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GREEN MOUNT ROAD PROJECT

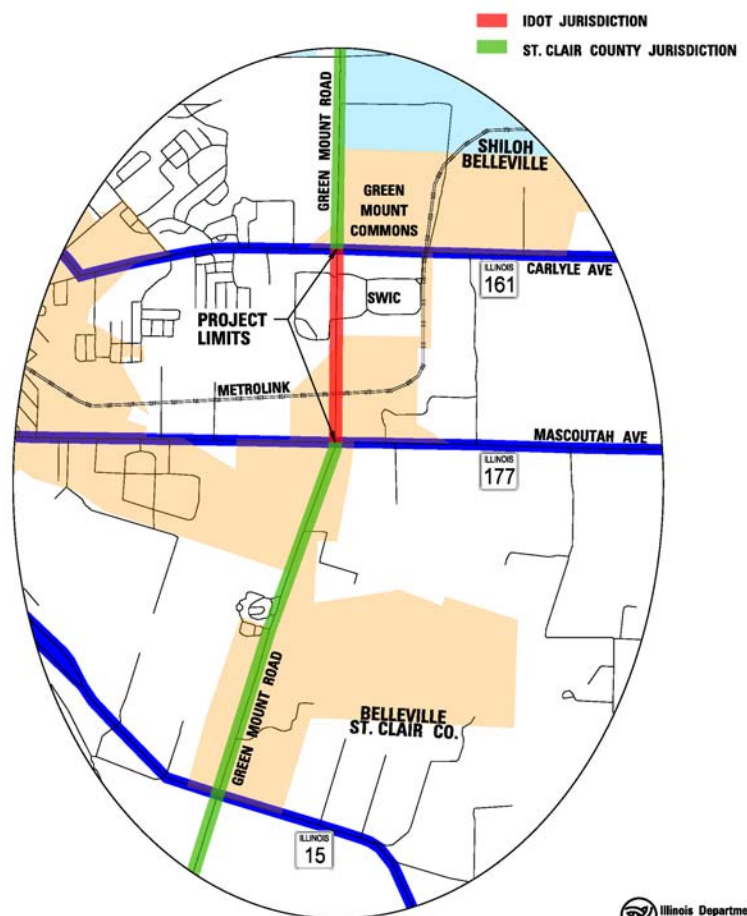
The Illinois Department of Transportation (IDOT) is studying a one mile section of Green Mount Road, between IL Route 161 and IL Route 177, to alleviate congestion and improve safety. The project limits include the intersections at IL Route 161, Weatherstone Drive/SWIC Entrance, and IL Route 177. This one mile section of Green Mount Road is under IDOT's jurisdiction. Green Mount Road north and south of the project limits is under the jurisdiction of St. Clair County.

IDOT is implementing Context Sensitive Solutions (CSS) throughout the project. An important part of CSS is the input of community and project stakeholders, those who have a "stake" in the project. Stakeholders include local businesses, schools, organizations, and residents that live near the project site.

Find out more about the CSS process inside this newsletter.



GREEN MOUNT ROAD (IL 161 TO IL 177) PROJECT LOCATION MAP



For more information:

- Visit the IDOT website at www.dot.il.gov
- Learn more about CSS at <http://www.idot.illinois.gov/transportation-system/transportation-management/context-sensitive-solutions/index>
- Project website at www.idot.illinois.gov/projects/green-mount-road

What is LOS?

Level of Service or LOS is a measure of how well an intersection performs on a scale from A to F with "A" being the best and "F" being failure.

Signalized Intersection

LOS	DELAY (seconds/vehicle)
A	0-10 sec
B	10-20 sec
C	20-35 sec
D	35-55 sec
E	55-80 sec
F	>80 sec

Why is a project needed?

Improvements to Green Mount Road are needed to address an increasing number of vehicles utilizing Green Mount Road within the project limits and the high number of crashes along this section of roadway. Green Mount Road currently has 2-12' travel lanes with 5' paved shoulders on either side with ditches. The current number of vehicles traveling through the project limits daily is 19,000 vehicles. In the year 2037, it is anticipated that the number of vehicles will increase approximately 30%, or to 25,000 vehicles. The increase in vehicles will result in extensive delays, or LOS F, at one or more legs of the intersections included in the project limits. During the years 2008 through 2012, there were a total of 375 crashes in this section of roadway resulting in 129 injuries and 1 fatality. Approximately 57% of the crashes were rear end crashes and 29% were turning crashes. Typically these types of crashes can be associated with large volumes of traffic, congestions/back-ups, entrances, signal phasing, and speed. The intersection of Green Mount Road and IL Route 161 has been identified as a 5% selected intersection. This designation means that this location, when compared with intersections of this type throughout the State, is within the top 5% of intersections for severe crashes. During the years 2008 through 2012, there were 222 crashes resulting in 87 injuries at this intersection.



What is CSS?

Context Sensitive Solutions (CSS) is an interdisciplinary approach to projects that seek effective, multi-modal transportation solutions by working with stakeholders to develop, build, and maintain cost effective transportation facilities which fit into the project's surroundings - its context. A stakeholder is someone who could be affected by the project and has a "stake" in the success or failure of the project. One way IDOT reaches out to stakeholders is through the formation of a Community Advisory Group (CAG).

For more information on IDOT CSS guidelines, please visit the website at:

<http://www.idot.illinois.gov/transportation-system/transportation-management/context-sensitive-solutions/index>

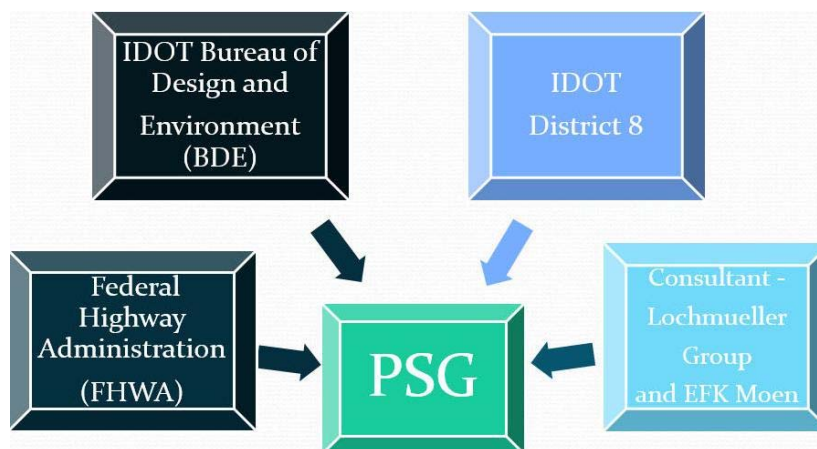
Who is the PSG?

The Project Study Group, or PSG, is a working group consisting of a multidisciplinary team of representatives from IDOT, FHWA, and consultants.

What is ADT?

Average Daily Traffic or ADT is the number of vehicles traveling along a segment of roadway in a 24 hour period.

Who is the PSG?



What is the CAG?

The Community Advisory Group (CAG) is a group of stakeholders that provide input and response to ideas and focus the views, concerns and values of the communities. The CAG is an important part of the stakeholder involvement process. The CAG participants can serve as liaisons to stakeholders and the organizations they represent. The CAG provides valuable input to professionals on the PSG as to how proposed improvements fit in their community's visions and way of life. A CAG has been formed for the project to represent a cross section of the community. CAG participants include residents from surrounding subdivisions, county and local roadway personnel, transit, schools, businesses, and emergency personnel.

While the CAG provides input, the responsibility remains with IDOT for final decisions.

What has been discussed in the CAG Meetings?

The PSG has met with the CAG two times over the past sixteen months and discussed the existing conditions of Green Mount Road, lack of capacity, and safety problems. Vehicle, bicycle, and pedestrian future needs were also discussed.

At the first CAG meeting the PSG presented the project, explained the CSS process, and the CAG's role and responsibilities. They were provided project information and summarized public input from the first Public Involvement Meeting which was held on April 30, 2014. The following concerns were expressed on comment forms from the Public Involvement Meeting:

- 45% Congestion and Safety
- 33% Drainage and Noise
- 11% Bicycle and Pedestrian Accommodations
- 11% General Comments

They developed a problem statement, which is a concise narrative, prepared at the start of a project to define the problem to be solved.

Green Mount Road's Problem Statement:

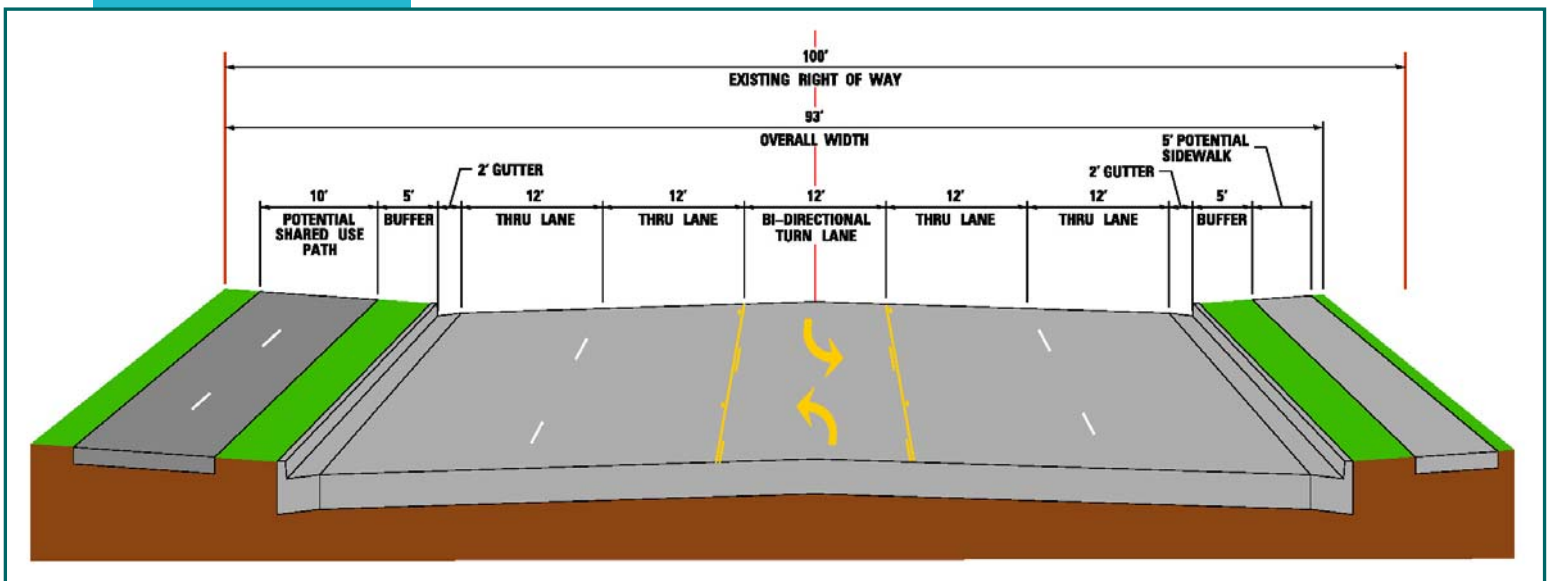
"The large current and future volume of traffic on Green Mount Road from the intersections of Illinois Route 161 to Illinois Route 177 results in delays and safety problems for all users (vehicles, pedestrians, and bicycles) of the roadway in a developed area. These safety problems include: speed, visibility, and signal timing, among others."



They also identified stakeholder interests and issues by completing a Community Context Audit. The purpose of the Community Context Audit is to help the PSG identify various community characteristics that make the project unique to its residents, businesses, and the public in general. Characteristics can include land use; infrastructure assessment; neighborhood cultural, aesthetics and street amenities; economic development; and community planning. The audit also helps the PSG determine what the CAG members believe the priorities should be. This information will be used to define the purpose and need of the project and assist the PSG in formulating alternatives to be reviewed by the CAG.

The second CAG meeting presented two conceptual typical sections each providing a 5-lane roadway that includes two lanes in each direction with a possible center left turn lane. The additional lanes are needed to provide sufficient capacity for the future traffic volumes. The additional lanes improve the operations of the intersections. There is also the potential for providing accommodations for bicycles and pedestrians with a shared use path and sidewalks. The difference between the two typical sections is one includes shoulders and ditches and the other includes curb and gutter. The CAG reviewed both typical sections in more detail and a consensus was reached to further study the curb and gutter section. This option is preferred as it has a narrower footprint, fits under the Metrolink Bridge, and is consistent with St. Clair County's improvements on Green Mount Road to the north. The shared use path and sidewalks were presented as conceptual designs. IDOT requires local cost participation from a city or other agency for the shared use path and sidewalks.

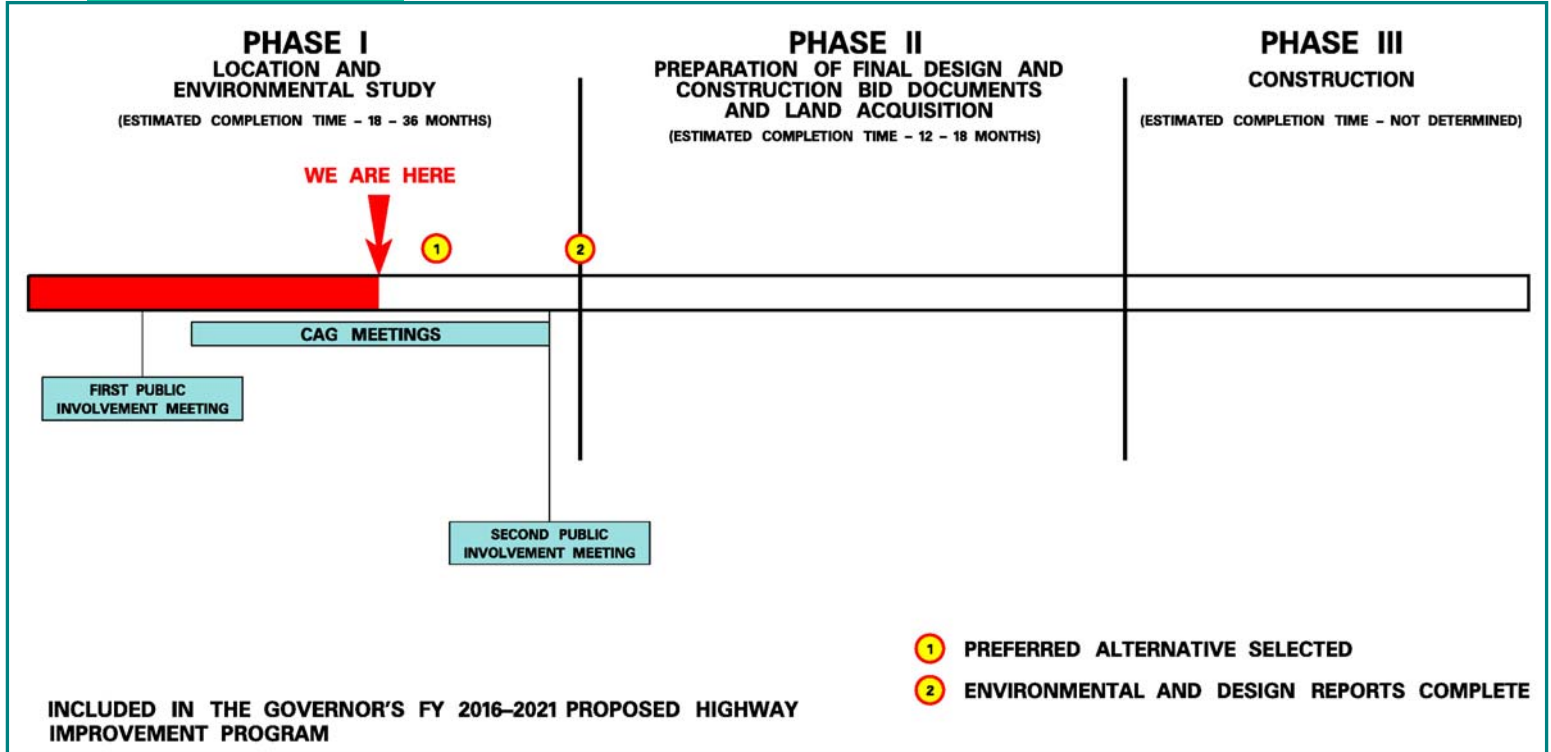
Green Mount Road Proposed Typical Section



For more information about the CAG Meetings and the first Public Informational Meeting please visit <http://www.idot.illinois.gov/projects/green-mountain-road> and select the Resources tab.

What is the project time line and funding?

IDOT plans, designs, and constructs projects in three phases. Phase I is the public involvement, preliminary design, and environmental study of the project. Phase II is the preparation of final design, construction bid documents, and land acquisition. Phase III is the actual construction of the project. All engineering and construction is funded and included in the *FY 2016-2021 Proposed Highway Improvement Program*.



Do you have any questions or comments?

For inquiries/comments you may contact Matthew Meyer at Matthew.Meyer@illinois.gov or written responses may be mailed to:

Mr. Jeffrey L. Keirn
Illinois Department of Transportation
1102 Eastport Plaza Drive
Collinsville, IL 62234
Attn: Matthew Meyer





What is upcoming?

A third CAG meeting will be held in early 2016 presenting alternatives. After receiving input at the third CAG meeting, a preferred alternative will be developed. A second Public Informational Meeting will be held presenting a preferred alternative.

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This is the first newsletter for the Green Mount Road project from IL Route 161 to IL Route 177. IDOT appreciates your continued interest and participation as the study develops.