

January 2016

A Public Hearing was held on May 20, 2015 concerning the Lake County Division of Transportation's proposed improvements to Aptakistic Road from IL Route 83 to Buffalo Grove Road. The proposed improvement will reconstruct Aptakistic Road to a 5-lane roadway section with curb and gutters drained by a new storm sewer system, a proposed sidewalk on the south side of the roadway, a proposed multi-use path on the north side of the roadway, replacement of traffic signals, and auxiliary turn lanes where required.

Comments were received by 18 individuals, three of which gave comments both as written comment and also verbally to the court reporter, for a total of 21. Six commenters were against and five were in favor of the project as presented. The remaining comments were specific to one or more individual design elements within or near the project. No comments were received concerning the impacts to Churchill Park and Twin Creeks Park, which are protected resources under the USDOT Act of 1966. All public hearing comments have become part of the official public hearing record.

If you have any questions or need additional information, please contact Darrell Kuntz at (847) 377-7400 or DKuntz@lakecountyil.gov.

The No-Build alternative was considered for this project but dismissed due to the need for improvements determined in the study process. This project is following federal requirements to

be eligible for federal funding which LCDOT is currently pursuing for this project. Part of the federal process is to obtain traffic projections from Chicago Metropolitan Agency for Planning (CMAP), the federally recognized organization who develops traffic projections for this area. Their current traffic projection model is for 2040 and these traffic projections have to be used for federally funded projects. These type of projects have to be planned for in advance of the actual need as the process takes a significant amount of time to plan, design, acquire right-of-way, and construct. Lake County Division of Transportation (LCDOT) has jurisdiction over Lake County roads including Aptakistic Road, Buffalo Grove Road, and Deerfield Parkway. LCDOT has been improving roadways within its jurisdiction: Deerfield Parkway is currently a 5-lane section between IL 83 and US 45, and proposed improvements to Buffalo Grove Road are in the Phase II detailed design phase with an anticipated year 2020 construction. The Illinois Department of Transportation (IDOT) has jurisdiction over IL 53 and IL 22 and are responsible for any necessary improvements to those roads. LCDOT has to consider many things when planning a project like this one. Traffic projections indicate that Aptakistic Road will need additional lanes. LCDOT has the responsibility to plan for these type of projects to accommodate projected traffic volumes and to maintain mobility in the County for the future.



Various reasons people gave for being against the project were:

- The opinion that traffic projections were unrealistically high
- The expense of the project
- The opinion that project is not needed
- Other roadways in the area are more in need of improvements
- Property values will decrease due to the improvements
- Traffic speed will increase
- To encourage the use of alternate routes to maintain the existing character of the roadway
- The opinion that the accident data does not show a compelling need for the project
- A lesser improvement such as a 3-lane section would be sufficient

SAFETY, MOBILITY, REDUCE CONGESTION, ECONOMIC GROWTH.

Various reasons people gave for being in favor of the project were safety, mobility, reduce congestion, and to facilitate economic growth. This project will improve safety and mobility in the area and reduce congestion, which can facilitate economic growth. The decision to widen the corridor to a 5-lane section was made through coordination with many stakeholders including the Villages of Long Grove and Buffalo Grove. It was determined to be the best improvement to handle future traffic needs and provide a consistent roadway section.

PROPERTY VALUES

Several comments were received concerning the impact of the project on property values. This project is not anticipated to reduce property values within the project area.

SCHEDULE

Several comments were specific to improvements along Buffalo Grove Road including that the construction of Buffalo Grove Road should happen before Aptakistic Road. Phase II improvements for the Buffalo Grove Road corridor have recently been initiated by LCDOT, which includes providing two lanes in each direction with a center landscaped median. Buffalo Grove Road construction is anticipated in the year 2020. Aptakistic Road construction is currently planned for 2021 in the LCDOT Program but could be advanced if funding becomes available.

HILLTOP ROAD/EASTGATE LANE INTERSECTION WITH APTAKISIC ROAD

A comment was received requesting a traffic signal at the intersection of Hilltop Road and Eastgate Lane with Aptakisic Road for speed control and access with concerns for children waiting on school buses. Another comment suggested consideration of a median at this intersection. A signal warrant analysis was completed for the entire corridor and the traffic volumes at Hilltop Road/Eastgate Lane did not warrant a traffic signal. Current design standards are being utilized which will provide adequate sight-distance for this intersection and left turn lanes along Aptakisic Road. By providing a 5-lane cross section, residents within these neighborhoods will see larger gaps in traffic to be able to adequately turn on to and off of Aptakisic Road.

STORMWATER DRAINAGE AND FLOODING

A comment was received inquiring about what impacts the improvement would have on flooding. Instead of sheet flowing onto adjacent properties, roadway runoff will be captured by the proposed curb and gutter and conveyed to suitable outlets. In addition, as described the proposed sidewalk will be pitched toward the proposed roadway which will further decrease stormwater runoff onto adjacent properties. Proposed roadway improvements will not impact the Federal Emergency Management Agency's regulatory floodplain. Detention for increased impervious area will be provided according to Lake County Stormwater Management ordinance.

CONTROLLED PRAIRIE/WETLAND BURNS

There was a comment about the effect the proposed noise walls would have on the controlled burning of adjacent prairie/wetlands. The proposed noise walls will not impact potential prairie burns conducted by the Village of Buffalo Grove. For any questions or comments concerning the controlled prairie/wetland burns and their impacts, the Village should be contacted.

TRAFFIC SIGNAL DESIGN ELEMENT

A comment was received about the timing and phasing of the proposed traffic signals and another comment was received about improving vehicle detection at the signalized intersection. The traffic signal phasing and timing will be designed according to current County standards and in accordance with the Manual on Uniform Traffic Control Devices. The signal will operate in a consistent manner as other traffic signals in the area as local drivers are accustomed to. LCDOT currently designs traffic signals with state-of-the-art video detection as part of the LCDOT PASSAGE system.

NON-MOTORIZED TRAVEL FACILITIES

Several comments were received in favor of the proposed pedestrian and bicycle facilities and one comment recommended having pedestrian and bicycle facilities on only one side of the road instead of both to minimize hardscaped improvements. The proposed 5' sidewalk on the south side and the proposed 8' multi-use path on the north side are in line with Lake County's non-motorized travel policy which requires minor cost sharing and maintenance agreements with the local municipality. This has been presented to the Long Grove Village Board and they agreed to include the sidewalk and multi-use path associated with this project within their corporate limits. The Village of Buffalo Grove already has pedestrian and bicycle facilities that will be maintained with the project. The sidewalk and multi-use path will be constructed of concrete and asphalt, respectively, which will resemble pedestrian facilities throughout the area.

The use of concrete and asphalt reduces the amount of maintenance required to keep the facilities compliant with the requirements of the American Disabilities Act compared to the effort needed for gravel sidewalks and paths.

SUGGESTED REDUCED IMPROVEMENT

One comment suggested the smallest improvement possible including a multi-use pedestrian facility on one side of the road as opposed to a bike path on one side and a sidewalk stating concerns for runoff, snow removal, and aesthetics/trees. Considerations given to minimizing impervious surface and roadway footprints include: providing 11-foot through lanes instead of standard 12-foot lanes, using the minimum allowable sidewalk and multi-use path separation of 5 feet, using the minimum allowable sidewalk and multi-use path width of 5 feet and 8 feet, respectively, providing a grass median west of Buffalo Grove Road in the lane transition area. Tree removals will be studied in more detail in Phase II with consideration given to preserving and replacing as many trees as possible.

CONGREGATION B'NAI SHOLOM TEMPLE

There were several comments concerning the Congregation B'Nai Shalom Temple. Based on comments received at the public hearing, the proposed improvement plan has been updated to include an exclusive left turn lane as suggested. A concern for the effect construction would have on pedestrian access was expressed since there is a need to maintain pedestrian access during the Sabbath and holidays. Pedestrian facilities will be maintained during construction. Maintaining the current ERUV for the area will also be coordinated in Phase II and identified on the construction plans. Parking was another expressed concern as the Aptakisic Road shoulders are currently used for overflow parking. LCDOT indicated that parking will not be permitted on Aptakisic Road when the curb and gutter section is installed, and the temple should use the next five years (roadway construction anticipated 2021) to implement an alternative parking plan.

TRAFFIC NOISE ABATEMENT WALLS

Property owners and tenants who would "benefit" from a noise barrier were notified via mail before the public hearing, and were asked to vote if they were in favor or against the installation of a noise abatement wall. A "benefit" is a noticeable reduction of noise, quantified as a reduction of five decibels or greater, for a location where a noise abatement wall meets a cost/benefit threshold and is possible to construct.

These requirements were met along the south side of Aptakisic Road for the residential dwellings immediately east and west of Brandywyn Lane. More than 33% of benefited receptors have responded concerning their desire for a noise wall, which satisfies federal and state criteria. Of those responses, more than 50% are in favor of noise walls. As a result, the noise abatement walls described above will be carried forward in the proposed plans for further evaluation and analysis in the contract plan preparation phase (Phase II) of the project. Aesthetics will be considered with the design of the noise walls.

The remaining regions in the project area did not meet the criteria necessary to be considered for noise walls because they did not achieve a meaningful noise level reduction and/or noise walls were not determined to be economically reasonable. Therefore, based on federal and state policies for federally funded projects, noise walls will not be constructed in those areas.

For additional information regarding traffic noise, regulations and policy, noise analyses, or noise abatement, we encourage you to access the IDOT's website

www.idot.illinois.gov/transportation-system/environment/index, under the Community tab.