

**IL ROUTE 60 / 83  
COMMUNITY ADVISORY GROUP  
COMMUNITY CONTEXT AUDIT DISCUSSION AND SUMMARY OF FINDINGS  
MEETING NO. 5 – APRIL 28, 2010**

- **Drainage**

- The Community Advisory Group stated that they are concerned about additional stormwater generated from the proposed roadway improvement contributing to Diamond Lake.
- The Project Study Group responded that stormwater from all proposed improvements would be evaluated for conveyance and stormwater management/detention in accordance with IDOT policy, including controlled discharge rates. The Project Study Group stated that the existing drainage plans have been submitted to IDOT's Hydraulics Department for review. Also, a meeting with the Lake County Stormwater Management Commission will be held in the next few weeks.

- **Environment**

- The Mundelein Park and Recreation District stated that they are concerned about the appearance and unnatural look of retaining walls adjacent to the Diamond Lake Sports Complex and John Weich Park.
- The Project Study Group explained that retaining walls are proposed to minimize impacts and ROW acquisition.

- **Right of Way Acquisition**

- The Irish Mill Inn representative was concerned about potential ROW acquisition from their property.
- The Project Study Group explained that ROW acquisition is not currently anticipated from the Irish Mill Inn property; however, a temporary grading easement would be required. As more detailed studies progress, the Irish Mill Inn will be included in identification and resolution of potential impacts and/or mitigation.
- The Mundelein Park and Recreation District expressed concern regarding ROW acquisition from the Diamond Lake Sports Complex and John Weich Park. They noted that they have made significant investments towards improvements to these properties.
- The Project Study Group stated that retaining walls could be used in these areas to greatly reduce ROW acquisition. As the Phase I study progresses, additional coordination between IDOT, the Project Study Group, and the Mundelein Park and Recreation District can be held to determine best opportunities to mitigate impacts.

- **Traffic Operations**

- The Community Advisory Group liked the improved levels of service associated with the proposed improvements and recognized that there are lengthy traffic delays due to the existing two-lane cross section.
- The Community Advisory Group was concerned about the proposed posted speed limits along IL Route 60/83. They desired a speed limit of 35 mph at the southern limits of the project.

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- The Project Study Group explained that the design speed criteria for a suburban Strategic Regional Arterial is 45 mph and that the posted speed limit cannot be higher than the design speed. Due to the proximity and high density of driveways in the southern portion, it is anticipated that the posted speed limit would be lower than the design speed in this area.
- **Alternative Modes of Transportation**
  - The Community Advisory Group found the proposed sidewalk desirable. However, they were concerned about children crossing the roadway between subdivisions; see Traffic Safety.
- **Traffic Safety**
  - The Community Advisory Group stated that they were concerned with pedestrians crossing IL Route 60/83 at the subdivisions between Acorn Lane and the railroad crossing. The group desires a controlled pedestrian crossing or a marked crosswalk in this vicinity.
  - The Project Study Group responded that installation of a new traffic signal between Midlothian Road and Diamond Lake Road would be unlikely due to minimum signal spacing criteria for suburban Strategic Regional Arterials. The Project Study Group was asked to investigate the potential for placement of a marked crosswalk with warning lights; the Project Study Group will investigate this issue further. The Project Study Group will additionally contact the local school districts to verify if they have a Safe Routes to School Program in place that may already be considering this option.
  - The Community Advisory Group recognized the safety benefit of the raised curb median alternative. They also recognized that a raised curb median would be beneficial in reducing neighborhood cut-through traffic.
- **Railroad Grade Separation**
  - The Community Advisory Group inquired about the cost of a grade separation and whether the railroad would financially participate in funding the improvement.
  - The Project Study Group responded that an official cost estimate has not been prepared, to date. A grade separation would in most cases include cost participation by the railroad because a grade separation would be a significant safety benefit to them as well.
  - The Project Study Group explained that a railroad grade separation would eliminate all access to the mobile home parks on both sides of IL Route 60/83; a local access road would need to be constructed in order to access the mobile home parks via Maple Ave.
  - The Countryside Fire Protection District stated that a railroad grade separation is preferred from a safety standpoint since it would significantly reduce emergency response times.

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- Community Advisory Group members noted that funding of a grade separation project could greatly delay the improvement of IL Route 60/83 well into the future. While a grade separation is highly desired, an improved at-grade crossing in conjunction with the widening and reconstruction of IL Route 60/83 in the near future, as opposed to a lengthy delay or no improvement at all, is preferred. Some members were concerned with the significant residential and commercial displacements and ROW acquisition associated with a grade separation and the overall affect this would have on the community. Other members strongly believed that a railroad grade separation is definitely required and should be programmed in the future.
- **Project Website – [www.ilrte6083study.com](http://www.ilrte6083study.com)**
  - Knight mentioned the IL Route 60/83 project website and encouraged Community Advisory Group members to submit any comments or concerns via the website.