PROJECT SCHEDULE

IDOT plans, designs, and constructs projects in three phases. Phase I is the preliminary engineering and environmental analyses of the project; Phase II is the preparation of the final design and construction documents and right-of-way acquisition; and Phase III is the actual construction of this project.

WE ARE HERE

PHASE I
- Preliminary Engineering
- Environmental Coordination
- Public Involvement

Typically Lasts 18-24 months

PHASE II*
- Develop Contract Plans & Specifications
- Land Acquisition

Typically Lasts 12-18 months

PHASE III*
- Construction

Typically Lasts 12-18 months

**Not currently included in Department's FY 2019-2024 Proposed Highway Improvement Program*

Information regarding the project study area is on display at this public meeting for reference and comment.

PROJECT COST

The estimated cost of this project is $6.3 Million.

PROVIDE COMMENTS

Participants are also encouraged to submit written comments about the project.

Comments received will be used by the Project Study Group as it finalizes the project design.

Written statements may be given to us today, mailed to the IDOT District 8 Office, or e-mailed to matthew.meyer@illinois.gov by October 19, 2018. A public comment form is provided with this handout for your use.

NEXT STEPS?

Following the public meeting, the Project Study Group and IDOT will finalize the Phase I preliminary engineering for this project.

THANK YOU

Thank you for attending this meeting and assisting us in our efforts to make sure this project is a success.

For information regarding project status updates, please visit the IL Route 3 Project website www.idot.illinois.gov/projects/IL-3-Godfrey

Illinois Department of Transportation

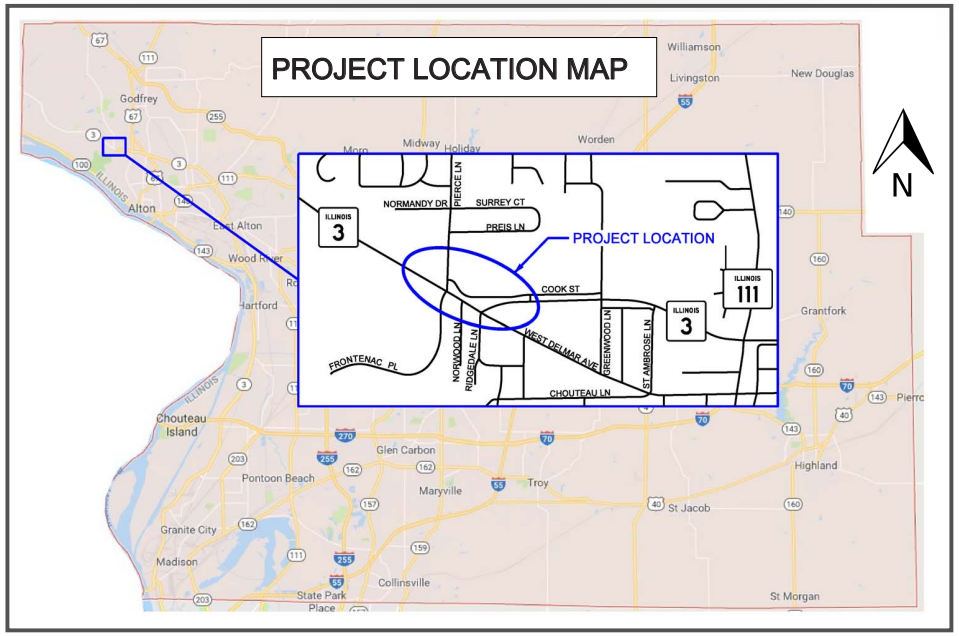
PUBLIC INFORMATIONAL MEETING REGARDING:

IL ROUTE 3

At West Delmar Avenue & Pierce Lane
Intersection Improvements

Wednesday, October 3, 2018
4:00 pm to 7:00 pm

Lewis & Clark Community College | Ahlemeyer Atrium - TR 141 | Trimpe Center
5800 Godfrey Road | Godfrey, Illinois 62035



Illinois Department of Transportation

Mr. Jeffrey L. Keirn, P.E.
Region Five Engineer
Illinois Department of Transportation
1102 Eastport Plaza Drive | Collinsille, IL 62234

WELCOME

Welcome to the open house public informational meeting for the improvements to IL Route 3 at West Delmar Avenue and Pierce Lane in Godfrey. Personnel from the Illinois Department of Transportation (IDOT) and their consulting firms are here to review the project, answer your questions, and receive your comments. This meeting is being held in an "open house" format to allow informal discussions between the public and the Project Study Group members throughout the session. Project Study Group representatives from IDOT and the consultanting engineering firms are in attendance tonight.

PURPOSE OF TONIGHT'S MEETING

The purpose of tonight's meeting is to share the proposed improvement with the community and allow the Project Study Group to answer questions and receive comments from the community.

WHAT IS THE IL ROUTE 3 PROJECT?

The project is a study to determine how to improve the operations and safety of the IL Route 3 intersections at West Delmar Avenue and Pierce Lane. Traffic volumes along this section range from 1,170 to 16,800 vehicles per day and are expected to increase to approximately 14,500 to 20,900 in 20 years. The poor intersection performance and traffic congestion will continue to worsen as the volumes increase. Safety is also a major concern with these intersections. While reviewing five years (2008-2016) of Illinois Traffic Crash Reports, there were 118 crashes noted at or near the two project intersections. Rear end collisions were the primary crash type at both intersections.

PROJECT PROBLEM STATEMENT

A Project Problem Statement is a concise narrative, prepared at the start of a project to define the problem to be solved. The problem statement developed by the Project Study Group and Community Advisory Group for this project is as follows:

IL ROUTE 3 PROBLEM STATEMENT

"The transportation (all modes) related issues at the intersections of IL Route 3 with West Delmar Avenue and Pierce Lane are travel delays, confusing intersection design, the inability to accommodate for current and future traffic needs, and safety issues. There is also a lack of continuous pedestrian and bicycle accommodations within the project area."

PUBLIC INVOLVEMENT AND CONTEXT SENSITIVE SOLUTIONS (CSS)

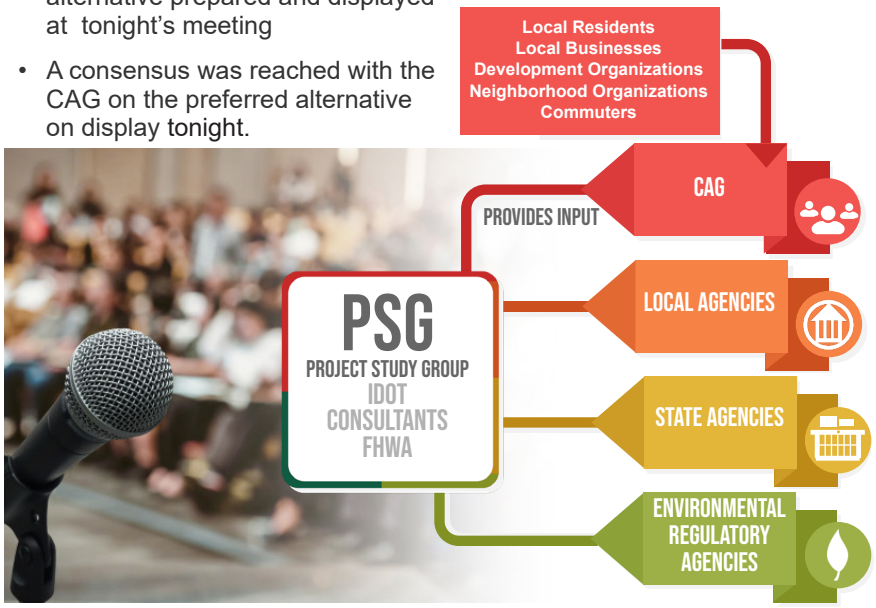
IDOT is applying its Context Sensitive Solutions (CSS) policy to this project. The formal policy may be reviewed online at http://www.idot.illinois.gov/transportation-system/transportation-management/context-sensitive-solutions/index.

CSS is an interdisciplinary approach that seeks to;

- Engage all stakeholders through early, frequent and meaningful communication in the project development process;
- Consider the "context" of the community when developing, building, and maintaining roadway improvements; and
- Consider multi-modal solutions to transportation issues.

The Project Study Group has endeavored to include all stakeholders in the development of alternatives for the IL Route 3 project. This process included:

- Individual stakeholder meetings
- Forming a Community Advisory Group (CAG) to serve as a line of communication between IDOT and the project stakeholders and community as a whole. It includes residents, neighborhood organizations, commuters, local businesses, development organizations, and the local government
- Receiving input from the CAG to define the community's context, to communicate the community's various perspectives on proposed alternatives, and to help prioritize the community's needs. The CAG's efforts were critical in the development of the "preferred" alternative prepared and displayed at tonight's meeting
- A consensus was reached with the CAG on the preferred alternative on display tonight.



BENEFITS OF PROPOSED DUAL ROUNDABOUT

- Safety – number and severity of crashes reduced at intersections where stop signs or signals were previously used for traffic control
- Reduces congestion - roundabout installation leads to an estimated 20 percent reduction in delays overall
- Traffic Calming
- Reduces pollution and fuel use
- Quieter operations
- Reduced maintenance cost
- Many communities are also favorable to the potential for aesthetic treatment
- Both intersections as roundabouts keep a similar theme
- Norwood Lane and Ridgedale Drive have direct access to IL Route 3
- Access for businesses on corner of Ridgedale Drive still direct to mainline
- Westbound by-pass lanes relieve back-ups
- Westbound right-turns onto Pierce Lane are free-flow

IL ROUTE 3

at West Delmar Avenue & Pierce Lane
Intersection Improvements

Illinois Department of Transportation

www.idot.illinois.gov/projects/IL-3-Godfrey

COMMENT FORM – PUBLIC INFORMATIONAL MEETING

The Project Study Group appreciates your input. Please fill out the information at the top of the comment form and provide your comments below. If you would like to provide any additional information, please submit on additional pages. You may leave the form with us today, mail the form to the IDOT District 8 Office at the address provided on the reverse side of this form, or e-mail it to matthew.meyer@illinois.gov. Please submit all comments by October 19, 2018.

PLEASE PRINT

NAME: _____

ADDRESS: _____

PHONE NUMBER: _____ E-MAIL: _____

My comments are:

(Fold on dotted line)

_____

_____

_____

(Return address)

Place Stamp Here

Mr. Jeffrey L. Keirn, P.E.
Region Five Engineer
Illinois Department of Transportation
1102 Eastport Plaza Drive
Collinsville, IL 62234-6198

Attention: Matt Meyer, P.E.

(Fold on dotted line)

(Please tape)

IL ROUTE 3

at West Delmar Avenue & Pierce Lane
Intersection Improvements

Illinois Department of Transportation

Frequently Asked Questions

What is a roundabout?

Roundabouts are circular intersections that require all entering traffic to yield at entry. Travel speeds within the roundabout are typically 15-20 mph.

How much traffic can a roundabout accommodate?

According to Roundabouts: An Informational Guide (Publication No. FHWA-RD-00-067), the maximum Average Daily Traffic (ADT) for a single-lane, four-leg roundabout is greater than 20,000 vehicles per day.

How do large trucks, oversized loads, farm equipment, and other large vehicles navigate roundabouts?

Roundabouts are designed to accommodate all the turning movements of large vehicles. To accommodate the sweep of the trailer wheels as it makes its way through the roundabout, a truck apron is constructed around the inside of the circulating roadway. The apron is constructed of a different material or colored differently than the circulating roadway, to distinguish it and to make it clear that the truck apron is not something to be driven over by smaller vehicles.

Are roundabouts SAFER for drivers than traffic signals?

Roundabouts are a proven strategy to reduce injury and fatal crashes compared to traditional intersections. A driver only has to look in one direction for oncoming traffic when entering a roundabout. Roundabouts are effective at slowing down traffic so that when crashes do occur, they usually occur at low speeds and are unlikely to cause injury or major damage. Roundabouts are also able to prevent head-on and right angle (T-bone) types of crashes, which are among the most deadly crash types due to the rapid transfer of energy between colliding vehicles.

How do roundabouts affect air quality?

Replacement of signalized intersections with roundabouts has been found to reduce vehicle emissions and fuel consumption by 30% or more. This is due to the reduction in idle time by vehicles waiting for the light to change.

How are pedestrians accommodated?

Pedestrians use marked crosswalks. All roundabouts have splitter islands that separate the approach and exit lanes. This splitter island is used as a pedestrian refuge for crosswalks requiring pedestrians to only cross a single direction of traffic at a time.

How are bicyclists accommodated?

Bicyclists should be encouraged to both share the travel way with vehicles in a roundabout, or dismount and use the sidewalk and crosswalk system to navigate through the roundabout.

How do I drive in a single-lane roundabout?

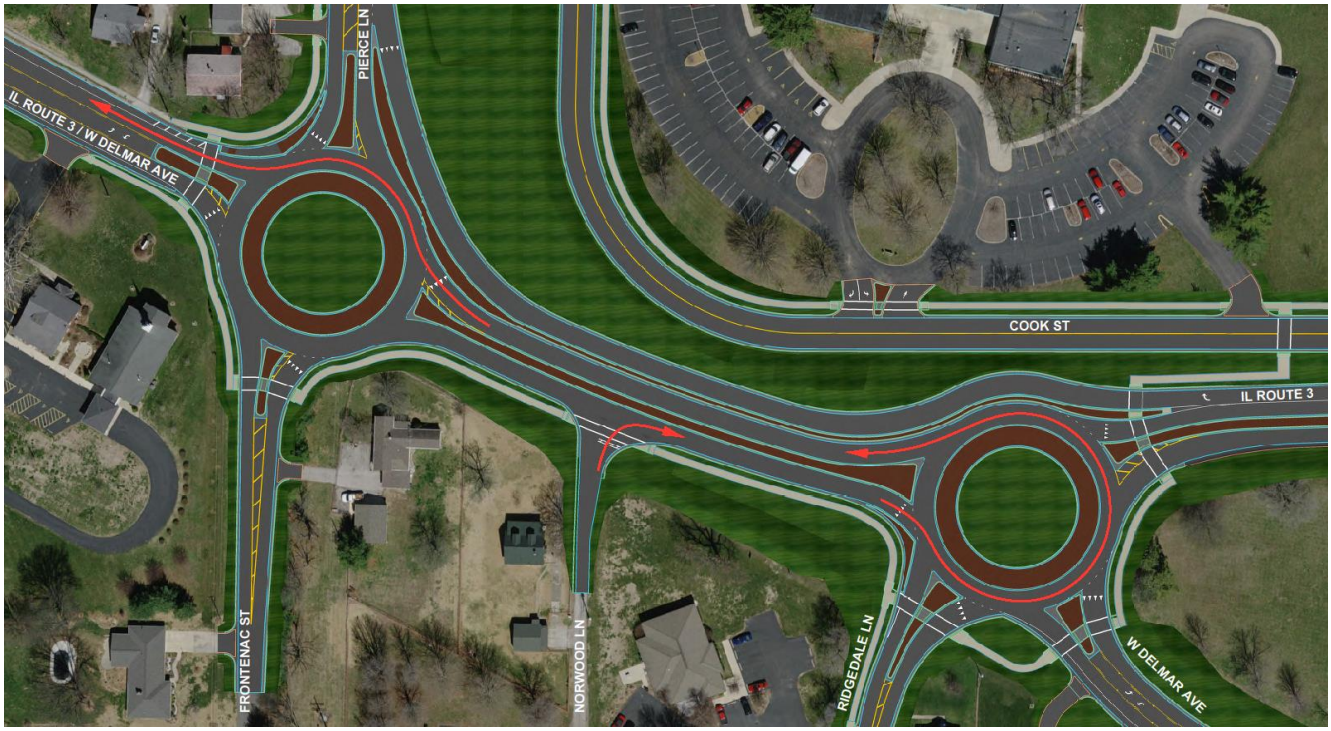
- Reduce your speed to 10-15 mph as you approach the roundabout;
- Be aware of bicyclists and pedestrians;
- Look left and yield to oncoming traffic in the roundabout;
- Wait for a gap and enter;
- Use turn signal to exit the roundabout to the right;
- Yield to pedestrians in the crosswalk;
- Allow emergency vehicles to pass if needed.

Should I stop inside the roundabout to let someone in?

No. You may slow down so the safe gap becomes more obvious to the driver wanting to enter the roundabout; however, vehicles within the roundabout have the right of way.

How do I make a left turn on to West Homer Adams Parkway (IL Route 3) from Norwood Lane?

Vehicles traveling from Norwood Lane will turn right on to West Homer Adams Parkway (IL Route 3), travel to the Delmar Avenue roundabout, yield and enter the West Delmar Avenue roundabout, continue through roundabout to West Homer Adams Parkway (IL Route 3), travel to the Pierce Lane roundabout, yield and enter the Pierce Lane roundabout, and continue westbound on West Homer Adams Parkway (IL Route 3). These movements remove the need to turn left in front of westbound traffic.



Will Cook Street be impacted with this project?

The operation of Cook Street will remain the same, however Cook Street will be realigned and the entrance from Pierce Lane will be moved north further from the IL Route 3 intersection to improve the separation from the intersection.

Will bicycle and pedestrian accommodation be provided with this design?

Yes. This design provides for crosswalks and a 6 foot path to accommodate both bicyclists and pedestrians.

Will the overall existing and projected future level of service (based on vehicle delay) be improved for both intersections with this improvement?

Yes. This design will improve the overall existing and projected future level of service for both intersections.

How was the Community Advisory Group (CAG) formed for this project?

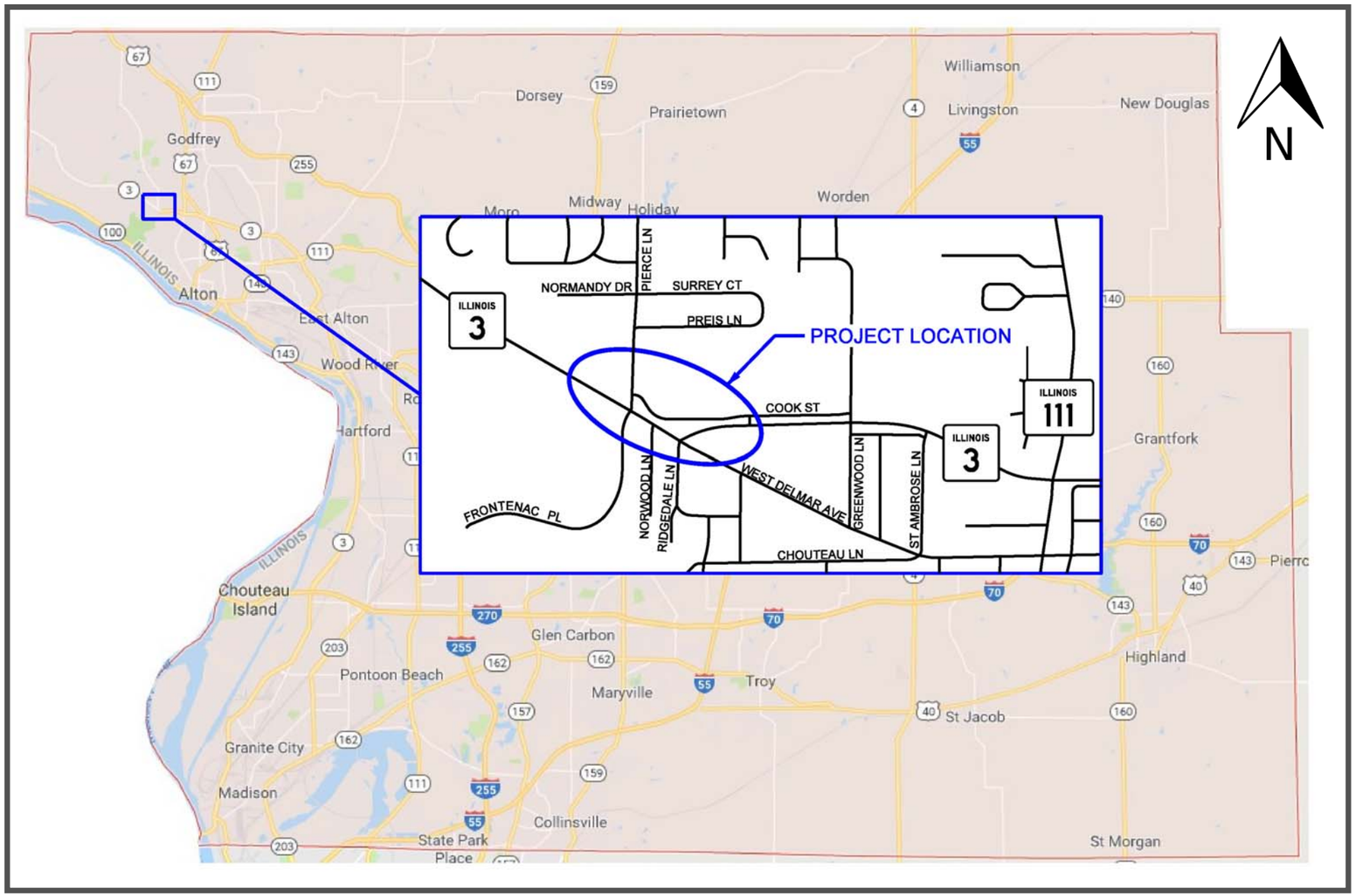
The CAG was formed by reaching out to the adjacent residents and businesses through a CAG solicitation letter, meetings, and a message board located at the intersection. Interested parties could then contact the District for consideration for the group. Representatives were then chosen to represent the stakeholder groups for this project.

Illinois Department of Transportation

IL ROUTE 3

at West Delmar Avenue & Pierce Lane
Intersection Improvements

Project Location



EXISTING CONDITIONS

N

0 80 160 240
SCALE IN FEET

SURREY COURT
PIERCE LANE
D'ADRIAN PROFESSIONAL PARK
IL RTE. 3 (W. DELMAR AVE.)
85.0'
70.0'
EVANGELICAL UNITED CHURCH OF CHRIST
COOK ST.
IL RTE 3 (W. HOMER M. ADAMS PARKWAY)
170.0'
190.0'
113.0'
UNITY FELLOWSHIP CHURCH
50.0'
16.0'
NORWOOD LANE
50.0'
FRONTENAC PLACE
RIDGEDALE DRIVE
RESURRECTION LUTHERAN CHURCH OF ALTON
83.0'
63.0'
W. DELMAR AVE.

LEGEND

EXISTING RIGHT-OF-WAY
EXISTING PROPERTY LINES

Illinois Department of Transportation

IL ROUTE 3
AT THE INTERSECTIONS WITH WEST DELMAR AVENUE & PIERCE LANE

OCTOBER 2018

(2015 AERIAL)

AVERAGE DAILY TRAFFIC MAP

N

NOT TO SCALE

13,000
16,200
IL RTE 3 (W. DELMAR AVENUE)
PIERCE LANE
5,300
6,600
16,800
20,900
COOK STREET
1,100
1,300
11,700
14,500
800
950
IL RTE 3 (W. HOMER M. ADAMS PARKWAY)
300
375
FRONTENAC PLACE
100
125
NORWOOD LANE
800
1,000
RIDGEDALE DRIVE
W. DELMAR AVENUE
5,400
6,750

AVERAGE DAILY TRAFFIC (ADT)
THE NUMBER OF VEHICLES TRAVELING ALONG A ROADWAY DURING A 24-HOUR PERIOD.

TRAFFIC DATA SHOWN
CURRENT
20-YEAR PROJECTION

Illinois Department of Transportation

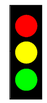
IL ROUTE 3
AT THE INTERSECTIONS WITH WEST DELMAR AVENUE & PIERCE LANE

OCTOBER 2018

NOTE: HISTORIC TRAFFIC TRENDS ARE USED TO DEVELOP THE 20-YEAR ADT PROJECTIONS.

(2015 AERIAL)

LEVEL OF SERVICE - EXISTING CONDITION

IL 3 @ PIERCE LN.	CURRENT LOS AM (PM)	20 - YEAR LOS AM (PM)
EXISTING CONDITION  SIGNALIZED	B (B)	C (B) NO-BUILD

IL 3 @ W. DELMAR AVE.	CURRENT LOS AM (PM)	20 - YEAR LOS AM (PM)
EXISTING CONDITION  SIGNALIZED	B (C)	B (E) NO-BUILD

IL RTE 3 (W. DELMAR AVENUE)

PIERCE LANE

COOK STREET

IL RTE 3 (W. HOMER M. ADAMS PARKWAY)

FRONTENAC PLACE

NORWOOD LANE

RIDGEDALE DRIVE

W. DELMAR AVENUE

N

NOT TO SCALE

INTERSECTION LEVEL OF SERVICE CRITERIA LEGEND		
LEVEL OF SERVICE (LOS) AM (PM)	DELAY (SECONDS PER VEHICLE) SIGNALIZED	DESCRIPTION
A (A)	0-10	LOS A AND B
B (B)	>10-20	ARE DESIRABLE.
C (C)	>20-35	LOS C AND D
D (D)	>35-55	ARE ACCEPTABLE.
E (E)	>55-80	LOS E AND F
F (F)	>80	ARE UNACCEPTABLE.

NOTE: AM & (PM) TIMES ARE PEAK TIMES AT 7:15-8:15 AM AND 4:30-5:30 PM.

Illinois Department of Transportation

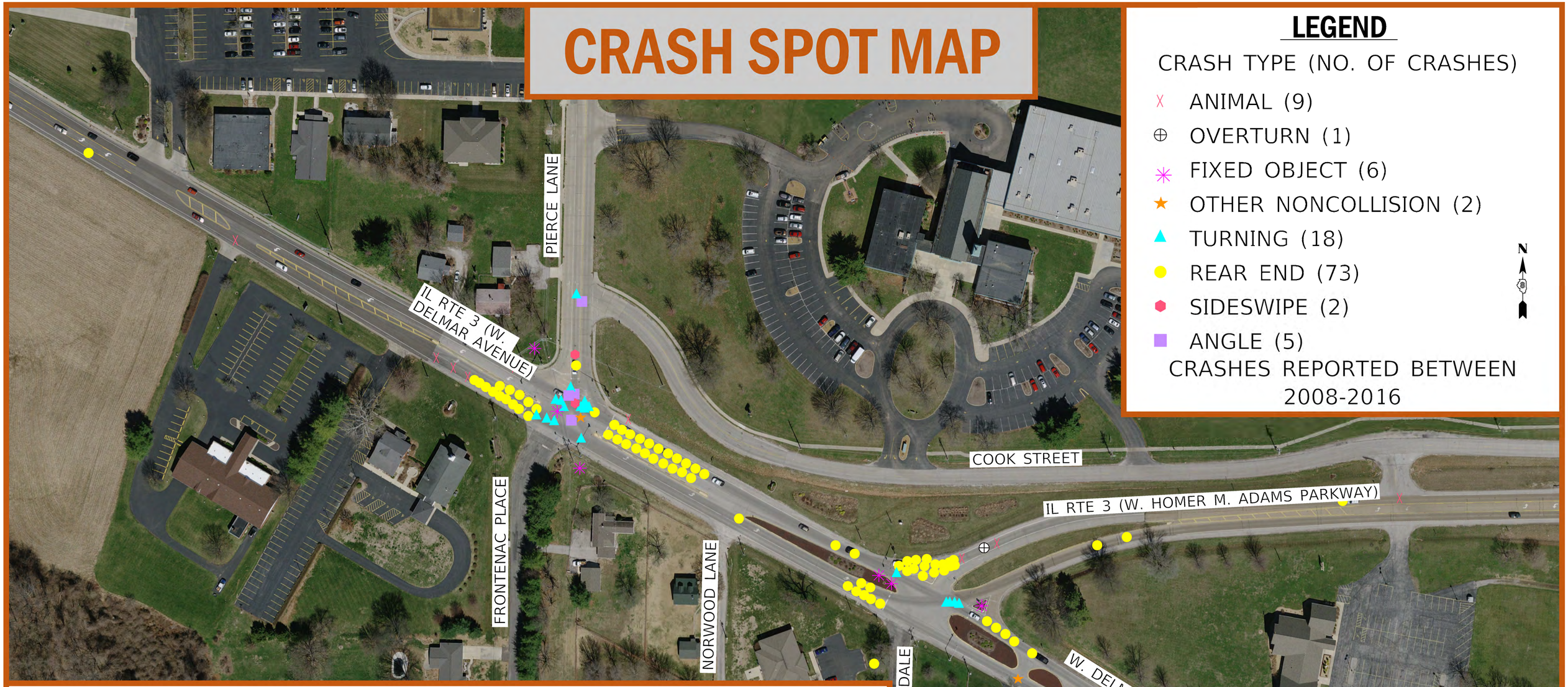
IL ROUTE 3

AT THE INTERSECTIONS WITH WEST DELMAR AVENUE & PIERCE LANE

OCTOBER 2018

NOTE: NO-BUILD REFERS TO A SITUATION WHERE NO MAJOR IMPROVEMENTS ARE INCLUDED AT THE LOCATION WITHIN THE 20 YEAR TIME FRAME.

CRASH SPOT MAP



LEGEND

CRASH TYPE (NO. OF CRASHES)

- ANIMAL (9)
- OVERTURN (1)
- FIXED OBJECT (6)
- OTHER NONCOLLISION (2)
- TURNING (18)
- REAR END (73)
- SIDESWIPE (2)
- ANGLE (5)

CRASHES REPORTED BETWEEN 2008-2016

N

INJURY CRASHES BASED ON CRASH TYPE (ENTIRE PROJECT LIMITS)

INJURY TYPE	CRASH TYPE								
	REAR END	TURNING	ANIMAL	FIXED OBJECT	ANGLE	SIDESWIPE	OVERTURN	OTHER NONCOLLISION	TOTAL
FATAL INJURY (K)	0	0	0	0	0	0	0	0	0
SUSPECTED SERIOUS INJURY (A)	2	1	0	1	1	0	1	0	6
SUSPECTED MINOR INJURY (B)	5	3	0	2	0	0	1	1	12
TOTAL	7	4	0	3	1	0	2	1	18

Illinois Department of Transportation

IL ROUTE 3
AT THE INTERSECTIONS WITH WEST DELMAR AVENUE & PIERCE LANE

OCTOBER 2018

NOTE: REMAINDER OF CRASHES DID NOT RESULT IN REPORTED APPARENT PERSONAL INJURIES

(2015 AERIAL)

Illinois Department of Transportation

IL ROUTE 3

at West Delmar Avenue & Pierce Lane
Intersection Improvements

Context Sensitive Solutions (CSS)

CSS: an interdisciplinary approach that seeks effective, multi-modal solutions to transportation problems:

- engages stakeholders to determine community values
- reflects context of surroundings
- improves safety & mobility of travelers
- preserves & enhances scenic, economic, historic, & natural qualities of settings

Illinois Department of Transportation

IL ROUTE 3

at West Delmar Avenue & Pierce Lane
Intersection Improvements

Community Advisory Group (CAG)

Roles & Responsibilities:

- Share experience, local knowledge and community interests.
- Highlight different stakeholder perspectives.
- Communicate information with member's stakeholder group.
- The CAG for this project includes residents, neighborhood organizations, commuters, local businesses, development organizations, and the local government.
- Two CAG meetings were held for this project on October 22, 2014 and March 30, 2016.

Illinois Department of Transportation

IL ROUTE 3

at West Delmar Avenue & Pierce Lane
Intersection Improvements

Community Context Audit Results

A Context Audit was performed at the October 22, 2014 Community Advisory Group (CAG) meeting to collect information about the study area from the CAG. This information helped IDOT better understand community resources and values. The CAG reported that they travel the project area every day and even multiple times per day for work, shopping, recreation, and school.

Most Important Community Characteristics Included:

- Transportation related safety concerns
- Congestion and traffic flow
- Preserve businesses, churches, and schools
- Pedestrian traffic
- Commuter corridors
- Residential and commercial center
- Important cultural, social, and architectural features
- Aesthetically pleasing

Illinois Department of Transportation

IL ROUTE 3

at West Delmar Avenue & Pierce Lane

Intersection Improvements

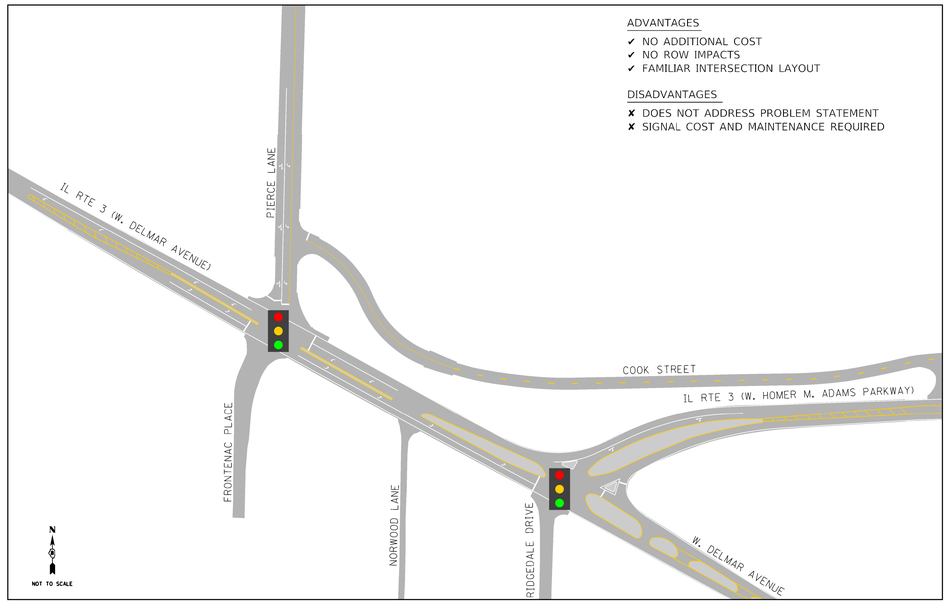
Problem Statement

The transportation (all modes) related issues at the intersections of IL Route 3 with West Delmar Avenue and Pierce Lane are travel delays, confusing intersection design, the inability to accommodate for current and future traffic needs, and safety issues. There is also a lack of continuous pedestrian and bicycle accommodations within the project area.

Note: Developed with input from the Community Advisory Group (CAG).

ALTERNATIVES CONSIDERED

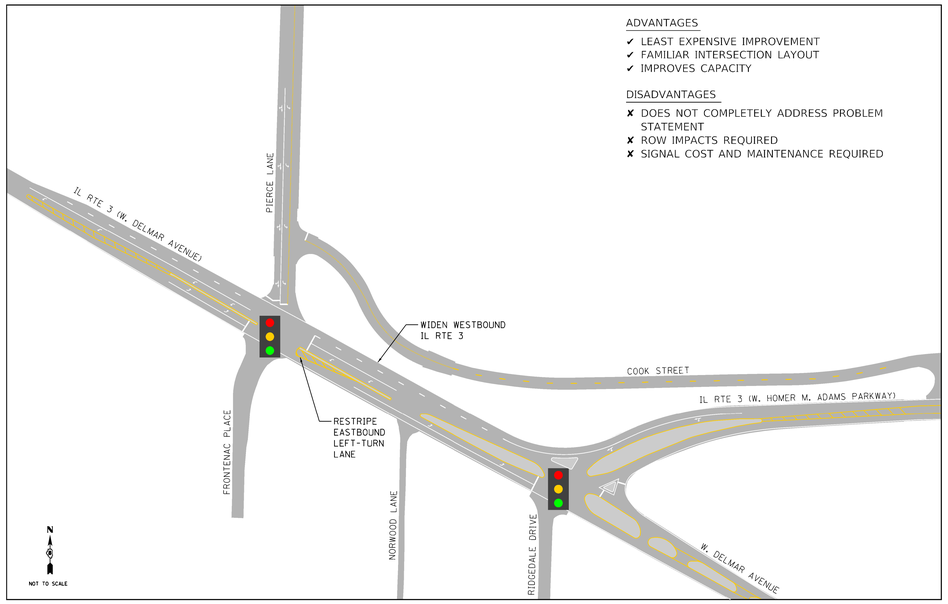
"NO-BUILD" SCENARIO - MAINTAIN EXISTING LAYOUT



ADVANTAGES
- ✓ NO ADDITIONAL COST
- ✓ NO ROW IMPACTS
- ✓ FAMILIAR INTERSECTION LAYOUT

DISADVANTAGES
- ✘ DOES NOT ADDRESS PROBLEM STATEMENT
- ✘ SIGNAL COST AND MAINTENANCE REQUIRED

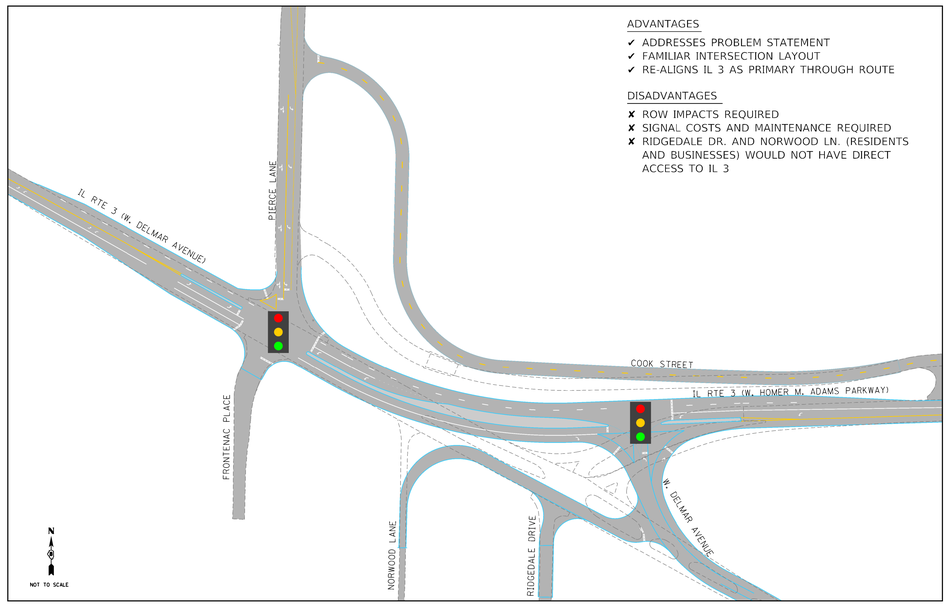
SIGNALS - MINOR MODIFICATIONS TO EXISTING CONDITIONS



ADVANTAGES
- ✓ LEAST EXPENSIVE IMPROVEMENT
- ✓ FAMILIAR INTERSECTION LAYOUT
- ✓ IMPROVES CAPACITY

DISADVANTAGES
- ✘ DOES NOT COMPLETELY ADDRESS PROBLEM STATEMENT
- ✘ ROW IMPACTS REQUIRED
- ✘ SIGNAL COST AND MAINTENANCE REQUIRED

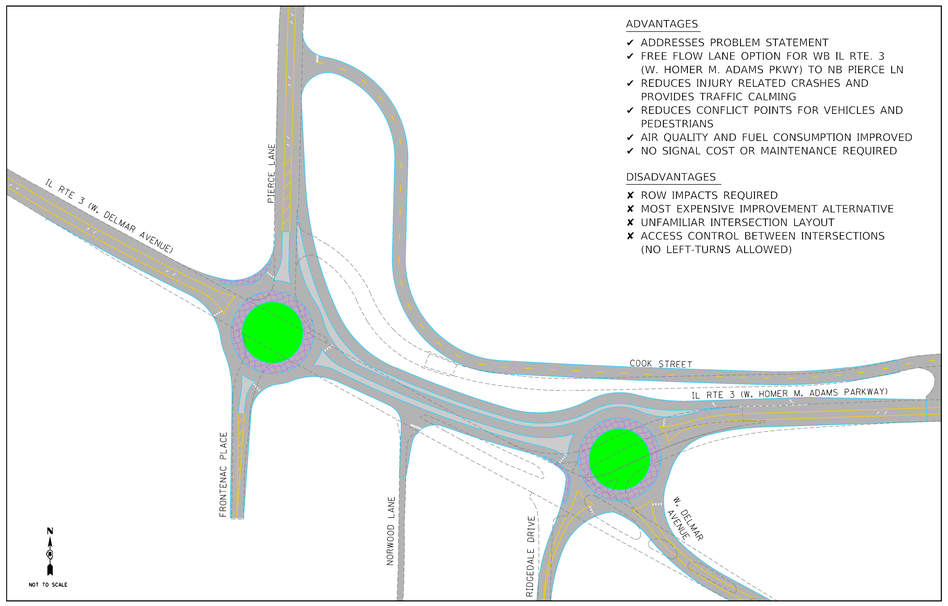
SIGNALS - REALIGN IL ROUTE 3 AS THROUGH ROUTE



ADVANTAGES
- ✓ ADDRESSES PROBLEM STATEMENT
- ✓ FAMILIAR INTERSECTION LAYOUT
- ✓ RE-ALIGNS IL 3 AS PRIMARY THROUGH ROUTE

DISADVANTAGES
- ✘ ROW IMPACTS REQUIRED
- ✘ SIGNAL COSTS AND MAINTENANCE REQUIRED
- ✘ RIDGEDALE DR. AND NORWOOD LN. (RESIDENTS AND BUSINESSES) WOULD NOT HAVE DIRECT ACCESS TO IL 3

DUAL ROUNDABOUTS



ADVANTAGES
- ✓ ADDRESSES PROBLEM STATEMENT
- ✓ FREE FLOW LANE OPTION FOR WB IL RTE. 3 (W. HOMER M. ADAMS PKWY) TO NB PIERCE LN
- ✓ REDUCES INJURY RELATED CRASHES AND PROVIDES TRAFFIC CALMING
- ✓ REDUCES CONFLICT POINTS FOR VEHICLES AND PEDESTRIANS
- ✓ AIR QUALITY AND FUEL CONSUMPTION IMPROVED
- ✓ NO SIGNAL COST OR MAINTENANCE REQUIRED

DISADVANTAGES
- ✘ ROW IMPACTS REQUIRED
- ✘ MOST EXPENSIVE IMPROVEMENT ALTERNATIVE
- ✘ UNFAMILIAR INTERSECTION LAYOUT
- ✘ ACCESS CONTROL BETWEEN INTERSECTIONS (NO LEFT-TURNS ALLOWED)

NOTE:

1. DESIGN ALTERNATIVES WERE ANALYZED BY THE PROJECT STUDY GROUP (PSG) WITH INPUT FROM THE COMMUNITY ADVISORY GROUP (CAG).
2. THE CAG REACHED CONSENSUS THAT THE DUAL ROUNDABOUT IS THE PREFERRED ALTERNATIVE FOR THIS PROJECT.

PRELIMINARY DESIGN

N

0 50 100 150
SCALE IN FEET

SURREY COURT

PIERCE LANE

D'ADRIAN PROFESSIONAL PARK

IL RTE. 3 (W. DELMAR AVE.)

85.0'

70.0'

EVANGELICAL UNITED CHURCH OF CHRIST

190.0'

211.5'

COOK ST.

170.0'

172.0'

IL RTE 3 (W. HOMER M. ADAMS PARKWAY)

UNITY FELLOWSHIP CHURCH

50.0'

65.0'

16.0'

334.0'

NORWOOD LANE

RESURRECTION LUTHERAN CHURCH OF ALTON

50.0'

113.0'

83.0'

63.0'

FRONTENAC PLACE

RIDGEDALE DRIVE

W. DELMAR AVE.

LEGEND

- EXISTING RIGHT-OF-WAY
- EXISTING PROPERTY LINES
- PROPOSED RIGHT-OF-WAY
- PROPOSED PERMANENT EASEMENT
- PROPOSED TEMPORARY EASEMENT
- PROPOSED LIMITS OF CONSTRUCTION
- PROPOSED SIDEWALK

Illinois Department of Transportation

IL ROUTE 3
AT THE INTERSECTIONS WITH WEST DELMAR AVENUE & PIERCE LANE

OCTOBER 2018

(2015 AERIAL)

PRELIMINARY DESIGN CONCEPT VIEW

N

0 80 160 240
SCALE IN FEET

SURREY COURT
PIERCE LANE
D'ADRIAN PROFESSIONAL PARK
IL RTE. 3 (W. DELMAR AVE.)
EVANGELICAL UNITED CHURCH OF CHRIST
PROPOSED TRUCK TURNING APRON
PROPOSED WB BY-PASS LANE
UNITY FELLOWSHIP CHURCH
COOK ST.
IL RTE 3 (W. HOMER M. ADAMS PARKWAY)
PROPOSED RAISED MEDIAN (TYP)
PROPOSED SIDEWALK (TYP.)
PROPOSED TRUCK TURNING APRON
RESURRECTION LUTHERAN CHURCH OF ALTON
FRONTENAC PLACE
NORWOOD LANE
RIDGEDALE DRIVE
W. DELMAR AVE.

Illinois Department of Transportation

IL ROUTE 3
AT THE INTERSECTIONS WITH WEST DELMAR AVENUE & PIERCE LANE

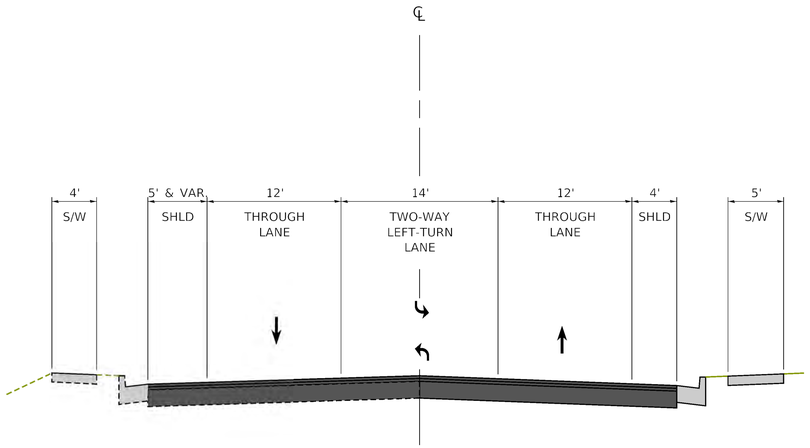
OCTOBER 2018

(2015 AERIAL)

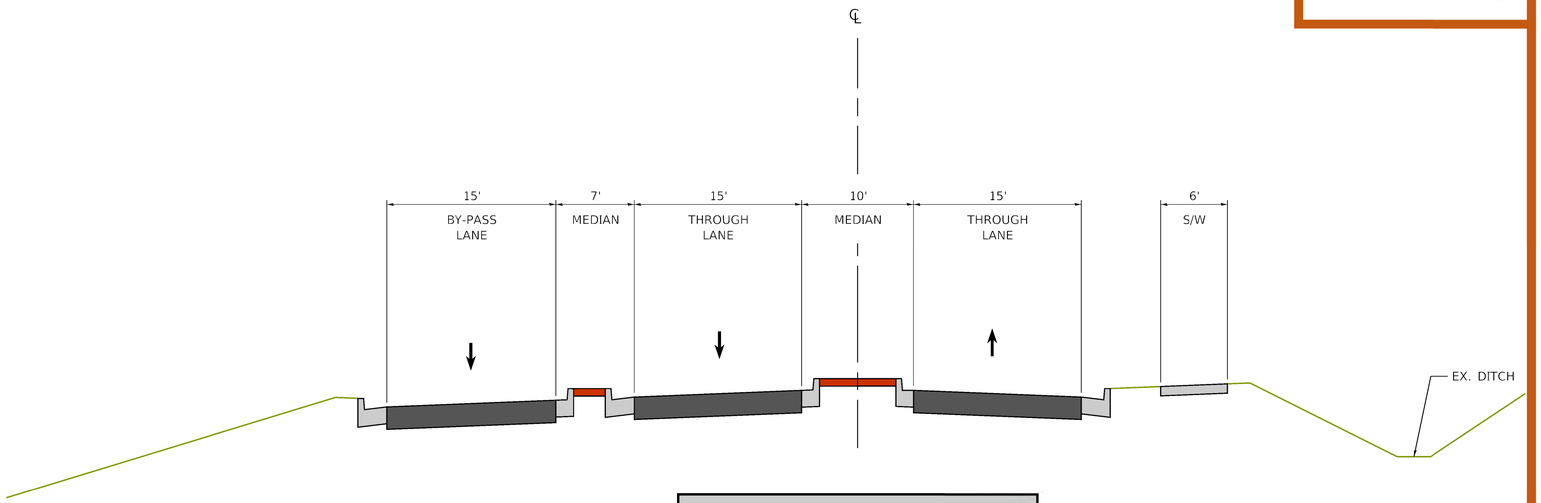
PRELIMINARY DESIGN ROADWAY SECTIONS

N

NOT TO SCALE

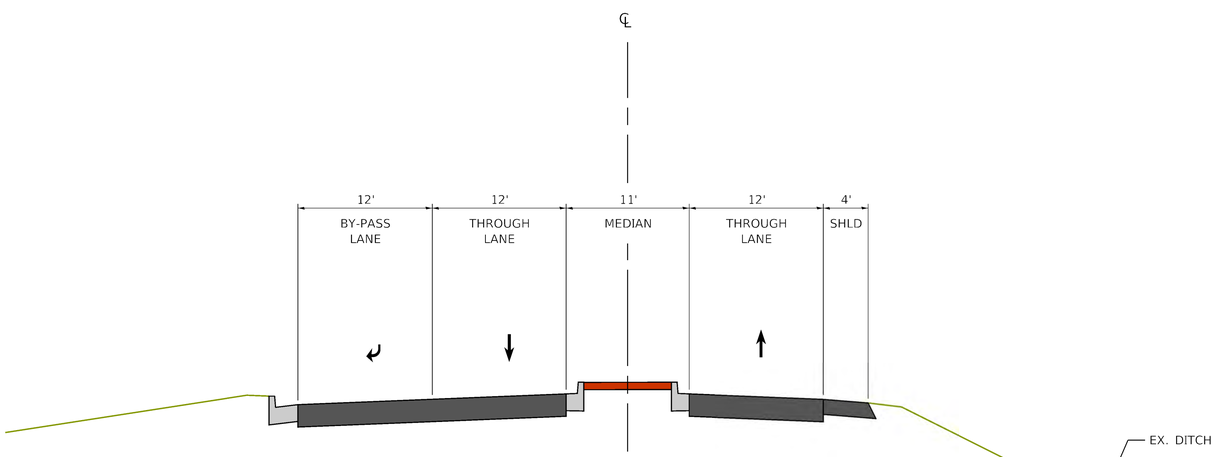


SECTION A
IL RTE 3 (W. DELMAR AVENUE)
LOOKING EAST



SECTION B
IL RTE 3 - BETWEEN ROUNDABOUTS
LOOKING EAST

(2015 AERIAL)



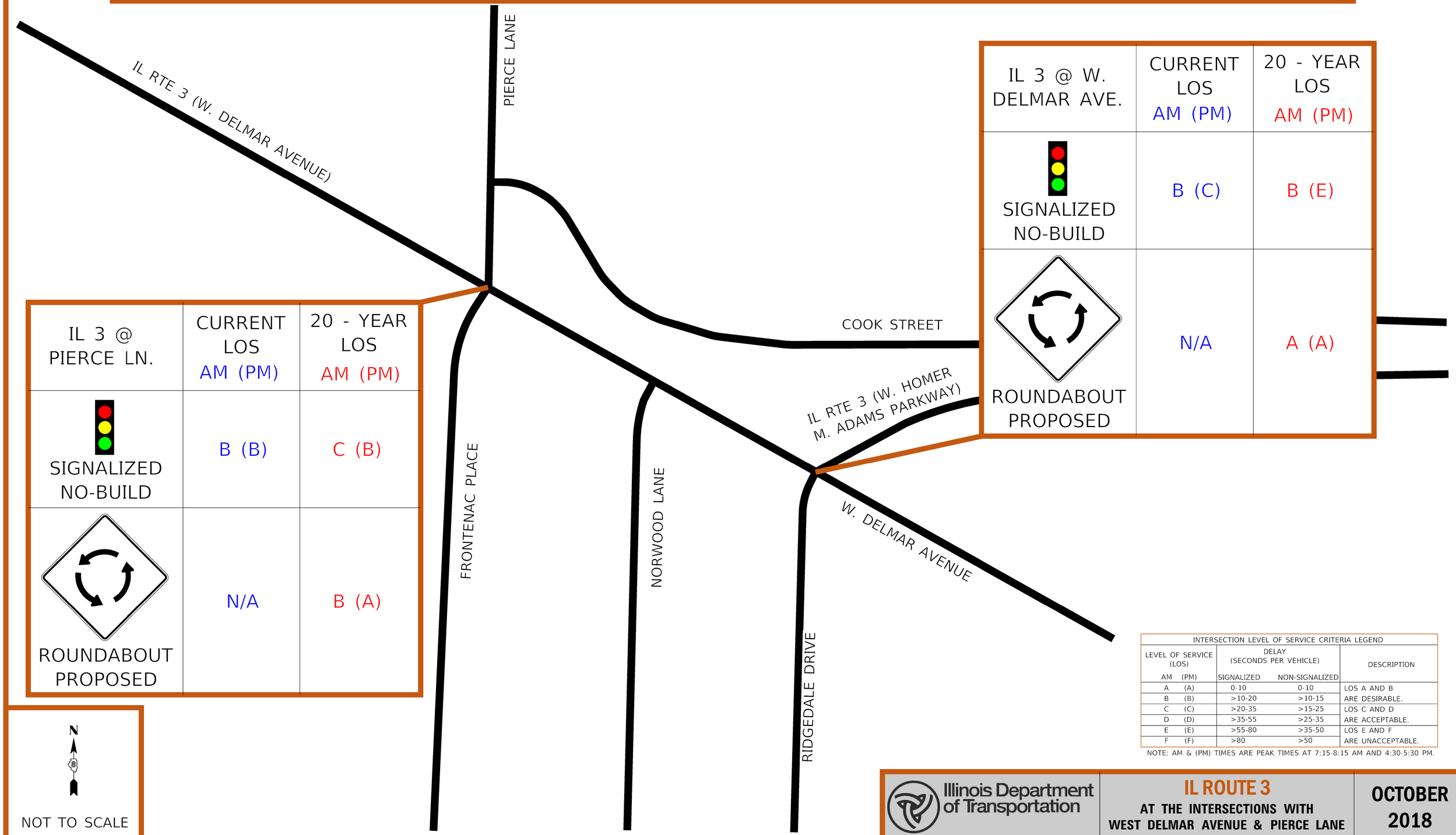
SECTION C
IL RTE 3 (HOMER M. ADAMS PARKWAY)
LOOKING EAST

Illinois Department of Transportation

IL ROUTE 3
AT THE INTERSECTIONS WITH WEST DELMAR AVENUE & PIERCE LANE

OCTOBER 2018

LEVEL OF SERVICE - WITH PROPOSED IMPROVEMENT



IL 3 @ PIERCE LN.	CURRENT LOS AM (PM)	20 - YEAR LOS AM (PM)
SIGNALIZED NO-BUILD	B (B)	C (B)
ROUNDABOUT PROPOSED	N/A	B (A)

IL 3 @ W. DELMAR AVE.	CURRENT LOS AM (PM)	20 - YEAR LOS AM (PM)
SIGNALIZED NO-BUILD	B (C)	B (E)
ROUNDABOUT PROPOSED	N/A	A (A)

N

NOT TO SCALE

INTERSECTION LEVEL OF SERVICE CRITERIA LEGEND

LEVEL OF SERVICE (LOS) AM	(PM)	DELAY (SECONDS PER VEHICLE) SIGNALIZED	NON-SIGNALIZED	DESCRIPTION
A	(A)	0-10	0-10	LOS A AND B
B	(B)	>10-20	>10-15	ARE DESIRABLE.
C	(C)	>20-35	>15-25	LOS C AND D
D	(D)	>35-55	>25-35	ARE ACCEPTABLE.
E	(E)	>55-80	>35-50	LOS E AND F
F	(F)	>80	>50	ARE UNACCEPTABLE.

NOTE: AM & (PM) TIMES ARE PEAK TIMES AT 7:15-8:15 AM AND 4:30-5:30 PM.

Illinois Department of Transportation

IL ROUTE 3
AT THE INTERSECTIONS WITH WEST DELMAR AVENUE & PIERCE LANE

OCTOBER 2018

NOTE: NO-BUILD REFERS TO A SITUATION WHERE NO MAJOR IMPROVEMENTS ARE INCLUDED AT THE LOCATION WITHIN THE 20 YEAR TIME FRAME.

Illinois Department of Transportation

IL ROUTE 3

at West Delmar Avenue & Pierce Lane
Intersection Improvements

Benefits of Roundabouts

Compared to other types of intersections

Safety Benefits:

- More than 90% reduction in fatalities
- 35% reduction in all crashes
- 75% reduction in injuries
- Head-on and high-speed right angle collisions are virtually eliminated
- Slower speeds are generally safer for pedestrians

Operational Benefits:

- 30-50% increase in traffic capacity
- Improved traffic flow
- Drivers have more time to judge and react to other cars and pedestrians
- Drivers only have to look in one direction before entering the intersection

Community Benefits:

- Decreased noise, fuel consumption, and carbon emissions
- No costs for signal equipment installation or repair
- Reduced maintenance costs
- Traffic calming
- Aesthetic landscaping

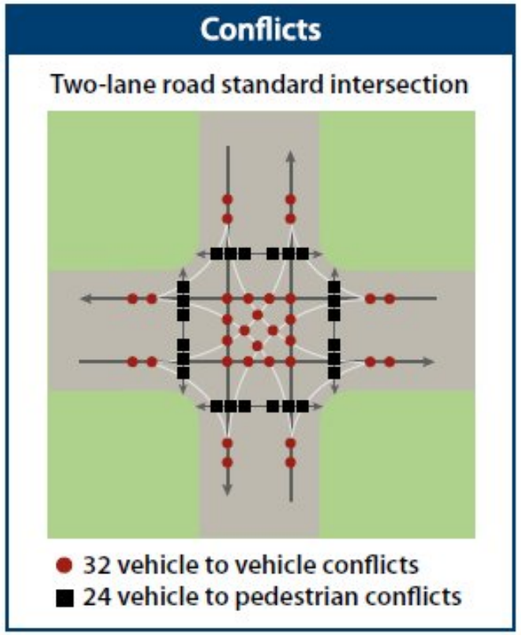
Illinois Department of Transportation

IL ROUTE 3

at West Delmar Avenue & Pierce Lane
Intersection Improvements

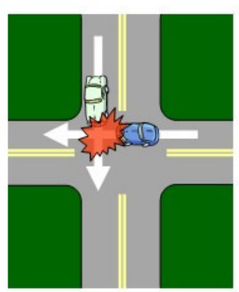
Safety Comparison

Traditional Intersection

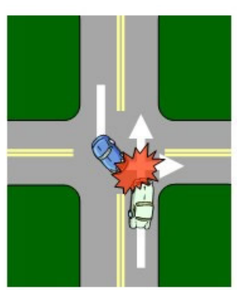


Higher Severity Crash Types

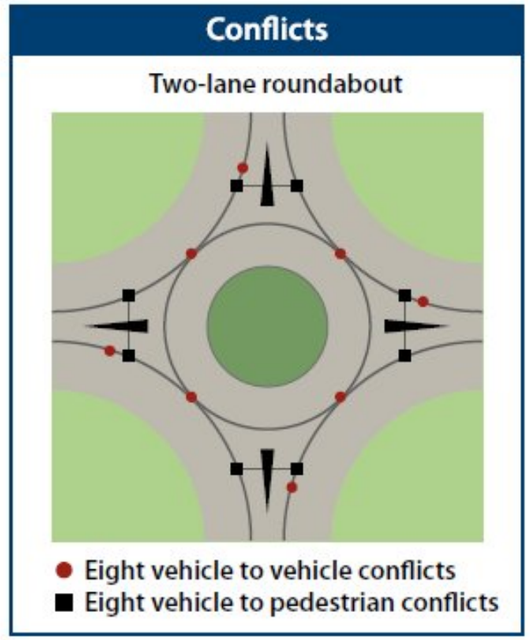
Angle



Left turn

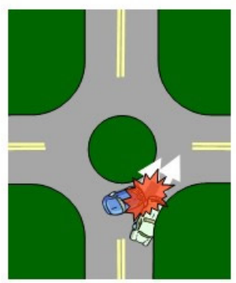


Roundabout



Lower Severity Crash Types

Sideswipe



Illinois Department of Transportation

IL ROUTE 3

at West Delmar Avenue & Pierce Lane
Intersection Improvements

Project Schedule

WE ARE HERE

PHASE I
- Preliminary Engineering
- Environmental Coordination
- Public Involvement

Typically Lasts 18-24 months

PHASE II*
- Develop Contract Plans & Specifications
- Land Acquisition

Typically Lasts 12-18 months

PHASE III*
- Construction

Typically Lasts 12-18 months

**Not currently included in Department's FY 2019-2024 Proposed Highway Improvement Program.*

FHWA-SA-08-006

"Personally, I love them, and I'll tell you why. You only have to stop one lane of traffic, then go to the middle and wait. The cars can't go much faster than 20 mph through the roundabout so the crossing aspect is great."

Denise Haltom
School Crossing Guard, Suamico, Wisconsin
Green Bay Press-Gazette
February 6, 2001

"We have had a lot of people not very happy about the idea of roundabouts, but after they are constructed, those fears mostly go away."

Brian Walsh
Washington State Department of Transportation
Seattle Times
June 5, 2002

"We all know people speed up to get through a yellow light. But at the roundabout, all the vehicles have to slow down ... we have almost 50 roundabouts now, we have a lot [fewer] personal injuries. We have fewer fatalities."

James Brainard
Mayor, City of Carmel, Indiana
www.nbc17.com
November 8, 2007

Safe Roads for a Safer Future
Investment in roadway safety saves lives

Education is key.

Education is vital to the acceptance and success of a roundabout. Navigating a roundabout is easy. But because people can be apprehensive about new things, it's important to educate the public about roundabout use.

There are just a few simple guidelines to remember when driving through a roundabout:

1. Slow down.
2. If there's more than one lane, use the left lane to turn left, the right lane to turn right, and all lanes to go through, unless directed otherwise by signs and pavement markings.
3. Yield to pedestrians and bicyclists.
4. Yield at the entry to circulating traffic.
5. Stay in your lane within the roundabout and use your right-turn signal to indicate your intention to exit.
6. Always assume trucks need all available space — don't pass them!
7. Clear the roundabout to allow emergency vehicles to pass.

Visit **safety.fhwa.dot.gov** to learn more about roundabouts

U.S. Department of Transportation
Federal Highway Administration

Design standards for roundabouts continue to evolve, and not all features of existing roundabouts meet current recommended practice. Please refer to FHWA's web site for recommendations on current design practice.

Original source photo by Lee Rodegerdts. Photo has been altered to illustrate roundabout and updated signage.

09-0876

U.S. Department of Transportation
Federal Highway Administration

Roundabouts

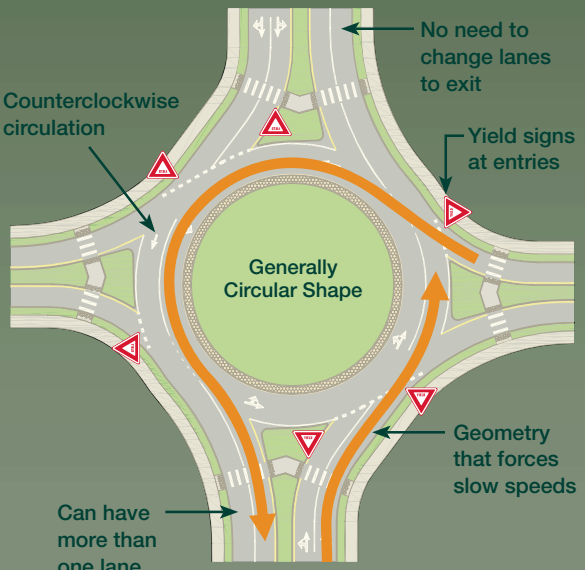
A Safer Choice

What is a roundabout?

A roundabout is a type of circular intersection with yield control of entering traffic, islands on the approaches, and appropriate roadway curvature to reduce vehicle speeds.

Modern roundabouts are different from rotaries and other traffic circles. For example, roundabouts are typically smaller than the large, high-speed rotaries still in use in some parts of the country. In addition, roundabouts are typically larger than neighborhood traffic circles used to calm traffic.

A roundabout has these characteristics:



Source: *Roundabouts: An Informational Guide*. Federal Highway Administration, Washington, D.C., latest version, except as noted.

Why consider a roundabout?

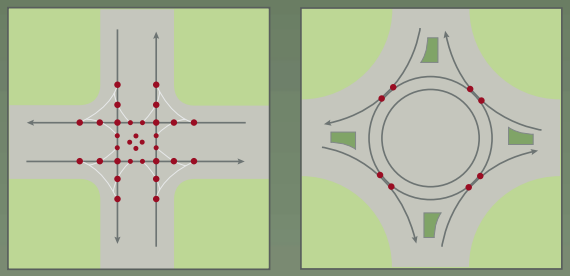
Compared to other types of intersections, roundabouts have demonstrated safety and other benefits.

Roundabouts:

> Improve safety

- More than 90% reduction in fatalities*
- 76% reduction in injuries**
- 35% reduction in all crashes**
- Slower speeds are generally safer for pedestrians

With roundabouts, head-on and high-speed right angle collisions are virtually eliminated.



[Traditional intersection] [Roundabout]

● Potential vehicle conflict point

* "Safety Effect of Roundabout Conversions in the United States: Empirical Bayes Observational Before-After Study." Transportation Research Record 1751, Transportation Research Board (TRB), National Academy of Sciences (NAS), Washington, D.C., 2001.

** NCHRP Report 572: Roundabouts in the United States. National Cooperative Highway Research Program, TRB, NAS, Washington, D.C., 2007.

> Reduce congestion

- Efficient during both peak hours and other times
- Typically less delay

> Reduce pollution and fuel use

- Fewer stops and hard accelerations, less time idling

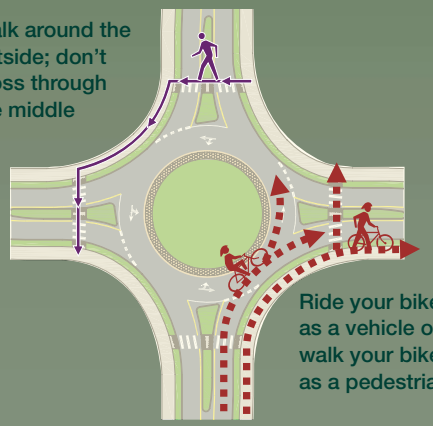
> Save money

- Often no signal equipment to install, power, and maintain
- Smaller roundabouts may require less right-of-way than traditional intersections
- Often less pavement needed

> Complement other common community values

- Quieter operation
- Functional and aesthetically pleasing

Tips for safely walking and biking through a roundabout



Research is ongoing on additional treatments and design considerations to address the needs of visually impaired pedestrians.

Education is vital to the acceptance and success of a roundabout. Navigating a roundabout is easy. But because people can be apprehensive about new things, it's important to educate your community about roundabout use. There are just a few simple guidelines to remember:

1) Slow down.
2) Yield to traffic already in the circle.
3) Obey one-way signs at all times.
4) Watch for pedestrians and bicycles throughout.

Left turns are completed by circling around the center island and then making a right turn to exit from the roundabout.

Roundabouts have been used successfully all over the world, including in Australia, Western Europe, The Czech Republic, Israel, and Canada. In the U.S., communities in Kansas, Colorado, California, Florida, Maryland, Vermont and other states are currently using roundabouts successfully. Roundabouts are not suitable for every intersection. Please consult *Roundabouts: An Informational Guide* for more information.

Learn more!

Roundabouts: An Informational Guide, FHWA Publication No. FHWA-RD-00-067, available at **http://www.tfhrc.gov**

Your community deserves a lot less. . .

U.S. Department of Transportation
Federal Highway Administration

What is a roundabout?

A roundabout is a one-way, circular intersection without traffic signal equipment in which traffic flows around a center island.

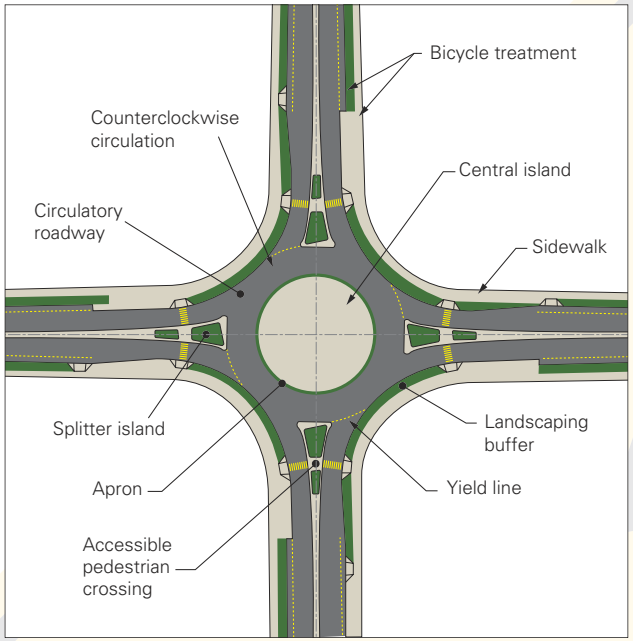
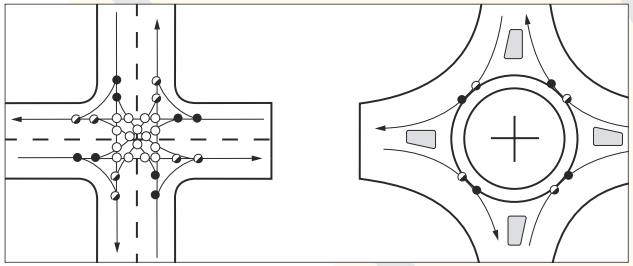


Illustration of potential conflict points in traffic intersections.

Through proper design, roundabouts can easily accommodate emergency and large sized vehicles. Drivers should behave in the same manner as they would on any other road if an emergency vehicle approaches: carefully move your vehicle as far right as possible and, if necessary, stop until the emergency vehicle passes.



Signaled intersection:
32 conflict points

Roundabout:
8 conflict points

All roundabouts have these features:

Yield-at-entry

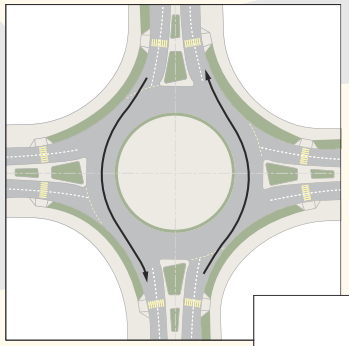
- Traffic entering the circle yields to traffic already in the circle.

Traffic deflection

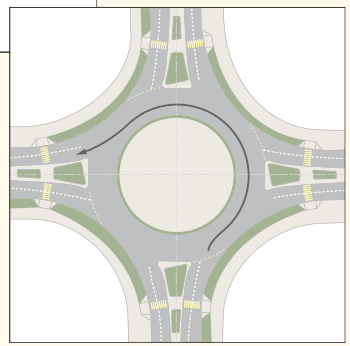
- Pavement markings and raised islands direct traffic into a one-way counterclockwise flow.

Geometric curvature

- The radius of the circular road and the angles of entry can be designed to slow the speed of vehicles.



Driving straight through a roundabout



Left-hand turn

Because the only movement allowed upon entry or exit from a roundabout is a right turn, the occurrence of crashes that result in injury is substantially reduced. Small-angle collisions, the type of collisions that can occur as a result of a right-hand turn, are typically less severe than other types of collisions.

Benefits of a roundabout:

Lives saved

- Up to a 90% reduction in fatalities
- 76% reduction in injury crashes
- 30-40% reduction in pedestrian crashes
- 75% fewer conflict points than four way intersections

Slower vehicle speeds (under 30 mph)

- Drivers have more time to judge and react to other cars or pedestrians
- Advantageous to older and novice drivers
- Reduces the severity of crashes
- Keeps pedestrians safer

Efficient traffic flow

- 30-50% increase in traffic capacity

Reduction in pollution and fuel use

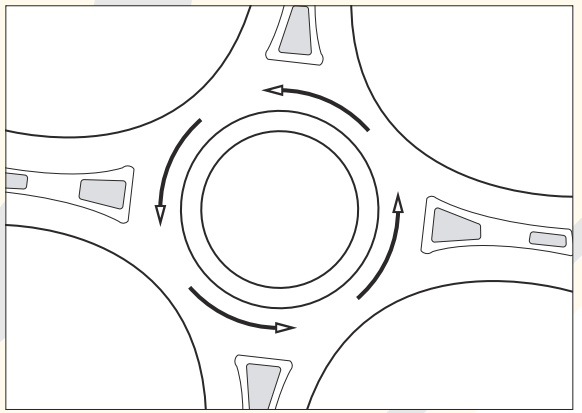
- Improved traffic flow for intersections that handle a high number of left turns
- Reduced need for storage lanes

Money saved

- No signal equipment to install and repair
- Savings estimated at an average of $5,000 per year in electricity and maintenance costs
- Service life of a roundabout is 25 years (vs. the 10-year service life of signal equipment)

Community benefits

- Traffic calming
- Aesthetic landscaping



Continuous counterclockwise traffic flow

Roundabouts save lives. . .