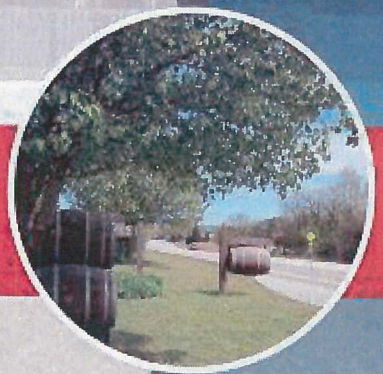
Item #5B:

Village President Underwood

Aptakisic Road Improvements - LCDOT SIG Meeting #3

04/24/15

APTAKISIC ROAD



STAKEHOLDER INVOLVEMENT GROUP MEETING #3

WEDNESDAY, APRIL 22, 2015

AptakisicRoad.org

WELCOME!

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TOMORROW'S PROGRESS BEGINS TODAY. BE A PART OF IT!

THE PURPOSE OF TODAY'S SIG MEETING

- Project Status Update
  - Project Schedule
  - Recap Stakeholder Coordination
  - Recap Alternatives Analysis Process
- Presentation of the Preliminary Preferred Alternative
- Breakout Session – Review of the Preliminary Preferred Alternative
- Next Steps
  - Public Hearing scheduled for Spring 2015
  - Complete Phase I Engineering
  - Phase II Engineering, Land Acquisition, Construction

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PROJECT STATUS UPDATE

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PROJECT SCHEDULE

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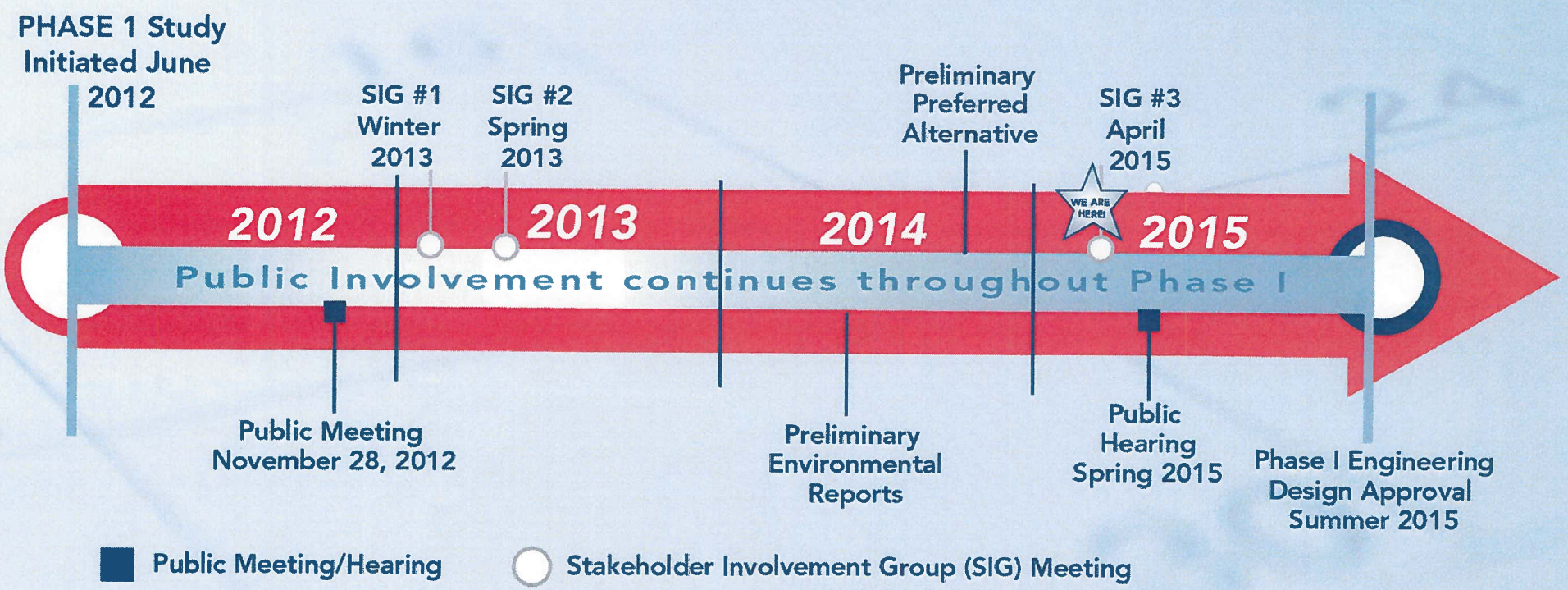

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STAKEHOLDER INPUT

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Public Information Meeting
- **November 28, 2012**
  - Gain public input on the transportation issues and concerns

Stakeholder Involvement Group #1
- **January 30, 2013**
  - Present project overview, Stakeholder Involvement Plan, and CSS process
  - Identify Issues/Concerns and Goals/Objectives

Stakeholder Involvement Group #2
- **April 25, 2013**
  - Present project alternatives and coordinate evaluation
  - SIG input on project alternatives

Traffic Noise Wall Meeting
- **December 17, 2014**
  - Present Traffic Noise Study & Noise Abatement Evaluation

Stakeholder Involvement Group #3
- **April 22, 2015**
  - Obtain SIG input on the Preliminary Preferred Alternative

COORDINATION AND ANALYSIS SINCE SIG #2

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- IDOT/FHWA coordination on alternatives and environmental reporting
- Coordination with Long Grove and Buffalo Grove on alternatives
- Identification of Preliminary Preferred Alternative (PPA)
- Detailed roadway and drainage plans for PPA
- Preliminary engineering and environmental reports for PPA
  - Wetlands
  - Drainage (detention and floodplain compensatory storage)
  - Traffic Noise Analysis and Meeting
- Draft Project Development Report

ALTERNATIVES ANALYSIS

ALTERNATIVES ANALYSIS

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Principle Need Factors

- Traffic congestion and delay will increase up to 98% over existing conditions by the 2040 Design Year if no improvements are made.
- Congestion contributes to safety and access deficiencies.

Two alternatives analyzed

3-lane alternative

- Maintains 1 travel lane in each direction
- Adds median with exclusive left turn lanes
- Adds exclusive right turn lanes at side streets

5-lane alternative

- 2 travel lanes in each direction
- Adds median with exclusive left turn lanes
- Right turns occur from outside travel lanes

ALTERNATIVES ANALYSIS

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Evaluation based on County and State Design Standards and the Project Problem Statement

- Accommodate existing and projected Year 2040 traffic volumes
- Improve access to/from adjacent properties
- Improve bike/pedestrian accommodations
- Minimize environmental and adjacent property impacts
- Consider corridor design factors and traffic calming measures to the extent practical

DESIGN FACTORS

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IL Route 83 intersection

- 5 lanes on Aptakisic Road
- No IDOT plans for improvements to IL 83

Buffalo Grove Road intersection

- 5 lanes on west leg of Aptakisic Road
- Match proposed improvement to Buffalo Grove Road by Lake County

General

- Environmental considerations (wetlands, floodplains)
- Existing right-of-way width varies
- Discontinuous sidewalk and bike paths

ANALYSIS RESULTS:

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IL 83 to Brandywyn Lane

- 5-lane alternative results in lower travel time through corridor
- 5-lane alternative provides more gaps/longer gap times for better access to/from adjacent properties

Brandywyn Lane to Buffalo Grove Road

- 5-lane alternative at Brandywyn is required to meet County and State Design Standards for 2040 Design Year
- Additional turn lanes required at the Buffalo Grove Road Intersection

ALTERNATIVE ANALYSIS CONCLUSIONS

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- 5-lane alternative required from Brandywyn Lane to Buffalo Grove Road
- IL 83 to Brandywyn Lane, 5-lane results in lower travel times and improves accessibility to/from adjacent properties
- 5-lane alternative completes consistent roadway cross section from IL 83 to IL 21/US 45
- 5-lane alternative is supported by the Villages of Long Grove and Buffalo Grove

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PRELIMINARY PREFERRED ALTERNATIVE

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PRELIMINARY PREFERRED ALTERNATIVE NEAR HILLTOP

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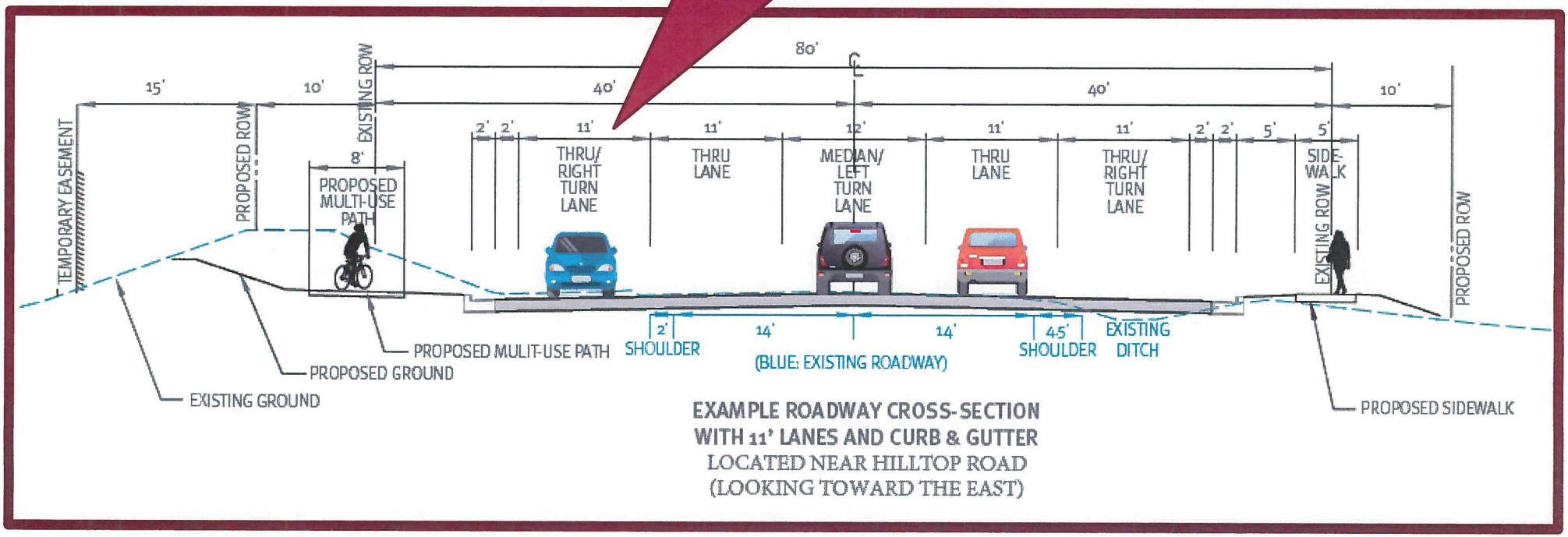
11' Lanes and Curb and Gutter used to Reduce Adjacent Property Impacts



EXAMPLE ROADWAY CROSS-SECTION WITH 11' LANES AND CURB & GUTTER
LOCATED NEAR HILLTOP ROAD
(LOOKING TOWARD THE EAST)

PRELIMINARY PREFERRED ALTERNATIVE NEAR BRANDYWYN

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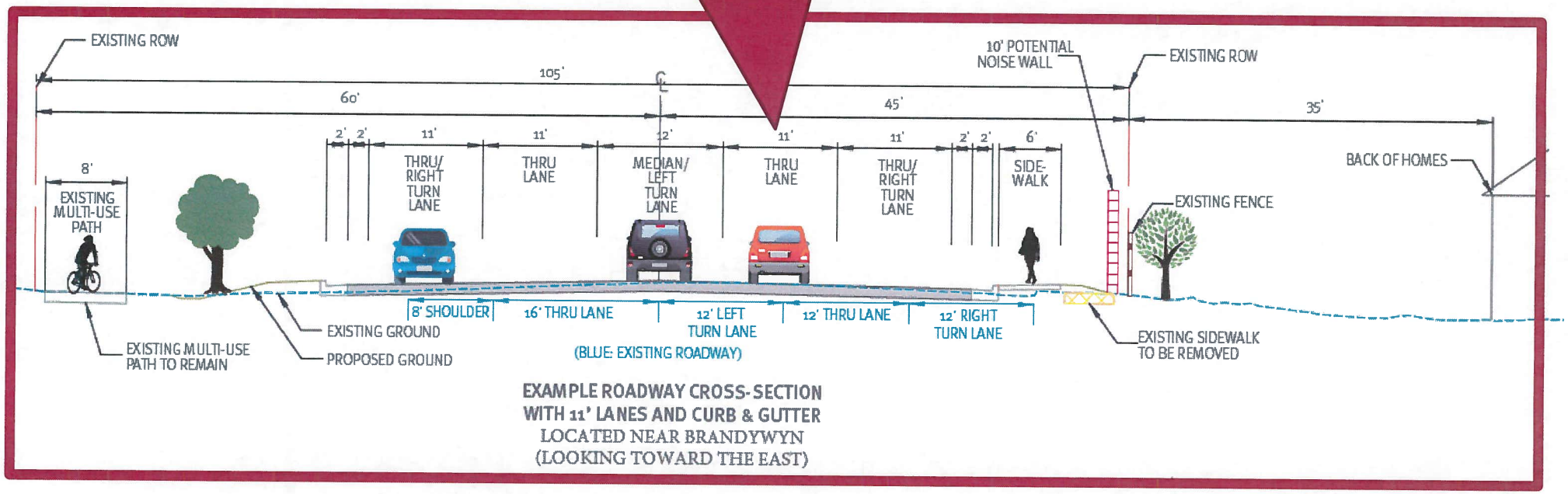
11' Lanes and Curb and Gutter used to Reduce Adjacent Property Impacts



EXAMPLE ROADWAY CROSS-SECTION WITH 11' LANES AND CURB & GUTTER
LOCATED NEAR BRANDYWYN
(LOOKING TOWARD THE EAST)

IL 83 TO ARLINGTON HEIGHTS ROAD

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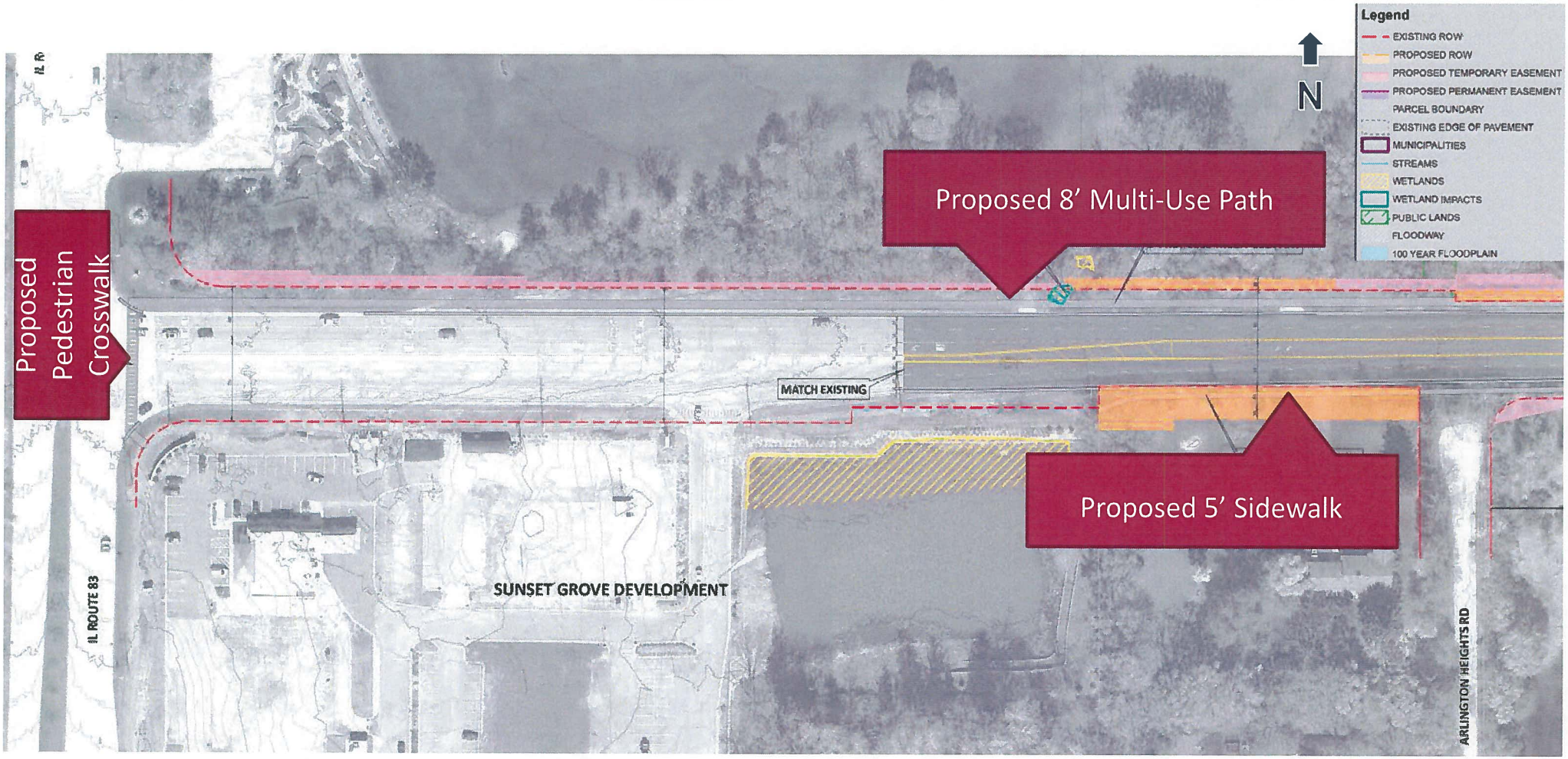

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ARLINGTON HEIGHTS ROAD TO HILLTOP

APTAKISIC ROAD

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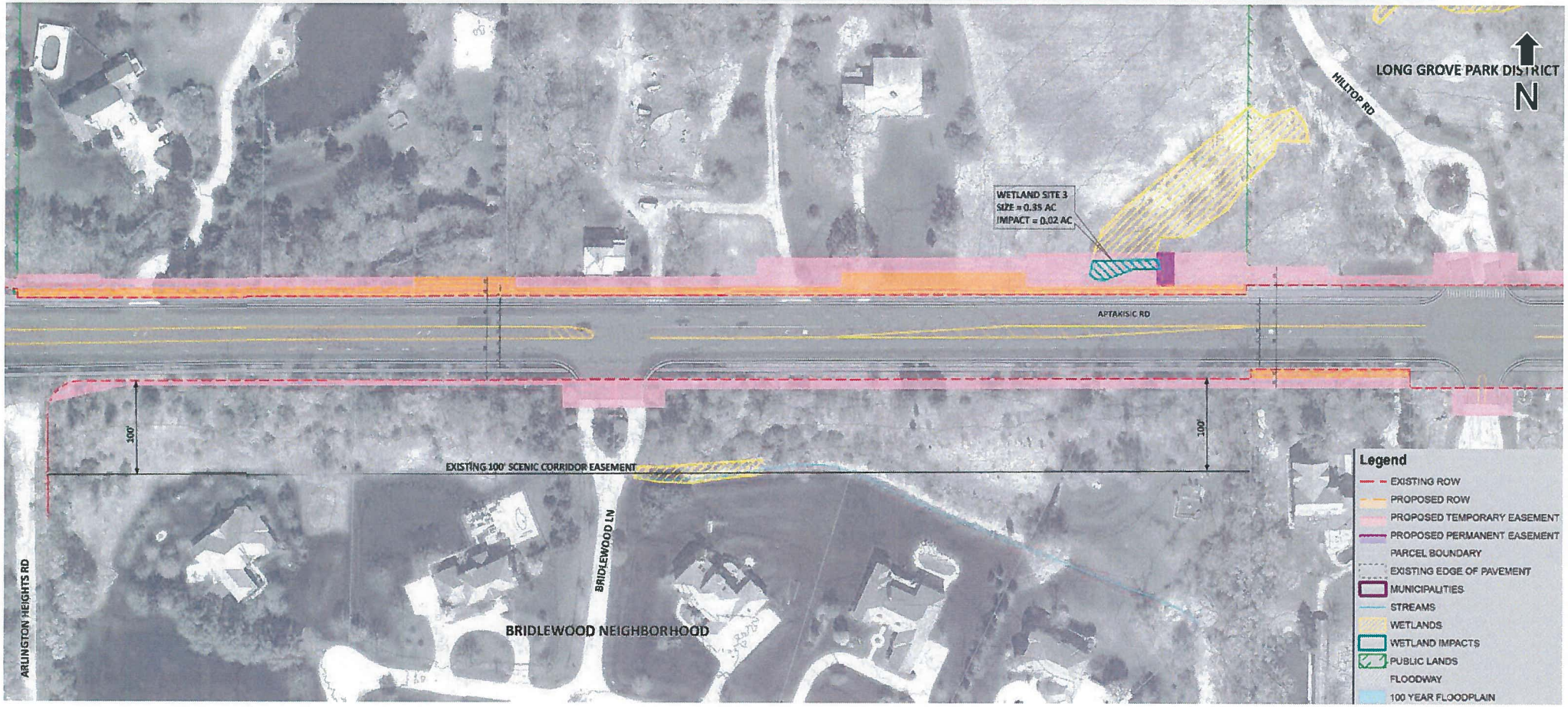

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HILLTOP TO TWIN OAKS

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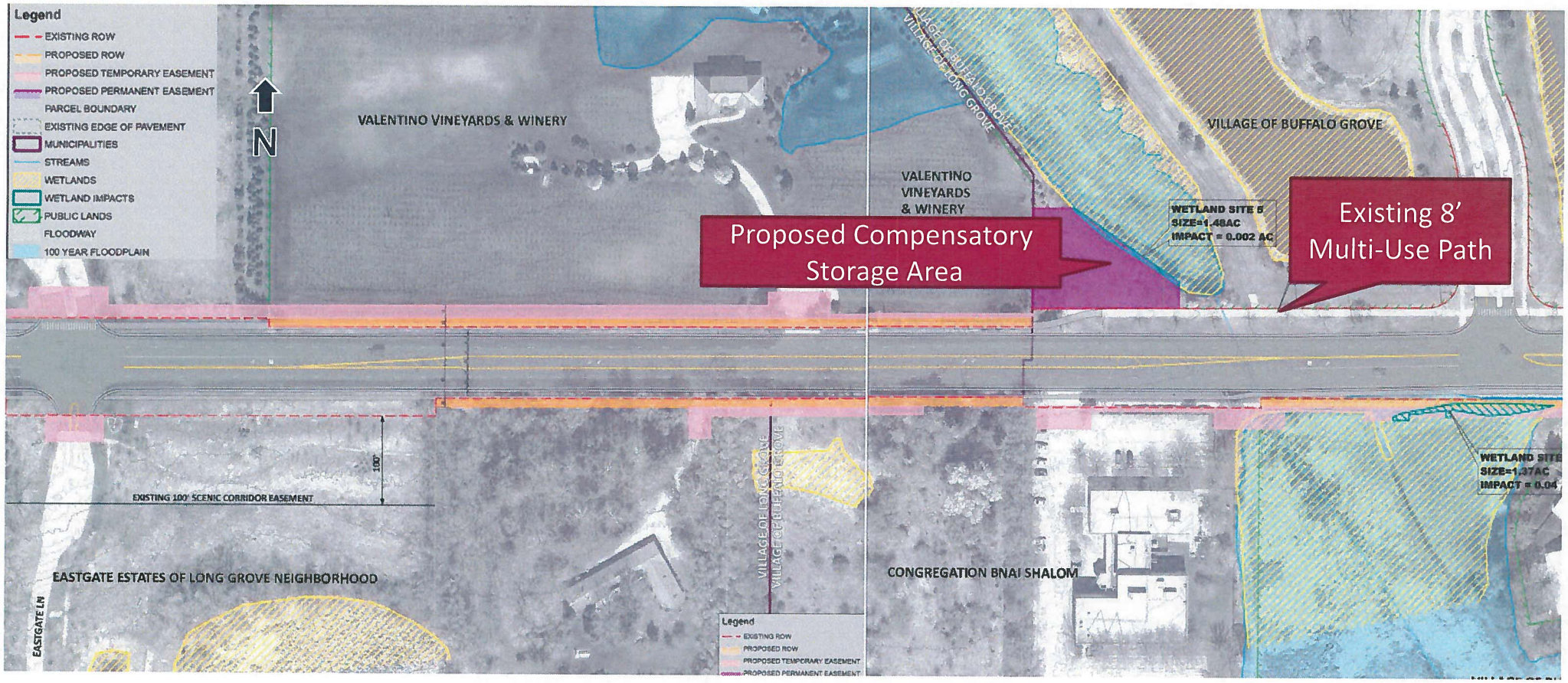

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BRANDYWYN NOISE WALLS

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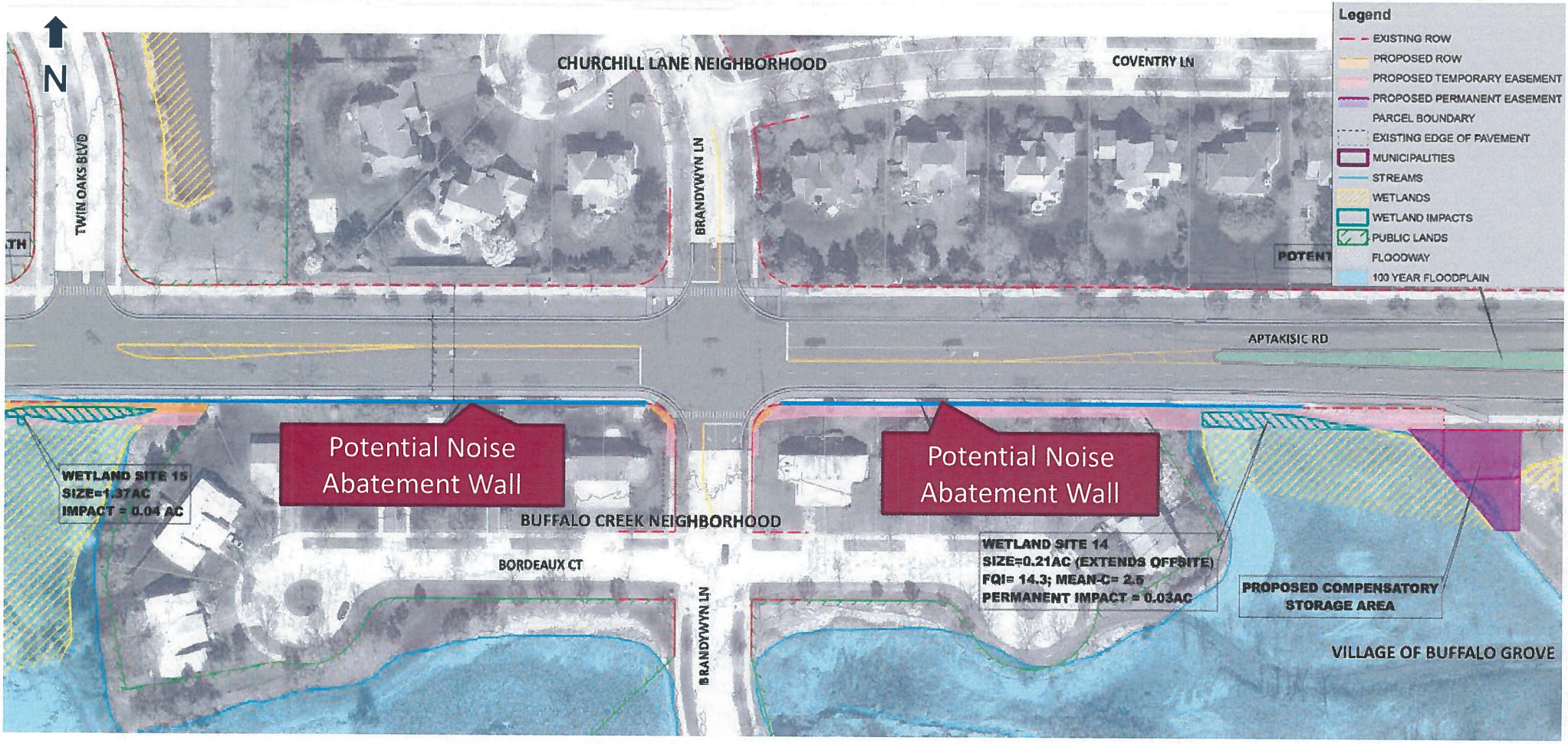

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PRELIMINARY PREFERRED ALTERNATIVE

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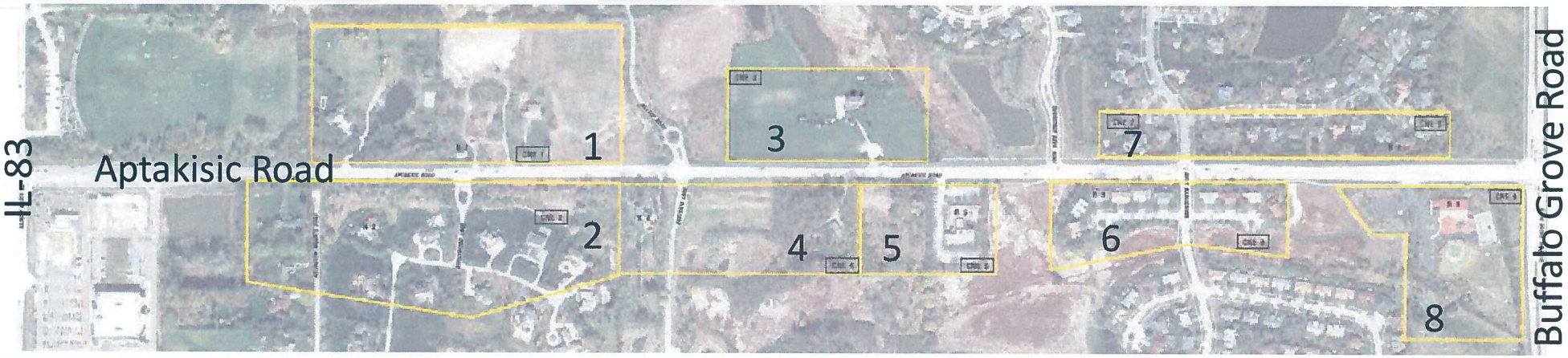

Potential Noise Walls

- Traffic Noise impacts evaluated for entire project limits
- 8 Common Noise Environment areas were evaluated
- Area south of Aptakisic near Brandywyn is the only area that meets IDOT/FHWA requirements for Traffic Noise Walls
- Separate Traffic Noise Meeting held on December 17, 2014
- Based on current benefited receptor input, the traffic noise walls will be installed
- Coordination with these benefited receptors will continue through the Public Hearing comment period

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WEST LEG OF BUFFALO GROVE ROAD

APTAKISIC ROAD
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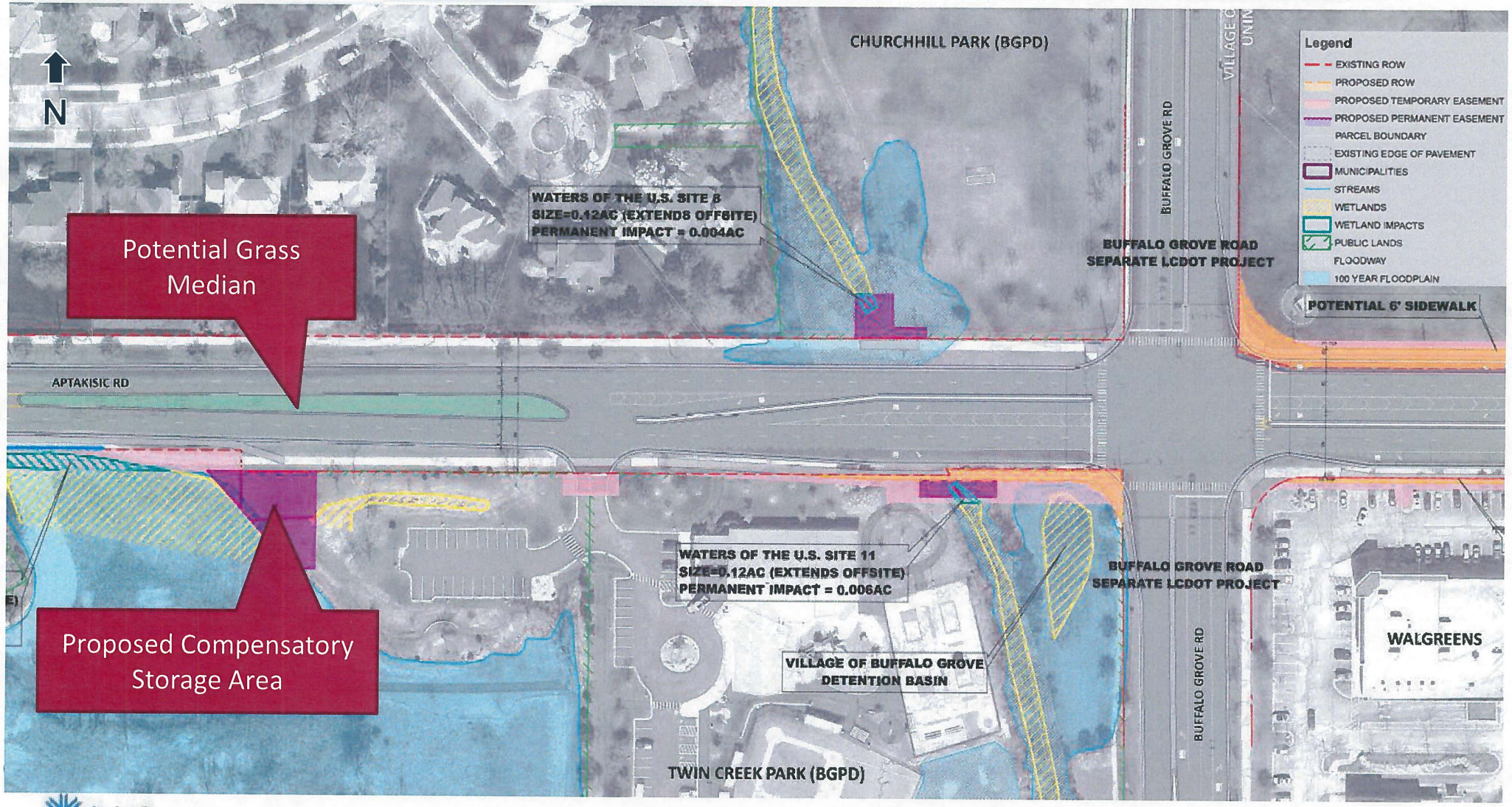

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EAST LEG OF BUFFALO GROVE ROAD

APTAKISIC ROAD
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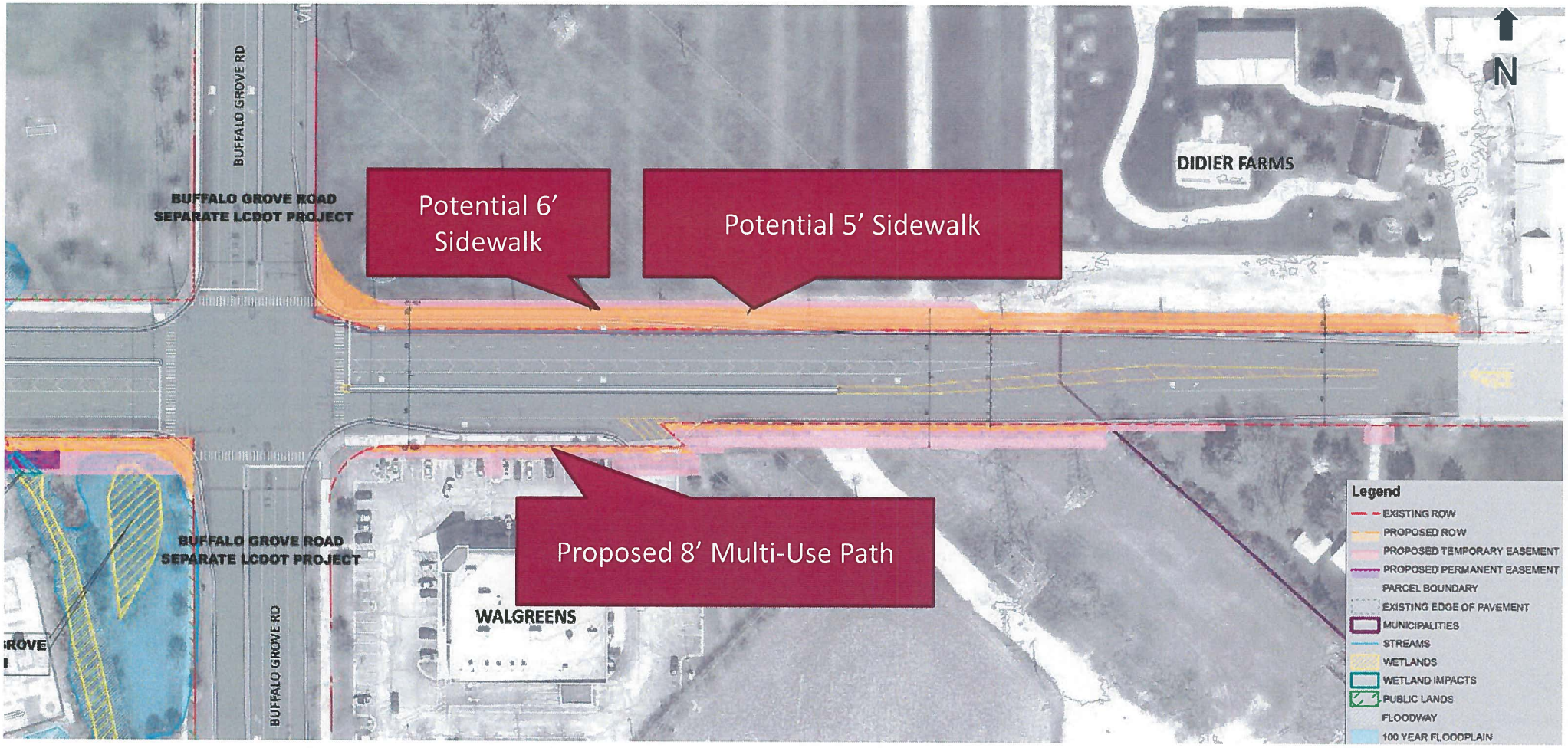

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BREAKOUT SESSION

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Review Preliminary Preferred Alternative

- 20 minutes
- Review
- Discuss
- Comment

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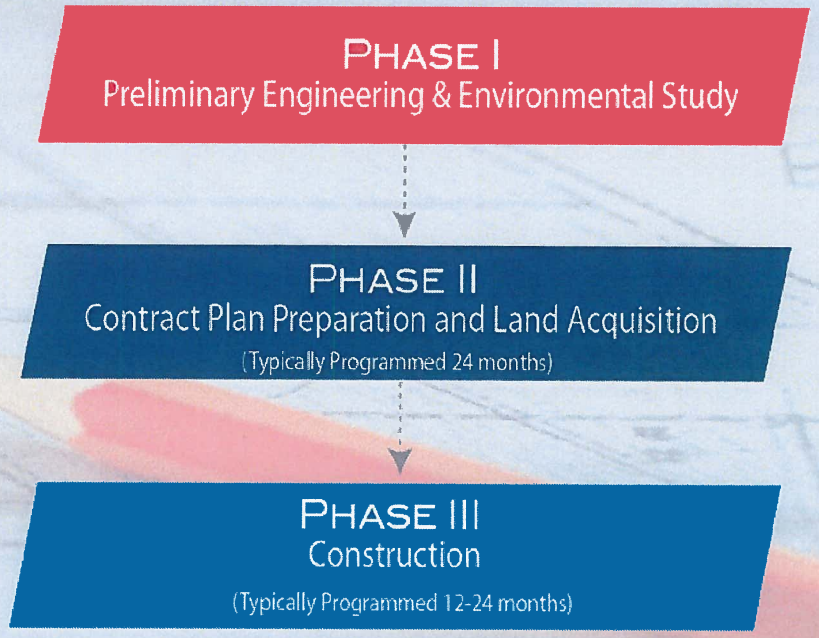
QUESTIONS?

NEXT STEPS

Next Steps

- Address comments received at this meeting
- Public Hearing scheduled for Spring 2015
- Complete Phase I Engineering anticipated Summer 2015
- 2015 Start Phase II Engineering
  - ❑ Final Design and Construction Plans
  - ❑ Land Acquisition
  - ❑ Local agency agreements
- Construction currently programmed in 2020 with an earlier construction start date if funds are available



APTAKISIC ROAD

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Thank you for attending!

Please come to the Public Hearing

You will be notified when a date has been selected

Visit the Project website at:

www.AptakisicRoad.org

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