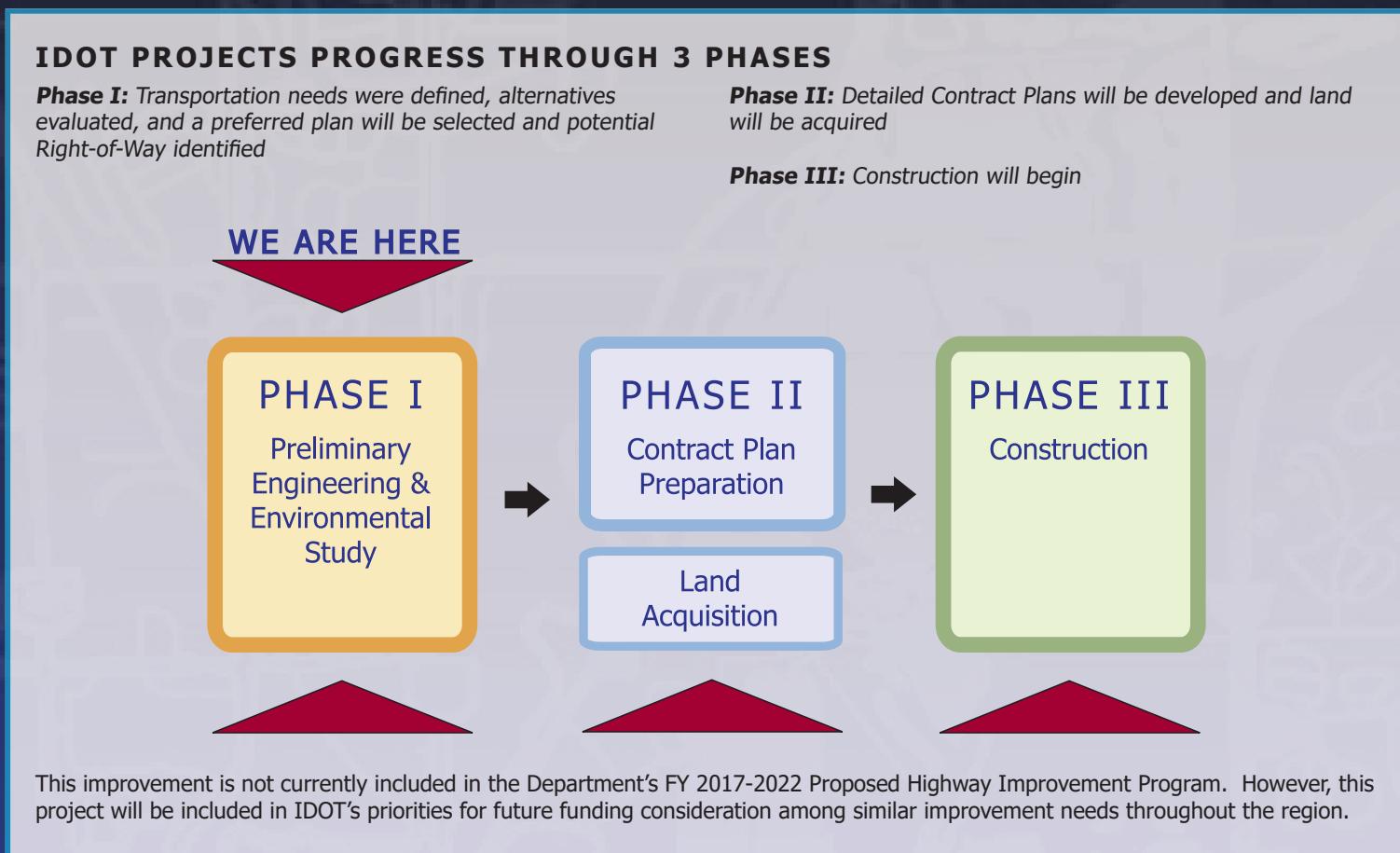
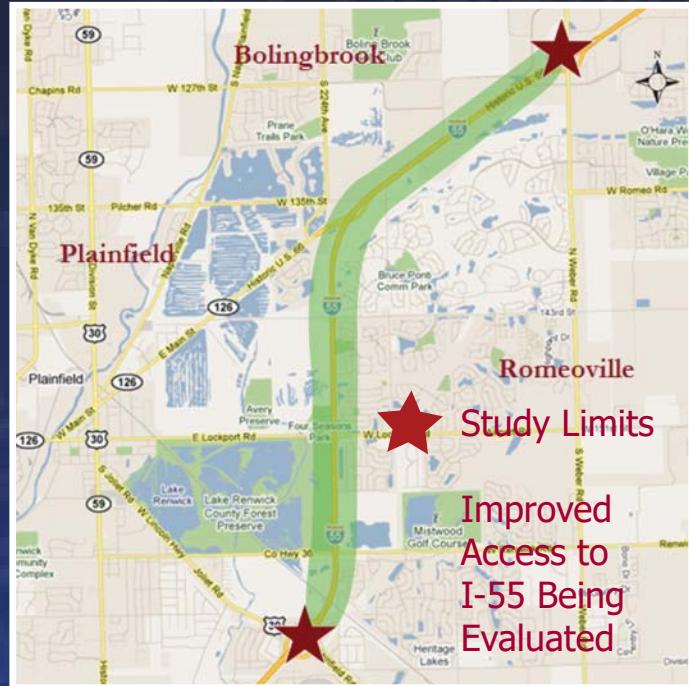


# PROJECT PLANNING & PHASE I STUDY PROCESSES

# I-55 Improvements

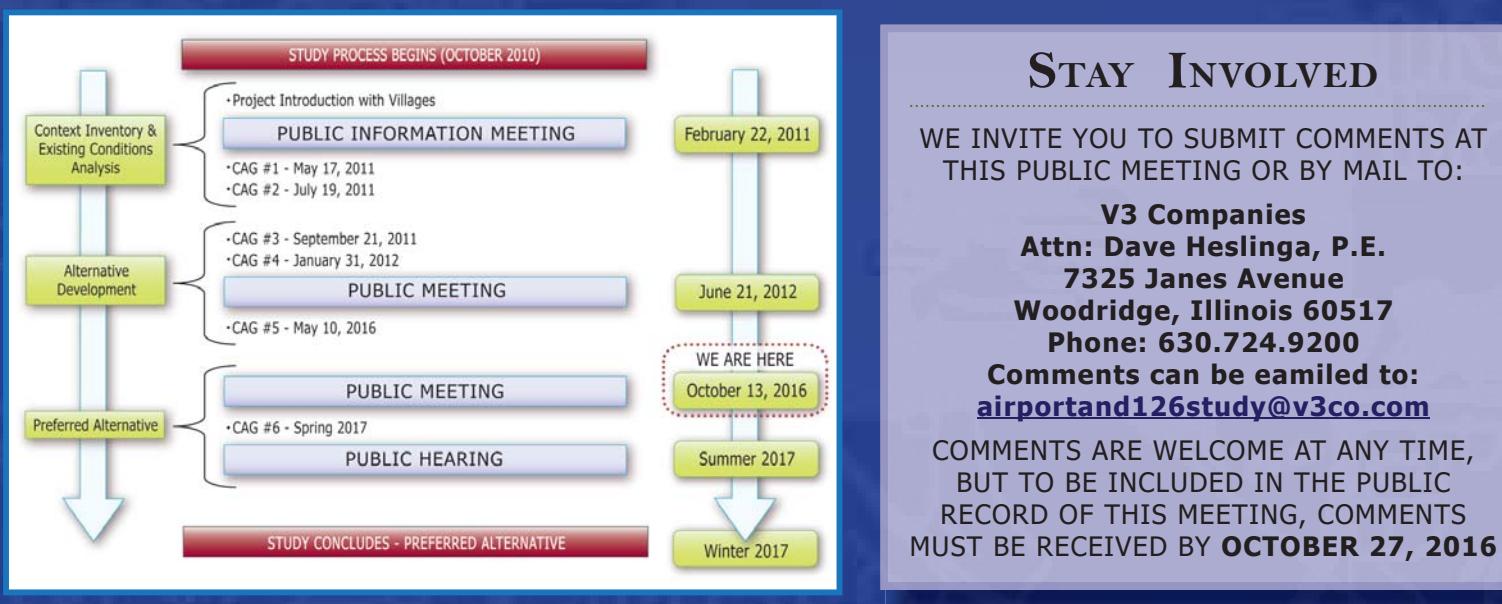


AT AIRPORT ROAD/LOCKPORT STREET AND AT IL 126/ESSINGTON ROAD



## PURPOSE & NEED STATEMENT

The purpose of the proposed action is to provide improved access to I-55.



**THIRD PUBLIC MEETING**  
**THURSDAY, OCTOBER 13, 2016**  
**4:00 PM - 7:00 PM**  
**BOLINGBROOK GOLF CLUB**  
**2001 RODEO DRIVE**  
**BOLINGBROOK, IL 60490**  
**WWW.AIRPORTAND126STUDY.COM**



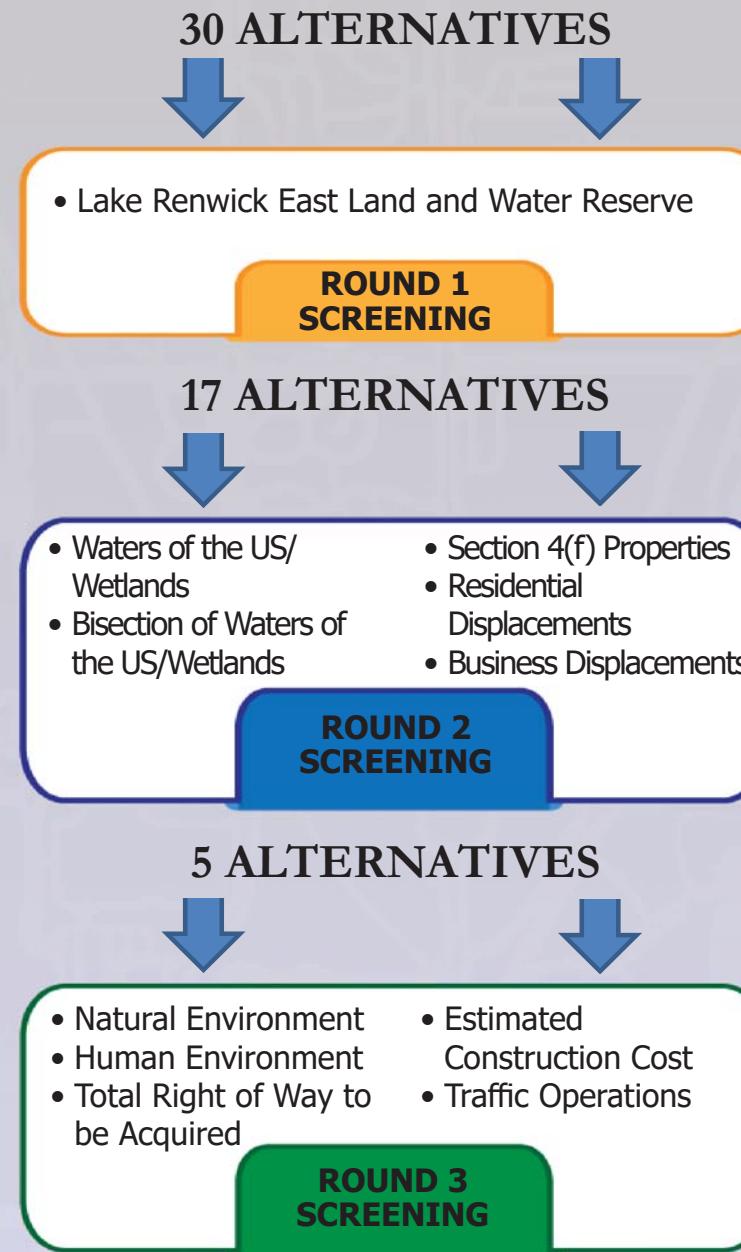
## WELCOME!

**The purpose of this meeting is the following:**

- Provide an update on the study process
- Present interchange alternatives that remain under consideration
- Obtain public input on alternatives

STUDY SCHEDULE

# ALTERNATIVE EVALUATION SCREENING



## Context Sensitive Solutions

IDOT defines Context Sensitive Solutions (CSS) as follows:

CSS is an interdisciplinary approach that seeks effective, multi-modal transportation solutions by working with stakeholders to develop, build, and maintain cost-effective transportation facilities that fit into and reflect the project's surroundings - it's "context". Through early, frequent, and meaningful communication with stakeholders, and a flexible and creative approach to design, the resulting projects should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.

A key goal of CSS is to build a general understanding of agreement among the stakeholders. A "stakeholder" is any person or organization which has a direct stake in the project being considered. IDOT defines a general understanding of agreement as follows:

When a majority of the stakeholders agree on a particular issue, while the remainder of stakeholders agree its input has been heard and duly considered and the process as a whole was fair.



The alternatives that have been developed during the I-55 Interchange study are being evaluated following a three-step process. Rounds 1 and 2 of the screening process have already been performed.

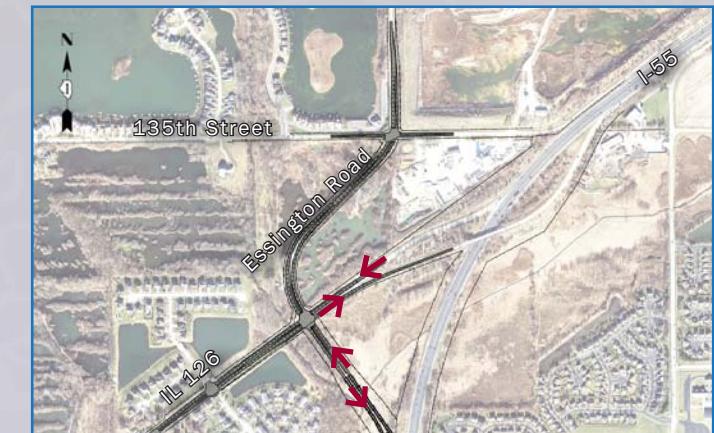
**Round 1 considered environmental and/or engineering obstacles.** The Lake Renwick East Land and Water Reserve abuts the west side of the I-55 right of way south of the Plainfield Township offices and is afforded additional protections under the Illinois Natural Areas Preservation Act. The Act was intended to promote preservation of high quality natural areas that are to be maintained in their natural condition without impairment, disturbance or artificial development. Alternatives that impacted the Land and Water Reserve were eliminated from further consideration.

**Round 2 considered environmental and land use effects of alternatives.** Under this criterion, alternatives were screened to avoid or minimize impacts to wetlands and Waters of the US, avoid bisecting wetland areas, minimize impacts to publicly owned parks and recreational areas (Section 4(f) properties) and minimize residential and business displacements. The second round of screening eliminated 12 alternatives.

**Round 3: Five interchange alternatives remain under consideration after the two rounds of screening.** Two alternatives are located at Airport Road/Lockport Street and three alternatives are located at IL 126 as depicted in this brochure. Concept plans for the five alternatives are available for viewing at this public meeting and are available to be downloaded from the project website.

# ALTERNATIVES REMAINING UNDER CONSIDERATION

## INTERCHANGE CONCEPTS AT IL126 TO PROVIDE NEW SOUTHBOUND ON AND NORTHBOUND OFF RAMPS



Alternative 16 - Full Access Interchange

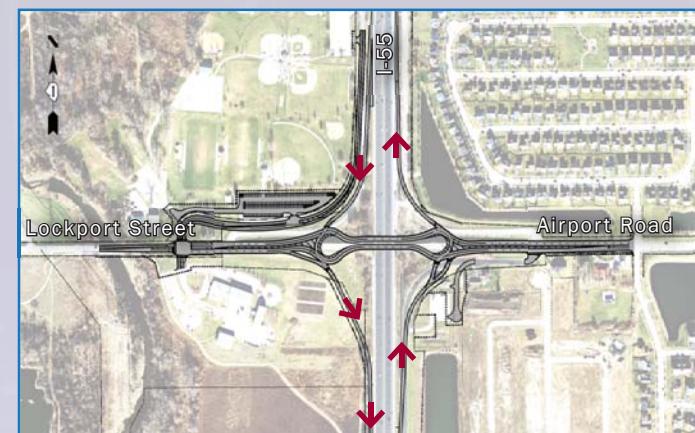


Alternative 28 - Diamond Interchange

## INTERCHANGE CONCEPTS AT AIRPORT ROAD/LOCKPORT STREET TO PROVIDE FULL ACCESS INTERCHANGE



Alternative 5 - Single Point Urban Interchange (SPUI)



Alternative 30 - Dog Bone Interchange



Alternative 29 - Fly Over Interchange

## NEXT STEPS

- Accept Input from Public Meeting
- Complete Round 3 Screening
- Prepare Design Reports and Environmental Assessment
- CAG #6 - Early 2017
- Public Hearing - Summer 2017
- Design Approval - Late 2017