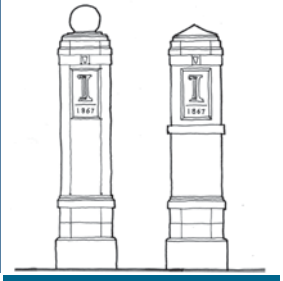
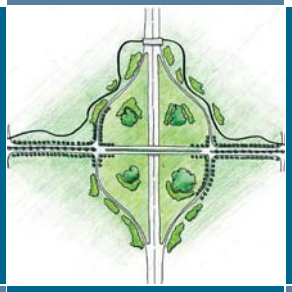
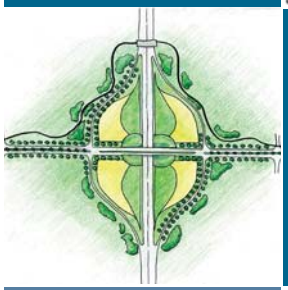
Interstate Overpass Enhancements Master Plan

July 2008







City of CHAMPAIGN

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Creating Better Places®

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Introduction

Background

The City of Champaign is one of the largest communities in central Illinois and its citizens are proud of their high quality of life. The community is recognized by many because of the affiliation with the University of Illinois. However, many visitors passing through on the interstate highways don't necessarily perceive the strong sense of community unless they happen to venture off of the expressway and into the city. For this reason, the City of Champaign has recognized the opportunity to beautify the significant entryways and corridors to better reflect the positive community image.

In 1997 the Champaign City Council adopted a resolution that identified goals for the Council to achieve from 1997 to 1999. One of the high priority goals was to develop and implement a corridor and entryway beautification plan. In 2006 the City Council adopted a resolution outlining the City Council goals for 2005 to 2010 and the goal to develop and implement a corridor and entryway beautification plan was reaffirmed.

Over the past few years the City of Champaign has been coordinating with the Illinois Department of Transportation on the design of enhancements to the new highway overpass at Route 57 and Curtis Road. The City recognized the opportunity to include enhancements to this highly visible new interchange that would improve the appearance and welcome visitors to the community, consistent with the City Council goals. In 2006, the City received Illinois Transportation Enhancement Program (ITEP) funding for the improvements and the work is currently being implemented.

Using the I-57 and Curtis Road enhancements as a baseline, this study identifies how similar enhancements can be applied to the remaining interstate overpasses throughout the community to create a unique look and feel for travelers passing through Champaign on the interstate highways.

Project Goals

Three main goals were established in order to guide development of the Master Plan:

- **Beautify Corridors and Entryways to Enhance the Community Image**
- **Establish a Style that Appropriately Represents the Community**
- **Develop a Strategy for Implementation**

These goals will be referred to throughout the design and implementation process to ensure that the proposed enhancements are appropriate.

Public Process

Gathering public input is an important step in any design process. In this case, because the design is meant to represent the character of Champaign, giving local citizens a chance to weigh in was considered imperative. An online public survey was conducted where participants were allowed to cast votes for their favorite design, select individual elements, and to post comments. There were 276 total responses to the survey from 34 communities. Please refer to Appendix A for a complete summary of the online survey results.

In addition to the online public survey, the project was reviewed with the City Council at preliminary and final stages where the public was allowed to attend and comment.

The Illinois Department of Transportation has also reviewed the design concepts and provided comments, which are included in Appendix B.

Analysis

Project Area and Overpass Types

There are 17 bridges over interstate highways within the City of Champaign:

- **9 on Interstate 57**
- **4 on Interstate 74**
- **2 on Interstate 72**
- **2 interchanges between highways**

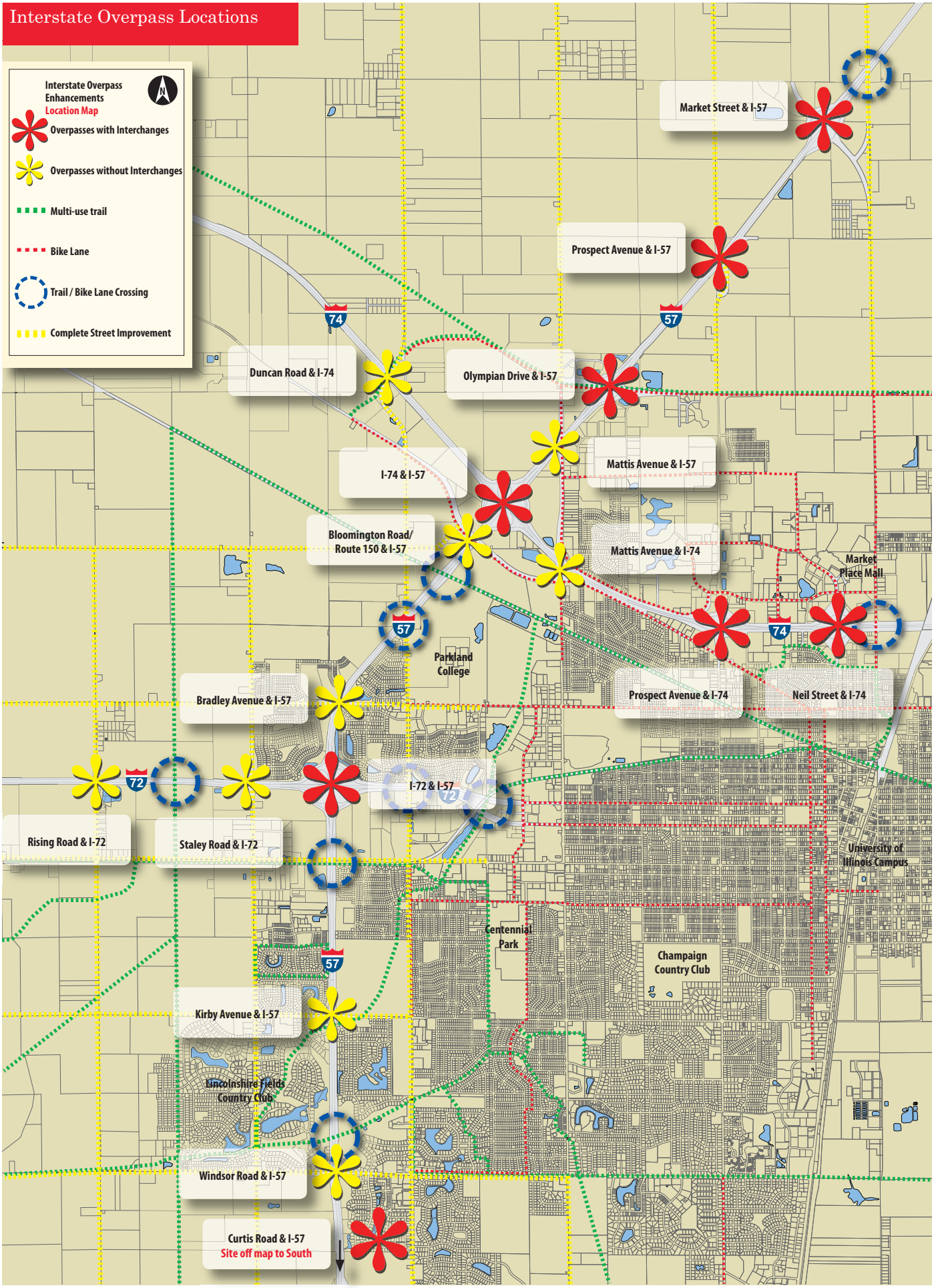
The improvements recommended in the Master Plan take all 17 locations into consideration. The intent is that over time, all 17 overpass locations will be enhanced to create a distinct image recognized by travelers when passing through the community.

Overpasses with full interchanges, including the interchanges between highways, are considered primary locations. Overpasses without interchanges are considered secondary locations.

Refer to the Implementation Section for more information on priority rankings for each location type.

Enhancements will create a unique look and feel for travelers passing through Champaign on the interstate highways.

Interstate Overpass Locations



Analysis

Typical Overpass Elements

The graphic below shows the typical elements of an overpass bridge for reference as enhancements are described throughout the Master Plan.

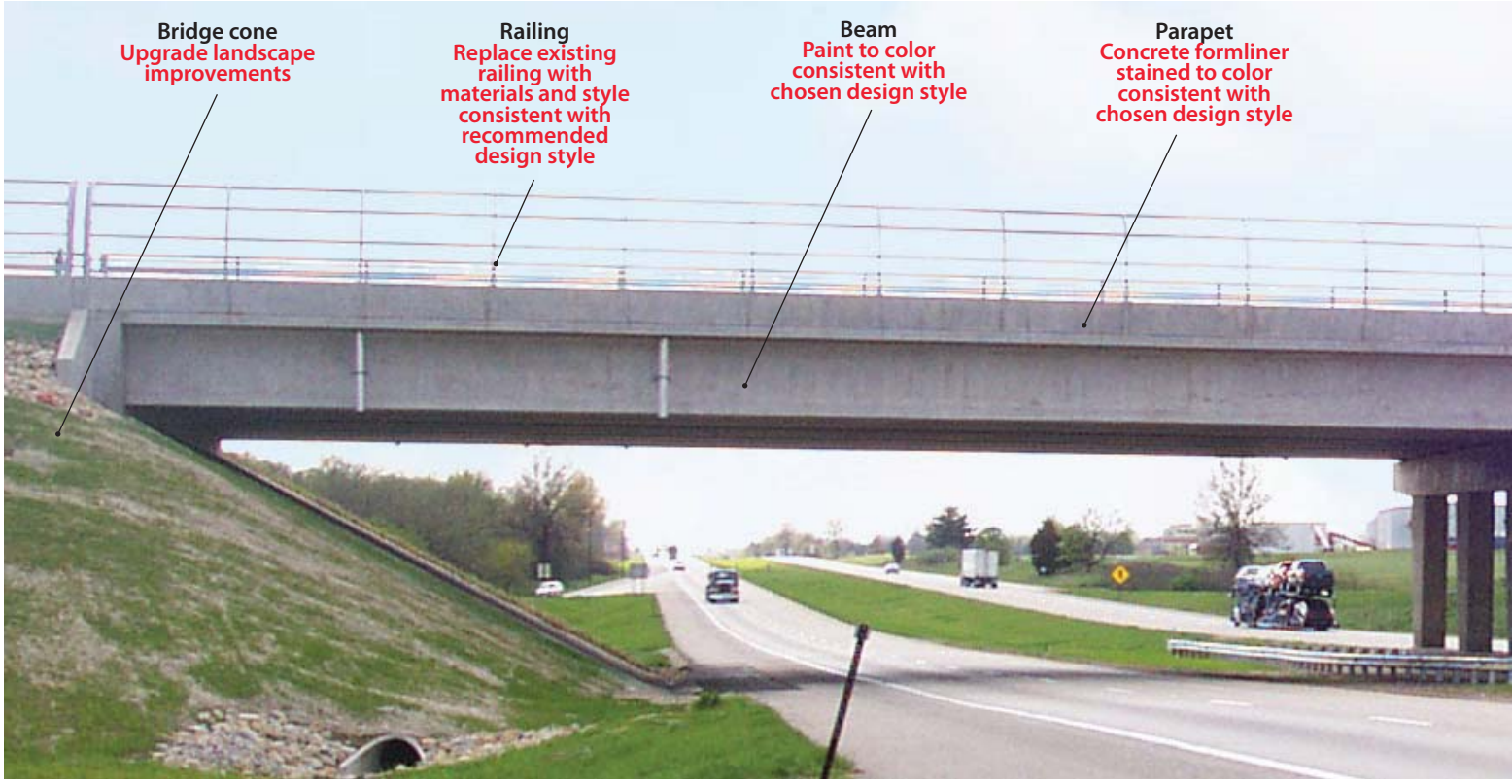
Typical IDOT Treatments and Requirements

Although the City of Champaign is initiating the overpass enhancements, the Illinois Department of Transportation (IDOT) owns and controls the overpass right-of-ways.

As might be expected, IDOT is primarily concerned with interstate safety. Aesthetics are typically acceptable to IDOT as long as they do not reduce safety. Requirements such as keeping fixed objects out of clear zones, prohibiting items that unnecessarily attract motorist attention, and other similar items are typical IDOT requirements.

IDOT is also concerned with limiting the amount of maintenance required within the right-of-ways. The enhancements will require a higher level of maintenance than IDOT typically provides, and the City of Champaign will be responsible for the increased maintenance. Even so, IDOT will want to see limited maintenance required, to avoid having maintenance crews working in the interstate right-of-ways unless absolutely necessary.

The improvements recommended in this Master Plan are intended to meet IDOT requirements and will need additional scrutiny as specific projects are advanced. IDOT will ultimately need to review and approve all improvements within their right-of-ways. Appendix B outlines IDOT's concerns in more detail.



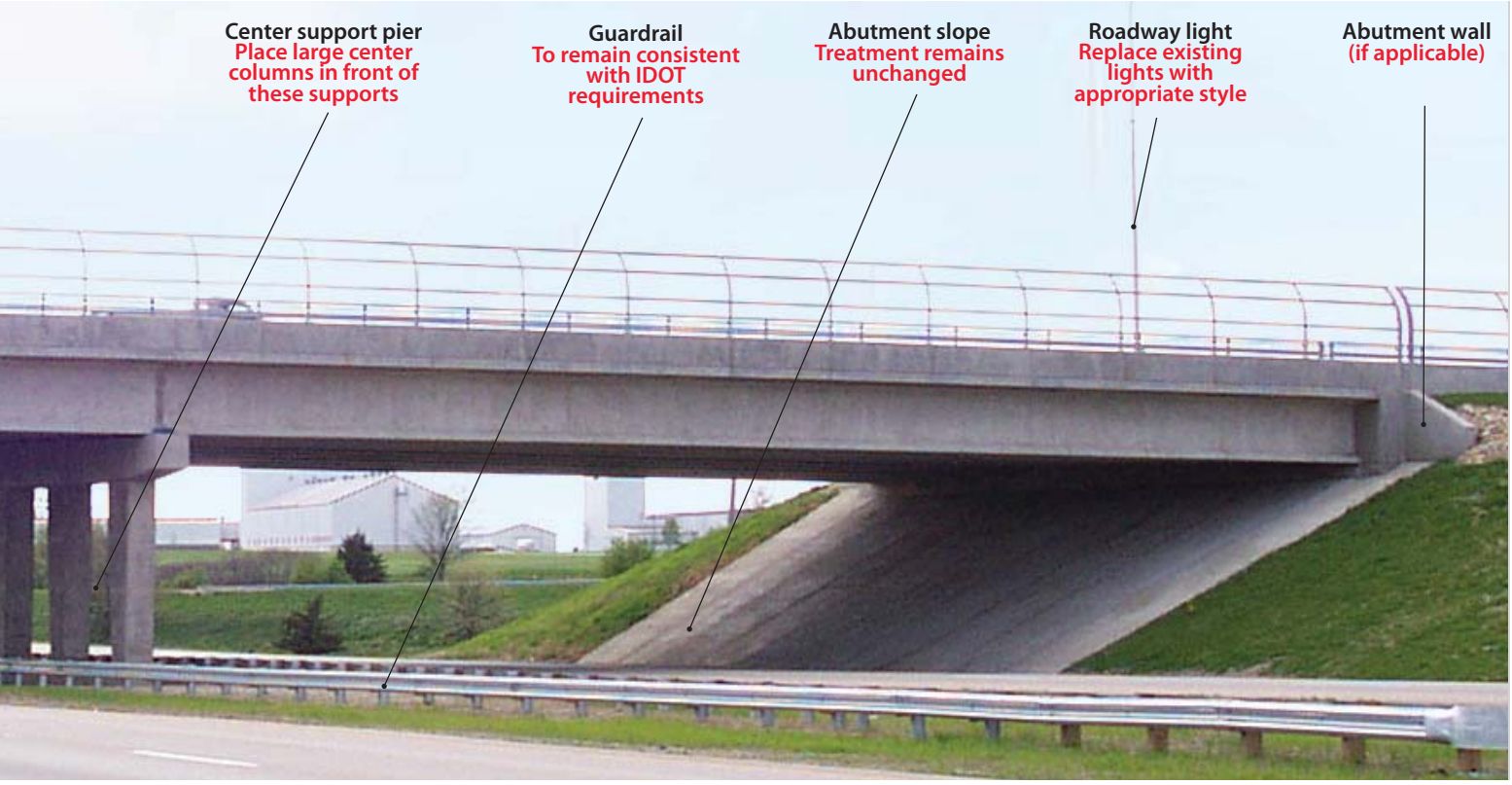
Typical overpass terminology

Champaign Transportation Plan

The City of Champaign 2007 Transportation Master Plan includes a "Complete Streets" policy that ensures adequate space for all modes of transportation including car, bike, pedestrian, and transit at appropriate levels on each street. The map on page 3 shows bicycle and pedestrian routes that have been identified in the Transportation Master Plan.

In an ideal situation, all bridge overpasses would include accommodations for bicycles and pedestrians. Many existing bridges do not have these accommodations and are not scheduled for replacement for many years. Other bridges that are scheduled for construction or improvement in the near future should include accommodations for bicycles and pedestrians. Even though IDOT has adopted the Complete Streets legislation, the City is typically responsible for the cost increase to include bicycle and pedestrian accommodations.

Another possibility would be to construct separate bicycle / pedestrian bridges at certain overpass locations. These bridges could be constructed in a similar theme as the other enhancements, for less cost and complication than modifying an existing roadway bridge.



Design Concepts

Style Options

When the I-57 and Curtis Road Interchange was first proposed, the City of Champaign initiated a study to determine an appropriate style for the interchange enhancements. As a result of the study, it was decided that using the University of Illinois as an enhancement style was most appropriate for that location since the interchange provides direct access to the University and is very recognizable for the City of Champaign.

As enhancements were further considered for all of the overpass locations throughout the community, it was decided that other styles might be appropriate in certain locations. After considering a variety of options, 4 styles were developed to represent the character of Champaign:

- **University Style**
- **Prairie Style**
- **Contemporary Style**
- **Rural Style**

Public Input

Once the various concepts were developed, an online public survey was conducted where participants were allowed to cast votes for their favorite design, select individual elements, and to post comments. The University and Prairie Styles were by far the most preferred of the 4 options.

Establish a style that appropriately represents the community.

The results of the public survey included the following:

- **University Style – 134 votes**
- **Prairie Style – 77 votes**
- **Contemporary Style – 44 votes**
- **Rural Style – 17 votes**

The following are a few of the comments that were received as a result of this public survey:

- **"It would be nice to have something striking that would draw interest to motorists passing through."**
- **"I would be very pleased to see a commitment to using native prairie plants and flowers with all of these designs."**
- **"We like the university style, but our town is more than the U of I. All of C-U is prairie, we should embrace the natural beauty."**
- **"I think that the University of Illinois should be the cornerstone to the designs that are presented."**
- **"Thanks for giving citizens the opportunity to help make some decisions in beautifying our town!"**
- **"Not only should the bridges look good, the landscaping is critical."**
- **"Please build bike/sidewalks across as many interstate bridges as possible."**

Refer to Appendix A for a complete summary of survey results.

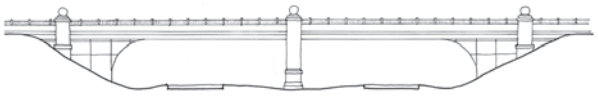
Giving local citizens a chance to weigh in was considered imperative.

Design Concepts

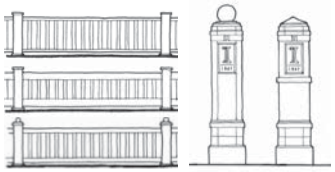
University Style

Elements in the University Style reflect the strong influence that the University of Illinois has on Champaign's identity.

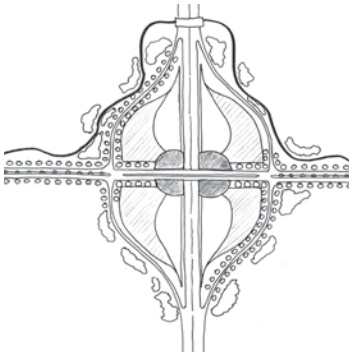
Overall perspective



Bicycle / pedestrian bridge concept



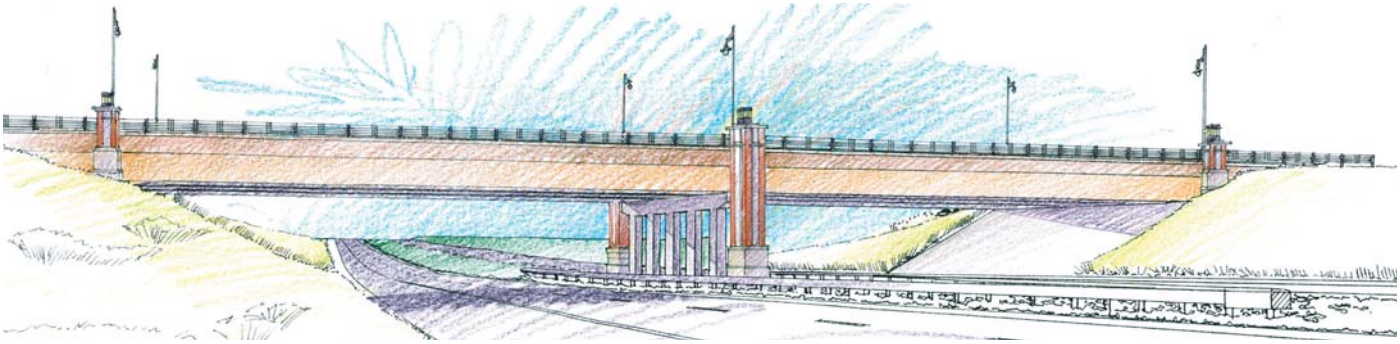
Railing and column options



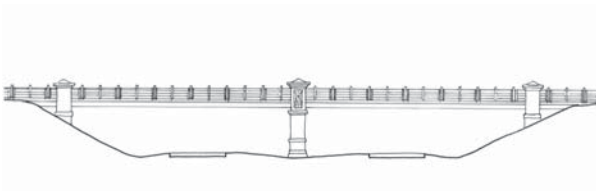
Interchange landscape treatment

Prairie Style

The Prairie Style is influenced by the 'Prairie School' of architecture to reflect the native landscape.



Overall perspective



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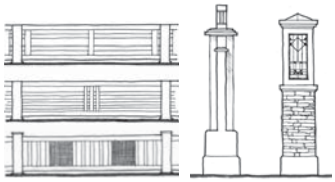

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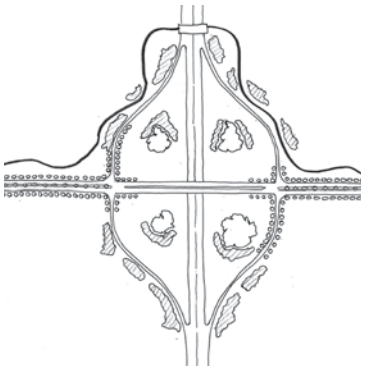
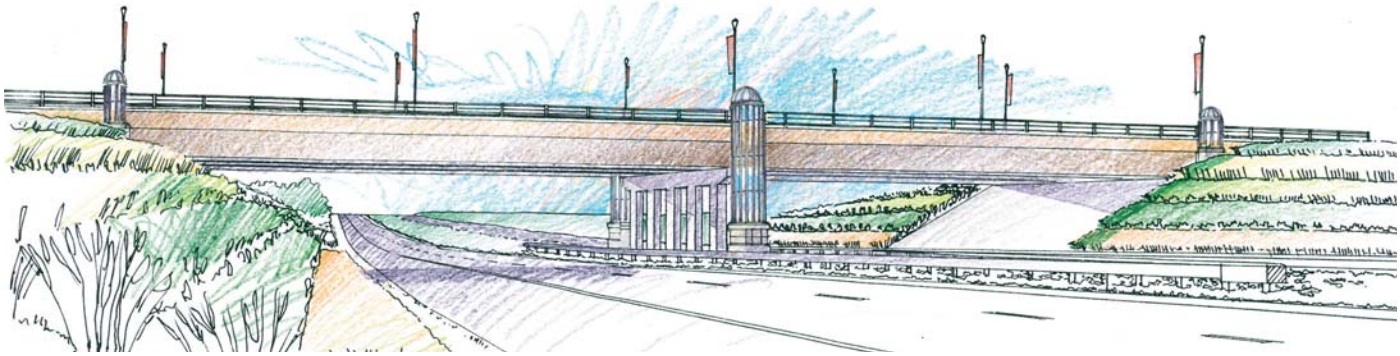


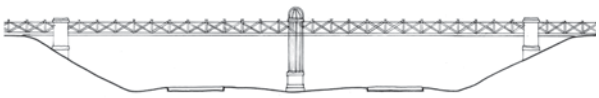
Interchange landscape treatment

Rural Style

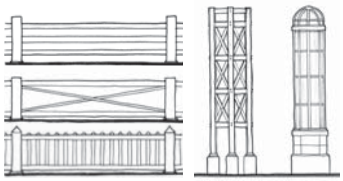
The Rural Style contains elements reflective of Champaign's agricultural heritage.



Overall perspective



Bicycle / pedestrian bridge concept

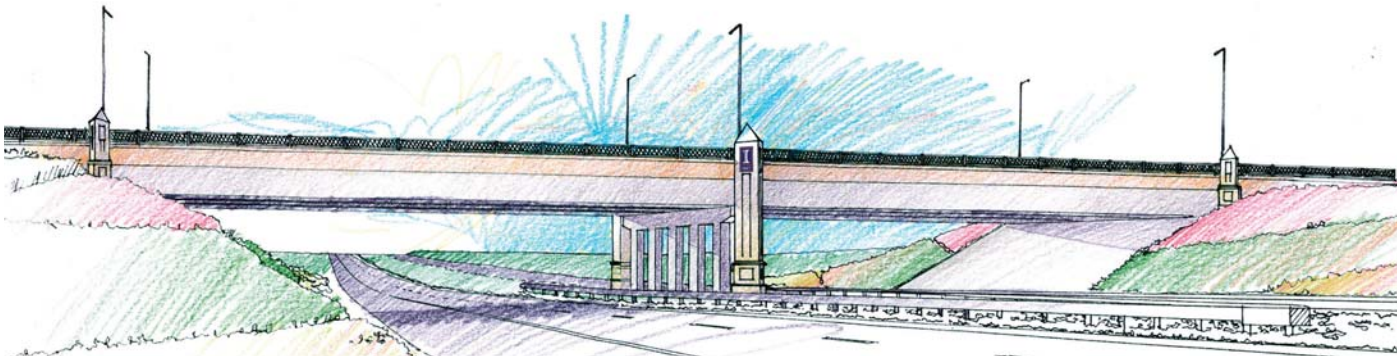


Railing and column options

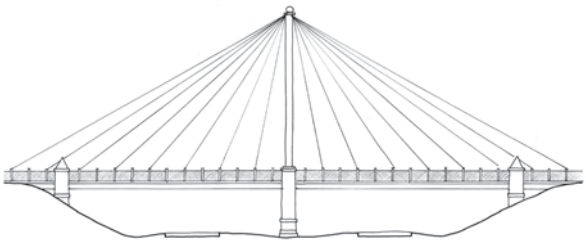
Interchange landscape treatment

Contemporary Style

The Contemporary Style reflects the progressive future and urban lifestyle of Champaign.



Overall perspective



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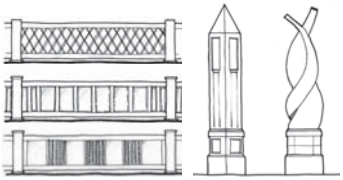

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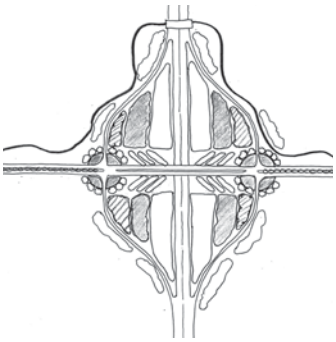
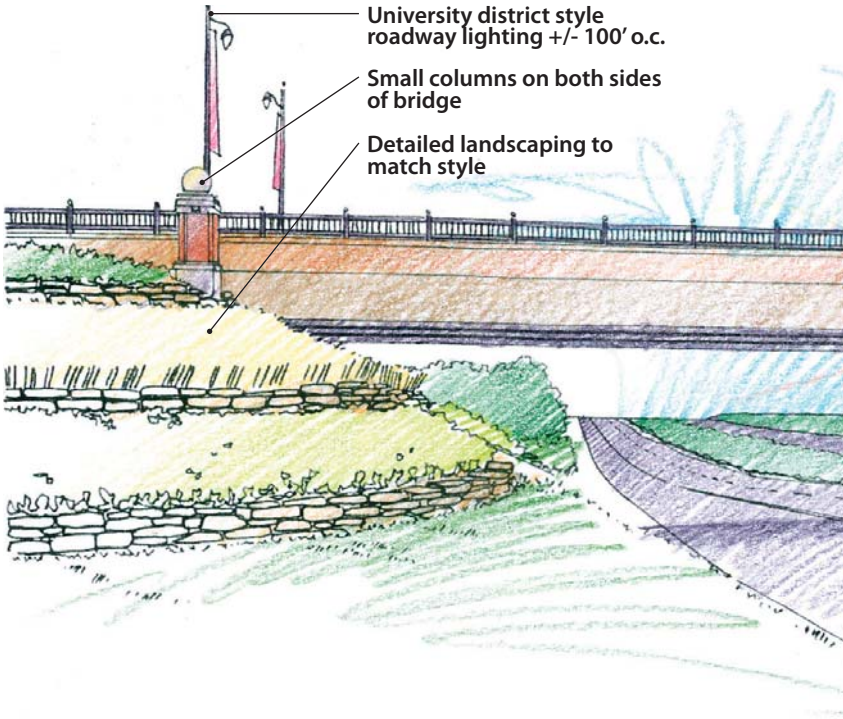


Interchange landscape treatment

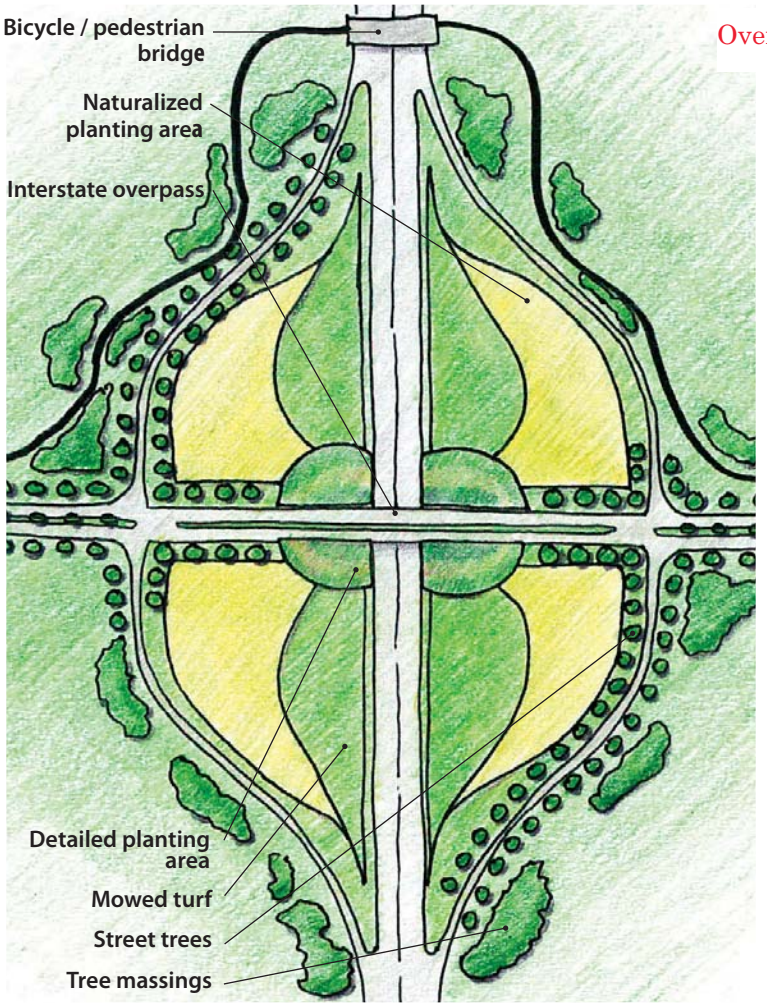
Enhancement Recommendations

University Style

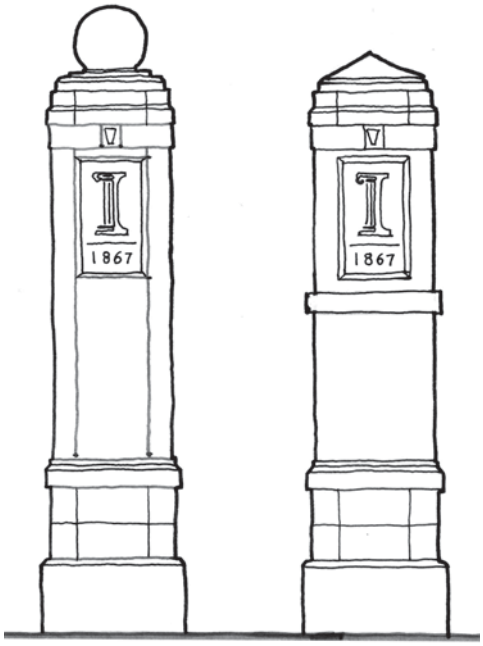
The University Style is the most recognizable of the options and associated by many with the City of Champaign. For this reason, the University Style is recommended for locations that act as gateways to the community, and for primary interchange locations that provide access to the University. The roadway lighting associated with the University style is consistent with the style already in use in the Campustown area, and the landscape is more formal. A higher level of maintenance would further enhance the community image at these locations.



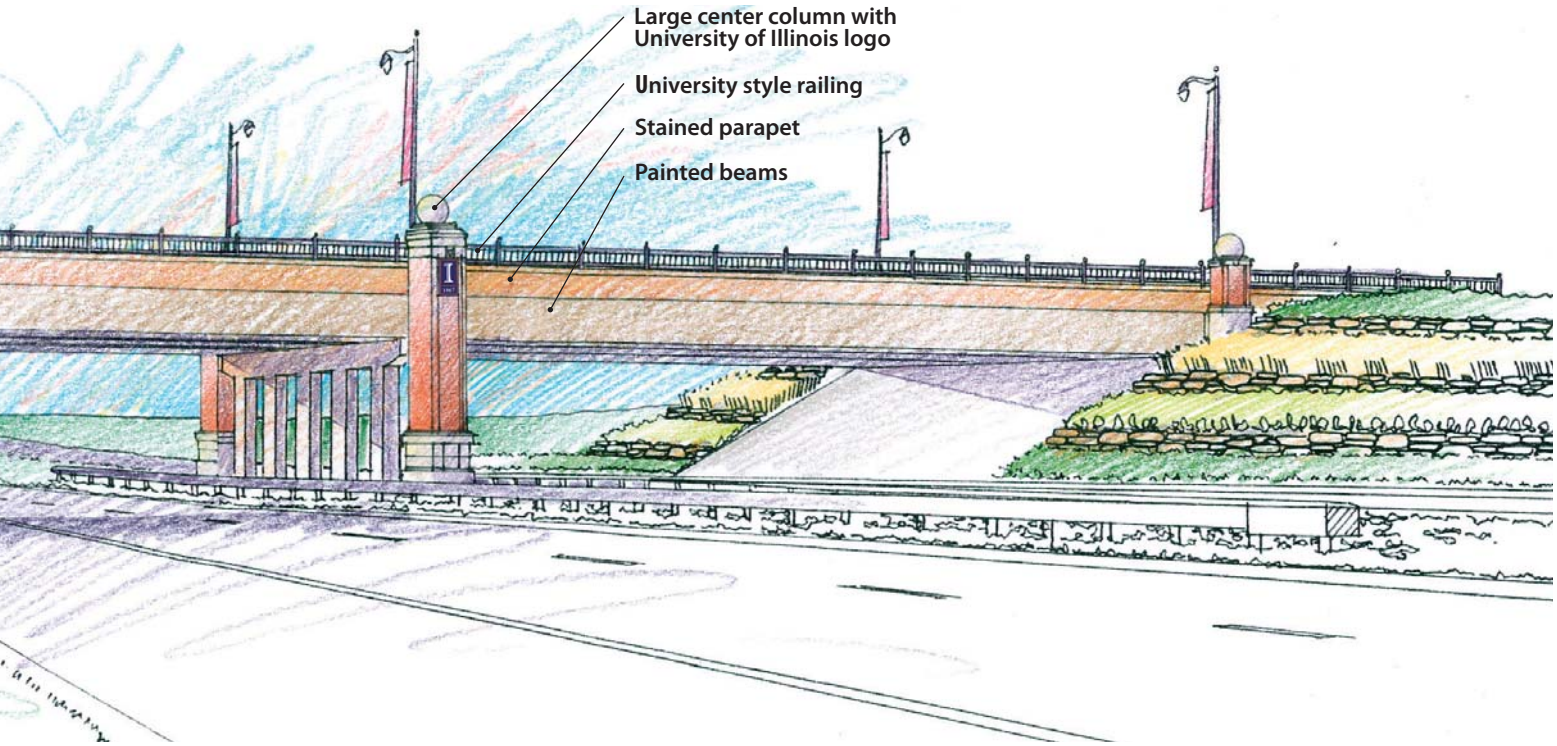
Overall perspective

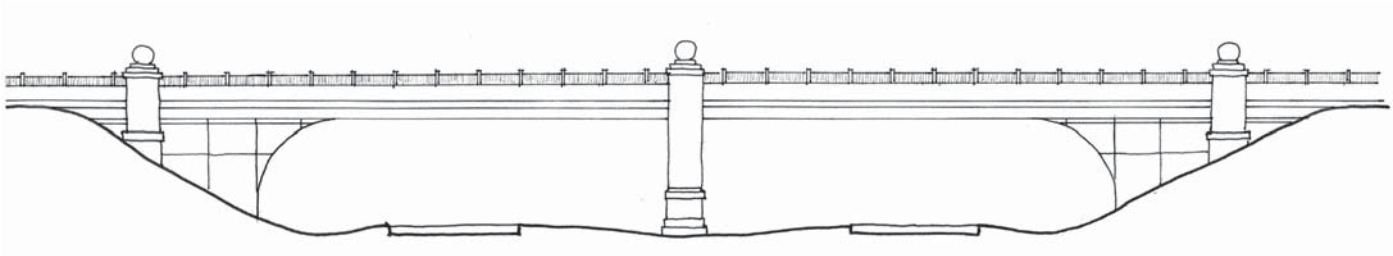


Interchange landscape treatment

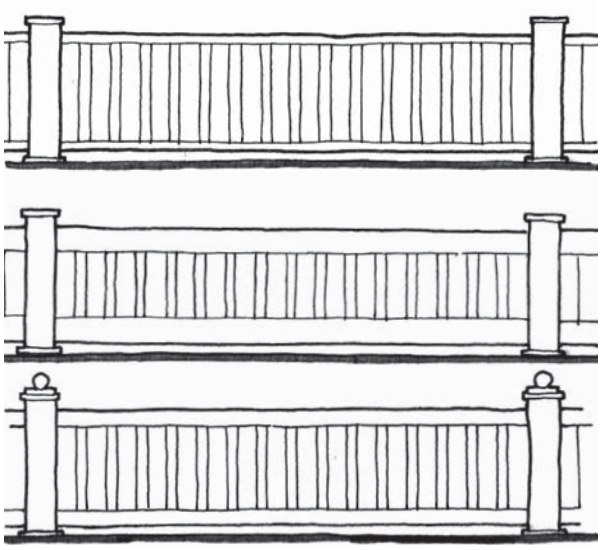


Column options





Bicycle / pedestrian bridge concept



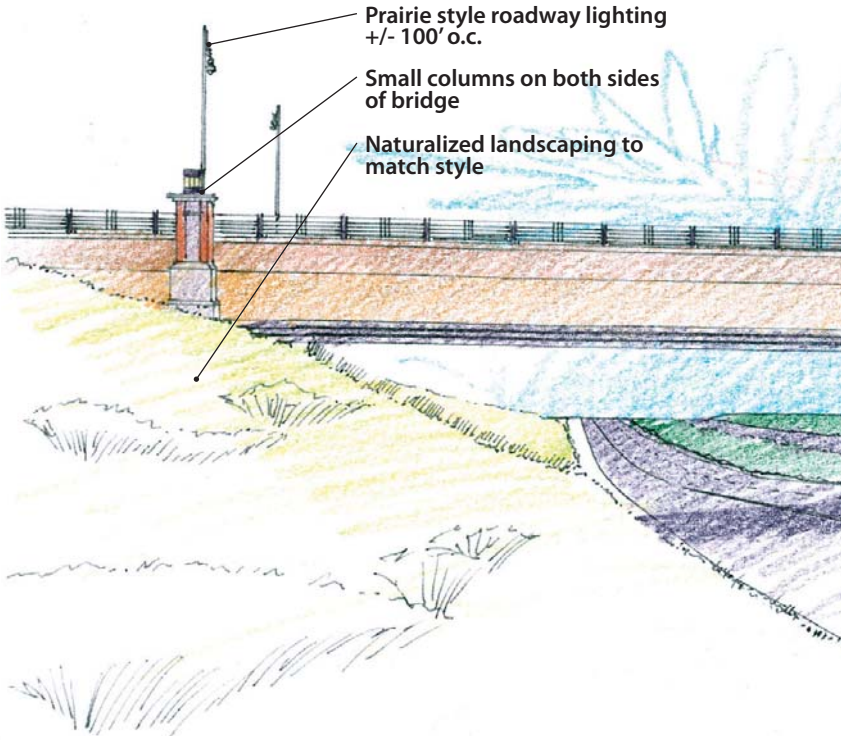
Railing options

Roadway lighting

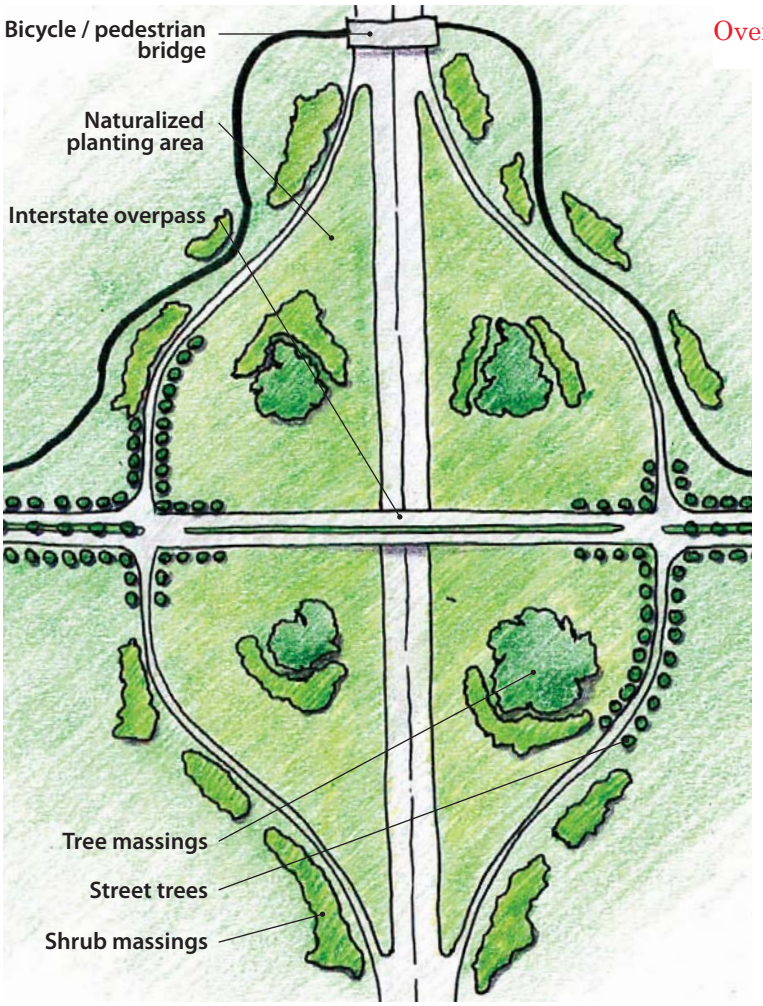
Enhancement Recommendations

Prairie Style

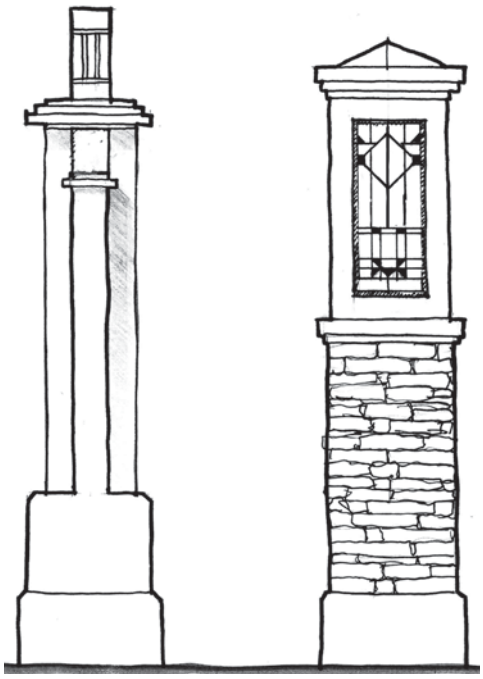
The Prairie Style is quite similar to the University Style, only more informal in character. For this reason, it would be appropriate to apply this style to intermediate interchange locations and secondary overpasses.



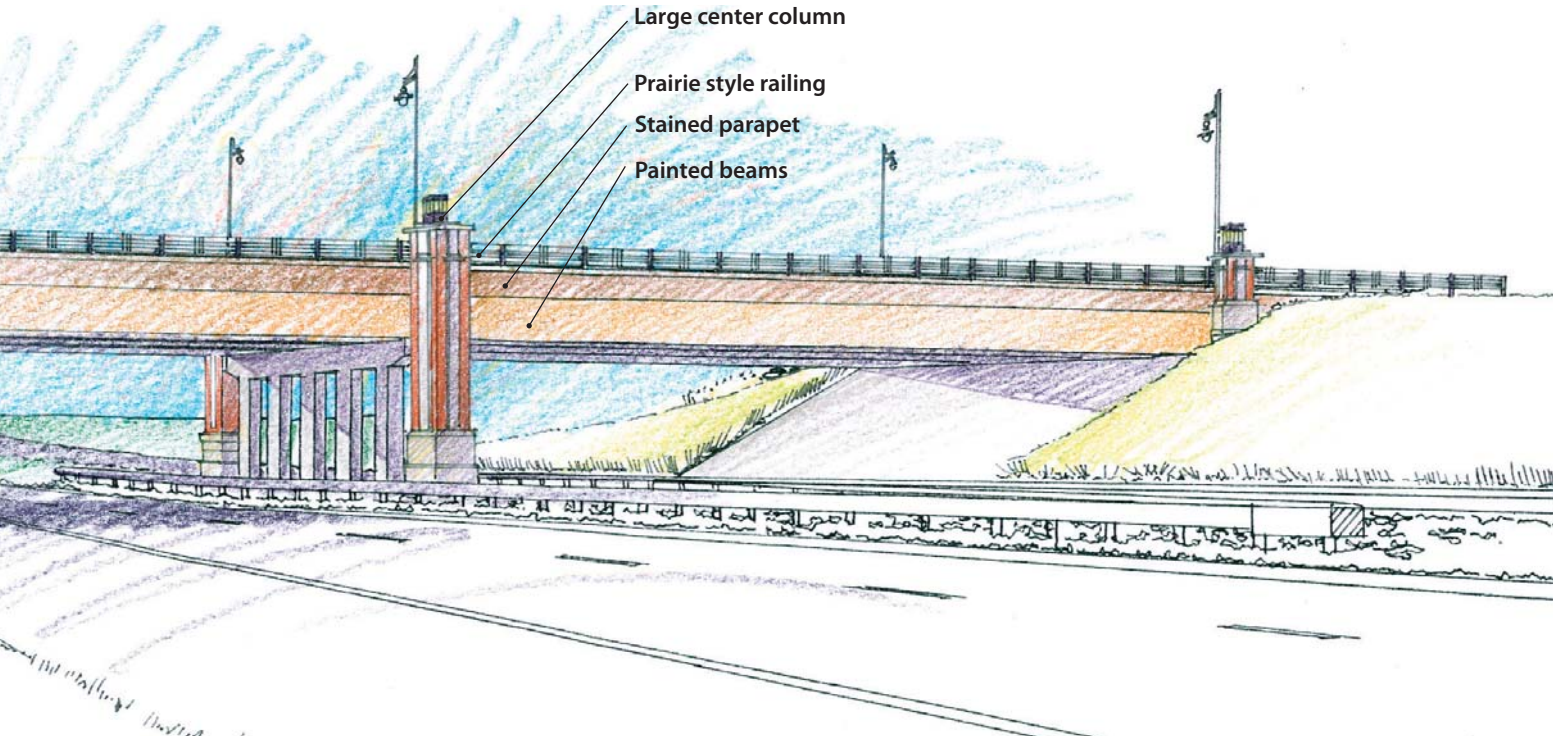
Overall perspective

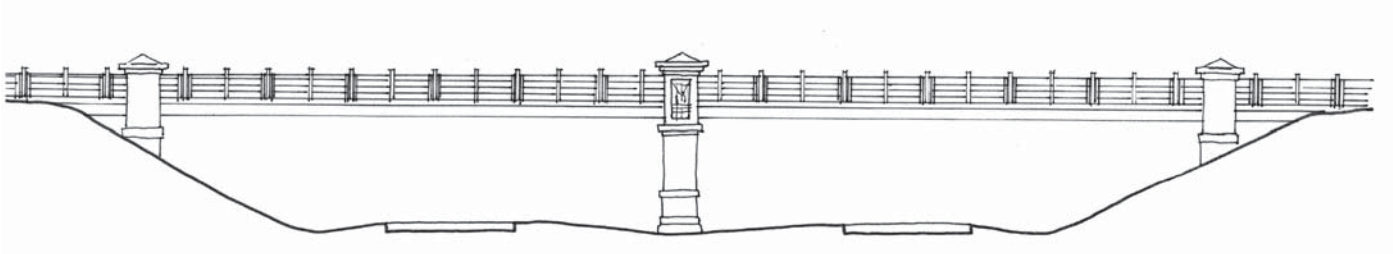


Interchange landscape treatment

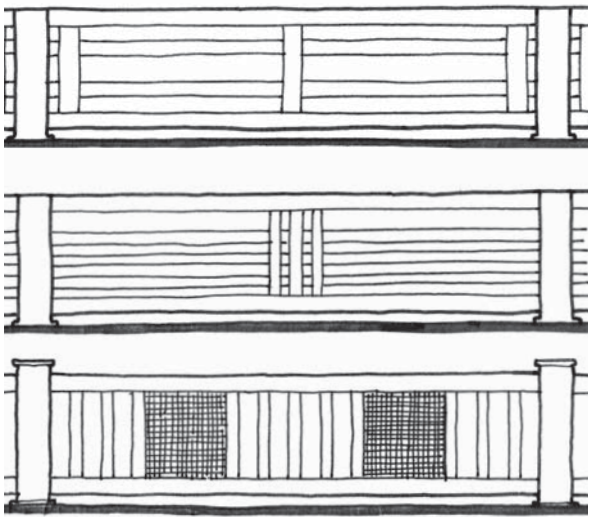


Column options





Bicycle / pedestrian bridge concept



Railing options

Roadway lighting

Implementation Strategy

City Action

In order to implement the overpass enhancements consistently over time, the City of Champaign should adopt this Master Plan as policy. This will provide guidance to City staff and elected officials for years to come regardless of changes in administration.

Establishing lines of communication with IDOT is another important step in the implementation process. The I-57 and Curtis Road Interchange process will set the precedent for future enhancement negotiations. Intergovernmental agreements can take quite some time to negotiate, so the sooner process can begin once the decision is made to pursue specific enhancements, the more likely it will be to meet the desired timeline.

Application Guidelines

In an ideal situation, applying the entire package of enhancements at each overpass location would be preferable. In reality, the level of enhancements will need to be prioritized based on the visibility and importance of the individual overpass, and implementation will need to be phased over time. For this reason, the enhancements outlined in this Master Plan are meant to be flexible, depending on the circumstances surrounding individual enhancement projects as they come online. High priority overpass locations should receive the full level of improvements including bridge enhancements, masonry columns, lighting, full interchange landscape improvements, and signage, if at all possible. It may be appropriate for many secondary locations to only receive basic bridge enhancements, and bridge cone landscape improvements.

Implementation Priorities

The overpass enhancement priorities at the time of printing this document are as follows:

- **Finish I-57 and Curtis Road**

  The I-57 and Curtis Road Interchange enhancements are due for construction in Summer of 2008.

- **Windsor Road and I-57**

  The Windsor Road and I-57 Interchange is due for reconstruction in the relatively near future. The City should negotiate with IDOT to include enhancements as appropriate.

- **Kirby Avenue and I-57**

  The Kirby Avenue and I-57 Internchange is prioritzed following the Windsor Road and I-57 Interchange. The City should negotiate with IDOT to include enhancements as appropriate.

As funding becomes available, other interchange enhancements should be systematically implemented. A map with prioritized locations at the time of publication of this document is included for reference.

Implementation Strategy

Implementation Strategy

At a preliminary level it is difficult to know exactly what will be involved with a specific overpass enhancement project. However, preliminary budget costs have been developed based on the preferred design alternatives to be used as a budgeting tool. These costs should be revisited on a regular basis to account for cost increases over time.

For master plan budgeting purposes, the University Style and Prairie Style are considered to be equal in value.

Funds for these improvements could come from various sources including grants and potential cost sharing with the University of Illinois. The City can also program the improvements into the 10-year Capital Improvement Program. The I-57 and Curtis Road enhancement is being partially funded by the Illinois Transportation Enhancement Program (ITEP) administered by IDOT. Future projects may also be eligible for ITEP funding.

As a logical next step, the implementation phase of the Interstate Overpass Enhancement Master Plan should include a further investigation of bicycle and pedestrian facilities/enhancements on interstate overpass bridges. While the transportation element of the comprehensive plan recommends complete streets (accommodating all modes of transportation) on all of our main streets and bridges, current IDOT policy require local government cost participation for the installation of such facilities.

To further aid in the future planning of overpass reconstructions, an inventory of existing overpass structures should be made to determine the extent of existing bicycle and pedestrian facilities and to document the current and future needs for such facilities. This investigation should also include an analysis of the cost and benefit of different types of facilities and recommend aesthetic enhancement on such facilities to coordinate with proposed bridge enhancements.

Conclusion

By following this Master Plan and Implementation Strategy, the interstate overpass enhancements can be accomplished thereby achieving the goals of beautifying the entryways and corridors within the community to better reflect the positive community image.

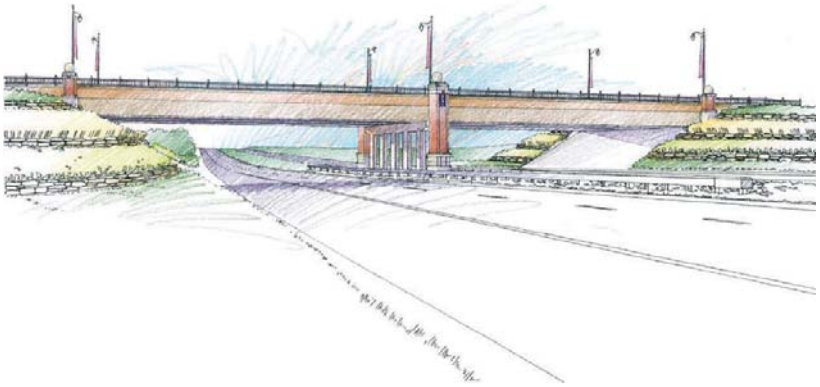
Cost Opinion

Item Name	Quantity	Unit	Unit Cost	Total Cost
Bridge Enhancements				
Parapet wall formliner	1	LS	$20,000	$20,000
Integral color (support beams, parapet wall)	1	LS	$10,000	$10,000
Large masonry columns (including foundation)	2	EA	$95,000	$190,000
Small masonry columns (including foundation)	4	EA	$40,000	$160,000
Railings	550	LF	$200	$110,000
Roadway guardrail (upgrade style, color)	1	LS	$5,000	$5,000
Limestone outcropping retaining walls	1	LS	$125,000	$125,000
Landscape (bridge cone area)	1	LS	$60,000	$60,000
Electrical and lighting	1	LS	$100,000	$100,000
			Subtotal	$780,000
Bridge / Pedestrian Bridge				
Bridge structure	1	LS	$750,000	$750,000
Landscape	1	LS	$50,000	$50,000
Electrical and lighting	1	LS	$50,000	$50,000
			Subtotal	$850,000
Interchange Landscape Enhancements				
Trees	1	LS	$50,000	$50,000
Shrubs	1	LS	$50,000	$50,000
Perennials	1	LS	$50,000	$50,000
Native plantings	1	LS	$75,000	$75,000
Topsoil	1	LS	$50,000	$50,000
Mulch	1	LS	$25,000	$25,000
			Subtotal	$300,000
Welcome Sign				
Welcome Sign	1	LS	$35,000	$35,000
Landscape	1	LS	$10,000	$10,000
Electrical and lighting	1	LS	$5,000	$5,000
			Subtotal	$50,000
Other Typical Project Costs				
Contractor General Conditions	15% of construction value			
Design Bid Contingency	20% of construction value			
Construction Contingency	5% of construction value			
Typical Design and Engineering Costs				
Phase I – Preliminary Design and Engineering	10% of construction value			
Phase II – Final Design and Engineering	10% of construction value			
Phase III – Construction Engineering	10% of construction value			

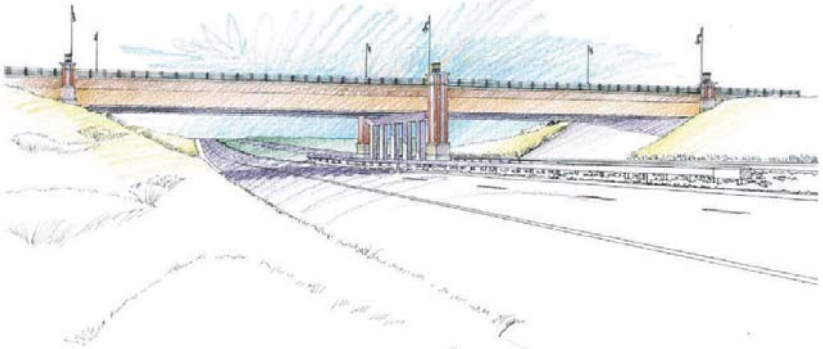
- All costs assume material purchase, installation and contractor general conditions

Bridge Decking

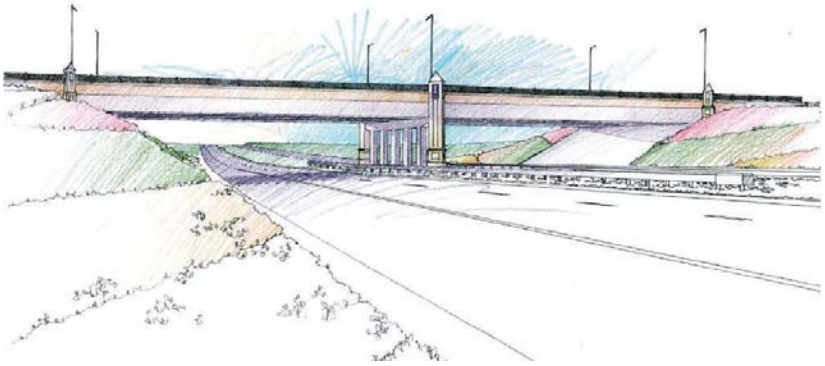
1. University Style
134 votes



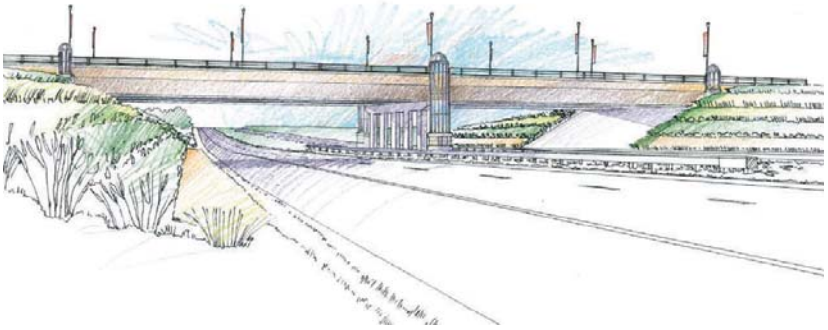
2. Prairie Style
77 votes



3. Contemporary Style
44 votes

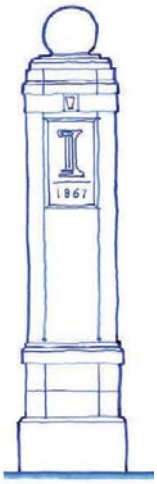


4. Rural Style
17 votes

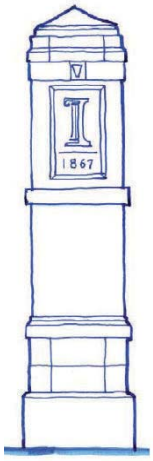


Column Design

University Style

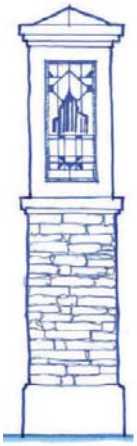


82 Votes

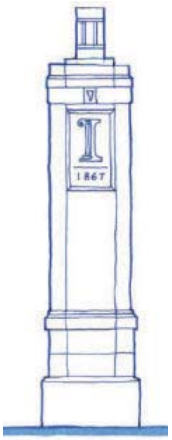


52 Votes

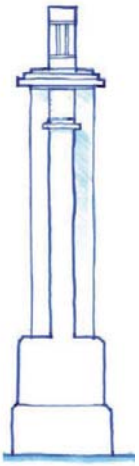
Prairie Style



45 Votes

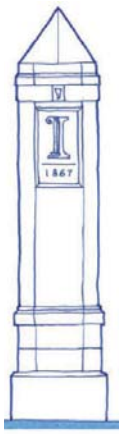


17 Votes

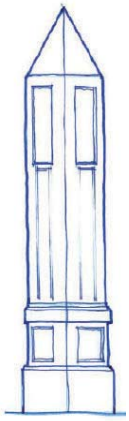


15 Votes

Contemporary Style



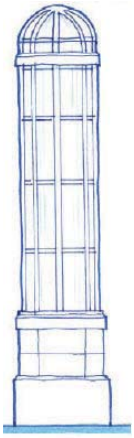
2 Votes



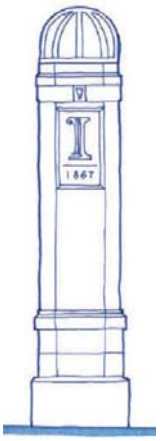
9 Votes

5 Votes

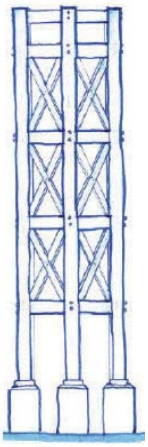
Rural Style



7 Votes



7 Votes



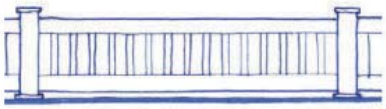
2 Votes

Fence Design

University Style

18 Votes

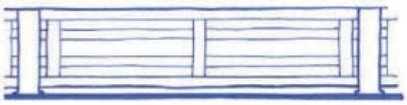
43 Votes



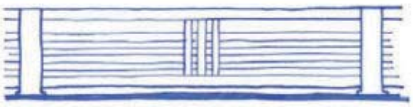
73 Votes

Prairie Style

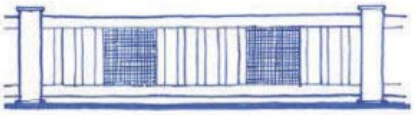
13 Votes



38 Votes

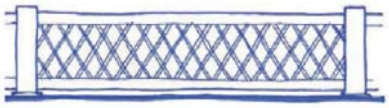


24 Votes

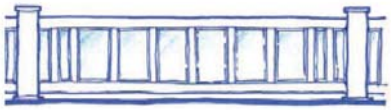


Contemporary Style

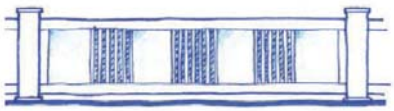
11 Votes



9 Votes



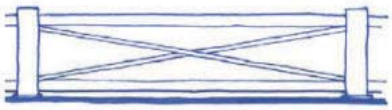
17 Votes



Rural Style

3 Votes

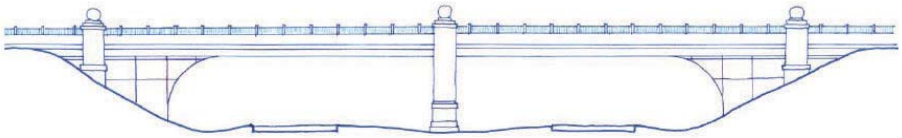
5 Votes



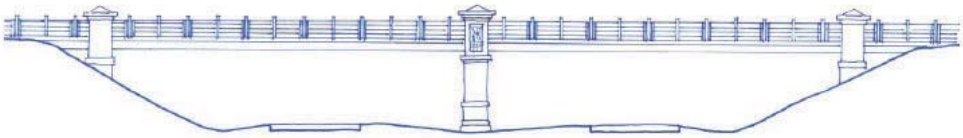
8 Votes

Bike/Pedestrian Bridge

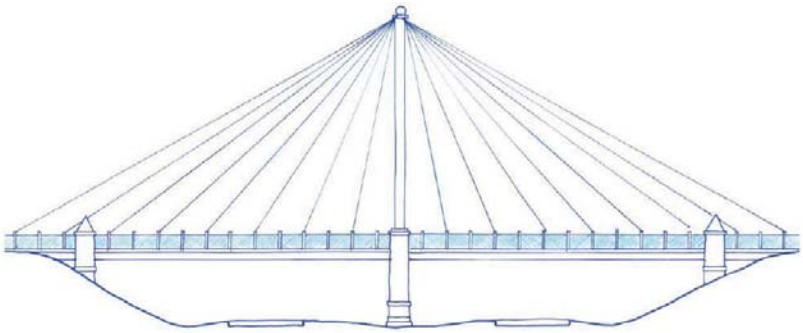
1. University Style
6 votes



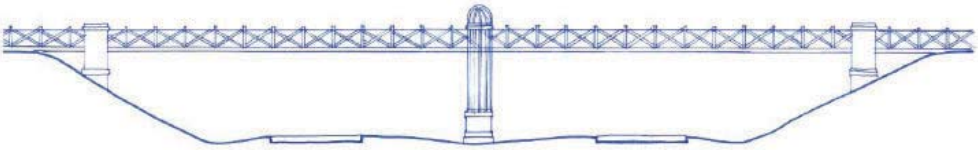
2. Prairie Style
9 votes



3. Contemporary Style
21 votes



4. Rural Style
2 votes



Voting Breakdown

- 276 Total Responses between September 1, 2007 and September 30, 2007
- Citizens from 34 Communitites Participated

City	Voters
Champaign, IL	175
Urbana, IL	20
Mahomet, IL	5
Savoy, IL	4
Danville, IL	3
Farmer City, IL	2
Springfield, IL	2
Villa Grove, IL	2
Atwood, IL	1
Avoca, MI	1
Blue Mound, IL	1
Bondville, IL	1
Catlin, IL	1
Chatham, IL	1
Cisco, IL	1
Dieterich, IL	1
Fisher, IL	1
Forsyth, IL	1
Homer, IL	1
Indianapolis, IN	1
Mansfield, IL	1
Monticello, IL	1
Naperville, IL	1
North Richland Hills, TX	1
Ogden, IL	1
Pesotum, IL	1
Rockford, IL	1
Santa Ana, CA	1
Savoy, IL	1
Shumway, IL	1
St. Joseph, IL	1
Tolono, IL	1
Tuscola, IL	1

Public Comments

1. I would prefer tax dollars go toward more important issues
2. it would be nice to have something striking that would draw interest to motorists passing through. Anything you can do to keep from raising my taxes any more would be apprecited
3. The city is already spewing out so much light pollution that I would appreciate it if new developments are required to direct all lighting to the ground where it actually does some good.
4. Stability and Safety is what counts the most.
5. Where is the money for this coming from? Shouldn't we fix our failing bridges before spending money on these type frills?
6. Please DO use the University logo (in addition to the city logo?). People passing through will not be familiar with the City of Champaign logo alone, but with the University logo, will come to recognize both.
7. it could be suitable without logos. if a logo has to be put on it, it should at minimum have uiuc's "I". If any city logos go on it, it should have savoy's and even urbana's as well as champaign. especially as curtis road will serve all three communities. it is a gateway to the community, which includes all parts, not just champaign. i think university style would be suitable for neil st and lincoln ave bridges on i-74, that way 1 each for champaign and urbana, and these are the two streets that most directly serve the university main campus. even tho curtis ave would serve the univ south farms and research park, i dont feel that is the main part of campus. i think the cable stayed bridge style is probably out of place without a water crossing, even tho water isnt required to use a cable stay bridge i suppose. if cable stay is looked at, i think it would be most useful for major interchanges/multiple bridges, such as the interstate junctions (i57/i74, i57/i72) or maybe even for prospect av. but in general i think the prairie style looks best, and can be used for all other bridges in the region. secondarily, the contemporary style without the cable stays would be good too.
8. I agree with Council member Marci Dodds: U of I logo AND the City logo should be put on the overpasses. We should be proud of our City as well as our University.
9. saw this on the public broadcasting channel
10. I'm getting rather tired of all the new buildings (and potentially new road supports) having little pyramids atop them.
11. When reconfiguring the I-72 interchange at I-57, more emphasis could be placed on the University of Illinois. The Curtis Road area is still rural and even though growth is anticipated, it should still \"look\" rural.
12. The only one I didn't like was the modern. The prairie and rural were more classic and I think more in tune with our area.
13. I value looks, but safety more. Please make the railings high so that bicyclists and pedestrians feel safe (unlike the Kirby/57 bridge). I look forward to using the Curtis bridge and entrance/exit!!
14. I would be very pleased to see a commitment to using native prairie plants and flowers with all of these designs.

Public Comments

15. I like both the prairie and university designs. I don't like the rural or contempory designs at all.
16. Make them wide enough for on street bike lanes and separate pedestrian sidewalks.
17. Not sure about the logo. Maybe need a new logo, not exactly U of I, not exactly City.
18. I don't think the city should be putting an extraordinary amount of money into "looking pretty" when there are so many other needs in the community.
19. Thanks for the opportunity to contribute. I chose the prairie style throughout, but the university was a close 2nd. The suspension style for the pedestrian bridges was intriguing, but looked artificial.
20. I'm so glad you are considering this. I have long appreciated the beautiful overpasses when you approach the southern Chicago suburbs (Matteson?) and the new ones in Peoria. I'm glad C-U will soon have a beautiful overpass too.
21. I welcome any opportunity to beautify the motorways in and around this region.
22. thanks for allowing us to see these
23. All look very nice. I've listed my thoughts in the survey, however, should not we be going for the least expensive to save monies.
24. please build bike/sidewalks across as many interstate bridges as possible. It would be great to have sidewalks along the bridges that go across Kirby as well as Windsor at 57.
25. Please be sure to include green space and good lighting that is attractive and don't over croud the area with huge commercial box stores
26. We like the university style, but our town is more than the UofI. All of C-U is prairie, we should embrace the natural beauty. Thank you for allowing input. Our entire family took the survey seriously.
27. MAKE SURE THAT ALL NEW OVERPASSES AND RECONSTRUCTED OVERPASSES MUST HAVE A SAFE SIDEWALK FOR PEDESTRIANS AND BICYCLISTS.
28. I would have liked to see a classic style, as well. I don't want anything that is going to look dated in 30 years.
29. no more green
30. I think that the University of Illinois should be the cornerstone the designs that are presented.
31. U of I's got balls
32. The most dominant and only recurring architectural theme in the city is that of the university, so whether th university symbol appears on the structure or not (i'd prefer not), the overpasses should attempt to mimic it
33. Lighting enhancements for night are essential for style to be noticed. Then DOT has to refrain from hanging a big green sign from it or in the visual sightlines to it like they have done in Chicago TriState tollway.
34. Thanks for giving citizens the opportunity to help make some decisions in beautifying our town!

Public Comments

35. I feel they should all be the same, so if we've started at Curtis, others added or updated should follow suit
36. The City should have its logo on all the structures
37. Need to support the university any way we can.
38. This is the home of the University of Illinois.
39. I love the idea of emphasizing what is the most important driver of our community - the University.
40. I really like what the city has done to communicate to the citizens about this project and getting there input keep up the good work
41. Not only should the bridges look good,the landscaping is critical. This is a great opportunity to make future overpasses, not only in Champaign, but the state distinguishable to the surrrounding area. Route 130 in Urbana for example.
42. Future interstate overpasses need to be pedestrian and bicycle friendly. Current overpasses are extremely dangerous for pedestrians. As a resident living west from the interstate I feel completely isolated from the rest of the city. Thanks.
43. Thank you for the opportunity to offer input.
44. We are very excited about the new access. We hope the city is more careful about the planning of the commerce portion. We are not from here & have been quite surprised at how little the city does to control developers.
45. I am really glad there is an overpass being built closer to the south west. It would be even better to have a I-74 exit for Mattis too that would clear some of the traffic from Prospect.
46. Should the bike/pedestrian bridge and vehicle bridge be the same style? Right now I like having them different (variety is something we have in C-U!).
47. Please at all costs avoid the eyesore that is the Modern/Contemporary designs! Thanks!
48. I think it would be great if either the Neil St or Lincoln Ave overpass was also enhanced to be more like this new one as well.
49. I think Urbana should also be consistant with this. The University of Illinois is the main-stay for this community and for Champaign county. Peoria re-built the overpasses and interstate I-74 and it is absolutely beautiful.
50. I chose the University style, but I honestly feel that esthetics should not be the only conderation. How about cost?? Funds are not limitless no matter what some on the city council may believe.
51. Really like the University Style but NOT sure about using the ball on the top of the columns!
52. I would expect that each or several of the bridges would be different -- NOT all alike. Perhaps some repetition would be OK for continuity or cost, labor, etc. savings. .
53. we need bike paths that are away from the main roads. please preserve green space

Appendix B – IDOT Comments– October 2007

From: David A Speicher

To: Terry Blakeman

Date: 12/26/2007 10:59 AM

Subject: RE: Bridge Enhancement Master-plan Work

Operations

The Department's primary concern with structures passing over interstate is safety. Whatever is done to provide aesthetics should not reduce the safety along the interstate or interstate ramps. I note the following items in the conceptual drawings.

Aesthetic pylons increase the length of a fixed object within the clear zone. We should not allow any unnecessary fixed objects in the clear zone and should try to reduce fixed object length.

(Note a clear zone 34-46 feet from the edge of pavement. We have limited the clear zone to 30 feet in the past for practicality and roadway template consistency; however, we find areas where the full clear zone may be advisable.)

The diagrams show guardrail. Guardrail placement reduces the fatality or severity of fixed object crashes by 15%. Crash attenuators reduce the fatality or severity of fixed object crashes by 70%. We should not allow a less effective safety feature placed at these locations for aesthetics. The Pier design shown does not consider a crash wall constructed high enough to redirect glancing vehicles and does not eliminate catch points.

The lines of stone shown on the bridge cones cannot be placed within the clear zone where they can become a hazard (project 4 inches above ground line or become loose enough to be propelled by an errant vehicle).

Bridge rails adjacent to motoring traffic over the interstate need to comply with NCHRP 350 to eliminate the possibility of a vehicle crashing through the rail onto the interstate. The design should reduce or eliminate catch points for vehicles.

Banners and logos are intended to attract motorist attention. Safer roads reduce items which draw motorist attention away from the driving task. Banners and Logos should not be allowed.

The interchange overview sketch show detail planting and trees along ramps in the infield, as well as in the median and along the shoulders on the bridge approaches. Plantings create sight distance problems for motorists, which may require high maintenance. The maintenance would need to be defined by safety and not by aesthetics to ensure a forgiving roadway. Trees quickly become fixed objects and should never be allowed within the clear zones. Note that clear zones increase along curved roadways.

Appendix B – IDOT Comments– October 2007

Program Development

The first thing that jumps at me is safety.

In the University Style "street trees" are shown along the exit ramps and along the overhead street. I'm not too worried about the trees along the overhead as I assume these intersections will eventually if not already be signalized, but the ones along the exit ramps are a safety and maintenance concern. I realize speed is decreasing, but last time I checked, trees and power poles are bad in accidents. I understand this won't grow to be very large, but it's still a fixed object and unforgiving in an accident. I also assume we would be responsible for mowing along these ramps, and doubt we'd be too excited about mowing around all of these....although maintenance crews could mulch if desired.

Although guardrail does provide protection of the center pier my preference is a REACT 350 or some other self reestablishing device.

I believe this has been previously discussed, but the walls around the bridge cones should be out of the clear zone (30ft from edge of pavement).

This came up on Curtis Road, but may not on other interchanges since there in place, but a light dark light situation should be avoided when lighting the overhead streets. Continuous lighting along the overhead street should be provided initially to avoid this situation.

Comments concerning enhancements to these structures were provided in the July 19, 2006 memorandum from our Curtis Road Interchange "in house" meeting and should apply to all of these interchanges.

University Style

Tree plantings Must not interfere with sight distance at the exit ramp terminals. Tree plantings along exit ramps will have to be well outside the clear zone for to maintain roadside safety.

Trees along ramps will have to be far enough from the edge of pavement to prevent maintenance issues with ice on the ramps from tree limbs shading the superelevated pavement.

Shrub placement may cause drifting snow. Offset shrubs far enough to prevent drifting.

Artist rendering shows open abutment, elevation sketch shows a closed abutment.

Stone landscaping on bridge cone could be a safety issue and will have to be outside of the clear zone.

Appendix B – IDOT Comments– October 2007

Prairie Style

Tree plantings. Must not interfere with sight distance at the exit ramp terminals. Tree plantings along exit ramps will have to be well outside the clear zone for to maintain roadside safety.

Trees along ramps will have to be far enough from the edge of pavement to prevent maintenance issues with ice on the ramps from tree limbs shading the superelevated pavement.

Shrub placement may cause drifting snow. Offset shrubs far enough to prevent drifting.

Rural Style

Lilac hedgerows on ramps may cause drifting snow. Offset hedgerows far enough to prevent drifting.

Lilac hedgerows could also cause sight distance issues at intersections.

Contemporary Style

Shrub placement may cause drifting snow. Offset shrubs far enough to prevent drifting.

Local Roads

In accordance with the direction we received from the FHWA for the Curtis Road Enhancement Project, the University of Illinois logo will be permitted only if the University Style is selected. If the University Style is not selected there will be no logo permitted on the structure. The City logo will not be permitted on any structure.