

# HIBBARD ROAD AT ILLINOIS ROAD INTERSECTION IMPROVEMENT



PUBLIC MEETING  
APRIL 15, 2015



# 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



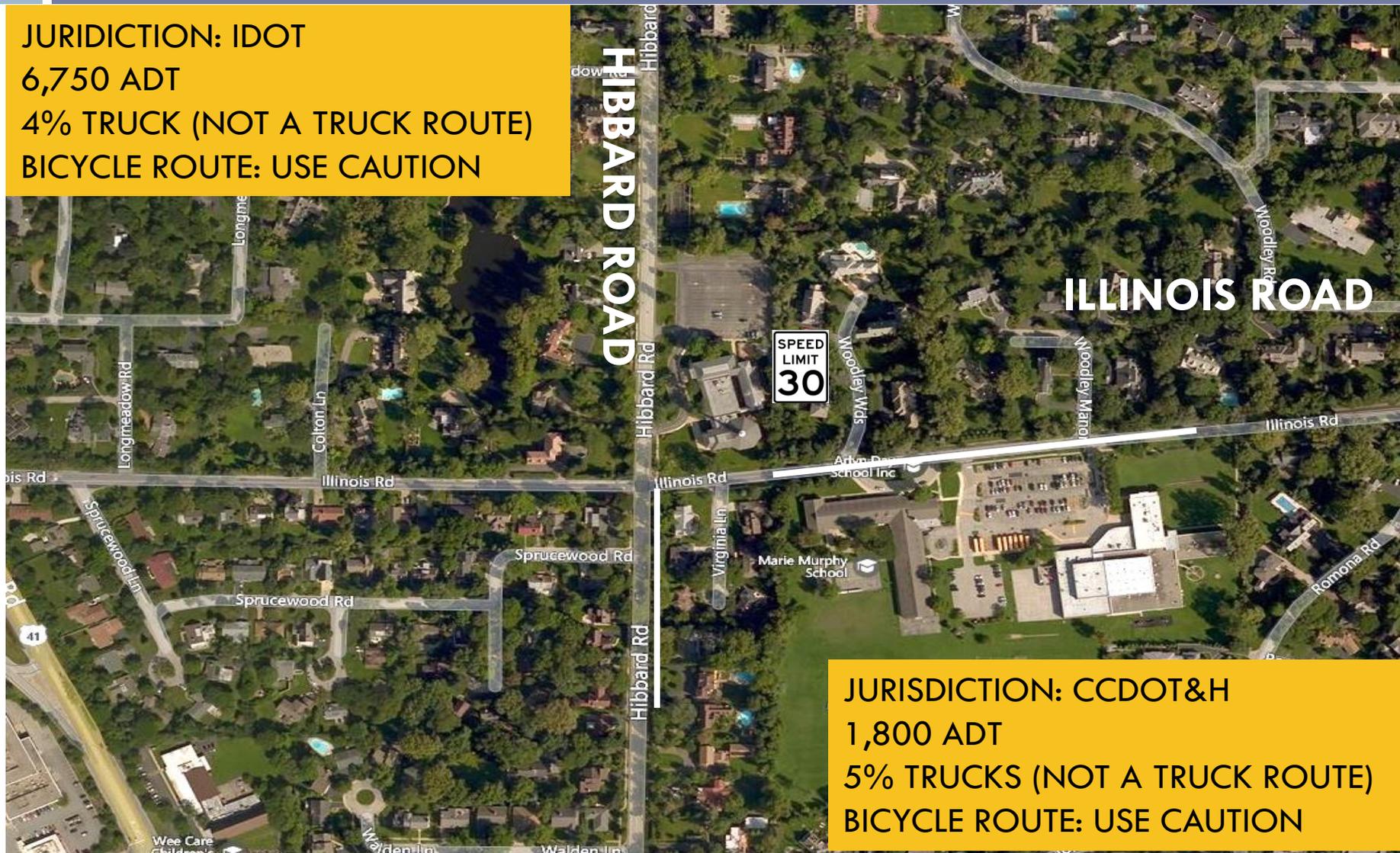
# PROJECT LOCATION AND EXISTING CONDITIONS

JURISDICTION: IDOT

6,750 ADT

4% TRUCK (NOT A TRUCK ROUTE)

BICYCLE ROUTE: USE CAUTION



ILLINOIS ROAD

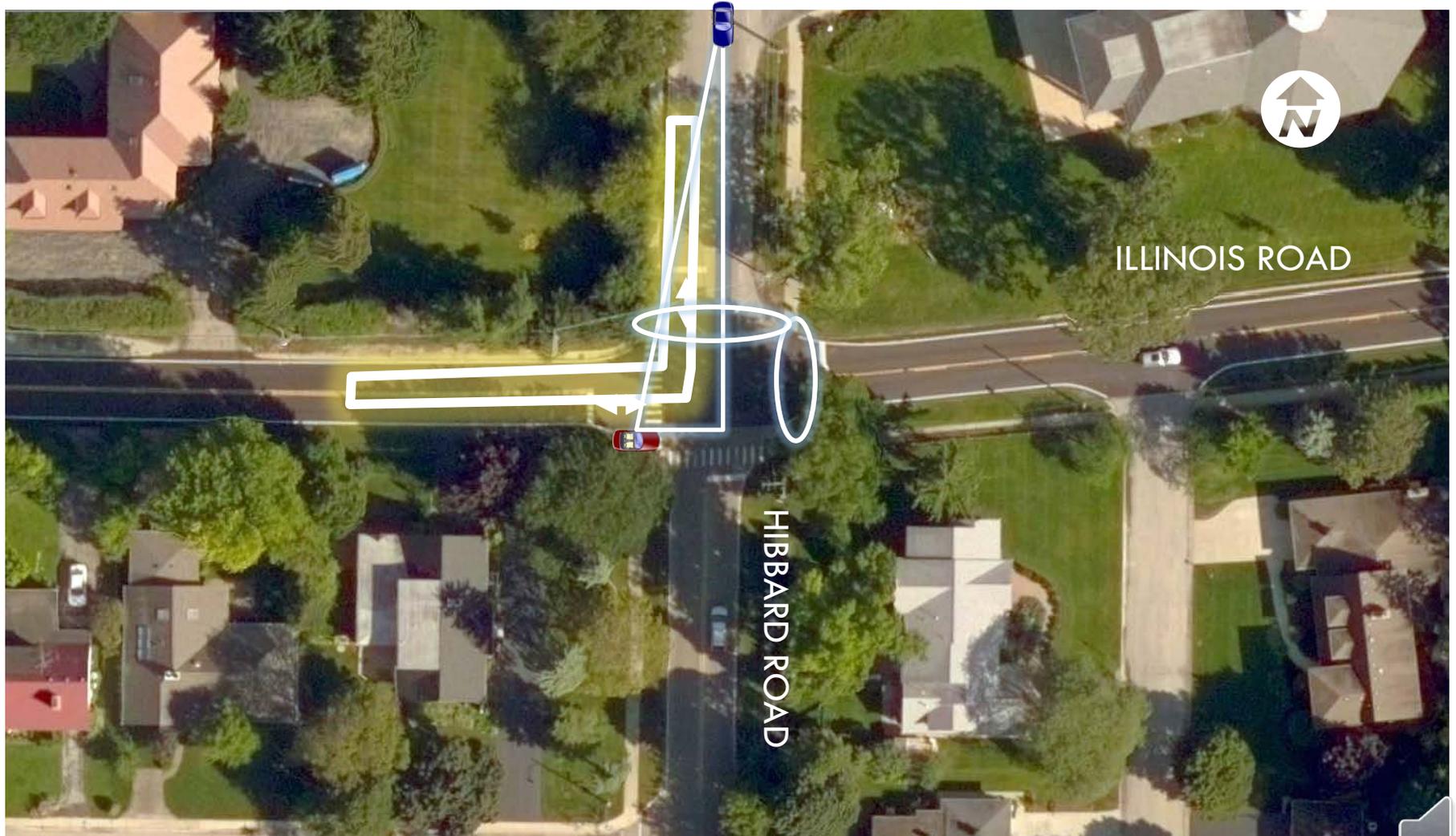
JURISDICTION: CCDOT&H

1,800 ADT

5% TRUCKS (NOT A TRUCK ROUTE)

BICYCLE ROUTE: USE CAUTION

# IDENTIFIED DEFICIENCIES



# OPERATIONS



# PROJECT HISTORY



## 2004

- Letter from Wilmette received
- Traffic & Crash Analysis performed
- Traffic Signal Warranted but not funded
  - Warrant #2  
(four hour vehicular volume)
  - Warrant #7  
(crash experience for correctable crashes by a traffic signal in a 12 month period)

## 2005

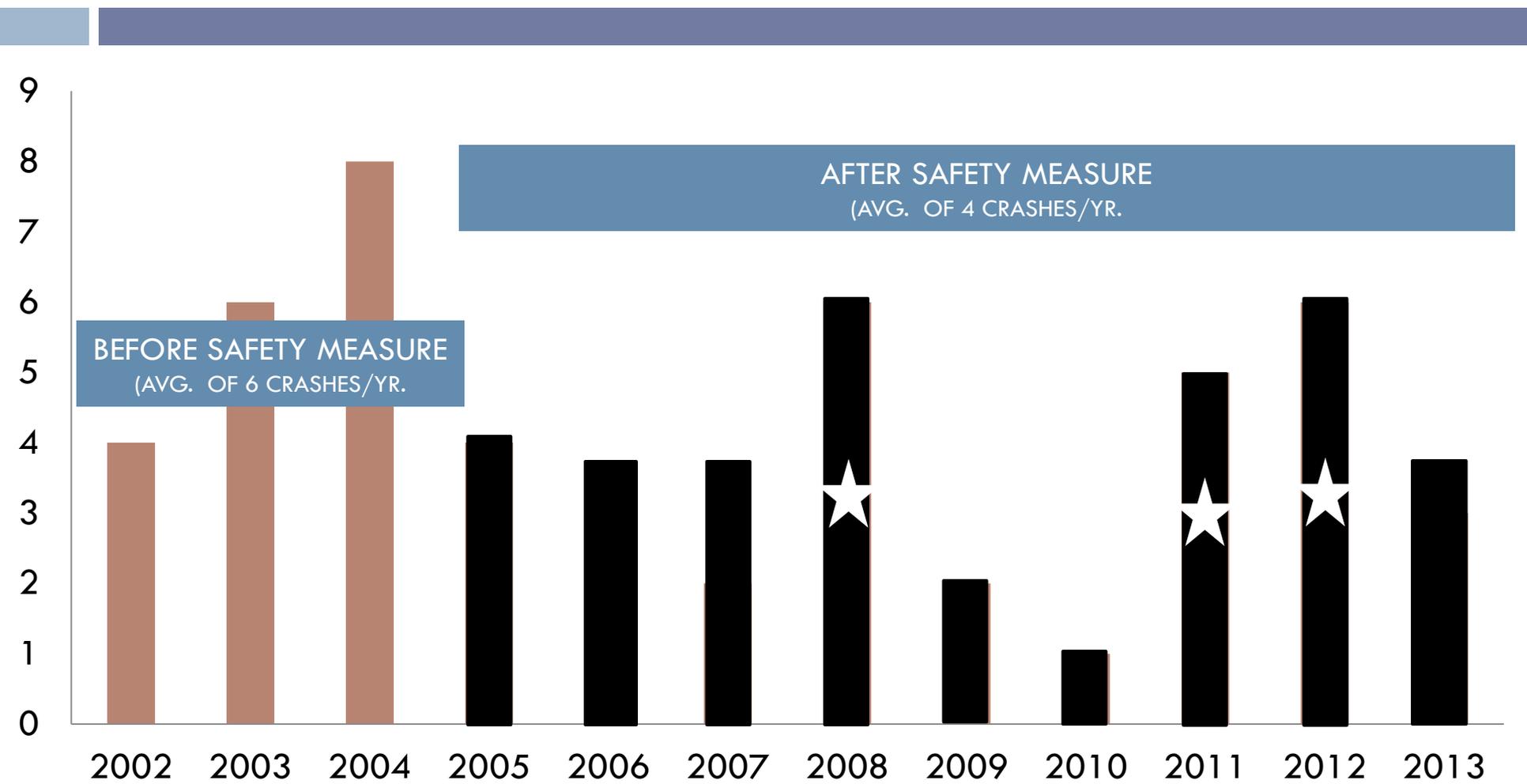
- Intersection added to regional needs list
- Low Cost Safety Measure

## 2009

- Initiative Phase I Study
- Improve safety & operations of vehicles & pedestrians



# EXISTING CONDITIONS-SAFETY



# EXISTING CONDITIONS-SAFETY

## 27 Reported Crashes (2007-2012)



6 (22%) Crashes with injuries  
6 People were injured

- 0 Type A
- 4 Type B
- 2 Type C

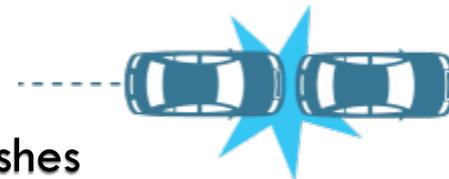
4 (15%) Crashes on wet pavement

20 (74%) Crashes during daylight hours

16 (59%)  
Angle Crashes



7 (26%)  
Rear End Crashes



# PURPOSE AND NEED

## Project Purpose

- ▣ Improve Safety and Operations

## Safety Need

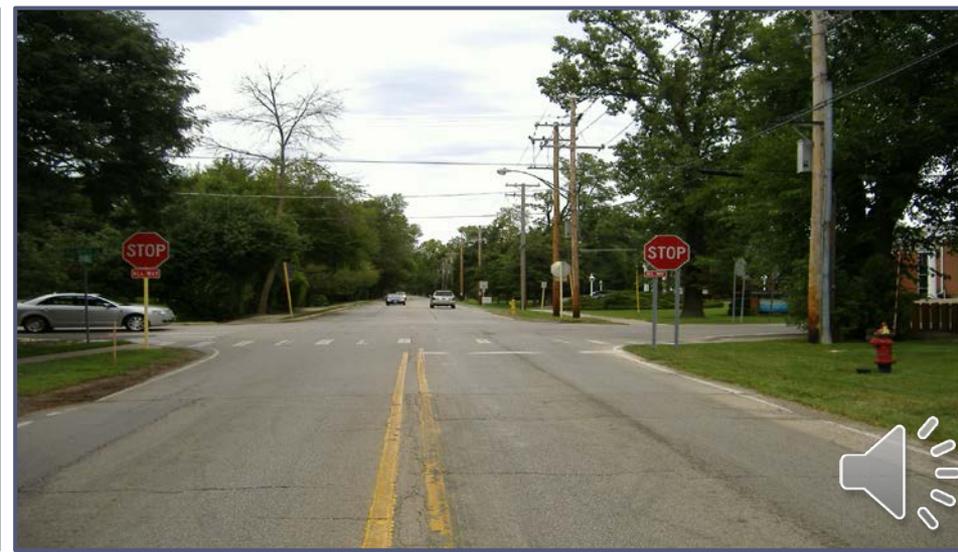
- ▣ Crash Reduction
- ▣ Pedestrian Crossings & Sidewalks

## Operational Needs

- ▣ Driver Expectations
- ▣ Long Queues



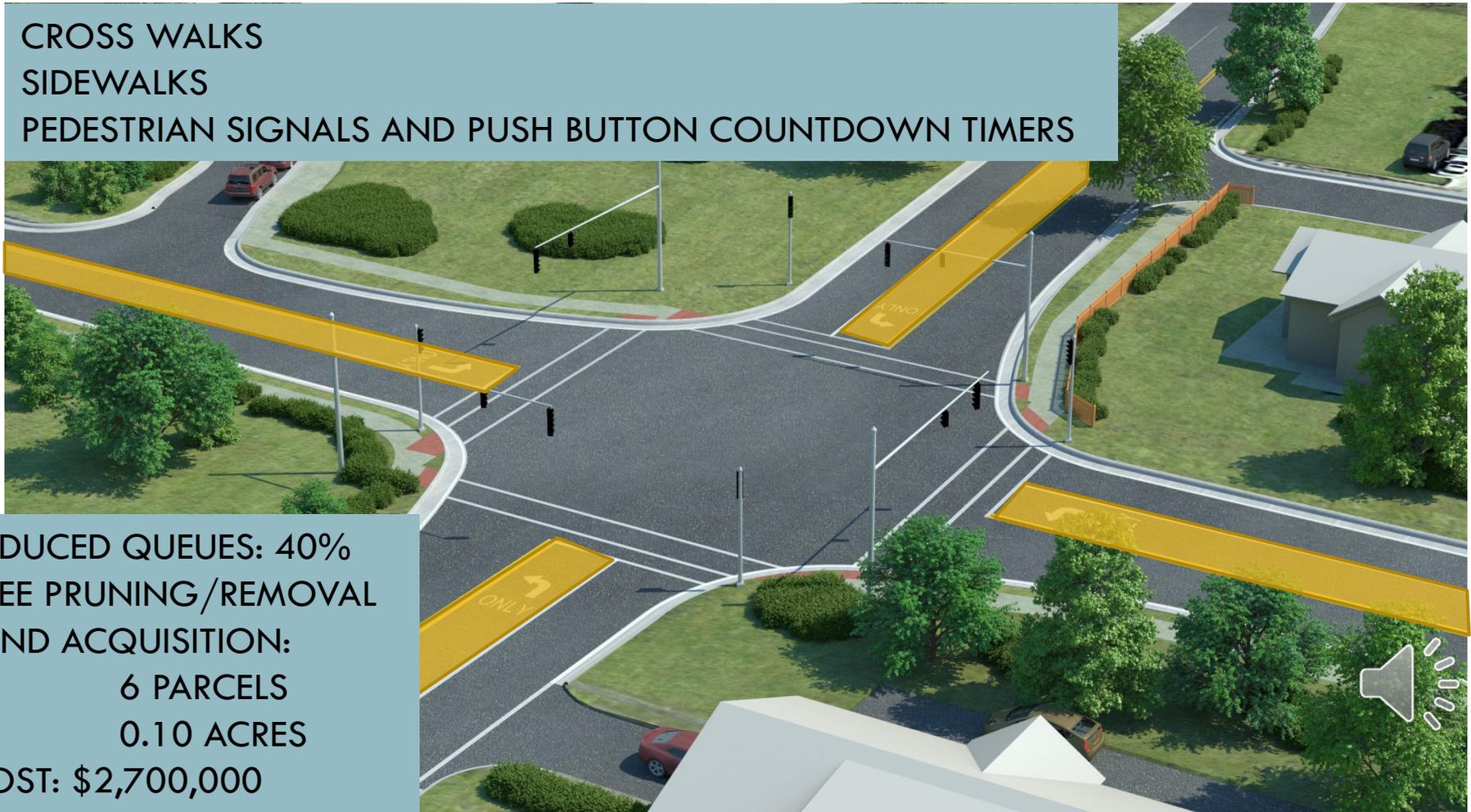
# ALTERNATIVES CONSIDERED



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## Alternative 1: Traffic Signal Installation

CROSS WALKS  
SIDEWALKS  
PEDESTRIAN SIGNALS AND PUSH BUTTON COUNTDOWN TIMERS



REDUCED QUEUES: 40%  
TREE PRUNING/REMOVAL  
LAND ACQUISITION:  
6 PARCELS  
0.10 ACRES  
COST: \$2,700,000

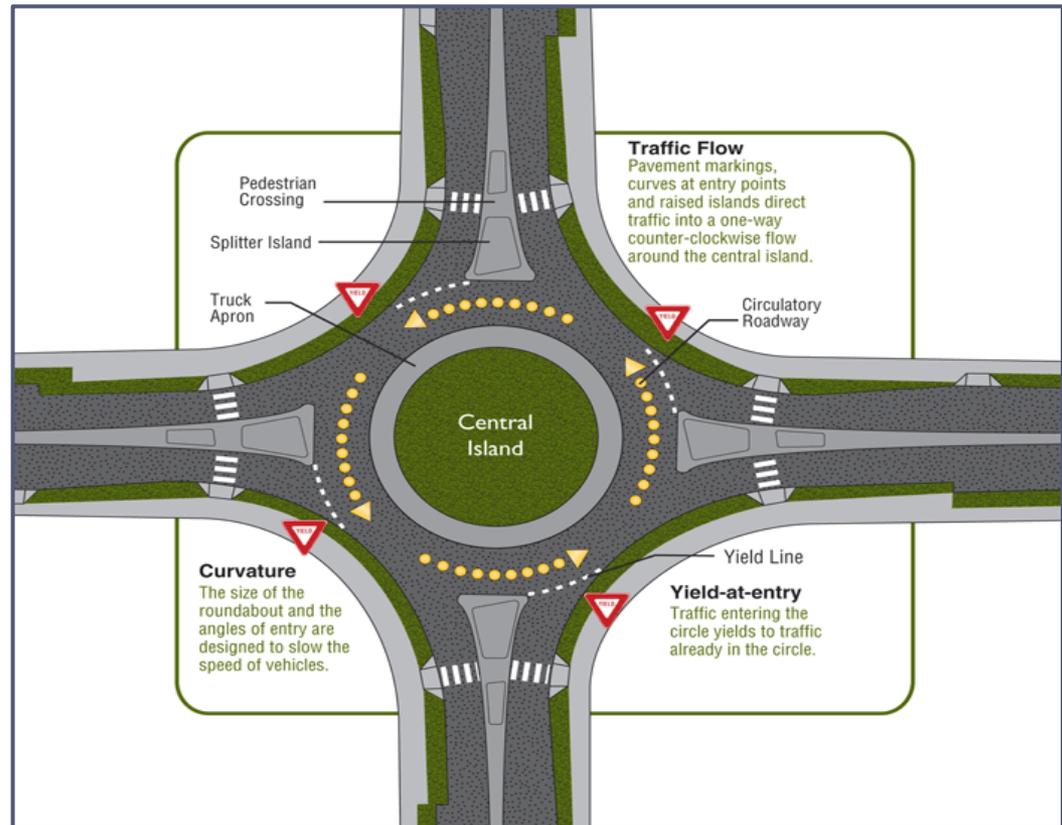
# MODERN ROUNDABOUT

## □ Characteristics

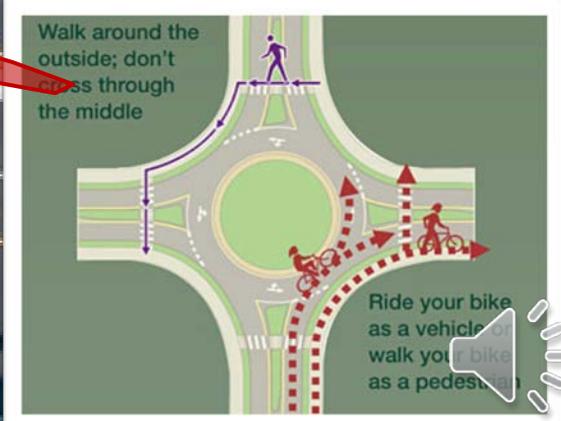
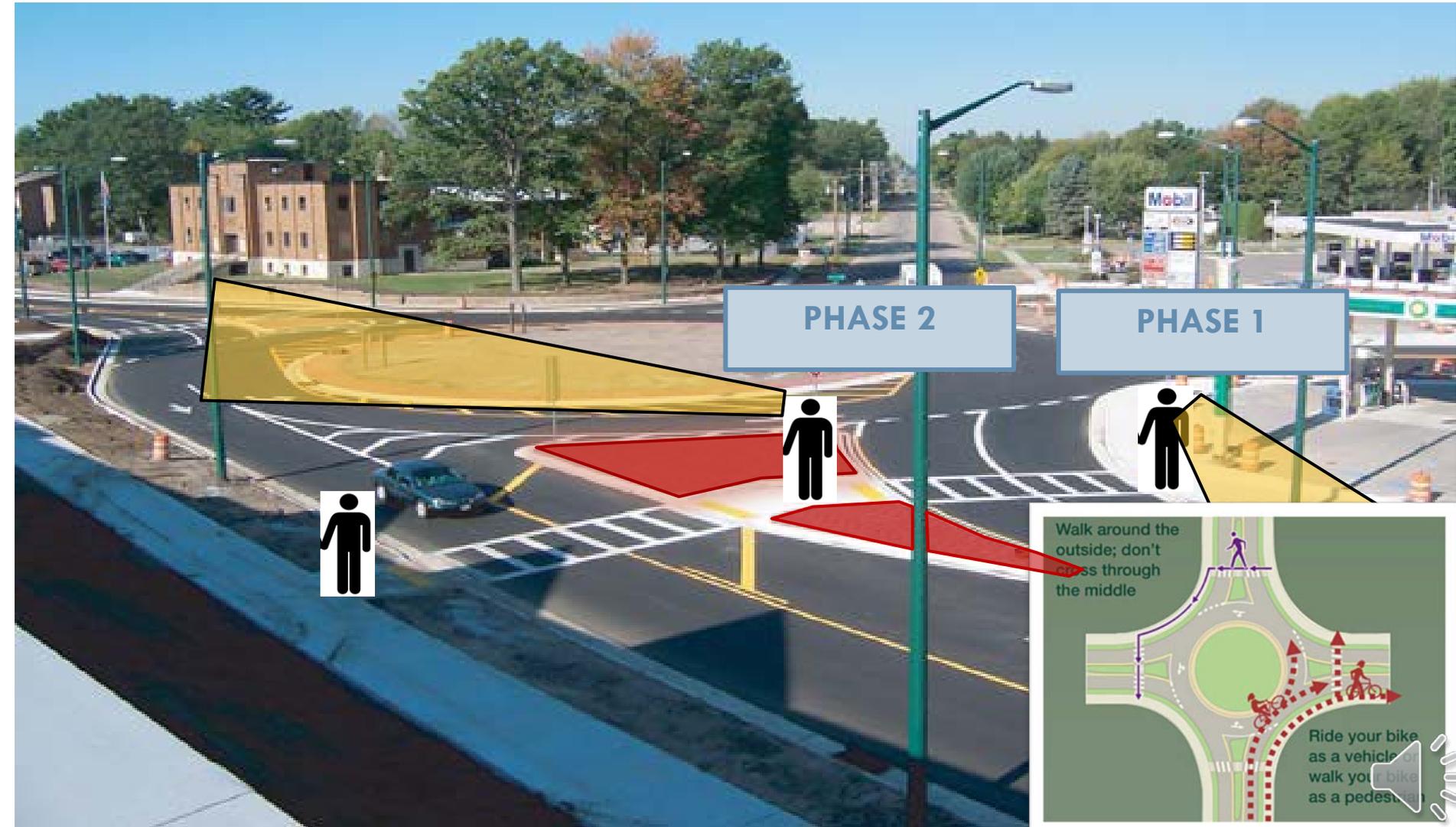
- ▣ Circular in shape
- ▣ Geometric features to slow traffic
- ▣ Yield controlled

## □ Consistent Features

- ▣ Reduced Speed
- ▣ Counter-clockwise movement
- ▣ Yield to drivers circulating



# MODERN ROUNDABOUT



# ALTERNATIVES CONSIDERED

## Alternative 2: Compact Roundabout



REDUCED QUEUES: 49%  
TREE PRUNING/REMOVAL  
LAND ACQUISITION:  
6 PARCELS  
0.05 ACRES  
COST: \$721,000



# ALTERNATIVES CONSIDERED

## Alternative 3: Mini Roundabout



REDUCED QUEUES: 49%  
TREE PRUNING/REMOVAL  
LAND ACQUISITION:  
4 PARCELS  
0.09 ACRES  
COST: \$640,000



# ROUNDBABOUT COMPARISON



	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



# ALTERNATIVES CONSIDERED

## Alternative 4: Low Cost Improvements



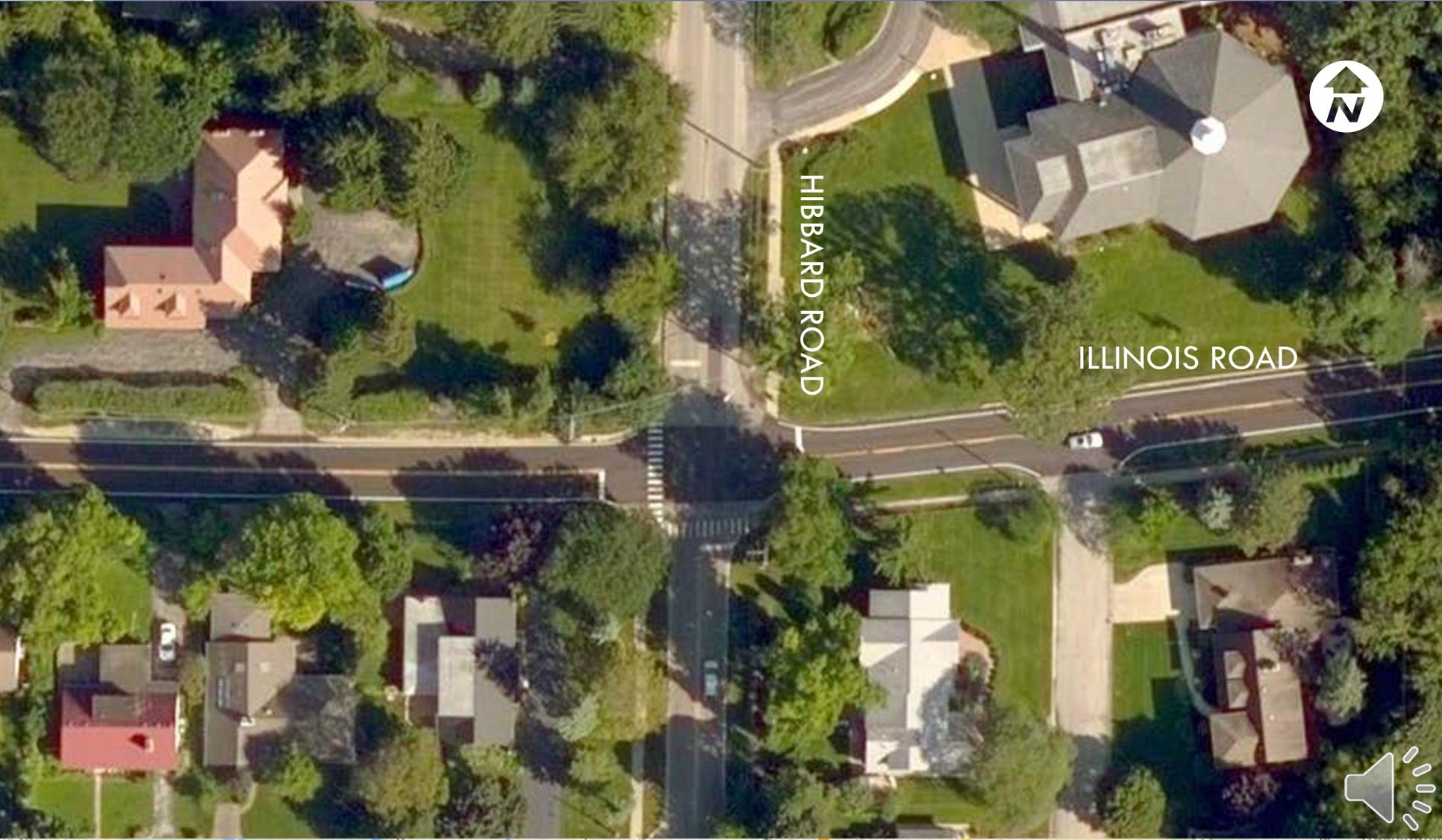
HIBBARD ROAD

ILLINOIS ROAD



TREE PRUNING/REMOVAL  
STOP BAR RELOCATION  
CROSSWALKS  
ADA RAMPS  
FLASHING RED LIGHT  
COST: \$50,000

# DETOURS



# LAND ACQUISITION

- Determine Ownership
  - ▣ Prepare property description
- Independent Appraisal
- Negotiations

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 COMPARISON

	TRAFFIC SIGNAL INSTALLATION	COMPACT ROUNDBOUT	MINI ROUNDBOUT	LOW COST IMPROVEMENTS
	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	± \$2.7 M	± \$721K	± \$640k	\$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

# NEXT STEPS

## PHASE I

- Preferred plan identified
- Additional Stakeholder outreach as needed
- Project Approval (2015)

## PHASE II

- Construction plans are prepared and ROW acquisition begins

## PHASE III

- Construction begins

This improvement is included in IDOT's FY 2015-2020  
Proposed Multi-Modal Transportation Improvement Program



# 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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