

Central Tri-State Technical Outreach Committee Meeting

Presented by Rocco Zuccherro
November 2018

2018 OUTREACH

More than 110
Community
Engagements

27

Property owner
meetings

68

Municipality
meetings

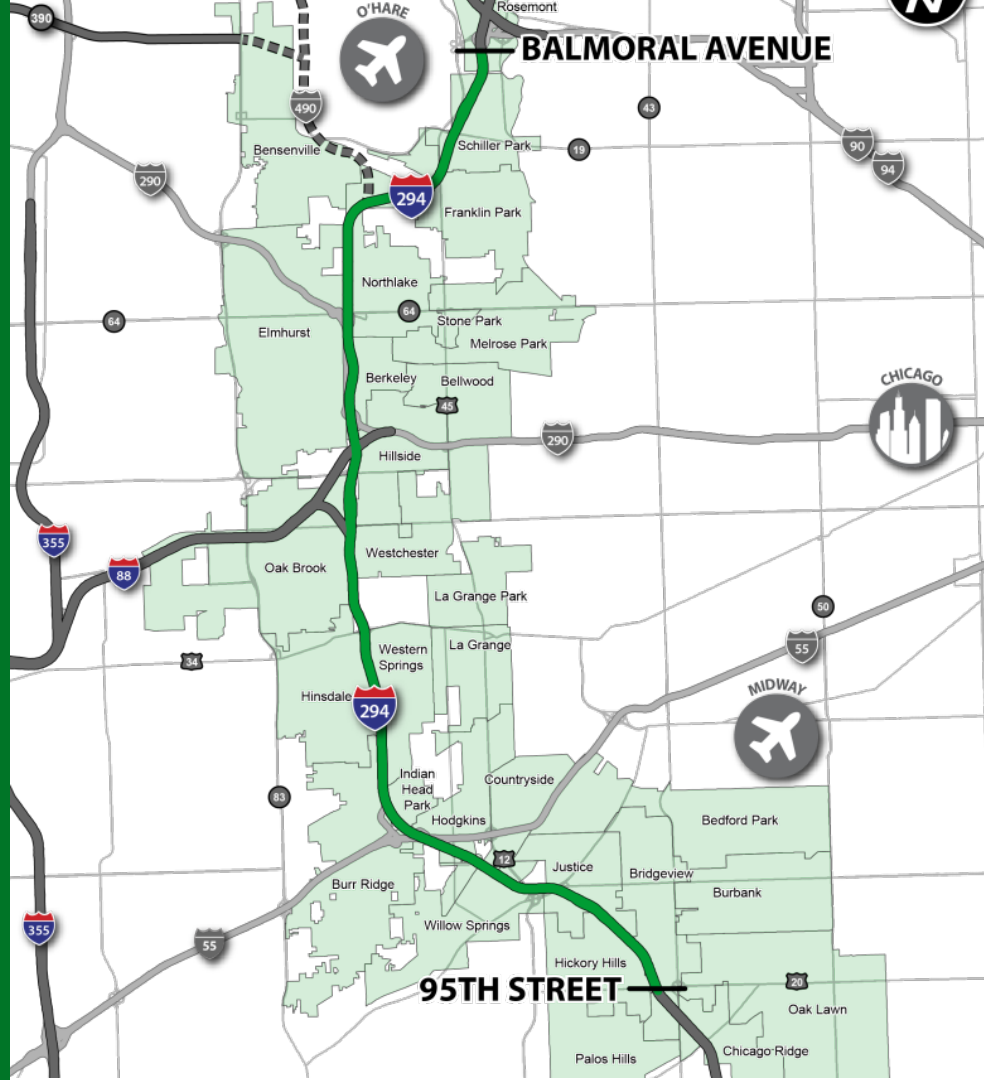
3

Open houses

18

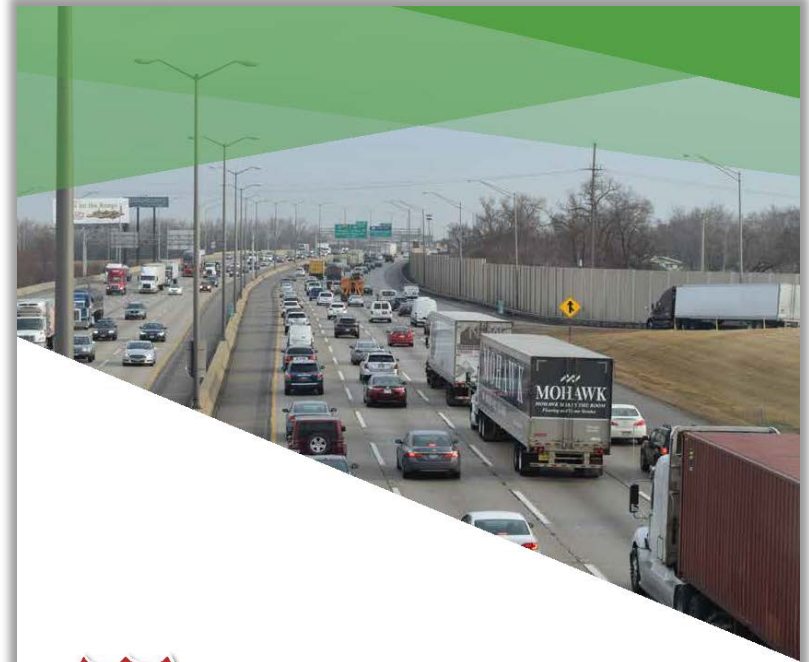
Community and
business outreach

Technical Outreach Committee



Corridor Planning Council Recommendations

- Congestion
- Access
- Flooding and Drainage
- Freight



CENTRAL TRI-STATE TOLLWAY

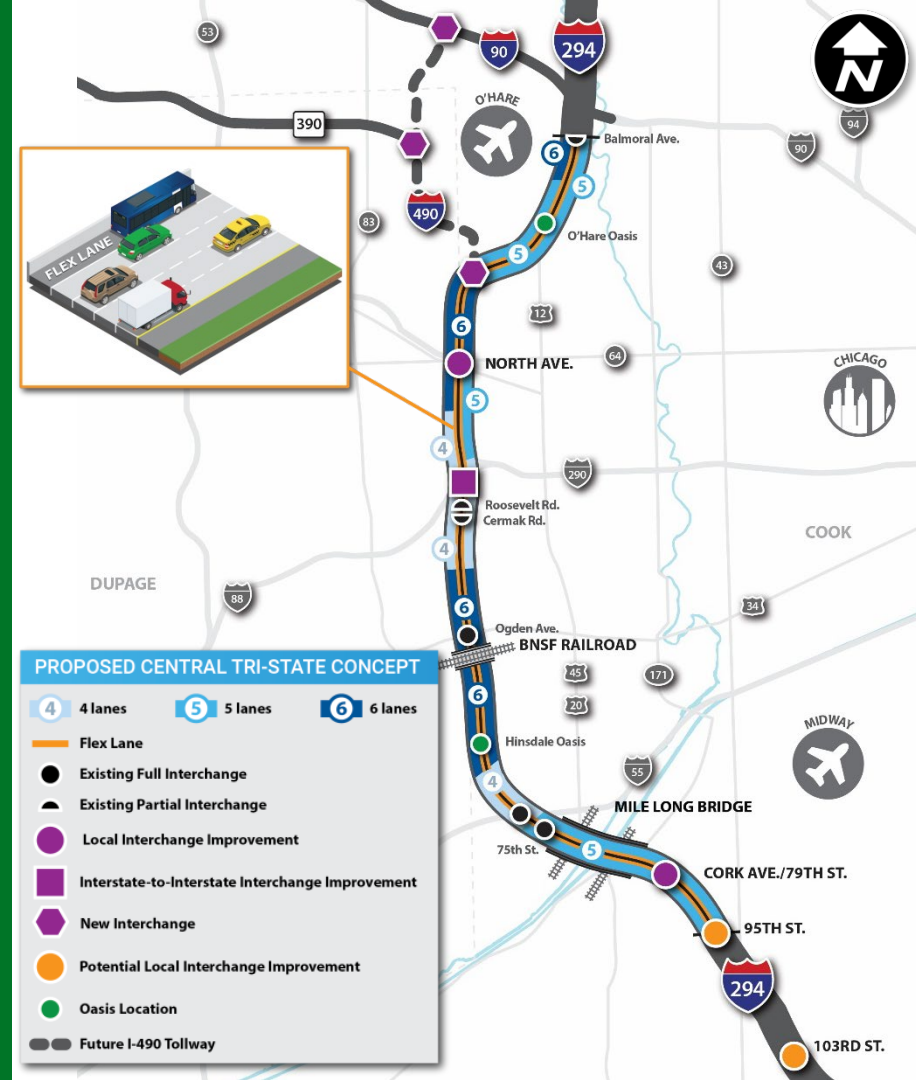
Corridor Planning Council

Findings and Recommendations

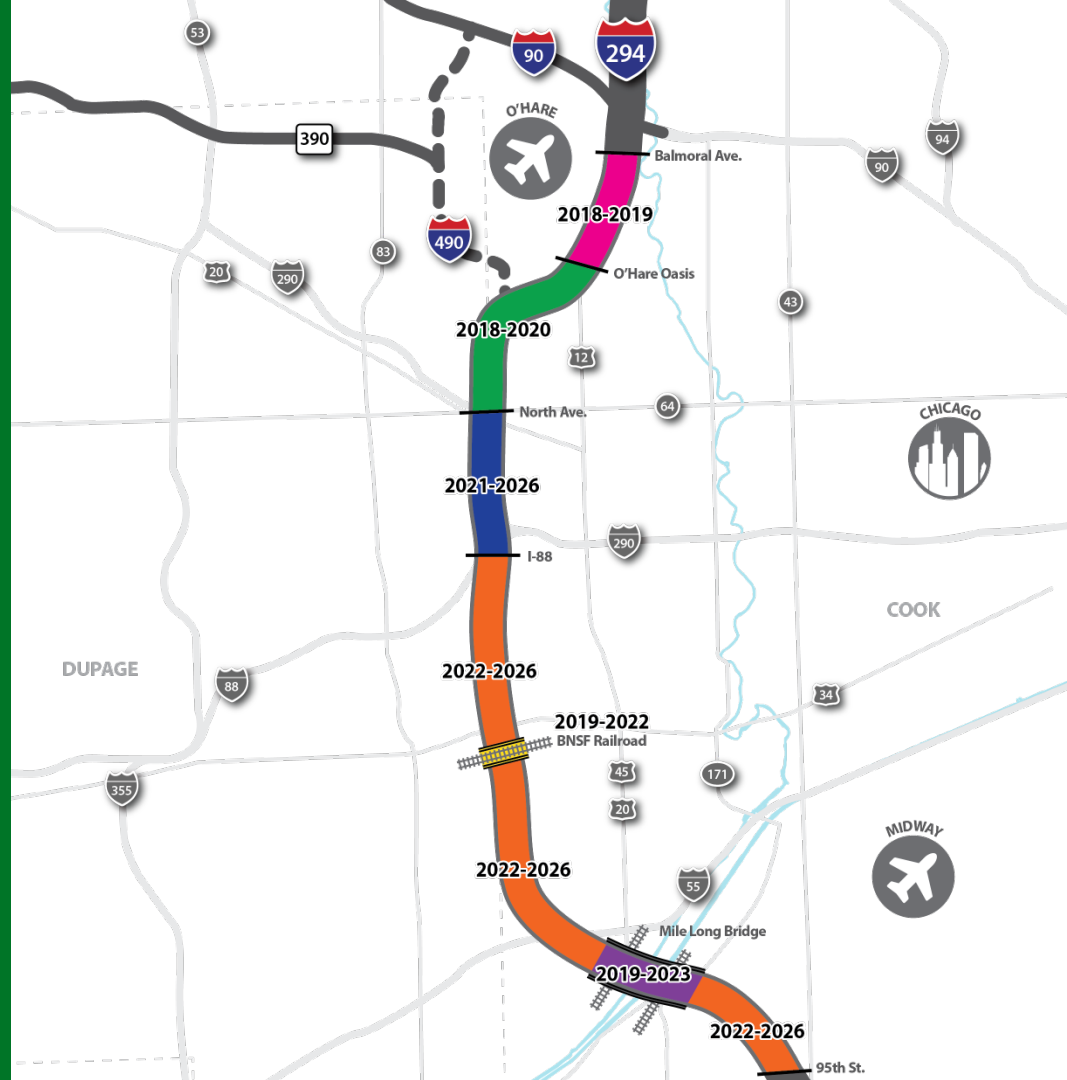
January 2016



Central Tri-State Concept



Mainline Construction Timeline



O'Hare Oasis Pavilion Removal

<https://youtu.be/9IFVqdVg6cU>



The Illinois Tollway

**DRIVING
THE FUTURE**

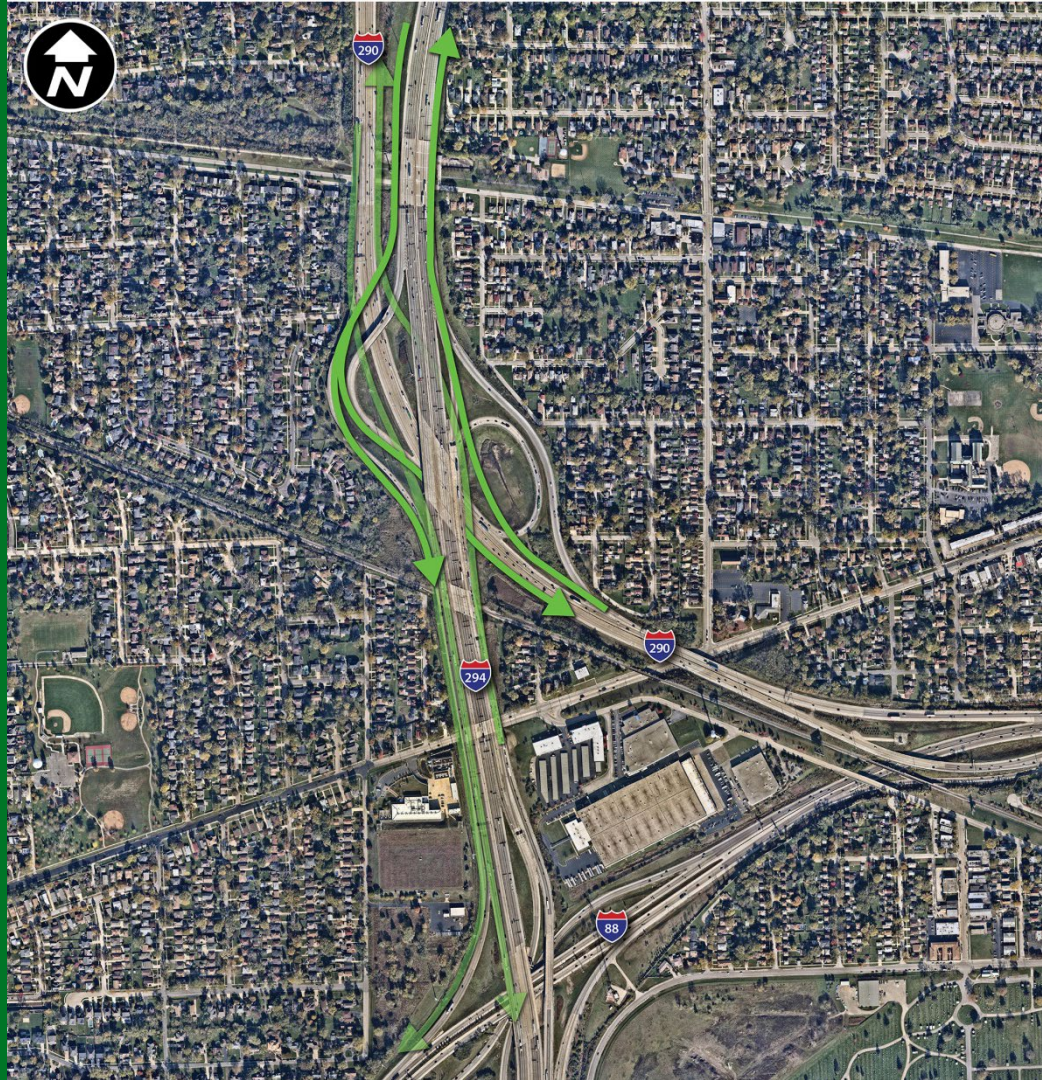
North Avenue Interchange

- Arterial Improvements
- Bridge Improvements



The Illinois Tollway
**DRIVING
THE FUTURE**

I-290/I-88 Interchange Project at I-294



I-290/I-88 Interchange Project at I-294

<https://www.youtube.com/watch?v=2exJqjXaTJk>



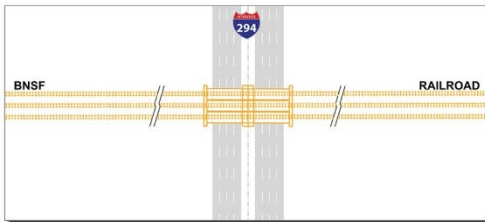
The Illinois Tollway

DRIVING
THE FUTURE

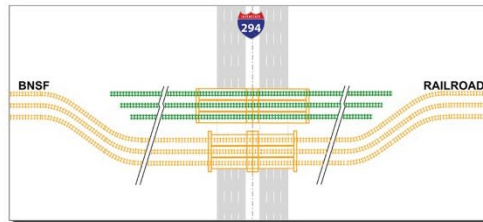
BNSF Bridge Project



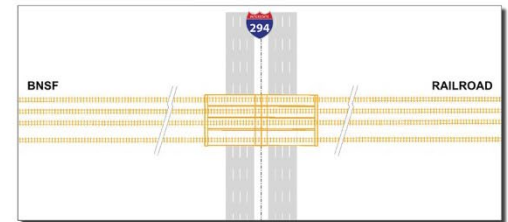
EXISTING



CONSTRUCTION



COMPLETE



Mile Long Bridge



The Illinois Tollway
DRIVING THE FUTURE

Coming Up

- Noise
- Aesthetics
- Fiber relocation
- Future meetings



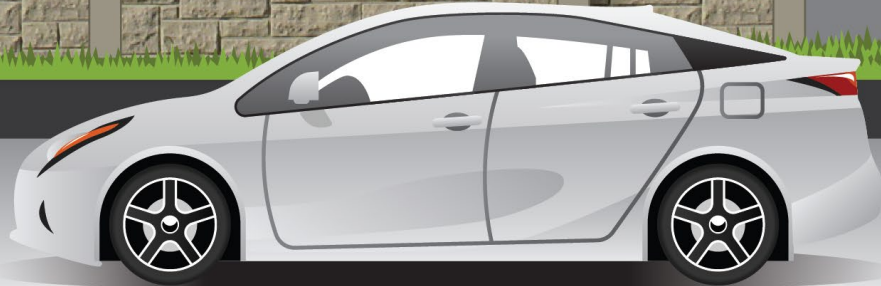
Noisewalls

PURPOSE OF A NOISEWALL

TYPES OF NOISEWALL MATERIALS

WHY THERE IS A BREAK OR GAP IN NOISEWALLS

DETERMINING THE HEIGHT OF A NOISEWALL



Outreach and Communications

Central Tri-State Tollway
BUILDING FOR TOMORROW

A Regional Solution

A detailed planning and refinement process is underway to complete a design concept for aesthetic the Central Tri-State Tollway (I-294). This process includes outreach efforts with customers, communities, businesses and partners to identify regional improvements and continue to refine the design details. As the Tollway moves forward with the planning process, updates on important issue areas and key project elements will continue to be posted to this page.

WHERE WE'VE BEEN

HOW WE STARTED

WHERE WE ARE GOING

PROJECT ELEMENTS

- Reconstruct for current and future travel needs
- Widen where justified
- Reconfigure and improve the I-294/88 interchange at I-294 (see below)
- Reconstruct and widen the Mile Long Bridge
- Reconstruct and lengthen the 850' Bridge
- New and improved interchanges for increased local access
- Address local noise, aesthetic and quality-of-life concerns
- Integrate Flex Lanes to better accommodate transit
- Implement SmartRoad technology
- New truck parking and freight access
- Regional stormwater improvements

PROPOSED PROJECT TIMELINE

- 2016 CORRIDOR PLANNING COUNCIL REPORT**
Approved a broad outline for the corridor and shared the master plan.
- 2017-2018 CONCEPT PLAN PHASE**
Provides alternative analysis for corridor and includes advanced design studies, as well as community and stakeholder input.
- 2017-2023 DESIGN PHASE**
Refine design, continue local coordination, right-of-way process and begin utility relocation.
- 2018-2025 MAINLINE CONSTRUCTION**

THE CENTRAL TRI-STATE CONCEPT

The Central Tri-State Concept is one of the early phases of the project's development. This concept includes findings and draft recommendations being considered and initiated by the Tollway as it moves forward in the reconstruction of the Central Tri-State.

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2018-2025 MAINLINE CONSTRUCTION

View the Central Tri-State Concept

Email Your Comments & Questions

Central Tri-State Tollway
BUILDING FOR TOMORROW

To: Municipality
From: Illinois Tollway
Date: November 12, 2016

Subject: Proposed Noise Walls

The Illinois Tollway's (Tollway) Traffic Noise Study and Abatement Policy (Policy) provides guidelines for evaluating traffic noise throughout the implementation of projects within the Tollway's corridor. The Policy first establishes the eligibility requirements for a Traffic Noise Study improvement program. The Policy then establishes the requirements for construction of traffic noise abatement structures and when traffic noise abatement is feasible and reasonable.

The traffic noise analysis guidance provided in the Policy is based largely on the regulatory material found in Title 23 Code of Federal Regulations Part 772 (23 CFR Part 772) entitled "Procedures for Abatement of Highway Traffic Noise and Construction Noise."

The Tollway, as part of the Central Tri-State project, conducted a thorough noise analysis in effort to determine current and future* noise levels throughout the project corridor. In areas where impacts are projected to occur or are projected to occur, a noise abatement analysis is conducted to determine if knowledge on where traffic noise impacts** occur and are projected to occur. In areas where impacts are projected to occur, a noise abatement analysis is conducted to determine if it is feasible*** to effectively abate traffic noise and if so, in a reasonable**** way for the Tollway to implement. Thus, if there is no projected to be traffic noise impacts and traffic noise abatement is found to be feasible and reasonable, noise abatement is warranted and will be constructed as part of our Central Tri-State project.

The primary methods of noise reduction are noise walls and landscaped berms, both are effective at reducing noise impacts. Various materials can be used to construct a landscaped berm, including surplus soil and materials from the project construction. While landscaped berms are generally more aesthetically pleasing they require more right-of-way than noise walls. A typical width to height standard for landscaped berms is 3:1. This ensures the stability and structure of the berm. The additional right-of-way for the berms would require significantly more property acquisitions and therefore landscaped berms are not cost-effective noise abatement structures for this corridor.

Existing noise walls will be replaced with walls at least the same height and length. The noise wall right-of-way for the berms would be an urban in type, except in locations where alternate materials may be used due to structural requirements. The noise wall material is expected to be pre-cast concrete with a stacked-block pattern stamped into the concrete.

- Built capacity improvements and 2040 traffic projections.
- **27 dBA
- ***minimum 5 dBA reduction with a goal of 8 dBA reduction
- **** Tollway base cost benefit ratio is \$30,000.00, per benefited receptor

Central Tri-State Tollway
BUILDING FOR TOMORROW

Photo example of pre-cast, stamped concrete

Noise walls through Western Springs are expected to vary from 10 to 20 feet. A noise wall with a height of 16 feet over the entrance ramp of the Hindale Oaks will be constructed around the Hindale Oaks. Streets the new noise wall will be in the same location, but it will be replaced with noise walls.

The Tollway is considering the possibility of noise walls at Spring Rock Park. Throughout the study did not indicate that walls at Spring Rock Park have been raised. The Tollway is considering the possibility of noise walls at Spring Rock Park. Landscaped berms would likely not experience any traffic noise reductions.

Analysis and expects completion of the study by the end of 2018.

Traffic projections.

of a 8 dBA reduction
000.00, per benefited receptor

Aesthetics

I-294 Over Local Road



Aesthetics

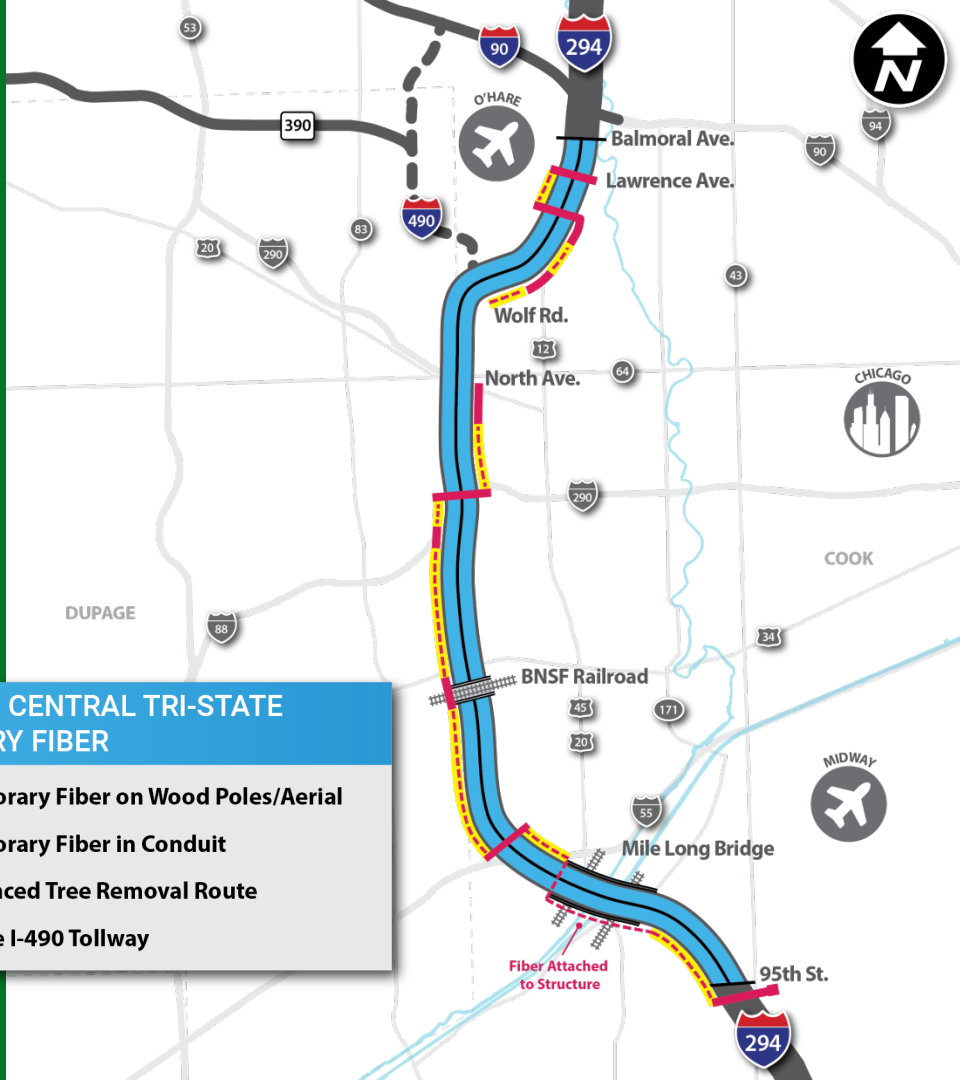
Local Road Under Tollway – Landscaping



Fiber Relocation

**PROPOSED CENTRAL TRI-STATE
TEMPORARY FIBER**

- Temporary Fiber on Wood Poles/Aerial
- Temporary Fiber in Conduit
- Advanced Tree Removal Route
- Future I-490 Tollway



2019 Potential Technical Outreach Committee Topics

- Design and construction
- Drainage and stormwater
- Environmental and sustainability initiatives
- Access and interchanges
- Oasis redevelopment
- Transit and Flex Lane
- Freight and truck parking

We Want to Hear From You



Central Tri-State Contacts

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**For more
Information**

About the Project

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Construction Information

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THANK YOU