



AND COUNTY LINE ROAD **INTERSECTION IMPROVEMENTS**

Community Advisory Group Meeting #3
October 26, 2022

Meeting Agenda

Introductions

Study Process

Public Involvement Summary

Alternatives Analysis

Preferred Improvements

Next Steps

Welcome and Introductions



55



Project Team



KIMBERLY MURPHY

Consultant Studies Unit Head

LORI BROWN

Project Manager

DAVID VARGAS

Project Engineer

Kimley»»Horn

SAGAR SONAR

Project Manager

JEFF STANKO

Project Engineer

MIKE LACY

Design 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 2023-2028 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

Context Sensitive Solutions (CSS)



52 AND COUNTY LINE ROAD
INTERSECTION IMPROVEMENTS

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

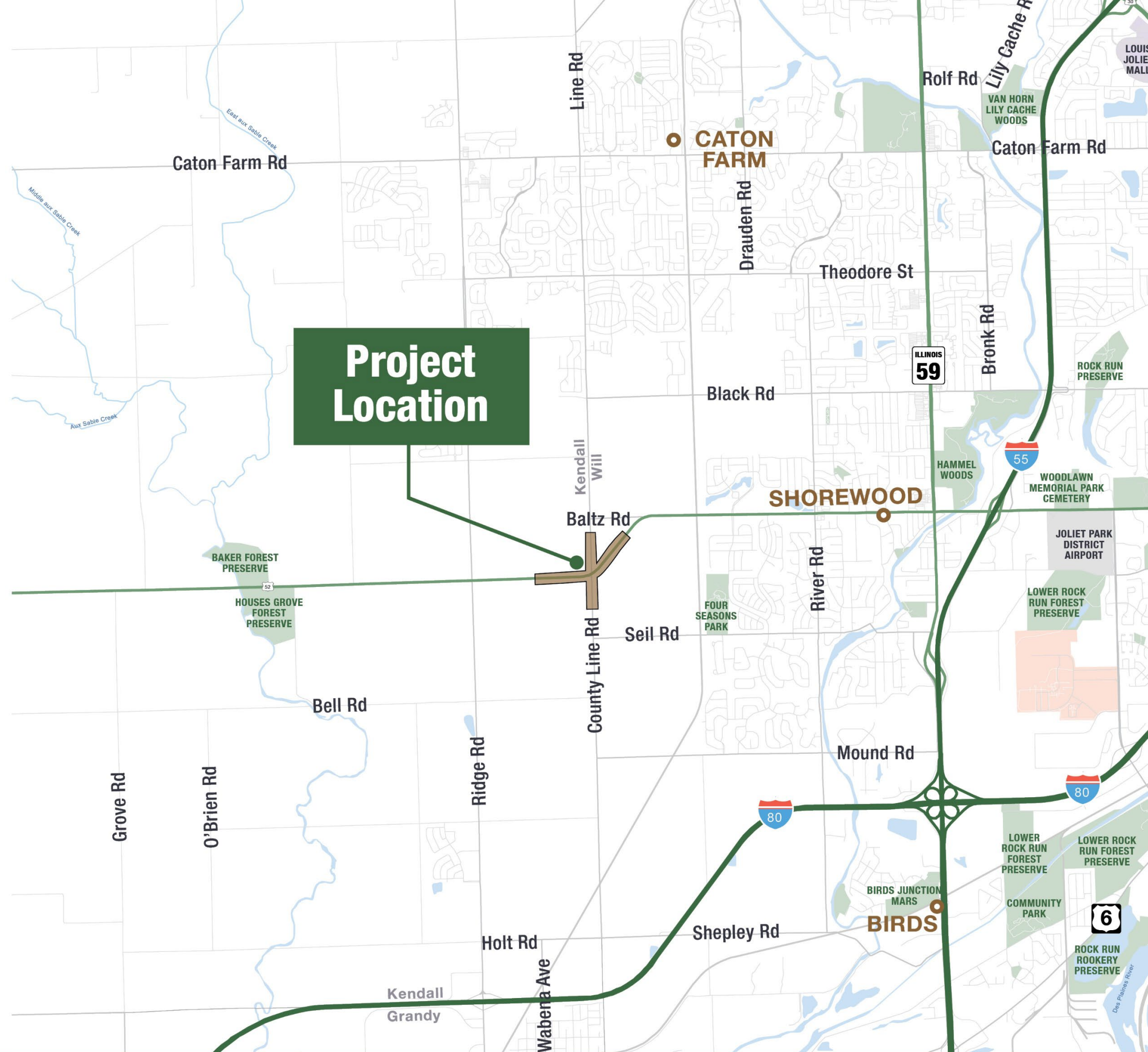
Participants should support the guidance provided by the CAG facilitator.

Existing Conditions

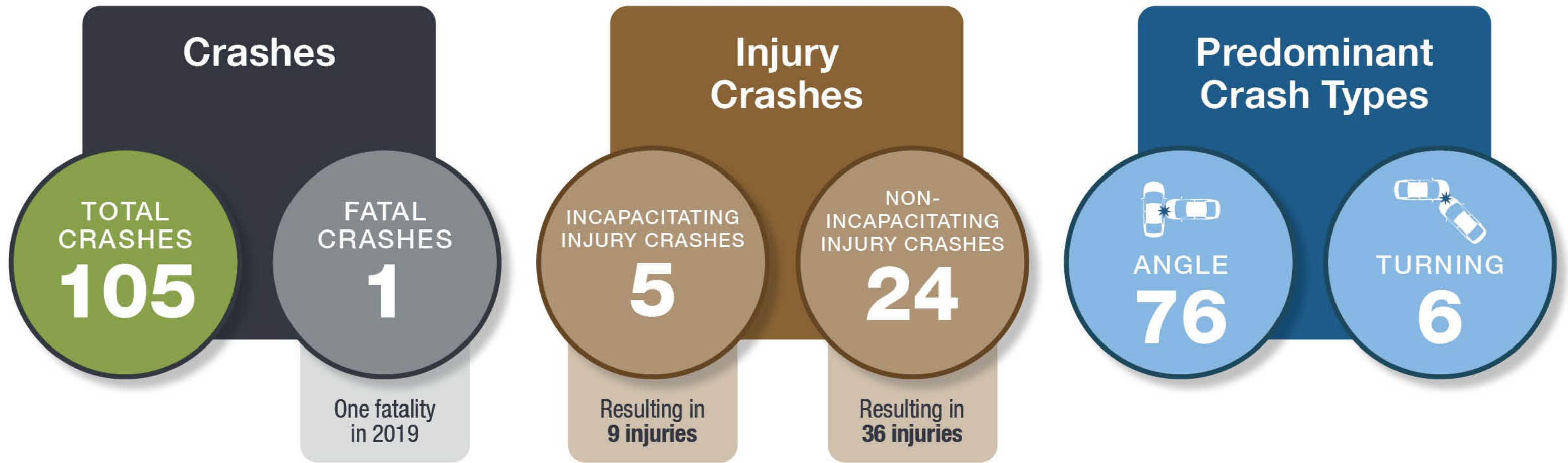


Study Location

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

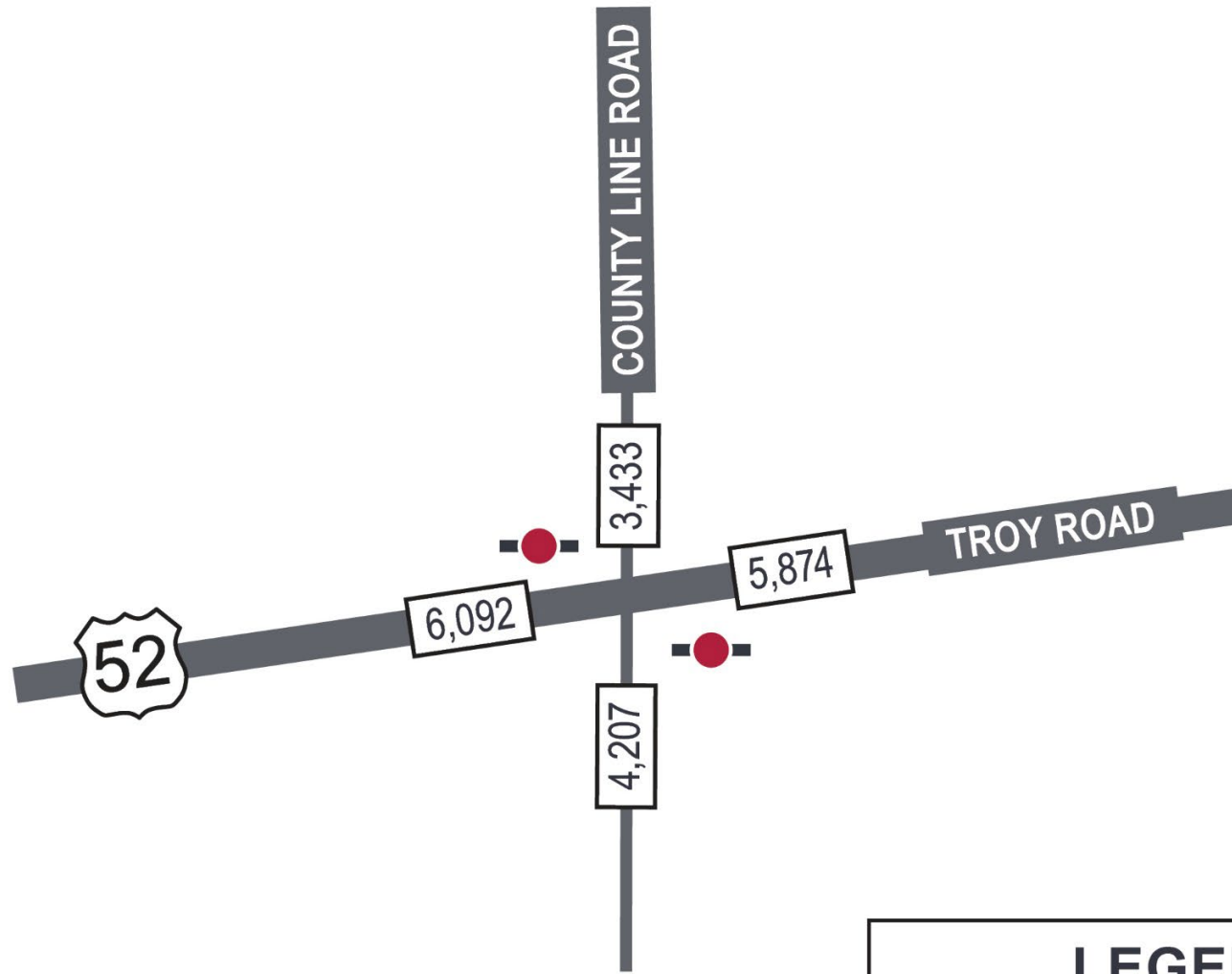


Crash Analysis: 2014-2019



2020 Safety Tier Assessment – Critical

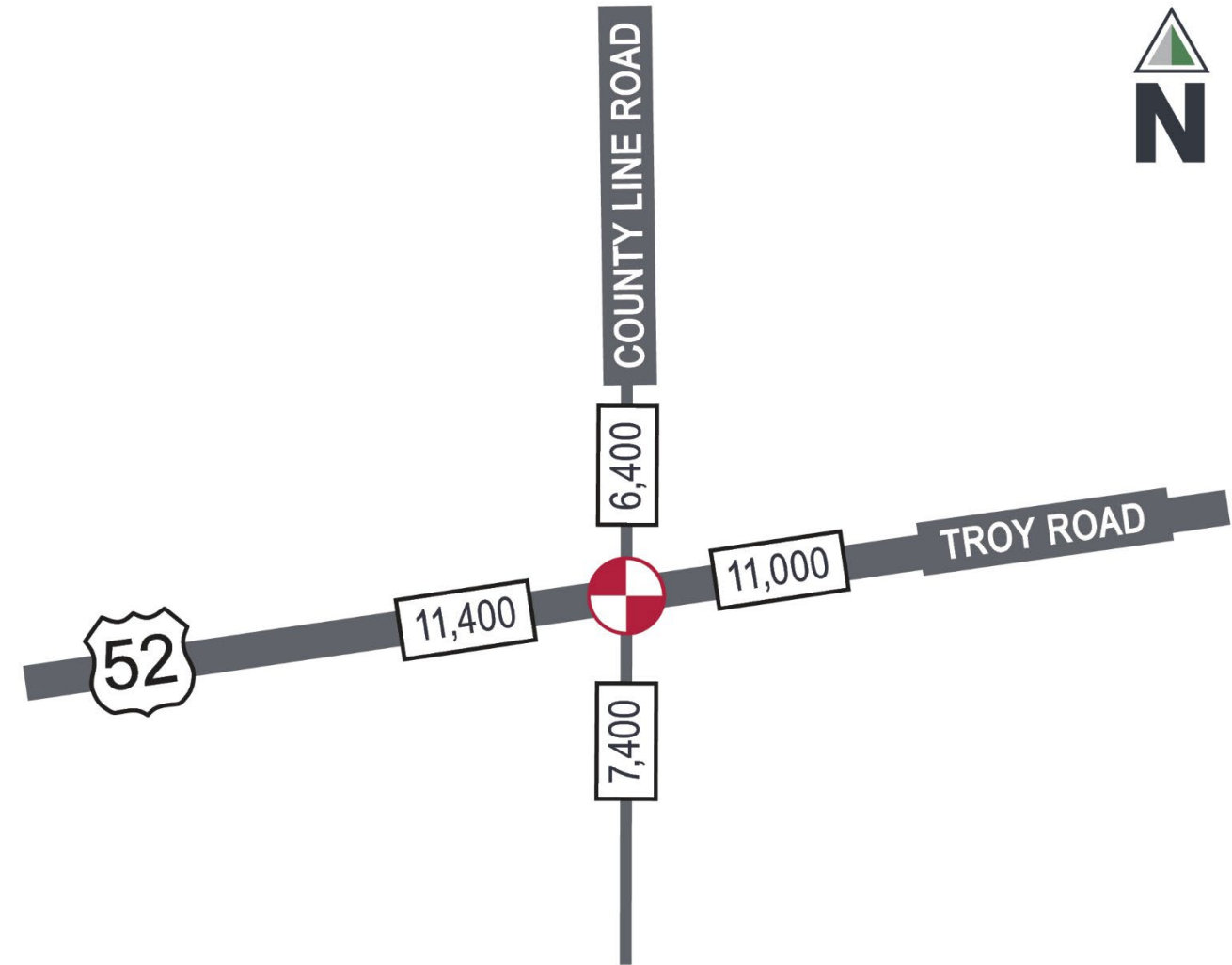
Traffic Volumes



LEGEND

- Existing Stop Sign
- Roadway Annual Average Daily Traffic (AADT)

**EXISTING (2019)
TRAFFIC VOLUMES**



LEGEND

- Proposed Traffic Control
- Roadway Annual Average Daily Traffic (AADT)

**FUTURE (2050)
TRAFFIC PROJECTIONS**

Existing Conditions

US 52 Alignment



Vehicle Visibility

County Line Road

Intersection Skew and Angle

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

Public Involvement



Public Involvement

Agencies

**Community
Advisory Group
Meetings**

**Public
Outreach**

Agency Meetings

- IDOT District 1 and District 3
- Will County Division of Transportation
- Kendall County Highway Department
- Seward Township
- Troy Township
- Village of Shorewood
- Village of Minooka

CAG and Public Outreach Summary

#1 CAG MEETING



JULY 14, 2021

- Introduced project process and schedule
- Discussed CSS process
- Presented crash and traffic data
- Identified stakeholder concerns
- Introduced alternatives being considered

#2 CAG MEETING



OCTOBER 20, 2021

- Provided summary of CAG #1
- Presented Problem Statement
- Discussed alternatives evaluation
- Presented preferred alternative
- Presented preferred alternative benefits

PUBLIC OUTREACH



JANUARY 2022

- Present Problem Statement
- Review alternative intersections
- Present preferred alternative

CAG Members

- Seward and Troy Townships
- Villages of Shorewood and Minooka
- School Districts
- Fire Protection Districts
- Farm Owners
- Businesses



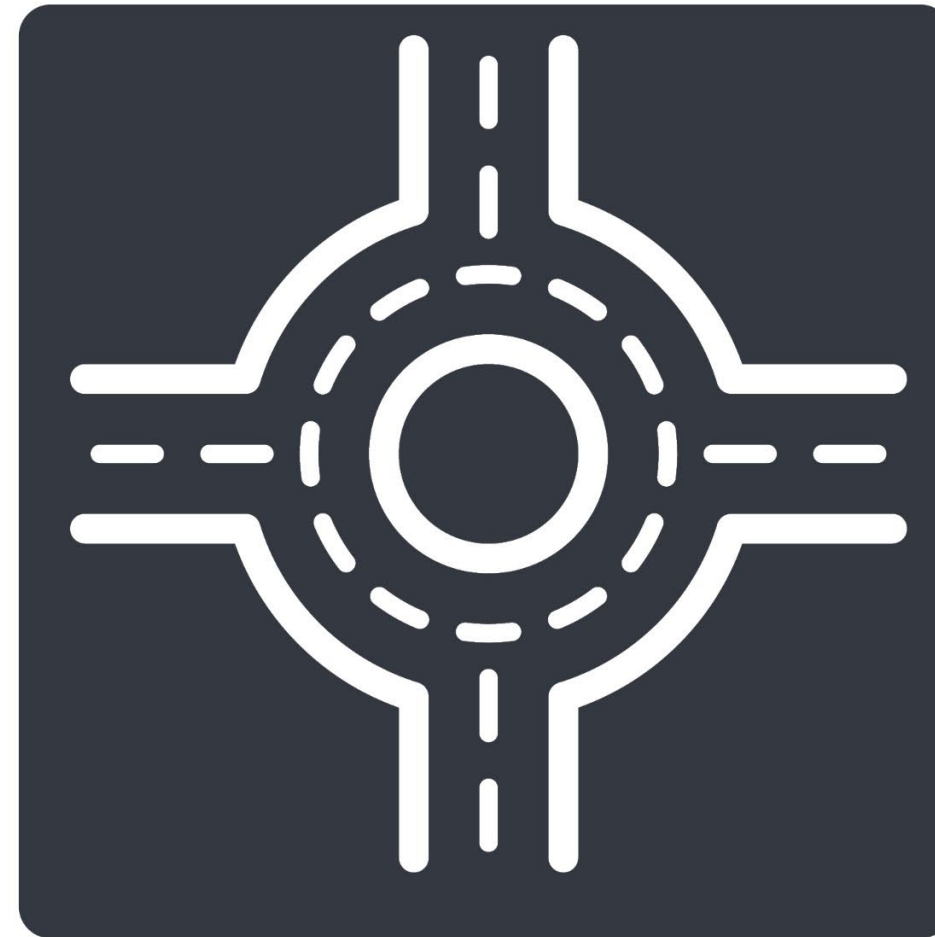
Alternatives Analysis



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

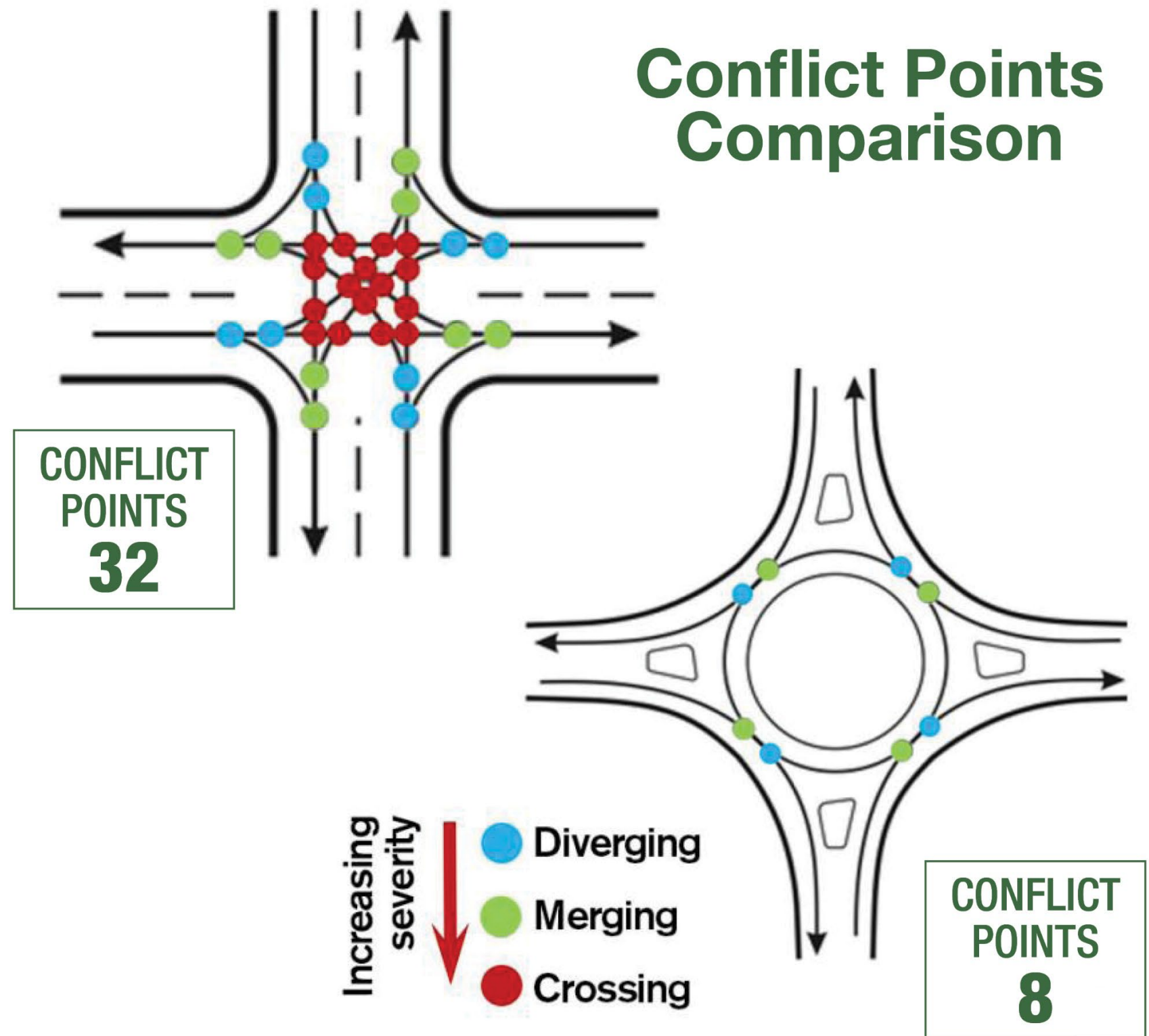
- 30-50% increase in traffic capacity

Roundabouts are community friendly

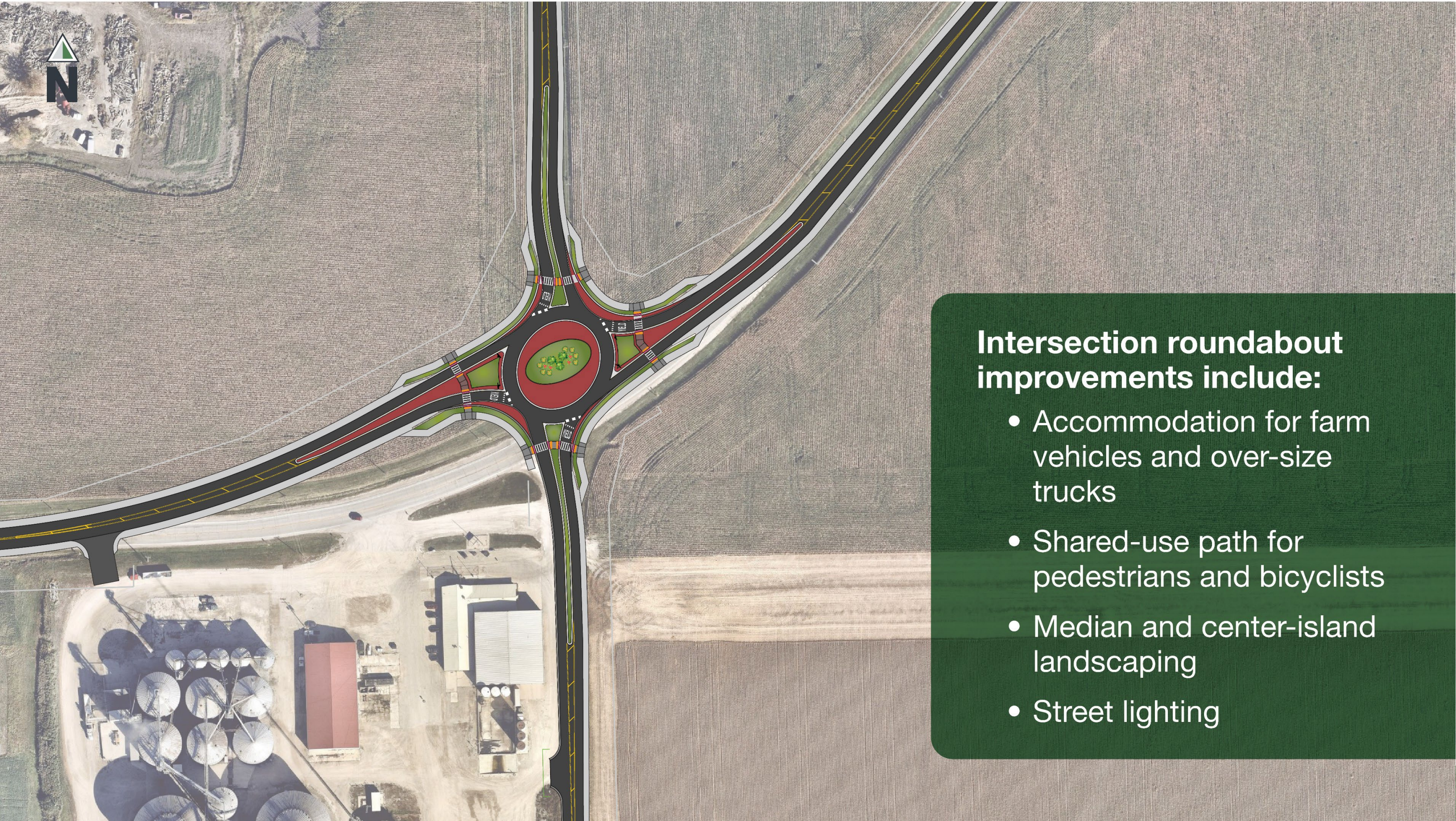
- Reduce pollution and fuel caused by congestion
- Lessen need for long turn storage lanes
- Calm traffic
- Aesthetic landscaping

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

Conflict Points Comparison



Preferred Alternative



Intersection roundabout improvements include:

- Accommodation for farm vehicles and over-size trucks
- Shared-use path for pedestrians and bicyclists
- Median and center-island landscaping
- Street lighting

Similar Constructed Roundabouts



**IL-23 and
Harmony Road**



**US-20 and
Harmony Road**

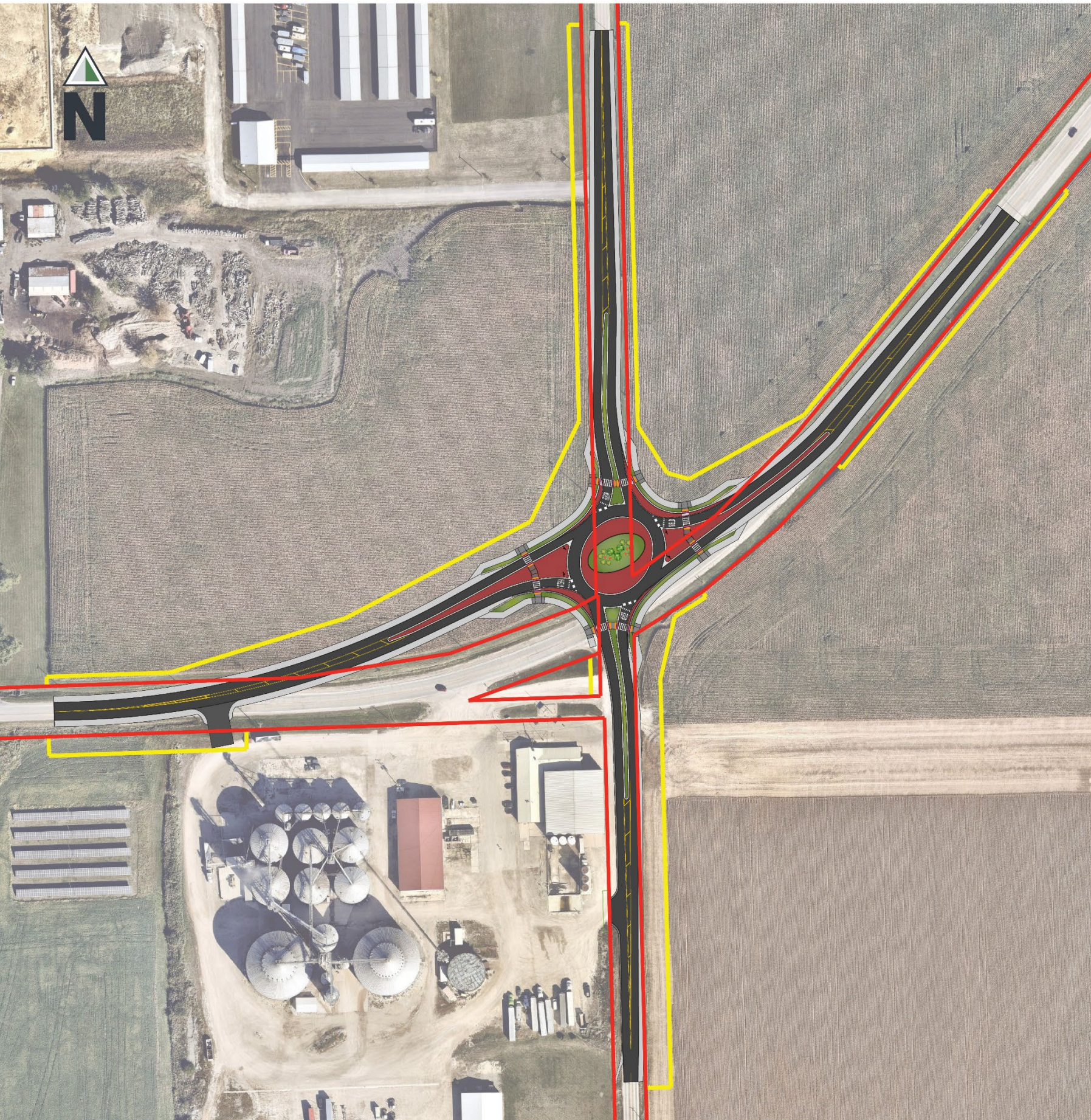


**US-20/Beck Road/
Marengo Road**

Landscaping and Lighting



Land Acquisition



- **Land Acquisition Procedure**
 - Determine Ownership and Prepare Plat of Survey ->
 - Prepare Independent Appraisal ->
 - Negotiations with Property Owners ->
 - Court Proceedings, if necessary
- **Three main types of land acquisition**
 - Fee Simple
 - Permanent Easement
 - Temporary Easement
- **Anticipated ROW Acquisition**
 - Fee Simple -4.1 acres
 - Temporary Easement -0.015 acres

Detours



NORTH DETOUR



SOUTH DETOUR

- K** KENDALL COUNTY
- M** CITY OF JOLIET
- A** SEWARD/TROY TOWNSHIP
- S** SEWARD TOWNSHIP

Next Steps



Phase I Schedule

Data Collection

Evaluate Alternatives



Public Outreach

WE ARE HERE

2021

2022



Agency Meeting



CAG #1



CAG #2



CAG #3

Identify Stakeholders

Preferred Alternative

Anticipated Phase I Completion

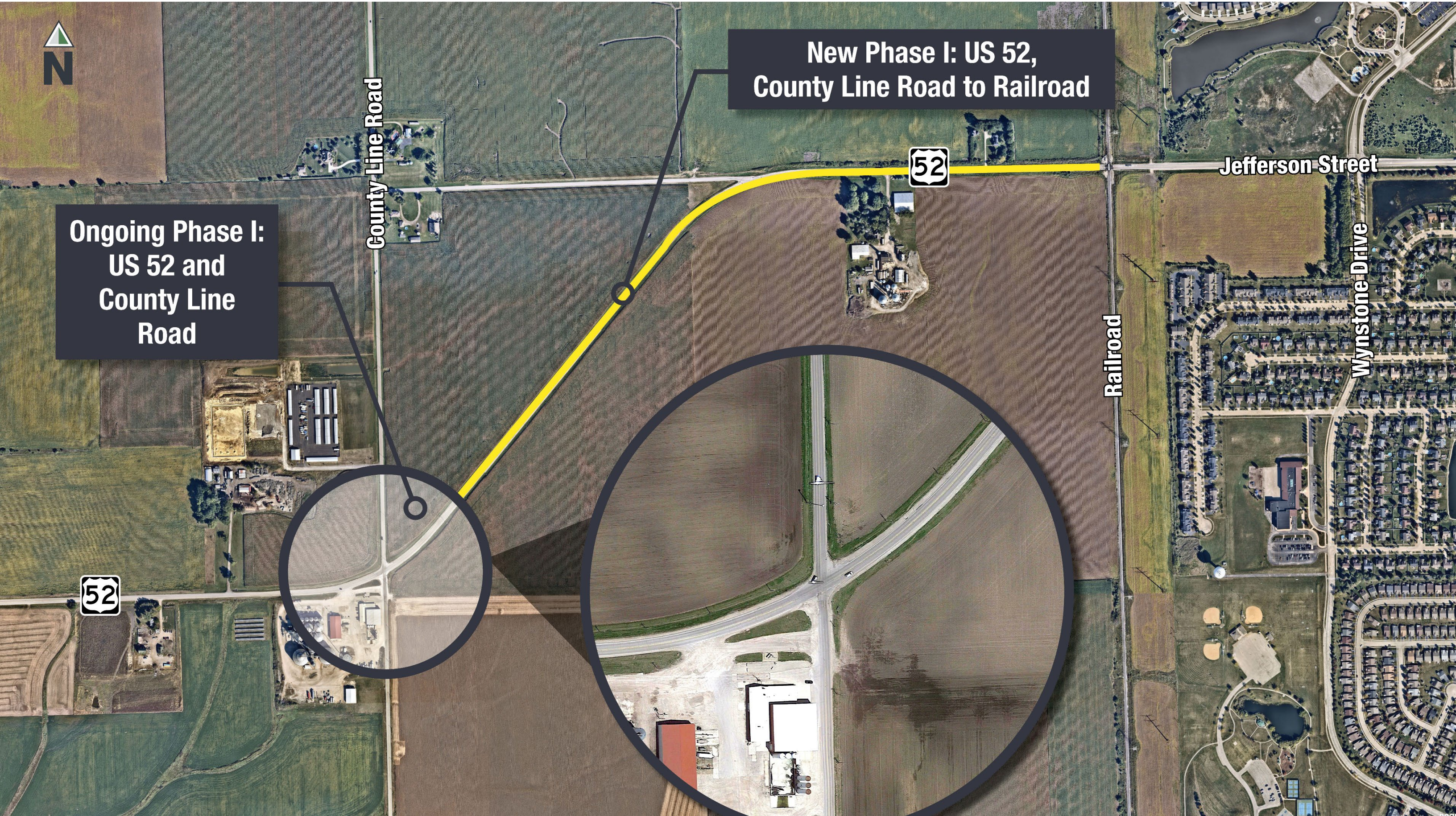
52 AND COUNTY LINE ROAD
INTERSECTION IMPROVEMENTS

Next Steps

Project Report

Design Approval

US 52 Study



Ongoing Phase I:
US 52 and
County Line
Road

New Phase I: US 52,
County Line Road to Railroad

County Line Road

Jefferson Street

Wynstone Drive

Railroad

52

52



QUESTIONS?