

Next steps

After public comments are received and considered, a determination of the impacts is made. If, after completing the EA, it is evident there are no significant impacts associated with the project, a finding of no significant impact (FONSI) will be prepared.

In addition to obtaining Design Approval, anticipated Summer 2013, contract plan preparation, construction cost estimates, and coordination for permits, utility relocation, and land acquisition will take place. There will also be on-going agency coordination and public outreach regarding the creation of community gateways, the building vibration monitoring program, and the finalization of the visual plan of the interchange and community green space opportunities.

Human Capital Investment

5,000 jobs will be supported with an infrastructure improvement of this size!

In collaboration with the Federal Highway Administration, the Department initiated a Highway Construction Careers Training Program (HCCTP) in late 2009, in an effort to increase access to highway construction jobs for minorities, women and disadvantaged individuals.

The goal of the program is to provide opportunities for further education and assistance to improve employability in Illinois' highway construction industry. The program is administered by the Illinois Community College Board and implemented through 10 Community Colleges throughout the state.

Each Community College holds one to five training sessions per year in which individuals receive intensive training in highway construction-related skills, such as mathematics for the trades, job site readiness, carpentry, concrete flat-work, blueprint reading orientation, introduction to tools, forklift operation and OSHA 10 certification, etc.

Each Community College provides its graduates with assistance in obtaining placement in Illinois' highway construction trade unions, apprenticeship programs and/or with the Department's highway construction contractors. For more information regarding the HCCTP please contact: **Ronald S. Brown**, IDOT HCCTP Program Director, 217.785.8373 Ronald.brown@illinois.gov or **Tod Rowe**, ICCB Director of Career Training Programs, 217.785.5003, Tod.rowe@illinois.gov.

We Want to Hear From You!



- > Fill out a comment form
- > Visit the **Get Involved** Section at www.circleinterchange.org to submit your comment via the project website
- > You may also submit written comments to:
Steve Schilke
 c/o Paul Schneider
 Illinois Department of Transportation
 Bureau of Programming
 201 W. Center Court
 Schaumburg, IL 60196

Circlenews



The purpose of the project is to provide an improved transportation facility at the interchange of Interstate 90/94 and Interstate 290/Congress Parkway, known as the Circle Interchange, by addressing the existing and 2040 transportation needs. This will be accomplished by improving safety, mobility, and facility condition and deficiencies of the mainline and interchange. **While the Circle Interchange itself addresses the movement of vehicles on the expressway system, this project also improves the other modes of transportation that are sharing the same space, such as transit, pedestrians and bicyclists.** This project is aligned with the priorities within the Chicago Metropolitan Agency for Planning (CMAP) Go To 2040 plan.

The Circle Interchange study has invested substantial resources to plan a new facility that balances the community's needs with transportation needs. Significant stakeholder concerns heard at the last public hearing were:

- Impacts to buildings
- Increased noise levels
- Support for the project

Since the April 3, 2013 Public Hearing, the Department has continued conducting meetings with stakeholders to refine the Preferred Alternative.

Collaboratively, refinements to the Preferred Alternative have been made, the noise study has been completed, the Department instituted a building vibration monitoring program, and the development of the Circle Interchange Aesthetic plan. In addition, on-going coordination will continue regarding community gateway opportunities as well as stakeholder involvement.

Environmental Assessment (EA)

Released on June 12, 2013 for Public Comment

The Phase I Circle Interchange study, also referred to as a preliminary Engineering and Environmental Study, requires compliance with the National Environmental Protection Act (NEPA) process. NEPA is a federal law that requires federally funded projects, such as the Circle Interchange, to evaluate a range of alternatives – including doing nothing, known as “No-Build” – and assess the impacts of those alternatives on the environment.

The results of the evaluation process, along with all of the findings from previous steps of the study, are reported in the Environmental Assessment (EA) report. The EA can be viewed at www.circleinterchange.org, local libraries located within the study area, and the Illinois Department of Transportation's (Department) Schaumburg office. A complete listing of these locations can be found on the project website. Comments on the EA will be accepted through July 12, 2013. **After public comments are received and considered, a determination of the impacts is made. If, after completing the EA, it is evident there are no significant impacts associated with the project, a finding of no significant impact (FONSI) will be prepared.**

Alternative 7-1.C

Since the public event on April 3, 2013, further detailed evaluation of the technical factors associated with the alternative(s) and their impacts on the community and environment has taken place. Alternative 7-1.C is being recommended for implementation.



Printed using soy based inks on recycled paper.



Illinois Department of Transportation
 Division of Highways - District One
 201 W. Center Court
 Schaumburg, Illinois 60196

PRESORTED
 FIRST CLASS
 U.S. POSTAGE
 PAID
 CHICAGO, IL
 PERMIT NO. 5612

Benefits of the Build

The Preferred **Alternative 7-1.C** includes the complete reconstruction of the Circle Interchange and includes features that collectively improve the safety and mobility; improve the bridges, roadway and drainage system; and minimizes environmental impacts while enhancing the community connectivity on the local street network surrounding the interchange.

Over 5,000 local jobs will be supported with an infrastructure investment of this size, while **benefiting the people living and working in the region**, getting them to and from their destinations more quickly and efficiently.

Traffic Benefits

- Reduce bottleneck on I-90/94 by going from 3 to 4 lanes in each direction through the Circle Interchange.
- Double the number of lanes on the two most congested ramps:
 - > Northbound I-90/94 to westbound I-290
 - > Eastbound I-290 to northbound I-90/94

These lane additions, coupled with smoother curves and flatter profiles on all the ramps, will enhance mobility of vehicles and freight through the interchange.

Safety Benefits

The preferred alternative includes changes in access to enhance safety. These include:

- Southbound traffic heading to Taylor Street will exit north of the Circle Interchange. Access to Taylor Street from eastbound I-290 will be removed. These modifications will enhance safety by eliminating weaving at the Taylor Street intersection.
- Northbound traffic heading to one of the four downtown street ramps will exit I-90/94 south of the Circle Interchange and avoid mixing with traffic entering from I-290 and Congress. It will be physically separated from mainline I-90/94 by a barrier wall.
- Access to the Morgan Street exit will only be available for traffic traveling from northbound I-90/94 to westbound I-290. The elimination of the weaving and merging in this area will enhance traffic flow and safety.

DID YOU KNOW?

The improvement will create a safer environment for the motoring public by **reducing the predicted number of severe crashes by up to 25%**.



The overall project incorporates **significant drainage improvements** including new storm sewer pipes and an underground stormwater detention facility to accommodate some of the drainage issues experienced at the interchange.



In addition, the reconstruction of the existing infrastructure will **greatly improve transit mobility**, which will move people and freight **more safely and efficiently** through the region.



The estimated construction cost is **\$420 million**.



City Street/Community Benefits

- Reduced emissions and improved air quality.
- Making the local street system pedestrian and bicycle friendly and enhancing the community were priorities.
- For the cross street bridges that will be reconstructed by the project, the Department will provide:
 - > Bicycle lanes in accordance with the City's master bikeway plan
 - > Wider sidewalks (typically 10') to improve pedestrian mobility.
 - > Redesigned ramp entrances that are friendlier to pedestrians.

Aesthetics

- Use of decorative/patterned form liners on the parapet walls and bridge piers.
- Uplighting on select bridge piers.

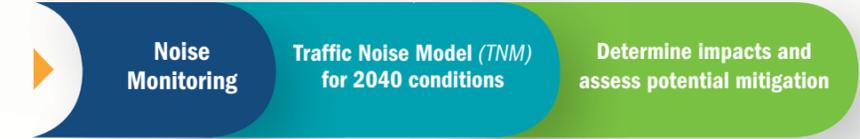
In the end, the preferred alternative **greatly improves the safety, replaces aging and outdated bridges and infrastructure, and improves mobility** through the interchange area.

Noise Study Conducted

A major concern expressed as the last Public Hearing was increased noise levels. As part of the Circle Interchange Study, the Department investigated the impact of traffic noise on the areas adjacent to the project. The study was conducted as a requirement of the NEPA process. The purpose of the noise study was to assess the potential impacts and identify feasible and reasonable noise abatement measures for the Circle Interchange Study.

The evaluation process included noise monitoring, Traffic Noise Model (TNM) for 2040 conditions and determine impacts and assess potential mitigation.

Evaluation Process



For noise barriers to be considered, they must be both feasible and reasonable, meaning:

- > They are constructible
- > Achieve at least an 8 dBA reduction for at least one benefited receptor, and
- > Be economically reasonable

Based on the noise studies, noise walls were found to be feasible and reasonable at six locations and have the potential to be implemented into the project. They are at:

- > 770 Lofts
- > St. Patrick's School and Playground
- > Green Street Lofts
- > Outdoor Courtyard (Sangamon Street)
- > Residential multi-unit between Racine and Loomis, north side of I-290
- > Outdoor tennis courts at UIC

The result is that a noise wall can be installed if the benefited receptors vote to include one in the project. Currently, the Department is soliciting viewpoints from the benefited receptors as to the desire to install a noise wall as part of this project.

The deadline for returning "viewpoint form" has been **extended to July 12, 2013**.

Building Vibration Conference Held

Based on concerns raised by stakeholders, the Department conducted a Building Vibration Workshop on May 17, 2013. The purpose of the Building Vibration Workshop was to confirm the concerns the Department heard, describe the vibration monitoring program, request foundation information from building owners and managers, seek their input and outline the next steps.

The Department identified 29 structures within the project limits based on proximity to the project, age of the structure and on historic nature. The US Bureau of Mines is the most commonly accepted vibration standard in the industry and is applicable for an urban environment and will be followed for this project. Pre-construction monitoring will occur as well as monitoring during the actual construction. Baseline (pre-construction) monitoring will be performed for the engineering team to better gain insight to what vibrations are currently experienced by the structure. Similar efforts were done on the recent Wacker Drive Reconstruction Project.

If the building owner agrees, the building will be monitored 24/7 and the responsible oversight is the contractor during construction. In the event the team is alerted that the threshold limit is approached, the contractor is halted immediately. The contractor must modify their activities to reduce the vibrations to acceptable levels.

Next steps in the building vibration monitoring program are:

- > Obtain Building Information
- > Perform Building Condition Surveys
- > Install Monitors
- > Incorporate Construction Monitoring Plan into Contract Documents
- > Pre-construction Surveys
- > Implement Construction Monitoring Plan



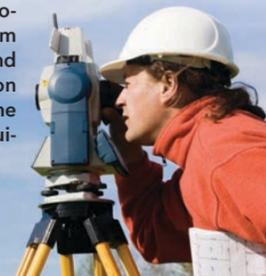
LAND ACQUISITION

Construction of the proposed improvements for the Circle Interchange will require land acquisition at some locations.

Approximately 0.1 acres of fee simple acquisition is required between Quincy and Jackson on the west side of the expressway.

Several temporary easements for construction are proposed throughout the project, totaling approximately 0.2 acres from 6 parcels.

The Land Acquisition process will follow the Uniform Relocation Assistance and Real Property Acquisition Act, as amended, and the Department's Land Acquisition Procedure Manual.



Funding & Construction

Reconstruction of the Circle Interchange will be a major undertaking and will take approximately 4 years to construct. The project is included in the Department's FY 2014-2019 proposed Multi-Modal Transportation Improvement Program at an estimated cost of \$475 million (which includes bridge rehabilitation, interchange construction, engineering for contract plans and construction). Of that, \$151 million is included in FY 2014 for bridge replacement, interchange reconstruction, engineering for contract plans and construction to start later this year.

The proposed construction sequencing will generally include three stages:

- STAGE 1** The project will start with reconstructing cross road bridges to make room for the improvements on the expressway below;
- STAGE 2** The second stage will include work along the I-290/Congress Parkway corridor; and,
- STAGE 3** The final stage will include work along the Dan Ryan & Kennedy expressways.

Throughout construction, efforts will be made to minimize travel disruptions.