

# ILLINOIS ROUTE 62 PHASE I STUDY

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



## Public Meeting #2

June 25, 2019

4:00 p.m. to 7:00 p.m.

Barrington Park District  
235 Lions Drive  
Barrington, IL

# WELCOME

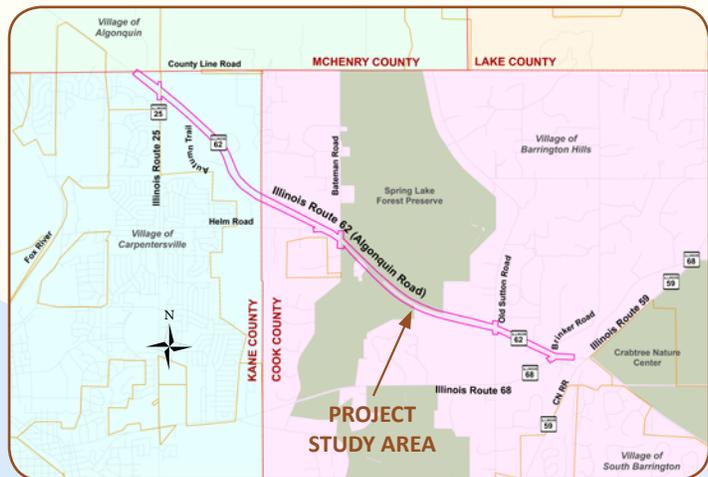
The Illinois Department of Transportation (IDOT) welcomes you to the second Public Meeting for the Illinois Route 62 (IL 62) Phase I Study. The public meeting is an open house format. We invite you to watch the presentation across the hall, examine the exhibits on display, and take the opportunity to talk with the project team in attendance.

Once you have seen the presentation and reviewed the materials, we encourage you to provide feedback on the project.

### PURPOSE OF THE MEETING

- Discuss the Purpose and Need
- Present the proposed improvement alternatives
- Obtain public input on the Alternatives to be Carried Forward

### PROJECT STUDY AREA



### PROJECT BACKGROUND

The Illinois Department of Transportation (IDOT) is currently engaged in a preliminary engineering and environmental study (Phase I) to improve Illinois Route 62 (Algonquin Road) from Illinois Route 25 to Illinois Route 68. The project is located in the Village of Barrington Hills in Cook and Kane Counties. The first Public Meeting was held November 9, 2017 to introduce the project and obtain public input on transportation issues within the study area, and to solicit volunteers for the Community Advisory Group (CAG). There have been four CAG meetings since the first Public Meeting.

# PROJECT UPDATES

## CRASH DATA

Since the last public meeting, new crash data has been released for 2016. As additional data has been collected and the project has moved forward, the project limits and the data being used has been refined. Looking at the crash data from 2010-2016 within the refined project limits, there are a total of 620 crashes. The new crash data follows the same trend from the previous data set, where rear end crashes remain the dominant crash type (45%) which is indicative of congestion. Of the 620 crashes, there were 136 injury crashes reported.

## TRAFFIC DATA - 2050 PROJECTIONS

Future traffic volumes are used to ensure any improvements being proposed would address the future traffic needs along the corridor. Chicago Metropolitan Agency for Planning (CMAP) provides traffic projections based on a regional travel model that incorporates existing traffic counts and projected development and population trends. CMAP recently released their ON TO 2050 model to project traffic volumes to the year 2050. These new traffic volumes will be used to analyze potential improvements along IL 62.

## TRAFFIC SIGNALS

Based on comments from the first public meeting and from the Community Advisory Group (CAG), traffic signals were considered and evaluated for both Bateman Road and Old Sutton Road. Installation of traffic signals must be justified based on an engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location. In order for a traffic signal to be installed, at least one of the nine warrants described in the Federal Highway Administration's (FHWA) MUTCD must be met. Roadways that are designated as Strategic Regional Arterials (SRAs), such as IL 62, have further restrictions. In the case of these two intersections, using 2050 traffic projections, no warrants were met and therefore no traffic signals are proposed at Bateman Road or Old Sutton Road.

**Signal Warrant:** A warrant is a condition that an intersection must meet to justify a signal installation. Manual on Uniform Traffic Control Devices (MUTCD) specifies nine different warrants.

## MULTI-USE UNDERPASS

An underpass for bicycles, pedestrians, and equestrians is also under review. The location of the potential underpass will be determined as the project moves forward.

## PROBLEM STATEMENT

A problem statement was developed based on input from the CAG and comments from the first public meeting. The problem statement was created to act as a focus for the project to move forward and develop the Purpose & Need.

## PURPOSE & NEED

The Purpose and Need establishes the basis for the development and evaluation of reasonable alternatives, and ultimately the selection of a preferred alternative. For the IL 62 Phase I Study, the Purpose and Need was developed using stakeholder input and was presented to the CAG for their review and comment. The Purpose and Need statement was presented at the June 21, 2018 Environmental Agency Coordination Meeting and received resource agency concurrence.

**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:

**The purpose of the 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.**

# ALTERNATIVES DEVELOPMENT & EVALUATION

As part of the Environmental Assessment (EA) process, a reasonable range of alternatives must be considered and evaluated. Alternatives were developed based on a review of the Purpose and Need and input from the CAG, public, and Project Study Group (PSG).

## PROCESS FOR THE ALTERNATIVES ANALYSIS:

- Provide a transportation solution that balances the needs along IL 62 while minimizing impacts to the adjacent human & natural environment
- Meet the Purpose and Need of the project
- Three levels of evaluation

**LEVEL 1:**  
Purpose & Need

**LEVEL 2:**  
Macro Analysis

**LEVEL 3:**  
Environmental Assessment

## ALTERNATIVES TO BE CARRIED FORWARD

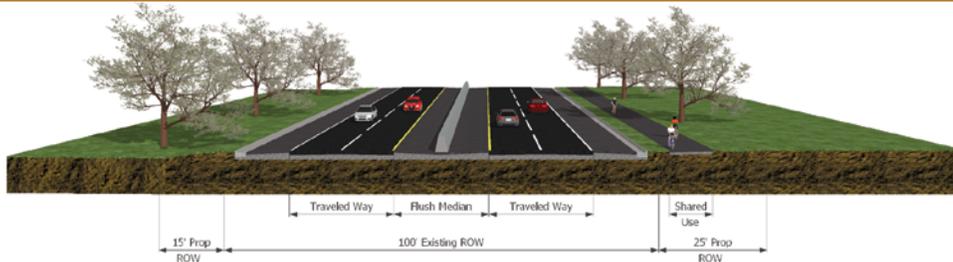
After evaluating the range of alternatives through Levels 1 and 2, the Alternatives to be Carried Forward were selected. These alternatives meet the Purpose and Need of the study with the least impact to right-of-way, buildings, forest preserve, and wetlands. The Alternatives to be Carried Forward are the No-Build, a 4-Lane Rural Section with Flush Median with Curb, and a 4-Lane Suburban Section with Curb. Both have a separated shared-use path that can be used for pedestrians and bicyclists. There is the possibility that design elements from alternatives that have been eliminated could be reintroduced in the interest of meeting the Purpose and Need and providing an improvement that will improve safety and capacity. These alternatives were presented to the CAG for their review and at the February 2019 Environmental Agency Coordination meeting for agency concurrence.

### No-Build:

Assumes IL 62 would only have routine maintenance, but would have no geometric, safety, or capacity improvements. The No-Build continues through the screening and evaluation process as a basis of comparison for the Build Alternatives in terms of impacts and benefits.

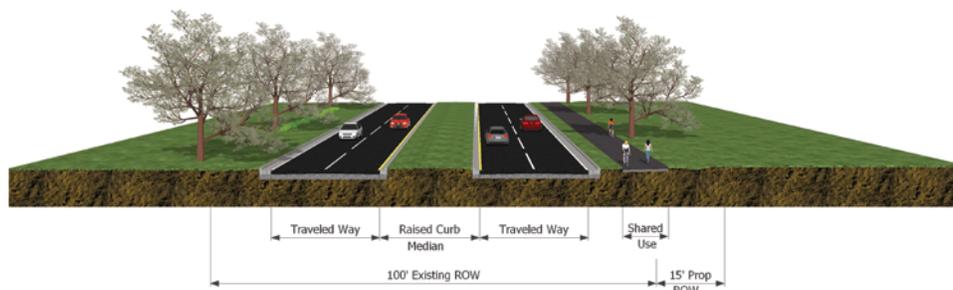
### 4-Lane Rural Section with Flush Median & Curb:

IL 62 is widened to two lanes in each direction, separated by a flush concrete median, with a concrete barrier. This alternative has inside and outside shoulders and closed drainage with curb.



### 4-Lane Suburban Section with Curb:

IL 62 is widened to two lanes in each direction, separated by a raised grass median with curb and gutter on both sides with closed drainage. This alternative is the narrowest cross section.





\* Funding for Phase II and Phase III are not included in the Department's Fiscal Year 2020-2025 Proposed Highway Improvement Program.



- Public Meeting
- CAG Meeting
- Public Hearing
- Environmental Agency Coordination Meetings

## NEXT STEPS

The next steps in the Phase I Study are to record any comments received and incorporate them into the project study to use as part of the analysis of the Alternatives to be Carried Forward. The project team will continue to receive additional environmental data and reports for the project study area and analyze the environmental information to select a Preferred Alternative. The Preferred Alternative will look to select design elements that avoid or minimize impacts to environmentally sensitive areas. The Preferred Alternative is anticipated to be presented in 2020 at the Environmental Agency Coordination meeting for concurrence and to move forward with the EA process.

## COMMENTS OR QUESTIONS

Please visit the project website at [idot.illinois.gov/projects/IL62Study](http://idot.illinois.gov/projects/IL62Study) for materials shown at the CAGs and the first public meeting. Questions and comments may be submitted during this public meeting using the comment form provided, mailed to IDOT at the address indicated below, sent to the project email address [IL62Study@ClarkDietz.com](mailto:IL62Study@ClarkDietz.com), or sent through the project website. Comments received by July 25<sup>th</sup>, 2019 will become part of official public meeting record.

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