Elgin O'Hare - West Bypass
Stakeholder Input - Supporting Improvements
Roadway Segment Improvements

	Supporting Improvements Location	From	To	Comments	Build Alternative Traffic Impacts			Disposition of Comments (2) (3)
					Traffic Increase (1)	No Change	Traffic Decrease	
1	Wise Rd	Barrington Rd	S. Bartlett Rd	Consider off-system improvements especially during peak PM congestion				This segment is outside the EO-WB study area; location is not within the scope of this study
2	Greenbrook Rd/Stearns Rd	Elgin-O'Hare	Morton Rd	Review area for increase traffic and new Fox River Bridge	✓			Basic capacity adequate (2030 Baseline and Build); no interchange-related improvements required
3	Elgin-O'Hare Expressway	Gary Ave	County Farm Rd	Consider all alternates	✓			Basic capacity adequate (2030 Baseline and Build)
4	U.S. Rt 20 (Lake St)	Elgin-O'Hare	Gary Ave	Evaluate off systems		✓		No traffic impact related to Build Alternatives. Potential capacity needs with 2030 Baseline condition. Interchange-related improvements may be required.
5	Gary Ave	Elgin-O'Hare	U.S. Rt 20 (Lake St)	Consider off-system improvements on this segment	✓			Basic capacity adequate (2030 Baseline and Build); interchange-related improvements may be required
6	Roselle Rd	I-90	Elgin-O'Hare	Consider transit along this route to west terminal; use Euclid and Clinton instead of west end			✓	No traffic impact related to Build Alternatives. Potential capacity needs north of IL 72 with 2030 Baseline condition. Interchange-related improvements may be required.
7	Elgin-O'Hare Expressway	Meacham Rd	IL 19 (Irving Park Rd)	Consider transit	✓			Capacity improvements required with 2030 Build. Transit improvements will be considered
8	Meacham Rd/Medinah Rd	Elgin-O'Hare	IL 19 (Irving Park Rd)	Confirm need	✓			Capacity improvements required with 2030 Build, along with interchange related improvements
9	Rohlwing Rd	Biesterfield Rd	L Rt 19 (Irving Park Rd	Consider this because of the significant amount of truck traffic (about 1 mile each direction)			✓	Basic capacity adequate (2030 Baseline and Build); interchange-related improvements may be required
10	IL Rt 83 (as an Arterial)	Oakton St	Dempster St	Consider this because they are commercial areas; widening will affect businesses			✓	Basic capacity adequate (2030 Baseline and Build); interchange-related improvements may be required
11	Oakton St.	IL Rt 83	Elmhurst Rd	Consider this because they are commercial areas; widening will affect businesses	✓			Roadway capacity improvements required with 2030 Build, along with interchange-related improvements
12	Elmhurst Rd	I-90	Algonquin Rd	Consider this because there may be commercial constraints			✓	Roadway capacity improvements required with 2030 Build, along with interchange-related improvements
13	York Rd	I-90	I-290	Consider this because York Rd lacks improvements; not everyone want to utilize Bypass and EO			✓	Basic capacity adequate (2030 Build); frontage road and interchange-related improvements may be required
14	Devon Ave	Tonne Rd	Elmhurst Rd	Evaluate off-system improvements	✓			Basic capacity adequate (2030 Baseline and Build); interchange-related improvements may be required
15	IL Rt 83	I-290	I-90	Consider intersection improvements along IL Rt 83 with any improvement			✓	Basic capacity adequate (2030 Build); interchange-related improvements may be required
16	IL Rt 83	I-290	IL Rt 64 (North Ave)	Consider this because it is currently congested; potential for upgrades - long stretch that need improvements		✓		No traffic impact with Build Alternative
17	Green St	York Rd	County Line Rd	Consider this because it is prone to bottlenecks			✓	Basic capacity adequate (2030 Baseline and Build); interchange-related improvements may be required
18	IL Rt 19 (Irving Park Rd)	York	I-294	Consider off-system improvements on this segment			✓	Capacity improvements by OMP included in 2030 Baseline; additional interchange-related improvements may be required
19	IL Rt 19 (Irving Park Rd)	I-294	25th Ave	Evaluate off-systems on IL-19 and Pace service		✓		No traffic impact related to Build Alternatives. Potential capacity needs with 2030 Baseline condition.

Intersection Improvements

	Supporting Improvements Location	At	Comments				
20	Barrington Rd	U.S. 20 (Lake St)	Consider Intersection Improvement		✓		Intersection recently improved. Further improvements not proposed due to minor nature of traffic impacts associated with Build Alternative
21	IL Rt 83	Landmeier Rd	Consider Intersection Improvement	✓			Intersection improvements may be required to accommodate Build Alternative traffic and interchange-related improvements
22	Landmeier Rd	IL 72 (Higgins Rd)	Consider Intersection Improvement			✓	Build Alternative will reduce traffic through intersection; however, need for interchange-related improvements will be reviewed
23	Touhy Ave (for Alt 203)	IL 72 (Higgins Rd)	Consider Intersection Improvement; supports Elk Grove Village Plans			✓	Build Alternative will reduce traffic through intersection; however, need for interchange-related improvements will be reviewed
24	At all interchanges	Systemwide	Evaluate off-system at all proposed interchanges				Intersection improvements will be included within interchange influence area

(1) Locations where traffic for 2030 Build (G203) measurably exceeds 2030 Baseline (greater than 5% increase).
(2) Directional ADT thresholds: 18,900 (2 lane maximum); 28,500 (3 lane maximum). ADT Based on Table 7-6 (Service Volumes by Arterial Class) of ITE Traffic Planning Handbook, 2nd Edition; Threshold for Class I, 2 lanes LOS used; One direction through service volume for 2 lanes at LOS D = 1,890. Assuming 1 lane volume of 945 veh/ hr to be 10% of ADT. Therefore, the ADT threshold for 2 lanes = 1,890/0.10 = 18,900 veh/ day.
(3) Additional capacity need determined by LOS analyses for access-controlled highways.