



AND COUNTY LINE ROAD **INTERSECTION IMPROVEMENTS**

Community Advisory Group Meeting #2
October 20, 2021

Meeting Agenda

Introductions

Study Process

CAG Meeting #1 Summary

Develop Problem Statement

Improvement Alternatives

Next Steps

Welcome and Introductions



Project Team



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Project Manager

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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.

52 AND COUNTY LINE ROAD
INTERSECTION IMPROVEMENTS

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**

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

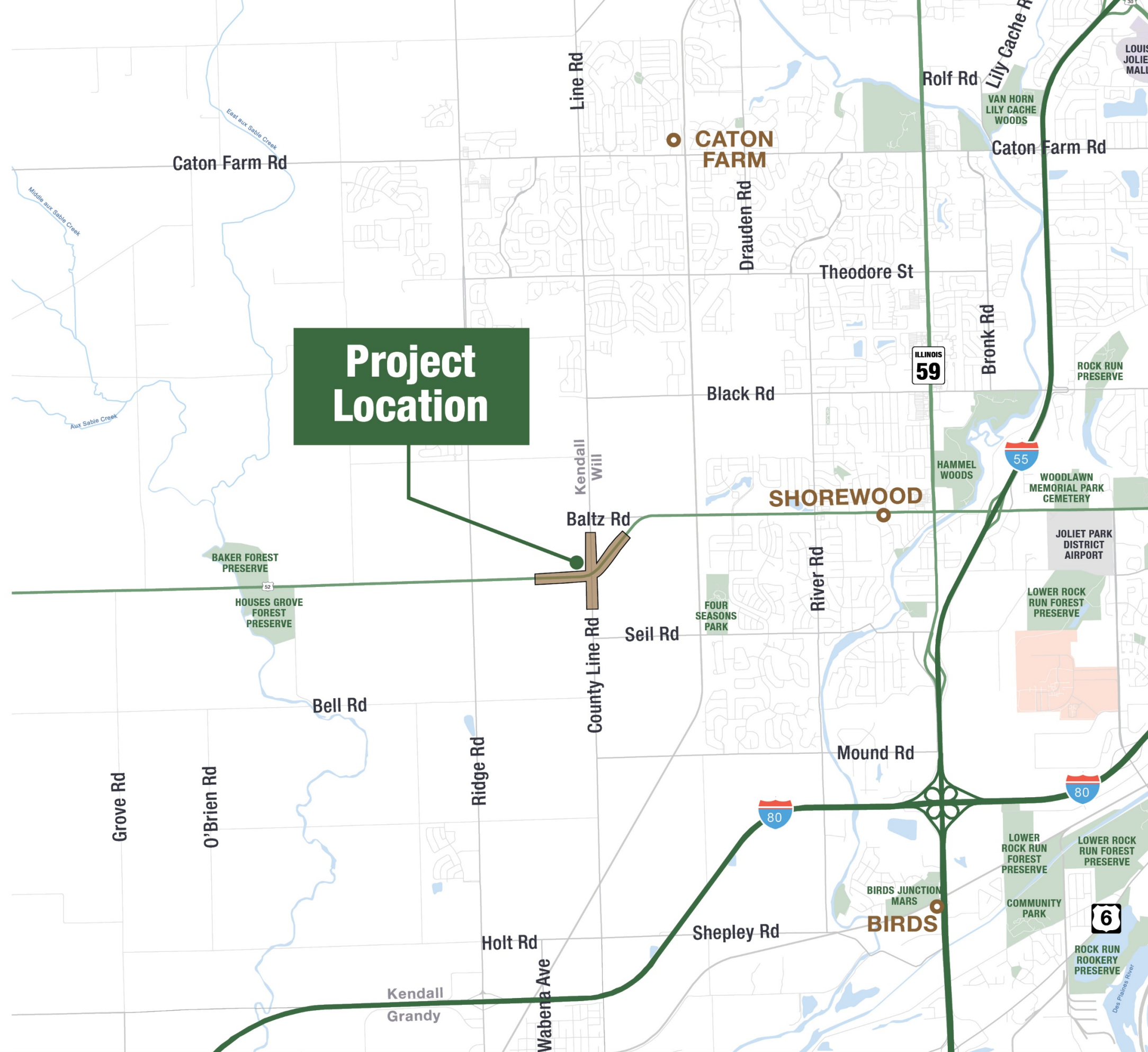
Participants should support the guidance provided by the CAG facilitator.

CAG Meeting #1 Summary



Study Location

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



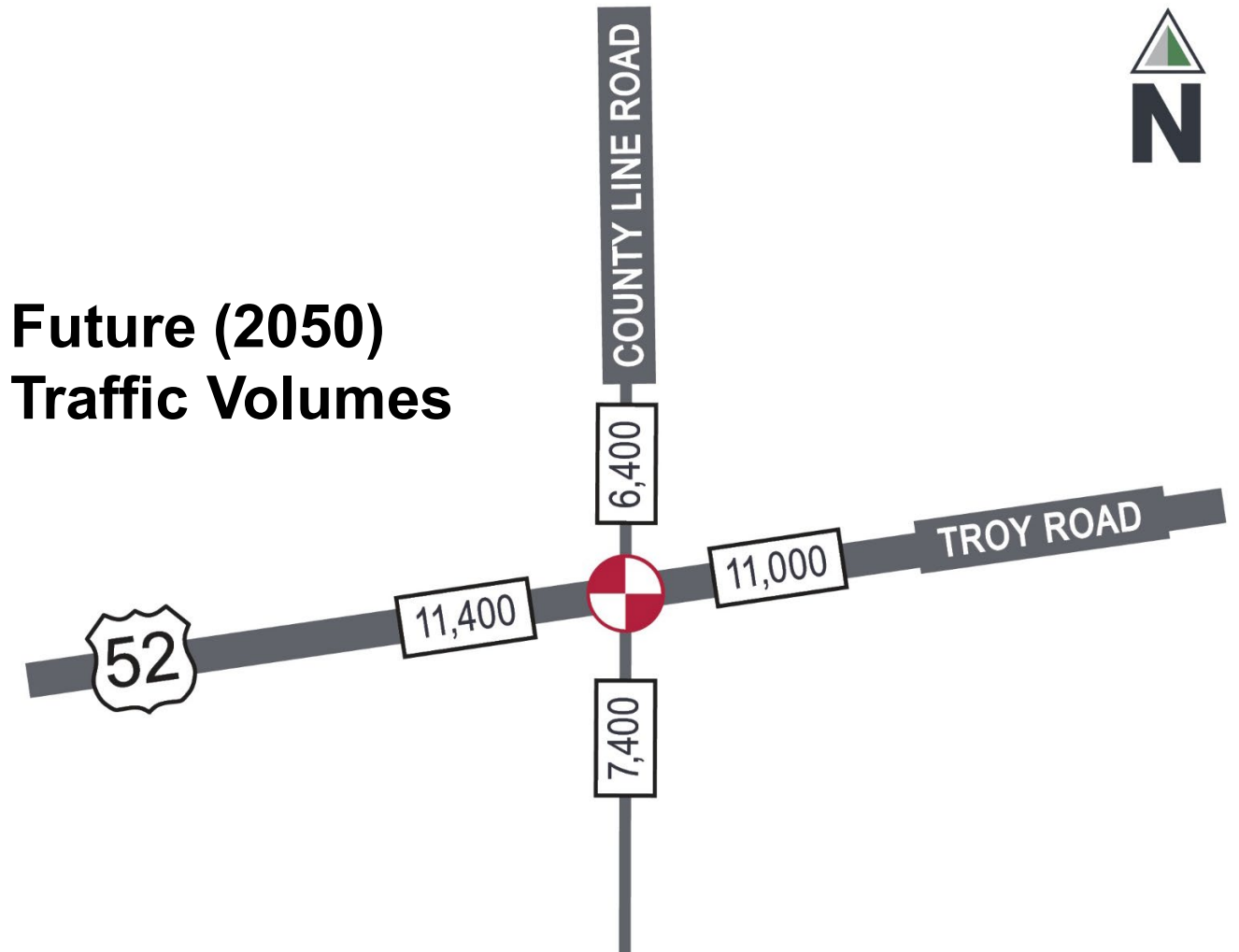
Project Overview



Reviewed Existing Conditions

- Crash History
- Traffic Volumes
- Safety Tier Assessment – Critical
- Intersection Challenges
 - US 52 Alignment
 - Vehicle Visibility
 - Intersection Skew and Angle

Future (2050) Traffic Volumes



Year	Total Crashes	Fatal Crashes		Type A Crashes		Type B Crashes		Predominant Types		Ped	Pedal
		#	Fatalities	#	Injured	#	Injured	1	2		
Total	105	1	1	5	9	24	36	Angle (76)	Turning (6)	0	0

(From 2014-2020 Safety Tier Assessment – Critical)

Legend:

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

Project Overview

Project Discussion

- Discussed Issues and Concerns
- Suggestions for Problem Statement
- Past Countermeasures
- Implemented by IDOT
- Potential Traffic Control Alternatives
 - Traffic Signal
 - Roundabout Intersection



Develop Problem Statement



Identified Issues and Concerns



County Line Road

TRAFFIC OPERATIONS

- » Future traffic growth
- » Address bypass concerns

PED/BIKE

- » Provide accommodations



ACCESS

- » Access for future developments

SAFETY

- » Sight line
- » Curve
- » Crop and snow pile visibility

Draft Problem Statement

Based on the interactive session during the first CAG meeting and analysis conducted by the project team since then, the Draft Problem Statement is:



The problems at the intersection to be solved by the project are related to safety concerns resulting from poor sight lines, curved roadways, and visibility issues. Any improvements should consider future traffic growth, access for future developments, and provide pedestrian/bicycle accommodations.

Improvement Alternatives



Engineering Glossary

Some of the technical terminology used by roadway engineers are defined here to aide in the following discussion

SUPERELEVATION



REVERSE CURVES



OPEN ROADWAY CONDITIONS



HIGH SPEED



SKEW ANGLE



Traffic Control Alternatives



Traffic Signal



**Roundabout
Intersection**

Signalized Intersection Concepts



Concept 1



Concept 2

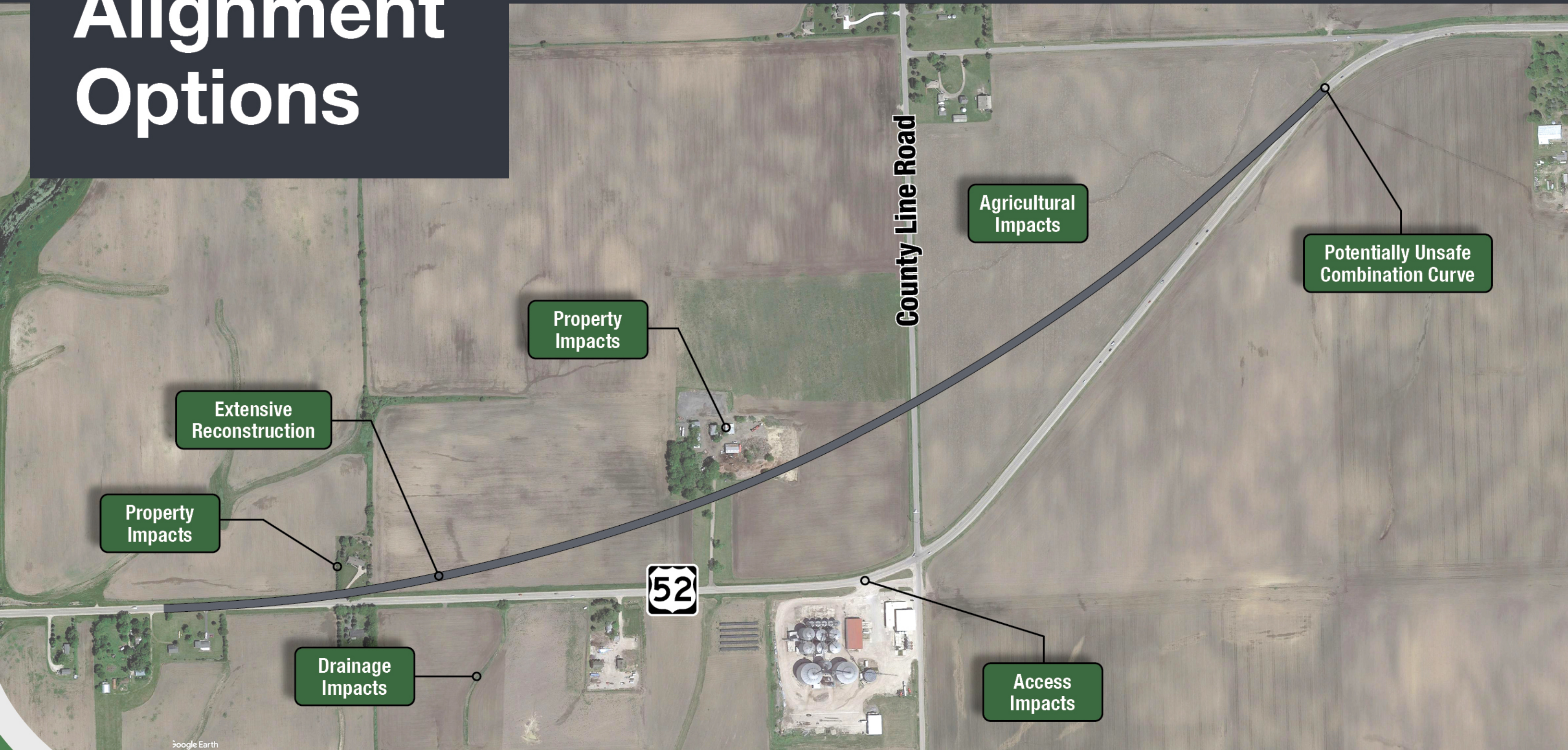
Profile



County Line Road

To view the video, please click [the hyperlink here!](#)

Alignment Options



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

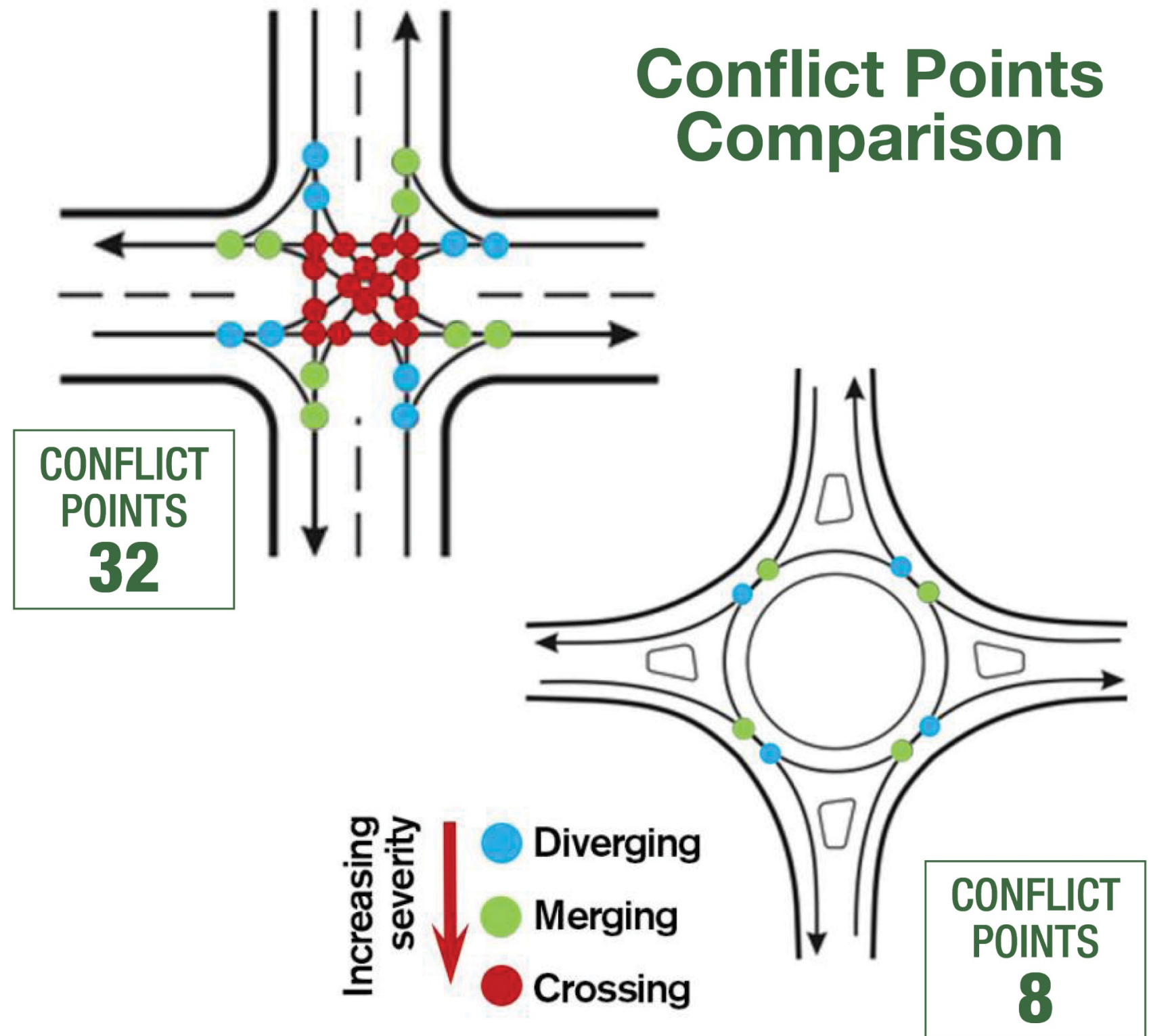
- 30-50% increase in traffic capacity

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



Crash Reduction by Severity

Crash Type	Existing Stop Control	Roundabout	Signal
Fatal Crashes	1	0	0
A-Injury Crashes	4	1	2
B-Injury Crashes	24	4	8
C-Injury Crashes	5	1	2
PDO Crashes	71	13	34
Total	105	19	46
Crash Reduction			
Total		82%	56%
Injury Crashes		82%	64%

- ✓ FHWA focus on speed reduction
- ✓ FHWA priority to reduce crash severity
- ✓ FHWA may not approve a Traffic Signal alternative

Navigating a Roundabout

To view the video, please click
[the hyperlink here!](#)

Next Steps



Next Steps

**Virtual Public
Outreach 1**
Winter 2021/22

CAG Meeting 3
Spring 2022



QUESTIONS?