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Aptakistic Road Public Hearing

WEDNESDAY, MAY 20, 2015 • TIME: 5:00 PM TO 7:00 PM
 LOCATION: BUFFALO GROVE VILLAGE HALL

The Lake County Division of Transportation (LCDOT) is nearing completion of Preliminary Engineering and Environmental Studies (i.e.; Phase I Engineering) for planned improvements to Aptakistic Road, from IL Route 83 to east of Buffalo Grove Road, a distance of approximately 1.4 miles. The Preliminary Preferred Alternative proposed by LCDOT includes reconstruction of Aptakistic Road to provide two lanes of travel in each direction with a center turn lane.

Public input has been an integral part of Phase I Engineering, with a Public Information Meeting held in 2012, three meetings of the Stakeholder Involvement Group (SIG) that was formed by LCDOT for this project, and multiple other agency coordination meetings. This Public Hearing provides an additional opportunity for interested persons to learn about the project, review project information and the Preliminary Preferred Alternative, ask questions of LCDOT and the consultant study team, and provide comments.

After this Public Hearing, all comments received will be considered as part of final Phase I Engineering plan development and Project Development Report preparation. The final Project Development Report will be submitted to the Illinois Department of Transportation for Phase I Design Approval, which is anticipated to occur during the Summer of 2015.

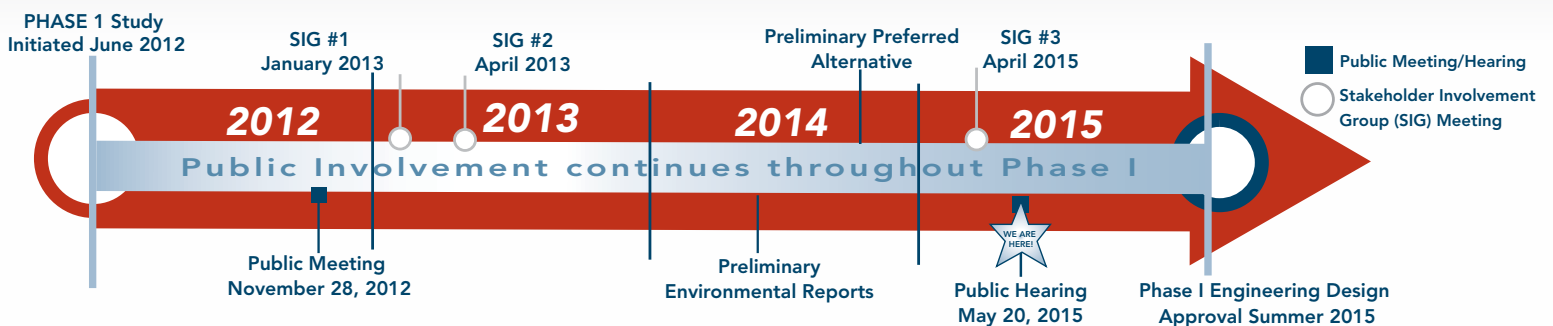
PROJECT PURPOSE AND NEED

*The goal of this project is to provide an improved transportation system for **Aptakistic Road** for current and projected future travel conditions.*

*If no improvements are made, traffic congestion and delay will increase up to **98%** over existing conditions by design year **2040**. Congestion contributes to safety and access deficiencies.*

WHAT HAPPENED IN PHASE I

A Phase I Study is also referred to as the Preliminary Engineering and Environmental Study. Throughout the entire study, there was stakeholder coordination on alternatives and environmental concerns with the Lake County Stormwater Management Commission (LCSMC), the Villages of Long Grove and Buffalo Grove, Long Grove Park District, Buffalo Grove Park District, the Illinois Department of Transportation (IDOT), the Federal Highway Administration (FHWA), and local residents and businesses via the Stakeholder Involvement Group. The Phase I study also included preparation of detailed roadway and drainage plans, environmental reports, a traffic noise analysis, and a draft Project Development Report.



WHAT WAS CONSIDERED?



3-lane Alternative

- Maintains 1 travel lane in each direction
- Adds median with exclusive left turn lanes
- Adds exclusive right turn lanes at side streets

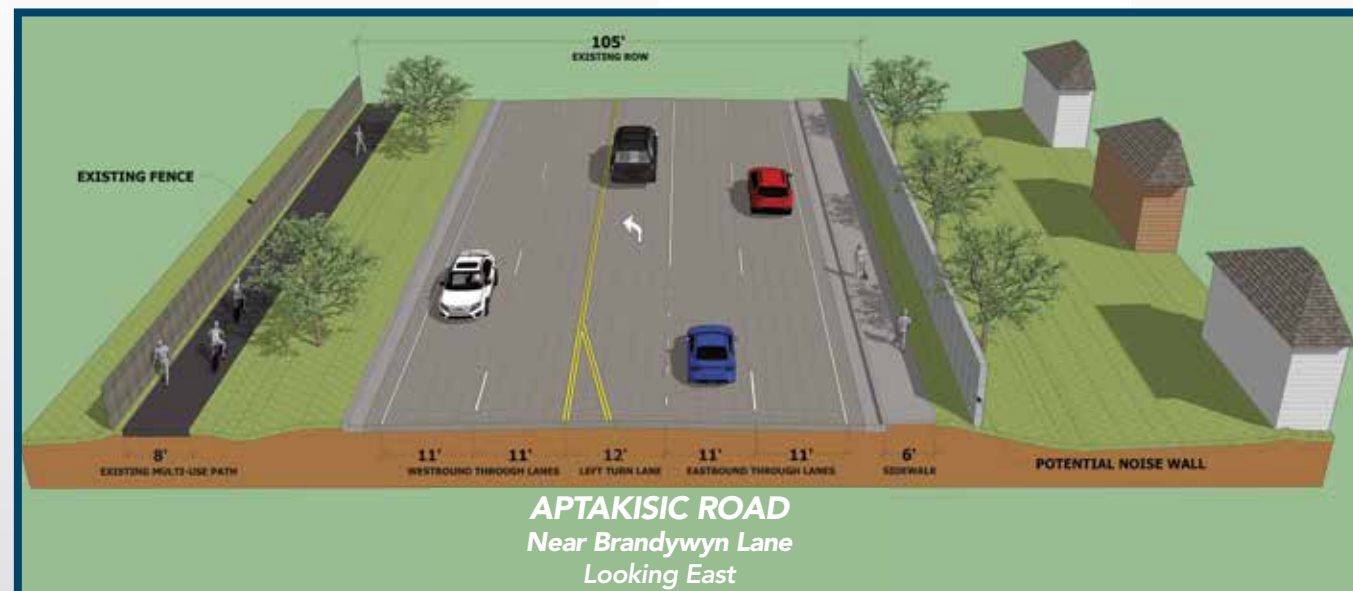
5-lane Alternative

- 2 travel lanes in each direction
- Adds median with exclusive left turn lanes
- Right turns occur from outside travel lanes

THE PRELIMINARY PREFERRED ALTERNATIVE

Aptakisic Road is proposed to be a 5-lane roadway cross section. The features of the 5-lane cross section include:

- 2 – 11’ travel lanes in each direction
- Added median and exclusive left turn lanes
- Right turns occur from the outside travel lane
- 5’ sidewalk on the south side of Aptakisic Road
- 8’ multi-use path on the north side of Aptakisic Road
- The existing “open” ditch drainage system will be replaced and upgraded with curb and gutter through the project limits. This means that storm water runoff will be collected and carried through pipes to a suitable outlet off the roadway.



ALTERNATIVES ANALYSIS

Improvements to this route are needed to:

- Improve roadway safety and mobility
- Facilitate access to/from adjacent properties
- Reduce traffic congestion
- Accommodate pedestrians and bicyclists
- Improve traffic capacity and operations to accommodate existing and project Year 2040 traffic volumes
- Enhance Drainage Facilities

ANALYSIS CONCLUSIONS

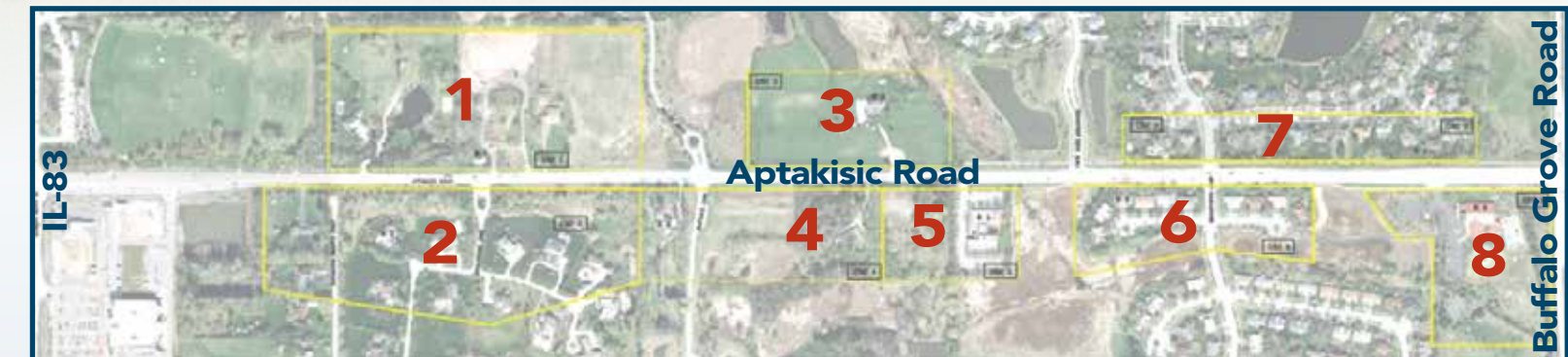
- ✓ 5-lane alternative is required from Brandywyn Lane to Buffalo Grove Road to meet County and State Design Standards for design year 2040 traffic
- ✓ From IL 83 to Brandywyn Lane, the 5-lane alternative results in lower travel times and improves accessibility to/from adjacent properties. The 5-lane alternative has a 20% increase in acceptable gap time.
- ✓ 5-lane alternative completes consistent roadway cross section from IL 83 to IL 21/US 45
- ✓ 5-lane alternative is supported by the Villages of Long Grove and Buffalo Grove

The Study Team sought to avoid or minimize environmental and adjacent property impacts and considered corridor design factors and traffic calming measures to the extent practical.

Traffic Noise Analysis: Conducted as Part of the Environmental Studies

As part of the Aptakisic Study, the impact of traffic noise on the areas adjacent to Aptakisic Road throughout the entire corridor was investigated. The purpose of the noise study was to assess the potential impacts and identify feasible and reasonable noise abatement measures for the Aptakisic Study.

The evaluation process included noise monitoring, and traffic noise modeling to determine impacts and assess potential mitigation.



Noise analysis results

Noise walls are considered feasible and reasonable for **area 6 only**.

EVALUATION PROCESS

For noise abatement to be considered, it must be both feasible and reasonable, meaning:

- be constructible
- achieve a meaningful noise level reduction
- be economically reasonable

The result is that a noise wall can be installed if the benefited receptors vote to include one in the project. Viewpoints from these benefited receptors will be accepted through the Public Hearing comment period.*

* Based on current benefited receptor input, the traffic noise walls will be installed.



PROJECT PHASES

and Next Steps

PHASE I
Preliminary Engineering & Environmental Study



**PHASE I ENGINEERING
DESIGN APPROVAL
SUMMER 2015**

PHASE II
Contract Plan Preparation and Land Acquisition
(Typically 24 months)

**PHASE II WILL BEGIN DURING
2015**

Final Design and Construction Plans
Land Acquisition
Local Agency Agreements



PHASE III
Construction
(Typically 12-24 months)



**CONSTRUCTION CURRENTLY
PROGRAMMED IN 2021**
with an earlier construction start
date if funds are available

The Stakeholder Involvement Group

LCDOT formed a **Stakeholder Involvement Group (SIG)** to provide input throughout the project development process.

The SIG helped define and identify potential alternatives to address issues and needs.

The group consisted of a balanced representation of community leaders from the project area and stakeholders with expertise or technical interest in environmental, land use, transportation, and economic development that are affected by the project, as well as other representative groups.



We Welcome Your Comments

Stakeholder input is an important part of this project. The study team is specifically seeking your input on the 5-lane cross section Preliminary Preferred Alternative and associated impacts. All comments are considered.

Your participation is as important now as ever, and you are welcome to submit comments written or verbally to a court reporter at the Public Hearing to be included in the final document. Written comments may also be submitted by visiting the project website at:

AptakisticRoad.org

Or by mail to: Lake County Division of Transportation,
Attn: Darrell W. Kuntz, P.E.,
Project Manager-Planning
Department, 600 West Winchester
Road, Libertyville, IL 60048,
dkuntz@lakecountyiil.gov.

SECTION 4(f) DE MINIMIS IMPACT DOCUMENTATION

LCDOT is seeking public comments on the use of property from Churchill Park and Twin Creeks Park associated with improvements to Aptakistic Road. These properties are owned and operated by the Buffalo Grove Park District and are protected by Section 4(f) of the U.S. Department of Transportation Act of 1966. LCDOT intends to seek a de minimis impact finding from the Federal Highway Administration (FHWA) based on the project not adversely affecting the features, attributes, or activities qualifying the properties for protection under Section 4(f).

