Illinois Department of Transportation

Virtual Public Meeting

November 9, 2021, 6:00-7:00 p.m.

I-64: Green Mount Rd to IL Route 158
PRELIMINARY ENGINEERING STUDIES

Agenda

01 Introduction & Presenters

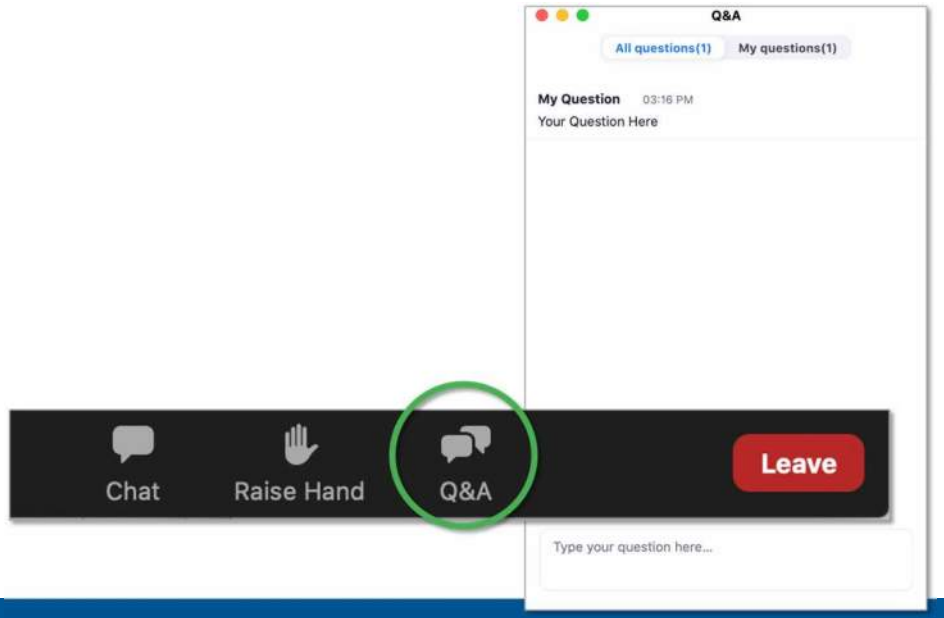
02 Detailed Project Improvements

03 Environmental Issues

04 Conclusion + Q&A

Q&A Instructions

For live answers from our panel, type your questions in the Zoom Q&A box.



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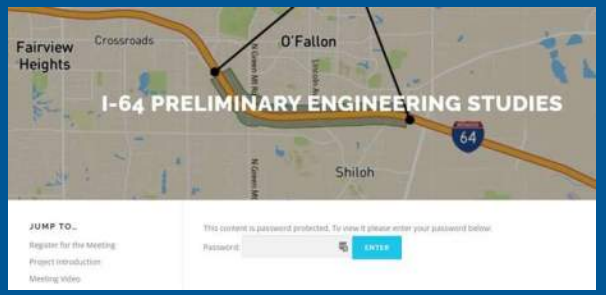

https://projectmeetingonline.com/i-64/

Share Your Input

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Presentation Team

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IDOT, District 8

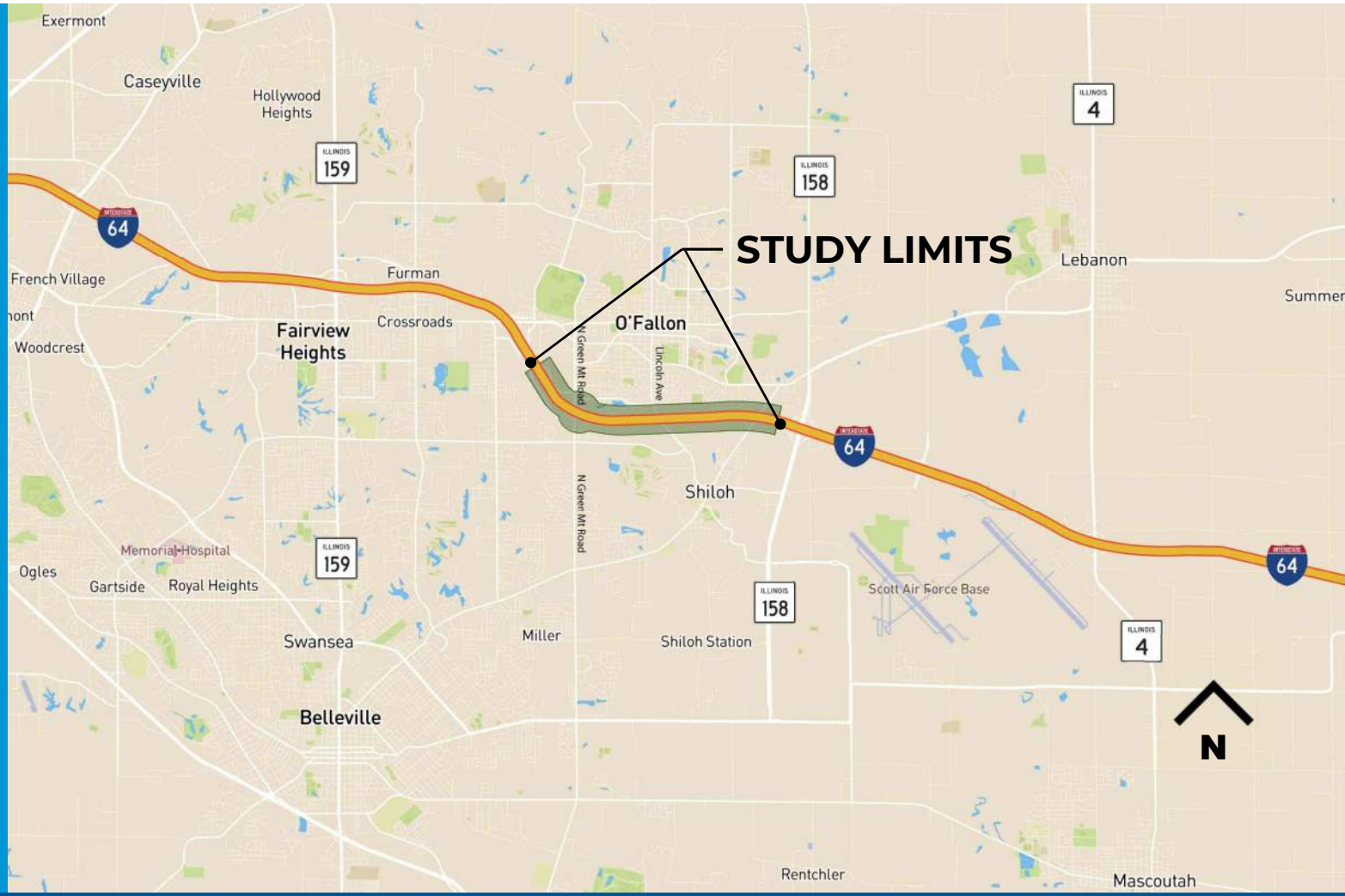
Jim Michael, PE
Project Manager

Crawford, Murphy & Tilly

Kristin Timmons, PE
Project Design Engineer

Crawford, Murphy & Tilly

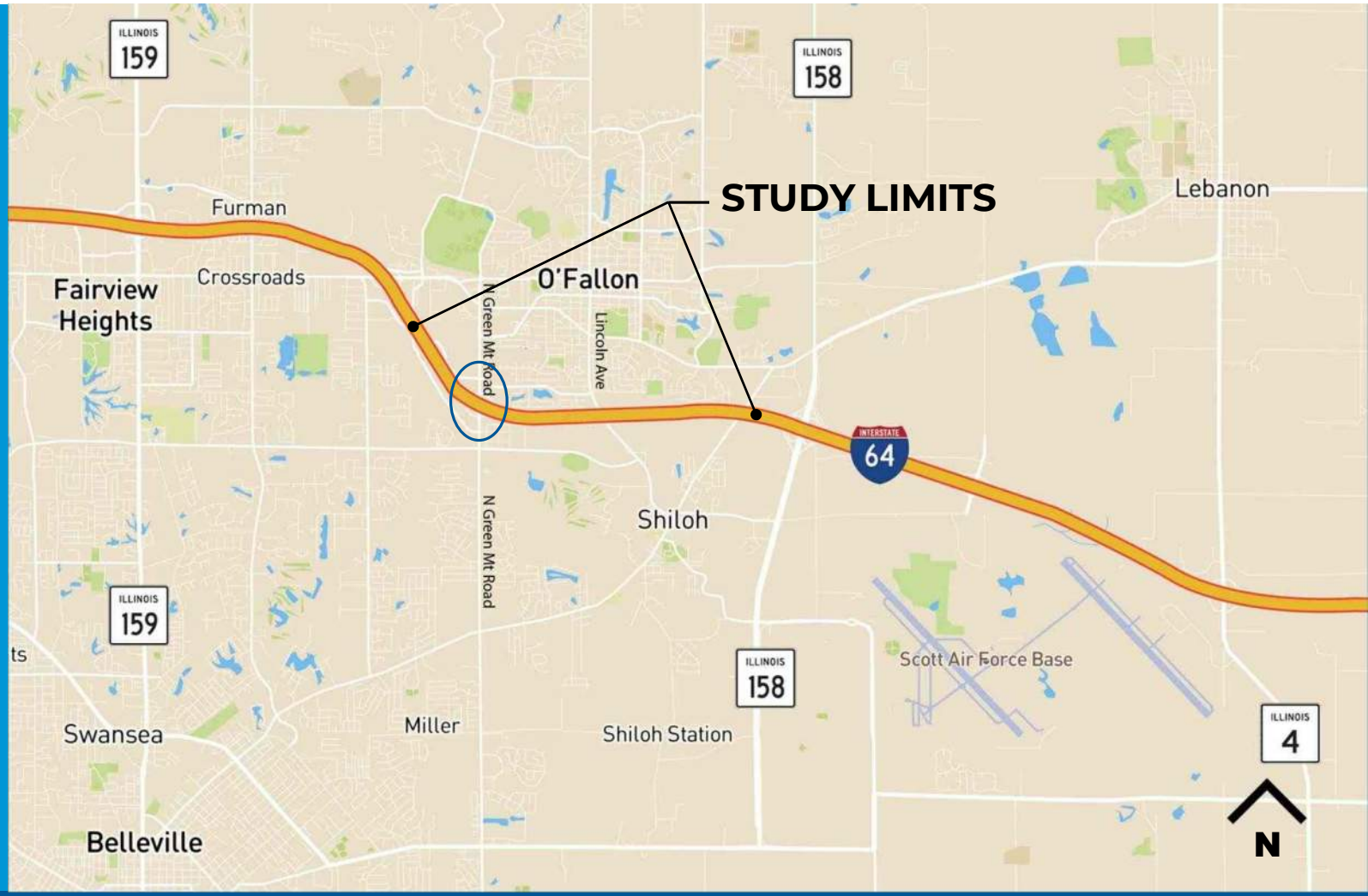
Study Location



Purpose of Meeting

- Show Why I-64 Needs Improvement
- Provide Information about the Existing Roadway and Interchange
- Present the Proposed Improvements
- Receive Input about the Project

Project Location & History



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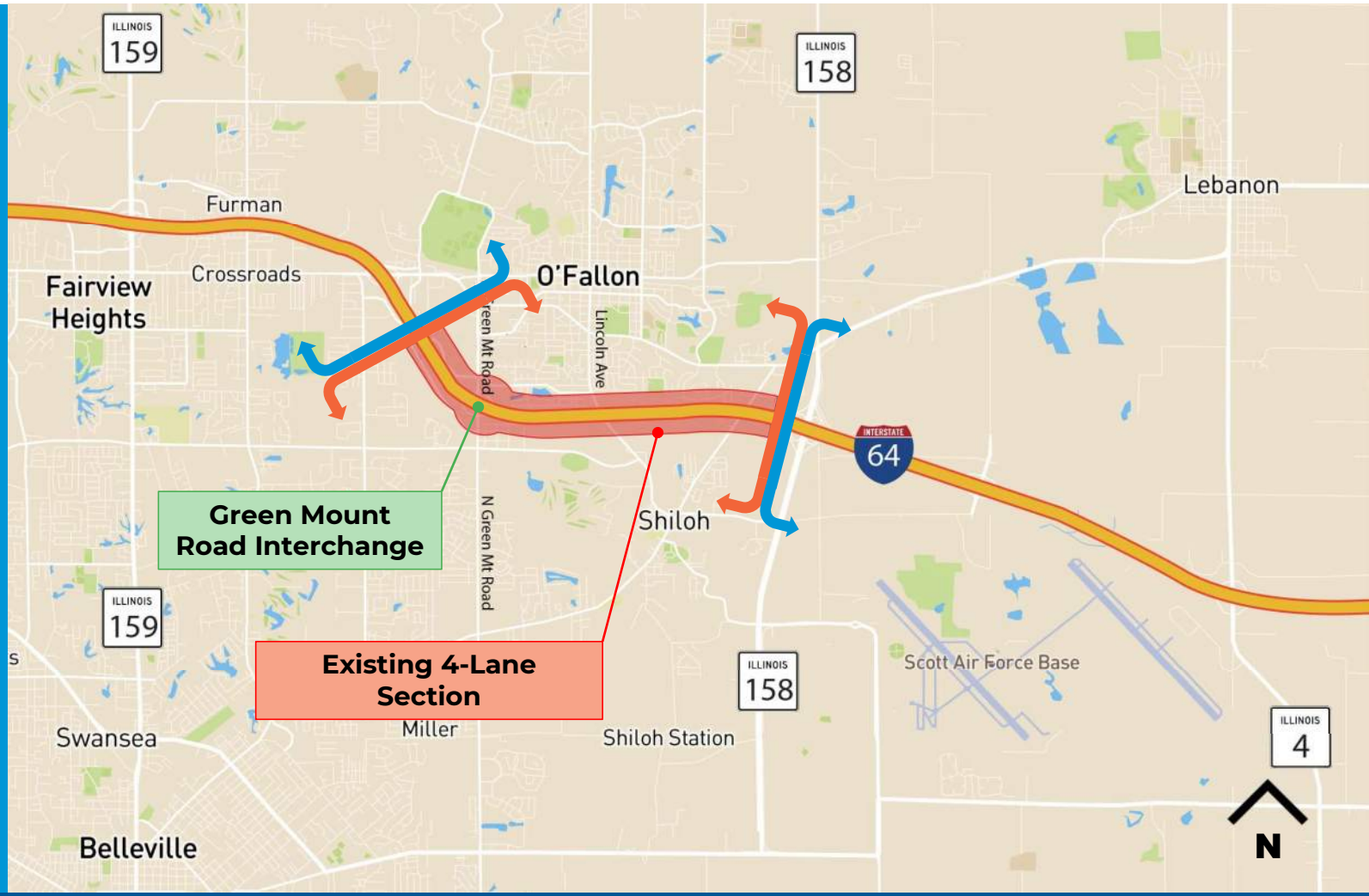


Project Location & History

Project Location & History

Project Need

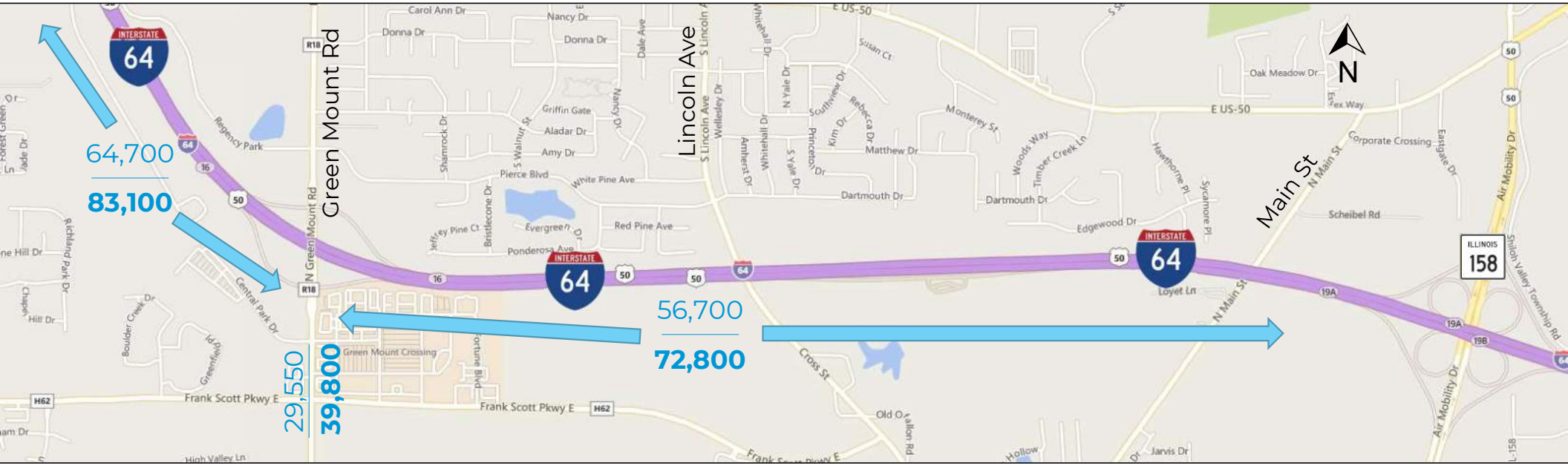
- Heavy traffic volumes exceed roadway capacity
- Fewer lanes than east and west of project
- Excessive delays at Green Mount Road Interchange
- Current roadway doesn't meet standards

Traffic Volumes

Legend

Existing – 2018

Projected – 2038

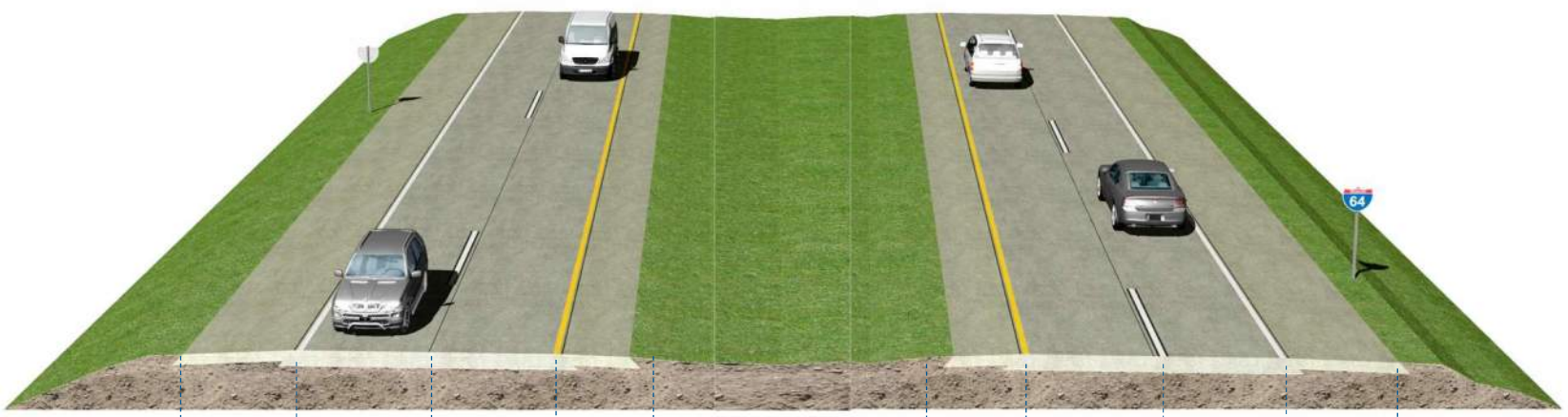


I-64: 28% Average Daily Traffic Increase (Projected 2038)

Green Mount Road: 34.5% Average Daily Traffic Increase (Projected 2038)

Existing Typical Section

I-64 Mainline



10’ Shoulder	12’ Lane	12’ Lane	6’ Shoulder	52’ Grass Median	6’ Shoulder	12’ Lane	12’ Lane	10’ Shoulder

Level Of Service (LOS)

Legend

2018 Existing / 2038 No Build AM/PM (EB)

2018 Existing / 2038 No Build AM/PM (WB)

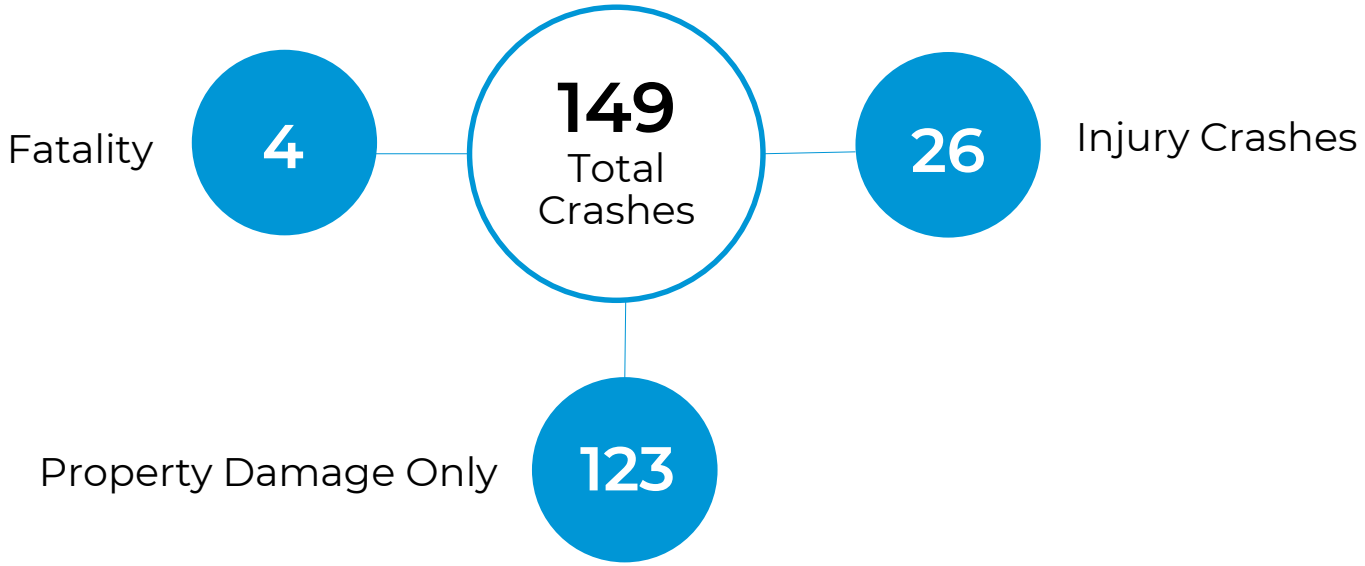
Green Mount Road & I-64 Ramp Intersections
Existing LOS Grades

Legend

2018 Existing / 2038 No Build AM/PM (WB)

Project Crash History

I-64 Mainline crash data from 2011-2016



I-64 & Green Mount Road Interchange Crash Data 2012-2016

Delays at EB I-64 Off Ramp to Green Mount Road

I-64: Green Mount Rd to IL Route 158
PRELIMINARY ENGINEERING STUDIES

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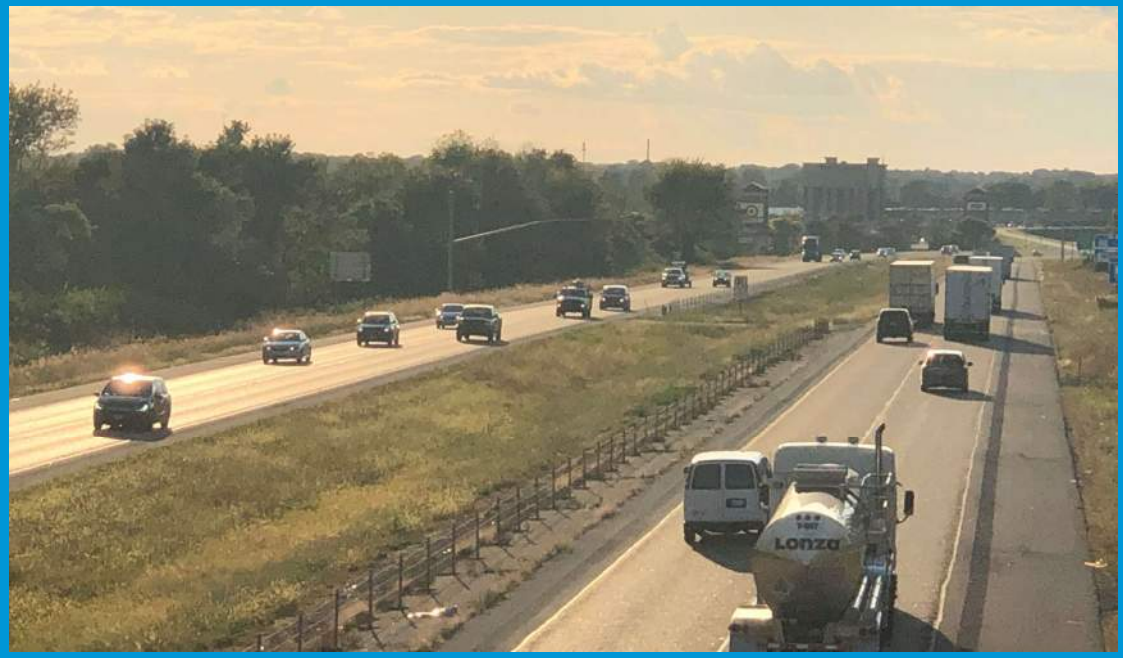
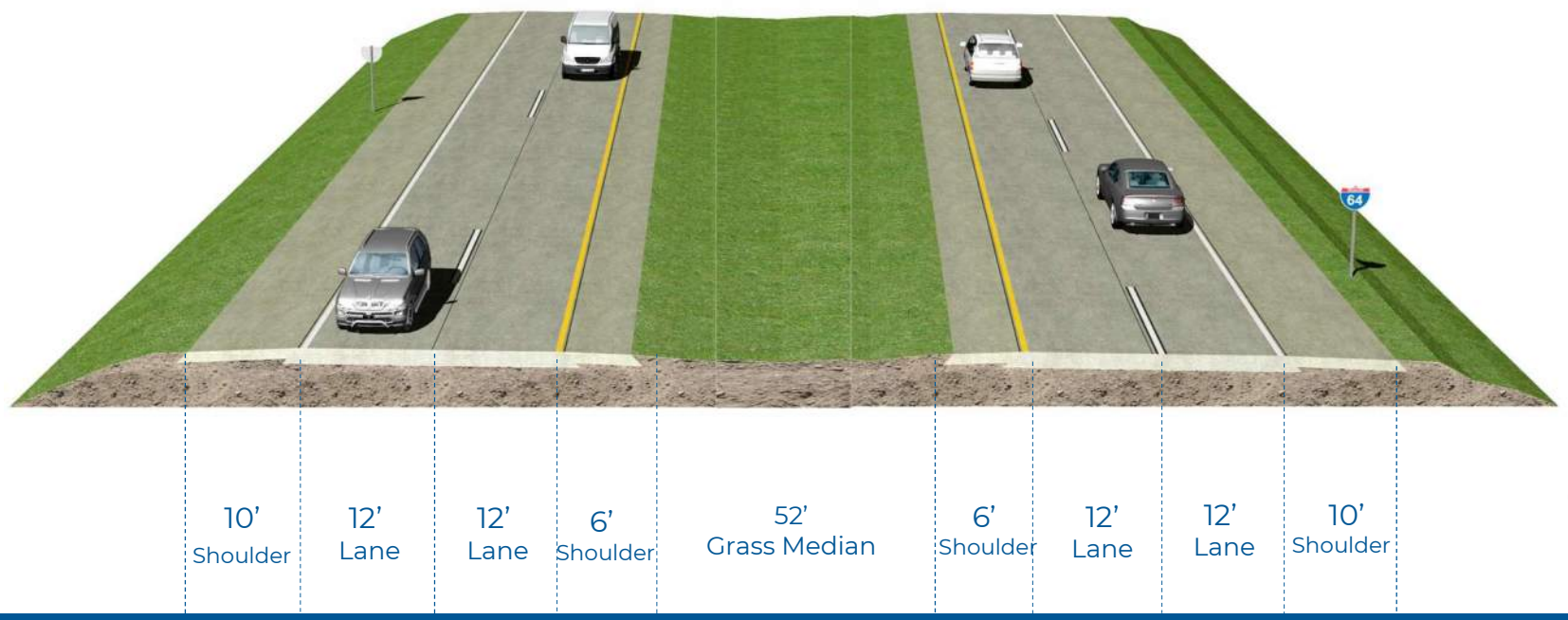
Project Purpose

- Improve traffic capacity, operations and safety on I-64
- Improve mobility at the I-64/ GMR interchange
- Assure bridge clearance is sufficient for structures over I-64 within the study area



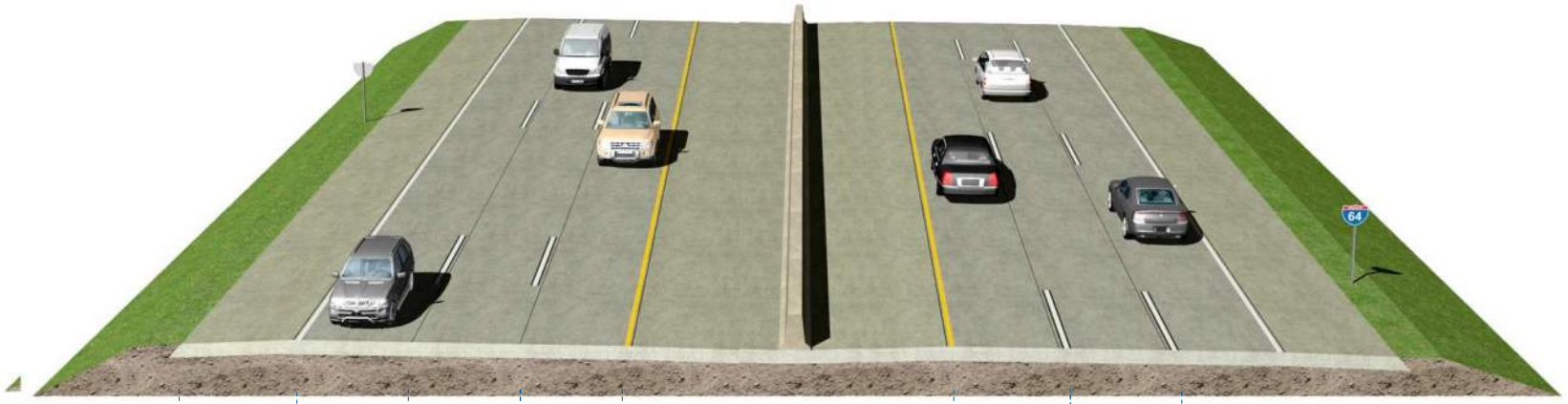
Existing Typical Section

I-64 Mainline



Proposed Improvement: Typical Section

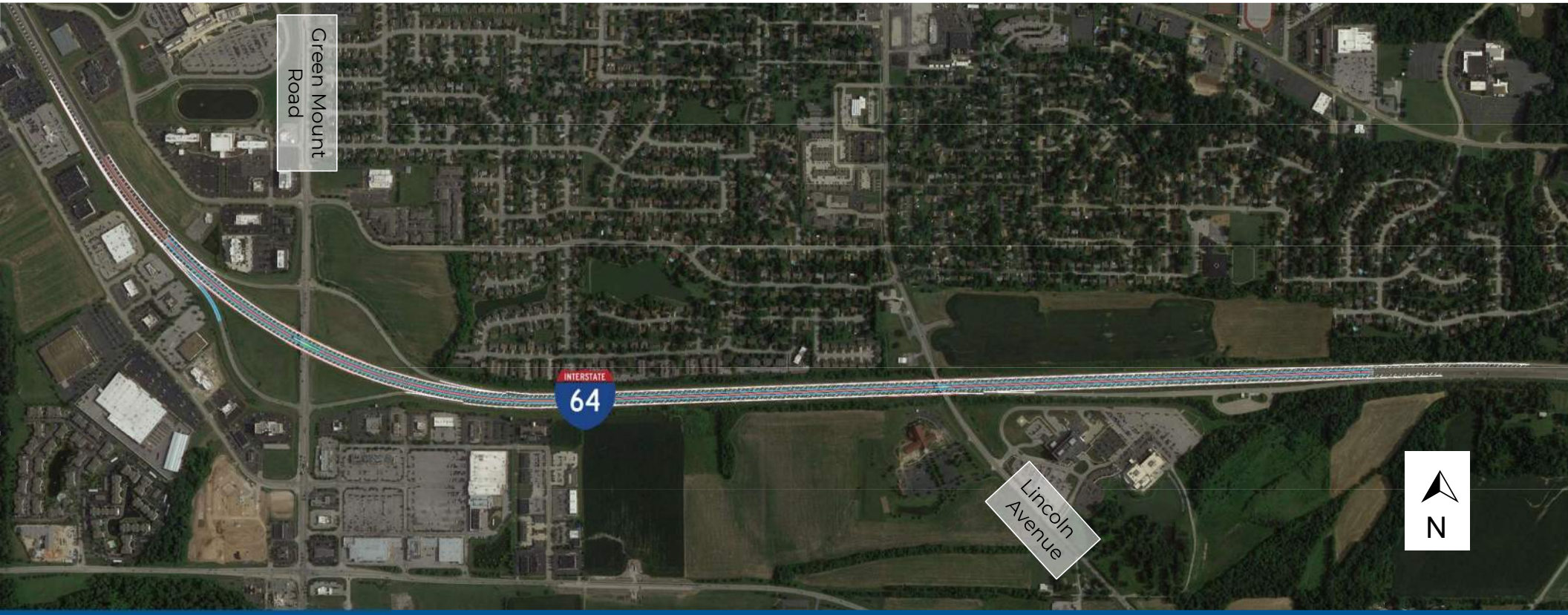
PROPOSED I-64 Mainline



Concrete Barrier

10’ Shoulder	12’ Lane	12’ Lane	12’ Lane	12’ Shoulder	16’	12’ Shoulder	12’ Lane	12’ Lane	12’ Lane	10’ Shoulder

Proposed Improvement – Plan View



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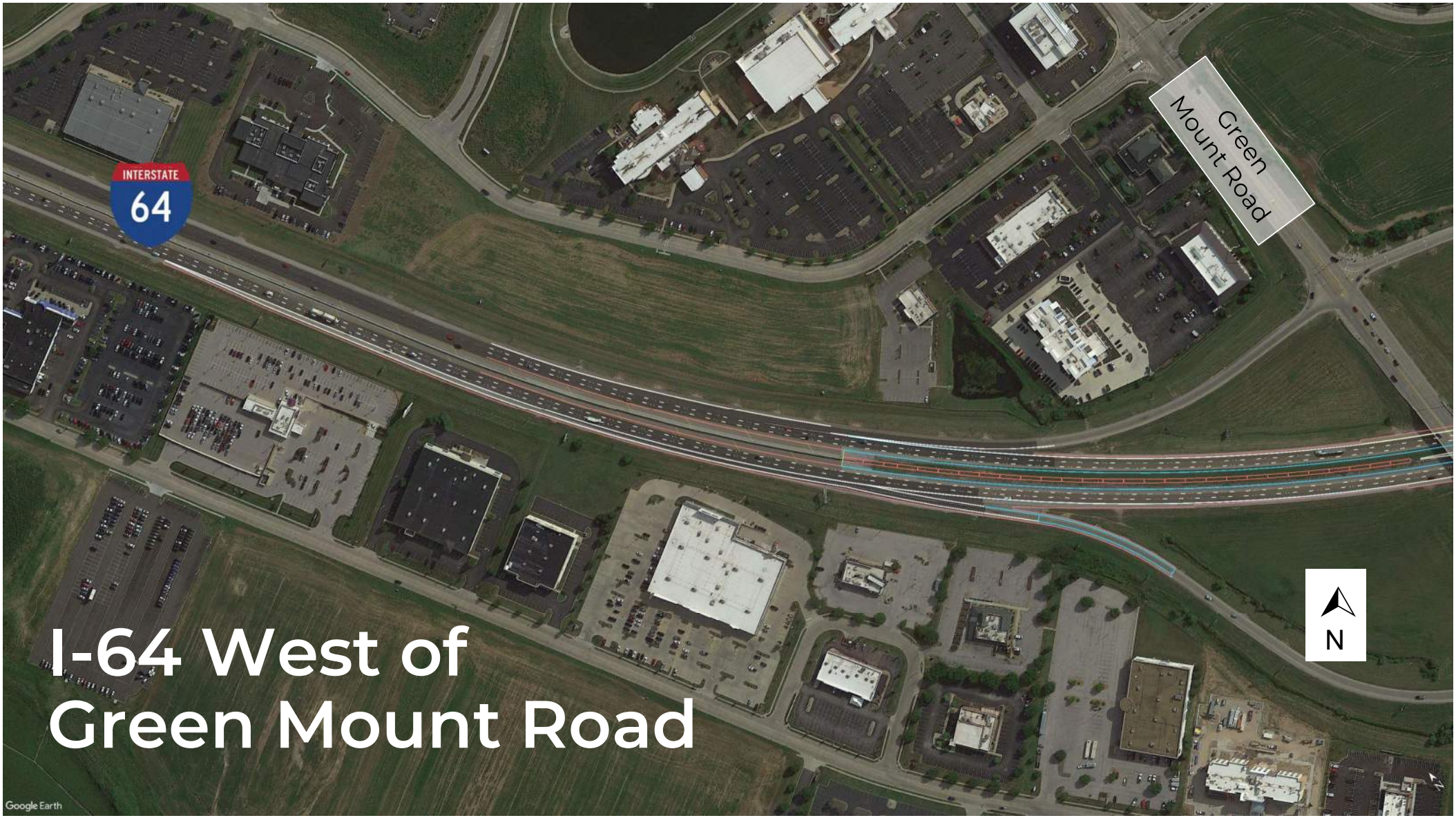
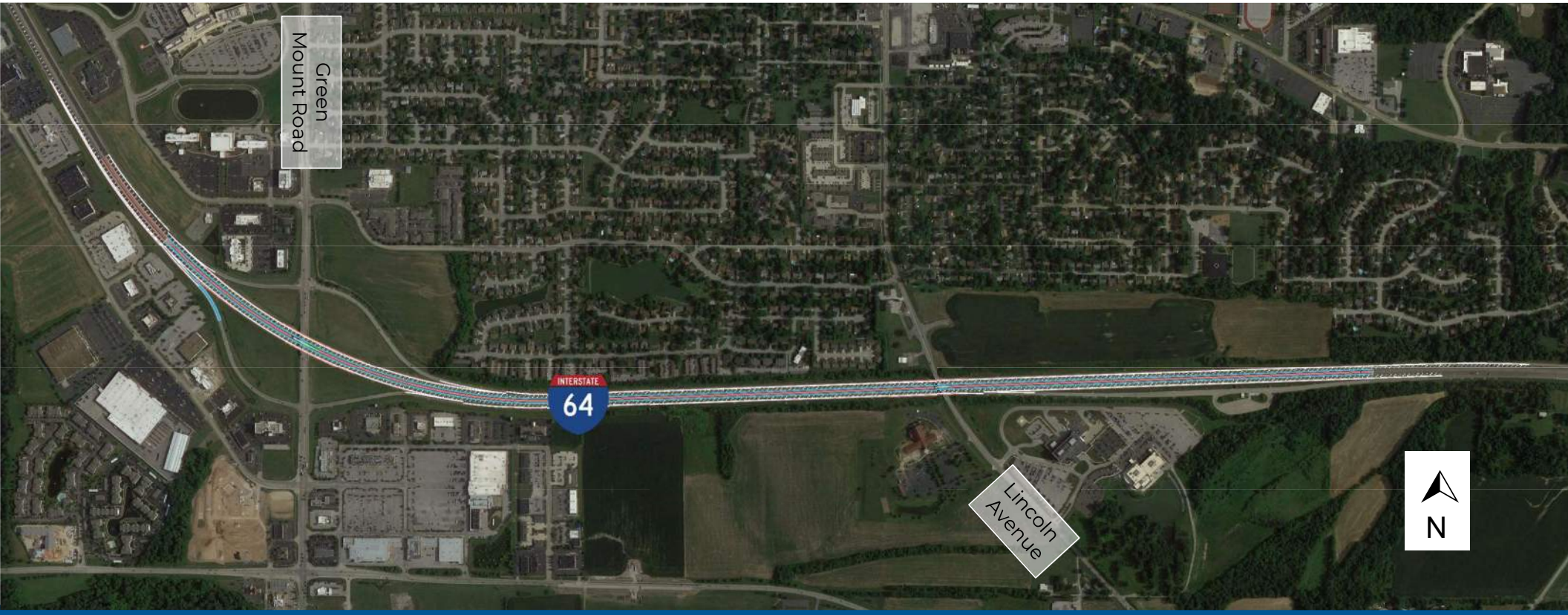

INTERSTATE
64
Green Mount Road
N
I-64 West of
Green Mount Road
Google Earth

Proposed Improvement – Plan View



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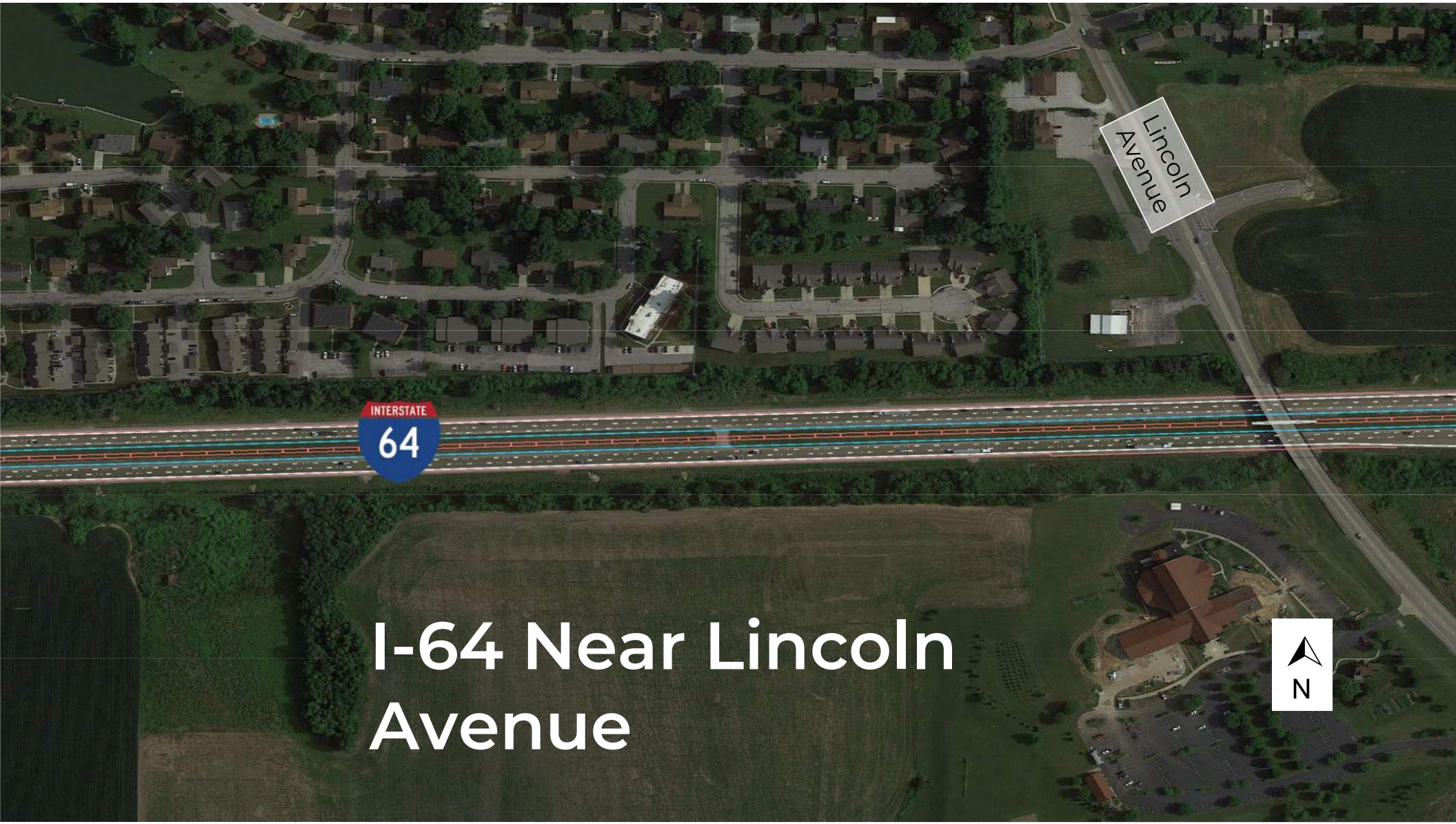
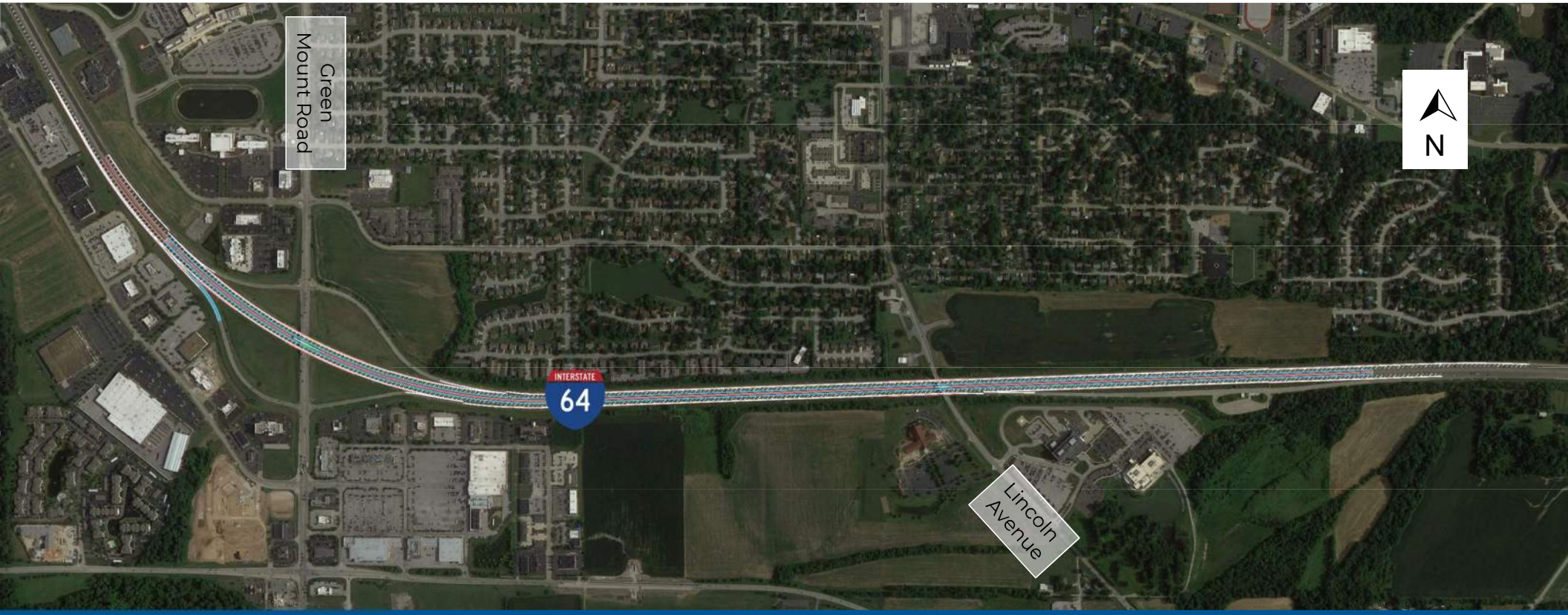


I-64 Near Lincoln Avenue

Proposed Improvement – Plan View



I-64: Green Mount Rd to IL Route 158
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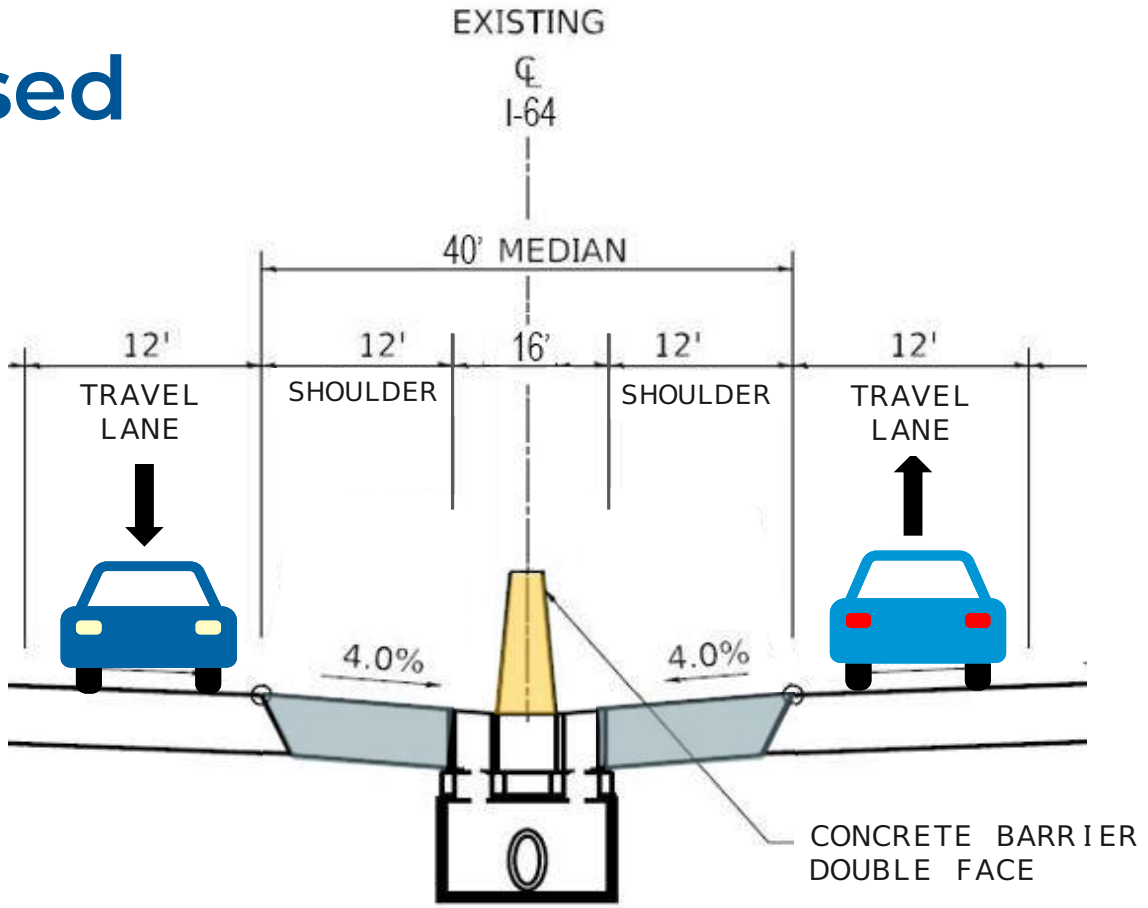
I-64 East End of Improvements

I-64 Proposed Drainage



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I-64 & Green Mount Road Interchange
Green Mount Road
INTERSTATE
64
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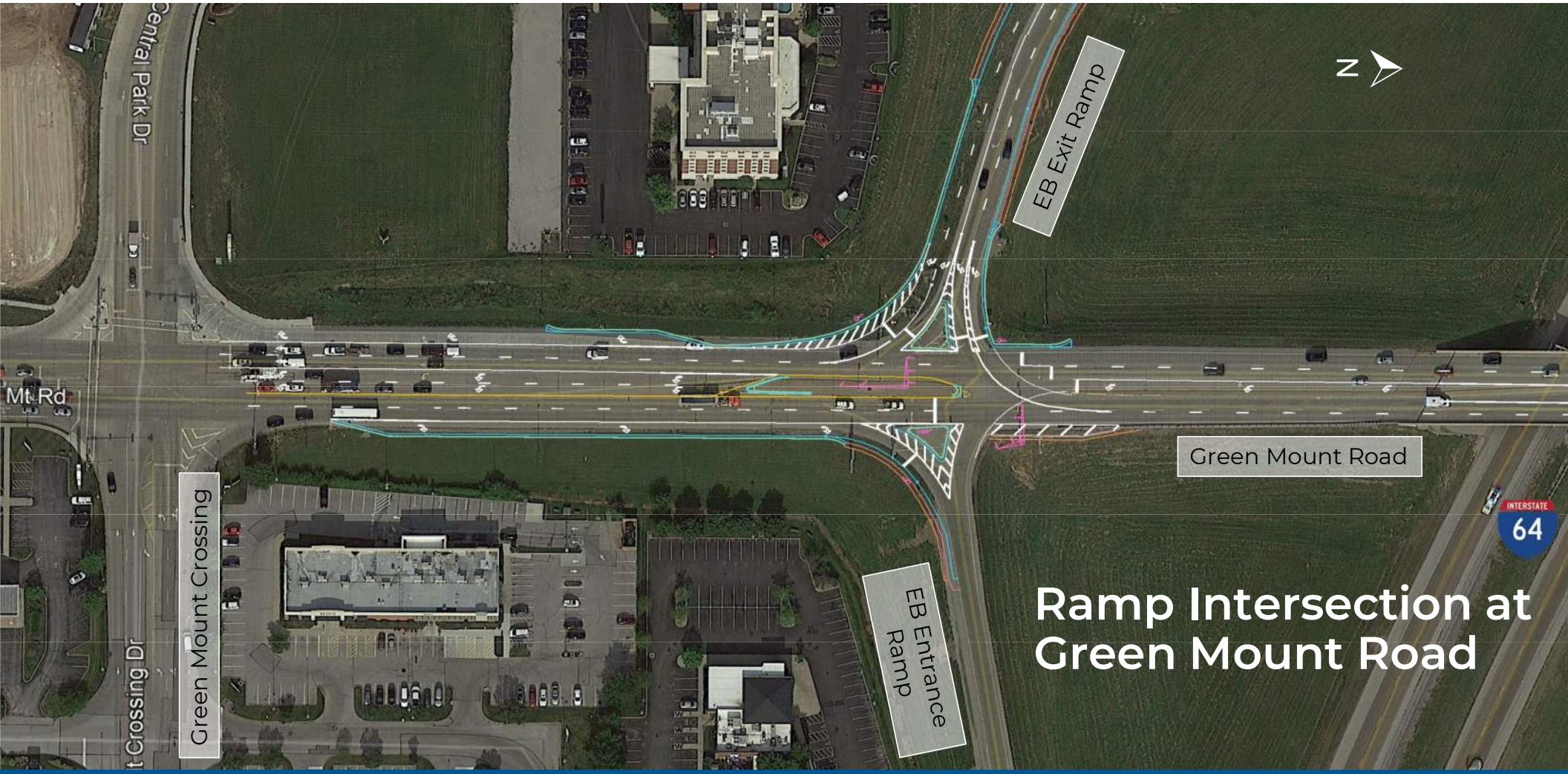

Ramp Intersection at Green Mount Road

INTERSTATE 64

I-64: Green Mount Rd to IL Route 158
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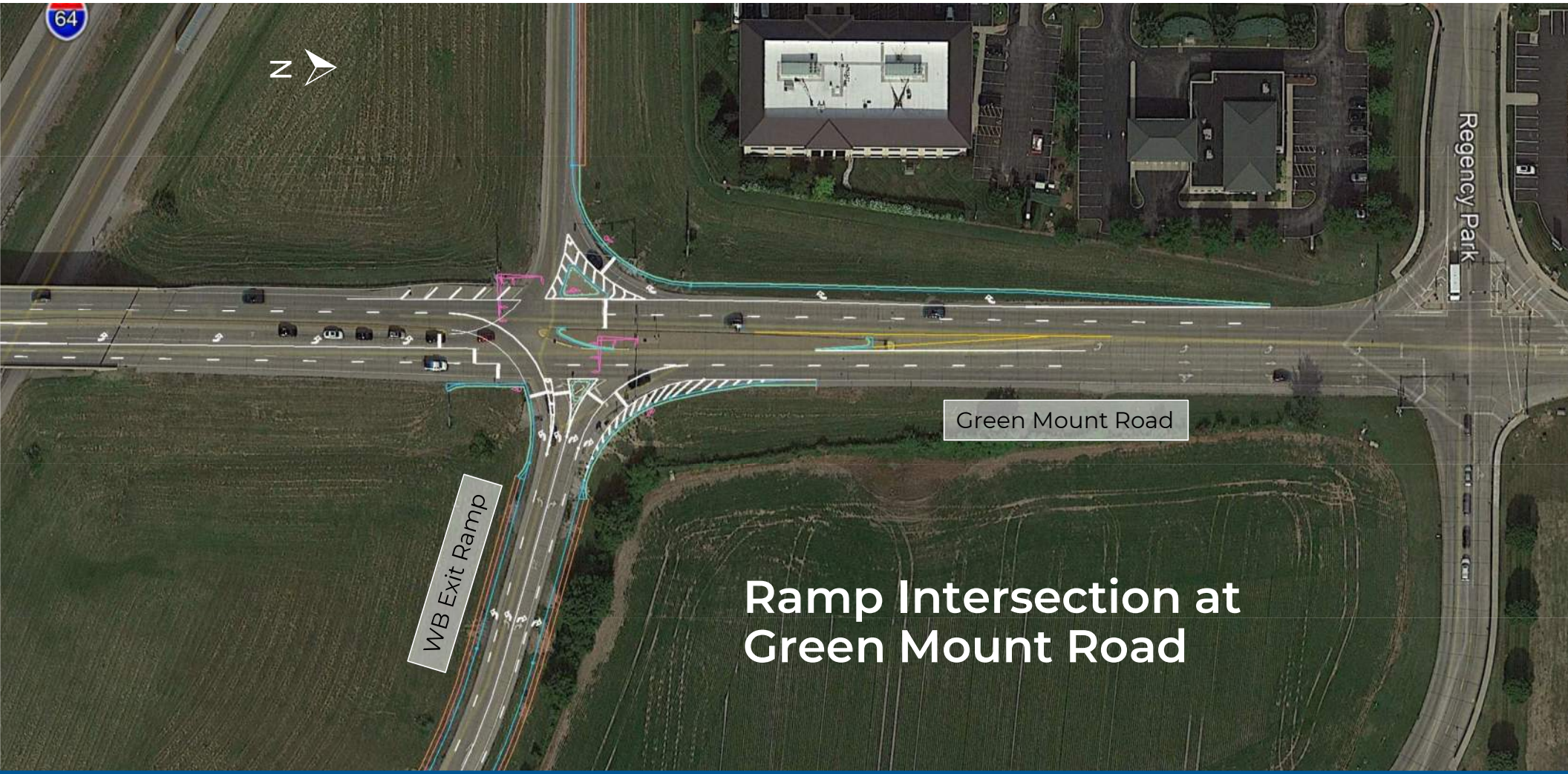


Ramp Intersection at Green Mount Road

I-64 Proposed Level of Service (LOS) Grades

Legend

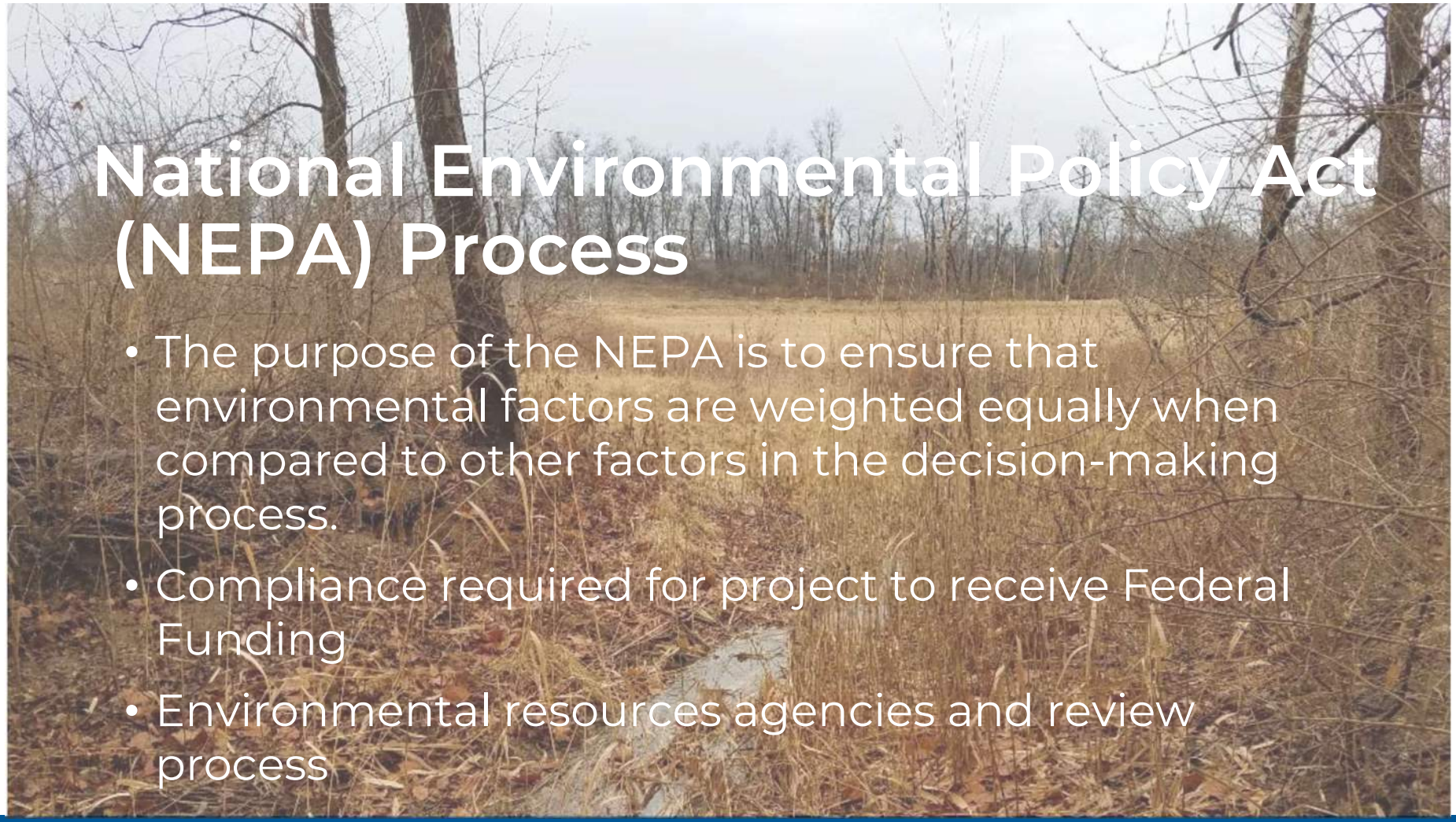
2038 Proposed / 2038 No Build AM/PM (EB)

2038 Proposed / 2038 No Build AM/PM (WB)

Green Mount Road & Ramp Intersections
Proposed LOS Grades

Legend

2038 Proposed / 2038 No Build AM/PM (WB)



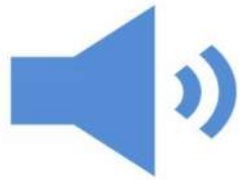
National Environmental Policy Act (NEPA) Process

- The purpose of the NEPA is to ensure that environmental factors are weighted equally when compared to other factors in the decision-making process.
- Compliance required for project to receive Federal Funding
- Environmental resources agencies and review process

What Environmental Resources were Assessed?

- Natural Habitats
- Threatened and Endangered Species
- Historic Resources
- Wetlands
- Floodplains
- Water Quality
- Air Quality
- Noise
- Community Impacts
- Special Waste
- Parks and Recreation
- Wildlife Refuges
- Farmland

Environmental Concern - Noise



Changes in dBA Detected by Human Ear

$0-3$ dBA	5 dBA	15 dBA
Not Detected	Detected	Detected Significant Impact

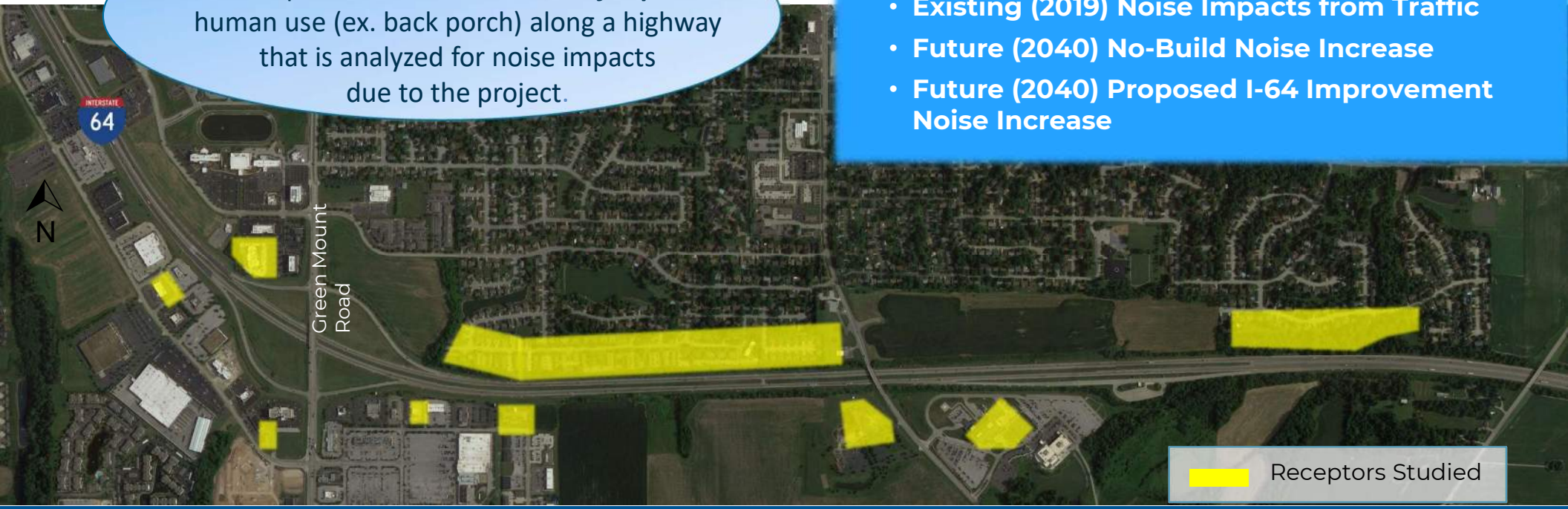
How Are Noise Impacts Determined?

"RECEPTORS"

A receptor is an ***outdoor*** area of ***frequent*** human use (ex. back porch) along a highway that is analyzed for noise impacts due to the project.

Noise Impacts on Receptors Considered:

- **Existing (2019) Noise Impacts from Traffic**
- **Future (2040) No-Build Noise Increase**
- **Future (2040) Proposed I-64 Improvement Noise Increase**



How do Noise Levels Change?

Noise Level Summary	
No-Build 2040	➢ 1 dBA increase in traffic noise (due to increase in traffic volumes in the next 20 years)
Proposed 2040 I-64 Widening Improvement	➢ Between 1 and 5 dBA increase in traffic noise (due to increase in traffic volumes in the next 20 years and the proposed improvements)

How is Noise Reduced Where There are Impacts?

- ✓ Noise walls are studied where noise impacts are predicted
- ✓ Noise walls must be "feasible and reasonable"

5 noise walls studied for the impacted receptors

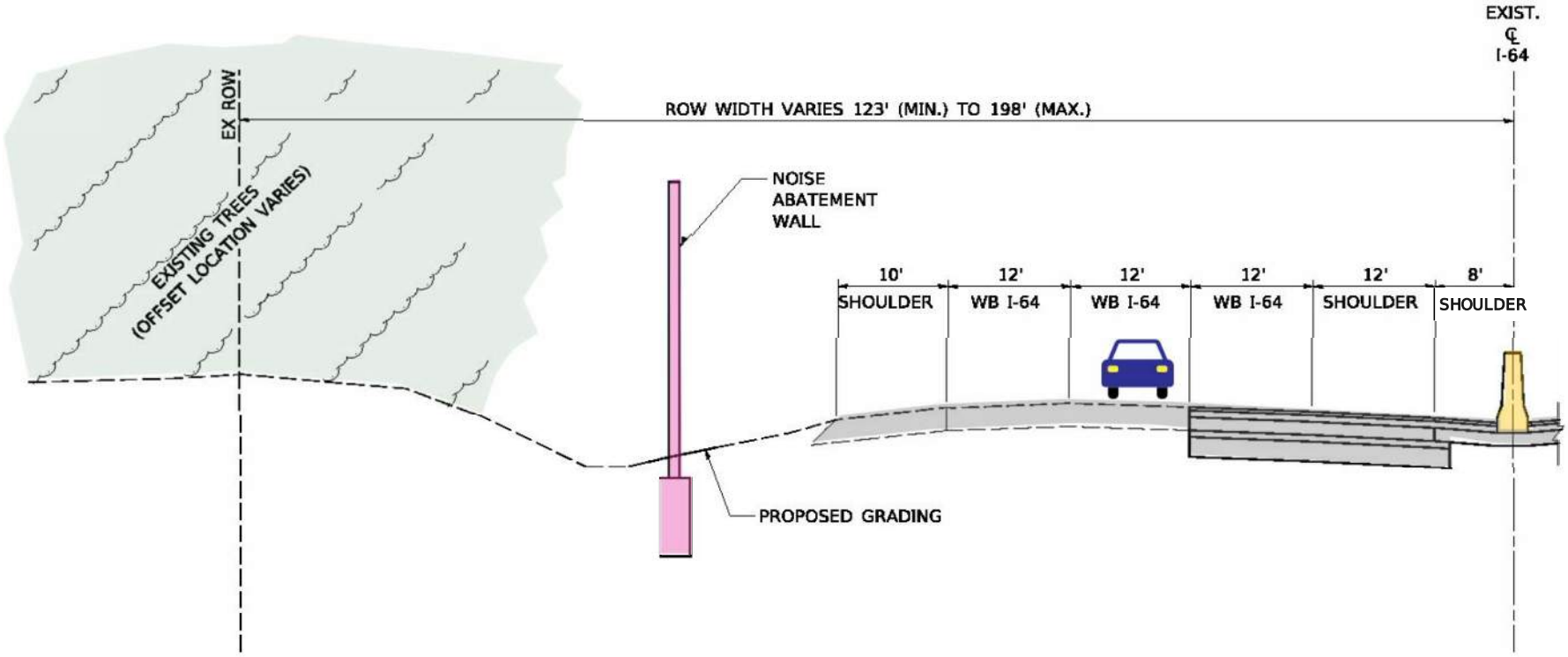
4 walls were feasible

4 walls were reasonable

NEXT STEP → **BENEFITTED RECEPTOR VOTE**

Reasonable & Feasible Noise Barrier Locations

Noise Wall Typical Section



(LOOKING EAST)
STA. 853+40.00 R1 TO STA. 883+60.00 R2 (I-64)

Context Sensitive Solutions (CSS)

Contest Sensitive Solutions (CSS) is an interdisciplinary approach that seeks effective, multi modal transportation solutions by working with stakeholders to develop, build and maintain cost-effective transportation facilities which fit into and reflect the project's surroundings – its "context".

CSS seeks answers to transportation problems through early, frequent, and meaningful communication with stakeholders, and a flexible and creative approach to design. The resulting projects should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.

Project Timeline

We are here

Phase I

Preliminary Design & Environmental Studies

Estimated 24-Month Duration

Phase II

Final Design and Contract Plan Preparation; ROW Acquisition

Estimated 24-Month Duration

Phase III

Construction of Project

Estimated 2 Construction Seasons

Thank you.

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Q&A Instructions

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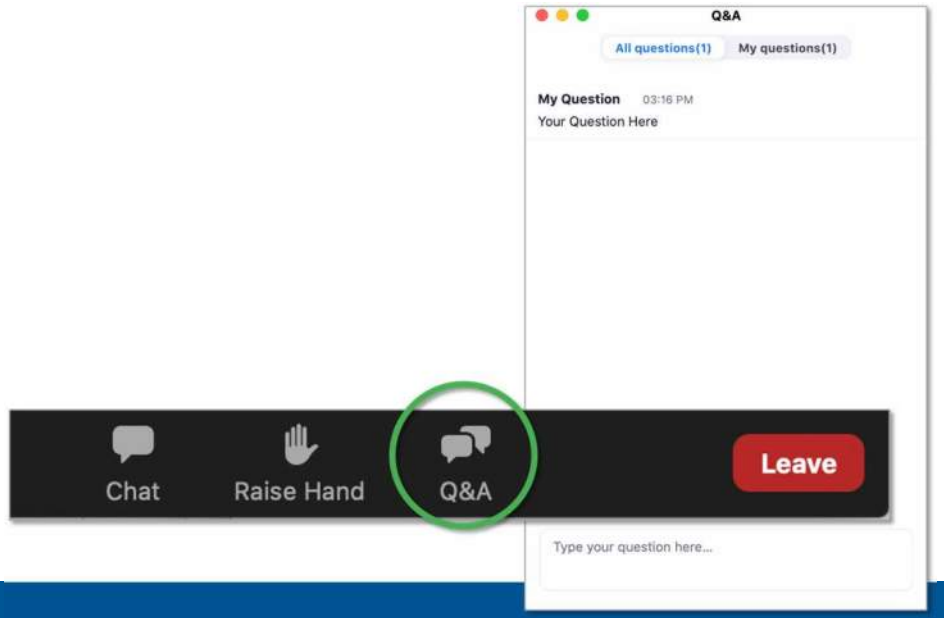

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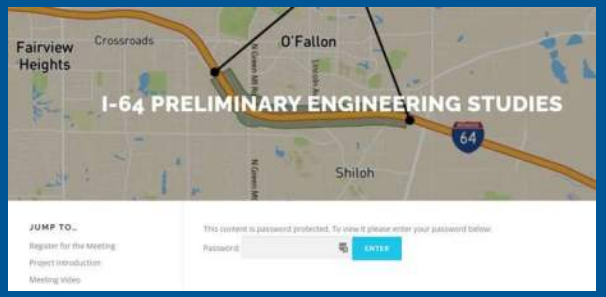

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Questions?

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