MEETING SUMMARY

PROJECT: **I-294 near IL Route 19 Interchange Improvement**
Phase I Engineering

MEETING PURPOSE: **Community Advisory Group Meeting #2**

MEETING DATE/TIME: **October 24, 2024; 3:00-5:00 PM**

LOCATION: **Village of Schiller Park**
Community Center
4501 25th Avenue

The 2nd meeting of the Community Advisory Group (CAG) for the I-294 near IL Route 19 Phase I Engineering Study was held on Thursday, October 24, 2024, between 3:00 p.m. and 5:00 p.m. at the Village of Schiller Park Community Center, 4501 25th Avenue, Schiller Park, IL 60176. The objective of this CAG meeting was to:

- Discuss overall Public Meeting #1 results and project webpage updates.
- Present Draft Purpose and Need statement for CAG review.
- Discuss the status of the 2050 Build Alternatives travel demand modeling.
- Present the initial "range of concept alternatives" being considered, associated issues/opportunities, and have a breakout workshop for CAG input on both.
- Present an overview of the alternatives analysis approach and process (travel performance, safety, non-motorized compatibility, impacts, cost, reasonableness, comparative analysis options, etc.).
- Discuss look ahead schedule and next CAG meeting (#3) anticipated for early 2025.

Nine (9) CAG members were able to attend this meeting, along with nine (9) members of the Project Study Group (PSG), which included representatives from the Illinois Tollway (Tollway), the Illinois Department of Transportation (IDOT), and the project consultant team. The meeting sign-in sheet is included in Attachment A.

A series of exhibits from Public Meeting #1 were displayed along each side of the meeting room that included project location exhibits, baseline 2050 No-Build analysis results, and an overview of the previous Feasibility Study results, which are included in Attachment B for reference. Each CAG member was also provided with a project folder that included the following information, which is included in Attachment C:

- Meeting Agenda
- PowerPoint Presentation

- Draft Project Statement of Purpose and Need
- Range of Concept Alternatives Exhibits

The meeting kicked off with introductions followed by a PowerPoint presentation that guided the meeting. The PowerPoint presentation is also included in Attachment A. A breakout workshop was held to discuss the range of concept alternatives for advantages/disadvantages and issues/opportunities to be factored into the alternatives evaluation process. A more detailed summary of the Range of Concept Alternatives Workshop is provided below with copies of the marked-up workshop flip charts included in Attachment D.

After completion of the workshop, the next steps for the project were discussed. In summary, the next steps include completion of the 2050 Build travel demand modeling for the range of concept alternatives, and then subsequent capacity analysis at each intersection within the study area for the range of concept alternatives, which is the Level 1 analysis. The results of the Level 1 analysis will be shared with the CAG at the next meeting anticipated in early 2025, with an objective to screen down to finalist alternatives for concept plan development and further comparative analysis with respect to travel performance and impacts (i.e., Level 2 analysis).

Meeting Participants

PSG Attendance

- Jill Ziegler, Illinois Tollway
- Kimberly Murphy, Illinois Department of Transportation
- Lori Brown, Illinois Department of Transportation
- Tania Muller, Illinois Department of Transportation
- Mike Matkovic, Christopher B. Burke Engineering
- Melissa McGhee, Christopher B. Burke Engineering
- Mike Dumas, RINA
- Nancy Belesiotis, Orion Engineers
- Charlie Frangos, Orion Engineers

CAG Member Attendance

- Nick Caiafa, Village of Schiller Park – Mayor
- Brett Kryska, Village of Schiller Park – Manager
- Russell Klug, Village of Schiller Park – Trustee
- Dafne Henriquez, Village of Franklin Park – Assistant Village Engineer
- Nick Weber, Village of Franklin Park – Deputy Utilities Commissioner
- Brian Roberts, Traffic Manager, Cook County Department of Transportation & Highways
- Hillary Gerber, Prologis – Development Director
- Tim Deegan, Representing Leyden Township
- Bart Smith, Grand Chamber by O'Hare – Board of Directors

PowerPoint Presentation

A summary of the main discussion points from the PowerPoint presentation is provided below.

A brief opening statement was made by Mike Matkovic to kick off the meeting. Self-introductions were made by the PSG members and the CAG members in attendance since there were a few new attendees

as compared to the first CAG meeting. Mike Matkovic reviewed the content of the project folders provided to each PSG and CAG member that will be referenced during the meeting, and then provided an overview of the meeting agenda.

Mike Matkovic provided a brief summary of Public Meeting #1 that was held on October 8th. Mike thanked the several CAG members who attended the Public Meeting and interacted with meeting attendees. Sixty (60) people signed-in at the Public Meeting welcome station and others bypassed the sign-in station, so 60+ people attended the Public Meeting. Eighteen (18) public comment forms were received at or after the Public Meeting, and any additional comments received by October 25th will be included in the formal Public Meeting summary. In general, the comment forms received thus far demonstrate broad support for added I-294 access to and from the south in the vicinity of the existing IL Route 19 interchange, with some noted issues/concerns related to ped/bike accommodations, traffic impacts, and property impacts. Any comment forms that include questions or requests will be responded to in writing. A summary of the Public Meeting will be prepared and shared with the CAG. Mike also noted that the project website has been updated to include all Public Meeting exhibits, the Public Meeting Brochure, a full copy of the Feasibility Study Report from 2021, the Stakeholder Involvement Plan, and the overall project schedule for completion of Phase I Engineering.

Mike provided an overview of the draft Statement of Project Purpose and Need that was recently prepared and was included in the CAG member folders. The Purpose and Need statement is a formal part of the Phase I Engineering/NEPA process and was previously reviewed by the Tollway and IDOT. It establishes the purpose of and the need for the proposed transportation improvements, and is the foundation for the alternatives development and evaluation process, since alternatives must meet the project Purpose and Need to be considered in detail. Mike reviewed the main elements of the draft Purpose and Need statement, and requested that each CAG member review the document and provide any comments by November 11th. If the Purpose and Need statement is updated based on any comments received, it will be redistributed to the CAG.

Mike provided an overview of the traffic modeling process that is ongoing for the range of concept alternatives and the schedule for completion of this work. The traffic modeling involves utilizing a regional computer model that can estimate the effect on traffic volumes within the study area for various added or removed ramps to I-294 in the vicinity of IL Route 19. The modeling will predict this effect for the year 2050 for compliance with federal project development procedures, and for comparison to the 2050 No-Build baseline condition that was discussed at CAG Meeting #1 and Public Meeting #1. The traffic modeling effort is being completed by the Tollway based on coordination with the Chicago Metropolitan Agency for Planning (CMAP). Mike reviewed a few graphics that show the model outputs that will be received and used. After the Tollway completes the modeling and quality reviews for network balancing, etc., then the consultant team needs to convert the modeling results into year 2050 intersection traffic projections for each of the concept alternatives considered, and complete the capacity analysis for all thirteen (13) intersections for each alternative considered, which is the Level 1 analysis. The Tollway modeling is anticipated to be completed by the end of November, with the follow-on Level 1 alternatives analysis being completed through December and into January, which will form the basis for the next CAG meeting. On this basis, the next CAG meeting is anticipated to occur in February 2025, but to be determined.

As a lead into the workshop, Melissa McGhee provided an overview of the initial Range of Concept Alternatives as part of the Phase I Engineering study, which is identical to the range of alternatives from the previous feasibility study, but with a fresh look based on updated 2050 traffic projections, as opposed to the year 2020 data used for the Feasibility Study. The range includes eighteen (18) distinct interchange improvement alternatives. It was noted that the concept alternative exhibits are labeled Draft and

intended to only show general roadway layout for purposes of transportation performance analysis, and area not intended to demonstrate any property impacts or avoidance. In general, the range of alternatives fall into three (3) basic categories, including alternatives with no change to existing IL Route 19 interchange and added ramps elsewhere, alternatives with some modifications to the existing IL Route 19 interchange and added ramps elsewhere, and alternatives that reconfigure the existing IL Route 19 interchange to provide all movements. Although some alternatives would appear to have inherently higher impacts and costs by relative comparison, the main focus of the initial Level 1 analysis is on transportation performance.

Mike Matkovic then provided a brief overview of the potential issues and opportunities for consideration by the CAG members as part of the workshop discussion, which included pedestrian accommodations, transit connections, intersection operations, impacts to sensitive areas, and existing land use including potential new development.

After a 10- minute break Mike Matkovic provided an overview of the Range of Concept Alternatives Workshop content and objectives, which was to discuss and comment on the range of concept alternatives with respect to advantages, disadvantages and CAG member preferences (ranking), and any additional associated issues/concerns and opportunities. The workshop lasted approximately 25 minutes after which a brief 5-minute report out session was held that summarized the results of discussion. A summary of the workshop results is provided below.

Range of Concept Alternatives Workshop:

The purpose of the Range of Concept Alternatives Workshop was to discuss the alternatives for CAG input on relative advantages, disadvantages, and any additional associated issues/concerns and opportunities. The workshop included two (2) separate breakout groups to provide more broad-based discussion. Each breakout group had a separate project team facilitator and scribe (note taker) to document the small group discussion. Each CAG member was provided copies of the range of concept alternatives within their CAG folders (Attachment C) and a larger flip chart set of exhibits was provided to each breakout group. Additional study area resource information, including environmental resources within the study area, traffic data and analysis, and safety data, was previously provided to each CAG member at the 1st CAG meeting and was also displayed on exhibits along each side of the meeting room for reference as needed. Each breakout group was also provided with an aerial based roll plot of the study area to mark-up with issues and opportunities, and/or suggested alternatives, as desired. The pictures below show the main points recorded from the discussions, which are also included in Attachment D.

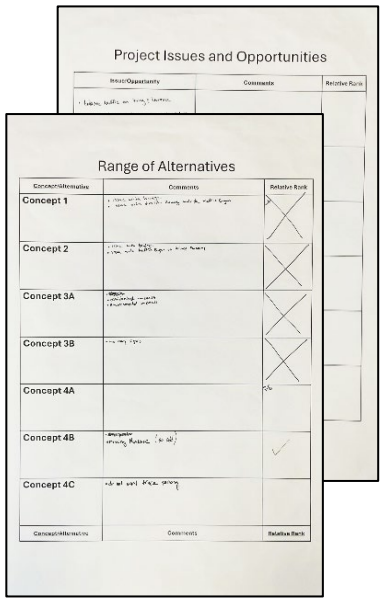
CAG Group #1

- Facilitator: Melissa McGhee
- Scribe: Nancy Belesiotis

CAG Participants:

- Nick Caiafa, Village of Schiller Park – Mayor
- Russell Klug, Village of Schiller Park – Trustee
- Tim Deegan, Representing Leyden Township
- Bart Smith, Grand Chamber by O'Hare – Board of Directors

Input on the Range of Concept Alternatives and Issues/Opportunities



- Concepts 1, 2, 3A and 3B were viewed as having inherent disadvantages based on the need to reconstruct the I-294 bridge over Irving Park Road, which was recently improved with the I-294 reconstruction project.
- Additional concerns with these concepts included the undesirable multiple additional traffic signals with Concepts 1, 2, and 3B, and potential property impacts associated with Concept 3A.
- Concept 4B was less desirable than 4C which includes added ramps at Montrose to better distribute traffic and balance traffic on Irving Park Road and Lawrence Avenue.
- With respect to southbound truck parking, it was viewed as not desirable within the O'Hare Oasis area due to conflicts with the existing use and proposed ramps connecting to Seymour.
- Pedestrian accommodations along Irving Park Road at the Mannheim Road intersection and other existing intersections are viewed as a priority.

CAG Group #2

- Facilitator: Mike Dumas
- Scribe: Mike Matkovic

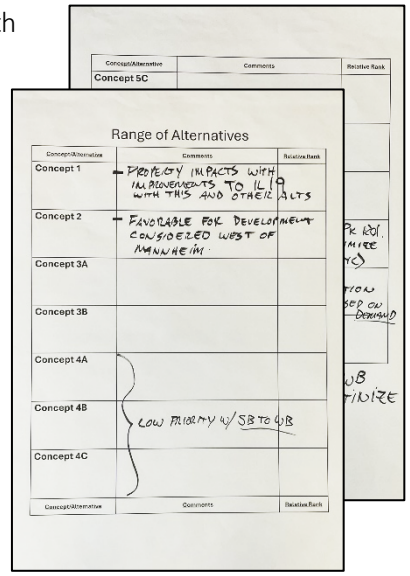
CAG Participants:

- Brett Kryska, Village of Schiller Park – Manager
- Dafne Henriquez, Village of Franklin Park – Assistant Village Engineer
- Nick Weber, Village of Franklin Park – Deputy Utilities Commissioner
- Brian Roberts, Traffic Manager, Cook County Department of Transportation & Highways
- Hillary Gerber, Prologis – Development Director

Input on the Range of Concept Alternatives and Issues/Opportunities

- A main concern with any of the concepts is the relative traffic impacts along Irving Park Road and the potential for property impacts associated with necessary improvements along Irving Park Road. The group felt the focus should be on concepts that minimize Irving Park Road traffic impact.
- Concept 2 was viewed as having advantages for development considerations west of Mannheim Road due to more direct connection.
- Concepts 4A, 4B, and 4C were viewed as low priorities as shown due to keeping the southbound I-294 to westbound Irving Park Road ramp, which the group agrees needs to be removed.
- Improving pedestrian accommodation and crossings with the study area is an issue and opportunity.
- The Concepts that retained the existing southbound I-294 to westbound Irving Park Road ramp are viewed as low priorities/rankings based on performance and safety.
- Possible free flow right turn movements should be evaluated where practical.

- A new concept was discussed with the new ramps to and from the south connecting to the Montrose Avenue intersection. Discussion occurred about potential impacts to the residential area northeast of Irving Park Road and I-294, but the relative transportation performance can be compared to the other concepts as part of the Level 1 analysis.
- In the context of new I-294 access to and from the south being studied, providing that connection further south within the study area is viewed as having inherent benefits relative to the demand.



Conclusion and Next Steps

After the CAG workshop and report-out sessions, Mike Matkovic provided an overview of the Alternatives Analysis process that will be the focus of the project team over the next couple months. Utilizing the results of the traffic modeling being completed by the Tollway, the range of concept alternatives will be comparatively evaluated with respect to transportation performance with the study area, and specifically related to the relative effect on traffic volumes compared to the 2050 No-Build baseline scenario, and the relative effect on the thirteen (13) signalized intersections within the study area, which is referred to as the Level 1 analysis. The results of this Level 1 analysis will be discussed with the CAG at CAG Meeting #3, with the objective being to screen out relatively poor performing alternatives and identify alternatives to be carried forward for more detailed evaluation. Given the work required to complete the Level 1 analysis, CAG Meeting #3 is anticipated to occur in February 2025, but is to be determined.

The alternatives identified to be carried forward after CAG Meeting #3 will proceed to a Level 2 analysis, that is anticipated to include more detailed design development and additional analysis with respect to safety performance, non-motorized accommodations, environmental impacts, property/socio-economic impacts, and costs, for relative comparison. Mike reviewed a couple different methods that this information can be summarized, including spreadsheets and/or charts, which will be discussed further at CAG Meeting #3.

Mike indicated that a summary of this CAG meeting will be prepared and distributed for review and comment.

The meeting concluded at 4:50 p.m.

ATTACHMENT A

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Phase I Engineering Study for I-294 at IL Route 19 Interchange Improvement

Community Advisory Group Meeting #2

Schiller Park Community Center - October 24, 2024; 3:00 PM - 5:00 PM

Please print your name and address below:

PLEASE PRINT

		Name	Address / Email	Representing
P	1.	Jim Caporusso	JCAPORUSSO@LaydonTownship.org	Layden Township
L	2.	Russ Klug	RKLUG@SCHILLERPARK.IL.US	Schiller Pk
E	3.	Tom Deegan	tdeegan@schillerpark.il.us	Schiller Park
A	4.	Lori Brown	lori.S.Brown@illinois.gov	IDOT
S	5.	Serge D. Illueta	ParkNJet@comcast.net	Park N Jet
E	6.	Daphne Henriquez	dhenriquez@vofp.com	Village of Franklin Park
	7.	Brett Krysko	bkrysko@schillerpark.il.us	Schiller Park
	8.	Nick Caputa	MAYORNICK@SCHILLERPARKIL.US	
P	9.	Hillary Gerber	hgerber@prologis.com	Prologis
R	10.	Jill Zeyler		IL Tollway
I	11.	Brian Roberts	brian.roberts@cookcountyil.gov	Cook County DOTH
N	12.	Barb A Smith	base2smith@aol.com	Chamber
T	13.			
	14.			
	15.			
	16.			

ATTACHMENT B

Welcome!

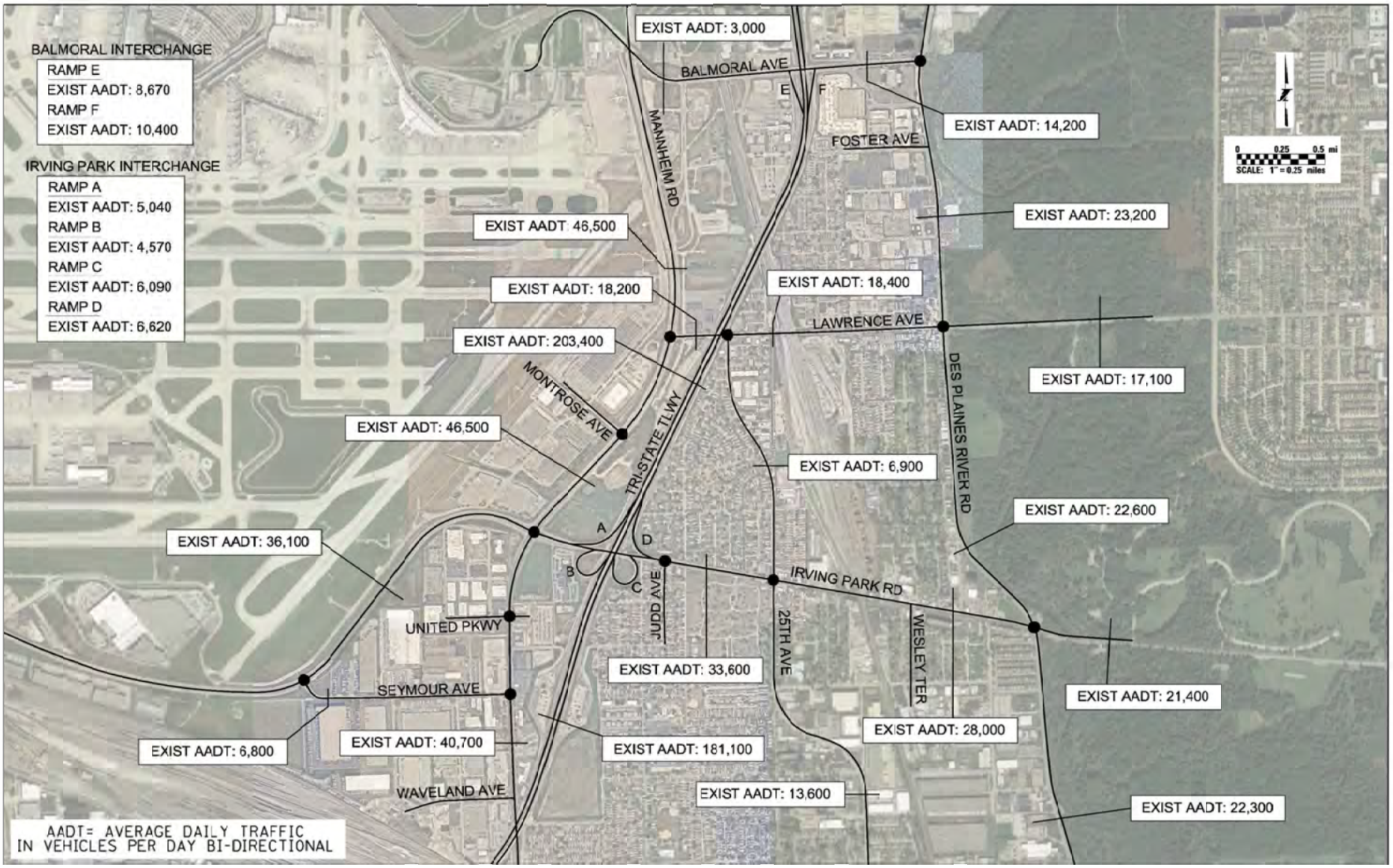
I-294 (Central Tri-State) at IL Route 19 (Irving Park Road) Interchange Improvement

Phase I Engineering Study

Community Advisory Group Meeting #2

October 24, 2024

EXISTING DAILY TRAFFIC VOLUMES



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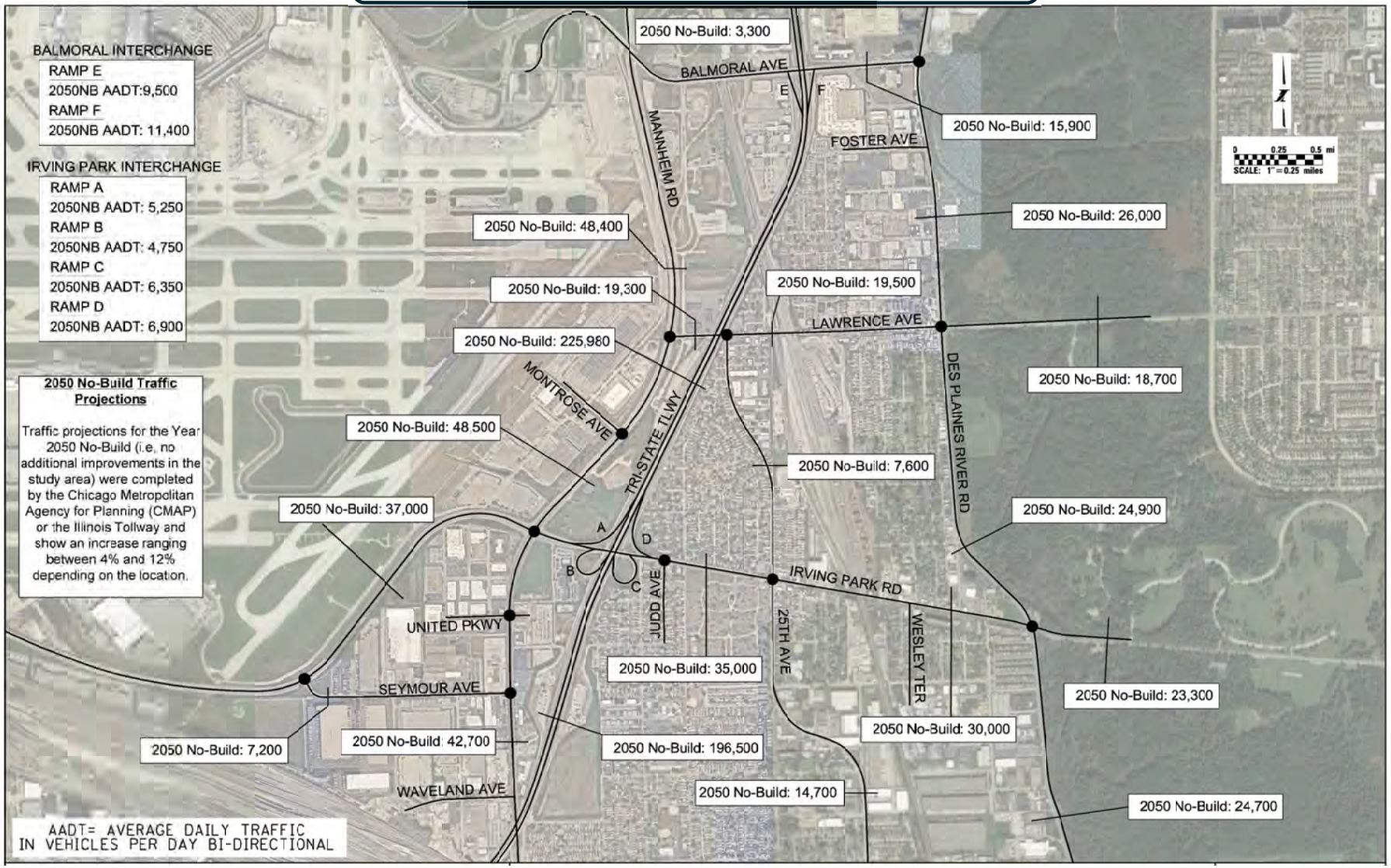
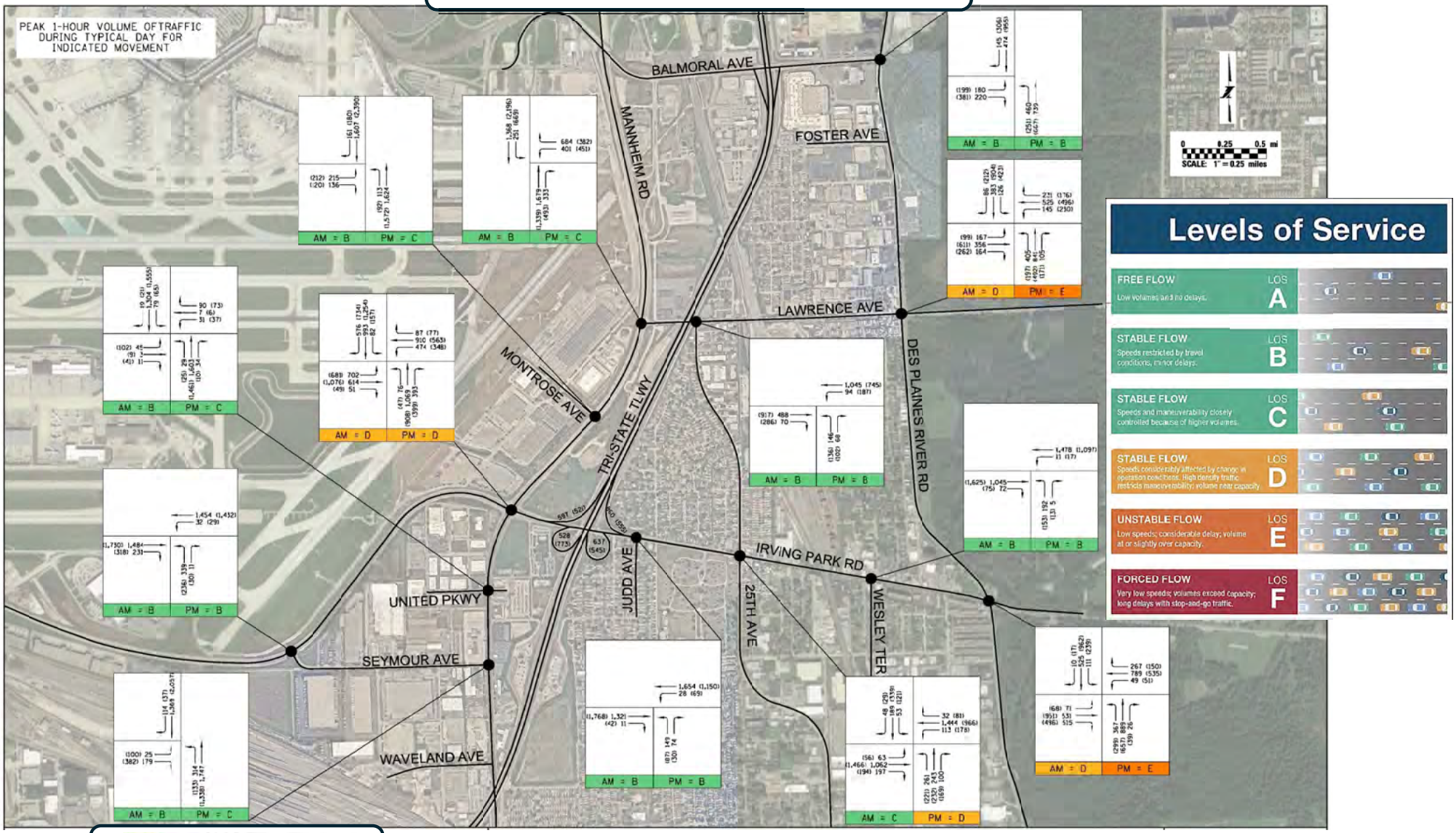
2050 No-Build Daily Traffic Projections



EXISTING INTERSECTION PERFORMANCE



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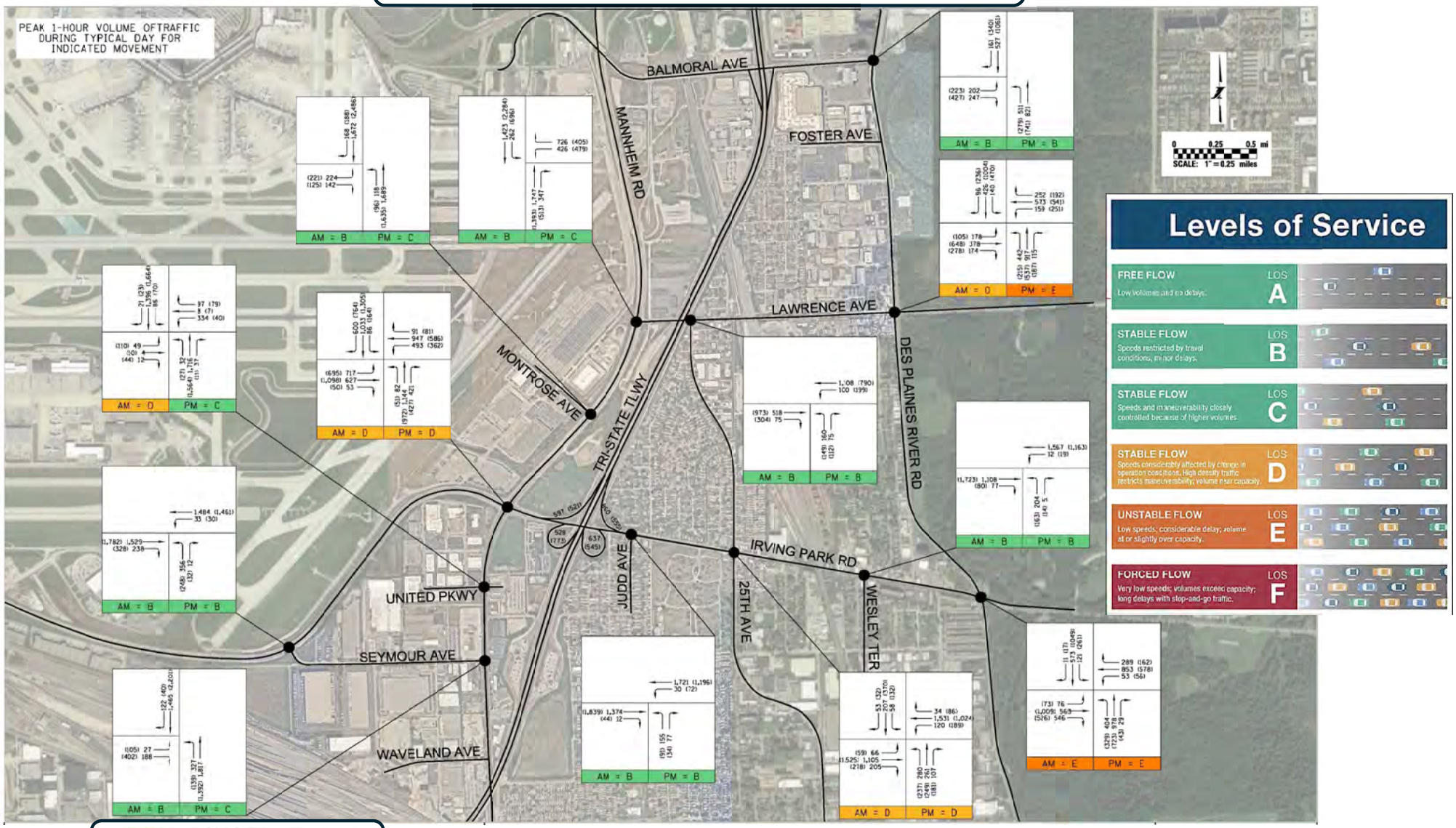
2050 No-Build Intersection Performance



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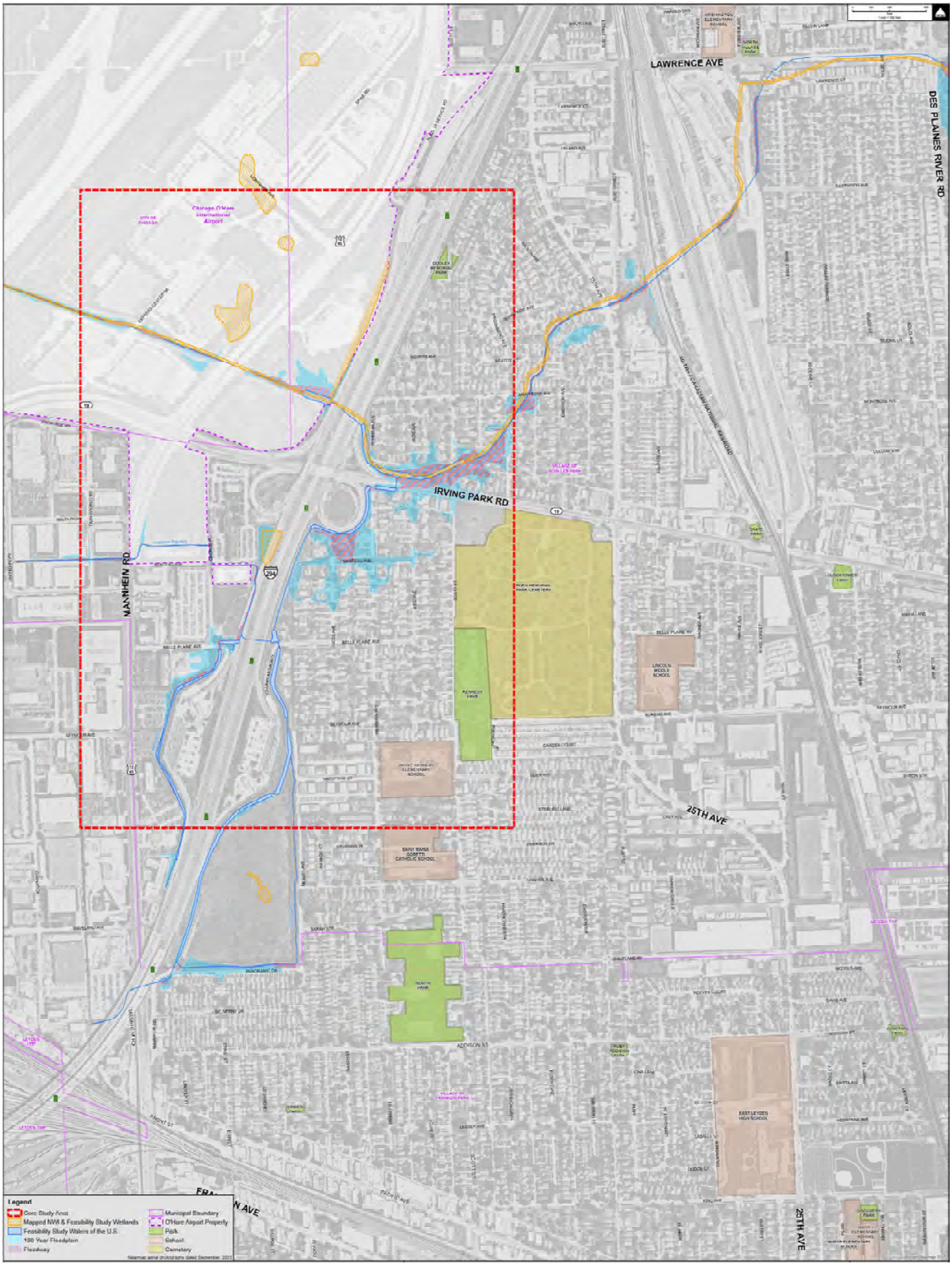
STUDY AREA ENVIRONMENTAL RESOURCES



PROJECT STUDY AREA

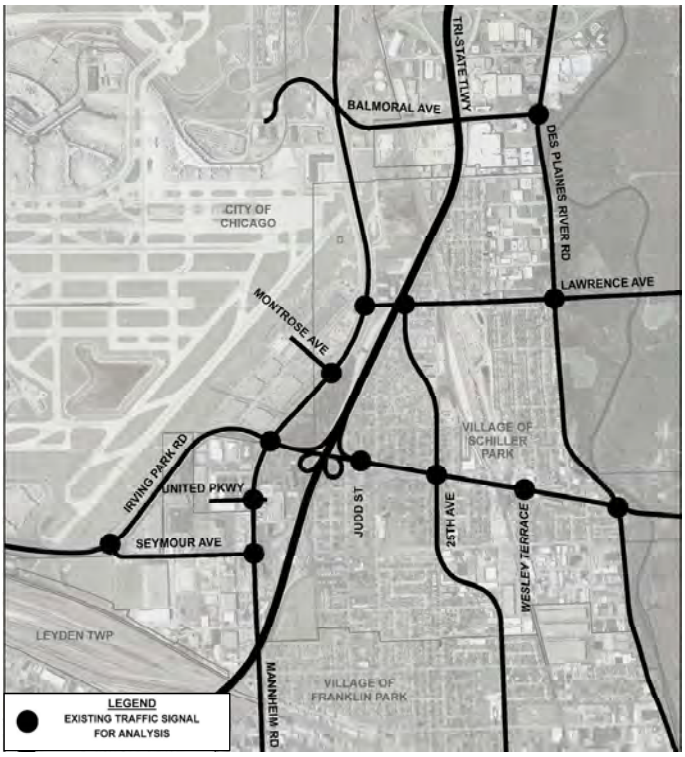
Crash Data Summary

Time period studied

2018 to 2022

Study area included

- 13 intersections
- 11 midblock segments



Most Common Type

Rear End Crashes

(Front to Rear End)

Data Summary

- 1127 Total Crashes
- 234 Injury Crashes
- 5 Fatal Crashes

Intersections with Highest Number of Crashes

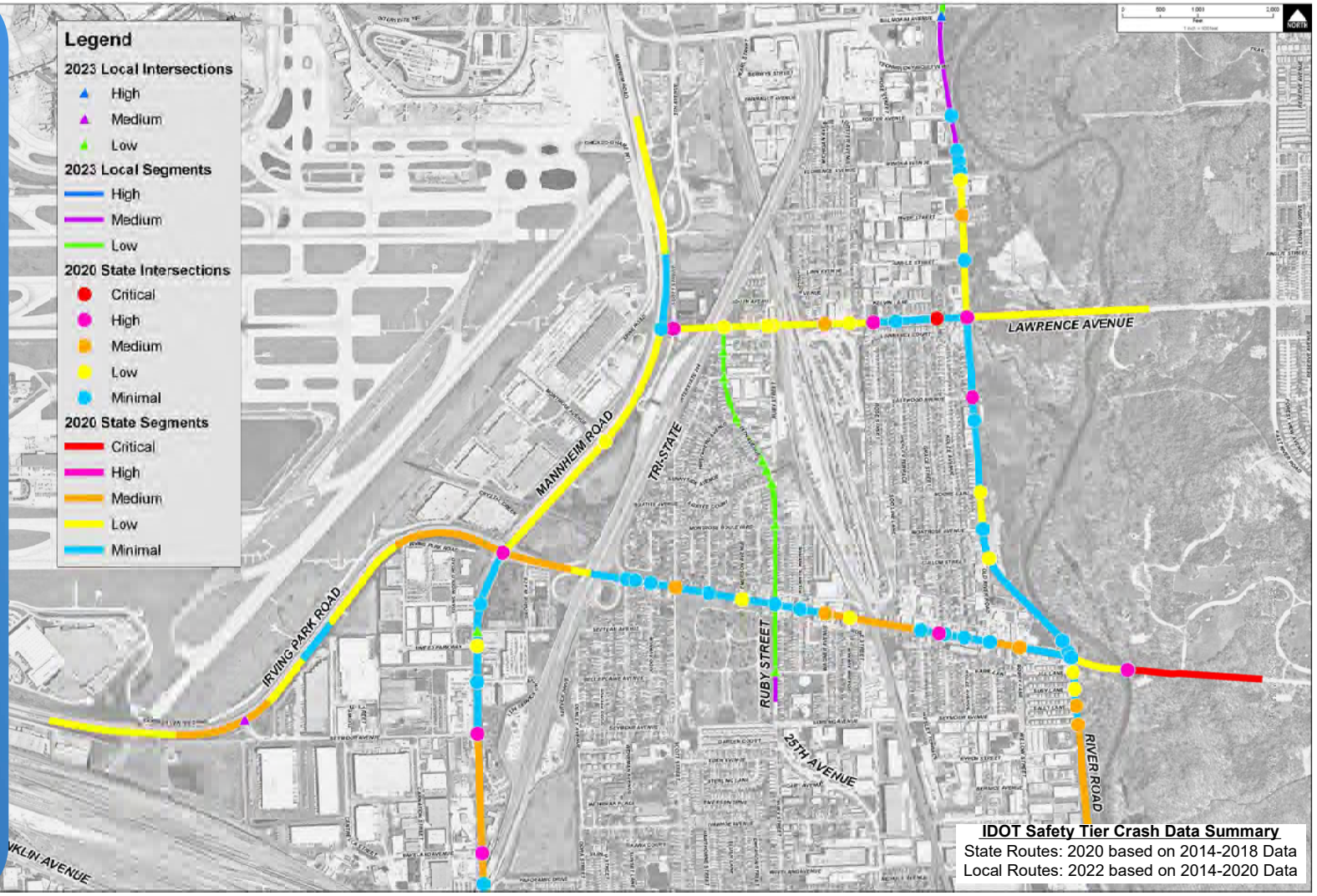
- Irving Park Rd/Mannheim Road
- Irving Park/River Road

Full Crash Analysis Report is Available on the Project Webpage

SAFETY TIER DATA

IDOT Safety Tier data categorizes roadway segments and intersections based on their level of safety performance and opportunity for improvement, providing a rating for relative comparison.

The Safety Tiers include Critical, High, Medium, Low or Minimal designation based on a review of crash severity and occurrences for comparable roadway types with similar roadway features and potential crash trends.

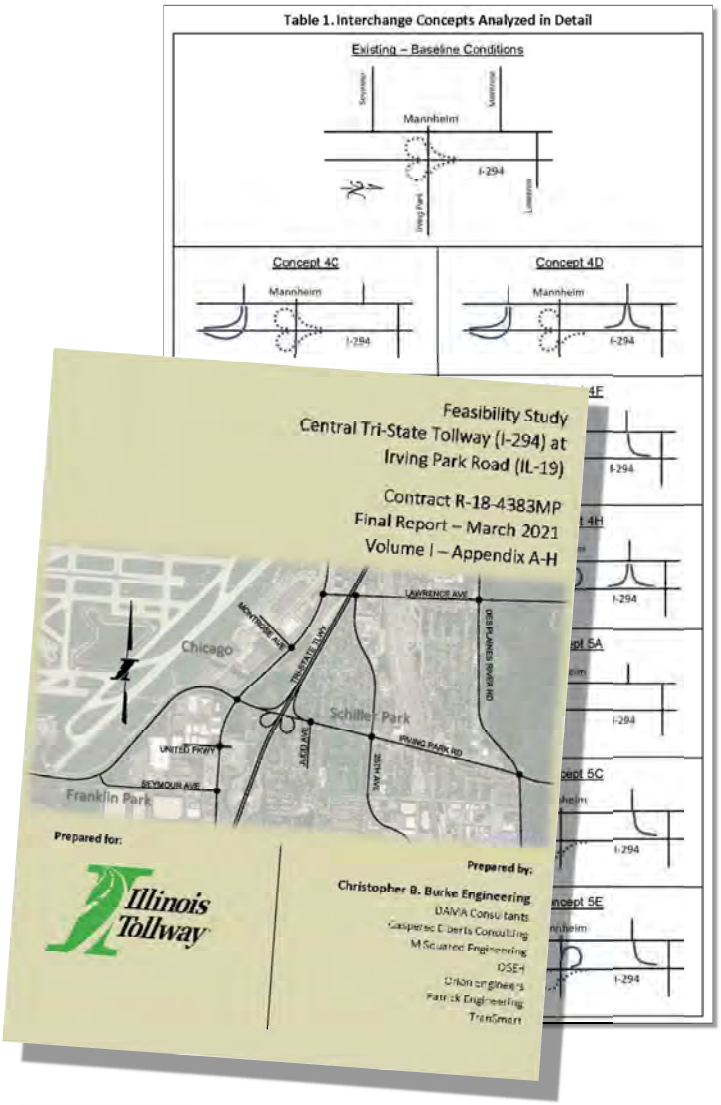


PREVIOUS FEASIBILITY STUDY

The previous Feasibility Study was completed in March 2021 based on 2019 and 2020 traffic data and based on environmental resource database information.

The Feasibility Study included:

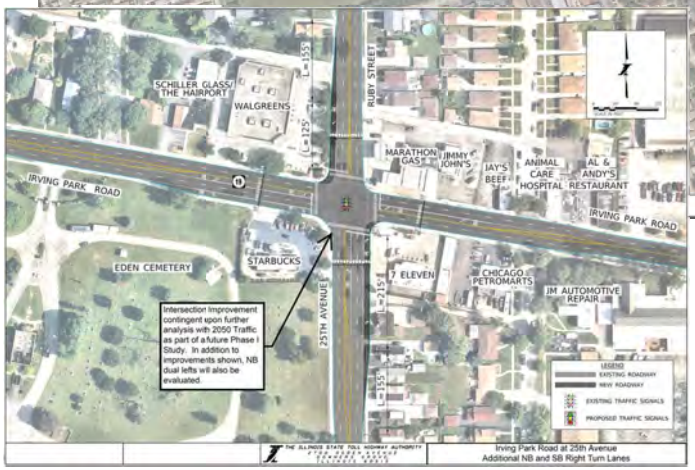
- Preliminary Technical Analysis of 2020 Traffic Data, Environmental Database Information, Potential Alternatives
- Coordination between the Tollway, IDOT, Community and Agency Stakeholders
- Identified a Preliminary Recommendation Subject to Future Detailed Engineering Studies



Next Steps:

- The results of the Feasibility Study are subject to detailed Phase I Engineering and Environmental (i.e., NEPA) studies and broad-based public involvement and agency coordination, as part of the current Phase I Engineering Study.

FEASIBILITY STUDY – PRELIMINARY RECOMMENDATION



The preliminary recommendation from the Feasibility Study is based on a relative comparison of alternatives with 2020 traffic data. The Phase I Engineering Study will include updated analysis for a range of alternatives based on 2050 traffic projections, more detailed environmental studies and coordination, and more extensive public involvement and agency coordination.

ATTACHMENT C

I-294 at IL Route 19 Interchange Improvement
Phase I Engineering
Community Advisory Group Meeting #2
Meeting Agenda

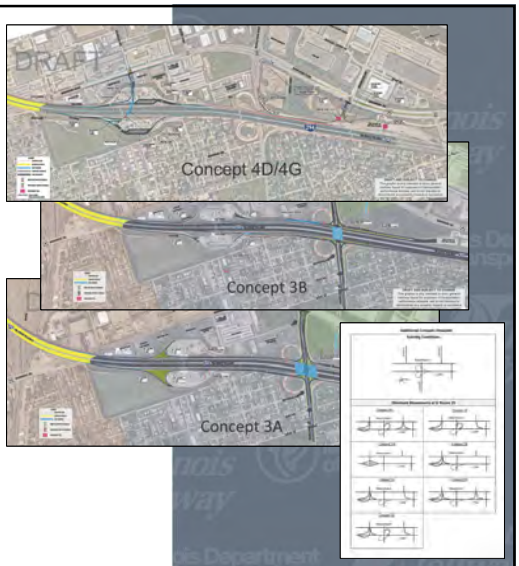
Date: October 24, 2024
Time: 3pm to 5pm
Location: Village of Schiller Park Community Center
4501 25th Avenue

Time	Topic
5 minutes	▪ Welcome and Introductions
10 minutes	▪ Discuss Summary/Results from Pubic Meeting #1 ▪ Review the Project Webpage Updates
15 minutes	▪ Review/Discuss Draft Statement of Project Purpose and Need
15 minutes	▪ Discuss the Process and Status for the Year 2050 Travel Demand Modeling of Alternatives.
10-minute break (with refreshments)	
15 minutes	▪ Discuss the Range of Alternatives to be Evaluated with an Overview of the Feasibility Study Evaluation Results. ▪ Discuss the Issues and Opportunities Input Received at CAG #1 and PM #1
25 minutes	▪ Breakout Group Workshop (contingent on number of CAG attendees) o Range of Alternatives Refinement o Ped/Bike and Transit Connection Improvement Needs
5 minutes	▪ Workshop #2 Report Out
10 minutes	▪ Overview of the Comparative Alternatives Evaluation Procedures and Metrics (*travel performance, safety, non-motorized compatibility, environment & property impacts, costs*)
5 minutes	▪ Summary & Next Steps

I-294 (Central Tri-State) *near* IL Route 19 (Irving Park Road) Interchange Improvement

Phase I Engineering Study

Community Advisory Group Meeting #2
October 24, 2024



I-294 at IL Route 19 Interchange Improvement

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Welcome & Introductions

Tollway and IDOT

Illinois Tollway
- Jill Ziegler
- Reed Panther

Illinois Department of Transportation
- Kimberly Murphy
- Lori Brown
- Tanya Muller
- Sagar Sonar

Consultant Team

Christopher B. Burke Engineering
- Mike Matkovic
- Melissa McGhee
- Emily Neeson

RINA
- Mike Dumas

Orion Engineers
- Charlie Frangos
- Nancy Belesiotis

Community Advisory Group

- Nick Caiafa – Village of Schiller Park
- Brett Kryska – Village of Schiller Park
- Russell Klug – Village of Schiller Park
- Dafne Henriquez – Village of Franklin Park
- Nick Weber – Village of Franklin Park
- Brian Roberts – Cook County Department of Transportation and Highways
- Hillary Gerber – Prologis, Inc
- Rocco Biscaglio – Leyden Township
- Bart Smith - Grand Chamber by O'Hare
- Ben Weinstein – CRG

Unable to Attend:
- John Carlisle – Pace Suburban Bus
- Charlotte Obodzinski – Pace Suburban Bus

I-294 at IL Route 19 Interchange Improvement

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Meeting Agenda

- Public Meeting #1 Summary & Webpage Updates
- Draft Statement of Project Purpose & Need
- Overview and Status of 2050 Travel Demand Modeling of Alternatives
- **10-Minute Break**
- Range of Alternatives to be Evaluated and Issues & Opportunities Input (CAG & PM)
- Workshop – Range of Alternatives
- Overview of Alternatives Analysis Procedures
- Next Steps

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I-294 at IL Route 19 Interchange Improvement

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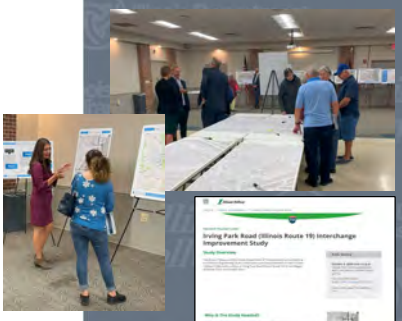
Public Meeting Summary

- Formal PM Summary after comment period and will be added to project webpage
- Thank You CAG Members
- 60 Attendees (*signed-in*)
- 18 written comments received (*as of today*)
- Comments will be added to PM Summary
- In general, broad support for improvements with noted issues/concerns including ped/bike, traffic impacts, and property impacts



Project Webpage Updates

- All meeting exhibits and brochure have been added to the webpage
- Full Feasibility Study has been added
- The Stakeholder Involvement Plan is included with an overview of the CAG roles/responsibilities and additional planned coordination and public involvement
- Overall project schedule

www.illinoistollway.com/tri-state-tollway-irving-park-road

I-294 at IL Route 19 Interchange Improvement

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Project Purpose & Need

- Draft for review. Remains a living document for updates if information changes
- A key component of the Phase I Engineering/NEPA process
- Alternatives must meet the established project Purpose and Need to be considered in detail
- Main components of the project Purpose and Need:
  - What is the relevant project history and setting/context
  - What is the Purpose of the project
  - What is the Need for the improvements being considered (multi-modal context)
  - Stakeholder Input (including the CAG Project Problem Statement

Project Purpose:

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. 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, provide more reliable travel times, and support economic development by facilitating efficient movement of people and goods in the study area

I-294 at IL Route 19 Interchange Improvement

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Project Purpose & Need

Project Need:

- Accessibility and Network Connectivity
  - Lack of I-294 access to/from south
  - SB I-294 exit to WB Irving Park Rd Conflicts
  - Circuitous Balmoral Avenue Use
- Mobility
  - Existing travel performance and background effects of 2050 projections
  - Establishes a baseline for comparison of Alternatives
- Safety
  - Existing safety context
  - Identifies existing safety concerns and establishes a baseline for comparison of Alternatives
- Non-Motorized Accommodations and Transit Connections
  - Identifies existing non-motorized travel in the study area and travel "desires" based on transit presence and connections

I-294 at IL Route 19 Interchange Improvement

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Project Purpose & Need

Stakeholder Input:

- CAG input including 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 IL Route 19 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.

- Input from the initial Public Meeting (summary pending)

Homework:

- Provide any comments on the Statement of Project Purpose and Need by November 11th
- Comments can be emailed to Jill at: jziegler@getipass.com, or to Mike at mmatkovic@cbbel.com

I-294 at IL Route 19 Interchange Improvement

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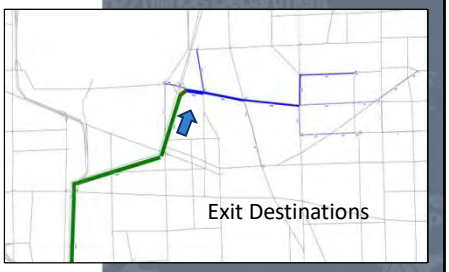
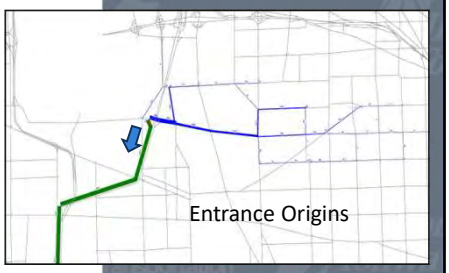
2050 Travel Demand Modeling of Alternatives

- The Tollway and CMAP coordination on approach for modeling procedures using a subregional component of the Chicago Area regional travel demand model (TDM)
- The range of alternatives from the Feasibility Study are being modeled based on 2050 traffic projections
- For each new exit and entrance ramp considered, the distribution or origin effect on 2050 traffic projections will be modeled
- The modeling results will be added to the 2050 No-Build baseline traffic conditions for the study area
- The project team will use this information to evaluate and compare traffic performance for the alternatives considered





I-294 at IL Route 19 Interchange Improvement

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2050 Travel Demand Modeling of Alternatives

Status/Schedule:

- By end November: The Tollway anticipates completing modeling and QA reviews
- By mid January: The project team will compile the composite 2050 traffic projections for each alternative and evaluate the effects on traffic volumes in the study area and intersection performance

I-294 at IL Route 19 Interchange Improvement

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Break

10 Minute Break

Refreshments

I-294 at IL Route 19 Interchange Improvement

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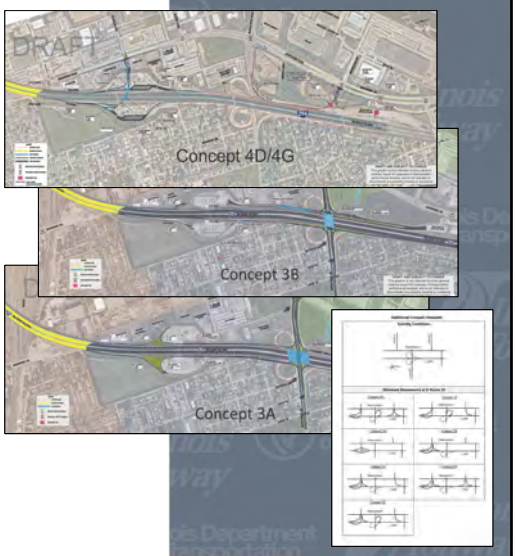
Range of Alternatives & Issues/Opportunities

Range of Alternatives:

- The same Range of Alternatives per the Feasibility can be analyzed for Transportation Performance based on year 2050 traffic projections (Level 1 Analysis)
- Eighteen (18) concepts (i.e., alternatives) were analyzed as a combination of ramp removals and/or ramp additions
- Booklets of the range of alternatives plans or schematics provided for CAG input during workshop
- Although some of these would have relatively higher costs and potentially greater impacts, the initial analysis focus is on transportation performance unless unreasonable or fatally flawed



I-294 at IL Route 19 Interchange Improvement

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Range of Alternatives & Issues/Opportunities

Range of Alternatives:

Concept 1 | NB Exit at Irving Park Rd, SB Exit & Ent at Seymour Ave

I-294 at IL Route 19 Interchange Improvement

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Range of Alternatives & Issues/Opportunities

Range of Alternatives:

Concept 2 | NB Exit at Irving Park Rd, SB Exit & Ent at United Pkwy

I-294 at IL Route 19 Interchange Improvement

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Range of Alternatives & Issues/Opportunities

Range of Alternatives:

Concept 3A and 3B | Full access at Irving Park Rd (SPUI or Diamond)

I-294 at IL Route 19 Interchange Improvement

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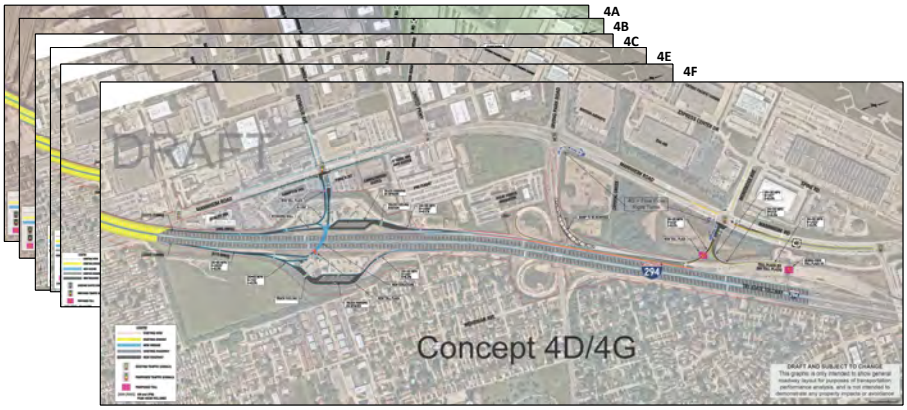
Range of Alternatives & Issues/Opportunities

Range of Alternatives:

Concept 4A-4G | Irving Park Rd as is - Combo new ramps at Seymour/Montrose



I-294 at IL Route 19 Interchange Improvement

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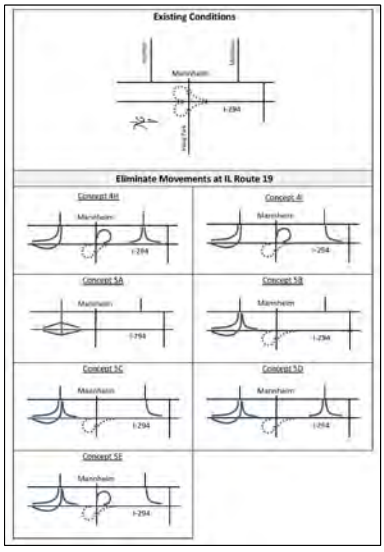
Range of Alternatives & Issues/Opportunities

Range of Alternatives:

Concept 4H, 4I, and 5A-5E

This group considers removing ramps at Irving Park Road and replacing those movements at Seymour and/or Montrose

As noted, although some of these would have relatively higher costs and potentially greater impacts, the initial analysis focus is on transportation performance unless unreasonable or fatally flawed



I-294 at IL Route 19 Interchange Improvement

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Range of Alternatives & Issues/Opportunities

Issues/Opportunities:

- Existing deficiencies that could be addressed with this project
- Input received at CAG #1 and PM #1 on these issues/opportunities
- Such as:
  - Pedestrian accommodations
  - Transit connections
  - Intersection Operations
  - Supporting development
  - Minimize property impacts

I-294 at IL Route 19 Interchange Improvement

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Range of Alternatives & Issues/Opportunities

Issues/Opportunities:

- Transit Connections

I-294 at IL Route 19 Interchange Improvement

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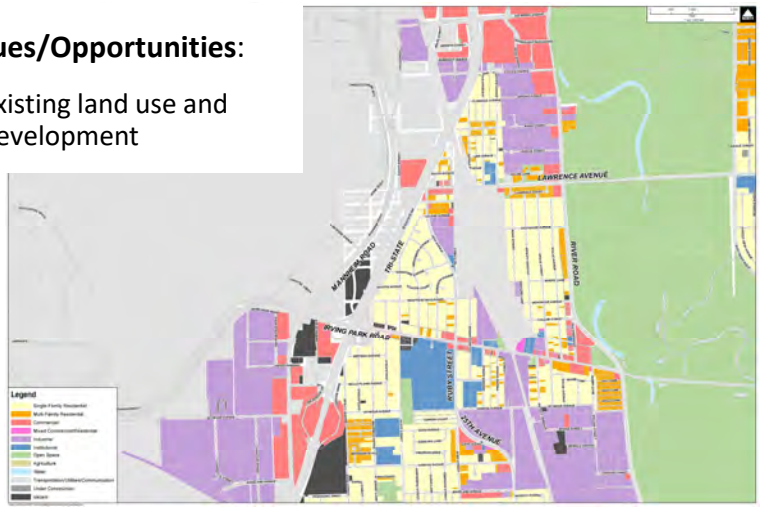
Range of Alternatives & Issues/Opportunities

Issues/Opportunities:

- Existing land use and development



I-294 at IL Route 19 Interchange Improvement

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Workshop

(25 minutes Collaboration – 5 minutes Report Out)

Discussion of Range of Alternatives & Related Issues/Opportunities

↓

Input on the Range of Alternatives to be Analyzed
Refinement or New Alternatives
Ranking of the Alternatives
Additional Input on Related Issue/Opportunities

↓

Report Out

I-294 at IL Route 19 Interchange Improvement

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Alternatives Analysis Procedures

Comparative Evaluation to 2050 No-Build and Each Other:

Level 1 – Full Range of Alternatives

- Project Purpose and Need
- Analyzed Mobility/Transportation Performance Based on Year 2050 Traffic
- Screen Down to Finalist Alternatives (fatal flaws, relative performance)

Level 2 – Finalist Alternatives

In addition to Mobility/Transportation Performance:

- Safety Performance
- Compatibility with Non-Motorized Accommodations and Transit Connections
- Environmental Impacts
- Property/Socio-Economic Impacts
- Cost

I-294 at IL Route 19 Interchange Improvement

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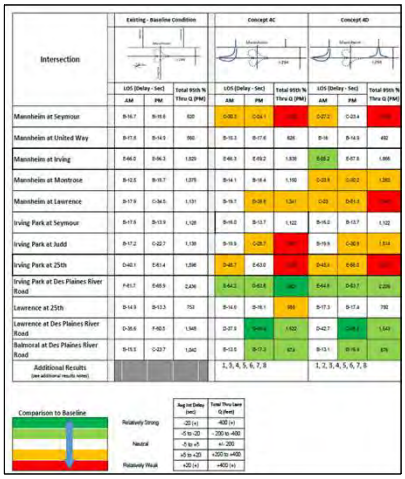
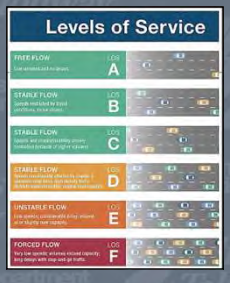
Alternatives Analysis Procedures

Level 1 – Mobility/Transportation Performance

- Industry Standard Synchro Traffic Modeling Software for Intersection Performance
- Intersection Delay & Level of Service (LOS)
- LOS A (best) thru LOS F (worst)
- Other Performance Metrics Include Total/Added Delay and Volume/Capacity Ratio
- Relative Comparison to 2050 No-Build and Each Other





I-294 at IL Route 19 Interchange Improvement

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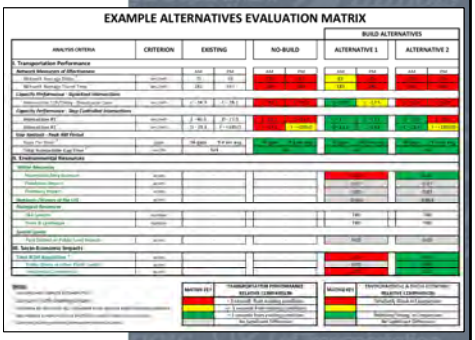
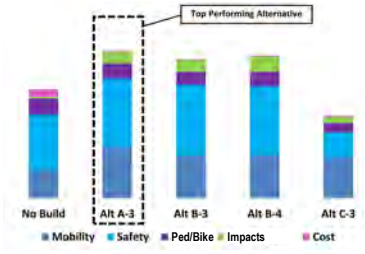
Alternatives Analysis Procedures

Level 2 – Concept Design and Comparative Evaluation

In addition to Mobility/Transportation Performance:

- **Safety**
  - Method: Illinois Highway Safety Manual
  - Intersection Predicted Crashes per Year (Total Crashes & Injury/Fatal Crashes)
- **Non-Motorized Accommodations**
  - Qualitative comparative analysis
- **Environmental Impacts**
  - Added Net Pavement/ Impervious Area
  - Floodplain Impacts
  - Wetland Impacts
  - Tree Impacts
  - Natural Areas Impacts
- **Property/Socio-Economic Impacts**
  - Residential/Business/Public Lands
- **Cost**
  - Construction/Right-of-Way/Environmental





I-294 at IL Route 19 Interchange Improvement

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Summary and Next Steps

- CAG #2 Summary
- 2050 Travel Demand Modeling of Alternatives
- Initiate Comparative Analysis of Alternatives
- CAG Meeting #3 Early 2025 - TBD

CAG Meeting 3: Discuss Alternatives Analysis for Transportation Performance. Workshop for Alternatives Screening to Finalist Alternatives.

CAG Meeting 4: Present Further Evaluation of Finalist Alternatives. Workshop for Preliminary Preferred Alternative and Plan Development.

CAG Meeting 5: Discussion Proposed Improvement Plan for Preferred Alternative to Present at Public Meeting #2.

I-294 at IL Route 19 Interchange Improvement

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Thank you!

Questions?

Illinois Tollway

Illinois Department of Transportation

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

Statement of:

Project Purpose and Need

Draft: October 2024

Illinois Tollway

Illinois Department of Transportation

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TABLES

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 Route 19). The existing I-294 at IL Route 19 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 removal of 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, 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 IL Route 19) and North Avenue (4.5 miles south of IL Route 19), 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 IL Route 19 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 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 IL Route 19 interchange and 13 adjacent signalized intersections that are potentially affected by potential interchange improvements.

Key transportation facilities within the project area include the Tri-State Tollway (I-294), and Irving Park Road (IL Route 19), Mannheim Road (US 12/45), Des Plaines River Road, and Lawrence Avenue which are all under IDOT jurisdiction. 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. West of the CTS, 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 1. Project Location Map

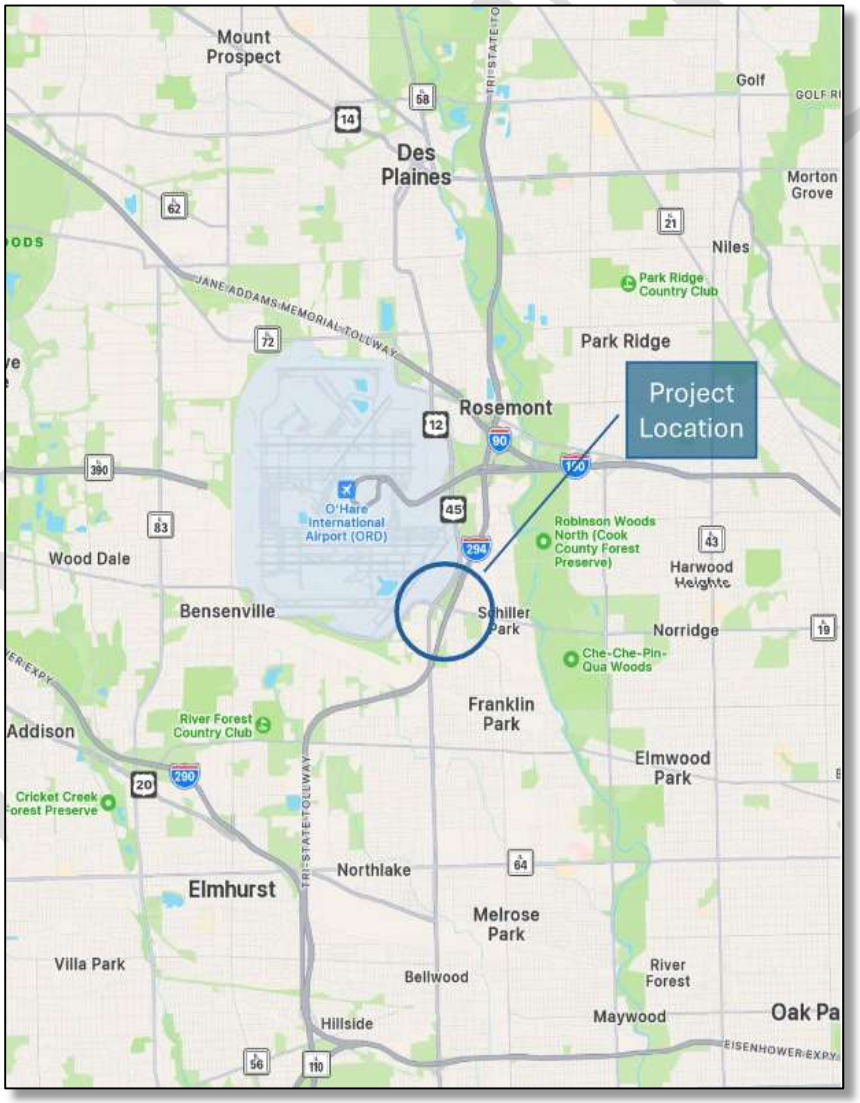


Figure 2. Phase I Study Area

2.0 Purpose of the Project

The purpose of the interchange improvements at I-294 and IL Route 19 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 achieve an acceptable volume-to-capacity ratio, reduce vehicle hours of delay, increase average speeds, 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 IL Route 19 arises from existing deficiencies in connectivity, congestion, and traffic flow. The lack of direct I-294 access to/from the south at or near IL Route 19 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

The project location encompasses a diverse mix of land uses. 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. See **Figure 3** for land use within the study area.

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 IL Route 19 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.

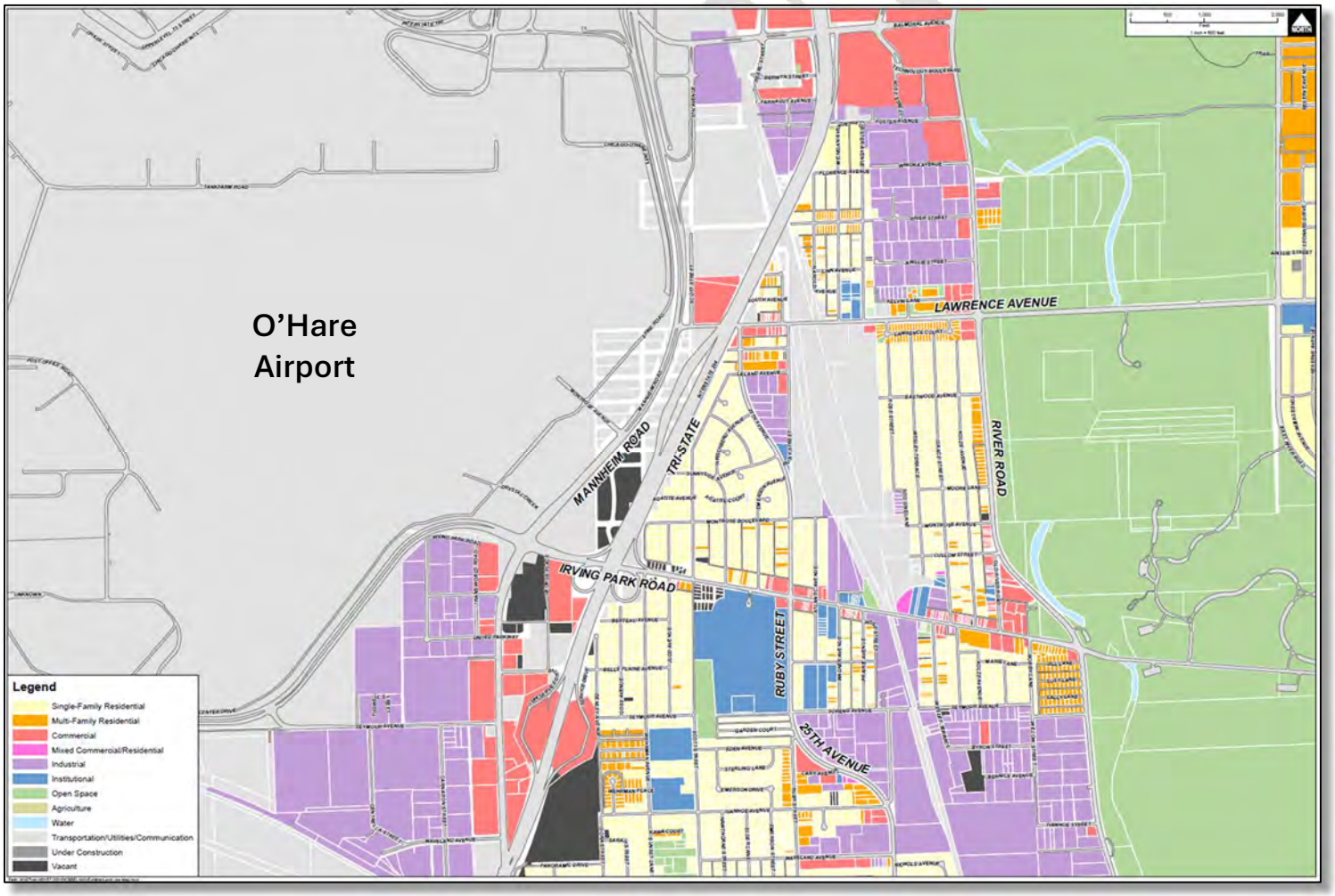
The current interchange configuration at I-294 and IL Route 19 lacks direct access for southbound (SB) I-294 traffic to westbound (WB) IL Route 19 and vice-versa. This forces traffic to rely on alternative routes, creating several problematic conditions:

1. **Southbound I-294 to Westbound IL Route 19 Weave**: Traffic from SB I-294 heading to WB IL Route 19 must navigate a weave section that frequently experiences congestion. Approximately 70-80% of vehicles using this ramp are required to turn left at Mannheim Road, 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 IL Route 19 and Mannheim Road 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.

Figure 3. Study Area Land Use



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 was obtained by actual field traffic counts in 2023 and 2024, and the 2050 traffic projections were prepared in coordination with 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.

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 IL Route 19 from Taft to Seymour, where traffic volumes are expected to increase modestly from 36,100 vpd to 37,500 vpd, a 3.9% growth over the period.

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 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 1. 2050 No-Build Traffic Projections (ADT)

ROADWAY	LOCATION	Current ADT	No-Build 2050 ADT
Mannheim Rd	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 Rd	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*

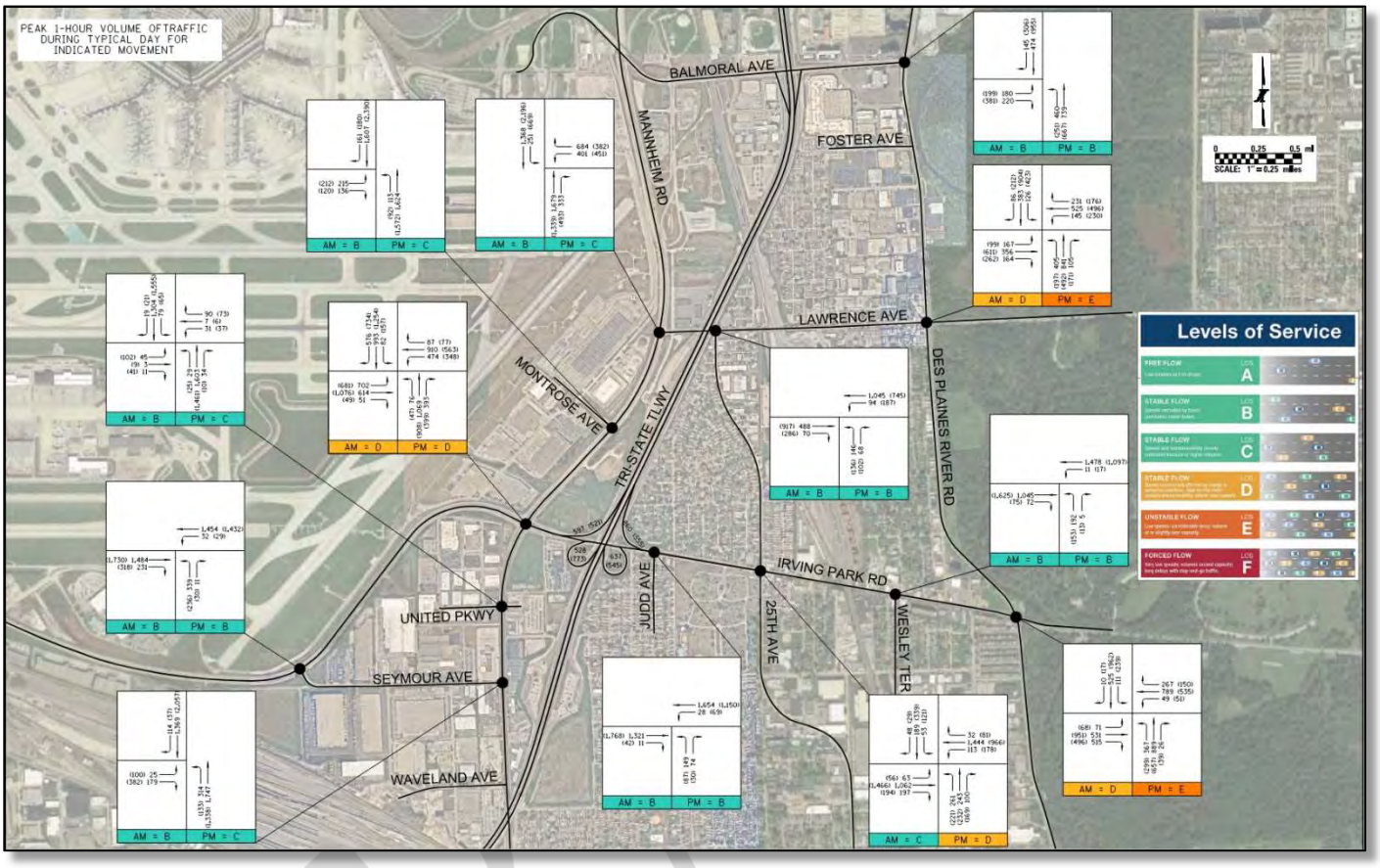
Table 2 shows the existing LOS and the vehicle delay for existing conditions and for the year 2050-No Build at these 13 intersections.

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 Rd & 25th Ave	C	D	29.3	44.5	D	D	35.4	52.2
Irving Park Rd & Des Plaines River Rd	D	E	54.5	59.1	E	E	70.9	68.3
Irving Park Rd & Judd Ave	B	B	14.8	14	B	B	16.2	15.6
Irving Park Rd & Seymour Ave	B	B	19.0	15.4	B	B	19.6	16.0
Irving Park Rd & 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 Rd & Mannheim Rd	D	D	50.9	45.2	D	D	52.6	46.0
Mannheim Rd & Lawrence Ave	B	C	16.8	28.7	B	C	17.4	30.0
Mannheim Rd & Montrose Ave	B	C	15.4	22.7	B	C	15.6	23.2
Mannheim Rd & Seymour Ave	B	C	13.5	21.9	B	C	15.8	24.0
Mannheim Rd & 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 IL Route 19 and Des Plaines River Road, IL Route 19 and 25th Avenue, and Lawrence Avenue and Des Plaines River Road are the most adversely affected by projected traffic growth. At IL Route 19 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 IL Route 19 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 and IL Route 19 and Mannheim Road and 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 existing and 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 IL Route 19, Mannheim Rd, and Lawrence Ave.

For the intersections, IL Route 19 at Mannheim Rd intersection and IL Route 19 at Des Plaines River Road intersection experienced the highest number of crashes, 135 and 104, respectively.

For the midblock segments, IL Route 19 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 IL Route 19, Mannheim Rd, and Lawrence Ave by location and year.

Table 3. Summary of Intersection Crashes

Location	2018	2019	2020	2021	2022	Total
Irving Park Rd at Seymour Ave	3	5	0	2	2	12
Irving Park Rd at Mannheim Rd	20	20	22	23	19	104
Irving Park Rd at Judd St	0	4	3	4	4	15
Irving Park Rd at 25th Ave	13	12	11	13	8	57
Irving Park Rd at Wesley Terrace	0	0	2	0	3	5
Irving Park Rd at Des Plaines River Rd	30	25	25	27	28	135
Mannheim Rd at Seymour Ave	3	7	4	7	7	28
Mannheim Rd at United Pkwy	7	6	4	4	4	25
Mannheim Rd at Montrose Ave	8	6	4	8	2	28
Mannheim Rd 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 Rd: Seymour Ave to Mannheim Rd	8	10	13	7	10	48
Irving Park Rd: Mannheim Rd to Judd St	17	13	10	11	10	61
Irving Park Rd: Judd St to 25th Ave	17	14	9	14	7	61
Irving Park Rd: 25th Ave to Wesley Terrace	27	21	16	26	16	106
Irving Park Rd: Wesley Terrace to Des Plaines River Rd	17	22	16	16	15	86
Mannheim Rd: Waveland Ave to Seymour Ave	7	13	2	8	8	38
Mannheim Rd: Seymour Ave to United Pkwy	9	10	5	9	7	40
Mannheim Rd: United Pkwy to Irving Park Rd	5	3	3	1	2	14
Mannheim Rd: Irving Park Rd to Montrose Ave	11	6	5	7	4	33
Mannheim Rd: Montrose Ave to Lawrence Ave	2	4	0	1	4	11
Lawrence Ave: Mannheim Rd 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 IL Route 19 with Mannheim Road and IL Route 19 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, SSSD, Fixed Object, and Angle. 79% of all crashes were 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

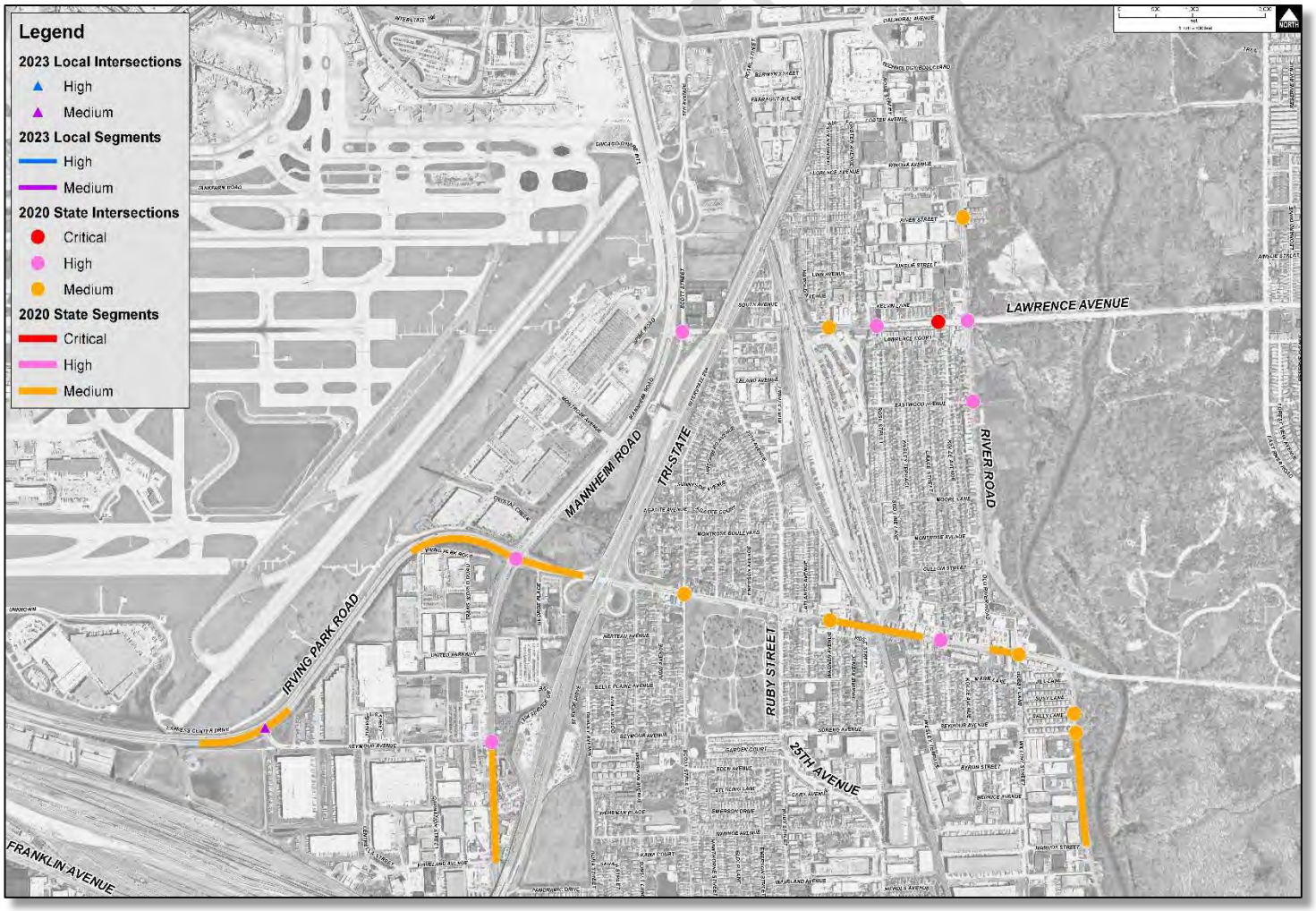


Table 5. Summary of Crashes by Crash Types

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

3.4 Non-Motorized Accommodations and Transit Connections

The lack of pedestrian and bicycle accommodation along the arterial roadways in the study area 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. 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 transit service in the study area, there are several PACE Bus routes in the immediate vicinity of the project study area. These include Route 895 (95th Street-Rosemont-Schaumburg Express), a nonstop express service via I-294 from 95th Street on the south to Balmoral Avenue on the north.

Route 332 (Des Plaines River Road – York Road) travels along IL Route 19 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. 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 (Mannheim Road – LaGrange Roads) operates along Mannheim Road from Historic U.S. 66 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.

Additional routes operating in the Village of Schiller Park include Route 326 (West Irving Road) and Route 303 (Forest Park – Rosemont).

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 IL Route 19. 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 (PSG) 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 IL Route 19 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 IL Route 19 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 IL Route 19 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 IL Route 19 Interchange Improvement Project.

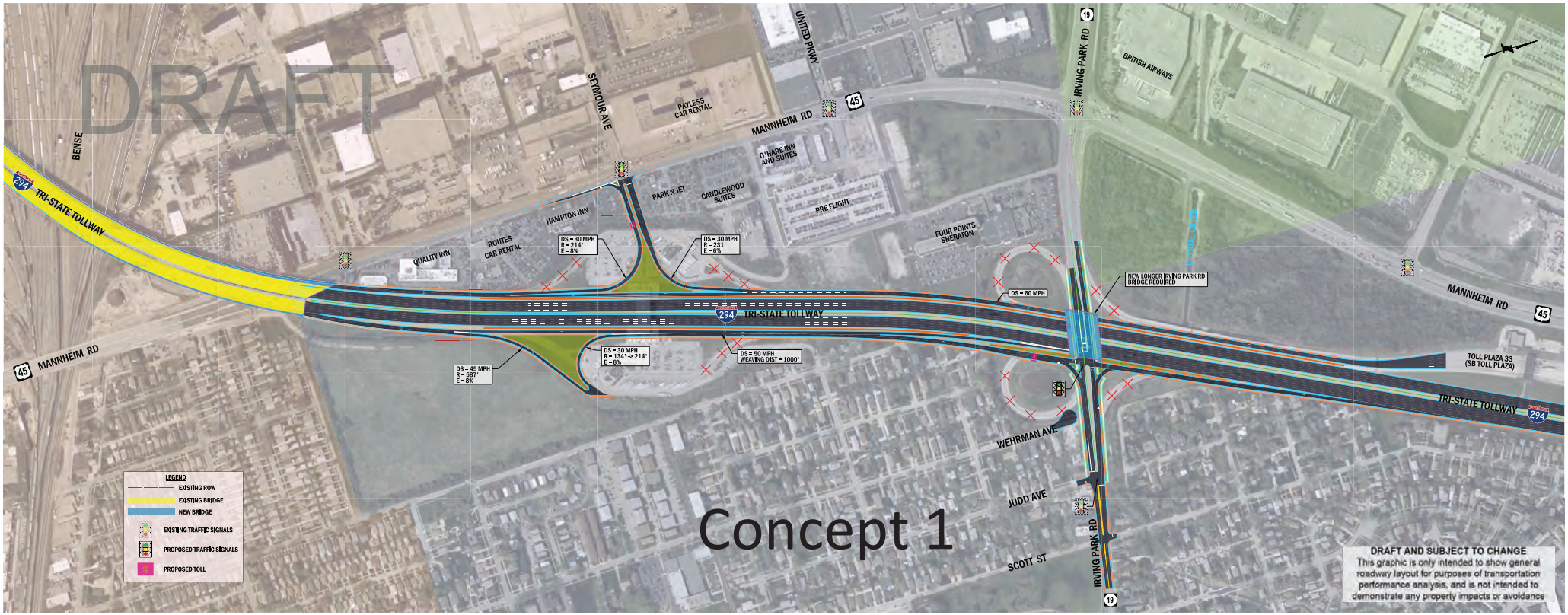
The purpose of the public meeting was to collect input from residents, businesses and community leaders on the transportation issues and needs within the project study area and discuss existing conditions and potential solutions. The meeting provided information which included an overview of the Phase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

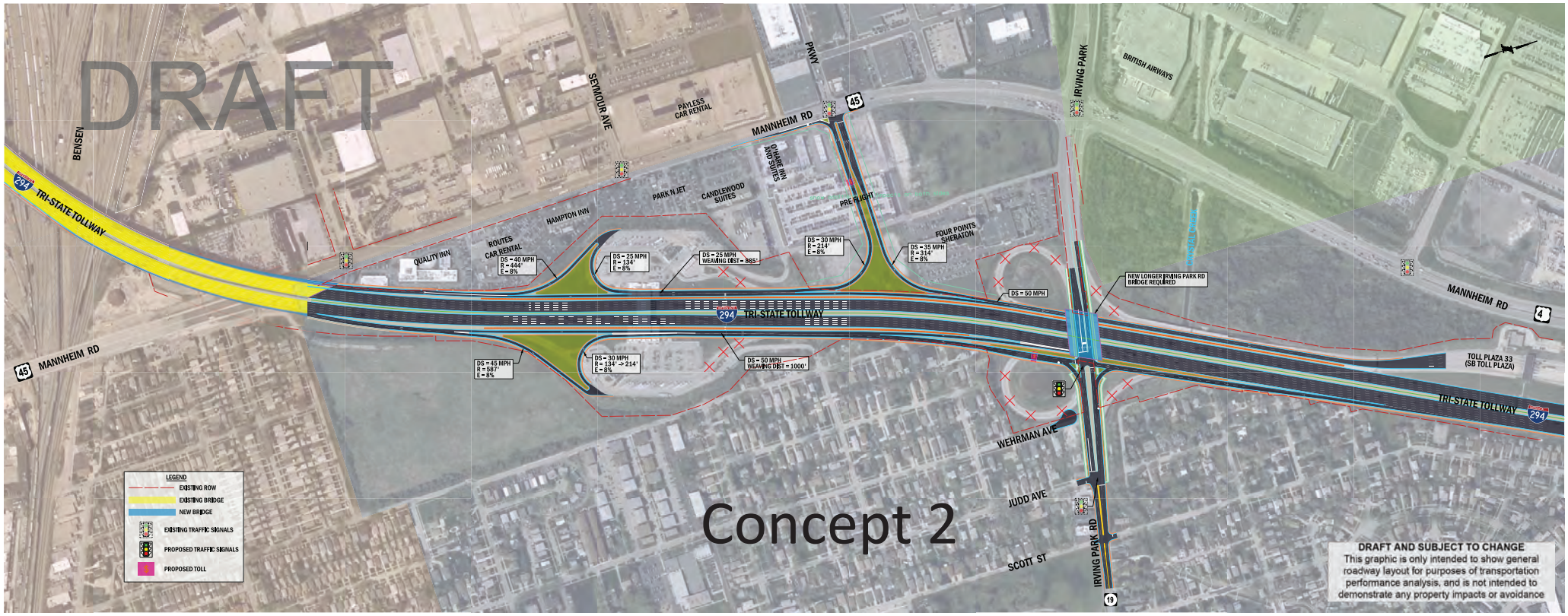
The meeting was conducted in an open house format where sixty (60) attendees had the opportunity to review exhibits, provide input and discuss the project with the Tollway, IDOT and project consultant team representatives.

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 IL Route 19 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 IL Route 19 and Mannheim Rd.

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.


DRAFT
BENSE
TRI-STATE TOLLWAY
294
MANNHEIM RD
45
SEYMOUR AVE
PAYLESS CAR RENTAL
UNITED PKWY
O'HARE INN AND SUITES
PARK N JET
CANDLEWOOD SUITES
PRE FLIGHT
HAMPTON INN
ROUTES CAR RENTAL
QUALITY INN
FOUR POINTS SHERATON
IRVING PARK RD
19
BRITISH AIRWAYS
DS = 30 MPH
R = 214'
E = 8%
DS = 30 MPH
R = 231'
E = 6%
DS = 60 MPH
NEW LONGER IRVING PARK RD BRIDGE REQUIRED
DS = 45 MPH
R = 587'
E = 8%
DS = 30 MPH
R = 134' → 214'
E = 8%
DS = 50 MPH
WEAVING DIST = 1000'
TOLL PLAZA 33
(SB TOLL PLAZA)
WEHRMAN AVE
JUDD AVE
SCOTT ST
LEGEND
EXISTING ROW
EXISTING BRIDGE
NEW BRIDGE
EXISTING TRAFFIC SIGNALS
PROPOSED TRAFFIC SIGNALS
PROPOSED TOLL
Concept 1
DRAFT AND SUBJECT TO CHANGE
This graphic is only intended to show general roadway layout for purposes of transportation performance analysis, and is not intended to demonstrate any property impacts or avoidance


DRAFT
BENSEN
TRI-STATE TOLLWAY
294
MANNHEIM RD
45
SEYMOUR AVE
PAYLESS CAR RENTAL
PKWY
MANNHEIM RD
45
IRVING PARK
BRITISH AIRWAYS
QUALITY INN
ROUTES CAR RENTAL
HAMPTON INN
PARK N JET
CANDLEWOOD SUITES
COMFORT INN AND SUITES
PRE FLIGHT
FOUR POINTS SHERATON
DS = 40 MPH R = 444' E = 8%
DS = 25 MPH R = 134' E = 8%
DS = 25 MPH WEAVING DIST = 885'
DS = 30 MPH R = 214' E = 8%
DS = 35 MPH R = 314' E = 8%
DS = 50 MPH
NEW LONGER IRVING PARK RD BRIDGE REQUIRED
MANNHEIM RD
4
TRI-STATE TOLLWAY
294
TOLL PLAZA 33 (SB TOLL PLAZA)
DS = 45 MPH R = 887' E = 8%
DS = 30 MPH R = 134' > 214' E = 8%
DS = 50 MPH WEAVING DIST = 1000'
WEHRMAN AVE
JUDD AVE
SCOTT ST
IRVING PARK RD
19
LEGEND
EXISTING ROW
EXISTING BRIDGE
NEW BRIDGE
EXISTING TRAFFIC SIGNALS
PROPOSED TRAFFIC SIGNALS
PROPOSED TOLL
Concept 2
DRAFT AND SUBJECT TO CHANGE
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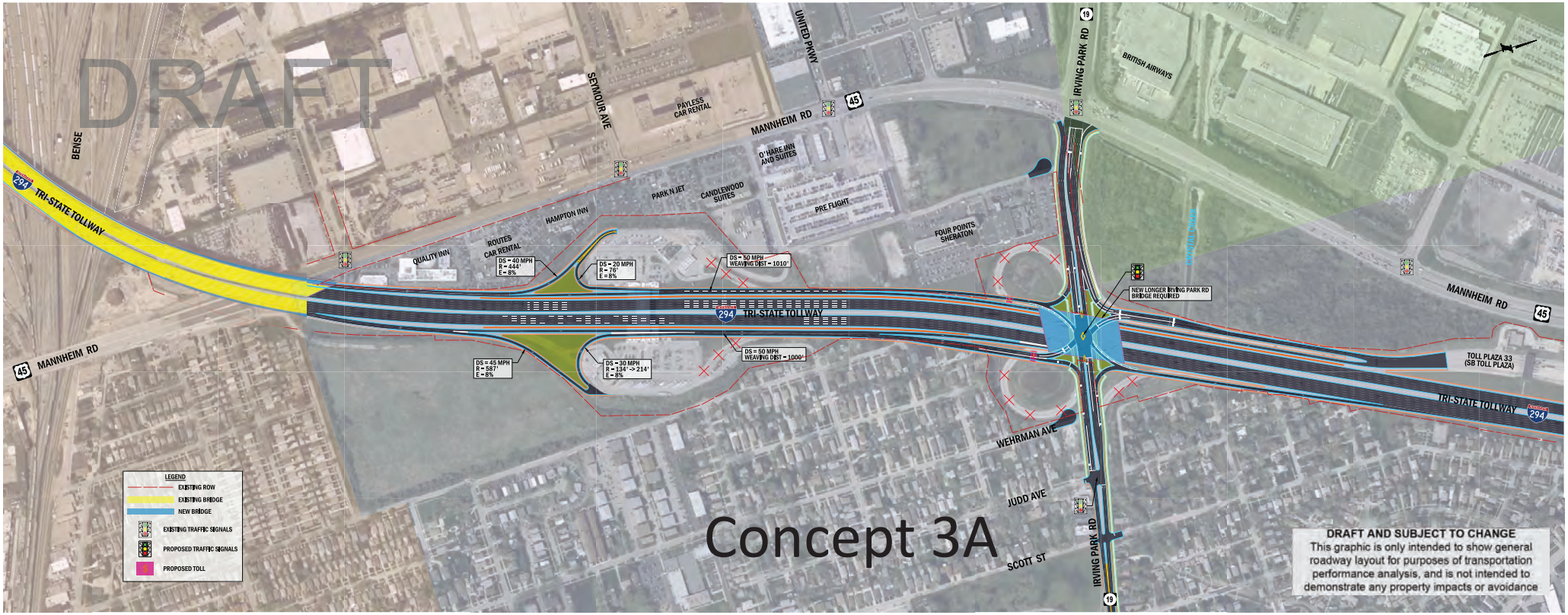
DRAFT
BENSE
TRI-STATE TOLLWAY
294
MANNHEIM RD
45
SEYMOUR AVE
PAYLESS CAR RENTAL
UNITED PKWY
MANNHEIM RD
45
O'HARE INN AND SUITES
PARK N JET
CANDLEWOOD SUITES
PRE FLIGHT
HAMPTON INN
ROUTES CAR RENTAL
QUALITY INN
FOUR POINTS SHERATON
DS = 40 MPH
R = 444'
E = 8%
DS = 20 MPH
R = 76'
E = 8%
DS = 50 MPH
WEAVING DIST = 1010'
294 TRI-STATE TOLLWAY
DS = 45 MPH
R = 587'
E = 8%
DS = 30 MPH
R = 134' -> 214'
E = 8%
DS = 50 MPH
WEAVING DIST = 1000'
19
IRVING PARK RD
BRITISH AIRWAYS
NEW LONGER IRVING PARK RD BRIDGE REQUIRED
MANNHEIM RD
45
TOLL PLAZA 33
(SB TOLL PLAZA)
TRI-STATE TOLLWAY
294
WEHRMAN AVE
JUDD AVE
SCOTT ST
IRVING PARK RD
19
LEGEND
EXISTING ROW
EXISTING BRIDGE
NEW BRIDGE
EXISTING TRAFFIC SIGNALS
PROPOSED TRAFFIC SIGNALS
PROPOSED TOLL
Concept 3A
DRAFT AND SUBJECT TO CHANGE
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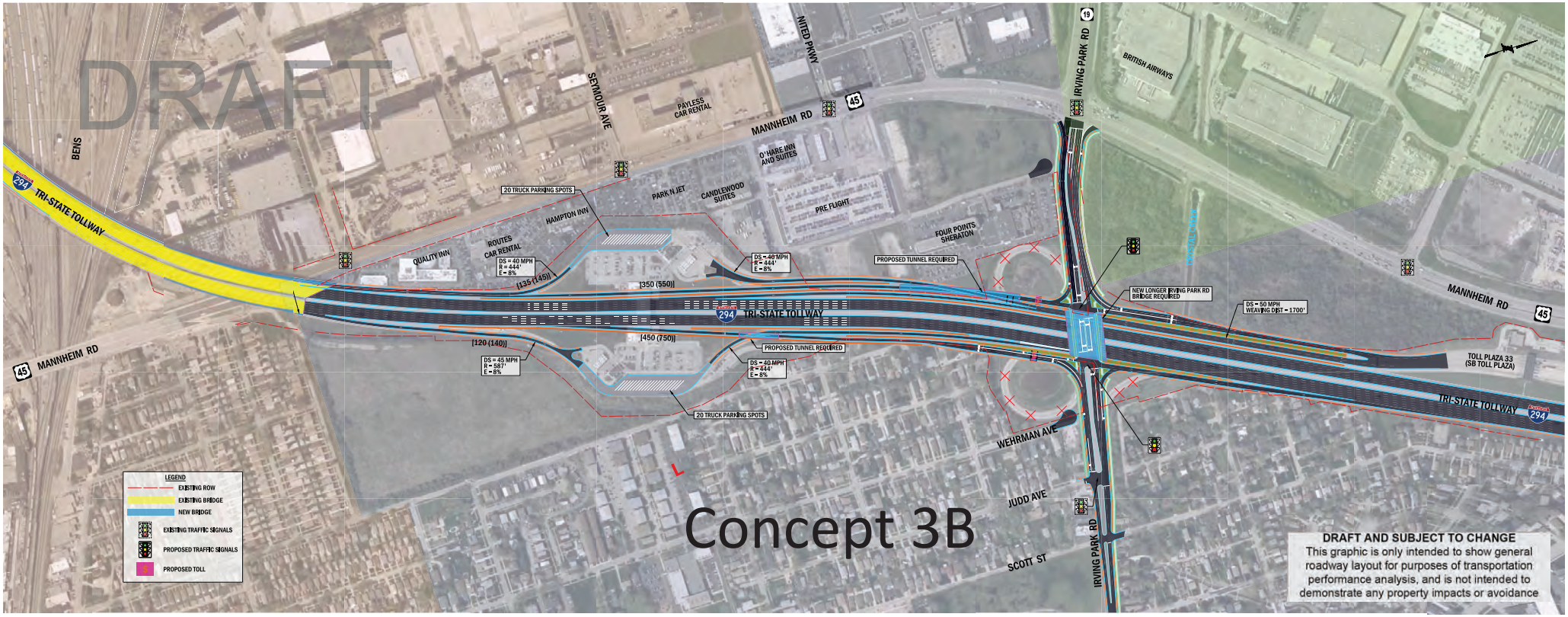
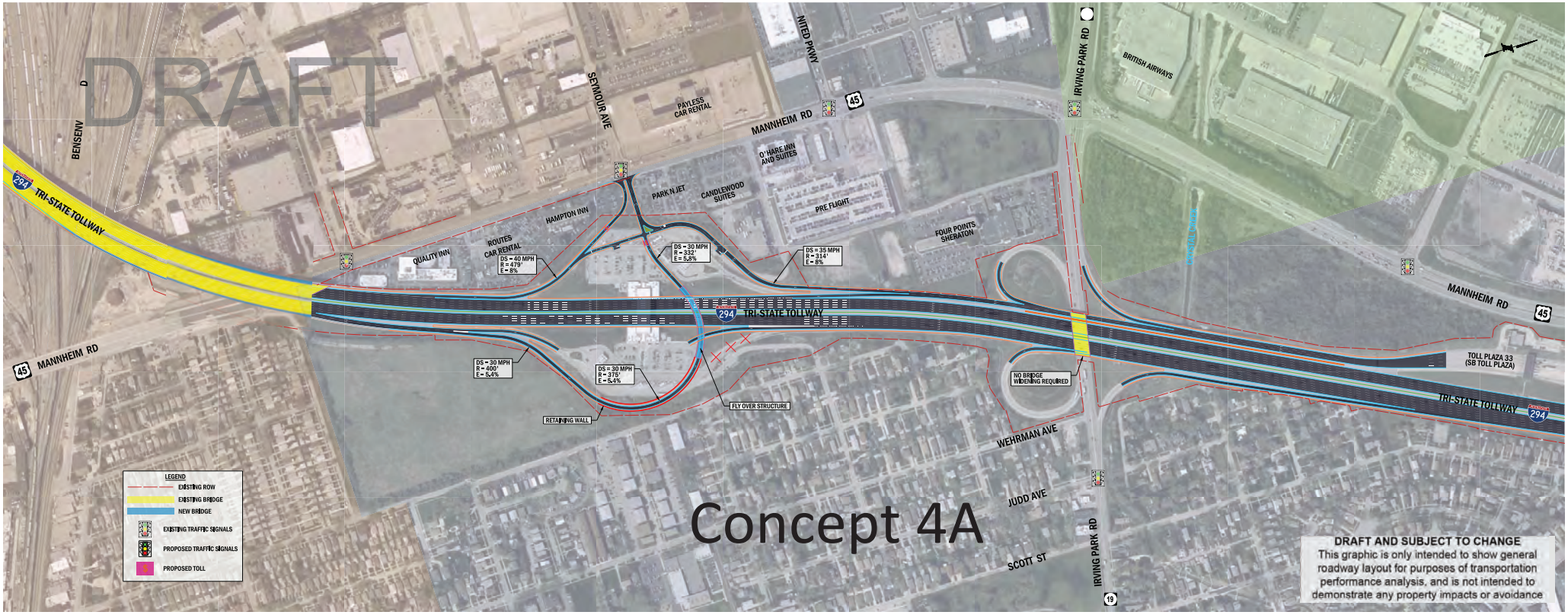
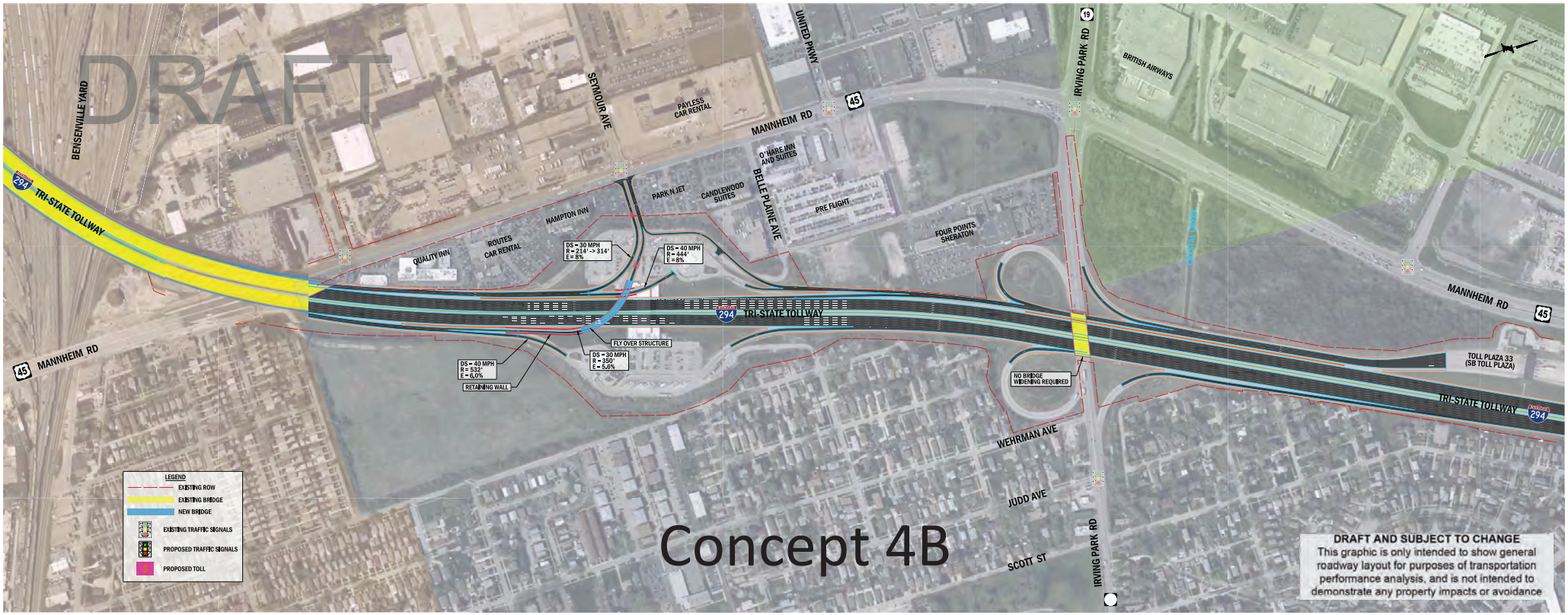
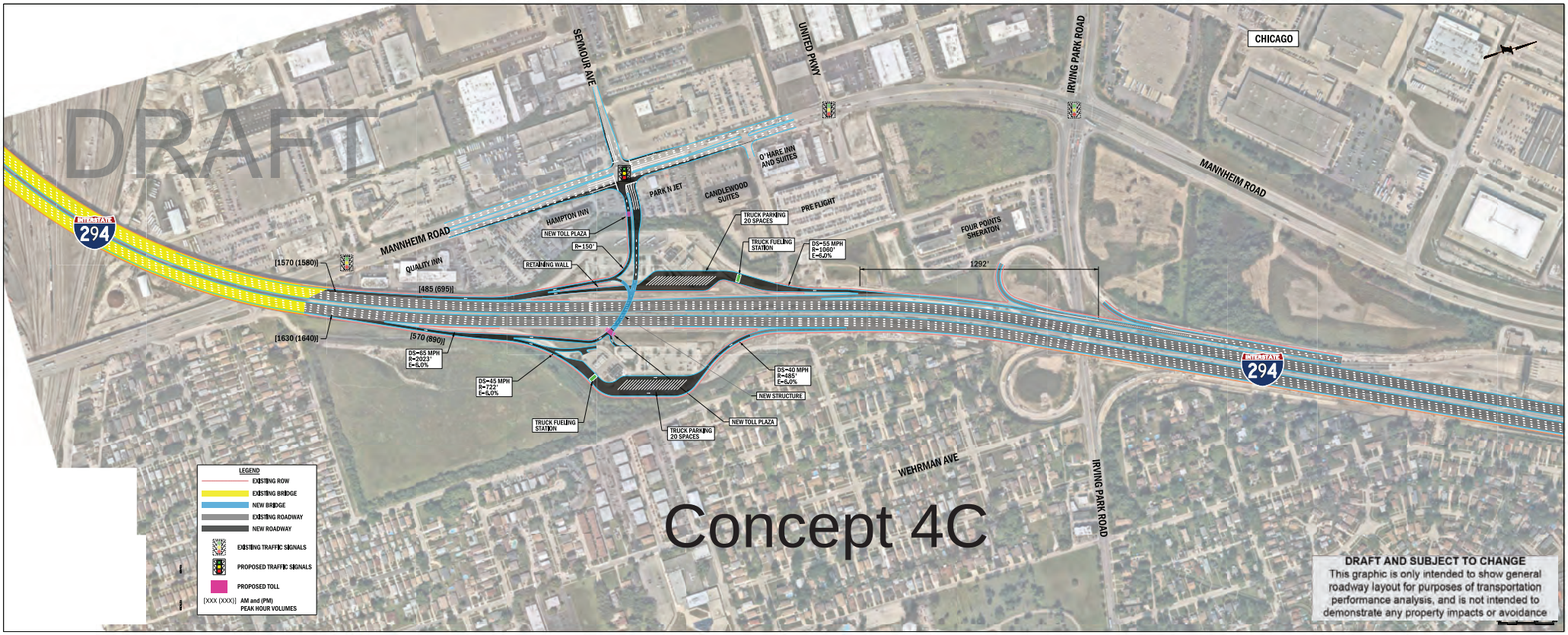

DRAFT
Concept 3B
TRI-STATE TOLLWAY
MANNHEIM RD
SEYMOUR AVE
NITED PKWY
IRVING PARK RD
BRITISH AIRWAYS
PAYLESS CAR RENTAL
O'HARE INN AND SUITES
PARK N JET
CANDLEWOOD SUITES
PRE FLIGHT
HAMPTON INN
20 TRUCK PARKING SPOTS
ROUTES CAR RENTAL
QUALITY INN
FOUR POINTS SHERATON
PROPOSED TUNNEL REQUIRED
NEW LONGER IRVING PARK RD BRIDGE REQUIRED
DS = 60 MPH
WEAVING DIST = 1700'
DS = 40 MPH
R = 444'
E = 8%
DS = 45 MPH
R = 587'
E = 8%
[135 (145)]
[350 (550)]
[450 (750)]
[120 (140)]
TOLL PLAZA 33
(SB TOLL PLAZA)
WEHRMAN AVE
JUDD AVE
SCOTT ST
LEGEND
EXISTING ROW
EXISTING BRIDGE
NEW BRIDGE
EXISTING TRAFFIC SIGNALS
PROPOSED TRAFFIC SIGNALS
PROPOSED TOLL
DRAFT AND SUBJECT TO CHANGE
This graphic is only intended to show general roadway layout for purposes of transportation performance analysis, and is not intended to demonstrate any property impacts or avoidance


DRAFT
Concept 4A
TRI-STATE TOLLWAY
294
MANNHEIM RD
45
SEYMOUR AVE
NITED PKWY
IRVING PARK RD
BRITISH AIRWAYS
PAYLESS CAR RENTAL
O' HARE INN AND SUITES
PARK N JET
CANDLEWOOD SUITES
PRE FLIGHT
HAMPTON INN
QUALITY INN
ROUTES CAR RENTAL
FOUR POINTS SHERATON
DS = 40 MPH R = 479' E = 8%
DS = 30 MPH R = 332' E = 5.8%
DS = 35 MPH R = 314' E = 8%
DS = 30 MPH R = 400' E = 5.4%
DS = 30 MPH R = 375' E = 5.4%
RETAINING WALL
FLY OVER STRUCTURE
NO BRIDGE WIDENING REQUIRED
TOLL PLAZA 33 (SB TOLL PLAZA)
WEHRMAN AVE
JUDD AVE
SCOTT ST
19
LEGEND
EXISTING ROW
EXISTING BRIDGE
NEW BRIDGE
EXISTING TRAFFIC SIGNALS
PROPOSED TRAFFIC SIGNALS
PROPOSED TOLL
DRAFT AND SUBJECT TO CHANGE
This graphic is only intended to show general roadway layout for purposes of transportation performance analysis, and is not intended to demonstrate any property impacts or avoidance


DRAFT
BENSENVILLE YARD
TRI-STATE TOLLWAY
294
MANNHEIM RD
45
SEYMOUR AVE
PAYLESS CAR RENTAL
UNITED PKWY
MANNHEIM RD
45
O' HARE INN AND SUITES
BELLE PLAINE AVE
PARK N JET
CANDLEWOOD SUITES
PRE FLIGHT
HAMPTON INN
ROUTES CAR RENTAL
QUALITY INN
FOUR POINTS SHERATON
DS = 30 MPH
R = 214' -> 314'
E = 8%
DS = 40 MPH
R = 444'
E = 8%
FLY OVER STRUCTURE
DS = 40 MPH
R = 532'
E = 6.0%
RETAINING WALL
DS = 30 MPH
R = 350'
E = 5.6%
NO BRIDGE WIDENING REQUIRED
IRVING PARK RD
19
BRITISH AIRWAYS
MANNHEIM RD
45
TOLL PLAZA 33
(SB TOLL PLAZA)
TRI-STATE TOLLWAY
294
WEHRMAN AVE
JUDD AVE
SCOTT ST
IRVING PARK RD
LEGEND
EXISTING ROW
EXISTING BRIDGE
NEW BRIDGE
EXISTING TRAFFIC SIGNALS
PROPOSED TRAFFIC SIGNALS
PROPOSED TOLL
Concept 4B
DRAFT AND SUBJECT TO CHANGE
This graphic is only intended to show general roadway layout for purposes of transportation performance analysis, and is not intended to demonstrate any property impacts or avoidance


DRAFT
SEYMOUR AVE
UNITED PKWY
IRVING PARK ROAD
CHICAGO
MANNHEIM ROAD
O'HARE INN AND SUITES
PARK N JET
CANDLEWOOD SUITES
PRE FLIGHT
FOUR POINTS SHERATON
HAMPTON INN
NEW TOLL PLAZA
R=150'
TRUCK PARKING 20 SPACES
TRUCK FUELING STATION
DS=55 MPH R=1060' E=6.0%
RETAINING WALL
QUALITY INN
[1570 (1580)]
[485 (695)]
[1630 (1640)]
[570 (890)]
1292'
DS=65 MPH R=2023' E=6.0%
DS=45 MPH R=722' E=6.0%
DS=40 MPH R=485' E=6.0%
NEW STRUCTURE
NEW TOLL PLAZA
TRUCK FUELING STATION
TRUCK PARKING 20 SPACES
WEHRMAN AVE
INTERSTATE 294
LEGEND
EXISTING ROW
EXISTING BRIDGE
NEW BRIDGE
EXISTING ROADWAY
NEW ROADWAY
EXISTING TRAFFIC SIGNALS
PROPOSED TRAFFIC SIGNALS
PROPOSED TOLL
[XXX (XXX)] AM and (PM) PEAK HOUR VOLUMES
Concept 4C
DRAFT AND SUBJECT TO CHANGE
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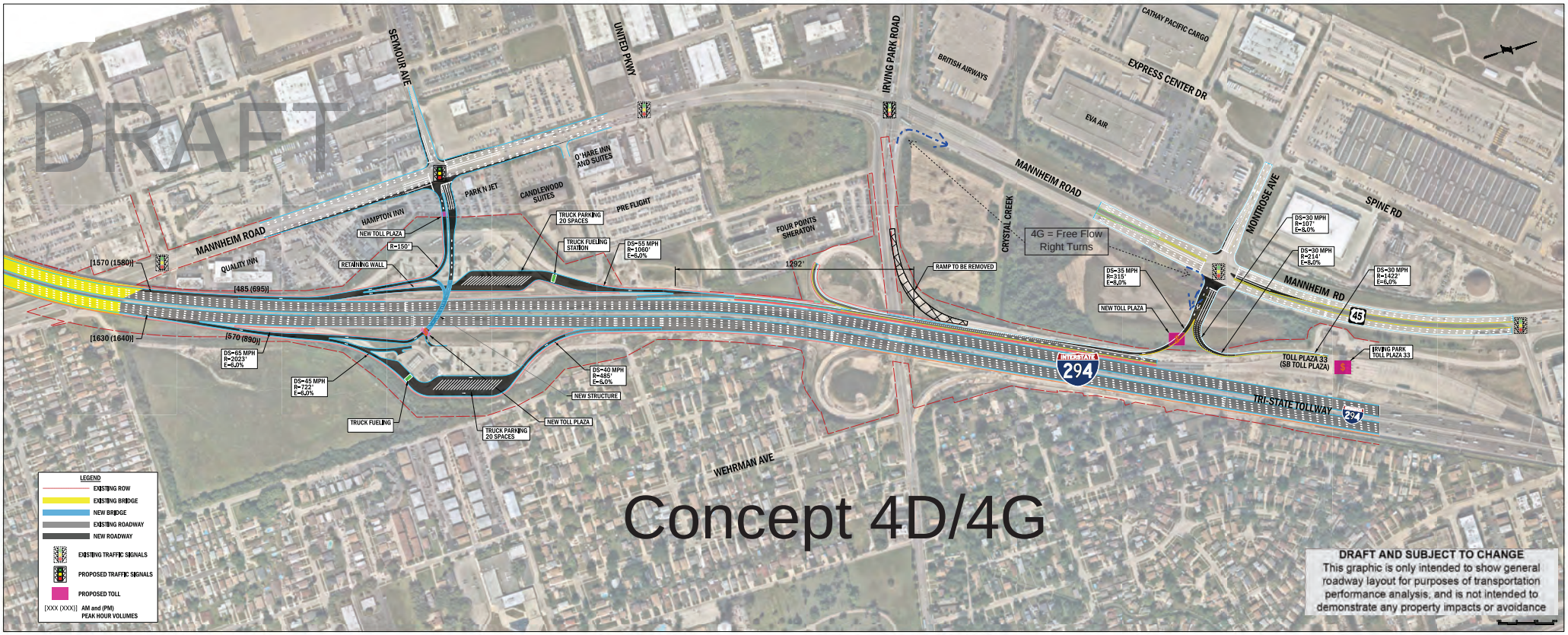
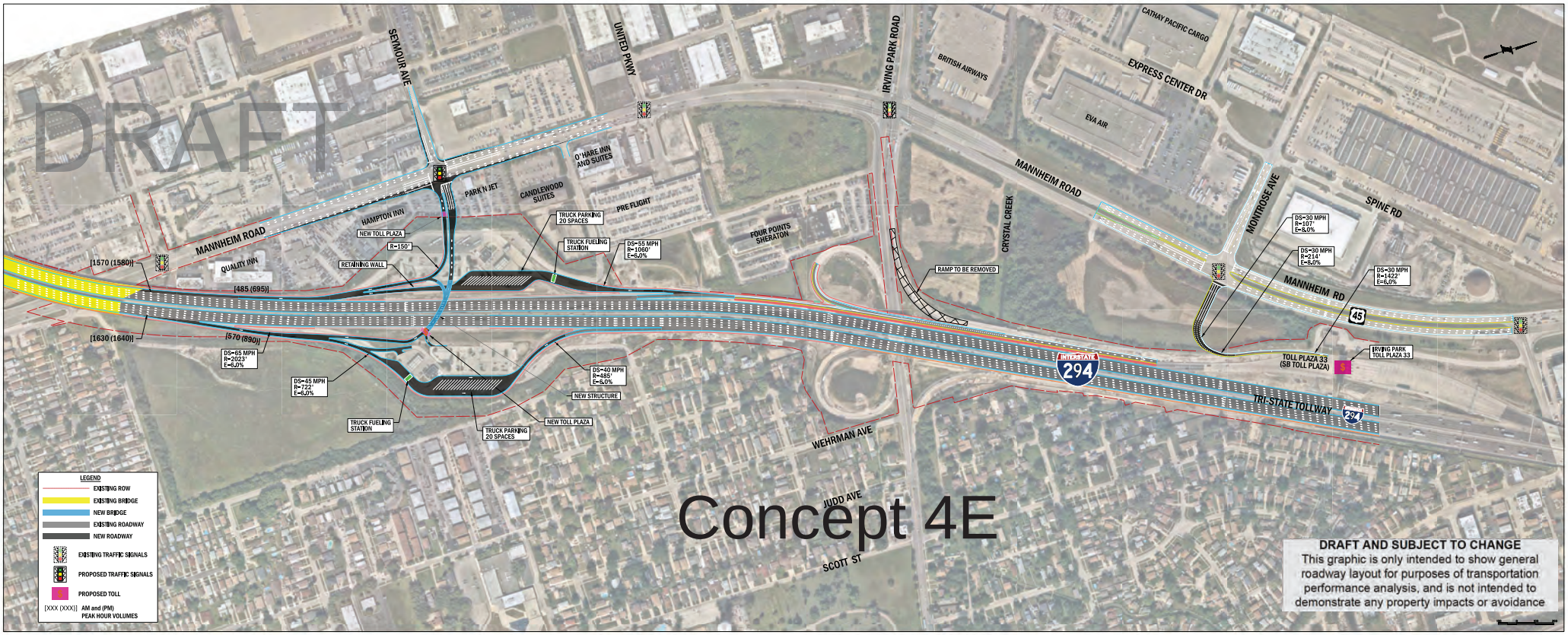


Concept 4D/4G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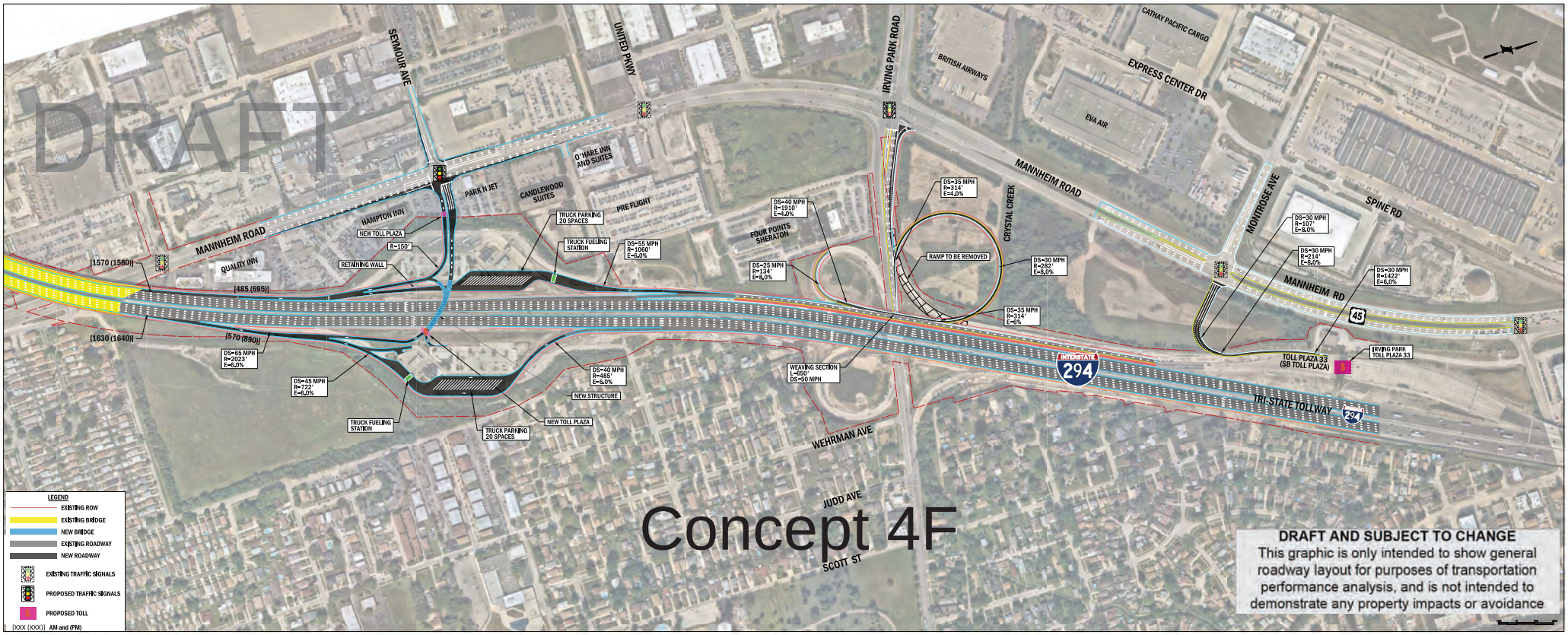
SEYMOUR AVE
UNITED PKWY
IRVING PARK ROAD
CATHAY PACIFIC CARGO
BRITISH AIRWAYS
EXPRESS CENTER DR
EVA AIR
MANNHEIM ROAD
O'HARE INN AND SUITES
PARK N JET
CANDLEWOOD SUITES
PRE FLIGHT
HAMPTON INN
NEW TOLL PLAZA
R=150'
TRUCK PARKING 20 SPACES
TRUCK FUELING STATION
DS=55 MPH R=1060' E=5.0%
FOUR POINTS SHERATON
CRYSTAL CREEK
RAMP TO BE REMOVED
MONTROSE AVE
SPINE RD
DS=30 MPH R=107' E=8.0%
DS=30 MPH R=214' E=8.0%
DS=30 MPH R=1422' E=6.0%
MANNHEIM RD
45
QUALITY INN
RETAINING WALL
[1570 (1580)]
[485 (695)]
[1630 (1640)]
[570 (890)]
DS=65 MPH R=2023' E=6.0%
DS=45 MPH R=722' E=6.0%
DS=40 MPH R=485' E=6.0%
NEW STRUCTURE
NEW TOLL PLAZA
TRUCK FUELING STATION
TRUCK PARKING 20 SPACES
INTERSTATE
294
TOLL PLAZA 33 (SB TOLL PLAZA)
IRVING PARK TOLL PLAZA 33
TRI-STATE TOLLWAY
WEHRMAN AVE
JUDD AVE
SCOTT ST
LEGEND
EXISTING ROW
EXISTING BRIDGE
NEW BRIDGE
EXISTING ROADWAY
NEW ROADWAY
EXISTING TRAFFIC SIGNALS
PROPOSED TRAFFIC SIGNALS
PROPOSED TOLL
[XXX (XXX)] AM and (PM) PEAK HOUR VOLUMES
Concept 4E
DRAFT AND SUBJECT TO CHANGE
This graphic is only intended to show general roadway layout for purposes of transportation performance analysis, and is not intended to demonstrate any property impacts or avoidance


DRAFT
SEYMOUR AVE
UNITED PKWY
IRVING PARK ROAD
CATHAY PACIFIC CARGO
BRITISH AIRWAYS
EXPRESS CENTER DR
EVA AIR
MANNHEIM ROAD
MONTROSE AVE
SPINE RD
MANNHEIM RD
O'HARE INN AND SUITES
PARK N JET
CANDLEWOOD SUITES
PRE FLIGHT
HAMPTON INN
NEW TOLL PLAZA
R=150'
TRUCK PARKING 20 SPACES
TRUCK FUELING STATION
DS=55 MPH R=1060' E=5.0%
RETAINING WALL
QUALITY INN
FOUR POINTS SHERATON
DS=40 MPH R=1910' E=4.0%
DS=25 MPH R=134' E=8.0%
CRYSTAL CREEK
RAMP TO BE REMOVED
DS=35 MPH R=314' E=5.0%
DS=30 MPH R=282' E=8.0%
DS=35 MPH R=314' E=8%
DS=30 MPH R=107' E=8.0%
DS=30 MPH R=214' E=8.0%
DS=30 MPH R=1422' E=6.0%
45
[1570 (1580)]
[485 (695)]
[1630 (1640)]
[570 (890)]
DS=65 MPH R=2023' E=6.0%
DS=45 MPH R=722' E=6.0%
DS=40 MPH R=485' E=6.0%
NEW STRUCTURE
NEW TOLL PLAZA
TRUCK FUELING STATION
TRUCK PARKING 20 SPACES
WEAVING SECTION L=950' DS=50 MPH
INTERSTATE
294
TOLL PLAZA 33 (SB TOLL PLAZA)
IRVING PARK TOLL PLAZA 33
TRI-STATE TOLLWAY
WEHRMAN AVE
JUDD AVE
SCOTT ST
LEGEND
EXISTING ROW
EXISTING BRIDGE
NEW BRIDGE
EXISTING ROADWAY
NEW ROADWAY
EXISTING TRAFFIC SIGNALS
PROPOSED TRAFFIC SIGNALS
PROPOSED TOLL
[XXX (XXX)] AM and (PM)
Concept 4F
DRAFT AND SUBJECT TO CHANGE
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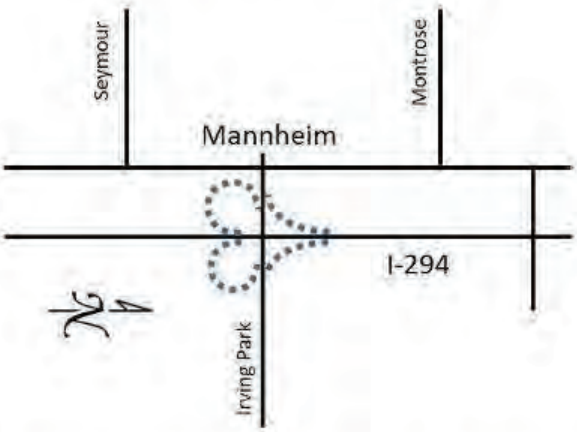
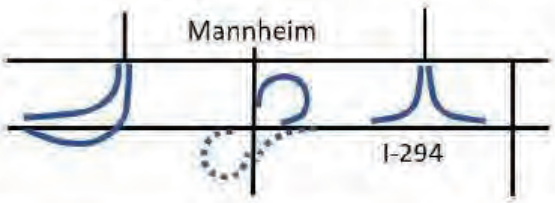
Additional Concepts Analyzed

Existing Conditions



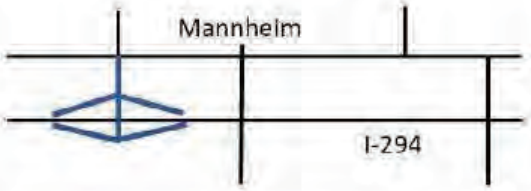
Eliminate Movements at IL Route 19

Concept 4H

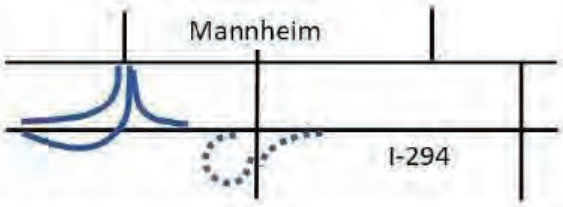


Concept 4I

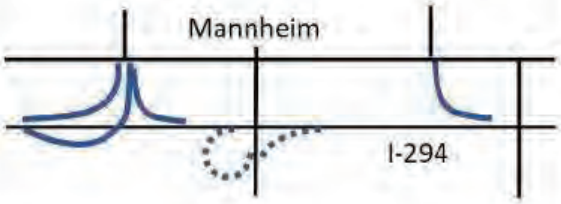
Concept 5A



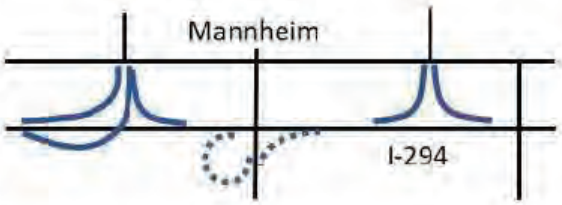
Concept 5B



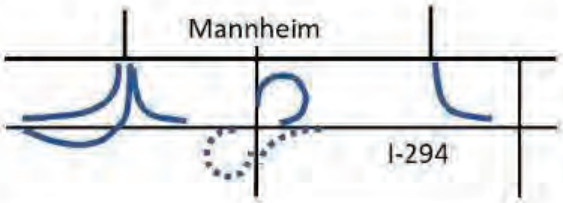
Concept 5C



Concept 5D

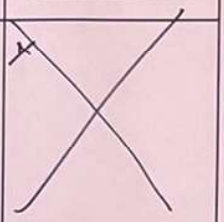
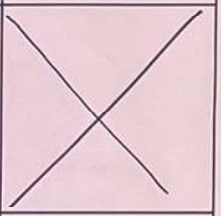
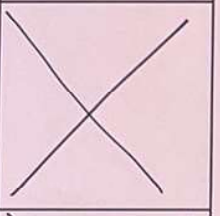
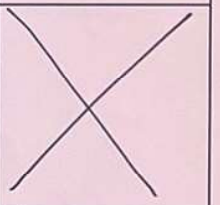


Concept 5E



ATTACHMENT D

Range of Alternatives

Concept/Alternative	Comments	Relative Rank
Concept 1	• issue with bridge • issue with direction through multiple traffic lights	
Concept 2	• issue with bridge • issue with traffic light on United Parkway	
Concept 3A	• ~~[illegible]~~ • residential impacts • environmental impacts	
Concept 3B	• too many signals	
Concept 4A		5/10
Concept 4B	• ~~[illegible]~~ • missing Montrose (so add)	✓
Concept 4C	• do not want truck parking	
Concept/Alternative	**Comments**	**Relative Rank**

Concept 4D/4G	• issue with track parking => 4C more preferable • everything else very good	✓
Concept 4E		
Concept 4F		
Concept 4H		
Concept 4I		
Concept 5A		
Concept 5B		

Project Issues and Opportunities

Issue/Opportunity	Comments	Relative Rank
• balance traffic on Irving & Lawrence • peds on Irving at the existing intersection		

Range of Alternatives

Concept/Alternative	Comments	Relative Rank
Concept 1	– PROPERTY IMPACTS WITH IMPROVEMENTS TO IL 9 WITH THIS AND OTHER ALTS	
Concept 2	– FAVORABLE FOR DEVELOPMENT CONSIDERED WEST OF MANNHEIM.	
Concept 3A		
Concept 3B		
Concept 4A	LOW PRIORITY W/ SB TO WB	
Concept 4B		
Concept 4C		
Concept/Alternative	Comments	Relative Rank

Concept/Alternative	Comments	Relative Rank
Concept 5C		
Concept 5D		
Concept 5E		
Other	- TRAFFIC IMPACTS TO IRVING PK 120. - FOCUS ON ALTS THAT MINIMIZE IRV PARK IMPACT (TRAFFIC)	
Other	- PED ACCESS + CROSSINGS - FURTHER SOUTH CONNECTION INHERENT BENEFITS BASED ON DEMAND	
Other	- POSSIBLE TO/FROM SOUTH ALL AT MONTROSE - POSSIBLE FREE FLOWS	

- ALTS THAT KEEP SB TO WB LOW PRIORITY / SCRUTINIZE (PERF + SAFETY)