PROJECT SCHEDULE AND FUNDING

IDOT plans, designs and constructs projects in three phases. Phase I is the preliminary engineering and environmental analyses of the project, Phase II is the preparation of the final design and construction documents and right-of-way acquisition and Phase III is the actual construction of the project. The Project Study Team's goal is to complete Phase I by December 2011. It is estimated that Phase II could take approximately 24 months and Phase III could take approximately 24 to 36 months to complete. The relocation of utilities required for the construction of this project may affect the length of time required to complete this project.

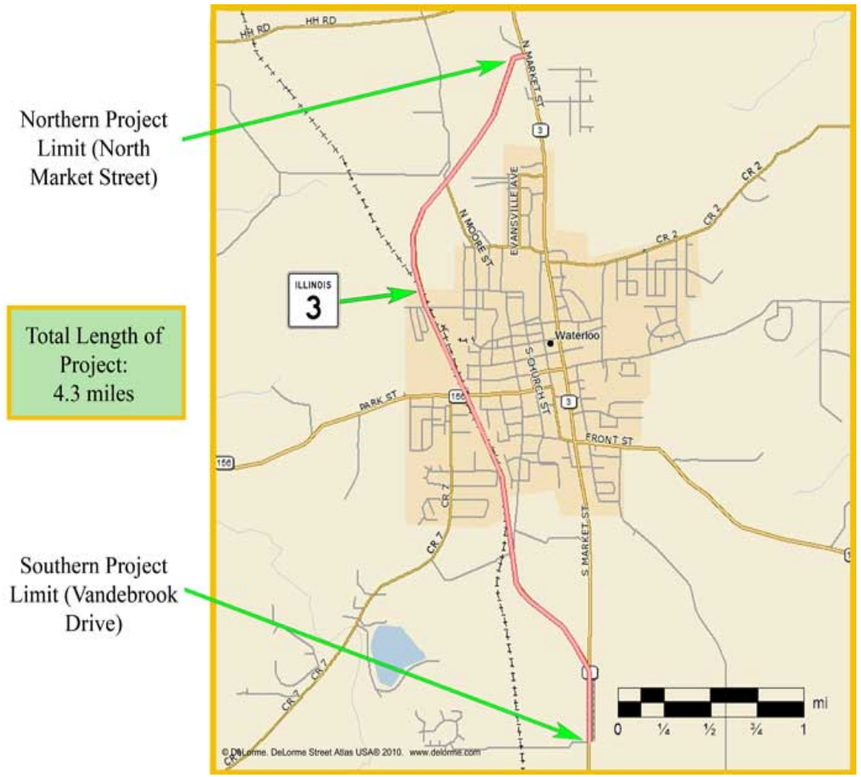
Land acquisition can begin at the beginning of Phase II. The investment regarding the engineering, land acquisition and construction is estimated to cost $27 million and is included in the Department's FY 2011-2016 Highway Improvement Program.

WHAT'S NEXT?

The Illinois Route 3 project is in the middle of the Location and Environmental Study (Phase I). This phase of the project includes the engineering and environmental analyses of potential alternatives to address traffic congestion and safety within the Illinois Route 3 corridor. The comments received from the public tonight will be used to evaluate the alternatives presented based on how well each meets the project purpose and need, its potential effect on the environment, residences and businesses, and how it improves the transportation system with regard to safety and mobility. Your comments will also help the Project Study Team and the Community Advisory Group (CAG) to define alternates for further consideration and presentation to the public at a third public involvement meeting in Spring 2011. After further refinement, it is anticipated that the Project Study Team will then present the "preferred" alternative at a fourth public involvement meeting in Summer 2011.

"OPEN HOUSE" PUBLIC MEETING

Illinois Route 3
From North Market Street to Vandebrook Drive
Waterloo, Monroe County, Illinois
Waterloo Senior High School, December 1, 2010
4:00 p.m. to 7:00 p.m.



ILLINOIS 3 WATERLOO

Illinois Department of Transportation

Ms. Mary Lamie, P.E.
Deputy Director of Highways
Region 5 Engineer
Illinois Department of Transportation
1102 Eastport Plaza Drive
Collinsville, IL 62234

OPEN HOUSE PUBLIC MEETING

Illinois Route 3
From North Market to Vandebrook Drive
Monroe County, Illinois

INTRODUCTION

Welcome to the public meeting for the improvement of Illinois Route 3 from North Market Street to Vandebrook Drive in Waterloo. Personnel from the Illinois Department of Transportation (IDOT) and the consulting firm of Horner & Shifrin, Inc. are here to discuss the project, explain the proposed conceptual design alternatives, answer your questions and receive your comments regarding the conceptual 4 lane improvements being presented.

This meeting is being held in an "open house" format to allow informal discussions between the public and study team members throughout the session. Participants are also encouraged to submit written comments about the project. Written statements may be given to us today or may be mailed to the Project Study Team at the address on the front of this brochure by December 15, 2010. A comment form is provided in this handout for your use.

MATERIALS AVAILABLE FOR REVIEW

- Project Location Map
- Project Problem Statement
- Average Daily Traffic Data
- Crash Data
- Aerial Photography with **Conceptual** Improvements

PURPOSE OF THE MEETING

The purpose of tonight's meeting is to share with the public the conceptual design alternatives for Illinois Route 3 that have been developed through public involvement efforts and the preliminary engineering studies. This project has been broken down into the following three major segments:

- North Segment – North Market Street to Illinois Avenue
- Central Segment – Illinois Avenue to South Library Street
- South Segment – South Library Street to Vandebrook Drive

Each of these segments is on display and clearly labeled for this meeting. Three alternatives are being shown for the South Segment, one for the Center Segment and three for the North Segment. Please feel free to comment on the individual segments or on the project as a whole.

PURPOSE & SCOPE OF THE PROJECT

The purpose of this project is to improve the capacity and safety of the Illinois Route 3 section from North Market Street to Vandebrook Drive (approximately 4.3 miles). Traffic volumes along this section ranged from 12,500 to 20,800 vehicles per day in 2010 and are expected to increase to approximately 16,650 to 27,650 by the year 2034. The problem identified by the Community Advisory Group (CAG) with Illinois Route 3 is poor intersection performance and traffic congestion which will continue to worsen as the volumes increase. Safety is also a major concern for this section of roadway. A total of 348 crashes and 92 injuries were reported from 2003 through 2009. IDOT needs to make improvements to improve safety by reducing congestion and reducing the number of crashes.

According to IDOT's policy for roadways, the projected (20 year) traffic dictates the need for additional lanes on Illinois Route 3. In addition to adding a lane in each direction, intersections will be improved and additional turn lanes may be provided where necessary to improve traffic mobility and safety. It is anticipated that drainage will remain in open ditches where feasible. Some intersections will be studied to determine if additional traffic signals are required. The intersection and traffic signal information will be shown at a future public meeting.

CONCEPTUAL DISPLAYS

For comparison purposes, the aerial photographs on display tonight include **approximate** proposed right-of-way limits that are **conceptual in nature** and are provided to give an idea of what the "footprint" of each alternate might be. The concepts are based on a sample section of roadway. The approximate proposed right-of-way limits will be further refined as the design becomes more developed. We encourage you to comment on the "footprint" of each alternate.

PUBLIC INVOLVEMENT AND CONTEXT SENSITIVE SOLUTIONS

IDOT is applying its Context Sensitive Solutions (CSS) policy to this project. The formal policy may be reviewed online at www.dot.state.il.us/css/home.html. CSS is an interdisciplinary approach that seeks to:

- Engage all stakeholders through early, frequent and meaningful communication in the project development process;
- Consider the "context" of the community when developing, building and maintaining roadway improvements; and
- Consider multi-modal solutions to transportation issues.

IDOT and the Project Study Team have endeavored to include all stakeholders in the development of alternatives for the Illinois Route 3 project. This process started by identifying stakeholders at the beginning of the project, conducting meetings with these organizations to inform them about the project and obtaining input from them. This process continued through the first public involvement meeting conducted in June 2010. In October 2010, IDOT formed the Community Advisory Group (CAG) from the stakeholder organizations to serve as a line of communication between IDOT and the community as a whole. This group is formed from interested organizations and includes neighborhood organizations, commuters, business development organizations and the local government. The CAG worked with the Project Study Team to help define the community's context, to communicate the community's various perspectives on proposed alternatives and to help prioritize the community's needs. The CAG's efforts were critical in the development of the conceptual alternatives prepared for tonight's meeting and will be an integral part of developing the "preferred" alternate.

SHARED USE PATHS – Identified as a BLUE line on the aerial photography.

By law, when planning transportation improvements, IDOT must consider the travel needs of all users of a transportation corridor including bicyclists and pedestrians. As a result of IDOT's public outreach, the Waterloo community identified that accommodating bicyclists and pedestrians was of high importance. For comparison purposes, a shared use path has been included in each of the conceptual alternates and the approximate proposed right-of-way limits shown are provided to give an idea of what the "footprint" of each alternate might be. The approximate proposed right-of-way limits will be further refined as the design becomes more developed in the later stages of the study. Inclusion of the shared use path in the final design will depend on local agency cost participation.