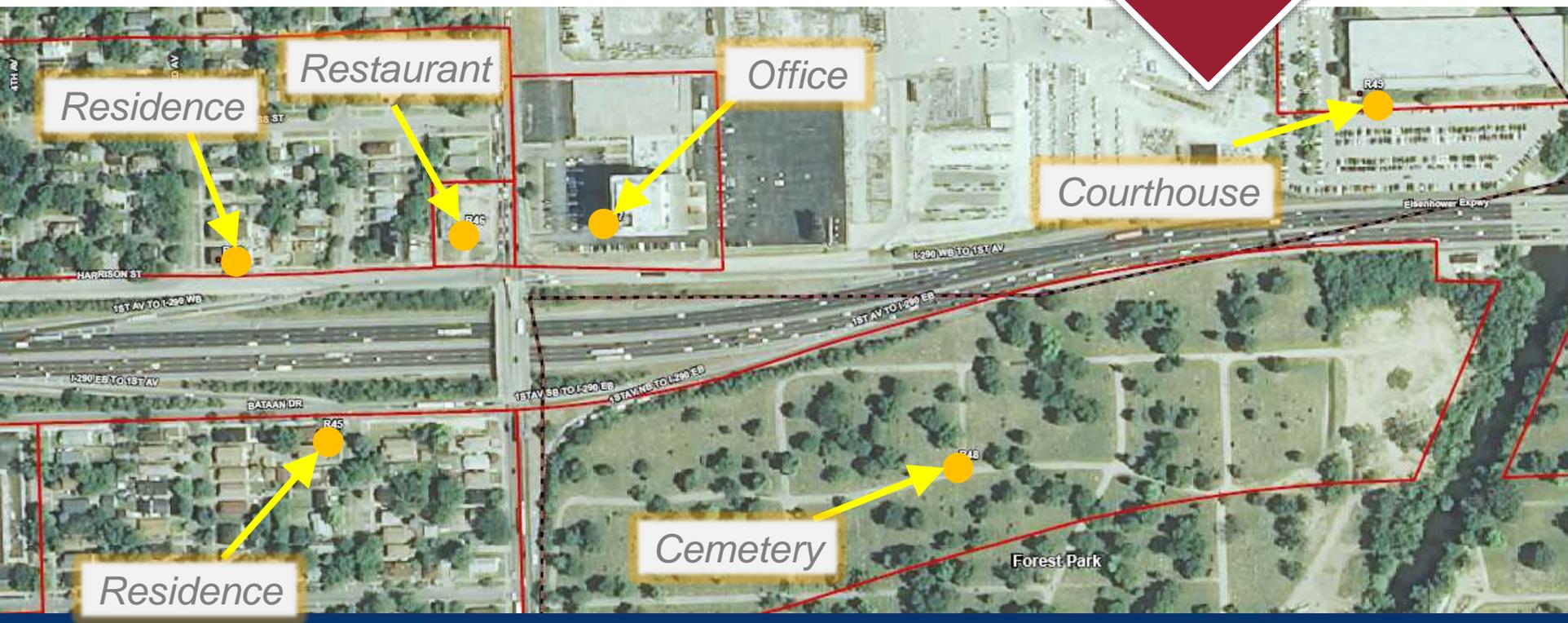
Traffic Noise Abatement Analysis

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 vs 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

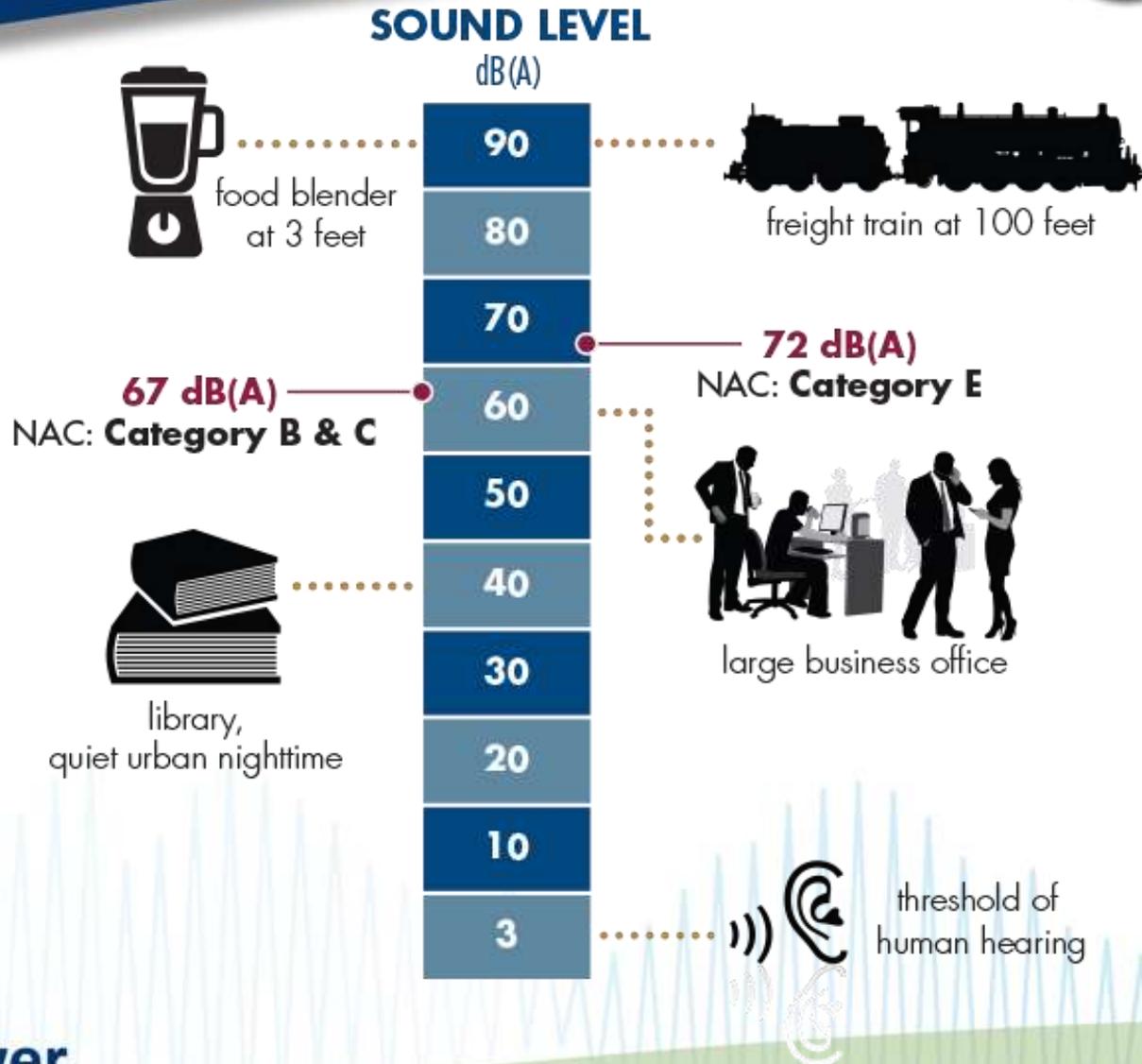
CATEGORY F

*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	≤ -3	3
Readily Perceptible	≤ -5	1
	TOTAL	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

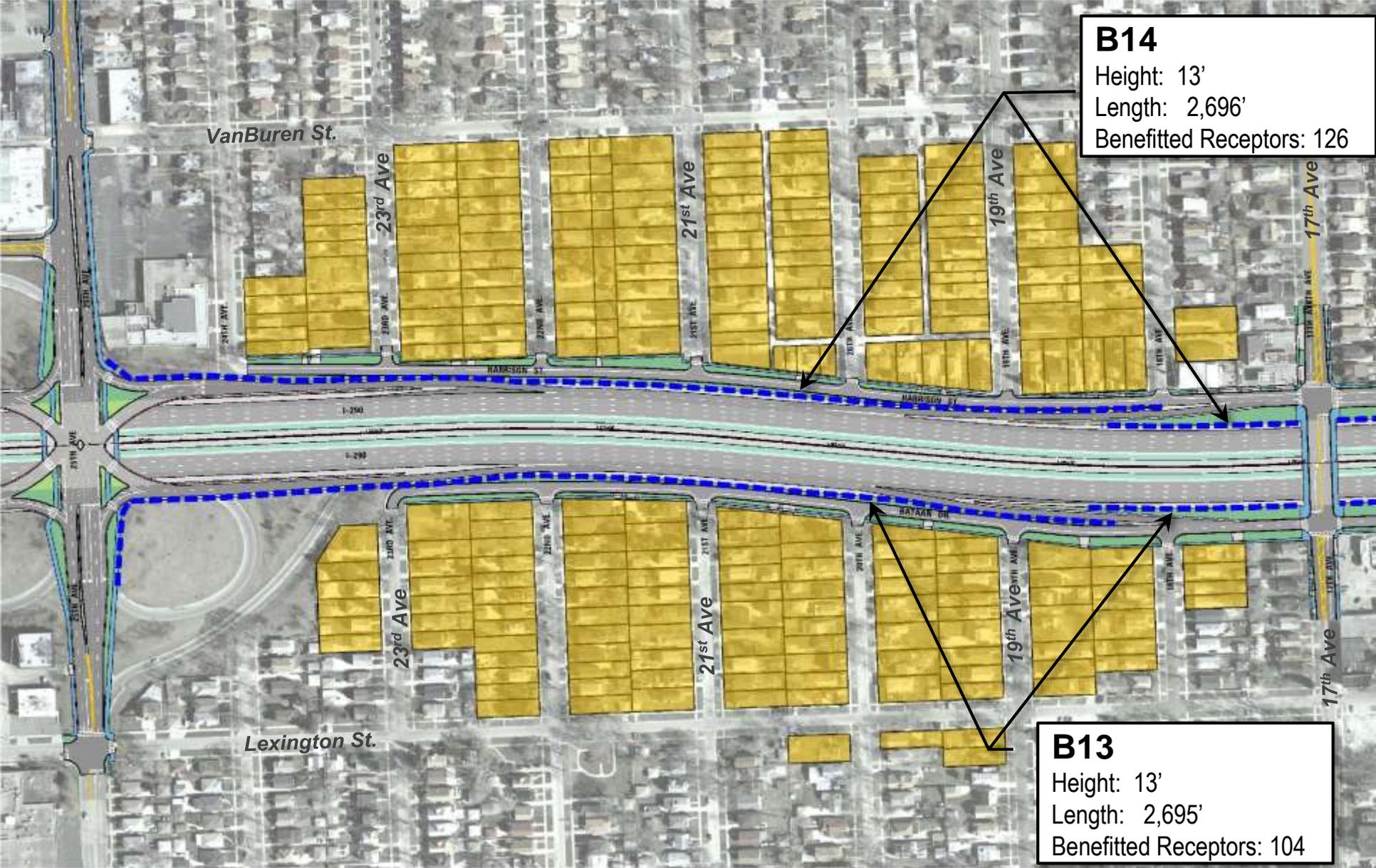
■ Design (Phase II)

- 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

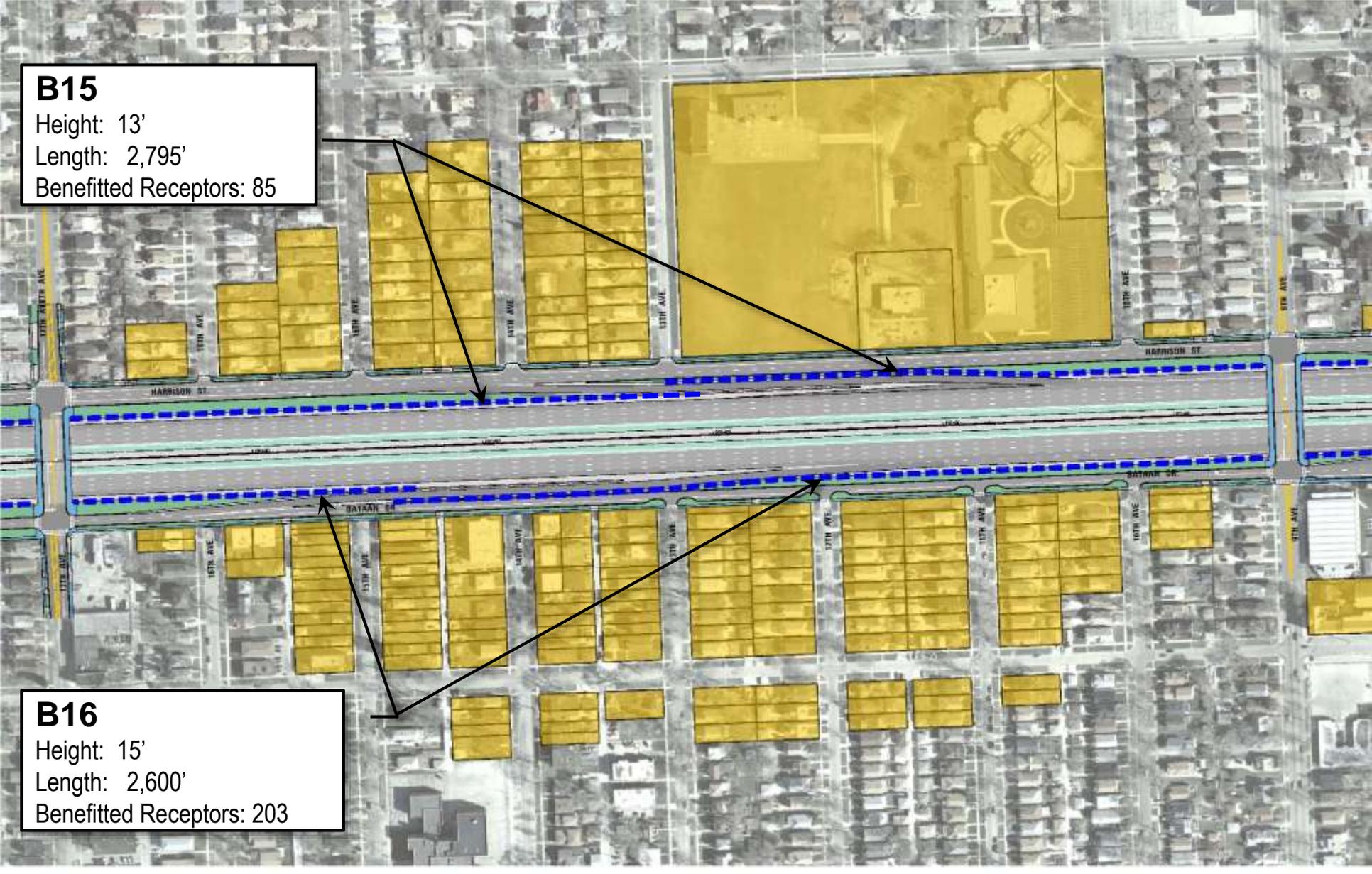
B15

Height: 13'
Length: 2,795'
Benefitted Receptors: 85



B16

Height: 15'
Length: 2,600'
Benefitted Receptors: 203



Benefitted Receptors

B18

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

B20

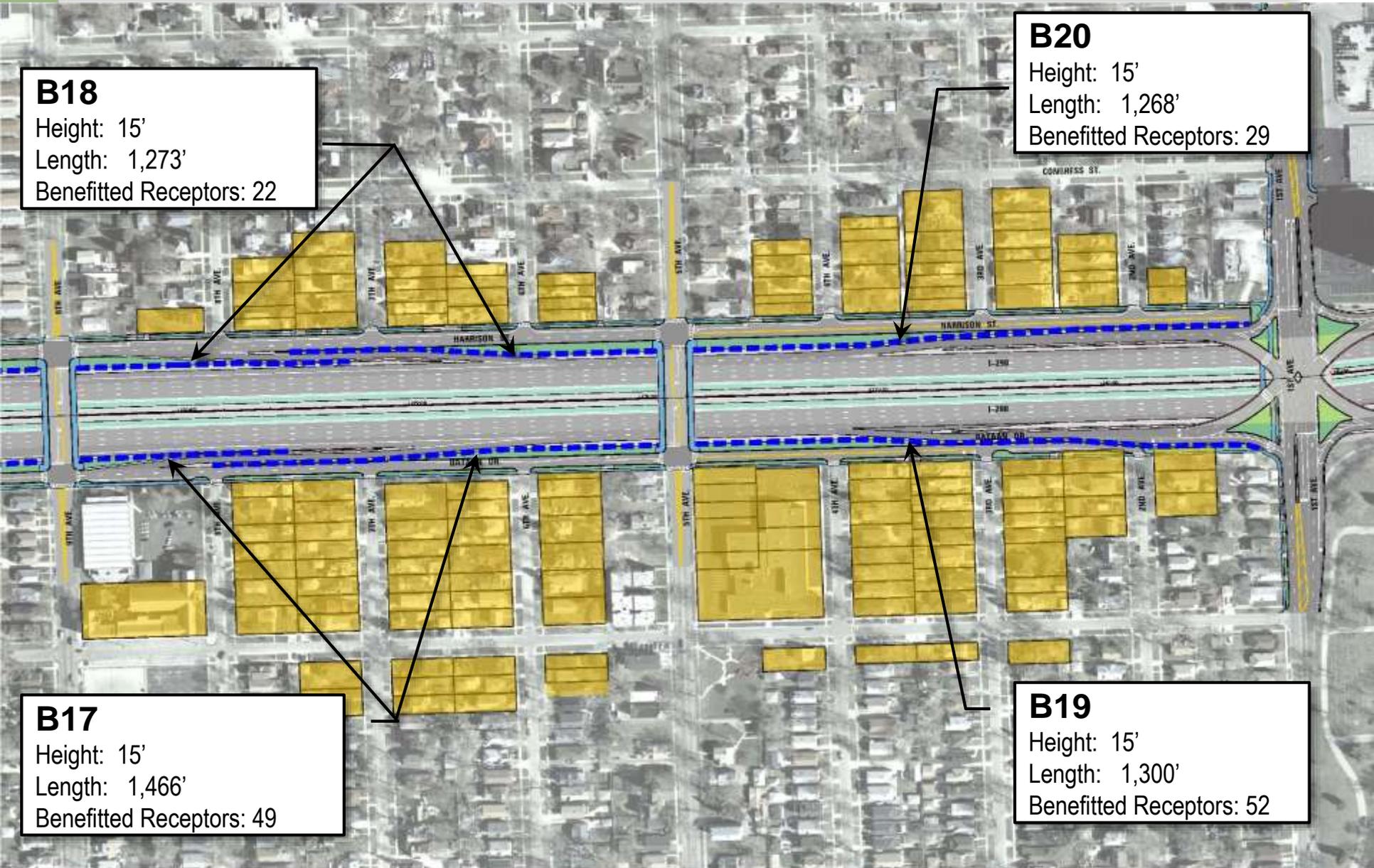
Height: 15'
Length: 1,268'
Benefitted Receptors: 29

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 18, 2014

RE: I-290 Noise Barrier Viewpoint Solicitation
 PUBLIC 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 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 4th travel lane in each direction between Mannheim Road and Cicero Avenue.
- Reconstruction of all elevated bridges between 25th Avenue and Cicero Avenue including proposed bicycle and pedestrian facilities. The bridges between Cicero Avenue and Rockton Avenue are being analyzed as part of a separate study.
- Realigning I-290 from east of Cicero Avenue to Racine Avenue.
- Major interchanges at 25th Avenue, 11th Avenue, 9th Avenue, 1st Avenue, Oak, Platanos Avenue, Madras Avenue, Austin Boulevard, Central Avenue, Lantana Avenue and Cicero Avenue.
- Widening of existing expressway service areas.
- A two-mile wide/one-half (0.5) mile full-exchange.
- Improved access to CTA Blue Line station for taxis, bicycles and pedestrians.

In September of 2013, 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 preliminary design has been revised and all existing ramps between 20th and 1st Avenue are proposed to remain open. This design change from September of 2013 required that noise walls be fully re-evaluated between 20th Avenue and 1st Avenue and a new noise wall will be constructed. This latest evaluation and necessary any previous ballot you may have received.

As part of the environmental studies for this project, traffic noise was evaluated for the proposed improvements as well as the No-Build or No-Action alternative. The analysis found that with the 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 on-change re-design of a wall of similar height.

IDOT gives 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 defined as low decibels or more. If more than half of the votes received are in favor of the wall, the wall will likely be included in this project. A final decision on the installation of a noise wall will be made upon completion of the project's final design and the public involvement process.

Your property/parcel will have been found to be benefited from this 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 this project website <http://www.i290expressway.com> and IDOT's traffic noise handbook: <http://www.idot Illinois.gov/transportation/Design-Build-and-Operate/Quality-of-Environment/Highways/Design-Build-and-Operate/Environment/HighwayTrafficNoiseAssessmentManual.pdf>

A Town Hall public meeting to review the current status of the I-290 project will be held on August 31, 2014. Project representatives will be available to discuss noise walls and other aspects of the project. Meeting details are listed below.

Meeting Date: August 31, 2014
 Meeting Location: Proctor Ball and Science Academy
 9011 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 in your area. For your vote to count, please complete and return the form by **September 9, 2014** using the provided self-addressed, stamped envelope. If you have any questions or need additional information, please contact me or Mark Peterson, Project Manager, at (815) 750-4007.

Very truly yours,

John Federico, P.E.
 Deputy Director of Highway
 Region One Engineer


 By: John Federico, P.E.
 Deputy Director of Highway
 Region One Engineer

Enclosure

Benefited 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, 2014. 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 Higgins Road, Suite 330
 Oak Brook, IL 60523

16184120280000 / 837 / 809-29



Noise Wall Visualizations



Existing



1

Harrison St. & 21st Avenue
Bellwood

Noise Wall Visualizations



With Noise Wall



1

Harrison St. & 21st Avenue
Bellwood

Noise Wall Visualizations



Existing



2

Bataan Drive & 18th Avenue
Maywood

Noise Wall Visualizations



With Noise Wall

IN PROGRESS



2

Bataan Drive & 18th Avenue
Maywood

Noise Wall Visualizations



Existing



3

Bataan Drive & 15th Avenue
Maywood

Noise Wall Visualizations



With Noise Wall



3

Bataan Drive & 15th Avenue
Maywood

Noise Wall Visualizations



Existing



4 Bataan Drive & 8th Avenue
Maywood

Noise Wall Visualizations



With Noise Wall



4 **Bataan Drive & 8th Avenue**
Maywood

Noise Wall Visualizations



With Noise Wall



5

Bataan Drive & 2nd Avenue
Maywood

Noise Wall Visualizations



Existing



Harrison St. & 1st Avenue
Maywood

6

Noise Wall Visualizations



Existing



Harrison St. & 1st Avenue
Maywood

6

Noise Wall Visualizations



With Noise Wall



Harrison St. & 1st 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

