



# Update

DECEMBER 2012 • NO. 5



Illinois Department of Transportation  
Ann L. Schneider, Secretary

State of Illinois  
Pat Quinn, Governor

## Design Approval Granted: Plan Preparation and Land Acquisition Under Way

Construction Scheduled to Start Late Spring/Early Summer 2013

On June 11, 2012, IDOT approved the Phase I Project Report, which is commonly called "Design Approval." For a project report to receive design approval, the following objectives must be reached:

1. **Design Uniformity.** When conducting Phase I studies, designers must ensure that proposed improvements will satisfy a need and are designed and constructed according to IDOT policies and criteria; and that uniform designs are used statewide. Designers must seek, however, to use all of the flexibility inherent in the policies included therein to craft the best possible solutions to identified transportation problems.
2. **Public Involvement.** The final design must be developed in conformance with IDOT's public involvement requirements.
3. **Public Interest Considerations.** Final project decisions must be made that are in the best overall public interest. A Phase I study should fully consider the need for safe and efficient transportation, public services and the costs of eliminating or minimizing adverse impacts to the social and natural environment.
4. **Effects of the Project.** Designers must ensure that the potential economic, social and environmental effects of any proposed action have been fully considered.

With the project report approved, IDOT and its consultants began the preparation of the plans, specifications and estimates needed to place the project on a letting for bidding by a contractor. Approval also allowed IDOT to begin the land acquisition process to obtain the necessary right-of-way and easements to construct the project. Both of these tasks are under way and are expected to be completed early next year.

To view the text of the approved project report and plan and profile, please visit our website at [www.dot.il.gov/ilroute3/](http://www.dot.il.gov/ilroute3/) (this is a large file; a high-speed internet connection is recommended).



### Message from the Region 5 Engineer

*I am pleased to report that during the summer the project has successfully transitioned from the preliminary engineering study (Phase I) to the preparation of contract plans (Phase II). Our consultant and IDOT have been busy preparing the plans, specifications and estimates needed to place the projects on a letting for bidding by contractors. We look forward to seeing construction start late next spring or early next summer.*



Omer Osman, P.E.

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# Nearing the Finish Line

## IL Route 3 Project to be Constructed as Two Projects

### Vandebrook Drive Relocation to Start First

Throughout the project, it became apparent through the Context Sensitive Solutions (CSS) process that it was very important to the public to improve the Vandebrook Drive intersection with IL Route 3. To that end, IDOT made the decision to accelerate the relocation of Vandebrook Drive by preparing a separate set of plans for that portion of the project. Doing so allowed this much-desired improvement to begin sooner, and will be followed by another construction contract to build the remainder of the project. Included in this “second” project will be the reconstruction of the IL Route 3 and South Market Street intersection into a four-legged intersection, and construction of IL Route 3 from the southern end to just north of the South Market Street intersection.



*Existing IL Route 3 at South Market Street*

the lowest bidder. Following that date, the lowest bid will be reviewed and further processed, and if everything is in order, an official award of the project to the contractor will be made and construction will begin. Construction of the Vandebrook Drive relocation could begin as soon as 2-3 months after the letting date.

The remainder of the project, from just north of the South Market Street intersection to just north of the North Market Street intersection, is currently scheduled for the March 8, 2013, letting.

While delays are not expected, the letting dates may be changed due to many factors such as design or land acquisition issues, or funding issues.

## Thank You!

The Project Study Group would like to acknowledge the time invested by the stakeholders and Community Advisory Group members who helped to make this a successful project. We would also like to extend our gratitude to the City of Waterloo and the Waterloo High School for the use of their facilities for the various public involvement activities.

## Construction Activities and Traffic

No long-term road closures on IL Route 3 will occur during construction, although at times there will be temporary lane closures with minimal delays during the day when construction is occurring.

However, there will be short-term closures on the eastern leg of the IL Route 3/IL Route 156 intersection as well as the eastern leg of the IL Route 3 and Illinois Avenue intersections. These closures, expected to be approximately three weeks in duration, are needed to reconstruct the pavement at these locations.

Access to private property will be maintained at all times. The contractor will also be required to coordinate construction with Monroe County Fair officials during the fair to lessen the inconvenience to the fair-goers as much as practical during the fair.



*CAG meeting activities*

## Our Final Newsletter

This is the final newsletter for the IL Route 3 project. We hope that you have found them informative and that they kept you up to date on the status of the project and upcoming events. Please visit the project website at [www.dot.il.gov/ilroute3](http://www.dot.il.gov/ilroute3) to view all of the newsletters published to date, as well as future announcements.

# A Look Back...and Ahead

## Context Sensitive Solutions: A Success Story

Context Sensitive Solutions, or CSS, is an interdisciplinary approach that seeks effective, multimodal transportation solutions by working with stakeholders to develop, build and maintain cost-effective transportation facilities which fit into and reflect the project’s surroundings—its “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.



*Public meeting activities*

On the IL Route 3 project, the CSS process was embraced through the many individual meetings with stakeholders, the formation of the Community Advisory Group (CAG), public informational meetings, website and newsletters. It is not possible to completely satisfy all stakeholders due to the large area and number of persons affected. However, as CAG member Mayor Tom Smith explained, “The CSS process did result in a project that was best suited for the area while satisfying the purpose and need for the project.”



*CAG members reviewing options*

percent of the comments were positive. That is a huge turnaround in public opinion!

This shows that when IDOT and the public work together to reach a common goal, it is possible to succeed. “Having the CAG allowed us to provide input into how the improvement will function for the whole community” said CAG member and Vandebrook resident Sheila Kimlinger. The success of the CSS process and the project in general could not have been possible without the involvement and feedback provided by you, the stakeholder...so give yourself a hand!

After each public informational meeting, comments were collected. Over the course of the four public informational meetings held for this project, public sentiment changed from mostly negative at the onset to mostly positive at the conclusion of Phase I. After the first public informational meeting, two-thirds of the comments were negative, whereas after the final public meeting, 80

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### What’s Next

The design team is busy preparing the plans, specifications and estimates, as well as obtaining the necessary right-of-way and easements, to construct the project. Key milestone dates are as follows:

- January 18, 2013—Tentative letting date for the Vandebrook Drive relocation
- March 8, 2103—Tentative letting date for the remainder of the project
- Late Spring/early Summer 2013—Construction to begin on the Vandebrook Drive relocation
- Early Summer 2013—Construction to begin on the remainder of the project

### Project Time Line



# Contact Information



This newsletter has been published to provide regular updates regarding the progress of the Illinois Route 3-Waterloo Project.



IDOT is committed to conducting business in a sustainable manner. To that end, we have chosen to print this newsletter on Forest Stewardship Council (FSC) certified paper stock and to print with a commercial printer that also holds the certification. The Forest Stewardship Council is a non-profit organization devoted to encouraging the responsible management of the world's forests. FSC sets high standards that ensure forestry is practiced in an environmentally responsible, socially beneficial and economically viable way.



*We welcome your questions and comments, which you may submit by mail to:*

**Illinois Route 3-Waterloo Project Study Group  
c/o Horner & Shifrin, Inc.  
640 Pierce Blvd., Ste. 200  
O'Fallon, Illinois 62269**

*By email to:*

**IL3@HornerShifrin.com**

*Or through our project website at:*

**[www.dot.il.gov/ilroute3](http://www.dot.il.gov/ilroute3)**

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plus presentations on exemplary CSS projects, plans and programs from the surrounding region.

The IL Route 3 project in Waterloo was featured in a nationwide workshop/webcast sponsored by the Federal Highway Administration in late September. The workshop/webcast included an up-to-date overview of Context Sensitive Solutions plus presentations on exemplary CSS projects, plans and programs from the surrounding region. The case studies were drawn from submissions from across the country, and were selected by a National Steering Committee as examples of effective application of CSS principles to projects, plans and programs. The selection of the Waterloo project is testimony to the value of the Community Advisory Group and its contributions to the project.

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