

The improvements to I-80 are estimated to cost **\$1.2 billion** and are included in the Department's FY 2020-2025 Program and are funded by the **Rebuild Illinois Capital Program.**

# Inter-LINK

ISSUE 4 • FALL 2019



## STAKEHOLDER COLLABORATION

Stakeholder involvement activities allowed the study team to gain insight on stakeholder concerns. IDOT and the study team have worked extensively with resource agencies, municipalities, and other stakeholders, resulting in the development of the preferred alternative.



**7**

PROJECT WORKING GROUP MEETINGS



PROJECT WEBSITE



**2**

COMMUNITY MEETINGS



RESOURCE AGENCY MEETINGS



**3**

PUBLIC MEETINGS



BROCHURES

### Comments on the Environmental Assessment?

Send us your comments using the online form on the project website at I-80Will.com or fill out a comment form at the public hearings.

Comments received by December 2, 2019 will become part of the Environmental Assessment.

Written comments can be mailed to:  
 Illinois Department of Transportation- District 1  
 Attn: Jessica Feliciano, P.E.,  
 Bureau of Programming  
 201 W. Center Court  
 Schaumburg, IL 60196-1096

**COMMENT PERIOD ENDS**  
 DECEMBER 2, 2019

## NEXT STEPS

STEP ONE:

ADDRESS PUBLIC COMMENTS

STEP TWO:

RECEIVE FEDERAL APPROVAL TO PROCEED WITH PHASE II

STEP THREE:

CONTRACT PLAN PREPARATION & LAND ACQUISITION

STEP FOUR:

CONSTRUCTION

## WHAT IS AN ENVIRONMENTAL ASSESSMENT?

An Environmental Assessment describes the purpose and need of the project, alternatives considered, the preferred alternative, anticipated environmental impacts including Section 4(f) impacts to the Joliet Junction Trail and the Brandon Road Lock and Dam Historic District, projected benefits and potential mitigation measures.

The Environmental Assessment is available for review at I-80will.com and at the following locations until December 2:

**ILLINOIS DEPARTMENT OF TRANSPORTATION, DISTRICT 1 OFFICE**  
 201 W. Center Court, Schaumburg, IL

**FOREST PRESERVE DISTRICT OF WILL COUNTY**  
 17540 W. Laraway Road, Joliet, IL

**JOLIET PUBLIC LIBRARY**  
 150 N Ottawa Street, Joliet, IL

**NEW LENOX PUBLIC LIBRARY**  
 120 Veterans Parkway, New Lenox, IL

**SHOREWOOD-TROY PUBLIC LIBRARY**  
 650 Deerwood Drive, Shorewood, IL

**THREE RIVERS PUBLIC LIBRARY**  
 25207 W. Channon Drive, Channahon, IL

**THREE RIVERS PUBLIC LIBRARY**  
 109 N Wabena Ave, Minooka, IL

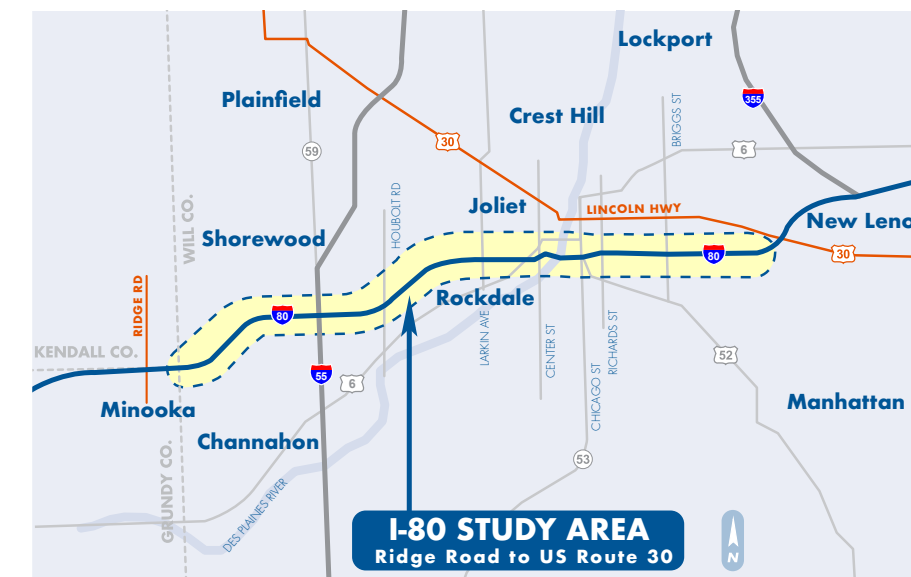
## I-80 PREFERRED ALTERNATIVE HAS BEEN SELECTED

### PLANNING PROCESS

NEARING COMPLETION!

*The Environmental Assessment was released for public comment on October 15, 2019.*

I-80 is a major east-west transportation route that is an important link in the nation's interstate system. It is the second longest interstate highway in the United States, connecting downtown San Francisco, California to Teaneck, New Jersey. The project limits include 16 miles of the interstate located in Will County. It begins at Ridge Road to the west and ends at US Route 30 to the east. The I-80 planning process included a thorough examination of transportation needs, potential solutions, and extensive technical analysis and stakeholder input.



# PREFERRED ALTERNATIVE

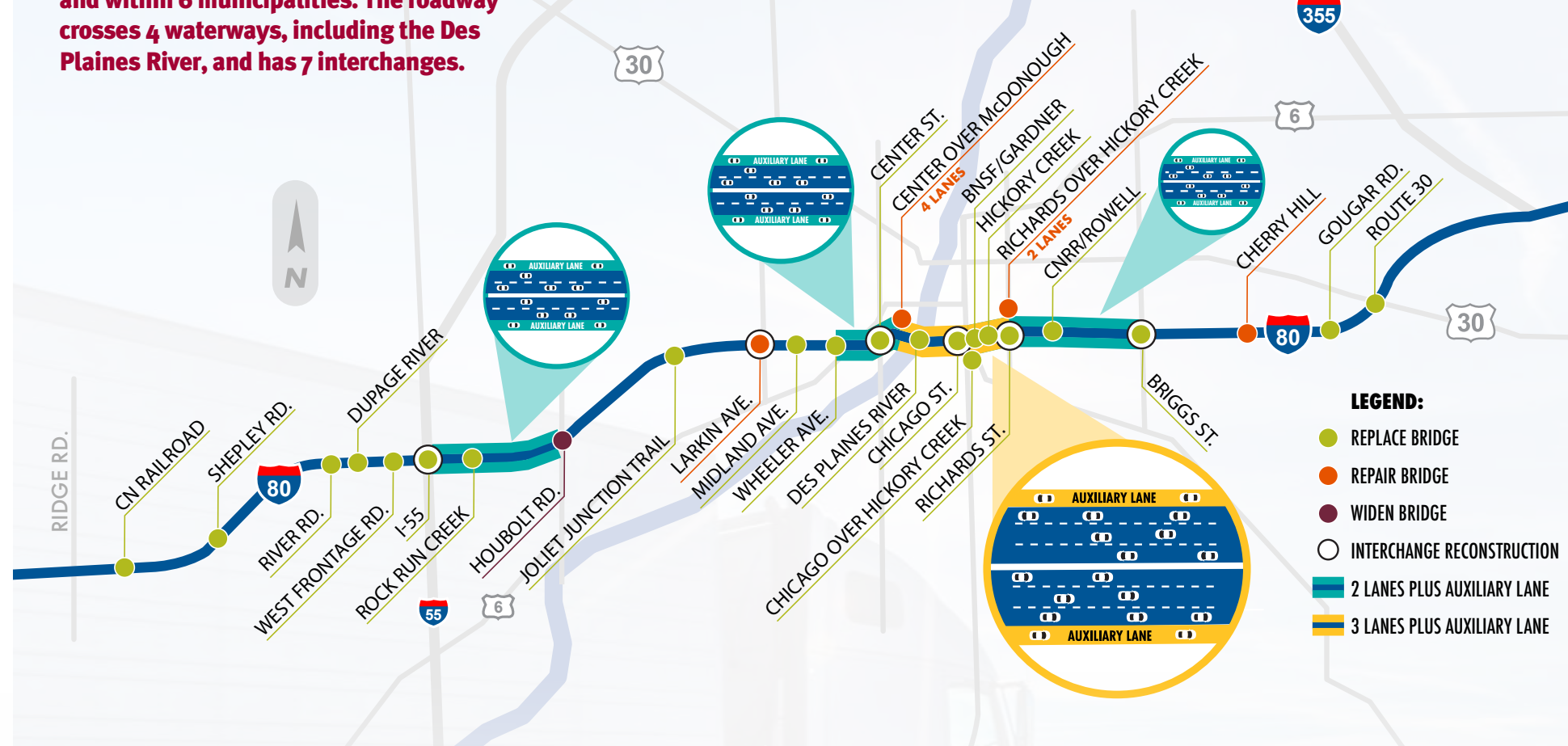
This solution best meets the project purpose and need by improving safety, facility condition and design, and regional and local travel. In addition, the improvements meet the goal of improving pedestrian and bicycle facilities in the project area.

The preferred alternative includes adding and/or extending auxiliary lanes, widening shoulders, improving interchanges, and repairing, widening and replacing bridges along the corridor including building a new bridge over the Des Plaines River north of the existing bridge.

## BENEFITS

- Improves roadway conditions
- Meets current geometric design standards
- Accommodates potential future lanes
- Widens shoulders
  - » Improves travel time reliability by providing full shoulder for disabled vehicles to pull onto
  - » Provides access for emergency vehicles
  - » Allows space for law enforcement to pull off
- Adds auxiliary lanes
  - » Safer conditions for traffic entering or exiting I-80
  - » Improvement in travel times
- Interchange improvements
  - » Improved safety and operation at interchanges
  - » Significant improvement to travel time through the I-80 at I-55 interchange

The corridor is primarily in Will County and within 6 municipalities. The roadway crosses 4 waterways, including the Des Plaines River, and has 7 interchanges.



# WHAT ARE THE IMPROVEMENTS?

## 1 I-80 Mainline

- Auxiliary lanes added to improve traffic flow and safety for a total of 3 lanes in each direction between:
  - » I-55 and Houbolt Road
  - » Larkin Avenue and Center Street
  - » Richards Street and Briggs Street
- Auxiliary lane for a total of 4 lanes in each direction between Center Street and Richards Street
- Compatibility for future lanes
- Pavement replacement for the entire length of the project to address pavement age and condition

## 2 Interchanges

A total of 6 interchanges will undergo reconstruction (I-55, Larkin, Center, Chicago, Richards, and Briggs) Rt 30 is currently under construction and the city of Joliet will improve the Houbolt Rd interchange.

## 3 Bridges

A total of 5 new bridges will be added and 24 bridges will be replaced, repaired or widened.

## 4 Des Plaines River Bridge

A new wider bridge will be built north of the existing bridge. This alignment improves safety, and allows the existing bridge to remain open while the new bridge is constructed for safer, faster construction. This alignment requires 43 residential relocations and removal of 1 commercial building.

## 5 Pedestrian and Bicycle

Pedestrian and bicycle improvements are also a part of this project. The number of conflict points at interchanges will be reduced improving safety at interchanges.

- **Chicago Street** – New pedestrian path built between Doris and 5th Avenue
- **Richards Street** – Pedestrian improvements at ramp terminals
- **Briggs Street** – 10' multi-use path along the west side and 7' sidewalk along the east side
- **River Road** – 10' multi-use path along the east side
- **Rock Run Creek Bridge** – A flat shelf under the bridge will allow for a future shared use path planned by FPDWC
- **Gougar Road over I-80** – On structure - 7' sidewalk on the east side, 10' barrier separated path on the west side

# NOISE EVALUATION

Noise impacts of the preferred alternative were evaluated.

8 miles of noise walls were recommended.



During the final design of this project, a viewpoint solicitation will be conducted. This gives property owners and residents who are benefited receptors the opportunity to vote whether or not they want a noise wall. Benefited receptors are property owners and residents who will benefit from a noise wall because it reduces the traffic noise by 5 decibels or greater.

## ENVIRONMENTAL SECTION 4(f)

Section 4(f) of the USDOT Act of 1966, commonly called "Section 4(f)," offers protection for publicly owned wildlife and waterfowl refuges, parks and recreation areas, and historic resources affected by federal transportation projects. The preferred alternative will replace the existing I-80 bridges over the Joliet Junction Trail with 1 bridge that is wider and lower than the current bridges.

Lighting will also be installed under the new bridge. The trail will remain open throughout construction, with some temporary closures. When necessary, parts of the trail will be closed during periods of heaviest construction and overhead bridge work that cannot be shielded. All construction and trail closures will be coordinated in advance with the Forest Preserve District of Will County (FPDWC).

The Brandon Road Lock and Dam Historic District was also evaluated and found to have a de minimis impact. The Federal Highway Administration (FHWA) intends to make a determination of de minimis impacts to the Joliet Junction Trail, which means that the preferred alternative will not adversely affect activities, features or attributes that make the trail eligible for protection under Section 4(f). Comments on trail impacts will be accepted through December 2. FHWA will make the final de minimis impact determination after reviewing comments received and finalizing coordination with FPDWC.