

WELCOME !



**Interstate 90 (I-90)
Improvements Study**

From I-190 to IL Route 43 (Harlem Avenue)

Public Hearing

Holiday Inn Chicago O'Hare
February 13, 2014



Welcome to the Public Hearing for the I-90 Improvements Study. The study includes I-90 between I-190 and Harlem Avenue.

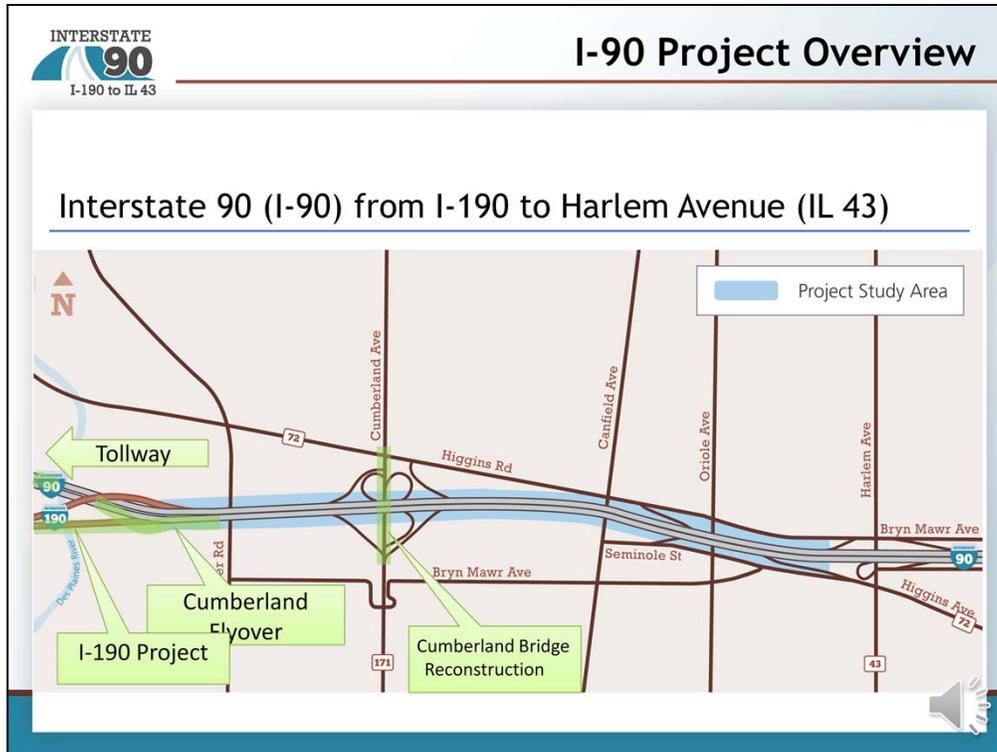
The purpose of today's Hearing



- Provide a brief overview of the study
- Present the Preferred Alternative
- Gather your input
- Discuss next steps to complete Phase 1 study

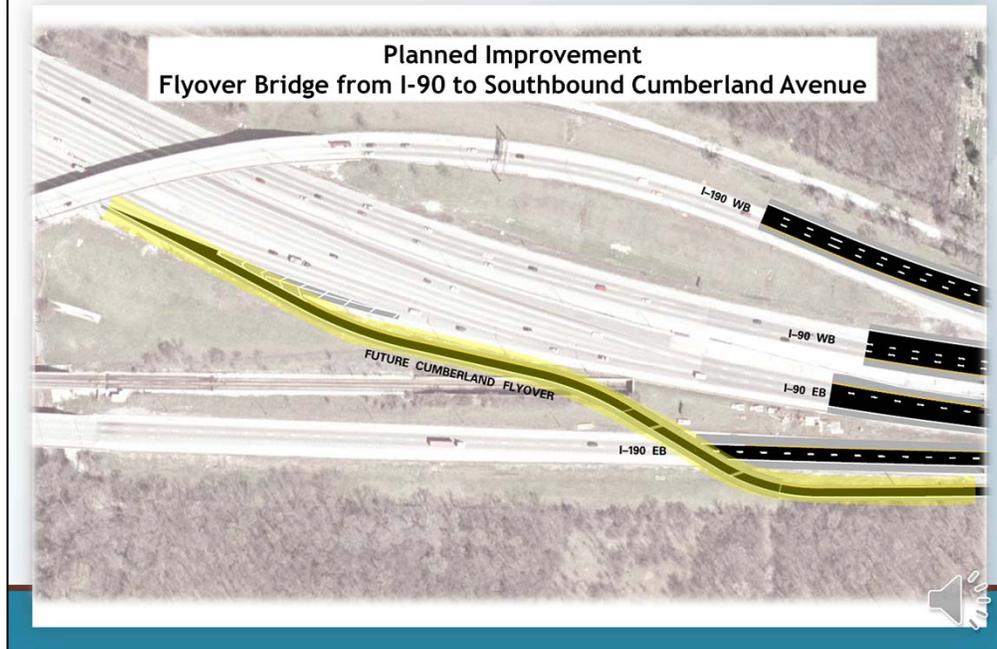


The main goal of today's public hearing is to provide a brief overview of the study, present the Preferred Alternative, gather stakeholder input, and discuss the next steps to complete this Phase I study.

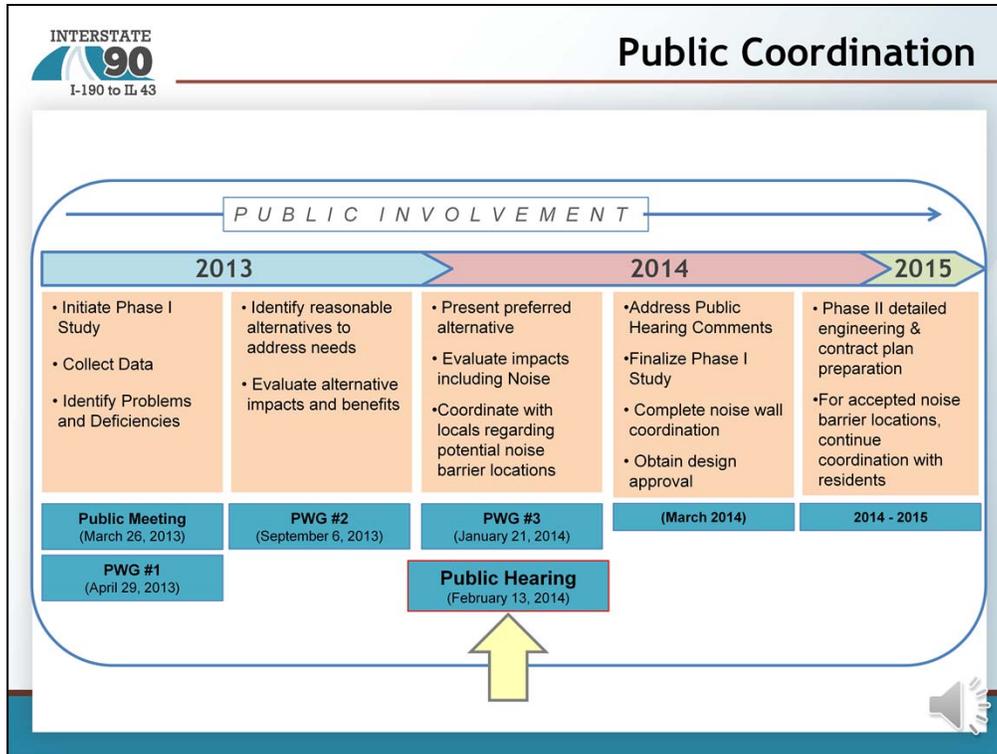


The purpose of the project is to study traffic operations and safety improvements along I-90 from Interstate 190 (I-190) to Harlem Avenue (Illinois Route 43) – a distance of approximately 2 miles. The corridor is in Cook County and has four adjacent communities: Chicago, Harwood Heights, Norridge, and Park Ridge. There are four interchanges within the project limits – I-190, Cumberland Avenue, Canfield Avenue, and Harlem Avenue. The project is adjacent to two CTA multi-modal transit hubs at Cumberland Avenue and Harlem Avenue. Lastly, the Des Plaines River Trail crosses over I-90 at the East River Road Bridge.

This project will tie into adjacent projects which are either planned or currently under construction. These projects include: the I-190 project (which includes the Cumberland flyover), the Illinois Tollway's I-90 improvements, and the Cumberland Avenue Bridge reconstruction.



The planned Cumberland Flyover is part of a separate project but it will be compatible with the I-90 improvements. Eastbound traffic from the Tollway to southbound Cumberland would exit before the I-90 and I-190 merge.



There have been four meetings held to gather input from stakeholders and communicate project progress prior to this Public Hearing. First was the Public Meeting, which was held in March 2013. There were 3 project working group meetings after the Public Meeting. The PWG is comprised of local public officials, coordinating agencies and resident stakeholders who requested to participate. This Public Hearing is being held to present the preferred alternative and gather additional input to finalize the Phase I Study.

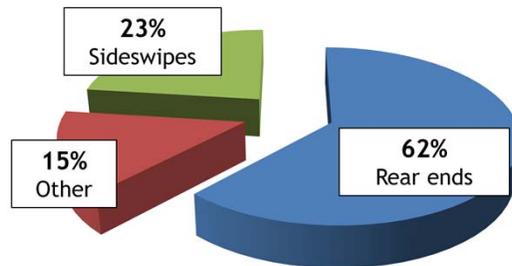
The purpose of the project is to **improve traffic operations and safety** along I-90 from I-190 to Harlem Avenue. This will be accomplished by enhancing safety for the motoring public, upgrading the existing facility to work more efficiently with the surrounding transportation network, and improving 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.



The purpose of the project is to improve traffic operations and safety along I-90 in the project area. The project is needed to address existing deficiencies in both operations and safety.

Crash data demonstrates the need for safety improvements



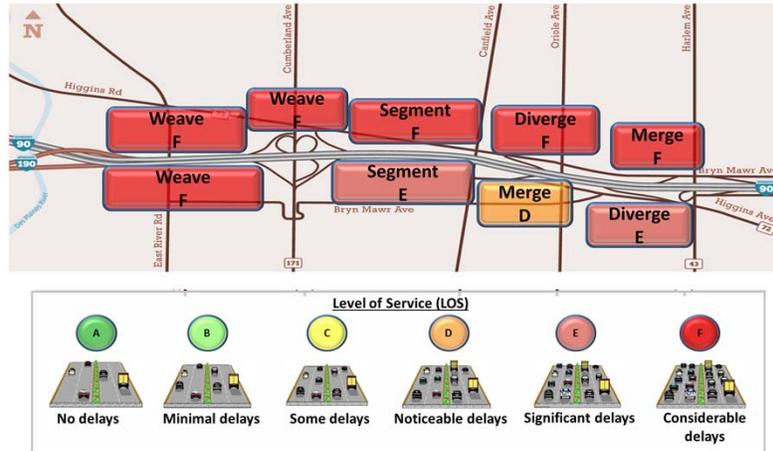
Data for 2007 - 2011

- Total of 1,082 crashes over 5 years
- Approximately one crash every 1.5 days
- Considerable delays during peak hours
- Difficulty maneuvering between lanes and ramp entrances/exits



Five years worth of information about crashes that occurred in this section of I-90 was collected. There were a total of 1082 crashes over those 5 years, which translates to about 1 crash every 1.5 days. The majority of crashes were rear-ends and sideswipes. These crash types indicate congested conditions with difficult weaving and merging maneuvers.

Traffic analysis shows that the corridor experiences major congestion and considerable delays



Traffic operations were analyzed using the Level of Service scale, which ranges from A to F. An “A” rating means that traffic flows freely, while an “F” rating means that there are considerable delays. The study area has multiple complex interchanges in close proximity to each other. This results in many weaving and merging maneuvers that causes delays.

The No-Build alternative would retain the existing conditions on I-90

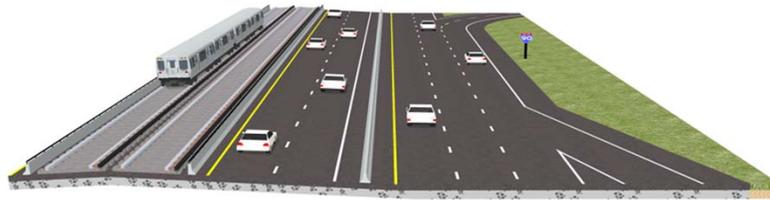


The Flyover project could still be built, since it is a separate project

Cum. I-190 to Cumberland Avenue



The No-Build option would make no improvements to I-90 in the study area, therefore it does not meet the purpose and need of the project. Consequently it is no longer being considered. It would maintain the existing lane configuration near the I-190 and Cumberland interchanges, which are heavily congested. It would not add any new lanes from Cumberland to Harlem. However, the Cumberland flyover project could still be built since it is a separate project.

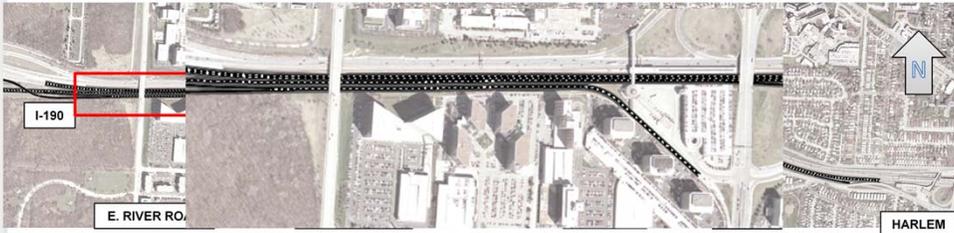


CD Road from I-190 to Cumberland Interchange

This alternative was dismissed.



The first eastbound alternative would include a collector-distributor road (CD Road) between I-190 and the Cumberland interchange. The CD-Road would prevent I-90 and I-190 traffic from merging with each other until east of Cumberland Avenue. Traffic on I-90 wishing to exit to Cumberland Avenue would have to use the Cumberland Flyover. This alternative was dismissed during the evaluation process because it would have required reduced shoulders along the Cumberland CTA Station. The substandard shoulder width would not be suitable for emergency vehicle access. This would not have improved safety or operations on I-90.



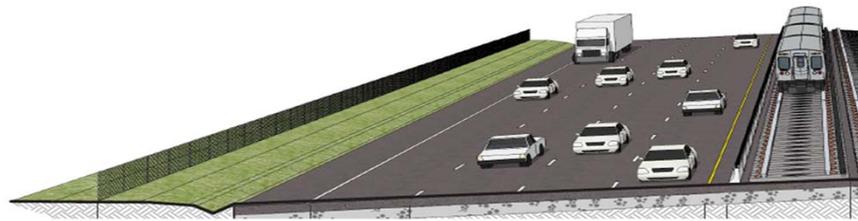
Barrier separate I-90/I-190 to southbound Cumberland

This is the Preferred Alternative.



The second eastbound alternative would not include a CD road. There would be a barrier-separated ramp from the planned Cumberland Flyover and I-190 to the southbound Cumberland Avenue exit. This alternative was carried forward and is the Preferred Alternative for the eastbound direction.

WB No CD Road Alternative

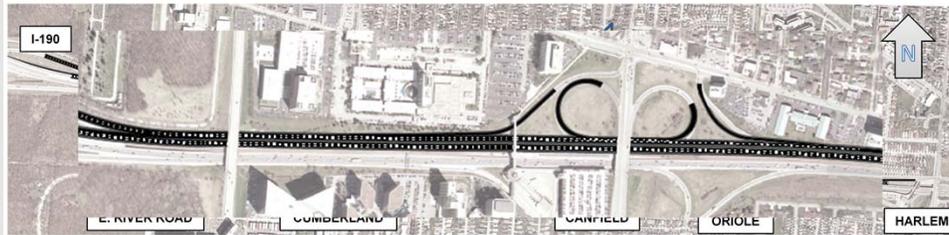


Increase to 4 through lanes

This alternative was dismissed.



The first alternative for the westbound direction includes four through lanes from Harlem Avenue to Cumberland Avenue and five lanes from Cumberland Avenue to I-190. This alternative was dismissed because it would impact the CTA pedestrian bridge and would not improve traffic operations at the Cumberland Avenue Interchange.



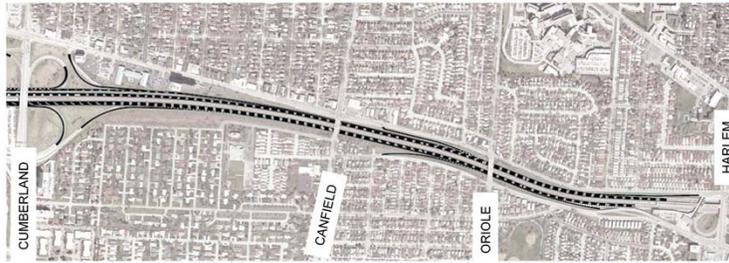
CD Road from I-190 to Cumberland Interchange

This is the Preferred Alternative.



The second alternative in the westbound direction includes a CD Road from east of the Cumberland interchange to I-190. The CD Road would be used by traffic continuing to I-190 as well as traffic exiting or entering at the Cumberland Avenue Interchange. There would be a slip-ramp to allow traffic from the Cumberland Avenue Interchange to enter I-90 westbound. This alternative was carried forward and is the Preferred Alternative for the westbound direction.

Cumberland to Harlem Ramps

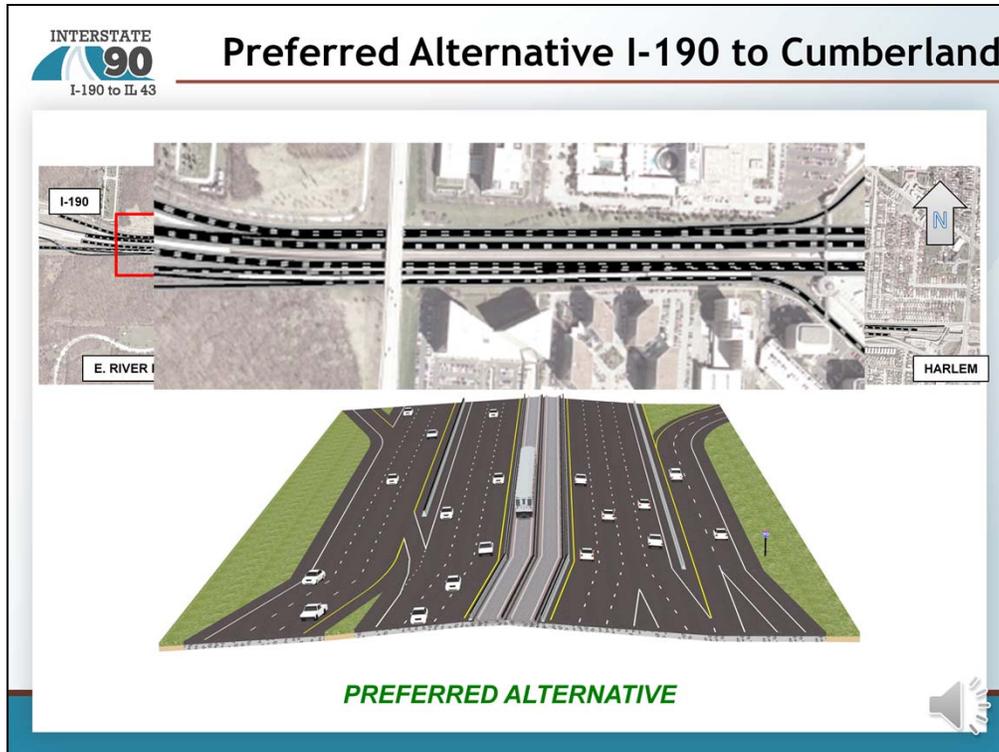


Increase to 4 through lanes in both directions

All alternatives share this configuration from Cumberland to Harlem



All alternatives will have four lanes in both directions from Cumberland Avenue to the Harlem Avenue ramps.



In summary, the preferred option for the eastbound direction and the preferred option for the westbound direction are combined to form the overall preferred alternative.

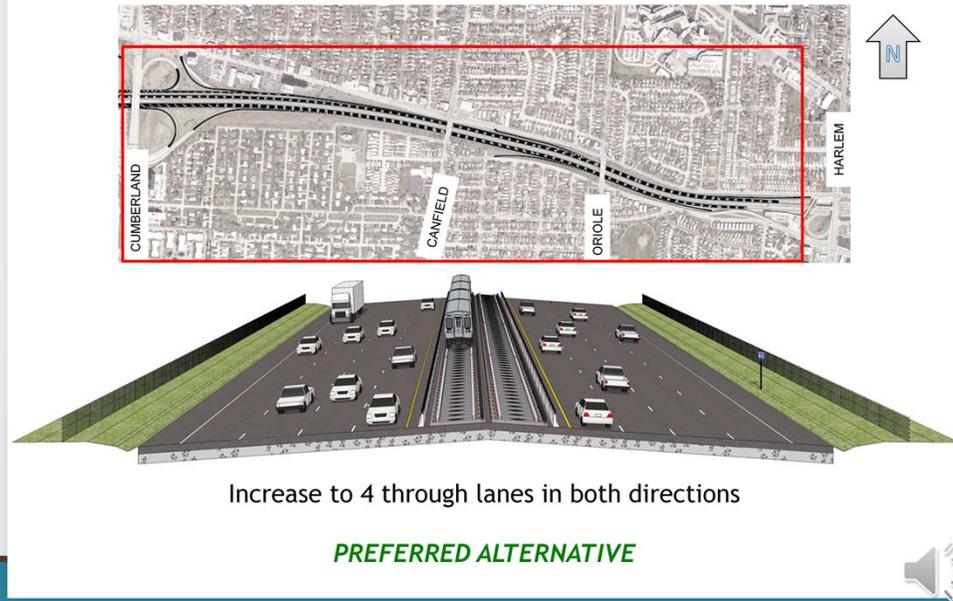
For the eastbound direction, the alternative without the CD road is the preferred option.

It is preferred by the PWG and the project team because it improves the I-90/I-190 merge and the Cumberland Avenue Interchange operations. Additionally, it provides adequate shoulder width along I-90 at the Cumberland CTA Station and parking garage. By barrier-separating the SB Cumberland traffic, this alternative improves safety and operations.

In the westbound direction, the alternative with the CD road is preferred.

This alternative is preferred by the PWG and stakeholders because the CD Road would reduce conflicts between the Cumberland Avenue and I-190 traffic with mainline I-90 traffic. This alternative also would not impact the CTA pedestrian bridge at the Cumberland CTA Station.

Preferred Alternative: Cumberland to Harlem ramps



The preferred Alternative will also have four lanes in both directions from Cumberland Avenue to the Harlem Avenue ramps.

The Preferred Alternative was chosen because it addresses both needs of the project

Need: Safety

- Reduces number of conflict points
- Reduces potential for congestion related crashes (rear end/sideswipe)

Need: Traffic operations

- Traffic delay reduction (I-190 to Harlem)
 - Existing peak travel time: 7 to 8.5 minutes
 - Proposed peak travel time: 3.5 to 5.5 minutes
- Harlem Avenue: Dedicated entrance and exit lanes
- Extension of 4th lane east of Cumberland interchange

The preferred alternative was chosen because it addresses safety by reducing the vehicle conflict areas, especially in the eastbound direction which experienced 64% of the total crashes. In addition, the preferred alternative reduces opportunities for congested related crashes, such as sideswipes and rear-ends. The traffic operation needs for the project are addressed by reducing traffic delay, adding dedicated lanes for Harlem ramps, and adding an auxiliary lane through the corridor.

The Preferred Alternative also minimizes impacts

Minimize Impacts

No reduction
in shoulder
widths

No impacts to
CTA
Pedestrian
Bridge

Does not
require
additional
right-of-way



The preferred alternative minimizes impacts by not reducing shoulder widths. There are no impacts to the CTA pedestrian bridge. Lastly, additional ROW is not needed for the preferred alternative.

Federal requirements & IDOT policies required a detailed look at potential environmental impacts

Resources				
Air Quality	Noise	Wetlands	Cultural/Historic	Recreational
No impacts	6 barriers feasible and reasonable	3 identified 1 affected	No impacts	Temporary closure of trail



Another important step in the project development process is environmental analysis. Every project is required to analyze the environmental effects of proposed improvements. Therefore the resources shown are all being evaluated for this project.

Air Quality – No impacts

Noise – 6 noise barriers found to be feasible and reasonable

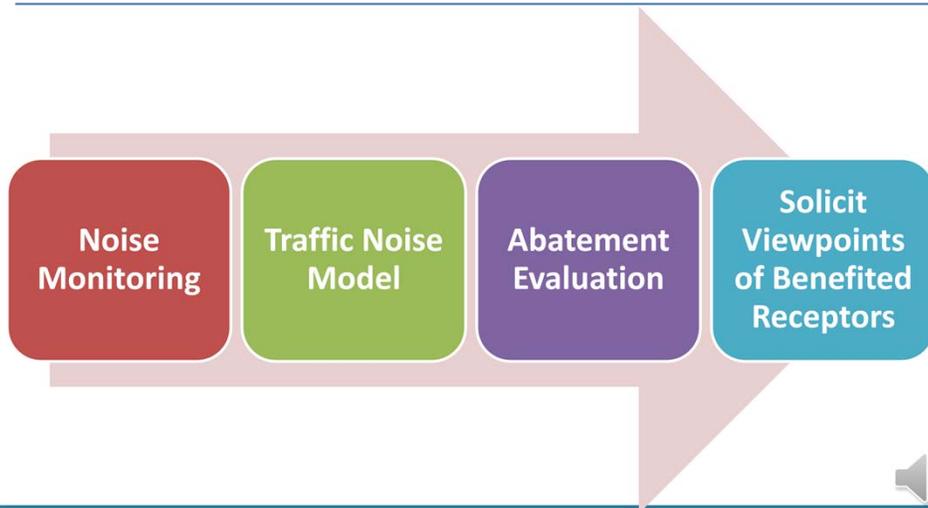
Wetlands – 3 identified with 1 being affected

Cultural/Historic – No impacts

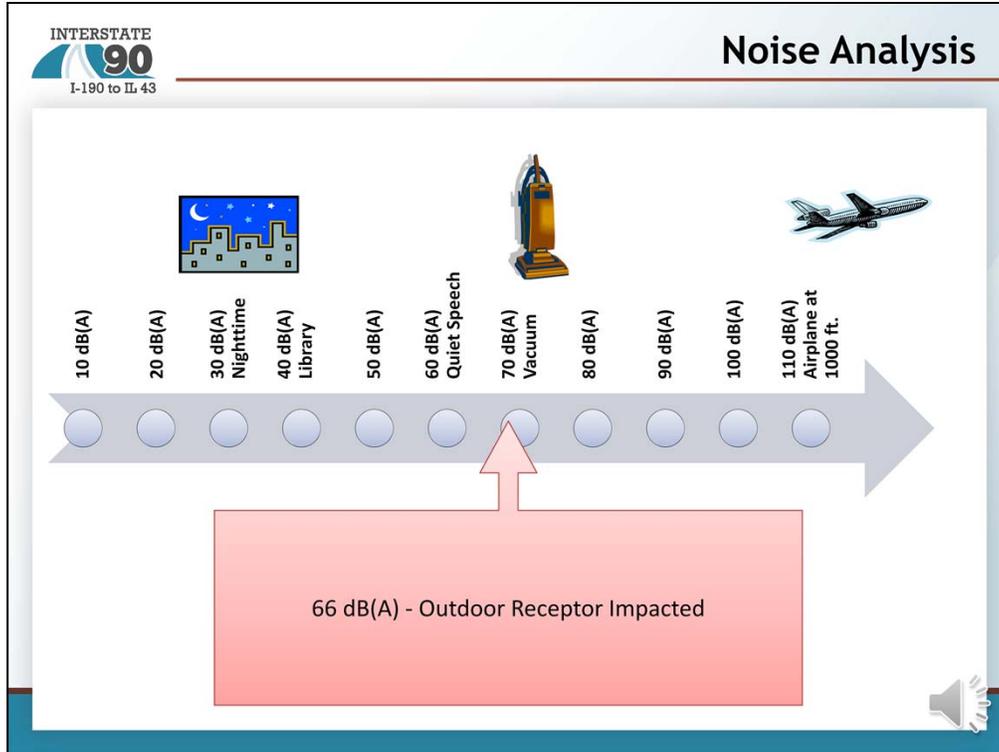
Recreational – Temporary closure of multi-use trail on East River Road Bridge

The process followed was: inventory, analyze, avoid and minimize, then mitigate if needed.

The following steps are required as part of the noise analysis for the Preferred Alternative



Part of the environmental analysis for the project was to analyze traffic noise impacts due to the Preferred Alternative. The first step, Noise Monitoring, was to measure existing traffic noise levels at 11 common noise environments. Then a model was developed to predict noise levels for the Preferred Alternative. IDOT's noise policy requires that areas predicted to experience noise levels approaching or exceeding the Federal Highway Administration's Noise Abatement Criteria levels be evaluated for noise abatement measures. The evaluation looks at the feasibility and reasonableness of the measures. Part of the evaluation is to solicit viewpoints from benefited receptors.



A detailed traffic noise study was conducted as part of the roadway improvements along I-90 from I-190 to Harlem Avenue. For noise abatement measures such as a noise wall to be considered, a receptor must be impacted by the projected build noise levels from the proposed project (66 dB(A) or greater for exterior residential uses). A receptor location is typically an area of frequent outdoor use such as a front or backyard.



Potential Noise Wall

Feasible and Reasonable



Constructible

Traffic noise reduction of 5 dB(A) for at least one impacted receptor

At least an 8 dB(A) reduction from noise barrier for one benefited receptor

Cost effective - between \$24,000 to \$37,000 per benefited receptor

Supported by 50% of benefited receptors for each wall



Feasibility and reasonability criterion must be met before a noise barrier is recommended for implementation. To be considered feasible and reasonable, the potential noise wall must:

- Be constructible
- Have traffic noise reduction of at least 5 dB(A) for one impacted receptor
- Have at least an 8 dB(A) reduction for one benefited receptor
- Be cost effective
- And supported by 50% of the benefited receptor that responded for each wall.

Potential Noise Wall Locations



Based on the noise study, noise barriers were found to be feasible and reasonable at 6 locations and have the potential to be implemented into the project.

The potential noise wall locations are highlighted in yellow.

Potential noise walls are being considered along both sides of I-90. The first potential noise wall is located along the south side of I-90 and starts at the Cumberland Avenue eastbound on-ramp. This potential noise wall continues east to Canfield Avenue. The second potential noise wall being considered is located on the north side of I-90 and starts east of Cumberland Avenue and ends west of Canfield Avenue.

Potential Noise Wall Locations



Additionally, potential noise walls are also being considered along both sides of I-90 between Canfield Avenue and Oriole Avenue.

Potential Noise Wall Locations



Lastly, potential noise walls are also being considered on both sides of I-90 from Oriole Avenue to the on and off ramps located west of Harlem Avenue.



Benefited Receptor - Viewpoint Form

Viewpoint Form

- Need 33% response rate
- Supported by 50% of responses

Next Steps

- Benefited Receptors to complete Viewpoint Form
- Mail Viewpoint Form to IDOT by February 27, 2014

For more information regarding highway traffic noise, please visit IDOT's website <http://www.dot.il.gov/desenv/noise.html>

Benefited Receptor Viewpoint Form

Project and Environmental Studies
Interstate 90
(Interstate 190 to Harlem Avenue)

I desire the noise barrier:
 Yes
 No

Name: _____
Address: _____

Please Check One: owner Or tenant

Signature: _____
Date: _____

Comments:

Mail to (by February 27, 2014):
Illinois Department of Transportation, Bureau of Programming
Attn: Marie Glynn, P.E.
201 W. Center Court
Schaumburg, IL 60196-1096

A benefited receptor is a unit that receives at least 5 dB(A) traffic noise reduction as a result of a noise barrier and will be the basis for sending a viewpoint form. This is because the human ear perceives a 5 dB(A) change in noise as readily perceptible.

The implementation of a noise abatement measure during preliminary design will be based on viewpoints collected for each potential noise wall. Viewpoints forms have been sent to benefited receptors. A 33% response rate is needed for each potential noise wall and must be supported by 50% of the benefited receptors that respond.

Additional engineering analysis needs to be completed to verify that the potential noise abatement measures are constructible from an engineering and cost perspective. As a result, the noise abatement measures may need to be modified or removed from the project plans. Each noise wall location will be evaluated separately. A final decision on the installation of abatement measures will be made upon completion of the project's final design and continued coordination with the public.

You may submit your Viewpoint Form here today or return the completed form to IDOT no later than February 27, 2014 . A list of all benefited receptors is available here today. You

can visit IDOT's website shown here for more information regarding highway traffic noise.

IDOT is interested in your thoughts and comments on the Preferred Alternative

- View the exhibits and aerials of the Preferred Alternative
- Speak to a study team member
- Write comments on a comment form
 - Submit today
 - Mail/Email by **February 27, 2014**
- Submit verbal comments to the court reporter
- Submit Benefited Receptor Viewpoint Form by **February 27, 2014**



At this Hearing, you have the opportunity to view exhibits containing project related information, talk to IDOT and consultant staff, and write down comments about the project. All written comments should be sent by February 27, 2014 to be included in the public record of this Hearing. You can also submit verbal comments with the court reporter. In addition, you can submit your benefited receptor viewpoint form at today's meeting. Blank viewpoint forms are available if you did not bring yours, or the forms can be mailed by February 27th.

Estimated Cost for Preferred Alternative

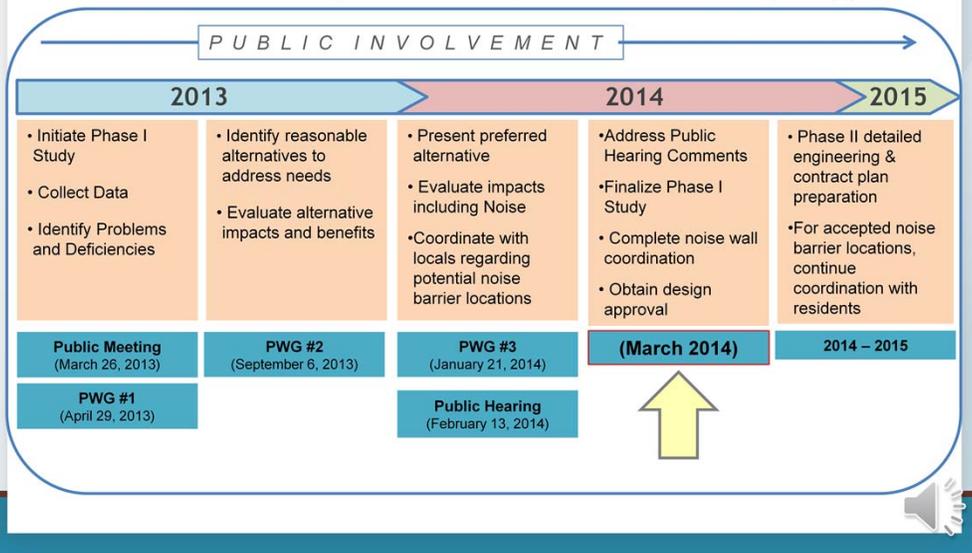


** Does not include the planned Cumberland Flyover project.*



The estimated total cost of the project is \$42.2 million --- \$14.5 million for eastbound and \$27.7 million for westbound. The eastbound cost does not include the planned Cumberland Flyover project.

The next steps are to complete noise wall coordination, address Public Hearing comments, and obtain design approval.



The next steps are to address any public comments received as well as continue noise wall coordination to finalize the Phase 1 Study and obtain design approval for this project.

Once the study receives Design Approval, Phase II design can begin. For accepted noise barrier locations, coordination with residents will continue during Phase II. Currently this project is funded through Phase II design. However, funding for construction has not yet been identified.

THANK YOU for taking an active role
in the planning process!

**Please proceed to the Exhibit Room
where staff are available to answer
your questions.**



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