Village Board Study Session

Bridge Roadway and Sidewalk Widths
&
Local Utility Crossings Update

April 27, 2015

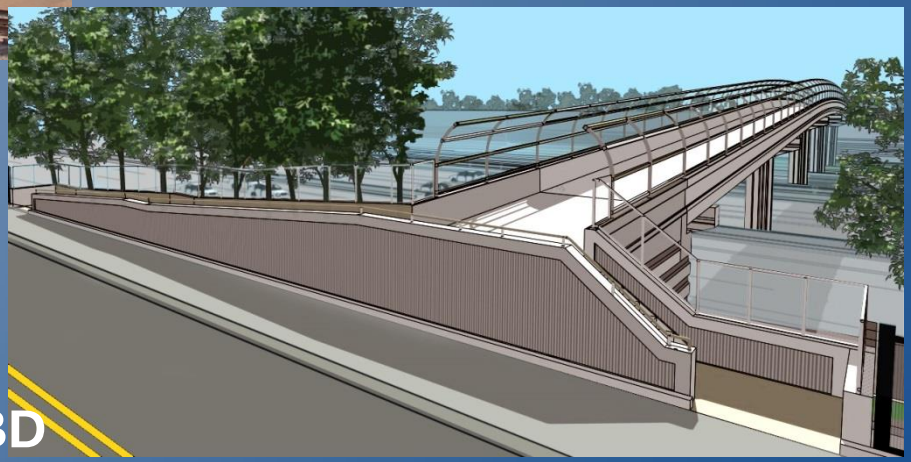
Five Bridge Types

1. **Major roads with CTA rail access**
   - **Harlem and Austin**
2. **Home Avenue pedestrian/bike bridge**
3. **Commercial Corridor with CTA access**
   - **Oak Park Avenue**
4. **Neighborhood street with CTA access**
   - **East and Lombard Avenues**
5. **Neighborhood street *without* CTA access**
   - **Ridgeland Avenue**

Home Avenue Ped/Bike Bridge

Existing Concerns

- Condition
- Accessibility at ends
- Inadequate 9.5 foot width



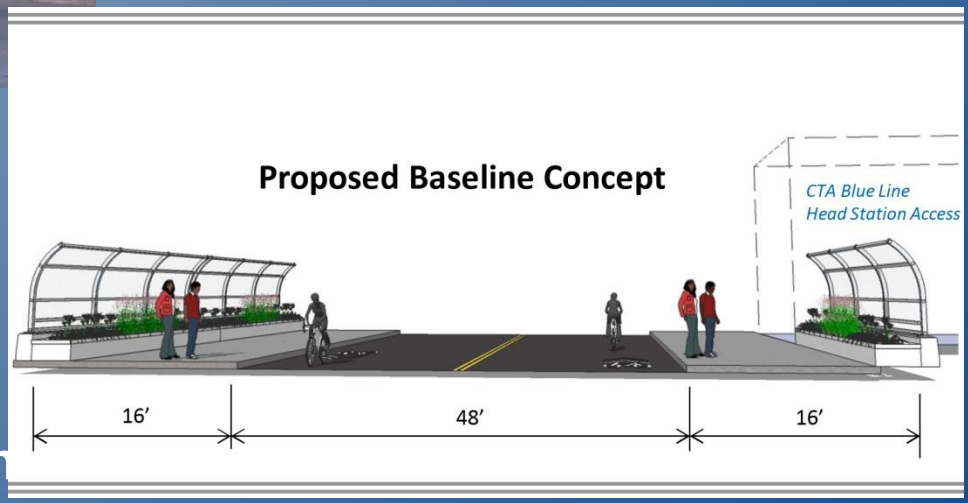
As Recommended

- Accessible ends
- New 14 foot width
- Aesthetic treatments TBD

Oak Park Avenue Bridge

Existing Concerns

- Narrow walks at 7 feet
- 4 traffic lanes, 46 foot width
- Tight turning radii
- Not ADA accessible



As Recommended

- Sidewalks widened to 16 feet
- 4 traffic lanes, 48 foot width
- Aesthetic treatments TBD

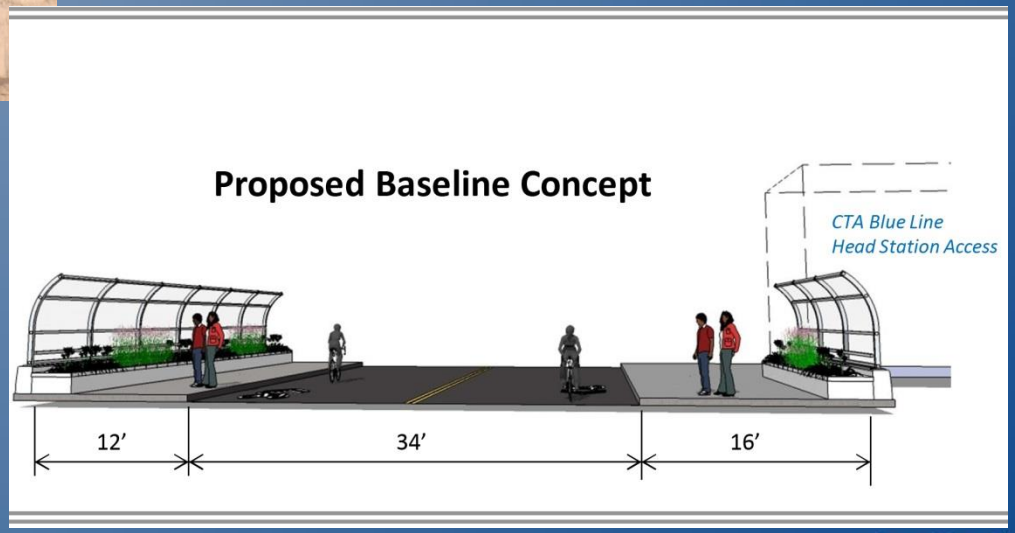
Lombard Ave Neighborhood Bridge

Existing Concerns

- Narrow walks at 5.5 feet
- Narrow roadway at 30 feet
- Tight turning radii
- Limited accessibility

As Recommended

- East walks widened to 16 feet
- West walks widened to 12 feet
- Wider roadway at 34 feet
- Aesthetic treatments TBD



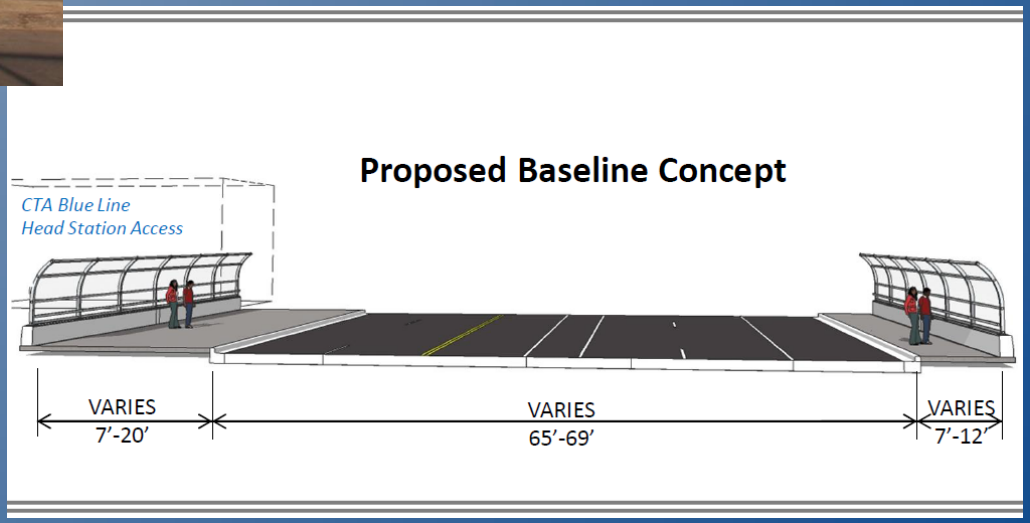
Austin Avenue Bridge

Existing Concerns

- Narrow walks at 5.4 feet
- Wide roadway at 71 feet
- Limited accessibility

As Recommended

- Wider walks, generally 16 feet
- Roadway narrowed to 65-69 feet
- No drop-off pull-outs
- Aesthetic /safety elements TBD



I-290 Local Utility Crossings

Oak Park

Village of Oak Park ~"Eye on the Ike"

INTERSTATE 290

I-290 Local Utility Crossings

Historical Overview and Present Status

- 14 water crossings replaced by only 5 new ones
- 4 sewer crossings reduced to 2; Ridgeland replaced, East Avenue modified
- Installed I-290 drainage system
- Aging infrastructure, with inadequate sewer capacity and 3 of 5 water mains having failed
- $5.4M to replace water mains, and $8M to rehab sewers and add back one at Oak Park Avenue

Planned IDOT Drainage Investments

A primary concern is to reduce the likelihood of expressway and CTA rail facility flooding, with strategies including:

- **Storm drain improvements**
- **Pump station improvements**
- **Maximizing depth of drainage infrastructure to avoid conflict with other infrastructure elements, while at the same time staying above the 100-year flood elevation**

Questions?