The I-290 corridor is one of Chicago’s original interstates. It is a multimodal corridor, with the CTA’s Blue Line running parallel between Forest Park and Chicago. The 13-mile segment of I-290 between I-94 and the I-88/I-294 interchange is currently under consideration for reconstruction and the addition of a managed lane. This project is unique in that it includes not only highway improvements, but also enhanced mobility for transit, new pedestrian and transit access, and the promotion of carpooling.

**PROJECT BENEFITS**

The I-290 reconstruction projects offers improvements to all modes of transportation to serve the future needs of both nearby residents and commuters.

- Transit access to the CTA’s Blue Line would be enhanced, including improved sidewalks, pedestrian crosswalks, and the addition of other amenities at certain stations.
- Pedestrian connectivity would be improved for communities on either side of I-290, minimizing the interstate barrier for nearby neighborhoods.
- Instead of simply constructing an additional lane where needed, this project will use a managed lane; allowing express bus access through Pace Bus and encouraging carpooling.

**UNDERSTANDING THE NEED**

The existing design of I-290 is outdated and the corridor has operational and safety issues that necessitate reconstruction and improvements.

- As much as 90% of the existing underlying pavement and subbase are over 50 years old.
- Of the 44 bridges, 34% are considered “structurally deficient” and 86% are “functionally obsolete.”
- I-290 reduces from four lanes to only three between Mannheim Road and Austin Boulevard, leading to bottlenecks, safety concerns, and severe congestion.
- CTA Blue Line stations adjacent to I-290 require transit riders to use narrow sidewalks along busy roads and pedestrian crosswalks that lack appropriate markings and signals across I-290 ramps.

**DELIVERING ACCESSIBILITY, EQUITY, MOBILITY, AND ECONOMIC BENEFITS**

The project would support broader equity goals, ranking as one of the best highway projects in the Chicago region to improve job accessibility for residents of economically disconnected areas (EDAs).

- Wider sidewalks, pedestrian plazas, safety islands, high visibility crosswalks, lighting, and pedestrian signals would be added to better facilitate pedestrians and transit riders at existing stations.
- Travel times would reduce 25% on general purpose lanes and 56% on the managed lane.
- The construction of I-290 is estimated to create nearly 22,000 jobs and boost Cook County’s gross domestic product by more than $2.6 billion.