

Welcome



I-294 at Milwaukee Avenue Tollway Ramp Feasibility Study Public Information Meeting

Why are we here?

The purpose of this meeting is to present the potential options and expected impacts of new access ramps connecting I-294 to Milwaukee Ave (IL 21) and receive community input on the concepts. This feedback will be included in the feasibility study process to inform the Village as it considers whether to advance the design process for one, two or no ramps.

What is being studied?

- A new northbound off-ramp from I-294 to Milwaukee Ave
- A new southbound on-ramp from Milwaukee Ave to I-294
- Traffic impacts associated with the potential access ramps
- Environmental and land impacts associated with the potential access ramps
- Corridor improvements required to mitigate impacts of the potential access ramps
- Costs and benefits of the potential ramp options



Location & History

2016

- Milwaukee Ave office property owner inquired about Tollway access ramps
- Potential ramp concepts reviewed with IDOT & Tollway

2019

- Coordination with Park District & Hotel to acquire land for potential on-ramp

2021

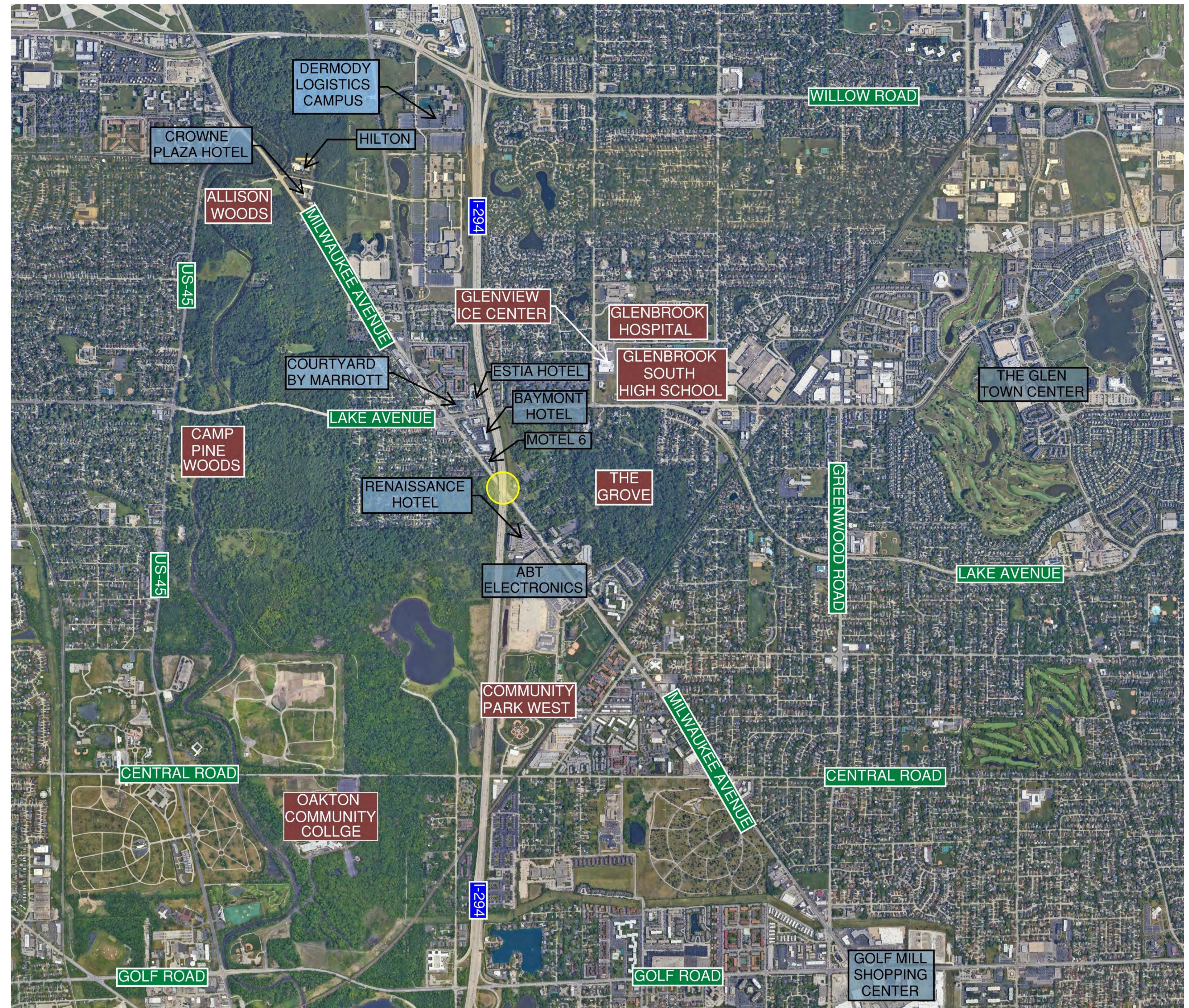
- Feasibility study initiated to collect data on ramp options

2022

- Coordination with Tollway & IDOT
- Public outreach on ramp options

2023

- Village Board consideration of ramp options



Ramp Concepts

- A new northbound off-ramp
- A new southbound on-ramp
- A new multi-use path on the west side of Milwaukee Avenue. The sidewalk on the east side will remain.
- Retaining walls to minimize impacts to surrounding land
- Noise walls to minimize impacts to adjacent properties



Ramp Benefits

- Improves regional access and mobility
- Improves access to nearby recreational facilities, Glenbrook Hospital and seven hotels
- Attracts new development and supports existing businesses along Milwaukee Ave Corridor
- Provides more convenient access to and from Tollway for Glenview residents
- Improves access to and from O'Hare International Airport
- Reduces regional travel delay, fuel consumption and emissions



Artistic renderings of potential ramps – birds eye view



Artistic renderings of potential northbound exit ramp

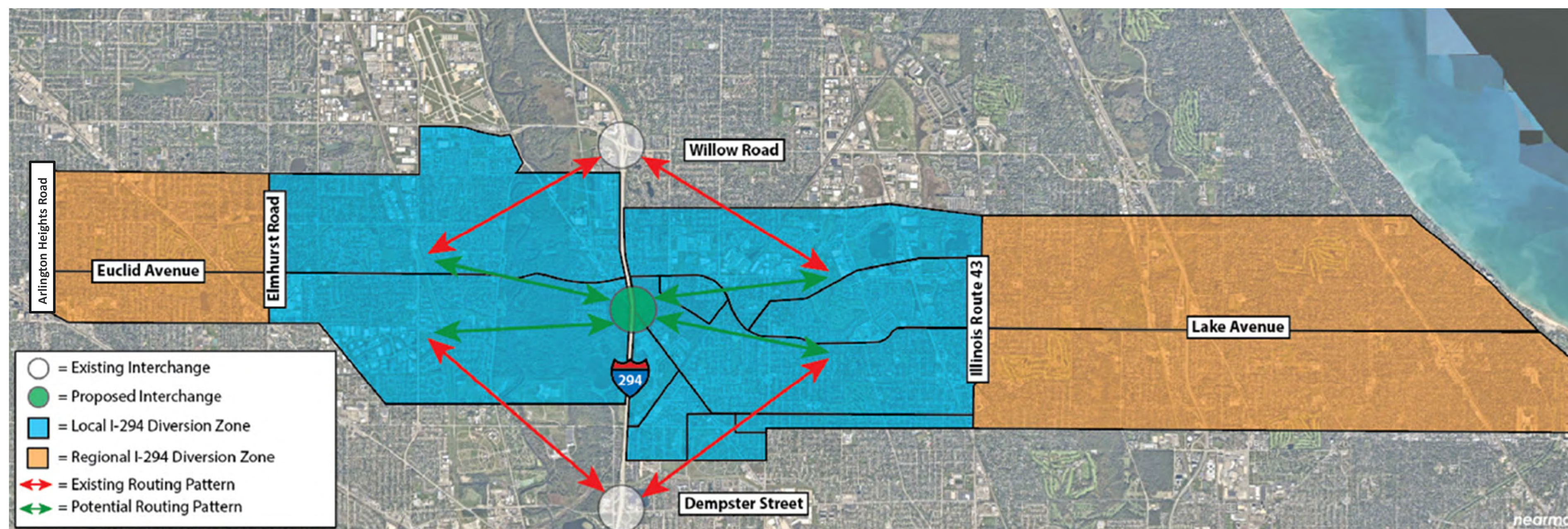
Traffic Projections & Redistribution

- Using existing traffic data and traffic observations, an origin destination study was completed to estimate the number of vehicles that will utilize the new ramps at Milwaukee Avenue.
- Approximately **9,000** vehicles are expected to utilize each proposed ramp on a given weekday.

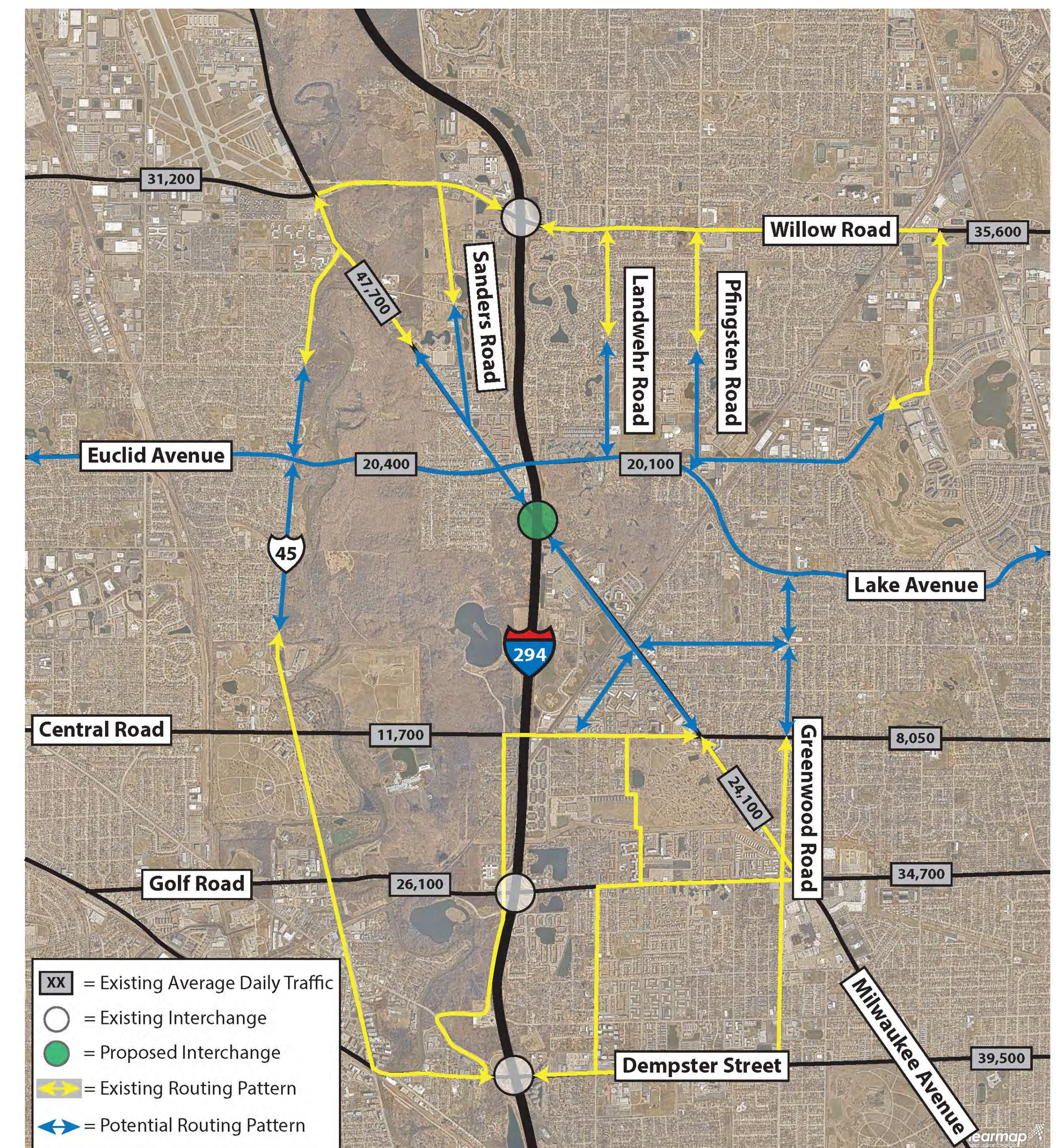
Category	New Ramp Volumes					
	Northbound - Off-Ramp			Southbound - On-Ramp		
	Daily	AM Peak Hour	PM Peak Hour	Daily	AM Peak Hour	PM Peak Hour
I-294 Diversions - Local	6,625	575	575	6,422	569	394
I-294 Diversions - Regional	1,795	124	186	1,843	228	87
Arterial Diversions - Regional	484	43	26	432	26	38
Arterial Diversions - Local	84	5	3	87	4	8
Total:	8,988	747	790	8,784	827	527

I-294 Diversions: Drivers coming from or going to destinations to the south that already use I-294's interchanges at Willow Road and Dempster Street

Arterial Diversions: Drivers that currently utilize regional routes other than I-294 to access destinations around the proposed interchange



Most of the traffic expected to utilize the ramps is traveling to/from the blue (primary) and orange (secondary) zones noted above. These are vehicles which currently use the interchanges at Willow or Dempster (red arrows) to access I-294. New ramps would offer a shorter route (green arrows).



This diagram shows the roadways which would be most impacted by changes in travel patterns due to the new ramps. Traffic currently taking yellow routes to/from I-294 are expected to redistribute to the blue routes for a shorter trip.

Milwaukee Avenue Traffic Operations

Traffic operations along the Milwaukee Ave corridor were analyzed and level of service calculated at the signalized intersections. Traffic projections for 2050, in combination with planned IDOT improvements at the intersection of Lake and Milwaukee, were used to compare how the corridor will function with and without the ramps.

Level Of Service	Definition
A	Free flow condition with little to no congestions (Delay < 10 sec/vehicle)
B	Free flow condition with little congestion (Delay 10-20 sec/vehicle)
C	Free flow condition with moderate congestions (Delay 20-35 sec/vehicle)
D	Approaching unstable condition with increasing congestion (Delay 35-55 sec/vehicle)
E	Unstable, congested condition (Delay 55-80 sec/vehicle)
F	Stop and go traffic (Delay >80 sec/vehicle)

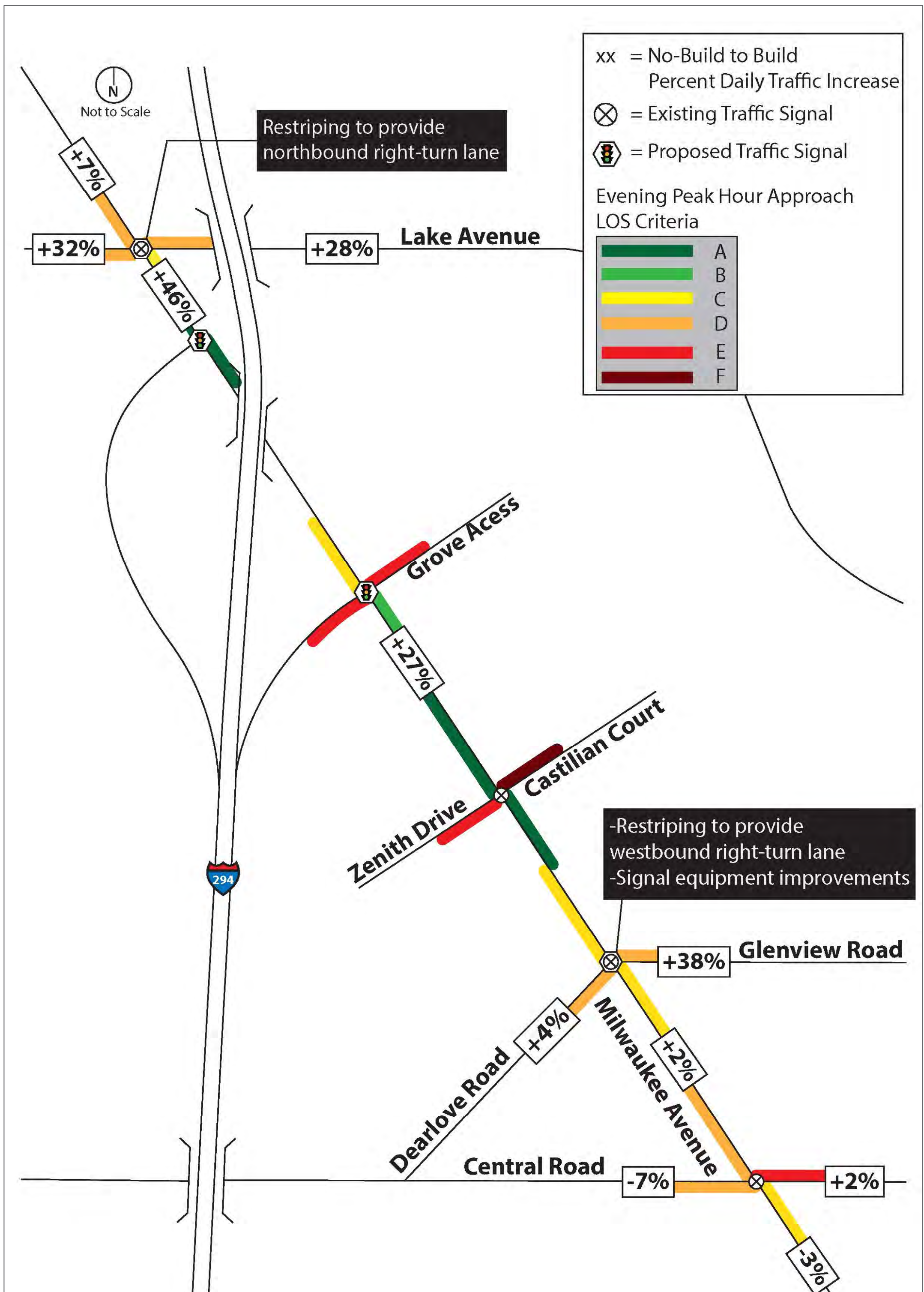
The roadways closest to the ramps will see an increase in projected traffic due to the ramps. The increase ranges from 4-46% of projected traffic without the ramps.

Traffic flow is typically controlled by signal operations. Signals along the corridor all operate at acceptable Level of Service (D or above) in both the build and no build conditions.

The planned improvements at Milwaukee & Lake include additional through and turn lanes, which will significantly improve capacity and operation of that intersection.



Future (2050) No Build Operations



Future (2050) Operations with Ramps

Environmental and Land Impacts

Southbound On-Ramp

- Approximately 1.5 acres of Forest Preserve Property will need to be acquired
- Existing trees will be impacted
- Existing wetlands will be impacted
- Ramp and intersection lighting will be added
- The access drive to the Motel 6 will need to be modified to a right in/right out access
- The access at Jenna Road will be modified or replaced with an alternate access

Northbound Off-Ramp

- A small amount of right-of-way will need to be acquired if a toll plaza is constructed
- Existing trees will be impacted
- Existing drainage area will need to be modified
- Ramp and intersection lighting will be added
- The Grove access will be impacted slightly by intersection geometrics

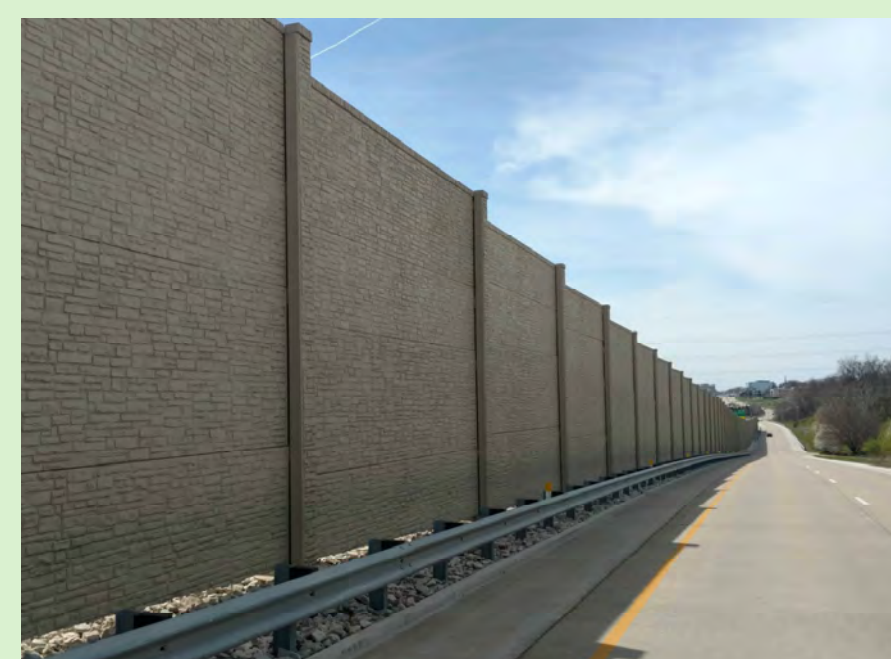


What We Have Heard

Construction of the ramps will have impacts on the surrounding area. Below are some of the impacts that have been identified through the study and public feedback to date. If the ramps advance to the design process, these detailed mitigation strategies will be developed further, and associated costs added to the project total.

NOISE

Construction of the ramps will move traffic closer to sensitive receptors, warranting a noise analysis. If noise levels trigger a need for mitigation, noise walls will be included in the design in accordance with state and federal policies.



Noise analysis will also investigate opportunities to mitigate existing noise levels as part of this project.

H10

TREES

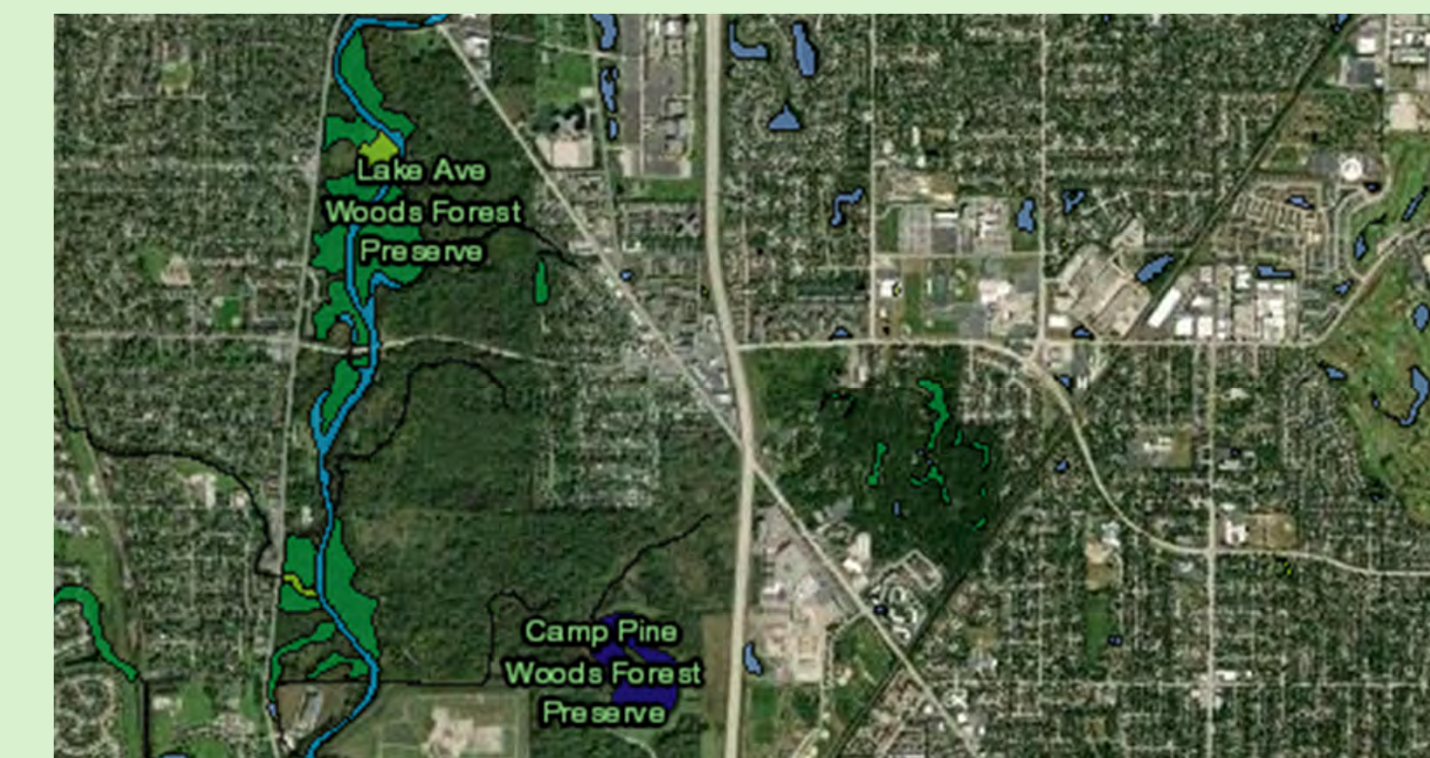
Construction of the ramps will require removal of existing trees. Trees removed on Village property will be replaced in accordance with Glenview municipal code section 86-64.



Trees removed on forest preserve property will be mitigated through a fee to the Forest Preserve of Cook County, in accordance with FPDCC policy and federal Section 4(f) processing requirements.

WETLANDS

The wetlands surrounding this project have been delineated. Modifications to wetlands due to the ramps will require wetland permitting, impact fees, and mitigation efforts based on wetland quality.



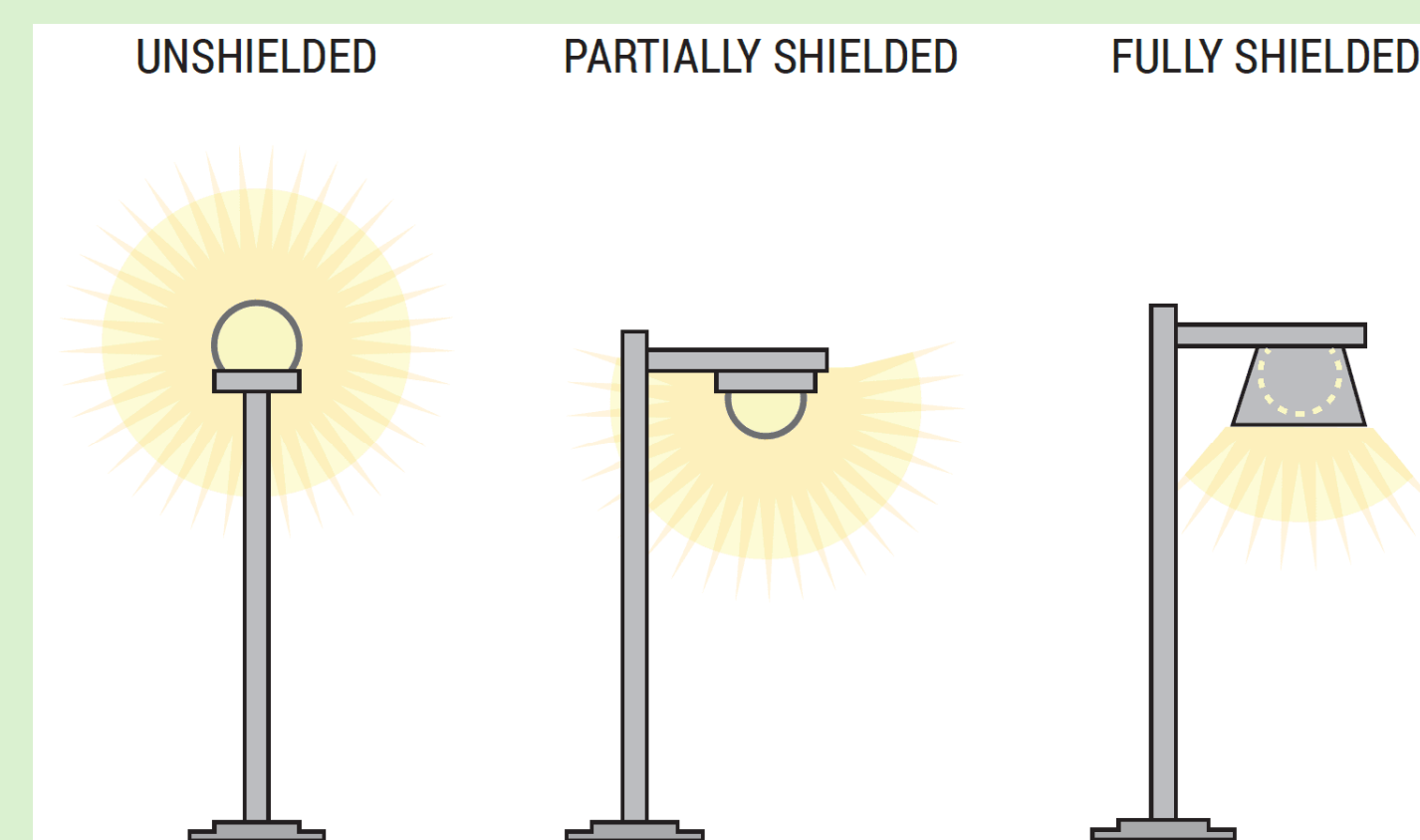
PROPERTY IMPACTS

Impacts anticipated include access changes to nearby properties and acquisition or easement of forest preserve property. These impacts are a result of the southbound ramp.

Both the federal and Illinois Constitution require payment of just compensation for property that is acquired for right-of-way or easements associated with the roadway project. All property acquisition will be completed in accordance with the Illinois Department of Transportation's *Land Acquisition Policies and Procedures Manual*.

LIGHTING

Streetlights will be required along the ramps and at the new intersections. Light shields and other design measures can be implemented to minimize spread of light onto properties outside of the roadway.



CORRIDOR OPERATIONS

Based on the redistribution of traffic, upgrades to existing intersections will be needed, including extending or adding turn lanes and adjusting signal timing, to support the traffic changes due to the ramps.



Note: Independent of this study, improvements to the Milwaukee & Lake intersection are currently in design and planned to be implemented by IDOT in 2025-2026.

Ramp Option Comparison

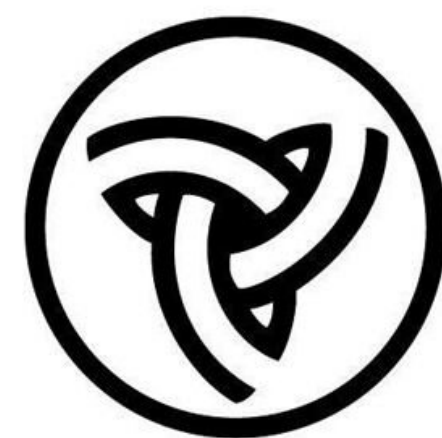
	No Ramps	Northbound Ramp Only	Northbound and Southbound Ramps
Benefits & Opportunities	<ul style="list-style-type: none"> • Maintains existing travel patterns for regional traffic • Minimizes or reduces traffic levels along Milwaukee Ave corridor • Preserves existing environmental conditions at The Grove and Camp Pine Woods • Preserves existing access to residents and businesses 	<ul style="list-style-type: none"> • Improves regional access to Glenview from I-294 • Improves access to nearby recreational facilities, Glenbrook Hospital and seven hotels • Attracts new development and supports existing businesses • Provides more convenient access to Glenview residents from airport and regional destinations • Reduces regional travel delay, fuel consumption and emissions 	<ul style="list-style-type: none"> • Improves regional access to and from Glenview from I-294 • Improves access to nearby recreational facilities, Glenbrook Hospital and seven hotels • Attracts new development and supports existing businesses • Provides more convenient access to Glenview residents to and from airport and regional destinations • Reduces regional travel delay, fuel consumption and emissions • Dual ramps support Tollway maintenance and consistent directional travel patterns
Challenges & Impacts	<ul style="list-style-type: none"> • Maintains existing Tollway access gap (4.7 miles between full interchanges) • Limits access and visibility for businesses and recreational facilities along Milwaukee Ave corridor • Maintains existing freight use of local road network between interchanges 	<ul style="list-style-type: none"> • Impacts existing drainage area along Village-owned land • Impacts existing trees and wetlands • Modifies noise and light conditions along Renaissance Hotel and The Grove • Single ramp complicates Tollway maintenance (snow removal) and directional travel patterns 	<ul style="list-style-type: none"> • Impacts existing drainage area along Village-owned land and Forest Preserve land • Impacts existing trees and wetlands • Modifies noise and light conditions along Renaissance Hotel, The Grove, Motel 6 and adjacent residential area • Requires modification of existing access points to Jenna Road and Motel 6
Projected Cost		\$8 – \$10 Million*	\$22 – \$25 Million*

*Cost reflects preliminary estimate for construction of ramps, land acquisition and mitigation fees. Final cost may vary based on design advancement and type of funding used.

Feasibility Study Process

Feasibility Study Analysis includes:

- Data collection, review and site survey
- Traffic projections and distribution study
- Traffic operations analysis and impact assessment
- Ramp design studies and concept geometric design
- Drainage analysis and impact assessment
- Assessment of wetland, noise, right-of-way impacts
- Retaining wall and noise wall evaluation
- Agency coordination (IDOT, Tollway, FPDCC)
- Stakeholder and public feedback meetings
- Preliminary cost estimates



Illinois Department
of Transportation

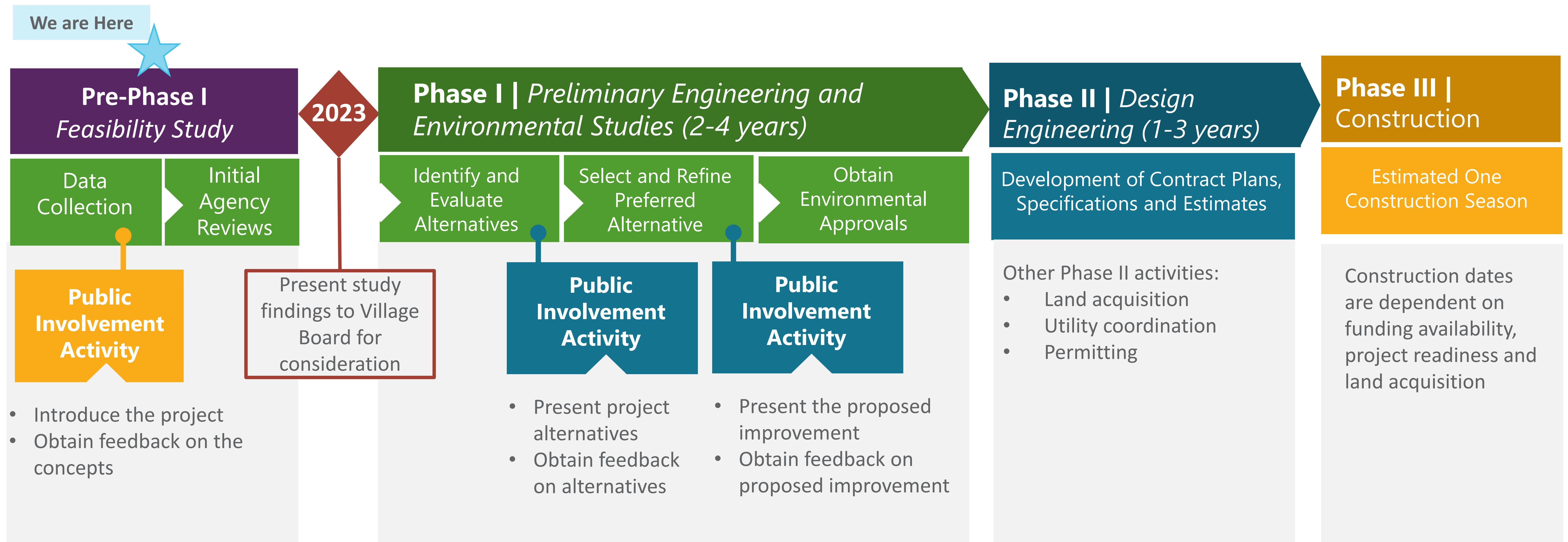
In 2023, the Tollway and Village Board will use the Feasibility Study to determine if there is enough support to advance to the next phase of design.

If there is, the Village and the Tollway would enter into joint agreement to advance design of one or two ramps, and the Village would initiate a Phase I Design study.

The next step would require additional investment to further delineate the ramp impacts and the design and cost associated with mitigating those impacts.

Additional coordination, design, and permitting approvals from state and federal agencies will be required prior to construction, based on the type of funding to be used for the project.

State Highway Planning & Design Process



**Typical durations for Phase I & II shown. Duration will vary based on project magnitude, level of environmental impact, and land acquisition*

If one or two ramps are advanced into the planning and design process for highway improvements, funding sources will be needed for each phase. Potential funding sources include:

- Federal grants
- Tollway funds
- State funds
- Local funds (County, Municipal)

We want to hear from You!

Community feedback is an important part of the Study!

Please fill out the survey and add your comments to the maps so your feedback can be included in the study.

Access the online survey here:



*You may also send questions or comments for the project record to:
GlenviewRampStudy@benesch.com*

*Continue to follow the process at:
www.Glenview.il.us/Pages/1294atMilwaukee.aspx*