



Barrington Road Phase I Study

Mundhank Road to IL 62 (Algonquin Road)

CAG Meeting No. 2 Summary

The second Community Advisory Group (CAG) meeting for the Barrington Road Phase I Study was held on Wednesday December 7, 2016 at the South Barrington Village Hall, 30 Barrington Road, South Barrington, IL 60010 from 1:00 p.m. to 3:00 p.m. The meeting was a facilitated session that included a PowerPoint presentation and group discussions. CAG members received information to insert into the CAG binders that were distributed at the first CAG meeting. The new information included the meeting agenda, updates to the CAG membership roster, a copy of the meeting summary from the first CAG meeting, and a handout of the PowerPoint presentation.

Attendance

The Illinois Department of Transportation (Department) invited a variety of stakeholders to serve as members of the CAG. Members were solicited to establish adequate and balanced representation for all interest groups. During the second CAG meeting, evaluation of the problem statement and review of the draft proposed improvement were presented. The meeting was attended by 9 of the 13 CAG members, as well as a few observers. Below is a list of the CAG members that were in attendance.

In attendance:

- Tom Roman – South Barrington Police Department
- Terry Witt – Spin Doctor Cyclewerks
- Tom Cramer (substitute for Suzanne Corr) – Barrington Chamber of Commerce
- Jim Kreher – Barrington Countryside Fire Protection District
- Mike Hankey – Village of Hoffman Estates
- Matthew Stegeman (substitute for Steve Andrews) – PACE
- Mike Moreland (substitute for Natalie Karney) – Village of South Barrington
- Ed Barsotti – Ride Illinois
- Brian McAuliffe (substitute for Scott Troeger) – Willow Creek Church

Not in attendance:

- Paul Girard – HOA President, Willowmere Homeowners Association
- Dave Jacobs – Terra Vita Estates Homeowners Association
- Kindy Kruller – Forest Preserve District of Cook County
- Jeff Jorian – Hoffman Estates Fire Department



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Observers included:

- Paula McCombie, Village President, Village of South Barrington
- Bob Palmer, Administrator, Village of South Barrington
- Mr. Palumbo, resident, and his consultant

Presentation

The project was re-introduced to the CAG members through a PowerPoint presentation. The presentation provided an update on the status of the study, an overview of the Phase I study process, a summary of the first CAG meeting, and a review of the project problem statement developed during the first CAG meeting.

The following is the Problem Statement developed during CAG Meeting No. 1 and confirmed during CAG Meeting No. 2:

“The transportation problems on Barrington Road to be solved by this project are: improve multimodal transportation, improve lane configuration, improve lighting, accommodate traffic demands, and improve safety.”

Following the study status update, the project team presented the evaluation measures used for each element of the problem statement. The draft proposed improvement was then presented to the CAG members, and a working session to view the improvement exhibits and participate in a questions & answers period was provided.

The presentation materials and draft proposed improvement exhibits may be located on the project website:

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



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Evaluation of Problem Statement

During the evaluation of the problem statement portion of the presentation, the project team discussed the analysis performed and the design options reviewed for each element of the problem statement.

Improve Multimodal Transportation

As part of the I-90 and Barrington Road interchange project, a shared-use path on the east side and a sidewalk on the west side of Barrington will be constructed. The northern limit is Central Road. A Park and Ride facility is planned for construction in 2017 as part of the PACE Bus Rapid Transit System. More information on the Park and Ride is available on the [project website](#).

The Barrington Road project proposes a new shared-use path between Central Road and IL 62 (Algonquin Road). This path will provide a connection between the local and regional trail systems, businesses, retail developments, and institutional generators within the project area. The local cost share for the new path is 20% of the construction cost, plus a 15% engineering fee. In addition, the local agency must agree to assume long-term responsibility and maintenance of the path.

CAG members agreed that the addition of a shared-use path for the length of the project will improve multi-modal transportation for the project.

Improve Lane Configuration

The existing lane configuration produces a bottleneck through the center portion of the project corridor as the number of through lanes is reduced from two down to one lane in each direction. This results in poor operation of the corridor, measured as a Level of Service (LOS) D in the morning peak and LOS E in the afternoon peak.

The Barrington Road project will add a through lane in each direction to reduce congestion and provide a cohesive roadway cross section. New pavement and curb and gutter will reduce maintenance concerns and improve the longevity of the project.

CAG members agreed that the addition of a through lane and reconstruction of the pavement will improve lane configuration for the project.



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Improve Lighting

Based on the Barrington Road crash analysis, lack of poor lighting is not considered a trend impacting crash statistics for the project corridor. Additionally, the cost of lighting construction and maintenance is considered to be 100% local participation.

CAG members agreed that, although a perceived concern, lighting is not a significant source of concern and that lighting will not be considered part of the proposed improvements for the project.

Accommodate Traffic Demands

During the first CAG meeting, CAG members indicated a desire for a traffic signal at the Willow Creek entrance. The project team performed traffic counts at the intersection, including on weekends. As a Strategic Regional Arterial (SRA) route, Barrington Road is subject to a more stringent set of rules for installation of a traffic signal. Warrants for a signal at this location are not met. It was discussed that the Village of South Barrington can apply for a permit with IDOT to install a traffic signal at the intersection; however, warrants would still need to be met.

The existing LOS through the project corridor is measured as LOS D in the morning peak and LOS E in the afternoon peak hours. Poor mobility and congestion is identified as safety concerns in relation to the number and types of crashes occurring throughout the project. The addition of a through lane in each direction will improve the operations of the corridor from LOS D/E to LOS B. The addition of dual left turn lanes on Barrington Road at the intersection of IL 62 will improve the overall LOS of the intersection and reduce the queuing times in the PM peak hour from 88 seconds to 42 seconds. The lengths of left and right turn bays will be extended as necessary to meet current design standards. This will improve the distance available for vehicle deceleration, and in turn improve safety throughout the corridor.

The Barrington Road project will add a through lane in each direction to reduce congestion and provide a cohesive roadway cross section. Dual left turn lanes will be installed from northbound Barrington Road to westbound IL 62, and likewise from southbound Barrington Road to eastbound IL 62. The length of turn lane bays will be lengthened for queuing vehicles.

CAG members agreed that the addition of a through lane and dual left turn lanes on Barrington Road, as well as improved turn bay lengths, will accommodate traffic demands for the project.



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Improve Safety/Hazards

The Barrington Road project will include pavement reconstruction, specifically in the area near Poplar Creek, where concern was identified during the first CAG meeting. The existing roadway is flat in the area of the Poplar Creek culvert. Modifications to the vertical profile in this area will provide more cover, or space, between the roadway surface and the top of the culvert. Profile modifications are also included south of IL 62 to improve the substandard sight distance that currently exists. These modifications will make the pavement less susceptible to failure due to drainage or flooding concerns.

CAG members agreed that pavement reconstruction and profile modifications will improve safety for the project corridor.

Proposed Improvement – Q&A Session

Following discussion of each topic, the CAG members agreed that the evaluation of the problem statement was appropriate and the design elements discussed were justified for implementation along the project corridor. During the final portion of the presentation, the project team presented the draft proposed improvement for the length of the project. Large exhibits were available for viewing and team members were on hand to answer questions and record additional comments or concerns.

The draft proposed improvement along Barrington Road includes the following design elements:

- An additional through lane from north of Mundhank Road to south of IL 62
- Installation of curb and gutter, as well as a curbed median
- A 10' wide shared-use path along the west side of Barrington Road from Central Road to IL 62
- Dual left turn lanes from northbound Barrington Road to westbound IL 62 and from southbound Barrington Road to eastbound IL 62
- Improved roadway geometry, including vertical profile adjustments to meet sight distance requirements and lengthening of turn lane bays for queuing vehicles
- Shift of roadway centerline by approximately 8' to the east to minimize right-of-way impacts
- Reconstruction of the Poplar Creek culvert



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The following items were recorded as concerns to be considered as the proposed improvement is refined. Responses are shown in bold.

1. Intersection crossings for pedestrians and bikes
High visibility crosswalks, ADA ramps and pedestrian signals/countdown timers are proposed on all corners at the signalized intersections along Barrington Road at Lakewood Boulevard/Tennis Club Lane, Mundhank Road, and IL 62. These accommodations are already proposed at the Barrington Road and Central Road/Studio Drive intersection as part of the I-90 at Barrington Road interchange project.
2. Flashing yellow left turn signals at Barrington Road and IL 62
A flashing yellow arrow (FYA) is a type of protected-permitted left turn signal phasing that utilizes a green arrow during the protected left turn movement and a flashing yellow arrow signal display during the permissive left turn movement. The Department operates many traffic signals that are similar to FYA, but instead of the flashing yellow arrow, a green ball indication is used for the permissive left turn movement.

The existing traffic signal at Barrington Road and IL 62 operates all left turn movements as left-turn-on-arrow-only (LTOAO) where left turn movements are allowed only when the green arrow is displayed. LTOAO is considered safer than other left turn phasing methods since it reduces the chances of severe turning crashes. The LTOAO phasing at this intersection addresses a history of severe turning crashes. Therefore, the Department has no plans to change the LTOAO signal phasing at this intersection since to do so would increase the potential of severe left turning crashes.

Changing traffic signal left turn phasing to FYA often requires costly equipment replacement, however, FYA may be considered at locations within a corridor of traffic signals that do not operate with LTOAO phasing, provided benefits are identified and funding is available.



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3. Left turn lanes for private driveways/U-turns at intersections
If the left turn lane into a single property is solely for a private benefit then cost participation is required for the additional full-depth pavement along Barrington Road. If the left turn lane is a public benefit then cost participation is not required. The latter situation occurs along southbound Barrington Road at the Willow Creek entrance where a left turn lane is currently proposed.

The intersection of Barrington Road at Terra Vita Drive was reevaluated as requested during the meeting. At this intersection a private entrance is located along the east side of Barrington Road directly across from Terra Vita Drive. Since a u-turn at this intersection can be considered a public benefit, a southbound left/u-turn lane is now being proposed.

4. Type of retaining wall
The type of retaining wall will be determined during Phase II (contract plan preparation) upon completion of the geotechnical and structural analysis. Aesthetic treatments to the walls such as special formliners and colors or decorative railings can be considered, but may require cost participation. The desire to include these features should be documented during Phase I so the Village can be involved in the design process during Phase II.
5. Beaver issues at Poplar Creek
Animal control is a local agency and/or private entity responsibility.
6. Right-of-way/Impact to existing sign at Willow Creek drive
The preliminary right-of-way requirements and property impacts are being determined as the design is refined. This information will be shared with the CAG prior to the public meeting.
7. Emergency Vehicle Pre-Emption (EVP)
Emergency vehicle pre-emption (EVP) currently exists at the Barrington Road intersections at Central Road/Studio Drive, Lakewood Boulevard/Tennis Club Lane, Mundhank Road and IL 62. Traffic signal replacement is proposed at Mundhank Road and IL 62 which will require cost participation from the Village of Hoffman Estates for the relocation of the EVP devices.



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8. Depressed curb at entrances
Depressed curb are generally proposed at driveway entrances, however these may be omitted at larger entrances.

9. The Village of Hoffman Estates noted there is a permanent easement along the east side of Barrington Road south of Mundhank Road at Fountain Crossing.
The Department will request the easement documents to include in the preliminary plans.

A General Understanding of Agreement was reached with the CAG members that the draft proposed improvement will move forward into the refinement stage of the project design.

Next Steps

The Department will refine the proposed improvement plan based on this meeting as well as detailed technical analysis. The Refined Proposed Improvement Plan will be presented to the CAG prior to the public meeting, which is anticipated to be held in summer 2017.

The meeting adjourned at 3:00 p.m.