April 3, 2013

Public Hearing
Purpose of the Public Hearing

- History & Overview
- Preferred Alternative
- Seek Input
- Next Steps
Circle Interchange was built in the late 1950’s and early 1960’s, and the facility is in need of major repair and reconstruction.
American Transportation Research Institute (ATRI) + Federal Highway Administration

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

On average, 940 crashes per year

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

- Medical District
- Greek Town
- West Loop
- UIC Campus
- University Village
Phase I Study Process

**Assess Existing/Future Conditions + Defining Purpose and Need**

- Data Collection (current and future conditions)
- Identify Goals and Deficiencies
- Purpose and Need
- Identify Possible Alternatives

**Analysis of Alternatives**

- Develop Alternatives
- Evaluate Alternatives
- Select a Preferred Alternative

**Preferred Alternative Refinement + Documentation**

- Refine Preferred Alternative Design
- Prepare Categorical Exclusion
- Project Report
- Obtain Design Approval – Anticipated Spring 2013

We Are Here
Alternatives Development

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

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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

• 4 Lanes I-90/94
• 2 Lane ramps

Lane Additions
Key Features of the Preferred Alternative

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

Changes in Ramp Access
Key Features of the Preferred Alternative

New Bridges

- Morgan Street
- Peoria Street

- Cross Road Bridges
- Flyover Ramps
- Other Bridges

1. Halsted Street
2. Van Buren Street
3. Harrison Street
4. Taylor Street
5. Monroe Street
6. Van Buren Street
7. Adams Street
8. Jackson Blvd.
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.
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.

Design Charrette Elements
Desirable Aesthetic Treatments

Fencing
Chicago Wall

Piers
Jackson Boulevard
(Typical of City Street)

IDOT Plan
Possible elements subject to City/State discussions.

- Bike Racks
- Decorative Streetlight
- Ornamental Fence (Greektown)
- Bench
- Trellis
- Kiosk
- Bump-out/curb extension
Peoria (Looking North)
Halsted Street (Looking North)
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

1. ST. PATRICK’S SCHOOL & PLAYGROUND
2. 770 LOFTS
3. OUTDOOR COURTYARD (SANGAMON STREET)
4. MULTI-UNIT RESIDENCES
5. UIC TENNIS COURTS
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
Land Acquisition

**Right-of-Way Needed**

- Fee simple taking
- Permanent Easements
- Temporary Easements
  - (Construction easements for grading and access)
• 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)
### Proposed Construction Sequencing

<table>
<thead>
<tr>
<th>Stage</th>
<th>Elements</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Cross Road Bridges</td>
</tr>
<tr>
<td>2</td>
<td>I-290/Congress Parkway</td>
</tr>
<tr>
<td>3</td>
<td>I-90/94</td>
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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.
Thank you for attending today’s Public Hearing!

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