GREEN MOUNT ROAD PROJECT

Illinois Route 161
to
Illinois Route 177

St. Clair County

Community Advisory Group

Meeting #2

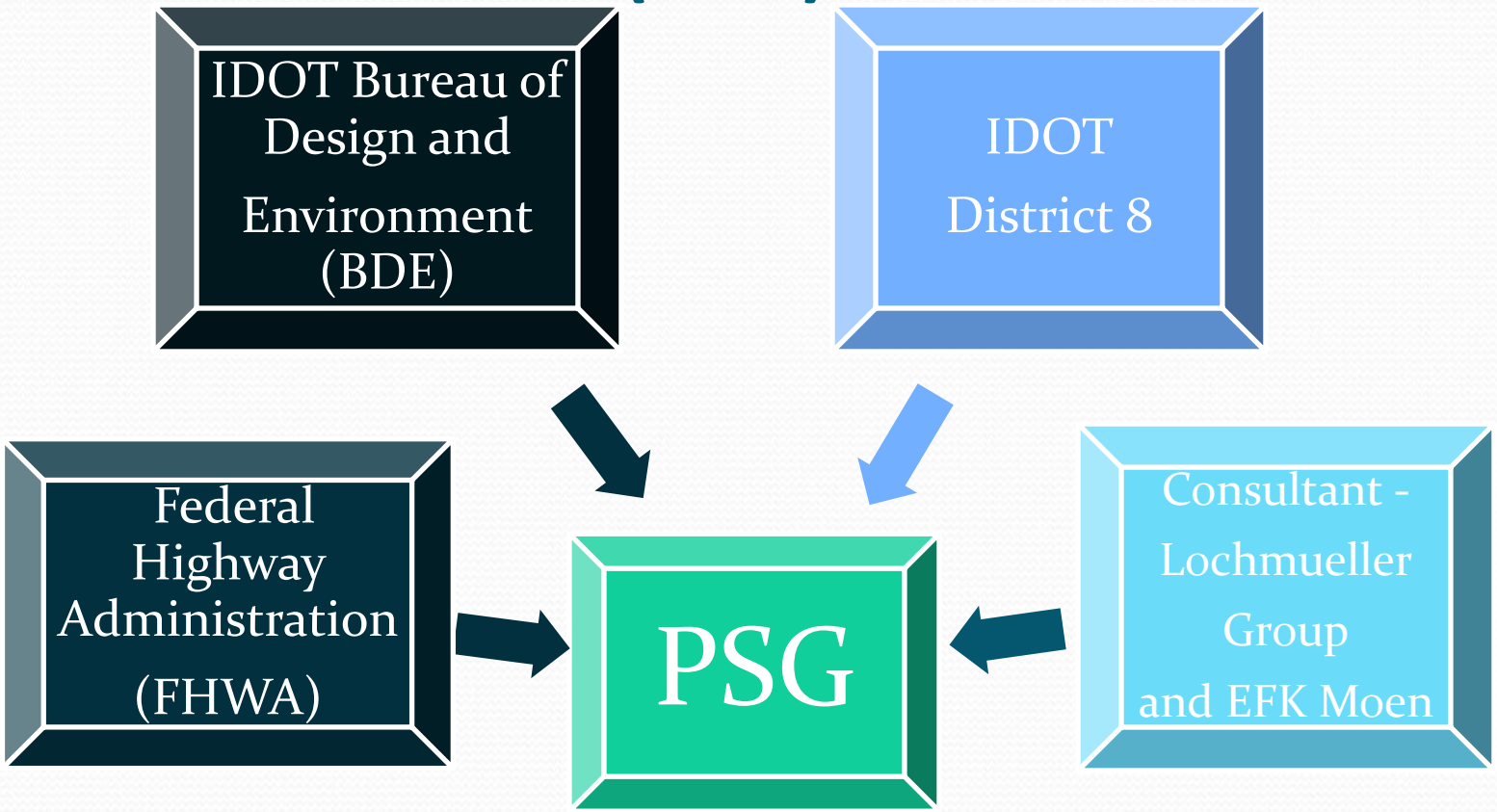
August 26, 2015

Illinois Department of Transportation

MEETING AGENDA

- Introductions
- Review CAG Guidelines and Role of the CAG
- Project Summary
- Review Problem Statement
- Community Context Audit Form Results
- Typical Section Discussion
- Bicycle and Pedestrian Accommodations
- Closing

WHO IS THE PROJECT STUDY GROUP (PSG)?



GUIDELINES
FOR
CAG PARTICIPATION
AND
ROLE OF THE CAG

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CAG GUIDELINES AND ROLE

A Community Advisory Group (CAG) is an important part of the public involvement process. CAG participants serve as liaisons to members of the public and the organizations they represent. Serving as an advisory panel, CAGs provide valuable input to the professionals on the project team. Responsibility remains with the project team and IDOT for final decisions following the engineering and environmental analyses, along with the advised input of the CAG members, other stakeholders, and the public at large.

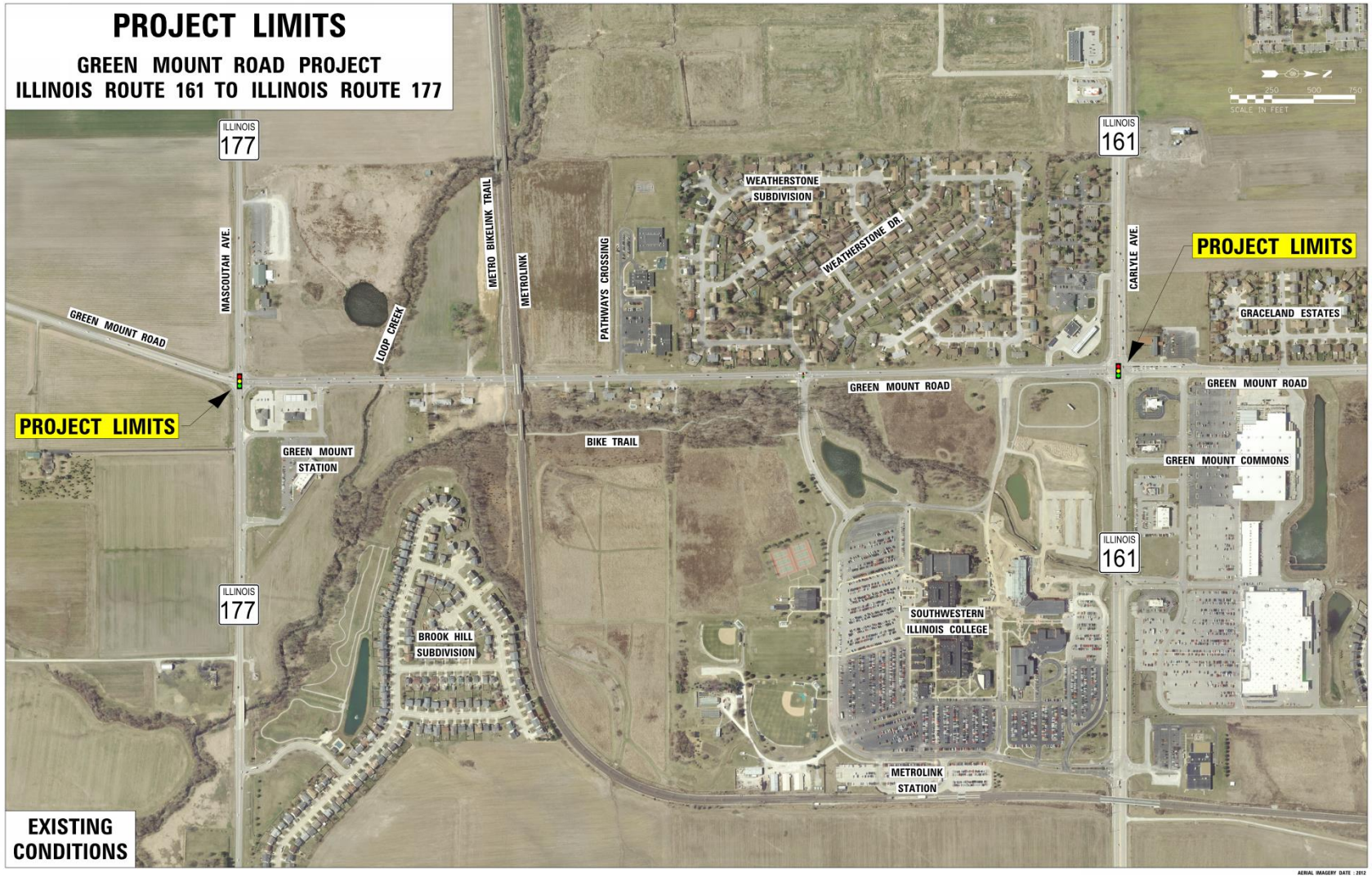
As a CAG participant, your role includes sharing the information that you receive at the CAG meetings with the members of the organization which you represent. You are also responsible for providing the suggestions and comments that you receive from the members of your organization to the professionals on the project team.

The following points will assist with maintaining a productive and positive CAG experience.

- **Share your experience, local knowledge, and community interests.**
- **Highlight different parts of community and stakeholder perspectives.**
- **Communicate the dialogue discussion at the CAG meetings with your stakeholder group.**
- **Be courteous to other CAG members, professionals, staff, guests, and others during the meetings.**

Generally, CAG members do not bring guests due to the limited space available. However, should you find it necessary to bring a guest, please understand that the guest's role will be as an observer only and will not be participating in the discussions.

PROJECT SUMMARY



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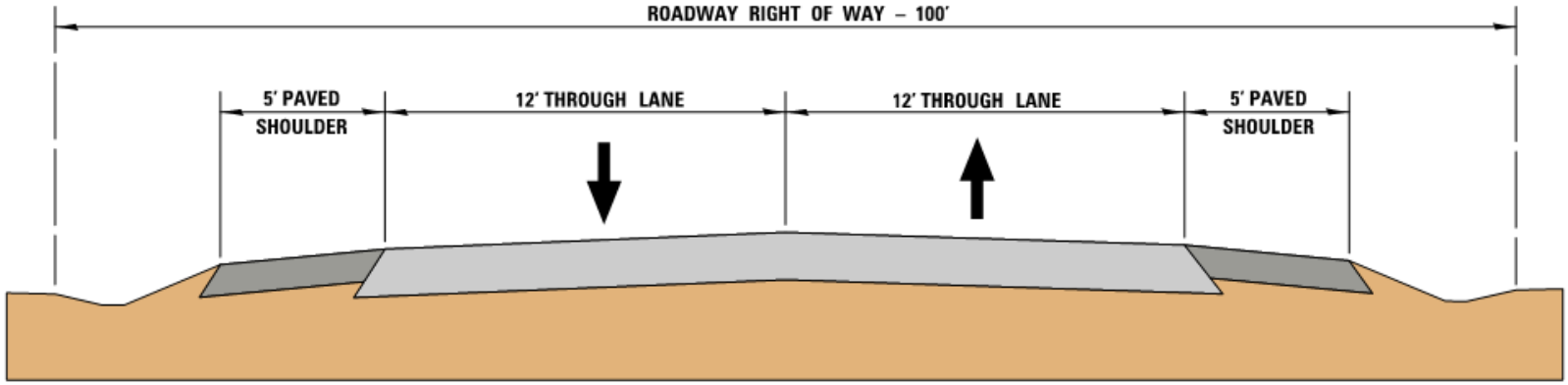
GREEN MOUNT ROAD (IL 161 TO IL 177)
EXISTING TYPICAL SECTION



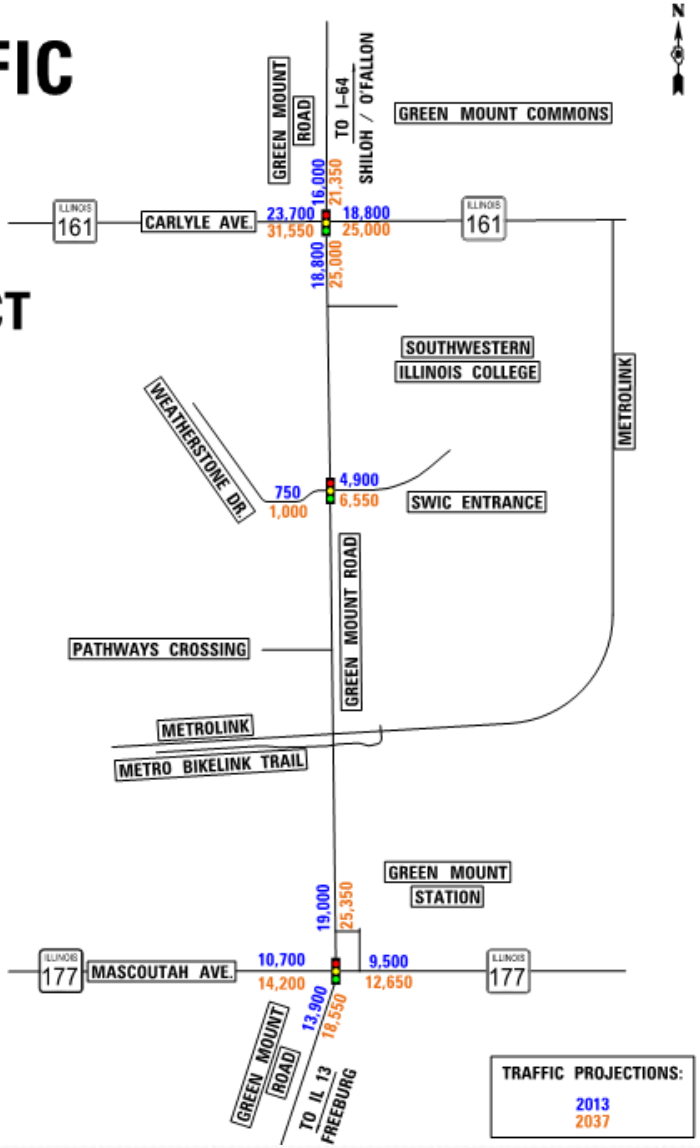
ILLINOIS ROUTE 161 TO ILLINOIS ROUTE 177

NOT TO SCALE

AVERAGE DAILY TRAFFIC

GREEN MOUNT ROAD PROJECT

ILLINOIS ROUTE 161
TO
ILLINOIS ROUTE 177



AVERAGE DAILY TRAFFIC (ADT)

THE NUMBER OF VEHICLES TRAVELING ALONG A SEGMENT OF ROADWAY IN A 24 HOUR PERIOD

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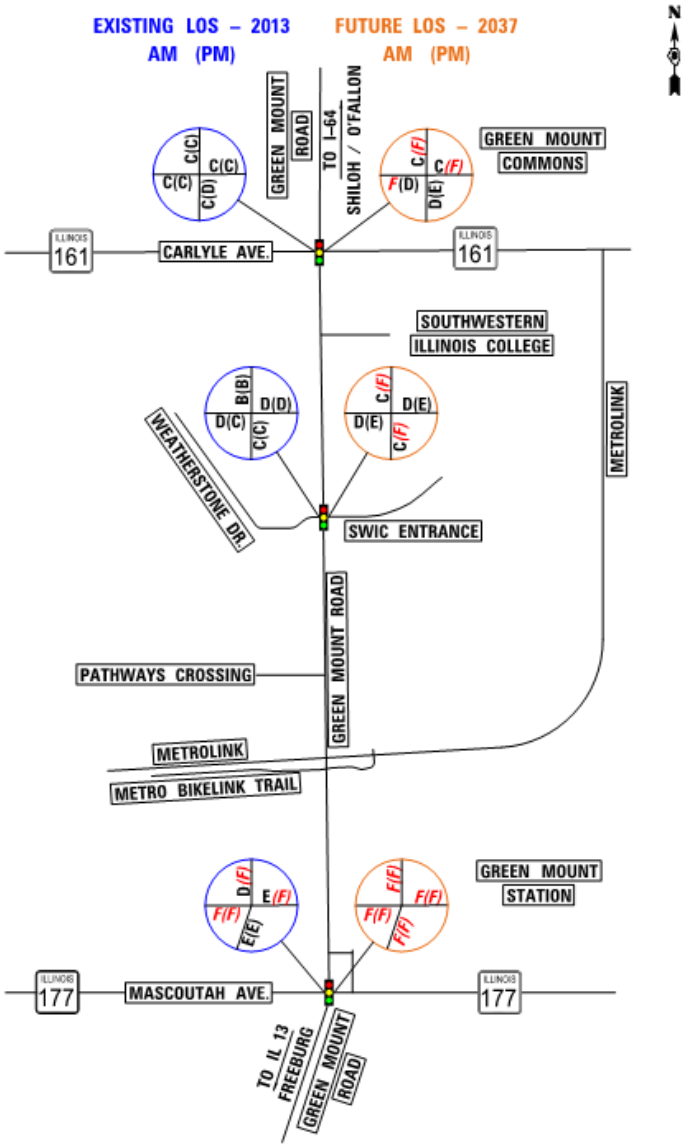
LEVEL OF SERVICE

GREEN MOUNT ROAD PROJECT

ILLINOIS ROUTE 161
TO
ILLINOIS ROUTE 177

INTERSECTION LEVEL OF SERVICE CRITERIA				
LEVEL OF SERVICE (LOS)		DELAY (SECONDS /VEHICLE)		DESCRIPTION
AM	(PM)	SIGNALIZED	NON-SIGNALIZED	
A	(A)	0–10	0–10	LOS A AND B ARE DESIRABLE.
B	(B)	>10–20	>10–15	
C	(C)	>20–35	>15–25	LOS C IS RESPECTABLE.
D	(D)	>35–55	>25–35	LOS D IS ACCEPTABLE.
E	(E)	>55–80	>35–50	LOS E AND F ARE TYPICALLY UNACCEPTABLE.
F	(F)	>80	>50	



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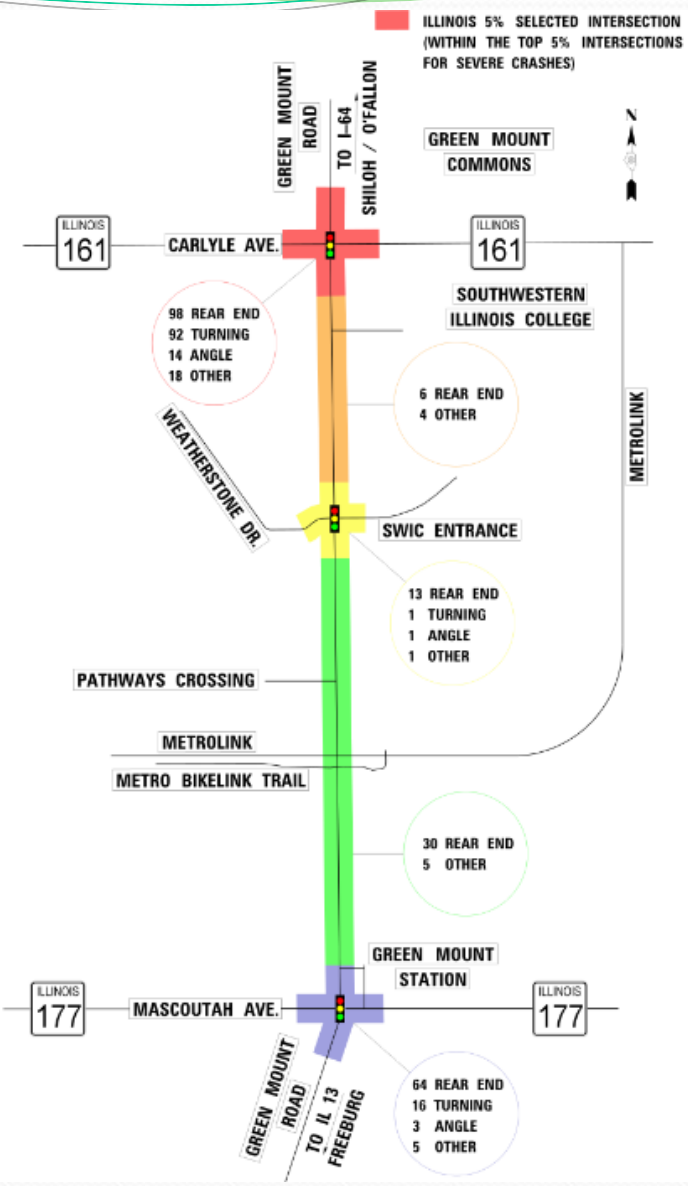
CRASH LOCATION MAP 2008–2012

GREEN MOUNT ROAD PROJECT

ILLINOIS ROUTE 161 TO ILLINOIS ROUTE 177

INJURY CLASSIFICATION PER CRASH						
INJURY TYPE	SEGMENT 1	SEGMENT 2	SEGMENT 3	SEGMENT 4	SEGMENT 5	TOTALS
K=FATALITY	0	0	0	0	1	1
TYPE A=DISABLING INJURY	24	0	0	1	2	27
TYPE B=EVIDENT INJURY	31	0	2	2	9	44
TYPE C=POSSIBLE INJURY	32	4	3	5	14	58
TOTAL	87	4	5	8	26	130

TYPES OF CRASHES						
CRASH TYPE	SEGMENT 1	SEGMENT 2	SEGMENT 3	SEGMENT 4	SEGMENT 5	TOTALS
ANGLE	14	0	1	0	3	18
REAR END	98	6	13	30	64	211
TURNING	92	2	1	0	16	111
OTHER	18	2	1	5	5	31
TOTAL	222	10	16	35	88	371



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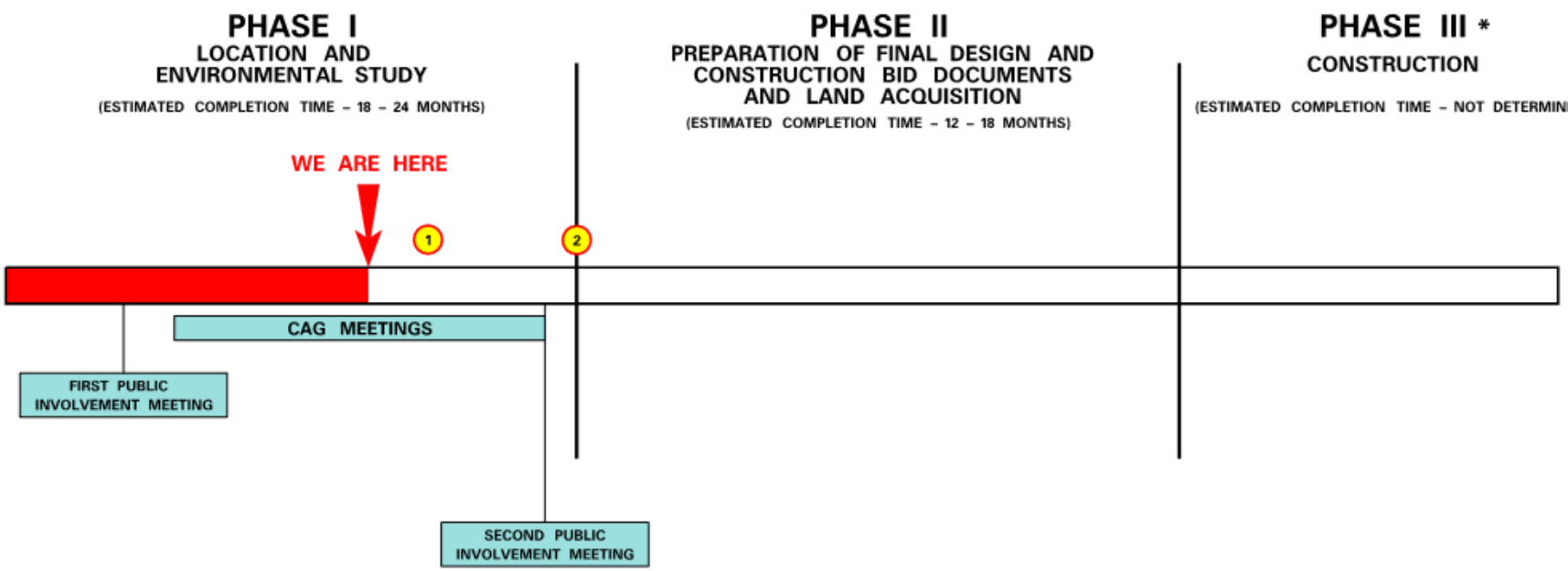
GREEN MOUNT ROAD (IL 161 TO IL 177)
PROJECT TIME LINE



1 PREFERRED ALTERNATIVE SELECTED

2 ENVIRONMENTAL AND DESIGN REPORTS COMPLETE

* INCLUDED IN THE GOVERNOR'S FY 2016–2021 PROPOSED HIGHWAY IMPROVEMENT PROGRAM

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PROBLEM STATEMENT

PROBLEM STATEMENT

"The large current and future volume of traffic on Green Mount Road from the intersections of Illinois Route 161 to Illinois Route 177 results in delays and safety problems for all users (vehicles, pedestrians, and bicycles) of the roadway in a developed area. These safety problems include: speed, visibility, and signal timing, among others."

COMMUNITY CONTEXT AUDIT FORM RESULTS

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COMMUNITY CONTEXT AUDIT FORM RESULTS

- Community Characteristics
  - Important Natural, Cultural and Architectural Features
  - Community Transportation Safety Concerns
  - No historical significance to the community
- Infrastructure
  - Signals
  - Street Lighting
  - Bicycle Lanes/Paths/Facilities
  - Transit Connections/Shelters were not highly significant
- Neighborhood Culture, Aesthetics & Street Amenities
  - Transportation Safety Issues
  - Adequate Signing
  - Park, Open Space, Street Trees and Landscaping were not highly significant

COMMUNITY CONTEXT AUDIT FORM RESULTS- continued

- Economic Development
  - Serves as a roadway to get to work, school, or other destinations
  - Serves as a significant destination route to the community
  - Development opportunities are hindered by the current roadway design
  - Visitors are attracted to this area
- Community Planning
  - Project has local or regional significance

TYPICAL SECTION

TYPICAL SECTION SELECTION

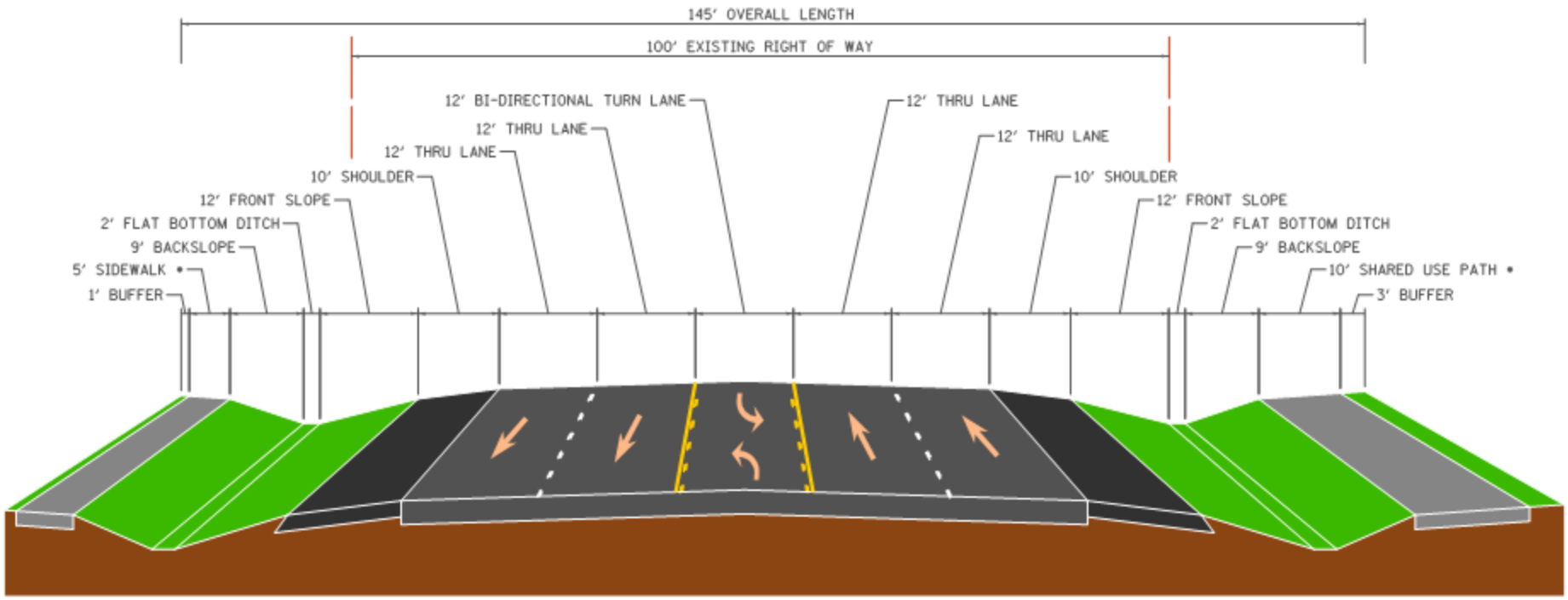
The 20 Year (2037) projected Daily Hourly Volume (DHV) for Green Mount Road is 2600

- 6 - Lane Roadway Section
  - Raised median limits access
  - Level of Service is not significantly improved
  - Extensive ROW impacts

TYPICAL SECTION SELECTION continued

- 5 - Lane Roadway Section
  - Sufficient proposed traffic capacity/level of service (LOS)
  - Consistent with St. Clair County improvements to the north
  - Bi-Directional turn lane maintains access
  - Minimal ROW impacts

5 - 12’ LANES WITH DITCHES, SHARED USE PATH and SIDEWALKS



* CONTINGENT UPON LOCAL AGENCY COST/MAINTENCE PARTICIPATION

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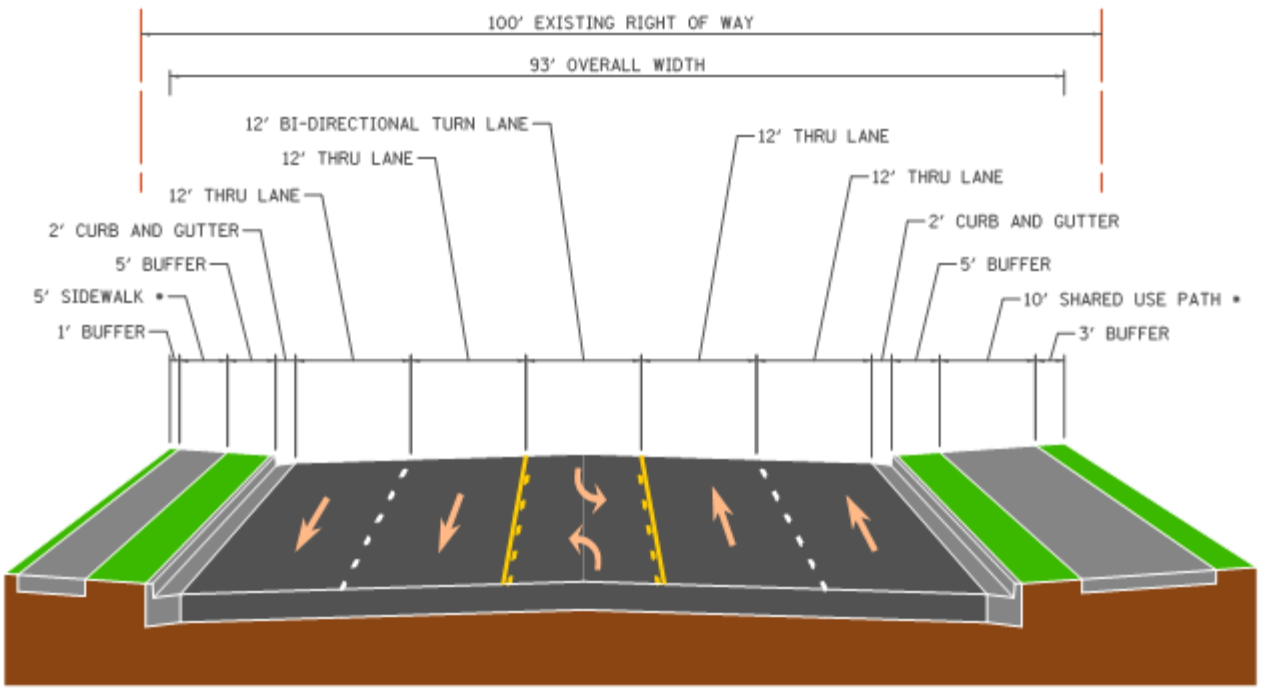
5 - 12‘ LANES WITH CURB AND GUTTER, SHARED USE PATH and SIDEWALKS



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LEVEL OF SERVICE

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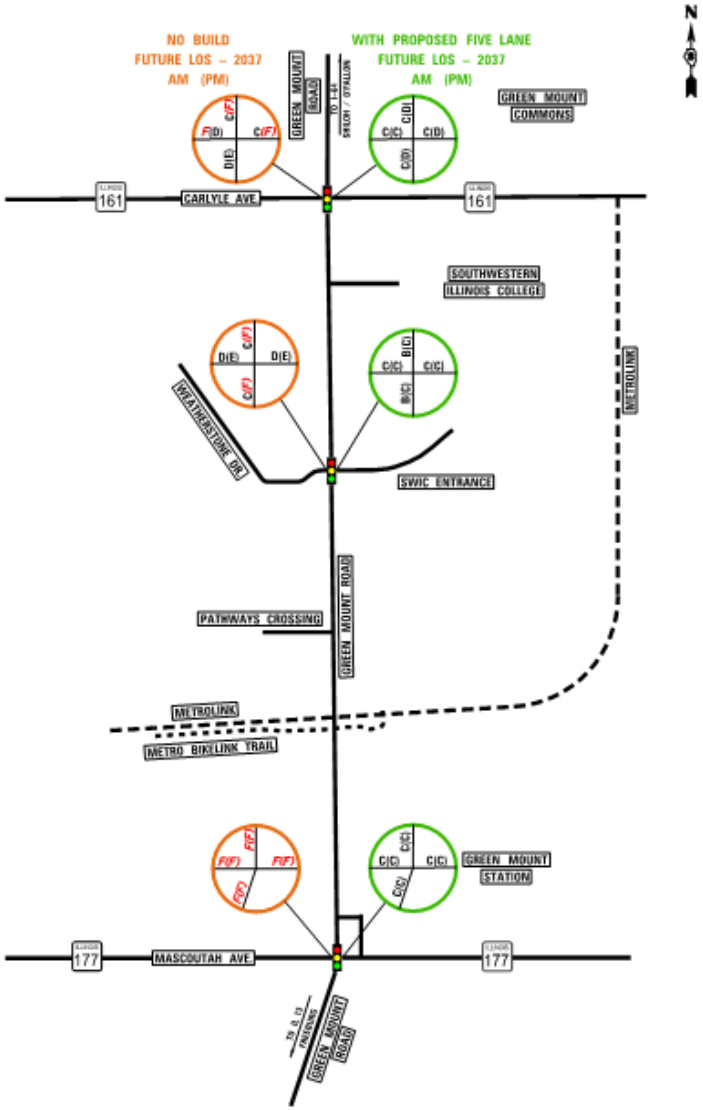

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GROUP EXERCISE

TYPICAL SECTION

CONSENSUS

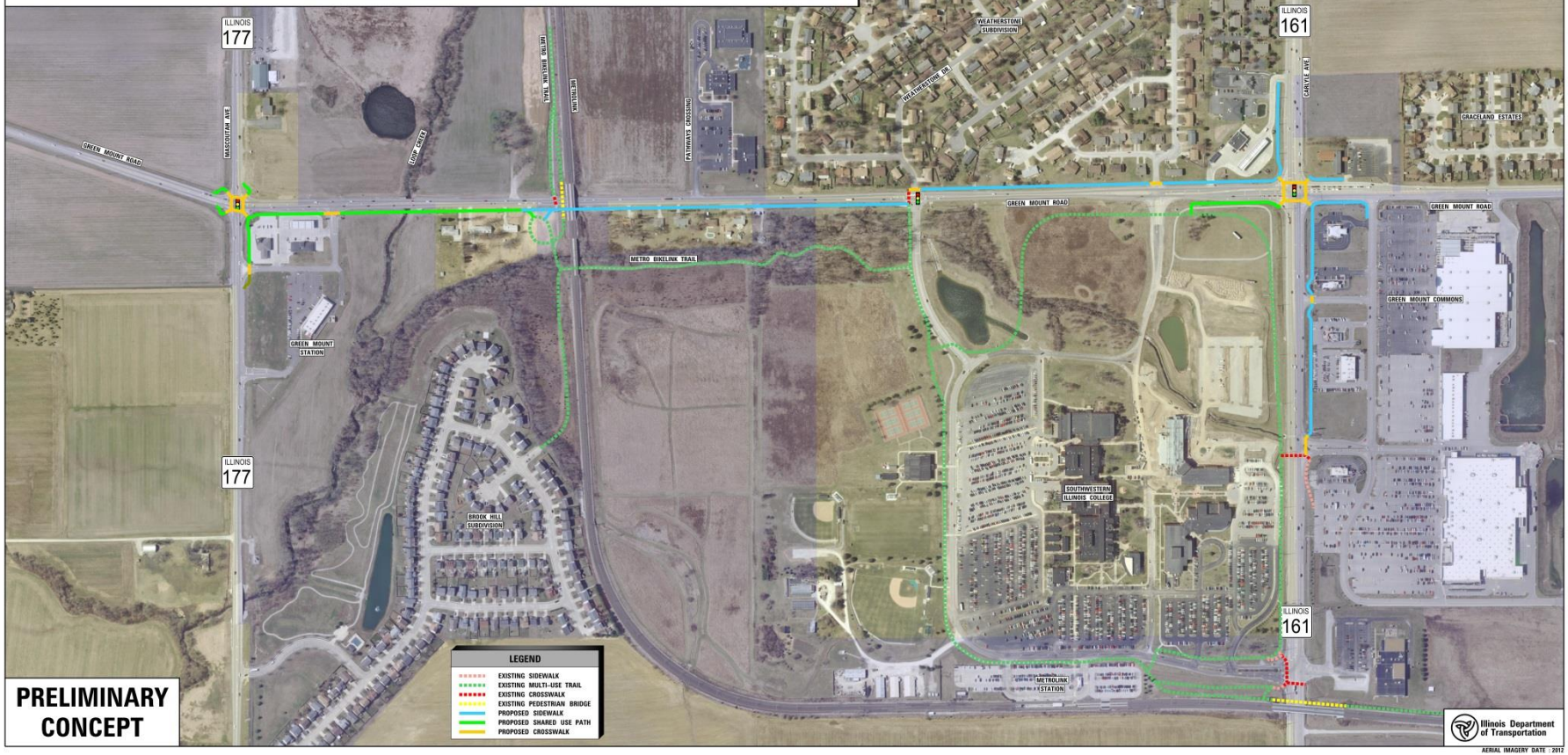
When a majority of the stakeholders agree on a particular issue, while the dissenting remainder of stakeholders agree its input has been heard and duly considered and that the process as a whole was fair.

BICYCLE AND PEDESTRIAN ACCOMMODATIONS

BICYCLE AND PEDESTRIAN ACCOMODATIONS

- IDOT Complete Streets Policy – Requires accommodations for bicyclists and pedestrians to be considered when there are generators within the project area.
  - SWIC, MetroLink, Neighborhoods, Shopping, Restaurants
- Local Participation is required in the construction and maintenance of the bicycle and pedestrian accommodations.
  - The PSG met with St. Clair County and City of Belleville

GREEN MOUNT ROAD (IL 161 TO IL 177)
BICYCLE AND PEDESTRIAN ACCOMMODATIONS



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GROUP EXERCISE

BICYCLE AND PEDESTRIAN ACCOMMODATIONS

QUESTIONS?

CLOSING

- CAG #2 material will be provided on the website:

  WEBSITE: http://www.idot.illinois.gov/projects/green-mount-road

- CAG Meeting #3 will be held in late winter.
  - The Preferred Alternative Design (intersections included) will be presented.

- The Second Public Informational Meeting will be held after the 3rd CAG Meeting.

THANK YOU FOR YOUR PARTICIPATION

- Contact IDOT Project Manager
  - Email: Matthew.Meyer@illinois.gov
  - Mail written comments to:

    Ms. Cindy Stafford

    Illinois Department of Transportation

    1102 Eastport Plaza Drive

    Collinsville, IL 62234

    Attn: Matthew Meyer

WEBSITE: http://www.idot.illinois.gov/projects/green-mount-road

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