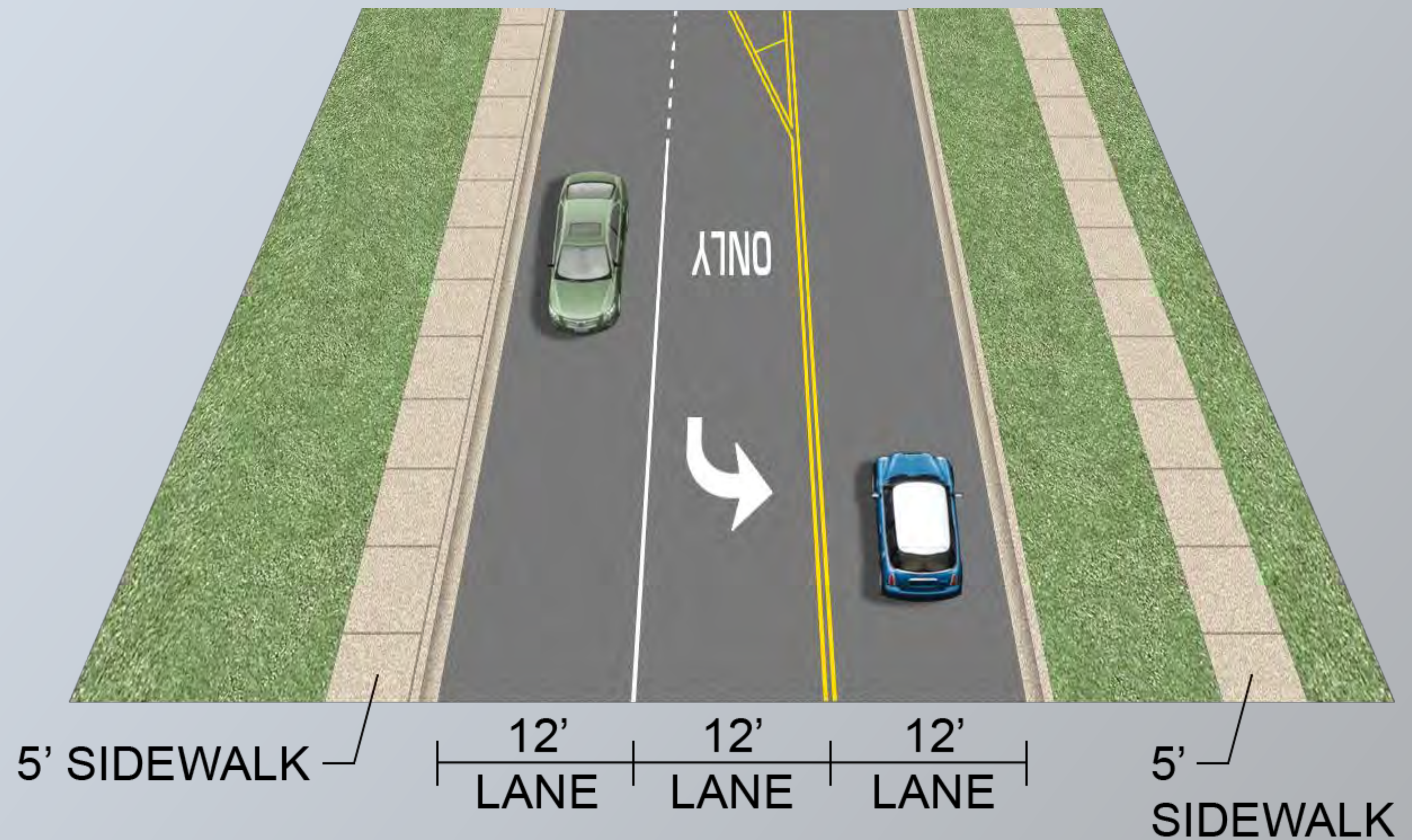




US 52 (JEFFERSON ST) TYPICAL CROSS SECTIONS

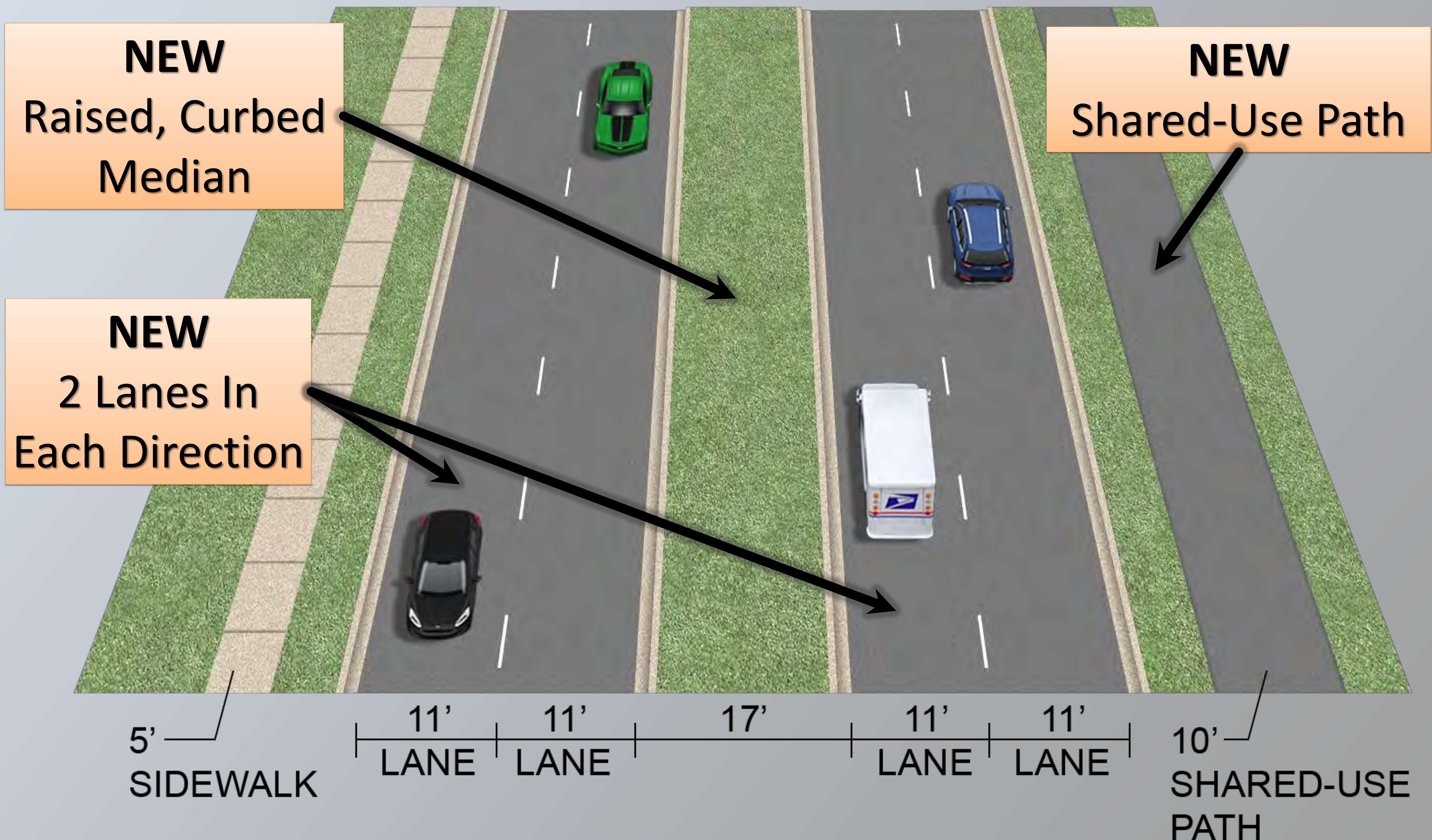


**EXISTING CONDITIONS
LOOKING EAST**



EXISTING TYPICAL CROSS SECTION

US 52 (Jefferson Street) Between River Road and IL 59



PROPOSED TYPICAL CROSS SECTION (LOOKING EAST)



I-55 at IL 59 Access Project



US 52 (JEFFERSON ST) TYPICAL CROSS SECTIONS



**EXISTING CONDITIONS
LOOKING EAST**



12' LANE | 12' LANE | 12' LANE | 12' LANE

EXISTING TYPICAL CROSS SECTION

US 52 (Jefferson Street) Between I-55 and Houbolt Road

NEW
Shared-Use
Path

*Woodlawn
Memorial
Park
Cemetery*

NEW
Raised, Curbed
Median

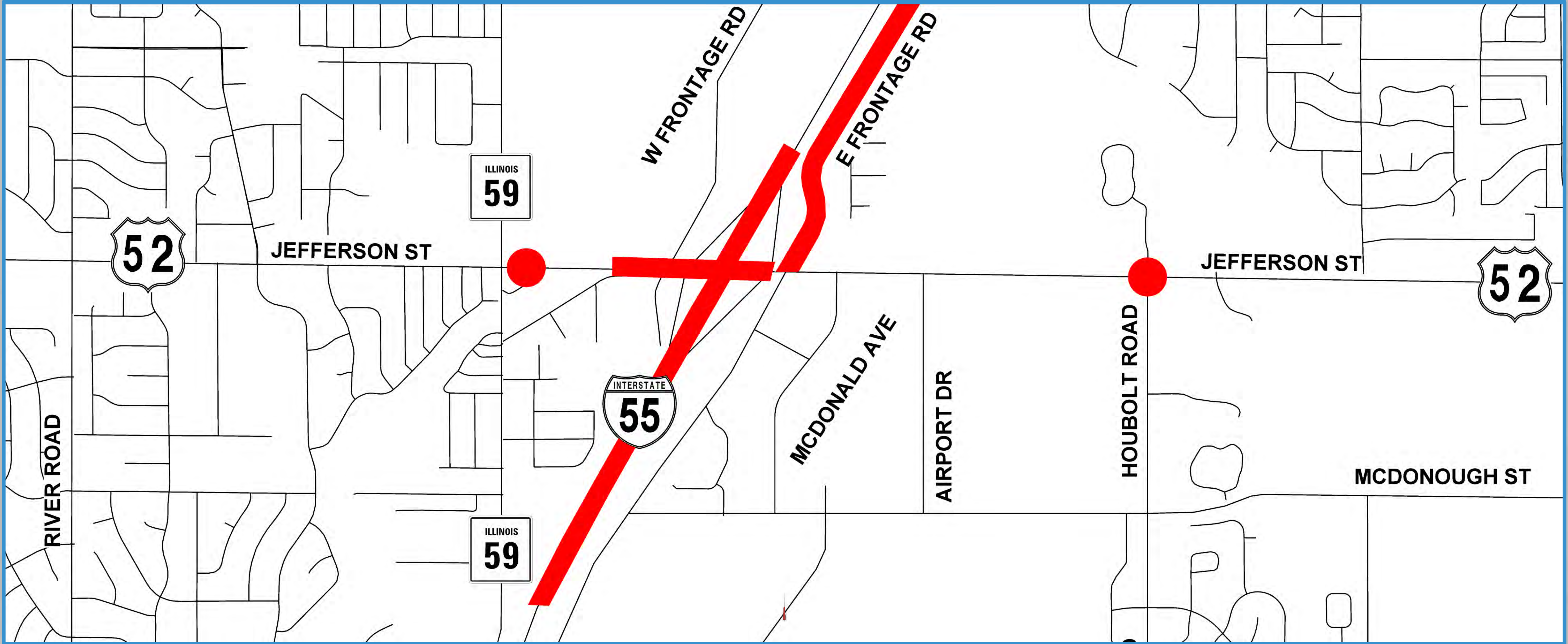
*Joliet
Regional
Airport*

8' SHARED-USE PATH | 10' LANE | 10' LANE | 16' | 10' LANE | 10' LANE

PROPOSED TYPICAL CROSS SECTION (LOOKING EAST)



Five Percent Locations



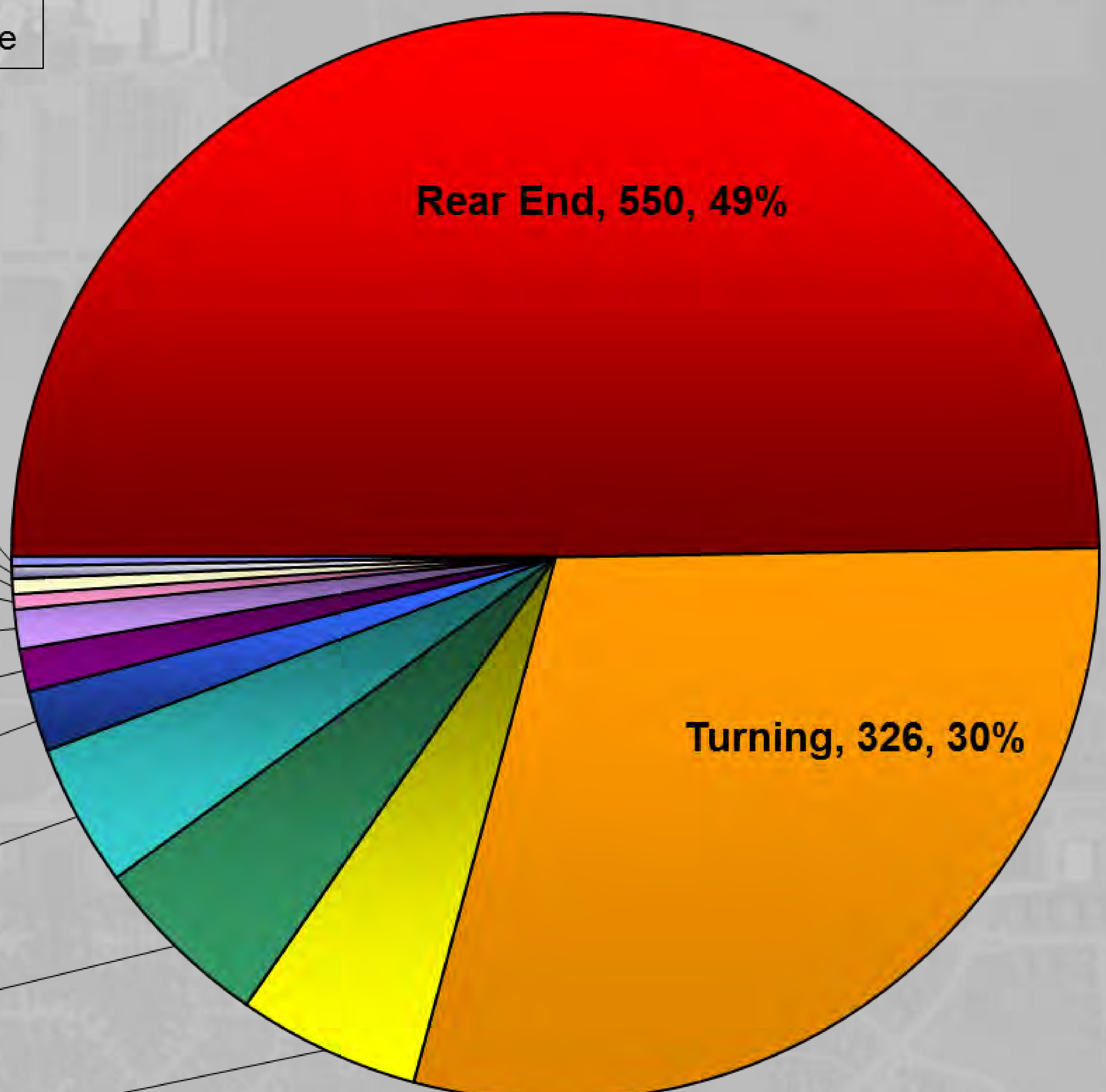
A five percent location is a roadway segment or intersection that has been identified as containing at least the top five percent of the severe injury and fatal crash locations within the state.

Total Crashes By Type

CHART LEGEND
Crash Type, Number of Crashes, Percentage

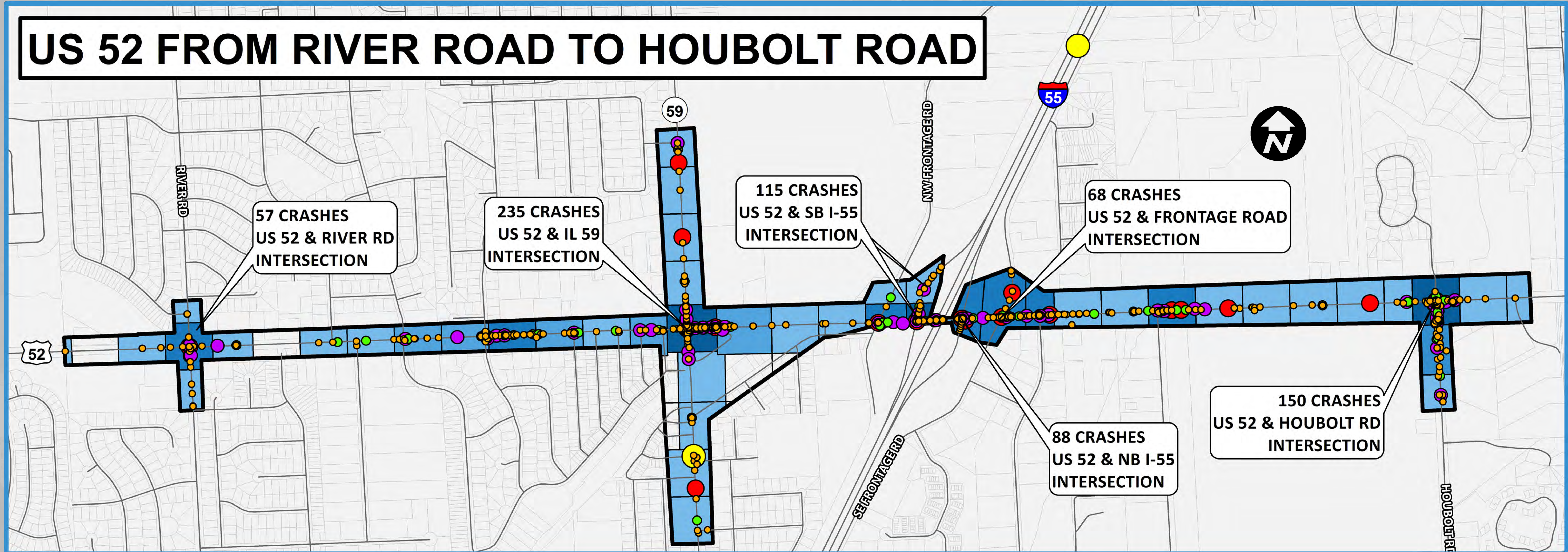
1,106 Total Crashes

- Overtaken, 3, .5%
- Bike, 4, .5%
- Pedestrian, 4, .5%
- Head On, 5, .5%
- Sideswipe Opposite, 11, 1%
- Other Object, 14, 1%
- Animal, 20, 2%
- Fixed Object, 47, 4%
- Sideswipe Same, 59, 6%
- Sideswipe same, 60, 5%




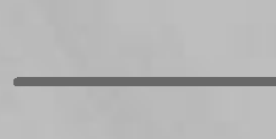
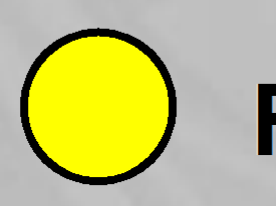
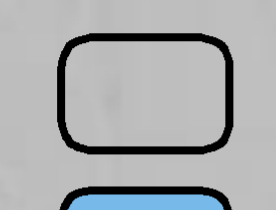
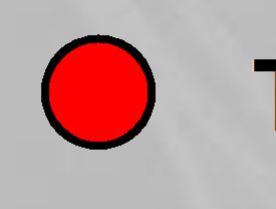
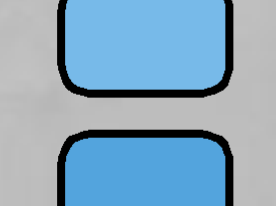

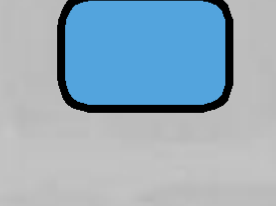





US 52 (JEFFERSON STREET) FROM RIVER ROAD TO HOUBOLT ROAD

5 - YEAR CRASH HISTORY (2014 - 2018)



Crashes by Location & Severity

LEGEND

 Project Area	Crash Type	Number of Crashes
 Streets	 Fatal	 0
	 Type A	 1 - 10
	 Type B	 11 - 20
	 Type C	 21 - 30
	 PDO	 31 - 100
		 >100

INJURY TYPE DEFINITIONS

Type A is an incapacitating injury
Type B is a non-incapacitating injury
Type C is an injury reported but not evident
PDO is a property damage only crash / no injury crash

QUICK CRASH FACTS

- 1,106 total crashes occurred within the US 52 study area in a 5-year period
- 1 crash involved a fatality on IL 59 (head-on crash)
- In 2012 and 2013, there were 2 fatality turning crashes on US 52 near Airport Drive
- 26 crashes involved a Type A / Incapacitating injury
- Most common crash types are rear-end, turning, and sideswipe in the same direction
- There were 5 pedestrian and 4 bicyclist crashes all were reported with injuries
- US 52 contains many 5 percent locations
- High severity type crashes are occurring with an above average frequency along the US 52 corridor especially between I-55 and Houbolt Road



I-55 at IL 59 Access Project

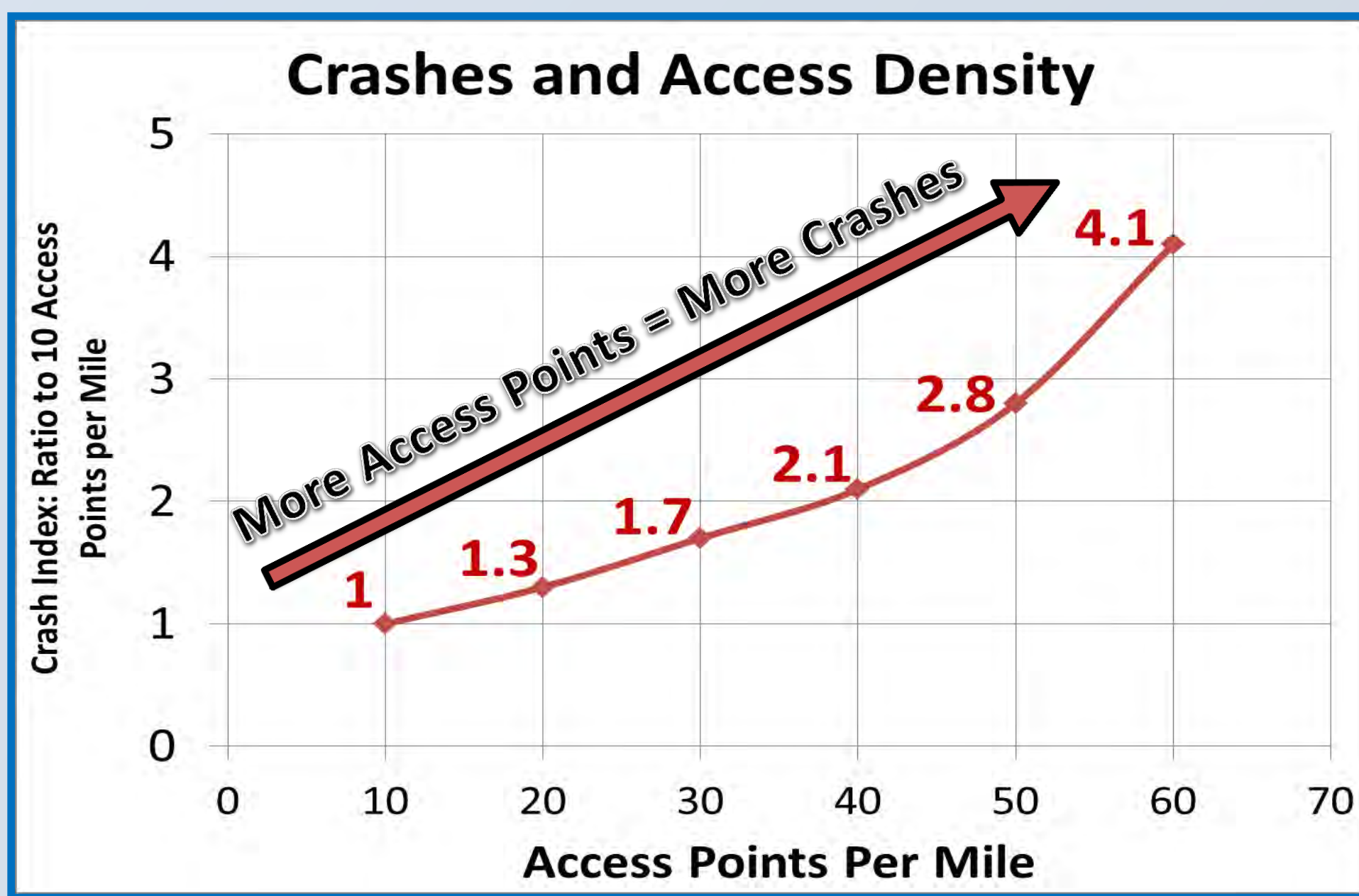


US 52 (JEFFERSON STREET) ACCESS MANAGEMENT IS IMPORTANT! SAFER ACCESS IS GOOD FOR BUSINESS

WHY HAVE ACCESS CONTROL?

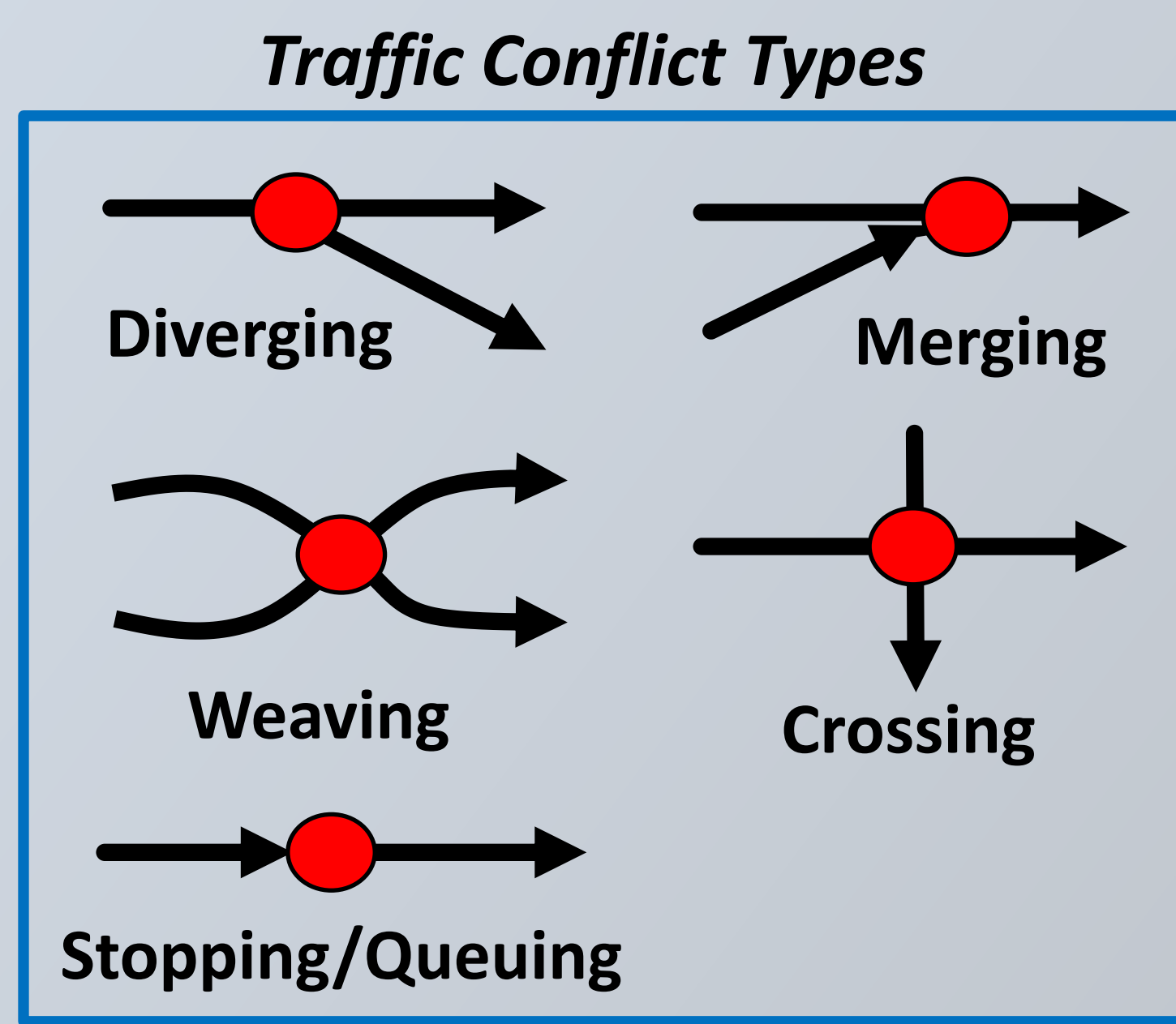
- Access Management's ultimate goal is **SAFETY** and **MOBILITY**. (74% reduction of turning crashes and up to 36% increase in roadway capacity)
- Growing effort by government agencies to improve how major transportation corridors are managed.
- US 52 (Jefferson Street) is designated as "PRINCIPAL ARTERIAL" and functions as a major roadway designed to move traffic over longer distances.
- Two primary functions of roads: **MOBILITY** (move large volumes of traffic) or provide access (minor roads; collectors and locals).

Managing Access Reduces Crashes

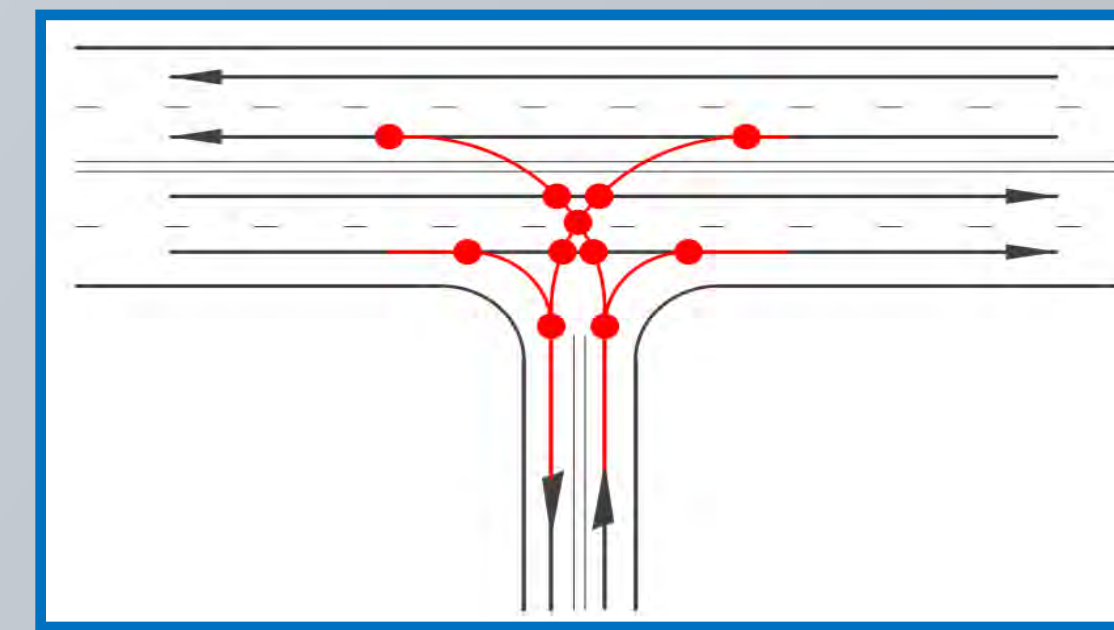


Source: Transportation Research Board, Access Management Manual 2003

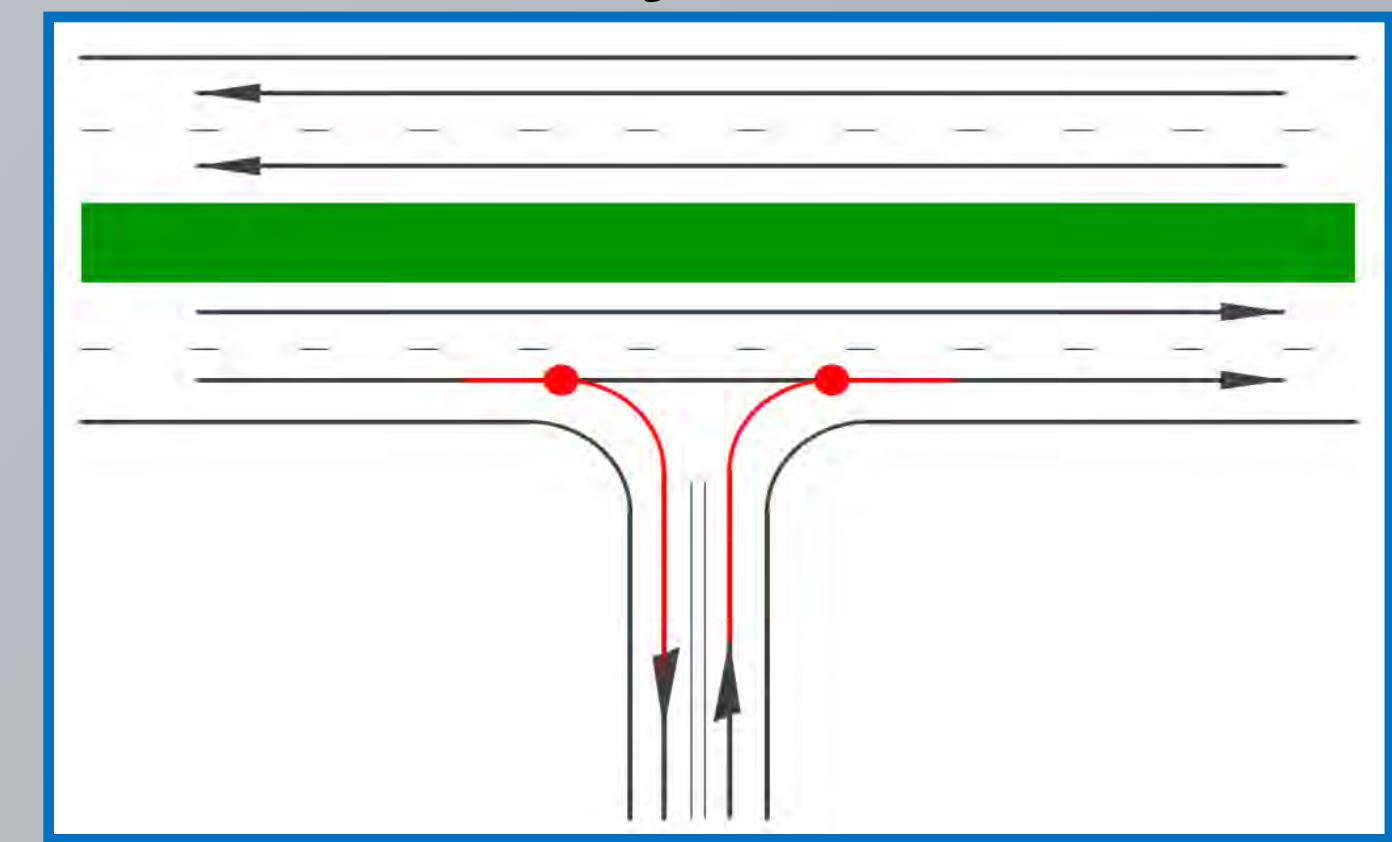
Managing Access Improves Safety by Reducing Traffic Conflicts



No Access Management
11 Conflict Points



With Access Management
2 Conflict Points

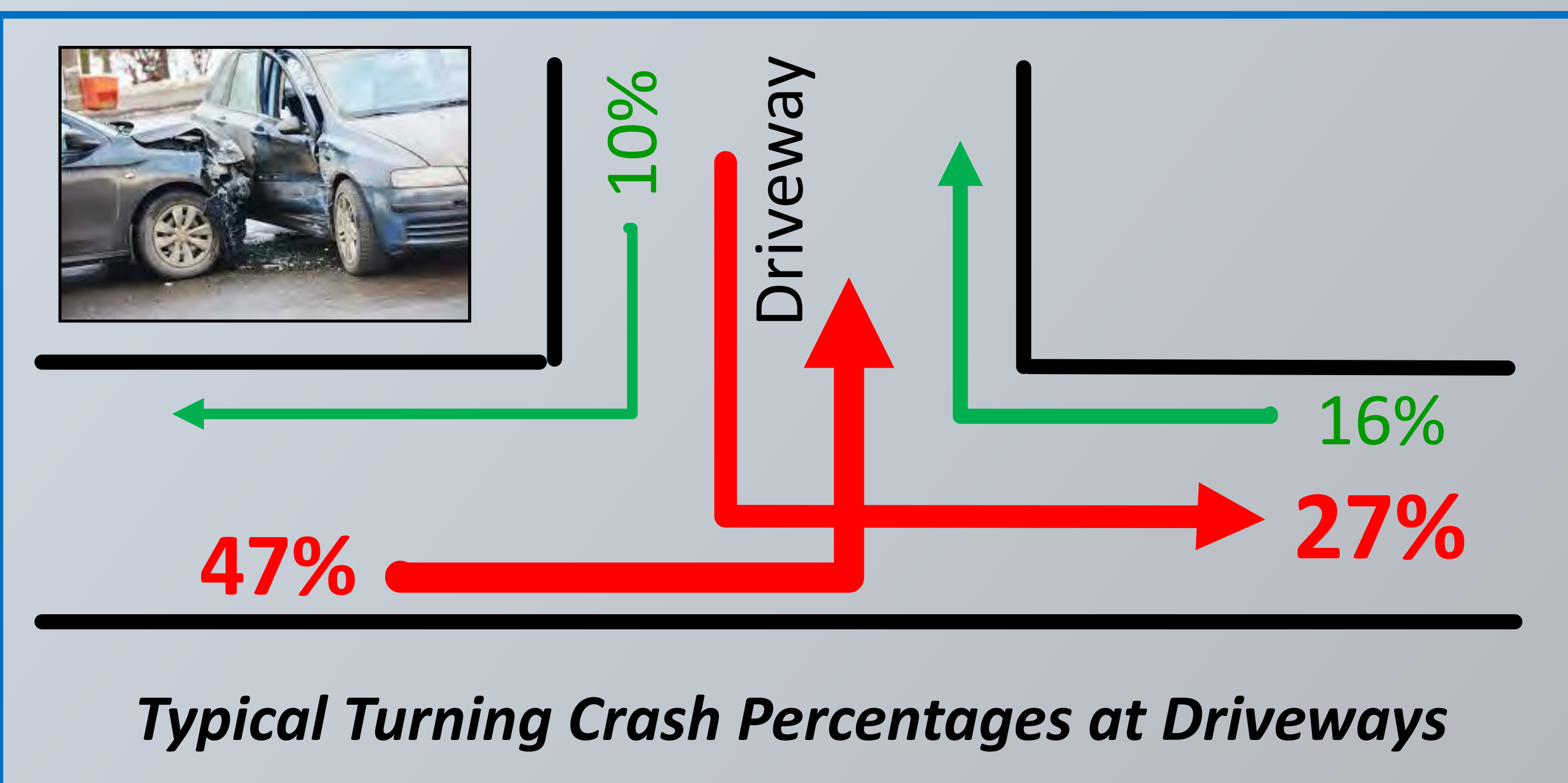


WHAT IS A CURBED, BARRIER MEDIAN AND ITS BENEFITS?

- A divider consisting of a grass, landscaped or concrete area that separates opposing traffic.
- Discourages and/or prevents vehicles from crossing the divider.
- Common form of access control.
- Greatly improves safety by reducing the number of turning conflict points.
- Provides refuge areas for pedestrians and reducing motor vehicle crashes.
- Turn lanes located in the median provide a safe refuge for left and U-turns.
- Turn lanes reduce rear end crashes by removing stopped vehicles from through traffic.
- Barrier medians eliminate 74% of crashes at driveways.

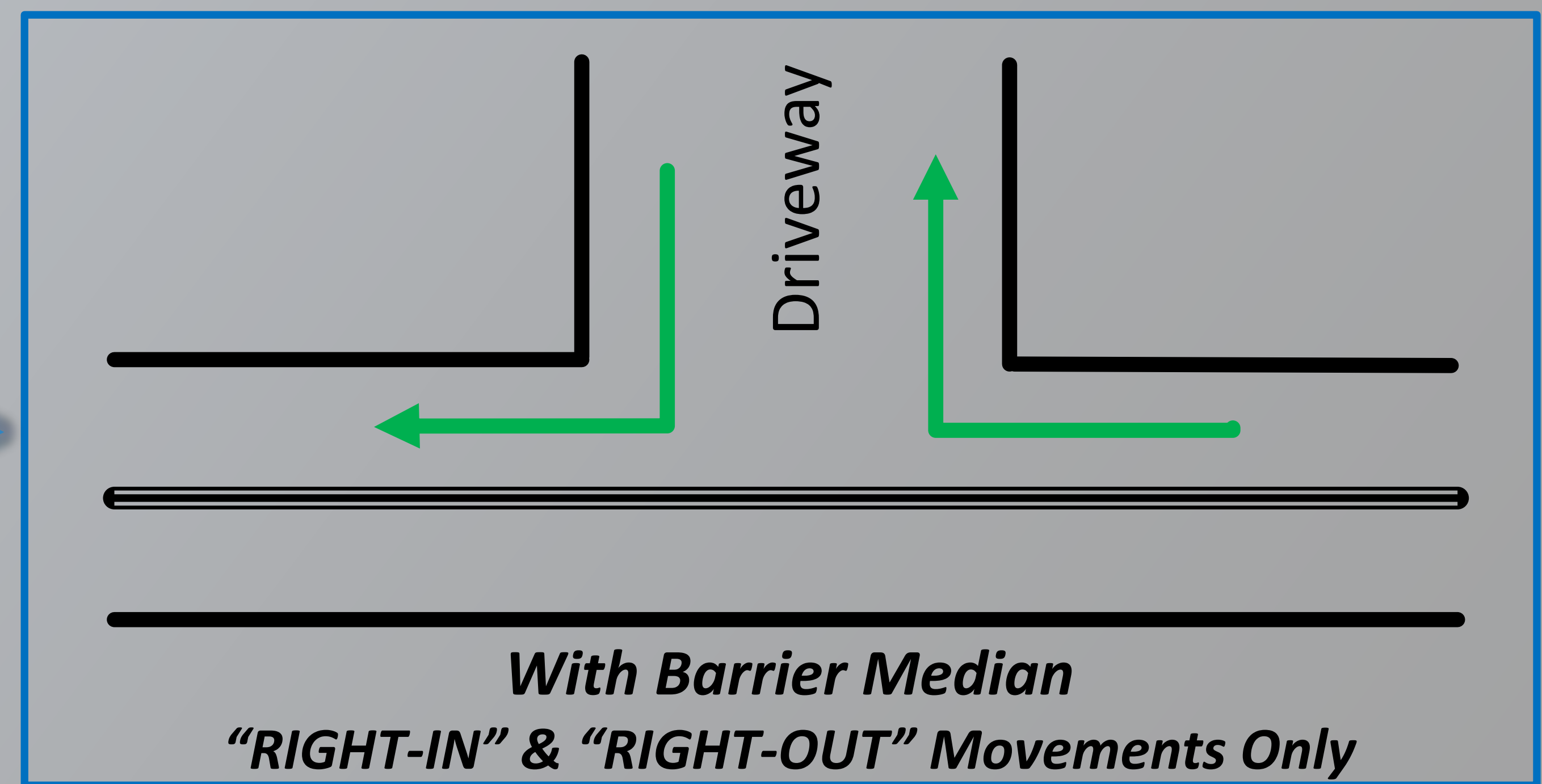


Example of a Landscaped Barrier Median



Typical Turning Crash Percentages at Driveways

ACCESS CONTROL



With Barrier Median
"RIGHT-IN" & "RIGHT-OUT" Movements Only

74% DRIVEWAY CRASHES ELIMINATED

FREQUENTLY ASKED QUESTIONS?

- Won't I lose customers if they can't turn left into my business anymore?**
Left turning traffic is likely already minimal during peak periods on a congested roadway because there are inadequate gaps in the traffic stream. With access control implemented, a U-turn and right turn is a much safer option on a busy road that customers will learn to appreciate. It may attract more customers previously apprehensive of making unsafe, dangerous left turns.
- Why not just signalize all median openings and high volume driveways?**
Warranted signal installation depends on many factors including: volume of traffic, proximity to other signals, impact on public safety and traffic congestion. Unwarranted traffic signals can cause additional crashes and undue delays, which may lead to frustrated motorists disobeying them and could have serious and deadly consequences.
- So what's the bottom line on access management?**
Benefits include: fewer roadway delays, better traffic flow, safer approach to businesses, which will preserve and possibly enhance the market reach of businesses to the corridor. A safer, uncongested roadway will allow customers to get to your business compared with an unsafe, congested roadway which they will avoid.