

Welcome

Wolfs Crossing Corridor Study Final Public Information Meeting



What is the purpose of this meeting?

Our goal is to hear **YOUR COMMENTS** on the proposed final alternative to improve the Wolfs Crossing Corridor.

What can you do here today?

- View the project existing conditions exhibits
- View the final proposed alternative
- Provide comments/concerns about the proposed design
- Learn about the project schedule
- Sign up for our mailing list

Corridor History

1994



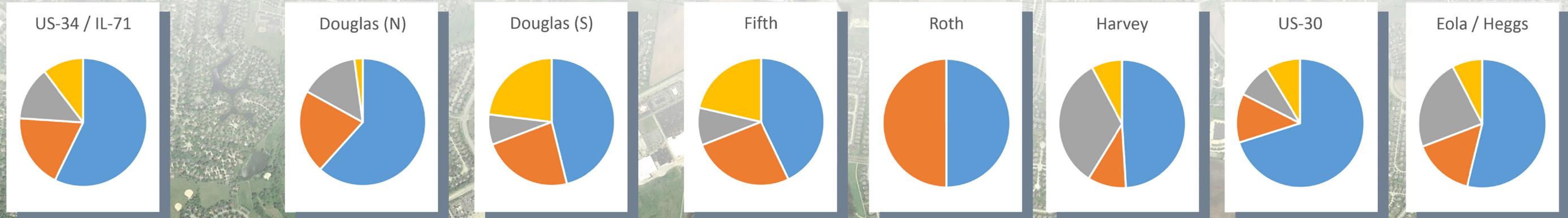
2014



LEGEND



6-Year Crashes By Type (2010-2015)



US-34 / IL-71*	
Type of Crash	
K	0
A	2
B	10
C	5
Injury Crashes	14
PDO Crashes	82
Total Crashes	96

Douglas (North Leg)	
Type of Crash	
K	0
A	0
B	1
C	3
Injury Crashes	4
PDO Crashes	43
Total Crashes	47

Douglas (South Leg)	
Type of Crash	
K	0
A	0
B	1
C	2
Injury Crashes	3
PDO Crashes	10
Total Crashes	13

Fifth	
Type of Crash	
K	0
A	1
B	5
C	4
Injury Crashes	7
PDO Crashes	35
Total Crashes	42

Roth	
Type of Crash	
K	0
A	0
B	0
C	2
Injury Crashes	2
PDO Crashes	4
Total Crashes	6

Harvey	
Type of Crash	
K	0
A	0
B	5
C	2
Injury Crashes	6
PDO Crashes	45
Total Crashes	51

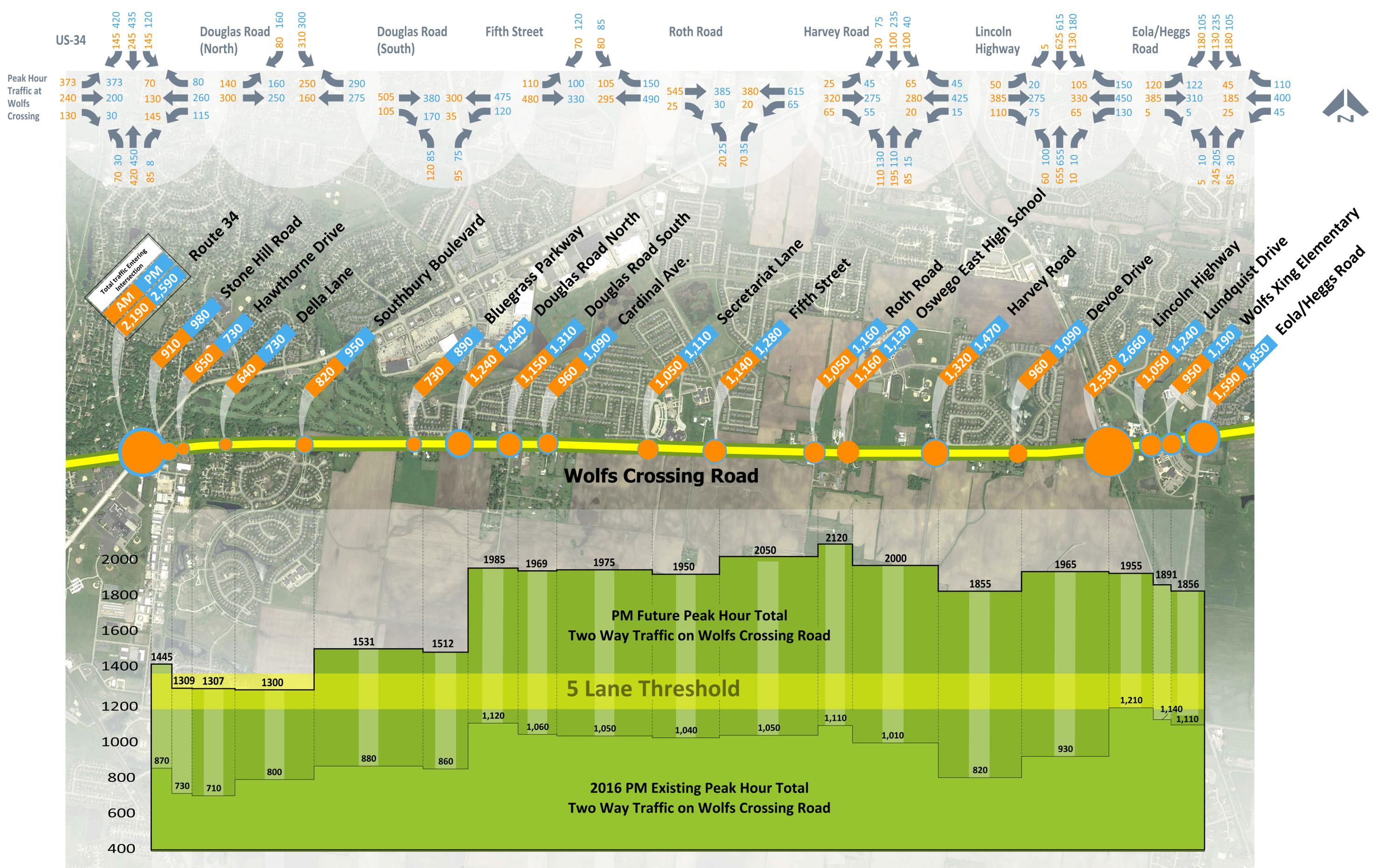
US-30	
Type of Crash	
K	0
A	0
B	10
C	13
Injury Crashes	17
PDO Crashes	40
Total Crashes	57

Eola / Heggs	
Type of Crash	
K	0
A	0
B	5
C	5
Injury Crashes	8
PDO Crashes	18
Total Crashes	26

* 6 Crashes at Gas Station Driveway

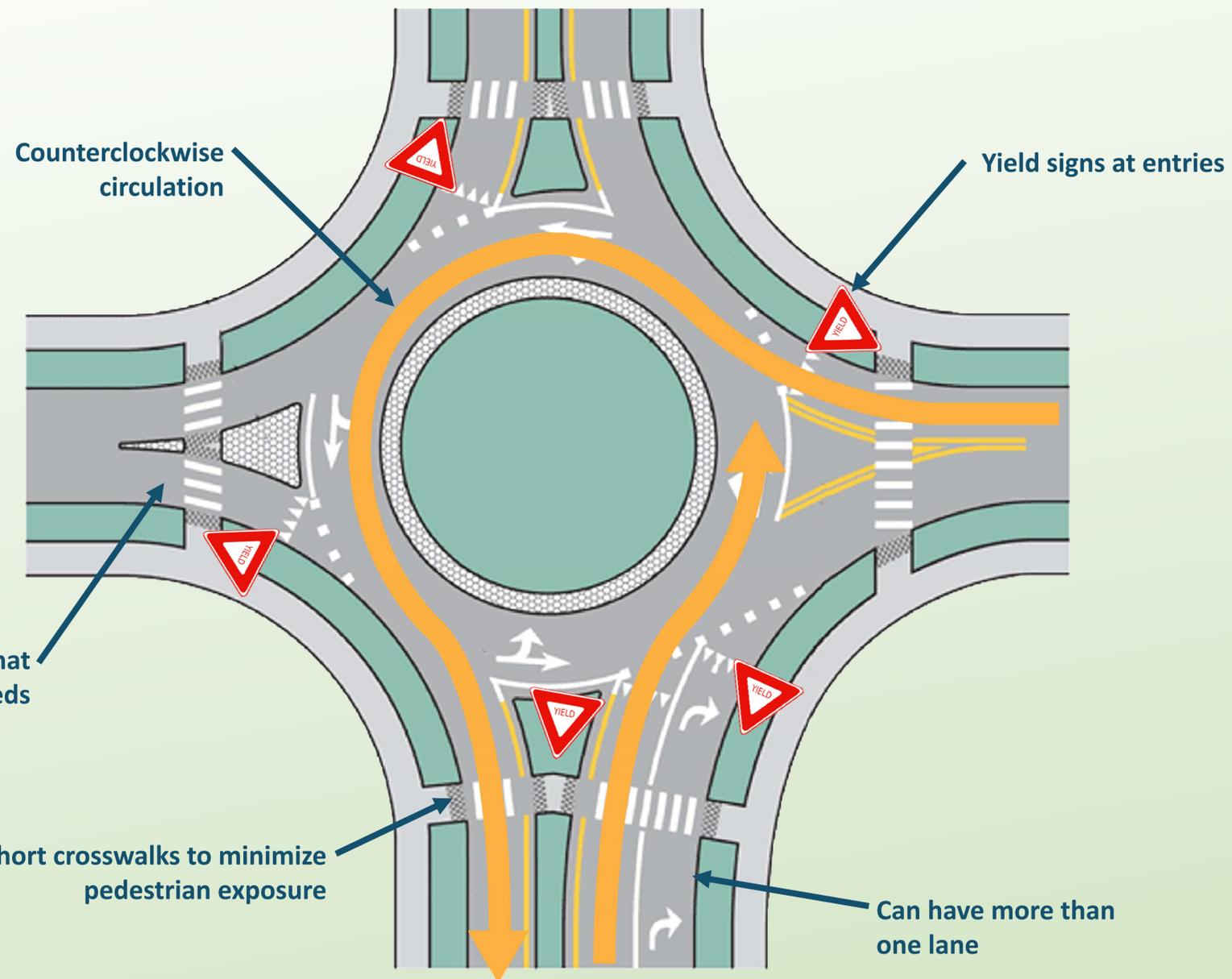
Injury Descriptions
K-Fatal
A-Incapacitating Injury
B-Non Incapacitating Injury
C-Reported Injury, Not Evident
PDO-Property Damage Only





2040 Projected Traffic Volume Data

How does a roundabout work?



Nearby roundabouts you may be familiar with

- **Aurora:** Sullivan Road and Highland Road
- **Sugar Grove:** Dugan Road and Granart Road
- **Plainfield:** Renwick Road and Drauden Road



Sugar Grove



Plainfield

Golden rule of roundabouts:

When you enter the roundabout, you must yield to circulating traffic, pedestrians and bicyclists.

Drivers in the circle have the right of way. A motorist approaching a roundabout should wait for a safe gap in the traffic before entering.

Traffic Signals vs. Roundabouts: Crash Potential

Crash Potential



- Assigns right-of-way
- Tends to increase rear end crashes
- **5% - 45% overall reduction in crashes compared to an all-way stop***



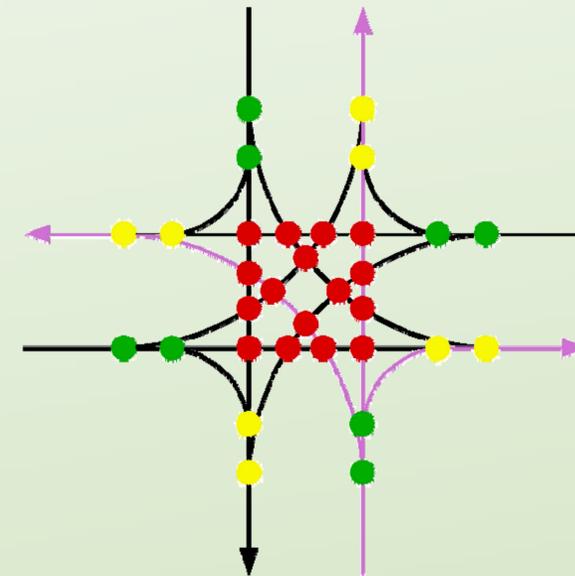
- Reduces conflict points: conflicting vehicles only approach from one direction
- Reduces severity of crashes by keeping vehicle speeds low and limiting the crash type
- **60% - 70% overall reduction in crashes compared to an all-way stop***

*Source: FHWA Crash Modification Factors Clearinghouse

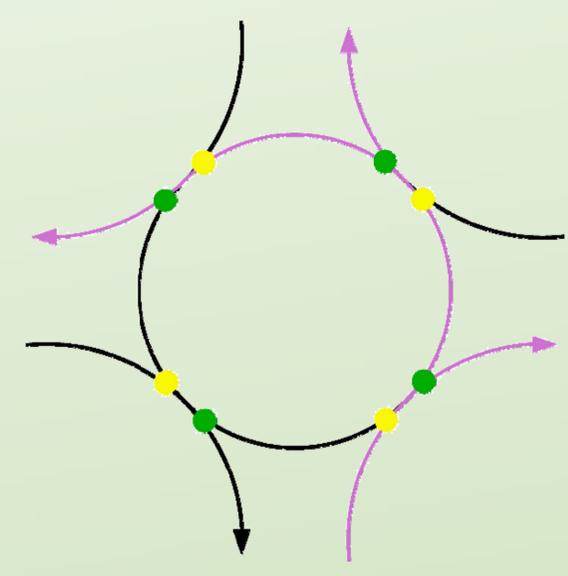
Conflict Points

A conflict point is a location where the travel paths of two different vehicles may collide

Conventional Intersection



Roundabout

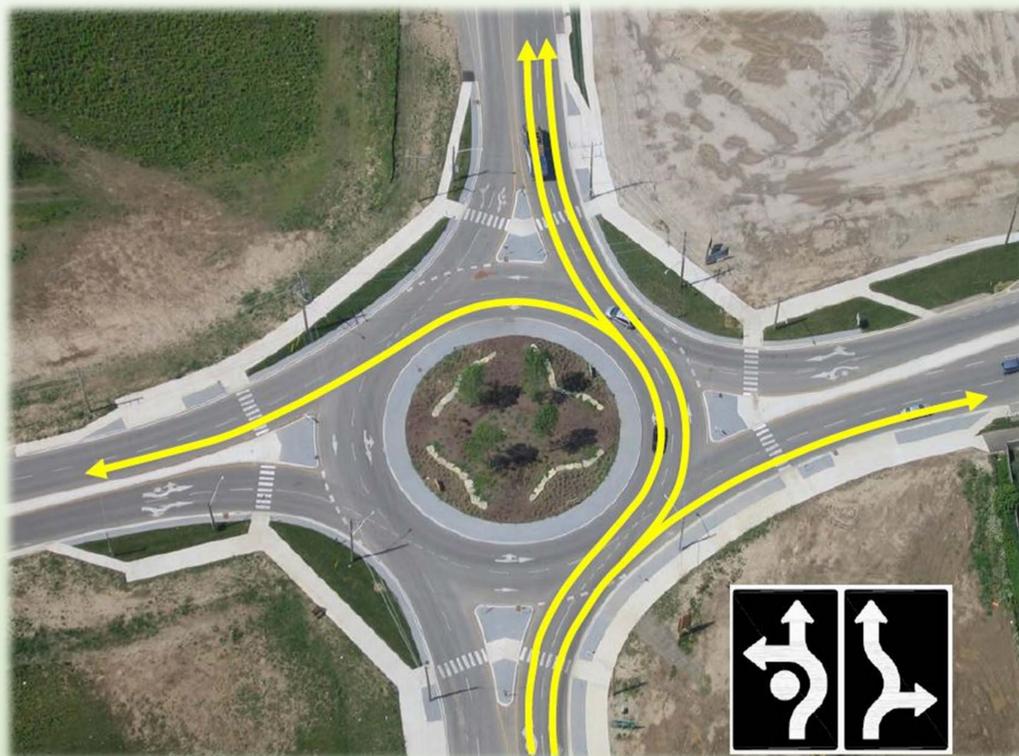


Conflict Type	Conventional Intersection	Roundabout
● Diverge	8	4
● Merge	8	4
● Cross*	16	0
Total	32	8

*Crashes of this type are more severe

Traffic Signals vs. Roundabouts: Operations

Operational comparison: Harvey Road intersection



Conventional Intersection
All-Way Stop (2016)

76 seconds
average delay



Conventional Intersection
Traffic Signal
(future year 2040)

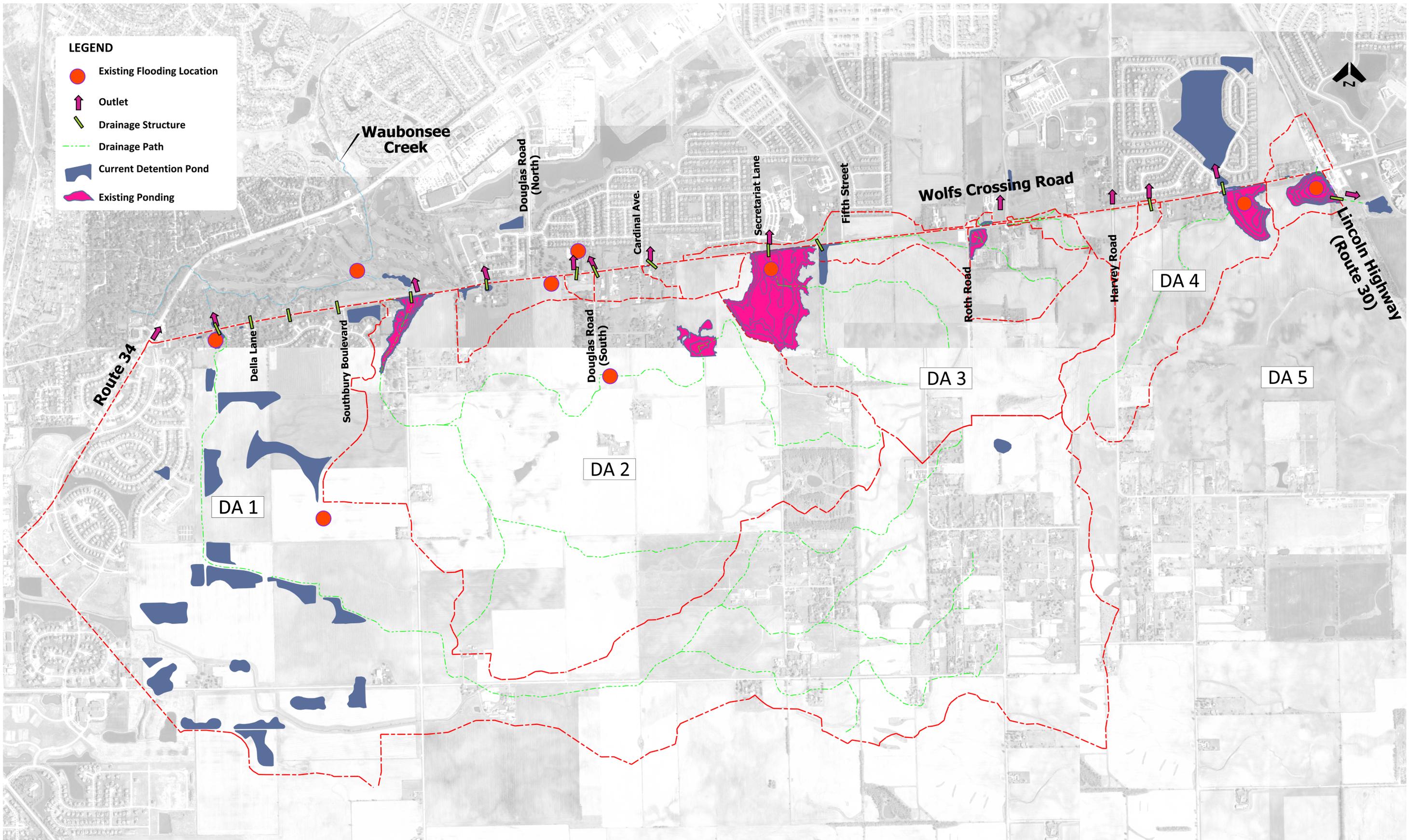
23.9 seconds
average delay



Roundabout
(future year 2040)

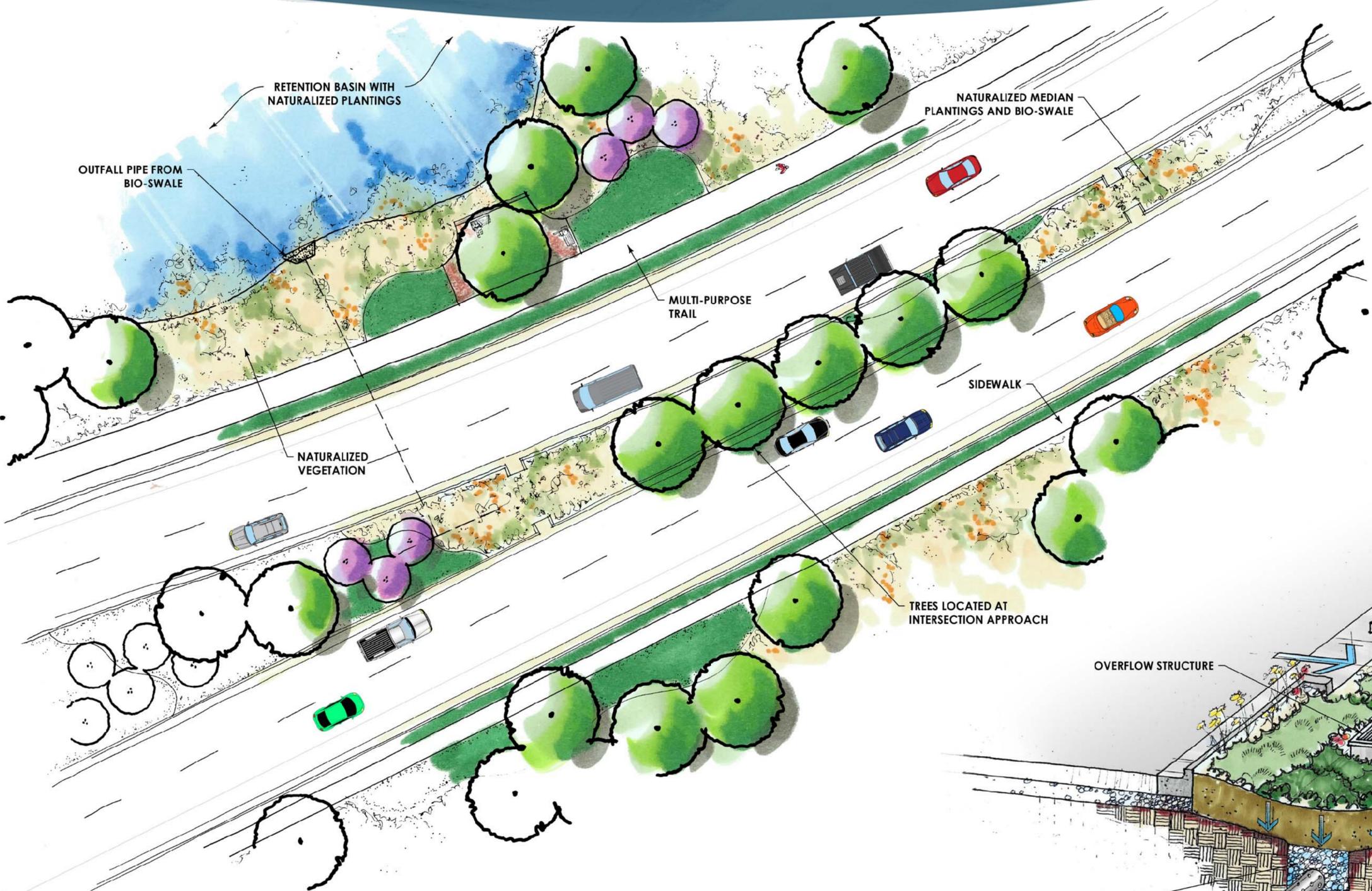
5.8 seconds
average delay



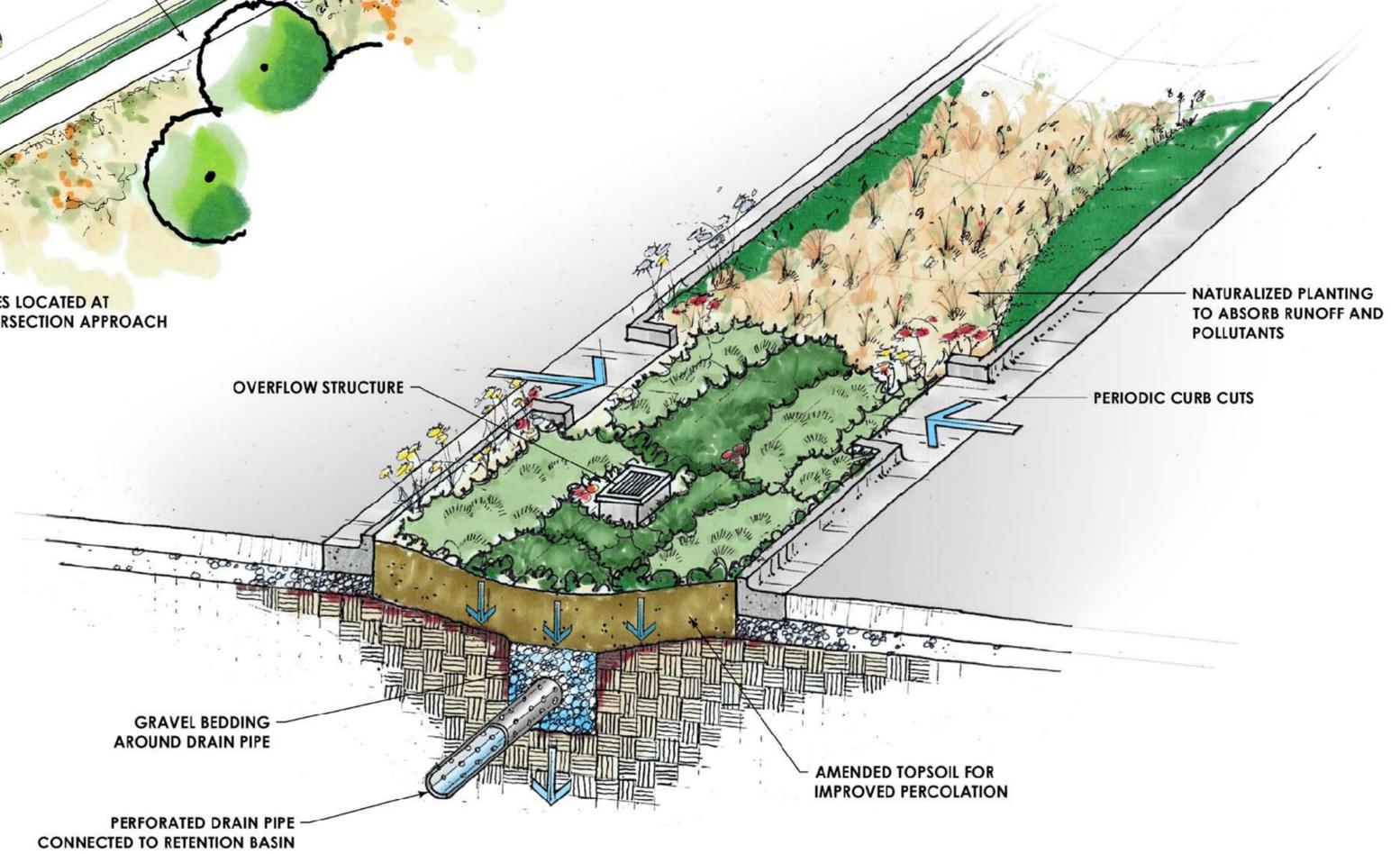


Existing Drainage Conditions

Aesthetics: Corridor Treatments

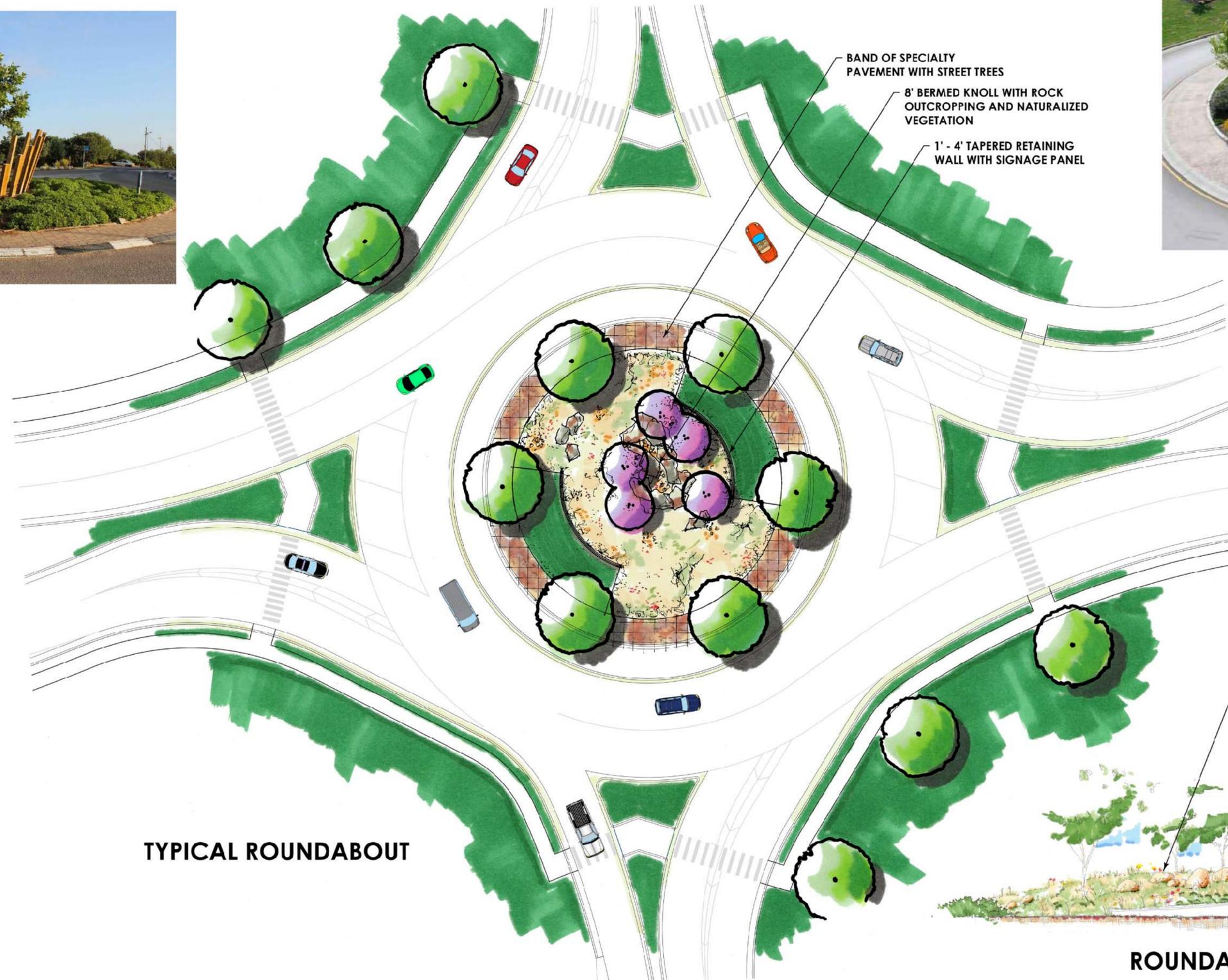


NATURALIZED VEGETATION

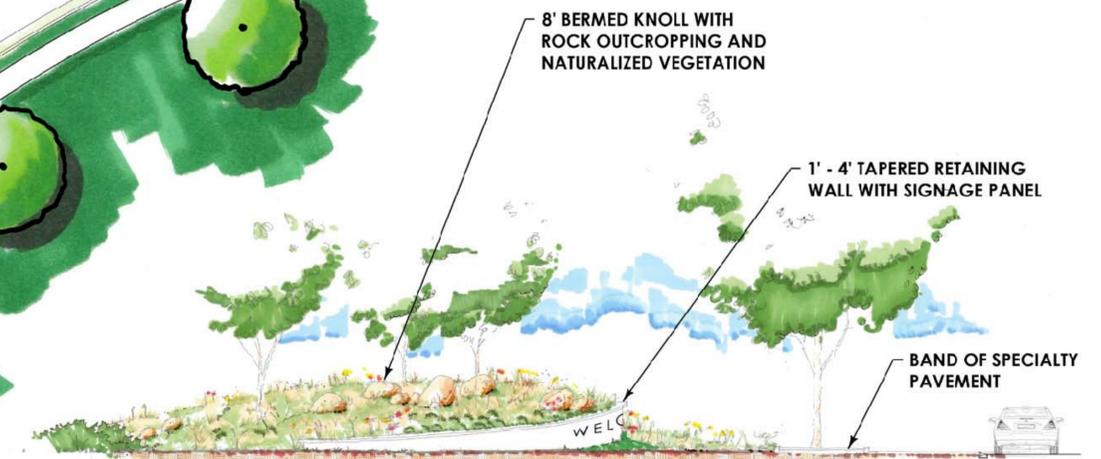


MEDIAN BIO-SWALE

Aesthetics: Roundabout Treatments



TYPICAL ROUNDABOUT



ROUNDABOUT ELEVATION

