

**US Route 41 at IL Route 176 Interchange
Village of Lake Bluff
Public Meeting #2
September 20, 2012**

Summary: The second Public Meeting for the US Route 41 at IL Route 176 Interchange Phase I Study was held on September 20, 2012 from 5:00 PM to 8:00 PM. It was located at the Lake Bluff Elementary School, 350 West Washington Avenue, Lake Bluff, IL 60044. The meeting included a Power Point presentation and exhibits displaying the overall project development process, Level 1 Screening Alternatives, Level 2 Screening alternatives, roundabout information, the two Finalist Alternatives, two relocated frontage road options, and an impact matrix. The purpose of the meeting was to present the two Finalist Alternatives and two relocated frontage road options to the public for comment.

The two Finalist Alternatives are Alternatives 7 and 8. Alternative 7 includes improvements to the existing interchange configuration to improve safety, reduce congestion, and improve mobility. The improvements include acceleration and deceleration lanes to and from US Route 41; elevation adjustments to US Route 41 to increase sight distances; improved intersections to properly accommodate all vehicles and eliminate confusing operations; widening of Skokie Valley Road and Shagbark Road; additional through lanes and turn lanes along IL Route 176 to handle the future traffic demands; and modernized traffic signals.

Alternative 8 includes the same improvements as Alternative 7 except with modern-day roundabouts along IL Route 176 at Skokie Valley Road and Shagbark Road instead of conventional traffic signals. Both of these alternatives were determined to be good improvements that would handle the design year (2040) traffic while minimizing socio-economic and environmental impacts at a reasonable construction cost.

Two options were also presented for the relocated access road to replace the existing frontage road on the east side of US Route 41 north of W. Washington Avenue that is being displaced with the improvements to US Route 41. Option 1 extends Skokie Valley Road to the north between two buildings before curving to the east along private property adjacent to the railroad right-of-way further north. Option 2 extends West Washington Avenue to the east and then turning to the north along private property adjacent to the railroad right-of-way. Option 1 minimizes building impacts but bisects several parcels. Option two leaves the remainder of the parcels contiguous but requires the removal of three buildings.

Meeting Advertisement: The Public Meeting was advertised in the Lake County News-Sun and the Lake Forester on August 30, 2012 and September 13, 2012. Post card invitations were sent out to 225 people. The Public Meeting was also advertised on the Village website at www.lakebluff.org. 41 people signed the Meeting Register. Nine Project Advisory Group members were in attendance, but four of those did not sign the register.

Comments: There were 10 comment forms filled out and left in the comment box at the Public Meeting, one comment letter was sent to the Village of Lake Bluff, and four comments were sent to the project email address. Of these 15 comments received, 1 (6.7%) indicated that both finalist alternatives made excellent sense, 11 (73.3%) supported Alternative 8 with roundabouts, and 1 (6.7%) supported Alternative 7 with conventional traffic signals.

Other comments included:

- 1 recommendation for Relocated Access Road Option 2 for potential parcel redevelopment.
- 1 indicated the north/south pedestrian crossing on the east side at IL Route 176 and IL Route 43 is dangerous with several pedestrians and bicyclists having been hit there and recommends encouraging crossing at the proposed roundabout crossing.
- 1 recommended the Village investigate adding a No Right on Red sig for the southbound to westbound movement at the IL Route 176 and IL Route 43 intersection.
- 1 recommended a conventional diamond interchange.
- 1 expressed concerns over their easement rights, sign visibility, truck access, and traffic noise.
- 1 expressed an objection to losing direct access to their motel from northbound US Route 41.

A summary of the Public Meeting Comments is provided in table 1.

Prior to the Public Meeting, a Project Advisory Group member objected to roundabouts via email to the Project Management Team recommending Alternative 7 with conventional traffic signals. He indicated roundabouts would not allow safe access to his property. He did not attend the meeting or submit another comment during the official comment period.

In Attendance:

Project Management Team

Drew Irvin – Lake Bluff
George Russell – Lake Bluff
Kimberly Murphy – IDOT
Marnell Morse– IDOT
Cary Lewis – IDOT
Rick Wojcik– IDOT
Mehdi Geraminegad – IDOT
Mike Cullian – IDOT
Bilal Almasri - IDOT
Terry Heffron - IDOT
Bill Goodman – Shields Township
Mike Matkovic – CBBEL
Phil Santos – CBBEL

Pete Knysz – CBBEL
Bill Eidson – CBBEL
Matt Huffman – CBBEL
Emily Anderson - CBBEL
Martin Worman - CBBEL
Richard Ray – Huff & Huff
Daniel Grove – Lakota Group

Project Advisory Group

Paul Bergmann - Resident
Niketa/Bharat Patel - Sunset Motel
Jodi Blackford - Greg's Auto Body
Wayne Spath - Resident
Ed Whitehead - Rockland Fire Protection District
Jennifer Longworth - Robinwood Estates Condominium Association
Dipak Patel – By-the-Way Motel
Bob Hunter – Resident

Other Notable Attendees

Mark Dewart, Trustee – Village of Lake Bluff
Josh Wheeler, City Engineer/Public Works Director – City of North Chicago
Nimrod Warda, City Planner – City of North Chicago

TABLE 1
 US Route 41 at IL Route 176
 Public Hearing
 Summary of Comments

ID #	Date Received	Name & Address of Comment Provider	In Favor of Alt 7	In Favor of Alt 8	Additional Comments:
1	9/20/2012	David Barkhansen		x	Likes the idea of the roundabouts, especially if there is same cost savings over the alternative with lights.
2	9/20/2012	Krishna Ranganathan 105 Albright Dr. Lake Bluff, IL		x	Roundabouts work & would love to see them in Lake Bluff. Access Road Option 2 for redevelopment.
3	9/20/2012	Mark Dewart		x	
4	9/20/2012	S. Dewart 454 Park Ln. Lake Bluff		x	Great idea.
5	9/20/2012	Nimron Warda 1850 Lewis Ave. North Chicago, IL 60064		x	Most sensible alternative, most cost effective, will improve the fluidity of interchange.
6	9/20/2012	Theresia Yakes 1002 North Ave. Lake Bluff, IL 60044		x	Thank you for all of your hard work & to the Village for finding funds to complete this phase of the project.
7	9/20/2012	Janice Schnobrick 766 Mawman Ave. Lake Bluff, IL 60044			The two finalist alternatives make excellent sense & appear to be the least costly.
8	9/20/2012	Dan Rogers 610 Adephia Ave. Lake Bluff, IL 60044		x	I see more and more roundabouts and they work great. Also, be aware of 176 & 43 crosswalk going N-S on the east side. Check with Lake Bluff Police - too hard to cross, several have been hit over the year. You should force foot traffic east to roundabout crosswalks.
9	9/20/2012	Sandy Hart 455 Pine Ct.		x	Recommends the Village to investigate a "No Turn On Red" at 176 & Green Bay Road to deter traffic from the north headed west on 176.
10	9/20/2012	Ed Whitehead/Rockland Fire 208 N. Waukegan Rd., Suite C Lake Bluff, IL 60044		x	
11	9/26/2012	Leonard Gustafson 525 W. Washington Ave., #15 Lake Bluff, IL	x		Synchronizing the lights with each other and with railroad crossing lights would be beneficial.
12	10/1/2012	Stephen Skinner 1160 Estes Ave. Lake Bluff, IL 60045		x	In Oshkosh and/or Neenah WI, they have done major improvements around US Route 41 replacing traffic signals with roundabouts. They work well with heavy traffic and no signals to sit and wait at. Riverwoods and Everett is a good example in our area - flow is great without any long waits, and it seems to be very safe.
13	10/1/2012 and 10/5/12	Richard Dompker Lake Forest			Recommends a diamond interchange to eliminate dual use of the streets which must be a basic cause of the traffic congestions and safety problems which the finalist alternatives appear to maintain. The Everett and Riverwoods Roads roundabout certainly works well for the traffic it experiences but not sure if it would work for the traffic on 176. A diamond interchange would make the roundabouts unnecessary.
14	10/2/2012	Niketa Patel 511 Rockland Rd. Lake Bluff, IL 60044		x	Expressed concerns with Sunset Motel's easement rights, sign visibility, truck & trailer access, and traffic noise.
15	10/5/2012	Diptak Patel The Way Motel	By		Objects to loosing direct access from northbound US Route 41 to the By The Way Motel.



Public Meeting

Interchange Reconstruction Finalist Alternatives

For

US Route 41 (Skokie Highway) at Illinois Route 176 (Rockland Road)

**Village of Lake Bluff
Shields Township
Lake County**



Date: Thursday, September 20, 2012

Time: 5:00 p.m. to 8:00 p.m.

**Place: Lake Bluff Elementary School
350 West Washington Avenue
Lake Bluff, IL 60044**

Welcome to this Public Meeting

The Village of Lake Bluff and the Illinois Department of Transportation (IDOT) welcomes you to this Public Meeting concerning the proposed improvement of US Route 41 (Skokie Highway) at Illinois Route 176 (Rockland Road) in the Village of Lake Bluff, Shields Township, and Lake County, Illinois, with a special focus on the finalist alternatives for the US Route 41 at IL Route 176 interchange.

An audio-visual presentation has been prepared to summarize the project development process to date. You are also invited to view the project exhibits on display. Staff members from the Village of Lake Bluff, IDOT and the project engineering consultants will be available to discuss various aspects of the project and answer questions you may have.



Purpose of this Public Meeting

This Public Meeting will describe the project development process to date. This includes how the Project Advisory Group (PAG) and the Project Management Team (PMT) proceeded through the alternatives development, evaluation, and screening process to result in the alternatives carried forward. The primary focus of tonight's meeting will be the presentation of the two finalist interchange alternatives and two relocated frontage road options that have been carried forward. We are seeking further public comment tonight. The project information stations at this Public Meeting include:

1. Project Overview: Powerpoint Slideshow
2. Study Progress/Purpose and Need
3. Alternatives Development and Evaluation Process
4. Roundabout Information
5. Finalist Alternatives and Evaluation
6. Comments



Project Purpose & Need

US Route 41 in this area serves as a vital north-south link from the Wisconsin border south to Chicago's northern suburbs, carrying approximately 46,000 vehicles per day with two travel lanes in each direction. Illinois Route 176 carries approximately 15,000 vehicles per day in the vicinity of the US Route 41 interchange, with higher volumes to the west near Illinois Route 43 and much lower volumes to the east. The US Route 41 interchange with Illinois Route 176 experiences considerable traffic congestion on a daily basis and notable safety concerns.

The purpose of the project is to provide an improved transportation system to address safety, operational, capacity, and mobility deficiencies at the grade separated interchange of U.S. Route 41 (Skokie Highway) and Illinois Route 176 (Rockland Road) and to provide improvements to IL Route 176 to the west including the IL Route 43 (Waukegan Road) intersection. The need for the improvement is identified within the Purpose and Need prepared for this project. This document addresses project history and compares existing conditions and future "No-Build" conditions with respect to safety, operational, and mobility/capacity deficiencies. Alternatives must meet the project Purpose & Need to be carried forward. For this project, based on traffic growth, intersection vehicle delay has reached unfavorable values as seen in the following statistics:

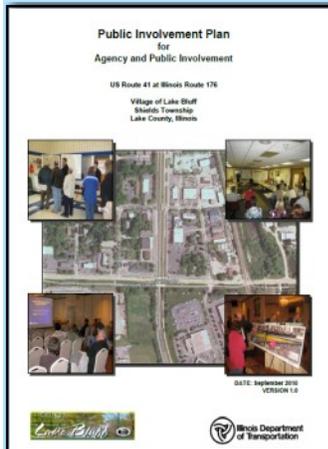
- 106% average increase in traffic volumes on US Route 41 from 1977 to 2010
- 19% projected increase in traffic volumes on US Route 41 by the year 2040
- Over 250% projected increase in vehicle delay by the year 2040 for the unsignalized intersections of US Route 41 and West Washington Avenue during peak travel periods (west in a.m.; east in p.m.)

The project Purpose & Need Statement is available for viewing today at Station 2.



Public Involvement & Project Advisory Group

Per the Public Involvement Plan prepared for this project, methods and timeline for meaningful coordination with project stakeholders at critical decision making points in the project development process were established. As part of the process, key stakeholders were invited to join the Project Advisory Group (PAG). The PAG consists of representatives from local business, residents and special



interest groups. The purpose of the PAG is to provide input to the Project Management Team (PMT) on the development of the Purpose and Need statement and the alternatives to be carried forward for evaluation at each stage of the process. PAG members present this evening can be identified by the badges they are wearing. The PMT includes representatives from the Village of Lake Bluff, IDOT, Shields Township, Lake County, and the project engineering consultants, and has primary responsibility for the project development process and ultimate decision making authority for this project.



Alternatives Development and Evaluation Process

Initially, 16 potential interchange alternatives were identified based on previous studies, initial public involvement, various interchange types, and input from the PAG. Please refer to the displays in the exhibit room for the alternatives considered. Based on an evaluation of the ability of each alternative to meet the project purpose and need, the presence of unreasonable impacts, and input from the PAG, the PMT determined that six of the original alternatives were advanced for engineering development and environmental evaluation. These six alternatives were designed and evaluated via more quantitative means than the first round of evaluation, and the PMT presented information during the third PAG meeting associated with each of the six alternatives' ability to meet objectives related to transportation performance, environmental concerns, socioeconomic impacts, and cost. This allowed the PAG to draw comparisons between the alternatives and provide input on further screening of alternatives including those that should be carried forward. Following the third PAG meeting, the PMT selected two finalist alternatives to be carried forward for additional evaluation. These finalist alternatives are the focus of tonight's meeting.



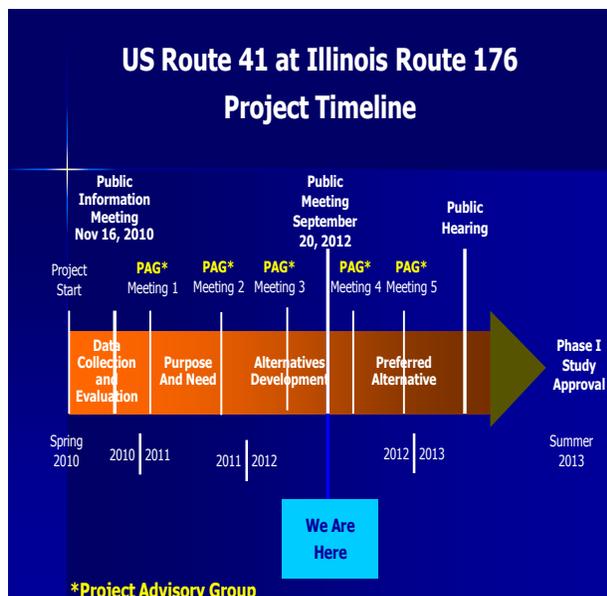
Finalist Alternatives and Evaluation

Based on feedback gathered at the third PAG meeting, the PMT identified two finalist alternatives to be carried forward. Evaluation of finalist alternatives shown in the insert will be the focus of tonight's meeting. Both finalist alternatives provide good transportation performance for a reasonable cost and were favorable with respect to environmental and socioeconomic impacts in comparison to the other alternatives. In addition to the two finalist alternatives, two options are also being considered for a new access road in the northeast quadrant of the interchange resulting from the displacement of the existing frontage road.

Project Schedule/Next Steps

After tonight we will have progressed through two public meetings and three PAG meetings. Next, the project team will evaluate the Public Meeting comments and results and a Preferred Alternative will be selected. Please make your thoughts known! Once an alternative is chosen, final engineering and environmental reports will be prepared, and concurrence sought for the chosen alternative.

Tonight's meeting has been formatted in a manner conducive to open discussion and comment with regard to the two finalist alternatives with two access road options, which is aimed at identifying any remaining issues, opportunities, and constraints associated with each. All participants tonight are encouraged to visit all stations to reach full understanding of the steps that have been taken in the process to this point and provide meaningful input.



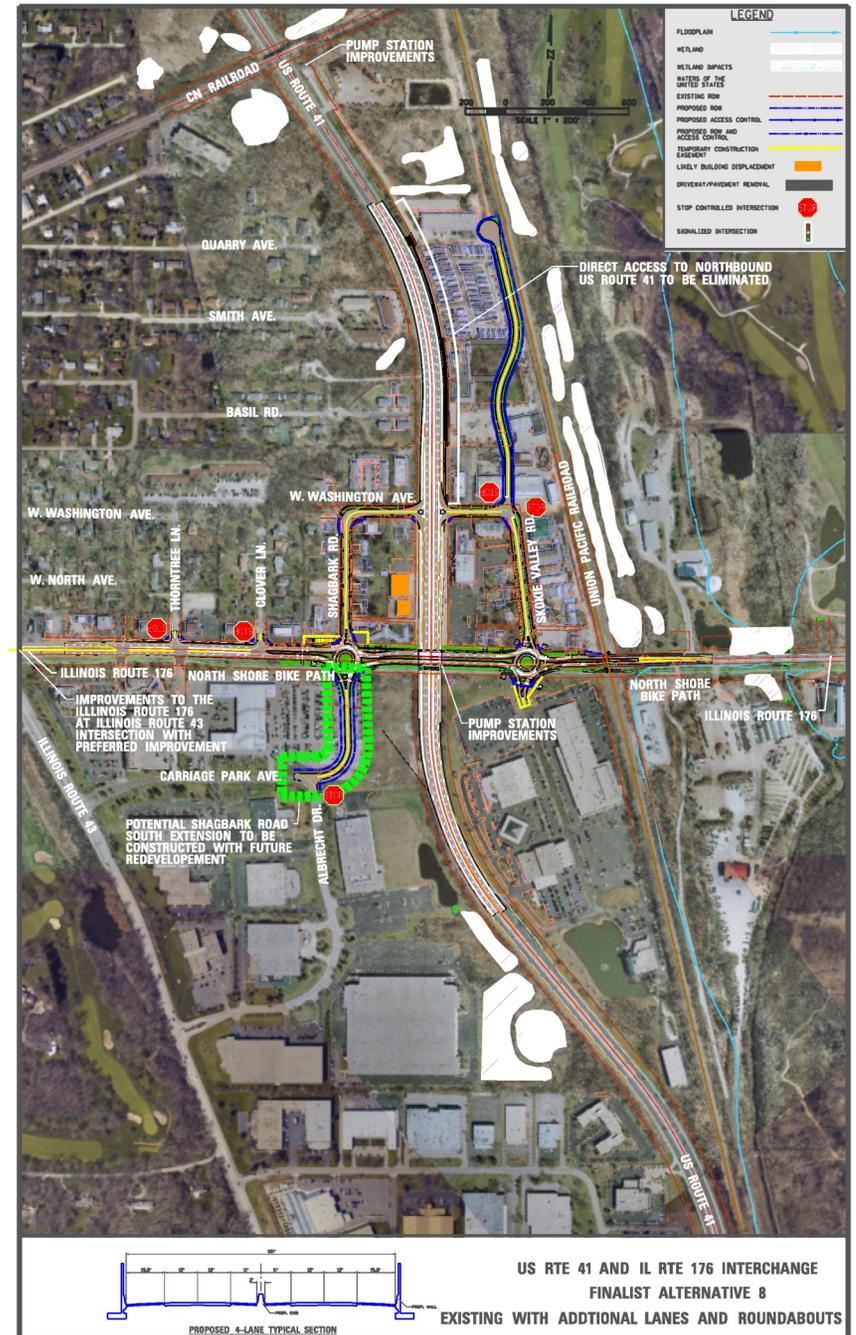
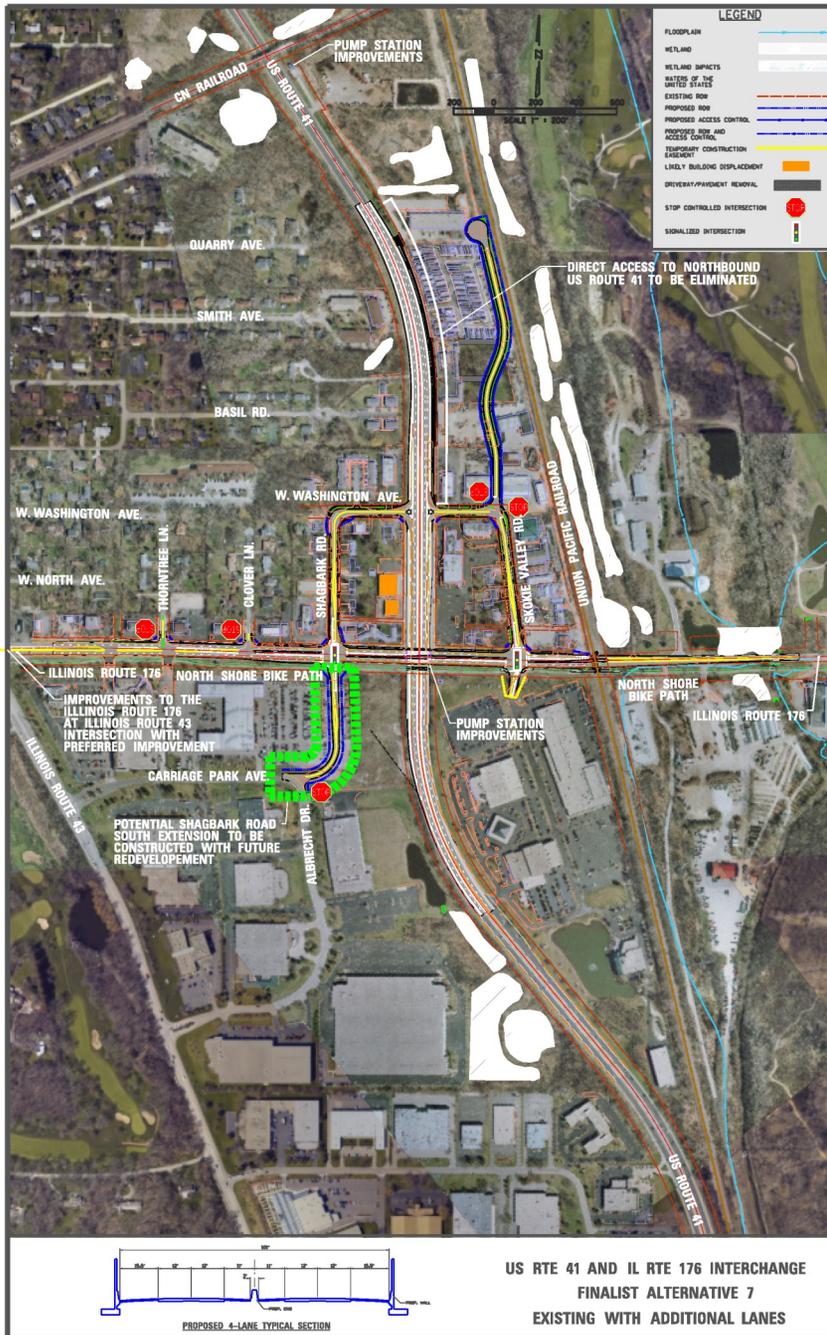
Project Questions and Comments

Written questions and comments may be submitted during this Public Meeting or mailed to the Village of Lake Bluff at the address indicated below or sent to the project email address at:

US41IL176study@cbbel.com

Mr. George Russell
Village Engineer
Village of Lake Bluff
40 East Center Avenue
Lake Bluff, Illinois 60044
www.lakebluff.org

Finalist Alternatives



Access Road Options



“Personally, I love them, and I’ll tell you why. You only have to stop one lane of traffic, then go to the middle and wait. The cars can’t go much faster than 20 mph through the roundabout so the crossing aspect is great.”

Denise Haltom

School Crossing Guard, Suamico, Wisconsin
Green Bay Press-Gazette
February 6, 2001

“We have had a lot of people not very happy about the idea of roundabouts, but after they are constructed, those fears mostly go away.”

Brian Walsh

Washington State Department of Transportation
Seattle Times
June 5, 2002

“We all know people speed up to get through a yellow light. But at the roundabout, all the vehicles have to slow down ... we have almost 50 roundabouts now, we have a lot [fewer] personal injuries. We have fewer fatalities.”

James Brainard

Mayor, City of Carmel, Indiana
www.nbc17.com
November 8, 2007

Education is key.

Education is vital to the acceptance and success of a roundabout. Navigating a roundabout is easy. But because people can be apprehensive about new things, it’s important to educate the public about roundabout use.

There are just a few simple guidelines to remember when driving through a roundabout:

1. Slow down.
2. If there’s more than one lane, use the left lane to turn left, the right lane to turn right, and all lanes to go through, unless directed otherwise by signs and pavement markings.
3. Yield to pedestrians and bicyclists.
4. Yield at the entry to circulating traffic.
5. Stay in your lane within the roundabout and use your right-turn signal to indicate your intention to exit.
6. Always assume trucks need all available space — don’t pass them!
7. Clear the roundabout to allow emergency vehicles to pass.

Visit safety.fhwa.dot.gov to learn more about roundabouts



Design standards for roundabouts continue to evolve, and not all features of existing roundabouts meet current recommended practice. Please refer to FHWA’s web site for recommendations on current design practice.

Original source photo by Lee Rodegerdts. Photo has been altered to illustrate roundabout and updated signage.

Roundabouts

A Safer Choice

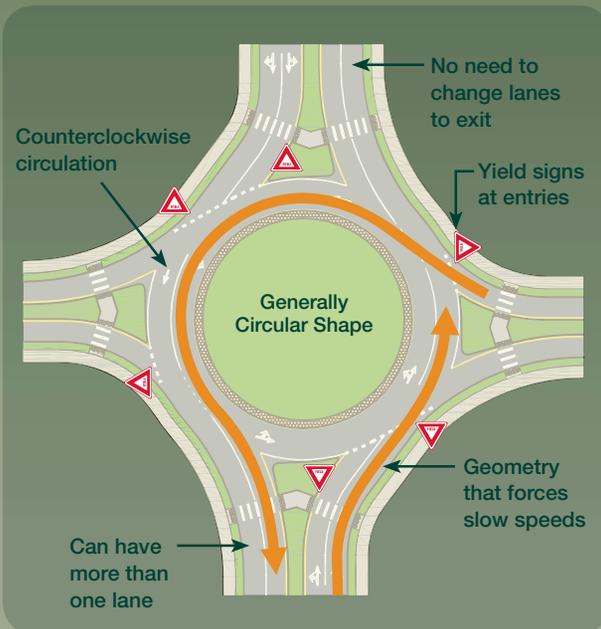


What is a roundabout?

A roundabout is a type of circular intersection with yield control of entering traffic, islands on the approaches, and appropriate roadway curvature to reduce vehicle speeds.

Modern roundabouts are different from rotaries and other traffic circles. For example, roundabouts are typically smaller than the large, high-speed rotaries still in use in some parts of the country. In addition, roundabouts are typically larger than neighborhood traffic circles used to calm traffic.

A roundabout has these characteristics:



Why consider a roundabout?

Compared to other types of intersections, roundabouts have demonstrated safety and other benefits.

Roundabouts:

> Improve safety

- More than 90% reduction in fatalities*
- 76% reduction in injuries**
- 35% reduction in all crashes**
- Slower speeds are generally safer for pedestrians

> Reduce congestion

- Efficient during both peak hours and other times
- Typically less delay

> Reduce pollution and fuel use

- Fewer stops and hard accelerations, less time idling

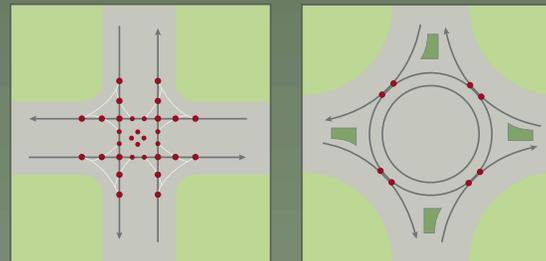
> Save money

- Often no signal equipment to install, power, and maintain
- Smaller roundabouts may require less right-of-way than traditional intersections
- Often less pavement needed

> Complement other common community values

- Quieter operation
- Functional and aesthetically pleasing

With roundabouts, head-on and high-speed right angle collisions are virtually eliminated.



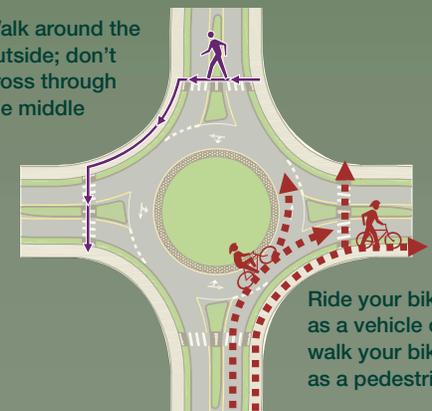
[Traditional intersection]

[Roundabout]

● Potential vehicle conflict point

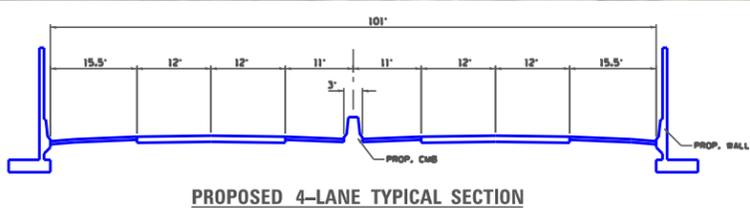
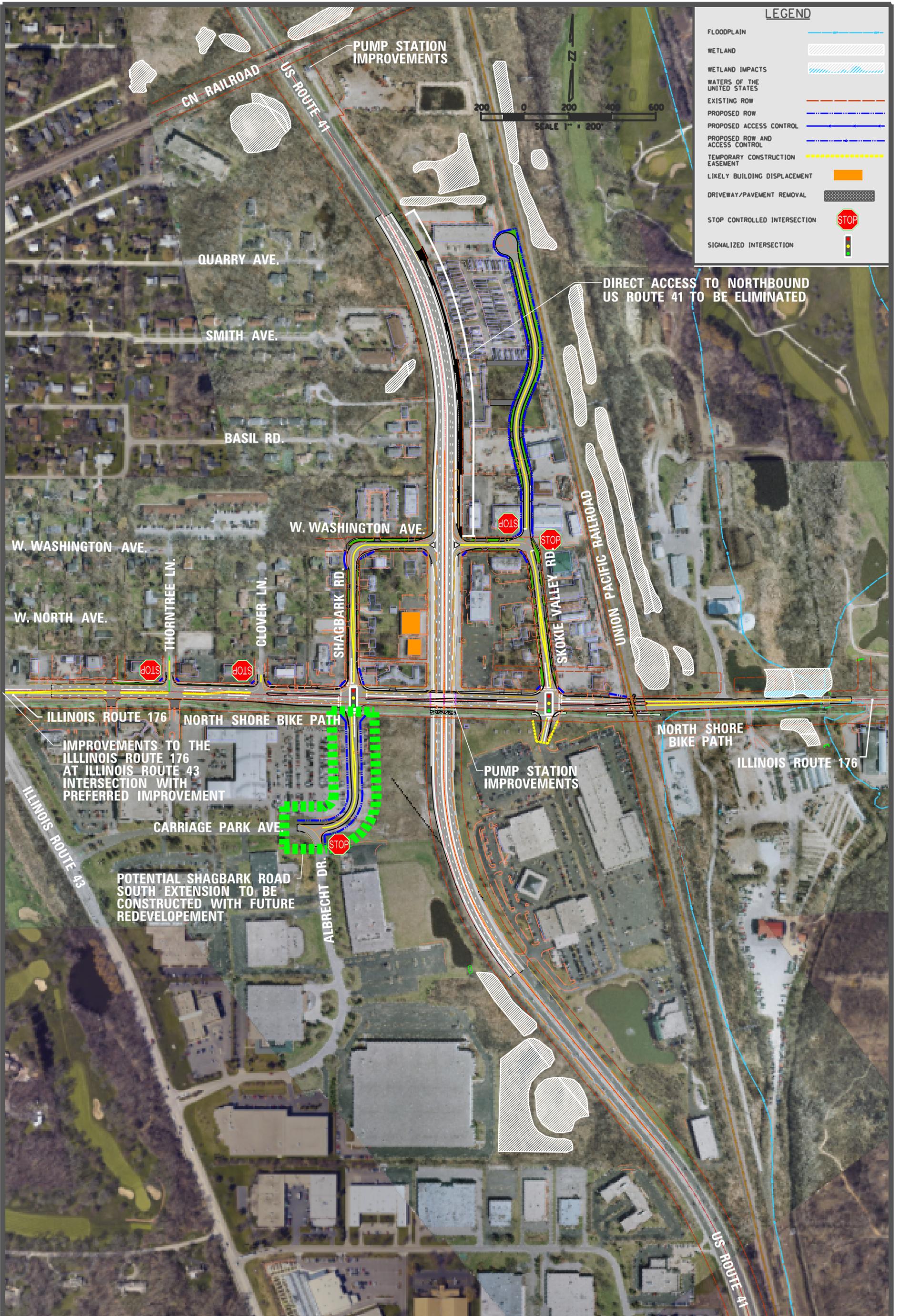
Tips for safely walking and biking through a roundabout

Walk around the outside; don't cross through the middle



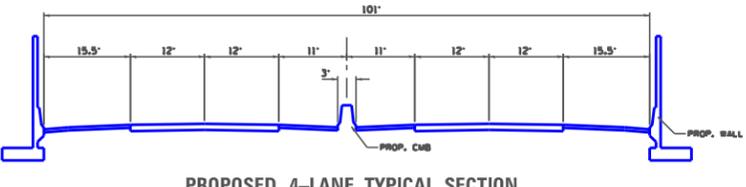
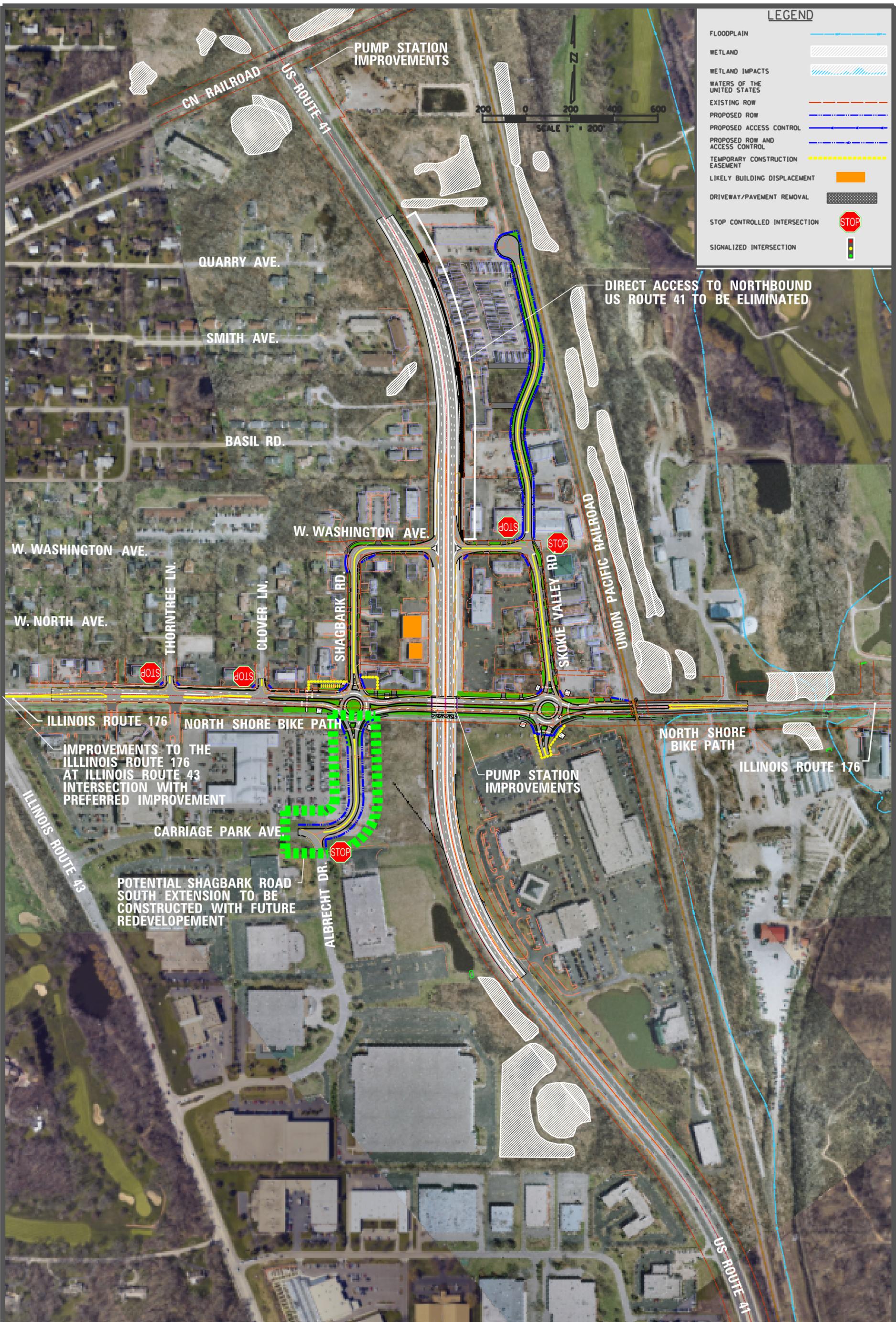
Ride your bike as a vehicle or walk your bike as a pedestrian

Research is ongoing on additional treatments and design considerations to address the needs of visually impaired pedestrians.



PROPOSED 4-LANE TYPICAL SECTION

**US RTE 41 AND IL RTE 176 INTERCHANGE
FINALIST ALTERNATIVE 7
EXISTING WITH ADDITIONAL LANES**



PROPOSED 4-LANE TYPICAL SECTION

**US RTE 41 AND IL RTE 176 INTERCHANGE
FINALIST ALTERNATIVE 8
EXISTING WITH ADDITIONAL LANES AND ROUNDABOUTS**



LEGEND

FLOODPLAIN	
WETLAND	
WETLAND IMPACTS	
PROPERTY LINE	
EXISTING ROW	
PROPOSED ROW	
PROPOSED ACCESS CONTROL	
PROPOSED ROW AND ACCESS CONTROL	
TEMPORARY CONSTRUCTION EASEMENT	
LIKELY BUILDING DISPLACEMENT	
DRIVEWAY/PAVEMENT REMOVAL	
STOP CONTROLLED INTERSECTION	
SIGNALIZED INTERSECTION	

DIRECT ACCESS TO NORTHBOUND US ROUTE 41 TO BE ELIMINATED

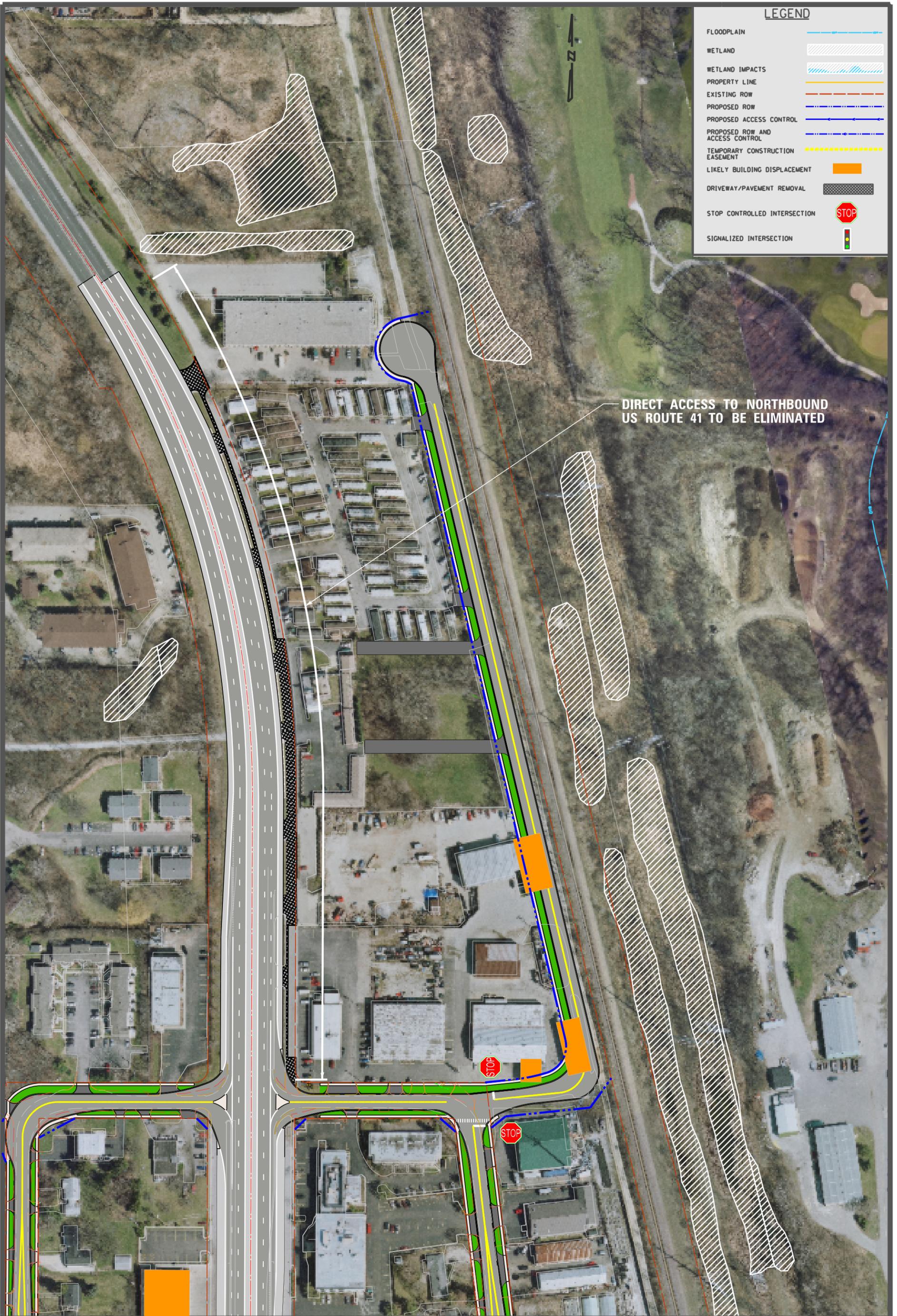
ADVANTAGES

- * NO ADDITIONAL DISPLACEMENTS

DISADVANTAGES

- * BISECTS SEVERAL PARCELS
- * BUILDING SETBACK VARIANCE WILL BE NEEDED

**US RTE 41 AND IL RTE 176 INTERCHANGE
OPTION 1
RELOCATED FRONTAGE ROAD**



LEGEND	
FLOODPLAIN	
WETLAND	
WETLAND IMPACTS	
PROPERTY LINE	
EXISTING ROW	
PROPOSED ROW	
PROPOSED ACCESS CONTROL	
PROPOSED ROW AND ACCESS CONTROL	
TEMPORARY CONSTRUCTION EASEMENT	
LIKELY BUILDING DISPLACEMENT	
DRIVEWAY/PAVEMENT REMOVAL	
STOP CONTROLLED INTERSECTION	
SIGNALIZED INTERSECTION	

DIRECT ACCESS TO NORTHBOUND US ROUTE 41 TO BE ELIMINATED

ADVANTAGES
* DOES NOT BISECT PROPERTIES

DISADVANTAGES
* 3 ADDITIONAL BUILDING DISPLACEMENTS

**US RTE 41 AND IL RTE 176 INTERCHANGE
OPTION 2
RELOCATED FRONTAGE ROAD**