

Village Board Study Session

Bridge Roadway and Sidewalk Widths & Local Utility Crossings Update



April 27, 2015

Five Bridge Types

1. Major roads with CTA rail access
 - Harlem and Austin
2. Home Avenue pedestrian/bike bridge
3. Commercial Corridor with CTA access
 - Oak Park Avenue
4. Neighborhood street with CTA access
 - East and Lombard Avenues
5. Neighborhood street *without* CTA access
 - Ridgeland Avenue



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Home Avenue Ped/Bike Bridge



Existing Concerns

- Condition
- Accessibility at ends
- Inadequate 9.5 foot width

As Recommended

- Accessible ends
- New 14 foot width
- Aesthetic treatments TBD



Oak Park Avenue Bridge

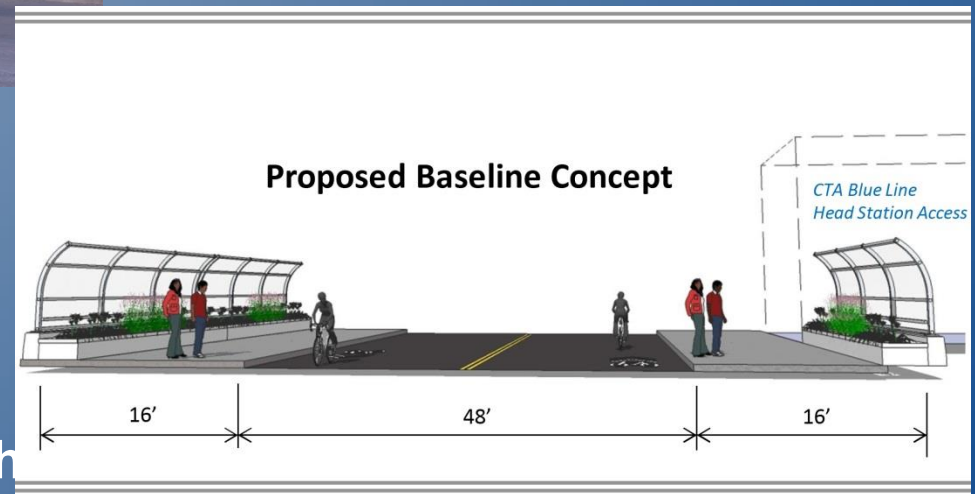


Existing Concerns

- Narrow walks at 7 feet
- 4 traffic lanes, 46 foot width
- Tight turning radii
- Not ADA accessible

As Recommended

- Sidewalks widened to 16 feet
- 4 traffic lanes, 48 foot width
- Aesthetic treatments TBD



Lombard Ave Neighborhood Bridge

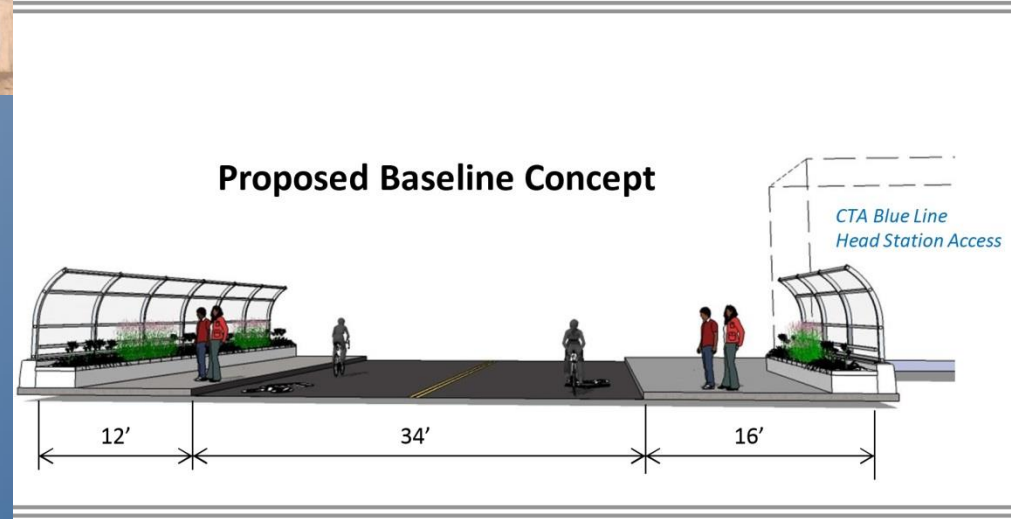


Existing Concerns

- Narrow walks at 5.5 feet
- Narrow roadway at 30 feet
- Tight turning radii
- Limited accessibility

As Recommended

- East walks widened to 16 feet
- West walks widened to 12 feet
- Wider roadway at 34 feet
- Aesthetic treatments TBD



Austin Avenue Bridge

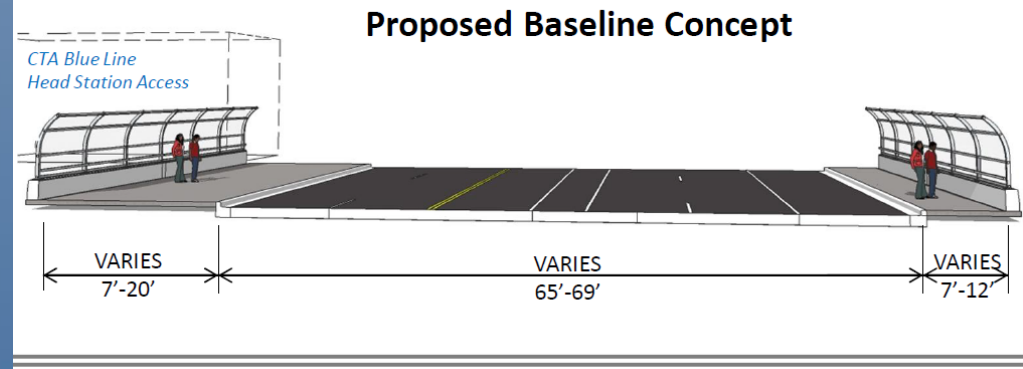


Existing Concerns

- Narrow walks at 5.4 feet
- Wide roadway at 71 feet
- Limited accessibility

As Recommended

- Wider walks, generally 16 feet
- Roadway narrowed to 65-69 feet
- No drop-off pull-outs
- Aesthetic /safety elements



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I-290 Local Utility Crossings



I-290 Local Utility Crossings

Historical Overview and Present Status

- 14 water crossings replaced by only 5 new ones
- 4 sewer crossings reduced to 2; Ridgeland replaced, East Avenue modified
- Installed I-290 drainage system
- Aging infrastructure, with inadequate sewer capacity and 3 of 5 water mains having failed
- \$5.4M to replace water mains, and \$8M to rehab sewers and add back one at Oak Park Avenue



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Planned IDOT Drainage Investments

A primary concern is to reduce the likelihood of expressway and CTA rail facility flooding, with strategies including:

- Storm drain improvements
- Pump station improvements
- Maximizing depth of drainage infrastructure to avoid conflict with other infrastructure elements, while at the same time staying above the 100-year flood elevation



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Questions?



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