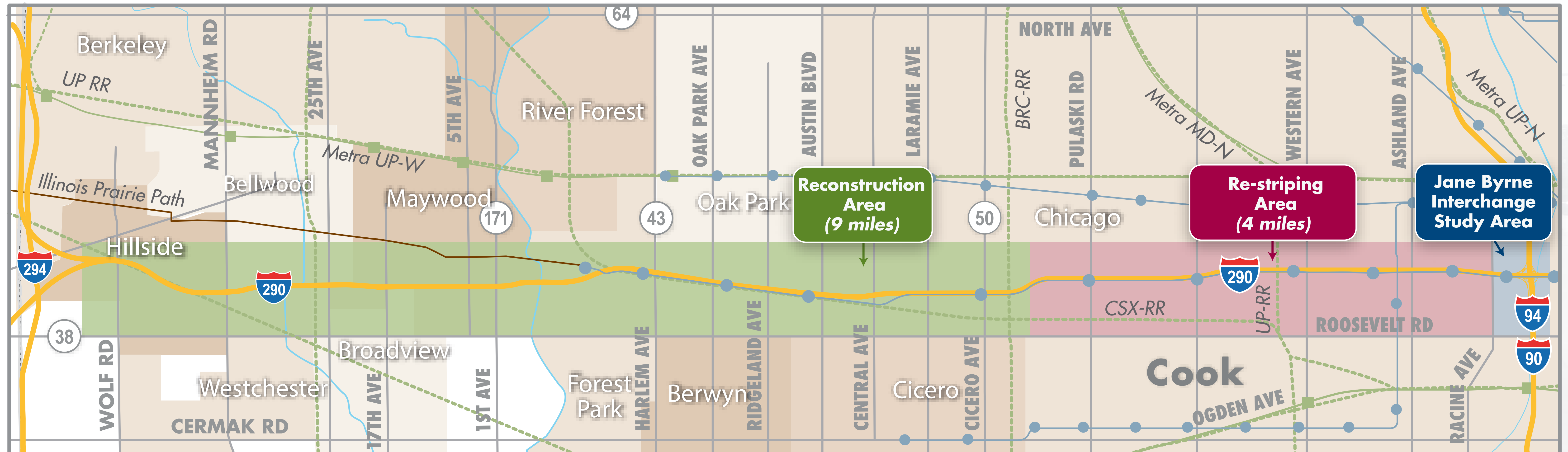


Study Area Map



I-290 Phase I Study Area

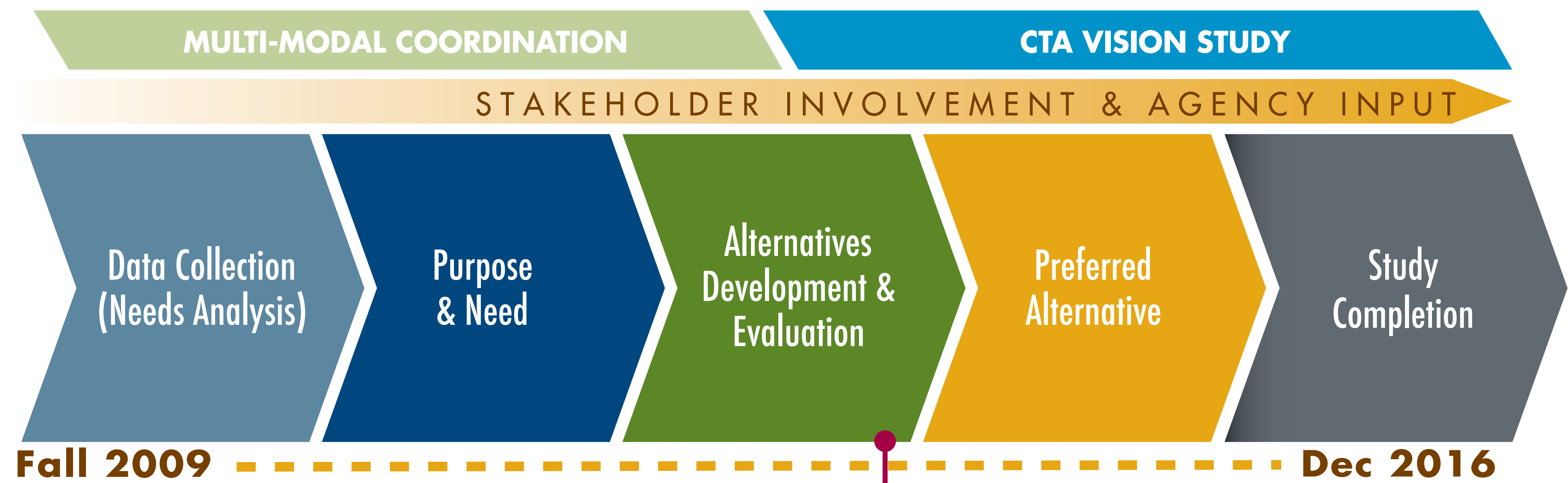


Legend

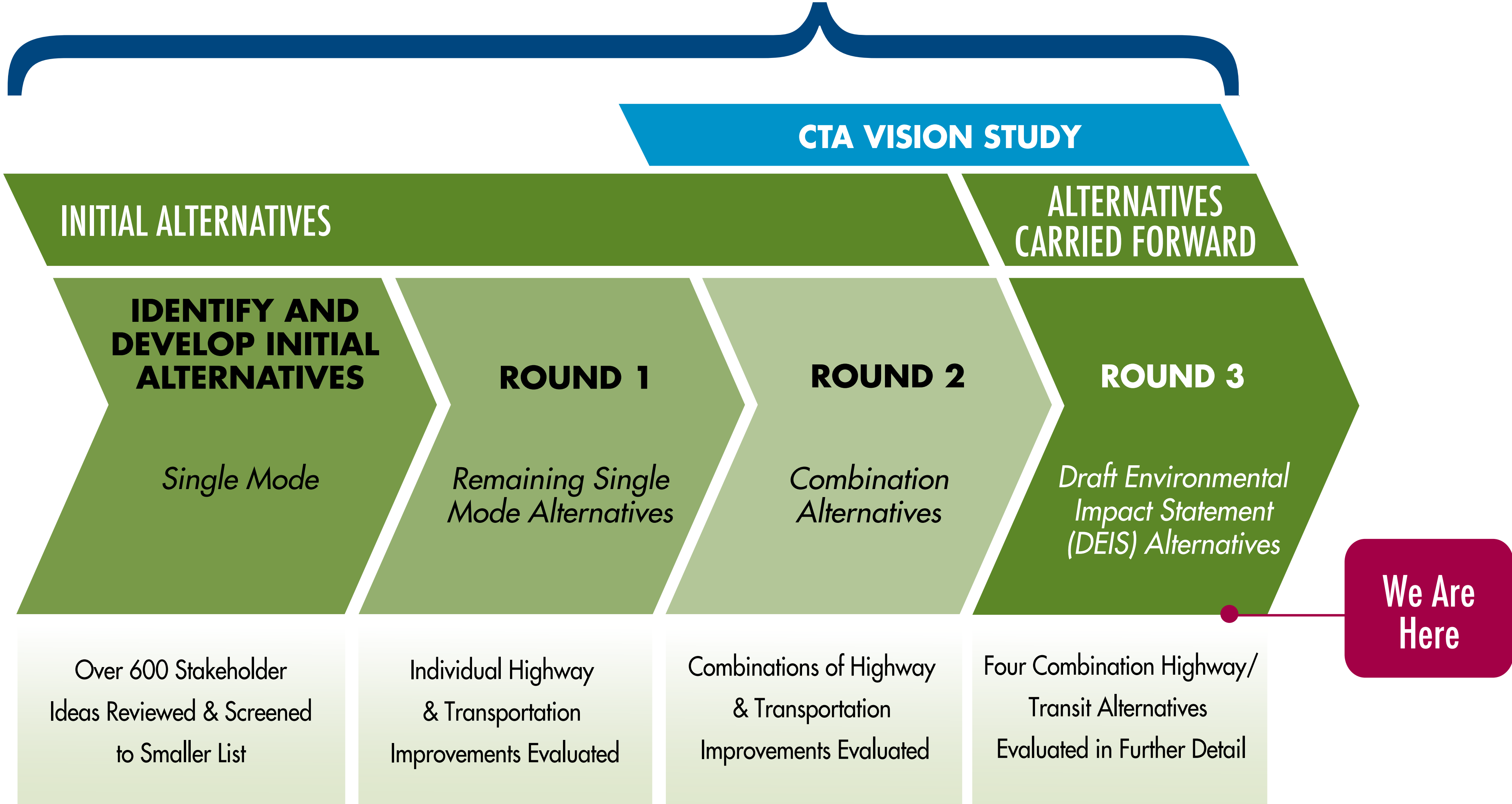
- | | | | |
|--------------------|----------------------------------|-----------------|-------|
| Interstate | Existing CTA Rail/Station Access | Railroad | River |
| Metra Line/Station | IL Prairie Path Multi-Use Trail | County Boundary | |



Study Process & Timeline



We Are Here



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

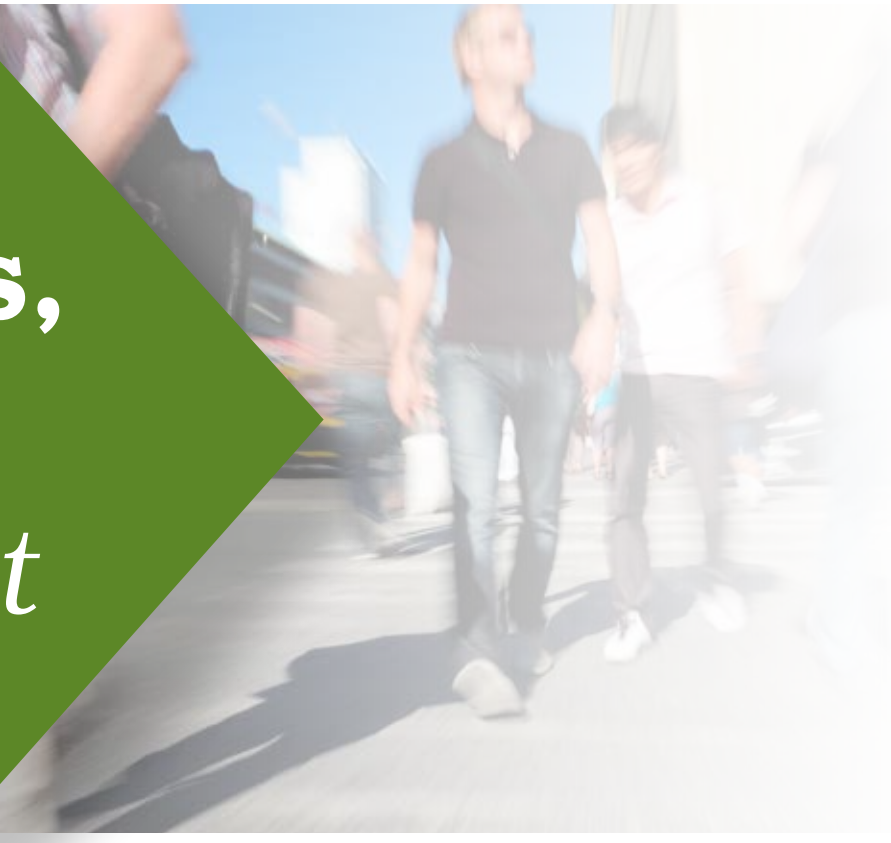


Benefits



▶▶▶ **AESTHETICS**
opportunities

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

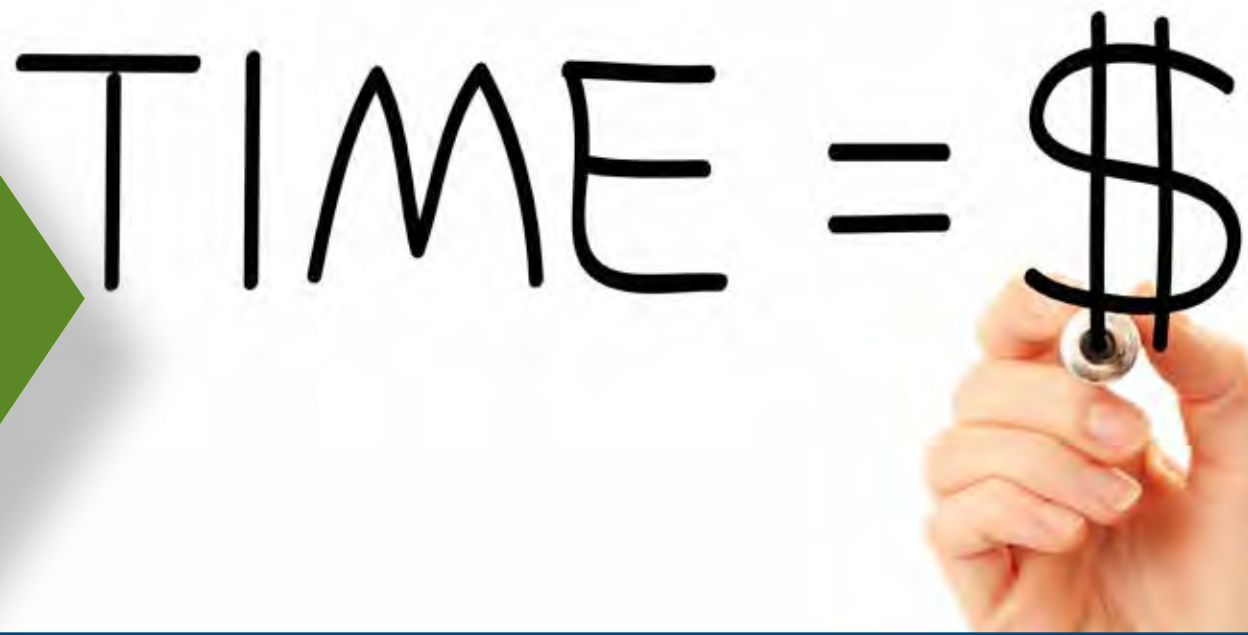


Transit Trips
*Increase of 4,300 east-west
daily transit trips*

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



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?



- > 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

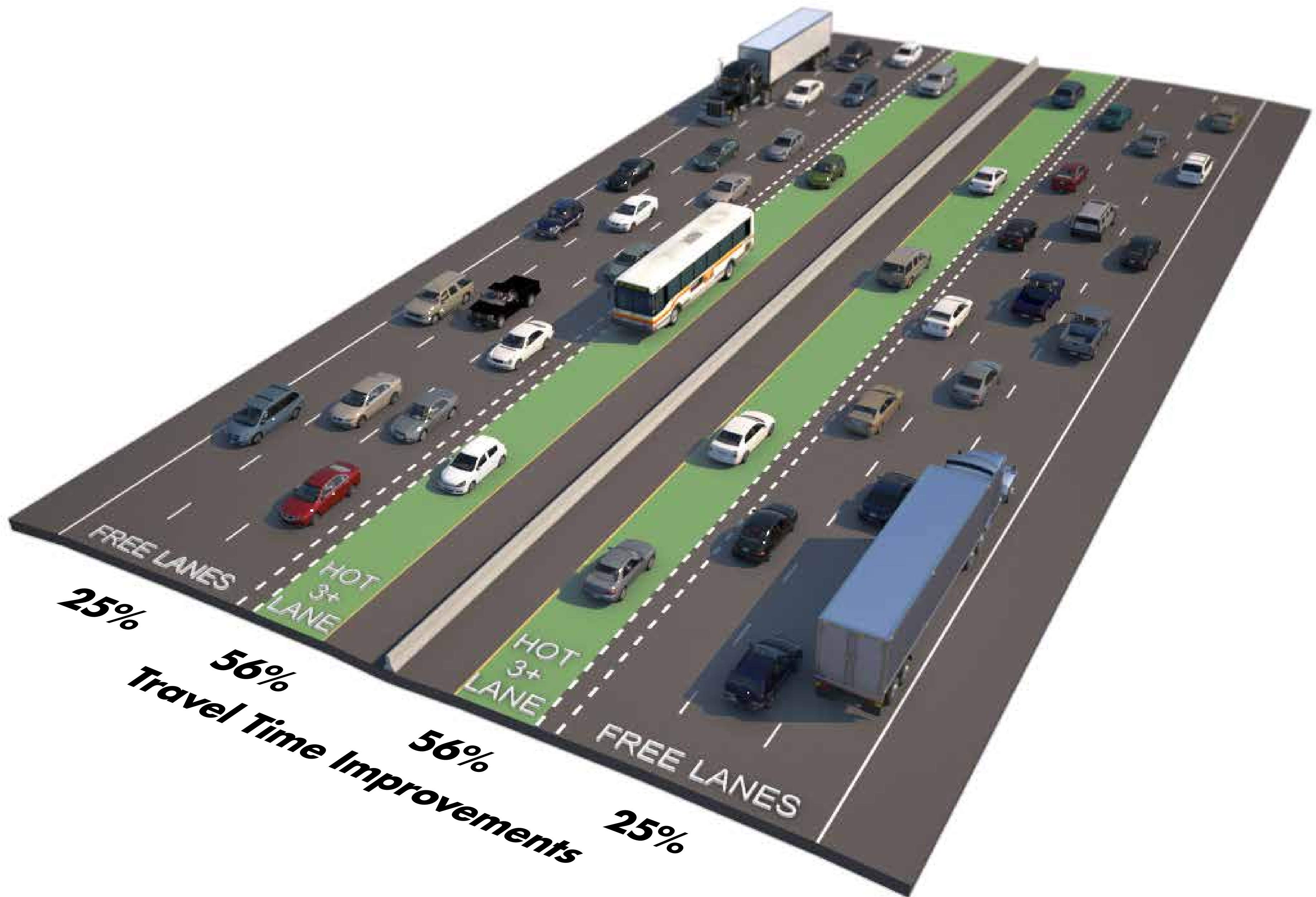
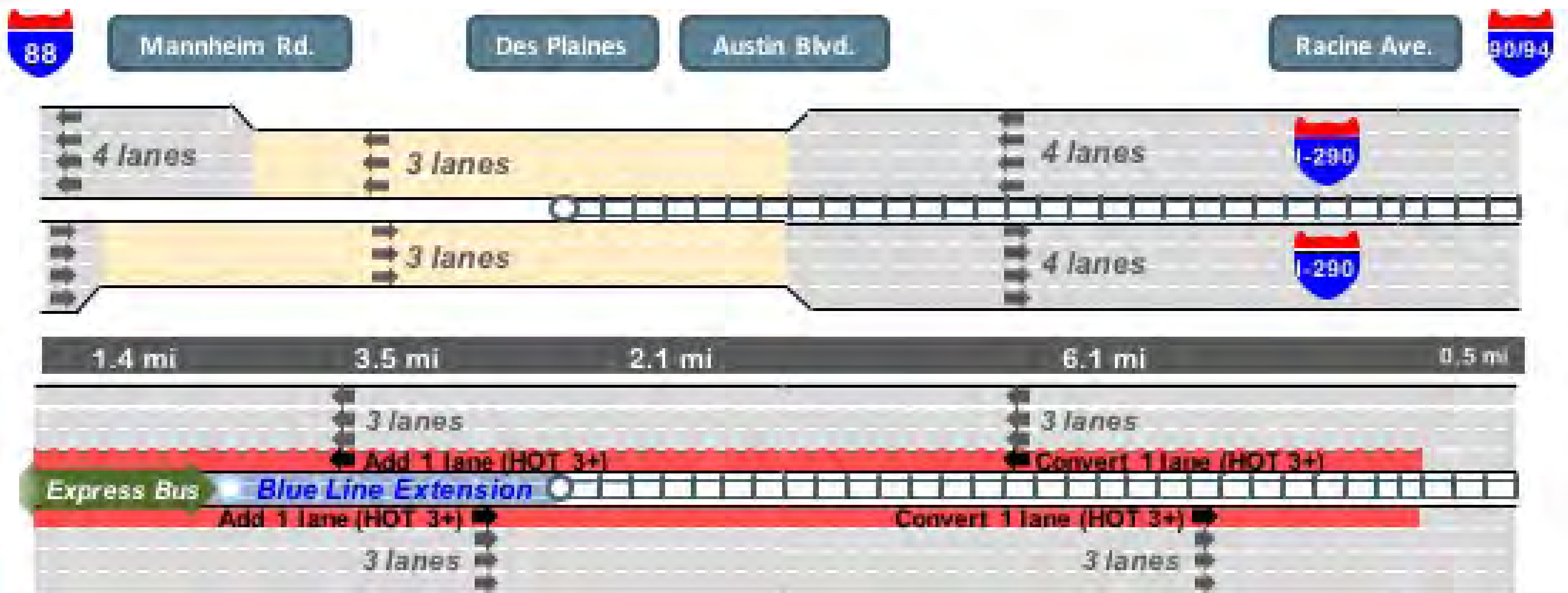
High Occupancy Toll 3+ & Supporting Transit



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

Blue Line Vision Study: Preliminary Findings



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



January

February

March

April

May

June

July

Stakeholder Coordination

*Publish
DEIS*

*Publish
Hearing*

Study Completion (FEIS/ROD) — DECEMBER 2016

Phase II (Design and Land Acquisition) — NOT FUNDED

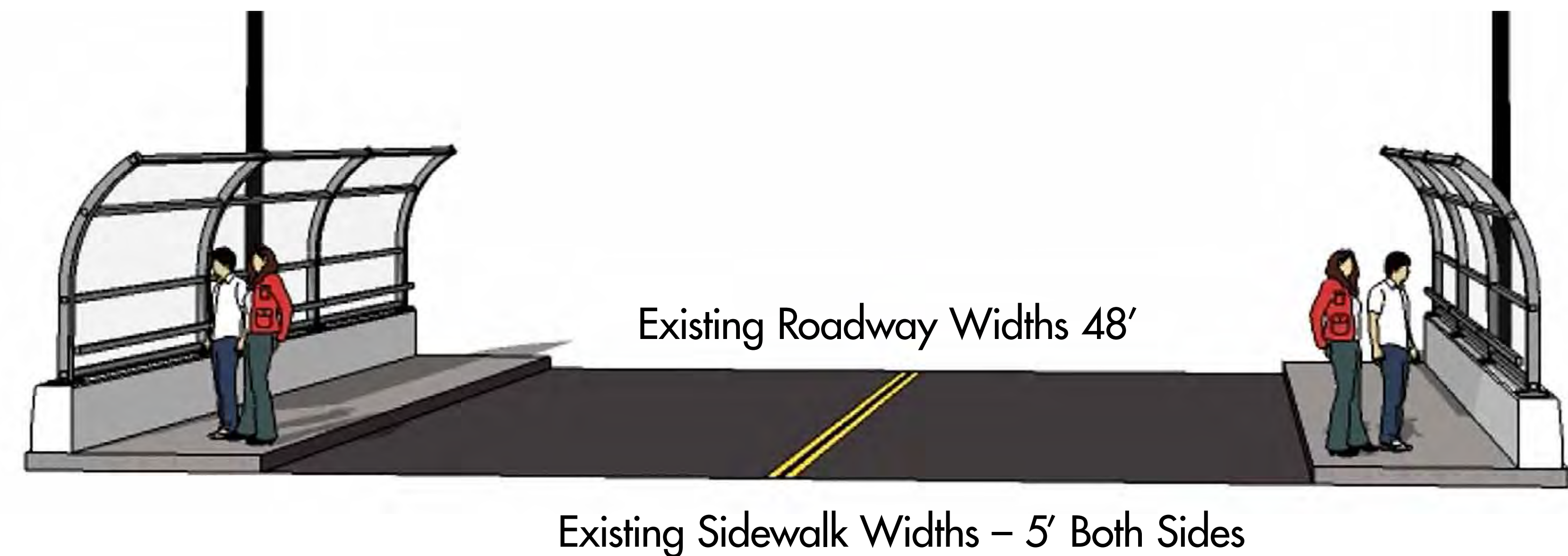
Phase III (Construction) — NOT FUNDED

Crossroad Improvements



Typical Existing Bridge

- Non-standard items require local maintenance
- IDOT cost participation to be determined
- Local municipality responsible for costs to install and maintain non-standard aesthetics, such as planters.



Concept Bridge (9' sidewalks)

