



AND COUNTY LINE ROAD **INTERSECTION IMPROVEMENTS**

Community Advisory Group Meeting #1
July 14, 2021

Meeting Agenda

Introductions

Study Process

Project Overview

Issues and Concerns

Countermeasures

Next Steps

Welcome and Introductions



Project Team



KIMBERLY MURPHY

Consultant Studies Unit Head

LORI BROWN

Project Manager

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Project Engineer

Kimley»»Horn

SAGAR SONAR

Project Manager

JEFF STANKO

Project Engineer

CAG Introductions

PLEASE INTRODUCE YOURSELF

State your name, affiliation,
and interest in the project.

Study Process



Project Development Process

PHASE I

PHASE II

PHASE III

18-24 months

18-24 months

18-24 months

Preliminary
Engineering &
Environmental Studies

Contract Plan
Preparation
& Land Acquisition

Project
Construction

WE ARE
HERE

Currently not funded

Currently not funded

NOTE: This project is not currently included in the Department's FY 2022-2027 Proposed Highway Improvement Program. However, it is anticipated that the project will become eligible for Highway Safety Improvement Program (HSIP) funding after the Phase I is completed.

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HSIP Funding

Illinois' HSIP is a core federal program intended to produce a measurable and significant reduction in fatalities and serious injuries

Goal is to reduce the number of deaths and serious injuries due to crashes in the state of Illinois

Emphasis on performance

Phase I Process

Data
Collection

Evaluate
Alternatives



FHWA/BDE
Meeting



Public
Meeting 1



Public
Meeting 2

2021

2022



Agency
Meeting



CAG #1



CAG #2



CAG #3

WE ARE
HERE

Identify
Stakeholders

Preferred
Alternative

Anticipated
Phase I
Completion

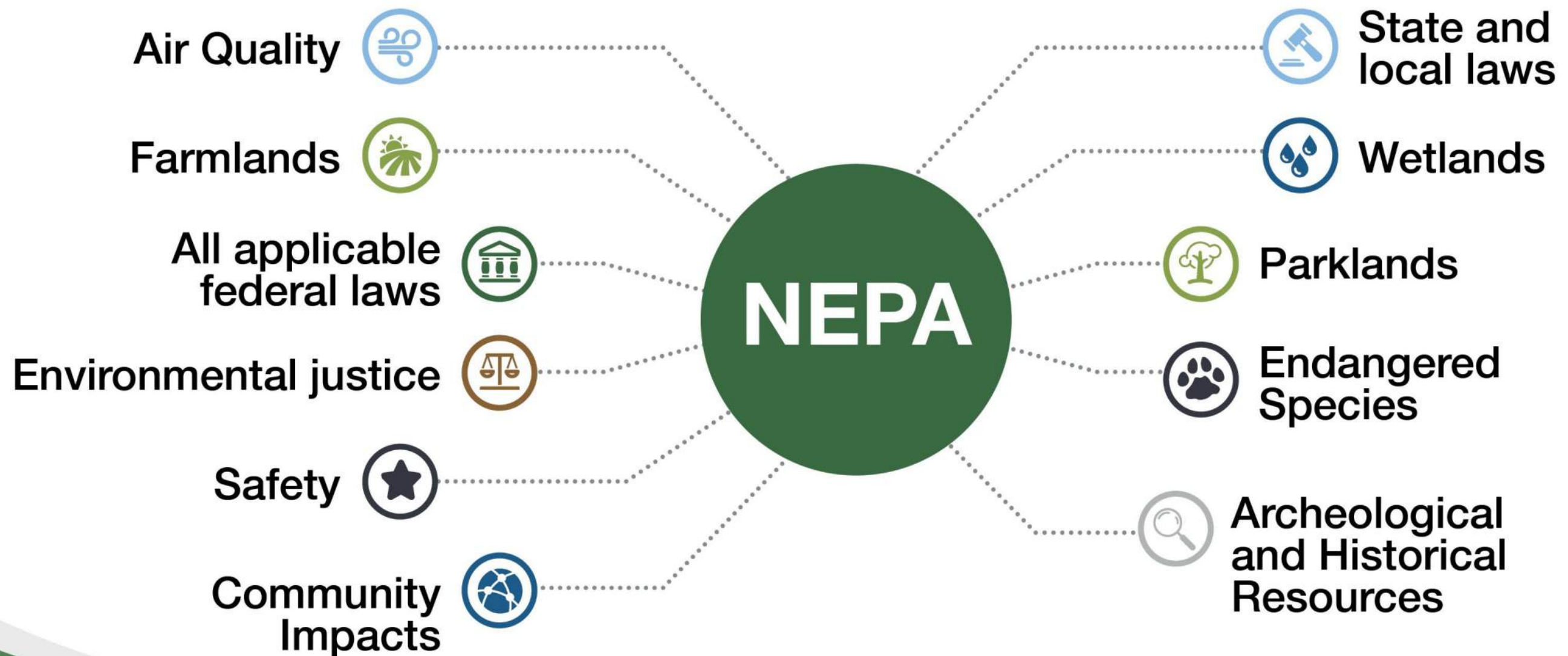
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National Environmental Policy Act (NEPA) of 1969

Federal law that outlines policies to protect the environment

Must consider the effects on the quality of human environment

The US 52 study will adhere to NEPA

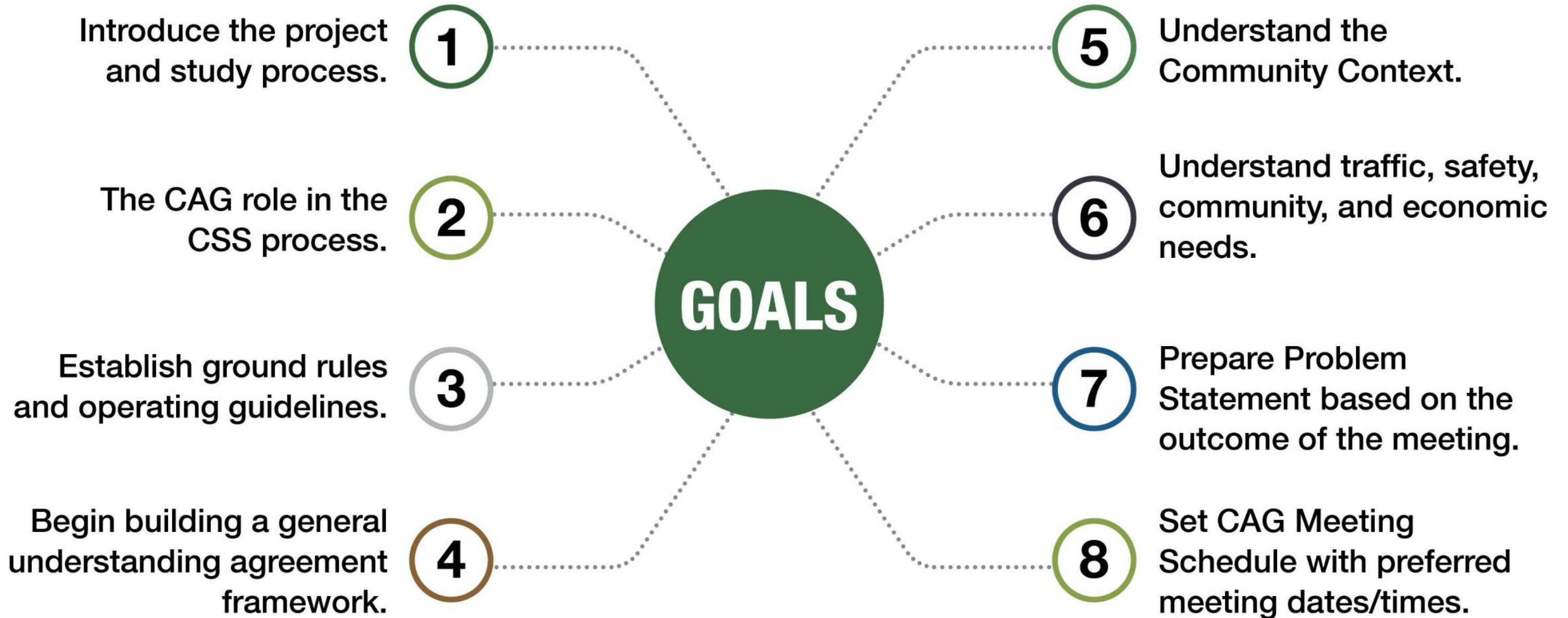


Context Sensitive Solutions (CSS)



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CAG Meeting Goals



CAG Ground Rules (1 of 2)

1

Stakeholder input is considered to yield the best solutions to problems.

2

Input from all participants is valued and considered.

3

All participants must keep an open mind and participate openly, honestly, and respectfully.

4

All participants should work collaboratively and cooperatively to seek a general understanding of agreement. Once a general understanding of agreement is reached on a topic, it will not be readdressed.

5

The project must progress at a reasonable pace, based on the project schedule.

CAG Ground Rules (2 of 2)

6

IDOT and Federal Highway Administration will serve as the lead agencies and make final project decisions.

7

Meetings will be documented, and meeting summaries will be made available to the public.

8

All participants in the process must treat each other with respect and dignity.

9

Participants should express their ideas, feelings, and concerns so that the group can consider them during the study.

10

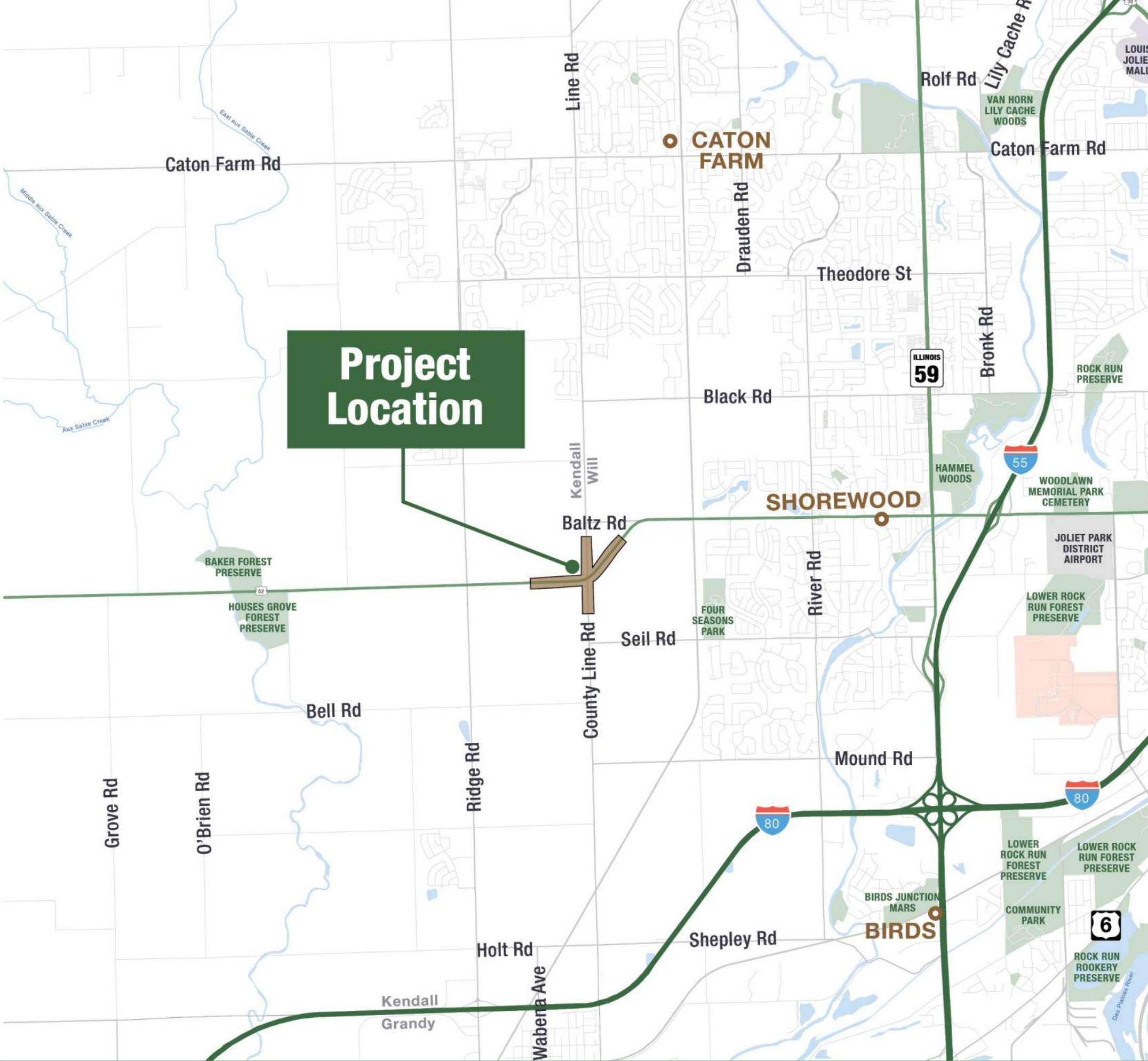
Participants should support the guidance provided by the CAG facilitator.

Project Overview



Study Location

The study is located at the intersection of US 52 and County Line Road in the Counties of Will and Kendall, IL.



Crash Analysis: 2014-2019

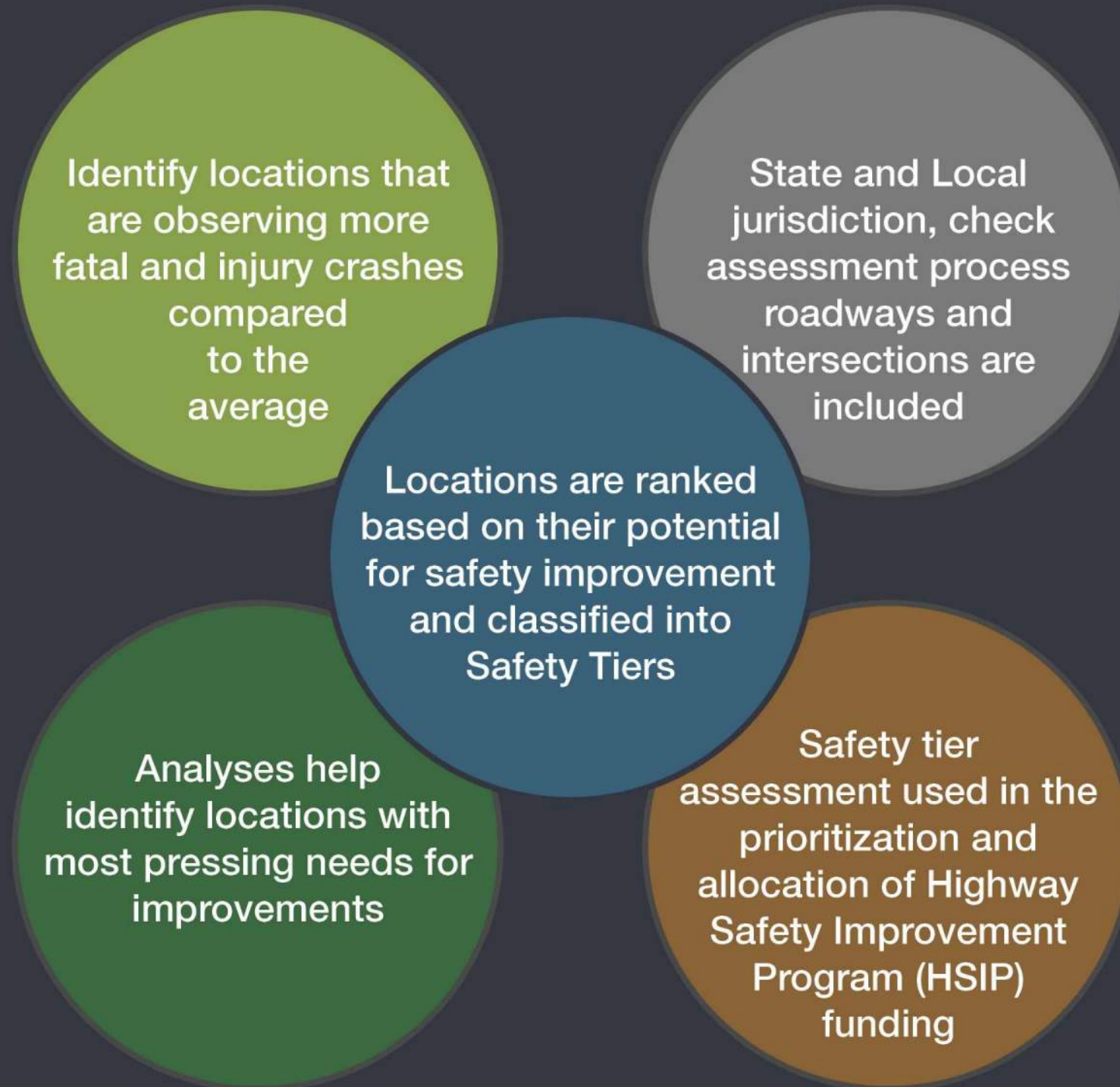
Year	Total Crashes	Fatal Crashes		Type A Crashes		Type B Crashes		Predominant Types		Ped	Pedal
		#	Fatalities	#	Injured	#	Injured	1	2		
2014	11	0	0	0	0	2	4	Angle (7)	FOBJ (2)	0	0
2015	10	0	0	1	2	2	5	Angle (8)	NA	0	0
2016	16	0	0	2	3	4	4	Angle (12)	Rear End (2)	0	0
2017	23	0	0	0	0	4	6	Angle (17)	Turning (4)	0	0
2018	26	0	0	1	2	5	9	Angle (17)	NA	0	0
2019	19	1	1	1	2	7	8	Angle (15)	Turning (2)	0	0
Total	105	1	1	5	9	24	36	Angle (76)	Turning (6)	0	0

2020 Safety Tier Assessment - Critical

Legend:
 Type K – Fatal Crash
 Type A – Incapacitating Injury Crash
 Type B – Non-Incapacitating Injury Crash



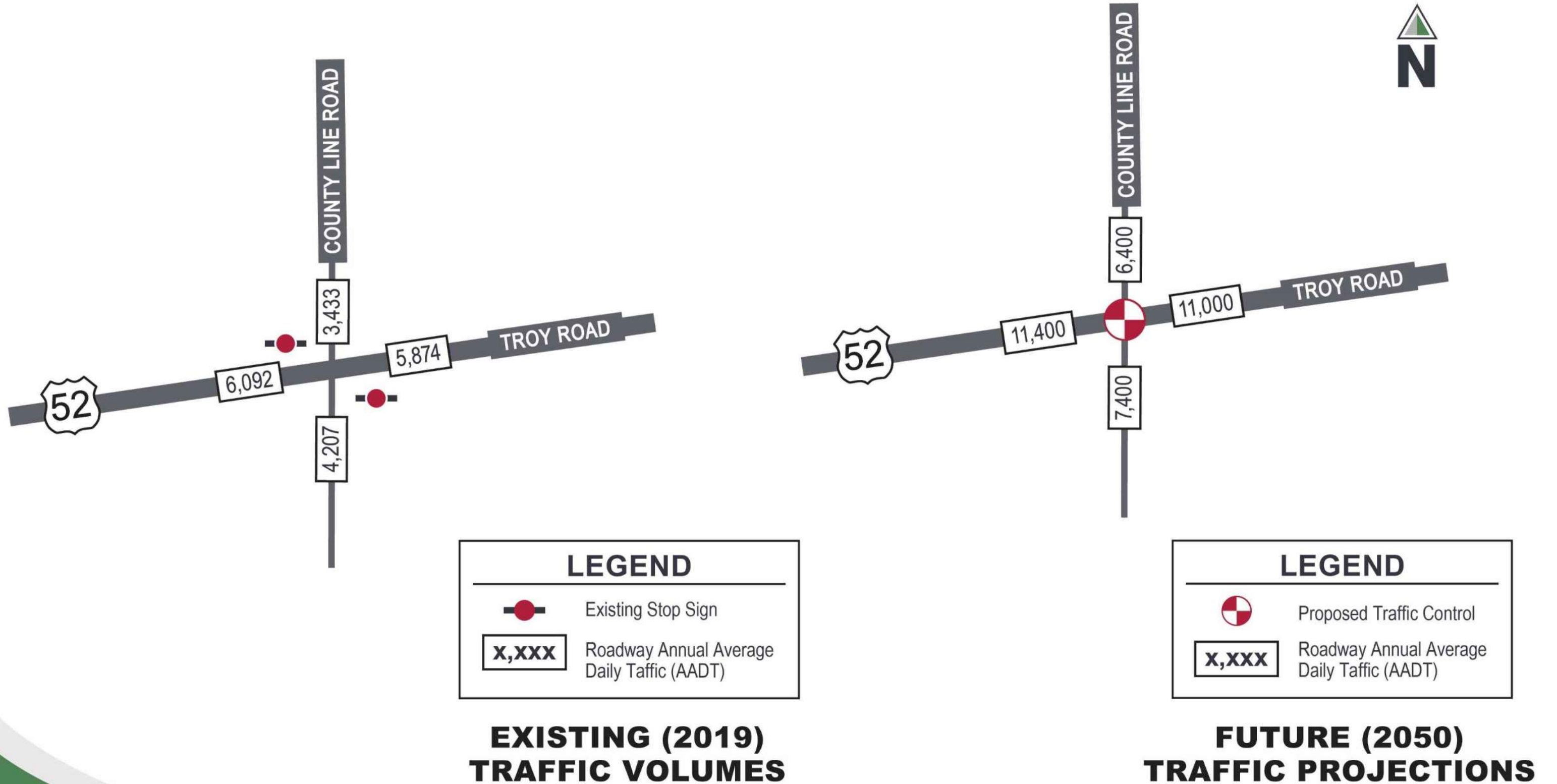
Safety Tier Assessment



SAFETY TIERS

- Critical
- High
- Medium
- Low
- Minimal

Traffic Volumes



Intersection Challenges

Vehicle Visibility

US 52 Alignment



Intersection Skew and Angle

County Line Road

PREFERRED ROUTE:

- Marked Route Number: US Route 52
- Functional Classification: Minor Arterial
- Existing Posted Speed: 55 mph
- Existing Geometry: Two 13-foot lanes, 2' paved shoulders

SECONDARY ROUTE:

- Street Name: County Line Road
- Functional Classification: Major Collector
- Existing Posted Speed: 45 mph
- Existing Geometry: Two 11-foot lanes, 1' paved shoulders

Facilitated Discussion



Identify Issues and Concerns

- What issues do you have?
- What safety concerns do you experience at the intersection?
- Are you able to see cars on US 52 when crossing the intersection?
- Do you experience delay going through the intersection?

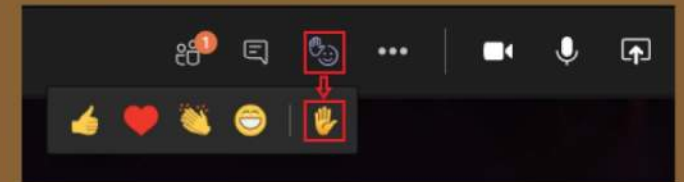
Identify Issues and Concerns



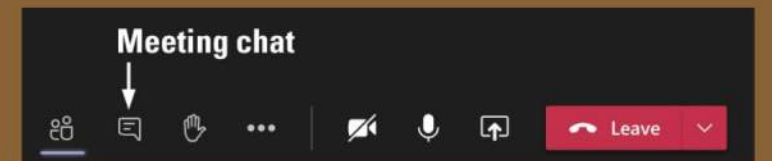
County Line Road



TO PROVIDE COMMENT
Raise Hand



Use Chat



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Problem Statement

Develop Problem Statement

The problems at the intersection to be solved by the project are...

Countermeasures Considered

CRASH TYPE	TYPICAL COUNTERMEASURES
Angle	<ul style="list-style-type: none">» Advance Signing» Change Traffic control» Improve Intersection Sight Distance» Modify Roadway Alignment



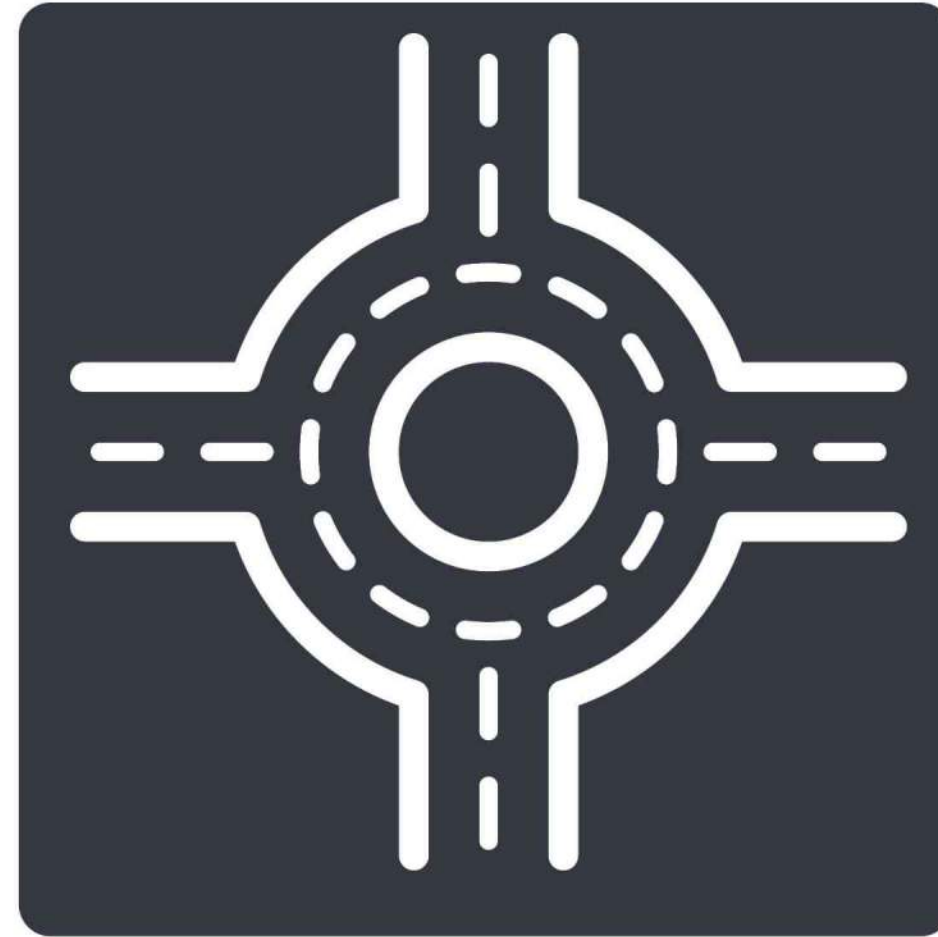
COUNTERMEASURES IMPLEMENTED

Amber flashing beacons placed on intersection ahead warning signs in November, 2018

Traffic Control Alternatives

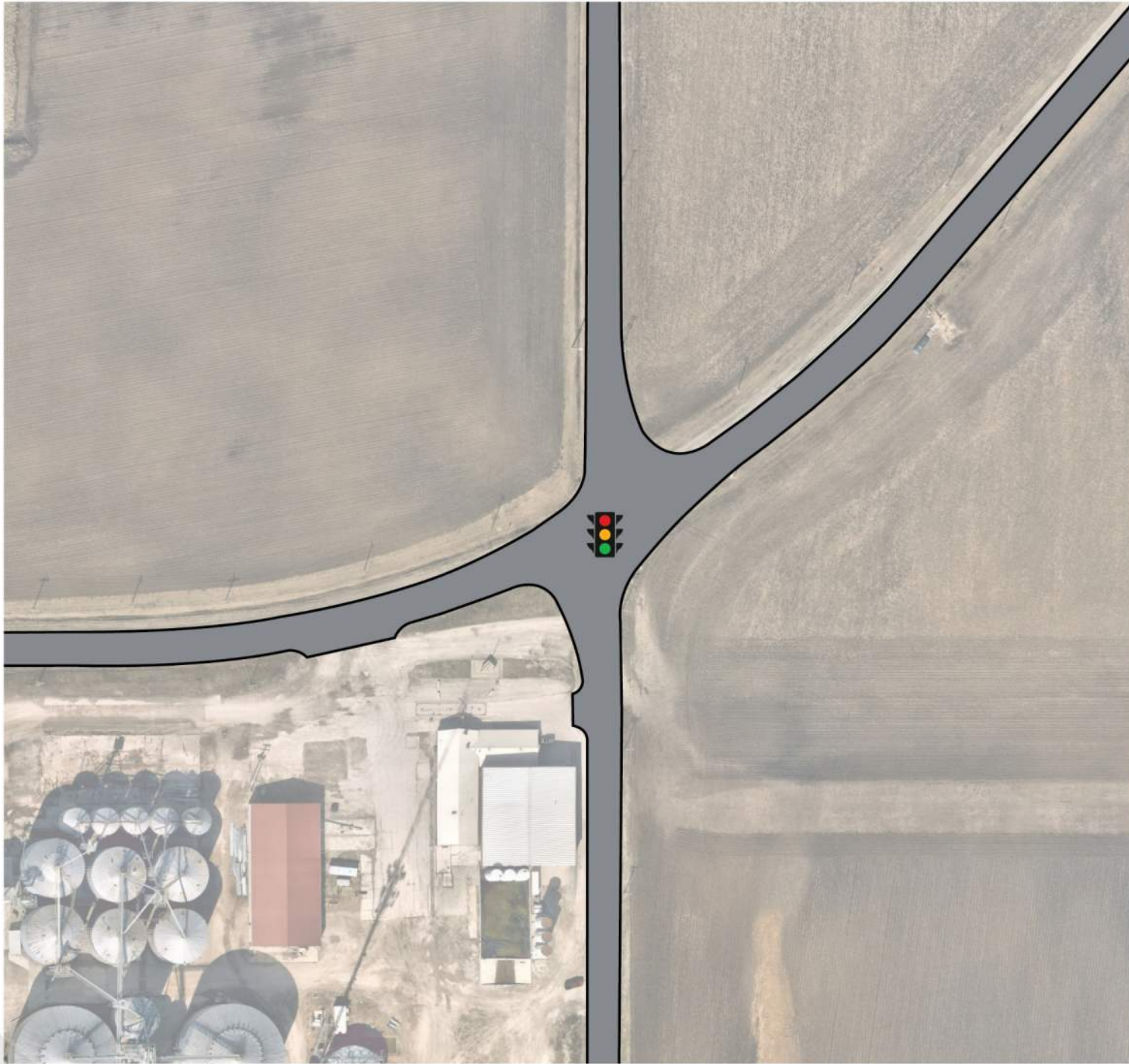


Traffic Signal

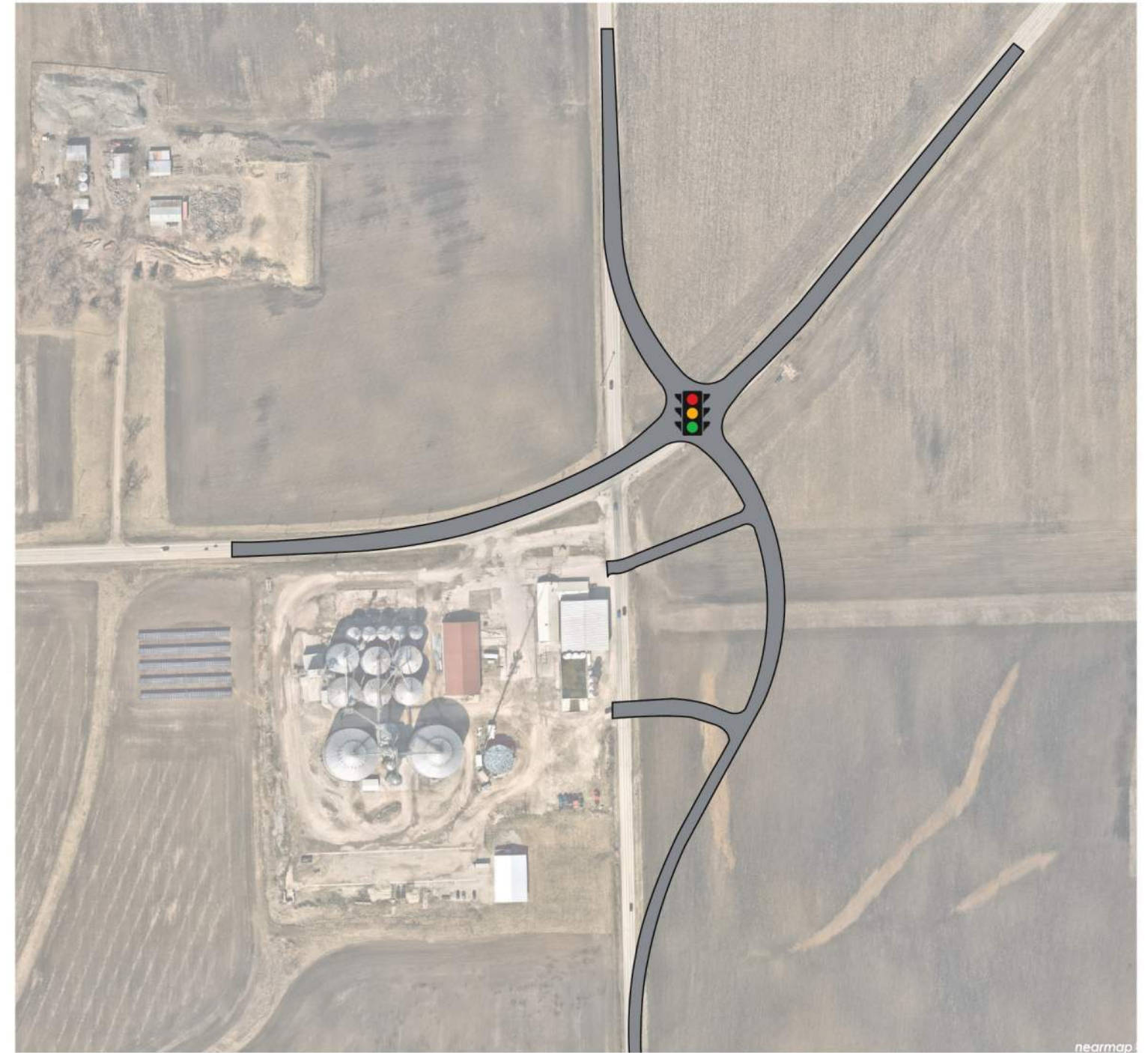


**Roundabout
Intersection**

Signalized Intersection Concepts



Concept 1



Concept 2

Roundabout Intersection Concepts



Concept 1



Concept 2

Roundabout Benefits

Roundabouts increase safety

- 75% fewer conflict points than four-way intersections
- 75% reduction in injury crashes
- Up to 90% reduction in fatalities
- 40% reduction in pedestrian crashes

Roundabouts increase intersection efficiency

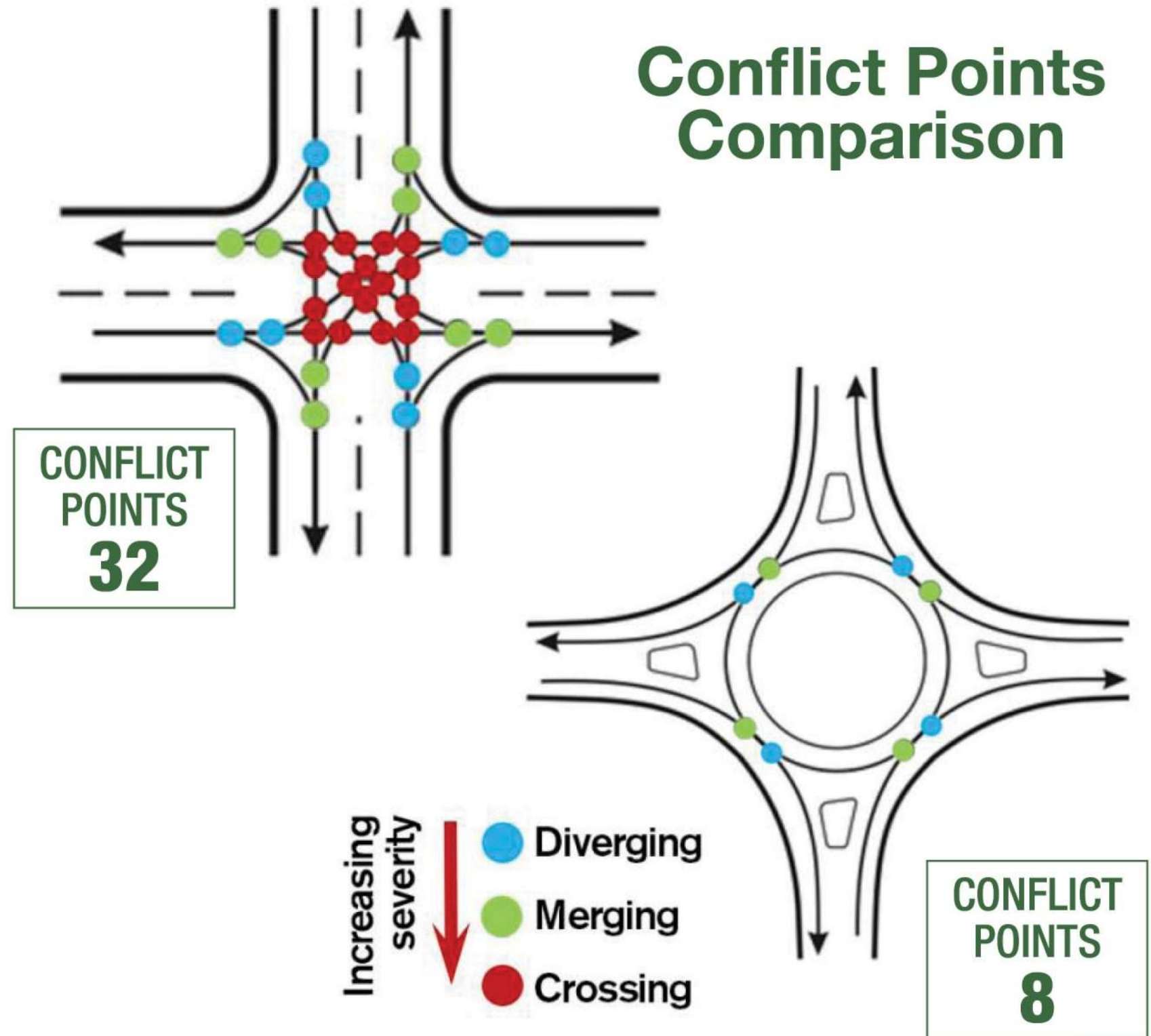
- 30-50% increase in traffic capacity

Roundabouts are community friendly

- Reduce pollution and fuel caused by congestion
- Lessen need for long turn storage lanes
- Calm traffic
- Aesthetic landscaping

Data source: U.S Department of Transportation
Federal Highway Administration

Conflict Points Comparison



Roundabout Crash Performance

Since Roundabout construction

- No Fatalities
- No Type A Injuries

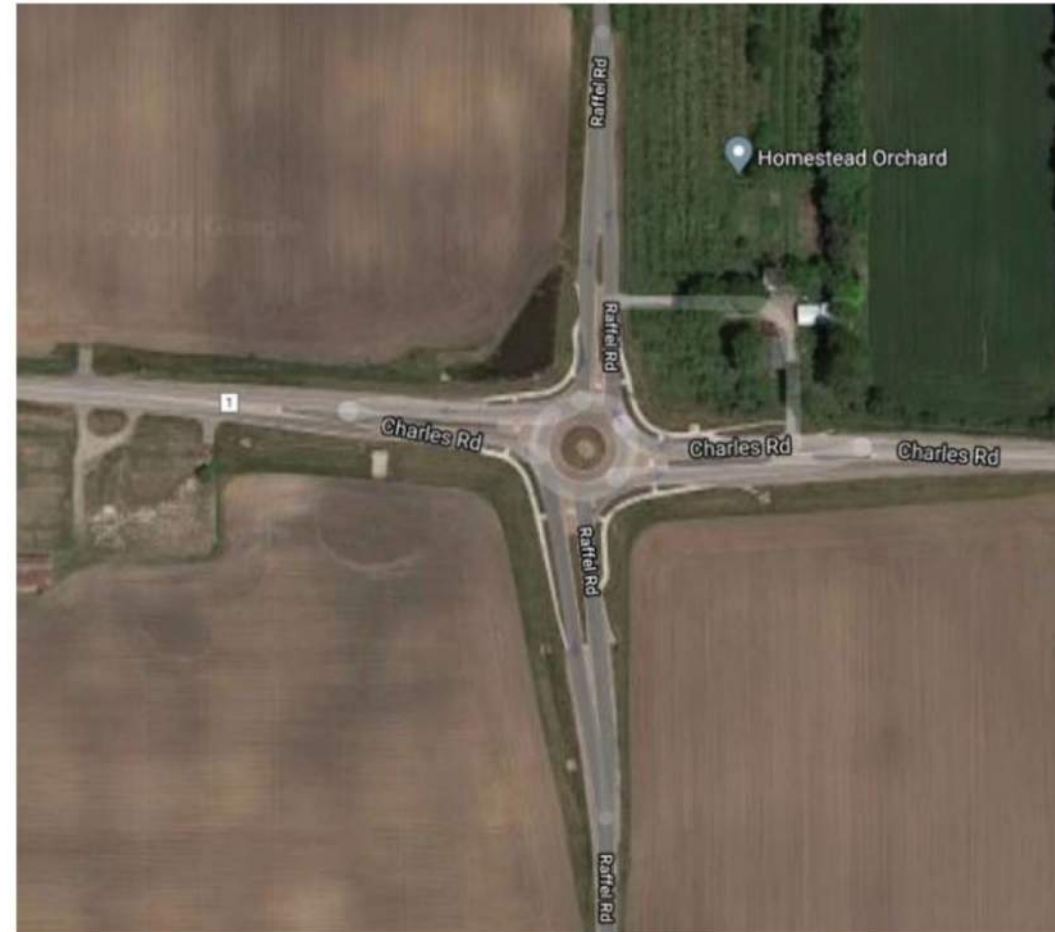


US 20 AND HARMONY ROAD
Year of construction: 2018-2019

Year	K	A	B	Total
2016	2	0	1	9
2017	0	1	2	8
2020	0	0	3	9

Since Roundabout construction

- No Fatalities
- No Type A or B Injuries



CHARLES ROAD AND RAFFEL ROAD
Year of construction: 2017

Year	K	A	B	Total
2015	0	0	1	3
2016	0	1	0	3
2018	0	0	0	3
2019	0	0	0	4

Next Steps



Next Steps

CAG Meeting 2
Late Summer 2021

Public Meeting 1
Fall 2021



QUESTIONS?