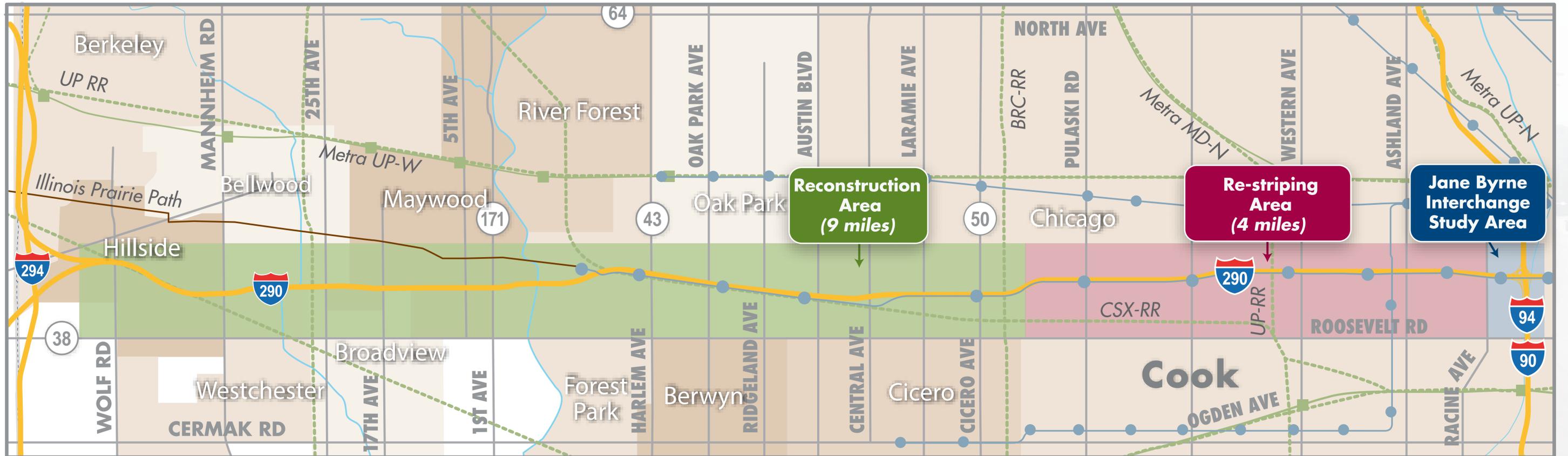


Study Area Map



I-290 Phase I Study Area

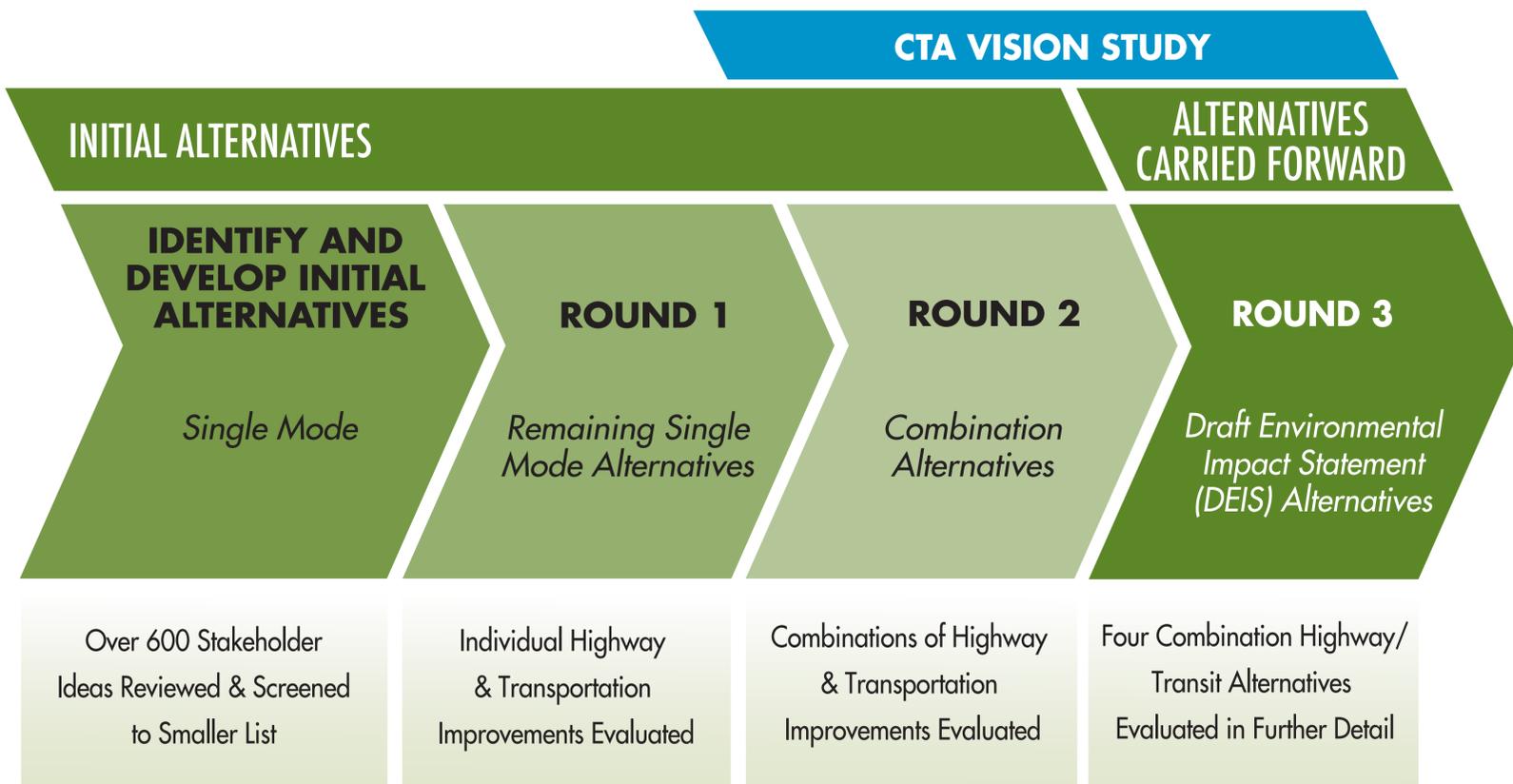
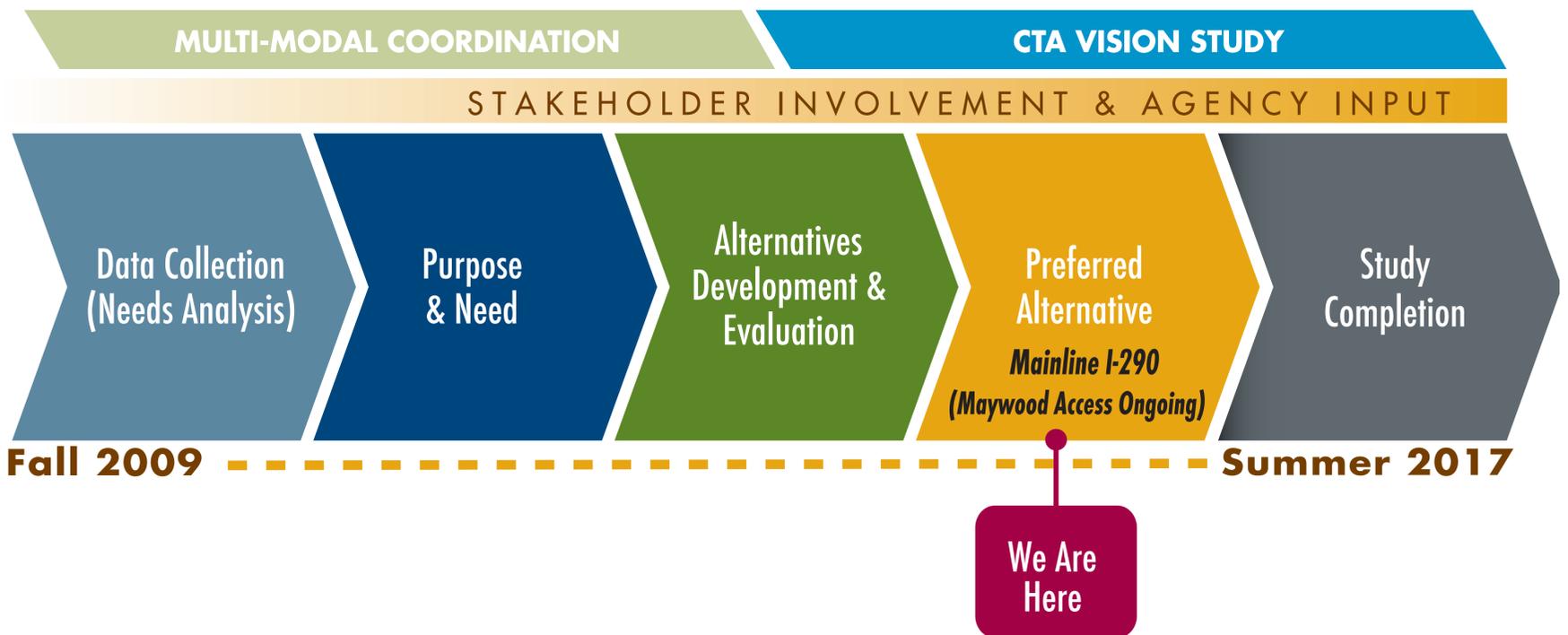


Legend

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



Study Process & Timeline



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



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

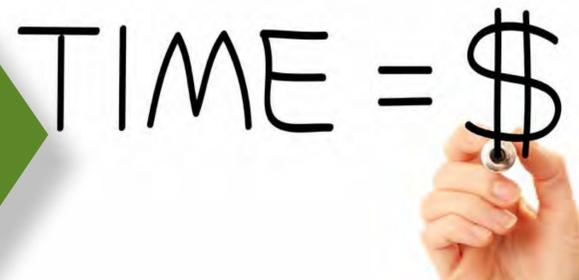
Travel time SAVINGS

56% in managed lanes
25% in general purpose



Productivity:

\$2.7 billion travel time savings



SAFETY FIRST

62% overall Safety Improvements

ACCESS to jobs increased by 398,000 within 60 Minutes

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

What is viewpoint solicitation?



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

- > 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

Preliminary Preferred Alternative

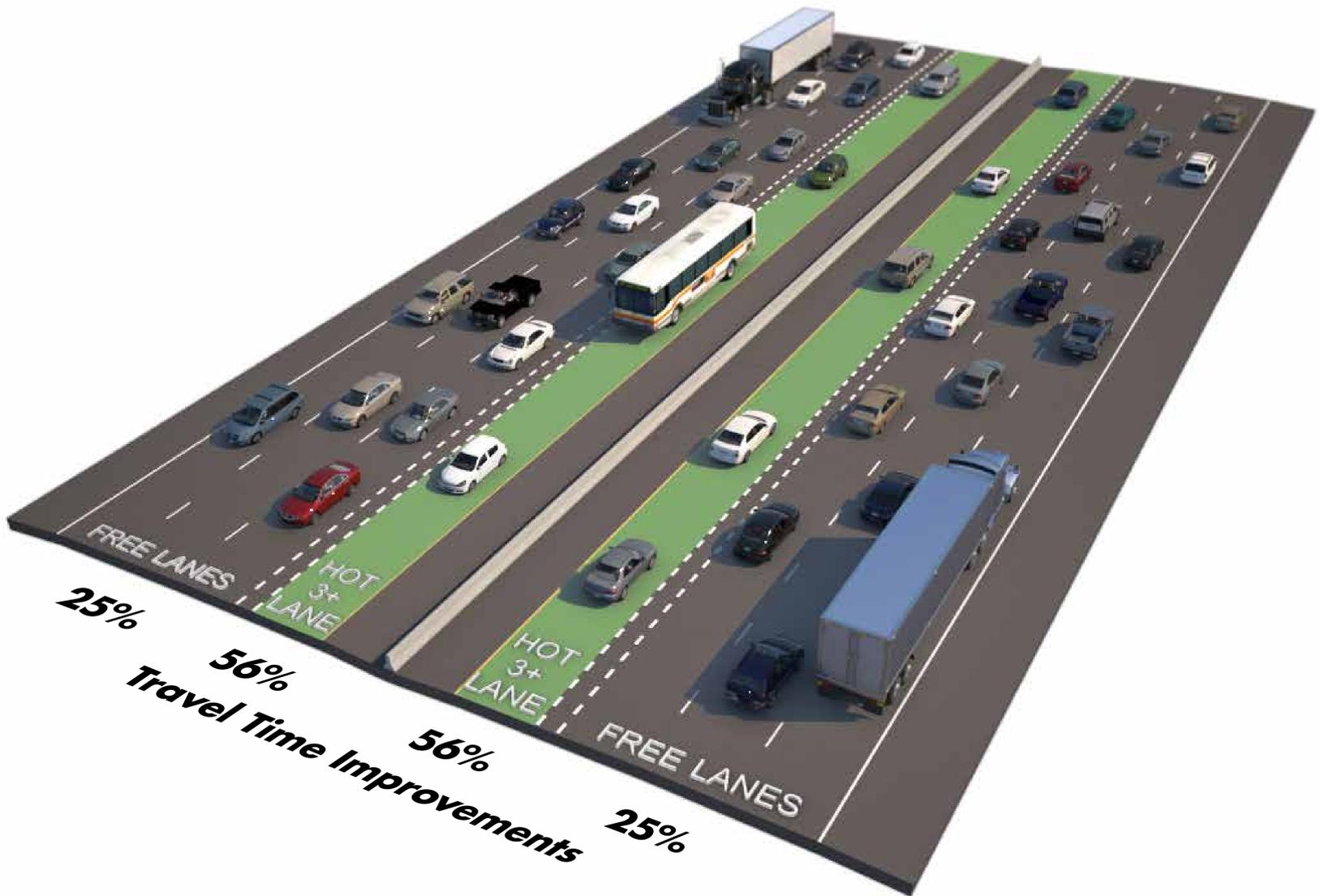
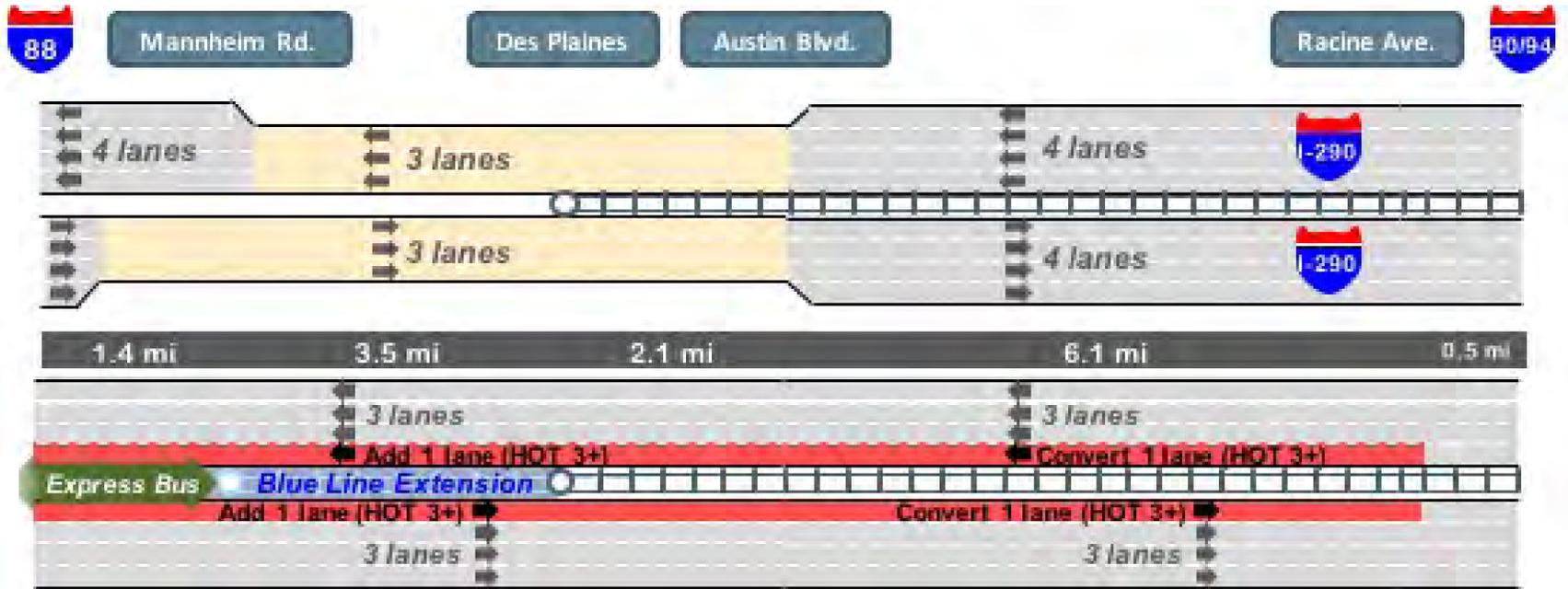
High Occupancy Toll 3+ & Supporting Transit



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



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**



I-290 Study Schedule



May June July August September October November December January 2017

Stakeholder Coordination

*Publish
DEIS*

*Public
Hearing*

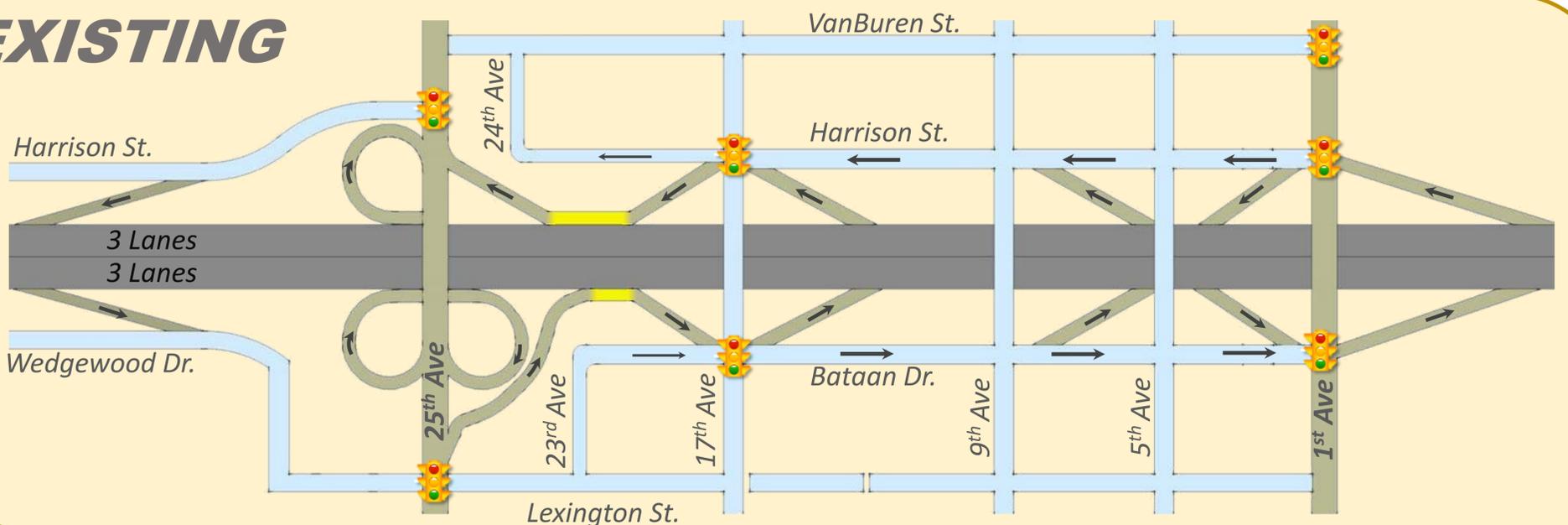
Study Completion (FEIS/ROD) — SUMMER 2017

Phase II (Design and Land Acquisition) — NOT FUNDED

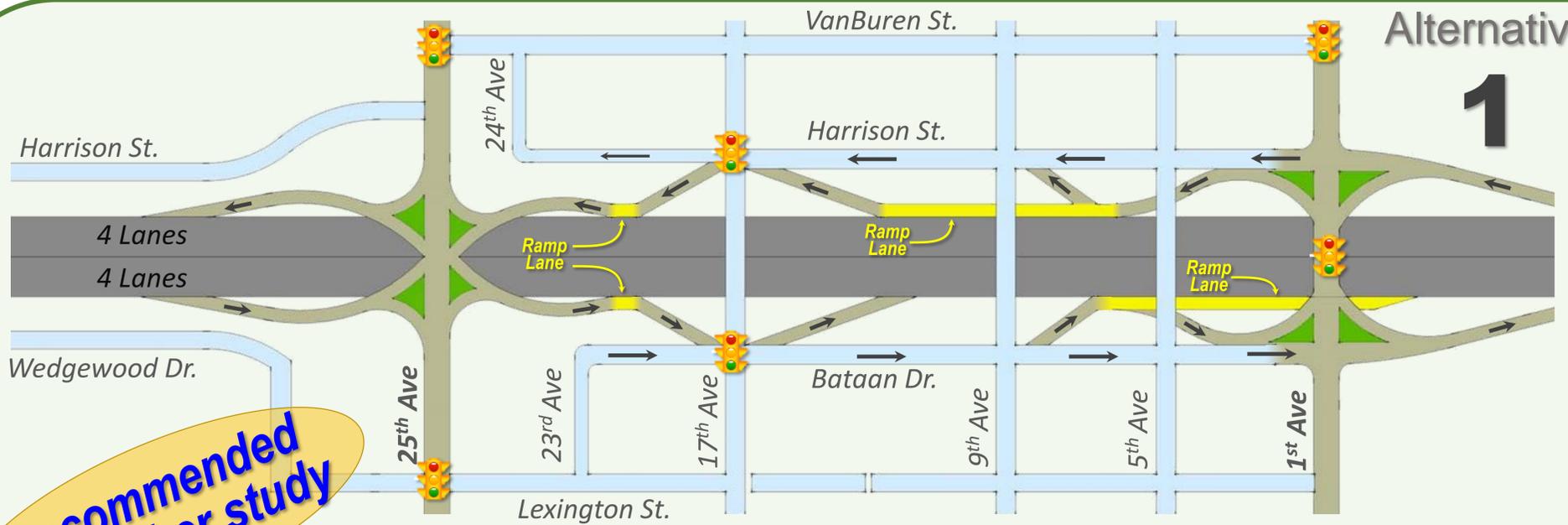
Phase III (Construction) — NOT FUNDED

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

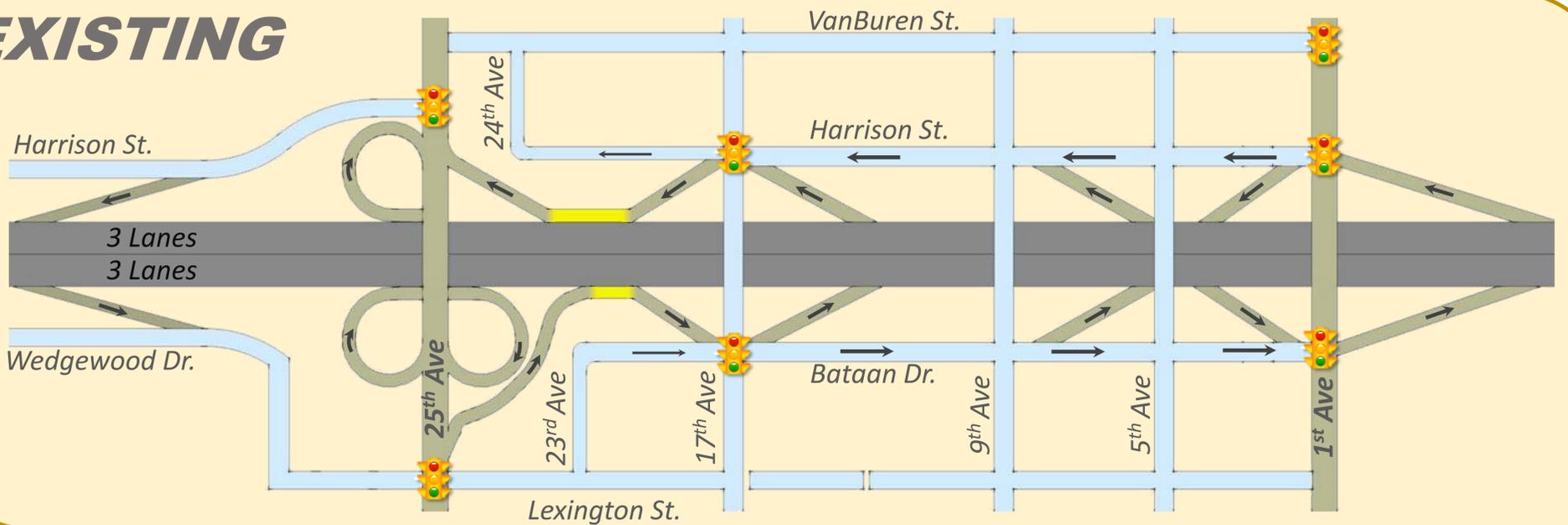
Ramps Consolidated

- 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
1 st Ave. Traffic Flow	26% improvement
1 st Ave. Traffic Queues	60% improvement
I-290 Safety	15% improvement
I-290 Speeds	113% improvement

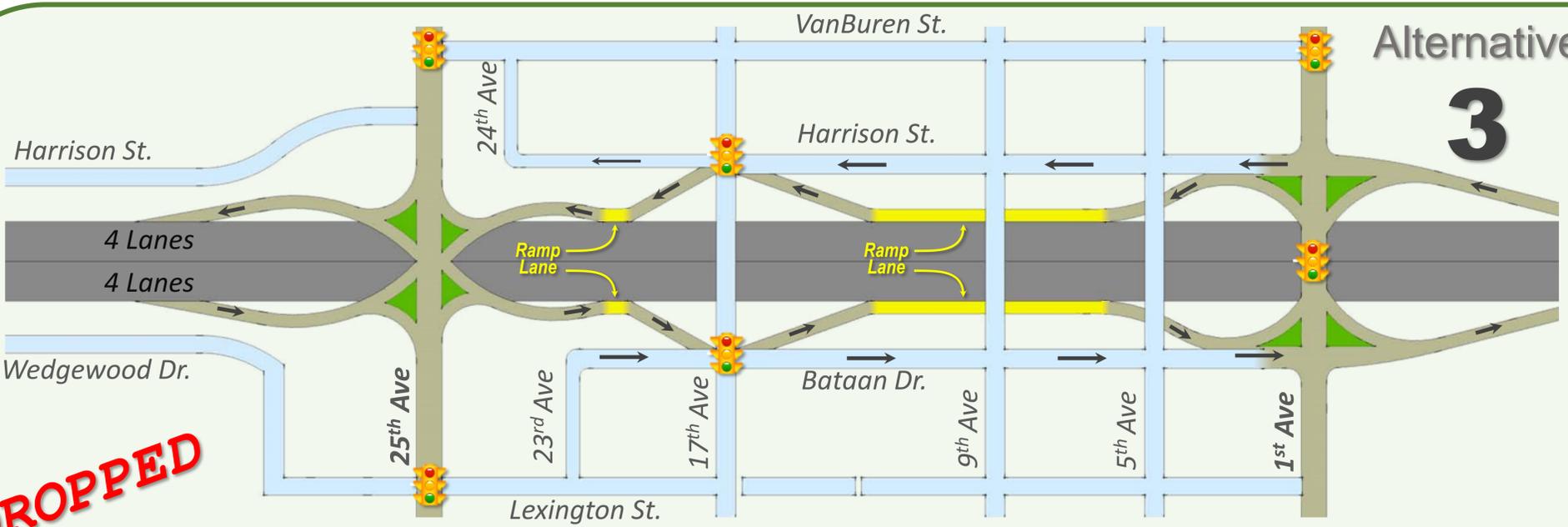
6 Initial expressway access alternatives have been identified for evaluation to determine how to provide the best overall benefits for the Village of Maywood

EXISTING



Alternative 3

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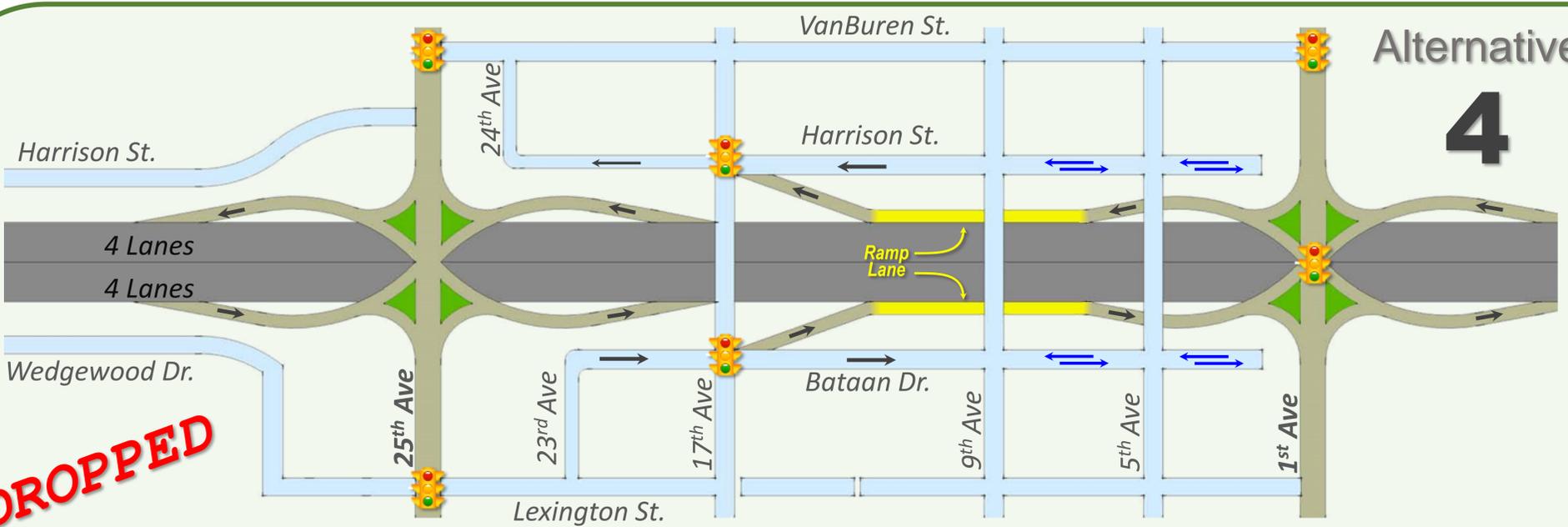


Ramps Consolidated

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

Alternative 4

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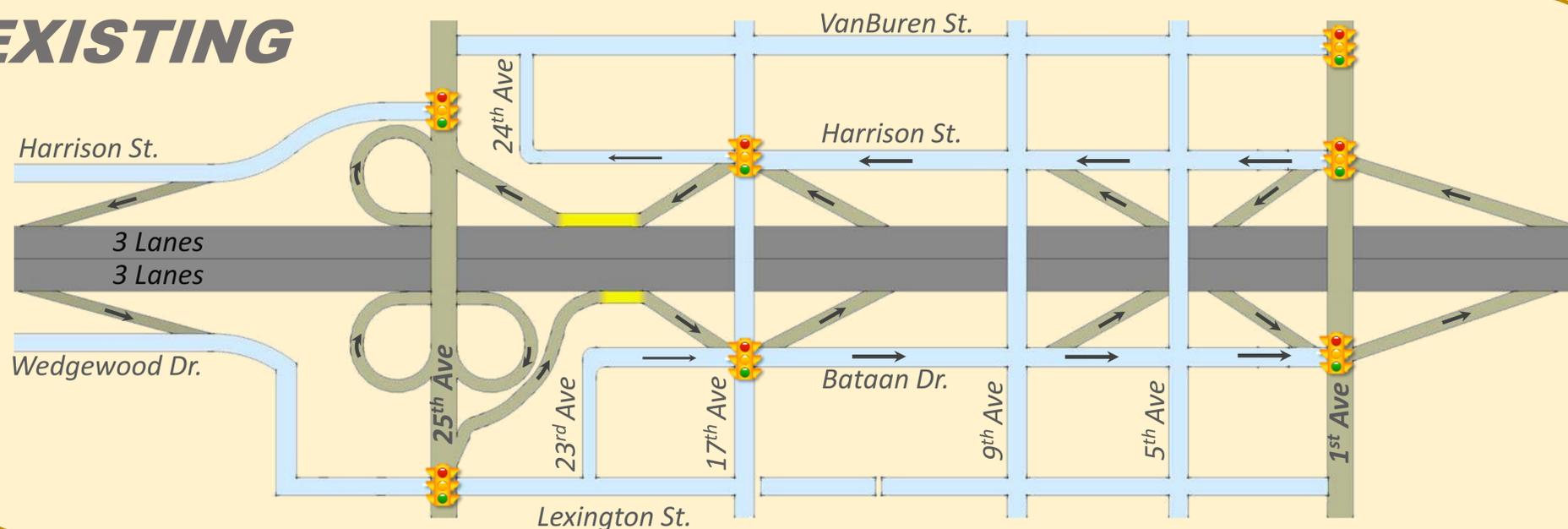


Ramps Consolidated

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

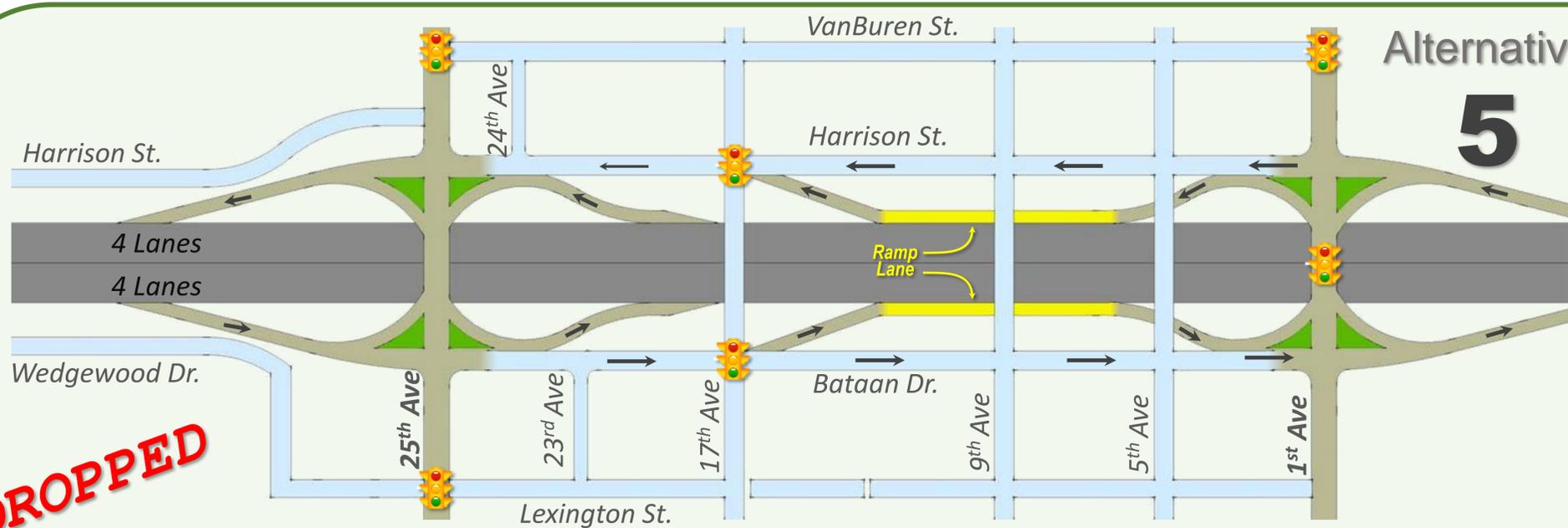
6 Initial expressway access alternatives have been identified for evaluation to determine how to provide the best overall benefits for the Village of Maywood

EXISTING



Alternative 5

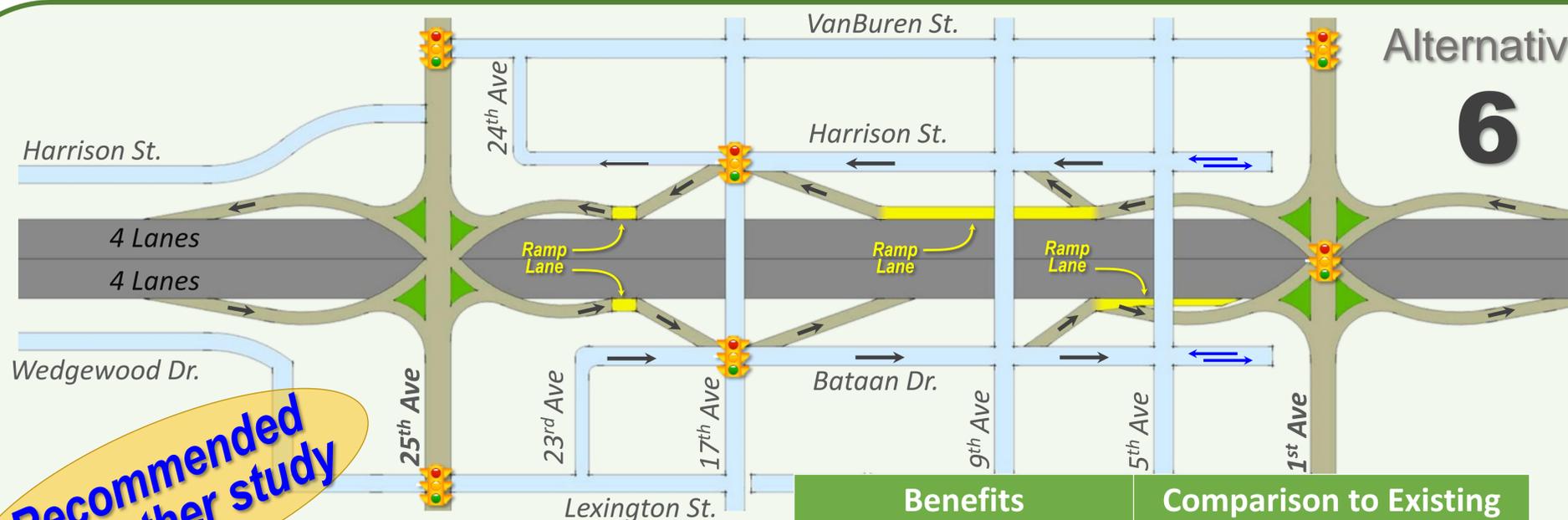
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Ramps Consolidated

- 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

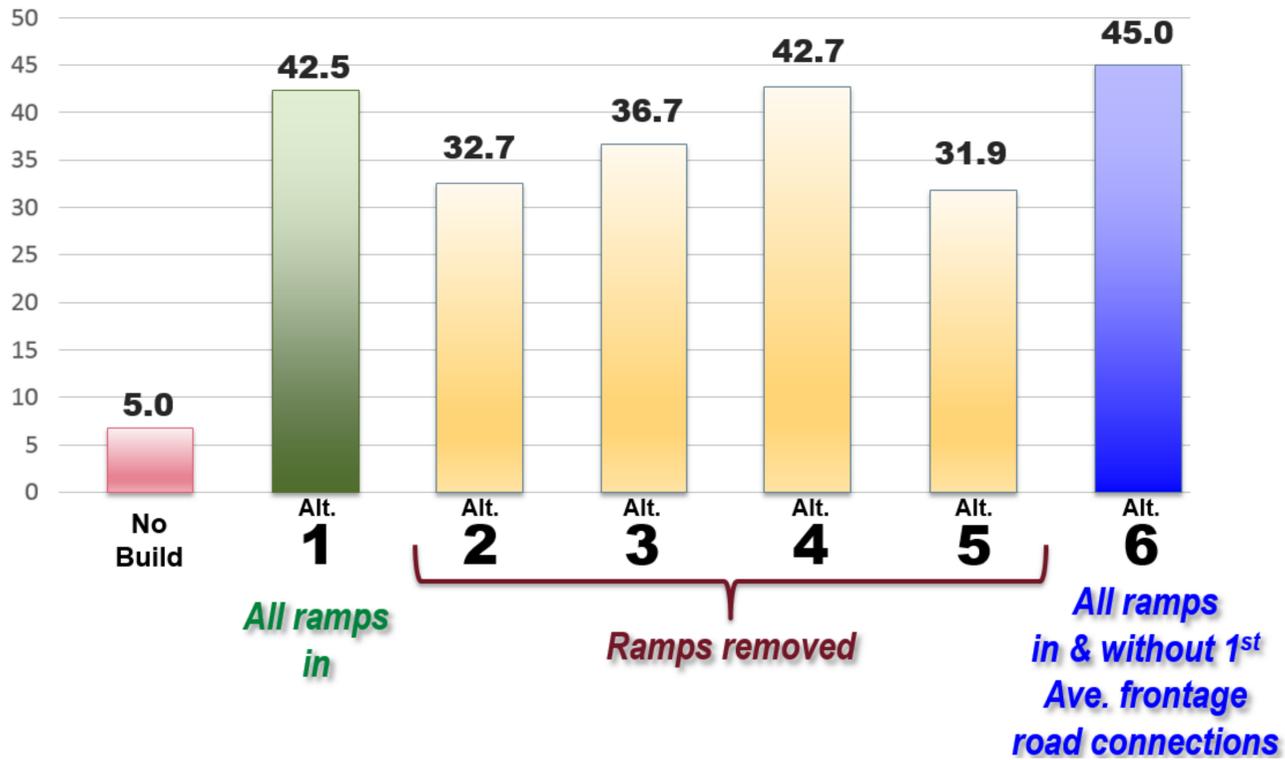
ALL RAMPS INCLUDED

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

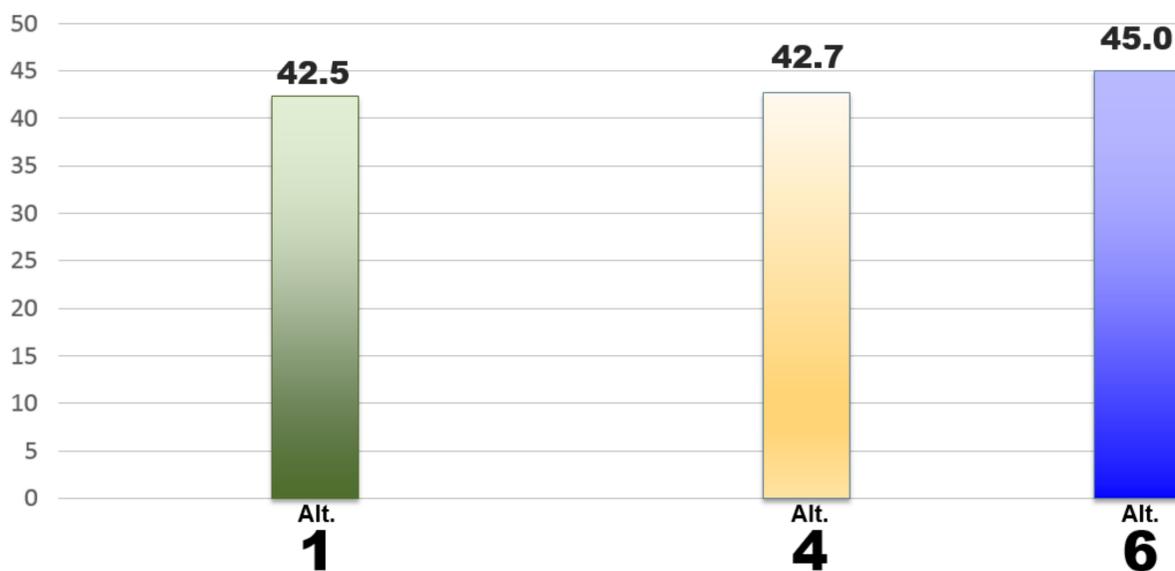
Benefits	Comparison to Existing
Local Travel Times	24% reduction
Local Traffic Volumes	5% reduction
1 st Ave. Traffic Flow	74% improvement
1 st Ave. Traffic Queues	77% improvement
I-290 Safety	9% improvement
I-290 Speeds	133% improvement

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

