



### COMMUNITY ADVISORY GROUP MEETING #6

August 31, 2011





Illinois Department of Transportation

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### Meeting Objectives



- Update project status
- Review Public Information Meeting #2
- Present Evaluation Process
- Fatal Flaw Screening
- Screening Summary
- Next steps



Illinois Department of Transportation

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### Project Status



|  |   |             |
|--|---|-------------|
| Context, Feasibility & Funding/Conditions Analysis | <ul style="list-style-type: none"> <li>• Project Introduction with Villages ✓</li> <li>• PUBLIC INFORMATION MEETING ✓</li> <li>• CAG #1 – Problem Statement Workshop ✓</li> <li>• CAG #2 – Problem Statement Purpose and Need ✓</li> </ul>  | SPRING 2010 |
| Alternative Development                            | <ul style="list-style-type: none"> <li>• CAG #3 – Evaluation Criteria ✓</li> <li>• CAG #4 – Alternative Development &amp; Engineering 101 ✓</li> <li>• TAG #1 – Alternative Development (w/municipalities) ✓</li> <li>• CAG #5 – Present Range of Alternatives ✓</li> <li>• PUBLIC INFORMATION MEETING ✓</li> </ul> | SPRING 2011 |
| Alternatives & Alternatives                        | <ul style="list-style-type: none"> <li>• CAG #6 – Begin Alternatives Evaluation</li> <li>• TAG #2 – Begin Alternative Evaluation</li> <li>• CAG #7 – Alternatives to be carried forward</li> <li>• TAG #3 – Alternatives to be carried forward</li> </ul>   | WINTER 2011 |
|  | <ul style="list-style-type: none"> <li>• PUBLIC INFORMATION MEETING</li> <li>• CAG #8 Comments on Preferred Alternative from PM</li> <li>• PUBLIC HEARING</li> </ul>  | SUMMER 2012 |

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### Public Information Meeting #2



- Main Topics
  - Purpose and Need Statement
  - Initial Range of Alternatives
  - Evaluation and Screening Criteria

Public Meeting (May 17, 2011)

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




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### Project Purpose



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.




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### Project Needs



- Improve safety of Motorists and Pedestrians
- Address Operational Deficiencies
- Improve Capacity on Weber Road



Community Advisory Group



Community Context Survey



Technical Analysis




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### Initial Range of Alternatives



- Combination of:
  - Interchange Improvements
  - Weber Road Improvements
  - Non-Motorized Accommodations
- CAG and TAG input produced 21 total alternatives




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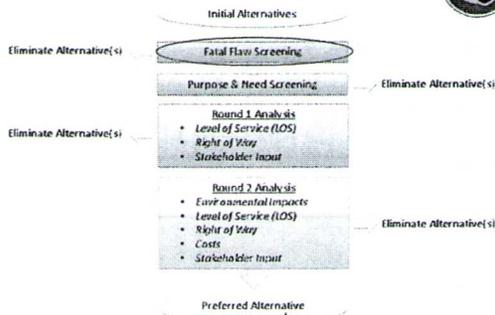
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### Evaluation and Screening Process




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### Fatal Flaw Screening



- Initial Evaluation
  - Fatal Flaw Analysis
- Fatal Flaw Screening Criteria
  - Substantial Residential Impacts
  - Substantial Environmental Impacts
    - Substantial Community Resource Impacts
  - Substantial Business Impacts
    - Substantial Access Impacts
  - Minimum Design criteria not met




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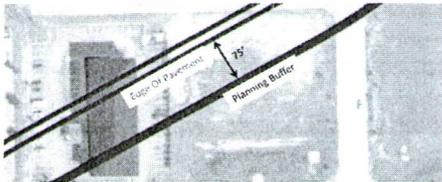
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Fatal Flaw Impact Screening Basics



- 75 foot planning buffer from proposed Edge of Pavement to evaluate impacts on each alternative
  - Drainage Ditch development
  - Grading required for changes in elevations



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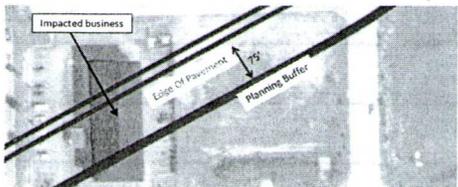
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Fatal Flaw Impact Screening Basics



- Anything found inside planning buffer is considered to be impacted



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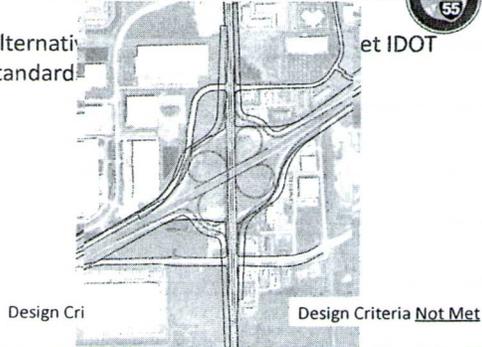
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Fatal Flaw Impact Screening Basics



- Alternative standard et IDOT



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Initial Range of Alternatives



- CAG, PSG, and TAG identified 21 interchange improvement concepts
- The common interchange types and their variations created the initial range of alternatives
- If any of the alternatives are determined to have fatal flaws, they may be altered to address the flaw if possible




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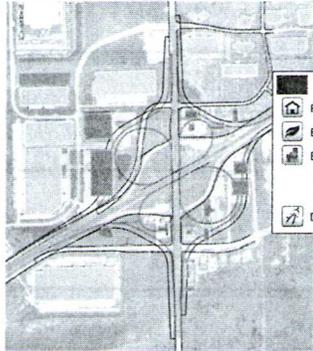
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Alternative A Full Cloverleaf



| SCORECARD             |     |
|-----------------------|-----|
| Residential Impacts   | 0   |
| Environmental Impacts | 0   |
| Business Impacts      | -   |
| -Direct               | 17  |
| -Access               | 40  |
| Design Criteria Met   | Yes |

Direct Business Impacts  
 Access Impacts




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Alternative B Full Cloverleaf, Lakeview and Normantown exits



| SCORECARD             |    |
|-----------------------|----|
| Residential Impacts   | 0  |
| Environmental Impacts | 0  |
| Business Impacts      | -  |
| -Direct               | 19 |
| -Access               | 38 |
| Design Criteria Met   | No |

Direct Business Impacts  
 Access Impacts




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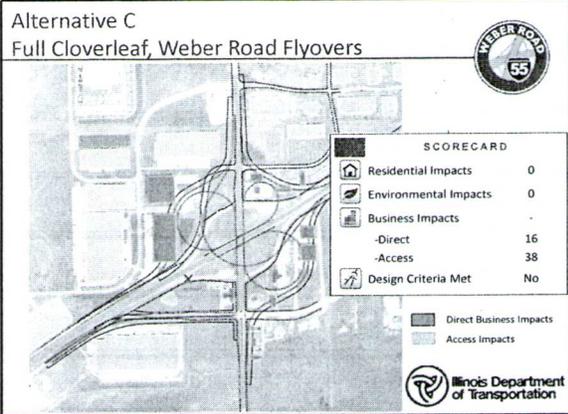
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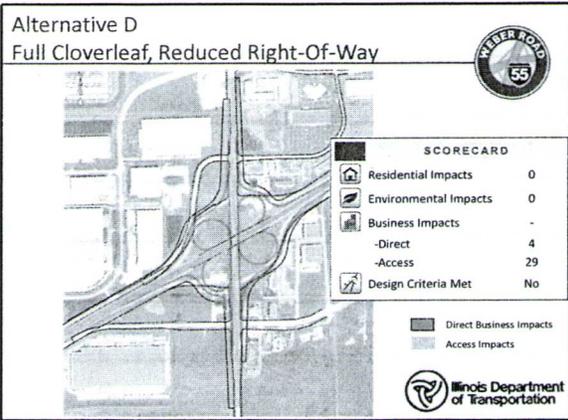
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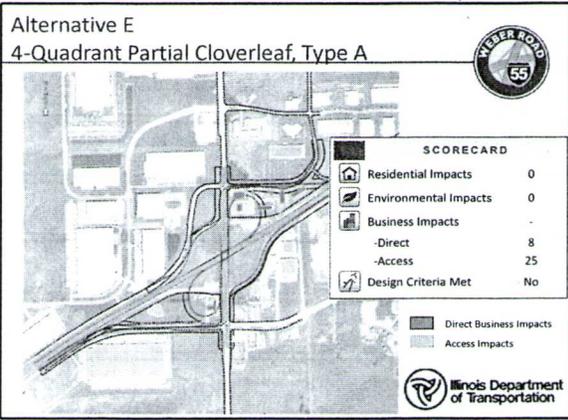
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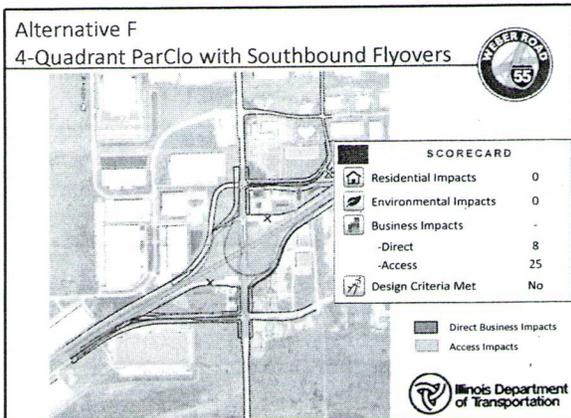
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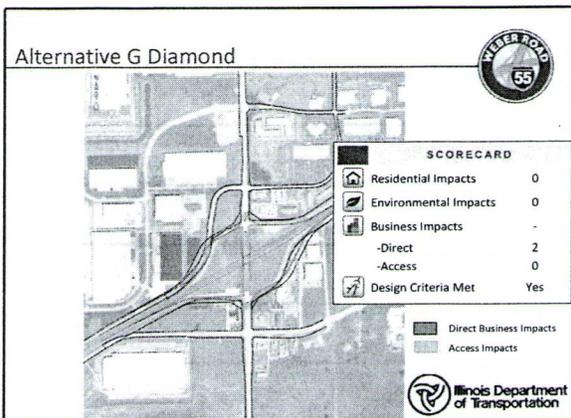
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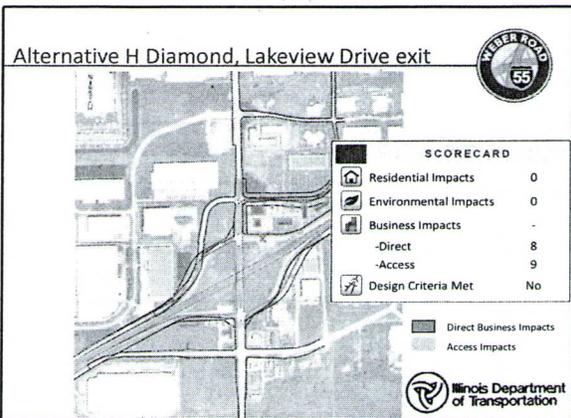
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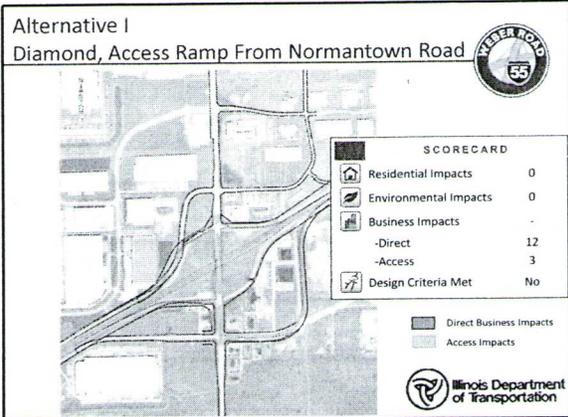
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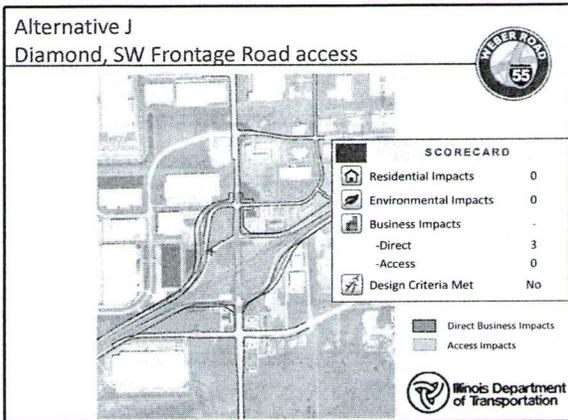
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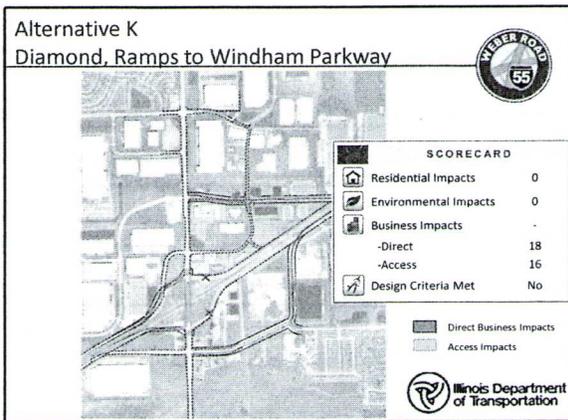
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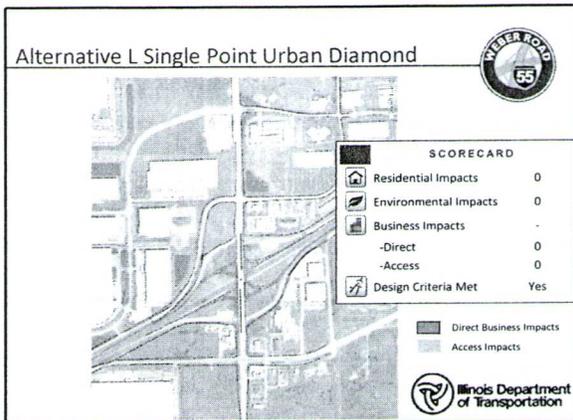
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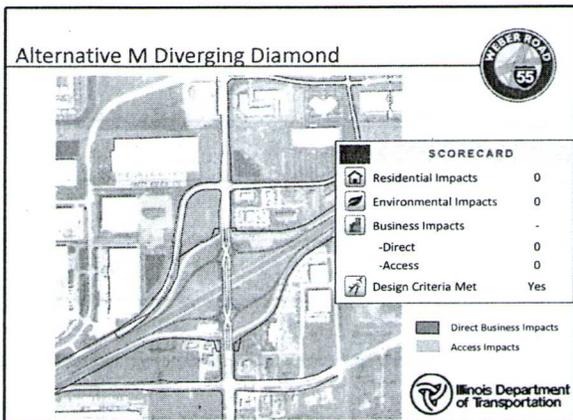
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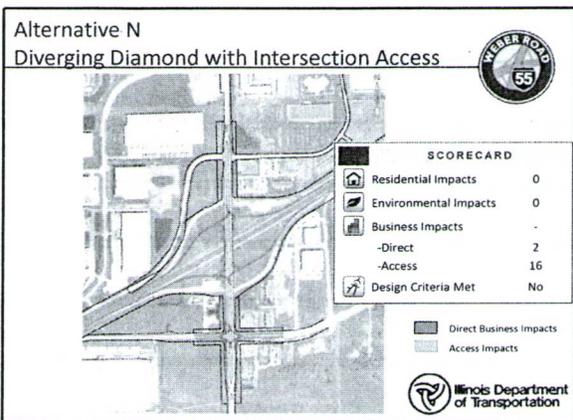
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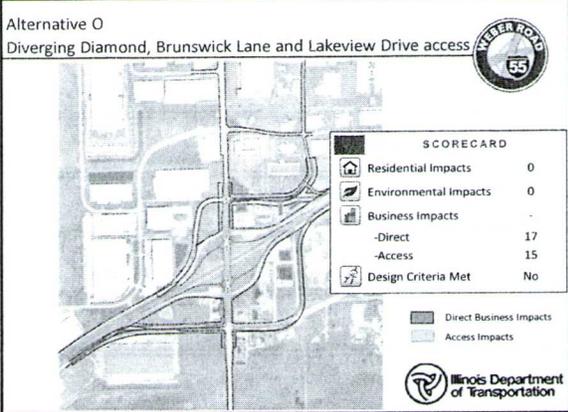
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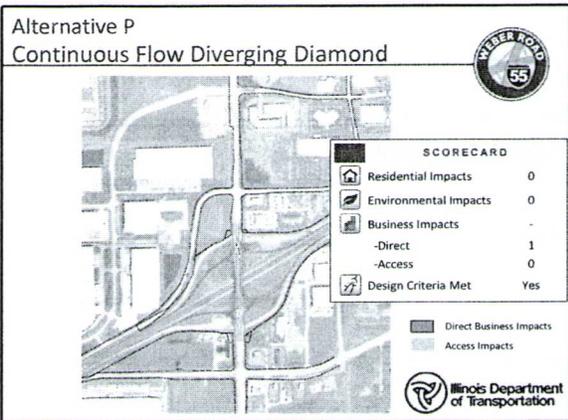
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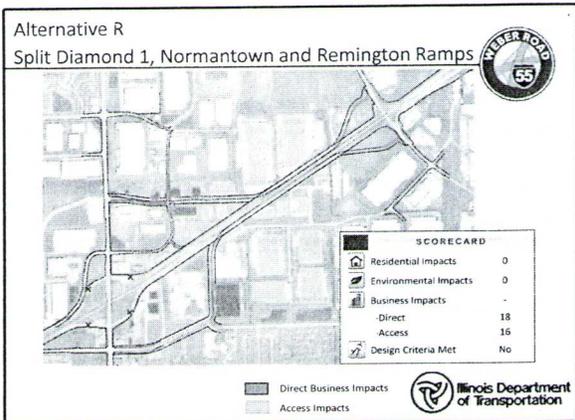
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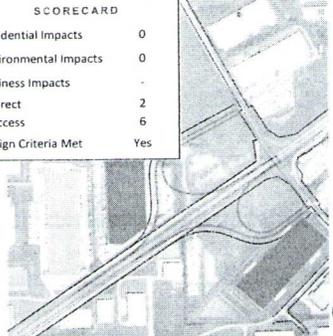
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### Alternative U 2-Quadrant Partial Cloverleaf, Type C



**SCORECARD**

-  Residential Impacts 0
-  Environmental Impacts 0
-  Business Impacts -
- Direct 2
- Access 6
-  Design Criteria Met Yes



-  Direct Business Impacts
-  Access Impacts




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### Fatal Flaw Screening Summary



|  | Alternative | Consolidated Improvement Alternative | Screening Explanation |  |
|--|-------------|--------------------------------------|-----------------------|--|
|  |             |                                      | Residential Impacts   |  |
|  | A           | Full Cloverleaf                      | 0                     |  |

**No Residential Impacts, All Alternatives are Carried Forward**

| Initial Range |   | Alternative                                 | Consolidated Improvement Alternative | Screening Explanation |  |
|---------------|---|---|--------------------------------------|-----------------------|--|
|               |   |   |                                      | Residential Impacts   |  |
|               | E | Parclo 4-Quad Type A                        | 0                                    |                       |  |
|               | F | Southbound Flyovers                         | 0                                    |                       |  |
|               | G | Diamond                                     | 0                                    |                       |  |
|               | H | Lakeview exit                               | 0                                    |                       |  |
|               | I | Access ramp from Normantown Road            | 0                                    |                       |  |
|               | J | SW Frontage Road access                     | 0                                    |                       |  |
|               | K | ramps to windham pkwy                       | 0                                    |                       |  |
|               | L | SPUDI                                       | 0                                    |                       |  |
|               | M | Diverging Diamond                           | 0                                    |                       |  |
|               | N | Intersection access to Diverging Diamond    | 0                                    |                       |  |
|               | O | Brunswick and Lakeview access               | 0                                    |                       |  |
|               | P | Continuous Flow Diverging Diamond           | 0                                    |                       |  |
|               | Q | Split Diamond                               | 0                                    |                       |  |
|               | R | Normantown and Remington ramps              | 0                                    |                       |  |
|               | S | Split Diamond Type 2                        | 0                                    |                       |  |
|               | T | Full interchange at Weber, half at Veterans | 0                                    |                       |  |
|               | U | Parclo 2-Quad Type C                        | 0                                    |                       |  |

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### Fatal Flaw Screening Summary



|  | Alternative | Consolidated Improvement Alternative | Screening Explanation |                     |
|--|-------------|--------------------------------------|-----------------------|---------------------|
|  |             |                                      | Environmental Areas   | Community Resources |
|  | F           | Southbound Flyovers                  | 0                     | 0                   |

**No Environmental or Community Resource Impacts  
All Alternatives are Carried Forward**

| Initial Range |   | Alternative                                 | Consolidated Improvement Alternative | Screening Explanation |                     |
|---------------|---|---|--------------------------------------|-----------------------|---------------------|
|               |   |   |                                      | Environmental Areas   | Community Resources |
|               | G | Diamond                                     | 0                                    | 0                     |                     |
|               | H | Lakeview exit                               | 0                                    | 0                     |                     |
|               | I | Access ramp from Normantown Road            | 0                                    | 0                     |                     |
|               | J | SW Frontage Road access                     | 0                                    | 0                     |                     |
|               | K | ramps to windham pkwy                       | 0                                    | 0                     |                     |
|               | L | SPUDI                                       | 0                                    | 0                     |                     |
|               | M | Diverging Diamond                           | 0                                    | 0                     |                     |
|               | N | Intersection access to Diverging Diamond    | 0                                    | 0                     |                     |
|               | O | Brunswick and Lakeview access               | 0                                    | 0                     |                     |
|               | P | Continuous Flow Diverging Diamond           | 0                                    | 0                     |                     |
|               | Q | Split Diamond                               | 0                                    | 0                     |                     |
|               | R | Normantown and Remington ramps              | 0                                    | 0                     |                     |
|               | S | Split Diamond Type 2                        | 0                                    | 0                     |                     |
|               | T | Full interchange at Weber, half at Veterans | 0                                    | 0                     |                     |
|               | U | Parclo 2-Quad Type C                        | 0                                    | 0                     |                     |

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**Fatal Flaw Screening Recommendation**



- Eliminate 14 Alternatives from further consideration based on:
  - Substantial business impacts
    - Substantial access impacts
  - Inability to meet design criteria
- Carry forward 7 alternatives for additional evaluation




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**Alternatives to be Carried Forward**



- Diamond
- SPUI
- Diverging Diamond
- Continuous Flow Diverging Diamond
- Split Diamond 1
- Split Diamond 3
- 2 Quadrant Partial Cloverleaf Type C at Veterans Parkway




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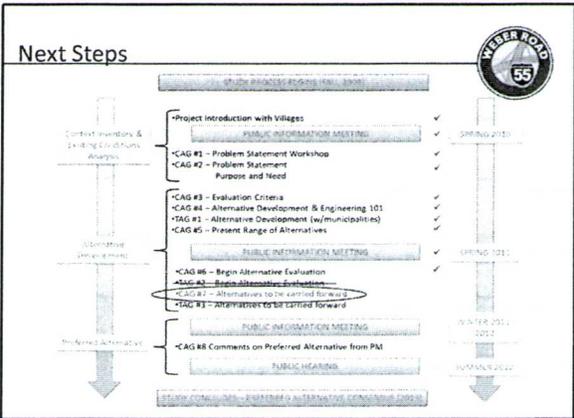
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Next Steps 

- Introduce next level of screening
  - Purpose & Need Screening
    - Increase Safety
    - Improve Operations
    - Increase Capacity



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Next Steps 

| Alternative | Consolidated Improvement Alternative | Project Purpose   |  | Project Needs                      |                                |  |
|-------------|--------------------------------------|---|--|------------------------------------|--------------------------------|--|
|             |                                      | Does the Alternative Provide an Improved Transportation Facility? | Improve Safety for Motorists and Pedestrians | Addresses Operational Deficiencies | Improve Capacity on Weber Road |  |
| G           | Diamond                              |   |  |                                    |                                |  |
| L           | SPUD                                 |   |  |                                    |                                |  |
| M           | Diverging Diamond                    |   |  |                                    |                                |  |
| P           | Continuous Flow Diverging Diamond    |   |  |                                    |                                |  |
| Q           | Split Diamond                        |   |  |                                    |                                |  |
| T           | Split Diamond Type 3                 |   |  |                                    |                                |  |
| U           | Pardo 2-Quad Type C                  |   |  |                                    |                                |  |



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Thank You! 

Citizen Advisory Group Meeting #7  
*Alternatives to be carried forward*  
 TBD



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