

## Get Involved: Virtual Public Meeting to be held on May 3

The Illinois Department of Transportation will host an online Public Meeting to seek input from the public regarding the proposed improvements to the IL 38 at I-39 interchange in Rochelle.

The Public Meeting will include an overview of the project study and review the proposed improvements. Representatives from IDOT and other members of the project team will answer questions at the end of the presentation.

A recording of the presentation will be posted on the project webpage at <https://idot.illinois.gov/transportation-system/transportation-management/featured-projects/index>. Comments received during the virtual public meeting and by May 17, 2023, will become part of the official Public Meeting record. Visit the project webpage for contact information to provide comments.

*Persons with limited internet access and/or require special accommodations under ADA should contact Steve Robery by telephone at (815) 284-5958 or by email at [Steven.Robery@illinois.gov](mailto:Steven.Robery@illinois.gov).*

**WEDNESDAY,  
MAY 3, 2023  
6 P.M.**

- + Visit <https://us06web.zoom.us/j/84951580688> to attend the meeting.
- + You may also call in to the meeting at (309) 205-3325. The webinar ID is 849 5158 0688.

Illinois Department of Transportation  
819 Depot Avenue  
Dixon, IL 61021



## PUBLIC MEETING NEWSLETTER

### Project Overview

The Illinois Department of Transportation (IDOT) is evaluating potential improvements to the Illinois Route 38 (IL 38) at Interstate 39 (I-39) interchange in the City of Rochelle. The project is located within Dement Township and Ogle County and extends along IL 38, from Dement Road to just east of the I-39 Interchange.

The IL 38 at I-39 interchange was built in the early 1980's. Since that time, traffic volumes have increased, with up to 55% of the volume being trucks. The increased traffic and the volume of trucks using the interchange on a daily basis has led to traffic congestion, delays, and safety issues in the area. Rear end and turning crashes are the predominant crash types, which indicates the need for safety and design improvements. In addition, the IL 38 pavement, IL 38 bridge, and Creston ditch culvert need repair or replacement. IDOT is also evaluating potential bike and pedestrian accommodations in the area.

Based on an analysis of existing conditions and agency coordination, the following transportation needs were identified for the project area:



**SAFETY.** The predominant crash types, which include rear end and turning crashes, indicate that improvements are needed at the intersections within the project.



**MOBILITY.** Up to 55% of the traffic volume is trucks, and turning movements at some intersections are congested. A traffic signal is warranted at the west ramp intersection.



**DESIGN.** The study area lacks continuous bike and pedestrian facilities, and the roadway design needs to be updated to address safety and operations.



**CONDITION.** The IL 38 pavement and structures need repair or replacement.



### Study Process and Findings

The IL 38 at I-39 interchange study includes identifying transportation needs, developing and evaluating alternatives (or potential improvements), and identifying a Preferred Alternative (or a final recommendation). Based on the project team's analysis and coordination to date, IDOT is recommending a newer type of interchange known as a Diverging Diamond Interchange (DDI).

The overall project scope includes:

- + Converting the existing interchange to a DDI.
- + Intersection improvements at Dement Road.
- + A 10-foot multi-use path along the north side of IL 38.
- + Pedestrian crossing improvements at intersections.
- + Rehabilitation of the IL 38 Bridge.
- + Rehabilitation of the North Creston Ditch culvert, which is beneath IL 38 just west of the interchange.

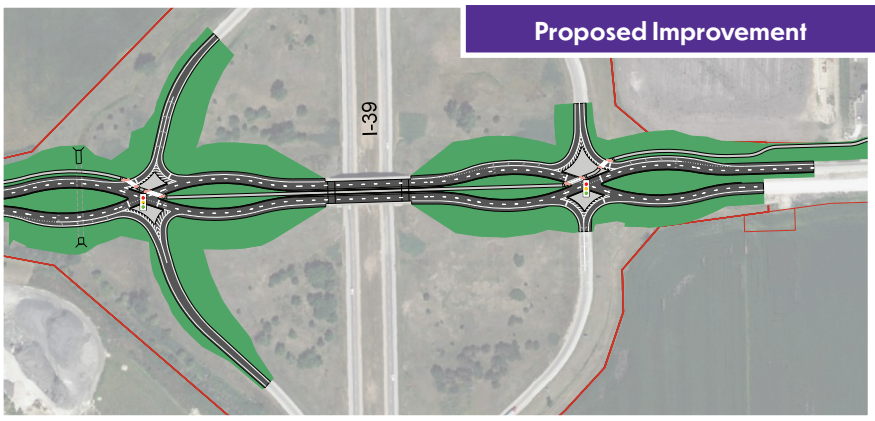




### What is a Diverging Diamond Interchange?

A Diverging Diamond Interchange (DDI) is a design that facilitates slower intersection speeds (approximately 25-30 mph) and creates fewer conflict points while eliminating wrong-way entrance to highway ramps. The interchange design also results in safer and more efficient left-turn movements. The simplicity of the DDI intersections also allows more “green” signal time for traffic passing through the interchange, thereby improving traffic flow.

The proposed ramp configuration is similar to a traditional interchange but crosses IL 38 traffic to the left side of the roadway between the signalized intersections on either end of the interchange. This allows left turns onto I-39 without having to wait on oncoming traffic to pass. The design also provides a safer bike and pedestrian environment and has less impacts to adjacent properties as compared to other interchanges.



### What is the project process and schedule?

The study process follows state and federal requirements for evaluating transportation improvements. During **Phase I**, the project team conducts preliminary engineering and environmental studies as well as stakeholder coordination. During **Phase II**, detailed design plans will be prepared, and property acquired for the project. **Phase III** includes constructing the project.

**Phase I** is ongoing and is anticipated to be completed in the Summer of 2023. A Public Meeting is being held in May to seek public input on the proposed improvements.

**Phase II** is anticipated to begin in Summer 2023 and be completed in Fall 2024.

**Phase III** (construction) funding is included in the Department’s Multi-Year Program. However, a construction timetable has not been established. At this time, it is anticipated that the earliest construction could begin would be in the spring of 2025.

### Benefits

#### SAFETY

- + Reduces vehicle conflict points
- + Reduces potential for rear end and turning crashes
- + Slower intersection speeds (25-30 mph)

#### OPERATIONS

- + Two-phase signals with shorter cycle lengths
- + Better signal synchronization

#### DESIGN

- + Better sight distance for drivers
- + Accommodates high left turn volumes
- + Improved truck accessibility and maneuvering
- + Shorter pedestrian crossing distance

### IDOT Project Development Process

#### PHASE I

PHI

Preliminary Engineering & Environmental Studies

WE ARE HERE

#### PHASE II

PHII

Contract Plan Preparation & Land Acquisition

#### PHASE III

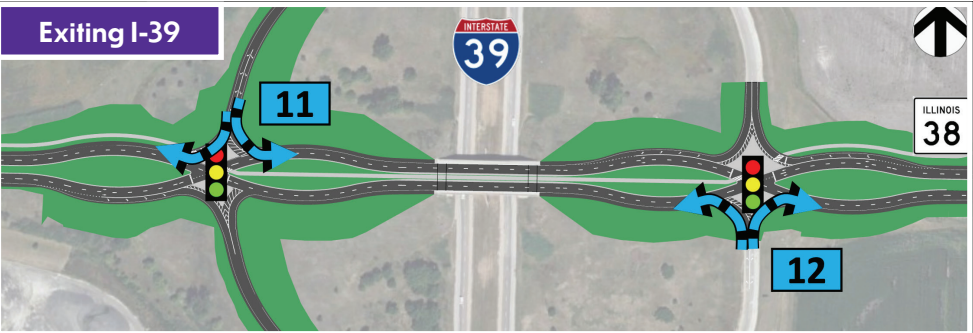
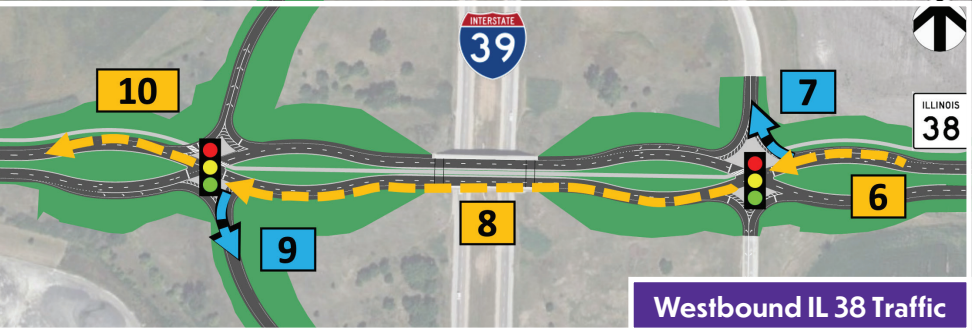
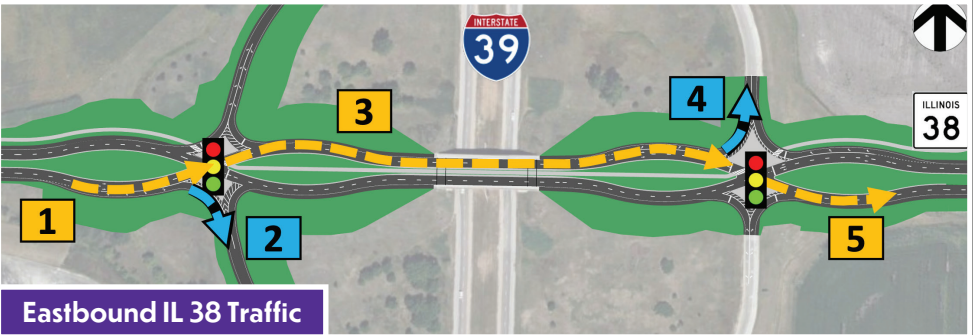
PHIII

Construction

### How to Drive a DDI

#### EASTBOUND IL 38 TRAFFIC

1. Approaching the traffic signal, IL 38 will swing out, then curve to the left.
2. You can access southbound I-39 by making a right turn, which is similar to the existing interchange.
3. For through traffic, you will be guided through the intersection and crossed to the left side of the road with opposing traffic now on the right side.
4. You can access northbound I-39 by making a left turn.
5. **Eastbound** through traffic will pass to the next signal and shift back to the right side.



#### WESTBOUND IL 38 TRAFFIC

6. For **westbound** traffic, IL 38 will swing out, then curve to the left.
7. You can access northbound I-39 by making a right turn, similar to the existing interchange.
8. Through traffic will be guided through the intersection and crossed to the left side of the road
9. You can access southbound I-39 by making a left turn.
10. **Westbound** through traffic will pass to the next signal and shift back to the right side.

#### I-39 EXITING TRAFFIC

11. Traffic **exiting** from southbound I-39 will be controlled with a traffic signal. Westbound IL 38 is accessed by making a right turn, and eastbound IL 38 is accessed by making a left turn, similar to today’s conditions.
12. Traffic **exiting** from northbound I-39 will also be controlled by a traffic signal. Westbound IL 38 is accessed by making a left turn, and eastbound IL 38 is accessed by making a right turn, similar to today’s conditions.