



PROJECT LOCATION

Parker - Hadley Road Study

A photograph of a paved road with a double yellow line down the center, flanked by green trees and a clear blue sky. A yellow sign is visible on the left side of the road.

Welcome to the Parker – Hadley Road Study Public Information Meeting

Please Sign In

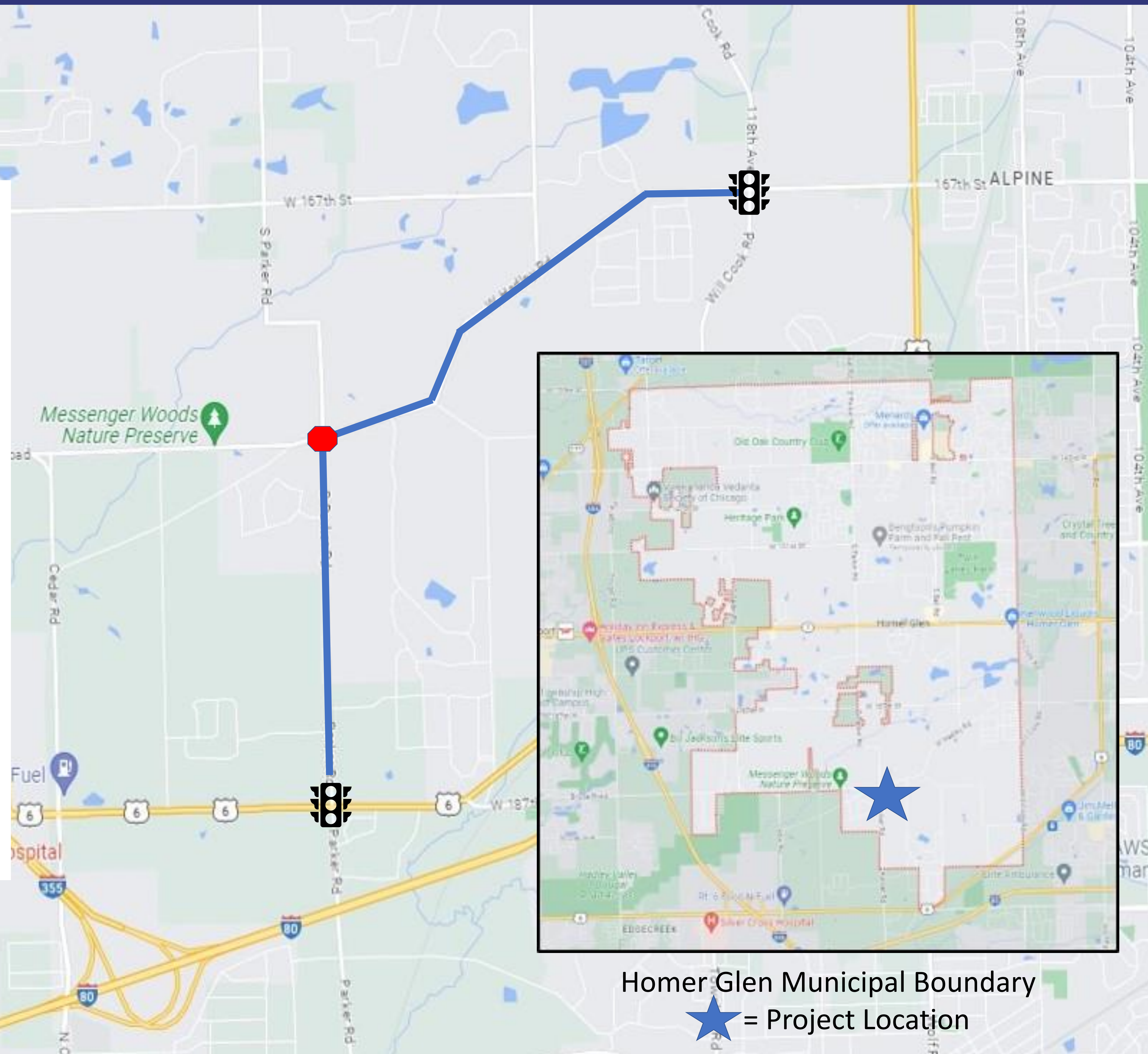


PROJECT LOCATION

Parker - Hadley Road Study

County Highway 1 (blue line) encompasses Parker Road, Chicago-Bloomington Trail, Hadley Road, and 167th Street and shall be referenced as Parker-Hadley Road.

The Parker-Hadley Road corridor is being studied from the signalized intersection on the south at US 6, north to the all-way-stop, and east to the intersection at Will-Cook Road.



Homer Glen Municipal Boundary
★ = Project Location



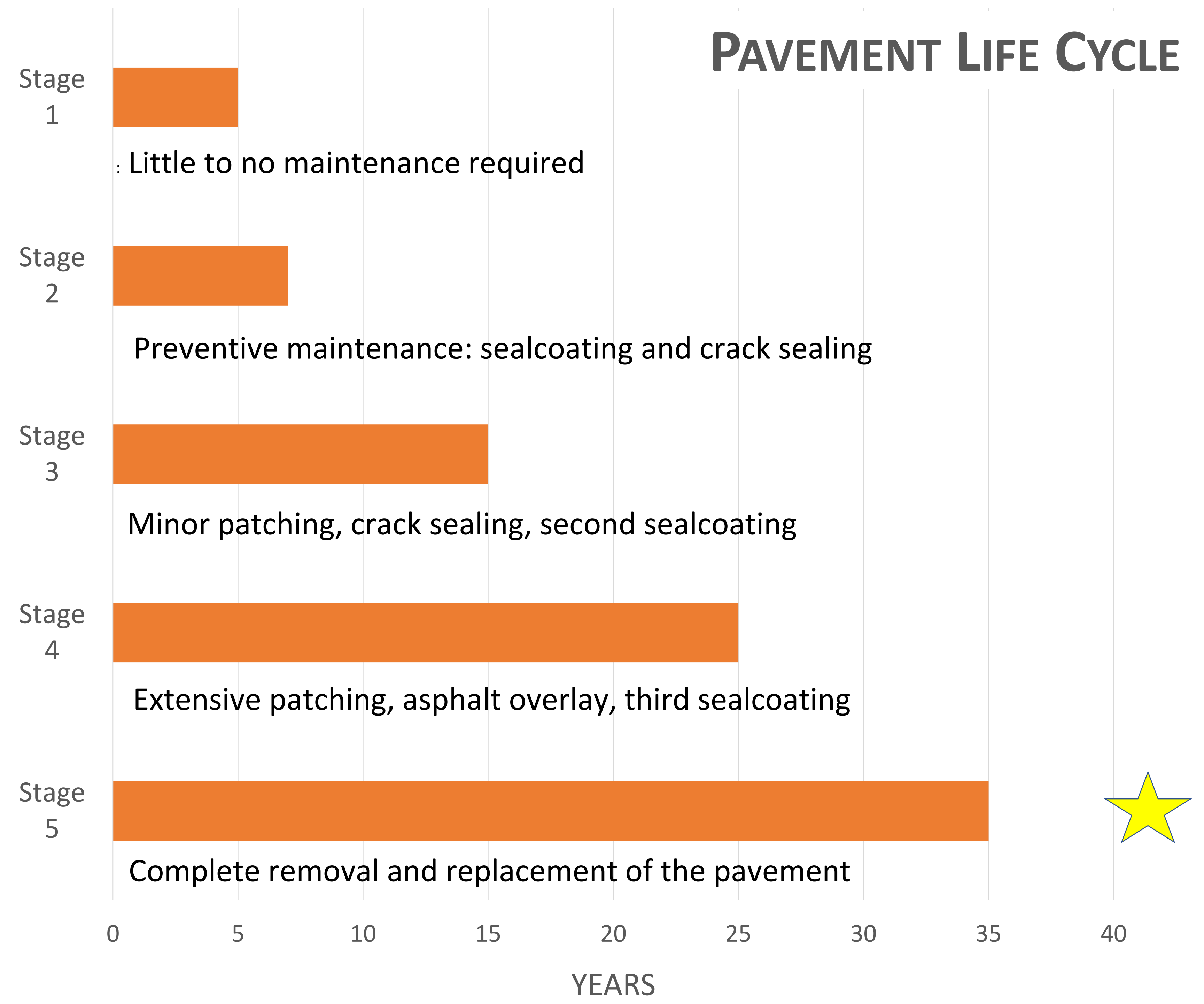
PAVEMENT CONDITION

Parker - Hadley Road Study

Parker-Hadley Road was last resurfaced-reconstructed in 1981 – 42 years ago – and is at the end of its service life.

As noted by the ★ in the Pavement Life Cycle chart to the right, the corrective action for Parker-Hadley Road is to reconstruct.

Industry standard requires a reconstructed roadway to be designed for a 20- to 30-year capacity and meet current geometric design criteria.





PROJECT PURPOSE

Parker - Hadley Road Study

Parker-Hadley Road will be reconstructed to provide:

- a structural capacity that is required for long term performance, and
- safe passage of all modes of travel

and during development will consider:

- the traveling and adjacent built communities, and
- the natural environment in relation to trees, species, and water features.



TRAFFIC ANALYSIS

Parker - Hadley Road Study

LOCATION	2023 ¹ AVERAGE DAILY TRAFFIC	2050 ² AVERAGE DAILY TRAFFIC
Parker Road	4,600	6,600
Chicago-Bloomington Trail	3,325	5,500
Hadley Road	3,400	5,200
167 th Street	4,000	5,200

1. Traffic Data was collected January 19, 2023.

2. 2050 Traffic Projections were provided by Chicago Metropolitan Agency for Planning (CMAP).

The 2050 projected traffic warrants ***one lane of travel in each direction***, except at intersections where left or right turn lanes may be warranted.



CRASH ANALYSIS

Parker - Hadley Road Study

SIX-YEAR STUDY PERIOD: 2016 TO 2021

INTERSECTION <small>ALL WAY STOP OR TRAFFIC SIGNAL CONTROL</small>		AT US ROUTE 6 <small>TRAFFIC SIGNAL</small>	AT CHICAGO-BLOOMINGTON TRAIL <small>ALL WAY STOP</small>	AT WILL-COOK ROAD <small>TRAFFIC SIGNAL</small>
Total Crashes		32	29	7
# of Injury Crashes		4	11	-
Total # of Injuries		7	14	-
Injury Type	A	-	-	-
	B	6	3	-
	C	1	11	-

Zero fatalities (K-injury) occurred in the six-year study period

A - an incapacitating injury

B - a non-incapacitating injury

C - injury being any reported or claimed which is not evident to observers at the scene of the crash

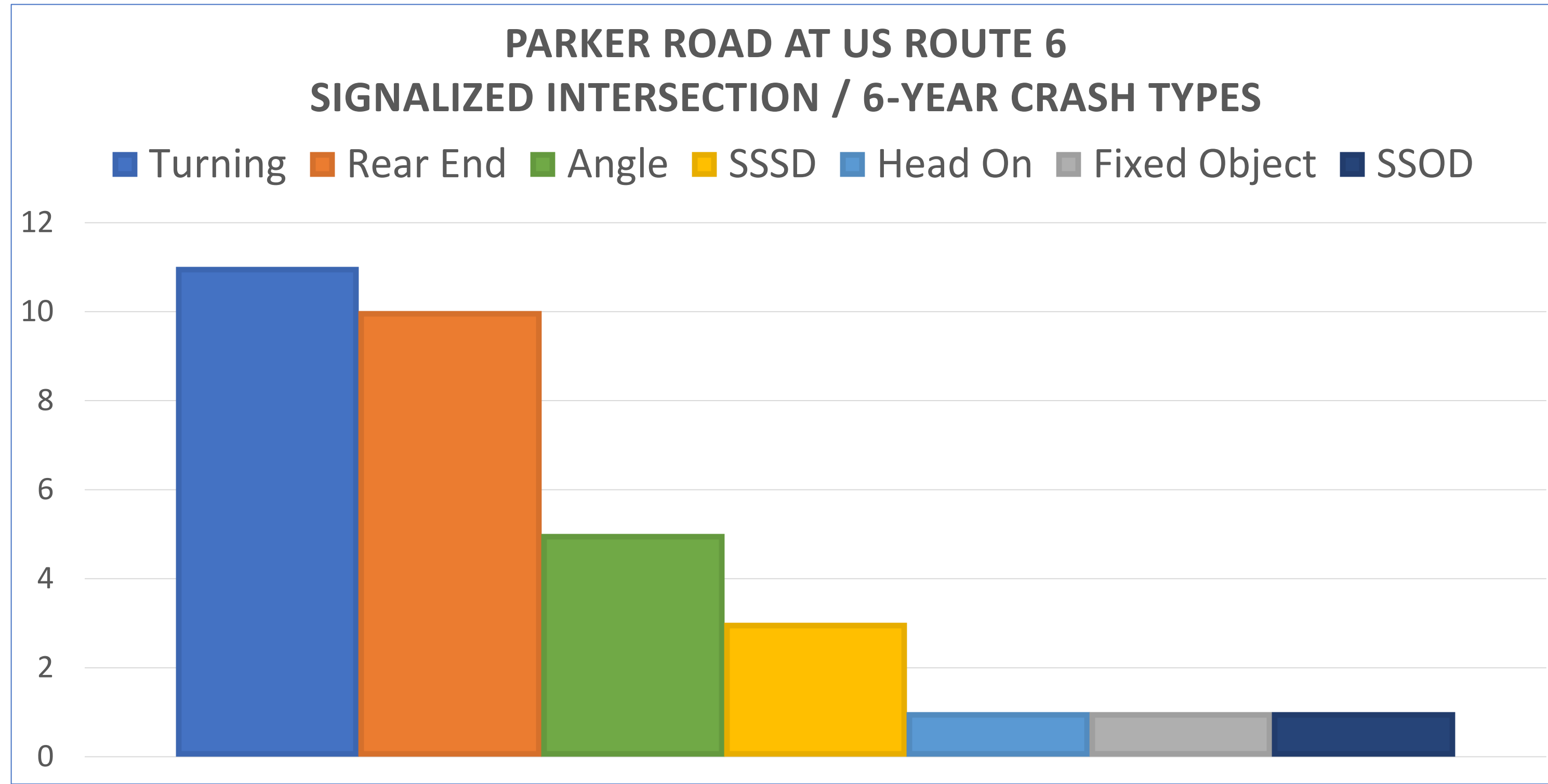
The US Route 6 signalized intersection has **higher (2x)** than average *multiple injury* occurrences

The Chicago-Bloomington Trail all way stop intersection has **higher (7%)** than *average* crash occurrences

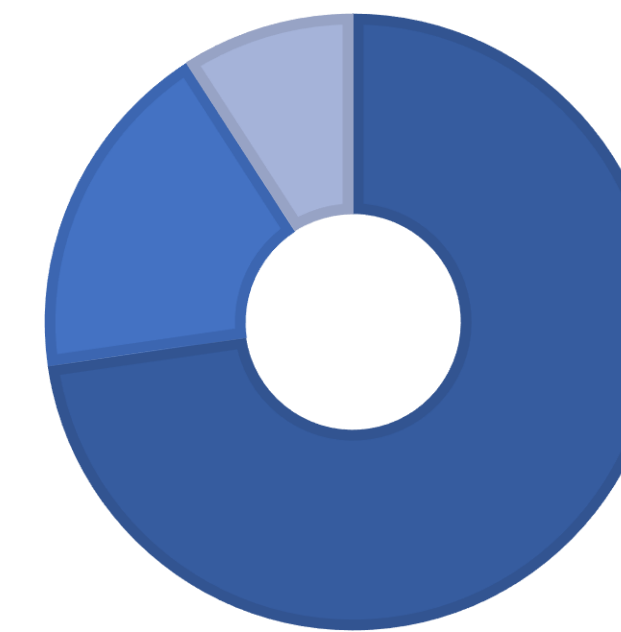


CRASH ANALYSIS

Parker - Hadley Road Study

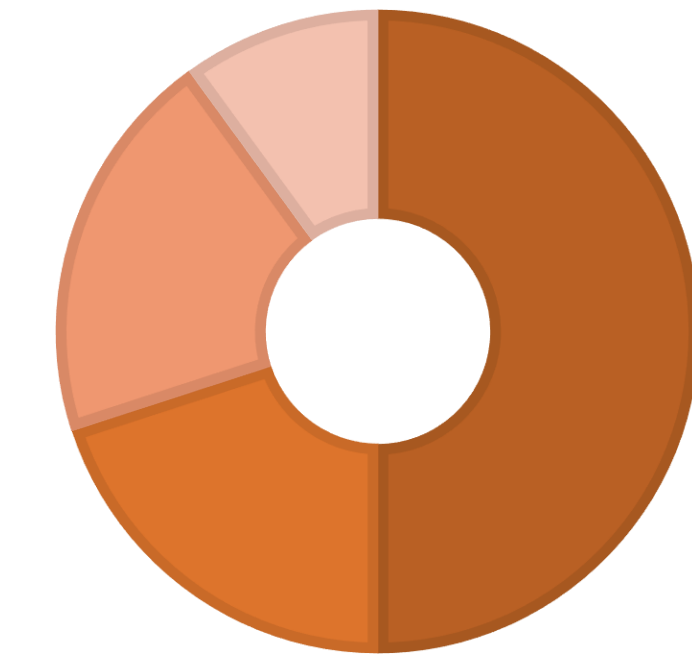


**PARKER ROAD AT US ROUTE 6
TURNING DIRECTION**



**PARKER ROAD AT US ROUTE 6
REAR END DIRECTION**

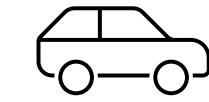
East West North South



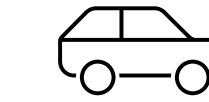
The turning and rear end crashes occur **higher (2X)** than the average at the US Route 6 signalized intersection.

2020 High Safety Tier Intersection

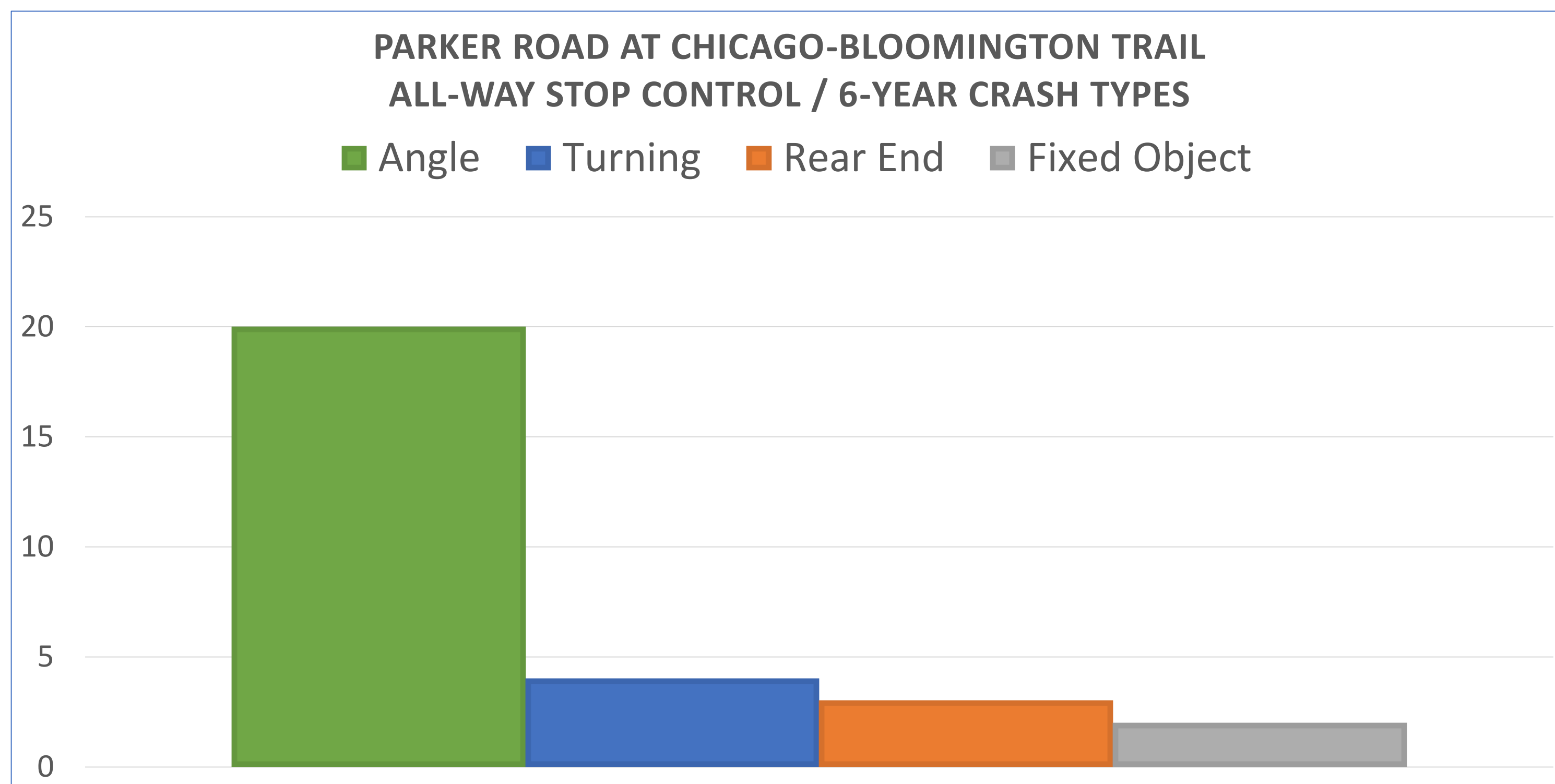
IDOT has identified the intersection of Parker Road at US Route 6 as



East Leg a 2020 Medium Safety Tier Segment

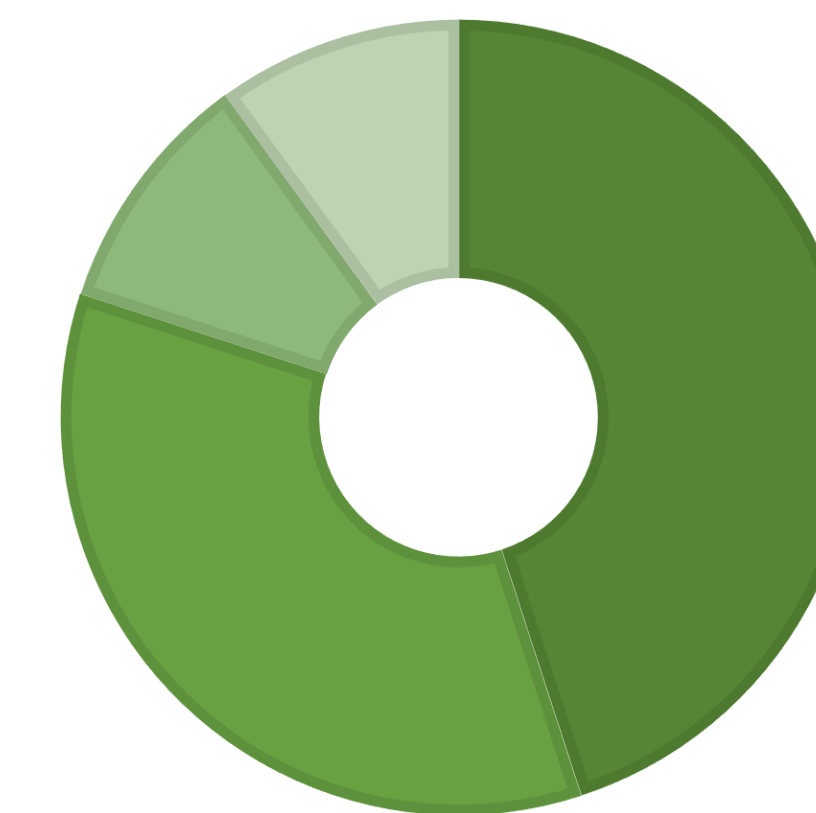


West Leg a 2020 Low Safety Tier Segment



**PARKER ROAD AT CHICAGO-BLOOMINGTON TRAIL
ANGLE DIRECTION**

East West North South



The angle crash occurs **higher (4X)** than the average at the Chicago-Bloomington Trail all way stop intersection.



CRASH ANALYSIS

Parker - Hadley Road Study

SIX-YEAR STUDY PERIOD: 2016 TO 2021

SEGMENT SECTION OF ROADWAY BETWEEN CONTROLLED INTERSECTIONS		US ROUTE 6 TO CHICAGO-BLOOMINGTON TRAIL	PARKER ROAD TO WILL-COOK ROAD
Total Crashes		10	44
# of Injury Crashes		1	11
Total # of Injuries		1	11
Injury Type	A	-	2
	B	1	5
	C	-	4

Zero fatalities (K-injury) occurred in the six-year study period

A - an incapacitating injury

B - a non-incapacitating injury

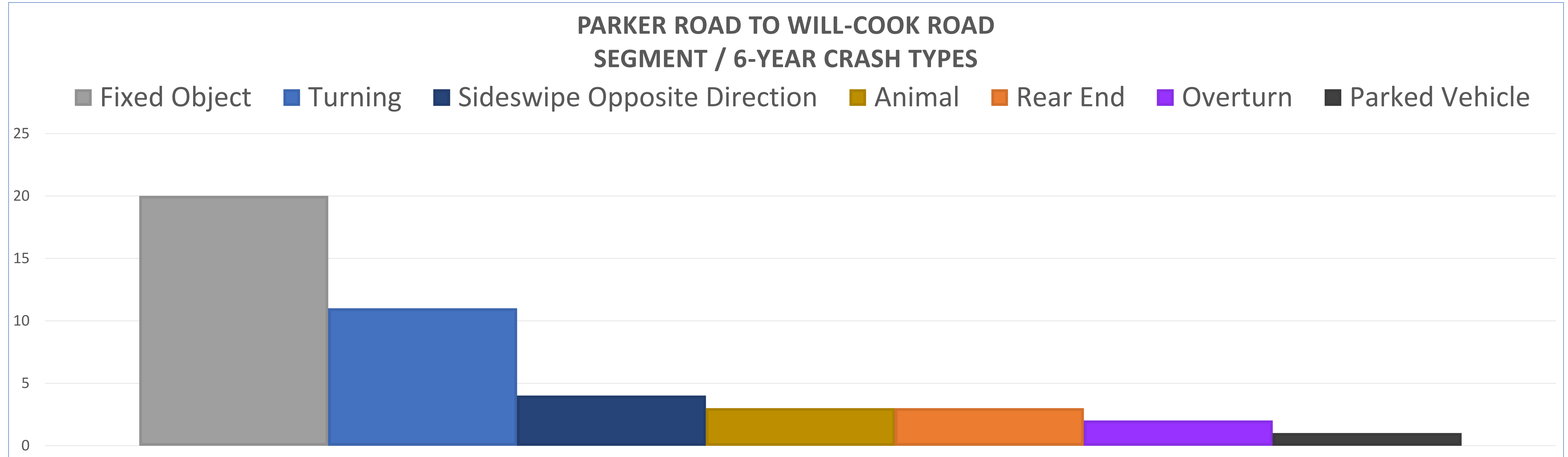
C - injury being any reported or claimed which is not evident to observers at the scene of the crash.

In the Parker Road to Will-Cook Road segment all crashes occur east of Lauffer Road with **higher (23%)** than *average* crash occurrences

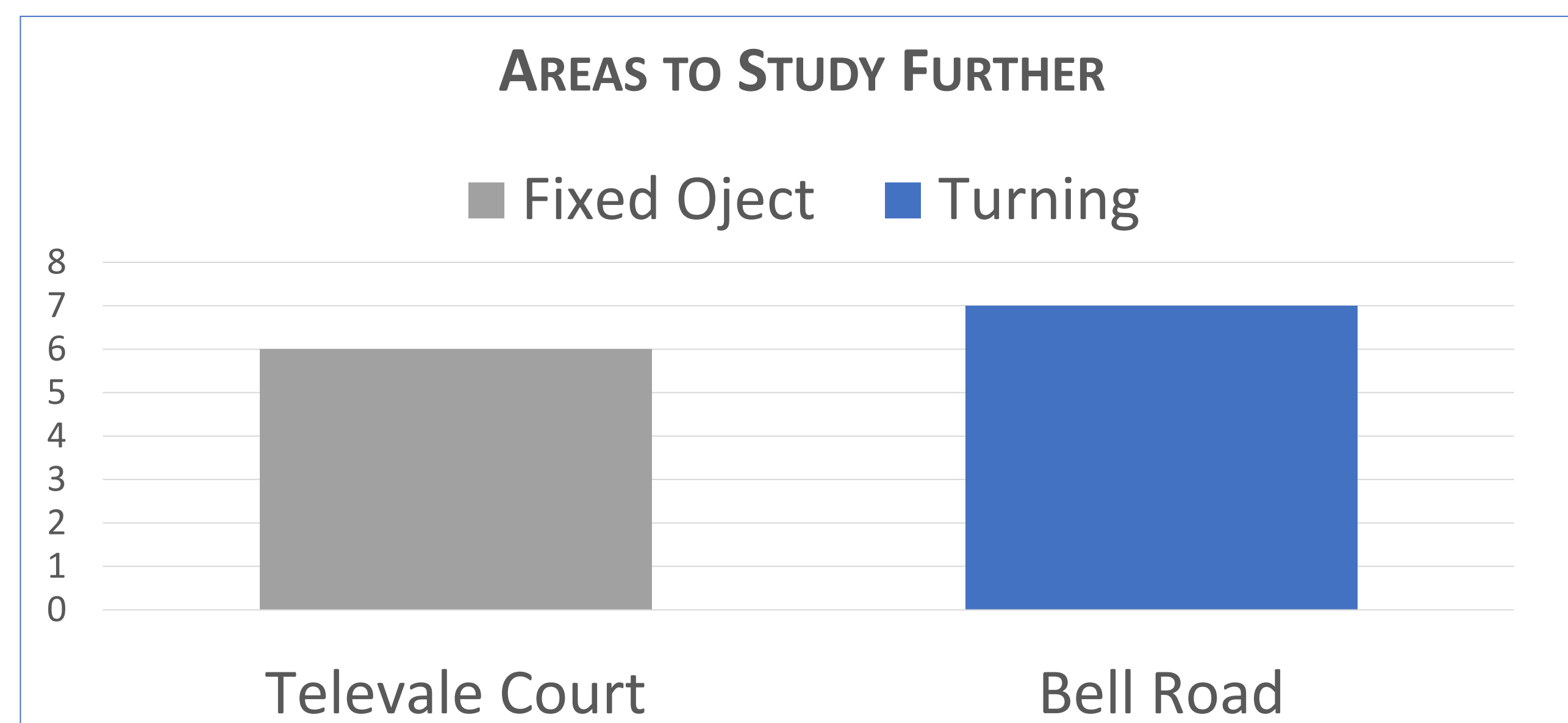


CRASH ANALYSIS

Parker - Hadley Road Study



The Parker Road to Will-Cook Road segment has **higher (1.5X)** than average **fixed object** and **higher (15X)** than average **turning** occurrences



Of the fixed object and turning crashes, a majority were concentrated near **Televale Court** or at **Bell Road**



PAVEMENT WIDTH

PARKER HADLEY SUBSTANDARD

INDUSTRY STANDARD



20-foot-wide pavement
2-foot-wide gravel shoulder



24-foot-wide pavement
8-foot-wide paved shoulder



HORIZONTAL ALIGNMENT

PARKER HADLEY SUBSTANDARD

INDUSTRY STANDARD



Cannot see around curve, stopped or turning vehicles

Clear sight around curve, can see vehicles ahead



VERTICAL ALIGNMENT

PARKER HADLEY SUBSTANDARD

INDUSTRY STANDARD



Cannot see over vertical curve,
stopped or turning vehicles

Clear sight over curve, can see
pavement and vehicles ahead



DRAINAGE CAPACITY

PARKER HADLEY SUBSTANDARD



Shallow ditch, no capacity

INDUSTRY STANDARD



Defined ditch, capacity



ENVIRONMENTAL

Parker - Hadley Road Study

Environmental resources exist in the corridor that need to be avoided or impacts to the resource minimized and mitigated. Special documentation is needed for each resource.



Historical Properties
Stone Manor – National Register of Historic Places
Hadley Settlement – Locally Significant



Forest Preserve District of Will County



In March 2022, the US Fish and Wildlife Service (USFWS) classified the **Northern Long Eared Bat (NLEB)** as endangered under the Endangered Species Act.

The NLEB use dense tree areas and underbrush for roosting, foraging, and commuting between summer and winter habitat. The corridor is heavily wooded with mature trees and thus *all trees adjacent to the corridor must be surveyed*.

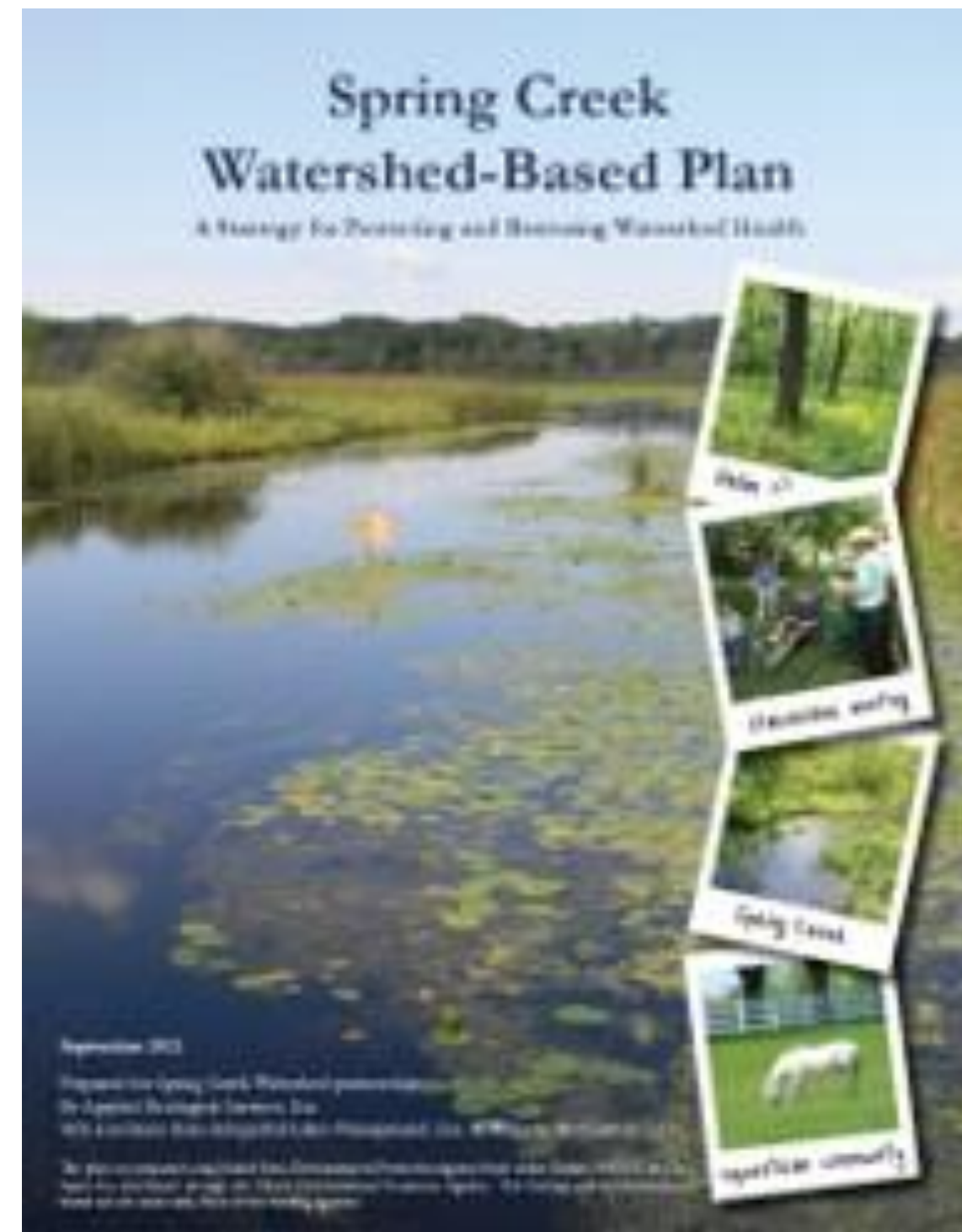
The survey includes the location, size, condition, type, and potential for habitat of the NLEB. Each tree that was surveyed was tagged to aid in the location, identification, and documentation process.





ENVIRONMENTAL

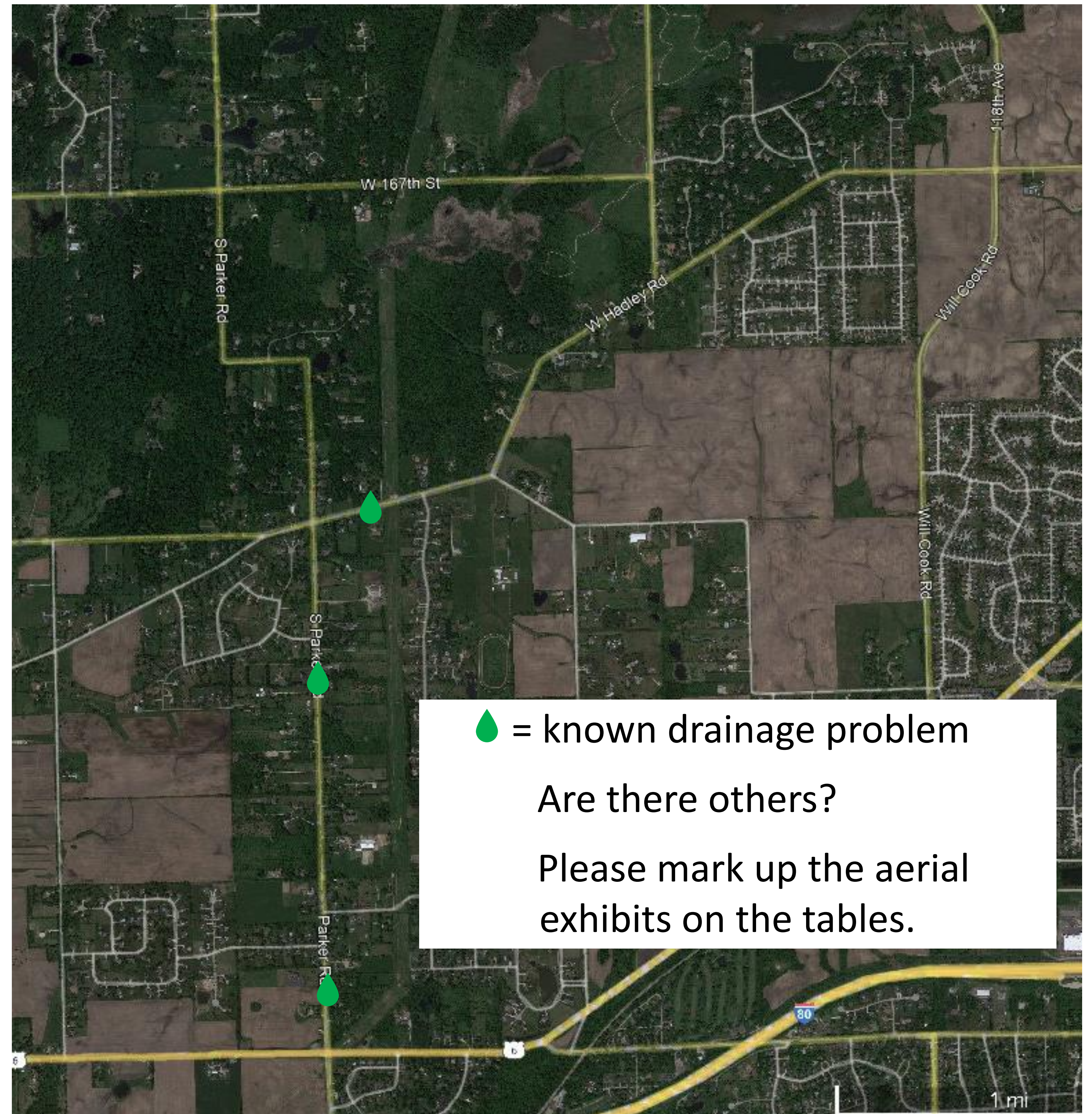
Parker - Hadley Road Study



Marley Creek and Spring Creek Tributaries.



Wetlands



💧 = known drainage problem

Are there others?

Please mark up the aerial exhibits on the tables.

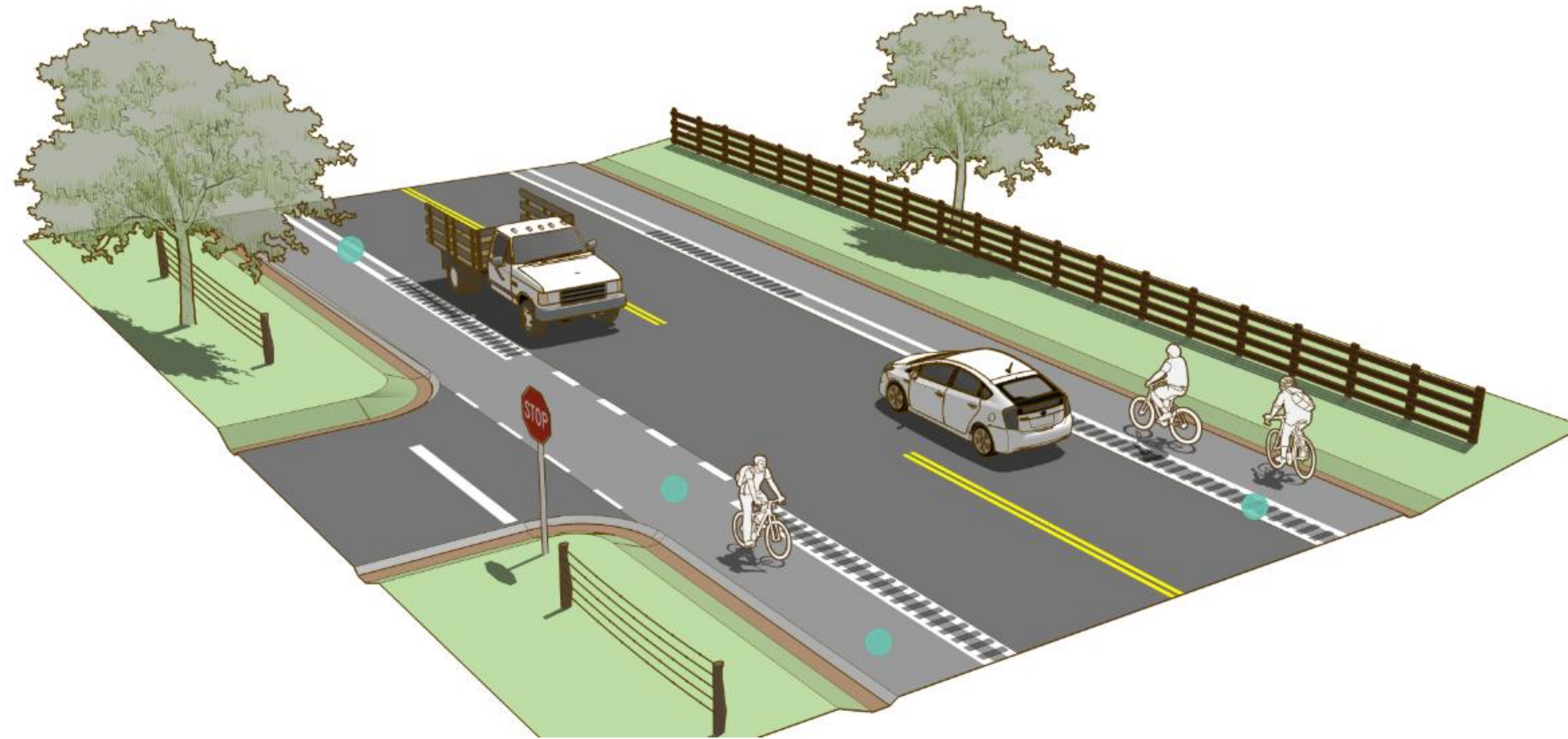


NON-MOTORIZED USERS

Parker - Hadley Road Study

A RANGE OF PEDESTRIAN AND BICYCLE ACCOMMODATIONS

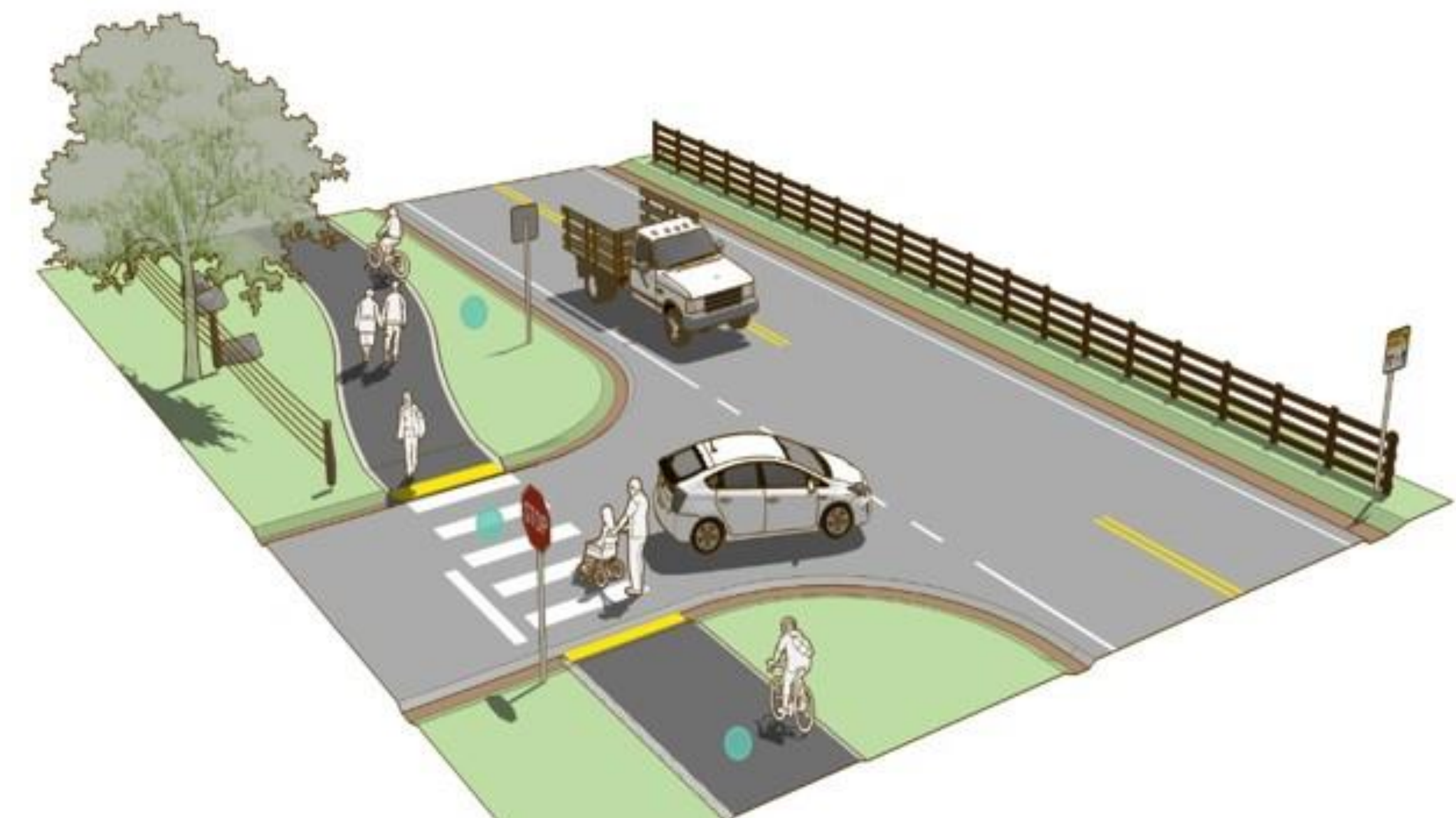
Small Town and Rural Design Guide / FHWA



PAVED SHOULDER (standard) – edge of existing roadway enhanced for use by bicyclists and pedestrians.



SIDEWALK (enhancement) – dedicated space intended for use by pedestrians. Typically, 5' wide on both sides of the street, physically separated from the travel way by a buffer space.



SIDEPATH (enhancement) – separate from the roadway for bicyclists, pedestrians, skaters, wheelchair users, joggers, and other users. Typically, a 10' wide bidirectional path adjacent to and parallel to the roadway on one side of the street, physically separated from the travel way by a buffer space.



INPUT NEEDED!

Parker - Hadley Road Study

We are here

- Parker – Hadley Road will be reconstructed.
- The future traffic = one travel lane in each direction.
- Improvements are needed to address off-the road crashes east of Lauffer Road and rear end, turning, and angle incidents at:
 - US Route 6 signalized intersection
 - Chicago-Bloomington Trail all-way stop intersection
 - Bell Road minor street stop intersection.
- Drainage issues have been identified and the improvements need to enhance the existing environment.

Phase I – Preliminary Engineering

Fall 2022 thru Summer 2023

Study Activities: data collection, topographic and environmental surveys, define existing geometric, traffic, and safety conditions, present findings and obtain input



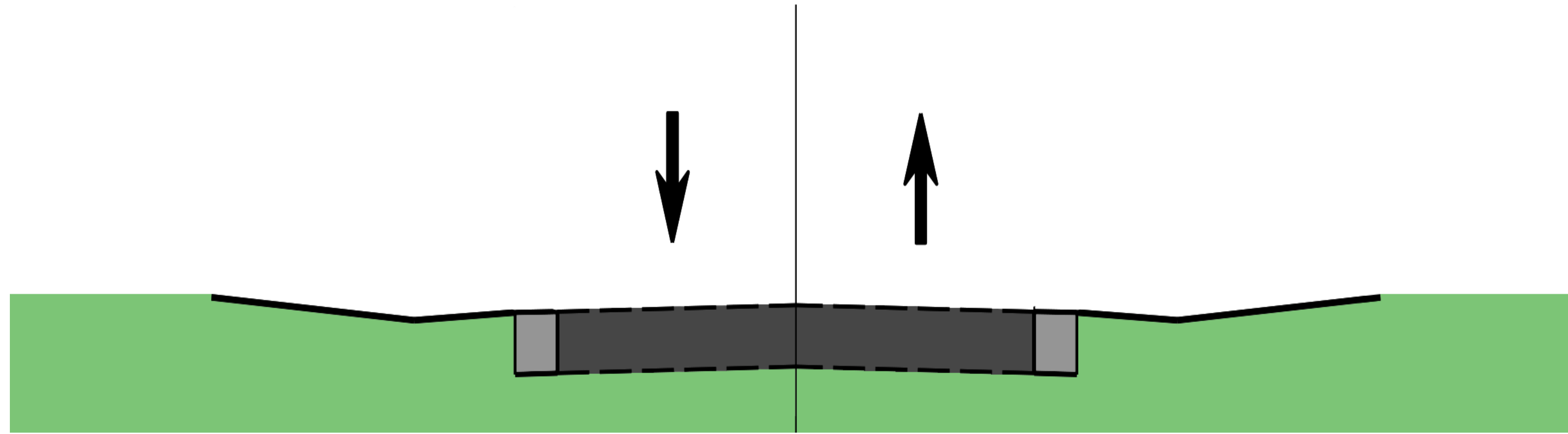
*Public Meeting:
Opportunity for document
review and comment*

The following boards provide alternatives for addressing these issues. Please review them and provide feedback regarding which alternatives you would like to have studied in more detail.



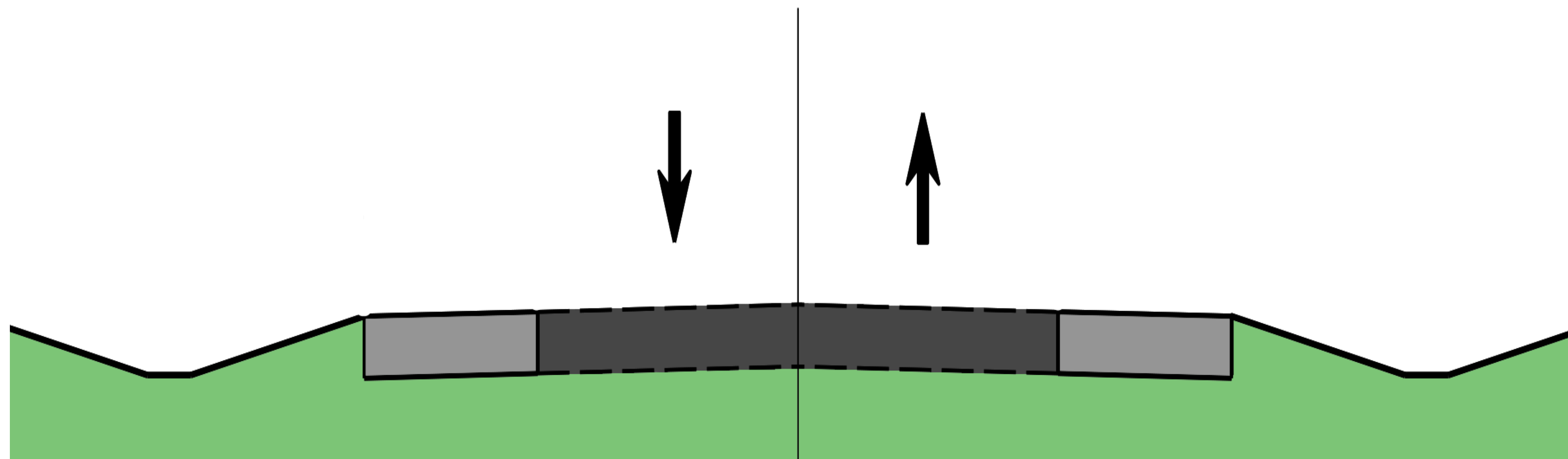
ROADWAY ALTERNATIVES

Parker - Hadley Road Study



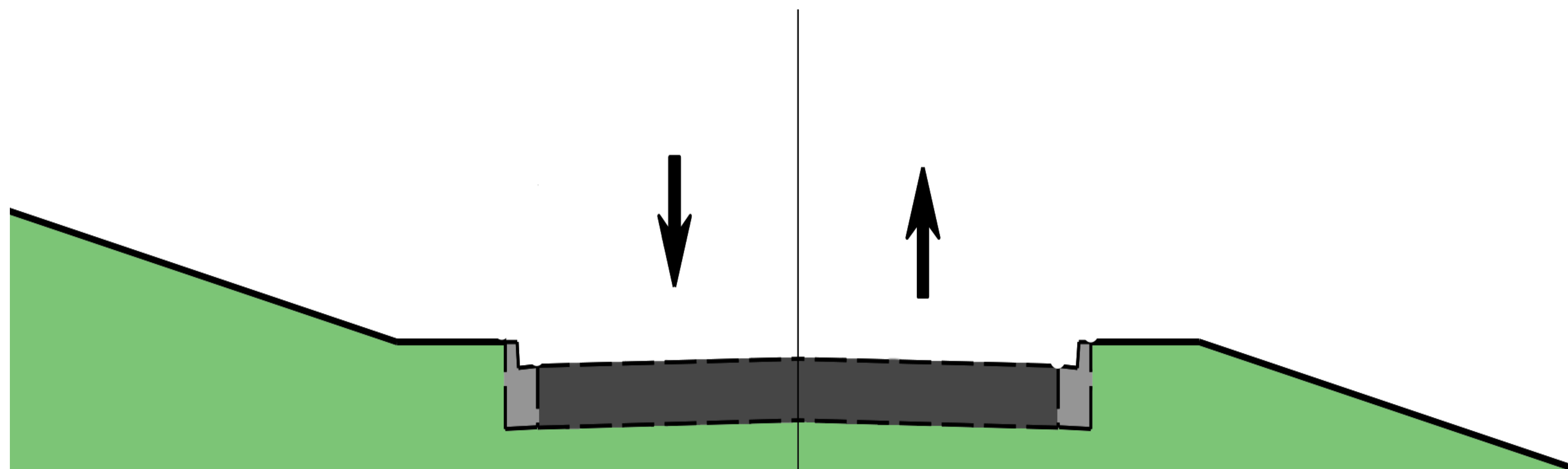
EXISTING

20-foot-wide pavement
2-foot-wide gravel shoulder
shallow ditch



ALTERNATIVE 1

24-foot-wide pavement
8-foot-wide paved shoulder
2-foot deep & 2-foot bottom ditch



ALTERNATIVE 2

24-foot-wide pavement
2.5-foot-wide curb and gutter w/storm sewer
2-foot border & match grade



INTERSECTION ALTERNATIVES *Parker - Hadley Road Study*

For Consideration at both the Parker Road at Chicago-Bloomington Trail all-way stop intersection and the Bell Road at Hadley Road minor street stop intersection



Alternative 1 – Turn Lanes:

- Improves operations
- Moves turning vehicles out of the through lane = *14-28% Total Crash Reduction*
- Reduces queues
- Reduces delay



Alternative 2 – Roundabout

- Improves operations
- Slower speed & fewer conflict points = *27% Total Crash Reduction & 82% Crash Severity Reduction*
- Reduces queues
- Reduces delay



PROJECT SCHEDULE

Parker - Hadley Road Study

Phase I - Preliminary Engineering

Fall 2022 thru Summer 2023

Data collection, topographic & environmental surveys, define existing geometric, traffic, and safety conditions, obtain public input

 *Public Meeting Opportunity for document review and comment*

Summer / Fall 2023

Prepare and evaluate alternatives

 *Public Meeting Opportunity for document review and comment*

Winter 2023 / Spring 2024

Develop preferred alternative to minimize and mitigate impacts

 *Public Meeting Opportunity for document review and comment*

Summer/Fall 2024

Refine final improvement and request Design Approval from FHWA

We are here

Phase II - Design Engineering

2024 - 2026

Prepare contract plans, specifications and estimates

Initiate land acquisition

Obtain permits and environmental approvals

Phase III - Construction

To Be Determined

may be multiple contracts

Construction depends on:

- plan readiness
- land acquisition
- funding availability



COMMENT STATION

Thank you for attending and we welcome your feedback.

THREE WAYS TO SUBMIT COMMENTS

1 Complete a comment form today and leave in the comment box.

2 Mail your project comments to:
Christina Kupkowski, Project Manager
Will County Division of Transportation
16841 W Laraway Road
Joliet, IL 60433

3 Visit the project website and provide written comment online:
www.parkerhadleystudy.com

Deadline to submit comments: August 9, 2023