

Benefits and How to Drive a Diverging Diamond Interchange (DDI)

The preferred alternatives provide numerous safety and accessibility benefits, including:

- Potentially fewer turning, rear end, and right angle crashes
- Slower intersection speeds
- Eliminates left-turn conflicts
- Potentially shorter construction duration
- Simpler truck accessibility and maneuvering



1 Approaching the traffic signal, eastbound U.S. Route 20 (Lake Street) traffic will curve to the left. Traffic will be guided through the intersection and crossed to the left side of the road with opposing traffic now on the right side. Through traffic will curve back through to the right after the second signal of the interchange. Opposing traffic will now be back on the left.

2 Approaching the traffic signal, westbound U.S. Route 20 (Lake Street) traffic will curve to the left. Traffic will be guided through the intersection and crossed to the left side of the road with opposing traffic now on the right side. Through traffic will curve back through to the right after the second signal of the interchange. Opposing traffic will now be back on the left.

3 Westbound Illinois Route 390 traffic exiting at U.S. Route 20 (Lake Street) will have the option of turning eastbound or westbound onto U.S. Route 20 (Lake Street). Right turns onto U.S. Route 20 (Lake Street) will remain similar to the existing interchange, but left turn movements will now turn onto the left side of the road, eliminating left turn conflicts at the intersection.

4 U.S. Route 20 (Lake Street) traffic entering eastbound Illinois Route 390 will now make these left turn movements onto Illinois Route 390 from the left side of the road. Right turns from westbound U.S. Route 20 (Lake Street) onto the eastbound Illinois Route 390 Ramp will remain similar to the existing interchange.

Traffic Noise Study

A traffic noise study was conducted for this project in accordance with the IDOT Noise Policy to address the identified traffic noise impacts. The noise study includes both noise monitoring of existing field conditions and noise computer modeling of existing and future conditions. The potential noise barrier follows the IDOT Policy for Feasibility and Reasonableness of Noise Barriers, including meeting criteria for practicability of construction, noise reduction goals, cost effectiveness, and majority support when this enters Phase II Design. The study concluded that an 8' high wall along County Farm Road from Arlington Drive to Illinois Route 390 and an 11' high wall along Illinois Route 390 from County Farm Road to west of U.S. Route 20 (Lake Street) would provide the most benefit to impacted residents. Input on inclusion of the wall will be sought from benefited residents in Phase II Design.



Potential Noise Wall (shown in purple)

Funding

This project is currently not funded for Phase II Design and Land Acquisition or Phase III Construction.

Land Acquisition

There is an anticipated 1.6 acres of right-of-way to be acquired as Fee Simple acquisition from 6 total parcels and 0.16 acres to be acquired as Temporary Easements during construction from 2 total parcels to construct these improvements. Impacted property owners will be contacted during the land acquisition phase and will continue to be involved in the process as Phase II Design is developed.

Next Steps

The next steps of the Phase I Study following this second public meeting are:

- Consider public input
- Finalize preferred alternative
- Obtain Design Approval in Spring 2023
- Begin Phase II Design once funding is identified

Questions, Comments and Information

Your comments are valuable to us. Completed comment forms may be submitted during the Public Hearing or submitted to the Illinois Tollway by mail or email via the contact information below.

Please return your comments by October 18, 2022.

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Public information and updates will be posted to the Illinois Tollway website.

Please visit the project website:
<https://tinyurl.com/nhept7mx>



Illinois Route 390 Interchange Improvement from U.S. Route 20 (Lake Street) to County Farm Road

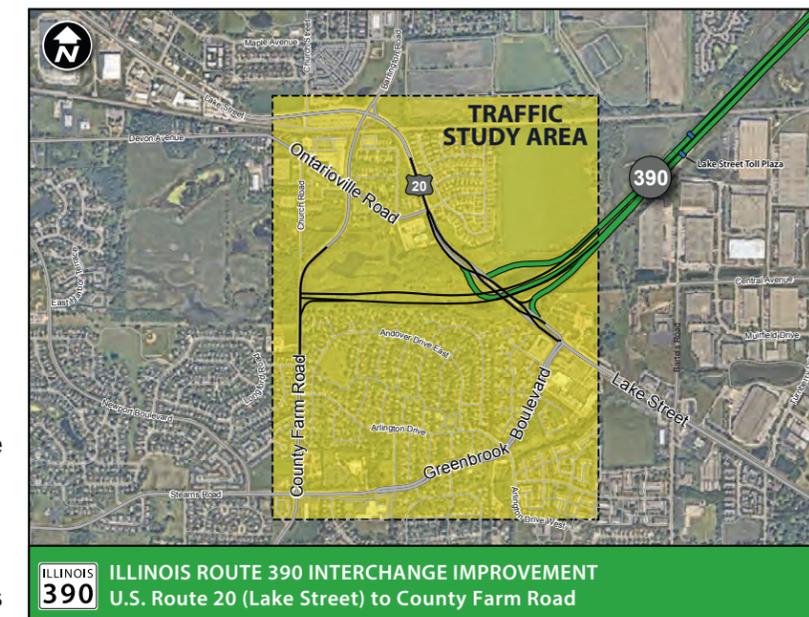
Public Hearing - October 4, 2022

Purpose of this Meeting

- Provide study overview
- Review project purpose and need
- Present project alternatives
- Present preferred alternative
- Seek public input

Project Overview

In coordination with the Village of Hanover Park, the Illinois Tollway is conducting a Preliminary Engineering Study for the Illinois Route 390 Interchange Improvement from U.S. Route 20 (Lake Street) to County Farm Road in the Village of Hanover Park in DuPage County. The Preliminary Engineering Study, coordinated with DuPage County, the Illinois Department of Transportation (IDOT), and the Federal Highway Administration, will present the preferred alternative and the other options considered for the extension of the Illinois Route 390 interchange ramps to County Farm Road to address local traffic issues.



Project Overview Map

The study is following the National Environmental Policy Act, which requires an evaluation of the impacts of the project and must follow a project development process consisting of three phases. The project team is currently in the final stages of Phase I, Preliminary Engineering, which is anticipated to conclude by Spring 2023. An initial Public Meeting was held in August 2019. Since that time, the project team has evaluated alternatives and developed the preferred alternative. The timeframe to start Phase II, Design Engineering, and Phase III, Construction, are to be determined based on available funding.

Study Need and Purpose

The Village of Hanover Park identified local traffic problems with traffic accessing Illinois Route 390 to and from the south and southwest. Drivers use Greenbrook Boulevard to travel to and from County Farm Road and Stearns Road. Greenbrook Boulevard has a 30-mile-per-hour speed limit and serves schools, churches, parks, residential neighborhoods, and businesses. Safety concerns have been expressed regarding the existing traffic pattern with potential conflicts between morning commuters on Greenbrook Boulevard and pedestrians, bicyclists, buses, and vehicles accessing local schools. The Village of Hanover Park would like to reduce through traffic from Greenbrook Boulevard by extending the interchange and providing direct access for traffic to County Farm Road.

AREA DEFICIENCIES:

- Local traffic problems were identified by Hanover Park
- No direct route currently exists between Illinois Route 390 and County Farm Road and Stearns Road
- Expressed safety concerns with through traffic on Greenbrook Boulevard

PROPOSED SOLUTION:

- Extend the Illinois Route 390 ramps to County Farm Road

Alternatives: U.S. Route 20 (Lake Street) at Illinois Route 390 Interchange

To extend the Illinois Route 390 ramps to County Farm Road, relocation of the eastbound U.S. Route 20 (Lake Street) to eastbound Illinois Route 390 ramp movement is required. After feedback from the first public meeting was received, three alternatives were considered: dual left turn lanes from eastbound U.S. Route 20 to eastbound Illinois Route 390, a free flow flyover ramp from eastbound U.S. Route 20 (Lake Street) over Illinois Route 390 and under U.S. Route 20 to eastbound Illinois Route 390, and a diverging diamond interchange (DDI).



Dual Left Turn Lanes Alternative

Free Flow Flyover Ramp Alternative

Diverging Diamond Interchange (Preferred Alternative)

Comparison of Alternatives

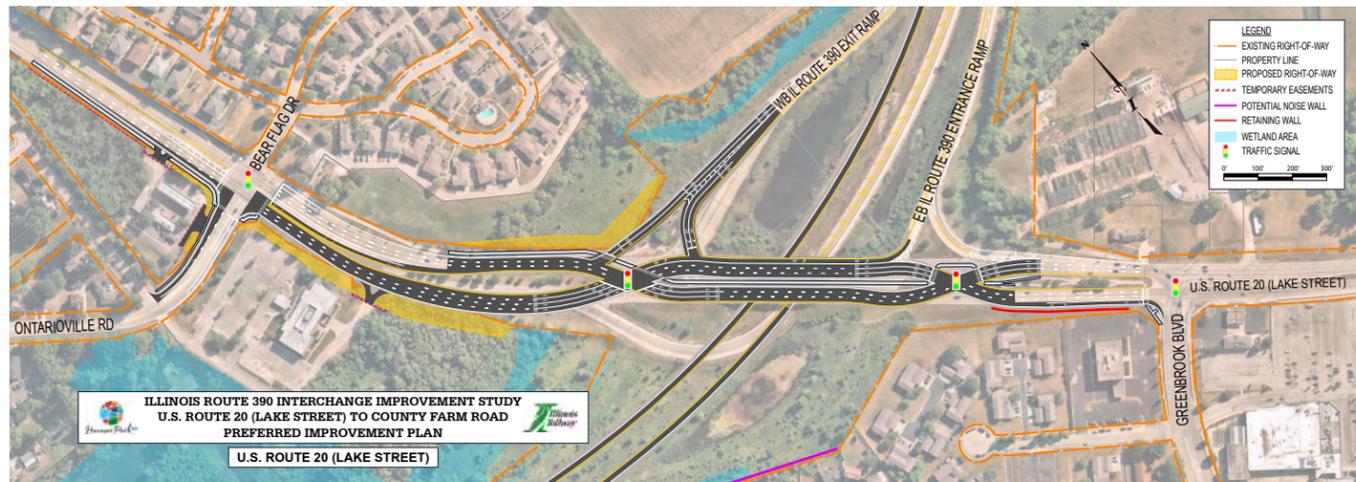
Of the three alternatives considered, the preferred alternative is the diverging diamond interchange. This alternative requires minimal right-of-way acquisition, no additional wetland impacts, and will allow reuse of the existing bridge.

Alternatives	Dual Left Turn Lanes from EB US20 to EB IL390	Free Flow Flyover Ramp from EB US20 over IL390 and under US20 to EB390	Diverging Diamond Interchange (DDI)
Construction Cost of Alternative	▲	▼	▲
Right-of-Way Acquisition	▲	▼	▲
Proximity to Residents	▲	▼	▲
Impact to Wetlands	▲	▼	▲
Potential Traffic and Safety Impacts	▼	▲	▲

LEGEND: BEST ALTERNATIVE ▲ ▲ ● ▼ ▼ WORST ALTERNATIVE

Preferred Alternative: U.S. Route 20 (Lake Street)

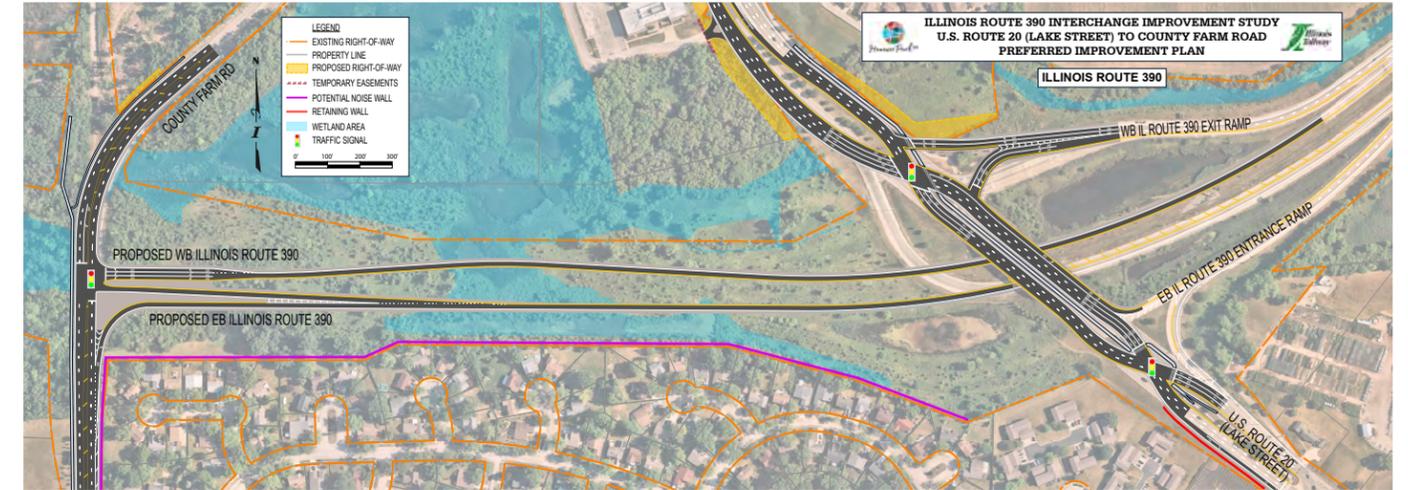
A DDI is proposed to be constructed at the existing Illinois Route 390 interchange. In addition to the interchange improvements, traffic flow will be improved at the intersection of U.S. Route 20 (Lake Street) at Ontarioville Road when an additional westbound U.S. Route 20 (Lake Street) left turn lane onto westbound Ontarioville Road will be added. U.S. Route 20 (Lake Street) at Greenbrook Boulevard will provide a new dedicated right turn lane from eastbound U.S. Route 20 (Lake Street) onto southbound Greenbrook Boulevard.



U.S. Route 20 (Lake Street) from west of Ontarioville Road to Greenbrook Boulevard

Preferred Alternative: Illinois Route 390 Ramp Extension

The Illinois Route 390 ramps will be extended from the existing Illinois Route 390 western terminus at U.S. Route 20 (Lake Street) to County Farm Road. The alignment minimizes disruptions to property owners and environmental elements. The ramp extensions accommodate one lane of traffic in each direction and create a new signalized intersection at County Farm Road.



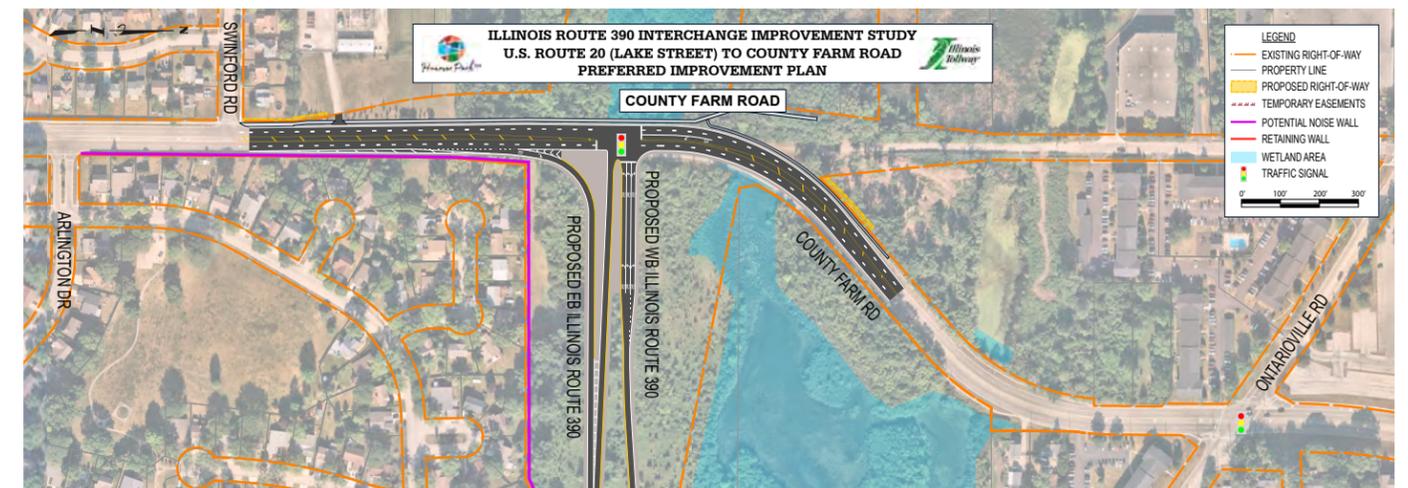
Illinois Route 390 from County Farm Road to east of U.S. Route 20 (Lake Street)

Preferred Alternative: County Farm Road

The extension of the Illinois Route 390 ramps creates a new signalized intersection at County Farm Road with the following features:

- A westbound dual left turn lane from Illinois Route 390 to southbound County Farm Road
- A westbound right turn lane from Illinois Route 390 to northbound County Farm Road
- A free flow northbound right turn lane from County Farm Road to eastbound Illinois Route 390
- A southbound left turn lane from County Farm Road to eastbound Illinois Route 390

Due to the widening of County Farm Road, the construction limits along County Farm Road extend from Swinford Road on the south to south of Ontarioville Road on the north. Efforts were made to minimize right-of-way acquisition, including widening County Farm Road to the west. A bike path will be constructed along the west side of County Farm Road to be consistent with Hanover Park's bike plan.



County Farm Road from Swinford Road to south of Ontarioville Road