



Preferred Improvement

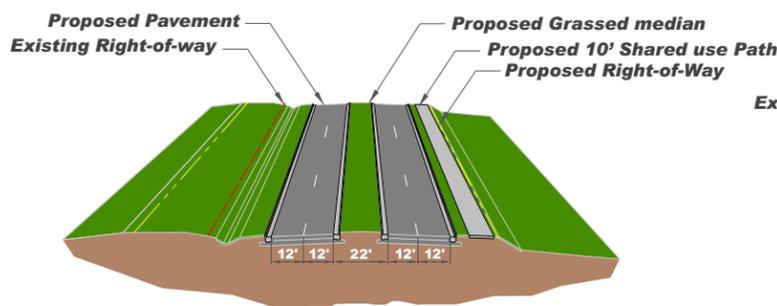
Following are the main elements of the Preferred Improvement plan.

- Reconstruction of pavement.
- Two 12-foot through lanes in each direction separated by a 22-foot grassed raised median west of Salem Lake Drive.
- Two 12-foot through lanes in each direction separated by a 12-foot flush median east of Salem Lake Drive.
- Curb and gutter with enclosed drainage system.
- 10-foot shared-use path along south side of Illinois Route 22.
- Retaining walls to avoid or minimize encroachments into wetlands, floodplains, forest preserves, and Scenic Corridor Easements.
- Realignment of roadway to avoid sensitive environmental areas.
- Re-alignment of South Krueger Road to align with Corporate Drive.
- Raising of roadway out of floodplains and/or to improve sight distance.
- Modernization of traffic signals at South Krueger Road and Old McHenry Road, and installation of a traffic signal at North Krueger Road.

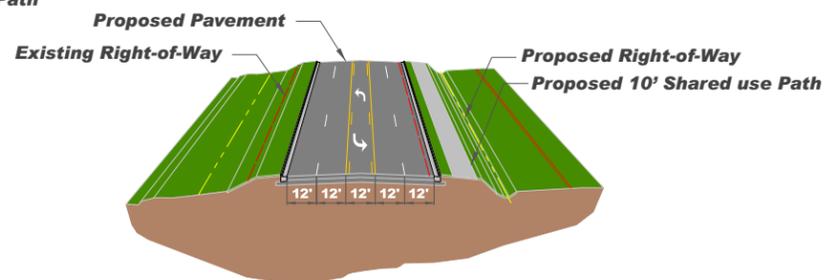
- Section 4(f) impacts at Heron Creek and Egret Marsh Forest Preserves.
- Three stormwater basins, bioswales, and vegetated swales for improved water quality.
- Provision of additional and/or extended turn lanes at Old McHenry Road.
- Fee simple right-of-way, permanent easements, temporary easements, and six residential displacements.

The preliminary anticipated cost of this improvement is \$40 million.

PROPOSED CROSS-SECTION QUENTIN ROAD TO SALEM LAKE DRIVE



PROPOSED CROSS-SECTION SALEM LAKE DRIVE TO ILLINOIS ROUTE 83



Questions, Comments and Information

Verbal comments may be given to the court reporter. Your comments will be transcribed and will become part of the hearing record. Written comments and opinions may also be submitted during the Public Hearing, mailed or e-mailed to the Illinois Department of Transportation. Comments must be postmarked (or e-mails dated) no later than August 6, 2013, in order to become part of the official hearing record. Correspondence should be addressed to:

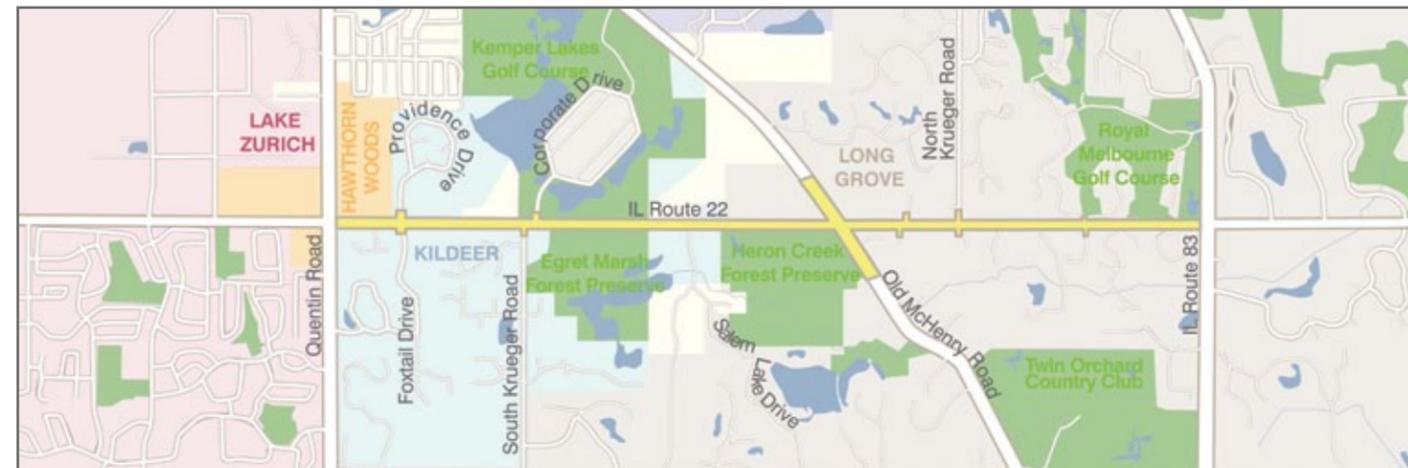
Illinois Department of Transportation
Division of Highways / District 1
201 West Center Court
Schaumburg, Illinois 60196-1096

Attn: Bureau of Programming
Scott Czaplicki
phone: (847) 705-4084
E-mail: ilroute22@TranSystems.com

All materials from the Public Hearing may be reviewed and/or copied at the requester's expense at the above address.



Public Hearing



Illinois Route 22 Quentin Road to Illinois Route 83

Villages of Hawthorn Woods, Kildeer, Village of Long Grove, and Unincorporated Lake County

Date Tuesday July 16, 2013
Time 4:00 p.m. to 7:00 p.m.
Kemper Lakes Golf Club
24000 N. Old McHenry Road
Kildeer, IL 60047

Welcome

The Illinois Department of Transportation (IDOT) Division of Highways, District One, welcomes you to this Public Hearing concerning the improvements to Illinois Route 22 from Quentin Road to Illinois Route 83 in Lake County. The study area is shown on the map above. An audio-visual presentation will be shown continuously during the hearing. We invite you to view the presentation, inspect the exhibits on display, and talk with study team members.

Your comments and opinions are an important part of this study. Hand-written, e-mailed, or verbal comments are encouraged, and should be provided in accordance with the instructions on the back of this brochure.



Study Description and Schedule

IDOT proposes to use Federal funds for this improvement, therefore development of this project must adhere to the Federal laws, regulations, and orders associated with the National Environmental Policy Act of 1969 (NEPA). Both the Federal Highway Administration (FHWA) and IDOT are responsible for ensuring that the project adheres to the NEPA process. Upon the satisfactory completion of the NEPA process, these agencies will grant Design Approval, the point at which the Phase I study concludes.

The anticipated project schedule below illustrates the time frames to complete the required steps for this project. Contract plan preparation and land acquisition (Phase II) and construction (Phase III) of this project are included in IDOT's FY 2014-2019 Proposed Multi-Modal Transportation Improvement Program. Our current engineering efforts are targeted to enable a contract letting in the later portion of our current multi-year program contingent upon plan readiness, land acquisition, and funding availability through our future annual legislative appropriations. The general scope of work for this improvement is anticipated to consist of reconstructing and widening IL Route 22 to provide two through lanes in each direction separated by a median, with curb and gutter, pedestrian and bicyclist accommodations, and intersection and drainage improvements.

Purposes of the Public Hearing

- To present the Preferred Alternative
- To present section 4(f) impact to Heron Creek and Egret Marsh Forest Preserves
- To solicit public input



Purpose and Need for Action

The purpose of the proposed action is to improve mobility on Illinois Route 22 from Quentin Road to Illinois Route 83. Specifically, the proposed action should increase highway user safety, improve capacity and operation, correct geometric deficiencies, and enhance system linkage along the Illinois Route 22 corridor. The following points highlight the need for the proposed action in terms of the inadequacies of the existing roadway.

Safety – 360 crashes occurred within the study limits between 2004 and 2010. Analyses determined that probable causes include lack of a median to remove left turning vehicles from the single through lane in each direction, high traffic volumes with congestion, poor sight distance at some locations, and relatively high approach speeds during non-peak hours. The proposed action should include measures to help reduce the number and severity of crashes in the study area.

Capacity and Operation – The existing traffic demand exceeds IDOT's design recommendation for the existing two-lane roadway. The existing average daily traffic (ADT) in the corridor ranges from 13,500 to 17,100 vehicles per day (vpd). Without improvements to Illinois Route 22, traffic volumes are expected to increase to between 24,000 and 29,000 vpd by the year 2030 and 31,000 to 36,000 vpd by the year 2040, which is beyond the capacity of the existing two lane roadway. In addition, motorist delays at the signalized intersections within the project limits are expected to approximately double by 2030 without capacity improvements. The proposed action should improve roadway and intersection capacity to meet expected future travel demands.

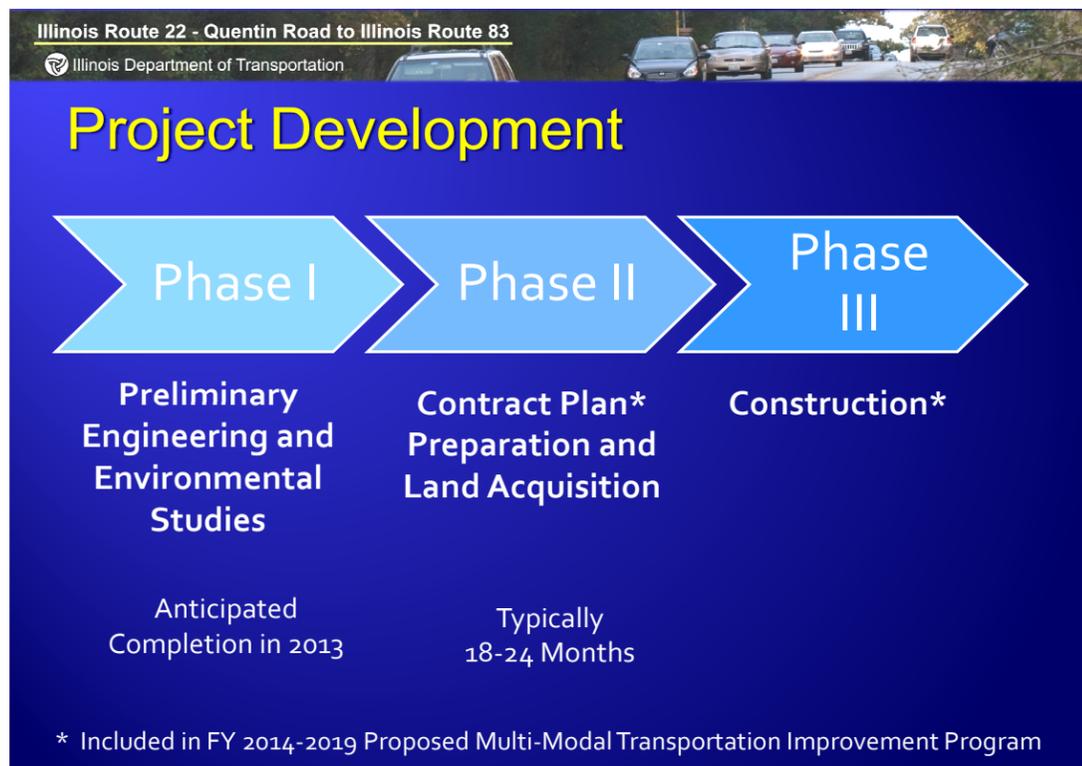


Roadway Deficiencies – Review of the existing Illinois Route 22 geometry yields the following deficiencies.

- Inadequate sight distance at Corporate Drive and North Krueger Road.
- Offset intersections at Corporate Drive and South Krueger Road.
- Depressed roadway elevations at waterway crossings.
- Inadequate corner radii to accommodate the design vehicles.
- Lack of a median to provide a safe refuge for left-turning vehicles.
- Insufficient storage bay lengths at Old McHenry Road.
- Original construction from 1930's / 1940's

The proposed action should include measures to correct these deficiencies.

System Linkage – Illinois Route 22 is a vital link in the local, regional, and national transportation system. Over the past decade, IDOT has implemented several roadway widening projects to enhance the overall mobility and safety along the greater Illinois Route 22 corridor. The existing two-lane roadway segment between Quentin Road and Illinois Route 83 creates a bottleneck and reduces the overall efficiency of the corridor to provide regional mobility. The proposed action needs to enhance system linkage through elimination of this major bottleneck to east-west mobility.



█ Widened from Two to Four Lanes
 █ Current Project Limits: Proposed Widening to Four Lanes
█ Two Lane Roadway Section