Tollway Contract 4383-Task Order 1

I-294 at Irving Park Road

Interchange Feasibility Study

Appendix H

Correspondence and Meeting Summaries

- Tollway and Schiller Park Meeting Summary - June 12, 2018
- Tollway and Schiller Park Meeting Summary - August 14, 2018
- Schiller Park Feasibility Study Kickoff Meeting Summary - October 23, 2018
- Transmittal to Schiller Park for Workshop - January 31, 2019
- Schiller Park Workshop Summary - February 5, 2019
- Franklin Park Meeting Summary - February 25, 2019
- Transmittal of L1TM to IDOT for Workshop - April 12, 2019
- IDOT Workshop Summary - May 14, 2019
- IDOT Comments on Workshop and L1TM - July 25, 2019
- Transmittal to IDOT on L1TM Comment-Response and Traffic Projections TM -October 8, 2019
- Transmittal of L2TM to IDOT - November 21, 2019
- IDOT Comments on L2TM - March 12, 2020
- Transmittal to Schiller Park of Draft L2TM Comment-Response to IDOT - April 24, 2020
- Transmittal to Schiller Park on Next Steps - May 7, 2020
- Tollway Letter to IDOT with L2TM Comment-Response - July 9, 2020
- Transmittal to Schiller Park of Tollway Letter to IDOT - July 14, 2020

MEETING MINUTES

MEETING PURPOSE: **Schiller Park Coordination Meeting**
Tollway Contract: RR-14-4303

MEETING DATE/TIME: June 12, 2018 / 11:00 AM

CHAIRPERSON: Lanyea Griffin

LOCATION: Schiller Park Village Hall, 9526 W. Irving Park Rd., Schiller Park, IL

ATTENDEEES: **CCM/OR:** Kristi Bruno, Joe Catalano
DCM: Joanna Littrell, Ryan Richter, Rick Young
Tollway: Lanyea Griffin, Nicole Nutter, Rocco Zucchero
Schiller Park: Brian Bursiek, Nick Caiafa, Peter Chiodo, Jay Dalicandro, Moses Diaz, Antonio Dinan, Thomas Fragakis, Jim Goumas, Jack Hynes, Mario Jos, Russ Klug, Marjorie Manchen, Joseph Montana, Bethany Nystrom, Brad Townsend

PREPARED BY: Ryan Richter

ISSUE DATE: 7/6/2018

CURRENT STATE: Draft

Item No. / Topic	Item Description	Responsibility	Due Date
1.0 / Introductions	Lanyea Griffin, Deputy Project Manager, IL Tollway and Rocco Zucchero, Chief of Planning, IL Tollway kicked off the meeting.	**NA**	**NA**
2.0 / Schiller Park Interchange Concepts	The Tollway's Design Corridor Manager (DCM) developed potential interchange concepts to share with the Village. The various concepts have the potential to impact how the oasis may be redeveloped. **Concept 1** From southbound 294, through the Irving Park Oasis, the eastbound and westbound exit ramps to Irving Park road will be closed. A collector-distributor (C-D) ramp will extend south of Irving and will exit at the site of the existing oasis, connecting with Mannheim Road at Seymour Avenue. Access to I-294 southbound will also be from Seymour/Mannheim. This opens up parcels on each side of the west side of the oasis for development, potentially fronting Mannheim, should the Hampton Inn and Park N Jet properties get redeveloped. Northbound I-294 will have access and egress directly from Irving Park Road in a half-diamond interchange. A stoplight at Irving Park will be required. Wehrman Avenue will have a cul-de-sac.		

	A new, longer bridge at Irving Park Road will be required to handle the southbound C-D road for this interchange. The Village supports this concept due to the elimination of the southbound off ramp at Irving and the potential to reduce the weaving of trucks from the exit to southbound Mannheim. This concept allows the Village to consider staggering redevelopment on east and west sides of the oasis to maintain revenues. The 7-11 fuel station leases expire in 2027. **Concept 2** In the southbound direction of I-294, the access and egress are similar to Concept 1, with removal of the access/egress ramps at Irving Park Road and the addition of a C-D road. However, the C-D road is aligned to exit at a United Pkwy adjacent to Four Points. A new, longer bridge at Irving Park Road will be required to handle the southbound C-D road for this interchange. Access to the existing oasis land will be provided at the southern end on each side to maximize land available for redevelopment. **Concept 3** This concept introduces a single point urban interchange (SPUI) at Irving Park Road. A longer bridge will be needed to accommodate the SPUI. Wehrman Avenue will be turned into a cul-de-sac. This option preserves the entirety of the existing oasis land for redevelopment without allowing direct access to Mannheim Road. There are significant operational improvements with a SPUI, but the cost is likely at least double the cost of the other concepts. The Village has also expressed concern about traffic impacts, particularly for trucks exiting onto westbound Irving Park Road that will go south on Mannheim Road. **Concept 4A** This concept introduces a trumpet style flyover interchange with the northbound exit ramp “flying” over the Tollway at the existing oasis to align with Seymour Ave. A C-D road will be constructed in the southbound direction coming out of the toll plaza with an exit ramp at Seymour. No interchange changes will be made at Irving Park Road, thus the bridge will not be impacted. The cost for this concept is perhaps 20% less than Concept 3, which was the SPUI. This option preserves the existing interchange at Irving Park Road. **Concept 4B** This concept has a ramp under the Tollway from the northbound I-294 to connect at Seymour Avenue and		

	Mannheim Road. A C-D road will be constructed in the southbound direction of I-294 coming out of the toll plaza with an exit ramp at Seymour. This option preserves the existing interchange at Irving Park Road. The Tollway told the Village that they should consider working with their Council of Governments (COG) and Cook County to identify funding sources. Each interchange project has been funded differently, and there is no one model. The Tollway considers matching funds to be in the form of funding the Phase I and II processes as well. The Tollway's Interchange and Cost Sharing Policy will be used as a guide for funding any concept that advances. The Village mentioned that they see Franklin Park as a beneficiary and potential partner in this project, given the use of Seymour Avenue, which is in the Village of Franklin Park. It was estimated that Phase I engineering would cost $500,000-$1,000,000. The Village will reach out to the COG to assess financial participation options. ***Action Item 01: Village of Schiller Park to investigate beginning the Phase I process.*** ***Action Item 02: Tollway to investigate maintenance responsibilities between IDOT and the Tollway for the Irving Park Road bridge over the Tollway.***	**VOSP** **DCM**	**8/1/18** **8/1/18**
3.1 / O'Hare Oasis Redevelopment Plans and Specs	The DCM has prepared several oasis concepts for the Village. There is a concept with a building on one side and a ped bridge to cross with small anchoring building with restrooms. The concept aims to maintain truck parking equally on both sides. Village stated they believe residents and workers use the oasis as a means to cross I-294 in absence of pedestrian accommodations along Irving Park Rd. Village will weigh all varying uses of the oasis when preparing development plans.	**NA**	**NA**
3.2 / Permit Requirements	The Tollway is asking for Village to review and sign the demolition permits for the oasis. ***Action Item 03: Village to review permit applications and sign.*** Plans for the oasis demolition contract are going on the street this Friday, and then to the Tollway Board in July. Contractor cannot begin demo on the building until September 15, however some utility work may get started earlier.	**VOSP**	**6/25/18**

3.3 / POW/MIA memorial	Where to relocate and how to protect the memorial. It was relocated from the Des Plaines Oasis. The Tollway will determine why memorial was relocated to the Oasis. ***Action Item 04: Tollway will investigate history of the monument. Village will work with Tollway to help relocate.*** *[Following the meeting, after additional review it has been confirmed that the memorial can remain on the Tollway site.]*	**DCM**	**7/1/18**
4.0 / Open Discussion	10130 Berteau – After further review the Tollway determined that it will need to acquire the property in full, and the Tollway will make contact with the homeowner. *[Following the meeting, the Tollway has contacted the property owner and the owner was open to relocation.]* The Corridor Construction Manager will work with Marjorie on an agenda for the business meeting. Rocco will present at the luncheon on 6/26. The Village is installing sidewalks at Montrose and Wehrman. Village questions if Tollway can cul-de-sac here depending on land needs. Parcel is 059. Tollway may pave for maintenance. Village is asking when some buildings will come down. Village would prefer sooner than later. Tollway at this time does not own any parcels in Schiller Park yet, though the majority of NTO letters have gone out.	**NA**	**NA**

Please notify the author of the minutes of any corrections and/or clarifications within five (5) business days.

cc:
CCM/OR: Kristi Bruno, Joe Catalano
DCM/DSE: Joanna Littrell, Ryan Richter, Rick Young
Tollway: Lanyea Griffin, Nicole Nutter, Rocco Zucchero

MEETING MINUTES

MEETING PURPOSE: Schiller Park Coordination Meeting
Tollway Contract: I-17-4303

MEETING DATE/TIME: August 14, 2018 / 11:00 a.m.

CHAIRPERSON: Rocco Zucchero

LOCATION: Schiller Park Village Hall, 9526 W. Irving Park Rd., Schiller Park, IL

ATTENDEES:

Schiller Park: Brian Bursiek, Nick Caiafa, Peter Chiodo, Jeremy Cleveland, Jay Dalicandro, Moses Diaz, Antonio Dinan, Paul Flood, Thomas Fragakis, Jim Goumas, Jack Hynes, Mario Jos, Russ Klug, Marjorie Manchen, Joseph Montana, Bethany Nystrom, Brad Townsend
Tollway: Lanyea Griffin, Rocco Zucchero
CCM/OR: Kristi Bruno, Joe Catalano
DCM/DSEs: Dave Moses, Joanna Littrell, Ryan Richter, Rick Young

PREPARED BY: Ryan Richter

ISSUE DATE: August 29, 2018

CURRENT STATE: Draft

Item No. / Topic	Item Description	Responsibility	Due Date
1.0 / Introductions	Mayor of Schiller Park, Nick Caiafa, began the meeting. He asked for the Tollway to have another community meeting now that construction has begun on Central Tri-State Tollway. Mayor Caiafa noted that residents have concerns about how the Village will be affected upon completion of the project. The Village will conduct outreach to their residents and will provide dates/times to the Tollway for an open house. ***Action Item 08142018-01: Tollway to schedule open house with Schiller Park to provide long-term project plans and construction update.*** The Village requested a meeting at the Four Points Sheraton with their residents. The village agreed to host the meeting and invite residents. An open house for 30 minutes followed by a presentation and Q&A was suggested. The village	**CCM**	**09/04/2018**

	agreed to the format, to host, and to partner with the Tollway on the meeting. Mayor Caiafa noted that a resident would like a noisewall installed on the cloverleaf ramp from eastbound Irving Park Road to the northbound side of Central Tri-State tollway. The Tollway's design corridor manager (DCM) will investigate this. ***Action Item 08142018-02: The DCM will investigate installation of a noisewall along the eastbound Irving Park Road to northbound Central Tri-State cloverleaf ramp.***	**DCM**	**09/28/2018**
2.0 / Irving Park Road Interchange Concepts	The Village held an internal meeting last week to discuss Irving Park Road interchange concepts. The Village prefers two options or possibly a hybrid option – combining options 4 and 5. The Village asked about removing the Irving Park westbound exit from southbound I-294 and direct traffic to Seymour. The Village's advisor, Joe Dalicandro, said that he thinks much of the traffic going to southbound Mannheim would use the Seymour interchange anyway. The Village wants the bridge from option 4 with the layout on option 5. Illinois Tollway Chief Planning Officer, Rocco Zucchero, noted that the Tollway has a contract with Christopher Burke Engineering (CBBEL) to do Phase I work for the interchange. The Tollway will assume these Phase I costs and get started within next couple of weeks. The Tollway will initiate a meeting with CBBEL and the Village when the project is started. The Phase I study will examine traffic projections and run traffic simulations for various interchange scenarios. The study will provide recommendations for interchange design and traffic flow and will help inform decisions at Seymour Avenue and Mannheim Road. The study will also determine what right-of-way (ROW) is needed. The Tollway has informed the Village of Franklin Park of the study. The Tollway will coordinate with IDOT and Cook County throughout the study. Should the Tollway and Village proceed with an interchange at Mannheim Road and Seymour Avenue, the design of the Bensenville Yard bridge will require modification. Design work south of the O'Hare Oasis is currently on hold as the Tollway seeks to meet with Canadian Pacific. Land acquisition would likely be needed as part of the improvements.		

	Mr. Zucchero noted that the Phase I study needs to be completed before the Village can proceed with redevelopment at the O'Hare Oasis.		
3.0 / O'Hare Oasis Redevelopment Status	Mayor Caiafa asked if the O'Hare Oasis land lease includes the gas station, as the Village prefers control over the gas station. Mr. Zucchero noted that 7-11 has a lease through 2027. The Tollway has talked with 7-11 management at the oasis and has asked what improvements, if any, will be done at 7-11 after the over-the-road pavilion comes down. Mr. Zucchero cited the example of the Des Plaines Oasis. At this oasis, 7-11 took out the car wash and added more restroom facilities. However, now the Tollway is seeking to remove the entire Des Plaines Oasis, including 7-11, as part of the Elgin-O'Hare Western Access (EOWA) project a few years earlier than 7-11 anticipated. At Des Plaines, 7-11 expanded, but now the Tollway plans to remove the Oasis at the end of 2018. Mayor Caiafa noted that the Village is interested in being part of the 7-11 conversation. Mayor Caiafa mentioned that the Village is receiving calls from contractors seeking staging sites on the Sexton property. According to Mr. Zucchero, the Tollway informed the owner that private arrangements with contractors are outside the scope of Tollway work. The Tollway is not interested in acquiring the Sexton property. Mayor Caiafa mentioned that the Village has offered to acquire a nine-acre plot of land from the airport on the southeast corner of Irving Park and Mannheim roads. The Village seeks an agreement with the Tollway whereby the Tollway would temporarily acquire this property at its own cost and the Village of Schiller Park would then purchase the land from the Tollway upon project completion. The price is $3.8 million. Mr. Zucchero said the Tollway will investigate this further. ***Action Item 08142018-03: Tollway to investigate Schiller Park proposal for purchase of land at the southeast corner of Irving Park and Mannheim roads.*** The Tollway DCM Deputy Project Manager, Joanna Littrell, distributed an exhibit showing potential O'Hare Oasis redevelopment if an interchange is not constructed. This exhibit depicted a two-story building on the northbound side of the Central Tri-State Tollway with a walkway across the interstate to truck parking on the southbound side.	**TOLLWAY**	**10/01/2018**

	Mr. Zucchero described the Oasis renewal program that started in 2002. The Tollway and developer Wilton Partners agreed to a 25-year lease to redevelop, maintain and manage all the Tollway oases. Wilton Partners planned to spend $83 million on redevelopment over the course of the 25 years. SFI now manages the oases.		
4.0 / 2019 Outside Shoulder Contract	The design section engineer (DSE) for the Central Tri-State mainline between the O'Hare Oasis to Balmoral Avenue, Dave Moses, provided an exhibit describing the 2019 outside shoulder work. Drainage work, including compensatory storage and culvert installation, will occur early in 2019. A fifth lane will be added as part of this project. All work will be done from the Tollway side. Paul Flood, the Village engineer for Schiller Park, wanted to ensure that no impacts or additional property is needed at this area. Mr. Moses concurred that no additional land acquisition will be needed. At Irving Park Road, the existing bridge is being widened and ramps being reconfigured to accommodate an additional lane. New retaining walls will be constructed, utilizing four properties that are being acquired. New noisewalls will be reconstructed. The compensatory storage will be a flat spot, not a basin. Irving Park Road ramps will be open after December 2018 with no additional closures. Irving Park Road maintenance of traffic (MOT) will be similar next year as it is today to accommodate the bridge widening. On the southbound side, from Lawrence, an additional lane goes through. A collector-distributor road will extend out of the O'Hare Oasis to the Irving Park Road Toll Plaza. To exit at Irving Park Road or the O'Hare Oasis, a driver will have to go through the Toll Plaza to exit. Village of Schiller Park Chief of Police, Thomas Fragakis, informed the Tollway that graffiti has been spotted on the northbound side on the noisewall from approximately Lawrence Avenue to the north. The Tollway will inform its maintenance department. ***Action Item 08142018-04: Tollway to have its maintenance crews remove graffiti spotted on the northbound side noisewalls from approximately Lawrence Avenue north.***	**TOLLWAY**	**09/07/2018**
5.0 / Construction Update	Ms. Bruno provided a brief update on current construction activities.	NA	NA

6.0 / Next Steps	Tollway will schedule a meeting with the Village when the Phase I study of the Irving Park Interchange begins.	NA	NA
7.0 / Open Discussion	Mayor Caiafa mentioned that the Irma Waldo property on Agatite Avenue has been a problem for the Village. The Village hired a board-up service to close the property. This property has been acquired by the Tollway. The property number is TW-7-16-064. Mr. Zucchero explained the Tollway process for closing a home upon acquisition by the Tollway. • Frist, Cook County conducts an inspection. • Then, the Tollway contractors board up the home, before demolition. • The Tollway gives the Village notice and provides a letter drop to adjacent homeowners to inform them as well. • The Tollway also sends a notification to the Village Manager, emergency responders and others. The Tollway prepares a resident letter, copying the Village, to explain the process. Ms. Bruno is the contact for construction. She informed the Village that the demolition contractor will reach out to the Village to secure proper permitting. The Village Fire Department requested access to the property for training. This activity can be coordinated through Ms. Bruno. The Village informed the Tollway that the fence has been broken at the O'Hare Oasis on the northbound side and that the Village has been hearing complaints from residents. Debris from the trucks have been coming down into the neighborhoods. Ms. Bruno informed the Village to let her know if there are any issues and she will troubleshoot.	NA	NA

Please notify the author of the minutes of any corrections and/or clarifications within five (5) business days.

MEETING MINUTES

PURPOSE: Schiller Park Coordination Meeting

PROJECT #: I-17-4302 – O'Hare Oasis to Balmoral Avenue

MEETING DATE/TIME: October 23, 2018; 11:00 a.m.

CHAIRPERSON: Clarita Lao

LOCATION: Schiller Park Village Hall, 9526 W. Irving Park Road, Schiller Park, IL

ATTENDEES: **Tollway:** Clarita Lao, Nicole Nutter, Rocco Zucchero
Schiller Park: Mayor Caiafa, Brian Bursiek, John Begler, Peter Chiodo, Mike Denny, Tom Fragakis, Rosa Jos, Marjorie Manchen, Brad Townsend, Paul Flood, Jim Goumas, Jay Dalicandro
DCM: Ryan Anderson, Dave Taggert
DSEs: Dave Moses
Interchange Feasibility Team: Mike Matkovic, Melissa McGhee, Pete Harmet, Jarrod Cebulski, Ranadip Bose
Pace: Charlotte Obodzinski, Adam Eichenberger, Erik Llewellyn

PREPARED BY: Ryan Anderson

ISSUE DATE: October 25, 2018

CURRENT STATE: Draft

Item No. / Topic	Item Description	Responsibility	Due Date
1.0 / CTS Design & Construction Updates	Design Section Engineer (DSE), Dave Moses, stated that in this roadway design section, from the O'Hare Oasis north to Balmoral Avenue, 100 percent design plans are due on November 2. The contract will be advertised on December 20.	NA	NA
1.1 / Watermain & Sanitary Relocation (West of southbound exit to Oasis)	The existing sanitary and watermain crosses under I-294 from the east to the west side near the beginning of the southbound exit ramp to the O'Hare Oasis. From there, the existing lines move along the edge of the roadway south towards the Oasis. In the proposed design, the two lines will conflict with the proposed retaining wall as the roadway and exit ramp to the Oasis in that location is shifting to the west. The DSE proposes relocating the sanitary sewer and water line to the west beyond the limits of proposed Tollway land		

Item No. / Topic	Item Description	Responsibility	Due Date
	acquisition so that the lines remain on Village property. 100% plans will contain details of the proposed relocation and be provided for Village review. ***Action Item 10232019-1: DSE/DCM to work with Village Engineer, Hancock Engineering, to obtain Village water main and sanitary sewer details and standards.***	**DSE**	**11/2/18 (Complete)**
1.2 / Watermain & Sanitary Relocation (Irving Park Road)	At Irving Park Road, the bridge will be widened, and it will move eastward. This will cause a conflict with the sewer line and may be in conflict with the water line. Further details need to be worked out. 100% plans will contain proposed relocation details for Village review.	NA	NA
1.3 / Treatment of street ends in Right-of-Way acquisition areas (Agatite Court and Sunnyside Avenue)	With the roadway shifting to the east near Irving Park Road, the Tollway is acquiring land in the area that includes parcels at the end of Sunnyside Avenue and Agatite Avenue. The western most portion of these roads will also be removed. The Tollway will use the area for drainage along the roadway and the Tollway will maintain the land that is on Tollway's permanent right-of-way. Mr. Zucchero indicated that at the end of the project, the Tollway will work with the Village on excess land.	NA	NA
1.4 / Montrose Avenue & Wehrman Avenue Design	At the intersection of Montrose and Werhman avenues, the roadway and retaining wall will be moving east by eight or nine feet. The Tollway is making some modifications to the corner at this location, as the Village previously expressed concerns about the ability of local school buses to make the turn. Mr. Moses performed the auto-turn analysis at the intersection and explained that, from their analysis, a bus or an emergency vehicle should be able to make the turn. The auto-turn analysis assumed the bus would turn from Montrose Avenue onto Wehrman Avenue. School District representative Mike Denny stated that the bus would come in the other direction and that the Tollway should perform the auto-turn analysis for the turn from Wehrman Avenue to Montrose Avenue. The turn radius will not be impacted by the construction contract. ***Action Item 10232018-2: DSE to perform auto-turn analysis for vehicles turning from Wehrman Avenue to Montrose Avenue.***	**DSE**	**11/9/18**

Item No. / Topic	Item Description	Responsibility	Due Date
	Mr. Denny also explained that the other intersection of Wehrman Avenue and Judd Avenue, as well as where Wehrman turns east towards Judd Avenue, are more problematic for school buses than the intersection in questions. The Village is interested in improving those intersections where the school buses are having trouble with turning. The right-of-way line on the exhibit showed the Tollway fence to be outside of Tollway right-of-way and in the area where the Village would like to improve the intersection. Additionally, the right-of-way line further north along Wehrman Avenue appears to jut out into the middle of the roadway. The Tollway will work with the Village to modify the right-of-way in this area. ***Action Item 10232018-3: Tollway will work with Village to examine the right-of-way and Tollway will draft an IGA for land transfer between the two entities.***	**DCM**	**12/15/18**
1.5 / Dooley Park Design	The temporary easement for the sports court will be used for construction staging. Access to the area will be from the Tollway right-of-way. During construction, a site screen and fence will be in place around the construction area. The Village and the Tollway will continue to discuss any safety concerns posed to the rest of the park. ***Action Item 10232018-4: DCM to share an exhibit of the fencing and site screen to be used during construction.*** ***Action Item 10232018-5: Village to provide safety standards for the park for during construction.*** The permanent easement to the sports court will impact 3.5'-3.7' of the existing court. Tollway plans to create the same curbs along the permanent condition as exists today. The Village is unsure if they will restore the sports court at the end of the project. This can be finalized as part of the IGA, and the Tollway will provide the Village with equivalent dollar amount commensurate to the sports court restoration.	**DCM** **Village**	**11/9/18** **11/9/18**

Item No. / Topic	Item Description	Responsibility	Due Date
	Action Item 10232018-6: DCM to include sports court restoration equivalent dollar amount into the draft IGA	**DCM**	**12/7/18**
Central Tri-State Open Discussion	*Property Staking* The Village would like to have the eight encroachment properties staked to better understand the impacts and to discuss with the residents. ***Action Item 10232018-5: DCM to stake the encroached properties and send the Village the addresses and exhibit of the staked properties.***	**DCM**	**11/20/18**
	Irving Park Road Aesthetics The Tollway will be widening the Irving Park Road bridge on the east side of the roadway. There is an opportunity for the Village to place their logo on the abutment if desired. The Tollway is still discussing with IDOT, the regulating agency, whether or not Village names can be placed in the middle of the road on overhead bridges. The Village is interested in placing their logo on the abutment and the name of the Village on the roadway, if possible. ***Action Item 10232018-6: Tollway to work with Village on aesthetic option***	**DCM**	**11/9/18**
Central Tri-State Construction Issues	*Irving Park Road Debris* Village has received several calls about debris, generally a wet powder substance, falling onto vehicles along Irving Park Road from the bridge work above. The Mayor asked if the Tollway could provide car wash assistance to vehicles. ***Action Item 10232018-7: CCM to discuss issue with Mayor and provide Tollway claims form for the Village to distribute.***	**CCM**	**11/1/18**
	Oasis Demolition Visible outward-facing demolition work will not start until November of this year. The Village asked for details concerning the overnight noise impacts and for information to provide to residents about the construction ***Action Item 10232018-8: CCM to provide Village with information regarding the oasis demolition. Additionally,***	**CCM**	**11/1/18 (Complete)**

Item No. / Topic	Item Description	Responsibility	Due Date
	the CCM will be distributing a letter to nearby residents with further information about the demolition. *Irving Park Ramps Shutdown* Village stated that they believed the ramps would be closed between 10 p.m. and 1 a.m. However, the current DMS boards state that the closures will be between 10 p.m. and 5 a.m. The Village also stated that on the first night of the closing, the Village will provide auxiliary police to ensure everything goes smoothly. The Tollway stated that State Police will also be on hand per Tollway policy.		
2.1 / Background (Summary of discussion to date)	Ms. Nutter explained that previously AECOM, the design corridor manager for the Central Tri-State, developed several potential interchange configurations for Village to consider. Several of the interchanges had potential to impact the Oasis redevelopment. ***Action Item 10232018-9: DCM to send oasis redevelopment renderings to the Village.*** The Tollway has contracted Christopher Burke Engineering (CBBEL) to conduct a feasibility study of the interchange and redevelopment opportunities. Leading the study for CBBEL is Mike Matkovic.	**DCM**	**11/1/18**
2.2 / Feasibility Study Objective	Mr. Matkovic explained that the objective of the feasibility study is to determine if consensus can be achieved between the Tollway, the Villages of Schiller Park and Franklin Park and IDOT on a concept plan to provide access to and from the south on the Central Tri-State Tollway near Irving Park Road. If consensus is achievable, the results of the feasibility study would be lead-in work for a future Phase I Study. The study will start with reviewing alternatives 4A and 4B, which were the two most favored alternatives, but the team will also think through new alternatives.	NA	NA
2.3 / Feasibility Study Schedule	The anticipated schedule was reviewed. The feasibility study is anticipated to proceed as follows: *November-December 2018:* • Data collection • Obtain traffic counts (anticipated first week of December) and traffic projections • Develop GIS database of the project area		

Item No. / Topic	Item Description	Responsibility	Due Date
	• Complete initial traffic analysis for existing and future no-build conditions (i.e. no improvements made) • Identify additional alternatives to be considered • Initial alternatives development and analysis (including environmental and drainage considerations) • Initial IDOT and Franklin Park coordination • Workshop will be scheduled with the Village of Schiller Park to identify additional alternatives. *January-February 2019:* • Continue alternatives development • Comparative evaluation of alternatives • Schiller Park review of alternatives analysis • Coordination with Franklin Park and IDOT • Initial alternatives screening *March-April 2019:* • Continue evaluation of alternatives and screening • Schiller Park, Franklin Park and IDOT coordination to identify final or preferred alternatives • Public open house to present alternatives considered and a final or preferred alternative for a future Phase I engineering study *May-June 2019:* • Post-open-house coordination, as required • Complete feasibility study and report ***Action Item: CBBEL will schedule a meeting with the Village in December- early January to discuss initial ideas about the interchange.***	**CBBEL**	**11/30/18**
2.4 / Technical Scope	The study will develop to a concept level and will examine the following issues: • horizontal alignments • vertical profiles for clearances • review of critical cross sections • traffic impacts – will use 2050 traffic projections (post meeting note: year 2050 projections will not be available in the near term; as such, year 2040 projections will be used)	NA	NA

Item No. / Topic	Item Description	Responsibility	Due Date
	• impacts to roadways, properties and environment • drainage • construction costs • operational issues and level of service indicators for local impacted roads The study will compile these results into a matrix to evaluate the different alternatives. Several rounds of coordination are anticipated to identify the range of additional alternatives to be considered, the development of alternatives and the comparative evaluation of alternatives. In addition to the engineering component, the study will also analyze development opportunities. It will assess what kind of development may occur with the improved access.		
2.5 / Agency Coordination	Supervisor of the Rapid Transit Program at Pace, Charlotte Obodzinski, explained Pace's interest in the Central Tri-State and the redevelopment plans at the Oasis. Recently, Pace worked with the Tollway on Park-n-Ride stations and a dedicated service lane along newly constructed I-90 that has helped Pace implement service along the roadway. This type of coordination and service is the new model for Pace. Overall, Pace is looking to develop a high-speed rapid bus network, exploring the potential market along the Central Tri-State. The proximity to the airport, both as a tourist and commuter destination, makes the market for transit more viable. A big issue for Pace is when the bus diverts off the main route onto local roads, creating long diversion times. Finding opportunities for in line stops at locations like the oasis are particularly interesting for Pace. On previous projects, particularly with the I-90 Tollway, Pace has learned that being a part of early discussions pays coordination dividends later. The recently opened Barrington Road project can serve as a useful model on coordination and project funding. The project secured support from local governments, Cook County, the Tollway and private funding from nearby hospital. The Tollway suggested that while Pace might not bring forth funding, the	NA	NA

Item No. / Topic	Item Description	Responsibility	Due Date
	convergence of multiple modes may make the project more attractive for future grants and development.		
2.6 / Next Steps	Tollway to further refine design concepts and pull together items for an IGA. CBBEL will host a meeting with the Village to talk through interchange concepts. Tollway to work with Village on aesthetics. Tollway and Village to further discuss Oasis redevelopment agreement.	NA	NA

Please notify the author of the minutes of any corrections and/or clarifications within five (5) business days.

Michael Matkovic

From: Michael Matkovic
Sent: Thursday, January 31, 2019 4:40 PM
To: Tom Fragakis; Pete Chiodo; Mario Jos; Scott Bernacki; jggoumas@ehancock.com; Paul E. Flood; Mayor Nick Caiafa; Scott Bernacki; Jay Dalicandro; maria.chocaurban@cookcountyil.gov; benet.haller@cookcountyil.gov; alexander.beata@cookcountyil.gov; charlotte.obodzinski@pacebus.com
Cc: Nutter, Nicole; Cebulski, Jarrod; Melissa McGhee; Marjorie A. Manchen
Subject: RE: Irving Park Road Interchange Feasibility Study - Preliminary Analysis Technical Memorandum

All: By clicking on this link https://we.tl/t-fNIhxul9Bl you can download an updated copy of the Technical Memorandum that was prepared to summarize the preliminary results with respect to the concept alternatives developed and traffic analysis completed for the Irving Park Road Interchange Feasibility Study. This version updates and supersedes the previous version shared.

This information is provided for review and consideration in advance of the workshop planned for next Tuesday (February 5th) at the Village of Schiller Park. All exhibits included with this memorandum are 11x17 paper size, which you can zoom-in to see details. However, two full size sets of all exhibits (with exception of previous AECOM concepts) are being delivered to the Village tomorrow morning for easier review.

Let me know if there are any issues with retrieving the Technical Memorandum. And, apologies in advance…. We know the memorandum is a rather dry, technical read, but it provides the key information for discussion on Tuesday and is supported by the attached exhibits.

Let me know if any issues with the download or any questions.

Thanks,
Mike

Michael J. Matkovic, PE
Vice President
Head, Phase I Engineering Department
Christopher B. Burke Engineering, Ltd.
9575 W. Higgins Road, Suite 600 Rosemont, IL 60018
Phone: (847) 823-0500 Mobile: (847) 553-6925
E-Mail: mmatkovic@cbbel.com
www.cbbel.com

MEETING MINUTES

PURPOSE/PROJECT #: Schiller Park Coordination Meeting
RR-18-4383/Task Order 1 – Irving Park Road Interchange Feasibility Study

MEETING DATE/TIME: February 5, 2019; 9:30 a.m.

CHAIRPERSON: Nicole Nutter

LOCATION: Schiller Park Village Hall, 9526 W. Irving Park Road, Schiller Park, IL

ISSUE DATE: February 13, 2019

PREPARED BY: Jeff Pisha

DISTRIBUTE TO: Attendees per Sign-In Sheet

CURRENT STATUS: Final

Item No. / Topic	Item Description	Responsibility	Due Date
1.0 / Project Status / Updates	Introductions were made at the beginning of the meeting. In addition to the Village staff, representatives from Pace and Cook County including Commissioner Silvestri were in attendance. Nicole Nutter (Tollway) stated that the intent of the workshop was to expand upon the initial concepts prepared by AECOM and have a discussion about various interchange options and their impacts to the local network. T Mike Matkovic (CBBEL) provided an update on what was completed since the last coordination meeting that occurred in October 2018. Below are the items that were completed: • Peak hour traffic counts were collected in December 2018 • Developed traffic projections in coordination with the Tollway for two base interchange concepts that would provide additional access to the Tollway to/from the south • Prepared interchange design concepts based on these projections • Completed traffic analysis of the two interchange concepts • Prepared a technical memorandum summarizing this work and the key findings	NA	NA
2.0 / Counts and Analysis of Existing Conditions	Mike Matkovic indicated that traffic and turning movement counts were collected in December 2018. Counts included morning and evening peak hour traffic volumes as well as 24-hour total daily traffic volumes on various roadway segments.	NA	NA

Item No. / Topic	Item Description	Responsibility	Due Date
2. 0 / Counts and Analysis of Existing Conditions	The daily traffic volumes along Irving Park Road and Mannheim Road were noted as key issues. Mike Matkovic indicated that synchro traffic signal analysis was completed to get a Level of Service (LOS) performance grade of A-F, with A being best and F being worst. Existing traffic signal timing and phasing retrieved from IDOT was used to ensure an appropriate representation of existing conditions. Three key intersections emerged: • Irving Park Road at Mannheim Road • Irving Park Road at 25th Avenue • Mannheim Road at Seymour Avenue	NA	NA
3.0 / 2020 Traffic Projections	After establishing the baseline existing condition, the design team then worked with the Illinois Tollway for development of travel demand projections for the base interchange concepts. Year 2020 projections were developed and included the EOWA Extension and I-490 planned improvements. It was noted that if a Phase I Study was pursued in the future, 2050 traffic projections would be needed, which would likely be higher.	NA	NA
3.a / Effects of Additional Ramp Traffic	Mike Matkovic stated that most of the traffic using the new ramps have origins and destinations east of the Central Tri-State (CTS) corridor, primarily from generators within Schiller Park which will result in traffic increases along Lawrence Avenue and Irving Park Road. Most of the additional traffic is generally not new traffic to the I-294 Central Tri-State (CTS), but rerouted traffic from the Balmoral and North Ave interchanges. Traffic along Irving Park Road is projected to increase by 19% to 25% (or 6,870 to 8,950 vehicles per day) depending on the interchange concept. Traffic along Lawrence Avenue is projected to increase by approximately 12% (or 2,100 vehicles per day) for both concepts. In summary, there is a very high demand for the new ramps, with the majority of origins and destinations east of the CTS along Irving Park Road and to a lesser amount along Lawrence Avenue. The projected use of the interchange is anticipated to come from Schiller Park residents and business.	NA	NA

Item No. / Topic	Item Description	Responsibility	Due Date
4.0 / Concept 3B	Melissa McGhee (CBBEL) presented Concept 3B which includes full access to/from the north and south at Irving Park Road in a standard diamond configuration. Concept 3B is similar to the previous Concept 3A developed by AECOM, which included a full access interchange at Irving Park Road via a Single Point Urban Interchange. The Concept 3B configuration provides similar performance to the single point concept, but with a much smaller CTS bridge over Irving Park Road. With this concept, there are no physical impacts along Mannheim Road or at the Irving Park Road/Mannheim Road intersection. Also, Concept 3B retains the footprint of the existing Oasis for future development. Similar to Concept 4C, 20 truck parking spaces are being provided along both the east and west sides at the Oasis. Some key benefits associated with this concept include: • Retains the footprint of the existing Oasis for future development • Provides opportunities for pedestrian and bike accommodation on Irving Park Road beneath the CTS bridge • There are no physical impacts along Mannheim Road or at the Irving Park Road/Mannheim Road intersection Some of the challenges associated with this concept include: • Highest traffic impacts to Irving Park Road • Requires extensive reconstruction of Irving Park Road (within floodplain) • Requires reconstruction of the CTS bridge over Irving Park Road with potential impacts to the CTS • Likely impacts several residences adjacent to the CTS • Requires widening along the Bensenville Yard Bridge (mainly in SB direction) • High added impervious area within Crystal Creek Floodplain • Interchange not directly connected to future proposed development being considered at the Oasis	NA	NA
4.0 / Concept 4C	Jarrod Cebulski (Patrick) presented Concept 4C which includes new ramps to/from the south at the Oasis, with direct access to the Mannheim Road/Seymour Avenue intersection.	NA	NA

Item No. / Topic	Item Description	Responsibility	Due Date
	Concept 4C builds upon the previous Concepts 4A and 4B developed by AECOM, which included access to and from the south at Mannheim Road. The primary purpose of this concept is to provide access to/from the south, while avoiding physical impacts to Irving Park Road. This concept also provides access to and from Mannheim Road, Seymour Avenue, properties along Mannheim Road, and the Oasis area. Some key benefits associated with this concept include: • Direct access to Mannheim Road with minimal overall footprint and ROW impacts • No physical impacts to Irving Park Road, the Irving Park Road interchange, and the CTS bridge over Irving Park Road • Minimizes traffic impact along Irving Park Road • Provides direct access to future proposed development in the Oasis area Some of the challenges associated with this concept include: • Addition of traffic along Mannheim Road • Reduces flexibility of future development in the Oasis area • Elevation differences between the Oasis and Manheim Road There are 20 truck parking spaces being considered on the west and east sides of the CTS as part of this concept. These spaces are conceptual with the understanding that the amount of truck parking needed will require additional coordination with the Tollway.		
5.0 / Traffic Analysis Results for Concepts 3B and 4C and Key Findings	Mike Matkovic stated that projected traffic for both interchange concepts was analyzed using the same synchro intersection analysis tool. The same existing signal timing and phasing was also used for the proposed conditions analysis for relative comparison and to demonstrate the effect of each concept. For each intersection analyzed, the analysis was completed for the a.m. and p.m. peak hours of traffic.	NA	NA

Item No. / Topic	Item Description	Responsibility	Due Date

	The key findings with respect to the overall traffic analysis include the following:
	• Irving Park Concept 3B:
	  ○ Irving Park Road/25th Avenue intersection will worsen from LOS E to LOS F during the p.m. peak period assuming no further intersection improvements
	  ○ LOS at the Mannheim Road/Irving Park Road intersection will worsen from LOS D to LOS E in the p.m. peak period assuming no further intersection improvements
	  ○ Irving Park Road intersections at the new concept interchange would operate at LOS D or E
	
	• Mannheim Road Concept 4C:
	  ○ LOS at the Mannheim Road/Irving Park Road intersection will worsen from LOS D to LOS F in the p.m. peak period assuming no further intersection improvements
	  ○ LOS at the Mannheim Road/Seymour Avenue intersection will worsen from LOS B to LOS F in the p.m. with added southbound dual left turn lanes and a northbound right turn lane		

6.0 / Discussion - Tollway Comments	Rocco Zucchero (Tollway) acknowledged the need for ramps to/from the south. The addition of ramps will benefit the region and the Village should collaborate with Cook County, PACE, and IDOT as this project progresses. Rocco Zucchero indicated that per the current design the Quality Inn hotel along the west side of the CTS is not being impacted by the CTS widening project and will remain.	NA	NA
6.0 / Discussion - Village Comments	Mayor Nick Caiafa (Village of Schiller Park) made the following observations and comments concerning the interchange concepts discussed: • Relieving traffic along River Road would likely occur with either interchange alternative, which is also important for the Village and a benefit to IDOT • Truck parking on the east side of the Oasis is too close to the residential area located to the east of the Oasis • Could the truck parking on the west side of the Oasis be relocated? • Would like to see some sort of access for pedestrians to/from the residential areas to the east of the Oasis		

Item No. / Topic	Item Description	Responsibility	Due Date
	• Village is interested in pursuing Concept 4C because, although both concepts result in substantial increases in traffic along Irving Park Road, the projected increase for Concept 4C (additional 6,870 vehicles per day) is less than the projected increase for Concept 3B (additional 8,950 vehicles per day) ***Action Item: CBBEL/Patrick will proceed with refinements to Concept 4C and further investigation of related traffic projections and traffic analysis.***	**CBBEL/Patrick**	**3 weeks**
6.0 / Discussion - Pace Comments	Charlotte Obodinski (Pace) comments are as follows: • Pace is concerned with the Irving Park Road/Mannheim intersection due to the high volume of pedestrians; She asked if there are any signal timing and infrastructure improvements planned for this intersection and would like to see if pedestrian accommodations could be considered • Would like a pedestrian bridge across the CTS at the Oasis as part of Concept 4C • Like the direct access to the industrial sites along Seymour Avenue as proposed with Concept 4C • Would like a Pace stop as well as a turnaround located within the Oasis area as part of Concept 4C • Concept 4C provides for opportunities for pedestrians from the residential areas to access the Pace system. Would like sidewalks to be provided between the residential area and the Oasis. ***Action Item: CBBEL/Patrick to refine Concept 4C per Pace's comments.***	**CBBEL/Patrick**	**3 weeks**
6.0 / Discussion- Cook County Comments	The County indicated that they prefer Concept 4C. This concept creates a connection between the CTS and the industrial area to the west of the Oasis. Cook County also stated that the truck parking is a benefit to the area.		
6.0 / Open Discussion	The group discussed the possibility of developing southbound ramps north of the Irving Park Road interchange and connecting the ramps to the signalized Mannheim Road/Montrose Avenue intersection. This concept may reduce the amount of traffic that is making a WB to SB left turn at the Mannheim Road/Irving Park Road intersection.	**CBBEL**	**3 weeks**

Item No. / Topic	Item Description	Responsibility	Due Date
	Action Item: CBBEL will investigate the traffic benefits of such a connection.		
7.0 / Next Steps	The following are the next steps that were discussed: • Additional stakeholder coordination with outreach to the Village of Franklin Park (Seymour Avenue jurisdiction) and IDOT (Mannheim Road and Irving Park Road jurisdiction) to get their input on the concepts being considered, analysis results, and potential refinements. ***Action Item: CBBEL to coordinate with the Village in setting up a meeting both the Village of Franklin Park and IDOT.***	**CBBEL**	**TBD**

Please notify the author of the minutes of any corrections and/or clarifications within five (5) business days.

Illinois Tollway

Capital Program

SIGN-IN SHEET

PURPOSE/PROJECT #: 4383 – TO#1 - Schiller Park – Irving Park Rd. Interchange
MEETING DATE/TIME: February 5, 2019; 9:30 AM
CHAIRPERSON: Nicole Nutter
LOCATION: Village of Schiller Park – Board Room

MEETING MINUTES

	Name		Please Initial	Company/ Organization	Email
1.	Rocco	Zucchero		Tollway	
2.	Nicole	Nutter	NN	Tollway	
3.	Lanyea	Griffin		Tollway	
4.	Aimee	Lee		Tollway	
5.	Adam	Lintner		Tollway	
6.	Nick	Caiafa (Mayor)	NC	Schiller Park	
7.	Tom	Fragakis	TF	Schiller Park	
8.	Pete	Chiodo	PNC	Schiller Park	
9.	Mario	Jos	MJ	Schiller Park	
10.	Scott	Bernacki		Schiller Park	
11.	Marjorie	Manchen		Schiller Park	
12.	Jim	Goumas		Hancock Engineering	
13.	Paul	Flood		Hancock Engineering	
14.	Jay	Dalicandro		Westbrook Strategic	
15.	Maria	Chocaurban		Cook County DOTH	
16.	Benet	Haller		Cook County DOTH	
17.	Alexander	Beata		Cook County DOTH	
18.	Charlotte	Obodinski		Pace Bus	
19.	Mike	Matkovic	MM	CBBEL	
20.	Melissa	McGhee	MM	CBBEL	
✓ 21.	Jarrod	Cebulski	JC	Patrick	
✓ 22.	Jeff	Pisha	JP	Patrick	
23.	DAVID	STRAITC	DS	SCHILLER PARK	
24.	Josh	Graves	JG	Schiller Park	
25.	Brian	Bursiek	BB	Schiller Park	
	Rosa	JOS	RJ	Schiller Park	
	John	Bealer	JB	Schiller Park	

Capital Program

SIGN-IN SHEET

PURPOSE/PROJECT #: 4383 – TO#1 - Schiller Park – Irving Park Rd. Interchange
MEETING DATE/TIME: February 5, 2019; 9:30 AM
CHAIRPERSON: Nicole Nutter
LOCATION: Village of Schiller Park – Board Room

MEETING MINUTES

	Name		Please Initial	Company/ Organization	Email
1.	Rocco	Zucchero		Tollway	
2.	Nicole	Nutter		Tollway	
3.	Lanyea	Griffin		Tollway	
4.	Aimee	Lee		Tollway	
5.	Adam	Lintner		Tollway	
6.	Nick	Caiafa (Mayor)		Schiller Park	
7.	Tom	Fragakis		Schiller Park	
8.	Pete	Chiodo		Schiller Park	
9.	Mario	Jos		Schiller Park	
10.	Scott	Bernacki		Schiller Park	
11.	Marjorie	Manchen		Schiller Park	
12.	Jim	Goumas		Hancock Engineering	
13.	Paul	Flood		Hancock Engineering	
14.	Jay	Dalicandro		Westbrook Strategic	
15.	Maria	Chocaurban		Cook County DOTH	
16.	Benet	Haller		Cook County DOTH	Benet.Haller@cookcountyil.gov
17.	Alexander	Beata	AB	Cook County DOTH	Alex.Beata@cookcountyil.gov
18.	Charlotte	Obodinski		Pace Bus	
19.	Mike	Matkovic		CBBEL	
20.	Melissa	McGhee		CBBEL	
21.	Jarrod	Cebulski		Patrick	
22.	Jeff	Pisha		Patrick	
23.	Ryan	Ruehle		Pace	ryan.ruehle@pacebus.com
24.	Nathan	Bruemmer	NB	Schiller Park	
25.	Bethany	Nystrom	BN	montana + welch	bnystrom@montanawelch.com

MEETING MINUTES

PURPOSE: Franklin Park Coordination Meeting

PROJECT #: RR-18-4383/Task Order 1 – Irving Park Road Interchange Feasibility Study

MEETING DATE/TIME: February 25, 2019; 1:30 p.m.

CHAIRPERSON: Nicole Nutter

LOCATION: Franklin Park Village Hall, 9500 W. Belmont Avenue, Franklin Park, IL

ATTENDEES: See attached Sign-In sheet

PREPARED BY: Jarrod Cebulski

ISSUE DATE: February 26, 2019

CURRENT STATE: Draft

Item No. / Topic	Item Description	Responsibility	Due Date
1.0 / Introduction / Scope and Objective of the Feasibility Study	After introductions, Mike Matkovic (CBBEL) stated that CBBEL was retained by the Illinois Tollway to evaluate and prepare a Feasibility Study for the addition of new access to the Central Tri-State (CTS) Tollway to and from the south in the vicinity of Irving Park Road. The desire for the analysis is an output off the Central Tri-State Corridor Planning Council's goal of improving access along the corridor and based on a request from Schiller Park. The removal of the O'Hare Oasis provides new opportunities for added access along the CTS in this area. The alternatives developed to date are based on the previous concepts developed by AECOM at this location. The previous concepts did not take into account traffic analysis or elevation design, which is a key objective for the Feasibility Study. A technical memorandum summarizing the key findings to date of the traffic analysis and elevation design was distributed to the meeting attendees, which includes copies of all exhibits used for discussion purposes in the meeting.	NA	NA
2.0 / Analysis of Existing Conditions	To establish a basis for the analysis, data for existing conditions was gathered. Mike Matkovic indicated that turning movement counts were collected in December 2018 after Tollway construction work and area road/ramp closures were removed and traffic redistributed to normal patterns. Counts included morning and evening peak hour	NA	NA

Item No. / Topic	Item Description	Responsibility	Due Date
	traffic volumes as well as 24-hour total daily traffic volumes on various roadway segments. The Village of Franklin Park (VOFP) asked if counts in December would be accurate with respect to trucks. Mike responded that while there are monthly variations, with the 4th quarter having slightly higher trucks, these fluctuations are not enough to have a substantial effect on the analysis results. Based on recent conversations with Schiller Park, there is a desire and plan to conduct additional traffic counts along River Road. Franklin Park stated that there are currently congestion issues on that road and Schiller Park echoed the same issues. It is anticipated that the new interchange would reduce traffic on River Road. The additional counts will help the team better understand the impacts. Counts will be taking place during the spring of 2019. The additional count locations are anticipated to include: • Mannheim/Montrose (north of Irving Park) • Des Plaines River Road/Balmoral • Des Plaines River Road/Lawrence • Des Plaines River Road/Irving Park • Irving Park/Judd Mike Matkovic indicated that a Synchro traffic signal analysis was completed for the existing conditions to get a Level of Service (LOS) performance grade of A-F, with A being best and F being worst. Existing traffic signal timing and phasing retrieved from IDOT was used to ensure an appropriate representation of existing conditions.		
3.0 / Traffic Projections for Interchange Concepts	After establishing the baseline existing condition, the design team then worked with the Illinois Tollway for development of travel demand projections for the base interchange concepts. Year 2020 projections were developed and included the planned I-390 (EOWA Extension) and I-490 improvements by the Tollway, including the connection at Taft Avenue. VOFP asked if a different Taft connection would change the results. Mike responded that a different connection would likely not change the analysis results as long as I-294 access to and from the south via Irving Park Road near Taft Avenue is provided. However, if this connection were not made,	NA	NA

Item No. / Topic	Item Description	Responsibility	Due Date
	then there would likely be an increase in the travel demand for the new ramps being considered at Irving Park Road or Mannheim/Seymour.		
3.a / Effects of Additional Ramp Traffic on Area Roadways	Mike Matkovic reviewed an exhibit that showed the results of the travel demand modeling completed by the Tollway for new I-294 access to/from the south at Irving Park Road. The results show that the majority of the traffic using the new ramps have origins and destinations east of the CTS corridor, which will result in traffic increases along Lawrence Avenue and Irving Park Road. Most of the additional traffic is generally not new traffic to the CTS, but rerouted traffic from the Balmoral and North Ave interchanges. In fact, if these ramps were built, the traffic volumes at the Balmoral interchange would be reduced by approximately 5,000-6,000 vehicles per day (vpd). Traffic along Irving Park Road is projected to increase by 19% to 25% (or 6,870 to 8,950 vehicles per day) depending on the interchange concept. Traffic along Lawrence Avenue is projected to increase by approximately 12% (or 2,100 vehicles per day) for both concepts. In summary, there is a very high demand for the new ramps, with the majority of origins and destinations east of the CTS along Irving Park Road and to a lesser amount along Lawrence Avenue. The Village of Schiller Park recognizes the impacts that additional traffic on Irving Park Road may have to their downtown but has chosen to proceed further with the study as they see the benefits it could bring locally also.	NA	NA
4.0 / Base Interchange Concepts 3B and 4C	Mike Matkovic presented Concept 3B which includes full access to/from the north and south at Irving Park Road in a standard diamond configuration. Concept 3B is similar to the previous Concept 3A developed by AECOM, which included a full access interchange at Irving Park Road via a Single Point Urban Interchange. The Concept 3B configuration provides similar performance to the single point concept, but with a much smaller CTS bridge over Irving Park Road. With this concept, there are no physical impacts along Mannheim Road or at the Irving Park Road/Mannheim Road	NA	NA

Item No. / Topic	Item Description	Responsibility	Due Date
	intersection. Also, Concept 3B maximizes the available space within the existing Oasis for potential development. VOFP asked if either of the diamond alternatives would include inside ramps to the CTS as opposed to outside ramps. Mike responded that inside ramps would not be included in any alternative. As part of this alternative, braided ramps would be needed, requiring additional bridges and retaining walls. This concept has the highest traffic impacts to Irving Park Road and would have a cost approximately 3 times higher than the next alternative 4C. Mayor Pedersen expressed appreciation with concept 3B's ability to keep the entrance ramps on the outside. Jarrod Cebulski (Patrick) presented Concept 4C which includes new ramps to/from the south at the Oasis, with direct access to the Mannheim Road/Seymour Avenue intersection. The primary purpose of this concept is to provide access to/from the south, with direct access to Mannheim Road, and minimizing impacts to Irving Park Road. It has no physical impacts to the existing Irving Park Road interchange ramps, and the CTS bridge over Irving Park Road. Concept 4C will result in an increase in traffic along Mannheim Road. Although it reduces the traffic impact along Irving Park Road as compare to Concept 3B based on some rerouting of traffic to Lawrence Avenue, there would still be a considerable increase in traffic on Irving Park Road due to the origin and destination of traffic being east of the CTS. Concept 4C provides direct access to potential future development in the Oasis area. Based on the elevation between the bridge over the CTS and Mannheim Road, the ramps connecting to the Mannheim/Seymour intersection will have fairly steep grades, which will require further evaluation if this concept moves forward. Mayor Pedersen expressed concerns for Concept 4C about the cash paying customers still having to criss-cross with traffic exiting at Irving park Rd.		
5.0 / Traffic Analysis Results for Concepts 3B	Mike Matkovic stated that projected traffic for both interchange concepts was analyzed using the same Synchro intersection analysis tool.	NA	NA

Item No. / Topic	Item Description	Responsibility	Due Date

and 4C and Key Findings	The same existing signal timing and phasing was also used for the proposed conditions analysis for relative comparison and to demonstrate the effect of each concept. For each intersection analyzed, the analysis was completed for the a.m. and p.m. peak hours of traffic.
	
	The key findings with respect to the overall traffic analysis include the following:
	• Irving Park Concept 3B:
	  ○ Irving Park Road/25th Avenue intersection will worsen from LOS E to LOS F during the p.m. peak period assuming no further intersection improvements
	  ○ LOS at the Mannheim Road/Irving Park Road intersection will worsen from LOS D to LOS E in the p.m. peak period assuming no further intersection improvements
	  ○ Irving Park Road intersections at the new concept interchange would operate at LOS D or E
	
	• Mannheim Road Concept 4C:
	  ○ LOS at the Mannheim Road/Irving Park Road intersection will worsen from LOS D to LOS F in the p.m. peak period assuming no further intersection improvements
	  ○ LOS at the Mannheim Road/Seymour Avenue intersection will worsen from LOS B to LOS F in the p.m. with added southbound dual left turn lanes and a northbound right turn lane. It was stated that additional alternatives will be evaluated as a next step to improve this intersection operations.		

6.0 / Q&A and Discussion	VOFP was concerned with the added traffic along Seymour Avenue and the effects that could have on the businesses along that road. It is a local road and cannot be expanded. It was noted that a pork chop island can be provided allowing only right in and right out traffic at Seymour if this added traffic was deemed to be detrimental. It was noted that the Village of Schiller Park is interested in pursuing Concept 4C because, although both concepts result in substantial increases in traffic along Irving Park Road, the projected increase for Concept 4C (additional 6,870 vehicles	NA	NA

Item No. / Topic	Item Description	Responsibility	Due Date
	per day) is less than the projected increase for Concept 3B (additional 8,950 vehicles per day). The Village of Franklin Park concurred with Concept 4C being preferred over Concept 3B. The group discussed the possibility of developing southbound ramps north of the Irving Park Road interchange and connecting the ramps to the signalized Mannheim Road/Montrose Avenue intersection. This concept may reduce the amount of traffic that is making a WB to SB left turn at the Mannheim Road/Irving Park Road intersection. The consultant team will work with the Tollway to evaluated the effects of adding these ramps to Concept 4C.		
7.0 / Next Steps (Further Analysis, IDOT Coordination)	The following are the next steps that were discussed: • The consultant team will obtain additional traffic counts and Synchro analysis will be completed to assess the benefits to other IDOT routes and intersections due to the re-routed traffic if new access ramps near Irving Park Road are built. • Meet with IDOT to discuss the Study, as well as the impacts and benefits to IDOT routes. The target timeframe for this meeting is the latter half of April. • If the IDOT meeting is positive and they support further evaluation of Concept 4C, then additional stakeholder coordination with outreach to the business owners along Seymour Avenue would be pursued to get their input on the concepts being considered. ***Action Item: CBBEL to obtain additional traffic counts and perform traffic analysis in preparation for the upcoming meeting with IDOT.***	**CBBEL**	**TBD**

Please notify the author of the minutes of any corrections and/or clarifications within five (5) business days.

Capital Program

SIGN-IN SHEET

PURPOSE/PROJECT #: Irving Park Road Interchange Feasibility Study / Tollway Project #4383MP

MEETING DATE/TIME: February 25, 2019; 1:30 PM

CHAIRPERSON: Nicole Nutter

LOCATION: Village of Franklin Park
9500 W. Belmont Avenue

	Name		Please Initial	Company/ Organization	Email
1.	Rocco	Zucchero	Part Time	Tollway	
2.	Nicole	Nutter		Tollway	
3.	Nick	Caiafa (Mayor)		Schiller Park	
4.	Marjorie	Manchen		Schiller Park	
5.	Barrett	Pedersen (Mayor)		Franklin Park	
6.	John	Schneider		Franklin Park	
7.	Jay	Dalicandro		Westbrook Strategic	
8.	Joe	Montana		Montana & Welch	
9.	Jarrod	Cebulski		Patrick Engineering	
10.	Mike	Malkovic		CBBEL	
11.	Nick	Wolny		Franklin Park	
12.	DAVID	STRAFC		SCHILLER PARK	
13.	SCOTT	BERNACKI		SCHILLE PARK	
14.	DAVID	TALBOTT		FRANKLIN PARK	
15.					
16.					
17.					
18.					
19.					
20.					

Revision Level: 4 Page 1 of 1 F 1040.02

Michael Matkovic

From: Michael Matkovic
Sent: Friday, April 12, 2019 2:53 PM
To: 'Salley, Jason R'; Baczek, John A
Cc: Nutter, Nicole M.; Lintner, Adam G.
Subject: RE: Tollway 4383-TO1 - I-294 at Irving Park Interchange Feasibility Study
Attachments: ME_CBBEL_MJM_4383-TO1-IDOTCoordinationMemo_04122019.pdf

Jason: Will you be in the office on Monday afternoon? I have 10 hard copies ready that I can drop off then for distribution within IDOT.

Also, we've prepared a next generation version of Exhibit 5 (ramp projections). It is the same information, just reorganized by ramp scenario and further expanded on the adjacent network, which will be more informative. Because of this update, a revision date has been added to the cover page for tracking. The updated electronic version is attached. Please distribute within IDOT as appropriate.

Thanks,
Mike

Michael J. Matkovic, PE
Vice President
Head, Phase I Engineering Department
Christopher B. Burke Engineering, Ltd.
9575 W. Higgins Road, Suite 600 Rosemont, IL 60018
Phone: (847) 823-0500 Mobile: (847) 553-6925
E-Mail: mmatkovic@cbbel.com
www.cbbel.com

From: Michael Matkovic
Sent: Thursday, April 04, 2019 6:24 PM
To: Baczek, John A <John.Baczek@illinois.gov>; Salley, Jason R <Jason.Salley@illinois.gov>
Cc: 'Nutter, Nicole' <nnutter@getipass.com>; 'Lintner, Adam' <alintner@getipass.com>
Subject: Tollway 4383-TO1 - I-294 at Irving Park Interchange Feasibility Study

John and Jason: Attached is a memorandum presenting a preliminary (Level One) evaluation of interchange concepts considered as part of this Feasibility Study. This is packaged with 11x17 size exhibits for ease of email distribution and desktop review. If you would like a larger set of the interchange concept exhibits, just let me know.

As noted, the purpose of this memorandum is to facilitate initial coordination with IDOT regarding the subject Feasibility Study. This memorandum provides background information on the Feasibility Study, a review of the range of interchange concepts considered, an overview of the traffic analysis approach, and results of Level One analysis (travel demand modeling and initial feedback from Schiller Park and Franklin Park).

Although we've started the Level 2 traffic analysis for the interchange concepts carried forward for further analysis, this is a good time to get early feedback from IDOT on the overall access modifications being considered given involvement

with State Highways, the range of interchange concepts considered, the analysis approach, preliminary conclusions reached, and identification of any issues/concerns that will need to be addressed with the Level 2 analysis.

I saw that Rosa passed along May 15th for 9 a.m. for meeting at IDOT. We're checking with others on that and we'll get back to Rosa as soon as possible. In the interim, let me know if any questions on this information.

Thanks,
Mike

Michael J. Matkovic, PE
Vice President
Head, Phase I Engineering Department
Christopher B. Burke Engineering, Ltd.
9575 W. Higgins Road, Suite 600 Rosemont, IL 60018
Phone: (847) 823-0500 Mobile: (847) 553-6925
E-Mail: mmatkovic@cbbel.com
www.cbbel.com

Michael Matkovic

From: Michael Matkovic
Sent: Thursday, May 30, 2019 11:57 AM
To: Salley, Jason R; Baczek, John A
Cc: Nutter, Nicole
Subject: RE: Draft Meeting Summary: I-294 At Irving Park Interchange Feasibility Study
Attachments: MM_CBBEL_MGM_4383-IDOT-Coordination_05142019_Draft.docx

John and Jason, thanks again for your assistance setting up this meeting. The IDOT attendance and input received is very much appreciated. We have initiated the further analysis of alternatives as discussed, and we'll be in touch when that information is available. In the interim, attached is a draft meeting summary for review. I wasn't sure if I should shotgun this to all meeting attendees at IDOT, or just coordinate thru you. Let me know if you want me to send out to all.

Otherwise, please review and provide comments at your earliest convenience.

Thanks,
Mike

Michael J. Matkovic, PE
Vice President
Head, Phase I Engineering Department
Christopher B. Burke Engineering, Ltd.
9575 W. Higgins Road, Suite 600 Rosemont, IL 60018
Phone: (847) 823-0500 Mobile: (847) 553-6925
E-Mail: mmatkovic@cbbel.com
www.cbbel.com

MEETING MINUTES

PURPOSE: IDOT Coordination Meeting

PROJECT #: RR-18-4383/Task Order 1 – Irving Park Road at I-294 Interchange Feasibility Study

MEETING DATE/TIME: May 14, 2019; 9:00 a.m.

CHAIRPERSON: Nicole Nutter

LOCATION: IDOT District 1, 201 W Center Court, Schaumburg, IL

ATTENDEES: See attached Sign-In sheet

PREPARED BY: Melissa McGhee

ISSUE DATE:

CURRENT STATE: Final (no comments received on draft)

Item No. / Topic	Item Description	Responsibility	Due Date
1.0 /2.0 Introduction / Scope and Objective of the Feasibility Study	After introductions and opening remarks, Mike Matkovic (CBBEL) provided an overview of the feasibility study. The objective of the feasibility study is to evaluate alternatives for potential new access to I-294/Central Tri-State (CTS) to and from the south in the vicinity of Irving Park Road. The feasibility study is predicated on the longstanding deficiencies with respect to I-294 access to/from the south for adjacent commercial and industrial land use in this area, and the opportunities to address these needs due to the removal of the O'Hare Oasis pavilion necessitated by the I-294 reconstruction project. The alternatives developed to date include and build upon initial concepts developed by AECOM in the summer of 2018. The initial concepts did not consider traffic effects and associated improvement needs, which is a key objective for the Feasibility Study. A technical memorandum (TM) summarizing the overall feasibility study approach and the key findings to date was distributed to the meeting attendees, which includes copies of all exhibits used for discussion purposes in the meeting. Mike further indicated that we have completed the Level 1 analysis and have initiated the Level 2 analysis as described in the TM, so this is a good opportunity to get input from IDOT on the analysis approach and range of alternatives being evaluated.	NA	NA

Item No. / Topic	Item Description	Responsibility	Due Date
	The ultimate objective of the feasibility study is to determine if there is consensus for interchange modifications in this area that could transition into a future Phase I Engineering study.		
3.0 / Traffic Projections for Interchange Concepts	Melissa McGhee provided an overview of the traffic projections provided in the TM. The design team worked with the Illinois Tollway for development of travel demand projections for the base interchange concepts. Year 2020 projections were developed and included the planned IL 390 (EOWA Extension) and I-490 improvements by the Tollway, including the connection at Taft Avenue. The traffic analysis is occurring in two parts with the Level 1 analysis for initial alternatives screening and Level 2 Analysis for intersection capacity analysis for the alternatives carried forward. The Level 1 Analysis was completed for the 8 initial interchange concepts identified and included an evaluation of traffic projections and nearby DHV/ADT effects. Melissa reviewed an exhibit that showed the results of the travel demand modeling completed by the Tollway for new I-294 access to/from the south at Irving Park Road. The initial modeling shows that the majority of the traffic using the new ramps has origins and destinations east of the I-294 corridor. Most of the additional traffic is generally not new traffic to I-294, but rerouted traffic from the Balmoral and North Avenue interchanges. Based on the travel demand modeling, traffic along Irving Park Road and Lawrence Avenue, to and from the east, is projected to increase depending on the interchange concept. The range of interchange concepts considered includes variations that would balance the traffic impacts along Irving Park Road and Lawrence Avenue, and address known operational concerns such as the westbound approach to Mannheim/Irving. The Level 2 analysis will include proposed conditions intersection capacity analysis using Synchro within the larger study area for the alternatives carried forward. The project team has started the Level 2 analysis. Currently, traffic counts have been collected and an existing conditions analysis using Synchro for the larger study area network has been completed.	NA	NA

Item No. / Topic	Item Description	Responsibility	Due Date
	The project team will be preparing a.m. and p.m. peak hour proposed traffic volumes for each intersection in the study area, for each alternative carried forward, and will summarize this information in a separate traffic analysis memorandum for coordination. Although traffic volume increases will occur on nearby roadway sections due to the new or relocated ramps being considered, other roadway sections and/or specific movements thru intersections in the study area will decrease due to the changing travel patterns, such as along Des Plaines River Road and the Manheim/Irving intersection (depending on the alternative). Separate exhibits will be prepared as part of the Level 2 analysis showing the traffic assignments for each alternative carried forward. IDOT commented that the further traffic analysis should be based on 2050 traffic projections. CBBEL indicated that it is understood that a future Phase I study will require 2050 traffic, but for purposes of the feasibility study, 2020 traffic projections are being used to best match the large amount of traffic counts obtained, with IL 390 and I-490 included to simulate future conditions. IDOT asked if the I-490 project still includes a connection for local traffic over the railroad yard. The Tollway indicated that the connection is still planned, although it is being modified due to design constraints.		
4.0 / Range of Alternatives Considered and Preliminary Conclusions	Jarrod Cebulski walked through the 8 alternatives that were developed for Level 1 analysis and recommendations for alternatives for further analysis in Level 2. • **Concept 1** – Provide all NB access at Irving Park Road, provide all SB access at Mannheim at Seymour; allows for NB access to and from the east oasis area/new development. Based on the Level 1 analysis, this concept was not carried forward due to: ○ Potential residential impacts ○ Need to reconstruct the I-294 bridge over Irving Park Road	NA	NA

Item No. / Topic	Item Description	Responsibility	Due Date
	○ No direct access to Mannheim Road from NB I-294 • **Concept 2** – Similar to Option 1 with all SB access shifted to Mannheim at United Parkway. Based on the Level 1 analysis, this concept was not carried forward due to: ○ Potential residential impacts ○ Need to reconstruct the I-294 Bridge over Irving Park Road ○ No direct access to Mannheim Road from NB I-294 ○ Undesirable connection at United Parkway • **Concept 3A** – Provide all movements at Irving Park Road via a SPUI (likely requires improvements along Irving Park Road). Based on the Level 1 analysis, this concept was not carried forward due to: ○ Highest traffic impact to Irving Park Road with retention of SB exit to WB Irving Park Road ○ No direct access to Mannheim Road from NB I-294 ○ Likely residential impacts ○ Greater degree of recon of I-294 bridge over Irving Park Road due to SPUI structure • **Concept 3B** - Provide all movements at Irving Park Road via a tight diamond configuration (likely requires improvements along Irving Park Road). Based on the Level 1 analysis, this concept was not carried forward due to: ○ Highest traffic impact to Irving Park Road with retention of SB exit to WB Irving Park Road ○ No direct access to Mannheim Road from NB I-294 ○ Likely residential impacts ○ Greater degree of recon of I-294 bridge over Irving Park Road due to diamond interchange structure		

Item No. / Topic	Item Description	Responsibility	Due Date
	• **Concept 4A** – Maintains existing Irving Park Road, new access to/from the south at Mannheim/Seymour, new signal and sweeping flyover ramp to preserve oasis functionality, added 2nd SB exit ramp to Mannheim to address Irving Park Road weave. Based on the Level 1 analysis, this concept was not carried forward due to: ○ High flyover ramp next to residential area ○ Impacts to Bensenville Yard Bridge ○ Heavy SB exit volume destined for SB Mannheim Road passing through truck fueling station to bypass Irving Park Road intersection ○ Would not allow NB stop at Oasis and then crossover to Mannheim • **Concept 4B** – Modification of 4A to provide a tighter more direct NB exit ramp away from the residential area and preserve oasis functionality. Based on the Level 1 analysis, this concept was not carried forward due to: ○ Impacts to Bensenville Yard Bridge ○ Heavy SB exit volume destined for SB Mannheim Road passing through truck fueling station to bypass Irving Park Road intersection ○ Would not allow NB stop at Oasis and then crossover to Mannheim • **Concept 4C** – Modification of 4B to allow NB access to the oasis before crossing I-294, addresses truck parking, depicts likely improvements along Mannheim • **Concept 4D** – Modification of 4C, with relocation of SB exit ramp to Mannheim/Montrose signal through the toll plaza, with added SB entrance at same location Of the above 8 concept alternatives, based on the Level 1 analysis, and coordination with the Tollway and Villages of Schiller Park and Franklin Park, Interchange Concepts 4C and 4D were carried forward for further detailed analysis.		

Item No. / Topic	Item Description	Responsibility	Due Date
5.0 / Base Interchange Concepts 4C and 4D	Jeff Pisha walked through Concepts 4C and 4D. The primary purpose of Concept 4C is to provide access to/from the south while minimizing impacts to Irving Park Road. Concept 4C includes new ramps to/from the south with direct access to the Mannheim Road/Seymour Avenue intersection. Concept 4C has no physical impacts to the existing Irving Park Road interchange ramps and the I-294 bridge over Irving Park Road. Concept 4C will result in an increase in traffic along Mannheim Road and Irving Park Road due to the origin and destination of traffic being east of the I-294. Based on the elevation between the bridge over I-294 and Mannheim Road, the ramps connecting to the Mannheim/Seymour intersection will have fairly steep grades, which will require further evaluation if this concept moves forward. The primary purpose of Concept 4D is also to provide access to/from the south while minimizing impacts to Irving Park Road. Concept 4D is a modification of Concept 4C which includes new ramps to/from the south at the Mannheim Road/Seymour Avenue intersection and relocates the SB to WB exit ramp from Irving Park Road north to Montrose. Concept 4D has no physical impacts to the existing Irving Park Road interchange ramps and the I-294 bridge over Irving Park Road. Concept 4D removes the WB to SB weaving issues along Irving Park Road and minimizes impacts to the Manheim/Irving Park Road intersection. This alternative balances traffic impacts along Irving Park Road by shifting traffic to Lawrence Avenue.	NA	NA

Item No. / Topic	Item Description	Responsibility	Due Date
6.0 / Next Steps	Mike Matkovic summarized the next steps with the feasibility study as follows: • The consultant team will complete the Level 2 analysis for interchange concepts 4C and 4D, including any modifications based on IDOT comments received. • The Level 2 analysis includes developing traffic volumes for the intersection network shown for each alternative, which will show the associated traffic volumes increases and decreases. • The Level 2 analysis will be completed using Synchro and will include intersection analysis for the intersection network shown. • The results of the Level 2 analysis will be summarized in a separate memorandum and submitted to IDOT for review.	NA	NA
7.0 / Q&A and Discussion	The meeting was opened for general Q&A and discussion, which including the following: IDOT was concerned with the ability to store traffic along the SB exit ramp at Montrose with Concept 4D. The large SB exiting volume could present problems. It was noted that this will be evaluated in the Synchro analysis. IDOT noted safety concerns with the SB to EB exit ramp at Irving Park Road (as well as the SB to WB exit that was noted previously in the discussion). IDOT requested the design team look at an alternative that relocates all ramps from Irving Park Road to Seymour to create a diamond or DDI configuration. It was agreed that this concept will be evaluated, along with a modification that retains the NB ramps at Irving Park Road. IDOT was concerned with the increase in traffic along Lawrence Avenue with Concept 4D. There is a concern that the increased WB to SB left turns could back up, negatively effecting the WB to NB free flow right turn, as there's limited room to store the additional cars. It was noted that this will be evaluated in the Synchro analysis for each alternative. IDOT requested that full traffic exhibits with Peak Hour volumes used in Synchro modeling be created and included	**CBBEL** **CBBEL** **CBBEL**	**TBD** **TBD** **TBD**

Item No. / Topic	Item Description	Responsibility	Due Date
	in the next submittal to IDOT. It was agreed that the Synchro analysis will be summarized in a separate memorandum and submitted to IDOT for review, with separate exhibits showing the traffic volumes and analysis results for each alternative.	**CBBEL**	**TBD**
	IDOT noted that it appeared there would be large impacts along Manheim Road, which has recently been reconstructed. It was clarified that at Montrose/Manheim, the existing median is 30' wide, and would need minimal work to convert the median to dual left turn lanes as shown. Otherwise, the intersection improvement would include adding an eastbound thru and right turn lane, and a northbound right turn lane. At Seymour, the design team is anticipating widening of Manheim Road to the east to provide a wider median for dual left turn lanes and provide a northbound right turn lane, but not reconstruction.		
	IDOT suggested a modification to Concept 4D that includes a WB Irving Park Road to SB I-294 loop ramp to remove additional traffic from the Manheim/Irving Park Road intersection. It was agreed that this concept will be evaluated, with potential concerns being the right-of-way acquisition that would be required from the City of Chicago, and the weave condition within the I-294 southbound CD roadway.	**CBBEL**	**TBD**
	The order of magnitude cost of the various interchange concepts was discussed. It was noted that the Level 1 analysis was focused on a relative comparison of pros and cons related to improved access, traffic impacts and benefits, and potential property impacts. Construction cost was not specifically calculated, however, cost factors including amount of bridge work and roadway construction was quantified. This information will also be calculated for the additional alternatives, with a summary of this information for all alternatives provided to IDOT for the next submittal. It was also discussed that if a consensus alternative emerges thru the feasibility study and the project advances to a Phase I Engineering study, that it would be developed under the Tollway's Interchange Cost Participation Policy, with recent models being Balmoral Avenue in Rosemont, and 88th/Cork in Justice, as well as	**CBBEL**	**TBD**

Item No. / Topic	Item Description	Responsibility	Due Date
	others. These projects have had success with assembling the necessary funding for construction thru various federal fund sources that would be pursued in the future. There was some additional discussion on why the concepts with ramps directly at Irving Park Road were dismissed. The design team noted that direct access to Irving Park Road results in the highest traffic impacts to Irving Park Road as shown on the travel demand exhibits in the TM, which is a concern to the Village of Schiller Park. In addition, any interchange concept requiring left turns on Irving Park Road would require reconstruction of Irving Park Road and the I-294 bridge based on roadway widening. The reconstruction of Irving Park Road would also likely require a profile increase due to current elevation deficiencies at the Crystal Creek tributary crossing just east of I-294, which would therefore also require the Tollway profile to be raised for a distance north and south of Irving Park Road. Based on the comparatively high traffic impacts to Irving Park Road, and the comparatively high construction cost, these improvements were dismissed from further consideration. ***Action Item: Based on input received, CBBEL will develop and analyze the following additional interchange concepts (in addition to concepts 4C and 4D) and perform traffic analysis in preparation for a follow up meeting with IDOT:*** • Modification of 4D with a WB Irving Park Road to SB I-294 loop ramp. • New concept that includes relocating all movements to/from the north and south along I-294 to Seymour Avenue, with an iteration to retain the existing NB ramps at Irving Park Road	**CBBEL**	**TBD**

The meeting concluded at approximately 10:45 a.m.

Please notify the author of the minutes of any corrections and/or clarifications within five (5) business days.

Capital Program

SIGN-IN SHEET

PURPOSE/PROJECT #: Irving Park Road Interchange Feasibility Study / Tollway Project #4383MP

MEETING DATE/TIME: May 14, 2019 / 9:00 AM

CHAIRPERSON: Nicole Nutter

LOCATION: IDOT Region One/District One
201 W. Center Court, Schaumburg – Lower Level Room B

	Name		Please Initial	Company/ Organization	Email
1.	Rocco	Zucchero		Tollway	
2.	Nicole	Nutter	NN	Tollway	
3.	Adam	Lintner	AL	Tollway	
4.	Tony	Quigley		IDOT	
5.	John	Baczek		IDOT	
6.	Steve	Travia		IDOT	steve.travia@illinois.gov
7.	Jose	Rios		IDOT	JOSE.RIOS@ILLINOIS.GOV
8.	Issam	Rayyan	IR	IDOT	issam.rayyan@illinois.gov
9.	Steve	Schilke		IDOT	
10.	Jason	Salley	JS	IDOT	JASON.SALLEY@ILLINOIS.GOV
11.	Perry	Masouridis		IDOT	eleftherios.masouridis@illinois.gov
12.	Lisa	Heaven-Baum		IDOT	LISA.HEAVEN-BAUM@ILLINOIS.GOV
13.	Daryle	Drew		IDOT	
14.	Cory	Jucius		IDOT	
15.	Melissa	McGhee	MM	CBBEL	mmcghee@cbbel.com
16.	Mike	Matkovic		CBBEL	MMATKOVIC@CBBEL.COM
17.	Jarrod	Cebulski		Patrick Engineering	JCEBULSKI@PATRICKCO.COM
18.	Jeff	Pisha		Patrick Engineering	JPisha@patrickco.com
19.	Nick	Caiafa (Mayor)		Schiller Park (Mayor)	MAYORNICK@SCHILLERPARKIL.US
20.	Joe	Montana		Schiller Park (Montana & Welch)	
21.	Jay	Dalicandro		Schiller Park (Westbrook Strategic)	
22.	Jim	Goumas		Schiller Park (Hancock Engineering)	JGOUMAS@HANCOCK.COM

Capital Program

SIGN-IN SHEET

	Name		Please Initial	Company/ Organization	Email
23.	JIM	PROLA	JP	AECOM/ IDOT PROG. GEOMETRICS	JAMES.PROLA@ILLINOIS.GOV
24.	Jonathan	Lloyd	JL	IDOT- Traffic	jonathan.lloyd@illinois.gov
25.	Ray	Racoma	RR	IDOT-Traffic Ops	Raymond.Racoma@illinois.gov
26.					
27.					

Illinois Department of Transportation
Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

July 18, 2019

Mr. Rocco Zucchero
Deputy Chief of Engineering for Planning
Illinois State Toll Highway Authority
2700 Ogden Avenue
Downers Grove, IL 60515-1703

Dear Mr. Zucchero:

The Illinois Department of Transportation (Department) thanks you for your submittal dated April 12, 2019 concerning the Illinois Tollway's Interchange Feasibility Study for potential improvements to the Interstate Route 294 at Illinois Route 19 interchange.

The Department's Geometric Studies Unit as well as the Traffic Programs Section have completed their respective reviews for this submittal. Their review comments are enclosed for incorporation into this project.

The Department looks forward to continuing to work with the Illinois Tollway on this project. If you have any questions or need additional information, please contact me or Jason Salley, Geometric Studies Unit Head, at (847) 705-4085.

Very truly yours,

Anthony J. Quigley, P.E.
Region One Engineer

Enclosure

cc: Mike Matkovic – Christopher B. Burke Engineering, Ltd.

Illinois Tollway – Technical Memorandum Review

To:	Rocco Zucchero – Deputy Chief of Engineering for Planning, Illinois Tollway
From:	Anthony Quigley – Region One Engineer, IDOT
By:	Jason Salley – Region One Geometric Studies Unit Head, IDOT
Subject:	Tri-State Tollway (I-294) at Irving Park Road (IL Route 19) Interchange Feasibility Study | Contract 4383-TO1 Preliminary Analysis of Interchange Concepts Schiller Park, Cook County
Current:	July 1, 2019
Previous:	N/A

The Department's Geometric Studies Unit (GSU) as well as the Traffic Programs Section (TPS) have completed their reviews of the subject project's Feasibility Study dated April 12, 2019. The GSU and the TPS could not approve this submittal due to the following comments. All comments should be incorporated or properly disposed of prior to and included with the next submittal.

Summary of the GSU's Comments:

1. In the general, the FS was very difficult to follow since overall or final design traffic volumes were not provided. Instead only displaced traffic volumes were provided. As such, the dismissing and approval of any alternatives considered in the FS cannot be agreed to at this time. For all concepts, please provide the peak hour volumes for all movements within the study area. This will provide a more complete view/understanding of the Concepts' impacts to the roadway system and what improvements may be necessary to help facilitate the benefits of the Concepts.
2. There is a lot of discussion, in the FS as well as at the May 14, 2019 Meeting, centered around the operations of the weave along WB Illinois Route 19 (IL 19) between US Route 12-45 (Mannheim Rd) and the existing Interstate 294 (I-294) interchange. How much of the existing operational and safety problems that exist for this movement are purely caused by the Mannheim Rd and IL 19 intersection? Any proposed interchange modifications/additions may not "fix" the queuing problems that exist there. But this FS could look at what alternatives there are to having traffic pass through this weave.
3. As stated in our May 14, 2019 meeting, this FS should look the other alternatives which includes moving all or some of the ramp movements that currently exist at the IL 19 and I-294 interchange to a new interchange where the O'Hare Oasis used to be located. This should be analyzed through incremental analyses where one (1) ramp is moved at a time. The incremental analyses for the moving of the ramps one by one may result in sub-alternatives to be evaluated for the I-294 and "Seymour Ave" interchange. These sub-alternatives should include the following – diamond interchange, diverging diamond interchange, dog-bone interchange.
4. It should be noted in the FS that should an interchange of any type be provided where the O'Hare Oasis used to be located there would have to be Access Control (A/C) along the ramps and potentially along Mannheim Rd as well as Seymour Ave for a short duration. Therefore, any redevelopment opportunities would have their access off what is likely existing locations along Mannheim Rd should they not have to be removed due to the A/C.
5. Does the removal of the O'Hare Oasis provide any storm water detention/flooding prevention opportunities?
6. Does the moving of any or all of the ramps from the existing IL 19 interchange to a "Seymour Ave" interchange provide any storm water detention/flooding prevention opportunities?
7. Should this FS move into a Phase I Study, all alternatives would likely need to be re-considered and year 2050 traffic projections and analyses would need to be performed.

8. According to the Level 1 Analysis the year 2020 projections included the completion of IL-390 extension and I-490 including the Taft Avenue access. However, the I-490 access to Taft Avenue is being modified per the Illinois Tollway I-490 South Alignment Alternative Development and Assessment. Therefore, the year 2020 AM and PM peak hour traffic volumes for the proposed southbound entrance and northbound exit ramps provided on Exhibits 4A and 4B may need to be revised.
9. Improvements to the IL 19 and Mannheim Rd intersection need to be evaluated for all Concepts considered.
10. According to the FS, Concepts 4C and 4D are to be carried forward but both exhibits do not indicate that the northbound ramps are to be maintained. Please confirm that the existing northbound ramps are to remain in service.
11. Concept 4C provides the proposed southern access to and from I-294 by adding an east leg at the Seymour Ave and Mannheim Rd intersection. This concept requires additional traffic on Mannheim Rd as well as IL 19, since about 80% of the projected traffic to utilize this access east of I-294. The GSU is concerned that no improvements are identified for the IL 19 at Mannheim Rd intersection, since the increase in traffic east of I-294 is expected to travel through this intersection to use the new southern access.
12. Concept 4D provides the proposed southern access to and from I-294 by adding a fourth leg on the east side of the Seymour Ave and Mannheim Rd intersection. Concept 4D also includes a fourth leg on the east side of the Montrose Ave at Mannheim Rd intersection. Since the southern access on I-294 is to utilize both improved intersections, the projected traffic on IL 19 will most likely use the Mannheim Rd intersection. However, the proposed concept does not identify any improvements to the IL 19 at Mannheim Rd intersection. The GSU recommends identifying the improvements required at this intersection. Furthermore, the southbound exit ramp to IL 19 in Concept 4D is shown to be crossed out with yellow markings. This concept increases the traffic on the proposed east leg for the Montrose Ave at Mannheim Rd intersection, which is expected to increase the traffic at the Mannheim Rd and IL 19 intersection. This increase in traffic at the Montrose Ave intersection provides additional justification that improvements are necessary for the IL 19 at Mannheim Rd intersection. In general, Concept 4D is worrisome from a geometric and vehicular storage perspective. The combination of steep vertical grades between Mannheim Rd and I-294 combined with a short horizontal curve necessary south of Toll Plaza 33 and the ability to store queued vehicles makes this alternative a poor choice for consideration in moving forward. However, should it move forward care will be needed when reviewing the concerns stated above for Mannheim Rd at its intersections with IL 19 and Montrose Ave as well as the I-294 ramps.
13. In the Exhibits for Concepts 4C and 4D it is unclear what is happening to the NB I-294 access at IL 19. Will both NB entrance ramps remain?
14. Why is there such variability in ramp volume projections for minor differences in ramp placement? For example, Exhibit 5a shows the SB entrance ramp volume at 270 (630) [5000] whereas if we place this entrance opposite Montrose Ave, Exhibit 5c, the ramp volumes are 560 (740) [7000]. It would be assumed the same traffic would be drawn to an entrance ramp at Montrose Ave and IL 19 since they are less than half a mile apart however the volumes do not reflect that.
15. Corridor improvements to IL 19, Mannheim Rd and Lawrence Ave may need to be considered if interchange alterations are pursued.
16. Why do specific trip distributions not add up? For example, on Exhibit 5C the dashed green exit ramp has AM peak hour volumes of +160 on Lawrence Ave, +30 on Montrose Ave, +60 on IL 19 and +450 on Mannheim Rd. Those additions equal 700 when the ramp volume is supposed to total 640.
17. What is the trip distribution based on? Was an origin-destination study performed?

Summary of the TPS' Comments:

18. The Bureau of Traffic Operations generally concurs with the removal of the I-294 SB exit ramp to WB IL 19. Significant operational problems occur when the SB I-294 traffic destined for SB Mannheim Rd must weave across 3 WB lanes along IL 19, in a short distance, to access the WB to SB dual left-turn lanes.
19. Given the proposed removal of the SB I-294 ramp to WB IL 19, Concept D should look at the removal of the SB I-294 to EB IL 19 ramp thereby eliminating both ramps on the west side of the interchange.
20. Given the "tight" loop ramp in the southwest quadrant of the interchange which is proposed to become even tighter with the proposed widening of I-294's mainline via the Central Tri-State Project, sending all SB I-294 traffic destined for IL 19 or Mannheim Rd opposite Montrose Ave may be appropriate.
21. AM and PM Peak Hour turning movements volumes and peak hour capacity analyses for the 2 alternatives carried forward, or more based on the May 14, 2019 meeting, need to be developed for the most critical intersections adjacent to the interchange. These include Mannheim Rd at Seymour Ave, United Pkwy, IL 19, Montrose Ave and Lawrence Ave.
22. Given the proposed new I-490 corridor, Taft Ave improvement, IL 390 extension and potential redevelopment of land around the former O'Hare Oasis, it is recommended to check year 2050 traffic projections to determine the traffic volumes and operational impacts once all future facilities and redevelopments are constructed.
23. With the potential new east approach of Seymour Ave (i.e. NB I-294 ramp to Mannheim Rd), the southern driveway for the "Park n Jet" business should be removed due to its proximity to the new signalized approach.
24. Have discussions with the Hampton Inn hotel and the "Park n Jet" businesses occurred regarding vacating a portion of their parking lots to provide Right-of-Way for the potential new ramp, new east approach to Seymour Ave?
25. Please submit a revised Technical Memorandum for continued review.

Should there be any questions regarding these comments or should additional guidance be necessary, please contact Mr. Jason Salley at (847) 705-4085 or Mr. Jonathon Lloyd at (847) 705-4135.

Michael Matkovic

From: Michael Matkovic
Sent: Tuesday, October 08, 2019 8:47 AM
To: Salley, Jason R
Cc: Melissa McGhee; Nutter, Nicole; Lintner, Adam
Subject: RE: I-294 At Irving Park Interchange Feasibility Study
Attachments: IDOT-Review_4383_Level-1-Analysis_071819.pdf; CR_4383_Response-to-IDOT-Comments_Level-1-Analysis_10042019.pdf; ME_CBBEL_MJM_4383-Traffic-Projections_09022019.pdf

Hi Jason. Attached are the IDOT comments on the Level 1 Analysis, and a separate Comment-Response spreadsheet for circulation within IDOT.

Based on further discussion in follow up to the IDOT coordination meeting and comments received, we expanded the Level 2 Analysis to include 12 Interchange Concepts. The analysis has been completed and we are compiling the Level 2 Analysis Technical Memorandum (L2TM) which we anticipated submitting to IDOT over the next several weeks. The L2TM will include the refined Interchange Concepts and the analysis results for all 12 concepts, including the Synchro printouts. As I mentioned, some of the Interchange Concepts do have disqualifying analysis results, so we did not invest the time to prepare concept plans for those. However, the configuration of each Interchange Concept considered will be presented in the L2TM.

In the interim, we had prepared a separate Traffic Projections Tech Memo to explain how the 2020 Build traffic projections were prepared and used. That appeared to be one of IDOT's bigger questions, so I am sending that separate TM for distribution as well. The Traffic Projections TM will also be included in the L2TM.

I have reduced the size of the L2TM as much as possible without hurting quality, but it's still 11mb, but I think that should go thru. Please acknowledge receipt so I know it did go thru.

Otherwise, let me know if any questions.

Thanks,
Mike

Michael J. Matkovic, PE
Vice President
Head, Phase I Engineering Department
Christopher B. Burke Engineering, Ltd.
9575 W. Higgins Road, Suite 600 Rosemont, IL 60018
Phone: (847) 823-0500 Mobile: (847) 553-6925
E-Mail: mmatkovic@cbbel.com
www.cbbel.com

Illinois Department of Transportation
Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

July 18, 2019

Mr. Rocco Zucchero
Deputy Chief of Engineering for Planning
Illinois State Toll Highway Authority
2700 Ogden Avenue
Downers Grove, IL 60515-1703

Dear Mr. Zucchero:

The Illinois Department of Transportation (Department) thanks you for your submittal dated April 12, 2019 concerning the Illinois Tollway's Interchange Feasibility Study for potential improvements to the Interstate Route 294 at Illinois Route 19 interchange.

The Department's Geometric Studies Unit as well as the Traffic Programs Section have completed their respective reviews for this submittal. Their review comments are enclosed for incorporation into this project.

The Department looks forward to continuing to work with the Illinois Tollway on this project. If you have any questions or need additional information, please contact me or Jason Salley, Geometric Studies Unit Head, at (847) 705-4085.

Very truly yours,

Anthony J. Quigley, P.E.
Region One Engineer

Enclosure

cc: Mike Matkovic – Christopher B. Burke Engineering, Ltd.

Illinois Tollway – Technical Memorandum Review

To:	Rocco Zucchero – Deputy Chief of Engineering for Planning, Illinois Tollway
From:	Anthony Quigley – Region One Engineer, IDOT
By:	Jason Salley – Region One Geometric Studies Unit Head, IDOT
Subject:	Tri-State Tollway (I-294) at Irving Park Road (IL Route 19) Interchange Feasibility Study | Contract 4383-TO1 Preliminary Analysis of Interchange Concepts Schiller Park, Cook County
Current:	July 1, 2019
Previous:	N/A

The Department's Geometric Studies Unit (GSU) as well as the Traffic Programs Section (TPS) have completed their reviews of the subject project's Feasibility Study dated April 12, 2019. The GSU and the TPS could not approve this submittal due to the following comments. All comments should be incorporated or properly disposed of prior to and included with the next submittal.

Summary of the GSU's Comments:

1. In the general, the FS was very difficult to follow since overall or final design traffic volumes were not provided. Instead only displaced traffic volumes were provided. As such, the dismissing and approval of any alternatives considered in the FS cannot be agreed to at this time. For all concepts, please provide the peak hour volumes for all movements within the study area. This will provide a more complete view/understanding of the Concepts' impacts to the roadway system and what improvements may be necessary to help facilitate the benefits of the Concepts.
2. There is a lot of discussion, in the FS as well as at the May 14, 2019 Meeting, centered around the operations of the weave along WB Illinois Route 19 (IL 19) between US Route 12-45 (Mannheim Rd) and the existing Interstate 294 (I-294) interchange. How much of the existing operational and safety problems that exist for this movement are purely caused by the Mannheim Rd and IL 19 intersection? Any proposed interchange modifications/additions may not "fix" the queuing problems that exist there. But this FS could look at what alternatives there are to having traffic pass through this weave.
3. As stated in our May 14, 2019 meeting, this FS should look the other alternatives which includes moving all or some of the ramp movements that currently exist at the IL 19 and I-294 interchange to a new interchange where the O'Hare Oasis used to be located. This should be analyzed through incremental analyses where one (1) ramp is moved at a time. The incremental analyses for the moving of the ramps one by one may result in sub-alternatives to be evaluated for the I-294 and "Seymour Ave" interchange. These sub-alternatives should include the following – diamond interchange, diverging diamond interchange, dog-bone interchange.
4. It should be noted in the FS that should an interchange of any type be provided where the O'Hare Oasis used to be located there would have to be Access Control (A/C) along the ramps and potentially along Mannheim Rd as well as Seymour Ave for a short duration. Therefore, any redevelopment opportunities would have their access off what is likely existing locations along Mannheim Rd should they not have to be removed due to the A/C.
5. Does the removal of the O'Hare Oasis provide any storm water detention/flooding prevention opportunities?
6. Does the moving of any or all of the ramps from the existing IL 19 interchange to a "Seymour Ave" interchange provide any storm water detention/flooding prevention opportunities?
7. Should this FS move into a Phase I Study, all alternatives would likely need to be re-considered and year 2050 traffic projections and analyses would need to be performed.

8. According to the Level 1 Analysis the year 2020 projections included the completion of IL-390 extension and I-490 including the Taft Avenue access. However, the I-490 access to Taft Avenue is being modified per the Illinois Tollway I-490 South Alignment Alternative Development and Assessment. Therefore, the year 2020 AM and PM peak hour traffic volumes for the proposed southbound entrance and northbound exit ramps provided on Exhibits 4A and 4B may need to be revised.
9. Improvements to the IL 19 and Mannheim Rd intersection need to be evaluated for all Concepts considered.
10. According to the FS, Concepts 4C and 4D are to be carried forward but both exhibits do not indicate that the northbound ramps are to be maintained. Please confirm that the existing northbound ramps are to remain in service.
11. Concept 4C provides the proposed southern access to and from I-294 by adding an east leg at the Seymour Ave and Mannheim Rd intersection. This concept requires additional traffic on Mannheim Rd as well as IL 19, since about 80% of the projected traffic to utilize this access east of I-294. The GSU is concerned that no improvements are identified for the IL 19 at Mannheim Rd intersection, since the increase in traffic east of I-294 is expected to travel through this intersection to use the new southern access.
12. Concept 4D provides the proposed southern access to and from I-294 by adding a fourth leg on the east side of the Seymour Ave and Mannheim Rd intersection. Concept 4D also includes a fourth leg on the east side of the Montrose Ave at Mannheim Rd intersection. Since the southern access on I-294 is to utilize both improved intersections, the projected traffic on IL 19 will most likely use the Mannheim Rd intersection. However, the proposed concept does not identify any improvements to the IL 19 at Mannheim Rd intersection. The GSU recommends identifying the improvements required at this intersection. Furthermore, the southbound exit ramp to IL 19 in Concept 4D is shown to be crossed out with yellow markings. This concept increases the traffic on the proposed east leg for the Montrose Ave at Mannheim Rd intersection, which is expected to increase the traffic at the Mannheim Rd and IL 19 intersection. This increase in traffic at the Montrose Ave intersection provides additional justification that improvements are necessary for the IL 19 at Mannheim Rd intersection. In general, Concept 4D is worrisome from a geometric and vehicular storage perspective. The combination of steep vertical grades between Mannheim Rd and I-294 combined with a short horizontal curve necessary south of Toll Plaza 33 and the ability to store queued vehicles makes this alternative a poor choice for consideration in moving forward. However, should it move forward care will be needed when reviewing the concerns stated above for Mannheim Rd at its intersections with IL 19 and Montrose Ave as well as the I-294 ramps.
13. In the Exhibits for Concepts 4C and 4D it is unclear what is happening to the NB I-294 access at IL 19. Will both NB entrance ramps remain?
14. Why is there such variability in ramp volume projections for minor differences in ramp placement? For example, Exhibit 5a shows the SB entrance ramp volume at 270 (630) [5000] whereas if we place this entrance opposite Montrose Ave, Exhibit 5c, the ramp volumes are 560 (740) [7000]. It would be assumed the same traffic would be drawn to an entrance ramp at Montrose Ave and IL 19 since they are less than half a mile apart however the volumes do not reflect that.
15. Corridor improvements to IL 19, Mannheim Rd and Lawrence Ave may need to be considered if interchange alterations are pursued.
16. Why do specific trip distributions not add up? For example, on Exhibit 5C the dashed green exit ramp has AM peak hour volumes of +160 on Lawrence Ave, +30 on Montrose Ave, +60 on IL 19 and +450 on Mannheim Rd. Those additions equal 700 when the ramp volume is supposed to total 640.
17. What is the trip distribution based on? Was an origin-destination study performed?

Summary of the TPS' Comments:

18. The Bureau of Traffic Operations generally concurs with the removal of the I-294 SB exit ramp to WB IL 19. Significant operational problems occur when the SB I-294 traffic destined for SB Mannheim Rd must weave across 3 WB lanes along IL 19, in a short distance, to access the WB to SB dual left-turn lanes.
19. Given the proposed removal of the SB I-294 ramp to WB IL 19, Concept D should look at the removal of the SB I-294 to EB IL 19 ramp thereby eliminating both ramps on the west side of the interchange.
20. Given the "tight" loop ramp in the southwest quadrant of the interchange which is proposed to become even tighter with the proposed widening of I-294's mainline via the Central Tri-State Project, sending all SB I-294 traffic destined for IL 19 or Mannheim Rd opposite Montrose Ave may be appropriate.
21. AM and PM Peak Hour turning movements volumes and peak hour capacity analyses for the 2 alternatives carried forward, or more based on the May 14, 2019 meeting, need to be developed for the most critical intersections adjacent to the interchange. These include Mannheim Rd at Seymour Ave, United Pkwy, IL 19, Montrose Ave and Lawrence Ave.
22. Given the proposed new I-490 corridor, Taft Ave improvement, IL 390 extension and potential redevelopment of land around the former O'Hare Oasis, it is recommended to check year 2050 traffic projections to determine the traffic volumes and operational impacts once all future facilities and redevelopments are constructed.
23. With the potential new east approach of Seymour Ave (i.e. NB I-294 ramp to Mannheim Rd), the southern driveway for the "Park n Jet" business should be removed due to its proximity to the new signalized approach.
24. Have discussions with the Hampton Inn hotel and the "Park n Jet" businesses occurred regarding vacating a portion of their parking lots to provide Right-of-Way for the potential new ramp, new east approach to Seymour Ave?
25. Please submit a revised Technical Memorandum for continued review.

Should there be any questions regarding these comments or should additional guidance be necessary, please contact Mr. Jason Salley at (847) 705-4085 or Mr. Jonathon Lloyd at (847) 705-4135.

Response to Review Comments
Irving Park Road at I-294 Interchange Feasibility Study
Level 1 Analysis of Interchange Concepts

Project Name:	IL 19 at I-294 Interchange Feasibility Study
Section No.:	N/A
Milestone:	Technical Memorandum - Level 1 Analysis of Interchange Concepts
Lead Agency/Consultant:	Illinois Tollway / Christopher B. Burke Engineering
Reviewing Agency:	Illinois Department of Transportation (IDOT)
Date of Review:	Meeting 5-14-2019. Comments 7-18-2019.
Date of Response:	10/3/2019

Comment Number	COMMENT	RESPONSE BY:	RESPONSE
Bureau of Programming - Geometric Studies Unit Comments			
1	In the general, the FS was very difficult to follow since overall or final design traffic volumes were not provided. Instead only displaced traffic volumes were provided. As such, the dismissing and approval of any alternatives considered in the FS cannot be agreed to at this time. For all concepts, please provide the peak hour volumes for all movements within the study area. This will provide a more complete view/understanding of the Concepts' impacts to the roadway system and what improvements may be necessary to help facilitate the benefits of the Concepts.	CBBEL	The Level 1 Analysis was based on an evaluation of general travel patterns, travel demand, and issues/concerns for the initial Interchange Concepts based on coordination with the Illinois Tollway, Villages of Schiller Park and Franklin Park, Cook County, and PACE from a regional public transit perspective. As described, Interchange Concepts dismissed thru the Level 1 Analysis were determined to be undesireable based on a number of factors including adverse traffic effects and extent of needed improvements, as compared to the Interchange Concepts carried forward. The Interchange concepts carried forward from the Level 1 Analysis (4C and 4D) and additional concepts based on IDOT comments will be analyzed to a greater level of detailed as part of the Level 2 Analysis, including AM and PM Synchro analysis at the twelve selected signalized intersections within the study area for each Interchange Concept. The results of this analysis will be summarized in the Level 2 Analysis Technical Memorandum (TM) that will be submitted for IDOT review in the near future.
2	There is a lot of discussion, in the FS as well as at the May 14, 2019 Meeting, centered around the operations of the weave along WB Illinois Route 19 (IL 19) between US Route 12-45 (Mannheim Rd) and the existing Interstate 294 (I-294) interchange. How much of the existing operational and safety problems that exist for this movement are purely caused by the Mannheim Rd and IL 19 intersection? Any proposed interchange modifications/additions may not "fix" the queuing problems that exist there. But this FS could look at what alternatives there are to having traffic pass through this weave.	CBBEL	Per CDM Smith select link, 80% of the traffic on the SB to WB exit ramp is turning south at Mannheim/Irving, which conflicts with WB traffic going thru the intersection or turning right onto NB Mannheim. The resulting weave is a substantial operational issue under existing conditions. Even if the WB approach queues were not improved, elimination of the weave would be a postive operational and safety improvement.
3	As stated in our May 14, 2019 meeting, this FS should look at other alternatives which include moving all or some of the ramp movements that currently exist at the IL 19 and I- 294 interchange to a new interchange where the O'Hare Oasis used to be located. This should be analyzed through incremental analyses where one (1) ramp is moved at a time. The incremental analyses for the moving of the ramps one by one may result in sub- alternatives to be evaluated for the 1-294 and "Seymour Ave" interchange. These sub- alternatives should include the following - diamond interchange, diverging diamond interchange, dog-bone interchange.	CBBEL	Regardless of interchange type at Seymour (Diamond, DDI, DB-RAB), significant volumes of new traffic are added to the Mannheim/Seymour and Mannheim/Irving intersections by moving all ramps at Irving Park Road to Seymour Avenue. This effect was tested with a Diamond interchange concept. Although the Diamond intersections worked, the LOS at the Mannheim/Seymour and Mannheim/Irving intersections failed (LOS F). The DDI and DB-RAB concepts would have the same effects at these intersections and were therefore not analyzed. Other Interchange Concepts that retain the existing NB ramps at Irving Park Road were also analyzed, and the results of this analysis will be presented in the Level 2 Analysis TM.
4	It should be noted in the FS that should an interchange of any type be provided where the O'Hare Oasis used to be located there would have to be Access Control (A/C) along the ramps and potentially along Mannheim Rd as well as Seymour Ave for a short duration. Therefore, any redevelopment opportunities would have their access off what is likely existing locations along Mannheim Rd should they not have to be removed due to the A/C.	CBBEL	Understood, and this has been discussed with the Village of Schiller Park.

Response to Review Comments
Irving Park Road at I-294 Interchange Feasibility Study
Level 1 Analysis of Interchange Concepts

Project Name:	IL 19 at I-294 Interchange Feasibility Study
Section No.:	N/A
Milestone:	Technical Memorandum - Level 1 Analysis of Interchange Concepts
Lead Agency/Consultant:	Illinois Tollway / Christopher B. Burke Engineering
Reviewing Agency:	Illinois Department of Transportation (IDOT)
Date of Review:	Meeting 5-14-2019. Comments 7-18-2019.
Date of Response:	10/3/2019

Comment Number	COMMENT	RESPONSE BY:	RESPONSE
5	Does the removal of the O'Hare Oasis provide any storm water detention/flooding prevention opportunities?	CBBEL	Removal of the O'Hare Oasis itself is unlikely to provide stormwater detention opportunities. Future redevelopment of the Oasis property or adjacent areas may provide such opportunities, which is to be determined.
6	Does the moving of any or all of the ramps from the existing IL 19 interchange to a "Seymour Ave" interchange provide any storm water detention/flooding prevention opportunities?	CBBEL	Yes, potentially. However, based on the Level 2 Analysis completed, it is recommended that the NB ramps and SB to EB ramp remain due to the adverse effects along Mannheim Road with relocating these ramps. The results of this analysis will be presented in the Level 2 Analysis TM.
7	Should this FS move into a Phase I Study, all alternatives would likely need to be re- considered and year 2050 traffic projections and analyses would need to be performed.	CBBEL	The purposed of the FS is to consider a range of Interchange Concepts with intent to narrow to finalist alternative(s) to potentially carried forward into Phase I Engineering. It is understood that Phase I Engineering will require 2050 traffic projections and resulting refinements to the finalist alternative(s) are likely to occur as part of Phase I Engineering. However, it is not anticipated that all alternatives considered in the FS would need to be reevaluated as part of Phase I Engineering. The FS is a relative comparison of potential alternative interchange concepts to existing conditions, and that relative effect would be similar for 2020 and 2050 traffic.
8	According to the Level 1 Analysis the year 2020 projections included the completion of IL- 390 extension and I-490 including the Taft Avenue access. However, the I-490 access to Taft Avenue is being modified per the Illinois Tollway I-490 South Alignment Alternative Development and Assessment. Therefore, the year 2020 AM and PM peak hour traffic volumes for the proposed southbound entrance and northbound exit ramps provided on Exhibits 4A and 48 may need to be revised.	CBBEL	Based on discussions with CDM Smith, a modified I-490 connection to Irving Park Road (at or in the vicinity of Taft Avenue) will have the same effect demonstrated in the Level 1 Analysis, which is that the planned I-490 connection to Irving Park Road will minimize the demand from the west along IL 19 to the Mannheim Road area. This is discussed further in the Level 2 Analysis TM that will be forwarded for IDOT review in the near future.
9	Improvements to the IL 19 and Mannheim Rd intersection need to be evaluated for all Concepts considered.	CBBEL	This intersection is essentially built-out with 3 thru lanes, dual lefts and exclusive rights on all approaches. Other than a grade separation, the opportunities for improvement are limited to triple lefts, dual rights (EB and WB) or free flow rights as needed and if feasible based on other constraints.The objective of the Level 2 Analysis is to identify an alternative(s) that minimizes the adverse effect or has a positive effect on the Mannheim/Irving intersection, which will be discussed further in the Level 2 Analysis TM.
10	According to the FS, Concepts 4C and 4D are to be carried forward but both exhibits do not indicate that the northbound ramps are to be maintained. Please confirm that the existing northbound ramps are to remain in service.	CBBEL	The northbound ramps at IL 19 are proposed to be maintained with Concepts 4C and 4D. Ramp removals are marked with an "X" in the Level 1 Analysis TM and will be similarly marked in the Level 2 Analysis TM.

Response to Review Comments
Irving Park Road at I-294 Interchange Feasibility Study
Level 1 Analysis of Interchange Concepts

Project Name:	IL 19 at I-294 Interchange Feasibility Study
Section No.:	N/A
Milestone:	Technical Memorandum - Level 1 Analysis of Interchange Concepts
Lead Agency/Consultant:	Illinois Tollway / Christopher B. Burke Engineering
Reviewing Agency:	Illinois Department of Transportation (IDOT)
Date of Review:	Meeting 5-14-2019. Comments 7-18-2019.
Date of Response:	10/3/2019

Comment Number	COMMENT	RESPONSE BY:	RESPONSE
11	Concept 4C provides the proposed southern access to and from I-294 by adding an east leg at the Seymour Ave and Mannheim Rd intersection. This concept requires additional traffic on Mannheim Rd as well as IL 19, since about 80% of the projected traffic to utilize this access (originates) east of I-294. The GSU is concerned that no improvements are identified for the IL 19 at Mannheim Rd intersection, since the increase in traffic east of 1-294 is expected to travel through this intersection to use the new southern access.	CBBEL	Concur with effect for 4C, which is what prompted consideration of 4D. As noted above, other than a grade separation, the opportunities for improvement at Mannheim/Irving are limited to triple lefts, dual rights (EB and WB) or free flow rights as needed and if feasible based on other constraints. The objective of the Level 2 Analysis is to identify an alternative(s) that minimizes the adverse effect or has a positive effect on the Mannheim/Irving intersection, which will be discussed further in the Level 2 Analysis TM.
12	Concept 4D provides the proposed southern access to and from I-294 by adding a fourth leg on the east side of the Seymour Ave and Mannheim Rd intersection. Concept 4D also includes a fourth leg on the east side of the Montrose Ave at Mannheim Rd intersection. Since the southern access on I-294 is to utilize both improved intersections, the projected traffic on IL 19 will most likely use the Mannheim Rd intersection. However, the proposed concept does not identify any improvements to the IL 19 at Mannheim Rd intersection. The GSU recommends identifying the improvements required at this intersection. Furthermore, the southbound exit ramp to IL 19 in Concept 4D is shown to be crossed out with yellow markings. This concept increases the traffic on the proposed east leg for the Montrose Ave at Mannheim Rd intersection, which is expected to increase the traffic at the Mannheim Rd and IL 19 intersection. This increase in traffic at the Montrose Ave intersection provides additional justification that improvements are necessary for the IL 19 at Mannheim Rd intersection. In general, Concept 4D is worrisome from a geometric and vehicular storage perspective. The combination of steep vertical grades between Mannheim Rd and I-294 combined with a short horizontal curve necessary south of Toll Plaza 33 and the ability to store queued vehicles makes this alternative a poor choice for consideration in moving forward. However, should it move forward care will be needed when reviewing the concerns stated above for Mannheim Rd at its intersections with IL 19 and Montrose Ave as well as the I-294 ramps.	CBBEL	The objective of Concept 4D was to reduce the additional WB demand on IL 19 by providing a SB entrance ramp at Montrose that would cause some of the additional traffic using Irving Park Road to reroute to Lawrence Avenue. The effect at Mannheim/Irving is a dramatic reduction in WB lefts, elimination of the WB approach weave (via elimination of SB to WB exit ramp) but a comparable increase in SB thrus. The overall LOS remains at E for AM and PM, but the average delay in the AM is reduced from 66 sec to 58.2 sec. The results of this analysis will be discussed in the Level 2 Analysis TM. The elevation difference between the pavement at the Toll Plaza and the Mannheim/Montrose intersection is approximately 4 feet. This connection would be regraded thru the existing stockpile embankment and would not go over the embankment. In addition, the alignment of this ramp is shown based on the existing Toll Plaza. The alignment could be improved if Plaza function/design is modified in the future.
13	In the Exhibits for Concepts 4C and 4D it is unclear what is happening to the NB I-294 access at IL 19. Will both NB entrance ramps remain?	CBBEL	Yes, both NB I-294 ramps at Irving Park Road would remain with Concepts 4C and 4D. At IDOT's request, the Level 2 Analysis did look at removing these ramps which will be discussed in the Level 2 Analysis TM.
14	Why is there such variability in ramp volume projections for minor differences in ramp placement? For example, Exhibit 5a shows the SB entrance ramp volume at 270 (630) [5000] whereas if we place this entrance opposite Montrose Ave, Exhibit 5c, the ramp volumes are 560 (740) [7000]. It would be assumed the same traffic would be drawn to an entrance ramp at Montrose Ave and IL 19 since they are less than half a mile apart however the volumes do not reflect that.	CBBEL	Based on CDM Smith select link analysis, a further north SB entrance ramp at Montrose does draw additional traffic along both Lawrence and Irving Park, with the additional traffic rerouting from the existing SB entrance ramp at Balmoral based on the proximity to Lawrence. A separate Traffic Projections TM has been prepared and will be provided for review.

Response to Review Comments
Irving Park Road at I-294 Interchange Feasibility Study
Level 1 Analysis of Interchange Concepts

Project Name:	IL 19 at I-294 Interchange Feasibility Study
Section No.:	N/A
Milestone:	Technical Memorandum - Level 1 Analysis of Interchange Concepts
Lead Agency/Consultant:	Illinois Tollway / Christopher B. Burke Engineering
Reviewing Agency:	Illinois Department of Transportation (IDOT)
Date of Review:	Meeting 5-14-2019. Comments 7-18-2019.
Date of Response:	10/3/2019

Comment Number	COMMENT	RESPONSE BY:	RESPONSE
15	Corridor improvements to IL 19, Mannheim Rd and Lawrence Ave may need to be considered if interchange alterations are pursued.	CBBEL	Understood. However, based on the analysis completed, it does not appear that the best performing alternatives (4E and 4F) will require corridor improvements to Mannheim, Irving Park, or Lawrence.
16	Why do specific trip distributions not add up? For example, on Exhibit 5C the dashed green exit ramp has AM peak hour volumes of +160 on Lawrence Ave, +30 on Montrose Ave, +60 on IL 19 and +450 on Mannheim Rd. Those additions equal 700 when the ramp volume is supposed to total 640.	CBBEL	Exhibit 5C was labeled incorrectly for the SB exit to Montrose and has been corrected. The volumes heading west on Irving Park Road were double counted on the exhibit. The volumes heading south on Mannheim should be 390 (675).
17	What is the trip distribution based on? Was an origin-destination study performed?	CBBEL	All trip distributions are based on the traffic modeling and select link analysis completed by CDM Smith. A separate Traffic Projections TM has been prepared and will be provided for review.
Bureau of Traffic - Traffic Programs Section Comments			
18	The Bureau of Traffic Operations generally concurs with the removal of the I-294 SB exit ramp to WB IL 19. Significant operational problems occur when the SB I-294 traffic destined for SB Mannheim Rd must weave across 3 WB lanes along IL 19, in a short distance, to access the WB to SB dual left-turn lanes.	CBBEL	Concur.
19	Given the proposed removal of the SB I-294 ramp to WB IL 19, Concept D should look at the removal of the SB I-294 to EB IL 19 ramp thereby eliminating both ramps on the west side of the interchange.	CBBEL	Concept 5B removes both SB ramps. However, this traffic must reroute to their destination thru Mannheim/Seymour and Mannheim/Irving, which adversely effects intersection performance.
20	Given the "tight" loop ramp in the southwest quadrant of the interchange which is proposed to become even tighter with the proposed widening of I-294 's mainline via the Central Tri- State Project, sending all SB I-294 traffic destined for IL 19 or Mannheim Rd opposite Montrose Ave may be appropriate.	CBBEL	Concur. This is included in Concepts 4D, 4E, 4F, and 4G.
21	AM and PM Peak Hour turning movements volumes and peak hour capacity analyses for the 2 alternatives carried forward, or more based on the May 14, 2019 meeting, need to be developed for the most critical intersections adjacent to the interchange. These include Mannheim Rd at Seymour Ave, United Pkwy, IL 19, Montrose Ave and Lawrence Ave.	CBBEL	Concur. AM and PM peak hour turning movements and capacity analysis results for the identified study area intersections will be included with the Level 2 Analysis, the results of which will be provided to IDOT for review.

Response to Review Comments
Irving Park Road at I-294 Interchange Feasibility Study
Level 1 Analysis of Interchange Concepts

Project Name:	IL 19 at I-294 Interchange Feasibility Study
Section No.:	N/A
Milestone:	Technical Memorandum - Level 1 Analysis of Interchange Concepts
Lead Agency/Consultant:	Illinois Tollway / Christopher B. Burke Engineering
Reviewing Agency:	Illinois Department of Transportation (IDOT)
Date of Review:	Meeting 5-14-2019. Comments 7-18-2019.
Date of Response:	10/3/2019

Comment Number	COMMENT	RESPONSE BY:	RESPONSE
22	Given the proposed new I-490 corridor, Taft Ave improvement, IL 390 extension and potential redevelopment of land around the former O'Hare Oasis, it is recommended to check year 2050 traffic projections to determine the traffic volumes and operational impacts once all future facilities and redevelopments are constructed.	CBBEL	See response #7 and #8. Projected year 2050 traffic would be incorporated into a future Phase I study.
23	With the potential new east approach of Seymour Ave (i.e. NB I-294 ramp to Mannheim Rd), the southern driveway for the "Park n Jet" business should be removed due to its proximity to the new signalized approach.	CBBEL	Concur and this has been discussed with the Village of Schiller Park.
24	Have discussions with the Hampton Inn hotel and the "Park n Jet" businesses occurred regarding vacating a portion of their parking lots to provide Right-of-Way for the potential new ramp, new east approach to Seymour Ave?	CBBEL	No. However, discussions as part of the FS have been limited to the Village of Schiller Park and the Village of Franklin Park, and they understand the potential impact. Further coordination with individual property owners would only occur if a Phase I Study is initiated.
25	Please submit a revised Technical Memorandum for continued review.	CBBEL	The Level 2 Analysis TM will be submitted to IDOT for review in the near future.

Michael Matkovic

From: Michael Matkovic
Sent: Monday, January 27, 2020 2:39 PM
To: Salley, Jason R
Subject: RE: I-294 At Irving Park Interchange Feasibility Study
Attachments: L2 Analysis to IDOT.zip

Jason, as requested, attached are the Synchro files for the L2TM.

Thanks,
Mike

Michael J. Matkovic, PE
Vice President
Head, Phase I Engineering Department
Christopher B. Burke Engineering, Ltd.
9575 W. Higgins Road, Suite 600 Rosemont, IL 60018
Phone: (847) 823-0500 Mobile: (847) 553-6925
E-Mail: mmatkovic@cbbel.com

From: Michael Matkovic <mmatkovic@cbbel.com>
Sent: Thursday, November 21, 2019 10:09 AM
To: Salley, Jason R <Jason.Salley@illinois.gov>
Subject: [External] RE: I-294 At Irving Park Interchange Feasibility Study

Hi Jason. The Level 2 Technical Memorandum (L2TM) has been complete and Tollway is OK with submitting to IDOT. We anticipate submitting to IDOT tomorrow or Monday. We'll submit it as a pdf via the IDOT file transfer site since it is 48mb in size. Please let me know how many hard copies you would like as well.
G includes the Synchro summary reports.

For ease of reference, the L2TM is an all-inclusive document. Appendix A will include the previously submitted Level 1 Tech Memo, IDOT Meeting Summary, IDOT comments, and the response to comments provided. Appendix B will include the previously submitted Traffic Projections Tech Memo.

Thanks,
Mike

Michael J. Matkovic, PE
Vice President
Head, Phase I Engineering Department
Christopher B. Burke Engineering, Ltd.
9575 W. Higgins Road, Suite 600 Rosemont, IL 60018
Phone: (847) 823-0500 Mobile: (847) 553-6925
E-Mail: mmatkovic@cbbel.com
www.cbbel.com

Illinois Department of Transportation
Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

March 12, 2020

Mr. Rocco Zucchero
Deputy Chief of Engineering for Planning
Illinois State Toll Highway Authority
2700 Ogden Avenue
Downers Grove, IL 60515-1703

Dear Mr. Zucchero:

The Illinois Department of Transportation (Department) thanks you for your submittals dated October 11, 2019 and December 3, 2019 concerning the Illinois State Toll Highway Authority's (Illinois Tollway) Feasibility Study for potential improvements to the Interstate 294 at Illinois Route 19 interchange.

The Department's Geometric Studies Unit as well as the Traffic Programs Section have completed their respective reviews for this submittal. Their review comments are enclosed for incorporation into this project. In general, the Department does not concur with the findings of the study.

The Department looks forward to continuing to work with the Illinois Tollway on this project. If you have any questions or need additional information, please contact me or Jason Salley, Geometric Studies Unit Head, at (847) 705-4085.

Very truly yours,

Anthony J. Quigley, P.E.
Region One Engineer

Enclosure

cc: Michael J. Matkovic – Christopher B. Burke Engineering, Ltd.

Illinois Tollway – Technical Memorandum Review

To:	Rocco Zucchero – Deputy Chief of Engineering for Planning, Illinois Tollway
From:	Anthony Quigley – Region One Engineer, IDOT
By:	Jason Salley – Region One Geometric Studies Unit Head, IDOT
Subject:	Tri-State Tollway (I-294) at Irving Park Road (IL Route 19) Interchange Feasibility Study | Contract 4383-TO1 Level 2 Analysis Results Technical Memorandum Schiller Park, Cook County
Current:	February 14, 2020
Previous:	July 1, 2019

The Department's Geometric Studies Unit (GSU) as well as the Traffic Programs Section (TPS) have completed their reviews of the subject project's Feasibility Study submittals dated October 11, 2019 and December 3, 2019. The GSU and the TPS could not approve this submittal due to the following comments. All comments should be incorporated or properly disposed of prior to and included with the next submittal.

Summary of the GSU and TPS's Comments:

1. The report, page 13, indicated Synchro at Irving Park Road/25th intersection was completed for Interchange Concepts 4-E and 4-F using the same traffic volumes. However, the traffic would seem to increase for the WB traffic along Irving Park Road as Concept 4-F adds the non-tolled ramp to SB I-294. Please confirm traffic impacts at the Mannheim Rd/Lawrence intersection, Lawrence/25th intersection, and the Irving Park/25th Ave intersection. Traffic would need to turn on these streets for Concept 4-F versus going south towards Irving Park Road on other alternates.
2. Will the loop ramp in Concept 4-F be tolled? If so, the queue from tolling should not back up onto Irving Park Road.
3. Any alternative should consider the impacts of queuing along the proposed ramp(s) from its/their junction with Mannheim Road. Green time utilized for the ramps has a negative impact on the operations of Mannheim Road. The addition of turn lanes on the ramp(s) may not be enough mitigation to avoid queuing back through the Toll Plazas and possibly mainline I-294.
4. Though Alternatives 4-E nd 4-F are recommended to be carried forward in the FS, Alternative 4-E only provides one (1) southbound entrance ramp to I-294 from Mannheim Road. Alternative 4-F provides a second (2nd) southbound I-294 entrance ramp albeit for westbound Irving Park Road traffic or traffic from 25th Avenue. Alternative 4-F is preferred over Alternative 4-E. The GSU and TPS do not concur with the Study's recommendation to carry forward Alts 4-E and 4-F since these alts appear to place an unreasonable burden on the Irving Park Rd/Mannheim Rd intersection. Instead the GSU and TPS prefers to carry forward Alts 4-D and 4-G with our preferred being Alt 4-G since they both propose two (2) southbound entrance ramps to I-294. These alts also do not place an unreasonable burden on the Irving Park Road/Mannheim Road intersection based on our modeling of the alternatives. Additionally, although it was noted in the Study that these alts increase the traffic volume along Lawrence Avenue, we find the increase relatively small to where queuing along Lawrence Avenue did not go from Mannheim Road to the 25th Avenue.
5. If Alternative 4-G is carried forward, consider the use of a dual right-turn lane instead of a free-flowing right-turn lane along Irving Park Road. This will eliminate any weaving issues associated with traffic along northbound Mannheim Road beginning on westbound Irving Park Road destined for Montrose Avenue.
6. The GSU and TPS do not support Alt 4-C. Significant operational problems occur when southbound I-294 traffic destined for southbound Mannheim Road (US Route 12-45) weaves across three (3) westbound through lanes along Irving Park Road, in a short distance, to

access the westbound to southbound dual left-turn lane. This alternative does not eliminate the westbound weave or the existing operational issues associated with the 3-lane weave.

7. Alternatives 4-H and 4-I are not supported for consideration because both alternatives create a failing level of service (LOS F) in the AM and PM peak periods at the critical intersection of Mannheim Road and Irving Park Road.
8. Regarding the intersection of Irving Park Rd and 25th Ave, the GSU and TPS feels as though the Study did not analyze all potential options to improve the operations at the intersection. The addition of through lanes along either route is not practical for the urban setting in which the intersection lies. We recommend analyzing the intersection with a northbound dual left-turn lane as well as a northbound single right-turn lane. The southbound left-turn movement can be accommodated via a single or dual turn lane.
9. The GSU and TPS do not support Alternatives 5-A, 5-B, 5-C, 5-D or 5-E. Introducing a new 2-phase signalized intersection just east of the Mannheim Road and Seymour Avenue intersection is not desirable. A closely spaced signalized intersection could create operational problems that could affect the Mannheim Road and Seymour Avenue intersection.
10. In Appendix D "Peak Hour Traffic Volume Exhibits", the AM and PM peak hour through volumes along Mannheim Road, for the various alternatives, between Lawrence Avenue and Montrose Avenue as well as between Montrose Avenue and Irving Park Road need to revised so they are balanced between the three (3) signalized intersections. There are currently no access points along Mannheim Road in between the three (3) signalized intersections, therefore, the through volumes should balance between the intersections. Please also revise the corresponding Synchro 10 capacity analyses for the three (3) signalized intersections.
11. Alternatives 4-D, 4-E and 4-F propose a new northbound to westbound dual left-turn lane at the Mannheim Road and Seymour Avenue intersection. To minimize the operational impact of merging westbound traffic, the two (2) westbound travel lanes should be merged together in between the Plastic Power Corporation's driveways.
12. In Appendix C, the Exhibits for Alternatives 4-D, 4-E and 4-F should show the proposed new Toll Plaza along the new approach opposite Seymour Avenue shifted further east to lessen any operational impacts that Plaza could have on the Mannheim Road and Seymour Avenue intersection. The Toll Plaza should be shifted to the end of the tangent section just prior to the horizontal curve.
13. The construction costs for each alternative does not appear to be included in the resubmittal of the report as requested in the 5/14/2019 meeting minutes. Please provide construction estimates for each alternative.
14. Please submit a revised Technical Memorandum for continued review.

Should there be any questions regarding these comments or should additional guidance be necessary, please contact Mr. Jason Salley at (847) 705-4085 or Mr. Jonathon Lloyd at (847) 705-4135.

Michael Matkovic

From: Michael Matkovic
Sent: Friday, April 24, 2020 4:09 PM
To: Jay Dalicandro; mayornick@schillerparkil.us
Cc: James G. Goumas
Subject: I-294 at Irving Park Road
Attachments: CR_4383_Response-to-IDOT-Comments_L2TM_042020.pdf; IL19atI294_Consensus-Concept-For-Future-PhaseI_042020.pdf; Concept Level Construction Cost Estimate_ 4D-4G.pdf

Hi Jay, Mayor, and Jim! I hope all is well with you and your families during these challenging times. Jay, your email was very good timing.

We did receive comments from IDOT on the Level 2 Analysis Technical Memorandum (L2TM), and they were generally productive. A copy of the comments and the draft response to comments is attached. Based on the comments provided there seems to be a reasonable consensus with Concepts 4D/4G forming the basis for a future Phase I Engineering Study, if pursued. Specifically, the basic consensus appears to be New I-294 access to/from south at Mannheim/Seymour, remove the SB exit to WB Irving Park and relocate that to Montrose, New SB exit and entrance at Mannheim/Montrose, and improvements to Irving Park/25th Avenue.

The response to IDOT comments has been coordinated with the Tollway and they concur with the responses provided. Based on my discussions with the Tollway, the response from the Tollway to IDOT will acknowledge this consensus, and suggest that any further analysis, and associated refinements, be deferred to a future Phase I Engineering Study. However, before the Tollway response letter is sent to IDOT, we wanted to provide this information to the Village to ensure Village concurrence with this approach, and to offer a time (after "Stay at Home" or via conference call) to go over this information and answer any questions that you all might have. The Village should be specifically aware of IDOT comment (#8) regarding Irving Park at 25th Avenue. IDOT is requesting that NB dual lefts be evaluated (in addition to the proposed NB right turn lane) as part of a future Phase I Study, although given the property impacts, it may turn out to not be a feasible or practical alternative.

In addition to the draft response to IDOT comments, also attached are exhibits of the apparent consensus Concept 4D/4G and the Irving Park/25th intersection, and a concept level construction cost estimate.

Anyway, please review this information and let me know if you want to set up a call to discuss further, and/or if you concur with the draft response to the IDOT comments, in which case the formal response will be provided to IDOT under Tollway letterhead. Ultimately, if IDOT accepts this approach, we will finalize the Feasibility Report with an Executive Summary added to document the consensus interchange concept and next steps.

Thanks, and be safe!

Mike

Michael J. Matkovic, PE
Vice President
Head, Phase I Engineering Department
Christopher B. Burke Engineering, Ltd.
9575 W. Higgins Road, Suite 600 Rosemont, IL 60018
Phone: (847) 823-0500 Mobile: (847) 553-6925
E-Mail: mmatkovic@cbbel.com

Michael Matkovic

From: Michael Matkovic
Sent: Thursday, May 07, 2020 11:31 AM
To: Mayor Nick Caiafa
Cc: Dave Strahl; jdalicandro@westchester-il.org; Joseph Montana; Marjorie A. Manchen; Scott Bernacki
Subject: RE: Tollway interchange next steps

Thank you Mayor for the summary. I wanted to add some clarity to the timeline involved with selecting a consultant for a Phase I Engineering Study after completion of the feasibility study, when federal funding is used. It does take some time, and the steps involved are as follows, in this order.

1. Discuss federal funding opportunities with WCMC for a future Phase I Engineering Study and work with the council to secure the funding. Not all Councils allow STP funding for Phase I Engineering and rules have been changing on that, so you'll have to discuss that with Lenny. Even though it is easier for the Tollway to implement projects without federal funding (as they mentioned), the best cash flow scenario for the Village is to use federal funding if available, which would cover 80% of the cost.
2. If federal funding is used for Phase I Engineering, or even if Phase I is locally funded but the Village desires to use federal funding and the same consultant for Phase II Engineering (which would be our recommendation), the Village will need to follow Quality Based Selection (QBS) procedures, which Lenny can fill you in on as well. There are several specific steps for QBS selections that include the Village adopting QBS procedures, advertising the Phase I Engineering study, and selecting the consultant. Point being, if federal funds are used, the Village cannot jump right to selecting a consultant. I would be happy to provide more details on this when desired.
3. When the consultant is selected, then the Federal Funding and Engineering agreements need to be submitted to IDOT for review and approval.

Unfortunately, these 3 steps do take some time (typically 8-12 months), but the positive trade-off is that 80% of the cost can be covered with federal funding.

Thanks,
Mike

Michael J. Matkovic, PE
Vice President
Head, Phase I Engineering Department
Christopher B. Burke Engineering, Ltd.
9575 W. Higgins Road, Suite 600 Rosemont, IL 60018
Phone: (847) 823-0500 Mobile: (847) 553-6925
E-Mail: mmatkovic@cbbel.com

ILLINOIS TOLLWAY
2700 Ogden Avenue, Downers Grove, IL 60515
(630) 241-6800 • illinoistollway.com

July 9, 2020

Mr. Anthony Quigley, P.E.
Region One Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

Subject: Tri-State Tollway (I-294) at Irving Park Road (Illinois Route 19)
Interchange Feasibility Study
Response to L2TM Comments

Dear Mr. Quigley:

Thank you for reviewing the Level 2 Analysis Technical Memorandum (L2TM) for the subject Feasibility Study, and the review comments forwarded via your letter of March 12, 2020 (copy attached). We have shared the comments with the Village of Schiller Park and offer the attached response to comments for your further consideration.

As described in the L2TM, the Level 2 Analysis included a comparative evaluation of potential interchange modification alternatives at and adjacent to the I-294 at Irving Park Road interchange to address longstanding accessibility issues for adjacent commercial, industrial and residential land uses. The objective was to evaluate a full range of concepts to determine if the improved access can be provided with overall benefits to the adjacent roadway network and minimal adverse impacts.

Based on the reviews completed by IDOT and the Village of Schiller Park, and further consideration by the Tollway, additional access to I-294 is desirable at the Mannheim/Montrose intersection (new southbound ramps) and the Mannheim/Seymour intersection (new ramps to/from the south). On this basis, there is a general understanding that Concept 4D/4G (copy attached) has the best potential to improve overall accessibility in the study area, with other network benefits and minimal adverse impacts, and therefore forms the basis for a future Phase I Engineering Study, if pursued. Since the L2TM included a comparative analysis based on 2020 traffic (with planned Tollway access and capacity improvements), and a future Phase I Study will need to consider 2050 traffic projections, we do not feel further updates to the L2TM are necessary. In addition to 2050 traffic projections, a future Phase I Study would also include an updated evaluation of alternatives, more detailed analysis across multiple disciplines including detailed geometric studies, drainage studies, environmental studies, and more broad-based public involvement.

We will proceed with finalizing the Feasibility Study with this recommendation and will

incorporate the comments provided by IDOT as well as our response to comments. Copies of the Feasibility Study report will be provided to IDOT and the Village of Schiller Park when completed. Please let us know if you have any concerns with this approach or if you would like to discuss further.

Sincerely,

Rocco Zucchero
Deputy Chief of Engineering for Planning

Attachments

Cc:
John Baczek, PE – IDOT District One Engineer of Program Development
Jason Salley, PE – IDOT District One Geometric Studies Unit Head
Mayor Nick Caiafa – Village of Schiller Park

FILE COPY

Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

March 12, 2020

Mr. Rocco Zucchero
Deputy Chief of Engineering for Planning
Illinois State Toll Highway Authority
2700 Ogden Avenue
Downers Grove, IL 60515-1703

Dear Mr. Zucchero:

The Illinois Department of Transportation (Department) thanks you for your submittals dated October 11, 2019 and December 3, 2019 concerning the Illinois State Toll Highway Authority's (Illinois Tollway) Feasibility Study for potential improvements to the Interstate 294 at Illinois Route 19 interchange.

The Department's Geometric Studies Unit as well as the Traffic Programs Section have completed their respective reviews for this submittal. Their review comments are enclosed for incorporation into this project. In general, the Department does not concur with the findings of the study.

The Department looks forward to continuing to work with the Illinois Tollway on this project. If you have any questions or need additional information, please contact me or Jason Salley, Geometric Studies Unit Head, at (847) 705-4085.

Very truly yours,

Anthony J. Quigley, P.E.
Region One Engineer

Enclosure

cc: Michael J. Matkovic – Christopher B. Burke Engineering, Ltd.

bcc: Anthony J. Quigley
John A. Baczek
Jose Rios
Lisa Heaven Baum
Issam Rayyan
File

Prepared By: Jason Salley, Ext. 4085
Bureau of Programming
S:\Gen\WP\p&es\GEO\Tollway Coordination\I-294 at Irving Park Rd\IDOT Letter to IL Tollway - IL 19 at I-294 FS 20200320.docx

Illinois Tollway – Technical Memorandum Review

To:	Rocco Zucchero – Deputy Chief of Engineering for Planning, Illinois Tollway
From:	Anthony Quigley – Region One Engineer, IDOT
By:	Jason Salley – Region One Geometric Studies Unit Head, IDOT
Subject:	Tri-State Tollway (I-294) at Irving Park Road (IL Route 19) Interchange Feasibility Study | Contract 4383-TO1 Level 2 Analysis Results Technical Memorandum Schiller Park, Cook County
Current:	February 14, 2020
Previous:	July 1, 2019

The Department's Geometric Studies Unit (GSU) as well as the Traffic Programs Section (TPS) have completed their reviews of the subject project's Feasibility Study submittals dated October 11, 2019 and December 3, 2019. The GSU and the TPS could not approve this submittal due to the following comments. All comments should be incorporated or properly disposed of prior to and included with the next submittal.

Summary of the GSU and TPS's Comments:

1. The report, page 13, indicated Synchro at Irving Park Road/25th intersection was completed for Interchange Concepts 4-E and 4-F using the same traffic volumes. However, the traffic would seem to increase for the WB traffic along Irving Park Road as Concept 4-F adds the non-tolled ramp to SB I-294. Please confirm traffic impacts at the Mannheim Rd/Lawrence intersection, Lawrence/25th intersection, and the Irving Park/25th Ave intersection. Traffic would need to turn on these streets for Concept 4-F versus going south towards Irving Park Road on other alternates.
2. Will the loop ramp in Concept 4-F be tolled? If so, the queue from tolling should not back up onto Irving Park Road.
3. Any alternative should consider the impacts of queuing along the proposed ramp(s) from its/their junction with Mannheim Road. Green time utilized for the ramps has a negative impact on the operations of Mannheim Road. The addition of turn lanes on the ramp(s) may not be enough mitigation to avoid queuing back through the Toll Plazas and possibly mainline I-294.
4. Though Alternatives 4-E nd 4-F are recommended to be carried forward in the FS, Alternative 4-E only provides one (1) southbound entrance ramp to I-294 from Mannheim Road. Alternative 4-F provides a second (2nd) southbound I-294 entrance ramp albeit for westbound Irving Park Road traffic or traffic from 25th Avenue. Alternative 4-F is preferred over Alternative 4-E. The GSU and TPS do not concur with the Study's recommendation to carry forward Alts 4-E and 4-F since these alts appear to place an unreasonable burden on the Irving Park Rd/Mannheim Rd intersection. Instead the GSU and TPS prefers to carry forward Alts 4-D and 4-G with our preferred being Alt 4-G since they both propose two (2) southbound entrance ramps to I-294. These alts also do not place an unreasonable burden on the Irving Park Road/Mannheim Road intersection based on our modeling of the alternatives. Additionally, although it was noted in the Study that these alts increase the traffic volume along Lawrence Avenue, we find the increase relatively small to where queuing along Lawrence Avenue did not go from Mannheim Road to the 25th Avenue.
5. If Alternative 4-G is carried forward, consider the use of a dual right-turn lane instead of a free-flowing right-turn lane along Irving Park Road. This will eliminate any weaving issues associated with traffic along northbound Mannheim Road beginning on westbound Irving Park Road destined for Montrose Avenue.
6. The GSU and TPS do not support Alt 4-C. Significant operational problems occur when southbound I-294 traffic destined for southbound Mannheim Road (US Route 12-45) weaves across three (3) westbound through lanes along Irving Park Road, in a short distance, to

access the westbound to southbound dual left-turn lane. This alternative does not eliminate the westbound weave or the existing operational issues associated with the 3-lane weave.

7. Alternatives 4-H and 4-I are not supported for consideration because both alternatives create a failing level of service (LOS F) in the AM and PM peak periods at the critical intersection of Mannheim Road and Irving Park Road.
8. Regarding the intersection of Irving Park Rd and 25th Ave, the GSU and TPS feels as though the Study did not analyze all potential options to improve the operations at the intersection. The addition of through lanes along either route is not practical for the urban setting in which the intersection lies. We recommend analyzing the intersection with a northbound dual left-turn lane as well as a northbound single right-turn lane. The southbound left-turn movement can be accommodated via a single or dual turn lane.
9. The GSU and TPS do not support Alternatives 5-A, 5-B, 5-C, 5-D or 5-E. Introducing a new 2-phase signalized intersection just east of the Mannheim Road and Seymour Avenue intersection is not desirable. A closely spaced signalized intersection could create operational problems that could affect the Mannheim Road and Seymour Avenue intersection.
10. In Appendix D "Peak Hour Traffic Volume Exhibits", the AM and PM peak hour through volumes along Mannheim Road, for the various alternatives, between Lawrence Avenue and Montrose Avenue as well as between Montrose Avenue and Irving Park Road need to revised so they are balanced between the three (3) signalized intersections. There are currently no access points along Mannheim Road in between the three (3) signalized intersections, therefore, the through volumes should balance between the intersections. Please also revise the corresponding Synchro 10 capacity analyses for the three (3) signalized intersections.
11. Alternatives 4-D, 4-E and 4-F propose a new northbound to westbound dual left-turn lane at the Mannheim Road and Seymour Avenue intersection. To minimize the operational impact of merging westbound traffic, the two (2) westbound travel lanes should be merged together in between the Plastic Power Corporation's driveways.
12. In Appendix C, the Exhibits for Alternatives 4-D, 4-E and 4-F should show the proposed new Toll Plaza along the new approach opposite Seymour Avenue shifted further east to lessen any operational impacts that Plaza could have on the Mannheim Road and Seymour Avenue intersection. The Toll Plaza should be shifted to the end of the tangent section just prior to the horizontal curve.
13. The construction costs for each alternative does not appear to be included in the resubmittal of the report as requested in the 5/14/2019 meeting minutes. Please provide construction estimates for each alternative.
14. Please submit a revised Technical Memorandum for continued review.

Should there be any questions regarding these comments or should additional guidance be necessary, please contact Mr. Jason Salley at (847) 705-4085 or Mr. Jonathon Lloyd at (847) 705-4135.

Response to Review Comments
Irving Park Road at I-294 Interchange Feasibility Study
Level 2 Analysis of Interchange Concepts

Project Name:	IL 19 at I-294 Interchange Feasibility Study
Section No.:	N/A
Milestone:	Level 2 Analysis Technical Memorandum (L2TM)
Lead Agency/Consultant:	Illinois Tollway / Christopher B. Burke Engineering
Reviewing Agency:	Illinois Department of Transportation (IDOT) - Geometric Studies Unit (GSU) and Traffic Programs Section (TPS)
Date of Review:	IDOT Comments Received 3-12-2020.
Date of Response:	6-19-2020

COMMENT NUMBER	COMMENT	RESPONSE BY:	RESPONSE
		CBBEL	**General Response:** As described in the L2TM, the Level 2 Analysis includes a comparative evaluation of alternatives based on current traffic counts across a broad network, year 2020 traffic projections with planned Tollway improvements in place (capacity and access), and wide ranging system based Select Link analysis, with the principle objective to identify a preferred or multiple finalist alternatives to be carried forward for further analysis as part of a potential future Phase I Engineering study. If a Phase I Engineering Study is initiated, the alternatives carried forward will be evaluated in greater detail with year 2050 traffic projections.
1	The report, page 13, indicated Synchro at Irving Park Road/25th intersection was completed for Interchange Concepts 4-E and 4-F using the same traffic volumes. However, the traffic would seem to increase for the WB traffic along Irving Park Road as Concept 4-F adds the non-tolled ramp to SB I-294. Please confirm traffic impacts at the Mannheim Rd/Lawrence intersection, Lawrence/25th intersection, and the Irving Park/25th Ave intersection. Traffic would need to turn on these streets for Concept 4-F versus going south towards Irving Park Road on other alternates.	CBBEL	**Partially Concur.** Per the Select Link analysis (Appendix B, Figure B-7) the addition of new SB access to I-294 at Montrose has only a minor effect on Irving Park Road traffic, with the vast majority of travel demand for this ramp coming from Lawrence Avenue. The conclusion is that added SB access to I-294 at Montrose, which is 3/4 mile north of Irving Park Road in the opposite direction of intended travel, is not an attractive travel option for areas along Irving Park to the east. Comparatively, new SB access to I-294 at Seymour has a greater effect on Irving Park Road traffic as shown in Figure B-5. Even though Concept 4F includes two SB access ramps, based on the loop ramp proximity to Irving Park, Concept 4F was viewed as having the same overall SB access travel demand as Concepts 4C and 4E (single SB access ramps), but with the very notable benefit of WB Irving Park traffic using the loop ramp vs left turns at the Mannheim/Irving Park intersection as shown on the Traffic Effects exhibits in Appendix C. However, it is logical that the 2nd SB access ramp to I-294 directly off of Irving Park would result in minor additional increase in WB travel demand (compared to 4C and4E) as is shown for Concepts 4D and 4G. Further analysis of Concept 4F, including detailed analysis of the Irving Park/25th intersection (see Comment #8) will include intersection traffic volumes that are consistent with Concept 4D and 4G.
2	Will the loop ramp in Concept 4-F be tolled? If so, the queue from tolling should not back up onto Irving Park Road.	CBBEL	**Concur.** Based on coordination with the Tollway, new tolling would be added to/from the south (to/from the north is tolled elsewhere on the Tollway system), therefore the loop ramp would be tolled. However, any added tolling would be all electronic, similar to the recently added NB exit to Balmoral Avenue, therefore, stopping to pay tolls will not be a requirement.
3	Any alternative should consider the impacts of queuing along the proposed ramp(s) from its/their junction with Mannheim Road. Green time utilized for the ramps has a negative impact on the operations of Mannheim Road. The addition of turn lanes on the ramp(s) may not be enough mitigation to avoid queuing back through the Toll Plazas and possibly mainline I-294.	CBBEL	**Concur.** Per the Synchro modeling, and as shown in the Synchro Comparison Table, for Alternatives 4D, 4E, 4F & 4G, operations at Mannheim/Montrose and Mannheim/Seymour are not significantly impacted - LOS B or C is provided for both AM and PM, with queues of approximately 200' on the east leg at Montrose, which should not impact the Tollway. Alternatives 4H & 4I consolidated SB exit ramps at Montrose/Mannheim with queue lengths well over 700' on the east leg, potentially backing up onto the Tollway, however, these alternatives have been recommended to be dismissed. As noted, if a Phase I Engineering study is pursued, the alternatives carried forward will be analyzed in greater detail with year 2050 projected traffic.

Response to Review Comments
Irving Park Road at I-294 Interchange Feasibility Study
Level 2 Analysis of Interchange Concepts

Project Name:	IL 19 at I-294 Interchange Feasibility Study
Section No.:	N/A
Milestone:	Level 2 Analysis Technical Memorandum (L2TM)
Lead Agency/Consultant:	Illinois Tollway / Christopher B. Burke Engineering
Reviewing Agency:	Illinois Department of Transportation (IDOT) - Geometric Studies Unit (GSU) and Traffic Programs Section (TPS)
Date of Review:	IDOT Comments Received 3-12-2020.
Date of Response:	6-19-2020

COMMENT NUMBER	COMMENT	RESPONSE BY:	RESPONSE
4	Though Alternatives 4-E nd 4-F are recommended to be carried forward in the FS, Alternative 4-E only provides one (1) southbound entrance ramp to 1-294 from Mannheim Road. Alternative 4-F provides a second (2nd) southbound I-294 entrance ramp albeit for westbound Irving Park Road traffic or traffic from 25th Avenue. Alternative 4-F is preferred over Alternative 4-E. The GSU and TPS do not concur with the Study's recommendation to carry forward Alts 4-E and 4-F since these alts appear to place an unreasonable burden on the Irving Park Rd/Mannheim Rd intersection. Instead the GSU and TPS prefers to carry forward Alts 4-D and 4-G with our preferred being Alt 4-G since they both propose two (2) southbound entrance ramps to I-294 . These alts also do not place an unreasonable burden on the Irving Park Road/Mannheim Road intersection based on our modeling of the alternatives. Additionally, although it was noted in the Study that these alts increase the traffic volume along Lawrence Avenue, we find the increase relatively small to where queuing along Lawrence Avenue did not go from Mannheim Road to 25th Avenue.	CBBEL	**Noted.** There is consensus to remove the existing SB exit ramp to WB Irving Park Road due to the operational issues caused on the WB approach to Mannheim/Irving Park. The trade off is that this traffic would exit at Montrose and results in an increase in the SB thru volume at Mannheim/Irving Park that is consistent for Concepts 4D, 4E, 4F, and 4G. Although the Traffic Projections Memorandum shows that two SB entrance ramps will result in a doubling of travel demand seeking access to SB I-294 in this area (Appendix B, Figures A-2 and A-5), it is desired to provide these access points north and south of Irving Park to minimize burden on the Mannheim/Irving Park intersection, which eliminates Concept 4E. Additionally, Concept 4F is not desired since it only provides access to SB I-294 for WB Irving Park traffic. Concepts 4D and 4G will best balance new traffic impacts along an already congested network and are essentially the same with the only difference being the design/signalization of the WB right turn at Mannheim/Irving Park and the NB right turn at Mannheim/Montrose, which would be further evaluated as part of a future Phase I Engineering study if pursued. As shown in the Synchro Comparison Table (Appendix D) the Level of Service at the Mannheim/Irving Park intersection is generally improved over existing conditions during the AM period and remains about the same during the PM period, for Concepts 4D, 4E, 4F, and 4G.
5	If Alternative 4-G is carried forward, consider the use of a dual right-turn lane instead of a free- flowing right-turn lane along Irving Park Road. This will eliminate any weaving issues associated with traffic along northbound Mannheim Road beginning on westbound Irving Park Road destined for Montrose Avenue.	CBBEL	**Concur.** As noted above, Concepts 4D and 4G are essentially the same with the only difference being the design/signalization of the WB right turn at Mannheim/Irving Park and the NB right turn at Mannheim/Montrose, which would be further evaluated as part of a future Phase I Engineering study if pursued.
6	The GSU and TPS do not support Alt 4-C. Significant operational problems occur when southbound I-294 traffic destined for southbound Mannheim Road (US Route 12-45) weaves across three (3) westbound through lanes along Irving Park Road, in a short distance, to access the westbound to southbound dual left-turn lane. This alternative does not eliminate the westbound weave or the existing operational issues associated with the 3-lane weave.	CBBEL	**Concur.**
7	Alternatives 4-H and 4-I are not supported for consideration because both alternatives create a failing level of service (LOS F) in the AM and PM peak periods at the critical intersection of Mannheim Road and Irving Park Road.	CBBEL	**Concur.**
8	Regarding the intersection of Irving Park Rd and 25th Ave, the GSU and TPS feels as though the Study did not analyze all potential options to improve the operations at the intersection. The addition of through lanes along either route is not practical for the urban setting in which the intersection lies. We recommend analyzing the intersection with a northbound dual left- turn lane as well as a northbound single right-turn lane. The southbound left-turn movement can be accommodated via a single or dual turn lane.	CBBEL	**Concur.** We concur that additional thru traffic lanes is not practical. NB dual lefts were not evaluated due to likely impacts to commercial property on the east and to Eden Cemetery on the west. As noted above, if a Phase I Engineering study is pursued, the Irving Park/25th intersection would be evaluated in greater detail based on the traffic distribution that is consistent with Concepts 4D and 4G, with year 2050 projected traffic volumes, and these additional alternatives would be evaluated in detail.

Response to Review Comments
Irving Park Road at I-294 Interchange Feasibility Study
Level 2 Analysis of Interchange Concepts

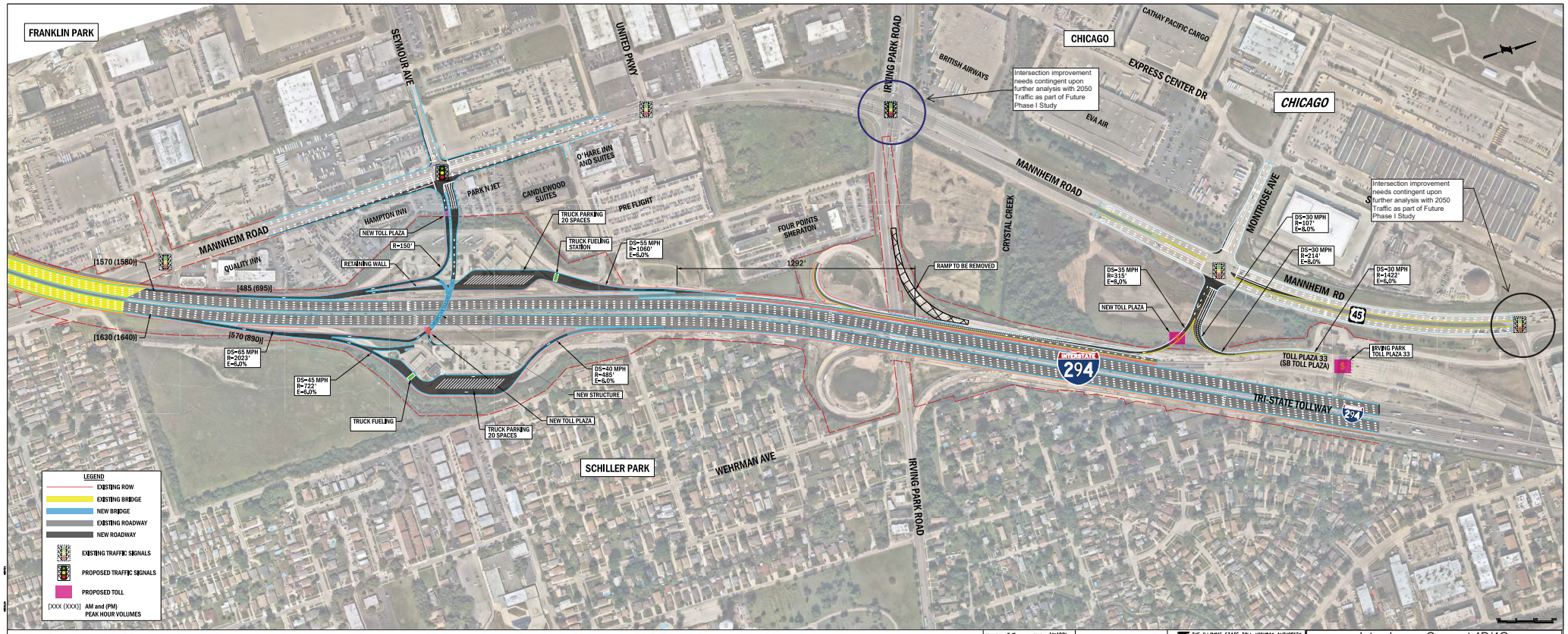
Project Name:	IL 19 at I-294 Interchange Feasibility Study
Section No.:	N/A
Milestone:	Level 2 Analysis Technical Memorandum (L2TM)
Lead Agency/Consultant:	Illinois Tollway / Christopher B. Burke Engineering
Reviewing Agency:	Illinois Department of Transportation (IDOT) - Geometric Studies Unit (GSU) and Traffic Programs Section (TPS)
Date of Review:	IDOT Comments Received 3-12-2020.
Date of Response:	6-19-2020

COMMENT NUMBER	COMMENT	RESPONSE BY:	RESPONSE
9	The GSU and TPS do not support Alternatives 5-A, 5-B, 5-C, 5-D or 5-E. Introducing a new 2-phase signalized intersection just east of the Mannheim Road and Seymour Avenue intersection is not desirable. A closely spaced signalized intersection could create operational problems that could affect the Mannheim Road and Seymour Avenue intersection.	CBBEL	**Concur.**
10	In Appendix D "Peak Hour Traffic Volume Exhibits ", the AM and PM peak hour through volumes along Mannheim Road, for the various alternatives, between Lawrence Avenue and Montrose Avenue as well as between Montrose Avenue and Irving Park Road need to be revised so they are balanced between the three (3) signalized intersections. There are currently no access points along Mannheim Road in between the three (3) signalized intersections, therefore, the through volumes should balance between the intersections. Please also revise the corresponding Synchro 10 capacity analyses for the three (3) signalized intersections.	CBBEL	**Concur.** The volumes between these three intersections in Appendix D were not completely balanced for purposes of the comparative feasibility level analysis, but they are very close to balanced such that it would not change the relative comparison of alternatives and the general conclusions reached in the L2TM. As noted, if a Phase I Engineering study is pursued, the intersections would be reevaluated in greater detail based year 2050 projected traffic volumes, and the intersection volumes would be balanced as part of that evaluation.
11	Alternatives 4-D, 4-E and 4-F propose a new northbound to westbound dual left-turn lane at the Mannheim Road and Seymour Avenue intersection. To minimize the operational impact of merging westbound traffic, the two (2) westbound travel lanes should be merged together in between the Plastic Power Corporation's driveways.	CBBEL	**Concur.** The need for and design of NB dual left turn lanes at the Mannheim/Seymour intersection and the WB lane drop along Seymour (as applicable) would be evaluated in greater detail as part of a Phase I Engineering Study if pursued.
12	In Appendix C, the Exhibits for Alternatives 4-D, 4-E and 4-F should show the proposed new Toll Plaza along the new approach opposite Seymour Avenue shifted further east to lessen any operational impacts that Plaza could have on the Mannheim Road and Seymour Avenue intersection. The Toll Plaza should be shifted to the end of the tangent section just prior to the horizontal curve.	CBBEL	**Concur.** There is some flexibility on the plaza location and it would be considered. However, as noted, any added tolling would be all electronic, which is expected to have minimal if any effect on traffic operations.
13	The construction costs for each alternative does not appear to be included in the resubmittal of the report as requested in the 5/14/2019 meeting minutes. Please provide construction estimates for each alternative.	CBBEL	**Concur.** Concept level (current dollar) construction cost estimates were prepared for Concepts 4E and 4F which are attached. These estimates are high level Order Magnitude estimates based on major measurable construction items at this time with a high (50%) contingency based on the extent of unknowns. Concepts 4D and 4G would be similar to 4F. Based on the estimates prepared, the construction cost would be in the range of $25 million, but is subject to more detailed evaluation that would be completed as part of a future Phase I Engineering Study, if pursued.

Response to Review Comments
Irving Park Road at I-294 Interchange Feasibility Study
Level 2 Analysis of Interchange Concepts

Project Name:	IL 19 at I-294 Interchange Feasibility Study
Section No.:	N/A
Milestone:	Level 2 Analysis Technical Memorandum (L2TM)
Lead Agency/Consultant:	Illinois Tollway / Christopher B. Burke Engineering
Reviewing Agency:	Illinois Department of Transportation (IDOT) - Geometric Studies Unit (GSU) and Traffic Programs Section (TPS)
Date of Review:	IDOT Comments Received 3-12-2020.
Date of Response:	6-19-2020

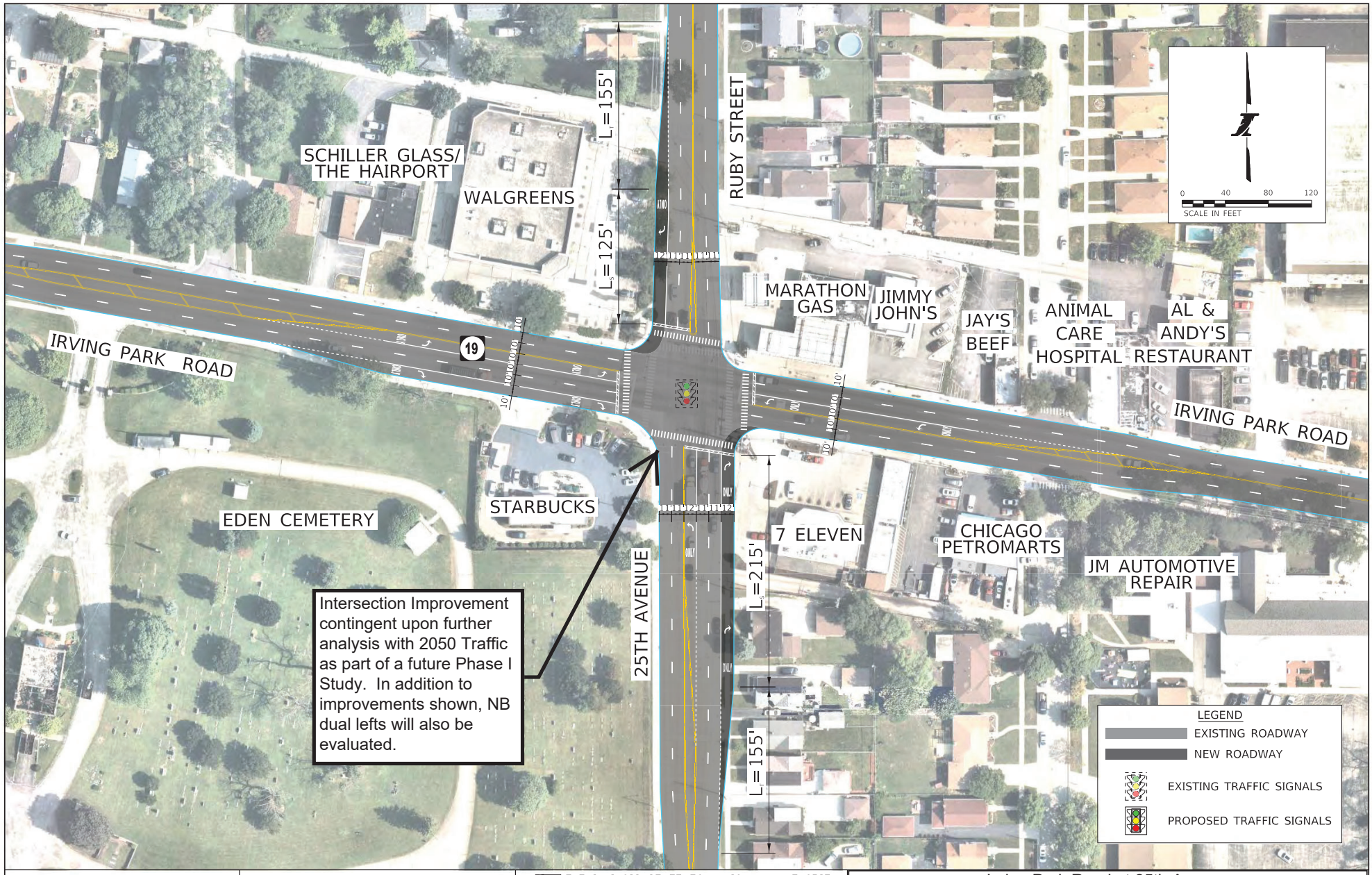
COMMENT NUMBER	COMMENT	RESPONSE BY:	RESPONSE
14	Please submit a revised Technical Memorandum for continued review.	CBBEL	Based on the comments provided and the response provided herein, there is general consensus with Concepts 4D/4G forming the basis for a future Phase I Engineering Study, if pursued. Any further analysis, and associated refinements, will be deferred to a future Phase I Engineering Study that will need to incorporate 2050 traffic projections, and more detailed analysis across multiple disciplines including detailed geometric studies, drainage and environmental, etc., and would include more broad based public involvement. The IDOT letter and this Tollway response will be added as a forwarded in the Final Technical Memorandum that will be prepared to incorporate the Level 1 and Level 2 analysis, coordination and findings. Copies of the Final Technical Memorandum will be provided to IDOT and the Village of Schiller Park.



DRAWN BY EJB SCALE 1"=100'
CHECKED BY JP DATE 1/18/2019

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

Interchange Concept 4D/4G



DRAWN BY LB DATE 11/08/2019
CHECKED BY AW DATE 11/08/2019

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE,
ILLINOIS 60515

Irving Park Road at 25th Avenue
Additional NB and SB Right Turn Lanes

Michael Matkovic

From: Michael Matkovic
Sent: Tuesday, July 14, 2020 8:39 AM
To: mayornick@schillerparkil.us; jay@westbrookstrategic.com; James G. Goumas
Subject: FW: I-294 at Irving Park Road (IL 19) Feasibility Study
Attachments: L1_Response to IDOT Comments_07092020.pdf; Attachments_Tollway Letter to IDOT_2020_0709.pdf

Hi Mayor, Jay, and Jim: This is for your records. The attached formal Tollway response to the IDOT comments on the L2TM has been submitted to IDOT. The response acknowledges that Interchange Concept 4D-4G (exhibit attached) has emerged as the most promising of the various concepts considered and forms the basis for a future Phase I Engineering study. I don't think IDOT will have any further comments on this. We are in the process of finalizing the overall Feasibility Report and we will provide a copy to the Village when completed. Otherwise, let me know if any further questions.

Thanks,
Mike

Michael J. Matkovic, PE
Vice President
Head, Phase I Engineering Department
Christopher B. Burke Engineering, Ltd.
9575 W. Higgins Road, Suite 600 Rosemont, IL 60018
Phone: (847) 823-0500 Mobile: (847) 553-6925
E-Mail: mmatkovic@cbbel.com