Welcome!

US 52 from River Road to Houbolt Road

Public Hearing

October 10, 2024

I-55 at IL 59
Access Project

JOLIET | Illinois Department of Transportation

Submit Public Comment

Comments received by Tuesday, November 12, 2024, will be included as part of the hearing's public record.

PROVIDE COMMENT
to the Court Reporter

PROJECT WEBSITE
Scan the QR code or visit:
I55atil59accessproject.org

EMAIL
info@i55atil59accessproject.org

MAIL
Illinois Department of Transportation
Attention: **Lori S. Brown**
Bureau of Programming
201 West Center Court
Schaumburg, IL 60196-1096

Public Forum Rules and Time

Forum Format:

- Speaker order will be determined by the order in which the sign-up forms are received.
- First speaker is called; speaker approaches the microphone. Two additional names will be called indicating that they are next in order. When the first speaker is finished with their testimony, the next speaker will approach the microphone and then give their testimony.
- A projector and screen will be used to indicate timing:
  - **GREEN** – Indicates **GO** and will remain on the screen for 1 1/2 minutes
  - **YELLOW** – Indicates 30 seconds remain
  - **RED** – Indicates **STOP**; wrap up comments to allow the next speaker to comment

The Public Forum is an opportunity to provide testimony to a court reporter.

Forum Rules:

All speakers **MUST** complete a Public Forum Sign-Up Form.

At the beginning of the Forum, individuals who would like to participate should raise their hand to obtain a sign-up form if they have not already completed one.

The speaker will be required to repeat their full name and spell their full name so the court reporter can record it correctly.

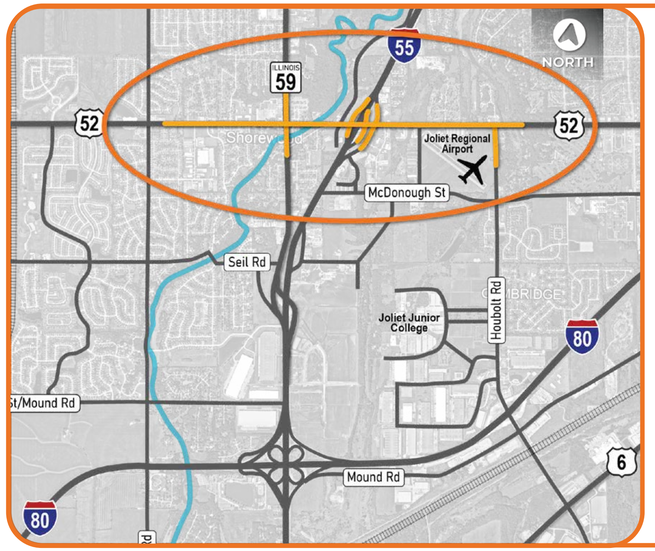
Comments are limited to **TWO MINUTES MAXIMUM**.

Public Forum Begins

6:00 p.m.

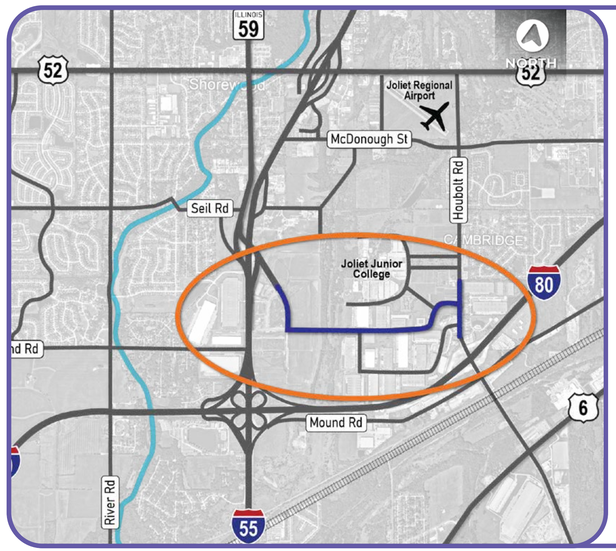
I-55 Access Study

The Preferred Alternative for the I-55 Access Study resulted in the identification of four independent improvement projects.



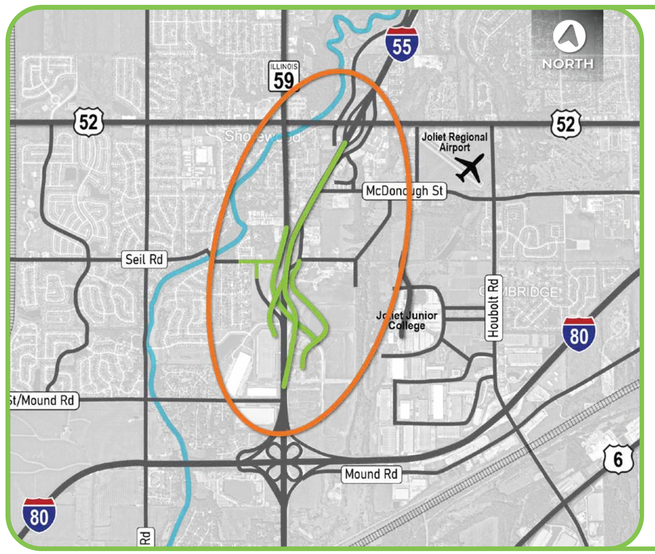
01 US 52 from River Rd to Houbolt Rd

The proposed US 52 Project includes the reconstruction and widening of US 52 from east of River Road to Houbolt Road to provide two travel lanes in each direction with a raised, curbed center median. The project also includes major intersection improvements at the US 52 intersection with IL 59, I-55 interchange ramps and at Hoboult Road. The project will accommodate connectivity of sidewalks and existing trails.



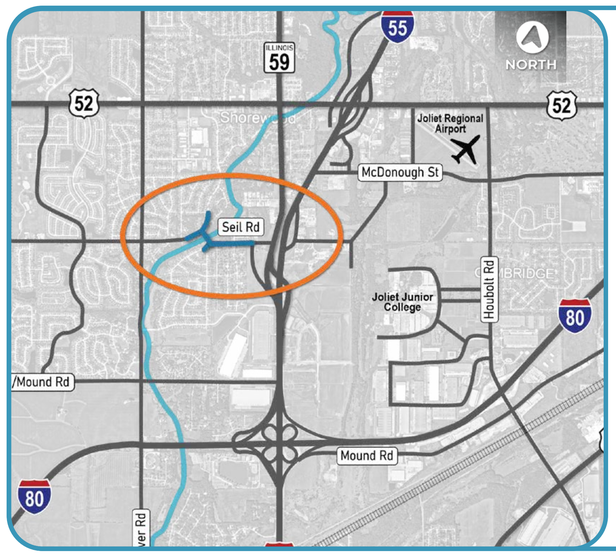
03 Olympic Blvd from I-55 East Frontage Rd to Houbolt Rd

This project includes the extension of Olympic Boulevard west to the I-55 East Frontage Road. This improvement study is now complete and is under construction. Subsequent project phases are being led by the City of Joliet.



02 I-55 from I-80 to US 52

The Interchange Project includes the conversion of the existing partial interchange at IL 59 and I-55 to a full access diverging diamond interchange, also known as a DDI. This improvement study is complete and is under construction.



04 Seil Rd from Raven Rd to IL-59

The Seil Road Improvement Project includes the construction of mini-roundabouts at the Seil Road intersections with States Lane and Raven Road. It also includes a center left turn lane, bridge reconstruction and improved pedestrian/bicyclist connectivity over the DuPage River. This improvement study is complete, and subsequent project phases are being led by the Village of Shorewood.

IDOT Project Phases

The I-55 Access Study includes four independent improvement projects that are being implemented in three phases each.

Phase I: Preliminary Engineering and Environmental Studies

This phase includes preliminary engineering and environmental studies. Issues are identified, current system or operational deficiencies are documented, alternative analysis studies are performed, and a preferred alternative is selected.

- ***Improvement 1: US 52 from River Road to Houbolt Road***

Phase II: Design/Land Acquisition

During this stage, detailed construction plans and specifications are produced for contractors to construct all proposed improvements. The land required to build, operate, and maintain the transportation facility, as identified in Phase I, is negotiated and purchased in Phase II.

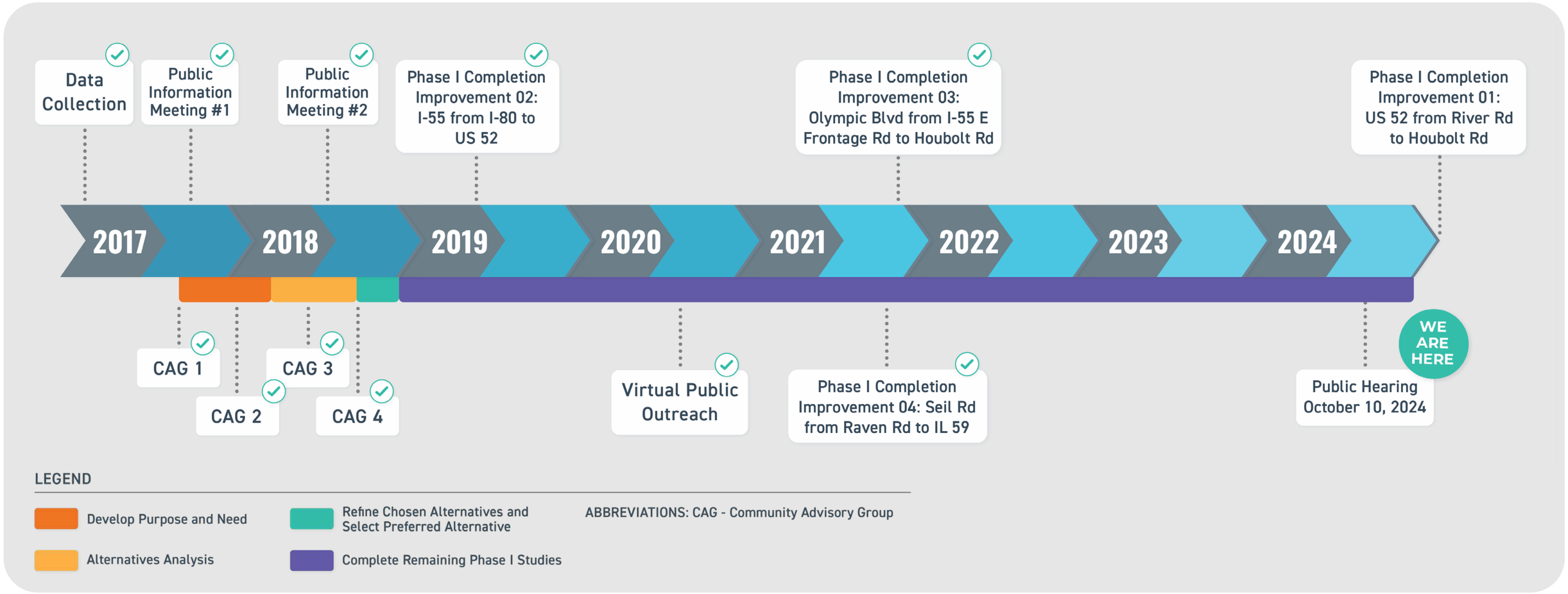
- ***Improvement 4: Seil Road from Raven Road to IL 59***

Phase III: Construction

The proposed improvements are constructed, operated, and maintained.

- ***Improvement 2: I-55 from I-80 to US 52***
- ***Improvement 3: Olympic Boulevard from I-55 East Frontage Road to Houbolt Road***

Project Schedule



Previous Public Information Meetings

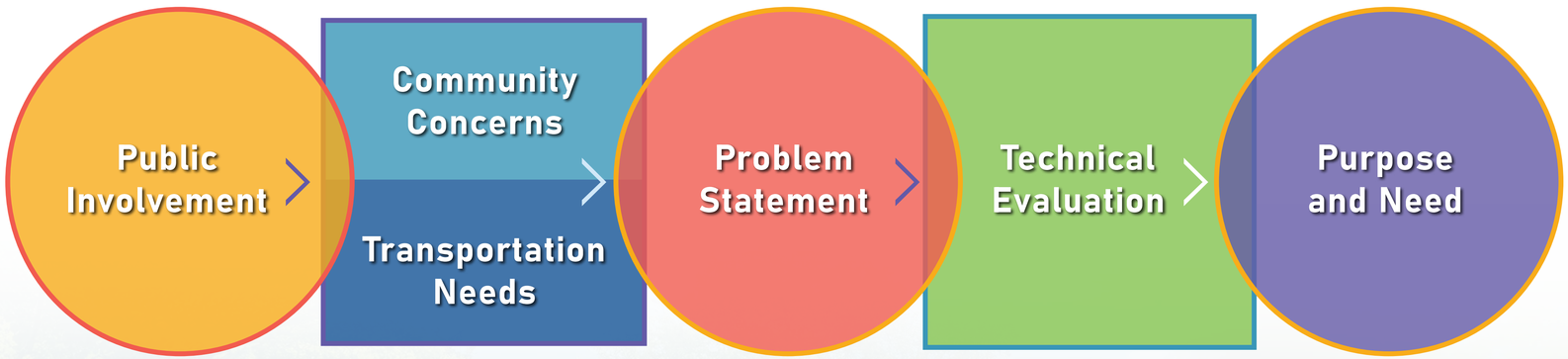
- **July 7 – August 3, 2020** (Virtual Public Outreach): Preferred Alternative / Independent Utility Presentation I-55 Access Study
- **April 11, 2018:** Presentation of alternatives to be carried forward for further study
- **September 14, 2017:** Presentation of existing conditions

Purpose and Need

Project Purpose:

The purpose of the project is to provide an efficient transportation facility for both interstate travel, and for the regional and local roadway network accommodated by and affected by access to and from I-55 for existing and future transportation needs.

How the Purpose and Need was Developed:



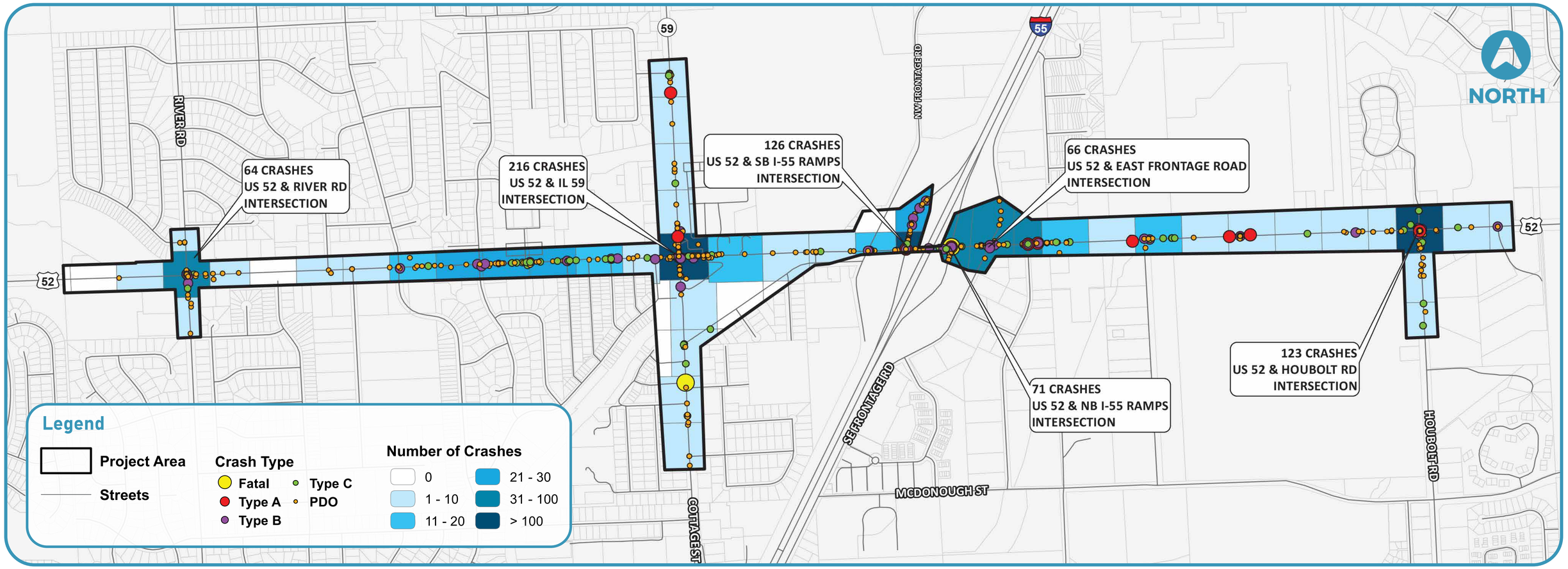
Project Needs:

What is a Purpose and Need Statement?

- Fundamental requirement for a project involving the National Environmental Policy Act (NEPA) process.
- Provides the foundation for project justification under NEPA and Section 404 of the Clean Water Act.
- Concise technical document providing information and facts about the transportation needs.
- Establishes the framework for which alternatives can be developed, measured and evaluated.
- Clarifies/describes why impacts may be acceptable based on the project needs.

Crash History: US 52 from River Road to Houbolt Road

Crashes by Location and Severity - 2018 to 2022



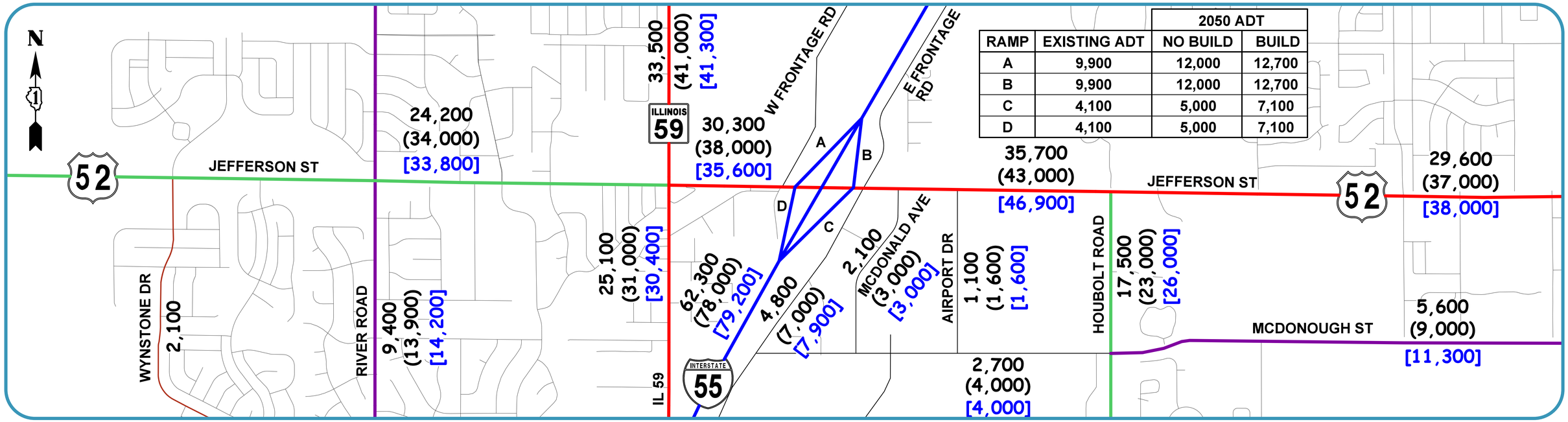
Crash Facts:

- 1,001 total crashes occurred within the US 52 study area in a 5-year period.
- 2 crashes involved a fatality. One occurred on IL 59 (head-on crash), and the other at the US 52 & NB I-55 Ramps intersection (turning crash).
- 13 crashes involved a Type A / incapacitating injury.
- Most common crash types are read-end (45%), turning (35%), and sideswipe same direction (7%).
- There were 4 pedestrian and 3 bicyclist crashes. All were reported with injuries; 1 pedestrian crash resulted in a Type A injury.

Injury Types:

- Type A - Incapacitating Injury
- Type B - Non-Incapacitating Injury
- Type C - Injury is reported but not evident
- PDO - Property Damage Only

Existing and Projected Average Daily Traffic



RAMP	EXISTING ADT	2050 ADT NO BUILD	2050 ADT BUILD
A	9,900	12,000	12,700
B	9,900	12,000	12,700
C	4,100	5,000	7,100
D	4,100	5,000	7,100

LEGEND

ROADWAY FUNCTION CLASSIFICATION

- INTERSTATE
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR
- LOCAL STREET

1,234	EXISTING ADT
(1,234)	NO BUILD 2050 ADT
[1,234]	BUILD 2050 ADT

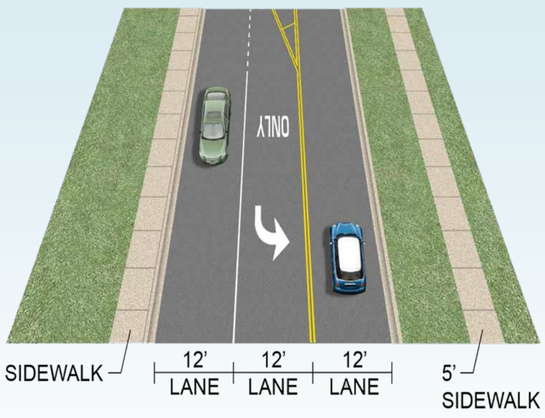
Proposed Improvements:
US 52 from River Road to Houbolt Road

The proposed improvements include roadway widening to four lanes with curbed median, intersection improvements, and continuous pedestrian and bicycle accommodations for the US 52 corridor.

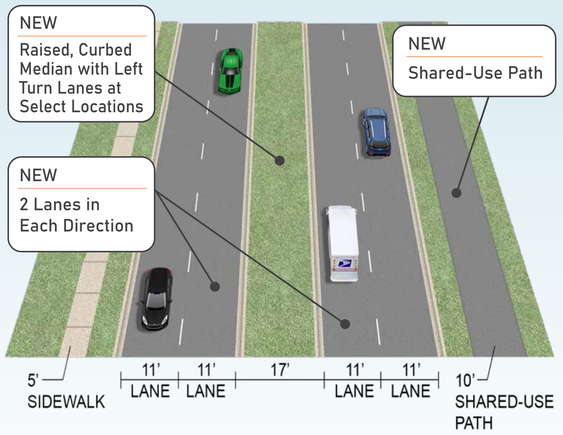
Existing Conditions (West of IL 59)

Existing Conditions (East of IL 59)

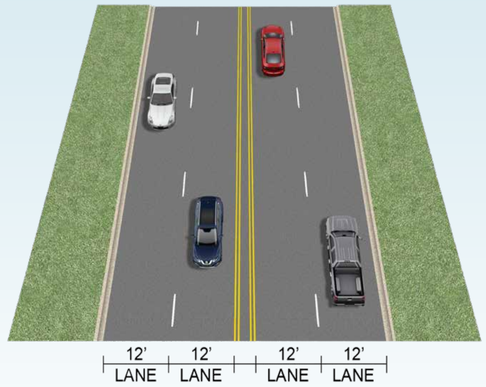
Existing Cross Section



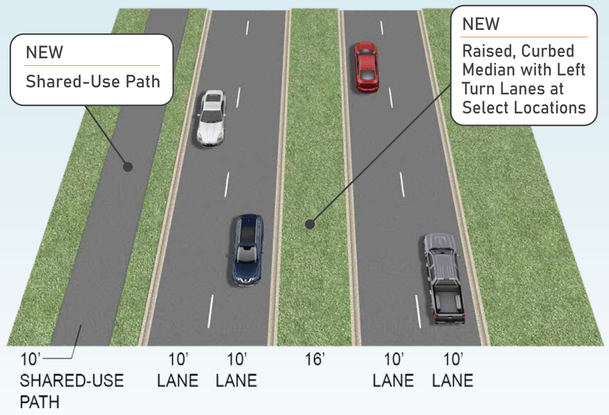
Proposed Cross Section



Existing Cross Section

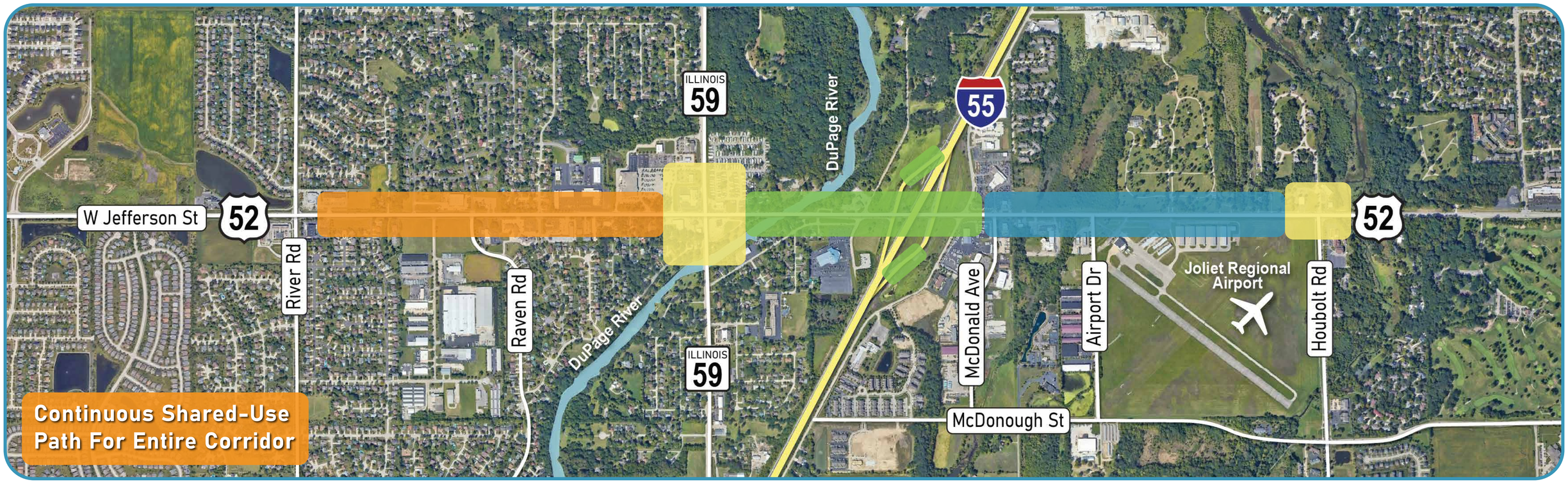


Proposed Cross Section



Proposed Improvements:

US 52 from River Road to Houbolt Road



- Additional Lanes and Curbed Medians with Left Turn Lanes at Select Locations
- Intersection Improvements
- I-55 at US 52 Interchange Improvements
- Curbed Median with Left Turn Lanes at Select Locations

Proposed Improvements - Bicycle and Pedestrian:

US 52 from River Road to Houbolt Road

- Shared-Use Path (US 52 South Side)
- Shared-Use Path (US 52 South Side) / Sidewalk (US 52 North Side)
- Shared-Use Path Bridge Over DuPage River (US 52 South Side)
- Shared-Use Path (US 52 North Side) / Sidewalk US 52 (US 52 South Side)
- Shared-Use Path (US 52 North Side)

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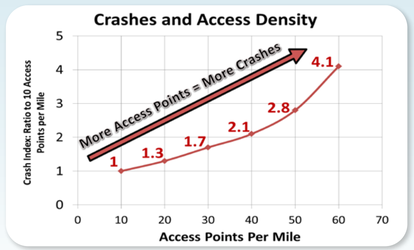
US 52 Access Management

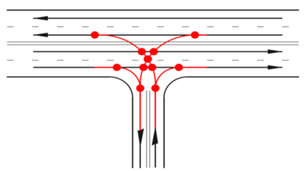
WHY HAVE ACCESS CONTROL?

- Access Management's ultimate goal is **SAFETY** and **MOBILITY**. (74% reduction of turning crashes and 30% increase in roadway capacity)
- Growing effort by government agencies to improve how major transportation corridors are managed.
- US 52 is designated as "PRINCIPAL ARTERIAL" and functions as a major roadway designed to move traffic over longer distances.
- Two primary functions of roads: **MOBILITY** (move large volumes of traffic) or provide access (minor roads; collectors and locals).

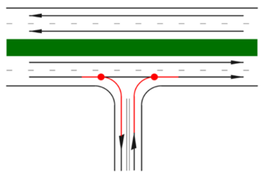
Managing Access Reduces Crashes



Managing Access Improves Safety by Reducing Traffic Conflicts

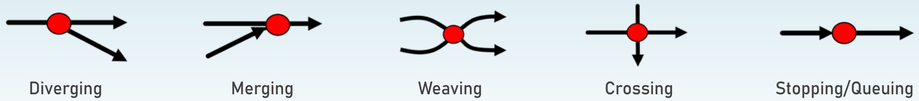


No Access Management
11 Conflict Points



With Access Management
2 Conflict Points

Traffic Conflict Types



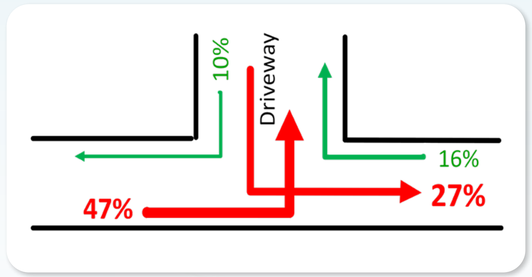
Frequently Asked Questions?

- ***Won't I lose customers if they can't turn left into my business anymore?***
  Left turning traffic is likely already minimal during peak periods on a congested roadway because there are inadequate gaps in the traffic stream. With access control implemented, a U-turn and right turn is a much safer option on a busy road that customers will learn to appreciate. It may attract more customers previously apprehensive of making unsafe, dangerous left turns.
- ***Why not just signalize all median openings and high volume driveways?***
  Warranted signal installation depends on many factors including: volume of traffic, proximity to other signals, impact on public safety, and traffic congestion. Unwarranted traffic signals can cause additional crashes and undue delays, which may lead to frustrated motorists disobeying them and could have serious and deadly consequences.
- ***So what's the bottom line on access management?***
  Benefits include: fewer roadway delays, better traffic flow, safer approach to businesses, which will preserve and possibly enhance the market reach of businesses to the corridor. A safer, uncongested roadway will allow customers to get to your business compared with an unsafe, congested roadway which they will avoid.

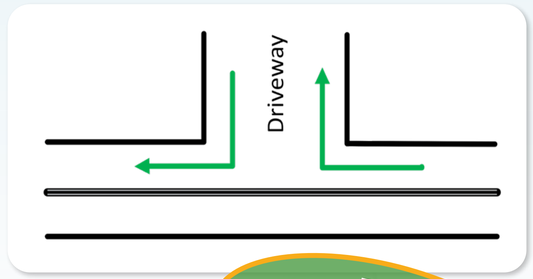
What is a curbed, barrier median and its benefits?

- A divider consisting of a grass, landscaped, or concrete area that separates opposing traffic.
- Discourages and/or prevents vehicles from crossing the divider.
- Common form of access control.
- Greatly improves safety by reducing the number of turning conflict points.
- Provides refuge areas for pedestrians and reducing motor vehicle crashes.
- Turn lanes located in the median provide a safe refuge for left and U-turns.
- Turn lanes reduce rear end crashes by removing stopped vehicles from through traffic.
- Barrier medians eliminate 74% of crashes at driveways.

Typical Turning Crash Percentages at Driveways



With Barrier Median
"Right-In" & "Right-Out" Movements Only



Example of a Landscaped Barrier Median

Land Acquisition

Land Acquisition Types

FEE SIMPLE

- Acquisition of all rights and interest

PERMANENT EASEMENT

- Ownership retained by the property owner
- Agency is allowed permanent use of the property for construction and future maintenance

TEMPORARY EASEMENT

- Ownership retained by the property owner
- Agency is allowed temporary use of the property to construct the project

Land Acquisition Process

OWNERSHIP DETERMINATION

APPRAISAL

NEGOTIATION

COURT PROCEEDINGS (IF NECESSARY)

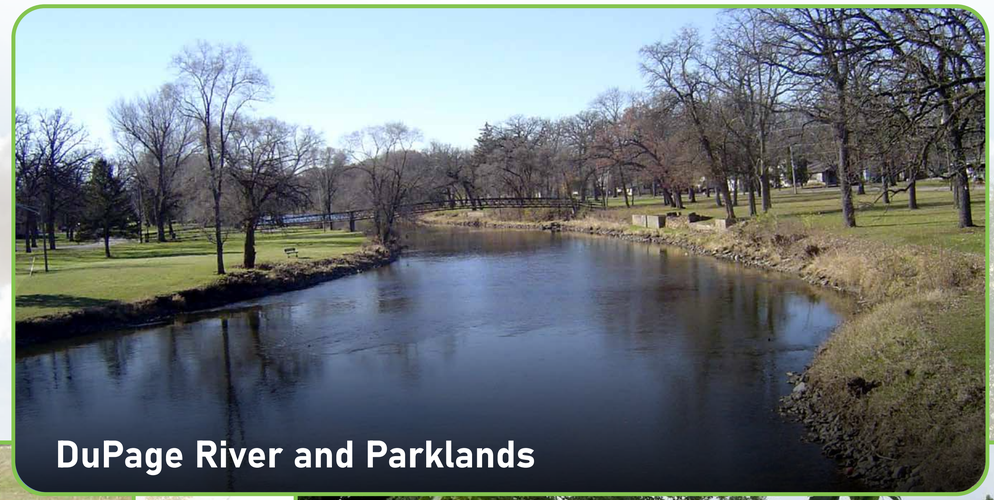
Illinois Department of Transportation

IDOT WILL STRIVE TO MINIMIZE THE NEED TO ACQUIRE PROPERTY.

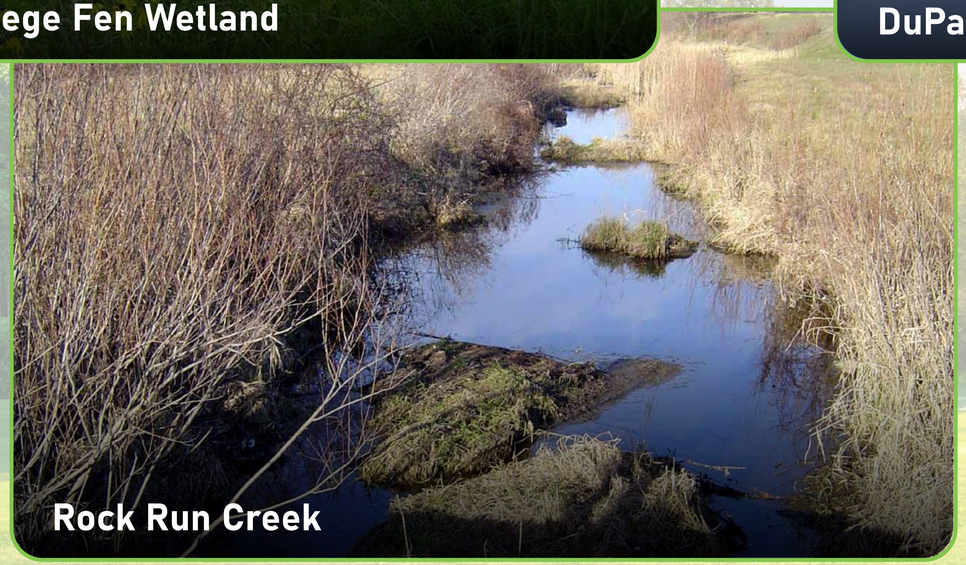
Environmental Study Information

The National Environmental Policy Act (NEPA) of 1969 is a federal law that outlines policies to protect the environment. NEPA requires that federally funded projects seek to avoid, minimize and mitigate impacts to the natural and built environment. Some of the considerations include air quality, farmland, community impacts, wetlands, parklands, civil rights, endangered species, and cultural resources. This study is being performed in compliance with NEPA requirements.

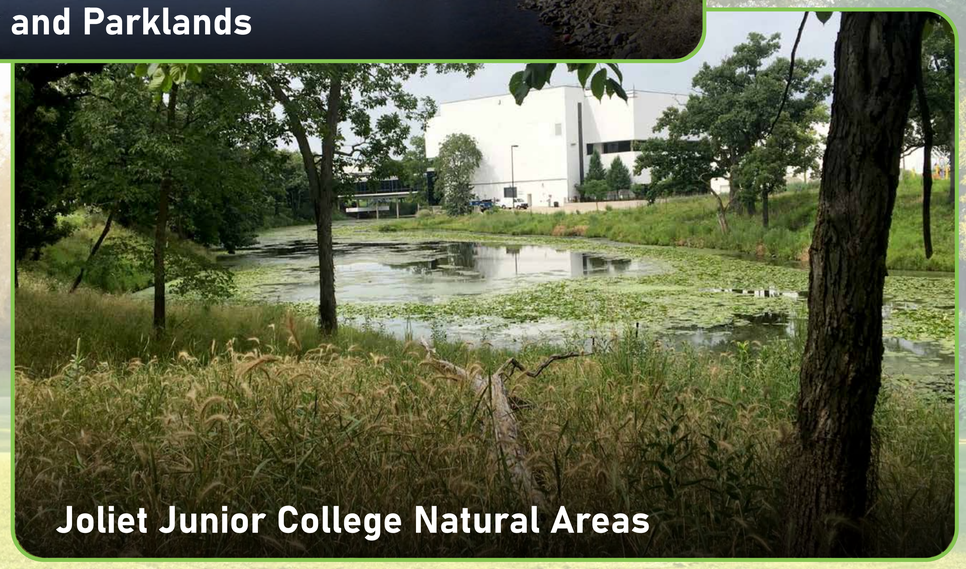
Joliet Junior College Fen Wetland



DuPage River and Parklands

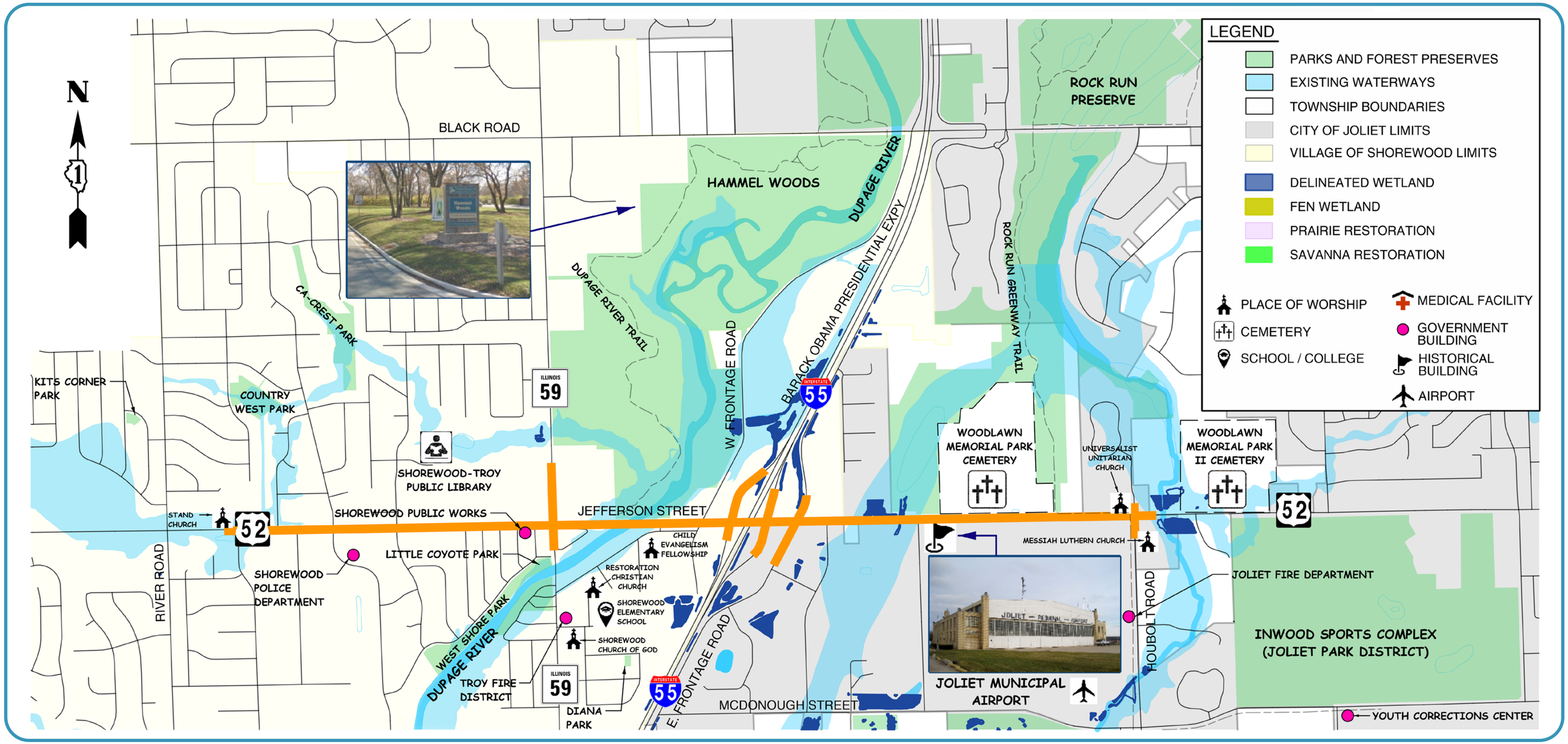


Rock Run Creek



Joliet Junior College Natural Areas

Environmental Inventory Board



PROPOSED IMPROVEMENTS

US 52 (JEFFERSON STREET)
FROM RIVER RD TO HOUBOLT RD

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Section 4(f) Impacts:
Hammel Woods and Rock Run Preserve

Hammel Woods

Permanent Easement - 0.03 acres

Temporary Easement - 0.07 acres

Purpose:
- Construction/maintenance of proposed retaining wall & culvert extension
- Driveway reconstruction

Rock Run Preserve

Temporary Easement - 0.073 acres

Purpose:
- Construction of shared-use path
- Rock Run Trail connection

Noise Study Information

Traffic Noise Study Process

IDENTIFY NOISE RECEPTORS

Exterior and Interior Noise

- IDOT and Federal Highway Administration (FHWA) stipulate that outdoor areas of frequent human use be given primary consideration.
- Interior noise for private residences is not studied; the study analysis focuses on noise levels that interfere with outdoor conversations.

DETERMINE NOISE LEVELS

Predicted Traffic Noise Using FHWA Traffic Noise Model

- Existing Conditions (validated by field measurements)
- Future 2050 - without Improvements (No Build)
- Future 2050 - with Improvements (Build)

RECOGNIZE NOISE IMPACTS

Impacts identified for worst-case receptors

1) Future noise levels approach, meet or exceed the FHWA Noise Abatement Criteria (NAC)
   - Activity Category (CAT) B/C: Residential, cemetery, library, hospital, parks, etc.
   - CAT E: Hotels, motels, office, restaurants, etc.
2) Substantial increases in noise compared to existing conditions (+15 decibels or greater)

TRAFFIC NOISE ABATEMENT ANALYSIS

NOISE WALLS MUST BE FEASIBLE AND REASONABLE

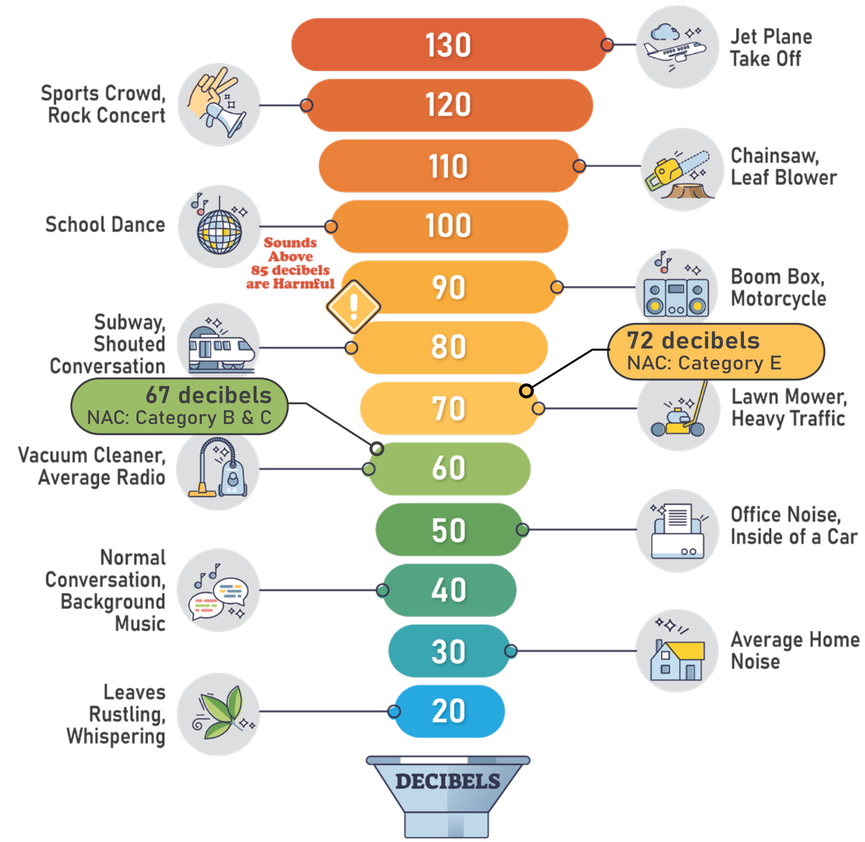
Feasibility

- Must achieve at least 5 decibels noise reduction for at least two impacted receptors.
- Must be feasible to construct.

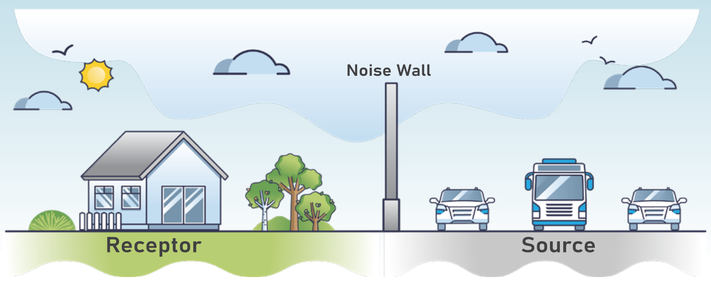
Reasonableness

- Must achieve an 8 decibels reduction for at least one benefited receptor.
- Must be cost-effective (generally $30,000 per benefited receptor).
- Final decision on noise wall installation is based on the viewpoints of those that will benefit from the wall.

Common Noise Levels



Noise Wall Example

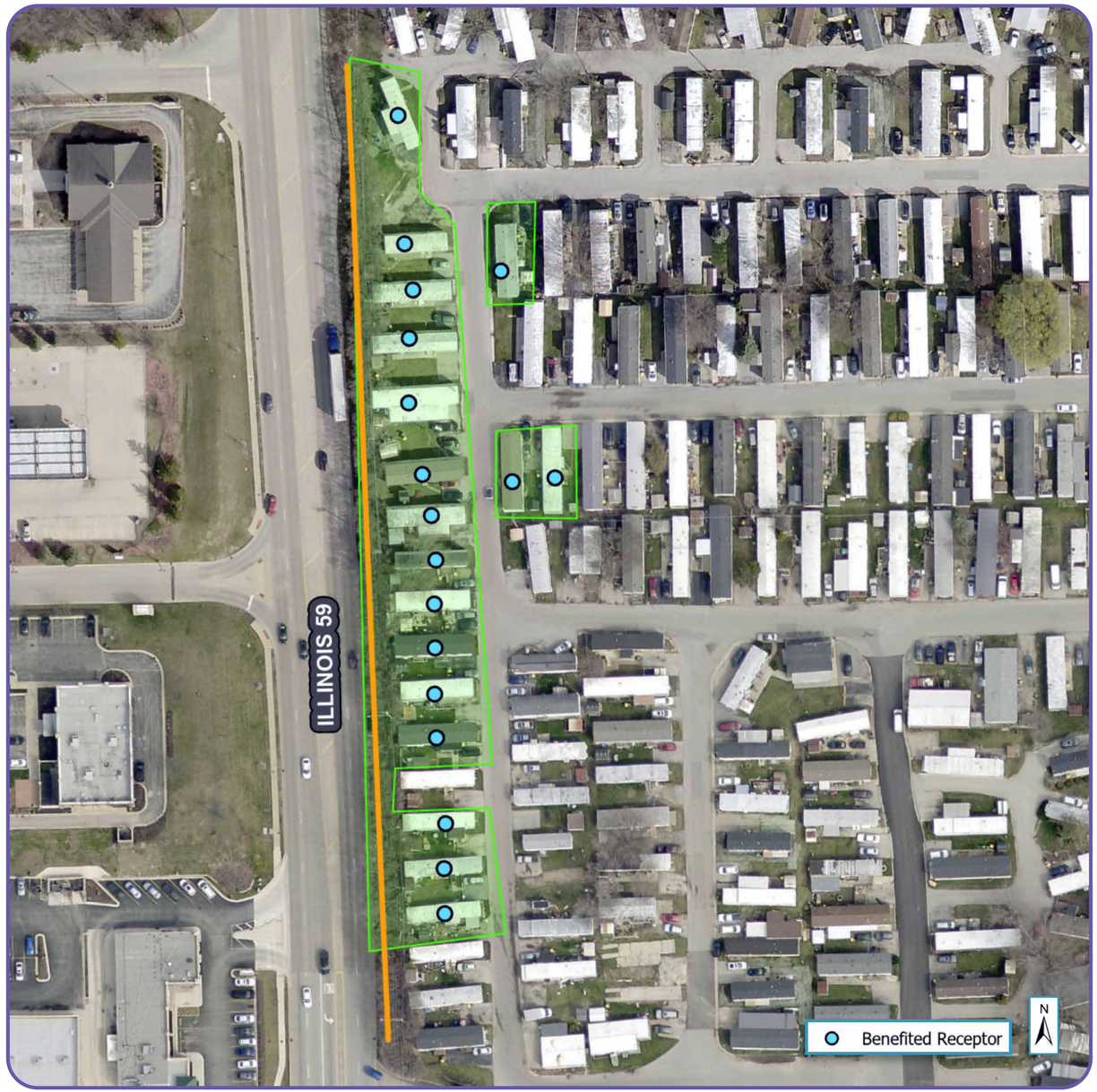


Response goal of **33%** of benefited receptors per proposed barrier

If response goal is not met a second mailing will be sent to maximize response rate for voting

Potential Noise Abatement Walls:

US 52 from River Road to Houbolt Road



Potential Noise Wall on IL 59 - Benefited Receptors

Potential Noise Wall on US 52 Near Brookshore Drive - Benefited Receptors

Traffic Noise Abatement Information:

- Four noise abatement walls studied
- Two walls found to be feasible and reasonable
- Potential wall on US 52 near Brookshore Drive is 670 feet long in total
- Potential wall along IL 59 is 770 feet long
- Wall heights range from 8 to 12 feet
- Wall implementation is dependent upon voting by benefited receptors (at least a five decibel traffic noise reduction)