Illinois Route 62 Study

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

Community Advisory Group #4

Barrington Park District January 17, 2019

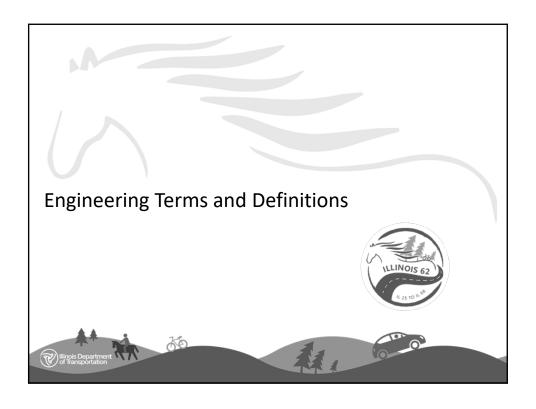




Meeting Agenda

- Welcome
- Engineering Terms and Definitions
- 2050 Traffic Update
- 2016 Crash Data Update
- Alternatives Analysis Discussion
- Next Steps



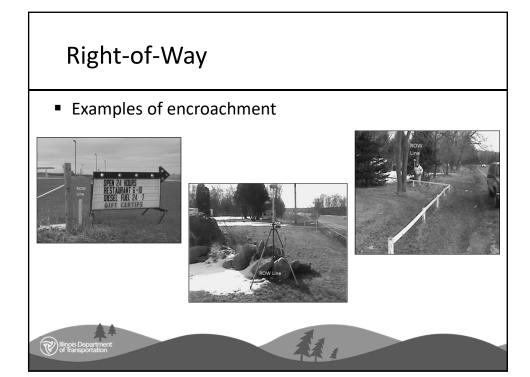


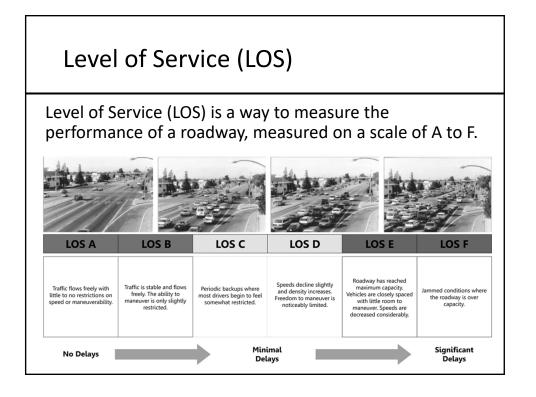
Right-of-Way (ROW)

- Government property used for construction and use of public facilities such as roadways and utilities
- Can be used for drainage features, pedestrian accommodations, and future expansion









Strategic Regional Arterial (SRA) Routes

- Intended for larger traffic volumes and higher speeds
- IDOT is more restrictive when determining the need and spacing of traffic signals and access points in order to maintain high Level of Service (LOS)



SRA Routes

- Larger traffic volumes needed on crossroads to warrant traffic signals
 - Warrants are not met for the installation of traffic signals at Bateman Road or Old Sutton Road
- Evaluate alternative intersection designs
- Larger design vehicles used to layout turning movements



Access Control / Access Management

- Regulation of intersections, driveways, and median openings to a roadway
- Enables access to land uses while maintaining roadway safety and mobility through controlling access location, design, spacing, and operation

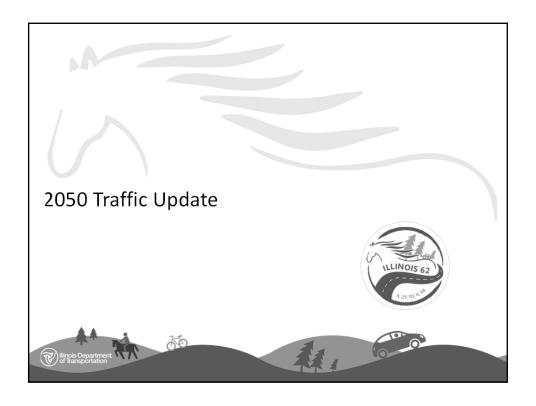


IDOT Complete Streets Policy

- Bicycle and pedestrian ways shall be given full consideration in the planning and development of transportation facilities
- Separate shared-use path required within project limits if a local agency will cost participate and take maintenance responsibilities
- If local agency does not participate, IDOT will consider means to accommodate future bicyclist and pedestrian facilities, which may include a 10foot wide shelf within project limits



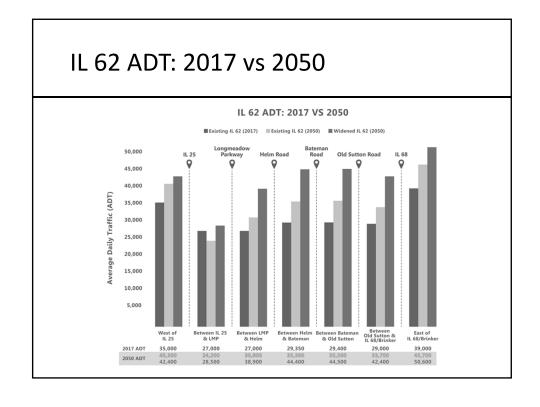


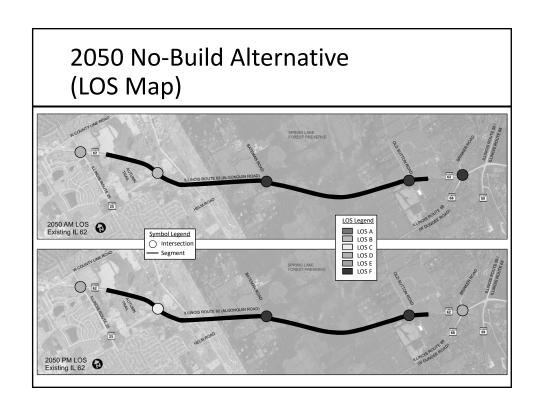


Where Do 2050 Traffic Numbers Come From?

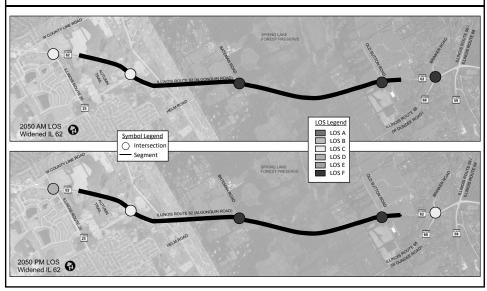
- 2050 ADT projections come from Chicago Metropolitan Agency for Planning (CMAP)
- 2050 Projections are based on the CMAP Travel Demand Analysis
 - Regional travel model
 - CMAP 2050 socioeconomic projection
- CMAP provides traffic projections for all roadway projects in Northeastern Illinois

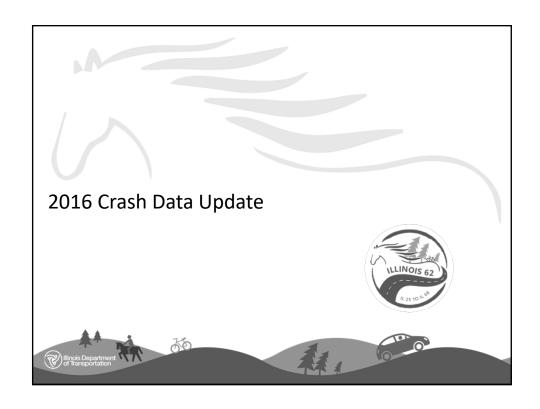






2050 4-Lane Section Alternative (LOS Map)



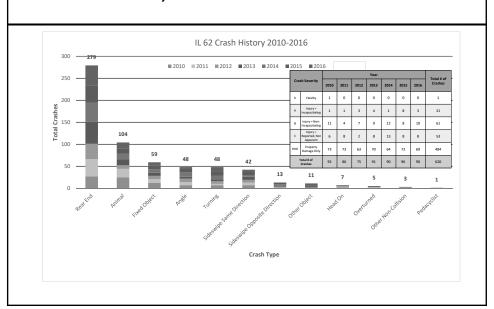


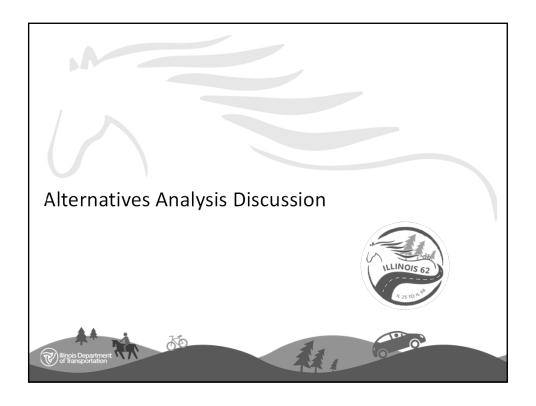
Who supplies the crash data?

- Requested from IDOT
- IDOT compiles crash data from multiple sources
- Annual crash data becomes available approximately 2 years later
 - (i.e. 2016 crash data was available in late 2018)
- Recent crashes
 - Factors that contributed to the crashes are considered
 - Not incorporated into the report or analysis until official crash data for that entire year is available



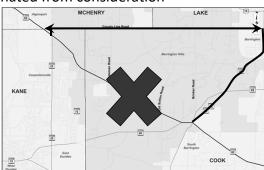
Crash Data, 2010-2016





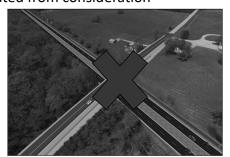
Initial Alternatives Considered

- Widening County Line Road
 - County Line Road is not an SRA
 - County jurisdiction, not IDOT
 - Adverse travel
 - Eliminated from consideration



Initial Alternatives Considered

- Overpass at Old Sutton Road
 - Impacts to properties at the intersection
 - Require cost participation and maintenance agreement from jurisdictional agency
 - Changes to local roadway network
 - Eliminated from consideration



Alternatives Considered - TSM

Transportation Systems Management (TSM)

- Small improvements to the existing transportation system for more efficient use of existing facilities
 - Construction of shared-use facilities and routes
 - Additional turn lanes at intersections
 - Shoulder Improvements



Alternatives Considered - TDM

Travel Demand Management (TDM)

- Policy changes that can be implemented to influence travel behavior to reduce demand for vehicle trips
 - Incentives for ride sharing programs
 - Encouraging alternative work times
 - Supporting & promoting land use patterns to accommodate multi-modal transportation systems



Purpose & Need Analysis

Need	Measure	Processing
	Green	Improves safety for all users over the existing condition
Improve Safety	Red	Does not improve safety over the existing condition
Improve	Green	Accommodates a greater number of all types of users when compared to the existing condition
Capacity	Red	Does not accommodate a greater number of users
Provide	Green	Presents a roadway cross section that is substantially similar to the sections at the east and west project termini
Roadway Continuity	Red	Presents a roadway cross section that is substantially different from the sections at the east and west project termini
Provide Pedestrian/	Green	Provides connectivity for non-motorized modes of travel
Equestrian/ Bicycle Connectivity	Red	Does not provide connectivity for non-motorized modes of travel
Illinois Department of Transportation		

TSM/TDM Alternatives

- Do not meet P&N as standalone alternatives
- Fail to address safety and capacity needs
- Channelization and intersection improvements alone will not address safety issues since capacity will not be increased - safety need not met
 - Alternative was eliminated
 - Parts of TSM/TDM strategies will be incorporated as components of Build Alternatives:
 - Shared-Use facilities
 - Intersection Improvements and channelization



Purpose & Need Analysis Results

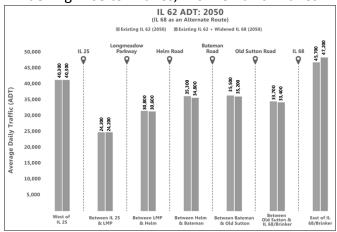
Transit Alternatives

- PACE has not identified existing or potential routes along IL 62 or elsewhere within the community
- Lack of population density, and density of destinations in the project area
- Transit alone would not address project needs of safety, capacity, and shared-use connectivity
 - Alternative was eliminated



Alternate Routes

Widening IL 68 to 4-lanes, IL 62 remains 2-lanes



Purpose & Need Analysis Results

Alternate Route: Widening IL 68, no improvements to IL 62

- Little impact to traffic volumes on IL 62.
- Does not provide additional lanes to IL 62 capacity need not met.
- Does not full address rear-end crashes without additional travel lanes – safety need not met.
- 3-lane section on IL 62 does not match existing 4-lane section of IL 62 – roadway continuity need not met.
- Provides separated shared-use path on IL 68 shared-use connectivity need met.

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This alternative was eliminated.



3-Lane Suburban SRA Section

- Does not provide additional travel lanes capacity need not met
- Does not fully address rear-end crashes without additional travel lane, but provides center median and shoulder refuge – safety need partially met
- 3-lane section does not match existing 4-lane sections of IL 62 – roadway continuity need not met
- Provides separated shared-use path shared-use connectivity need met
 - This alternative was eliminated



Purpose & Need Analysis Results

4-Lane SRA Section

- Provides additional travel lanes capacity need met
- Addresses rear-end crashes with additional travel lane and provides center median and shoulder refuge – safety need met
- 4-lane section matches existing 4-lane sections of IL 62
 roadway continuity need met
- Provides separated shared-use path shared-use connectivity need met



6-Lane Suburban SRA Section

- Provides additional travel lanes capacity need met
- Addresses rear-end crashes with additional travel lanes and provides center median refuge— safety need met
- 6-lane section does not match existing 4-lane sections of IL 62 – roadway continuity need not met
- Provides separated shared-use path shared-use connectivity need met
 - This alternative was eliminated



Level 1 Results: Non Build Alternatives

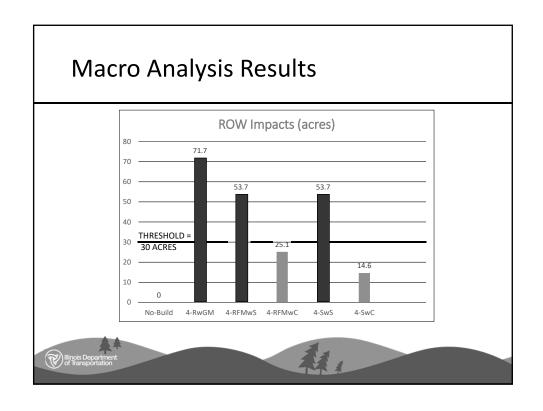
		Non Build	d Alternatives	
Need	No-Build	TSM/TDM	Transit	Alternate Routes
Improve Safety	*	*	*	*
Improve Capacity	AM EB-LOS F AM WB-LOS F PM EB-LOS F PM WB-LOS F	AM EB-LOS F AM WB-LOS F PM EB-LOS F PM WB-LOS F	AM EB-LOS F AM WB-LOS F PM EB-LOS F PM WB-LOS F	AM EB-LOS F AM WB-LOS F PM EB-LOS F PM WB-LOS F
Provide Roadway Continuity	*	×	*	*
Provide Pedestrian/ Equestrian/ Bicycle Connectivity	×	*	*	

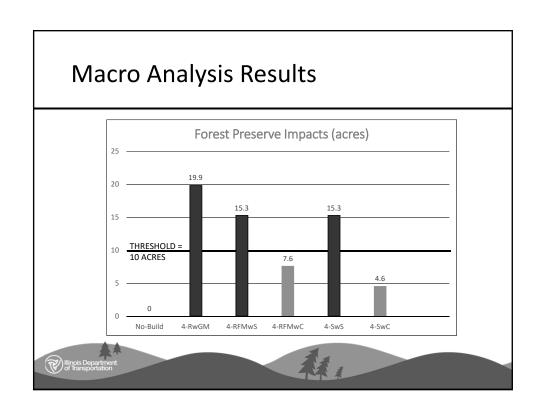
Level 1 Results: Build Alternatives

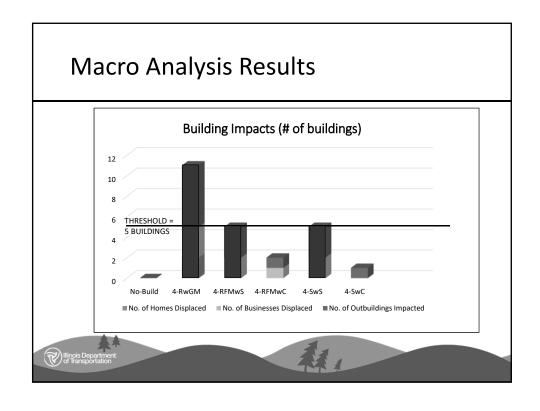
	Build Alternatives							
	6-Lane Suburban Section	4-La	ne Rural Sect	ions		uburban ions		uburban ions
Need	6-SwC	4-RwGM	4-RFMwS	4-RFMwC	4-SwS	4-SwC	3-SwS	3-SwC
Improve Safety								
Improve Capacity	AM EB-LOS B AM WB-LOS A PM EB-LOS A PM WB-LOS B	AM EB-LOS D AM WB-LOS A PM EB-LOS B PM WB-LOS B	AM EB-LOS D AM WB-LOS A PM EB-LOS B PM WB-LOS B	AM EB-LOS D AM WB-LOS A PM EB-LOS B PM WB-LOS B	AM EB-LOS D AM WB-LOS A PM EB-LOS B PM WB-LOS B	AM EB-LOS D AM WB-LOS A PM EB-LOS B PM WB-LOS B	AM EB-LOS F AM WB-LOS F PM EB-LOS E PM WB-LOS E	AM EB-LOS F AM WB-LOS F PM EB-LOS E PM WB-LOS E
Provide Roadway Continuity	*	\Rightarrow	\Rightarrow	\Rightarrow		\Longrightarrow	*	*
Provide Pedestrian/ Equestrian/ Bicycle Connectivity				\Rightarrow			\approx	

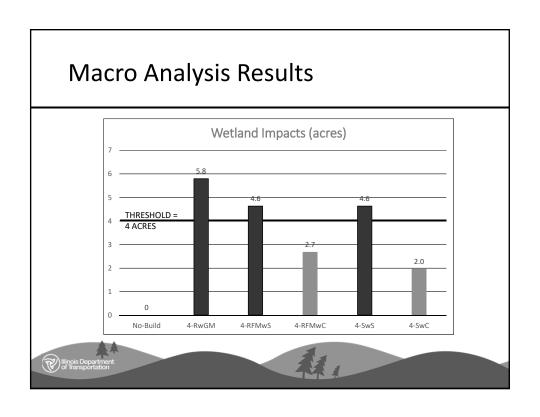
Macro Analysis

Right-of-Way (ROW)	ROW Acquisition (acres)
Forest Preserve	Acres Affected
	Homes (number displaced)
Buildings	Businesses (number displaced)
	Outbuildings (number impacted)
Wetlands	Impacts (acres)

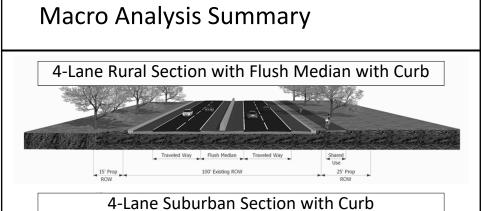


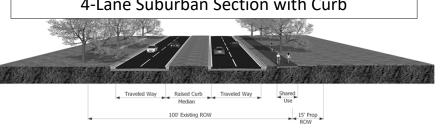






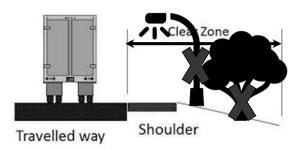
			Build Alternatives				
Criterion	Measure	No-Build	4- RwGM	4- RFMwS	4- RFMwC	4-SwS	4-SwC
ROW	Acquisition (acres)	0	71.7	53.7	25.1	53.7	14.6
Forest Preserve	Affected (acres)	0	19.9	15.3	7.6	15.3	4.6
Properties	No. of Homes Displaced	0	2	0	0	0	0
	No. of Businesses Displaced	0	3	2	1	2	0
	No. of Outbuildings Impacted	0	6	3	1	3	1
	Total No. of Properties	0	11	5	2	5	1
Wetlands	Impacts (acres)	0	5.8	4.6	2.7	4.6	2.0





Roadside Safety Definitions

- Clear zone
 - Distance beyond the edge of the traveled way that should be clear of any hazards or fixed objects



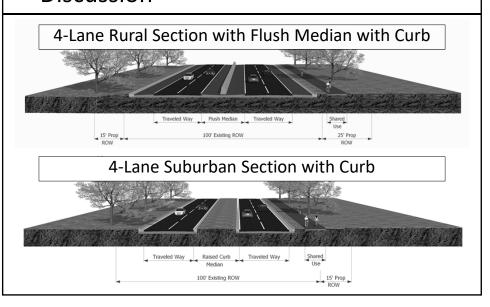
Roadside Safety Definitions

- Guardrail and concrete barriers are fixed objects and therefore, <u>hazards</u>
 - Require protection





Alternatives to be Carried Forward Discussion



Next Steps

- Environmental Analysis
- Refining geometry to Avoid/Minimize Impacts
 - Alternative Intersections
 - Medians
- Public Meeting #2 Spring 2019
 - Present the Alternatives to be Carried Forward



PUBLIC & AGENCY COORDINATION TIMELINE Project Schedule & Public Involvement PUBLIC & AGENCY COORDINATION TIMELINE Public Involvement PUBLIC & Public Involvement Preferred Alternative Public Meeting (3) CAG Meeting (8) Public Hearing (1) Agency Coordination Meeting (4)

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

