

SHARED-USE PATHS – Identified as a **blue** line on the aerial photography.

By law, when planning transportation improvements, IDOT must consider the travel needs of all users of a transportation corridor including bicyclists and pedestrians. As a result of IDOT's public outreach, the Waterloo community identified that accommodating bicyclists and pedestrians was of high importance. A shared-use path has been included in each of the design sections and the approximate proposed right-of-way limits are shown.

VANDEBROOK DRIVE RECOMMENDED FOR RELOCATION

As part of this project, Vandebrook Drive will be improved by relocating Vandebrook Drive northward to become the fourth leg of the existing South Market Street intersection. This option was developed in a meeting of a Technical Advisory Group (TAG), consisting of officials from IDOT, the city of Waterloo, Monroe County, the township and affected property owners.

Benefits of the relocation are:

- Saves cost of implementing the four-lane improvement between South Market and existing Vandebrook Drive;
- Allows residents of the Vandebrook subdivision to utilize existing traffic signal at South Market Street
- Allows future cross streets to tie into Relocated Vandebrook Drive.
See the South Segment displays for details.

PROJECT SCHEDULE AND FUNDING

IDOT plans, designs and constructs projects in three phases. Phase I is the preliminary engineering and environmental analyses of the project. Phase II is the preparation of the final design and construction documents and right-of-way acquisition and Phase III is the actual construction of the project. The Project Study Group's goal is to complete Phase I by spring 2012. It is estimated that Phase II could take approximately 24 months and Phase III could take approximately 24 to 36 months to complete. The relocation of utilities required for the construction of this project may affect the length of time required to complete this project.

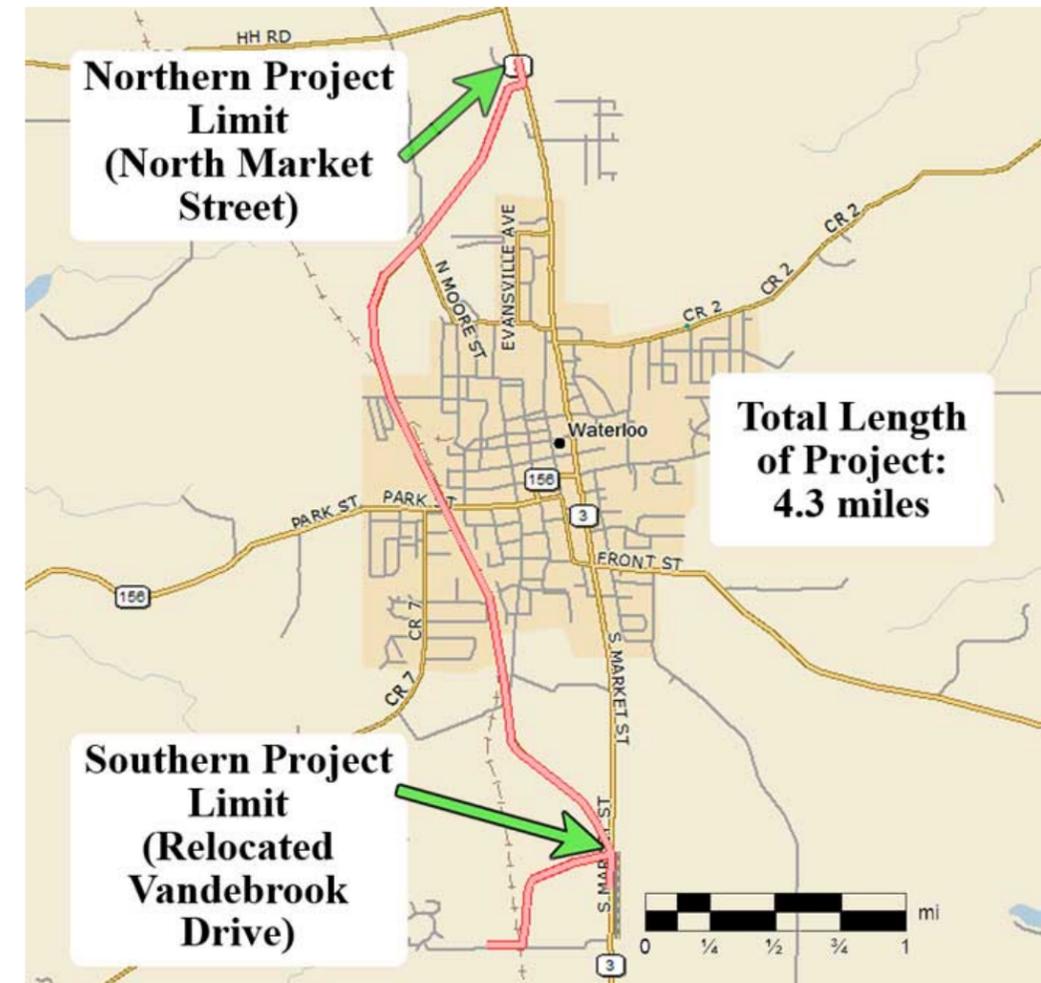
The investment regarding the engineering, land acquisition and construction is estimated to cost \$27 million and is included in the Department's FY 2012-2017 Proposed Highway Improvement Program.

WHAT'S NEXT?

The Illinois Route 3 project is at the end of the Location and Environmental Study (Phase I), meaning the engineering and environmental analyses of potential alternatives to address traffic congestion and safety on Illinois Route 3 corridor is near completion. Tonight, public comments received on the preferred alternate on display will be included in the final records submitted to the Federal Highway Administration for approval. Approval is anticipated later this spring. Once approval is received, offers can be made to acquire the necessary right-of-way for this project and utility relocations can follow. Final design (Phase II) and construction bidding documents will be prepared in anticipation of being offered to contractors for bidding in spring 2013. Construction (Phase III) could begin as early as summer 2013.

“OPEN HOUSE” PUBLIC MEETING

Illinois Route 3
From North Market Street to Vandebrook Drive
Waterloo, Monroe County, Illinois
Waterloo Senior High School, February 8, 2012
4 to 7p.m.



Illinois Department of Transportation
Mr. Omer Osman, P.E.
Deputy Director of Highways, Region 5 Engineer
Illinois Department of Transportation
1102 Eastport Plaza Drive
Collinsville, IL 62234

OPEN HOUSE PUBLIC MEETING

**Illinois Route 3
From North Market Street to Vandebrook Drive
Waterloo, Monroe County, Illinois**

INTRODUCTION

Welcome to the public meeting for the improvement of Illinois Route 3 in Waterloo. Personnel from the Illinois Department of Transportation (IDOT) and Horner & Shifrin, Inc. consulting firm are here to discuss the project, explain the proposed design, answer questions and receive comments regarding the four-lane improvement.

This meeting is being held in an open house format to allow informal discussions between the public and study group members throughout the session. Participants are also encouraged to submit written comments about the project. Written statements can be given to us today or mailed to the Project Study Group at the address on the front of this brochure by February 22, 2012. A comment form is provided in this handout for use.

PURPOSE OF THE MEETING

The purpose of tonight's meeting is to share the preferred improvement alternate with the public for improving Illinois Route 3. The preferred alignment has been developed through public involvement efforts and preliminary engineering studies. This project has been broken down into the following three major segments:

- North Segment – North Market Street to Illinois Avenue
- Central Segment – Illinois Avenue to South Library Street
- South Segment – South Library Street to Vandebrook Drive

These segments are on display and clearly labeled for this meeting. Please feel free to comment on the individual segments or on the project as a whole.

PURPOSE OF THE PROJECT

The purpose of this project is to improve capacity and safety of Illinois Route 3 section from North Market Street to Vandebrook Drive. This is needed due to:

- Projected Increase in Traffic Volumes- *12,500 to 20,800 vehicles per day in 2010 are expected to increase to approximately 16,650 to 27,650 by the year 2034.*
- Frequency of Crashes - *A total of 348 crashes and 92 injuries were reported from 2003 through 2009.*

The problem identified with Illinois Route 3 as developed by IDOT and assisted by the Community Advisory Group (CAG) is that it has poor intersection performance and traffic congestion, which will continue to worsen as volumes increase. IDOT needs to make improvements to improve safety by reducing congestion and reducing the number of crashes.

PROJECT SCOPE

The projected (20 year) traffic volume estimate dictates need for additional lanes on Illinois Route 3. In addition, intersections will be improved and additional turn lanes may be provided, where necessary, to improve traffic mobility and safety. A new traffic signal will be provided at Illinois Avenue. Drainage will remain in open ditches for the majority of the project limits.

PUBLIC INVOLVEMENT AND CONTEXT SENSITIVE SOLUTIONS (CSS)

IDOT is applying its Context Sensitive Solutions (CSS) policy to this project. The formal policy may be reviewed online at www.dot.state.il.us/css/home.html. CSS is an interdisciplinary approach that seeks to:

- Engage all stakeholders through early, frequent and meaningful communication in the project development process;
- Consider the “context” of the community when developing, building and maintaining roadway improvements;
- Consider multi-modal solutions to transportation issues.

IDOT and the Project Study Group have endeavored to include all stakeholders in the development of alternatives for the Illinois Route 3 project. This process included:

- Individual stakeholder meetings;
- Forming a Community Advisory Group (CAG) to serve as a line of communication between IDOT, project stakeholders and the community as a whole. It included neighborhood organizations, commuters, business development organizations and the local government.
- Receiving input from the CAG to define the community's context, to communicate various perspectives on proposed alternatives and to help prioritize the community's needs. The CAG's efforts were critical in the development of the preferred alternatives prepared and displayed at tonight's meeting.

NOISE - A FACTOR TO CONSIDER

In projects of this type, the Project Study Group will evaluate potential noise impacts the project will involve. These analyses include determining if noise abatement (reduction) measures are possible and include coordination with affected property owners and occupants as determined by federal regulations. The following steps were taken to evaluate noise levels caused by the proposed project, if any locations warranted noise reduction measures and the reasonableness and feasibility of the installation of noise abatement measures:

- A noise analysis was conducted along the entire length of the project. Areas where possible traffic noise impacts may occur were identified. Impacts are defined where noise levels would exceed 66 decibels (dba) from highway noise. *See the Common Sound Levels board for details*
- Existing traffic noise levels were determined for year 2010. Traffic volumes and future noise levels were determined for year 2034.
- An evaluation of the feasibility of abatement measures to mitigate highway traffic noise impacts. The abatement must reduce noise by at least 5dba to be considered feasible.
- The number of homes and businesses that installation of abatement (such as a wall) would see noise levels reduced by at least 5 dba, as compared to the overall cost of the wall. If the cost of the wall is excessively high compared to the numbers of benefited homes/businesses, the abatement is not considered reasonable.
- Based on the above evaluation, abatement is warranted on the east side of IL Route 3 behind the homes on Mark Drive and was determined to be feasible and reasonable for noise reduction –*See the Central Segment display for details*
- The affected property owners were contacted to determine if mitigation is desired. IDOT received over the required amount of responses to be in favor of the wall.