

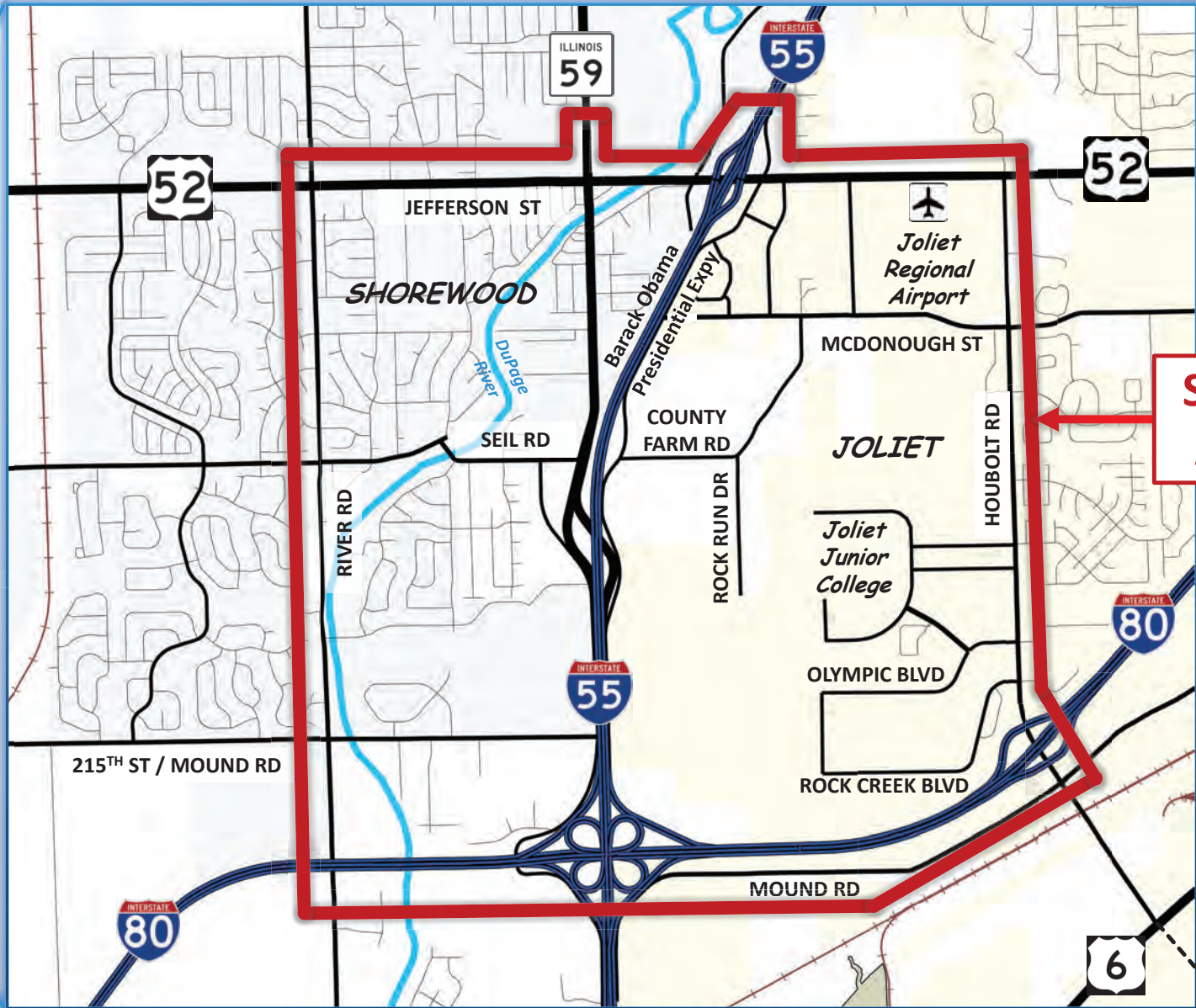
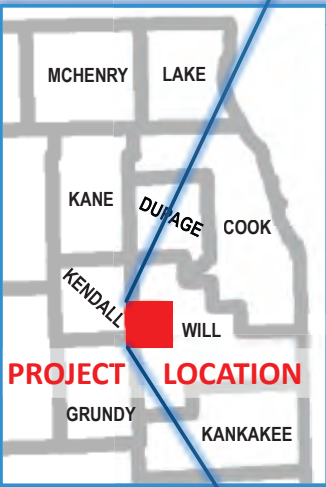


# I-55 at IL 59 Access Project

# PROJECT LOCATION MAP

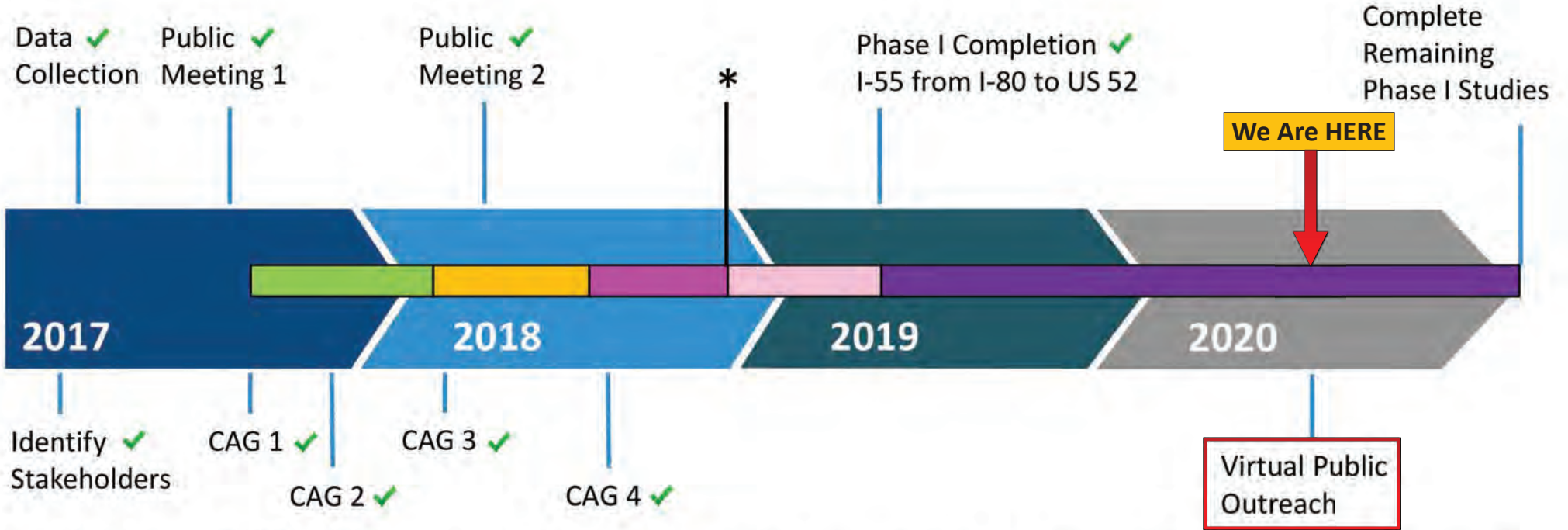


JOLIET



**STUDY  
AREA**

# PROJECT SCHEDULE



Identify Stakeholders ✓

CAG 1 ✓

CAG 2 ✓

CAG 3 ✓

CAG 4 ✓

Virtual Public Outreach

CAG – Community Advisory Group

\* Federal Highway Administration (FHWA) approval for 4 independent projects

Develop Purpose and Need

Alternatives Analysis

Refine chosen alternates and select preferred alternative

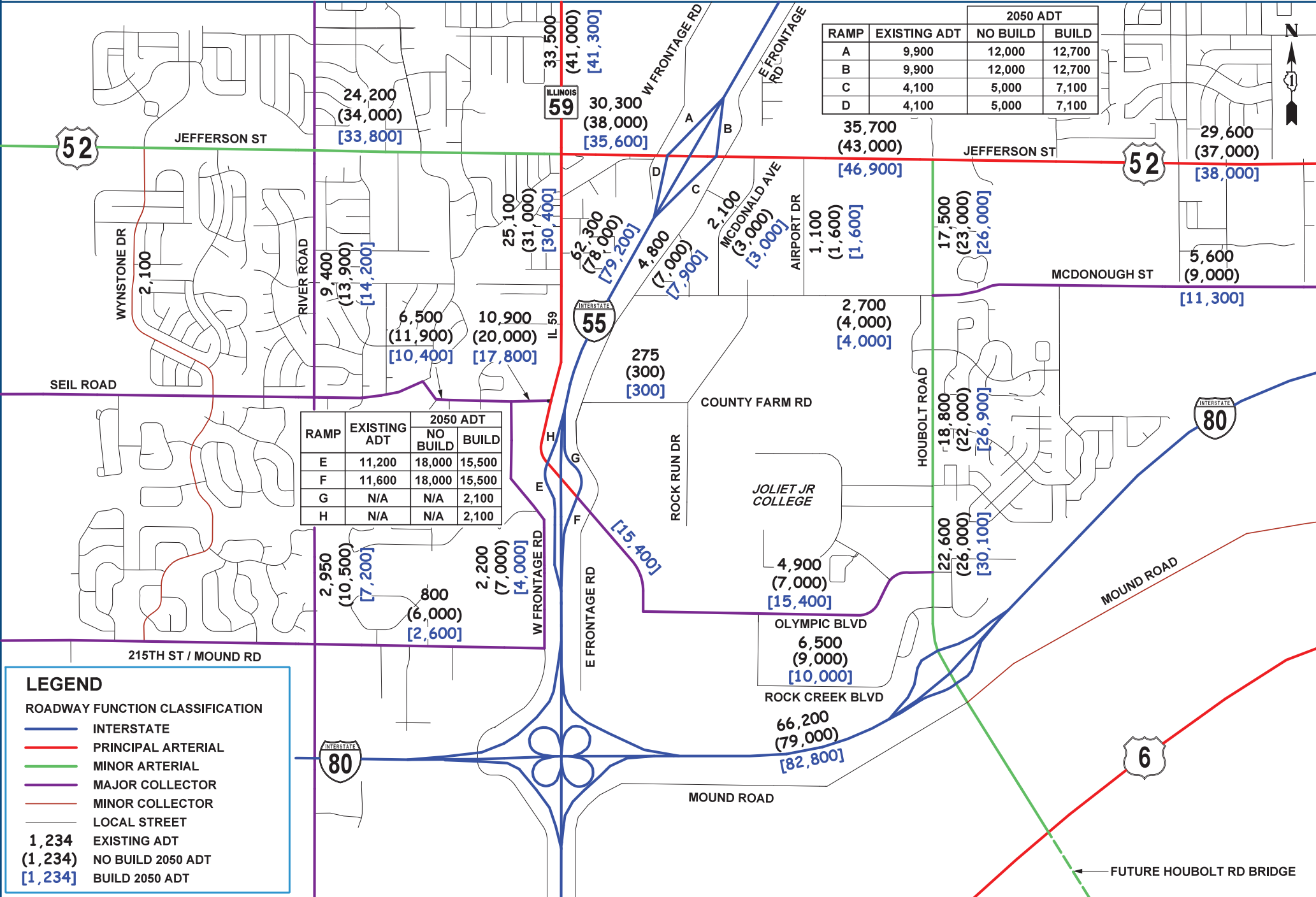
Complete Phase I for:  
*I-55 from I-80 to US 52*

Complete Phase I for remaining projects:

- *US 52 – River Road to Houbolt Road*
- *Olympic Blvd – I-55 E Frontage Rd to Houbolt Rd*
- *Seil Road – Raven Road to IL 59*



# EXISTING AND PROJECTED AVERAGE DAILY TRAFFIC




# PREVIOUS PUBLIC INFORMATION MEETINGS

**THANK YOU FOR YOUR FEEDBACK AND INPUT**

## PUBLIC MEETING #1 – September 14, 2017

**HELP US IDENTIFY ISSUES/CONCERNS – SAMPLING OF COMMENTS**



Love the idea of a bridge over 55 at Seal Rd

Traffic is extremely busy on seal already!  
What happens to the houses on the main road of seal?

Sound wall on SE Frontage Rd. for noise concerns and safety.

Need to protect fen and state listed Blending's Turtle habitat

MEET TIGHT/ DANGEROUS I-80/I-55

Needs a right hand turn lane from south bound 55 east into Jefferson that would go all the way to Rt59 and creates a right turn lane onto north Rt59. Would get traffic off 55.

No Road Connecting Seal Rd to Houbolt

More Crashes at Houbolt Rd and 80 by students to school

# PREVIOUS PUBLIC INFORMATION MEETINGS

## THANK YOU FOR YOUR FEEDBACK AND INPUT

### PUBLIC MEETING #2 – April 11, 2018

#### ALTERNATIVES TO BE CARRIED FORWARD FOR FURTHER STUDY



**Route Capacity Improvement Category**  
**US 52 - 1 of 2 Alternatives Eliminated**



**Interchange Category**  
**3 of 6 Alternatives Eliminated**



**Route Capacity Improvement Category**  
**Seil Road - 3 of 5 Alternatives Eliminated**



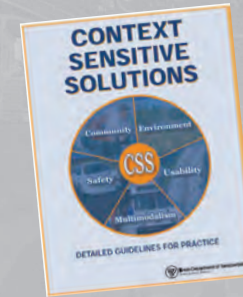
**East – West Connector Route Category**  
**7 of 9 Alternatives Eliminated**



# COMMUNITY ADVISORY GROUP (CAG)

## WHAT IS THE CAG?

- Small working group that assists the Project Study Group in identifying project elements that should be given additional consideration.
- Made up of volunteers and stakeholders who would like to be part of the study process.



## CAG MEETING #1 – October 10, 2017

- Study Overview
- NEPA Environmental Studies Process
- Description of CSS Process and Tools
- Stakeholder Involvement Plan
- Role and Ground Rules of CAG
- Workshop – Six Groups presented concerns and ranked their importance.



*CAG #1 Problem Statement Development Group Workshop*

## CAG MEETING #2 – November 14, 2017



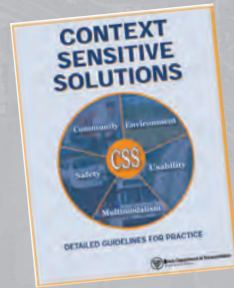
- Reviewed CAG #1 presentation and workshop
- Community Context Audit/Survey Results
- Draft Problem Statement / Draft Purpose and Need
- Workshop Part 1 – Alternatives Analysis Evaluation
- Workshop Part 2 – Brainstorming Solutions

*CAG #2 Alternative Analysis and Brainstorming Solutions Workshop*

# COMMUNITY ADVISORY GROUP (CAG)

## CAG MEETING #3 – March 15, 2018

- Reviewed CAG #2 Presentation and Workshop
- Project Purpose and Need
- Travel Demand Modeling
- Categories for Evaluation
- Alternatives Analysis Criteria and Matrix Evaluation
- Workshop – Introduce Alternatives and Solicit Input

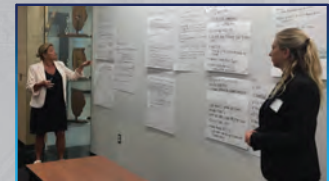


*CAG #3 Introduction of Alternatives Workshop*

## CAG MEETING #4 – July 16, 2018



*CAG #4 Preferred Alternative Presentation and Workshop*



- Reviewed CAG #3 presentation and workshop
- Presentation of the Recommended Preferred Alternative
- Discussed FHWA Independent Utility / Logical Termini for Four Separate Projects: US 52 (Jefferson Street), I-55 from I-80 to US 52, Olympic Boulevard and Seil Road
- Workshop Part 1 – Preferred Alternative Discussion on Environment & Other Concerns
- Workshop Part 2 – Bicycle / Pedestrian Accommodation Recommendations

# PURPOSE AND NEED

## HOW WAS THE PURPOSE AND NEED DEVELOPED?

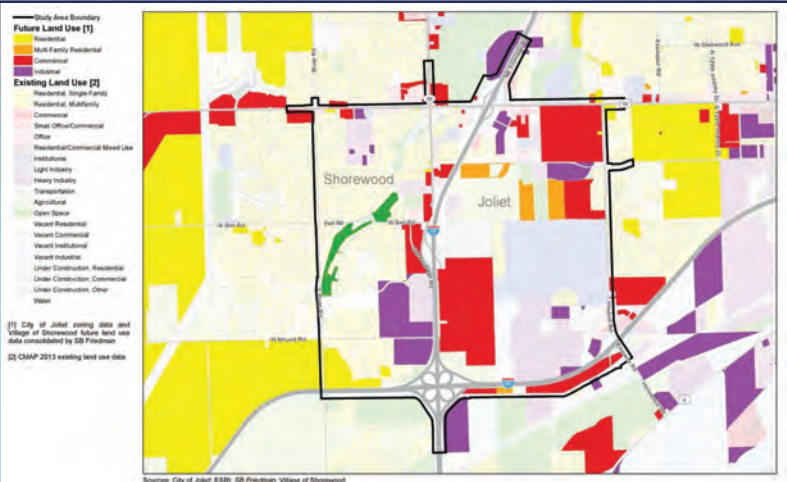
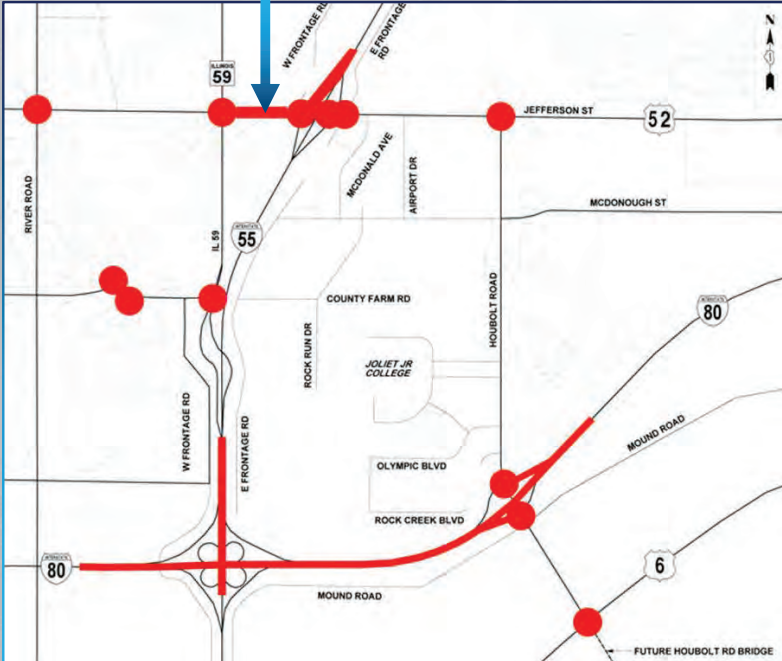


## WHAT IS A PURPOSE AND NEED STATEMENT?

- Fundamental requirement for a project involving the 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

### 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.



Study Area Existing and Future Land Use

Unacceptable Levels of Service (LOS) within the Study Area



# ALTERNATIVES EVALUATION AND SCREENING PROCESS

EVALUATION CRITERIA IS THE INSTRUMENT IN WHICH AN ALTERNATIVE IS MEASURED TO DETERMINE THE ADVANTAGES AND DISADVANTAGES AND TO COMPARE WITH OTHER ALTERNATIVES.

Develop Initial  
Alternatives

Alternatives Screening  
Utilize An Order of Magnitude Review

Alternatives Carried  
Forward

Preferred Alternative

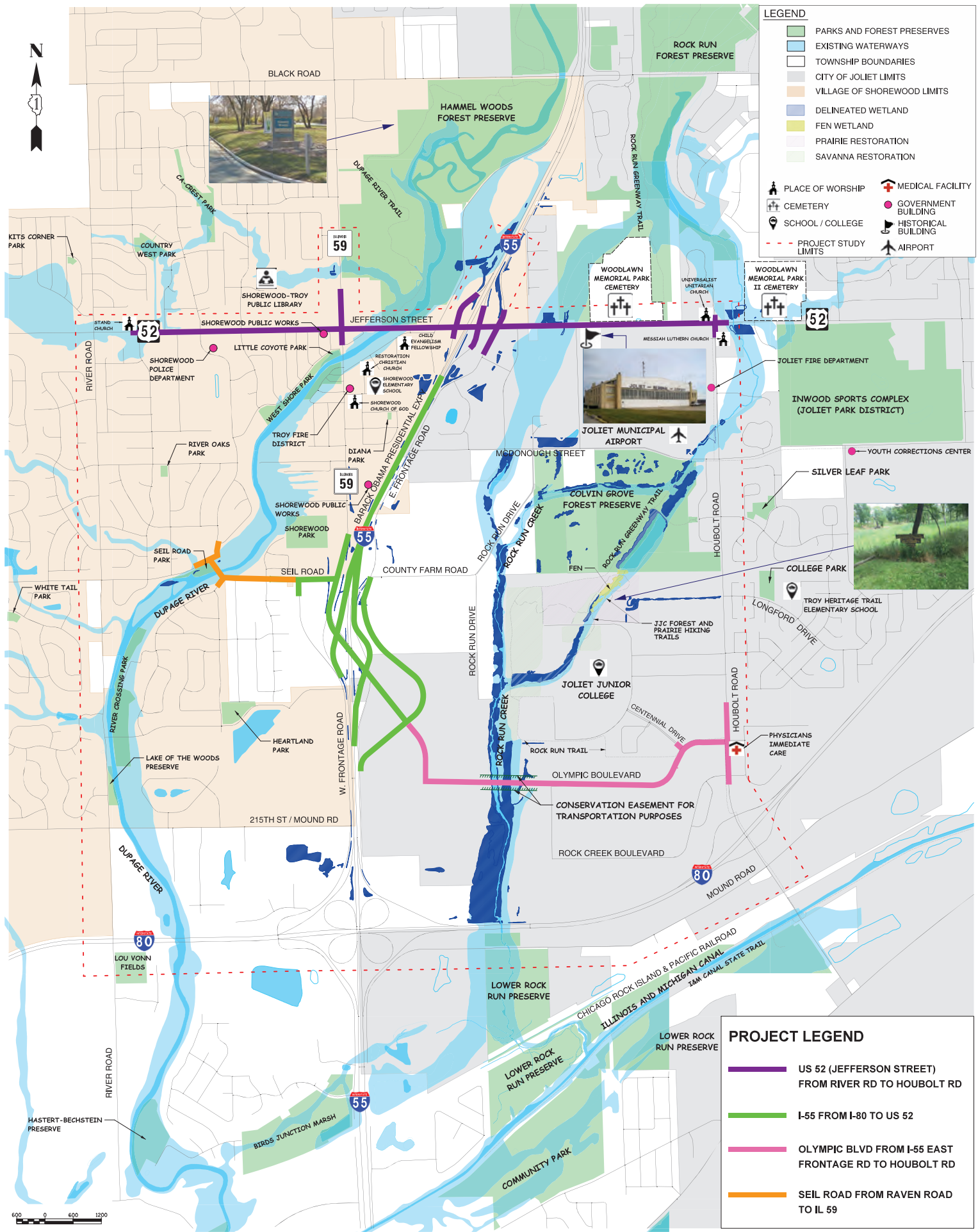
ELIMINATED  
ALTERNATIVES

ELIMINATED  
ALTERNATIVES

WE ARE HERE

## PREFERRED ALTERNATIVE BY ANALYSIS CATEGORY

Alternative Analysis Category	Selected Preferred Alternative
Interchange (I-55 and IL 59)	Extend IL 59 into Diverging Diamond Interchange Configuration
East-West Connector Routes	Olympic Boulevard Extension West to I-55 East Frontage Road
Route Capacity Improvements: US 52 (Jefferson Street)	Improvements from River Road to Houbolt Road: add-lane west of IL 59, raised-curb median, intersection capacity improvements and modified diamond interchange at I-55
Route Capacity Improvements: Seil Road	Mini-Roundabouts at the DuPage River (Raven Road and States Lane)
Route Capacity Improvements: Mound Road	No Build (Existing Roadway to Remain As-is)



- LEGEND**
- PARKS AND FOREST PRESERVES
  - EXISTING WATERWAYS
  - TOWNSHIP BOUNDARIES
  - CITY OF JOLIET LIMITS
  - VILLAGE OF SHOREWOOD LIMITS
  - DELINEATED WETLAND
  - FEN WETLAND
  - PRAIRIE RESTORATION
  - SAVANNA RESTORATION
  - PLACE OF WORSHIP
  - MEDICAL FACILITY
  - CEMETERY
  - GOVERNMENT BUILDING
  - SCHOOL / COLLEGE
  - HISTORICAL BUILDING
  - AIRPORT

- PROJECT LEGEND**
- US 52 (JEFFERSON STREET)  
FROM RIVER RD TO HOUBOLT RD
  - I-55 FROM I-80 TO US 52
  - OLYMPIC BLVD FROM I-55 EAST  
FRONTAGE RD TO HOUBOLT RD
  - SEIL ROAD FROM RAVEN ROAD  
TO IL 59





# ENVIRONMENTAL STUDY

***This project is being studied in accordance with the  
NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) of 1969.***



- NEPA is a Federal Act To Ensure Consideration of Impacts to Natural/Social/Built Environment.
- Facilitates Open and Transparent Study Process.
- Study Elements To Be Evaluated Include:
  - Socio-Economics
  - Air and Noise
  - Farmlands
  - Parklands
  - Water Resources
  - Threatened & Endangered Species
  - Cultural & Archaeological Resources



***Joliet Junior College Fen Wetland***



***DuPage River and Parklands***



***Rock Run Creek***



***Joliet Junior College Natural Areas***



# ENVIRONMENTAL NOISE STUDY PROCESS



## Project Types

### TYPE I PROJECT

- New Roadway
- New travel lanes
- Substantial alteration



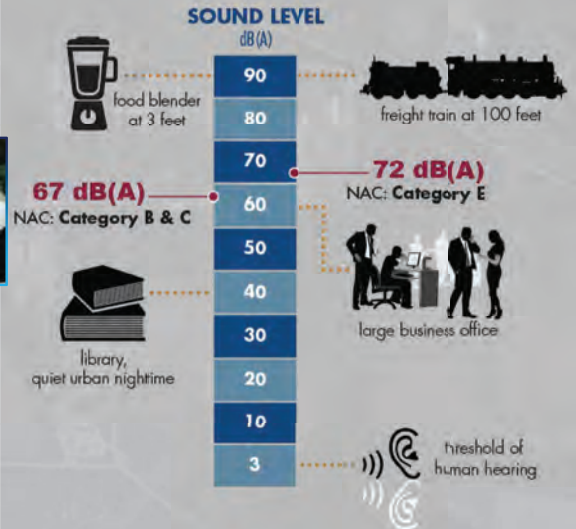
### TYPE II PROGRAM

Illinois has **NO** Type II (retrofit) Program

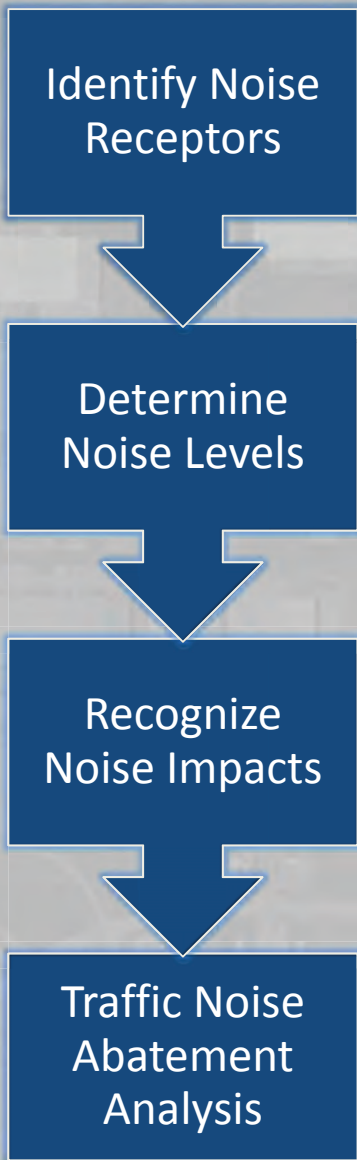


Noise studies are conducted for **TYPE I PROJECTS** in Illinois

## Common Sound Levels



## Traffic Noise Study Process



Traffic Noise Field Measurement

## Exterior and Interior Noise

- IDOT and 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.

### 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)

### Impacts Identified for Worst-Case Receptors

1. Future noise levels approach, meet or exceed the FHWA Noise Abatement Criteria
  - CAT B/C: Residential, cemetery, library, hospital, parks: > 65 dB(A)
  - CAT E: Hotels, motels, office, restaurants > 71 dB(A)
2. Substantial increase in noise (+15 dB(A) or greater)

### Noise Walls **MUST** be **FEASIBLE** and **REASONABLE**

#### Feasibility

- Must achieve at least 5 dB(A) noise reduction for two impacted receptors.
- Must be feasible to construct.

#### Reasonableness

- Must achieve an 8 dB(A) reduction for at least one benefitted receptor.
- Must be cost-effective (generally <\$24,000 per benefitted receptor).
- Viewpoint Solicitation – Majority vote by benefitted receptors in favor of abatement.



**RESPONSE GOAL OF 33%** of benefitted receptors per proposed barrier

**IF RESPONSE GOAL IS NOT MET** a second mailing will be sent to maximize response rate for voting



# 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



**IDOT STRIVES TO MINIMIZE THE NEED TO ACQUIRE PROPERTY**

## IDOT LAND ACQUISITION PROCESS

### OWNERSHIP

- Determine Ownership of Impact Properties
- Prepare Property Description / Plat of Survey

### APPRAISAL

- Develop Independent Appraisals for Impacts Properties

### NEGOTIATION

- Perform Negotiations for Purchase or Temporary Use of Land

### COURT PROCEEDINGS

- Initiate Court Proceedings When Necessary

### RELOCATION

- IDOT Offers Relocation Assistance When Building is Acquired
- Advisory/Referral Services and Replacement Housing Payments
- Reimbursement for Moving Expenses

# INDEPENDENT UTILITY AND LOGICAL TERMINI PREFERRED ALTERNATIVE

## INDEPENDENT UTILITY PRINCIPLES

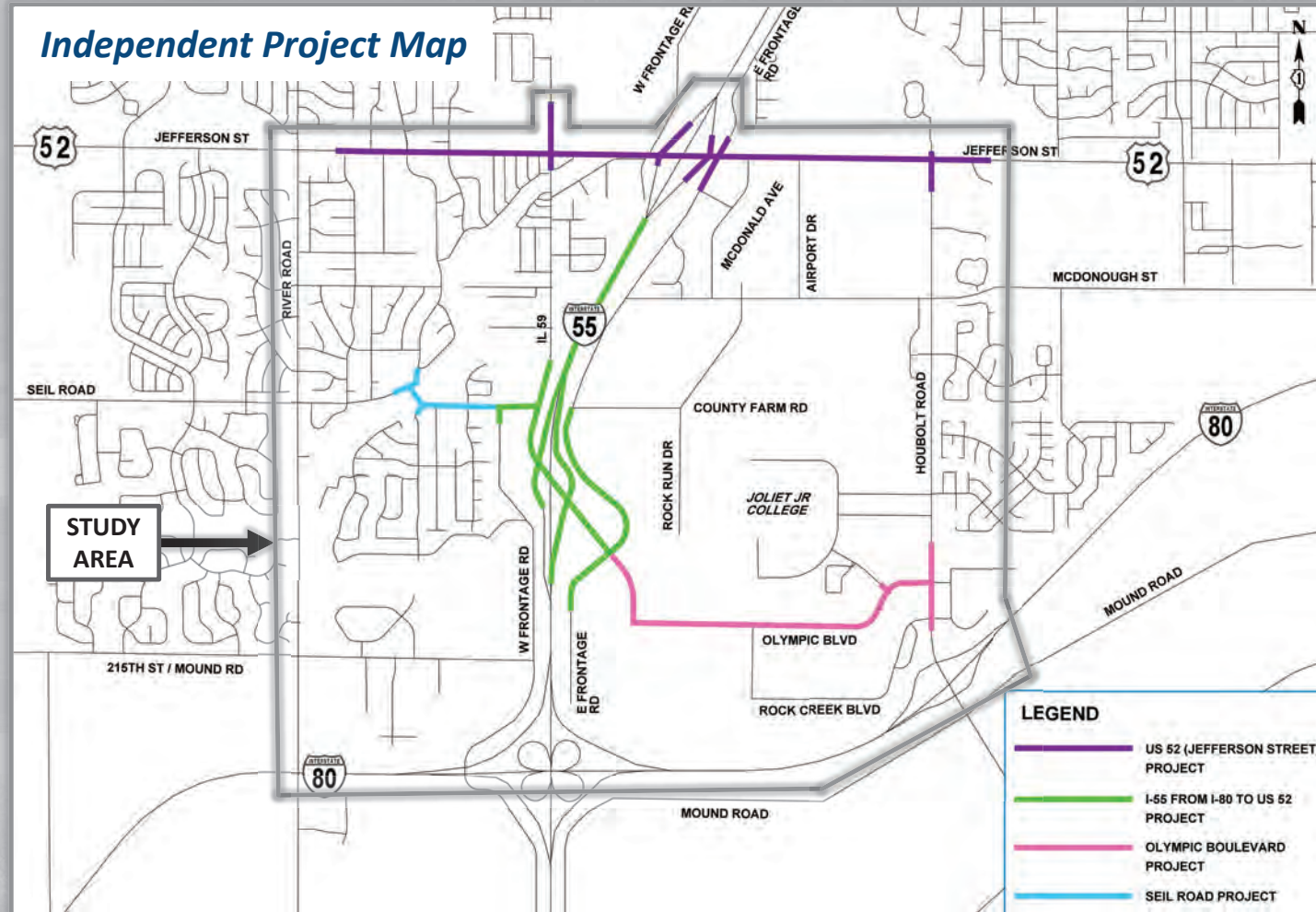
- Each project connects logical termini and is of sufficient length to address environmental matters on a broad scope.
- Each improvement must be usable and be a reasonable expenditure even if no additional transportation improvements are made.
- Each improvement does not restrict consideration for other reasonably foreseeable transportation improvements.

## LOGICAL TERMINI DEFINITION

- Rational end points for a transportation improvement, and
- Rational end points for a review of the environmental impacts.

## FOUR IMPROVEMENT PROJECTS INCLUDED IN THE PREFERRED ALTERNATIVE

- US 52 (Jefferson Street) from River Road to Houbolt Road**
- I-55 from I-80 to US 52**
- Olympic Boulevard from I-55 East Frontage Road to Houbolt Road**
- Seil Road from Raven Road to IL 59**



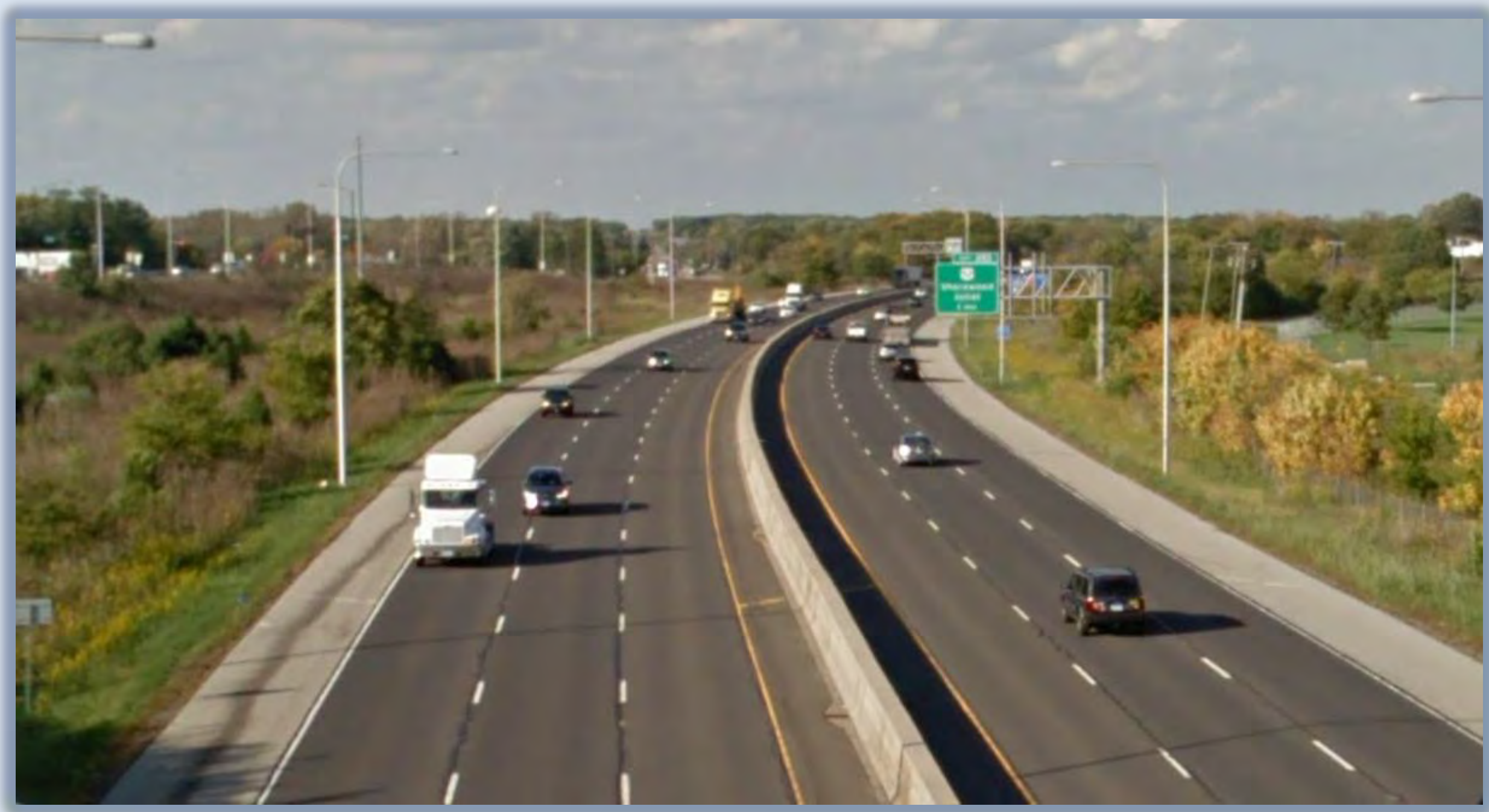
The Federal Highway Administration approved independent utility for **4 separate projects**, which are included in the Preferred Alternative for the I-55 Access Study.



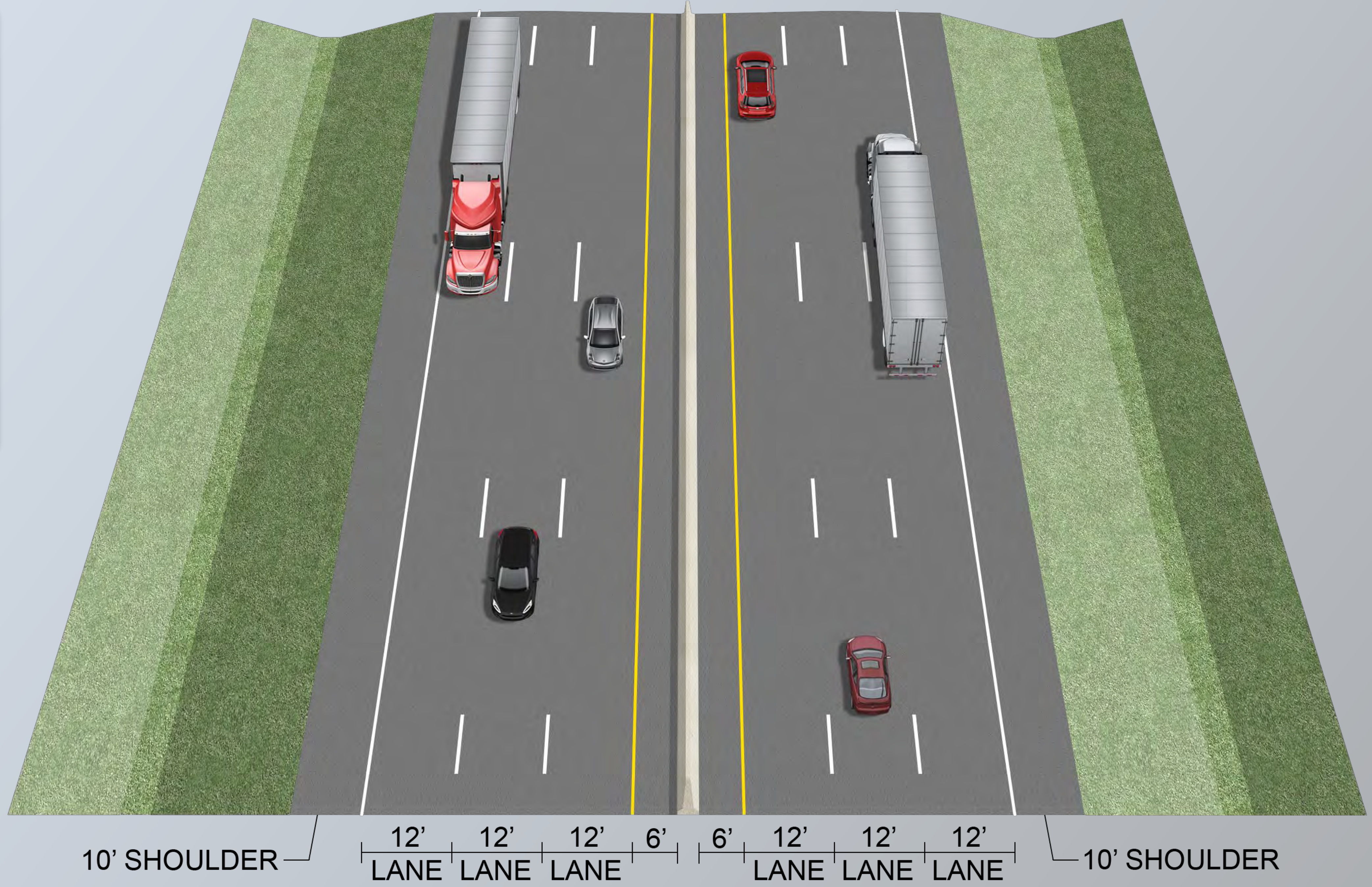
# I-55 at IL 59 Access Project



# I-55 FROM I-80 TO US 52 TYPICAL CROSS SECTIONS



**EXISTING CONDITIONS  
LOOKING NORTH**

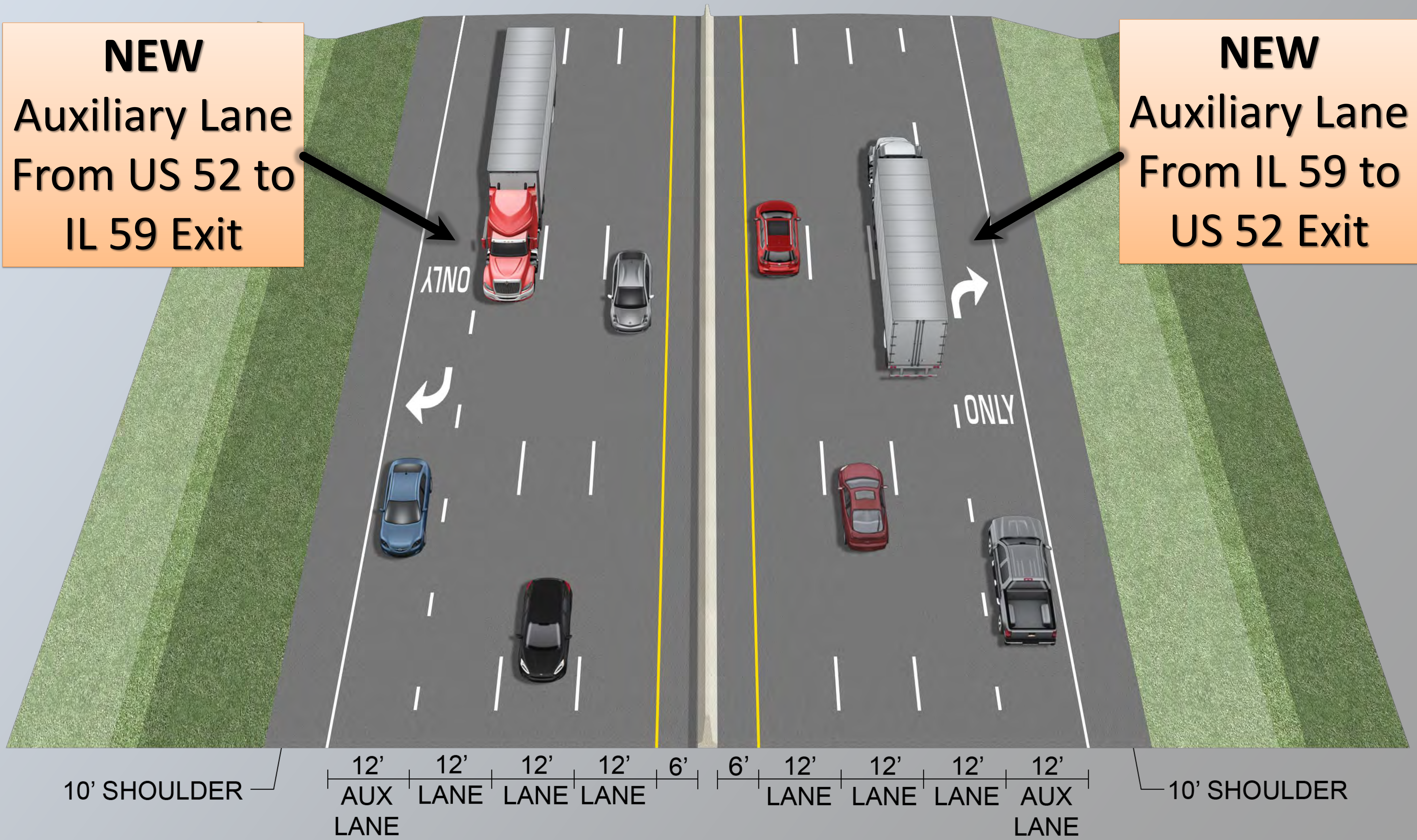


**EXISTING TYPICAL CROSS SECTION**

## Interstate 55 Between IL 59 and US 52

**NEW**  
Auxiliary Lane  
From US 52 to  
IL 59 Exit

**NEW**  
Auxiliary Lane  
From IL 59 to  
US 52 Exit

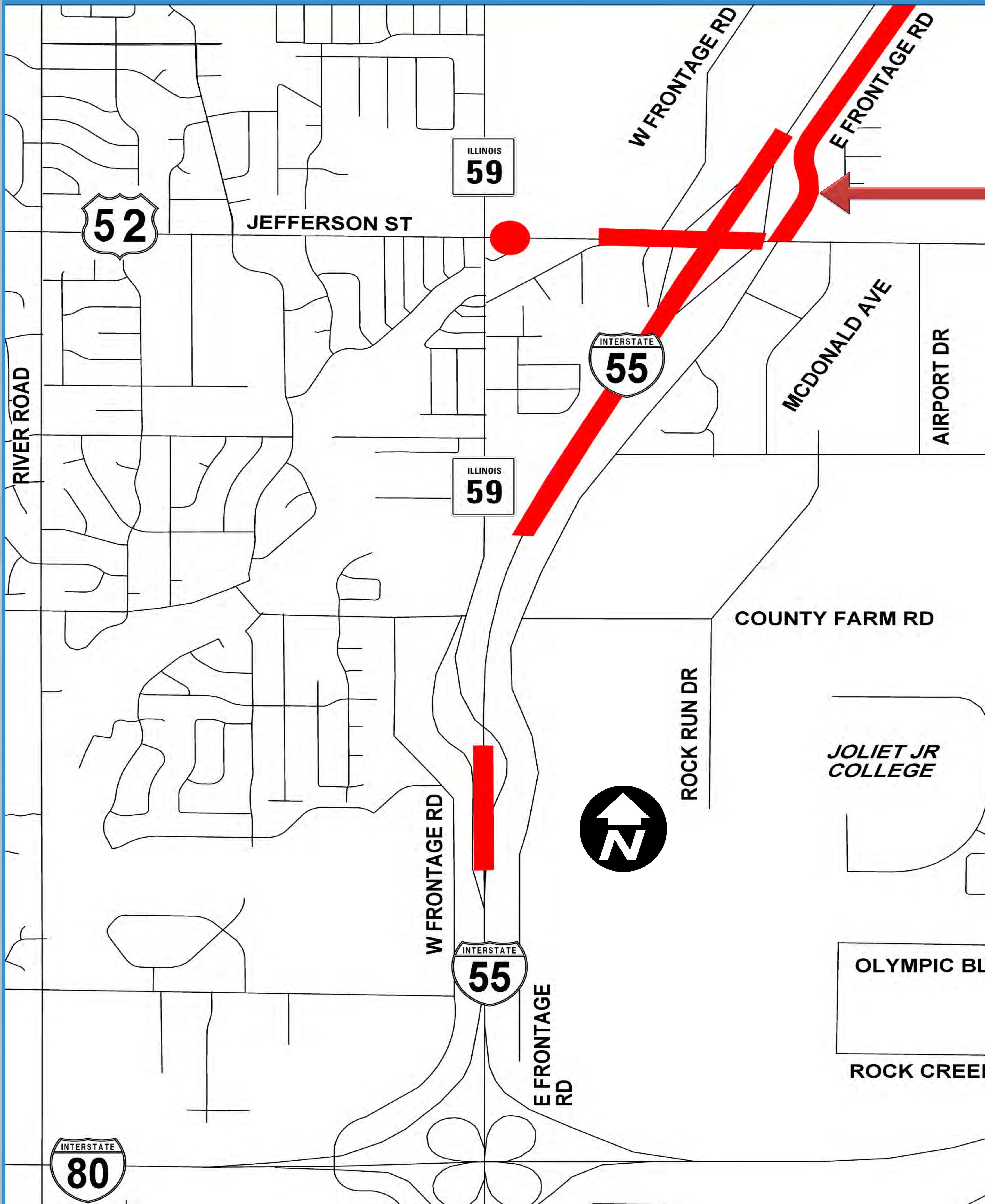


**PROPOSED TYPICAL CROSS SECTION (LOOKING NORTH)**

# I-55 FROM I-80 TO US 52

## 5 - YEAR CRASH HISTORY

### 2014 - 2018



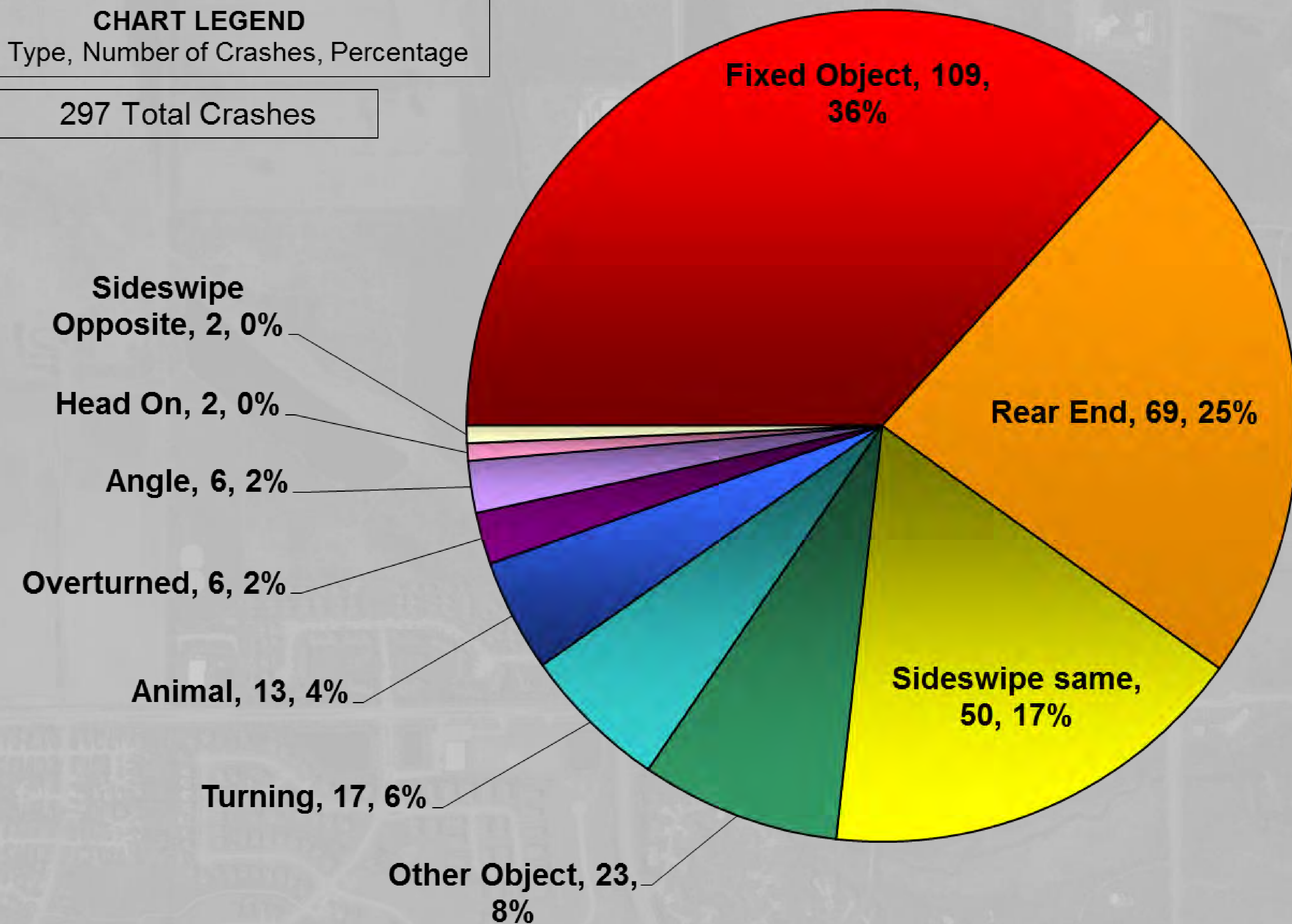
### Five Percent Locations

A five percent location is a roadway segment or intersection that has been identified as containing at least the top five percent of the severe injury and fatal crash locations within the state.

### Total Crashes By Type

**CHART LEGEND**  
Crash Type, Number of Crashes, Percentage

297 Total Crashes



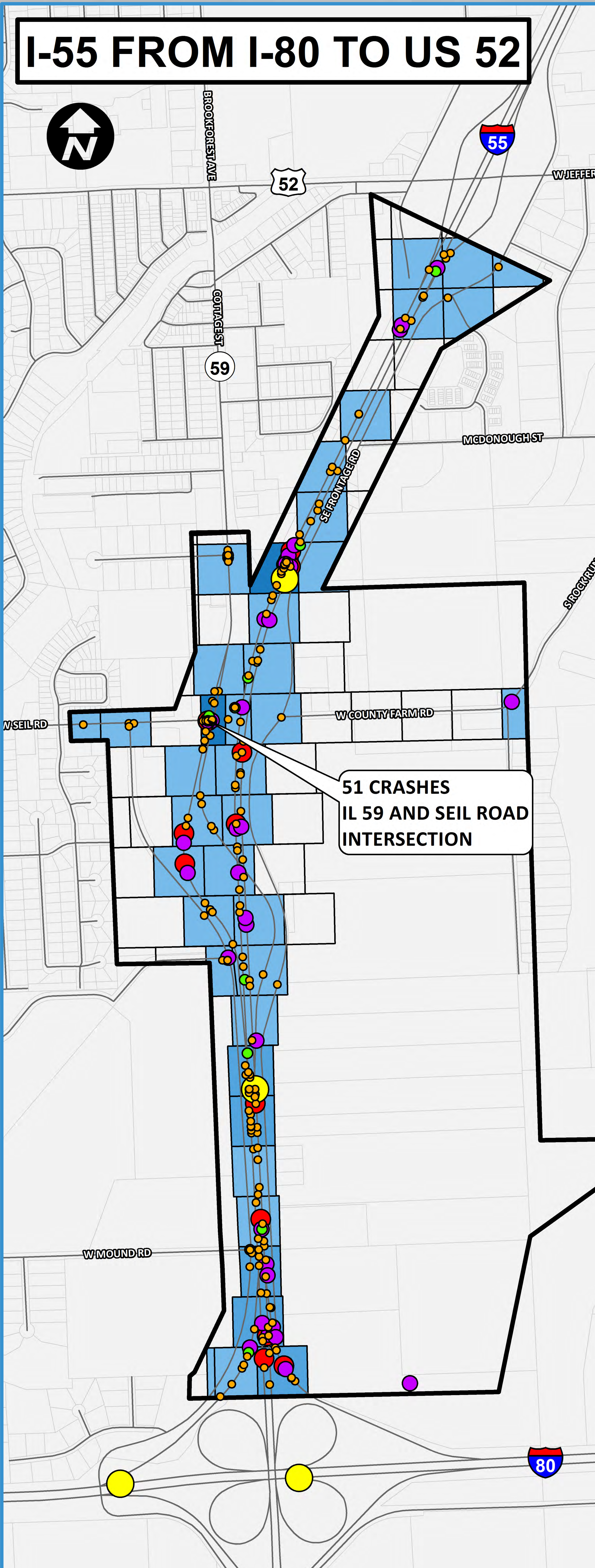


# I-55 at IL 59 Access Project



# I-55 FROM I-80 TO US 52 5 - YEAR CRASH HISTORY 2014 - 2018

## Crashes by Location & Severity



## QUICK CRASH FACTS

- 297 total crashes occurred within the I-55 from I-80 to US 52 study area in a 5-year period
- 2 crashes within the study area involved a fatality; both crashes involved a vehicle departing I-55 and striking a fixed object.
- 2 additional fatalities were reported at the I-55 and I-80 interchange (I-80 Phase I Study)
- 12 crashes involved a Type A / incapacitating injury
- I-55 and US 52 contain high crash / 5 percent locations
- Most common crash types are fixed object, rear-end and sideswipe (same direction)
- None of the crashes involved a pedestrian or a bicyclist

## LEGEND

- Project Area
- Streets

### Crash Type

- Fatal
- Type A
- Type B
- Type C
- PDO

### Number of Crashes

- 0
- 1 - 10
- 11 - 20
- 21 - 30
- 31 - 100
- >100 symbol"/> >100

### INJURY TYPE DEFINITIONS

Type A is an incapacitating injury

Type B is a non-incapacitating injury

Type C is an injury reported but not evident

PDO is a property damage only crash / no injury crash



# I-55 at IL 59 Access Project



## JOLIET

# I-55 FROM I-80 TO US 52 POTENTIAL NOISE ABATEMENT WALLS



- ### Traffic Noise Abatement Results
- ✓ 4 noise abatement walls studied
  - ✓ 2 walls found to be FEASIBLE AND REASONABLE
  - ✓ Wall heights range from 14 feet to 16 feet
  - ✓ I-55 Wall West Side (Shorewood) is 1,570 feet long
  - ✓ I-55 Wall East Side (Joliet) is 2,600 feet long
  - ✓ 116 benefitted receptors



**1** *Rendering I-55 West Side*



**2** *Rendering I-55 East Side*



**3** *Rendering I-55 East Side  
Looking North on East Frontage Road*

**MAP LEGEND**

- Potential Noise Wall (West Side of I-55)
- Potential Noise Wall (East Side of I-55)

**RECOMMENDED NOISE ABATEMENT WALLS DETERMINED AFTER THE VIEWPOINT SOLICITATION**



# I-55 at IL 59 Access Project



# I-55 FROM I-80 TO US 52 NOISE ABATEMENT BENEFITTED RECEPTORS

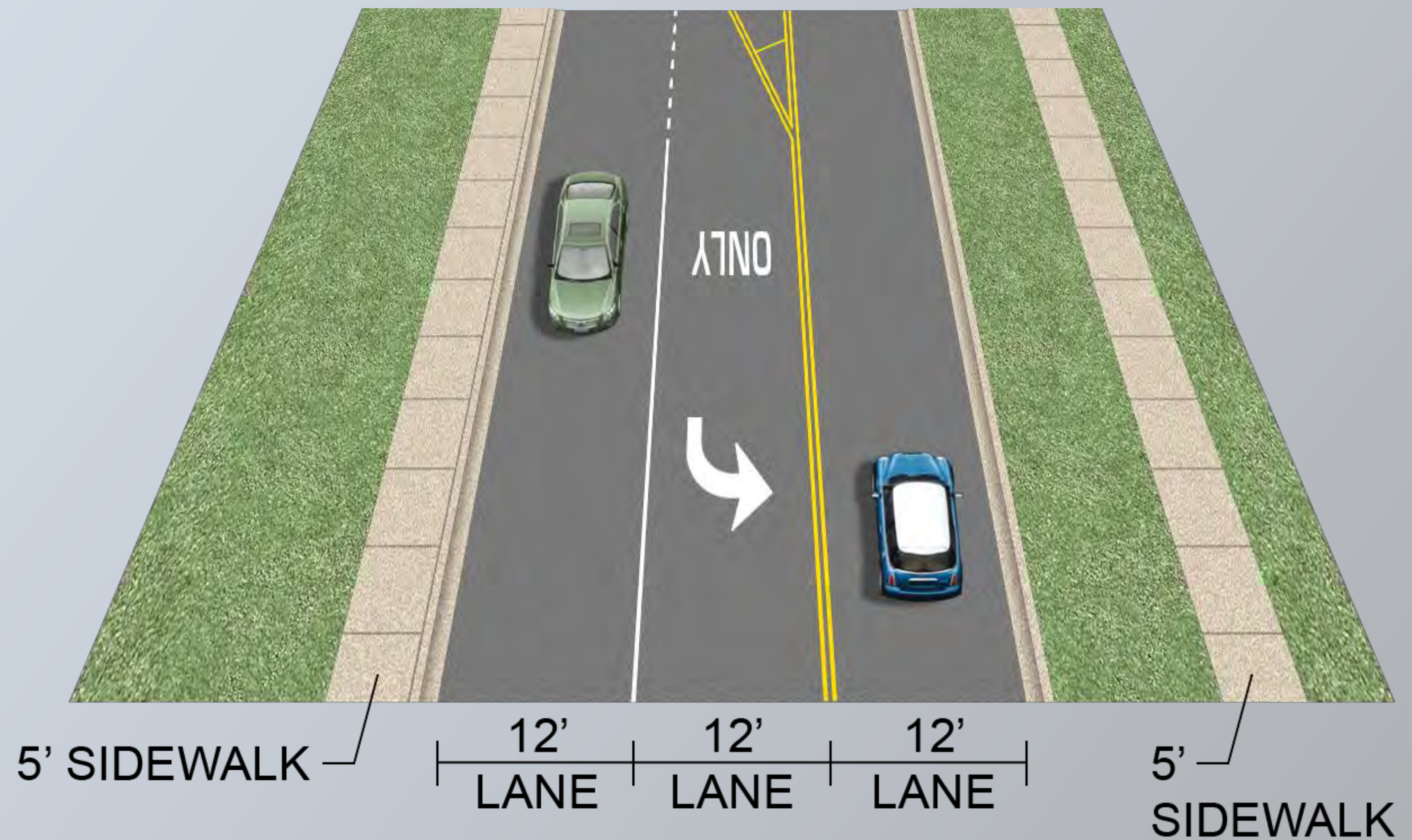




# US 52 (JEFFERSON ST) TYPICAL CROSS SECTIONS

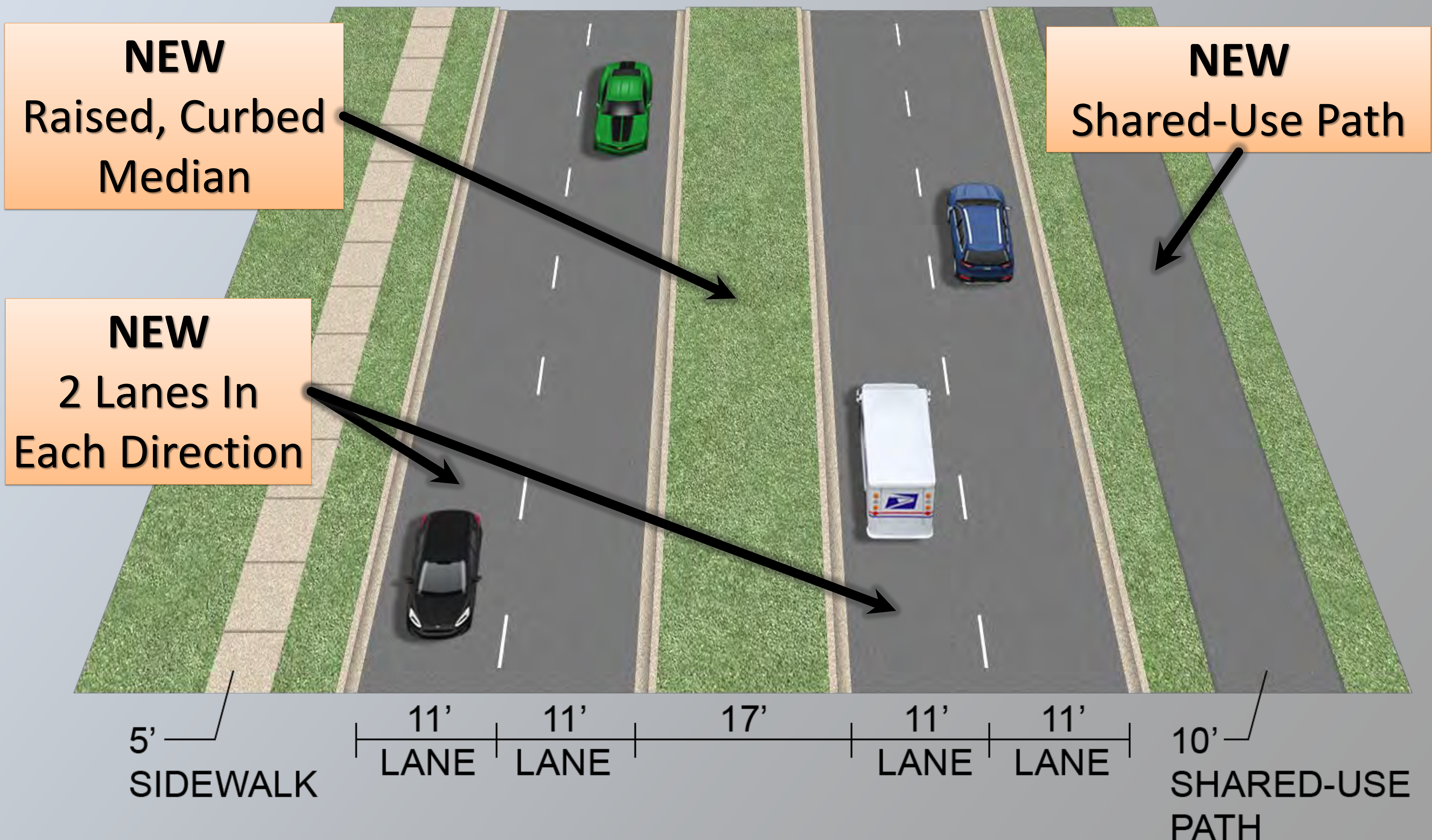


**EXISTING CONDITIONS  
LOOKING EAST**



**EXISTING TYPICAL CROSS SECTION**

## *US 52 (Jefferson Street) Between River Road and IL 59*



**PROPOSED TYPICAL CROSS SECTION (LOOKING EAST)**



# I-55 at IL 59 Access Project



# US 52 (JEFFERSON ST) TYPICAL CROSS SECTIONS



**EXISTING CONDITIONS  
LOOKING EAST**



12' LANE | 12' LANE | 12' LANE | 12' LANE

**EXISTING TYPICAL CROSS SECTION**

## *US 52 (Jefferson Street) Between I-55 and Houbolt Road*

**NEW**  
Shared-Use  
Path

*Woodlawn  
Memorial  
Park  
Cemetery*

**NEW**  
Raised, Curbed  
Median

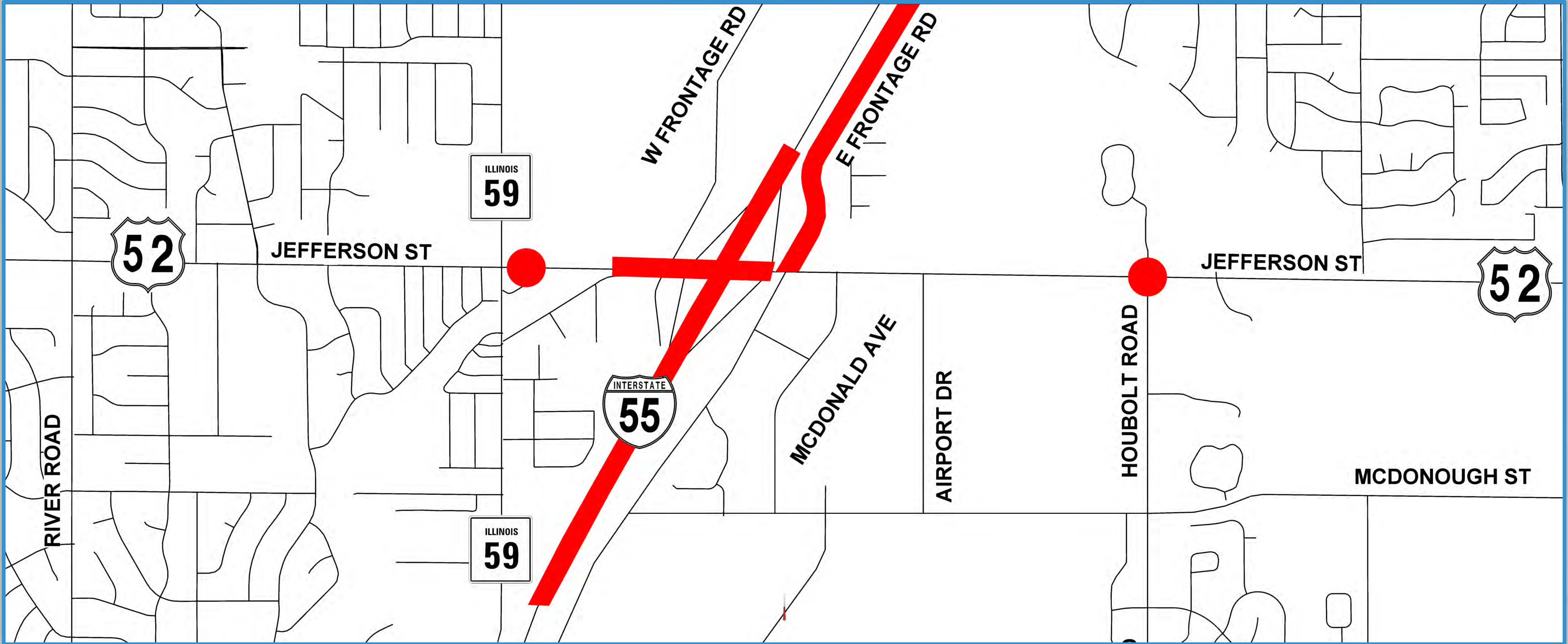
*Joliet  
Regional  
Airport*

8' SHARED-USE PATH | 10' LANE | 10' LANE | 16' | 10' LANE | 10' LANE

**PROPOSED TYPICAL CROSS SECTION (LOOKING EAST)**



*Five Percent Locations*



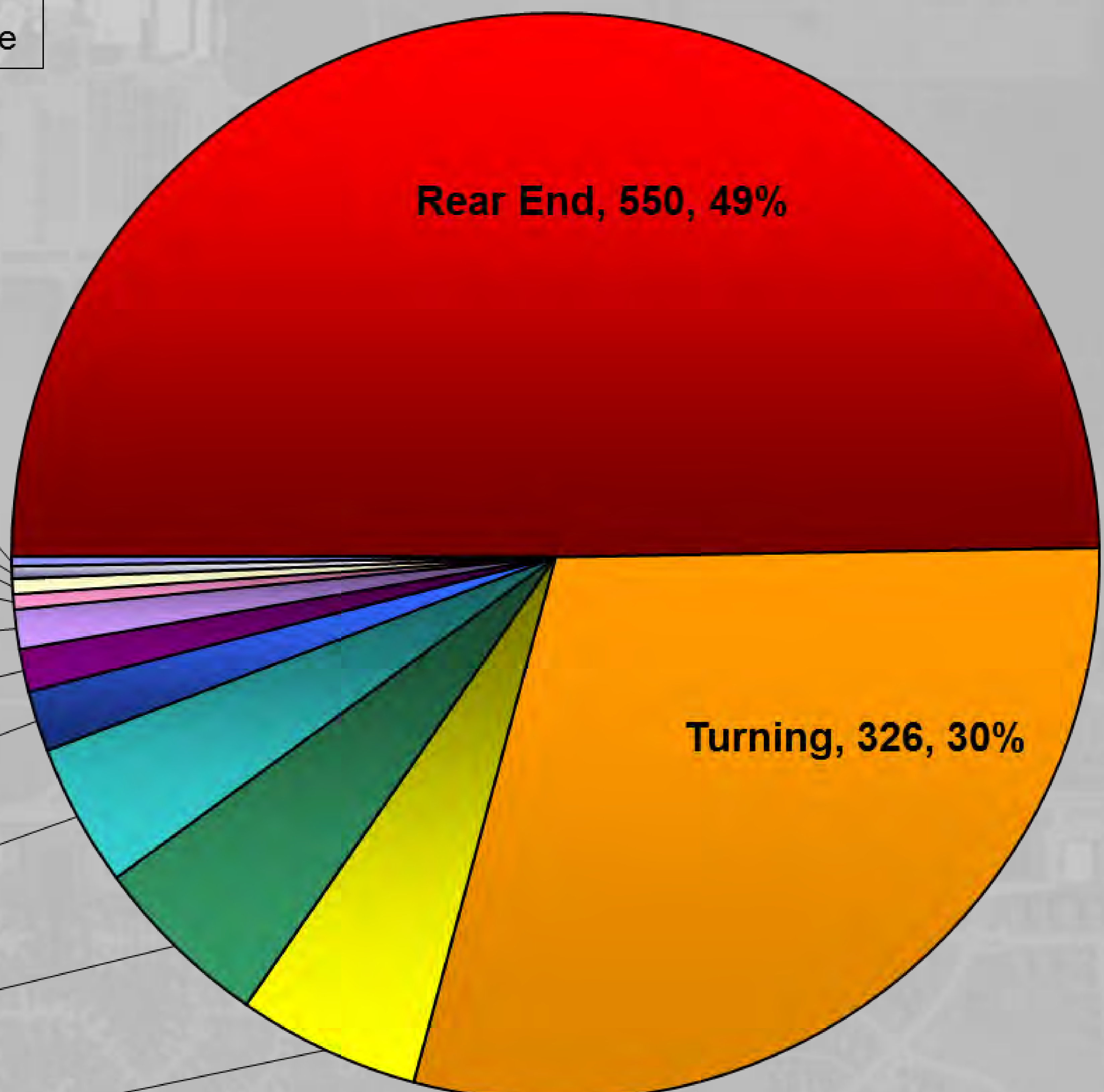
A five percent location is a roadway segment or intersection that has been identified as containing at least the top five percent of the severe injury and fatal crash locations within the state.

*Total Crashes By Type*

**CHART LEGEND**  
Crash Type, Number of Crashes, Percentage

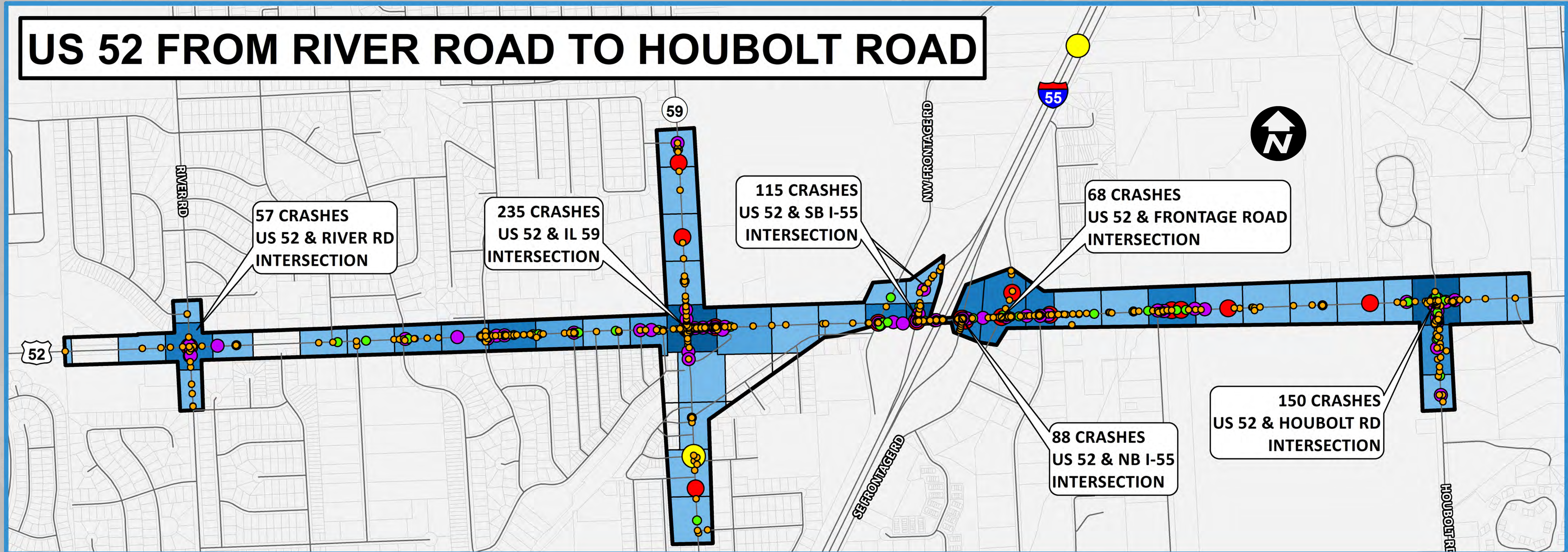
1,106 Total Crashes

- Overtaken, 3, .5%
- Bike, 4, .5%
- Pedestrian, 4, .5%
- Head On, 5, .5%
- Sideswipe Opposite, 11, 1%
- Other Object, 14, 1%
- Animal, 20, 2%
- Fixed Object, 47, 4%
- Sideswipe Same, 59, 6%
- Sideswipe same, 60, 5%




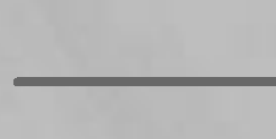
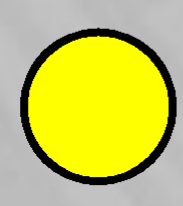
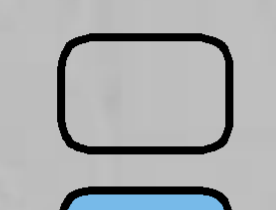

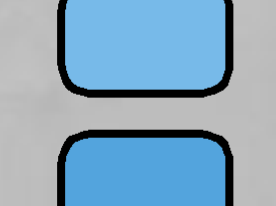





# US 52 (JEFFERSON STREET) FROM RIVER ROAD TO HOUBOLT ROAD

## 5 - YEAR CRASH HISTORY (2014 - 2018)



### Crashes by Location & Severity

#### LEGEND

 Project Area	<b>Crash Type</b>	<b>Number of Crashes</b>
 Streets	 Fatal	 0
	 Type A	 1 - 10
	 Type B	 11 - 20
	 Type C	 21 - 30
	 PDO	 31 - 100
		 >100

#### INJURY TYPE DEFINITIONS

**Type A** is an incapacitating injury  
**Type B** is a non-incapacitating injury  
**Type C** is an injury reported but not evident  
**PDO** is a property damage only crash / no injury crash

### QUICK CRASH FACTS

- 1,106 total crashes occurred within the US 52 study area in a 5-year period
- 1 crash involved a fatality on IL 59 (head-on crash)
- In 2012 and 2013, there were 2 fatality turning crashes on US 52 near Airport Drive
- 26 crashes involved a Type A / Incapacitating injury
- Most common crash types are rear-end, turning, and sideswipe in the same direction
- There were 5 pedestrian and 4 bicyclist crashes all were reported with injuries
- US 52 contains many 5 percent locations
- High severity type crashes are occurring with an above average frequency along the US 52 corridor especially between I-55 and Houbolt Road



# I-55 at IL 59 Access Project

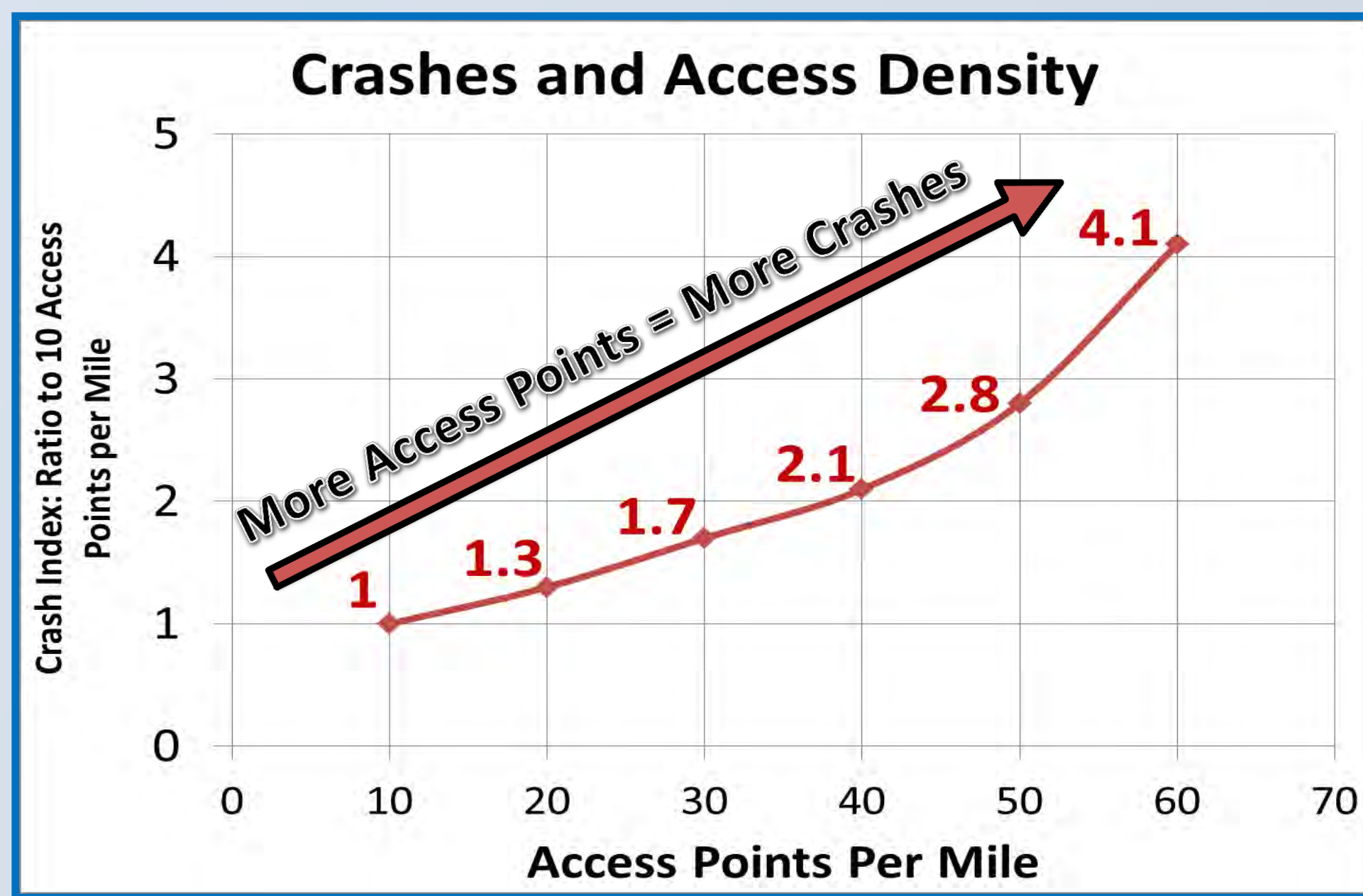


# US 52 (JEFFERSON STREET) ACCESS MANAGEMENT IS IMPORTANT! SAFER ACCESS IS GOOD FOR BUSINESS

## WHY HAVE ACCESS CONTROL?

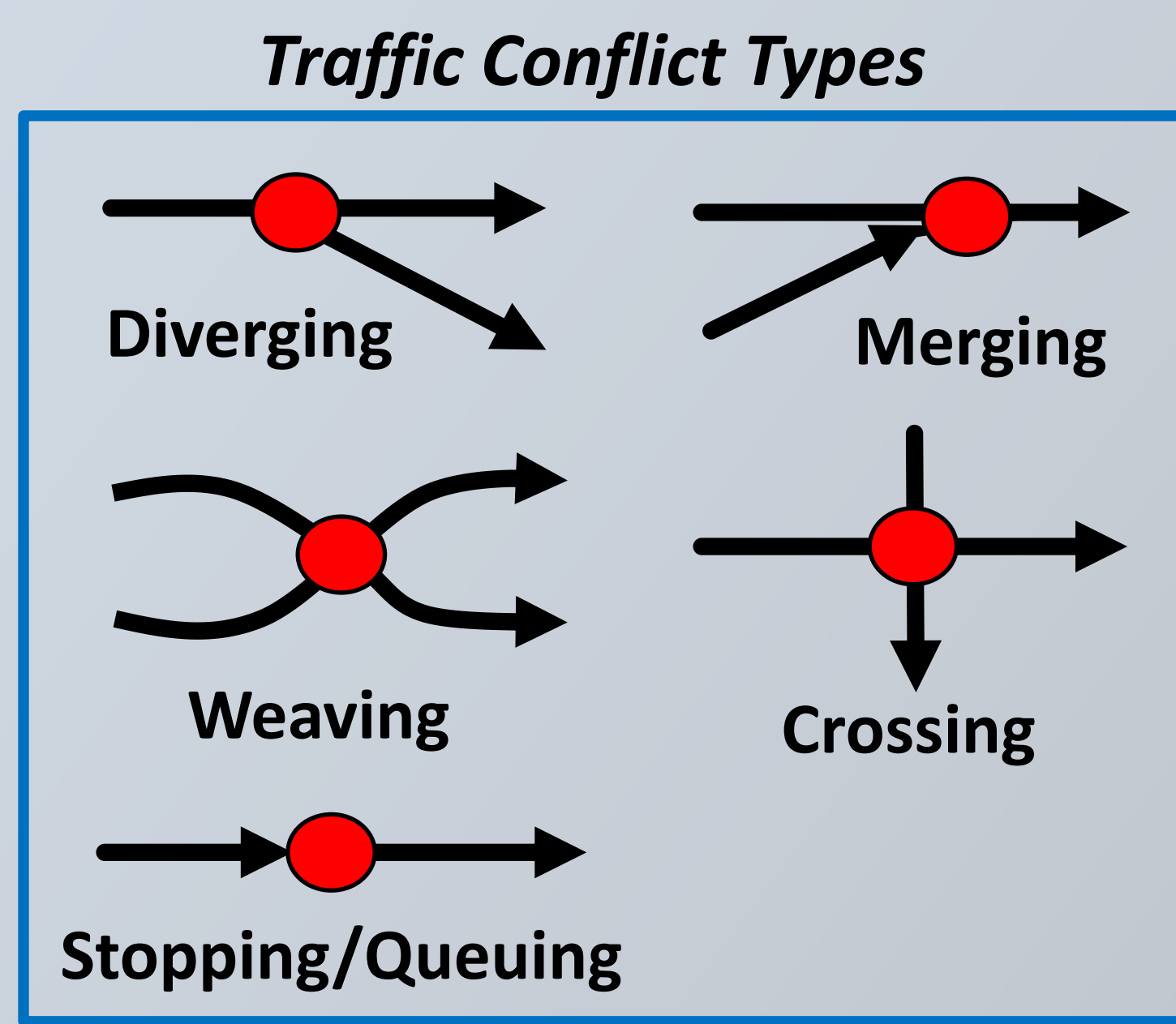
- Access Management's ultimate goal is **SAFETY** and **MOBILITY**. (74% reduction of turning crashes and up to 36% increase in roadway capacity)
- Growing effort by government agencies to improve how major transportation corridors are managed.
- US 52 (Jefferson Street) is designated as "PRINCIPAL ARTERIAL" 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

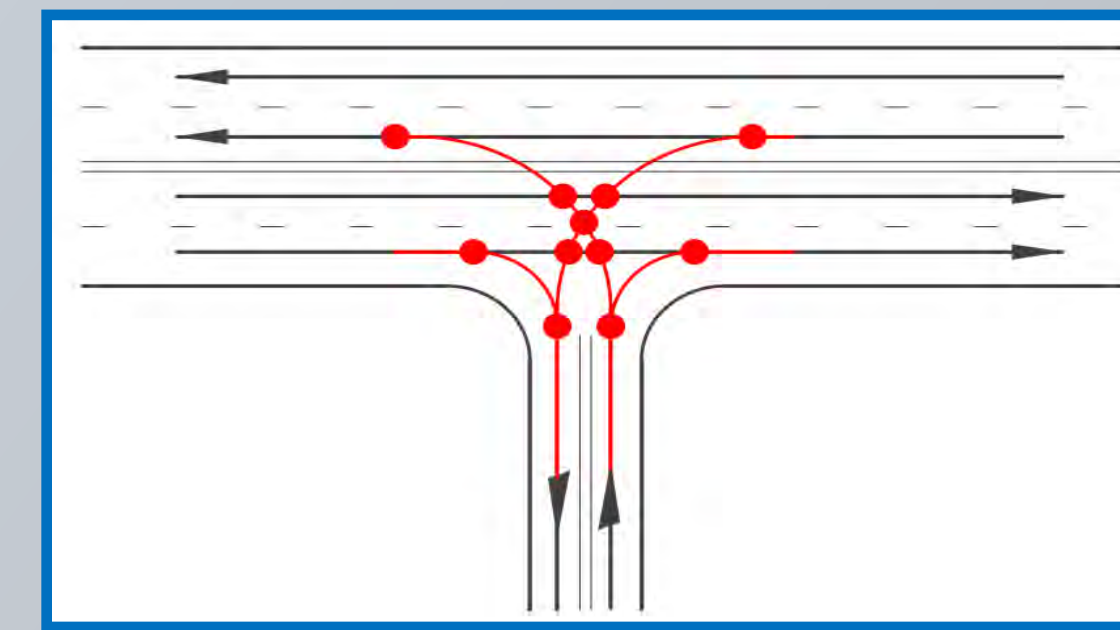


Source: Transportation Research Board, Access Management Manual 2003

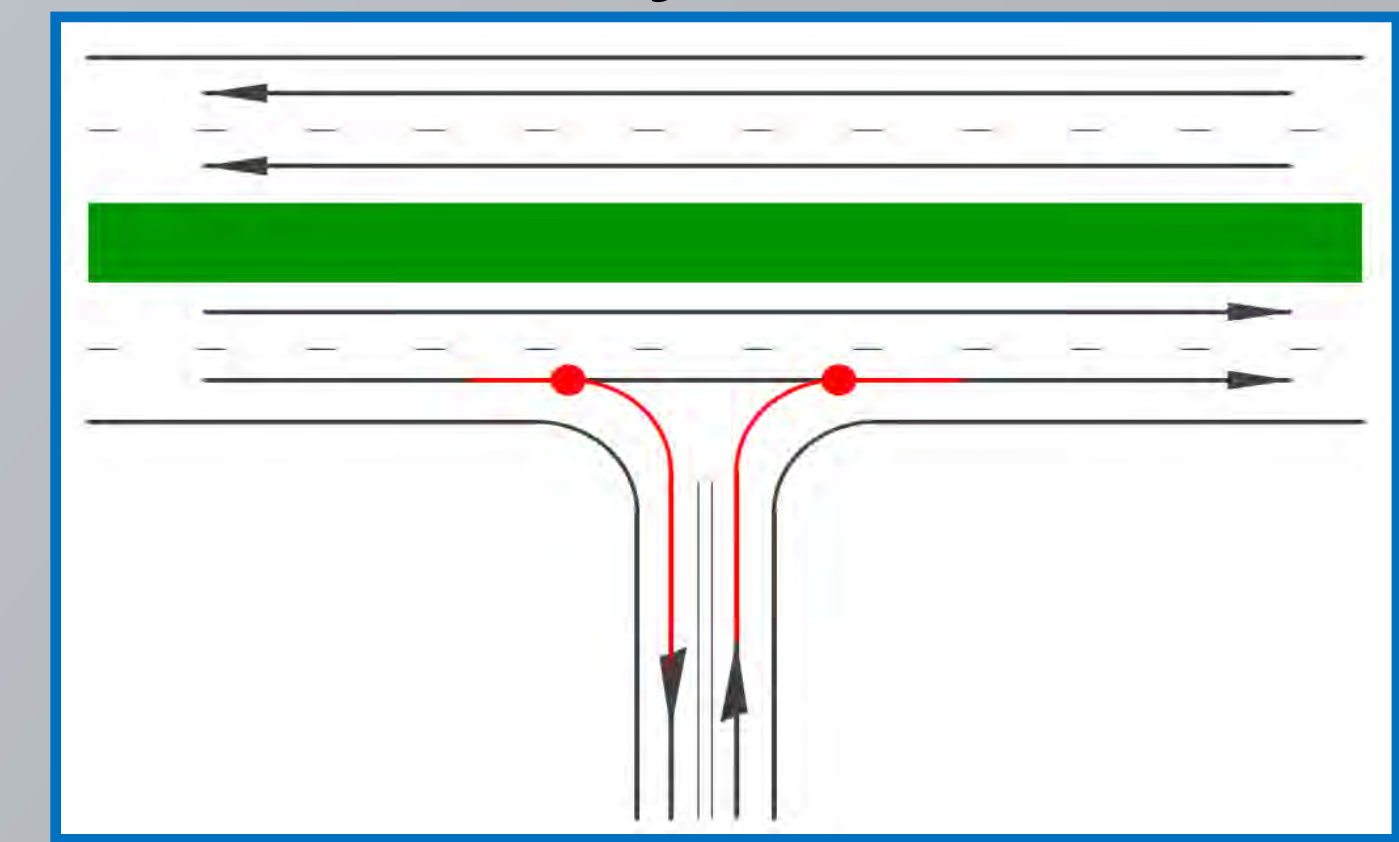
### Managing Access Improves Safety by Reducing Traffic Conflicts



No Access Management  
11 Conflict Points



With Access Management  
2 Conflict Points

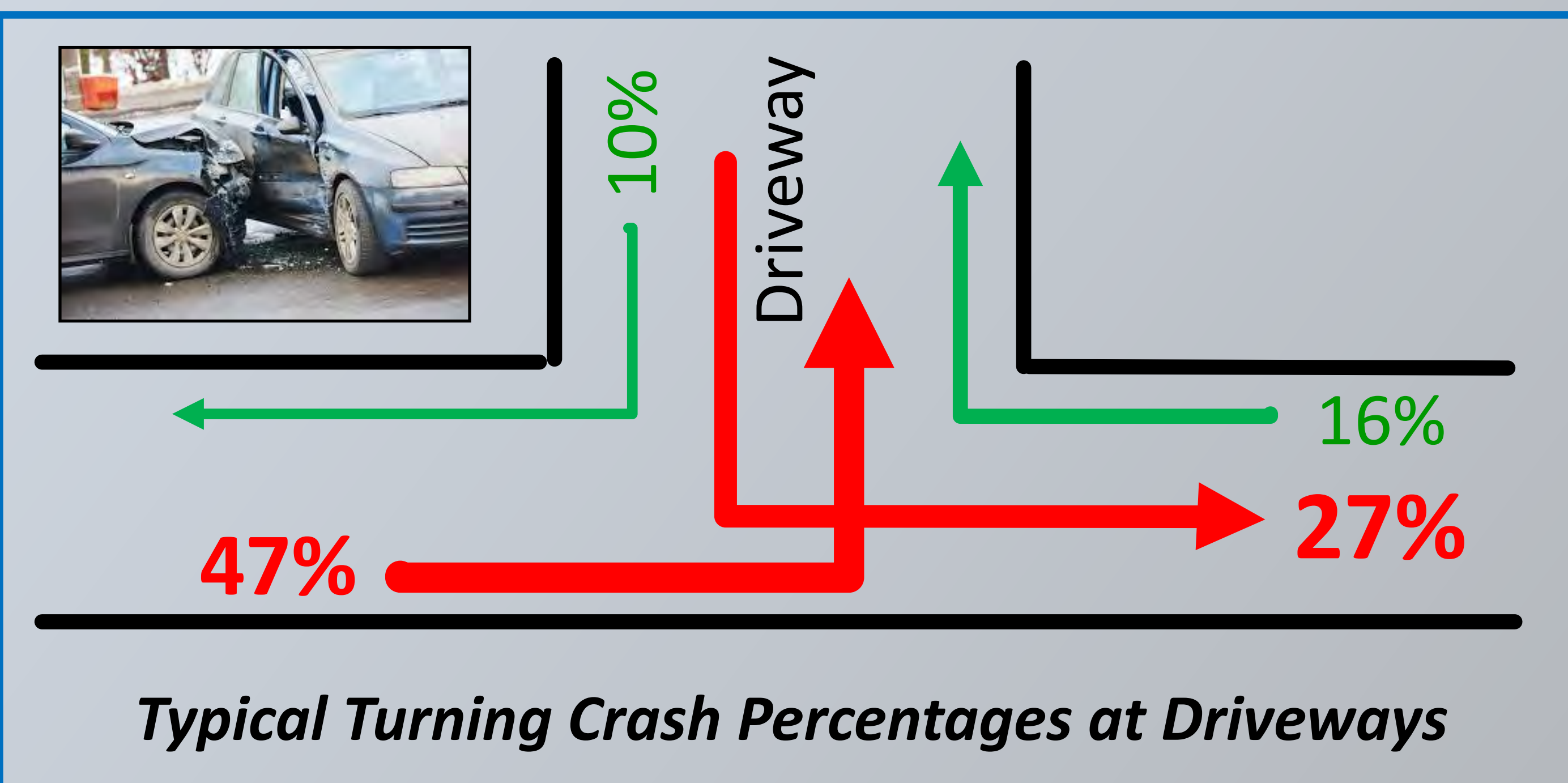


## WHAT IS A CURBED, BARRIER MEDIAN AND ITS BENEFITS?

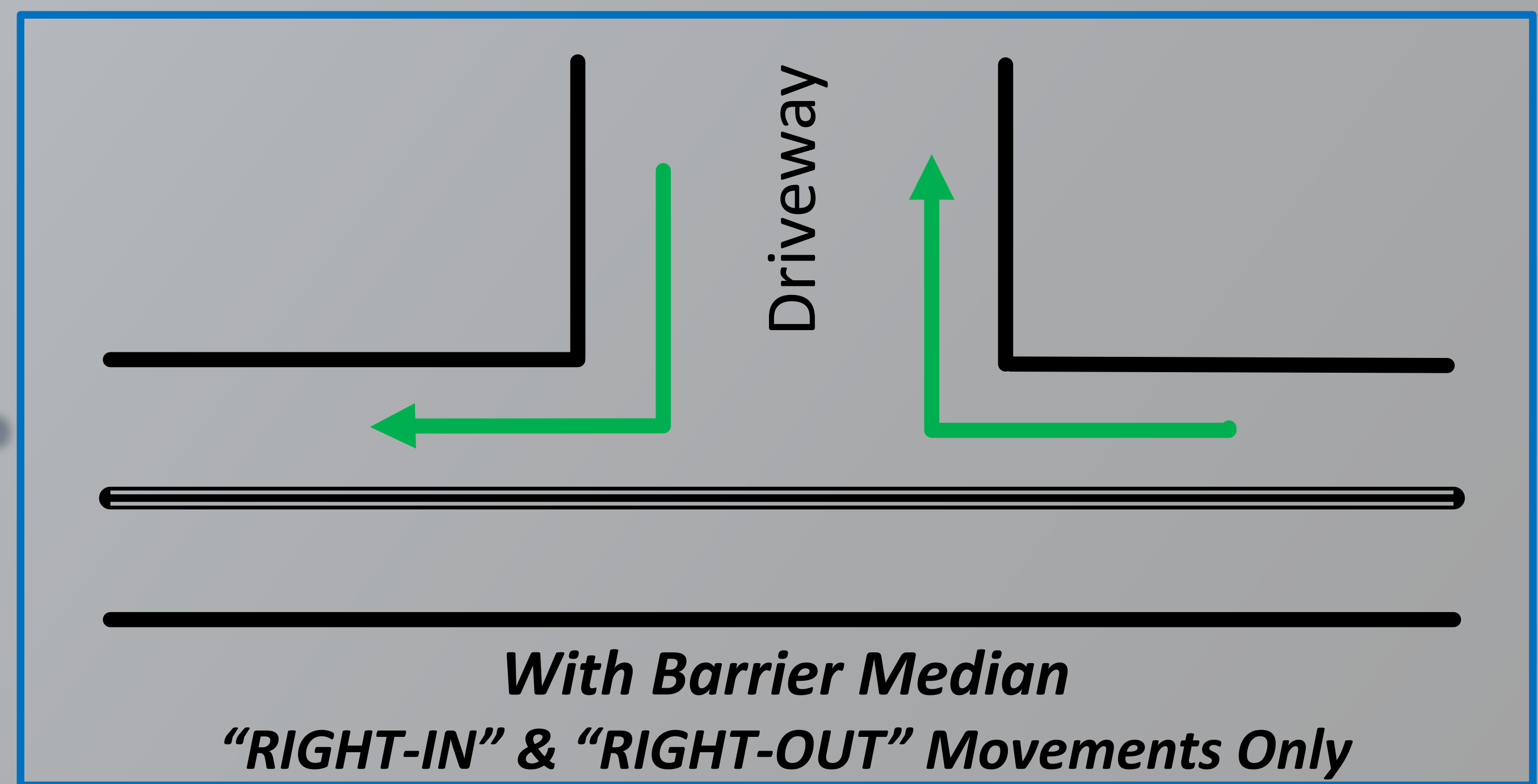
- A divider consisting of a grass, landscaped or concrete area that separates opposing traffic.
- Discourages and/or prevents vehicles from crossing the divider.
- Common form of access control.
- Greatly improves safety by reducing the number of turning conflict points.
- Provides refuge areas for pedestrians 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.



Example of a Landscaped Barrier Median



ACCESS CONTROL



74% DRIVEWAY CRASHES ELIMINATED

## FREQUENTLY ASKED QUESTIONS?

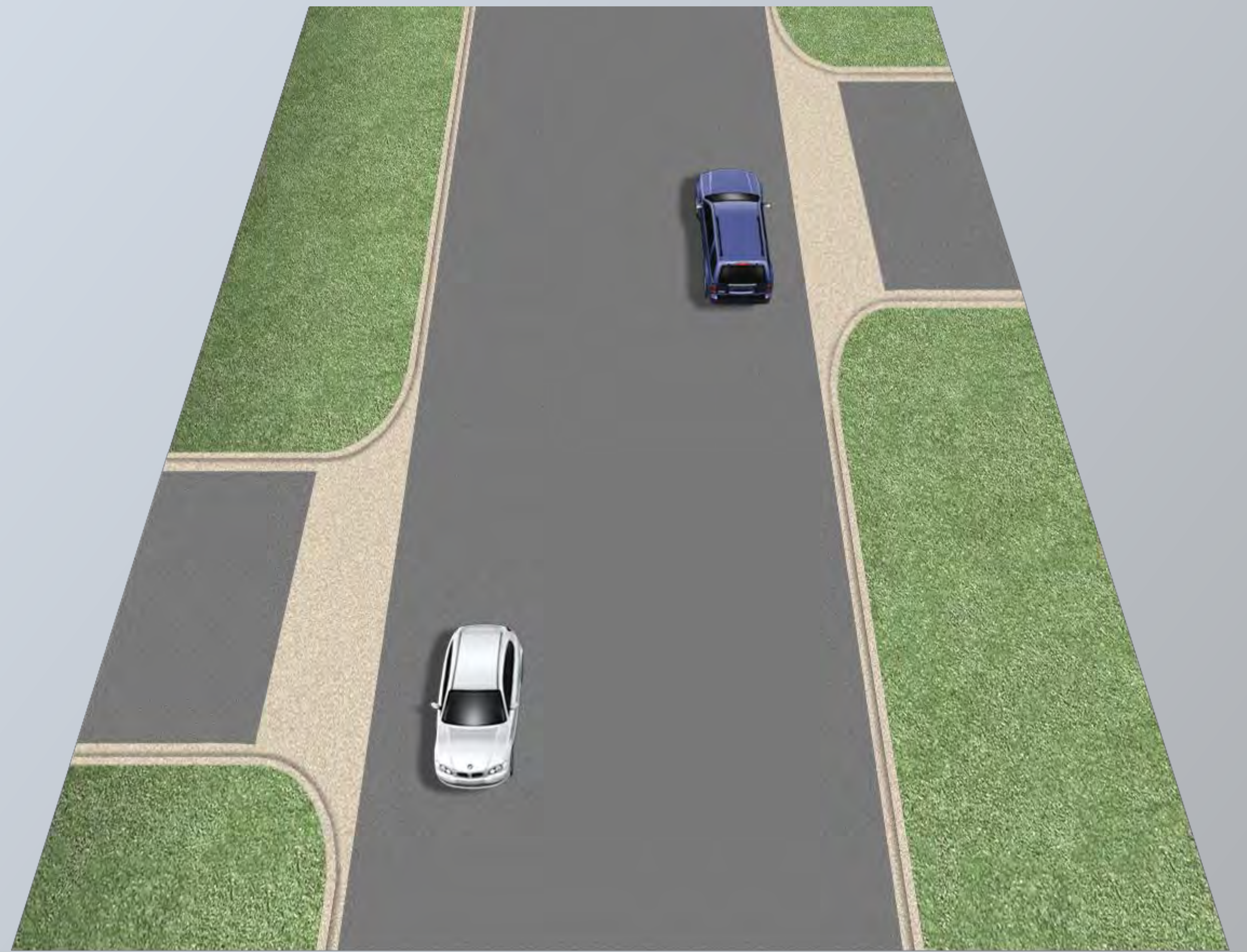
- Won't I lose customers if they can't turn left into my business anymore?**  
Left turning traffic is likely already minimal during peak periods on a congested roadway because there are inadequate gaps in the traffic stream. With access control implemented, a U-turn and right turn is a much safer option 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.



# OLYMPIC BOULEVARD TYPICAL CROSS SECTIONS



**EXISTING CONDITIONS  
LOOKING EAST**



35'

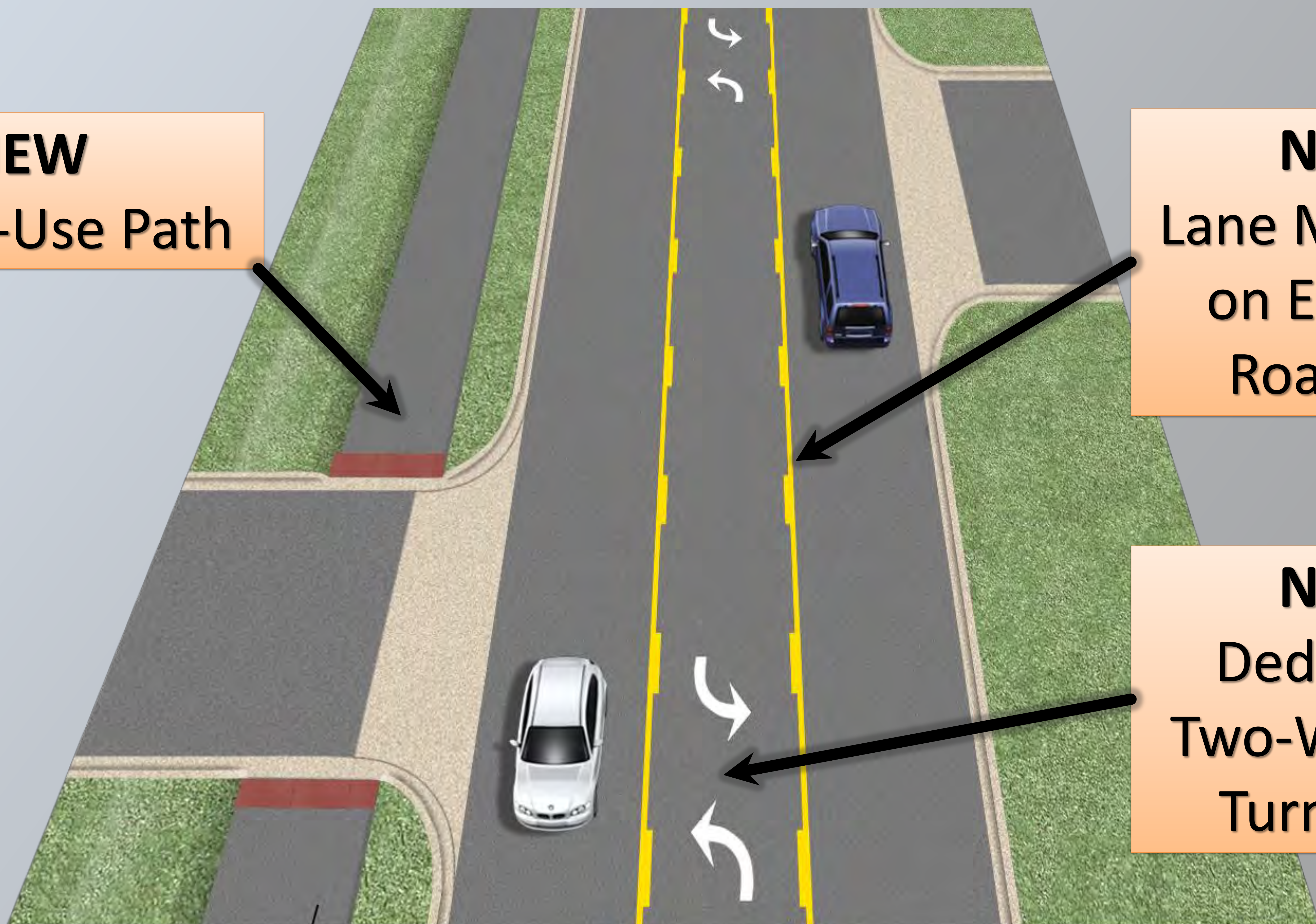
**EXISTING TYPICAL CROSS SECTION**

## *Olympic Blvd Between Crossroads Drive and Houbolt Road*

**NEW**  
Shared-Use Path

**NEW**  
Lane Markings  
on Existing  
Roadway

**NEW**  
Dedicated  
Two-Way Left  
Turn Lane



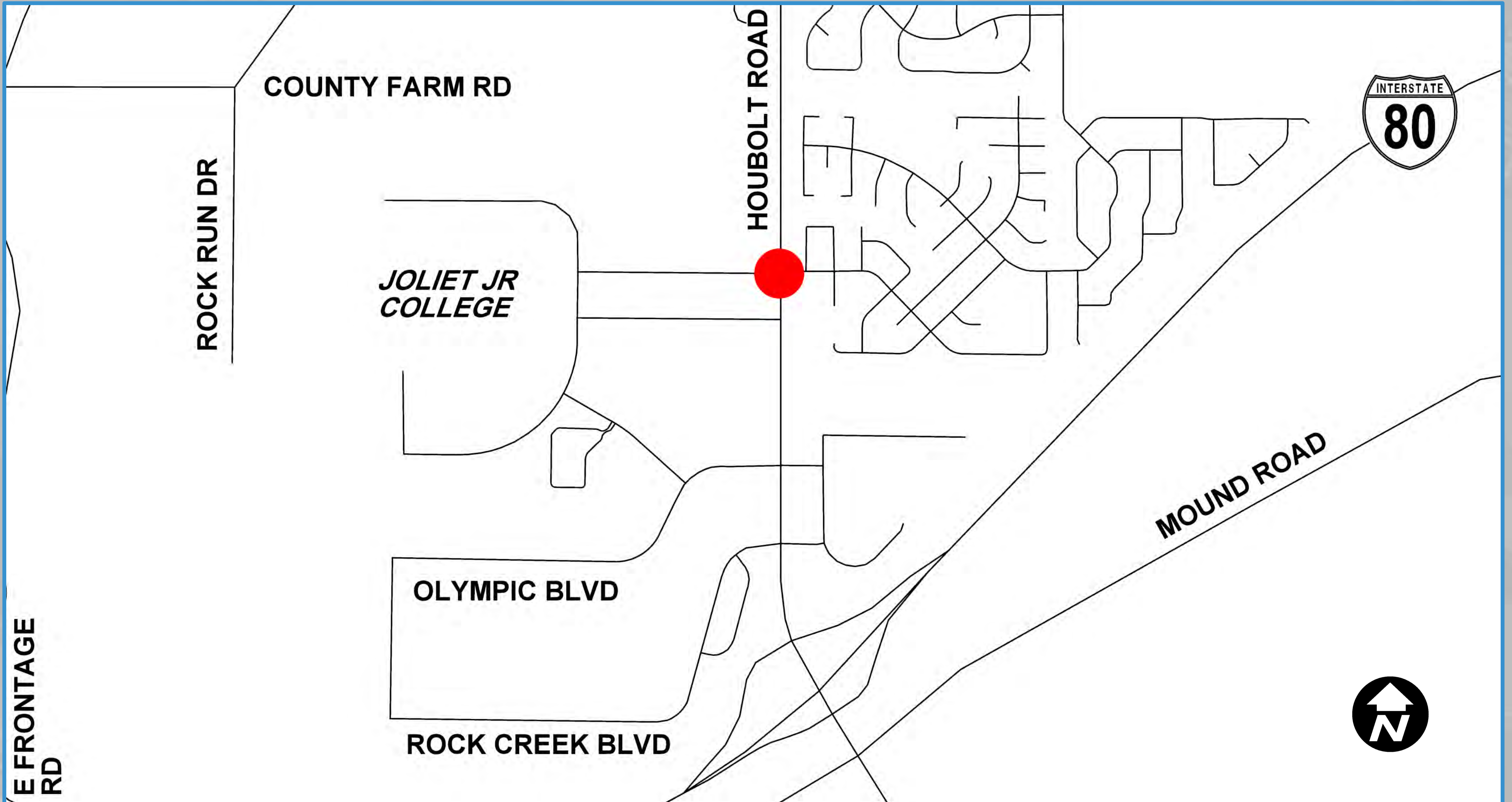
10' SHARED-USE  
PATH

12' LANE | 11' LANE | 12' LANE

**PROPOSED TYPICAL CROSS SECTION (LOOKING EAST)**



*Five Percent Locations*

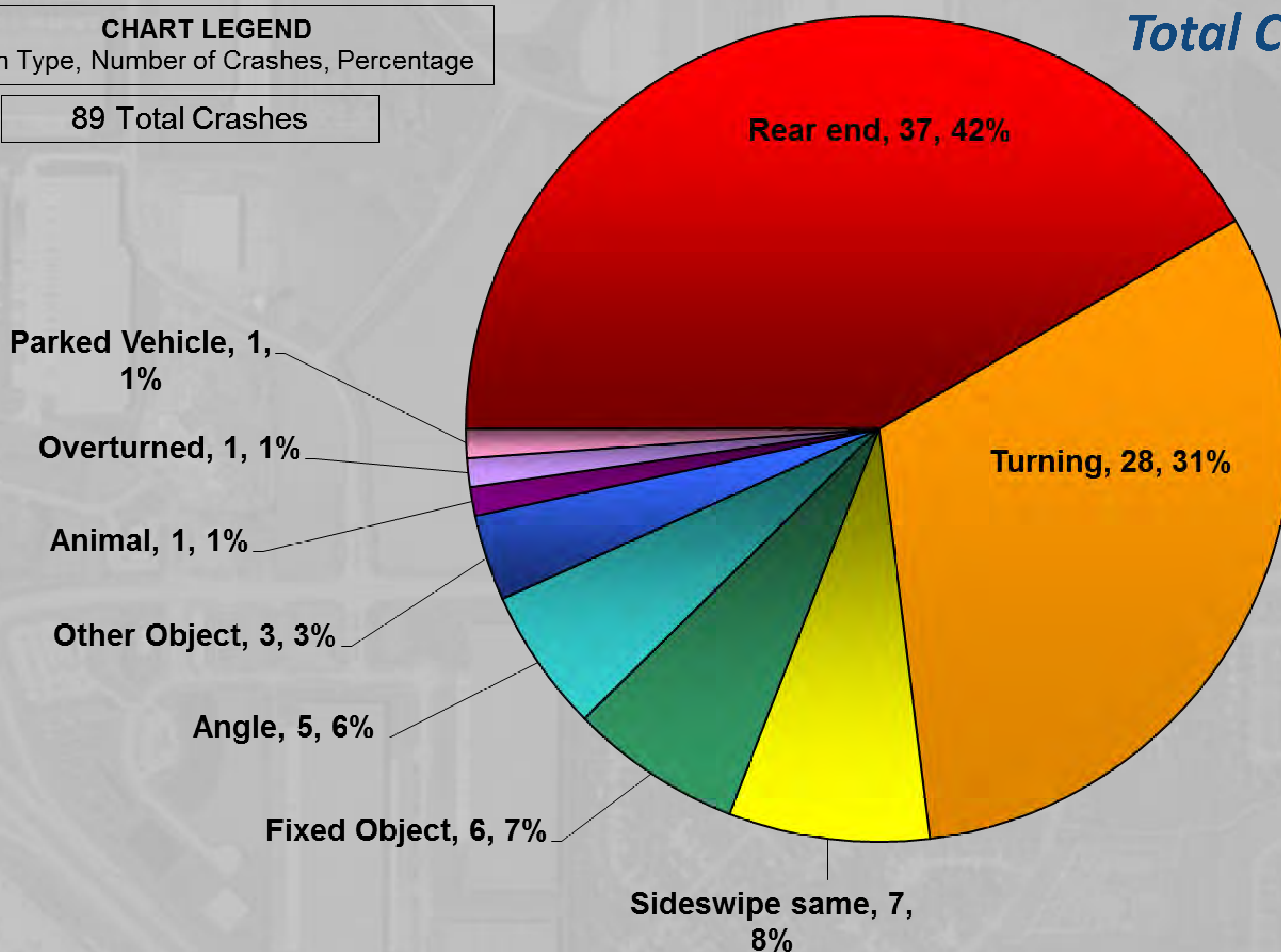


A five percent location is a roadway segment or intersection that has been identified as containing at least the top five percent of the severe injury and fatal crash locations within the state.

*Total Crashes By Type*

**CHART LEGEND**  
Crash Type, Number of Crashes, Percentage

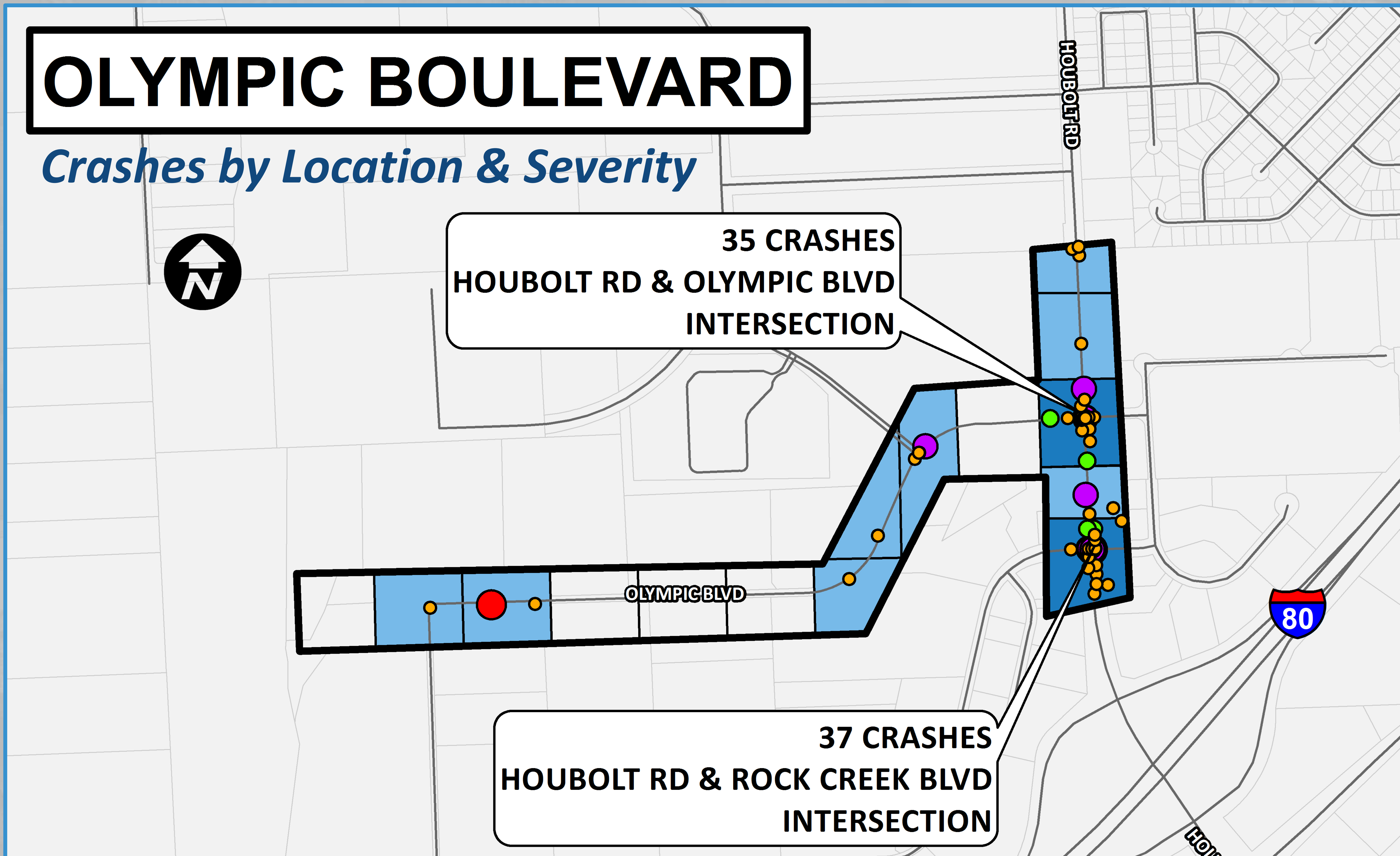
89 Total Crashes



# OLYMPIC BOULEVARD

## FROM I-55 EAST FRONTAGE ROAD TO HOUBOLT ROAD







### 5 - YEAR CRASH HISTORY (2014 - 2018)




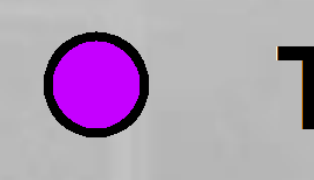



#### LEGEND

 Project Area  
 Streets

#### Number of Crashes

	0		21 - 30
	1 - 10		31 - 100
	11 - 20		>100

#### Crash Type

	Fatal		Type B
	Type A		Type C
			PDO

#### INJURY TYPE DEFINITIONS

Type A is an incapacitating injury

Type B is a non-incapacitating injury

Type C is an injury reported but not evident

PDO is a property damage only crash / no injury crash

### QUICK CRASH FACTS

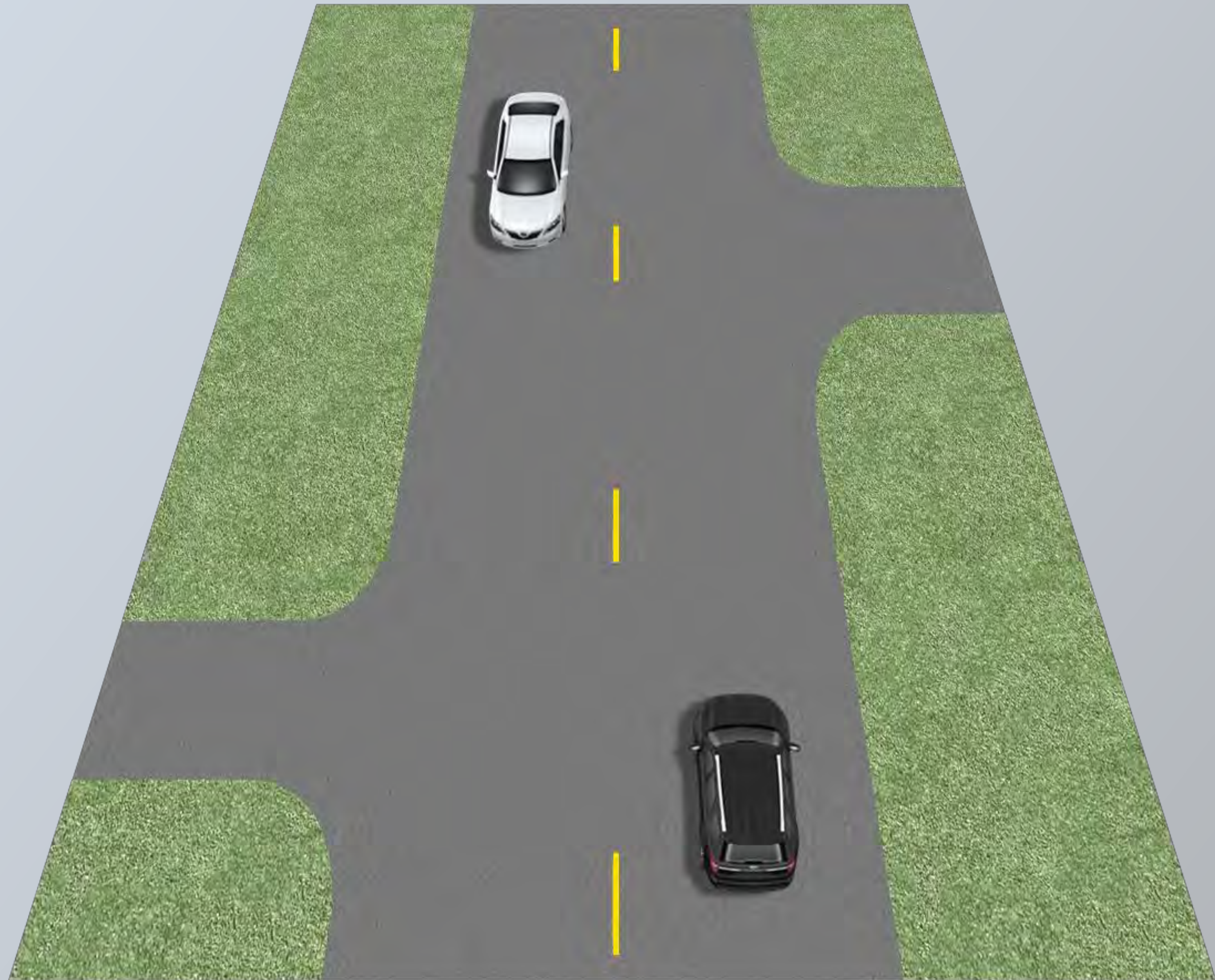
- **89 total crashes** occurred within the Olympic Boulevard study area in a 5-year period
- This study area has **NO fatality** crashes and **3 crashes** involved a **Type A / Incapacitating injury**
- **Most common** crash types are rear-end, turning, and sideswipe in the same direction
- There were **NO pedestrian or bicyclist** crashes reported
- **Majority of crashes** are occurring at the **signalized intersections on Houbolt Road**
- The **Houbolt Road and Joliet Junior College Entrance / Cathy Drive** intersection is a **Five Percent Location** located north of the study area



# SEIL ROAD TYPICAL CROSS SECTIONS



**EXISTING CONDITIONS  
LOOKING EAST**



12'  
LANE | 12'  
LANE

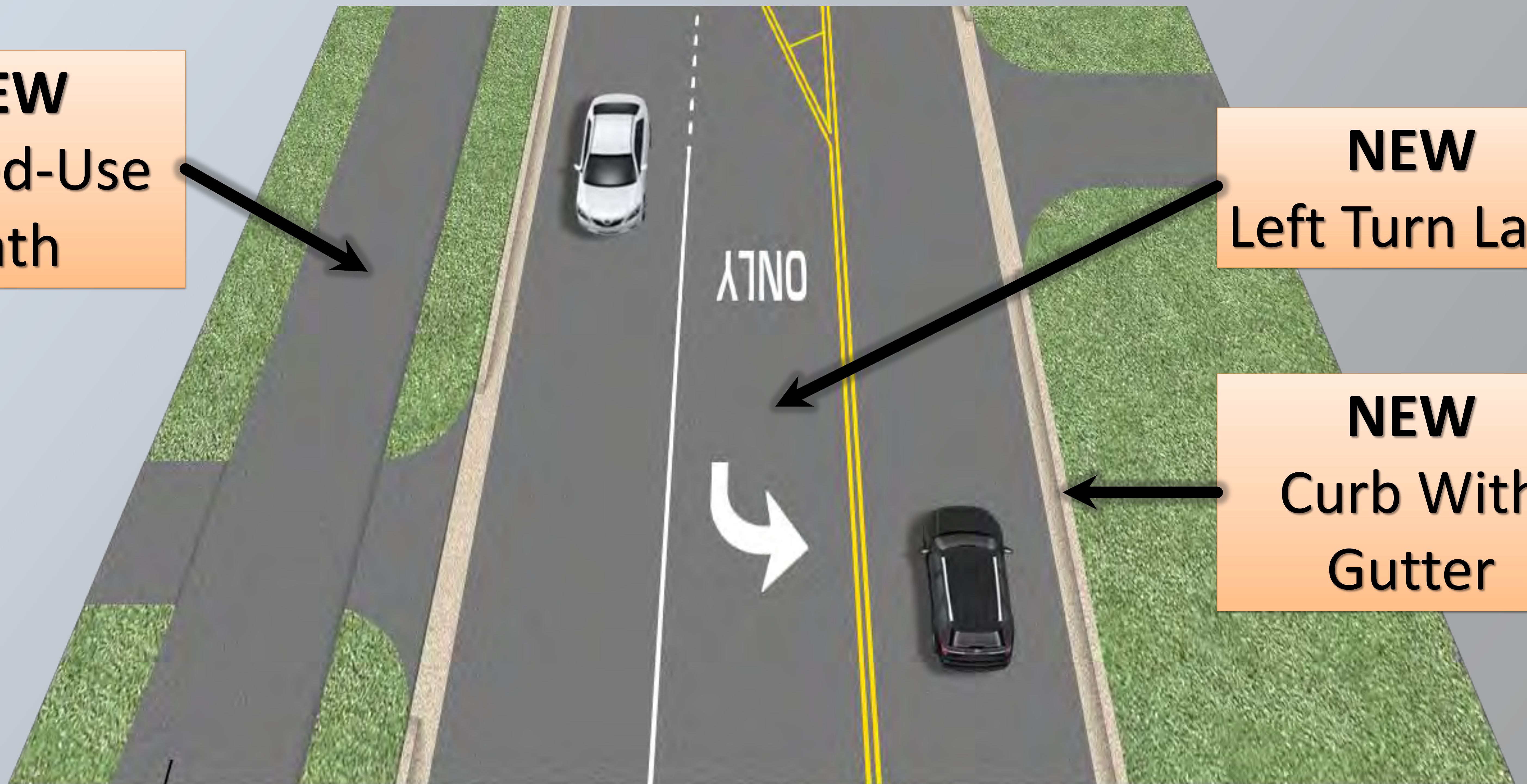
**EXISTING TYPICAL CROSS SECTION**

## *Seil Road Between DuPage River and I-55 West Frontage Road*

**NEW**  
Shared-Use  
Path

**NEW**  
Left Turn Lane

**NEW**  
Curb With  
Gutter



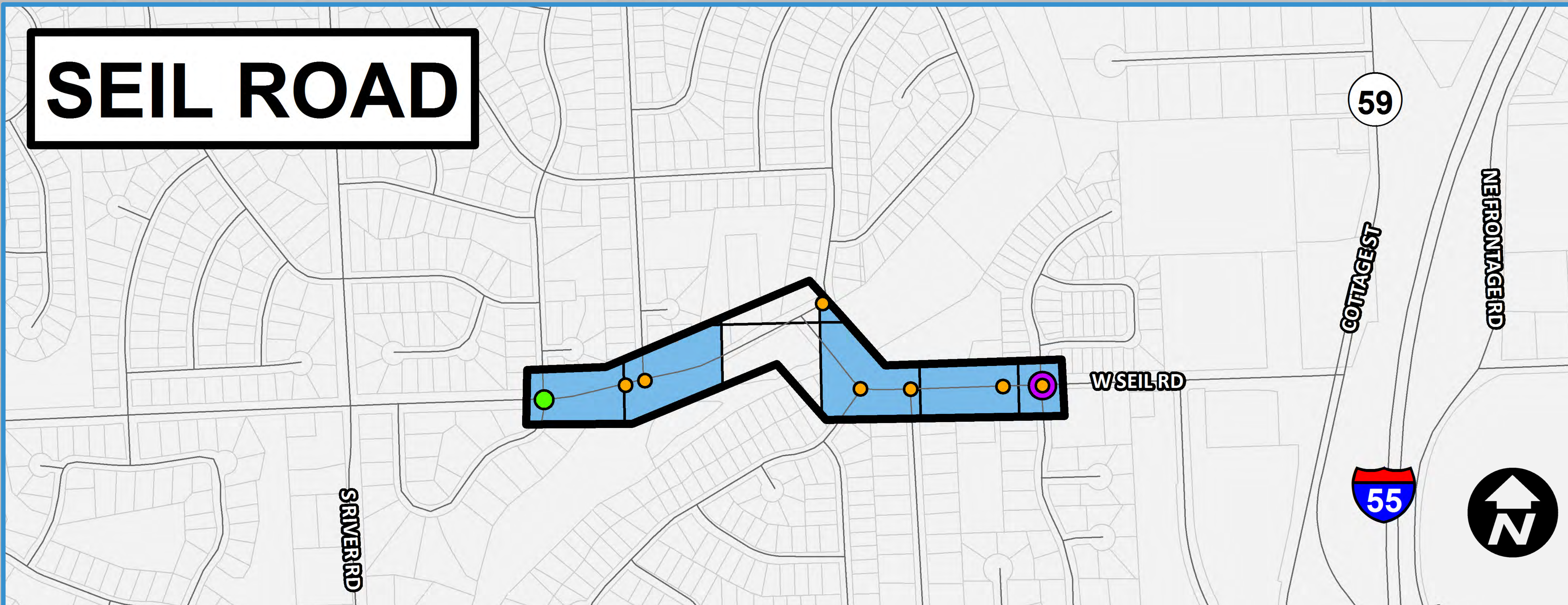
10'  
SHARED-USE  
PATH | 11'  
LANE | 11'  
LANE | 11'  
LANE

**PROPOSED TYPICAL CROSS SECTION (LOOKING EAST)**

# SEIL ROAD FROM RAVEN ROAD TO IL 59

## 5 - YEAR CRASH HISTORY (2014 - 2018)






### Crashes by Location & Severity







#### LEGEND

 Project Area  
 Streets

#### Crash Type

 Fatal  
 Type A  
 Type B  
 Type C  
 PDO

#### Number of Crashes

 0  
 1 - 10  
 11 - 20  
 21 - 30  
 31 - 100  
 >100

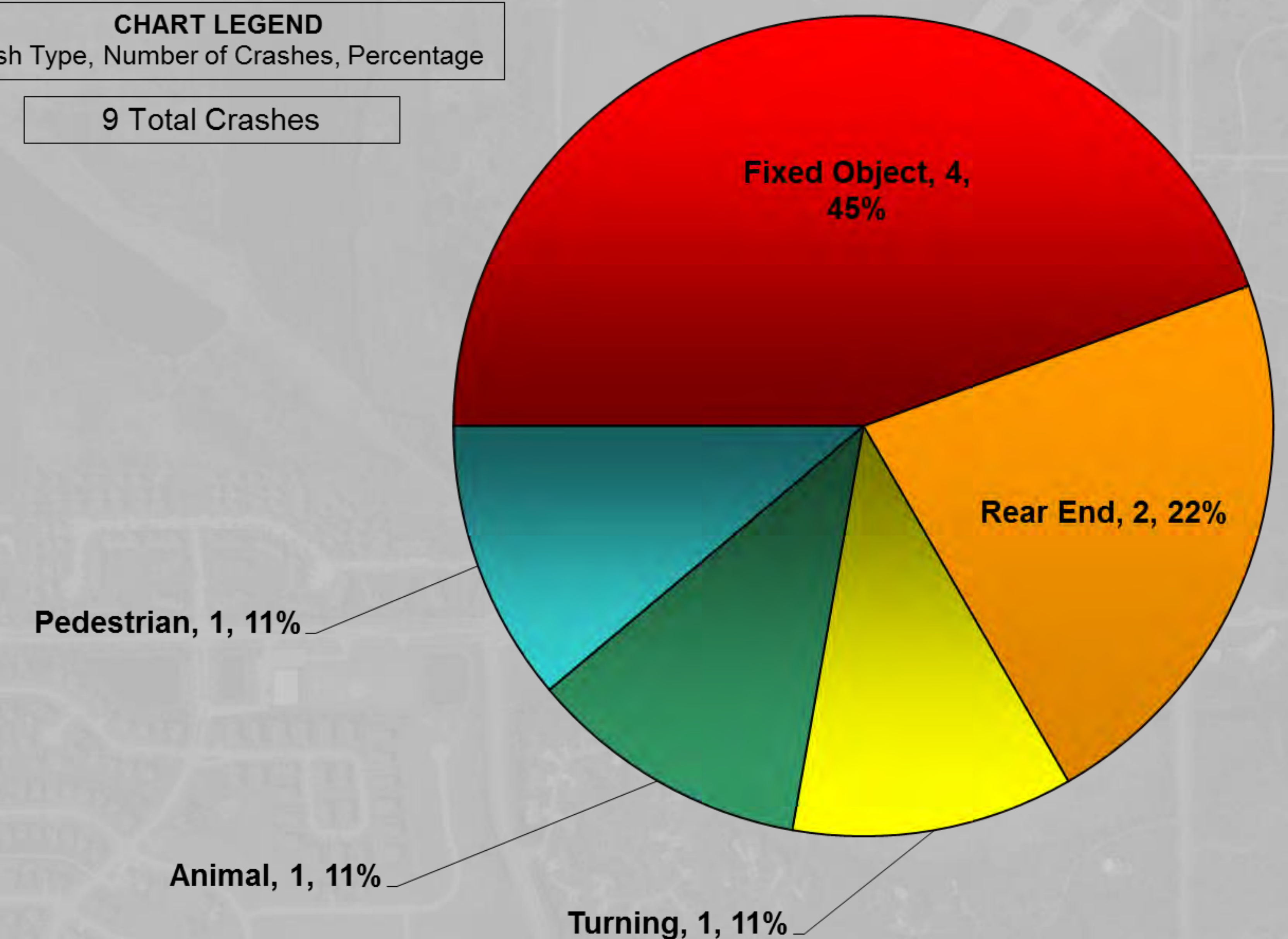
#### INJURY TYPE DEFINITIONS

Type A is an incapacitating injury  
Type B is a non-incapacitating injury  
Type C is an injury reported but not evident  
PDO is a property damage only crash / no injury crash

### Total Crashes By Type

**CHART LEGEND**  
Crash Type, Number of Crashes, Percentage

9 Total Crashes



### QUICK CRASH FACTS

- **9 total crashes** occurred within the Seil Road study area in a 5-year period
- This study area has **NO fatality** crashes
- **NO crashes** involved a **Type A / Incapacitating injury**
- Most common crash types are **fixed object and rear-end**
- There was **1 pedestrian crash** with a Type C Injury reported
- Seil Road has **NO five percent locations**