

Public Information Meeting

Walshville Trail (CH 11) Improvement Project

August 6, 2024

Project Location

- ▶ Walshville Trail (CH 11) through Walshville, Illinois in Montgomery County
- ▶ Project limits are Broadway Street to Hamby Lane






Purpose of the Public Information Meeting

- ▶ Provide the general public with the opportunity to review the proposed improvements
- ▶ Provide the general public with the opportunity to meet with the project team members, ask questions, and discuss the project details
- ▶ Provide the general public with the opportunity to provide comments and/or concerns about the project on the Comment Form

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

Anticipated Project Schedule

				
Phase I Design	Land Acquisition	Phase II Design	Construction	Roadway Opens
Preliminary Design Reports Estimated Completion Summer 2025	Negotiate Right-of-Way Purchases Estimated Completion Summer 2026	Prepare the Plans Estimated Completion Summer 2026	Build the Project Estimated Start Fall 2026	Estimated Completion Winter 2027

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

Alternative Alignments Considered

- ▶ Alternative 1 - Existing Alignment with Improved Curves – Eliminated
 - Eliminated due to impacts to residential homes
 - Eliminated because number of curves is not reduced
- ▶ Alternative 2 – Realign on Pearl Street – Eliminated
 - Eliminated due to railroad crossing improvement that would be required
 - Eliminated because number of curves is not reduced
- ▶ Alternative 3 – New Road with 50 MPH Curves – Feasible (see below)
 - 4 curves
 - Compliant curves for new construction
- ▶ Alternative 4 – New Road with 40 MPH Curves – Feasible (see below)
 - 4 curves
 - Compliant curves for maintenance construction
- ▶ Alternative 4A – New Road with 40 MPH Curves on Tangent – Feasible (see below)
 - 2 curves
- ▶ Alternative 5 – New Road with 30 MPH Curves – Feasible (see below)
 - 4 curves
 - Non-Compliant curves for maintenance construction

Comparison of feasible alternatives:

Alt 3	Alt 4	Alt 4A	Alt 5
<ul style="list-style-type: none"> • \$2,364,500 estimated cost • 7.5 acres estimated ROW needed • Safest option 	<ul style="list-style-type: none"> • \$2,167,000 estimated cost • 4.7 acres estimated ROW needed • Safer than existing 	<ul style="list-style-type: none"> • \$2,168,500 estimated cost • 4.7 acres estimated ROW needed • Safer than existing 	<ul style="list-style-type: none"> • \$2,001,500 estimated cost • 4.3 acres estimated ROW needed • Slightly safer than existing

Recommended Alternative

Alternative 4A – New Road with 40 MPH Curves on Tangent is the recommended alignment.

