

# VIRTUAL PUBLIC MEETING

# ILLINOIS ROUTE 97 PROJECT

Sangamon County, Illinois | February 11, 2021





# PROJECT TEAM



**Illinois Department  
of Transportation**

Illinois Department of Transportation – District 6



**QUIGG ENGINEERING INC**

*Certified DBE/MBE*

Quigg Engineering Inc.



**HANSON**

Engineering | Planning | Allied Services

Hanson Professional Services Inc.



# PUBLIC INVOLVEMENT

**Thank you for attending the IL 97 Public Informational Meeting.**

- The purpose of the meeting is to:
  - Provide a project update,
  - Provide aerial exhibits of the original and preferred IL 97 alignments,
  - Identify associated environmental impacts,
  - Provide an opportunity to comment on the preferred alternative,
  - Provide an opportunity to comment on the proposed improvement to the Sangamon Valley Trail (SVT) – Section 4(f) resource, and
  - Provide project funding information and anticipated timeline.
- No formal presentations are planned. You are welcome to browse the exhibits and project information at your own pace.
- After reviewing the project materials, we encourage you to complete an online [comment form](#).
- If you would like to request an individual meeting to speak with IDOT representatives, please contact Jon Kelley by email at [Jonathan.Kelley@Illinois.gov](mailto:Jonathan.Kelley@Illinois.gov).



# PURPOSE & NEED STATEMENT

The primary purpose in upgrading the IL 97 facility is to reduce accident rates, increase capacity to meet both current and projected traffic demands, and avert flooding at the Prairie Creek crossing.



# PROJECT DESCRIPTION

## Limits of Improvement:

- IL 97 west of Springfield from Veterans Parkway to west of the IL 97/125 Junction (5.5 miles)

## Proposed Action:

- Upgrade the existing 2-lane facility to a divided 4-lane partial access-controlled expressway
- Construct a northern bypass around the town of Bradfordton
- Install signalized intersections at Bradfordton Road and at the IL 97/125 Junction



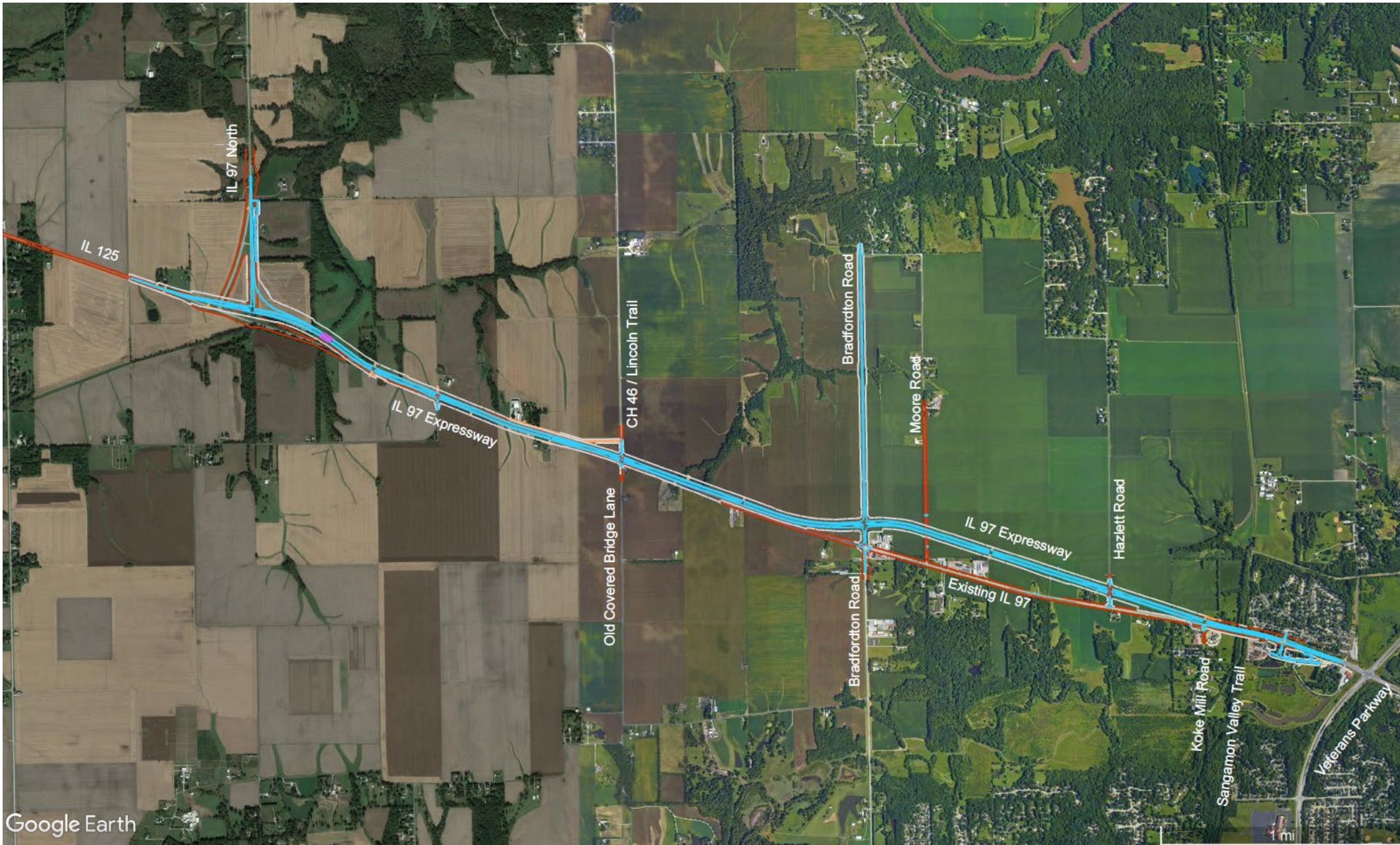
# PROJECT HISTORY

- **Planning Study:**
  - Environmental Assessment (EA) – signed April 25, 1995
  - The Finding of No Significant Impacts (FONSI) – signed May 8, 1997
  - No funding identified for Design or Construction
- **Consultant selected to convert plans from metric to English in July 2010**
  - Presented the original alignment at a Corridor of Protection / Public Hearing in January 2012
  - Comments from the meeting and further geometric study led to a slight alignment shift
- **Project identified for construction funding in the FY 2021-2026 Multi-Year Program**
  - Re-evaluation of the EA, Design Plans, and environmental surveys began in 2017
  - 60% Design Plans completed and reviewed in November 2020





# ORIGINAL ALIGNMENT



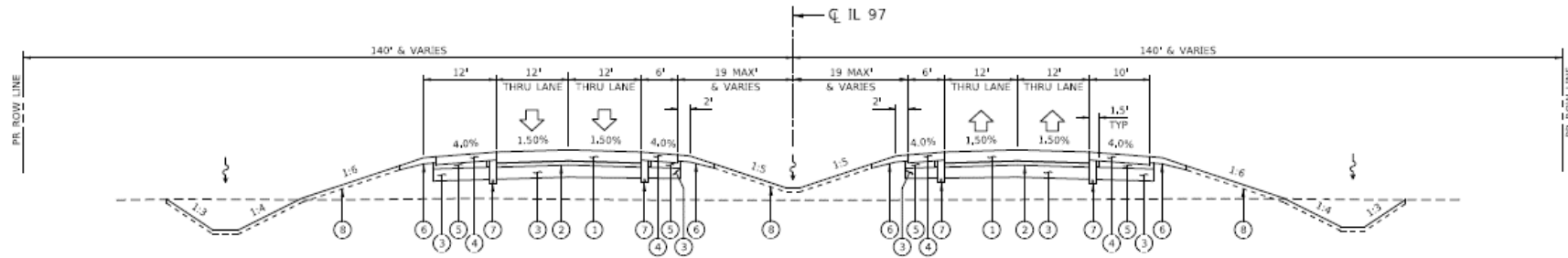


# PREFERRED ALIGNMENT





# PROPOSED TYPICAL SECTION



**PROPOSED DIVIDED TYPICAL SECTION**

**IL 97**

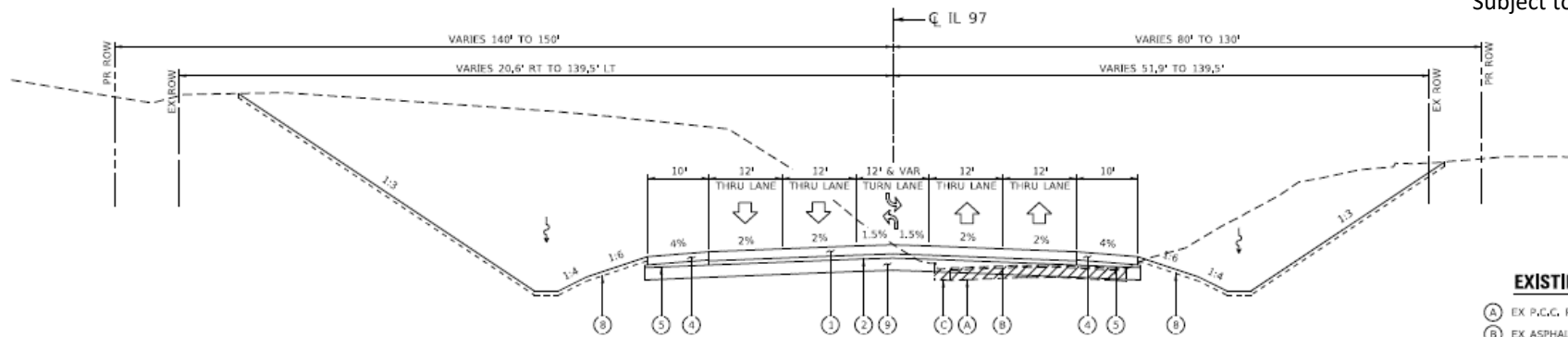
WEST OF IL 97/125 INTERSECTION TO KOKE MILL RD

Designed as Rural Expressway – 70 mph/Posted speed 55 mph

## PROPOSED LEGEND

- ① PORTLAND CEMENT CONCRETE PAVEMENT 9" (JOINTED)
- ② STABILIZED SUBBASE 4"
- ③ PROCESSING LIME STABILIZED SOIL MIXTURE 12"
- ④ PORTLAND CEMENT CONCRETE SHOULDERS 8"
- ⑤ SUBBASE GRANULAR MATERIAL, TYPE C
- ⑥ AGGREGATE SHOULDERS, TYPE B
- ⑦ PIPE UNDERDRAINS 4"
- ⑧ TOPSOIL FURNISH AND PLACE, 4"
- ⑨ AGGREGATE SUBGRADE IMPROVEMENT 12"

Note: Proposed pavement types based on a 2013 pavement design.  
Subject to change.



**PROPOSED 5-LANE TYPICAL SECTION**

**IL 97**

KOKE MILL RD TO VETERANS PARKWAY

Designed as Urban 5-lane – 50 mph/Posted speed 45 mph

## EXISTING LEGEND

- A EX P.C.G. PAVEMENT (10" or 9" x 6" x 9")
- B EX ASPHALT SURFACE
- C EX CONCRETE CURB & GUTTER, TYPE B-6.24
- D EX ASPHALT SHOULDER

NOTE: PROPOSED PAVEMENT TYPES BASED ON 2013 PAVEMENT DESIGN. SUBJECT TO CHANGE



# BRADFORDTON ROAD REVISIONS

- Shifted further north to add required storage space for vehicles turning left onto the expressway
- Reconnected into Moore Road rather than extending Bradfordton to the north

Original Alignment

Preferred Alignment





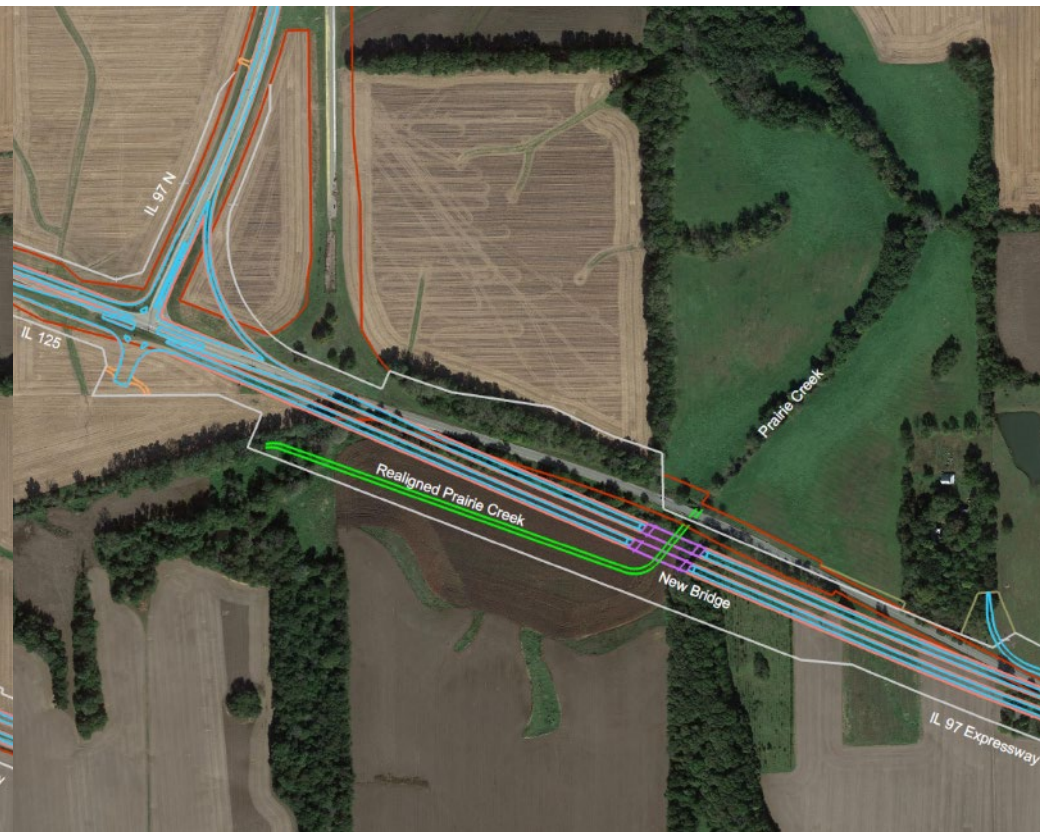
# PRAIRIE CREEK REVISIONS

- Original design had the bridge on a curve to the north of existing IL 97
- Preferred alignment shifted the bridge to the south of existing IL 97, eliminating the curve, and thus reducing overall construction cost and lowering future maintenance costs

Original Alignment



Preferred Alignment



# TRAFFIC VOLUMES

Road	Current ADT <sup>(1)</sup>	Construction ADT (2027) <sup>(2)</sup>	Design ADT (2047) <sup>(2)</sup>
IL 97 Expressway	10,500	10,775	12,800
IL 125 (west of IL 97)	5,800	6,225	7,400
IL 97 North (north of IL 125)	4,600	4,925	5,850
Bradfordton Road	5,500	6,000	7,125
Winch Lane	1,800	1,975	2,350
N Koke Mill Road	1,150	1,250	1,500
Hazlett Road	1,000	1,100	1,300
CH 46 / N Lincoln Trail	825	900	1,075
Old Covered Bridge Lane	500	550	650
Moore Road	450	500	600
Farmington Cemetery Road	175	190	225

1) Current Average Daily Traffic (ADT) is based on 2019 traffic counts.

2) Growth rate used is historical value based on entire Sangamon County area.





# CRASH DATA

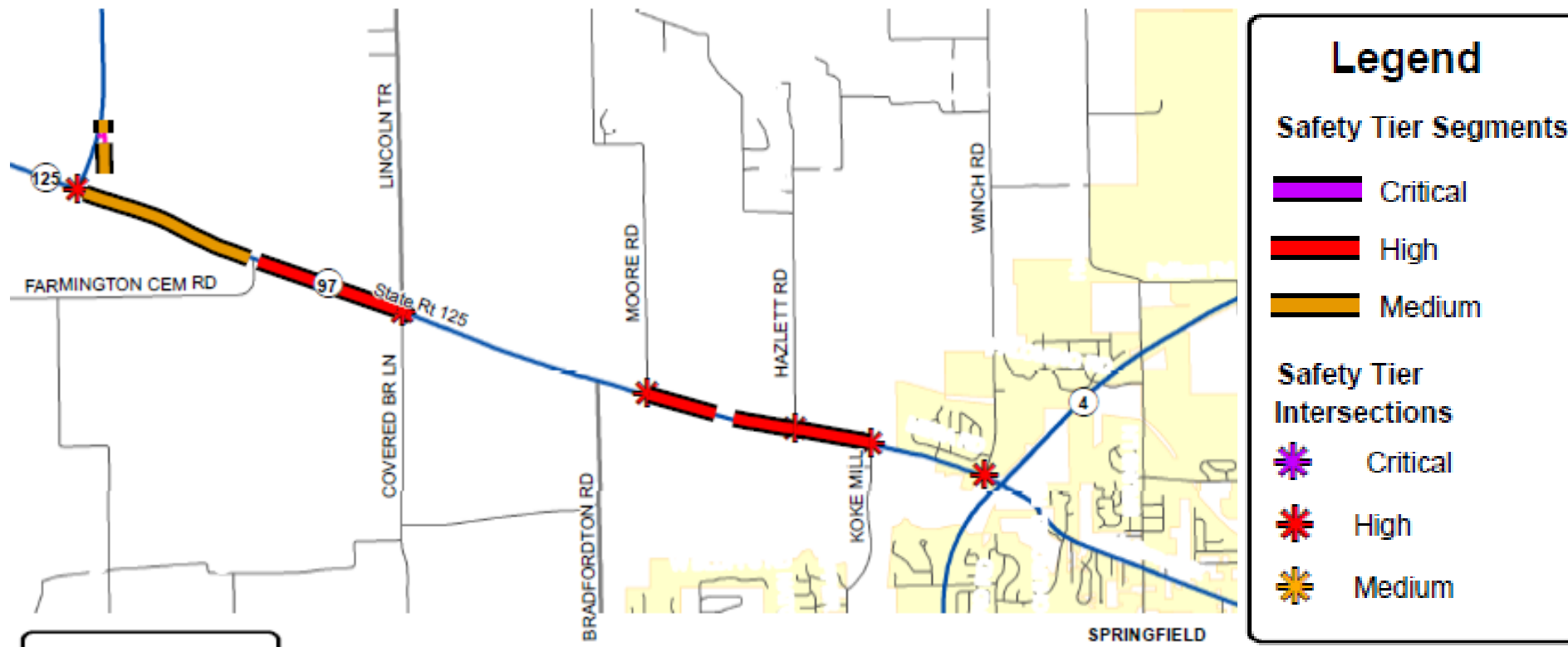
Primary Crash Types	Primary Locations	Proposed Improvements			
Rear-end collisions  Left turning movements	Intersections along IL 97 at: IL 97/125, Old Covered Bridge Lane, Moore Road, Hazlett Road, Koke Mill Road, & Winch Lane	Create free-flow ramps onto northbound IL 97 at the IL 97/125 intersection			
	Segments between: IL 97/125 & Old Covered Bridge Lane and Moore Road & Koke Mill Road	Provide turn lanes and signalized intersections at Bradfordton Road and IL 97/125  Improved sight distance by reducing vertical and horizontal deficiencies			
		Years	Total Crashes	Total Injuries	Total Fatalities
		2015 - 2019	188	68	1
		2020 *	36	8	0
		Totals	224	76	1
		Annual Avg.	37	13	0.2

\* Provisional pending final crash reports



# SAFETY TIER LOCATIONS

Analyzing crash data recorded over the most recent 5-year period, roadway segments and intersections were assigned a Potential for Safety Improvement (PSI) value, with emphasis on those locations experiencing fatal and serious injury type crashes. These locations were evaluated against similar roadway sections of the same characteristics and classified into 5 safety tiers, including Critical, High, Medium, Low, and Minimal. These safety tiers help IDOT in identifying locations that would benefit by making a targeted safety improvement.





# ORIGINAL VS. PREFERRED ALIGNMENT COMPARISONS

Type of Impact	1995 Alignment	Preferred Alignment
Right-of-way (acres)	110	169.9 <sup>(*)</sup>
Parcels Affected	41	46 <sup>(*)</sup>
Prime Farmland (acres)	86.4	113.8 <sup>(*)</sup>
Farms Traversed	23	31
Wetlands (acres)	0	0
Threatened & Endangered Species	None	(*)

\* Evaluation still in progress.



# PREFERRED ALTERNATIVE

Resource Type	Impact
New Right-of-Way	169.9 acres
Agricultural Lands	150.7 acres
Prime Farmland	113.8 acres
Farmland of Statewide Importance	25.7 acres
Number of Properties Traversed	46
Farming Properties Traversed	31
Bisected Farm Parcels	9
Adverse Travel for Farming Operations	3 parcels (0.40, 0.56, 0.91 miles)
Residential Displacements	1
Commercial Displacements	0
Access Changes	29
Temporary Easements	4 parcels (0.5 acres)
Prairie Creek Re-alignment	1,900 ft./Floodplain Encroachment 800 ft.
Wetlands	0.0 acres
Cultural Sites	7 potential sites, (under evaluation)
Section 4(f) Properties	1





# SECTION 106 COORDINATION

**\*\* SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT (NHPA) REQUIRES THE EVALUATION OF IMPACTS TO HISTORIC SITES THAT ARE ON OR ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES (NRHP)**

## **Cultural Resources**

- Database search of the project limits was updated in early 2020.
- The search found seven potential archaeological sites located within the project limits.
- All of the sites are currently being further evaluated by the State Historic Preservation Office (SHPO).
- Potential impacts to historic buildings are being coordinated with the SHPO.



# SECTION 4(f) – EXISTING RESOURCE

## SANGAMON VALLEY TRAIL

- Section 4(f) is designed by the Federal Highway Administration (FHWA) in part to preserve publicly owned properties utilized for park, recreation, or refuge activities.
- Federally funded actions cannot impact Section 4(f) sites unless there is no feasible and prudent avoidance alternative and the proposed action minimizes harm to the property resulting from such use, or if it is determined to have a de minimis impact.



- The replacement of this bridge over IL 97 is unavoidable because the existing bridge only allows for 2 lanes to go underneath while the road is being widened to 5 lanes.

**This is an opportunity for the public to review and comment on the effects of the project on the activities, features, and attributes that qualify the Sangamon Valley Trail (SVT) for protection under Section 4(f).**





# SECTION 4(f) – OPTIONS

## SANGAMON VALLEY TRAIL

Two options have been suggested for consideration of the Sangamon Valley Trail:

- **Option 1 (Preferred)** – Remove and replace the existing bridge with a new structure on existing alignment; or
- **Option 2** – Construct a new structure just west of the existing alignment and then remove the existing bridge.

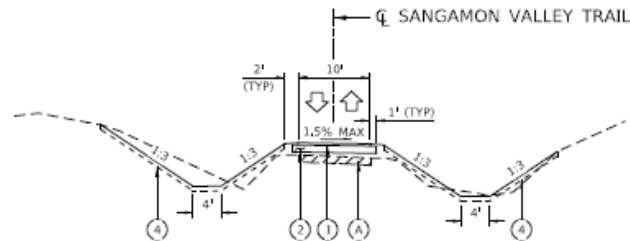
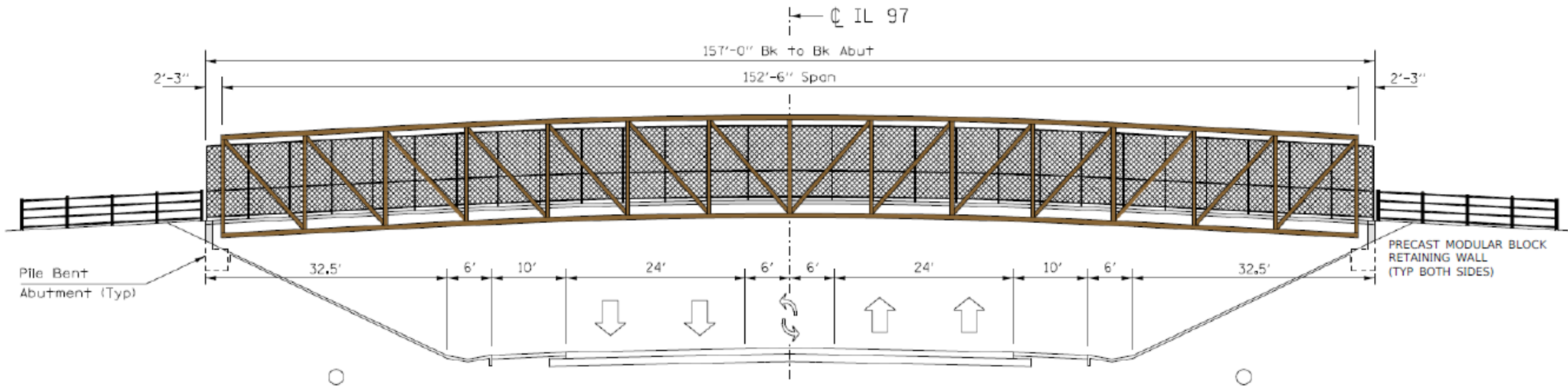
Option 1 was preferred by the Springfield Park District, Springfield Bicycle Club and the Springfield Regional Planning Commission, and the Springfield Bicycle Advisory Council.

### **Commitments during Construction include:**

- Minimize the extent of closure time to the extent practicable;
- Construct the bridge during lower use times of the year (winter).
- Consider a detour route for bicycle traffic.



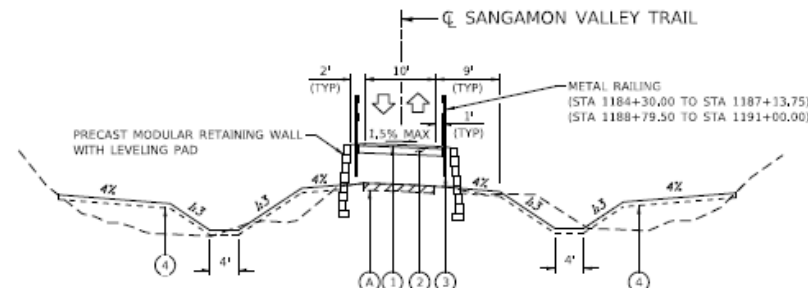
# SANGAMON VALLEY TRAIL RENDERING



**SANGAMON VALLEY TRAIL**

## PROPOSED SECTION

(STA 1183+00.0 TO STA 1184+65.0)  
(STA 1191+00.0 TO STA 1193+00.0)



**SANGAMON VALLEY TRAIL**

## PROPOSED SECTION

(STA 1184+65.0 TO STA 1187+13.7)  
(STA 1188+79.5 TO STA 1191+00.0)  
BRIDGE OMISSION STA 1187+13.7 TO 1188+75.5

## PROPOSED LEGEND

- ① PR HMA SURFACE COURSE, 3"
- ② PR AGGREGATE BASE COURSE, TYPE B 6"
- ③ PR WOOD RAIL
- ④ TOPSOIL EXCAVATION AND PLACEMENT (4")

## EXISTING LEGEND

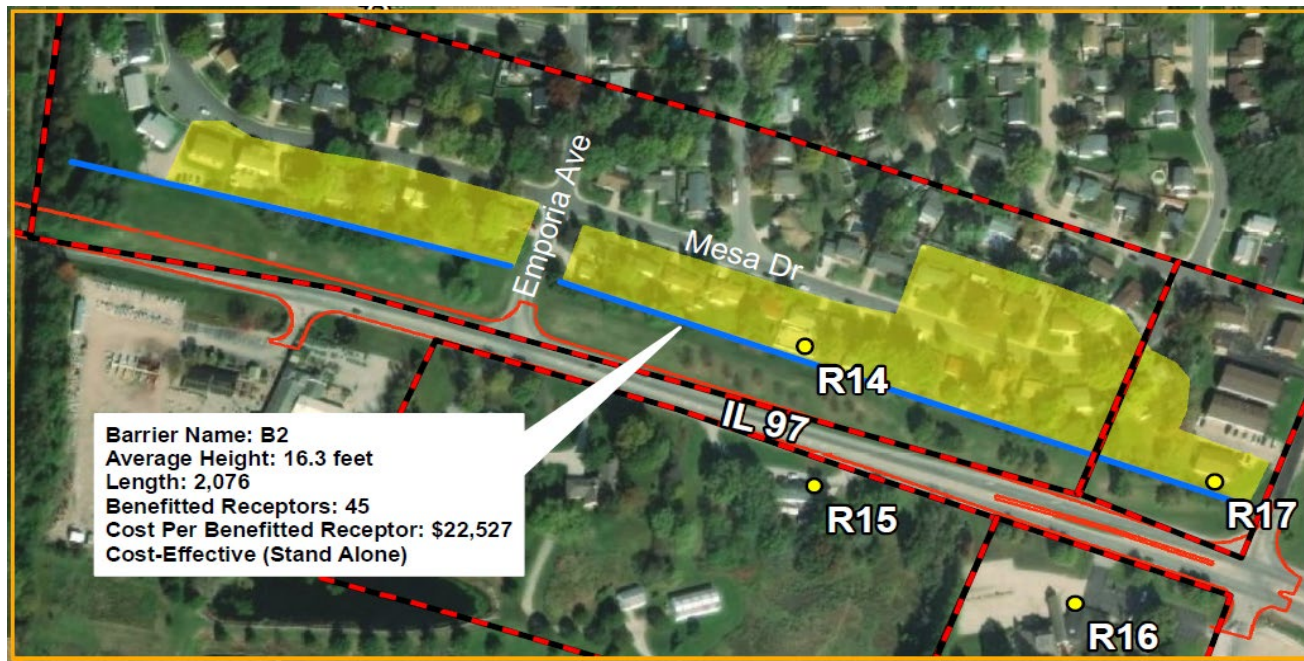
- (A) SIDEWALK REMOVAL
- ▨ TO BE REMOVED





# ON-GOING NOISE STUDY

- A revised noise study was completed in February 2020.
- Four receptors out of 17 analyzed were found to warrant a noise barrier analysis.
- Three potential noise walls were evaluated at the four impacted receptors.
- Only one potential wall location was found to be feasible from a noise effectiveness standpoint.
- This potential wall is currently being evaluated by IDOT.



Example Noise Wall



# LAND ACQUISITION PROCESS

- **Property Survey and Plat Preparation**
  - On going
- **Appraisal and Review**
  - Independent licensed appraisers
  - Based on fair market value
  - Anticipated to begin in 2021
- **Negotiation for Purchase**
  - Offer price equal to appraised value
- **Acquisition / Payment**
- **Relocation**
  - Residential and Commercial property, based on federal eligibility and financial regulations



# PROJECT FUNDING

## **Contract 1 (Veterans Parkway to Old Covered Bridge Lane):**

- Archaeology Studies - \$150K
- Utility Relocation - \$2.5M
- Land Acquisition - \$5.4M
- Construction Engineering - \$2.5M
- Construction - \$36M

## **Contract 2 (Old Covered Bridge Road to West of IL 97/125 Junction):**

- Archaeology Studies - \$100K
- Utility Relocation - \$2.15M
- Land Acquisition - \$4.7M
- Construction Engineering - \$1M
- Construction - \$32M





# PROJECT SCHEDULE

## **Planning:**

- Preliminary Plans – August 2020
- Virtual Public Meeting – February 2021
- Pre-final Plans – March 2021

## **Roadway & Structure Design:**

- Land Acquisition to Begin – Fall 2021
- Final Plans – TBD

## **Construction:**

- Construction targeted to begin in 2024 pending the availability of funds



# PUBLIC MEETING COMMENTS

## Your comments are encouraged

Please submit your comments by completing the online [comment form](#) or provide your written comments to:

Mr. Jeffrey Myers, P.E.  
Region 4 Engineer  
Illinois Department of Transportation  
126 E Ash Street  
Springfield, IL 62704  
Attention: Jon Kelley, P.E.

If you would like to request an individual meeting to speak with IDOT representatives, please contact Jon Kelley by email at [Jonathan.Kelley@Illinois.gov](mailto:Jonathan.Kelley@Illinois.gov).

Comments received after March 1, 2021 will not be part of the Public Meeting record.

