

DRAFT PROBLEM STATEMENT



Forecasted population and employment growth in the Villages of Romeoville, Bolingbrook and Plainfield and unincorporated portions of northwestern Will County will cause a significant increase in travel demand on the local and regional roadway network and at interchanges that provide access to and from I-55.

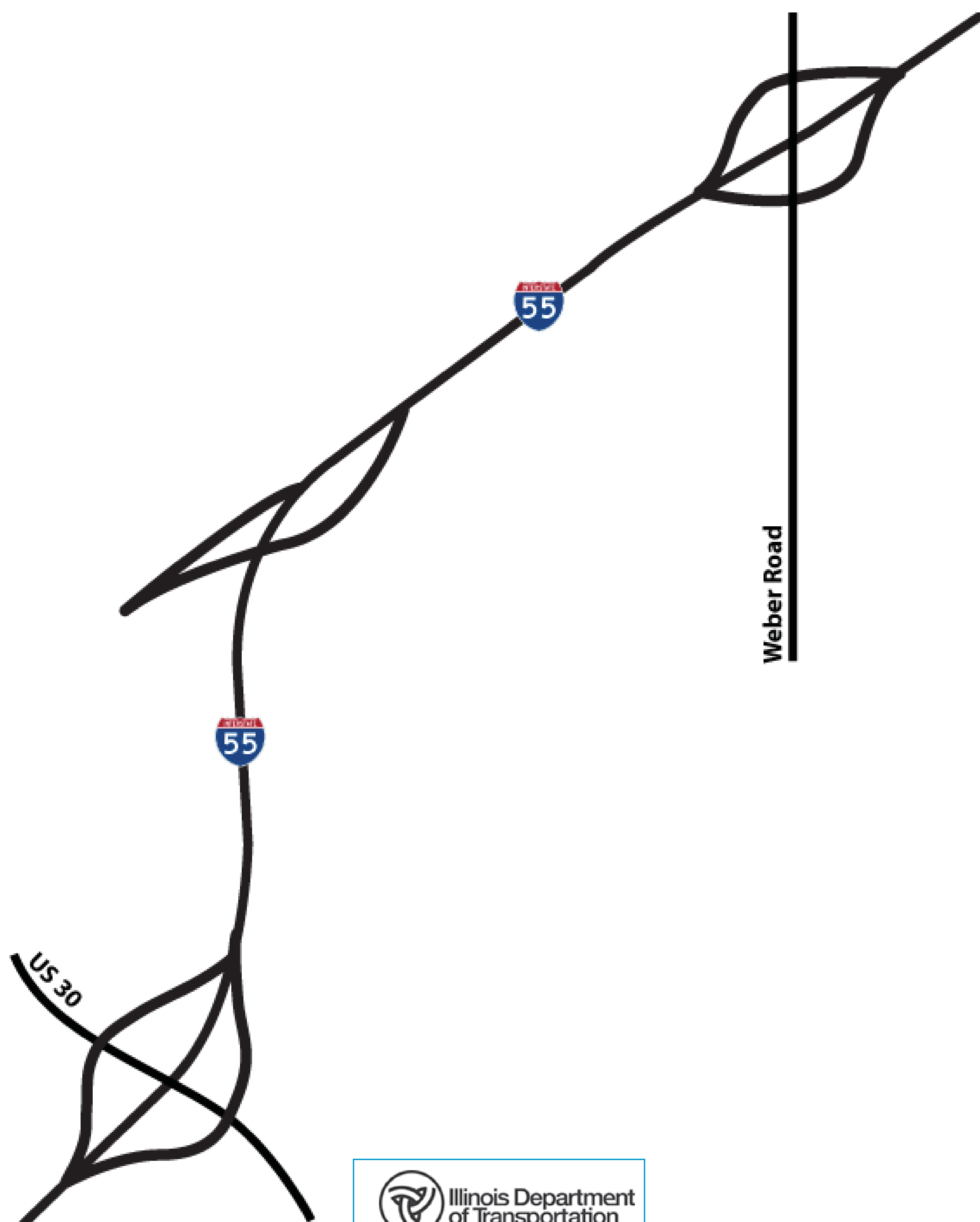
Provision for traffic to either enter I-55 in a southbound direction or exit I-55 in a northbound direction is unavailable over a six-mile length of the interstate highway between the interchanges located at US Route 30 and at Weber Road. This leads to traffic generated by land uses within the corridor being concentrated at the I-55 interchanges with US Route 30 and Weber Road since both locations have full access in either a northbound or southbound direction.

Improvements are needed to facilitate mobility for vehicular and non-motorized travel within the regional area that will reduce delay and congestion, improve traffic safety and provide full access to and from I-55. Access improvements will be considered while being sensitive to community values and the natural environment of the study corridor.



The purpose of the proposed action is to provide improved access to Interstate Route 55 (I-55).

- Improve regional connectivity
- Accommodate forecasted growth
- Reduce delays due to adverse travel



Illinois Department
of Transportation



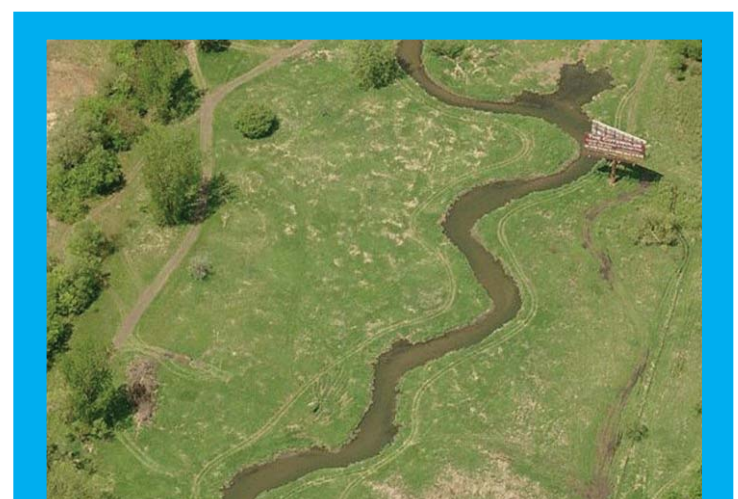
PROJECT CONTEXT CONSIDERATIONS



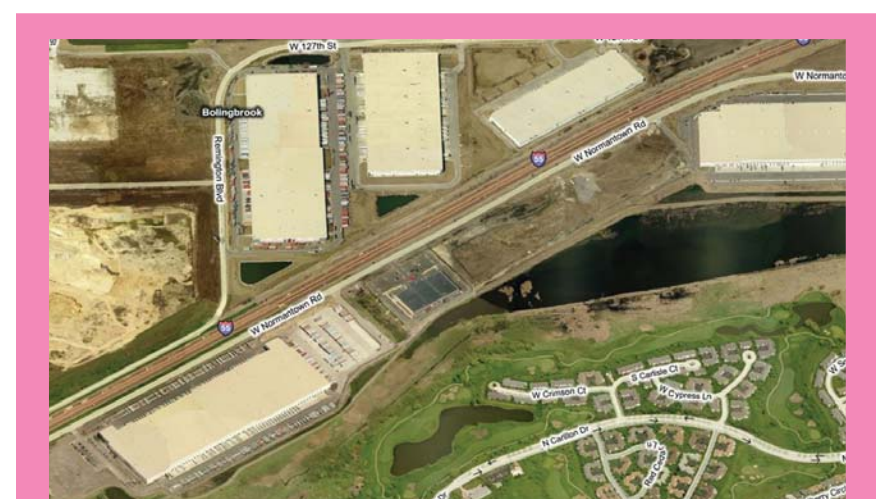
PARKS



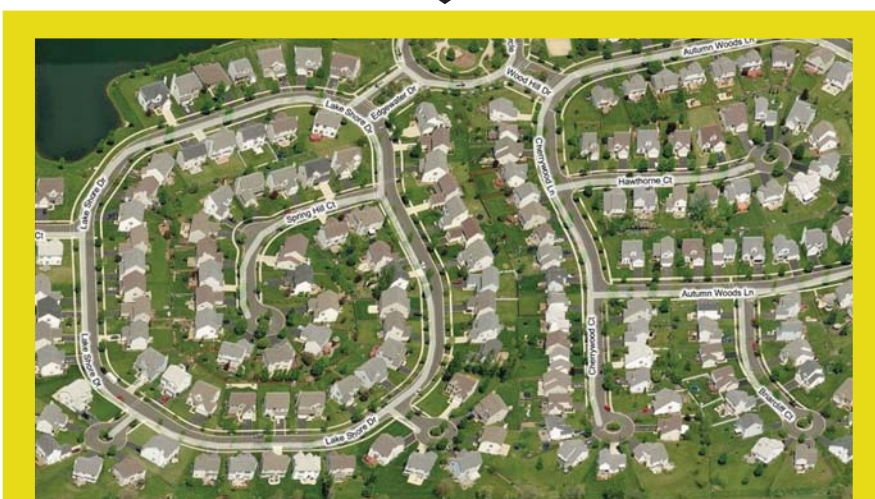
QUARRY



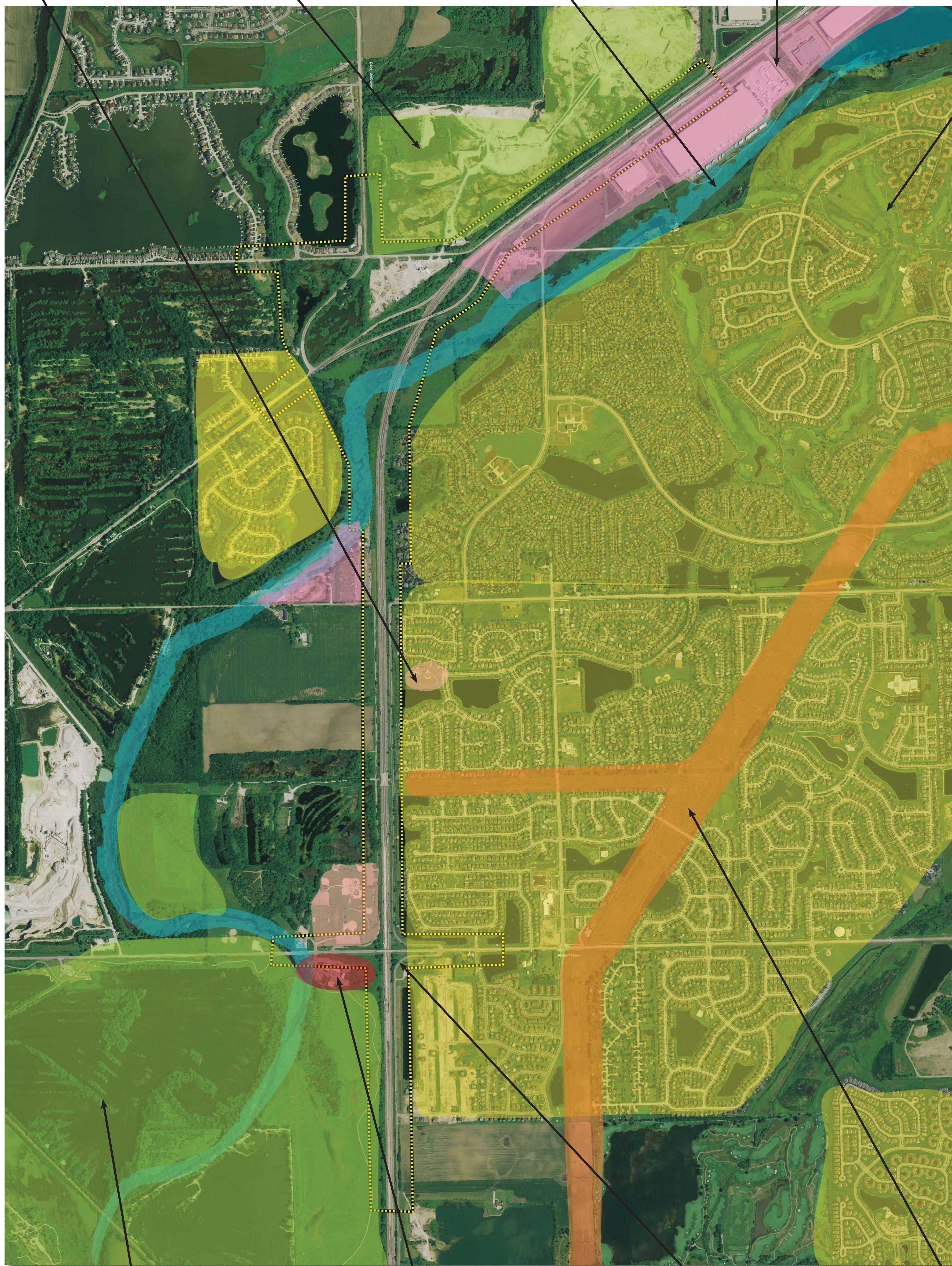
LILY CACHE SLOUGH



LOCAL BUSINESSES



RESIDENTIAL COMMUNITIES



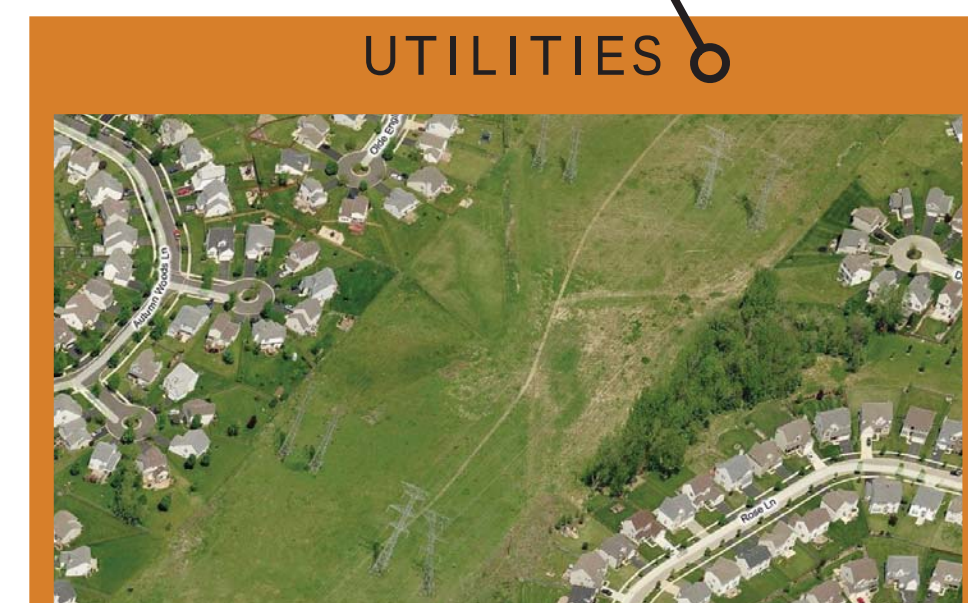
FOREST PRESERVES



PUBLIC FACILITIES

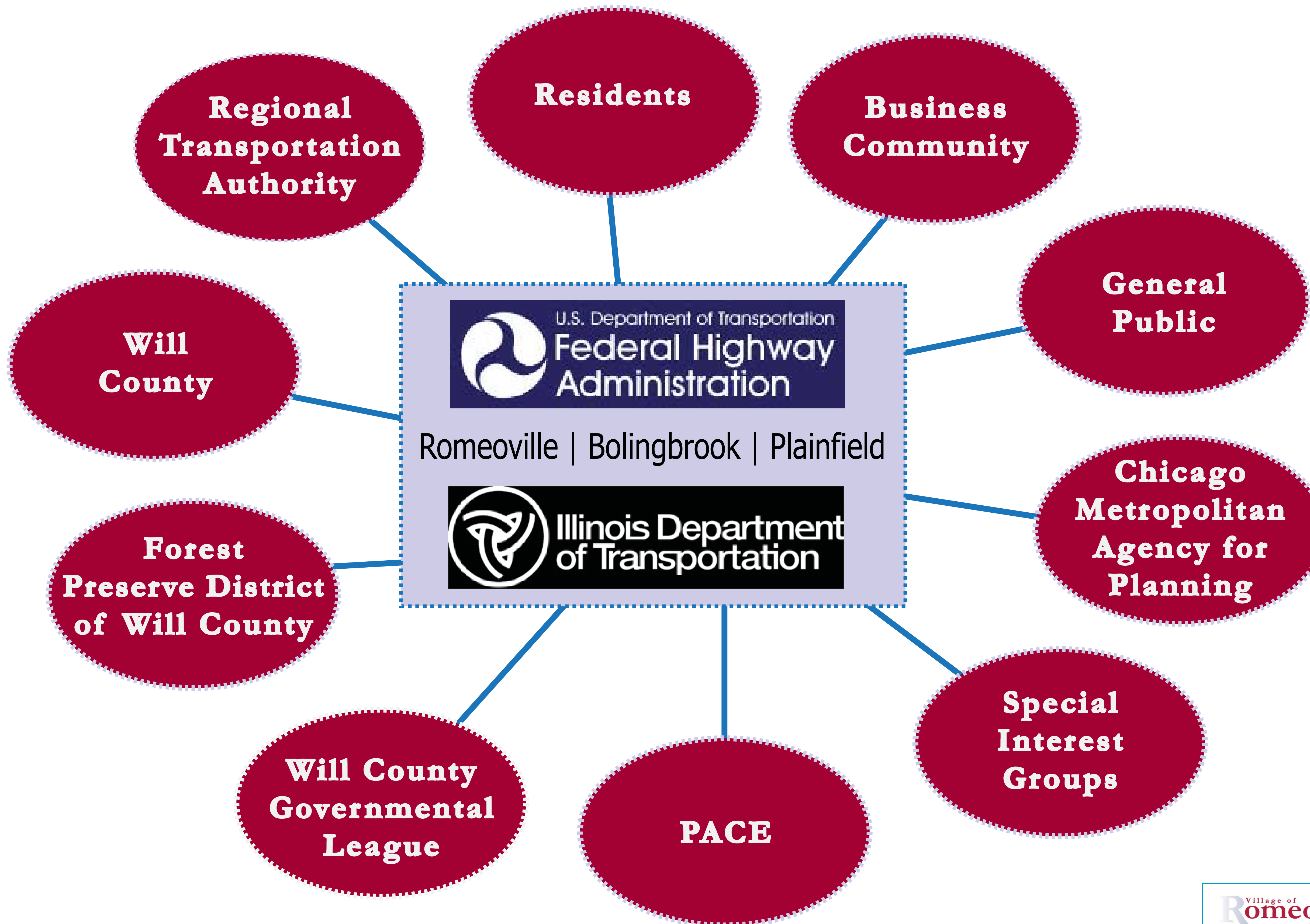


ROADWAY NETWORKS



UTILITIES

WHO IS INVOLVED

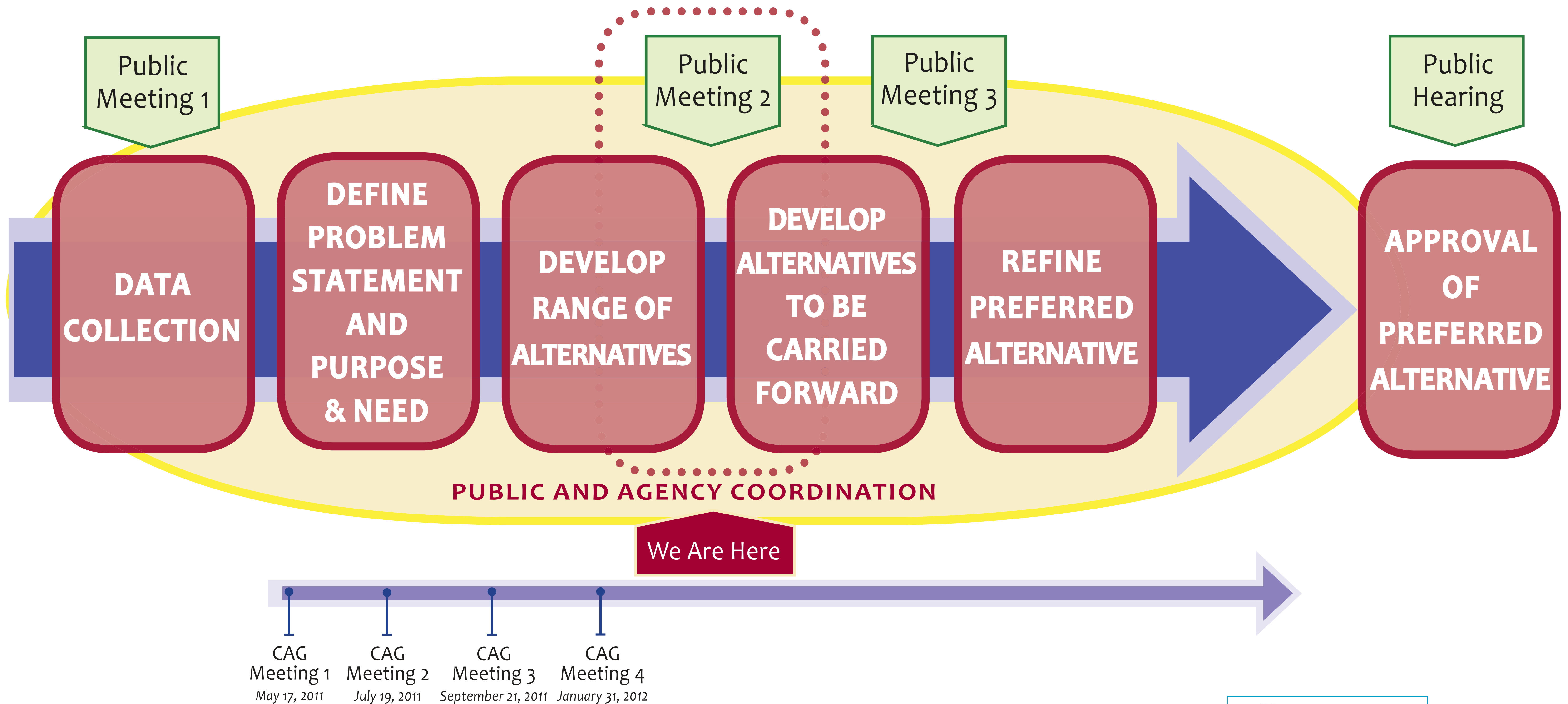


The Villages of Romeoville, Bolingbrook and Plainfield, along with IDOT, will lead the Phase I Study and Planning process in conjunction with the Federal Highway Administration (FHWA).

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.



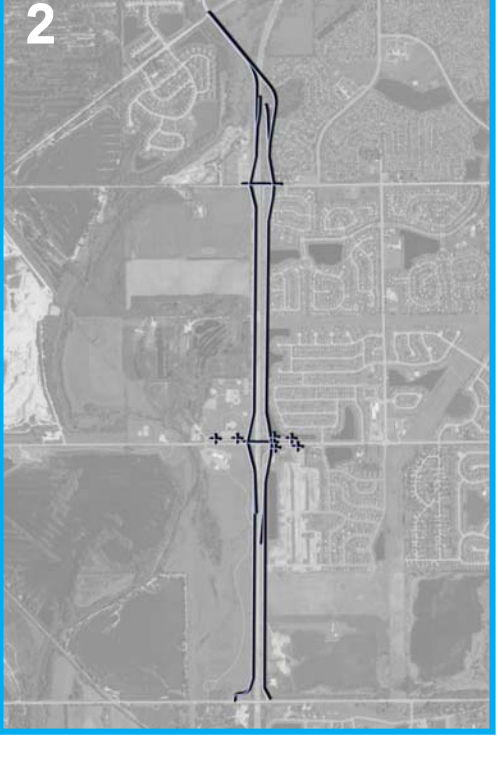
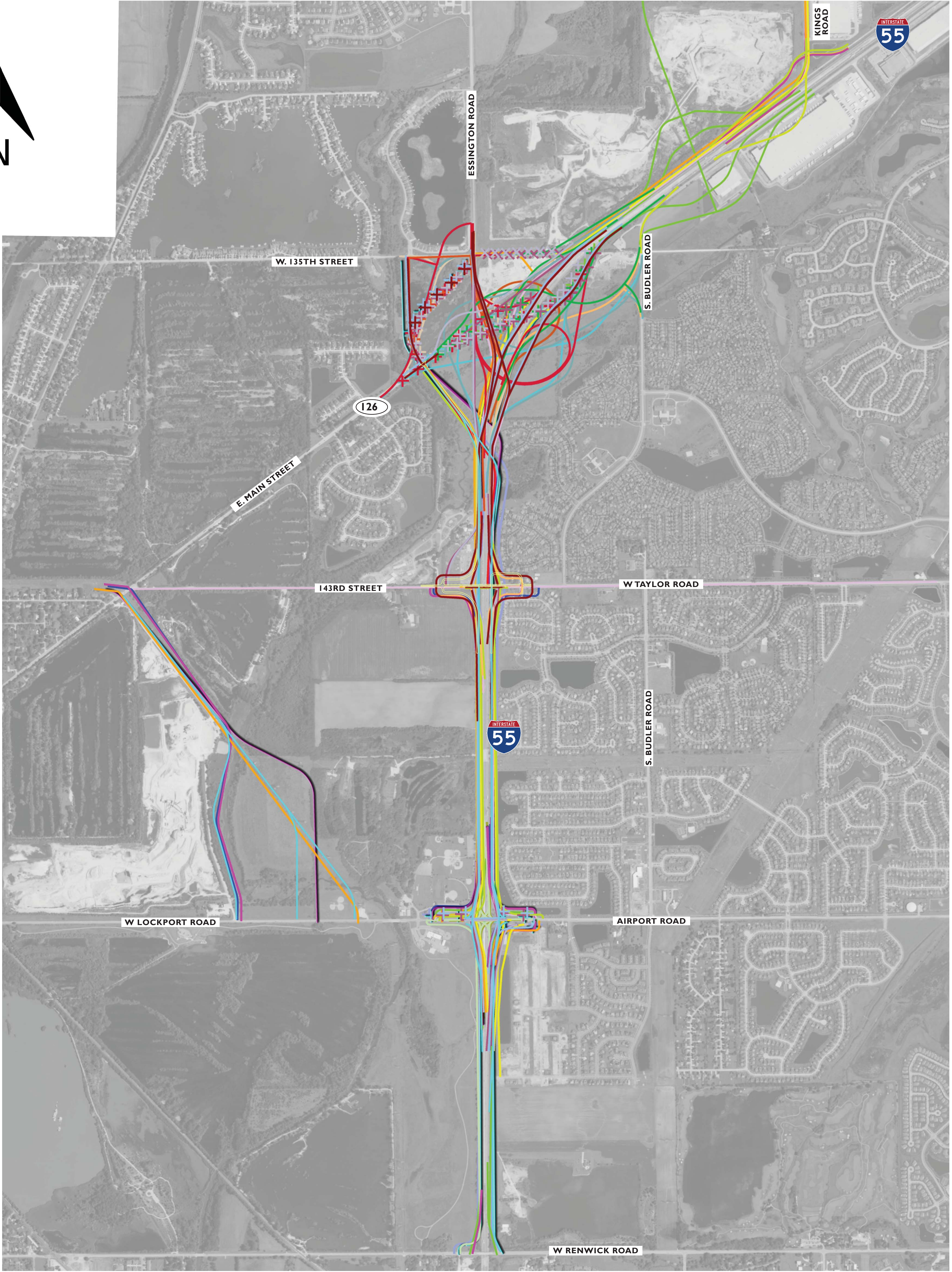
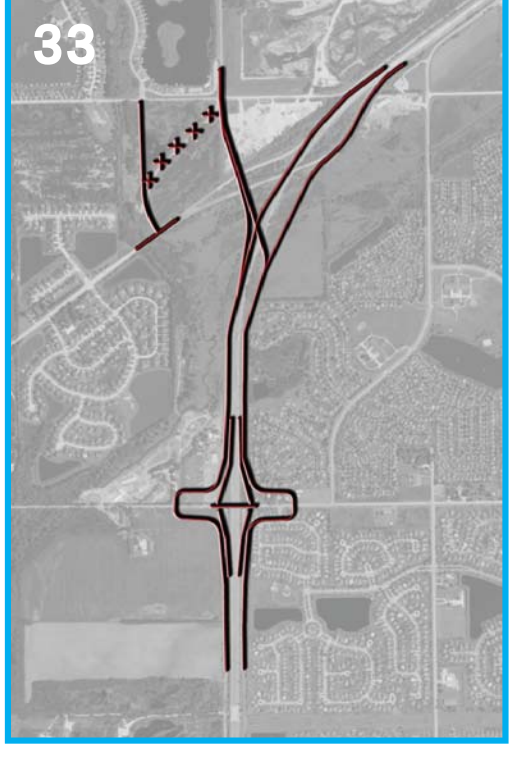
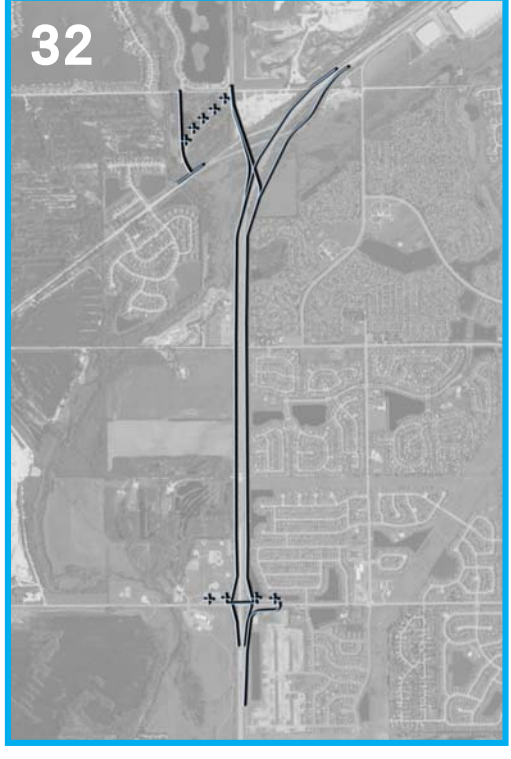
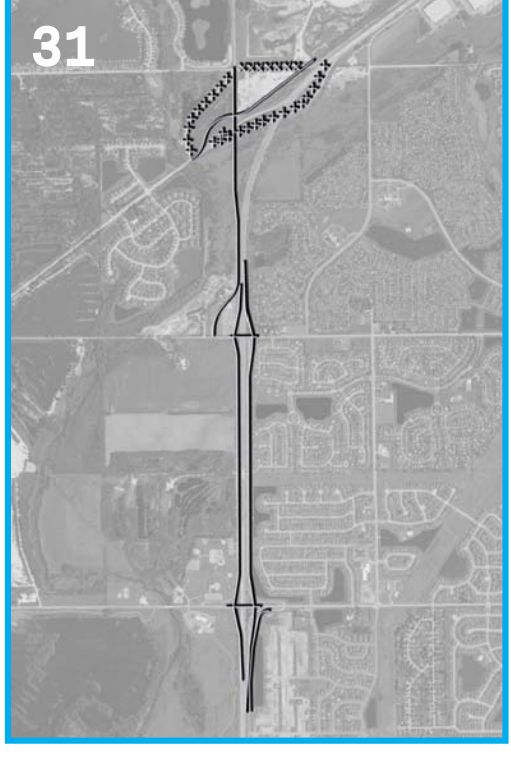
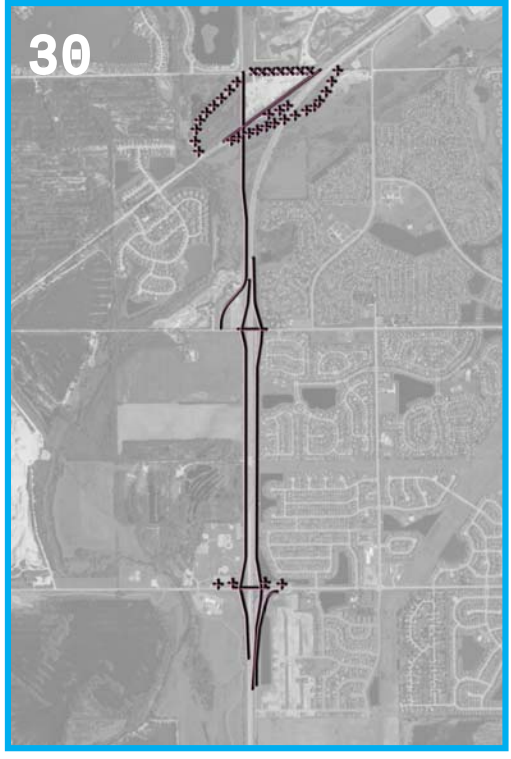
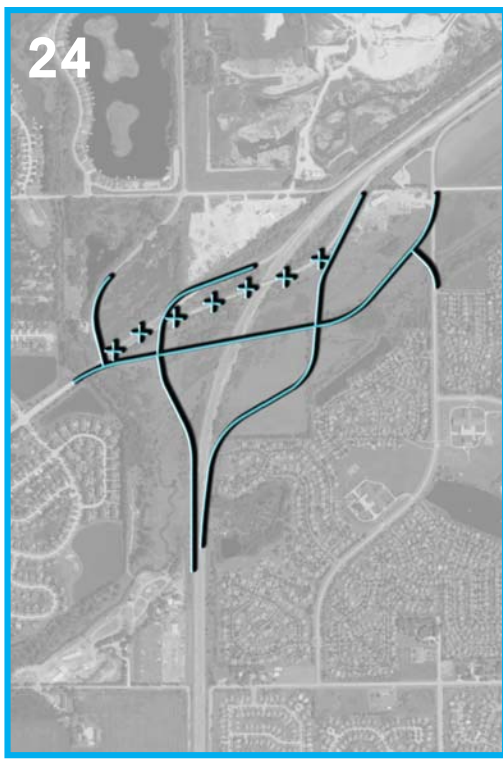
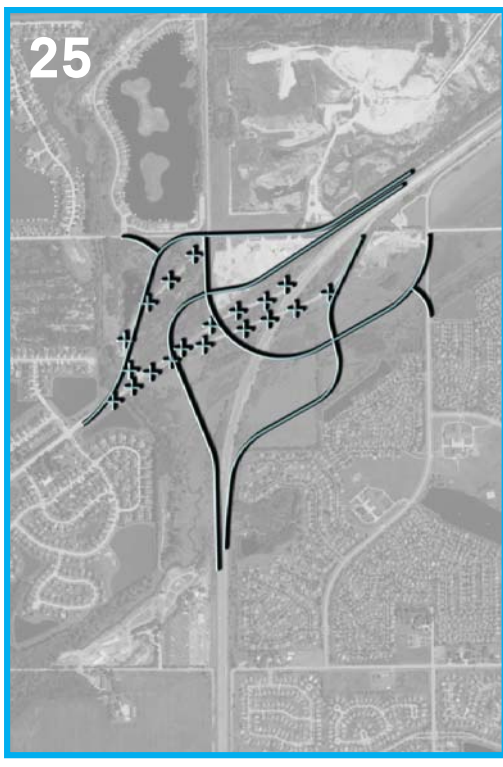
PHASE I STUDY PROCESS



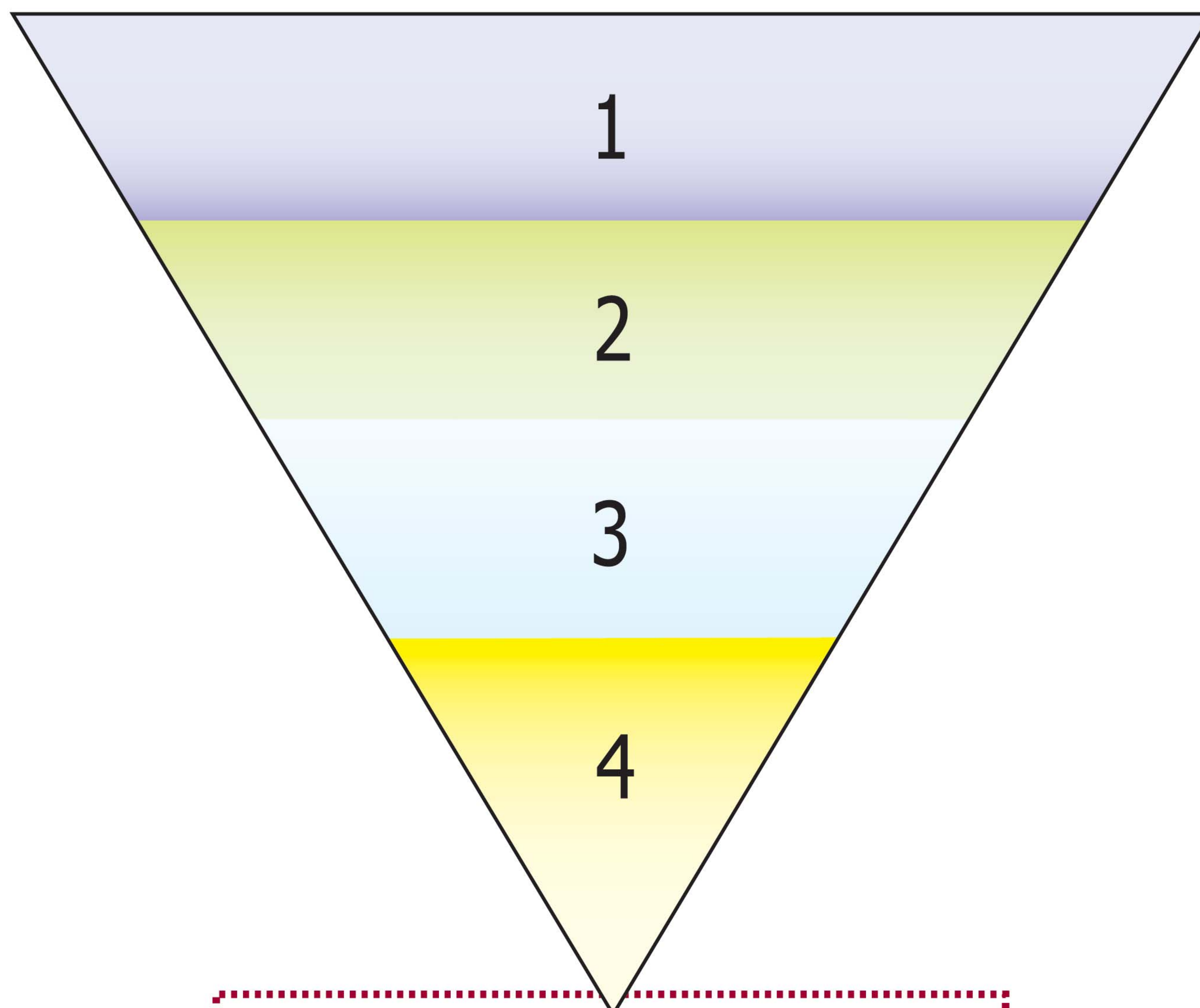
PROJECT SCHEDULE



RANGE OF INITIAL ALTERNATIVES



INITIAL RANGE OF ALTERNATIVES



PREFERRED
ALTERNATIVE
SCREENING PROCESS

Alternative Screening Process

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

PROJECT SCHEDULE

