55TH STREET
U.S. ROUTE 12/20/45 (LAGRANGE ROAD)
TO EAST AVENUE

BUSINESS OUTREACH MEETING

Countryside City Hall
June 1, 2017
BUSINESS OUTREACH PURPOSE

- Present project history and existing conditions
- Present improvement’s purpose and need
- Present proposed scope of work
- Provide an opportunity for review and comment of proposed project plans
- Next steps in the Phase I process
PROJECT HISTORY

- W. 55th Street
- North Quarry
- Joliet Road
- East Avenue
- South Quarry
- Road Closure
PROJECT HISTORY

Priority I Improvement

Priority II Improvement

Roadway

Segment Improvement

Project Location
PHASE I STUDY PROCESS OVERVIEW

Phase I Study Process:

- Data Collection
  - Collect Existing Data
  - Notify Project Stakeholders

- Analyze Existing Conditions
  - Identify Deficiencies & Countermeasures

- Develop Concept Geometry & Alternatives
  - Develop Concept Geometry
  - Refine & Evaluate Alternatives
  - Coordinate Alternatives with a Multi-Disciplinary Peer Review Team

- Alternative Evaluation & Selection
  - Identify Impacts & Costs
  - Public Involvement

- Final Project Report & Design Approval

Phase II:
- Design/Contract Plans and Land Acquisition

Phase III:
- Construction
EXISTING CONDITIONS
EXISTING CONDITIONS
EXISTING CONDITIONS

55TH STREET

LAGRANGE ROAD

SPEED LIMIT 35

EAST AVENUE

SPEED LIMIT 40

55TH STREET

Collector

Arterial
AVERAGE DAILY TRAFFIC (ADT)

- Before Joliet Road Closure
- Existing
- 2040 Projected

- 55th Street
- LaGrange Road

- 14%
- 20%
CRASH DATA ANALYSIS

213 TOTAL CRASHES

55 (25.8%)  Crashes with injuries
0    Fatalities
33 Minor Injuries
40 (18.8%)  Crashes on wet pavement
155 (72.7%)  Crashes during daylight hours

REAR END 96(45.1%)
TURNING 72(33.8%)
ANGLE 20 (9.4%)
CAPACITY ANALYSIS

LEVEL OF SERVICE (LOS) DEFINED

**LOS “A”**
Intersection approaches appear quite open and all movements are easily made. Average vehicle delays are less than 10 seconds.

**LOS “B”**
Stable operation. Average vehicle delays are 10 to 20 seconds.

**LOS “C”**
Periodic backups where most drivers begin to feel somewhat restricted. Average vehicle delays are 20 to 35 seconds.

**LOS “D”**
Delays to approaching vehicles may be substantial during short periods, but excessive backups are negligible. Average vehicle delays are 35 to 55 seconds.

**LOS “E”**
Maximum capacity of the intersection. Average vehicle delays are 55 to 80 seconds.

**LOS “F”**
Jammed conditions where the intersection is over capacity. Average delays exceed 80 seconds.
PROPOSED IMPROVEMENT

- Add auxiliary and center turn lanes
- Traffic signal modernization
- Pedestrian/Bicycle accommodations
- Lighting improvements
- Improve drainage within project limits
- Streetscape improvements
LEFT TURN OPTIONS NEAR BARRIER MEDIAN
LAND ACQUISITION

- Determine Ownership
- Independent Appraisal
- Negotiations
- Eminent Domain
Three types of land acquisition

- Fee Simple (property purchase)
- Permanent Easement (permanent use of property by IDOT)
- Temporary Easement (temporary use of property by IDOT)
RIGHT-OF-WAY REQUIREMENTS

- Approximately 0.22 acres of temporary easement
- Approximately 0.23 acres of fee simple easement
- Roadway Lighting, Traffic Signal Improvements
- Staging and construction
PARKING IMPACTS

- 126 parking spaces impacted
  - Access to 125 parking spaces that illegally encroach on State right-of-way
  - 1 legal space impacted due to proposed improvements

- 19 property owners impacted
PHASES OF IDOT PROJECT

PHASE I
- Purpose and needs identified
- ROW needs identified
- Public Hearing
- Project Approval

WE ARE HERE

PHASE II
- Design and contract plan preparation
- Land Acquisition

PHASE III
- Construction
THANK YOU!

Business Outreach Meeting
Please send comments or questions to

DOT.55thStreet@illinois.gov