

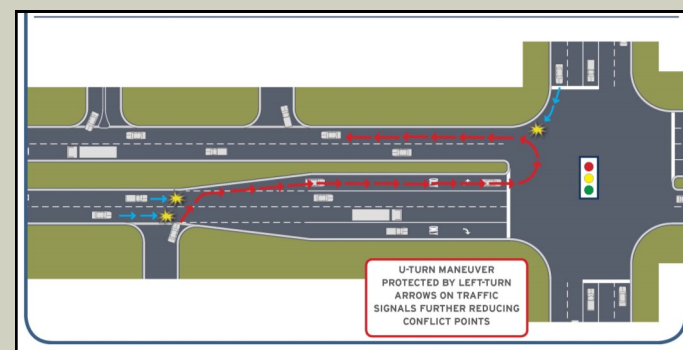
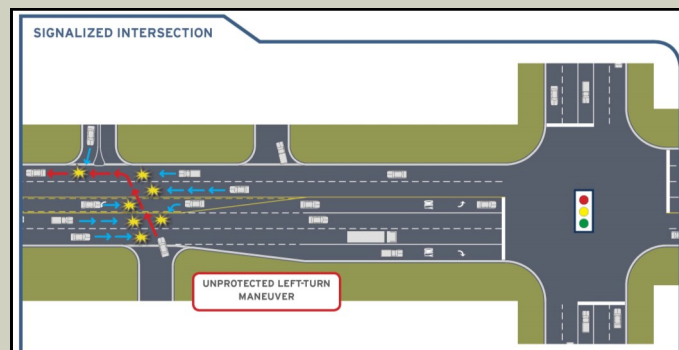
PARKING IMPACTS

In addition to improving vehicle operations at the intersection, another component of the proposed improvement consist of providing better accommodations for pedestrians and bicyclists by providing a continuous sidewalk network and a shared-use path. Several locations use an existing frontage road on IDOT's right-of-way (ROW) to provide access for vehicles to enter and exit parking stalls or the parking stall itself is utilizing the state's ROW; this is known as encroachment. These encroachments will be removed due to conflicts with the proposed improvement which has resulted in parking impacts.

- 126 parking spaces are impacted
 - ♦ 125 parking spaces illegally encroach on IDOT's ROW
 - ♦ 1 legal space impacted due to proposed improvements
 - * Compensation will occur during the land acquisition process for this one owner
- 19 property owners impacted

ACCESS MANAGEMENT

Access is managed by planning locations and spacing of driveways, street connections, median openings, and traffic signals. The purpose of access management is to preserve the safety and efficiency of the surrounding transportation network. Each access point creates a potential conflict between through traffic and traffic entering or exiting each access point. The figures shown below illustrate how basic changes in access design, such as incorporating a median, can reduce traffic conflicts and the potential for crashes. Keeping in mind the goals of the proposed improvements along this corridor and due to the amount of driveways and the high number of reported crashes throughout the project limits; a barrier median is included in the design to increase safety by reducing the number of conflict points.



FUNDING

This improvement is included in the Department's FY 2018-2023 Proposed Highway Improvement Program. Our engineering efforts are targeted to enable contract letting in the middle years of our current multi-year program contingent upon plan readiness, land acquisition, and funding availability through our future annual legislative appropriations.

SUBMIT COMMENTS AT THE PUBLIC HEARING OR BY MAIL TO:

Illinois Department of Transportation
Bureau of Programming—Attn: Carlos A. Feliciano
201 West Center Court
Schaumburg, Illinois 60196-1096

COMMENTS MAY ALSO BE SUBMITTED VIA:

Email: DOT.55THSTREET@illinois.gov

Project Website: www.idot.illinois.gov/projects/55THSTWIDENING

SUBMIT ALL CORRESPONDENCE NO LATER THAN
NOVEMBER 24, 2017

Public Hearing 55th Street US 12/20/45 (LaGrange Road) to East Avenue



Illinois Department of Transportation

October 26, 2017
4:00 p.m. to 7:00 p.m.
Countryside City Hall
5550 East Avenue
Countryside IL, 60525



WELCOME

The Illinois Department of Transportation (Department) is conducting a Preliminary Engineering and Environmental (Phase I) study for the proposed improvement of 55th Street from LaGrange Road to East Avenue for the purposes of addressing the safety and capacity issues currently experienced on this roadway segment. Everyone in attendance is encouraged to submit written comments to the comment box, have a statement recorded during the public forum to the court reporter, or send comments to the email and/or the project website on the back of this project brochure.

PURPOSE OF HEARING

- Present project history and existing conditions
- Present the purpose and need for improvement
- Present the proposed scope of work
- Provide an opportunity to review and comment on the proposed project plans
- Discuss the next steps in the Phase I process

PROJECT HISTORY

In 1998 Joliet Road was closed between East Avenue and 55th Street due to safety and structural integrity concerns. On May 17, 2010, the State of Illinois was awarded \$40 million dollars in a settlement with Vulcan Materials as a result of the closure of Joliet Road. Later that year the Department revisited a 2003 Traffic Impact Study of this area to determine how to mitigate traffic impacts from the closure of Joliet Road. The updated study identified and analyzed intersections and roadway segments in the study area to determine how safety and capacity could be improved.

This information helped to group intersection improvements by priority based on safety issues, opportunities to improve capacity and proximity of the improvements to the Joliet Road closure. Twelve intersection improvements were grouped as Priority I or Priority II according to these criteria. The 55th Street from LaGrange Road to East Avenue project is a Priority I improvement.



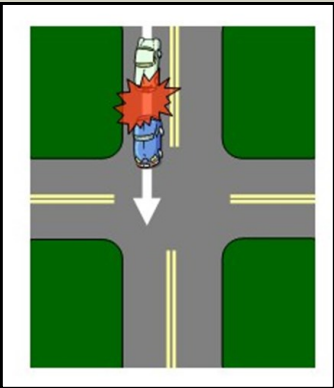
EXISTING CONDITIONS

55th Street has a curb and gutter undivided four lane cross section, two lanes in each direction, which widens to include an exclusive left turn lane at the intersections of LaGrange Road and East Avenue. There is an existing five foot wide concrete sidewalk network parallel to 55th Street on the north and south sides of the roadway as well as on the east and west side of LaGrange Road on the south leg. The north leg of LaGrange Road has an inconsistent sidewalk network which lacks connectivity in several areas due to parking lot conflicts.

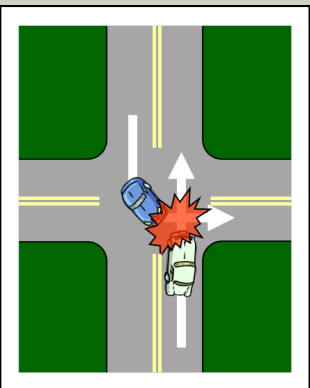
SAFETY AND OPERATIONS

Safety and operational improvement needs began with an analysis of crashes. The section of 55th Street near LaGrange Road was included in the 2012 State of Illinois “Five Percent Report”, which captures locations with the most pressing safety needs. The predominant crash types, seen below, indicate congestion and capacity issues.

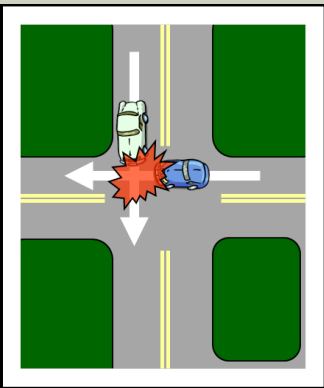
- 253 total crashes reported from 2010 to 2014
- 80 crashes reported injuries
- 1 fatality was reported in 2013



REAR END
105 (42%)



TURNING
79 (31%)



ANGLE
31 (12%)

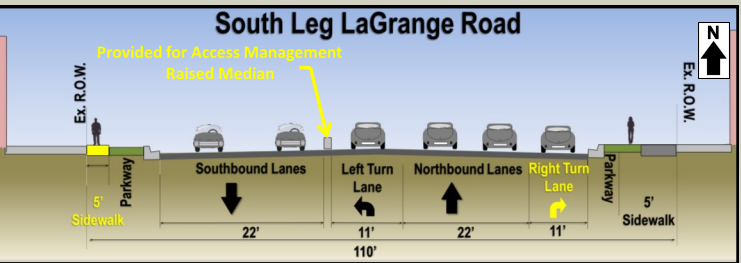
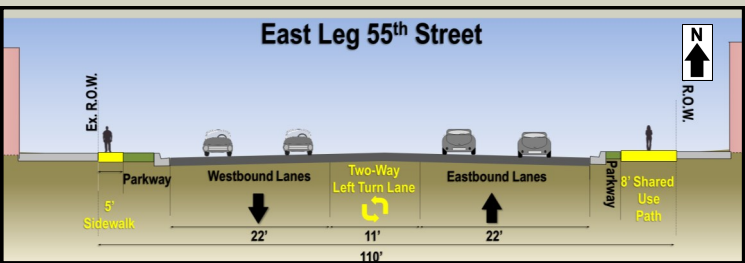
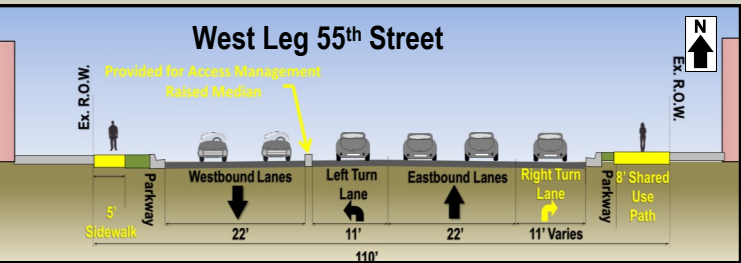
PURPOSE AND NEED

The purpose of the proposed improvement is to address current congestion and safety issues within the project limits. High traffic volumes for turning movements, narrow lane widths, and short left turn lanes cause congestion and create queues extending into the adjacent thru lanes. These factors cause increased delay for multiple movements and contribute to the high amount of crashes within the project limits. Numerous commercial driveways located in the area without a dedicated turn lane for entry and exit are also contributing factors to the high crash occurrences. The profile along 55th Street is below the minimum grade to properly drain the roadway of storm water runoff and the existing curb and gutter is not continuous. In addition, the flat terrain of gravel and paved shoulders, as well as insufficient storm sewer pipe sizes help create flooding issues along the roadway, especially near Madison Avenue on 55th Street. The existing sidewalk network also lacks continuity which aids for safe pedestrian and bicycle passage between the high number of commercial entrances and exits as well as other locations throughout the project limits.

PROPOSED SCOPE OF WORK

- Widen and resurface 55th Street to provide continuous five lane cross section
- Extend left turn lanes on every leg of 55th Street and LaGrange Road intersection
- Provide raised barrier median along left turn lane extensions
- Provide right turn lanes on both legs of 55th Street and the south leg of LaGrange Road
- Drainage improvements providing continuous curb and gutter sections and upsize storm sewers
- Traffic signals will be modernized
- Bicyclist and pedestrian accommodations with an 8’ wide shared-use path and 5’ wide continuous sidewalk connections
- City of Countryside (City) was awarded Illinois Transportation Enhancement Program (ITEP) Grant for proposed streetscape improvements
- Lighting improvements on south leg of LaGrange Road in conjunction with City’s ITEP Grant

PROPOSED TYPICAL SECTIONS



Not to Scale

