

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

Second Public Meeting
June 21, 2012

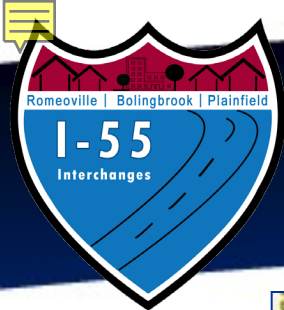




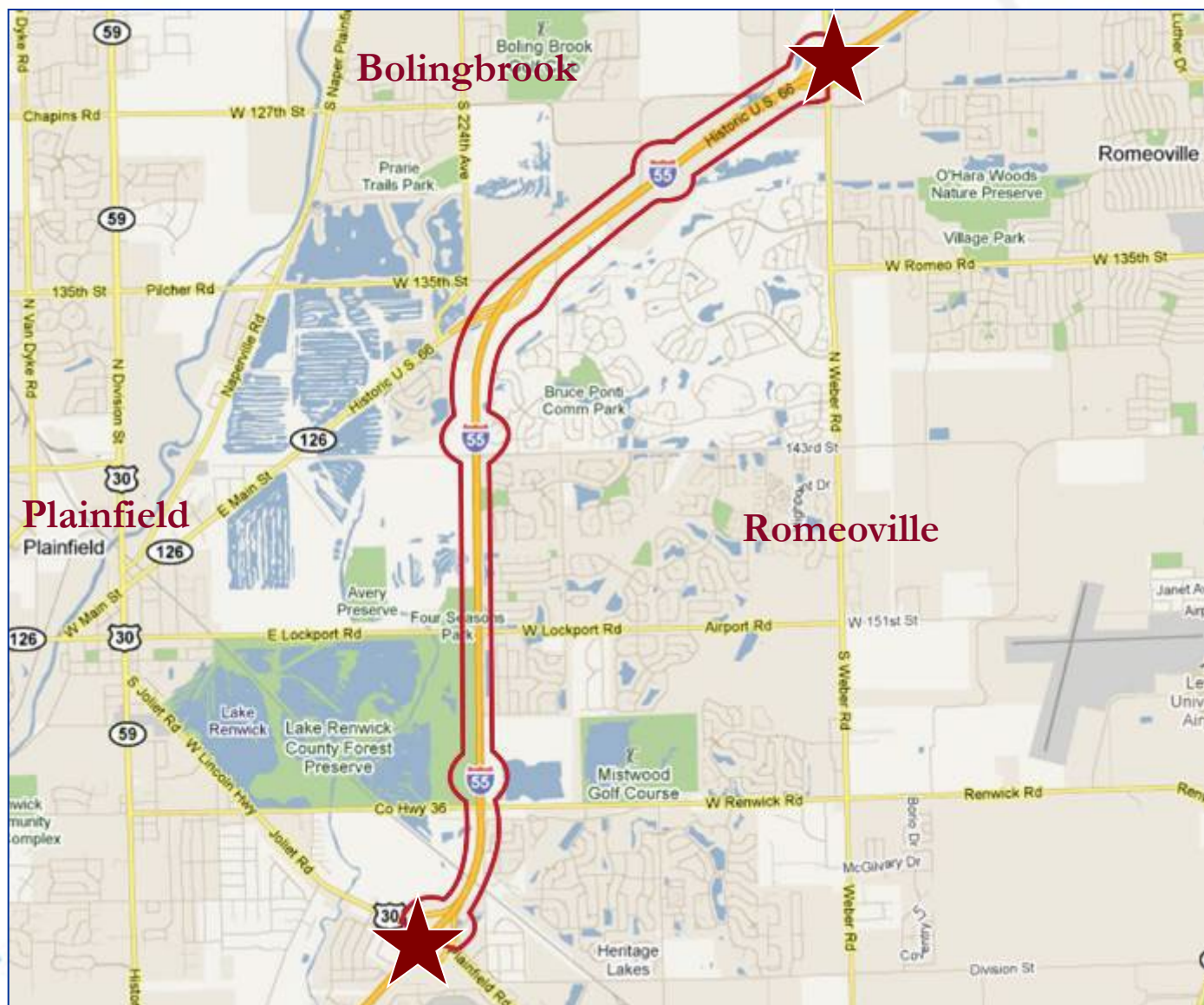
Meeting Goals

- 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
- Obtain feedback





Study Area





Project Team



Bolingbrook
a place to grow

VILLAGE OF
PLAINFIELD



Illinois Department
of Transportation





Phases of an IDOT Project

WE ARE HERE

PHASE I

Preliminary
Engineering &
Environmental
Study

2011-2013

PHASE II

Contract Plan
Preparation

Land
Acquisition

2014-2015

PHASE III

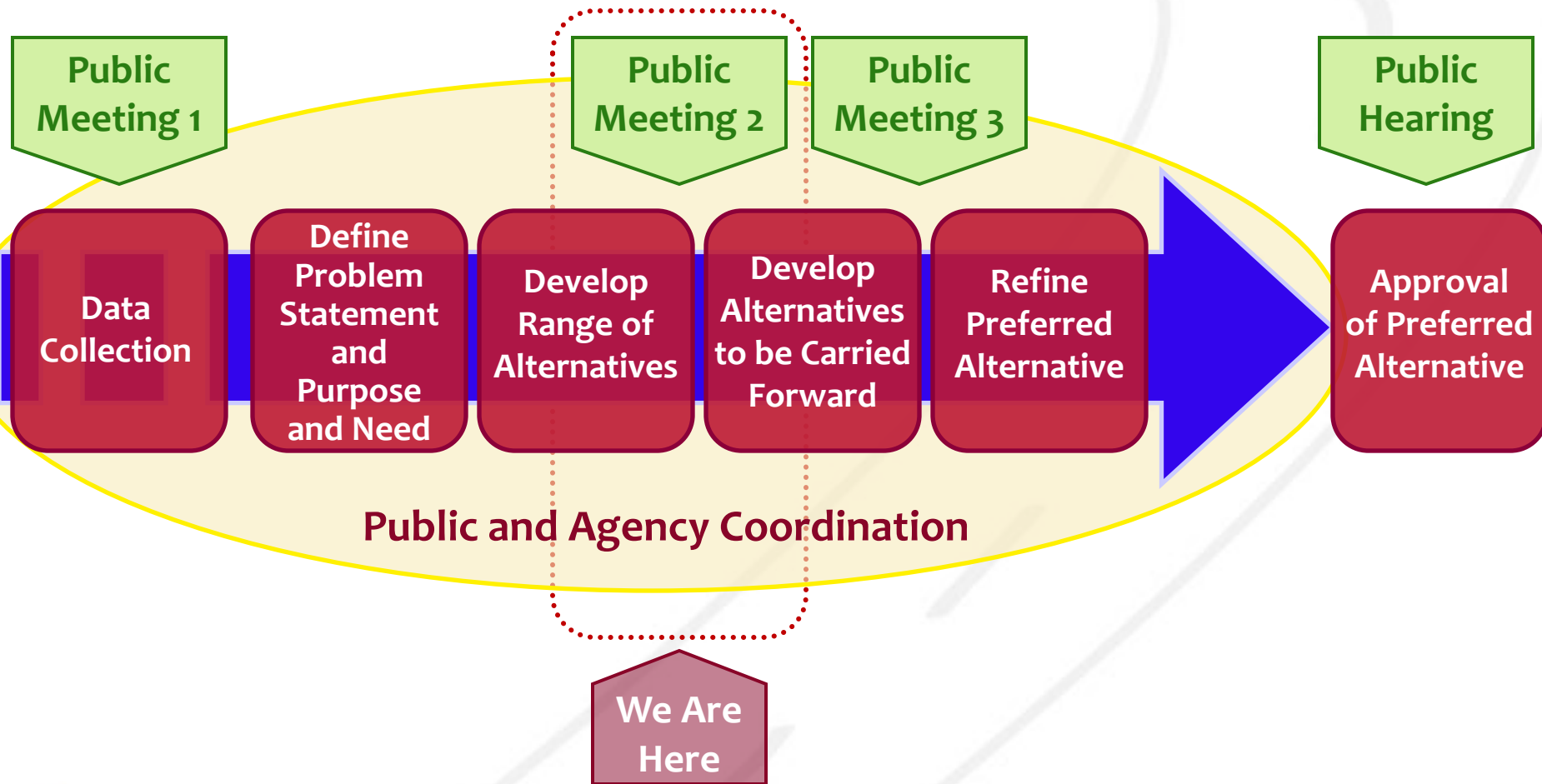
Construction

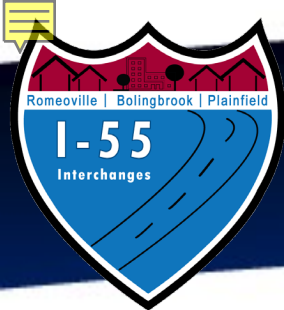
2016 (START)





Phase I Study Process





Project Schedule

STUDY PROCESS BEGINS (OCTOBER 2010)

Context Inventory &
Existing Conditions
Analysis

- Project Introduction with Villages

PUBLIC INFORMATION MEETING

- CAG #1 - Inventory Project Context
- CAG #2 - Problem Statement

February 22, 2011

Alternative
Development

- CAG #3 - Purpose & Need, Alternative Development
- CAG #4 - Evaluation Measures & Range of Alternatives

PUBLIC MEETING

- CAG #5 - Present Feasible Alternatives & Further Evaluation Measures
- CAG #6 - Present Alternative Evaluation/Alternatives to be Carried Forward

January 2012

WE ARE HERE
June 21, 2012

Preferred Alternative

PUBLIC MEETING

- CAG #7 - Comments on Preferred Alternative from PM

PUBLIC HEARING

Summer 2012

Spring 2013

STUDY CONCLUDES - PREFERRED ALTERNATIVE GENERAL AGREEMENT (2013)



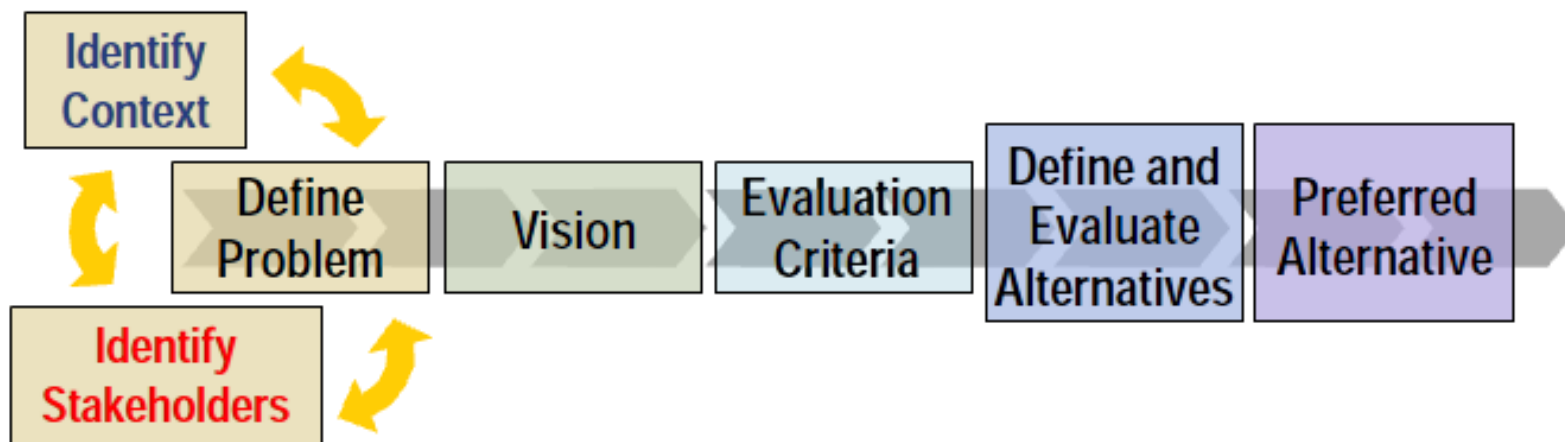
National Environmental Policy Act (NEPA)

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





CSS Process



← **Considerations** →

Stakeholder Considerations / Community Asset

Environmental Considerations / Compatibility with the Environment

Engineering Considerations / Transportation Needs



Project Progress

- Stakeholder Involvement Plan approved
- Community Advisory Group meetings
- Developed the Problem Statement
- Developed Project Purpose and Need





Stakeholder Involvement Plan (SIP)

- Provides guide for implementing stakeholder involvement
- Identifies stakeholders
- Defines responsibilities of study participants
- Describes opportunities for public involvement
- Provides schedule for public involvement activities





Community Advisory Group (CAG)

- Composed of volunteer stakeholders
- Active part of the decision making process
- Group will provide 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





Draft Problem Statement

Revised 08/15/2011

- 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.

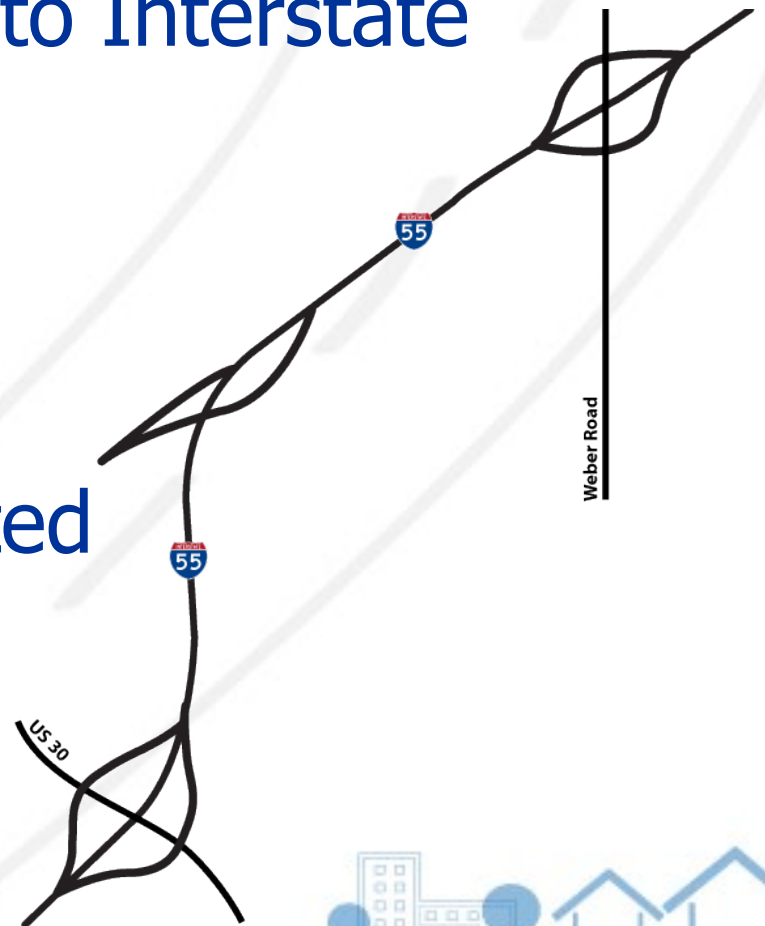




Draft Purpose & Need

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





Alternative Development

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

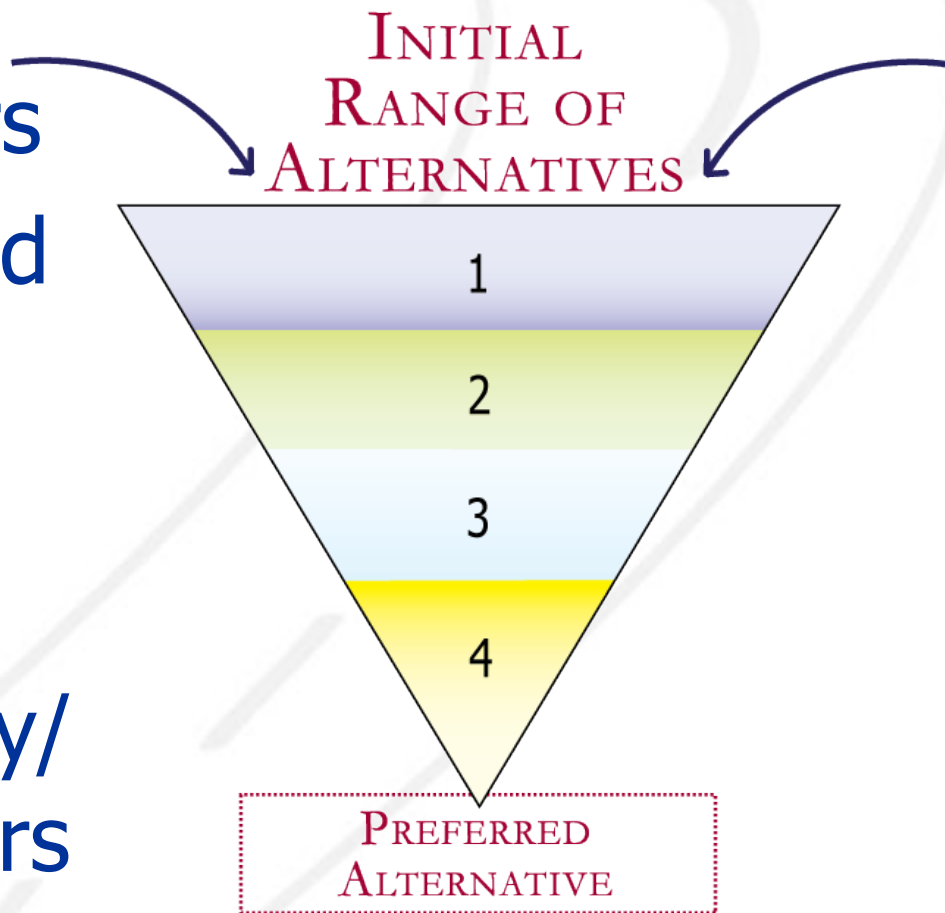
Some of the alternatives were merged due to similarities and some were modified to satisfy design requirements.





Evaluation of Alternatives

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





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 desired in urban areas





Purpose and Need Factors

- Does it Improve Regional Connectivity?
- Does it Accommodate Community and Regional Growth?





Operational Factors or Characteristics

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





Social, Community & Environmental Factors

- Right of Way Area Required
- Number of Displacements – Business or Residential
- Wetland Impacts
- Floodplain/Floodway Impacts
- Water Quality/Water Resources Impacts
- Section 4(f) Impacts
- Historical
- Off-site Detention Impacts
- Noise Impacts
- Natural Resources
- Threatened & Endangered Species
- Community Support
- Socio/Economic Impacts
- Estimated Construction Cost





Initial Range of Alternatives

- Improve existing interchanges
- New interchange locations
- Improve cross road & frontage road systems
- Combination of all three





Ways to Contribute Feedback

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





Thank You

Please visit the exhibit room and meet
with the study team members

