

PROJECT IMPACTS – PREFERRED ALTERNATIVE

119th St./Rodeo Dr. to 135th St./Romeo Rd.

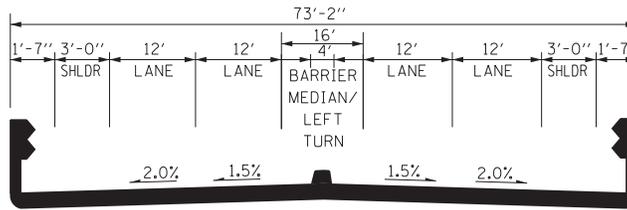
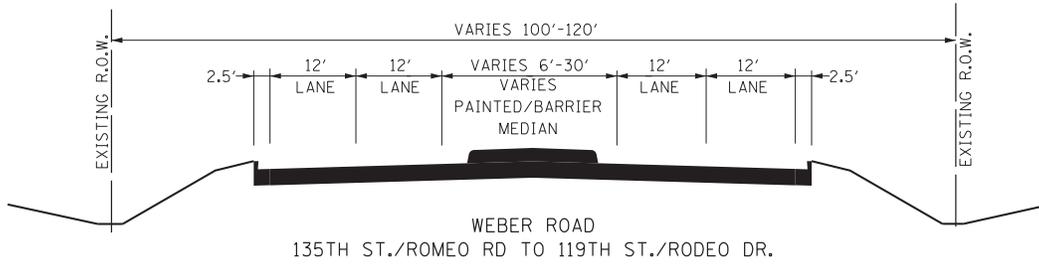


Resource	Level of Impact
Wetlands (acre)	1.976
Floodplains (ac/ft)	0.20
Floodways (ac/ft)	1.87
Common Noise Environments Impacted (#)	8
Economic and Business Relocations (#)	1
Right-of-Way (acre)	
• Fee Simple	10.08
• Permanent Easement	0.10
• Temporary Easement	2.82



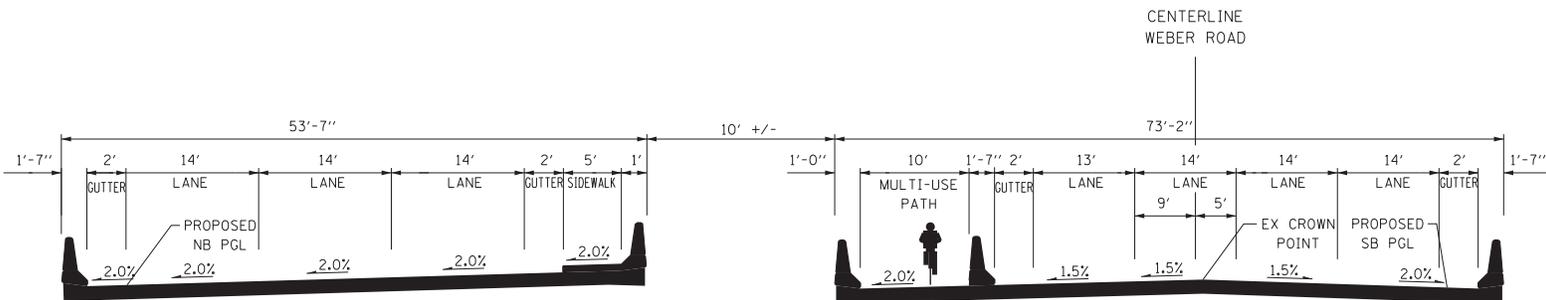
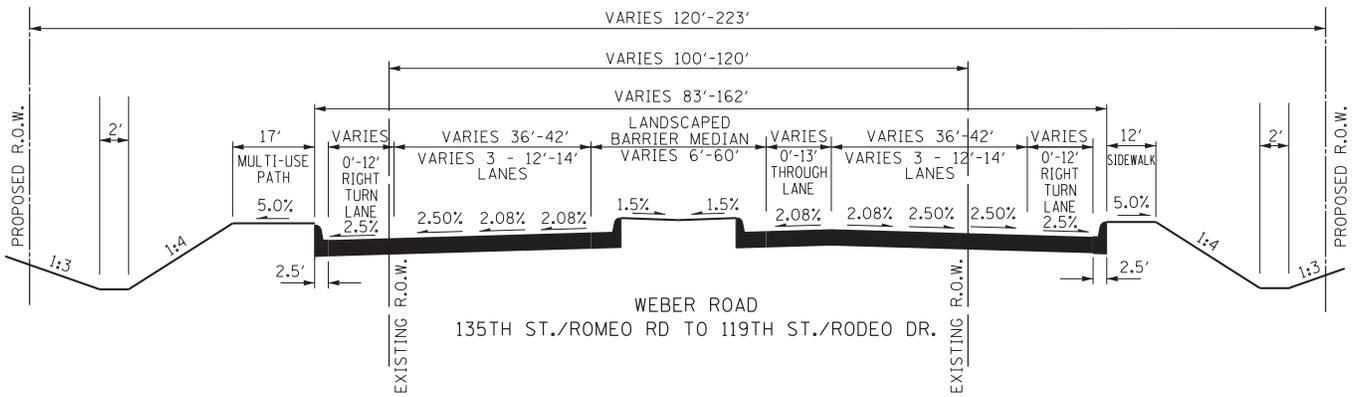
**Illinois Department
of Transportation**

EXISTING TYPICAL SECTION



WEBER ROAD BRIDGE OVER I-55

PROPOSED TYPICAL SECTIONS



WEBER ROAD BRIDGE OVER I-55

Diverging Diamond Interchange — Operations and Safety



- Orange arrow: “Crossed-over” through movement on Weber Road
- Purple arrow: “Crossed-back” through movement on Weber Road
- Yellow arrow: Right-turn movement onto freeway ramp
- Blue arrow: Unopposed left-turn movement onto freeway ramp

- Purple circle: Signal-controlled crossovers
- Orange circle: Signal-controlled off-ramp
- Blue circle: Pedestrian Actuated Signal

Operations Benefits

- 2040 Diverging Diamond compared to 2040 Standard Diamond:
 - AM delay reduced 91% northbound Weber; 39% southbound Weber;
 - PM delay reduced 61% northbound Weber; 42% southbound Weber;
- Waiting reduced by use of Two-Phase signals
- Left turns and right turns onto to ramps “free-flow”
- Overhead signing to direct drivers

Safety Benefits

- Left turn conflicts eliminated
- Lower design speed
- Multi-use path in center of interchange

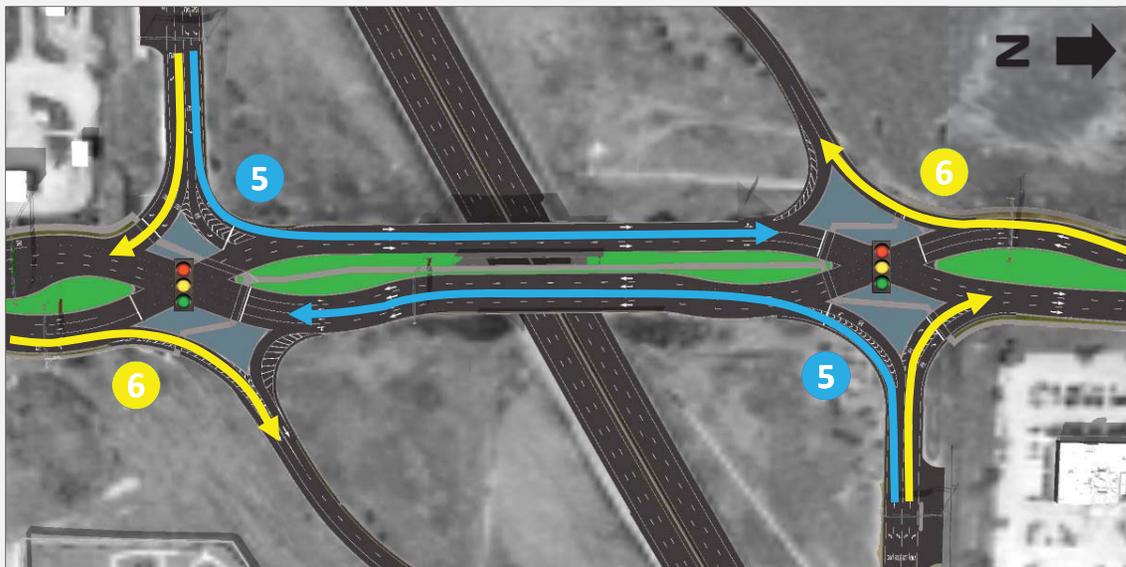


Diverging Diamond Interchange — How To Drive a DDI



Navigating the Crossover

1. Approaching the traffic signal, Weber Road will curve to the left.
2. You will be guided through the intersection and crossed to the left side of the road with opposing traffic now on the right side.
3. Entering onto I-55 will be a “free flow” left turn, meaning no need to stop.
4. Through traffic will pass the next signal and shift back to the right side. Opposing traffic will now be on the left side.



Exiting/Entering I-55

5. Traffic exiting I-55 will be controlled with a traffic signal. Left-turns onto Weber Road will be similar to turning left onto a one-way street.
6. Right turns to/from Weber Road and the I-55 ramp in either direction will be similar to the existing interchange.



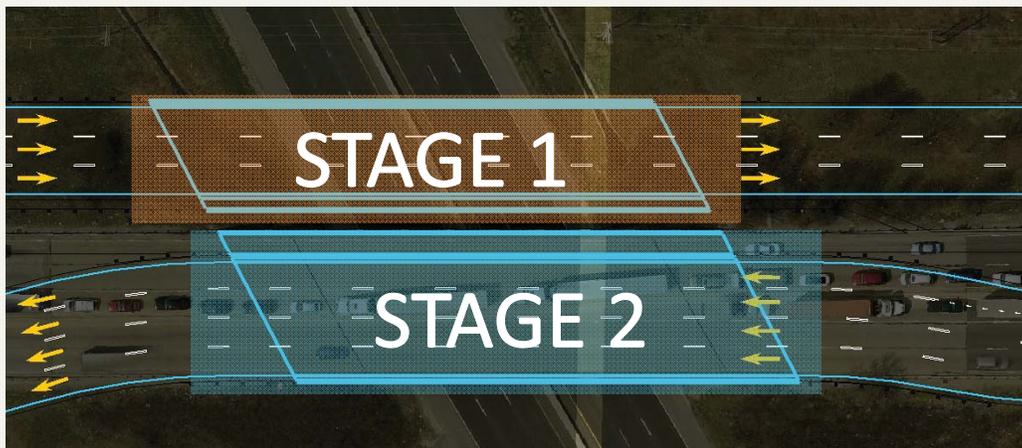
POTENTIAL CONSTRUCTION STAGING



SIMPLIFIED CONSTRUCTION STAGING

Diverging Diamond Bridge Structures

- Simplified construction staging results in reduced construction duration
- Bridges constructed in two phases:
 - Stage 1: Construct west bridge & maintain traffic on the existing bridge
 - Stage 2: Shift all traffic onto new west bridge and re-deck east bridge
 - Construction work zones separated from live traffic lanes which provides a safer work environment
 - Providing 14-foot travel lanes on the bridges will allow for future maintenance to take place with less impact to motoring public



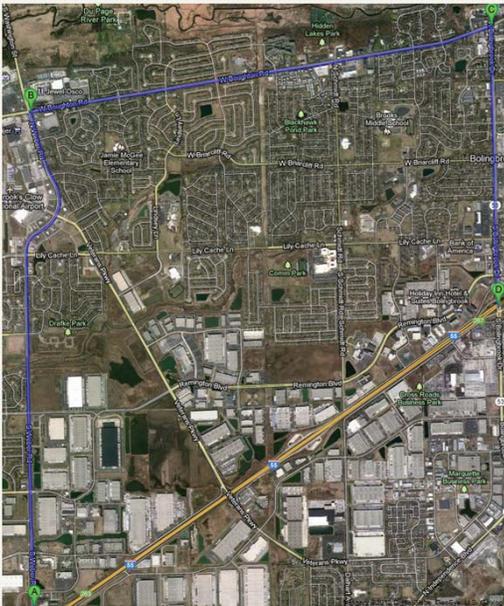
POTENTIAL DETOUR ROUTES



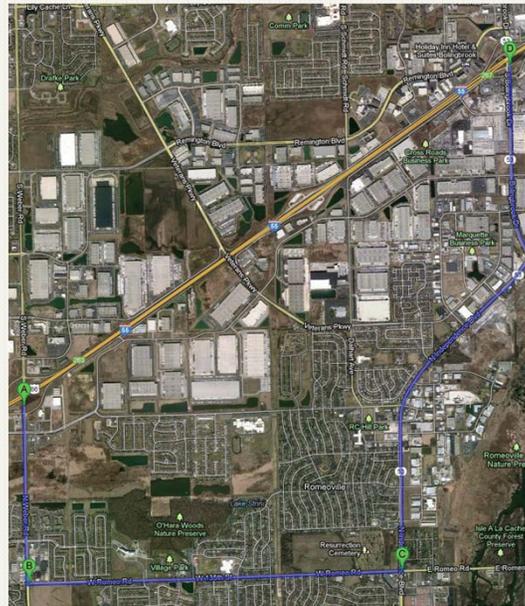
WHAT TO EXPECT

- Interchange ramps on I-55 and Weber Road are expected to be detoured for a short duration near the end of construction to install new signals.

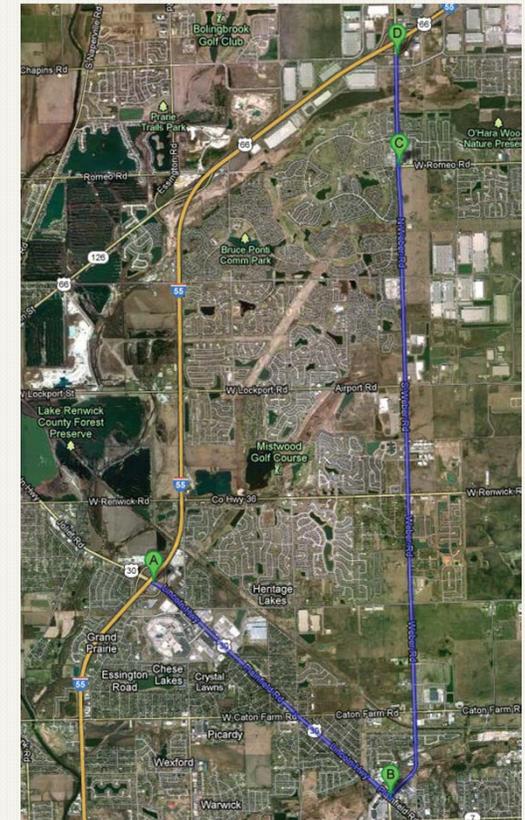
North Weber Road via IL 53



South Weber Road via IL 53



US 30



Weber Road

- One lane in each direction will be maintained.

Southbound Ramps

- Southbound exit ramp from I-55 to Weber Road traffic will be detoured to Route 53 or Route 30.

Northbound Ramps

- Northbound exit ramp from I-55 to Weber Road traffic will be detoured to Route 53 or Route 30.