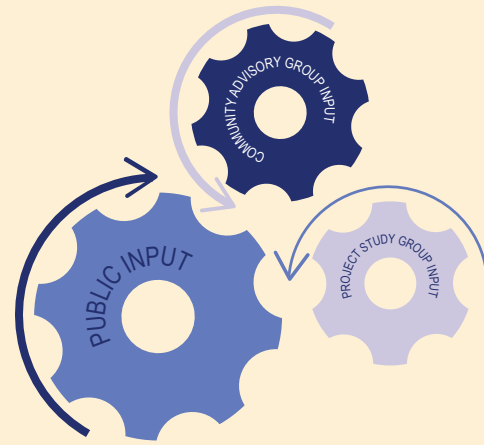


COMMUNITY ADVISORY GROUP

A Community Advisory Group (CAG) is being formed as a key component of the Context Sensitive Solutions process. Potential CAG members include residents, business owners, elected and community officials, neighborhood representatives and users of the facility. The structure of the CAG is discussed in more detail in the SIP. CAG members should be able to attend all or most CAG meetings and provide input as requested, in order to maintain familiarity with project findings and to provide timely input. The objective for the CAG is to include broad and equal representation from the study area, and be effective with respect to size and structure. The CAG membership request form is available at this public meeting or can be requested from the Department. **CAG membership forms must be returned to the Department by December 1, 2015.**



NEXT STEPS / PHASE I SCHEDULE

The Phase I milestones are illustrated in the schedule below. We are currently at the first public meeting. After this public meeting, a Community Advisory Group (CAG) will be created and further data will be collected. Three CAG meetings and another public meeting may be conducted before a preferred alternative is presented at the public hearing in 2017. This improvement is not currently included in the Department's FY 2016-2021 Proposed Highway Improvement Program. However, this project will be included in the Department's priorities for future funding consideration among similar improvement needs throughout the region.



COMMENTS OR QUESTIONS

Please visit the project website at www.IL53Corridor.org for materials shown at the public meeting. Questions and comments may be submitted during this public meeting using the comment form provided, mailed to the Department at the address indicated below, sent to the project e-mail address IL53Corridor@ClarkDietz.com, or sent through the project website, www.IL53Corridor.org. Comments received by December 1, 2015 will become part of the official public meeting record.

IDOT District 1 Bureau of Programming
201 West Center Court
Schaumburg, Illinois 60196-1096
Attn: Chris Kersten
Telephone: (847)705-4633



www.IL53Corridor.org

IL 53 PHASE I STUDY West Arsenal Road to US 52, Will County

PUBLIC MEETING #1



**November 10, 2015
4:00 p.m. to 7:00 p.m.**

**Stone City VFW
124 Stone City Drive
Joliet, IL 60436**

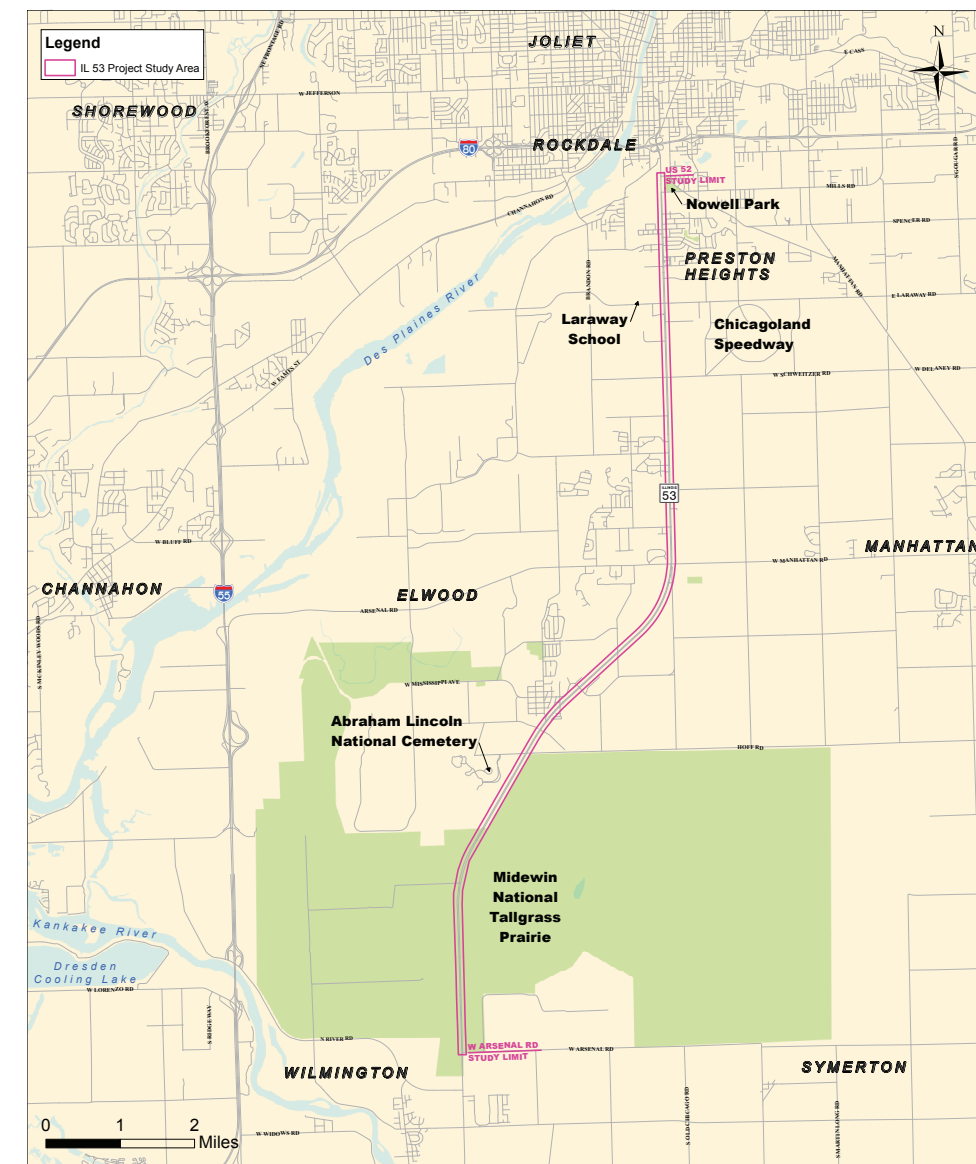
PURPOSE OF MEETING

- Obtain public input on the transportation issues in the study area
- Describe the project development process
- Provide information on additional public involvement opportunities

WELCOME

The Illinois Department of Transportation (Department) welcomes you to the first public meeting concerning the improvement of IL 53 from West Arsenal Road to US 52 in Will County. This public meeting is an open house format, and we invite you to view the presentation, examine the exhibits on display, talk with study team members, and provide feedback on project elements.

PROJECT STUDY AREA



www.IL53Corridor.org

IL 53 HISTORY

During World War II, this section of IL 53 was a strategic defense highway and designated as US 66. The roadway was constructed in 1926 and improved in 1945, due to the damage caused by heavy munition trucks. From 1926 to 1970, the roadway was an important transportation link between Will County and US 66, which was the primary road between Chicago and California. US 66 created an easy link to this highway which enabled goods from the region to be distributed westward.



*Typical roadway section of IL 53: Two through lanes in each direction separated by a median, roadside ditches and no pedestrian/bicyclist accommodations.

This highway also enabled the transportation of munitions from the Joliet Army Ammunition Plant during wartime. The Joliet Army Ammunition Plant was originally known as the Elwood Ordnance Plant and the Kankakee Ordnance Works when they were authorized by the federal government in 1940. At peak production during World War II, over 10,425 people were employed at the two plants creating bombs, shells, mines, detonators, fuses, and boosters. The Elwood and Kankakee Plants were combined and redesignated

the Joliet Arsenal in 1945, when operations were placed on standby. The Arsenal was reactivated during the Korean War and again during the Vietnam War. Production stopped in 1976 and by the late 1970s, most operations had ceased. The Joliet Army Ammunition plant was declared inactive in 1993. In 1997, the U.S. Army transferred land to the U.S. Department of Agriculture’s Forest Service. This land is now known as the Midewin National Tallgrass Prairie.

In 1994, IL 53 from Peotone Road to Interstate 80 was designated as Strategic Regional Arterial (SRA). The SRA system is a network of existing roads intended to supplement the existing and proposed expressway facilities by accommodating a significant portion of long-distance, high-volume automobile and commercial vehicle traffic in the region. In February of 1999, the Department completed SRA Study 512. This study developed a conceptual improvement plan to improve transportation mobility along the corridor, which was made available for local agencies to use in their land use planning activities.

This IL 53 Phase I Study from West Arsenal Road to US 52 was initiated in 2015 to address safety and operations along IL 53.

CRASH DATA

Records have been obtained to compile information on the number of traffic crashes that occurred within the project study area, conditions at the time of each crash, and the extent of property damage and types of injuries that resulted. Between 2009 and 2013, 423 crashes occurred within the project study area. The most predominant crash type over the five-year period was Turning followed by Rear End and Angle crashes. An injury occurred in 140 of the 423 crashes. A section of IL 53 south of US 52 and north of Old Elm Road has been identified as one of the top five percent of locations in Illinois with the most pressing need for safety improvements. This location experiences higher severity and frequency of crashes than similar facilities statewide.

TRAFFIC DATA

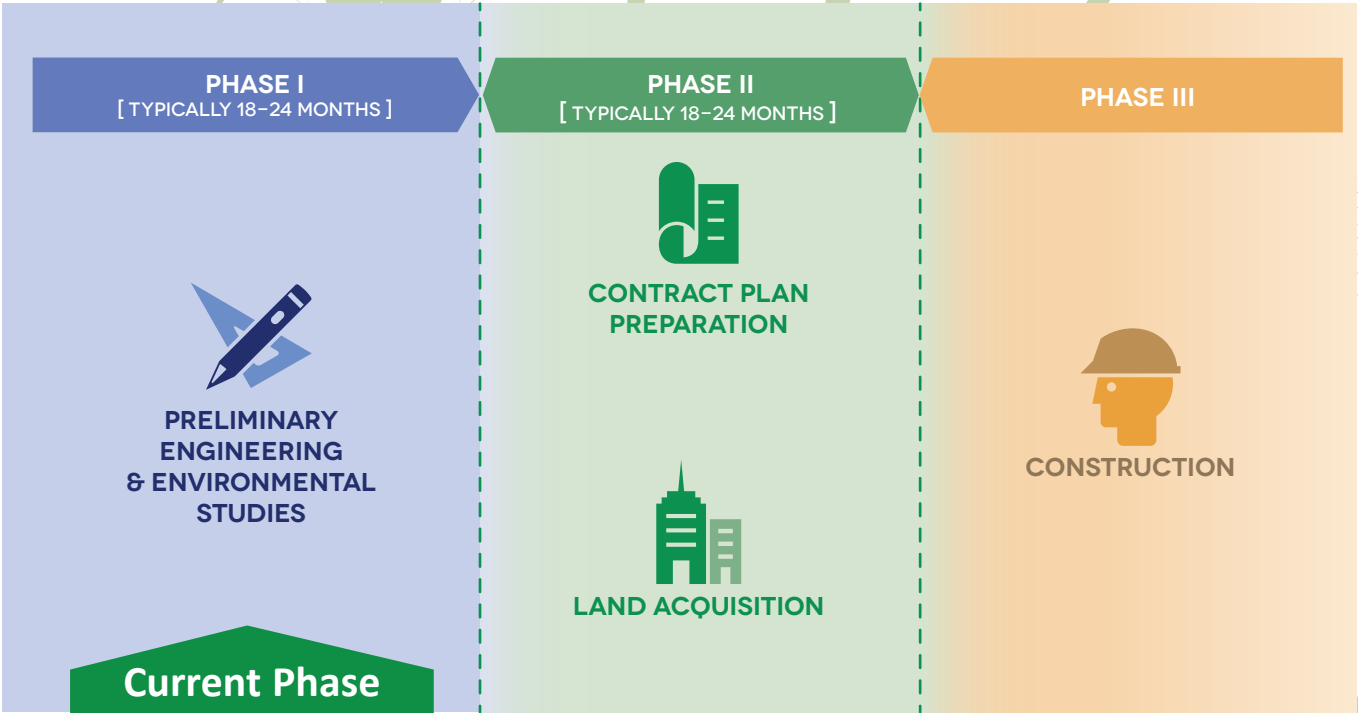
Traffic counts completed during 2008 to 2015 have been collected to set a baseline for future improvements. The following are the approximate traffic volumes that each roadway carries per day.

- IL 53 from W. Arsenal Road to US 52
 - 6,700 to 25,600 vehicles/day
- US 52 (Doris Avenue)
 - 3,950 vehicles/day
- Laraway Road
 - 5,530 to 11,100 vehicles/day
- Manhattan Road
 - 3,350 vehicles/day
- Mississippi Avenue
 - 2,950 vehicles/day
- Hoff Road
 - 250 to 450 vehicles/day
- West Arsenal Road
 - 50 vehicles/day

PROJECT DEVELOPMENT

Roadway improvement projects are developed in three (3) distinct phases as follows:

- Phase I Preliminary Engineering and Environmental Studies
- Phase II Plan Preparation and Land Acquisition
- Phase III Construction



CONTEXT SENSITIVE SOLUTIONS (CSS)

This study will be developed in accordance with Context Sensitive Solutions (CSS) study development principles. CSS is a collaborative, interdisciplinary study development approach that involves stakeholders throughout the study development process and at milestone decision points to ensure that the social, economic, and environmental concerns of the surrounding community are considered as part of the proposed transportation improvement.

STAKEHOLDER INVOLVEMENT PLAN (SIP)

A Stakeholder Involvement Plan (SIP) is the foundation to successful utilization of CSS principles, as it documents the variety of methods for stakeholders to get involved in the study process. The SIP is both comprehensive and flexible based on study needs, and thus subject to revision as the study development warrants. The opportunity for communication with all stakeholders is vital to the study’s success. The SIP includes a variety of potential methods for stakeholder involvement, including brochures, agency/organization meetings, public meetings, a public hearing, and meetings with individuals as appropriate. Copies of the draft SIP are available at the public meeting, on the study website (www.IL53Corridor.org), or can be requested from the Department, as noted on the back page of this meeting brochure.



What is a stakeholder?

A stakeholder is anyone potentially affected by, concerned with, or interested in the outcome of the proposed improvements being contemplated. Please refer to the SIP for more information.