COMMUNITY ADVISORY GROUP MEETING #4

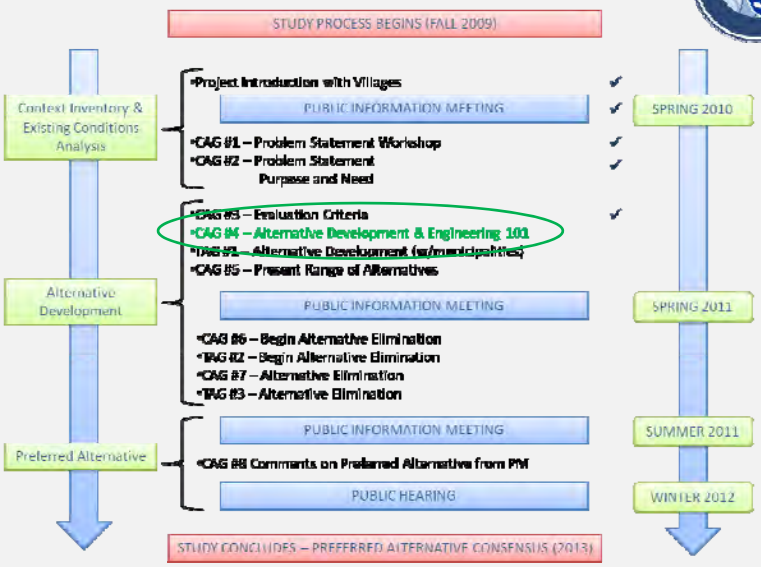
January 18, 2011

Illinois Department of Transportation

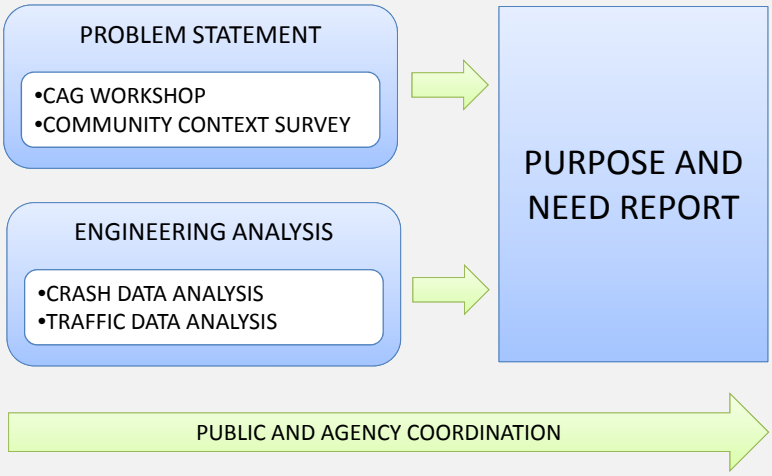
Meeting Objectives

- Update project status
- Update Purpose and Need
- Review Community Advisory Group Meeting #3
- Engineering Toolbox
- Alternative Development Workshop
- Next steps

Project Status



Purpose and Need Report



WHAT IS THE PURPOSE AND NEED?

Need is a tangible fact based problem ; i.e. a transportation deficiency

Purpose is an overarching statement of why you are pursuing the project; objectives that will be met to address the transportation deficiency

Purpose and Need Report

Need: Address Operational Deficiencies

Technical Analysis

- *Traffic signal delay*
- *Unacceptable level of service on Weber Road and I-55 ramps*

Problem Statement

- *High volume turn movements*
- *Inadequate lane marking*
- *Merging issues*
- *Poor signage*
- *Traffic signal delay*

Stakeholder Input

- *Signals (traffic/ pedestrian)*
- *Street lighting/ pedestrian lighting*
- *Roadways compatible to existing businesses*
- *Roadways compatible to existing commuting patterns*

Purpose and Need Report

Need: Improve Capacity

Technical Analysis

- *Projected increase in traffic volumes*
- *Substandard geometrics (travel lanes, intersections)*

Problem Statement

- *High volume of trucks*
- *No alternate north-south routes*
- *Inadequate access to I-55*
- *Congestion*

Stakeholder Input

- *Industrial centers and commercial areas*
- *Commuter corridor*
- *Congestion and delay*

Purpose and Need Report

Need: Improve Safety

Technical Analysis

- *High number of crashes*
- *Multi-modal conflicts*
- *High number of rear-end and sideswipe collisions*
- *Crashes data consistent with congestion*
- *No crosswalks or continuous bike paths*

Problem Statement

- *Motorist delay*
- *Prevents efficient access*
- *Congestion*
- *Lack of pedestrian, ADA, and bike facilities*
- *Improve pedestrian access and bike path continuity*

Stakeholder Input

- *Traffic Safety*
- *Congestion and delay*
- *Handicap accessibility*
- *Sidewalks and pedestrian crossings*
- *Bike lanes/recreation facilities*

Project Purpose

The purpose of the proposed action is to address congestion and mobility problems in the Weber Road corridor identified in the study area, improve community connectivity, and improve access for commercial and residential users of I-55 and Weber Road.

Project Purpose

The purpose of the proposed action is to address congestion and mobility problems in the Weber Road corridor identified in the study area, improve community connectivity improve access for commercial and residential users at **operational**, **capacity**, and **safety deficiencies of the interchange at Interstate 55** and Weber Road **in Will County, Illinois**.

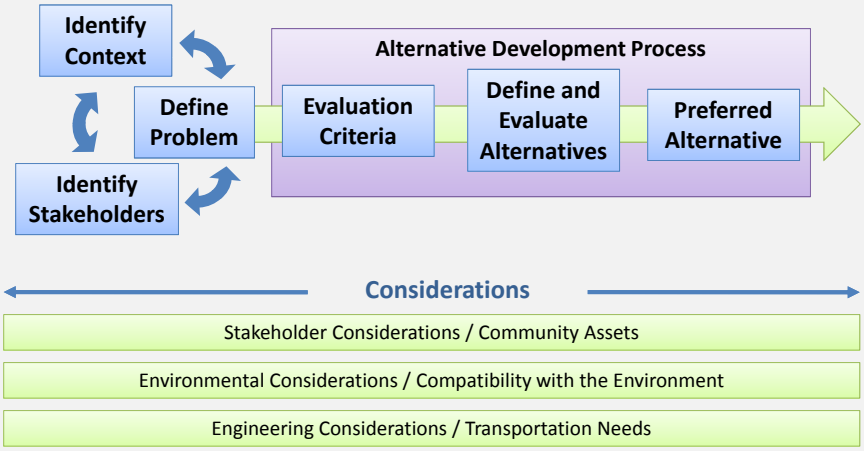
Project Purpose

The purpose of the proposed action is to address operational, capacity, and safety deficiencies of the interchange at Interstate 55 and Weber Road in Will County, Illinois.

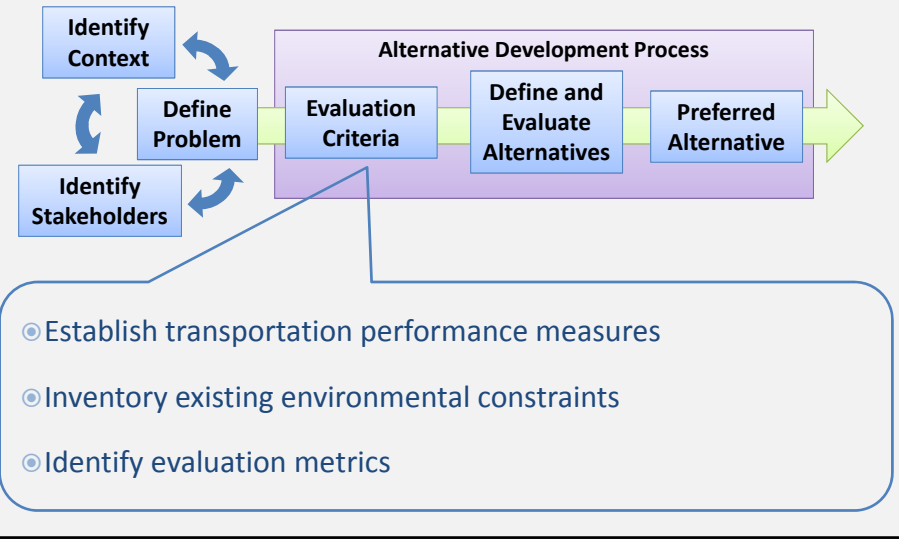
Purpose and Need Report

QUESTIONS

Review CAG #3



Review CAG #3



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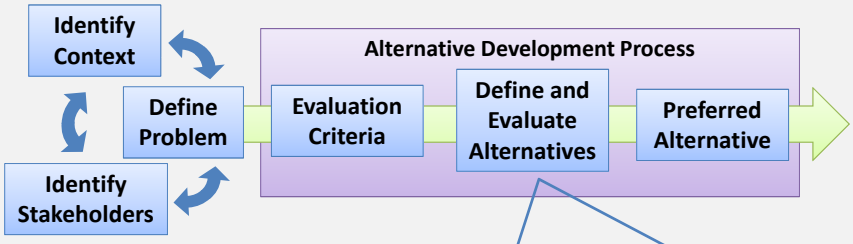
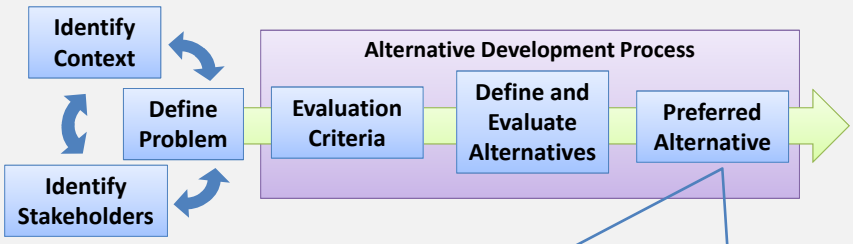


- Develop initial alternatives with stakeholders
- Confirm alternatives meet Purpose and Need and compare transportation performance
- Eliminate low ranked alternatives

Review CAG #3



- Detailed engineering and environmental analysis of remaining alternatives
- Evaluate performance, impacts, and costs
- Recommend preferred alternative

Engineering Toolbox

- Interchange Improvements
- Weber Road Improvements
- Non-Motorized Improvements

Engineering Toolbox

- Interchange Improvements
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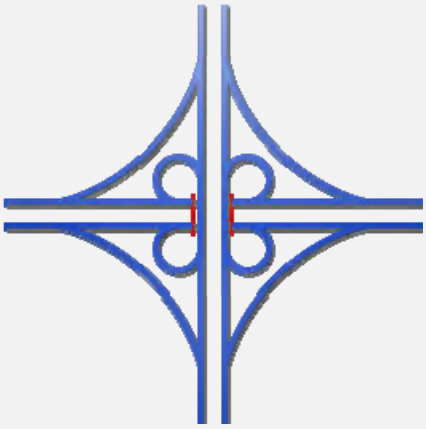
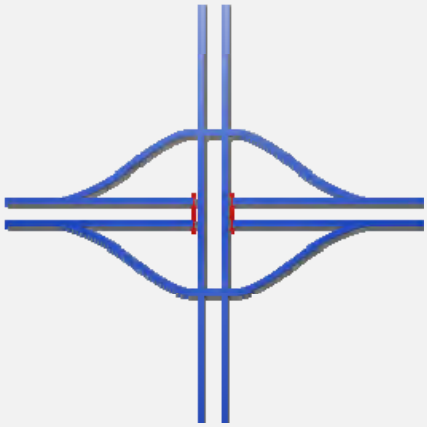
Interchange Improvements



CLOVERLEAF

- Free-flowing traffic
- Large footprint
- Weaving sections
- Not pedestrian friendly

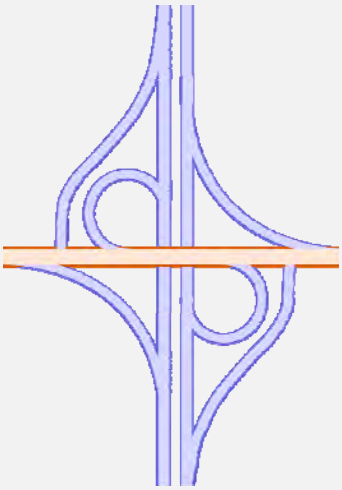
Interchange Improvements



Diamond

- Signal controlled intersections
- Smaller footprint

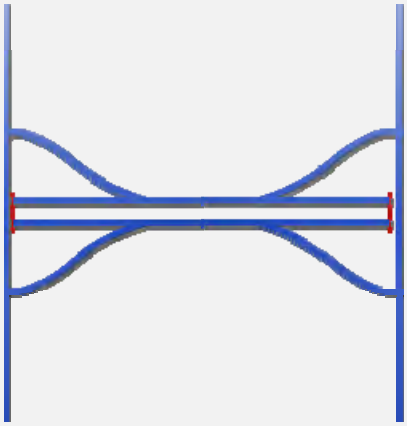
Interchange Improvements



Partial Cloverleaf

- No weaving
- Some free-flowing movements
- Some signal control
- Smaller footprint in some quadrants

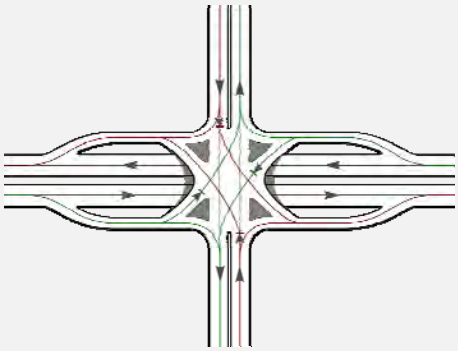
Interchange Improvements



Split Diamond

- Signal controlled intersections
- Access split at two locations
- Frontage road system

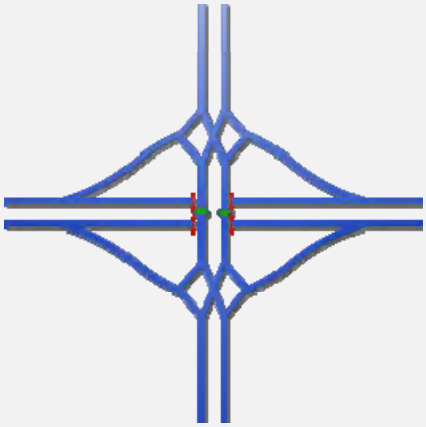
Interchange Improvements



Single Point Urban Diamond (SPUDI)

- Small footprint
- One signalized intersection
- Large structure

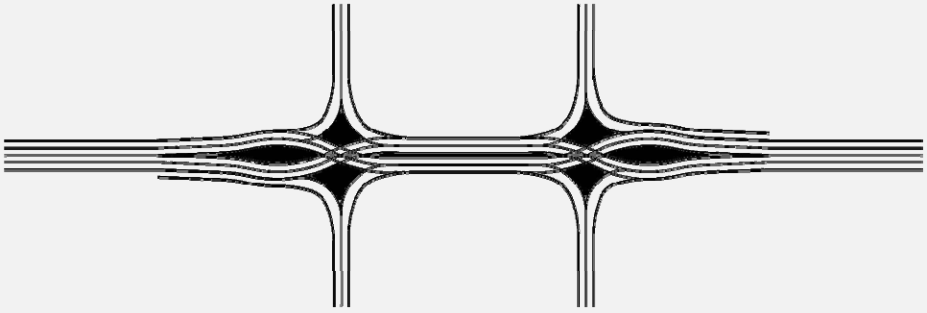
Interchange Improvements



Diverging Diamond

- Small footprint
- Accommodates heavy left turn traffic
- Free flow Interstate entrances
- Driver unfamiliarity

Interchange Types

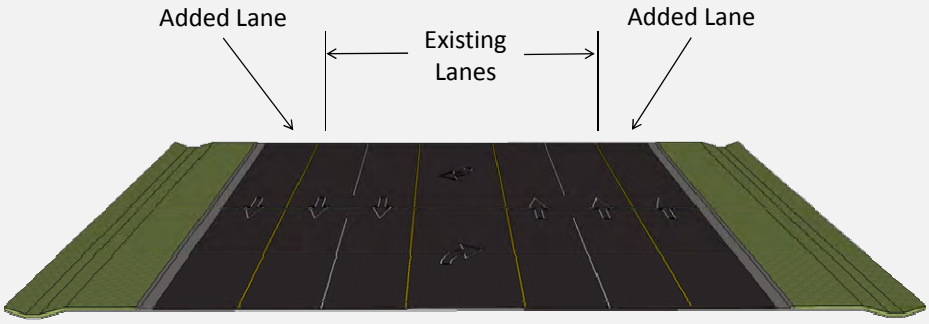


Diverging Diamond Interchange

Engineering Toolbox

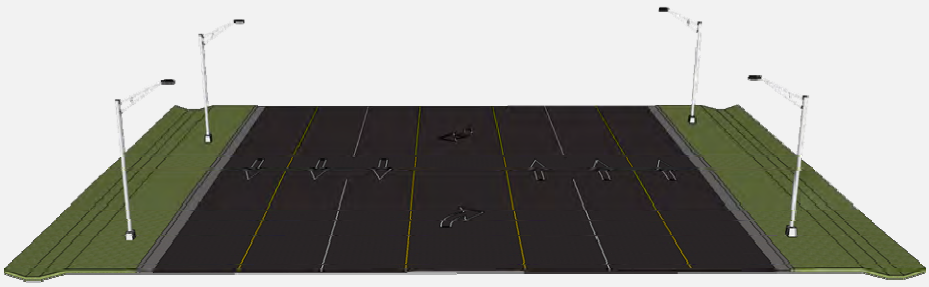
- Interchange Improvements
- Weber Road Improvements
- Non-Motorized Improvements

Weber Road Improvements



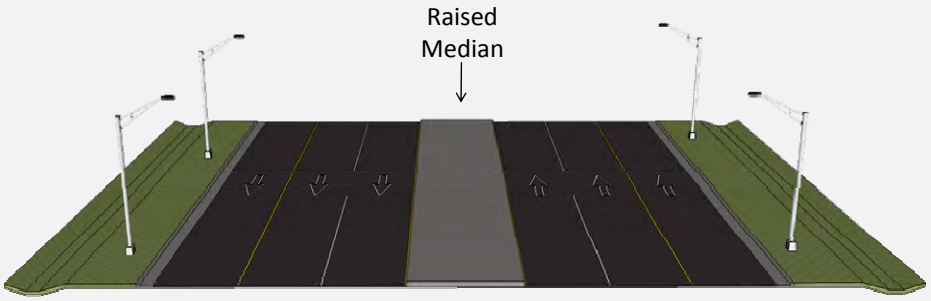
Additional Capacity

Weber Road Improvements



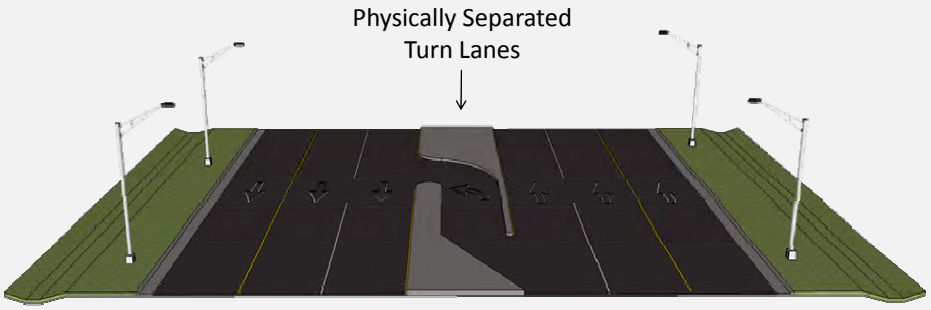
Lighting

Weber Road Improvements



Access Control

Weber Road Improvements



Channelization

Weber Road Improvements

Intersection Improvements

- Additional turn lanes
- Improved traffic signal coordination
- Turn prohibitions
- Improved signage/striping
- Pedestrian/Bicyclist accommodations

Engineering Toolbox

- Interchange Improvements
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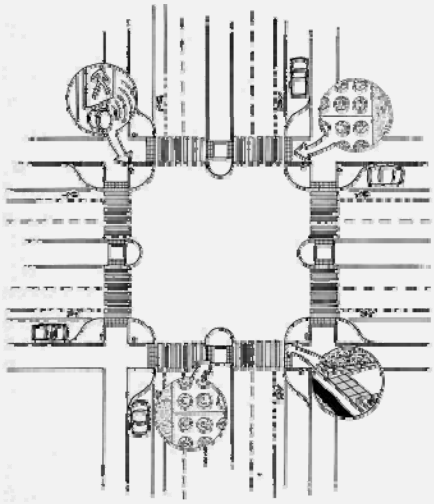
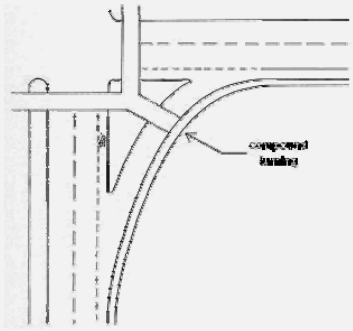
- Non-Motorized Improvements

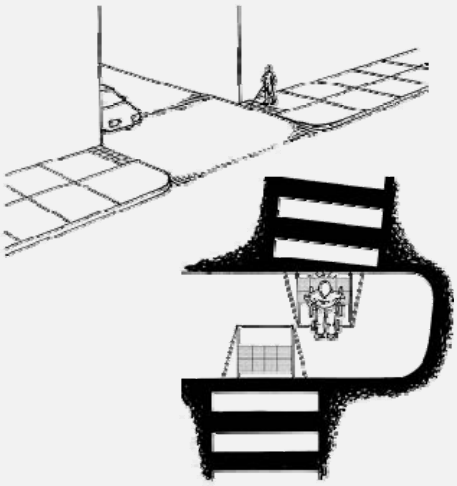
Non-Motorized Improvements

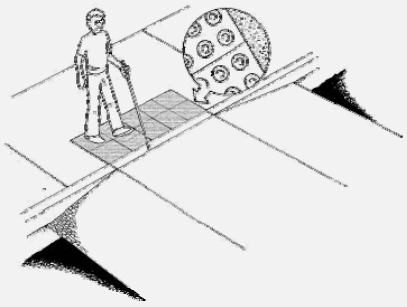




Improved Pedestrian Facilities

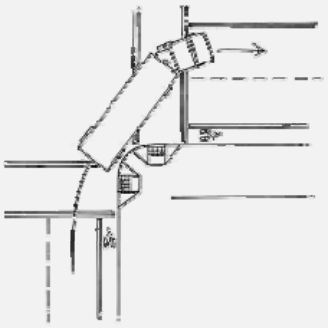
Non-Motorized Improvements





Improved ADA Facilities

Non-Motorized Improvements



Improved Bicycle Facilities

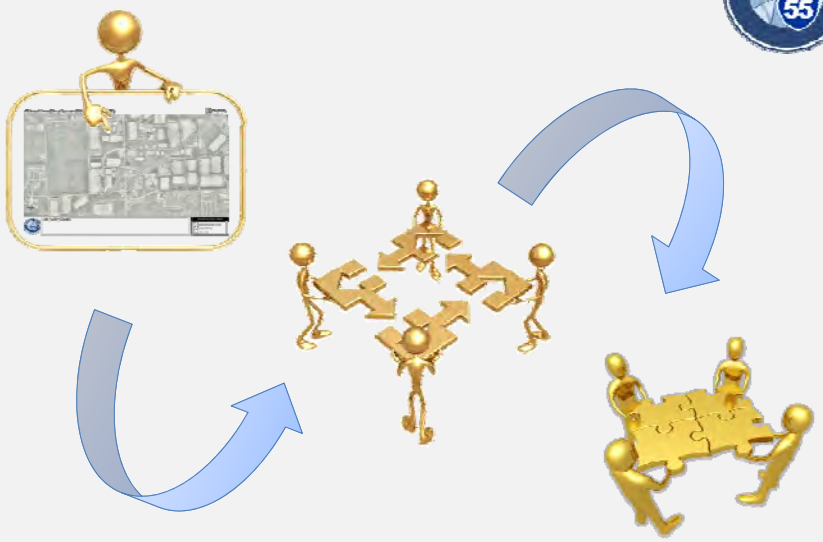
Non-Motorized Improvements

- Real-time traveler information
- Variable/dynamic messaging
- 511 systems
- Adaptive signal control
- Trailblazer signs

Intelligent Transportation Systems (ITS)

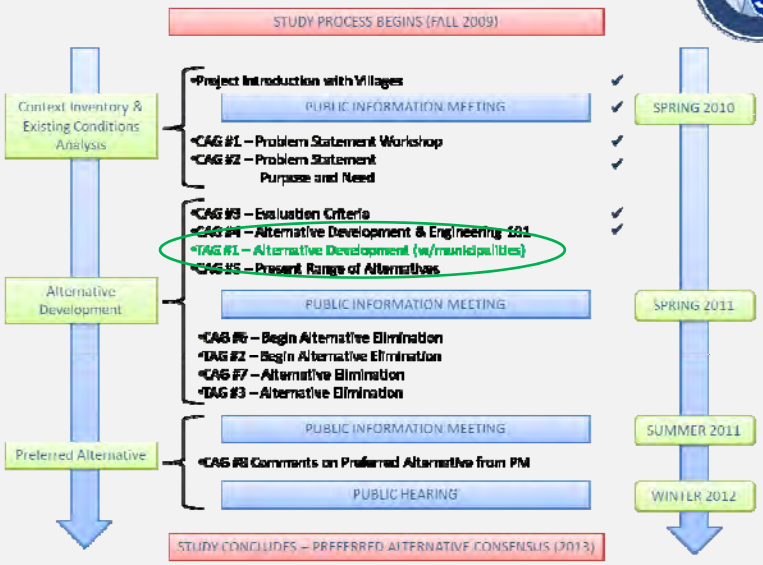
Alternative Development Workshop

Alternative Development Workshop



Alternative Development Workshop

Next Steps



Thank You!

Community Advisory Group Meeting #5

Range of Alternatives

TBD

Illinois Department of Transportation