



# Update

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Illinois Department of Transportation  
Ann L. Schneider, Acting Secretary

State of Illinois  
Pat Quinn, Governor

## CAG Reaches Consensus on Preferred Alignment Alternatives

During the past several months, the Project Study Group (PSG) has been developing the alternatives for the IL Route 3 project based on engineering criteria, environmental factors and roadway constraints to come up with a design that meets the purpose of the project. The purpose of this project is to improve the intersection performance and congestion that occurs along IL Route 3 within the project limits, improving the safety of the traveling public.

The alternatives have been presented and a Community Advisory Group (CAG) consensus has been reached. Now it is up to the community to provide feedback on each of the preferred alternatives for the three segments (South, Central and North) of the Illinois Route 3 Improvement Project. On June 14th, the CAG met with the Project Study Group (PSG) to identify the preferred alternative for each of the segments. The PSG explained that all environmental impacts of the project (wetlands, acquisition, etc.) were evaluated and determined that each option would incur about the same amount of impacts. CAG members were divided into groups where they discussed the advantages and disadvantages of each alternative, including estimated cost and right-of-way (ROW) needs. Each group spent time reviewing each segment alternative before indicating one alternative they felt was the most preferred.

In the central segment, from Illinois Avenue to Library Street, one design alternative was presented. It consisted of a variable width, flush median that narrowed to two-feet-wide at two locations; one near the lagoon south of Illinois Avenue and the other between the Fast Stop entrance and Southview Drive. The two feet will consist of double yellow striping over a rumble strip to deter vehicles from crossing onto opposing lanes.

In addition, CAG members discussed having curb and gutter versus shoulders, which calls for having an open ditch. After the preferences on the alternatives were known, there was discussion on alternatives to reach a consensus as to which one to present to the public as a preferred alternate.

The community will have an opportunity to provide feedback on each of these preferred alternatives at an upcoming public meeting scheduled for later this summer. Be sure to come check them out!



### IN THIS ISSUE

- Page 2 -

#### • All About Roundabouts

- What is a roundabout?
- Roundabout proposed for the intersection of IL Route 156 and Lakeview Drive
- Benefits of a roundabout ...
- How do I use and learn more about roundabouts?

- Page 3 -

#### • Engineers Design around the Depot

#### • Next Steps ...

- Noise - A Factor to Consider
- Vandebrook Drive Relocated to Connect with South Market Street
- Project Time Line

- Page 4 -

#### • Mailing List

#### • Contact Information

## What is a Roundabout?

A roundabout is a one-way, circular intersection in which traffic flows around a central island. All roundabouts require all entering traffic to yield to traffic already in the circle. They have inherent geometric features to ensure slow entering and circulating speeds and provides:

- **Community Aesthetic Enhancements**
- **Reduced Traffic Delays**
- **Safety Improvements**
- **Operational Improvements**
- **Benefits of a Roundabout ...**

As communities across the country look at ways in which to save money, more and more are looking at roundabouts as a means of reducing costs associated with maintenance of traffic signals. Roundabouts have a number of intrinsic and economical benefits such as:

- **Lives Saved**
  - Up to 90%+ reduction in fatalities
  - 76% reduction in injury crashes
  - 30-40% reduction in pedestrian crashes
  - 75% fewer conflict points than 4-way intersections
- **Slower Vehicle Speeds (under 30 mph)**
  - Drivers have more time to judge and react to other cars, bicyclist or pedestrians
  - Safer for older and novice drivers
  - Reduces the severity of all crashes
  - Increased pedestrian safety
- **Efficient Traffic Flow**
  - 30-50% increase in traffic capacity
  - Reduction in pollution and fuel use
  - Improved traffic flow
  - Reduces need for storage lanes
  - Less traffic delay
- **Money Saved**
  - No signal equipment to install and repair
  - Savings estimated at an average of \$5000 per year in electricity and maintenance costs
  - Qualifies for Federal Congestion Mitigation and Air Quality (CMAQ) and safety funds
- **Community Benefits**
  - Traffic calming
  - Aesthetic landscaping

See a graphic of a Roundabout on page 3.

[www.dot.il.gov/ilroute3](http://www.dot.il.gov/ilroute3)

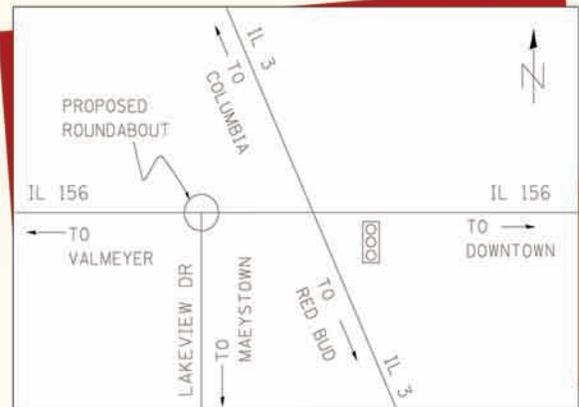
## Roundabout Proposed for the Intersection of IL Route 156 and Lakeview Drive

The Project Study Group and the CAG are proposing that a roundabout be constructed at the intersection of IL Route 156 and Lakeview Drive as a means of improving traffic flow and enhancing safety along the corridor.

As those familiar with the intersections of IL Route 156 and Lakeview Drive know, traffic stopped for the signal at IL Route 3 can back up and prevent flow into and out of the intersection at Lakeview. This backup will continue to grow over the 20 year period studied. With the proposed roundabout, the two intersections operate more efficiently together as a system.

Roundabouts are an alternative to traditional intersections that are quickly becoming more popular with roadway designers because they are safer and promote the efficient movement of traffic. By their very design, roundabouts force vehicles to slow down and eliminate the need for left turns, which reduces the possibility of crashes. According to the Federal Highway Administration (FHWA), roundabouts can reduce total crashes by 40 percent and crashes resulting in injuries by 76 percent.

Between 2003 and 2009, a total of 351 crashes were reported along the project corridor, eighty-eight of those reported crashes involved injuries. The majority of the crashes were rear end, turning and angle crashes. The “modern day” roundabout proposed at IL Route 156 and Lakeview Drive will be designed to accommodate large trucks and farm equipment as well as emergency vehicles. It will be the first roundabout to be constructed in Monroe County. Come to the public meeting and see complete animation of how the roundabout will relieve congestion at the intersections of IL Route 156 at Lakeview Drive and IL Route 3!



## How do I use and learn more about Roundabouts?

The “golden rule” of modern roundabouts is to YIELD. Yield means slowing down or stopping to give other drivers in the circle the right-of-way. All motorists entering a roundabout must yield to any traffic in the circle approaching from the left. When entering a roundabout, the approaching motorist must yield to the circulating traffic and wait for a gap or break to appear in the flow of traffic. Once in a roundabout, the motorist has the right-of-way. Do not yield to approaching traffic. A good way to remember this rule is “Wait for the Break.”

To learn more about roundabouts and how to use them, please check out the following websites:

[www.iihs.org/video.aspx/info/roundabout](http://www.iihs.org/video.aspx/info/roundabout)

[www.davidsonccc.edu/pdfs/Roundabouts.pdf](http://www.davidsonccc.edu/pdfs/Roundabouts.pdf)

[www.fhwa.dot.gov/resourcecenter/teams/safety/teamsafe\\_rndabout.pdf](http://www.fhwa.dot.gov/resourcecenter/teams/safety/teamsafe_rndabout.pdf)

## Engineers Design Around the Depot



The old railroad depot property was identified by the Community Advisory Group (CAG) as a building of local significance and should be avoided as part of this project. Just recently, after the start of this project, the Illinois Historic Preservation Agency determined that the building was no longer eligible to be on the historic register due to modifications

that have been made to the structure. Understanding the importance of this building to the community, the Project Study Group (PSG) has modified its plans in order to avoid impacting the depot.

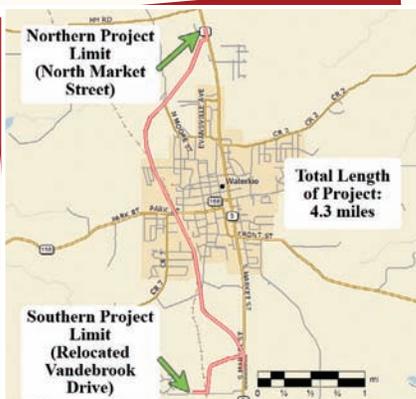
At a February 3rd CAG meeting, a display showing the cross section and plan view near the old depot was used to discuss the potential impacts to the depot property. To avoid impacts to the building, a six-foot-wide shared use path will be proposed rather than ten feet requiring cyclists to dismount and walk similar to a crosswalk. The proposed improvement to the south of the depot is shifted west which allows the shared use path to be accommodated on the eastern side of the roadway without a large impact to residents.

## Vandebrook Drive Relocated to Connect with South Market Street

On April 4, 2011, IDOT and members of the Project Study Group (PSG), held a Technical Advisory Group (TAG) meeting with Vandebrook Representatives of the CAG, adjacent landowners, city officials and the county engineer. The TAG discussed options to improve safety at IL Route 3 intersection with Vandebrook Drive.

After hearing the TAG's comments re-evaluating the various alternatives, the PSG decided to move forward with its plan of relocating Vandebrook Drive to connect to South Market. By relocating Vandebrook Drive, a conflict point on IL Route 3 at the existing intersection of Vandebrook Drive would be removed and the new access to Vandebrook Drive could use the existing traffic signal at South Market. Safety along IL Route 3 would be increased and cost savings would be realized by scaling back the length of IL Route 3 improvements to its original limits.

Come to the public meeting to see proposed improvements to Vandebrook Drive and to share your comments.

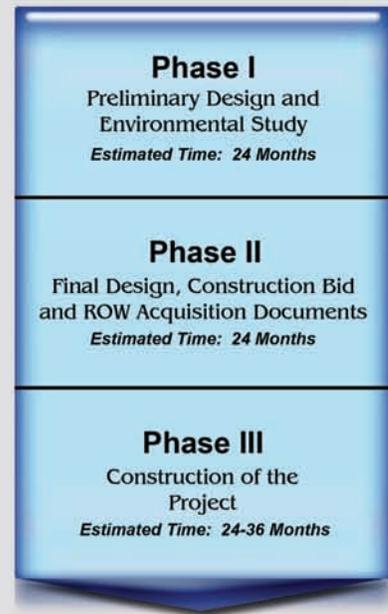


## Next Steps...

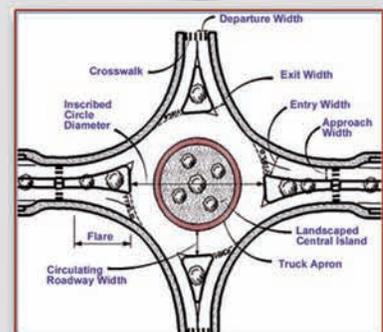
The Illinois Route 3-Waterloo project is nearing the completion of Phase I, the Preliminary Design and Environmental Study. This phase includes the engineering and environmental analysis of potential alternatives of the Illinois Route 3 Corridor. The Project Study Group will present the preferred alternative and how well it meets the project's purpose and need; its potential effect on the environment, residences and businesses; and how it improves the overall transportation system with regards to safety and mobility at a Public Informational Meeting to be held sometime this summer with Phase I activities being completed by early, 2012.

## Noise - A Factor to Consider

IDOT recently revised their noise policy. In the development of some projects, it is now necessary to analyze, identify and evaluate the potential noise impacts the project will involve. There are procedures for these analyses that include determining if noise abatement (reduction) measures are possible, and related coordination that are called out in IDOT's Design Manual. These procedures are based on the noise abatement criteria dictated by Federal regulations. We will be investigating how this policy relates to the IL Route 3 project and more information will be coming soon.



Where We Are Land Acquisition Begins



Roundabout



This newsletter is published to provide regular updates regarding the progress of the Illinois Route 3–Waterloo Project



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# Contact Information

*We welcome your questions and comments, which you may submit by mail to:*

**Illinois Route 3–Waterloo  
Project Team Group  
c/o Horner & Shifrin, Inc.  
640 Pierce Blvd., Ste. 200  
O’Fallon, Illinois 62269**

*By e-mail to:*

**IL3@HornerShifrin.com**

*Or through our project web site at:*

**www.dot.il.gov/ilroute3**

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Illinois Route 3–Waterloo  
Project Study Group  
c/o Horner & Shifrin, Inc.  
640 Pierce Blvd., Ste. 200  
O’Fallon, Illinois 62269  
e-mail: [IL3@HornerShifrin.com](mailto:IL3@HornerShifrin.com)

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_

ZIP \_\_\_\_\_

Email \_\_\_\_\_

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**Illinois Department  
of Transportation**  
1102 Eastport Plaza Drive  
Collinsville, Illinois 62234

