

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

Second Public Meeting

June 21, 2012



- The Villages of Romeoville, Bolingbrook and Plainfield and the Illinois Department of Transportation (IDOT) welcome you to the second Public Meeting for the Phase 1 study of potential I-55 improvements at Airport Road and IL Route 126/Essington Road.
- We thank you for attending today's meeting and we look forward to your continued participation throughout the development of this project.



# Meeting Goals

- Review the study area
- Introduce the study team
- Provide a recap of the study process
- Update stakeholders on the progress since the first public meeting
- Review the Problem Statement and Purpose & Need
- Display the initial range of alternatives
- Discuss the alternative evaluation process
- Obtain feedback



- The goals of this meeting are to
- Review the study area,
- Introduce the project team,
- Provide a recap of the study process,
- Update stakeholders on the progress since the first public meeting,
- Review the Problem Statement and Purpose & Need
- Exhibit the initial range of alternatives,
- Discuss the alternative evaluation process
- And obtain your feedback



- The study area extends along the I-55 corridor from the US Route 30 interchange to the Weber Road interchange. The study area includes portions of Romeoville, Bolingbrook, Plainfield and unincorporated Will County.



- The study is lead in a joint effort by the Villages of Romeoville, Bolingbrook and Plainfield.
- V3 Companies will be the lead engineering consultant for the study.
- IDOT , the Federal HighWay Administration and V3 form the Project Study Group (PSG) and will provide agency leadership overseeing the conduct of the study. The PSG provides technical guidance throughout the study process. The ultimate decision on selecting a preferred alternative will be made by IDOT and the FHWA.

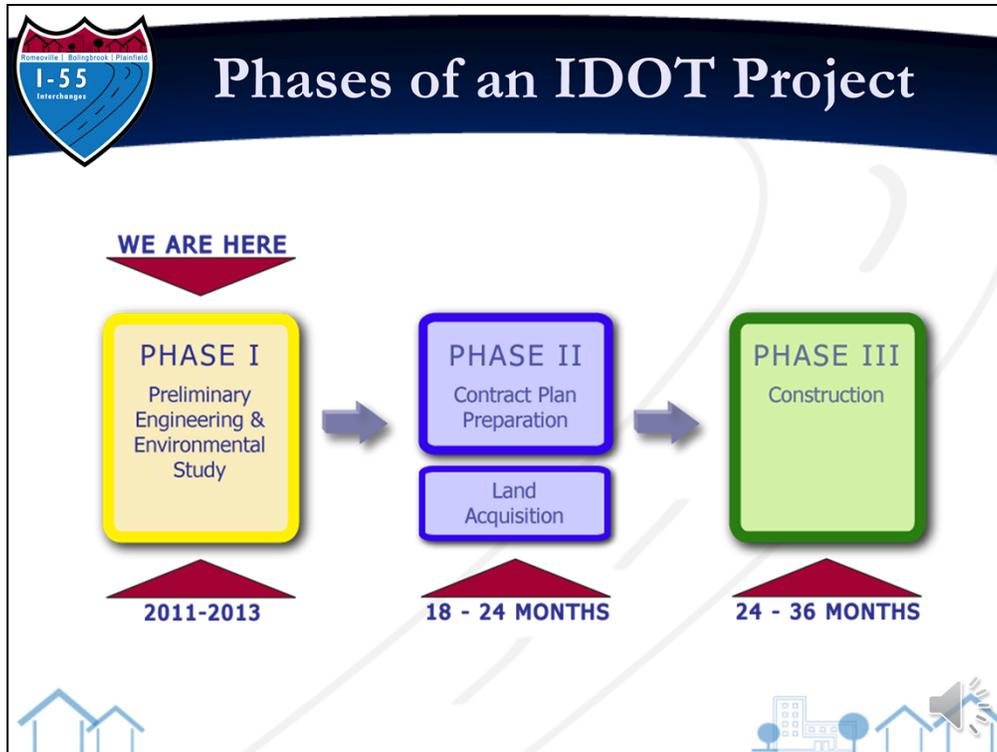


# National Environmental Policy Act (NEPA)

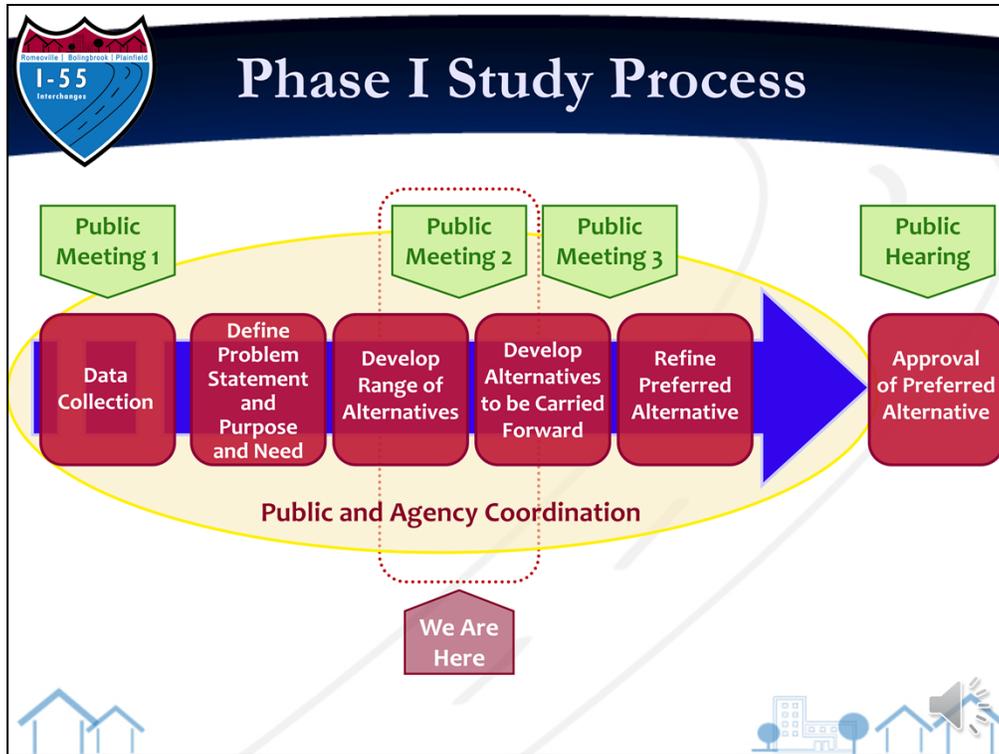
NEPA 1969 was established to foster and promote the general welfare, to create and maintain conditions under which man and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans



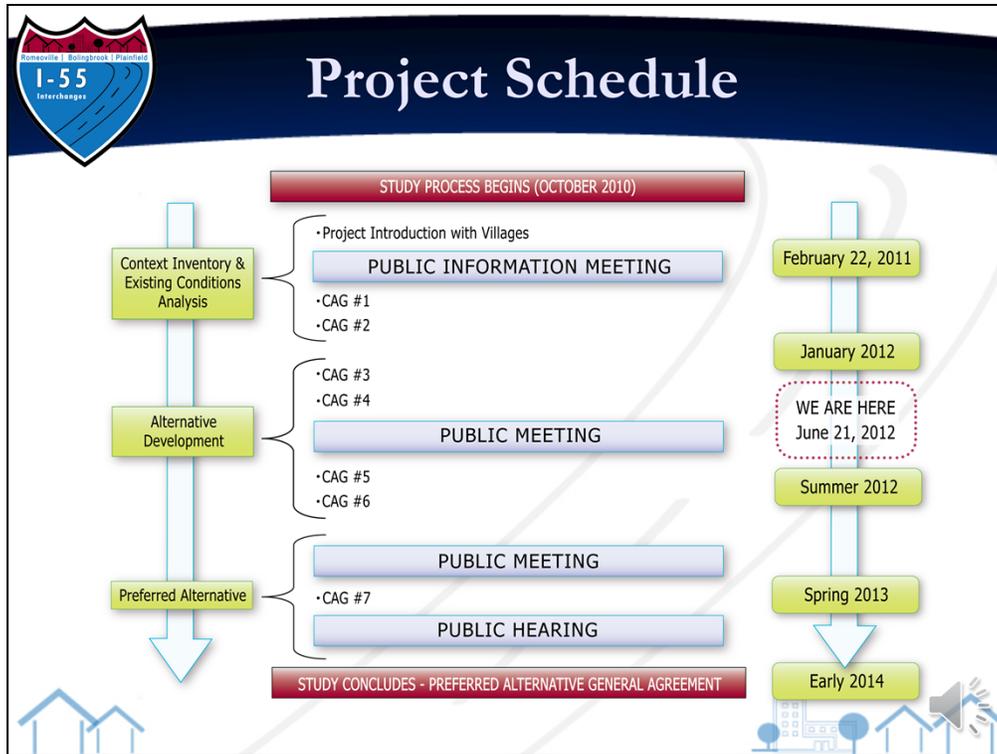
- Congress established the Council on Environmental Quality as part of the National Environmental Policy Act of 1969 (NEPA). In enacting NEPA, Congress recognized that nearly all federal activities affect the environment in some way and mandated that before federal agencies make decisions, they must consider the effects of their actions on the quality of the human environment.
- NEPA is the basis for the comprehensive study of the I-55 corridor. It enables the project team to make informed decisions. The project will include studies of the area's natural and community resources and travel needs. The study process will also include an active public involvement process. It is anticipated that the findings of the study process will be summarized in an environmental assessment report.



- IDOT projects are conducted in three phases.
- Phase I is also referred to as Preliminary Engineering and Environmental Studies. Through extensive stakeholder involvement and technical analysis, transportation needs are defined, alternatives developed and evaluated, and a preferred alternative selected. A range of factors considered in the decision making process include: stakeholder input, engineering design, construction cost and environmental considerations. Phase 1 is expected to take 36 to 42 months.
- After a preferred alternative is approved, Phase II (or Contract Plan Preparation) and Land Acquisition would begin. During this phase, detailed construction plans would be developed and any necessary land would be acquired for the project. Phase II is expected to take 24 months.
- After funding for construction is secured, the Phase III construction of the project will begin.
- Phase I of this project is fully funded with federal and local funding. However, Phases II and III are not currently included in IDOT's Fiscal Year 2013 to 2018 Proposed Multi-Modal Transportation Improvement Program but will be considered for inclusion in future programs.



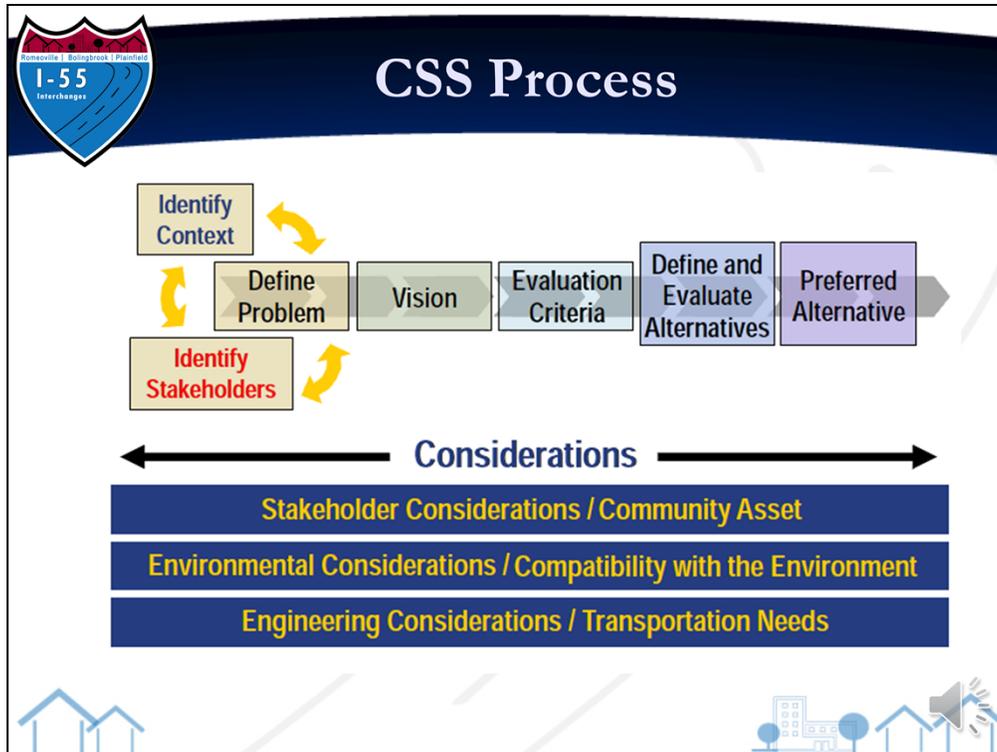
- We are currently in the middle of the Phase I process.
- This stage of the project consists of refining the problem statement, the project's purpose and need and developing a range of alternatives. Project purpose and need discussions were developed based on an understanding of known traffic safety issues, congestion or operational problems, regional population and employment forecasts and their anticipated effects on future traffic conditions and the need to add or modify access to I-55.
- At this second public meeting, the draft project purpose and need and the draft problem statement will be presented and a range of alternatives will be introduced. Your input on those alternatives is being sought.
- The remaining alternatives will then be further developed and refined. Those alternatives will then be presented at a third public meeting and general agreement will be sought on a preferred alternative.
- A draft Design Report and Environmental Assessment with all related engineering and environmental documentation will then be prepared for the preferred alternative.
- A public hearing will then be held to present the preferred alternative and the findings of the Design Report and Environmental Assessment.



The phase 1 study is expected to take 36 to 42 months. This is the current project schedule.

The first public informational meeting was held on February 22, 2011. Since that first meeting four Community Advisory Group (or CAG) meetings were held.

At this public meeting you will have the chance to review and comment on the draft Purpose and Need Statement, initial alternatives and present your input on additional alternatives that you think should be considered. After this meeting, there will be additional CAG meetings and a Public Meeting to develop the Preferred Alternative that will be presented at a Public Hearing.



- This project has been designated as one that will utilize the principals of Context Sensitive Solutions as part of a robust public involvement process.
- Context Sensitive Solutions or CSS is a collaborative approach to engaging as many stakeholders as possible; developing a project that will best fit into its surroundings; and using a flexible and creative approach in planning and design to provide cost effective solutions.
- Consideration will be given to addressing all modes of transportation and striving to preserve scenic, aesthetic, historic, and environmental resources while maintaining and enhancing safety and mobility.
- For further information on the process see the Stakeholder Involvement Plan on the project website –[www.airportand126study.com](http://www.airportand126study.com)



## Community Advisory Group (CAG)

- Composed of volunteer stakeholders
- Active part of the decision making process
- Group will provide detailed stakeholder insight
- 4 CAG meetings have been held. CAG members have worked to:
  - Define the Community Context
  - Develop the draft Problem Statement and draft Purpose & Need Statement
  - Develop and refine alternatives



The problem statement is a concise narrative that defines a transportation situation to be solved. The key points of the draft problem statement are that:

- Significant increases in population and employment are projected for 2040
- I-55 Access is limited between the U.S. 30 and the Weber Road interchanges. There is not a southbound entrance or northbound exit available.
- Congestion and delays are experienced at U.S. 30, IL 126 and Weber Road interchanges.
- The full draft problem statement can be found in tonight's handout and as an exhibit



## Draft Problem Statement

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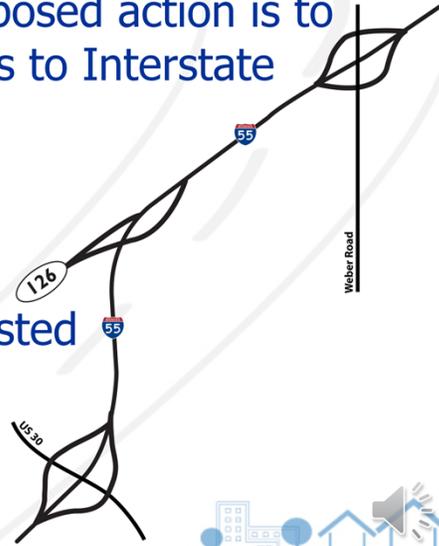
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## Draft Purpose & Need

The purpose of the proposed action is to provide improved access to Interstate Route 55 (I-55)

- Improve regional connectivity
- Accommodate forecasted growth
- Reduce delay due to adverse travel



The Purpose and Need explain the “why” of a project and it is used to evaluate the alternatives.

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

The specific needs to be addressed include:

- Improve regional connectivity
- Accommodate forecasted growth
- and reduce delay to adverse travel

Copies of the full text of the Purpose and Need document are available for review in the exhibit area and on the website. Please submit your feedback on the Draft Purpose & Need on the comment forms provided or present them to study team members.



# Alternative Development

- Prior Feasibility Studies
- CAG Member input
- Village Input
- IDOT/FHWA Input

Some of the alternatives were merged due to similarities and some were modified to satisfy design requirements.



Many sources were used to create the initial range of alternatives.

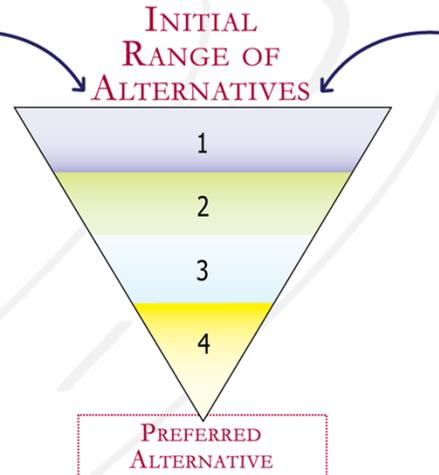
- They included alternatives from prior feasibility studies
- Input from CAG members
- Village Input and
- IDOT/FHWA input

Some of the alternatives were merged due to similarities. Some were modified to satisfy design requirements.



# Evaluation of Alternatives

- 1 - Fatal Flaw Factors
- 2 - Purpose and Need
- 3 - Operational Factors or Characteristics
- 4 - Social/Community/Environmental Factors



To reach a preferred alternative all of the alternatives will pass through four separate evaluations.

- A fatal flaw analysis has already been performed on the alternatives.
- Next the alternatives will be screened against the projects Purpose and Need statement.
- The alternatives will then be evaluated based on operational factors or characteristics.
- The remaining alternatives will then be considered for their social/community and environmental factors.



## Fatal Flaw Factors

- Major direct impacts to land use
  - Residential
  - Business
- Interchange Access Requirements
  - Minimize impact to traffic operations on I-55
  - Desirable to provide for traffic movements in all directions
  - Two mile separation between interchanges desired in urban areas



Fatal flaw factors that were applied to these alternatives included Major direct impacts to residential and business land uses and Interchange Access Requirements. The goal of the access requirements where possible is to

- Minimize the impact to traffic operations on I-55
- to provide for traffic movements in all directions
- And provide a 2 mile separation between interchanges in urban areas



## Draft Purpose and Need Factors

- Does it improve regional connectivity?
- Does it accommodate community and regional growth?
- Does it reduce delay due to adverse travel?



Next the alternatives will be screened against the project's draft Purpose and Need statement. For example, against the current draft of the Purpose and Need Statement:

- Does the alternative improve regional connectivity?
- Does it accommodate community and regional growth?
- Does it reduce delay due to adverse travel?



## Operational Factors or Characteristics

- Safety Improvements
- Capacity Improvements
- Operational Efficiencies – Level Of Service and Weave Issues
- Limited Additional Access Points
- Minimal Design Criteria Exceptions
- Accommodates Truck Access



The alternatives will be screened against operational factors and characteristics including:

- Safety Improvements
- Capacity Improvements
- Operational Efficiencies – Level of Service and Weave Issues
- Limited Additional Access Points
- Minimal Design Criteria Exceptions and
- whether it accommodates Truck Access



## Social, Community & Environmental Factors

- Right of Way Area Required
- Number of Displacements – Business or Residential
- Wetlands
- Floodplain/Floodway
- Water Quality/Water Resources
- Public Lands
- Cultural Resources
- Off-site Detention
- Noise
- Natural Resources
- Threatened & Endangered Species
- Community Support
- Socio/Economic Resources
- Estimated Construction Cost



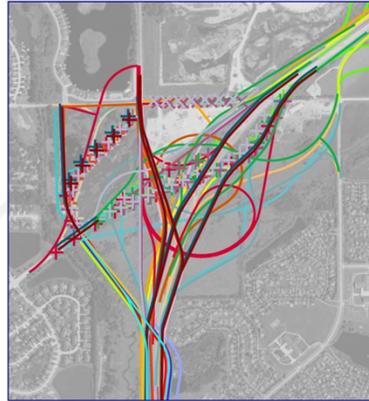
To reach a preferred alternative the alternatives will also be evaluated against social, community and environmental factors.

Listed here are some of those factors that will be considered. It includes the natural and human environment, economy, land uses and community support.



## Initial Range of Alternatives

- Improve existing interchanges
- New interchange locations
- Improve cross road & frontage road systems
- Combination of all three
- No build option



To date stakeholders have developed an initial range of alternatives including

- Improving existing interchanges,
- New interchange locations,
- Improvements to cross roads and frontage road systems,
- Combinations of all three
- And the no build option

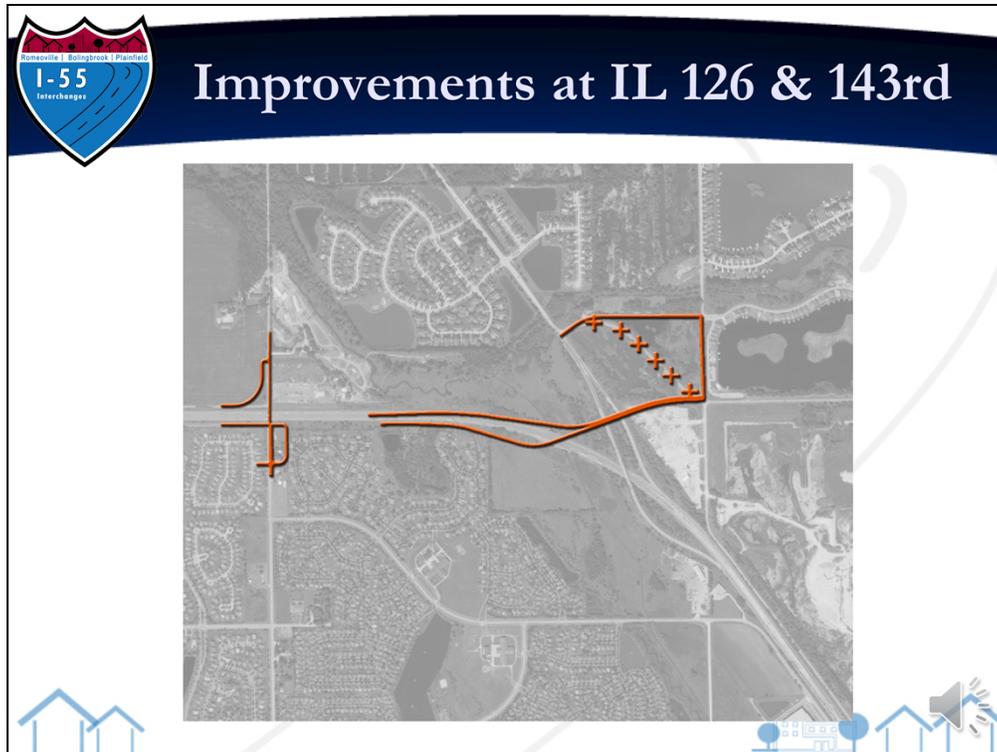
Aerials are provided in the exhibit area for stakeholders to sketch any additional alternatives they believe should be evaluated.

Twelve alternatives are currently being evaluated and are on display in the exhibit area. Those alternatives can be broken down into 4 categories.



The first category consists of improvements to the Lockport/Airport interchange and a Lockport Street bypass

- It includes a single point urban diamond interchange (or SPUDI)
- A SPUDI with frontage roads between Renwick and Airport
- And a half diamond interchange with frontage roads from Kings Road to airport Road



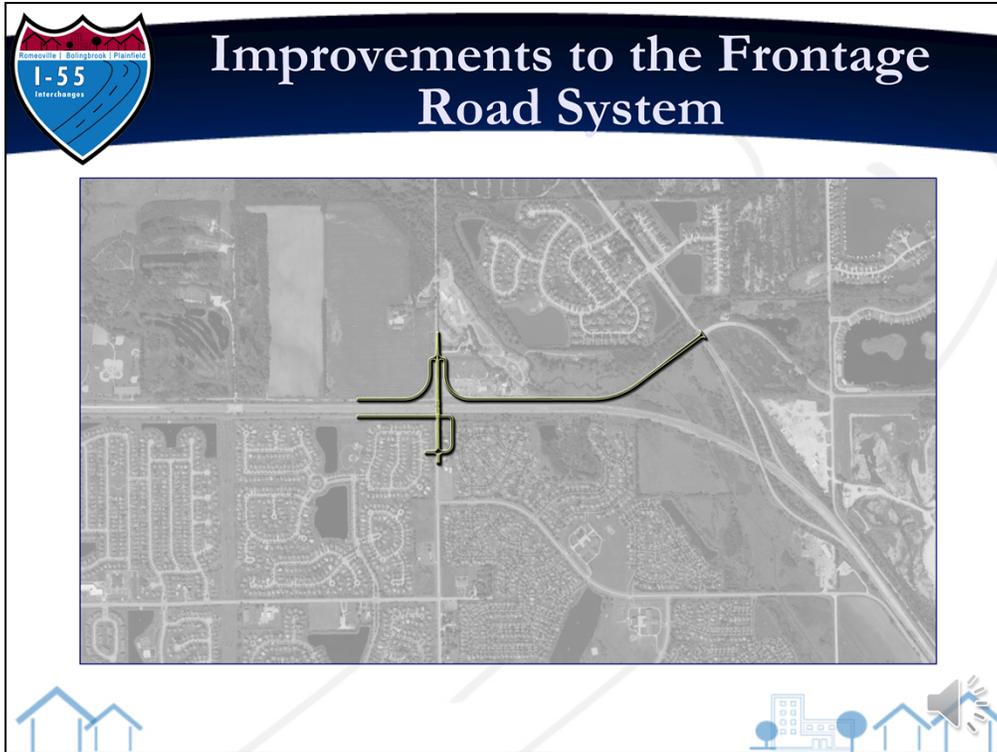
The second category consists of improvements at IL 126 and 143<sup>rd</sup> Street with a 143<sup>rd</sup> Street overpass

- It includes a full access interchange at IL 126 and a A diamond interchange at IL 126 with a Budler Road Connector
- And a full access interchange at IL 126 with an Essington Road connector



The third category consists of improvements at IL 126 and Airport Road with a Lockport Street bypass

- It includes a spread diamond at Airport and IL 126 and frontage roads from Renwick to Essington
- A diamond interchange at Airport and full access at IL 126
- A spread diamond interchange at Airport and IL 126 with frontage road connections
- A spread diamond interchange at Airport with a full access interchange at IL 126 with a collector road connection
- And a spread diamond interchange at Airport and IL 126 with frontage road connections.



This category consists of one option to improve the frontage road system

- The option is to create a frontage road on the west side of I-55 from the Essington Road intersection with IL 126 to Airport Road with a 143<sup>rd</sup> Street overpass.

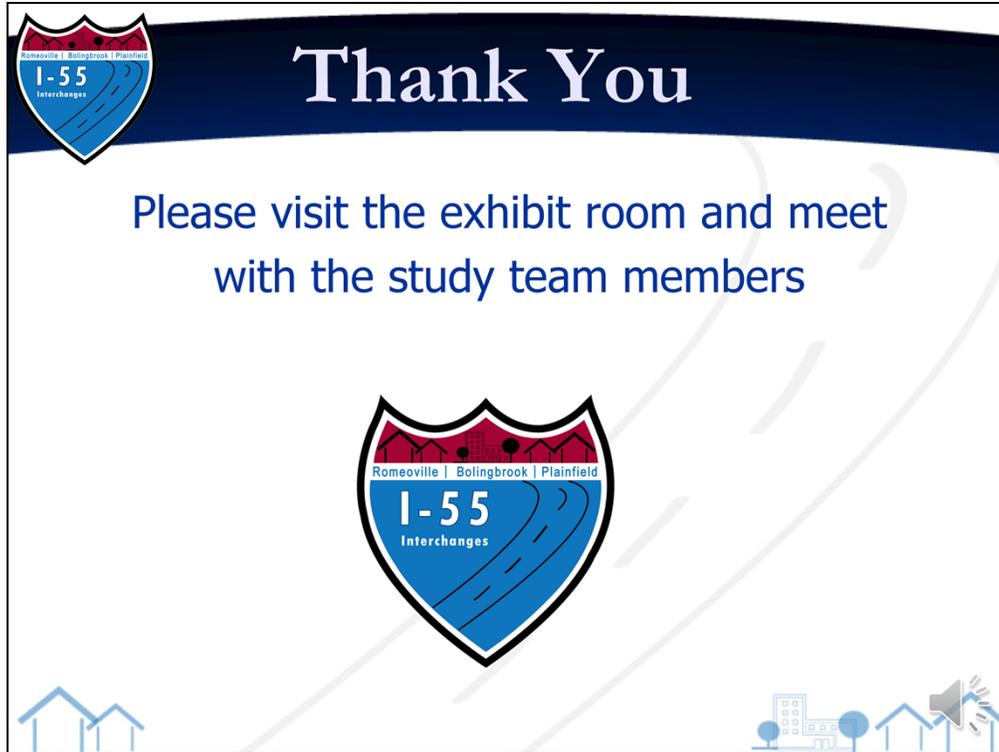


## Ways to Contribute Feedback

- Discuss your questions to study team members
- Submit written comment forms
- Submit alternative concepts
- Review website at [www.airportand126study.com](http://www.airportand126study.com)
- Comments received by July 9th, 2012 will become part of the public meeting record



- We are looking for your input. Let us know what you think.
- Please discuss your questions or comments with study team members
- Included in the project brochure, there is a form for submitting written comments. You can fill out the comment form and submit it here today or take them home with you and mail them in later.
- Please stop at the feedback table and sketch and turn in any alternatives that you would like to have considered on the aerials provided.
- A website has been established for this project. Any stakeholder will have the opportunity to review study progress, review meeting minutes, reports and other documents prepared as part of the study and be informed of public involvement activities. The website address is listed on the cover of the project brochure.
- Any comments resulting from this meeting that are submitted by July 9, 2012 will become part of the record for this public meeting.



- Thank you for attending today's public meeting. We look forward to seeing you at future public meetings as well.
- Please view the display exhibits and meet with the study team members who are available to discuss the project as well as answer any of your questions.