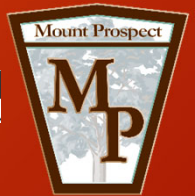
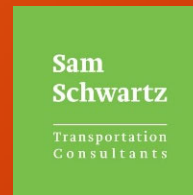


Rand Rd./IL 83/Kensington Rd. Intersection Improvements Phase I Study

Village Board Meeting
December 10, 2019



Agenda

- Project Overview
- Alternatives Evaluation
- Next Steps
- Overall Project Process

Project Overview

- Phase I Study
 - Builds on the work already done as part of the recently completed Rand Road Corridor Plan.
 - Identify an improvement alternative to alleviate deficiencies related to congestion, mobility, access safety, and pedestrian/bicycle accommodations.
 - Comprehensive analysis of neighborhood cut-through traffic, access management, and safety improvements within the project study area.

Project Overview



Project Overview

- Project Goals
 - Improve Pedestrian/Bicycle Safety and ADA Access
 - Improve Intersection Capacity and Reduce Delay
 - Improve Intersection Stacking
 - Improve Access and Signing for Randhurst Village
 - Improve Property-to-Property Access

Alternative Evaluation



- Developed 12 Alternatives
 - Based on:
 - ✓ Crash analysis
 - ✓ Projected Year Traffic Analyses
 - ✓ Public Feedback from the Public Information Meeting held on December 3, 2018
 - ✓ Through an online questionnaire

Alternative Evaluation



- Alternatives Involved
 - Addition of Through Lanes
 - Addition of Turn Lanes
 - Elimination of Turn Lanes and Installation of Ring Roads
 - A Grade Separation
 - A Modern Roundabout

Alternative Evaluation

- All 12 Alternatives Evaluated and Compared to Design Year 2040 No-Build Condition
 - Queuing
 - Intersection Delay
 - Impacts to Area Businesses/Right-of-Way
 - Planning Level Construction Costs

Alternative Evaluation



- 9 of the Alternatives were Dismissed
 - No significant improvement in intersection delay or queuing.
 - Greatest impacts to adjacent businesses, residents, and right-of-way.
 - Highest Planning Level Construction Costs

Alternative Evaluation

- 3 Alternatives Remained
 - All Three Similar in Concept
 - ✓ Addition of Through Lanes
 - ✓ Addition of Turn-Lanes
 - ✓ Extension of Existing Turn-Lanes
 - ✓ No Turn Restrictions

Alternative Evaluation

- Alternative 1B is the Preferred Alternative
 - Greatest Reduction in Overall Intersection Queuing
 - ✓ AM Peak = 47% Reduction
 - ✓ PM Peak = 19% Reduction
 - ✓ Saturday Midday = 9% Reduction
 - Greatest Reduction in Total Delay within the Study Area
 - ✓ AM Peak = 30% Reduction
 - ✓ PM Peak = 29% Reduction
 - ✓ Saturday Midday = 23% Reduction

Preferred Alternative-1B



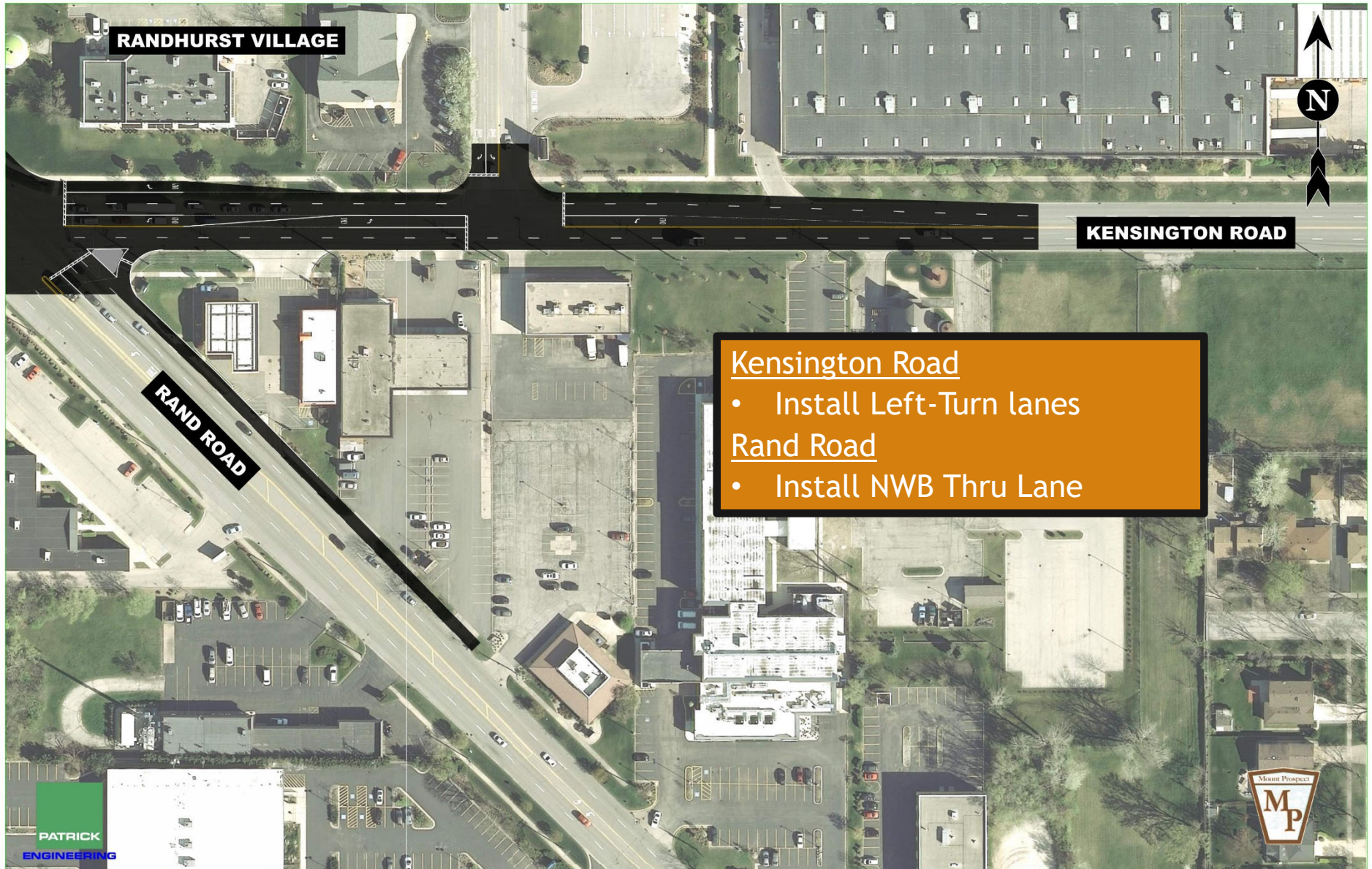
Preferred Alternative-1B

IL 83

- Install SB Right-Turn lane
 - Install 2nd SB Left-Turn Lane
- Rand Road
- Install NWB Thru Lane



Preferred Alternative-1B



Preferred Alternative-1B



Next Steps

- Prepare Project Development Report & Phase I Plans for Preferred Alternative 1B (Dec 2019 - February 2020)
- Prepare an Access Management Plan (Dec 2019 - February 2020)
- Prepare Wayfinding Signage (Dec 2019 - February 2020)
- Apply for CMAQ funding (January 2020)
- Submit Project Development Report & Plans to IDOT (February 2020)
- Public Meeting #2 (Early-May 2020)
- IDOT Design Approval (July 2020)

Overall Project Process

- Phase I (Ongoing - July 2020)
- Phase II (18-24 months)
 - Finalize Design / Prepare Contract Plans
 - Negotiate Property Agreements
 - Advertise for Construction
- Phase III (1 year)
 - Construction

Questions

