Walshville Trail (CH 11) Improvement Project

Public Information Meeting – Tuesday August 6, 2024

Montgomery County Highway Department

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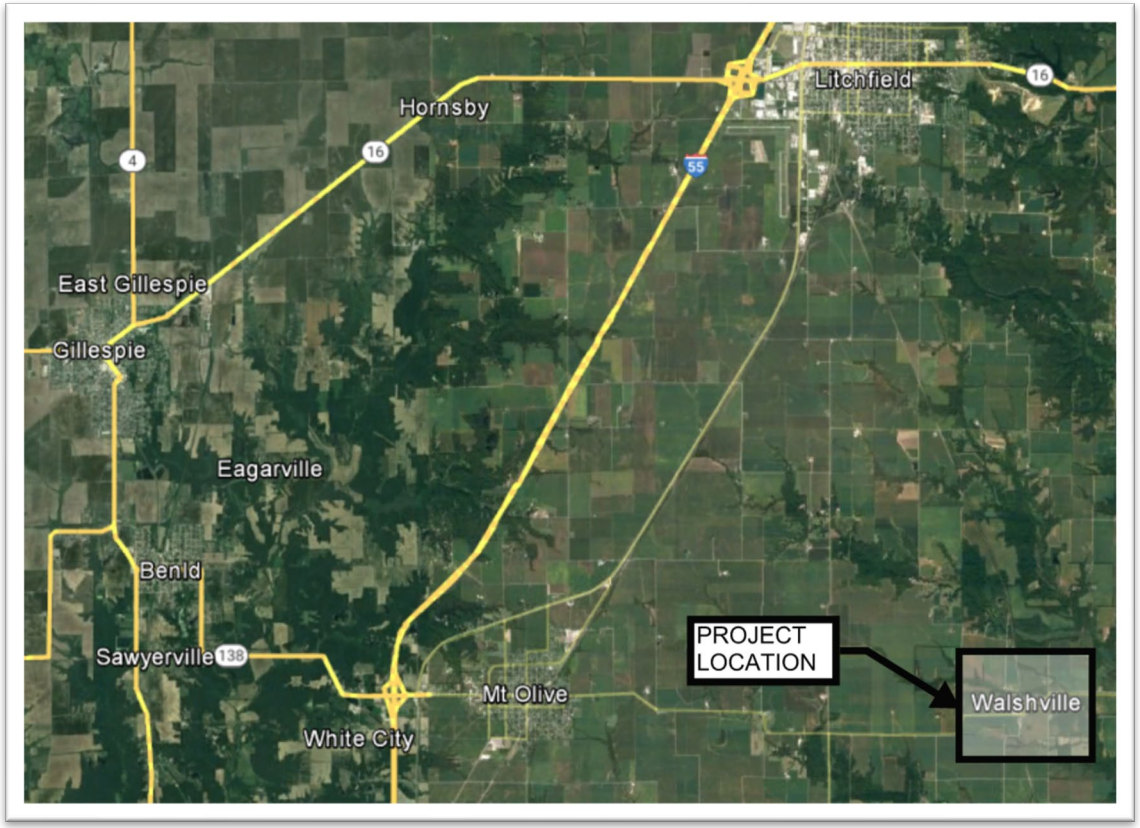
engineers + planners + land surveyors

Project Location



- Montgomery County, IL
- Walshville, IL
- Walshville Trail (CH 11) between Broadway Street and Hamby Lane

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Existing Walshville Trail (CH 11)

- A major collector roadway that connects Mt. Olive to Taylor Springs / Hillsboro
- Existing alignment goes through the Village of Walshville
- Streets on existing alignment
  - Locust Street
  - Broadway Street
  - Church Street
  - 3rd Street
  - A Street
  - Hamby Lane
- 6 sharp horizontal curves
- 500 vehicles travel this road per day (Average Daily Traffic)
- 6% of the traffic is truck traffic

Taylor Springs / Hillsboro

Mt. Olive

Why is the project needed?

- Existing pavement is deteriorated
  - Roadway is currently maintained by the Village of Walshville
  - Proposed roadway will be paid for and maintained by the County Highway Department
- Existing curves do not meet design policy criteria (i.e. curves are non-compliant)
- Non-compliant curves increase the chance of a crash

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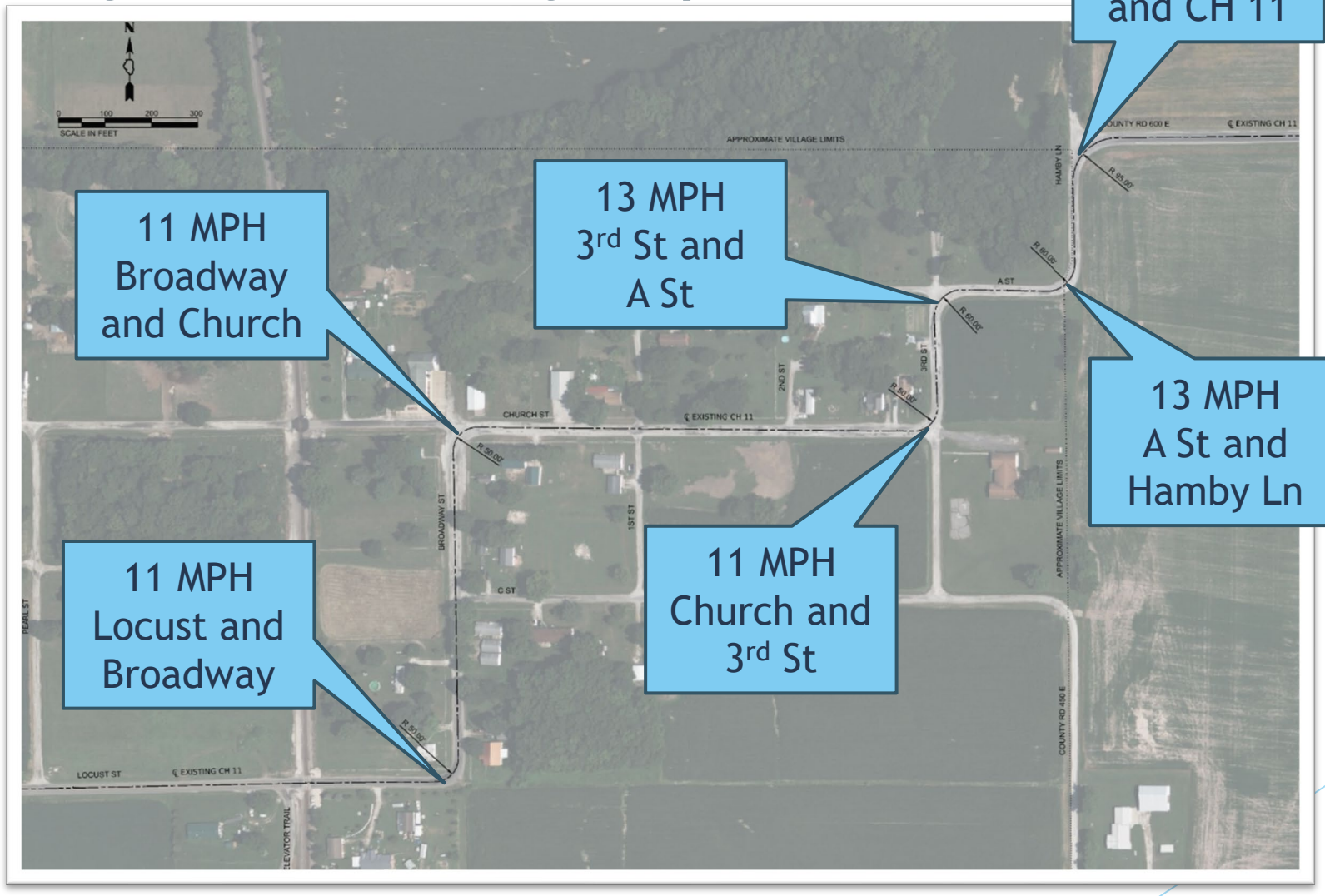
Existing Curve Design Speeds



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Goals of the Project

Improve	Improve safety of the roadway
Reduce	Reduce the number of curves
Correct	Correct non-compliant curves by increasing the design speed of the curves
Balance	Balance the need for improvement with amount of Right-of-Way needed

Curve Design Speeds Considered

50 MPH

Compliant for new construction
Needs the most land (Right-of-Way)
926 ft = minimum curve radius

40 MPH

Compliant for future maintenance
533 ft = minimum curve radius

30 MPH

Non-compliant, but improvement from existing
Needs the least land (Right-of-Way)
250 ft = minimum curve radius

Alternative Alignments Considered

Alternative 1: Existing Alignment with Improved Curves

- Stay on existing alignment
- 30 MPH curve design speed
- Alternative Eliminated
  - Does not reduce the number of curves
  - Requires relocating 2 residential homes

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Alternative Alignments Considered

Alternative 2: Realignment on Existing Roads

- Realign on Pearl Street
- 30 MPH curve design speed
- Alternative Eliminated
  - Does not reduce the number of curves
  - Requires improving the railroad crossing on Church Street

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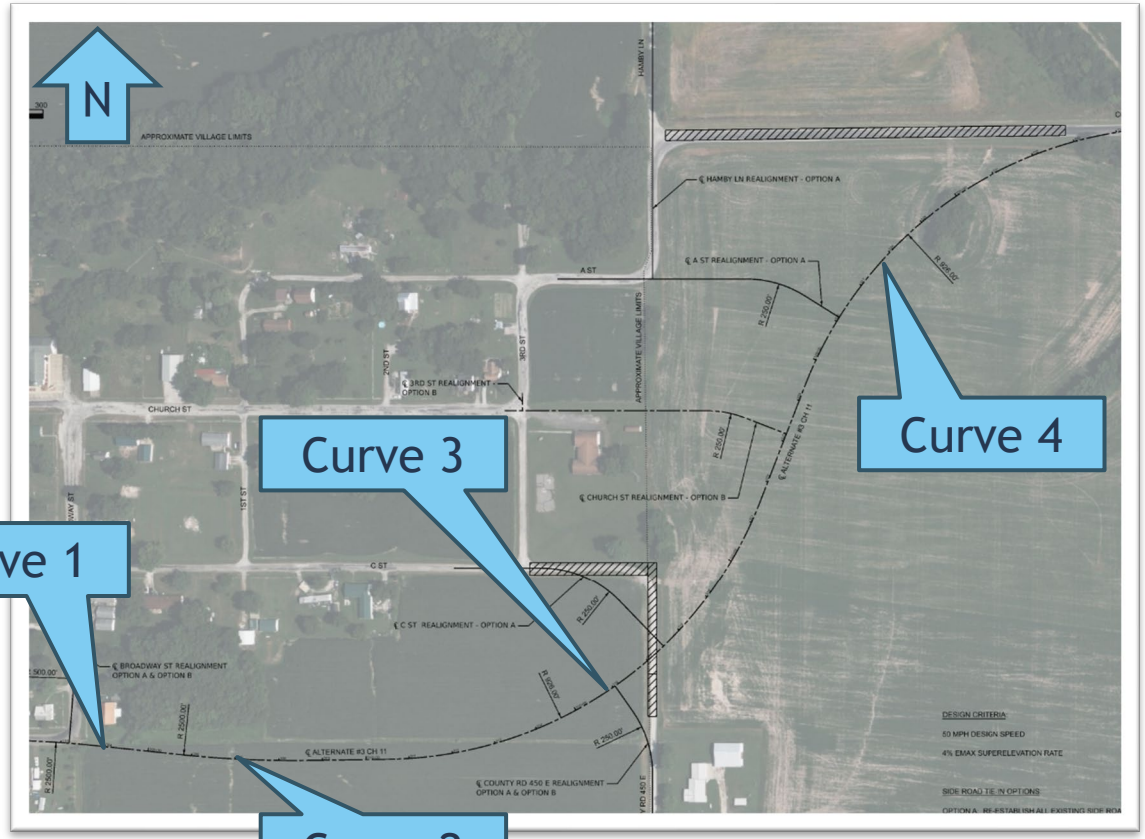
Alternative Alignments Considered

Alternative 3: New Road with 50 MPH Curves



- Realign to the south and east of Walshville
- 50 MPH curve design speed
- Alternative Considered
  - 4 curves
  - Compliant curves for new construction
  - No impacts to buildings
  - Approximately 7.5 acres of Right-of-Way
  - Tree removal needed
  - Utility relocation needed

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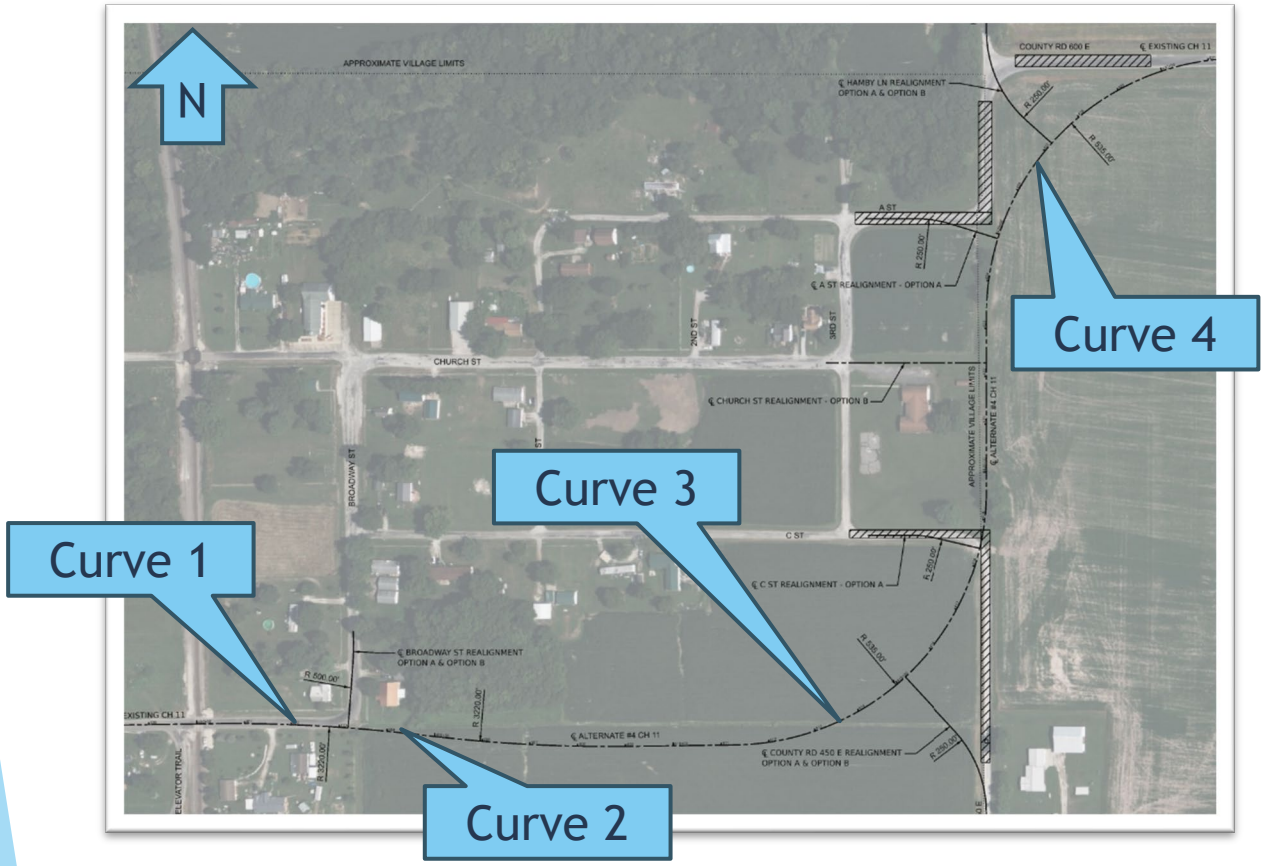
Alternative Alignments Considered

Alternative 4: New Road with 40 MPH Curves



- Realign to the south and east of Walshville
- 40 MPH curve design speed
- Alternative Considered
  - 4 curves
  - Compliant curves for maintenance
  - No impacts to buildings
  - Approximately 4.7 acres of Right-of-Way
  - Tree removal needed
  - Utility relocation needed

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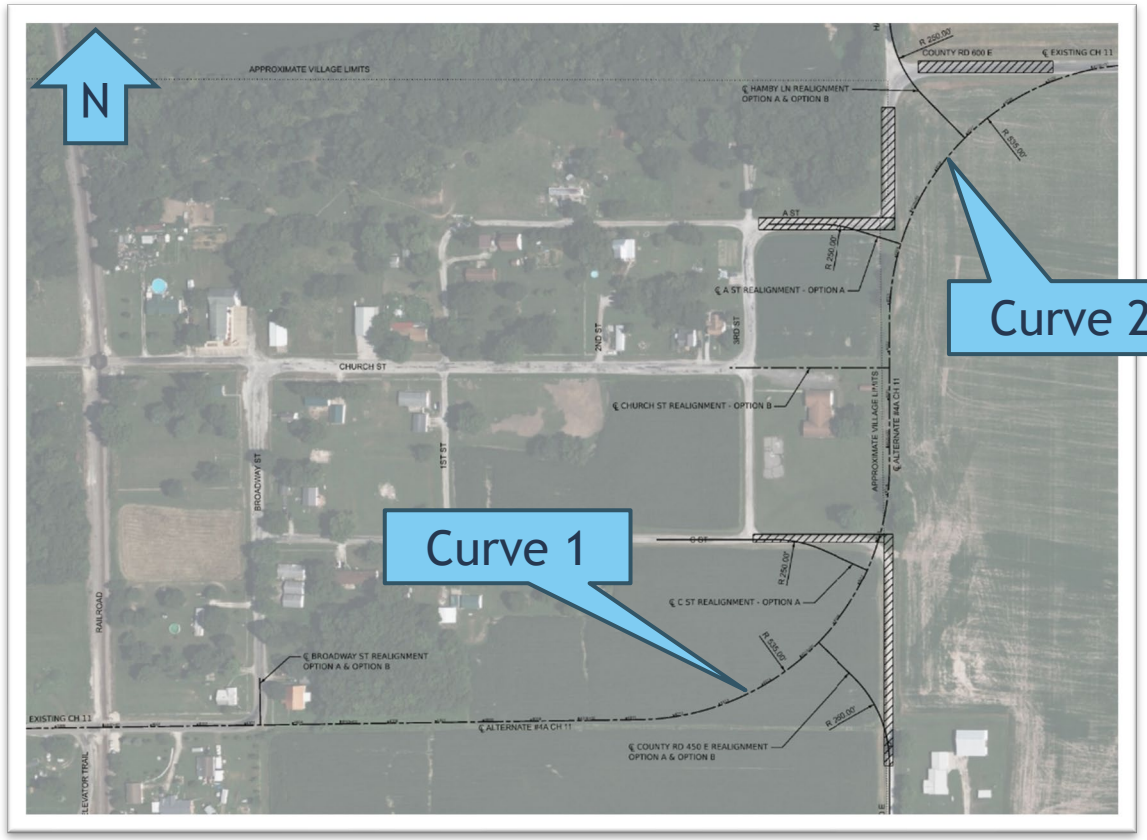
Alternative Alignments Considered

Alternative 4A: New Road with 40 MPH Curves - Tangent



- Realign to the south and east of Walshville
- 40 MPH curve design speed
- Alternative Considered
  - 2 curves
  - Compliant curves for maintenance
  - No impacts to buildings
  - Approximately 4.7 acres of Right-of-Way
  - Tree removal needed
  - Utility relocation needed

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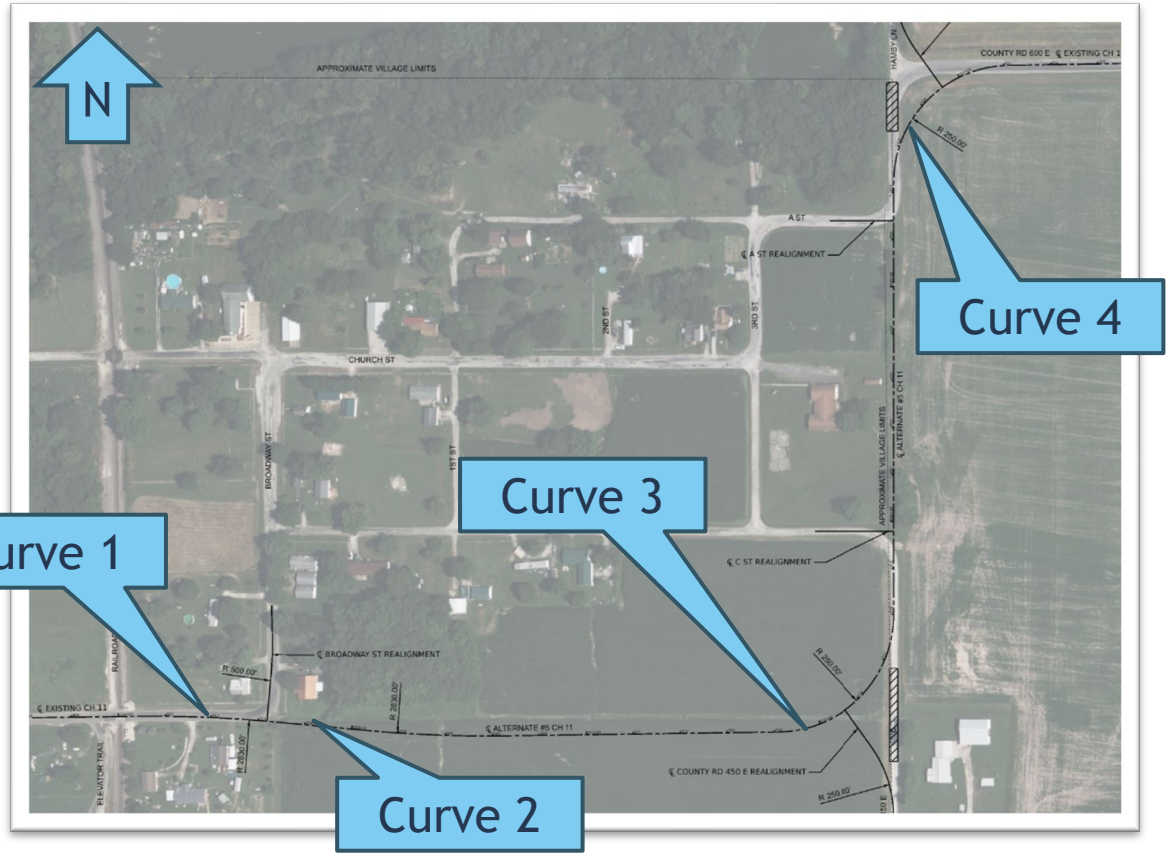
Alternative Alignments Considered

Alternative 5: New Road with 30 MPH Curves



- Realign to the south and east of Walshville
- 30 MPH curve design speed
- Alternative Considered
  - 4 curves
  - Non-compliant curves for maintenance
  - No impacts to buildings
  - Approximately 4.3 acres of Right-of-Way
  - Tree removal needed
  - Utility relocation needed

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Alternative Alignments Considered

Comparison of Feasible Alternatives

Alt 3	Alt 4	Alt 4A	Alt 5
• $2,364,500 estimated cost • 7.5 acres estimated ROW needed • Safest option	• $2,167,000 estimated cost • 4.7 acres estimated ROW needed • Safer than existing	• $2,168,500 estimated cost • 4.7 acres estimated ROW needed • Safer than existing	• $2,001,500 estimated cost • 4.3 acres estimated ROW needed • Slightly safer than existing

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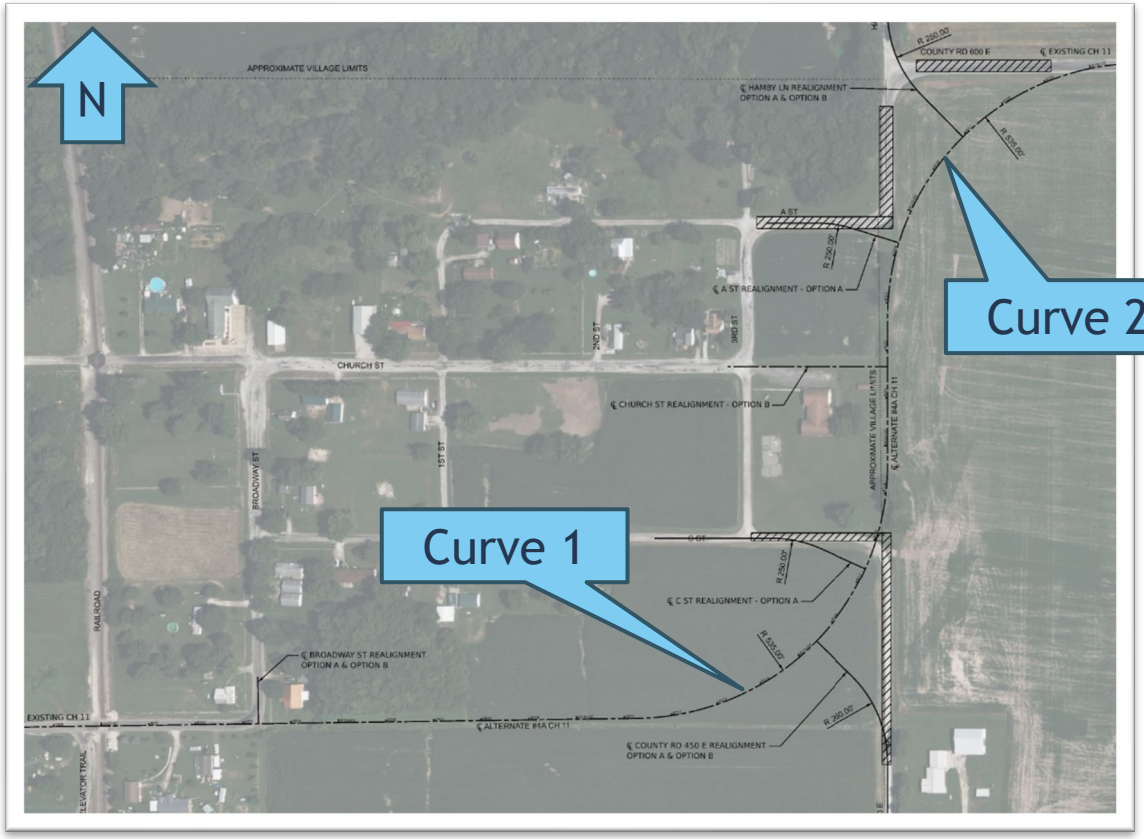
Recommended Alignment

Alternative 4A: New Road with 40 MPH Curves - Tangent



- 40 MPH curve design speed
- 2 curves
- Compliant curves for maintenance
- No impacts to buildings
- Approximately 4.7 acres of Right-of-Way
- Tree removal needed
- Utility relocation needed
- $2,168,500 estimated cost

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Recommended Alignment

Alternative 4A: New Road with 40 MPH Curves

Why Alt 4A (40 MPH) instead of Alt 3 (50 MPH)?	
Less cost	Less Right-of-Way impacts

Why Alt 4A (40 MPH) instead of Alt 5 (30 MPH)?		
Similar Cost	Similar Right-of-Way impacts	Alt 4A is safer due to higher design speed for curves

Why Alt 4A (40 MPH - Tangent) instead of Alt 4 (40 MPH)?		
Similar Cost	Similar Right-of-Way impacts	Alt 4A is safer due to less curves

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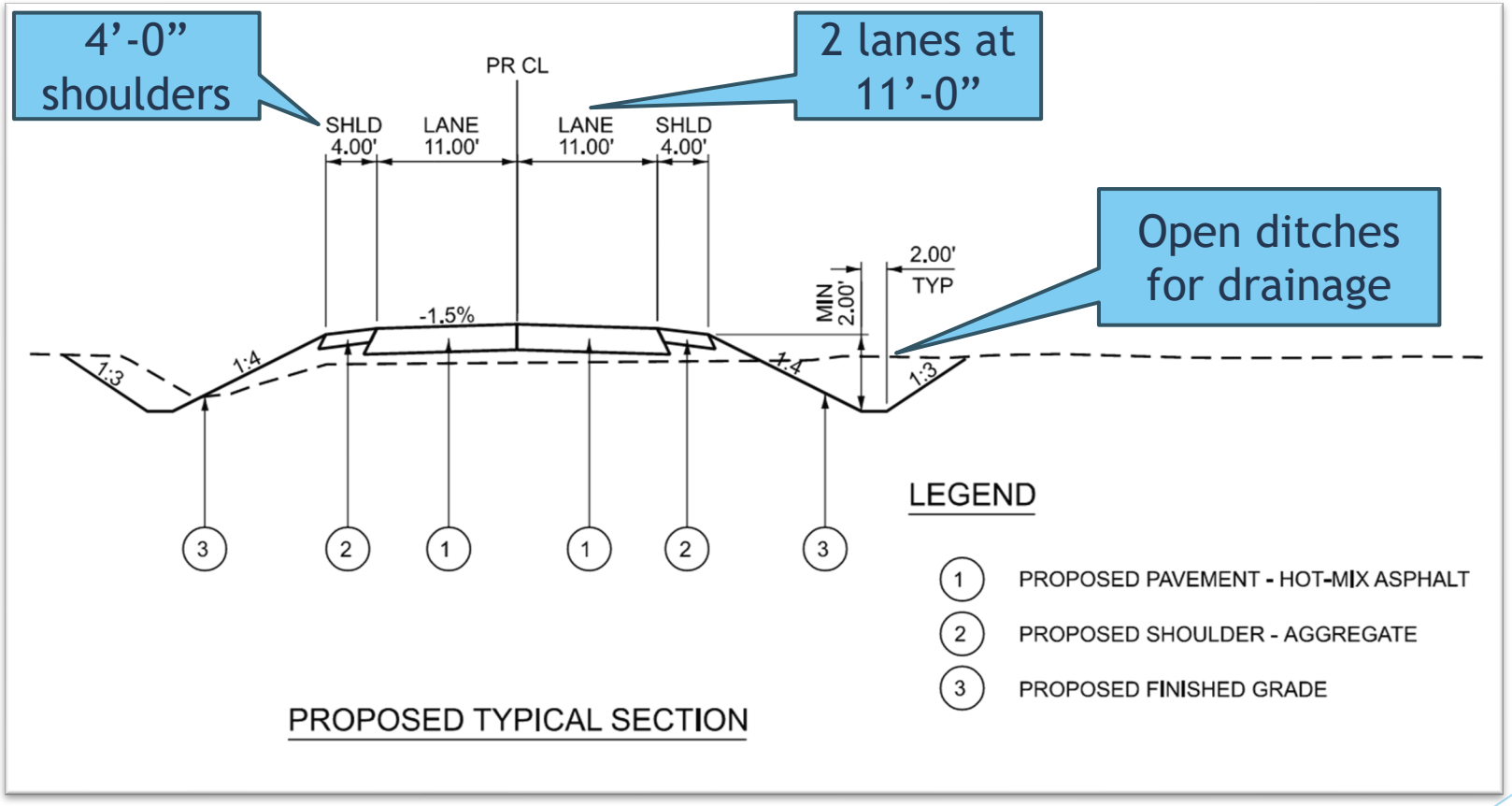
Recommended Alignment

Alternative 4A: New Road with 40 MPH Curves



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Land Acquisition Process (Right-of-Way)

What if the project goes through my property?

- Land purchased for this project will comply with The Uniform Act
- Overview of the Land Acquisition Process

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Anticipated Project Schedule

We Are Here

Phase I Design

Preliminary Design Reports

Estimated Completion Summer 2025

Land Acquisition

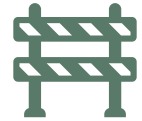
Negotiate Right-of-Way Purchases

Estimated Completion Summer 2026

Phase II Design

Prepare the Plans

Estimated Completion Summer 2026



Construction

Build the Project

Estimated Start Fall 2027

Roadway Opens

Estimated Completion Winter 2027

Questions/Concerns?

- Exhibits from this presentation are on display around the room.
- Team members are here to discuss the project with you.
- Comment forms are provided for you to submit written comments, questions, and concerns to be considered in the design process for the project.
- Thank you for watching. Presentation will begin again shortly.

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