

IL ROUTE 60/83



Community Advisory Group
Meeting No. 6
January 25, 2011



Illinois Department of Transportation

Outline Agenda

- Introduction of Participants
- Recap of Community Advisory Group Meetings 4 and 5
 - April 21, 2010
 - April 28, 2010
- Revised IDOT Design Criteria (End of 2010)
 - Complete Streets Law (June 2010)
 - Cost Participation Required by Local Agency
- Cross Sectional Design Elements
- Proposed Roadway Improvements
 - Potential Sidewalks
 - Potential Shared-Use Path
- Next Steps



Who Are We?

Introductions



Recap of Previous Community Advisory Group Meetings

- Five Previous Meetings
 - July 13, 2009
 - July 28, 2009
 - August 11, 2009
 - April 21, 2010
 - April 28, 2010
- Traffic Operations and Safety
- Drainage
- Alternative Modes of Transportation
- Potential RR Grade Separation



Why Off-Street Shared-Use Path?

- Bicycle and Pedestrian Accommodations
 - **Criteria**
 - **Safety** is of the utmost priority for peds/bikes
 - High Traffic Volumes (Design Year ADT > 15,000)
 - High Speed Urban Roadway (Speed > 35 mph)
 - Recommended Accommodation
 - Off-Street Side Path
 - Requires Local Agency Agreement and Cost Participation



Why Off-Street Shared-Use Path?

- Supports IL Route 60/83 Problem Statement (Aug. 2009)
 - Safety Deficiencies
 - Operational Deficiencies/Congestion
 - Supports goals including safety, mobility and access while accommodating bicyclists and pedestrians



Cross Sectional Elements

- Potential 5' Wide Sidewalk on Northbound Side of the Roadway
 - 2' Minimum Buffer Requirement from Back of Curb
- Continuous 17' Wide Flat Area Provided on Southbound Side of the Roadway
 - Allows for 10' Wide Potential Shared-Use Path
 - 5' Minimum Buffer Requirement from Back of Curb
 - 2' Buffer Requirement on Outside Edge of Path



17' Wide Flat Area for Potential Shared-Use Path



Meeting Purpose

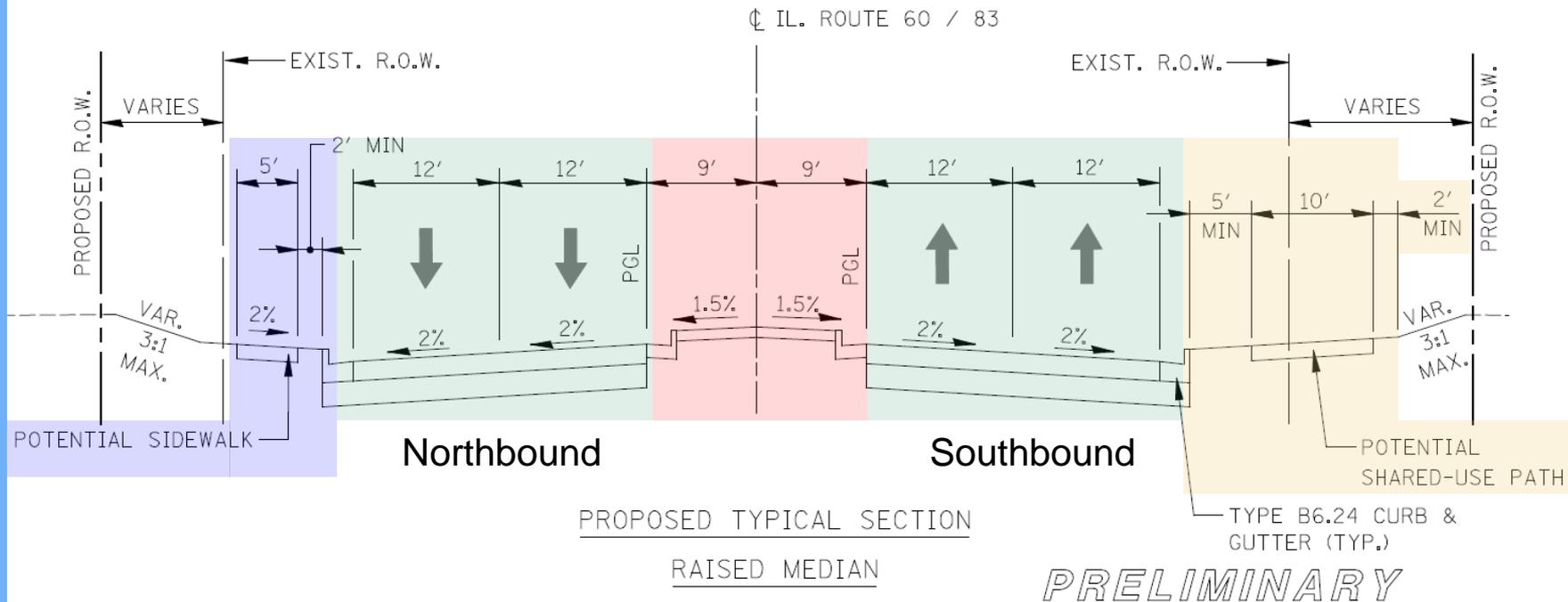
To Present and Obtain Group Feedback on Proposed Improvement Plan Refined to Date

- Two 12' Lanes in Each Direction with Curb and Gutter
- 18' Raised Curb Median from IL Route 176 to Circle Dr. and Maple Avenue to Diamond Lake Road
- Two Way Left Turn Lane from Circle Drive to Maple Ave.
- Potential 5' Wide Sidewalk on Northbound Side
- Grading to Accommodate 10' Wide Potential Shared-Use Path on Southbound Side



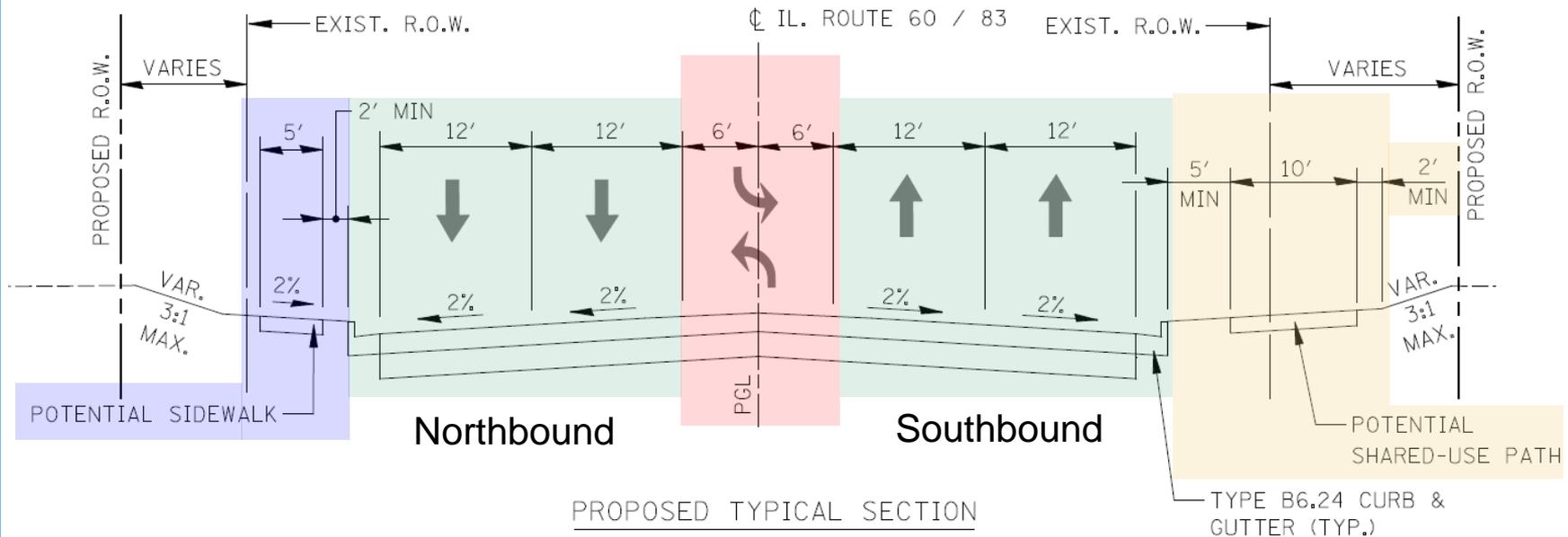
Typical Cross Section – IL Route 176 to Circle Drive Maple Avenue to Diamond Lake Rd

- **18' Raised Curb Median**
- **2–12' Lanes in Each Direction with Curb and Gutter**
- **5' Wide Potential Sidewalk (Along Northbound Side)**
- **17' Flat Area for Potential Shared-Use Path (Along Southbound Side)**



Typical Cross Section – Circle Drive to Maple Avenue

- **12' Two Way Left Turn Lane**
- **2–12' Lanes in Each Direction with Curb and Gutter**
- **5' Wide Potential Sidewalk (Along Northbound Side)**
- **17' Flat Area for Potential Shared-Use Path (Along Southbound Side)**



PROPOSED TYPICAL SECTION
TWO-WAY LEFT TURN LANE

PRELIMINARY



Next Steps

- Give Consideration to Findings from Meeting No. 6
- Refine Design Accordingly
- Prepare More Detailed Studies on Railroad Grade Separation Options – Initiated by Village of Mundelein
- 2040 Traffic Projections Now Available
- Community Advisory Group Meeting No. 7
- Present Alternatives to Public – Summer 2011 (Target)
- Project Website: www.ilrte6083study.com

