

I-55 Improvements at Airport Road/Lockport Street and at IL 126/Essington Road

Community Advisory Group
Meeting #6
August 8, 2018



 Introductions

 Village of Romeoville

 Bolingbrook
a place to grow

 VILLAGE OF PLAINFIELD

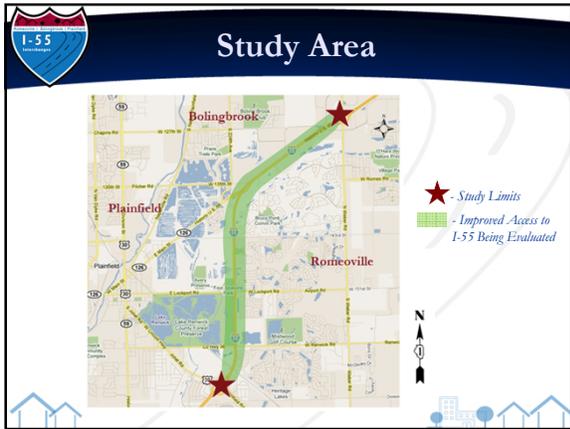
 Illinois Department of Transportation

 V3

CAG Members

 Meeting Agenda

- Review of Project Background
- Summary of CAG #5 Meeting
- Five Alternatives Evaluated
- Round 3 Screening Criteria
- Preferred Alternative
- Small Group Workshop
- Next Steps and Tentative Schedule
- Open to Comments



Purpose & Need Statement

The purpose of the proposed action is to **provide improved access to I-55.**

Please visit www.airportand126study.org for the full report.

National Environmental Policy Act (NEPA)

NEPA 1969 was established to foster and promote the general welfare, to create and maintain conditions under which man and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans



Context Sensitive Solutions

Context Sensitive Solutions (CSS) is a collaborative, interdisciplinary approach that:

- Involves stakeholders into the project development process
- Reflects the project surroundings – its “context”
- Addresses all aspects of a project:
 - Community and the Environment
 - Safety and mobility
 - Design of Interchange Alternatives

Summary of Public Involvement to Date:

- Five Community Advisory Group (CAG) Meetings
- Three Public Meetings

Phase I Study Process

Project Schedule

Activity	Start/End Dates	Event Date
Context Inventory & Existing Conditions Analysis	October 2010	
Project Introduction with Villages	October 2010	
PUBLIC INFORMATION MEETING	February 22, 2011	February 22, 2011
CAG #1	May 17, 2011	
CAG #2	July 19, 2011	
CAG #3	September 21, 2011	
CAG #4	January 31, 2012	
PUBLIC MEETING	June 21, 2012	June 21, 2012
CAG #5	May 10, 2016	
PUBLIC MEETING	October 13, 2016	October 13, 2016
CAG #6	August 8, 2018	
PUBLIC HEARING	Fall 2018	Fall 2018
STUDY CONCLUDES - PREFERRED ALTERNATIVE	Spring 2019	Spring 2019

 **CAG Meeting #5 Summary**

- 27 Initial Alternatives with 3 Additional Alternatives Added during the Study Process
- Rounds 1 & 2 Screening Completed
- Five Alternatives Remaining
- Round 3 Screening Evaluation to be Performed

 **Alternatives Evaluated
Subsequent to CAG #5 &
Public Meeting #3**

 **Airport Road / Lockport Street**
Alternative 5 – Single Point Urban Interchange (SPUI)











Evaluation of Alternatives

- Round 1 Environmental and/or Engineering Obstacles
- Round 2 Environmental Effects
- Round 3 Natural Environment, Human Environment, Right-of-Way (ROW), Construction Cost & Traffic Operations

Round 3 Screening Evaluation Factors

- Natural Environment
- Human Environment
- ROW & Cost
- Traffic Operations

 **Natural Environment
Evaluation Factors**

- Water Resources: Impacts to Watershed Area for Lily Cache Creek and Lily Cache Slough
- Wetlands: Impacts to Wetland Areas and Waters of the US (WOUS)
- Special Waste: Recognized Environmental Conditions (REC) sites impacted
- Threatened and Endangered Species: Species Impacted
- Section (4f) Evaluation: Park Lands Impacted



 **Section 4(f) Evaluation**

Section 4(f): Applies to Publically Owned Land in a Park, Recreational Area or Wildlife Refuge (US DOT Act of 1966)

Evaluation Requirement:

- No Feasible or Prudent Alternative to Using the Land for a Transportation Improvement
- Minimize Harm to Land Resulting from Use



 **Human Environment
Evaluation Factors**

- Cultural Resources: Historic & Archaeologic Sites Impacted
- Residences: Homes Displaced or Impacted
- Businesses: Businesses Displaced or Impacted
- Recreational Clubs: Recreational or Sportsman Club Areas Impacted





ROW and Cost Factors

Airport Road/Lockport Street and IL 126/Essington Road Interchange Alternatives:

- ROW from Businesses or Residences
- Total of Right of Way Required from All Land Uses
- Estimated Project Cost



Traffic Operations Evaluation Factors

- Peak Hour I-55 Mainline Traffic Analysis
- Peak Hour Ramp Merge/Diverge Traffic Analysis
- Peak Hour Ramp Intersection Traffic Analysis
- Total Traffic Volume Served
- Population & Employment Served



Evaluation Matrix

Alternative Description	Floodable Impact	Wetland Impact	Residential Property Impact	Business Property Impact	Recreational / Local Agency Property Impact	Park District Property Impact	Construction Cost	Recommended Alternative
Alternative 5 Airport SPUR								★
Alternative 30 Airport Doghouse								
Alternative 16 IL 126 Full Access								
Alternative 28 IL 126 Diamond								★
Alternative 29 IL 126 Flyover								

Minimal Impact

Moderate Impact

Greater Anticipated Impact



Why Two Interchanges?

- Two Interchanges Serve Higher Travel Demand: 27,000 New Users at Airport/Lockport & 20,000 New Users at IL 126/Essington
- Two Interchanges Better Serve Projected Growth in Three Villages and Regional Area
- Two Interchanges Disperse Access to I-55 to Provide a More Consistent & Safe Traffic Flow on I-55 Mainline



Preferred Alternative

Alternative 5 - Airport Road/Lockport Street SPUI and Alternative 28 - IL 126/Essington Road Diamond Interchange

- Least Wetland Impacts
- Least Impacts to Four Seasons Park
- Lesser Area of Right-of-Way to be Acquired
- Serves Projected Traffic Demand and Regional Population/Employment Growth
- Supported by the three Villages



Workshop

Preferred Alternative Review



Study Documents Being Reviewed

- Environmental Assessment (EA)
- Project Report
- Section 4 (f) Evaluation
- Other Technical Engineering Studies





Next Steps/Tentative Schedule

- Environmental Assessment & Section 4 (f) Evaluation Available for Public Review – 30 Days
- Public Hearing – Fall 2018
- Prepare Errata & Finding of No Significant Impact (FONSI)
- Design Approval – Spring 2019





CAG Members

Comments & Questions





Open Meeting

Open for Public Comments & Questions





Thank You



www.airportand126study.org
