MEETING SUMMARY

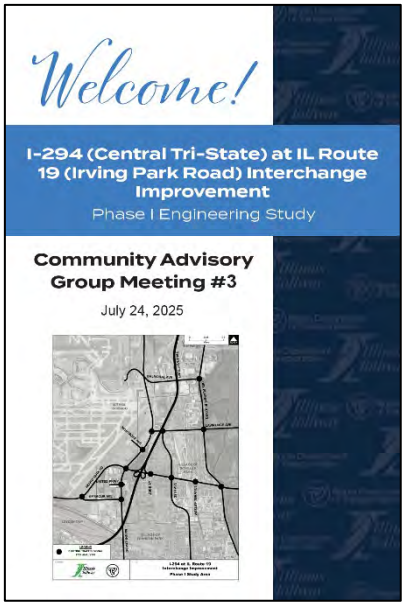
PROJECT: **I-294 (Tri-State Tollway) at IL Route 19 (Irving Park Road) Interchange Improvement – Phase I Engineering Study**

MEETING PURPOSE: **Community Advisory Group Meeting #3**

MEETING DATE/TIME: **July 24, 2025 / 3:00-5:00 PM**

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

The 3rd meeting of the Community Advisory Group (CAG) for the I-294 near IL Route 19 Phase I Engineering Study was held on Thursday, July 24, 2025, 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.



Meeting Objective

The objective of CAG Meeting #3 was to:

- Provide a recap of CAG Meeting #2 in October 2024
- Provide a summary of the Build Alternatives 2050 Traffic Projections
- Provide an overview of the Level 1 Analysis Approach
- Review the comparative Level 1 Analysis Results and Preliminary Findings for the Build Alternatives considered
- Conduct a workshop with CAG breakout groups to further discuss the Level 1 Analysis results, and to get CAG input on the screening of Alternatives to be Carried Forward (ATBCF) for Level 2 Analysis
- Provide an overview of the upcoming Level 2 Analysis process
- Discuss next steps and an overall project schedule look ahead

Meeting Participants

The following members of the CAG and the Project Study Group (PSG) attended Meeting #3. The meeting sign-in sheet is included in Attachment A:

<u>Community Advisory Group Representatives:</u>

- Chad Meyers – Mayor, Village of Schiller Park
- Russell Klug – Trustee, Village of Schiller Park
- Brett Kryska – Village Manager, Village of Schiller Park
- Nick Weber – Deputy Utilities Commissioner, Village of Franklin Park
- Rudy Repa – Senior Planner, Village of Franklin Park
- Brian Roberts – Traffic Manager, Cook County Department of Transportation and Highways
- John Carlisle – Supervisor – Rapid Transit Program, Pace Suburban Bus
- Rocco Biscaglio – Supervisor, Leyden Township
- Hillary Gerber – Development Director, Prologis, Inc.

Project Study Group:

- Jackie Forbes – Illinois Tollway
- Jill Ziegler – Illinois Tollway
- Reed Panther – 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
- Emily Neeson – Christopher B. Burke Engineering
- Jarrod Cebulski – RINA
- Mike Dumas - RINA

Meeting Materials

At CAG Meeting #3, a series of exhibits were displayed along each side of the meeting room that included the project location, environmental resources within the study area, intersection performance and crash data, the overall project development process and current Phase I Engineering schedule, and an overview of the previous Feasibility Study results, which are included in Attachment B for reference.

Each CAG member was provided with a folder of meeting materials that included the following information, which is included in Attachment C:

- Meeting Agenda
- PowerPoint Presentation
- Project Statement of Purpose and Need
- Level 1 Analysis Results Tables and Graphs

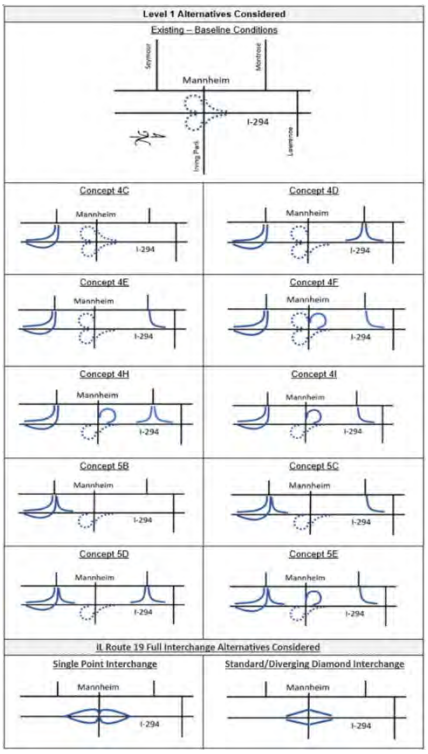
The CAG members were also provided a copy of the meeting agenda and the Level 1 Analysis results tables and graphs for review, a day in advance of the meeting.

PowerPoint Presentation

The meeting began with a welcome and then self-introductions by the CAG members and PSG members in attendance, followed by a PowerPoint presentation that guided the meeting. A summary of the main discussion points from the PowerPoint presentation is provided below and a copy of the PowerPoint presentation is included in Attachment C.

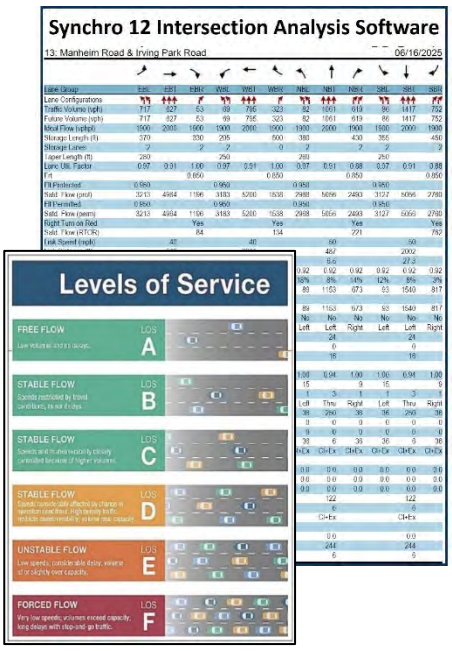
Mike Matkovic reviewed the content of the project folders provided to each CAG and PSG member at the meeting with materials that will be referenced during the presentation, and then he provided an overview of the meeting agenda and the primary purpose of CAG Meeting #3. The primary purpose of CAG Meeting #3 was to review the Level 1 Analysis approach and process that has been ongoing

since CAG Meeting #2, to present the Level 1 Analysis results and preliminary findings, and then to get input from the CAG on Build Alternatives that should not be considered further (i.e., dismissed) and Build Alternatives that should be considered further as part of the Level 2 Analysis.



For reference, a recap of CAG Meeting #2 was provided. CAG Meeting #2 included a group discussion on finalizing the project statement of Purpose and Need, a review of the overall Level 1 and Level 2 alternatives development and evaluation process, and a workshop with two CAG breakout groups to discuss the range of Build Alternatives to be considered as part of the Level 1 Analysis, and issues and opportunities for consideration as part of the Level 2 Analysis. Mike reminded the CAG members that the CAG Meeting #2 summary was previously distributed to the CAG member and it is also available on the project webpage at www.illinoistollway.com/tri-state-tollway-irving-park-road.

Mike noted that the focus of the Level 1 Analysis was the comparative evaluation of the transportation performance for the range of Build Alternatives identified at CAG Meeting #2, and determination of any (if any) fatal flaws that would preclude a Build Alternative from being considered as a feasible and practical alternative. For Build Alternatives carried forward to Level 2 Analysis, the focus will be on concept design development, including consideration of the identified issues and opportunities discussed at CAG Meeting #2, continuing evaluation of transportation performance, and additional comparative evaluation related to impacts (social, economic, environmental) and estimated construction cost. The full range of Build Alternatives identified at CAG Meeting #2 and considered as part of the Level 1 Analysis was discussed, which is shown in the PowerPoint presentation in **Attachment C**.



An overview of the completed year 2050 traffic projections prepared for each of the Build Alternatives considered in the Level 1 Analysis was provided. This was an iterative process that included utilizing a Travel Demand Model (TDM) prepared by the Tollway for the Study Area, to evaluate projected year 2050 traffic volumes for the various Build Alternatives through a "select link" analysis of travel patterns (i.e., origins and destinations, or O/D) associated with individual I-294 exit and entrance ramps. This information was then reviewed, refined as warranted based on background Study Area travel patterns, and translated into 2050 traffic projections for the AM and PM peak hours of travel, for each of the thirteen (13) signalized intersections in the Study Area, including all turning movements, for each Build Alternative. The key takeaway from development of the year 2050 traffic projections for the Build Alternatives is that the predominant travel O/D associated with new I-294 access to/from the south, are along the Mannheim Road corridor, with some variation depending on the Build Alternative.

The Level 1 transportation performance analysis included an evaluation of intersection Level of Service (LOS) for the AM and PM peak hour of travel, at all thirteen (13) signalized intersections, for existing conditions, the 2050 No-Build condition, and for each 2050 Build Alternative considered, utilizing the Synchro traffic analysis program. Intersection LOS is a measure of the average vehicle delay experienced at each signalized intersection with summary grades of A (best) through F (worst). Mike explained that LOS A-C is

considered good, LOS D can be acceptable but individual movements need to be evaluated, LOS E means unstable traffic flow with directional capacity improvements likely being warranted, and LOS F means the intersection is under capacity experiencing forced flow.

As a first step in the Level 1 Analysis, intersection performance for existing conditions and the 2050 No-Build condition were compared for each intersection. Mike reminded the CAG members that the "2050 No-Build" condition assumes year 2050 traffic projections are applied at each intersection with no additional improvements being made, which helps identify which intersections may warrant baseline improvements by the year 2050, and are therefore inherently more sensitized to the effects of the 2050 Build Alternatives. Based on this comparison, the following four (4) intersections were identified as warranting 2050 No-Build baseline improvements, which improvements were then carried forward as a baseline condition as part of the 2050 Build Alternatives analysis:

- Irving Park Road at 25th Avenue
- Des Plaines River Road at Lawrence Avenue
- Des Plaines River Road at Irving Park Road
- Mannheim Road at Irving Park Road

Mike pointed out that IDOT already has separate ongoing Phase I Engineering Studies for the Des Plaines River Road at the Lawrence Avenue and Irving Park Road intersections as part of IDOT's Highway Safety Improvement Program (HSIP). On this basis, although the effect of the 2050 Build Alternatives will be evaluated at both intersections as part of the I-294 at IL Route 19 Phase I Engineering Study, final determinations of proposed intersection improvements at these locations will be determined by IDOT as part of those separate Phase I Engineering Studies. Mike also noted that the Mannheim/Irving Park Road intersection is generally considered "built-out" with three (3) thru-lanes, dual left-turn lanes and exclusive right-turn lanes (single east/west and double north/south) in all directions, with little or no opportunity for capacity improvements.

Additionally, Mannheim Road at the Seymour Avenue and Montrose Avenue intersections are also viewed as baseline intersection improvement locations due to the new ramps being considered at each intersection that would inherently require intersection improvements, with the improvements varying by the 2050 Build Alternative considered. Based on the analysis for 2050 No-Build conditions, the remaining seven (7) intersections would remain at LOS B or C and would not warrant improvements, although all intersections will be reviewed for each of the Build Alternatives.

Melissa McGhee was then introduced to provide a summary of the Level 1 Analysis results and preliminary findings.

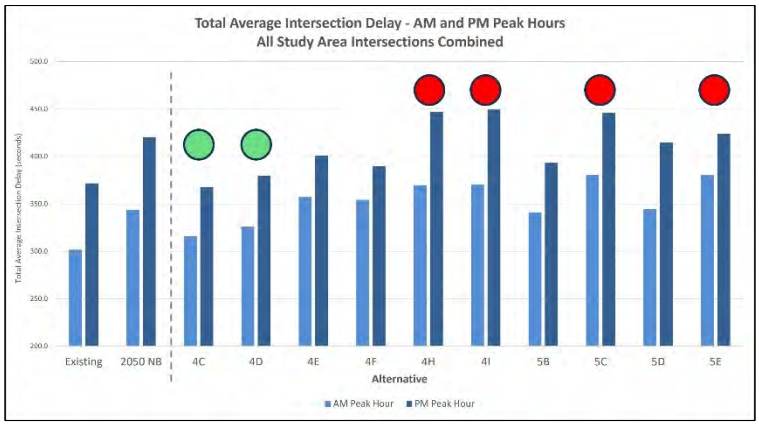
Melissa reviewed the Level 1 Analysis results for reconstruction of the existing partial interchange for I-294 at Irving Park Road with I-294 access to/from the north only, to provide a full interchange with additional I-294 access to/from the south. In summary, and as shown in the PowerPoint presentation, providing a full I-294 interchange at Irving Park Road is viewed as fatally flawed for the following main reasons:

- Unavoidable impacts to residential property in the southeast and northeast quadrants.
- Highest increase in travel demand along Irving Park Road (Mannheim Road to 25th Avenue).

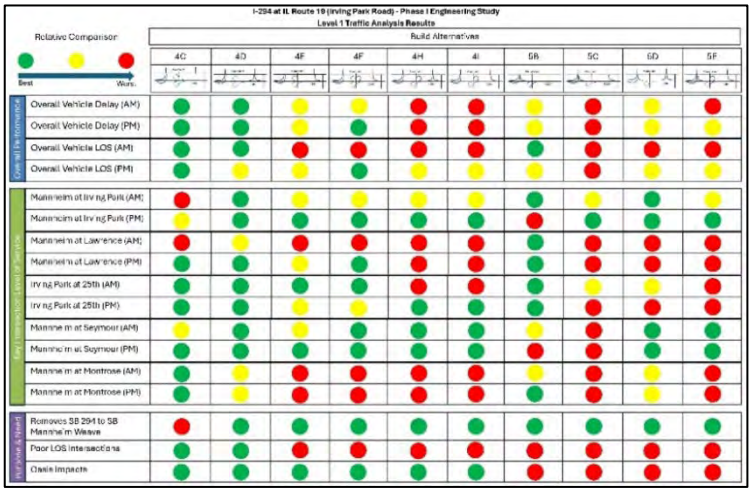
- Incompatible with predominant travel patterns to/from the west along Mannheim Road for new interchange access, and the resulting high traffic increase through the Mannheim Road at Irving Park Road intersection and associated poor performance.
- Relatively high cost involved with reconstruction I-294 at Irving Park Road to provide a full interchange.

On this basis, the PSG recommended that the full interchange alternatives be dismissed from further consideration. After brief discussion, the CAG members concurred.

Melissa then provided an overview of the remaining Level 1 Analysis results, noting that it is a significant amount of information that has been consolidated and summarized into a series of tables and graphs to best show a relative comparison between the existing and No-Build conditions, as well as the Build Alternatives as a whole, and the effects of the Build Alternatives on the Study Area intersections, which varies considerably depending on the Build Alternative. Melissa presented this information as part of the PowerPoint presentation along with a review of the following main findings and key takeaways:



- Total traffic volumes at all thirteen (13) intersections in the Study are projected to increase by the year 2050 for the No-Build condition, with an additional increase in traffic volumes for each of the 2050 Build Alternatives considered. Traffic volumes are generally expected to be higher during the PM peak hour as compared to the AM peak hour.
- In looking at the total average intersection delay for all thirteen (13) Study Area intersections combined, there is an expected increase in total intersection delay from existing to 2050 No-Build conditions, however, most 2050 Build Alternatives reduce the total intersection delay compared to 2050 No-Build (with baseline intersection improvements included). Notably, Build Alternatives 4C and 4D are the best performers, with 4H, 4I, 5C, and 5E being the worst performers.
- The effect of each 2050 Build Alternative was also reviewed for each of the Mannheim Road intersections based on the predominant travel O/D along Mannheim Road and new ramps at Seymour Avenue and Montrose Avenue, and for the Irving Park Road at 25th Avenue baseline intersection.
- In addition to these quantitative Level 1 Analysis results, more qualitative results associated with addressing the main project Purpose and Need issues and concerns were also reviewed and included in an overall relative comparison summary table for the Build Alternatives, to compare the range of Level 1 Analysis results from best to worst.
- The key takeaway from the overall Level 1 Analysis comparison summary table is that Build Alternative 4D remains the overall top performing alternative as the only alternative with no red (relative worst performing) categories. Other relatively



high performing Build Alternatives include 4C and 5B. Notable poor performing alternatives include 4H, 4I, 5C, 5D, and 5E with mostly red (relative worst performing) categories.

Melissa concluded the presentation of the Level 1 Analysis results and preliminary findings by offering the opportunity for questions and indicating that the goal is to review this information further as part of the workshop to see if there is consensus on Build Alternatives to be dismissed from further consideration vs carried forward for further review as part of the Level 2 Analysis. At that point, there was a 10-minute break (with refreshments) to allow for set-up for the workshop.

Level 1 Analysis Results Workshop:

After the break, Mike Matkovic provided an overview of the Level 1 Analysis Results Workshop content and objectives. The purpose of the Level 1 Analysis results workshop was to further discuss the comparative Level 1 Analysis results for the range of alternatives considered and to get input from the CAG on alternatives to be dismissed based on relatively poor performance and/or other considerations, and alternatives to be carried forward for further review as part of the Level 2 Analysis. Mike indicated that those decisions should be based on the analysis results and other notable considerations, and that there is no requirement to dismiss or carry forward a certain number of alternatives. 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.

In addition to the information provided in the CAG folders (**Attachment C**), large size (24"x36") flips charts of the various tables and graphs included in the PowerPoint presentation were available at the two workshop breakout tables, along with a separate flip chart (24"x36") that lists the key advantages and disadvantages of each alternative based on the Level 1 Analysis results, and provides an area for summarizing the CAG input during the workshop. Additional study area resource information, including environmental resources within the study area, traffic data and analysis, and safety data, was displayed on exhibits along each side of the meeting room for reference as needed.

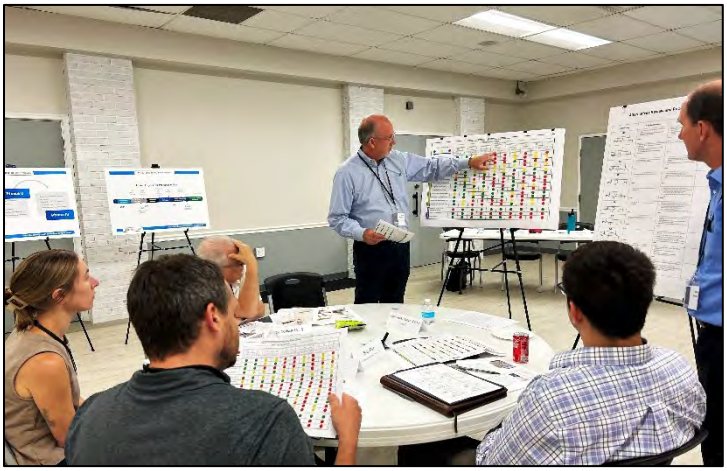
The workshop lasted approximately 25 minutes after which a brief report-out session was held for the facilitators to present the results of each group's discussion. A summary of the workshop discussion and consensus points reached is provided below with copies of the marked-up workshop flip charts also included in **Attachment D**.

CAG Group #1

- Facilitator: Mike Matkovic
- Scribe: Mike Dumas

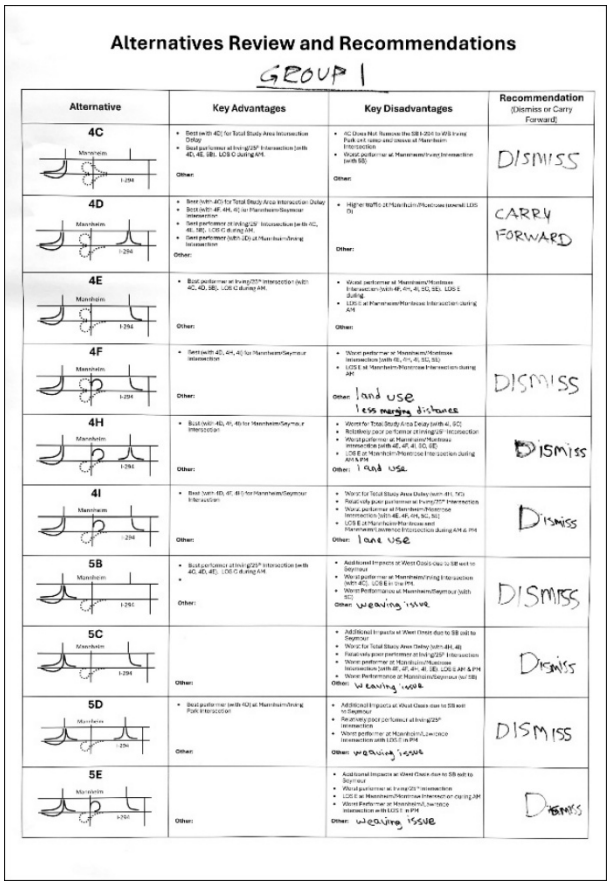
CAG Participants:

- Nick Weber – Deputy Utilities Commissioner, Village of Franklin Park
- Rudy Repa – Senior Planner, Village of Franklin Park
- Brian Roberts – Traffic Manager, Cook County Department of Transportation and Highways
- Rocco Biscaglio – Supervisor, Leyden Township
- Hillary Gerber – Development Director, Prologis, Inc.



Input on the Level 1 Analysis Results and Alternatives Screening

- The Group #1 discussion started with a review of the Level 1 Analysis summary tables and charts. Mike indicated that the wealth of information has been condensed into summary tables and charts to best demonstrate key advantages and disadvantages of each Build Alternative.
- Mike offered to the group that although the current Phase I Engineering study is using 2050 traffic projections, it remains a relative comparison of Build Alternatives, so it is not surprising that Build Alternative 4D was the best performing alternative as part of the previous Feasibility Study analysis with 2020 traffic data and remains the overall best performing alternative.
- The group discussion shifted to the relative comparison summary table for the Level 1 Analysis Build Alternatives with the group agreeing that Build Alternatives 4H, 4I, 5C, 5D, and 5E are clearly the worst performing alternatives, for a number of reasons, with mostly red (relative worst performing) categories. The group felt that the existing free flow loop ramp for existing southbound I-294 to eastbound Irving Park Road traffic should not be removed, which is proposed with each of these Build Alternatives, with a notable result being the worsening of performance at the Mannheim/Lawrence Avenue intersection to LOS E during the PM peak hour. In addition, the new proposed westbound to southbound loop ramp with Build Alternative 4H and 4I was viewed as compromising potential development opportunities in the northeast quadrant of the Mannheim/Irving Park Road intersection. After discussion, given these issues/concerns and the relatively poor performance, the group consensus was that Build Alternatives 4H, 4I, 5C, 5D, and 5E should be dismissed from further consideration.



Alternatives Review and Recommendations

GROUP 1

Alternative	Key Advantages	Key Disadvantages	Recommendation (Dismiss or Carry Forward)
4C	Other:	Other:	DISMISS
4D	Other:	Other:	CARRY FORWARD
4E	Other:	Other:	
4F	Other:	Other: land use less merging distances	DISMISS
4H	Other:	Other: land use	DISMISS
4I	Other:	Other: land use	DISMISS
5B	Other:	Other: weaving issue	DISMISS
5C	Other:	Other: weaving issue	DISMISS
5D	Other:	Other: weaving issue	DISMISS
5E	Other:	Other: weaving issue	DISMISS

- The group discussion shifted to the Mannheim/Irving Park Road intersection, which is the busiest intersection in the study area, with little or no opportunity for additional "capacity" improvements. Based on the Level 1 Analysis results graph for this intersection, Build Alternatives 4C and 5B are the worst performing alternatives at that intersection, with both being worse than the 2050 No-Build scenario. The reason for this was explained as being based on no ramps being provided at Montrose Avenue with these two alternatives along with the removal of the existing southbound to eastbound loop ramp with 5B, which forces more traffic through the Mannheim/Irving Park Road intersection. After discussion, the group consensus was that adversely impacting performance at the Mannheim/Irving Park Road intersection with a Build Alternative, with no reasonable/practical solutions, was not a desired outcome and that Build Alternatives 4C and 5B should also be dismissed from further consideration.
- The group also discussed an additional undesired outcome with Build Alternatives 5B, 5C, 5D, and 5E being the impacts and/or elimination of opportunities for development within the west oasis area, and that each of these alternatives would recreate a similar traffic weave condition as the existing southbound I-294 exit to westbound Irving Park Road.
- The group discussion shifted to the Mannheim/Montrose Avenue intersection. Mike pointed out that Build Alternatives 4C and 5B perform the best at this intersection because there are no

ramps added to this intersection for these alternatives, which creates other Study Area performance issues as discussed. That aside, Build Alternatives 4D and 5D are the best performing alternatives at this intersection. In addition, the Level 1 Analysis has shown that having a southbound exit and southbound entrance at the Mannheim/Montrose Avenue intersection distributes traffic more efficiently and therefore performs better overall than having just a southbound exit at this intersection. As a result, the worst performing Build Alternatives at this intersection are 4E, 4F, 4H, 4I, 5C, and 5E. After further discussion the group consensus was to dismiss Build Alternative 4F due to the impacts to potential development opportunities as previously discussed.

- The group discussion shifted to the Irving Park Road/25th Avenue intersection where Build Alternatives 4C, 4D, 4E, and 5B are comparable best performers, with 4C and 5B having been dismissed for other reasons as noted above.
- Based on the Group #1 discussion, the consensus reached was to carried forward Build Alternatives 4D and 4E for further review as part of the Level 2 Analysis, and that all other Build Alternatives (4C, 4F, 4H, 4I, 5B, 5C, 5D, and 5E) should be dismissed from further consideration based on their relatively poor performance and other noted issues/concerns.

CAG Group #2

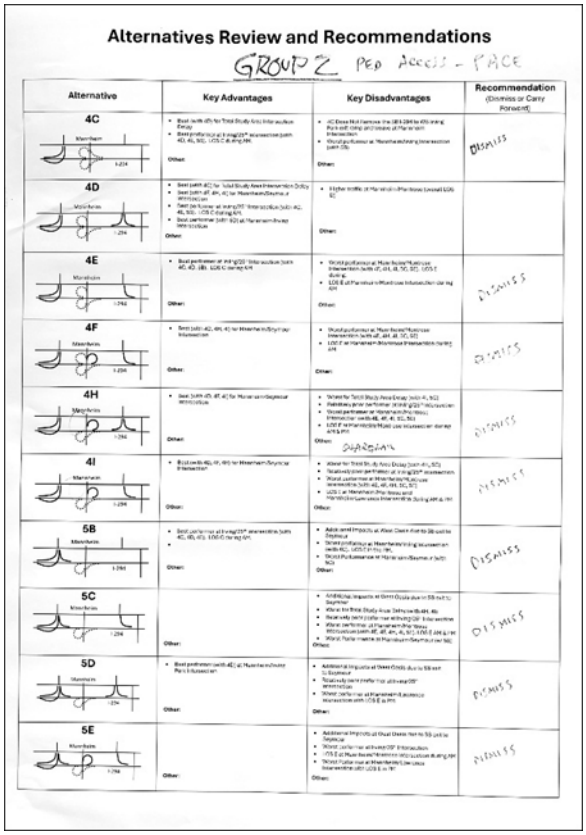
- Facilitator: Melissa McGhee
- Scribe: Jarrod Cebulski

CAG Participants:

- Chad Meyers – Mayor, Village of Schiller Park
- Russell Klug – Trustee, Village of Schiller Park
- Brett Kryska – Village Manager, Village of Schiller Park
- John Carlisle – Supervisor – Rapid Transit Program, Pace Suburban Bus

Input on the Level 1 Analysis Results and Alternatives Screening

- The Group #2 discussion started with a review of the Level 1 Analysis summary tables and charts. Melissa indicated that the wealth of information has been condensed into summary tables and charts to best demonstrate key advantages and disadvantages of each Build Alternative.
- The group discussion began with a fatal flaw review of the alternatives related to removal/relocation of the existing I-294 southbound exit to westbound Irving Park Road. It was noted that Alternative 4C was the only alternative that did not remove that ramp, and the group consensus was that Build Alternative 4C should be dismissed from further consideration.
- The group discussion shifted to the Mannheim/Seymour intersection with a focus on Build Alternatives 5B, 5C, 5D, and 5E that include additional soutbound exit ramps at the intersection. It was noted that the additional ramps include larger impacts and/or elimination of opportunities for development within the west oasis area, and that each of these alternatives would recreate a similar traffic weave condition as the existing southbound I-294 exit to westbound Irving Park Road. It was also noted that the performance at the Mannheim/Lawrence Avenue intersection was LOS E during the PM peak hour for Alternatives 5C, 5D & 5E. After discussion, given these issues/concerns and the relatively poor performance, the group consensus was that Build Alternatives 5B, 5C, 5D, and 5E should be dismissed from further consideration.


Alternatives Review and Recommendations

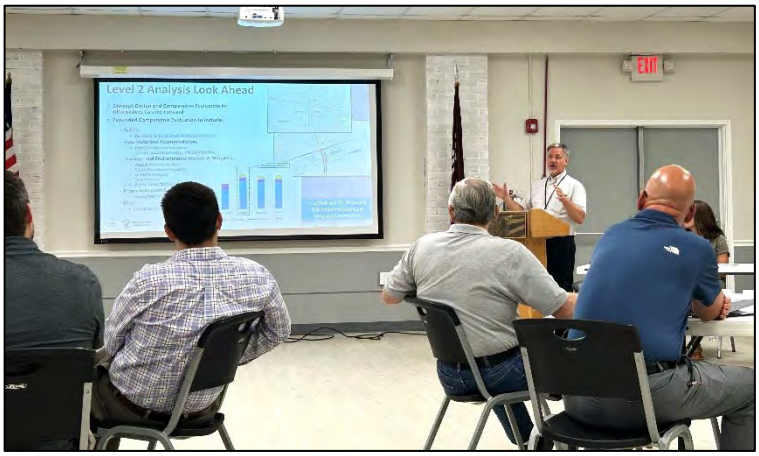
GROUP 2 PED ACCESS - PACE

Alternative	Key Advantages	Key Disadvantages	Recommendation (Dismiss or Carry Forward)
4C			DISMISS
4D			
4E			DISMISS
4F			DISMISS
4H		SIMILAR	DISMISS
4I			DISMISS
5B			DISMISS
5C			DISMISS
5D			DISMISS
5E			DISMISS

- The group discussion then shifted to focus on Alternatives 4F, 4H and 4I, which include a new loop ramp from westbound Irving Park Road to southbound I-294. Based on the Level 1 Analysis results graph for these alternatives, they had the worst performance at the Mannheim/Montrose intersection with LOS E for both the AM and PM peaks, and the worsening of performance at the Mannheim/Lawrence Avenue intersection to LOS E during the PM peak hour for Alternatives 4H and 4I. In addition, the new proposed westbound to southbound loop ramp with Build Alternative 4F, 4H and 4I was viewed as compromising potential development opportunities in the northeast quadrant of the Mannheim/Irving Park Road intersection. After discussion, given these issues/concerns and the relatively poor performance, the group consensus was that Build Alternatives 4F, 4H, and 4I, should be dismissed from further consideration.
- The group discussion then shifted to the remaining alternatives 4D and 4E, and their overall performance comparison. It was noted that Alternative 4D performs better overall, with lower overall vehicle delay and overall vehicle LOS. In addition, the Level 1 Analysis has shown that Build Alternative 4D was the best performing alternative at three of the 5 key intersections, and reduced delay over the 2050 No-Build at the Mannheim/Irving Park Road intersection. It was noted that Alternative 4E's performance at the Mannheim/Montrose Avenue intersection decreased to LOS E for the AM peak. After further discussion the group consensus was to dismiss Build Alternative 4E based on the relatively poor performance.
- Based on the Group #2 discussion, the consensus reached was to carried forward Build Alternative 4D for further review as part of the Level 2 Analysis, and that all other Build Alternatives (4C, 4E, 4F, 4H, 4I, 5B, 5C, 5D, and 5E) should be dismissed from further consideration based on their relatively poor performance and other noted issues/concerns.
- Group #2 also discussed potential opportunities for PACE to add an in-line station along I-294 at the existing northbound oasis. There were some questions as to how this would connect to logical destinations and/or the existing routes along Mannheim Road, and whether a pedestrian bridge over I-294 was still planned. The Tollway noted that a pedestrian bridge remains a consideration as part of the ongoing Phase I Engineering Study and will be further evaluated as part of the Level 2 Analysis.

Conclusion and Next Steps

After the CAG workshop and report-out sessions, Jarrod Cebulski provided an overview of the next steps in the project development process and anticipated schedule.



The Level 2 Analysis 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. Jarrod reviewed a couple different methods that this information can be summarized, including spreadsheets and/or charts, which will be discussed further at CAG Meeting #4. Given the work required to complete the Level 2 Analysis, CAG Meeting #4 is anticipated to occur toward the end of 2025 or early 2026 but is to be determined.

Jarrod 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

Illinois Tollway | Illinois Department of Transportation

Tri-State Tollway (I-294) at Irving Park Road (Illinois Route 19)
Interchange Improvement – Phase I Engineering Study
Community Advisory Group – Meeting #3 Register

Location: Schiller Park Community Center **Date:** July 24, 2025 **Time:** 3:00 p.m. to 5:00 p.m.

	Name (Please Print)	Representing (Self or Organization)	Mailing Address	Email Address
1.	Russell Klug	Schiller Park		RKlug@schillerparkil.us
2.	Kimberly Murphy	IDOT		Kimberly.Murphy@illinois.gov
3.	Chad Moyers	Schiller Park		MayorMoyers@SchillerParkIL.us
4.	Rudolph Repa	Village of Franklin Park		rrepa@vofp.com
5.	Brett Kryska	Schiller Park		bkryska@schillerpark il.us
6.	Jill Zeyler	Tollway		jzeyler@getipass.com
7.	Toni Brown	IDOT		
8.	Patrick Hastings	Schiller Park		Phastings@schillerparkIL.us
9.	Rocco Biscaglio	Lemont Township		RBiscaglio@lemontownship.com
10.	John Carlisle	Pace		john.carlisle@pacebus.com
11.	Jackie Forbes	Tollway		on file
12.	Hillary Gerber	Prologis		hgerber@prologis.com
13.	Brian Roberts	Cook County DOTH		brian.roberts@cookcountyil.gov

Illinois Tollway

Illinois Department of Transportation

Tri-State Tollway (I-294) at Irving Park Road (Illinois Route 19)
Interchange Improvement – Phase I Engineering Study
Community Advisory Group – Meeting #3 Register

Location: Schiller Park Community Center **Date:** July 24, 2025 **Time:** 3:00 p.m. to 5:00 p.m.

	Name (Please Print)	Representing (Self or Organization)	Mailing Address	Email Address
1.	Nick Weber	Franklin Park	9500 Belmont Ave Franklin Park	
2.	Reed Panther	Tollway		
3.	Tania			
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ATTACHMENT B

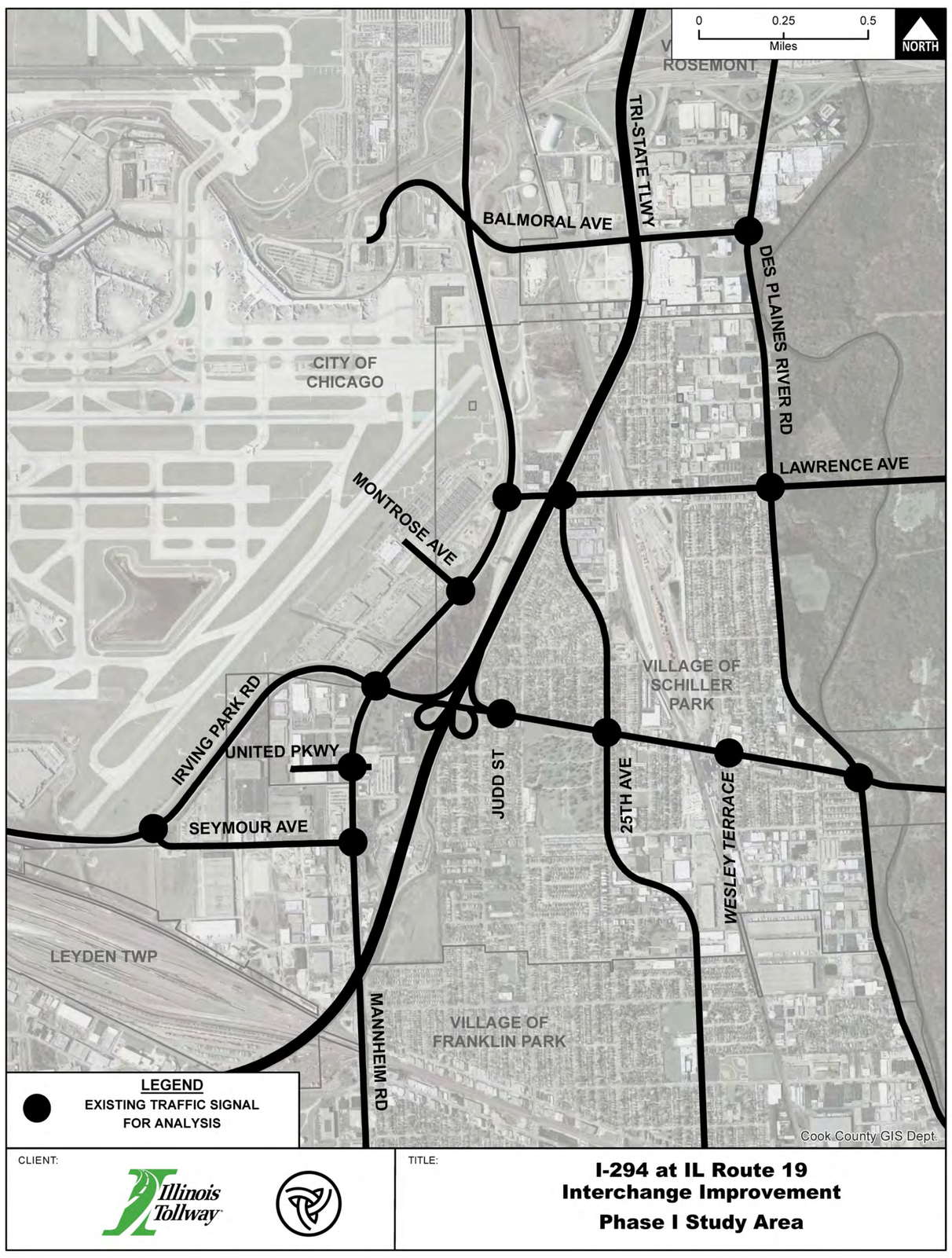
Welcome!

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

Phase I Engineering Study

Community Advisory Group Meeting #3

July 24, 2025



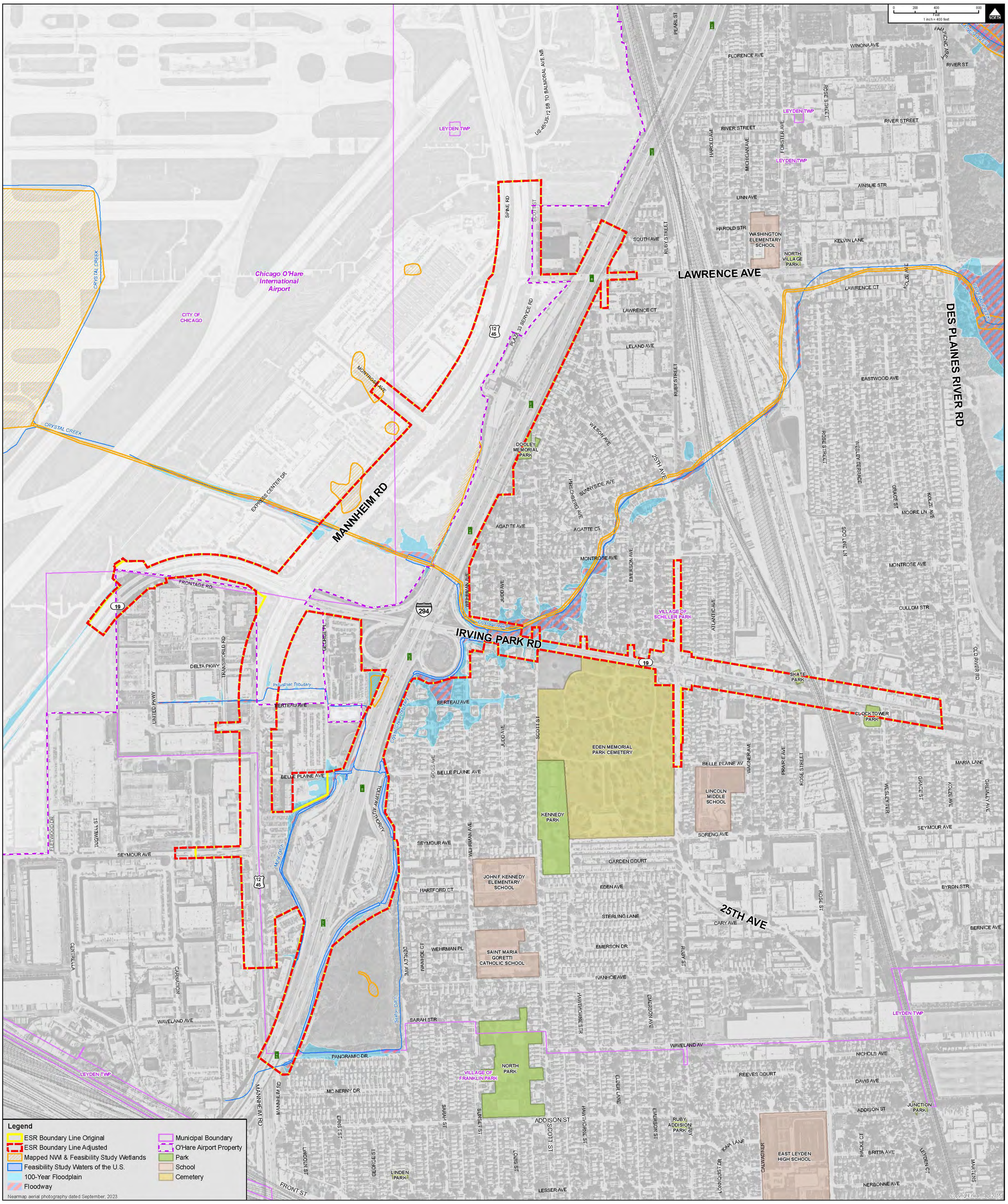
PROJECT STUDY AREA

Illinois Tollway

Illinois Department of Transportation

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

STUDY AREA ENVIRONMENTAL RESOURCES



Illinois Tollway

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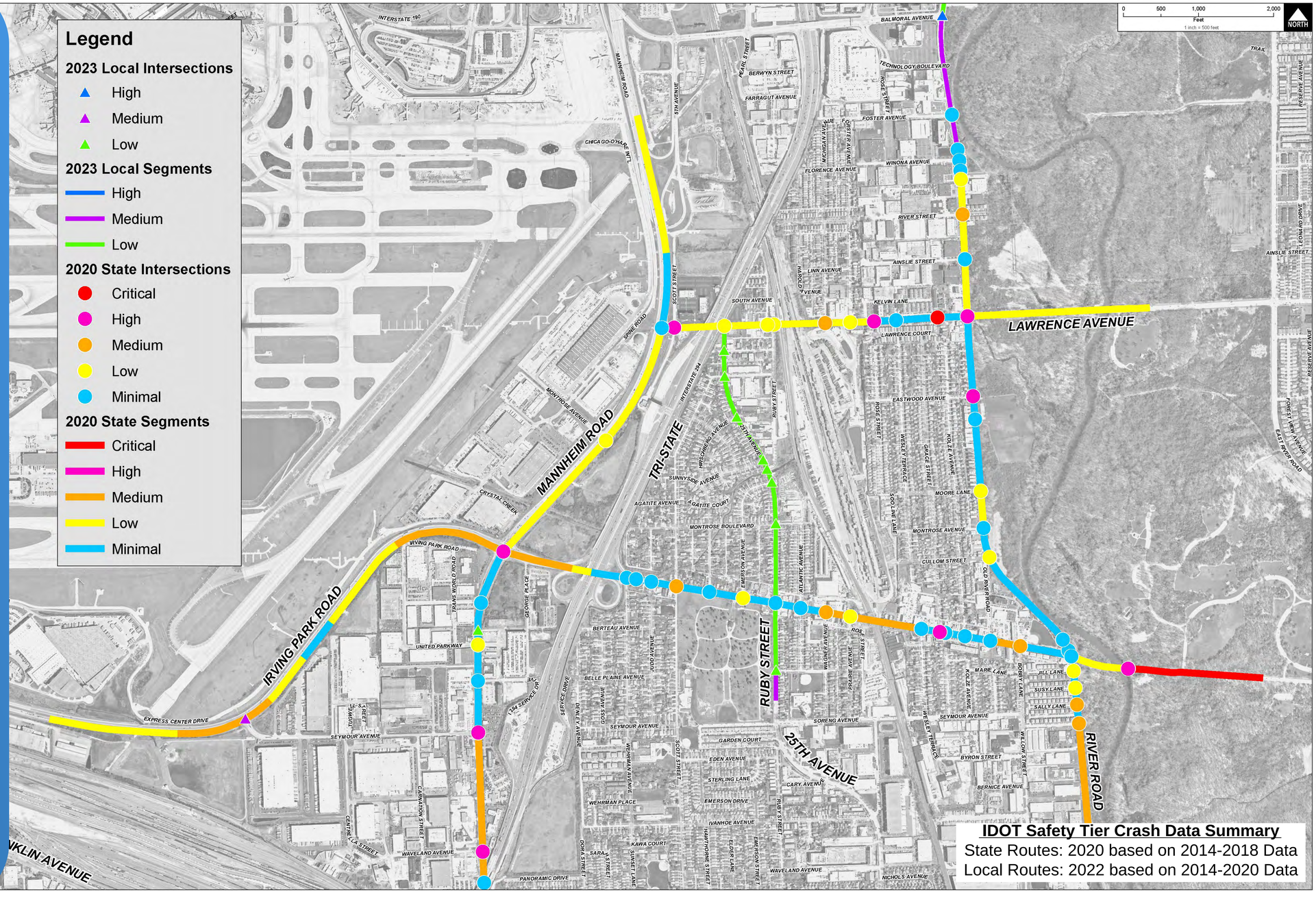
www.illinoistollway.com/tri-state-tollway-irving-park-road

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.



IDOT Safety Tier Crash Data Summary
State Routes: 2020 based on 2014-2018 Data
Local Routes: 2022 based on 2014-2020 Data

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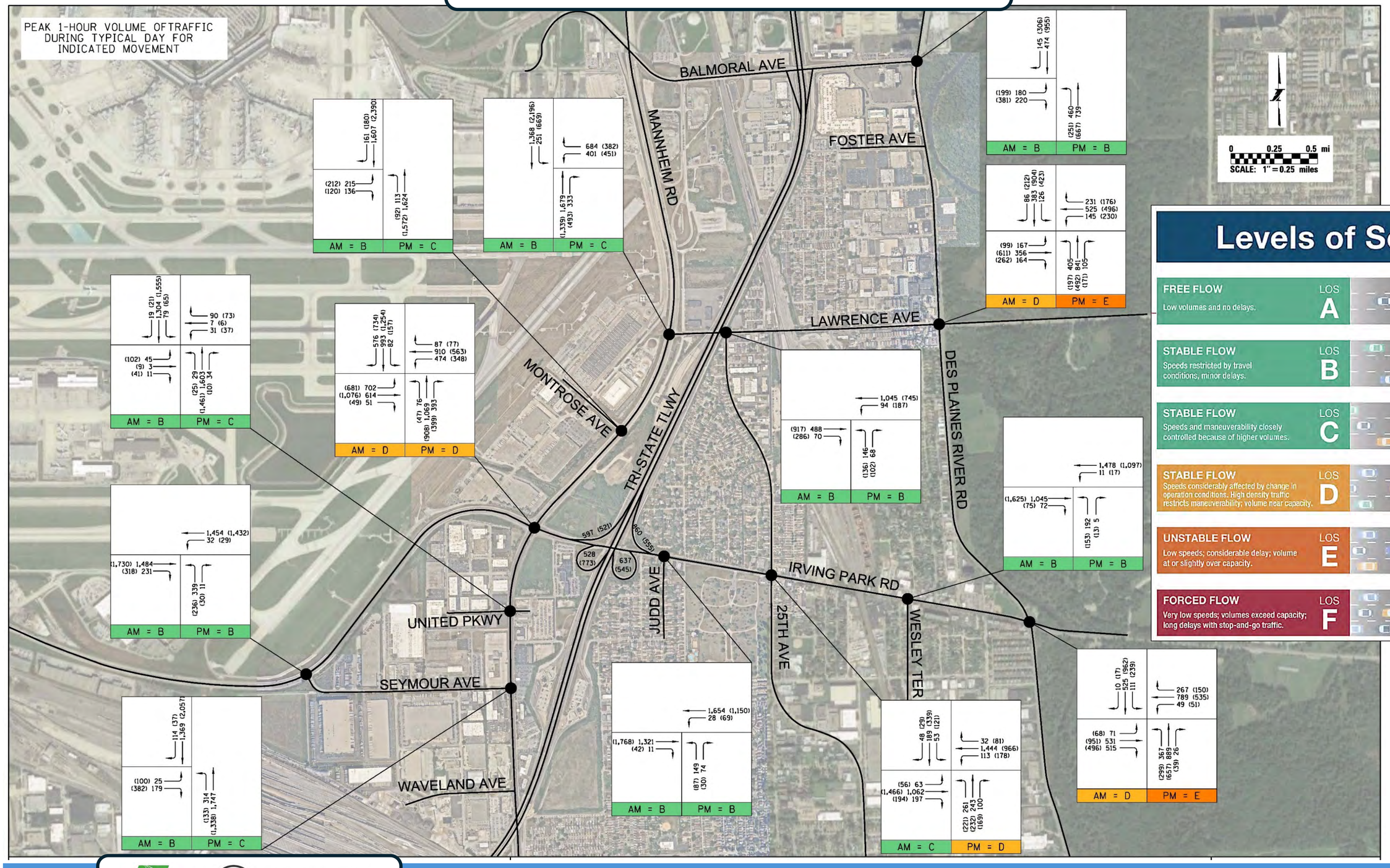
EXISTING INTERSECTION PERFORMANCE



Levels of Service

FREE FLOW — LOS A
Low volumes and no delays.

STABLE FLOW — LOS B
Speeds restricted by travel conditions, minor delays.

STABLE FLOW — LOS C
Speeds and maneuverability closely controlled because of higher volumes.

STABLE FLOW — LOS D
Speeds considerably affected by change in operation conditions. High density traffic restricts maneuverability; volume near capacity.

UNSTABLE FLOW — LOS E
Low speeds; considerable delay; volume at or slightly over capacity.

FORCED FLOW — LOS F
Very low speeds; volumes exceed capacity; long delays with stop-and-go traffic.

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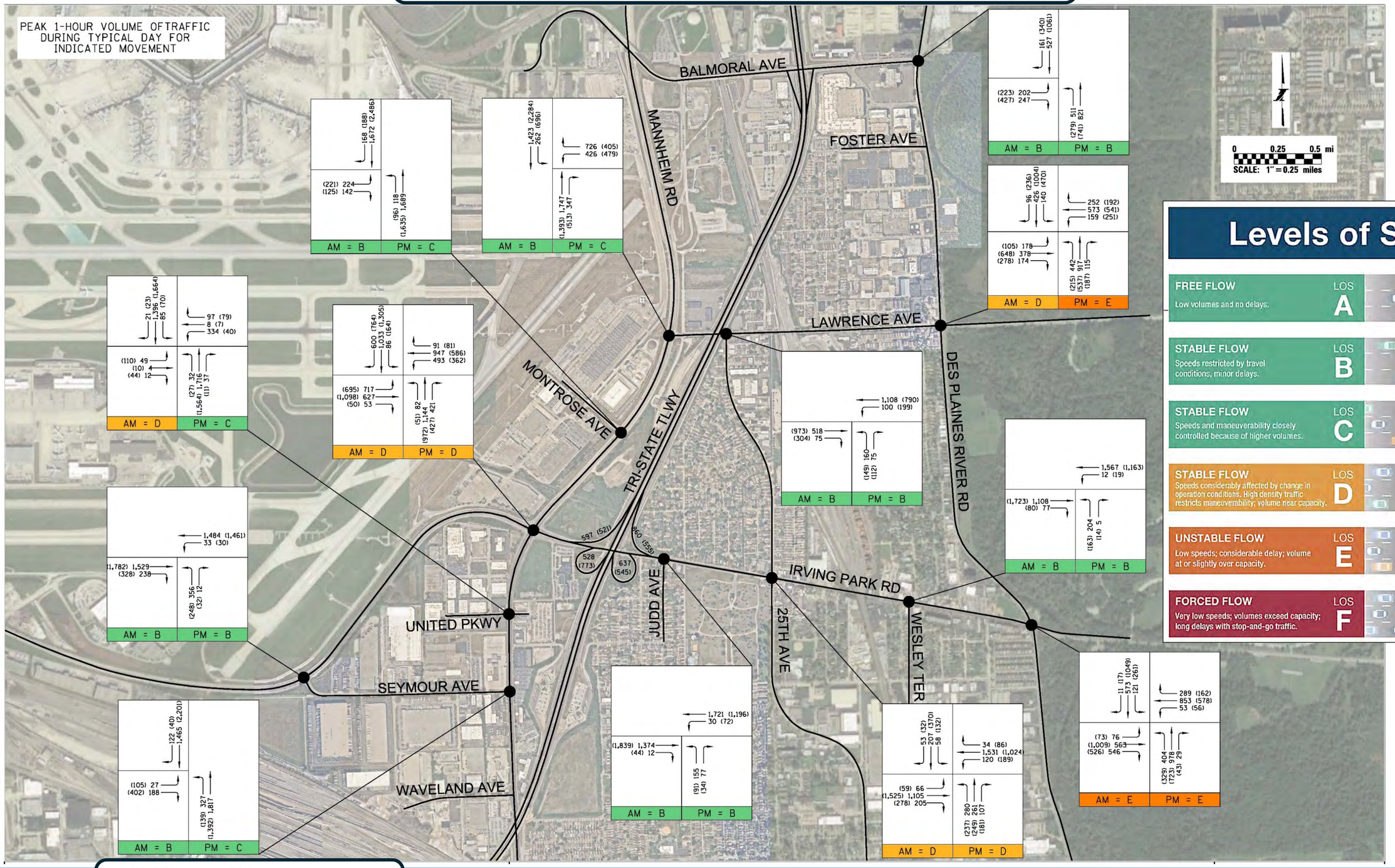
2050 No-Build Intersection Performance



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Very low speeds; volumes exceed capacity; long delays with stop-and-go traffic.

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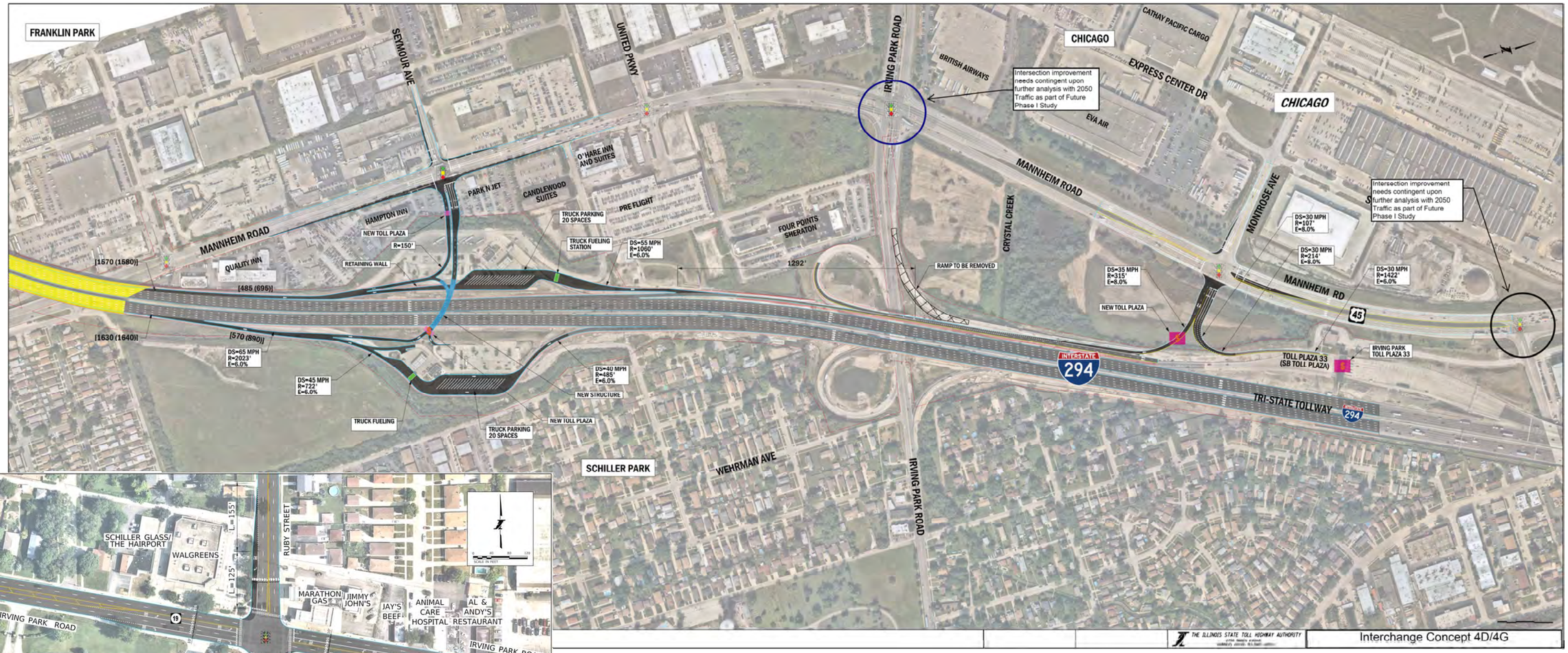
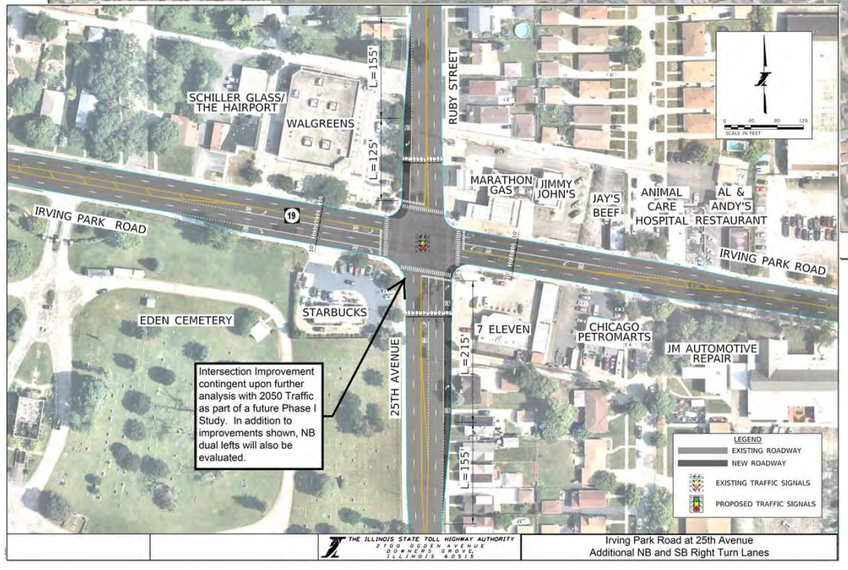
FEASIBILITY STUDY – PRELIMINARY RECOMMENDATION





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.

Overall Project Development Process

We are Here

Phase I

- Preliminary Engineering
- Alternatives Analysis
- Environmental Evaluation and Clearances (NEPA)
- Public Involvement
- 30-Month Schedule

Phase II

- Contract Plan Preparation
- Land Acquisition
- Permitting
- Utility Coordination
- Typical 24-30 Month Schedule
- Contingent Upon Funding Availability

Phase III

- Construction (Possible Multiple Contracts)
- Typical Duration 12-24 Months
- Contingent Upon Funding Availability and Project Readiness

PHASE I ENGINEERING STUDY PROCESS

We are Here

Data Collection

- Traffic Counts
- Topographic Roadway & Stream Survey
- Environmental Field Survey
- 2050 No-Build Traffic Projections
- Crash Data
- Special Lands and Historic Property Identification

Identify Improvement Needs

- Crash Analysis
- Traffic Analysis
- Existing Operational Deficiency Assessment
- Non-Motorized and Transit Needs
- **Community Advisory Group Meeting #1 (July 2024)**
- **PUBLIC MEETING #1 (October 2024)**
- **Community Advisory Group Meeting #2 (October 2024)**
- Range of Alternatives
- Finalize Project Purpose and Need Statement

Alternatives Evaluations

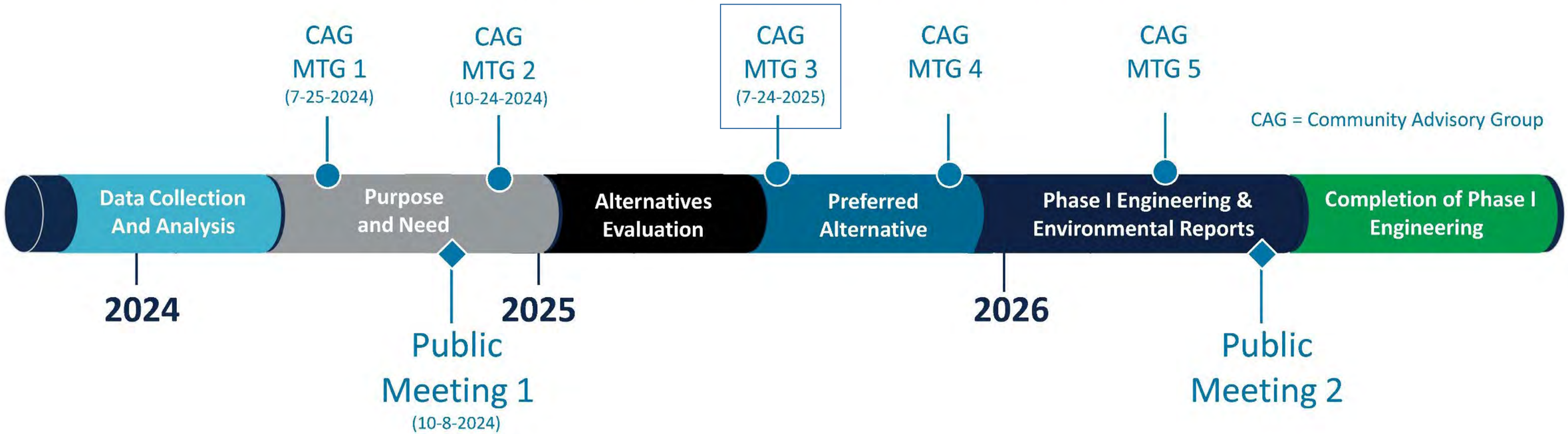
- 2050 Traffic Projections for Build Alternatives
- Level 1 Alternatives Analysis (*transportation performance*)
- **Community Advisory Group Meeting #3 (July 2025)**
- Range of Alternatives Screening
- Level 2 Alternatives Analysis (concept design, *transportation performance & impacts*)
- **Community Advisory Group Meeting #4**
- Identify Preferred Alternative

Preferred Alternative Design

- Preferred Alternative Refinement and Documentation
- **Community Advisory Group Meeting #5**
- **PUBLIC MEETING #2**
- Finalize Phase I Engineering Reports
- Phase I Engineering Design Approval (Summer 2026)

PHASE I ENGINEERING STUDY PROCESS

Phase I Engineering Project Schedule



ATTACHMENT C

I-294 at IL Route 19 Interchange Improvement
Phase I Engineering
Community Advisory Group Meeting #3
Meeting Agenda

Date: July 24, 2025
Time: 3pm to 5pm
Location: Village of Schiller Park Community Center 4501 25th Avenue

Time	Topic
10 minutes	Welcome-Introductions and Purpose of CAG Meeting #3
5 minutes	Recap of CAG Meeting #2
10 minutes	Summary of the Build Alternatives 2050 Traffic Projections
10 minutes	Overview of the Level 1 Analysis Approach
15 minutes	Level 1 Analysis Results and Preliminary Findings
10-minute break (with refreshments)	
5 minutes	▪ Overview of the Workshop and Objective
25 minutes	▪ Breakout Group Workshop
10 minutes	▪ Breakout Group Workshop Reports/Discussion
5 minutes	▪ Look Ahead to the Level 2 Analysis
5 minutes	▪ Next Steps and Schedule

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

Phase I Engineering Study

Community Advisory Group Meeting #3
July 24, 2025

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Welcome & Introductions

Tollway and IDOT

Illinois Tollway
- Jackie Forbes
- Jill Ziegler
- Reed Panther

Illinois Department of Transportation
- Kimberly Murphy
- Lori Brown
- Tania Muller

Consultant Team

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

RINA
- Jarrod Cebulski
- Mike Dumas

Community Advisory Group

- Chad Meyers – Village of Schiller Park
- Brett Kryska – Village of Schiller Park
- Russell Klug – Village of Schiller Park
- Rudolph Repa – Village of Franklin Park (alternate for Dafne Henriquez)
- Nick Weber – Village of Franklin Park
- Brian Roberts – Cook County DOTH
- John Carlisle – Pace Suburban Bus
- Rocco Biscaglio – Leyden Township
- Hillary Gerber – Prologis, Inc

CAG Members Unable to Attend
- Charlotte Obodzinski – Pace Suburban Bus
- Ben Weinstein – CRG
- Bart Smith - Grand Chamber by O'Hare

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Meeting Agenda

I. Purpose of CAG Meeting #3
II. Recap of CAG Meeting #2
III. Summary of the Build Alternatives 2050 Traffic Projections
IV. Overview of the Level 1 Analysis Approach
V. Level 1 Analysis Results and Preliminary Findings

10-Minute Break

VI. Overview of the Workshop and Objective
VII. Workshop (25 minutes)
VIII. Workshop Reports/Discussion (10 minutes)
IX. Look Ahead to the Level 2 Analysis
X. Next Steps and Schedule

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Purpose of CAG Meeting #3

- Review the Level 1 Analysis Process
- Present the Summarized Level 1 Analysis Results and Preliminary Findings
- CAG Input on the Build Alternatives to be **Dismissed** and Build Alternative(s) to be **Carried Forward** for Level 2 Analysis

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Recap of CAG Meeting #2

- Group Discussion on Finalizing the Project Statement of Purpose and Need
- Reviewed the Level 1 and Level 2 Alternatives Development and Evaluation Process
- Workshop on the Level 1 Analysis Range of Alternatives and Issues & Opportunities for future Level 2 Analysis

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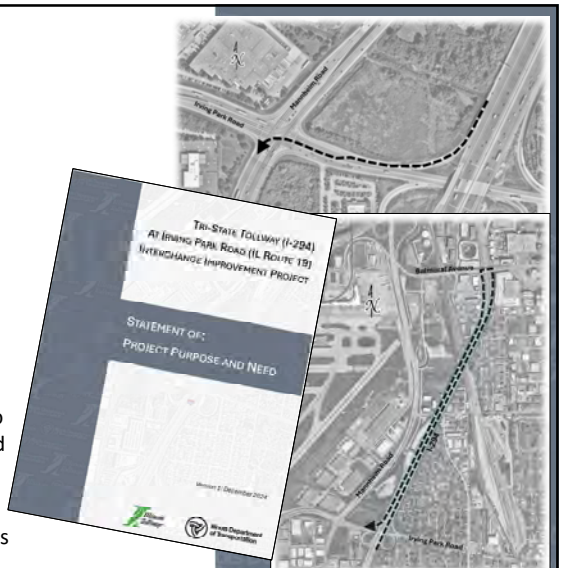
Recap of CAG Meeting #2

Project Statement of Purpose and Need:

- Documents the Project Purpose and the Need for the Proposed Transportation Improvements
- A Key Component of the Phase I Engineering/NEPA process and is the Basis for Evaluation of Alternatives
- Alternatives Must Meet the Established Project Statement of Purpose and Need
- Prepared Based on Input from the CAG at Meeting #1 (Project Problem Statement)
  - **Accessibility and Network Connectivity:** Provide I-294 Access to and from the South for the Adjacent Commercial, Industrial, and Residential Areas within the Study Area
  - **Mobility and Safety:** Address existing travel and safety deficiencies in the Study Area as part of Proposed Improvements
  - **Non-Motorized Accommodations and Transit Connections:** Provide needed Pedestrian Accommodations and Transit Supportive Infrastructure as Part of Proposed Improvements



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Recap of CAG Meeting #2

Level 1 and Level 2 Analysis Process:

- **Level 1 Analysis**
  - Comparative Analysis of the Identified Build Alternatives for Transportation Performance and Fatal Flaws
  - Dismiss Relatively Poor Performing Alternatives and Carry Forward Remaining to Level 2 Analysis
- **Level 2 Analysis**
  - Concept Design and Comparative Evaluation of Alternatives Carried Forward Relative to Performance, Impacts and Cost

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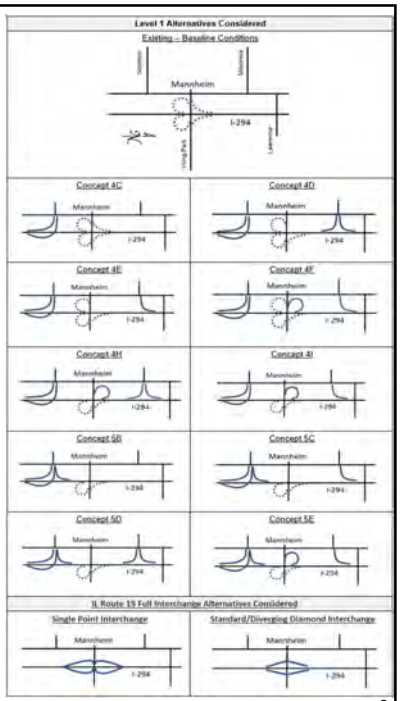
Recap of CAG Meeting #2

Workshop Results:

- **Level 1 Analysis Range of Alternatives:**
  - Revisited the 2021 Feasibility Study Range of Alternatives and Analysis Results (existing traffic)
  - Identified the Range of Alternatives for Level 1 Analysis with 2050 Traffic
- **Issues & Opportunities for Level 2 Analysis**
  - Existing deficiencies that could be addressed with this project:
    - Pedestrian accommodations
    - Transit connections
    - Minimize property impacts
    - Support Economic Development Opportunities



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Build Alternatives 2050 Traffic Projections

- Major Component of Work Since CAG Meeting #2
- Travel Demand Model (TDM) established for the Study Area by the Illinois Tollway to Evaluate Year 2050 Traffic Projections.
- Updated TDM Includes More Analysis "Zones and Nodes" Resulting in Slight Shift in Travel Demand to/from the South
- Other Major Improvements Included in the TDM, such as I-490 and I-190
- TDM Analysis Completed for the AM and PM Peak Travel Periods for each Build Alternative
- Iterative Process due to Inherent Complexity of the Study Area Network.
- Key Takeaway: Majority Demand for New I-294 Access to/from South is Along the Mannheim Road Corridor with Variations by Alternative


NB Exit Destinations


SB Entrance Origins

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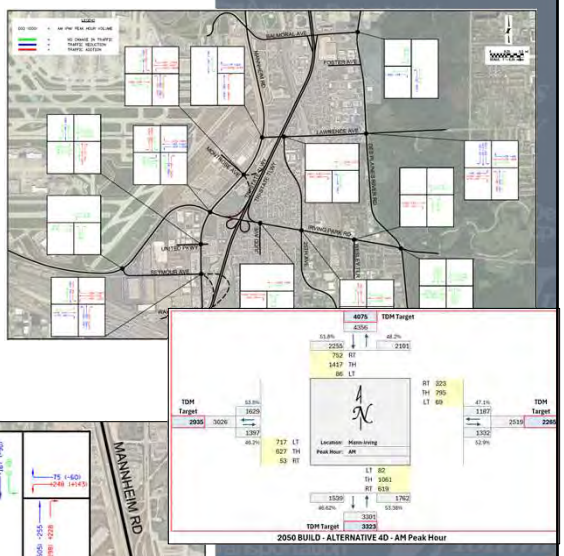
Build Alternatives 2050 Traffic Projections

- TDM Analysis Results Applied to the 13 Study Area Intersections
- Iterative Process to Ensure Logical Results
- Outcome was 2050 Projected Traffic Volumes for each Intersection, for each Build Alternative, for the AM and PM Peak Hour of Travel
- Showed the Effect at Each Intersection for each Build Alternative, whether increase, decrease, or no change
- With these Effects Established, Proceeded with the Level 1 Performance Analysis to Determine how Each Alternative Compares to the Baseline No-Build Condition and to Each Other



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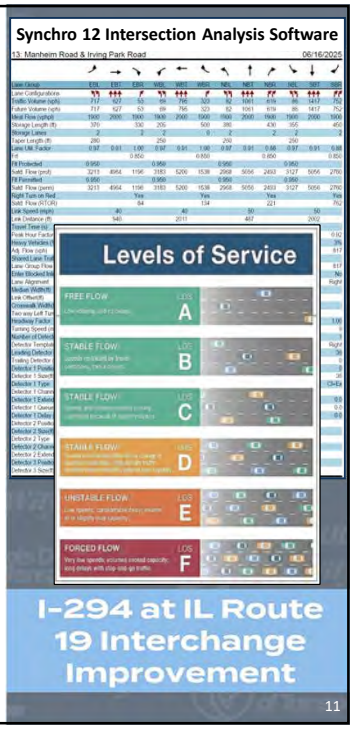
Level 1 Analysis Approach

Focus on Transportation Performance

- Initial Analysis Compared Intersection Performance for Existing Conditions to 2050 No-Build Conditions
- Baseline Intersection Improvement Needs Identified Based on 2050 No-Build Effects and/or Proposed New Ramps
- Then, Relative Comparison of the Build Alternatives to the Baseline 2050 No-Build Condition and to Each Other
- Analyzed All 13 Intersections for Each Build Alternative for the AM and PM Peak Hour
- Performance based on Level of Service (LOS) and Average Delay for Individual Intersections and the Total Study Area
- LOS A (best) thru LOS F (worst)

"TONS OF DATA"

Intersection	EXISTING CONDITIONS				2050 NO-BUILD BASELINE			
	LOS & Delay (sec)				LOS & Delay (sec)			
	AM		PM		AM		PM	
Mannheim at Seymour	B	13.5	C	21.9	B	15.6	C	24.6
Mannheim at United Way	B	11.7	C	20.5	B	12.4	C	21.8
Mannheim at Irving Park	D	50.8	D	46.2	D	52.6	D	49.5
Mannheim at Montrose	B	15.4	C	22.7	B	15.6	C	23.2
Mannheim at Lawrence	B	16.8	C	28.7	B	17.4	C	30.8
Irving Park at Seymour	B	19.0	B	15.4	B	19.6	B	16.6
Irving Park at Judd	B	14.8	B	14.0	B	16.2	B	15.6
Irving Park at 25th Ave	C	29.3	D	44.5	D	35.4	D	52.2
Irving Park at Wesley	B	15.5	B	14.1	B	17.1	B	15.1
Irving Park at Des Plaines River Road	D	54.8	E	69.1	E	70.0	E	68.4
Lawrence at 25th Ave	B	11.8	B	11.4	B	12.9	B	12.6
Lawrence at Des Plaines River Road	D	39.6	E	69.3	D	45.9	E	74.0
Balmoral at Des Plaines River Road	A	9.9	B	15.8	B	11.7	B	18.4



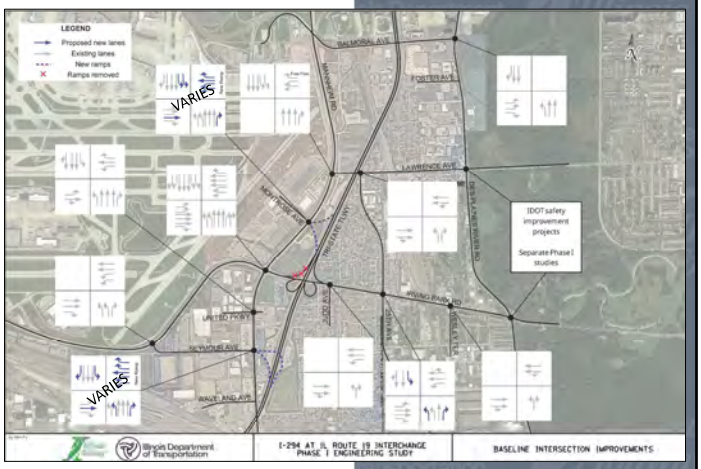
Level 1 Analysis Approach

2050 No-Build Baseline Intersection Improvements:

- Irving Park Road at 25th
- Des Plaines River Road at Lawrence Avenue
  (Separate Phase I Engineering Study by IDOT)
- Des Plaines River Road at Irving Park Road
  (Separate Phase I Engineering Study by IDOT)
- Mannheim Road at Irving Park Road
  - Busiest Study Area intersection. No Practical Capacity Improvement Opportunities

Ramp Intersection Improvements with Build Alternatives

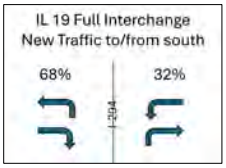
- Mannheim Road at Seymour Avenue
- Mannheim Road at Montrose Avenue

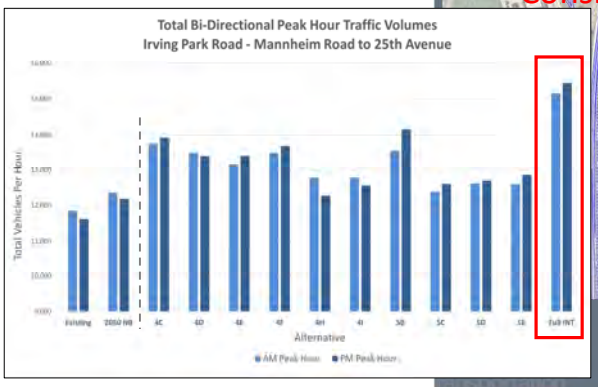


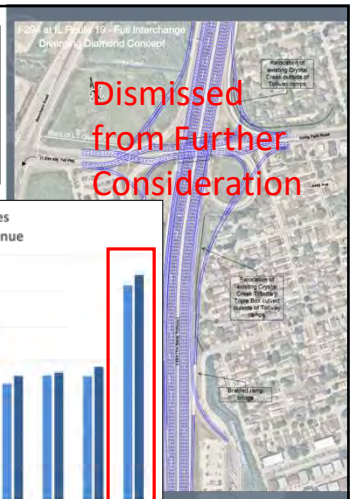
Level 1 Analysis Results

Evaluation of Irving Park Road at I-294 Full Interchange Concepts:

- Full Reconstruction of the Existing Interchange
- Impacts to Residential Property in SE and NE Quadrants
- Incompatible with Predominant Travel Patterns to/from West along Mannheim Road for New Access
- High Traffic Impacts at Mannheim/Irving Park Intersection and Along Irving Park
- Relatively High Cost







A Full Interchange at Irving Park Road has been Dismissed from Further Consideration

I-294 at IL Route 19 Interchange Improvement

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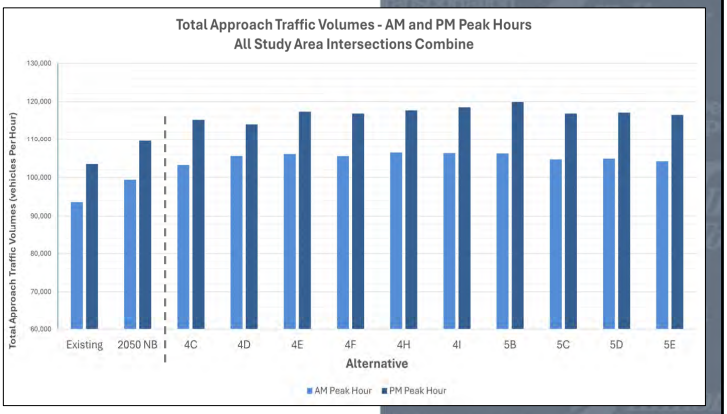
Level 1 Analysis Results

Series of Tables and Charts that Summarize the Level 1 Analysis Results Included in the CAG Advance Materials

Total Study Area Traffic Volumes:

Key Takeaways

- Growth in Traffic Volumes from Existing to 2050 No-Build
- All Build Alternatives Increase Traffic Volumes over 2050 No-Build
- Total Study Area 2050 Traffic Volumes are Similar for All Build Alternatives
- Generally, more traffic in the Study Area during the PM Peak Period, but Varies by Intersection



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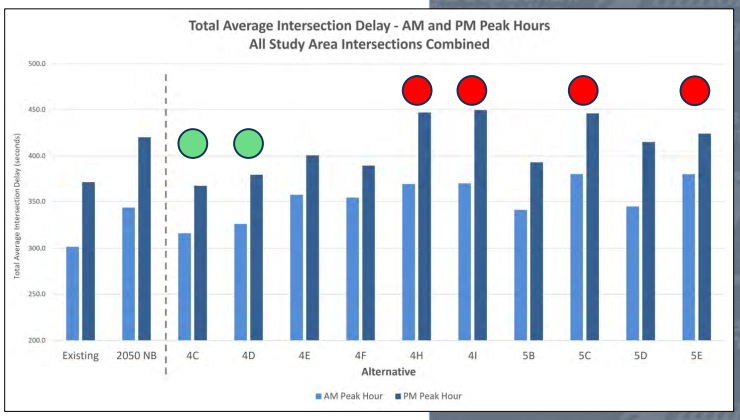
Level 1 Analysis Results

Total Study Area Average Intersection Delay:



Key Takeaways

- Delay Increases for the 2050 No-Build Over Existing Conditions
- Most Build Alternatives Reduce Delay Compared to the 2050 No-Build Even With the Added Traffic Volumes
  - Build Alternatives Include Baseline 2050 No-Build Improvements
- Generally, the PM Peak has Higher Delays than the AM Peak, Consistent with Existing and No-Build Conditions
- Alternatives 4C and 4D Perform the Best (i.e., Overall Lowest Delay)
- Alternatives 4H, 4I, 5C, and 5E are Notable Worst Performers

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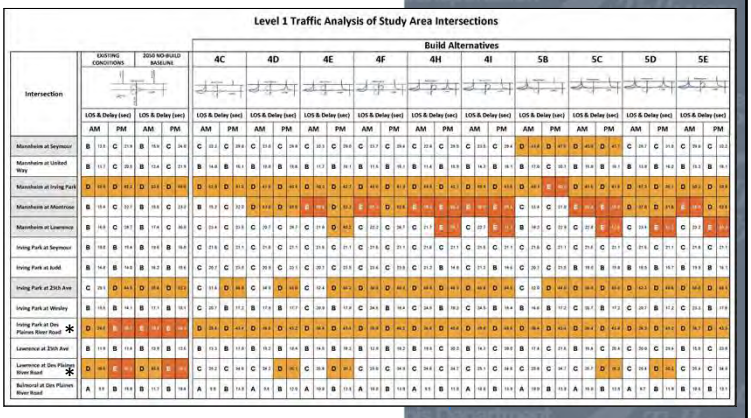
Level 1 Analysis Results

Compilation of Analysis Results by Intersection:

- Six of the 13 Intersections Remain at LOS C or Better for all Alternatives, both AM and PM:
  - Mannheim/United Parkway
  - Irving Park/Seymour
  - Irving Park/Judd
  - Irving Park/Wesley
  - Lawrence/25th
  - Balmoral/Des Plaines River Road
- Of the 7 Remaining Intersections, the Range of Effects is Most Prominent for:
  - Mannheim/Irving Park
  - Mannheim/Seymour (New Ramps)
  - Mannheim/Montrose (New Ramps)
  - Mannheim/Lawrence
  - Irving Park/25th



* Separate IDOT Phase I Engineering Studies

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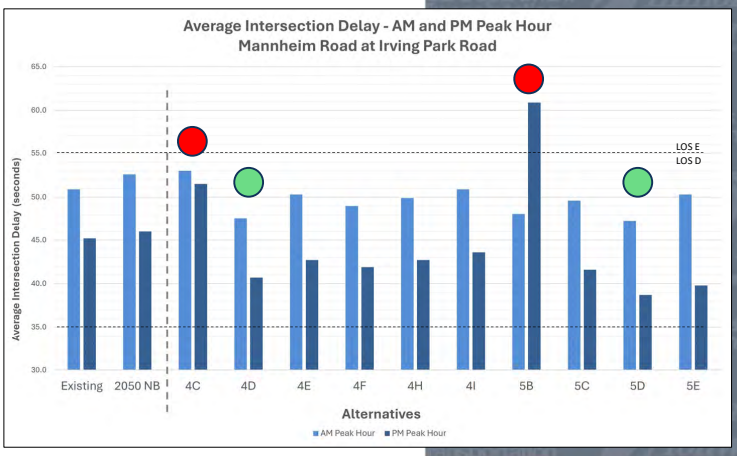
Level 1 Analysis Results

Mannheim Road at Irving Park Road Intersection:

Key Takeaways

- Alternatives 4C and 5B perform worse than the Baseline 2050 No-Build. All other Alternatives Performed Better than 2050 No-Build.
- Although Alternative 4C Performs well for the overall Study Area, it Performs Poorly at this Intersection, with 5B
- Alternatives 4D and 5D with New Exit and Entrance Ramps at Montrose and Seymour are the Best overall Performers with LOS D
- Each of these Reduce Intersection Delay Compared to Existing and 2050 No-Build Conditions for the AM and PM Peak Hours



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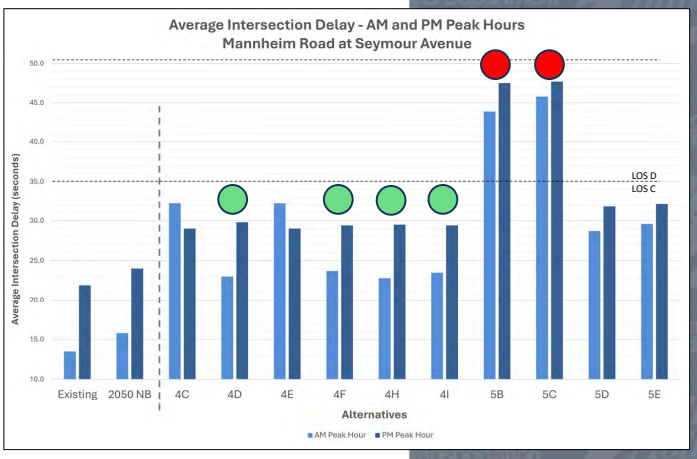
Level 1 Analysis Results

Mannheim Road at Seymour Avenue Intersection:

Key Takeaways

- Additional Traffic and New East Intersection Leg due to New Ramps
- Alternatives 4D, 4F, 4H, and 4I are Best Performers with LOS C for these Build Alternatives
- Alternatives 5B and 5C are the Worst Performers at this Intersection



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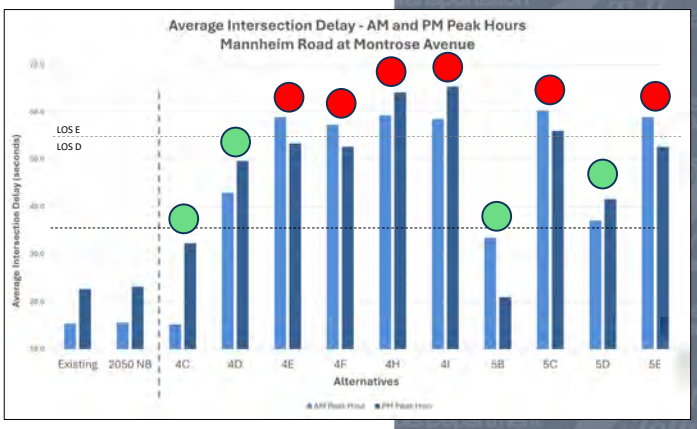
Level 1 Analysis Results

Mannheim Road at Montrose Avenue Intersection:

Key Takeaways

- Additional Traffic and New East Intersection Leg due to New Ramps
- Alternatives 4C and 5B Perform Well, but Worst Performer at Mannheim/Irving Park and No Ramps at Montrose
- Alternatives 4D and 5D also Perform Relatively Well at this Intersection with LOS D for AM and PM Peak Hour
- Alternatives with SB Exit and Entrance Ramps at Montrose Generally Perform Better Overall Due to Traffic Distribution
- Alternatives 4E, 4F, 4H, 4I, 5C and 5E are Notable Poor Performers at this Intersection with LOS E in the AM or AM & PM



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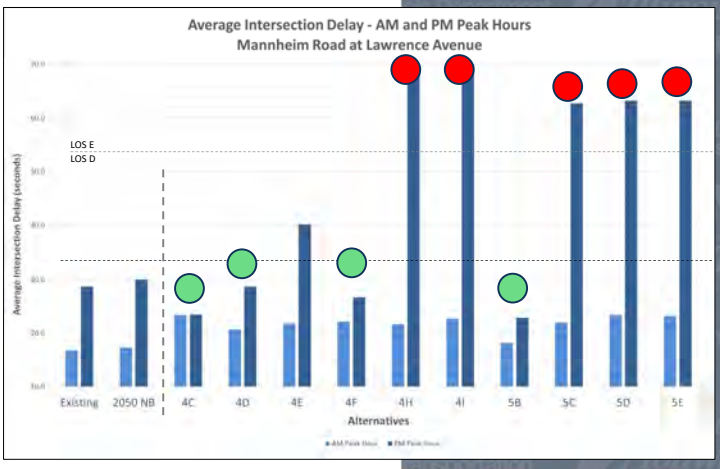
Level 1 Analysis Results

Mannheim Road at Lawrence Avenue Intersection:

Key Takeaways

- Alternatives 4C and 5B Perform Well, but Worst Performer at Mannheim/Irving Park and No Ramps at Montrose
- Alternatives 4D and 4F also Perform well at this Intersection with LOS C for AM and PM Peak Hour
- Removing the Existing SB to EB Irving Park Loop Ramp (Alternatives 4H, 4I, 5C, 5D, 5E) Negatively Impacts the Mannheim/Lawrence Intersection



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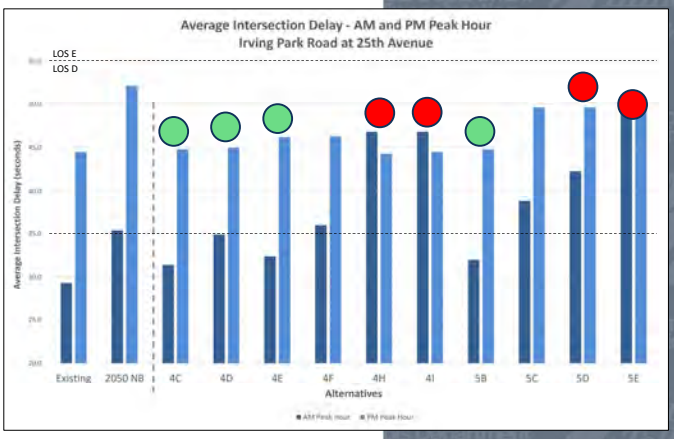
Level 1 Analysis Results

Irving Park Road at 25th Avenue Intersection:

Key Takeaways

- All Build Alternatives Perform Better than 2050 No-Build Condition for the PM Peak Hour, with added Baseline Improvements
- Alternatives 4C, 4D, 4E, 5B are Comparable Best Performers
- Each of these Achieves LOS C in the AM Peak Hour and LOS D in the PM Peak Hour
- Alternatives 4H, 4I, 5D, and 5E are Notable Poor Performers at this Intersection for the AM and PM



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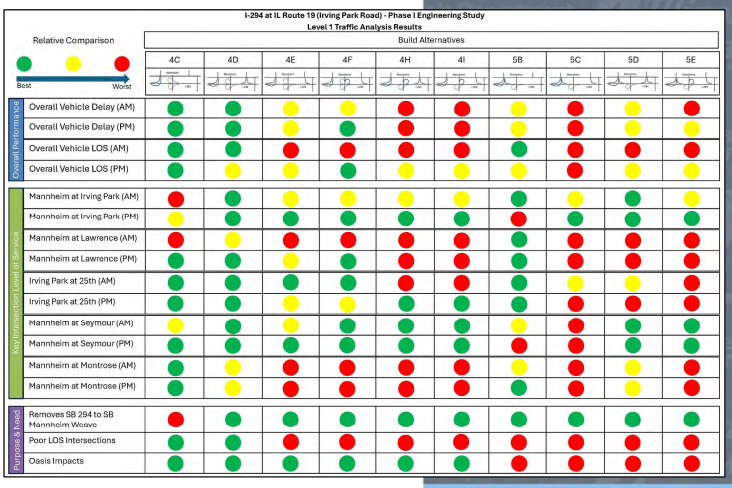
Level 1 Analysis Results

Relative Comparison of the Build Alternatives – Overall and at the Most Affected Intersections

Key Takeaways

- While Overall Performance is Green for Several Alternatives (4C AM/PM, 4F PM & 5B AM), Several Key Intersections are Red for those Alternatives
- Multiple Alternatives Don't Address All Purpose & Need Points
- Based on Performance and Purpose & Need, Alternative 4D Top Performing – the Only Alternative that Does NOT have a RED Value



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10 Minute Break

Refreshments

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Workshop – Level 1 Screening

(25 minutes Collaboration – 10 minutes Report Out)

Complete the Flip Chart:

- Key Advantages/Disadvantages for Each Alternative

Consider:

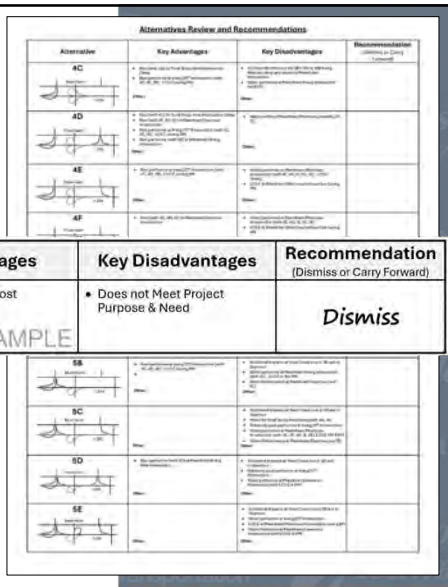
- Project Purpose & Need
- Level 1 Analysis Results
- Flip Charts of Data & Graphs at Tables

Workshop Objective:

- Identify Alternatives that Don't Meet the Project Purpose & Need or have Comparatively Poor Performance to **DISMISS** from Further Consideration
- Identify Best Alternatives to **CARRY FORWARD** for Level 2 Analysis, which can be one or more Alternatives

Project Team Facilitators:

- Table 1: Mike M & Mike D
- Table 2: Melissa & Jarrod



Alternative	Key Advantages	Key Disadvantages	Recommendation (Dismiss or Carry Forward)
NO-BUILD	• Lowest Near-Term Cost	• Does not Meet Project Purpose & Need	Dismiss

EXAMPLE

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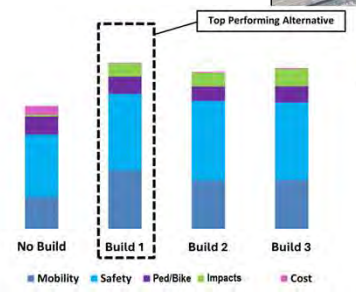
Level 2 Analysis Look Ahead

- **Concept Design and Comparative Evaluation for Alternatives Carried Forward**
- **Expanded Comparative Evaluation to Include:**
  - **Safety**
    - No-Build vs Build Crash Prediction Analysis
  - **Non-Motorized Accommodations**
    - Ped/Bike Accommodations
    - Transit Accommodations and Connections
  - **Drainage and Environmental Impacts & Mitigation**
    - Added Impervious Area
    - Creek/Floodplain Impacts
    - Wetland Impacts
    - Tree Impacts
    - Public Lands/Natural Areas Impacts
  - **Property Impacts & Mitigation**
    - Residential and Business
  - **Cost**
    - Construction and Right-of-Way



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Summary and Next Steps

- Consider CAG Input and Initiate Level 2 Analysis
- Prepare CAG Meeting #3 Summary
- Website Updates
- CAG Meeting #4 – Late 2025 (Level 2 Analysis Results)
- CAG Meeting #5 – Spring 2026 (Review of Preliminary Plans)
- Public Meeting #2 – Summer 2026

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Thank you!

Questions?

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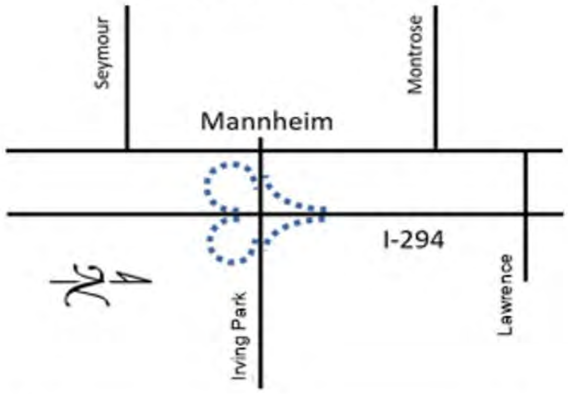
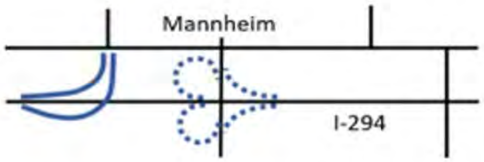
Level 1 Alternatives Considered

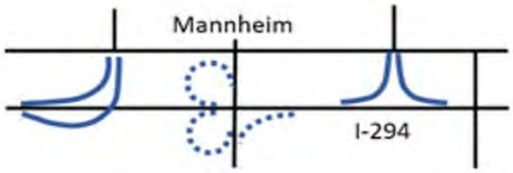
Existing – Baseline Conditions



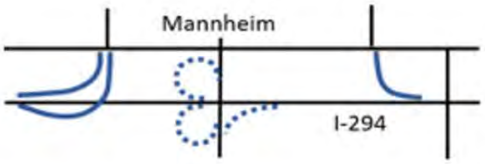
Concept 4C



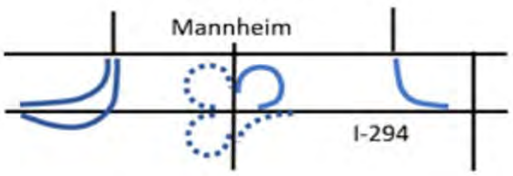
Concept 4D



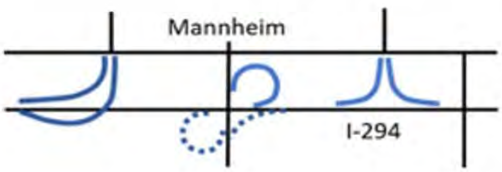
Concept 4E



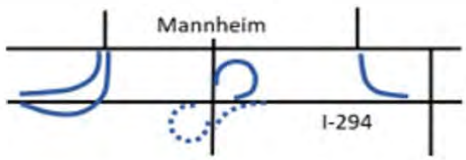
Concept 4F



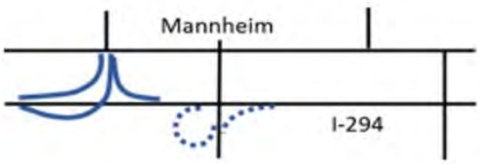
Concept 4H



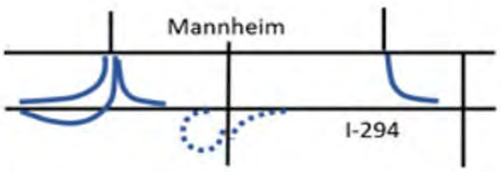
Concept 4I



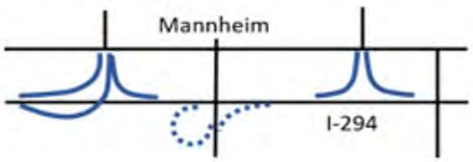
Concept 5B



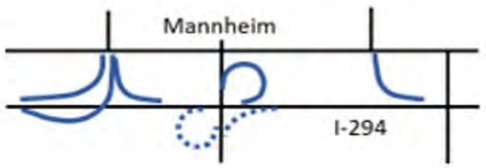
Concept 5C



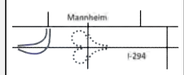
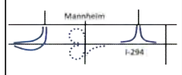
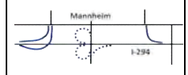
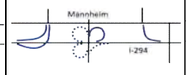
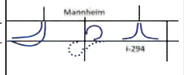
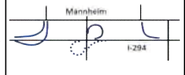
Concept 5D

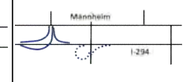
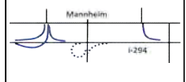
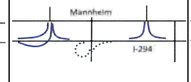
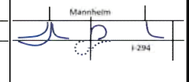


Concept 5E



Level 1 Traffic Analysis of Study Area Intersections

Intersection	EXISTING CONDITIONS				2050 NO-BUILD BASELINE				Build Alternatives																							
									4C				4D				4E				4F				4H				4I			
																																
	LOS & Delay (sec)				LOS & Delay (sec)				LOS & Delay (sec)				LOS & Delay (sec)				LOS & Delay (sec)				LOS & Delay (sec)				LOS & Delay (sec)				LOS & Delay (sec)			
	AM		PM		AM		PM		AM		PM		AM		PM		AM		PM		AM		PM		AM		PM		AM		PM	
Mannheim at Seymour	B	13.5	C	21.9	B	15.8	C	24.0	C	32.3	C	29.0	C	23.0	C	29.8	C	32.3	C	29.0	C	23.7	C	29.4	C	22.8	C	29.5	C	23.5	C	29.4
Mannheim at United Way	B	11.7	C	20.5	B	12.4	C	21.9	B	14.0	B	16.1	B	10.9	B	15.6	B	11.7	B	16.1	B	11.5	B	16.1	B	11.4	B	15.9	B	14.3	B	16.1
Mannheim at Irving Park	D	50.9	D	45.2	D	52.6	D	46.0	D	53.0	D	51.5	D	47.6	D	40.4	D	50.3	D	42.7	D	49.0	D	41.9	D	49.9	D	42.7	D	50.9	D	43.6
Mannheim at Montrose	B	15.4	C	22.7	B	15.6	C	23.2	B	15.2	C	32.2	D	43.0	D	49.6	E	58.9	D	53.3	E	57.3	D	52.6	E	59.3	E	64.2	E	58.5	E	65.4
Mannheim at Lawrence	B	16.8	C	28.7	B	17.4	C	30.0	C	23.4	C	23.5	C	20.7	C	28.7	C	21.8	D	40.2	C	22.2	C	26.7	C	21.7	E	70.7	C	22.7	E	71.3
Irving Park at Seymour	B	19.0	B	15.4	B	19.6	B	16.0	C	21.6	C	21.1	C	21.6	C	21.1	C	21.6	C	21.1	C	21.6	C	21.1	C	21.6	C	21.1	C	21.6	C	21.1
Irving Park at Judd	B	14.8	B	14.0	B	16.2	B	15.6	C	20.7	C	23.5	C	20.9	C	23.1	C	20.7	C	23.5	C	23.6	C	23.8	C	21.2	B	14.8	C	21.2	B	14.6
Irving Park at 25th Ave	C	29.3	D	44.5	D	35.4	D	52.2	C	31.4	D	44.8	C	34.9	D	45.0	C	32.4	D	46.2	D	36.0	D	46.3	D	46.8	D	44.3	D	46.8	D	44.5
Irving Park at Wesley	B	15.5	B	14.1	B	17.1	B	15.1	C	20.7	B	17.2	B	17.9	B	17.7	C	20.9	B	17.8	C	24.5	B	18.4	C	24.5	B	18.2	C	24.5	B	18.4
Irving Park at Des Plaines River Road	D	54.5	E	59.1	E	70.9	E	68.3	D	35.4	D	43.4	D	36.6	D	43.2	D	36.4	D	43.4	D	36.8	D	46.2	D	36.8	D	48.6	D	36.8	D	48.6
Lawrence at 25th Ave	B	11.8	B	11.4	B	12.9	B	12.6	B	13.3	B	17.0	B	15.2	B	18.4	B	14.5	B	18.2	B	12.9	B	18.2	B	19.5	C	30.2	B	14.3	C	28.0
Lawrence at Des Plaines River Road	D	38.6	E	58.3	D	45.9	E	76.6	C	25.2	C	34.6	C	24.2	D	35.1	C	25.6	D	35.3	C	25.0	C	34.9	C	24.6	C	34.7	C	25.1	C	34.6
Balmoral at Des Plaines River Road	A	9.9	B	15.8	B	11.7	B	18.4	A	9.9	B	13.9	A	9.4	B	12.0	A	10.0	B	13.9	A	10.0	B	13.9	A	9.5	B	11.9	A	10.0	B	13.9

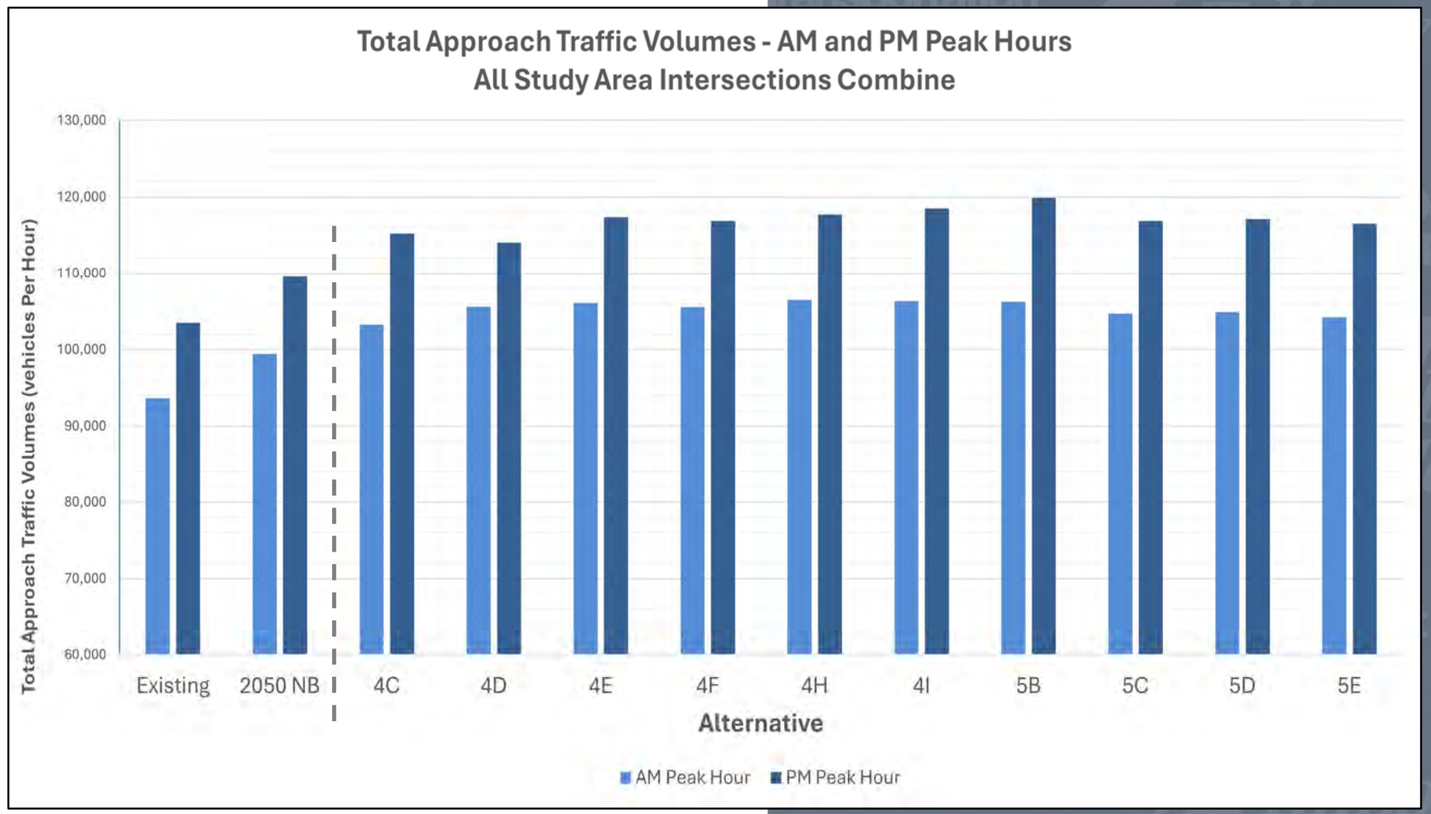
Intersection	5B				5C				5D				5E			
																
	LOS & Delay (sec)				LOS & Delay (sec)				LOS & Delay (sec)				LOS & Delay (sec)			
	AM		PM		AM		PM		AM		PM		AM		PM	
Mannheim at Seymour	D	43.8	D	47.5	D	45.8	D	47.7	C	28.7	C	31.8	C	29.6	C	32.2
Mannheim at United Way	B	17.0	C	20.7	B	15.0	B	16.1	B	13.8	B	16.2	B	15.3	B	16.1
Mannheim at Irving Park	D	48.1	E	60.9	D	49.6	D	41.6	D	47.3	D	38.7	D	50.3	D	39.8
Mannheim at Montrose	C	33.4	C	21.0	E	60.4	E	56.0	D	37.0	D	41.6	E	58.9	D	52.6
Mannheim at Lawrence	B	18.2	C	22.9	C	22.0	E	62.8	C	23.4	E	63.3	C	23.2	E	63.3
Irving Park at Seymour	C	21.6	C	21.1	C	21.6	C	21.1	C	21.6	C	21.1	C	21.6	C	21.1
Irving Park at Judd	B	18.0	B	15.8	B	18.5	B	15.7	B	19.9	B	16.1				
Irving Park at 25th Ave	C	32.0	D	44.8	D	38.8	D	49.5	D	42.3	D	49.6	D	50.0	D	49.9
Irving Park at Wesley	B	16.6	B	17.2	C	20.7	B	17.2	C	20.7	B	17.2	C	23.3	B	17.8
Irving Park at Des Plaines River Road	D	36.4	D	43.4	D	36.4	D	43.4	D	36.3	D	43.2	D	36.7	D	43.3
Lawrence at 25th Ave	B	17.4	C	21.6	B	16.4	C	25.4	C	20.0	C	29.4	B	15.5	C	23.8
Lawrence at Des Plaines River Road	C	25.8	C	34.7	C	25.7	D	35.3	C	25.4	D	35.2	C	25.4	C	34.9
Balmoral at Des Plaines River Road	A	10.0	B	13.9	A	10.0	B	13.9	A	9.7	B	11.9	B	10.6	B	13.1

Level 1 Analysis Results

Total Study Area Traffic Volumes:

<u>Key Takeaways</u>

- Growth in Traffic Volumes from Existing to 2050 No-Build
- All Build Alternatives Increase Traffic Volumes over 2050 No-Build
- Total Study Area 2050 Traffic Volumes are Similar for All Build Alternatives
- Generally, more traffic in the Study Area during the PM Peak Period, but Varies by Intersection



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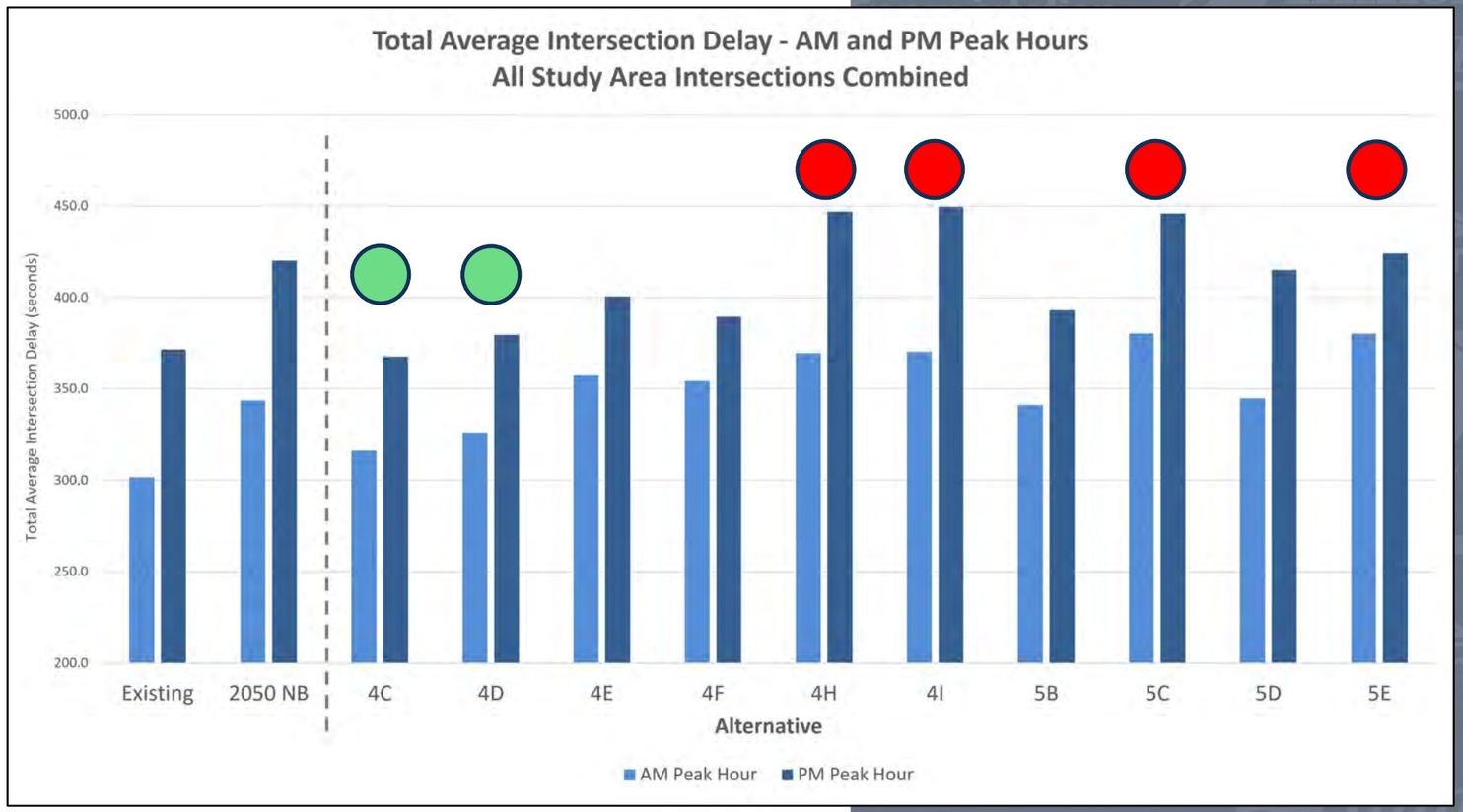
Level 1 Analysis Results

Total Study Area Average Intersection Delay:

<u>Key Takeaways</u>

- Delay Increases for the 2050 No-Build Over Existing Conditions
- Most Build Alternatives Reduce Delay Compared to the 2050 No-Build Even With the Added Traffic Volumes
  - Build Alternatives Include Baseline 2050 No-Build Improvements
- Generally, the PM Peak has Higher Delays than the AM Peak, Consistent with Existing and No-Build Conditions



- Alternatives 4C and 4D Perform the Best (i.e., Overall Lowest Delay)
- Alternatives 4H, 4I, 5C, and 5E are Notable Worst Performers

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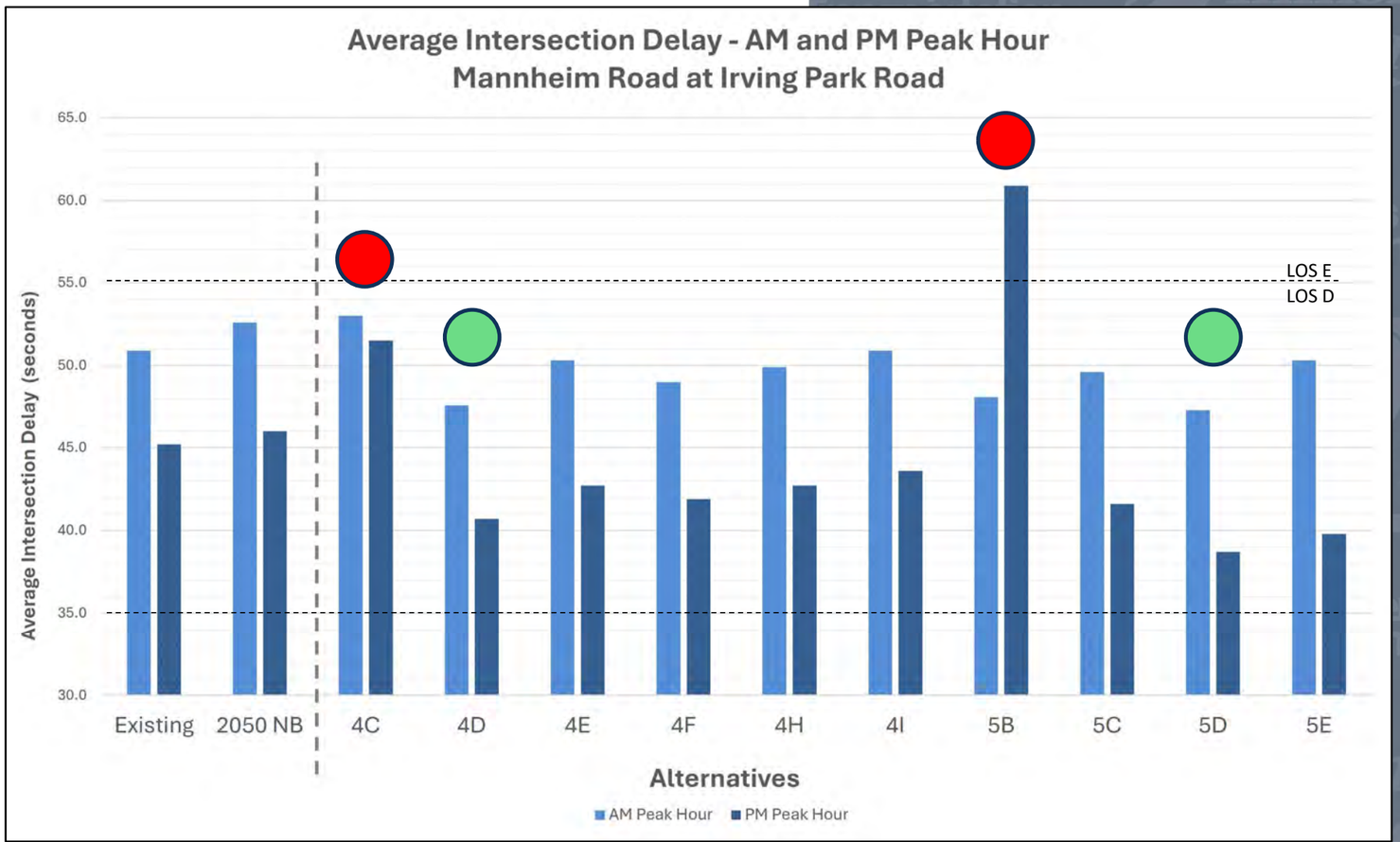
Level 1 Analysis Results

Mannheim Road at
Irving Park Road Intersection:

<u>Key Takeaways</u>

- Alternatives 4C and 5B perform worse than the Baseline 2050 No-Build. All other Alternatives Performed Better than 2050 No-Build.
- Although Alternative 4C Performs well for the overall Study Area, it Performs Poorly at this Intersection, with 5B
- Alternatives 4D and 5D with New Exit and Entrance Ramps at Montrose and Seymour are the Best overall Performers with LOS D
- Each of these Reduce Intersection Delay Compared to Existing and 2050 No-Build Conditions for the AM and PM Peak Hours



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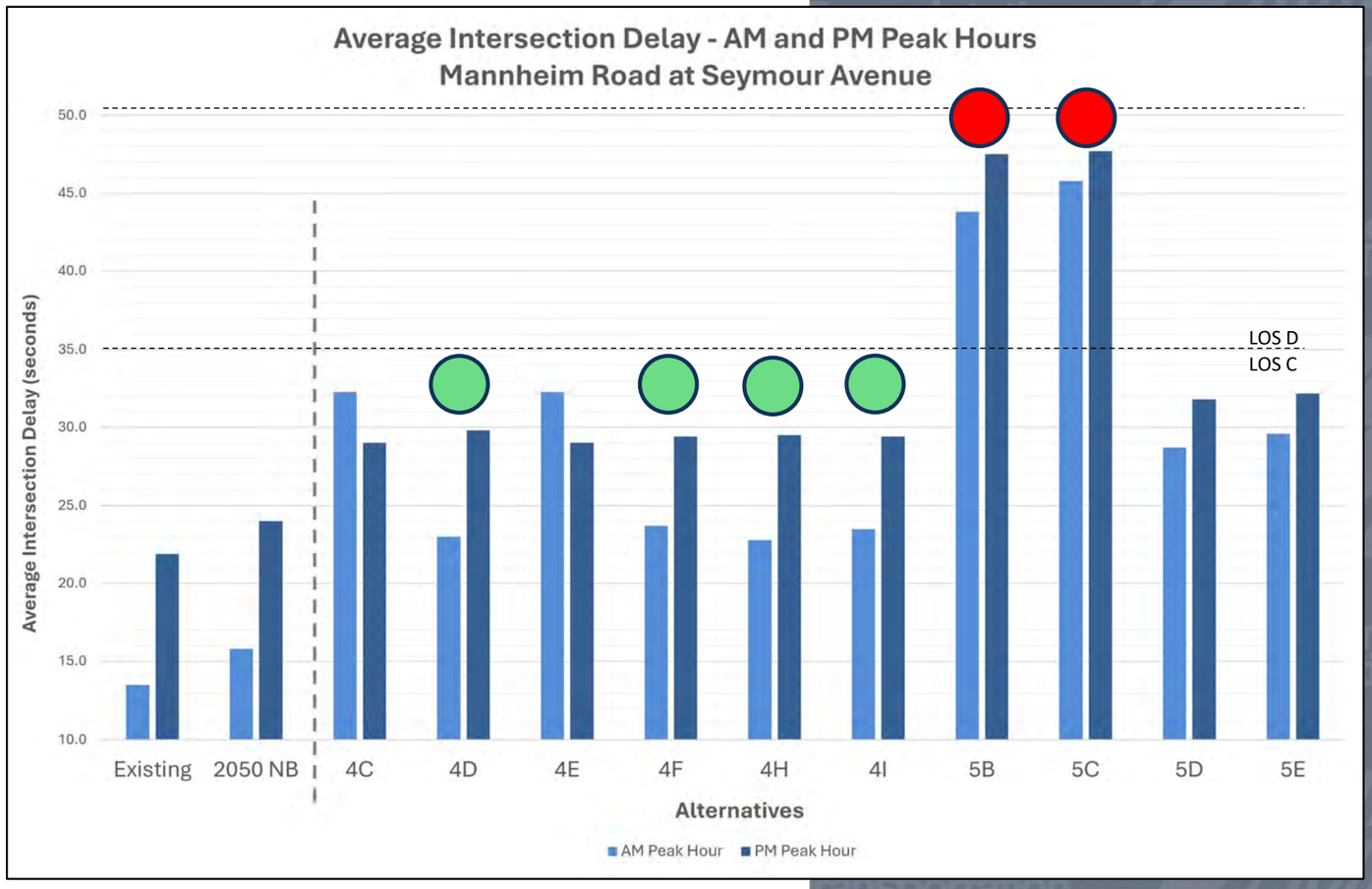
Level 1 Analysis Results

Mannheim Road at Seymour Avenue Intersection:

<u>Key Takeaways</u>

- Additional Traffic and New East Intersection Leg due to New Ramps
- Alternatives 4D, 4F, 4H, and 4I are Best Performers with LOS C for these Build Alternatives
- Alternatives 5B and 5C are the Worst Performers at this Intersection



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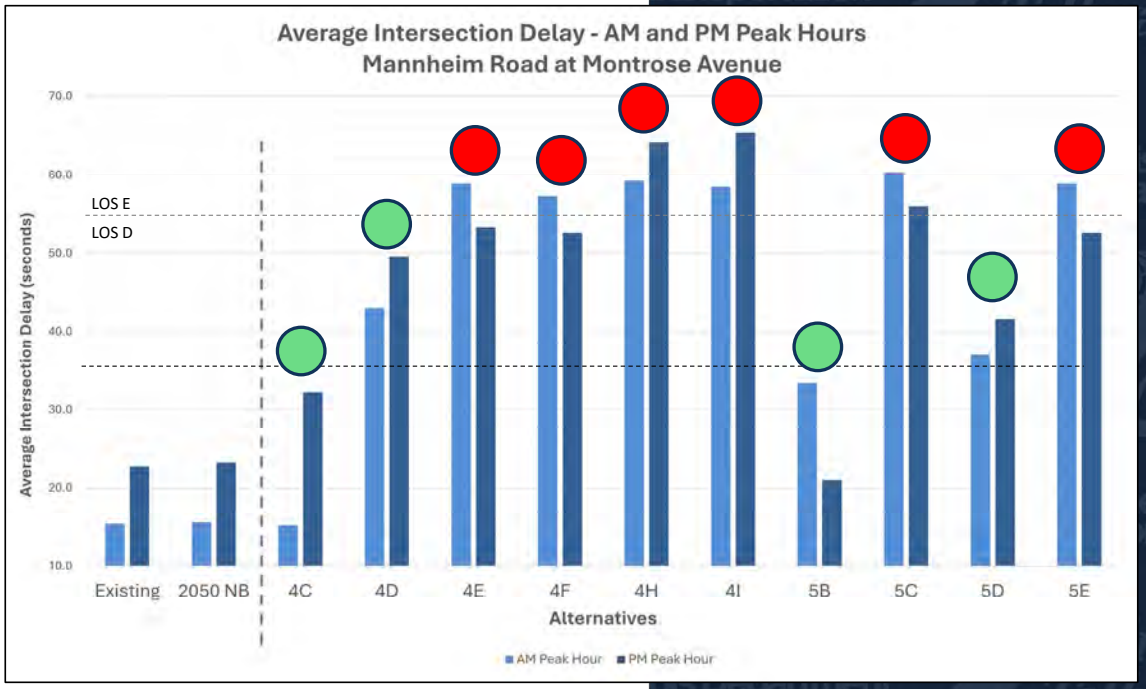
Level 1 Analysis Results

Mannheim Road at Montrose Avenue Intersection:

Key Takeaways

- Additional Traffic and New East Intersection Leg due to New Ramps
- Alternatives 4C and 5B Perform Well, but Worst Performer at Mannheim/Irving Park and No Ramps at Montrose
- Alternatives 4D and 5D also Perform Relatively Well at this Intersection with LOS D for AM and PM Peak Hour
- Alternatives with SB Exit and Entrance Ramps at Montrose Generally Perform Better Overall Due to Traffic Distribution
- Alternatives 4E, 4F, 4H, 4I, 5C and 5E are Notable Poor Performers at this Intersection with LOS E in the AM or AM & PM



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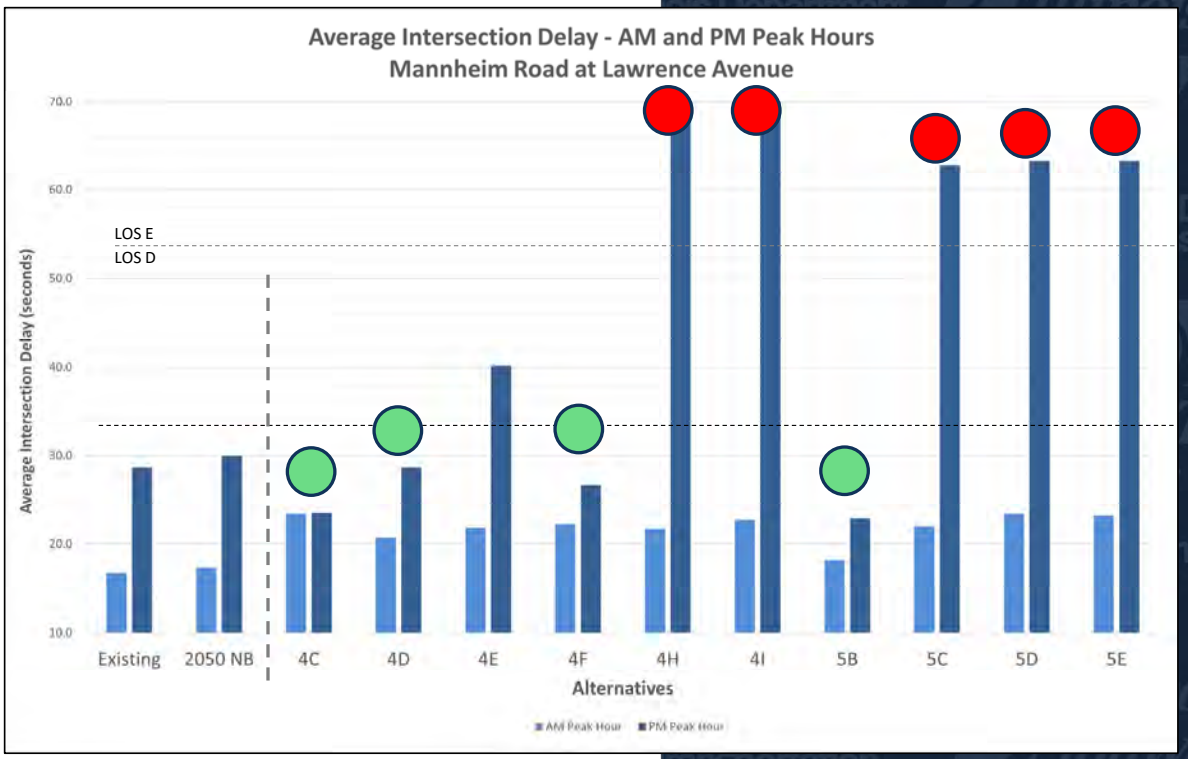
Level 1 Analysis Results

Mannheim Road at Lawrence Avenue Intersection:

Key Takeaways

- Alternatives 4C and 5B Perform Well, but Worst Performer at Mannheim/Irving Park and No Ramps at Montrose
- Alternatives 4D and 4F also Perform well at this Intersection with LOS C for AM and PM Peak Hour
- Removing the Existing SB to EB Irving Park Loop Ramp (Alternatives 4H, 4I, 5C, 5D, 5E) Negatively Impacts the Mannheim/Lawrence Intersection



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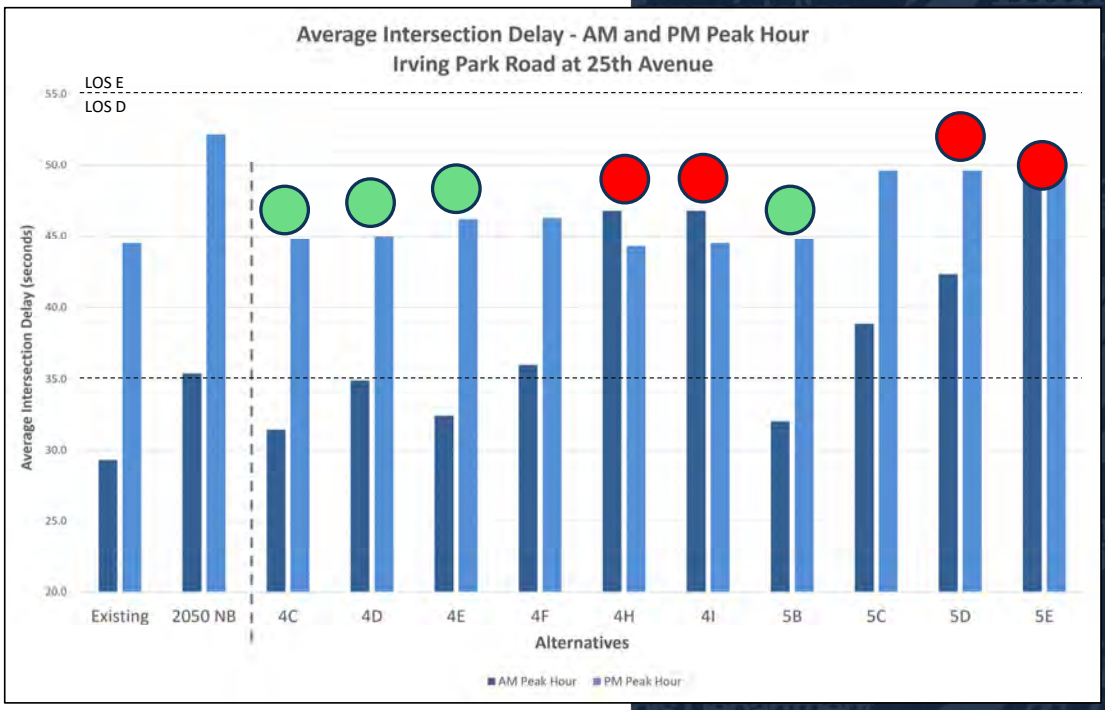
Level 1 Analysis Results

Irving Park Road at 25th Avenue Intersection:

Key Takeaways

- All Build Alternatives Perform Better than 2050 No-Build Condition for the PM Peak Hour, with added Baseline Improvements
- Alternatives 4C, 4D, 4E, 5B are Comparable Best Performers
- Each of these Achieves LOS C in the AM Peak Hour and LOS D in the PM Peak Hour
- Alternatives 4H, 4I, 5D, and 5E are Notable Poor Performers at this Intersection for the AM and PM

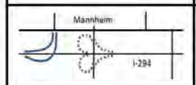
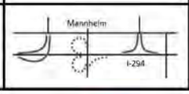
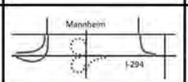
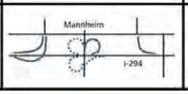
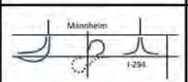
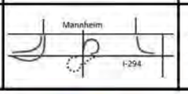
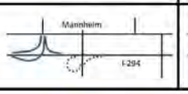
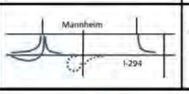
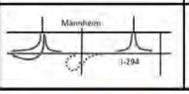
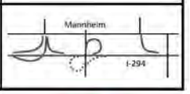


I-294 at IL Route 19 Interchange Improvement

I-294 at IL Route 19 (Irving Park Road) - Phase I Engineering Study

Level 1 Traffic Analysis Results

Relative Comparison

		Build Alternatives									
		4C	4D	4E	4F	4H	4I	5B	5C	5D	5E
											
Overall Performance	Overall Vehicle Delay (AM)										
	Overall Vehicle Delay (PM)										
	Overall Vehicle LOS (AM)										
	Overall Vehicle LOS (PM)										
Key Intersection Level of Service	Mannheim at Irving Park (AM)										
	Mannheim at Irving Park (PM)										
	Mannheim at Lawrence (AM)										
	Mannheim at Lawrence (PM)										
	Irving Park at 25th (AM)										
	Irving Park at 25th (PM)										
	Mannheim at Seymour (AM)										
	Mannheim at Seymour (PM)										
	Mannheim at Montrose (AM)										
	Mannheim at Montrose (PM)										
Purpose & Need	Removes SB 294 to SB Mannheim Weave										
	Poor LOS Intersections										
	Oasis Impacts										

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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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 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

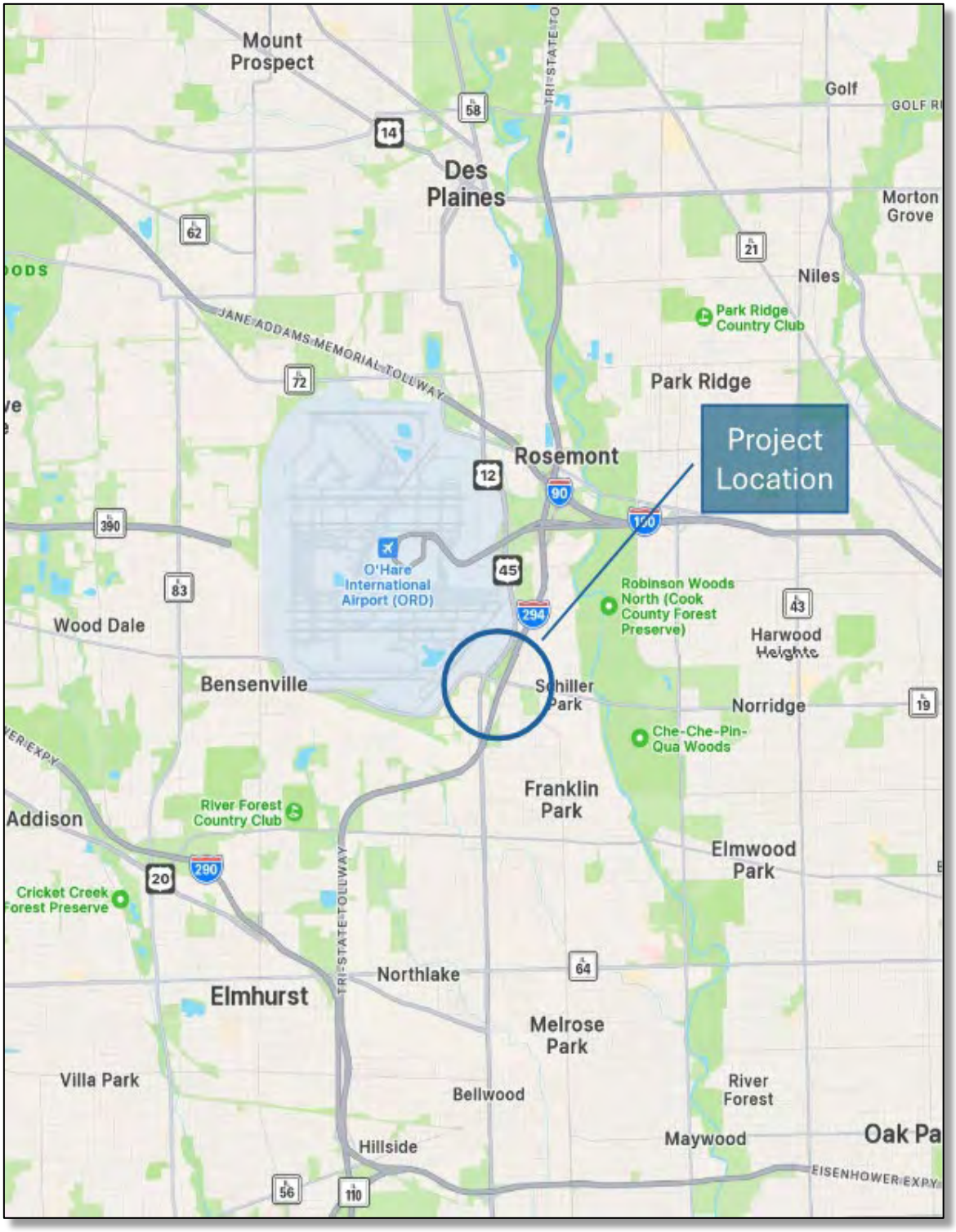
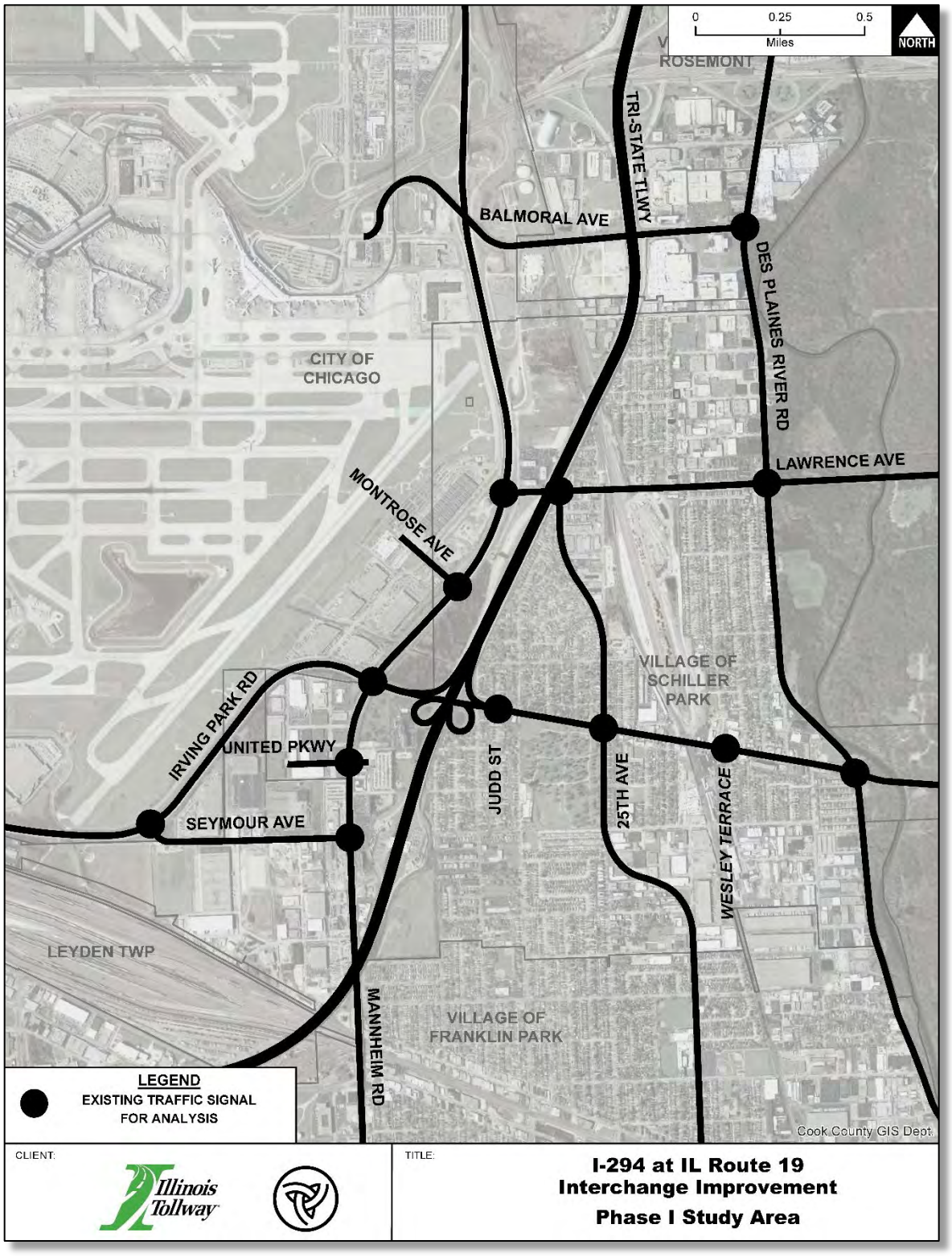


Figure 2. Phase I Study Area



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.

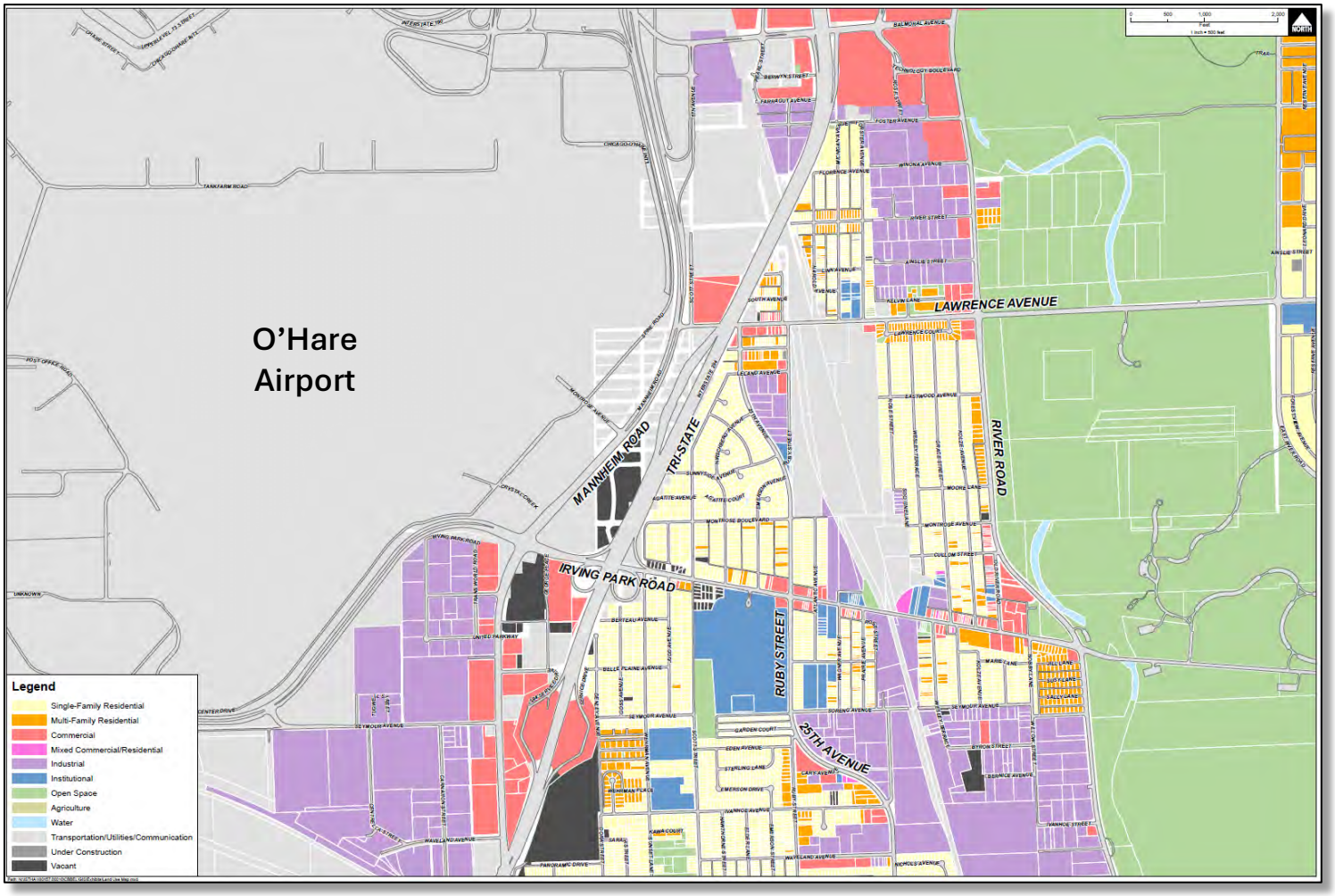
3.0 Need for Improvements

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.

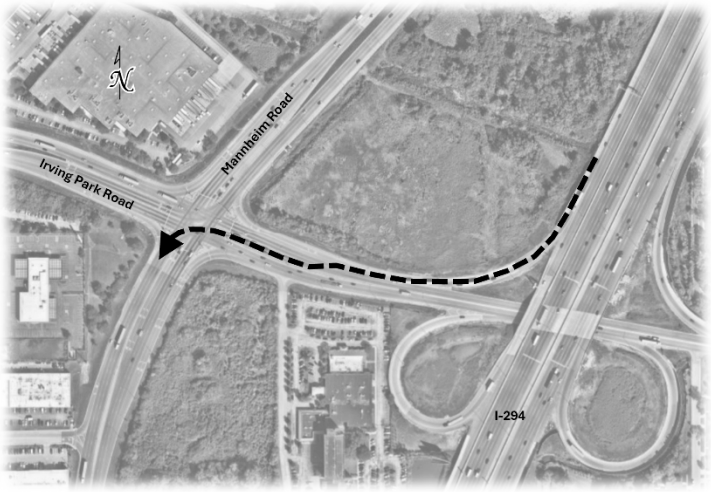
Figure 3. Study Area Land Use



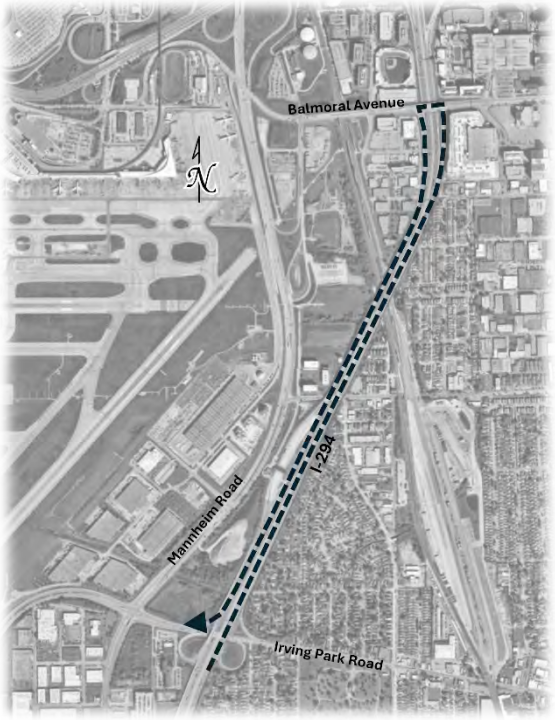
This diverse land use results in a variety of traffic types, notably heavy trucks servicing the industrial and commercial areas. The lack of direct access to I-294 from the south at Irving Park Road contributes to circuitous travel patterns and adverse travel times, affecting all vehicle classes. These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

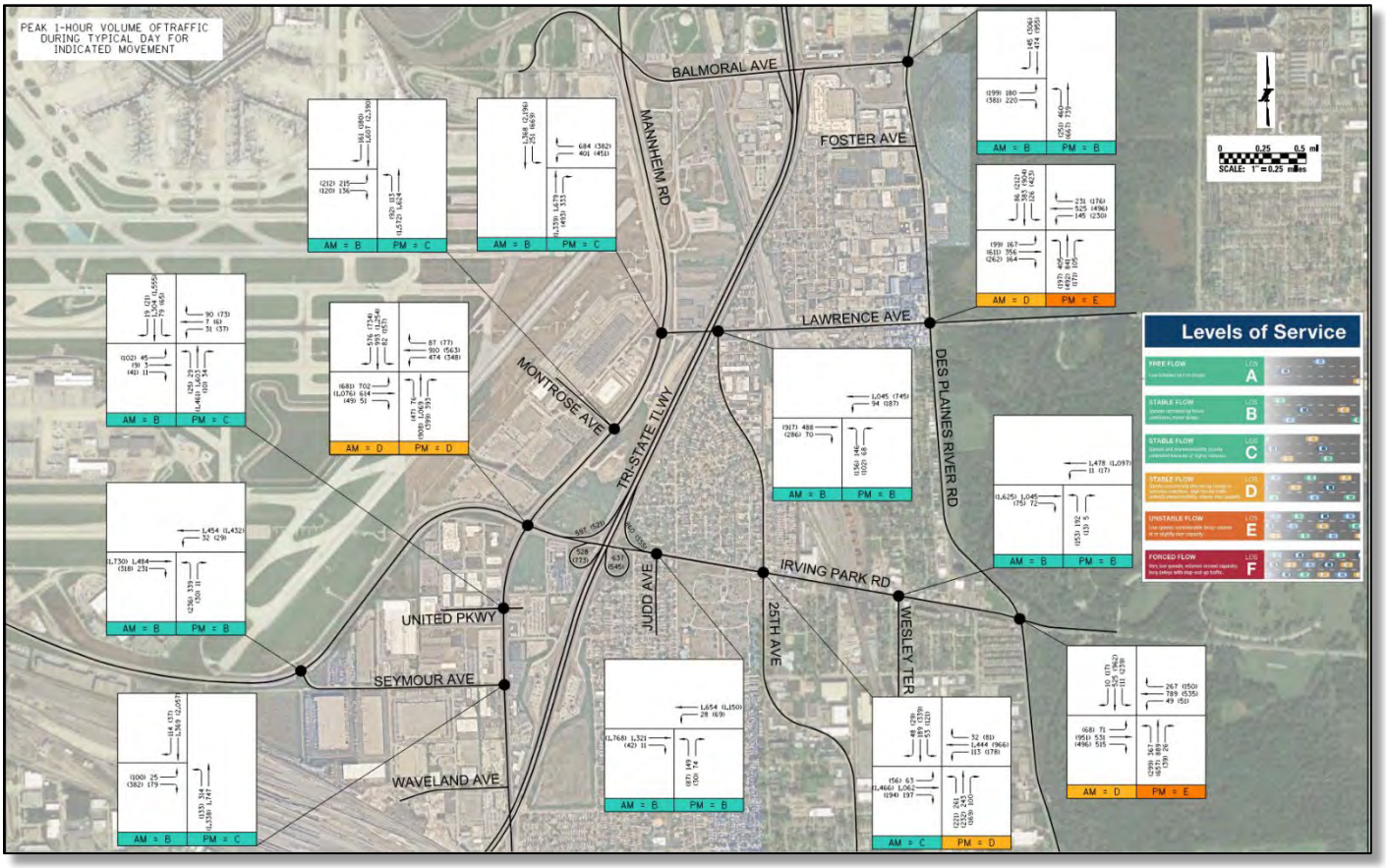
Table 2 shows the existing LOS and the vehicle delay for existing conditions and for the year 2050-No Build at these 13 intersections.

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	**2138**	**2161**	**2124**	**2142**	**2149**	**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	**2146**	**2139**	**2101**	**2121**	**2106**	**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

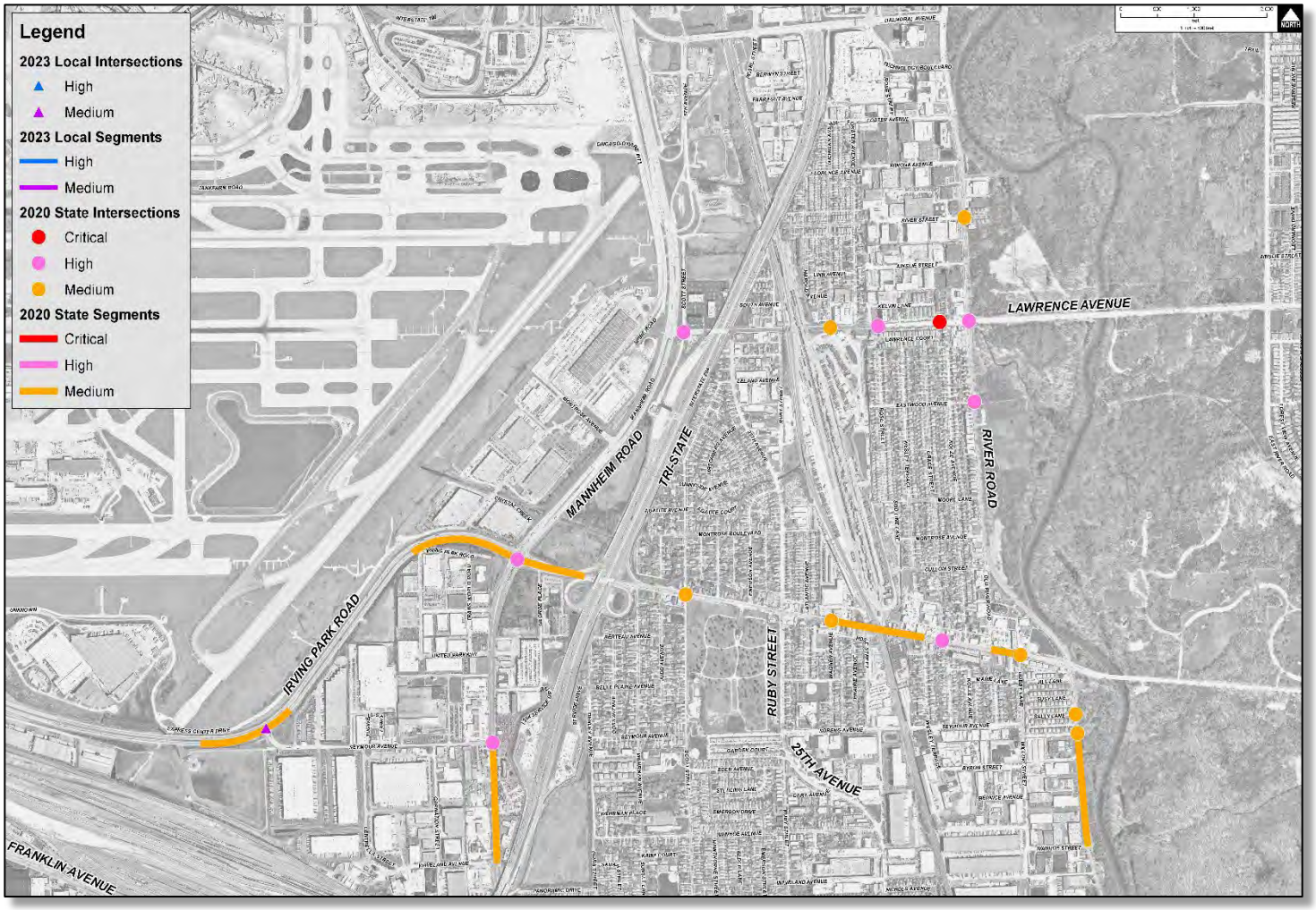
Injury Type	Crashes	%
K	5	0.4%
A	39	3.5%
B	93	8.3%
C	102	9.1%
PDO	888	78.8%
Total	**1,127**	

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.

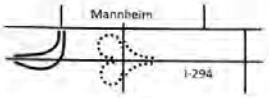
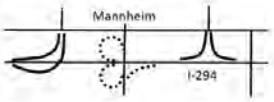
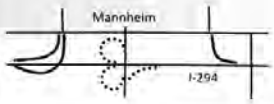
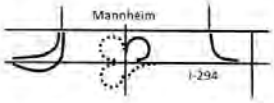
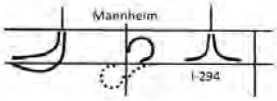
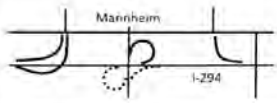
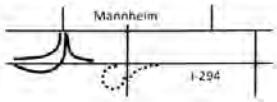
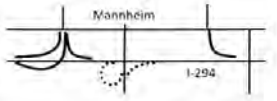
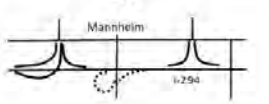
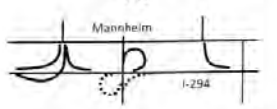
However, several concerns were also raised, particularly about the potential for increased traffic. Many respondents pointed out the challenges they already face with congestion, particularly during peak hours, and fear that these issues could worsen without careful planning. There are also concerns 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.

ATTACHMENT D

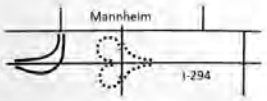
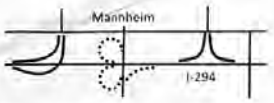
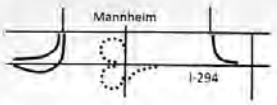
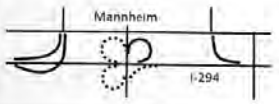
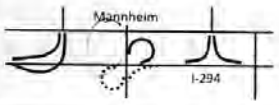
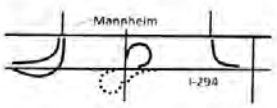
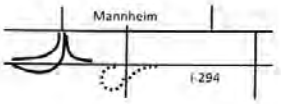
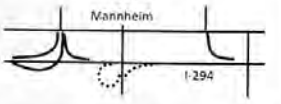
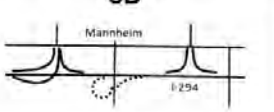
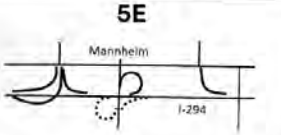
Alternatives Review and Recommendations

GROUP 1

Alternative	Key Advantages	Key Disadvantages	Recommendation (Dismiss or Carry Forward)
4C 	• Best (with 4D) for Total Study Area Intersection Delay • Best performer at Irving/25th Intersection (with 4D, 4E, 5B). LOS C during AM. **Other:**	• 4C Does Not Remove the SB I-294 to WB Irving Park exit ramp and weave at Mannheim Intersection • Worst performer at Mannheim/Irving Intersection (with 5B) **Other:**	DISMISS
4D 	• Best (with 4C) for Total Study Area Intersection Delay • Best (with 4F, 4H, 4I) for Mannheim/Seymour Intersection • Best performer at Irving/25th Intersection (with 4C, 4E, 5B). LOS C during AM. • Best performer (with 5D) at Mannheim/Irving Intersection **Other:**	• Higher traffic at Mannheim/Montrose (overall LOS D) **Other:**	CARRY FORWARD
4E 	• Best performer at Irving/25th Intersection (with 4C, 4D, 5B). LOS C during AM. **Other:**	• Worst performer at Mannheim/Montrose Intersection (with 4F, 4H, 4I, 5C, 5E). LOS E during. • LOS E at Mannheim/Montrose Intersection during AM **Other:**	
4F 	• Best (with 4D, 4H, 4I) for Mannheim/Seymour Intersection **Other:**	• Worst performer at Mannheim/Montrose Intersection (with 4E, 4H, 4I, 5C, 5E) • LOS E at Mannheim/Montrose Intersection during AM **Other:** land use less merging distance	DISMISS
4H 	• Best (with 4D, 4F, 4I) for Mannheim/Seymour Intersection **Other:**	• Worst for Total Study Area Delay (with 4I, 5C) • Relatively poor performer at Irving/25th Intersection • Worst performer at Mannheim/Montrose Intersection (with 4E, 4F, 4I, 5C, 5E) • LOS E at Mannheim/Montrose Intersection during AM & PM **Other:** land use	DISMISS
4I 	• Best (with 4D, 4F, 4H) for Mannheim/Seymour Intersection **Other:**	• Worst for Total Study Area Delay (with 4H, 5C) • Relatively poor performer at Irving/25th Intersection • Worst performer at Mannheim/Montrose Intersection (with 4E, 4F, 4H, 5C, 5E) • LOS E at Mannheim/Montrose and Mannheim/Lawrence Intersection during AM & PM **Other:** lane use	DISMISS
5B 	• Best performer at Irving/25th Intersection (with 4C, 4D, 4E). LOS C during AM. • **Other:**	• Additional Impacts at West Oasis due to SB exit to Seymour • Worst performer at Mannheim/Irving Intersection (with 4C). LOS E in the PM. • Worst Performance at Mannheim/Seymour (with 5C) **Other:** weaving issue	DISMISS
5C 	**Other:**	• Additional Impacts at West Oasis due to SB exit to Seymour • Worst for Total Study Area Delay (with 4H, 4I) • Relatively poor performer at Irving/25th Intersection • Worst performer at Mannheim/Montrose Intersection (with 4E, 4F, 4H, 4I, 5E). LOS E AM & PM • Worst Performance at Mannheim/Seymour (w/ 5B) **Other:** weaving issue	DISMISS
5D 	• Best performer (with 4D) at Mannheim/Irving Park Intersection **Other:**	• Additional Impacts at West Oasis due to SB exit to Seymour • Relatively poor performer at Irving/25th Intersection • Worst performer at Mannheim/Lawrence Intersection with LOS E in PM **Other:** weaving issue	DISMISS
5E 	**Other:**	• Additional Impacts at West Oasis due to SB exit to Seymour • Worst performer at Irving/25th Intersection • LOS E at Mannheim/Montrose Intersection during AM • Worst Performer at Mannheim/Lawrence Intersection with LOS E in PM **Other:** weaving issue	DISMISS

Alternatives Review and Recommendations

GROUP 2 PED ACCESS - PACE

Alternative	Key Advantages	Key Disadvantages	Recommendation (Dismiss or Carry Forward)
4C 	• Best (with 4D) for Total Study Area Intersection Delay • Best performer at Irving/25th Intersection (with 4D, 4E, 5B). LOS C during AM. **Other:**	• 4C Does Not Remove the SB I-294 to WB Irving Park exit ramp and weave at Mannheim Intersection • Worst performer at Mannheim/Irving Intersection (with 5B) **Other:**	DISMISS
4D 	• Best (with 4C) for Total Study Area Intersection Delay • Best (with 4F, 4H, 4I) for Mannheim/Seymour Intersection • Best performer at Irving/25th Intersection (with 4C, 4E, 5B). LOS C during AM. • Best performer (with 5D) at Mannheim/Irving Intersection **Other:**	• Higher traffic at Mannheim/Montrose (overall LOS D) **Other:**	
4E 	• Best performer at Irving/25th Intersection (with 4C, 4D, 5B). LOS C during AM. **Other:**	• Worst performer at Mannheim/Montrose Intersection (with 4F, 4H, 4I, 5C, 5E). LOS E during. • LOS E at Mannheim/Montrose Intersection during AM **Other:**	DISMISS
4F 	• Best (with 4D, 4H, 4I) for Mannheim/Seymour Intersection **Other:**	• Worst performer at Mannheim/Montrose Intersection (with 4E, 4H, 4I, 5C, 5E) • LOS E at Mannheim/Montrose Intersection during AM **Other:**	DISMISS
4H 	• Best (with 4D, 4F, 4I) for Mannheim/Seymour Intersection **Other:**	• Worst for Total Study Area Delay (with 4I, 5C) • Relatively poor performer at Irving/25th Intersection • Worst performer at Mannheim/Montrose Intersection (with 4E, 4F, 4I, 5C, 5E) • LOS E at Mannheim/Montrose Intersection during AM & PM **Other:** GUARDRAIL	DISMISS
4I 	• Best (with 4D, 4F, 4H) for Mannheim/Seymour Intersection **Other:**	• Worst for Total Study Area Delay (with 4H, 5C) • Relatively poor performer at Irving/25th Intersection • Worst performer at Mannheim/Montrose Intersection (with 4E, 4F, 4H, 5C, 5E) • LOS E at Mannheim/Montrose and Mannheim/Lawrence Intersection during AM & PM **Other:**	DISMISS
5B 	• Best performer at Irving/25th Intersection (with 4C, 4D, 4E). LOS C during AM. • **Other:**	• Additional Impacts at West Oasis due to SB exit to Seymour • Worst performer at Mannheim/Irving Intersection (with 4C). LOS E in the PM. • Worst Performance at Mannheim/Seymour (with 5C) **Other:**	DISMISS
5C 	**Other:**	• Additional Impacts at West Oasis due to SB exit to Seymour • Worst for Total Study Area Delay (with 4H, 4I) • Relatively poor performer at Irving/25th Intersection • Worst performer at Mannheim/Montrose Intersection (with 4E, 4F, 4H, 4I, 5E). LOS E AM & PM • Worst Performance at Mannheim/Seymour (w/ 5B) **Other:**	DISMISS
5D 	• Best performer (with 4D) at Mannheim/Irving Park Intersection **Other:**	• Additional Impacts at West Oasis due to SB exit to Seymour • Relatively poor performer at Irving/25th Intersection • Worst performer at Mannheim/Lawrence Intersection with LOS E in PM **Other:**	DISMISS
5E 	**Other:**	• Additional Impacts at West Oasis due to SB exit to Seymour • Worst performer at Irving/25th Intersection • LOS E at Mannheim/Montrose Intersection during AM • Worst Performer at Mannheim/Lawrence Intersection with LOS E in PM **Other:**	DISMISS