

I-55 IMPROVEMENTS AT AIRPORT ROAD/LOCKPORT STREET AND AT IL 126

Study Update
July 15, 2025



AGENDA

- Public Hearing & Comments
- Post-Hearing Activities
- Value Engineering
- Study Status

PUBLIC HEARING

PUBLIC HEARING & COMMENTS



PREFERRED
ALTERNATIVE



Public Hearing Feedback:

- Support for Improvements
- Improvement Concerns:
 - Traffic (congestion/delay)
 - Truck
 - Safety
 - Impact to Neighborhoods

POST HEARING ACTIVITIES

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- Agency Meetings
 - Plainfield Park District
 - Plainfield Township
- Additional Traffic Data
 - Updated CMAP 2050 Traffic Projections

POPULATION GROWTH

- At study initiation 2010 data & 2040 projections used
- In 2018, CMAP transitioned to ON TO 2050 and implemented projections in 2018
- Requested 2050 projections using pre-covid 2019 traffic counts
- ON TO 2050 update in 2026 will result in even lower 2050 projections

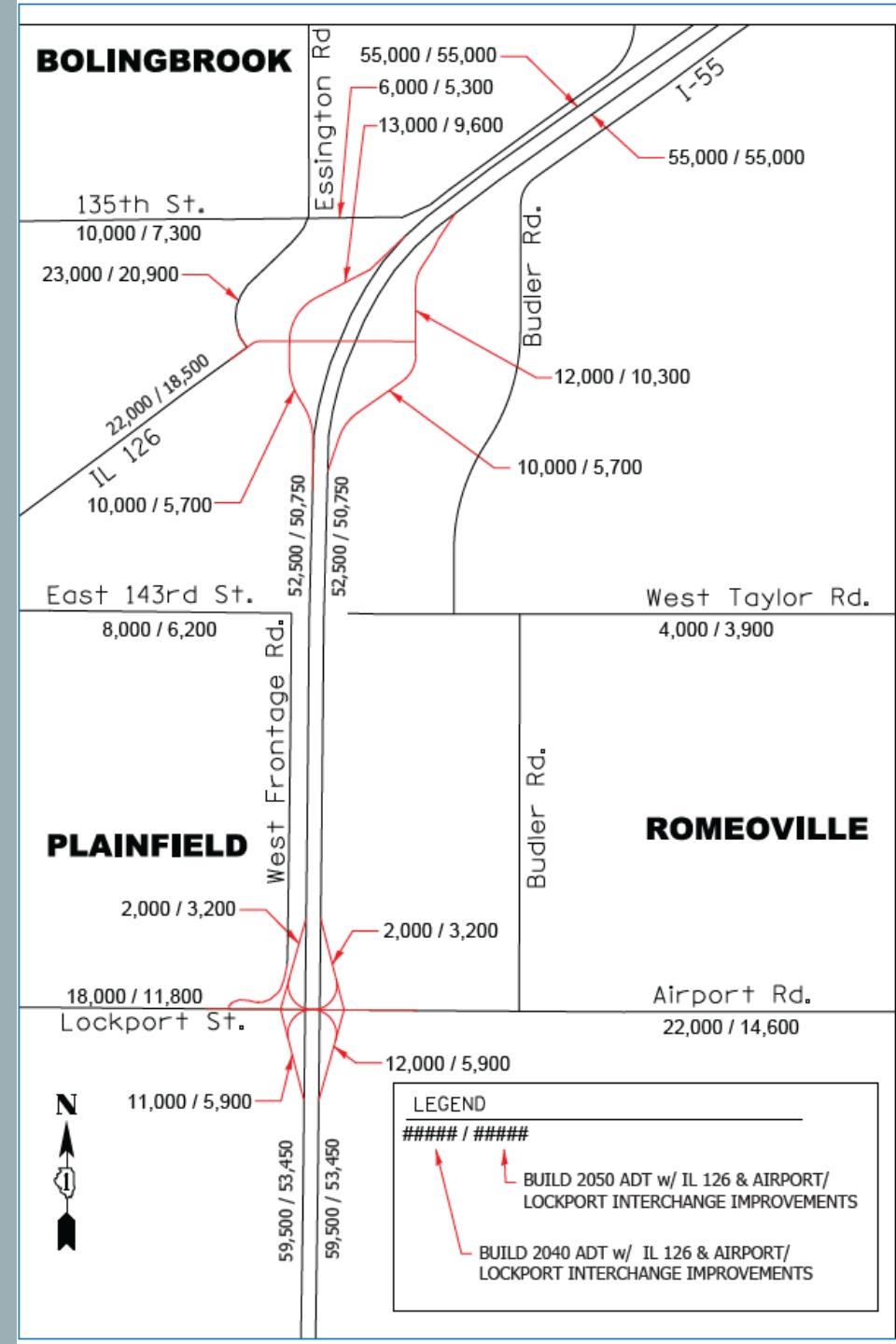
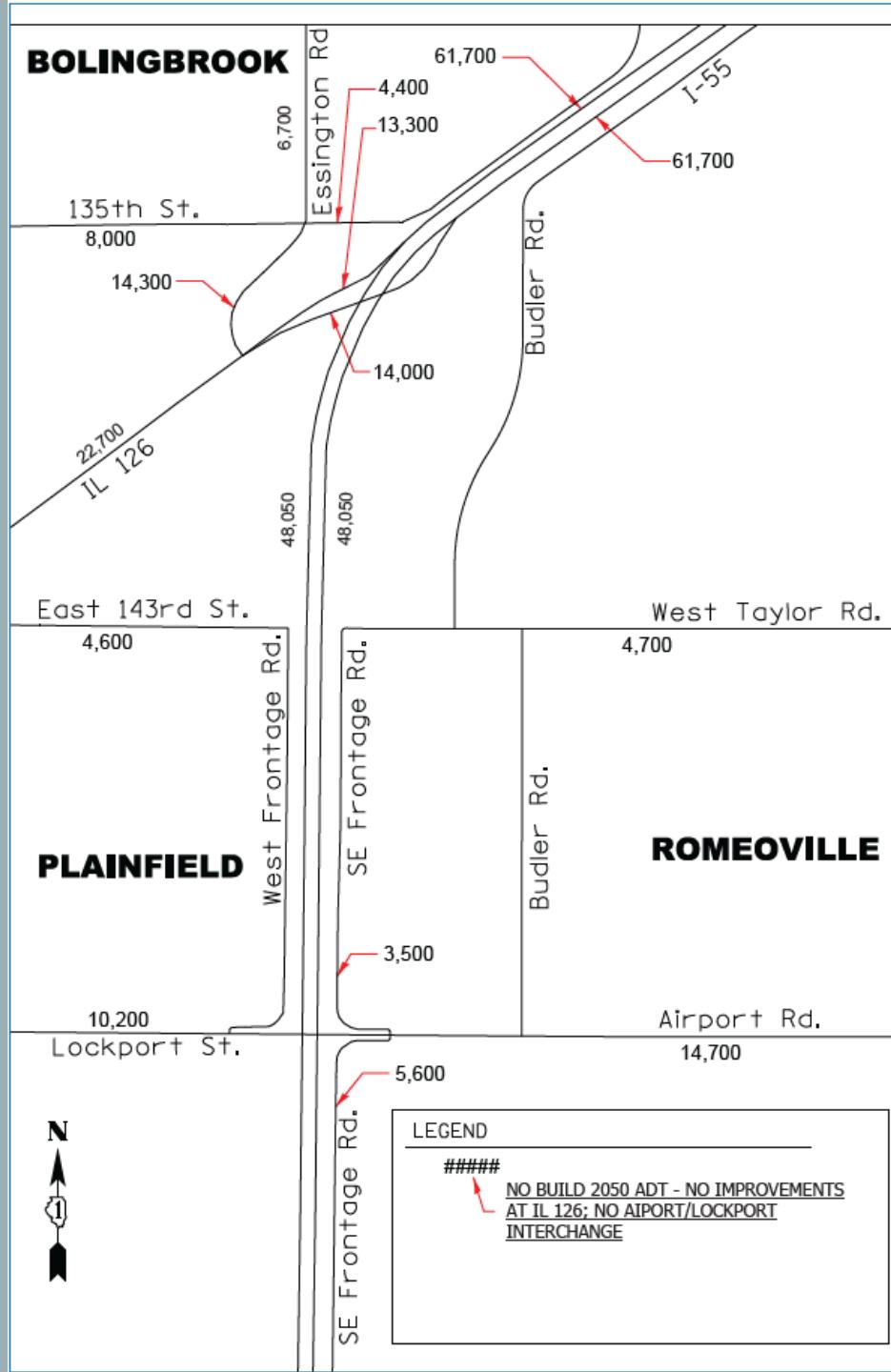
START OF THE STUDY:

POPULATION	2010	Projected 2040
Bolingbrook	73,366	116,462
Plainfield	39,581	82,490
Romeoville	39,680	74,068
TOTAL	152,627	273,021

2024 UPDATE:

POPULATION	2020	Projected 2050
Bolingbrook	73,922	85,552
Plainfield	44,762	60,791
Romeoville	39,863	43,744
TOTAL	158,547	190,087

UPDATED TRAFFIC VOLUMES



UPDATED TRAFFIC VOLUMES

- **9.1%** decrease in traffic volumes along Essington from 2040 to 2050 Build
- **30%** decrease in total ramp volumes at IL 126 & **33%** at Airport Rd/Lockport St
- Downtown Plainfield has an increase of 300 vehicles with an interchange vs to No Build

COMMENTS FROM MEETING

- Concerns with closing the Eastern Frontage Roads
- Existing Safety at both Frontage Roads
- Concerns over the High Speeds
- Truck Traffic and Traffic in general
- Support from Businesses



-NEW ALT-
I-55 AT AIRPORT RD
/LOCKPORT ST
INTERCHANGE



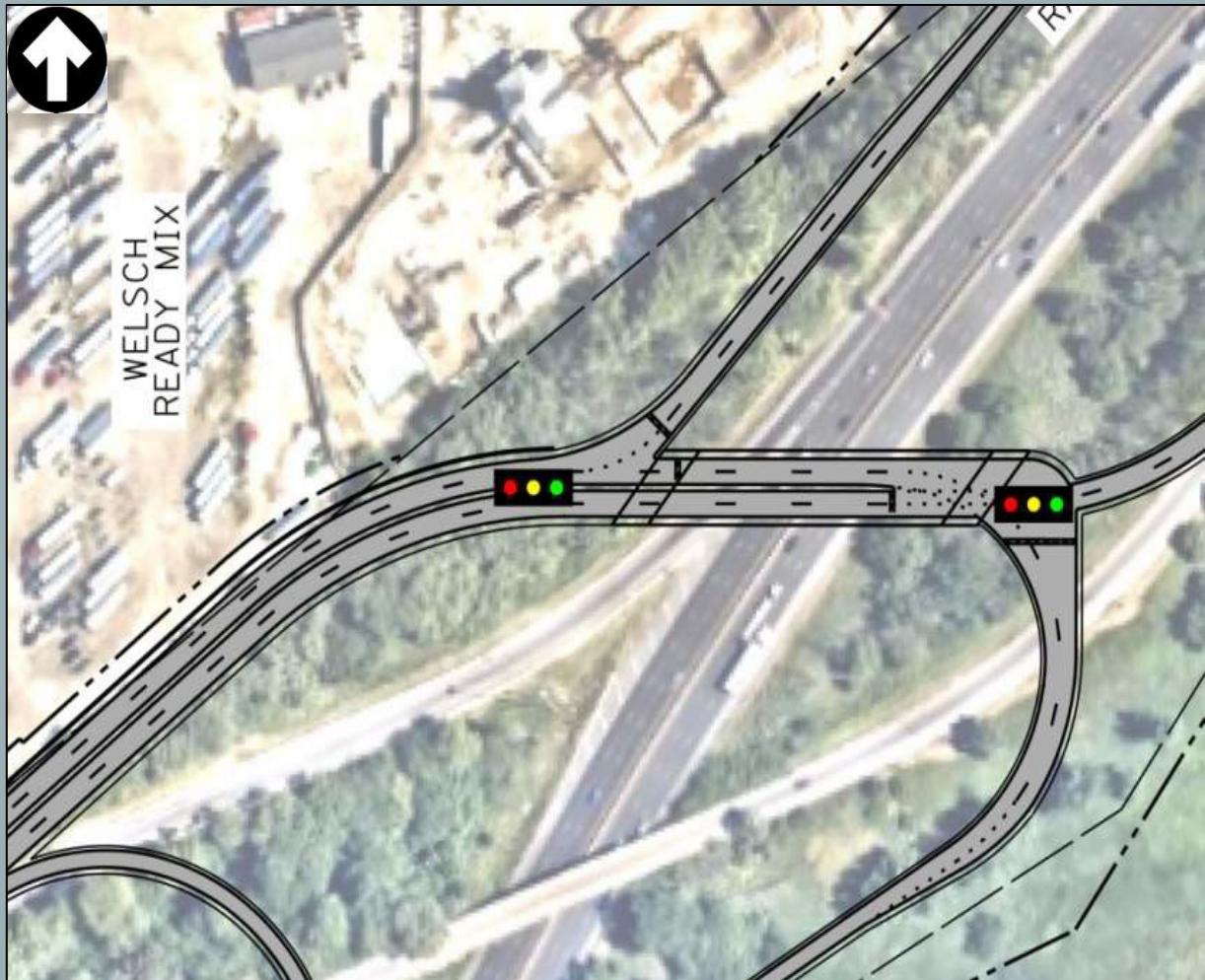
EXAMPLE: 106TH ST OVER I-69 N/O INDIANAPOLIS

VALUE ENGINEERING

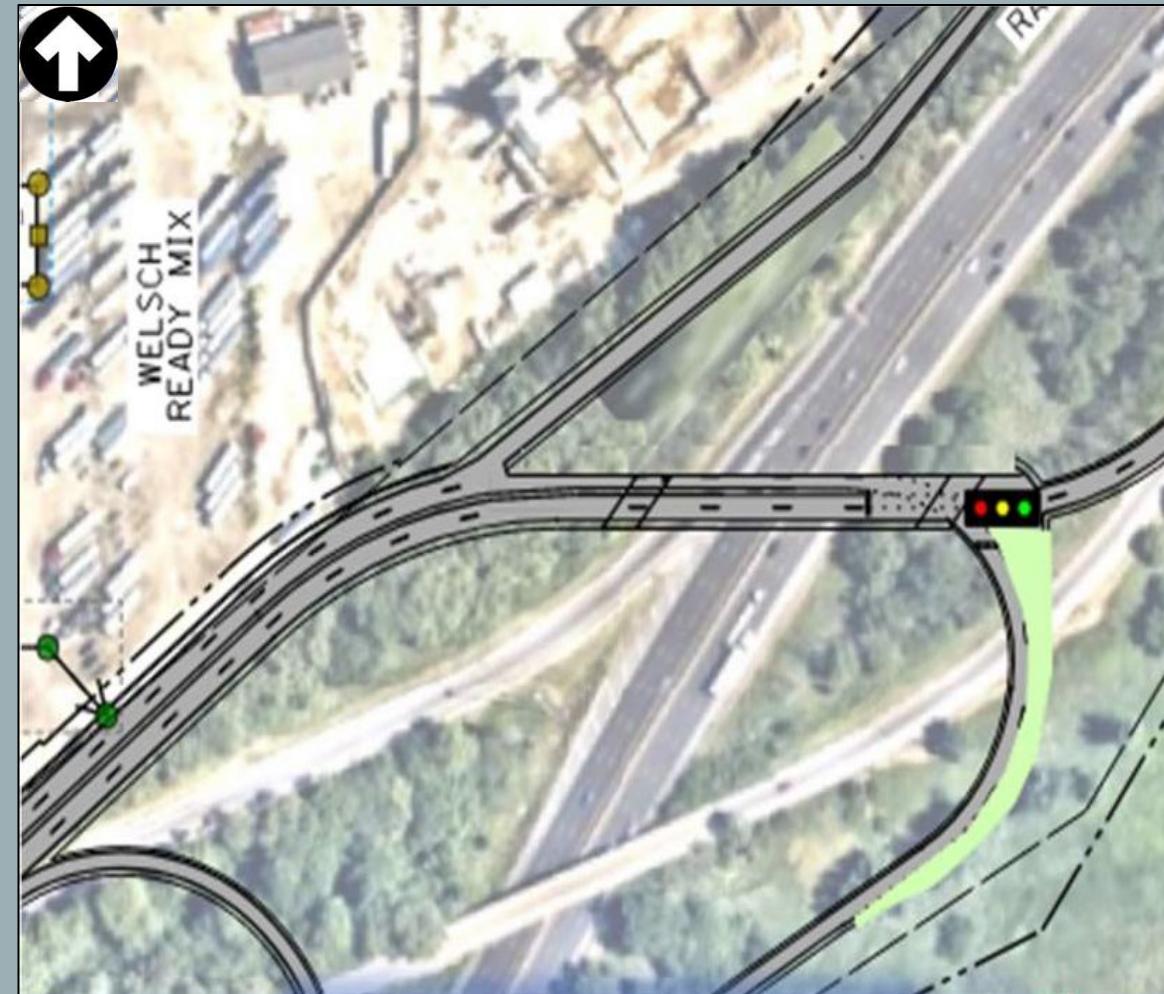
VALUE ENGINEERING

- Required for projects with estimated total project cost of \$50M+ that utilize federal funds
- Conducted by independent consulting firm
- Purpose: Generate alternatives that...
 - Meet project goals at lower costs OR
 - Improve the value & quality of the project OR
 - Reduce construction time

VE-5



PREFERRED ALT



VE TEAM PROPOSAL

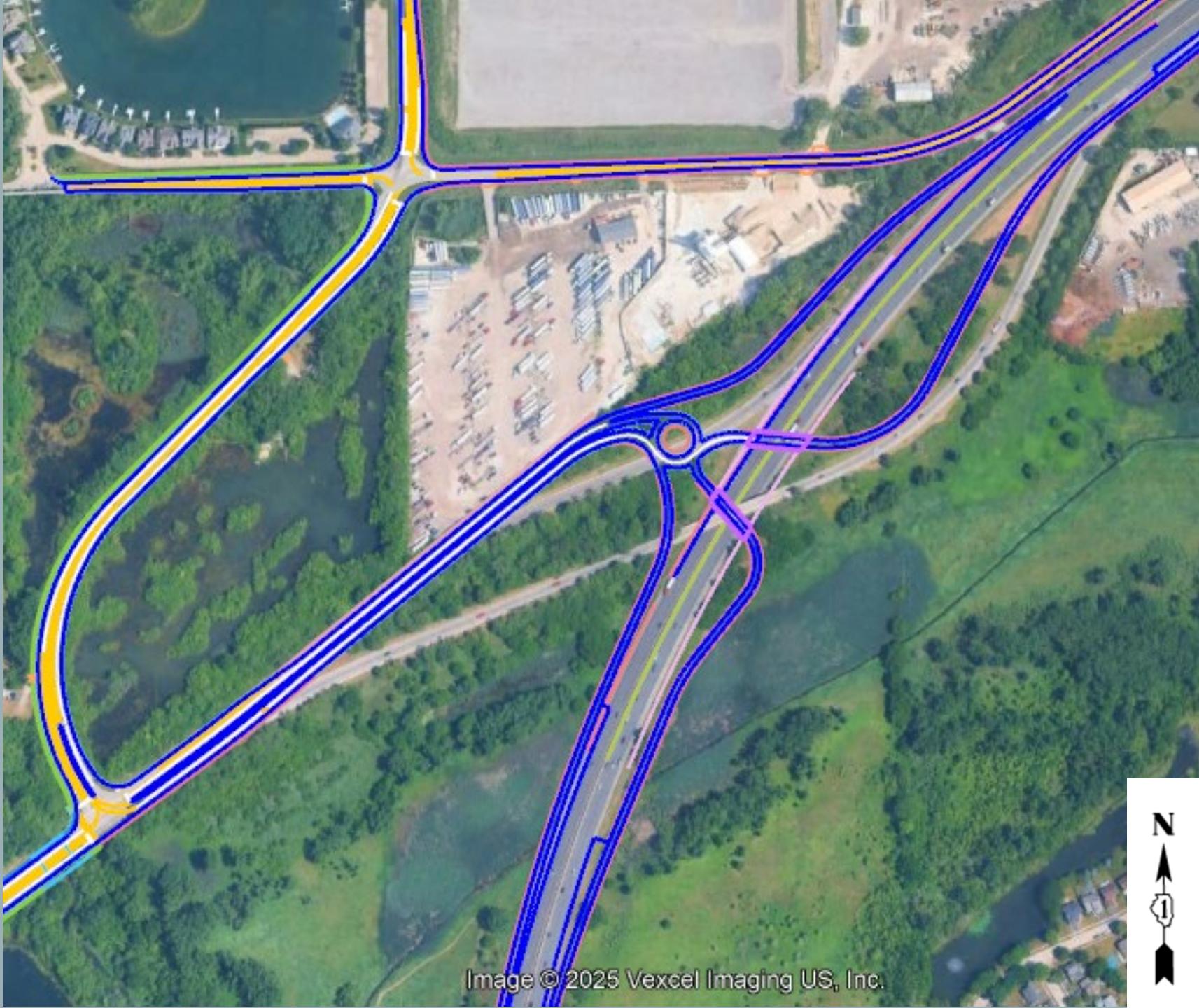
Cost Savings: \$2.7M

VE-1

Cost Savings: \$4M

Benefits:

- RABs reduce fatal crashes by 90% by slowing down traffic
- Reduces ROW
- Meets driver expectation – right lane for south, left lane for north



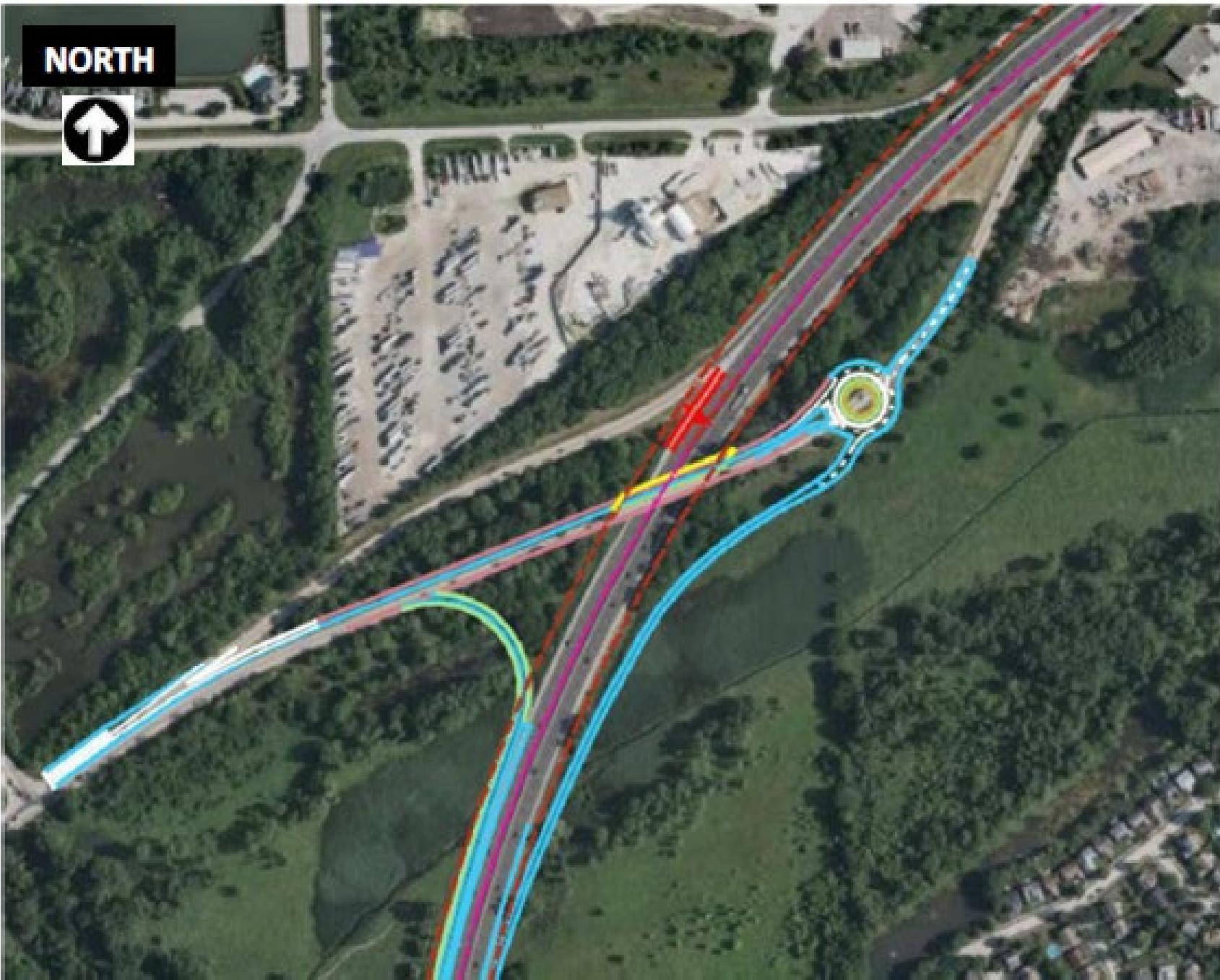
Value Engineering Proposal VE-2

VE-2

Cost Savings: \$6.5M

Benefits:

- RABs reduce fatal crashes by 90% by slowing down traffic
- Meets driver expectation – right lane for south, left lane for north
- Minimized earthwork / tree impacts
- Reduces traffic impact during staging/construction
- Allows for future eastward connection



VE-3

Cost Savings: \$5M

Benefits:

- RABs reduce fatal crashes by 90% by slowing down traffic
- Meets driver expectation – right lane for south, left lane for north
- Reduces traffic impact during staging/construction
- Allows for future eastward connection

Value Engineering Proposal VE-3



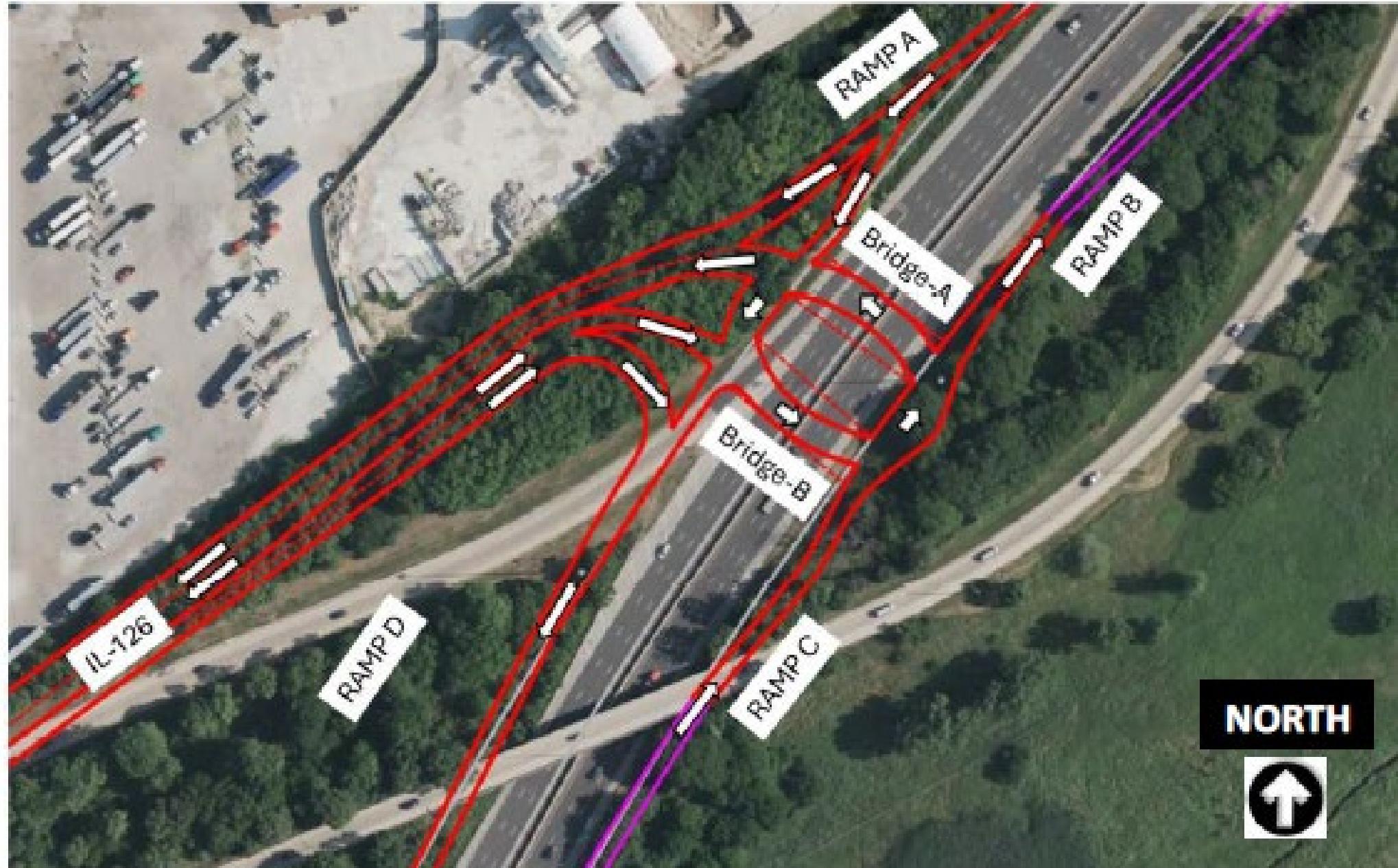
VE-4

Cost Savings: \$1.3M

Benefits:

- RABs reduce fatal crashes by 90% by slowing down traffic
- Meets driver expectation – right lane for south, left lane for north
- Reduces ROW & wetland impacts
- Allows for shorter bridge spans
- May eliminate impact to SW Frontage Rd.

Value Engineering Proposal VE-4



Value Engineering Proposal VE-6



VE-6

Cost Savings: \$800K

Benefits:

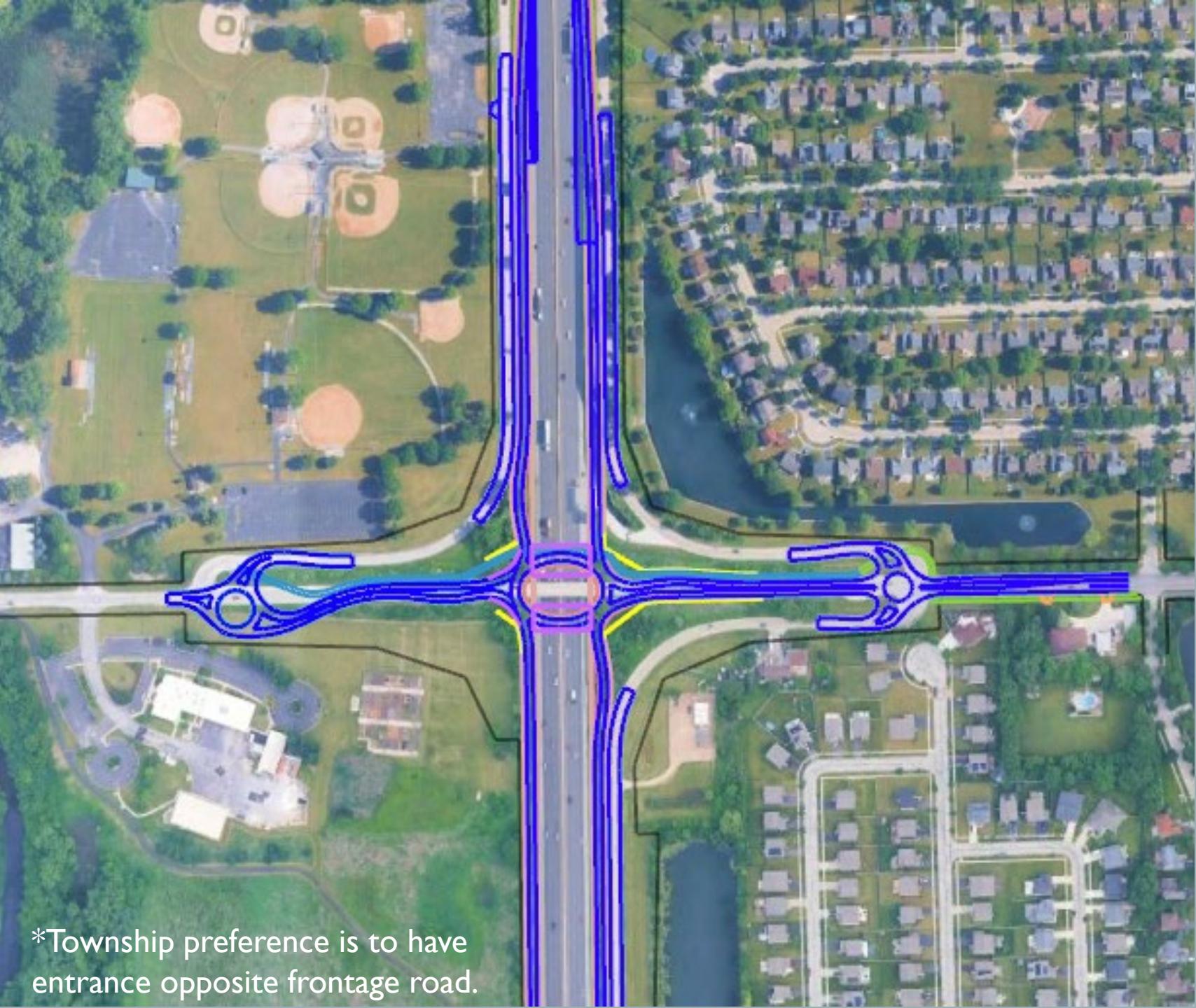
- RABs reduce fatal crashes by 90% by slowing down traffic & reduce severity of crashes like right angle, left turn and head-on collisions
- Provide continuous flow of traffic

VE-7

Cost Savings: \$14M

Benefits:

- RABs reduce fatal crashes by 90% by slowing down traffic
- Significant reduction in ROW impact
- Maintains frontage road access/no closures
- Better complements community feel/context



*Township preference is to have entrance opposite frontage road.

STUDY STATUS

STUDY STATUS

- Public Hearing – held 9/24/2024
- AJR – Awaiting FHWA approval
- Geometrics – approval pending FHWA approval of Level I Design Exceptions
- Drainage:
 - 3 Hydraulic Reports – No further comments
 - LDS – Under IDOT review (PDP is good)

FUNDING: All project phases funded in IDOT's MYP 2025-2030

NEXT STEPS

- Phase I completion – target 9/30/2025
 - Proposed improvements presented at public hearing
- Phase I Addendum (Phase IA)
 - Re-evaluation – consideration of alternatives presented during Value Engineering
 - Conducted at early stages of Phase II
 - Public meeting required if new alts selected

THANK YOU

2050 TRAFFIC PROJECTIONS - UPDATED

ROAD SEGMENT	Current ADT	No Build 2050	Build 2050
MAINLINE I-55 (2-WAY)			
I-55 from IL 126 to Weber Road	102,300	123,400	110,000
I-55 from Airport Road to IL 126	75,200	96,100	101,500
I-55 from US 30 to Airport Road	75,200	96,100	106,900
I-55 South of US 30	67,200	89,500	89,100
Lockport St from IL 59 to I-55/or/ IL 59 to Plainfield Byp. (B1,B2) or West			
Frontage Rd	6,750	10,200	11,800
Lockport St from West Frontage Rd to SB I-55 Ramps (BLD ONLY)	6,750		16,700
Lockport St from West Frontage Rd to I-55 ROW (NB ONLY)	6,750	13,200	
Airport Rd between I-55 NB Ramps (or I-55 ROW in NB) and I-55 east			
frontage Rd	10,400	14,700	18,400
Airport Rd between I-55 east frontage and Budler Rd	10,400	13,600	16,400
Airport Rd between Budler Rd and Weber Rd	10,400	14,700	14,600
Airport Rd east of Weber Rd	5,900	7,000	7,700
IL 126 from Lockport St to IL 59	10,900	11,800	10,700
IL 126 from IL 59 to 143rd St	14,700	15,900	12,000
IL 126 from 143rd St to I-55	16,900	22,700	18,500