US ROUTE 40
Formosa Road to IL Route 162
PRELIMINARY ENGINEERING STUDY

Summary of Community Advisory Group (CAG) Meeting #1
US Route 40 from Formosa Road to Illinois Route 162
Preliminary Engineering Study

DATE: September 16, 2024, 6:00 pm
LOCATION: Tri-Township Park District Office, Troy, IL

Please note that the slide numbers refer to the presentation.

Meeting Discussion:

- David Hollway (Volkert) began the meeting by thanking the CAG volunteers for attending. David noted that the Project Study Group (PSG) would consist of IDOT staff and staff from Volkert and began introductions.
- David Holloway went on to note that there was a binder for each person containing a copy of the presentation, the handout from the first Public Meeting, a summary of the Community Context Audit form that each CAG member was asked to fill out, along with a copy of the Stakeholder Involvement Plan for this project. David explained that there would be approximately four (4) CAG meetings for this project and that documents would be added to the binders at each meeting. The binders are for the CAG members to keep, but please bring your binder back to each of the meetings.
- David then went on to explain that the purpose of this first meeting was to introduce the project to the CAG and said that the CAG's role was to help the PSG identify existing transportation issues and needs in the study corridor.
- Slide 6: The project study area covers US Route 40 from just west of Formosa Drive to Illinois Route 162. Feedback received from the Public Meeting held in March (as well as from stakeholder meetings) expressed concern regarding traffic volumes east of Bethany Drive continuing to grow, as well as safety concerns with recent crashes in that area. The PSG evaluated the concerns and concurred that due to the forecasted traffic growth and safety issues, extending the project limits to the state route of IL Route 162 was appropriate.
- Slide 7: There are three phases to most IDOT highway improvements projects. We are currently in the first phase, the Preliminary Engineering and Environmental Studies phase, where the PSG collects data and prepares several environmental reviews, as well as analyzes potential solutions. Phase II is the preparation of construction plans and land acquisition, and Phase III is construction. All phases of the project are currently identified in the FY 2025-2030 Proposed Highway & Multimodal Program.
- Slide 8: The focus of Phase I was discussed and mentioned that there may be a number of potential solutions; therefore, the advantages and disadvantages of each would need to be evaluated.
- Slide 9: There are many different topics that will be studied for Phase I, not just the roadway itself. NEPA includes policies and procedures that need to be met to consider the potential environmental impacts of the project design and scope.

- Slide 10: Context Sensitive Solutions, or CSS, is a collaborative process to involve stakeholders to develop transportation solutions that fit into and reflect the project's surroundings (or its "context"). Through communication with stakeholders and a flexible, creative approach to design, the resulting project 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.
- Slides 11-12: An essential component of IDOT's CSS procedures is the Project Study Group (PSG) which is comprised of members from IDOT, Federal Highway Administration (FHWA) , Volkert, Lin Engineering and Lochmueller Group. The PSG is formed from the representative members involved in the strategy and execution of the project. The CAG will provide insight to IDOT on the concerns and challenges along the corridor. FHWA is a member of the PSG and will provide oversight throughout the project.
- Slide 13: Who is a Stakeholder? A stakeholder is any person that has a direct stake in the project being considered and its outcomes. The PSG held one-on-one meetings with some stakeholders & representatives from local communities to introduce the study, discuss participation opportunities, obtain data and information related to the study, and discuss specific issues and concerns. Input received during these meetings will be used during project development. Additional one-on-one meetings may be held throughout the study, as needed.
- Slide 14: Community Advisory Group or CAG is a group of community representatives who volunteer to meet with the PSG at key milestones to review study progress and provide input from the perspective of the public on project alternatives. The CAG will consist of community leaders, property owners, business owners, residents, and other interested stakeholders. The CAG group represents a broad range of community interests. The CAG will meet approximately four times during the study.
- Slide 17-18: This section of US Route 40 is in the Village of Troy, Jarvis Township, as well as unincorporated Madison County and serves as a main east-west corridor connecting the adjacent communities of Troy, St. Jacob, and Highland. IDOT has initiated this study due to the increasing traffic volumes on US Route 40 and the development occurring in the area. This project is anticipated to address future traffic growth.
- Slides 19-21: The existing US Route 40 roadway cross section varies throughout the project. On the west end of the project, the roadway consists of four lanes with a median and shoulders, that transitions to two lanes with shoulders and turn lanes in some locations.
- Slide 22: Traffic data is compiled from routine traffic counts along the route and the intersecting roadways. The counts are used as a baseline (existing) number to see what the current conditions are, as well as a projected number, typically a 20-year projection from when we believe that the project will be constructed. The baseline number is used to determine the projected traffic volume with a yearly percent increase based on historical growth in the area. We then use this projected volume to analyze what the conditions may be without improvements, and also with the various improvements that are explored as part of this study in order to see if the proposed improvements address the project's need.

- Slide 23: The photos show that there is a notable amount of congestion at the intersection of US Route 40 with Troy-O'Fallon Road. Vehicles are backing up and having to wait, sometimes through more than one signal cycle, to proceed through the intersection. These delays and queues can be the cause of crashes and can also make travel times along the corridor unpredictable.
- Slide 24: Crashes can tell us a lot about deficiencies on the road network. There have been over 200 crashes along US Route 40 over the five-year period being studied. The most predominant crash type has been rear end crashes, which accounted for over half of the collisions documented from 2017-2021. Rear-end crashes tend to occur in areas with high traffic volumes, traffic signals, significant congestion or long delays, locations with a significant amount of turning traffic or high numbers of entrances, or due to vehicles traveling at higher than posted speeds. There are also a significant number of turning crashes which may indicate a lack of sight distance, inadequately timed traffic signals, high traffic volumes, lack of turn lanes, and vehicles traveling at higher than posted speeds. The majority of these crashes have been property damage only crashes, meaning there were no reported injuries either at the time of the crash or shortly thereafter. However, within the limits and time frame currently studied, there were crashes with injuries.
- Slide 25: Besides safety, another feature evaluated for roadway performance is level of service. What is Level of Service? LOS is a qualitative measure used to relate the quality of traffic service. This typically uses measures such as travel time, travel speed, maneuverability, and delay to determine the level. At a LOS A, vehicles may travel at the speed they choose on segments and are not likely to be stopped for long, if at all, at an intersection. LOS B and C are still desirable situations where traffic is still moving mostly at the posted speed with some delays or slowdowns. As we approach a LOS D, traffic is beginning to queue and travel speeds are noticeably slower, however, in some locations, such as a highly urbanized area, this LOS is still acceptable. The conditions become worse as they continue to deteriorate at LOS E and by LOS F, the conditions are intolerable. Traffic may be at a standstill, it may take several cycles for a vehicle to get through a signalized intersection, and traffic on the sideroads may not be able to cross or turn onto the main road at unsignalized intersections due to queueing.
- Slides 26-27: The next two slides show what the current LOS is along the top, and the bottom shows a 20-year projection of what may happen as traffic grows and no improvements are completed along the corridor. There are already LOS D-F at some intersections in the present condition as well as the future no build. It should also be noted that some of the intersections that are experiencing worse LOS are also ones that have higher safety tier ratings.
- Slide 28: The needs and safety of all users of the corridor are being considered. IDOT is aware that there are not continuous pedestrian and bicycle accommodations along the route. IDOT is also aware of projects by the City of Troy and Jarvis Township to help bridge some of these gaps. IDOT will determine if there are other needs and plans to try and incorporate any improvements as part of this project.
- Slide 29: A public meeting was held on March 6th at CA Henning Elementary School. Approximately 126 individuals signed-in at the meeting. The comments focused on:
    - Congestion, access, and safety issues

  - Crosswalks, sidewalks, and street lighting concerns
  - Access to businesses
  - Speed limit reductions along the corridor
  - Extend Project Limits to the East
  - Work with property owners along the route
  - Right-of-Way (ROW) Concerns
- Slide 30: The Phase I Process involves four main steps: 1. Identify Stakeholders & Data Collection, 2. Develop the Purpose of the Project, 3. Develop and Evaluate Alternatives, and 4. Determine a Preferred Alternative. The PSG has been completing the first step of this process by identifying stakeholders along the US Route 40 corridor. Concurrently, the PSG has collected data and will continue to collect information about the project study area during the process. The second step consists of utilizing the data gathered and working with the stakeholders to identify transportation and infrastructure issues in the study area and develop the project's purpose, goals, and objectives. The result is the development of a Purpose and Need, which will be the basis for developing and analyzing potential solutions. The third step in the Phase I Process will be to develop and evaluate a range of potential alternatives to address the project's Purpose and Need, including a No-Build Alternative. There will be numerous opportunities for stakeholders to provide input during the development and evaluation of project alternatives. The final step of the Phase I process involves identifying a preferred alternative, which will best solve the transportation issues along US Route 40, minimize impacts to the environment, and fit within the context of the surrounding communities. IDOT anticipates the US Route 40 Phase I Study to be complete in approximately 18 to 24 months.
- Slides 31-34: The CAG members were asked to think about the Community Context Audit (CCA) form that they had filled out and list the items/features that they were most concerned about. Then as two groups, they came together and discussed these items and developed lists with a little more detail.
  - The two groups noted issues which were condensed into multiple topics:
    - Access Issues:
      - Concerns that access would be restricted during construction causing additional issues. Also, that access for future growth would not be a factor in the proposed design.
      - Concerns that left turns at access points for entrances and side roads are creating backups and potentially crashes in both directions and for exiting traffic.
      - The sight distance is limited, and it is difficult to make left turns at Americana due to the proximity to the US Route 40 and Troy/O'Fallon Road intersection. Maybe right-in/right-out only access at this location would be better.
      - While there is a shared use path along the north side of US Route 40, bicycle and pedestrian access across US Route 40 is very limited. There are few places

to connect the subdivisions to the south to the path. There also is no sidewalk or path on the south side of the road.
    - The speed limit along US Route 40 is inconsistent, with it varying from 45 mph on the west end of the project, up to 55 mph, and then back to 45 mph and then back up to 55 mph at the east end. It would be preferable to have a single posted speed throughout the limits of the project.
- Intersections
    - MCT has access to US Route 40 at Sherbourne, which needs to be designed for a 40' bus.
    - The schools along US Route 40 would benefit from dedicated turn lanes to help with mobility.
    - Currently there is no right turn lane for northbound Troy/O'Fallon Road at US Route 40 and vehicles making the right are either waiting behind through traffic or using the shoulder to turn.
    - The westbound left turn at Triad High School should be re-evaluated for length. Currently vehicles are queuing outside of the turn lane during school drop off & pick up hours.
    - A left turn lane at CA Henning School is desired.
    - During peak hours, it is difficult for vehicles to safely turn into or out of the various entrances along the route.
    - At US Route 40 and Formosa Road, the traffic signals should be evaluated for a left turn yield on green.
    - There is interest for a traffic signal at IL Route 162
    - The traffic signals along the corridor should be optimized for more efficient traffic flow.
- Drainage
    - There is a significant amount of runoff on Lions Drive near Eaton B-Line that flows into the subdivision south of this location.
- Bicycle/Pedestrian
    - Due to heavy amount of traffic, a potential pedestrian bridge at Formosa would increase safety for pedestrians and cyclists trying to cross US Route 40.
    - Due to the traffic and high volume of pedestrians and cyclists, a potential protected pedestrian crossing at Triad High School should be considered.
    - MCT Extensions
    - Students walking along US Route 40 – Main Street to Triad High School.
    - There is a lack of accommodations on the south side of US Route 40. There are no sidewalks or paths on the south side of the road.
- Coordination with Future Construction/Improvements
    - MCT has concerns about how improvements will impact bus travel and shared use paths.

- Concerns about how future expansion of SRA Bradley R. Smith Drive will work with improvements on US Route 40.
- How will the project impact the City of Troy/Jarvis Township sidewalk/path extension?
- How will the roadway improvements impact the new school developments? Will the improvements take into account the proposed new school or future expansion?
- How will the roadway improvements impact or work with the City zoning?
- How will the existing business access be impacted during construction and in the future? Will entrances remain open during construction?

- Slides 35-36: The next step of the process is to create a Project Problem Statement. This should be a concise statement that focuses on identifying the issues with the US Route 40 corridor. Essentially a statement on what is wrong with US Route 40. Then alternatives will be evaluated for how well they address the issues identified in the Problem Statement.
- Slide 37: The draft problem statement was, "The transportation concerns with US Route 40 from Formosa Road to IL Route 162 are increasing traffic volumes and congestion along the corridor, along with a number of crashes, which overloads the area-wide traffic system. This in turn compromises safety, mobility and impacts the quality of life of the community which could be enhanced through improvements to the corridor."
- Slide 38: The general concerns from the CCA forms were:
  - Speed Limits are inconsistent and a little high for the development that is on US Route 40
  - During peak hours people are unable to enter and exit entrances safely. Sight distance needs to be evaluated at certain entrances.
  - Traffic congestion
  - Crashes
  - Mobility
  - Lack of pedestrian accommodations
  - Lack of street lighting
  - Economic development should be considered when evaluating improvements

  Overall, the problem statement was agreed on, but it was suggested that something be added to address: access into and out of side roads and entrances, flow of traffic, lack of efficient access to properties, and safety of pedestrians. A revised Problem Statement will be sent out with the summary.
- Slide 39: The next meeting date has not been set yet, but at the next meeting we will finalize the Problem Statement, discuss Potential Solutions, and look at Typical Section Alternatives.

Attachments:
Meeting Sign In Sheet
Updated Draft Problem Statement