

# Potential I-55 Improvements at Airport Road and at IL Route 126/Essington Road

Community Advisory Group

Meeting #2

July 19, 2011

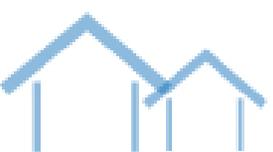




# Introductions



***CAG Members***





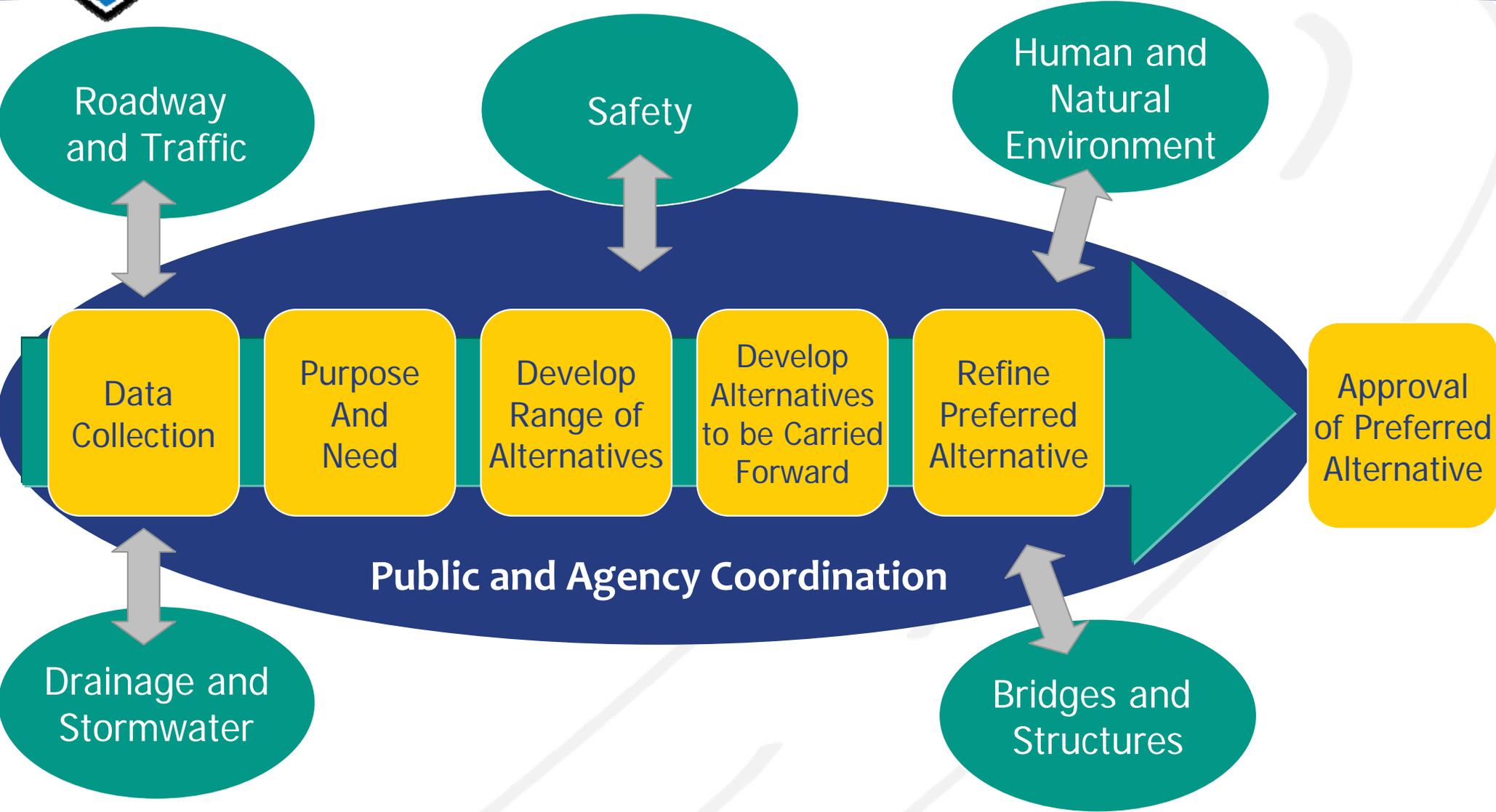
# Meeting Agenda

- Project Status Update
- Data Collection
- Problem Statement
- Recap and Next Steps
- Engineering Toolbox
- Open to Public Comments





# Phase I Study Process





# Project Schedule

STUDY PROCESS BEGINS (OCTOBER 2010)

Context Inventory & Existing Conditions Analysis

- Project Introduction with Villages
- CAG #1 - Inventory Project Context
- CAG #2 - Problem Statement

PUBLIC INFORMATION MEETING

February 22, 2011

Alternative Development

- CAG #3 - Purpose & Need, Alternative Development and Evaluation Measures

PUBLIC MEETING

Summer 2011

**WE ARE HERE**

- CAG #4 - Present Feasible Alternatives & Evaluation Measures
- CAG #5 - Present Alternative Evaluation/Alternatives to be Carried Forward

Summer 2012

Preferred Alternative

PUBLIC MEETING

- CAG #6 - Comments on Preferred Alternative from PM

Spring 2013

PUBLIC HEARING

STUDY CONCLUDES - PREFERRED ALTERNATIVE GENERAL AGREEMENT (2013)





# CAG Meeting #1

## Meeting objectives:

- Review Public Input Process
- CAG ground rules
- Introduced Context Sensitive Solutions
- CAG goals

## Began to define Community Context

- Public Meeting comments
- Original Context Community Context Audit results
- Facilitated discussion – Is there a need for improved access to I-55 - What community context should be considered





# Is there a need?

*Is there a need for improved access to I-55  
Between US Route 30 and Weber Road?*

*Why or Why Not?*

Reasons "Why Not":

- May increase traffic hazards to school children on local roads
- May negatively impact local roadways
- Not sure how improvements at Weber Road may relieve current congestion issues





# Is there a need?

The clear majority answered "yes"

Reasons "Why":

- Better I-55 access is needed for the surrounding communities
- Existing congestion is very heavy
- Currently it is very difficult to travel North/South at certain times of the day
- To facilitate development of businesses and new residences





# Is there a need?

Reasons "Why" continued . . . .

- Weber Rd congestion is terrible and has negative effects to local businesses, residents and commuters
- Need better access to I-55 Northbound/Southbound
- Would improve safety by opening up routes for emergency responders
- Improves safety by relieving congestion on Weber Rd





# Community Context

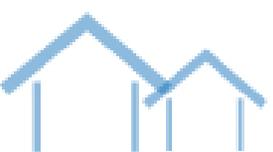
*If access improvements such as new interchanges are to be evaluated as part of this study, what are the community values, environmental resources and economic interests that need to be considered in this evaluation?*





# Community Context

Community Values	Environmental Resources	Economic Interests
Recreational areas, parks including Four Seasons park	Wetlands and waterways	Access promotes economic development
Improved residential access	Noise and air pollution impacts	Reduction in traffic will improve the business environment
Preserve neighborhood identity	Impact to the Natural Habitat	Negative and positive effect to property values
Safety is a priority	Forest Preserves	Provides more opportunities for businesses
Buffer zones for residential areas	Soil Contamination	Cuts down on travel time and gas costs
Reduce noise and air pollution in residential areas	Natural areas	Provide solutions for projected increased traffic volumes
School safety in the area of 135 <sup>th</sup> and Essington should be considered	Lily Cache Creek	Allow for economic development on west side of I-55 and along 143 <sup>rd</sup> Street
Preserve historical resources at 143 <sup>rd</sup> , historic farmstead & quarries	Create bike paths, sidewalks and use landscaping	Opposition to increased truck traffic along Lockport Road.
Improve feel of downtown Plainfield by alleviating traffic through the downtown		Without free flowing roadways, an accident can shut down Weber and hurt local businesses
Reduce traffic in older neighborhoods		Improves economic opportunities for small businesses
Improved access improves the quality of life but may provide more access for crime		Economic opportunities increase with improved truck routes
Minimize negative impacts to residents		Better access brings bigger/more companies and provides for jobs and an improved tax base





# Community Context Audit

Focused on 5 areas:

- Regional Mobility
- Community Resources
- Infrastructure Features
- Economic Development
- Natural Resources

To determine what issues should be addressed by the project and what community context should be preserved or enhanced

**Potential I-55 Improvements**  
AT AIRPORT ROAD AND AT IL 126/ESSINGTON ROAD

**COMMUNITY CONTEXT AUDIT**

Your feedback is vital. Please assist the study team in assessing the need for and purpose of potential interchange access improvements to I-55 between the existing interchanges located at IIS Route 30 and Weber Road. It is intended that any interchanges improvements will provide access to I-55 traveling in both the north and southbound direction. Written comments where indicated are welcome.

**Regional Mobility**

1. Please circle the characteristic(s) that best describe members of your household. (Circle all that apply)

You Reside In	You Work In	You Attend School In
Romeoville	Romeoville	Romeoville
Bolingbrook	Bolingbrook	Bolingbrook
Plainfield	Plainfield	Plainfield
Will County	Will County	Will County
Other _____	Other _____	Other _____

2. How frequently do you travel on I-55?

Daily	1-2 times per week	Less
3-4 times per week	Once every 2 weeks	

3. Why do you travel on I-55?

Commute to work	School	Visiting Family/Friends
Shopping	Business Travel	Other _____

4. Where do you get on I-55 and how often do you experience traffic congestion or delays at that location?

At Weber Road	At Essington/IL 126	At Route 30
Every time	Every time	Every time
Most of the time	Most of the time	Most of the time
Some of the time	Some of the time	Some of the time
Rarely	Rarely	Rarely
Never	Never	Never

Comments: \_\_\_\_\_

5. What area roads do you use to travel to and from the I-55 interchanges listed in the prior question? \_\_\_\_\_

6. Do you have safety concerns at these existing interchange locations? (Circle all that apply)

At Weber Road	At Essington/IL 126	US Route 30
Please Explain: _____		

7. Please estimate how much time the congestion and delay adds to your travel time. \_\_\_\_\_

8. Do you feel that new access or full access at these locations would benefit you? (Circle all that apply)

New Interchange at 143rd Street	Not at all	Somewhat	A great deal
New Interchange at Airport Road	Not at all	Somewhat	A great deal
Full access Interchange at IL 126/Essington Rd.	Not at all	Somewhat	A great deal

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# Results of Context Audit

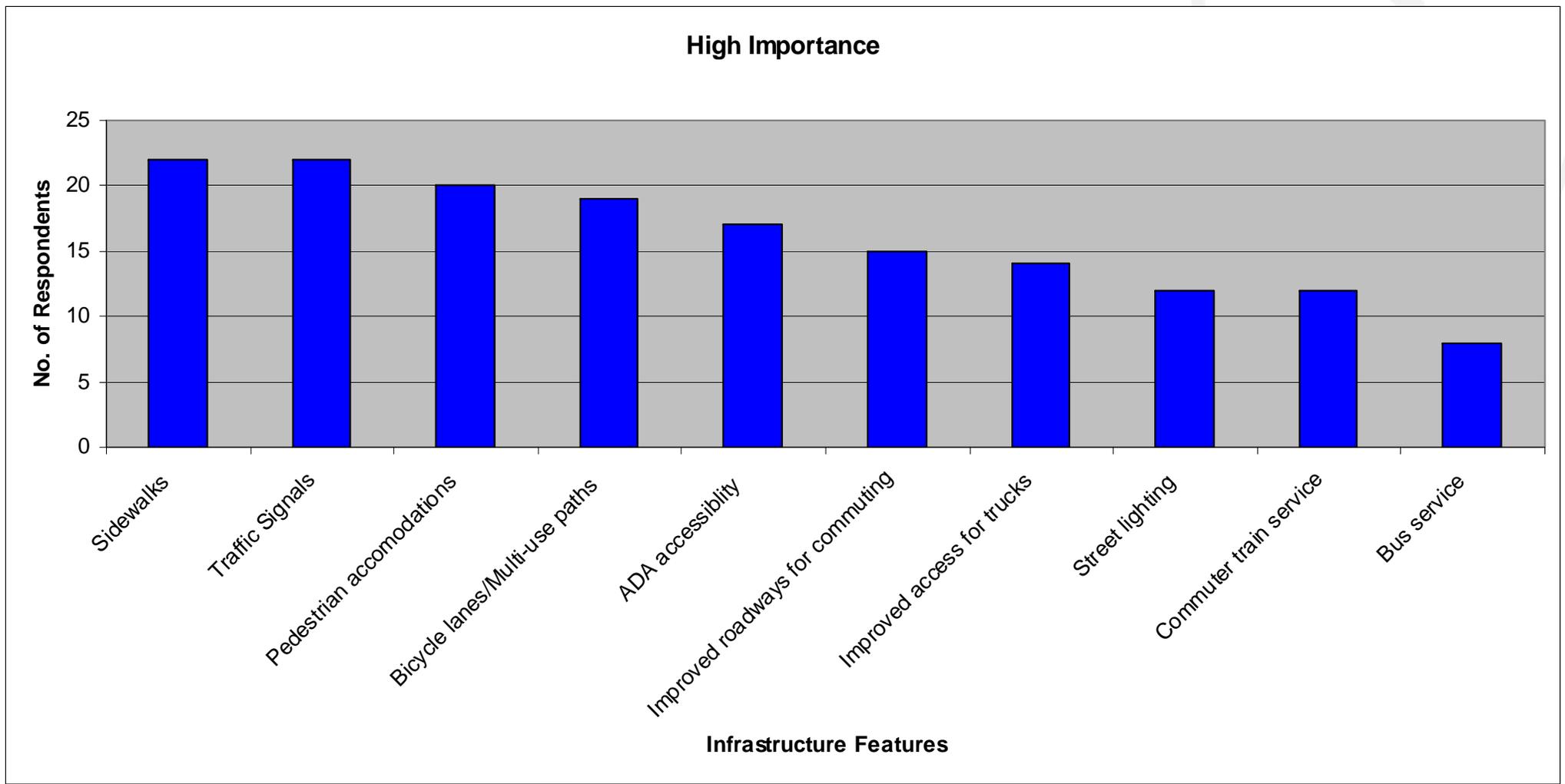
## Regional Mobility

- % that live in Plainfield - 78%, in Romeoville -14%, in Bolingbrook - 1%
- 45% work in Will Co., 12% in Chicago and 25% in DuPage Co.
- 65% use I-55 for visiting, 47% for work, 48% for shopping, 35% for business travel
- 35% use I-55 daily
- Essington/IL 126 is the interchange most often used but Weber was the most congested with the highest number of respondents concerned about safety
- Many opinions for where improvements should be but the majority is in agreement that there are access issues and improvements are desired



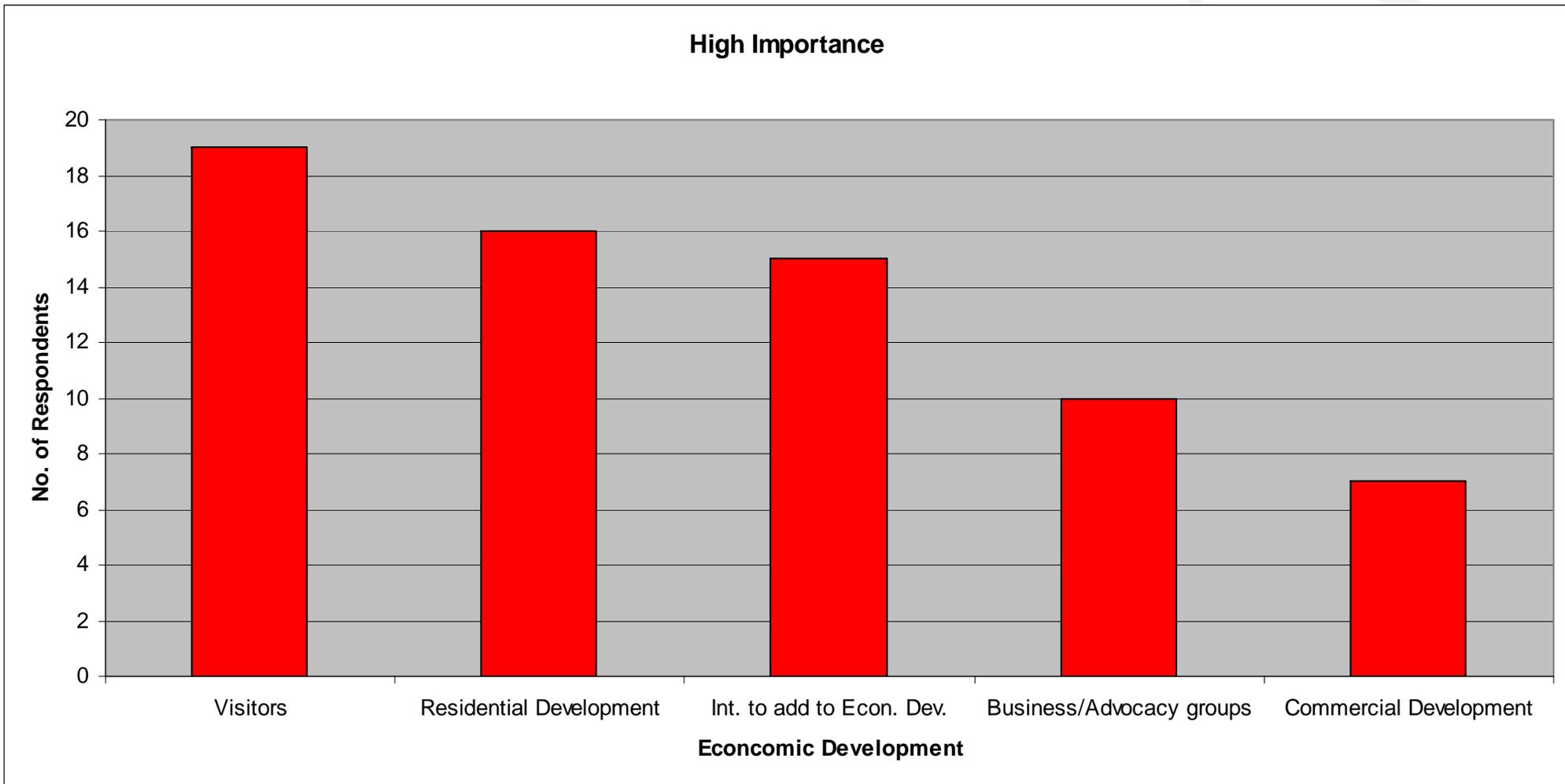


# Results of Context Audit Infrastructure Features





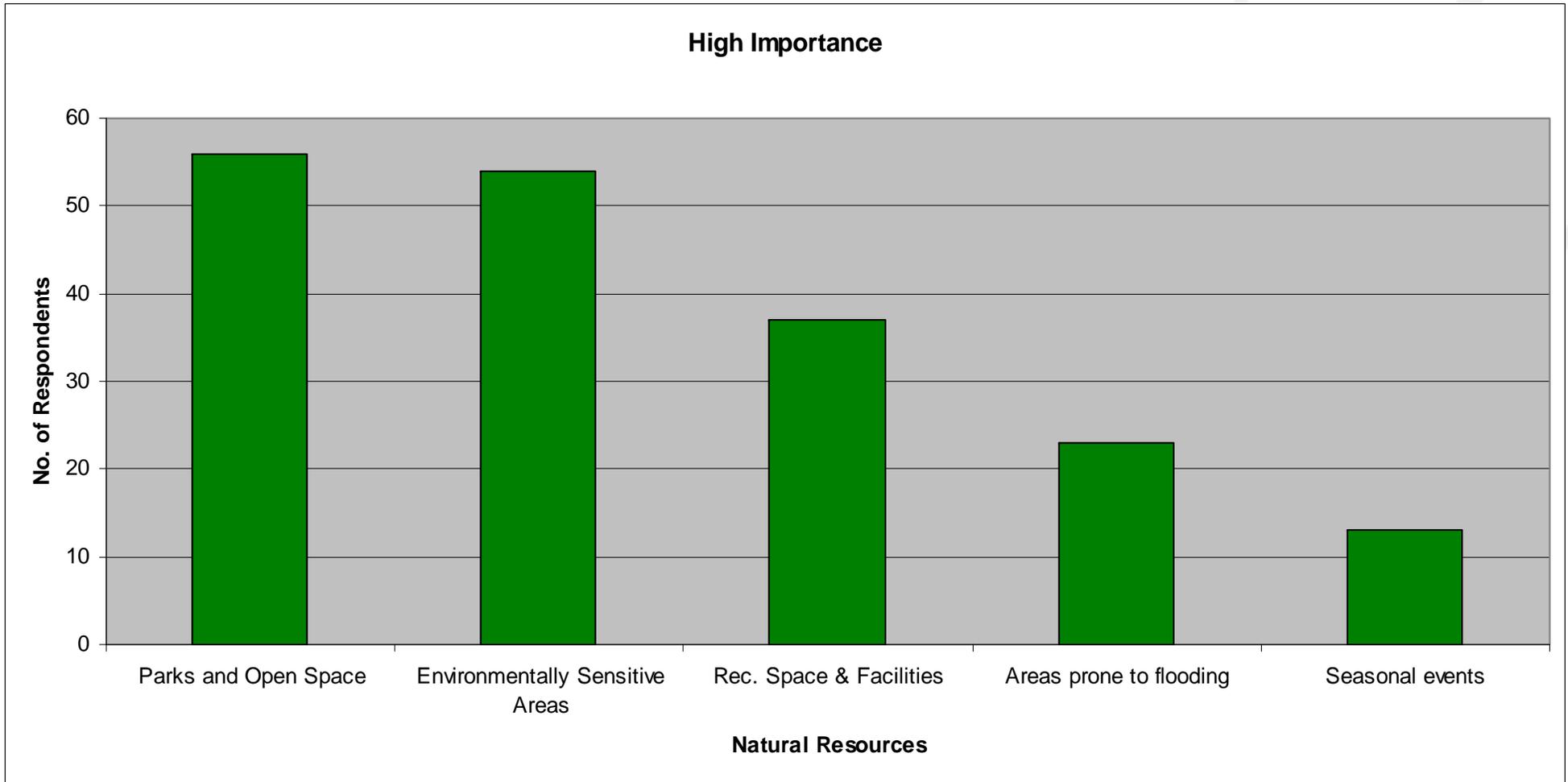
# Results of Context Audit Economic Development





# Results of Context Audit

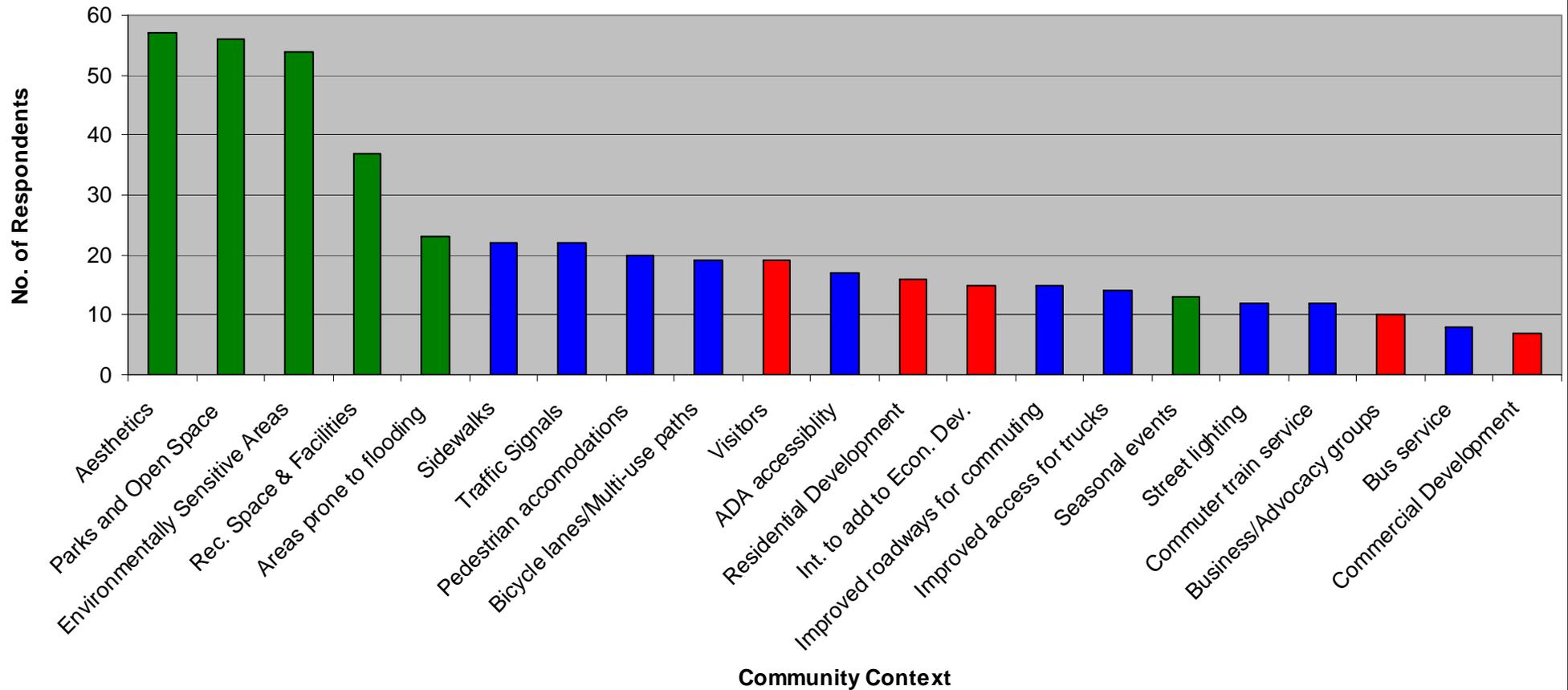
## Natural Resources



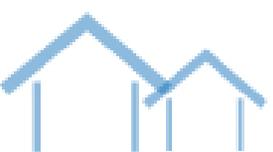


# Results of Context Audit Community Context

Community Context High Importance



■ Natural Resources ■ Infrastructure Features ■ Economic Development





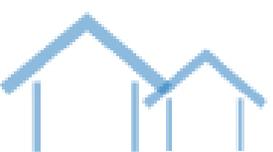
# Changing Demographics

## Population Growth

<b>POPULATION</b>	<b>2010</b>	<b>2040</b>	<b>% CHANGE</b>
Bolingbrook	76,216	116,463	53%
Plainfield	37,720	82,490	119%
Romeoville	50,634	74,068	46%
<b>Total</b>	<b>164,570</b>	<b>273,021</b>	<b>66%</b>

## Employment Growth

<b>EMPLOYMENT</b>	<b>2010</b>	<b>2040</b>	<b>% CHANGE</b>
Bolingbrook	23,417	30,166	29%
Plainfield	14,144	23,464	66%
Romeoville	17,900	31,468	76%
<b>Total</b>	<b>55,461</b>	<b>85,098</b>	<b>53%</b>

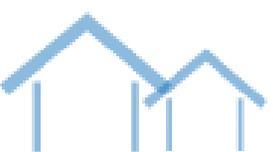




# Transportation Needs

## Projected I-55 Average Daily Traffic

<b>I-55 SEGMENT</b>	<b>2010 ADT</b>	<b>2040 ADT</b>	<b>% INCREASE</b>
South of US 30	74,000	94,000	27%
South of IL 126	75,000	98,000	31%
North of IL 126	98,000	134,000	37%
North of <u>Weber Road</u>	136,100	150,000	10%





# Transportation Needs

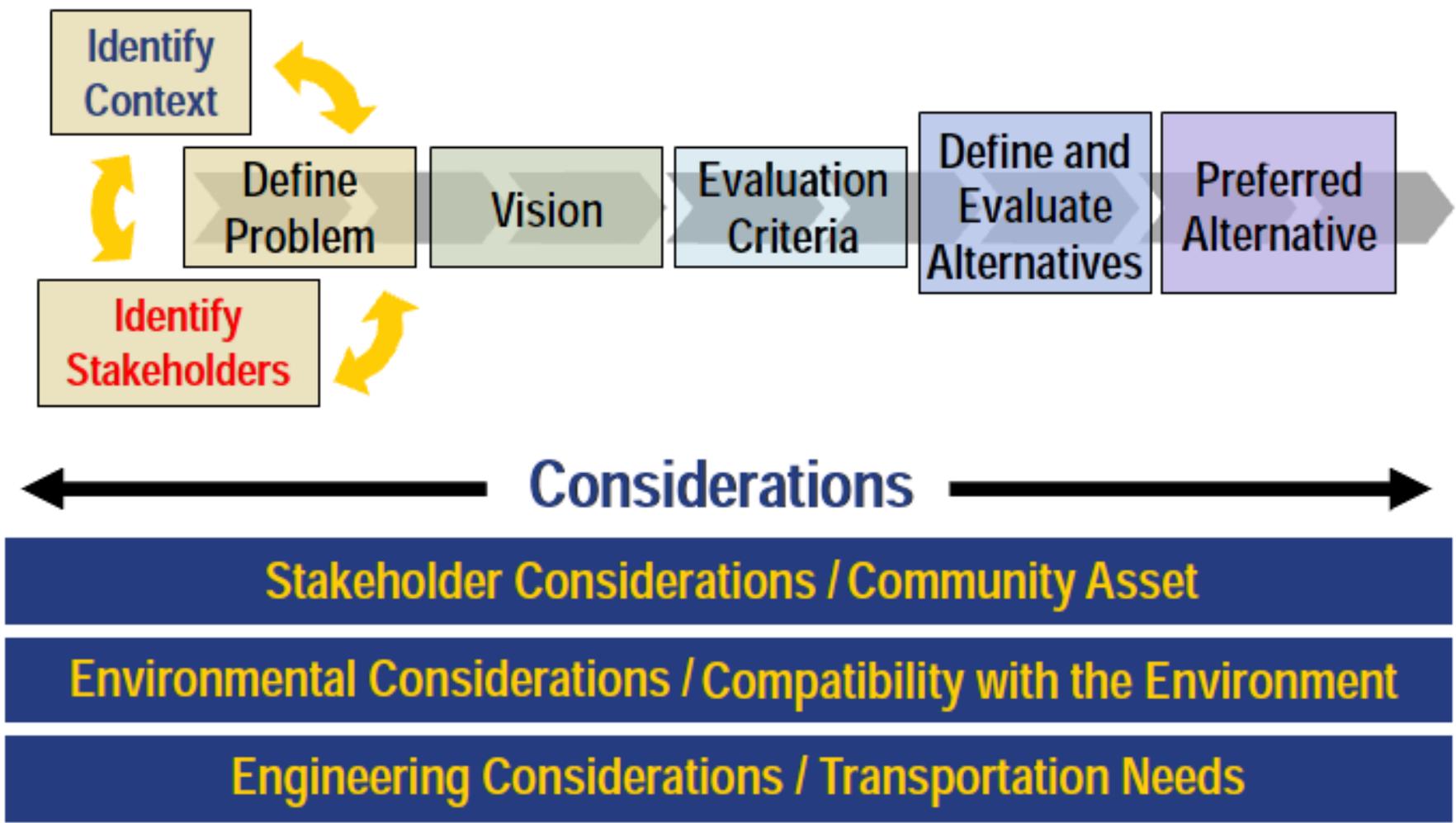
## Ramp Junction Level of Service

<b>NORTHBOUND</b>			
Interchange Location		No Build	Weber Rd. Only
Weber Road	Exit	C	C
	Entrance	D	D
IL 126	Entrance	F	F
US 30	Exit	C	C
	Entrance	D	D
<b>SOUTHBOUND</b>			
Interchange Location		No Build	Weber Rd. Only
Weber Road	Exit	D	D
	Entrance	F	F
IL 126	Exit	F	F
US 30	Exit	D	D
	Entrance	D	D





# Problem Statement Development





# What is a Problem Statement?

- Concise Narrative
- Defines a transportation situation or circumstance to be solved
- Expresses a desired condition not being achieved
- Identifies factors that contribute to the unacceptable performance
- Does not describe specific solutions





# Draft Problem Statement

Forecasted growth in Will County and the Villages of Romeoville, Bolingbrook and Plainfield will cause a significant increase in travel demand on an already congested roadway network that provides access to and from I-55.





# Draft Problem Statement

Opportunity for traffic to either enter I-55 in a southbound direction or exit I-55 in a northbound direction is not available over a six-mile length of the interstate highway between interchange locations at US Route 30 and at Weber Road.





# Draft Problem Statement

Access improvements are needed within the study corridor to reduce traffic delay and congestion at the existing interchanges and to provide greater opportunity for economic development and employment opportunities for the forecasted growth in the three affected communities while being sensitive to existing environmental features.





# Draft Problem Statement

## Workshop





# What is the Purpose & Need Statement?

- Need is a tangible fact based problem – example, low Level of Service
- Purpose is an overarching statement of why to pursue the project; objectives that will be met to address the need

The Purpose and Need explain the “why” of a project. It Combines the Community Context Audit with Transportation Needs





# Outline of Purpose & Need

The purpose of the proposed action is to provide improved access to Interstate 55.

The specific needs to be addressed include:

- relieve traffic congestion
- enhance regional mobility by improving access to I-55





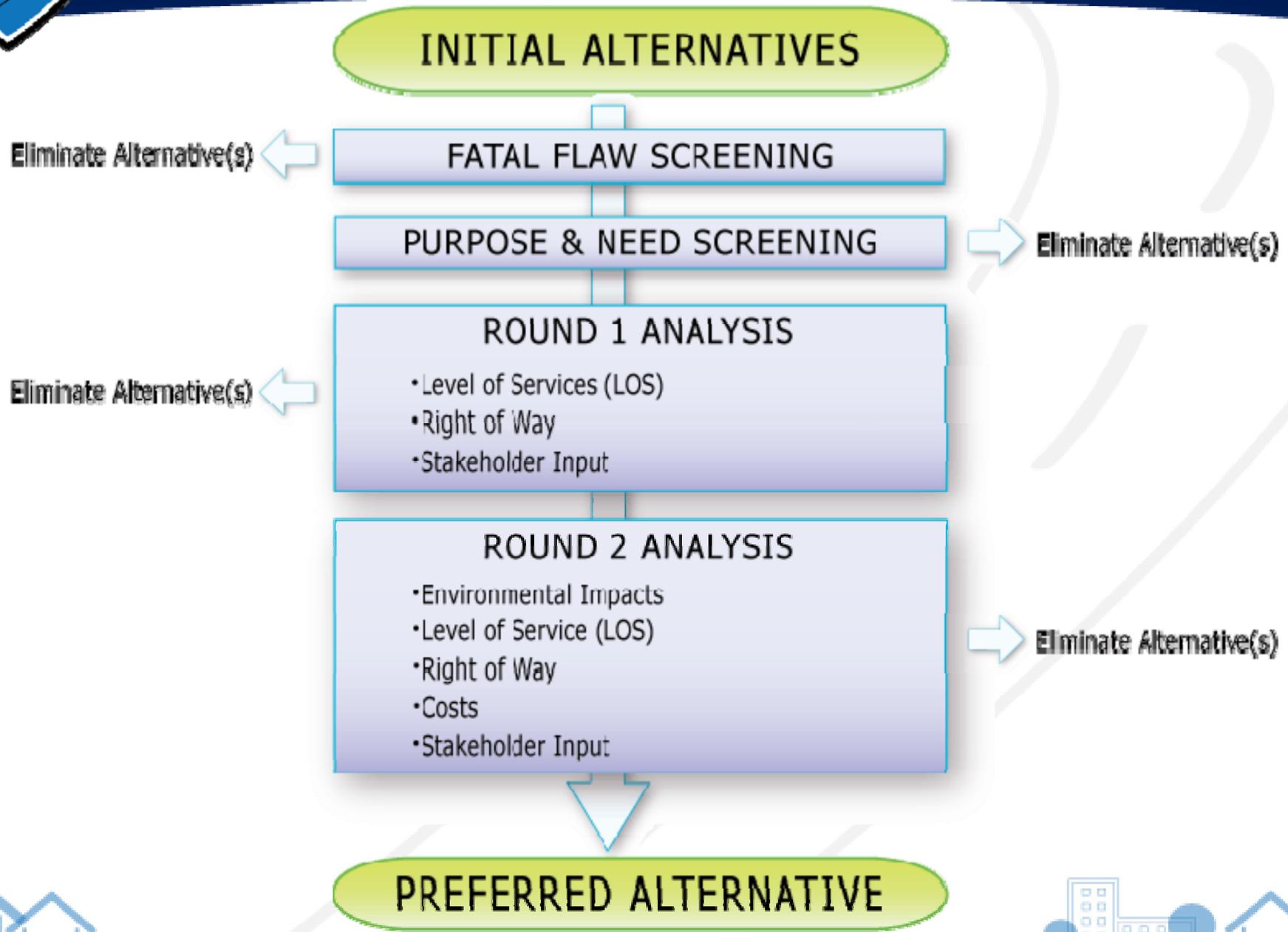
# Wrap up

- Meeting Recap
- Next Steps
- Future Meeting Schedule





# Alternative Evaluation





# Engineering Tool Box





# Arterial Roadway Improvements

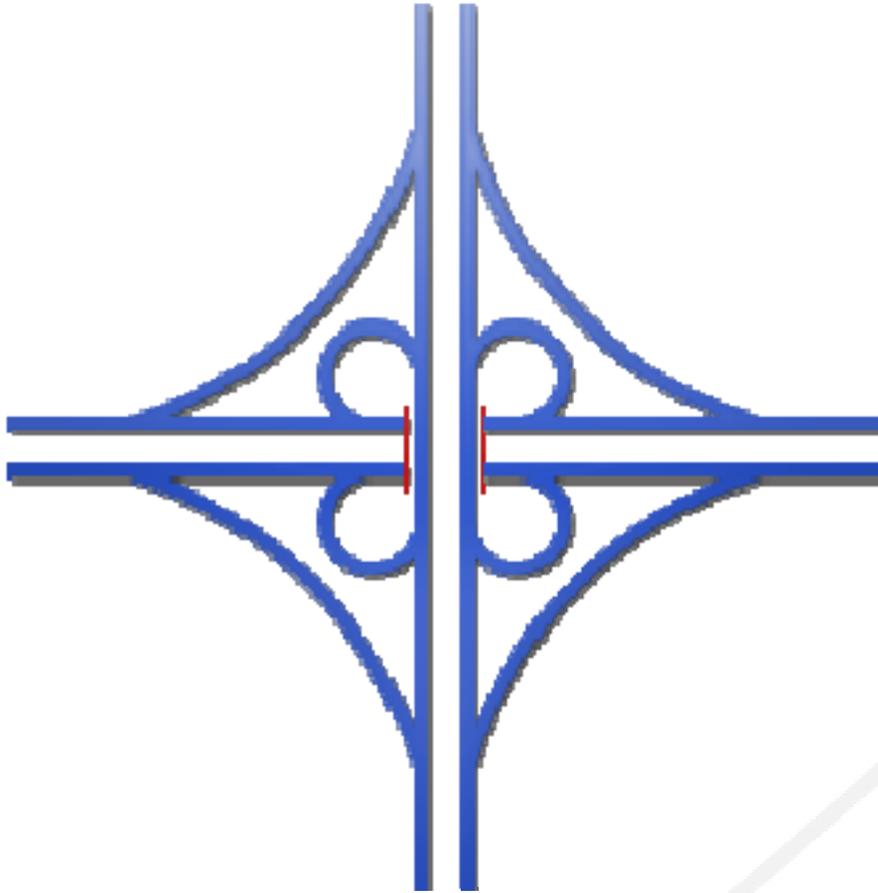


- Roadway widening
- Intersection improvements
- Frontage road system enhancements
- New/extended arterial roadways





# Full Cloverleaf



- Free Flowing
- Does not allow for pedestrian access
- Large footprint
- Weaving of exiting and entering traffic

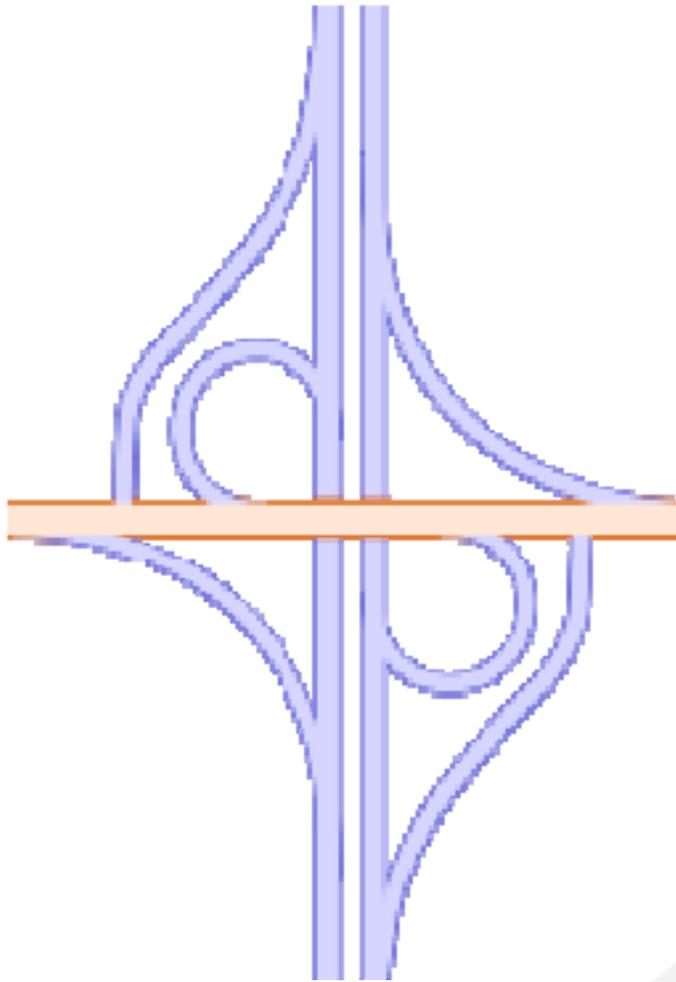


I-55 and I-80



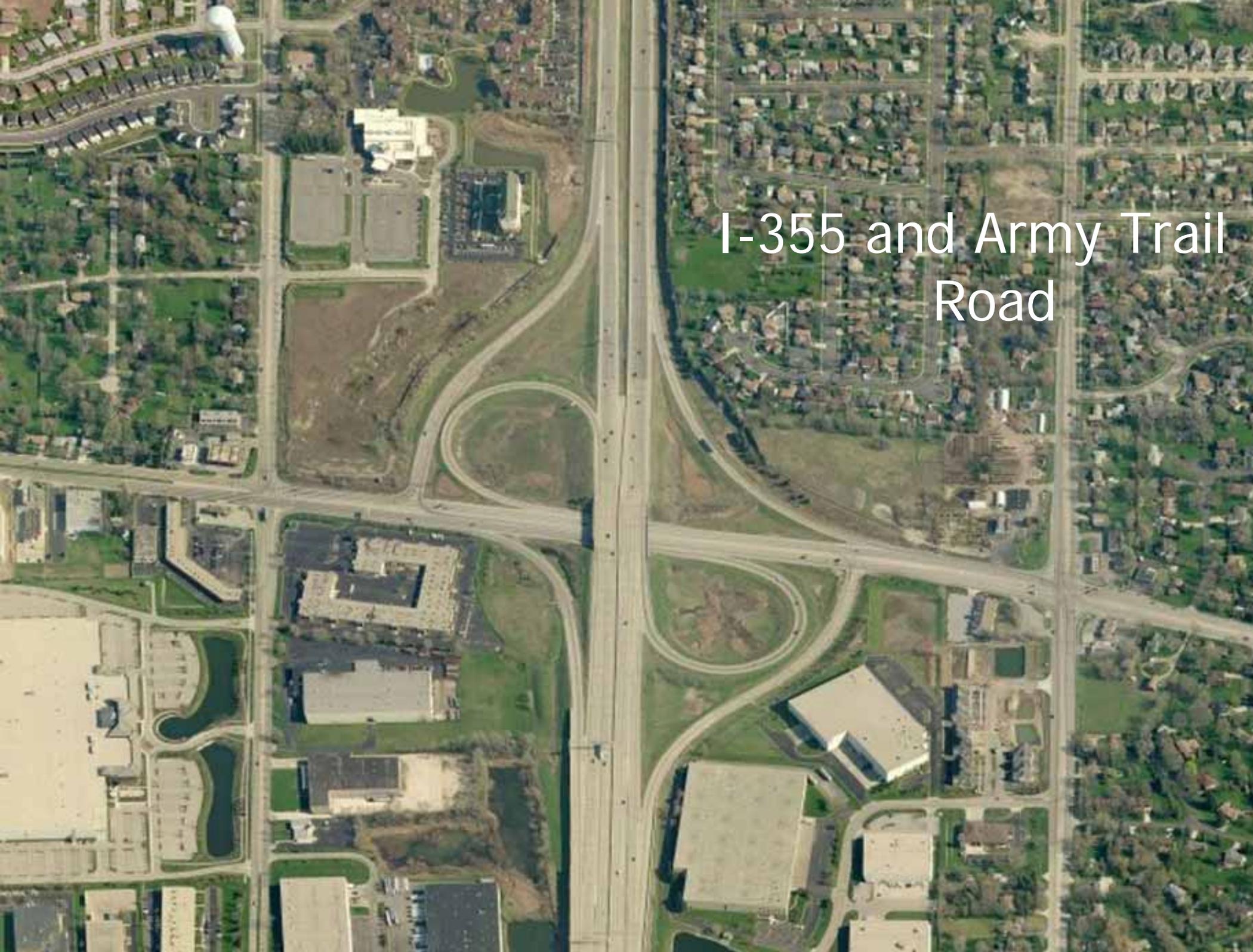


# Partial Cloverleaf



- Some free flow movements
- No weaving
- Smaller footprint than full
- Some signal control

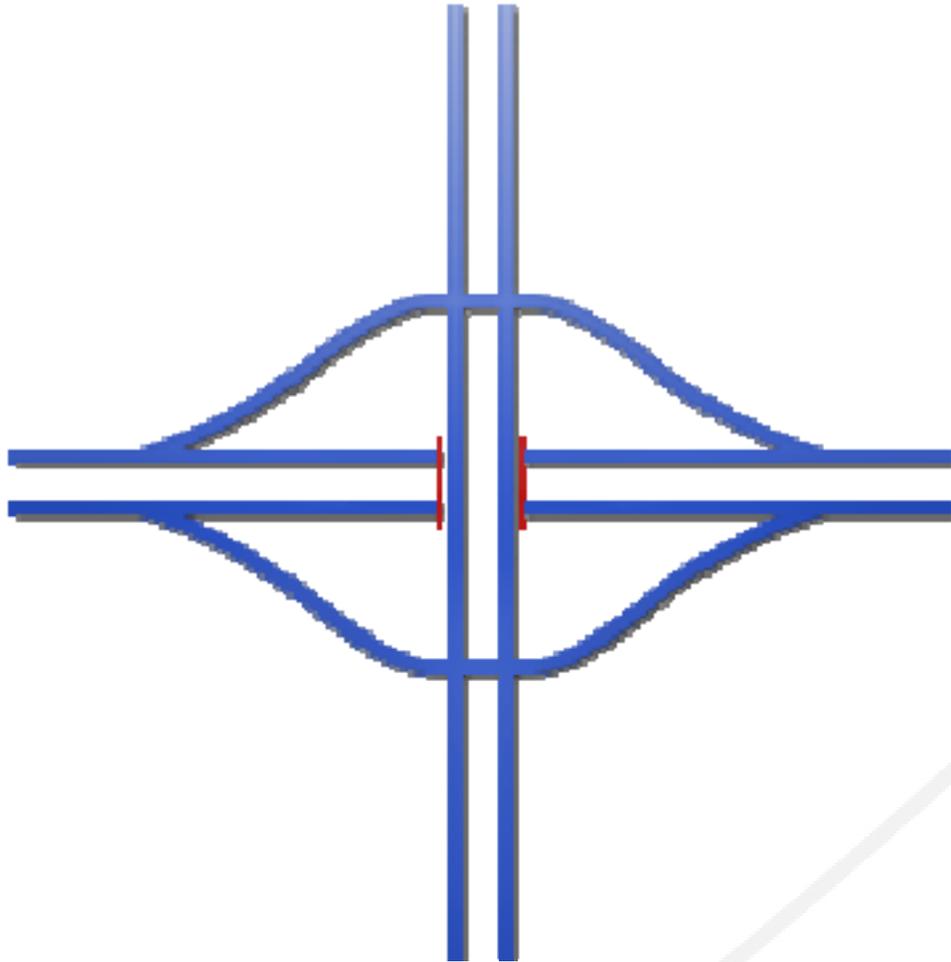




I-355 and Army Trail  
Road



# Diamond Interchange



- Smaller footprint
- Signal controlled

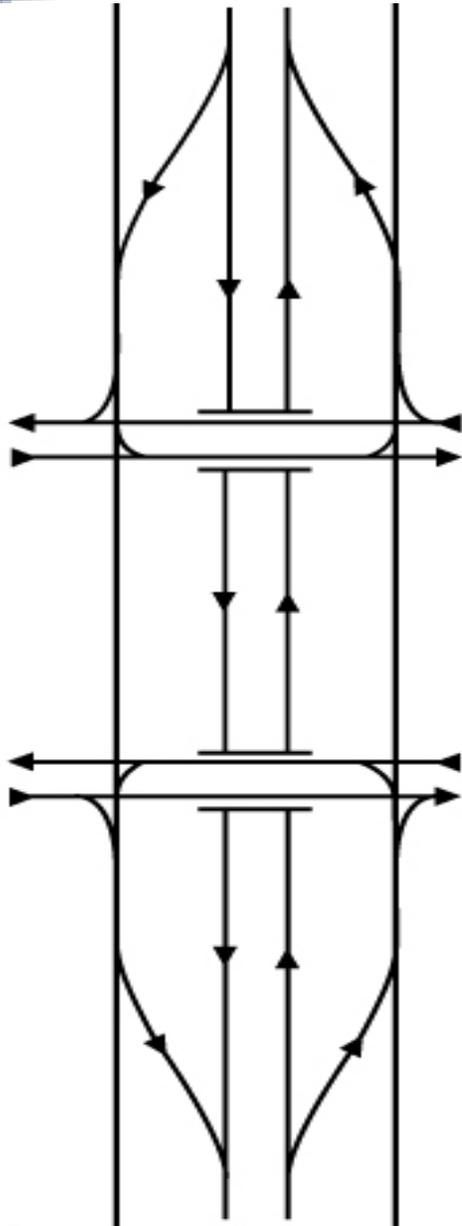


An aerial photograph showing a complex highway interchange. A multi-lane highway runs diagonally from the top-left to the bottom-right. It intersects with a horizontal road that runs across the middle of the frame. The interchange features several overpasses and ramps. The surrounding area includes residential neighborhoods with houses and trees, a large green field, and some commercial buildings with parking lots. The text "I-355 and 63rd Street" is overlaid in white on the right side of the image.

I-355 and 63<sup>rd</sup> Street

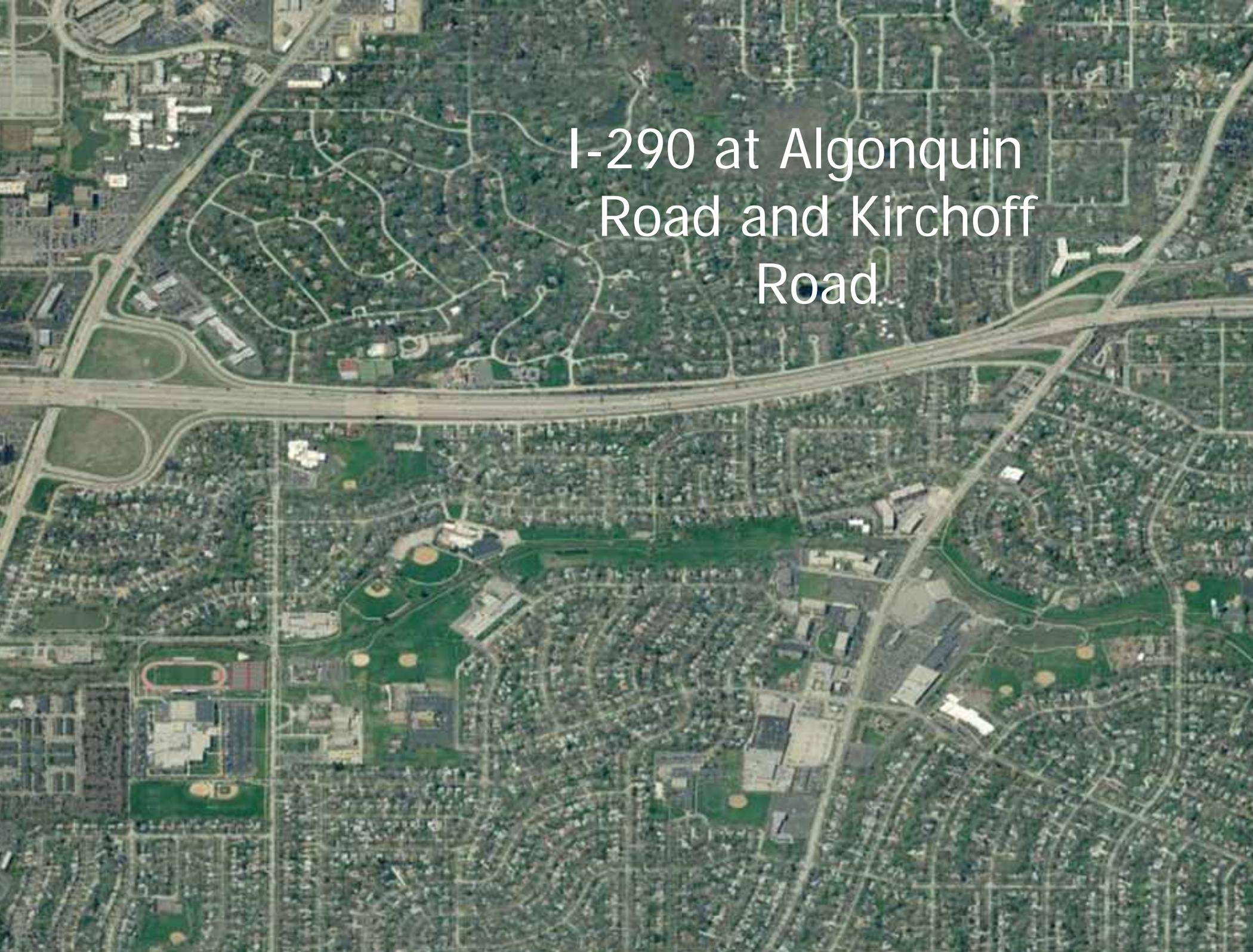


# Spread Diamond Interchange



- Frontage Roads
- Access at two locations
- Signal controlled

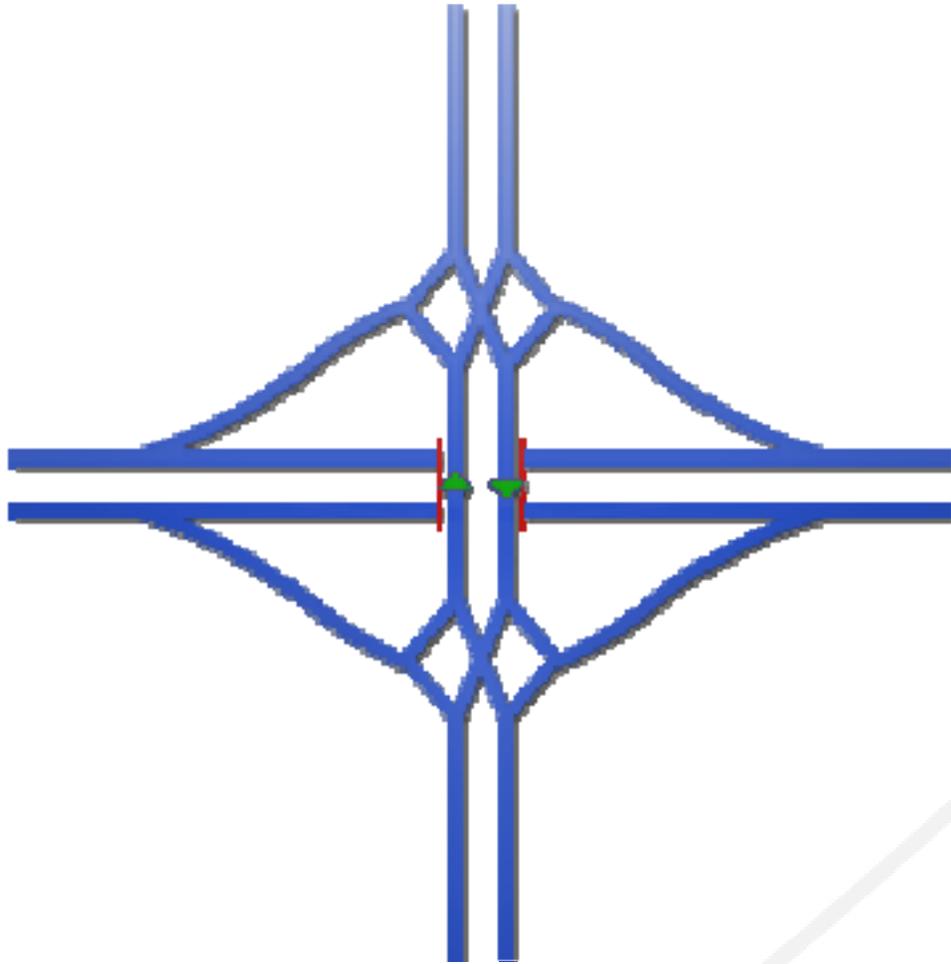




I-290 at Algonquin  
Road and Kirchoff  
Road



# Double Divergent Diamond

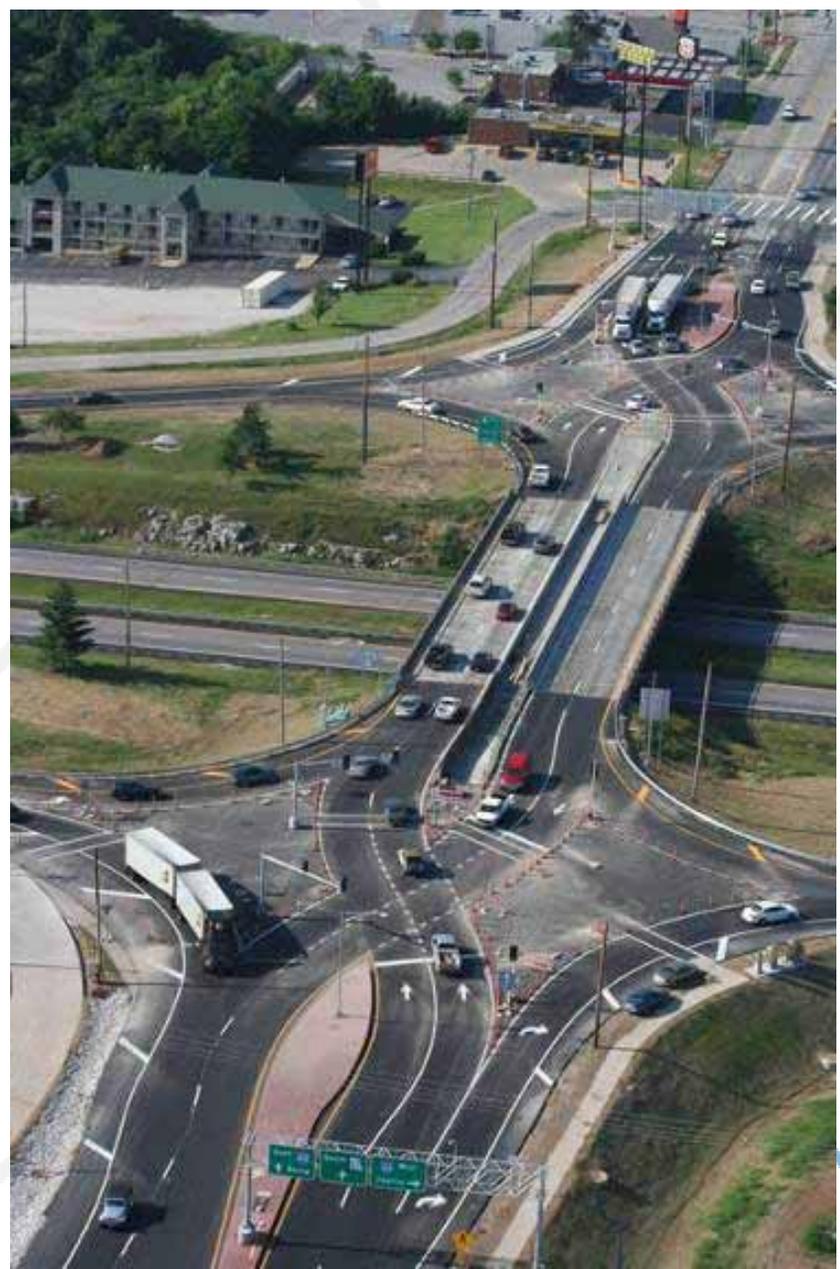


- Signal Controlled
- Small Footprint
- Free flow entering traffic
- Unfamiliar configuration



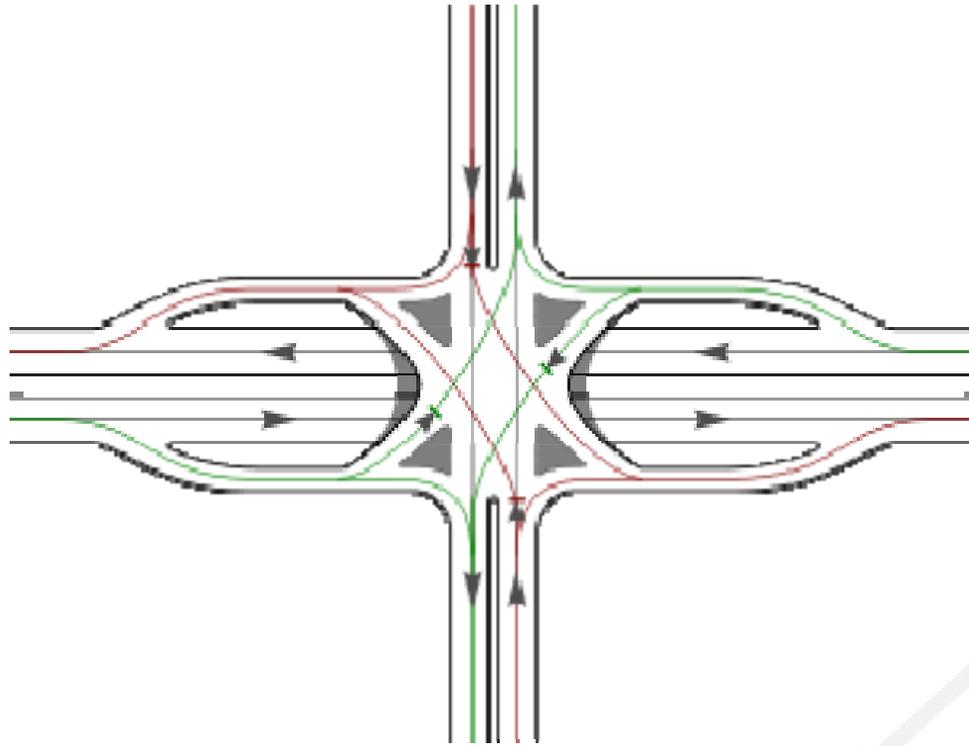


# Double Divergent Diamond





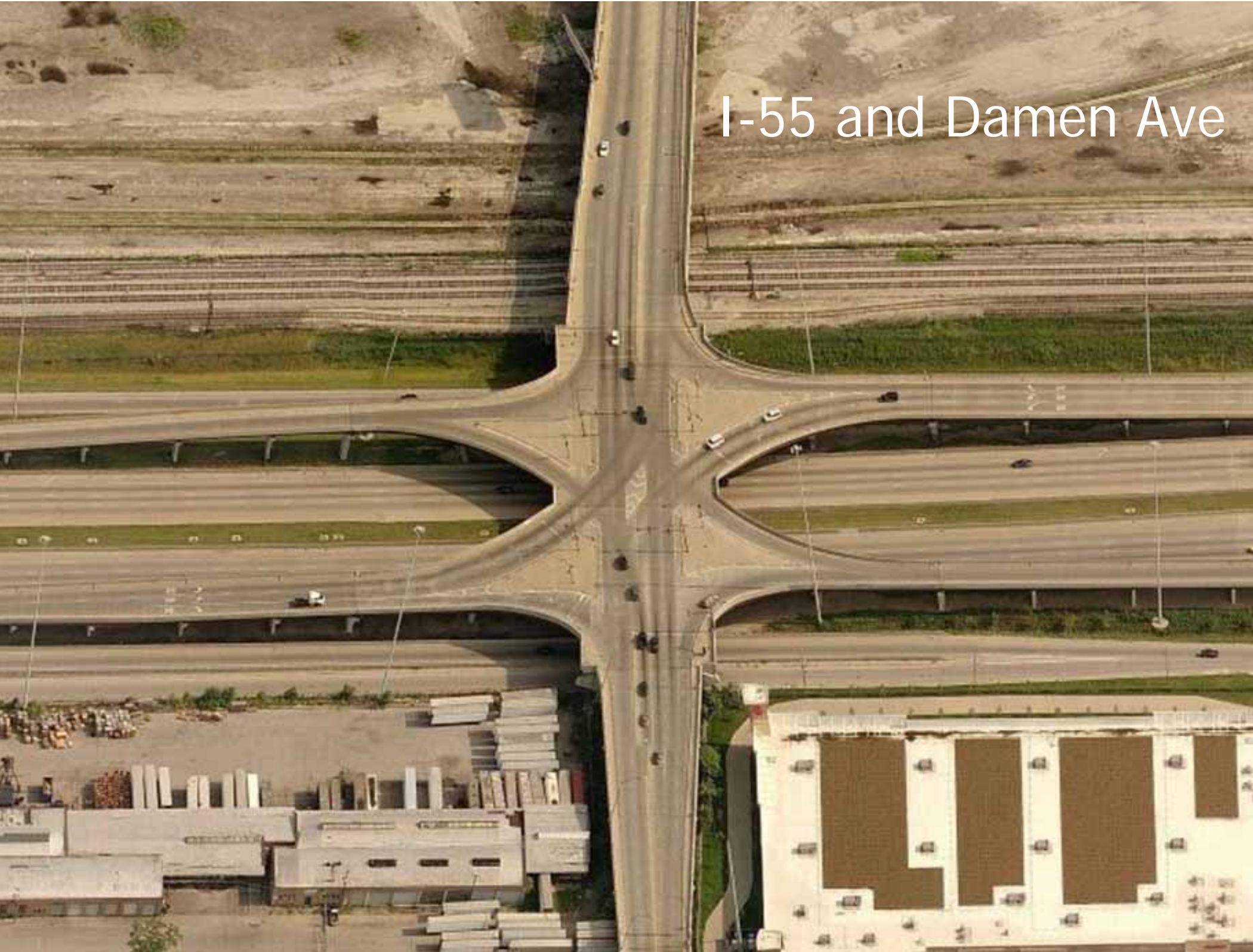
# Single Point Urban Interchange



- Smaller footprint
- Allows for wider turns
- Longer or wider bridges
- Not pedestrian/bicycle friendly
- One signalized intersection



I-55 and Damen Ave





# Non-Motorized Improvements

- Sidewalks
- Multi-use paths
- ADA compliant facilities
- Pedestrian signals



# Thank You





# Open Meeting

## Open for Public Comment

Comments received by 7/26/11 will become part of the public meeting record

[www.airportand126study.com](http://www.airportand126study.com)

