



AND COUNTY LINE ROAD **INTERSECTION IMPROVEMENTS**

Virtual Public Outreach
March 2, 2022



Meeting Agenda

Study Overview

Study Process

Existing Conditions

Public Involvement

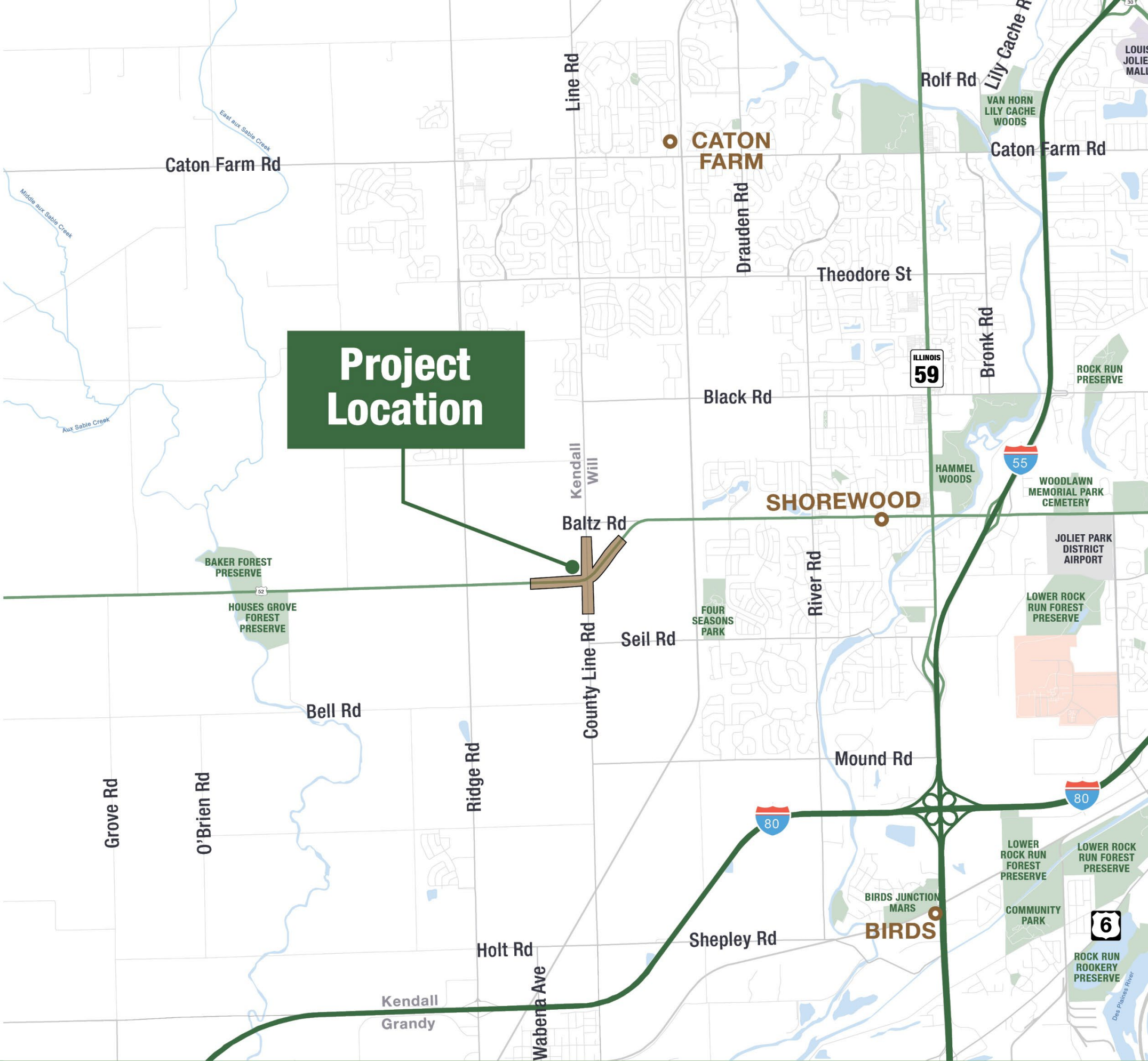
Next Steps

Study 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.



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.

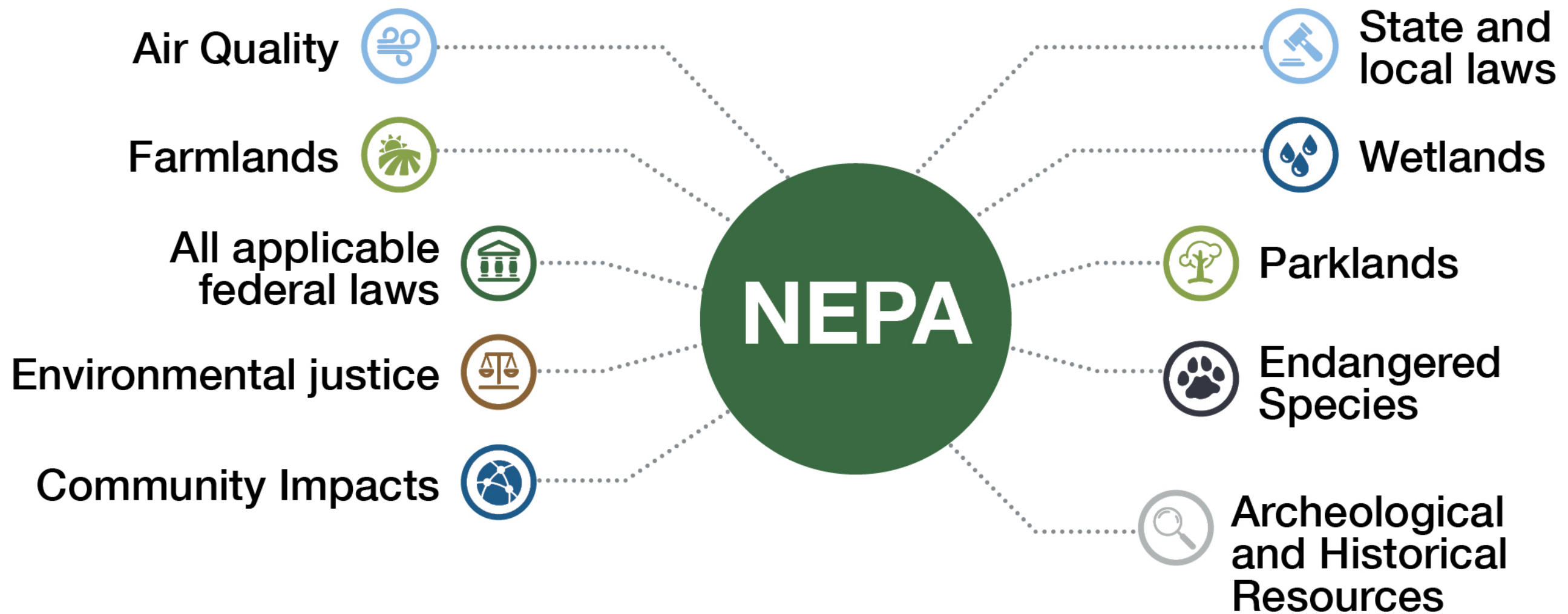
52 AND COUNTY LINE ROAD
INTERSECTION IMPROVEMENTS

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

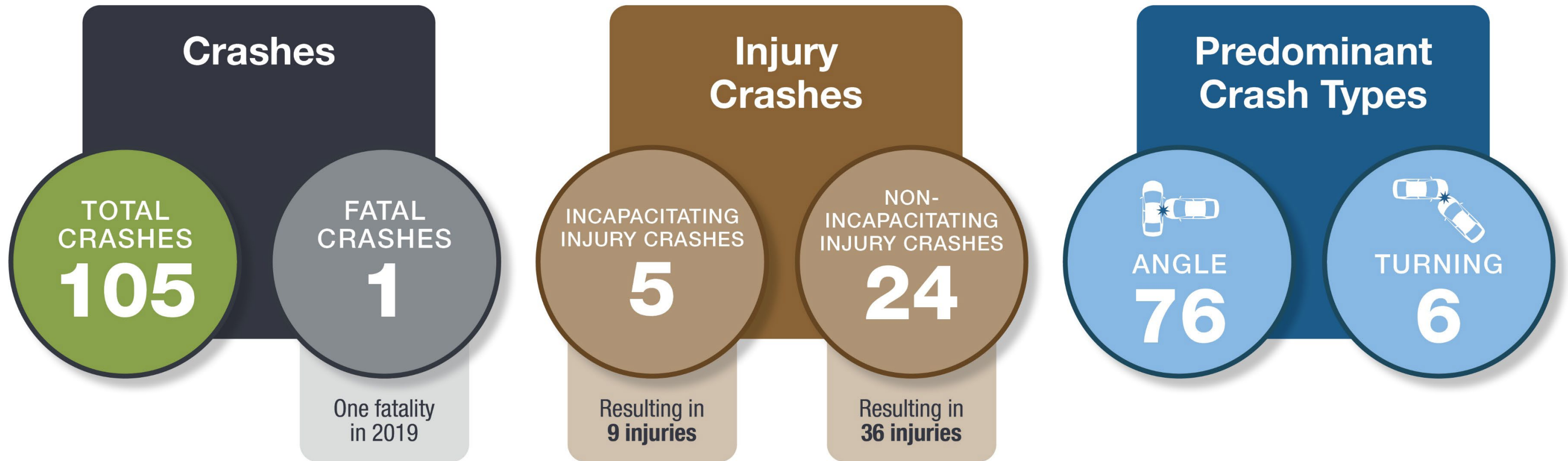
The US 52 study will adhere to NEPA



Existing Conditions

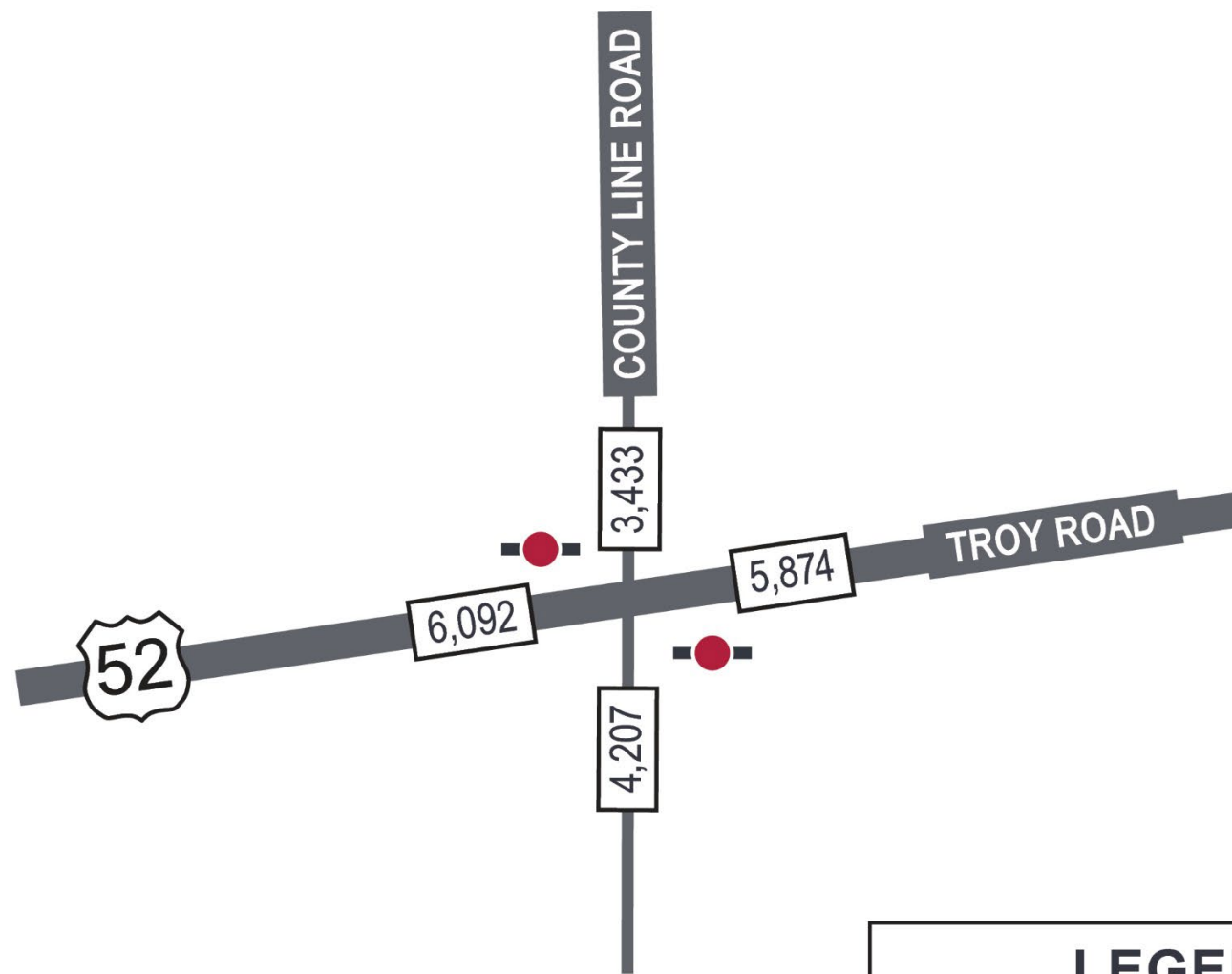


Crash Analysis: 2014-2019



2020 Safety Tier Assessment – Critical

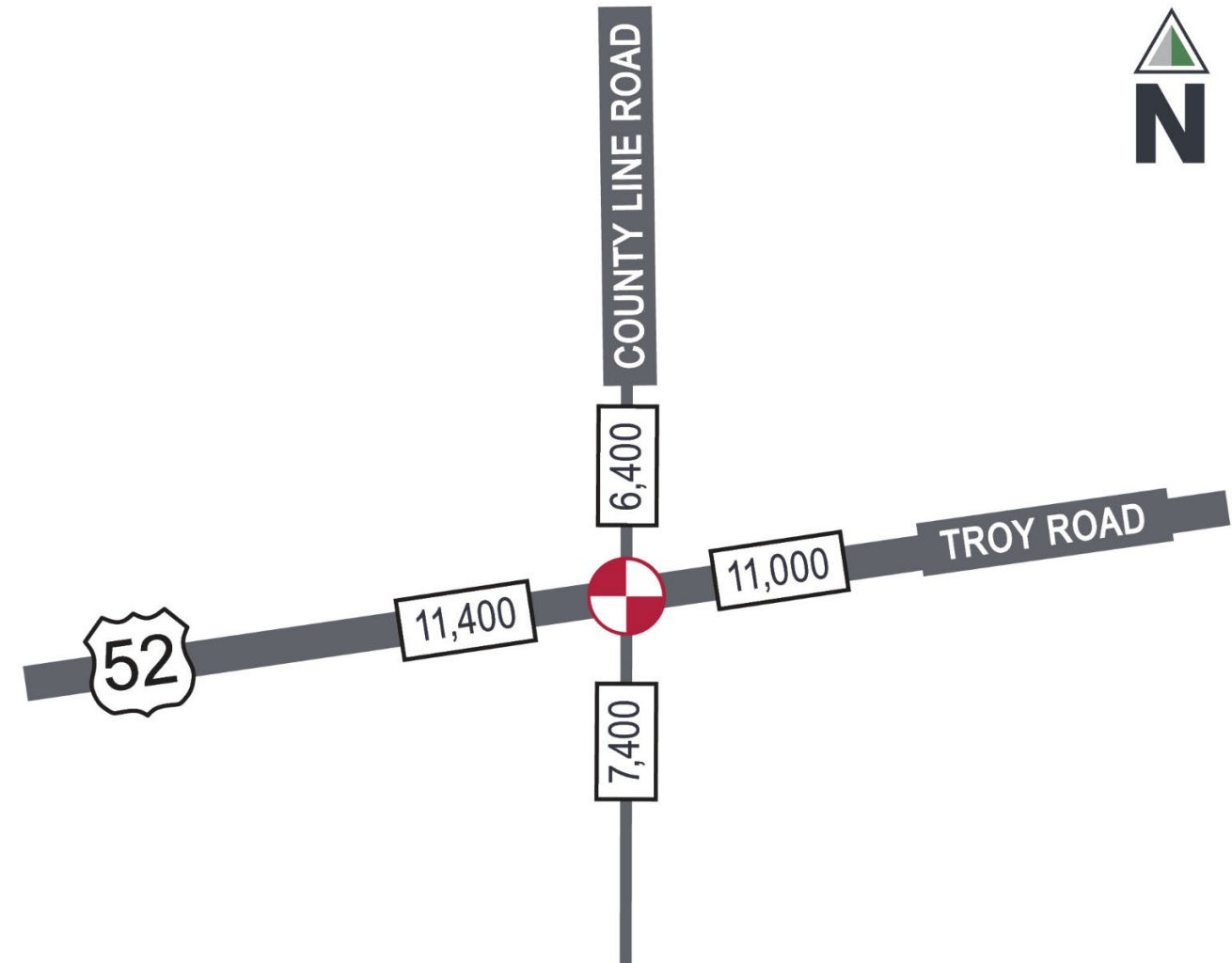
Traffic Volumes



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**

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



Intersection Existing Conditions



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

Intersection Challenges



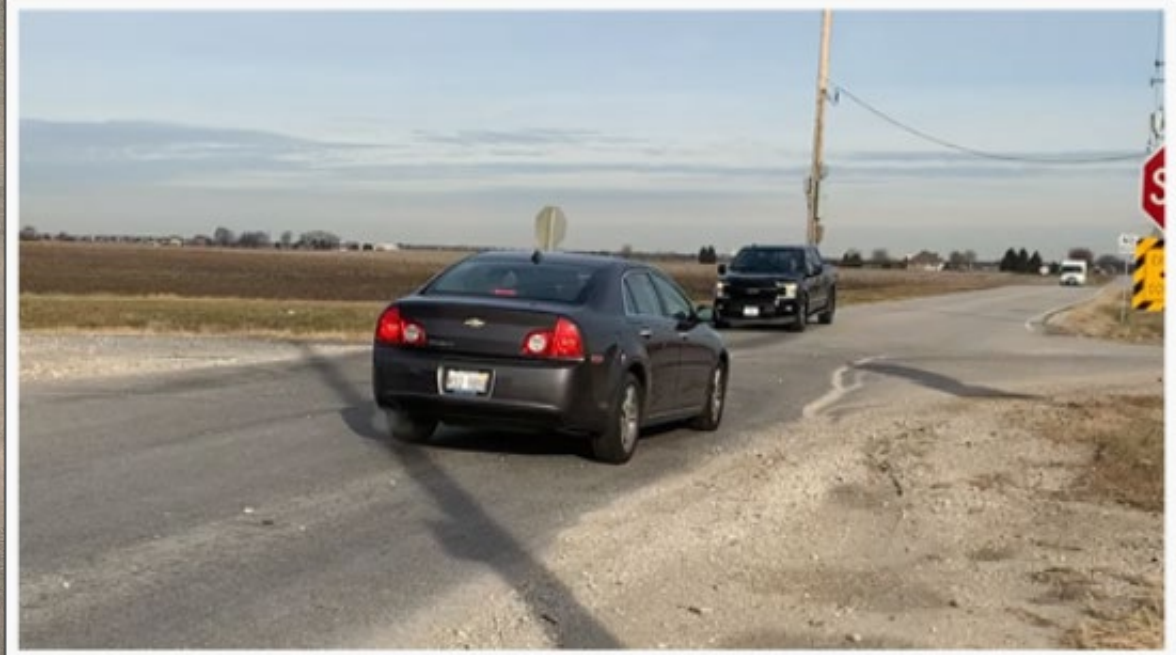
County Line Road

Vehicle Visibility

US 52 Alignment



Intersection Skew and Angle



Countermeasures Implemented

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

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

Community Advisory Group Meetings



#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

CAG Members

- Seward and Troy Townships
- Villages of Shorewood and Minooka
- School Districts

- Fire Protection Districts
- Farm Owners
- Businesses



Public Outreach



- Introduce project process and schedule
- Discuss CSS process

- Present Problem Statement
- Present preferred alternative

- Present crash and traffic analysis
- Summary of CAG #1 and CAG #2



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INTERSECTION IMPROVEMENTS

Phase I Schedule

Data Collection

Evaluate Alternatives

WE ARE HERE



Public Outreach

2021

2022



Agency Meeting



CAG #1



CAG #2



CAG #3

Identify Stakeholders

Preferred Improvement Plan

Anticipated Phase I Completion

Improvement Alternatives



Traffic Control Alternatives



Traffic Signal



**Roundabout
Intersection**

Signalized Intersection Concepts

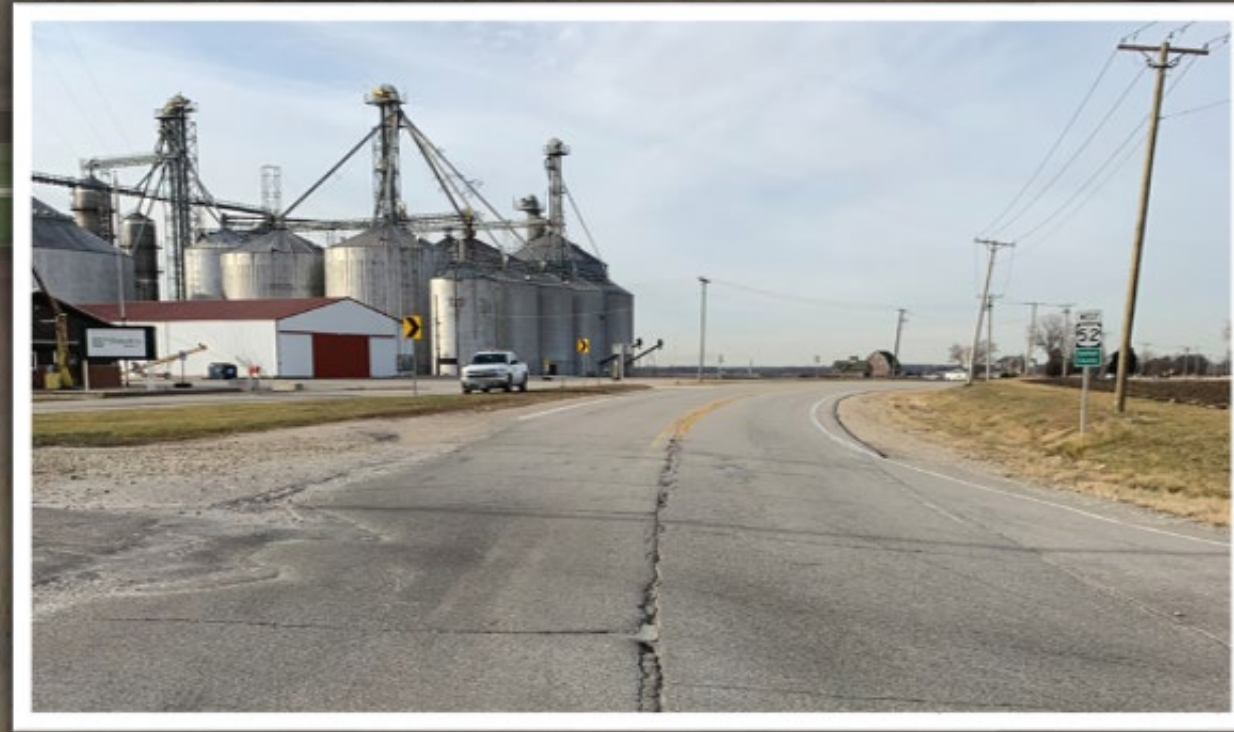


Concept 1

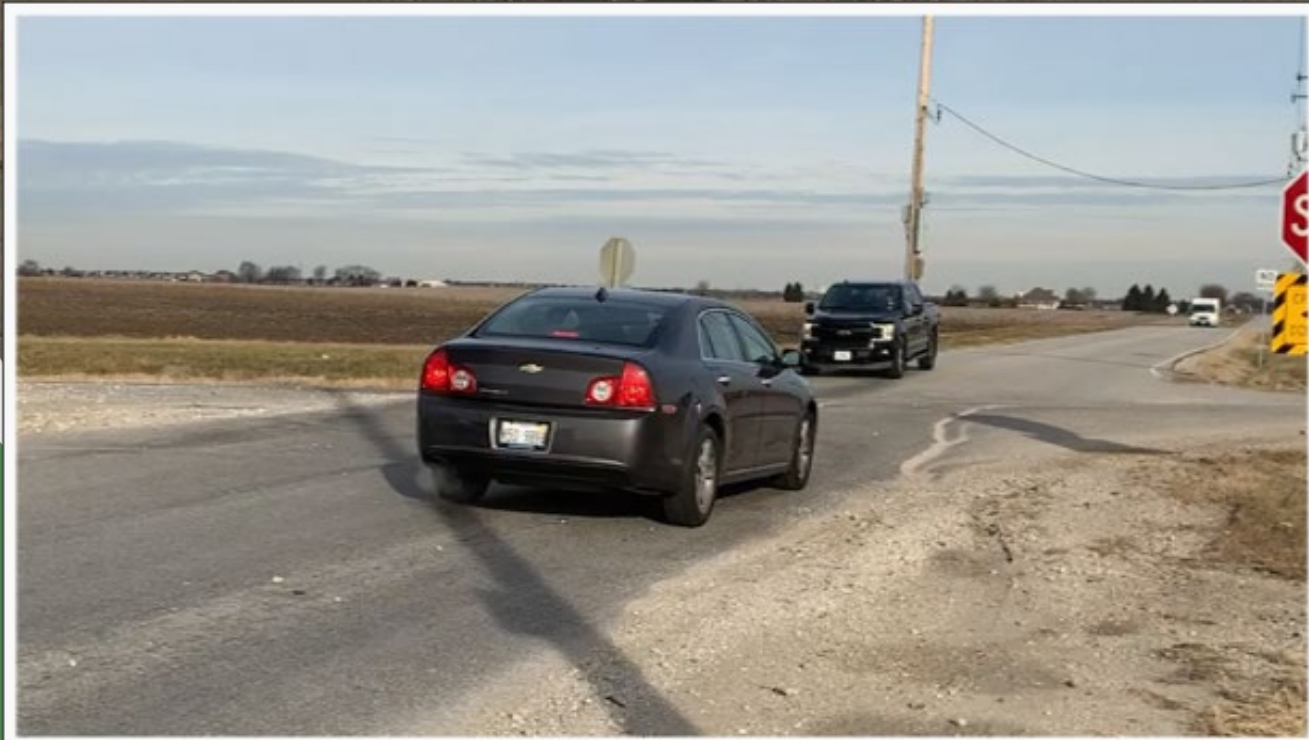


Concept 2

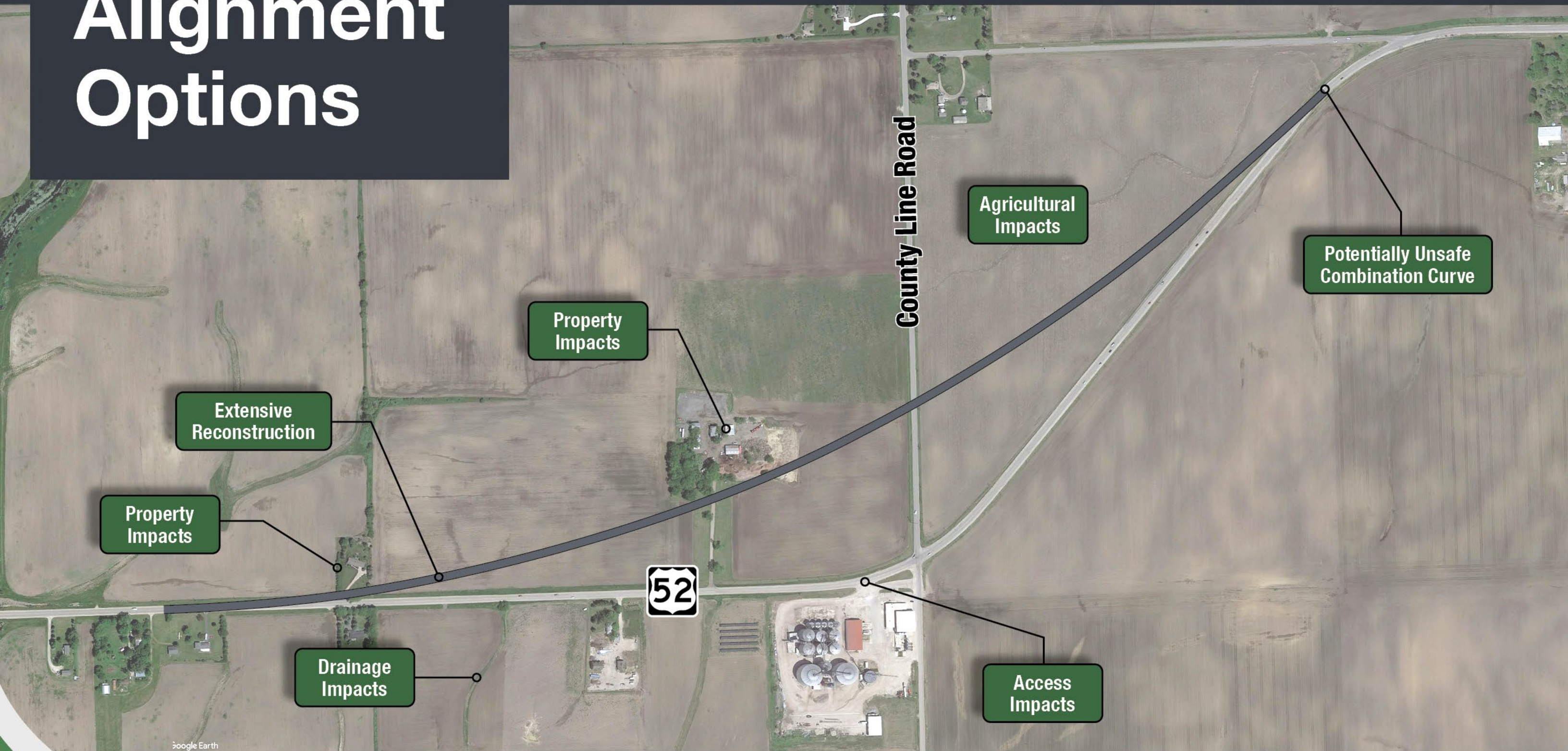
Profile



County Line Road



Alignment Options



52 AND COUNTY LINE ROAD
INTERSECTION IMPROVEMENTS

Preferred Alternative - Roundabout



Greater safety benefits



Efficient traffic flow

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

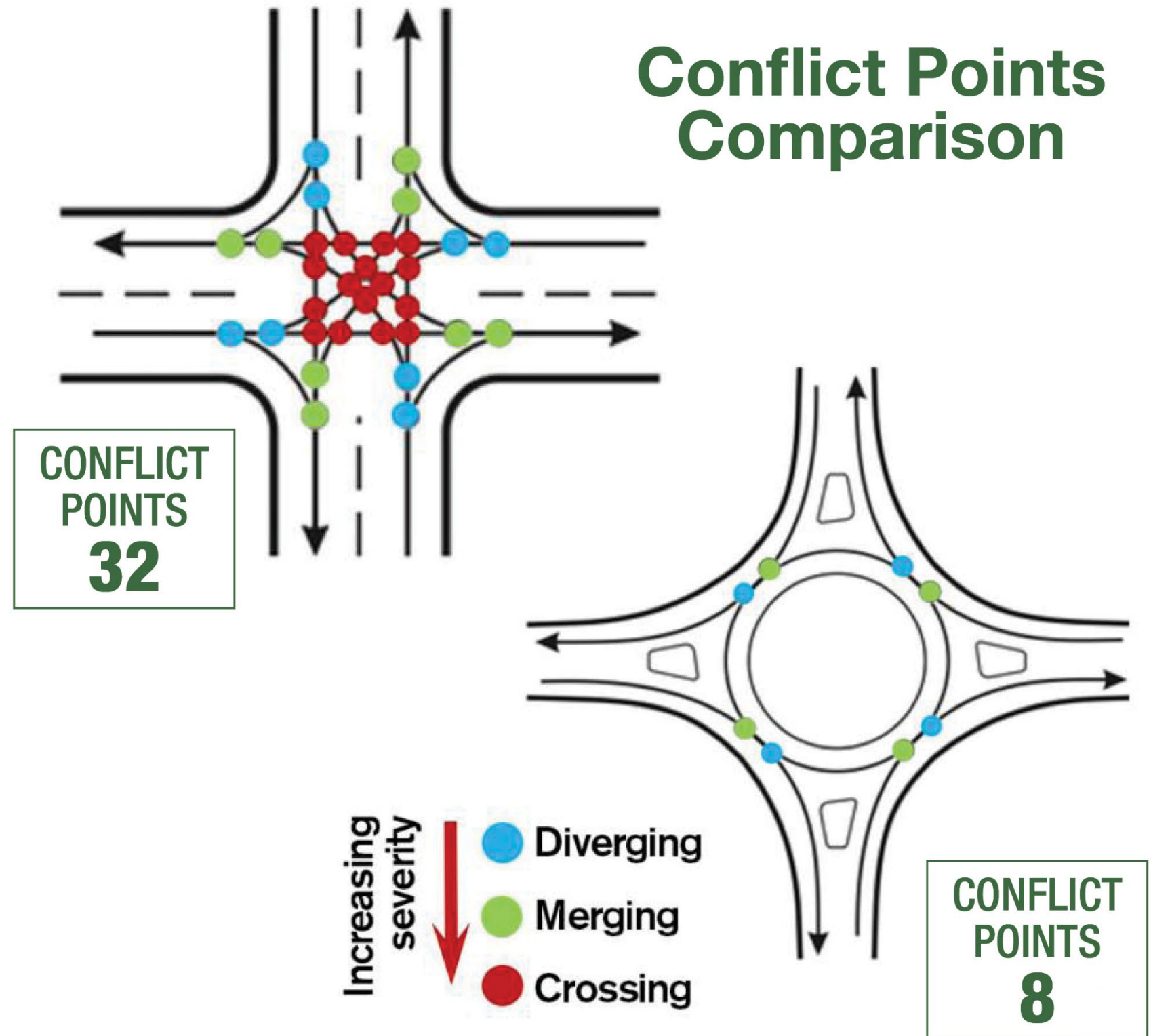
- 30-50% increase in traffic capacity

Roundabouts are community friendly

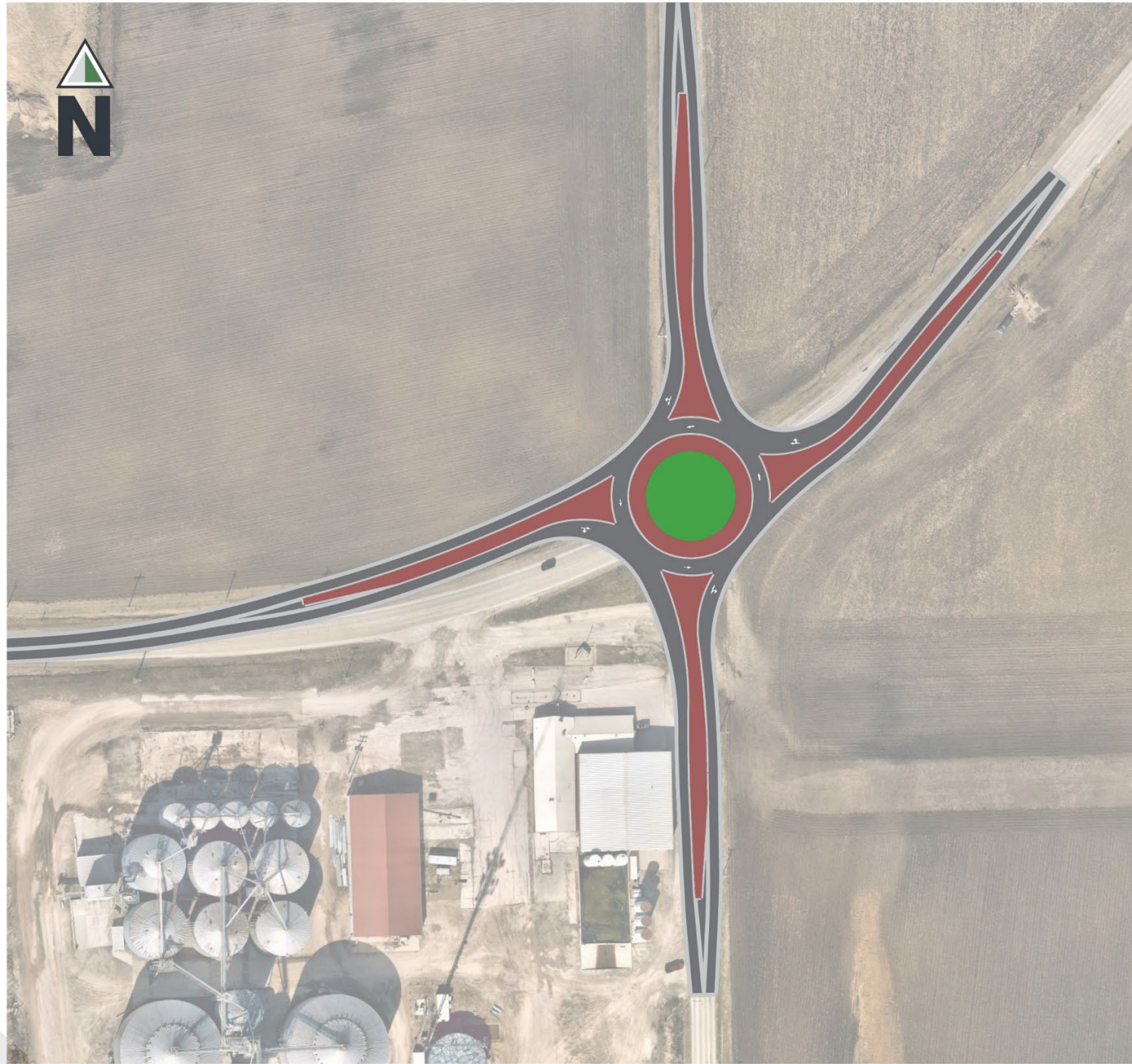
- Reduce pollution and fuel caused by congestion
- Lessen need for long turn storage lanes
- Calm traffic
- Aesthetic landscaping

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

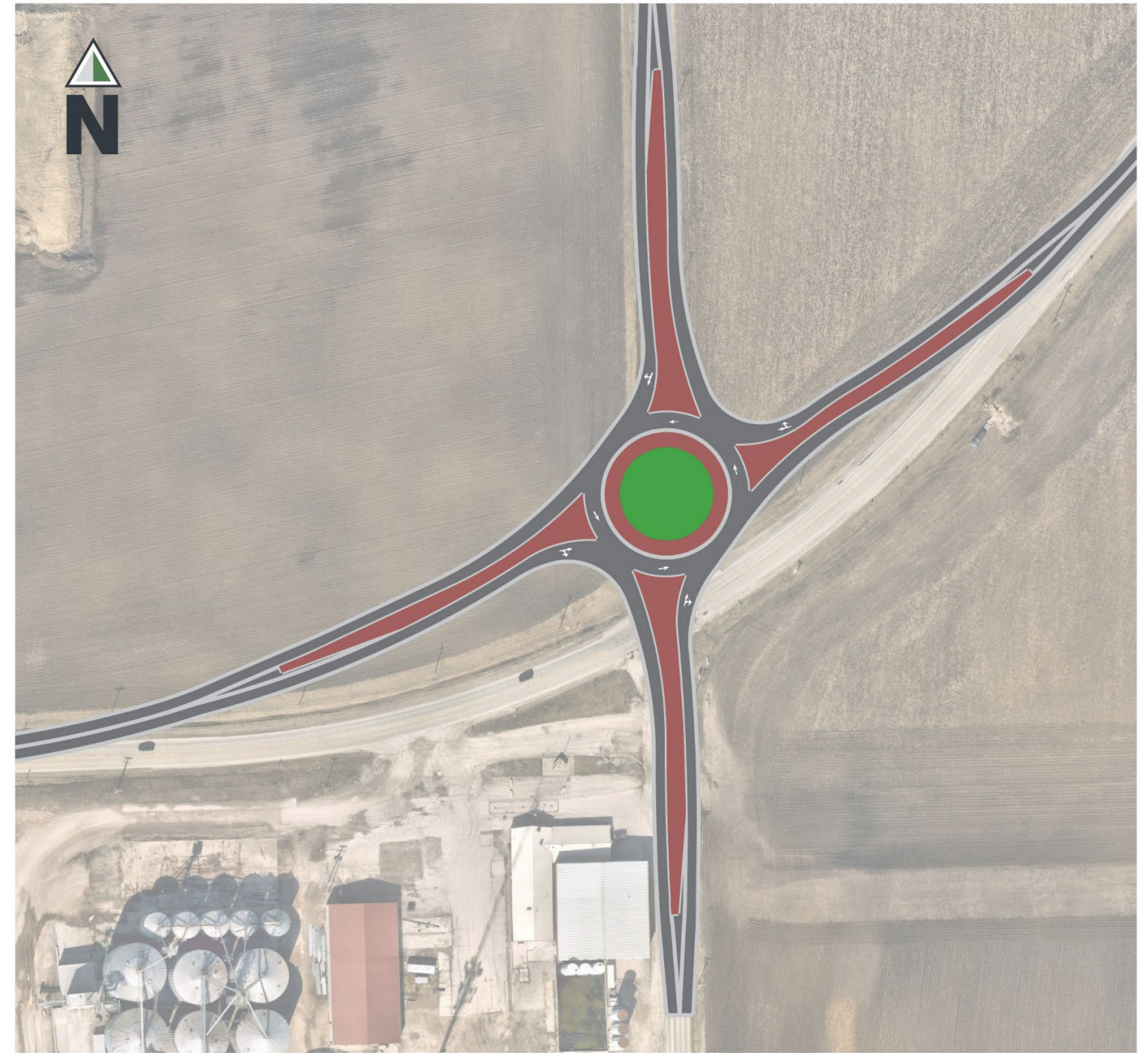
Conflict Points Comparison



Roundabout Intersection Concepts

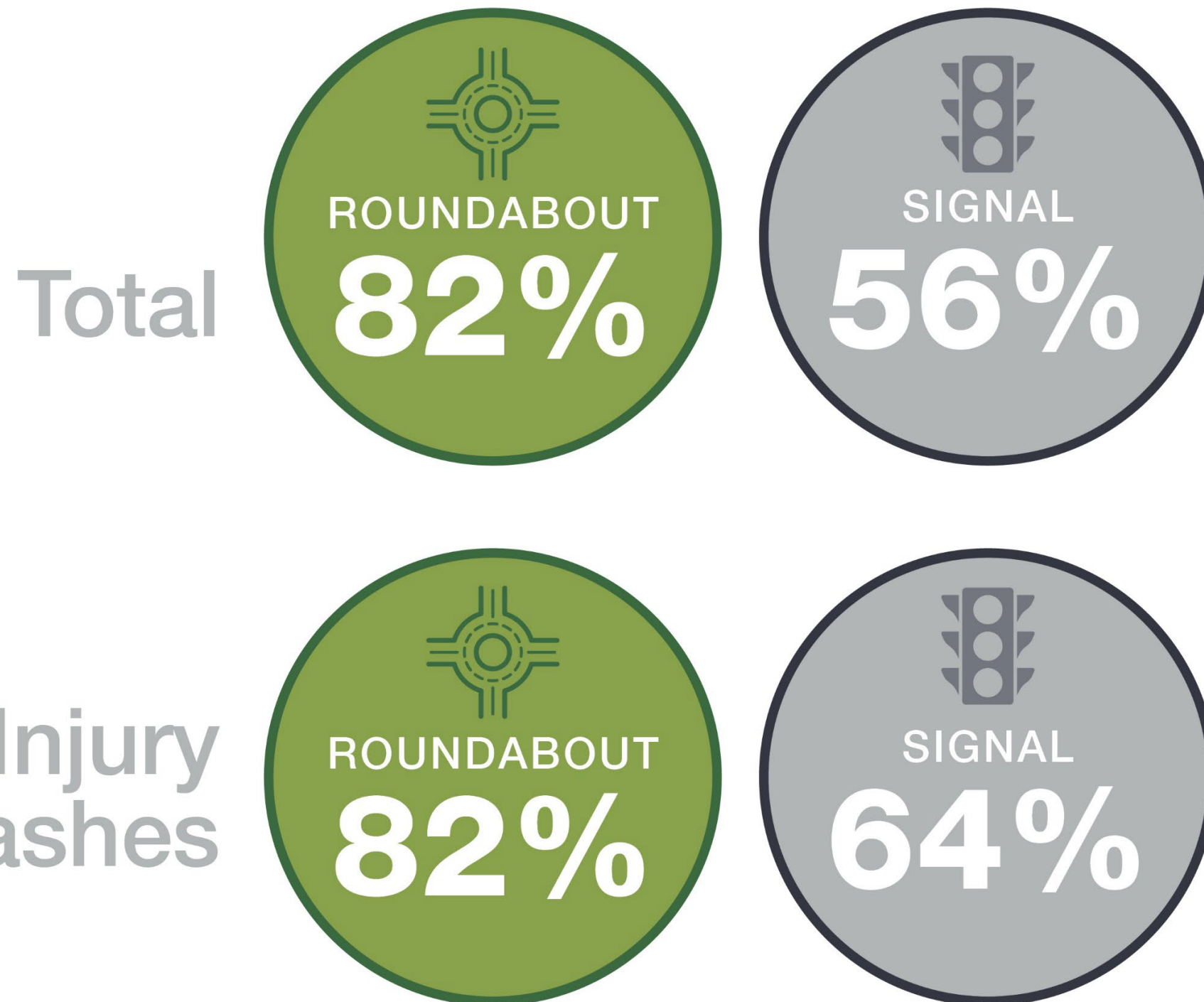


Concept 1



Concept 2

Crash Reduction by Severity



- FHWA focus on speed reduction
- FHWA priority to reduce crash severity

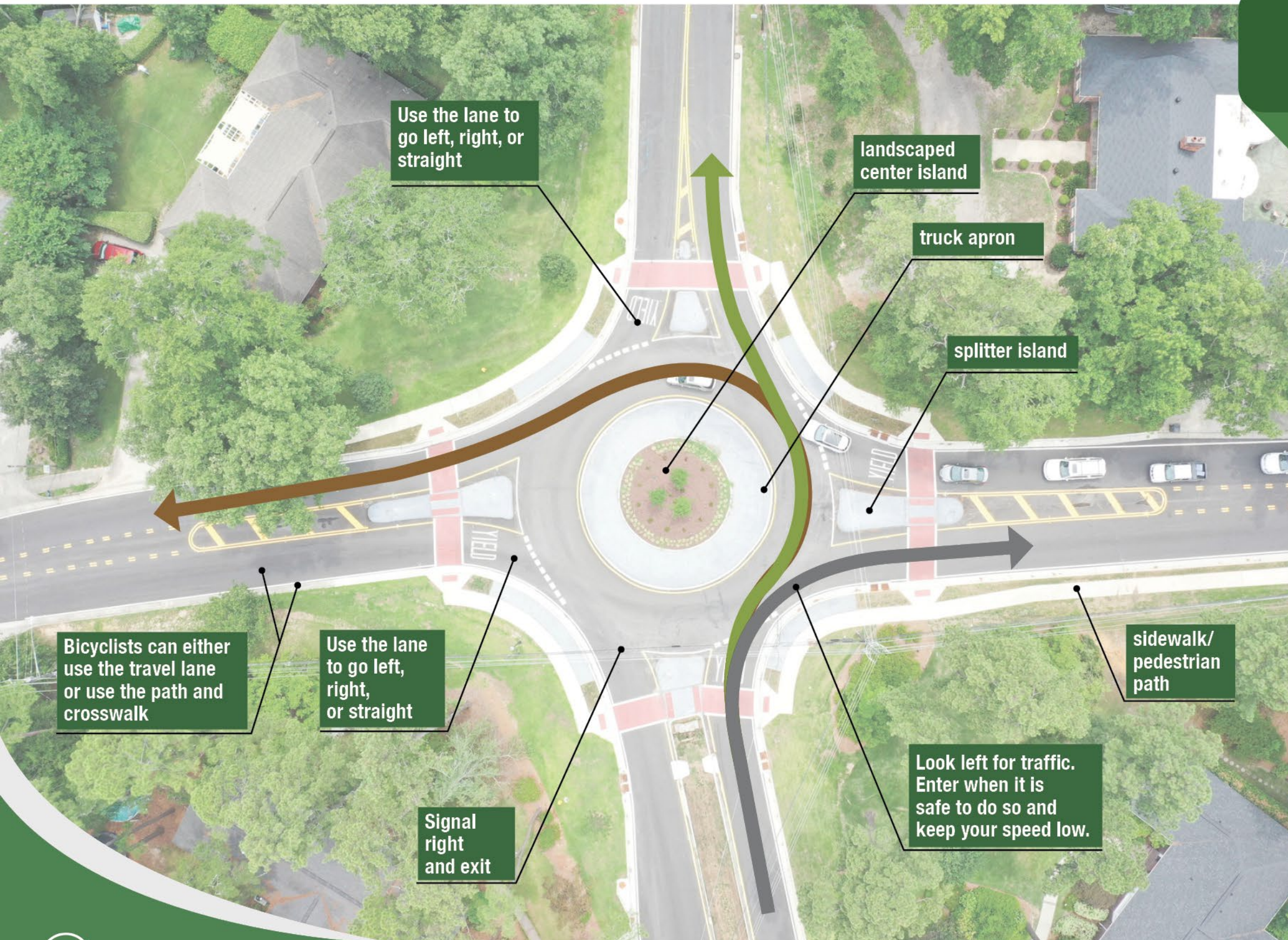
How to use a Roundabout



Signs in a modern roundabout:

How to drive a roundabout:

1. Slow down and obey traffic signs.
2. Yield to pedestrians and bicyclists.
3. Yield to traffic on your left already in the roundabout.
4. Enter the roundabout when there is a safe gap in traffic.
5. Keep your speed slow (20mph) within the roundabout.
6. As you approach your exit, turn on your right turn signal.
7. Yield to pedestrians and bicyclists as you exit.



Use the lane to go left, right, or straight

landscaped center island

truck apron

splitter island

sidewalk/
pedestrian path

Bicyclists can either use the travel lane or use the path and crosswalk

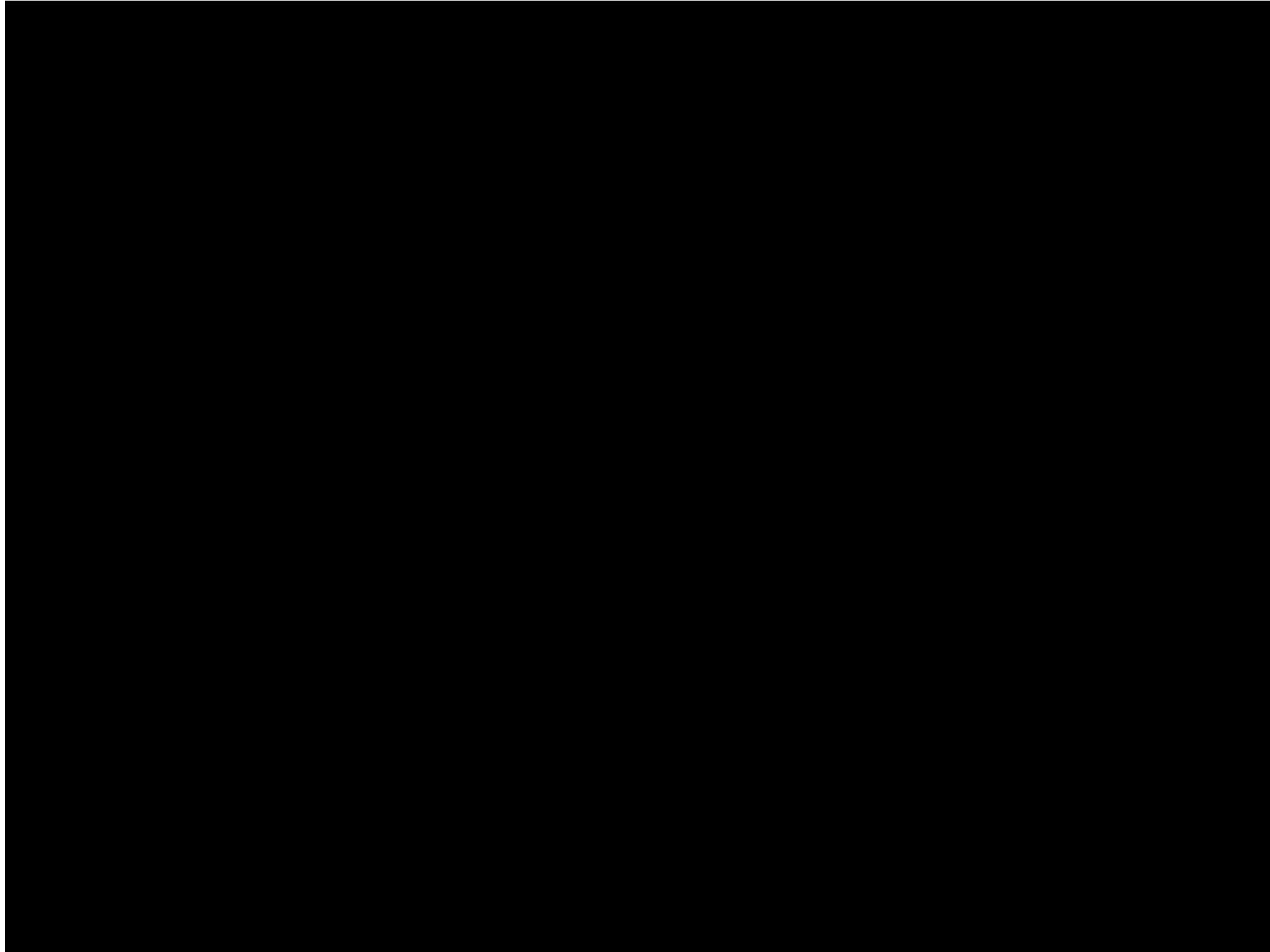
Use the lane to go left, right, or straight

Signal right and exit

Look left for traffic. Enter when it is safe to do so and keep your speed low.

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INTERSECTION IMPROVEMENTS

Navigating a Roundabout



Next Steps



Next Steps

Review
Comments

Preferred
Improvement
Plan

CAG Meeting 3
Summer 2022

Leave A Comment

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**ILLINOIS DEPARTMENT OF
TRANSPORTATION**

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THANK YOU