

# Welcome!

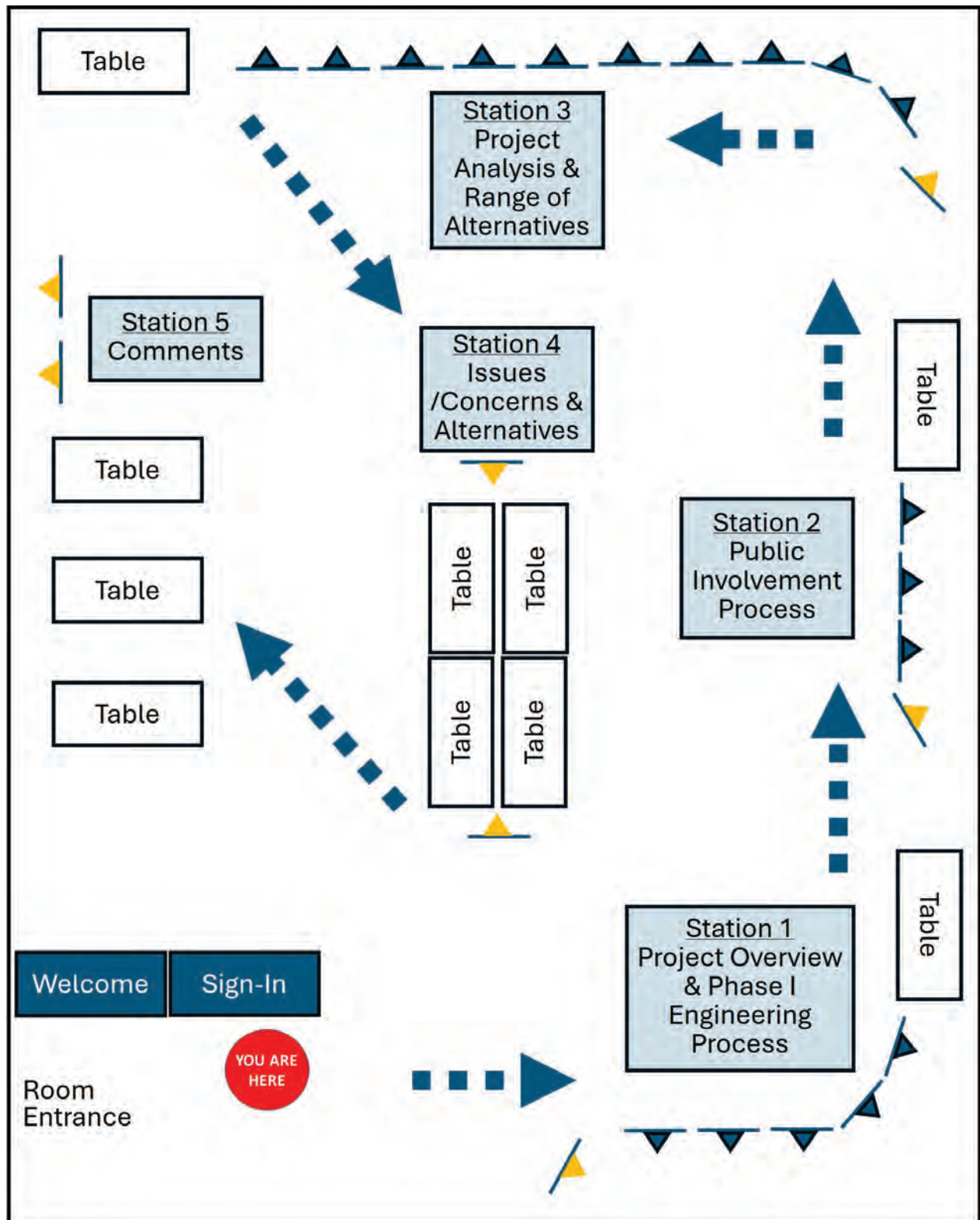
## **I-294 (Central Tri-State) at IL Route 19 (Irving Park Road) Interchange Improvement** Phase I Engineering Study

### **Public Meeting #1**

### **October 8, 2024**

Please Sign In  
and Take a  
Project Brochure

# EXHIBIT STATION MAP

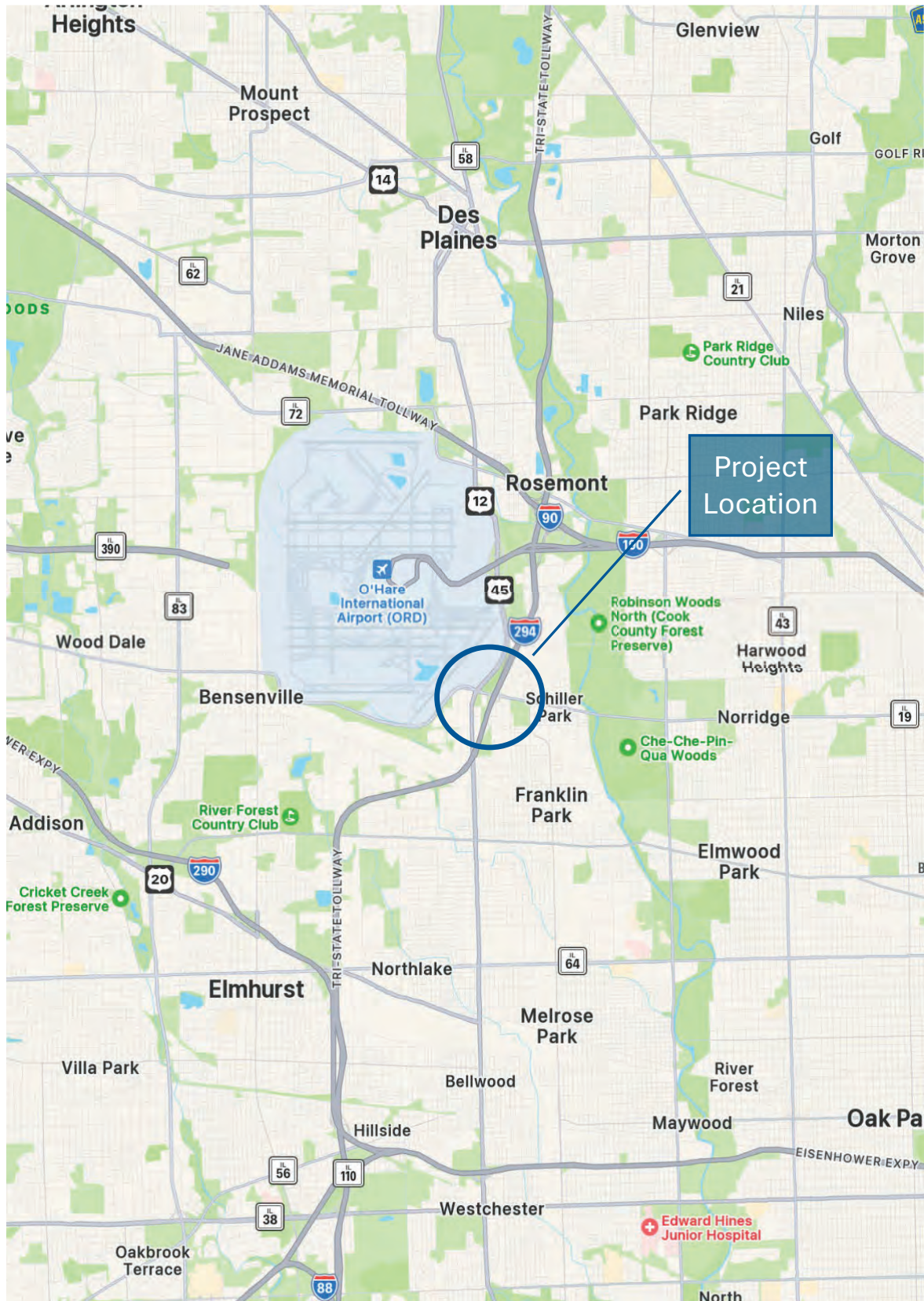


# Station 1

## Project Overview & Phase I Process



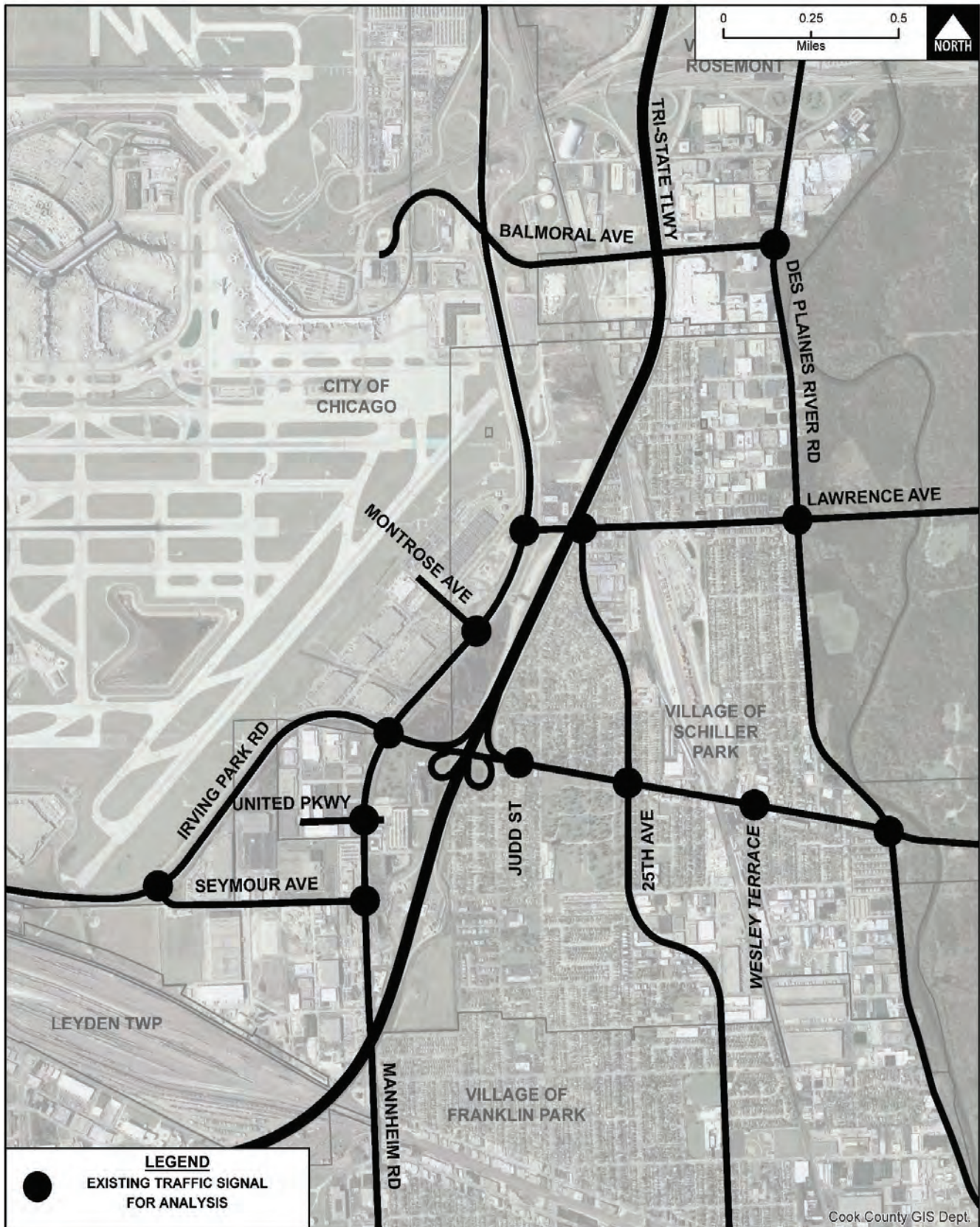
# PROJECT LOCATION MAP



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# PROJECT STUDY AREA



Illinois Department  
of Transportation

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## OVERALL PROJECT DEVELOPMENT PROCESS

**We are Here**

### Phase II

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

### Phase I

- 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

- Traffic Analysis
- Crash Analysis
- Existing Operational Deficiency Assessment
- Access Needs
- Non-Motorized and Transit Needs
- **Community Advisory Group Meeting #1 (July 2024)**
- **PUBLIC MEETING #1 (Oct. 2024)**
- Finalize Project Purpose and Need Statement

### Alternatives Evaluations

- 2050 Traffic Projections for Build Alternatives
- Alternatives Development and Evaluation (*transportation performance & impacts*)
- **Community Advisory Group Meetings 2 - 4**
- Identify Preferred Alternative

### Preferred Alternative

- Preferred Alternative Refinement and Documentation
- **Community Advisory Group Meeting #5 (Fall 2025)**
- **PUBLIC MEETING #2 (Winter 2025)**
- Finalize Phase I Engineering Reports
- Phase I Engineering Design Approval (Summer 2026)

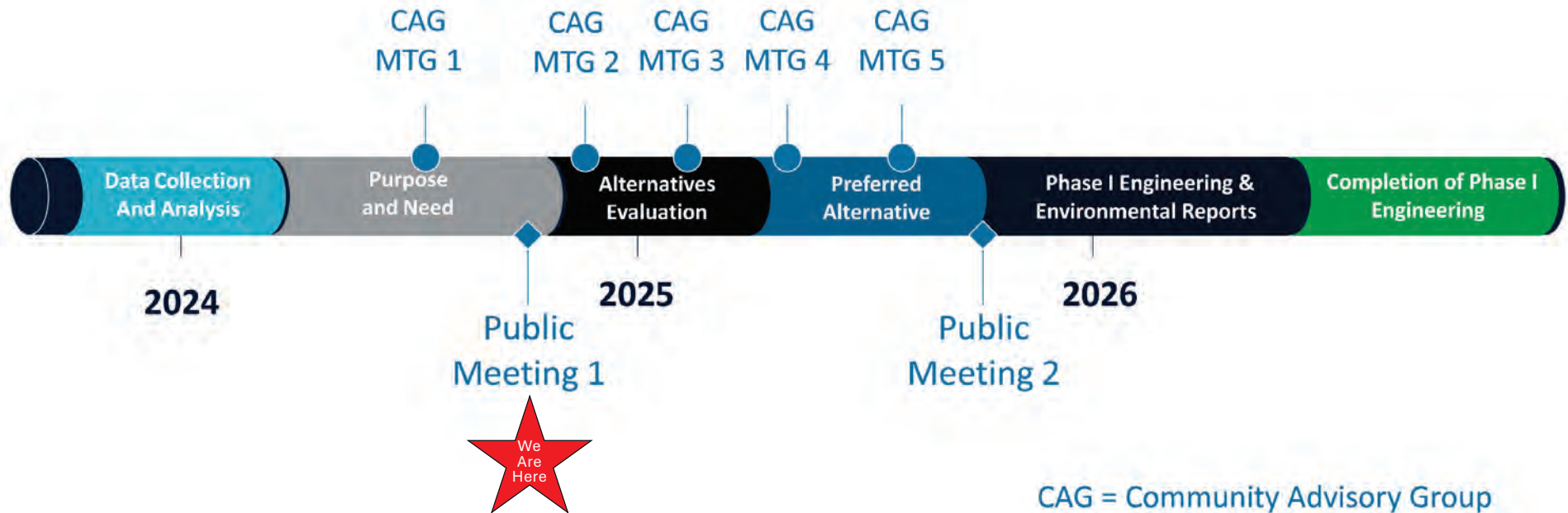


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## PHASE I ENGINEERING SCHEDULE



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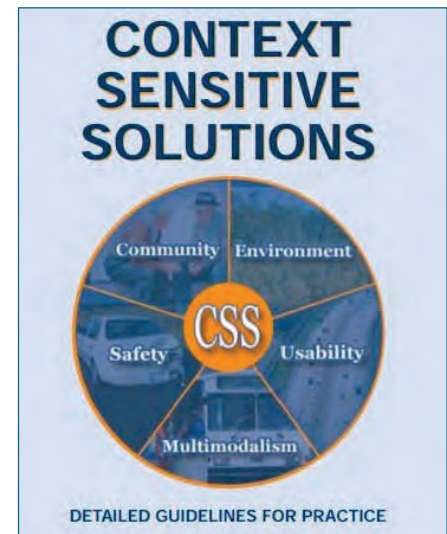
# Station 2

## Public Involvement Process

# PUBLIC INVOLVEMENT PROCESS SUMMARY

## Context Sensitive Solutions (CSS) Process

- A collaborative, interdisciplinary approach
- Involves stakeholders in the project development process
- Preserve and Enhance Community Features – “context”
- Balance mobility, community needs and the environment while focusing on safety



Project Website: [www.illinoistollway.com/tri-state-tollway-irving-park-road](http://www.illinoistollway.com/tri-state-tollway-irving-park-road)

## CSS Goals



- Understand stakeholder's key concerns
- Involves stakeholders in the decision-making process
- Apply flexibility in design to address stakeholder concerns
- Achieve a general understanding of agreement among the stakeholders

## COMMUNITY ADVISORY GROUP

### Community Advisory Group (CAG)

- Village of Schiller Park
- Village of Franklin Park
- Cook County Department of Transportation & Highways
- Pace Suburban Bus
- Leyden Township
- Grand Chamber by O'Hare
- Prologis, Inc
- CRG

### Project Role

- Provides insight to issues and concerns
- Identifies potential solutions/ implementation
- Serves as communication conduit
- Attend all meetings

### CAG Meeting 1 (Summer 2024)

Introduce team, project development process and schedule.

### CAG Meeting 2 (Fall 2024)

Present Draft Purpose and Need Statement, present "Issues and Opportunities" exhibits, and Discuss Public Meeting #1 results.

### CAG Meeting 3 (Winter 2024/2025)

Present Preliminary Alternatives and analysis of each.

### CAG Meeting 4 (Spring 2025)

Present the Finalist Alternatives and analysis followed by a discussion about plan elements and details.

### CAG Meeting 5 (Summer 2025)

Present the results of Public Meeting #2 and discuss detailed geometric plans for the selected alternative.



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## Preliminary Project Problem Statement:

**The purpose of this project is** *“to solve motorized and non-motorized transportation problems in an equitable manner for existing and future conditions within the vicinity of the I-294 at IL Route 19 interchange.”*

**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.

# Station 3

Project  
Analysis  
&  
Range of  
Alternatives

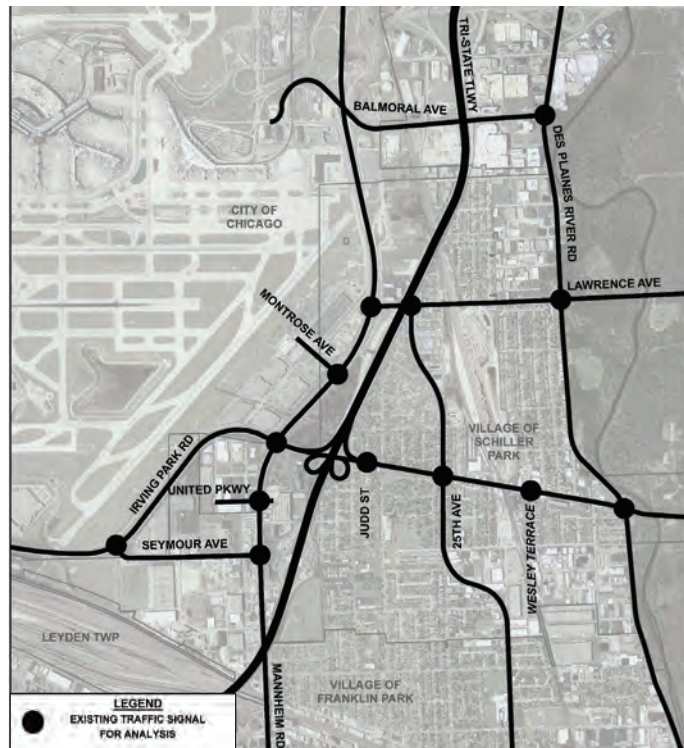
# CRASH DATA SUMMARY

## Time period studied

**2018 to 2022**

## Study area included

- **13 intersections**
- **11 midblock segments**



## Most Common Type

Rear End Crashes  
(Front to Rear End)

## Data Summary

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

## **Intersections with Highest Number of Crashes**

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

Full Crash Analysis Report is Available on the Project Webpage



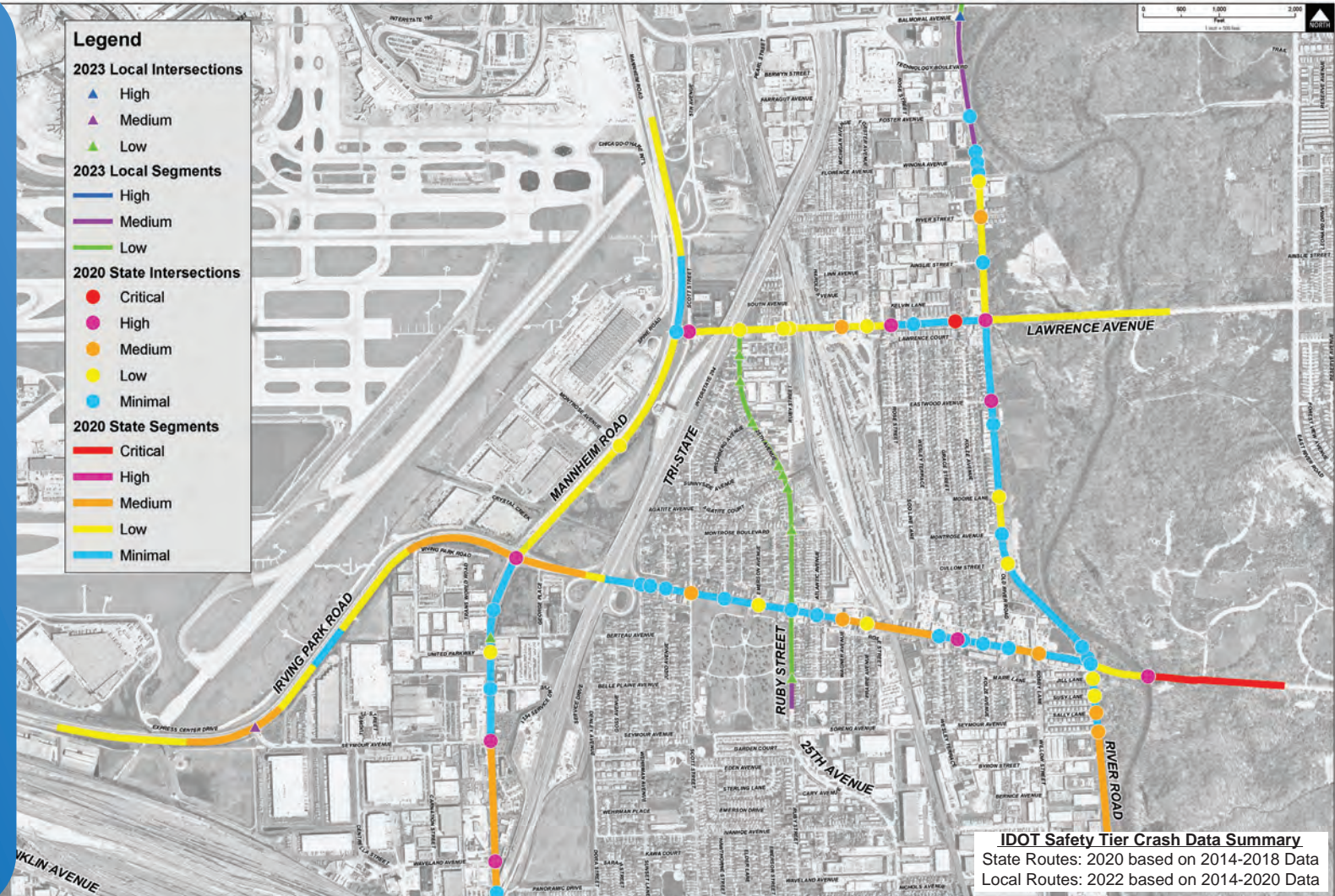
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## SAFETY TIER DATA

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.

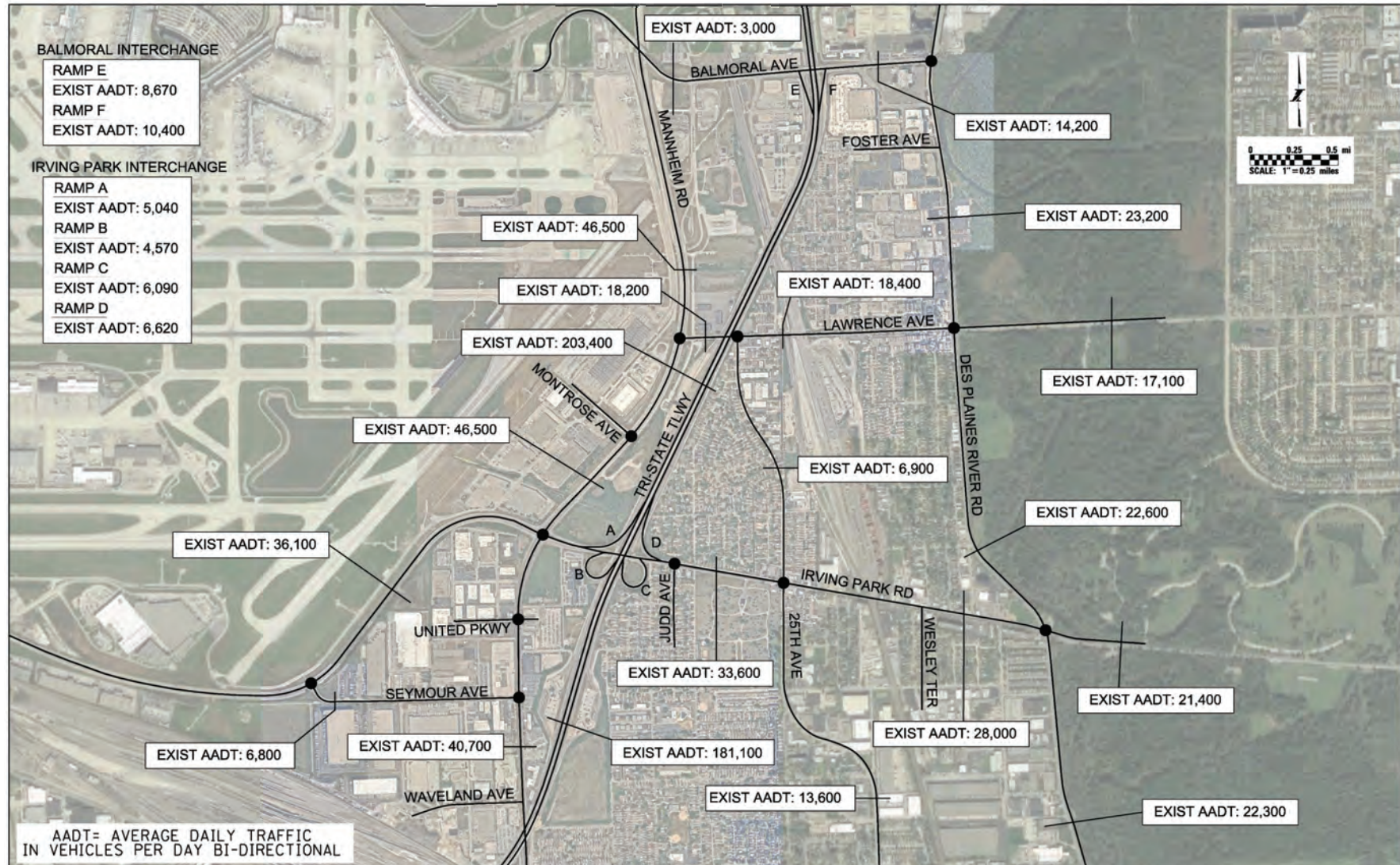
The Safety Tiers include Critical, High, Medium, Low or Minimal designation based on a review of crash severity and occurrences for comparable roadway types with similar roadway features and potential crash trends.



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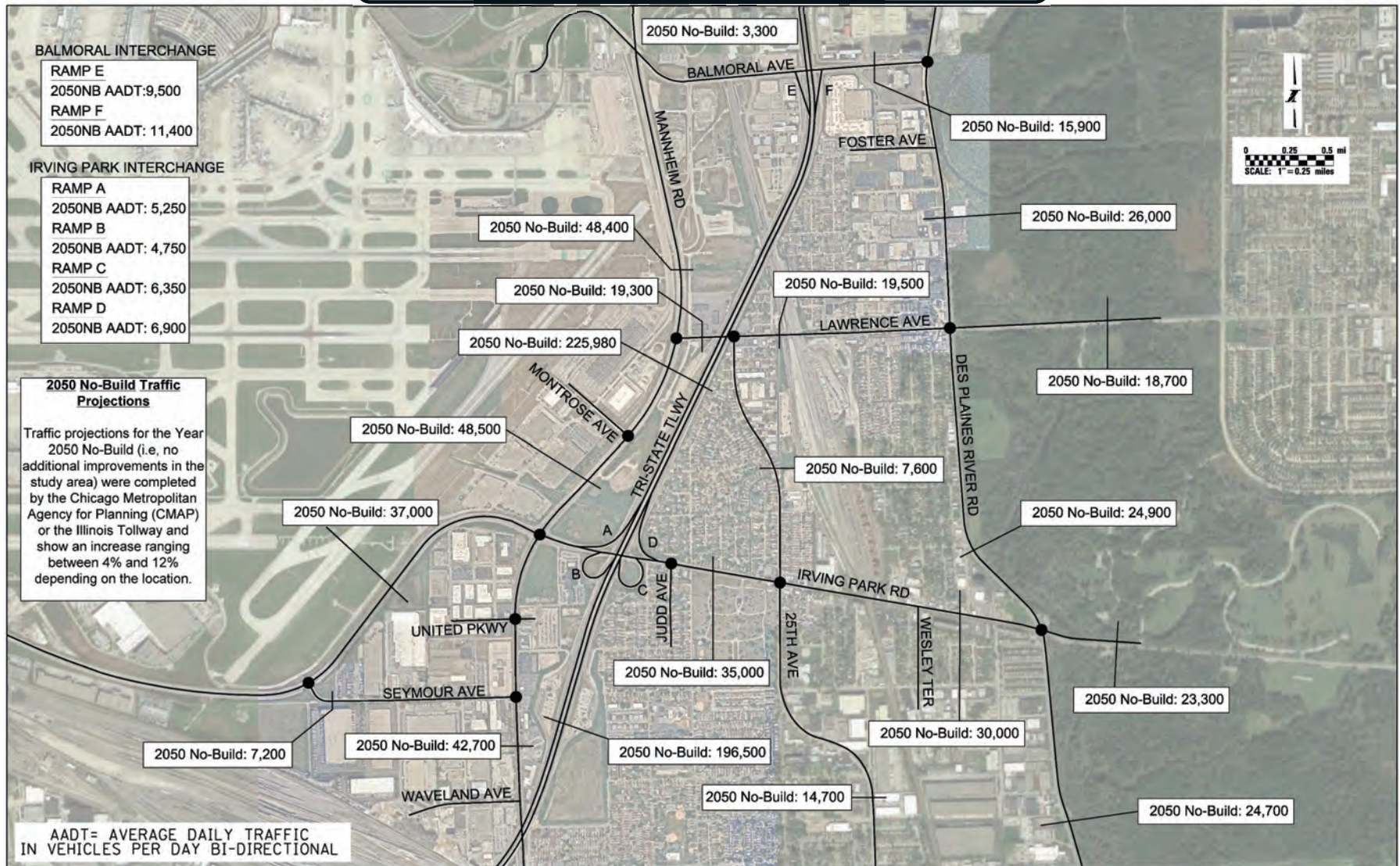


## EXISTING DAILY TRAFFIC VOLUMES



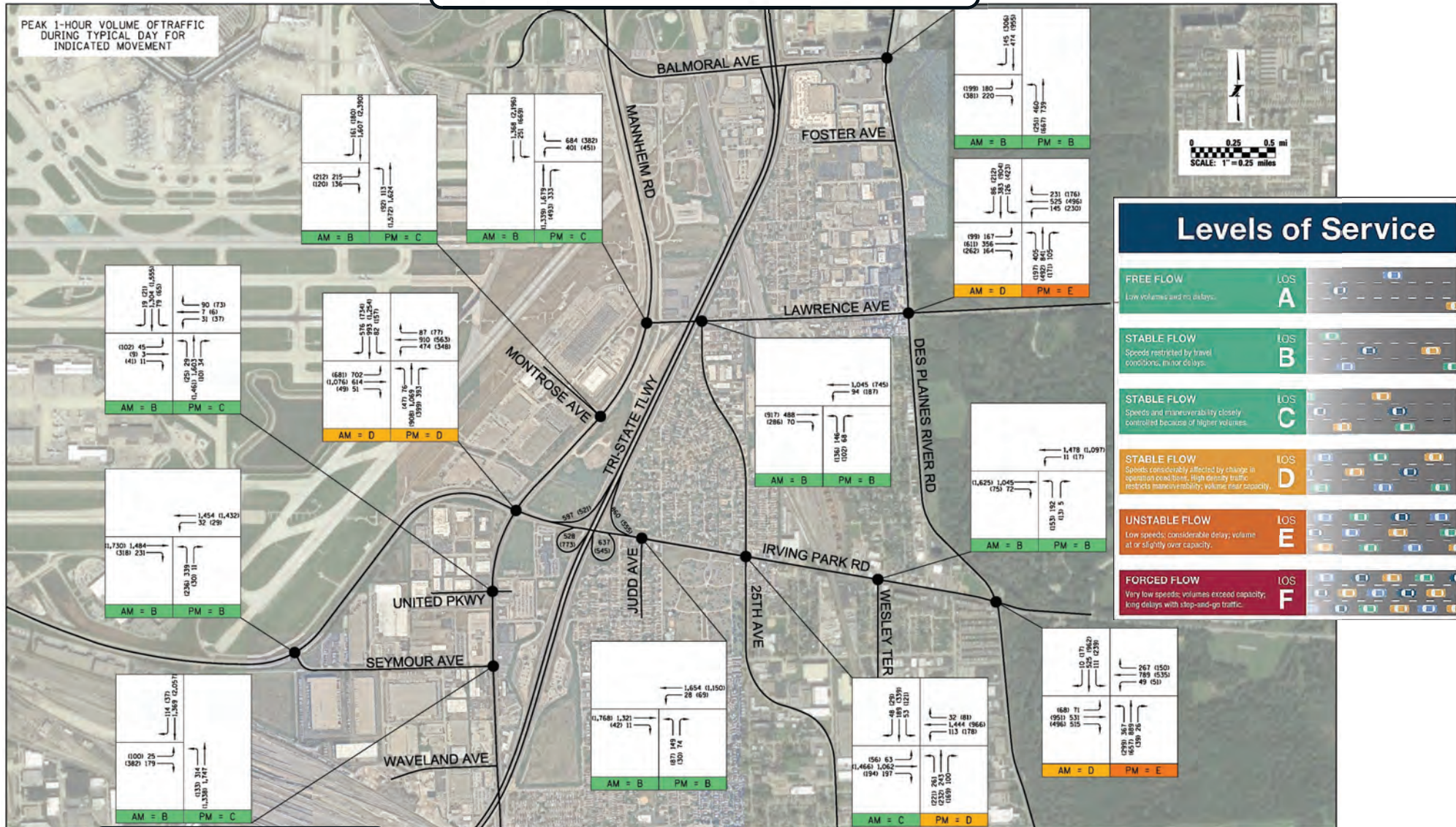


## 2050 No-Build Daily Traffic Projections





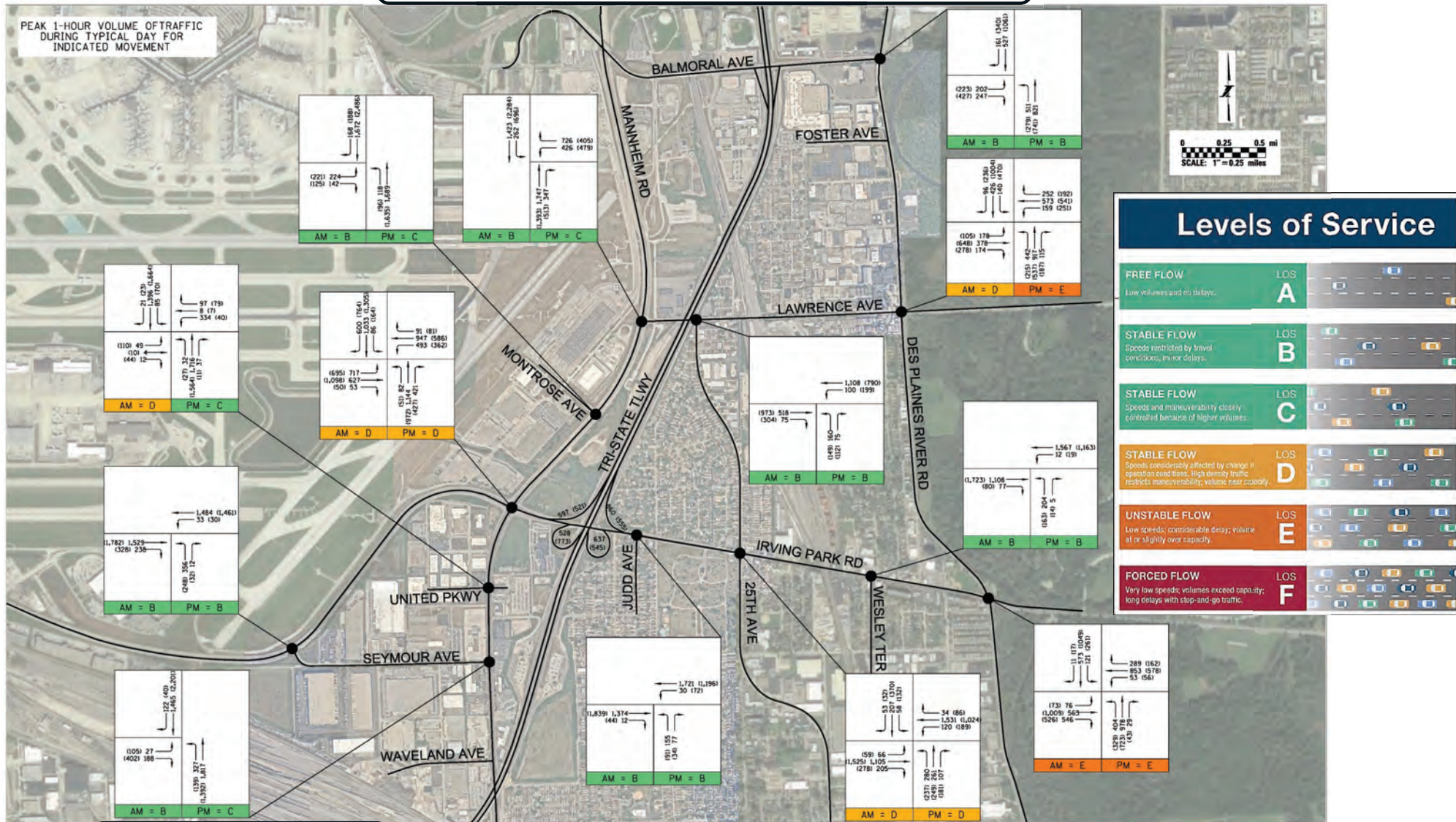
# EXISTING INTERSECTION PERFORMANCE



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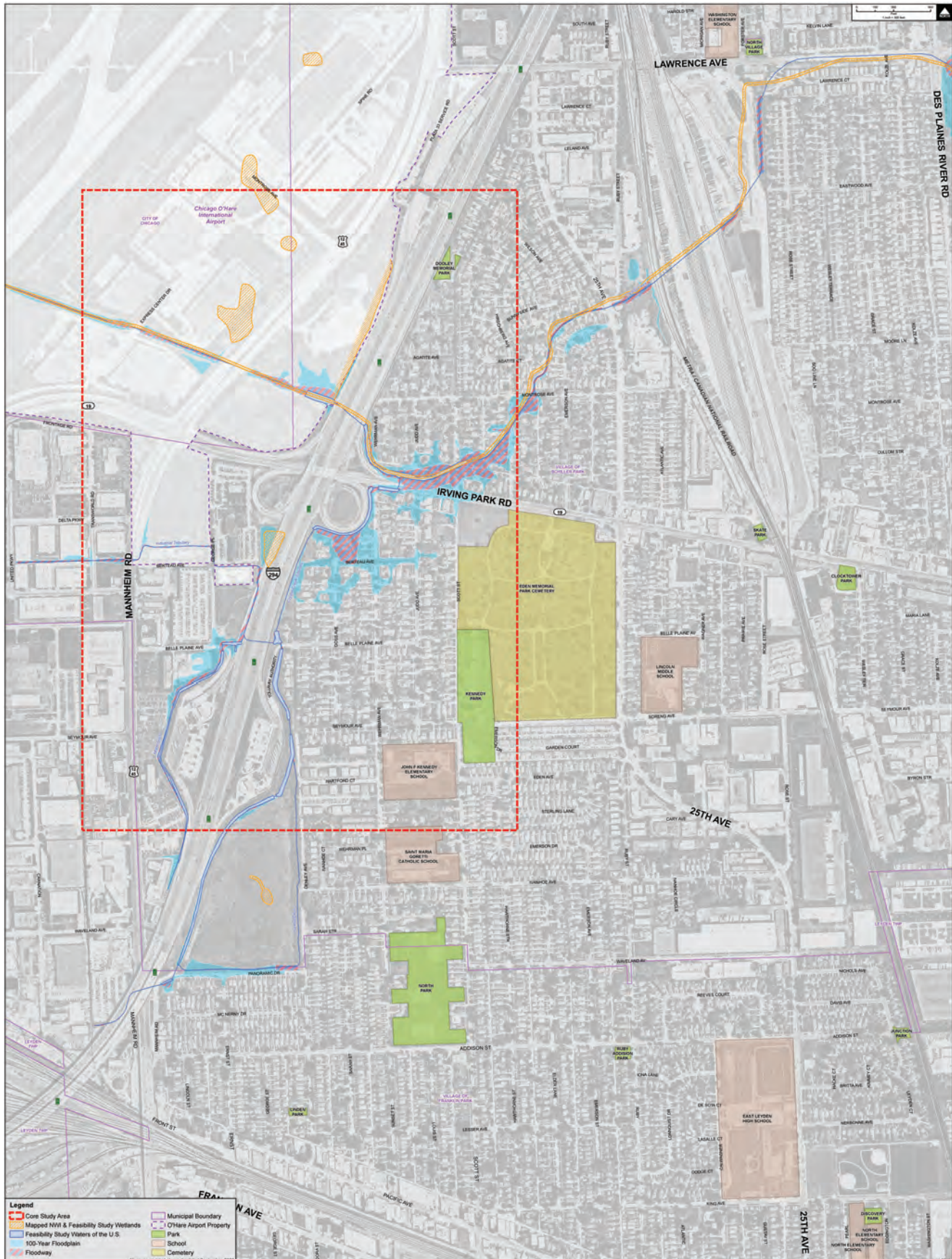
# 2050 No-Build Intersection Performance



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# STUDY AREA ENVIRONMENTAL RESOURCES



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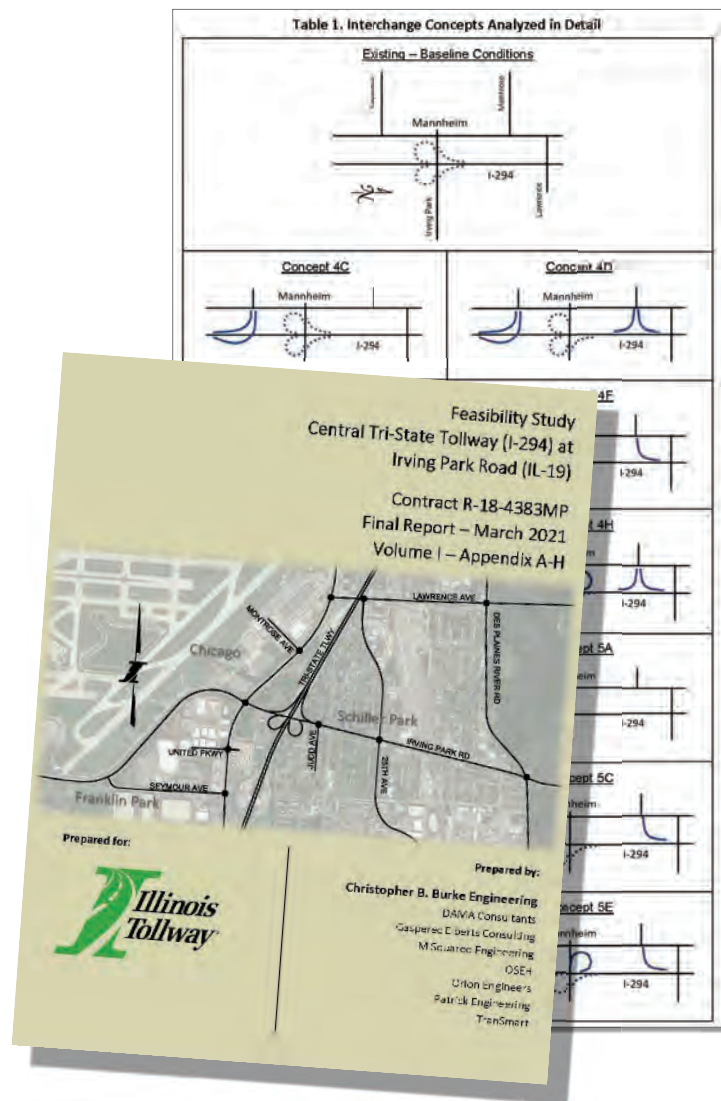


## PREVIOUS FEASIBILITY STUDY

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

### The Feasibility Study included:

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



### Next Steps:

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



# Station 4

Stakeholder  
Input:

Issues/  
Concerns

&

Alternatives











# Station 5

Written  
Comments

-

Please Use  
Comment  
Form





# WE WANT YOUR INPUT



Comment forms are also  
available at:  
[www.illinoistollway.com/tri-state-tollway-irving-park-road](http://www.illinoistollway.com/tri-state-tollway-irving-park-road)



We encourage comments  
throughout the course of the study,  
however, comments  
received by October 25th, will be  
specifically added to this public  
meeting record.

THE PROJECT TEAM IS  
SEEKING **YOUR** INPUT:

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