

The Illinois Department of Transportation welcomes you to the first Public Meeting of the I-290 Eisenhower Expressway Study. We thank you for attending today's meeting, and look forward to your continued participation throughout the study process.

Study Purpose

- In-depth look at:
 - *Current transportation needs*
 - *Analysis of future transportation needs*



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This Phase I Study is taking a fresh look at the current and future transportation needs in the I-290 corridor. IDOT is beginning the study process by collecting early stakeholder input on the transportation issues and goals for the project.

Meeting Purpose

- Gather your input on transportation issues and concerns

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expressway

That's why we're here...because of you; *you* are a stakeholder. Stakeholders include *anyone* with an interest in the study, including public agencies and the general public. Today, we would like to hear your input on the transportation issues and concerns as it relates to this segment of I-290.

I-290 Eisenhower Expressway Study Area

- Western gateway between suburbs and city
- Major link in the transportation network

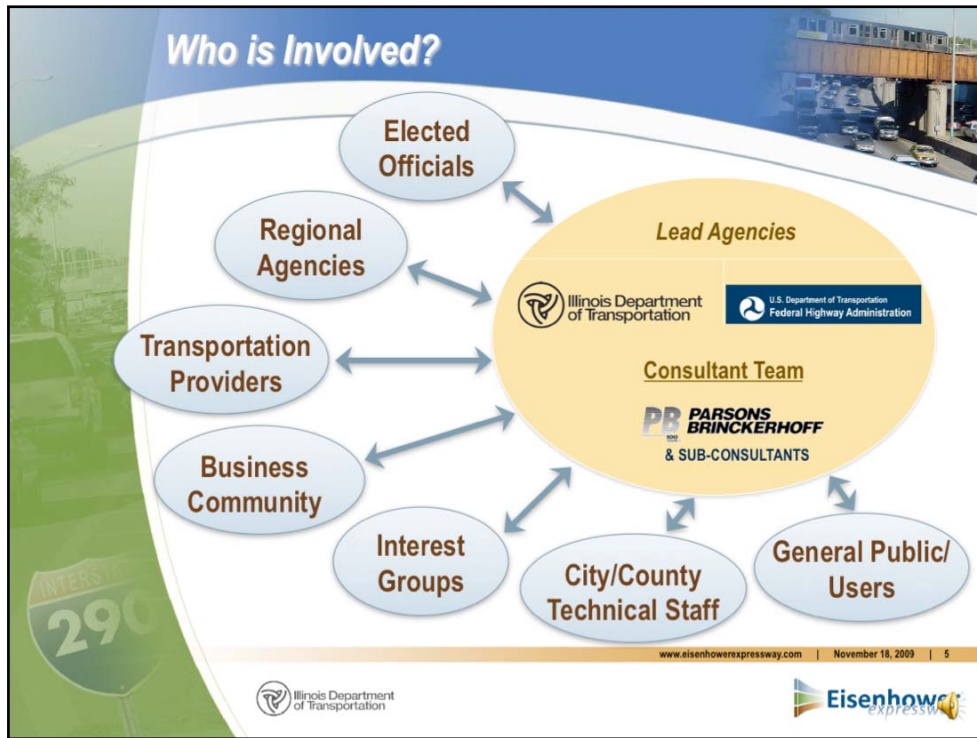
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Serving as a western gateway between the suburbs and city of Chicago, I-290 is a major link in the transportation network serving northeast Illinois. I-290 is an important regional multi-modal transportation corridor that includes freight railroads and various modes of public transportation.

The study area is located along I-290 in Cook County, extending from west of Mannheim Road to east of Cicero Avenue, passing through the communities of Hillside, Westchester, Bellwood, Broadview, Maywood, Forest Park, Oak Park and Chicago.



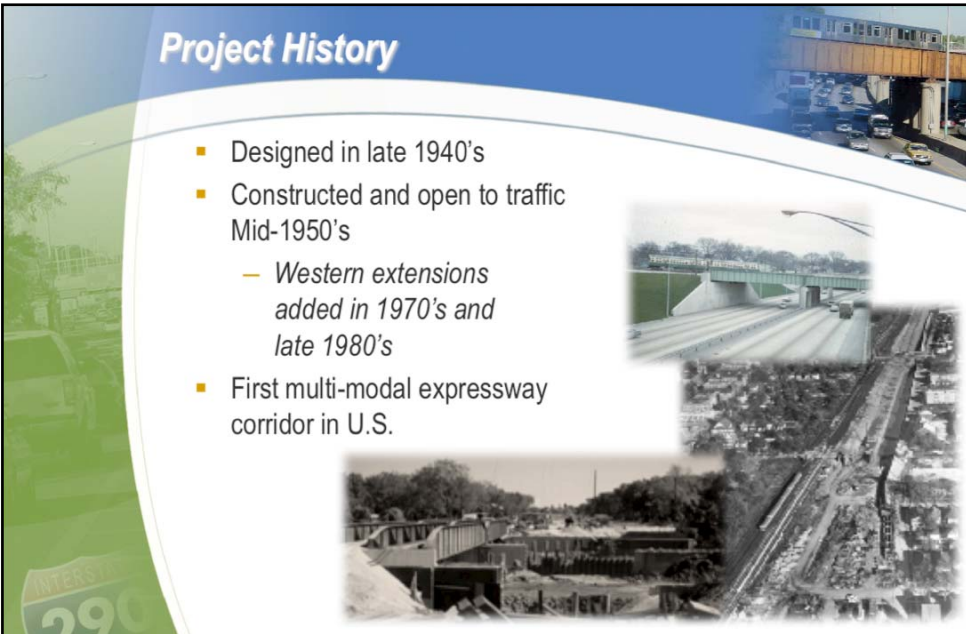
Who will be participating in the development of the Phase I Study?

The Illinois Department of Transportation and the Federal Highway Administration will jointly lead the study.



A consultant team led by Parsons Brinkerhoff will conduct technical studies and coordinate stakeholder outreach efforts. These efforts will include outreach to elected officials, regional agencies, transportation providers, the business community, interest groups, city and county technical staff such as engineers, planners and public works officials, and the general public and users of the Eisenhower Expressway.

Project History

- Designed in late 1940's
- Constructed and open to traffic Mid-1950's
 - *Western extensions added in 1970's and late 1980's*
- First multi-modal expressway corridor in U.S.



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The I-290 corridor has a long history in the region. Originally designed in the late 1940's and open to the motoring public in the mid-1950's, this section of the Eisenhower Expressway is one of the oldest segments of the region's highway infrastructure.

The Eisenhower Expressway was the first multi-modal expressway corridor constructed in the United States, including lanes for automobiles and providing adjacent facilities for passenger and freight rail lines.

Additions to I-290 continued with western extensions constructed in the 1970's and late 1980's.

Prior and Current Studies

- 1998 - IDOT HOV Feasibility Study
- 1999-2001 Hillside Interchange Reconstruction
- 2001 – IDOT I-290 Phase I – Mannheim to Cicero
- Cook-DuPage Corridor Study
 - 2003-2005 Travel Market Analysis
 - 2006-2008 Options Feasibility
 - Future Planning
- Oak Park I-290 Cap Study
 - 2003-2005 Feasibility Report
 - 2009 Cap Concept Analysis

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The I-290 corridor has been and continues to be studied.

- In 1998, the IDOT High Occupancy Vehicle Feasibility, or HOV, study was completed and evaluated the feasibility of a dedicated carpool lane.
- Between 1999 and 2001, the Hillside Interchange Reconstruction project was initiated and completed, and served as a first step toward improving mobility along the I-290 corridor.
- In 2001, IDOT began the I-290 Phase I Study to identify ways to improve the I-290 corridor between Mannheim Road and Cicero Avenue but this study was put on hold pending the results of the Cook DuPage Corridor study.

The Cook DuPage Corridor Study focused on a broader region and conducted a Travel Market Analysis and an Options Feasibility study, and established a framework for future planning.

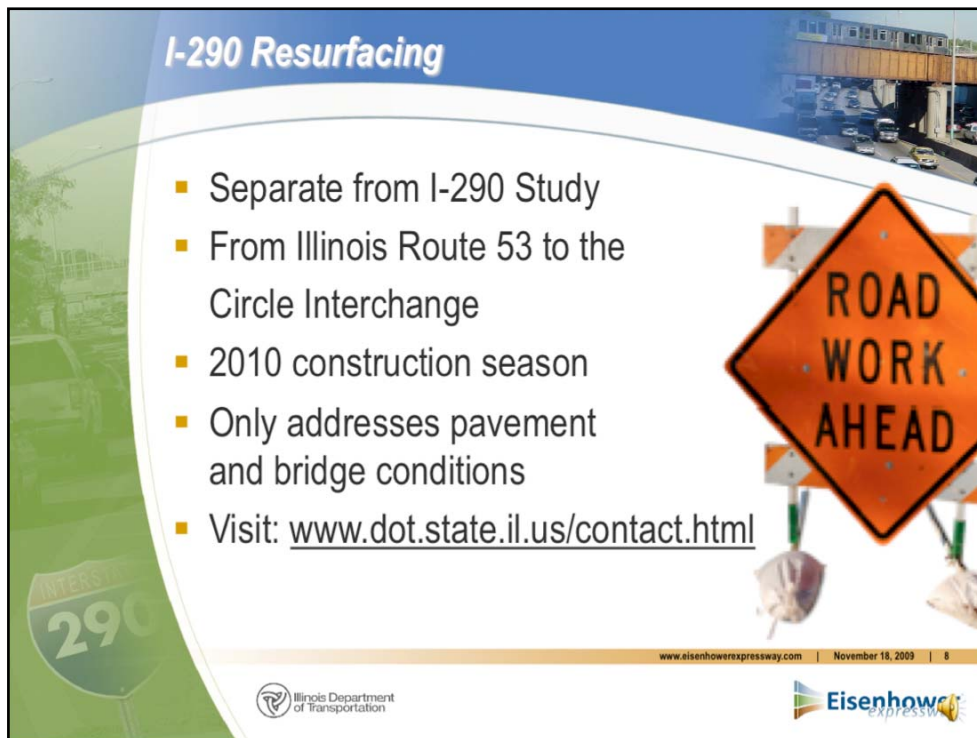
From 2003 to 2005, the Village of Oak Park studied the feasibility of “capping” or “covering” the expressway through Oak Park, and is continuing this effort with the 2009 Cap Concept Analysis study.

IDOT will consider these past efforts and work with stakeholders regarding ongoing efforts.

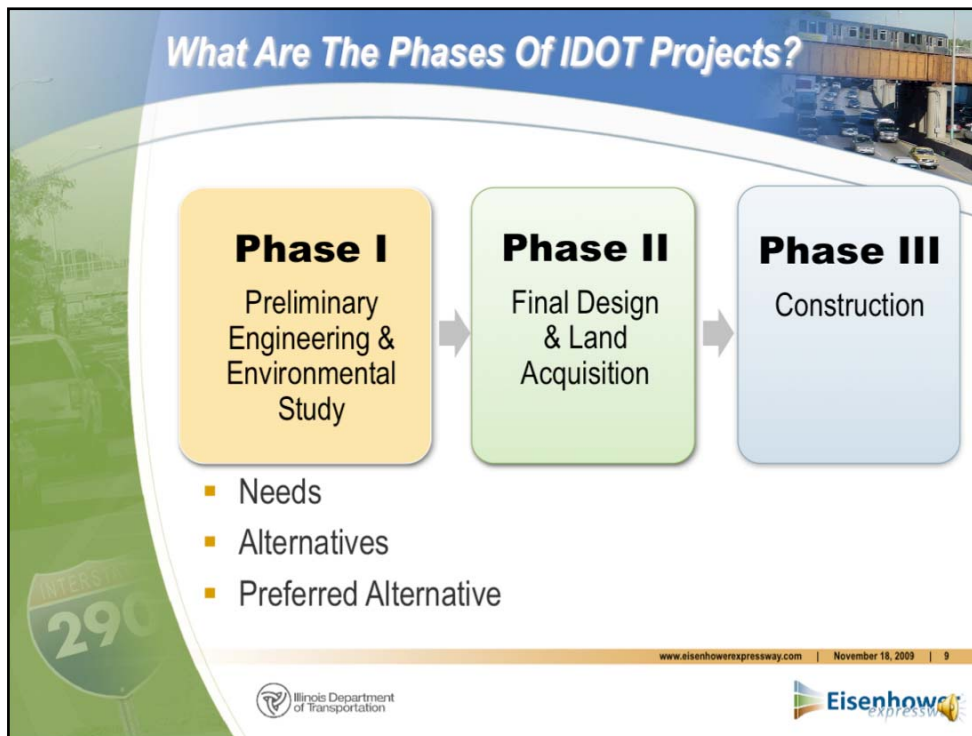
I-290 Resurfacing

- Separate from I-290 Study
- From Illinois Route 53 to the Circle Interchange
- 2010 construction season
- Only addresses pavement and bridge conditions
- Visit: www.dot.state.il.us/contact.html

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You may have heard construction on I-290 will begin next year; however this is a separate project from our I-290 Phase I Study. The I-290 Resurfacing Project that begins at Illinois Route 53 on the west to the Circle Interchange on the east begins Spring 2010 and will only address the condition of the pavement and bridges. Please visit www.dot.state.il.us/contact.html if you have specific questions or comments regarding the Resurfacing Project.



You will often hear reference to the three ‘phases’ of IDOT projects. *What are these phases and what do they mean?*

Phase I is also referred to as a Preliminary Engineering and Environmental Study. Through extensive stakeholder involvement and technical analysis, transportation needs are defined, alternatives are developed and evaluated, and a preferred alternative is selected. A range of factors is considered in the decision making process, including stakeholder input, engineering, and environmental considerations.

After a preferred alternative is approved and additional funding identified, Phase 2, or Final Design and Land Acquisition, begins. Detailed construction plans are developed and any necessary land is purchased for the project.

At the end of Phase 2 final design plans are completed. When funding for construction is secured, Phase 3, or the actual construction of the project, may begin.

Where Are We Now?

Phase 1
Preliminary Engineering & Environmental Study

- **Fresh Start** as an Environmental Impact Statement (EIS)
- Funding exists only for this Phase I study

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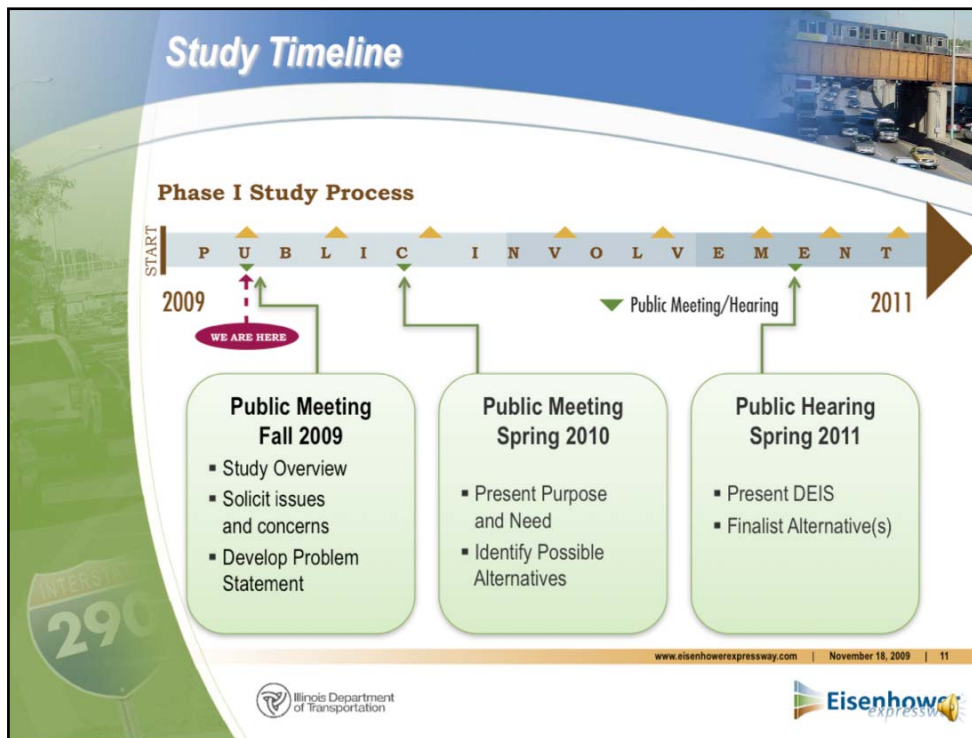
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What phase is the I-290 Study in? This study is in the very initial stages of Phase I.

IDOT is approaching the study with a fresh start, undergoing the most formal and rigorous environmental review process with the preparation of an Environmental Impact Statement or EIS following the process set by the National Environmental Policy Act, commonly referred to as nee-pa'.

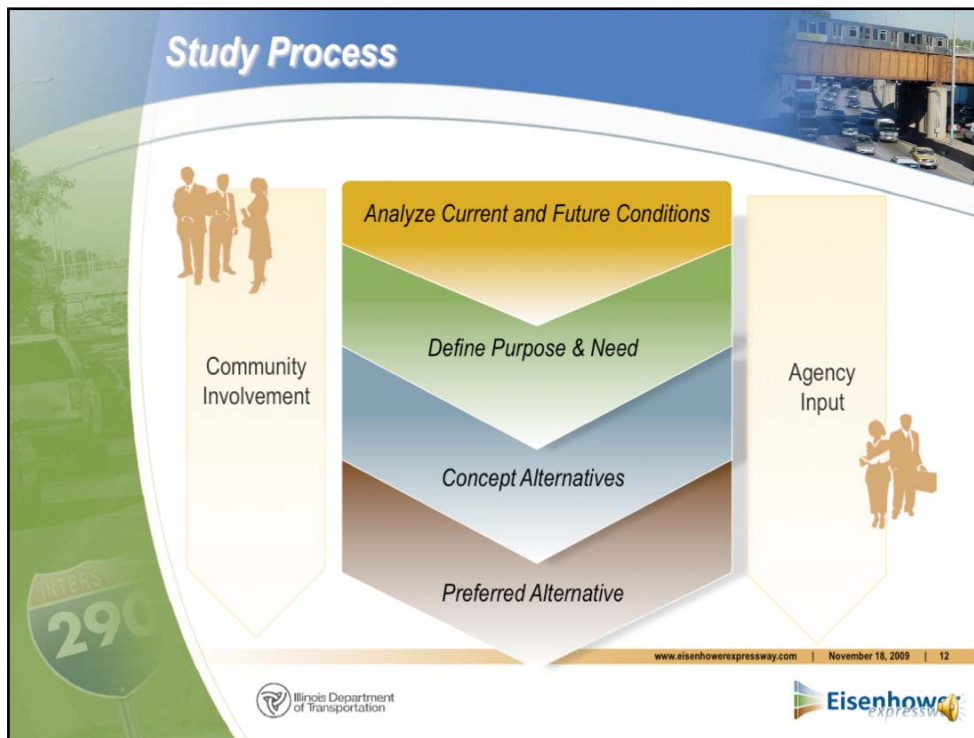
Currently, there is only funding for this Phase I study.



Over the upcoming months, work will begin with the Project Working Groups on the preparation of the project Purpose and Need, culminating in its presentation at the second Public Meeting in Spring, 2010, when possible project alternatives will also be presented for public comment and review. After the second Public Meeting, the evaluation and screening of project alternatives will occur using the assistance and resources of the Corridor Advisory Group and Task Forces, which will be explained shortly. The goal will be to arrive at consensus on which alternative or alternatives will be carried forward for detailed environmental and technical studies during Fall 2010.

The Draft Environmental Impact Statement, which summarizes the finalist alternatives, is then prepared, and is expected to be presented at a Public Hearing in the Spring of 2011.

Following this schedule, a Final Environmental Impact Statement will be prepared to document the preferred alternative.



The Phase I study process includes several distinct but interrelated steps that build upon each other.

The first step is to analyze and understand the existing and future conditions of the corridor, and define the Purpose and Need for improvements. This includes collecting information on current and expected future conditions through technical studies and stakeholder involvement. The information will contribute to the preparation of the project Purpose and Need that will guide the identification and evaluation of alternatives.

The next step in the study process involves working with the stakeholders to identify possible improvement alternatives and potential evaluation criteria.

The last step of Phase I involves evaluating the alternatives and selecting a preferred alternative. These findings in addition to the findings from the previous steps are reported in the Environmental Impact Statement. IDOT will consider all input, including stakeholder comments and technical analysis, as it makes its final decision on a preferred alternative.

Identify Transportation Needs

Analyze Current and Future Conditions

- Data Collection
 - Traffic and Crash
 - Transit and Bicycle/Pedestrian
 - Local and Regional Plans
- Identification of Transportation Needs
- Stakeholder Input

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We are currently in the very early stages of the Phase I process, proceeding with data collection and identifying transportation problems and needs of the corridor.

IDOT is currently assembling information on traffic and crash data, transit, bicycle and pedestrian facilities, and local and regional plans.

This process will combine technical analysis with the input received from stakeholders to assist with the development of the project Purpose and Need.

What Is Context Sensitive Solutions?

- Cost effective
- Involves all stakeholders
- Fits into its surroundings
- Addresses all modes
- Preserves resources
- Maintains safety and mobility



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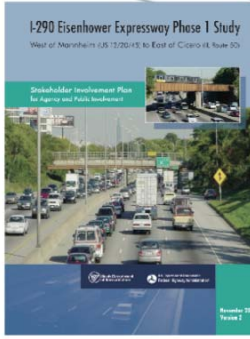



IDOT has designated the I-290 study as a Context Sensitive Solutions, or CSS, project.
What is Context Sensitive Solutions?


CSS is a collaborative approach that involves all stakeholders to develop a facility that fits into its surroundings, using a flexible and creative approach to design. It addresses all modes of transportation, and strives to preserve scenic, aesthetic, historic and environmental resources while maintaining safety and mobility.

Stakeholder Involvement Plan

- Framework for stakeholder involvement
- Identifies roles and responsibilities of participants
- Establishes timing of stakeholder activities
- SIP is available for review at www.eisenhowerexpressway.com



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Stakeholder involvement is critical to the success of the project. As part of the overall CSS process, a Stakeholder Involvement Plan, or SIP, has been developed and outlines the framework for stakeholder participation in the study. The SIP also identifies the roles and responsibilities of the participants and establishes the timing for stakeholder activities.

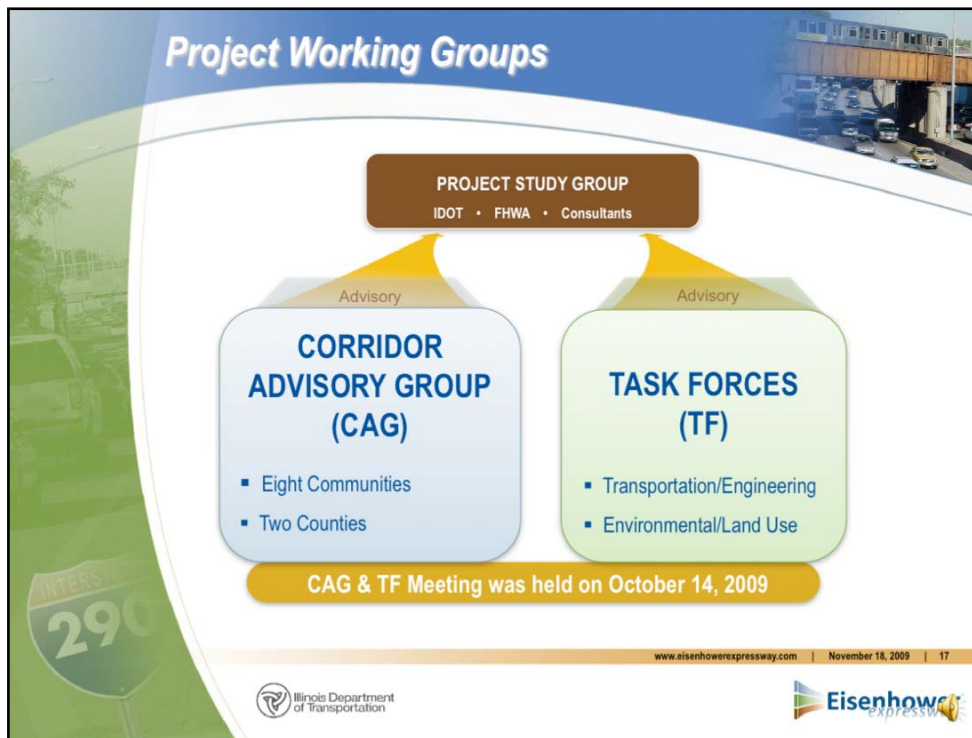
The I-290 Eisenhower Expressway Stakeholder Involvement Plan is on the project website for review at www.eisenhowerexpressway.com.



There will be numerous opportunities to become involved in this study. Some of these opportunities include:

- Public meetings such as today's, and workshops scheduled throughout the project. These will provide forums for the meaningful exchange of ideas and open dialogue on the project.
- The I-290 project website will continually be updated with project data, study progress, and allow for the submission of comments on-line .
- Newsletters corresponding with project milestones will be mailed to all stakeholders and anyone wishing to be added to the project mailing list.
- The Study Team will be available to attend small group meetings if requested, to allow for a more informal communication setting.

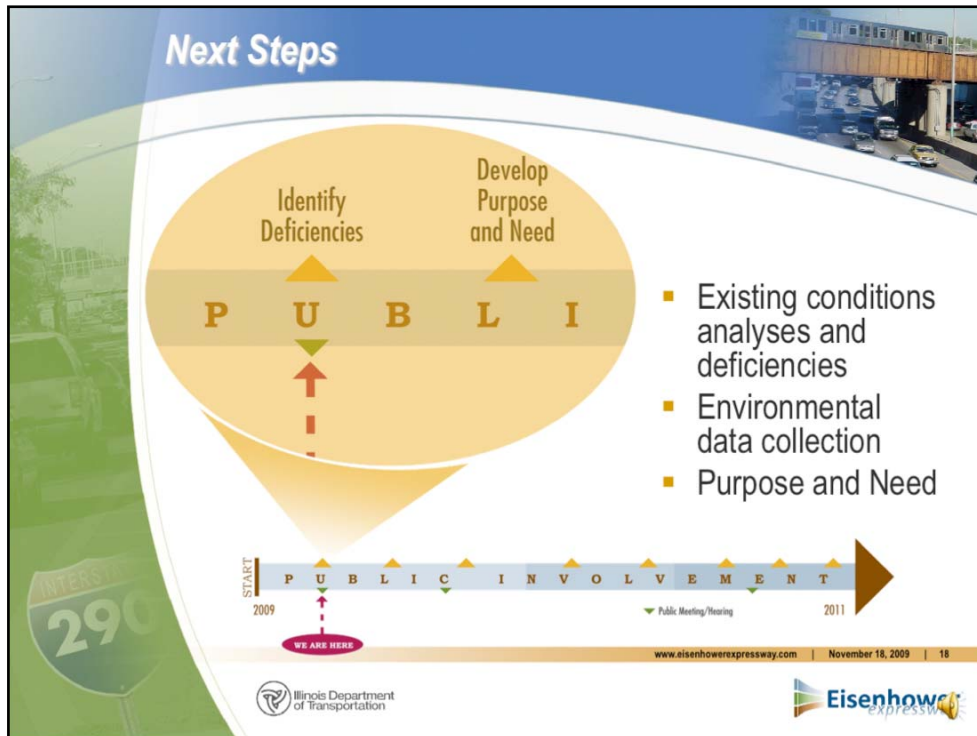
Additionally, IDOT has established a Project Working Group structure to assist with development of project recommendations.



The Project Study Group, or PSG, is a team comprised of representatives from IDOT, the Federal Highway Administration, and the project consulting team. The PSG provides technical oversight and expertise in key areas including study process, agency procedures and standards, and technical approaches.

To assist in the development of the environmental and engineering studies for the I-290 study, IDOT has created a Corridor Advisory Group, or CAG. The purpose of the CAG is to provide input at key milestones throughout the study. The CAG consists of representatives from each of the eight municipalities and the two counties in the study area. Responsibilities of this group include providing input to the study process, and reaching consensus at key project milestones such as project Purpose and Need, and the range of alternatives to be advanced for detailed study.

Task Forces are being formed to provide a means for obtaining input from a diverse set of stakeholders. The two Task Force categories are Transportation/Engineering and Environmental/Land Use. The Task Forces will be comprised of stakeholders with technical knowledge and expertise or particular interest in the two categories. The first combined meeting with these groups was held on October 14, 2009, when participants identified their transportation issues and goals for the study.



Following today's public meeting, work will continue with the existing conditions analysis, identification of corridor deficiencies, and the collection of technical and environmental data related to the study area. By identifying the current and future project deficiencies and needs, a Problem Statement will be created to help guide the development of the project Purpose and Need.

The Purpose and Need will be the basis for the development, evaluation, and screening of alternatives.

What's Important To You?

- Identify transportation issues on aerial maps
- Written comment forms
- Online comment forms at www.eisenhowerexpressway.com
- Comments received by **December 3, 2009** will become part of the public meeting record.

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At the conclusion of this presentation, we ask that you visit the exhibit area across the hall. There will be a series of large-scale aerials of the study area. We encourage you to identify your transportation issues with the provided post-it notes and place them on the aerials in the appropriate corridor locations.

Throughout the exhibit area, you will find Comment Forms that you can fill out and submit today, or take with you and mail later. You can also provide comments on the project website. Comments will be accepted and considered throughout the study process; however, comments received by December 3, 2009 will become part of the public record for this meeting.

Your input is valuable. It is our continued commitment throughout this project to include the public and study area stakeholders in this process. We want to hear from you.



Thank you very much for attending today's public meeting, and we hope to see you at future meetings as well.

Please visit the exhibit room across the hall, and meet with study team members who are available to discuss the I-290 project, and answer your questions.