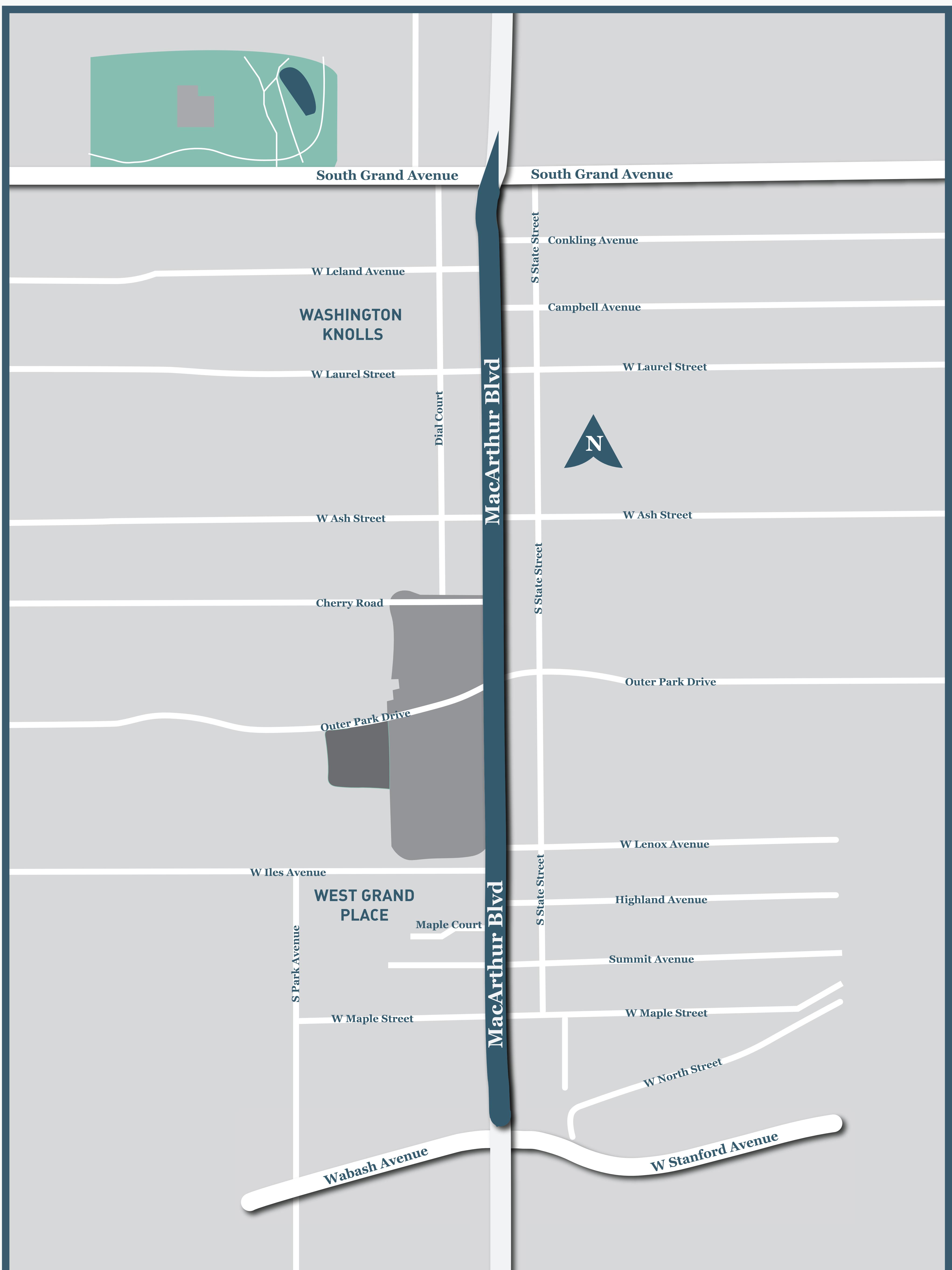




MACARTHUR BOULEVARD

WELCOME

Project Map



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Context Sensitive Solutions (CSS)

The CSS process is a partnership between IDOT and stakeholders to develop solutions for transportation needs.



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Community Advisory Group

Established to support IDOT in the project development process.

Members include:

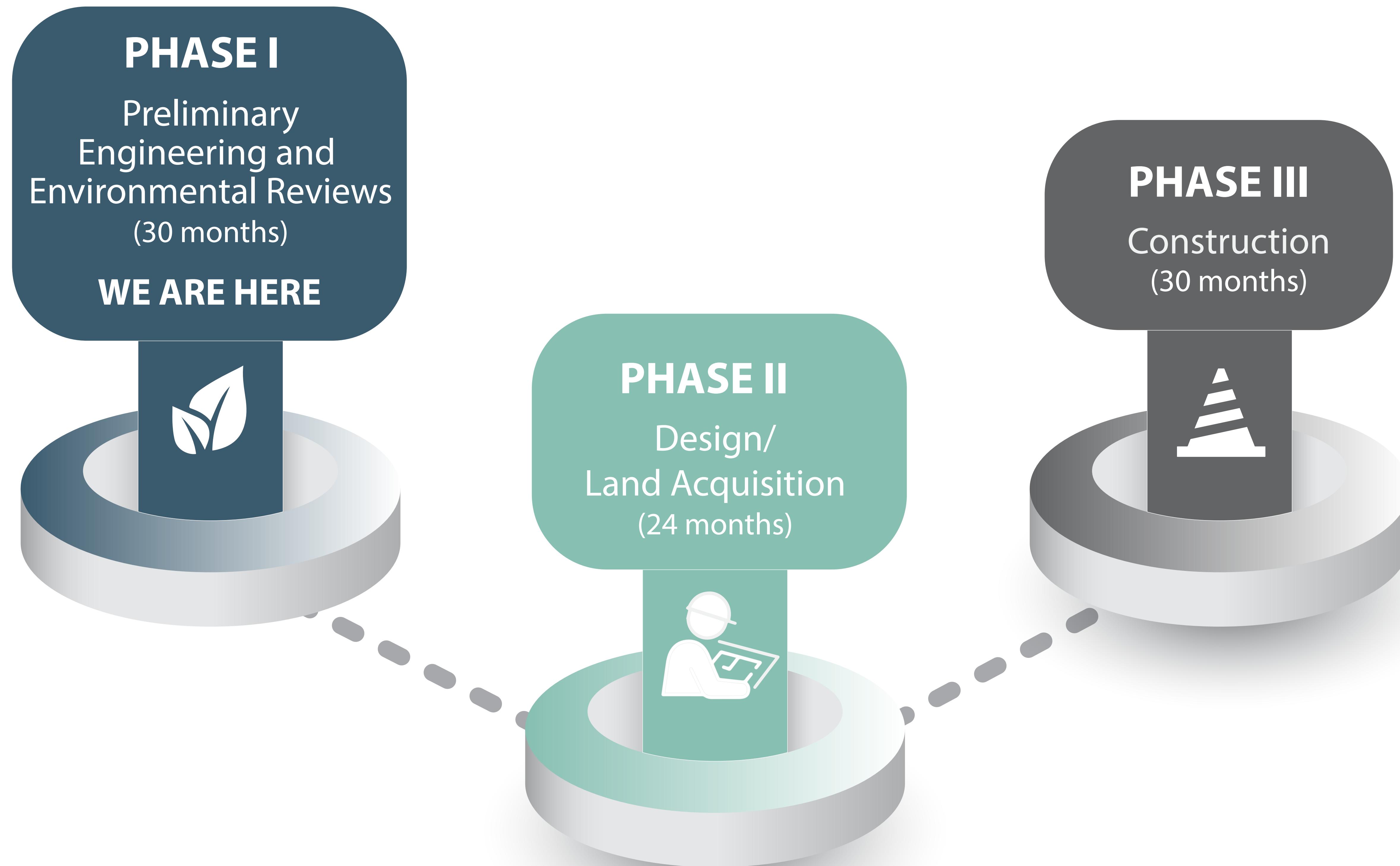
- Local officials
- Transportation professionals
- Community leaders
- Businesses
- Residents
- Places of worship
- School District
- Community Safety
- Associations

This Group met twice throughout the project.

Most recently, this group was provided an interactive project update via email.



IDOT Project Phases



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Corridor History

Springfield Master Plan 2011 (Lakota Study)

- Short and Long Term Land Uses
- Development Concepts
- Transportation Issues
- Development Regulations
- Unified Design
- Theme



FEASIBILITY STUDY

MACARTHUR BOULEVARD

Wabash Avenue to South Grand Avenue

Springfield, IL

SANGAMON COUNTY

October 2017

MacArthur Boulevard
Feasibility Study 2017
7 alternatives studied



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Purpose and Need

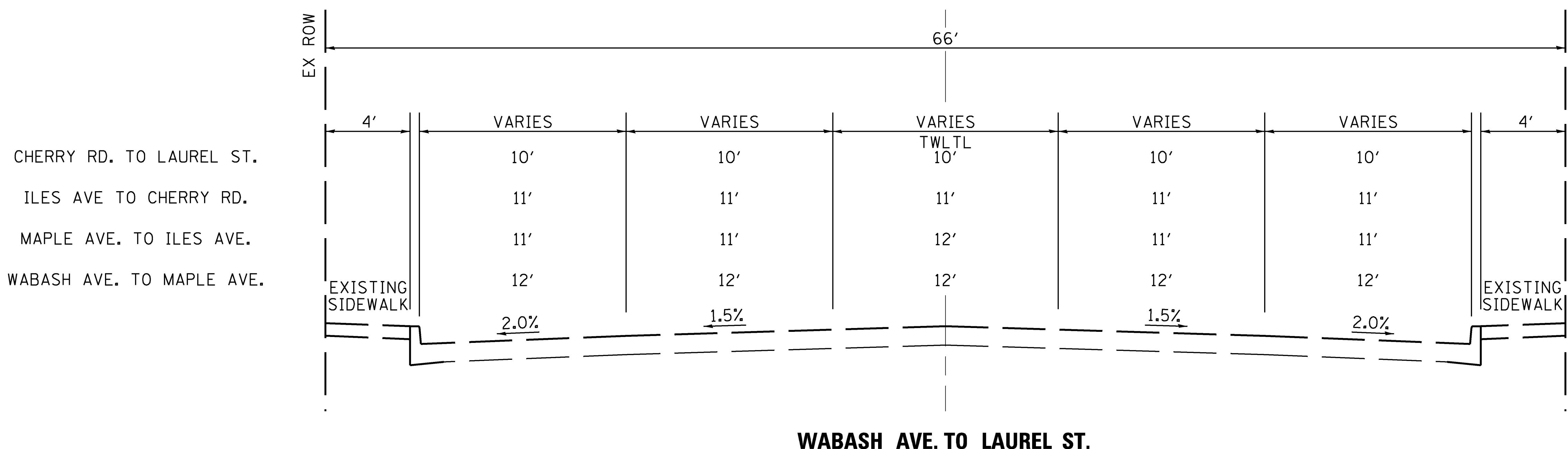
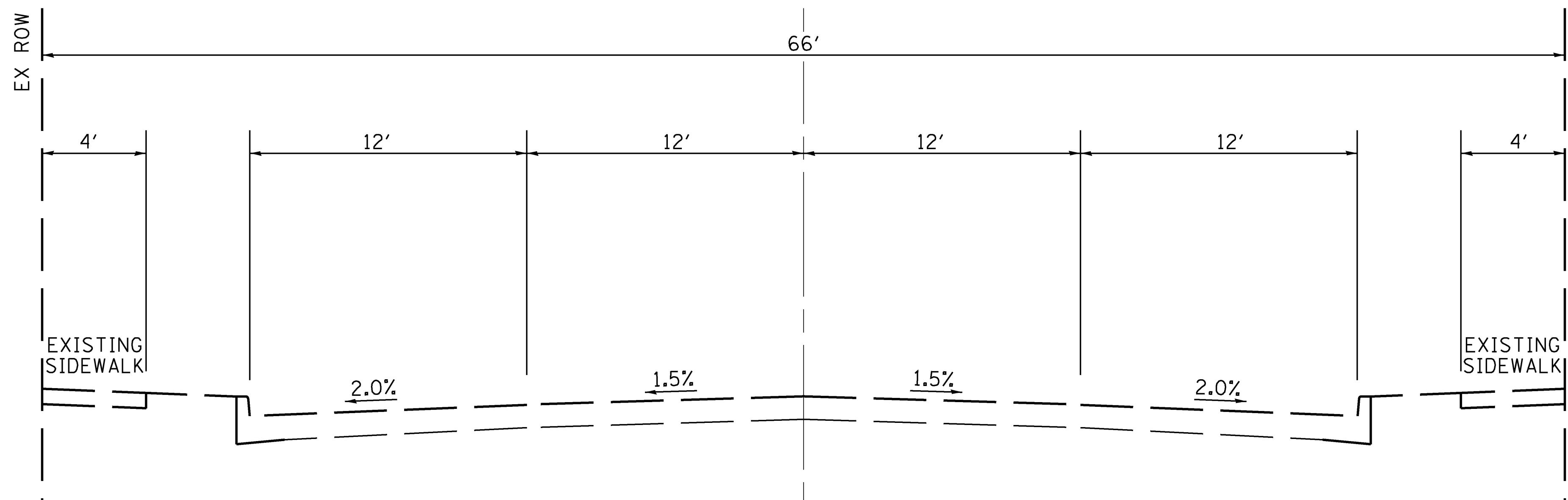
The **PURPOSE** of this project is to provide a consistent corridor that improves ***route condition and access***, improves ***drainage***, considers all ***roadway users***, and supports ***economic development***, while meeting current design standards and minimizing impacts to the environment and surrounding area.

The **NEED** for this project will address the existing roadway condition, the inconsistent number and width of traffic lanes, substandard intersection geometrics, corridor safety for all users, and areas prone to flooding.



Existing Typical Sections

EXISTING ROADWAY



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Existing Conditions

Intersections - Highland Avenue



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Existing Conditions

Intersections - W Iles Avenue



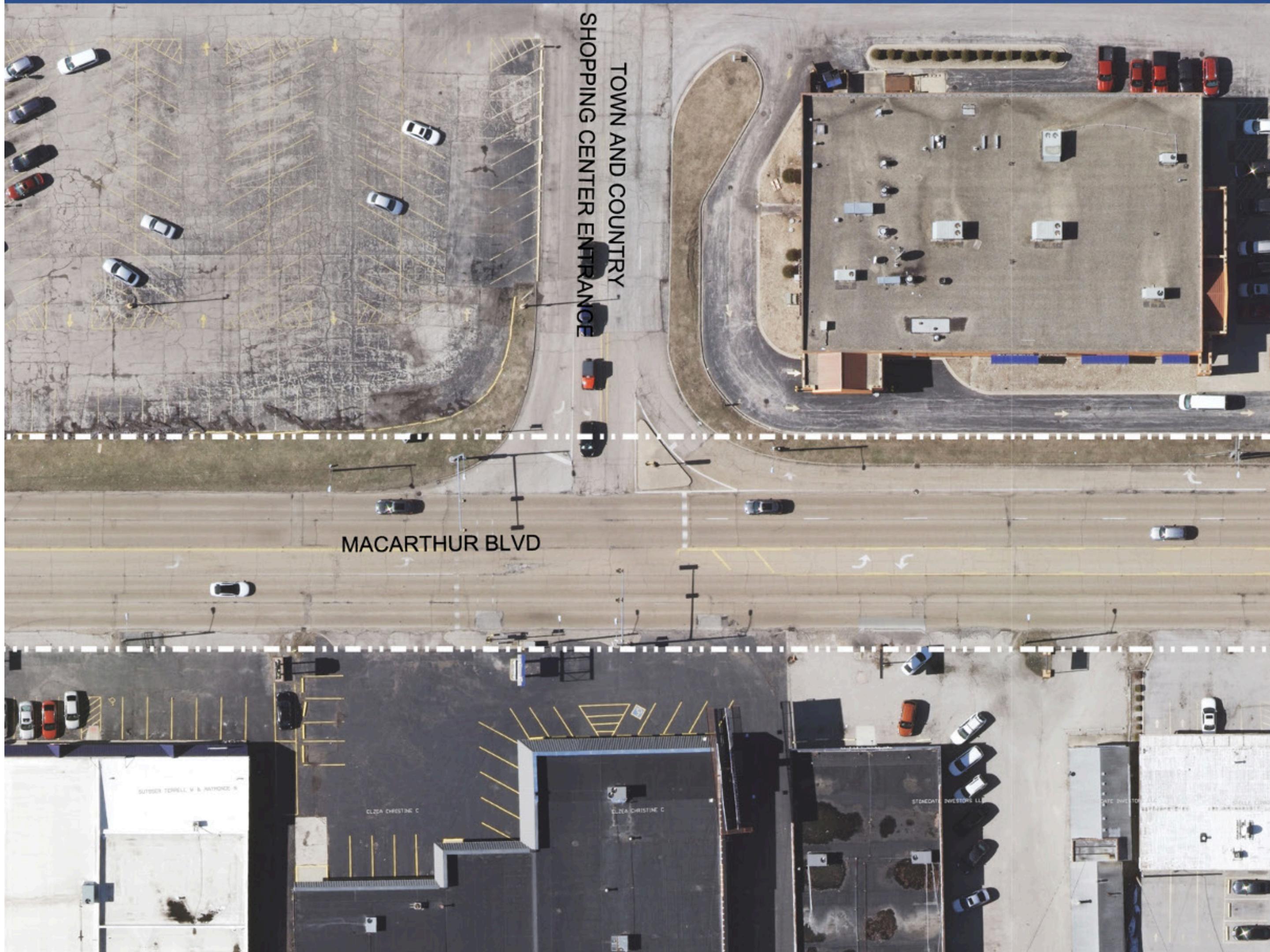
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Existing Conditions

Intersections - Town and Country



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Existing Conditions

Intersections - Outer Park Drive



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Existing Conditions

Intersections - Cherry Road



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Existing Conditions

Intersections - W Ash Street



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Existing Conditions

Intersections - W Laurel Street



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Existing Conditions



- 4 and 5 lane sections
- Lane widths vary between 10 and 12 feet

- Deteriorated or no sidewalks
- Poor pavement condition

- Limited lighting
- Drainage issues

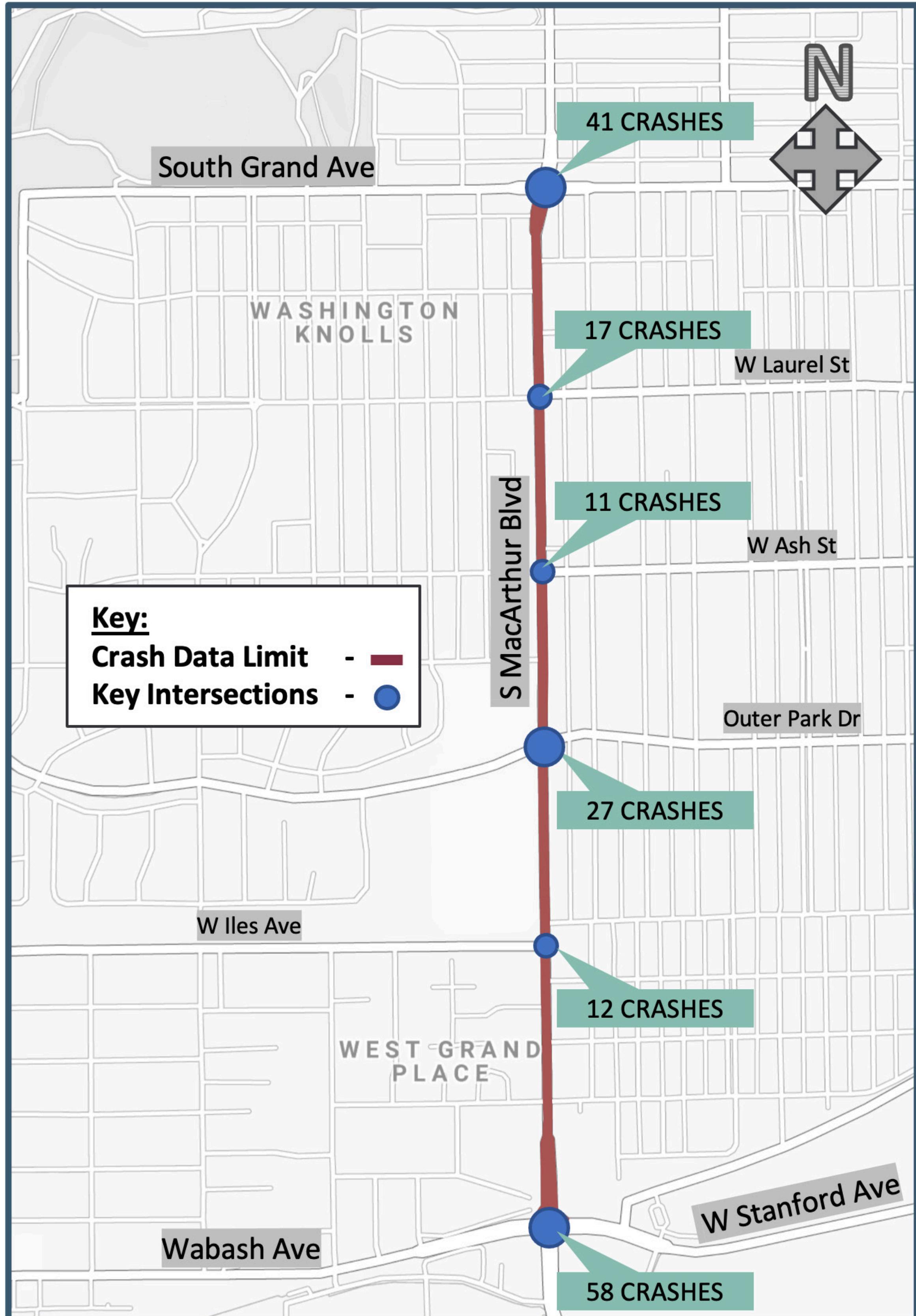


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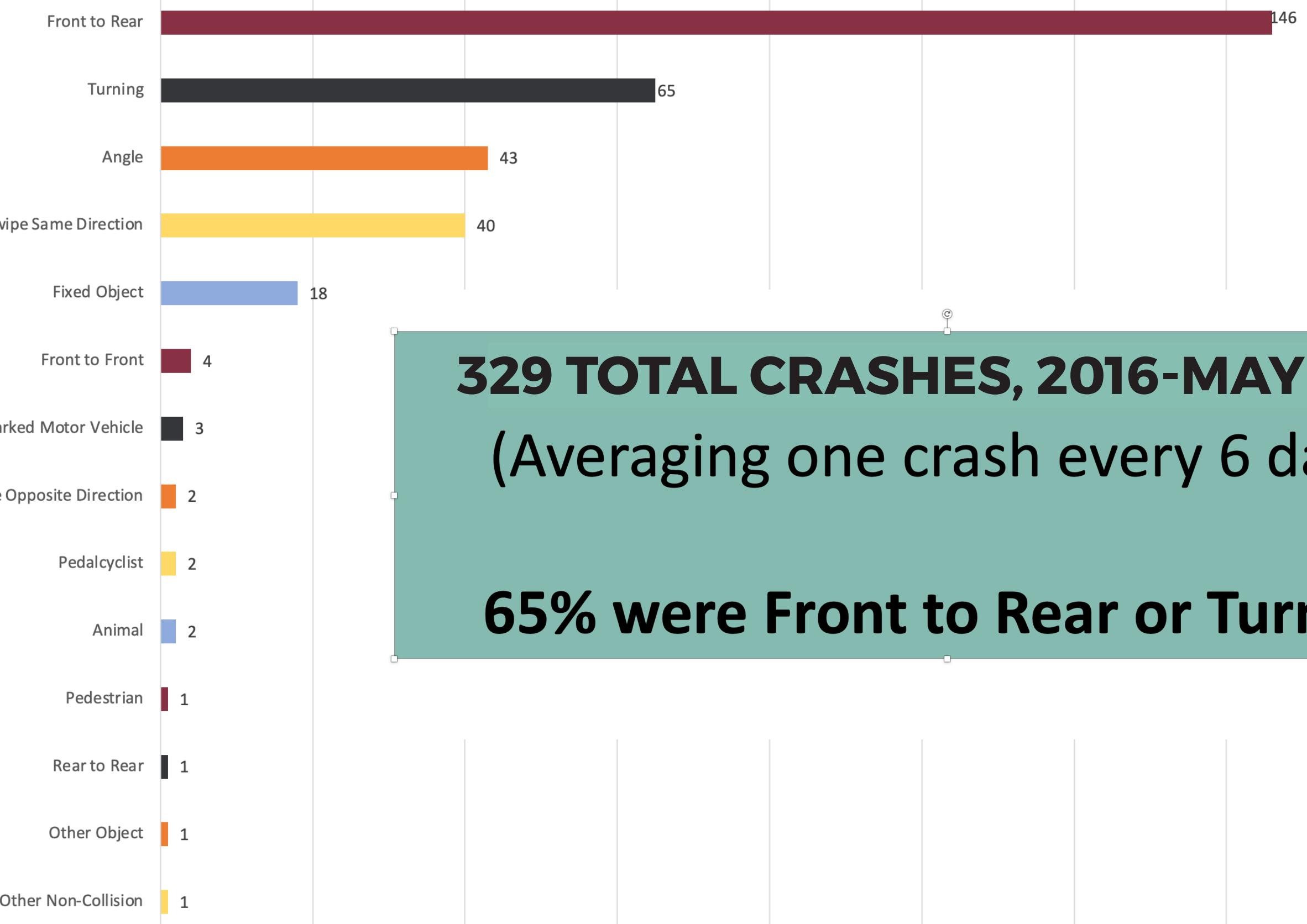


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Crash Information



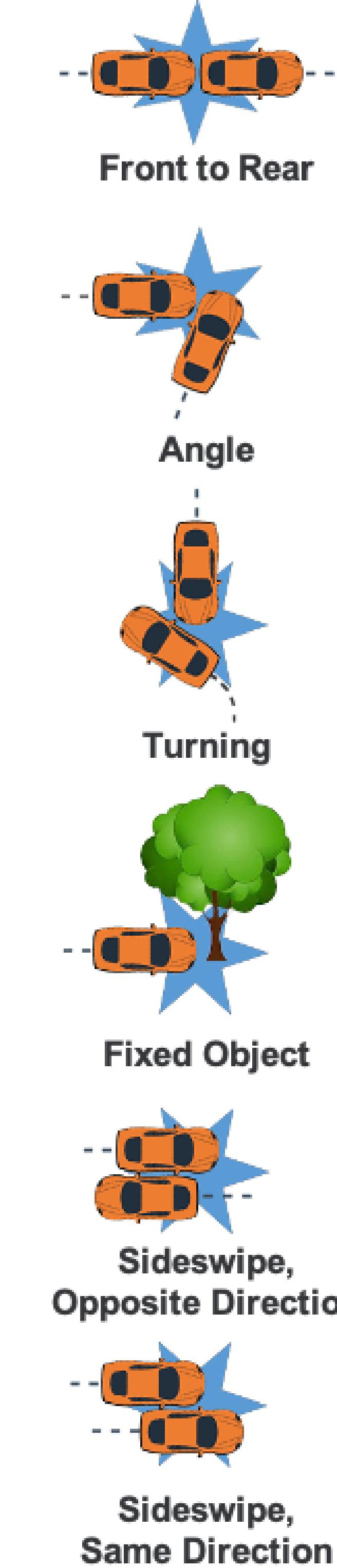
WABASH/STANFORD TO SOUTH GRAND, 2016-MAY 2020



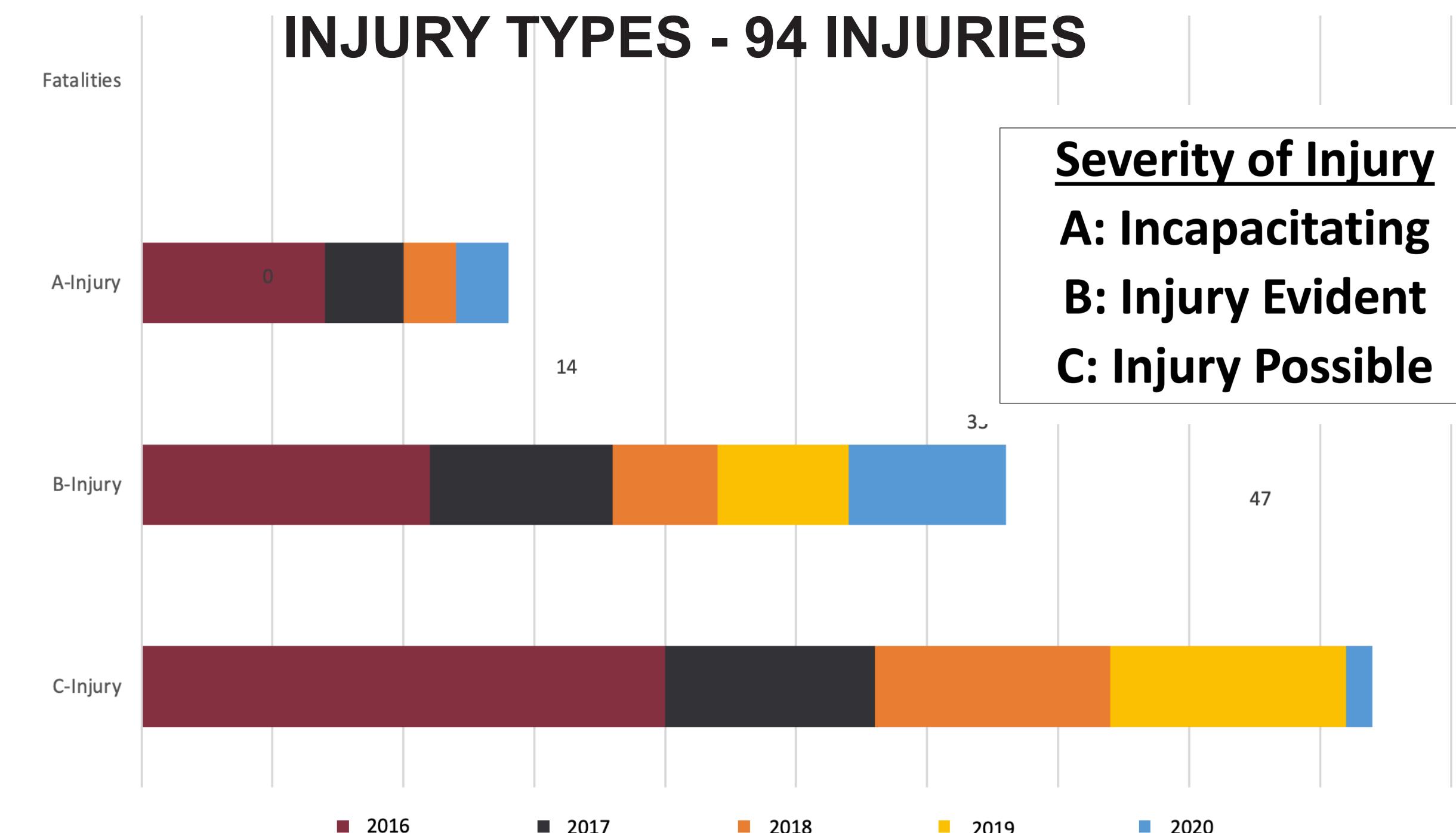
329 TOTAL CRASHES, 2016-MAY 2020
(Averaging one crash every 6 days)

65% were Front to Rear or Turning

CRASH TYPES



INJURY TYPES - 94 INJURIES



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NEPA Process

National Environmental Policy Act (NEPA)
Federal Act to ensure consideration of impacts to the natural/social/built environment.

FACILITATES OPEN AND TRANSPARENT PROCESS.

WILL EVALUATE:

- Socio-economics
- Social Justice
- Cultural and Historic Resources
- Solid and Hazardous Waste
- Threatened and Endangered Species
- Water Resources
- Flooding/Stormwater Runoff
- Land Use



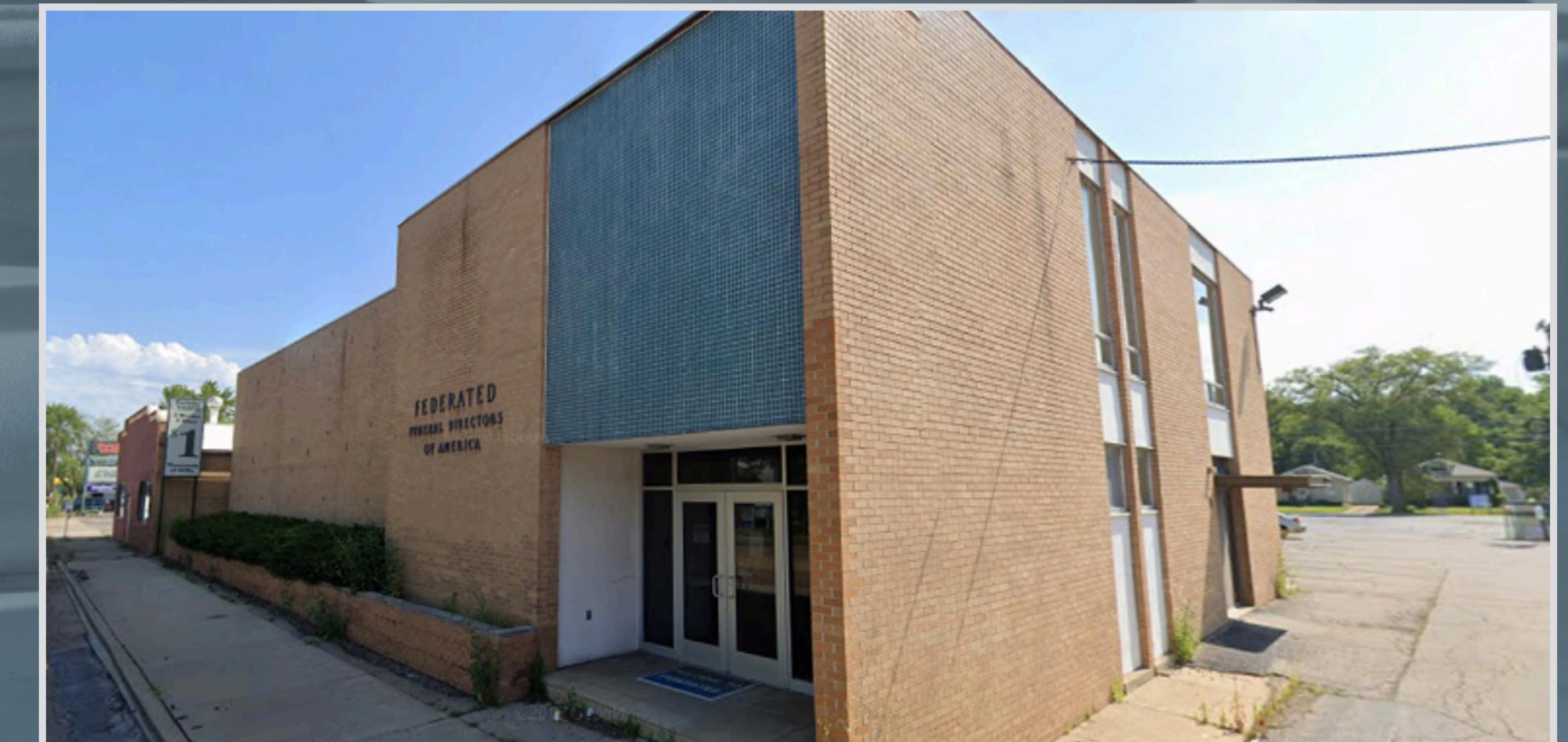
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Potential Section 4 (f) Historic Properties

Section 4(F) of the U.S. Department of Transportation Act of 1966 protects historic sites and publicly owned parks, recreational areas, and wildlife and waterfowl refuges.



The Illinois Department of Natural Resources State Historic Preservation Office makes the final historic property determination.

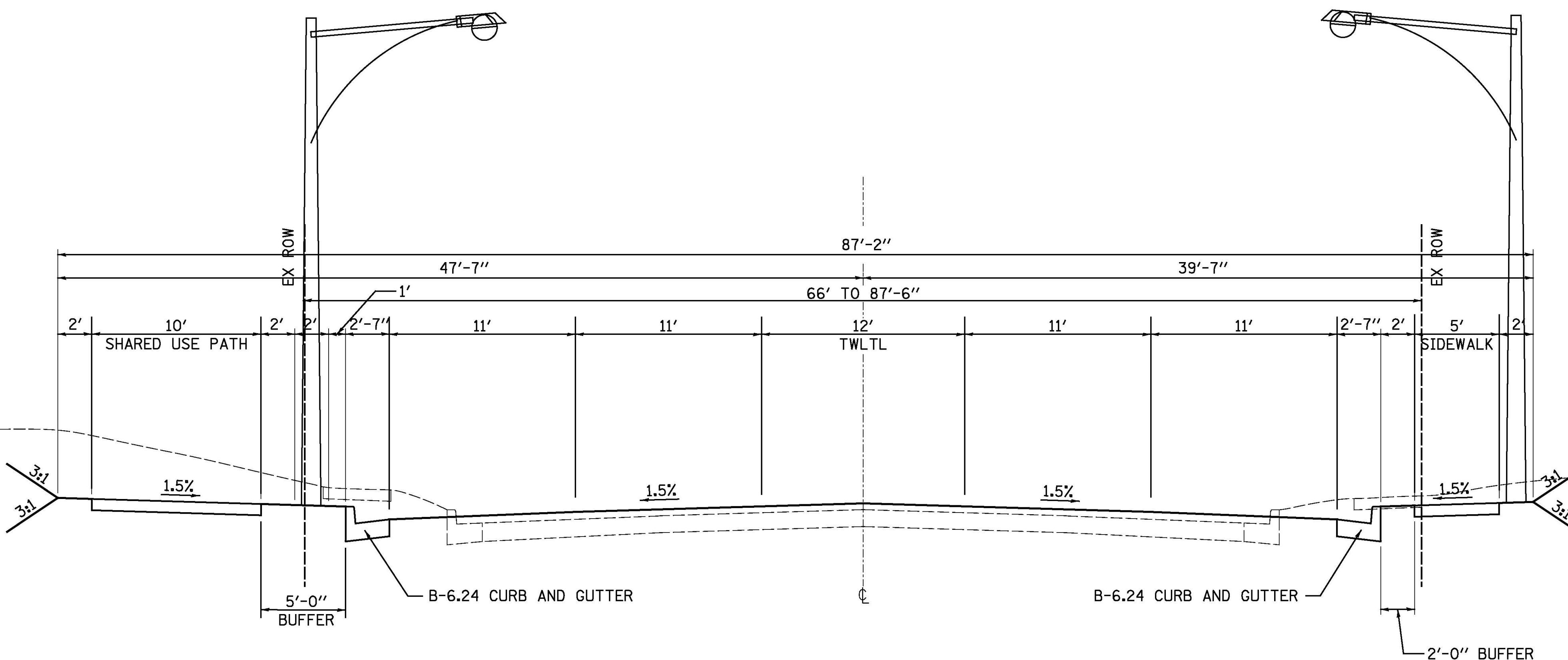


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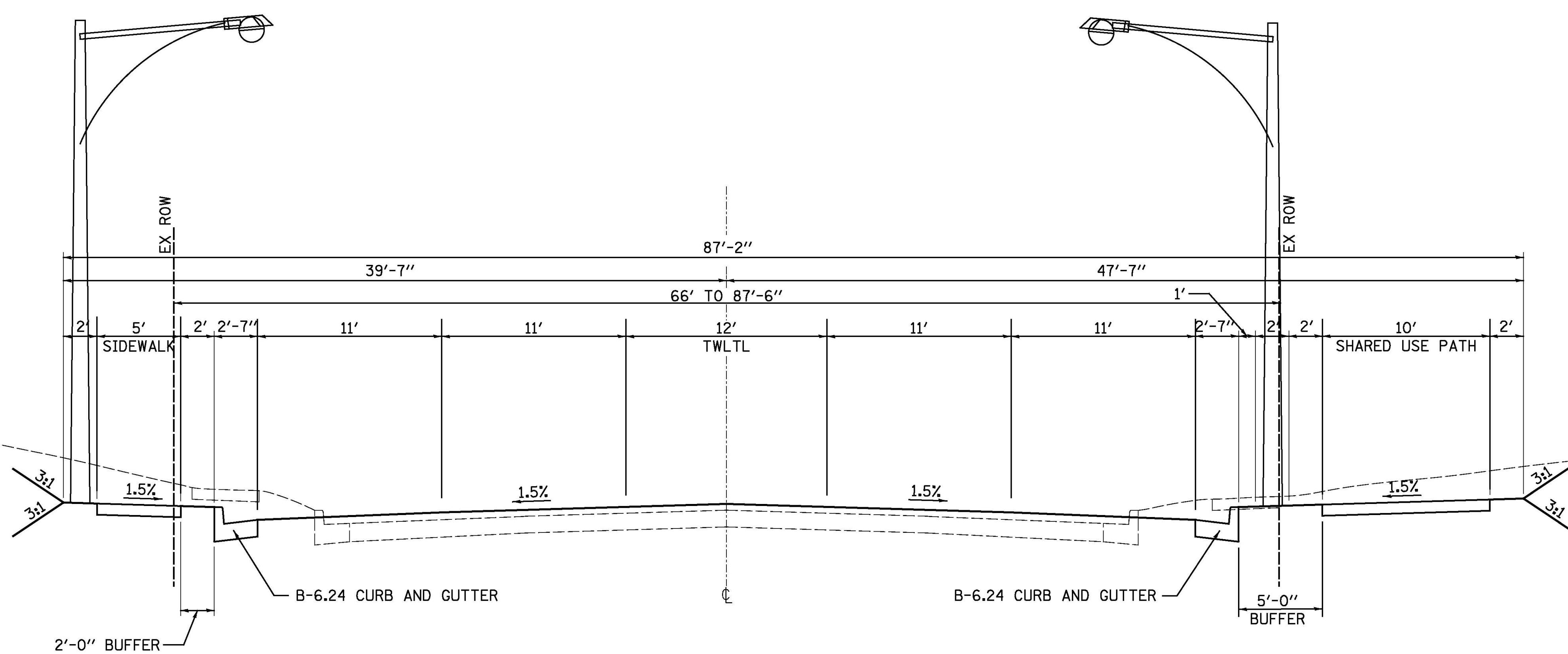


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Alternatives 1A & 1B Typical Section



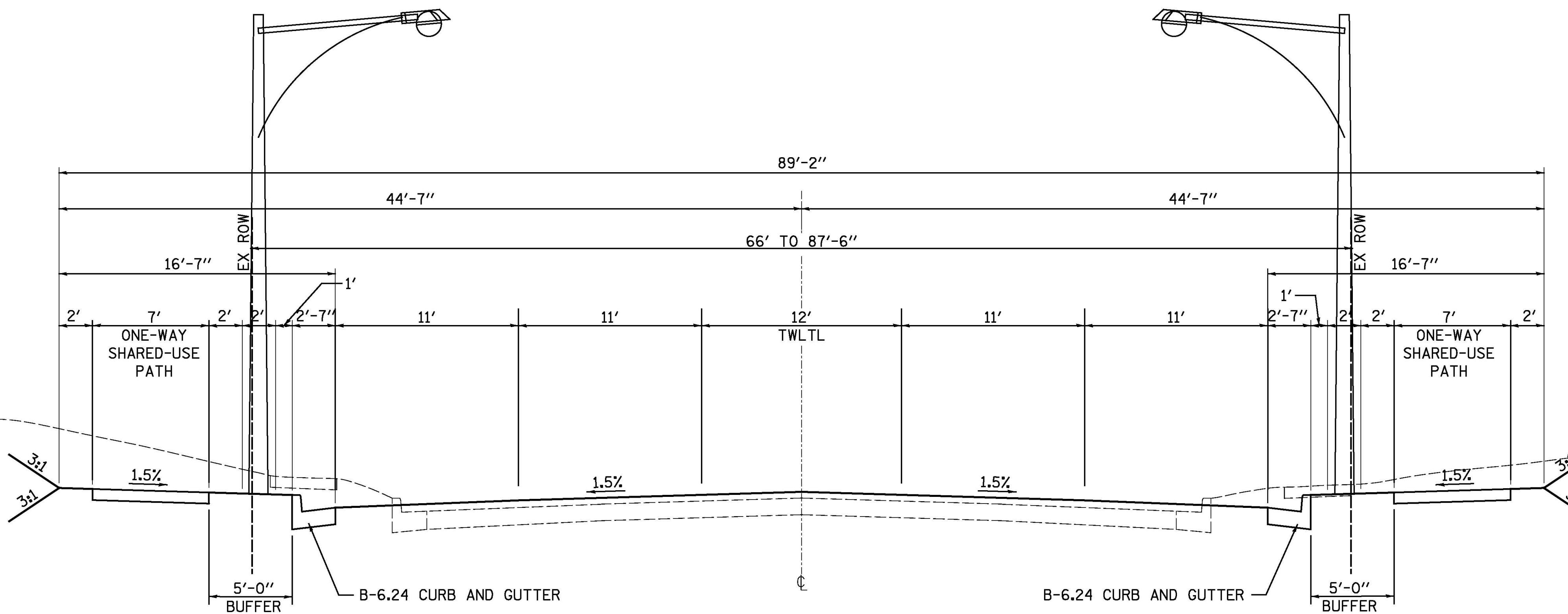
Alternative 1A



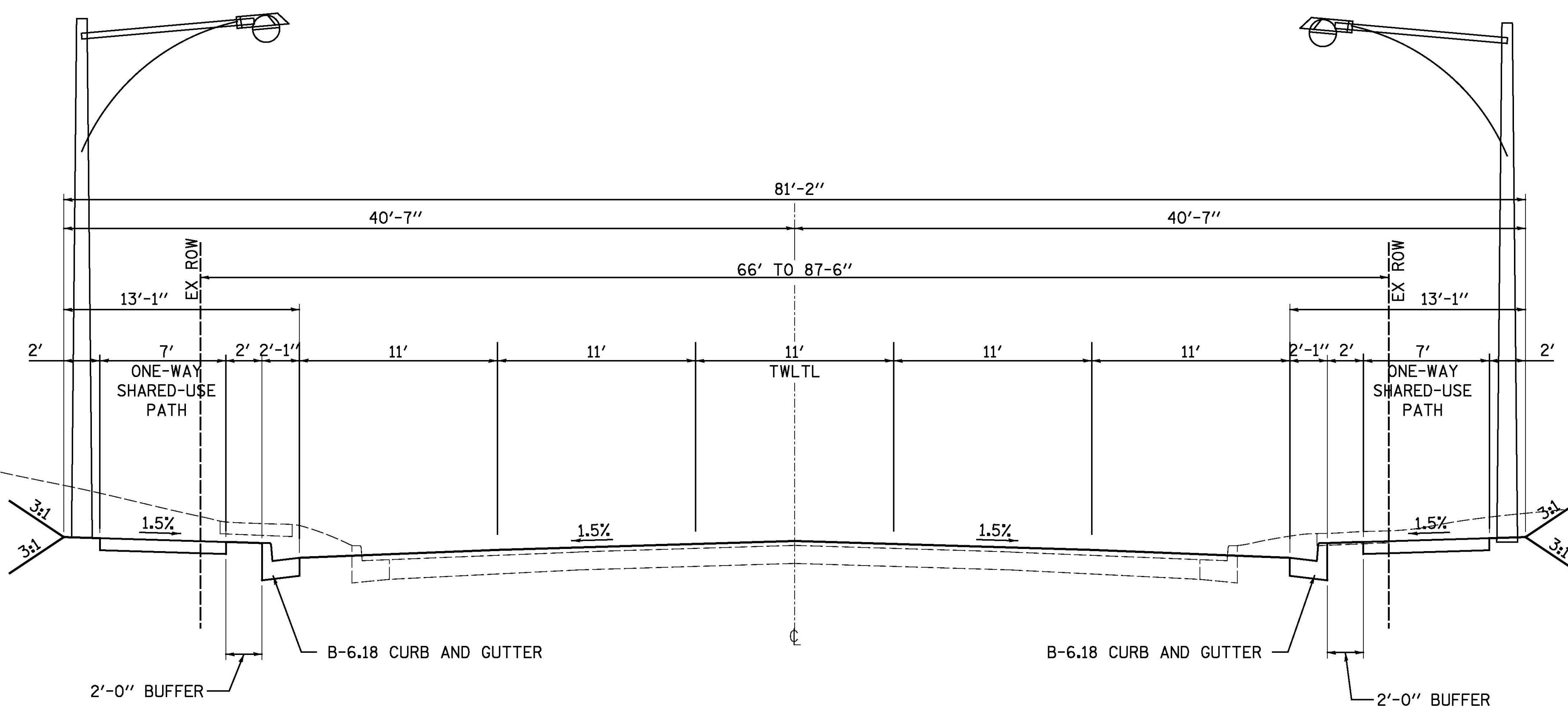
Alternative 1B



Alternatives 2A & 2B Typical Section



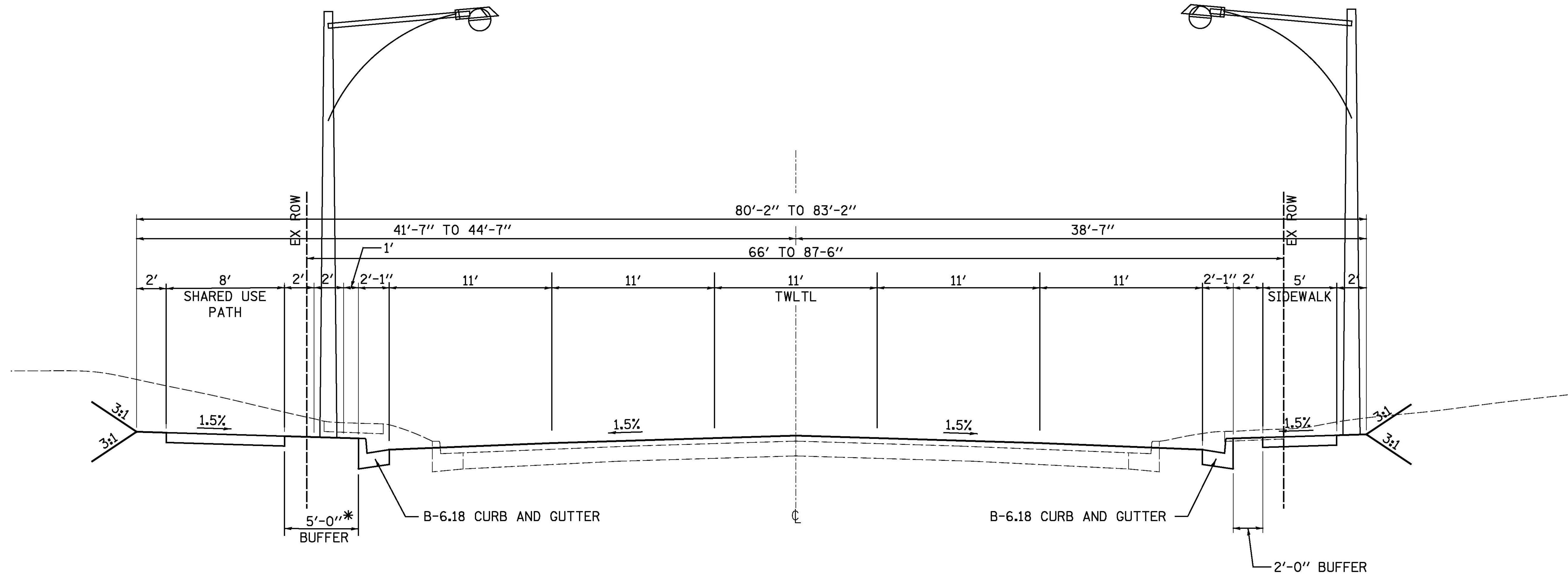
Alternative 2A



Alternative 2B



Alternatives 3 Typical Section



Alternative 3

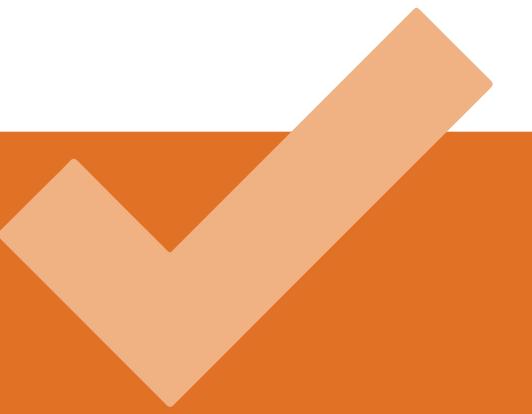
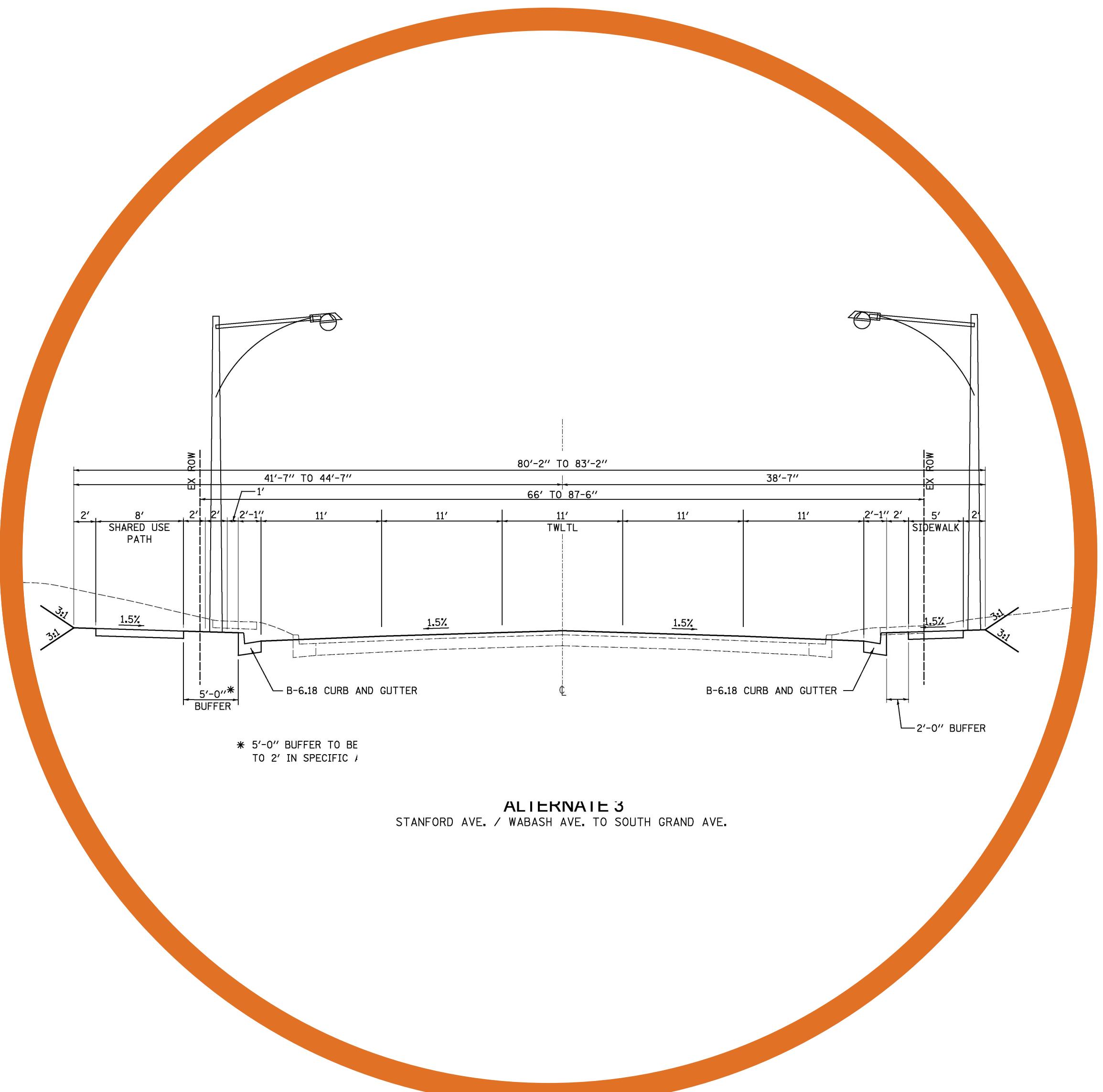


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Recommended Preferred Alternative



ALTERNATIVE 3

- » **Least number of impacts to buildings and parking**
- » **Best meets the Purpose and Need**
 - Provides safe access for bicyclists & pedestrians
 - Upgrades center turn lane for safety
 - Addresses flooding issues
- » **Preferred by the Community Advisory Group**

ALTERNATIVE 3 INCLUDES:

- » **11' center left turn lane**
- » **8' path on the west side**
- » **5' sidewalk on the east side**



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Alternatives Comparison Chart - Geometric Design

Infrastructure Descriptions	Alternative 1A	Alternative 1B	Alternative 2A	Alternative 2B	Alternative 3
Width of through lanes (two in each direction)	11'	11'	11'	11'	11'
Width of two-way left turn lane	12'	12'	12'	11'	11'
Width of two-way shared use path (1)	10' west side	10' east side	N/A	N/A	8' west side
Width of one-way shared use path (1)	N/A	N/A	7' both sides	7' both sides	N/A
Width of buffer between shared use path (1) and traffic	5' west side	5' east side	5' both sides	2' both sides	5' with exceptions* west side
Width of sidewalk (2)	5' east side	5' west side	N/A	N/A	5' east side
Width of buffer between sidewalk (2) and traffic	2' east side	2' west side	N/A	N/A	2' east side
Location of light poles - west side	within 5' buffer	immediately behind sidewalk	within 5' buffer	immediately behind shared use path	within 5' buffer with exceptions**
Location of light poles - east side	immediately behind sidewalk	within 5' buffer	within 5' buffer	immediately behind shared use path	immediately behind sidewalk
Curb and gutter width	2'7"	2'7"	2'7"	2'1"	2'1"
Total proposed right-of-way width	87'2"	87'2"	89'2"	81'2"	83'2" with exceptions ***
Proposed right-of-way width (west of center line)	47'7"	39'7"	44'7"	40'7"	44'7" with exceptions ****
Proposed right-of-way width (east of center line)	39'7"	47'7"	44'7"	40'7"	38'7"

Exceptions:

* 2' width at Penny Lane, vacant commercial properties north of Penny Lane, Goodyear, and from Carpet One to South Grand.

** Light poles immediately behind the two-way shared use path at Penny Lane, vacant commercial properties north of Penny Lane, Goodyear, and from Carpet One to South Grand.

*** 80' 2" width at Penny Lane, vacant commercial properties north of Penny Lane, Goodyear, and from Carpet One to South Grand.

**** 41' 7" width at Penny Lane, vacant commercial properties north of Penny Lane, Goodyear, and from Carpet One to South Grand.

Footnotes:

(1) Shared Use Path includes pedestrians and bicycles

(2) Sidewalks include only pedestrians



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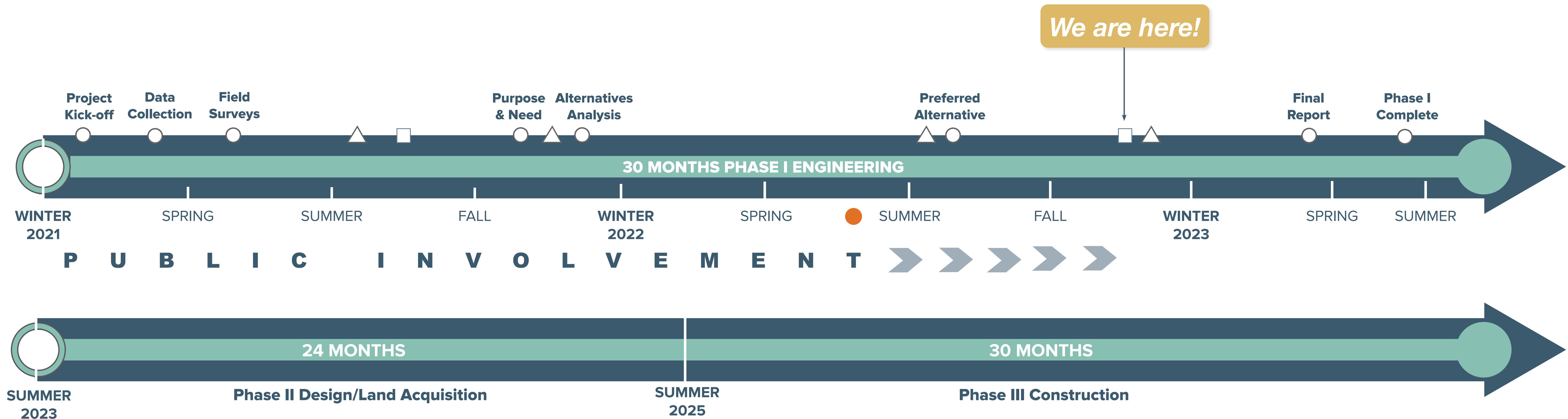
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Alternatives Comparison Chart - Impacts

Impacts Descriptions	Alternative 1A	Alternative 1B	Alternative 2A	Alternative 2B	Alternative 3
Potential number of businesses (building and / or parking lot) impacted – west side	18	6	11	13	12
Potential number of businesses (building and / or parking lot) impacted – east side	19	20	16	19	17
Potential number of buildings to be acquired - west side	4	0	4	0	0
Potential number of buildings to be acquired - east side	5	14	13	8	5
Potential number of parking spaces impacted - west side	83	61	76	67	70
<i>Potential number of parking spaces reconfigured</i>	13	33	34	33	42
<i>Potential number of parking spaces eliminated</i>	70	28	42	34	28
Potential number of parking spaces impacted - east side	160	198	197	166	143
<i>Potential number of parking spaces reconfigured</i>	90	31	35	32	81
<i>Potential number of parking spaces eliminated</i>	70	167	162	134	62
Potential number of entrances eliminated - west side	8	1	8	8	8
Potential number of entrances eliminated - east side	0	0	0	0	0

Higher impacts when compared to Alternatives
 Moderate impacts when compared to Alternatives
 Lower impacts when compared to Alternatives

Project Schedule



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Get Involved

LEARN MORE ON OUR WEBSITE AT:

www.IDOT.Illinois.gov/projects/Sangamon-County--MacArthur-Blvd



Read our Newsletters



Sign up for our mailing list at

www.MacArthurBlvdSpringfield.org



Share our social media posts



Attend public meetings

Scan Code
to learn
more



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Next Steps

-  **Approval of Preferred Alternative**
-  **Final Design**
-  **Land Acquisition Process**
-  **Construction**



Comments

WE WANT TO HEAR FROM YOU!
You can provide comments in a variety of ways:

- Fill out a comment form here tonight.
- Leave a comment at: www.MacArthurBlvdSpringfield.org

EMAIL US AT

MacArthurBlvd2021@gmail.com

WRITE US AT

*Illinois Department of Transportation
District 6
Attention Jay Edwards
126 East Ash Street
Springfield, IL 62704*



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THANK YOU