



ROLLINS ROAD

GATEWAY

Enhancing our Community

A newsletter documenting the progress of the IL -83 and Rollins Road Intersection Improvement Project

INSIDE THIS ISSUE

2-3

WHERE WE ARE: PREFERRED ALTERNATIVE PROPOSED

AREA BUSINESS TASK FORCE UPDATE

4


WHERE WE'RE GOING

Preferred Alternative Proposed

(see pages 2-3)

WHERE WE'VE BEEN: Public Meeting #2 Summary

ON THURSDAY, OCTOBER 22, 2009, THE LAKE COUNTY DIVISION OF TRANSPORTATION (LCDOT) HOSTED THE SECOND PUBLIC MEETING FOR THE ROLLINS ROAD GATEWAY PROJECT. It was held at the Cultural & Civic Center of Round Lake Beach. The purpose of the meeting was to provide an update on project progress, present conceptual alternatives and solicit public input on those alternatives. The meeting was conducted in an open house format from 4:00 – 7:00 PM. It included a continuous Power Point presentation and exhibit area identifying study elements. Displays detailed existing conditions, traffic patterns and projections, project constraints, summaries of public outreach efforts and a series of alternative solutions. Landscaping enhancement options were also presented to illustrate techniques to improve visibility at the intersection of IL Route 83 and Rollins Road. A “virtual drive-through” video was provided to assist the understanding of how the possible improvement scenarios would appear to the traveling public. To view the narrated presentation, go to www.rollinsroadgateway.com and click on the Public Information No. 2 link.

The meeting was well attended, with a total of 99 persons representing a variety of stakeholders including local officials, business and property owners and commuters. Study team members answered questions and explained the various alternatives, encouraging feedback. In addition to the verbal comments received, nine written comment forms and 10 follow-up surveys were submitted. 



Origin & Destination Study Conducted

IN AN EFFORT TO OBTAIN INFORMATION REGARDING THE TRAVEL PATTERNS OF THE MOTORING PUBLIC USING THE STUDY AREA, THE TEAM CONDUCTED AN ORIGIN AND DESTINATION STUDY.

The study was conducted via distribution of a post card survey distributed to motorists at major intersections during peak periods. The survey was designed with seven questions intended to capture pertinent travel data as follows:

- Trip origin/destination (city and address/nearest major intersection)
- Primary trip purpose (home, work, shopping, etc.)
- Secondary trip purpose (additional destinations as part of trip)
- Trip frequency (number of times per week)
- Routes taken (from list of routes in the study area)

In addition, an area was provided for the respondent to provide written comments regarding the intersection. The cards included return postage paid to encourage participation in the survey.


A total of 3,000 survey cards were distributed during the morning, midday and evening peak periods at the intersections of IL Route 83 and Rollins Road, Rollins Road and Hainesville Road, and IL Route 83 and Hook Drive. 800 useable responses were received, for an extremely successful response rate of 26.7% (12–15% for a mail-in survey is considered successful). Of the 800 responses, 760 also completed the comment section, providing additional insight into their issues and concerns.

The results of the study yielded several observations and conclusions:

- The high percentage of returned surveys with written comments indicates that traffic congestion and delays at this intersection are of concern to the motoring public.

The comments support improving the intersection.

- The previous observation of “cut-through” or diversion traffic away from the intersection due to existing congestion and delay was verified based on motorists’ comments on survey cards.
- Traffic utilizing the intersection is a combination of local, inter-county and regional (long trip) traffic.
- While the primary trip purpose is home to work/work to home, a large percentage of the trips traveling through this intersection include stops for shopping/errands and restaurants (39.4%).

The data collected from the study was utilized to evaluate the travel patterns associated with the study area. 

WHERE WE ARE: *Preferred Alternative Proposed*



“Each alternative was evaluated on a comparative basis with a series of criteria categorized as performance and acceptance.”

DURING THE PAST YEAR, LAKE COUNTY HAS UNDERTAKEN THE ROLLINS ROAD GATEWAY PHASE I PROJECT TO STUDY IMPROVEMENTS THAT WILL REDUCE CONGESTION AND IMPROVE SAFETY AT THE INTERSECTION OF ROLLINS ROAD WITH ILLINOIS ROUTE 83 (IL-83). SOME OF THE MAJOR ISSUES CONTRIBUTING TO THE OPERATIONAL PROBLEMS AT THE INTERSECTION INCLUDE:

- Freight and commuter train activity on the Canadian National Railroad line frequently interrupts intersection operations.
- Three closely spaced signalized intersections on Rollins Road result in inadequate vehicle storage capacity, causing backups to spillover from one intersection into the next.
- Multiple driveways are located within close proximity of the Rollins Road/IL-83 intersection.

As part of the Phase I engineering process, the consultant team implemented the Value Planning Process to explore various possibilities to improve the intersection. Early in the project, during the speculation (or brainstorming) phase, the team developed over 50 ideas for improvement. Using these ideas, three major categories of improvement were developed: at-grade, grade separation of the CN Railroad, and grade separation of the CN Railroad and IL-83 from Rollins Road. Through the extensive public outreach efforts the major categories were further refined, yielding four alternatives selected for further evaluation. They were:

ALTERNATIVE 1: Improve Intersection, Maintain At-Grade Railroad Crossing

ALTERNATIVE 2: Improve Intersection, Railroad Grade Separation

ALTERNATIVE 3: Improve Intersection, Railroad and IL-83 Grade Separation (incorporating outside ramps)

ALTERNATIVE 4: Improve Intersection, Railroad and IL-83 Grade Separation (incorporating inside ramps)

All four alternatives were presented for stakeholder input at both an Area Business Task Force meeting on August 12, 2009 and a Public Meeting held on October 22, 2009. Subsequent to both meetings, the study team utilized the Value Planning Process to assess the merits of each proposed option.

Each alternative was evaluated on a comparative basis with a series of criteria categorized as performance, acceptance and cost. The following criteria were developed and prioritized by the study team to identify the evaluation

AREA BUSINESS TASK FORCE UPDATE


THE AREA BUSINESS TASK FORCE HAS BEEN HARD AT WORK.

The ABTF has met three times, on April 11, 2009, October 22, 2009 and most recently on February 4, 2010. Stakeholders and members of the Task Force have been encouraged to provide input on study area issues and concerns, and to review concept alternatives.

At the February ABTF meeting, members were informed of the results of the origin and destination study, and presented with the Preferred Alternative outlined above. With the proposal of a preferred alternative, the impacts to adjoining properties begin to emerge, including those associated with building, parking and signage locations, and potential relocation needs. In an effort to answer specific questions, the study team invited an IDOT land acquisition and relocation specialist to explain the policies and procedures that may occur should a property be impacted by the proposed alternative. Many ABTF members sought and received clarification on questions

concerning relocation, acquisition and the timetables associated with the various procedures discussed.

In addition to seeking input from the ABTF on the Preferred Alternative, the study team also urged members to provide comments/suggestions on how best to manage construction activities, should the project move forward for construction. Issues such as traffic flow and access, construction staging and temporary signage were highlighted as future topics of discussion as the project progresses.

The study team has offered to meet individually with property and business owners to review specific needs resulting from the proposed alternative. While a preferred alternative is proposed, it is not “locked in” to an exact plan, and will be refined as a result of continuing input and analysis. 

Alternative 2



“Of the four proposed alternatives, the Value Planning process resulted in Alternative 2 emerging as the best option to improve the intersection (see exhibits). Alternative 2 also received the most support from stakeholders based on comments received during the public outreach events.”

mechanism to fairly and consistently rank the developed options:

- PM Peak Hour Level of Service & Delay
- Grade Separated Railroad
- Local Business Visibility
- Local Access
- Profile
- Construction Duration
- Impact to Traffic During Construction

Of the four proposed alternatives, the Value Planning process resulted in Alternative 2 emerging as the best option to improve the intersection (see exhibits on this page). Alternative 2 also received the most support from stakeholders based on comments received during the public outreach events. In this alternative, the intersection of Rollins Road and IL-83 is depressed while the CN Railroad remains at approximately its current elevation, bridged over Rollins Road. Rollins Road and IL-83 will be widened to accommodate dual left-turn lanes and dedicated right-turn lanes at the intersection, and IL-83 will be expanded from one through-lane to two through-lanes in each direction. Hainesville Road will be realigned to intersect Rollins Road approximately 275 feet west of the existing intersection, and the signalized commercial entrance on Rollins Road east of IL-83 will be shifted approximately 205 feet to the east. These intersection shifts alleviate congestion by expanding storage capacity, providing enough space

between intersections to avoid spillover from one intersection into the next.

This option provides a solution that balances the impacts with the benefits of grade separating the railroad while incorporating intersection spacing adjustments to further improve traffic operations. Some of the benefits that resulted in this selection include:

- Substantial traffic and safety improvement over the At-Grade Alternative
- Improved signalized intersection spacing
- Elimination of rail/vehicle conflicts
- Minimal retaining walls while providing a railroad grade separation
- Best access management over other grade separation alternatives considered
- Best visibility of local businesses over other grade separation alternatives considered
- Design compatible with the surrounding area and with driver expectation
- Design complements and sustains economic development

Alternative 2 provides capacity for future growth and is compatible with the anticipated type of growth along the corridor. It has emerged as the best solution that separates the three closely spaced signalized intersections on Rollins Road, and eliminates the interruption and safety concern of the freight and commuter trains. 🚂

New Route 83 looking north at Rollins



New Route 83 looking south at Rollins





“It is anticipated that the refined Preferred Alternative will be presented for review and comment at a formal Public Hearing in Fall, 2010.”

WHERE WE'RE GOING

DURING THE NEXT SEVERAL MONTHS, THE STUDY TEAM WILL CONTINUE TO REFINE THE PROPOSED PREFERRED ALTERNATIVE THROUGH FURTHER TECHNICAL ANALYSIS. They will continue to reach out to stakeholders to identify specific needs and issues. Team members are available to answer questions and attend meetings with affected stakeholders as requested.

It is anticipated that the refined Preferred Alternative will be presented for review and comment at a formal Public Hearing in Fall, 2010.

We appreciate your continued interest in the Rollins Road Gateway project, and encourage your comments on the Preferred Alternative identified in this newsletter. Comments may be submitted via the project website at www.RollinsRoadGateway.com, or by contacting Chuck Gleason, Project Manager at Lake County Division of Transportation, 600 West Winchester Road, Libertyville, IL 60048. Telephone: (847) 377-7447 or e-mail LCDOT at cgleason@lakecountyil.gov.



Enhancing our Community
ROLLINS ROAD GATEWAY



Rollins Road Gateway
 Lake County Division of Transportation
 600 West Winchester Road
 Libertyville, IL 60048

