

A Continuing Saga: Noise Walls for the I-290 Eisenhower Expressway

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Location



History

- in 1940, Chicago established the Congress Expressway as a priority in a comprehensive superhighway system
- WWII, skyrocketing costs, utility relocation, poor subsurface conditions, and need for agreements with three railroads, municipalities and a cemetery = **delays**
- construction had to accommodate the CTA Congress Line in the median and the temporary relocation of the Douglas Park CTA line
- first section completed December 1954; finished in 1960
- first in the U.S. to incorporate a rapid transit line and an expressway within the same corridor.

Current Phase 1 Study Area



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail/Station Access
- IL Prairie Path Multi-Use Trail
- - - Railroad
- - - County Boundary
- River



Noise Analysis Summary

- 288 CNEs; 228 impacted
- 2040 TNM: 58 to 79 dB(A)
- 92 noise walls evaluated
- 76 met feasibility (≥ 5 dB(A) ↓ for 1 impacted receptor)
- 70 met reasonableness (NRDG ≥ 8 dB(A) ↓ for 1 benefited receptor)
- 63 met economic reasonableness (\$24K + up to \$13K per benefited receptor + cost averaging)

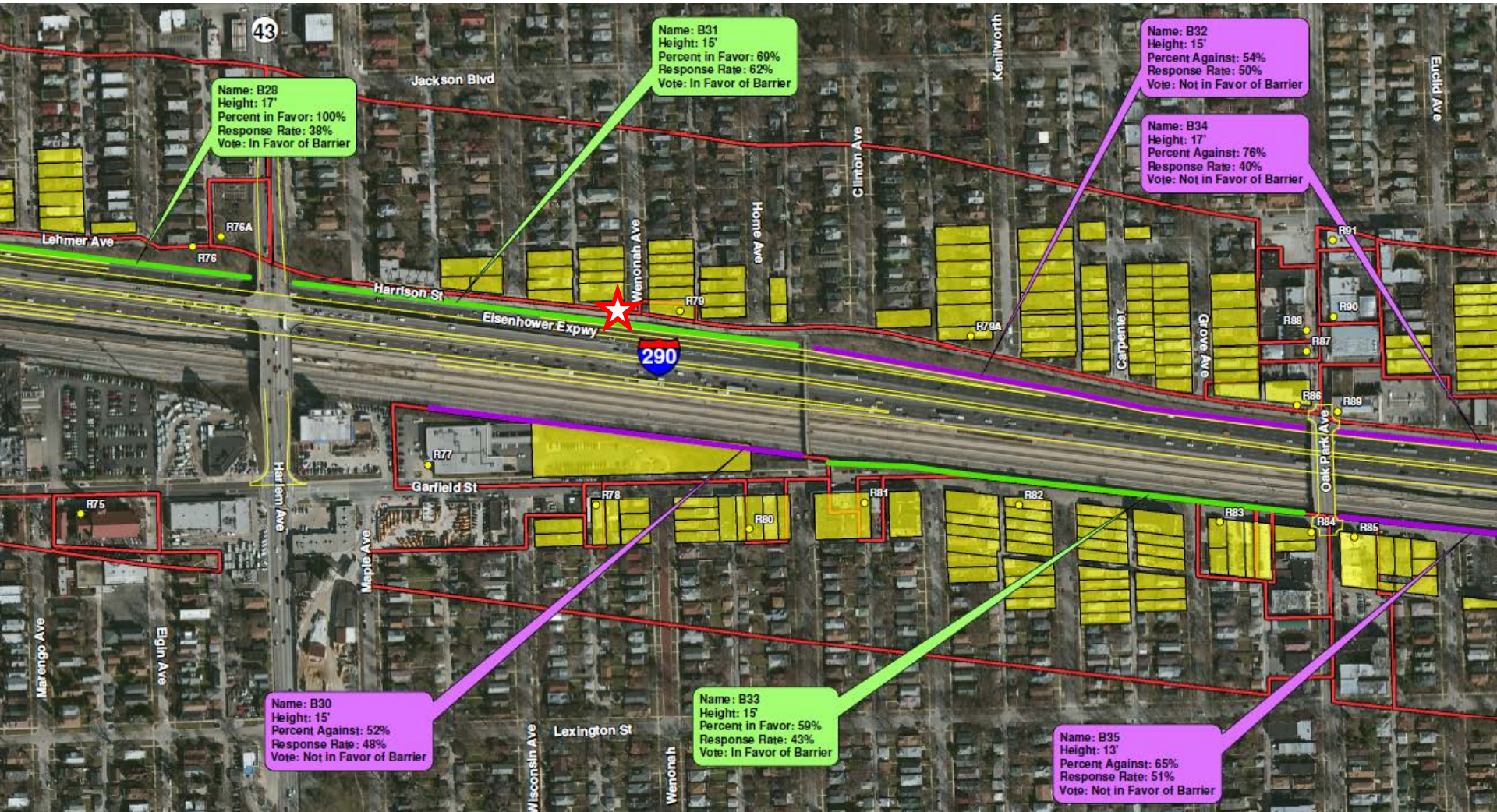
Viewpoints Determination

- late 2015 to early 2016
- $\geq 33\%$ of potential votes cast for each barrier
- majority of votes cast determines outcome
- first row benefited = 2 votes
- landlord and tenant each get 1 vote
- ~6,000 letters mailed round 1
- ~3,700 letters mailed round 2
- 47 of 63 noise barriers voted in favor

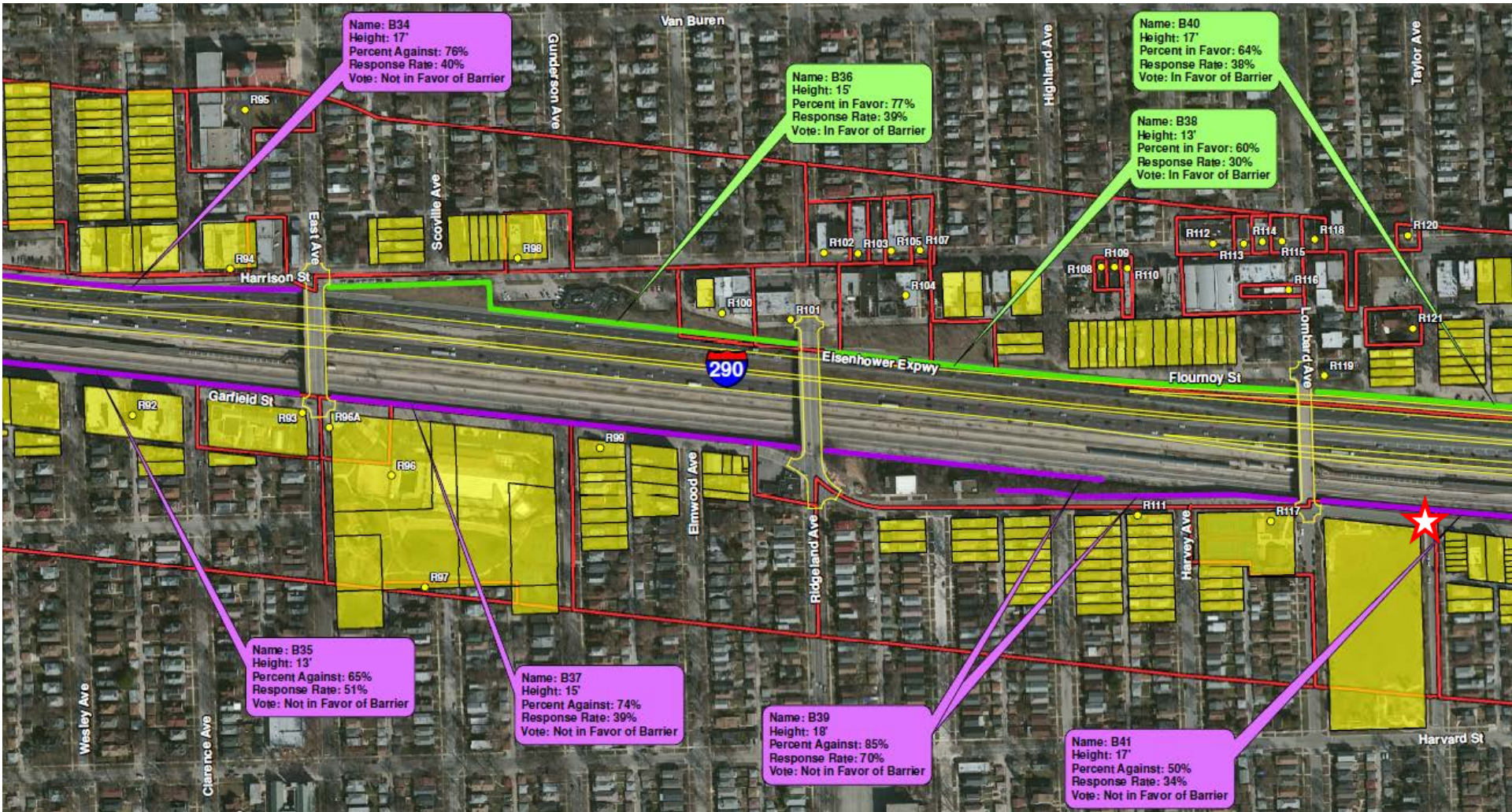
Oak Park Installs Mock Noise Walls Along I-290



Map of Oak Park Voting Results



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Oak Park Mayor Anan Abu-Taleb stated that there should be an additional future round of voting because a vote on the walls now would bind future residents with a decision made years prior.



IDOT Likelihood Statement

“Based on the traffic noise analysis and noise abatement evaluation conducted, highway traffic noise abatement measures are likely to be implemented based on preliminary design. The noise barriers determined to meet the feasible and reasonable criteria are identified in Table (reference table). If it subsequently develops during final design that constraints not foreseen in the preliminary design occur, or *public input substantially changes reasonableness*, the abatement measure may need to be modified or removed from the project plans. A final decision on the installation of abatement measure(s) will be made upon completion of project’s final design and the public involvement process.”

Discussion & Questions

