

ILLINOIS ROUTE 62 PHASE I STUDY

Illinois Route 25 to Illinois Route 68 • Cook & Kane Counties



PUBLIC MEETING NEWSLETTER NO. 1

FEBRUARY 2018

Thank you!

Thank you for your involvement at the first public meeting for the Illinois Department of Transportation's (Department) proposed improvement of Illinois Route 62 (Algonquin Road) from Illinois Route 25 to Illinois Route 68 (West Dundee Road). Your comments have become part of the official public meeting record and will be included in the project report.

Held on November 9, 2017, the meeting was attended by 89 individuals. A total of 94 comment forms, emails, or exhibit comments were received during the 30-day comment period following the meeting. There were 42 individuals that submitted comments. Some of those forms and emails contained more than one comment and were separated accordingly for a total of 120 comments. A summary of the comments is as follows:

- 57% supported an improvement to Illinois Route 62 (IL 62), with varied suggestions on potential solutions
- 54% stated concerns about safety and operations
- 18% were related to the inclusion of a multi-use path for bicyclists, pedestrians, and equestrians
- 18% expressed community identity and environmental concerns
- 10% were various comments either unrelated to this project, notes for future exhibits, or requests for meeting information and to be added to the mailing list
- 3% were related to lowering the speed limit

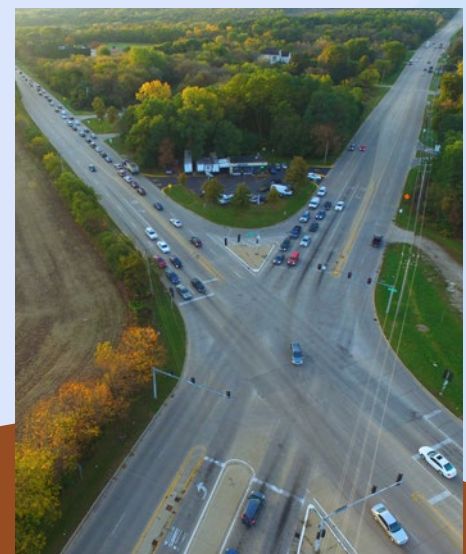
As many of the comments concerned similar issues, this newsletter will discuss those issues as well as provide an overview of other topics. Information and materials from the public meeting can be viewed on the project website at:

idot.illinois.gov/projects/IL62Study

PROJECT OVERVIEW AND STUDY AREA

The project study area is within the Village of Barrington Hills in Cook and Kane Counties. Other municipalities potentially affected by this improvement include the Villages of Algonquin, Carpentersville, Barrington, and South Barrington. Land use is primarily forest preserve and residential.

The IL 62 Phase I Study was initiated to address existing safety concerns and accommodate existing and projected year 2040 travel demands. IL 62 has one lane in each direction with shoulders, within the project study area. IL 62 widens to two lanes in each direction with exclusive turn lanes at the intersections on the eastern and western project limits. The proposed improvements will be determined through the evaluation of identified transportation issues and the public involvement process.



COMMENTS RECEIVED

Comments were accepted at the public meeting, as well as through email and standard mail through December 11, 2017. Those comments were reviewed and will be used in the development of the Purpose and Need for the improvement. The responses for the comments are grouped by topic below.



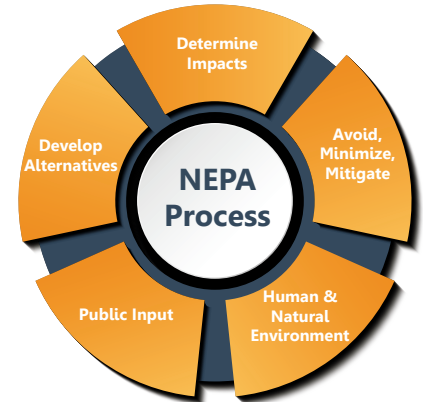
FUNDING

As presented at the public meeting, highway improvements are typically developed in three distinct phases. Preliminary engineering and environmental studies, or Phase I, involves coordinating with the public, identifying issues and concerns, and proposing solutions. The Department anticipates that Phase I will be complete in the Fall of 2021. After completion of Phase I, and dependent upon funding availability, the Department can begin Phase II. Phase II involves preparing contract plans and acquiring the necessary right-of-way. Phase III is the construction phase of the improvement.

At this time, only Phase I is funded. Funding for Phase II and Phase III is not included in the Department's Fiscal Year 2018-2023 Proposed Highway Improvement Program. This project will be included in the Department's priorities for future funding consideration among similar improvement needs throughout the region.

NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

The project is following the NEPA process. NEPA focuses on determining impacts to the natural and human environment and finding ways to avoid, minimize, or mitigate those impacts through improvement alternatives and public input. The IL 62 project will be processed in accordance with NEPA policies and procedures. The project document that will be developed at the end of the Phase I Study will be an Environmental Assessment (EA). This document will record the environmental considerations in the project study area.



SAFETY & OPERATIONS

Many of the comments focused on the safety and operations of IL 62 within the project study limits. Multiple comments requested traffic signals at cross streets, and concern for safety of vehicles and other users trying to cross IL 62. These comments are linked to many different analyses that will be performed during this Phase I Study, as noted below.

Crash data is still being analyzed and will be updated as the project moves forward. Information such as the number of fatalities, crash types, road surface condition, and time of day are all considered as part of the analysis. A segment along IL 62 between Bateman Road and Old Sutton Road, as well as the intersection of Old Sutton Road and IL 62 were identified on the State of Illinois Five Percent Report, which captures the highway locations with the most pressing safety needs.

Establishing the need for traffic signals requires consideration of multiple factors related to the existing operations and safety at the study location, and the potential to improve those conditions. Certain factors for justifying traffic signals must be met in order to install a new traffic signal, including, but not limited to, traffic volumes and crash experience.

Construction of dedicated turn lanes at intersections along IL 62 and the possibility of a bidirectional turn lane will be dependent on traffic volumes and crash history at the intersections.

A preferred alternative and roadway cross section have not yet been selected for this project. Through the public involvement process and data analysis, various alternatives will be evaluated for their ability to meet the Purpose and Need of the project. One of the alternatives the project team will consider is the no-build alternative as well as multiple roadway cross sections and configurations for IL 62 that can address the safety and operations issues identified.



*Image courtesy of fpdcc.com/spring-lake

ENVIRONMENT & COMMUNITY

The preservation of the natural beauty of the corridor was a common request. The Spring Lake Forest Preserve, and the associated wildlife and vistas, are valued by the community and residents. As part of the NEPA process, the project study team will evaluate the effects of an improvement to the natural and human environment, and focus on ways to avoid, minimize, or mitigate those impacts through improvement alternatives and public input. This includes a traffic noise analysis. Traffic models will be developed for the existing, no-build, and future build conditions which will provide information on whether noise abatement measures will be considered. Consideration of wildlife and the potential impact on endangered species will be part of the NEPA process and will involve coordination with environmental agencies that have jurisdiction within the study area to find a preferred alternative.

MULTI-USE PATH

Department policy requires that all modes of transportation are considered when planning an improvement. This means that the consideration of bicycle and pedestrian accommodations will be a part of the study. Based on the unique qualities of Barrington Hills, equestrian accommodations will also be considered as part of a multi-use path system. The location, design, and implementation of a multi-use path will be subject to the public involvement process and require coordination with the Department and other local agencies. Bicycle and pedestrian accommodations require local agency participation for construction and maintenance.

WHY ILLINOIS ROUTE 62 IS BEING STUDIED NOW

This project has been initiated based on existing safety needs and the existing and projected traffic volumes along IL 62. IL 62 is identified as a Strategic Regional Arterial (SRA) with an average of 28,300 vehicles per day between Illinois Route 25 and Illinois Route 68.

Although roadway capacity is dependent on many variables, two-lane roadways are generally considered for capacity improvements when the vehicles per day reach approximately 12,000 to 14,000. Per the SRA report published by the Department in 1998, IL 62 had approximately 14,500 vehicles per day as recently as 1996. Additionally, the Department’s historical traffic data shows this threshold was met as early as 1981. Projected traffic volumes indicate an 8% increase in traffic within the study area by the year 2040, further highlighting the need for this improvement study.

SPEED LIMIT

Speed limits on Illinois state highways are a matter of state law. They have been established by the Illinois Vehicle Code and the Department’s Policy on Establishing and Posting Speed Limits on the State Highway System. The current posted speed limit on IL 62 is 55 mph, which is reduced to 45 mph at each end of the study area.

Speed limits are based on facility type. While no preferred roadway cross section has been developed, changing from a cross section with shoulders to a curbed cross section would require a lower speed limit, per the Department’s policy.



CONSTRUCTION SEQUENCING AND DETOURS

Since the preferred alternative for the improvement has not been developed, construction staging and potential detours are still unknown. A maintenance of traffic plan will be developed during the planning process. The goal of the plan will be to develop a sequence of construction that will maintain the existing number of travel lanes during construction.



NEXT STEPS



COMMUNITY ADVISORY GROUP (CAG)

Applications for the Community Advisory Group (CAG) were accepted through December 1, 2017. The goal is to have a balanced group of stakeholders from a broad cross section of interests. The CAG will work with the Project Study Group (PSG) to ensure the identified solutions of the project study team are a balance of both the community and technical needs. The purpose of the first meeting will be to review comments from the public meeting and introduce the Context Sensitive Solutions (CSS) process. Everyone who requested to be on the CAG has been invited and the first CAG meeting was held on February 6, 2018.

STAY INVOLVED

Stay involved with the IL 62 Phase I Study by visiting the project website at idot.illinois.gov/projects/IL62Study. Interested stakeholders can sign up to receive project notifications and newsletters via mail or email. Materials presented at the public meetings and CAG meetings will be made available on the project website once the meeting has been held.

CONTACT INFORMATION

Please visit the project website at idot.illinois.gov/projects/IL62Study. The project email address is IL62Study@clarkdietz.com.

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