



Community Advisory Group Meeting #2
10:00 AM; November 9, 2010

Romeoville Recreation Center
900 West Romeo Road, Romeoville

1. Welcome
 - a. Introductions
 - b. Meeting Objective
 - c. Review Community Advisory Group (CAG) #1
2. Problem Statement Discussion
 - a. Review outcome of problem statement workshop
 - b. Read draft problem statement
 - c. Discuss problem statement comments
 - d. Final problem statement
3. Technical Analysis Presentation
 - a. Crash Analysis Summary
 - b. Traffic Analysis Summary
4. Purpose and Need Presentation
 - a. Components of Purpose and Need Report
 - b. Walkthrough of draft report
5. Next Steps

CAG #2 MEETING SUMMARY



Weber Road at I-55 Study CAG Meeting #2 Meeting Summary

Date: November 9, 2010
Time: 10:00 a.m. to 11:00 p.m.
Place: Romeoville Recreation Center, 900 W Romeo Road, Romeoville
Attendance: See Sign-In Sheet (Attached)
Project Team: Patrick Rinosa (IDOT); Allen Staron, Stacie Dovalovsky, Sean Widener, Charles Frangos (Clark Dietz); Clarita Lao, Sean LaDieu (Huff & Huff); Dave Palia (Planning Communities)

The purpose of CAG Meeting #2 was to review the results of the problem statement workshop from CAG #1, present the draft Problem Statement for the project, report the initial findings of the crash and traffic analyses, and present the draft Purpose and Need Report. The meeting began with a presentation and ended with a brief question and answer session. A summary of the meeting is as follows:

- **Introductions**
 - Introductions of IDOT staff, Clark Dietz staff, Huff & Huff staff, and Planning Communities staff and their role in the project.
 - Self-introductions of CAG members—name, whom they represented.
 - Distributed a copy of the meeting agenda and a copy of the presentation and exhibit materials
 - Review of timetable for public involvement process
- **CAG #1 Review**
 - Brief walkthrough of CAG #1 activity that answered the focus question “What are the transportation problems at the I-55 at Weber Road interchange?”
 - Presented summary of problem statement workshop
 - Reviewed identified transportation problems matrix
 - Discussed other ideas that came from the workshop that did not fit into one of the identified problems
- **Draft Problem Statement**
 - Presented draft problem statement
 - Discussed how transportation problems identified in CAG #1 were incorporated into the Problem Statement
 - Walked through each element of draft Problem Statement
- **Purpose and Need Development**
 - Discussed how input from stakeholders and technical analysis are incorporated into the Purpose and Need Report
 - Defined “Purpose” and “Need” as it relates to project process and its importance to the project
- **Crash Analysis**

CAG #2 MEETING SUMMARY



- Described why studying crash history is important
- Outlined how the crash analysis was performed
- Presented initial findings from crash analysis along Weber Road and I-55

- **Traffic Analysis**
 - Described how traffic data was collected at intersections
 - Identified the Chicago Metropolitan Agency for Planning (CMAP) as the source for future traffic projections (2040)
 - Provided a summary 2010 traffic data and 2040 traffic projections
 - Defined the standard for measuring the efficiency of traffic operations: Level of Service (LOS)
 - Presented Existing Level of Service for Weber Road

- **Purpose and Need Report**
 - Presented the project's Purpose
 - Presented project Needs developed from stakeholder input
 - Described how the Needs incorporated the project team's technical analysis and input from the CAG and the 1st Public Meeting
 - Provided CAG members a copy of the Draft Purpose and Need Report for review

The next CAG meeting will be held on November 30. The purpose of CAG#3 is to answer questions on the Purpose and Need and present the criteria used to evaluate alternatives.

- **Question and Answer**
 - Do the 2040 traffic projections consider interchanges at IL-126 or Airport/Lockport Road?
No, the no-build 2040 traffic projections consider the worst case scenario: no improvements to Weber Road or the I-55 at Weber Road interchange, and without new interchanges at IL-126 or Airport/Lockport Road.

 - Is the I-55 crash data broken down by direction to see if crashes reflect peak hour traffic direction?
The project team did not bring that data to the meeting, but will present the results at a future meeting.

 - Does the I-55 crash data include crashes on the ramps?
Crashes on the ramps are associated with the Weber Road intersection except in the (weaving) area where Interstate 55 and the entrance/exit ramps meet.

 - Why isn't there projected growth on the Northbound I-55 entrance ramp (to Chicago)?
2040 projections were determined by CMAP; the project team believes that there may be an error and has requested clarification on this data by CMAP.

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

COMMUNITY ADVISORY GROUP



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