

AGENDA



Community Advisory Group Meeting #7
10:00 AM; June 12th, 2011

Romeoville Village Hall
1050 West Romeo Road, Romeoville

1. Welcome
 - a. Introductions
 - b. Meeting Objectives
2. Community Advisory Group Meeting #6 Review
3. Alternative Screening Process
4. Screening Results
5. Next Steps

CAG #7 MEETING SUMMARY



Weber Road at I-55 Study CAG Meeting #7 Meeting Summary

Date: June 12, 2012
Time: 10:00 a.m. to 12:00 p.m.
Place: Romeoville Village Hall, 1050 W Romeo Road, Romeoville, IL
Attendance: See Sign-In Sheet (Attached)
Project Team: Patrick Rinosa, Steve Schilke, Lukasz Brozek (IDOT); Allen Staron, Stacie Dovalovsky, Chad Dillavou, Arielle Malinowski (Clark Dietz); Clarita Lao(Huff & Huff); Dave Palia (Planning Communities)

The purpose of CAG Meeting #7 was to update the project status, review the information from Community Advisory Group Meeting #6 (CAG #6), update the alternative evaluation process, and present the findings of the Purpose and Need as well as the Impact Evaluation Screenings. A summary of the meeting is as follows:

- **Introductions**
 - Introductions of the Project Team
 - Introductions of CAG attendees
 - Distribution of the meeting agenda and CAG #6 meeting summary

- **CAG#6 Review**
 - Presented final Project Purpose and Need Statement
 - Presented initial range of alternatives (21 alternatives) to undergo fatal flaw screening
 - Added one additional alternative to initial range (Alternative V)
 - Alternative was suggested by a CAG member and was not previously considered
 - Screened by Fatal Flaw criteria and eliminated from further evaluation due to substantial business impacts
 - Fatal Flaw Criteria
 - Residential Impacts
 - Environmental Impacts
 - Business Impacts (building and access)
 - Meeting IDOT Design Criteria
 - Fatal Flaw Screening Results
 - Dismissed 15 alternatives based on business impacts and carried forward 7 alternatives (21 initial alternatives evaluated plus Alternative V)
 - The alternatives to be carried forward into the Purpose and Need Screening all assume a 6 lane cross-section on Weber Road with the exception of the 2 Quadrant Partial Cloverleaf Type C at Veterans Parkway. This specific alternative assumes improvements only at Veterans Parkway and no improvement at Weber Road; existing diamond would remain as-is and continue service with a 4 lane cross-section.
 - Alternatives for Purpose and Need Screening:
 - New Diamond Interchange
 - Single Point Urban Diamond Interchange (SPUDI)
 - Diverging Diamond Interchange (DDI)

CAG #7 MEETING SUMMARY



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

• Evaluation Process – Purpose and Need Screening

- Introduced the objective of Alternative Screening by Purpose and Need
 - Comparative screening to narrow range of alternatives to those that best meet the purpose and need of the project
- The Purpose and Need Screening criteria:
 - Safety
 - Number of vehicular conflict points
 - Number of weaving movements at the interchange
 - Operations
 - Intersection density
 - Storage length for turn lanes
 - Interchange spacing
 - Capacity
 - Intersection Level of Service (LOS)
 - Arterial Level of Service (LOS)
- Seven (7) alternatives were analyzed using the Purpose and Need criteria and compared to the 2040 No-Build and each other.
- Veterans Parkway alternatives were eliminated from further consideration based on:
 - Safety – increase in vehicular conflict points and weaving movements
 - Operations – substandard interchange spacing and intersection density
 - Capacity - not improving capacity more than a single interchange improvement at Weber Road
- Four (4) alternatives moving forward for Impact Evaluation Screening
 - New Diamond Interchange
 - Single Point Urban Diamond Interchange (SPUDI)
 - Diverging Diamond Interchange (DDI)
 - Continuous Flow Diverging Diamond Interchange

• Evaluation Process – Impact Evaluation

- Introduced the objective of Alternative Screening by Impact Evaluation
 - Consolidates previously anticipated Round 1 and Round 2 Screening
 - Narrows range of alternatives to those that result in the least potential impact while meeting the project's Purpose and Need
- Criteria that was used in the Impact Evaluation include:
 - Level of Service (LOS)
 - Right of Way (ROW)
 - Environmental Impacts
 - Costs
 - Stakeholder Input

CAG #7 MEETING SUMMARY



- Three (3) alternatives were eliminated from further consideration based on a combination of the following factors:
 - Inability to achieve LOS C or better in the interchange area
 - Amount of ROW required surrounding the interchange
 - Potential business relocations and parking impacts
 - Cost
 - Lack of stakeholder support
- The Diverging Diamond Interchange (DDI) is the apparent preferred alternative:
 - Improves LOS
 - Required no new ROW surrounding the interchange
 - Has few environmental/business impacts
 - Improves safety
 - Can meet capacity needs
 - Low cost option
- **Diverging Diamond Interchange Features**
 - Ramps
 - All on-ramps and off-ramps are designed to be free flow
 - Where cross walks are present, the ramp is signal controlled by pedestrians
 - Northbound on-ramp and southbound off-ramp have 2 lanes
 - Dedicated right turn lanes are proposed on Weber Road that extend from Normantown Road to the northbound I-55 ramps
 - Bridges
 - The existing bridge structure will be reused to the greatest possible extent
 - A bike and pedestrian path will be located on the existing bridge
 - A new, parallel bridge structure is proposed to the west of the existing bridge
 - Each bridge will carry three 14-foot wide lanes of traffic to allow for safe travel of all design vehicles through the diverging locations
 - Construction
 - Typical Maintenance Of Traffic (MOT) standards can be applied during the construction phase of the ramps and new bridge
- **Weber Road Full Corridor Features (project limits from 135th St./Romeo to 119th St.)**
 - Improved intersection features to increase capacity and operations
 - Increased number of lanes and installation of barrier median to upgrade Weber Road to a standard Strategic Regional Arterial (SRA)
 - Limited access points on Weber Road will increase safety
 - Pedestrian accommodations on both sides of Weber Road
 - 8' multi-use path and a 5' sidewalk
 - Reduced median width through Lily Cache Slough area to minimize acreage of wetlands impacted
- **Next Steps**
 - Update project schedule
 - Remove TAG #3 from project timeline; most TAG agencies attend CAG meetings

CAG #7 MEETING SUMMARY



- Remove Public Information Meeting #3 from project timeline; identical material will be presented at the Public Hearing as would have been presented at a Public Meeting
- CAG #8 tentatively planned for Fall 2012 if needed before the Public Hearing
- Public Hearing planned for Winter 2012/2013
- Move forward with the DDI as the preferred alternative
 - Coordinate access points to businesses along Weber Road
 - Display recommended sidewalk crossing locations
 - Continued coordination with Will County, Village of Romeoville, and Village of Bolingbrook
- Publish a newsletter and update the website to share project information before the Public Hearing

- **Comments and Discussion**
 - Overall public consensus for the Diverging Diamond Interchange (DDI) as the best option
 - With more than 6 lanes of traffic to cross at each intersection along Weber Road, pedestrian crossings will be limited due to safety concerns and the potential to impede traffic flow. A bike and pedestrian bridge over Weber Road and pedestrian refuge islands at intersections along Weber Road were suggested;
 - Crossing Weber Road is a major concern for the residents at the Carillon Community as expressed at the CAG meetings
 - Noise in the Carillon Community was brought up as a concern
 - Project funding was discussed. Will County expressed the desire to move the project forward to Phase II (prepare contract plans and specifications). The Department of Corrections sale that was planned to fund this project has not yet occurred. While a specific funding source has not yet been identified for Phase III (construction), IDOT described where possible funding might come from (Road Fund) and discussed how funds are allocated in the State and District.
 - Driver unfamiliarity with the DDI was voiced as a concern from a resident of Carillon. Public outreach/education will be considered in future phases of the project.

- Comments on concept geometry to date:
 - The Village of Romeoville's Senior Planner, Nathan Darga, requested (if possible) that the sidewalk on the east side of Weber Road between the southbound I-55 off ramp and Lakeview Drive be 8' wide instead of 5' as depicted. The 8' width will make a smooth transition between the existing bike path found east on Lakeview Drive and the path proposed through the interchange area.
{Postscript: an 8' path as requested does not appear to create additional impacts to nearby resources and the increased width will be shown on future plan views. In the area in question, the Village of Romeoville is the local agency participating in the cost for pedestrian/bicycle accommodations.}
 - A question was received as to whether or not the new signals at the DDI would include Emergency Vehicle Preemption (EVP). The Romeoville Fire Department is located to the south of the interchange; their primary concern is the northbound movement on Weber Road.
 - At the intersection of Weber Road with Grand Boulevard, there was a suggestion made to add separate through and right turning lanes instead of the proposed combined through-right turn lane.
{Postscript: From the calculated peak hour volumes based on 2040 Chicago Metropolitan Agency of Planning (CMAP) projections, there is not enough evidence to support the change in proposed geometry.}
 - A CAG member inquired as to whether or not the right-in-right-out access entrance found north of the Romeo Road intersection on northbound Weber Road would be removed as it is not shown on the current

CAG #7 MEETING SUMMARY



plan view. The access will not be removed; the project team is still working on the location of the access to ensure an appropriate distance from the Romeo Road and Grand Boulevard intersections.

- There was a suggestion to move the eastbound Romeo Road access south approximately 250 feet, past the Lockport Township Fire Station.

{Postscript: Moving the access to the south 250 feet would require moving the entire intersection, including Romeo Road access, to match IDOT intersection standards and is not necessary to improve traffic operations as part of this study.}

- All topics were displayed on poster boards and can be found on the project website Study Documents page (www.I55atWeber.com) under exhibits.