

WELCOME

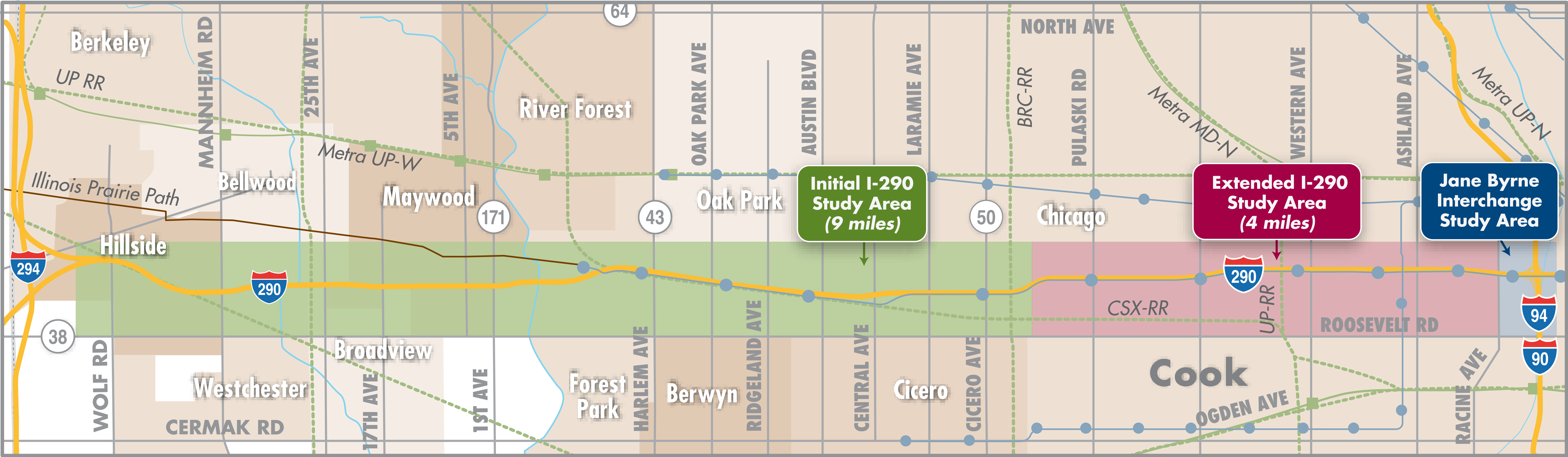
I-290 NOISE WALL FORUM



Study Area Map



I-290 Phase I Study Area

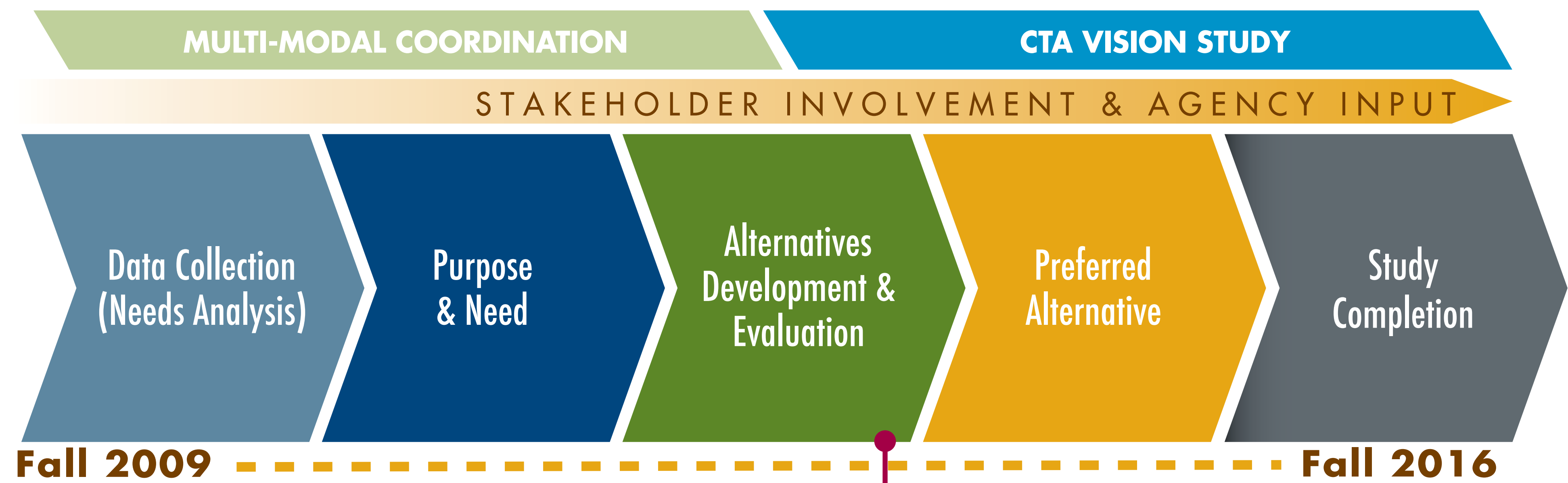


Legend

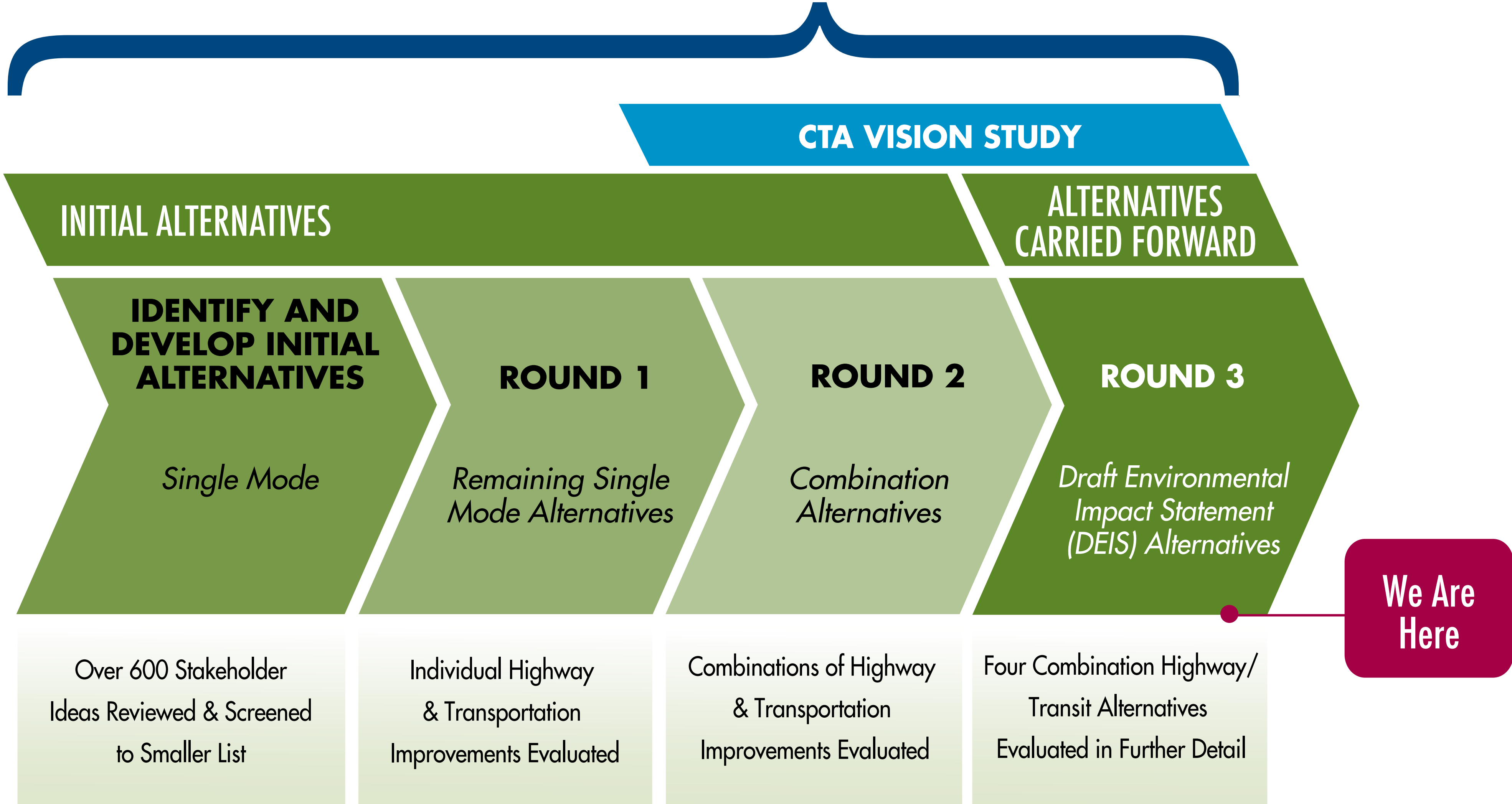
Interstate	Existing CTA Rail/Station Access	Railroad	River
Metra Line/Station	IL Prairie Path Multi-Use Trail	County Boundary	



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:

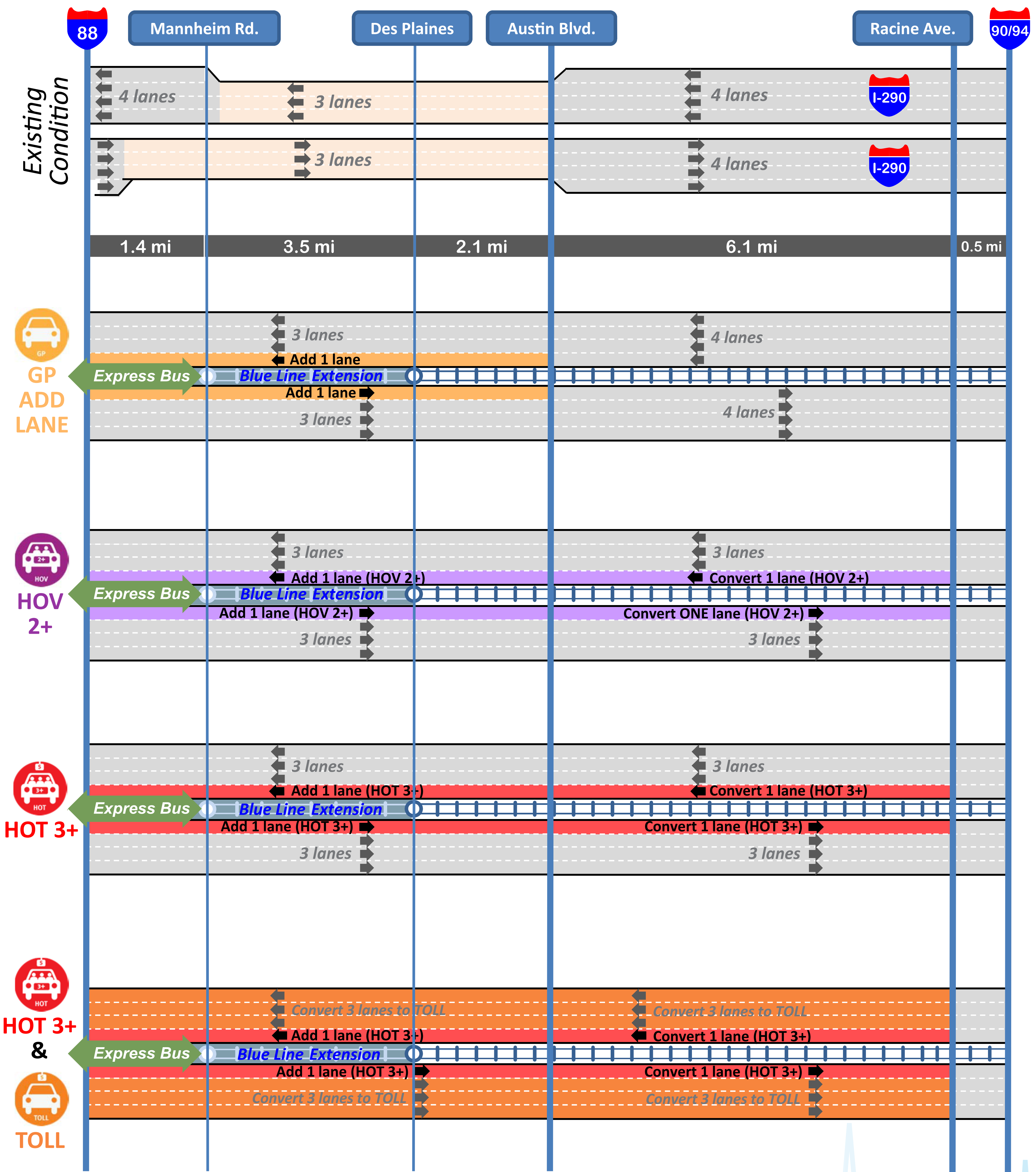
- > **IMPROVE** modal connections and opportunities
- > **IMPROVE** regional and local travel
- > **IMPROVE** access to employment
- > **IMPROVE** safety for all users
- > **IMPROVE** facility deficiencies





Four Alternatives

Supporting transit improvements



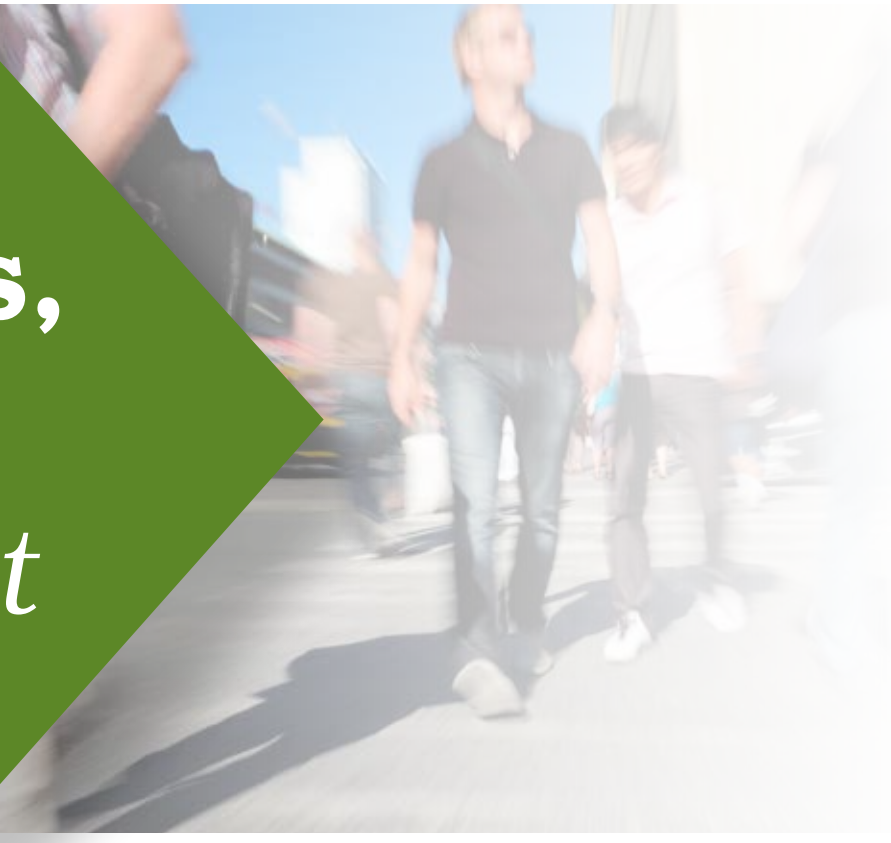
* This visualization represents a preliminary concept and is subject to further stakeholder coordination, research, and design.

Benefits



▶▶▶ **AESTHETICS**
opportunities

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

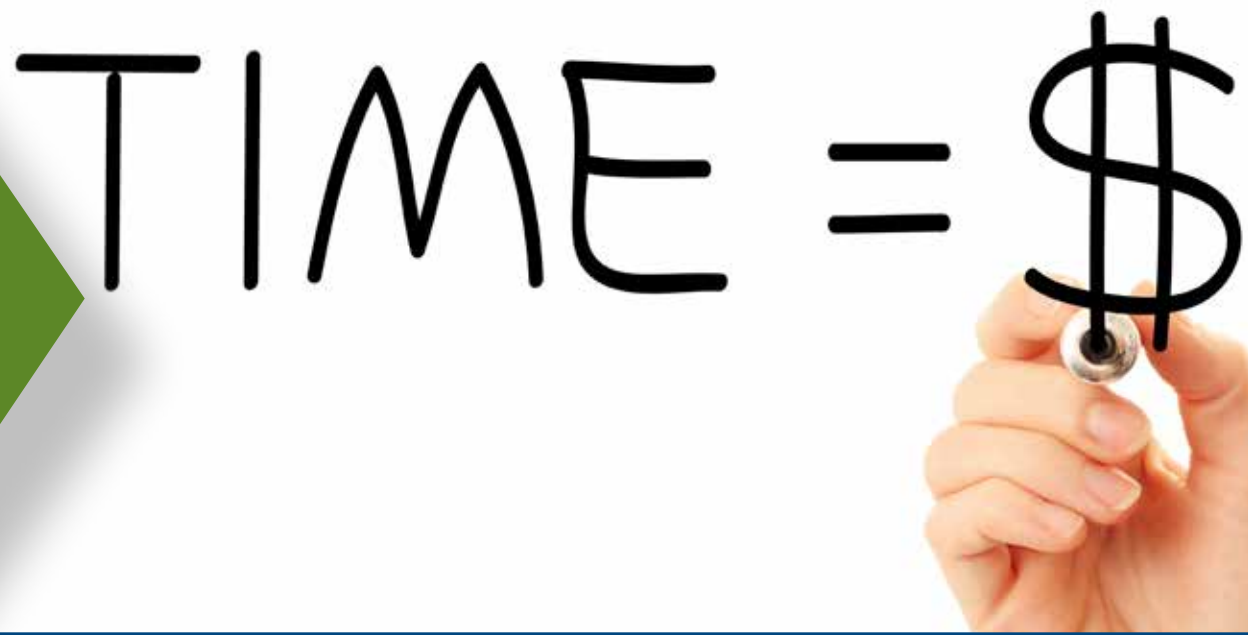


Transit Trips
*Increase of 4,300 east-west
daily transit trips*

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



Overall Next Steps



Preferred Alternative Refinements

- > **CTA/CSX Right-of-Way and Design Coordination**
- > **Section 106 Coordination**
- > **Proposed Drainage Plan**
- > **Construction Staging**
- > **Sustainability**
- > **Funding**



Public Involvement

- > **Community and agency meetings** – continued
- > **Noise Wall Viewpoints Solicitation Surveys** – November
- > **Corridor Advisory Group #22** – February 2016
- > **Draft Environmental Impact Statement Release** – February 2016
- > **Public Hearing** – March 2016
- > **Corridor Advisory Group #23** – Summer 2016
- > **Final Environmental Impact Statement/Record of Decision** – Fall 2016



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

How do noise levels change?



Noise Approaches/Meets/Exceeds Noise Abatement Criteria	
Existing	220 receptors
Future No Build	227 receptors
Preliminary Preferred <i>(Noise Impacts)</i>	228 receptors

Preliminary Preferred noise levels:

- > Perceptibly **INCREASE** ▲
from No Build at 1 receptor
- > Perceptibly **DECREASE** ▼
from No Build at 4 receptors, due to:
 - ✓ I-290 lane shifts
 - ✓ Interchange reconfigurations
 - ✓ I-290 mainline elevation modifications

How is noise reduced where there are impacts?



- ✓ Noise walls studied where noise impacts are predicted
- ✓ Noise walls must be “feasible and reasonable”

92 noise walls studied
to abate **228** impacts

76 walls were feasible

61 walls were reasonable

NEXT STEP
Viewpoint solicitation

What is viewpoint solicitation?




- > Vote **FOR** or **AGAINST** the proposed noise wall
Votes given to those receiving a perceptible noise reduction from the wall
- > Voting forms, information about wall will be sent to voters via mail
- > **Goal:** 33% response rate

If greater than 50% of votes are in favor, the proposed noise wall will be recommended for implementation



Questions? Study team members will respond to anonymous questions presented by a moderator after the presentation. If you have a question, please write it on this card and drop it in the question box or hand it to an I-290 Study Team member. If your questions are about specific properties, please feel free to speak directly to a Study Team member in the exhibit area. **Thank you for your participation!**

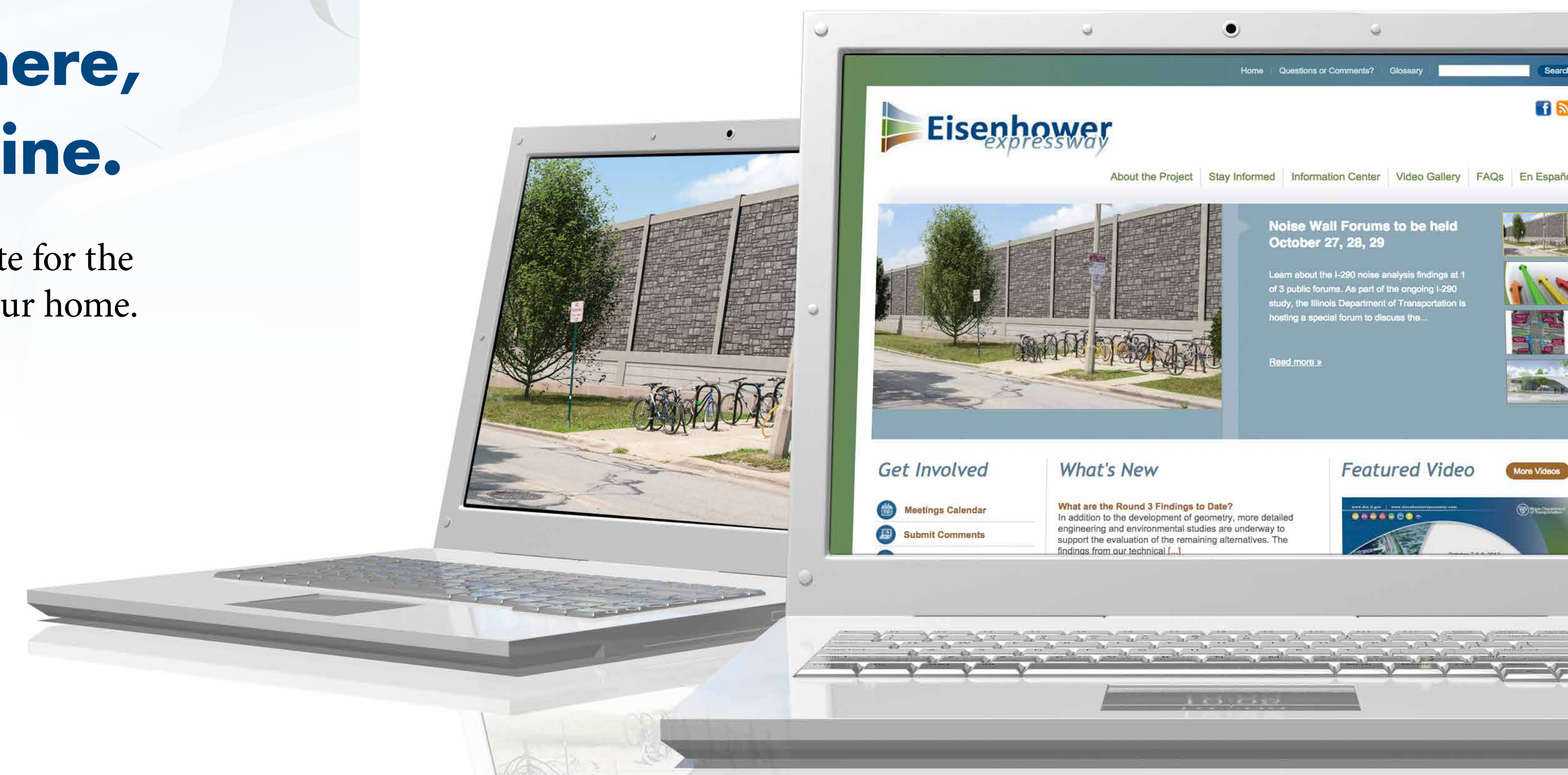
 Eisenhower Expressway

Moderated Question & Answer Session After the presentation

Comment Form

A comment form will not be counted as an official vote for the noise walls. Official voter surveys will be mailed to your home.

Visit **EisenhowerExpressway.com**
for up to date project information



Preliminary Preferred Alternative

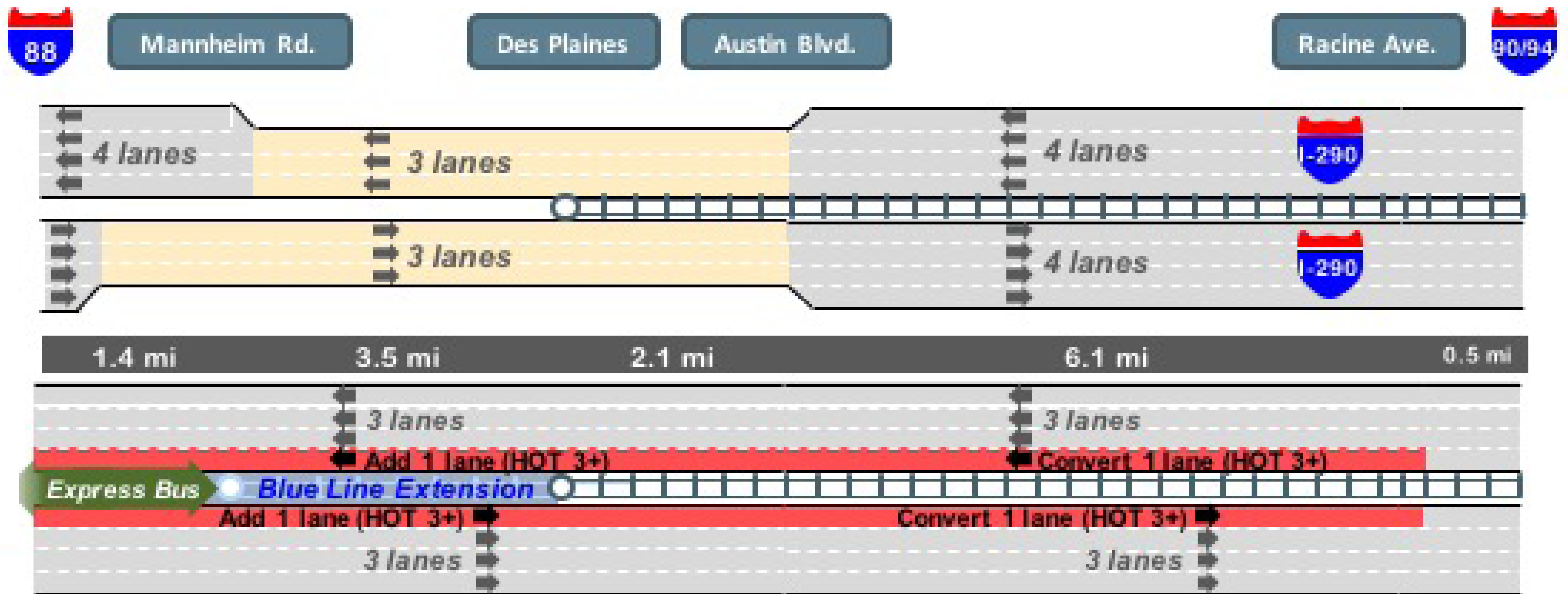
High Occupancy Toll 3+ & Supporting Transit



Existing
Conditions



HOT 3+

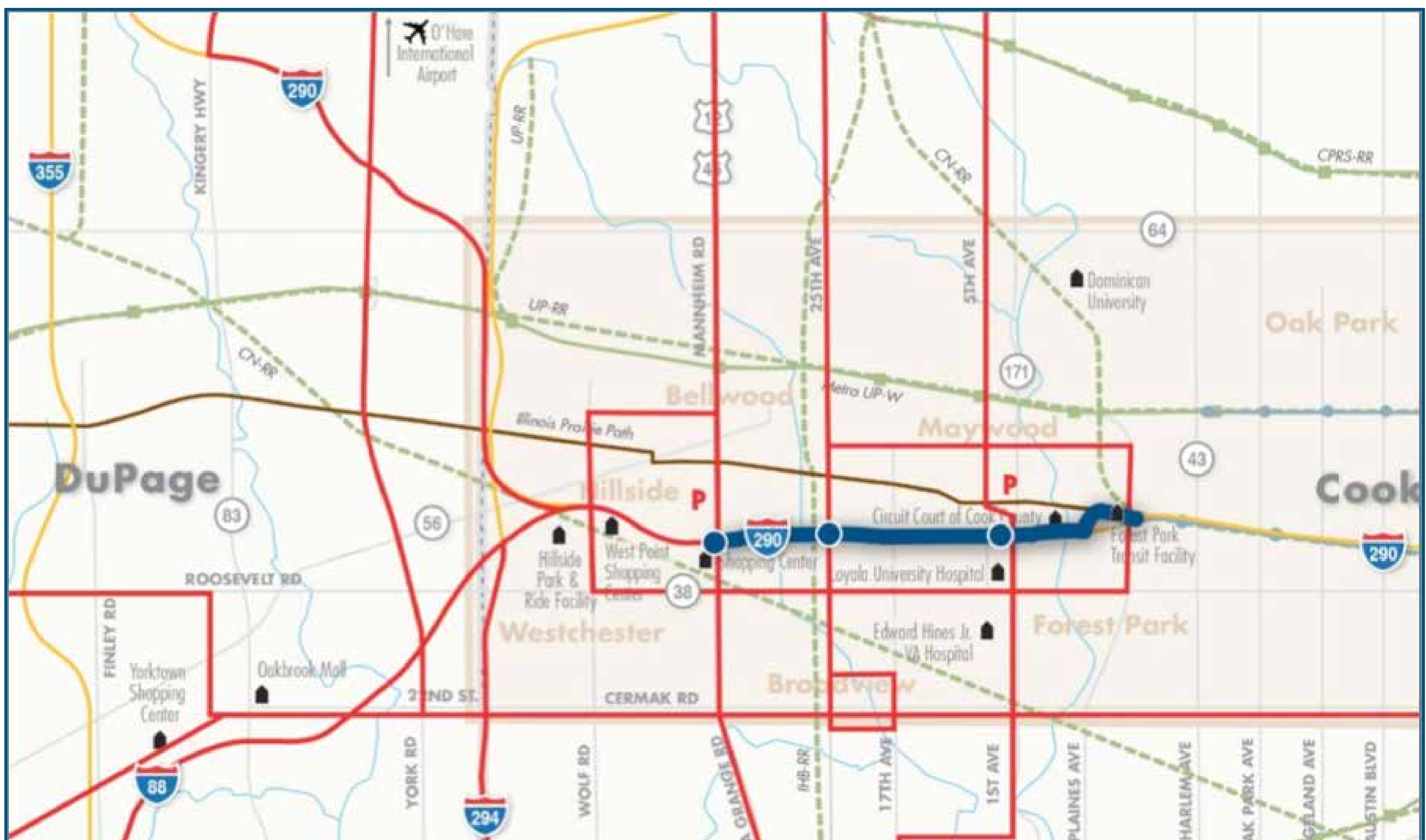


SUPPORTING TRANSIT:

> **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**



Round 3 Alternatives Evaluation



Travel Performance

- Tolling all lanes **OVER MANAGES** traffic
- General purpose add lane **UNDER MANAGES** traffic
- HOT 3+, HOV 2+ provide **BALANCE**
- HOT 3+ provides the **BEST BALANCE**



Environmental

- Generally no substantial differences among build alternatives
- Positive air quality trends with managed lane alternatives



I-290 NOISE WALL FORUM

