

WELCOME!



Interstate 90 (I-90) Improvements Study

From I-190 to IL 43 (Harlem Avenue)

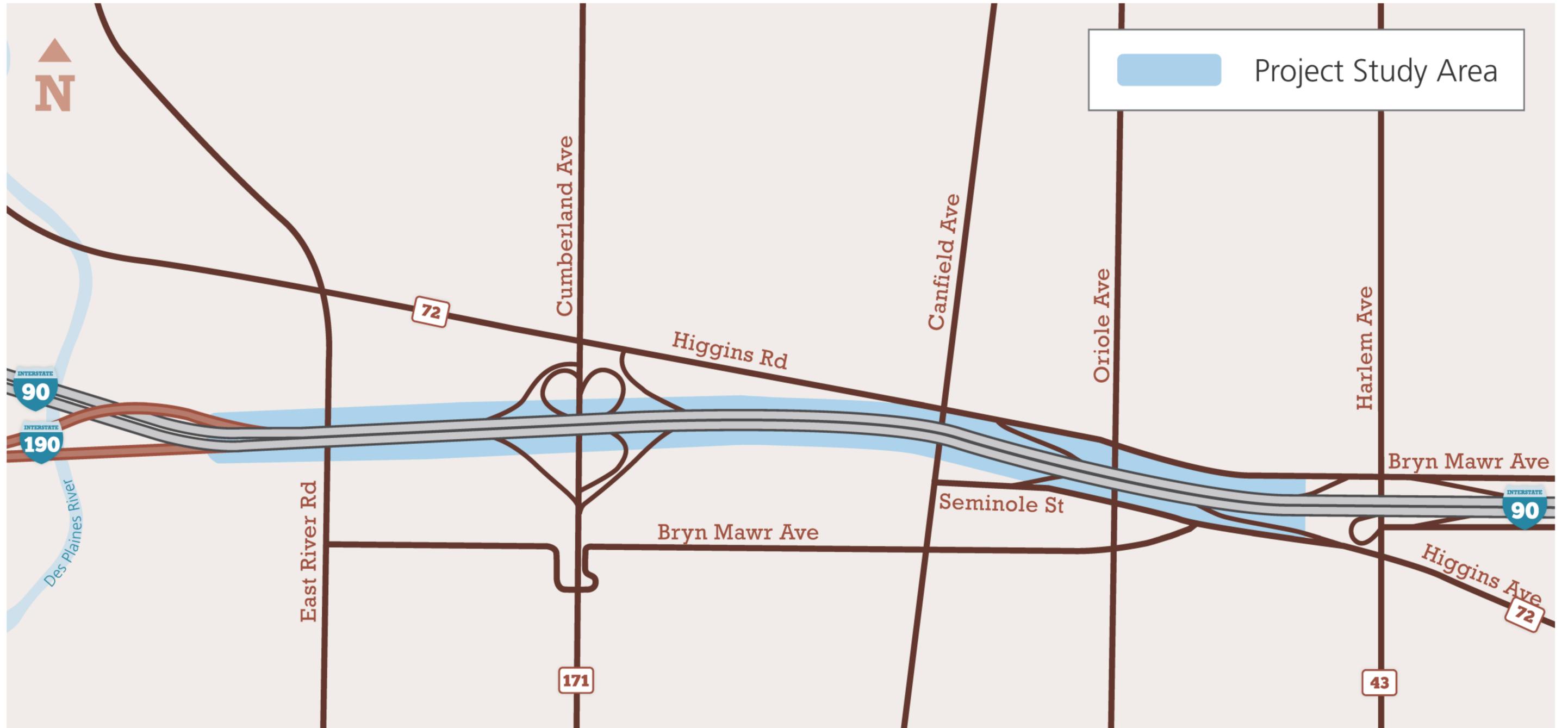
Public Information Meeting

Holiday Inn Chicago O'Hare

Tuesday, March 26, 2013



Project Location Map



PROJECT SCHEDULE

PUBLIC INVOLVEMENT

2012

- Collect data
- Identify deficiencies and problems

PUBLIC MEETING
(March 26, 2013)

2013

- Determine potential improvements
- Evaluate potential impacts and benefits

PUBLIC HEARING
(late Summer/early Fall)

2014 and beyond

- Begin Phase II design (schedule to be determined)

I-90 Project Corridor

- Interstate 90 (I-90) is a critical link in the national transportation system and is an essential element to northern Illinois' economic growth and vitality
- I-90 serves as the primary link between downtown Chicago and O'Hare International Airport, which is one of the busiest airports in the world
- The project corridor is located near complex and high volume interchanges with I-294 and I-190, as well as local interchanges with Strategic Regional Arterials (SRA*) Harlem Avenue and Cumberland Avenue
- The project corridor contains several multi-modal transit hubs with CTA Blue Line stations at Rosemont, Cumberland Avenue and Harlem Avenue

*Strategic Regional Arterials are designed to carry significant traffic volumes

Existing Congestion

Within the Chicago region, the entire I-90 corridor suffers from extreme traffic congestion which creates multiple problems, including increased and unreliable travel times as well as safety concerns. This situation is exacerbated in the portion of the I-90 Corridor located between I-190 and Illinois Route 43 (IL 43/Harlem Avenue) by the merging and diverging of two major highways (I-90 and I-190), as well as several access points and lane drops within a relatively short distance. The closely spaced access points and lane drops create multiple conflict points and disrupt the movement and flow of traffic.

Adjacent Improvements - Coordination

- Any improvements to the I-90 corridor will require close coordination with planned improvements to adjacent highways
- IDOT and the City of Chicago are studying a series of upgrades to I-190 between Cumberland Avenue and O'Hare Airport
- IDOT has funded the design of a new flyover ramp from EB I-90 to Cumberland Avenue
- The Tollway is studying a managed lane improvement along I-90, west of O'Hare Airport, which would increase the capacity of I-90 west of O'Hare Airport



CONTEXT SENSITIVE SOLUTIONS



DETAILED GUIDELINES FOR PRACTICE



THE CSS APPROACH:

IDOT's Context Sensitive Solutions (CSS) process is a collaborative process that engages all project stakeholders and uses a flexible, creative design approach to develop, construct and maintain cost effective transportation facilities. The process contributes to the selection of a design that fits better into its surroundings, or its "context". CSS addresses all modes of transportation, and strives to preserve scenic, aesthetic, historic and environmental resources while maintaining safety and mobility.

Through early, frequent, and meaningful participation from project stakeholders, and a flexible and creative approach to design, the resulting projects should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.

DEFINITION OF CONTEXT:

Context is all elements related to the people and place where the project is located. This includes both visible elements such as environmental or historic resources and invisible elements such as community values, traditions and expectations.

STAKEHOLDERS:

A stakeholder is any person or organization which has a direct stake in the project being considered.

- Elected and appointed local, regional, state and Federal officials;
- Local, regional, state and Federal agencies (environmental, economic, historic, cultural, and transportation)
- Corridor residents
- Corridor businesses
- Utility providers
- The general public
- Motorists who use the facility
- Special interest groups



LEAD AGENCIES

FHWA and IDOT will act as 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

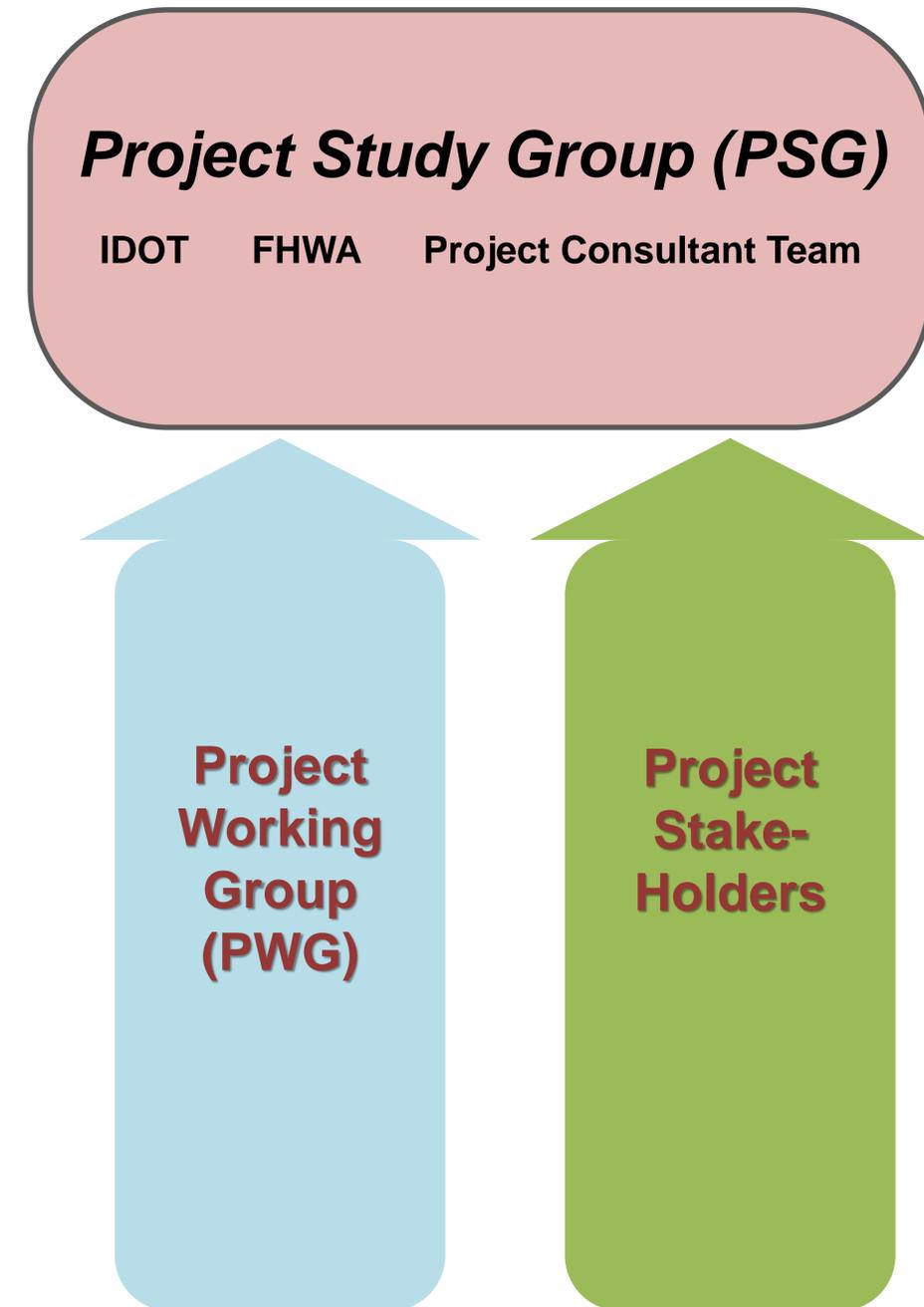
These lead agencies, plus the consultant team, will comprise the Project Study Group (PSG). The PSG has the primary responsibility for the project development process. This group provides technical oversight and expertise in key areas, including study process, agency procedures and standards, and technical 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 will also invite 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 will 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 will help to gather and relay the input of their communities throughout the project process.

PROJECT STAKEHOLDERS

Opportunities for meaningful stakeholder involvement will start at the very early stages of the study and will continue through the identification and approval of transportation solutions. As part of the overall CSS process, a Stakeholder Involvement Plan, or SIP, has been 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.



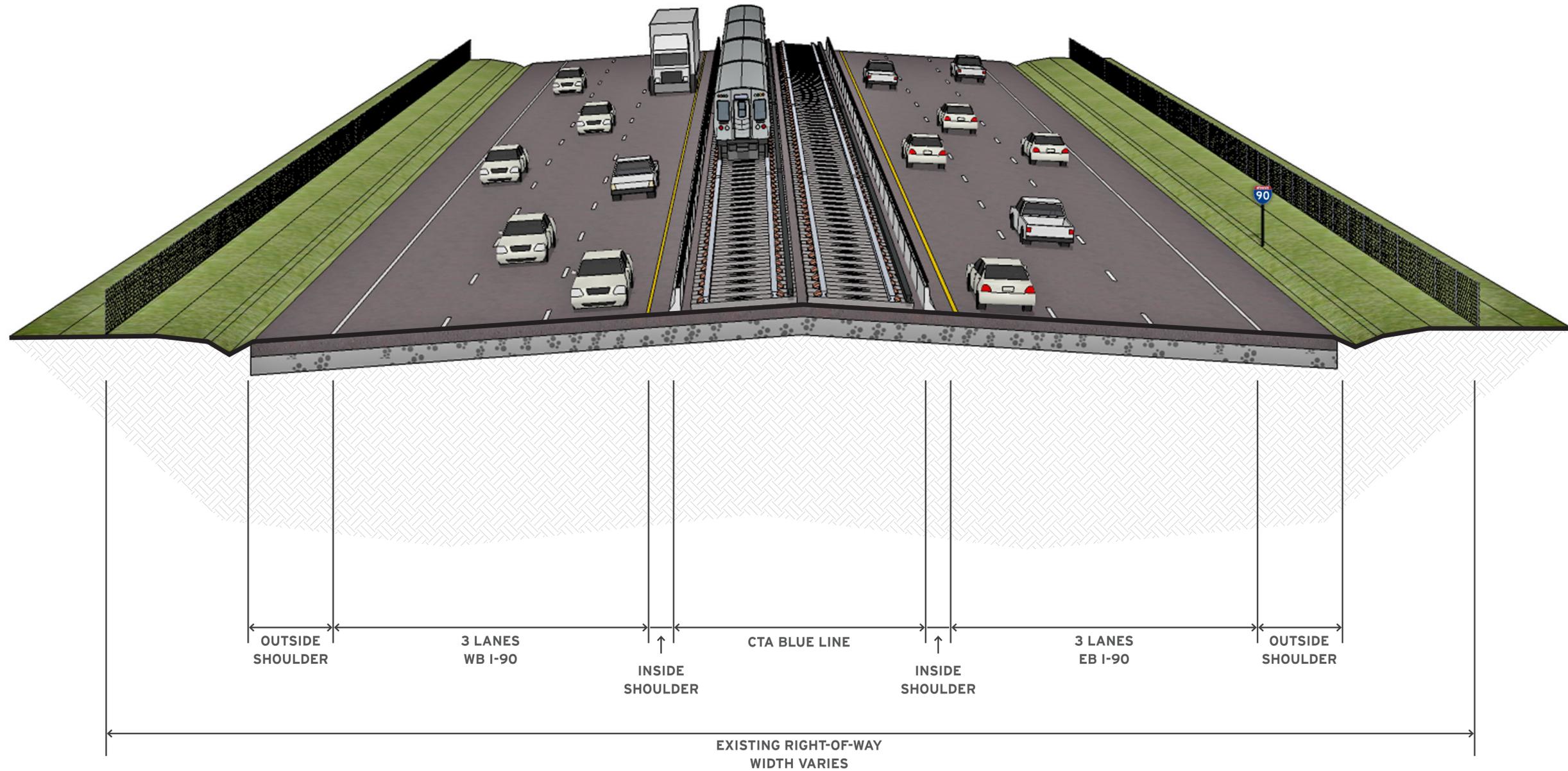
Existing and Projected Traffic Volumes



X,XXX 2011 VOLUMES (ADT)
 (X,XXX) PROJECTED 2040 VOLUMES (ADT)
 - - - - - PROPOSED CUMBERLAND FLYOVER
 ADT AVERAGE DAILY TRAFFIC

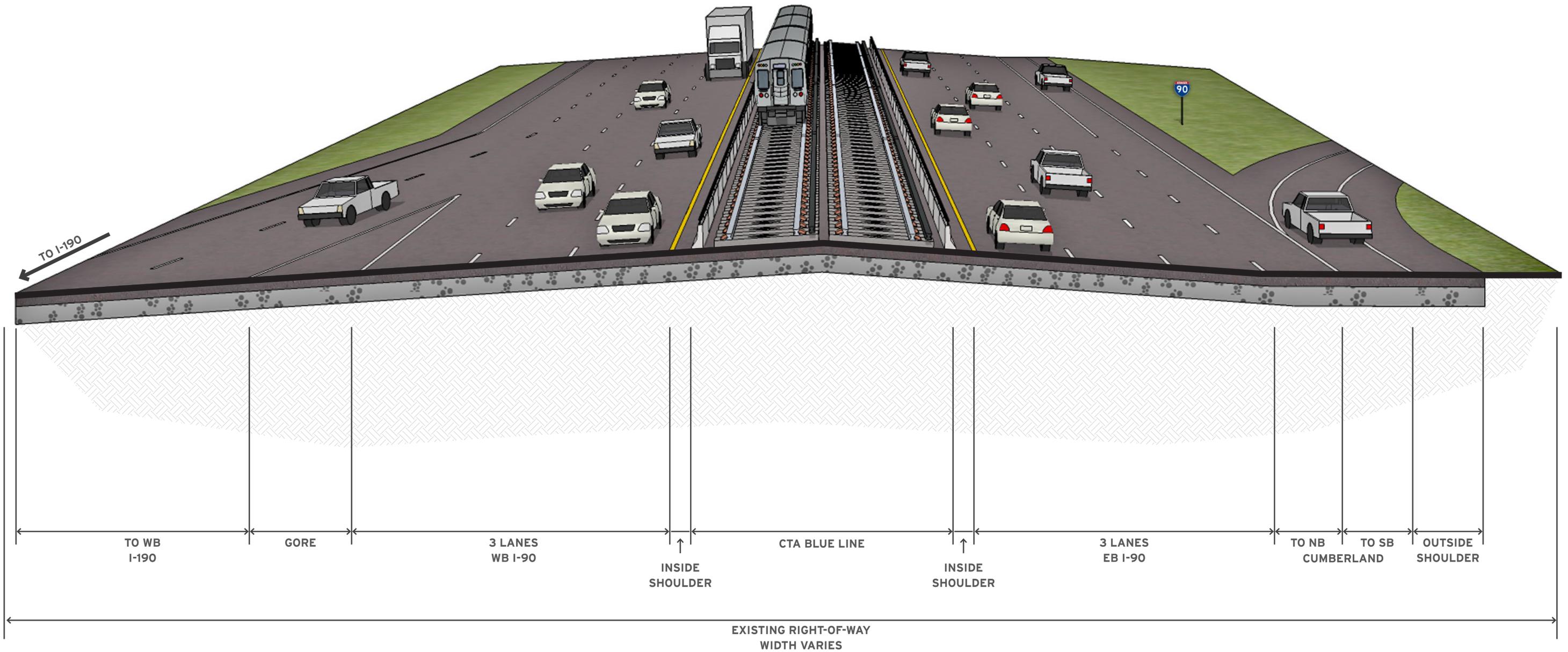
Typical Section

Canfield to Harlem | Existing Conditions



Typical Section

I-190 to Cumberland | Existing Conditions



Multi-Modal Transit Hubs



ROSEMONT CTA STATION

Train - Blue Line 'L' 24-hour rapid transit train service between Chicago O'Hare International Airport and downtown Chicago

Bus - Pace Buses #221, #223, #230, #284, #325, #326, #332, #606, #610, #616, #637



HARLEM CTA STATION

Train - Blue Line 'L' 24-hour rapid transit train service between Chicago O'Hare International Airport and downtown Chicago

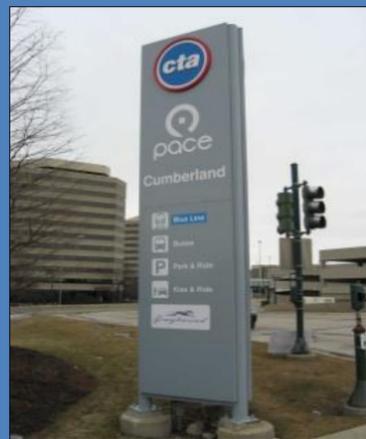
Bus - CTA Buses #64, #88, #90, #90N, Pace Buses #209, #423



CUMBERLAND CTA STATION

Train - Blue Line 'L' 24-hour rapid transit train service between Chicago O'Hare International Airport and downtown Chicago

Bus - CTA Buses #81W, Pace Buses #240, #241, #290, #331



Issues and Concerns

- Safety
- Congestion / Capacity
- Traffic operations
- Multi-modal coordination
- Noise
- Adjacent improvements coordination
 - Jane Addams Tollway
 - Cumberland Flyover Ramp

Goals and Objectives

- Improve safety
- Reduce congestion
- Improve traffic flow
 - Could improve access to existing transit hubs
- Minimize negative environmental effects

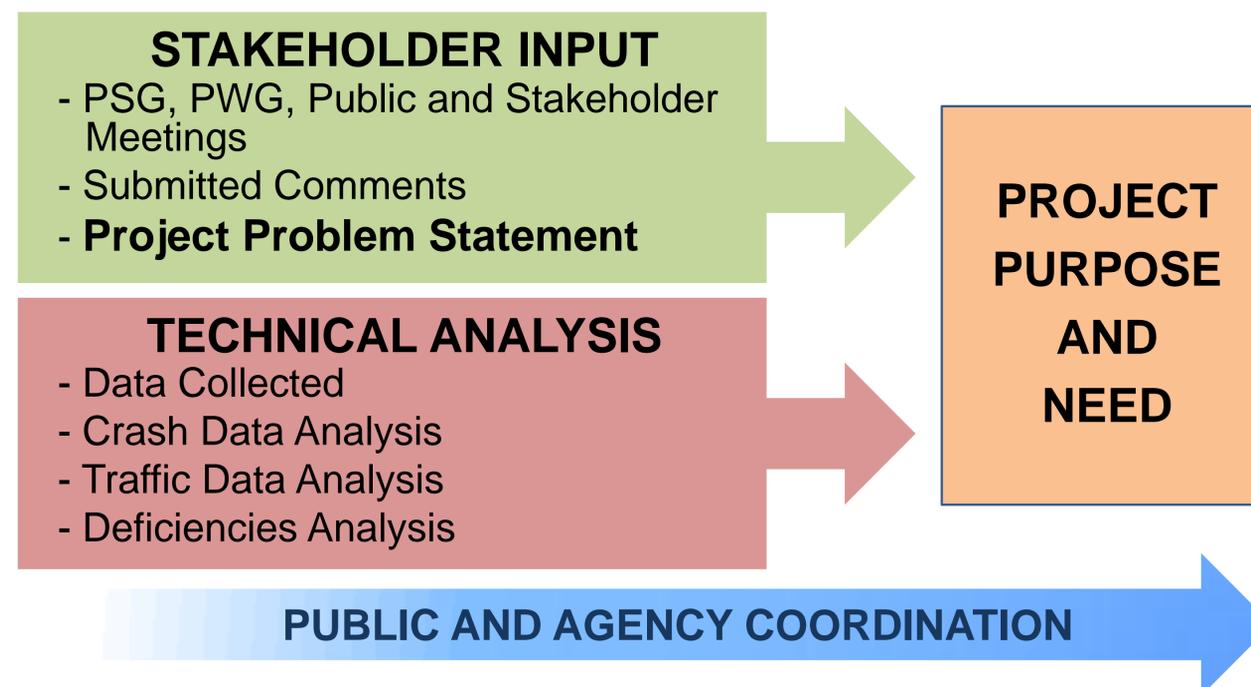


Develop “Project Problem Statement”

- Project Study Group (PSG) conducts community outreach and stakeholder/advisory group coordination
- Identification of current perceived transportation problem(s)
- Development of a clear statement of the perceived transportation problem(s) which should, and can be, solved by the project
- Consensus between PSG and stakeholders on the “Project Problem Statement”
- The “Project Problem Statement” is critical as it becomes the foundation for project initiation, and guides development of the “Purpose & Need Statement”

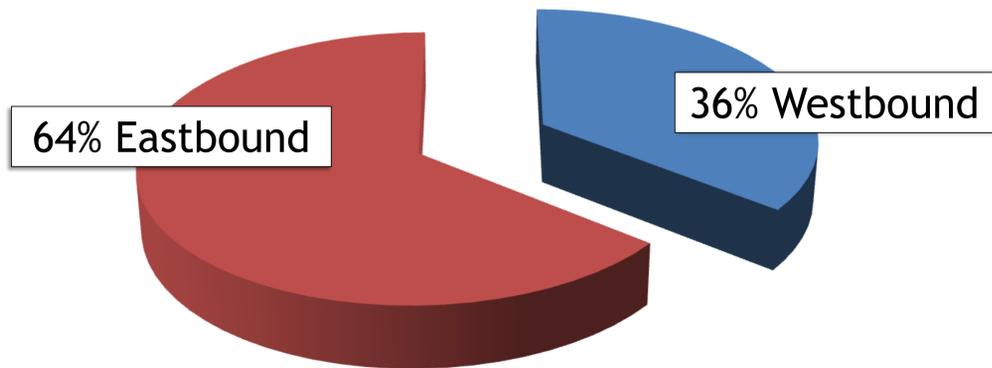
Develop “Purpose & Need Statement”

- Coordination between PSG, Project Working Group (PWG), and stakeholders
- Identification of key issue(s) which necessitated the project
- Development of a clear and detailed statement of the “Purpose & Need” for the project
- The “Purpose & Need Statement” is critical, as it serves to:
 - Identify and justify why the project is warranted and worthwhile
 - Provide basis for the development of potential improvements
 - Provide the guidelines for evaluation of alternatives



CRASH HISTORY: Crash data was analyzed for the years 2007 - 2010

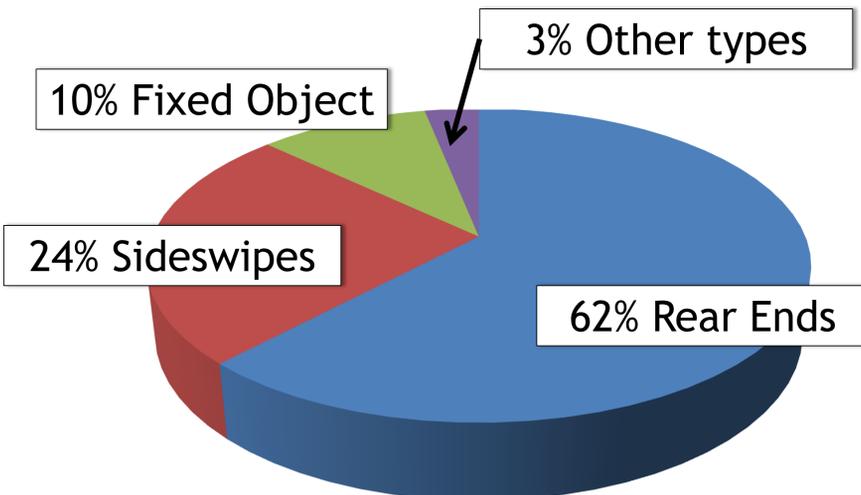
Total of **1,083** crashes in study area, approximately *1 crash every 1.5 days*



	Crash Rates	Injury Rates	Fatality Rates
In the State of Illinois	333	88	0.97
On urban Interstate routes (like I-90)	121	28	0.40
On Eastbound I-90 in the study area	238	27	0.90
On Westbound I-90 in the study area	100	15	0.26

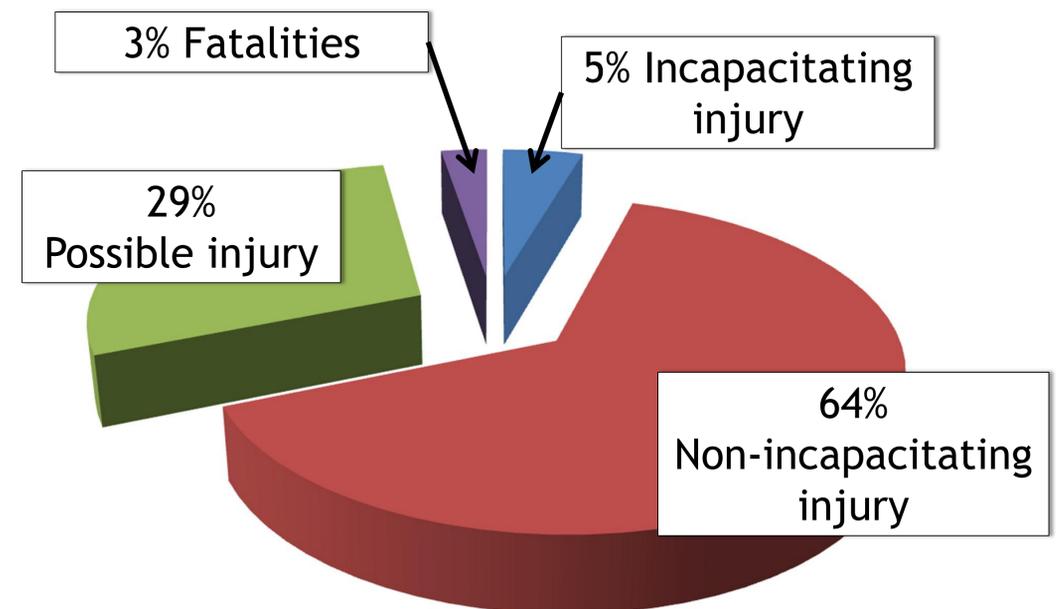
Crash, Injury and Fatality rates are normalized per 100 million vehicle miles traveled

Types of Crashes:

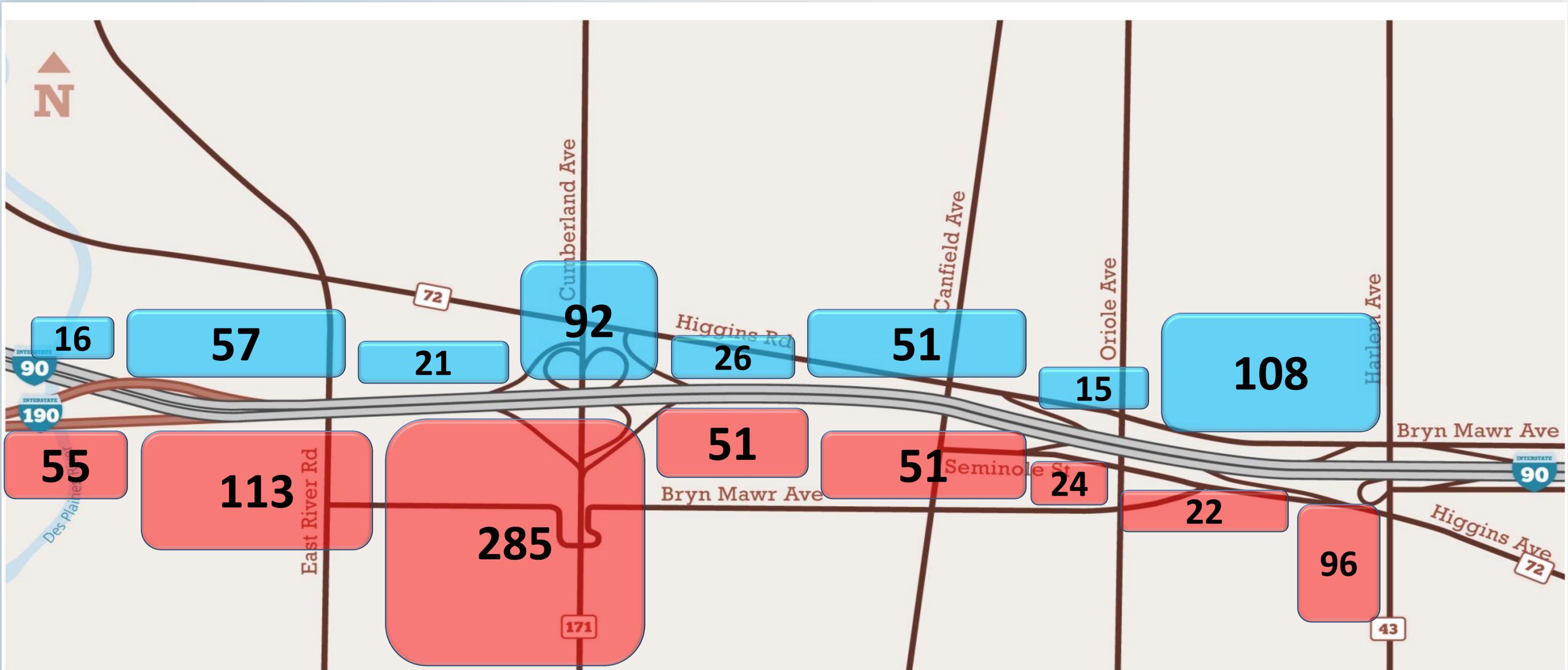


Rear End and Sideswipe crashes often occur where traffic is congested and there are frequent or closely-spaced merges or weaving movements

150 injuries and 4 fatalities:



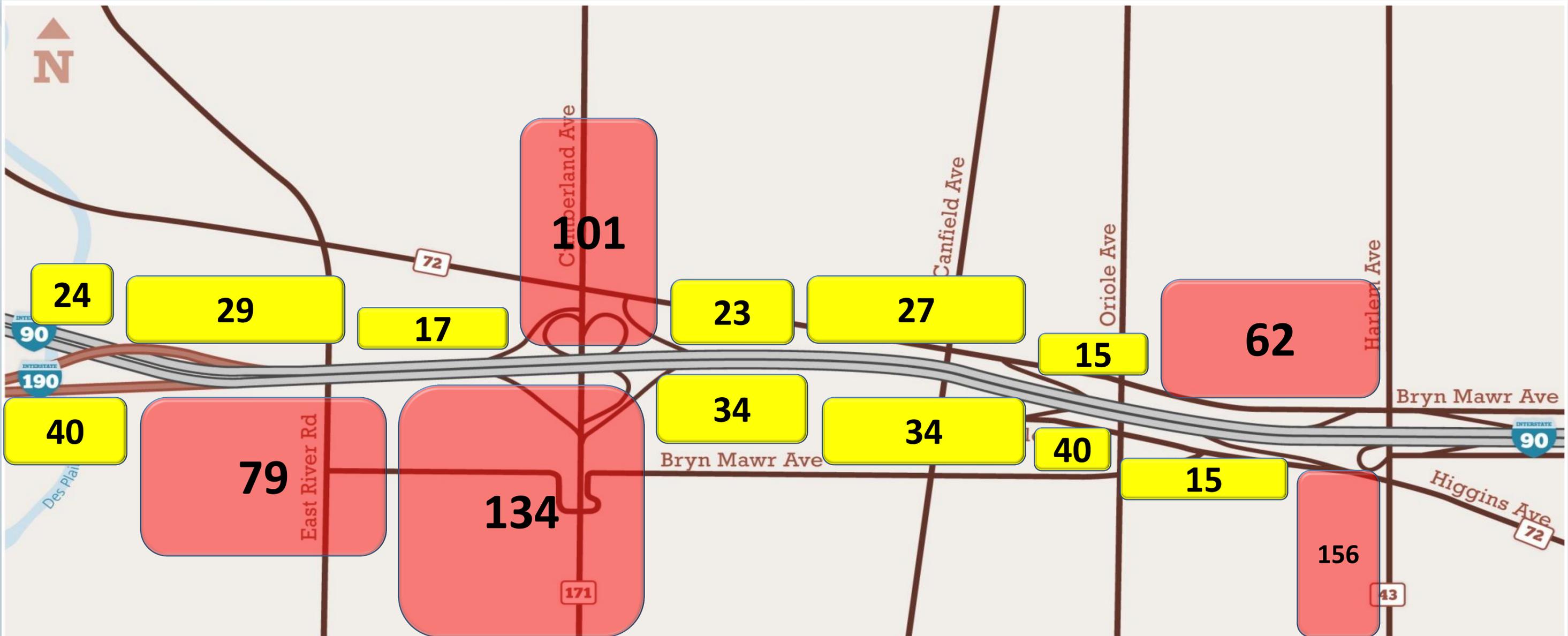
Need Element: Improve Safety



2007-2010 MAINLINE I-90 CRASH DATA
"TOTAL NUMBER OF CRASHES"

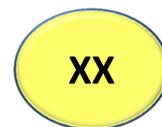
XX WB CRASHES (386 TOTAL)
 XX EB CRASHES (697 TOTAL)

Need Element: Improve Safety

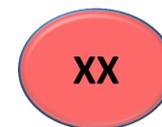


2007-2010 MAINLINE I-90 CRASH DATA

Average number of crashes per mile in IDOT District 1 = 45.2
 (Average number of crashes per mile for the entire state of Illinois = 12.6)



Less than IDOT District 1 average

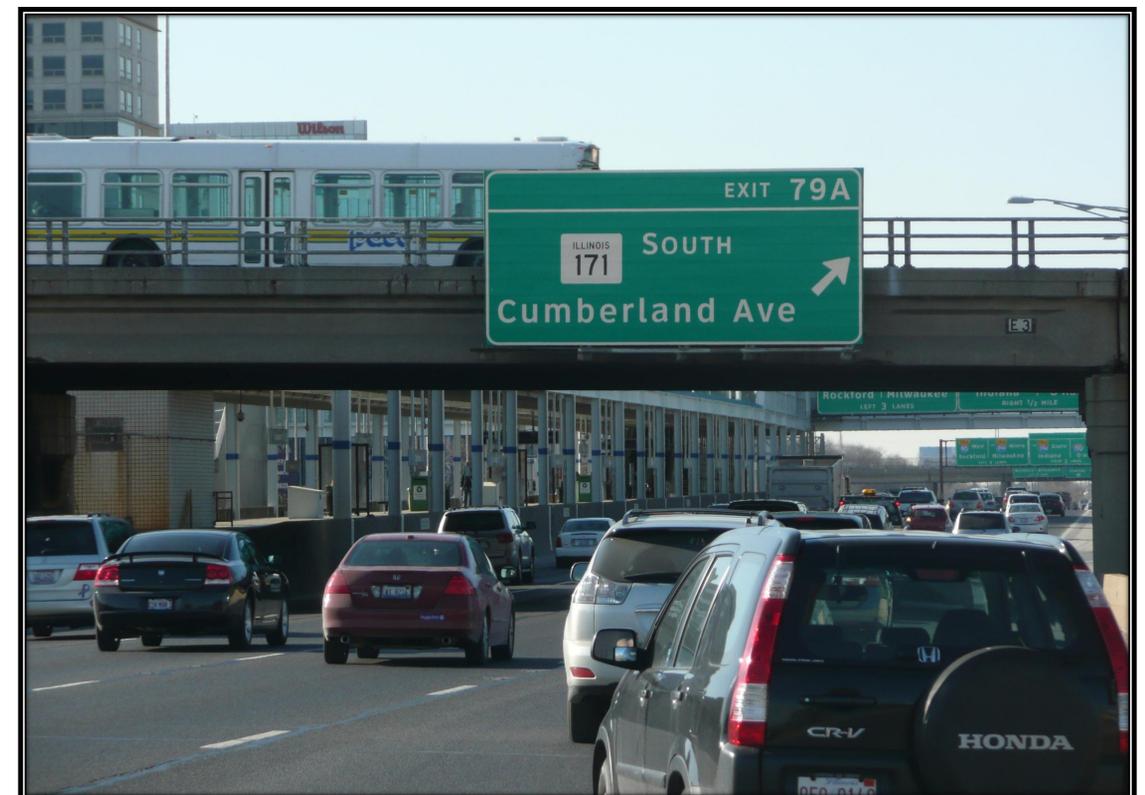
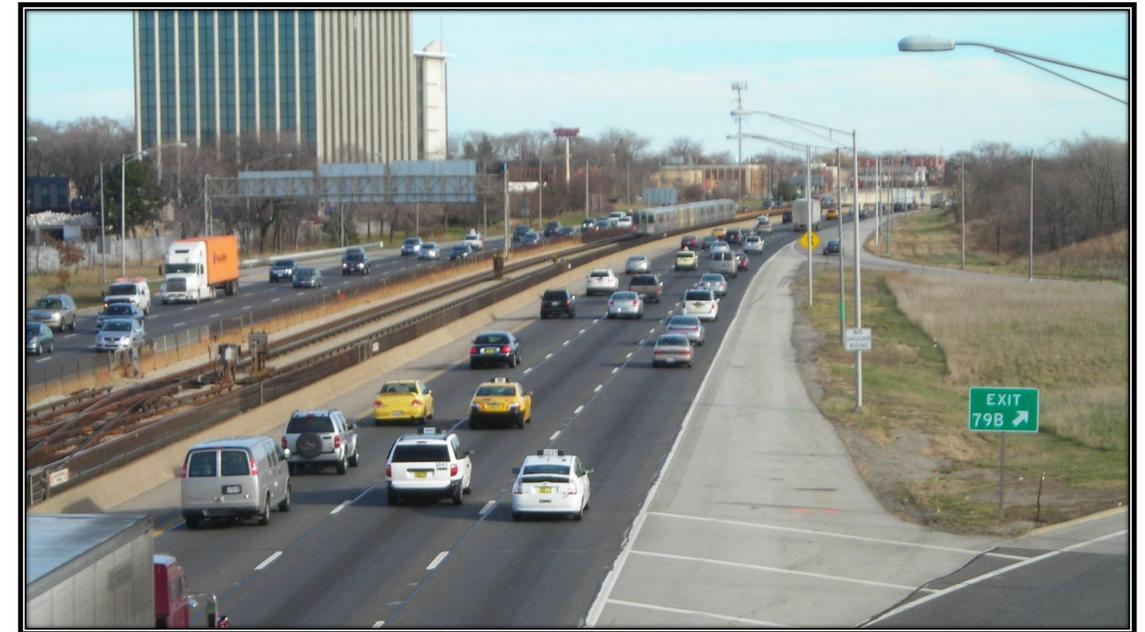


Greater than IDOT District 1 average

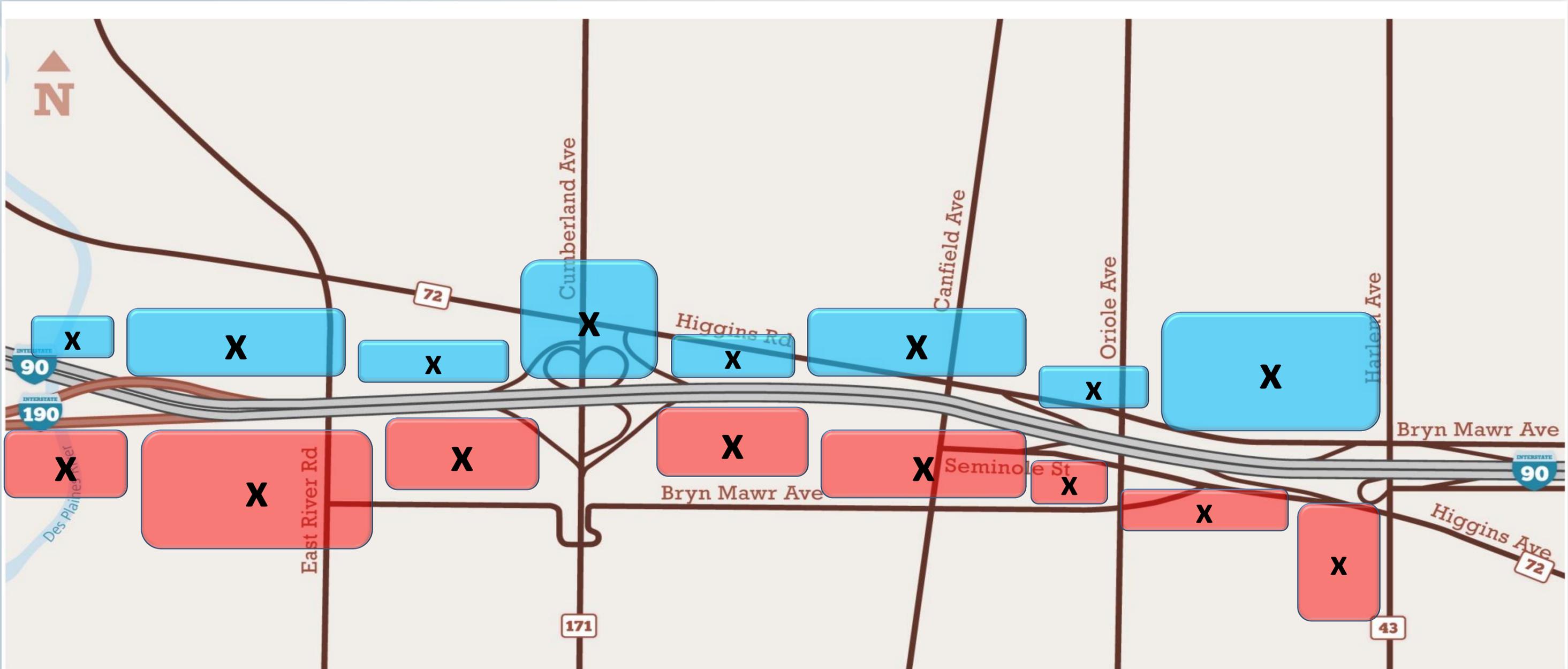
Need Element: Improve Traffic Operations

Traffic Operations:

- I-190 / I-90 merge/diverge
- Eastbound access to Cumberland Avenue interchange
- Other ramp junctions
- Roadway capacity

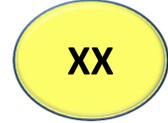
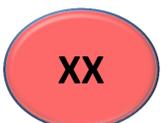


Need Element: Improve Traffic Operations



DATA STILL TO BE DETERMINED

Level of Service (LOS)

 XX	LOS D	 XX	LOS E	 XX	LOS F
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National Environmental Policy Act (NEPA)

Environmental analysis in accordance with the NEPA process is required for all projects receiving Federal funding. Since the I-90 Improvements Study receives funding through the Federal Highway Administration (FHWA), the project follows the NEPA process.

What is NEPA?

The National Environmental Policy Act of 1969 (NEPA) established a national environmental policy that aims to balance a sustainable environment with other essential needs of future generations.

Under NEPA, projects must consider the potential environmental consequences of their proposals, document the analysis, and make the analysis available to the public for review and comment prior to implementation. FHWA has a policy on how projects to which it provides funding and oversight will follow NEPA:

- An environmental document will be produced which demonstrates compliance with all environmental requirements
- Alternative courses of action will be evaluated based on a balanced consideration of the need for the improvements and environmental impacts
- Public involvement is an essential part of the project process
- Measures to mitigate adverse impacts will be incorporated into the action

What are the elements of NEPA decision-making?

- Analysis of a range of reasonable alternatives
- Assessment of the environmental impacts of an action
- Consideration of mitigation of adverse impacts
- Public involvement including opportunities to participate and comment
- Documentation and disclosure

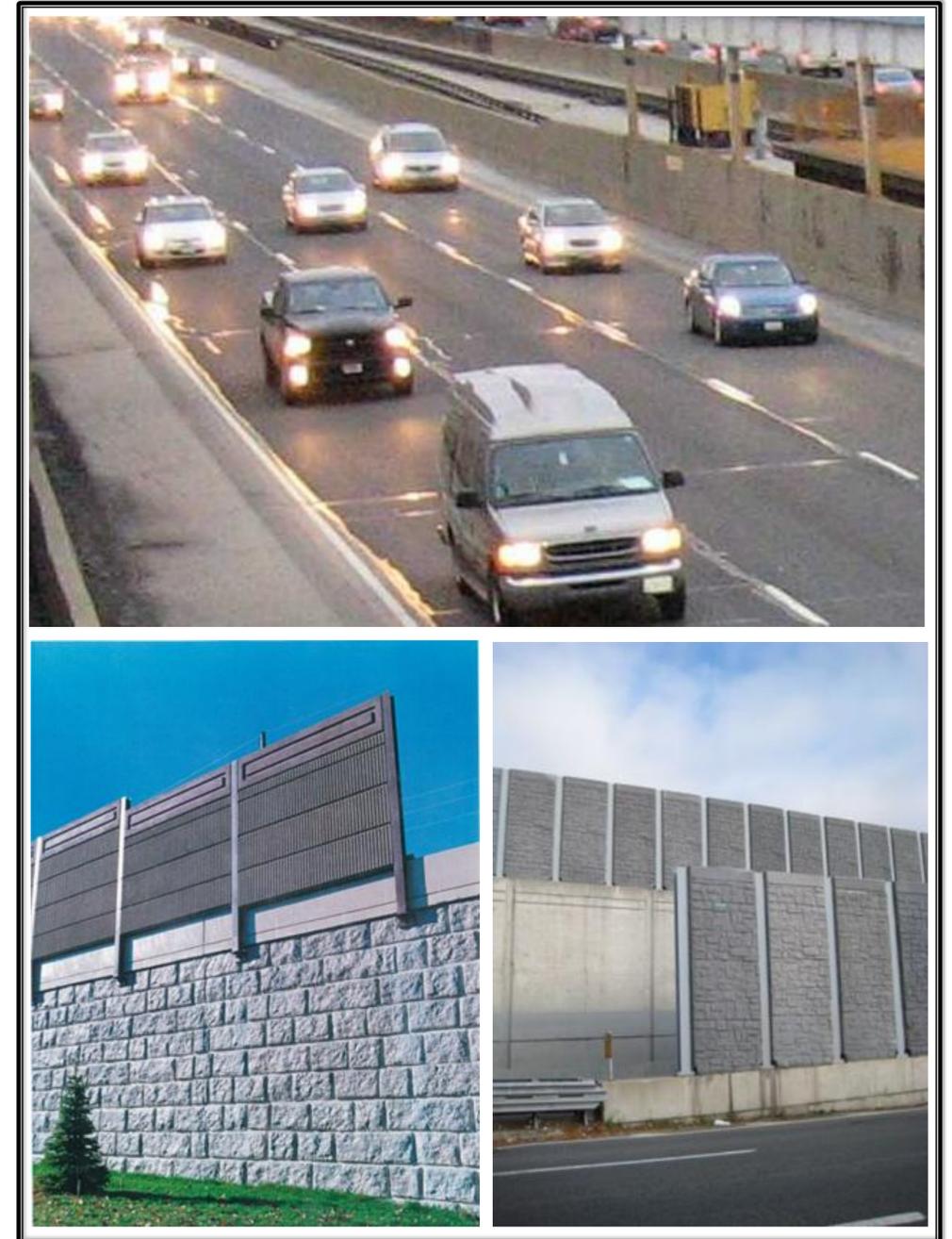
What are the types of NEPA documentation?

- Environmental Impact Statement: a significant environmental impact is known
- Environmental Assessment: the significance of the environmental impacts is not clearly established
- Categorical Exclusion: no significant environmental impacts are anticipated

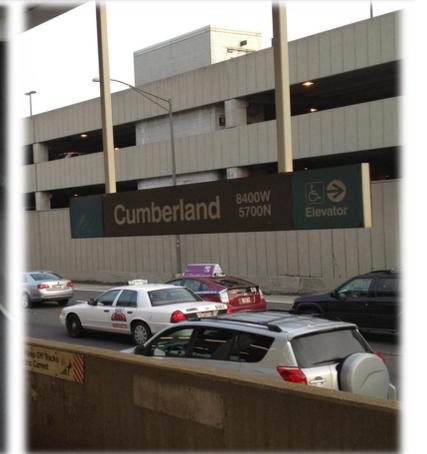
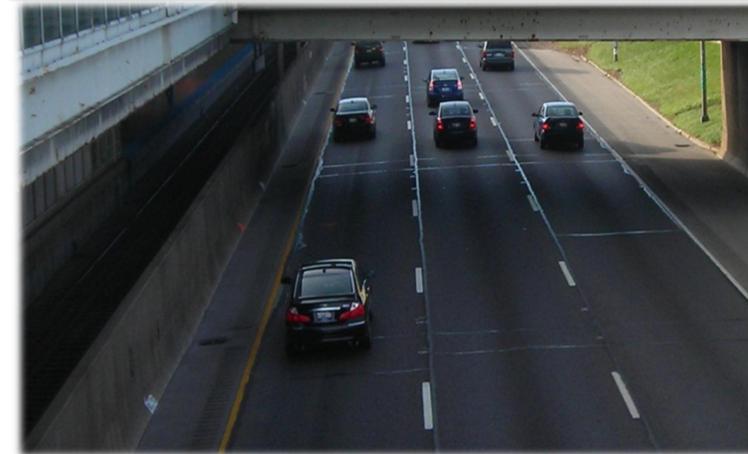
The I-90 Improvements Study is anticipated to be processed as a Categorical Exclusion under NEPA, because its potential effects on the environment are likely to be minimal

Types of Environmental Studies

- Air Quality
 - Complete Particulate Material (PM_{2.5}), and MSAT analyses if such analyses are deemed necessary
- Wetlands
 - Identify if any wetlands are impacted by the proposed improvement
- Cultural Resources
 - Determine if there are any culturally significant resources (including Historic Bridges, Districts or Buildings) in the project area
- Noise
 - Summarize predicted traffic noise impacts and mitigation options (including noise wall)



- Develop feasible improvements
 - Compliance with Purpose and Need
 - Compliance with 3R roadway improvement criteria (Resurfacing, Restoration, Rehabilitation)
 - Extend roadway service life
 - Improve roadway to meet current demands
 - Enhance highway safety
 - Compliance with National Environmental Policy Act (NEPA) requirements for Categorical Exclusion (CE)
 - Compatibility with other projects in the I-90 corridor
- Comparative evaluation
 - Input from Project Working Group, other stakeholders
 - Project evaluation
 - Crash data / safety
 - Pavement condition
 - Geometric design consistency
 - Coordination with adjacent highway sections
 - Traffic volumes
 - Drainage
 - Cost
- Identify proposed improvement plan



PROJECT SCHEDULE

PUBLIC INVOLVEMENT

2012

- Collect data
- Identify deficiencies and problems

PUBLIC MEETING
(March 26, 2013)

2013

- Determine potential improvements
- Evaluate potential impacts and benefits

PUBLIC HEARING
(late Summer/early Fall)

2014 and beyond

- Finalize Phase I study
- Receive Phase I design approval
- Begin Phase II design (schedule to be determined)

The *next steps* of the project will be:

- Hold the PWG meeting with community leaders
- Develop the Purpose and Need
- Begin developing alternatives

GET INVOLVED!

IDOT wants to hear from you today and throughout the project process.

Here is how to contact IDOT with project input:

- Fill out a comment form (located in exhibit room) and drop in the comment box
- Send an email to: Marie.Glynn@illinois.gov
- Call (847) 705-4073
- Mail to: Marie Glynn, P.E.
IDOT District 1
201 West Center Court
Schaumburg, IL 60196

Submit comments by April 9, 2013 so that we may include them in the meeting summary