

PUBLIC MEETING

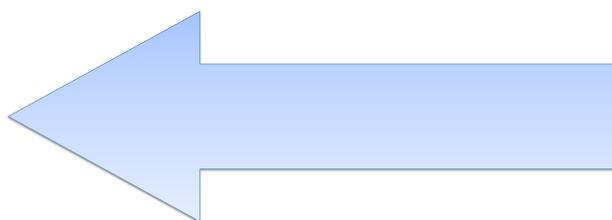
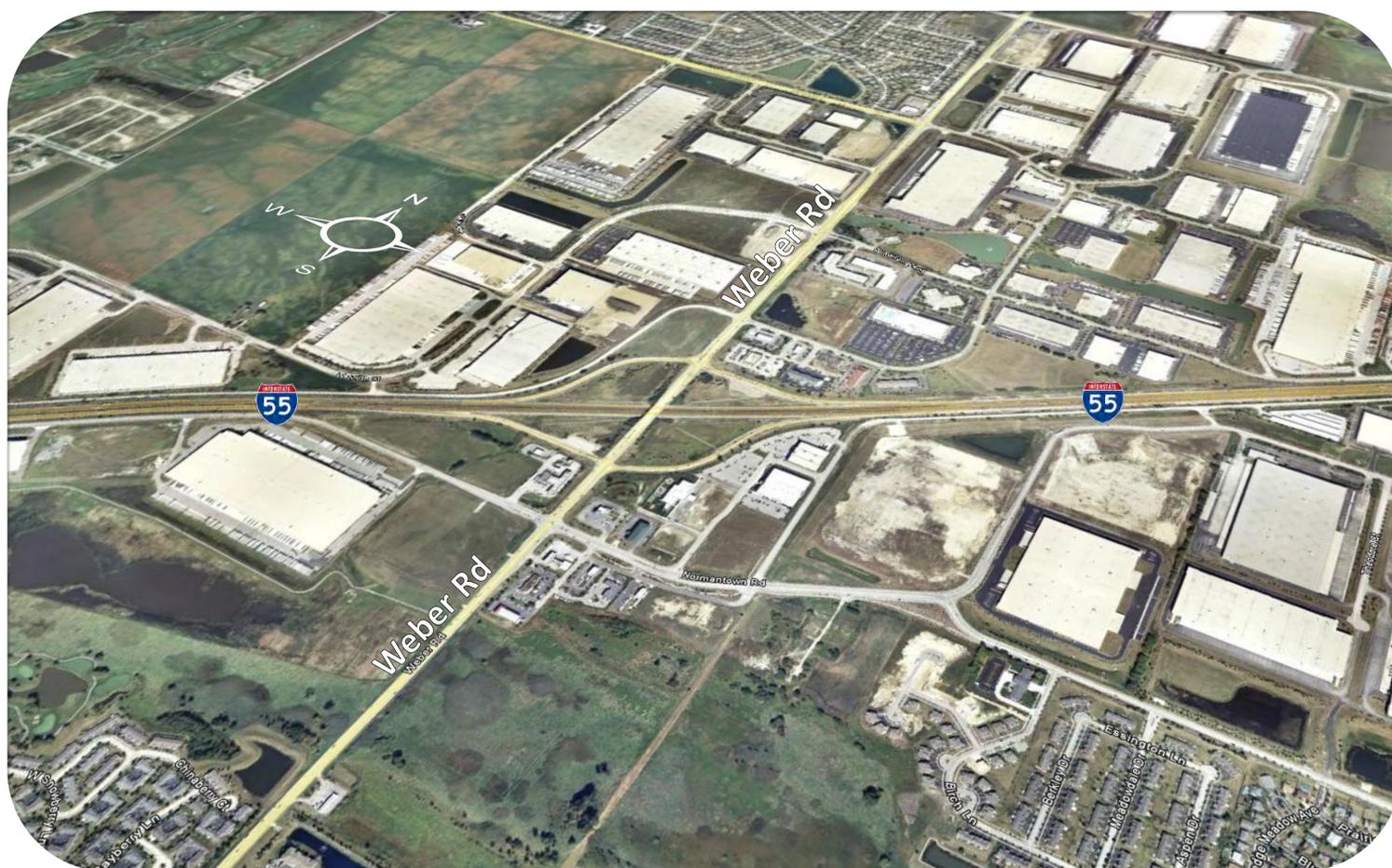
May 12, 2011



WELCOME

I-55 AT WEBER ROAD

ENVIRONMENTAL ASSESSMENT



**Illinois Department
of Transportation**

STUDY PRESENTATION



Please join us for a presentation covering:

- Project Status
- Problem Statement
- Purpose and Need
- Initial Range of Alternatives
- Evaluation and Screening Criteria
- Next Steps

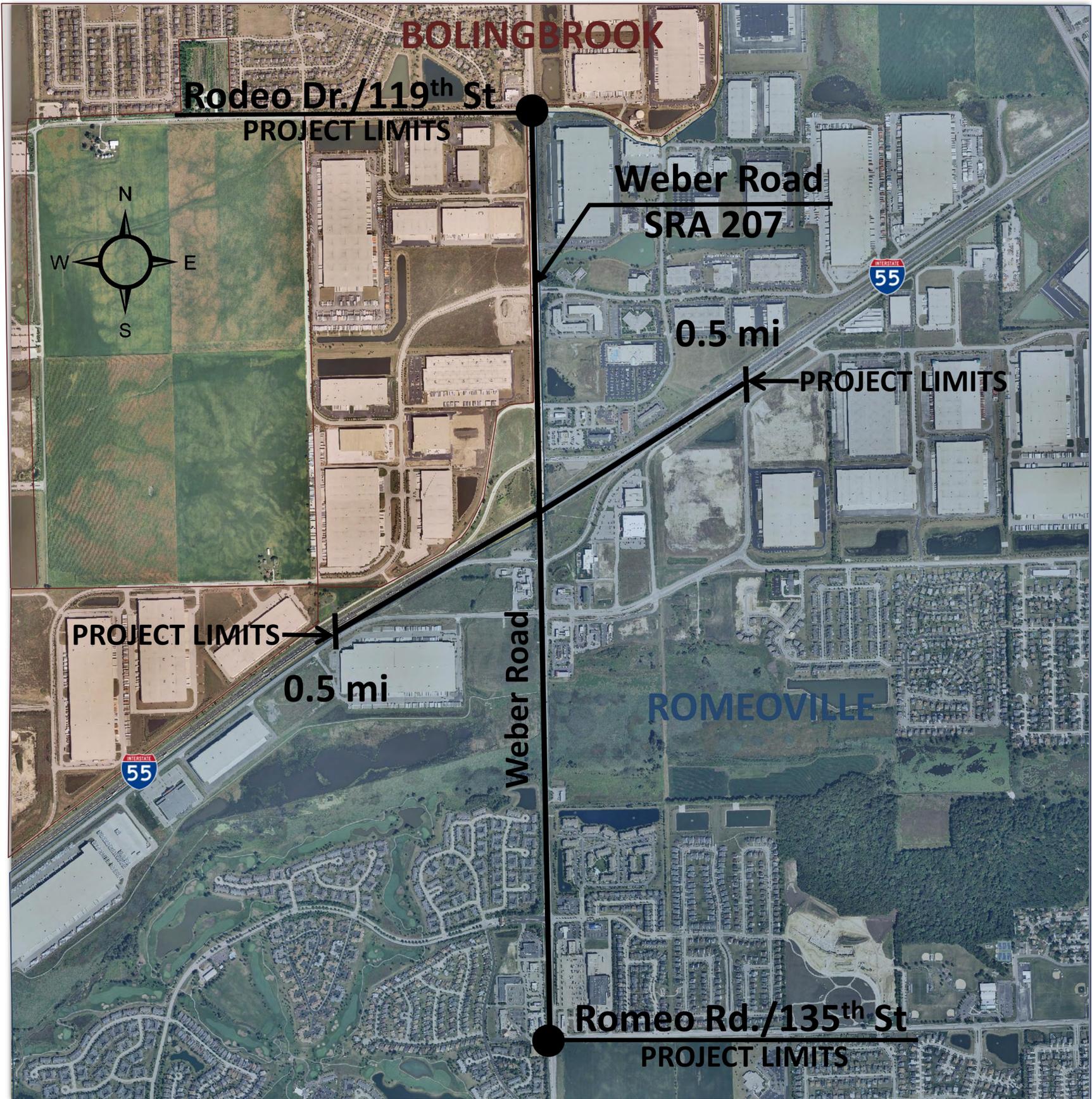
Presentation will begin at:

4:00 p.m. 4:25 p.m. 4:50 p.m. 5:15 p.m.
5:40 p.m. 6:05 p.m. 6:30 p.m.



**Illinois Department
of Transportation**

STUDY AREA



Illinois Department
of Transportation

LAND ACQUISITION



TYPES

○ Fee Simple

Acquisition of all rights and interest

○ Permanent Easement

Ownership retained by property owner

IDOT allowed permanent use of property to construct and maintain the transportation facility

○ Temporary Easement

Ownership retained by property owner

IDOT allowed temporary use of property to construct minor improvements



PROCEDURES

○ Determine Ownership

Prepare property description and survey

○ Independent Appraisal

○ Negotiation

○ Condemnation

○ Relocation assistance when building acquired

Advisory/referral services

Replacement housing payments

Reimburse moving expenses



**Illinois Department
of Transportation**

CONTEXT SENSITIVE SOLUTIONS



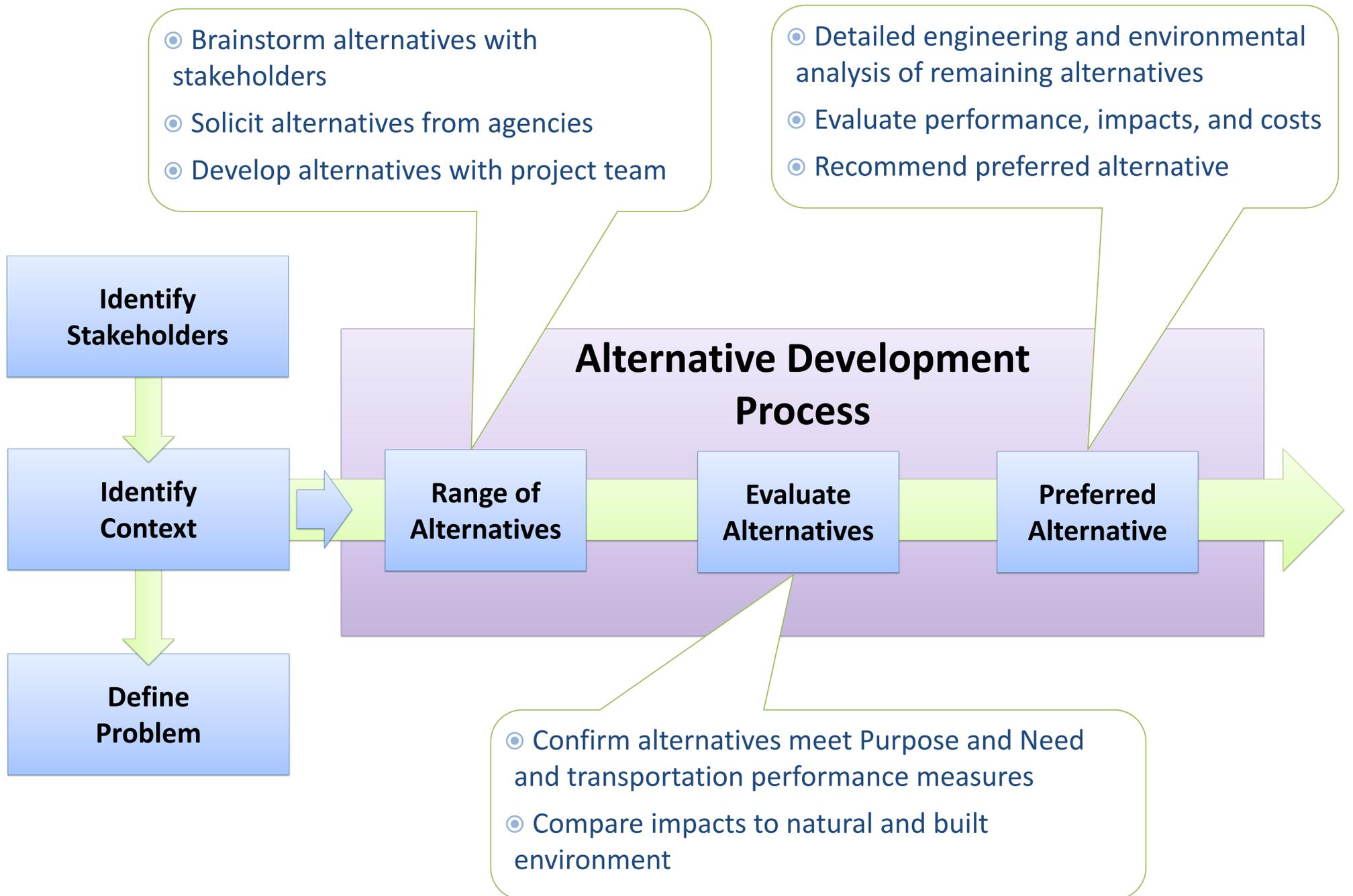
“Context Sensitive Solutions (CSS) is a collaborative, interdisciplinary approach that seeks effective, multimodal transportation solutions by working with stakeholders to develop a cost-effective transportation facility which will fit into and reflect the project’s surroundings – its context.”

An IDOT CSS project:

- ⦿ Considers the project’s context
- ⦿ Includes stakeholder input
- ⦿ Is environmentally sensitive
- ⦿ Is feasible and safe



ALTERNATIVE DEVELOPMENT



We want your input:

Submit your comment in the box tonight, by mail to IDOT or by email on the project website.

Comments must be received by May 26, 2011 to become part of the official public meeting record.

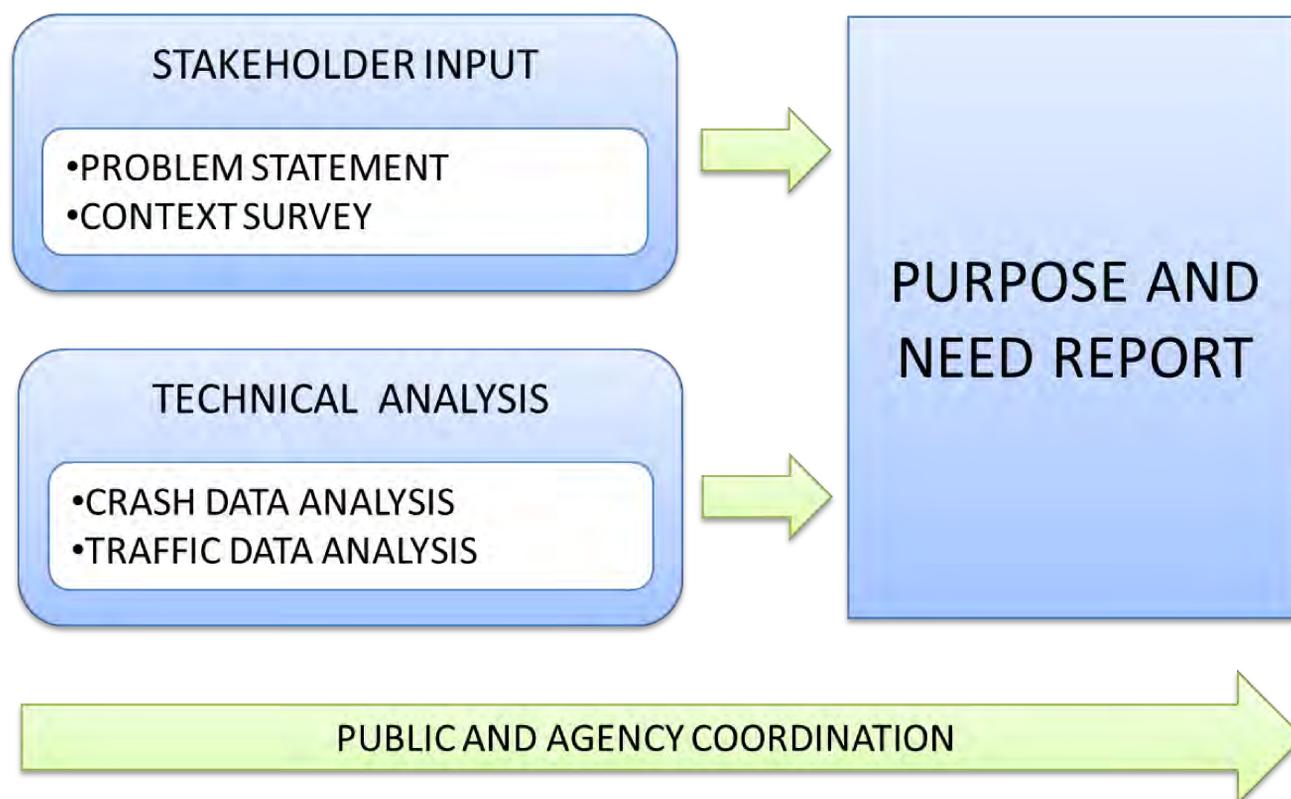


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PURPOSE AND NEED REPORT



The purpose of the proposed action is to provide an improved transportation facility in the Interstate 55 and Weber Road Interchange project study area. The specific needs to be addressed include safety, operational, and capacity deficiencies.



We want your input:

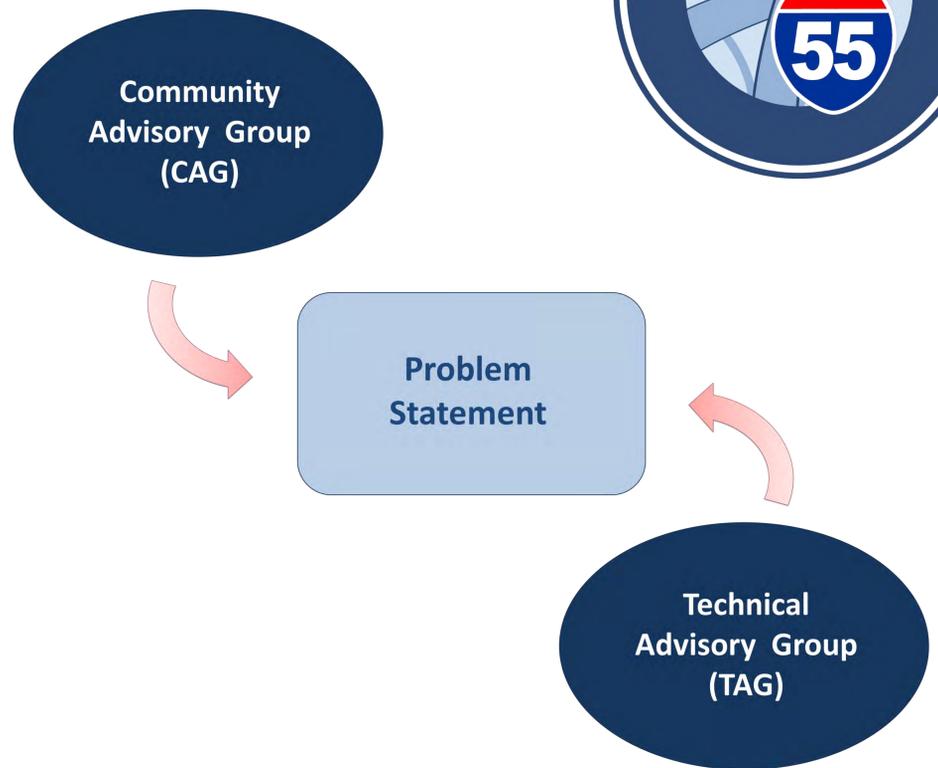
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PROBLEM STATEMENT



Development and forecasted growth in the communities around the I-55 at Weber Road interchange present a need for improved transportation.

Focus Question: What are the transportation problems at the I-55 at Weber Road Interchange?

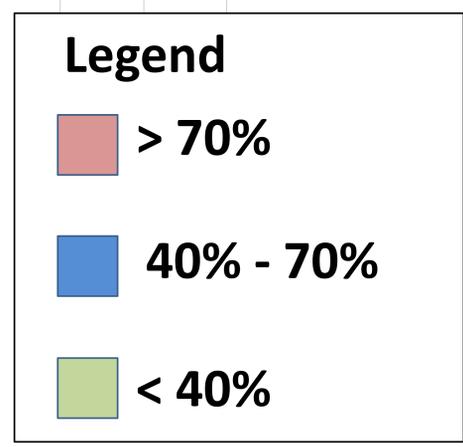
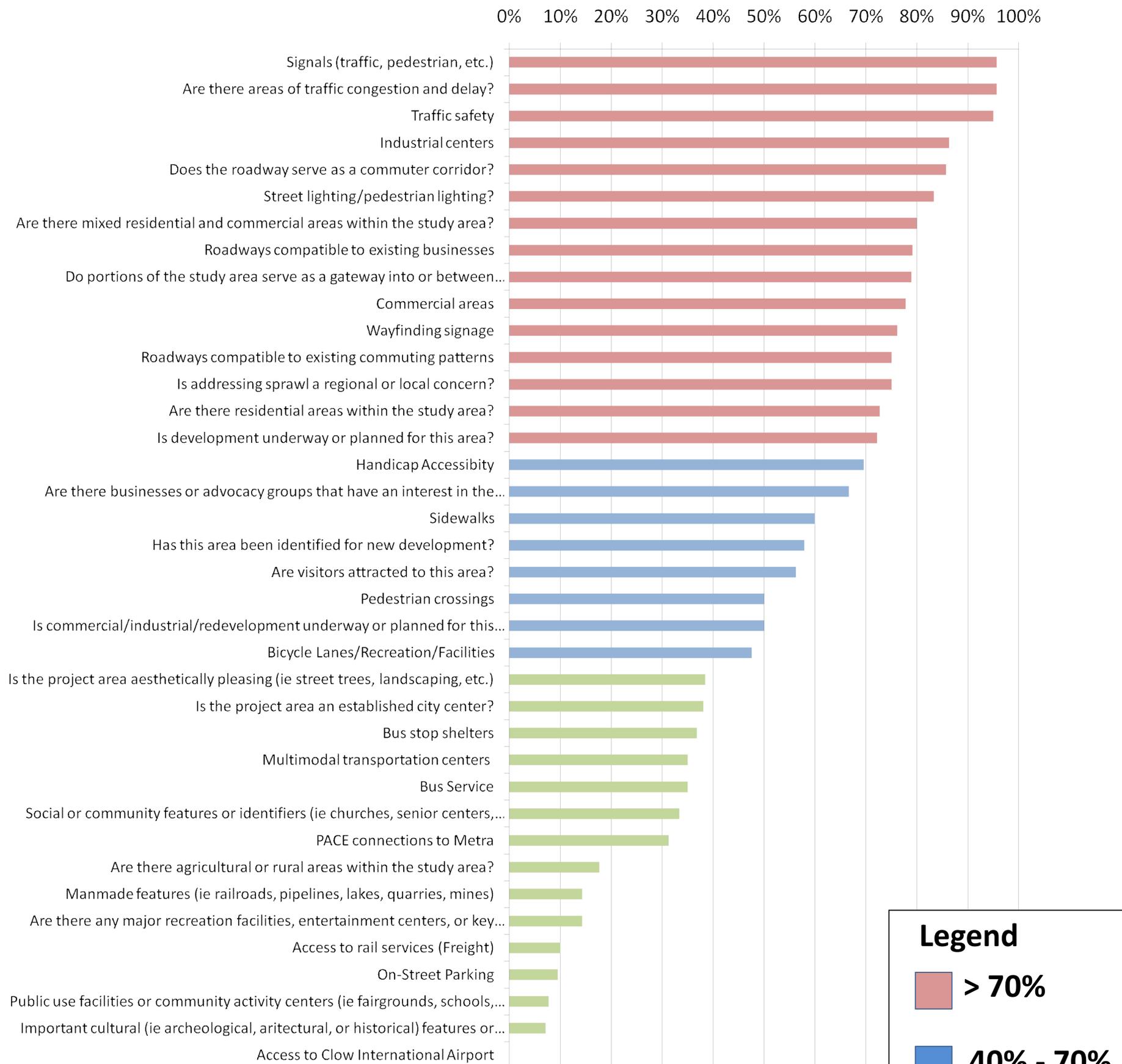
Turn Movements	Signal Delay	Alternative Transportation	Signage	Ramps	Mobility & Capacity	Weber Intersections	Business Access
Hard to Make Left Turns	Traffic Light Timing & Too Many Lights	Lack of Pedestrian, ADA, and Bike Facilities	Better/Smarter Signage	Through Traffic vs. Highway-Bound Traffic	No Alternate Routes to I-55	Normantown	Balanced Traffic so as not to Restrict Business
Traffic Making Left Turns	Delays at Traffic Signals	Limited Alternative Transportation (Lack of Mass Transit and Park-N-Ride)	Lane Markings and Merging Issues	Ramp Access to I-55	Ability to Handle Current & Future Growth		
Lack of Exclusive Turn Lanes	Signals (Number and Timing)	Bike Path Continuity	Lane Markings (Double Lefts)	Ramp Storage & Visibility	Heavy Tractor Trailer Usage		
		Improve Pedestrian Access		Narrow Exit Ramps			



RESULTS OF CONTEXT SURVEY



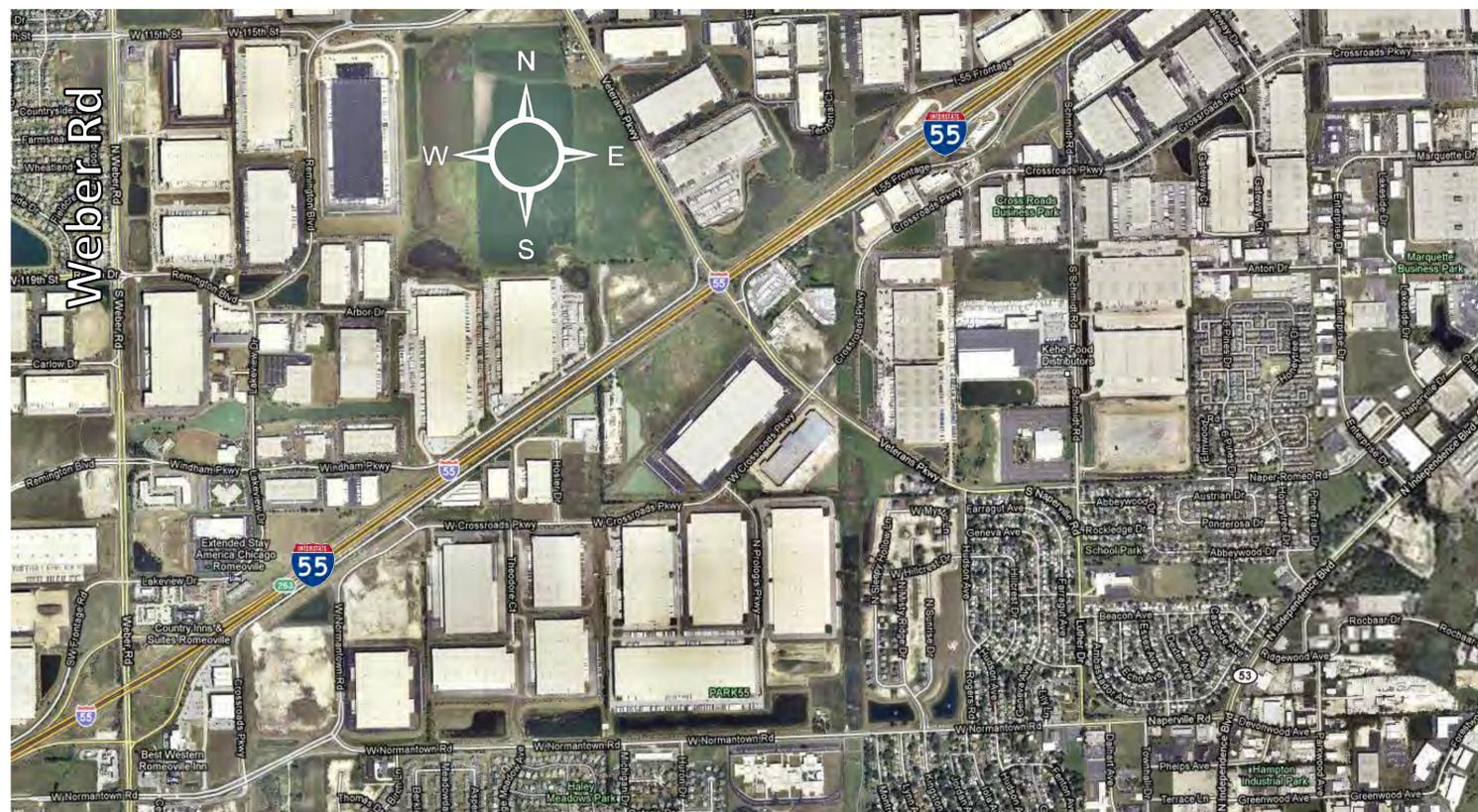
Context Survey Results: Percentage of Respondents Rating with High Importance



REGIONAL GROWTH

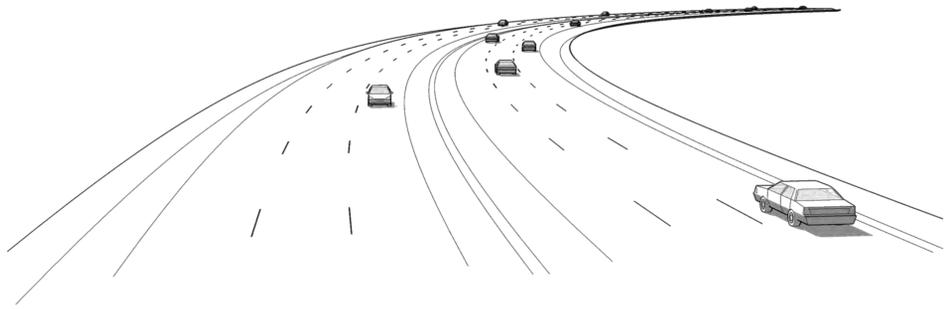


Northeast of Interchange - 1994

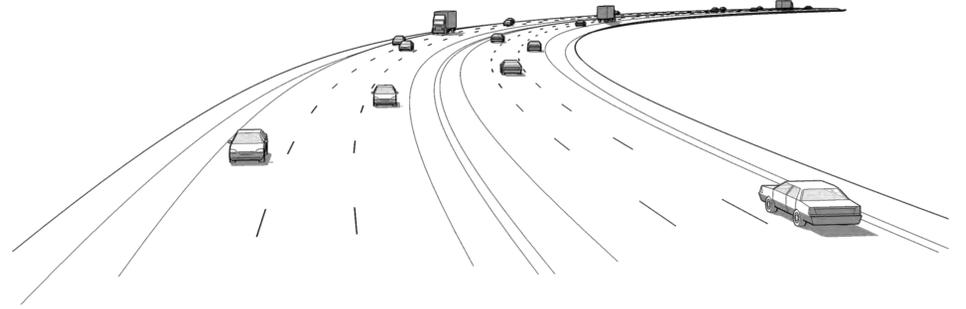


Northeast of Interchange - 2009

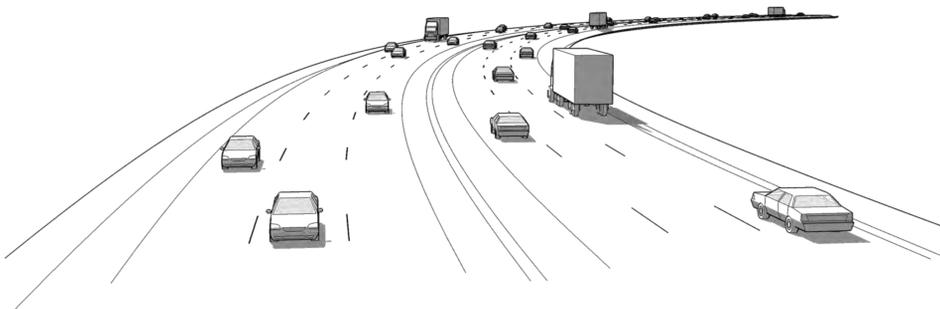
LEVEL OF SERVICE (LOS)



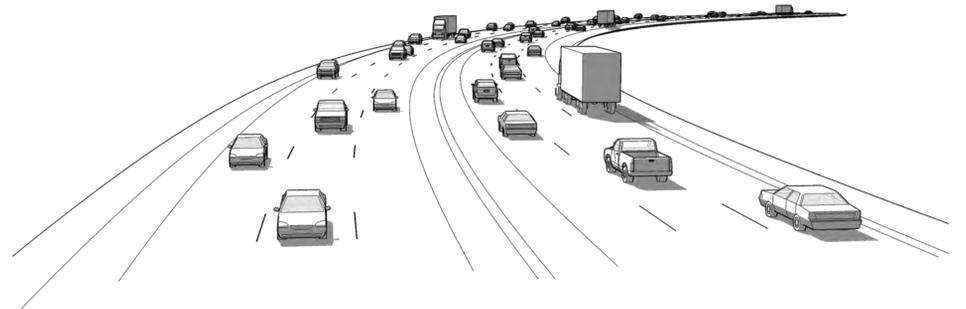
LOS A =
FREE FLOW



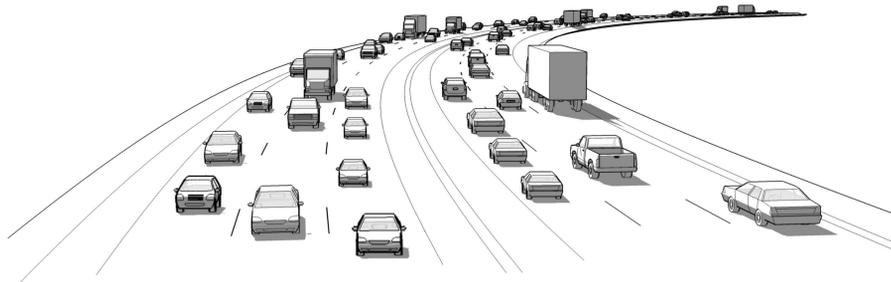
LOS B =
FREE FLOW



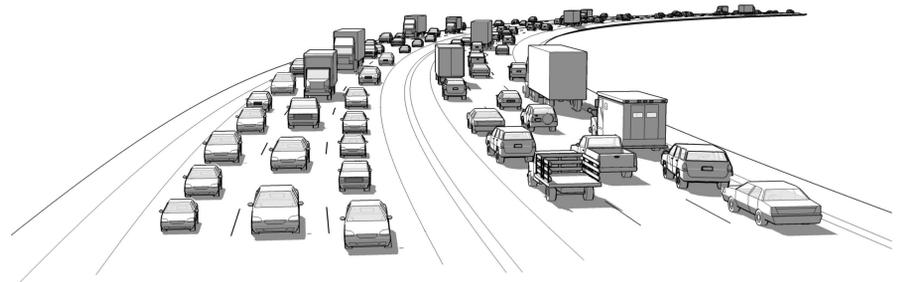
LOS C =
NEAR FREE FLOW



LOS D =
TRAFFIC FLOW
BREAKS DOWN

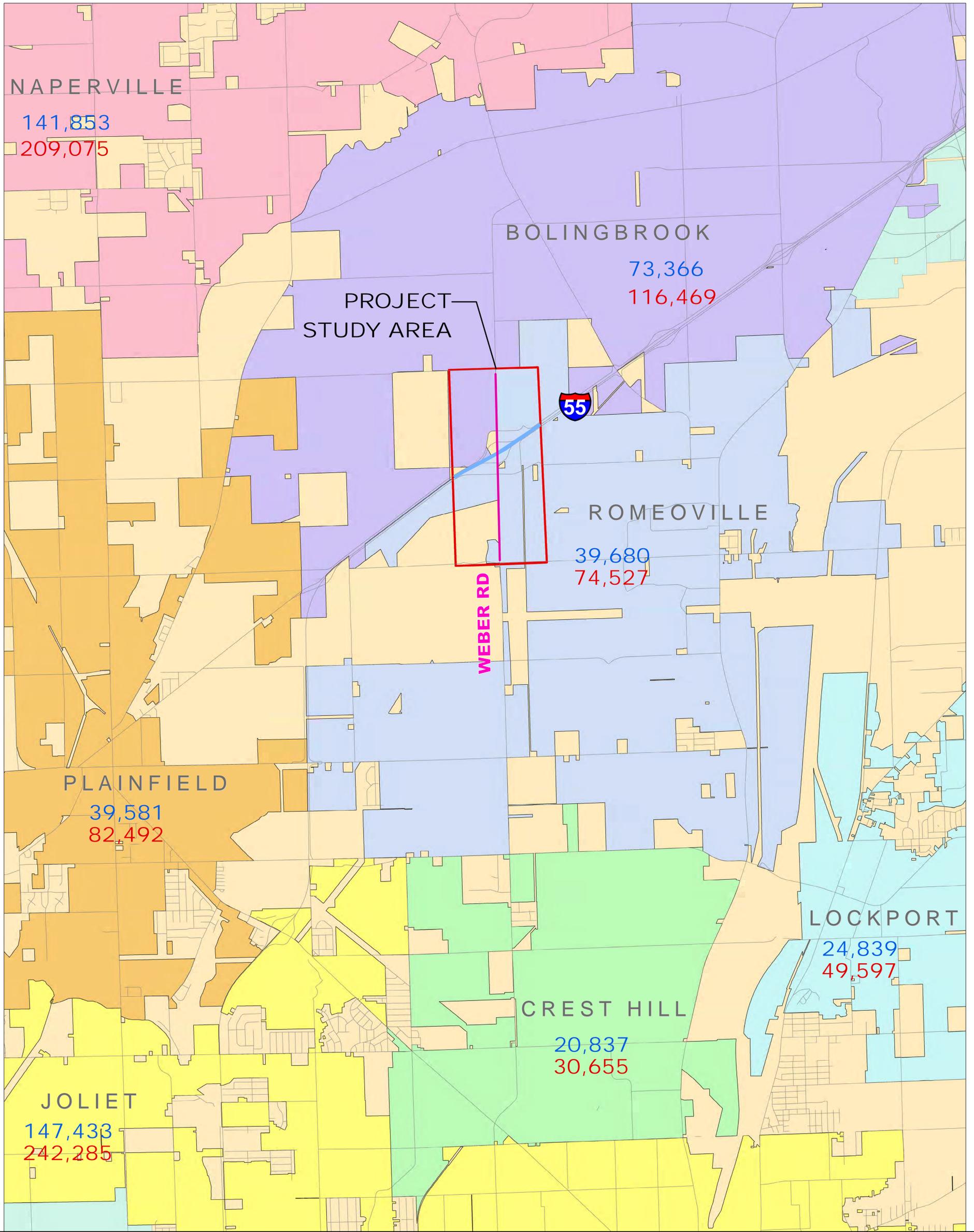


LOS E =
CONGESTION

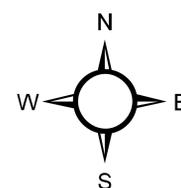


LOS F =
GRIDLOCK





2010 & 2040 Population



Legend

- ### 2010 Population (U.S. Census)
- ### 2040 Population Forecast (CMAP)
- I-55 Within Project Area
- Weber Road Within Project Area

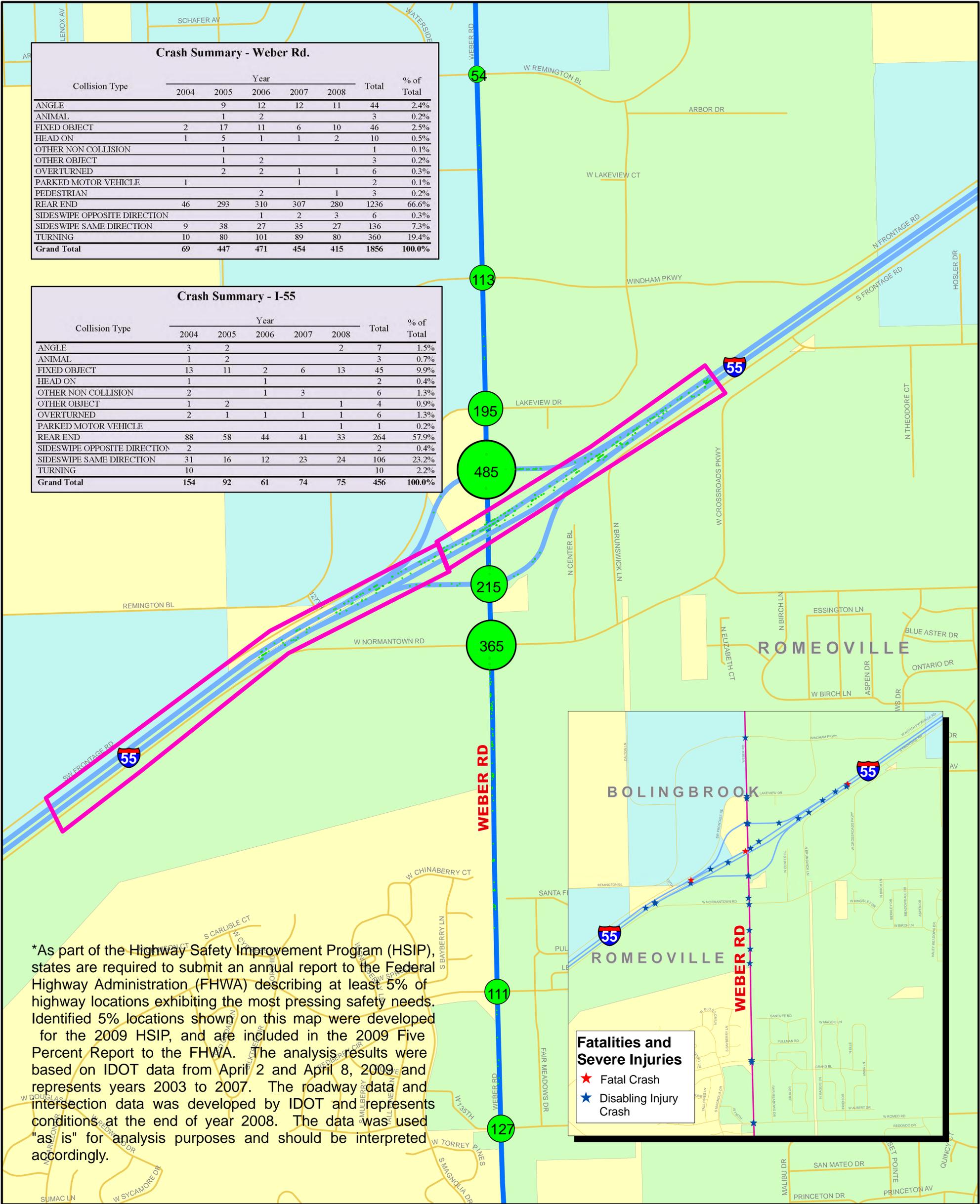
Crash Summary - Weber Rd.

Collision Type	Year					Total	% of Total
	2004	2005	2006	2007	2008		
ANGLE	9	12	12	11	44	44	2.4%
ANIMAL	1	2			3	3	0.2%
FIXED OBJECT	2	17	11	6	10	46	2.5%
HEAD ON	1	5	1	1	2	10	0.5%
OTHER NON COLLISION		1			1	1	0.1%
OTHER OBJECT		1	2		3	3	0.2%
OVERTURNED		2	2	1	1	6	0.3%
PARKED MOTOR VEHICLE	1			1	2	2	0.1%
PEDESTRIAN			2		1	3	0.2%
REAR END	46	293	310	307	280	1236	66.6%
SIDESWIPE OPPOSITE DIRECTION			1	2	3	6	0.3%
SIDESWIPE SAME DIRECTION	9	38	27	35	27	136	7.3%
TURNING	10	80	101	89	80	360	19.4%
Grand Total	69	447	471	454	415	1856	100.0%

Crash Summary - I-55

Collision Type	Year					Total	% of Total
	2004	2005	2006	2007	2008		
ANGLE	3	2			2	7	1.5%
ANIMAL	1	2				3	0.7%
FIXED OBJECT	13	11	2	6	13	45	9.9%
HEAD ON	1		1			2	0.4%
OTHER NON COLLISION	2		1	3		6	1.3%
OTHER OBJECT	1	2			1	4	0.9%
OVERTURNED	2	1	1	1	1	6	1.3%
PARKED MOTOR VEHICLE					1	1	0.2%
REAR END	88	58	44	41	33	264	57.9%
SIDESWIPE OPPOSITE DIRECTION	2					2	0.4%
SIDESWIPE SAME DIRECTION	31	16	12	23	24	106	23.2%
TURNING	10					10	2.2%
Grand Total	154	92	61	74	75	456	100.0%

*As part of the Highway Safety Improvement Program (HSIP), states are required to submit an annual report to the Federal Highway Administration (FHWA) describing at least 5% of highway locations exhibiting the most pressing safety needs. Identified 5% locations shown on this map were developed for the 2009 HSIP, and are included in the 2009 Five Percent Report to the FHWA. The analysis results were based on IDOT data from April 2 and April 8, 2009 and represents years 2003 to 2007. The roadway data and intersection data was developed by IDOT and represents conditions at the end of year 2008. The data was used "as is" for analysis purposes and should be interpreted accordingly.



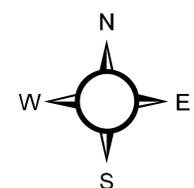
Fatalities and Severe Injuries

- ★ Fatal Crash
- ★ Disabling Injury Crash



Vehicle Crashes

(Analysis Period: 2004-2008)

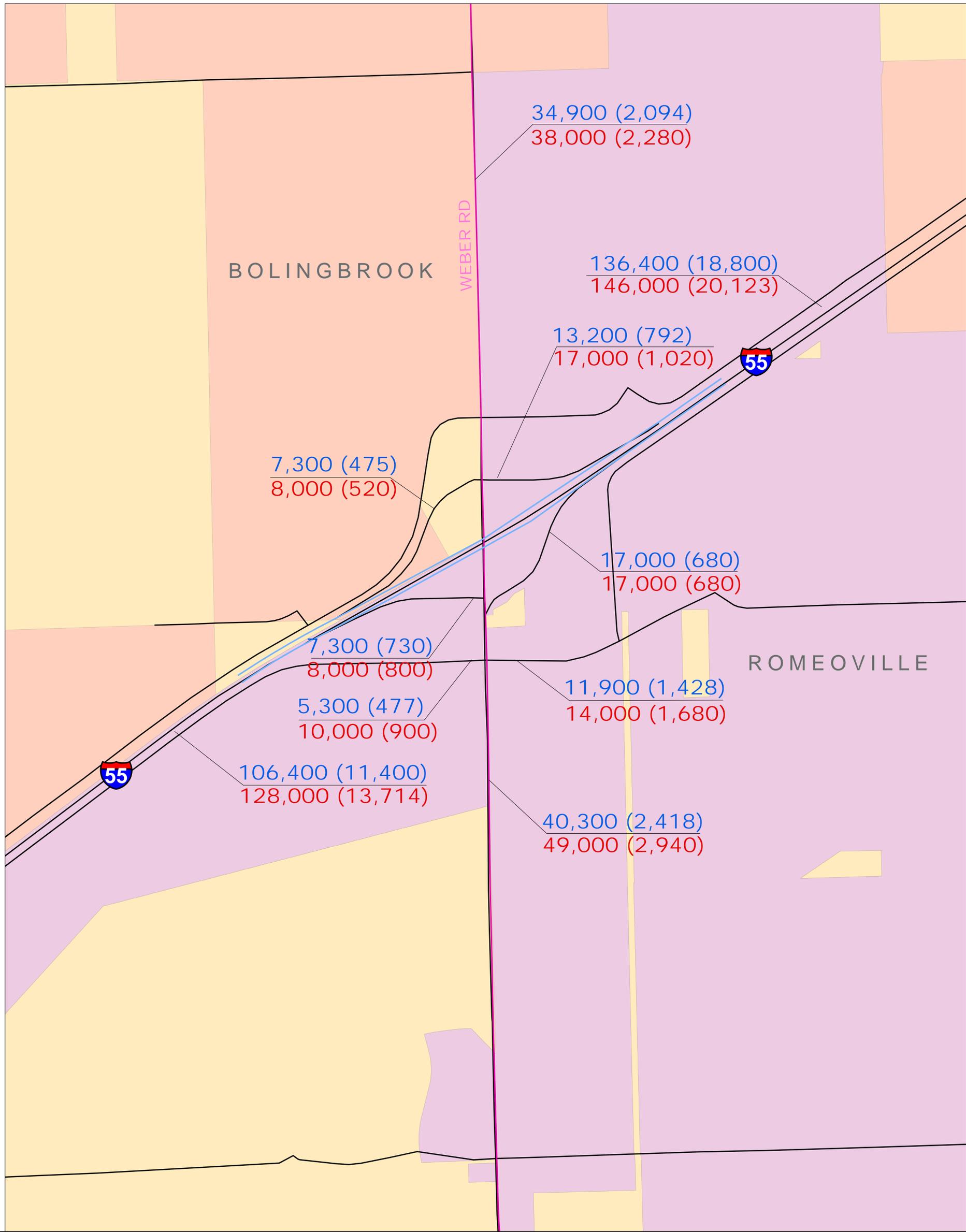


Legend

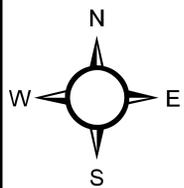
- 1
- 5
- 10
- 50
- 100

■ 5% Locations*

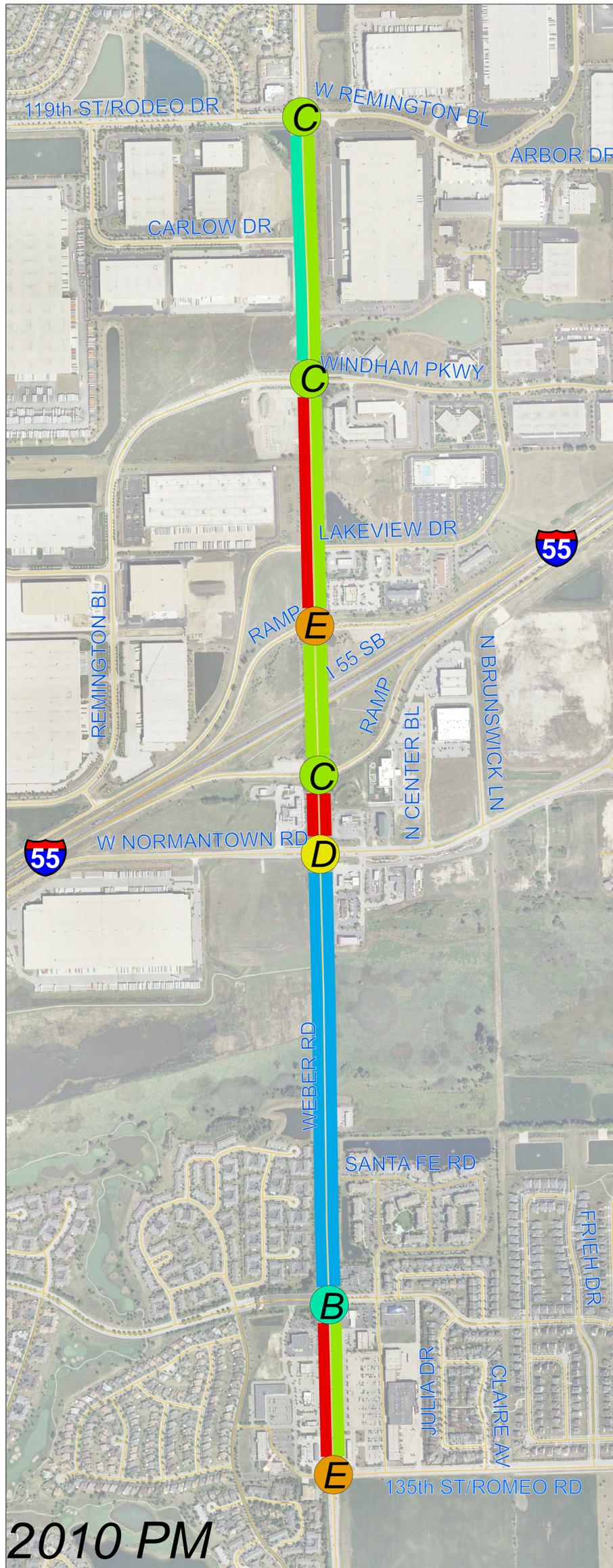
Number of Crashes



2010 & 2040 Average Daily Traffic



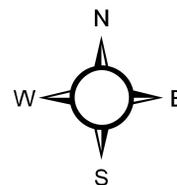
- Legend**
- Weber Road
 - I-55
 - ### 2010 ADT (Truck ADT)
 - ### 2040 ADT FORECAST (Truck ADT)



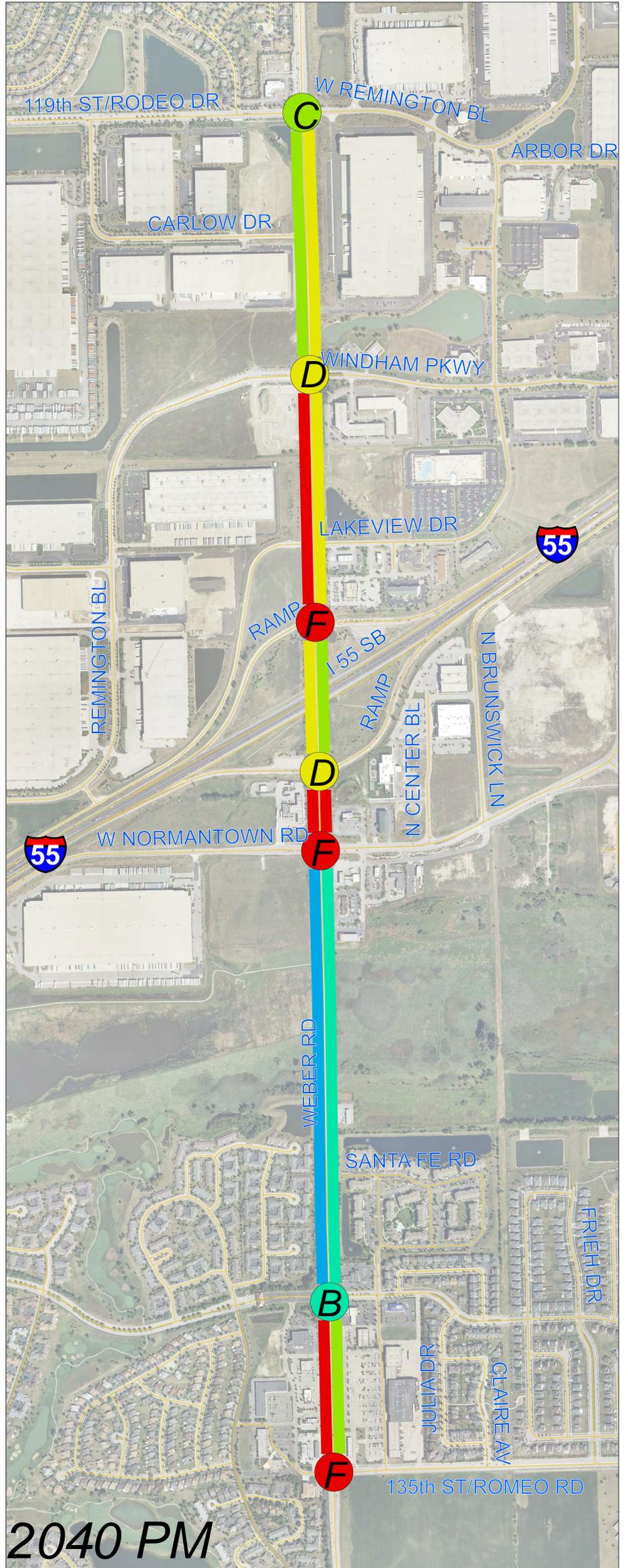
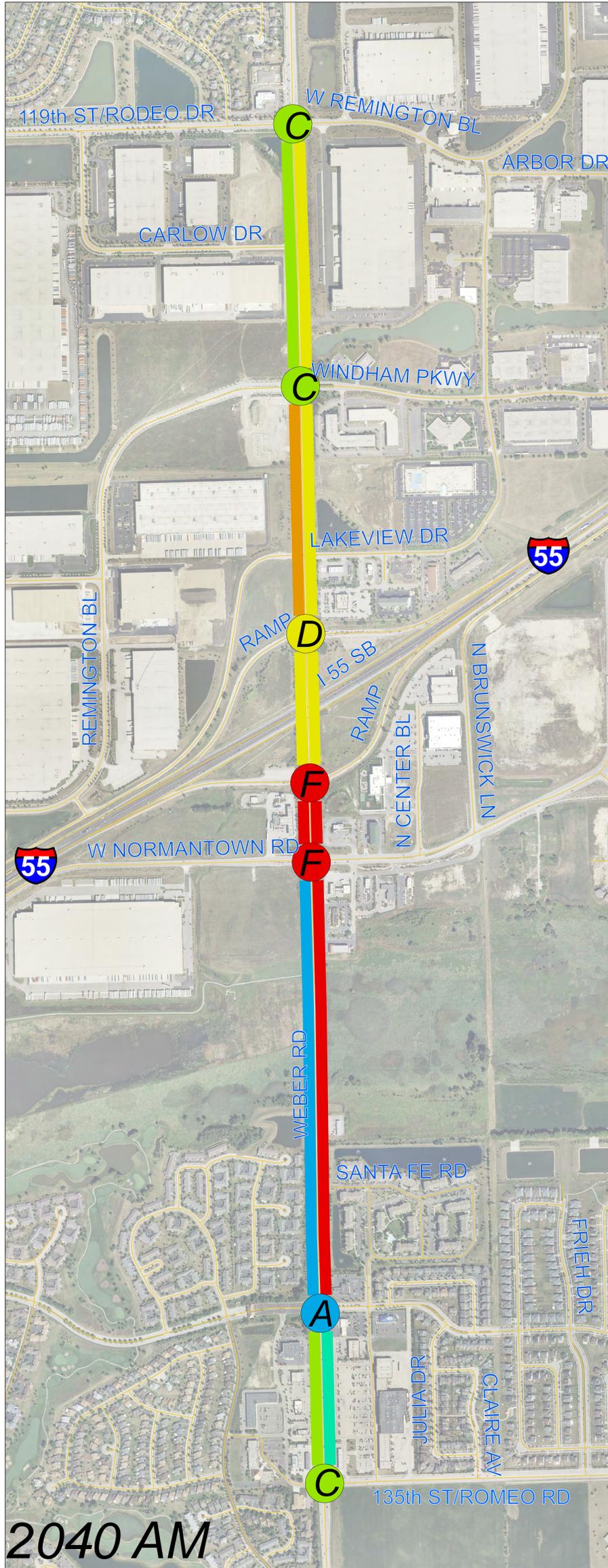
2010 AM & PM Peak Level of Service



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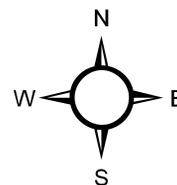
- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F



2040 AM & PM Peak
Level of Service
(No Build Scenario)



Illinois Department
of Transportation



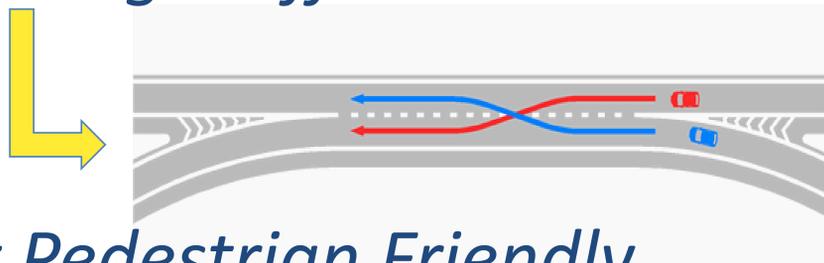
- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F

INITIAL RANGE OF ALTERNATIVES

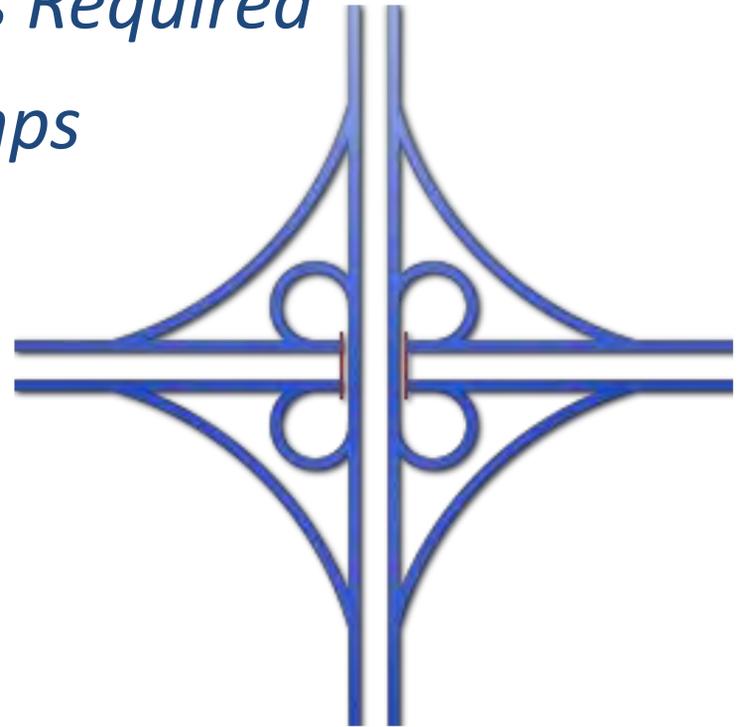


Concept: Full Cloverleaf

- *Free Flowing Traffic, No Traffic Signals Required*
- *Large Footprint to Accommodate Ramps*
- *Weaving Traffic Patterns*



- *Not Pedestrian Friendly*



Similar to:

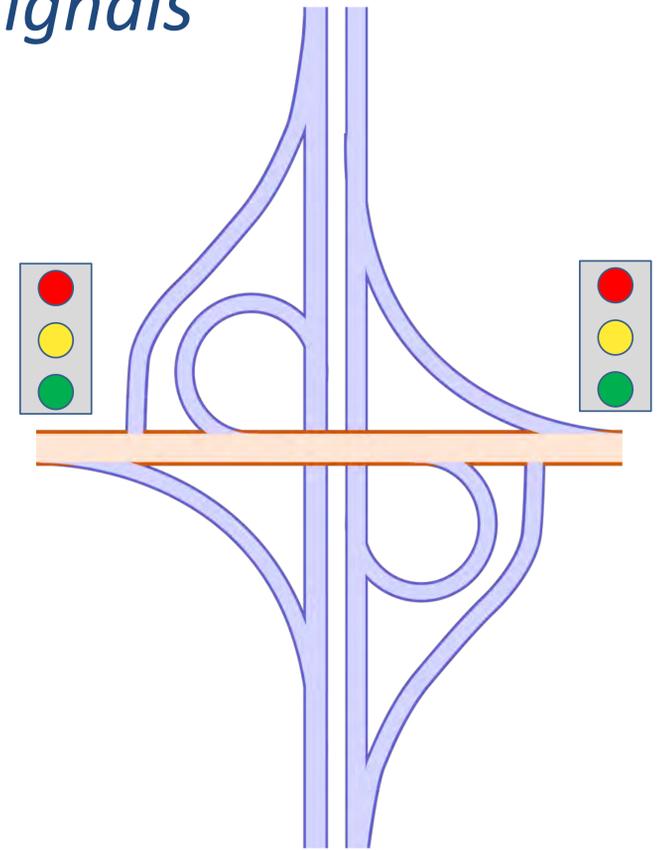


INITIAL RANGE OF ALTERNATIVES



Concept: Partial Cloverleaf

- ◉ *Some Free Flowing Movements, Traffic Signals Required*
- ◉ *Less Weaving Traffic*
- ◉ *Smaller Footprint*
- ◉ *Not Pedestrian Friendly*



Similar to:



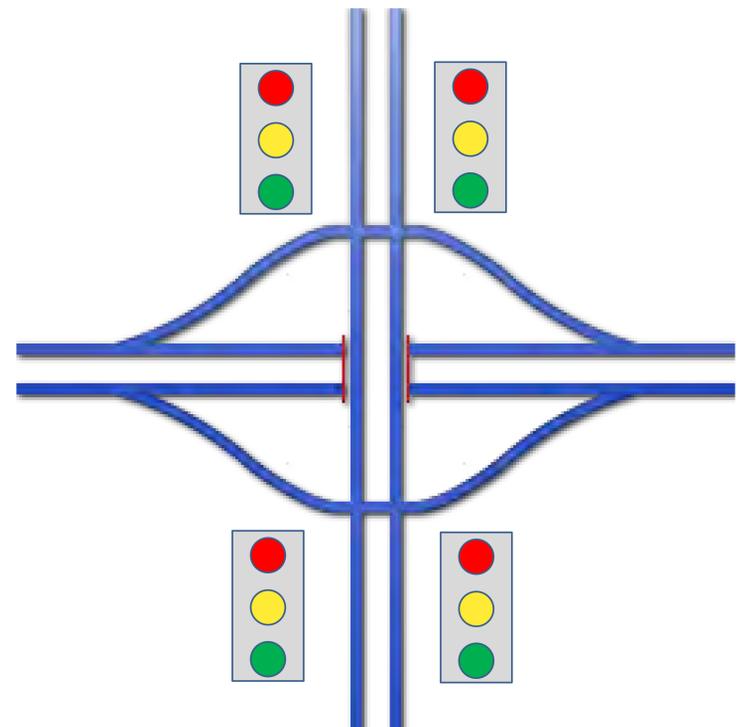
Illinois Department
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INITIAL RANGE OF ALTERNATIVES



Concept: Diamond

- ⦿ *No Free Flowing Movements, Traffic Signals Required*
- ⦿ *Small Footprint*
- ⦿ *Pedestrian Friendly on Minor Roads*



Similar to:



**Illinois Department
of Transportation**

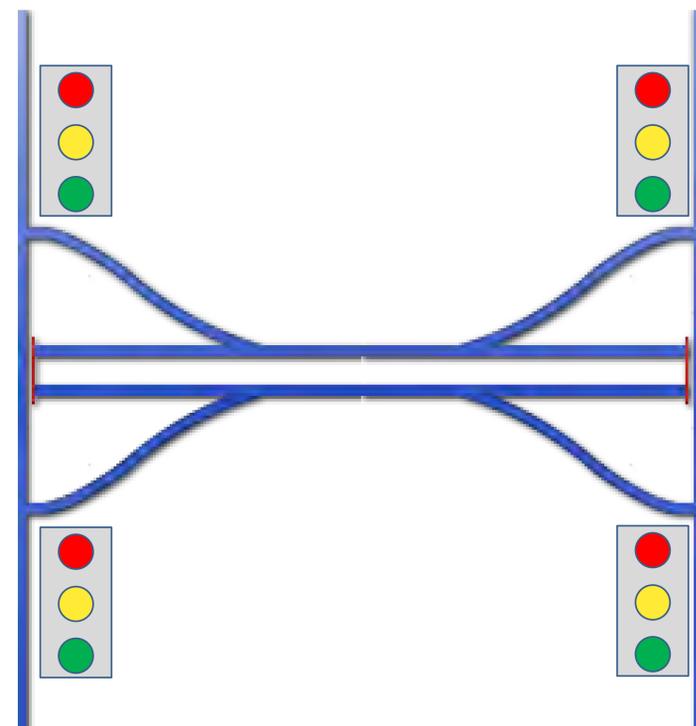
INITIAL RANGE OF ALTERNATIVES



Concept: Split Diamond

- ⦿ *No Free Flowing Movements, Traffic Signals Required*
- ⦿ *Utilizes Frontage Roads*
- ⦿ *Pedestrian Friendly on Minor Roads*

Similar to:

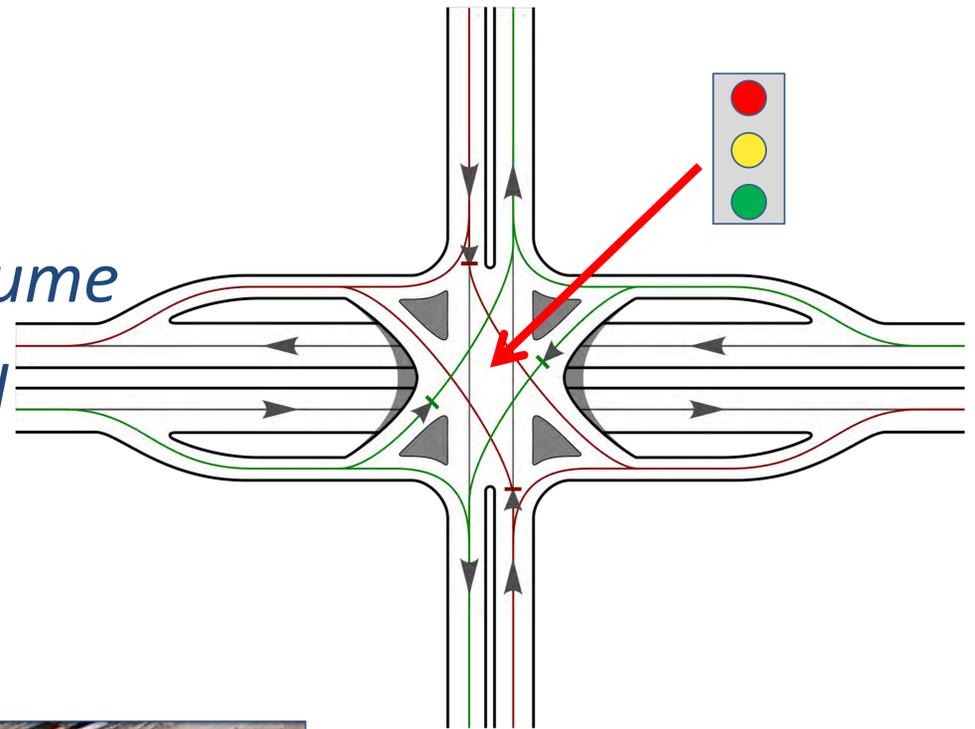


INITIAL RANGE OF ALTERNATIVES



Concept: Single Point Urban Diamond

- ◉ *Some Free-Flowing Movements, Traffic Signals Required*
- ◉ *Small Footprint*
- ◉ *Accommodates High Traffic Volume*
- ◉ *Large Bridge Structure Required*
- ◉ *Not Pedestrian Friendly*



Similar to:



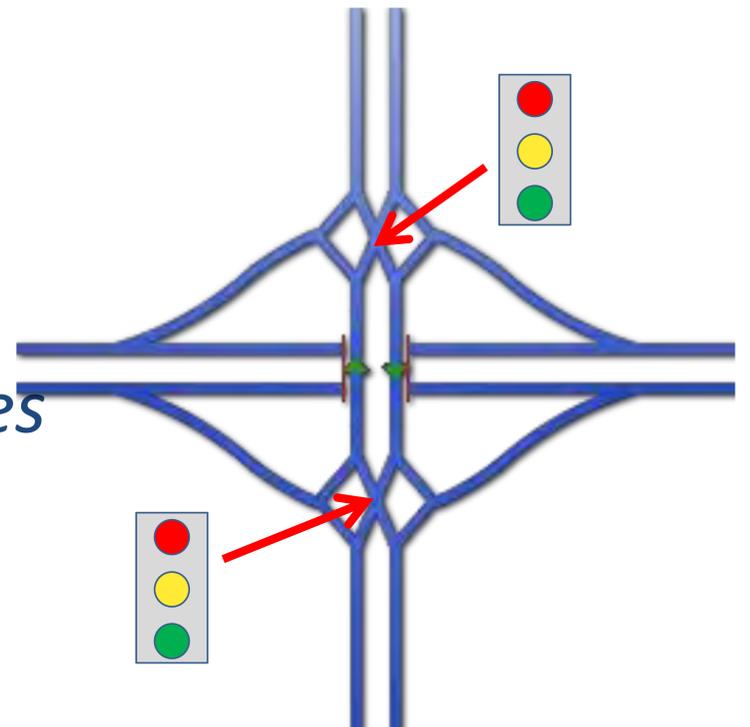
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INITIAL RANGE OF ALTERNATIVES



Concept: Diverging Diamond

- ⦿ *Small Footprint*
- ⦿ *Free Flowing Entrance to Interstate, Traffic Signals Required*
- ⦿ *Accommodates High Left Turn Volumes*
- ⦿ *Driver Unfamiliarity*
- ⦿ *Pedestrian Friendly*



Similar to:



I-44 at Kansas Expy, MO



I-15 at Pioneer Crossing, Utah



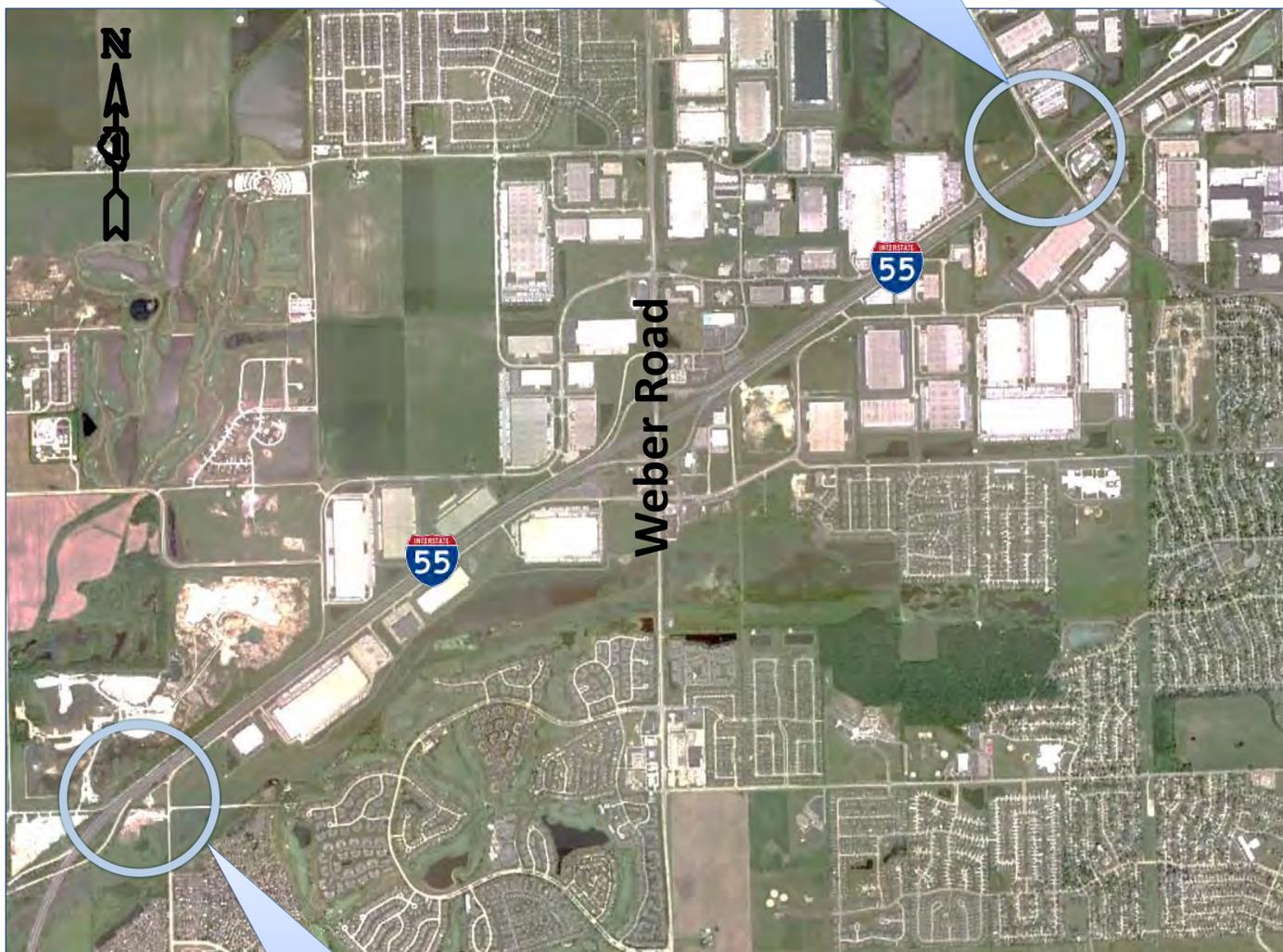
INITIAL RANGE OF ALTERNATIVES

Concept: New I-55 Access Locations



Additional Interchange Locations

Veterans Parkway



IL Route 126

More information on improvements to IL Route 126 can be found at www.airportand126study.com.



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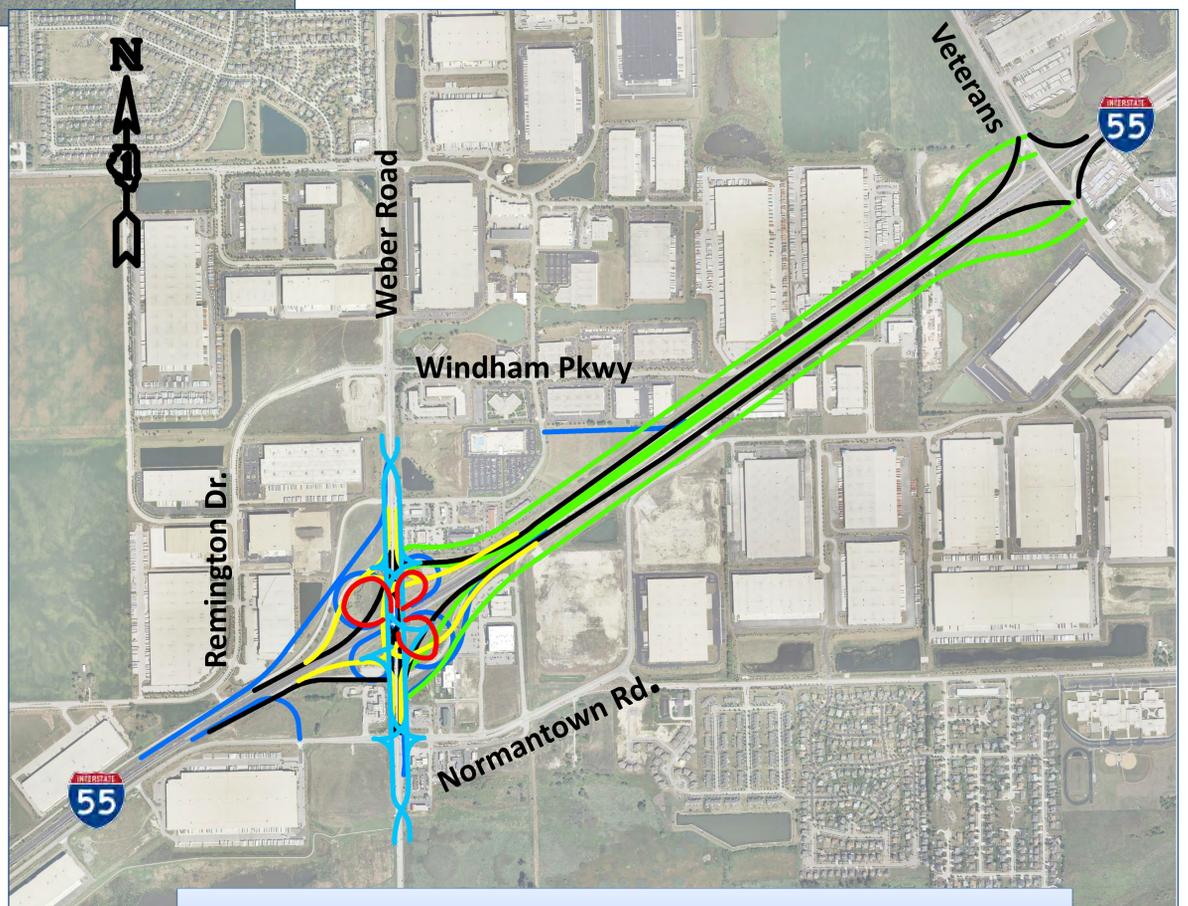
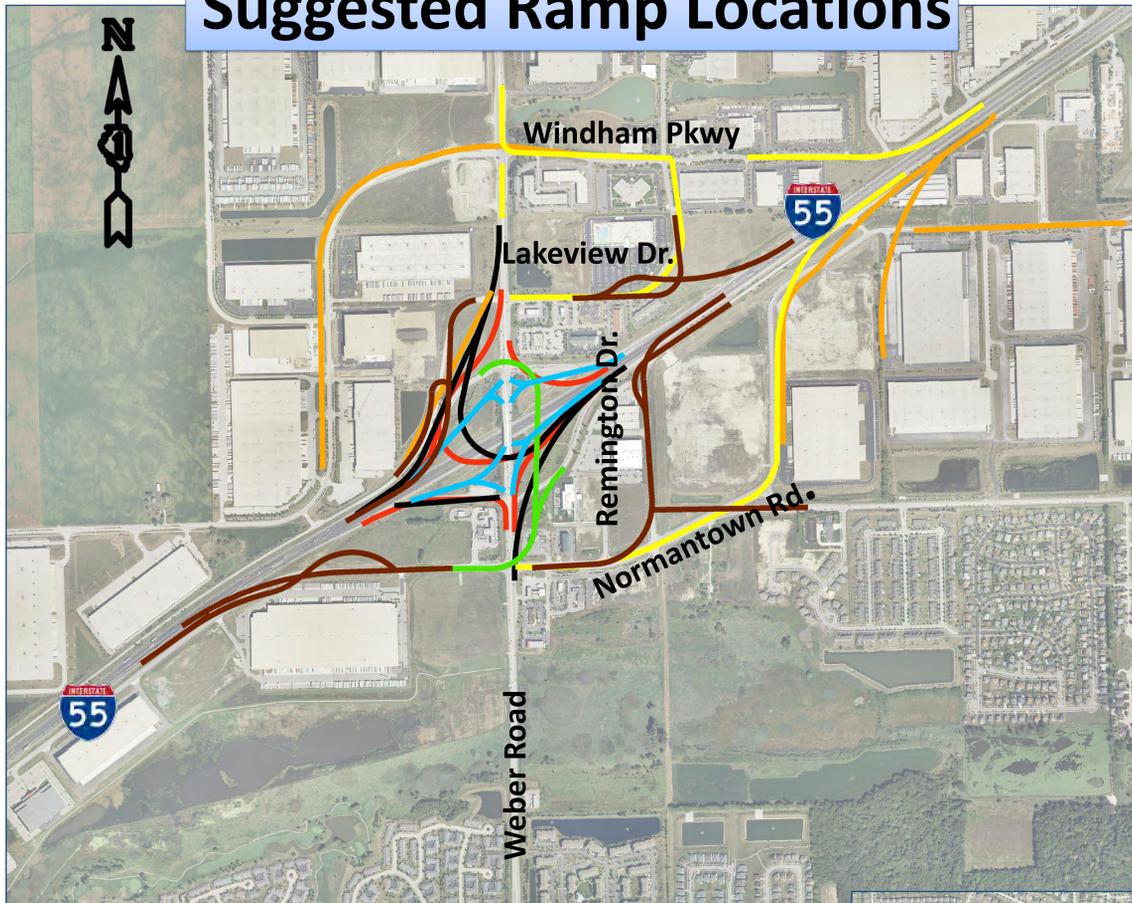
INITIAL RANGE OF ALTERNATIVES

Concept: New I-55 Access Locations

Community Advisory Group Ideas



Suggested Ramp Locations



Suggested Interchange Designs

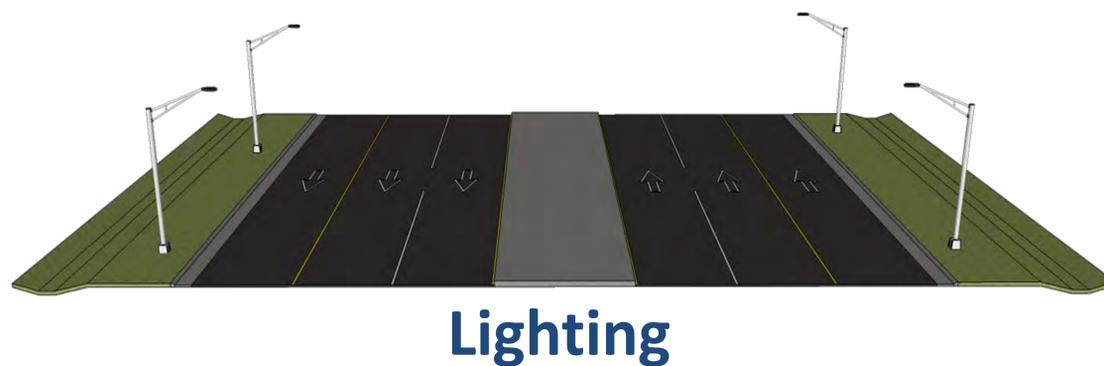


Illinois Department of Transportation

INITIAL RANGE OF ALTERNATIVES



Concept: Weber Road Improvements



INITIAL RANGE OF ALTERNATIVES



Concept: Intersection Improvements

- ◉ *Additional Turn Lanes*
- ◉ *Improved Signal Timing*



- ◉ *Turn Restrictions*
- ◉ *Improved Pavement Marking*



INITIAL RANGE OF ALTERNATIVES



Concept: Other Mode Accommodations

Connect Existing Path Network



PACE Park-N-Ride



Pedestrian/Bicycle Access Over I-55

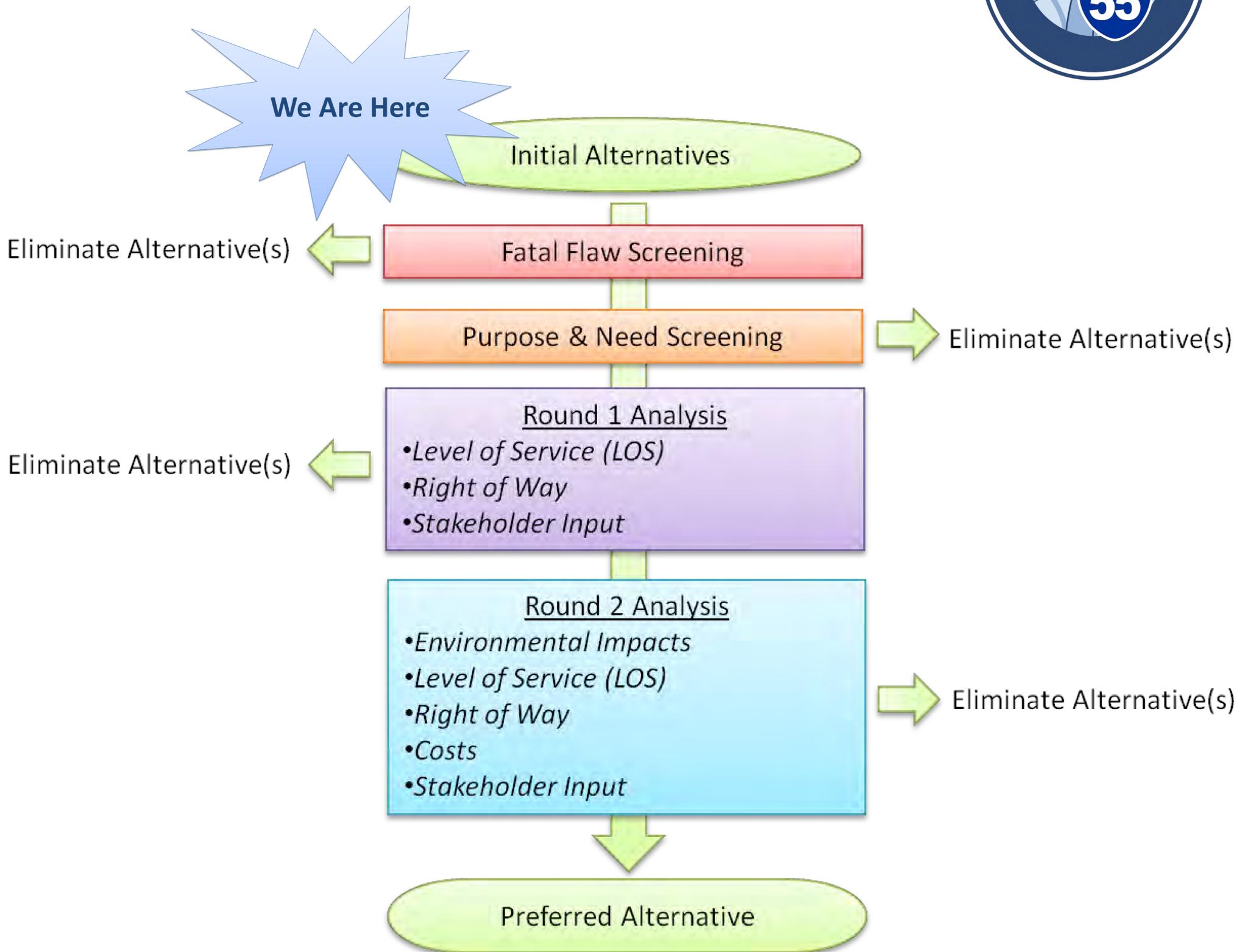


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ALTERNATIVE EVALUATION



We Are Here



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EVALUATION CRITERIA

