Tri-State Tollway (I-294) At Irving Park Road (IL Route 19) Interchange Improvement Project

Statement of:

Project Purpose and Need

Version 1: December 2024

Illinois Tollway

Illinois Department of Transportation

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1.0 Introduction

The Illinois Tollway (Tollway), in conjunction with the Illinois Department of Transportation (IDOT) is completing a Phase I Engineering study (Phase I Study) to consider potential access improvements to the Tri-State Tollway (I-294) in the vicinity of Irving Park Road (IL 19). The existing I-294 at Irving Park Road interchange provides limited I-294 access to and from the north only. The primary objective of the Phase I Study is to improve I-294 access to and from the south, while also addressing existing traffic congestion and safety/operational concerns within the study area. This Phase I Study is being completed in follow-up to a previous Feasibility Study completed in March 2021, which evaluated multiple interchange configurations and their impacts on local traffic patterns.

Additional I-294 access at this location has been contemplated in the past and removing the O'Hare Oasis Pavilion as part of the recent I-294 improvements provides an enhanced opportunity to consider I-294 access improvements to and from the south can be considered, that would benefit the nearby industrial, commercial, and residential areas.

Currently, the closest I-294 access points to and from the south are at Balmoral Avenue (1.5 miles to the north of Irving Park Road) and IL 64 (4.5 miles south of Irving Park Road), limiting access for local and regional stakeholders. Other I-294 access improvements are planned by the Tollway, including the I-490 extension, however, these provide limited (if any) benefit to the study area. There is a strong desire for improved I-294 connectivity in the study area to better serve existing travel patterns, enhance public transportation options, and support planned developments.
Based on initial project coordination with the Federal Highway Administration (FHWA) concurrence was received to proceed with Phase I Engineering as a Federal Categorical Exclusion (Fed CE) since the project is not anticipated to result in significant socio-economic or environmental impacts.

This Purpose and Need statement discusses the project location, the purpose of the project, the need for improvements, and key stakeholder input regarding issues and concerns to be considered as part of the Phase I Study.

1.1 Project Location

The study area incorporates the existing I-294 at Irving Park Road interchange that provides I-294 access to and from the north, extends along I-294 from approximately Lawrence Avenue on the north to the Canadian Pacific Bensenville Yard Bridge on the south, and from approximately Des Plaines River Road on the east to Mannheim Road (US 12/45) on the west. The project location is primarily within the Village of Schiller Park in Cook County, Illinois, but also includes parts of the Village of Franklin Park and the City of Chicago, adjacent to O'Hare International Airport. **Figure 1** illustrates the study area location within the subregional context and **Figure 2** illustrates the approximate study area boundaries, which includes the I-294 at Irving Park Road interchange and 13 adjacent signalized intersections that are potentially affected by potential interchange improvements.

Figure 1. Project Location Map

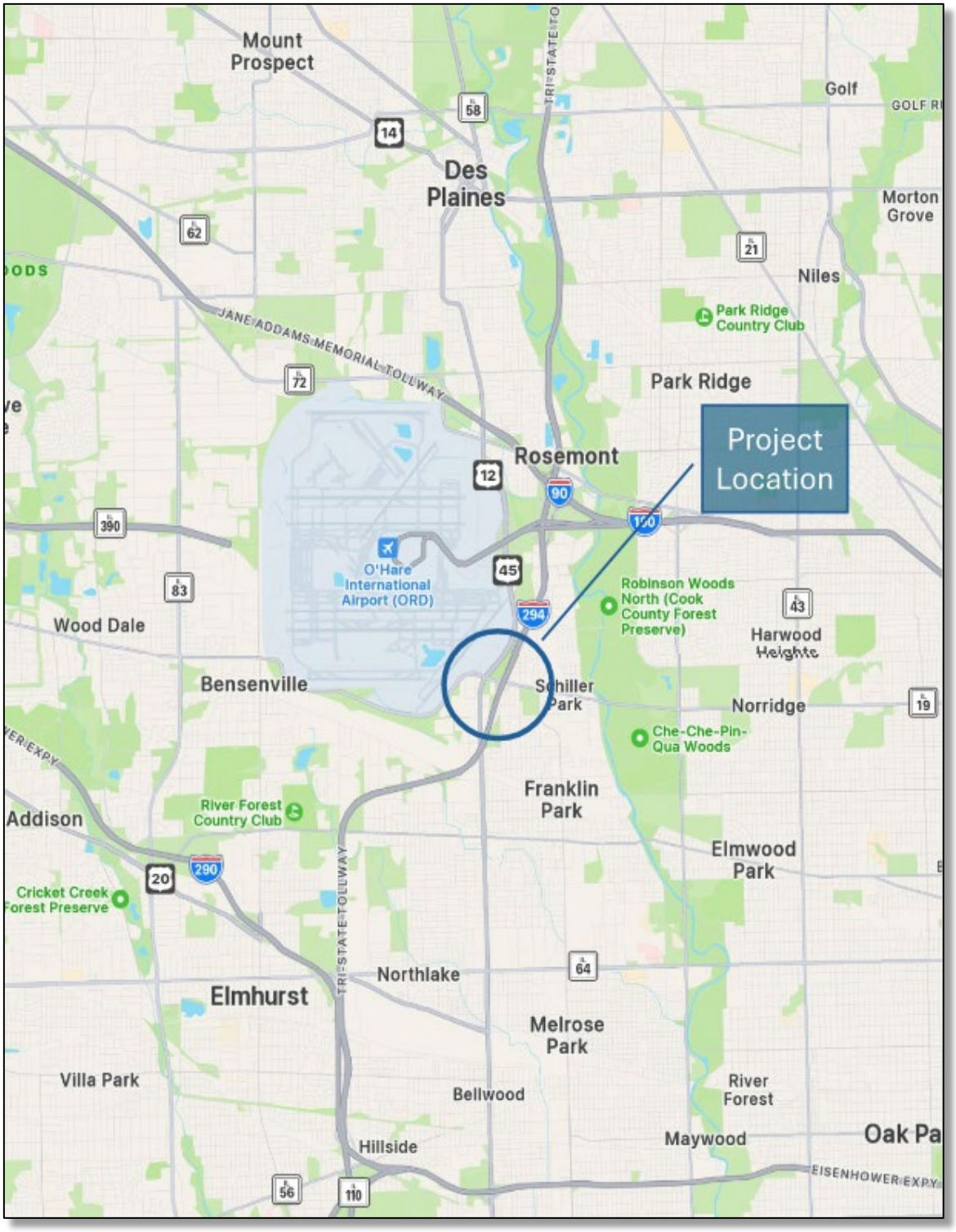
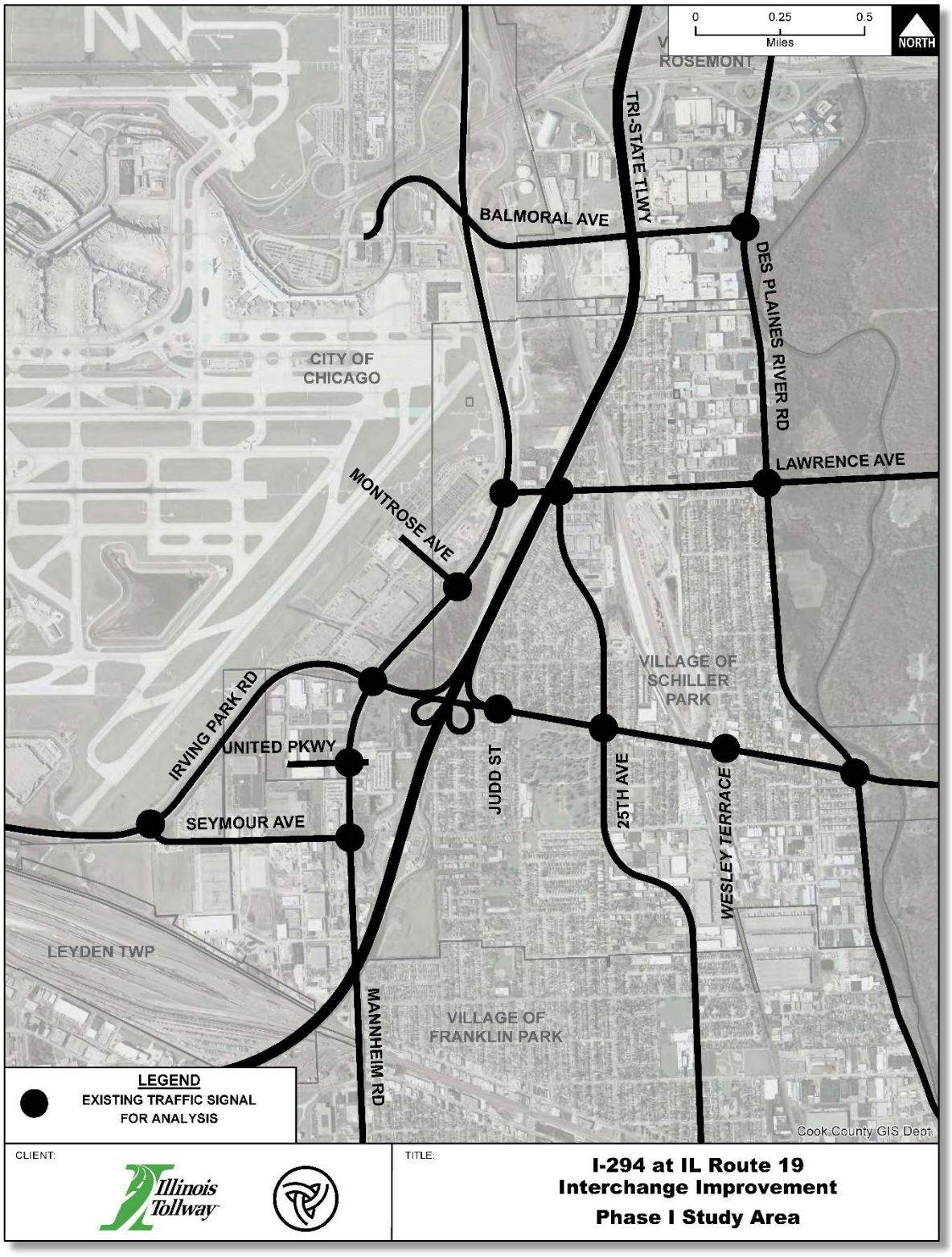


Figure 2. Phase I Study Area



Key transportation facilities within the project area include the Tri-State Tollway (I-294), multiple IDOT jurisdiction roadways including Irving Park Road, Mannheim Road, Des Plaines River Road, and Lawrence Avenue, and 25th Avenue which is a Village of Schiller Park jurisdiction roadway. Additionally, the project area includes major regional stakeholders such as the Village of Schiller Park, the Village of Franklin Park, and Cook County, all of which have expressed support for improved access to I-294.

The project location encompasses a diverse mix of land uses as shown in **Figure 3**. West of I-294, land uses include a commercial district adjacent to the interstate, a hotel/retail/office district, and industrial areas along Mannheim Road. East of I-294, land uses are predominantly residential with some undeveloped land zoned as an industrial district.

2.0 Purpose of the Project

The purpose of the interchange improvements at I-294 and Irving Park Road is to provide I-294 access to and from the south for the adjacent commercial, industrial, and residential land uses within the study area, which will improve overall transportation system connectivity, reduce congestion, and improve travel time reliability. These improvements are intended to support safer and more efficient travel for current and future traffic volumes, while also accommodating the projected growth in local and regional travel demand. Proposed improvements should reduce vehicle hours of delay and provide more reliable travel times. These performance metrics will support economic development by facilitating efficient movement of people and goods in the study area.

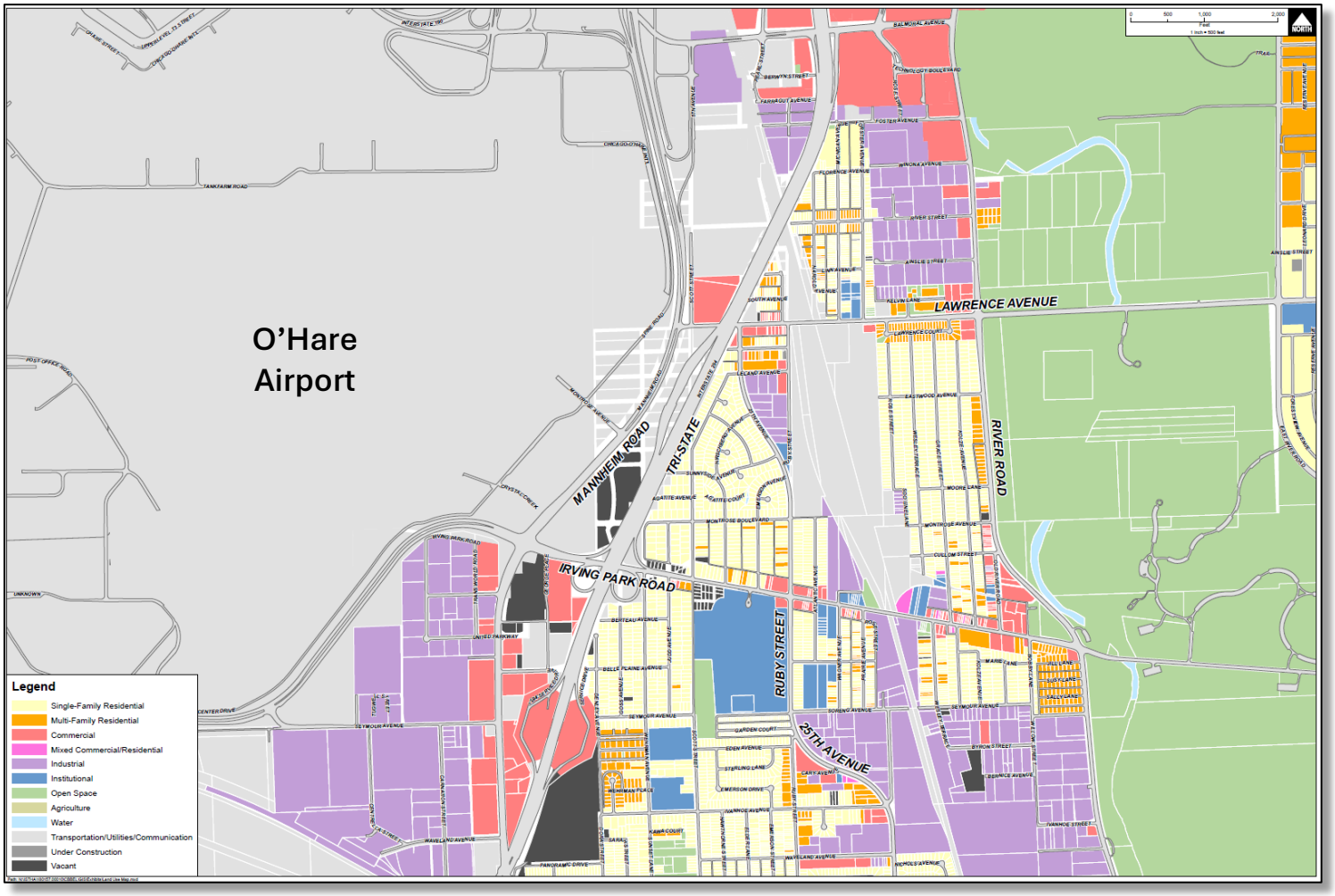
3.0 Need for Improvements

The need for interchange improvements at I-294 and Irving Park Road arises from existing deficiencies in connectivity, congestion, and traffic flow. The lack of direct I-294 access to/from the south at or near Irving Park Road results in circuitous travel patterns, increasing vehicle miles traveled, and contributing to adverse travel impacts for local and regional traffic. Current travel patterns are constrained, and heavy demand, coupled with high existing traffic volumes, is expected to further degrade conditions if no improvements are implemented.

3.1 Accessibility and Network Connectivity

As mentioned, the project location encompasses a diverse mix of land uses as shown in **Figure 3**. West of I-294, land uses include a highway commercial district adjacent to the interstate, a hotel/retail/office district, and industrial areas along Mannheim Road. East of I-294, land uses are predominantly residential with some undeveloped land zoned as an industrial district.

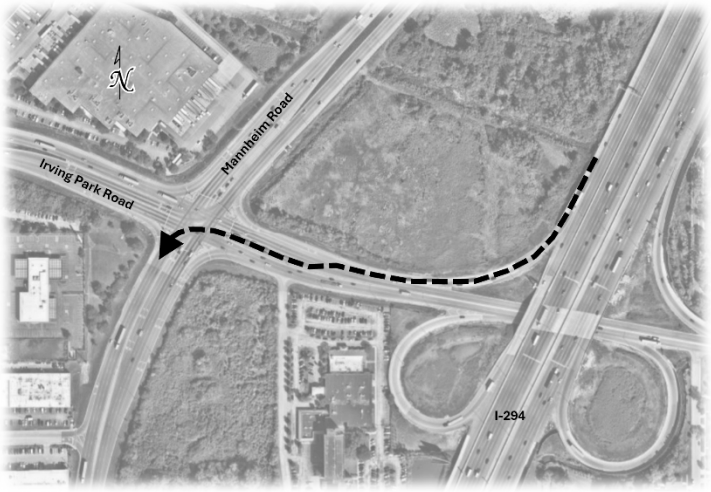
Figure 3. Study Area Land Use



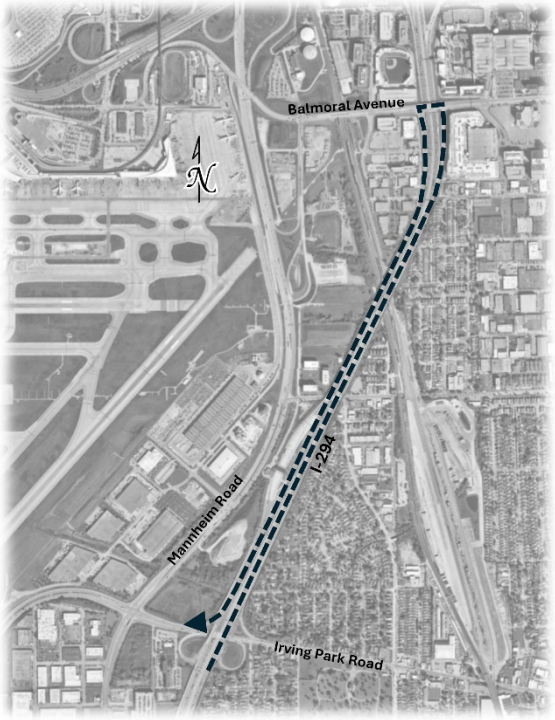
This diverse land use results in a variety of traffic types, notably heavy trucks servicing the industrial and commercial areas. The lack of direct access to I-294 from the south at Irving Park Road contributes to circuitous travel patterns and adverse travel times, affecting all vehicle classes. These inefficient travel patterns are particularly problematic given the proximity to major regional and international logistics hubs.

The current interchange configuration at I-294 and Irving Park Road lacks direct access for southbound (SB) I-294 traffic to westbound (WB) Irving Park Road and vice-versa. This forces traffic to rely on alternative routes, creating several problematic conditions:

1. **Southbound I-294 to Westbound Irving Park Road Weave**: Traffic from SB I-294 heading to WB Irving Park Road must navigate a weave section that frequently experiences congestion. Approximately 70-80% of vehicles using this ramp are turning left at Mannheim Road to go southbound, contributing to a high level of conflict and reduced safety in this area. This is a critical operational deficiency, particularly for heavy truck traffic that requires additional maneuvering space.



2. **Balmoral Avenue Reverse Movement:** Due to the lack of direct access, northbound (NB) I-294 traffic destined for Irving Park Road and particularly the Mannheim Road corridor to the south must exit at Balmoral Avenue and circle back using the existing roadway network. This creates an inefficient circular movement that adds unnecessary travel distance and time, increasing the burden on local roadways. This issue is particularly pronounced for heavy trucks, as it introduces safety concerns and traffic conflicts at intersections.



3.2 Mobility

Travel demand along the corridor was evaluated for existing conditions and projected year 2050 conditions to determine existing and future travel performance. The existing traffic volumes were obtained by actual field traffic counts in 2023 and 2024, and the 2050 traffic projections were prepared in coordination with the Chicago Metropolitan Agency for Planning (CMAP) and the Tollway based on the projected population and employment growth in the project area, and other planned transportation improvements, including along I-294. A summary of the existing average daily traffic volumes (ADT) within the study area and the projected 2050 traffic volumes for the No-Build scenario (meaning if no transportation improvements are made in the study area by the year 2050) is included below in **Table 1**. The existing and 2050 No-Build ADT represents the total traffic in both directions over a 24-hour period at a given location (i.e., vehicles per day).

Table 1. Existing and 2050 No-Build Traffic Volumes (ADT)

ROADWAY	LOCATION	Existing ADT *	2050 No-Build ADT
Mannheim Road	S. of Balmoral Ramps to Lawrence	46,500	48,400
	Lawrence to Montrose	46,500	48,500
	Montrose to Irving Park	46,500	48,500
	Irving Park to Seymour	40,700	43,700
	Seymour to Waveland	40,700	42,700
Irving Park Road	Taft to Seymour	36,100	37,500
	Seymour to Mannheim	36,100	37,000
	Mannheim to W. of I-294 Ramps	33,000	34,400
	E. of I-294 Ramps to 25th	33,600	35,000
	25th to Des Plaines River Rd	28,000	30,000
	Des Plaines River Rd to Cumberland	21,400	23,300
Des Plaines River Rd	Bryn Mawr to Balmoral	23,200	26,000
	Balmoral to Lawrence	23,200	26,000
	Lawrence to Irving Park	22,600	24,900
	Irving Park to Belmont	22,300	24,700
Balmoral Ave	E. of Mannheim Ramps to W. of I-294 Ramps	3,000	3,300
	E. of I-294 Ramps to Des Plaines River Rd	14,200	15,900
Lawrence Ave	Mannheim to 25th	18,200	19,300
	25th to Des Plaines River Rd	18,400	19,500
	Des Plaines River Rd to Cumberland	17,100	18,700
25th Ave	Lawrence to Irving Park	6,900	7,600
	Irving Park to Belmont	13,600	14,700
Seymour Ave	Irving Park to Mannheim	6,800	7,200
I-294 Mainline (2-Way)	Balmoral to N. of Irving Park Ramps	203,400	225,977
	S. of Irving Park	181,080	196,472
I-294 Ramps	SB I-294 to WB Irving Park	5,040	5,250
	SB I-294 to EB Irving Park	4,570	4,750
	EB Irving Park to NB I-294	6,090	6,350
	WB Irving Park to NB I-294	6,620	6,900
Balmoral Ramps	NB I-294 Exit to Balmoral	10,400	11,400
	Balmoral Entrance to SB I294	8,670	9,500

** ADT = Average Daily Traffic in Bi-Directional Vehicles Per Day*

Under the No-Build scenario, the highest percentage increase in traffic volumes is expected along Des Plaines River Road (Balmoral to Lawrence), where ADT is projected to grow from 23,200 vehicles per day (vpd) to 26,000 vpd, reflecting a 12.1% increase. In contrast, the lowest percentage increase is anticipated along Irving Park Road from Taft to Seymour, where traffic volumes are expected to increase modestly from 36,100 vpd to 37,500 vpd, a 3.9% growth.

The I-294 Mainline is projected to see a notable increase in traffic volumes as well, with ADT volumes rising from approximately 203,400 vpd to 225,977 vpd, an 11.1% growth rate. This upward trend is consistent across multiple segments, with Des Plaines River Road and Balmoral Avenue also showing increases of over 10%. From existing conditions to 2050, travel demand is expected to increase by an average of approximately 7.5%, with growth ranging from 2% to 12%

across different segments of the network. These projections indicate that without improvements, the current network configuration will not accommodate future travel demand, resulting in increased congestion, travel delays, and reduced operational efficiency. Addressing these projected growth rates through roadway improvements is essential to ensuring a safe and efficient transportation network that meets future mobility needs.

Another factor in travel performance is the Level of Service (LOS). LOS is a letter grade from A (best) through F (worst) that represents the average amount of delay that a single vehicle experiences at an intersection, as expressed in seconds per vehicle or the average travel speed as a percentage of base free-flow speed a single vehicle experiences traveling along roadway sections. The design objective is typically LOS C or D, depending on the volume of traffic and context of the surrounding area. The Synchro computer program was used to analyze travel performance at the thirteen existing signalized intersections, for the peak one-hour morning (AM) and evening (PM) travel periods. Residents have indicated that congestion is largely confined to the peak AM and PM travel periods.

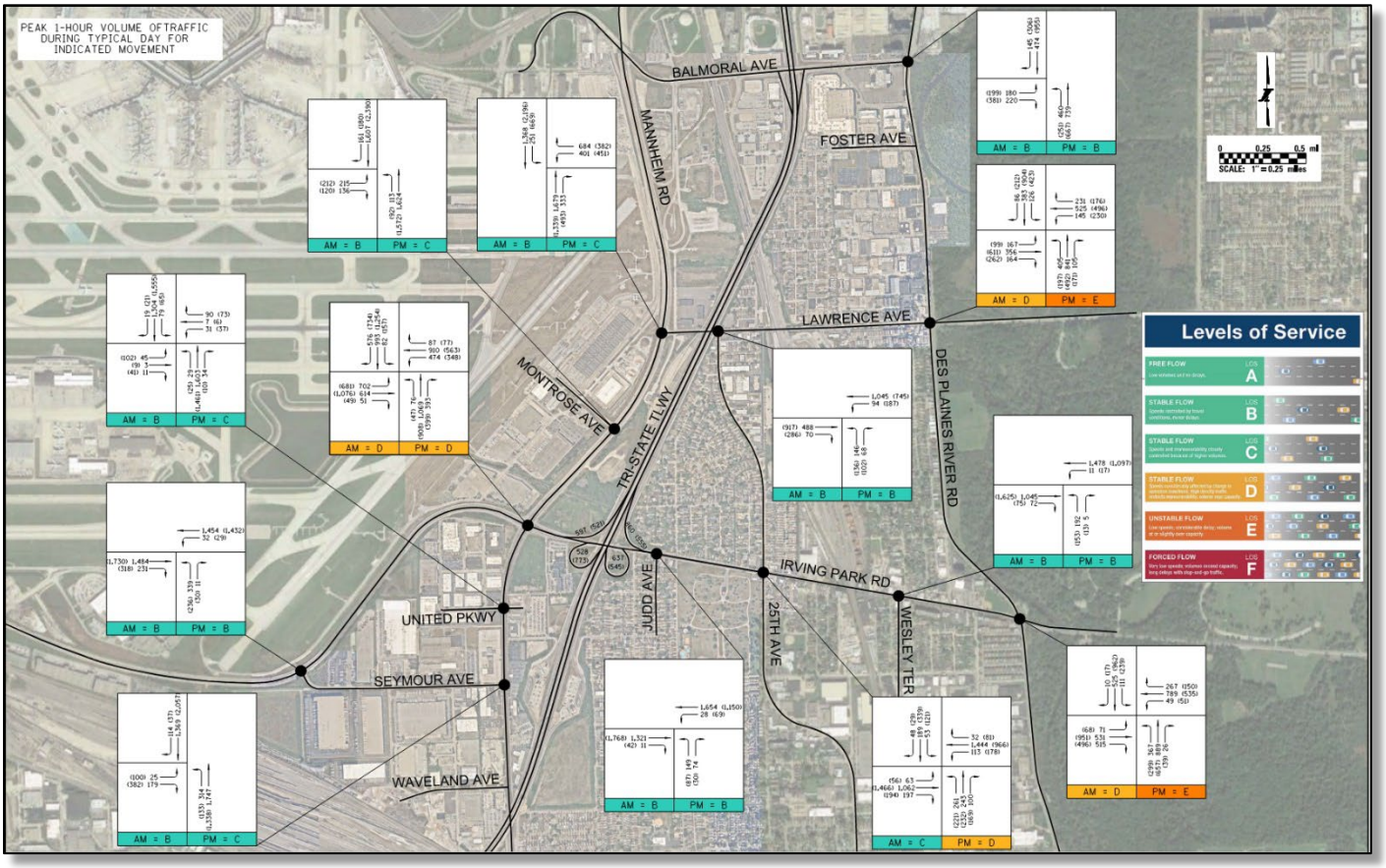
Table 2 shows the existing LOS and the vehicle delay for existing conditions and for the year 2050-No Build at these 13 intersections.

Table 2. Intersection Level of Service (LOS)

	Existing				2050 (No-Build)			
	LOS		DELAY (sec/vehicle)		LOS		DELAY (sec/vehicle)	
INTERSECTION	AM	PM	AM	PM	AM	PM	AM	PM
Balmoral & Des Plaines River Rd	A	B	9.9	15.8	B	B	11.7	18.4
Irving Park Road & 25th Ave	C	D	29.3	44.5	D	D	35.4	52.2
Irving Park Road & Des Plaines River Rd	D	E	54.5	59.1	E	E	70.9	68.3
Irving Park Road & Judd Ave	B	B	14.8	14	B	B	16.2	15.6
Irving Park Road & Seymour Ave	B	B	19.0	15.4	B	B	19.6	16.0
Irving Park Road & Wesley Terrace	B	B	15.5	14.1	B	C	17.1	15.1
Lawrence & 25th Ave	B	B	11.8	11.4	B	B	12.9	12.6
Lawrence & Des Plaines River Rd	D	E	38.6	58.3	D	E	45.9	76.6
Irving Park Road & Mannheim Road	D	D	50.9	45.2	D	D	52.6	46.0
Mannheim Road & Lawrence Ave	B	C	16.8	28.7	B	C	17.4	30.0
Mannheim Road & Montrose Ave	B	C	15.4	22.7	B	C	15.6	23.2
Mannheim Road & Seymour Ave	B	C	13.5	21.9	B	C	15.8	24.0
Mannheim Road & United Pkwy	B	C	11.7	20.5	D	C	49.5	21.9

An analysis of the PM results comparing existing conditions to the 2050 No-Build scenario shows that the intersections of Irving Park Road and Des Plaines River Road, Irving Park Road and 25th Avenue, and Lawrence Avenue and Des Plaines River Road are the most adversely affected by projected traffic growth. At Irving Park Road and Des Plaines River Road, the delay is expected to increase from 59.1 seconds in 2023 to 68.3 seconds in 2050, with the LOS remaining at E. Similarly, at Irving Park Road and 25th Avenue, the PM delay increases from 44.5 to 52.2 seconds, maintaining an LOS of D. The intersection of Lawrence and Des Plaines will see a significant increase in delay, from 58.3 seconds to 76.6 seconds, with the LOS remaining at E. In contrast, the intersections at Mannheim Road at Irving Park Road and Mannheim Road at Lawrence Avenue experience relatively minor increases in delay between existing conditions and the 2050 No-Build scenario. However, these intersections are likely to be most impacted by the interchange improvements being considered, as enhancements could greatly reduce congestion and improve overall traffic flow in these areas. **Figure 4** shows the 2050-No Build vehicle volumes and Level of Service (LOS) for the intersections.

Figure 4. 2050 No-Build Intersection Volumes and LOS



3.3 Safety

The crash data was obtained from the IDOT for the period from 2018 to 2022. The study period included a total of 1127 crashes within the study area of 13 intersections and 11 midblock segments, which were focused along the arterial roadways directly adjacent to I-294, including Irving Park Road, Mannheim Road, and Lawrence Ave. For the intersections, Irving Park Road at Mannheim Road intersection and Irving Park Road at Des Plaines River Road intersection experienced the highest number of crashes, 135 and 104, respectively. For the midblock segments, Irving Park Road between 25th Ave and Wesley Terrace experienced the highest number of crashes (106). **Table 3** summarizes the intersection crashes and **Table 4** summarizes the midblock crashes along Irving Park Road, Mannheim Road, and Lawrence Ave by location and year.

Table 3. Summary of Intersection Crashes

Location	2018	2019	2020	2021	2022	Total
Irving Park Road at Seymour Ave	3	5	0	2	2	12
Irving Park Road at Mannheim Road	20	20	22	23	19	104
Irving Park Road at Judd St	0	4	3	4	4	15
Irving Park Road at 25th Ave	13	12	11	13	8	57
Irving Park Road at Wesley Terrace	0	0	2	0	3	5
Irving Park Road at Des Plaines River Rd	30	25	25	27	28	135
Mannheim Road at Seymour Ave	3	7	4	7	7	28
Mannheim Road at United Pkwy	7	6	4	4	4	25
Mannheim Road at Montrose Ave	8	6	4	8	2	28
Mannheim Road at Lawrence Ave	8	13	3	6	10	40
Lawrence Ave at 25th Ave	3	9	2	3	9	26
Lawrence Ave at Des Plaines River Rd	18	25	15	15	22	95
Balmoral Ave at Des Plaines River Rd	7	10	9	9	9	44
Total	**120**	**142**	**104**	**121**	**127**	**614**

Table 4. Summary of Mid-Block Crashes

Location	2018	2019	2020	2021	2022	Total
Irving Park Road: Seymour Ave to Mannheim Road	8	10	13	7	10	48
Irving Park Road: Mannheim Road to Judd St	17	13	10	11	10	61
Irving Park Road: Judd St to 25th Ave	17	14	9	14	7	61
Irving Park Road: 25th Ave to Wesley Terrace	27	21	16	26	16	106
Irving Park Road: Wesley Terrace to Des Plaines River Rd	17	22	16	16	15	86
Mannheim Road: Waveland Ave to Seymour Ave	7	13	2	8	8	38
Mannheim Road: Seymour Ave to United Pkwy	9	10	5	9	7	40
Mannheim Road: United Pkwy to Irving Park Road	5	3	3	1	2	14
Mannheim Road: Irving Park Road to Montrose Ave	11	6	5	7	4	33
Mannheim Road: Montrose Ave to Lawrence Ave	2	4	0	1	4	11
Lawrence Ave: Mannheim Road to 25th Ave	8	4	2	0	1	15
Total	**128**	**120**	**81**	**100**	**84**	**513**

From 2018 to 2022, the study area, which includes 13 intersections and 11 midblock segments, recorded a total of 1,127 crashes. Of these, 234 crashes resulted in injuries, and 5 were fatal. The most prevalent type of crash was front-to-rear collisions, which occurred most frequently at the intersections of Irving Park Road with Mannheim Road and Irving Park Road with Des Plaines River Road. These locations accounted for the highest number of crashes within the study area.

Table 5 provides a summary of crashes by crash types and **Table 6** provides a summary of crashes by injury types. The top 5 highest crash types are Rear-End, Turning, Sideswipe Same Direction (SSSD), Fixed Object, and Angle. 79% of all crashes were property-damage only.

Table 5. Summary of Crashes by Crash Types

Crash Types	Crashes	%
Rear End	422	37.4%
Turning	351	31.1%
SSSD	188	16.7%
Fixed Object	55	4.9%
Angle	46	4.1%
Pedestrian	17	1.5%
Parked Vehicle	11	1.0%
Bicyclist	10	0.9%
Other Object	7	0.6%
Other Non-Collision	5	0.4%
SSOD	5	0.4%
Over-turned	4	0.4%
Animal	4	0.4%
Head On	2	0.2%
Total	**1,127**	

SSSD = Sideswipe Same Direction
SSOD = Sideswipe Opposite Direction

Table 6. Summary of Crashes by Injury Types

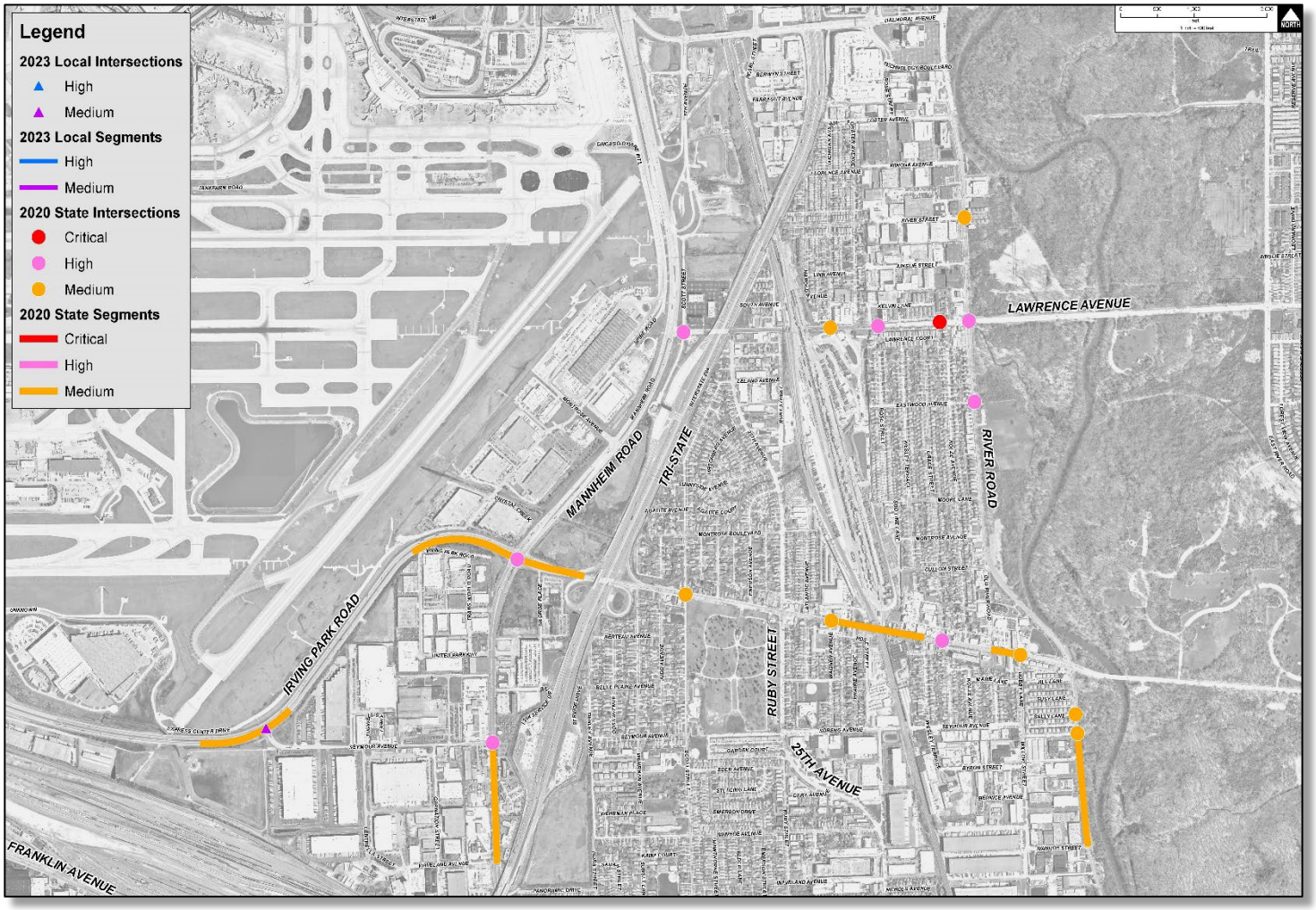
Injury Type	Crashes	%
K	5	0.4%
A	39	3.5%
B	93	8.3%
C	102	9.1%
PDO	888	78.8%
Total	**1,127**	

K = Fatal Crashes
A = Type A Injury
B = Type B Injury
C = Type C Injury
PDO = Property-Damage Only

IDOT Safety Tier data was reviewed for intersections and/or segments within the study area for both the IDOT roadways (2020 safety tiers based on 2014-2018 data) and local roadways (2023 safety tiers based on 2014-2020 data).

The Safety Tier data categorizes intersections and segments based on their relative level of safety performance and the opportunity for improvement. The majority of the study area is rated low or minimal. However, there are multiple locations within or adjacent to the study area along IDOT and local roadways that are in the medium or high category as shown in **Figure 5**. There are no IDOT intersections or segments in the study area that are categorized at the critical Safety Tier level.

Figure 5. IDOT Medium and Above Safety Tier Locations



3.4 Non-Motorized Accommodations and Transit Connections

The lack of pedestrian and bicycle accommodation along the arterial roadways in the study area and across I-294, particularly at Irving Park Road, is a key concern identified through initial coordination with project stakeholders. Pedestrian safety at intersections and non-motorized access to existing bus stops has been identified as a transportation deficiency in the project study area. From 2018 through 2022 there were eight (8) crashes at the thirteen (13) signalized intersections within the study area that involved pedestrians and/or bicyclists that resulted in seven (7) injuries (2 Type A, 4 Type B, 1 Type C) and no fatalities.

Providing improved access for pedestrians and bicyclists along the arterial roadways in the study area as part of potential interchange improvements and providing improved transit connections and access to transit facilities has been a key issue and concern identified through early stakeholder coordination as discussed in **Section 4.0** and will be a key part of the project.

With respect to connections to existing or planned transit service in the study area, there are several PACE Bus routes in the immediate vicinity of the project study area. These include regional Route 895, a nonstop express service along I-294 from 95th Street on the south to Balmoral Avenue on the north. A market study published by Pace Bus in 2022 identified a potential expansion of this service from as far south as Harvey and as far north/northwest as Schaumburg.

More localized routes as shown here include Route 332 (Des Plaines River Road – York Road) travels along Irving Park Road west on I-294 and turning on Seymour Avenue and Mannheim Road on its way to and from the Rosemont CTA Station. The Route has the following minor stops within the project corridor, including Seymour Avenue at Melrose Avenue, Seymour Avenue at Tugwell Street and Seymour Avenue at Carnation Street. Along Mannheim Road, it makes stops at Seymour Avenue, Belle Plaine Avenue, United Parkway and Montrose Avenue.

Route 330 operates along Mannheim Road from Historic U.S. 66 (I-55) on the south to W. Zemke Blvd on the north. Specifically, within the project corridor, minor stops are made at the intersections of Mannheim Road and Waveland Avenue, Seymour Avenue, United Parkway and Montrose Avenue.

Notwithstanding the existing Pace Bus routes, the transit-supportive infrastructure within the study area is limited. The couple Pace Bus shelters that do exist along Mannheim Road (northeast of Irving Park Road and southeast of Seymour Avenue intersections) have no pedestrian infrastructure leading to the shelters.

4.0 Stakeholder Input

This Phase I Study is evaluating opportunities for additional access to I-294 to/from the south in the vicinity of Irving Park Road. Additional I-294 access at this location has been contemplated in the past, and removal of the O'Hare Oasis Pavilion as part of the recent I-294 improvements prompted discussions between the Tollway and the Village of Schiller Park about the additional I-294 access to nearby industrial, commercial and residential areas.

Coordination with project stakeholders and agencies of jurisdiction will be a key part of the Phase I Study to incorporate their issues and concerns and provide an opportunity to participate in the project development process. Two of the opportunities for this participation include the Community Advisory Group (CAG) and Public Meetings. The initial CAG meeting and an initial Public Meeting have been held to get this early input as summarized below.

4.1 Community Advisory Group (CAG)

The project development process will utilize a Community Advisory Group (CAG) made up of a diverse group of project stakeholders that will serve to facilitate the exchange of information between government entities and the local community. The CAG is intended to include representatives with diverse community interests to assist the Project Study Group (Tollway, IDOT, and FHWA) in making transportation decisions that benefit the community and the environment. The CAG will provide input at key project milestones throughout the Phase I Engineering process. For the I-294 at Irving Park Road Phase I Engineering study, the CAG includes the following representatives:

- Village of Schiller Park
- Village of Franklin Park
- Pace Suburban Bus
- Cook County Department of Transportation and Highways
- Local Chamber of Commerce
- Adjacent Commercial/Industrial Property Management Representatives
- Other adjacent property owners and project stakeholders

The first CAG meeting for the I-294 at Irving Park Road Phase I Study was held on Thursday, July 25, 2024, at the Village of Schiller Park Community Center, 4501 25th Avenue, Schiller Park, IL 60176. The main objective of this CAG meeting was to provide a project overview, discuss

project goals and objectives, identify project issues and concerns, and provide an opportunity for initial input from the CAG on project alternatives.

Based on discussions at the 1st CAG meeting based on the overview of the previous Feasibility Study, the data collection and technical analysis completed thus far as part of the Phase I Study, and a discussion of additional issues and concerns related to this project, a workshop was held to consolidate this information into a CAG Project Problem Statement is summarized below.

CAG Project Problem Statement

> The purpose of this project is to solve motorized and non-motorized transportation problems in an equitable manner for existing and future conditions within the vicinity of the I-294 at Irving Park Road interchange.
>
> The transportation problems to be solved include motorized and non-motorized safety, vehicular congestion and mobility during peak travel periods, operational deficiencies, non-motorized connections, improving access to side streets/businesses/homes, and reduce or eliminate barriers.
>
> Additional key considerations for this project include maintaining the existing community character/context, minimizing adjacent property impacts, support local economy and development plans, and preserving the natural environment.

4.2 Public Meeting

A public meeting was held at the at the Schiller Park Community Center on October 8, 2024, from 4:00 pm to 7:00 pm for the I-294 at Irving Park Road Interchange Improvement Project.

The purpose of the public meeting was to collect input from residents, businesses and community leaders on the transportation issues and needs within the project study area and discuss existing conditions and potential solutions. The meeting provided information which included an overview of the Phase I Engineering study process, schedule and the overall public involvement process.

The meeting was conducted in an open house format where sixty (60) attendees had the opportunity to review exhibits, provide input and discuss the project with the Tollway, IDOT and project consultant team representatives.

The comment period for the Public Meeting remains open through October 25, 2024, but comments received at the Public Meeting reflect general support for the proposed project, with many respondents expressing support for providing I-294 access to and from the south near the existing Irving Park Road interchange and the resulting overall improvements with respect to traffic flow and connectivity, and improved pedestrian/bicycle accommodations and transit connections along the primary adjacent arterial roadways including Irving Park Road and Mannheim Road.

However, several concerns were also raised, particularly about the potential for increased traffic. Many respondents pointed out the challenges they already face with congestion, particularly during peak hours, and fear that these issues could worsen without careful planning. There are also concerns about safety, especially for pedestrians and cyclists, with suggestions for infrastructure improvements such as overpasses, crosswalks, or barriers to protect non-vehicular traffic. In addition, some respondents worry about the local impact of the project, particularly on small businesses and homes near the proposed construction zones.

A summary of the Public Meeting will be prepared after the comment period closes, and will be provided on the project webpage at www.illinoistollway.com/tri-state-tollway-irving-park-road.