

# PROJECT PLANNING & PHASE I STUDY PROCESSES

# I-55 Improvements

AT AIRPORT ROAD/LOCKPORT STREET AND AT IL 126/ESSINGTON ROAD

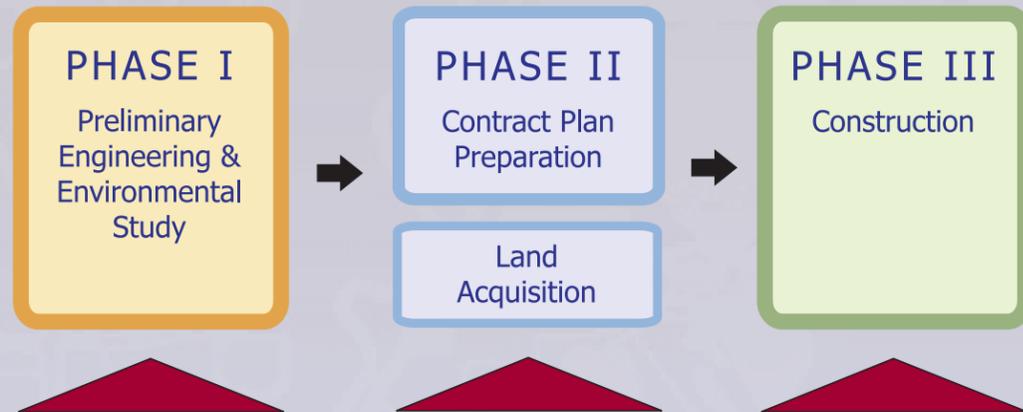
## IDOT PROJECTS PROGRESS THROUGH 3 PHASES

**Phase I:** Transportation needs were defined, alternatives evaluated, and a preferred plan will be selected and potential Right-of-Way identified

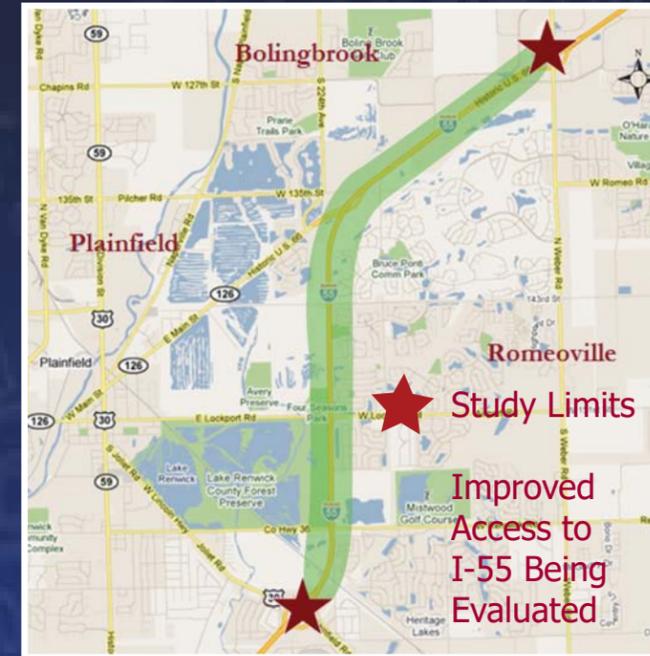
**Phase II:** Detailed Contract Plans will be developed and land will be acquired

**Phase III:** Construction will begin

WE ARE HERE



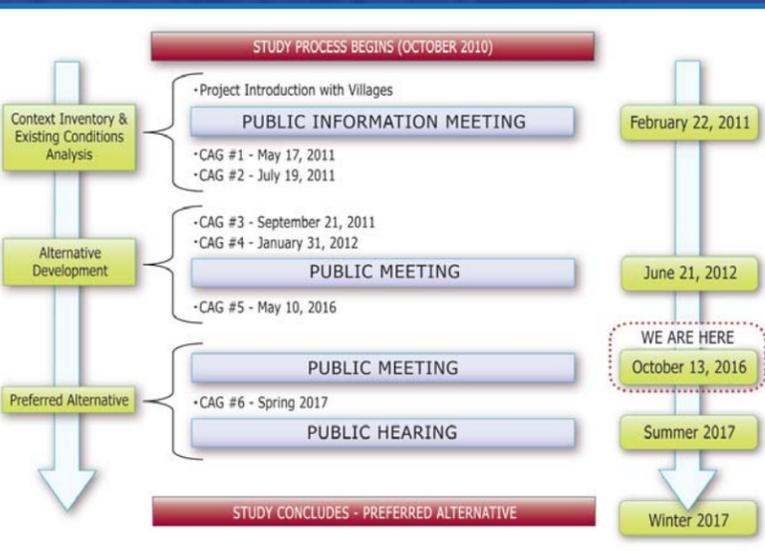
This improvement is not currently included in the Department's FY 2017-2022 Proposed Highway Improvement Program. However, this project will be included in IDOT's priorities for future funding consideration among similar improvement needs throughout the region.



## PURPOSE & NEED STATEMENT

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

**THIRD PUBLIC MEETING**  
**THURSDAY, OCTOBER 13, 2016**  
**4:00 PM - 7:00 PM**  
**BOLINGBROOK GOLF CLUB**  
**2001 RODEO DRIVE**  
**BOLINGBROOK, IL 60490**  
[WWW.AIRPORTAND126STUDY.COM](http://WWW.AIRPORTAND126STUDY.COM)



## STAY INVOLVED

WE INVITE YOU TO SUBMIT COMMENTS AT THIS PUBLIC MEETING OR BY MAIL TO:

**V3 Companies**  
**Attn: Dave Heslinga, P.E.**  
**7325 Janes Avenue**  
**Woodridge, Illinois 60517**  
**Phone: 630.724.9200**

**Comments can be emailed to:**  
[airportand126study@v3co.com](mailto:airportand126study@v3co.com)

COMMENTS ARE WELCOME AT ANY TIME, BUT TO BE INCLUDED IN THE PUBLIC RECORD OF THIS MEETING, COMMENTS MUST BE RECEIVED BY **OCTOBER 27, 2016**

**WELCOME!**

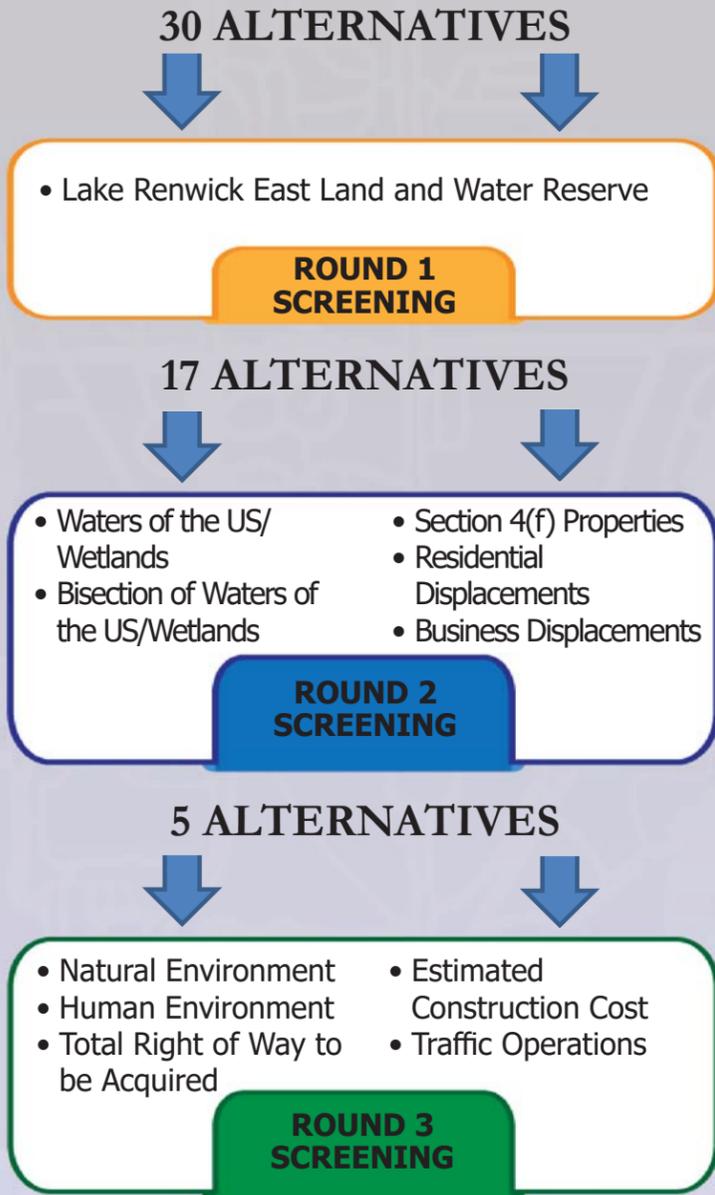
**The purpose of this meeting is the following:**

- Provide an update on the study process
- Present interchange alternatives that remain under consideration
- Obtain public input on alternatives

## STUDY SCHEDULE



# ALTERNATIVE EVALUATION SCREENING



The alternatives that have been developed during the I-55 Interchange study are being evaluated following a three-step process. Rounds 1 and 2 of the screening process have already been performed.

**Round 1 considered environmental and/or engineering obstacles.** The Lake Renwick East Land and Water Reserve abuts the west side of the I-55 right of way south of the Plainfield Township offices and is afforded additional protections under the Illinois Natural Areas Preservation Act. The Act was intended to promote preservation of high quality natural areas that are to be maintained in their natural condition without impairment, disturbance or artificial development. Alternatives that impacted the Land and Water Reserve were eliminated from further consideration.

**Round 2 considered environmental and land use effects of alternatives.** Under this criterion, alternatives were screened to avoid or minimize impacts to wetlands and Waters of the US, avoid bisecting wetland areas, minimize impacts to publicly owned parks and recreational areas (Section 4(f) properties) and minimize residential and business displacements. The second round of screening eliminated 12 alternatives.

**Round 3: Five interchange alternatives remain under consideration after the two rounds of screening.** Two alternatives are located at Airport Road/Lockport Street and three alternatives are located at IL 126 as depicted in this brochure. Concept plans for the five alternatives are available for viewing at this public meeting and are available to be downloaded from the project website.

# ALTERNATIVES REMAINING UNDER CONSIDERATION

## INTERCHANGE CONCEPTS AT IL126 TO PROVIDE NEW SOUTHBOUND ON AND NORTHBOUND OFF RAMP



Alternative 16 - Full Access Interchange



Alternative 28 - Diamond Interchange

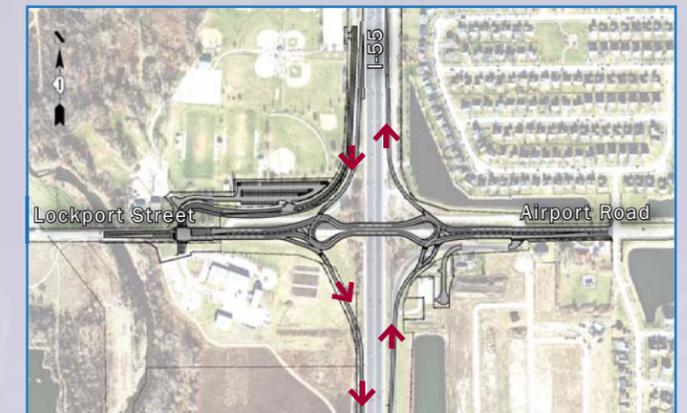


Alternative 29 - Fly Over Interchange

## INTERCHANGE CONCEPTS AT AIRPORT ROAD/LOCKPORT STREET TO PROVIDE FULL ACCESS INTERCHANGE



Alternative 5 - Single Point Urban Interchange (SPUI)



Alternative 30 - Dog Bone Interchange

## Context Sensitive Solutions

IDOT defines Context Sensitive Solutions (CSS) as follows:

CSS is an interdisciplinary approach that seeks effective, multi-modal transportation solutions by working with stakeholders to develop, build, and maintain cost-effective transportation facilities that fit into and reflect the project's surroundings - it's "context". Through early, frequent, and meaningful communication with stakeholders, and a flexible and creative approach to design, the resulting projects should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.

A key goal of CSS is to build a general understanding of agreement among the stakeholders. A "stakeholder" is any person or organization which has a direct stake in the project being considered. IDOT defines a general understanding of agreement as follows:

When a majority of the stakeholders agree on a particular issue, while the remainder of stakeholders agree its in put has been heard and duly considered and the process as a whole was fair.



## NEXT STEPS

- Accept Input from Public Meeting
- Complete Round 3 Screening
- Prepare Design Reports and Environmental Assessment
- CAG #6 - Early 2017
- Public Hearing - Summer 2017
- Design Approval - Late 2017