MEETING SUMMARY

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

MEETING PURPOSE: **Community Advisory Group Meeting #1**

MEETING DATE/TIME: **July 25, 2024; 3:00-5:00 PM**

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

The first Community Advisory Group (CAG) meeting for the I-294 at IL Route 19 Phase I Engineering Study was held on Thursday, July 25, 2024, between 3:00 and 5:00 p.m. at the Village of Schiller Park Community Center, 4501 25th Avenue, Schiller Park, IL 60176. The main objective of this CAG meeting was to provide a project overview, discuss project goals and objectives, identify project issues and concerns, and provide an opportunity for initial input from the CAG on project alternatives. Twelve (12) CAG members were invited, and 11 attended the meeting. Additionally, 8 members of the Project Study Group (PSG) attended the meeting, which includes representatives from the Illinois Tollway (Tollway), the Illinois Department of Transportation (IDOT), and the project consultant team (Christopher Burke Engineering and Patrick Engineering). The meeting sign-in sheet is included in Attachment A.

To welcome CAG members to the meeting, orient them to the project study location, and the results of completed technical analysis to date, a series of exhibits were displayed along each side of the meeting room, which are included in Attachment B for reference. Each CAG member was also provided a project folder that included the following information, which is included in Attachment C:

- Meeting Agenda
- PowerPoint Presentation Notes Pages
- Stakeholder Involvement Plan
- Study Area Environmental Resource Sheets
- Existing Average Daily Traffic Volumes
- Projected Year 2050 (No-Build) Traffic Volumes
- Existing Intersection Peak Hour Traffic Volumes and Level of Service
- Year 2050 (No-Build) Intersection Peak Hour Traffic Volumes and Level of Service
- IDOT Safety Tier Crash Data Summary for the Study Area
- Executive Summary of the 2021 Feasibility Study
- Comment Form
- Public Involvement Overview

The meeting kicked off with introductions (5 minutes), followed by a PowerPoint presentation (40 minutes) which provided a project overview, discussed the overall project development process including the principles of Context Sensitive Solutions (CSS), and public involvement process including the contents of the project Stakeholder Involvement Plan (SIP). The PowerPoint presentation is also included in

Attachment A. An opportunity was provided for Q&A before a short break (10 minutes), which was followed by the following two interactive workshops (60 minutes):

- Workshop Part #1 (25 minutes): Large group session to discuss transportation related Goals and Objectives, along with a discussion of priorities/ranking, which transitioned into a discussion of the Project Problem Statement.
- Workshop Part #2 (35 minutes): A small group session followed in which the CAG broke out in three smaller groups to identify and prioritize project issues and concerns, and then provided input on project alternatives and/or improvement features to be considered.

A more detailed summary of the breakout sessions is provided within this meeting summary. Copies of the marked-up workshop flip charts and roll plots are included in Attachment D. Input received from the CAG will be used by the PSG to help develop the project Purpose & Need statement, which is a first component of the federal project development process.

After completion of the workshops, the next steps for the project were discussed (5 minutes). The project team will compose a draft CAG meeting summary which will be provided to the CAG members for review and comment. The project Purpose & Need Statement will be prepared based on the technical analysis completed to date and input provided at the CAG meeting and will also be provided to the CAG members for review and comment. The second CAG meeting is planned for the Fall of 2024 (currently anticipated in October) and will focus on finalizing the project Purpose & Need statement, discussing the results of Public Meeting #1 anticipated in September, and to further discuss/refine the range of alternatives for development/analysis, and the procedures for comparative analysis of alternatives.

An opportunity was provided at the end of the meeting for any additional questions. The CAG members were informed that a project webpage is being prepared, which will be available in the near future through the Tollway website. The project webpage location/address will be communicated to the CAG members when it goes live. The webpage will be utilized as a central location for sharing of project information throughout the Phase I Engineering study process.

Meeting Participants

PSG Attendance

- Jill Ziegler, Illinois Tollway
- Reed Panther, Illinois Tollway
- Kimberly Murphy, Illinois Department of Transportation
- Sagar Sonar, Illinois Department of Transportation
- Michael Matkovic, Christopher B. Burke Engineering
- Melissa McGhee, Christopher B. Burke Engineering
- Jarrod Cebulski, Patrick Engineering
- Mike Dumas, Patrick Engineering

CAG Member Attendance

- Nick Caiafa, Village of Schiller Park – Mayor
- Brett Kryska, Village of Schiller Park – Manager
- Russell Klug, Village of Schiller Park – Trustee
- Dafne Henriquez, Village of Franklin Park – Assistant Village Engineer
- Nick Weber, Village of Franklin Park – Deputy Utilities Commissioner

- Nathan Roseberry, Cook County Division of Transportation & Highways – Assistant Superintendent
- Charlotte Obodzinski, Pace Suburban Bus – Priority Project Manager
- Hillary Gerber, Prologis – Development Director
- Rocco Biscaglio, Leyden Township – Supervisor
- Bart Smith, Grand Chamber by O'Hare – Board of Directors
- Ben Weinstein, CRG – Director of Development

PowerPoint Presentation

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

A brief opening statement was made by Mike Matkovic (Christopher Burke Engineering) to kick off the meeting and then Kimberly Murphy (IDOT) and Jill Ziegler (Tollway) welcomed the CAG members to the meeting and thanked them for their participation. Self-introductions were made by the PSG members and the CAG members in attendance. Christopher Burke Engineering is the lead consultant for the Phase I Engineering Study, with assistance from Patrick Engineering and others. Mike Matkovic reviewed the content of the project folders provided to each PSG and CAG member that will be referenced during the meeting, and then provided an overview of the meeting agenda.

The Phase I Engineering Study is being jointly led by the Tollway and IDOT, with project development proceeding through federal project development procedures to ensure eligibility for federal funding for elements of project development beyond Phase I Engineering. Based on the federal project development procedures being followed, the Federal Highway Administration (FHWA) will be engaged periodically and participate in the review and approval process for Phase I Engineering.

Mike Matkovic provided a project overview. A previous Feasibility Study for I-294 at IL Route 19 interchange improvements was completed in 2021. The study area remains the same and includes 13 signalized intersections in the vicinity of the existing interchange, which is shown on the Phase I Engineering Study Area exhibit in Attachment B. The current Phase I Engineering Study will include a fresh look at alternatives based on 2050 traffic projections (i.e., the Feasibility Study utilized 2020 traffic data), a more comprehensive review of environmental conditions and potential impacts, and a more robust stakeholder and public involvement program in compliance with IDOT and FHWA procedures, including National Environmental Policy Act (NEPA) compliance. The overall project development process includes three sequential phases. Phase I consists of preliminary engineering and environmental studies, whereas Phase II consists of contract plan preparation and land acquisition, and Phase III is construction. The specific Phase I Study process consists of data collection, developing the project purpose and need, identifying a range of alternatives, screening the range of alternatives down to a preferred alternative, and then obtaining Phase I Engineering approval from the Tollway, IDOT, and FHWA before the project can proceed to Phase II. A description of the overall schedule for completion of Phase I Engineering was reviewed, which is currently targeted for early 2026. A description of the content and schedule for each of the five (5) planned CAG meetings and other public involvement activities was provided to the CAG members and is included in Attachment C.

The Phase I Engineering Study is being conducted in accordance with IDOT's Context Sensitive Solutions (CSS) policy which is described in the Stakeholder Involvement Plan (SIP) that was provided to each CAG member and is included in Attachment C. Jarrod Cebulski provided an overview of the CSS process and the contents of the SIP. CSS is a public outreach approach that seeks to involve all stakeholders throughout the duration of the Phase I Engineering Study process. The SIP describes the ground rules

and associated roles and responsibilities of project participants, as well as the process for incorporating stakeholder and public input into the project decision making process. Stakeholder input is highly valued and will be fully considered as part of the project decision-making process. However, the responsibility for project decisions rests solely with the Tollway, IDOT, and FHWA, and no decisions will be made by voting. To that end, everyone may not agree on decisions made, but everyone's voice will be heard. CAG members are requested to attend all five (5) planned CAG meetings and participate with honesty and respect toward all other participants. As the project develops, the SIP can change to adapt to any project development modifications.

Melissa McGhee described the preparation of the project Purpose and Need Statement as the 1st step in the NEPA process, that establishes the purpose of and the need for the transportation project. Any alternatives under consideration must meet the project Purpose and Need to be carried forward for further evaluation and consideration. The main elements of the project Purpose and Need Statement will include:

- Environmental Setting and Context
- Travel Performance (traffic Analysis for existing conditions and 2050 No-Build conditions)
- Safety (crash analysis and safety tier data)
- Known Operational Deficiencies
- Stakeholder Input

A summary of the main discussion points includes the following:

- Although a baseline environmental setting exhibit was shared, the environmental setting and context is being updated with ongoing environmental field surveys.
- Exhibits were reviewed (and provided in the CAG folders) showing daily traffic volumes on the roadways within the study area, and intersection capacity analysis results for the 13 signalized intersections in the study area, based on existing conditions and for the year 2050, based on the No-Build scenario, which assumes no additional transportation improvements in the study area. For purposes of compliance with the federal project development process, the 2050 No-Build scenario is the baseline condition for relative comparison of alternatives to be considered.
- A summary of the overall crash data in the study was reviewed, as well as the IDOT safety tier data that is focused on severity of crashes. This information was also provided in the CAG folders. Although locations with the relatively high crash totals are not necessarily locations with high crash severity, it was noted that a project focus will be to evaluate the potential effect of alternatives considered on crash and severity potential.
- A summary of known operational deficiencies from previous evaluation and coordination was provided, which includes the SB I-294 exit to WB Irving Park Road; accessibility to nearby commercial, industrial, and residential areas; and the lack of pedestrian/bicycle accommodations and crossings at various locations, such as along Mannheim Road and at the Mannheim Road/Irving Park Road intersection.

An opportunity for questions was provided. A 10- minute break then occurred for refreshments and to review project display boards and information within the CAG folders prior to the interactive group workshops.

After the break, Mike Matkovic provided an overview of Workshop #1 and Workshop #2. He indicated that both workshops are an opportunity to get important input from the CAG, which will assist with preparation of the Purpose and Need Statement for the project. The indicated intent of the workshops was as follows:

- Workshop #1: Full group discussion of project goals and objectives, and based on that discussion, refine the Project Problem Statement.
- Workshop #2: Small group discussions of known transportation issues and concerns to be addressed with the project, and initial discussion of potential alternatives to be considered.

The PowerPoint was utilized to help facilitate the two workshops and a summary of the workshop results is provided below.

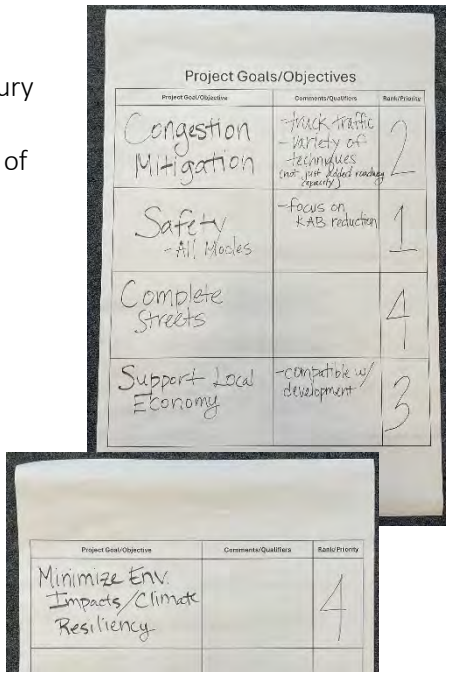
Full Group Workshop #1:

The purpose of Workshop #1 was to discuss the big picture project goals and objectives, their relative importance, and to use that input for refining the Project Problem Statement. Mike Matkovic utilized the PowerPoint presentation to review the purpose for Workshop #1, and to review example goals and objectives, and elements of the Project Problem Statement, to help guide Workshop #1.

Group Facilitator: Mike Matkovic
Group Scribe: Melissa McGhee

GOALS AND OBJECTIVES

A collaborative and interactive group discussion was then held regarding the project goals and objectives, and their relative importance, which lasted approximately 20 minutes. The picture below shows the results of that discussion, which is also included in **Attachment D**, and is summarized below:



Goals and Objectives, and Relative Importance:

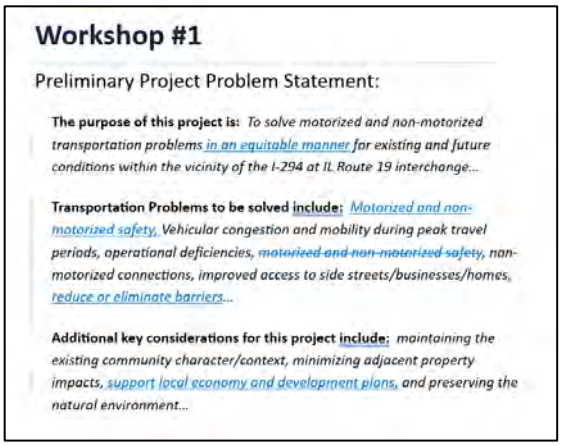
- Safety for all transportation modes, with a focus on reducing severe injury type crashes. Rank/Priority = 1
- Congestion Mitigation with focus on Truck Traffic and utilizing a variety of techniques, not just roadway capacity. Rank/Priority = 2
- Support for local economy through compatibility with planned development. Rank/Priority = 3
- Complete Streets (accommodating non-motorized travel modes). Rank/Priority = 4
- Minimize environmental impacts in support of climate resiliency. Rank/Priority = 4

PROJECT PROBLEM STATEMENT

Based on the previously completed Feasibility Study, the stakeholder coordination that occurred as part of the Feasibility Study, and the data collection and technical analysis completed thus far as part of the Phase I Engineering Study, a preliminary Project Problem Statement was created by the project team. The purpose of this large group session was to discuss and refine the Project Problem Statement based on this information and the big picture discussion of project goals and objectives. The draft Project Problem Statement was provided on the overhead screen and live edited during the workshop. The finalized Project Problem Statement will be incorporated into the project Purpose and Need Statement. A picture of the edited Project Problem Statement is shown below, with the final edited Project Problem Statement as follows:

Edited Project Problem Statement

The purpose of this project is to solve motorized and non-motorized transportation problems in an equitable manner for existing and future conditions within the vicinity of the I-294 at IL Route 19 interchange. The transportation problems to be solved include motorized and non-motorized safety, vehicular congestion and mobility during peak travel periods, operational deficiencies, non-motorized connections, improving access to side streets/businesses/homes, and reduce or eliminate barriers. Additional key considerations for this project include maintaining the existing community character/context, minimizing adjacent property impacts, support local economy and development plans, and preserving the natural environment.



Workshop #1

Preliminary Project Problem Statement:

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

Transportation Problems to be solved include: *Motorized and non-motorized safety, Vehicular congestion and mobility during peak travel periods, operational deficiencies, ~~motorized and non-motorized safety~~, non-motorized connections, improved access to side streets/businesses/homes, reduce or eliminate barriers...*

Additional key considerations for this project include: *maintaining the existing community character/context, minimizing adjacent property impacts, support local economy and development plans, and preserving the natural environment...*

Small Group Workshop #2:

The purpose of Workshop #2 was for the CAG to break out into three individual groups to have a collaborative discussion about project issues and concerns, and their relative importance, based on their knowledge of the project area and the discussion thus far at CAG Meeting #1. In addition, each group was asked to discuss potential alternatives and/or proposed improvement features that could be considered to address the identified issues and concerns. Mike Matkovic utilized the PowerPoint presentation to review the purpose for Workshop #2, to discuss example issues/concerns and how to use the aerial roll plots provided, and the desire for each group to give a brief report out on their work at the conclusion of the workshop. Each group had a separate project team facilitator and scribe to document the small group discussion. Each group was provided project information on the environmental resources within the study area, traffic data and analysis, and safety data (crashes and safety tier) within their CAG folders. As noted, each group was provided an aerial based roll plot of the study area to mark-up with issues and concerns, and/or suggested alternatives, as desired. The pictures below show the results of the discussions, which are also included in **Attachment D**, and are summarized below.

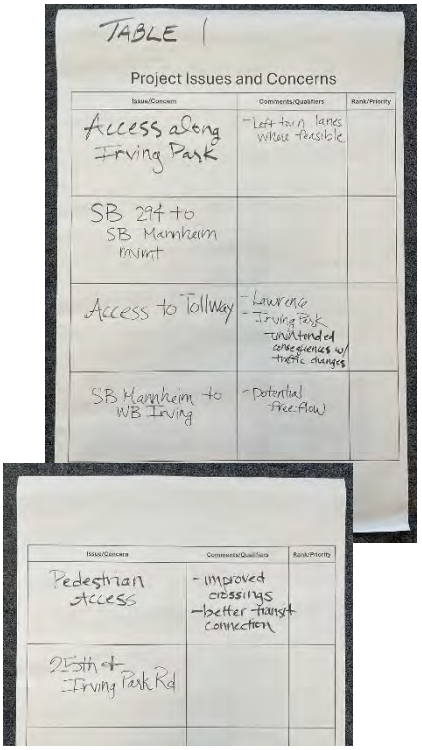


TABLE 1

Project Issues and Concerns

Issue/Concern	Comments/Qualifiers	Rank/Priority
Access along Irving Park	- Left turn lanes where feasible	
SB 294 to SB Mannheim mvmt		
Access to Tollway	- Lawrence - Irving Park - unintended consequences w/ traffic changes	
SB Mannheim to WB Irving	- Potential Free-flow	

Issue/Concern	Comments/Qualifiers	Rank/Priority
Pedestrian access	- improved crossings - better transit connection	
25th at Irving Park Rd		

CAG Group #1

- Facilitator: Melissa McGhee
- Scribe: Jill Ziegler

CAG Participants:

- Nick Caiafa, Mayor, Village of Schiller Park
- Rocco Biscaglio, Supervisor, Leyden Township
- Bart Smith, Board of Directors, Grand Chamber by O'Hare

Issues and Concerns

- Access along Irving Park Road (left turn lane where feasible)
- Southbound I-294 to southbound Mannheim Road movement
- Access to the Tollway from Lawrence Avenue and Irving Park Road (unintended consequences with traffic changes)

- Southbound Mannheim to westbound Irving Park Road (potential free flow movement)
- Pedestrian access (improved crossings and better transit connection)
- Intersection of 25th Avenue and Irving Park Road

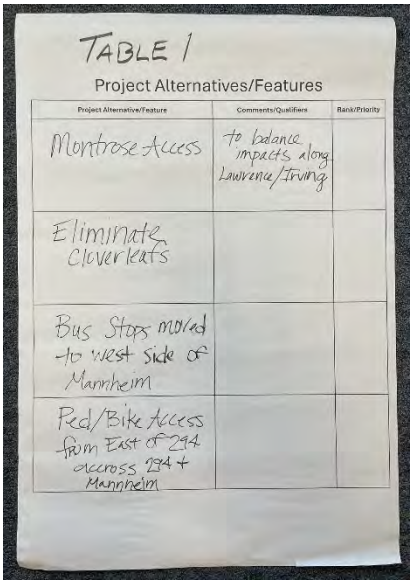


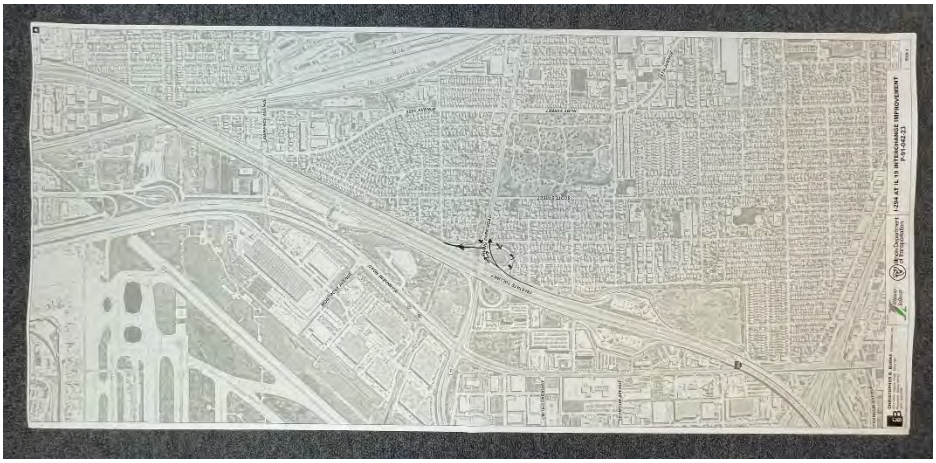
TABLE 1

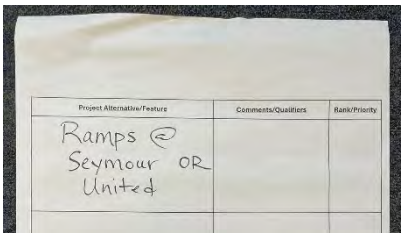
Project Alternatives/Features

Project Alternative/Feature	Comments/Qualifiers	Rank/Priority
Montrose Access	to balance impacts along Lawrence/Irving	
Eliminate Cloverleafs		
Bus Stops moved to west side of Mannheim		
Ped/Bike Access from East of 294 across 294 + Mannheim		

Alternatives

- Montrose Avenue access (to balance impacts along Lawrence and Irving Park)
- Eliminate cloverleafs
- Bus stops moved to west side of Mannheim Road
- Ped/Bike access from east of I-294, across I-294 and Mannheim Road
- I-294 ramps connecting to Seymour or United.





Project Alternative/Feature	Comments/Qualifiers	Rank/Priority
Ramps @ Seymour OR United		

CAG Group #2

- Facilitator: Jarrod Cebulski
- Scribe: Sagar Sonar

CAG Participants:

- Nick Weber, Deputy Utilities Commissioner, Village of Franklin Park
- Dafne Henriquez, Assistant Village Engineer, Village of Franklin Park
- Nate Roseberry, Assistant Superintendent, CCDOTH
- Ben Weinstein, Director of Development, CRG

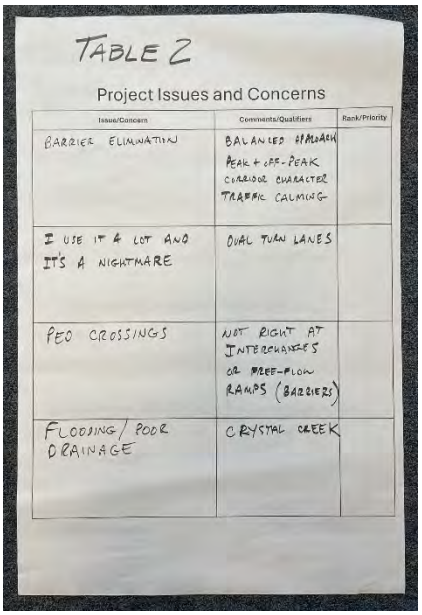


TABLE 2

Project Issues and Concerns

Issue/Concern	Comments/Qualifiers	Rank/Priority
BARRIER ELIMINATION	BALANCED APPROACH PEAK + OFF-PEAK CORRIDOR CHARACTER TRAFFIC CALMING	
I USE IT A LOT AND IT'S A NIGHTMARE	DUAL TURN LANES	
PED CROSSINGS	NOT RIGHT AT INTERCHANGES OR FREE-FLOW RAMPS (BARRIERS)	
FLOODING / POOR DRAINAGE	CRYSTAL CREEK	

Issues and Concerns, and Alternatives (combined discussion)

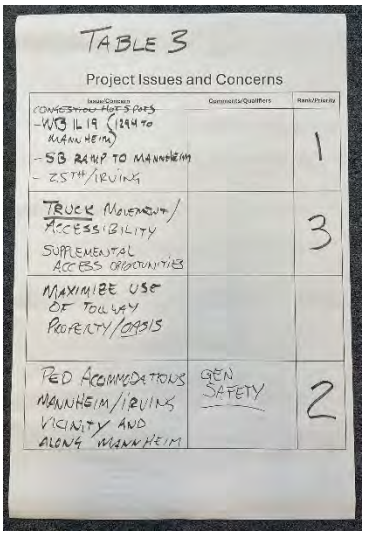
- Barrier elimination (balanced approach, peak and off-peak, corridor character, traffic calming)
- I use it a lot and it's a nightmare (dual left turn lanes)
- Ped crossings (not right at interchanges or free flow ramps (barriers))
- Flooding/poor drainage (Crystal Creek)

CAG Group #3

- Facilitator: Mike Dumas
- Scribe: Mike Matkovic

CAG Participants:

- Brett Kryska, Village Manager, Village of Schiller Park
- Russell Klug, Trustee, Village of Schiller Park
- Hillary Gerber, Development Director, Prologis, Inc.

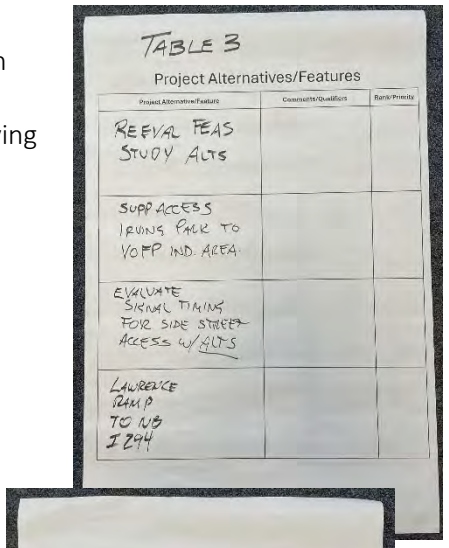


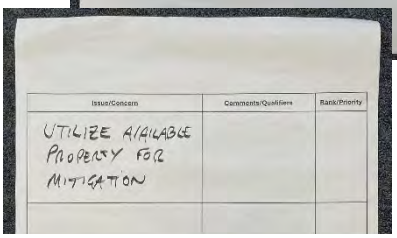
Issues and Concerns

- Congestion hotspots (WB IL 19 from I-294 to Mannheim, SB I-294 ramp to Mannheim Road, 25th Avenue at Irving Park intersection)
- Truck movement/accessibility (supplemental access opportunities)
- Maximize use of Tollway property/Oasis
- Ped accommodations (Mannheim/Irving Park vicinity and along Mannheim; general safety)

Alternatives

- Reevaluate the Feasibility Study alternatives
- Supplemental access along Irving Park Road to Industrial area to south (Franklin Park and Schiller Park)
- Evaluate signal timing with alternatives for side street access along Irving Park
- Consider Lawrence Avenue ramp to NB I-294
- Utilize available property for mitigation





Next Steps

The next steps for the project were discussed. The project team will compose a draft CAG Meeting #1 summary and will provide to the CAG for review and comment. The project Purpose & Need Statement will be prepared and coordinated with the Tollway and IDOT for review and shared with the CAG. The overall project schedule for Phase I Engineering was reviewed with the upcoming events including Public Meeting #1 that is targeted for mid to late September, with CAG Meeting #2 in October. Per the Public Involvement Overview provided in the CAG folders, the content of CAG Meeting #2 is anticipated to include a discussion of the results from Public Meeting #1, further discussion of the project Purpose and Need statement; and refine the range of alternatives for development/analysis and the alternatives evaluation process.

The CAG and PSG members agreed that the Village of Schiller Park Community Center, and the 3 p.m. to 5 p.m. timeframe, are both good for subsequent CAG meetings. The project team will be in touch with the CAG regarding the date for CAG Meeting #2 within a few weeks.

The meeting concluded at 5:00 p.m.

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

Community Advisory Group Meeting #1

Schiller Park Community Center - July 25, 2024; 3:00 PM - 5:00 PM

Please print your name and address below:

PLEASE PRINT

	Name	Address / Email	Representing
1.	NATHAN ROSEBERRY	69 W WASH 24TH FL nathan.rosebery@cookcountyil.gov	COOK COUNTY DOTA
2.	Hillary Gerber	321 N Clark Ste 2625 Chicago hgerber@prologis.com	Prologis
3.	Reed Panther	2700 Ogden Ave rpanther@getipass.com	Tollway
4.	BART SMITH	PO Box 59 RIVER GROVE 60171 bas@2smithlaw.com	GRAND CHAMBER
5.	Justin DeLette	jdelette@getipass.com	Tollway
6.	Jill Zieglor	jzieglen@getipass.com	Tollway
7.	SAGAR SONAR	sagar.sonar@illinois.gov	IDOT
8.	Kimberly Murphy	Kimberly.Murphy@illinois.gov	IDOT
9.	Nick Caiazza	MAJORNICK@SCHILLER PARKIL.US	VOSP
10.	Brett Kryska	bkryska@schillerparkil.us	VOSP
11.	Ben Weinstein	WEINSTEINB@REALCRG.COM	CRG
12.	Charlotte Obodzinski	Charlotte.obodzinski@pacebus.com	Pace
13.			
14.			
15.			
16.			

Illinois Tollway

Illinois Department of Transportation

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

Community Advisory Group Meeting #1

Schiller Park Community Center - July 25, 2024; 3:00 PM - 5:00 PM

Please print your name and address below:

PLEASE PRINT

	Name	Address / Email	Representing
1.	Dafne Henriquez	dhenriquez@vofp.com	Village of Franklin Park
2.	Russell Klug	RKlug@SchillerPark.IL.US	Schiller Park
3.	RYAN ADRIATICO	RADRIATICO@VOFP.COM	VILLAGE OF FRANKLIN PARK
4.	Nick Weber	nweber@vofp.com	Village of Franklin Park
5.	Jim Goumas	JGGOUMAS2@EHANCOCK.COM	Village Schiller Park
6.	Rocco Biscaglio	RBISCAGLIO@LEYDENTOWNSHIP.COM	Leyden Township
7.			
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I-294 (Central Tri-State) at IL Route 19 (Irving Park Road) Interchange Improvement

Phase I Engineering Study

Community Advisory Group Meeting #1

July 25, 2024

1

Welcome & Introductions

Lead Agencies

- Illinois Tollway
  - Jill Ziegler
  - Reed Panther
  - Adam Lintner
- Illinois Department of Transportation
  - Kimberly Murphy
  - Lori Brown
  - Sagar Sonar

Project Consultant Team

- Christopher B. Burke Engineering
  - Mike Matkovic
  - Melissa McGhee
- Patrick Engineering
  - Jarrod Cebulski
  - Mike Dumas

2

Welcome & Introductions

Community Advisory Group

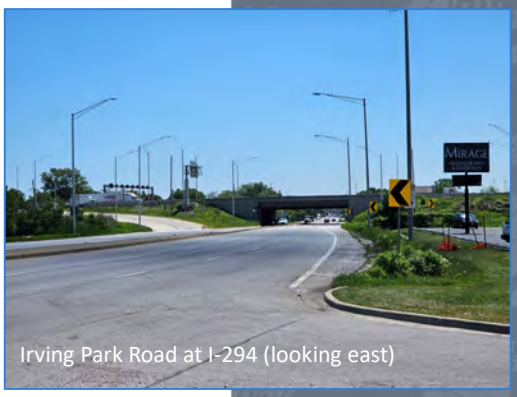
- Nick Caiafa – Village of Schiller Park
- Brett Kryska – Village of Schiller Park
- Russell Klug – Village of Schiller Park
- Dafne Henriquez – Village of Franklin Park
- Nick Weber – Village of Franklin Park
- Nathan Roseberry – Cook County Department of Transportation and Highways
- John Carlisle – Pace Suburban Bus
- Charlotte Obodzinski – Pace Suburban Bus
- Hillary Gerber – Prologis, Inc
- Rocco Biscaglio – Leyden Township
- Bart Smith - Grand Chamber by O'Hare
- Ben Weinstein - CRG

I-294 at IL Route 19 Interchange Improvement

3

Meeting Agenda

- Project Overview
- Project Development Process
- Stakeholder Involvement Plan Overview
- Overview of Preliminary Project Purpose and Need Data
- Break (10-minute)
- Interactive Workshop #1 (Large Group)
- Interactive Workshop #2 (Breakout Groups)
- Summary & Next Steps



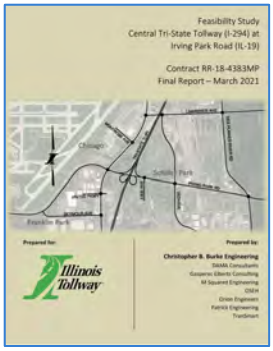
Irving Park Road at I-294 (looking east)

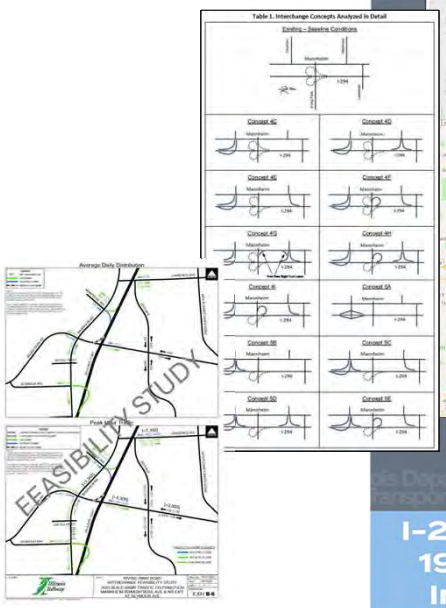
I-294 at IL Route 19 Interchange Improvement

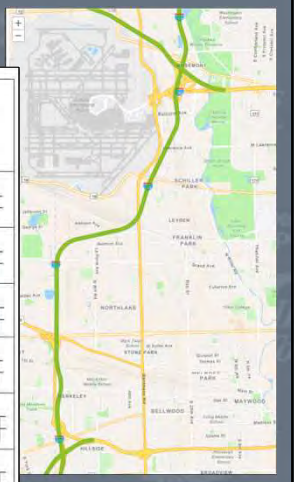
4

Project Overview

- Project Location
- Project History
- Previous Feasibility Study







I-294 at IL Route 19 Interchange Improvement

5

Project Development Process

We are Here

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

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

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

I-294 at IL Route 19 Interchange Improvement

6

Phase I Engineering Core Elements

- Data Collection
- Purpose & Need
- Alternatives Evaluation
- Public Involvement & Agency Coordination
- Environmental Analysis & Reports (NEPA compliance)
- Drainage Analysis
- Preferred Alternative
- Final Phase I Reports

I-294 at IL Route 19 Interchange Improvement

7

Stakeholder Involvement Plan Overview

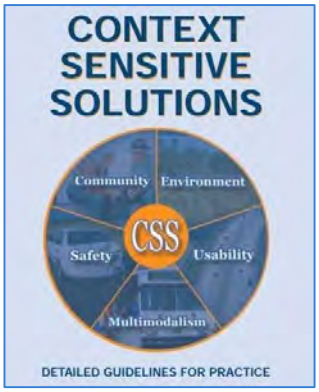
- Context Sensitive Solutions
- Roles and Responsibilities
- Ground Rules
- Decision Making Process

I-294 at IL Route 19 Interchange Improvement

8

What is the Context Sensitive Solutions (CSS) Process?

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



I-294 at IL Route 19 Interchange Improvement

9

CSS Goals

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

I-294 at IL Route 19 Interchange Improvement

10

Roles and Responsibilities

Project Study Group (PSG)

- Illinois Tollway
- Illinois Department of Transportation (IDOT)
- Federal Highway Administration (FHWA)

Project Role

- Collects & analyzes data
- Promotes partnership
- Ensures all requirements are met
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- Village of Franklin Park
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- Pace Suburban Bus
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- Grand Chamber by O'Hare
- Prologis, Inc

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- Provides insight to issues and concerns
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Ground Rules

- Input from all participants is valued and considered.
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- Phase I Engineering must progress forward at a reasonable pace.
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Final project decisions will be made by the Illinois Tollway and IDOT

Because the project is going through the Federal process IDOT and the FHWA must approve the project.

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Overview of Preliminary Purpose and Need Data

Environmental Setting and Context

Existing Conditions and 2050 No-build traffic analysis

Crash Data Summary

Known issues / concerns / deficiencies

Stakeholder Input

16

Environmental Setting

- Wetlands
- Streams/Waters of the US
- Floodplain
- Floodway
- Field Surveys on-going

I-294 at IL Route 19 Interchange Improvement

17

Existing Conditions and 2050 No-Build Traffic Analysis

- Existing partial interchange at Irving Park Road with access to/from the north only
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  - Bi-directional Vehicles Per Day
  - Existing Conditions/Counts
  - 2050 No-Build Projections
- Intersection Peak Hour Volumes and Level of Service
  - Existing Conditions
  - 2050 No-Build

I-294 at IL Route 19 Interchange Improvement

18

Crash Data Summary

2018 to 2022 (Study area 13 intersections & 11 midblock segments)

- 1127 Total Crashes
- 234 Injury Crashes
- 5 Fatal Crashes
- Front to Rear are most prevalent
- Highest number of crashes:
  - Irving Park Rd/Mannheim Rd
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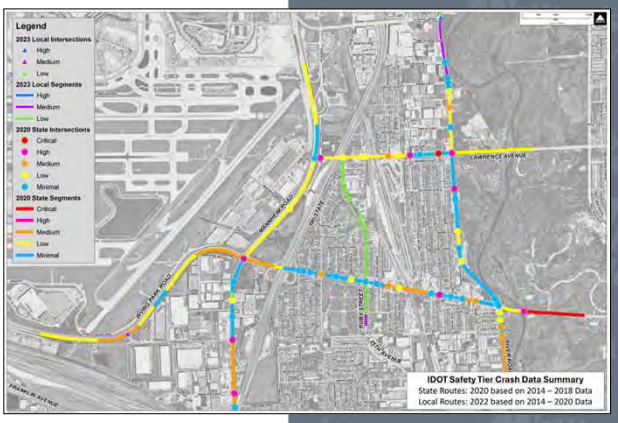


I-294 at IL Route 19 Interchange Improvement

19

Known Issues / Concerns / Deficiencies

I-294 access at IL Route 19 to/from north only

WB weaving movement at Mannheim Rd / Irving Park Rd

Access to nearby industrial, commercial and residential areas

Pedestrian safety at intersections and bus stops

I-294 at IL Route 19 Interchange Improvement

20

Break

10 Minute Break

Refreshments

I-294 at IL Route 19 Interchange Improvement

21

Workshop #1
(Large Group – 20 minutes)

Project Goals & Objectives

Project Problem Statement

I-294 at IL Route 19 Interchange Improvement

22

Workshop #1

Part A – Project Goals & Objectives:

Intertwined but nuanced. **GOALS** are desired outcomes. **OBJECTIVES** are specific actions to achieve the Goal.

Example Goals/Objectives:

- Congestion Mitigation
- Improve Safety (vehicles & ped/bike)
- Improve Mobility & Accessibility
- Ped/Bike Accommodations
- Address roadway operational deficiencies
- Other

Relative Importance?

23

Workshop #1

Part B – Project Problem Statement:

- Based on project history, a preliminary Project Problem Statement has been crafted.
- Refine this statement as a group on-screen based on Goals & Objectives discussion.
- Will be incorporated input into the project Purpose and Need Statement.

24

Workshop #1

Preliminary Project Problem Statement:

The purpose of this project is: *To solve motorized and non-motorized transportation problems for existing and future conditions within the vicinity of the I-294 at IL Route 19 interchange…*

Transportation Problems to be solved include: *Vehicular congestion and mobility during peak travel periods, operational deficiencies, motorized and non-motorized safety, non-motorized connections, improved access to side streets/businesses/homes…*

Additional key considerations for this project include: *maintaining the existing community character/context, minimizing adjacent property impacts, and preserving the natural environment…*

25

Workshop #2

(30 minutes Collaboration – 10 minutes Report Out)

Issues and Concerns

↓

Alternatives Input

↓

Report Out

26

Workshop #2

Part A – Issues and Concerns:

- Individual table discussions on specific project issues and concerns, with Project Team facilitators.
- List Issues and Concerns, and relative importance, on Flip Charts.
- Mark up Roll Plot Aerials.

27

Workshop #2

Part A – Issues and Concerns:

What Project Related Issues and Concerns Do You Have?

Example Issues and Concerns:

- Areas of Congestion & Timeframe
- Accessibility to adjacent streets & properties
- Non-motorized Accommodations & Locations
- Travel Safety & Locations
- Drainage concerns
- Vehicular & Ped/Bike Safety & Locations
- Concern for property and environmental impacts
- Maintain community character

Relative Importance?

28

Workshop #2

Part B – Alternatives Input:

- Group discussion on Alternatives to be considered and/or improvement features, with Project Team facilitators.
- List on Flip Charts at each table.
- Mark up Roll Plot Aerials.

29

Workshop #2

<u>Group Report Out</u>

Brief Group Report out on Key Issues and Concerns, and Alternatives/Features to be considered

30

Summary and Next Steps

- CAG #1 Summary
- Project Purpose and Need
- Public Meeting #1
- CAG Meeting #2

Coming Soon: Illinois Tollway Project Webpage

I-294 at IL Route 19 Interchange Improvement

31

Thank you!
Questions?

I-294 at IL Route 19 Interchange Improvement

32

Welcome!

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

Phase I Engineering Study

Community Advisory Group Meeting #1

July 25, 2024

CLIENT:

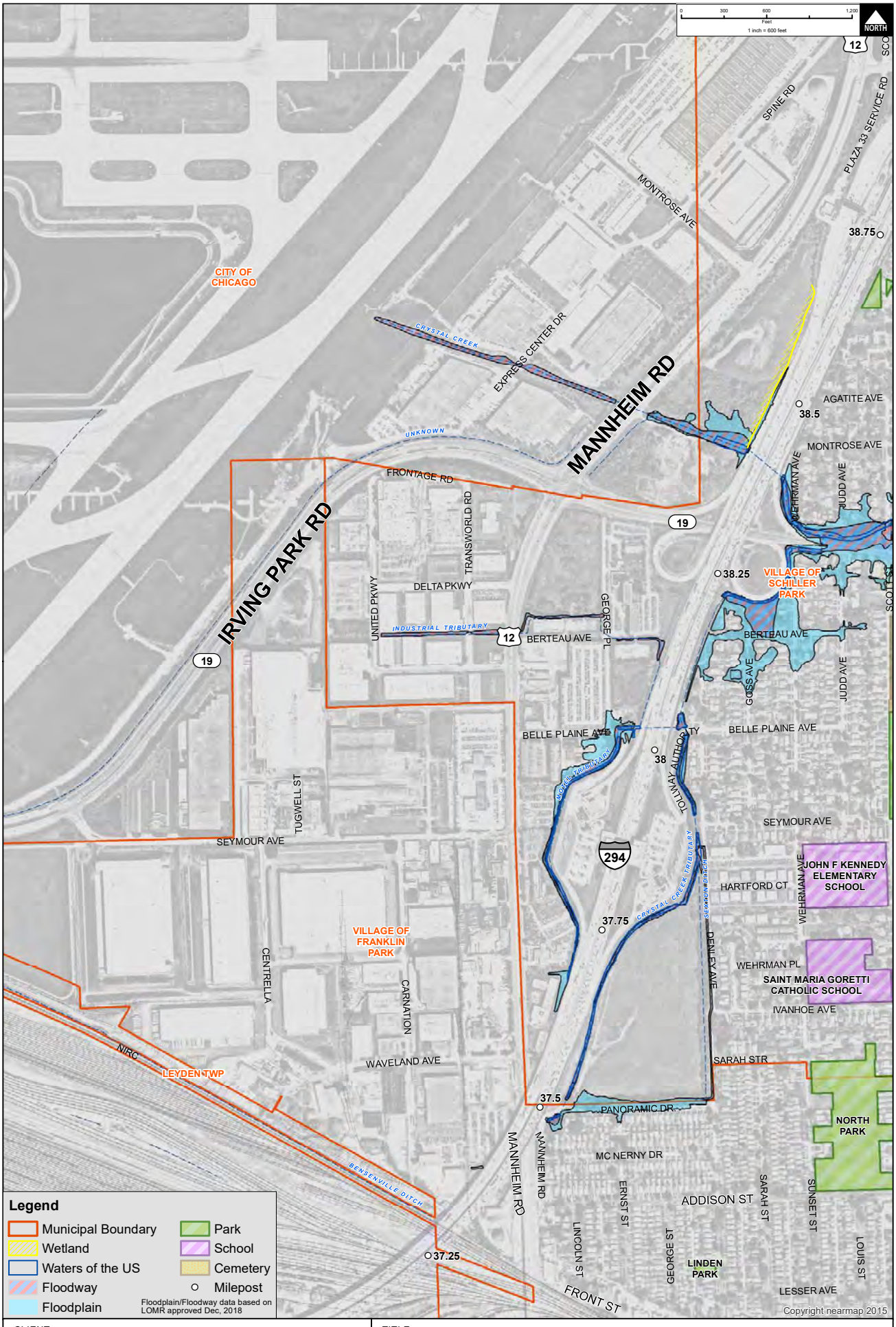
Illinois Tollway

Illinois Department of Transportation

TITLE:

I-294 at IL Route 19 Interchange Improvement

Phase I Engineering Study Area



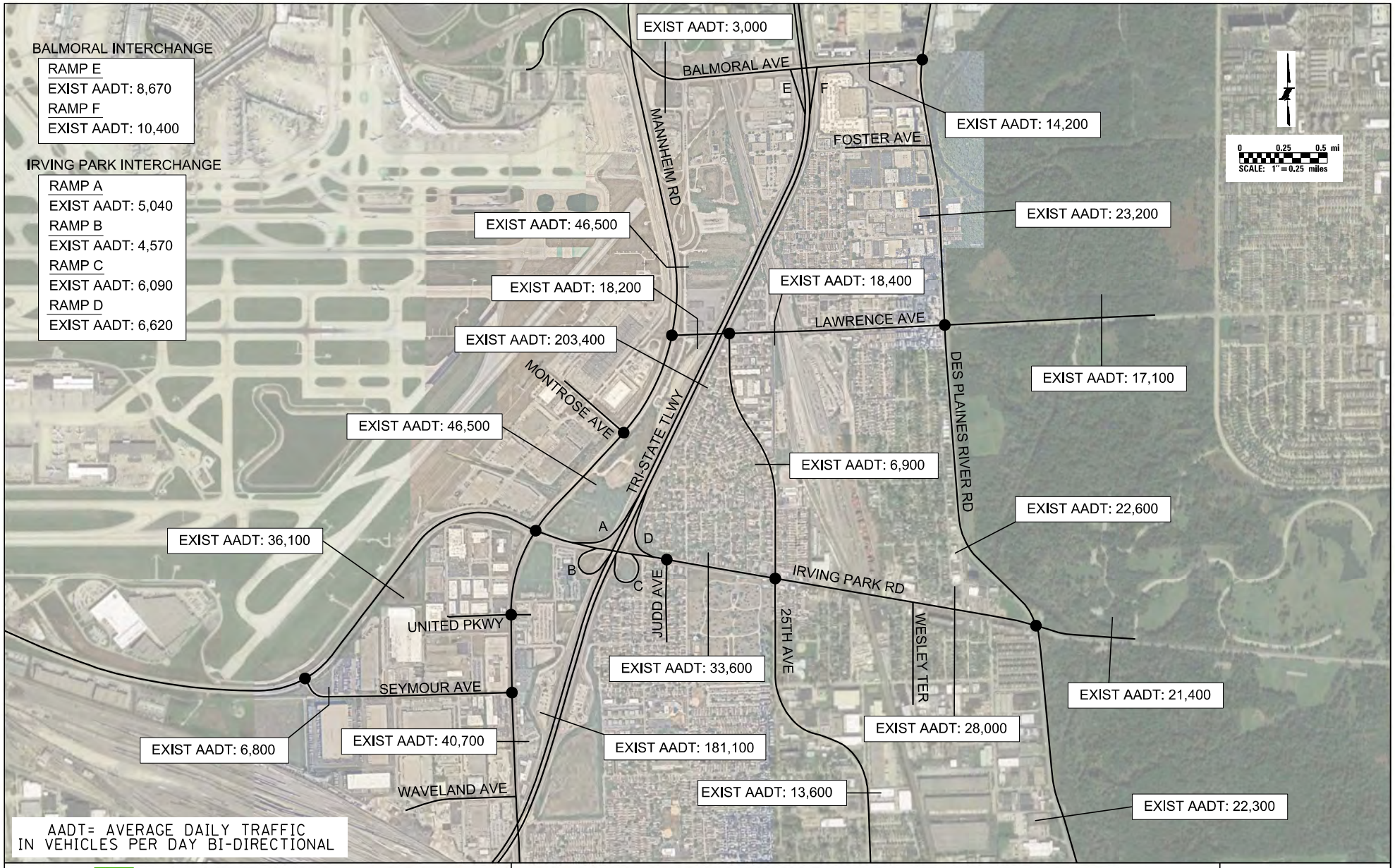
CLIENT:

Illinois Tollway

Illinois Department of Transportation

TITLE:

I-294 at IL Route 19
Interchange Improvement
Core Study Area - Environmental Resources



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$DATE$

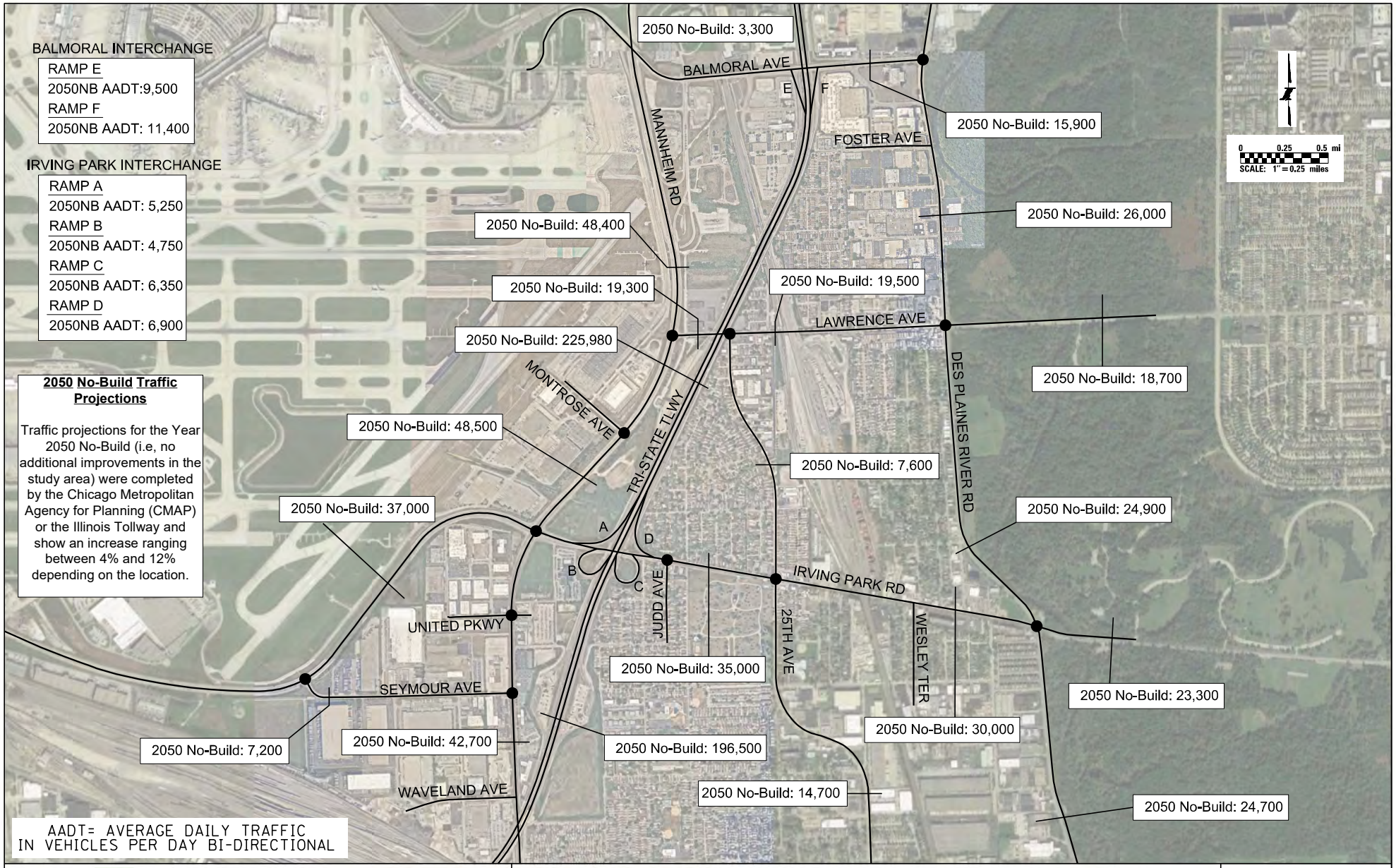
CLIENT:

Illinois Tollway

Illinois Department of Transportation

I-294 AT IL ROUTE 19 INTERCHANGE
PHASE I ENGINEERING STUDY
EXISTING DAILY TRAFFIC VOLUMES

CONTRACT NO. RR-18-4383


BALMORAL INTERCHANGE
RAMP E
2050NB AADT:9,500
RAMP F
2050NB AADT: 11,400
IRVING PARK INTERCHANGE
RAMP A
2050NB AADT: 5,250
RAMP B
2050NB AADT: 4,750
RAMP C
2050NB AADT: 6,350
RAMP D
2050NB AADT: 6,900
2050 No-Build Traffic Projections
Traffic projections for the Year 2050 No-Build (i.e, no additional improvements in the study area) were completed by the Chicago Metropolitan Agency for Planning (CMAP) or the Illinois Tollway and show an increase ranging between 4% and 12% depending on the location.
AADT= AVERAGE DAILY TRAFFIC IN VEHICLES PER DAY BI-DIRECTIONAL
2050 No-Build: 3,300
BALMORAL AVE
E
F
2050 No-Build: 15,900
FOSTER AVE
MANNHEIM RD
2050 No-Build: 26,000
2050 No-Build: 48,400
2050 No-Build: 19,300
2050 No-Build: 19,500
LAWRENCE AVE
2050 No-Build: 225,980
MONTROSE AVE
TRI-STATE TLWY
DES PLAINES RIVER RD
2050 No-Build: 18,700
2050 No-Build: 48,500
2050 No-Build: 7,600
2050 No-Build: 37,000
A
B
C
D
2050 No-Build: 24,900
IRVING PARK RD
JUDD AVE
25TH AVE
WESLEY TER
UNITED PKWY
2050 No-Build: 35,000
2050 No-Build: 23,300
SEYMOUR AVE
2050 No-Build: 30,000
2050 No-Build: 7,200
2050 No-Build: 42,700
2050 No-Build: 196,500
WAVELAND AVE
2050 No-Build: 14,700
2050 No-Build: 24,700
0 0.25 0.5 mi
SCALE: 1" = 0.25 miles
CLIENT:
Illinois Tollway
Illinois Department of Transportation
I-294 AT IL ROUTE 19 INTERCHANGE
PHASE I ENGINEERING STUDY
2050 NO-BUILD PROJECTED TRAFFIC VOLUMES
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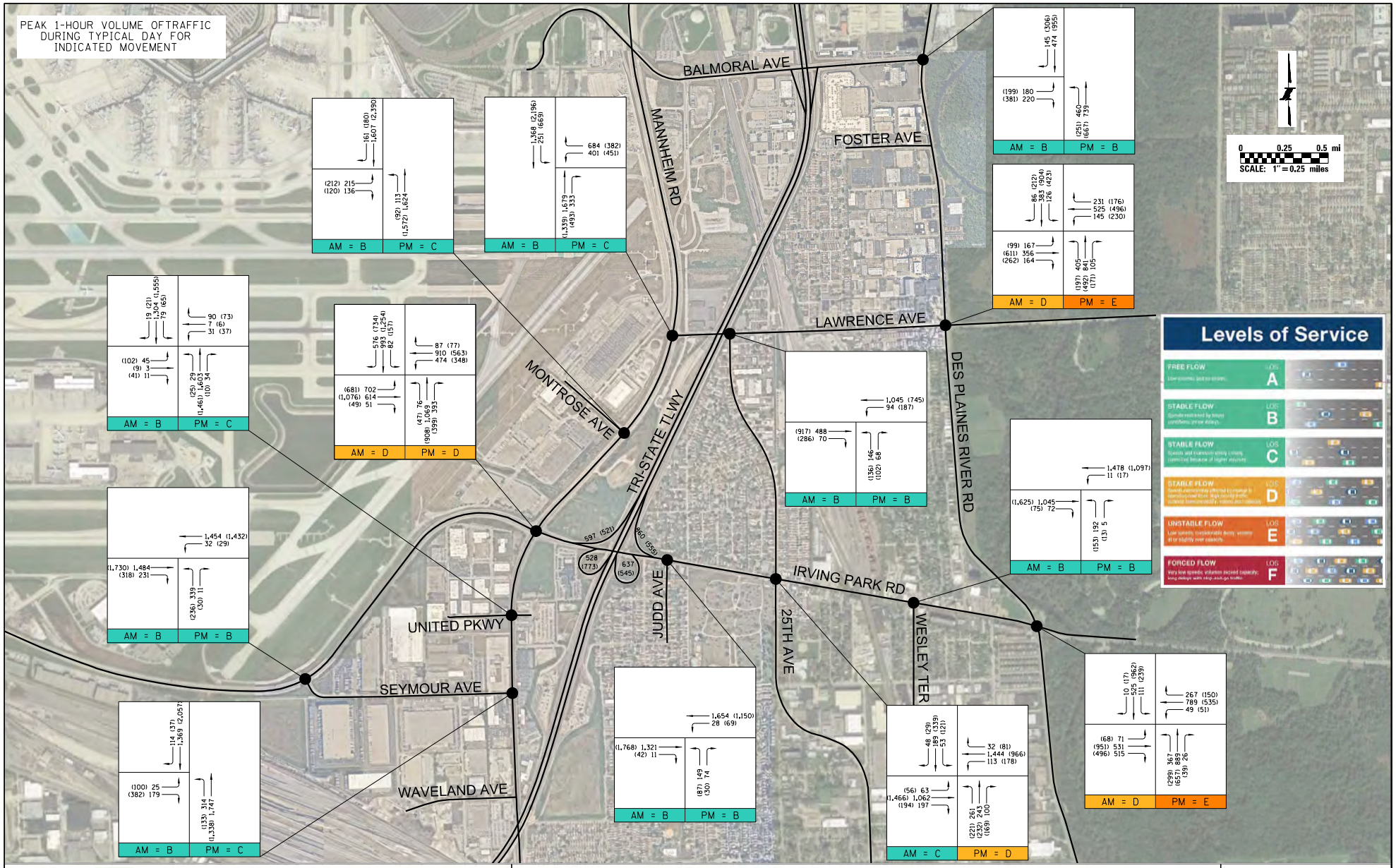

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$DATE$

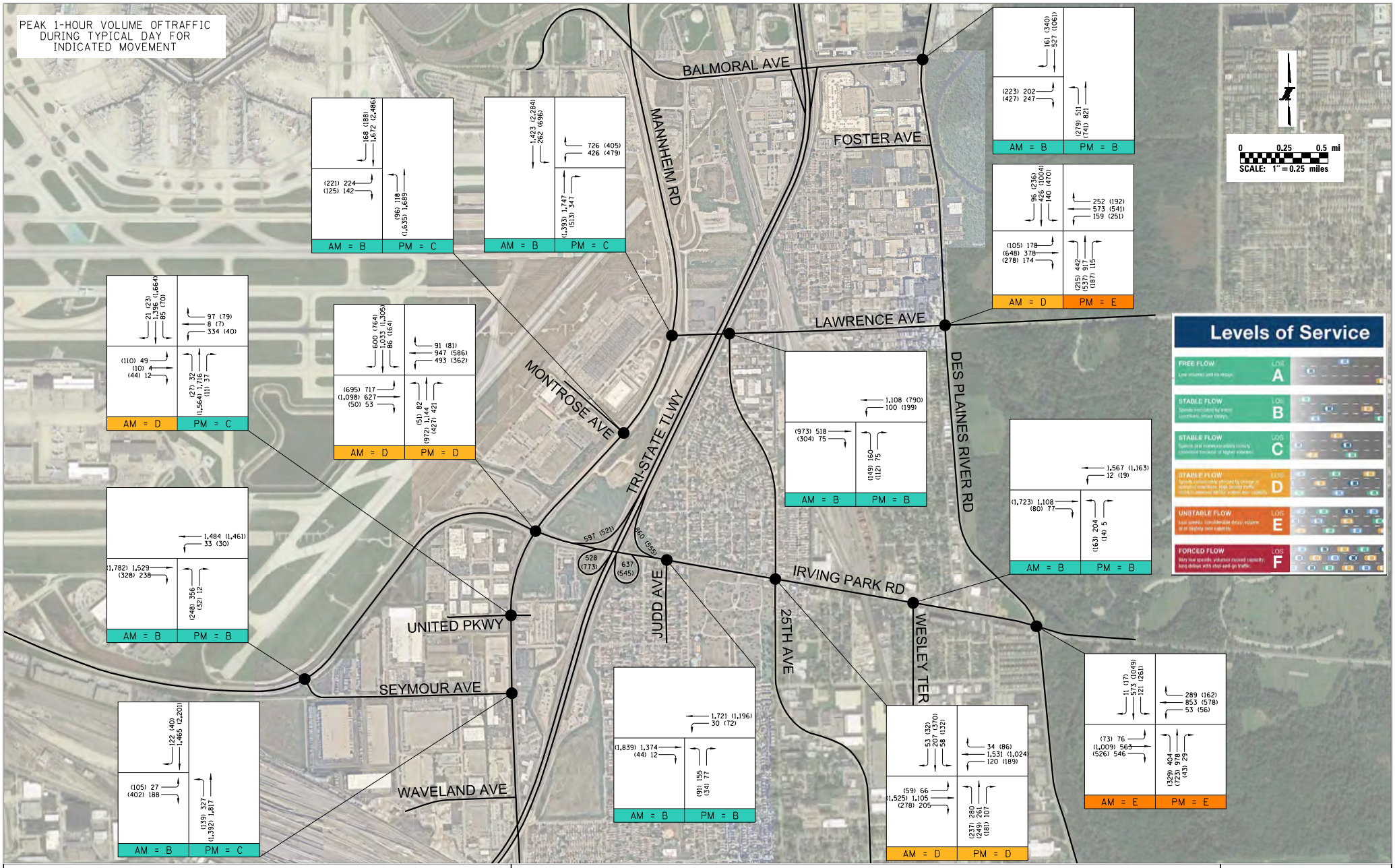
CLIENT:

Illinois Tollway

Illinois Department of Transportation

I-294 AT IL ROUTE 19 INTERCHANGE
PHASE I ENGINEERING STUDY
EXISTING INTERSECTION VOLUMES & LEVEL OF SERVICE

CONTRACT NO. RR-18-4383



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2050 NO-BUILD PROJECTED INTERSECTION VOLUMES & LEVEL OF SERVICE

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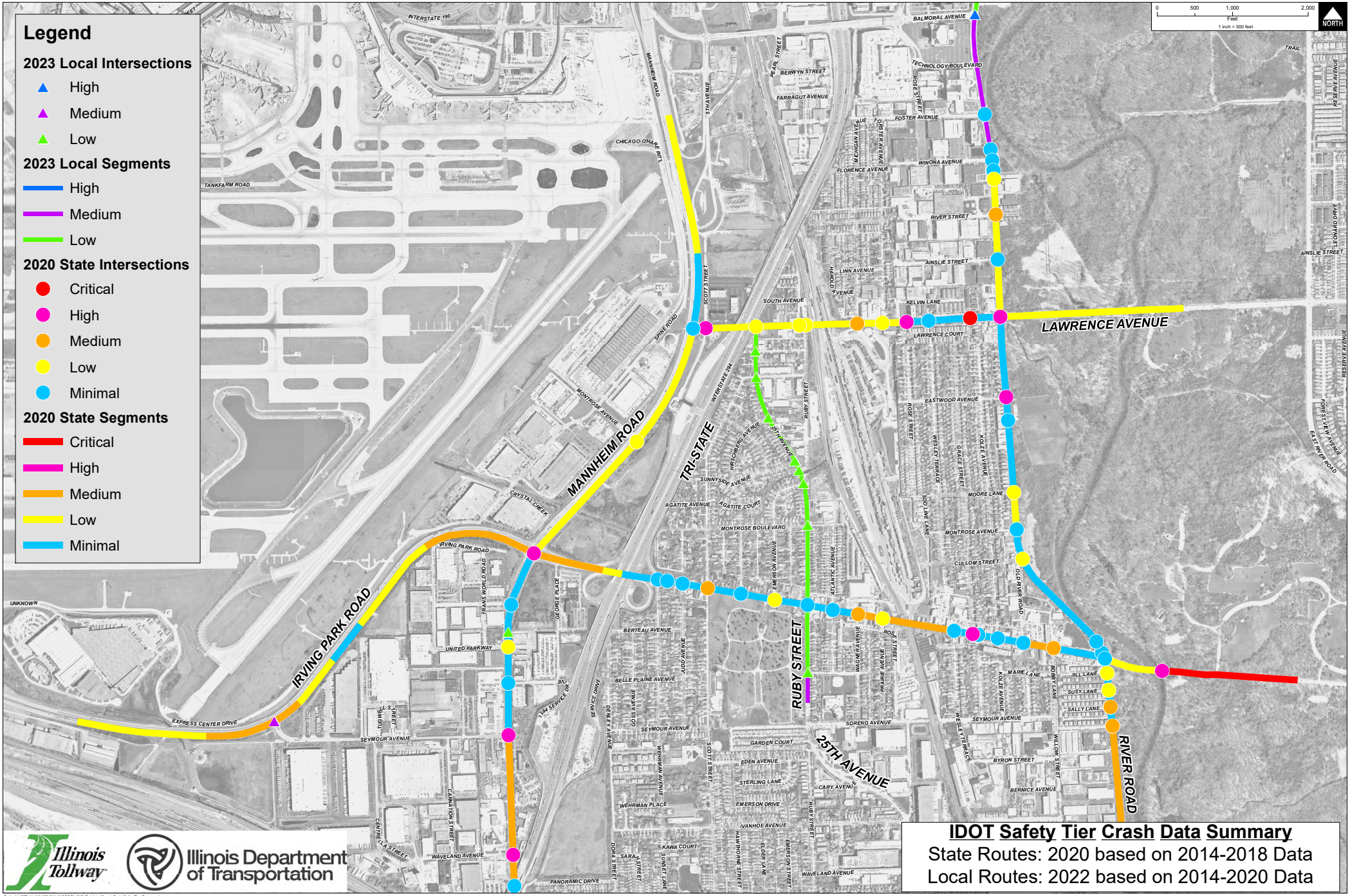
Legend
2023 Local Intersections
High
Medium
Low
2023 Local Segments
High
Medium
Low
2020 State Intersections
Critical
High
Medium
Low
Minimal
2020 State Segments
Critical
High
Medium
Low
Minimal
0 500 1,000 2,000
Feet
1 inch = 500 feet
NORTH
LAWRENCE AVENUE
MANNHEIM ROAD
TRI-STATE
IRVING PARK ROAD
RUBY STREET
25TH AVENUE
RIVER ROAD
INTERSTATE 190
CHICAGO-O'HARE INT'L
TANKFARM ROAD
BALMORAL AVENUE
TECHNOLOGY BOULEVARD
FOSTER AVENUE
WINONA AVENUE
RIVER STREET
AINSLIE STREET
KELVIN LANE
LAWRENCE COURT
SOUTH AVENUE
SPIRE ROAD
EASTWOOD AVENUE
MOORE LANE
MONTROSE AVENUE
CULLOM STREET
MONTROSE BOULEVARD
SUNNYSIDE AVENUE
AGATITE AVENUE
AGATITE COURT
CRYSTAL CREEK
IRVING PARK ROAD
UNITED PARKWAY
EXPRESS CENTER DRIVE
SEYMOUR AVENUE
BERTEAU AVENUE
BELLE PLAINE AVENUE
SORENG AVENUE
GARDEN COURT
EDEN AVENUE
STERLING LANE
EMERSON DRIVE
IVANHOE AVENUE
KAWA COURT
WEHRMAN PLACE
CARY AVENUE
BYRON STREET
BERNICE AVENUE
WILLOW STREET
WAVELAND AVENUE
PANORAMIC DRIVE
CENTRELLA STREET
CARNATION STREET
MARIE LANE
JILL LANE
SUSY LANE
SALLY LANE
BOBBY LANE
OLD RIVER ROAD
UNKNOWN
IDOT Safety Tier Crash Data Summary
State Routes: 2020 based on 2014-2018 Data
Local Routes: 2022 based on 2014-2020 Data
Illinois Tollway
Illinois Department of Transportation
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I-294 at IL Route 19 Interchange Improvement
Phase I Engineering
Community Advisory Group Meeting #1
Meeting Agenda

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

Time	Topic
5 minutes	▪ Welcome, Thank You for volunteering, and CAG Member Introductions
20 minutes	▪ Review CAG #1 Agenda ▪ Project Overview (History and Previous Feasibility Study) ▪ Project Development Process (Overall Phase I, II, III and Phase I Specifics (data collection, purpose & need, alternatives evaluation, environmental review/NEPA)) ▪ Stakeholder Involvement Plan Overview o Context Sensitive Solutions o Roles & Responsibilities o Ground Rules o Decision Making Process
15 minutes	▪ Overview of Preliminary Project Purpose and Need Data o Environmental Setting o Existing Conditions and 2050 No-build traffic analysis o Crash Data Summary o Known issues/concerns/deficiencies
	10-minute break (with refreshments)
20 minutes	▪ Interactive Workshop #1 o Project Goals & Objectives o Project Problem Statement
30 minutes	▪ Interactive Workshop #2 o Issues and Concerns o Alternatives Input
10 minutes	▪ Workshop #2 Report Out
5 minutes	▪ Summary & Next Steps

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

Phase I Engineering Study

Community Advisory Group Meeting #1

July 25, 2024

1

Welcome & Introductions

Lead Agencies

- Illinois Tollway
  - Jill Ziegler
  - Reed Panther
  - Adam Lintner
- Illinois Department of Transportation
  - Kimberly Murphy
  - Lori Brown
  - Sagar Sonar

Project Consultant Team

- Christopher B. Burke Engineering
  - Mike Matkovic
  - Melissa McGhee
- Patrick Engineering
  - Jarrod Cebulski
  - Mike Dumas

I-294 at IL Route 19 Interchange Improvement

2

Welcome & Introductions

Community Advisory Group

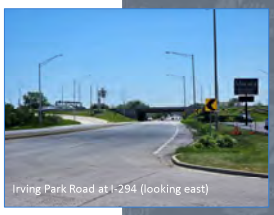
- Nick Caiafa – Village of Schiller Park
- Brett Kryska – Village of Schiller Park
- Russell Klug – Village of Schiller Park
- Dafne Henriquez – Village of Franklin Park
- Nick Weber – Village of Franklin Park
- Nathan Roseberry – Cook County Department of Transportation and Highways
- John Carlisle – Pace Suburban Bus
- Charlotte Obodzinski – Pace Suburban Bus
- Hillary Gerber – Prologis, Inc
- Rocco Biscaglio – Leyden Township
- Bart Smith - Grand Chamber by O'Hare
- Ben Weinstein - CRG

I-294 at IL Route 19 Interchange Improvement

3

Meeting Agenda

- Project Overview
- Project Development Process
- Stakeholder Involvement Plan Overview
- Overview of Preliminary Project Purpose and Need Data
- Break (10-minute)
- Interactive Workshop #1 (Large Group)
- Interactive Workshop #2 (Breakout Groups)
- Summary & Next Steps


Irving Park Road at I-294 (looking east)

I-294 at IL Route 19 Interchange Improvement

4

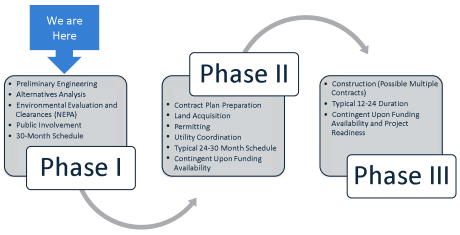
Project Overview

- Project Location
- Project History
- Previous Feasibility Study

I-294 at IL Route 19 Interchange Improvement

5

Project Development Process



I-294 at IL Route 19 Interchange Improvement

6

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I-294 at IL Route 19 Interchange Improvement

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Stakeholder Involvement Plan Overview

- Context Sensitive Solutions
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I-294 at IL Route 19 Interchange Improvement

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I-294 at IL Route 19 Interchange Improvement

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I-294 at IL Route 19 Interchange Improvement

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I-294 at IL Route 19 Interchange Improvement

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I-294 at IL Route 19 Interchange Improvement

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I-294 at IL Route 19 Interchange Improvement

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I-294 at IL Route 19 Interchange Improvement

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I-294 at IL Route 19 Interchange Improvement

15

Overview of Preliminary Purpose and Need Data

- Environmental Setting and Context
- Existing Conditions and 2050 No-build traffic analysis
- Crash Data Summary
- Known issues / concerns / deficiencies
- Stakeholder Input

I-294 at IL Route 19 Interchange Improvement

16

Environmental Setting

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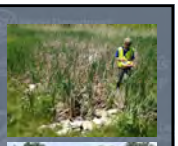

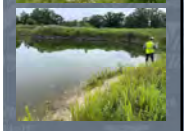

I-294 at IL Route 19 Interchange Improvement

17

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  - Bi-directional Vehicles Per Day
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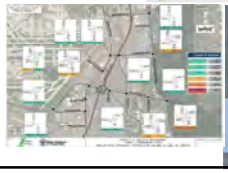
  - 2050 No-Build



I-294 at IL Route 19 Interchange Improvement

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I-294 at IL Route 19 Interchange Improvement

19

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- WB weaving movement at Mannheim Rd / Irving Park Rd
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I-294 at IL Route 19 Interchange Improvement

20

Break

10 Minute Break

Refreshments

I-294 at IL Route 19 Interchange Improvement

21

Workshop #1
(Large Group – 20 minutes)

Project Goals & Objectives

Project Problem Statement

I-294 at IL Route 19 Interchange Improvement

22

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Part A – Project Goals & Objectives:

Intertwined but nuanced. **GOALS** are desired outcomes. **OBJECTIVES** are specific actions to achieve the Goal.

Example Goals/Objectives:

- Congestion Mitigation
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- Improve Mobility & Accessibility
- Ped/Bike Accommodations
- Address roadway operational deficiencies
- Other

Relative Importance?

I-294 at IL Route 19 Interchange Improvement

23

Workshop #1

Part B – Project Problem Statement:

- Based on project history, a preliminary Project Problem Statement has been crafted.
- Refine this statement as a group on-screen based on Goals & Objectives discussion.
- Will be incorporated input into the project Purpose and Need Statement.

I-294 at IL Route 19 Interchange Improvement

24

Workshop #1

Preliminary Project Problem Statement:

The purpose of this project is: *To solve motorized and non-motorized transportation problems for existing and future conditions within the vicinity of the I-294 at IL Route 19 interchange…*

Transportation Problems to be solved include: *Vehicular congestion and mobility during peak travel periods, operational deficiencies, motorized and non-motorized safety, non-motorized connections, improved access to side streets/businesses/homes…*

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I-294 at IL Route 19 Interchange Improvement

25

Workshop #2

(30 minutes Collaboration – 10 minutes Report Out)

Issues and Concerns

↓

Alternatives Input

↓

Report Out

I-294 at IL Route 19 Interchange Improvement

26

Workshop #2

Part A – Issues and Concerns:

- Individual table discussions on specific project issues and concerns, with Project Team facilitators.
- List Issues and Concerns, and relative importance, on Flip Charts.
- Mark up Roll Plot Aerials.

I-294 at IL Route 19 Interchange Improvement

27

Workshop #2

Part A – Issues and Concerns:

What Project Related Issues and Concerns Do You Have?

Example Issues and Concerns:

- Areas of Congestion & Timeframe
- Accessibility to adjacent streets & properties
- Non-motorized Accommodations & Locations
- Travel Safety & Locations
- Drainage concerns
- Vehicular & Ped/Bike Safety & Locations
- Concern for property and environmental impacts
- Maintain community character

Relative Importance?

28

Workshop #2

Part B – Alternatives Input:

- Group discussion on Alternatives to be considered and/or improvement features, with Project Team facilitators.
- List on Flip Charts at each table.
- Mark up Roll Plot Aerials.

29

Workshop #2

Group Report Out

Brief Group Report out on Key Issues and Concerns, and Alternatives/Features to be considered

30

Summary and Next Steps

- CAG #1 Summary
- Project Purpose and Need
- Public Meeting #1
- CAG Meeting #2

Coming Soon: Illinois Tollway Project Webpage

I-294 at IL Route 19 Interchange Improvement

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Thank you!
Questions?

I-294 at IL Route 19 Interchange Improvement

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Stakeholder Involvement Plan

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

Prepared by:

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Version 1 – July 2024

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1 INTRODUCTION

1.1 Project Background

The Illinois Tollway (Tollway), in conjunction with the Illinois Department of Transportation (IDOT), plans to improve access to the Tri-State Tollway (I-294) in the vicinity of Illinois Route 19 (Irving Park Road; IL Route 19) in the Villages of Schiller Park and Franklin Park in Cook County as shown in Figure 1. This project includes completion of Phase I Engineering and Environmental Studies (Phase I Engineering) that will evaluate opportunities for additional access to I-294 to/from the south in the vicinity of IL Route 19, since the existing I-294 at IL Route 19 interchange currently provides I-294 access to/from the north only.

Additional I-294 access at this location has been contemplated in the past, and removal of the O'Hare Oasis Pavilion as part of the recent I-294 improvements prompted discussions between the Tollway and the Village of Schiller Park about the additional I-294 access for nearby industrial, commercial and residential areas.

Phase I Engineering will be completed in accordance with the requirements within IDOT's Bureau of Design and Environment (BDE) Manual and applicable Tollway Design Guidelines. The project team will coordinate with and receive input from local and organizational stakeholders throughout the Phase I Engineering process.

As part of Phase I Engineering, an initial range of alternatives will be evaluated to identify those alternatives that best support the project goals; account for project costs and constructability; and avoid, minimize or mitigate environmental impacts. Alternatives will be evaluated and presented to project stakeholders and the public to gain input as part of an ultimate determination of the preferred alternative.

Phase I Engineering is anticipated to be completed in the fall of 2026.

Figure 1. Phase I Engineering Study Area

1.2 National Environmental Policy Act (NEPA)

Phase I Engineering will be completed in coordination with the Federal Highway Administration (FHWA) to ensure compliance with the National Environmental Policy Act (NEPA), since this project is considered a federal action based on the potential use of federal funding with future phases of project development, and the potential requirement for federal regulatory permits. Based on initial project coordination with FHWA, Phase I Engineering is proceeding as a Federal Categorical Exclusion (Federal CE) class of action under NEPA, based on the current expectation that the project would not result in significant environmental impacts. The NEPA process requires federal agencies to integrate environmental values into their decision-making process by considering the environmental impacts of their proposed actions and reasonable alternatives to these actions.

Phase I Engineering will include a comprehensive evaluation of the natural, built, and human environment to determine the extent of impacts that may arise from construction of the project alternatives considered. Environmental factors such as air quality, wildlife, vegetation, water quality, wetlands, geology, neighborhoods, park/recreation areas, utilities, visual quality, and cultural resources will be assessed. NEPA encourages early and frequent coordination with the public and resource agencies throughout the project development process.

A additional key part of NEPA compliance is to provide opportunities for the public to provide input on the Purpose and Need, the alternatives, and project-related environmental impacts. Public comments that are received during the alternative analysis phase are considered in the draft environmental document.

Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on eligible and/or potentially eligible historic properties and afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The Section 106 process seeks to accommodate historic preservation concerns with the needs of Federal undertakings through consultation among the agency official and other parties with an interest in the effects of the undertaking on historical properties, which will occur as part of Phase I Engineering. The goal of consultation is to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties.

2 GOALS AND OBJECTIVES

The purpose of this SIP is to provide a guide for implementing stakeholder and public involvement for the I-294 at IL Route 19 as part of Phase I Engineering. The SIP will be used as a blueprint for defining methods and tools to educate and engage the public in

the decision-making process for this project. The SIP has been designed to ensure that corridor stakeholders and the general public are provided a number of opportunities to be informed and engaged as the project progresses.

2.1 Context Sensitive Solutions (CSS)

Given the scale of this project, it has been designated as a Context Sensitive Solutions (CSS) project, requiring it to use the principles of CSS per the Illinois Department of Transportation CSS Policy and Procedural Memorandum 48-06. CSS is a collaborative approach that involves all stakeholders to develop a facility that fits into its surroundings and preserve scenic, aesthetic, historic, and environmental resources while maintaining safety and mobility. A Stakeholder Involvement Plan (SIP) is critical to the success of CSS principles on a project. The SIP, by its very nature, is a work in progress and thus subject to revision anytime events warrant.

The CSS approach will provide stakeholders with the tools and information required to effectively participate in the study process including providing an understanding of the NEPA process, transportation planning guidelines, design guidelines, and the relationship between transportation issues (needs), and project alternatives. In other words, using the CSS process should provide all project stakeholders a mechanism to share comments or concerns about transportation objectives and project alternatives, in addition to improving the ability of the project team to understand and address concerns raised. This integrated approach to problem solving and decision-making will help build community consensus and promote involvement through the study process.

As identified in IDOT's CSS policies, stakeholder involvement is critical to project success. The CSS process strives to achieve the following:

- Understand stakeholder's key issues and concerns.
- Involve stakeholders in the decision-making process early and often.
- Establish an understanding of the stakeholder's role in the project.
- Address all modes of transportation.
- Set a project schedule.
- Apply flexibility in design to address stakeholder's concerns whenever possible.

2.2 Stakeholder Involvement Plan Goals and Objectives

The goal of the SIP is to actively seek participation of communities, agencies, individual interest groups, and the general public throughout the project development process. The SIP provides the framework for achieving collaboration and communicating the decision-making process between the general public, stakeholders, agencies, and governmental officials to identify transportation solutions for the project.

The SIP:

- Identifies stakeholders.
- Identifies the Community Advisory Group (Appendix A), and member roles and responsibilities.
- Establishes the timing and type of involvement activities for all public engagement.
- Establishes stakeholder requirements for providing timely input to the project development process.

2.3 Stakeholder Identification Procedures

The public involvement program will be conducted in accordance with IDOT CSS guidance with the goal to achieve project outcomes that are compatible with the community context and avoid or minimize impacts to the environment. Those outcomes are arrived at through the exploration and gathering of input by a full range of stakeholders. A stakeholder is anyone who could be affected by the project and has a stake in its outcome. This includes property owners, business owners, state and local officials, special interest groups, and motorists who travel within the I-294 at IL Route 19 project area. Stakeholders for this project may include, but are not limited to, the following:

- Residents
- Business owners adjacent to the study area
- Advocates for community interests
- Special interest groups
- Elected representatives
- Elected and/or designated community officials
- Government and planning agencies
- Transportation system users and organizations
- Chambers of Commerce
- Neighborhood groups
- Utilities/Telecommunications
- Others outside the study area with an interest in the project

Early coordination and/or meetings will be conducted with communities within the study area as a means of identifying interested parties and stakeholders, including individuals, businesses, community leaders and organizations with the Villages of Schiller Park and Franklin Park, and Cook County.

The identification of stakeholders will be done through input from local community leaders. New stakeholders may be added to the initial stakeholder list throughout the

project. All individuals and organizations expressing interest in the project will be added to the project mailing/email list and will be able to participate in the process through various outreach opportunities. These opportunities include but are not limited to a project webpage (accessible through the Tollway website), public meetings, press releases, and the Community Advisory Group (CAG) as discussed in Section 3.2. The project mailing/email list will be updated and maintained for the duration of the project.

2.4 Stakeholder Involvement Ground Rules

Stakeholder involvement will be conducted based on a set of ground rules that forms the basis for the respectful interaction of all parties involved in this process, including meetings of the CAG and individual stakeholder meetings that occur. These ground rules must be agreed upon by the stakeholders and are subject to modification based on stakeholder input, with Tollway and IDOT concurrence. The proposed stakeholder involvement ground rules include the following:

- Input on the project from all participants is valued and duly considered in order to yield the best solution to problems identified in the process. The list of stakeholders is subject to revisions/additions at any time as events warrant.
- All participants must keep an open mind and participate openly, honestly, and respectfully.
- All participants should work collaboratively and cooperatively to seek a solution.
- All participants in the process shall treat each other with respect and dignity.
- The project must progress at a reasonable pace, based on the established project schedule.
- Final project decisions will be made by the Tollway and IDOT as the involved roadway jurisdictional agencies, in consultation with the FHWA, who collectively comprise the lead Project Study Group as discussed in Section 3.1.

3 STAKEHOLDER OUTREACH

The Tollway and IDOT will lead all communication efforts for the I-294 at IL Route 19 Phase I Engineering Study, including with elected officials, regional agencies, municipalities, key stakeholders, and the public which will be essential to providing insights and guidance throughout the project. Outreach will include a variety of methods, including meetings with the Village of Schiller Park, Village of Franklin Park, Cook County, stakeholders, and the public.

3.1 Project Study Group

The Project Study Group (PSG) is an interdisciplinary technical team comprised of agencies that will guide the overall Phase I Engineering study process, which are listed in Appendix A. For the I-294 at IL Route 19 Phase I Engineering study, the PSG includes the Tollway, IDOT and FHWA, who are the lead agencies for the project and will be responsible for final project decisions. The PSG will meet periodically throughout the Phase I Engineering process to provide technical oversight and expertise in key areas including the Phase I Engineering process and compliance with agency procedures and standards. The PSG has responsibility for ensuring compliance with the SIP, as well as Tollway, IDOT, and FHWA requirements.

Other responsibilities include:

- Expediting the project development process
- Identifying and resolving project development issues
- Promoting partnership with stakeholders to address identified project needs
- Acquire clearance and approval of resource agencies

3.2 Community Advisory Group

The project development process will utilize a Community Advisory Group (CAG) made up of a diverse group of project stakeholders that will serve to facilitate the exchange of information between government entities and the local community. The CAG is intended to include representatives with diverse community interests to assist the PSG in making transportation decisions that benefit the community and the environment. The CAG will provide input at key project milestones throughout the Phase I Engineering process. For the I-294 at IL Route 19 Phase I Engineering study, the CAG may include the following representatives:

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

Overall, a CAG consisting of approximately twelve (12) to fifteen (15) members (not counting the Tollway, IDOT, and the consultant team) is planned with potential CAG members being identified via upfront coordination with the Tollway, IDOT, and the core stakeholders to ensure a broad representation within the project area.

Five separate CAG Meetings are anticipated to be held with the general anticipated content of the CAG meeting as follows:

- CAG Meeting 1 (Summer 2024) – Introduce team, project development process and schedule. Present and review SIP and complete a Content Audit. Present traffic and safety data and analysis. Preview for initial Public Meeting (introduction, purpose & need information, range of alternatives).
- CAG Meeting 2 (Fall 2024) – Present Draft Purpose and Need Statement; present "Issues and Opportunities" exhibits; Discuss Public Meeting #1 results and refine the range of alternatives for development/analysis.
- CAG Meeting 3 (Winter 2024/2025) – Present Preliminary Alternatives and analysis of each. Conduct a workshop to review the screening of the alternatives. Get CAG input on which alternatives best address the Purpose and Need for concept development and evaluation of the finalist alternative.
- CAG Meeting 4 (Spring 2025) – Present the Finalist Alternatives and analysis followed by a discussion about plan elements and details. The outcome of this meeting would be identification of the preferred alternative for development of proposed improvement plans, and preparation for Public Meeting #2.
- CAG Meeting 5 (Summer 2025) – Present the results of Public Meeting #2 and discuss detailed geometric plans for the selected alternative.

3.3 Stakeholder Meetings

Key stakeholders will be identified, including subject matter experts, representatives from the local municipalities, chambers of commerce, local institutions, nearby businesses, and transit agencies, to act as a sounding board and a knowledgeable source of corridor-related information. They will be communicated with throughout the project to advise on project direction, needs, and details. Engaging and soliciting their feedback will help ensure that the analysis and subsequent recommendations correspond to local conditions and solutions.

The project team will connect with stakeholders at key points in the project development process to provide updates and solicit feedback. Stakeholders will be encouraged to promote meetings to their communities and members.

Through initial project coordination meetings with the Village of Schiller Park and the Village of Franklin Park, a list of project stakeholders was sought by the project team, which is included in Appendix A. The list of project stakeholders will be updated throughout the Phase I Study process.

In addition to general stakeholder outreach, two stakeholder meetings will be conducted. One individual meeting will be held with the Village of Schiller Park to gain information and discuss the study with them. Another individual meeting will be held with the Village of Franklin Park to gain information and discuss the study with them.

These meetings will introduce the project, receive input specific to each community, solicit stakeholder recommendations, and request information to comprehensively view existing issues in the study's area. Additional follow-up meetings will occur as needed.

3.4 Stakeholder Meeting Materials

The stakeholder meetings will have materials that describe the study clearly and concisely. These materials will include general information, such as study goals, maps, and timelines. After the meetings, the project team will plan to work with the Tollway and IDOT to ensure all materials are disseminated to the attending stakeholders. These will be the same materials used and displayed at the public meeting, described below in Section 4.

3.5 Dispute Resolution

As the jurisdictional agencies for the involved roadways as part of this project, the Tollway and IDOT are the agencies responsible for the safety and integrity of the proposed improvements being considered. The various project stakeholders, such as the involved municipalities, elected officials, other agencies, special interest groups, property owners and the general public may have differing views and interests. Although conflict resolution is a tool to resolve these differences where practical, the Tollway and IDOT are ultimately responsible and will therefore make the final project decisions.

The Tollway and IDOT are committed to working with all agencies and stakeholders during the Phase I Engineering study process to identify and discuss project related issues early and seek a general understanding on decisions made. However, if an impasse is reached after making good faith efforts to address unresolved concerns, the Tollway and IDOT may proceed to the next stage of the project development without achieving general agreement. In the case of an unresolved dispute with project stakeholders, the Tollway and IDOT will notify stakeholders of their decision and the proposed course of action.

4 ADDITIONAL STAKEHOLDER OUTREACH

As the study area includes multiple communities, an opportunity must be provided for all community members, stakeholders, and impacted property owners to provide input. The project team anticipates engaging with the public through two public meetings as shown in **Figure 2** and a project webpage available through the Tollway website.

The public meetings will be held to provide a project overview, receive input on the initial improvement alternatives, and present the recommended improvements.

4.1 Public Meeting Location

The project team will look to hold the public meeting in the corridor at a public facility such as a community center, school or library. The location chosen will meet the following criteria: location must be available on the date of presentation; can hold at least 100 people; must be ADA accessible; near public transportation and low cost or free of charge.

4.2 Public Meeting Materials

Each public meeting will have materials that describe the study clearly and concisely. Two sets of full-size colored exhibits for public viewing will be created alongside a PowerPoint presentation. These materials will include general information, such as study goals, maps, and timelines. After the public meeting, the project team will work with the Tollway and IDOT to ensure all materials are available on the project webpage.

4.3 Public Meeting Announcements

The project team will coordinate with community groups, Village of Schiller Park, Village of Franklin Park, adjacent organizations, stakeholders, and nearby businesses to promote each public meeting and the study within their organizations, to their broader contacts, and on their social channels. Stakeholders will be notified of the public meeting through email campaigns and announcements. Announcements will be created to highlight meeting topics, invite the general public to attend, and encourage participation at least three weeks before the public meeting. The Tollway and IDOT will approve meeting announcements, potential locations, materials, and format.

Special consideration and outreach will be provided for potentially impacted property owners. For the 2nd public meeting, letters of notifying impacted property owners will be sent to inform them of the potential impact, invite them to the meeting to discuss the project with project team staff, and provide an opportunity to comment on the proposed improvements. Project team staff will be available at each public meeting to speak with interested persons and potentially impacted property owners. Additional coordination will continue with these property owners as the project progresses beyond the Phase I Engineering study.

Other special accommodations required, will be utilized if requested in advance. The meeting announcements will provide information to request those accommodations.

4.4 Public Meeting Presentation

Each public meeting will be conducted in an open house format that allows interested persons to attend within the meeting timeframe as their schedule allows, and to accommodate as many people as possible while still providing the opportunity for one-on-one conversations with project team staff. The meetings are anticipated to include various exhibit boards showing project information and a pre-recorded PowerPoint presentation. Each public meeting is anticipated to be held in the evening, between 4pm-7pm, which allows ample time for attendees to view displays, discuss the project with project team staff, and complete a questionnaire and/or comment form, as applicable. Each public meeting is intended for attendees to provide input in several avenues. As such, there will be several ways that will allow for comment. Written comment cards will be available at the meeting.

Following each public meeting, a three-week comment period will be provided to be part of the official meeting record. The project team aims to draft response letters to each commenter.

The public meeting will follow all applicable Tollway and IDOT guidelines for Public Involvement Programs.

4.5 Project Webpage

The Tollway will host a project webpage for the I-294 at IL Route 19 Phase I Engineering study that will be accessible via the Tollway website. The project webpage will provide a centralized source of project related information and materials, available to anyone with access to the internet, at any time. IDOT, the Village of Schiller Park and the Village of Franklin Park can also provide links on their individual websites to the Tollway project webpage.

4.6 As Needed Opportunities

Potential additional communications materials may include, but not be limited to, a dedicated project webpage, community survey, educational newsletters, handouts, newspaper advertisements, and translated materials. The project team will assess the need and potential timing of these materials as needed.

4.7 E-Communication Platform

E-communications will be vital in communicating with the stakeholders and the public. E-communications will be sent as needed with project updates in coordination with the Tollway and IDOT.

4.8 Contact List

A stakeholder list of individuals and groups will be generated and maintained. In addition, a comprehensive contact list of individuals will be developed to include members of the public who expressed interest in staying updated on the study. This list will be updated throughout the study to reflect meeting attendees and other interested parties. Announcements will be sent to individuals on the contact and stakeholder lists.

4.9 Media Outreach

The project team will work with the Tollway and IDOT staff to ensure that information regarding public meetings is appropriately disseminated to news organizations, community papers, and special interest publications. Media monitoring will occur as needed to capture all published/posted information on this project.

5 PROJECT DEVELOPMENT SCHEDULE

An illustration of the general project development process, project activities, and anticipated stakeholder involvement activities is provided below in **Figure 2**. Since the SIP is subject to revision and updates, the related project milestones as indicated are also subject to revision.

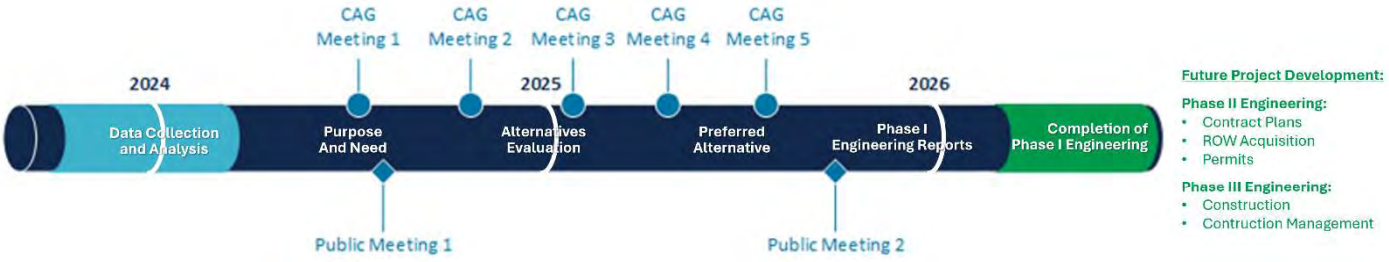


Figure 2. Project Development Timeline

The main elements of the project development framework, which will be the focus of the CAG meetings includes the following:

- Discussion/documentation of study area context and issues/concerns to be evaluated.
- Establish statement of project Purpose and Need.

- Identify reasonable alternatives to be considered and the evaluation criteria.
- Identification of alternatives to be carried forward for detailed evaluation.
- Identification of the preferred alternative.
- Compilation of all required project engineering and environmental documentation for completion of Phase I Engineering.

6 PLAN AVAILABILITY, MONITORING AND UPDATES

The SIP is a dynamic document that will be available to stakeholders and updated as appropriate throughout the duration of the project. This section describes SIP stakeholder review opportunities and plan update procedures.

6.1 Availability of the Stakeholder Involvement Plan

The Tollway and IDOT will make the SIP available to stakeholders for review at the public meetings and on the project webpage. As the project proceeds forward, the Tollway and IDOT will update the SIP on a regular basis to reflect appropriate changes or additions. The Illinois Tolllway and IDOT will advise stakeholders of future SIP updates and post updates on the project webpage.

6.2 Modification of the Stakeholder Involvement Plan

The plan will be reviewed on a regular basis for continued effectiveness and updated as appropriate. Plan administration includes, but is not limited to, the following:

- Maintaining a current list of project stakeholders.
- Maintaining a detailed public involvement record (log) that includes records of all stakeholder contacts, meetings, and comments.
- Ensuring two-way communication and timely responses to stakeholders through formal and informal channels.

Plan updates will be tracked in Appendix A.

Appendix A

Project Study Group and Community Advisory Group Representatives

Table 1. Project Study Group

Agency Name	Title	Representing
Jill Ziegler	Senior Project Manager	Illinois Tollway
Adam Lintner	Geometrics Engineer	Illinois Tollway
Reed Panther	Transportation Planner	Illinois Tollway
Tania Muller	Project Engineer	Illinois Department of Transportation
Sagar Sonar	Project Engineer	Illinois Department of Transportation
Lori Brown	Project Manager	Illinois Department of Transportation
TBD		Federal Highway Administration
TBD		Federal Highway Administration
Mike Matkovic	Project Director	Christopher B. Burke Engineering, Ltd.
Melissa McGhee	Senior Project Manager	Christopher B. Burke Engineering, Ltd.
Jarrod Cebulski	Project Director	Patrick Engineering
Mike Dumas	Senior Project Manager	Patrick Engineering

Table 2. Community Advisory Group

Name	Title	Representing
Nick Caiafa	Mayor	Village of Schiller Park
Brett Kryska	Village Manager	Village of Schiller Park
Russell Klug	Trustee	Village of Schiller Park
Dafne Henriquez	Assistant Village Engineer	Village of Franklin Park
Nick Weber	Deputy Utilities Commissioner	Village of Franklin Park
Katie Bell	Project Studies Manager	Cook County Department of Transportation and Highways
John Carlisle	Rapid Transit Program Supervisor	Pace Suburban Bus (primary)
Charlotte Obodzinski	Priority Project Manager	Pace Suburban Bus (alternate)
Hillary Gerber	Development Director	Prologis, Inc.

Rocco Biscaglio	Supervisor	Leyden Township
Bart Smith	Board of Directors	Grand Chamber by O'Hare
TBD		*Franklin Park Business Park*
TBD		*Franklin Park Business Park*

Table 3. Stakeholder Involvement Plan Revision History

Version	Date	Document Name
1	July, 2024	Stakeholder Involvement Plan

Appendix B - Glossary and Acronyms

Alternative
An alternative includes various improvements designed to address transportation deficiencies in the project area.

Context Sensitive Solutions (CSS)
An interdisciplinary approach that seeks effective, multimodal transportation solutions by working with stakeholders to develop, build and maintain cost-effective transportation facilities which fit into and reflect the project's scenic, economic, historic, and natural surroundings.

Community Advisory Group (CAG)
The CAG provides input on various study elements including the definition of project issues and concerns, and developing evaluation of the potential alternatives. The CAG consists of community leaders from the study area, and stakeholders with expertise or technical interest in environmental, land use, transportation, and economic development that are affected by the study, as well as other representative stakeholders.

Federal Highway Administration (FHWA)
Division of the U.S. Department of Transportation that funds highway planning and programs.

Illinois Department of Transportation (IDOT)
The Illinois Department of Transportation has responsibility for planning, construction, and maintenance of Illlinois' extensive transportation network. This network encompasses highways, bridges, airports, public transit, and rail freight and rail passenger systems.

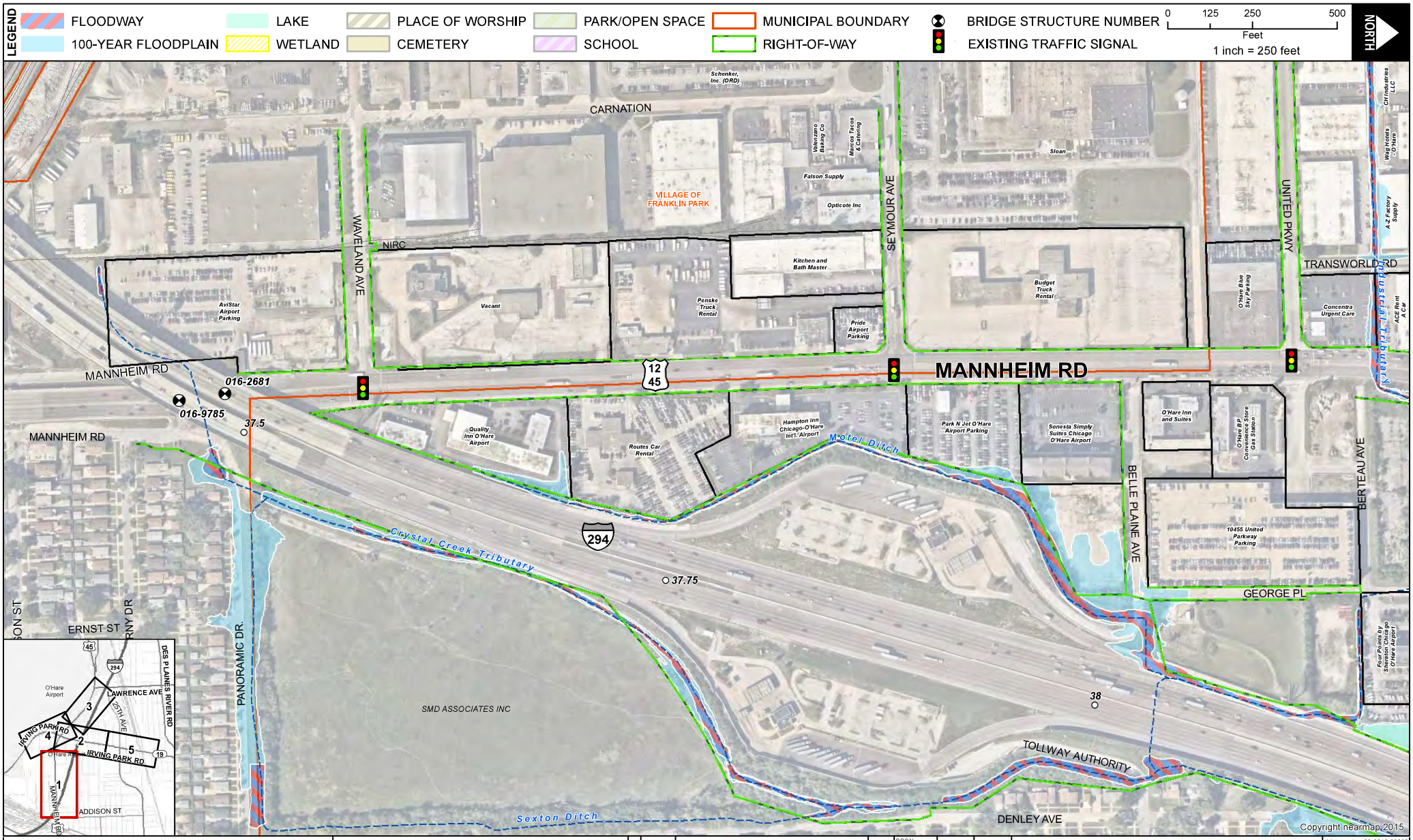
Illinois State Toll Highway Authority
The Illinois Tollway roadway system serves 12 counties in Northern Illinois and includes five toll roads: the Tri-State Tollway (I-294), the Reagan Memorial Tollway (I-88), the Jane Addams Memorial Tollway (I-90), the Veterans Memorial Tollway (I-355) and the Illinois Route 390 Tollway.

National Environmental Policy Act (NEPA)
NEPA guides federally funded projects and projects that require a federal permit to lessen potential damages to the environment. The NEPA process requires federal agencies to integrate environmental values into their decision-making process. Environmental factors such as air quality, wildlife, vegetation, water quality, wetlands, geology, neighborhoods, park/recreation areas, utilities, visual quality, and cultural

resources will be assessed. NEPA encourages early and frequent coordination with the public and resource agencies throughout the project development process. Public comments that are received during the alternative analysis phase are considered in the draft environmental document. Following NEPA guidelines, a document called an Environmental Assessment will be prepared.

Purpose and Need
The Purpose and Need incorporates detailed technical analysis and public involvement findings to date to define the purpose of the project and the need for the improvements.

Stakeholder Involvement Plan (SIP)
The SIP is a blueprint for defining methods and tools to educate and engage all stakeholders in the decision-making process between the general public, public agencies, and governmental officials to identify transportation solutions for the project.



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I-294 AND IL ROUTE 19 INTERCHANGE IMPROVEMENT PHASE I ENGINEERING STUDY

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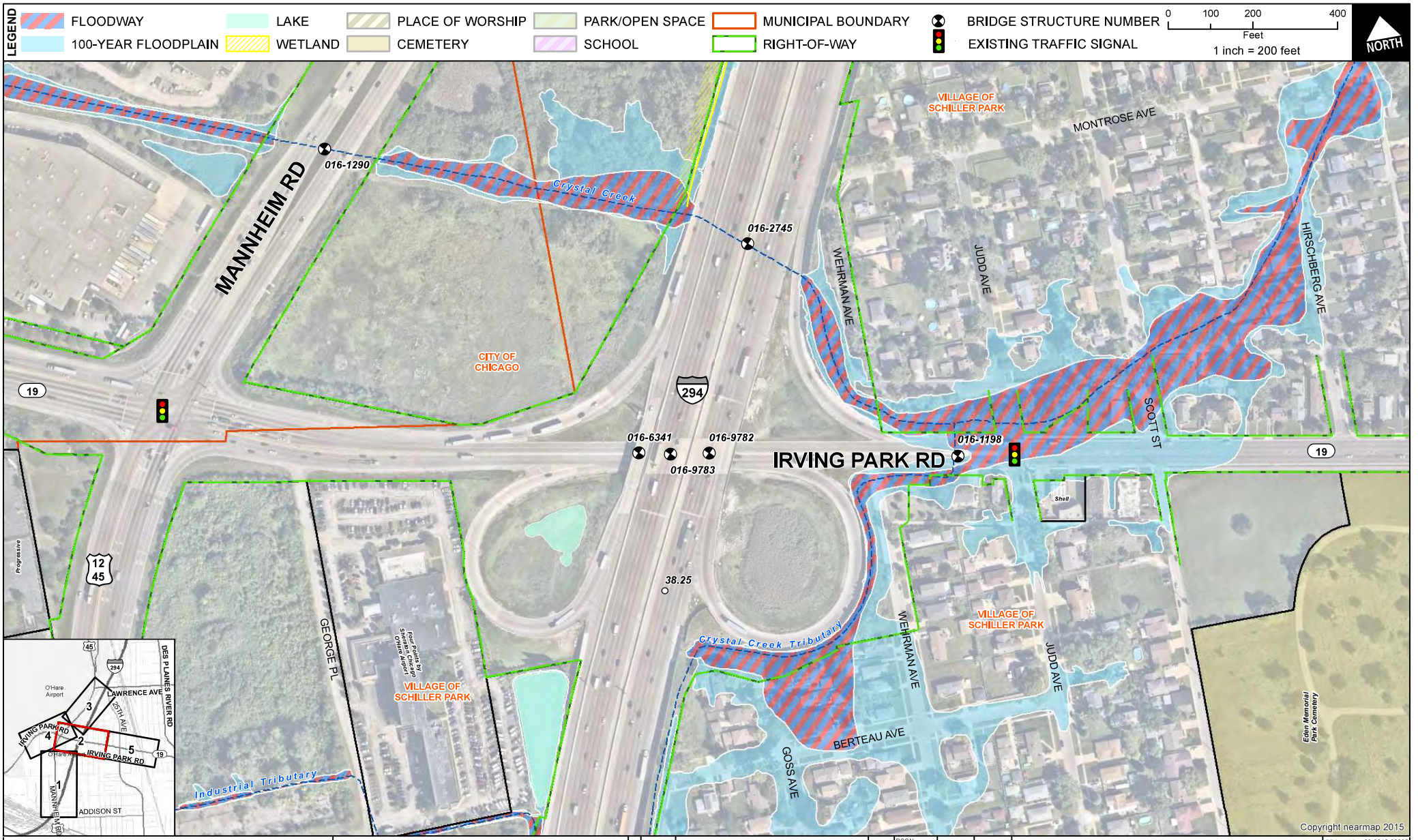

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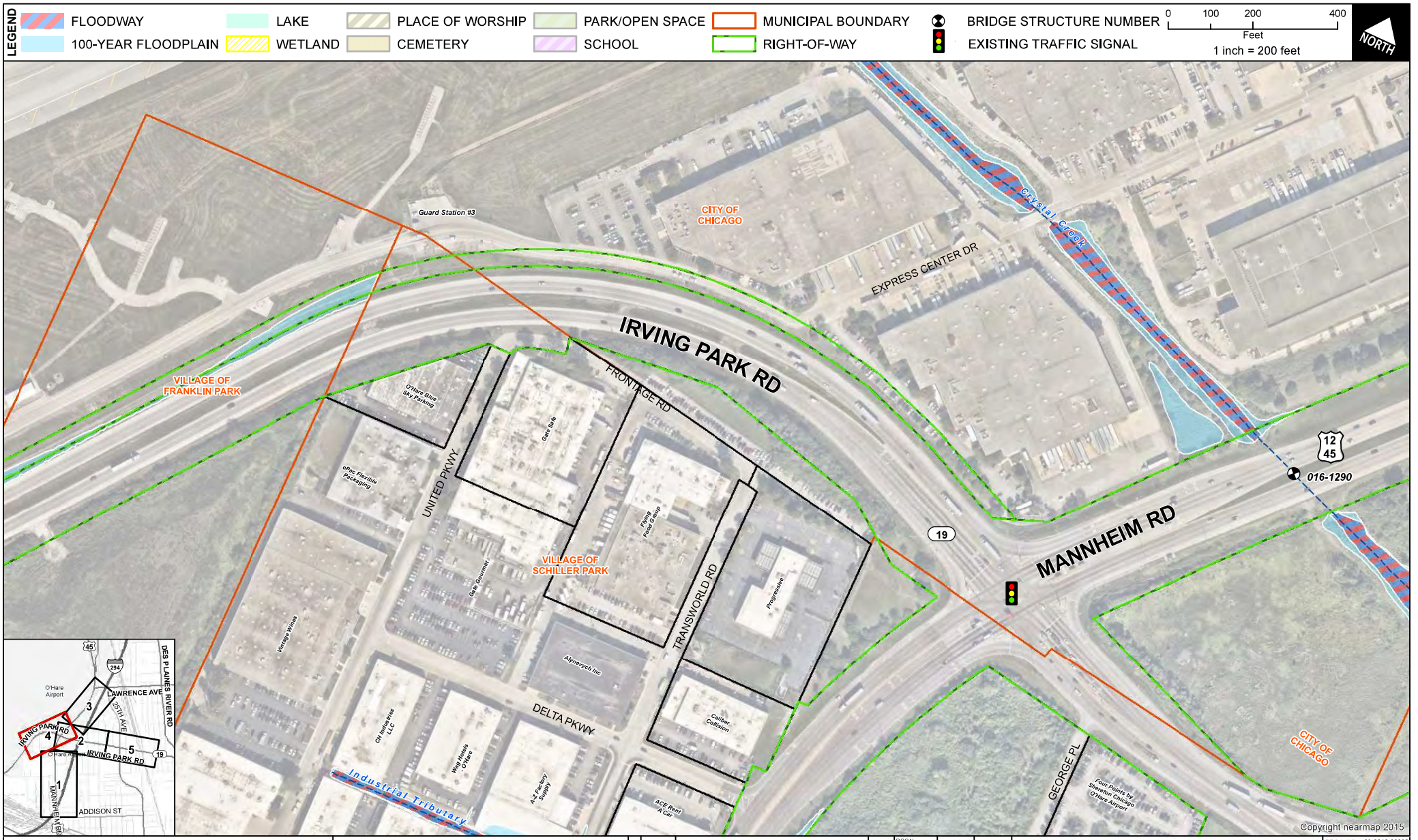

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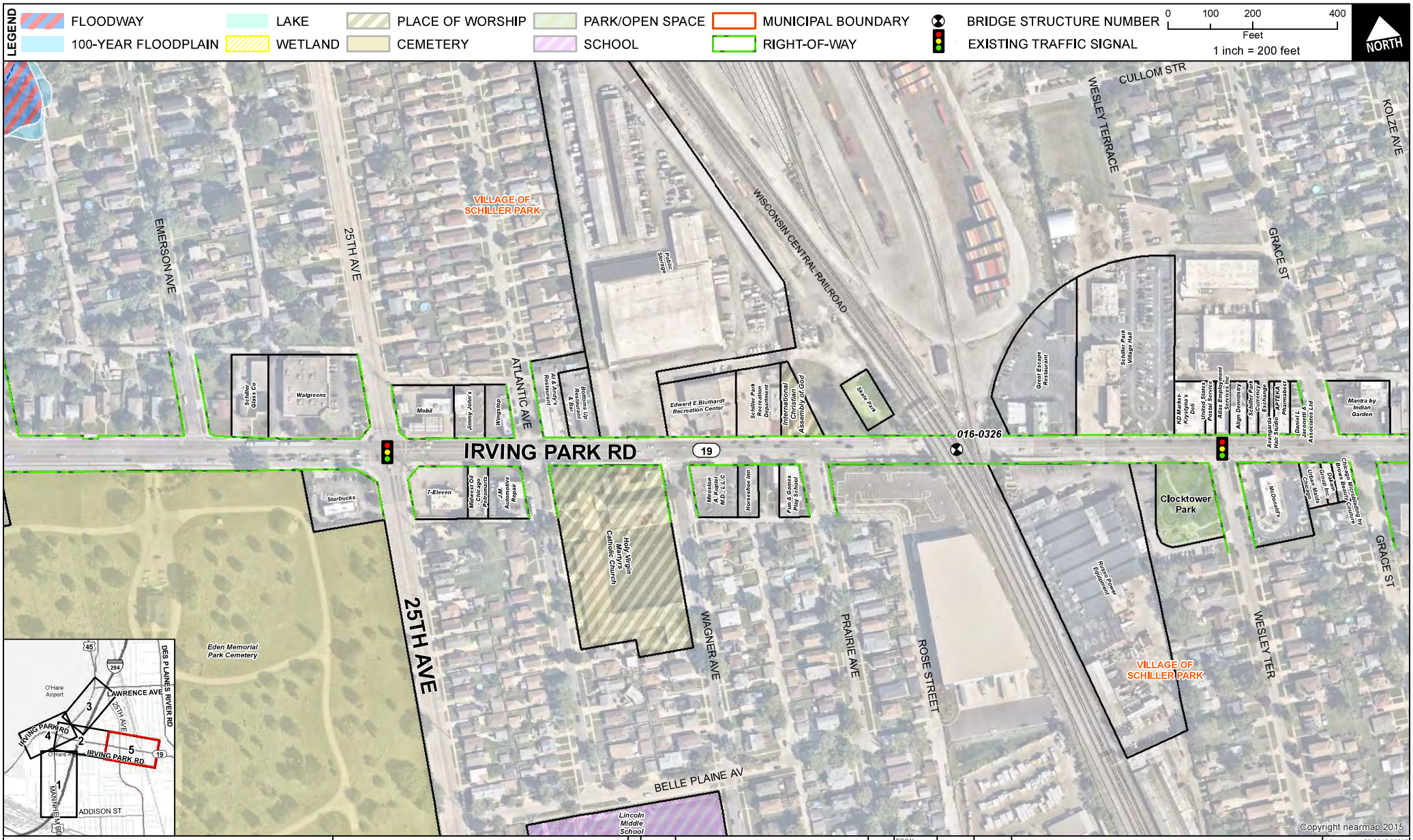

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I-294 AND IL ROUTE 19 INTERCHANGE IMPROVEMENT PHASE I ENGINEERING STUDY

ENVIRONMENTAL RESOURCE EXHIBIT

PROJ. NO. 23-0040.00085
DATE: 02/19/2024
SHEET 5 of 5
DRAWING NO.
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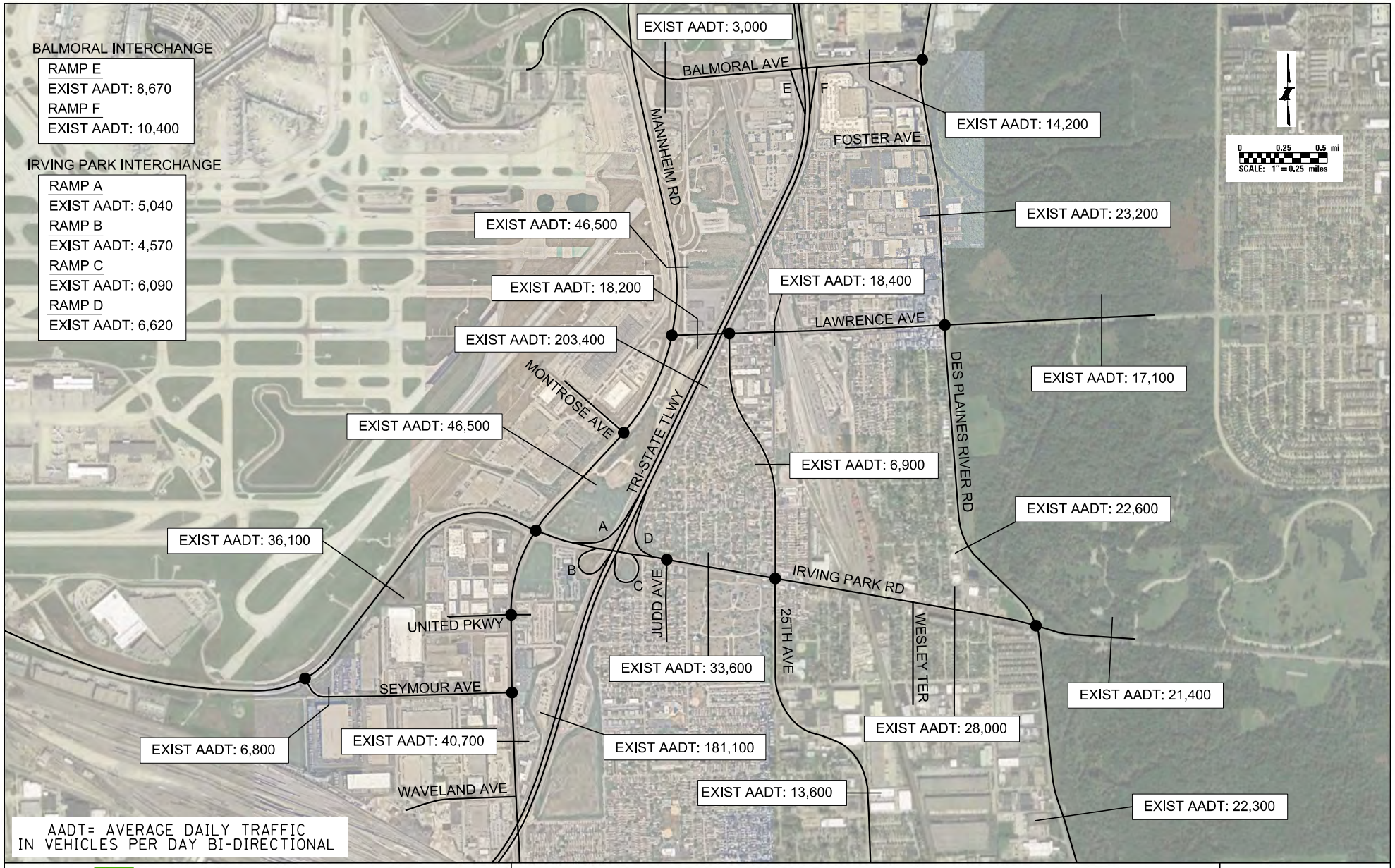

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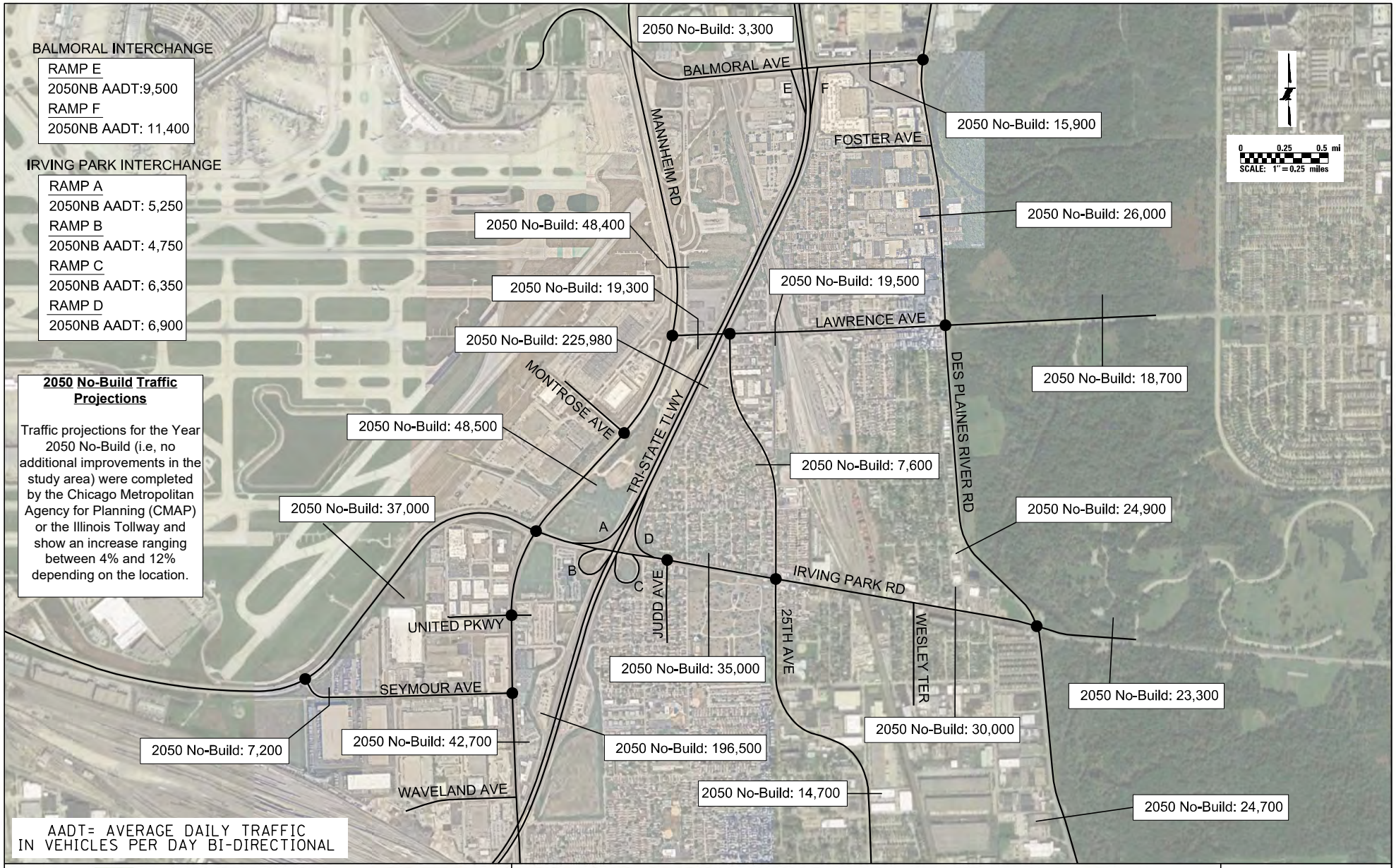
CLIENT:

Illinois Tollway

Illinois Department of Transportation

I-294 AT IL ROUTE 19 INTERCHANGE
PHASE I ENGINEERING STUDY
EXISTING DAILY TRAFFIC VOLUMES

CONTRACT NO. RR-18-4383



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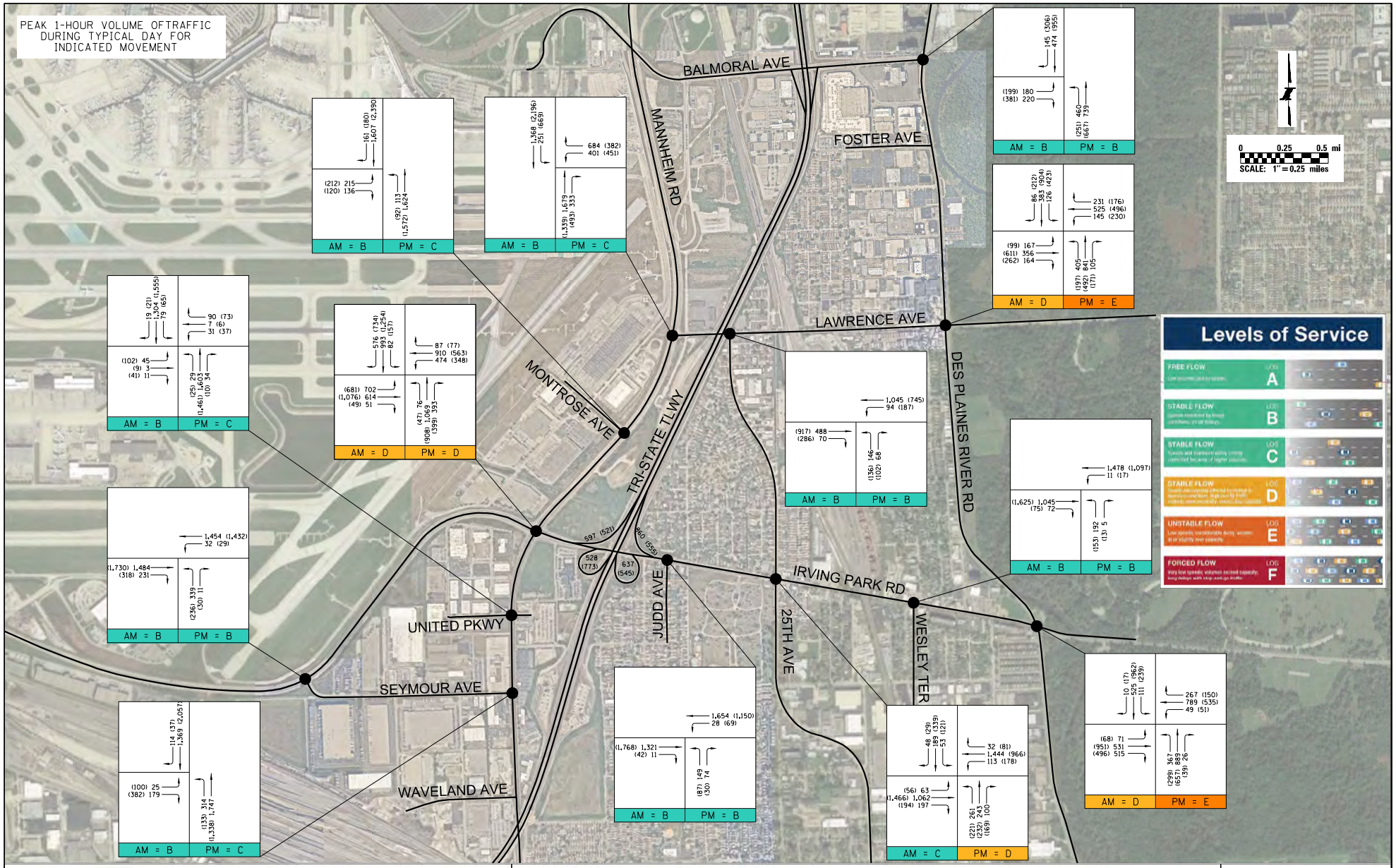
CLIENT: Illinois Tollway | Illinois Department of Transportation

I-294 AT IL ROUTE 19 INTERCHANGE
PHASE I ENGINEERING STUDY
2050 NO-BUILD PROJECTED TRAFFIC VOLUMES

CONTRACT NO. RR-18-4383



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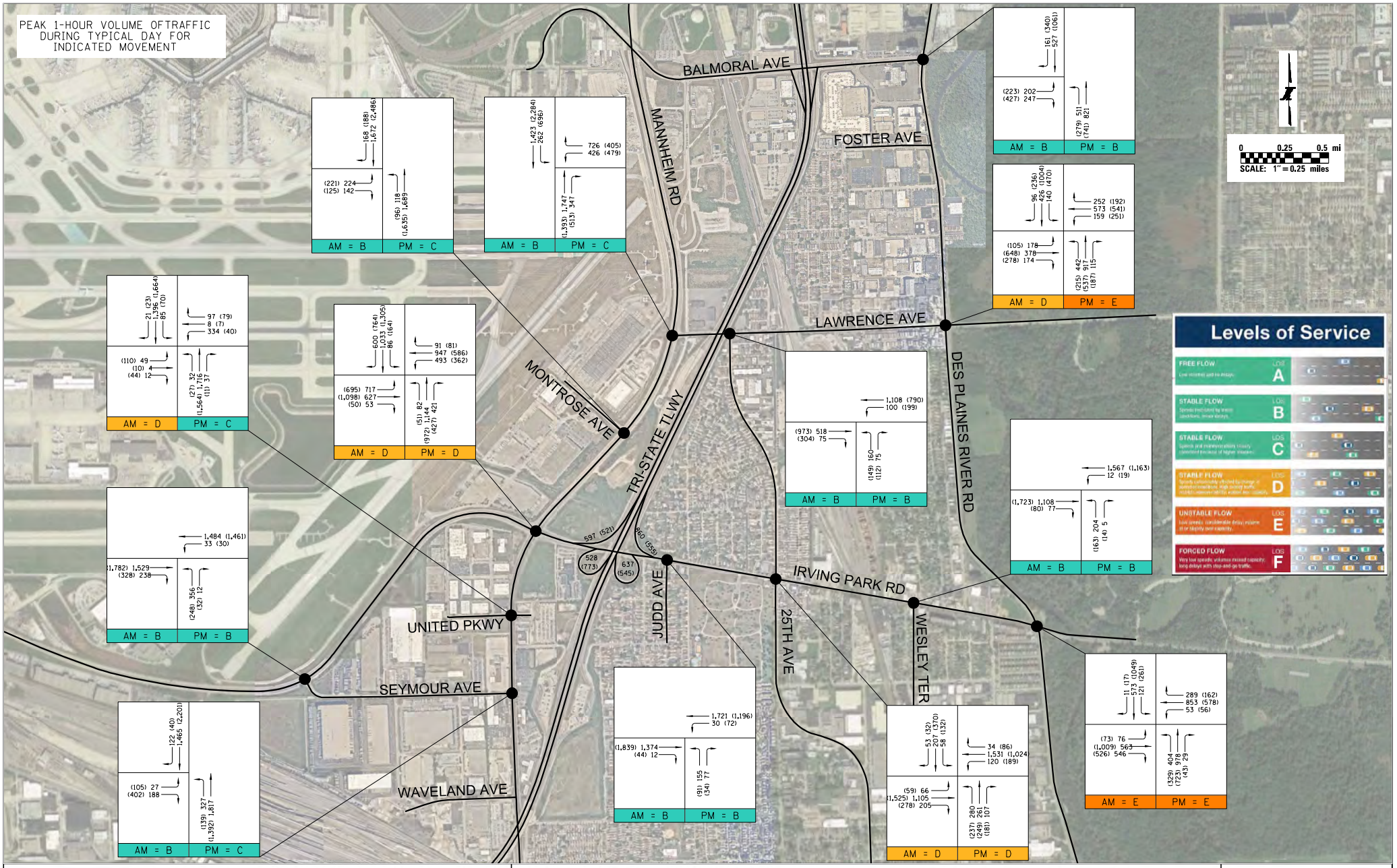
CLIENT: Illinois Tollway | Illinois Department of Transportation

I-294 AT IL ROUTE 19 INTERCHANGE
PHASE I ENGINEERING STUDY
EXISTING INTERSECTION VOLUMES & LEVEL OF SERVICE

CONTRACT NO. RR-18-4383

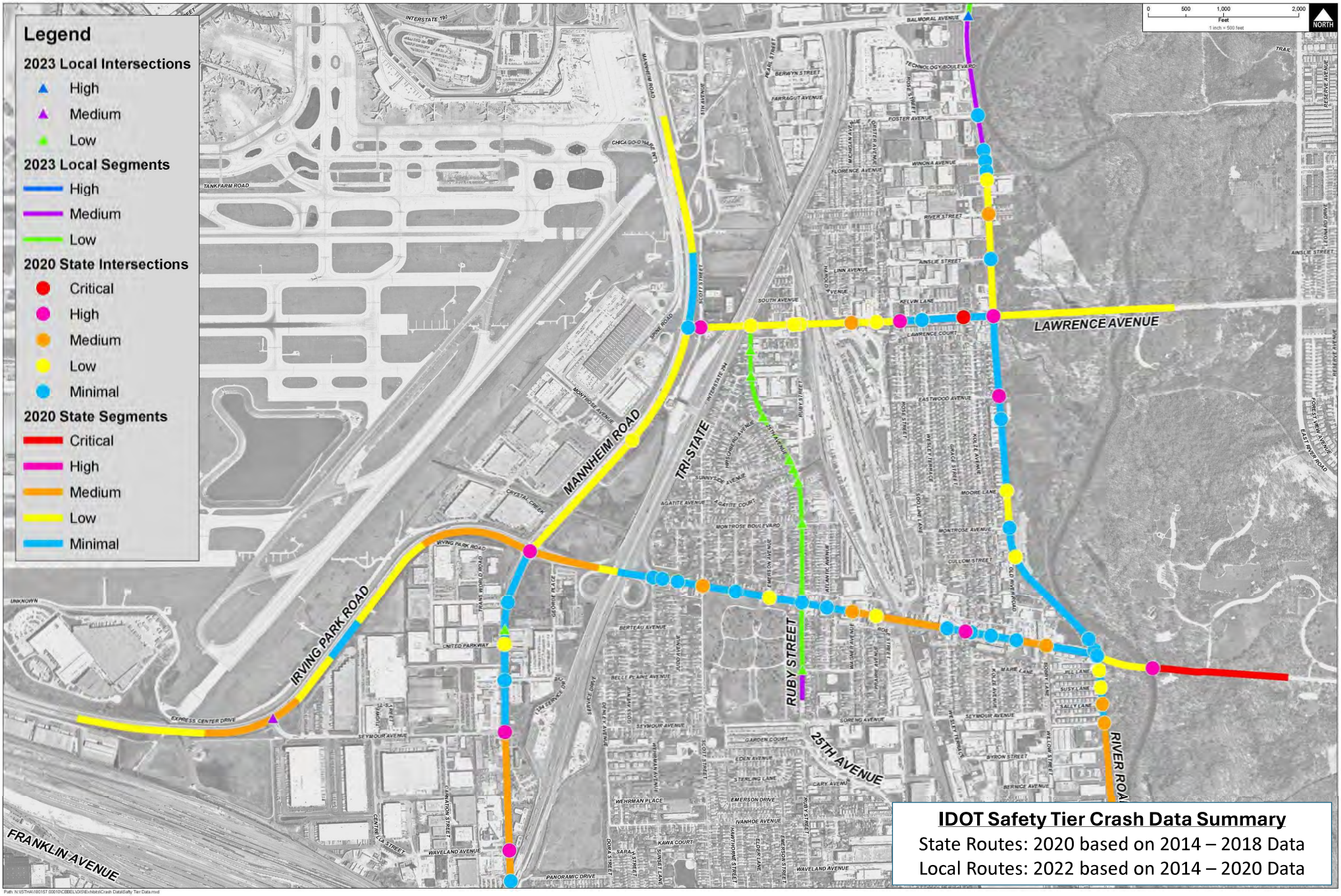


CLIENT: Illinois Tollway

Illinois Department of Transportation

I-294 AT IL ROUTE 19 INTERCHANGE
PHASE I ENGINEERING STUDY
2050 NO-BUILD PROJECTED INTERSECTION VOLUMES & LEVEL OF SERVICE

CONTRACT NO. RR-18-4383



IDOT Safety Tier Crash Data Summary

State Routes: 2020 based on 2014 – 2018 Data

Local Routes: 2022 based on 2014 – 2020 Data

Feasibility Study
Central Tri-State Tollway (I-294) at Irving Park Road (IL-19)

Contract R-18-4383MP
Final Report – March 2021
Volume I – Appendix A-H

Prepared for:

Illinois Tollway

Prepared by:

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M Squared Engineering
OSEH
Orion Engineers
Patrick Engineering
TranSmart

EXECUTIVE SUMMARY

This Feasibility Study was initiated by the Illinois Tollway (Tollway) in November 2018 to evaluate opportunities for additional access to the Central Tri-State Tollway (CTS – I-294) to/from the south at Irving Park Road (IL 19), since the existing CTS at Irving Park Road interchange provides access to/from the north only. Although additional CTS access at this location has been contemplated in the past, removal of the O'Hare Oasis Pavilion as part of the CTS improvements prompted discussions between the Tollway and the Village of Schiller Park about additional CTS access for nearby industrial, commercial and residential areas, and opportunities for development and/or redevelopment within the O'Hare Oasis site and adjacent areas along the Mannheim Road corridor.

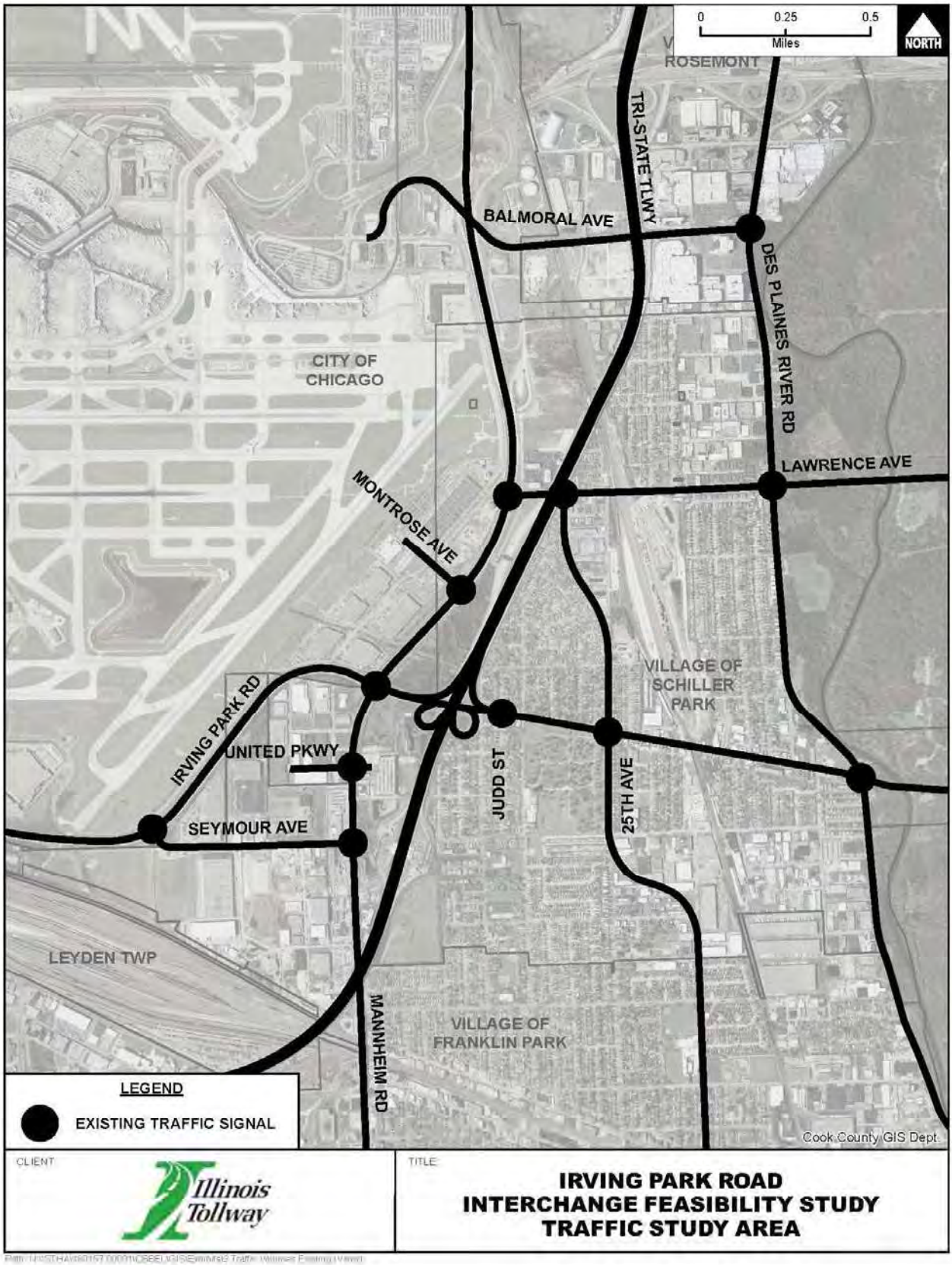
The Feasibility Study was completed through a basic four step process as described below.

Step 1	**SCOPING**: Scoping meetings were held with the Tollway and the Village Schiller Park to discuss an initial range of alternatives to consider and the required analysis.
Step 2	**LEVEL 1 ANALYSIS**: A preliminary analysis of study area travel patterns (origins and destinations) and traffic projections for the new entrance and exit ramps was prepared for the initial interchange concepts for coordination with key stakeholders. Based on the analysis results and stakeholder input, the objective was to evaluate the feasibility and/or acceptability of the initial interchange concepts to be carried forward for Level 2 Analysis.
Step 3	**TRAFFIC COUNTS AND PROJECTIONS**: Traffic counts were obtained at the main signalized intersections within the study area as shown in **Figure 1**, with traffic projections (daily traffic and peak hour) completed for 2020 No-Build conditions (with planned Tollway system improvements) and for each interchange concept advanced to the Level 2 Analysis.
Step 4	**LEVEL 2 ANALYSIS**. Based on the results of the Level 1 Analysis and stakeholder input received, the Level 2 Analysis included a more detailed analysis of traffic effects within the study area for each interchange concept carried forward, with the objective to identify the alternative(s) that best provides the desired CTS access improvements with the least adverse traffic effects.

The Level 1 Analysis, Traffic Projections, and Level 2 Analysis were prepared as independent Technical Memoranda during the course of the Feasibility Study for ongoing review and coordination purposes. These individual documents are summarized in this report, but they are also available in the project files as separately bound documents.

The Feasibility Study process was iterative with the objective to evaluate and compare interchange improvement concepts with respect to their ability to provide improved CTS access and the resulting effects on shifting travel demand and operations. Coordination occurred with key project stakeholders throughout the Feasibility Study process to seek input on the analysis results, which included the Tollway, the Village of Schiller Park, the Village of Franklin Park, and the Illinois Department of Transportation (IDOT) who has jurisdiction over multiple roadways in the study area. If a viable alternative(s) can be identified based on the completed analysis and coordination with the key stakeholders, further project development may proceed beyond the Feasibility Study.

Figure 1. Traffic Study Area



As further discussed in **Section III**, based on the Level 1 Analysis results and the stakeholder input received, many of the initial interchange concepts were dismissed from further consideration based on comparatively poor performance, impacts, and/or high cost, whereas the remaining concepts were advanced along with additional identified concepts for more detailed review as part of the Level 2 Analysis. The base interchange concepts considered in the Level 1 and Level 2 Analysis are shown in **Appendix A**. Additional variations of these base concepts (i.e.; Interchange Concepts 4H, 4I, and 5A-5E) were also analyzed as part of the Level 2 Analysis but were not graphically developed due to similarities with other concepts. The interchange concepts evaluated as part of the Level 2 Analysis are shown in **Table 1**.

Table 1. Interchange Concepts Analyzed in Detail

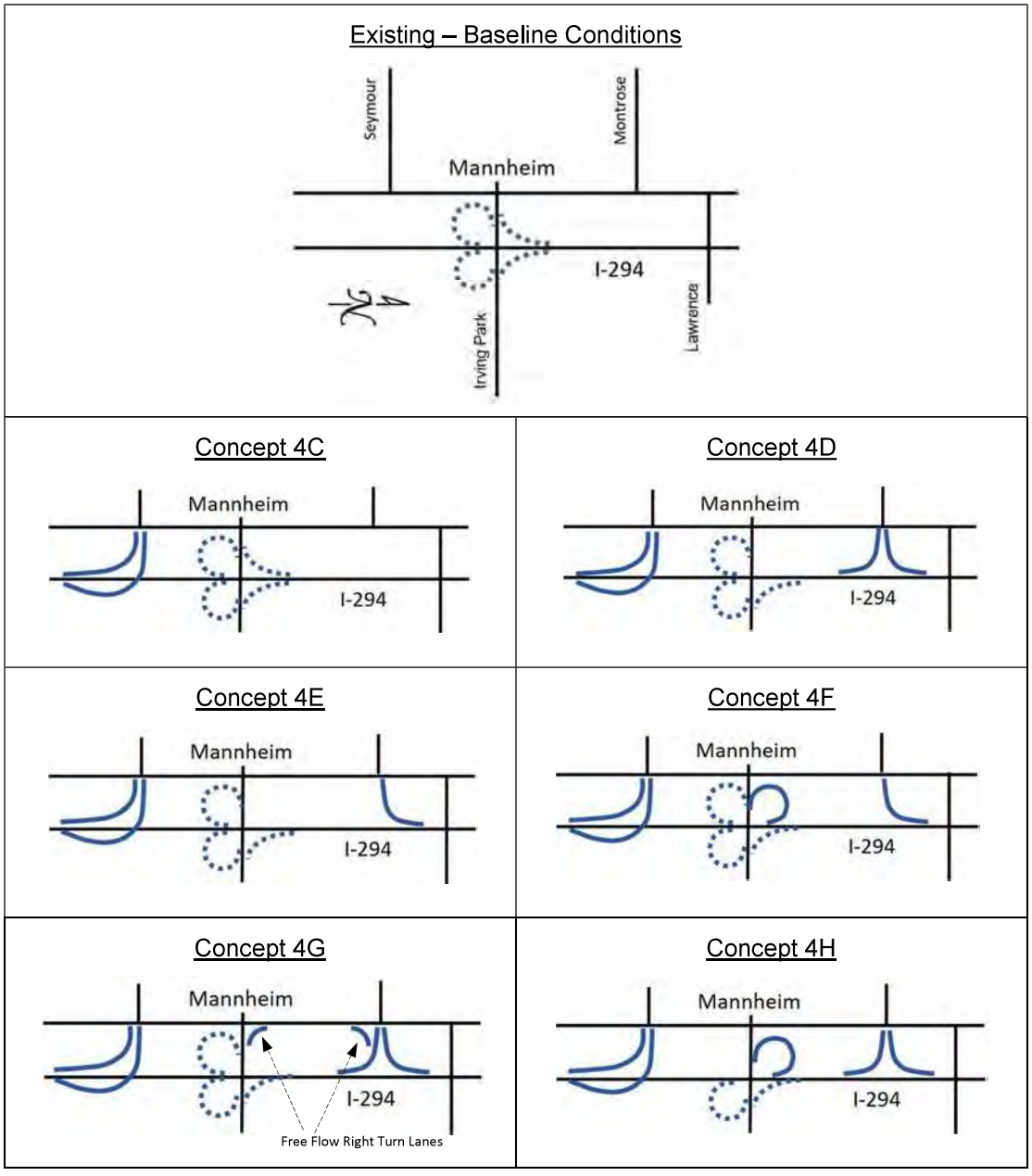
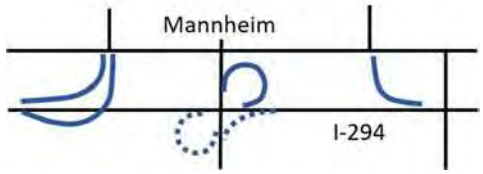
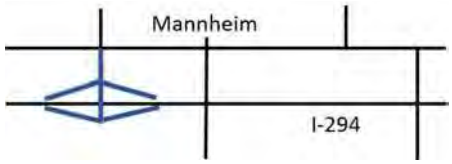
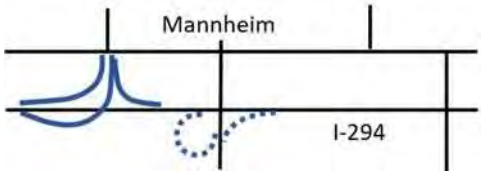
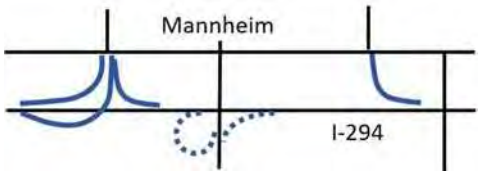
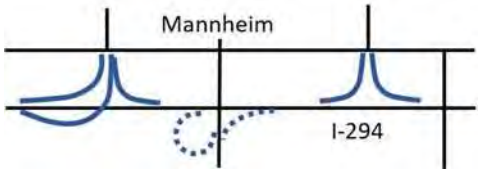
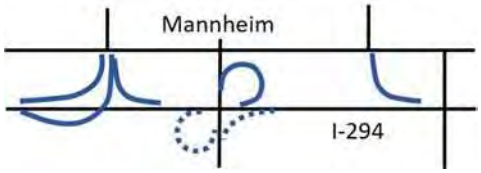


Table 1. Interchange Concepts Analyzed in Detail

Concept 4I 	Concept 5A 
Concept 5B 	Concept 5C 
Concept 5D 	Concept 5E 

The objective of the Level 2 analysis was to evaluate the effect of each interchange concept compared to existing conditions. The Level 2 analysis included AM and PM peak hour intersection capacity analysis using Synchro for the 12 signalized intersections within the study area shown in **Figure 1**.

Separate traffic projections were prepared each interchange concept evaluated in the Level 2 Analysis. In order to factor in the regional effects of other planned Tollway improvements, the traffic projections included the completion of the IL 390 Extension and I-490, including the planned access from I-490 to Irving Park Road near Taft Avenue. Based on the completed Level 2 analysis that is summarized in the tables in **Appendix D**, and the input received from key stakeholders, the conclusions reached include the following:

For all interchange concepts:

- There would be an overall reduction in travel demand along River Road based on rerouting of traffic from the Balmoral Avenue interchange to the new interchange at Mannheim/Seymour.
- With new CTS access to/from the south at Mannheim/Seymour, a notable reverse freight movement that currently occurs at the Balmoral interchange (i.e.; northbound CTS exit that reenters southbound CTS to exit at Irving Park Road) would be alleviated.
- The Irving Park Road at 25th Avenue intersection would remain at LOS D/E (am/pm) for all interchange concepts, however, the average delay and eastbound/westbound queuing will increase due to increased travel demand thru the intersection, such that intersection improvements would be warranted.

Interchange Concepts 4C, 4H, 4I, 5A, 5B, 5C, 5D, and 5E result in adverse traffic effects to the study area roadways with no practical improvement opportunities, and therefore were dismissed from further consideration. The location of where these adverse effects occur varies based on the interchange concept, but include:

- The westbound approach to the Mannheim/Irving intersection
- The westbound approach to the Mannheim/Lawrence intersection with westbound queues that extend to 25th Avenue
- Extensive queuing on the westbound approach at the Mannheim/Montrose intersection
- Poor intersection Level of Service and extensive queuing at the Mannheim/Seymour intersection.

Interchange Concepts 4D, 4E, 4F, and 4G are the best at providing new CTS access to/from the south with the least adverse effects to the study area roadway network, and with notable positive effects. These concepts would result in notable improvements to the westbound approach to the Mannheim Road/Irving Park Road intersection based on rerouting of traffic and elimination of the existing weave condition. These concepts would also improve operations along River Road at the intersections with Balmoral Avenue, Lawrence Avenue, and Irving Park Road.

However, Interchange Concept 4F would require right-of-way acquisition from the City of Chicago in the northeast corner of the Mannheim/Irving Park intersection and would create a shorter weave condition within the CTS southbound CD roadway. Additionally, Interchange Concepts 4E and 4F would not provide a southbound entrance at Montrose Avenue that is viewed as desirable based on the truck traffic from the adjacent industrial and commercial areas and based on providing relief to the Mannheim/Irving intersection and the Balmoral Avenue interchange. On this basis, Interchange Concepts 4D and 4G provide the best balance between providing the desired new CTS access to/from the south, with many operational benefits and minimal adverse operational effects within the study area roadway network. The only difference between Interchange Concepts 4D and 4G is whether or not free flow right turn lanes are provided for the westbound approach at Mannheim/Irving and the northbound approach at Mannheim/Montrose, so it is referred to as Interchange Concept 4D/4G.

For the Irving Park Road at 25th Avenue intersection, based on the analysis of various intersection improvement alternatives as described in Section V, the most practical improvement scenario includes adding northbound and southbound right turn lanes, which would improve the pm intersection LOS from E to D, with relatively minor impacts to adjacent properties. Interchange Concept 4D/4G and the recommended improvements to the Irving Park Road at 25th Avenue intersection are shown in **Figure 2** and **Figure 3** respectively.

Next Steps

Based on coordination with key project stakeholders, there is a general understanding that Concept 4D/4G 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. The Feasibility Study included a comparative analysis based on 2020 traffic with planned Tollway access and capacity improvements, whereas a future Phase I Engineering Study will need to consider 2050 traffic projections. On this basis, a future Phase I Engineering 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.

Figure 2. Recommended Interchange Concept 4D/4G

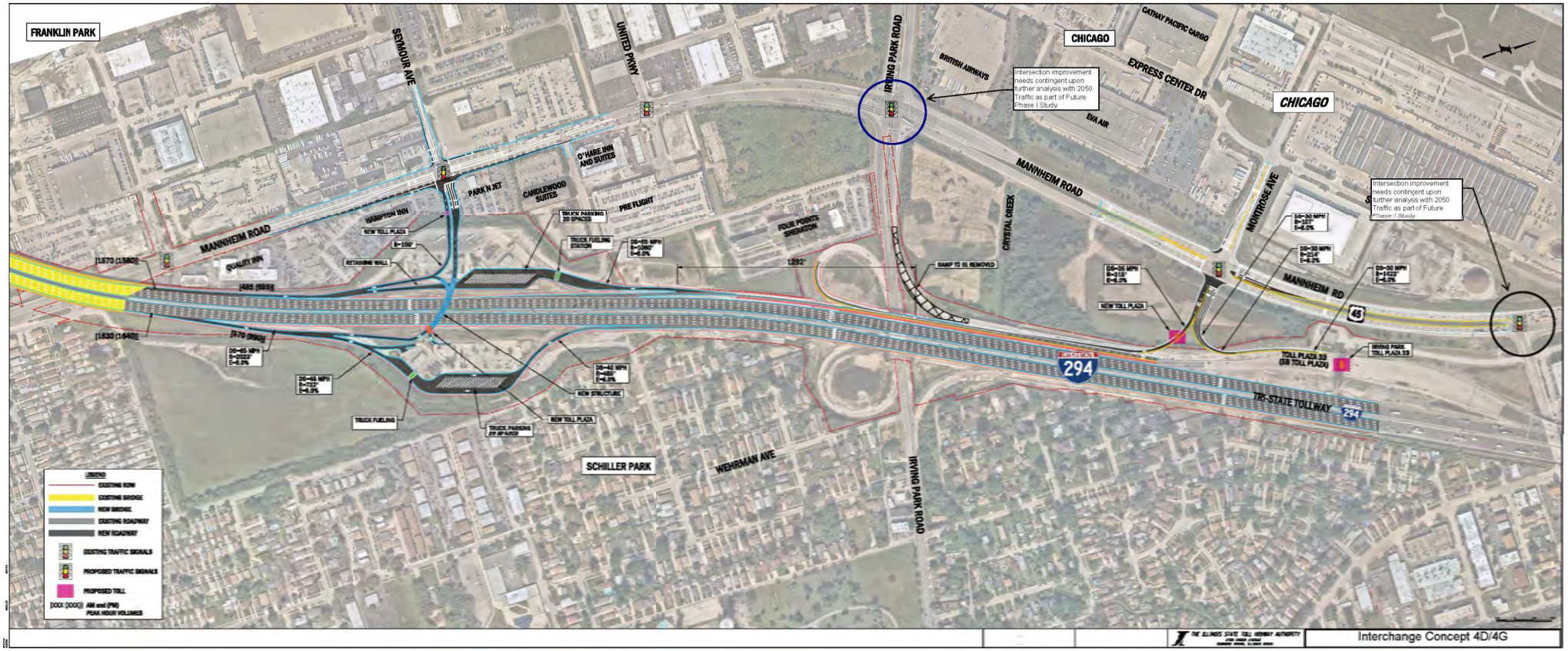


Figure 3. Recommended Irving Park Road at 25th Avenue Intersection Improvement

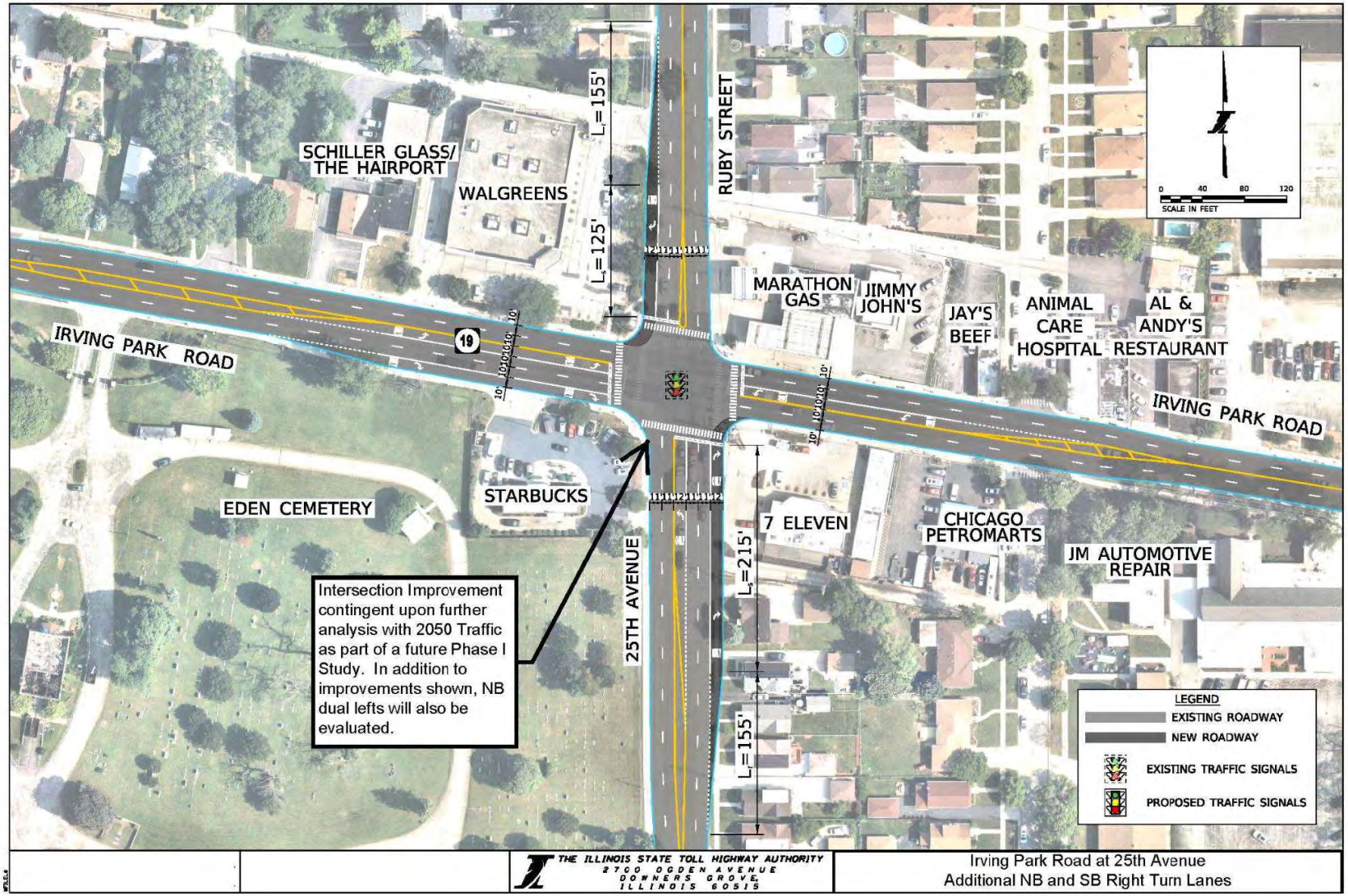


TABLE OF CONTENTS

WE WANT YOUR INPUT!

(Contact information is optional)

Project: **I-294 at IL Route 19 Interchange Improvement**
Place: **Village of Schiller Park Community Center** **Date: July 25, 2024**

Name: _____

Address: _____

City: _____ ***State:*** _____ ***ZIP:*** _____

Phone: _____ ***Email***: _____

COMMENT:

Public Involvement Overview:
Public involvement will build upon the coordination completed as part of the Feasibility Study and be consistent with IDOT CSS procedures with a Community Advisory Group and two Public Meetings.

Community Advisory Group:
The project development process will utilize a Community Advisory Group (CAG) made up of a diverse group of project stakeholders for engagement as part of key project development milestones. The CAG is anticipated to include the following representation:

- Illinois Tollway
- Illinois Department of Transportation
- Village of Schiller Park (Admin, Planning/Engineering)
- Village of Franklin Park (Admin, Planning/Engineering)
- Pace Suburban Bus
- Cook County Department of Transportation and Highways
- Other adjacent property owners and project stakeholders (Chamber of Commerce, Adjacent Business/Property Owners)
- Phase I Consultant Team (Christopher B. Burke Eng., Patrick Engineering)

Five separate CAG Meetings are planned with the general anticipated content of the CAG meetings as follows:

- CAG Meeting 1 (Summer 2024) – Introduce team, project development process and schedule. Present and review SIP and complete a Context Audit. Present traffic and safety data and analysis. Preview for initial Public Meeting (introduction, purpose & need information, range of alternatives)
- CAG Meeting 2 (Fall 2024) – Present Draft Purpose and Need statement; present "Issues and Opportunities" exhibits; Discuss Public Meeting #1 results and refine the range of alternatives for development/analysis.
- CAG Meeting 3 (Winter 2024/2025) – Present Preliminary Alternatives and analysis of each. Conduct a workshop to review the screening of the alternatives. Get CAG input on which alternatives best address the Purpose and Need, for concept development and evaluation of the finalist alternative.
- CAG Meeting 4 (Spring 2025) – Present the Finalist Alternatives and analysis followed by a discussion about plan elements and details. The outcome of this meeting would be identification of the preferred alternative for development of proposed improvement plans, and preparation for Public Meeting #2.
- CAG Meeting 5 (Summer 2025) – Present the results of Public Meeting #2 and discuss detailed geometric plans for the selected alternative.

Public Meetings:
Two public meetings will be held for the project as follows:

Public Meeting #1:
Public Meeting #1 will be conducted to introduce the project scope, project development process, project team (Tollway, IDOT, Consultant Team), schedule, public input process and to present results of upfront analysis and the preliminary project purpose and need. The meeting will provide an opportunity for meeting attendees to complete a questionnaire on project issues and concerns and potential improvement alternatives to be considered. It will be explained that although a previous Feasibility Study was completed, the current study is taking a fresh look based on updated traffic projections, etc.

Public Meeting #2:
Public Meeting #2 will be conducted to present the proposed improvement plan for the Preferred Alternative for public comment.

Project Goals/Objectives

Project Goal/Objective	Comments/Qualifiers	Rank/Priority
Congestion Mitigation	-truck traffic - variety of techniques (not just added roadway capacity)	2
Safety - All Modes	-focus on KAB reduction	1
Complete Streets		4
Support Local Economy	-compatible w/ development	3

Project Goal/Objective	Comments/Qualifiers	Rank/Priority
Minimize Env. Impacts/Climate Resiliency		4

TABLE 1

Project Issues and Concerns

Issue/Concern	Comments/Qualifiers	Rank/Priority
Access along Irving Park	- Left turn lanes where feasible	
SB 294 to SB Mannheim mvmt		
Access to Tollway	- Lawrence - Irving Park - unintended consequences w/ traffic changes	
SB Mannheim to WB Irving	- Potential freeflow	

Issue/Concern	Comments/Qualifiers	Rank/Priority
Pedestrian Access	- improved crossings - better transit connection	
25th & Irving Park Rd		

TABLE 1

Project Alternatives/Features

Project Alternative/Feature	Comments/Qualifiers	Rank/Priority
Montrose Access	to balance impacts along Lawrence/Irving	
Eliminate Cloverleafs		
Bus Stops moved to west side of Mannheim		
Ped/Bike Access from East of 294 accross 294 + Mannheim		

Project Alternative/Feature	Comments/Qualifiers	Rank/Priority
Ramps @ Seymour OR United		

TABLE 2

Project Issues and Concerns

Issue/Concern	Comments/Qualifiers	Rank/Priority
BARRIER ELIMNATION	BALANCED APPROACH PEAK + OFF-PEAK CORRIDOR CHARACTER TRAFFIC CALMING	
I USE IT A LOT AND IT'S A NIGHTMARE	DUAL TURN LANES	
PED CROSSINGS	NOT RIGHT AT INTERCHANGES OR FREE-FLOW RAMPS (BARRIERS)	
FLOODING / POOR DRAINAGE	CRYSTAL CREEK	

TABLE 3

Project Issues and Concerns

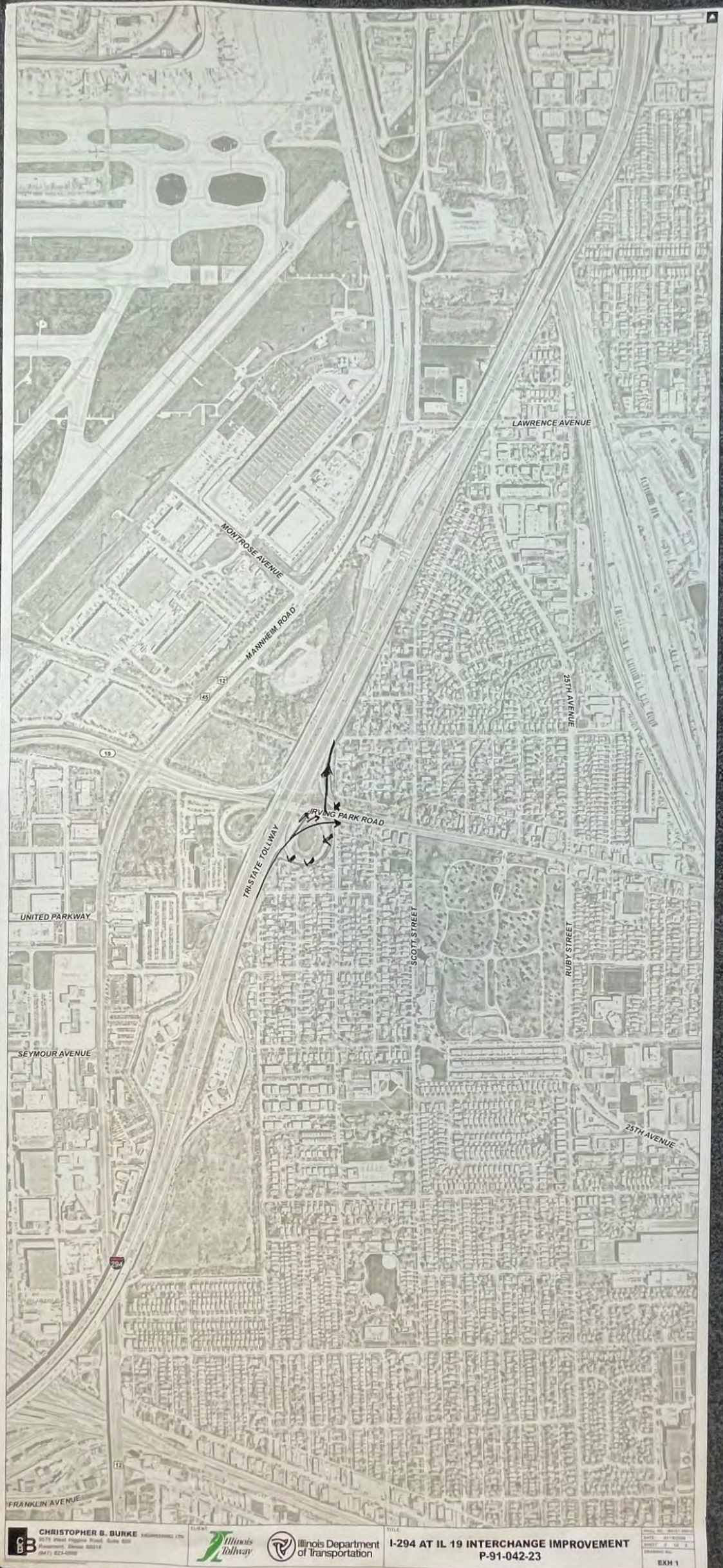
Issue/Concern	Comments/Qualifiers	Rank/Priority
~~CONGESTION HOT SPOTS~~ - WB IL 19 (I294 TO MANNHEIM) - SB RAMP TO MANNHEIM - 25TH/IRVING		1
TRUCK MOVEMENT/ ACCESSIBILITY SUPPLEMENTAL ACCESS OPPORTUNITIES		3
MAXIMIZE USE OF TOLLWAY PROPERTY/OASIS		
PED ACOMMODATIONS MANNHEIM/IRVING VICINITY AND ALONG MANNHEIM	GEN SAFETY	2

TABLE 3

Project Alternatives/Features

Project Alternative/Feature	Comments/Qualifiers	Rank/Priority
REEVAL FEAS STUDY ALTS		
SUPP ACCESS IRVING PARK TO VOFP IND. AREA.		
EVALUATE SIGNAL TIMING FOR SIDE STREET ACCESS W/ ALTS		
LAWRENCE RAMP TO NB I 294		

Issue/Concern	Comments/Qualifiers	Rank/Priority
UTILIZE AVAILABLE PROPERTY FOR MITIGATION		



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Illinois Tollway

Illinois Department of Transportation

I-294 AT IL 19 INTERCHANGE IMPROVEMENT
P-91-042-23

EXH 1


IRVING PARK ROAD
MANNHEIM ROAD
TRISTATE TOLLWAY
294
19
45
UNITED PARKWAY
SEYMOUR AVENUE
SCOTT STREET
25TH AVENUE
RUBY STREET
IRVING PARK ROAD
RIVER ROAD
25TH AVENUE
CHRISTOPHER B. BURKE
Illinois Tollway
Illinois Department of Transportation
I-294 AT IL 19 INTERCHANGE IMPROVEMENT
P-91-042-23
EXH 1