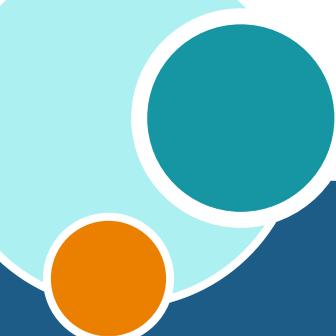


Barrington Road

Mundhank Road to IL 62

Community Advisory Group Meeting #1

February 9, 2016



Meeting Agenda

Welcome/Introduction

1

Study Overview

2

Public Involvement

3

Issues & Concerns

4

Preliminary Project Data

5

Problem Statement

6

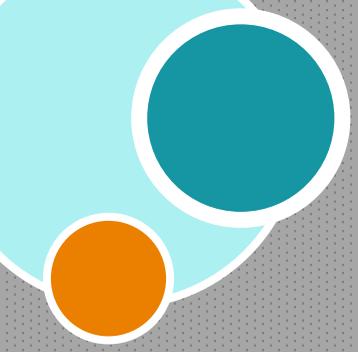
Next Steps

7

AGENDA

- 
- ☕ 5 Minute Break





Welcome / Introduction

Project Team

Illinois Department of Transportation

Kimberly Murphy, P.E.
Consultant Studies Unit Head

Ken Yang, P.E.
Project Manager

Scott Czaplicki, P.E.
Project Manager



**Illinois Department
of Transportation**

Burns & McDonnell Engineering

Mike Mack, P.E.
Project Manager

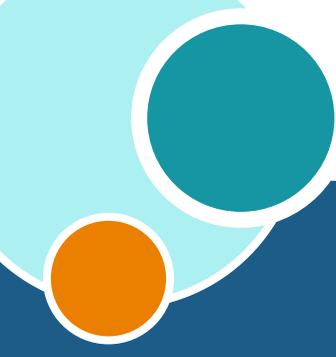
Jennifer Morales, P.E.
Project Engineer/Public Involvement

Jenny Allen
Design Engineer

BURNS & MCDONNELLSM

CAG Members





Meeting Goals



Purpose of Study

Understand project and purpose of study



Transportation Issues

Identify issues and concerns for corridor



Public Involvement

CSS/CAG: Where do you fit in?



Existing Conditions

Understand preliminary studies and data



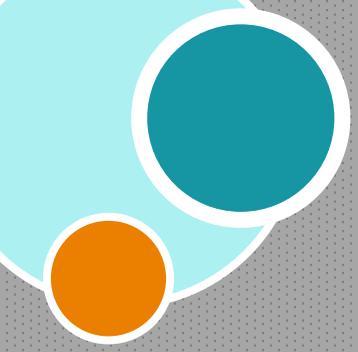
Planning Process

Become familiar with IDOT Phase I Planning



Problem Statement

Develop a problem statement



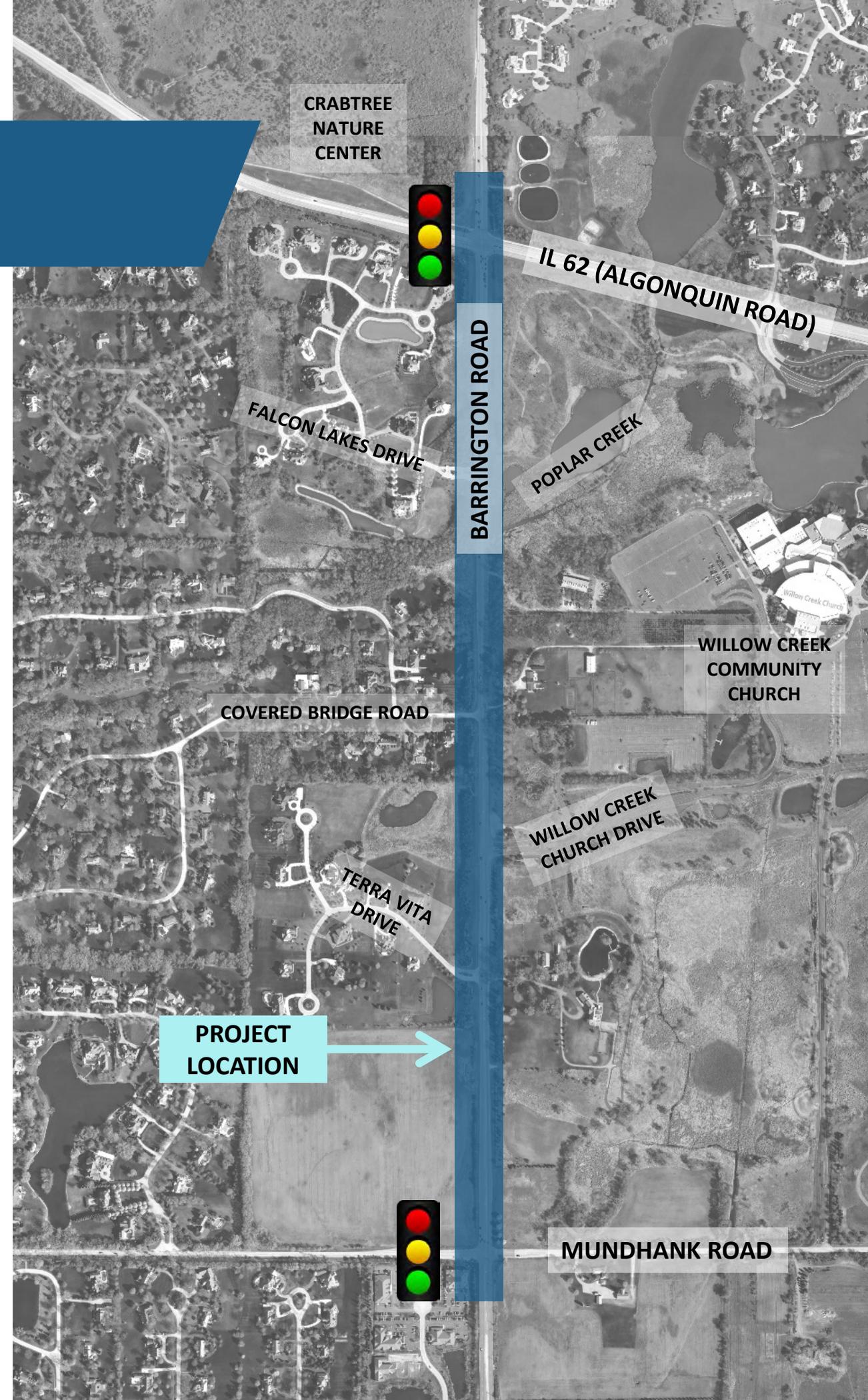
Study Overview

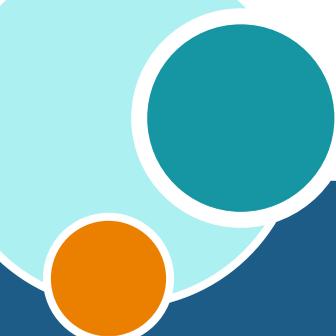
Project Location

- ✓ Barrington Road, Mundhank Road to IL 62
- ✓ Strategic Regional Arterial (SRA) Routes

SRA Routes support regional expressway system and are designed to move traffic

- ✓ 1.3 mile study corridor
- ✓ Average Daily Traffic
 - Barrington: 20,000 vehicles per day
 - IL 62: 23,000 vehicles per day
 - Mundhank: 2,000 vehicles per day
- ✓ 2 lane roadway (1 lane in each direction)
- ✓ 2 signalized intersections
- ✓ Residential, institutional, commercial, agricultural land use
- ✓ Crabtree Nature Center
- ✓ Poplar Creek





IDOT Project Process

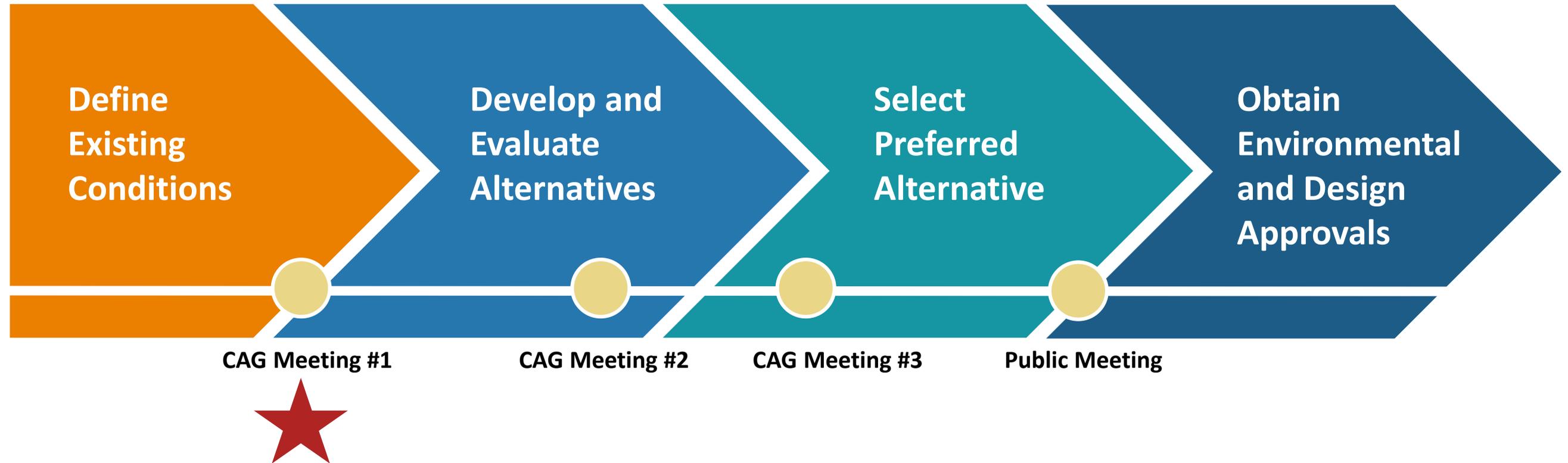
1 PHASE I
Preliminary
Engineering &
Environmental
Studies

2 PHASE II
Contract Plan
Preparation &
Land Acquisition

3 PHASE III
Construction

**This project is not currently
included in the 2016-2020
Highway Improvement Program*

Phase I Study Process





NEPA Regulations

National Environmental Policy Act (NEPA) - 1969



Compliance required for federal funding eligibility



Full range of reasonable alternatives must be considered, including “no-build” alternative



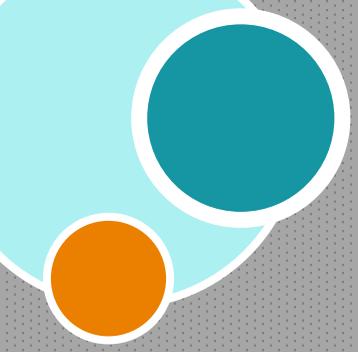
Comprehensive environmental review (avoid, minimize, mitigate impacts)



Public involvement (IDOT Context Sensitive Solutions)



Formal documentation and disclosure



Public Involvement Process

Public Involvement Process

Context Sensitive Solutions (CSS)

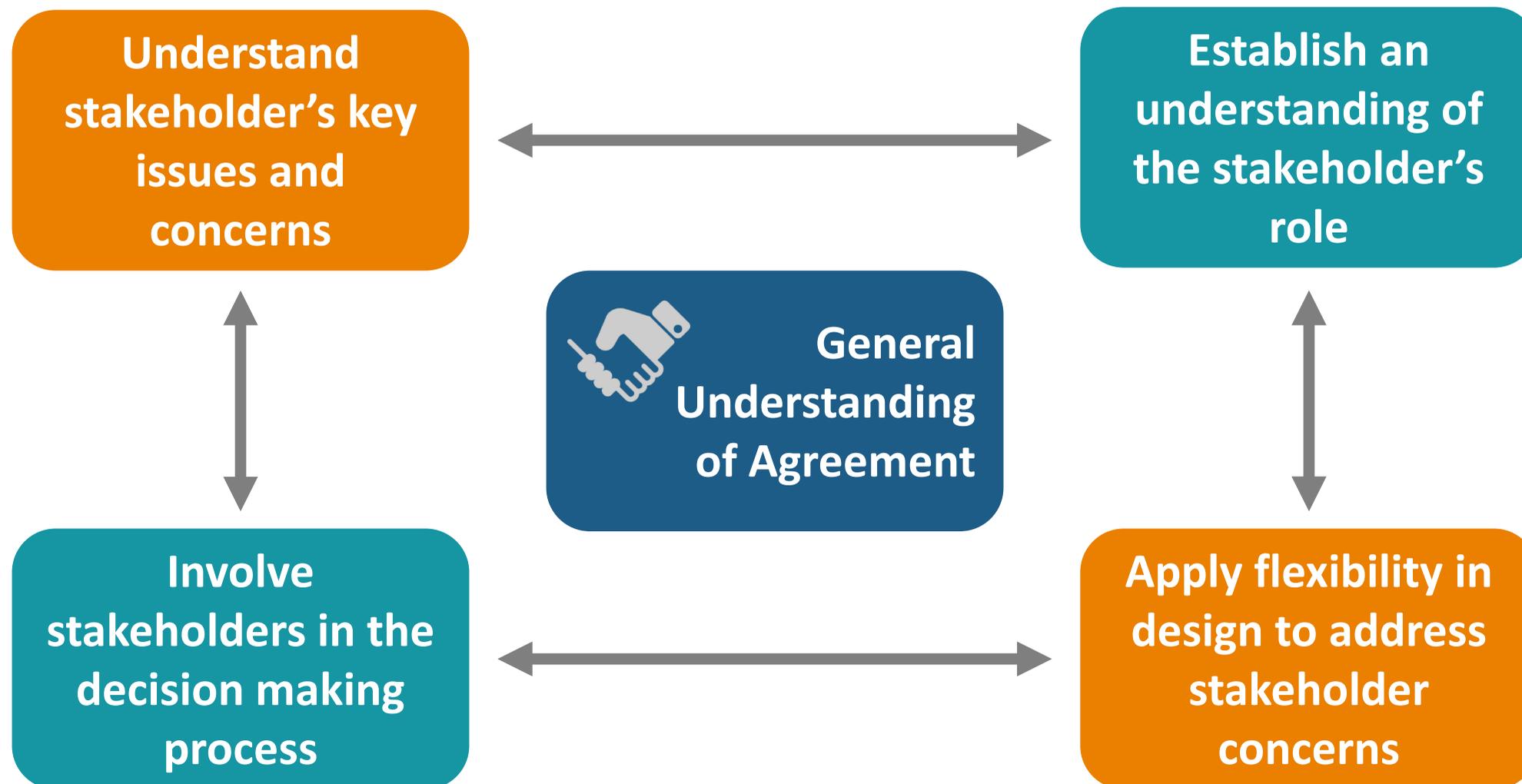


“...A collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, history, community, and environmental resources, while maintaining safety and mobility.

Federal Highway Administration (FHWA)

Public Involvement Process

Highlights of CSS



Community Advisory Group (CAG)

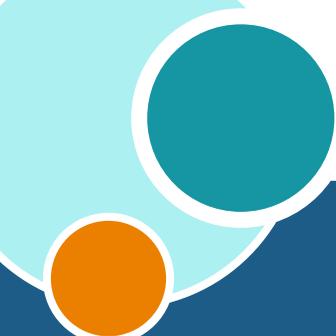
Where do you fit in?



How can you help?

- ✓ Attend CAG and public meetings
- ✓ Support the Context Sensitive Solutions (CSS) process
- ✓ Identify community, environmental, economic and transportation issues and resources
- ✓ Review study data and technical analyses
- ✓ Share information with other stakeholders
- ✓ Encourage broader community input

YOU represent the project!



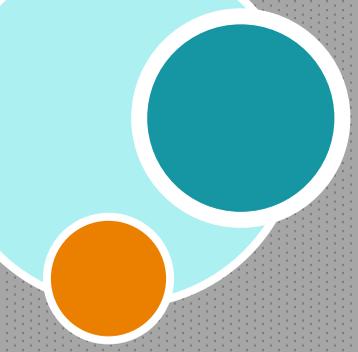
Community Advisory Group (CAG)

CAG Ground Rules

- ✓ Input from all participants is **valued and considered**.
- ✓ All participants must come to the process with an **open mind and participate** openly and honestly.
- ✓ All participants in the process must treat each other with **respect and dignity**.
- ✓ All participants understand that topics will not be revisited once the issues have been addressed and a **general understanding** is reached.
- ✓ The project must progress at a reasonable pace, based on the original **project schedule**.
- ✓ Members of the media are welcome to attend the **meetings as observers**, not participants in the process.
- ✓ All decisions made by the Department must be arrived at in a clear and transparent manner and the stakeholders should agree their **inputs have been considered**.
- ✓ The Project Team will make a final recommendation on a **preferred alternative**.

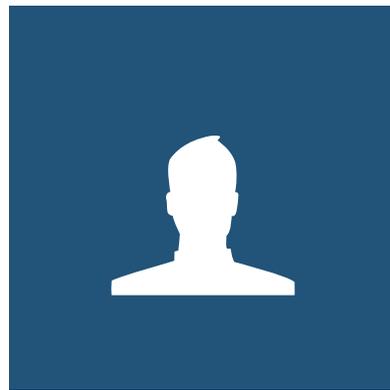
Questions?





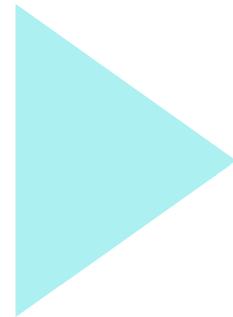
Group Exercise – Issues & Concerns

Group Exercise – Issues & Concerns



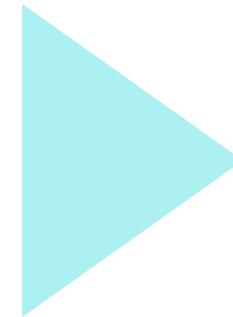
Individual

List transportation related issues and concerns



Small Group

Identify prominent issues and concerns

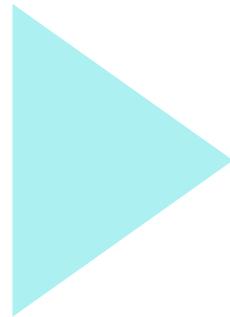
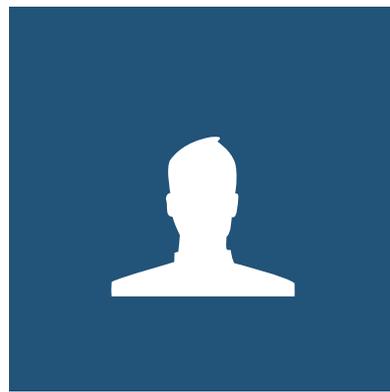


Large Group

Discuss results in large group forum

Issues and concerns will be used to draft a project **Problem Statement**

Individual Brainstorming



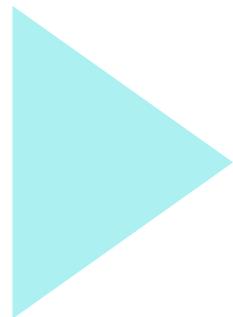
1. List transportation related issues and concerns that are important for you along the project corridor.
2. No limit to the number of issues and concerns.
3. Keep an open mind, there are no wrong answers.

What are the **transportation related issues and concerns** for the Barrington Road project?



5 minutes

Collaborate in a Small Group



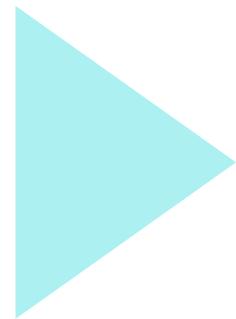
1. Discuss the individual lists of issues
2. Select 6 or so most prominent issues from the individual lists
3. Choose a representative to present those issues to the workshop

What are the **transportation related issues and concerns** for the Barrington Road project?



10 minutes

Large Group Discussion



1. Choose a representative
2. Representative of each small group to read aloud the most prominent issues
3. Facilitated discussion of similar issues

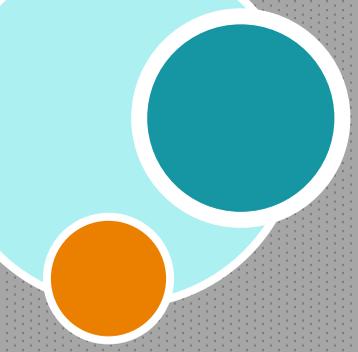
What are the **transportation related issues and concerns** for the Barrington Road project?



30 minutes

Questions?

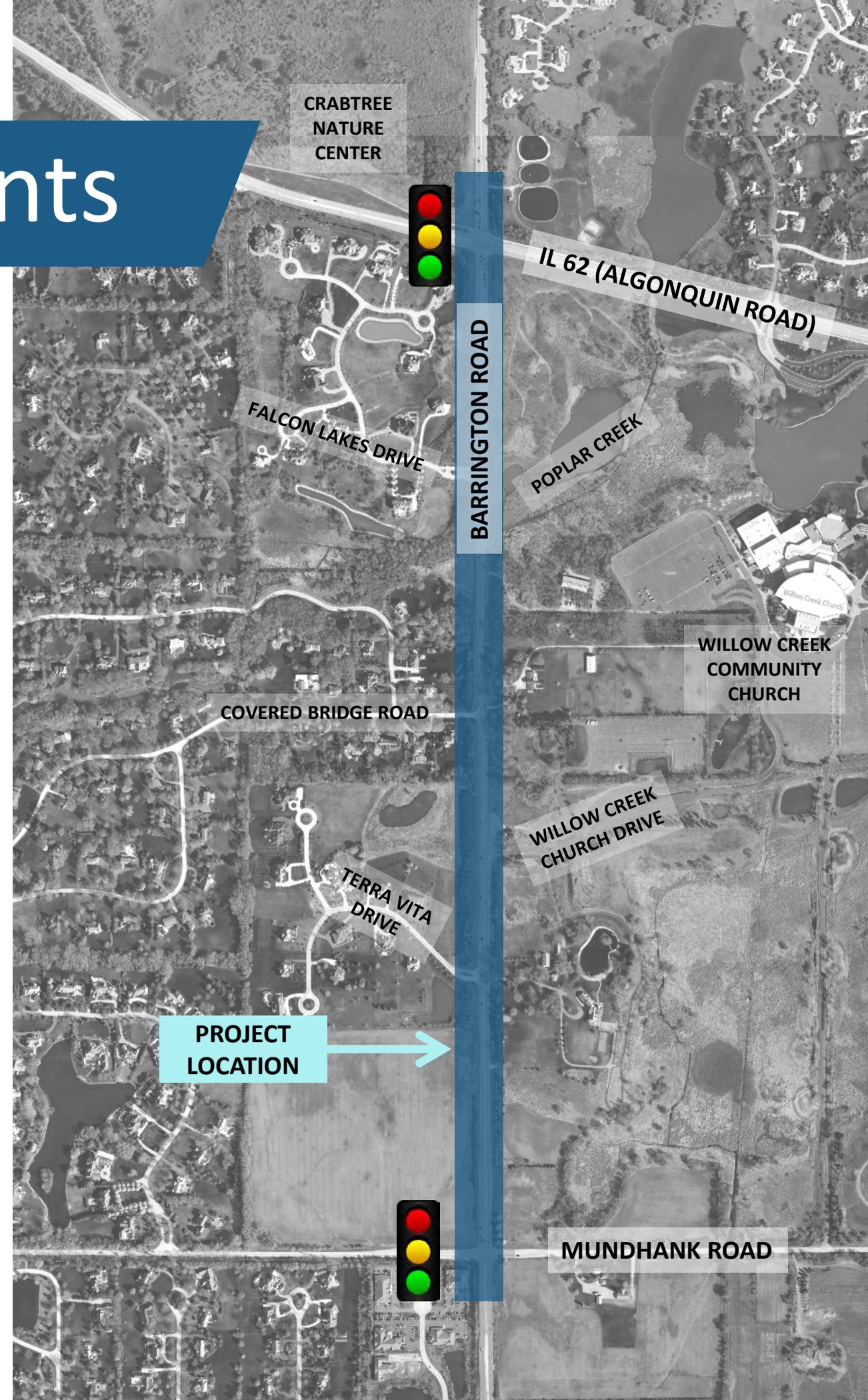




Preliminary Project Data

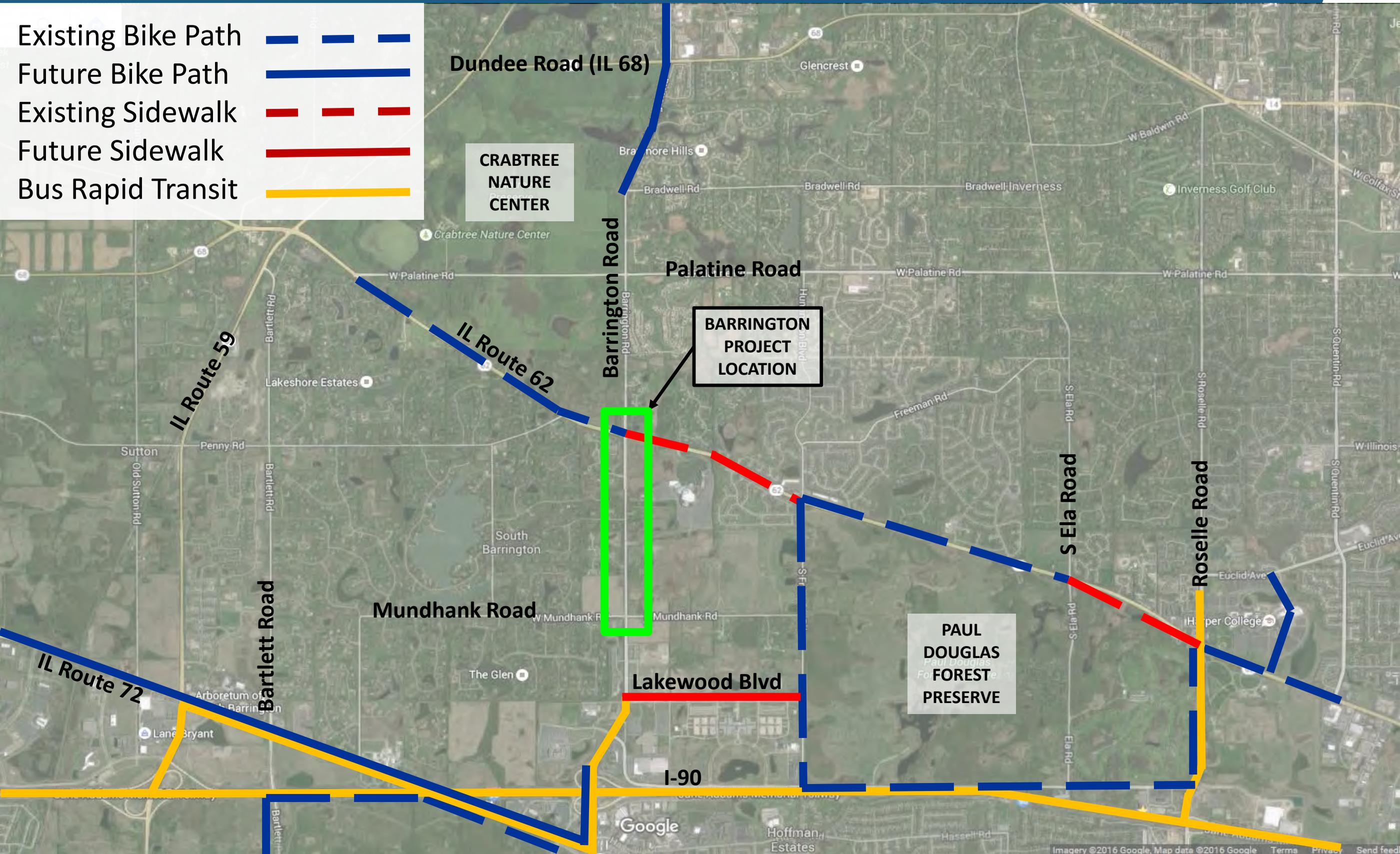
Local Improvements

- ✓ Improvement to Barrington Road south of Mundhank Road
- ✓ Improvements at Barrington Road and the IL 62 Intersection
- ✓ Turn lane additions as residential developments have occurred
- ✓ Barrington Road at I-90 Interchange (Hoffman Estates, Illinois Tollway and IDOT)
- ✓ Congestion Mitigation and Air Quality (CMAQ) Project: Addition of a right turn lane from WB IL 62 to NB Barrington Road
- ✓ Pace Bus Service: Bus Rapid Transit (BRT)/ Bus Park & Ride Expansion



Ped/Bike Connections

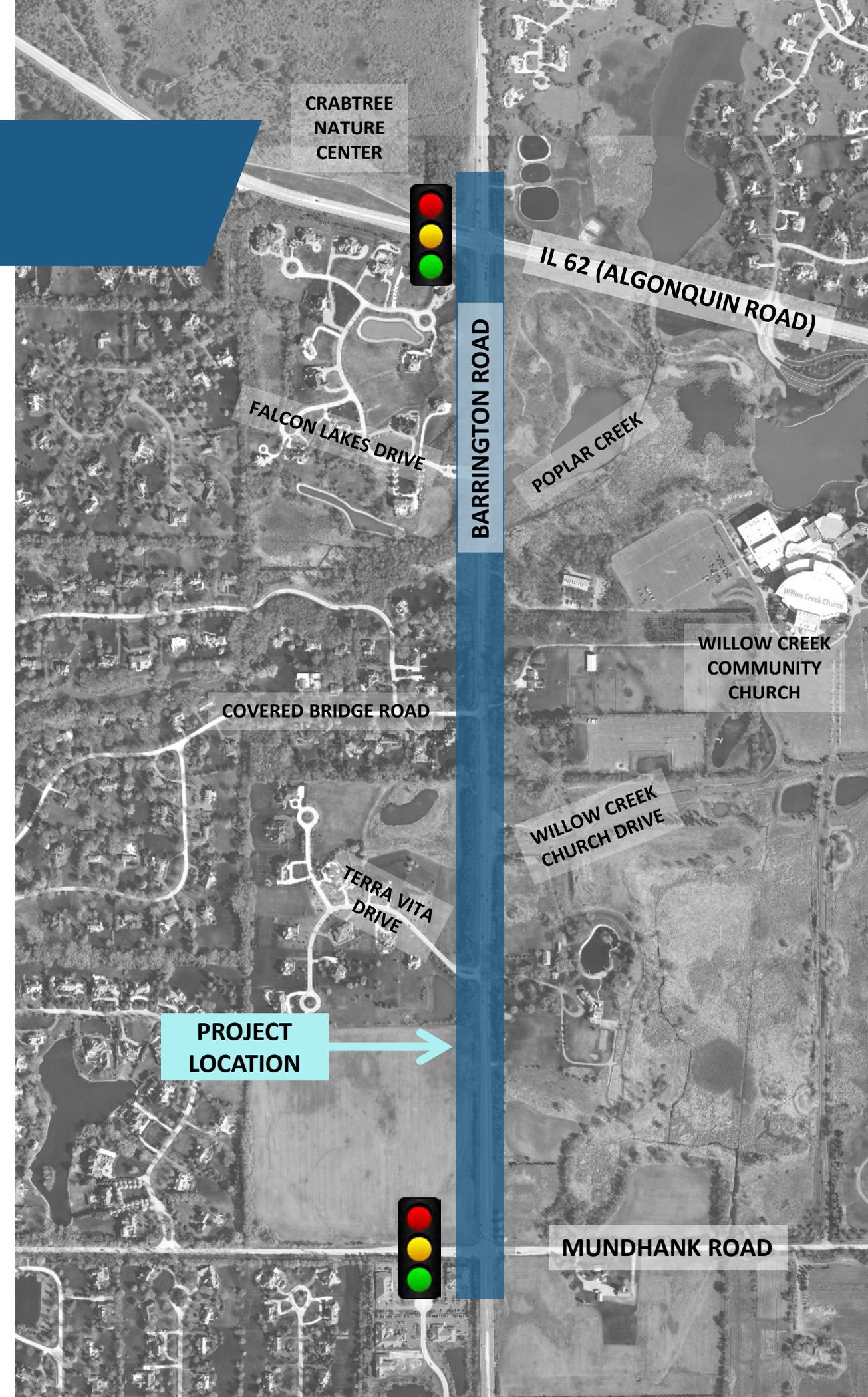
- Existing Bike Path 
- Future Bike Path 
- Existing Sidewalk 
- Future Sidewalk 
- Bus Rapid Transit 



Crash Analysis

Corridor Wide

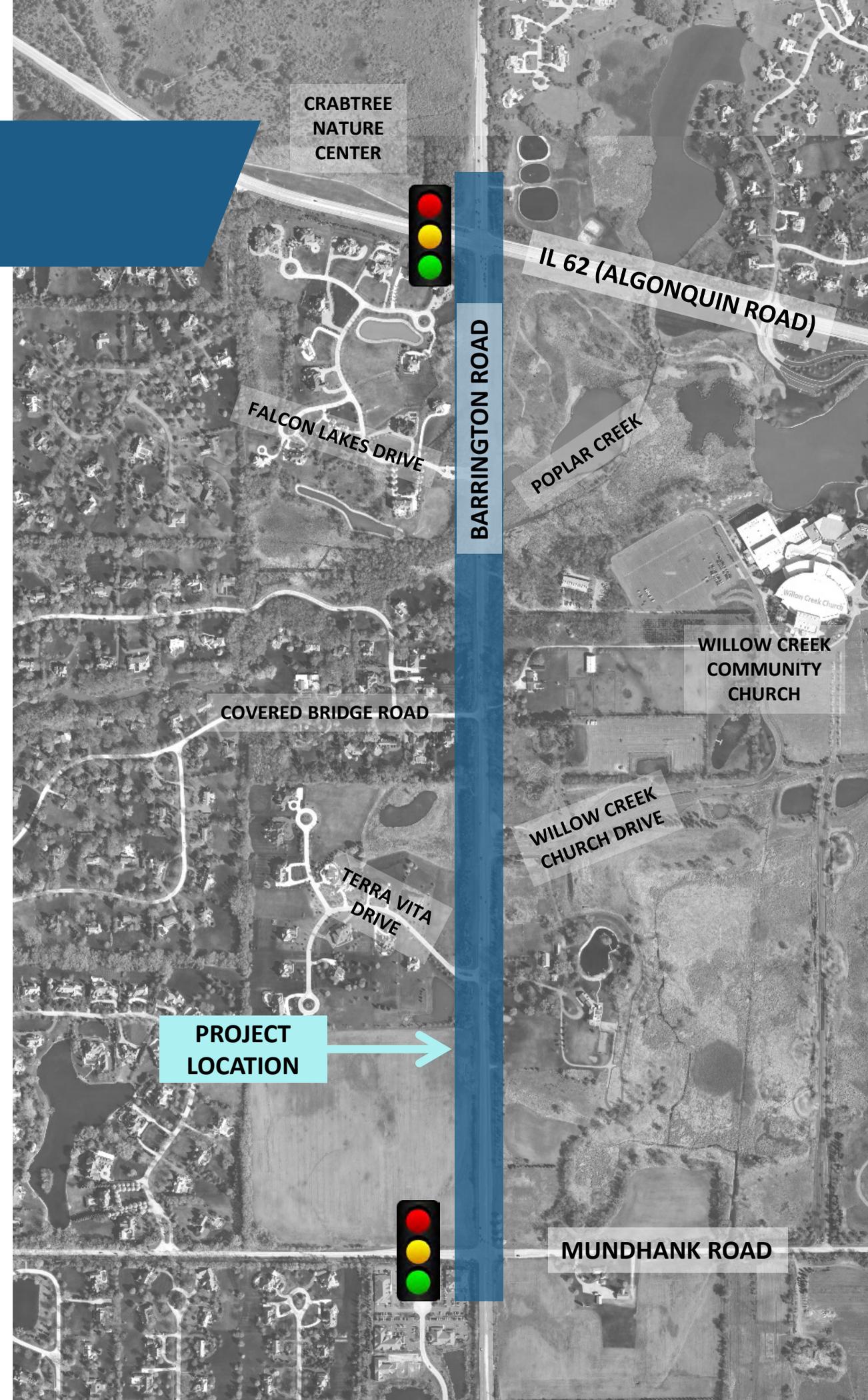
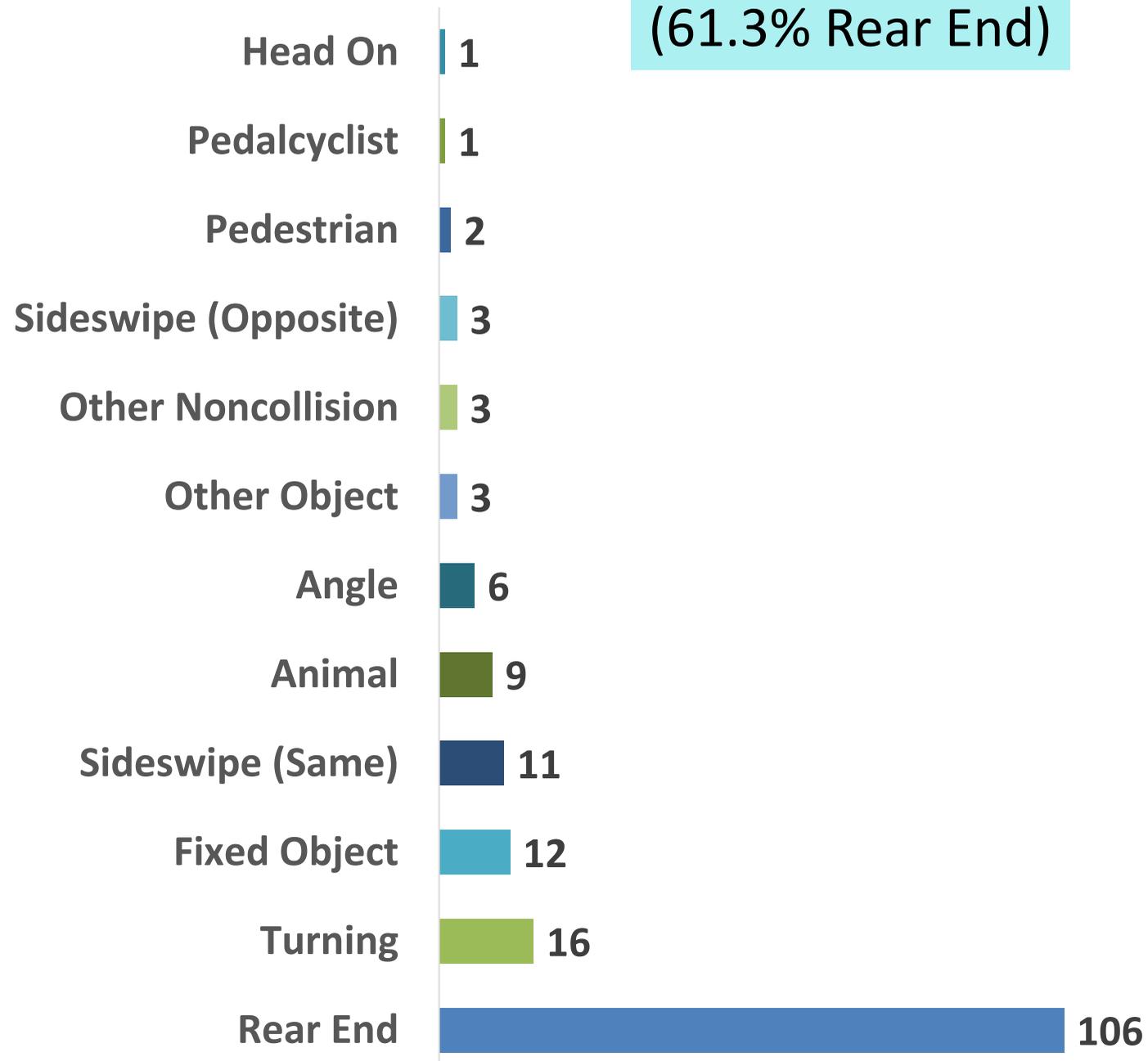
- ✓ Most Recent 5 Years of Data Available
- ✓ Crash Location (Corridor vs. Intersections)
- ✓ Crash Type (Rear End, Turning, Fixed Object, Sideswipe, etc.)
- ✓ Severity of Injury
 - K: Fatal
 - A: Incapacitating
 - B: Injury Evident
 - C: Injury Possible



Crash Analysis

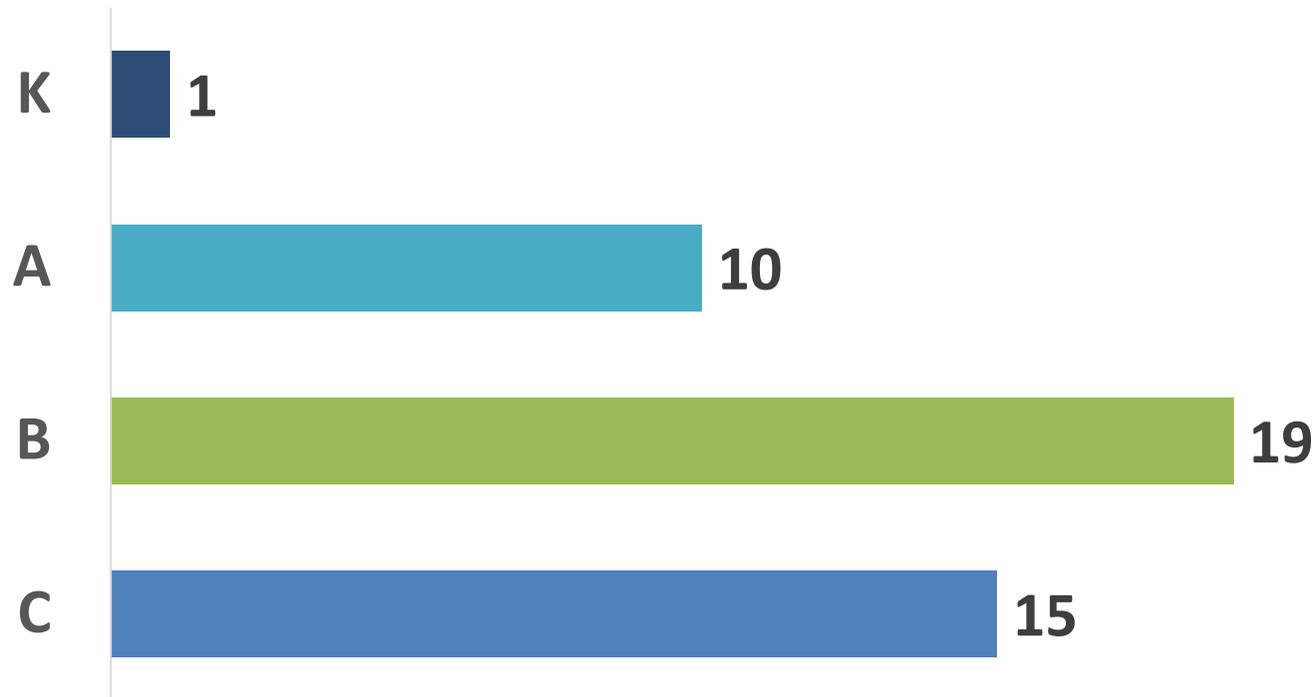
Corridor Wide – 173 Crashes

(61.3% Rear End)



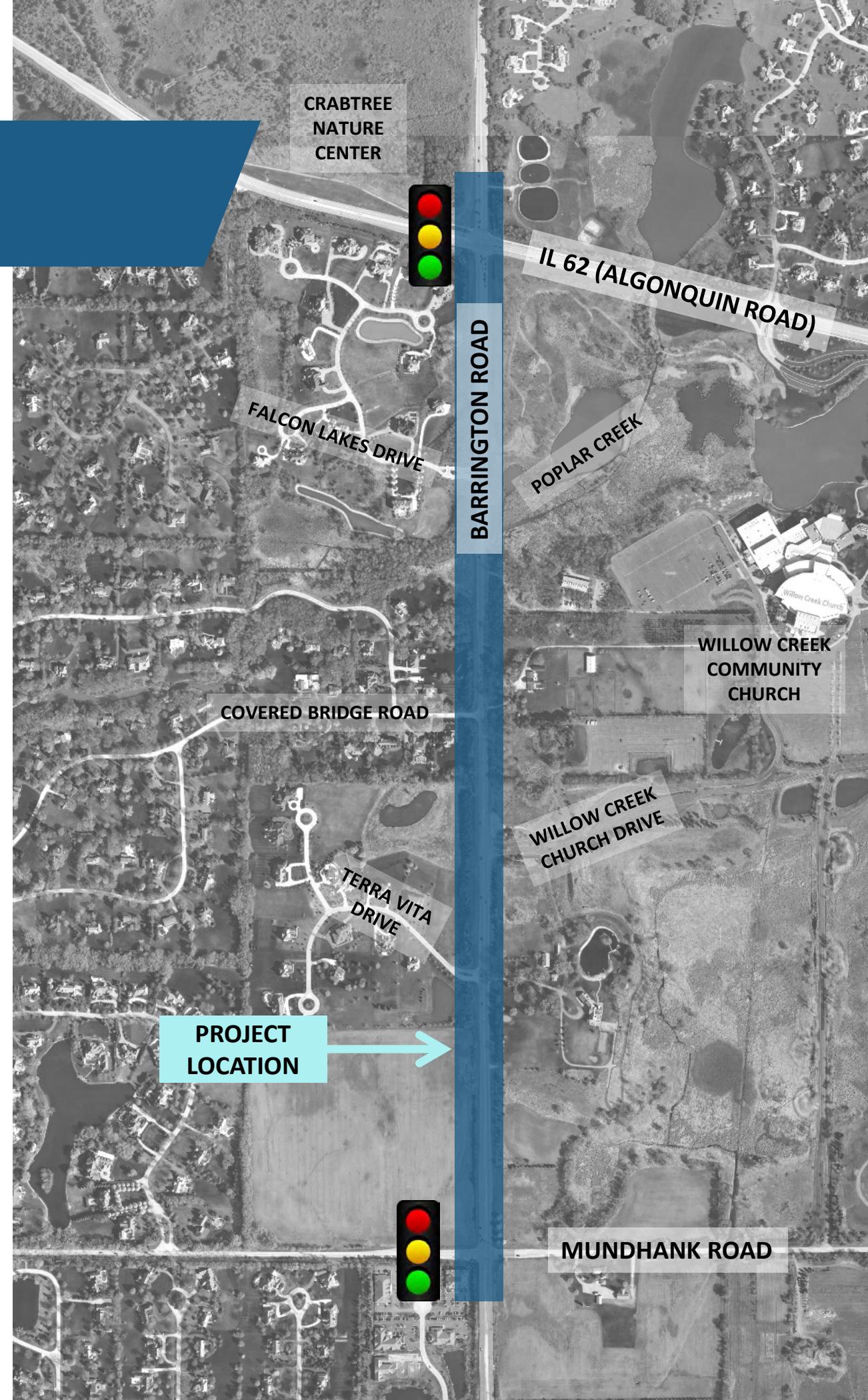
Crash Analysis

Corridor Wide – 45 Injuries



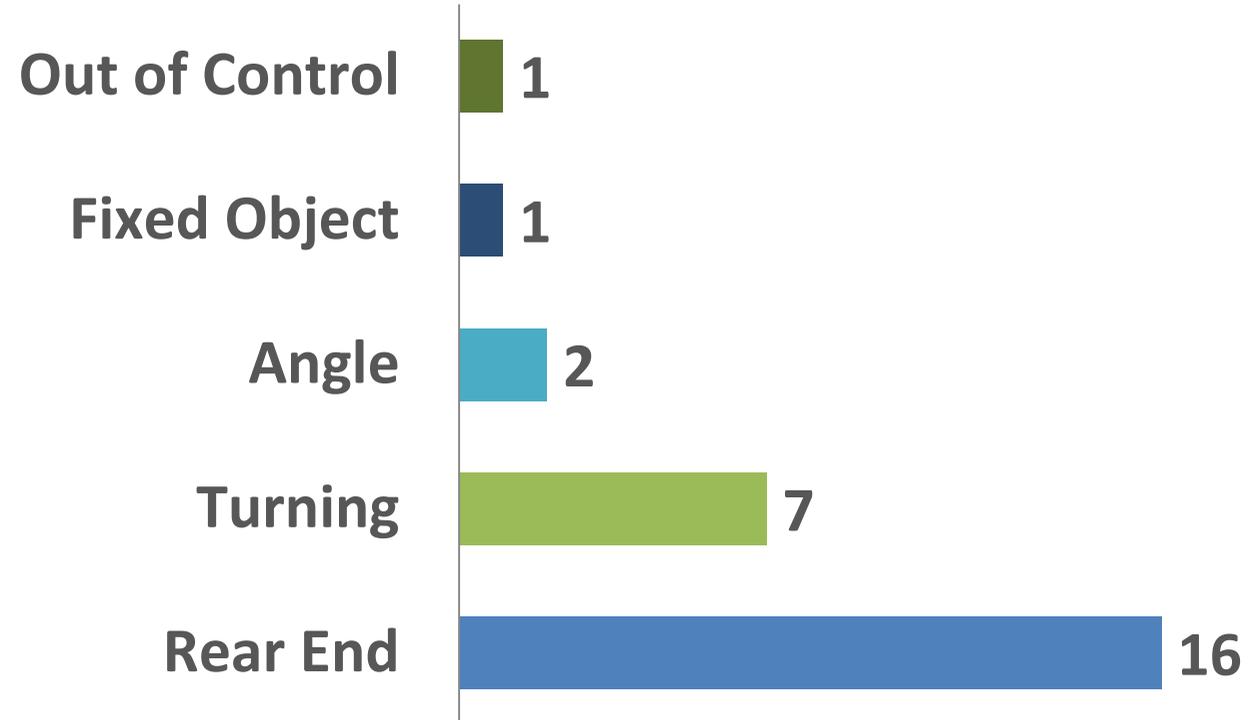
Severity of Injury

- K: Fatal
- A: Incapacitating
- B: Injury Evident
- C: Injury Possible

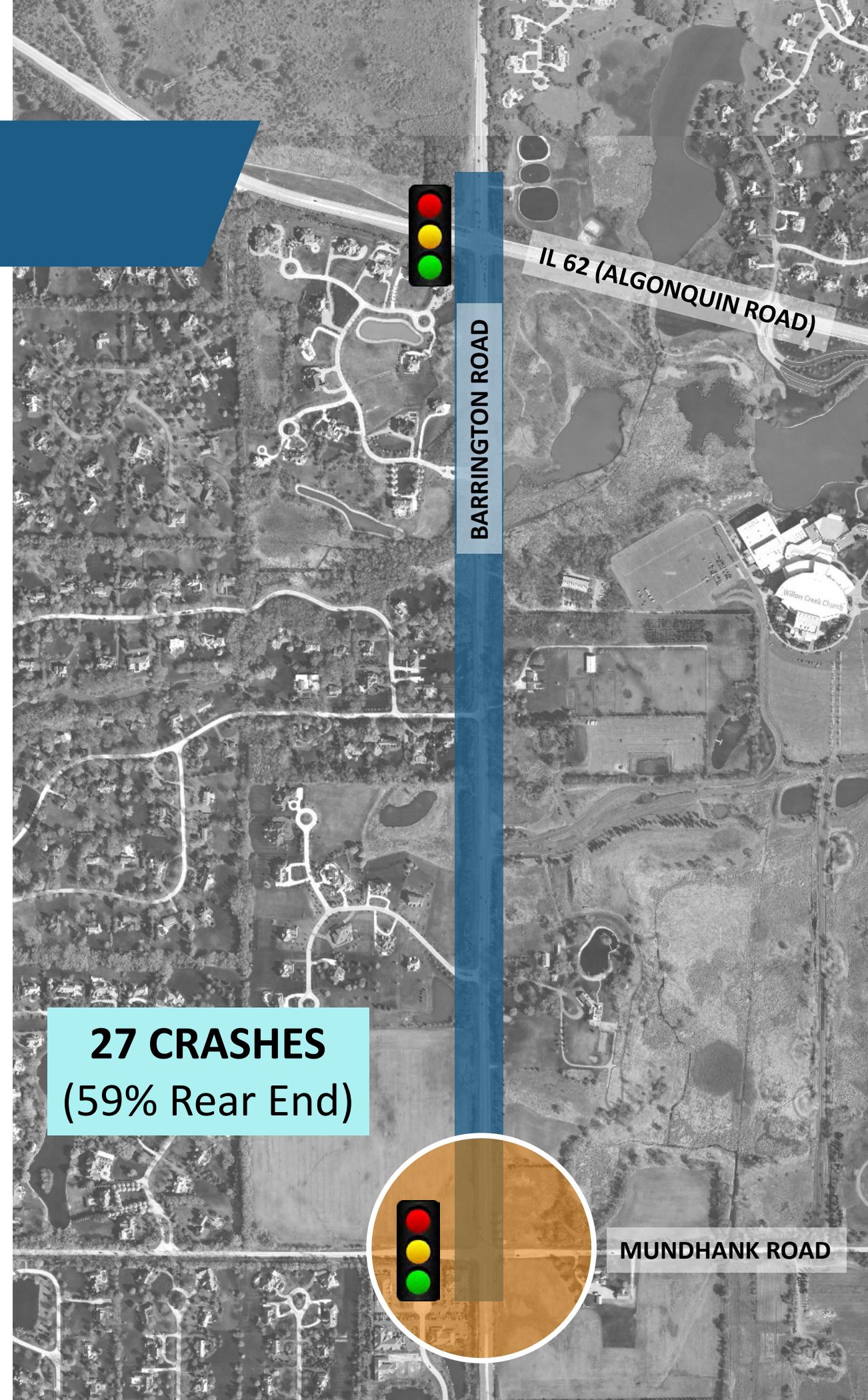


Crash Analysis

Mundhank Rd Intersection – 27 Crashes

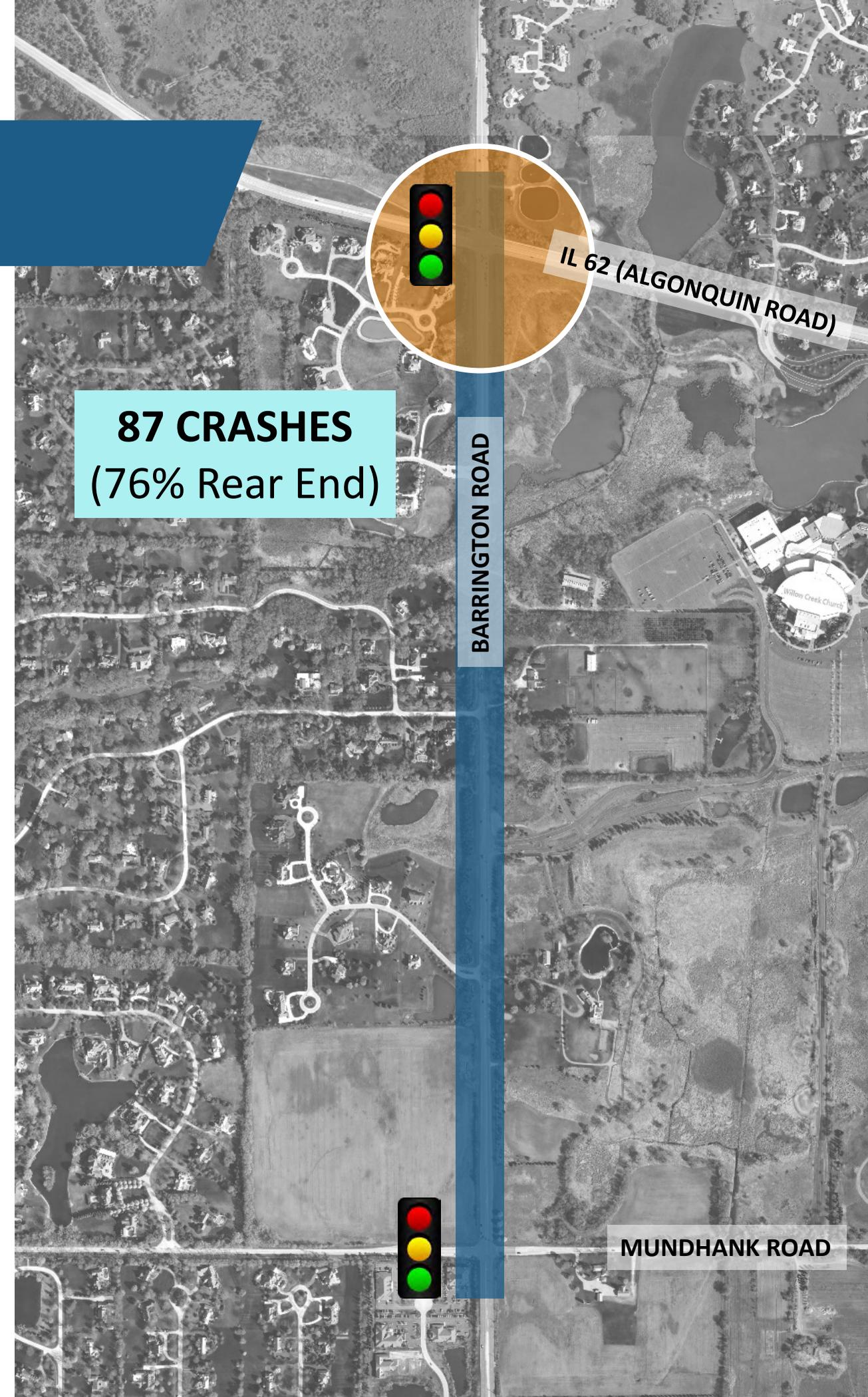
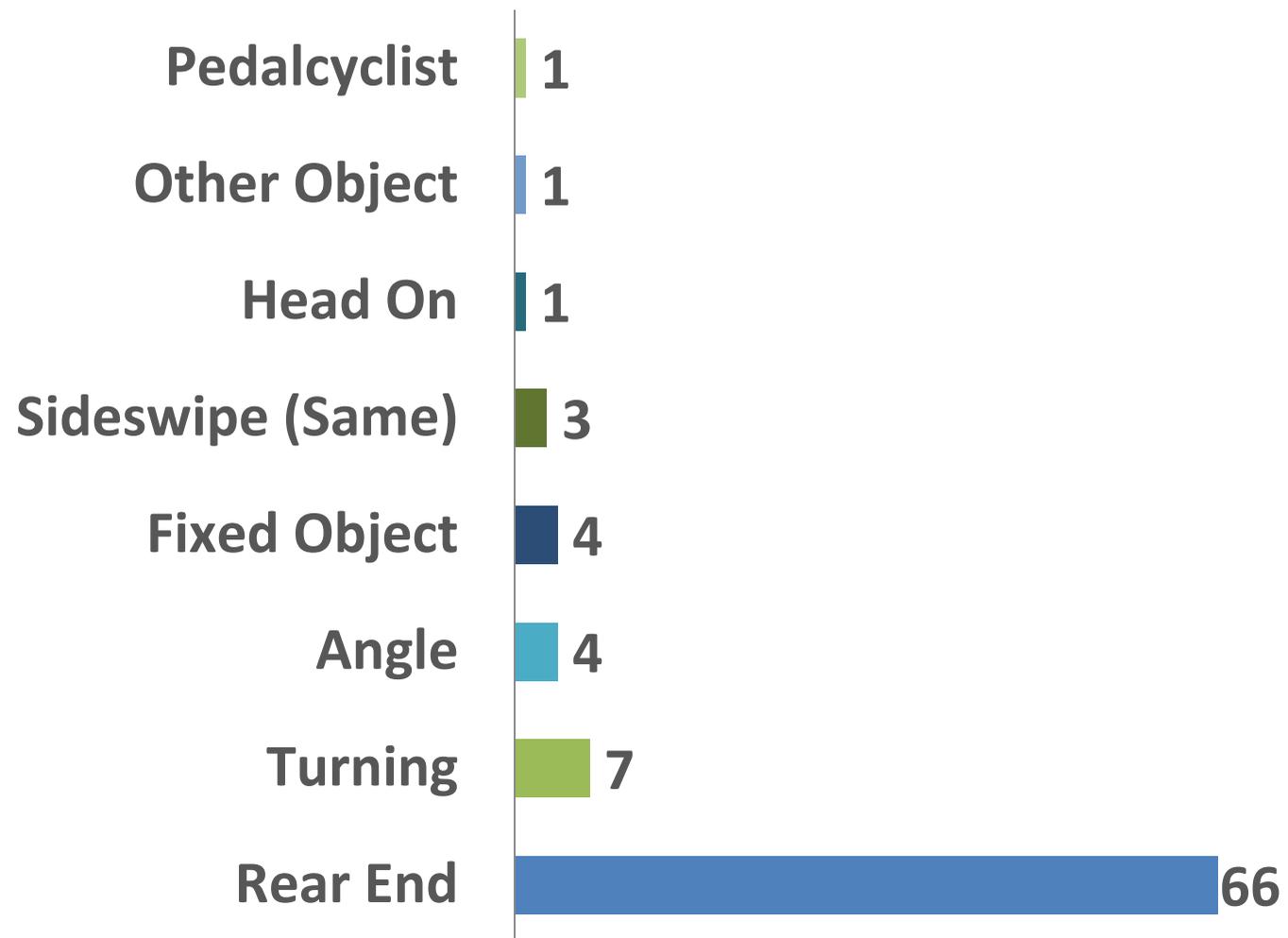


27 CRASHES
(59% Rear End)



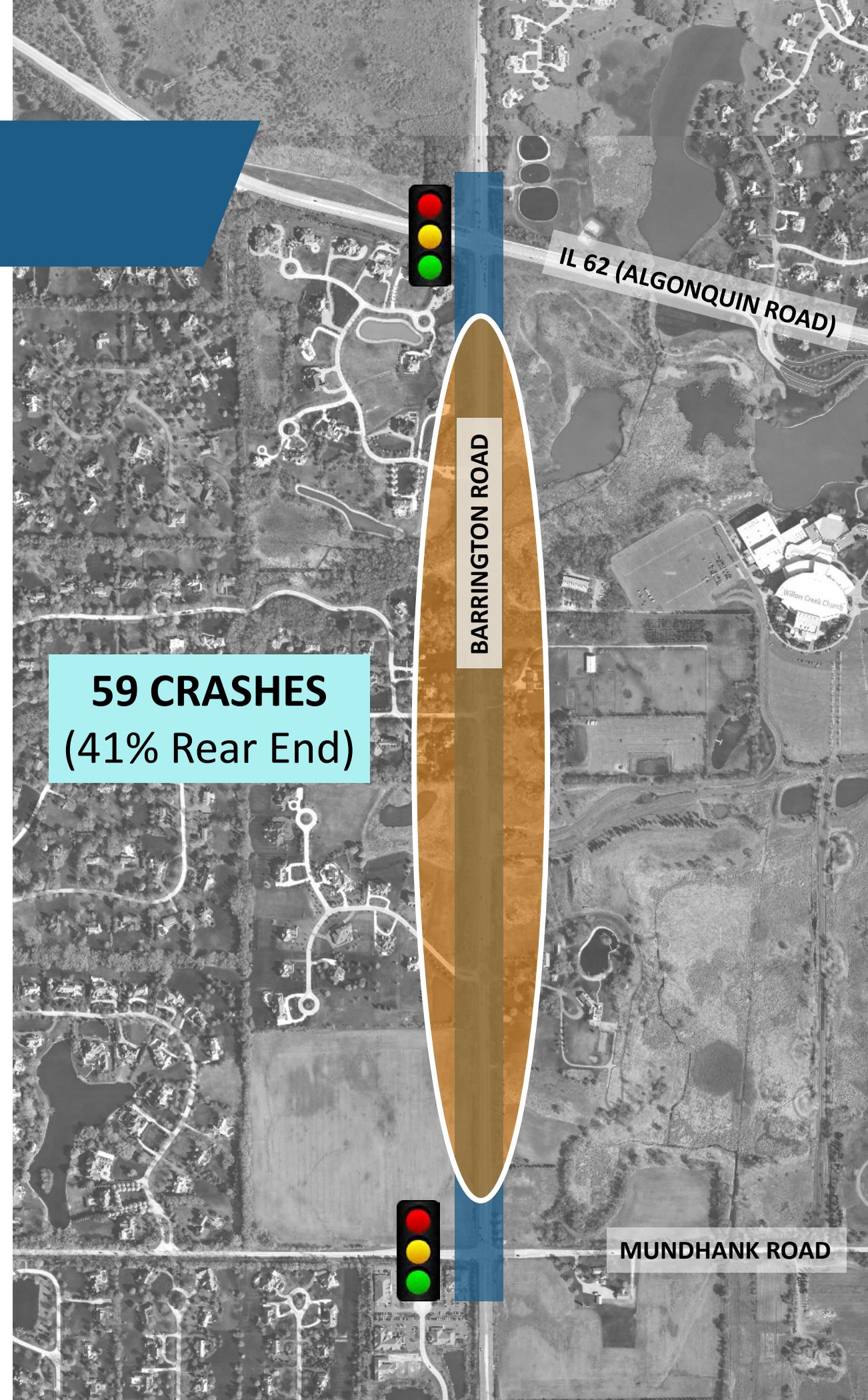
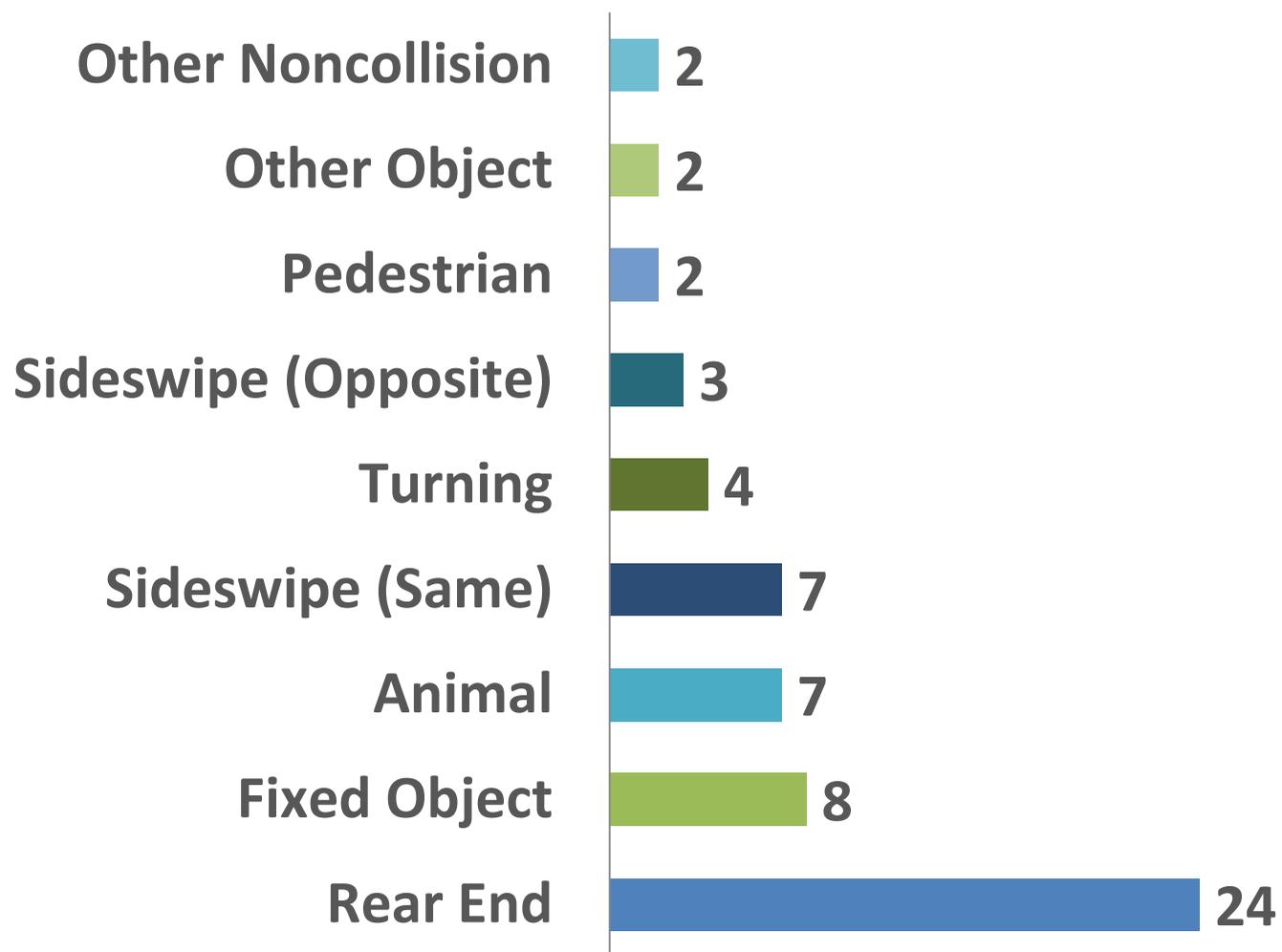
Crash Analysis

IL 62 (Algonquin) Intersection – 87 Crashes



Crash Analysis

Mundhank to IL 62 Segment – 59 Crashes



59 CRASHES
(41% Rear End)

BARRINGTON ROAD

IL 62 (ALGONQUIN ROAD)

MUNDHANK ROAD

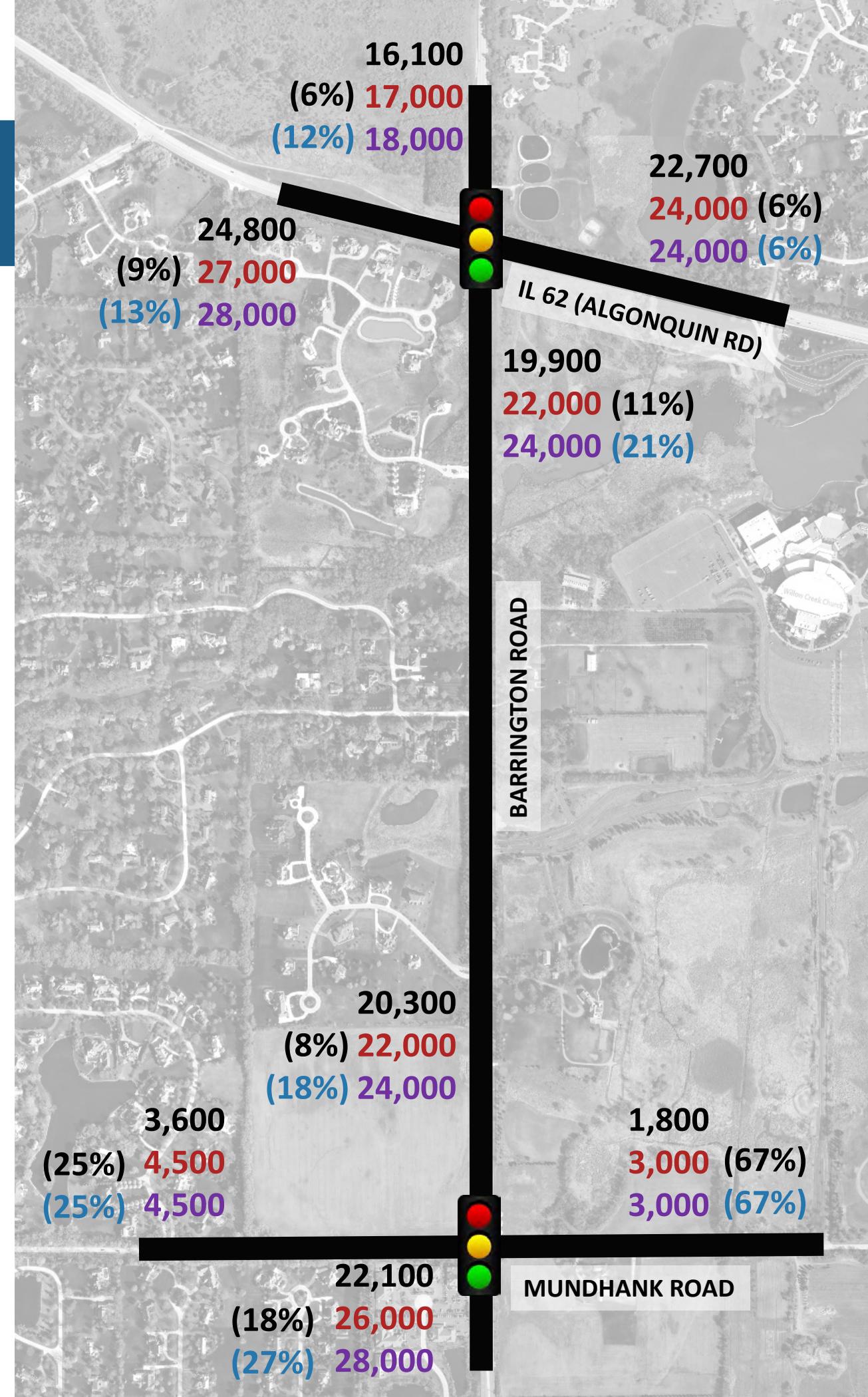
Traffic Data

Average Daily Traffic (ADT)

2015 Existing	2040 No-Build	2040 Build
Traffic counts performed during 2015 under existing conditions	No-Build scenario assumes no additional lanes on Barrington Road	Build scenario assumes one additional through lane in each direction on Barrington Road

Average Daily Traffic (Vehicles Per Day)

- 000** - Existing (2015)
- 000** - Projected (2040 No-Build)
- 000** - Projected (2040 Build)
- (%)** - Percent Increase, 2015 to 2040 No-Build
- (%)** - Percent Increase, 2015 to 2040 Build



Traffic Data – Level of Service



**LOS A =
FREE FLOW**



**LOS B =
FREE FLOW**



**LOS C =
NEAR FREE FLOW**



**LOS D =
TRAFFIC FLOW BREAKS
DOWN**



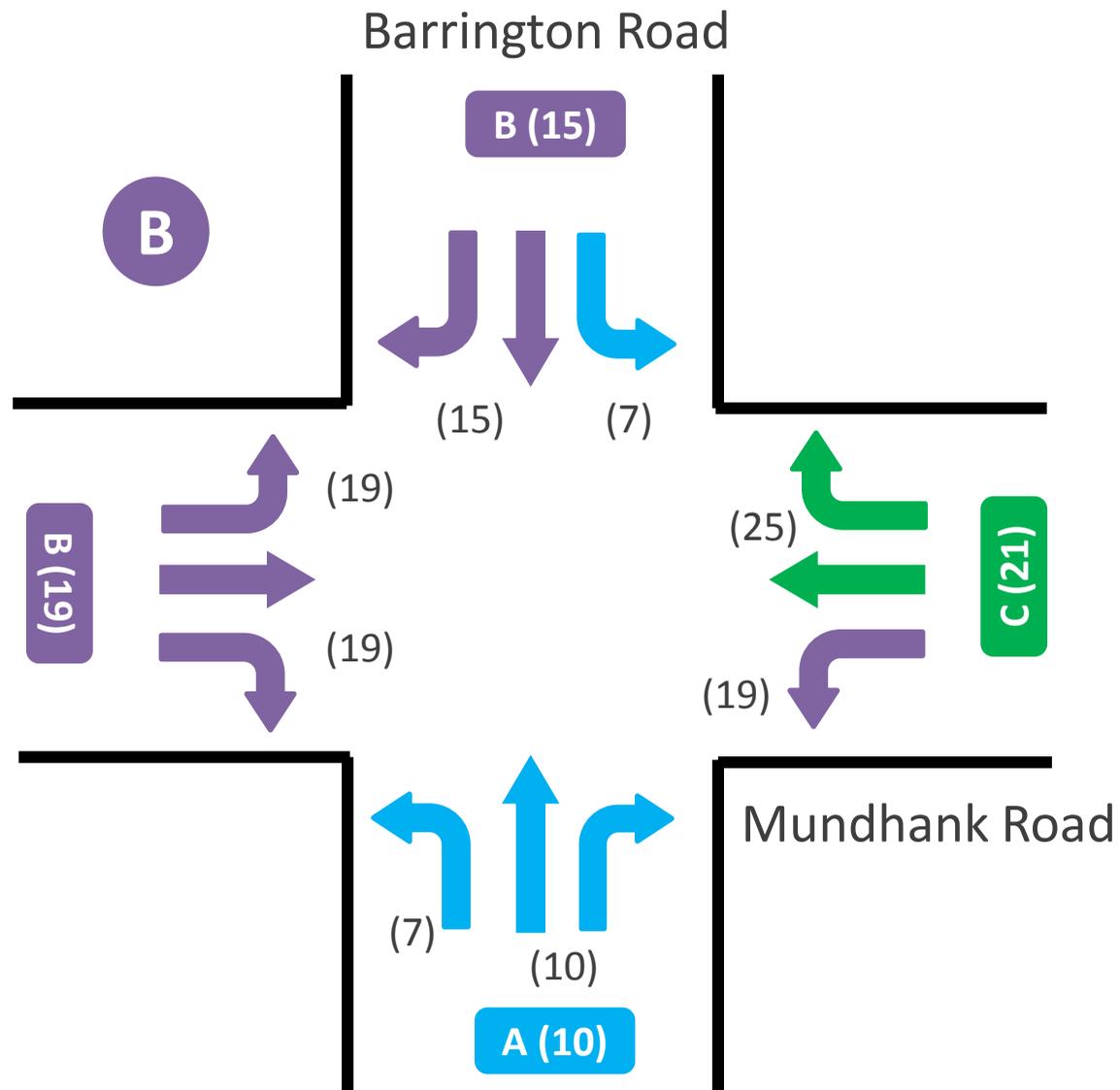
**LOS E =
CONGESTION**



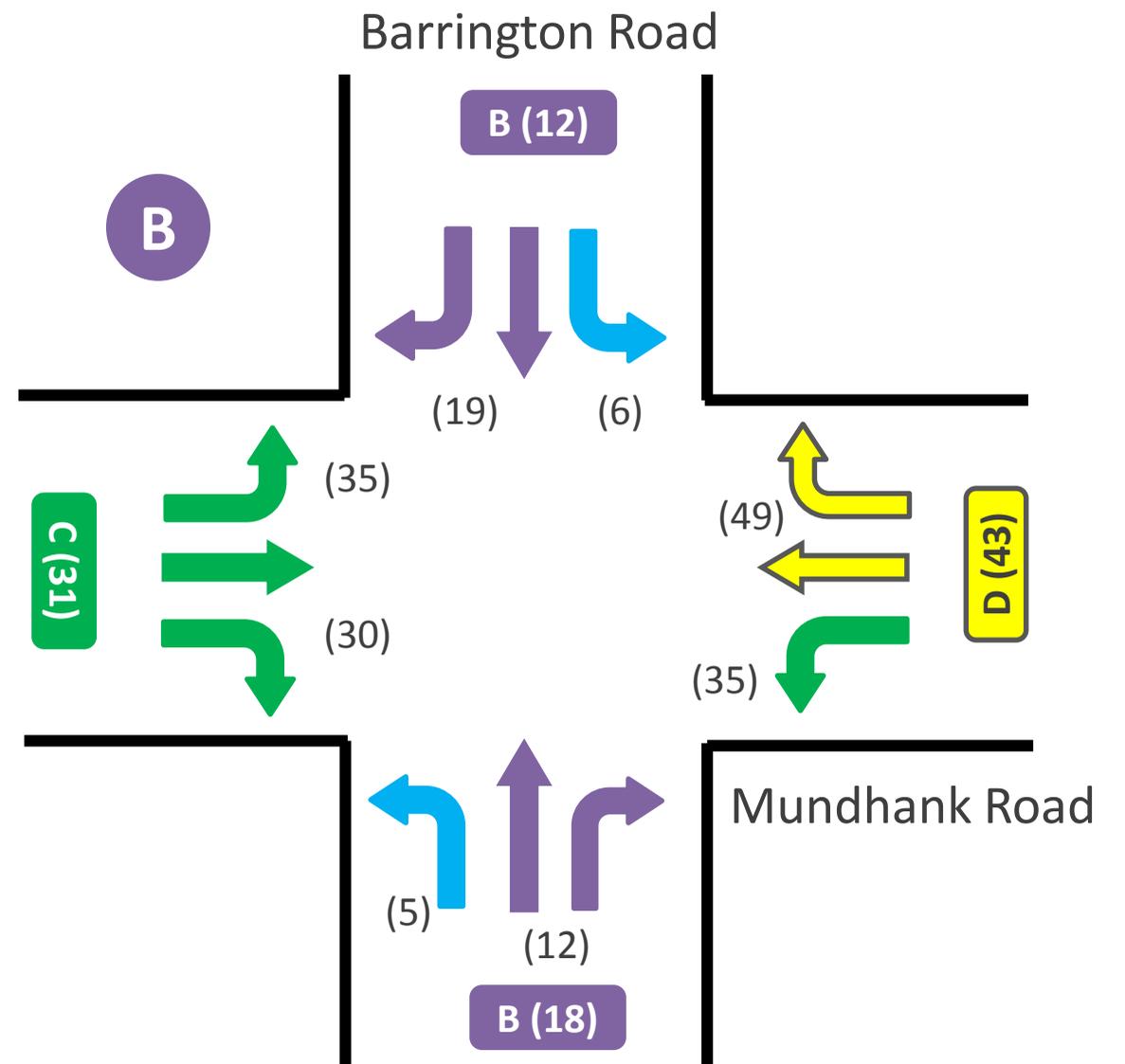
**LOS F =
GRIDLOCK**

Intersection Level of Service	
LOS	Delay Time (Sec/Veh)
A	< 10
B	> 10-20
C	> 20-35
D	> 35-55
E	> 55-80
F	> 80

Traffic Data – Mundhank Rd



AM Peak Hour Traffic (2015)

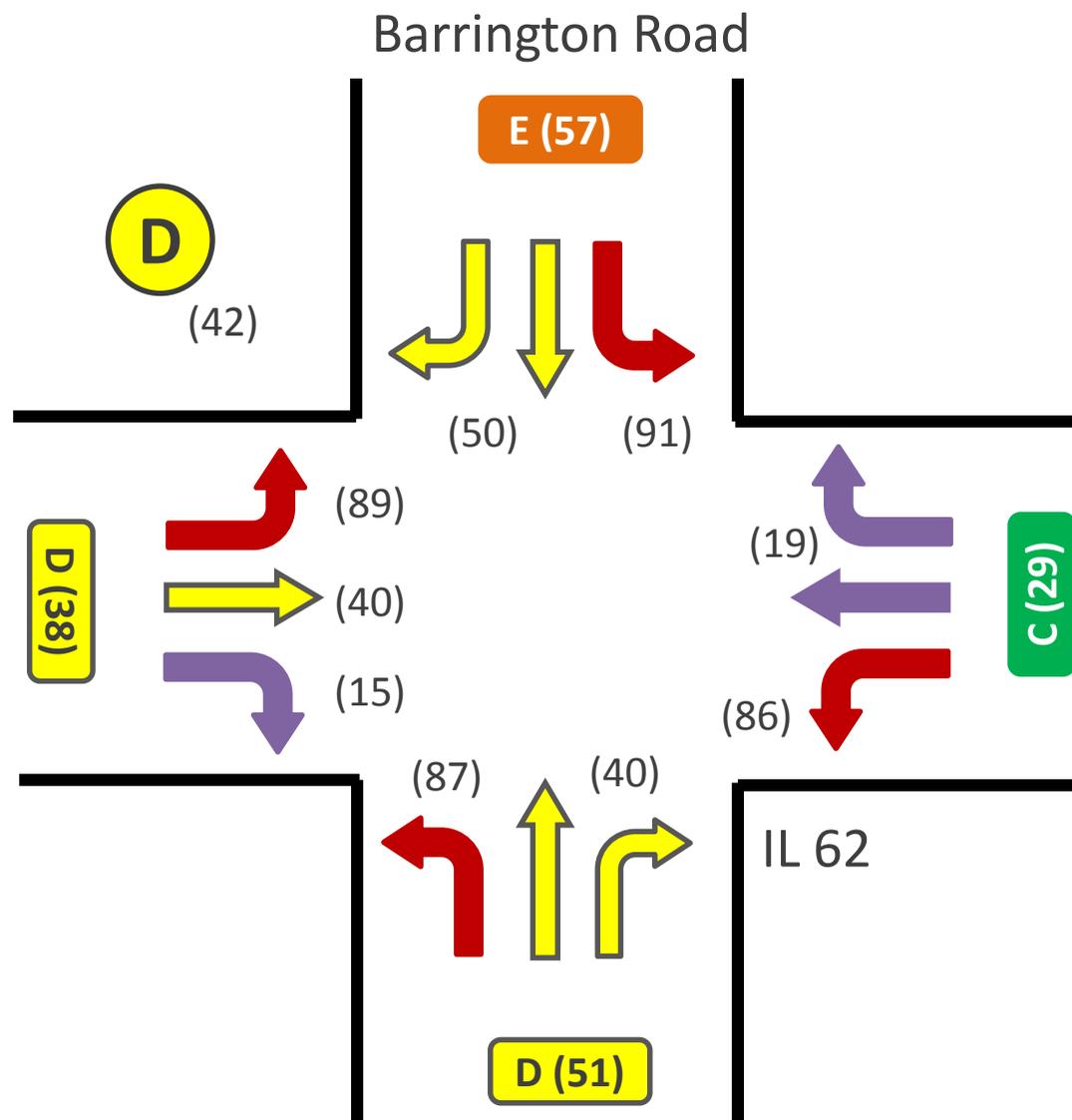


PM Peak Hour Traffic (2015)

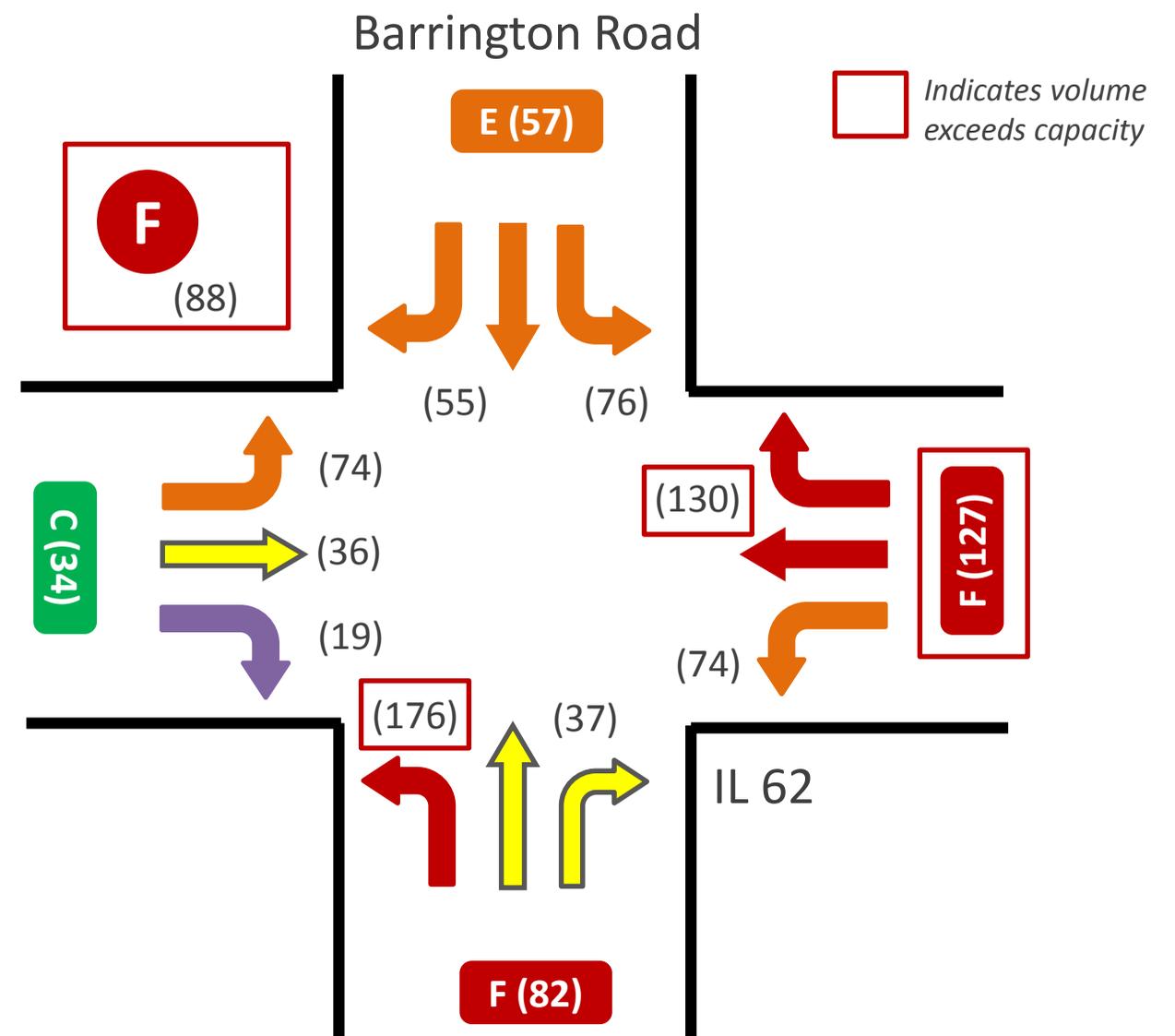
(xx) Seconds of delay



Traffic Data – IL 62 (Algonquin Rd)



AM Peak Hour Traffic (2015)



PM Peak Hour Traffic (2015)

(xx) Seconds of delay



Traffic Data - Segment



LOS A = FREE FLOW



LOS B = FREE FLOW



LOS C = NEAR FREE FLOW



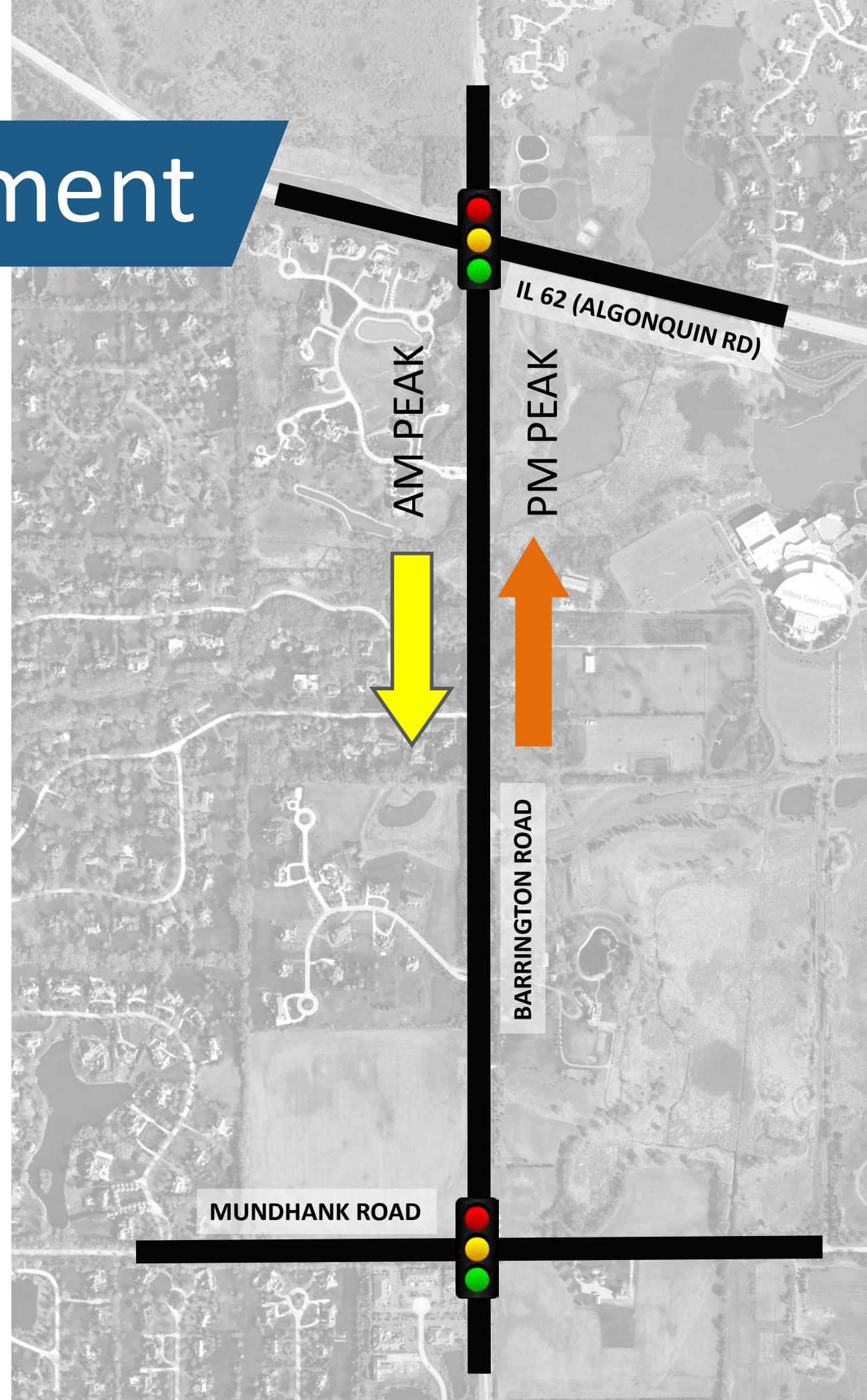
LOS D = TRAFFIC FLOW BREAKS DOWN



LOS E = CONGESTION

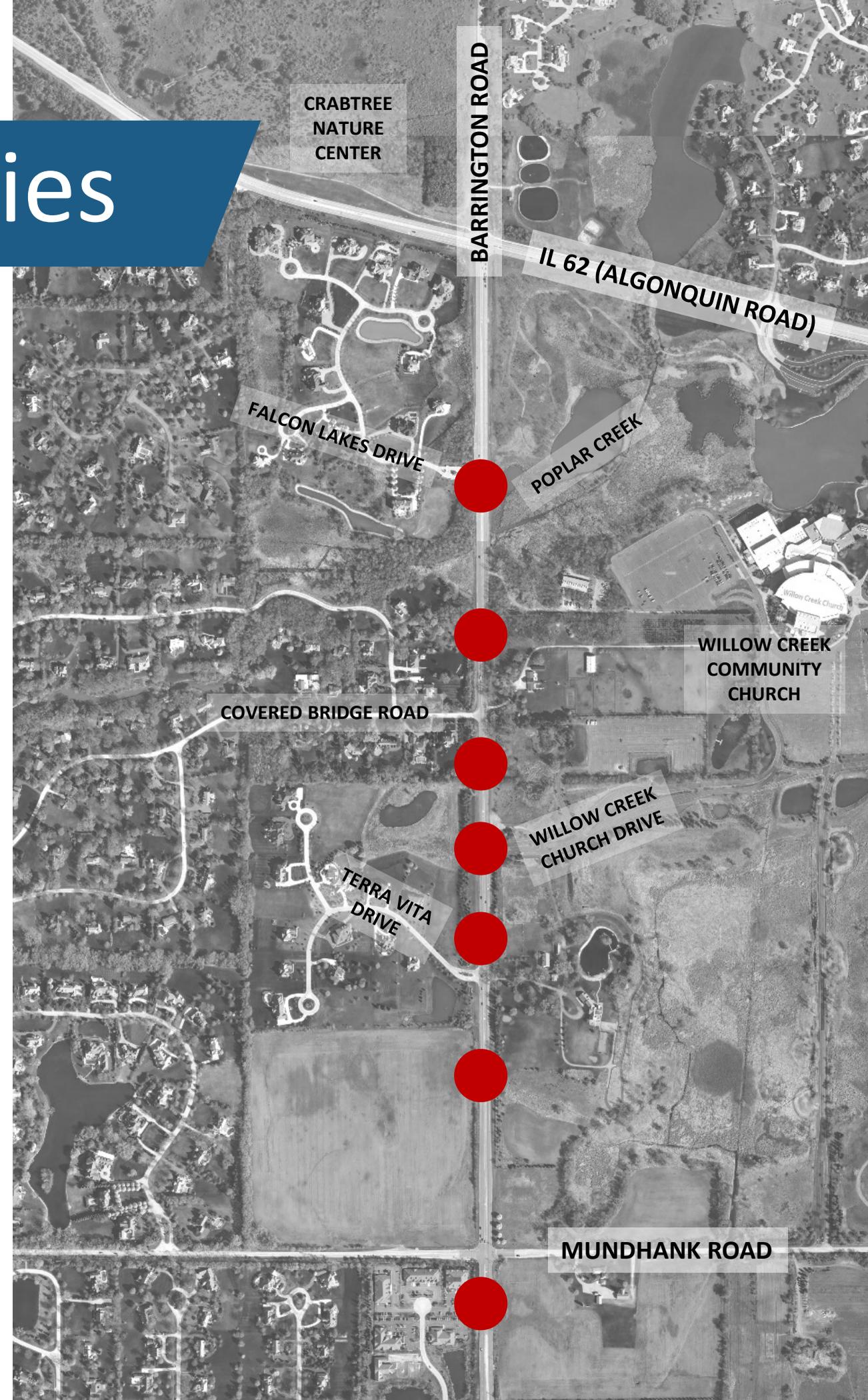
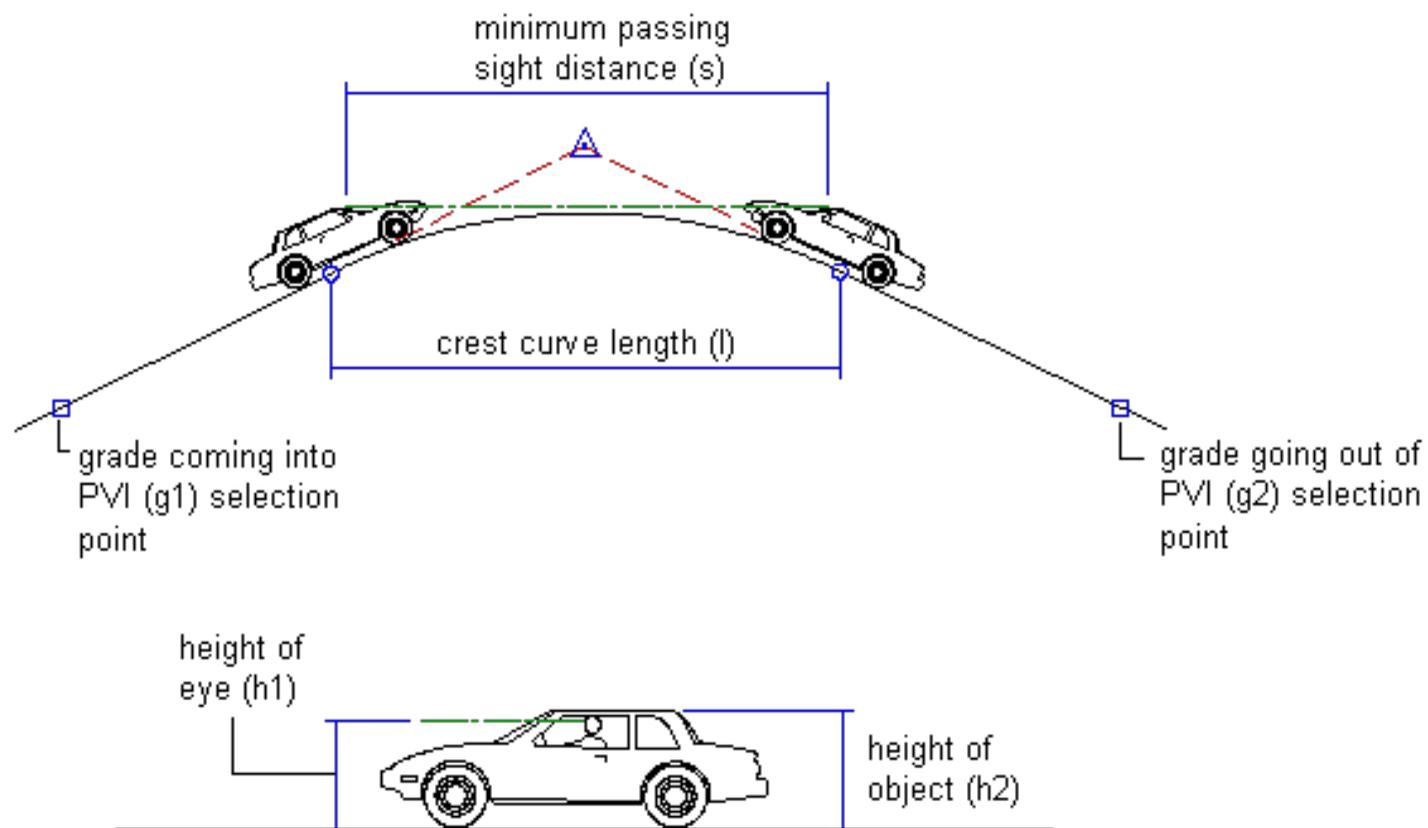


LOS F = GRIDLOCK



Existing Deficiencies

Vertical Profile/Sight Distance

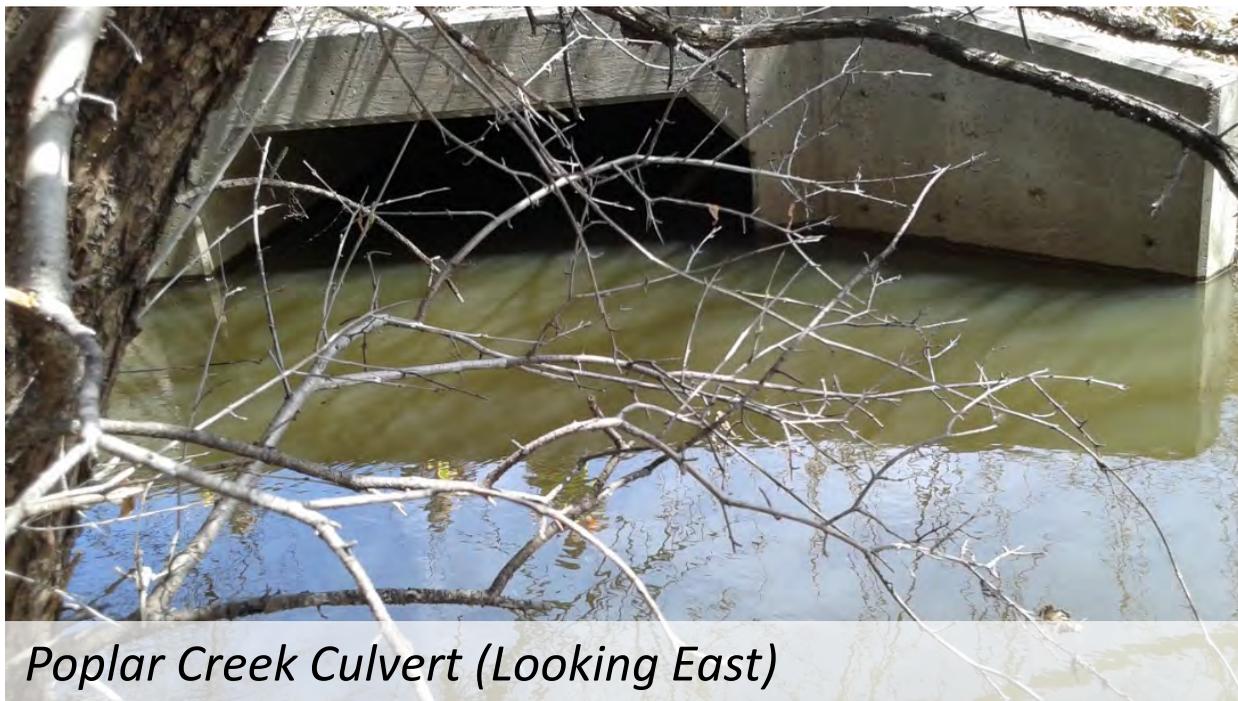


Existing Deficiencies

Drainage Concerns

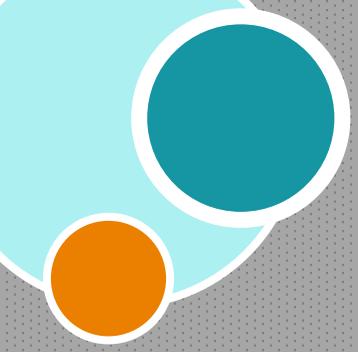


Poplar Creek Culvert (Looking West)



Poplar Creek Culvert (Looking East)





Problem Statement Workshop

Problem Statement Workshop

What is a Problem Statement?

- ✓ Summarizes the issues and concerns within the project area
- ✓ States the important aspects of the project area
- ✓ Provides focus in developing the Purpose & Need Statement



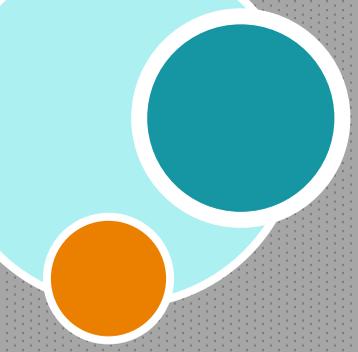


Problem Statement Workshop

Formulate a Problem Statement

“The transportation problem(s) on Barrington Road to be solved by this project is/are..._____

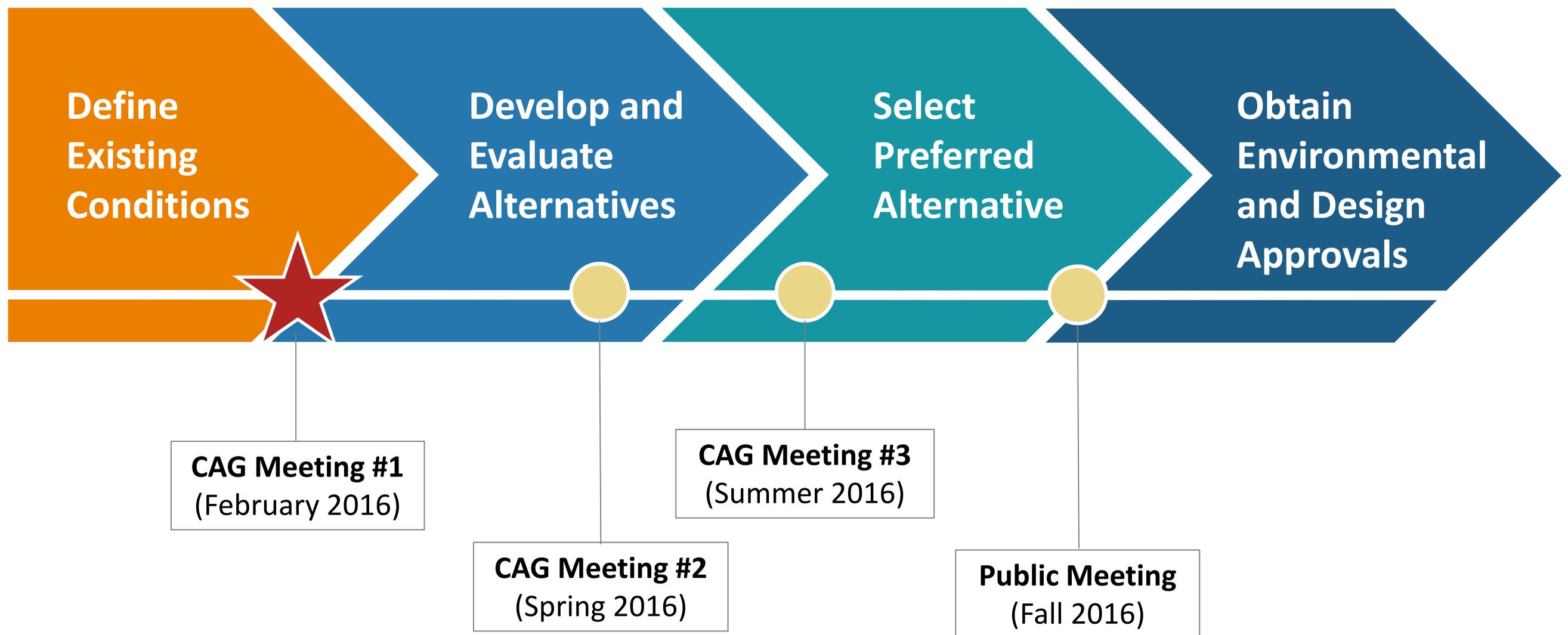
In addition, _____



Next Steps

Next Steps

Phase I Project Schedule



Next Steps

- ✓ Refine Problem Statement
- ✓ Develop Purpose and Need Statement
- ✓ Develop Range of Alternatives
- ✓ Alternative Evaluation
- ✓ CAG Meeting #2 (Spring 2016)



Questions?



Contact Information

Ken Yang, PE

Project Manager

Illinois Department of Transportation

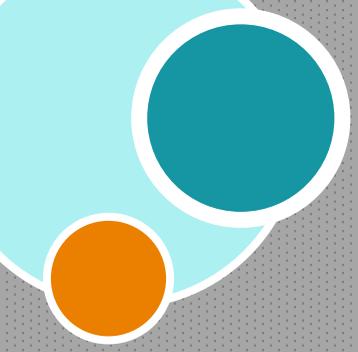
201 West Center Court

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(847) 705-4710

barringtonroad@burnsmcd.com

<http://www.idot.illinois.gov/projects/barrington-rd-at-il-62>



Thank You