

ILLINOIS ROUTE 62 PHASE I STUDY

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



PUBLIC MEETING NEWSLETTER NO. 2

AUGUST 2019

Thank you!

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

Held on June 25, 2019, the meeting was attended by 53 individuals. A total of 21 comment forms, emails, or exhibit comments were received during the 30-day comment period following the meeting. There were 21 individuals that submitted comments. Some comment forms and emails contained comments that were on multiple topics. A summary of the comments is as follows:

- 67% of the commenters supported an improvement to Illinois Route 62
- 33% of the commenters supported at least one of the Alternatives to be Carried Forward; of those commenters:
 - ◊ 86% favored the 4-lane Suburban Section with Curb
 - ◊ 14% favored the 4-Lane Rural Section with Flush Median and Curb
- The focus of the comments includes:
 - ◊ Traffic signals, alternative intersection designs, and access concerns
 - ◊ Shared use path and underpass design
 - ◊ Wetlands and preserving natural resources

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

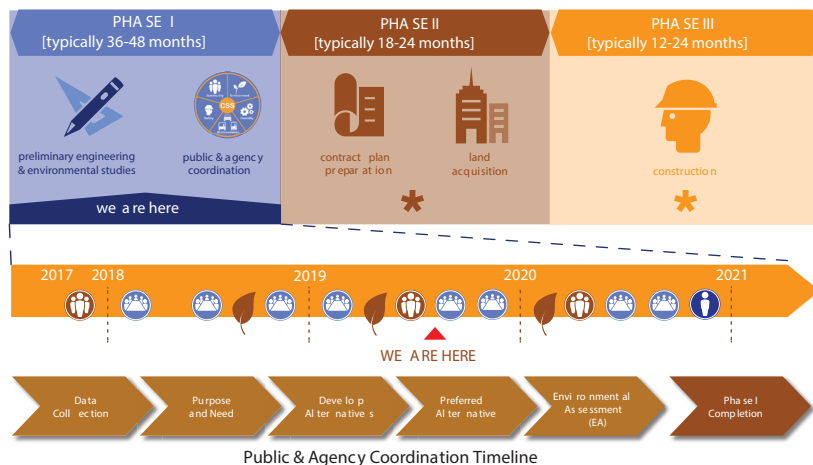
PROJECT UPDATE

The IL 62 Phase I Study was initiated to address existing safety concerns and accommodate existing and projected year 2050 travel demands. The project has progressed according to schedule, having completed the following activities since the project start in 2017:

- Public Meeting #1, November 9, 2017
- Public Meeting #2, June 25, 2019
- Four Community Advisory Group (CAG) meetings
- Updated crash data to include 2016
- New traffic projections for the year 2050
- Defined the Purpose and Need of the project
- Developed and evaluated Reasonable Range of Alternatives to determine the Alternatives to be Carried Forward



SCHEDULE



* 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

Comments Received

Comments were accepted at the public meeting, as well as through email and standard mail through July 25, 2019. Those comments were reviewed and will be used as the project moves forward to select a Preferred Alternative. The responses for the comments are grouped by topic below.

MULTI-USE PATH & UNDERPASS

As part of the improvement, a multi-use path is being considered along IL 62. As the study moves forward, the location of the path and any potential crossings and connections will be evaluated against potential impacts to the resources in the area.

An underpass for bicycles, pedestrians, and equestrians is also still being evaluated. The location of the potential underpass will be determined as the project moves forward and the potential impacts to sensitive resources in the area. As part of the design, it will be evaluated as a potential wildlife underpass.

ACCESS CONTROL

As shown in the Alternatives to be Carried Forward, a median is anticipated as part of the improvement. Driveways and minor streets will not have left-turn access to or from IL 62 as it exists today. Where left turns are prohibited, median openings at regular intervals will be provided to allow vehicles to make a u-turn in order to access properties and roadways that have restricted access. Based on the comments and discussions with stakeholders, the design of the u-turn will account for trucks pulling horse trailers. The locations of these median openings have not been determined, but will be based on an evaluation of existing driveways and cross streets and meeting IDOT design standards.

ENVIRONMENT & COMMUNITY

As part of the NEPA process and the evaluation of the Alternatives to be Carried Forward, the project study team will be evaluating the effects of an improvement to the natural and human environment, and focusing on ways to avoid, minimize, or mitigate those impacts. The preservation of the natural beauty, Spring Lake Forest Preserve, and the associated wildlife and vistas, are valued and will be considered as the Preferred Alternative is determined. Consideration of wildlife and the potential impact on endangered species will be part of the NEPA process and will involve continued coordination with environmental agencies that have jurisdiction within the study area.

TRAFFIC SIGNALS

As discussed at the public meeting, traffic signals for Bateman Road and Old Sutton Road are not being considered at this time. Installation of traffic signals must be justified based on an engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of a location. In order for a traffic signal to be installed, at least one of the nine warrants described in the Federal Highway Administration (FHWA) MUTCD must be met. Roadways that are designated as Strategic Regional Arterials (SRAs), such as IL 62, have further restrictions. In lieu of traffic signals, alternative intersection designs are being reviewed in order to improve safety and capacity at both of those intersections.

ALTERNATIVE INTERSECTION DESIGNS

There are other geometric changes and alternative intersection designs that can be considered when a traffic signal is not warranted. As part of the analysis of the Alternatives to be Carried Forward, the project team will be evaluating other ways to improve safety and capacity at intersections along IL 62. One intersection design being considered is called a Restricted-Crossing U-Turn (R-CUT), also referred to as a J-turn intersection. This design would allow vehicles to turn left from IL 62 to a minor street, but would restrict vehicles from turning left on to IL 62. Instead, vehicles would turn right and then make a U-turn at a specified median opening in order to make the left-turn movement. There are many documented benefits to this design, including 54% reduction in injury and fatal crashes¹ and a reduction in conflict points from 32 to 18. These type of intersection designs are common in other areas of the country.

SPEED LIMIT

Speed limits are a matter of state law and have been established by the Illinois Vehicle Code and the Department's Policy on Establishing and Posting Speed Limits on the State Highway System. No decision has been made at this time regarding the speed limit of IL 62 within the study limit. This will be considered as part of the alternative's analysis and the selection of the Preferred Alternative.

¹Edara et al., "Evaluation of J-turn Intersection Design Performance in Missouri," December 2013

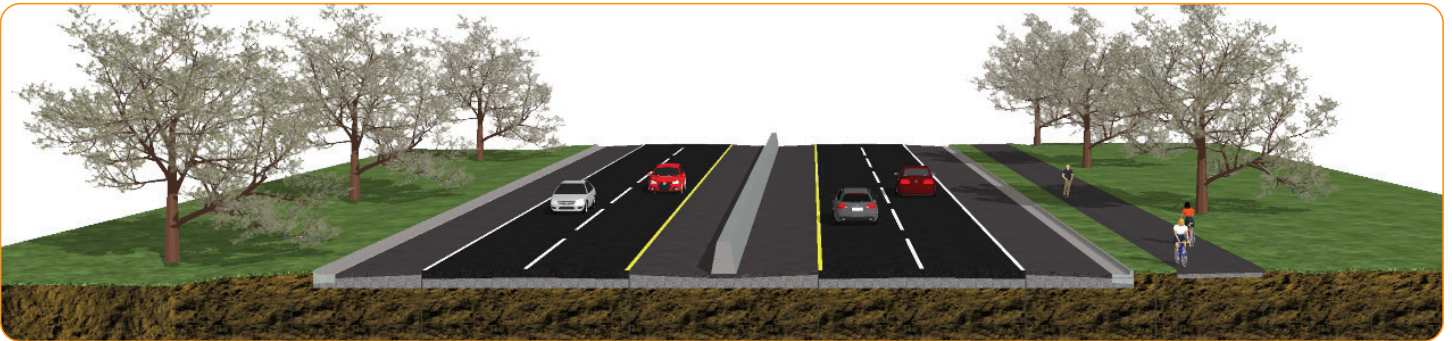
CONTEXT SENSITIVE SOLUTIONS (CSS)

This project will be in accordance with IDOT's CSS process. CSS is an interdisciplinary approach that seeks effective, multi-modal transportation solutions by working with stakeholders to develop, build, and maintain cost-effective transportation facilities that fit into and reflect the project's surroundings – it's "context." The CSS process is built on providing stakeholders with tools and information they require to effectively participate in the study process and providing multiple opportunities for stakeholder input. Using the CSS process provides all project stakeholders a mechanism to share comments or concerns about transportation objectives and project improvements, as well as improve the ability of the project team to understand and address concerns.

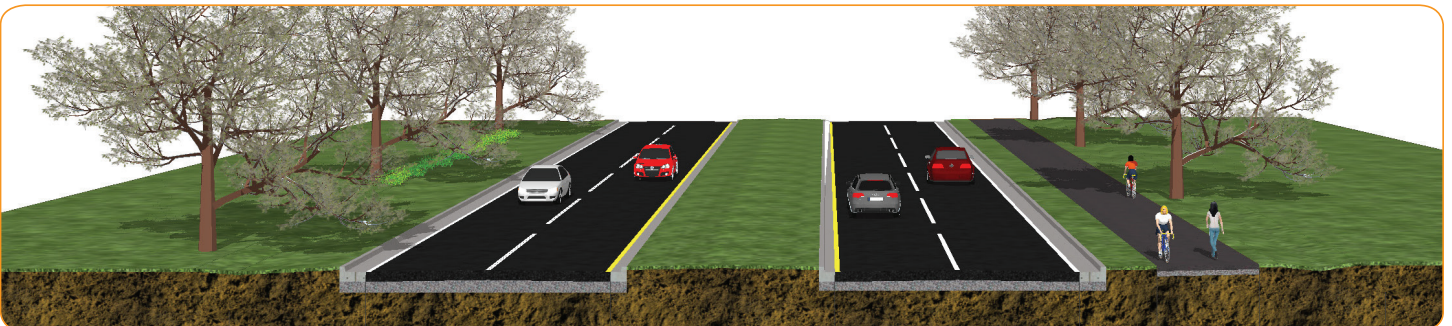
ALTERNATIVES TO BE CARRIED FORWARD

As part of the Environmental Assessment (EA) process, a reasonable range of alternatives was developed and will be narrowed down as part of a three-step process. The first two levels of analysis have been completed and the Alternatives to be Carried Forward have been determined. These two alternatives and the No-Build Alternative will be carried through and evaluated at a deeper level to determine the Single Preferred Alternative.

4-LANE RURAL SECTION W/ FLUSH MEDIAN WITH CURB:



4-LANE SUBURBAN SECTION W/ CURB:



COMMUNITY ADVISORY GROUP (CAG)

As part the CSS process, a CAG was formed after the first public meeting. The CAG is comprised of community group leaders, elected officials, homeowners, and other interested stakeholders. Meetings of the CAG are held at key milestones to provide input and ensure that the community interests are incorporated into the alternatives that are being considered. There have been four CAG meetings to date.

The CAG will continue to meet as the project moves forward and a Preferred Alternative is selected.



NEXT STEPS

The next step in the evaluation is selecting the Preferred Alternative through the Environmental Analysis. The third and final level of analysis will look at the impacts of the Alternatives to be Carried Forward to environmental, community and economic, agricultural, and cultural resources. The alternative with the highest impacts will be eliminated from consideration and the Preferred Alternative will be presented to the public for comment.

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.

IDOT District 1 Bureau of Programming

201 West Center Court
Schaumburg, IL 60196-1096
Attn: Lori Brown
Telephone: (847) 705-4477

