

# WELCOME



## **I-55 at IL 59 Access Project**

### **COMMUNITY ADVISORY GROUP MEETING #4**

Joliet Junior College  
July 16, 2018



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### OUTLINE / AGENDA

- Recap of CAG #3 Presentation and Workshop
- Summarize Public Meeting #2
- Alternatives to Be Carried Forward
- NEPA / Federal Resource Agency Review
- Present Recommendations for Preferred Alternative
- Workshop

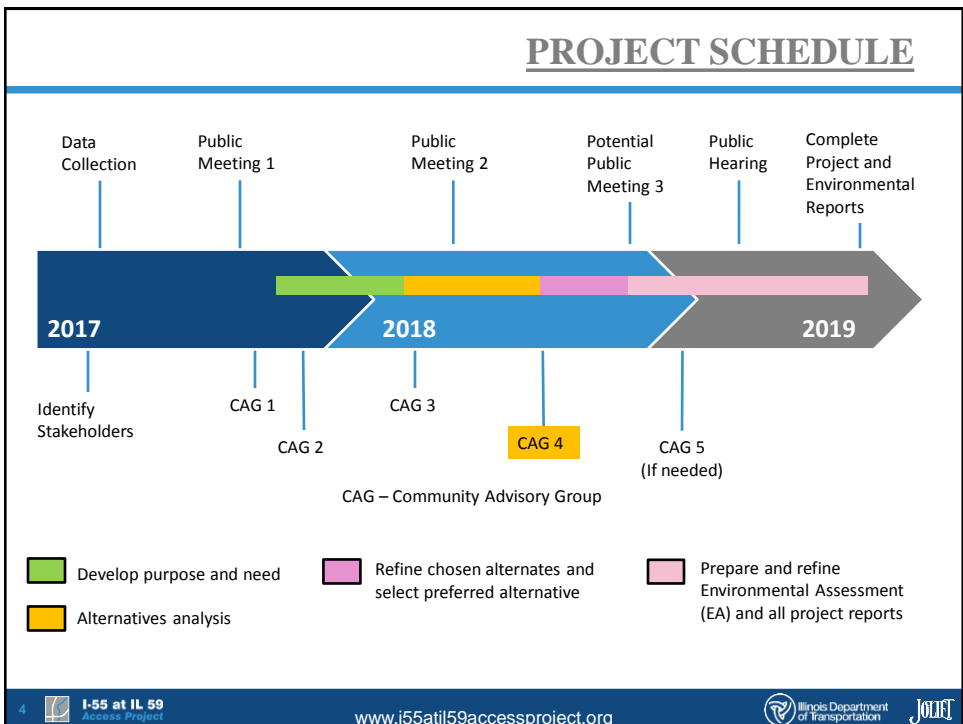
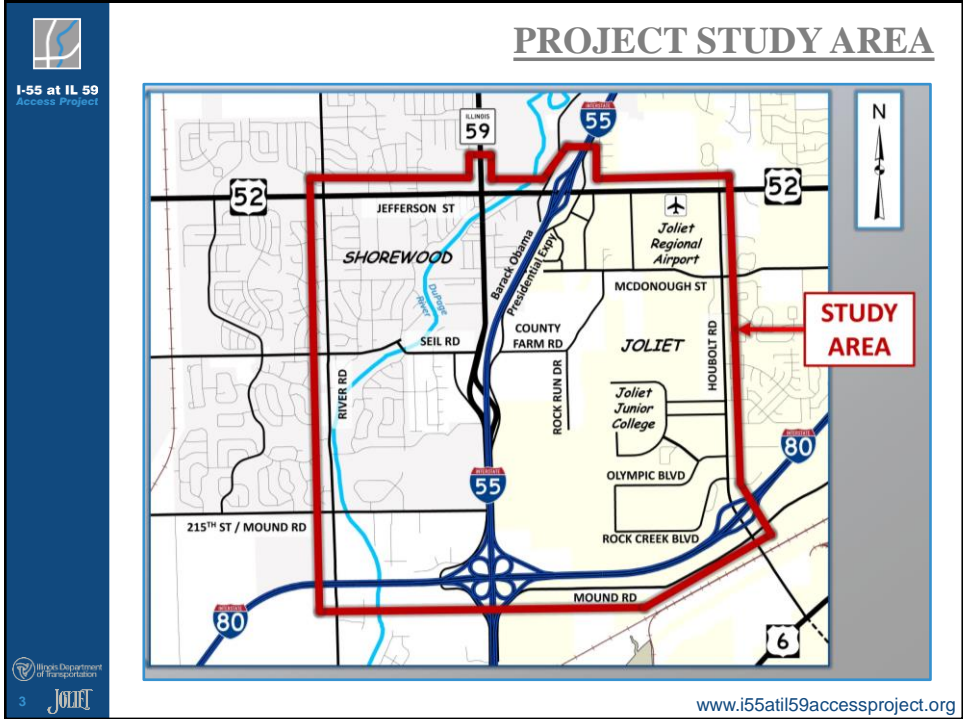


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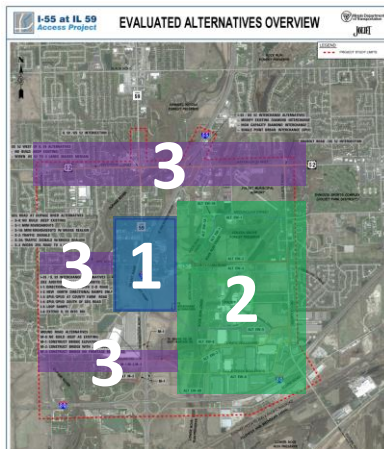
## RECAP OF CAG #3 PRESENTATION

- Review of CAG #2 presentation and workshop
- Other studies/projects in the area
- Review of the Purpose and Need
- Travel demand modeling results
- Alternative analysis evaluation process
- Potential environmental impacts



## RECAP OF CAG #3 WORKSHOP

### Workshop - Introduction & Review of Alternatives



Three workshop groups rotated among each of the Category Areas

- 1) **Interchange Alternatives**
- 2) **East-West Connector Routes**
- 3) **Capacity Improvement Alternatives**

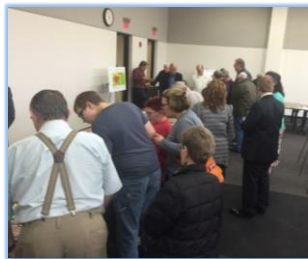


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## PUBLIC MEETING #2 SUMMARY

### Held April 11, 2018

- Attended by more than 140 people
- Presented recommendations of alternatives to be carried forward or dismissed from further study
- 11 formal written comments received
- Numerous comments provided on the exhibits



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## ALTERNATIVES TO BE CARRIED FORWARD



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### Alternatives To Be Carried Forward

Interstate 55 from I-80 to US 52

May 2018

FAI 55, Will County  
Job No. P-91-132-17



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## INTERCHANGE ALTERNATIVES

**Six interchange types  
(I-Designations)  
detailed / evaluated**

**3 of 6 Interchange Alternatives  
were recommended for further  
study**

- I-1 (I-55 C-D Roadway System)
- I-2 (New North Directional Ramps)
- I-6 (IL 59 at I-55 Diverging Diamond Interchange)

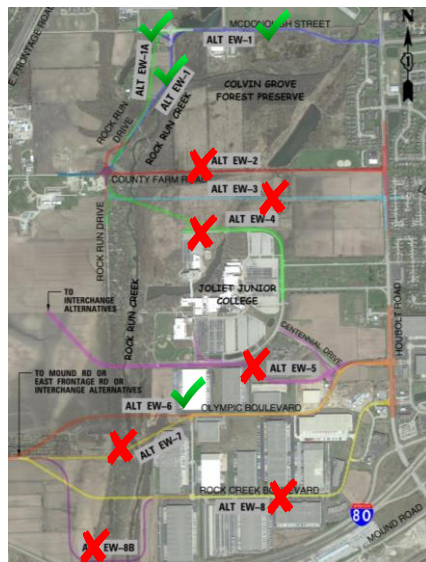


## EAST – WEST CONNECTOR ALTERNATIVES

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

**2 of 9 East-West Connector  
Alternatives recommended for  
further study**

- EW-1/1A/1B  
(County Farm Road/Rock Run Drive  
and McDonough Street Improvements)
- EW-6  
(Olympic Boulevard Extension)



## CAPACITY IMPROVEMENT ALTERNATIVES

### US 52 (Jefferson Street)



**Two US 52 Alternatives Carried Forward For Further Study**

**Alternative 1 – IL 59 to Houbolt Road:**

- Intersection Improvements at US 52 / IL 59 and US 52 / Houbolt Road
- Modified Diamond Interchange US 52 / I-55
- Access Control with raised, curb median

**Alternative 2 – River Road to Houbolt Road:**

- Improvements included in Alternative 1
- Add-Lane from River Road to IL 59



## CAPACITY IMPROVEMENT ALTERNATIVES

### Seil Road

**COLOR KEY**

- Alternatives S-1/1A, S-2/2A: **Blue Only**
- Alternative S-3: **Pink and Blue**



**I-55 / IL 59 SEIL ROAD ALTERNATIVES**

- S-0: NO BUILD (KEEP EXISTING)
- S-1: MINI ROUNDABOUTS
- S-1A: MINI ROUNDABOUTS WITH BRIDGE REALIGNMENT
- S-2: TRAFFIC SIGNALS
- S-2A: TRAFFIC SIGNALS WITH BRIDGE REALIGNMENT
- S-3: WIDEN SEIL ROAD TO 4 LANES BETWEEN RIVER ROAD AND IL 59

**All Alternatives Carried Forward**

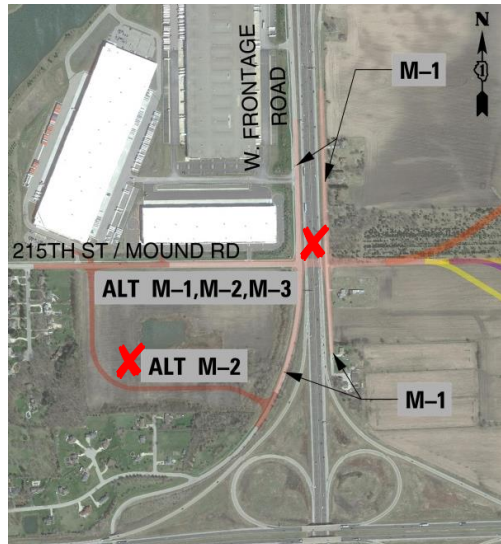


## CAPACITY IMPROVEMENT ALTERNATIVES

### Mound Road West of I-55

**X All Build Alternatives Dismissed from Further Study**

- The existing Mound Road “no-build” condition is recommended to remain.



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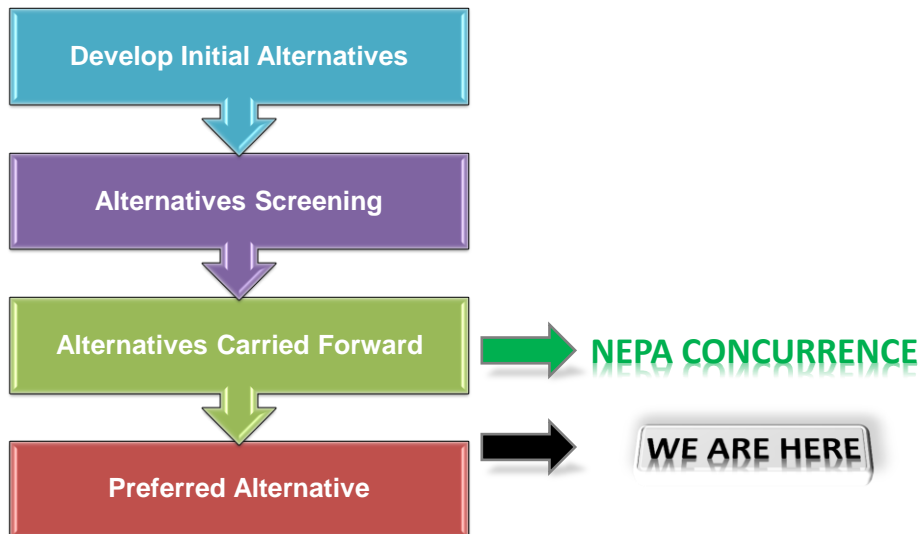
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## ALTERNATIVES ANALYSIS



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## RECOMMENDED PREFERRED ALTERNATIVES

### Anticipated category alternatives to be incorporated into the preferred alternative

- I-6 (IL 59 at I-55 Diverging Diamond Interchange)
- EW-6 (Olympic Boulevard Extension)
- S-1 (Seil Road Mini-Roundabouts at Raven Rd & States Ln)
- US 52 River Road to Houbolt Road Capacity Improvements
  - Add Lane – IL 59 to River Road
  - Access Control with Raised Median
  - US 52/IL 59 and US 52/Houbolt Road Intersection Improvements
  - I-55 at US 52 Interchange Improvements



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## RECOMMENDED PREFERRED ALTERNATIVES

### Interchange Alternative I-6 (Diverging Diamond at I-55 / IL 59)



#### LEGEND

- EXISTING BRIDGE TO REMAIN
- PROPOSED BRIDGE
- FUTURE NORTHBOUND THIRD LANE (WHEN TRAFFIC WARRANTS)
- LANDSCAPE (GRASS) MEDIAN
- DELINEATED WETLAND
- SHARED-USE PATH



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## RECOMMENDED PREFERRED ALTERNATIVES

### WHY Interchange Alt I-6?

- Accommodates projected traffic demand and provides acceptable traffic operations for all movements.
- The interchange alternative most supported at the CAG & Public Meeting.
- Accommodates east-west connectivity over I-55.
- Utilizes the existing bridge constructed in 2008-2009.
- Avoids impacts to operations and expansion plans of major gas pipeline, a key advantage over I-1 and I-2 alternatives.
- Moderate comparative construction cost to other alternatives. I-1 is considerably more costly while I-2 was slightly less costly.



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## RECOMMENDED PREFERRED ALTERNATIVES



### East-West Connector Alternative EW-6 (Olympic Boulevard Extension)



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## RECOMMENDED PREFERRED ALTERNATIVES

### WHY East-West Connector Alt EW-6?

- Passes through the Forest Preserve District of Will County and City of Joliet Conservation Easement for transportation purposes.
- Does not encroach on another Forest Preserve or the Joliet Junior College Natural Areas.
- Utilizes existing infrastructure, an already wide, industrial street with low average daily traffic.
- The EW alternative south of JJC with the least wetland impacts.
- Alternative received positive feedback both in the CAG & Public Meeting.
- Provides for adequate distance from the planned I-80 / Houbolt Road diverging diamond interchange.
- Accommodates projected traffic demand and provides acceptable traffic operations for all movements.



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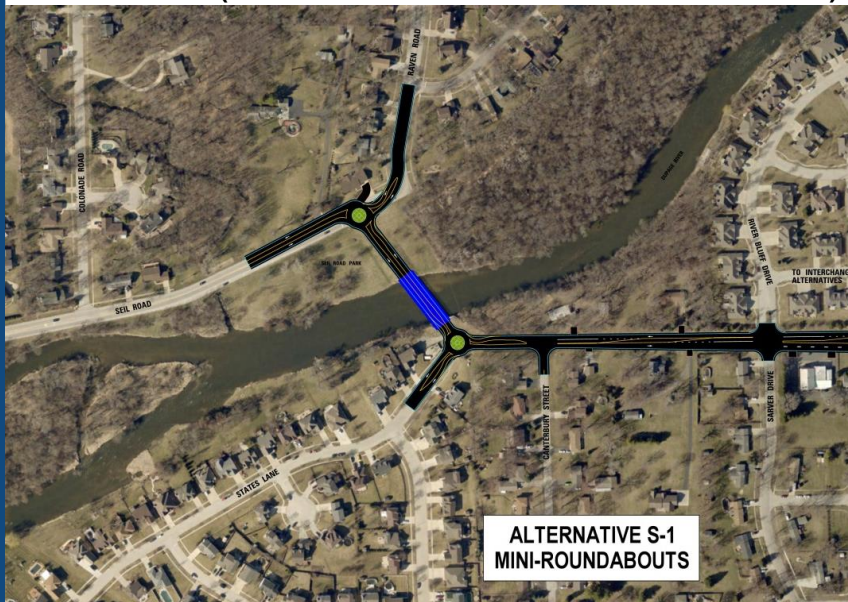
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## RECOMMENDED PREFERRED ALTERNATIVES

### Seil Road S-1 (Mini-roundabouts at States Lane & Raven Road)



**ALTERNATIVE S-1  
MINI-ROUNDBOUTS**

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## RECOMMENDED PREFERRED ALTERNATIVES

### WHY Seil Road Alternative S-1?

- Provides acceptable traffic operations for the 2040 no-build (20,000 ADT) and build (23,000 ADT) projected traffic on Seil Rd.
- Received substantial stakeholder support over S-2 (traffic signals) and S-3 (add-lane) alternatives at both CAG and Public Meeting.
- Mini-roundabouts better discourages illegal truck traffic.
- Minimizes impacts to Seil Road Park.
- Lowest comparable costs when compared with the other alternatives.
- Prevents induced travel demand; alternative S-3 (add-lane) attracts up to +14,000 ADT over the no-build condition.



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## RECOMMENDED PREFERRED ALTERNATIVES

### US 52 From River Road to Houbolt Road



★ ALTERNATIVE RECOMMENDED TO BE  
CONTINUED FOR FURTHER STUDY



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## RECOMMENDED PREFERRED ALTERNATIVES

### **WHY US 52 Alternative River Road to Houbolt Road?**

- Addresses existing and anticipated capacity deficiencies along US 52.
- Add-lane west of IL 59 keeps average daily traffic volumes on Seil Road and Mound Road manageable as development west continues.
- Introduces a raised median and access control to provide additional mobility and improve safety; a third through lane is not possible due to limited right-of-way.
- Adds a westbound auxiliary lane between IL 59 and the I-55 southbound exit ramp to keep queues manageable and prevent blockage of the I-55 interchange.
- Provides additional storage capacity and turn lanes that improve operations and control queues at the I-55 / US 52 interchange while minimizing impacts to adjacent properties with limited right-of-way.



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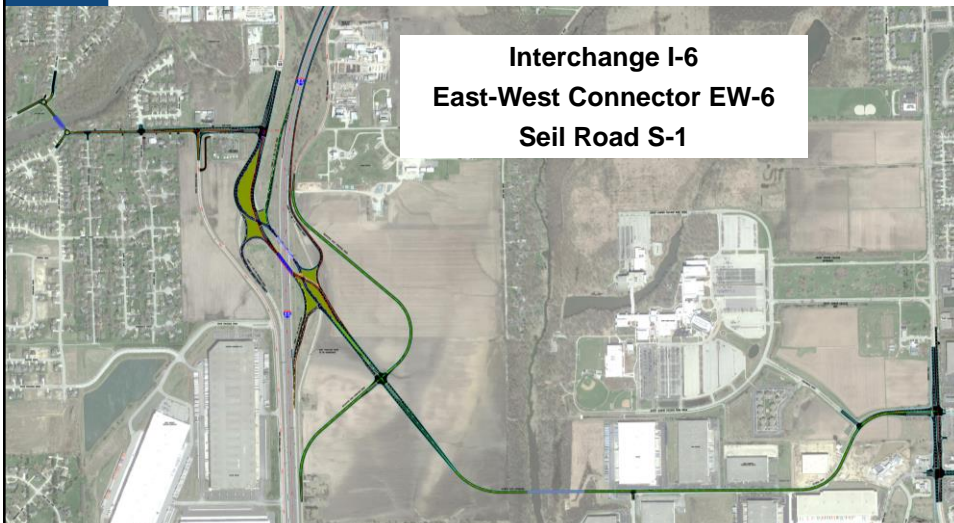
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## RECOMMENDED PREFERRED ALTERNATIVE

**US 52 From River Road to Houbolt Road**

**Interchange I-6  
East-West Connector EW-6  
Seil Road S-1**





## WORKSHOP

### Recommended Preferred Alternative

#### THREE WORKSHOP SESSIONS

1. Bicycle and Pedestrian Accommodations
2. Environment and Concerns
3. Summary of Group Comments

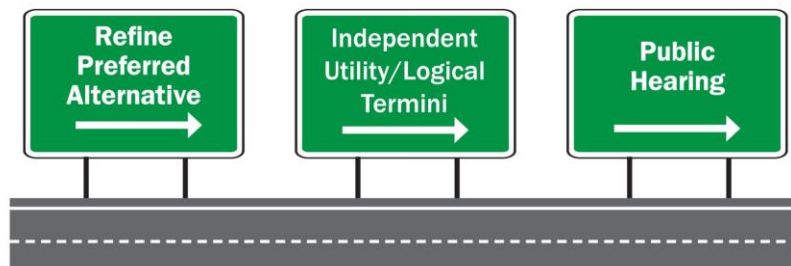


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## NEXT STEPS

### What's Next?



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# THANK YOU

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