

SIGN-IN TABLE

WELCOME HIBBARD ROAD AT ILLINOIS ROAD INTERSECTION IMPROVEMENT PUBLIC MEETING



PUBLIC MEETING PURPOSE

- Define project location and existing conditions
- Present Purpose and Need
- Provide an opportunity to review and comment on the alternative project plans
- Discuss the Next Steps in the project development process



PURPOSE AND NEED

Project Purpose

- ▣ Improve Safety and Operations

Safety Need

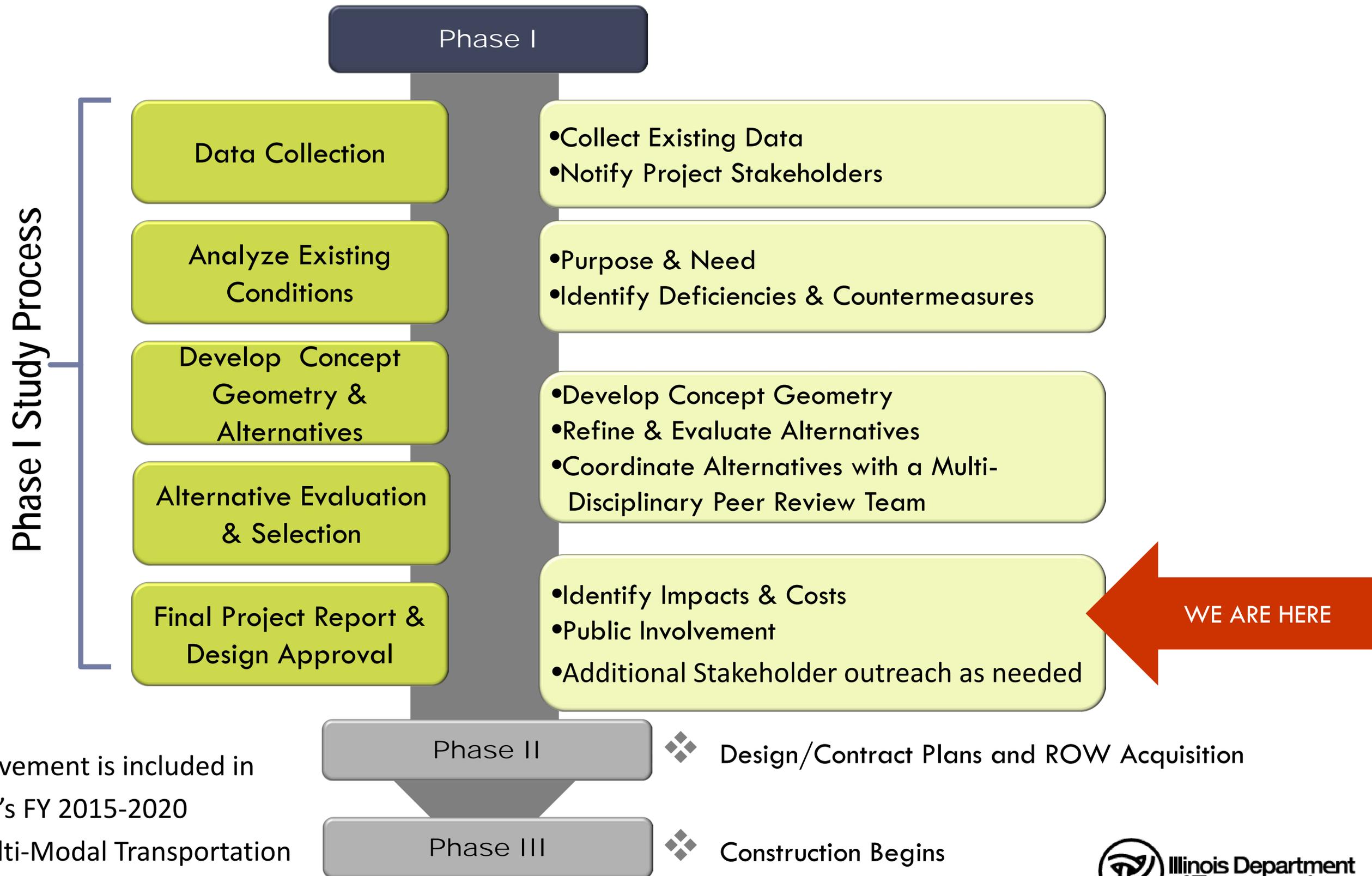
- ▣ Crash Reduction
- ▣ Pedestrian Crossings and Sidewalks

Operational Needs

- ▣ Driver Expectations
- ▣ Long Queues



PHASE I STUDY PROCESS OVERVIEW



This improvement is included in
IDOT's FY 2015-2020

Proposed Multi-Modal Transportation
Improvement Program

SIGHT CONDITIONS



EXISTING CONDITIONS



□ HIBBARD ROAD

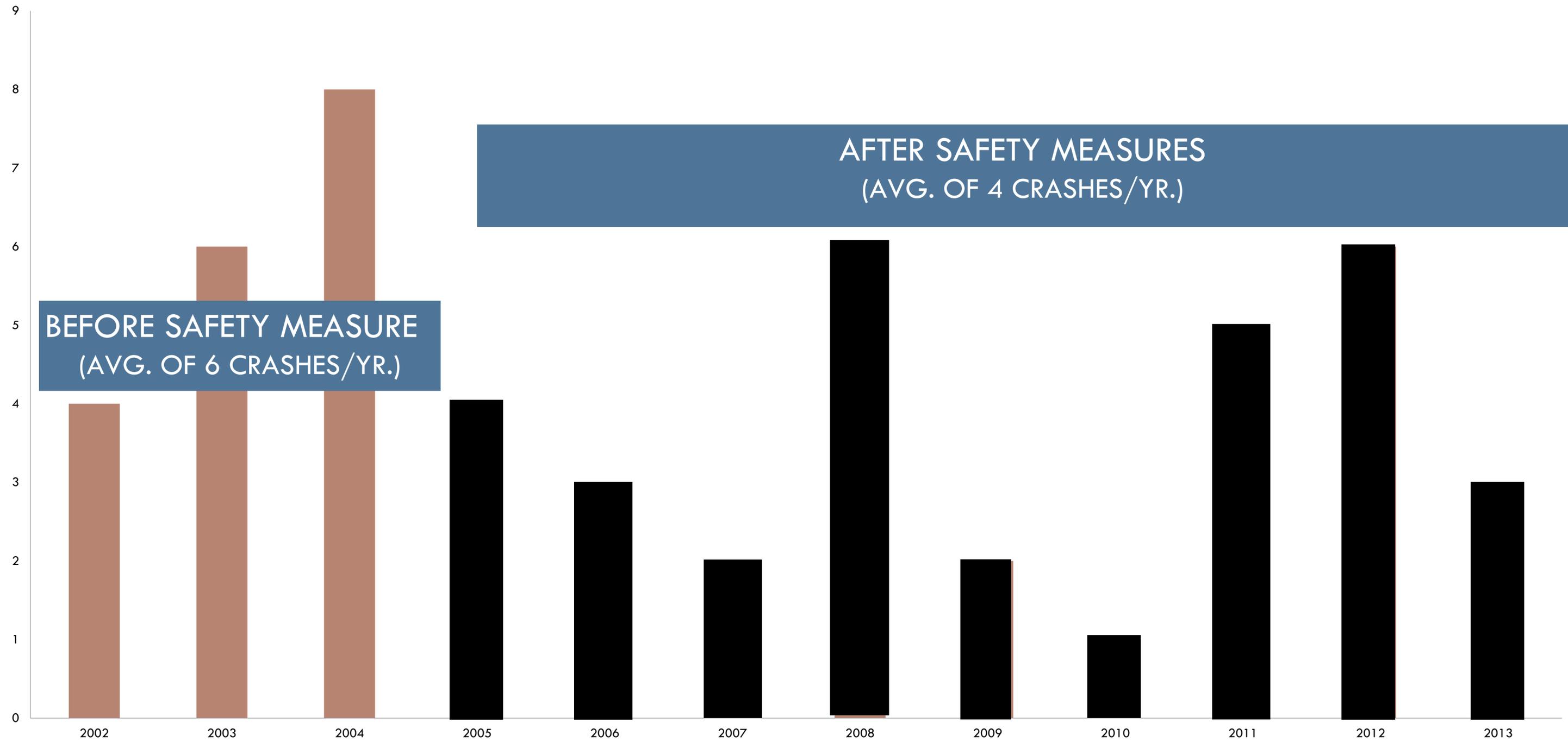
- IDOT Jurisdiction
- 30 mph
- 6,700 (ADT)
- 4% truck traffic; not a designated truck route

□ ILLINOIS ROAD

- CCDOT&H Jurisdiction
- 30 mph
 - 20 mph/School Zone (east leg)
- 1,800 (ADT)
- 5% truck traffic; not a designated truck route



EXISTING CONDITIONS-SAFETY



CRASH ANALYSIS



27 Reported Crashes (2007-2012)

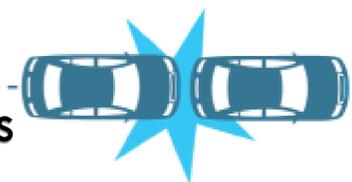


16 (59%)
Angle Crashes



6 (22%) Crashes with injuries
6 People were injured
0 Type A
4 Type B
2 Type C

7 (26%)
Rear End Crashes



4 (15%) Crashes on wet pavement
20 (74%) Crashes during daylight hours

Injury Types	Severity	2007-2012 Crashes with Injuries
K	Fatal	0
A	Incapacitating	0
B	Injury Evident	4
C	Injury Possible	2
O	Property Damage Only	0

LAND ACQUISITION

Construction of Alternatives 1, 2, and 3 would require fee simple acquisition and/or temporary easements.

Fee Simple

Acquisition of all rights and interest of real property

Permanent Easement

Underlying ownership retained by the property owner, but permanent access is provided for maintenance of facilities, i.e. maintenance of drainage structures

Temporary Easement

Ownership retained by property owner; access is provided only during construction (i.e. for grading work, driveway construction, or other minor improvements) and will expire at end of term or completion of construction.

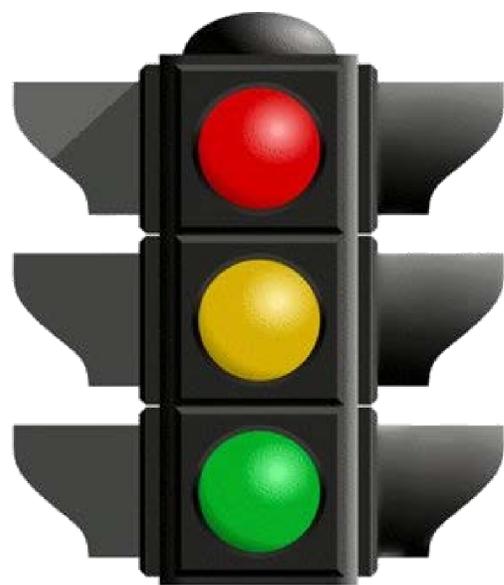
ALTERNATIVE 1: TRAFFIC SIGNAL INSTALLATION



ALTERNATIVES CONSIDERED

Alternative 1: Traffic Signal Installation

- Traffic signal installation
- Left turn lanes on each leg
- Tree/bush pruning and/or removal as needed
- ±0.10 acres of Land Acquisition
- Cost: \$2,700,000
- Drainage improvements with slight profile modifications
- Connect sidewalks and crosswalks
- Add pedestrian signals and push button countdown timers



ALTERNATIVE 2: COMPACT ROUNDABOUT



ALTERNATIVES CONSIDERED

Alternative 2: Compact Roundabout

- Truck Apron
- Single circulating lanes
- Splitter islands providing deflection and guidance
- Drainage improvements, profile modifications
- Tree/bush pruning and/or removal as needed
- ± 0.2 acres of Land Acquisition
- Improve pedestrian crossings
- Cost: \$721,000



ALTERNATIVE 3: MINI ROUNDABOUT



ALTERNATIVES CONSIDERED

Alternative 3: Mini Roundabout

- Central mountable island
- Single circulating lanes
- Splitter islands providing deflection and guidance
- Drainage improvements, profile modifications
- Tree/bush pruning and/or removal as needed
- ± 0.09 acres of Land Acquisition
- Improve pedestrian crossings
- Cost: \$640,000



ALTERNATIVES CONSIDERED

Alternative 4: Low Cost Improvements

- Tree/bush pruning and/or removal as needed
- Installation of a flashing red light in center of intersection
- No Land Acquisition
- Cost: \$50,000
- Relocation of stop bars/crosswalks where necessary
- Installation of new crosswalks and ADA sidewalk ramps at the crosswalks



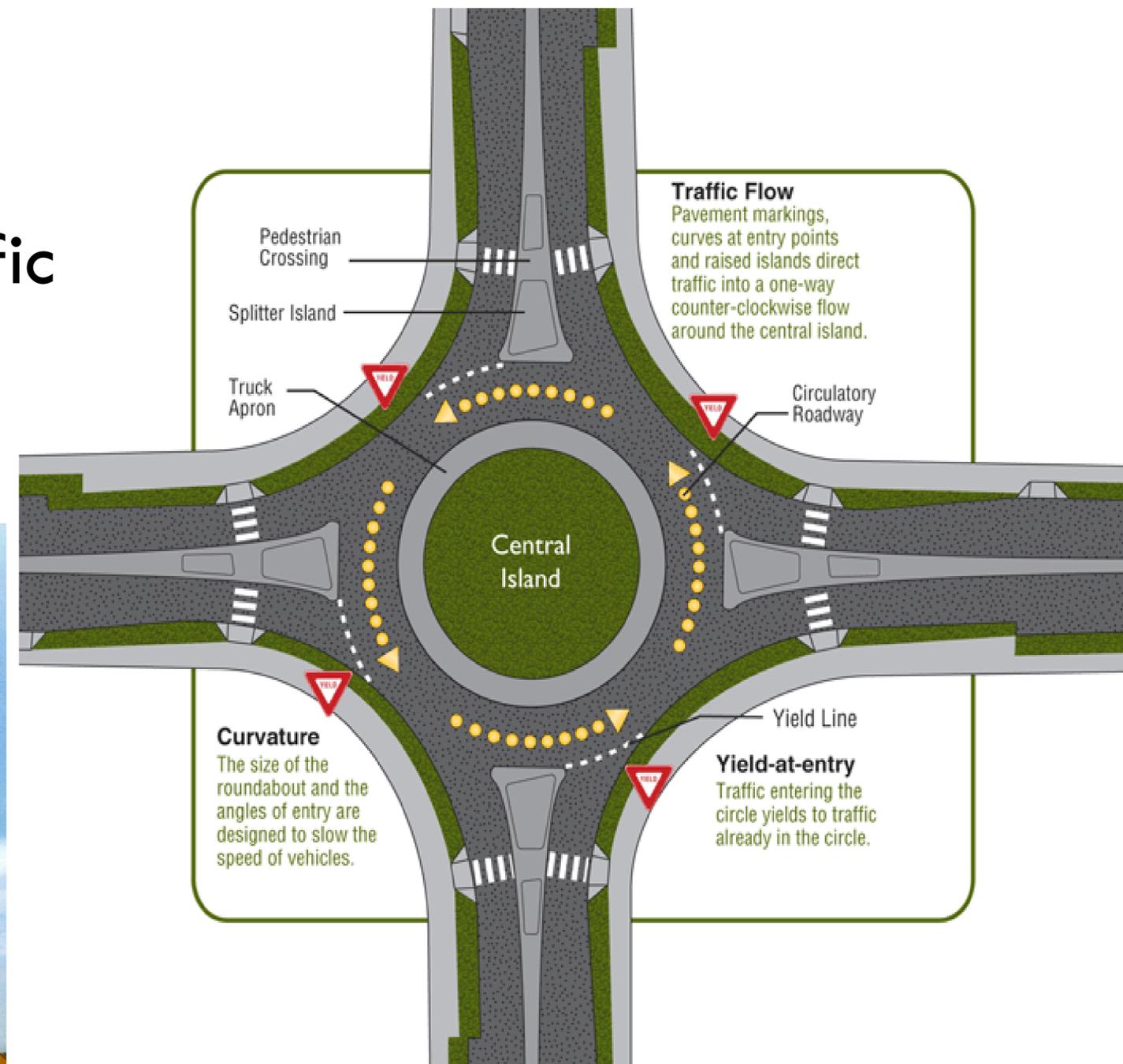
ALTERNATIVE COMPARISON



	SIGNAL	COMPACT ROUNDABOUT	MINI ROUNDABOUT	LOW COST IMPROVEMENT
	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 4
Right of Way Impact	0.073 acres (T.E.) 0.022 acres (FSA)	0.212 acres (T.E.) 0.034 acres (FSA)	0.093 acre (T.E.)	None
Vehicle Queues	169 Feet	144 Feet	144 Feet	281 Feet
Construction Cost	± \$2,700,000	± \$721,000	± \$640,000	± \$50,000
Safety	Intermediate	Maximum	Intermediate	Moderate
Operations	Intermediate	Maximum	Intermediate	Moderate
Construction Traffic	Detour	Detour	Detour	N/A
Driver Familiarity	Most	Less	Least	Same As Existing

CHARACTERISTICS OF A MODERN ROUNDABOUT

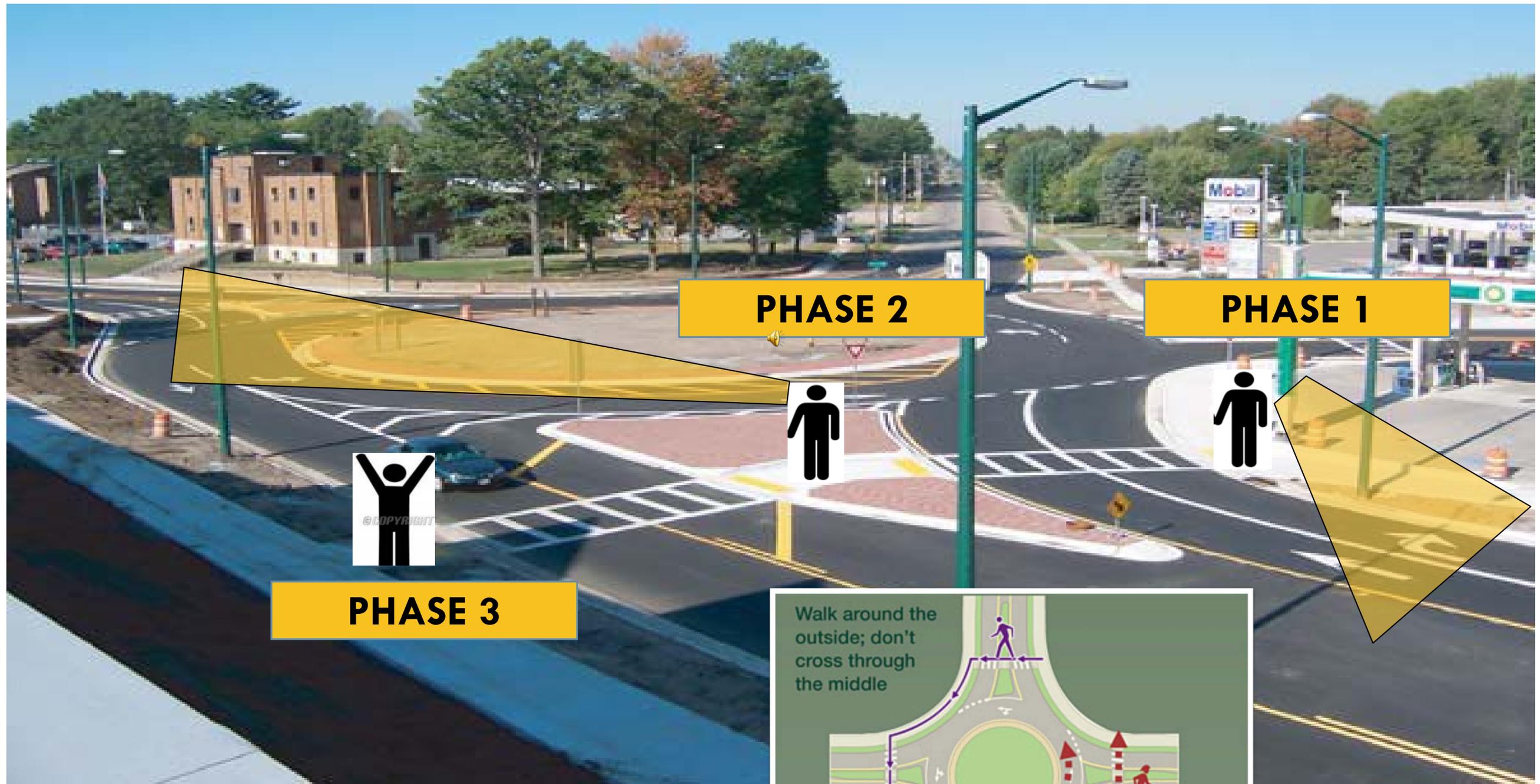
- ▣ Circular in shape
- ▣ Counter-clockwise movement
- ▣ Geometric features to slow traffic
- ▣ Yield controlled
- ▣ No center activity



Proper signing and markings help drivers navigate the roundabout.



BICYCLE AND PEDESTRIAN ACCOMMODATIONS



Wisconsin Rapids, Wisconsin

ROUNDAABOUT COMPARISON



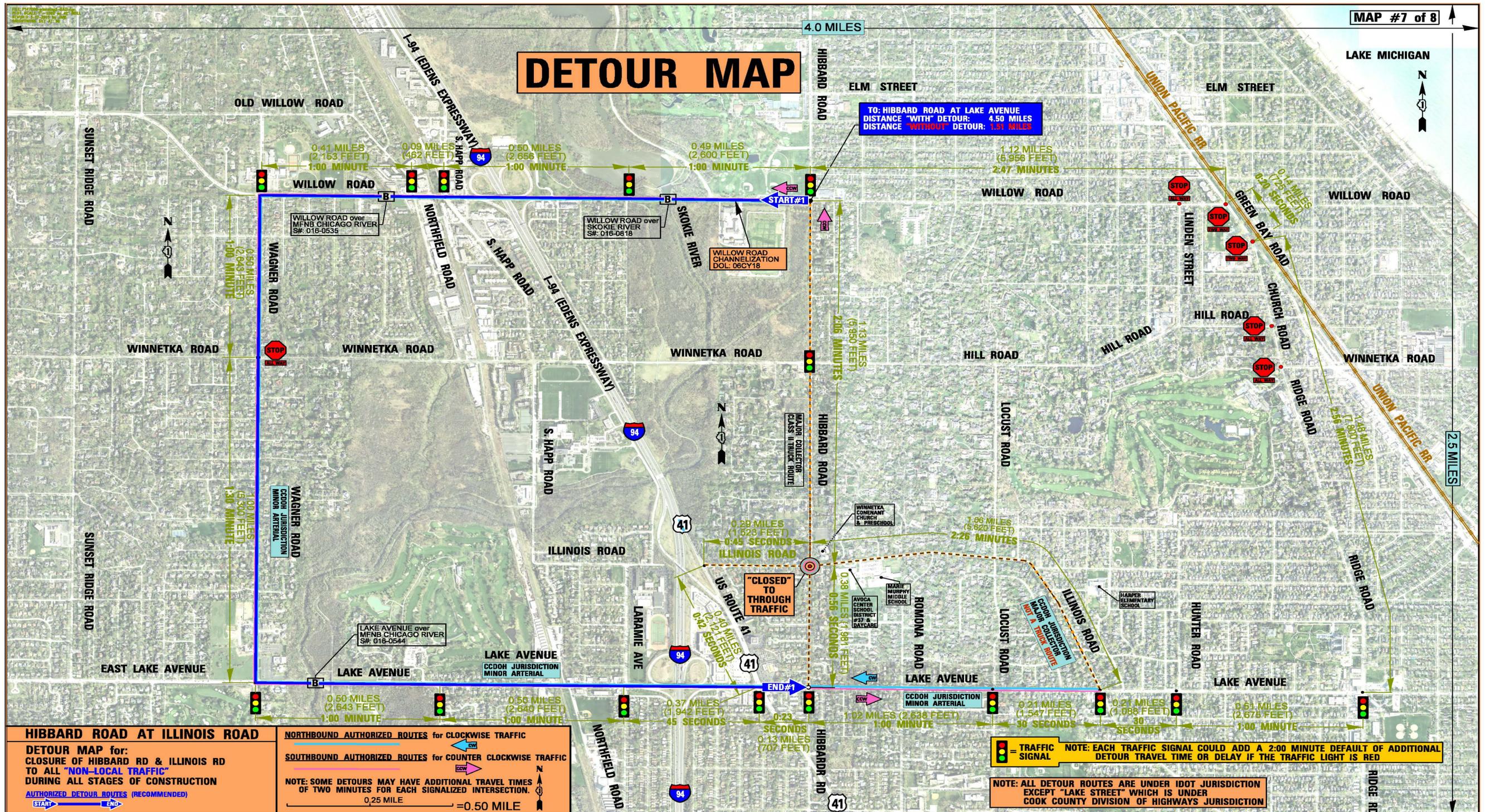
WHAT ARE THE DIFFERENCES?

COMPACT ROUNDABOUT
VS.
MINI ROUNDABOUT



	COMPACT ROUNDABOUT	MINI ROUNDABOUT
	ALTERNATIVE 2	ALTERNATIVE 3
LARGE VEHICLES ON CENTER ISLAND	NO	YES
PEDESTRIAN REFUGE	LARGE	SMALL
ISLAND LANDSCAPE	YES	NO
APPROACH SPEED REDUCTION	MORE	LESS

DETOURS



THANK YOU

- Please browse the exhibits
- Direct questions to the project staff
- Please fill out a comment form
- Comment period ends *May 15, 2015*

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or

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SIMULATION STATIONS

AUDIO-VISUAL PRESENTATION