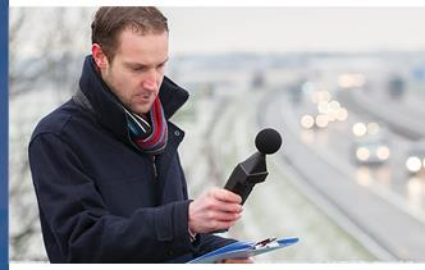
Eisenhower expressway

Illinois Department of Transportation



Tier II Consultation Meeting

April 20, 2017

I-290 Original Design & Construction

Illinois Department of Transportation

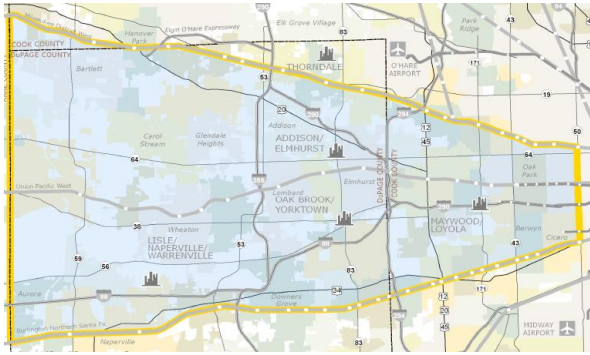
- Designed in 1940s
- Land acquisition began in 1942
- Opened in 7 segments, 1955 to 1960

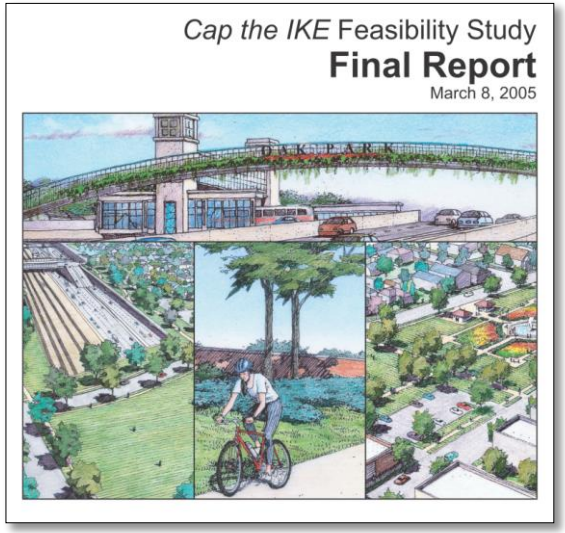
Prior Studies & Projects

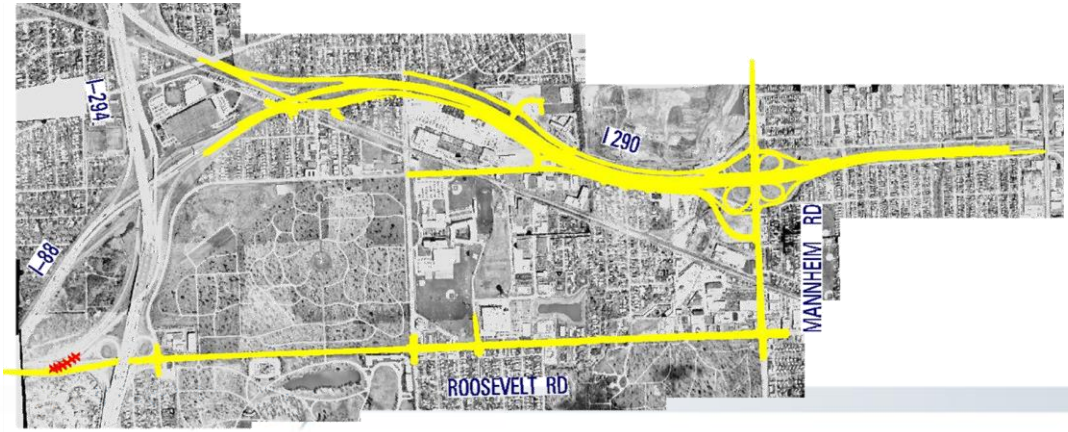
Illinois Department of Transportation

- 1998 - IDOT HOV Feasibility Study Completed
- 1999-2001 Hillside Bottleneck Reconstruction
- RTA Cook-DuPage Corridor Study
  - 2003-2005 Travel Market Analysis
  - 2006-2008 Options Feasibility
- Oak Park I-290 Cap Study
  - 2003-2005 Feasibility Report
  - 2009 Cap Concept Analysis

Cook DuPage Corridor

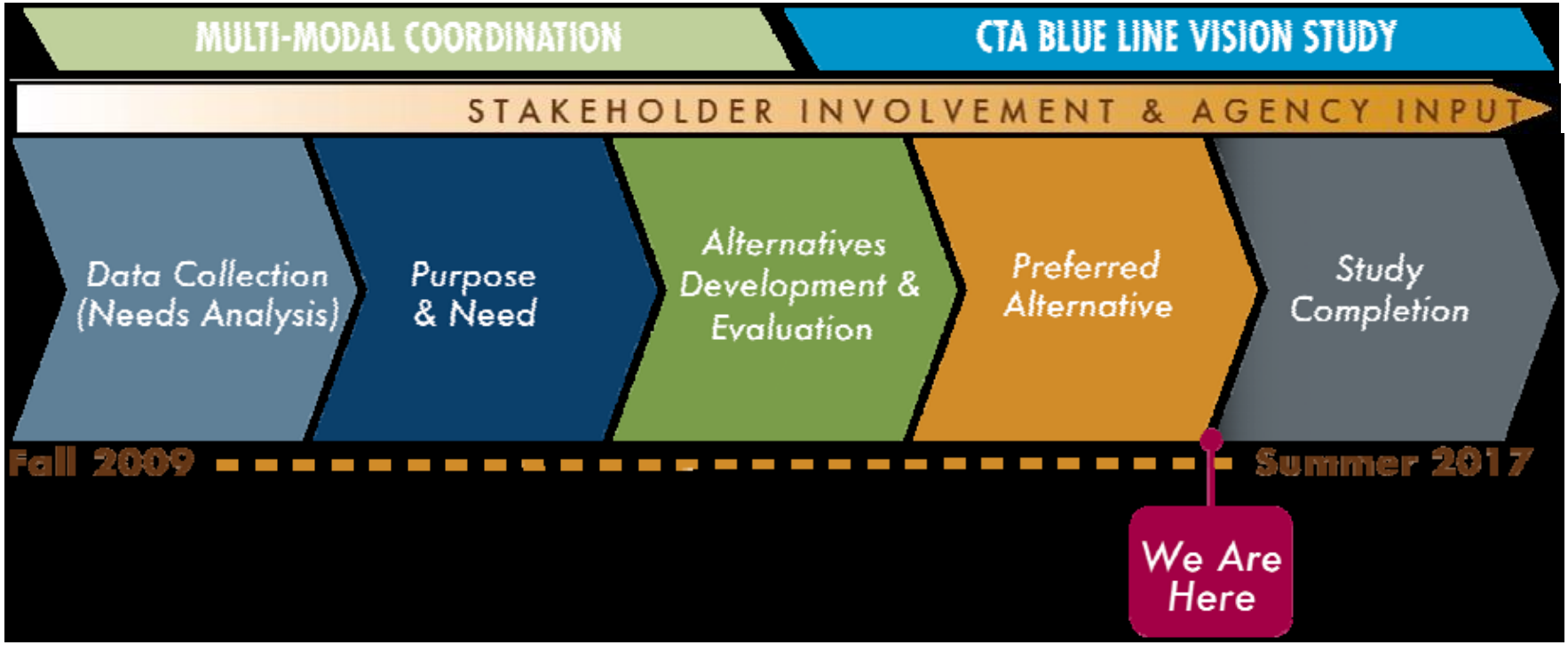






Current I-290 Phase 1 Study and EIS

- IDOT Phase 1 Study initiated in 2009
- Notice of Intent published in Federal Register on February 23, 2010 to perform an EIS



Purpose and Need

Transportation System Improvements are needed in the study area to:

- Improve Regional and Local Travel
- Improve Access to Employment
- Improve Safety for All Users
- Improve Modal Connections and Opportunities
- Improve Facility Deficiencies

Alternatives Identification and Evaluation

600 + Alternatives Suggested

21 Individual Mode Alts

12 Combination Highway/Transit Mode Alts

4 DEIS Alts
+ No Action

CTA Blue Line Vision Study

Initial Alternatives Identification

Illinois Department of Transportation

570+ ideas from

- *CAG/TF Workshop*
- *Public Meeting*

21 'Single Mode' Alternatives identified

- *11 expressway alternatives*

- *9 transit alternatives*

- *1 arterial widening* (ROOSEVELT RD. & MADISON ST.)

Round 1 Conclusions

Illinois Department of Transportation

Overall Conclusions

- Single mode **Expressway Alternatives** provide overall best performance
- Stand alone single mode **Transit Alternatives** do not improve I-290 performance, have other benefits
- Opportunities to improve travel performance ***by combining expressway and transit alternatives***

HCT Conclusions

- High capacity transit (HCT) either HRT or BRT
- Replacement and extension of existing Blue Line with BRT dropped
- Illinois Prairie Path alignment dropped
- HCT Extension to Mannheim Rd.:
  - Majority of travel benefits to Mannheim Rd. vs. Oak Brook

Round #2 – Combination Alternatives

Illinois Department of Transportation

Combination Mode Evaluation

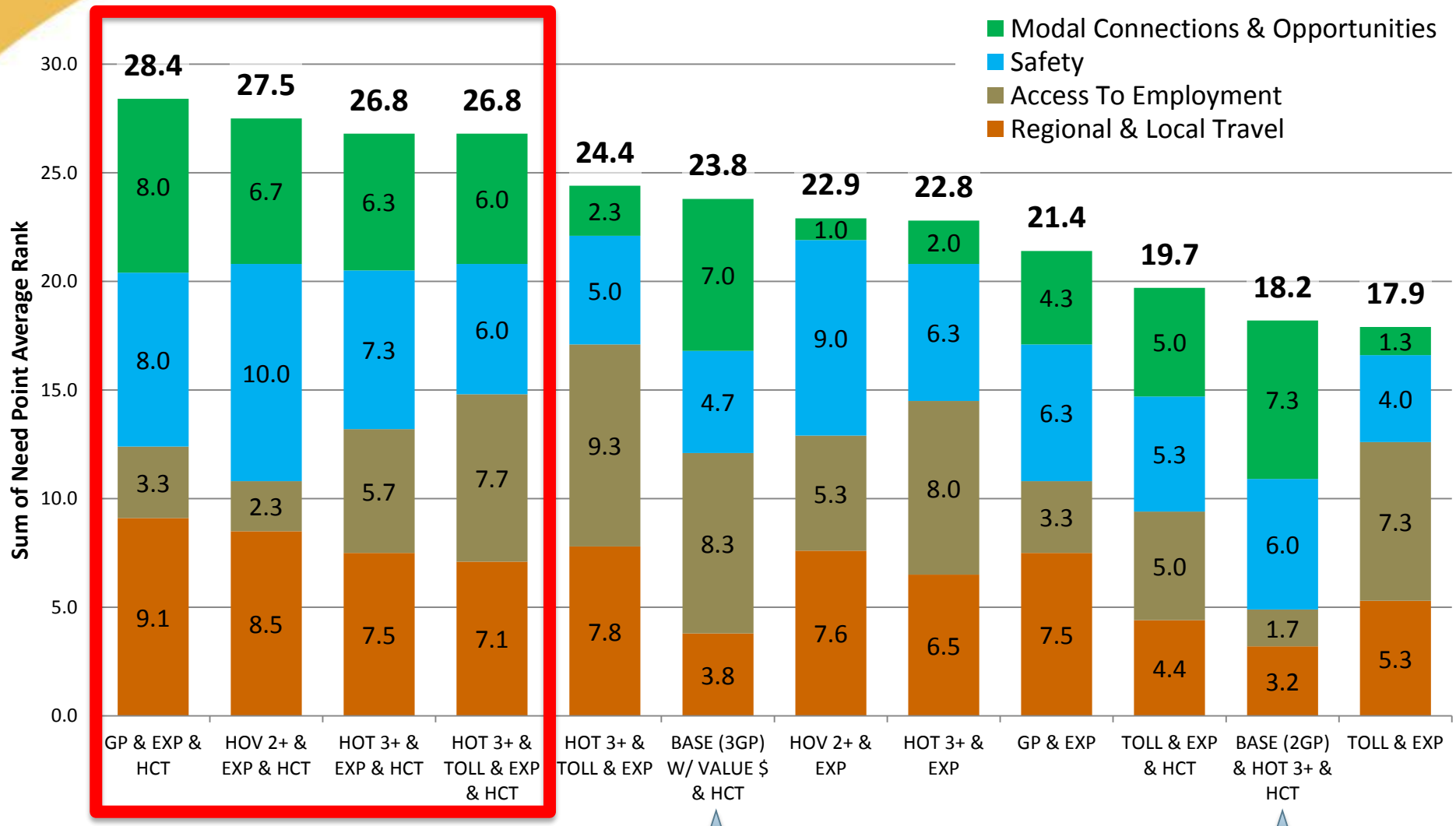
- 10 initial multi-modal alternatives
- 2 additional stakeholder alternatives
- Combinations of:
  - Roadway: HOV, HOT, Toll, Congestion Pricing, General Purpose
  - Transit: Blue Line/BRT extension, express bus, improved feeder bus

Eisenhower expressway

Round 2 Screening: Combination Alternatives Modeling Results

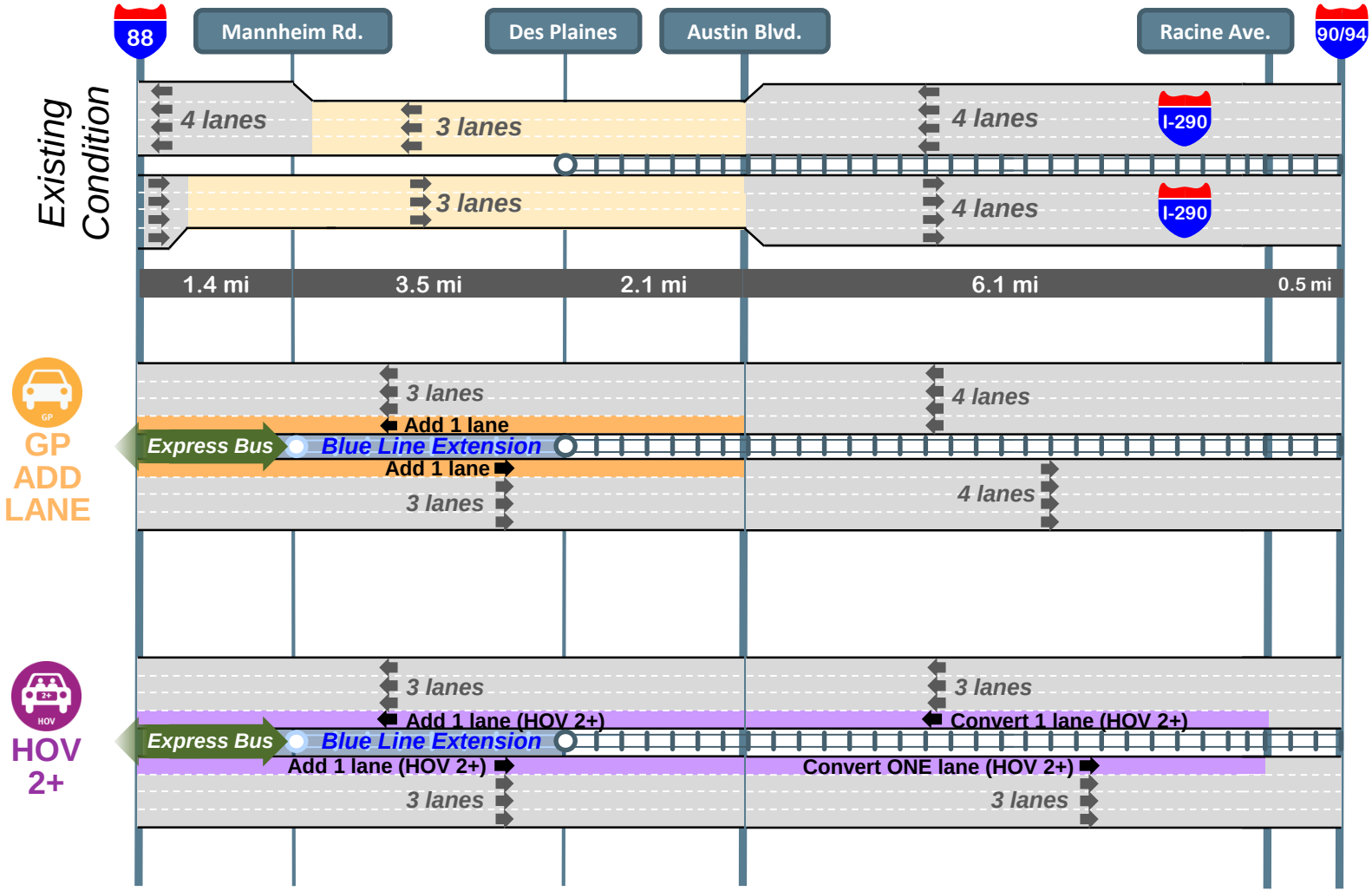
Score by Sum of Need Point Average

Illinois Department of Transportation

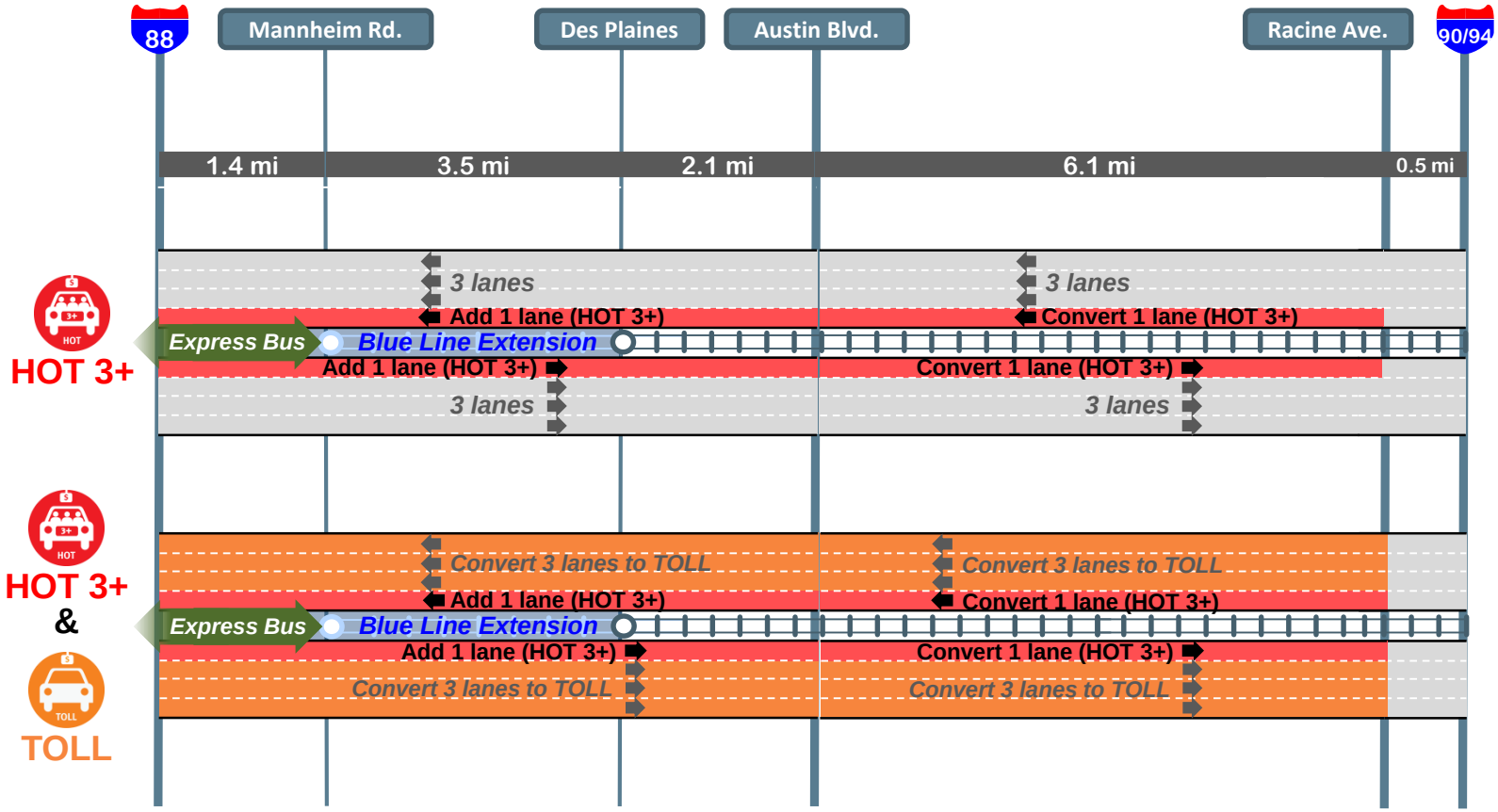


Two additional Round 2 Alternatives

Four DEIS Alternatives



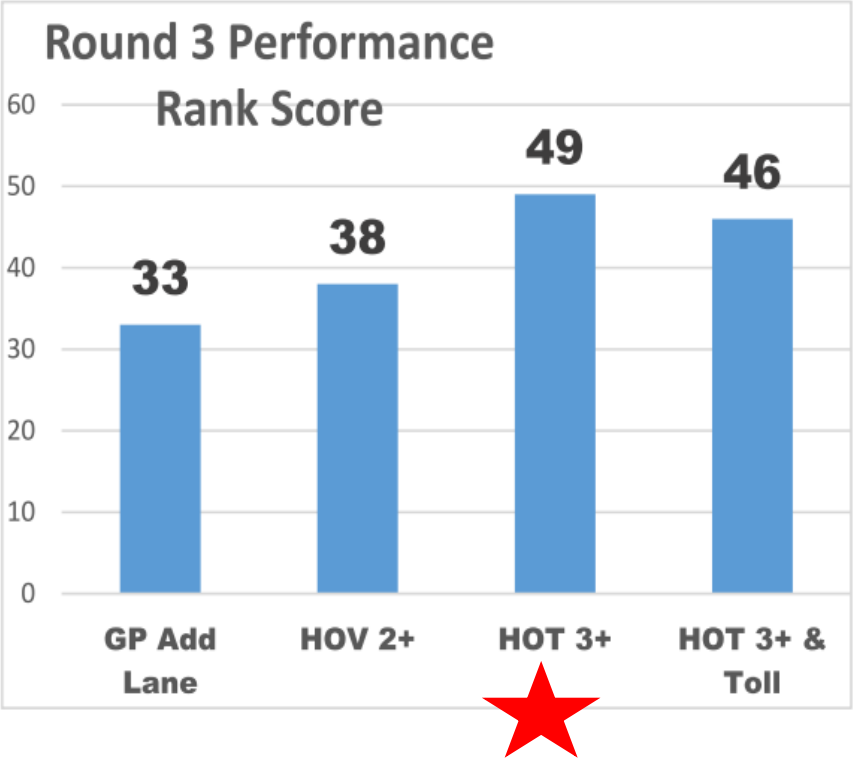
Four DEIS Alternatives

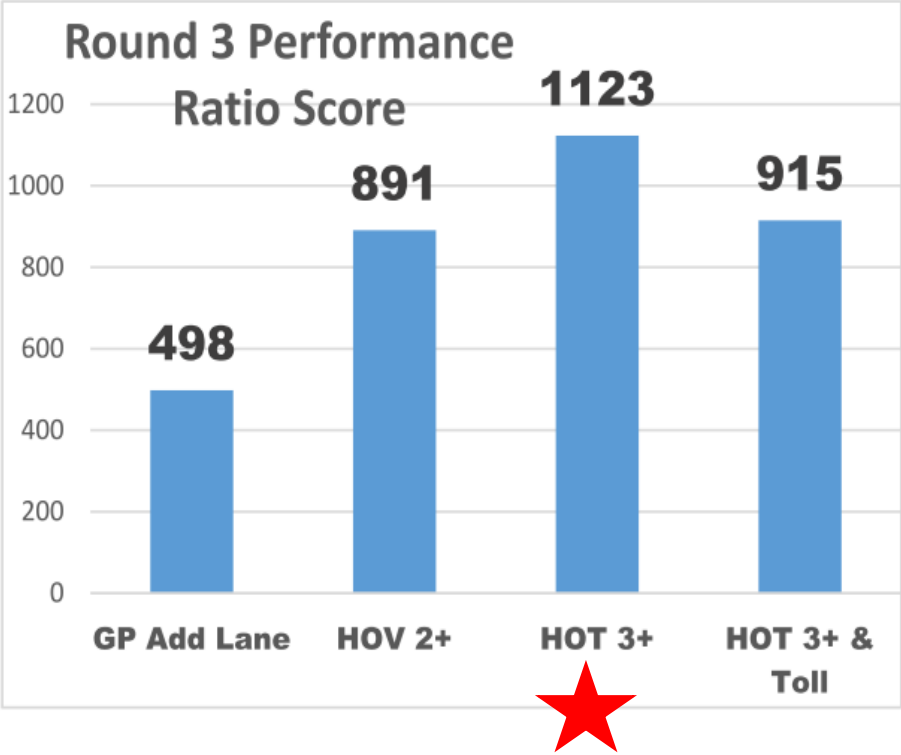


DEIS Alternatives Evaluation

- **Travel Performance**
  - Tolling all lanes over manages traffic
  - General purpose add lane undermanages traffic
  - HOT 3+, HOV 2+ provide balance
  - HOT 3+ provides the best balance
- **Environmental**
  - Generally no substantial differences among build alternatives
  - Generally positive air quality trends with managed lane alternatives

DEIS Build Alternatives Comparison





- HOT 3+ Alternative has highest score by rank or ratio method
- Travel performance, environmental, & cost factors considered

Preferred Alternative

- HOT 3+ Preferred Alternative announced at Corridor Advisory Group Meeting on October 15, 2015
- Notice of Availability of I-290 DEIS published in Federal Register on December 30, 2016 with DEIS including the HOT 3+ Preferred Alternative
- DEIS Public Hearings held January 25 – 26, 2017
- FEIS/ROD expected June 30, 2017