I-55 at IL 59
Access Project

Preferred Alternative

Appendices

Appendix A Recommended Preferred Alternative Concept Plan

Appendix B Recommended Preferred Alternative Typical Sections

Appendix C Travel Demand Modeling Build Conditions Results

Appendix D Traffic Capacity Analysis Result Tables

Appendix E Floodplain Map

Appendix F Public Involvement Coordination

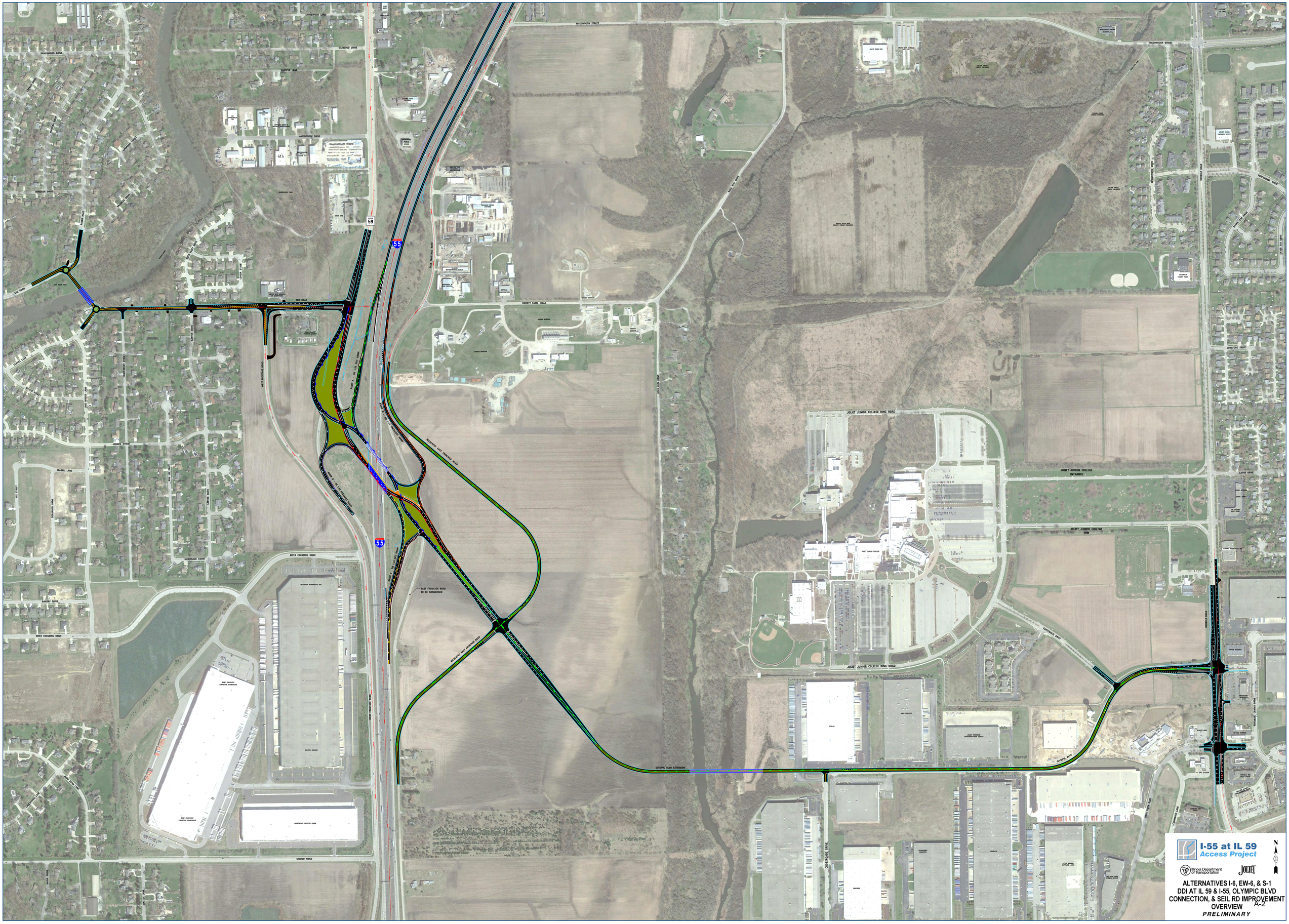
I-55 at IL 59
Access Project

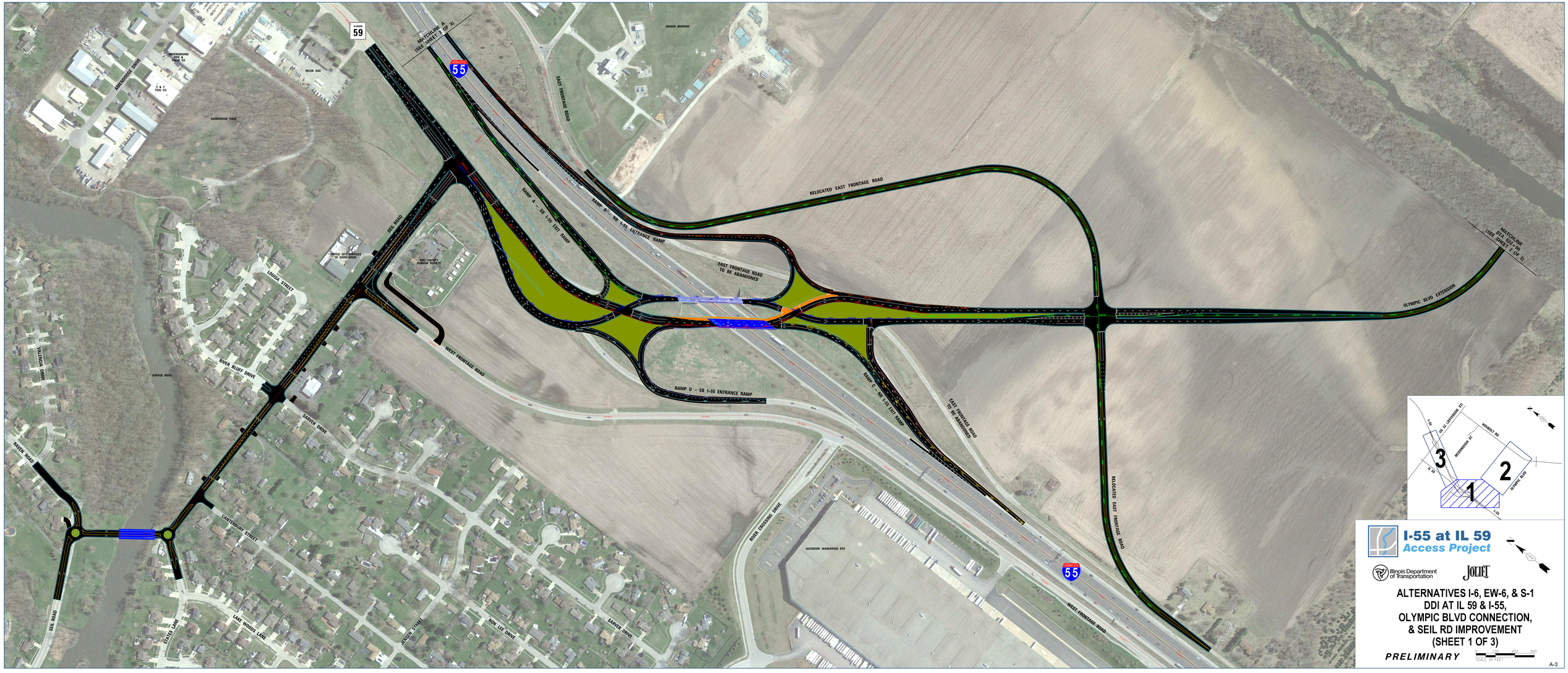
Preferred Alternative

Appendix A – Recommended Preferred Alternative Concept Plan

Preferred Alternative Concept Plan for I-6, EW-6, and S-1

Preferred Alternative Concept Plan for US 52


I-55 at IL 59
Access Project
Illinois Department of Transportation
JOLIET
ALTERNATIVES I-6, EW-6, & S-1
DDI AT IL 59 & I-55, OLYMPIC BLVD
CONNECTION, & SEIL RD IMPROVEMENT
OVERVIEW
PRELIMINARY
A-2
MCDONOUGH STREET
COUNTY FARM ROAD
JOLIET JUNIOR COLLEGE RING ROAD
JOLIET JUNIOR COLLEGE ENTRANCE
JOLIET JUNIOR COLLEGE EXIT
OLYMPIC BLVD EXTENSION
OLYMPIC BLVD
SEIL ROAD
MOUND ROAD
RIVER CROSSING DRIVE
EAST FRONTAGE ROAD TO BE ABANDONED
RELOCATED EAST FRONTAGE ROAD
WEST FRONTAGE ROAD
CROSSROADS DRIVE
CENTURION DRIVE
WEIDNER ROAD
ROCKDALE ROAD
BOLD RIDGE DRIVE
59
55



I-55 at IL 59 Access Project

Illinois Department of Transportation

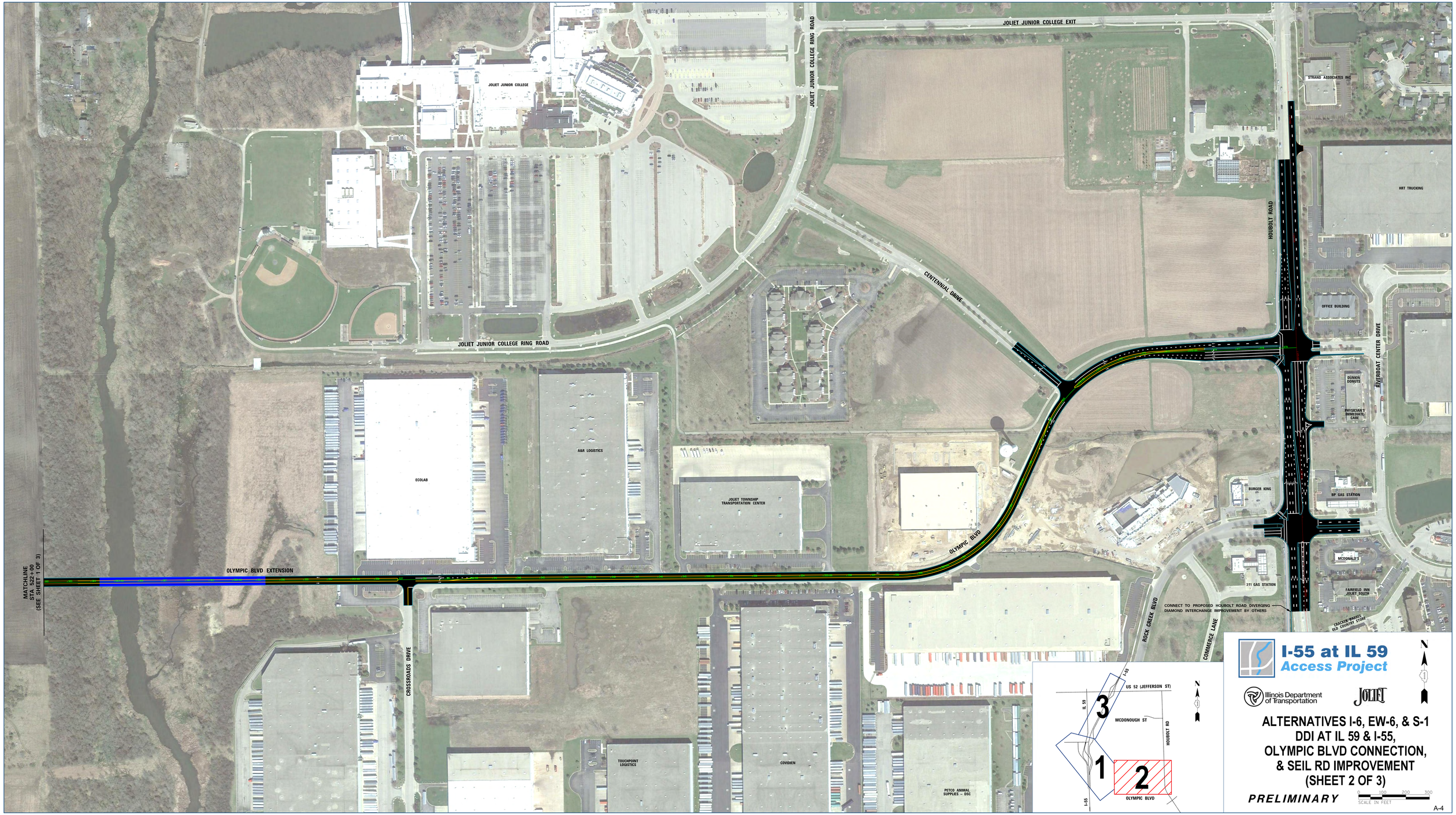
JOLIET

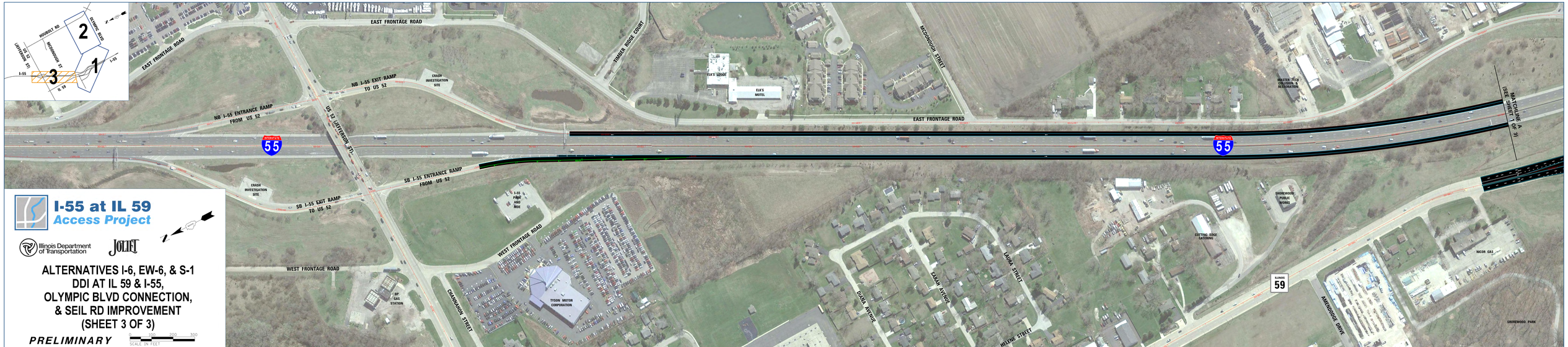
ALTERNATIVES I-6, EW-6, & S-1
DDI AT IL 59 & I-55,
OLYMPIC BLVD CONNECTION,
& SEIL RD IMPROVEMENT
(SHEET 1 OF 3)

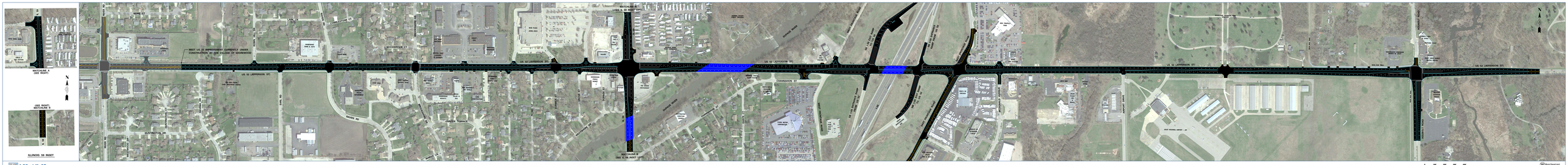
PRELIMINARY

SCALE IN FEET

A-3


JOLIET JUNIOR COLLEGE EXIT
JOLIET JUNIOR COLLEGE RING ROAD
JOLIET JUNIOR COLLEGE
STRAND ASSOCIATES INC
HRT TRUCKING
HOUBOLT ROAD
CENTENNIAL DRIVE
OFFICE BUILDING
RIVERBOAT CENTER DRIVE
DUNKIN DONUTS
PHYSICIAN'S IMMEDIATE CARE
JOLIET JUNIOR COLLEGE RING ROAD
A&R LOGISTICS
ECOLAB
JOLIET TOWNSHIP TRANSPORTATION CENTER
OLYMPIC BLVD
BURGER KING
BP GAS STATION
MCDONALD'S
7/11 GAS STATION
FAIRFIELD INN JOLIET SOUTH
CRACKER BARREL OLD COUNTRY STORE
CONNECT TO PROPOSED HOUBOLT ROAD DIVERGING DIAMOND INTERCHANGE IMPROVEMENT BY OTHERS
ROCK CREEK BLVD
COMMERCE LANE
MATCHLINE SHEET 2 OF 3 (SEE SHEET 1 OF 3)
OLYMPIC BLVD EXTENSION
CROSSROADS DRIVE
TOUCHPOINT LOGISTICS
COVIDIEN
PETCO ANIMAL SUPPLIES – DSC
I-55
US 52 (JEFFERSON ST)
IL 59
MCDONOUGH ST
HOUBOLT RD
3
1
2
OLYMPIC BLVD
I-55
N
I-55 at IL 59
Access Project
Illinois Department of Transportation
JOLIET
ALTERNATIVES I-6, EW-6, & S-1
DDI AT IL 59 & I-55,
OLYMPIC BLVD CONNECTION,
& SEIL RD IMPROVEMENT
(SHEET 2 OF 3)
PRELIMINARY
0 100 200 300
SCALE IN FEET
A-4


I-55 at IL 59
Access Project
Illinois Department of Transportation
JOLIET
ALTERNATIVES I-6, EW-6, & S-1
DDI AT IL 59 & I-55,
OLYMPIC BLVD CONNECTION,
& SEIL RD IMPROVEMENT
(SHEET 3 OF 3)
PRELIMINARY
0 100 200 300
SCALE IN FEET
2
1
3
HOUBOLT RD
OLYMPIC BLVD
MCDONOUGH ST
US 52 (JEFFERSON ST)
I-55
IL 59
EAST FRONTAGE ROAD
TIMBER RIDGE COURT
MCDONOUGH STREET
ELK'S LODGE
ELK'S MOTEL
NB I-55 EXIT RAMP TO US 52
CRASH INVESTIGATION SITE
NB I-55 ENTRANCE RAMP FROM US 52
US 52 (JEFFERSON ST)
INTERSTATE 55
SB I-55 ENTRANCE RAMP FROM US 52
SB I-55 EXIT RAMP TO US 52
I-55 PARK AND RIDE
WEST FRONTAGE ROAD
TYSON MOTOR CORPORATION
BP GAS STATION
CHANNAHON STREET
DIANA AVENUE
SARAH AVENUE
LAURA STREET
HELENE STREET
CUTTING EDGE CATERING
SHOREWOOD PUBLIC WORKS
ILLINOIS 59
AMERIDRIVE DRIVE
NICOR GAS
SHOREWOOD PARK
MATCHLINE (SEE SHEET 1 OF 3)
A-5



I-55 at IL 59
Access Project

US 52 ALTERNATIVES FROM RIVER ROAD TO HOUBOLT ROAD: I-55 MODIFIED STANDARD DIAMOND INTERCHANGE - US 52 AND IL 59 INTERSECTION - US 52 AND HOUBOLT ROAD INTERSECTION - WIDEN US 52 TO 4 LANES WEST OF IL 59

PRELIMINARY

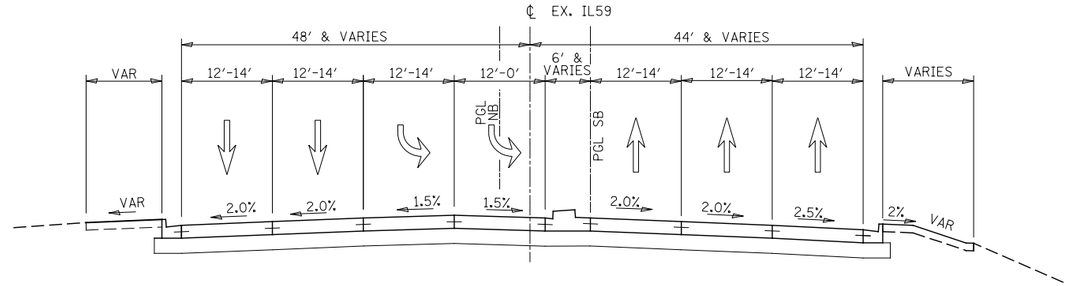
0 50 100 150 200 FEET
SCALE: 1" = 100'

Illinois Department of Transportation
District 1

I-55 at IL 59
Access Project

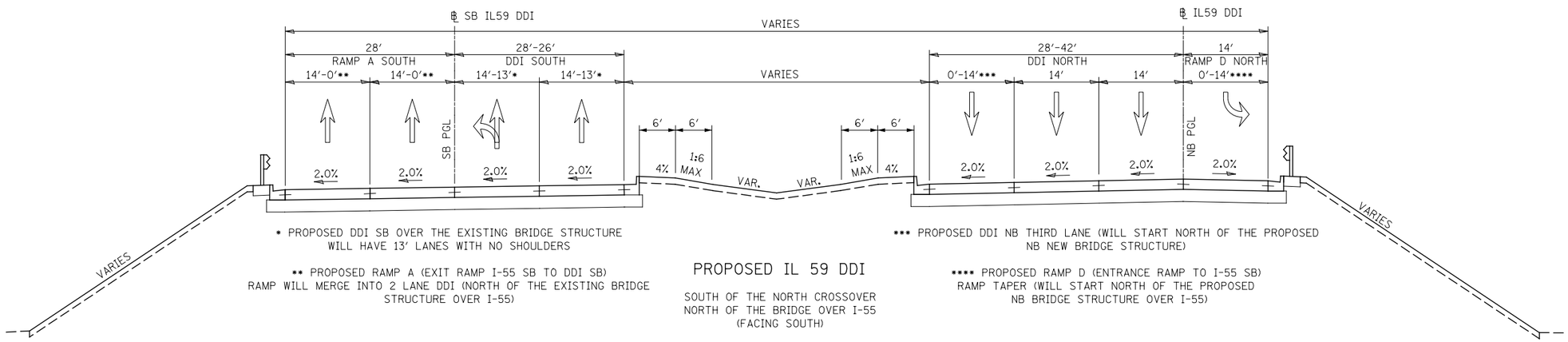
Preferred Alternative

Appendix B – Recommended Preferred Alternative Typical Sections



PROPOSED IL 59

NORTH OF DDI
(SOUTH LEG OF THE INTERSECTION WITH SEIL ROAD)
(FACING SOUTH)



* PROPOSED DDI SB OVER THE EXISTING BRIDGE STRUCTURE WILL HAVE 13' LANES WITH NO SHOULDERS

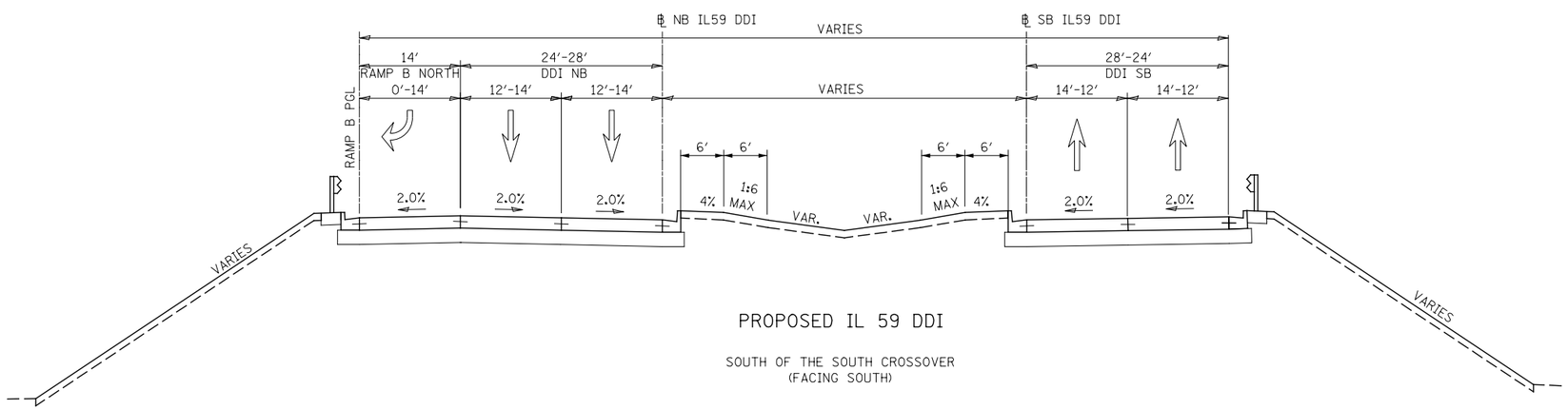
** PROPOSED RAMP A (EXIT RAMP I-55 SB TO DDI SB) RAMP WILL MERGE INTO 2 LANE DDI (NORTH OF THE EXISTING BRIDGE STRUCTURE OVER I-55)

PROPOSED IL 59 DDI

SOUTH OF THE NORTH CROSSOVER
NORTH OF THE BRIDGE OVER I-55
(FACING SOUTH)

*** PROPOSED DDI NB THIRD LANE (WILL START NORTH OF THE PROPOSED NB NEW BRIDGE STRUCTURE)

**** PROPOSED RAMP D (ENTRANCE RAMP TO I-55 SB) RAMP TAPER (WILL START NORTH OF THE PROPOSED NB BRIDGE STRUCTURE OVER I-55)

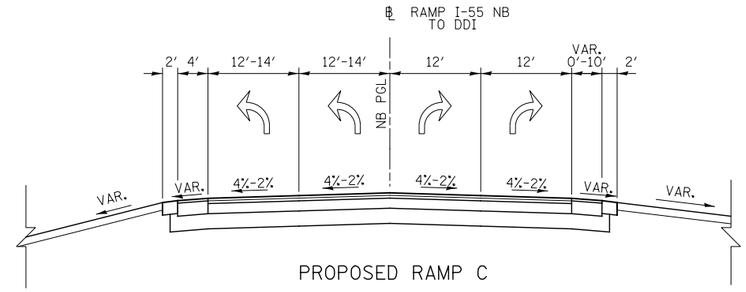


PROPOSED IL 59 DDI

SOUTH OF THE SOUTH CROSSOVER
(FACING SOUTH)

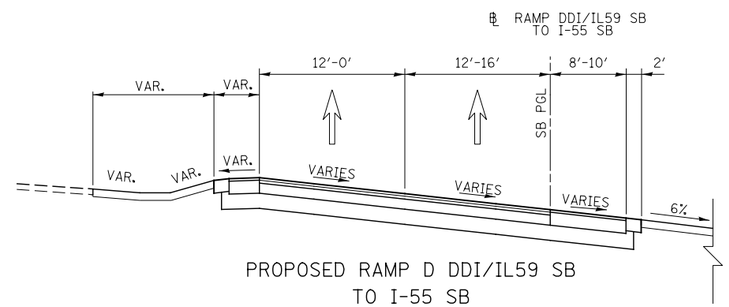
B-2

FILE NAME = D155atIL59-sht-typical_DDI_01.dgn	USER NAME = mmaestra	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 59 DDI OVER I-55 TYPICAL SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -							1
	PLOT SCALE = 1:40.0036	CHECKED -	REVISED -					CONTRACT NO.		
	PLOT DATE = 7/5/2018	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT			



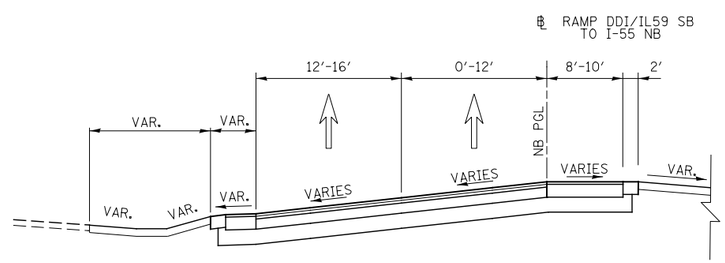
PROPOSED RAMP C

I-55 NB TO IL59/DDI NB & SB CONNECTOR ROAD TO EAST FRONTAGE ROAD
(FACING NORTH)



PROPOSED RAMP D DDI/IL59 SB
TO I-55 SB

SB RAMP TO I-55 SB
(FACING SOUTH)



PROPOSED RAMP B DDI/IL59 SB
TO I-55 NB

NB RAMP TO I-55 NB
(FACING NORTH)

B-3

FILE NAME = DI155atIL59-sht-typical_DDI_02.dgn	USER NAME = mmaestra	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RAMPS FROM IL 59 DDI TO I-55 TYPICAL SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
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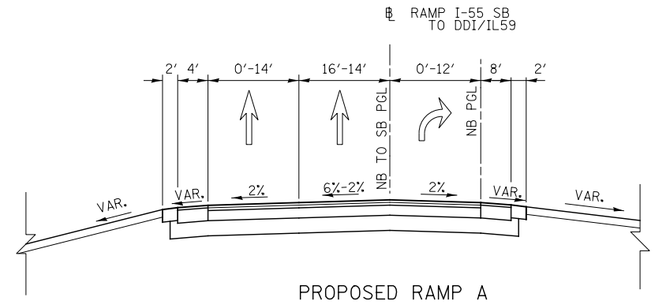
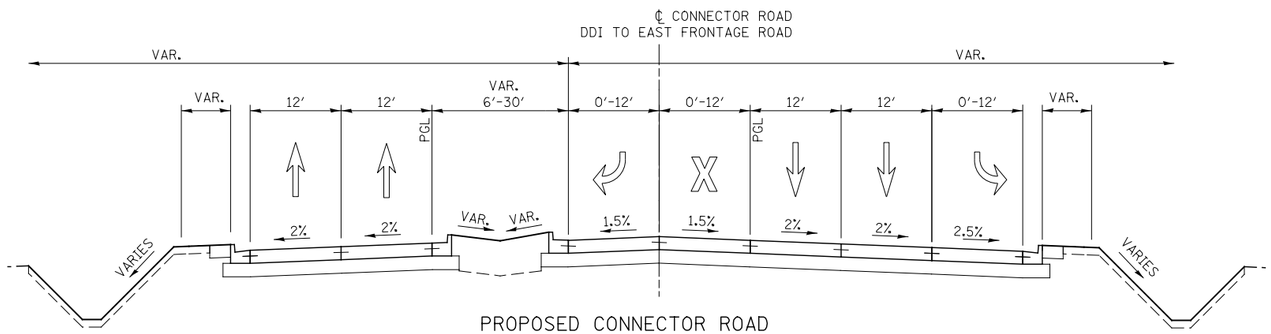
	PLOT DATE = 7/5/2018	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS	FED. AID PROJECT	



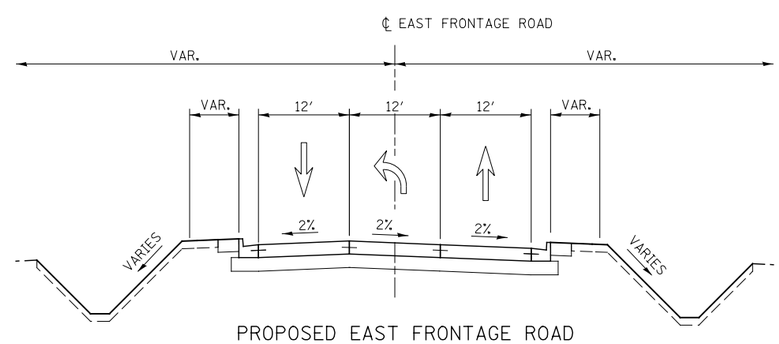
PROPOSED RAMP A

I-55 SB TO IL59/DDI NB & SB
(FACING SOUTH)



PROPOSED CONNECTOR ROAD

SOUTH OF DDI
(BETWEEN EAST FRONTAGE ROAD AND FUTURE OLYMPIC BLVD)
(FACING SOUTH)



PROPOSED EAST FRONTAGE ROAD

SOUTH OF DDI

B-4

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		DRAWN -	REVISED -							3
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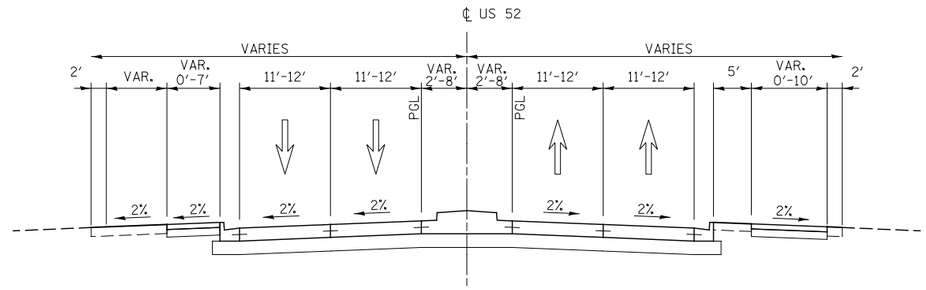
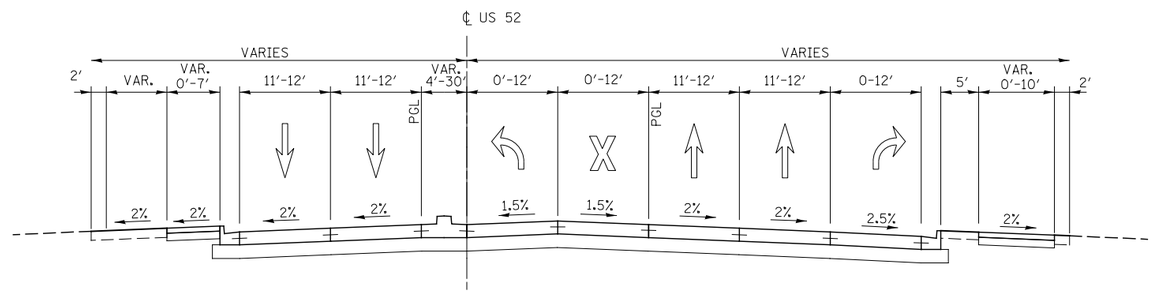
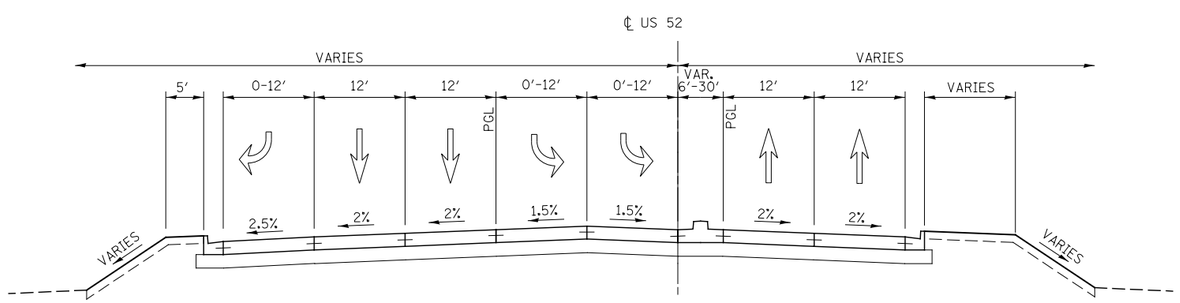


PROPOSED US 52
(EAST OF RIVER ROAD TO WEST OF IL 59)



PROPOSED US 52
(WEST OF IL 59)



PROPOSED US 52
(EAST OF IL 59
TO WEST OF DuPAGE BRIDGE)

B-5

FILE NAME = D155atIL59-sht-typical_US52_01.dgn	USER NAME = mmaestra	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 52 TYPICAL SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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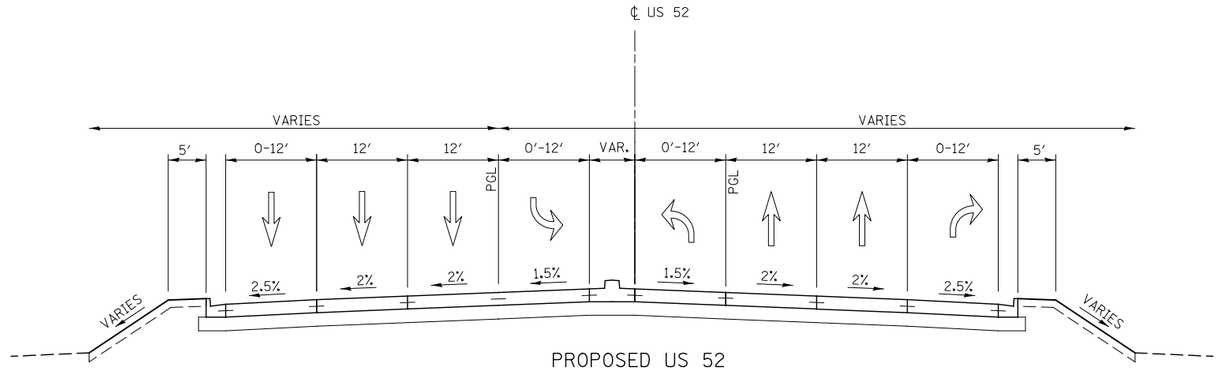
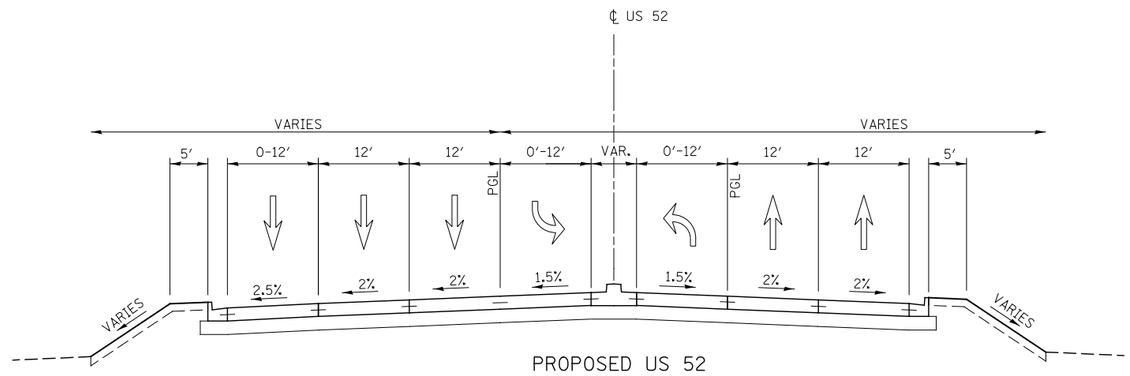


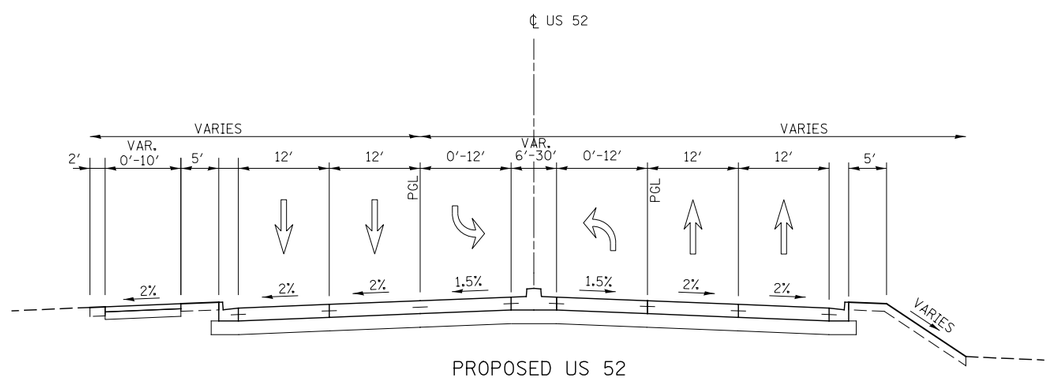
PROPOSED US 52

(WEST OF DuPAGE BRIDGE
TO
WEST OF I-55 SB)



PROPOSED US 52

(EAST OF I-55 NB
TO WEST OF EAST FRONTAGE ROAD)



PROPOSED US 52

(EAST FRONTAGE ROAD
TO WEST OF HOUBOLT ROAD)

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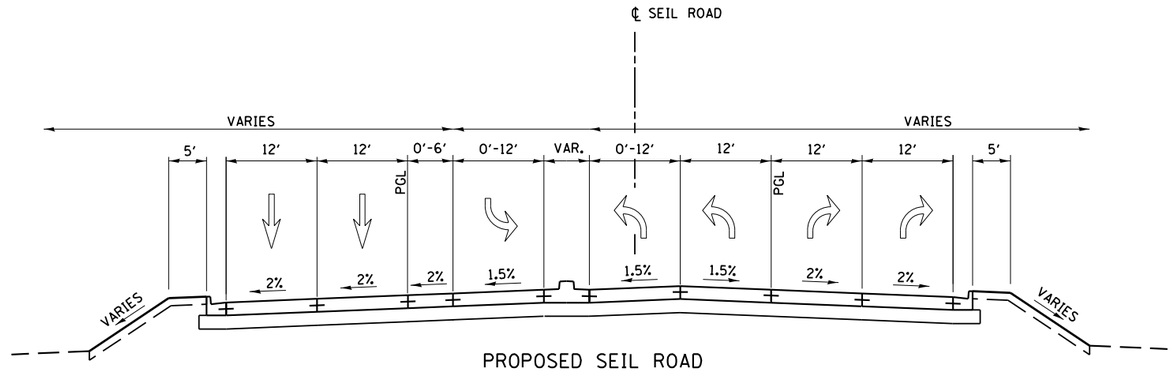
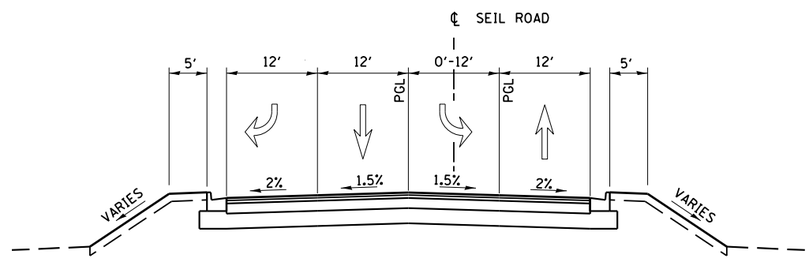
	PLOT SCALE = 1:40.0036	CHECKED -	REVISED -						CONTRACT NO.	
	PLOT DATE = 5/25/2018	DATE -	REVISED -		SCALE:	SHEET OF SHEETS	STA. TO STA.		ILLINOIS FED. AID PROJECT	



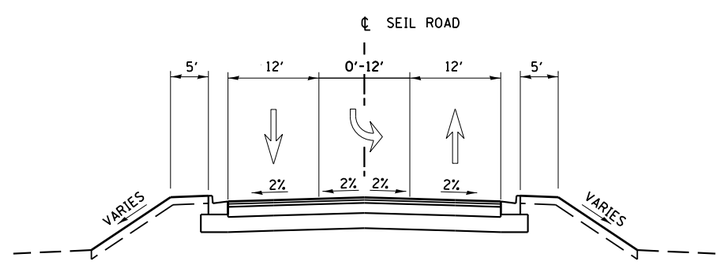
PROPOSED SEIL ROAD

(BETWEEN IL59 AND WEST FRONTAGE ROAD)



PROPOSED SEIL ROAD

(BETWEEN WEST FRONTAGE ROAD AND S. SARVER DR. / RIVER BLUFF DR)



PROPOSED SEIL ROAD

(BETWEEN S. SARVER DR. / RIVER BLUFF DR AND WEST OF DUPAGE RIVER)

(BRIDGE OVER DUPAGE RIVER IS OMITTED)

B-7

FILE NAME =	USER NAME = GSHERMAN	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SEIL ROAD TYPICAL SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
L:\7443\CAD\iSheets\Typical Section\D1155atIL59-sht-typical_SEIL RD_01.dgn		DRAWN -	REVISED -						
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$MODELNAME$	PLOT DATE = 5/29/2018	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS	FED. AID PROJECT	

I-55 at IL 59 Access Project

Preferred Alternative

Appendix C – Travel Demand Model Build Conditions Results

Overview Table

Build Scenario 1 through 13I Exhibits

No Build vs. Build Relative Difference Exhibits

Travel Demand Modeling Build Conditions/Scenarios with East-West Demand Results

Build Condition/ Scenario No.	Build Condition/Scenario Description	East-West Link Travel Demand (vehicles per day)
1	Complete the I-55/ IL 59 interchange only (no other improvements)	6,793
02	Complete the McDonough Road Connection Only (2 Lanes), No interchange but improved roadway	11,436
02I	Complete the McDonough Road Connection Only (2 Lanes), With additional Ramps / Full Interchange	11,401
03	Improved 4-Lane Arterial Seil Rd / McDonough Connection (No Additional Ramps)	13,396
03I	Improved 4-Lane Arterial Seil Rd / McDonough Connection With Additional Ramps / Full Interchange	14,605
04	Olympic Blvd Extension Only to Improved East Frontage Road (No I-55 Crossing)	N/A[1]
04I	Olympic Blvd Extension to Improved East Frontage Road With I-55 Crossing and Additional Ramps / Full Interchange	10,444
05	Olympic Blvd Connection to Mound Road (No Seil Road Crossing / No Additional Ramps)	16,364
05I	Olympic Blvd Connection to Mound Road with Additional Ramps / Full Interchange	21,101
06	Mound Road Extension Only to East Frontage Road (No Additional Ramps)	8,716
06I	Mound Road Extension to East Frontage Road with Additional Ramps / Full Interchange	15,405
07	County Farm Road Extension to Seil Road / IL 59 and Houbolt Road (No Additional Ramps)	13,750
07I	County Farm Road Extension to Seil Road / IL 59 and Houbolt Road with additional Ramps / Full Interchange	15,641
08	County Farm Road Connection, Mound / Olympic Connection and N-S Connector (No Additional Ramps)	25,146
08I	County Farm Road Connection, Mound / Olympic Connection and N-S Connector with Full Interchange	24,451
09	East Mound Road Crossing Over I-80 to East Frontage Road / Improved McDonough Street (No Additional Ramps)	920
09I	East Mound Rd Crossing Over I-80 to East Frontage Rd / Improved McDonough St w/ Additional Ramps / Full Interchange	15,605

[1] This scenario did not include a new east-west connection route and therefore the value in the table is not applicable.

Build Condition/ Scenario No.	Build Condition/Scenario Description	East-West Link Travel Demand (vehicles per day)
10	Widen US 52 to 4 Lanes between River Road and IL 59 (No Additional Ramps)	N/A[2]
10I	Widen US 52 to 4 Lanes between River Road and IL 59 with Additional Ramps / Full Interchange	9,187
11	Widen Seil Road to 4 Lanes between River Road and IL 59 (No Additional Ramps)	N/A[2]
11I	Widen Seil Road to 4 Lanes between River Road and IL 59 with Additional Ramps / Full Interchange	13,232
12I	Extend IL 59 to Olympic Blvd with Additional Ramps / Full Interchange at IL 59 and I-55	19,640
12I-B	Extend IL 59 to Olympic Blvd with Additional Ramps / Full Interchange at IL 59 and Connect Seil Road to County Farm Rd	24,559
12I-C	Extend IL 59 to East Frontage Road With Additional Ramps / Full DDI Interchange at IL 59	274
12I-D	Extend IL 59 into Full DDI Interchange at IL 59 without East Frontage Road Connection	N/A[2]
13	Widen US 52 and Seil Road to 4 Lanes West of IL 59 to River Road (No Additional Ramps)	N/A[2]
13I	Widen US 52 and Seil Road to 4 Lanes West of IL 59 to River Road with Additional Ramps / Full Interchange	10,733

[2] This scenario did not include a new east-west connection route and therefore the value in the table is not applicable.

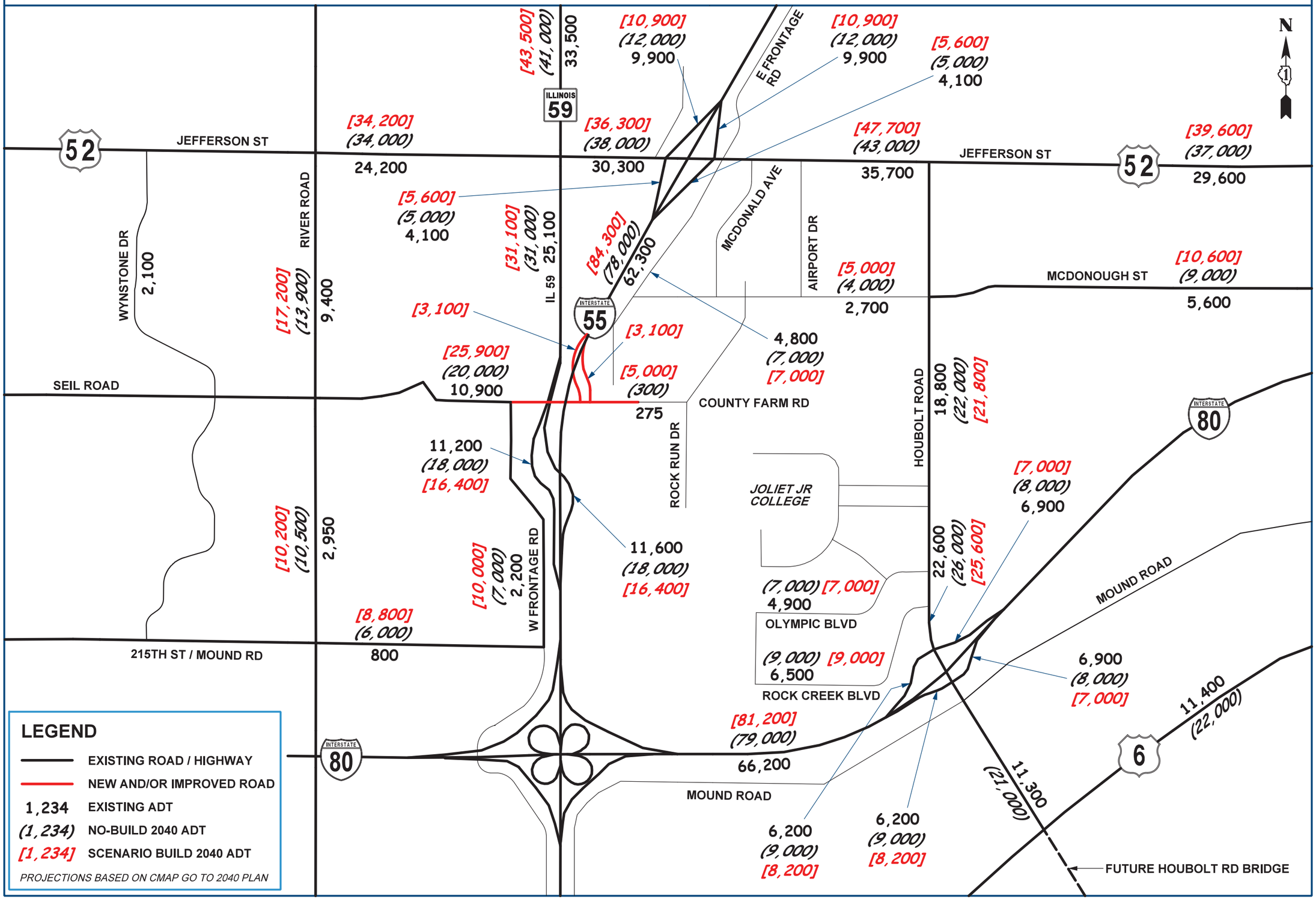
PROJECTED AVERAGE DAILY TRAFFIC - SCENARIO 1

Full Interchange I-55 and IL 59 Only

I-55 at IL 59 Access Project

Illinois Department of Transportation

JOLIET



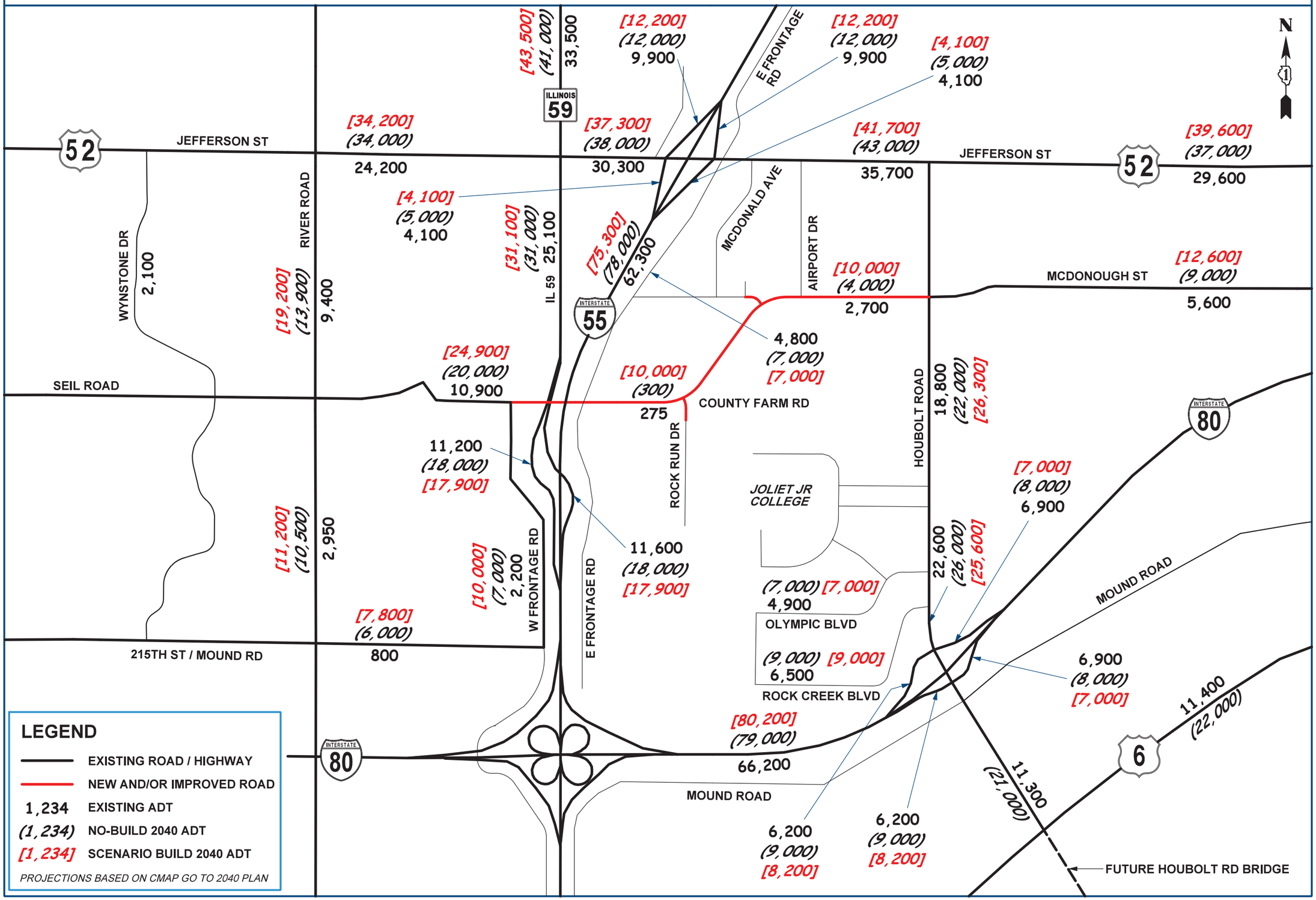
PROJECTED AVERAGE DAILY TRAFFIC - SCENARIO 2

McDonough / Seil Road Connection (2 Lanes) (No Additional Ramps)

I-55 at IL 59 Access Project

Illinois Department of Transportation

JOLIET



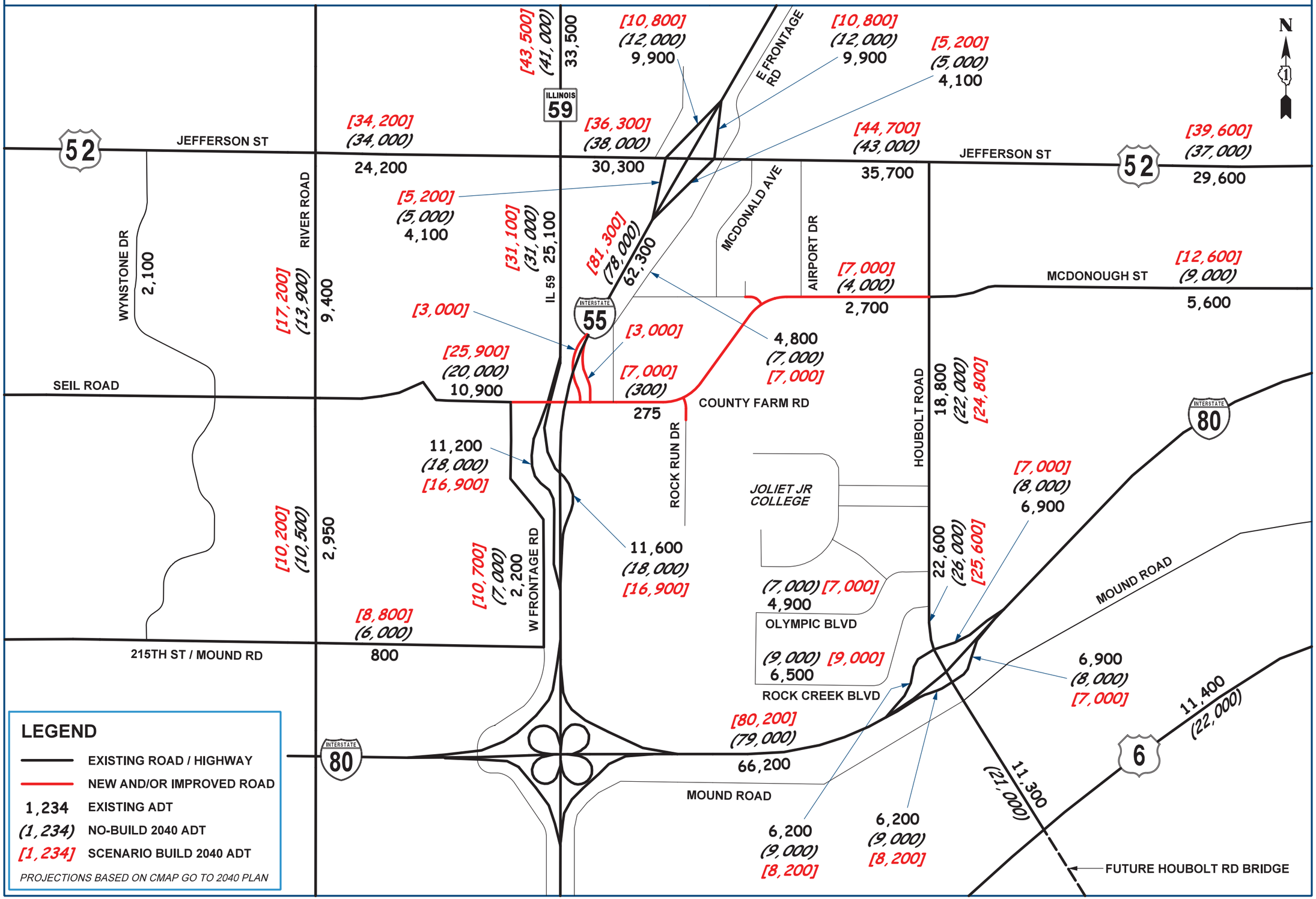
PROJECTED AVERAGE DAILY TRAFFIC - SCENARIO 2I

McDonough / Seil Road Connection (2 Lanes) with Additional Ramps / Full Interchange

I-55 at IL 59 Access Project

Illinois Department of Transportation

JOLIET



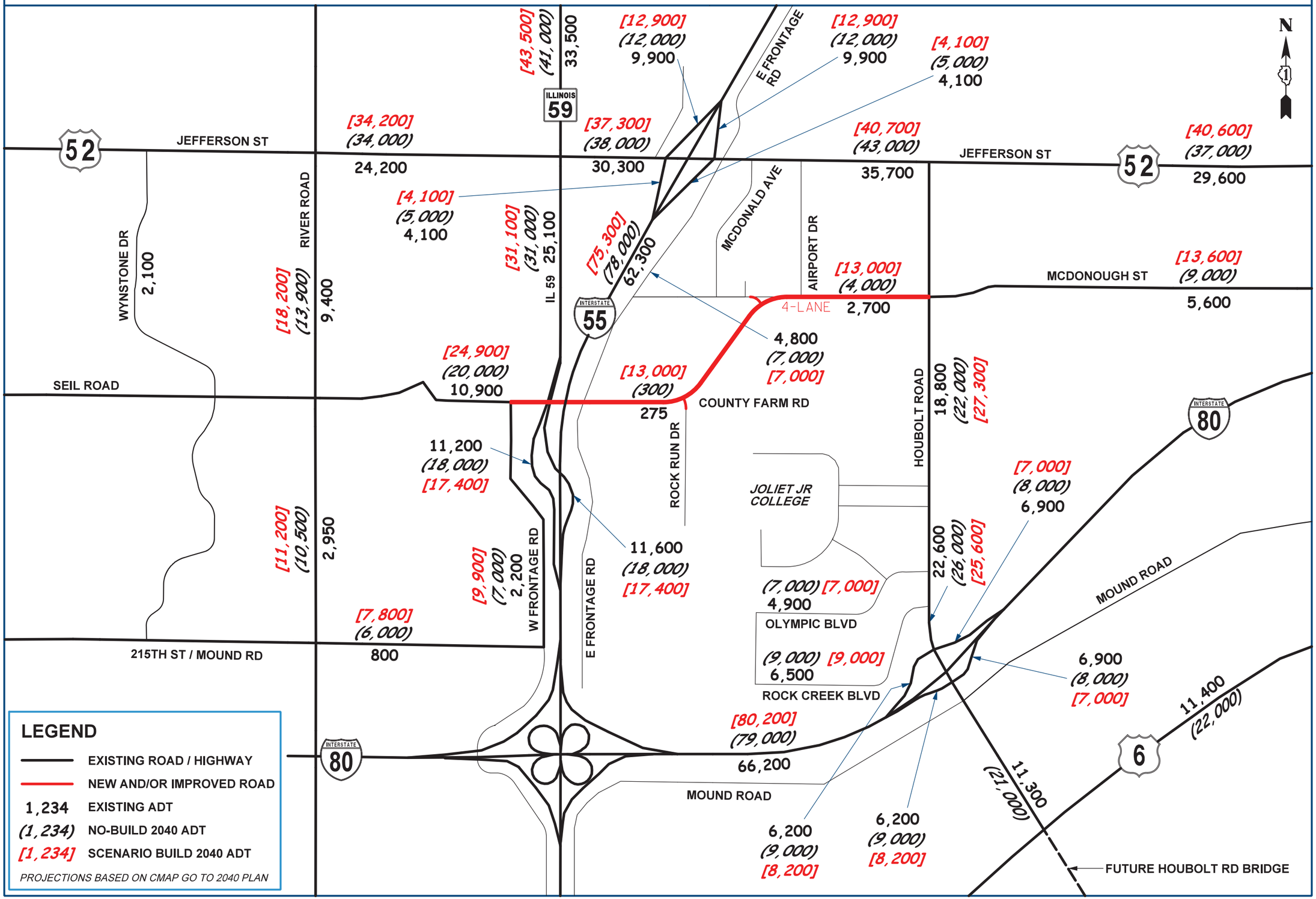
PROJECTED AVERAGE DAILY TRAFFIC - SCENARIO 3

Improved 4-Lane Arterial Seil Rd / McDonough Connection (No Additional Ramps)

I-55 at IL 59 Access Project

Illinois Department of Transportation

JOLIET



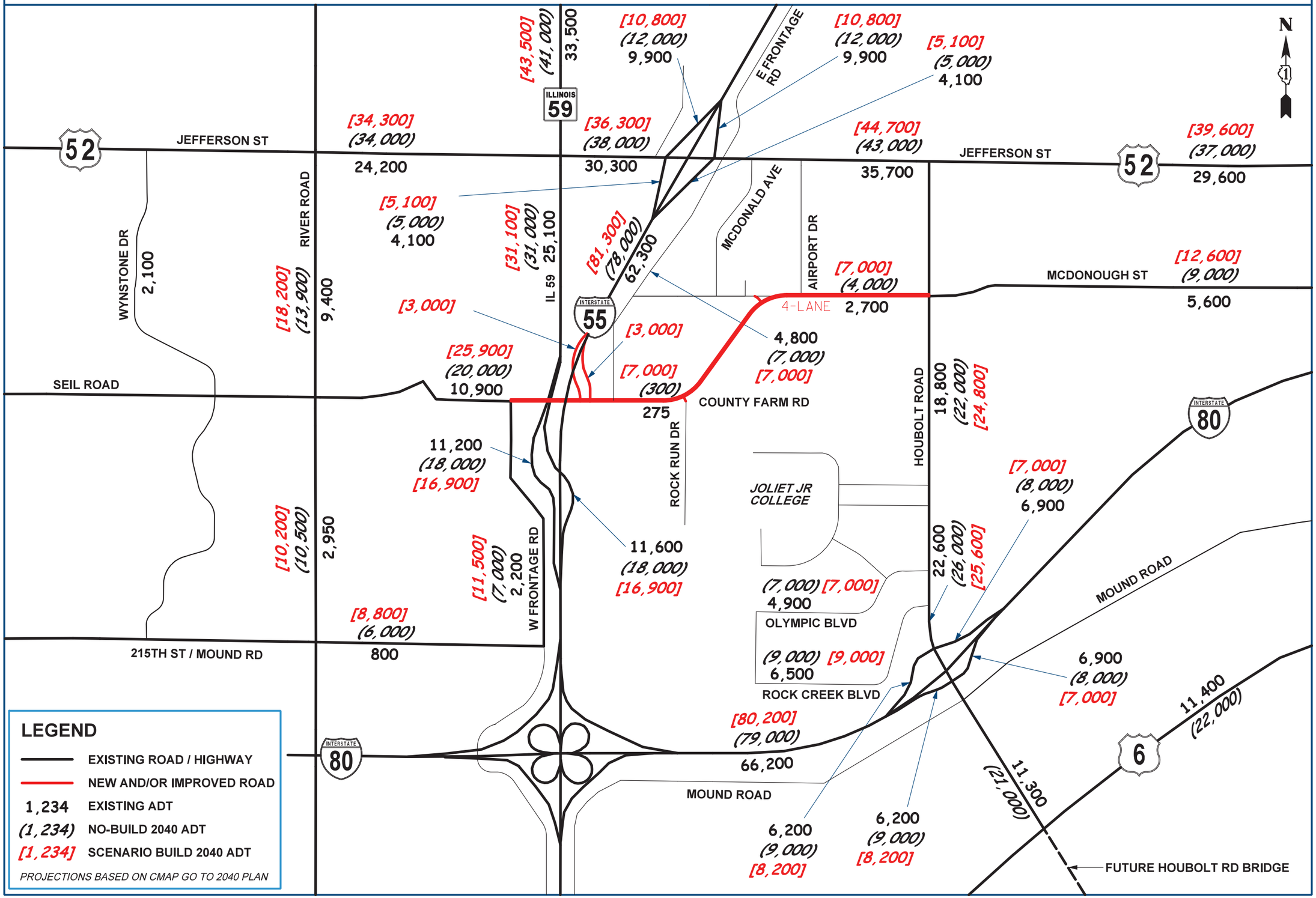
PROJECTED AVERAGE DAILY TRAFFIC - SCENARIO 3I

Improved 4-Lane Arterial Seil Rd / McDonough Connection with Additional Ramps / Full Interchange

I-55 at IL 59 Access Project

Illinois Department of Transportation

JOLIET



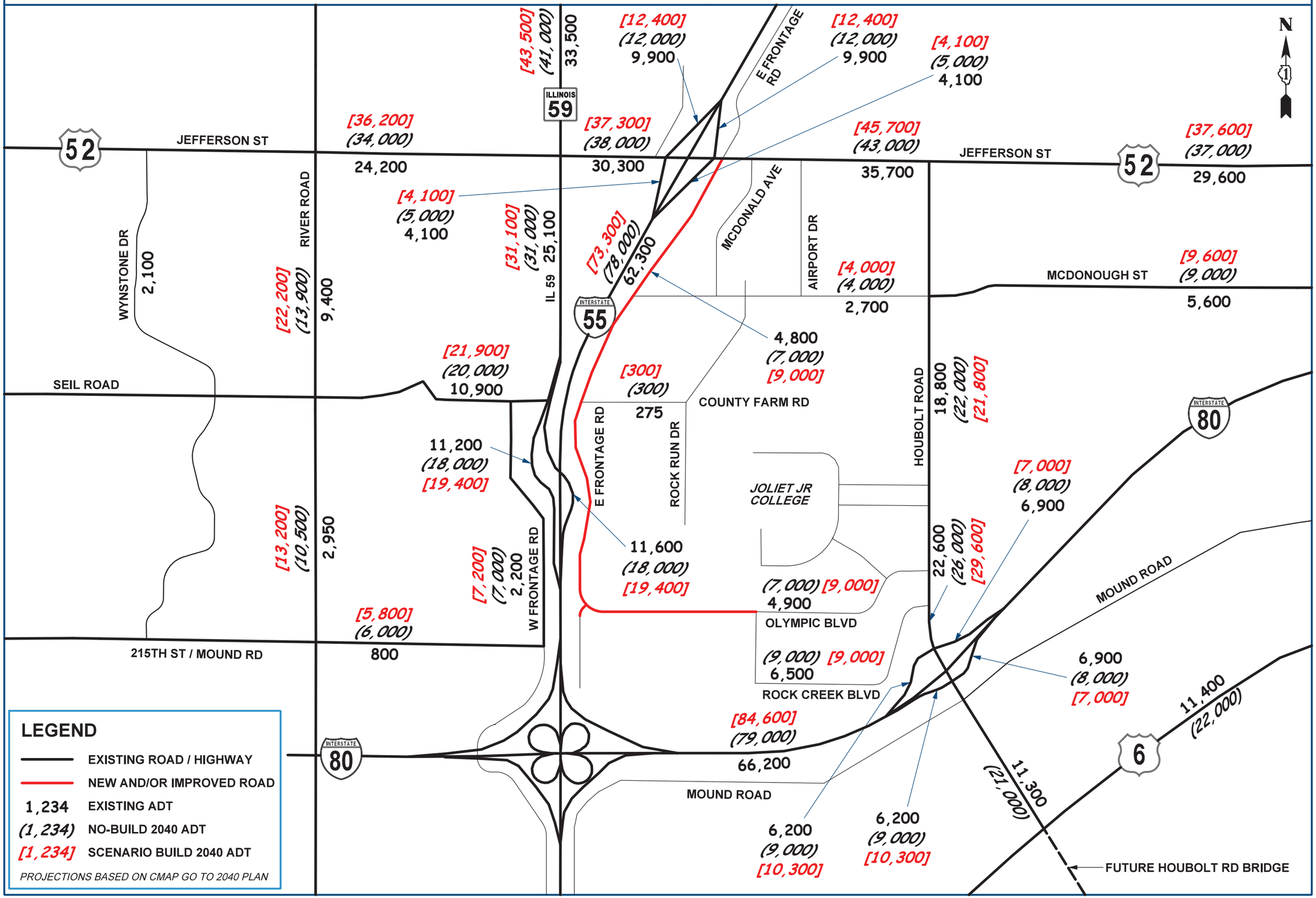
PROJECTED AVERAGE DAILY TRAFFIC - SCENARIO 4

Olympic Extension Only to Improved East Frontage Road (No I-55 Crossing)

I-55 at IL 59 Access Project

Illinois Department of Transportation

JOLIET



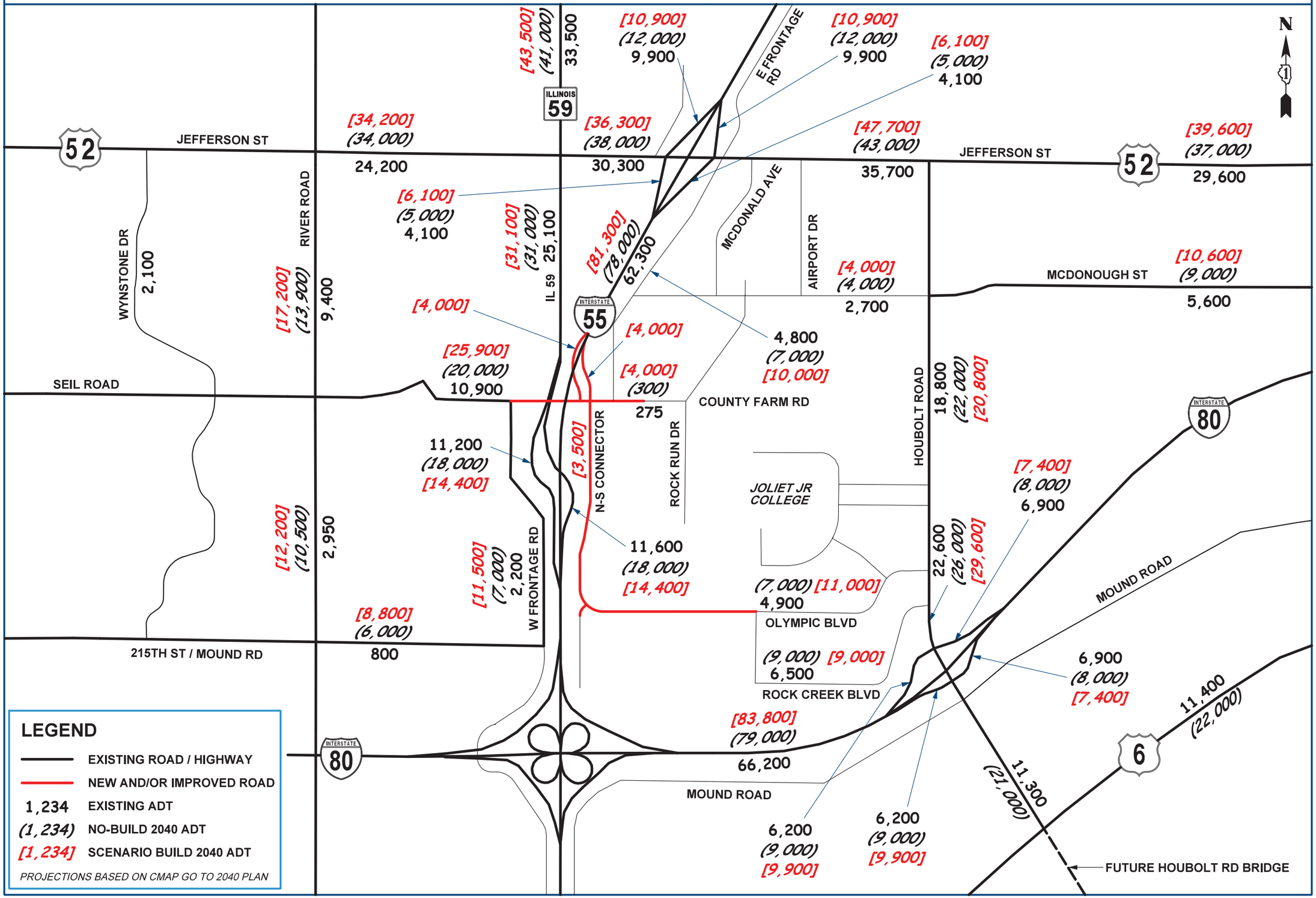
PROJECTED AVERAGE DAILY TRAFFIC - SCENARIO 4I

I-55 at IL 59 Access Project

Olympic Extension to Improved East Frontage Road with I-55 Crossing and Additional Ramps / Full Interchange

Illinois Department of Transportation

JOLIET



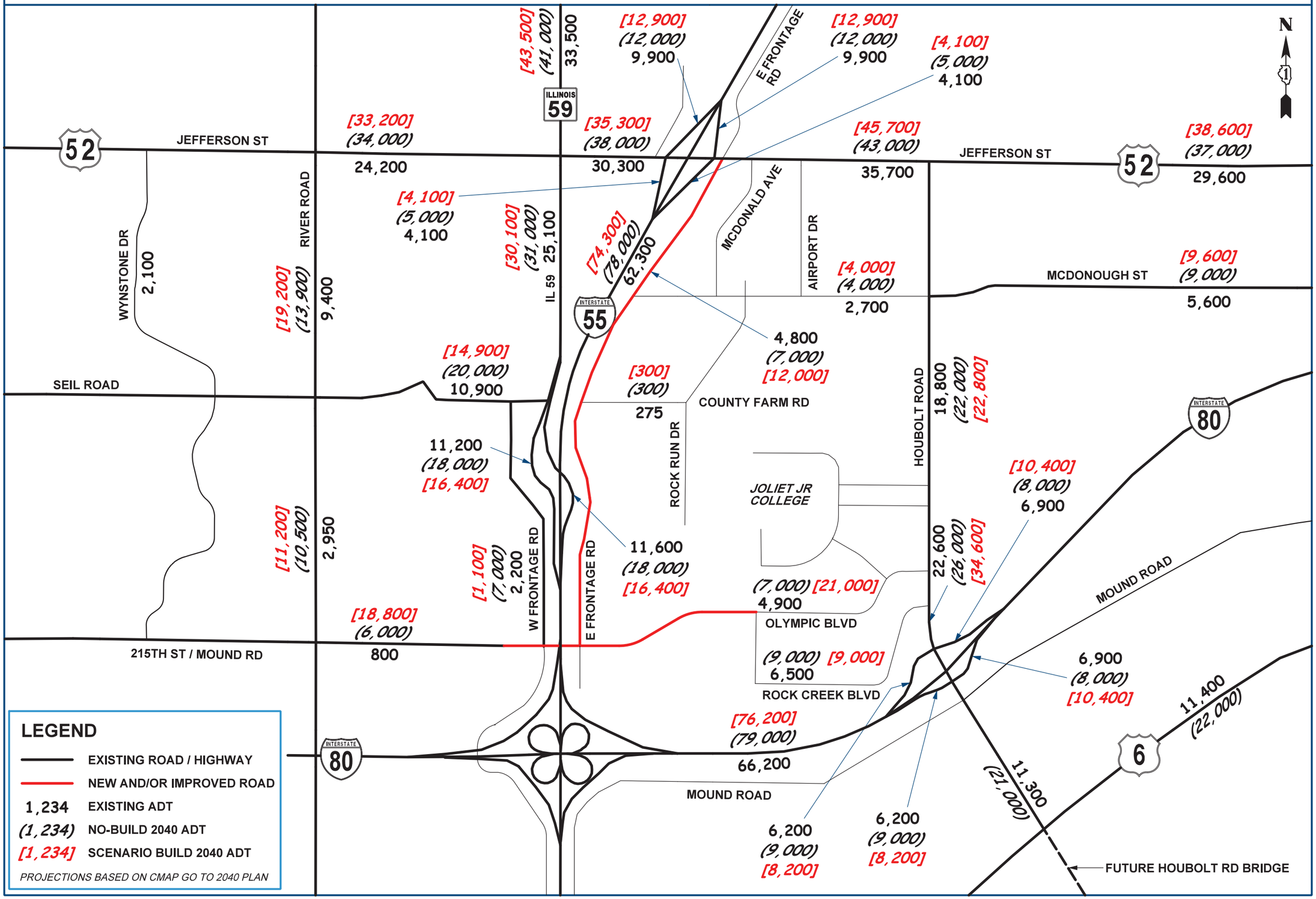
PROJECTED AVERAGE DAILY TRAFFIC - SCENARIO 5

Olympic Blvd Connection to Mound Road (No Seil Road Crossing / No Additional Ramps)

I-55 at IL 59 Access Project

Illinois Department of Transportation

JOLIET



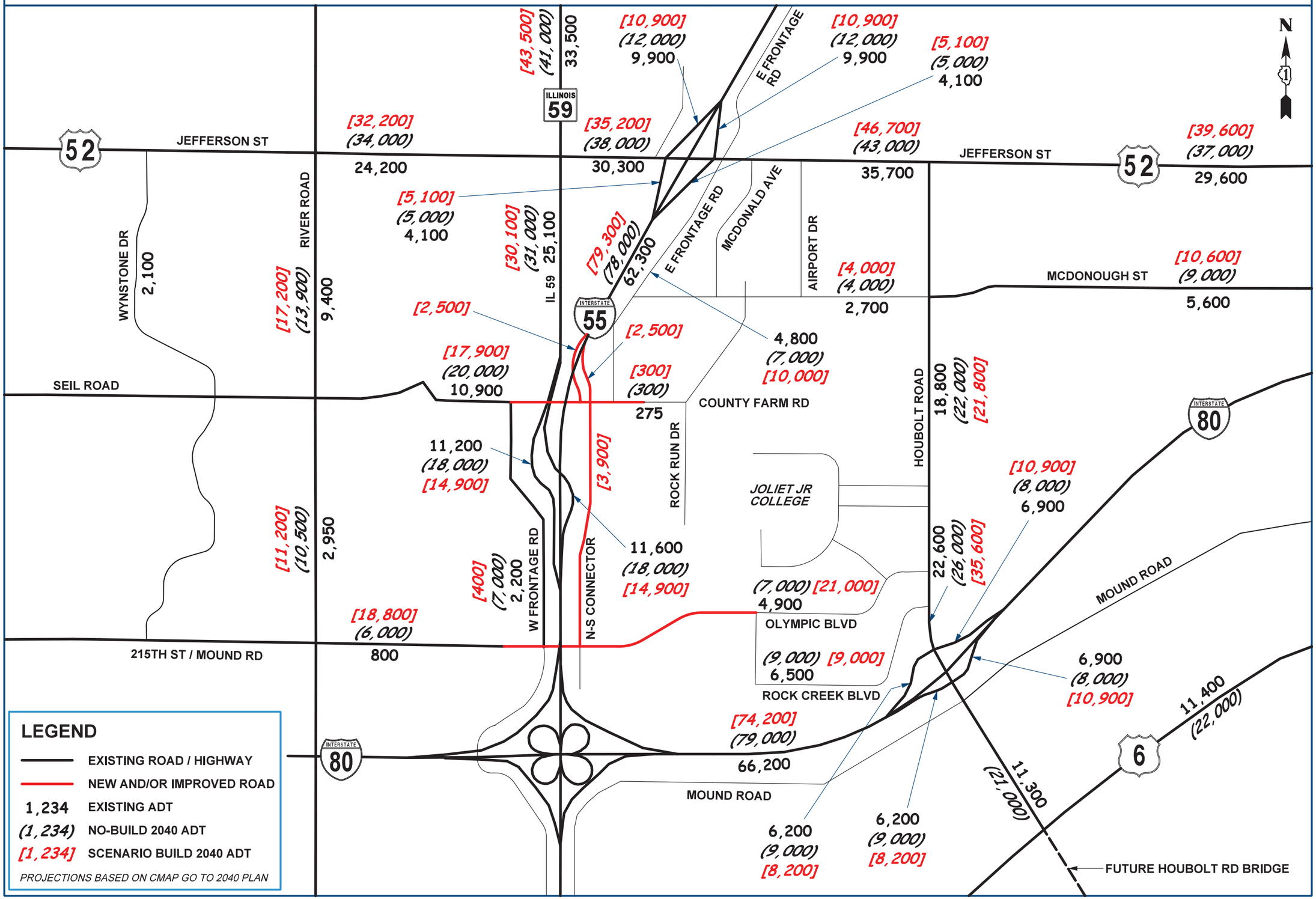
PROJECTED AVERAGE DAILY TRAFFIC - SCENARIO 5I

Olympic Blvd Connection to Mound Road with Additional Ramps / Full Interchange

I-55 at IL 59 Access Project

Illinois Department of Transportation

JOLIET



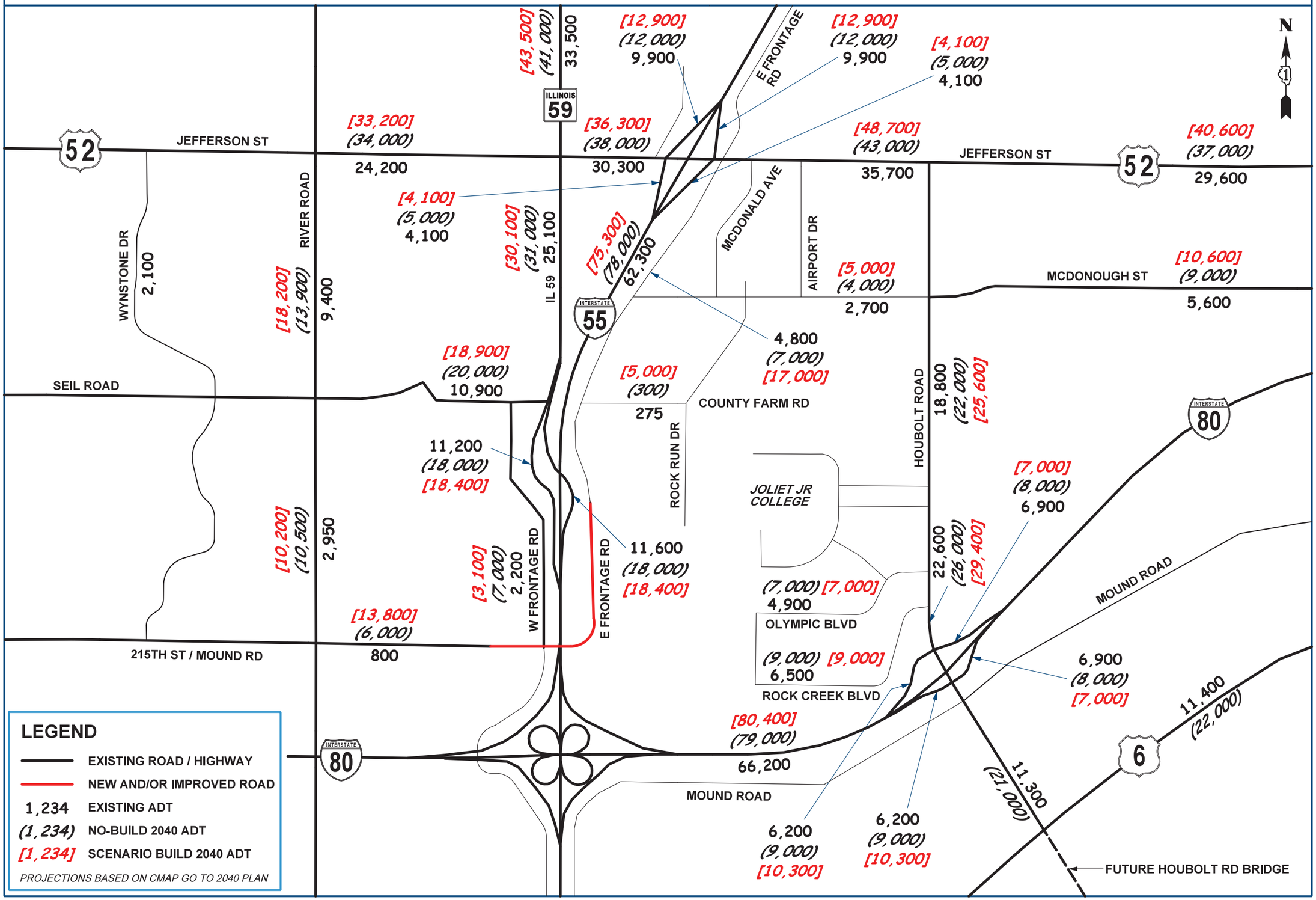
PROJECTED AVERAGE DAILY TRAFFIC - SCENARIO 6

Mound Road Extension Only to East Frontage Road (No Additional Ramps)

I-55 at IL 59 Access Project

Illinois Department of Transportation

JOLIET



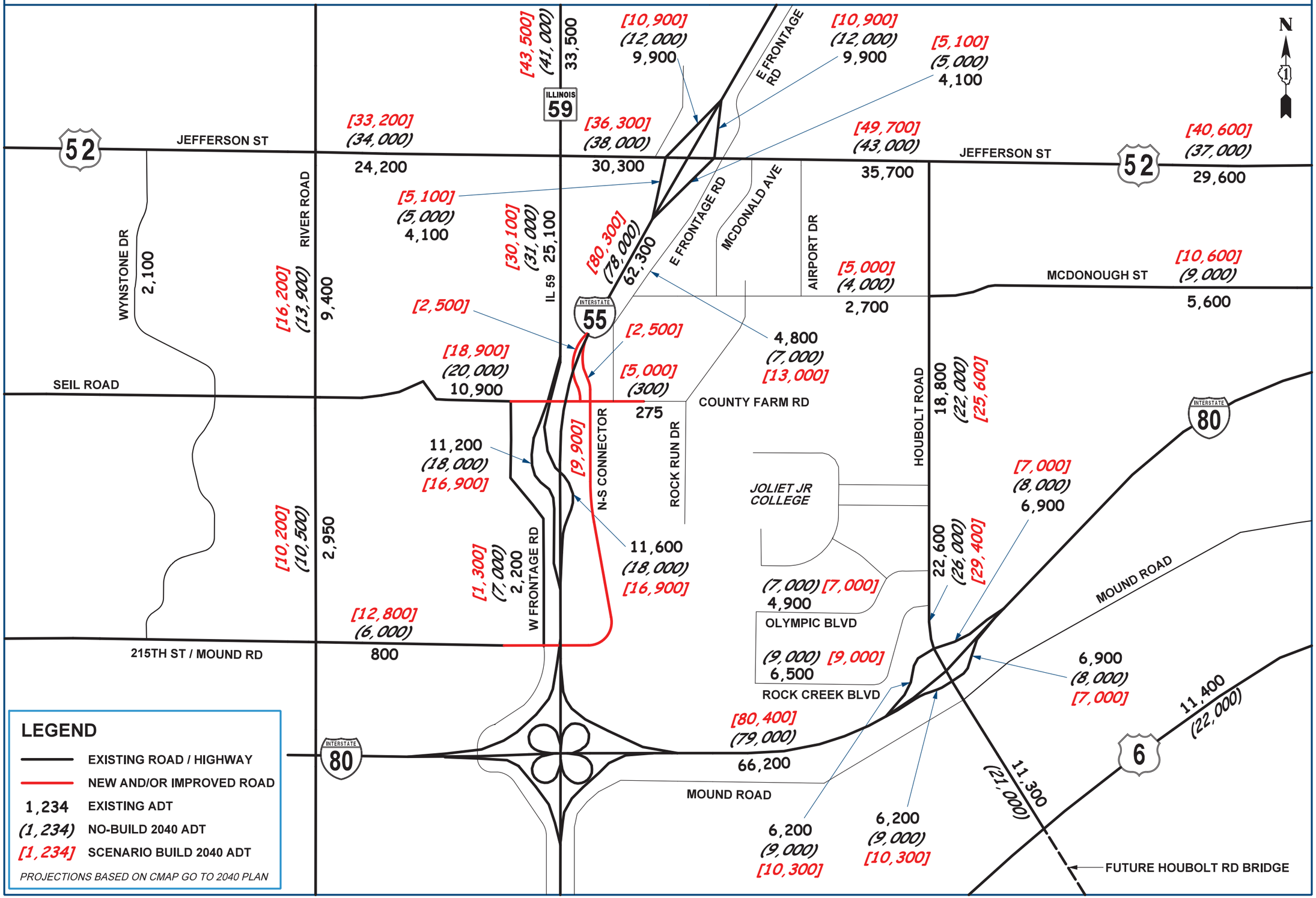
PROJECTED AVERAGE DAILY TRAFFIC - SCENARIO 6I

Mound Road Extension to East Frontage Road with Additional Ramps / Full Interchange

I-55 at IL 59 Access Project

Illinois Department of Transportation

JOLIET



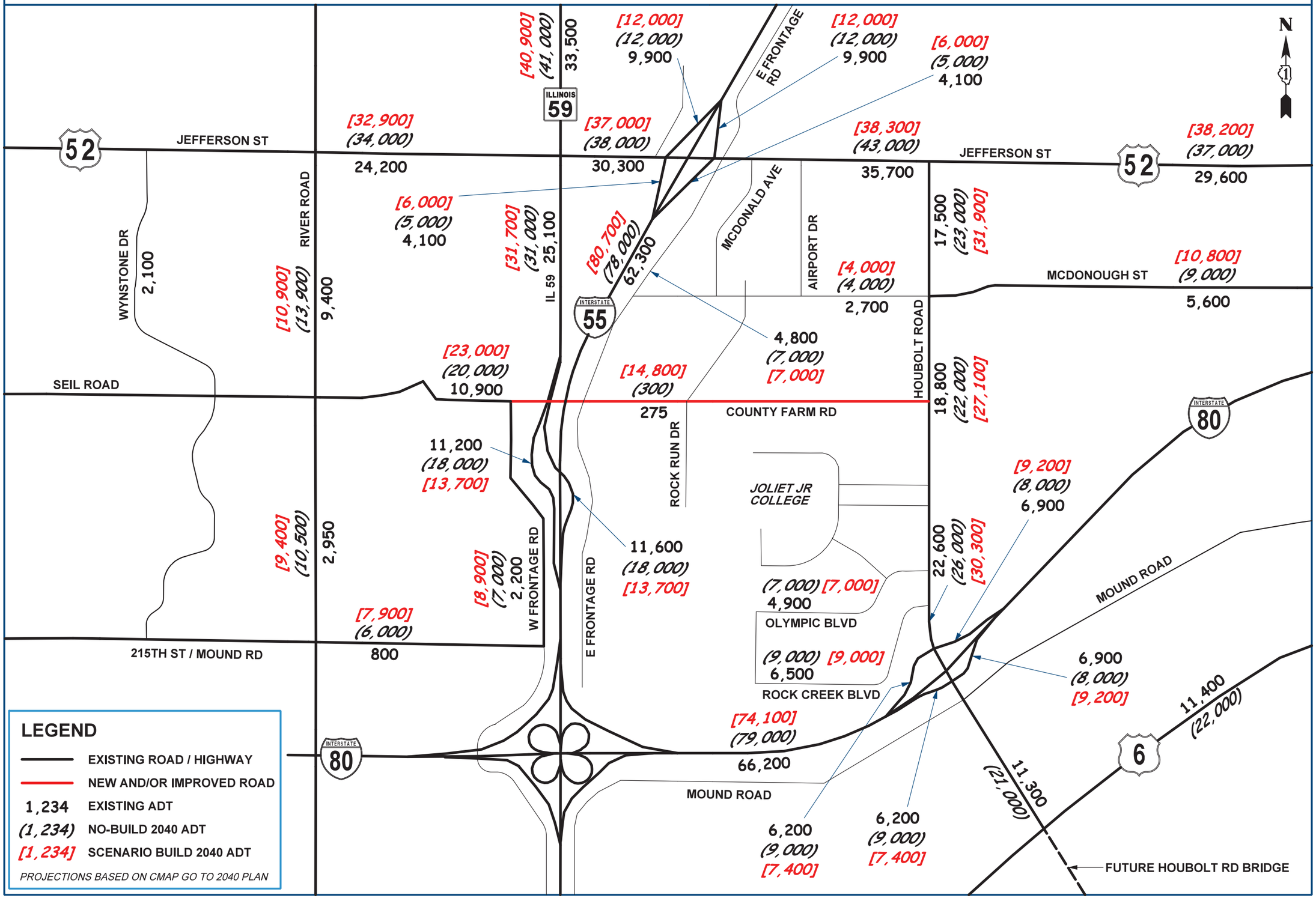
PROJECTED AVERAGE DAILY TRAFFIC - SCENARIO 7

County Farm Rd Connection to Seil Rd / IL 59 and Houbolt Rd (No Additional Ramps)

I-55 at IL 59 Access Project

Illinois Department of Transportation

JOLIET



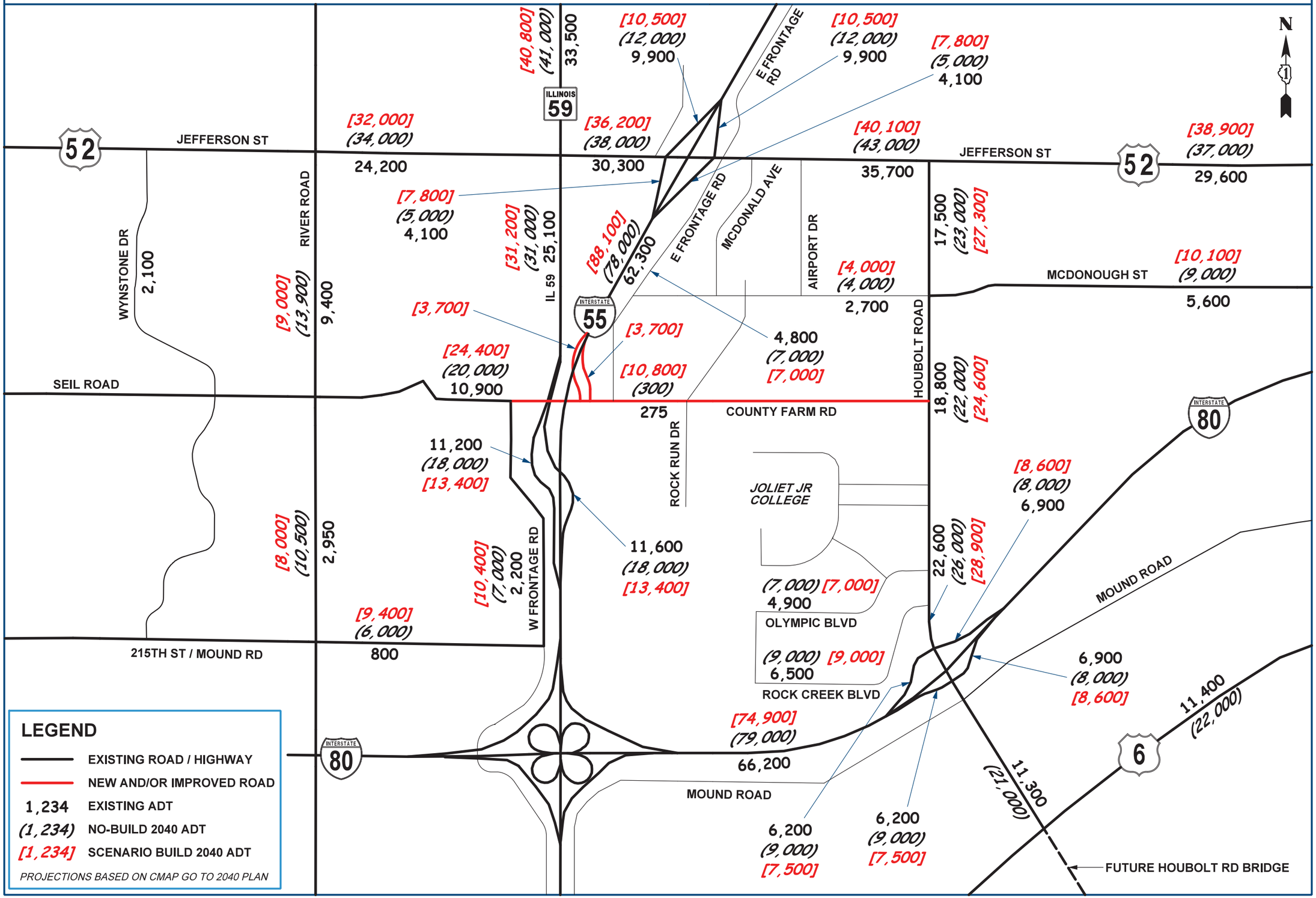
PROJECTED AVERAGE DAILY TRAFFIC - SCENARIO 7I

County Farm Rd Connection to Seil Rd / IL 59 and Houbolt Rd with Additional Ramps / Full Interchange

I-55 at IL 59 Access Project

Illinois Department of Transportation

JOLIET



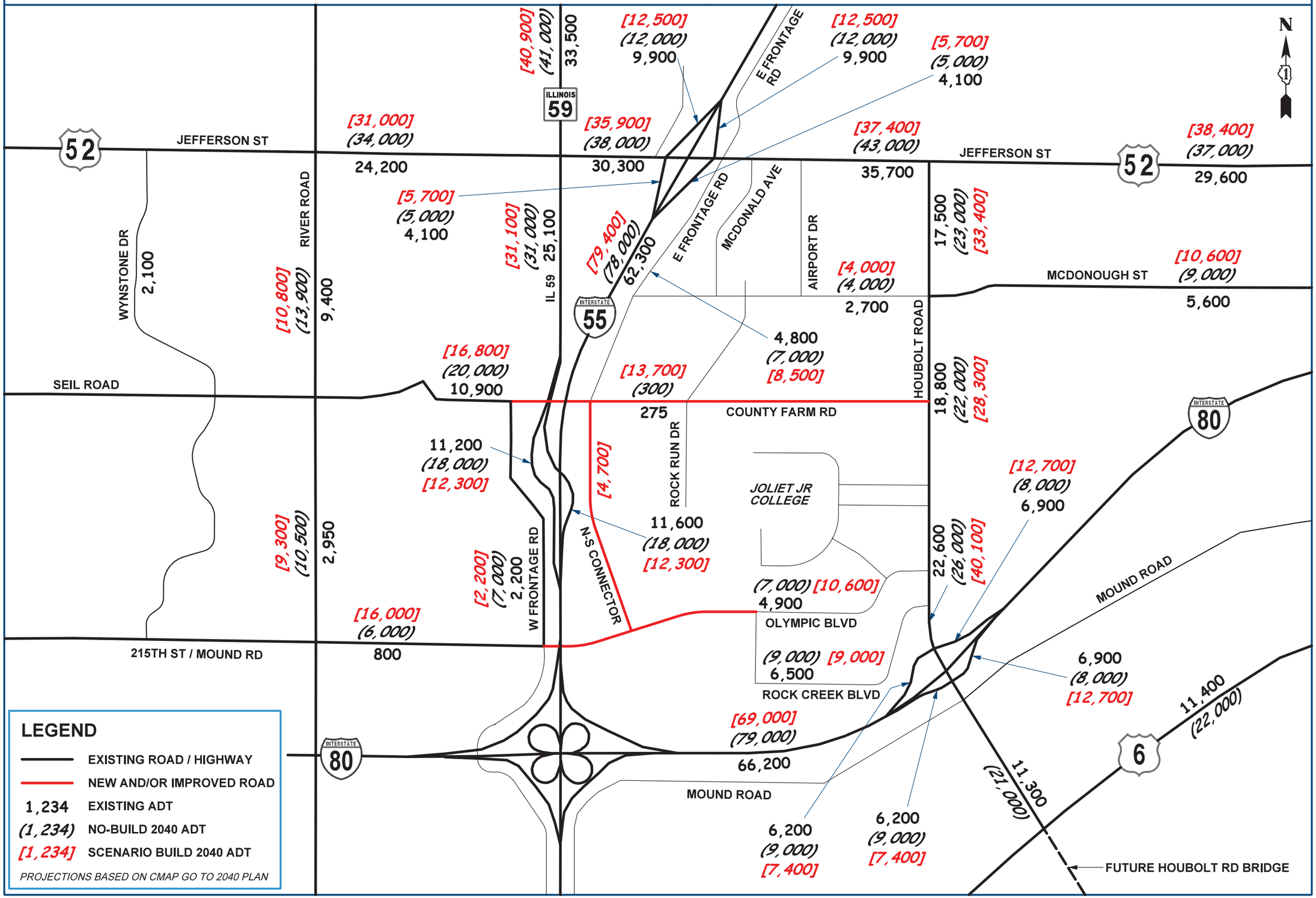
PROJECTED AVERAGE DAILY TRAFFIC - SCENARIO 8

County Farm Rd Connection, Mound / Olympic Connection and N-S Connector (No Additional Ramps)

I-55 at IL 59 Access Project

Illinois Department of Transportation

JOLIET



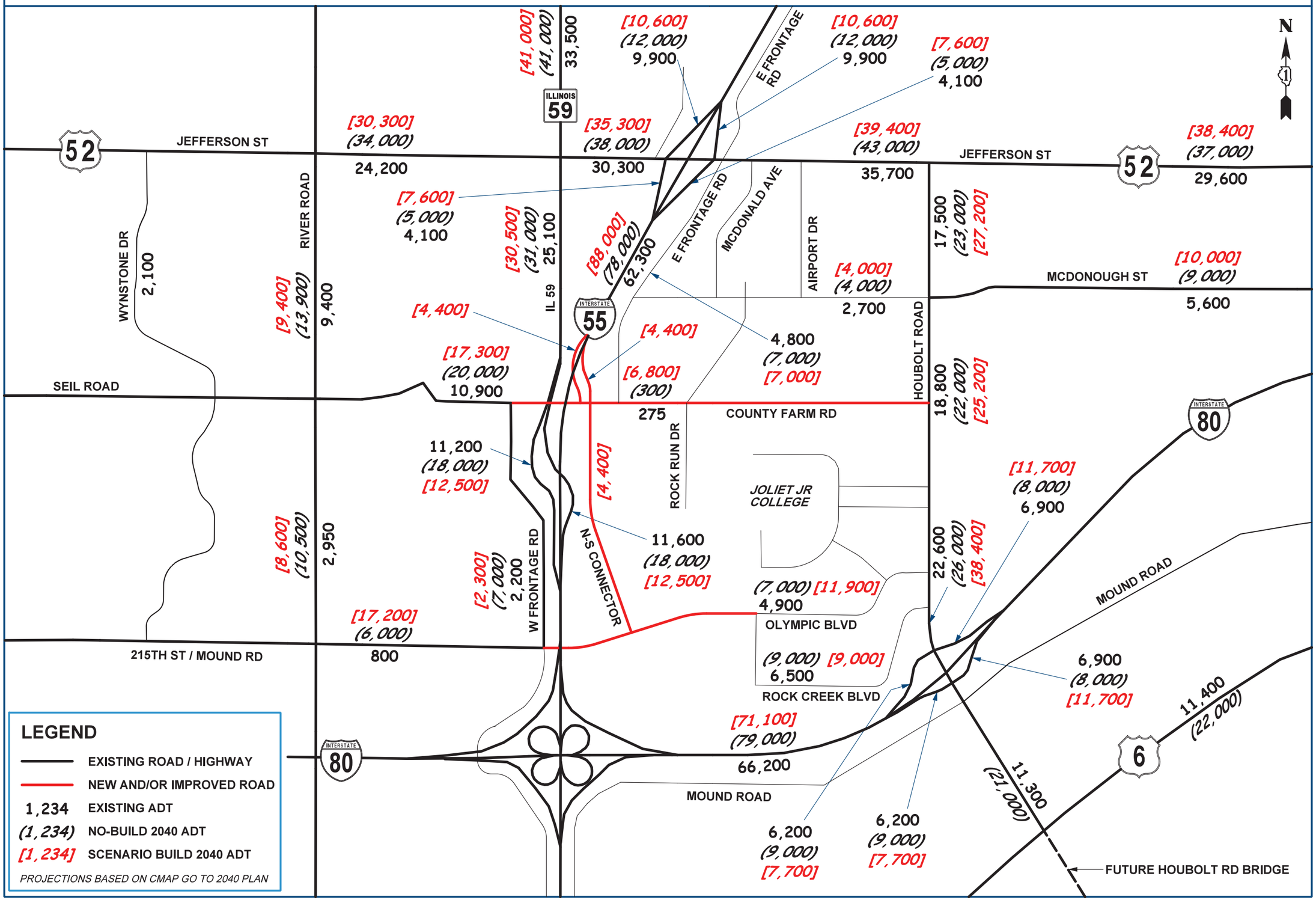
PROJECTED AVERAGE DAILY TRAFFIC - SCENARIO 8I

County Farm Rd Connection, Mound / Olympic Connection / N-S Connector with Full Interchange (JRGP)

I-55 at IL 59 Access Project

Illinois Department of Transportation

JOLIET



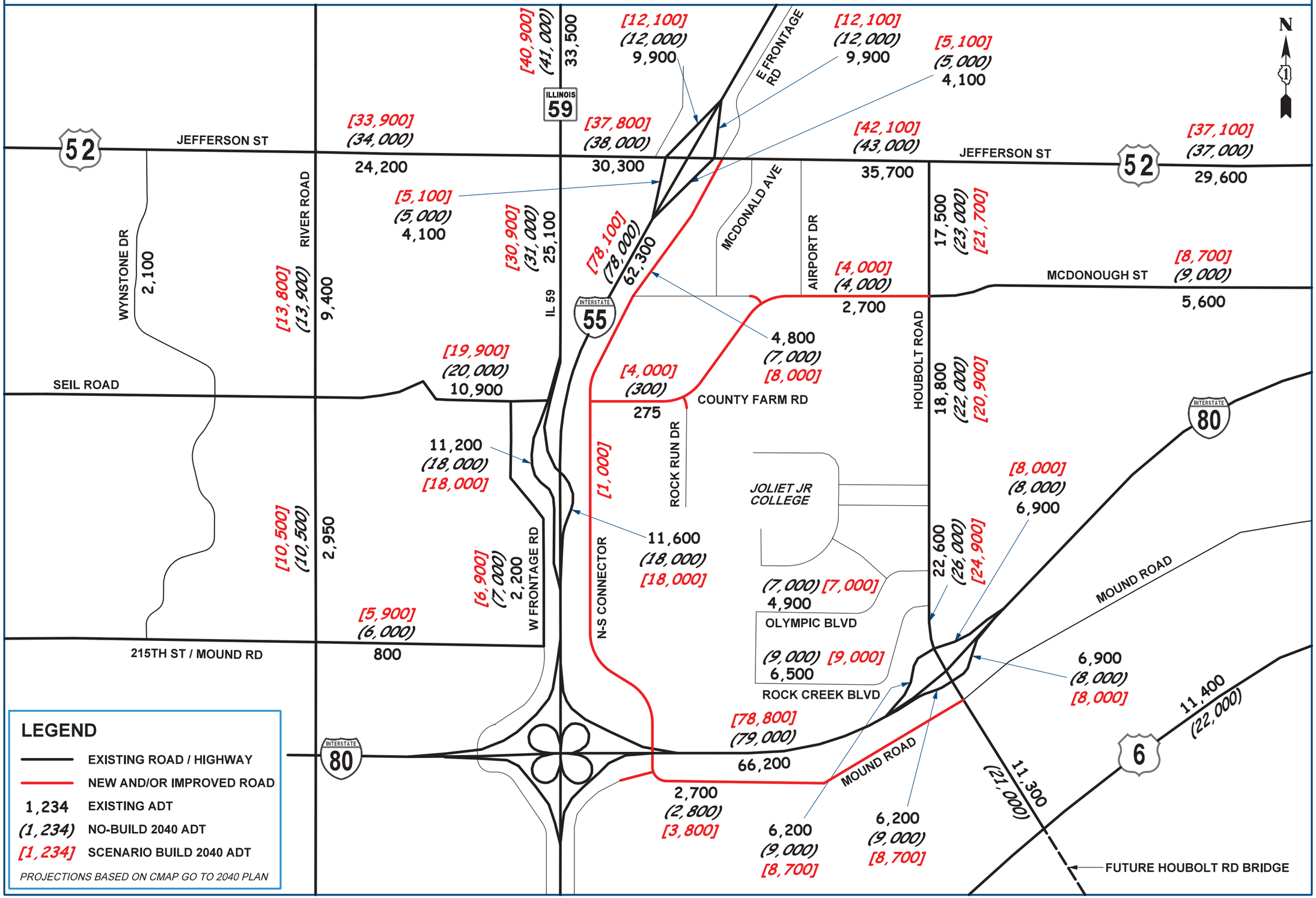
PROJECTED AVERAGE DAILY TRAFFIC - SCENARIO 9

East Mound Rd Crossing Over I-80 to East Frontage Rd / Improved McDonough St (No Additional Ramps)

I-55 at IL 59 Access Project

Illinois Department of Transportation

JOLIET



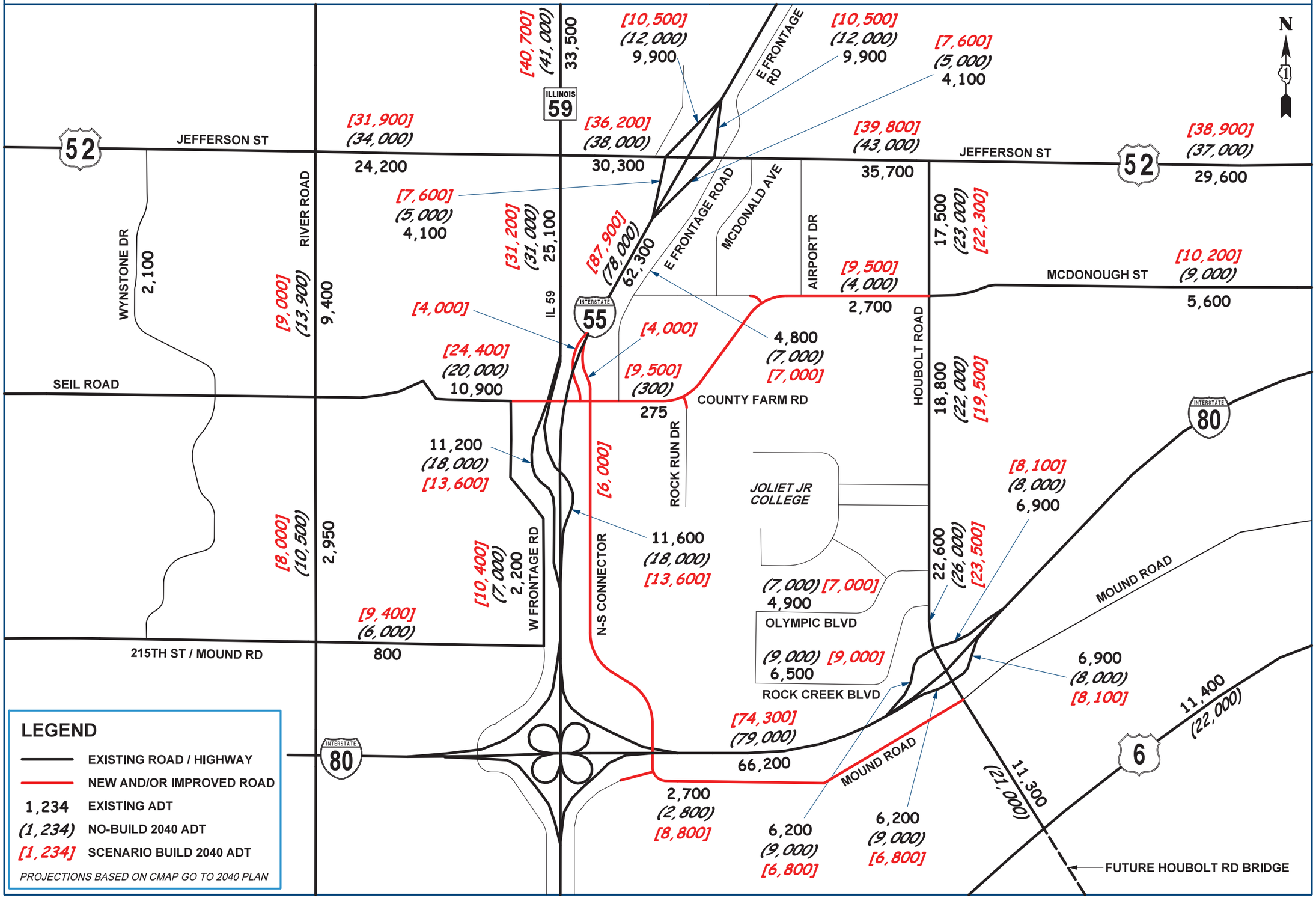
PROJECTED AVERAGE DAILY TRAFFIC - SCENARIO 9I

I-55 at IL 59 Access Project

Illinois Department of Transportation

JOLIET

East Mound Rd Crossing Over I-80 to East Frontage Rd / Improved McDonough St with Additional Ramps / Full Interchange



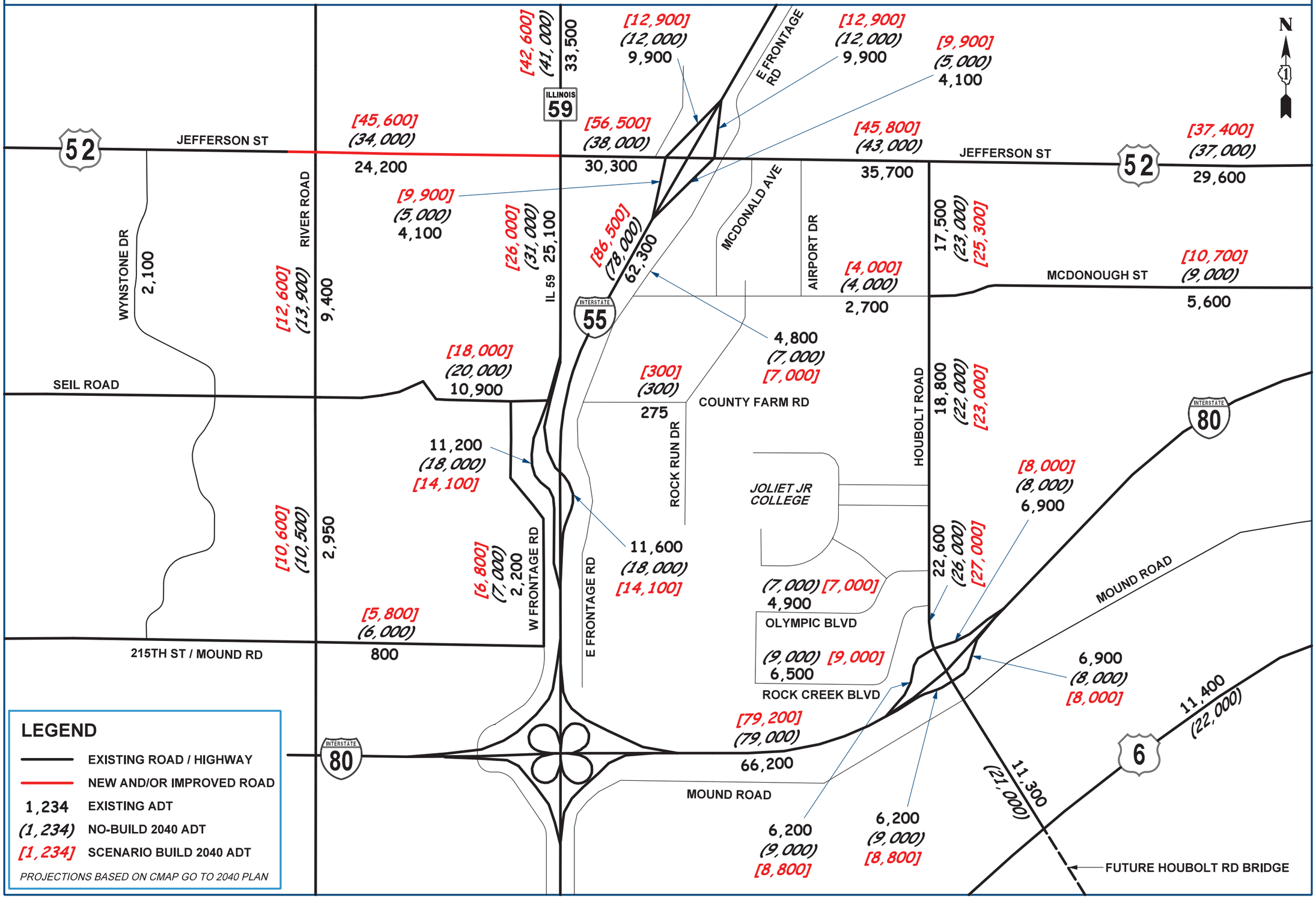
I-55 at IL 59 Access Project

PROJECTED AVERAGE DAILY TRAFFIC - SCENARIO 10

Widen US 52 to 4 Lanes Between River Road and IL 59 (No Additional Ramps)

Illinois Department of Transportation

JOLIET



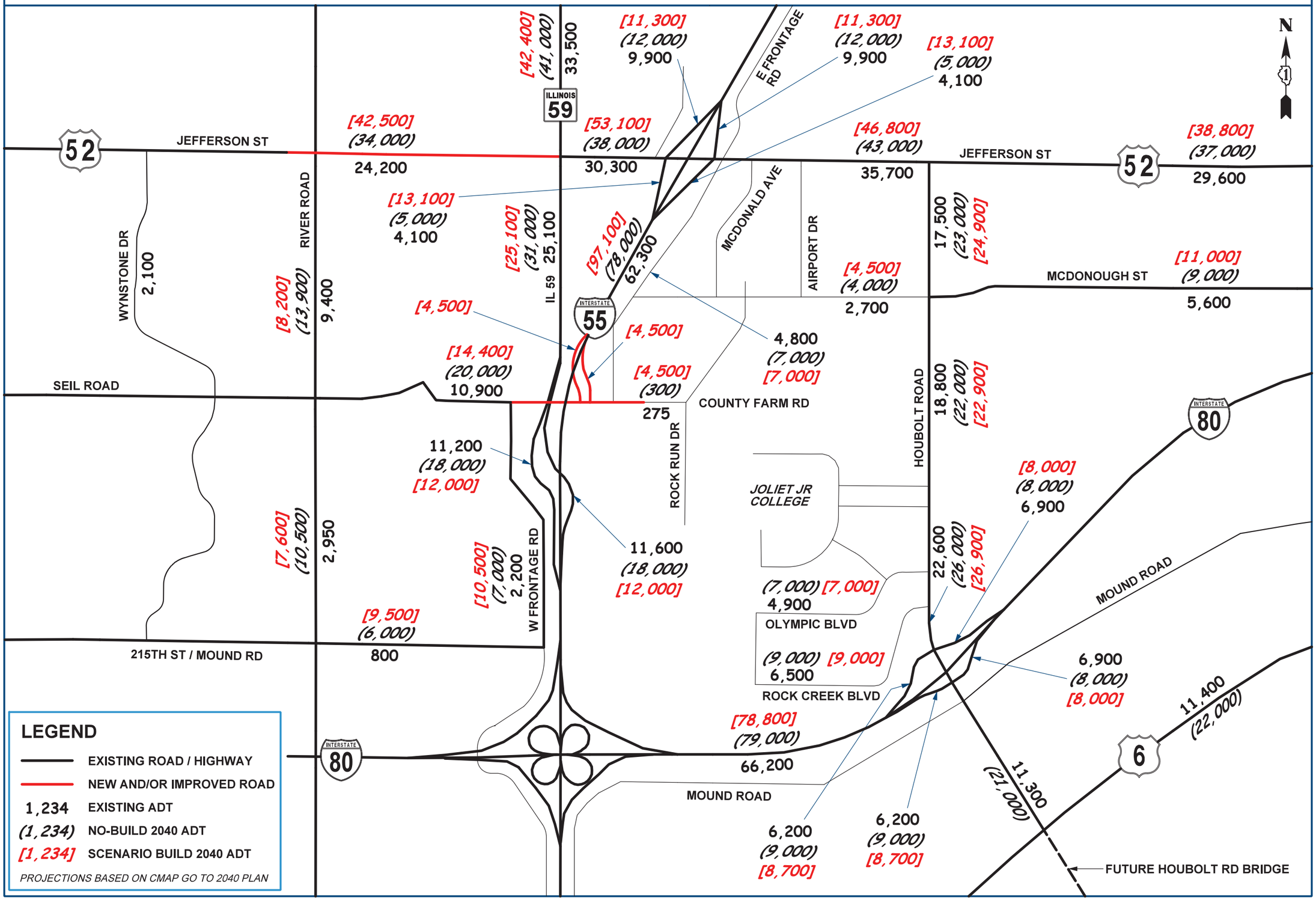
PROJECTED AVERAGE DAILY TRAFFIC - SCENARIO 10I

Widen US 52 to 4 Lanes Between River Road and IL 59 with Additional Ramps / Full Interchange

I-55 at IL 59 Access Project

Illinois Department of Transportation

JOLIET



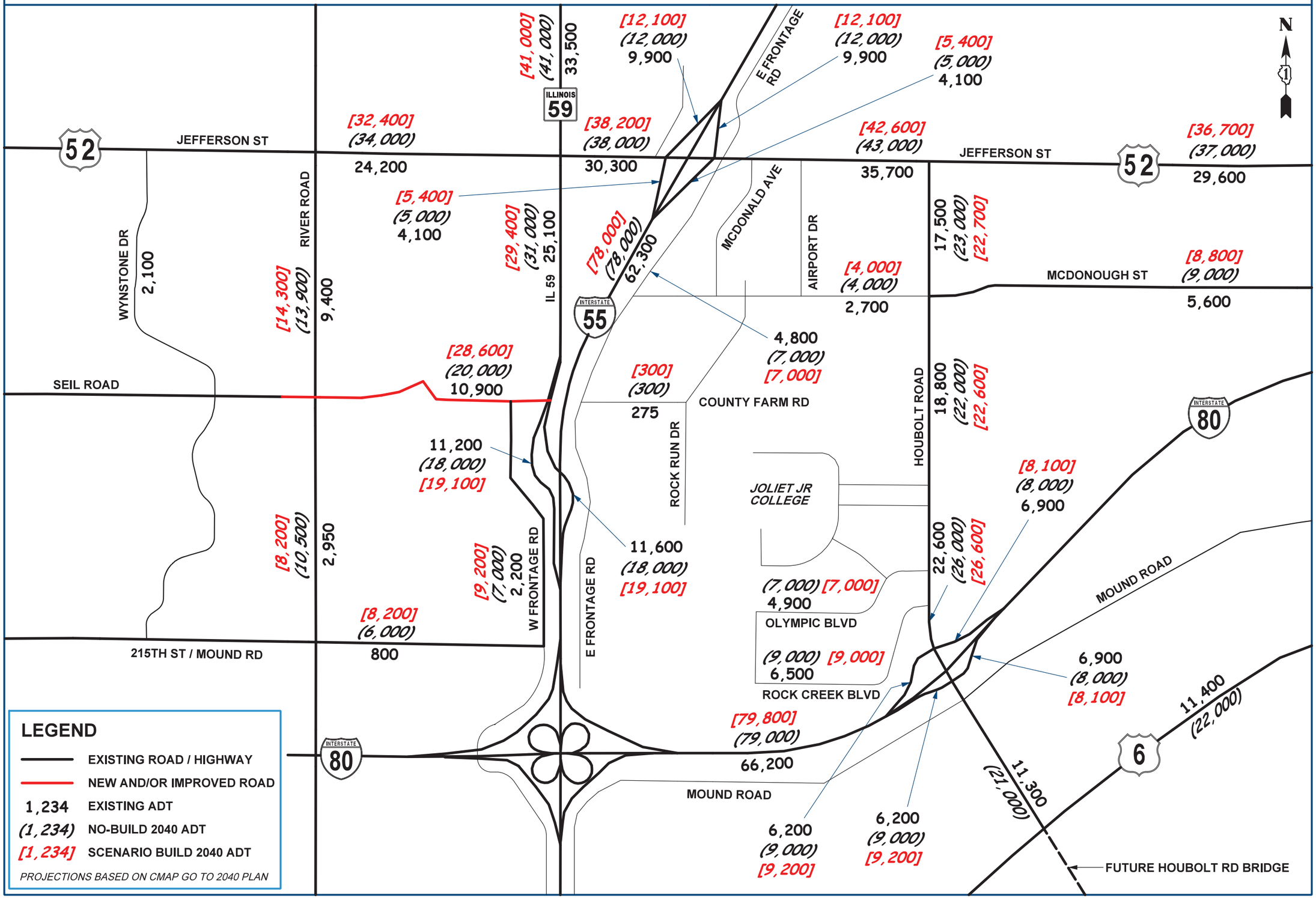
I-55 at IL 59 Access Project

PROJECTED AVERAGE DAILY TRAFFIC - SCENARIO 11

Widen Seil Road to 4 Lanes Between River Road and IL 59 (No Additional Ramps)

Illinois Department of Transportation

JOLIET



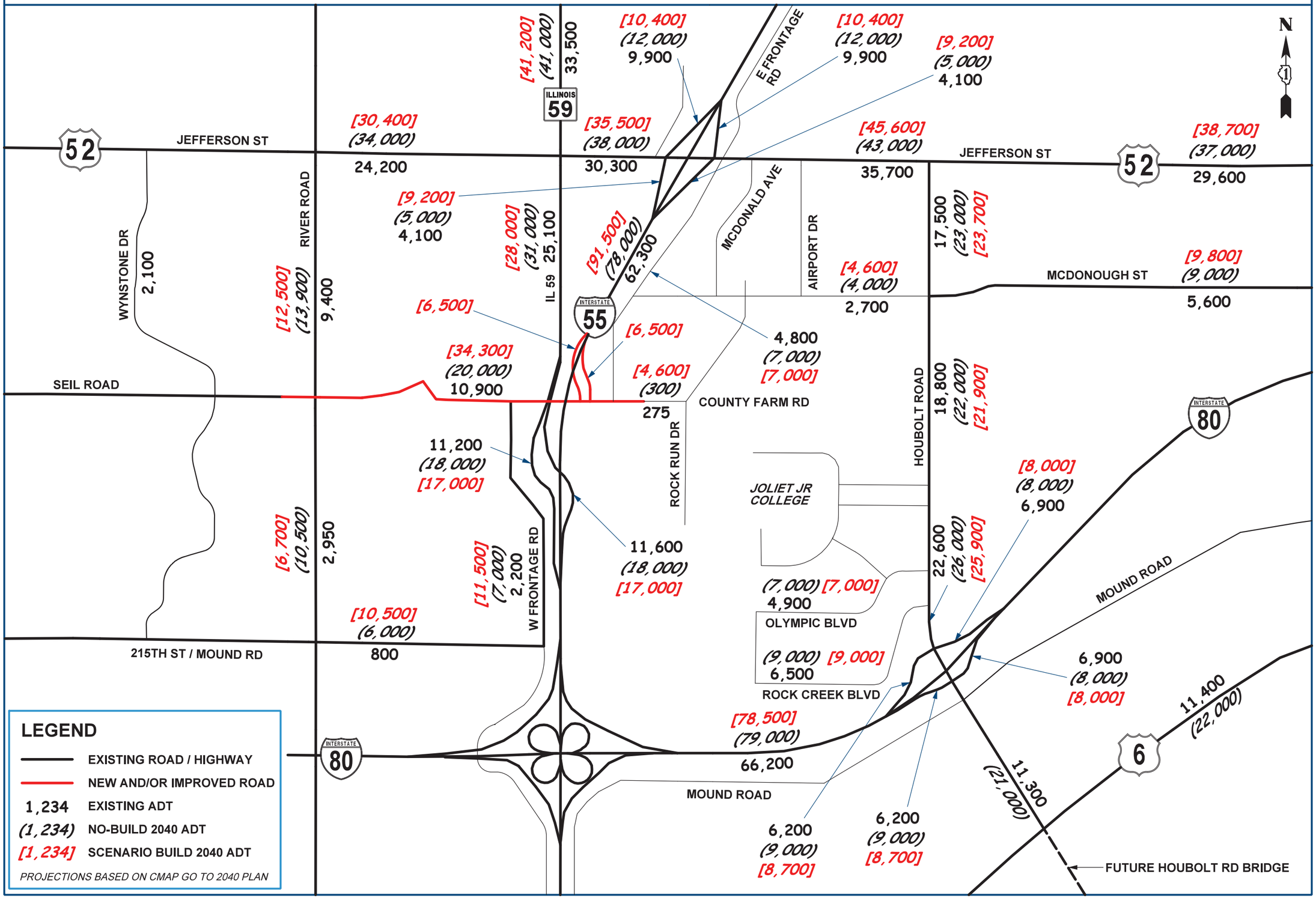
PROJECTED AVERAGE DAILY TRAFFIC - SCENARIO 11I

I-55 at IL 59 Access Project

Widen Seil Road to 4 Lanes Between River Road and IL 59 with Additional Ramps / Full Interchange at IL 59

Illinois Department of Transportation

JOLIET



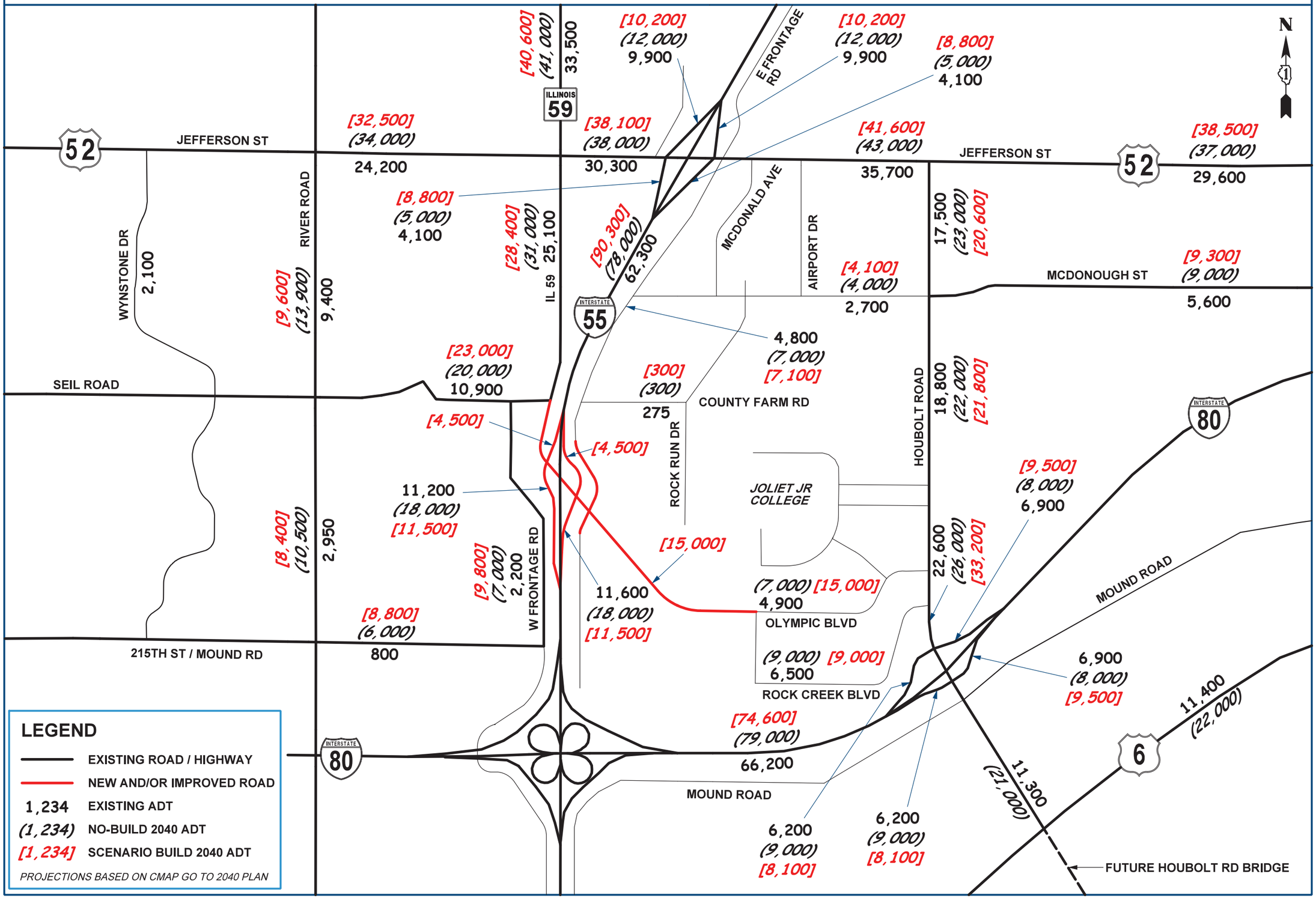
PROJECTED AVERAGE DAILY TRAFFIC - SCENARIO 12I

Extend IL 59 to Olympic Boulevard with Additional Ramps / Full Interchange at IL 59

I-55 at IL 59 Access Project

Illinois Department of Transportation

JOLIET



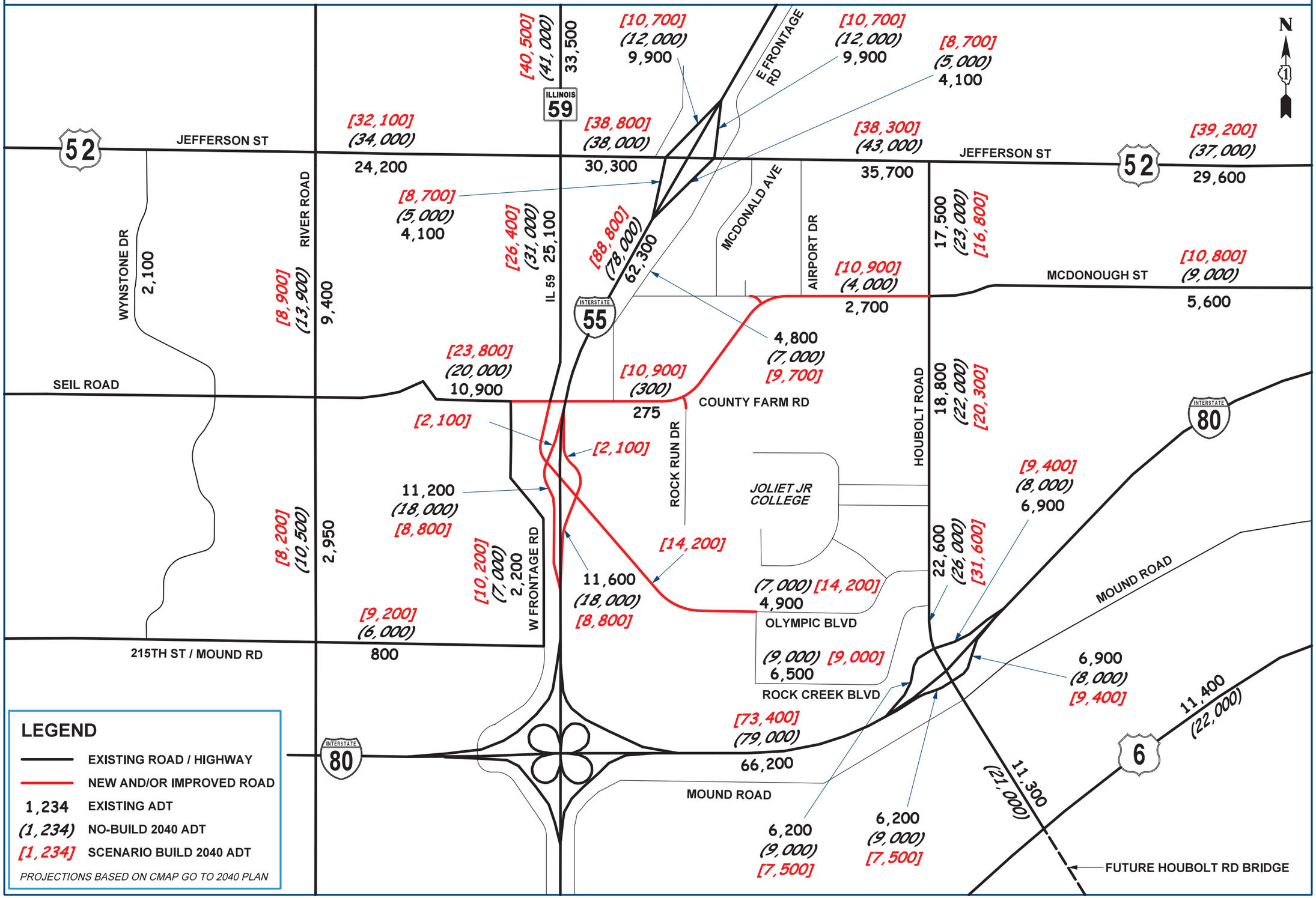
PROJECTED AVERAGE DAILY TRAFFIC - SCENARIO 12I-B

I-55 at IL 59 Access Project

Extend IL 59 to Olympic Boulevard with Additional Ramps / Full Interchange at IL 59 and Connect Seil Road and County Farm Road

Illinois Department of Transportation

JOLIET



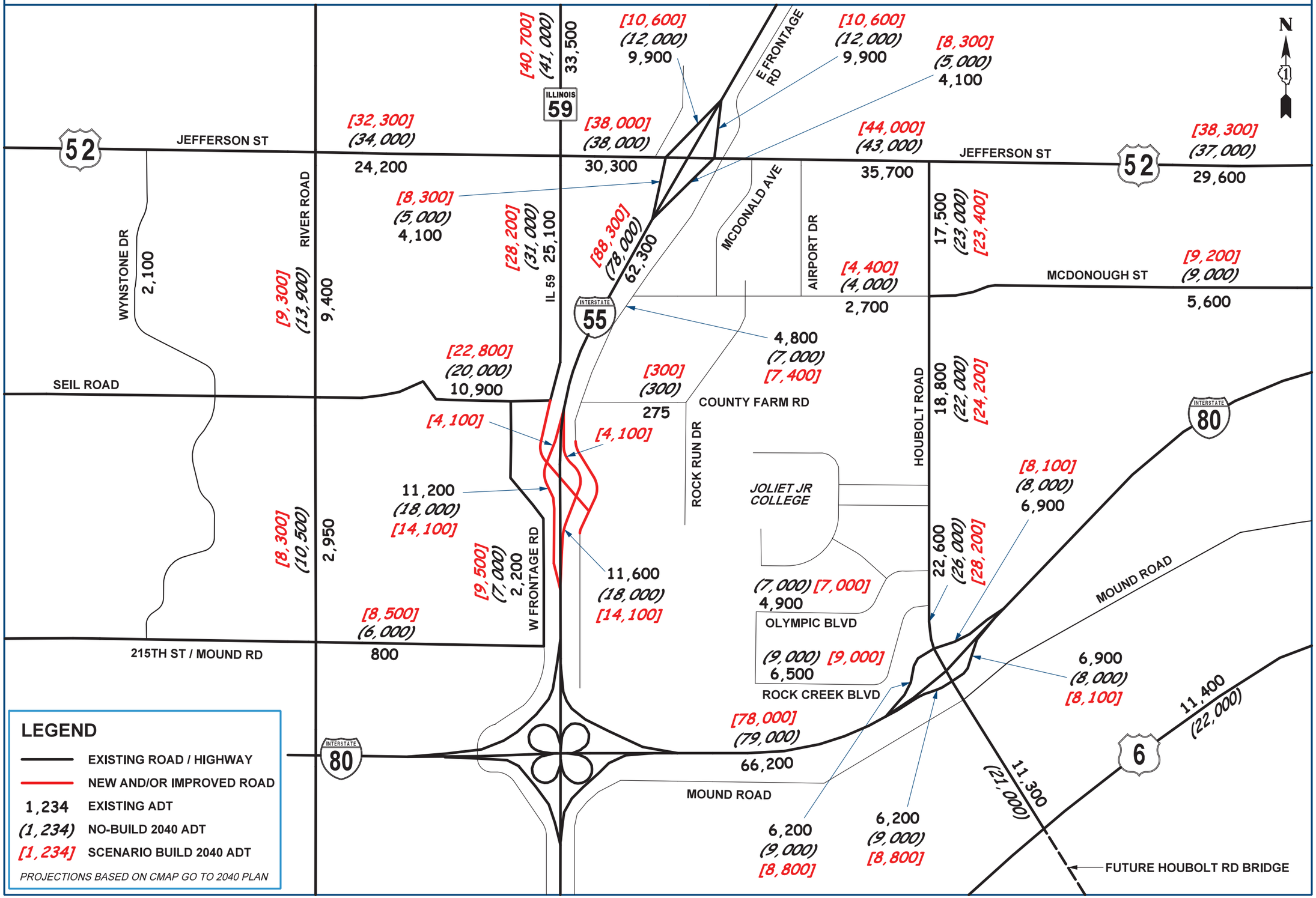
PROJECTED AVERAGE DAILY TRAFFIC - SCENARIO 12I-C

Extend IL 59 to East Frontage Road with Additional Ramps / Full DDI Interchange at IL 59

I-55 at IL 59 Access Project

Illinois Department of Transportation

JOLIET



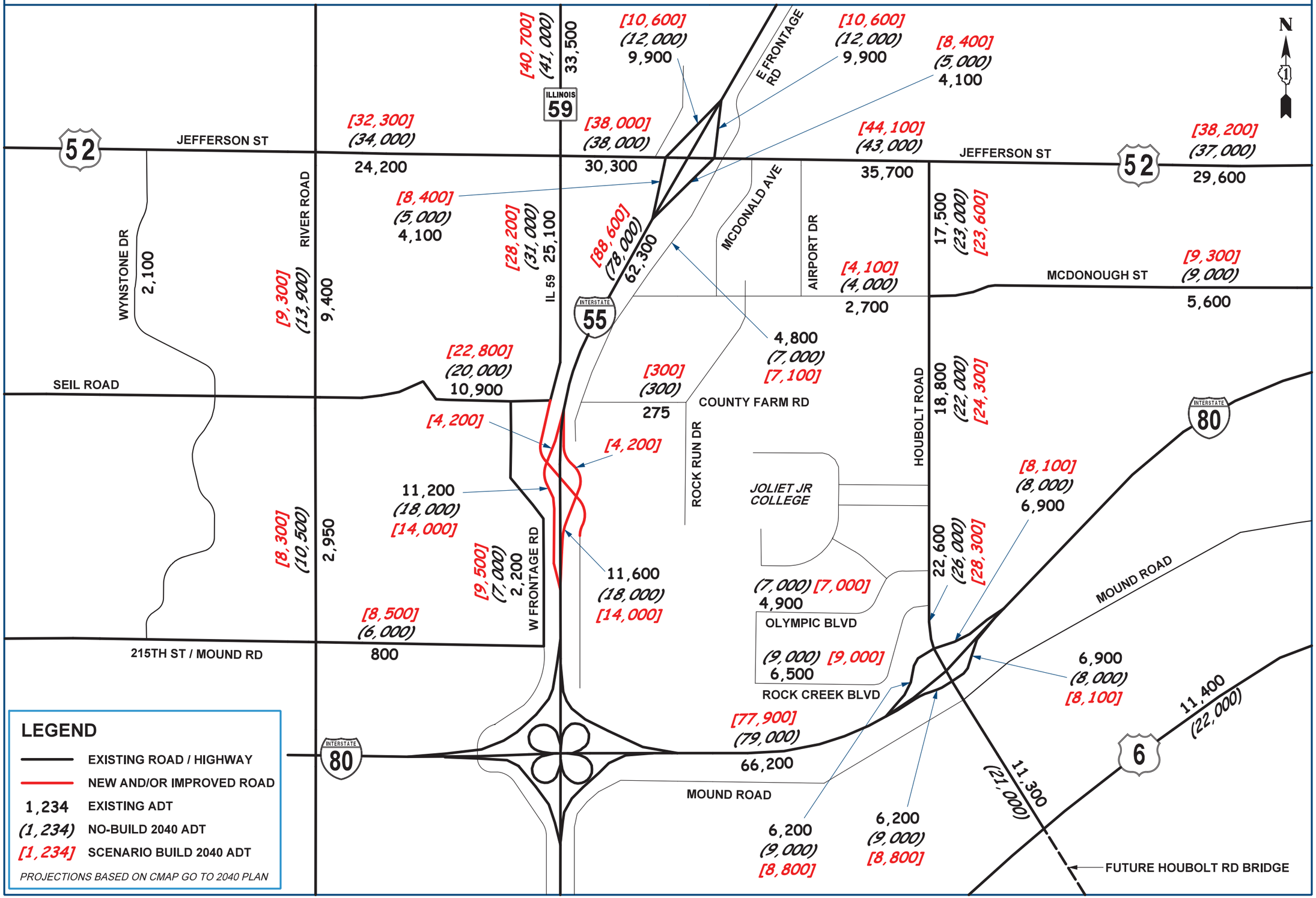
PROJECTED AVERAGE DAILY TRAFFIC - SCENARIO 12I-D

Extend IL 59 into Full Access DDI Interchange at I-55 Only

I-55 at IL 59 Access Project

Illinois Department of Transportation

JOLIET



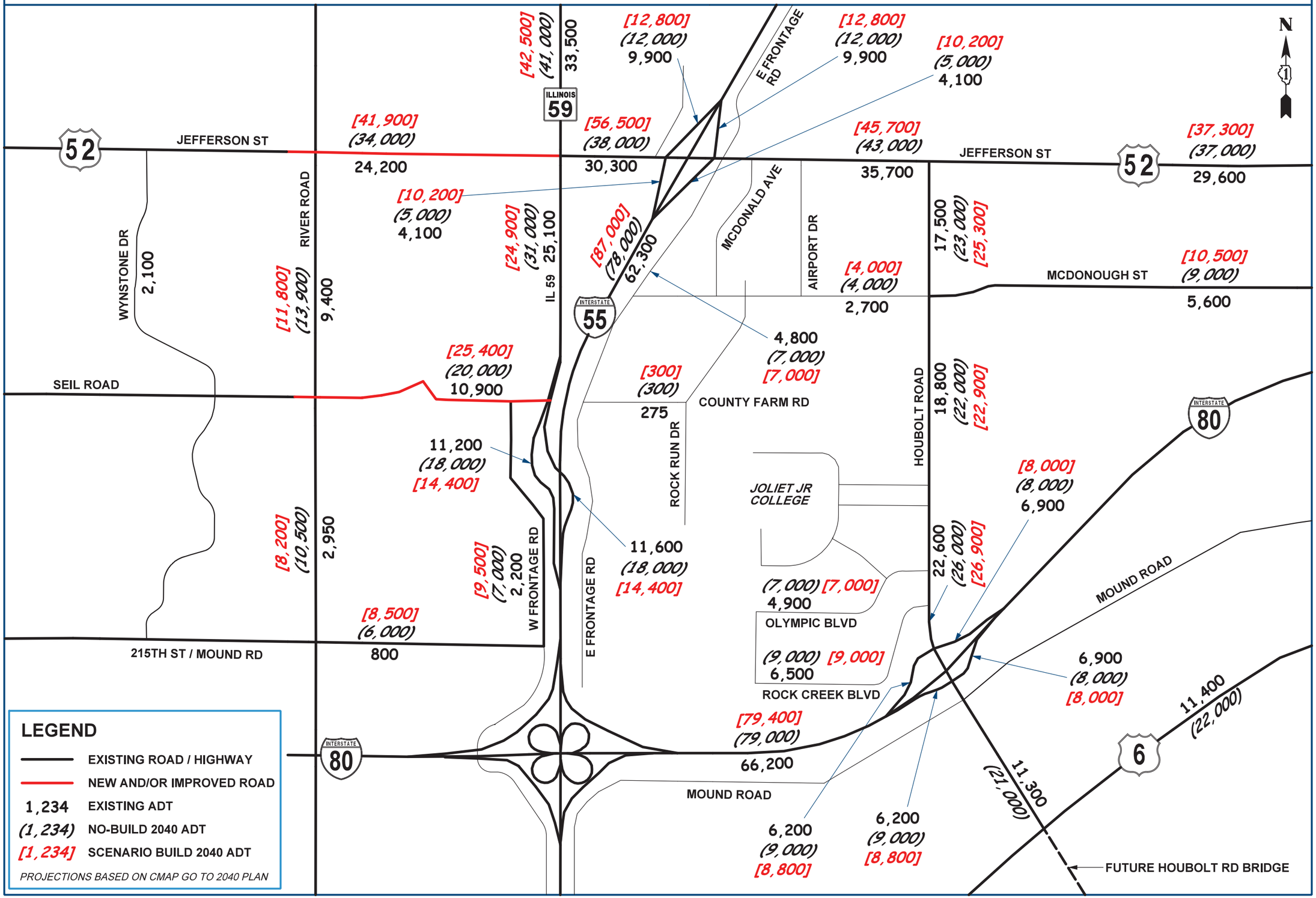
PROJECTED AVERAGE DAILY TRAFFIC - SCENARIO 13

Widen US 52 and Seil Road to 4 Lanes West of IL 59 to River Road (No Additional Ramps)

I-55 at IL 59 Access Project

Illinois Department of Transportation

JOLIET



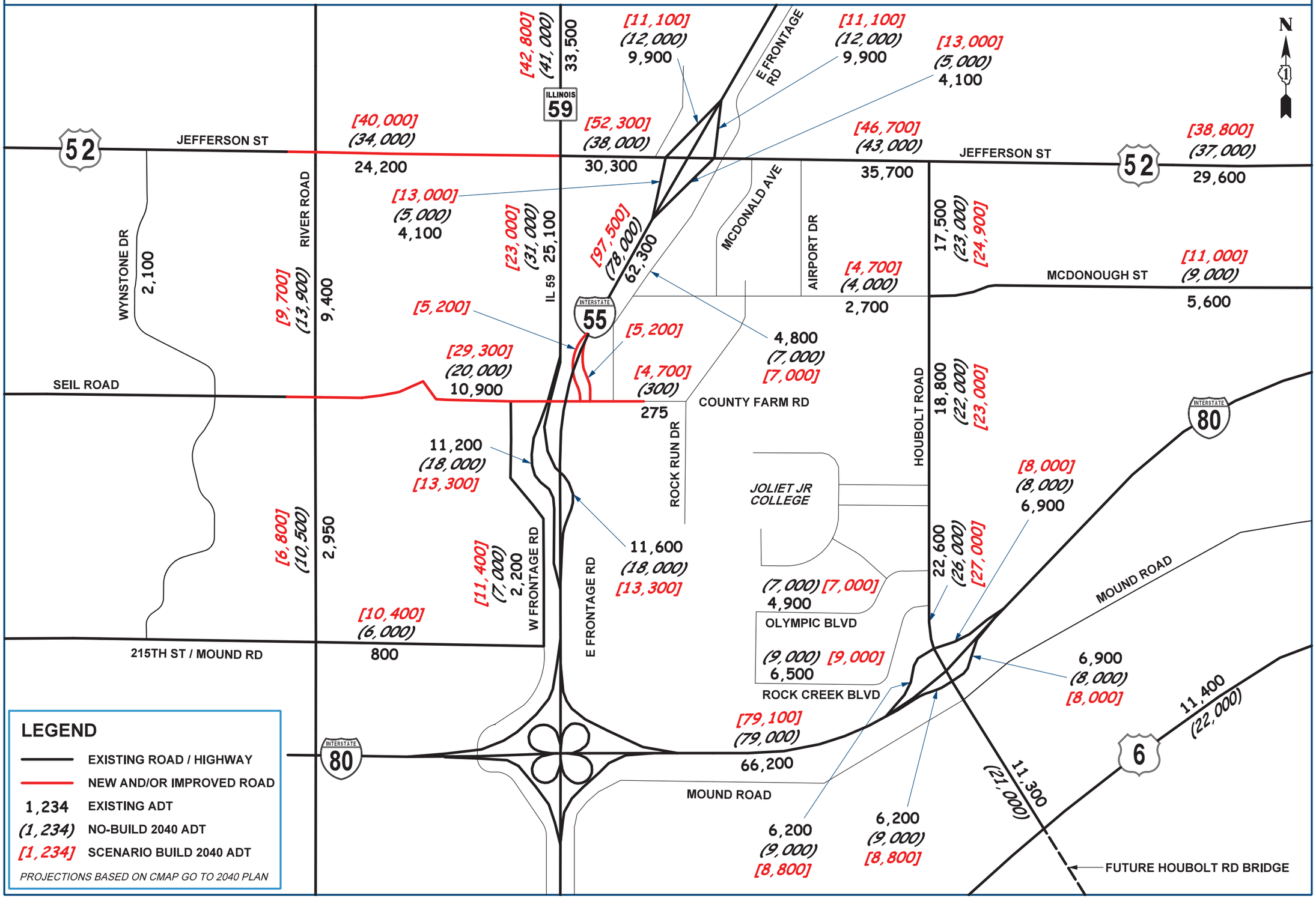
PROJECTED AVERAGE DAILY TRAFFIC - SCENARIO 13I

I-55 at IL 59 Access Project

Widen US 52 and Seil Road to 4 Lanes West of IL 59 to River Road with Additional Ramps / Full Interchange

Illinois Department of Transportation

JOLIET

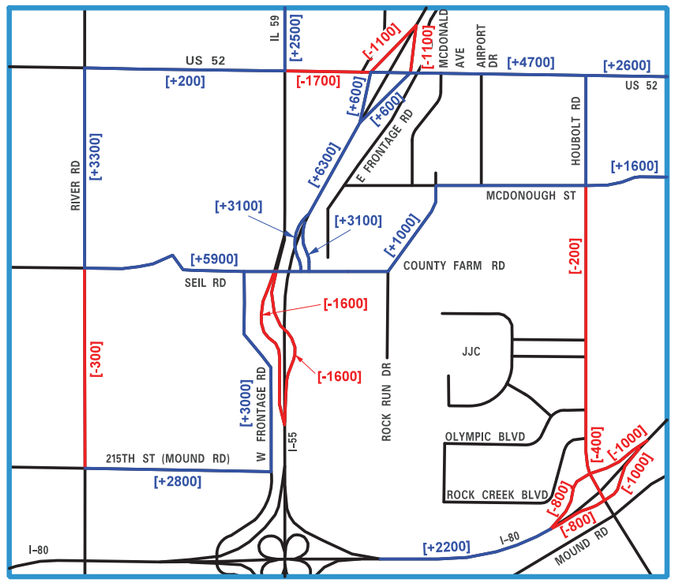


I-55 at IL 59 Access Project

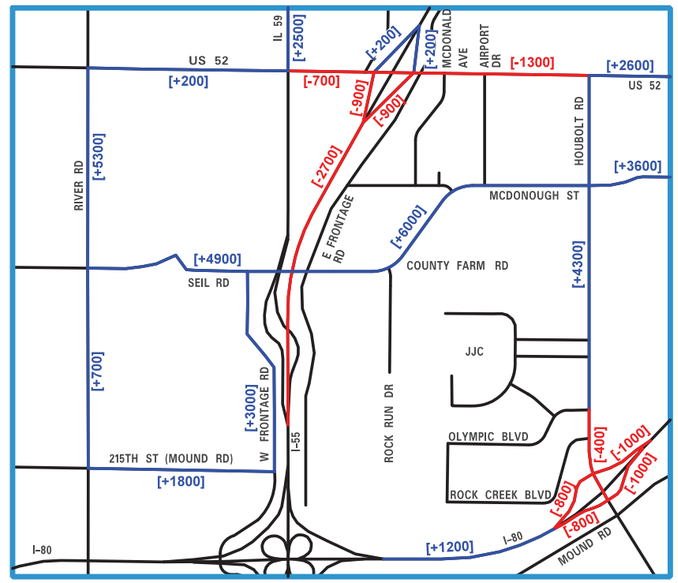
BUILD SCENARIO VS NO BUILD BASE SCENARIO RELATIVE DIFFERENCE IN 2040 ADT

Illinois Department of Transportation

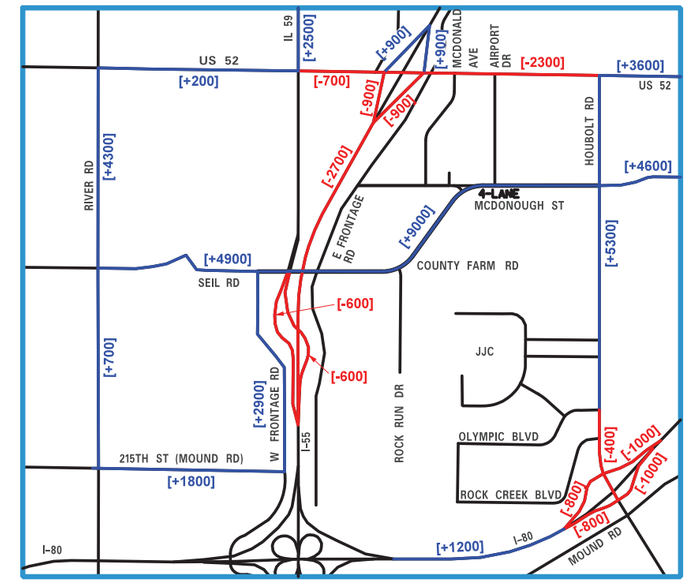
JOLIET



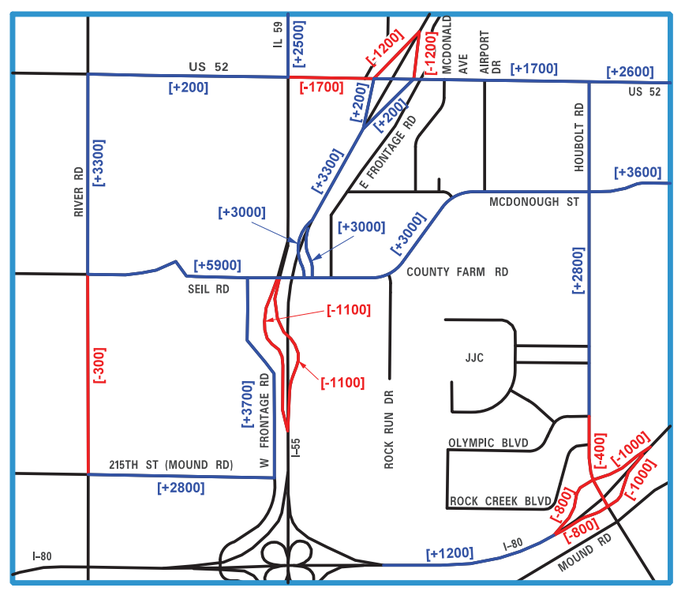
SCENARIO 1 – FULL INTERCHANGE I–55 AND IL 59 ONLY



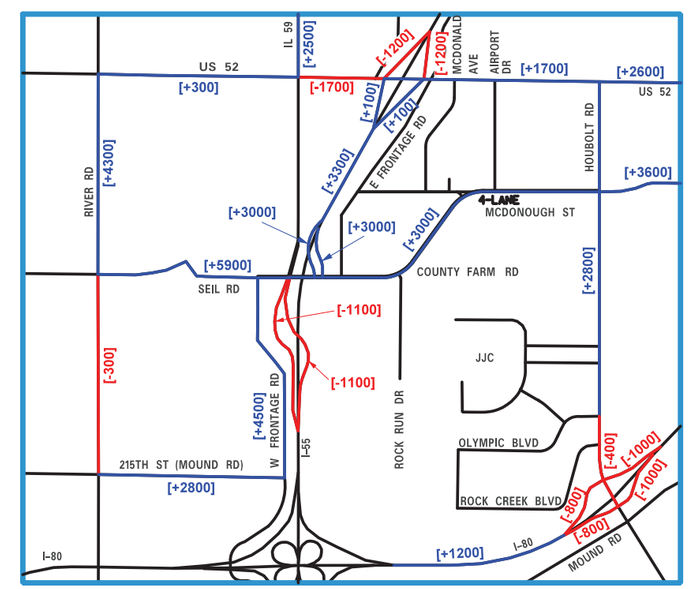
SCENARIO 2 – MCDONOUGH /SEIL ROAD CONNECTION (2 LANES) (NO ADDITIONAL RAMPS)



SCENARIO 3 – IMPROVED 4–LANE ARTERIAL SEIL RD /MCDONOUGH CONNECTION (NO ADDITIONAL RAMPS)



SCENARIO 2I – MCDONOUGH /SEIL ROAD CONNECTION (2 LANES) WITH ADDITIONAL RAMPS /FULL INTERCHANGE



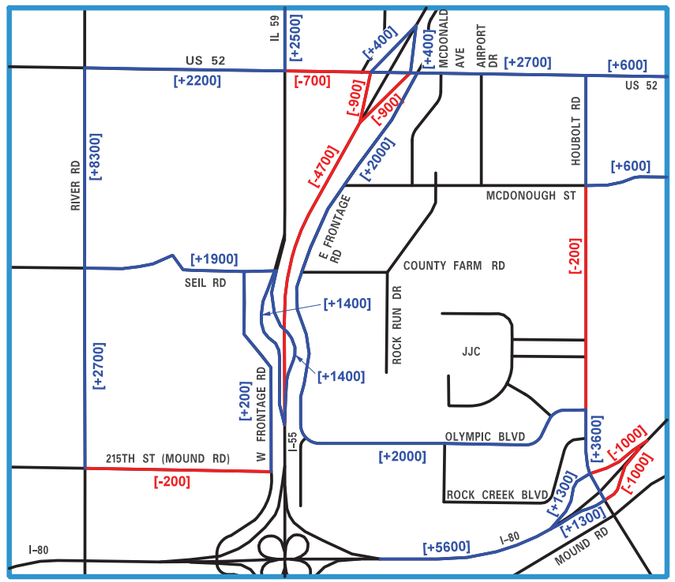
SCENARIO 3I – IMPROVED 4–LANE ARTERIAL SEIL RD /MCDONOUGH CONNECTION WITH ADDITIONAL RAMPS /FULL INTERCHANGE

I-55 at IL 59 Access Project

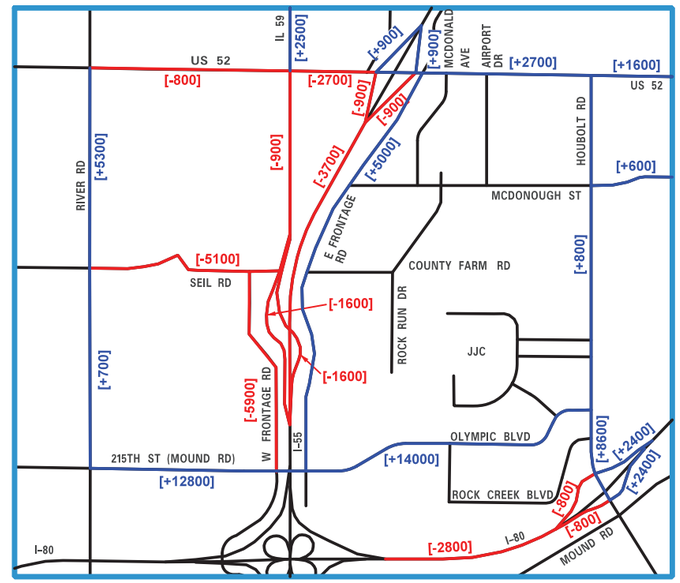
BUILD SCENARIO VS NO BUILD BASE SCENARIO RELATIVE DIFFERENCE IN 2040 ADT

Illinois Department of Transportation

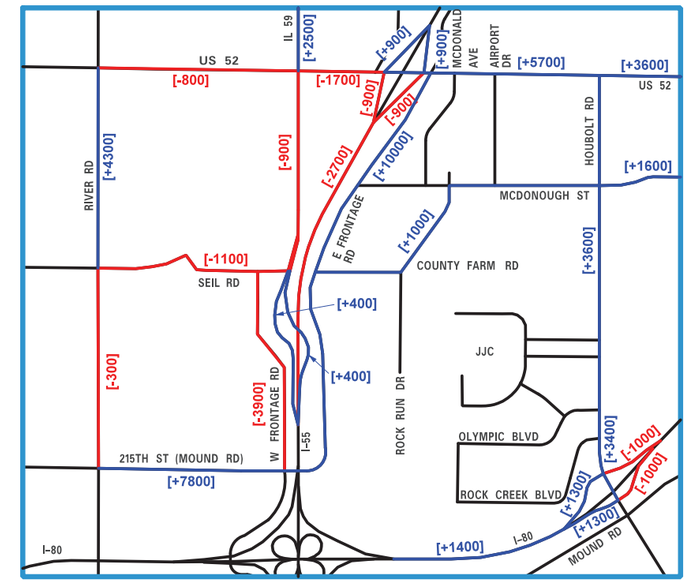
JOLIET



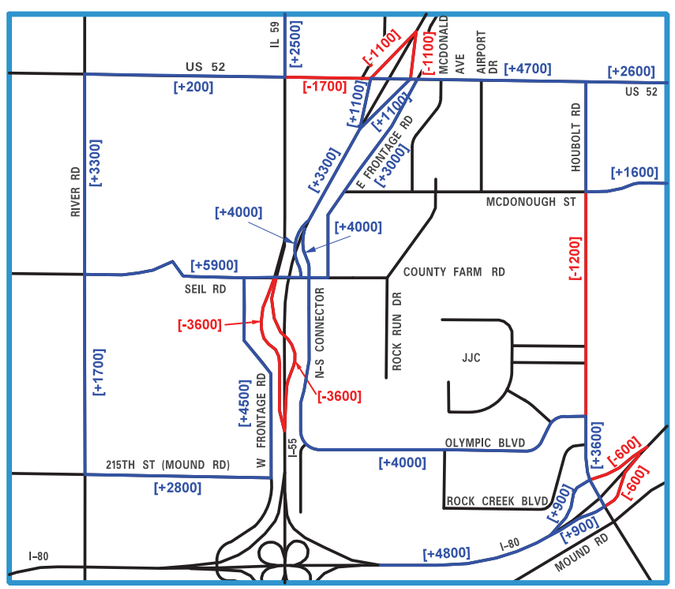
SCENARIO 4 – OLYMPIC EXTENSION ONLY TO IMPROVED EAST FRONTAGE ROAD (NO I-55 CROSSING)



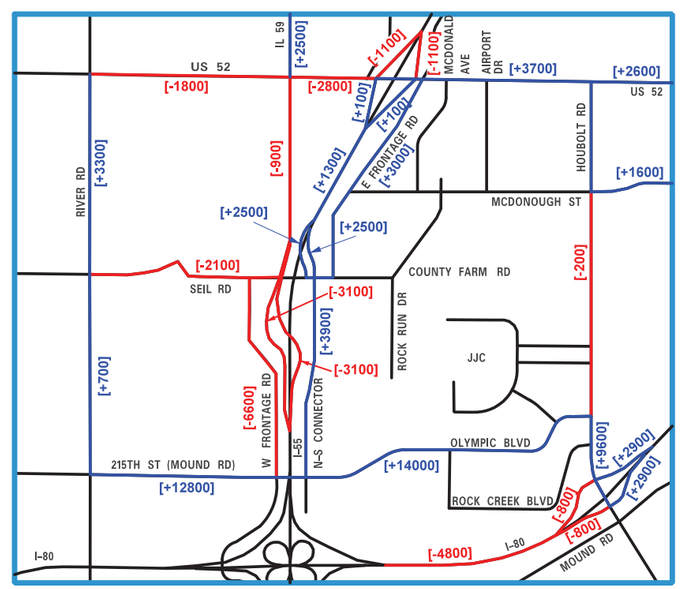
SCENARIO 5 – OLYMPIC BLVD CONNECTION TO MOUND ROAD (NO SEIL ROAD CROSSING / NO ADDITIONAL RAMPS)



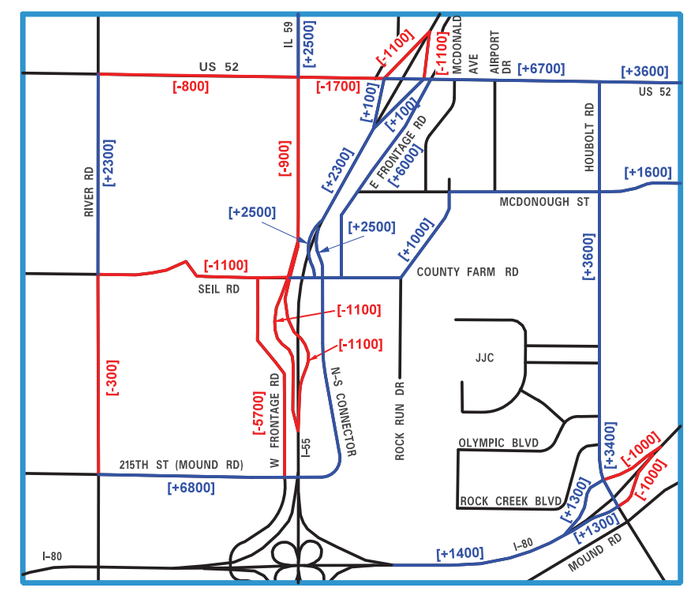
SCENARIO 6 – MOUND ROAD EXTENSION ONLY TO EAST FRONTAGE ROAD (NO ADDITIONAL RAMPS)



SCENARIO 4I – OLYMPIC EXTENSION TO IMPROVED EAST FRONTAGE ROAD WITH I-55 CROSSING AND ADDITIONAL RAMPS / FULL INTERCHANGE



SCENARIO 5I – OLYMPIC BLVD CONNECTION TO MOUND ROAD WITH ADDITIONAL RAMPS / FULL INTERCHANGE



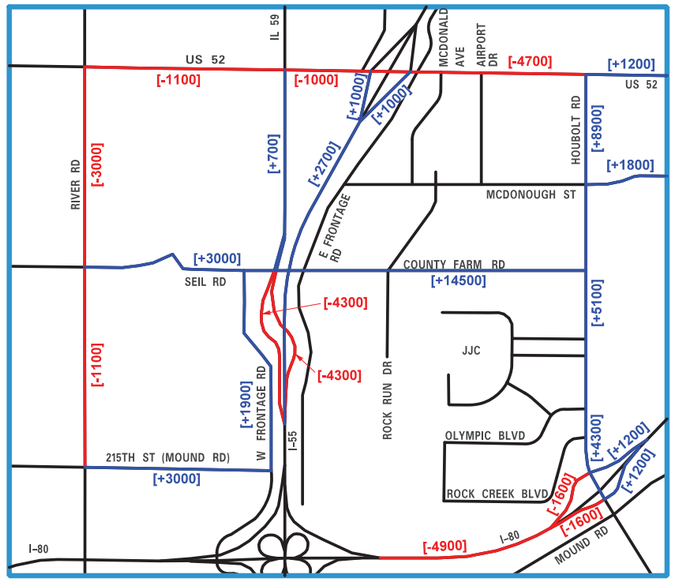
SCENARIO 6I – MOUND ROAD EXTENSION TO EAST FRONTAGE ROAD WITH ADDITIONAL RAMPS / FULL INTERCHANGE

I-55 at IL 59 Access Project

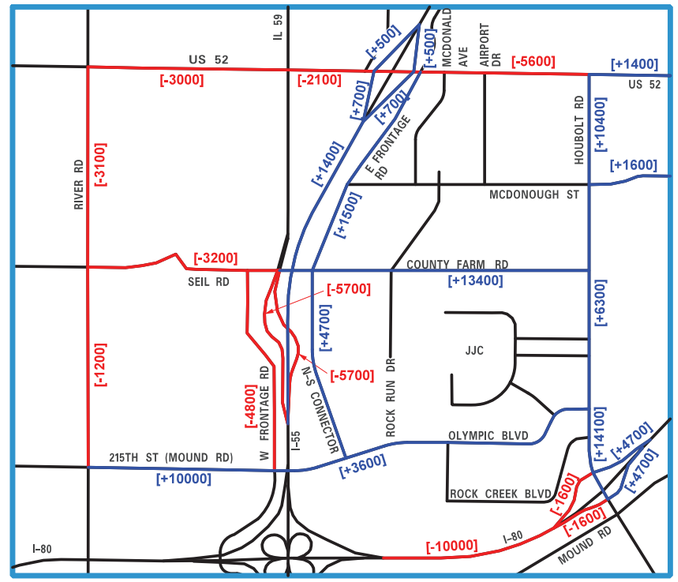
BUILD SCENARIO VS NO BUILD BASE SCENARIO RELATIVE DIFFERENCE IN 2040 ADT

Illinois Department of Transportation

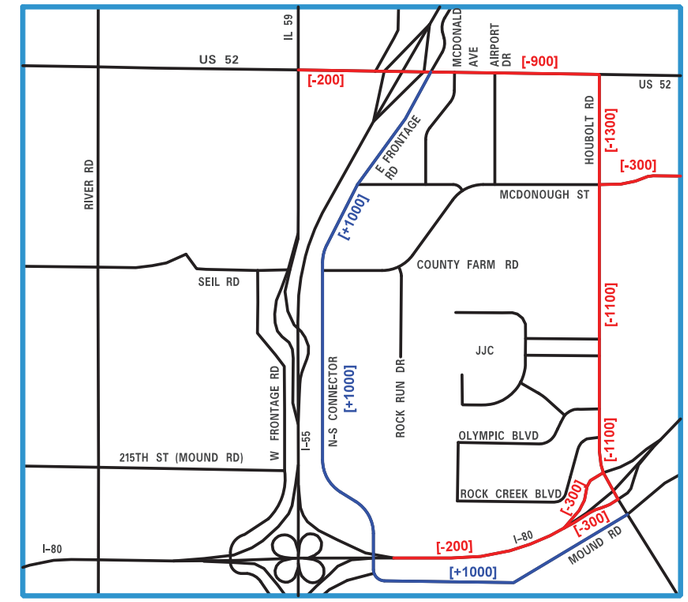
JOLIET



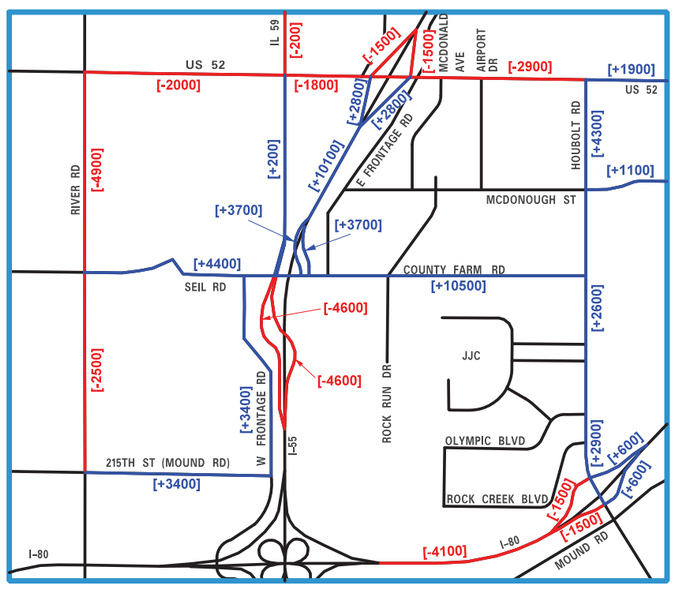
SCENARIO 7 – COUNTY FARM RD CONNECTION TO SEIL RD /IL 59 AND HOUBOLT RD (NO ADDITIONAL RAMPS)



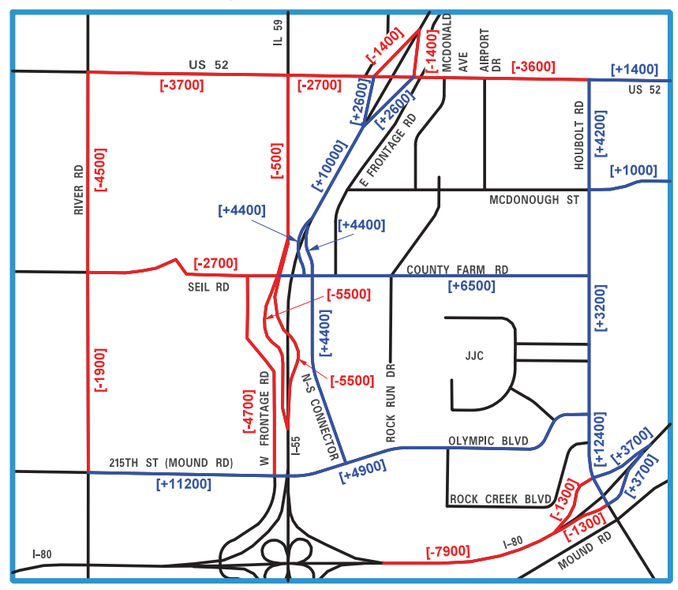
SCENARIO 8 – COUNTY FARM RD CONNECTION, MOUND / OLYMPIC CONNECTION AND N–S CONNECTOR (NO ADDITIONAL RAMPS)



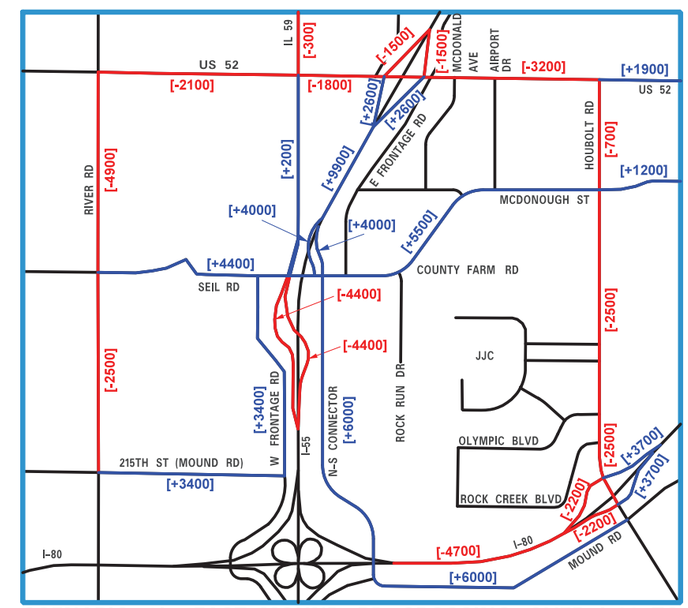
SCENARIO 9 – EAST MOUND RD CROSSING OVER I–80 TO EAST FRONTAGE RD /IMPROVED MCDONOUGH ST (NO ADDITIONAL RAMPS)



SCENARIO 7I – COUNTY FARM RD CONNECTION TO SEIL RD /IL 59 AND HOUBOLT RD WITH ADDITIONAL RAMPS /FULL INTERCHANGE



SCENARIO 8I – COUNTY FARM RD CONNECTION, MOUND / OLYMPIC CONNECTION /N–S CONNECTOR WITH FULL INTERCHANGE (JRGP)



SCENARIO 9I – EAST MOUND RD CROSSING OVER I–80 TO EAST FRONTAGE RD /IMPROVED MCDONOUGH ST WITH ADDITIONAL RAMPS /FULL INTERCHANGE

I-55 at IL 59 Access Project

BUILD SCENARIO VS NO BUILD BASE SCENARIO RELATIVE DIFFERENCE IN 2040 ADT

Illinois Department of Transportation

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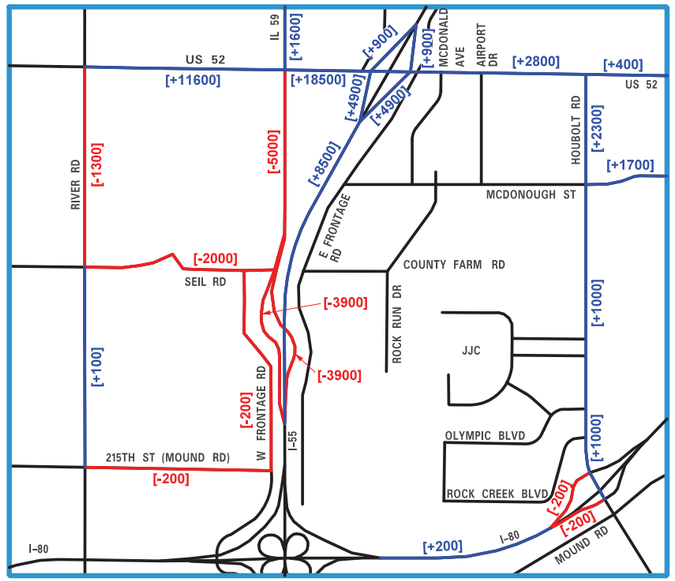
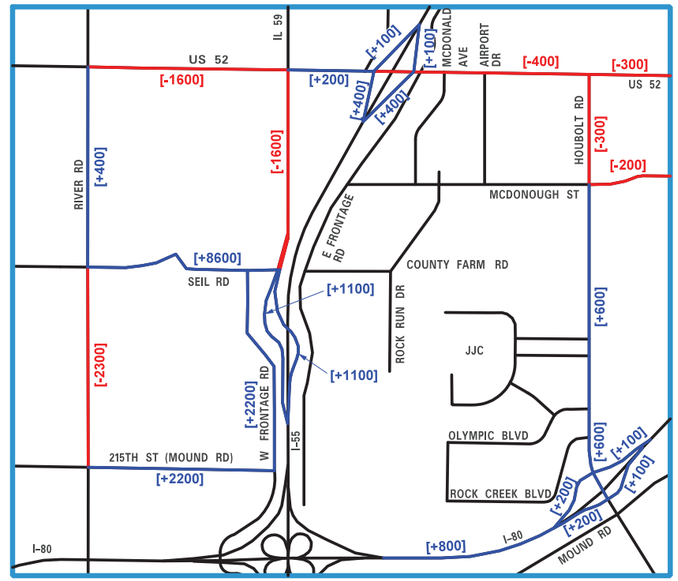
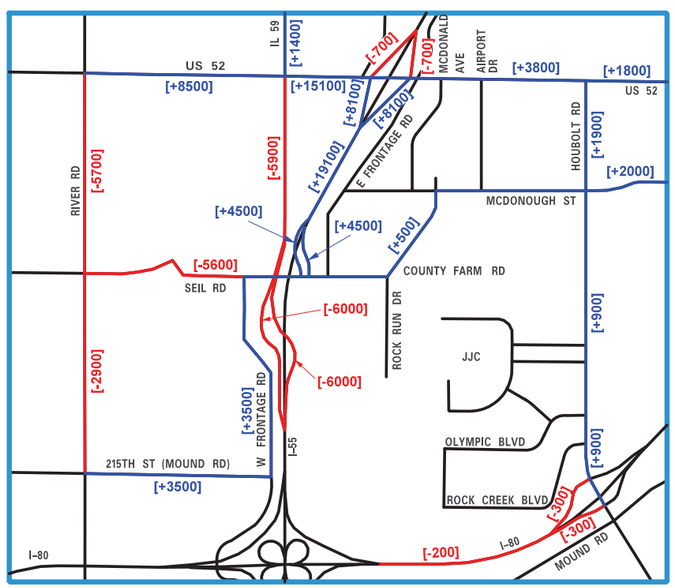


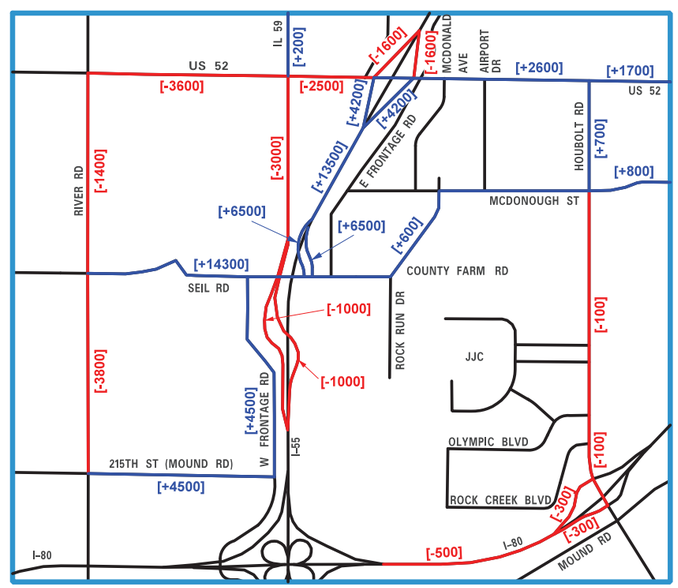
SCENARIO 10 – WIDEN US 52 TO 4 LANES BETWEEN RIVER ROAD AND IL 59 (NO ADDITIONAL RAMPS)



SCENARIO 11 – WIDEN SEIL ROAD TO 4 LANES BETWEEN RIVER ROAD AND IL 59 (NO ADDITIONAL RAMPS)



SCENARIO 10I – WIDEN US 52 TO 4 LANES BETWEEN RIVER ROAD AND IL 59 WITH ADDITIONAL RAMPS / FULL INTERCHANGE



SCENARIO 11I – WIDEN SEIL ROAD TO 4 LANES BETWEEN RIVER ROAD AND IL 59 WITH ADDITIONAL RAMPS / FULL INTERCHANGE AT IL 59

N

I-55 at IL 59 Access Project

BUILD SCENARIO VS NO BUILD BASE SCENARIO RELATIVE DIFFERENCE IN 2040 ADT

Illinois Department of Transportation

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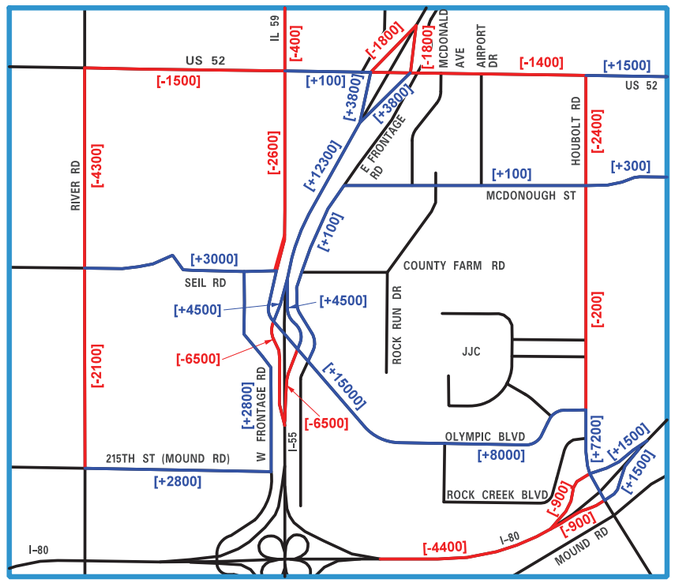
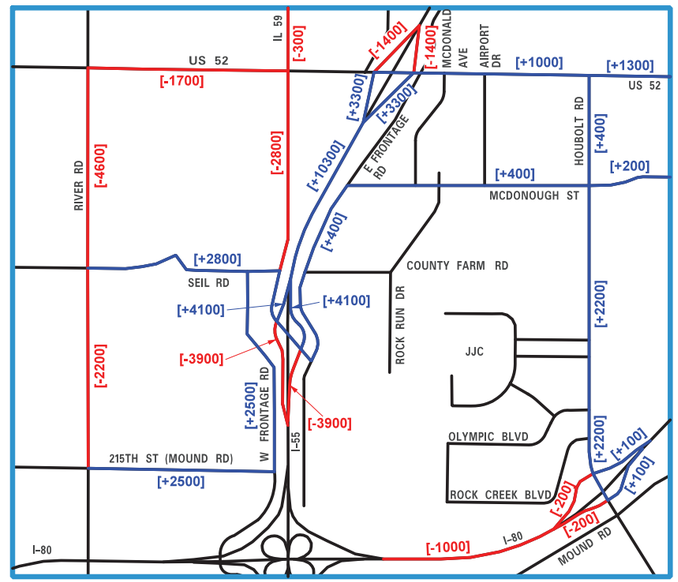
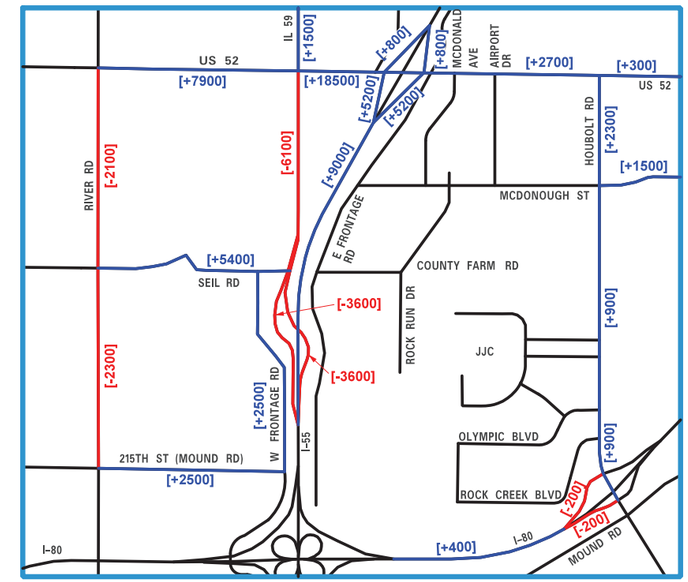


SCENARIO 12I – EXTEND IL 59 TO OLYMPIC BOULEVARD WITH ADDITIONAL RAMPS / FULL INTERCHANGE AT IL 59

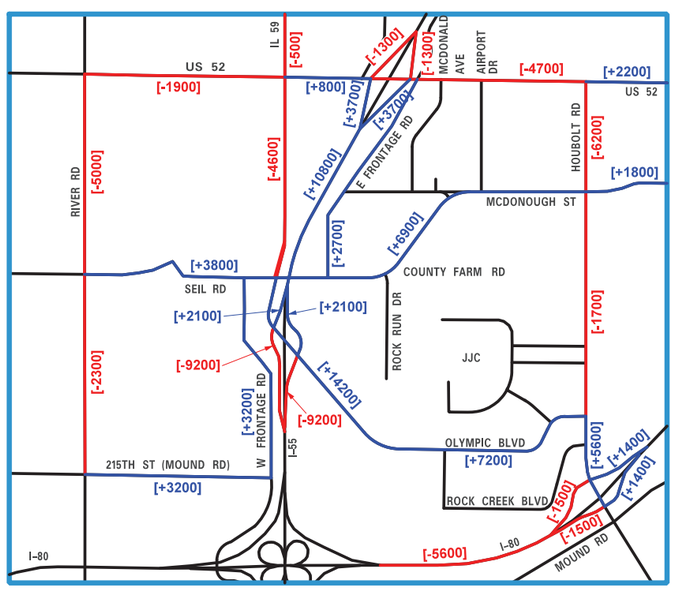


SCENARIO 12I–C – EXTEND IL 59 TO EAST FRONTAGE ROAD WITH ADDITIONAL RAMPS / FULL DDI INTERCHANGE AT IL 59

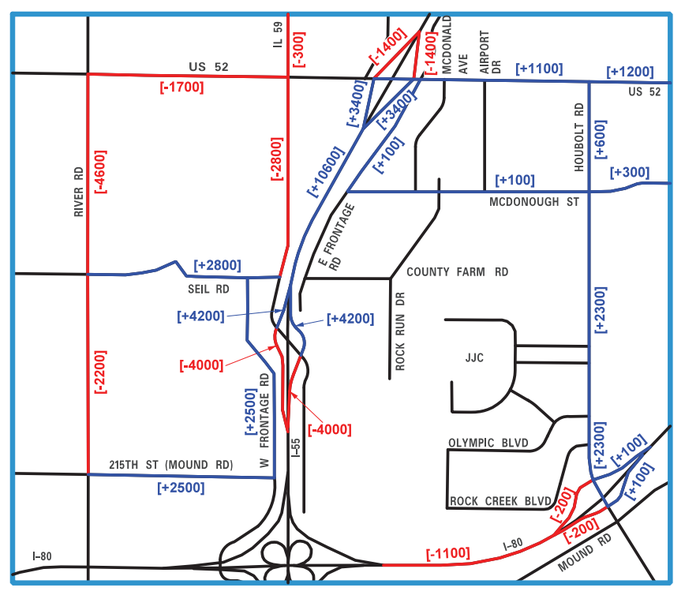


SCENARIO 13 – WIDEN US 52 AND SEIL ROAD TO 4 LANES WEST OF IL 59 TO RIVER ROAD (NO ADDITIONAL RAMPS)

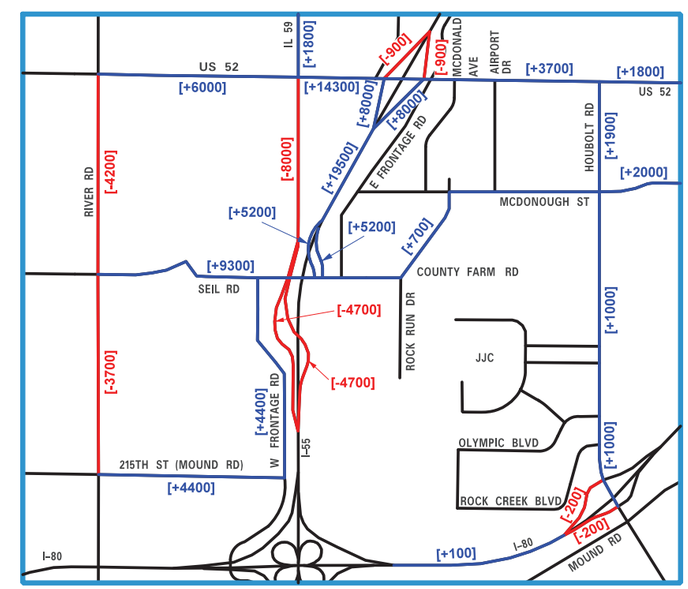
N



SCENARIO 12I–B – EXTEND IL 59 TO OLYMPIC BOULEVARD WITH ADDITIONAL RAMPS / FULL INTERCHANGE AT IL 59 AND CONNECT SEIL ROAD AND COUNTY FARM ROAD



SCENARIO 12I–D – EXTEND IL 59 INTO FULL ACCESS DDI INTERCHANGE AT I–55 ONLY



SCENARIO 13I – WIDEN US 52 AND SEIL ROAD TO 4 LANES WEST OF IL 59 TO RIVER ROAD WITH ADDITIONAL RAMPS / FULL INTERCHANGE

I-55 at IL 59 Access Project

Preferred Alternative

Appendix D – Traffic Capacity Analysis Result Tables

Table D.1 Olympic Boulevard and Houbolt Road 2040 Build Levels of Service

Table D.2 Olympic Boulevard and Centennial Drive 2040 Build Levels of Service

Table D.3 Seil Road and Raven Road 2040 Build Levels of Service

Table D.4 Seil Road and States Lane 2040 Build Levels of Service

Table D.5 US 52 and IL 59 2040 Levels of Service

Table D.6 US 52 and I-55 South Ramps 2040 Levels of Service

Table D.7 US 52 and I-55 North Ramps 2040 Levels of Service

Table D.8 US 52 and East Frontage Road 2040 Levels of Service

Table D.9 US 52 and Houbolt Road 2040 Levels of Service

Table D.10 US 52 and River Road 2040 Levels of Service

Table D.11 US 52 and Brookshore Drive 2040 Levels of Service

Table D.1 Olympic Boulevard and Houbolt Road 2040 Build Levels of Service

Intersection Movement	Intersection Improvement (Traffic Signal Control)			
	AM Peak Hour		PM Peak Hour	
	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS
EB LT	48.2	D	39.6	D
EB TH	28.9	C	30.2	C
EB RT	FREE-FLOW			
WB LT	26.1	C	26.5	C
WB TH/RT	27.1	C	20.2	C
NB LT	24.1	C	24.1	C
NB TH/RT	18.9	B	21.5	C
SB LT	50.2	D	48.2	D
SB TH	40.2	D	43.2	D
SB RT	16.8	B	10.8	B
Intersection	**24.7**	**C**	**23.4**	**C**

Table D.2 Olympic Boulevard and Centennial Drive 2040 Build Levels of Service

Intersection Movement	Existing One-Way Stop Control (Alternative EW-6)				Install Traffic Signal (Alternative EW-6)			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS
EB LT	12.4	B	9.8	A	3.9	A	6.2	A
EB TH	FREE-FLOW				8.5	A	21.5	C
WB TH	FREE-FLOW				17.8	B	20.2	C
WB RT	FREE-FLOW				1.5	A	0.4	A
SB LT	19.5	C	145.0	F	27.6	C	33.8	C
SB RT					9.8	A	6.5	A
Intersection	**2.0**	**A**	**28.2**	**D**	**9.3**	**A**	**20.0**	**B**

Table D.3 Seil Road and Raven Road 2040 Build Levels of Service

Intersection Movement	Mini Roundabout (Alternative S-1)				Traffic Signal (Alternative S-2)				5-Lane Seil Road with Minor Stop Control (Alternative S-3)			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS
EB LT	11.7	B	6.8	A	17.6	B	31.6	C	7.9	A	10.9	B
EB TH					2.7	A	1.4	A	FREE-FLOW			
WB TH/RT	4.8	A	17.8	C	14.3	B	30.0	C	FREE-FLOW			
SB LT	4.0	A	10.6	B	40.1	D	38.3	D	14.1	B	26.1	D
SB RT					34.0	C	35.1	D	9.1	A	13.2	B
Intersection	**9.7**	**A**	**13.9**	**B**	**7.7**	**A**	**22.9**	**C**	**N/A**	**N/A**	**N/A**	**N/A**

Table D.4 Seil Road and States Lane 2040 Build Levels of Service

Intersection Movement	Mini Roundabout (Alternative S-1)				Traffic Signal (Alternative S-2)				5-Lane Seil Road with Minor Stop Control (Alternative S-3)			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS
EB TH/RT	17.2	C	7.7	A	27.6	C	11.1	B	FREE-FLOW			
WB LT	4.9	A	21.7	C	32.3	C	40.9	D	9.9	A	8.9	A
WB TH					2.2	A	9.2	A	FREE-FLOW			
NB LT	14.0	B	6.1	A	22.1	C	39.8	D	18.2	C	22.2	C
NB RT									13.6	B	10.4	B
Intersection	**14.2**	**B**	**16.3**	**C**	**22.0**	**C**	**14.0**	**B**	**N/A**	**N/A**	**N/A**	**N/A**

Table D.5 US 52 and IL 59 2040 Levels of Service

Intersection Movement	2040 No Build Condition				2040 Build Condition (Capacity Improvement Alternative)			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS
EB LT	17.0	B	125.1	F	74.0	E	59.7	E
EB TH	37.0	D	44.2	D	24.0	C	18.6	B
EB RT					4.3	A	6.5	A
WB LT	30.1	C	39.8	D	62.9	E	70.3	E
WB TH	23.0	C	116.5	F	14.7	B	46.5	D
WB RT					16.0	B	27.4	C
NB LT	51.5	D	87.7	F	43.2	D	50.4	D
NB TH	122.4	F	161.7	F	34.8	C	46.3	D
NB RT					6.8	A	4.8	A
SB LT	108.1	F	103.8	F	45.6	D	70.1	E
SB TH	47.1	D	110.2	F	34.0	C	42.4	D
SB RT					3.8	A	8.2	A
Intersection	**60.3**	**E**	**108.8**	**F**	**29.5**	**C**	**40.0**	**D**

Table D.6 US 52 and I-55 South Ramps 2040 Levels of Service

Intersection Movement	2040 No Build Condition (Assumes CMAQ Improvements*)				2040 Build Condition (Capacity Improvement Alternative)			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS
EB TH/RT	21.3	C	36.3	D	21.0	C	16.9	B
WB LT	63.2	E	70.2	E	45.5	D	19.4	B
WB TH	3.7	A	24.8	C	15.7	B	6.6	A
SB LT	38.0	D	28.1	C	34.6	C	32.7	C
SB RT	4.8	A	31.0	C	3.5	A	24.4	C
Intersection	**23.2**	**C**	**34.9**	**C**	**22.6**	**C**	**16.3**	**B**

*A Federal Categorical Exclusion was recently approved at the US 52 and I-55 Northbound and Southbound Ramp intersections to alleviate existing congestion at this location and is funded through Congestion Mitigation and Air Quality (CMAQ). The 2040 No-Build scenario modeled for this project assumes the CMAQ improvements are in place as a future, existing condition.

Table D.7 US 52 and I-55 North Ramps 2040 Levels of Service

Intersection Movement	2040 No Build Condition (Assumes CMAQ Improvements*)				2040 Build Condition (Capacity Improvement Alternative)			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS
EB LT	38.9	D	63.2	E	20.2	C	37.7	D
EB TH	9.4	A	2.2	A	4.5	A	14.4	B
WB TH	14.7	B	10.0	A	15.0	B	8.4	A
WB RT	1.9	A	1.7	A	20.7	C	3.4	A
NB LT	30.4	C	41.1	D	34.0	C	33.4	C
NB RT	32.2	C	29.7	C	25.4	C	32.3	C
Intersection	**17.4**	**B**	**13.5**	**B**	**14.9**	**B**	**15.0**	**B**

*A Federal Categorical Exclusion was recently approved at the US 52 and I-55 Northbound and Southbound Ramp intersections to alleviate existing congestion at this location and is funded through Congestion Mitigation and Air Quality (CMAQ). The 2040 No-Build scenario modeled for this project assumes the CMAQ improvements are in place as a future, existing condition.

Table D.8 US 52 and East Frontage Road 2040 Levels of Service

Intersection Movement	2040 No Build Condition (Assumes CMAQ Improvements*)				2040 Build Condition (Capacity Improvement Alternative)			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS
EB LT	5.8	A	66.9	E	45.2	D	45.9	D
EB TH/RT	16.8	B	11.4	B	5.6	A	13.3	B
WB LT	6.3	A	7.5	A	7.3	A	8.0	A
WB TH/RT	13.9	B	35.6	D	18.1	B	25.5	C
NB LT	40.8	D	72.7	E	37.2	D	42.7	D
NB TH	23.2	C	24.2	C	41.5	D	42.8	D
NB RT					0.3	A	0.3	A
SB LT	42.3	D	31.0	C	42.1	D	34.5	C
SB TH	10.5	B	14.0	B	42.8	D	42.3	D
SB RT					16.3	B	15.7	B
Intersection	**16.7**	**B**	**28.2**	**C**	**16.1**	**B**	**23.0**	**C**

*A Federal Categorical Exclusion was recently approved at the US 52 and I-55 Northbound and Southbound Ramp intersections to alleviate existing congestion at this location and is funded through Congestion Mitigation and Air Quality (CMAQ). The 2040 No-Build scenario modeled for this project assumes the CMAQ improvements are in place as a future, existing condition.

Table D.9 US 52 and Houbolt Road 2040 Levels of Service

Intersection Movement	2040 No Build Condition				2040 Build Condition (Capacity Improvement Alternative)			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS
EB LT	7.5	A	8.4	A	9.3	A	9.4	A
EB TH	88.0	F	45.8	D	24.3	C	34.8	C
EB RT					6.4	A	2.5	A
WB LT	30.5	C	85.6	F	31.2	C	33.6	C
WB TH/RT	9.7	A	16.6	B	13.7	B	16.4	B
NB LT	N/A				33.5	C	40.6	D
NB LT/TH	48.7	D	118.8	F	33.7	C	39.9	D
NB RT	4.9	A	18.6	B	12.4	B	17.8	B
SB LT/TH/RT	33.3	C	30.7	C	25.2	C	28.2	C
Intersection	**55.7**	**E**	**46.2**	**D**	**18.3**	**B**	**23.7**	**C**

Table D.10 US 52 and River Road 2040 Levels of Service

Intersection Movement	2040 No Build Condition				2040 Build Condition (Capacity Improvement Alternative)			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS
EB LT	24.9	C	71.2	E	16.1	B	42.2	D
EB TH/RT	75.2	E	26.7	C	24.9	C	23.3	C
WB LT	32.3	C	13.0	B	8.7	A	6.5	A
WB TH/RT	44.8	D	120.7	F	3.3	A	12.2	B
NB LT	17.7	B	34.0	C	18.0	B	25.3	C
NB TH	111.9	F	241.7	F	42.6	D	67.0	E
NB RT					6.9	A	8.9	A
SB LT	57.8	E	139.0	F	34.3	C	53.2	D
SB TH	27.0	C	112.4	F	25.6	C	34.9	C
SB RT					3.4	A	7.2	A
Intersection	**65.4**	**E**	**112.3**	**F**	**19.3**	**B**	**24.7**	**C**

Table D.11 US 52 and Brookshore Drive 2040 Levels of Service

Intersection Movement	2040 No Build Condition				2040 Build Condition (Capacity Improvement Alternative)			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS
EB LT	4.8	A	9.5	A	6.3	A	6.5	A
EB TH/RT	19.0	B	20.6	C	10.2	B	11.0	B
WB LT	9.2	A	4.1	A	2.2	A	3.2	A
WB TH/RT	8.0	A	35.1	D	3.7	A	3.6	A
NB LT	37.7	D	44.9	D	29.0	C	34.1	C
NB TH/RT	19.2	B	26.3	C	14.9	B	19.5	B
SB LT	43.6	D	51.5	D	34.0	C	39.8	D
SB TH/RT	29.3	C	31.3	C	21.8	C	22.4	C
Intersection	**16.8**	**B**	**29.0**	**C**	**9.2**	**A**	**8.5**	**A**

I-55 at IL 59
Access Project

Preferred Alternative

Appendix E – Floodplain Map

I-55 at IL 59 Access Project

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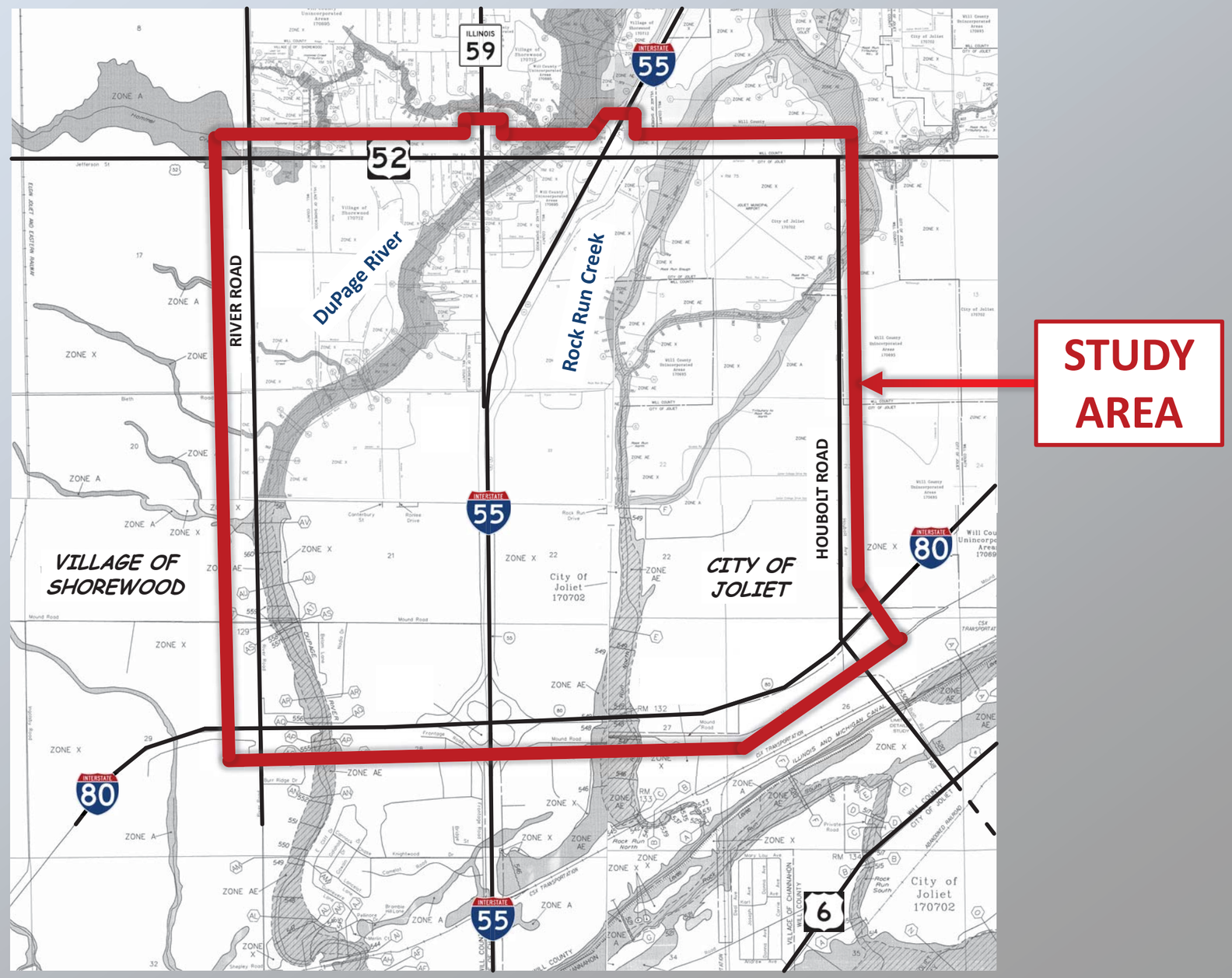
EXISTING FLOOD PLAIN MAP



I-55 at IL 59
Access Project

Preferred Alternative

Appendix F – Public Involvement Coordination

I-55 Phase I Study, from I-80 to US 52

Phase I Preliminary Engineering and Environmental Study

Public Information Meeting #1

A Public Information Meeting for I-55, from I-80 to US 52 was held on September 14, 2017, at the Joliet Junior College, Building U Auditorium, in Joliet, IL.

The following public officials and/or representatives were in attendance at the meeting:

- Larry Walsh – State Representative/District 86 and Will County Executive
- Dan Moran - Will County Board/District 3
- Don Gould – Will County Board/District 6
- Gloria Dollinger – Will County Board/District 10
- Tyler Marcum – Will County Board/ District 10
- Joseph Baltz – Troy Township Supervisor
- Jennifer Dylik – Troy Township Administrator

Media in attendance included:

- Mike Mallory – Herald News

Members of the public attended and commented about the environmental sensitivity to the Joliet Junior College natural areas, DuPage River, and forest preserves in the area. Many comments stated that the truck traffic in general in the area is too heavy and dangerous and that cut-through traffic by trucks is a problem. Traffic congestion is terrible on I-55 and US 52, I-55/US 52 interchange and the system interchange at I-80 and I-55. Comments were mixed on new east-west connections, some are in favor with more against. Several comments are concerned with the Cullinan Properties Development and are not in favor of the development and new roadways and traffic generation it will bring if constructed. Roadway noise was also cited as an issue and noise walls along I-80 and I-55 were desired. Much of the one-on-one discussion with these individuals and groups was centered on listening, taking in concerns and sensitivity, and assuring those present that the I-55 Phase I Study will follow all NEPA, CSS and EA level processes, and that the alternative analysis phase is schedule to begin in April 2018, and will include a clean slate of alternatives.

I-55 AT IL 59 ACCESS PROJECT
COMMUNITY ADVISORY GROUP
SUMMARY OF MEETING AND WORKSHOP FINDINGS
MEETING NO. 1 – OCTOBER 10, 2017 (1:00PM-3:00PM)

This was the first meeting held in a series of six Community Advisory Group (CAG) meetings scheduled to take place through 2019. Local residents and representatives of various local agencies were in attendance to share concerns and identify problems with regard to current transportation, environmental, and community related issues. The meeting consisted of introductions of each member, a power point presentation, followed by a group exercise/workshop where members met in six smaller groups. Each group developed a list of concerns and presented those concerns to the entire CAG.

Power Point Presentation

- The power point presentation was given by Knight E/A. The presentation consisted of an overview of the study area which included routes under IDOT jurisdiction as well as local roads under the jurisdiction of the City of Joliet, the Village of Shorewood, and Troy Township. The presentation also included a summary of the findings from the first public meeting held on September 14, 2017.

- The focus of the study and the study process was presented.

- The role and goals of the CAG was presented.

- The Community Advisory Group is one tool of the Public Outreach process for stakeholder involvement and Context Sensitive Solutions. Other tools for stakeholder involvement include public meetings and hearing, a project website, and project surveys. A project specific Stakeholder Involvement Plan was described and noted as available for viewing on the project website. In addition, the public can obtain updates on the progress of the project study via the project website.

- The project study schedule was presented, with emphasis on each of the three major study phases requiring federal NEPA 404 concurrence, and the timing of each of the public outreach efforts relative to development of each stage. The I-55 at IL 59 Access Project is currently in its beginning stage. Five additional CAG meetings are anticipated during the project study through 2019.

- The public meeting held on September 14, 2017, was recapped and public meeting comments were summarized. The most frequently recurring comments received at the meeting with regard to transportation and environmental issues were presented during the power point presentation, prior to the workshop breakout session.

CAG Problem Statement Workshop

- CAG attendees were assigned and split into six groups and developed a list of concerns with a theme to summarize those concerns. Each group presented their concern to the entire group for discussion. The presentations given by groups one through six are summarized below.

- Group #1 – Safety: This group highlighted safety as the main subject of their workshop discussion and presentation. The project study area has significant congestion which is the cause of accidents. Intersections of concern were identified which include US 52/ IL 59, US 52 / I-55 interchange, and I-80 / I-55 interchange. The cloverleaf interchange at I-80 and I-55 may have inadequate geometry which needs to be investigated; trucks do not have enough distance to merge onto I-80 from I-55. The group shared that adding additional lanes may help prevent weaving of vehicles which is a safety concern. There are inadequate accommodations for turning movements at some intersections. There is a lack of pedestrian accommodations especially on the west side of the project. Pedestrians need access to get over I-55.

- Group #2 – Freight: This group identified freight and truck traffic as a cause of accidents and congestion on US 6, US 52, I-80, I-55, IL 53, Houbolt Road, Larkin Avenue, Seil Road, and Mound Road. Freight traffic diverts to local roadways and causes congestion. This group shared a concern that future developments will draw more truck traffic. A suggestion was made for a dedicated truck route.

- Group #3 – Congestion and Traffic: This group identified congestion, traffic patterns, and daily commutes as a concern. The geometry at I-55 and I-80 should be studied to accommodate safer weaving of ramp traffic at the interchange. Improvements to the US 52 bridge over I-55 are suggested to accommodate pedestrians. Improvements to local roads are important to handle a potential I-55 and IL 59 interchange upgrade for additional movements. The group stated that there are a lot of other studies that have been done on local roads, and that construction and coordination between those studies are important with this project.

- Group #4 – Pedestrian and Bicycle: This group identified pedestrian and bicycle facilities as a concern. They stated that it is important to provide pedestrian access across interstates, to provide pedestrian and bicycle connections to Rock Run and other parks in the area, and to provide crosswalks and pedestrian crossing signals at intersections to provide safer conditions for crossing. A separated recreation/pedestrian path was suggested, as opposed to a widened shoulder is on-street. The high crash history, especially along US 52 is an example of the need for separated paths; introducing pedestrian and bikes to the roadway use would increase the crash potential. The group noted a concern for the lack of sidewalks on bus routes, in particular where school children are standing and waiting to be picked up in the morning before school. Public perception within the group is that the existing trails in the area are used primarily for recreational use rather than for commuting.

- Group #5 – Quality of Life: This group identified preservation of quality of life as a priority for this project. This group considers their towns to be more rural with the presence of park and river oriented locations. A focus should be placed on relieving congestion, consider the addition of more lanes along major routes. Truck traffic is a concern and is overall part of the inherent problem of congestion that is prevalent. This group identified the need for additional interchange access at Seil Road. More pedestrian and bicycle facilities are needed. The DuPage River is an asset to the community and the natural character of the entire river should be preserved throughout the project. The project should strive to save as much green space as possible. Noise is a concern and an effort should be made to reduce it.

- Group #6 – Community Character: This group identified the community character of the area within the project as a priority to be considered throughout the project study. The character of the community was described as "feels like the country but has suburban access." The positive features of the area are the access to nature, biking, canoeing, the DuPage River, forest preserves, and access to local main street type shopping that is not "big box" retail, and that access to big box type retail stores are readily accessible via the interstate system. The parks and open space are the reason many people choose to live in this area. Transportation should be a big asset but is currently a big problem and detracts from the enjoyment of the area.

- The CAG members then participated in an issues ranking exercise. The issues identified above will be considered and will become a part of the overall problem statement that will be developed and presented at the next CAG meeting in November.

I-55 AT IL 59 ACCESS PROJECT
COMMUNITY ADVISORY GROUP
SUMMARY OF MEETING AND WORKSHOP FINDINGS
MEETING NO. 2 – NOVEMBER 14, 2017 (1:00PM-3:00PM)

This was the second meeting held in a series of six Community Advisory Group (CAG) meetings scheduled to take place through 2019. Local residents and representatives of various local agencies were in attendance to share concerns and identify problems with regard to current transportation, environmental, and community related items within the study area. The meeting consisted of a power point presentation followed by a group exercise/workshop. The presentation portion of the meeting included a summary recap of the first CAG meeting's presentation and workshop, summary results from the Community Context Audit / Project Survey (over 300 respondents), Draft Problem Statement and Draft Purpose and Need. Following the presentation, members met in four smaller groups for the workshop portion. The first workshop activity focused on defining criteria most important to the stakeholders for consideration when creating and evaluating potential alternatives. The second workshop activity included both group and individual stakeholders in brainstorming of possible concept elements that they felt would be of benefit to the study and address the primary project needs.
The next meeting is targeted for February 2018.

Power Point Presentation

- The power point presentation was given by Knight E/A. The presentation consisted of an overview of the CAG #1 presentation and workshop. In addition the Community Context Audit / Survey results were presented along with a draft problem statement and a draft purpose and need.

- During the previous CAG meeting held in October, six groups presented a list of concerns after a workshop. The concerns of each group were summarized during the power point presentation.

- The project study group is currently meeting with the six surrounding communities in and adjacent to the study area to obtain additional information about their community plans. The municipalities include the City of Joliet, Village of Shorewood, Troy Township, Village of Channahon, Village of Plainfield, Village of Minooka and the Will County Center for Economic Development. The information obtained will be used in conjunction with the Chicago Metropolitan Agency for Planning (CMAP) socio-economic data to assist in forecasting future traffic projections.

- The community context audit / survey results of 22 questions were presented during the meeting. More than 90% of the community feels that the traffic congestion level is moderate or higher. Regarding improved access to the I-55/IL59 interchange 64% of survey respondents feel that it would provide a great deal of benefit. Additional information and the results for each question are available on the power point presentation slides provided on the project website.

- The draft problem statement was presented at the meeting. The statement is divided into three parts; the first is the land use areas served by the project, second is the specific transportation problems identified throughout the project, and the third is for other considerations of the project such as community character and bicycle and pedestrian facilities.

- After the draft problem statement was read there was an open question and answer session. The following questions and concerns were raised:

    1. Agricultural land use should be added to the problem statement because some of the open space is still being utilized for farming.
    2. A question was received why I-80 is not directly noted as a focus transportation issue to solve; a response was provided that both IDOT and the City of Joliet have current and on-going studies along I-80. The project study team will be coordinated with the adjacent studies.

3. The problem statement identifies a desire to address truck traffic along local and residential routes; a discussion followed regarding adjacent communities working together on signing, monitoring, enforcing, maintaining and possibly regulating trucks on local roads.

- The draft purpose and need statements were presented at the meeting. Technical need points were explained and those identified for this project were noted as Improve Regional Mobility and Local Connectivity, System Linkage, and Support of Growth and Economic Development. System indicators of network operations such as Level of Service were presented.

Breakout Session Workshop Part I
Alternatives Analysis Evaluation Criteria Elements and Importance

Following the power point presentation there was a breakout session / workshop which consisted of four groups. The groups discussed evaluation criteria, which is the instrument in which an alternative is measured to determine the advantages and disadvantages and to compare with other alternatives. The suggestions provided by each group are summarized below.

- Group #1 – Use existing improvements that have already been constructed, consider compatibility with adjacent planned improvements, avoid disturbance of residential areas, consider noise impacts and multi-modal benefits, and protect critical environmental resources (i.e. DuPage River and fen located on Joliet Junior College).

- Group #2 – Consider cost of improvement, land acquisition and business displacements. Improve economic development and avoid utilities and pipelines.

- Group #3 – Consider impacts with I-80, full access at IL 59 and Seil Road while addressing local traffic issues, widen US 52 over I-55 and add pedestrian and bicycle facilities. Widen bridges at river crossings and improve the level of service.

- Group #4 – Safety is always important and should always be included for all alternatives, congestion relief / improve LOS and keep freight traffic from using local roads.

Breakout Session Workshop Part II
Brainstorming of Criteria Elements and Importance

Following Part I of the workshop, the individual stakeholder and the groups collaborated on the brainstorming of possible concept alternatives that they felt would be of benefit to the study and to address the primary project needs. The concepts were drawn on large scale map exhibits and collected at the conclusion of the meeting. These concepts will be reviewed by the project study team and will be presented at the next CAG meeting targeted for February 2018.

I-55 AT IL 59 ACCESS PROJECT - COMMUNITY ADVISORY GROUP
SUMMARY OF MEETING AND WORKSHOP FINDINGS
MEETING NO. 3 – MARCH 15, 2018 (1:00PM – 3:00PM)

This was the third Community Advisory Group (CAG) meeting. The last CAG meeting was held on November 14, 2017. Local residents and representatives of various local agencies were in attendance to share concerns and identify problems with regard to current transportation, environmental, and community related items within the study area. The meeting consisted of a PowerPoint presentation followed by a group exercise/workshop. The presentation portion of the meeting included a summary recap of the second CAG meeting which included; community context audit / survey results, draft problem statement, and the project's Purpose and Need. The presentation also recapped the second meeting's workshops that were held to facilitate alternatives analysis evaluation criteria and brainstorming possible alternative solutions that will address the project needs. The presentation explained the travel demand model being used to forecast traffic volumes for different build conditions and provided an update of the environmental surveys completed to date. Following the presentation, members met in three groups for the workshop portion of the meeting. The first workshop group focused on interchange alternatives at IL 59 and I-55. The second workshop group focused on east-west connector alternatives, and the third group focused on route capacity improvement alternatives. After about 20 minutes each group rotated so everyone could participate in each of the three alternatives groups. Comments and concerns from each group were documented. After the workshop discussions were completed, the comments and discussion topics from each group were presented to the entire community advisory group.

PowerPoint Presentation

- Various comments were set aside or "parked" at the last CAG meeting in November, which were revisited during CAG #3. These parked comments and their dispositions are listed below:
  1. Truck traffic enforcement – Concerns were expressed regarding the enforcement of freight and semi-truck restrictions. Enforcement related issues should be communicated to the appropriate law enforcement agencies.
  2. Dedicated truck lanes – Will County is currently developing a Long Range Transportation Plan that is being reviewed by CMAP which identified and considers potential dedicated truck routes.
  3. Review of local plans – More information was requested by residents where there is growth and development. Links were provided at CAG #3 to websites for local growing communities where information can be obtained on community development.

- Two other project studies that overlap with this project's study area were presented at the meeting. IDOT hosted a public meeting for I-80, from Ridge Road to US 30, on January 31, 2018. Within that study, a preferred alternative was presented, which included a flyover ramp for southbound I-55 traffic onto eastbound I-80 to reduce truck weaving and congestion relief and capacity improvements with a widening of I-80 from 4 lanes to 6 lanes between I-55 and Houbolt Road. A second study was also identified by the City of Joliet and IDOT proposing a Diverging Diamond Interchange at I-80 and Houbolt Road.

- The project Purpose and Need was presented at the meeting. The purpose is: "To provide an efficient transportation facility for both interstate travel and for the regional and local roadway network accommodated by and affected by access to and from I-55 for existing and future transportation needs."
  Project needs determined by the technical evaluation include:
  1. Improve regional mobility and local connectivity 2. Improve system linkage.

  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. The first focus area of this project need 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 this western Will County area resulting in a robust traffic volume growth of 30% or more along routes within the study area by Year 2040. The second focus area for this project need looks at the roadway capacity to accommodate traffic; both how traffic passes both through the study area from one end to another, as well as travel starting and ending within the project study area.

  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 US 52 interchange at I-55 is the only full access interchange located between US Route 6 and US Route 30. Because of the 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 Rd interchange is a high priority to them and noted the lack of available pedestrian and bicycle crossing accommodations over I-55.

- The approach and methodology of the travel demand modeling was presented to project stakeholders. A four step model was used to analyze existing conditions and 2040 conditions. First, existing conditions are compared to year 2040 No-Build conditions. Next, 23 Build conditions were ran and compared to the 2040 No-Build conditions to determine where improvements are needed, and what Build alternates will address project needs. Large traffic growth is projected under the No-Build condition on Seil Road, Mound Road, and US 52 due to background population growth and available undeveloped land to the west of I-55. General findings from the travel demand modeling build conditions were summarized and presented.

- A status update was provided regarding the environmental surveys completed to date. Environmental constraints will be considered and an updated environmental inventory map was made available during the CAG workshop. Alternatives that provide the best travel performance while minimizing impacts to sensitive environmental resources are likely recommended to be carried forward.

- Due to the size of the project study area and the complex range of improvements which could be considered both as stand-alone improvements or combined improvements, the alternatives were divided into three distinct categories:
    1. Interchange alternatives: Six interchange types were evaluated at I-55 and IL 59.
    2. East-West connector alternatives: Nine east-west connector alternatives were evaluated.
    3. Route Capacity Improvements: Alternatives were presented for US 52, Seil Road, and Mound Road.

- Alternates were recommended for continued study or recommended for elimination for further study based on the primary following criteria:
    1. Effectiveness of traffic systems and operations
    2. Major utility impacts / conflicts
    3. Environmental Resources
    4. Cost

Breakout Session Workshop

Following the PowerPoint presentation a breakout session / workshop consisting of three groups was held. The groups provided comments and concerns regarding the three categories of alternates to be evaluated. Comments from each group are summarized below:

- **Group #1 Interchange Alternatives**

  Interchange Alternate I-1: Does the interchange connect E/W, and how does it impact local residents? What is the value to collector/distributor exit to IL 59? The interchange is too confusing and might increase truck traffic on local roads. Access for first responders east of the highway is a concern.

  Interchange Alternate I-2: This option seems simpler and cheaper. Is the Interchange at Seil really needed? Some in the group do not want a full interchange. This interchange is easier to follow than Interchange Alternate I-1. This alternative is the simplest to allow for the new development of land. The lengths of the entrance and exit ramps are a concern. The potential traffic back up at signals is a concern.

  Interchange Alternate I-6: This alternative helps draw traffic away from the Fen and County Farm Road. Alternative I-6 appears to improve interstate access without impacting local roads and allows for fluid traffic flow. Another group also reiterated that this alternative does not draw traffic near the forest preserve or the fen. Some have a concern about east–west connectivity with this alternative. This alternative appears to require more land and land acquisition which may be an issue. There is some concern about Seil Road and IL 59 impacts with the added ramps, including congestion to local roads and the southern part of study area. Connectivity to regional system was a concern and is dependent on which E-W alternative is selected as the preferred.

- **Group #2 East-West Connector Alternatives**

  EW-1: Feedback generally was positive, which included that the design is good and does not dead-end into Houbolt Road. The stakeholders liked the use/expansion of an existing facility and the widening of current crossings of environmental features better than a new crossing.

  EW-2: Has major environmental impacts and the group strongly supports the recommendation to dismiss for further study.

  EW-2, EW-3, and EW-4: All of these alternatives have similar impacts to natural resources and the group agreed with the study's team recommendations to eliminate these alternates from further study.

  EW-6: Members asked if the development to the west would be allowed to connect to this alternative. Some members felt that this alternative would feed development at I-55 and I-80, and may connect to Interchange Alternate I-6 shown and discussed in Group #1. This alternative was found to be generally more desirable because it is farther from homes and does not impact college and residential neighborhoods as much. Similar to EW-1, stakeholders were favorable to use of and the extension of an existing industrial street over construction of a new street.

  General: Some group members favored alternates that use existing roads, primarily EW-1. There were questions on traffic speeds and speed limits. How much relief will the improvements provide? Comments included that east-west connection improvements will benefit development and not commuters. There was concern about improvement impacts on collector streets and freight trucks.

- **Group #3 Route Capacity Improvement Alternatives**

  US 52 – Impacted businesses were a concern to some and was not considered a constraint by others. Many members of the group liked the alternative in which US 52 is widened all the way to River Road. The US 52 / I-55 Single Point Urban Interchange alternative appeared to be good option but was noted by others as more costly. Participants liked the longer left-turn bays and dual left-turn lanes, which would likely accommodate truck, turn capacity. Houbolt Road, south of US 52, currently has a lot of intersections and traffic signals which are a concern. Traffic builds up at I-55 / US 52 and capacity improvements at this location would be of benefit, and some stated that the improvements may make a need for an east-west bridge not necessary.

  Seil Road – Many are concerned that there is no pedestrian access over the DuPage River. Are trucks prohibited on the bridge? Some stated they liked the roundabout over traffic signals and felt roundabouts would be more compatible with the neighborhood feel in the area. Some were concerned that trucks would get stuck in the roundabouts and block the road. Cost is important and should be considered. The four lane alternative is not realistic for this type of area. Who will be paying for the improvements? IDOT explained that funding would be a combination of local and federal money. Many were concerned with the induced demand that would be created when Seil Road is widened to 4 lanes, and feel Seil Road would become an "expressway" of traffic through the neighborhoods. The Green River trail currently crosses the DuPage River on the Seil Road as an on-street shared lane and would need to be incorporated with any alternative. A separate pedestrian lane or bridge (off-street path) is desired.

  Mound Road – Many noted that there is a proposed warehouse in the area that would be in conflict with many of the alternatives presented. Truck access is currently needed and will be necessary in the future for this development. The nature of the neighborhoods needs to be considered. Which alternate has the least impact on quality of life? The group concurred with the evaluation matrix impacts that emergency response vehicle access needs to be a priority consideration for the Camelot residential subdivision. There was concern with the "landing points" or location where the elevated portion of the roadway needed for a bridge would meet the existing roadway and the impact this would have to surrounding businesses. Others mentioned the undesirable closely spaced intersections shown on the M-1 alternative.

I-55 Phase I Study, from I-80 to US 52
Public Meeting #2 Summary
April 11, 2018 / Joliet Junior College, Building U Auditorium Joliet, IL

The following is a summary of Public Meeting #2 for the I-55 at IL 59 project. Overall the meeting went well. There was support and opposition to new access along I-55. Generally the public agreed with the recommendations on the alternatives to be carried forward and those recommended for elimination from further study. Officially 140 people signed-in, and an estimate of 170 people were in attendance.

The following public officials and/or representatives were in attendance at the meeting:

- Don Gould – Will County Board/District 6
- Gloria Dollinger – Will County Board/District 10
- Joseph Baltz – Troy Township Supervisor
- Jennifer Dylik – Troy Township Administrator

The following agencies and interest groups (as identified in sign-in sheets) were represented at the meeting:

- Steve Jones – City of Joliet / Deputy City Manager
- David Hales – City of Joliet / City Manager
- Jim Trizna – City of Joliet
- Matt Novander – Forest Preserve District of Will County
- Stephen Blount – Grace Bible Church
- Dominic Orlando – Joliet Plan Commission
- Christian Turner – Pace Suburban Bus
- Andy Doyle – Troy Township Fire Protection District
- Keith Ogle – Village of Frankfort
- Chris Drey – Village of Shorewood/Public Works Supervisor
- Karen James – Village of Shorewood
- Roger Barrowman – Village of Shorewood
- Lee Witkowski – Will County Audubon Society
- Ruth Meyer – Will County Audubon Society
- Christina Kupkowski – Will County Division of Transportation
- Elaine Bottomley – Will County Government League

Media in attendance included:

- Bob Okon – Herald News
- Nick Reiher – Farmers Weekly Review

Members of the public were pleased to see that many of the east-west alternatives through sensitive environmental resources are being recommended for elimination from further study. Much of the one-on-one discussion with these individuals and groups was centered on listening, taking in concerns and sensitivity, and assuring those present that the I-55 Phase I Study will follow all NEPA, CSS and EA level processes. For the interchange alternatives, comments received were generally in favor of I-6, the diverging diamond interchange at IL 59 and I-55, as it kept the interchange away from Seil Road and County Farm Road. While some liked the simple layout of the I-2 interchange alternative (Joliet Regional Gateway Study), many others were concerned with a new bridge over I-55 connecting Seil Road to County Farm Road and the concern of additional trucks on these roadways. The overwhelming majority of attendees agreed with the dismissal of all the Mound Road alternatives. For the Seil Road alternatives, the majority opposed the 4-lane (add-lane) alternative through the residential neighborhood. Many stated that this alternative would result in additional illegal truck traffic and added traffic through the neighborhood, and would disrupt the natural areas along the DuPage River and around Seil Road Park. The overwhelming majority favored the roundabout options at the DuPage River stating that this alternative was more compatible with the neighborhood feel and would further discourage speeding and illegal trucks from utilizing Seil Road.