




Illinois Route 62 Study

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

Community Advisory Group #3
Barrington Park District
August 21, 2018



Meeting Agenda

- Welcome
- CAG #2 Review
- Alternatives to be Considered
- Break
- Build Alternatives
- Next Steps



Project Team

- Kimberly Murphy
 - IDOT Consultant Studies Unit Head
- Lori Brown
 - IDOT Project Manager
- Stacie Dovalovsky
 - Consultant – Clark Dietz
- Theresa Pelletier
 - Consultant – Epstein



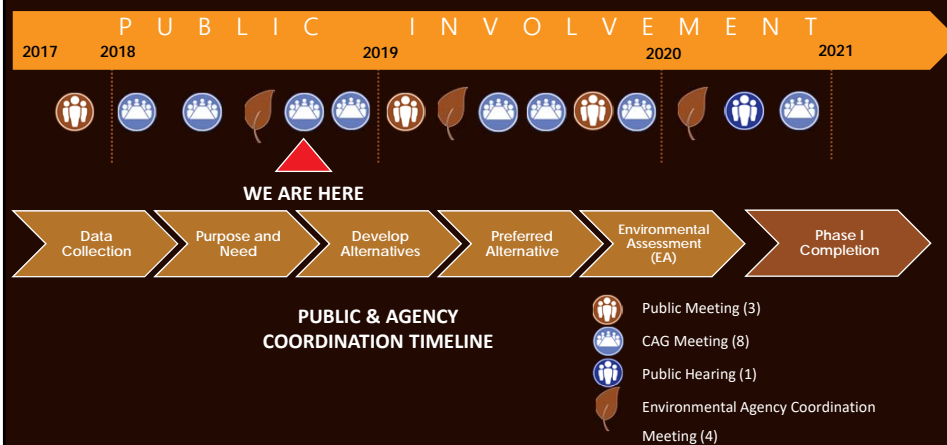
CAG Ground Rules

- Input from all participants is **valued** and **considered**.
- All participants must come to the process with an **open mind** and participate openly and honestly.
- All participants must treat each other with **respect** and **dignity**.
- All participants understand that topics will **not** be revisited once the issues have been addressed and general understanding is reached.

CAG Ground Rules cont'd

- The project must progress at a **reasonable pace**, based on the original project schedule.
- All decisions made by IDOT must be arrived at in a **clear** and **transparent** manner and the stakeholders should agree their input has been considered.
- Members of the media are welcome to attend the meetings as observers, not participants in the process.
- The participants and list of stakeholders are subject to change as the project warrants.

Project Schedule & Public Involvement





Problem Statement

The high volume of vehicles in combination with multiple uncontrolled access points on Illinois Route 62 impedes vehicle mobility, while increasing the potential for crashes within the project area.

The improvement should consider and respect the natural areas and community character while ultimately working to improve overall safety, reduce congestion, and increase multi-modal access along and across Illinois Route 62.





Purpose & Need

PURPOSE:

The purpose of this project is to improve Illinois Route 62, from Illinois Route 25 to Illinois Route 68.

NEED:

The needs to be addressed by this project include improving safety, capacity, roadway continuity, and operations for all users.

At the bottom of the slide, there is a stylized landscape with rolling hills in shades of brown and orange. On the left, there is a small logo for the "Illinois Department of Transportation" and icons of a person on a horse, a bicycle, and a car. On the right, there is a car icon.

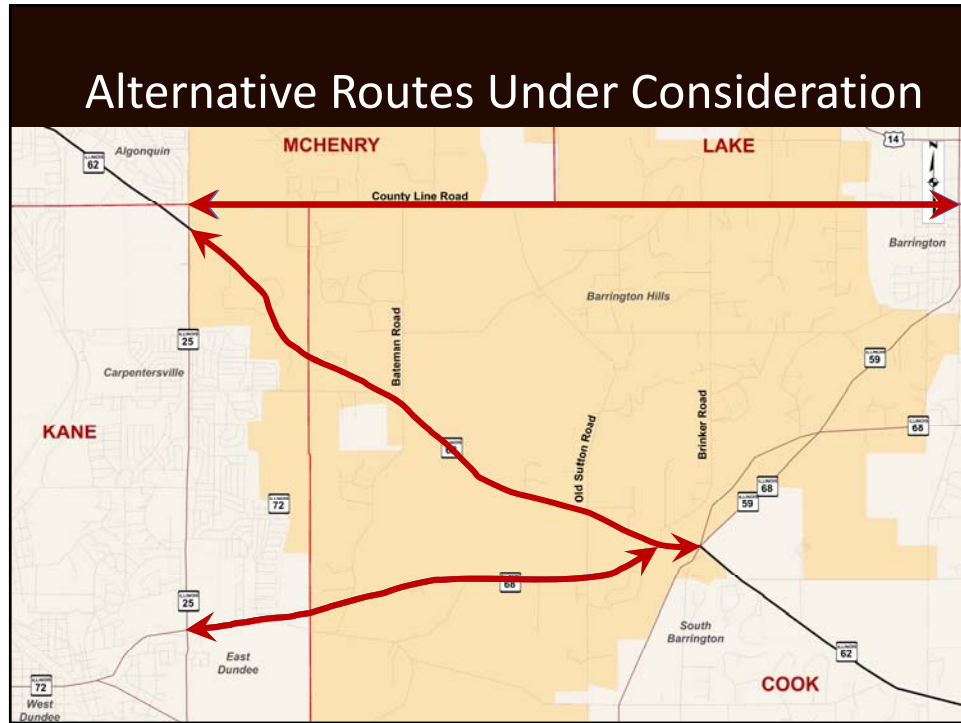


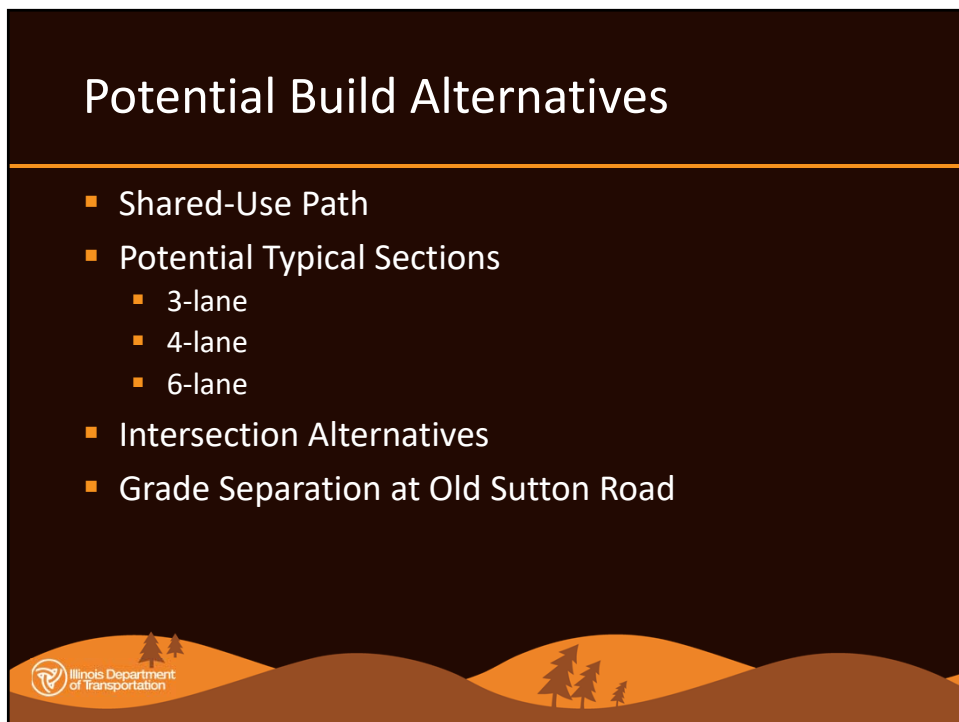
Alternatives to be Considered

As part of the Environmental Assessment we will evaluate:

- No-Build Alternative – regular maintenance of existing facilities only
- Transit Alternatives
- Transportation System Management Alternative
- Alternative Routes
- Build Alternatives

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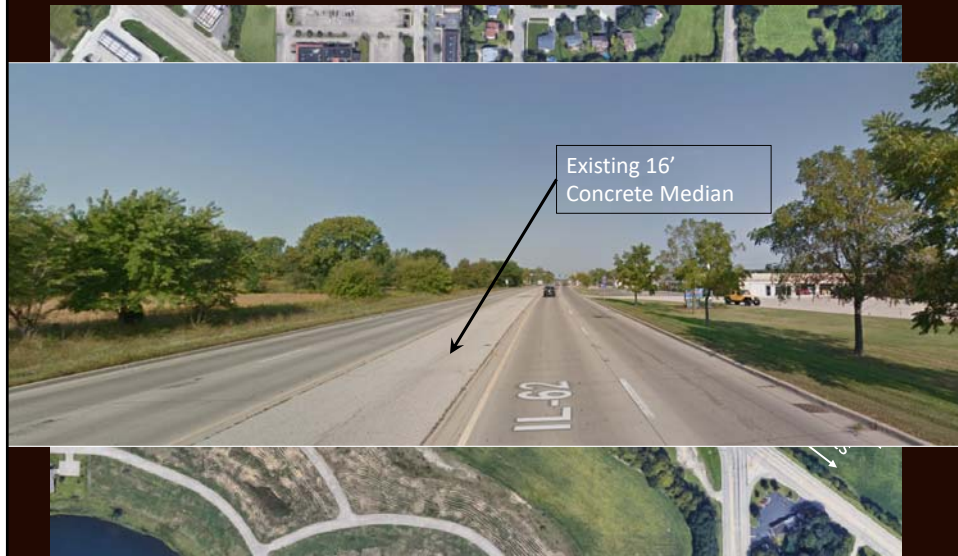
Existing IL 62 Medians

- Illinois Route 62 – west of Illinois Route 25

Existing IL 62 Medians



Existing IL 62 Medians



Existing IL 62 Medians

- Illinois Route 62 – east of Illinois Route 68

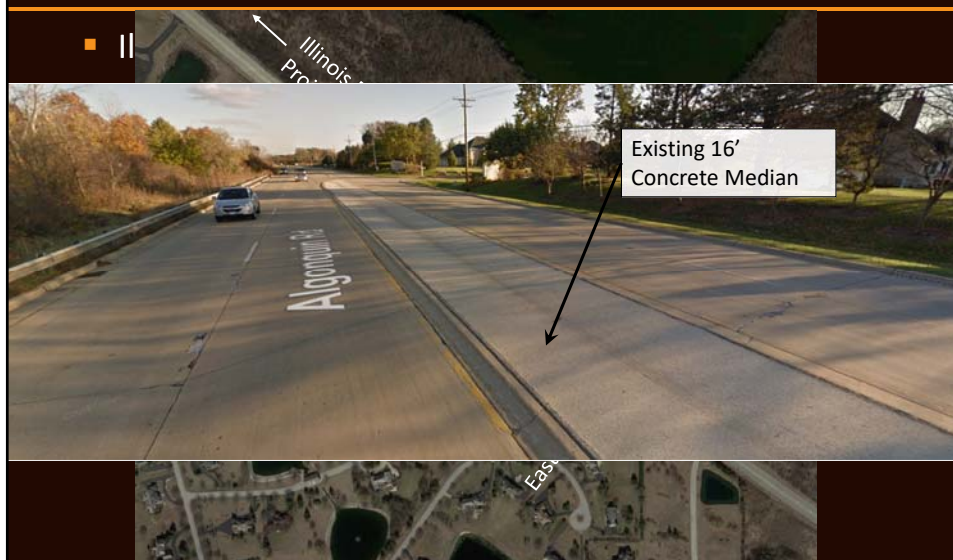
Existing IL 62 Medians

■ II



Existing IL 62 Medians

■ II



Why Medians?

- IDOT Design Criteria
- Safety
 - Separation of opposing traffic
 - Protection for left-turning and crossing vehicles
- Traffic Calming
 - Potentially lowered vehicle speeds
- Access Management
 - Controlled access on and off IL 62
- Pedestrian/Equestrian/Bicyclist Refuge
- Potential for landscaping & snow storage



Typical Section Alternatives

3-lane, 4-lane, 6-lane



3-Lane Typical Sections

- Benefits
 - Safety
 - Pedestrian/Horse/Bicyclist Refuge
- Disadvantages
 - Limited Access Management
 - Capacity

3-Lane Typical Sections



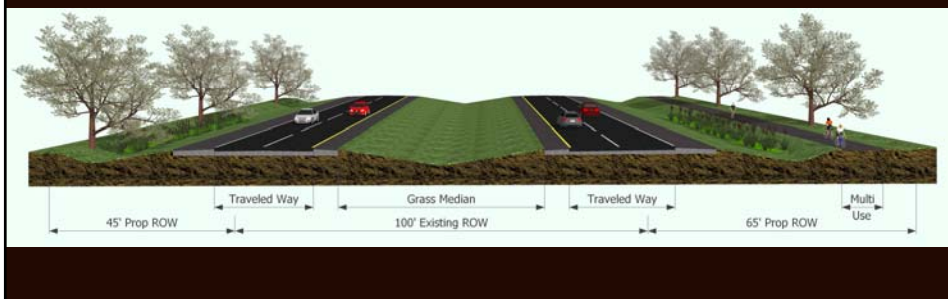
4-Lane Rural Typical Sections

Benefits

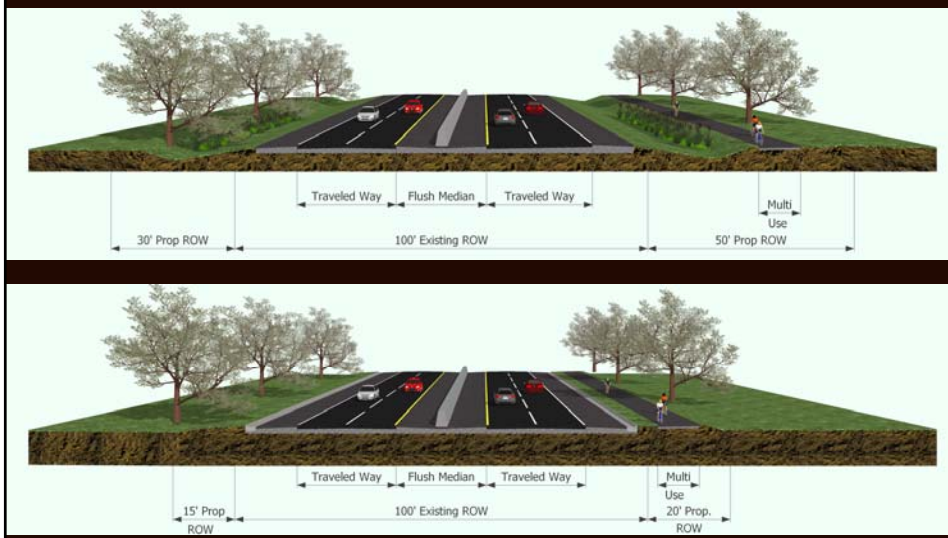
- Safety
- Access Management
- Pedestrian/Bicycle/Horse Refuge
- Landscaping & snow storage

Disadvantages

- Wider Footprint
- Increased Impacts
- Roadway Continuity
- Capacity



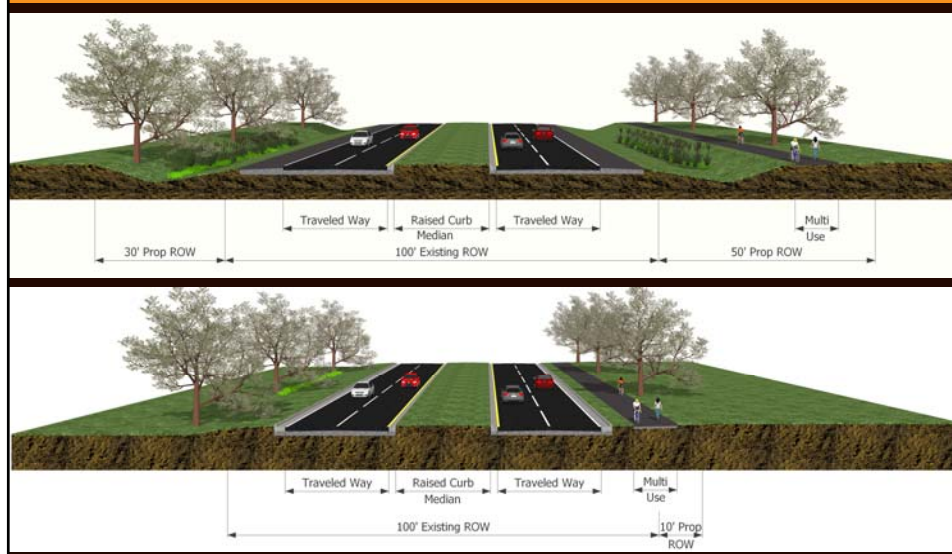
4-Lane Rural Typical Sections



4-Lane Suburban Typical Sections

- Benefits
 - Traffic calming effect
 - Safety
 - Access management
 - Pedestrian/Bicyclist/Horse Refuge
 - Landscaping & snow storage
- Disadvantages
 - Capacity

4-Lane Suburban Typical Sections



6-Lane Suburban Typical Sections

■ Benefits

- Safety
- Access management
- Pedestrian/Bicyclist/ Horse Refuge
- Landscaping & Snow Storage
- Increased Capacity

■ Disadvantages

- Wide Footprint
- Roadway Continuity



Intersection Alternatives



Intersection Alternatives

- Traffic Signals (Helm Rd, Bateman Rd, Old Sutton Rd.) – based on signal warrant analysis
- Roundabouts
- Two-Way Stop Controlled (TWSC)

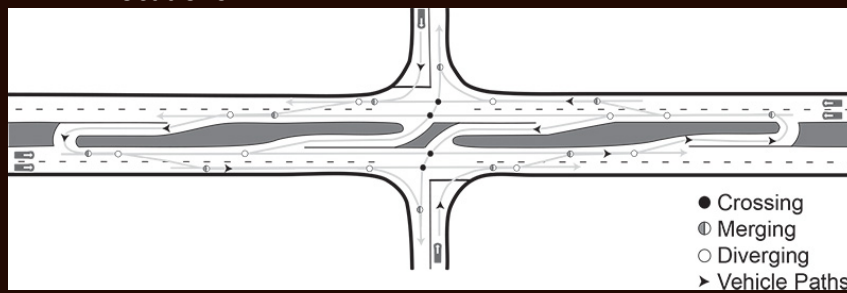
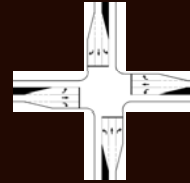


Intersection Alternatives Cont'd

- Turn lanes
- Restricted Crossing U-Turn (RCUT)
 - Minor Street becomes right-in/right-out
 - Major street allows for left turns
 - U-Turn accommodations will be made at recommended locations

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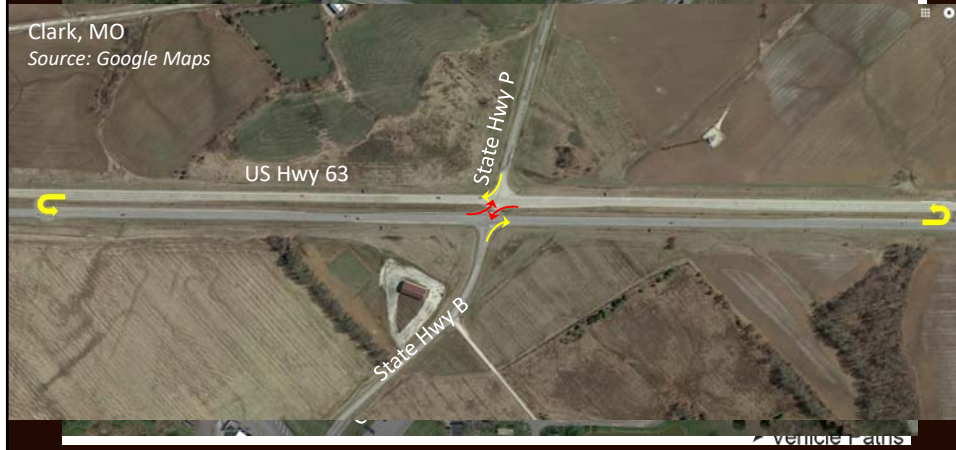
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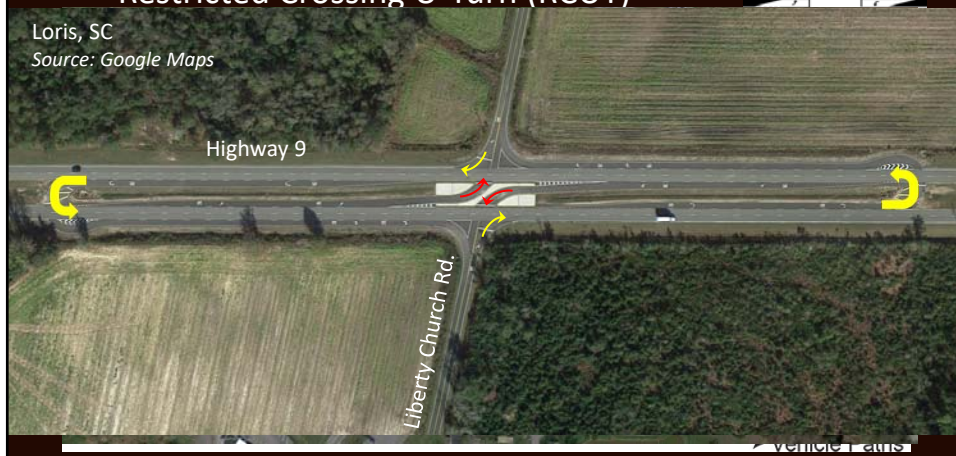
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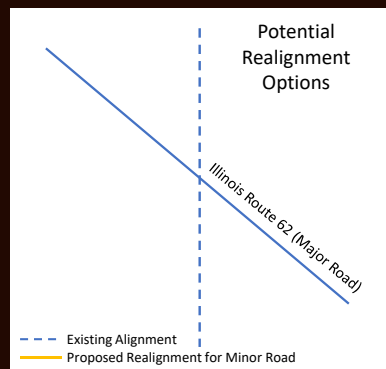
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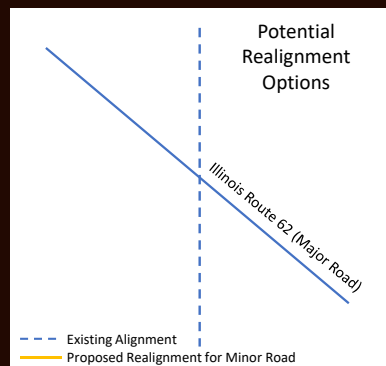
Intersection Alternatives Cont'd

- Realignment
 - IL 62 at Bateman Road
 - Skewed Intersection



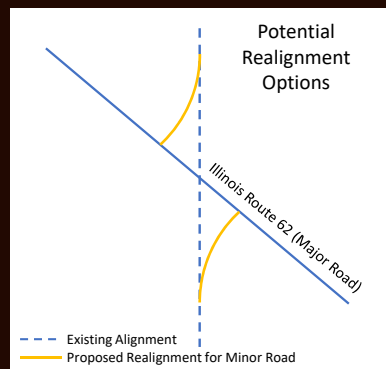
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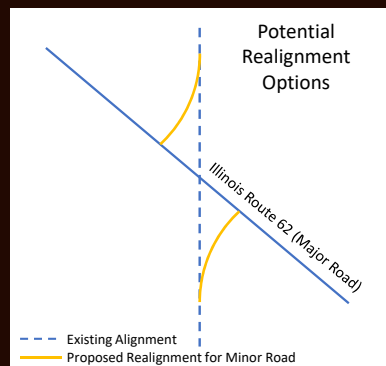
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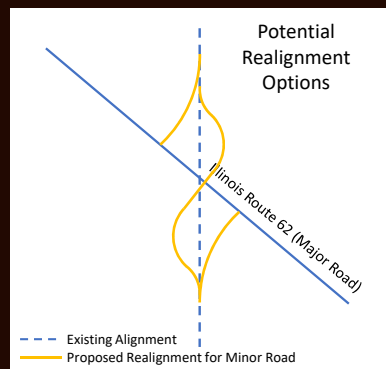
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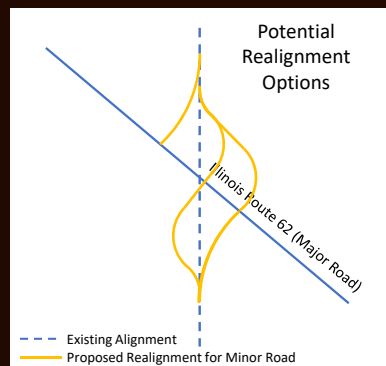
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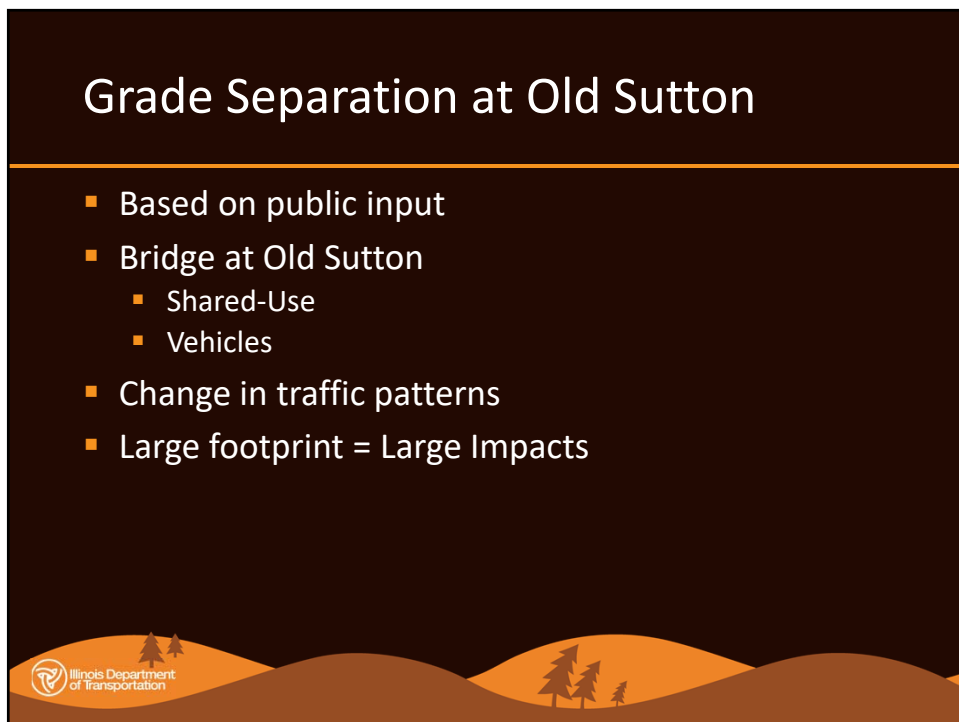
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Intersection Alternatives Cont'd

- Realignment
 - IL 62 at Bateman Road
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Vehicle/Shared-Use Bridge Alternative

- Old Sutton Road Bridge over Widened IL 62



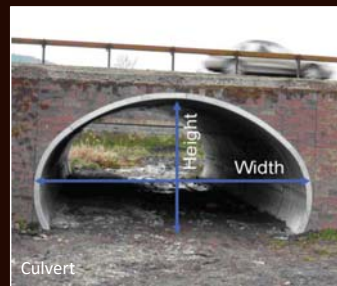
Wildlife/Shared-Use Overpass

- Shared-Use + Wildlife Overpass at Existing Crossing



Non-Motorized Travel Underpass

- Underpass
- Culvert or Bridge



Next Steps

Alternatives Development & Evaluation



Next Steps

- Developing & Evaluating Alternatives
- CAG #4 – Fall/Winter 2018
 - Discuss screening & evaluation process
 - Review Alternatives to be Carried Forward
- Public Meeting #2 – Early 2019
 - Present the Alternatives to be Carried Forward



Project Schedule & Public Involvement



Thank You

Thank you for your time and participation!

Materials from today's meeting will be available on the website starting tomorrow.

Idot.illinois.gov/projects/IL62Study

