

WELCOME !

Interstate 90 (I-90) Improvements Study

From I-190 to IL 43 (Harlem Avenue)

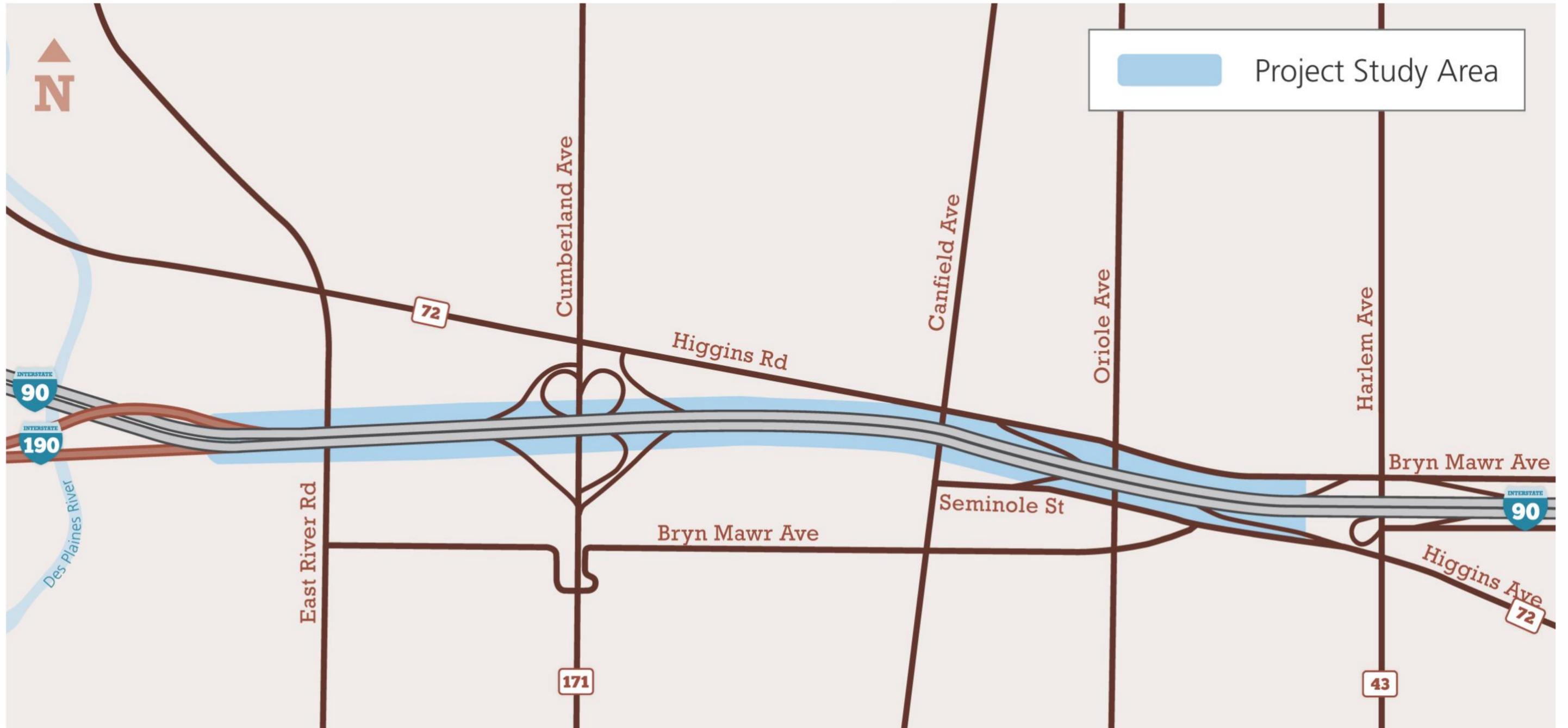
Public Hearing

Holiday Inn Chicago O'Hare

Thursday, February 13, 2014



Project Location Map



Project Schedule

PUBLIC INVOLVEMENT

2013

2014

2015

- Initiate Phase I Study
- Collect Data
- Identify Problems and Deficiencies

- Identify reasonable alternatives to address needs
- Evaluate alternative impacts and benefits

- Present preferred alternative
- Evaluate impacts including Noise
- Coordinate with locals regarding potential noise barrier locations

- Address Public Hearing Comments
- Finalize Phase I Study
- Complete noise wall coordination
- Obtain design approval

- Phase II detailed engineering & contract plan preparation
- For accepted noise barrier locations, continue coordination with residents

Public Meeting
(March 26, 2013)

PWG #2
(September 6, 2013)

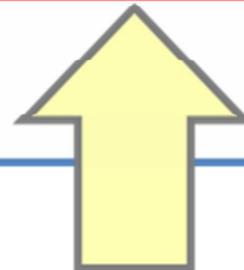
PWG #3
(January 21, 2014)

(March 2014)

2014 - 2015

PWG #1
(April 29, 2013)

Public Hearing
(February 13, 2014)



LEAD AGENCIES

FHWA and IDOT are joint lead agencies for the I-90 Improvements Study. As such, FHWA (Illinois Division Administrator) and IDOT (Secretary of Transportation) are the ultimate decision-makers for the project.

PROJECT STUDY GROUP

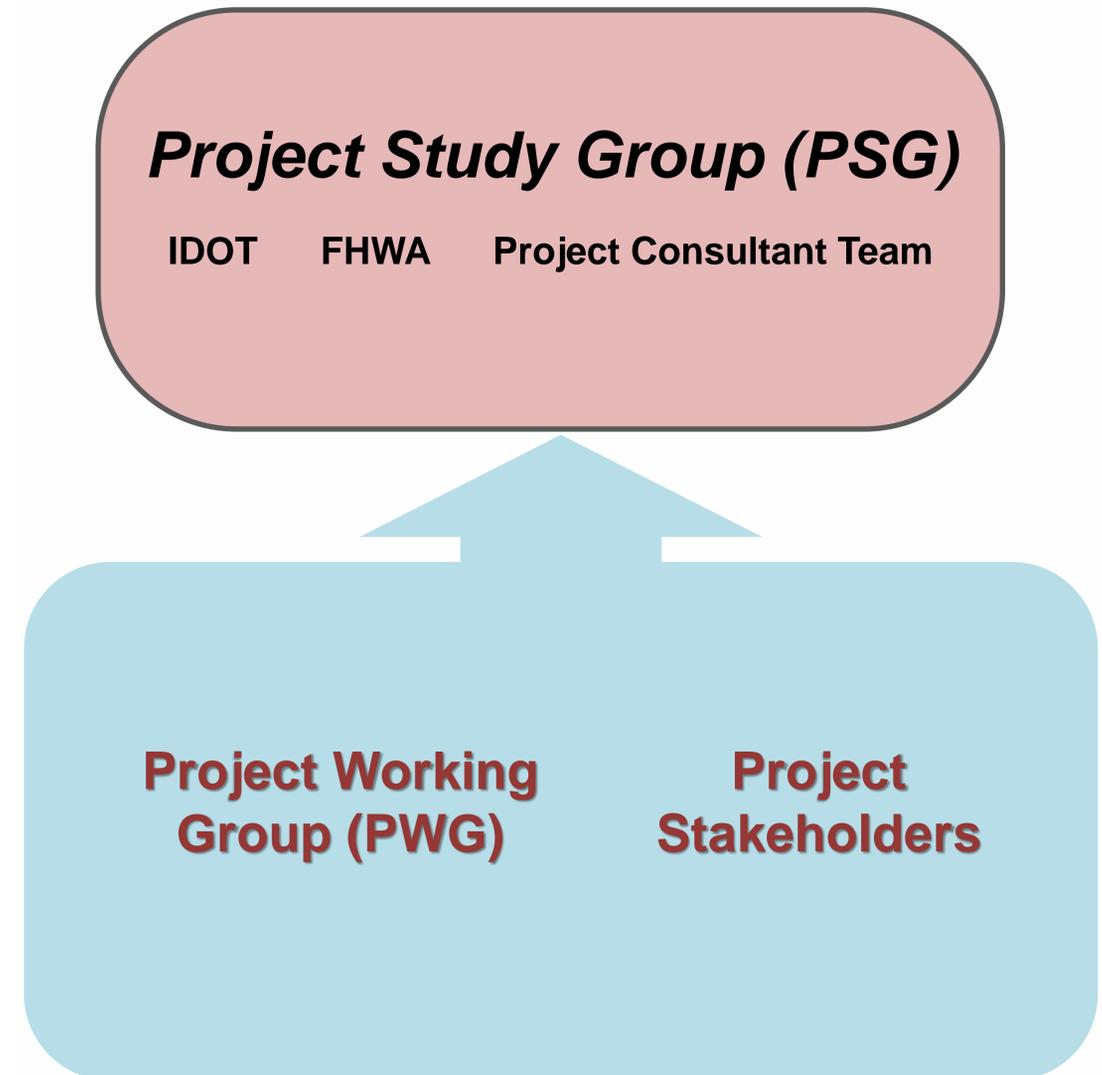
These lead agencies, plus the consultant team, comprise the Project Study Group (PSG). The PSG has the primary responsibility for the project development process. This group provides technical oversight and expertise in key areas, including study process, agency procedures and standards, and technical approaches. Another important responsibility of the PSG is to facilitate public involvement and ensure the project conforms to the Stakeholder Involvement Plan (SIP).

PROJECT WORKING GROUP

IDOT invited some of the stakeholders, such as the Mayors, Village Presidents, Aldermen, etc. to join the Project Working Group (PWG) and represent their communities' interests. PWG members consist of officials who have the authority to speak on behalf of their communities. The responsibilities of the PWG include providing input to the study process, identifying key issues or concerns as well as goals for the project, and reaching a consensus at key project milestones. The PWG members helped gather and relay input from their communities throughout the project process.

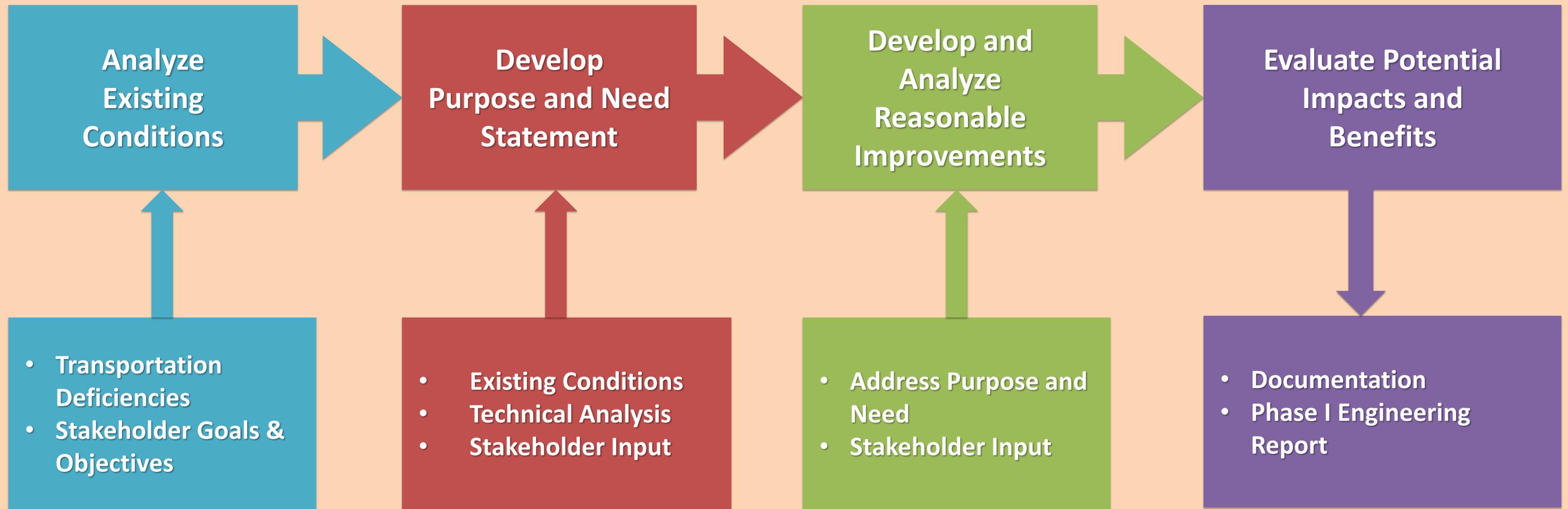
PROJECT STAKEHOLDERS

Opportunities for meaningful stakeholder involvement started at the very early stages of the study and will continue through the approval of transportation solutions. As part of the overall Context Sensitive Solutions (CSS) process, a Stakeholder Involvement Plan, or SIP, was developed. The SIP identifies the opportunities for public involvement and participation in the I-90 improvements study. The SIP serves as a blueprint for defining the outreach tools and methods, identifies the roles and responsibilities of study participants, and establishes the timing of activities planned to engage the public in the study process. The SIP is a dynamic document that may be updated throughout the study process.



Phase I Study Process

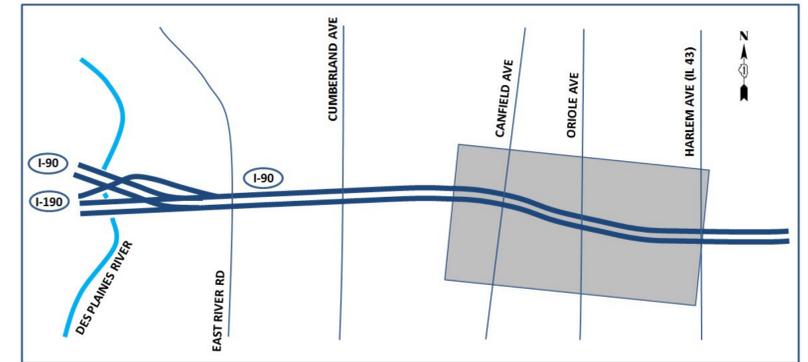
> > > *Agency Coordination* > > > > > > > > > > > > > > > > >



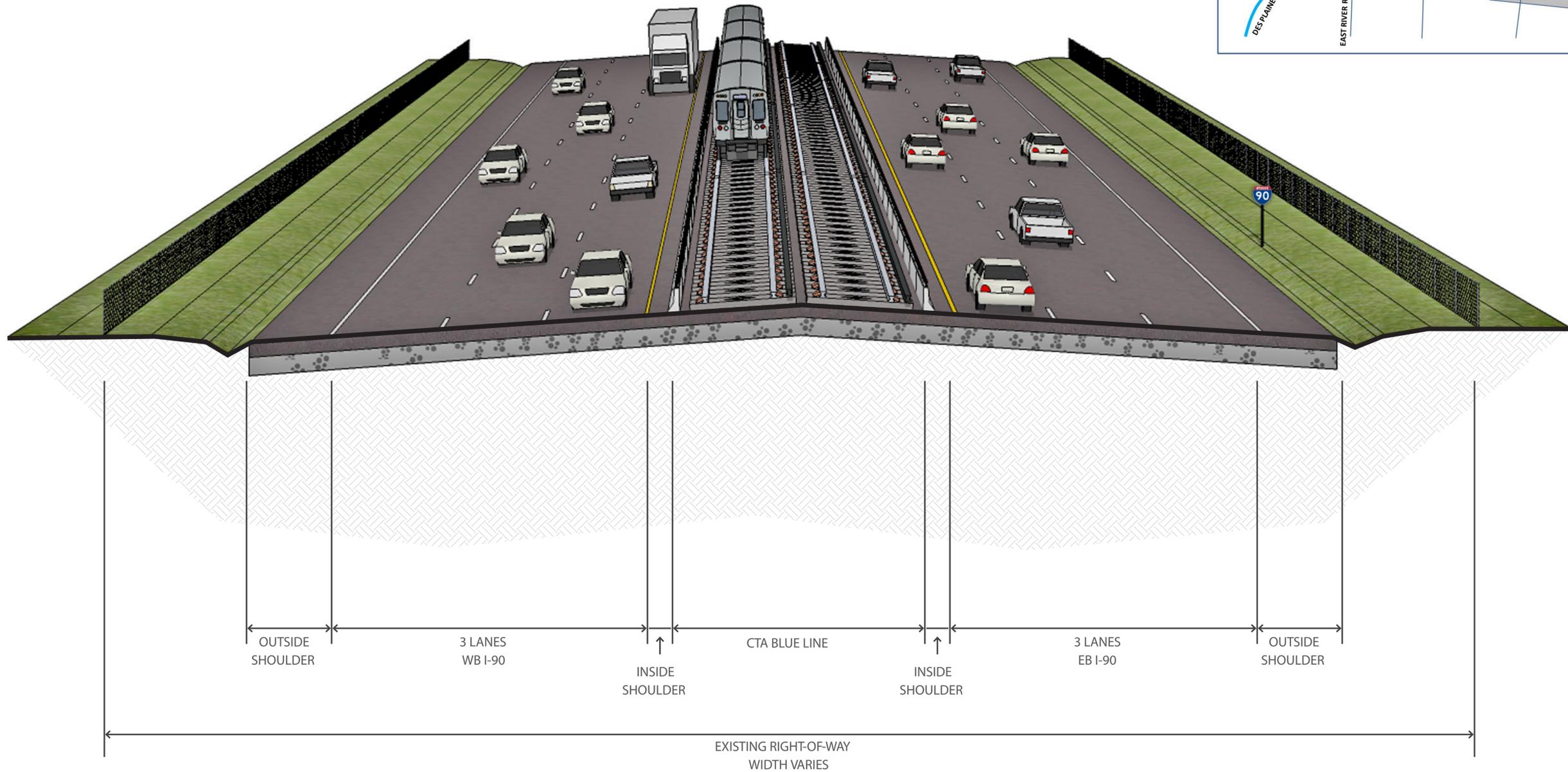
> > > > > > > > > > *Stakeholder Involvement* > > > > >

Typical Section

Canfield to Harlem | Existing Conditions

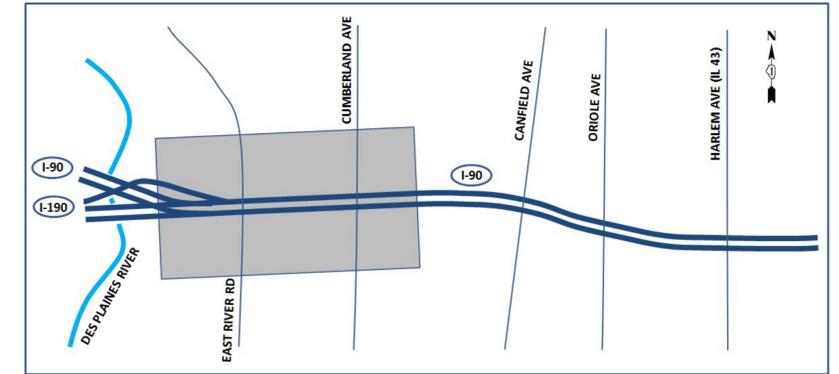


KEYMAP

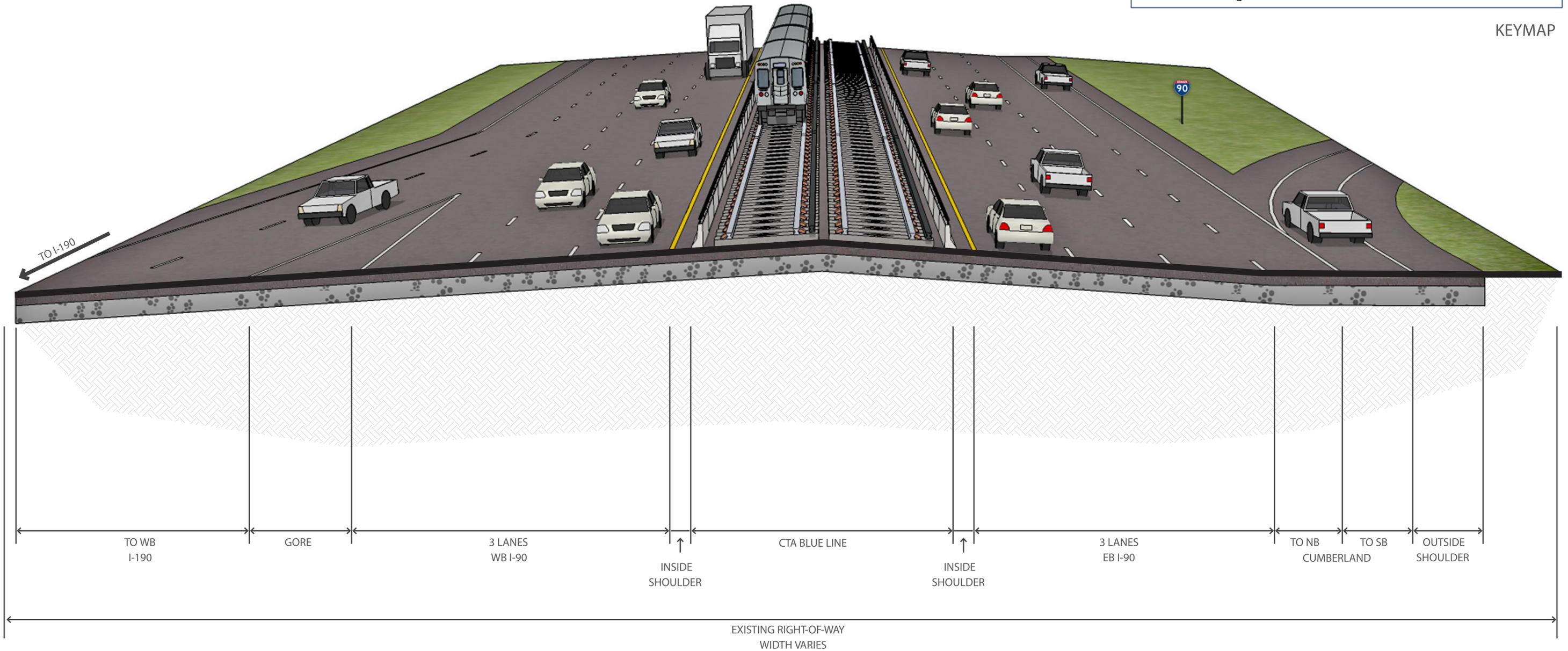


Typical Section

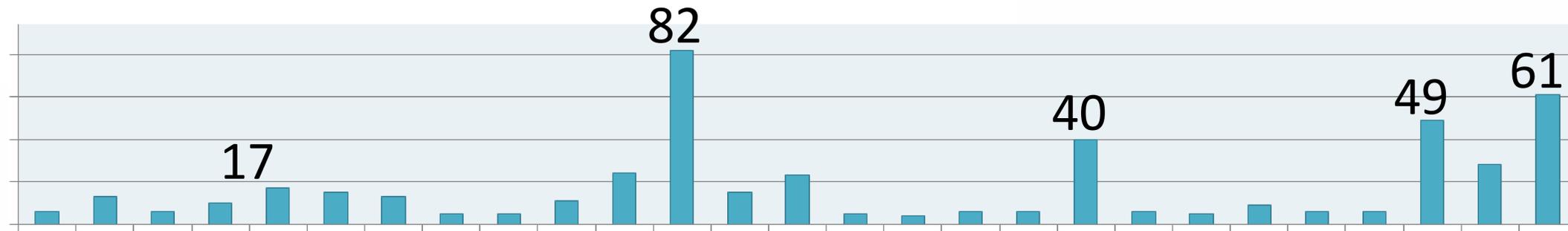
I-190 to Cumberland | Existing Conditions



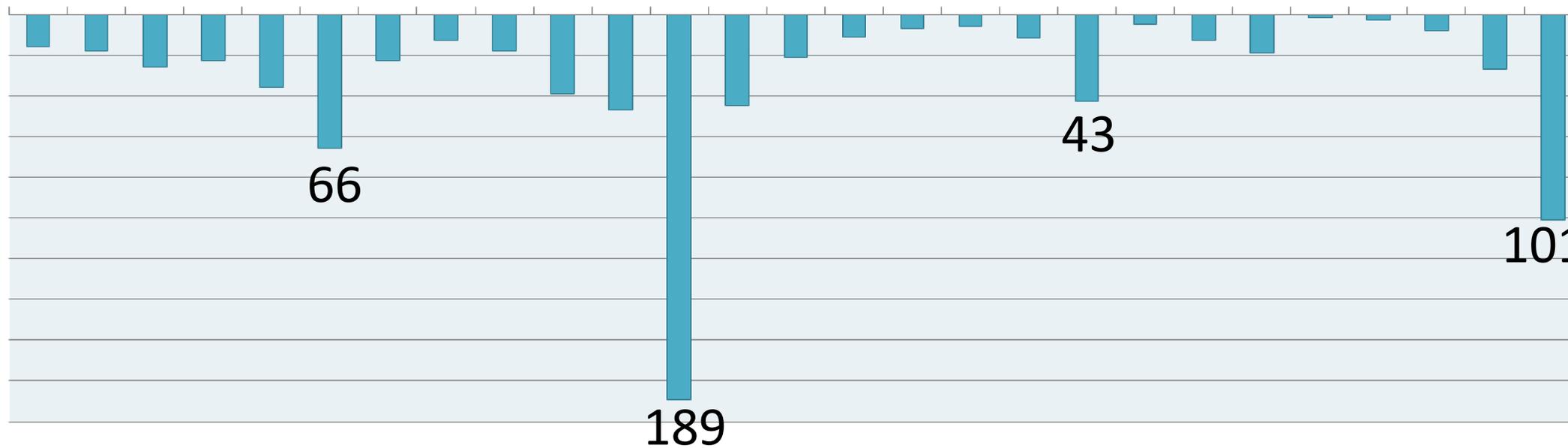
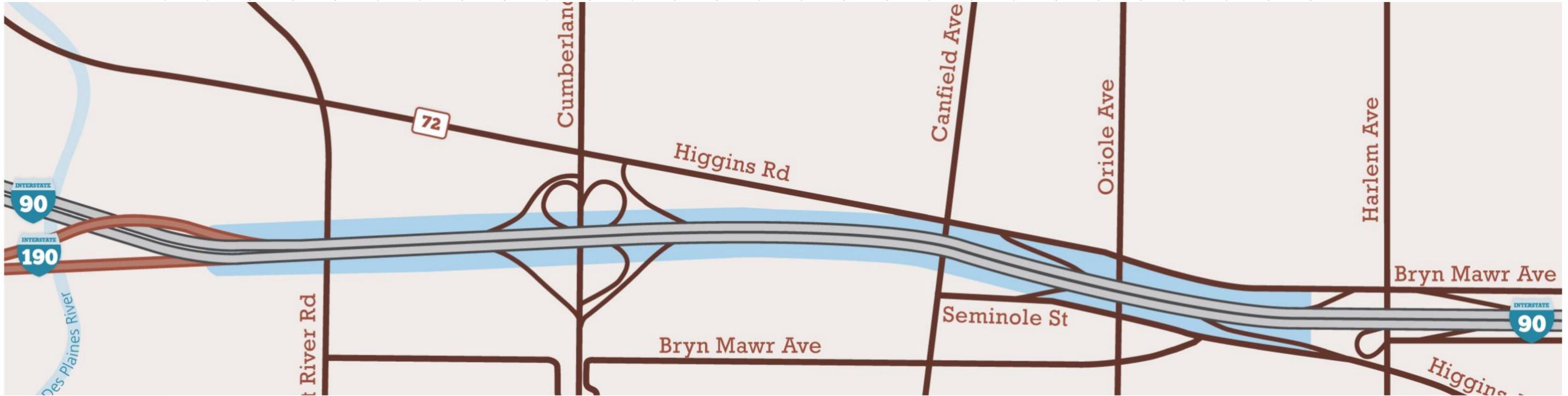
KEYMAP



Crash Distribution

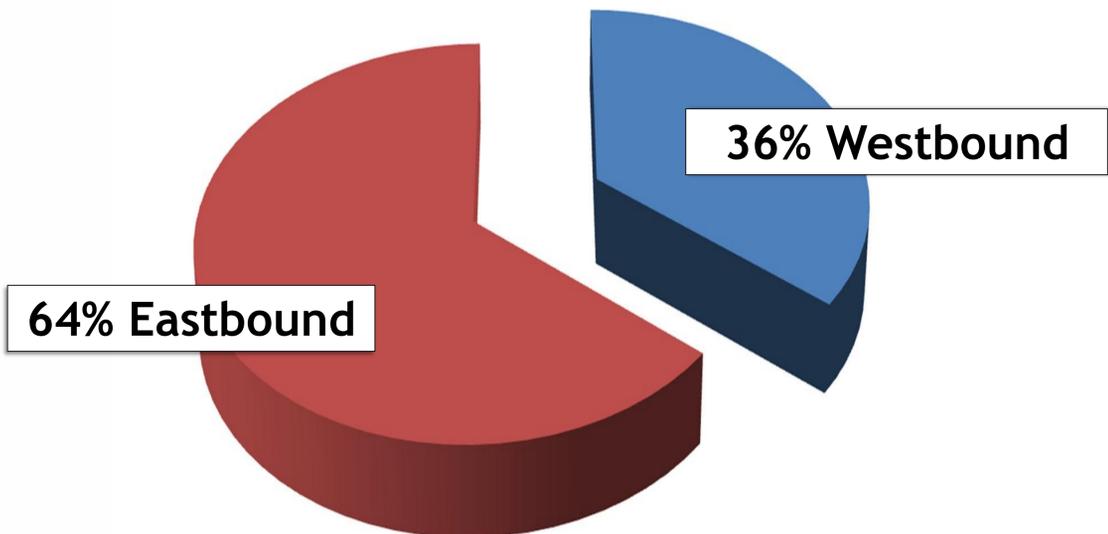


Number of Crashes on Westbound I-90, 2007-2011
[Total = 476]



CRASH HISTORY: Crash data in study area for the years 2007 - 2011

Total of 1,152 crashes

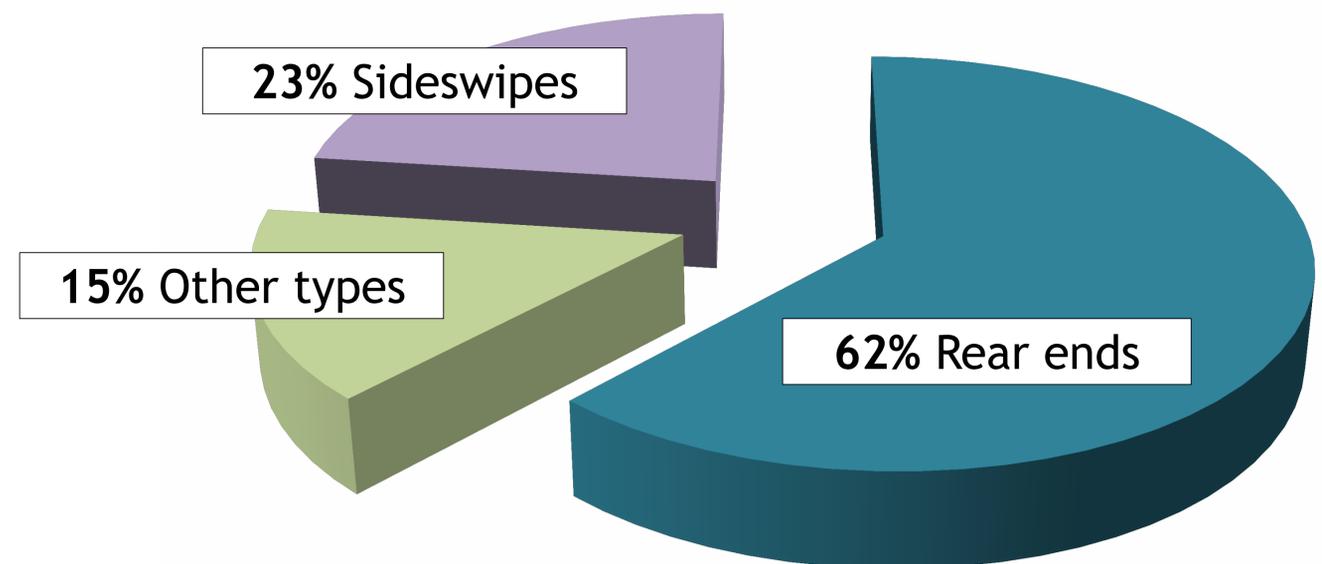


Approximately 1 crash every 1.5 days

168 Injuries

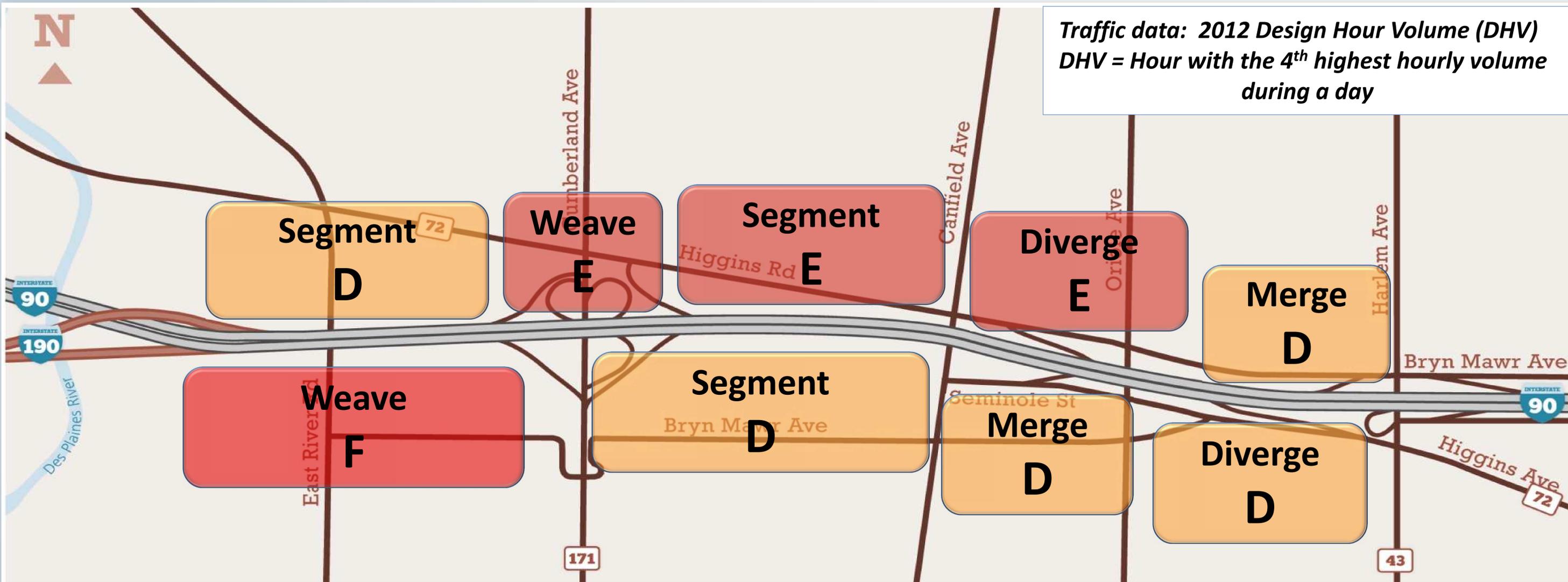
3 Fatalities

Types of Crashes:



Rear End and Sideswipe crashes often occur where traffic is congested and there are frequent or closely-spaced merges or weaving movements.

Existing Traffic Operations Deficiencies



Level of Service (LOS)

A	B	C	D	E	F
Highest quality of service. Traffic flows freely. Unrestricted weave and merge/diverge operations. No delays.	Stable operation. Merging and diverging maneuvers noticeable to drivers. Minimal delays.	Few restrictions on speed. Freedom to maneuver is restricted, speeds reduced in weaving and merging areas. Minimal delays.	Speeds decline slightly. Freedom to maneuver is noticeably limited. Weaving and merging turbulence is intrusive. Noticeable delays.	Vehicles are closely spaced with little room to maneuver. Driver comfort is poor. Traffic approaching roadway capacity. Significant delays.	Very congested traffic with traffic jams. Queues form on ramps and freeway where vehicles have to merge. Considerable delays.

Public Information Meeting #1:

- Concerns about noise and air quality
- Concerns about construction noise, staging impacts and safety
- Existing operational deficiencies
- Support for CD Road concept to ease local congestion during peak hours
- Overall support for the project

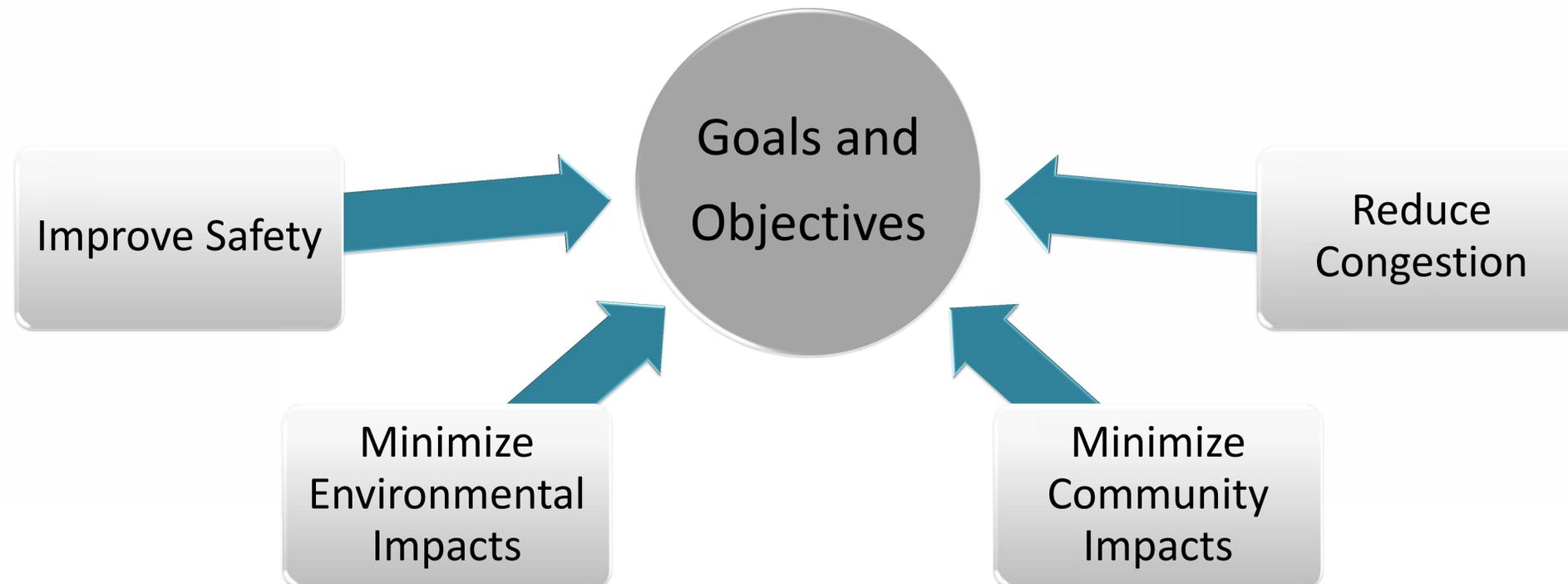
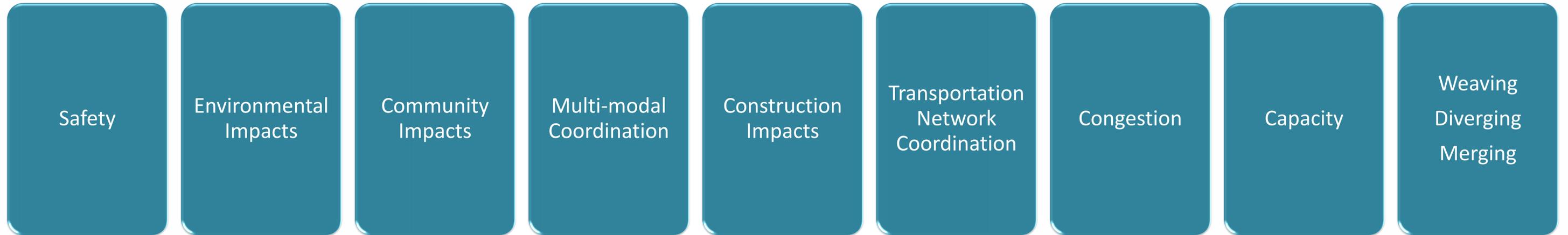


Project Working Groups:

- Concerns for pedestrian safety at ramp terminals
- Concerns about ramp operations
- Support for Cumberland Flyover concept
- Concerns about construction impacts
- Concerns about noise
- Air quality concerns
- Traffic operations deficiencies
- Impacts to CTA stations
- Impacts to community / local streets
- Drainage

Issues & Concerns, Goals & Objectives

Issues and Concerns



Problem Statement & Purpose and Need

Problem Statement:

Interstate 90 (I-90) is an important transportation corridor in the Chicago region. The portion of the corridor between I-190 and Harlem Avenue (IL 43) serves as a transition area between the Jane Addams Memorial Tollway and the Kennedy Expressway.

This section of I-90 experiences major traffic congestion, and contributes to environmental concerns for the surrounding communities such as traffic noise, air quality and drainage issues. Safety is also a concern due to the high crash rates in some areas. These issues make it difficult for local and regional traffic to move within and through the study area.



Purpose and Need:

The purpose of the project is to improve traffic operations and safety along I-90 from Interstate 190 (I-190) to Harlem Avenue (Illinois Route 43) in Cook County, Illinois. This will be accomplished by enhancing safety for the motoring public, upgrading the facility to work more efficiently with the surrounding transportation network, and improving regional and local traffic flow and level of service on the mainline and at interchanges.

The proposed project is needed to address existing safety and traffic operations deficiencies. These transportation needs were identified through detailed technical analysis as well as stakeholder and public outreach activities.

