

# WELCOME!

## PUBLIC INFORMATIONAL MEETING



Interstate 64 under IL Route 111



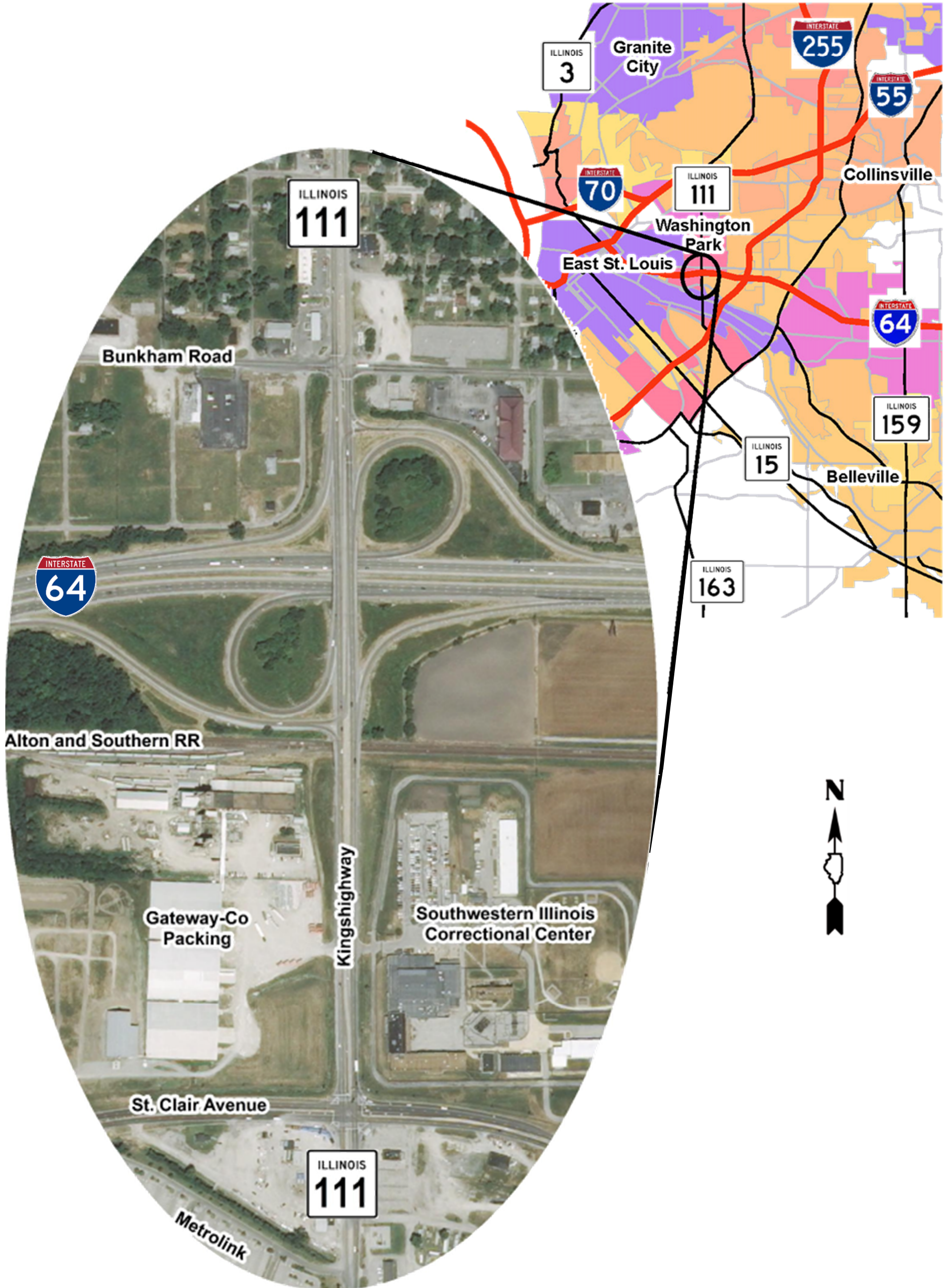
Illinois Department  
of Transportation



# Interstate 64 under IL Route 111



## PROJECT LOCATION MAP







# Interstate 64 under IL Route 111



## PURPOSE OF MEETING

- Present the purpose and need of the project.
- Provide information about the existing bridge and roadway.
- Get feedback on pedestrian & bicycle usage in study area.
- Receive input about the project.





# Interstate 64 under IL Route 111



## PURPOSE OF PROJECT

### PURPOSE

- The purpose of this project is to address bridge deficiencies, improve traffic operations and safety, and improve mobility at the I-64 / IL Route 111 interchange.
- Addressing these deficiencies would allow I-64 to continue to serve as a vital link to the interstate highway system in the St. Louis metropolitan area and improve access to the Village of Washington Park and surrounding communities.







# Interstate 64 under IL Route 111



## NEED FOR THE PROJECT

- The existing IL Route 111 bridge is nearly 50 years old.
- The existing condition of the bridge has deteriorated.
- The clearance between the bridge and I-64 is less than current standards.
  - The current clearance is 14'-2"
  - Required clearance is 16'-0" minimum and a desired clearance of 16'-9".
  - Trucks have struck the bridge numerous times.

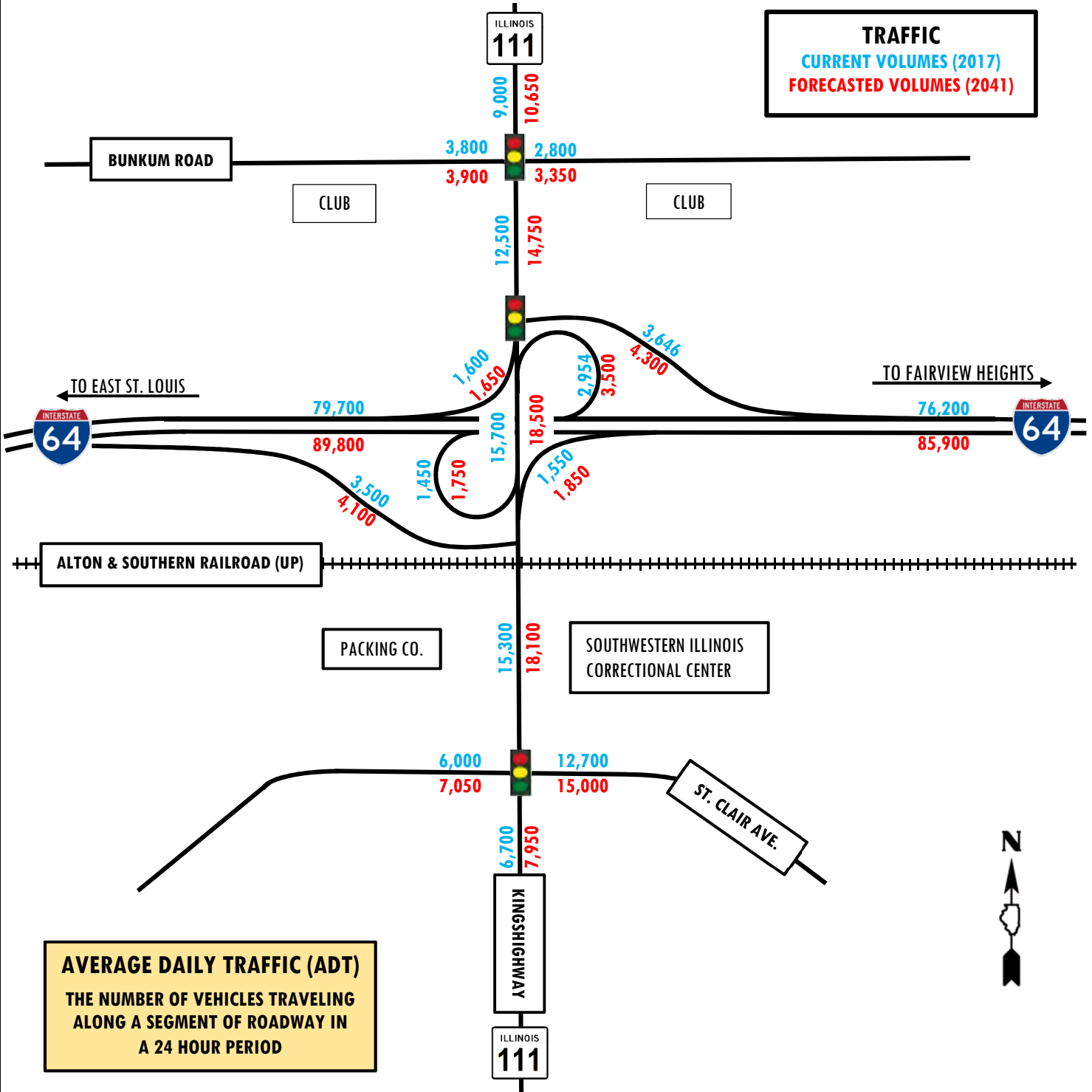




# Interstate 64 under IL Route 111



## AVERAGE DAILY TRAFFIC



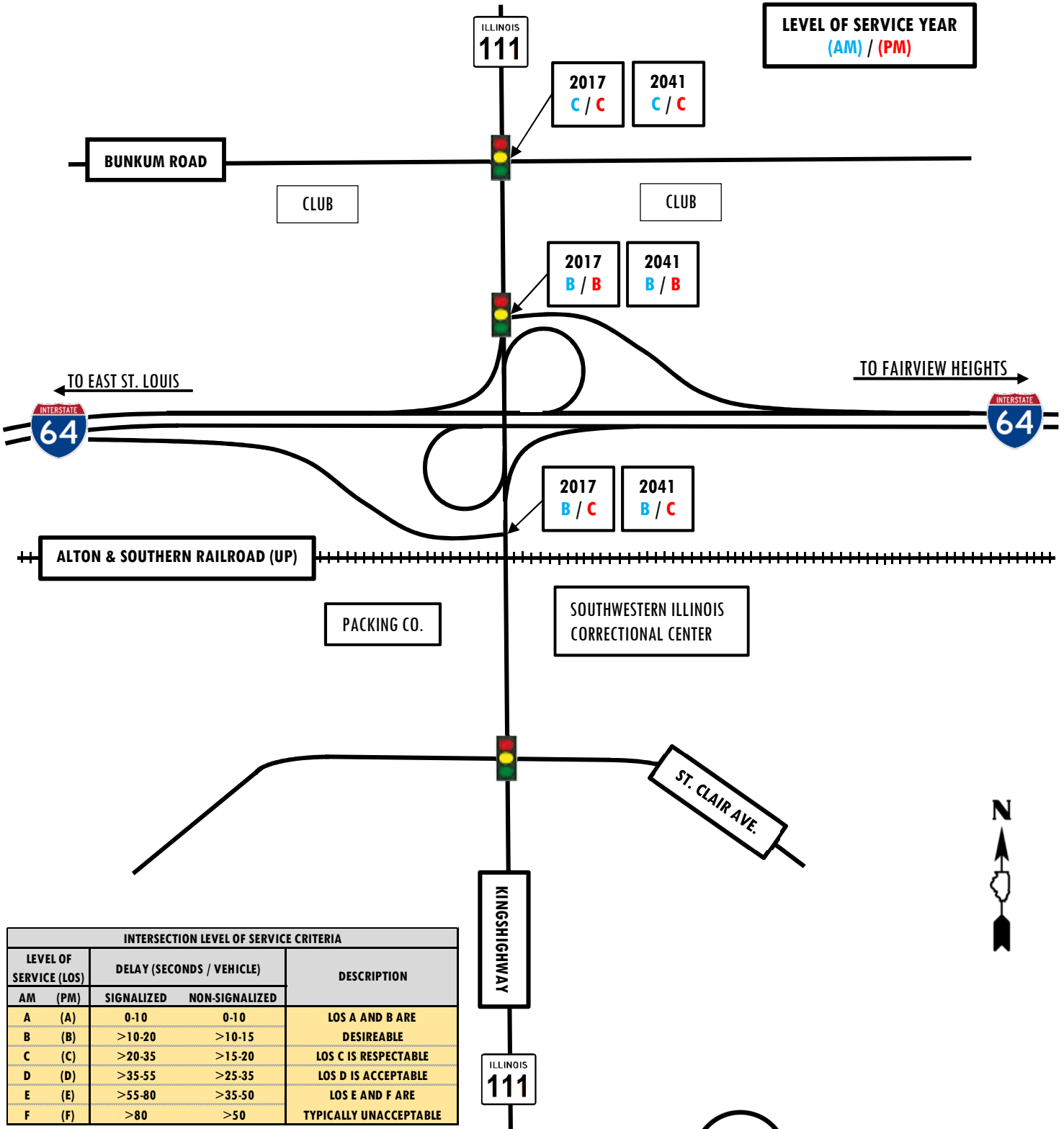




# Interstate 64 under IL Route 111



## LEVEL OF SERVICE



INTERSECTION LEVEL OF SERVICE CRITERIA				
LEVEL OF SERVICE (LOS)	DELAY (SECONDS / VEHICLE)		DESCRIPTION	
	AM	PM		
A	(A)	0-10	0-10	LOS A AND B ARE DESIREABLE
B	(B)	>10-20	>10-15	LOS C IS RESPECTABLE
C	(C)	>20-35	>15-20	LOS D IS ACCEPTABLE
D	(D)	>35-55	>25-35	LOS E AND F ARE TYPICALLY UNACCEPTABLE
E	(E)	>55-80	>35-50	
F	(F)	>80	>50	

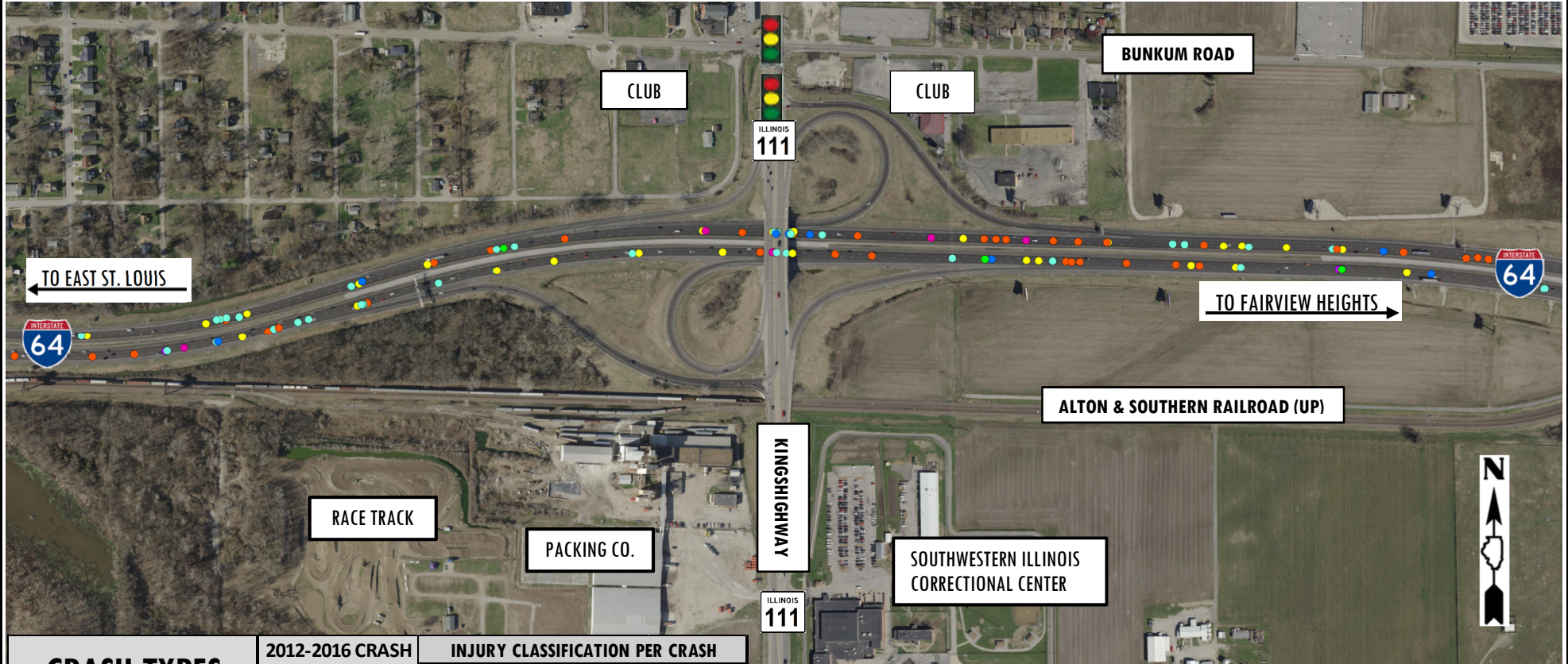




# Interstate 64 under IL Route 111



## INTERSTATE 64 CRASH LOCATION MAP 2012 - 2016



CRASH TYPES	2012-2016 CRASH TYPE TOTALS	INJURY CLASSIFICATION PER CRASH	
		INJURY TYPE	TOTALS
FIXED OBJECT	55	K = FATALITY	0
OTHER OBJECT	9	TYPE A = DISABLING INJURY	9
REAR END	42	TYPE B = EVIDENT INJURY	8
OTHER NON-COLLISION	4	TYPE C = POSSIBLE INJURY	9
SIDESWIPE SAME DIRECTION	44	PROPERTY DAMAGE ONLY	140
ANIMAL	7	TOTAL	166
OVERTURNED	5		

[WWW.IDOT.ILLINOIS.GOV/PROJECTS/I-64-UNDER-IL-111](http://WWW.IDOT.ILLINOIS.GOV/PROJECTS/I-64-UNDER-IL-111)



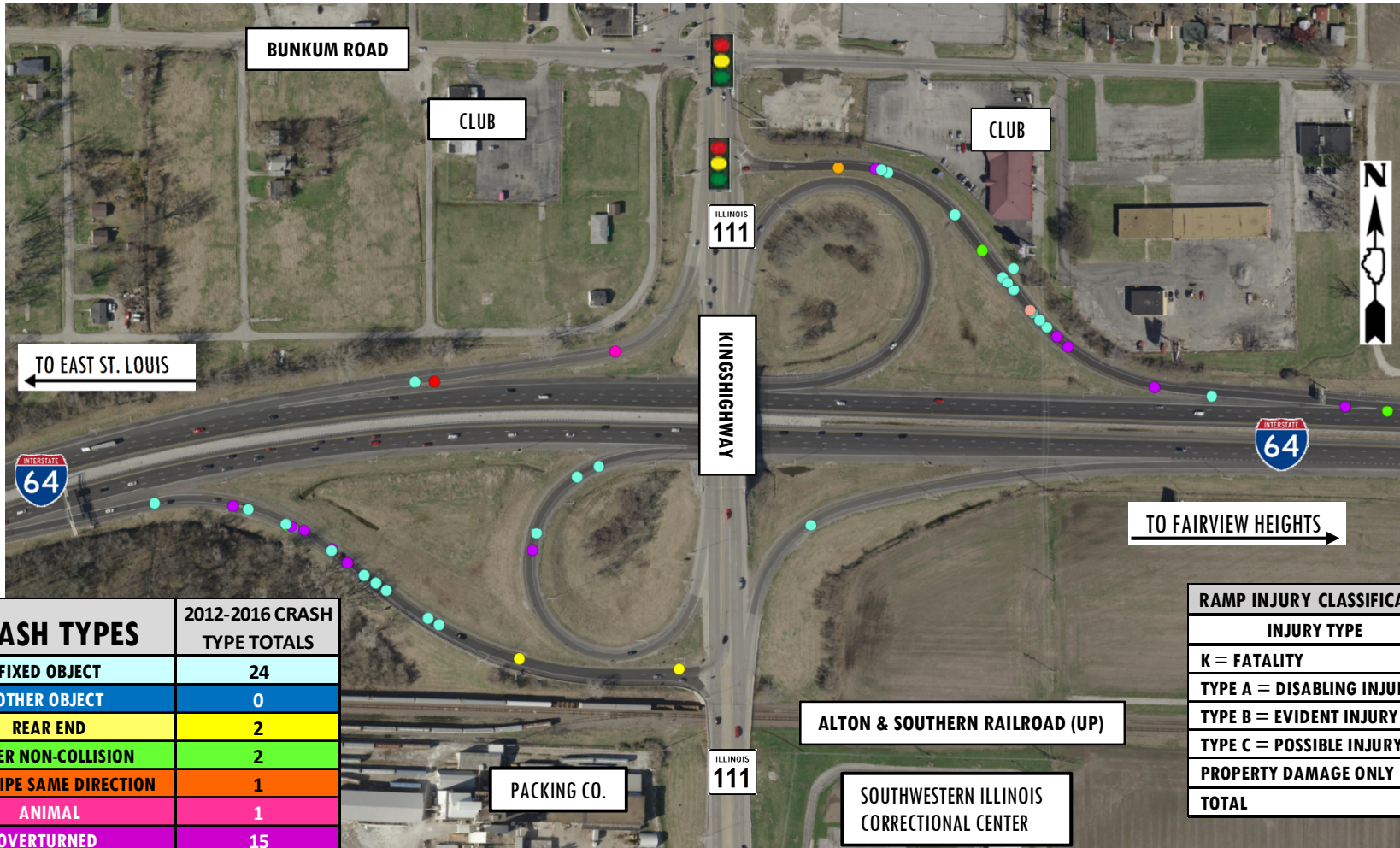




# Interstate 64 under IL Route 111



## INTERSTATE 64 RAMPS CRASH LOCATION MAP 2012 - 2016



CRASH TYPES	2012-2016 CRASH TYPE TOTALS
FIXED OBJECT	24
OTHER OBJECT	0
REAR END	2
OTHER NON-COLLISION	2
SIDESWIPE SAME DIRECTION	1
ANIMAL	1
OVERTURNED	15
PARKED MOTOR VEHICLE	1
PEDESTRIAN	1

RAMP INJURY CLASSIFICATION PER CRASH	
INJURY TYPE	TOTAL
K = FATALITY	0
TYPE A = DISABLING INJURY	2
TYPE B = EVIDENT INJURY	6
TYPE C = POSSIBLE INJURY	1
PROPERTY DAMAGE ONLY	38
<b>TOTAL</b>	<b>47</b>

[WWW.IDOT.ILLINOIS.GOV/PROJECTS/I-64-UNDER-IL-111](http://WWW.IDOT.ILLINOIS.GOV/PROJECTS/I-64-UNDER-IL-111)



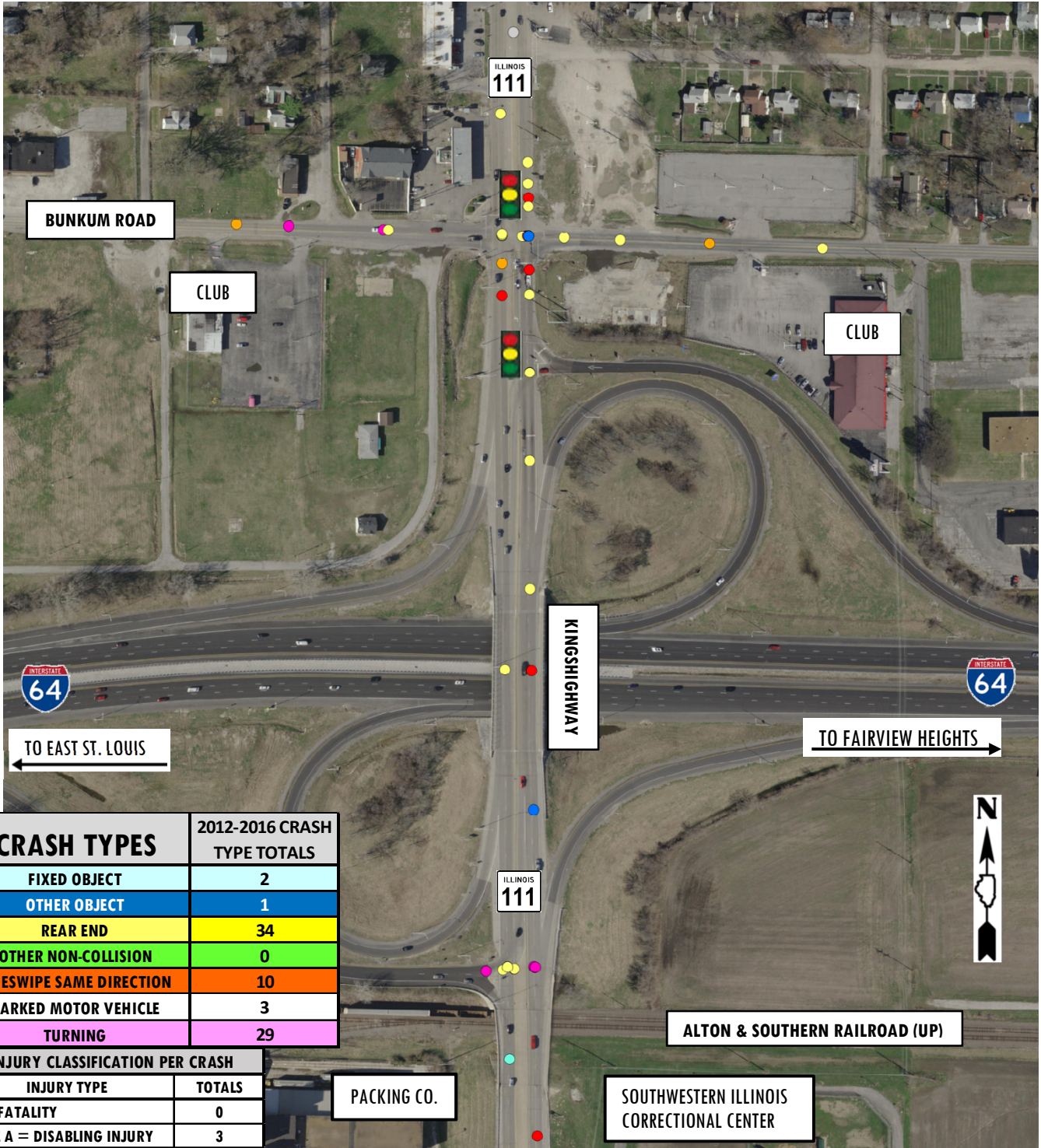




# Interstate 64 under IL Route 111



## IL ROUTE 111 CRASH LOCATION MAP 2012 - 2016



CRASH TYPES		2012-2016 CRASH TYPE TOTALS
FIXED OBJECT		2
OTHER OBJECT		1
REAR END		34
OTHER NON-COLLISION		0
SIDESWIPE SAME DIRECTION		10
PARKED MOTOR VEHICLE		3
TURNING		29
INJURY CLASSIFICATION PER CRASH		
INJURY TYPE	TOTALS	
K = FATALITY	0	
TYPE A = DISABLING INJURY	3	
TYPE B = EVIDENT INJURY	13	
TYPE C = POSSIBLE INJURY	11	
PROPERTY DAMAGE ONLY	52	
<b>TOTAL</b>	<b>79</b>	





# Interstate 64 under IL Route 111



## ***This Study is a Context Sensitive Solutions (CSS) Project***

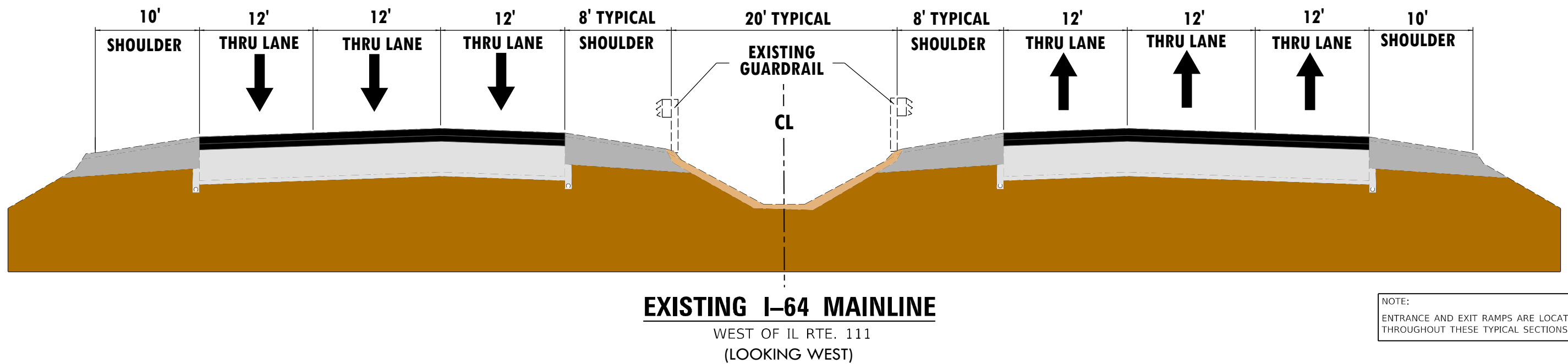
- CSS is an approach to transportation project development that engages stakeholders early and often, especially before major decisions are made.
- The goal of CSS is to create transportation projects that not only address safety and mobility, but that also seek to preserve or enhance an area's scenic, economic, historic, and natural characteristics — “quality of life” issues.
- “Context” includes all the elements related to the people and place where a project is located:
  - Visible elements, such as environmental or historic resources.
  - Invisible elements, such as community values, traditions, and expectations.
  - The input of people who live and work in an area helps the Illinois Department of Transportation (IDOT) understand these elements.
- IDOT will utilize the CSS process to educate stakeholders about the study and the study process, and to receive input and feedback for the duration of the study.
- IDOT's goal for this study is to understand stakeholder needs for, and concerns about, transportation and mobility in the area of the Interstate 64 Interchange at Illinois Route 111.

More information on IDOT's CSS process can be found at: [www.dot.il.gov/css/home.html](http://www.dot.il.gov/css/home.html)





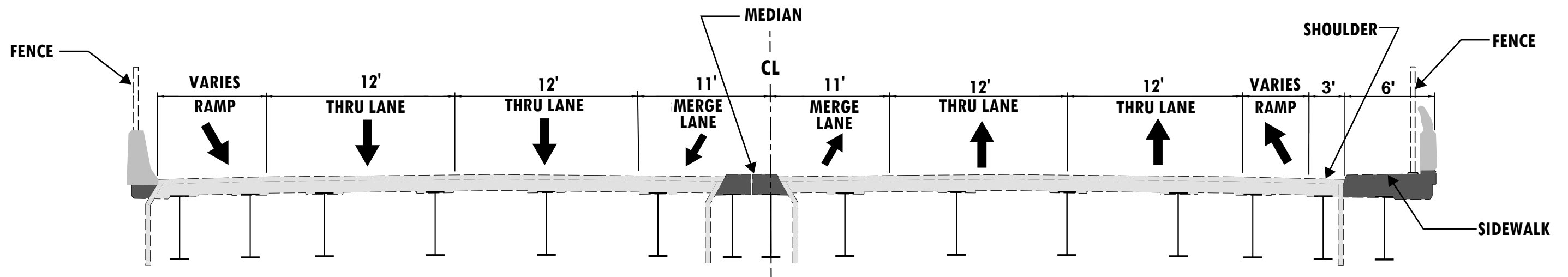
# Interstate 64 under IL Route 111





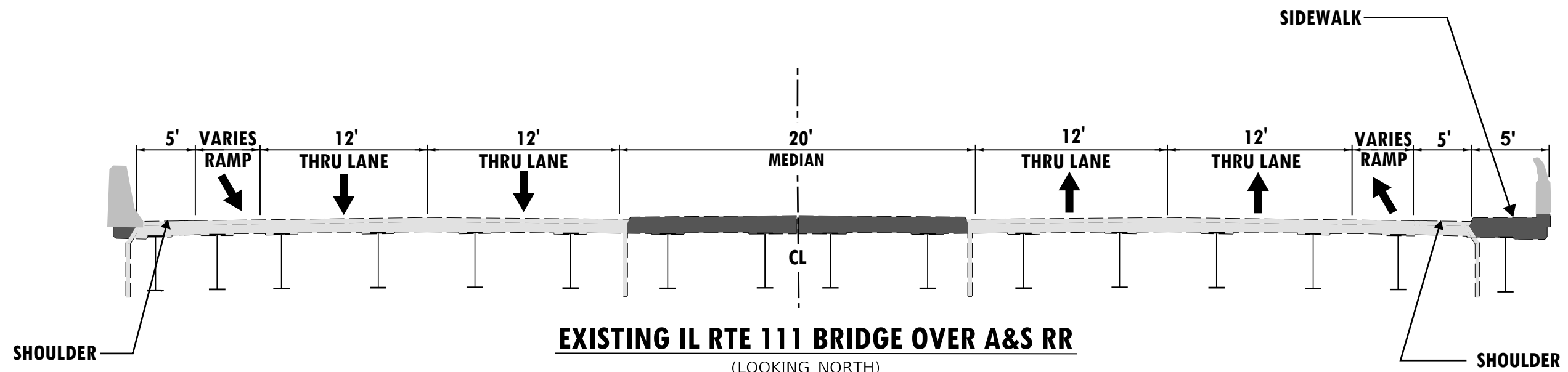


# Interstate 64 under IL Route 111



**EXISTING IL RTE 111 BRIDGE OVER I - 64**

(LOOKING NORTH)

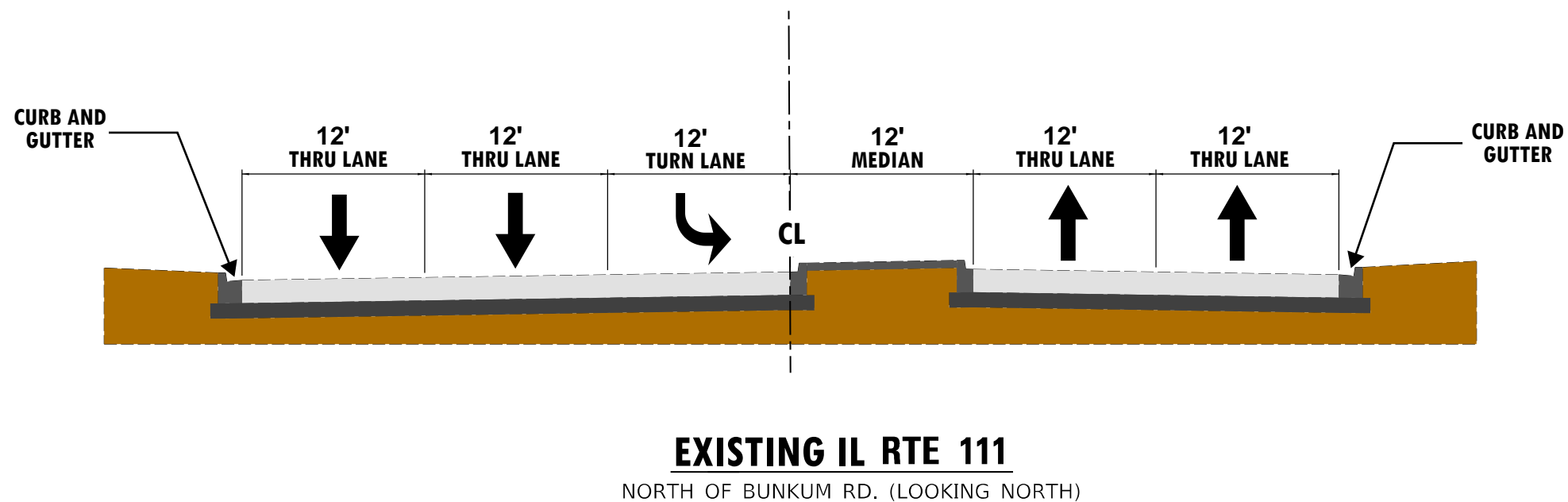
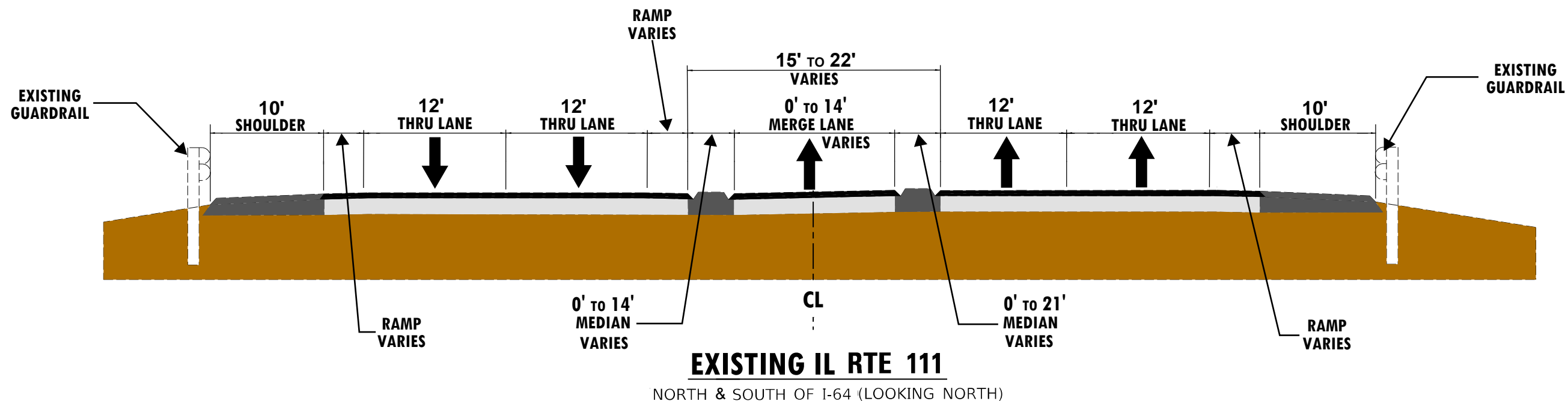


**EXISTING IL RTE 111 BRIDGE OVER A&S RR**

(LOOKING NORTH)



# Interstate 64 under IL Route 111







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## BICYCLE AND PEDESTRIAN ACCOMODATIONS

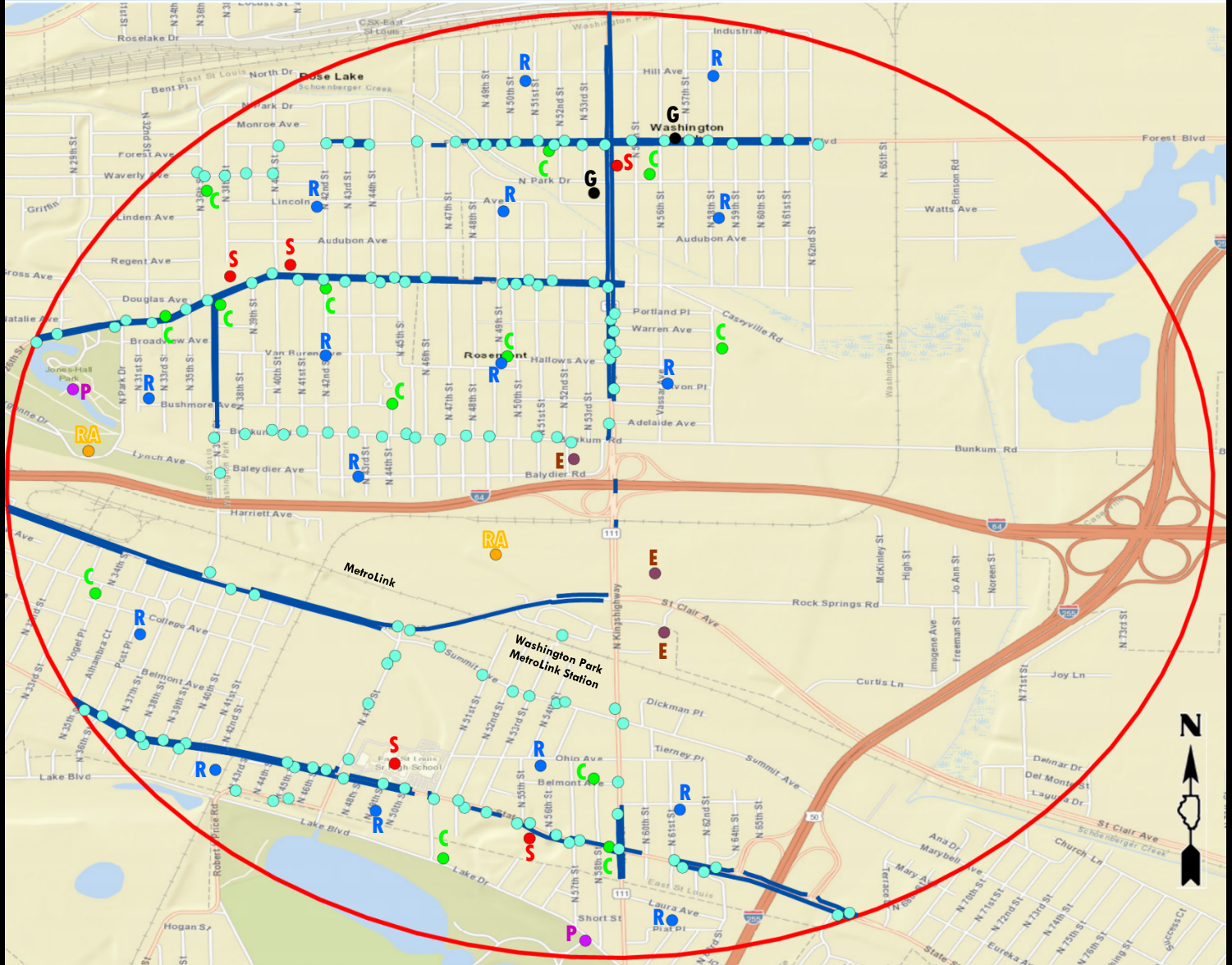
- **IDOT CONSIDERS THE TRAVEL NEEDS OF ALL USERS OF A TRANSPORTATION CORRIDOR, INCLUDING BICYCLISTS AND PEDESTRIANS**
- ***PLEASE TELL US IF YOU HAVE A NEED TO WALK OR BIKE THROUGH THE PROJECT AREA***



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## PEDESTRIAN & BICYCLE GENERATORS

LEGEND	
SCHOOLS	S
RESIDENTIAL AREAS	R
RECREATION AREAS	RA
PARKS	P
GOVERNMENT OFFICES	G
EMPLOYMENT AREAS	E
TRANSIT STOPS	●
CHURCHES	C
SIDEWALKS	—
1.5 MILE RADIUS	○





# Interstate 64 under IL Route 111



## PROJECT TIME LINE

We are here



### Phase I

Public Involvement, Preliminary Design and Environmental Study  
*Estimated Time: 24 Months*

### Phase II

Final Design, Construction Bid and ROW Acquisition Documents  
*Estimated Time: 24 Months*

### Phase III

Construction of the Project  
*Estimated Time: 24-36 Months*

