
oak park, il Oak Park, IL wants to cover the Eisenhower Expressway (I-290)

Posted by Michael G. Koerner - 2008/05/12 23:17

<http://www.chicagotribune.com/news/local/chi-0501210233jan21,1,467805...> The most expensive option would cover the highway between Harlem Av and Austin Av (the entire length within the Village), with development air rights. Any thoughts?

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Posted by Rick Powell - 2008/05/12 23:17

Yep, I am very familiar with this study and some of the people who are working on it. The article doesn't mention that the Ike is only 6 lanes (3 in each direction) in this section and is usually a motorist's nightmare with several hours of gridlock per day, even in reverse-commute mode. As a result of community involvement (Oak Park is sometimes referred to as a village of planners), the cap study, additional transit improvements, and other amenities are being looked at by the study. The original impetus of the study was to look at adding a lane in each direction; it is likely to be Chicago's first-ever HOV lane if a lane-addition makes it to the final EIS. Some critics of OP's involvement think the village is holding the larger pool of commuters hostage by insisting on expensive amenities and transit enhancements that really won't make a dent in their daily grind; however, OP is an established community with a long history of higher-degree-than-usual citizen involvement and they are savvy to the emerging culture of Context Sensitivity in transportation planning. The Hillside Strangler project at the I-290-88-294 interchange (which helped former Gov. George Ryan get elected in 1998) fixed some problems to the west of this project, but the bottleneck to the east remains. Rick Powell IDOT District 3

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Posted by Pete Jenior - 2008/05/12 23:17

Any thoughts? How about they use that money to widen it instead!

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Posted by EOE - 2008/05/12 23:17

to the west of this project, but the bottleneck to the east remains. Rick Powell IDOT District 3 Project website: <http://www.eisenhowerexpressway.com/> Map: http://www.eisenhowerexpressway.com/project_overview/safety_map.asp Western access to the Loop is the most capacity challenged of the Chicago metro. Twelve lanes of I-290 and I-88 feed into this six lane stretch. The CTA only extends to Forest Park. The two Metra lines (UP-West, BNSF) in the corridor are limited by very heavy freight loads. In order not to take anymore of Oak Park won't the CTA line have to go under/over the highway to add the additional lanes? Is a stacked expressway an option? Would a two lane reversible (like the Kennedy) be a better option than HOV lanes? This section of the Ike also bisects Concordia and Forest Home cemeteries. The original construction moved more than 4000 graves. While widening won't take that amount it will be a PR concern and add additional time and cost. <http://www.graveyards.com/concordia/>

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Project website: <http://www.eisenhowerexpressway.com/> Map: http://www.eisenhowerexpressway.com/project_overview/safety_map.asp Western access to the Loop is the most capacity challenged of the Chicago metro. Twelve lanes of I-290 and I-88 feed into this six lane stretch. The CTA only extends to Forest Park. The two Metra lines (UP-West, BNSF) in the corridor are limited by very heavy freight loads. In order not to take anymore of Oak Park won't the CTA line have to go under/over the highway to add the additional lanes? Is a stacked expressway an option? Would a two lane reversible (like the Kennedy) be a better option than HOV lanes? Not only is the CTA there, but also the BOCT line (making this a truly busy transportation corridor), or has that one been recently abandoned? It carries(d?) WC freight traffic to/from the railroad's interchanges

in the Chicagoland area. Also, the bridges where the 'Ike' goes under those railroads west of Oak Park will have to be lengthened, a super-major project in itself.

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Posted by Rick Powell - 2008/05/12 23:17

Reversibles on the existing lanes wouldn't work very well IMO. There's an increasing amount of reverse-commuting from Chicago and the near-west suburbs to job-rich DuPage County as well as the traditional Loop commute, due to the changing patterns of job growth in the area. Rick Powell IDOT District 3

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Posted by Scott M. Kozel - 2008/05/12 23:17

Reversibles on the existing lanes wouldn't work very well IMO. There's an increasing amount of reverse-commuting from Chicago and the near-west suburbs to job-rich DuPage County as well as the traditional Loop commute, due to the changing patterns of job growth in the area. Has there ever been a detailed study performed on the feasibility and costs of widening the Eisenhower Expressway 6-lane (3 each way) section to 8 lanes (4 each way)?

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Park will have to be lengthened, a super-major project in itself.

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Posted by Rick Powell - 2008/05/12 23:17

Yes, there was a feasibility study in the late 90's, not sure how much detail there was. The current Phase I website FAQ suggests an additional lane would work best as a HOV lane, not general-purpose. There's probably enough traffic to justify 5 or 6 lanes in each direction, but there's barely enough room to squeeze 4 in...and doing that alone would take a lot of reconstruction with the rail lines, retaining walls, etc. As far as double-decking the Ike, that would kinda put a damper on the proposed cap concepts... <http://www.eisenhowerexpressway.com/faqs/default.asp#10> Rick Powell IDOT District 3

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As far as double-decking the Ike, that would kinda put a damper on the proposed cap concepts... <http://www.eisenhowerexpressway.com/faqs/default.asp#10> Why an HOV lane rather than a rail line or another lane of traffic? Another general purpose (non-restricted) lane of traffic would likely fill up immediately with single occupant vehicles and would not have as great an impact as an HOV lane on reducing congestion. Impact results from existing HOV lanes vary, but all lanes have increased ridesharing in the corridor and therefore increased the person-carrying capacity of the roadway. SMK: Unless a lane each way on the existing 8-lane section was converted to HOV, the new HOV lanes west of there would not have HOV lanes between there and downtown Chicago.

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Posted by jgrov...@hotmail.com - 2008/05/12 23:17

there and downtown Chicago. Then there's the problem of through traffic heading south on the Dan Ryan, and falling thru the hole in the bridge deck, if the patch doesn't hold. The BNSF metra line could step up to half hourly service weekdays, and hourly weekends, by adding a fourth track with freight assigned to the center 2 tracks. JG - Hide quoted text -- Show quoted text -

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Posted by jgrov...@hotmail.com - 2008/05/12 23:17

There's a right hand shoulder lane that could be converted to a traffic lane in most places, including under bridges, its a tight fit and a continuous shoulder would be lost. But pocket break down lanes could be added as needed, like on LSD. JG

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Posted by Joe Morris - 2008/05/12 23:17

But pocket break down lanes could be added as needed, like on LSD. You know, I haven't seen any of these for years (live in Georgia). Are they pretty common around the country, because they seemed like a decent idea to me.

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Posted by jgrov...@hotmail.com - 2008/05/12 23:17

But pocket break down lanes could be added as needed, like on LSD. You know, I haven't seen any of these for years (live in Georgia). Are they pretty common around the country, because they seemed like a decent idea to me. They are probably not up to current Interstate standards, but are better than no break down area at all. JG - Hide quoted text -- Show quoted text -

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