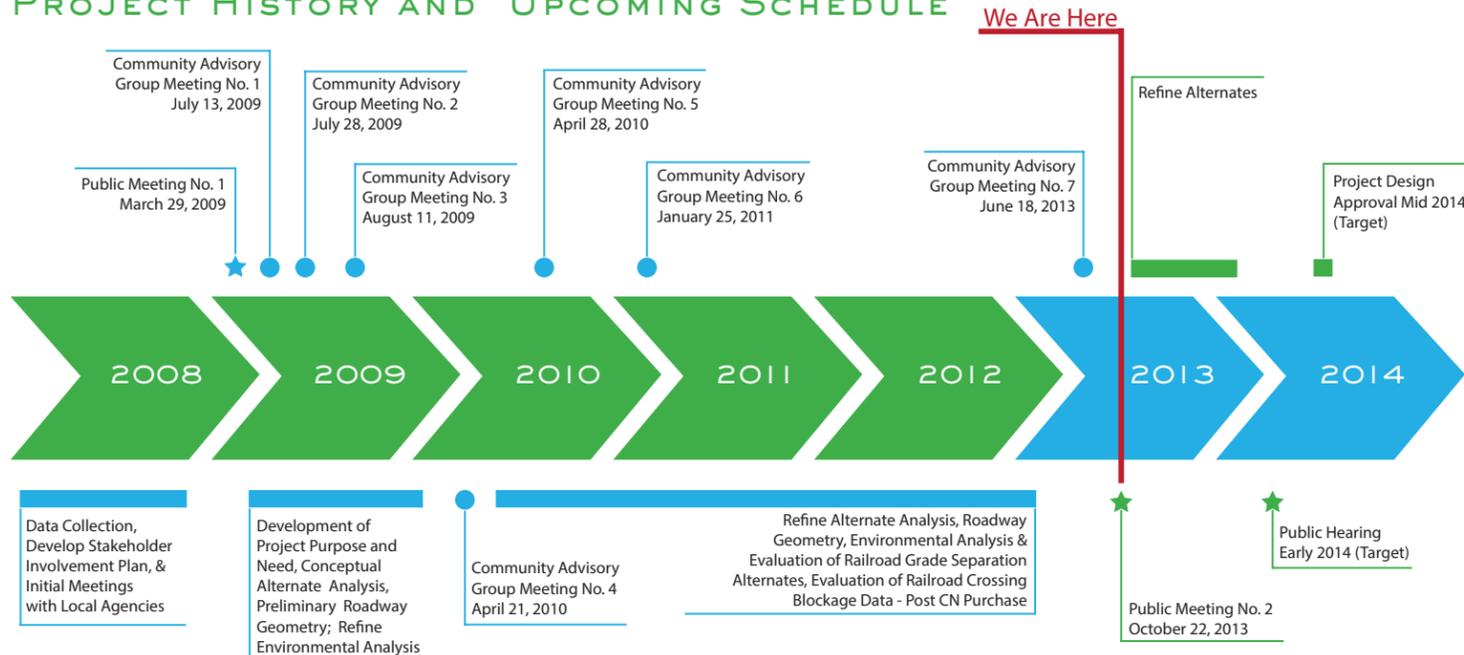


## PROJECT HISTORY AND UPCOMING SCHEDULE



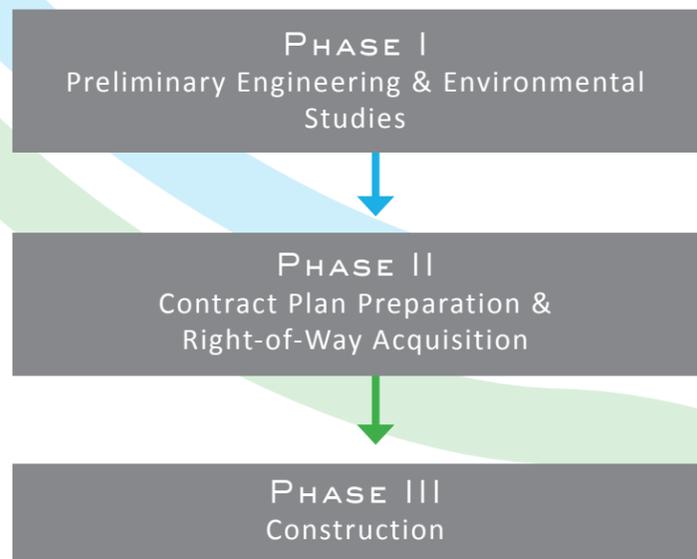
### PROJECT FUNDING

This project is not currently included in the Department's FY 2014-2019 Multi-Modal Transportation Improvement Program, but will be considered in future Programs based on fund availability and project readiness.

### NEXT STEPS

Comments are asked to be received by November 5, 2013. The next steps will be to review and respond to comments, perform noise and proposed drainage studies with refinement of roadway design and presentation at the Public Hearing.

### 3 PHASES OF AN IDOT PROJECT



### GET INVOLVED!

Check our website for project updates or to send us your written comments.

Visit [www.ilrte6083study.com](http://www.ilrte6083study.com)

or contact:

Illinois Department of Transportation  
Bureau of Programming  
201 West Center Court  
Schaumburg, IL 60196  
ATTN: Ms. Jessica Feliciano, PE

### WELCOME!

The Illinois Department of Transportation (IDOT) welcomes you to the second public meeting for the proposed improvements of IL 60/83 from IL 176 to the Intersection of IL 60 (Townline Road) and IL 83.

### PURPOSE OF THE MEETING

The purpose of the meeting is to:

- Present the Purpose and Need for the Project
- Present the Roadway Alternates Developed
- Present the Railroad Grade Separation Alternatives at the WCL Railroad
- Obtain Input from Stakeholders

### PURPOSE OF THE PROJECT

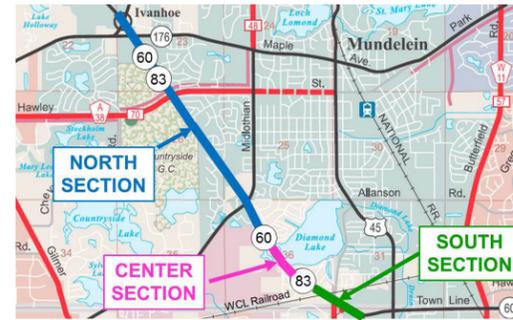
The purpose of the proposed project is to improve safety, address roadway condition, improve mobility, improve the transportation network system linkage, and accommodate economic development along IL 60/83 from the IL 176 (Maple Avenue)/Schank Road triangle to just south of the intersection of IL 60 (Townline Road) and IL 83. The proposed improvements are approximately 3.5 miles in length and are primarily located within the Village of Mundelein in Lake County.



IL 60/83 ALTERNATE STUDIES

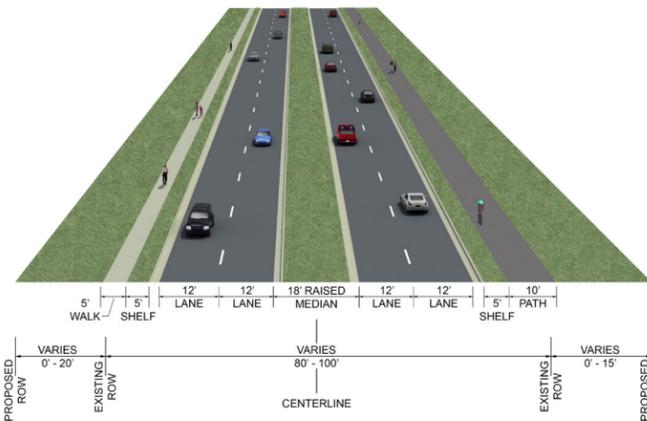
Two typical section alternates were developed for the project; these are summarized in the images below. A center median is included to accommodate turning vehicles with additional auxiliary lanes at major intersections. Existing traffic signals will be replaced with modernized equipment. Accommodations for a potential shared use path and sidewalks are also provided along the IL 60/83 corridor; local financial participation would be required to construct these improvements. The existing drainage system is intended to be replaced with a storm sewer system; detention of increased storm water runoff resulting from the proposed improvement will also be provided. A no-build and an expanded, four-lane, railroad crossing have been evaluated. In addition, a railroad grade separation is being considered at the Wisconsin Central Limited Railroad; the IL 60/83 roadway may either go under or over the railroad.

After reviewing these alternates on environmental impacts, transportation performance, purpose and need, and public input, a "hybrid" alternate is being recommended. This alternate is a combination of a flush median and a barrier median. Refer to the diagram to the right for locations.



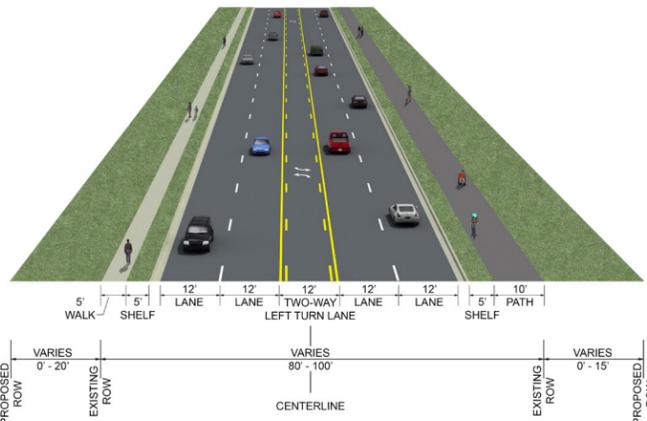
1. BARRIER MEDIAN (NORTH & SOUTH SECTION)

- 18' Raised Curb Median
- 2-12' Lanes in Each Direction
- Sidewalk and Shared Use Path



2. FLUSH MEDIAN (CENTER SECTION)

- 2-12' Lanes in Each Direction
- Flush Median/Two Way Left Turn Lane
- Sidewalk and Shared Use Path



RAILROAD CROSSING ALTERNATE STUDIES

Two railroad grade separation alternates, along with an at-grade alternate, are being carried forward for additional evaluation. The grade crossing alternates are summarized below:

TAKING IL 60/83 UNDER THE RAILROAD APPROXIMATELY 15'

- Complex Construction Staging
- Requires Temporary Relocation of Railroad Tracks during Construction
- Long Construction Period
- High Maintenance Cost
- High Construction Cost
- Complex Drainage - requires a pump station to drain depressed roadway
- Significant Excavation Required

RAISING IL 60/83 OVER THE RAILROAD APPROXIMATELY 23'

- Moderate Construction Period
- Structure Construction much less Complex than Underpass
- No Pump Station Required
- No Temporary Railroad Modifications Required

AT-GRADE CROSSING

- Most Economical Alternate
- Shortest Construction Duration
- Construction Least Complex
- Does Not Eliminate Crossing, Gate & Signals
- Does Not Reduce or Eliminate Blockages & Delays

FIRST PUBLIC MEETING MARCH 25, 2009

Seventy-nine people attended the first public meeting. At the meeting, the Illinois Department of Transportation (IDOT) provided background on the project and introduced the Context Sensitive Solutions (CSS) public involvement process. The meeting was designed to identify stakeholders and solicit comments from them about the project.

The following is a summary of responses to common questions and concerns received at, and subsequent to, the Project's first Public Meeting held on March 25, 2009.

1. When is the road going to be built?

**Response:** IDOT is currently performing the preliminary environmental and engineering study for IL 60/83. A Public Hearing to present the preferred alternative from the preliminary study is targeted for early 2014.

Contract plan preparation and land acquisition, and construction and construction engineering are not currently included in the Department's FY 2014-2019 Proposed Multi-Modal Transportation Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. Once the preliminary study is complete and funding is secured, contract plan preparation and land acquisition would begin followed by construction.

2. How do I join the mailing list?

**Response:** Anyone who has requested to be on the mailing list has been added. You can join the list through the website at <http://www.ilrte6083study.com/>. If you use the website, be sure to include your mailing address if you want a paper copy of announcements and newsletters mailed to you. You can also contact the Project Manager, Jessica Feliciano, P.E. by telephone at (847) 705-4087 or by mail:

Illinois Department of Transportation  
201 West Center Court  
Schaumburg, IL 60196  
ATTN: Jessica Feliciano, P.E.

3. Did IDOT consider errant golf balls from the Countryside Golf Course when accommodating for bicyclists and pedestrians?

**Response:** The Study Team has been working closely with the Countryside Golf Course and all stakeholders regarding the development of alternatives for this

project. Due to the proposed roadway widening there will be minor impacts to the golf course property. At this location the proposed pedestrian/bicycle facilities are located on the side of the road opposite from the golf course.

4. Is this study going to address drainage problems?

**Response:** IDOT is aware of the drainage issues north of Hawley Street. Other locations where drainage issues are present have been identified in project study limits through coordination with local agencies and various stakeholders and will be incorporated as part of the Phase I Drainage Study. The drainage study will evaluate possible methods to not increase and possibly reduce the rate of runoff and improve water quality through the use of Best Management Practices (BMPs).

5. The condition of the pavement and shoulders is very poor, can the roadway be resurfaced as an interim improvement?

**Response:** In 2010, portions of IL 60/83 were resurfaced which significantly improved the condition of the pavement. Pavement condition is evaluated by IDOT every two years with the last review occurring in 2011. The current condition of the existing pavement is listed as being in excellent condition. A section of IL 60/83 in the project study limits does consist of gravel shoulders which do require routine maintenance. This comment was forwarded to the Bureau of Maintenance and will be evaluated and prioritized for future maintenance operations.

6. Additional turn lanes are needed at the IL 60/83 intersections of Midlothian Road and Diamond Lake Road. Can an interim improvement be made to provide additional turn lanes at these intersections?

**Response:** The IL 60/83 study addresses the need to provide additional through and turning lanes throughout the project study limits. Completing the preliminary engineering and environmental study will help IDOT prioritize this improvement and allow us to identify if it is possible to implement the project in stages. However, the study must be completed which is why this is an important first step in identifying and addressing the needs of the corridor.

7. Trains cause long delays and excessive backups at the existing railroad grade crossing along IL 60/83. When designing IL 60/83, consider a grade separation at the railroad.

**Response:** In cooperation with the Village of Mundelein, the evaluation of a grade separation at IL 60/83 and the CN/Wisconsin Central Ltd. (WCL) railroad has been added to this study since the last Public Meeting. Proposed alternatives for a potential bridge to separate IL 60/83 from the railroad will be presented at the second Public Meeting to seek public input.

8. How will noise pollution due to the proposed improvements be addressed with this project?

**Response:** Once a preferred alternative is selected, IDOT will perform a detailed noise study to determine if any impacts occur as a result to the proposed improvements. Once noise impacts are identified, IDOT will evaluate the feasible and reasonable noise abatement measures to reduce traffic noise impacts.

9. Will my property be impacted by the proposed improvements? If the roadway is widened, who pays for modifications to my driveway and the relocation of my mailbox?

**Response:** Potential impacts to properties have been determined in conjunction with each proposed alternative. The proposed alternatives will be presented at the second Public Meeting. Impacts to your property, such as fence relocations, driveway reconstruction, landscaping removal, etc. resulting from the proposed improvements will be addressed during the appraisal stage of the land acquisition process. Mailboxes within the limits of construction which interfere with construction operations will be erected at temporary locations and will be permanently placed once construction is completed.

10. Will access be maintained to my home or business during construction?

**Response:** The convenience of the general public and residents along the highway shall be provided for in an adequate and satisfactory manner. Temporary roads and approaches may be provided and maintained during construction for access to driveways, houses, buildings, or other property abutting the highway or street being improved.

11. Will trees be replaced if they are impacted by the proposed improvements?

**Response:** Any trees impacted will be replaced at the expense of IDOT at a 1:1 ratio and within the homeowner's property limits if possible.

IDOT appreciates and considers all feedback as part of the preliminary engineering process and alternatives development for this project.