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April 3, 2013

Public Hearing

Purpose of the Public Hearing



- **History & Overview**
- **Preferred Alternative**
- **Seek Input**
- **Next Steps**

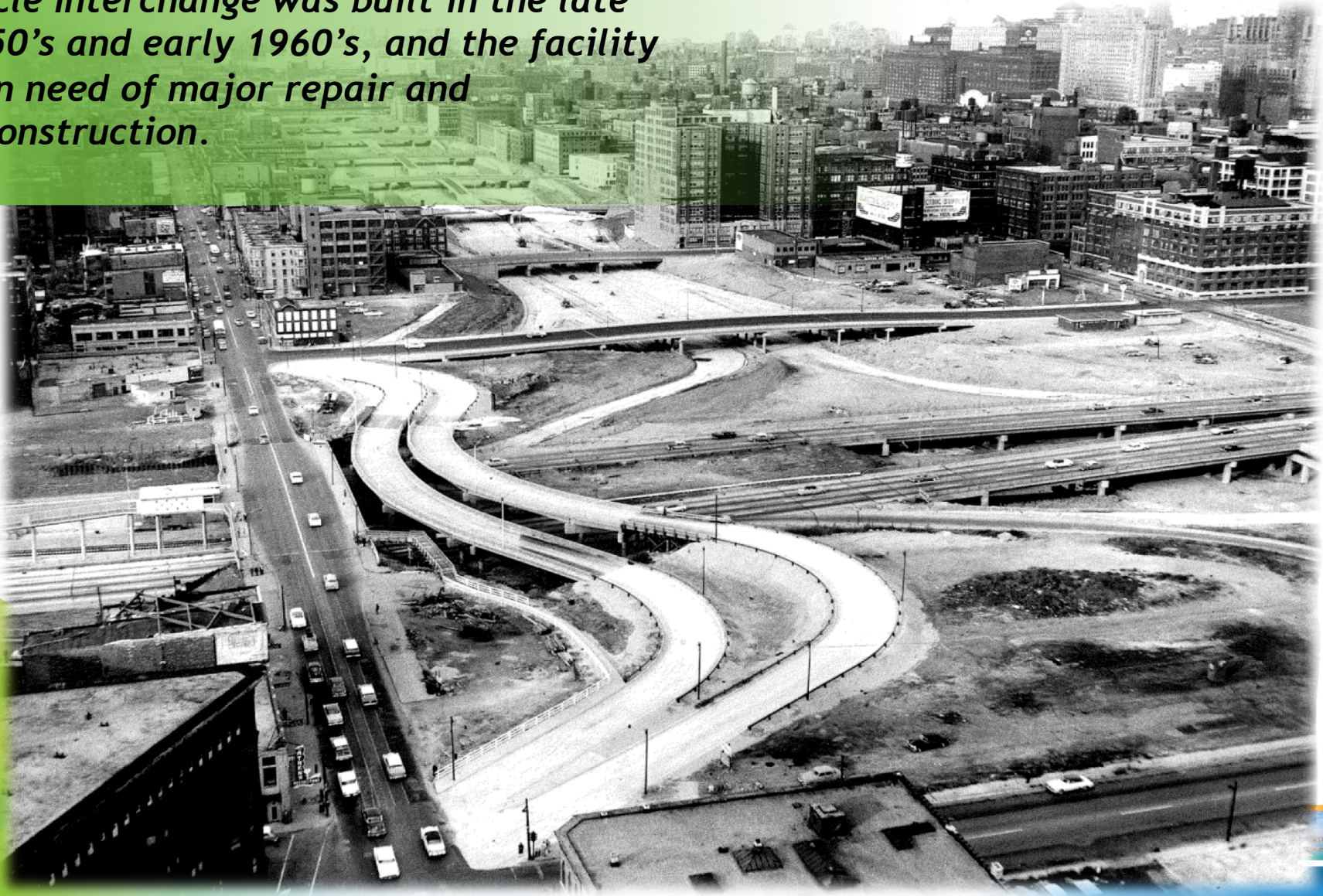
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History & Overview



Circle Interchange was built in the late 1950's and early 1960's, and the facility is in need of major repair and reconstruction.



History & Overview *(continued)*

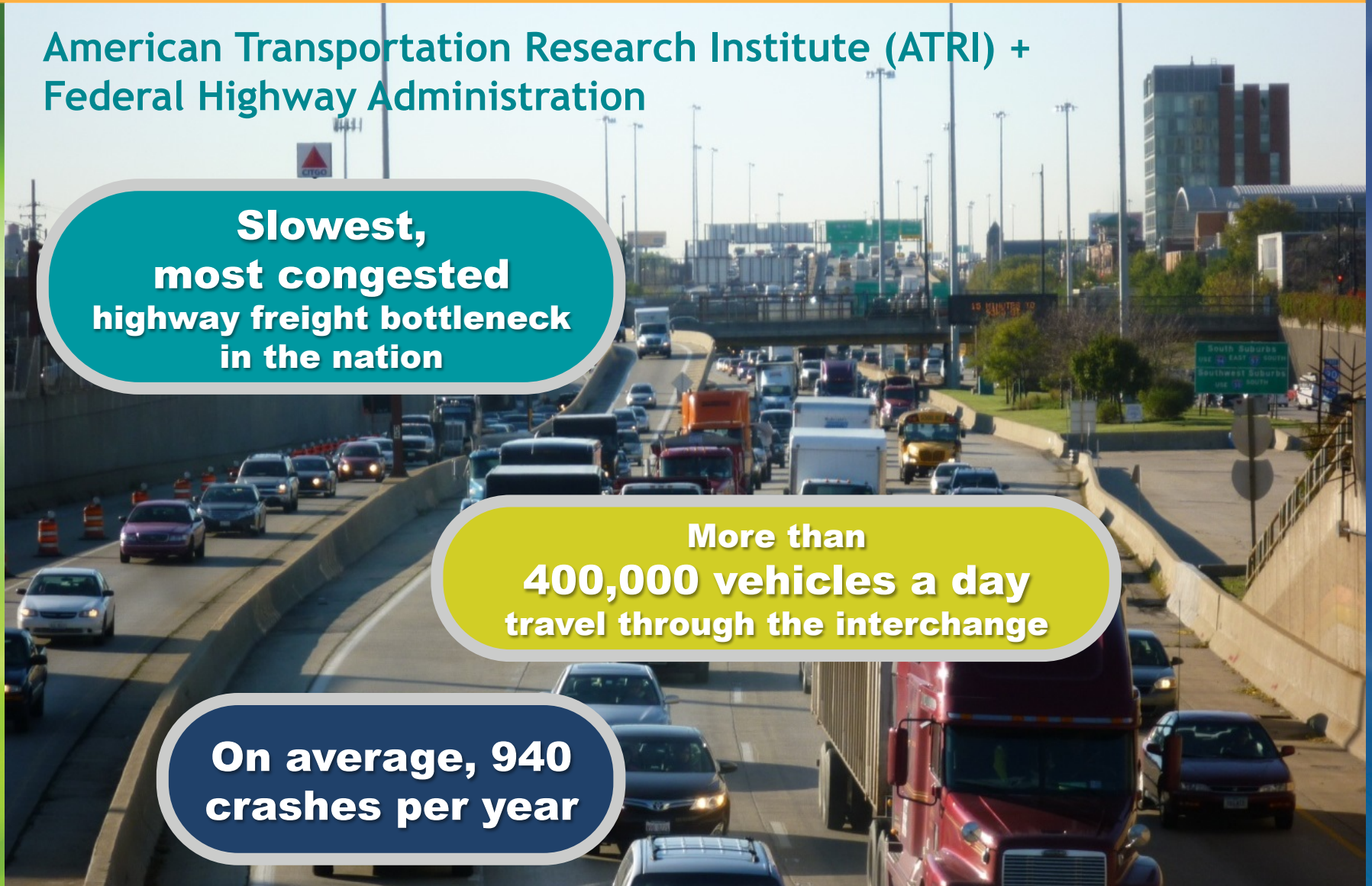


American Transportation Research Institute (ATRI) +
Federal Highway Administration

**Slowest,
most congested
highway freight bottleneck
in the nation**

**More than
400,000 vehicles a day
travel through the interchange**

**On average, 940
crashes per year**



Purpose & Need



- To provide an improved transportation facility by addressing the existing & 2040 transportation needs.
 - Improving safety
 - Improving mobility
 - Improving the condition of the interchange

Surrounding Neighborhoods



Phase I Study Process



PHASE I STUDY PROCESS

We Are Here



*Data Collection
(current and future conditions)*

.....
*Identify Goals
and Deficiencies*

.....
Purpose and Need

.....
*Identify
Possible Alternatives*



*Develop
Alternatives*

.....
*Evaluate
Alternatives*

.....
*Select a
Preferred
Alternative*



*Refine Preferred
Alternative Design*

.....
*Prepare
Categorical
Exclusion
Project Report*

.....
*Obtain Design
Approval –
Anticipated
Spring 2013*

Alternatives Development

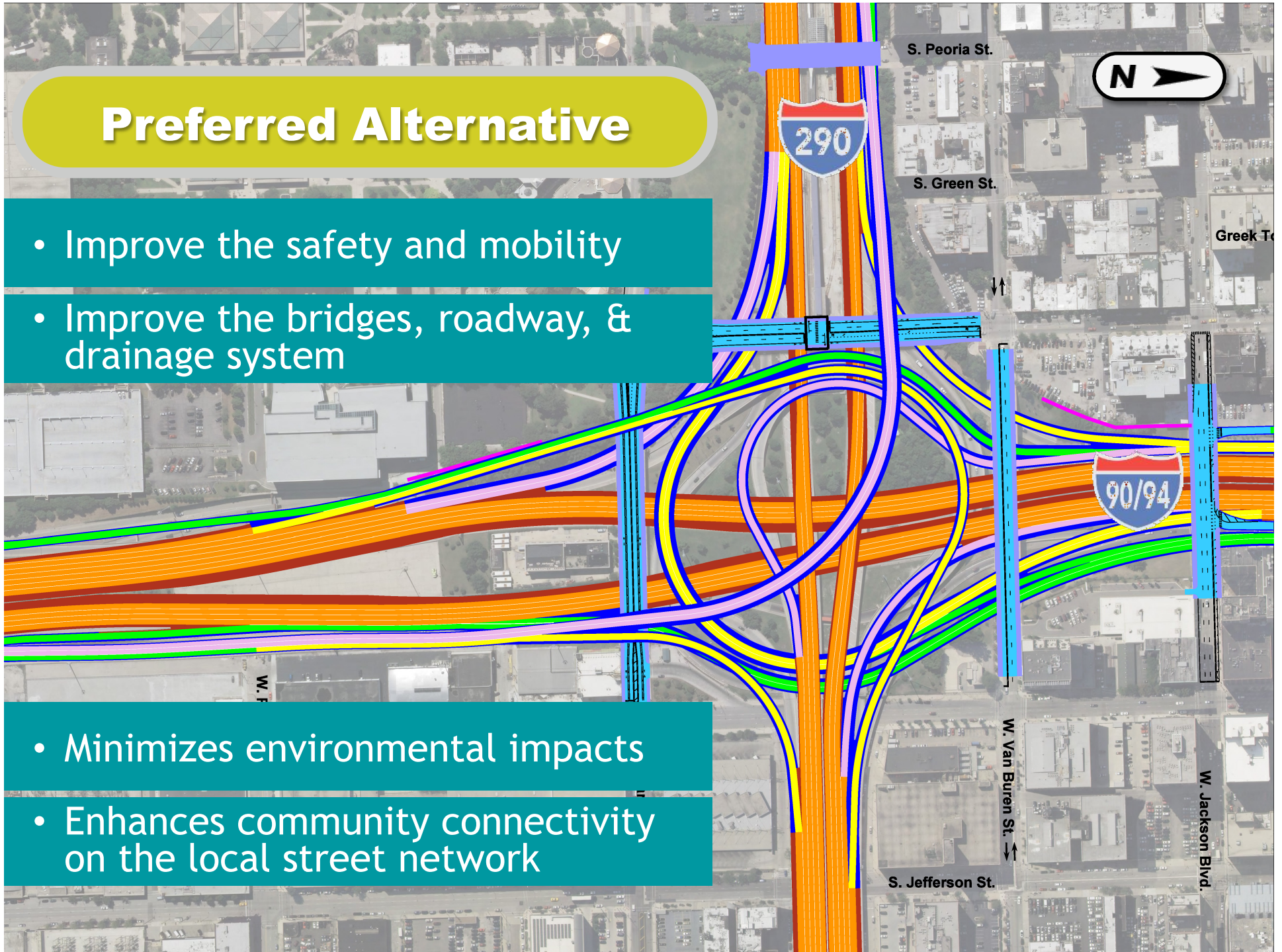


- *Widening*
- *New elevated (flyover) ramps*
- *Ramps underneath I-90/94*
- *Consolidating ramps*
- *Removing Ramps*



Preferred Alternative

- Improve the safety and mobility
- Improve the bridges, roadway, & drainage system
- Minimizes environmental impacts
- Enhances community connectivity on the local street network

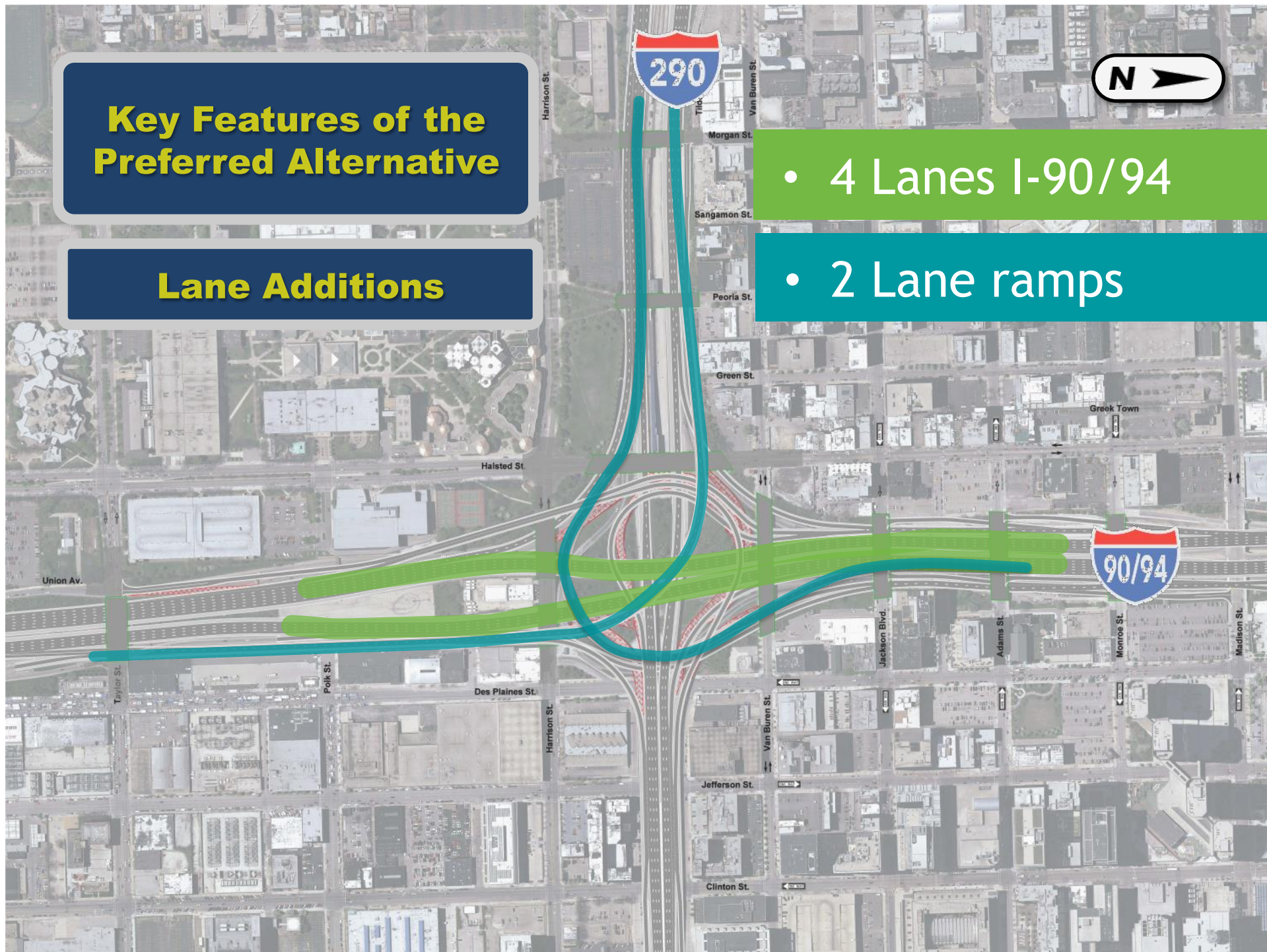


Key Features of the Preferred Alternative

Lane Additions

- 4 Lanes I-90/94

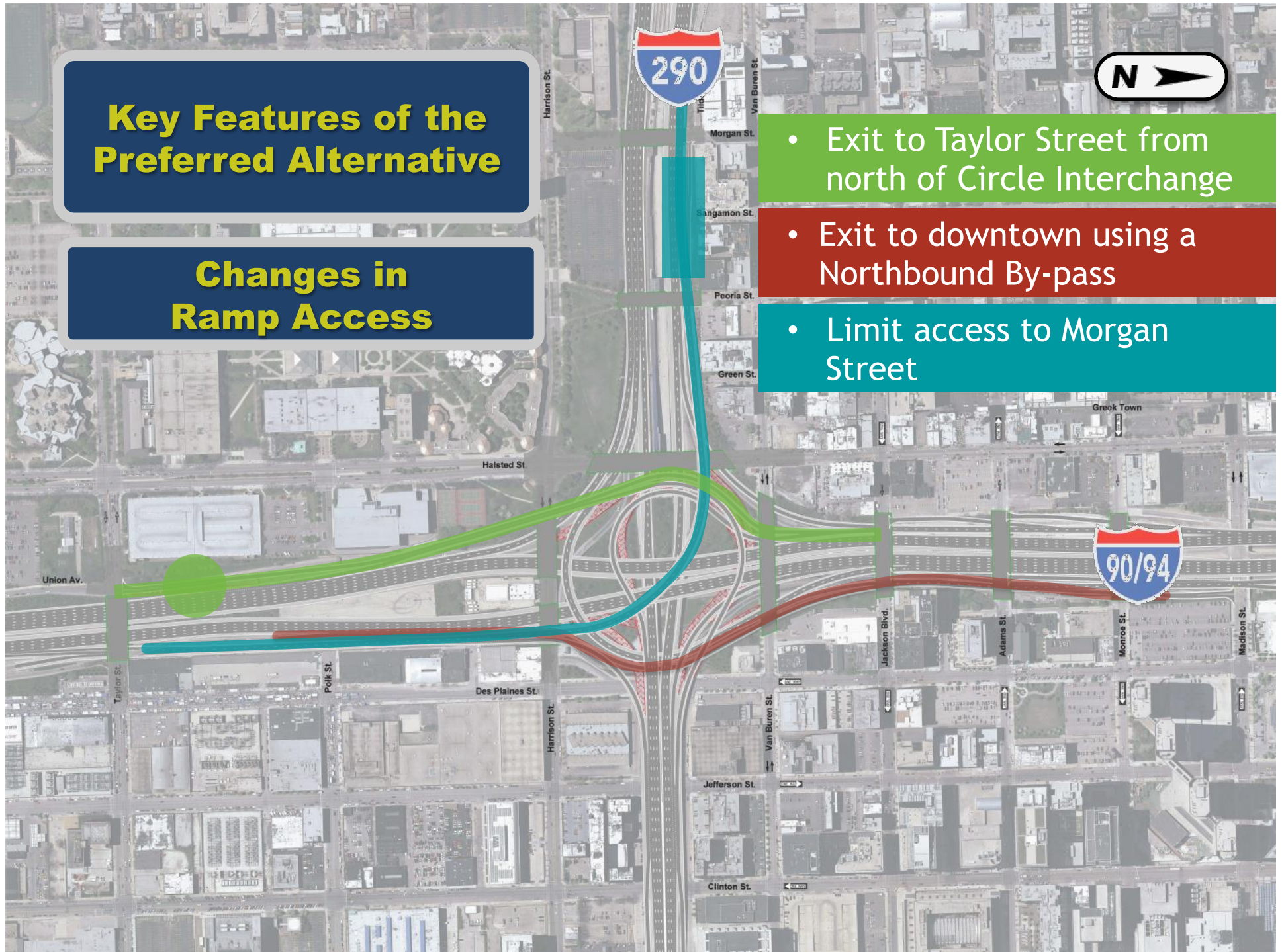
- 2 Lane ramps



Key Features of the Preferred Alternative

Changes in Ramp Access

- Exit to Taylor Street from north of Circle Interchange
- Exit to downtown using a Northbound By-pass
- Limit access to Morgan Street



Key Features of the Preferred Alternative

New Bridges

- Cross Road Bridges

- Flyover Ramps

- Other Bridges

Morgan Street



Peoria Street

Halsted Street

Harrison Street

Van Buren Street

Jackson Blvd.

Adams Street

Monroe Street

Taylor Street



What Happens if No-Action is Taken?



Current Conditions

- Northbound travel times are already extreme, where trips from 31st Street to the Circle (less than 3 miles) can take **over 30 minutes.**
- Delays caused by the interchange result in a combined loss of nearly **7 million hours annually.**

By the year 2040,

- Overall delay is anticipated to increase by over 50%
- Northbound travel times are projected to increase by over 30%.
- Southbound travel times are projected to increase by about 15%.

What Happens if the Circle is Reconstructed?



By the year 2040,

- **A 50% reduction in delay for all vehicles over the course of the day.**

- *Reduction of up to **5 million hours annually** of drivers sitting in congested traffic.*
- *Savings of up to **\$620,000 daily** and up to **\$185 million annually** in lost production from delayed travelers.*
- *Reduction in idle time resulting in up to **5,500 gallons of gasoline saved daily** and nearly **1.6 million gallons annually**.*

BEFORE



AFTER



Design Charrette Elements

Desirable Aesthetic Treatments



Moving forward, design cues will be taken from these elements and implemented throughout the **Circle Interchange**.

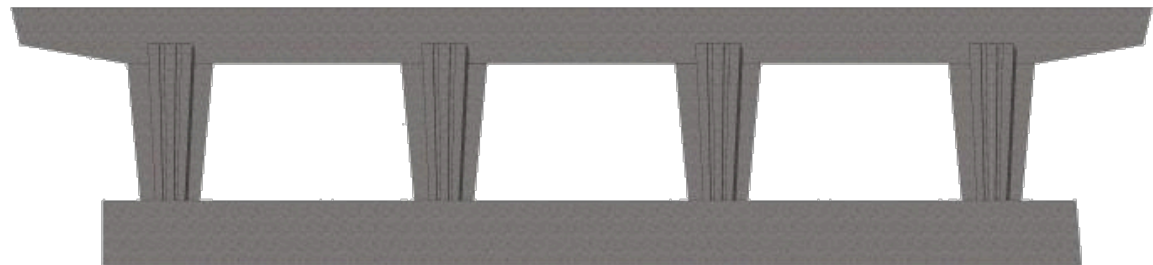
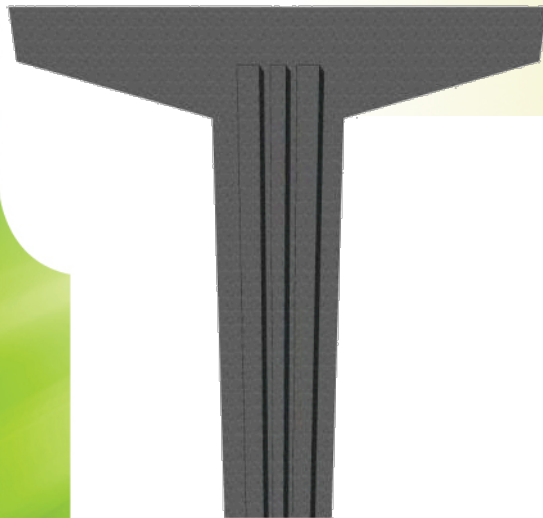
These are the aesthetic treatments that generally received the highest ratings.



Fencing



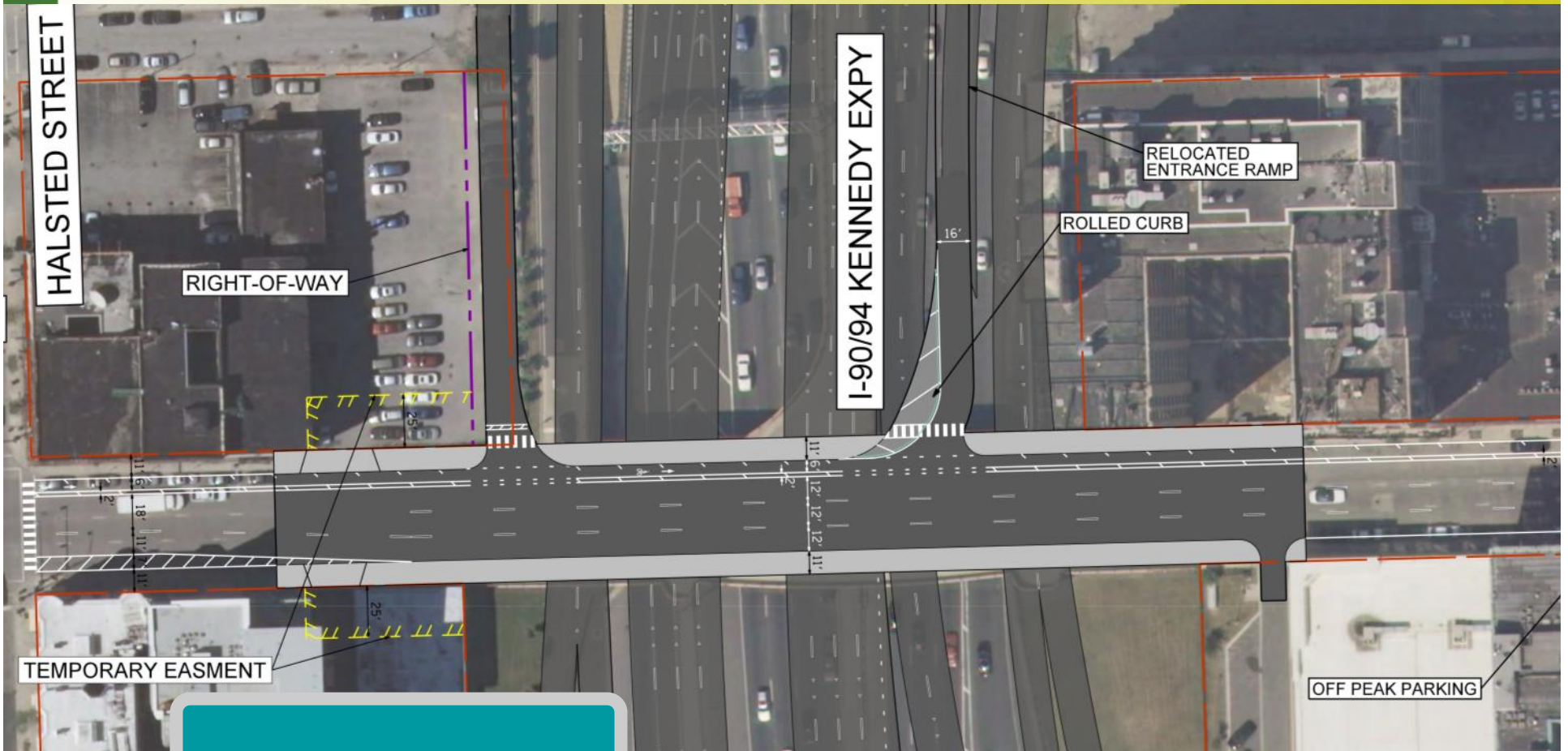
Chicago Wall



Piers



Jackson Boulevard (Typical of City Street)



IDOT Plan

Design Charrette Elements

Desirable Streetscape Elements



**Possible
elements
subject to
City/State
discussions.**



Bike Racks



Decorative Streetlight



Ornamental Fence (Greektown)



Bench



Trellis



Kiosk



Bump-out/curb extension

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Peoria (Looking North)



Halsted Street (*Looking North*)



Halsted Street (*Looking South*)



Harrison Street (*Looking East*)



Des Plaines Underpass



Traffic Noise Evaluation



Noise barriers must be both **feasible** and **reasonable**

- Constructible
- Achieve at least an 8 decibel reduction for at least one benefited receptor
- Economically reasonable



Potential Noise Wall Locations



Potential Noise Wall Locations



On-going activities:

- Solicit viewpoints from benefited receptors
 - Goal: 33% response rate
 - Viewpoints tallied
 - Requires greater than 50% of responses received to be in favor of potential abatement measure





Right-of-Way Needed

- Fee simple taking
- Permanent Easements
- Temporary Easements
 - (Construction easements for grading and access)



Land Acquisition *(Continued)*



- Approximately **0.1 acres of fee simple acquisition** is required (from 1 parcel)
- Approximately **0.2 acres of Temporary Easement for grading and access** is required (from 6 parcels)





Construction Sequencing

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Proposed Construction Sequencing



Stage	Elements
1	Cross Road Bridges
2	I-290/Congress Parkway
3	I-90/94



Project Summary



- Drainage improvements
- Estimated construction cost is approximately \$420 million
- Preferred alternative
 - Safety improvements
 - Replaces aging infrastructure
 - Improves mobility

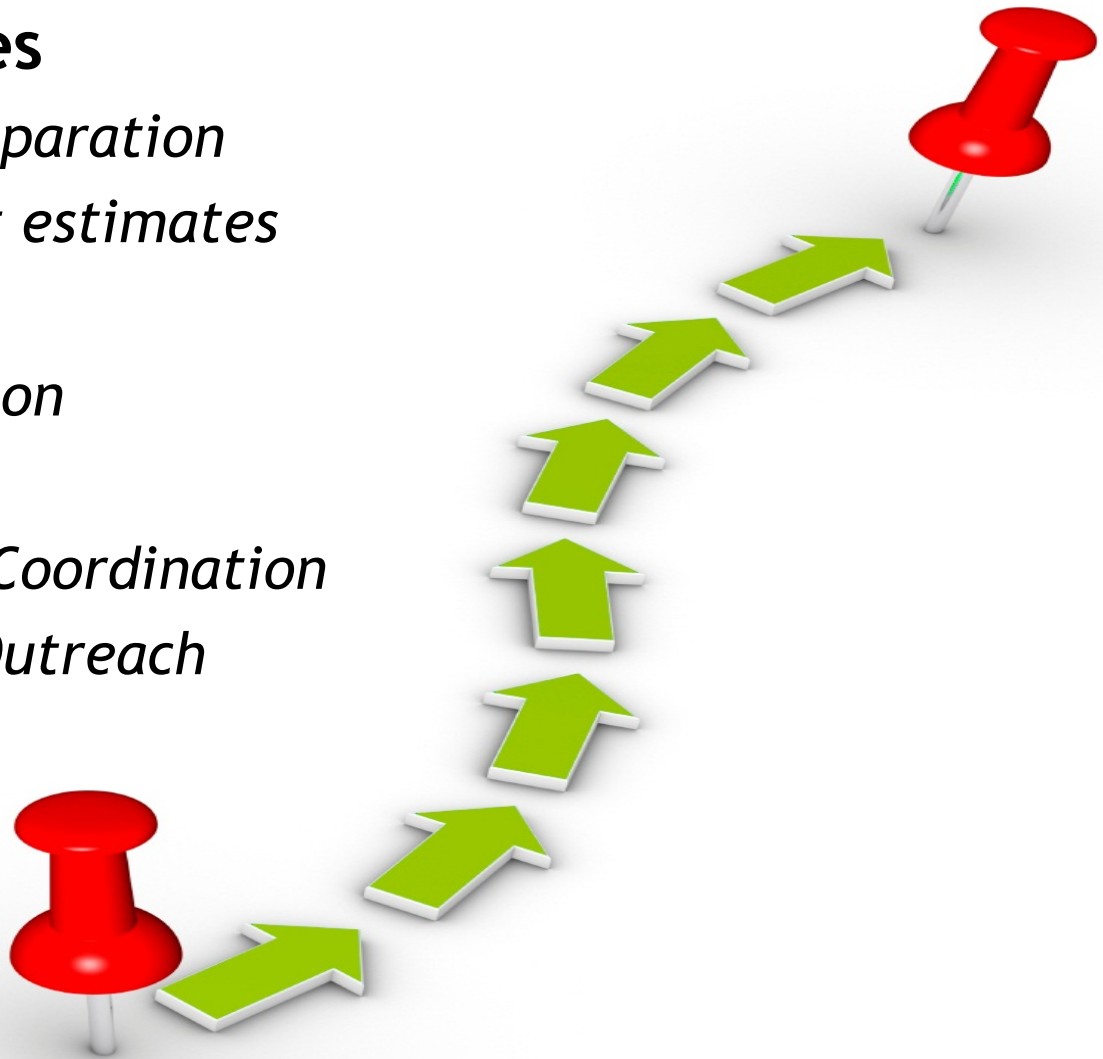


Next Steps



Phase II Activities

- *Contract Plan Preparation*
- *Construction Cost estimates*
- *Permits*
- *Utility Coordination*
- *Land Acquisition*
- *On-going Agency Coordination*
- *On-going Public Outreach*



Visit the Exhibit Room



What will you see?

- Summary of Technical Studies
- Exhibits of the Preferred Alternative
 - Aerial exhibits
 - Renderings
 - Traffic simulations

We Want to Hear from You!



Provide your input

- Written comment forms
- 2 Court Reporters
- Visit the **website** to view project materials, submit comments or questions, and sign up to be added to the mailing list at:

www.circleinterchange.org

Comments received by **April 17, 2013** will become part of the public hearing record.

A sample of a "Public Hearing Comment Form" from the Illinois Department of Transportation. The form is dated April 3, 2013, and includes the Circle Interchange logo. It contains a detailed introduction about the project, a section for "Comments/Questions" with multiple lines for writing, and a section for contact information (Name, Affiliation, City/State, Phone No., E-Mail Address, Zip Code). It also includes a checkbox for "Please do not add me to the mailing list" and the Illinois Department of Transportation logo at the bottom right.

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*Thank you for attending
today's Public Hearing!*

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