





WELCOME





Thank you for visiting the Will County Division of Transportation's Open House for the Mills-Cherry Hill Road Study. We appreciate you taking time to learn more about this project and provide input.

Los traductores de español están en el sitio y listos para ayudar!

We hope you will:

-  Sign-in
-  Take a look at the exhibits
-  Ask questions!
-  Provide feedback

What you will learn about:

-  About the Study
-  Study Area
-  Existing Conditions
-  Ideas for Improvement



About the Study



Mills-Cherry Hill Study

The Will County Division of Transportation launched the Mills-Cherry Hill Road Study with a goal of improving **safety and mobility** in the study area.

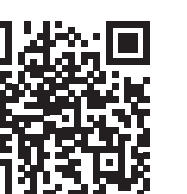
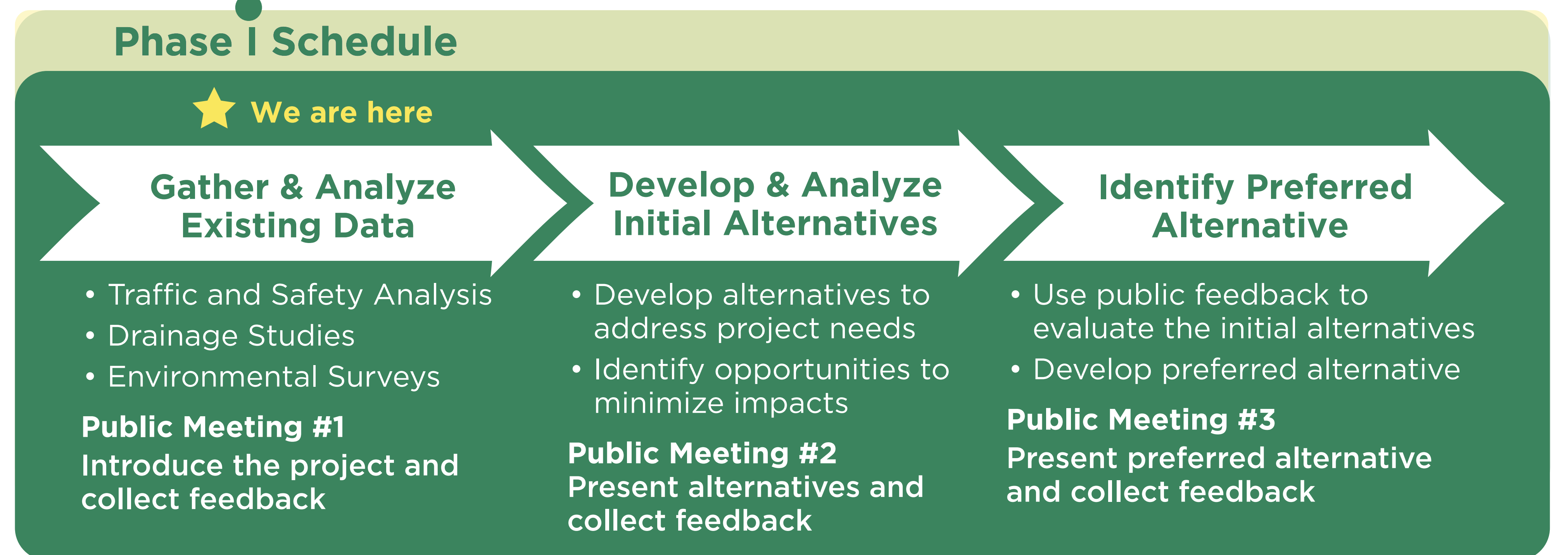
MILLS-CHERRY HILL ROAD STUDY SCHEDULE



**Pending project readiness and funding availability.*



You are an essential part of this process and helping WCDOT understand the issues and needs in this area.

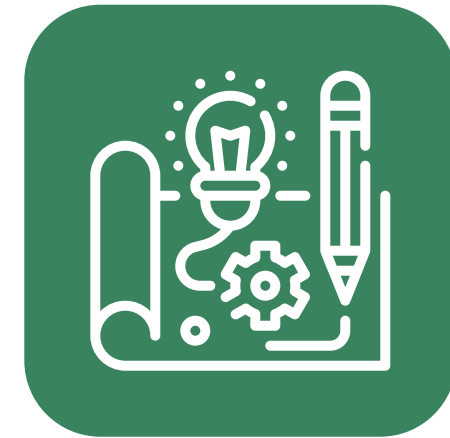




What is a Phase 1 Study?



It includes:



Preliminary Engineering



Environmental Studies

Why is this Phase I Study needed?



The Phase I Study will result in an established purpose and need for project work.



It allows WCDOT to understand problems and develop solutions that are the best fit for the community.



It provides knowledge about social, economic and environmental impacts of roadway improvements.



The Phase I Study will gather input from residents and stakeholders early in the planning process.









Purpose and Need







The goal of the Mills-Cherry Hill Road Study is to identify solutions that will improve safety and mobility along the corridor.

Project Purpose:

-  Improve corridor safety
-  Reconstruct pavement
-  Improve drainage
-  Enhance mobility for non-motorized modes

Project Needs:

-  Safety concerns for all roadway users
-  Substandard pavement conditions
-  Pavement flooding & roadside ditch ponding
-  Gaps in the pedestrian and bicycle network





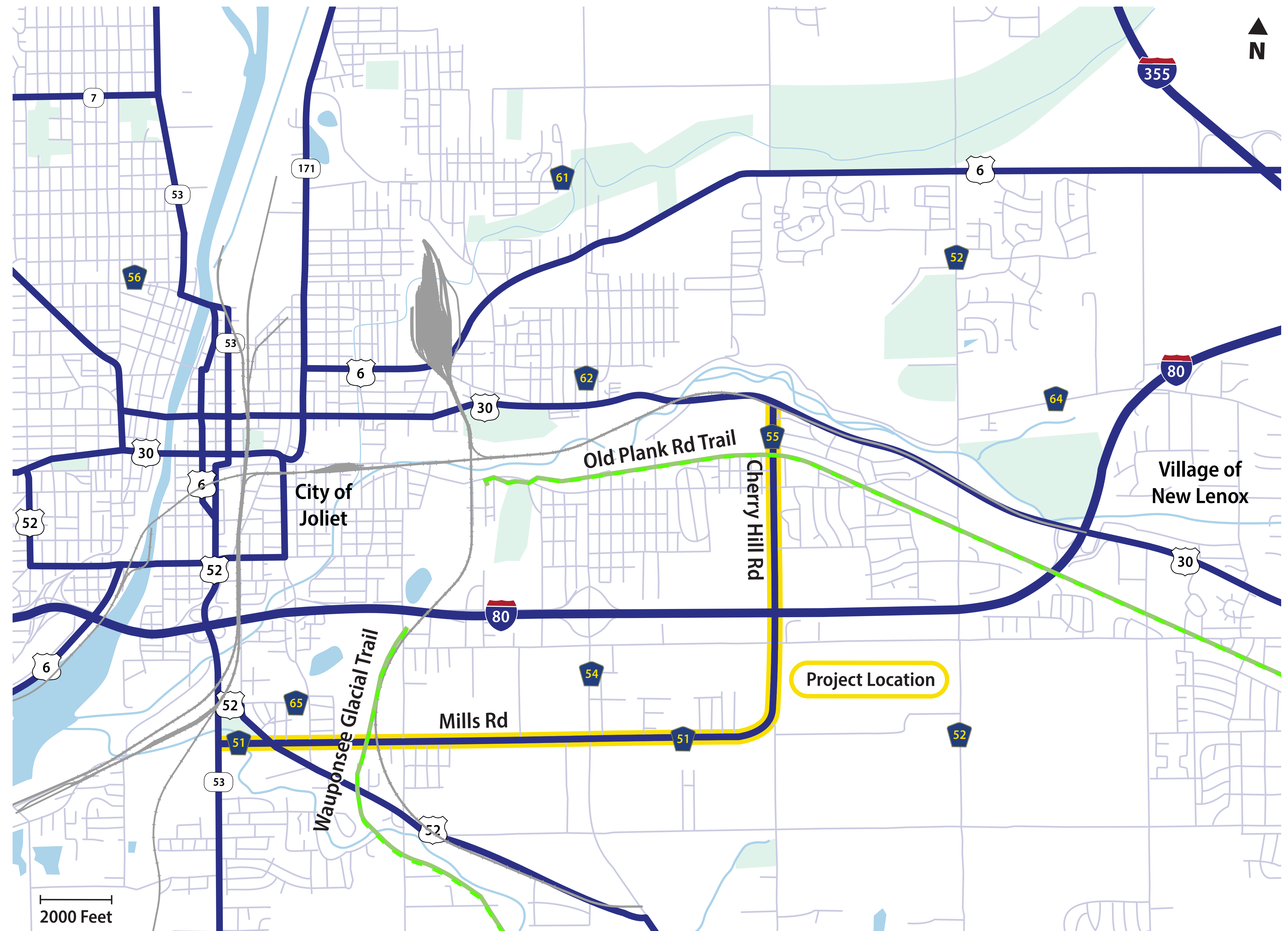
Project Location



Mills-Cherry Hill Study

This Phase I Study will assess all of Mills Road and Cherry Hill Road, which includes portions of unincorporated Will County, the Village of New Lenox, and the City of Joliet.

These roads are uniquely located among suburban, rural and industrial properties.

















Environmental Inventory Map & Study Area

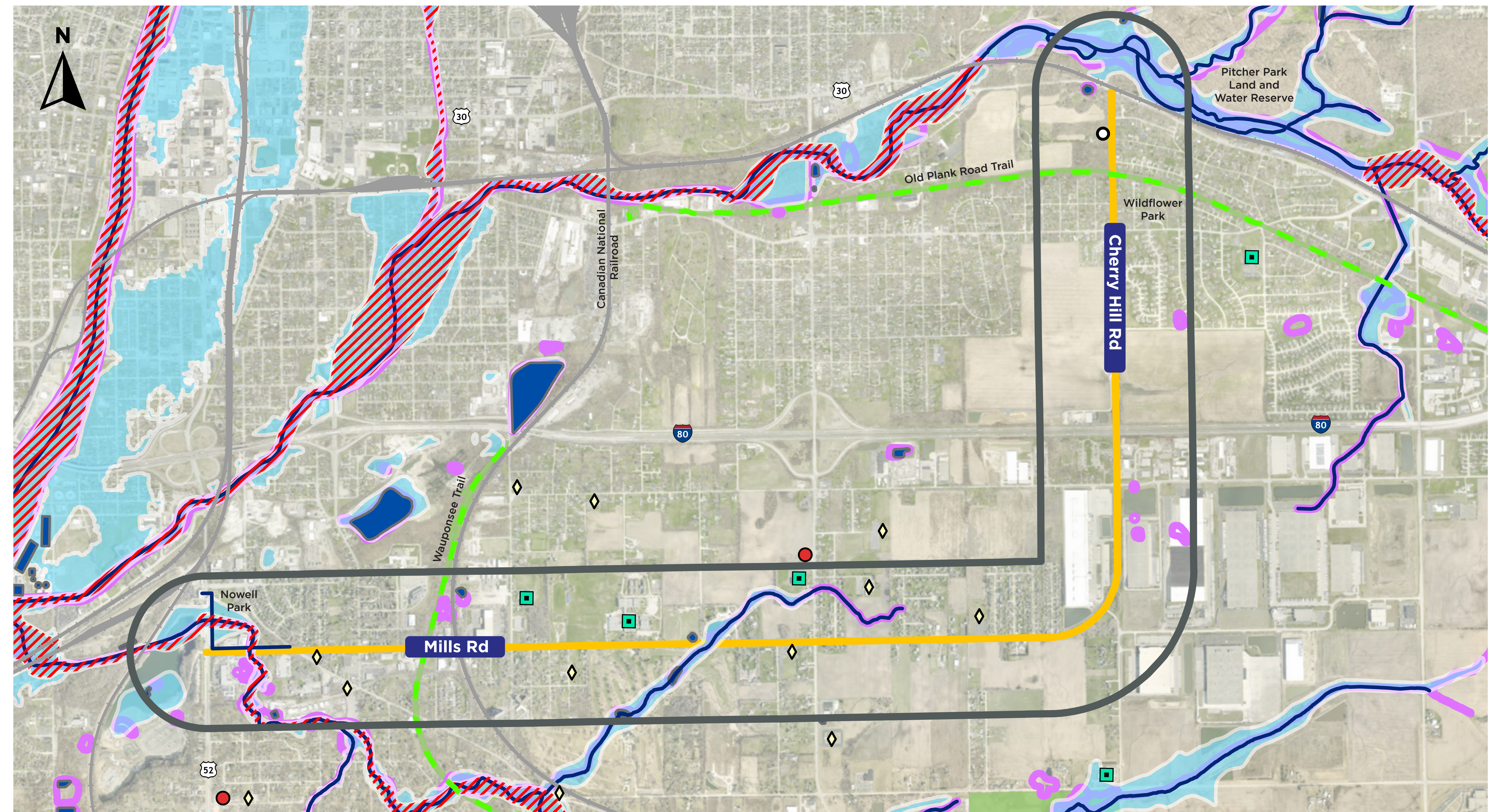


Mills-Cherry Hill Study

Environmental studies are part of this Phase I process. Project Teams will identify potential environmental impacts of possible roadway improvements.

LEGEND:

-  Project Corridor
-  Study Area
-  Waterbody
-  National Wetland Inventory
-  Floodway
-  100 Year Floodplain
-  Trail
-  Railroad
-  Religious Center
-  Cemetery
-  School
-  Fire Station





Pavement Conditions



Mills-Cherry Hill Study

The Mills Road / Cherry Hill Road pavement is well beyond its expected useful life. The typical life of asphalt pavement with resurfacing is 20 years.

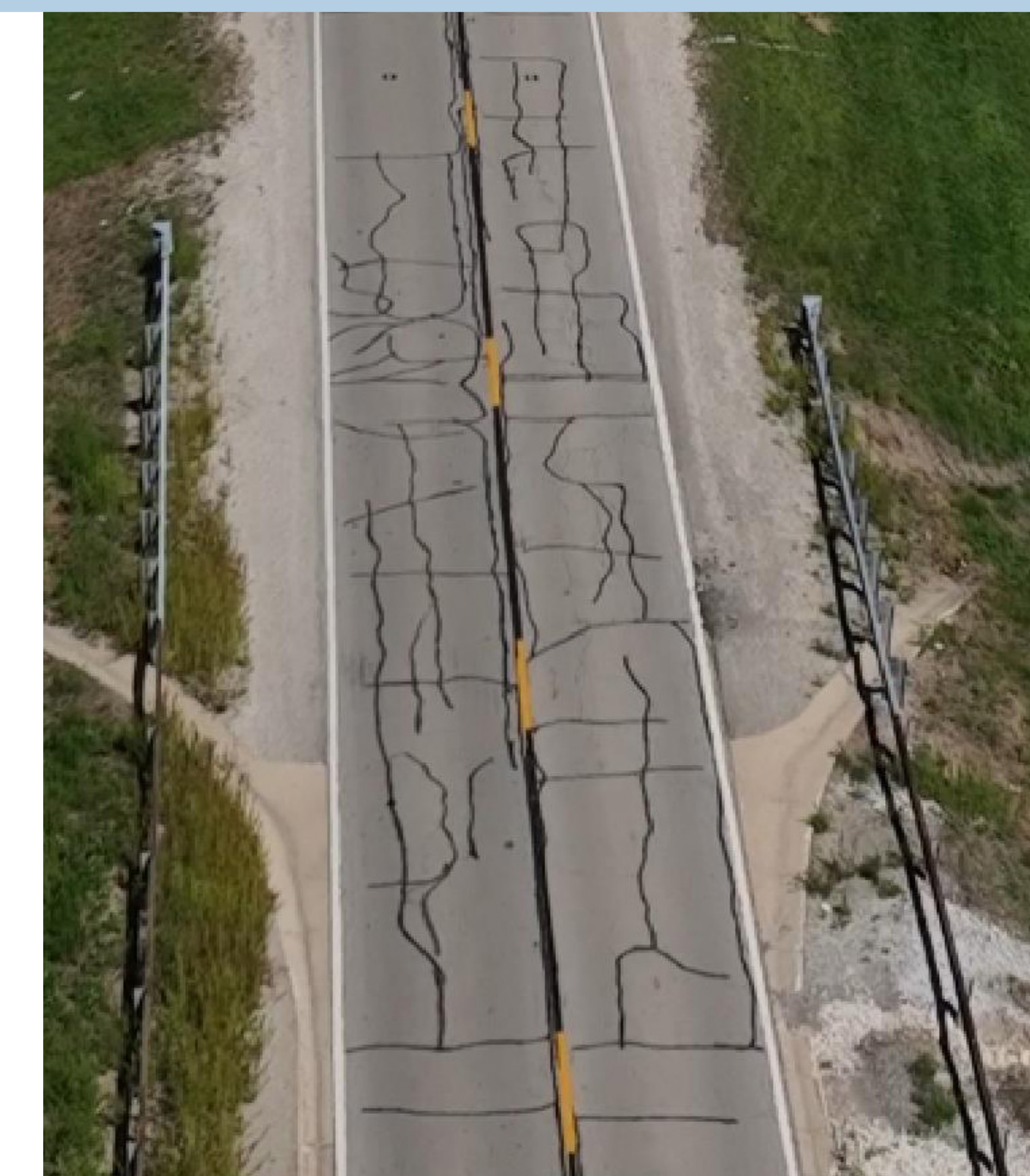
- Mills Road and Cherry Hill Road were originally built nearly 60 years ago.
- Current pavement shows clear signs of distress with Longitudinal Cracking, Block Cracking and Alligator Cracking.

Longitudinal Cracking

- Cracking parallel to the road caused by age and weathering.

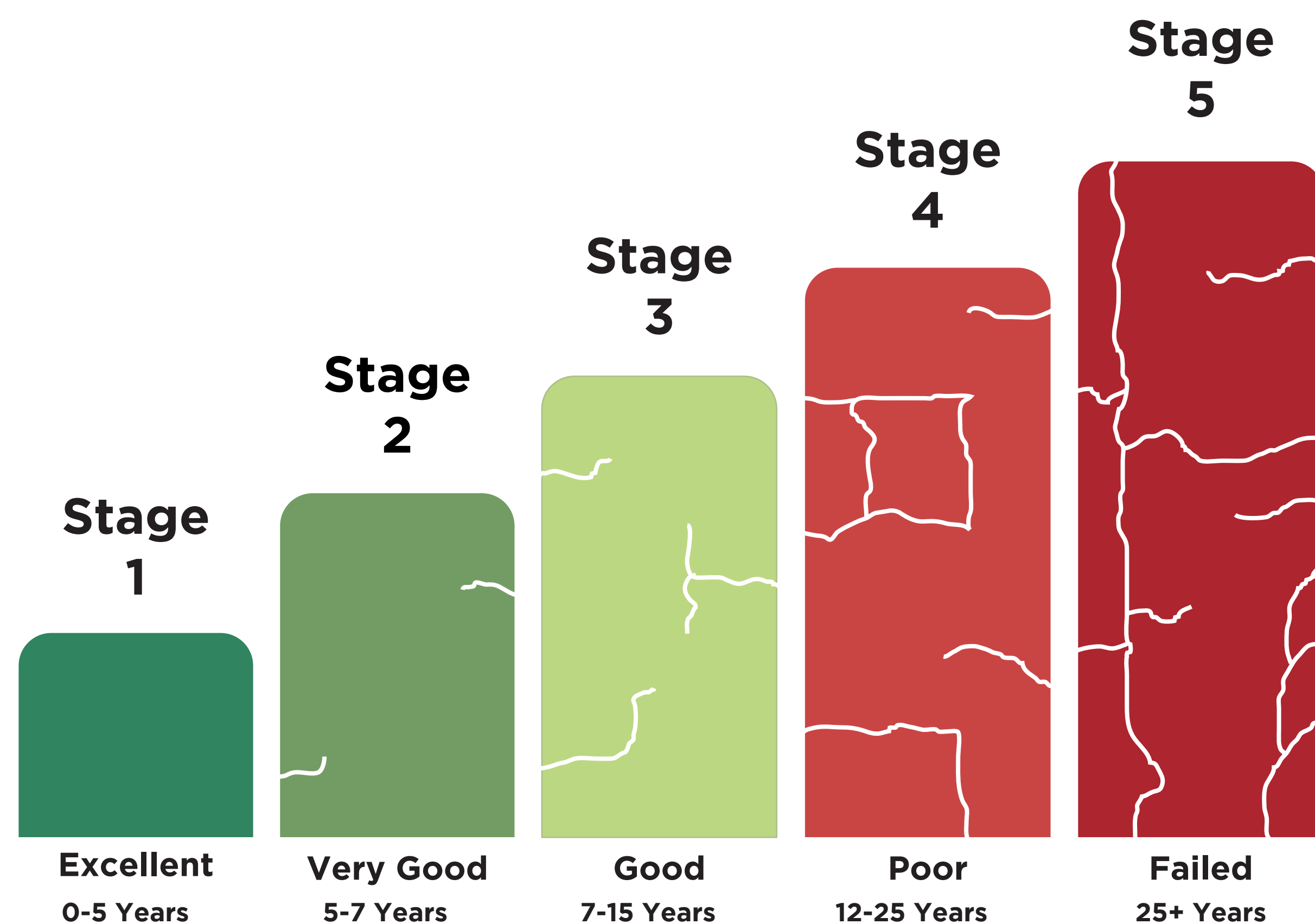
Block Cracking

- Interconnected cracks that divide the pavement into rectangular pieces caused by age and weathering.



Alligator Cracking

- Interconnected cracks caused by pavement failure and drainage issues.





Traffic Volume

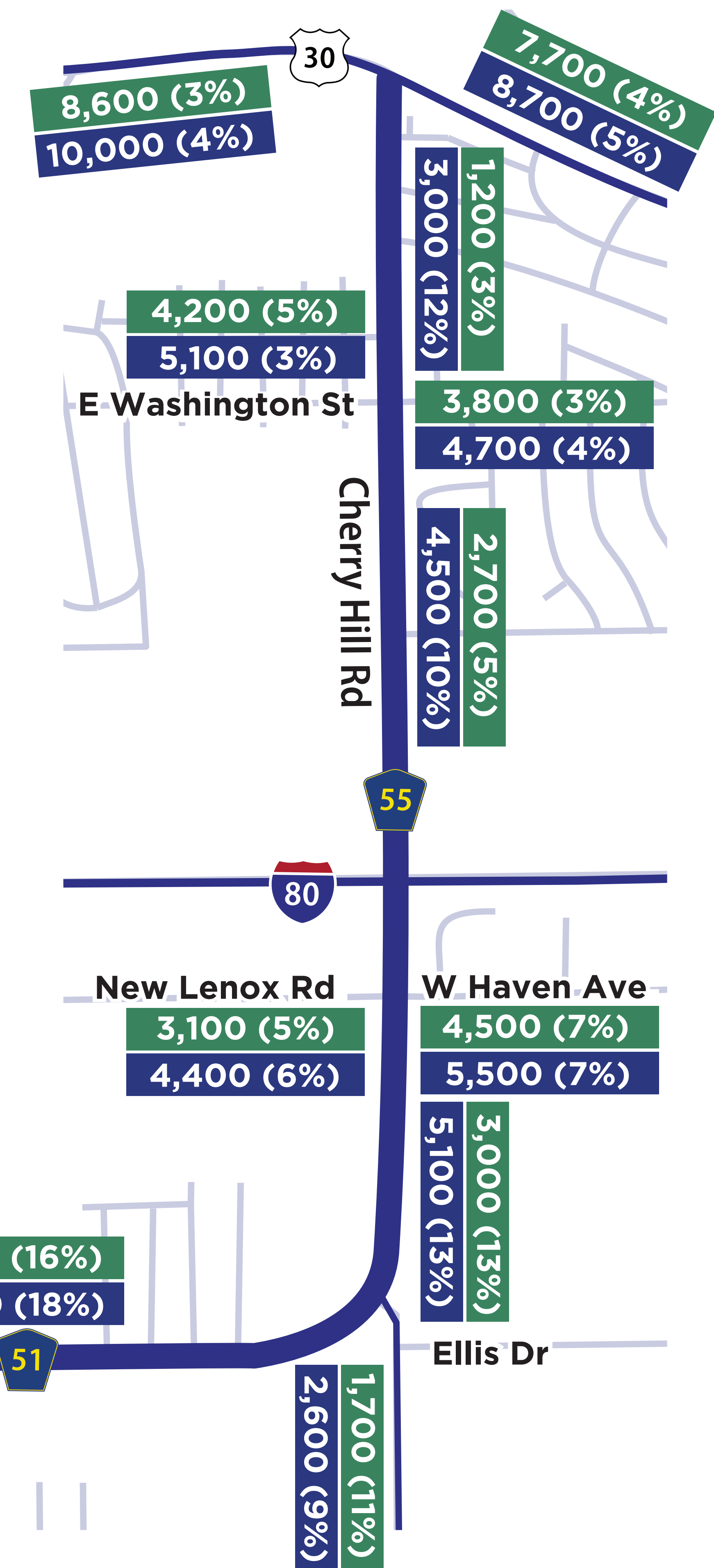
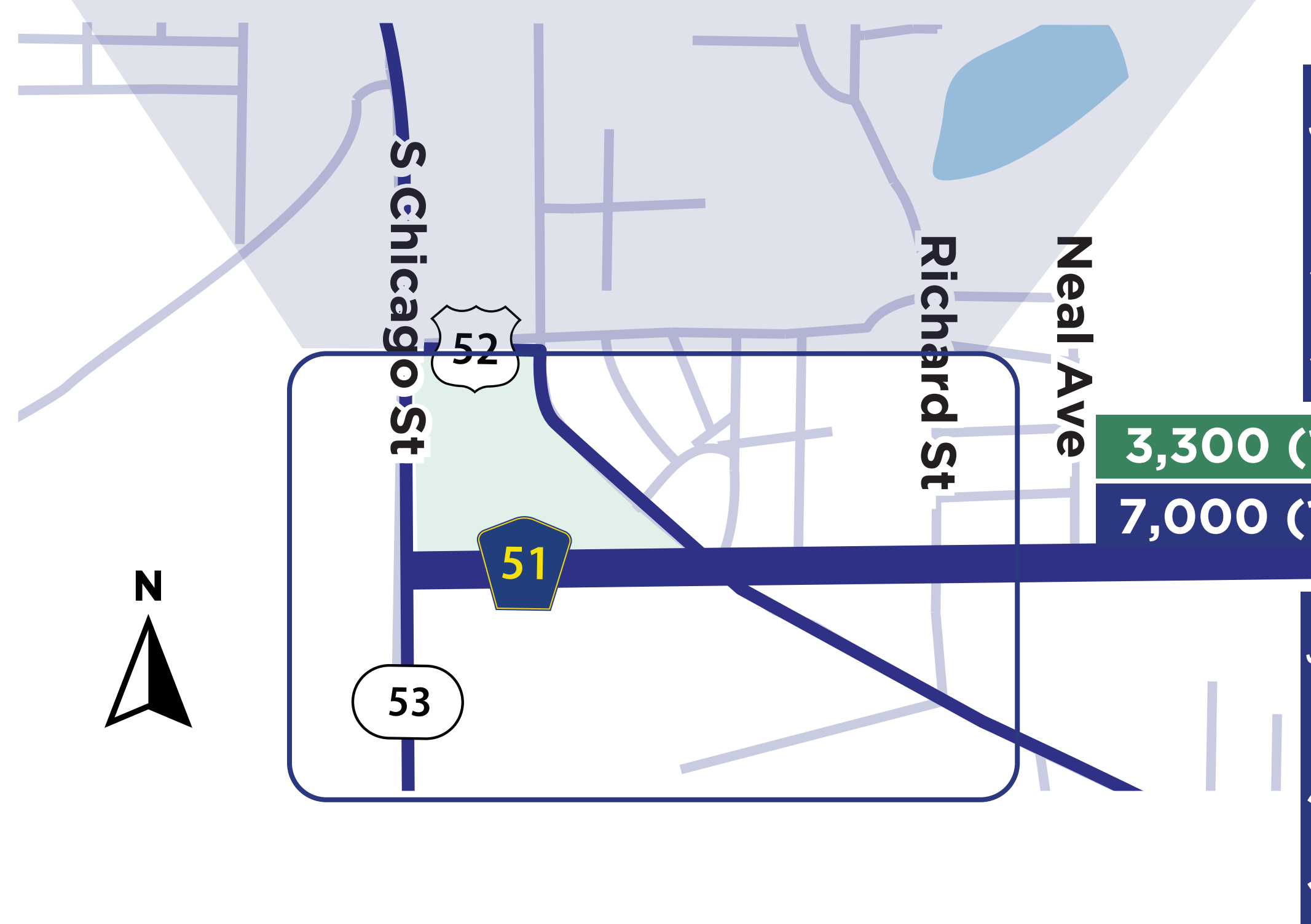
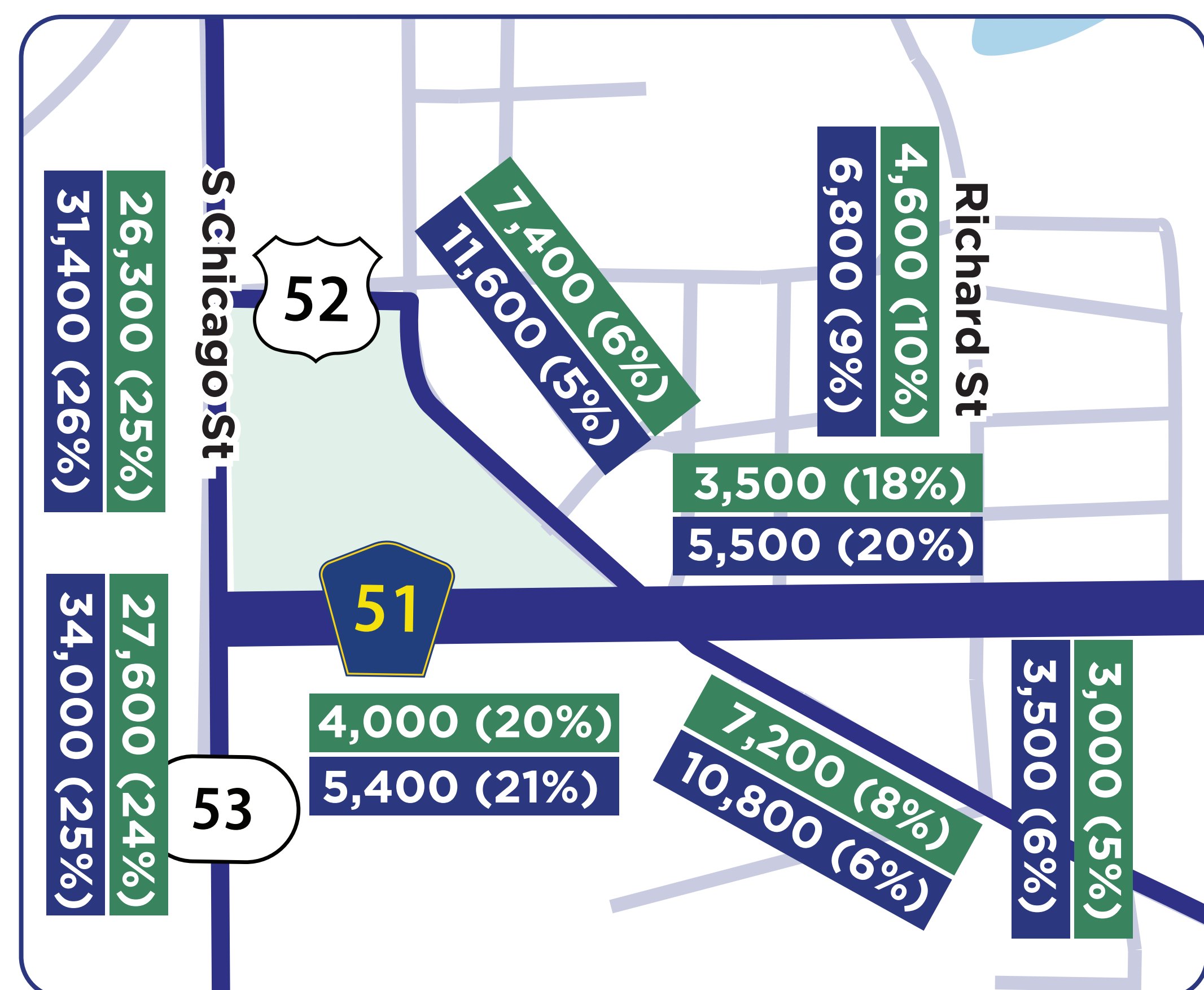


Mills-Cherry Hill Study

The 2050 projected traffic warrants one lane of travel in each direction.

- Average Daily Traffic (ADT) is the total 24-hour weekday two-way traffic volume along a segment of road.
- Traffic data was collected June 20, 2023.
- 2050 traffic projections were provided by Chicago Metropolitan Agency for Planning (CMAP).

X,XXX (X%) Current ADT (% Truck)
 X,XXX (X%) Projected 2050 ADT (% Truck)



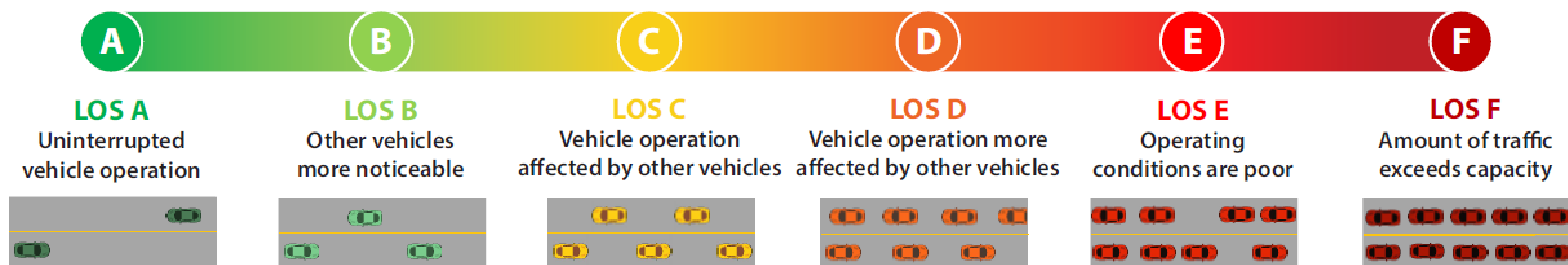


Traffic Operation



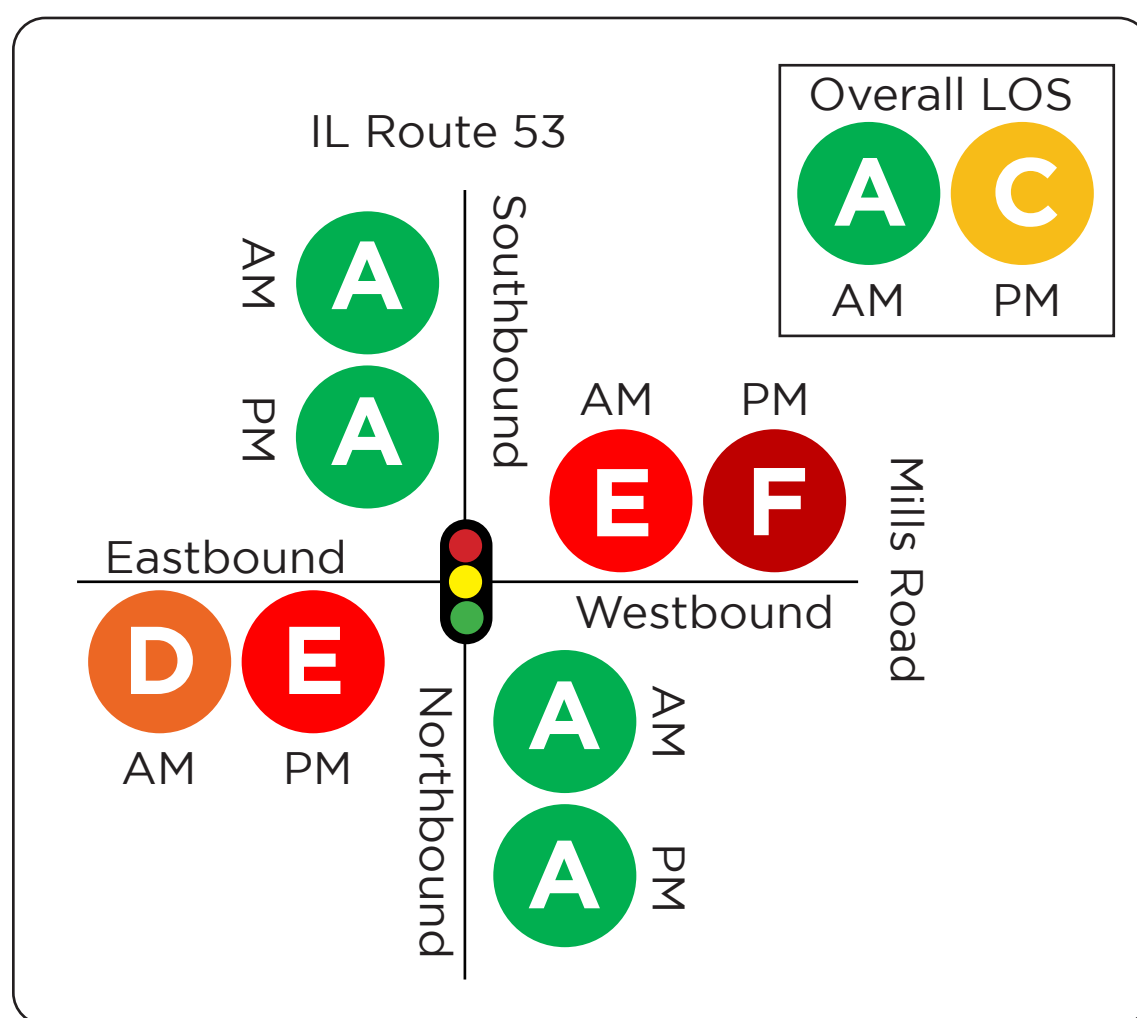
Mills-Cherry Hill Study

Level of Service

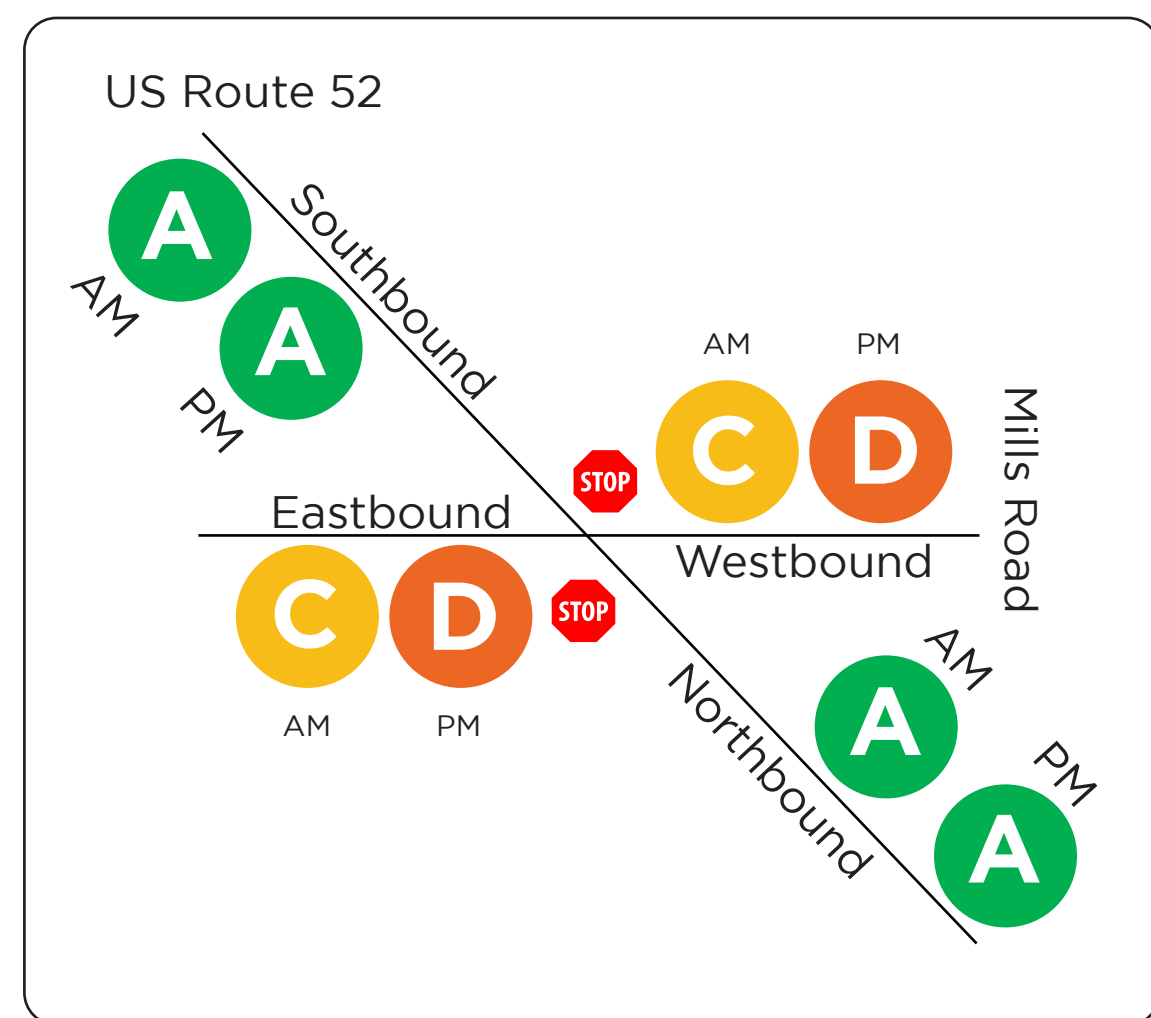


All approaches for intersections not identified operate at a LOS B or better.

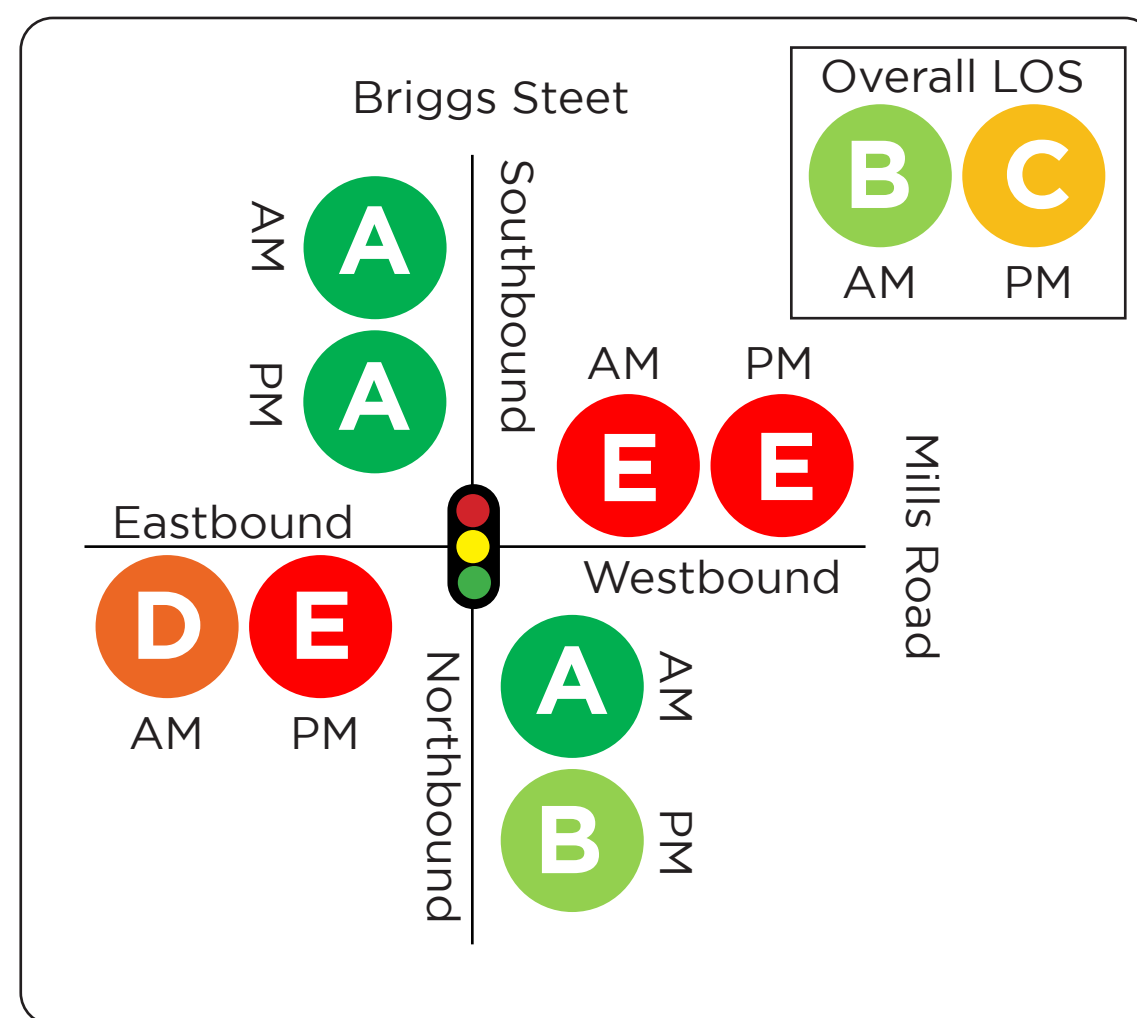
1 Mills Road at IL Route 53



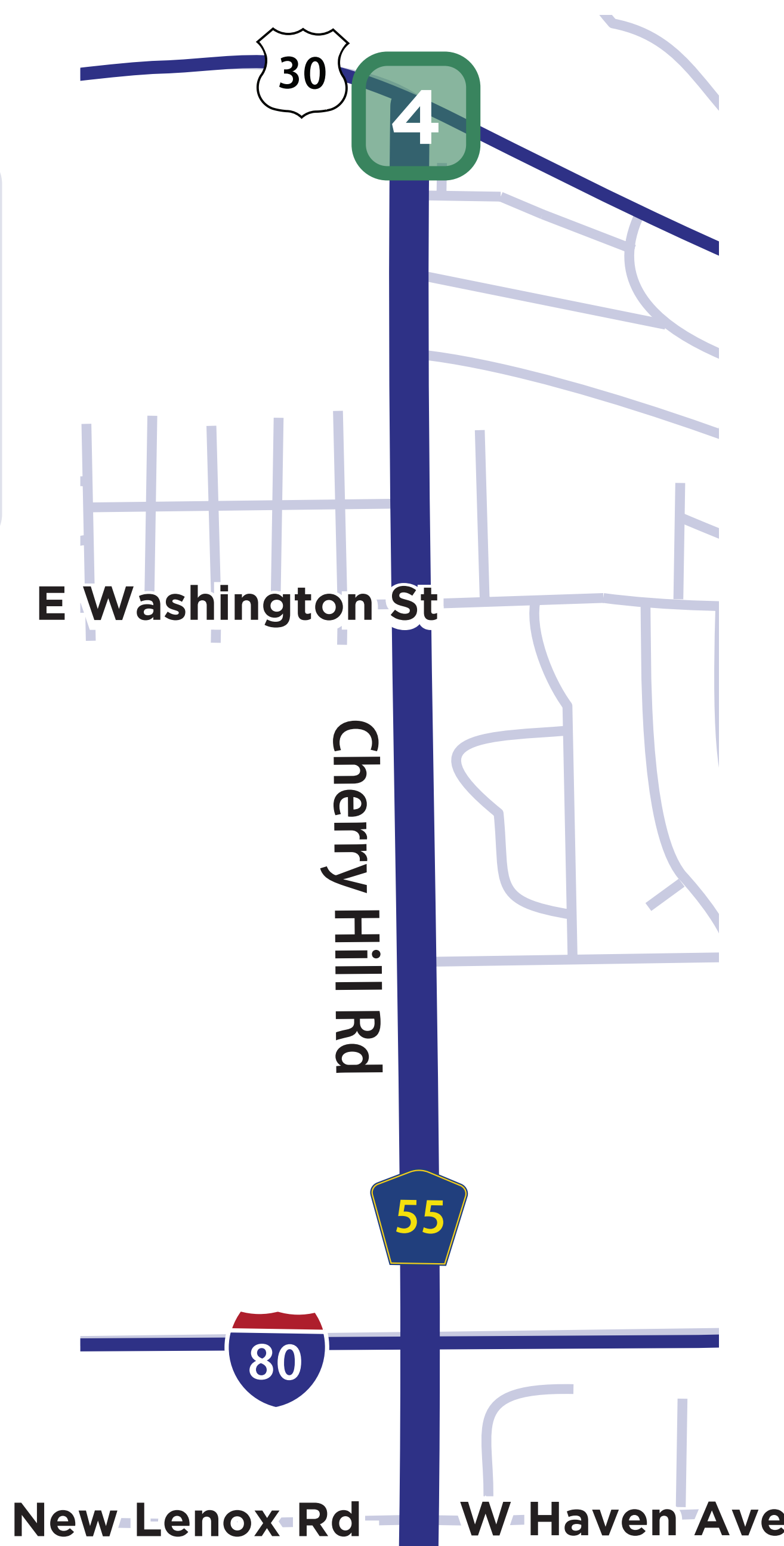
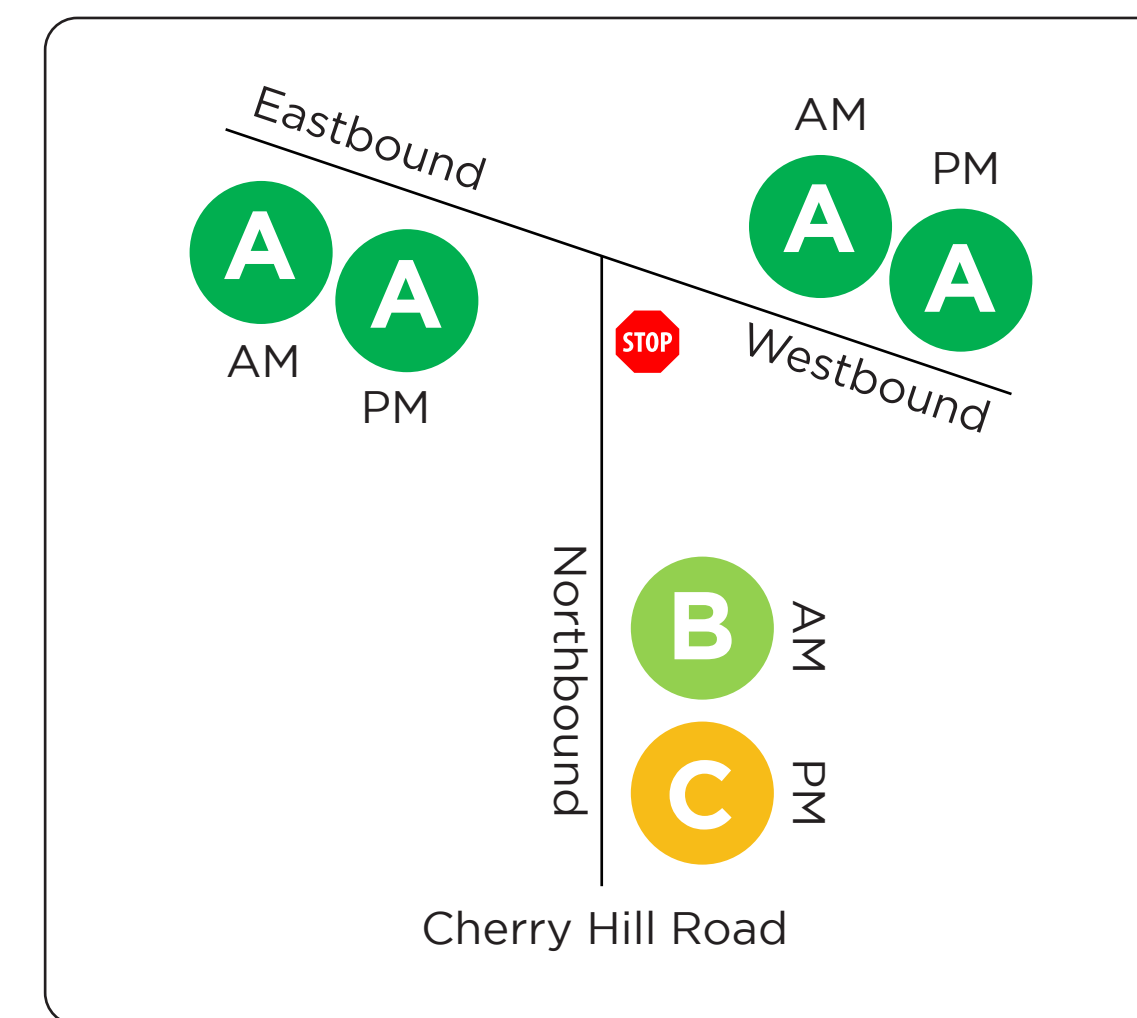
2 Mills Road at US Route 52



3 Mills Road at Briggs Street



4 Cherry Hill Road at US Route 30



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Crash Data: Focus Locations



Mills-Cherry Hill Study

70% of all crashes and **89% of injury crashes** occurred at just **4 intersections** along the corridor from 2017 - 2021.

1 Mills Road at IL Route 53

- 32** Total Crashes
- 11** Rear End Crashes
4 with Injury
- 9** Turning/Angle Crashes
6 with Injury
- 9** Other Crashes
2 with Injury
- 2** Crashes Involving Pedestrians
1 Injury, 1 Fatality
- 1** Crash Involving Bicyclists
with Injury

2 Mills Road at US Route 52

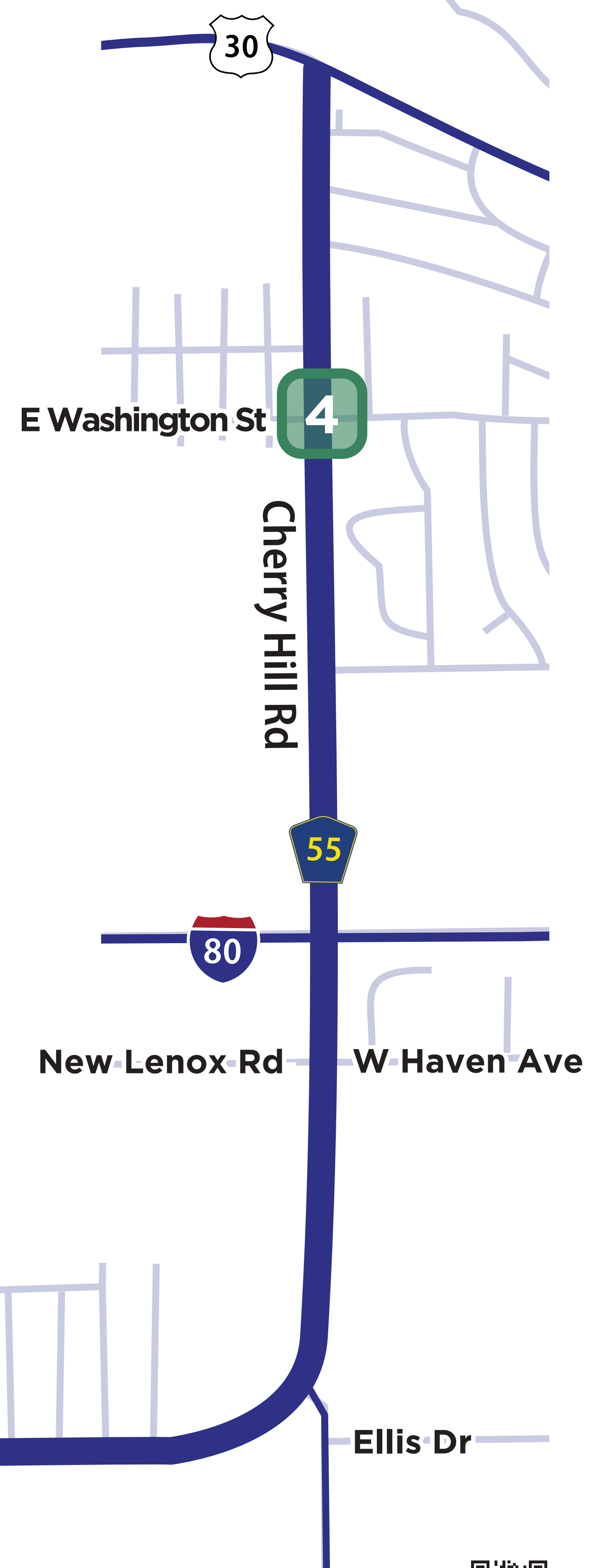
- 2020 Critical Safety Tier Location*
- 57** Total Crashes
 - 47** Turning/Angle Crashes
16 with Injury
 - 6** Rear End Crashes
2 with Injury
 - 9** Other Crashes

3 Mills Road at Briggs Street

The intersection was reconstructed from a 4-way stop to a signalized intersection in May of 2021. Prior to the signal, there were an average of **6.5 crashes per year**. Since its installation, there have been **4.5 crashes per year** with only 1 injury crash.

4 Cherry Hill Road at Washington Street

- 36** Total Crashes
- 34** Turning/Angle Crashes
15 with Injury
- 2** Rear End Crashes



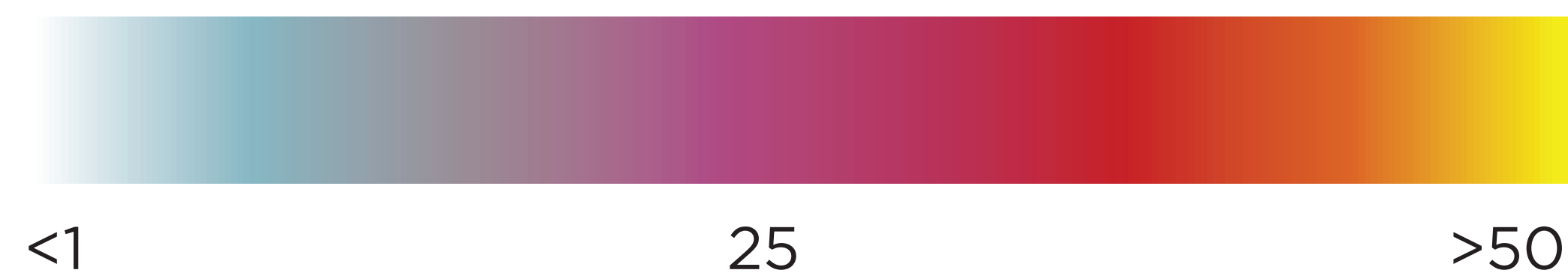


Crash Data: Overview



Mills-Cherry Hill Study

2017 - 2021 Crashes:
Mills Rd & Cherry Hill Rd



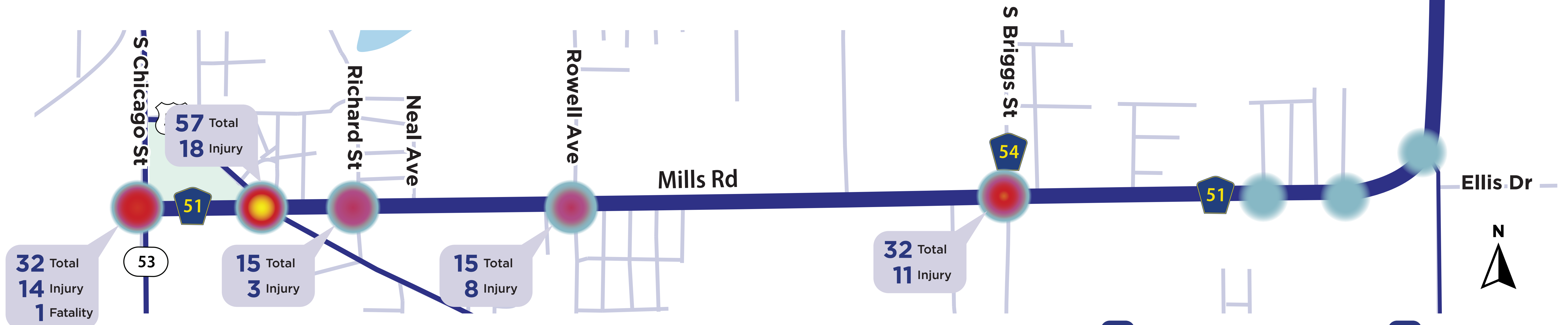
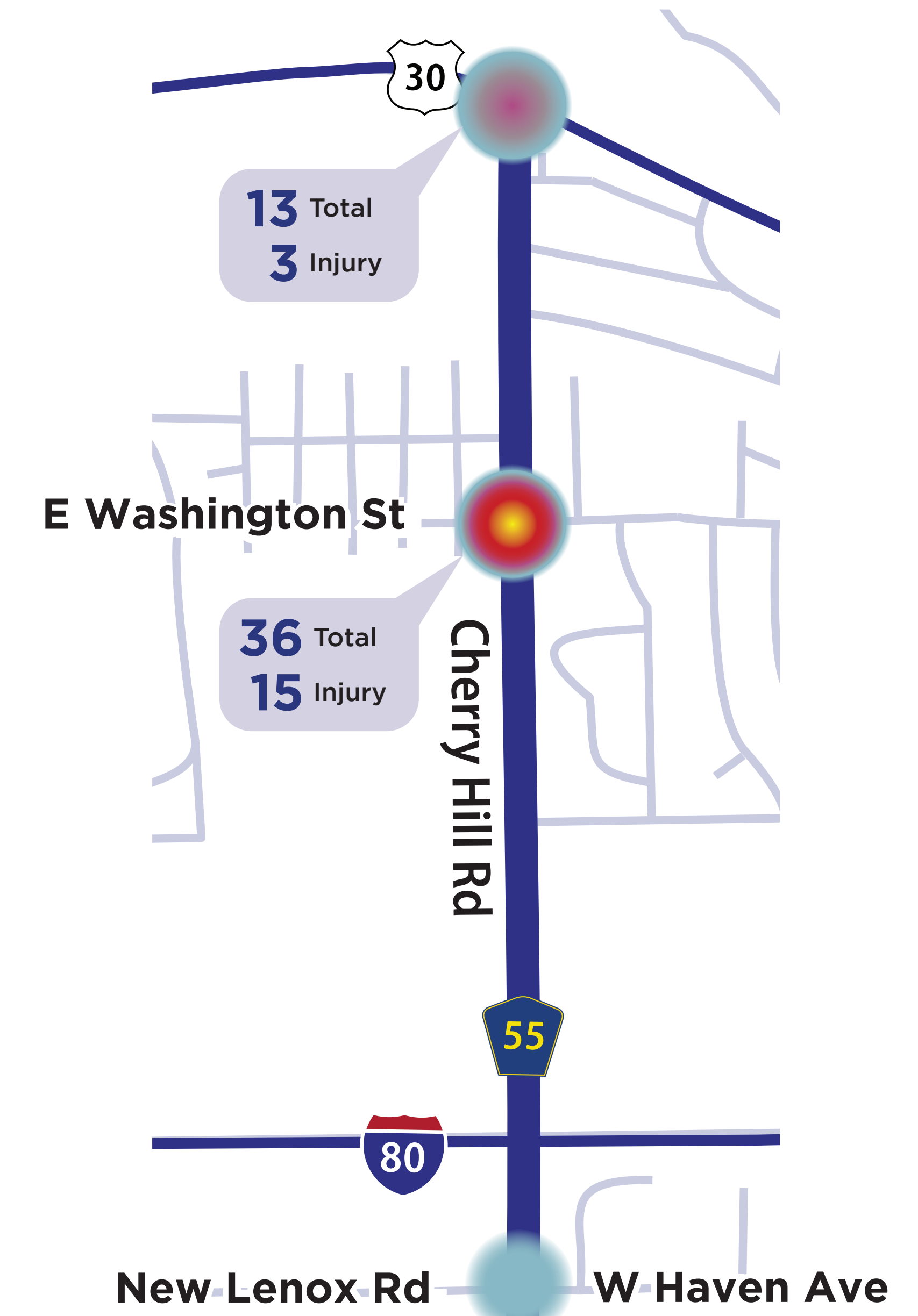
225 Total Crashes



80 Injury Crashes



1 Fatality



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Drainage

- Mills Road / Cherry Hill Road drains to two different streams:
 - Hickory Creek to the north
 - Sugar Run to the south
- A lack of storm water infrastructure causes pavement flooding and ponding issues in the roadside ditches.

Known drainage issues are pictured below.

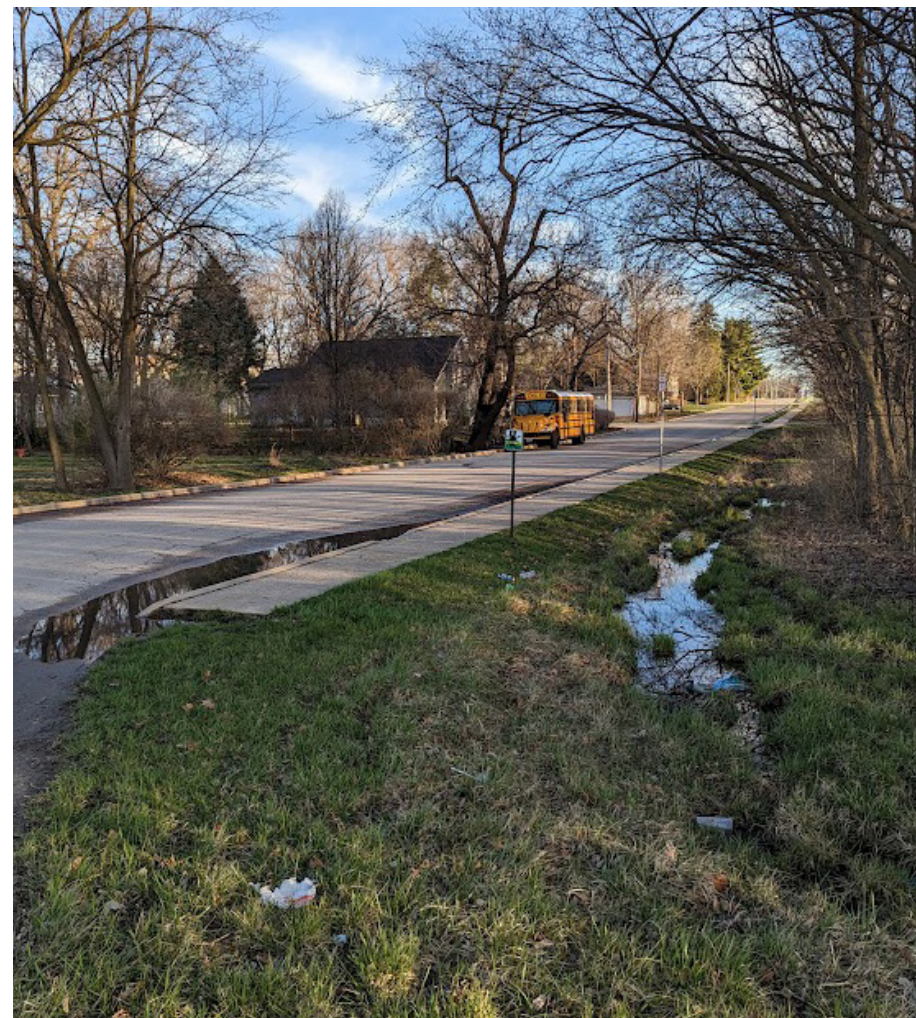
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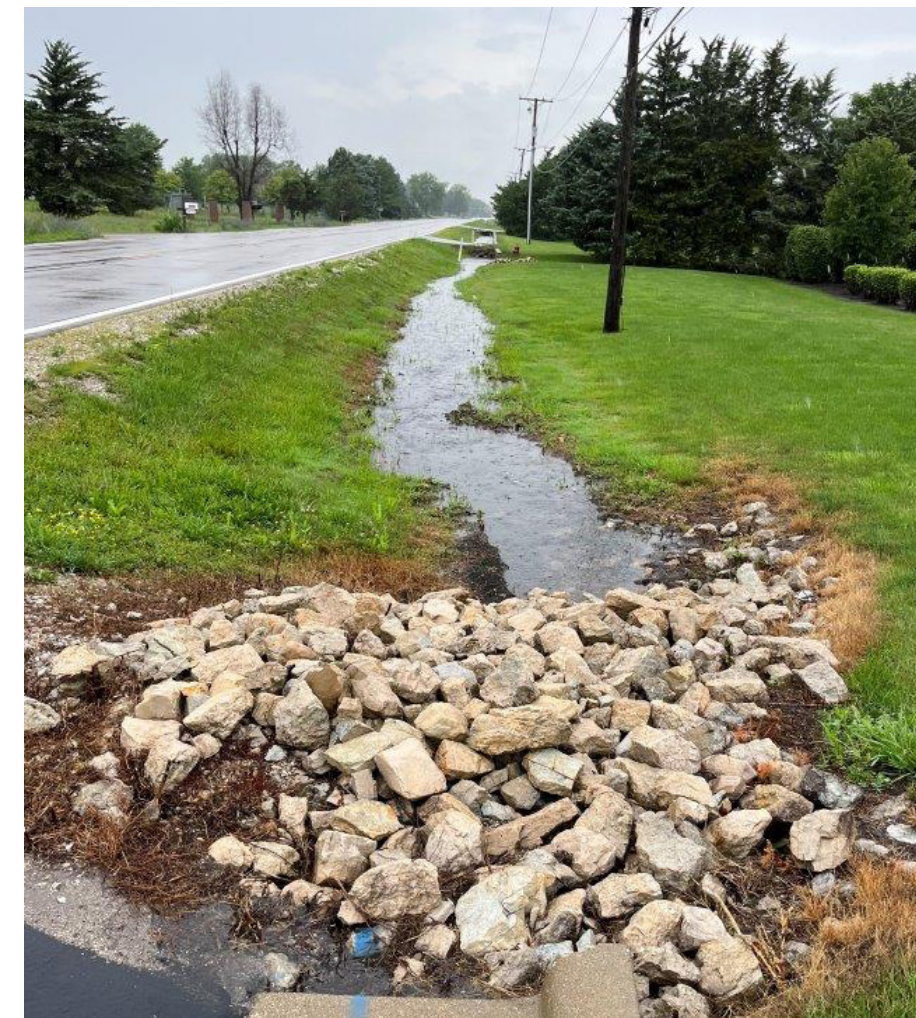
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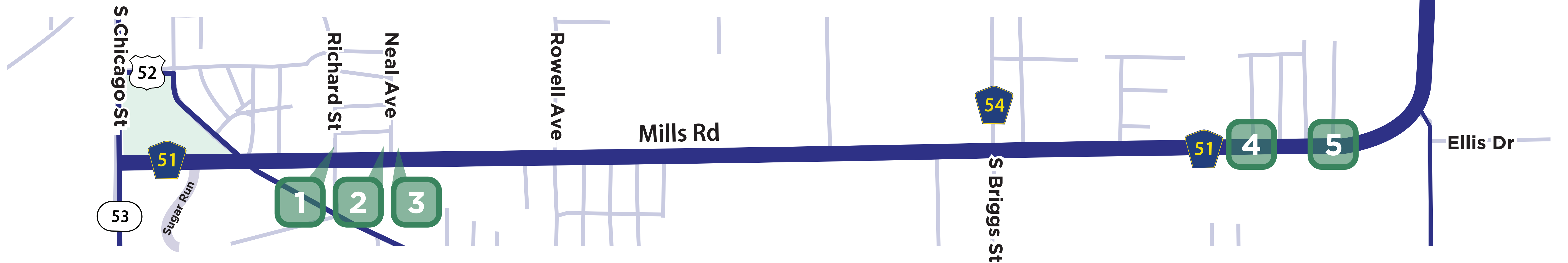
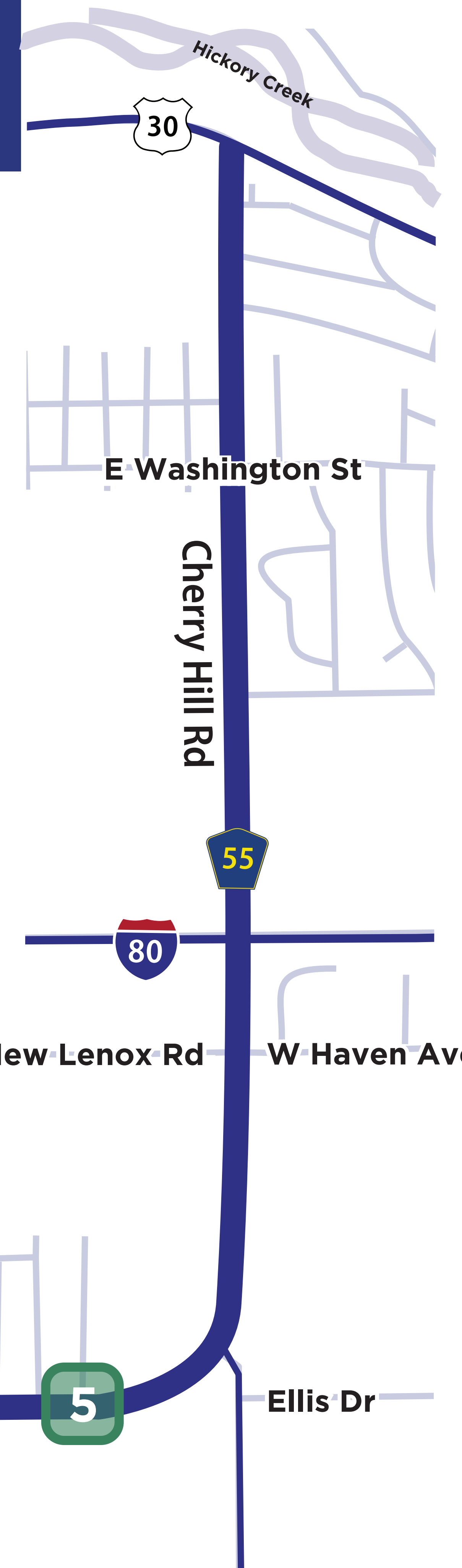
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5



What drainage problems have you witnessed?
What should our team keep in mind?



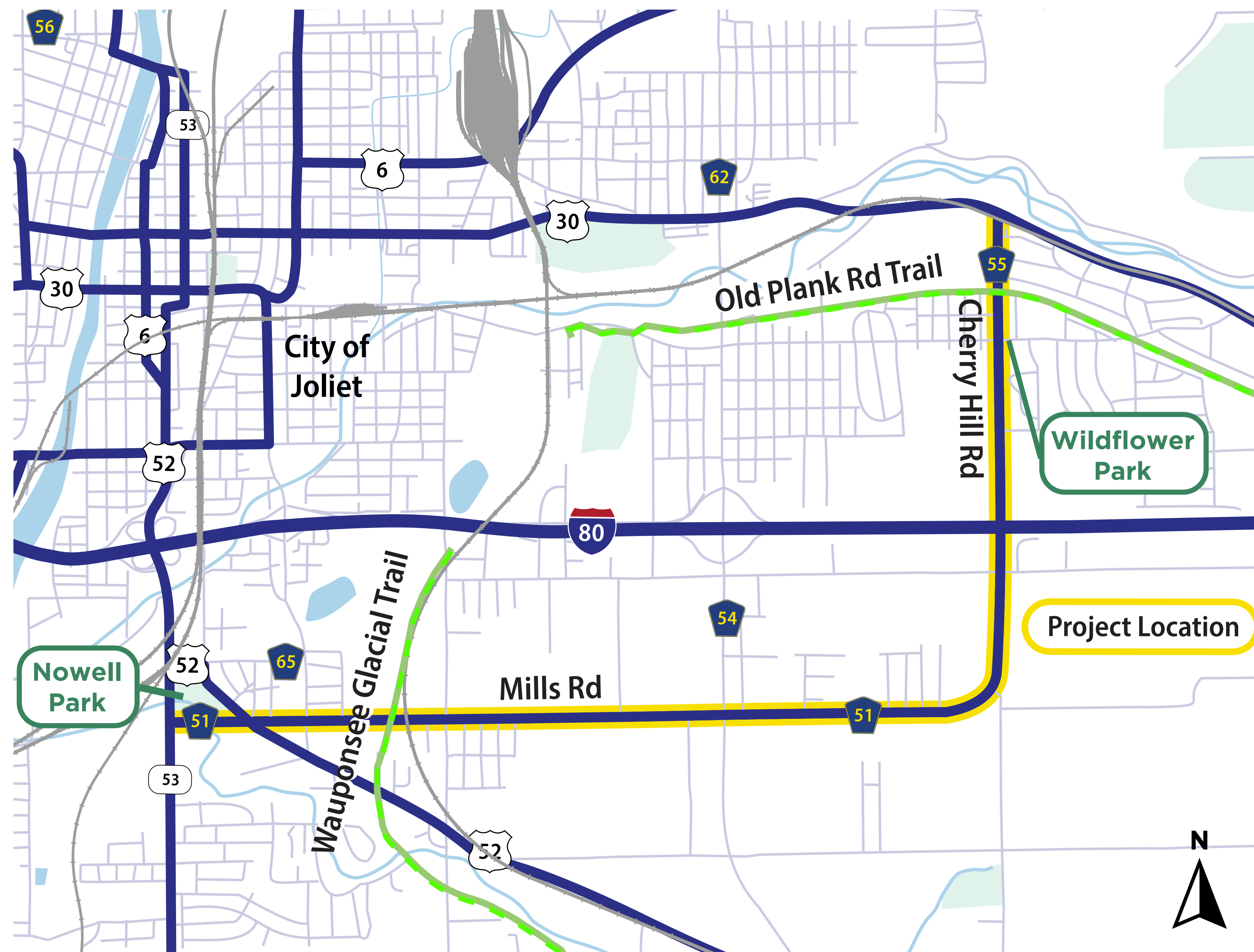


Non-Motorized Users



Mills-Cherry Hill Study

- Along Mills Road, posted Pace bus stops are located on the northwest and northeast corners of Neal Avenue and the southwest and southeast corners of Rowell Avenue.
- There are no pedestrian accommodations at the Pace bus stops or concrete pads at the stops.
- There are limited sidewalks and no bike paths along Mills Road or Cherry Hill Road.
- The shoulder along the corridor is gravel and deteriorated in many locations.

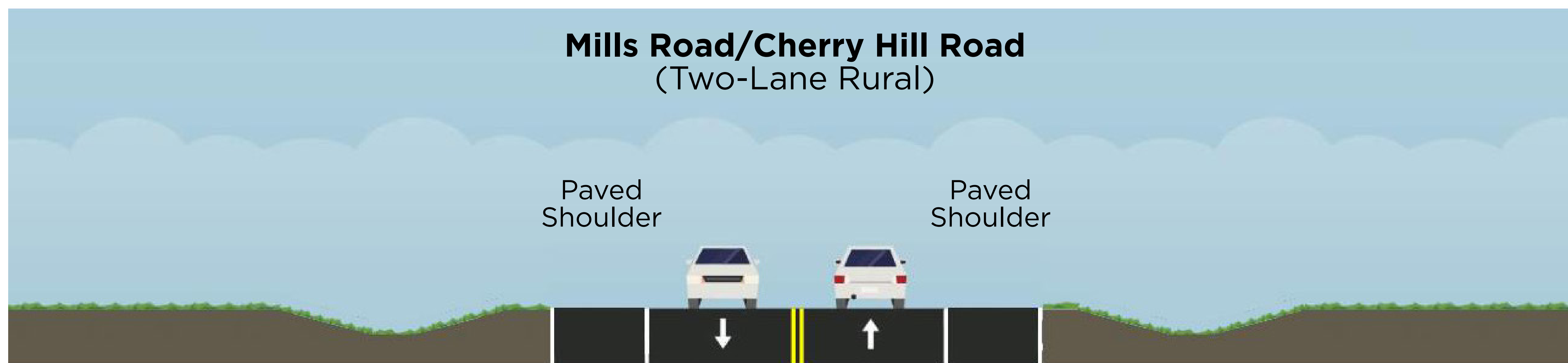
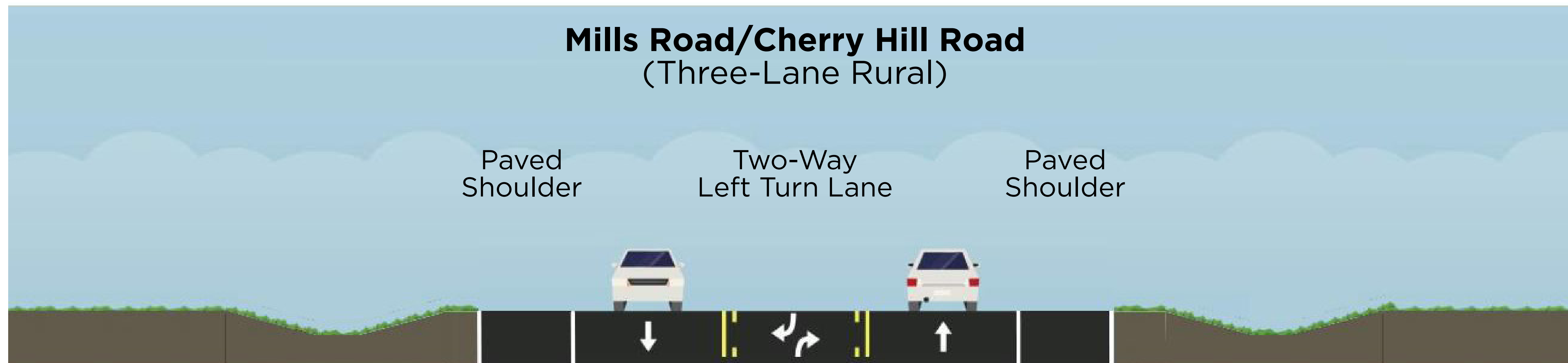
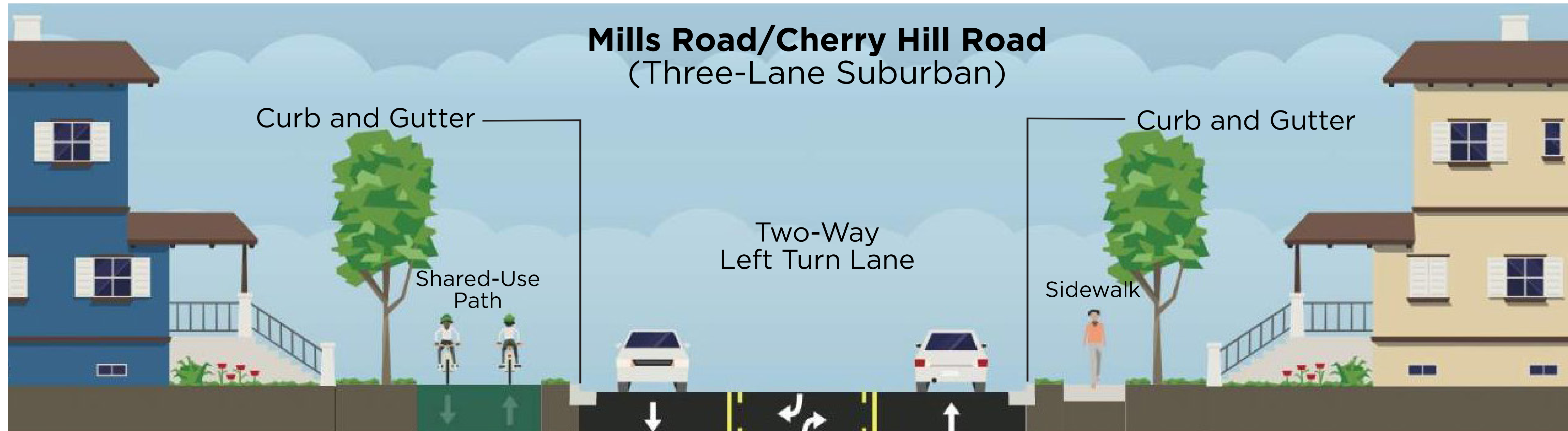




Roadway Ideas



Mills-Cherry Hill Study



What type of road would you like to see?

What should our team keep in mind?



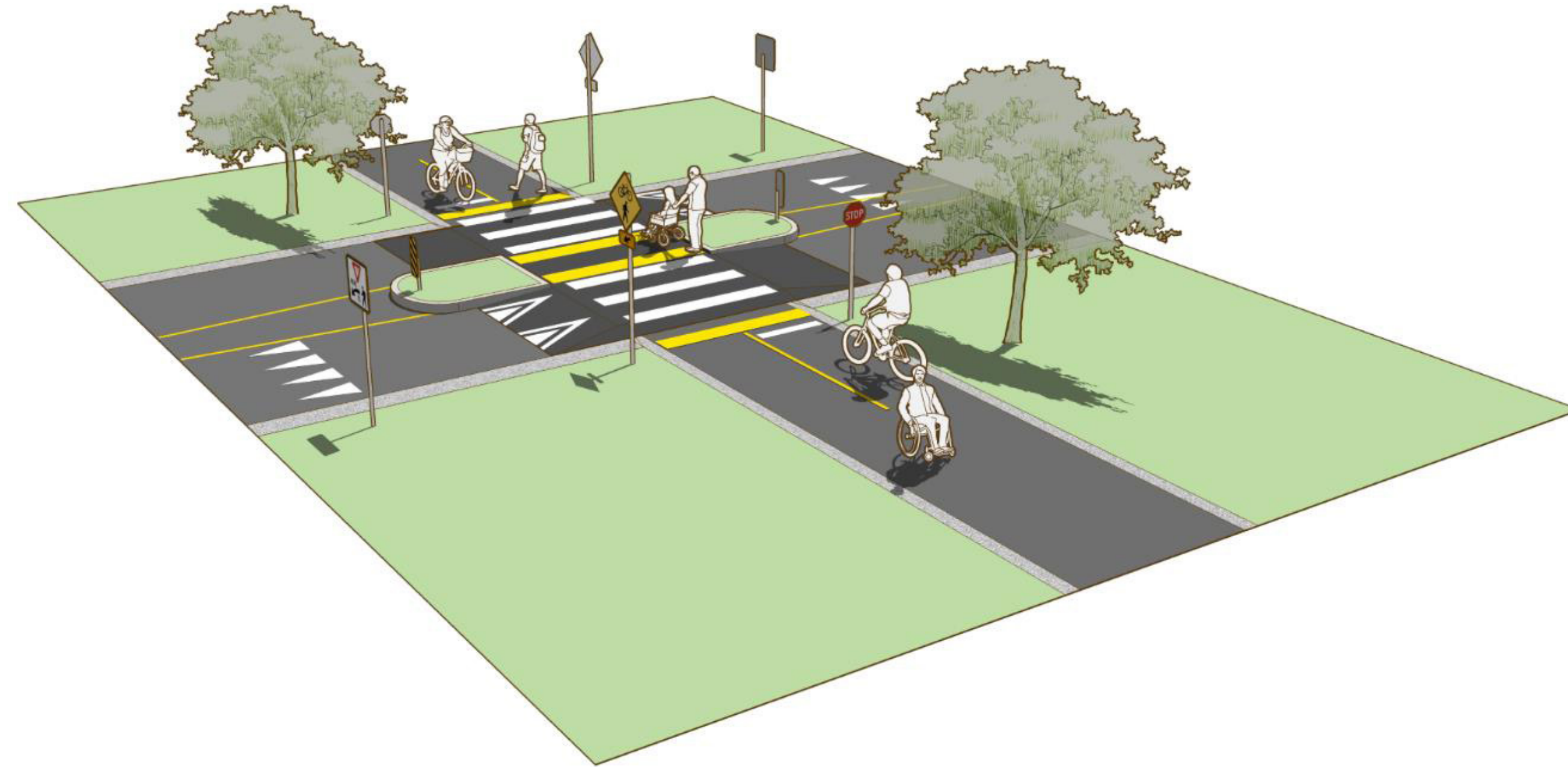


Non-Motorized User Ideas

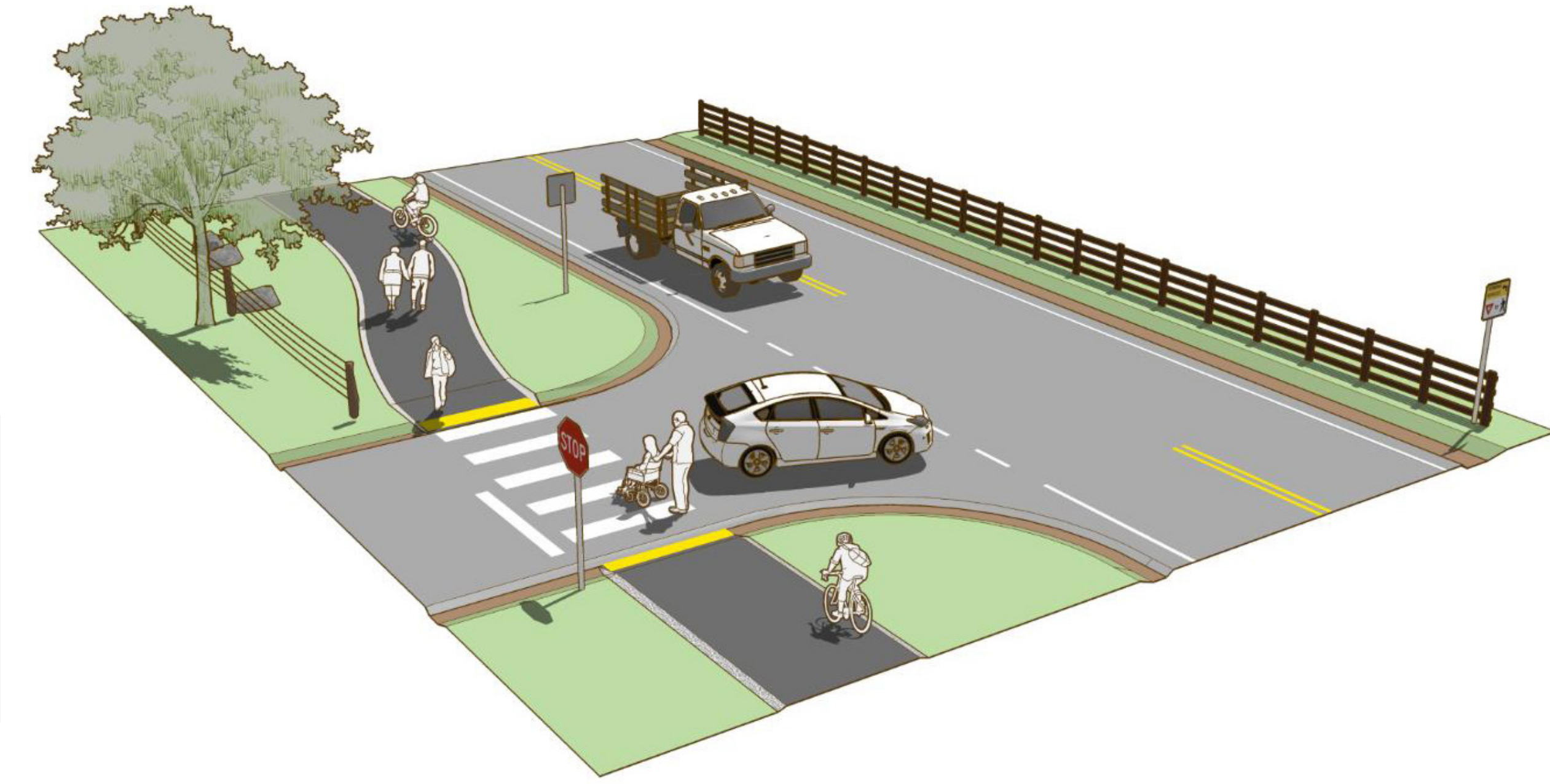


Mills-Cherry Hill Study

Enhanced crossings with median separated islands or raised crossings can be used at Wauponsee and Old Plank Road trails.



A **shared-use path** can be provided for a safe route for pedestrians, cyclists, and other non-motorized users.

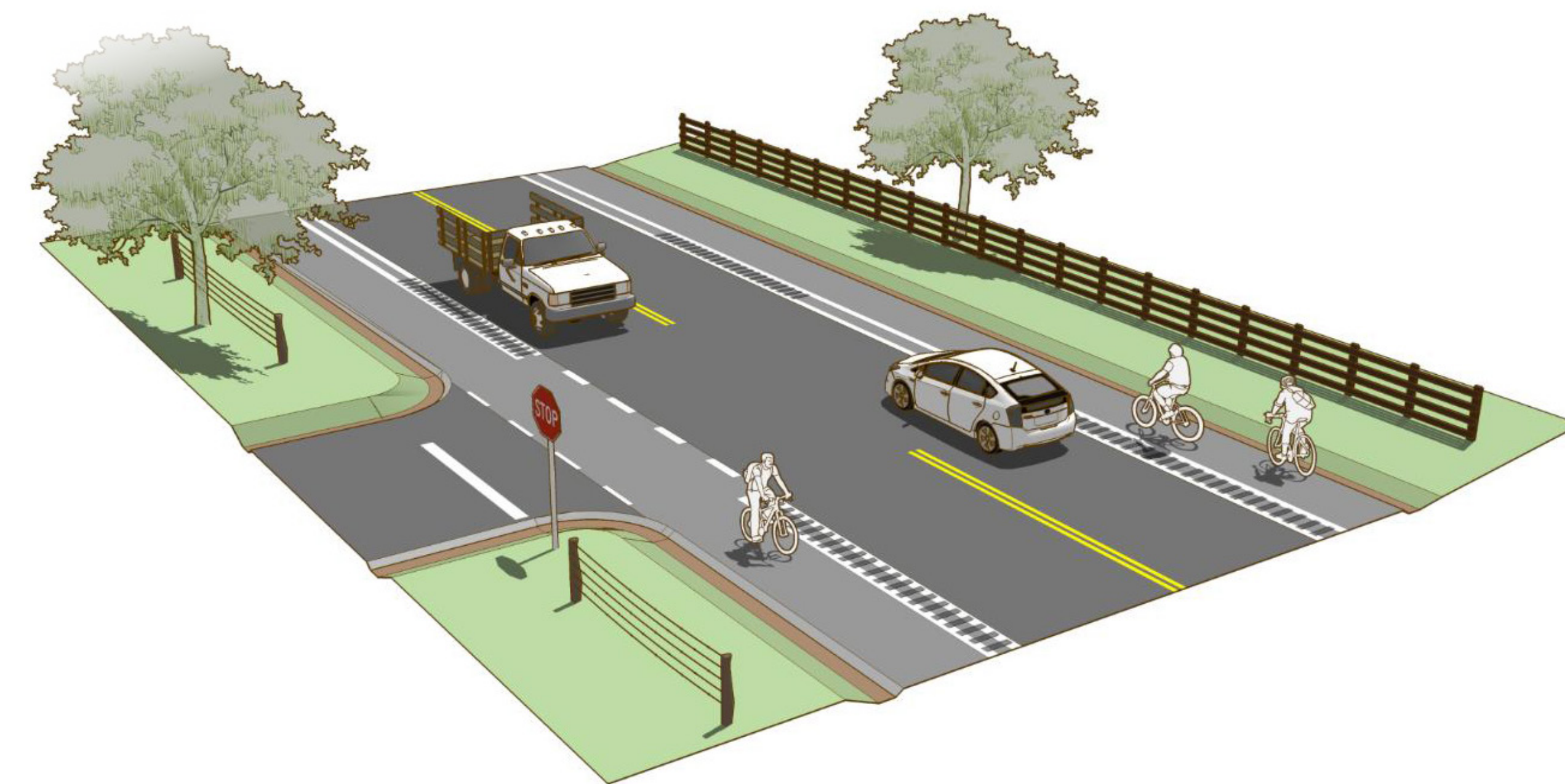


What pedestrian and bicyclist facilities do you want to see along the corridor?

A **sidewalk** can provide dedicated space for pedestrians that is safe, comfortable, and accessible.



A **paved shoulder** can be enhanced to serve as a functional space for bicyclists and pedestrians in the absence of facilities with more separation.



Source: Small Town and Rural Design Guide Facilities for Walking and Biking





Share Your Thoughts



Mills-Cherry Hill Study

Community members and other stakeholders play an important role in this Phase I Study and any decisions made about the future of Mills and Cherry Hill Roads. We want to hear from you about transportation and community needs in this area!

Use the three stickers to indicate what criteria are most important to you.



Safety While Driving



Safety While Walking or Biking



Transit Connections



Access to Businesses



Mitigating Noise/Traffic



Environmental Impacts and Improvements



Cost



Construction Impacts

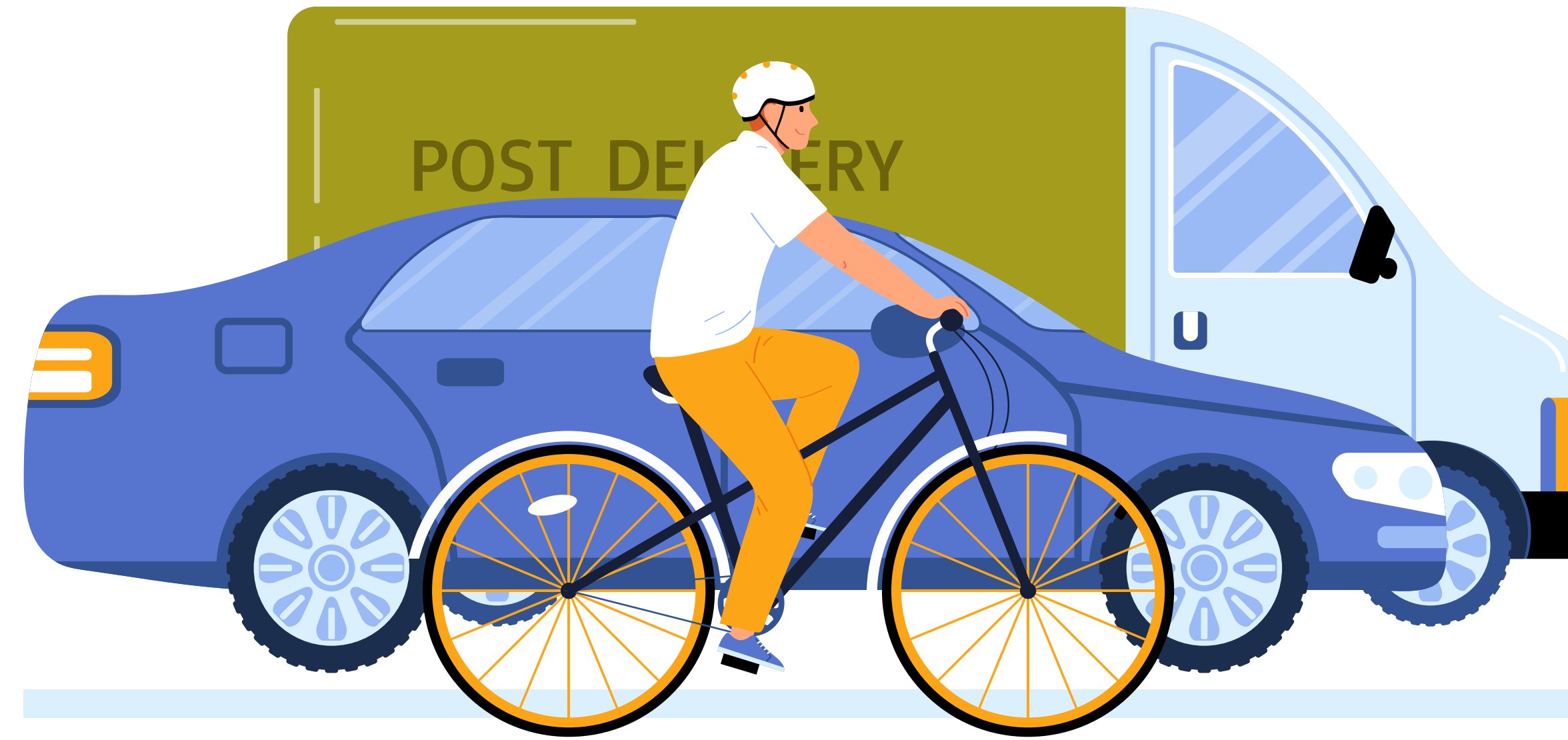


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The comment period is open October 18 – November 17.



Today in-person



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Scan the QR code to provide additional feedback on the Mills-Cherry Hill Road Study.

