



## Agenda Summary

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**File #:** ID 15-142

**Agenda Date:** 4/27/2015

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**Submitted By**

Rob Cole, Assistant Village Manager

**Agenda Item Title**

**Eisenhower Expressway (I-290) Update and Discussion: Utility Crossings, Drainage, Bridge Sidewalk and Road Widths**

**Overview**

As discussed at the February 18, 2015 meeting of the Village Board, a series of Village Board Study Session are being held to allow Village Staff to present information related to elements of the future reconstruction of the I-290 through Oak Park. As a part of this meeting, information will be presented related to:

- Village infrastructure for water and sewer utilities that cross underneath I-290;
- A brief overview of I-290 drainage through Oak Park; and
- A recommendation related to bridges which cross over the I-290 in Oak Park and the sidewalk and road width improvements, including the Home Avenue bridge, that are proposed as part of the reconstruction project. It is noted that this discussion does not include aesthetic design of these bridge crossings, as that topic will be addressed at a later date.

It is also noted that comment site has been opened on the Village website related to the recommended sidewalk widths. Residents are encouraged to review the information at the link and share their comments on the sidewalk recommendations through Monday, April 27, 2015 at noon. The site can be found at [www.oak-park.us/ikesidewalks](http://www.oak-park.us/ikesidewalks) <<http://www.oak-park.us/ikesidewalks>>

**Anticipated Future Actions/Commitments**

There will be a series of Village Board Study Session continuing throughout 2015 in order to provide an opportunity for discussion and consensus related to the reconstruction of I-290. The conclusion of these discussions will be to develop a draft Letter of Intent with the Illinois Department of Transportation. The final Letter of Intent will be presented to the Village Board for formal approval at the conclusion of the Study Sessions. This incremental approach was established as part of the February 18, 2015 discussion with the Village Board in order to provide a process to review the I-290 reconstruction.

**Report**

On February 18, 2015 the Village Board approved a Motion directing staff to schedule a series of study sessions focused on developing a list of detailed I-290 reconstruction requirements that will ultimately be incorporated into a Letter of Intent with the Illinois Department of Transportation.

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Staff has been meeting with Village President Abu-Taleb, Trustee Lueck and IDOT to review elements of the reconstruction and significant progress has been made related to the geometry of the sidewalks and roadway widths over the IKE. Specifically, IDOT has agreed to incorporate into the reconstruction improved standards for sidewalk widths to ensure adequate room for all modes of transportation. Details are contained in the attached reports.

The Letter of Intent will be presented for Village Board approval upon conclusion of all supporting study sessions and related negotiations, likely during Q4 2015, and will establish mutually agreed design elements for the project, specify any agreed cost-sharing, and document any other mutually agreed terms and conditions, such as construction-related staging and mitigation strategies.

Today's study session is the first in a series of discussions that will take place over coming months, and focuses sharply on the following topics:

1. Oak Park Water and Sewer Utility Crossing Update
2. Drainage Introduction
3. Bridge Sidewalk and Roadway dimensions

Importantly, and just as today's discussion is limited in scope, each of the future study sessions will focus sharply on specific project design elements of local interest. As each study session is completed, new elements will be added to those comprising the Letter of Intent, progressing to a point where all local design and construction concerns have been discussed with consensus reached and documented.

As previously affirmed by the Village Board, key local priorities and areas of concern in our continuing discussions and deliberations with the Illinois Department of Transportation include:

1. Safety and convenience for all users, e.g., pedestrians, cyclists, and persons of all ages and abilities, especially at the interchanges with Harlem and Austin;
2. Methods for avoiding or mitigate noise and/or air quality impacts;
3. CTA Blue Line improvements, including those generally described as "Urban Stitching";
4. Locations and extent of expanded bridge decking options;
5. Elements related to corridor aesthetics and community identity;
6. Coordination with public critical utilities;
7. Project financing sources and any local obligations;

- 8. Construction planning and staging; and
- 9. Flexibility to discuss options beneficial to Oak Park.

**Alternatives**

This is a presentation and discussion.

# 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

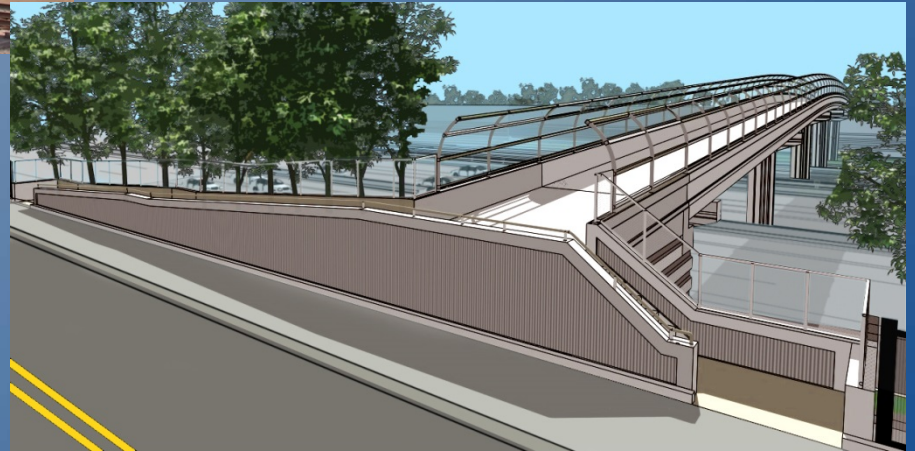


## Existing Concerns

- Condition
- Accessibility at ends
- Inadequate 9.5 foot width

## As Recommended

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





# Oak Park Avenue Bridge

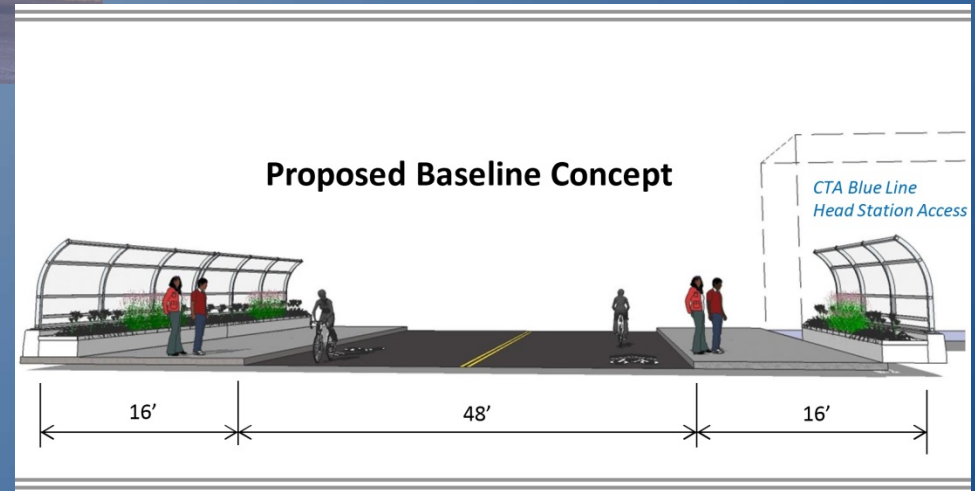


## Existing Concerns

- 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



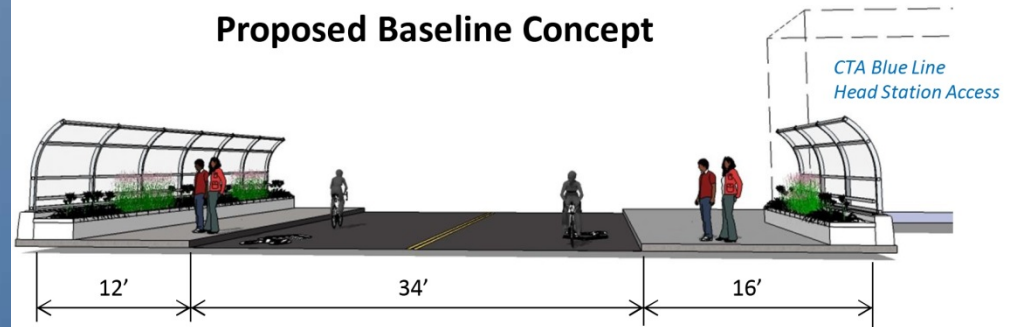
## Existing Concerns

- 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

## Proposed Baseline Concept





# Austin Avenue Bridge



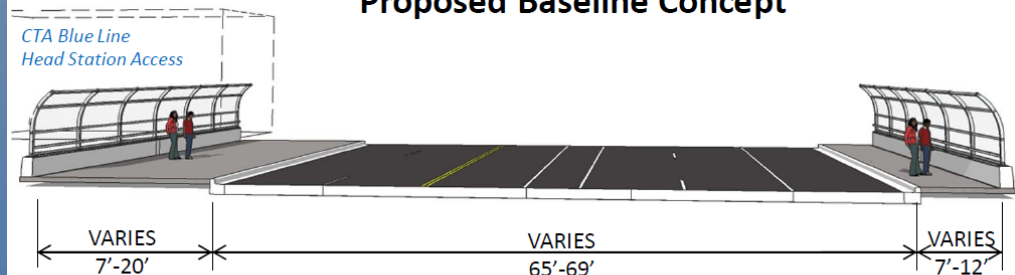
## Existing Concerns

- 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

## Proposed Baseline Concept



# I-290 Local Utility Crossings



# 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



*Village of Oak Park ~ “Eye on the Ike”*



# 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?



*Village of Oak Park ~ “Eye on the Ike”*



	Oak Park Eisenhower Crossing Matrix						
	Harlem	Home Avenue (Ped)	Oak Park Avenue	East Avenue	Ridgeland	Lombard	Austin
Uses	Pedestrian	Pedestrian	Pedestrian	Pedestrian	Pedestrian	Pedestrian	Pedestrian
	Bicycle	Bicycle	Bicycle	Bicycle	Bicycle	Bicycle	Bicycle
	Vehicle		Vehicle	Vehicle	Vehicle	Vehicle	Vehicle
	Pace Bus (307)		Pace Bus (311)	CTA Rail (west side access)	Pace Bus (315)	CTA Rail (east side access)	Pace Bus (315)
	CTA Rail (west side access)		CTA Rail (east side access)				CTA Rail (west side access)
							CTA Bus (91)
Sidewalk Width (Current)	5'4" average	9'6" average	7' average	5'4" average	5'9" average	5'6" average	5'4" average
Sidewalk Width (Recommended)	16' minimum desired	14' minimum	16' minimum	16' minimum west side 12' minimum east side	12' minimum	16' minimum east side 12' minimum west side	16' minimum
Notes	Due to existing adjacent land uses north and south of the bridge deck, 10' to 12' sidewalk widths may be maximum possible.	Entrances require 14' minimum for equipment access					Due to existing adjacent land uses north and south of the bridge deck, 7' to 12' sidewalk widths may be maximum possible.
Roadway Width (Current)	75'	N/A	46'	44'	44'	30'	71'
Roadway Width (Recommended)	IDOT TBD		48' minimum	44' minimum	44' minimum	34' minimum	IDOT TBD
Notes	No drop off/pick up lanes in cooperation with CTA for bus routes		Shared Bike Lanes		Shared Bike Lanes		No drop off/pick up lanes in cooperation with CTA for bus routes
	Access to Multi Use path north side.						
Landscaping	Village will select planters (non-permanent)	Village will select planters (non-permanent)	Village will select planters (non-permanent)	Village will select planters (non permanent)	Village will select planters (non permanent)	Village will select planters (non permanent)	Village will select planters (non permanent)