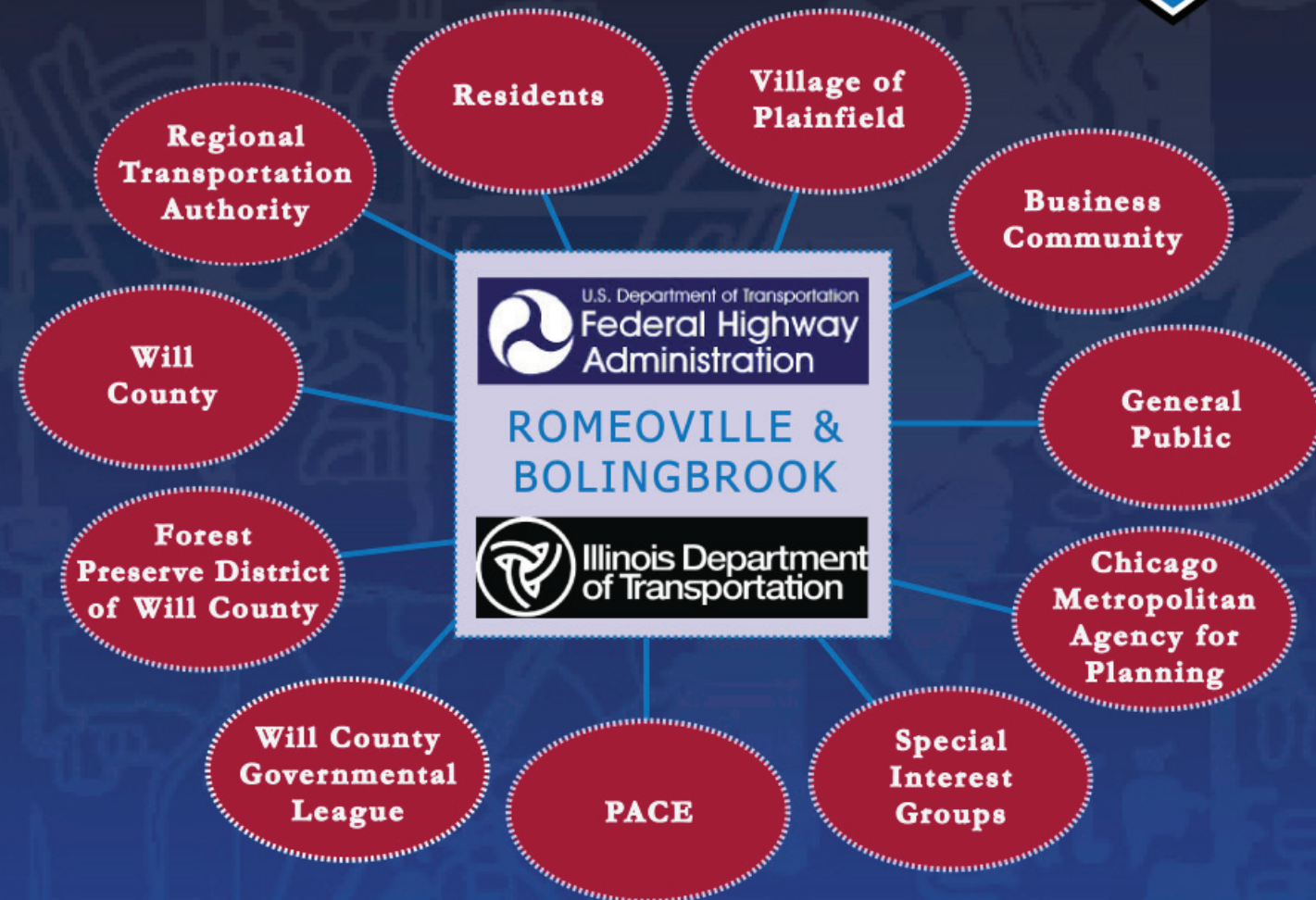


WHO IS INVOLVED?



I-55 Interchanges

WITH AIRPORT ROAD AND IL 126/ESSINGTON ROAD



The Village of Romeoville and Bolingbrook along with IDOT will lead the Phase I Study and Planning process in conjunction with the Federal Highway Administration (FHWA).

Stakeholder outreach efforts will be performed by the consultant team to ensure the users of I-55 and the surrounding roadway network have the opportunity for meaningful input into the project's development.

QUESTIONS, COMMENTS & INFORMATION

WE INVITE YOU TO SUBMIT COMMENTS
ABOUT THE PROJECT AT THE PUBLIC
MEETINGS OR BY MAIL TO:

Illinois Department of Transportation
Bureau of Programming
Attn: Jessica Feliciano, P.E.
Project Manager
201 West Center Court
Schaumburg, Illinois 60196-1096

COMMENTS ARE WELCOME AT ANY TIME,
BUT TO BE INCLUDED IN THE FIRST PUBLIC
MEETING RECORD, COMMENTS MUST BE
RECEIVED BY **MARCH 8, 2011**

FIRST PUBLIC INFORMATIONAL MEETING

TUESDAY, FEBRUARY 22, 2011

4:00 PM - 7:00 PM

ROMEORVILLE VILLAGE HALL
1050 WEST ROMEO ROAD
ROMEORVILLE, IL 60446-1329



PROJECT PLANNING PROCESS

IDOT PROJECTS PROGRESS THROUGH 3 PHASES

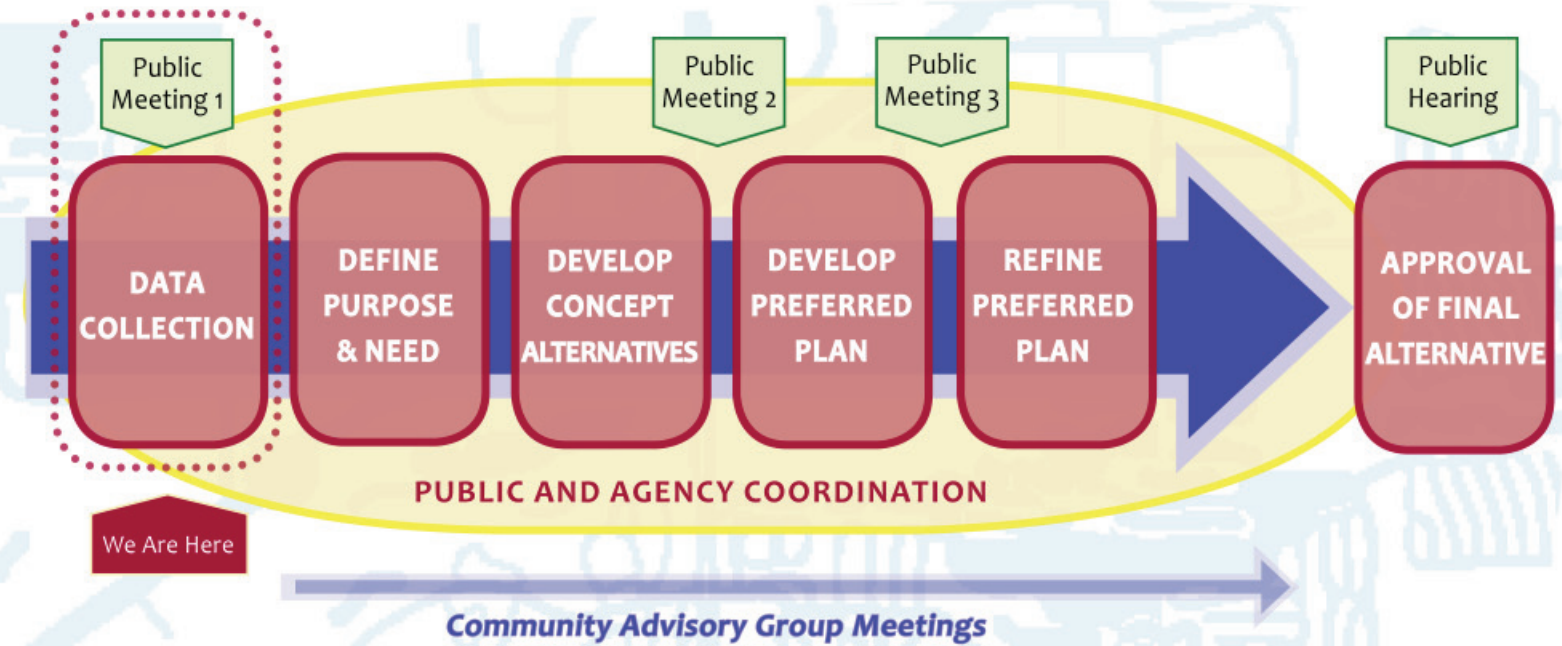
Phase I: Transportation needs will be defined, alternatives will be evaluated, and a preferred plan will be selected and potential Right-of-Way identified.

Phase II: Detailed Construction Plans will be developed and land will be acquired.

Phase III: Construction will begin.



PHASE I STUDY PROCESS



The planning process is based on guidelines prescribed by the Federal Highway Administration (FHWA) which follows the National Environmental Policy Act (NEPA).

The **first public meeting** is meant to identify general issues, develop information on the community context, define the project's Purpose and Need, and to introduce the public involvement process. The Purpose and Need is a statement of the problem to be solved by the project.

During the **second public meeting** the Purpose and Need are presented, concept alternatives are introduced and feedback is solicited.

The **third public meeting** is held to present remaining alternatives being considered and to seek stakeholder input. A **final public hearing** is held to present the preferred alternative for the project.

FACTS

The Study Area will include 3.5 miles of I-55 from one-half mile south of Airport Road to one mile north of IL 126.

The study limits for IL 126 include 2,700 feet of IL 126 to the southwest of I-55, 4,500 feet of 135th Street east and west of Essington Road, and 3,500 feet of Essington Road north of IL 126.

The Airport Road/Lockport Road Study Area includes the span over I-55 and the frontage roads.

The Study Area is located entirely within Will County and communities adjacent to the project include Romeoville, Bolingbrook, Plainfield and Joliet.

The Village of Romeoville is located primarily south and east of I-55 in the study area. Access to I-55 is limited to the Weber Road Interchange which is severely congested and under a separate improvement study. Residential, commercial, and industrial development in the area has resulted in increased truck and vehicular traffic.

The communities in and around the project areas, have grown rapidly in recent years, and this growth is projected to continue. Traffic volumes have doubled and, in some cases tripled along sections of I-55 since the mid-1980's

The Village of Bolingbrook is located primarily to the north of I-55 in the study area. Access to I-55 is limited to the Weber Road and Route 53 interchanges. Bolingbrook has experienced significant development growth in the project area, with the industrial development along the I-55 corridor. This industrial development has resulted in significant truck traffic as well as increased vehicular traffic related to these employment centers.

The Village of Plainfield is located mostly west and north of the study area. Access to northbound I-55 is primarily from the IL 126 partial interchange with some traffic working their way through the Bolingbrook roadway network to Weber Road. Access to southbound I-55 is split between the Weber Road interchange and the U.S. 30 Interchange located south of the study area in Joliet.

This traffic adds to congestion experienced in downtown Plainfield and on the west side of Bolingbrook.

IDOT has designated this project as one that will utilize principals of Context Sensitive Solutions (CSS) as part of a robust public involvement process.

Context Sensitive Solutions 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 to 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.

It is unlikely that this project will be able to be constructed totally within the existing right-of-way and therefore some land may need to be acquired.

SHARE YOUR OPINION

WE WANT TO HEAR FROM YOU.

YOUR COMMENTS ARE IMPORTANT TO THE PROJECT PROCESS. WE ARE SEEKING YOUR INPUT ON THE DATA DEVELOPED FOR THE COMMUNITY CONTEXT AUDIT AND THE IDENTIFIED TRANSPORTATION NEEDS FOR THE PURPOSE AND NEED STATEMENT.

WE ENCOURAGE YOU TO VISIT THE EXHIBIT AREA TO REVIEW THE PROJECT DETAILS AND TO MEET WITH THE STUDY TEAM MEMBERS.