

WORKING TOGETHER...Creating a Plan for Your Community

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RUSSELL ROAD TO SUNSET AVENUE

Corridor Planning Group and Technical Advisory Group Meeting #3

April 26, 2010





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Meeting Agenda

- Review Study Process
- Review Meeting Results and Consensus Decisions
- Explain Alternatives Development
- Present and Discuss Potential Alternatives
- Project Next Steps

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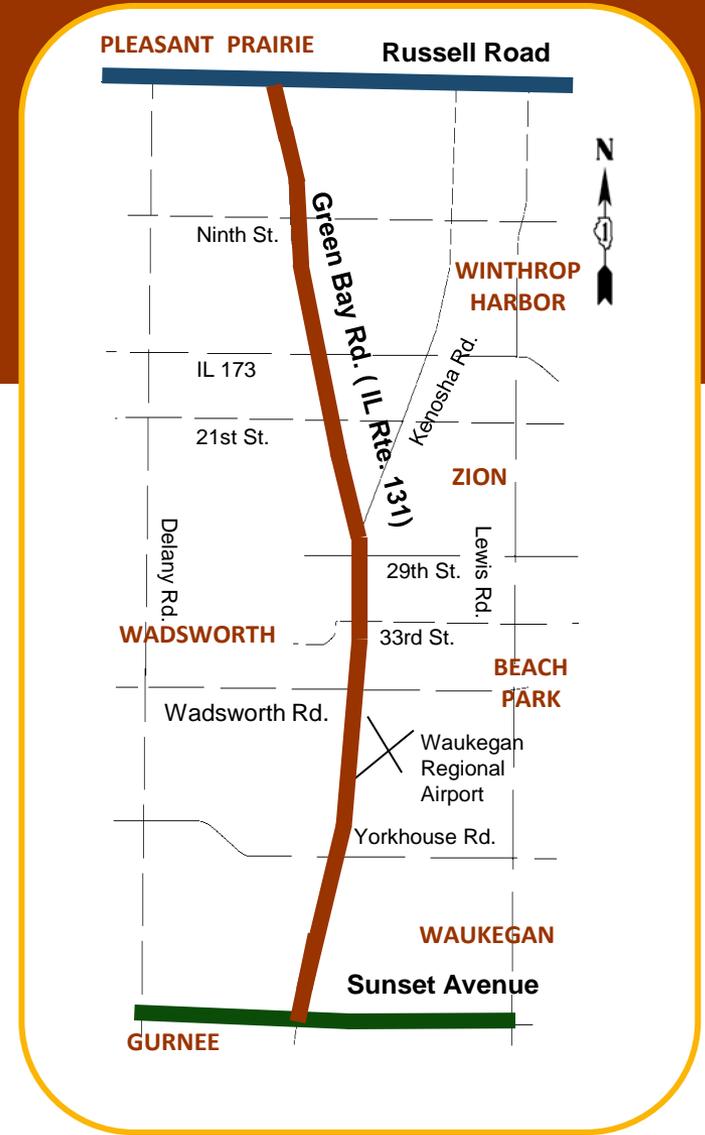


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Project Overview

- The Illinois Route 131 Phase I Study began in Spring 2008
- Project Limits: Russell Road to Sunset Avenue
- Transportation, safety, and other needs of the project are being studied

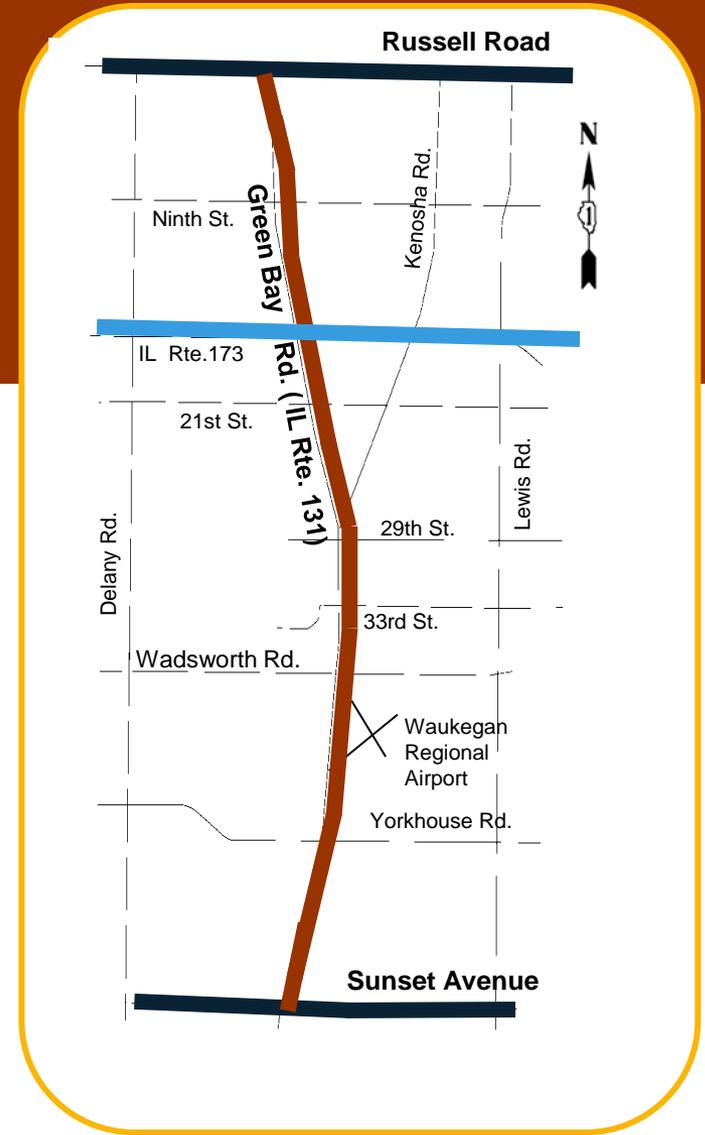


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Existing Conditions

- Two-Lane Strategic Regional Arterial (SRA)
- Rural Roadway Section
- 82.5-ft Right-of-Way
- Posted Speed Limit:
 South of IL Rte. 173 = **45 mph**
 North of IL Rte. 173 = **55 mph**





Community
Involvement

- Transportation Issues
- Problem Statement

Purpose & Need

*Alternatives
Development*

Preferred Alternative

Agency
Input



Workshop Accomplishments

CPG/TAG Meetings 1 & 2

- **Identified Issues & Concerns and Goals & Objectives**
- **Rated Project Elements**
- **Proposed Potential Improvements**



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Problem Statement

Regional growth and travel demand on Illinois Route 131 from Russell Road to Sunset Avenue are creating safety and operational deficiencies along the roadway and at its intersections. The insufficient capacity of the roadway to handle the demand creates congestion, hampers intersection operations, limits safe access of adjacent properties, and leads to safety issues for motorists, pedestrians, and bicyclists. Both pedestrian access to adjacent land uses and bicycle accessibility through and across the corridor are limited.

Solutions to these transportation deficiencies must be developed while minimizing impacts to the surrounding environment. The solutions should also consider the communities' efforts to coordinate land use and area developments, and facilitate economic growth along the route.

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Corridor Deficiencies

Safety

Within Project Area From 2004 – 2008:

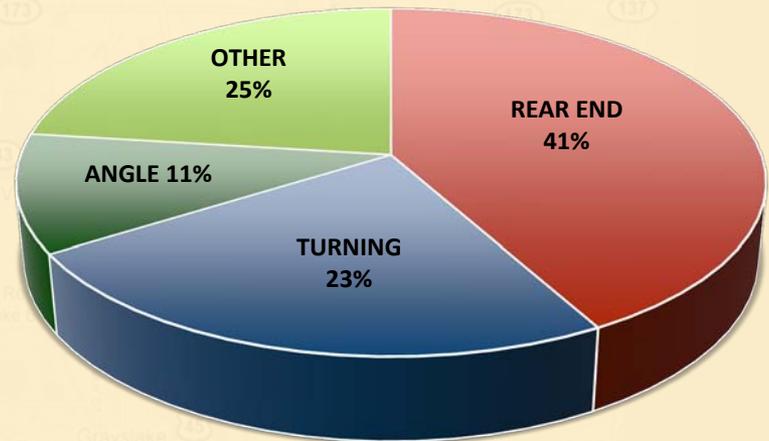
1012 Crashes 206 Injuries 4 Fatalities

(LCDOT data)

Other Safety Deficiencies:

- 5% Location North of 9th Street (0.25 miles)
- Deficient pedestrian / bicycle accommodations

Crash Types, 2004-2008
IL Route 131 from Russell Road to Sunset Avenue



(LCDOT data)



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Corridor Deficiencies

Roadway Capacity

Two-Lane Roadway Capacity of

14,000 to 18,000 vehicles per day exceeded:

- Between Yorkhouse Road and Sunset Avenue

-23,100 (2007)

-25,000 (2030)

- Between Kenosha Road and Wadsworth Road

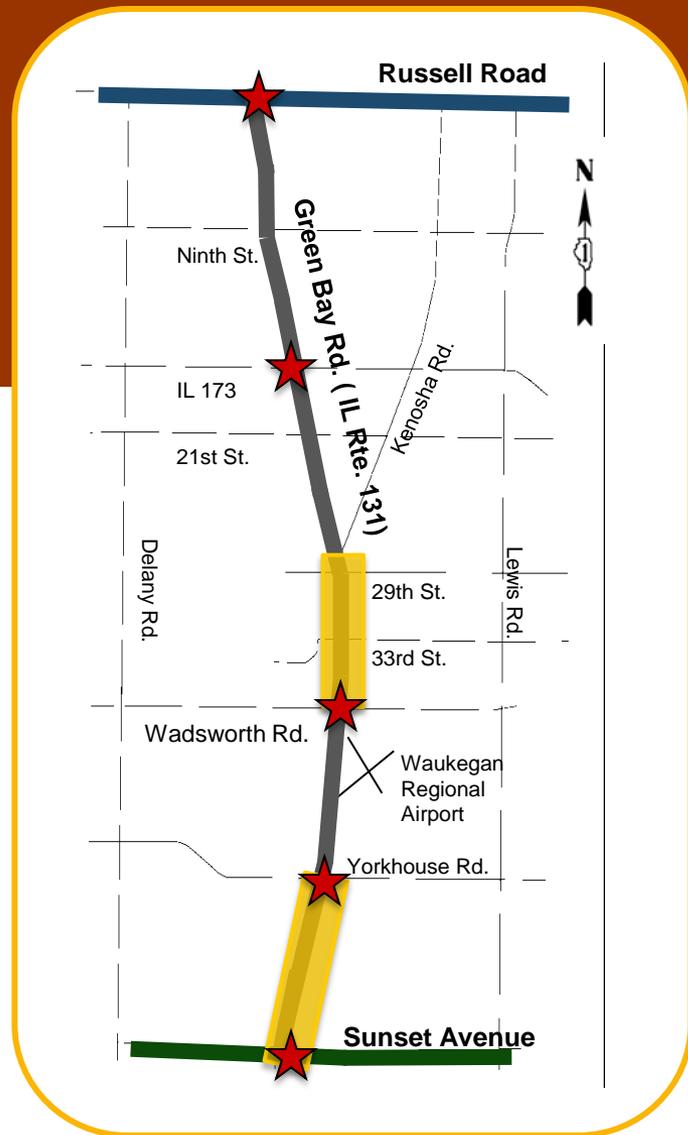
-16,400 (2007)

-21,000 (2030)

Intersection Capacity

Intersection capacity is measured using Level of Service (LOS): Rating A (high) – F (low)

- Highlighted intersections = LOS F in design year 2030



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Corridor Deficiencies

Operations / Mobility

- Skewed angle of Kenosha Road intersection
- Truck traffic
- Lack of signalization and coordination
- Deteriorating pavement & shoulders





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Project Elements

Element Categories:

Number of Lanes

Median Treatment

Edge Treatment

**Pedestrian/Bicycle
Accommodations**

Highest Rated Elements:

Four Lanes – Divided

Wide Grass Median

**Paved Shoulder with
Curb & Gutter**

Shared-Use Path

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Environmental Impacts

Consider impacts to sensitive resources:

Waukegan Savanna Forest Preserve (Lake County)

Waukegan Community Sports Complex

Benton-Greenwood Cemetery

ThunderHawk Golf Course (Lake County)

Shepherd's Crook Golf Course (Zion Park District)

Consider problem drainage areas:

Bonniebrook Lane

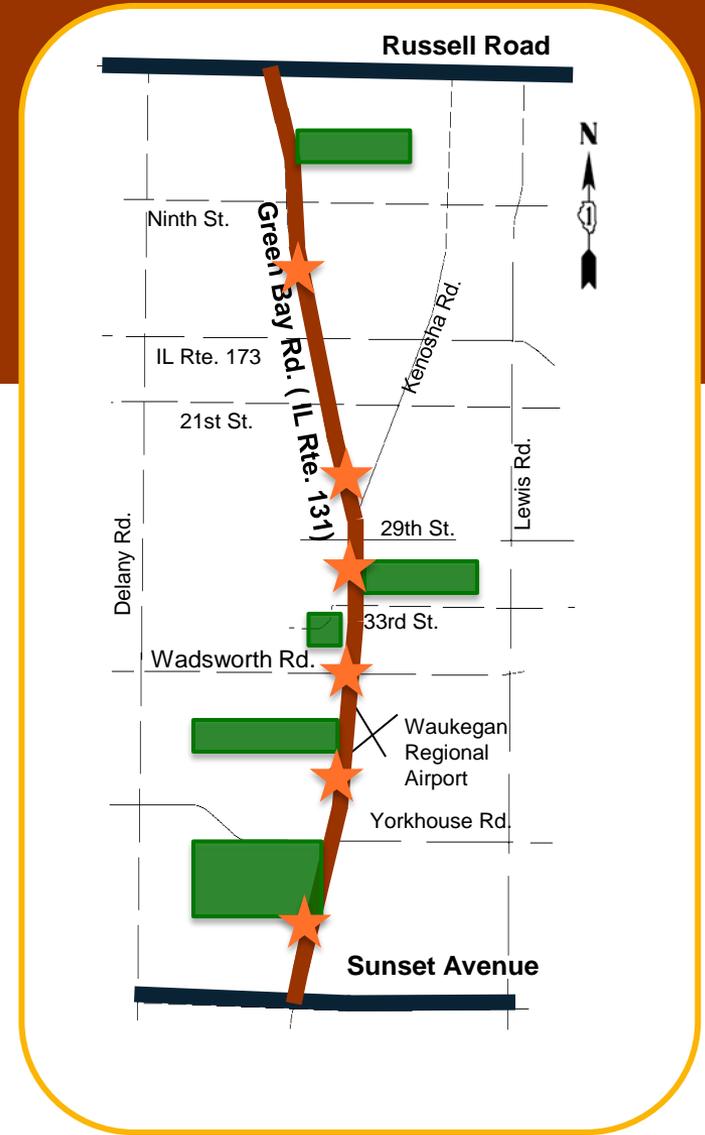
Wadsworth Road

Kenosha Road

Zephyr Street

Major Avenue

IL Rte. 173 to 9th St



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Purpose & Need

Project Purpose:

The purpose of the Illinois Route 131 engineering study is to improve safety and functionality along Illinois Route 131 from Russell Road to Sunset Avenue. Improvements to this route are necessary to address issues of roadway and intersection capacity and efficiency; enhance vehicular, pedestrian, and bicycle accommodation and safety; and bring the roadway into compliance with current IDOT standards.

Project Needs:

Improve Safety

Improve Capacity

Improve Operations and Mobility

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Alternatives Development

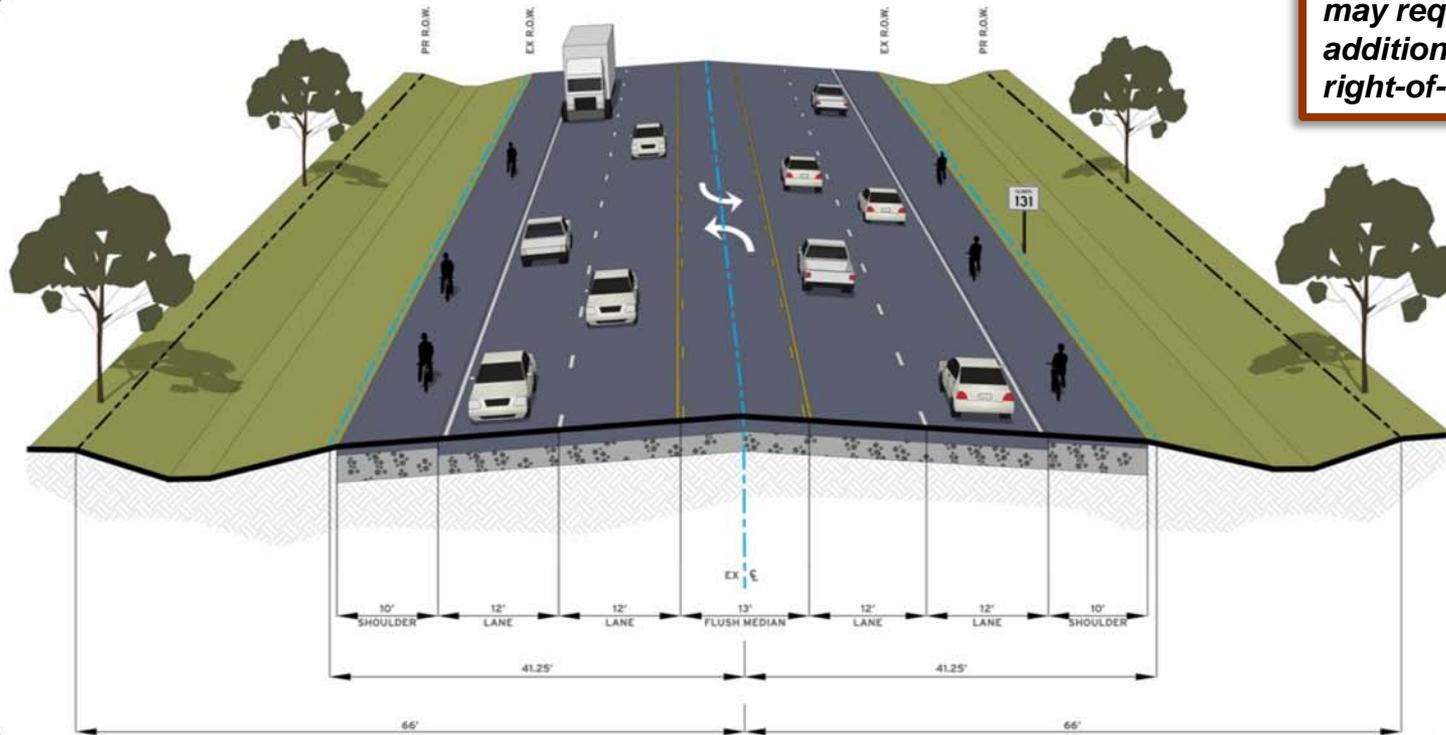
Combine:

- Stakeholder Input
- Project Elements
- Purpose & Need
- Environmental Analysis
- Technical Analysis
- Previous Studies

Four alternatives have been developed

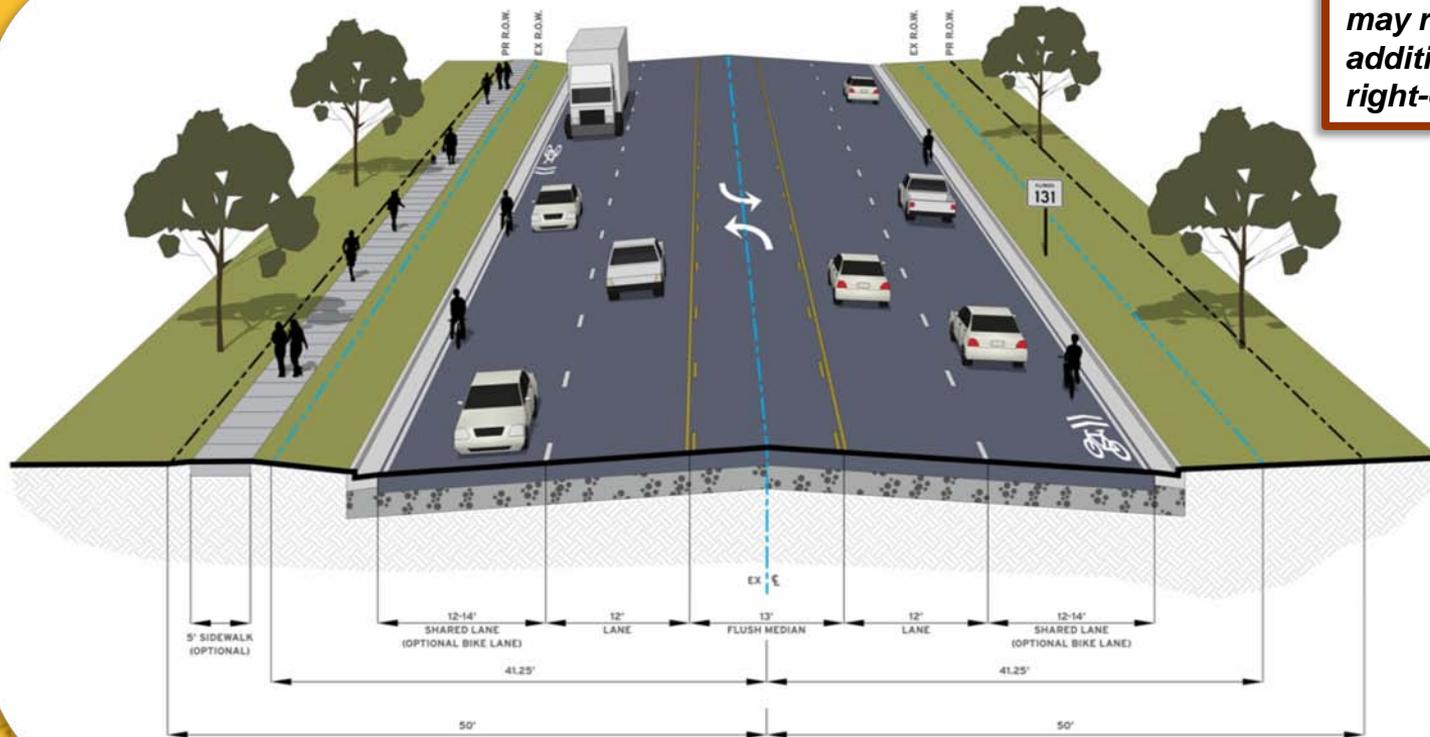
Alternative A1

Note:
Pedestrian and bicycle accommodation may require additional right-of-way.



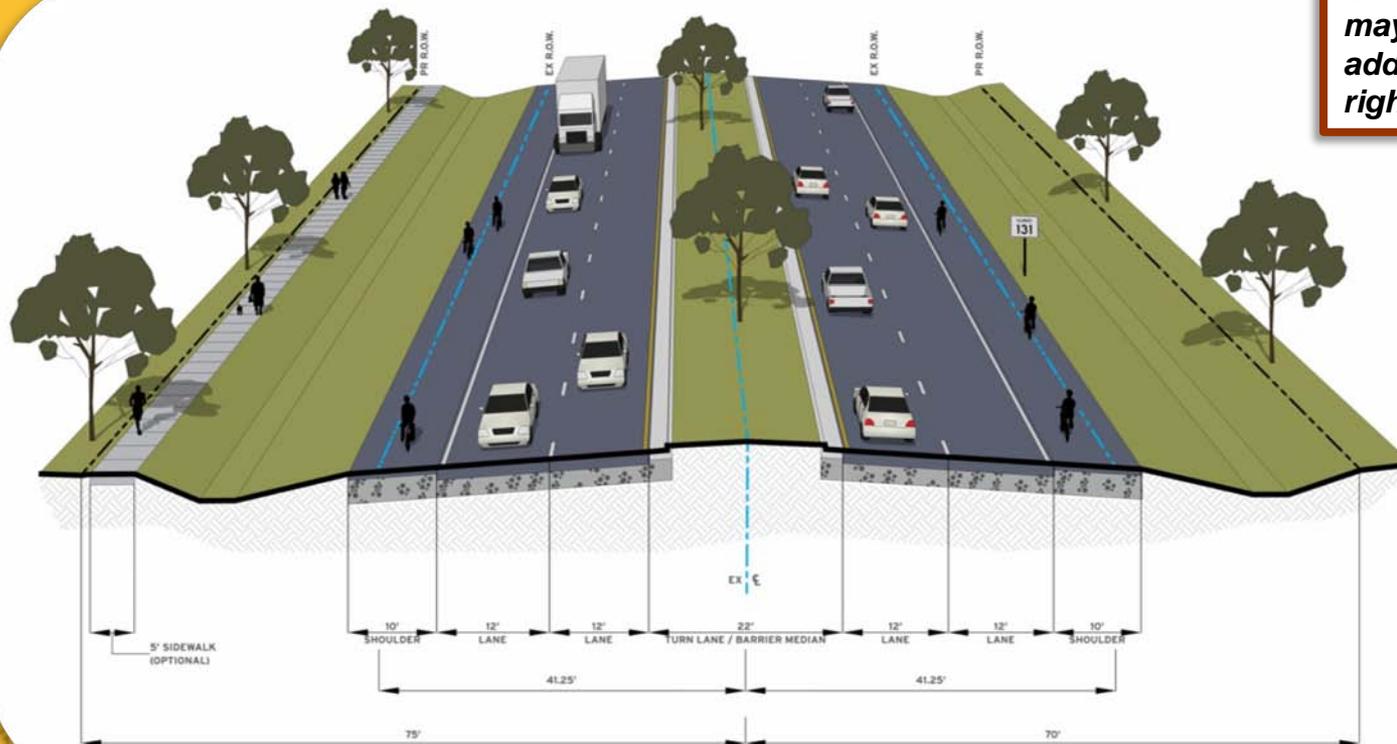
Alternative A2

Note:
Pedestrian and bicycle accommodation may require additional right-of-way.



Alternative B1

Note:
 Pedestrian
 and bicycle
 accommodation
 may require
 additional
 right-of-way.



Alternative B2

Note:
Pedestrian and bicycle accommodation may require additional right-of-way.



Other Options Considered

Kenosha Road Intersection Realignment

29th Street

28th Street

Wide Grass Median

Identified Project Element

Analyzed Practicality



Design Considerations

Flush Median

- + Requires less ROW, direct access
- Conflict points, unrestricted turns

Barrier Median

- + Increased safety, access management
- Restricts access, turning travel time

Paved Shoulder

- + Roadside safety, serves many uses
- Greater impact to adjacent property

Curb & Gutter

- + Access management, drainage control
- Increased cost, no emergency space

Access Management

- **Function of major vs. minor roads**
- **Barrier medians aid access management**
- **Improved traffic flow**
- **Increased safety**
- **Congestion drives away customers**
- **www.ops.fhwa.dot.gov/access_mgmt**

Discussion

Criteria Development:

- **Environmental Impacts**

Parks Forest Preserves
Wetlands Cemeteries

- **Accessibility**



- **Identified Needs**

Safety
Capacity
Operations/Mobility

- **Property Impacts**

Residential
Commercial
Industrial

- **Construction Cost**

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Discussion

Alternatives Review

Edge Treatment

- 10-ft Paved Shoulder
- Barrier Curb & Gutter

Median Treatment

- 13-ft Flush Two-Way Left-Turn lane
- 22-ft Raised Barrier Median

Number of Lanes

- 4 Lanes Divided

Pedestrian Accommodations

- Sidewalk
- Shared-Use Path

Bicycle Accommodations

- 10-ft Paved Shoulder
- 14-ft Outside Lane with Curb & Gutter
- Shared-Use Path

Discussion

Group Exercise:

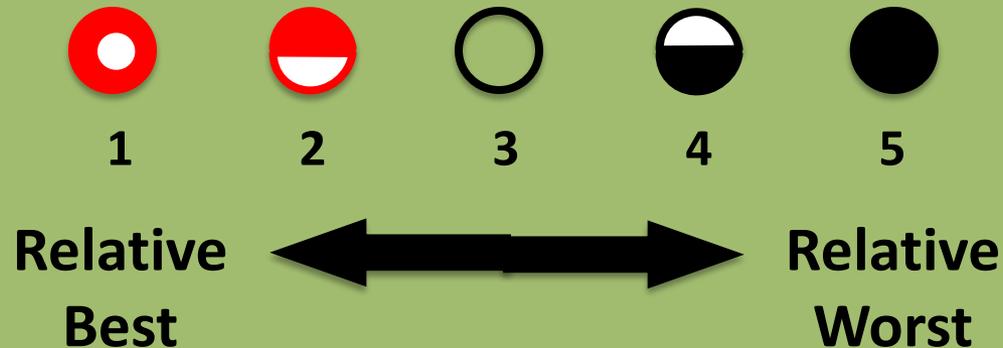
- **Criteria Review**
- **Alternatives Review**
- **List Positive and Negative Attributes of each Alternative**



Discussion

Quantitative Rating

The Project Study Team will use this system to assign scores to each Alternative



Next Steps

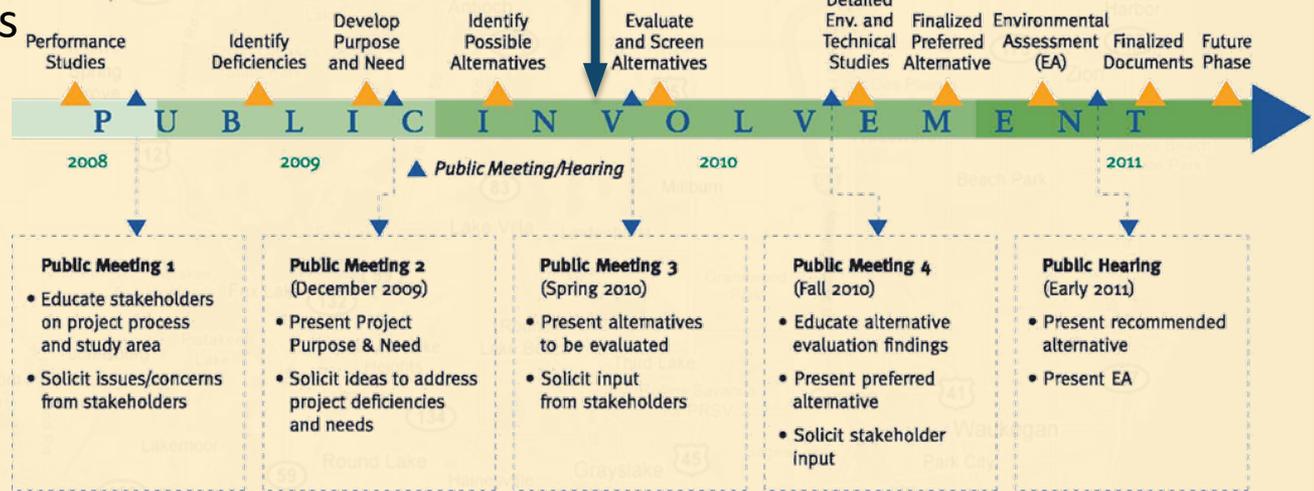
Public Meeting #3

- Present Alternatives
- Solicit stakeholder input

Public Meeting #4

- Present evaluation findings
- Present Preferred Alternative

PROJECT SCHEDULE



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Thank you!
Questions?

