




WELCOME

I-55 at IL 59 Access Project

PUBLIC MEETING #2

Joliet Junior College
April 11, 2018
4:00 to 7:00 PM

 Illinois Department
of Transportation

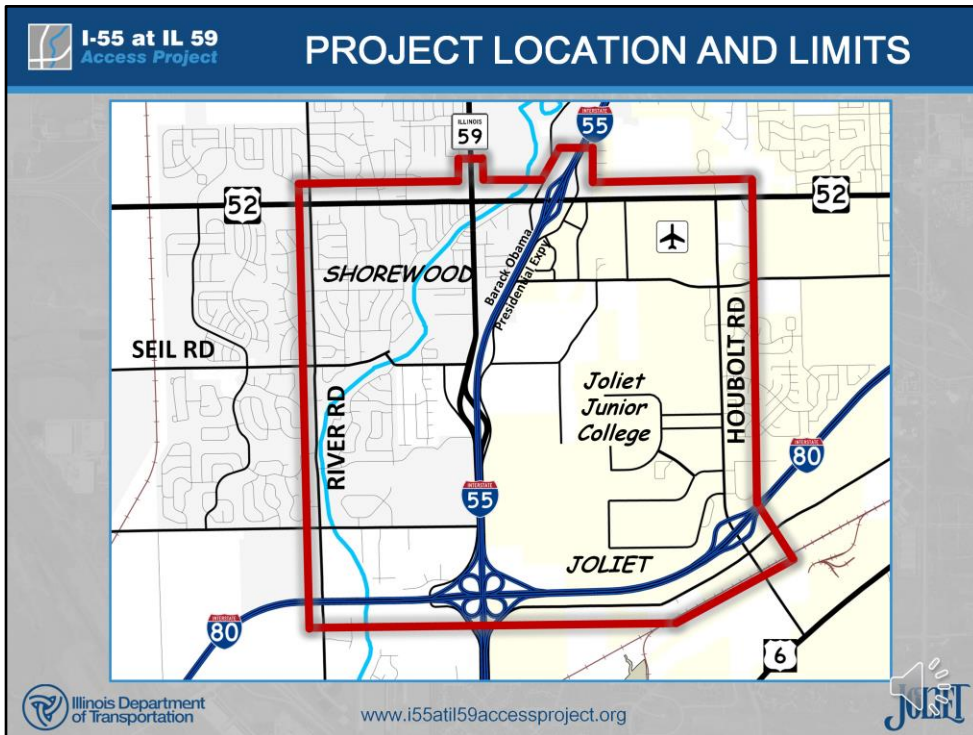
 

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Narrative:

The Illinois Department of Transportation, in partnership with the City of Joliet, welcomes you to the Second Public Meeting for the preliminary engineering and environmental studies of I-55, from I-80 to US 52, through western Will County, also known as the I-55 at IL 59 Access Project.

Your participation in tonight's meeting will help identify and define future local and regional improvements within the project study area.



The I-55 at IL 59 Access Project is centered along Interstate 55, but considers an extended study area which is inclusive of both regional and local roadway networks which work together to meet transportation needs.

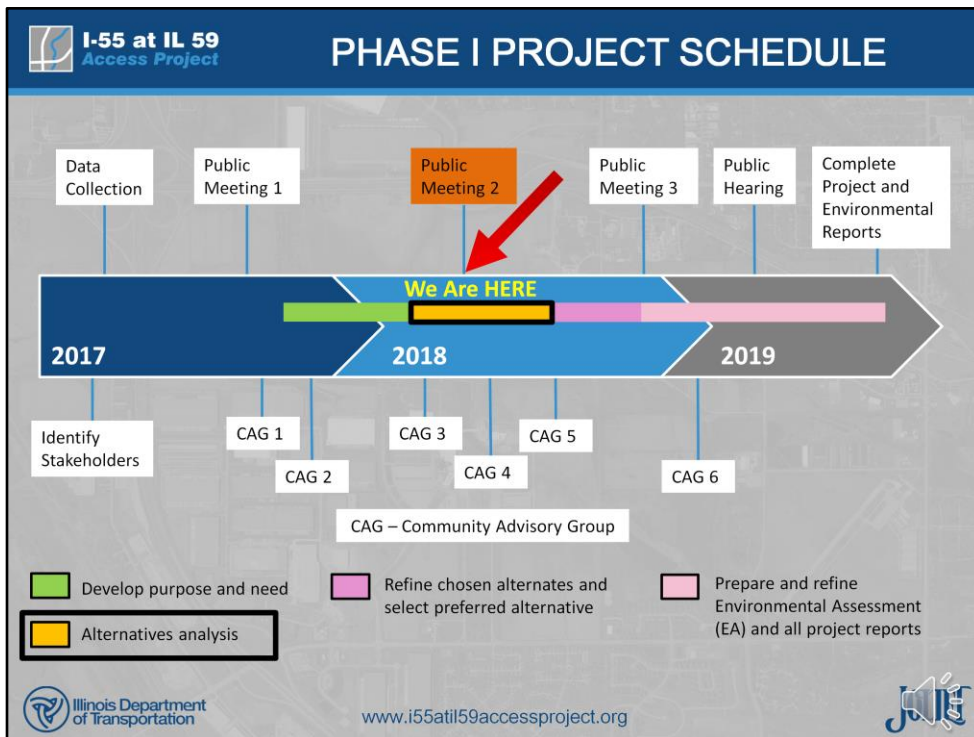
The study area is bordered on the south by I-80, on the east by Houbolt Road, on the north by US 52 and on the west by River Road. The project is located in both the Village of Shorewood and the City of Joliet.

- Summarize the Initial Public Meeting
- Present the Project Purpose and Need
- Introduce the Alternatives Development
- Present Preliminary Screening of Alternatives



The focus and purpose of tonight's Public Meeting is to:

- Summarize the initial public meeting
 - Present the Project Purpose & Need
 - Introduce the Alternatives Development
- and
- Present Preliminary Screening of Alternatives





The project schedule is a timeline that reflects key milestone stages and opportunities for stakeholders to interact and provide input.

We are currently at the Second Public Meeting, in the midst of the alternatives analysis phase. We are seeking your input to the alternatives that are being presented this evening.

After, reviewing comments received tonight we will be seeking concurrence from the federal review agencies on the recommendations regarding the “Alternatives Carried Forward” for further study

Phase I	Phase II	Phase III
Preliminary Engineering and Environmental Study	Contract Plan Preparation and Land Acquisition	Construction
<i>Currently Funded</i>	<i>Not Currently Funded</i>	<i>Not Currently Funded</i>


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IDOT Projects are typically implemented in three separate and distinct phases.

Phase I includes preliminary engineering and environmental study. During this phase, issues are identified, any current system or operational deficiencies are documented, alternative analysis studies are performed, and a preferred alternative is selected.

Phase II includes contract plan preparation and land acquisition for the project and improvements.

Phase III is the actual project construction, which is most visible to the public.

Phase I is currently funded through a cost participation agreement between IDOT and the City of Joliet. Phase II and Phase III are not currently funded.



- Explained the study process and schedule
- Solicited public input
- Formed the Community Advisory Group



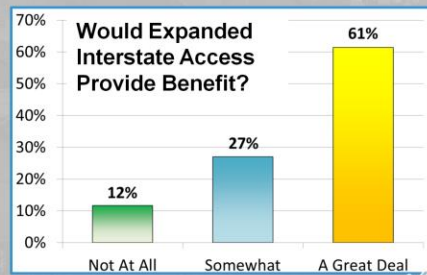
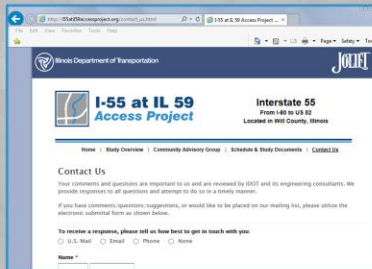
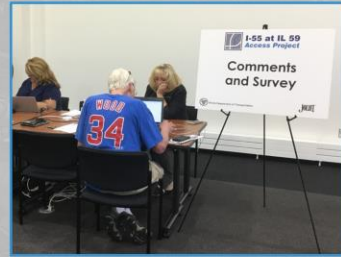
At the initial public information meeting for this project on September 14, 2017, we:

- Explained the study process and schedule
- Solicited public input on transportation issues and drainage needs and
- Formed the Community Advisory Group



Feedback received:

- Expanded interstate access benefit
- Environmental Resources
- Traffic congestion / delays
- Truck traffic along local roadways



Feedback was received via comments at Public Meeting #1, through the project website, in conversations with the project study team, and through an on-line survey from which over 300 responses were received.

Recurring themes included:

- Noted benefit provided with expanded interstate access
 - Concerns for environmental resources
 - Traffic congestion and delays
- and
- Truck traffic along local roadways



- Approximately 40 stakeholders have participated
- The CAG meets at key points throughout the study
- Purpose is to gain valuable feedback from a diverse group of individuals and interest groups



As its title suggests, the **Community Advisory Group** is a group of stakeholders with varied interests who volunteered to advise the project study team.

The CAG is composed of approximately 40 interested stakeholders who will meet at key points throughout the study to provide input.

The purpose of this group is to gain valuable feedback from a diverse group of individuals and interest groups.



COMMUNITY ADVISORY GROUP

CAG Meeting	Meeting Date	Topics Covered
No. 1	10/10/2017	<ul style="list-style-type: none">• Project Issues and Concerns• Problem Statement
No. 2	11/17/2017	<ul style="list-style-type: none">• Purpose and Need• Alternatives Criteria & Ideas
No. 3	03/15/2018	<ul style="list-style-type: none">• Initial Screening of Alternatives



The Community Advisory Group has held three meetings:

At Meeting #1, project issues and stakeholder concerns were identified and defined. From this the Project Study Team and Community Advisory Group together, discussed, developed and refined a Problem Statement.

At Meeting #2, the Purpose and Need was introduced and discussed, and stakeholders provided valuable input on Alternatives Criteria and suggested Alternative Concept ideas.

And at Meeting #3, a presentation and initial screening of alternatives was performed.

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PURPOSE AND NEED

Project Needs

- To improve regional mobility and local connectivity
- To improve system linkage

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The Project Purpose and Need is a data driven document, which presents a concise introduction of transportation system needs as a result of system limitations, deficiencies, service and operations.


From the analysis performed, two distinct project needs have been identified:

to improve regional mobility and local connectivity

and

to improve system linkage.

The purpose and need document is available on the project website.



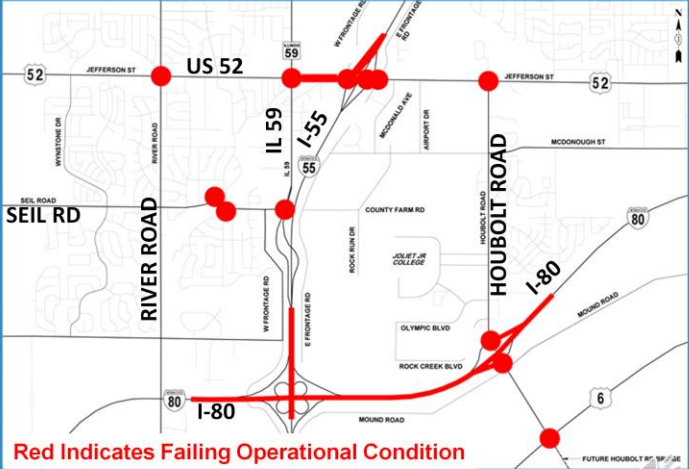
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PURPOSE AND NEED


Improve Regional Mobility and Local Connectivity

Two primary traffic focus areas:

- Existing traffic and future growth (CMAP)
- Roadway capacity to accommodate traffic demand




Red Indicates Failing Operational Condition



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The first project need, to improve regional mobility and local connectivity, refers to the ability or inability of traffic to move through an interchange, intersection or roadway section.

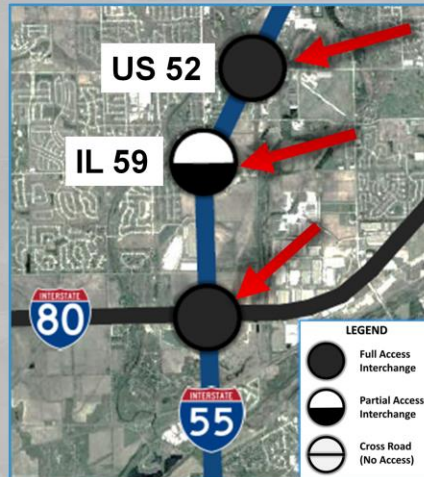
Improve Regional Mobility and Local Connectivity has two primary focus areas:

- The first focus area is existing traffic volumes and future growth. The Chicago Metropolitan Agency for Planning, also known as CMAP, has projected strong and continued population and economic growth in the western Will County area resulting in a robust growth of 30% or more traffic along routes within the study area by Year 2040.
- The second focus area looks at the roadway capacity to accommodate traffic; both how traffic passes through the study area from one end to another, as well as travel starting and ending within the project study area. Traffic at intersections, interchange and roadway segments shown in red have traffic demands that exceed the capacity of the roadway and are considered as a failing operational condition.



Improve System Linkage

- Ability to access higher functional class roadways
- I-80 / I-55 System Interchange
- Limited number of east-west roads cross I-55
- Overburdening of US 52
- Completion of IL 59/Seil Road Interchange is a high priority to many stakeholders
- Pedestrian/Bike access across over I-55



System Linkage refers to the ability to access higher functional roadways from local streets to arterial roadways such as state routes, to the interstate system.

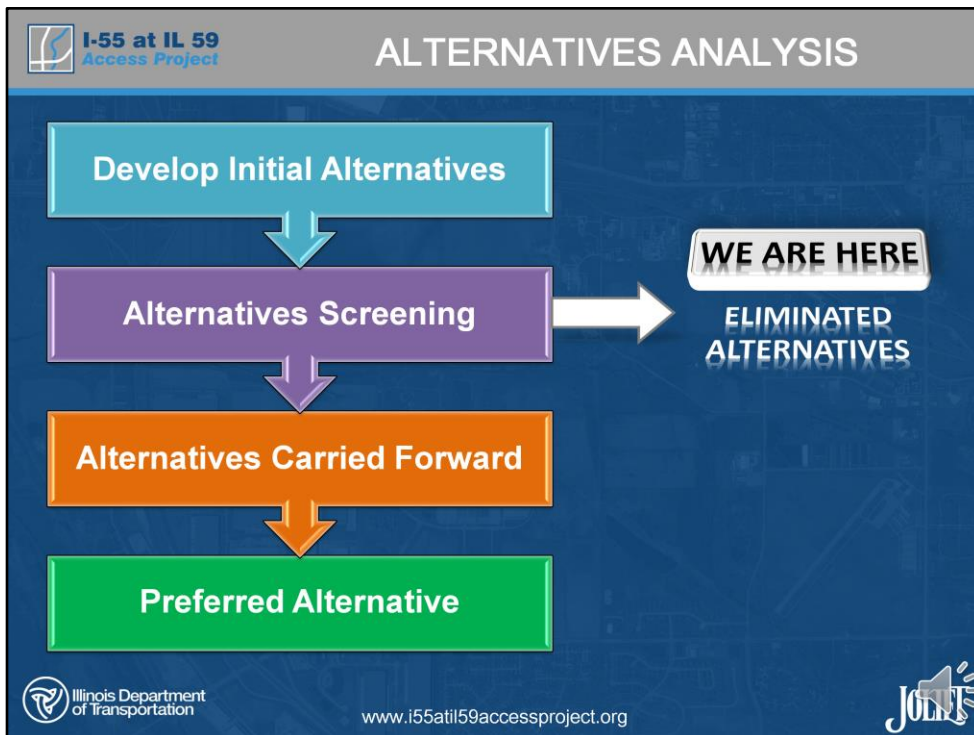
The interchange at I-80 and I-55 is a system interchange which provides regional mobility but does not accommodate local connectivity.

The US 52 interchange at I-55 is the only local full access interchange located between US Route 6 and US Route 30. A partial interchange at IL 59/Seil Road is present, providing access to and from the south only.

Because of a limited number of routes crossing I-55, traffic funnels to US 52, utilizing local streets and roadways, which includes truck traffic.

This overburdening of US 52 has been noted by many stakeholders who have stated that the completion of the IL 59/Seil Road interchange is a high priority to them.

Stakeholders also stated that there is a lack of available pedestrian and bicycle crossing accommodations over I-55.



The Alternatives Analysis process commenced once the project purpose and need was defined. Initial Alternatives were developed with the specific goal of addressing the defined project needs.

An initial screening of the alternatives has been performed, with the intent to identify a smaller, manageable number of alternatives which best appear to meet the stated purpose and need. Those not meeting the basic project needs are recommended for elimination from further study. As alternatives are refined through continued study, further screening may take place.

Those alternatives found to best meet the project needs are identified as Alternatives Carried Forward.

The Alternatives Carried Forward will be further designed, detailed and evaluated. One alternative will then be recommended as the preferred alternative.



Evaluation Criteria

- ✓ Effectiveness of Traffic System and Operations
- ✓ Major Utility Impacts / Conflicts
- ✓ Environmental Resources
- ✓ Cost

Each alternative is measured against evaluation criteria to determine its advantages and disadvantages.

There are four criteria used for the evaluation and comparison of the alternatives.

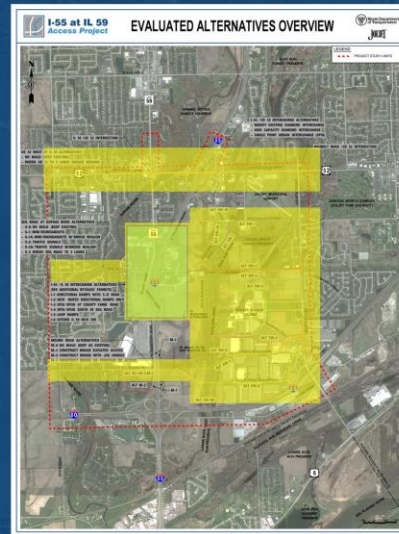
The evaluation criteria include:

- Effectiveness of Traffic System and Operations
- Major Utility Impacts / Conflicts
- Environmental Resources
- and Cost.



Categories for Evaluation

- Interchange Alternatives
- East-West Connector Routes
- Route Capacity Improvements Alternatives



Due to the size of the project study area and the complex range of alternatives which could be considered both independently or combined, the alternatives have been divided into three distinct categories:

- Interchange Alternatives
- East-West Connector Routes
and
- Route Capacity Improvements alternatives

Additional information for all the alternatives can be found in the adjacent exhibit hall and those alternatives being recommended to be carried forward or eliminated from further study.

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INTERCHANGE ALTERNATIVES

Six interchange types (I-Designations) detailed / evaluated

SEIL ROAD
COUNTY FARM ROAD
E. FRONTAGE ROAD
W. FRONTAGE ROAD
SB ENT. RAMP
NB EXIT RAMP

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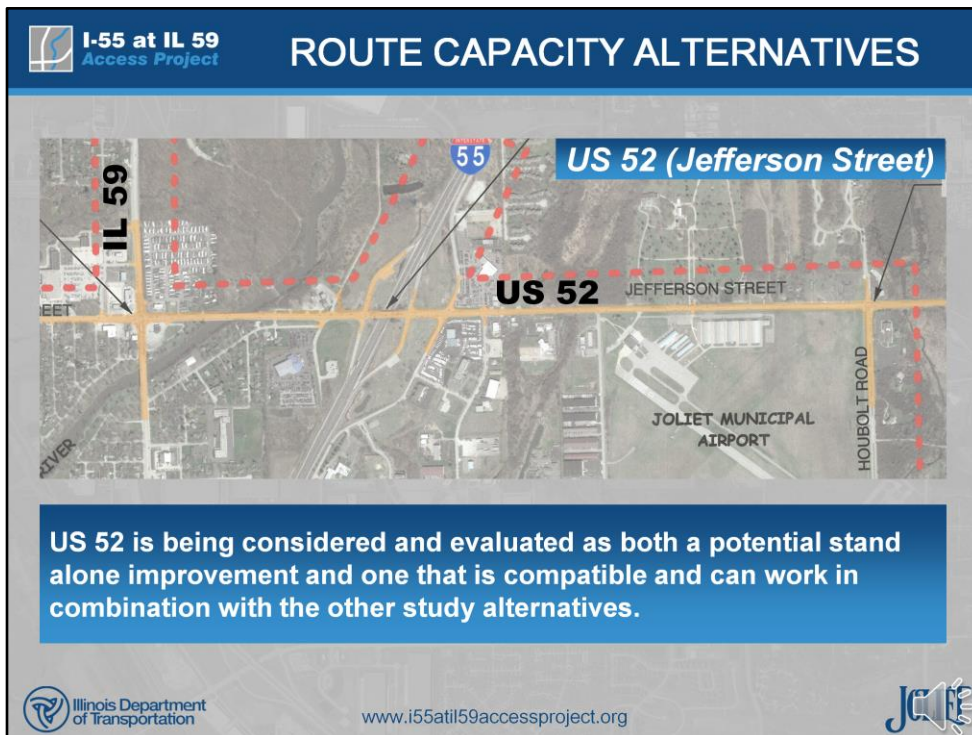
Six interchange alternatives, referred to as I-Designations, have been developed in greater detail and range from the addition of new ramps to different interchange configurations and locations. We are recommending that three of the six alternatives be carried forward for further study.



**Nine east-west
(EW-Designations)
connector alternatives
detailed / evaluated**



Nine east-west connector alternatives, referred to as EW-Designations, were developed with varying degrees of benefits and impacts. Seven have been recommended for elimination from further study due to conflicts with major utilities and environmental resources. We are recommending that two of the alternatives be carried forward for further study.



From the start of this study, stakeholders attending each public outreach event have identified US 52 congestion, especially at the IL 59 intersection and I-55 Interchange as a major local traffic issue. In consideration of this sensitivity, it is being considered and evaluated as both a potential stand alone improvement and one that is compatible and can work in combination with the other study alternatives.

Along US 52, these include intersection and interchange capacity improvements, access control measures, and potential add-lane locations.



Six alternatives were developed to address Seil Road capacity, referred to as S-Designations. All are recommended for further study.



Mound Road Alternatives (M-Designations)



Three alternatives were developed to address Mound Road capacity and connectivity, referred to as M-Designations. All are being recommended for elimination from further study.



EXHIBITS IN ADJOINING ROOM

- Review exhibit boards
- Speak with project study team members
- Project website
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Please review the exhibits and materials in the adjoining room, and feel free to ask questions of the Project Study Team.

Please take a few minutes to offer comments here tonight or through the project website.



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THANK YOU



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The Illinois Department of Transportation and our partner, the City of Joliet, thank you for taking the time to attend this meeting and providing valuable insight and input to the process.