# IL ROUTE 60/83


## Community Advisory Group
## Meeting No. 2
## July 28, 2009

Illinois Department of Transportation

# Outline Agenda

- Introduction to Participants
- Recap of Community Advisory Group Meeting No. 1 – July 13, 2009
- Drainage
- Traffic Safety
- Traffic Operations
- Refine Problem Statement from Meeting No. 1
- Identify Specific Issues for Segment No. 1
- Next Meeting – August 11, 2009



# Who Are We?

Introductions



# Community Advisory Group Meeting No. 1

- The July 13, 2009 meeting was attended by 11 people representing:
  - Residents
  - Business Owner
  - Area Church
  - Fire Protection District
  - Police Department
  - Park District
  - School District
  - County and Village Municipal Agencies



## Summary of Community Context Audit

- Pedestrian Safety
- Lack of Roadway Lighting
- Lack of Alternate Transportation Modes
- Traffic Operational Issues
- Residential and Emergency Vehicle Access Issues

## Summary of Community Context Audit

- Potential Property Acquisition Issues
- Environmental Issues
- Railroad Crossing Delays
- Preservation of Existing Neighborhood and Cultural Features



# Segment No. 1

## Schank Road/IL Route 176 Triangle to Midlothian Road



# IL 60/83 Drainage Study

## Schank Rd/IL 176 Triangle to Midlothian Rd

- Identified Outlets
  - **See photo handouts**
  - **Other Outlets**
- 1 Major Crossing
  - **Seavey Drainage Ditch**



# IL 60/83 Drainage Study

Seavey Drainage Ditch

Headwall Discharging to S.D.D.

# IL 60/83 Drainage Study


# IL 60/83 Drainage Study

- Other Drainage Concerns?



## Overall Corridor Crash Summary

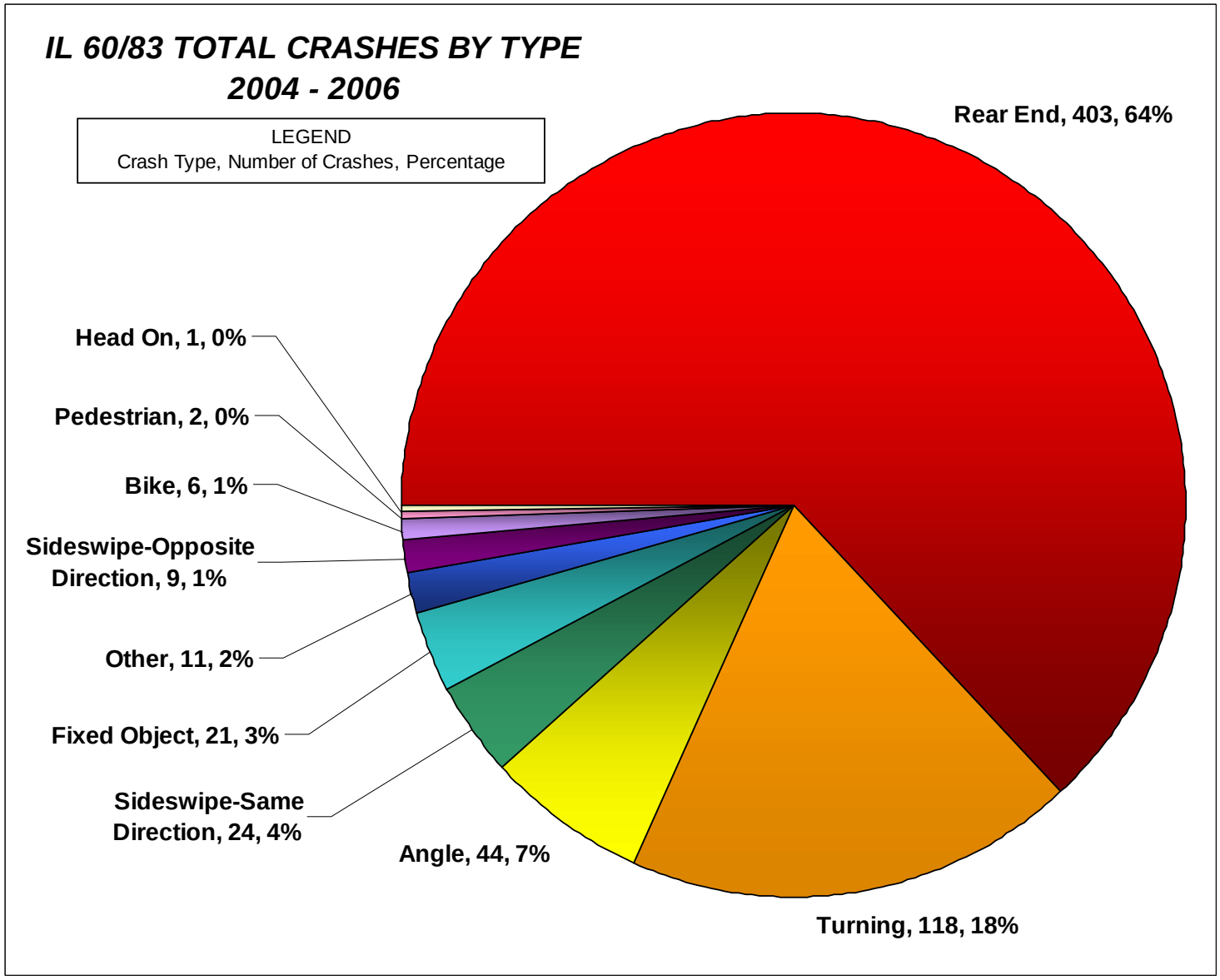
- 3-year analysis period from 2004 to 2006
- Study area from IL 176 to IL 60 (Town Line Road)
- 12 study zones, segments/intersections (5 North)
  - IL 176 intersection
  - Segment between IL 60/83 & Hawley Street
  - Hawley Street intersection
  - Segment between Hawley Street & Midlothian Road
  - Midlothian Road intersection
- No five percent crash locations



## Overall Corridor Crash Statistics

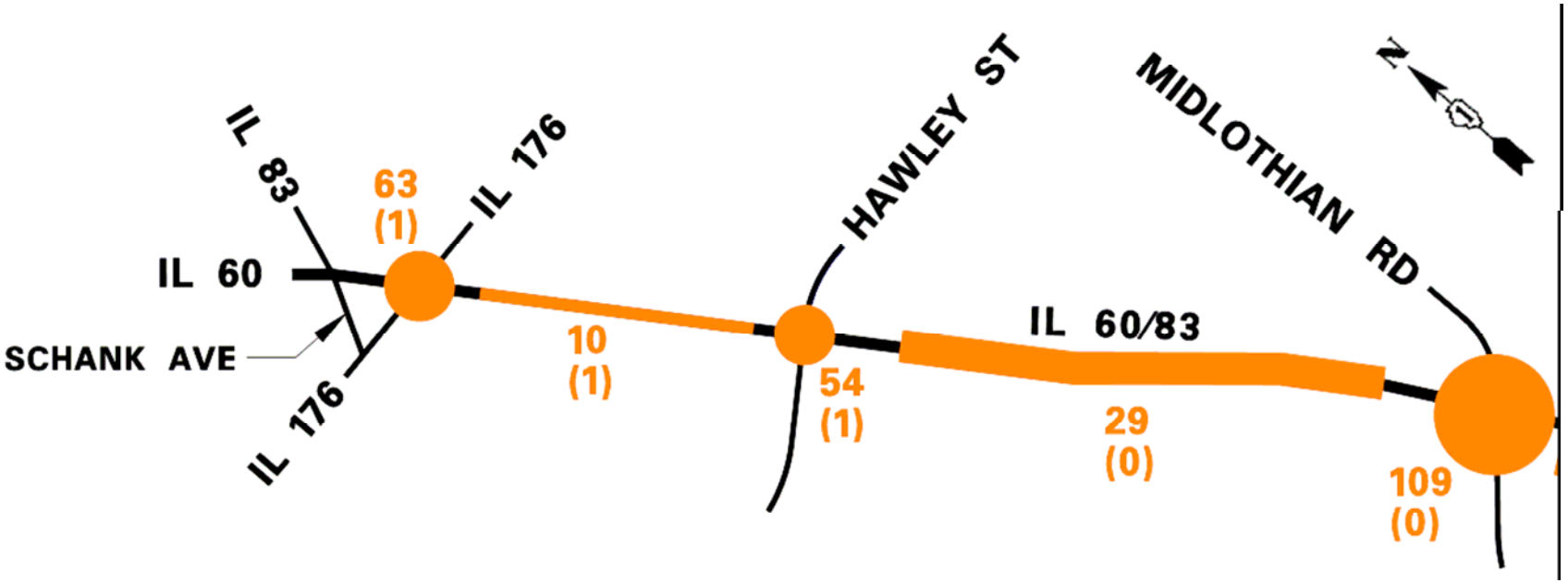
- 639 total crashes
- No fatality crashes
- 139 (22%) crashes occurred with injuries
- 12 incapacitating type
- 27% of crashes weather related (rain, ice, snow)
- 23% of crashes occurred during nighttime hours

# IL 60/83 Traffic Safety



# IL 60/83 Traffic Safety

- Total Crashes by Location (North)




100 – NUMBER OF CRASHES AT INTERSECTION OR WITHIN SEGMENT
(10) – NUMBER OF INCAPACITATING INJURY CRASHES AT INTERSECTION OR WITHIN SEGMENT

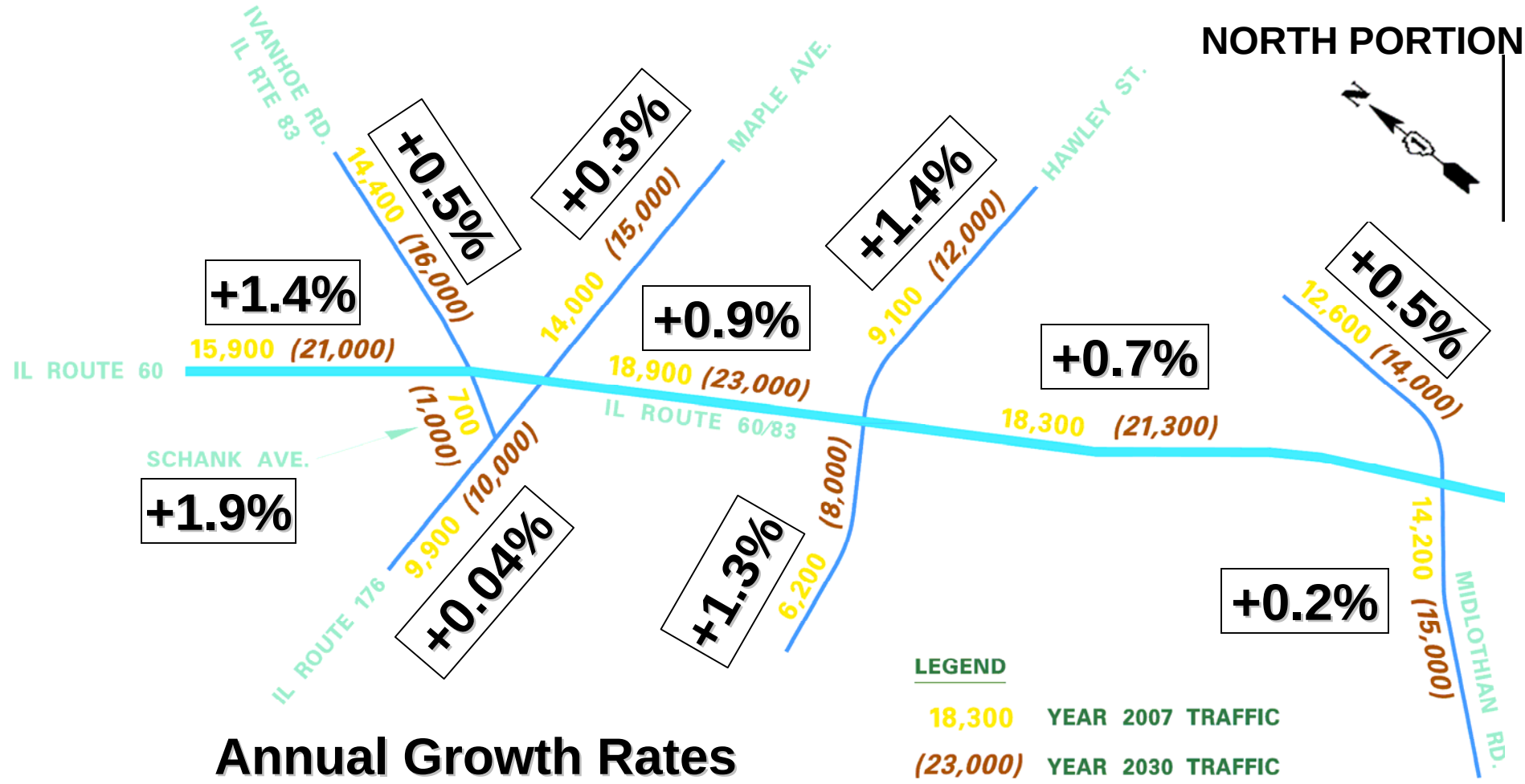


# IL 60/83 Traffic Safety

- Conclusions
  - Predominantly rear end, turning & angle collisions
  - Most crashes during daytime hours
  - More crashes observed at locations where the roadway does not have adequate capacity
  - Primary countermeasures include:
    - Increasing roadway and intersection capacities
    - Providing larger turning radii
    - Improving sight distance
    - Increasing storage lengths
    - Providing left and right turn lanes where warranted

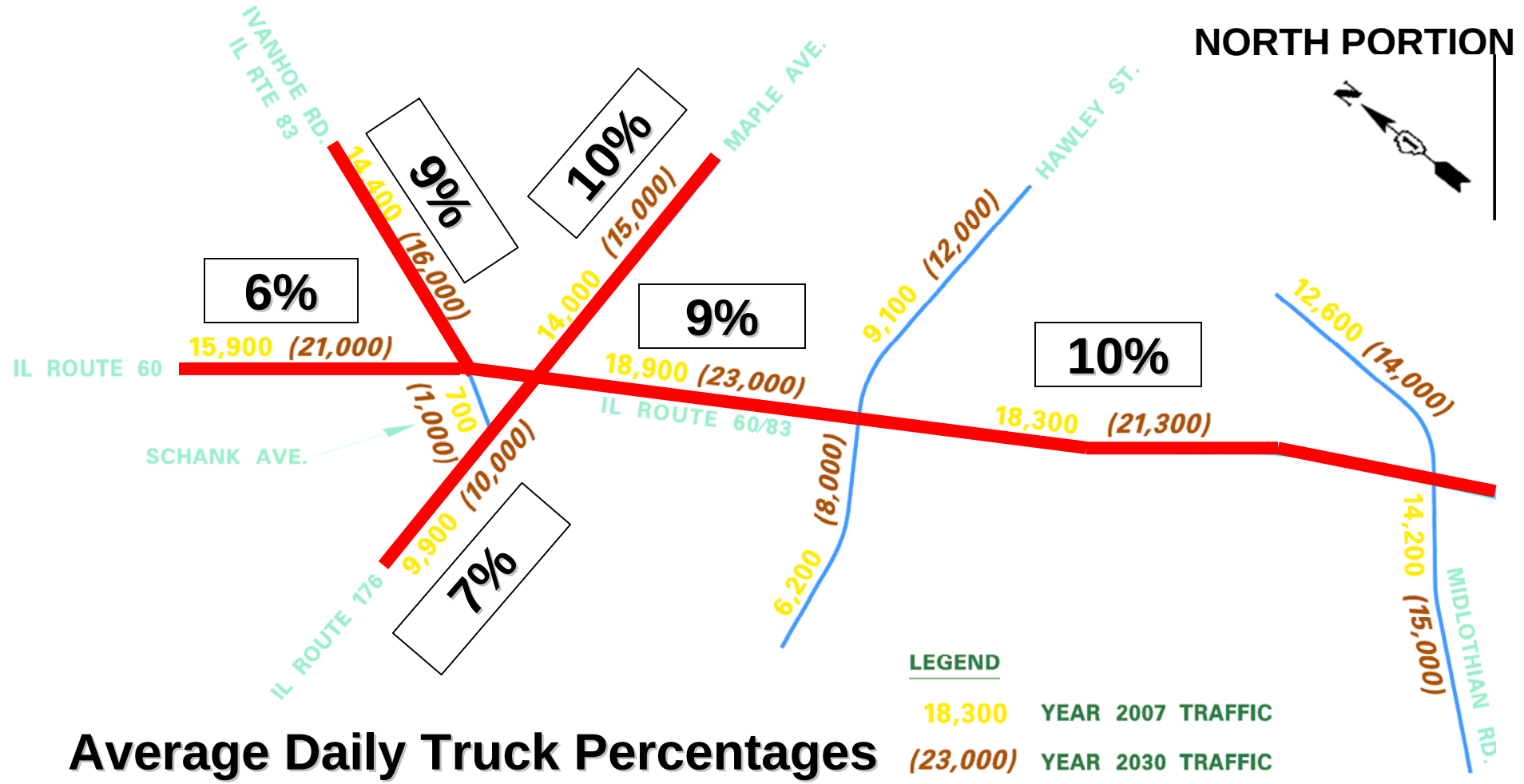


# IL 60/83 Existing/Projected Traffic



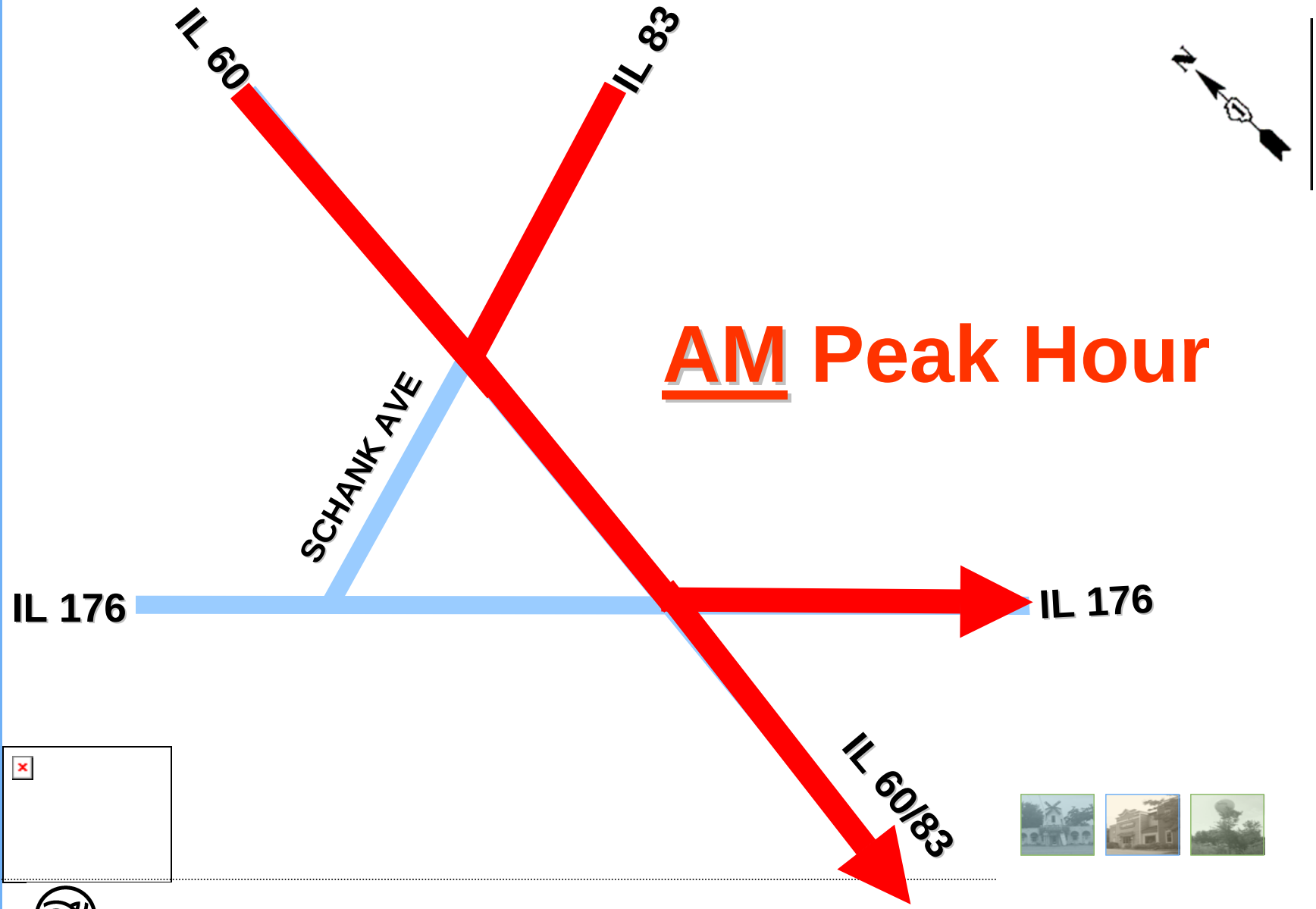

## Annual Growth Rates

# IL 60/83 Existing Truck Traffic

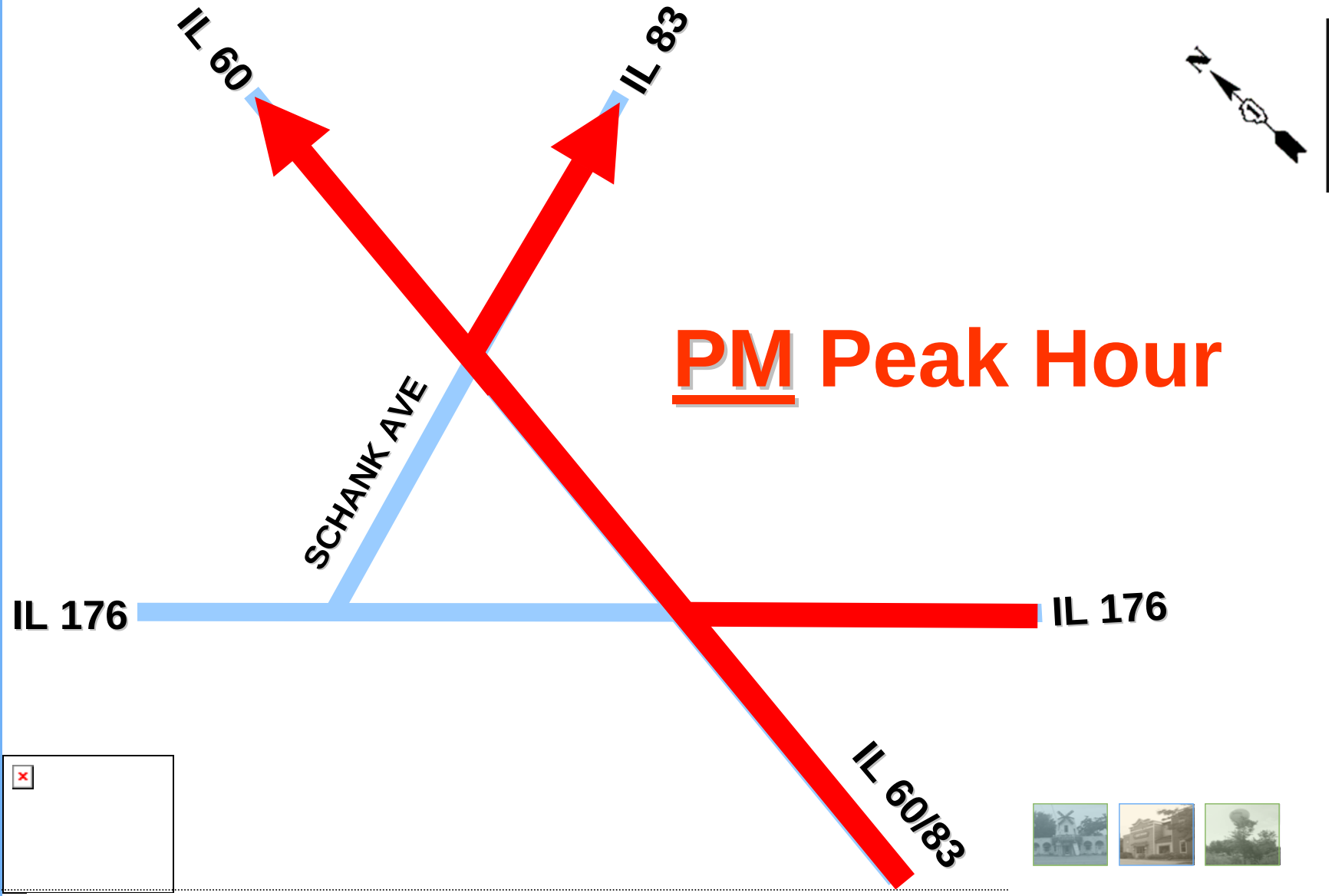



## Average Daily Truck Percentages

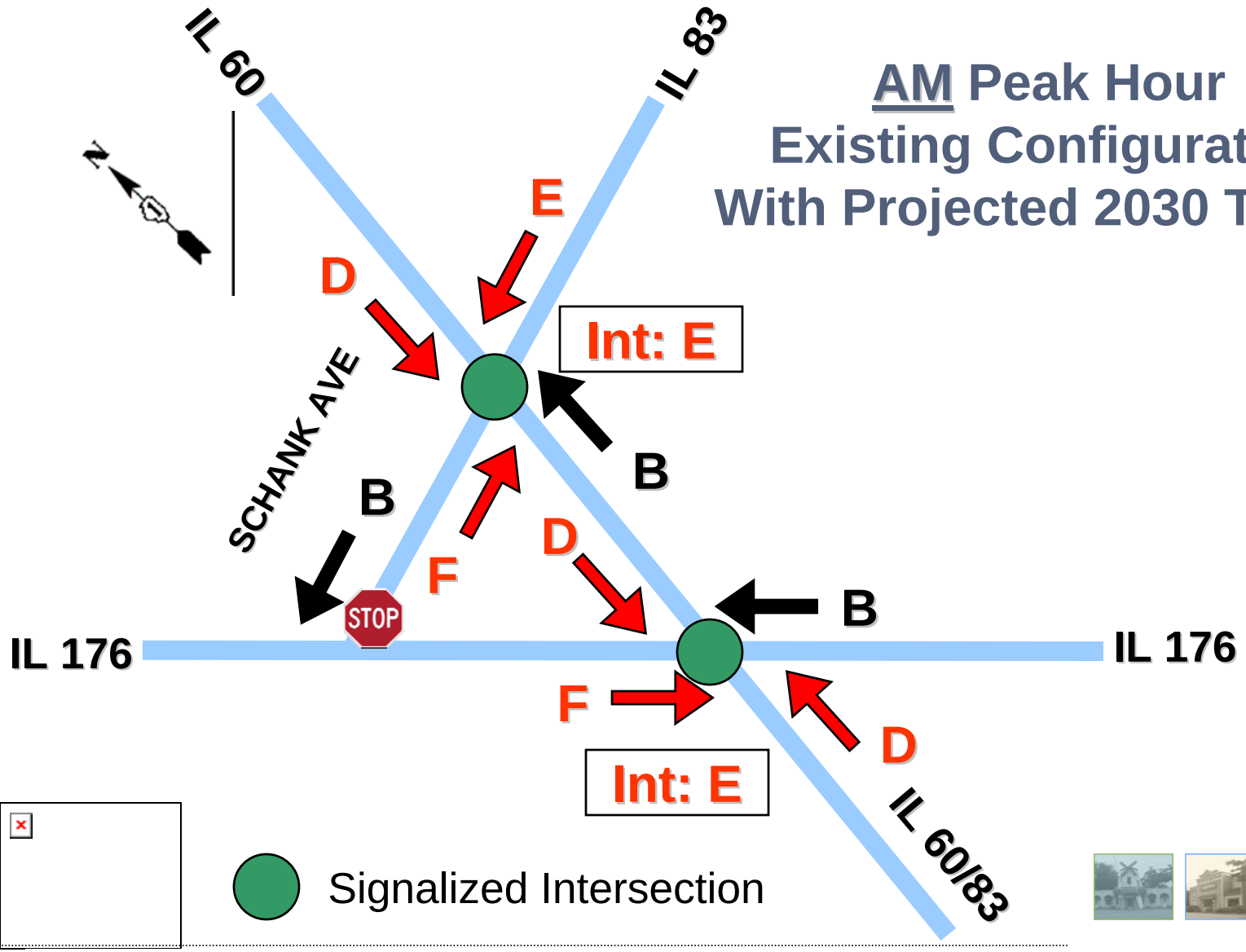
# IL 60/83 Traffic Primary Route



# IL 60/83 Traffic Primary Route



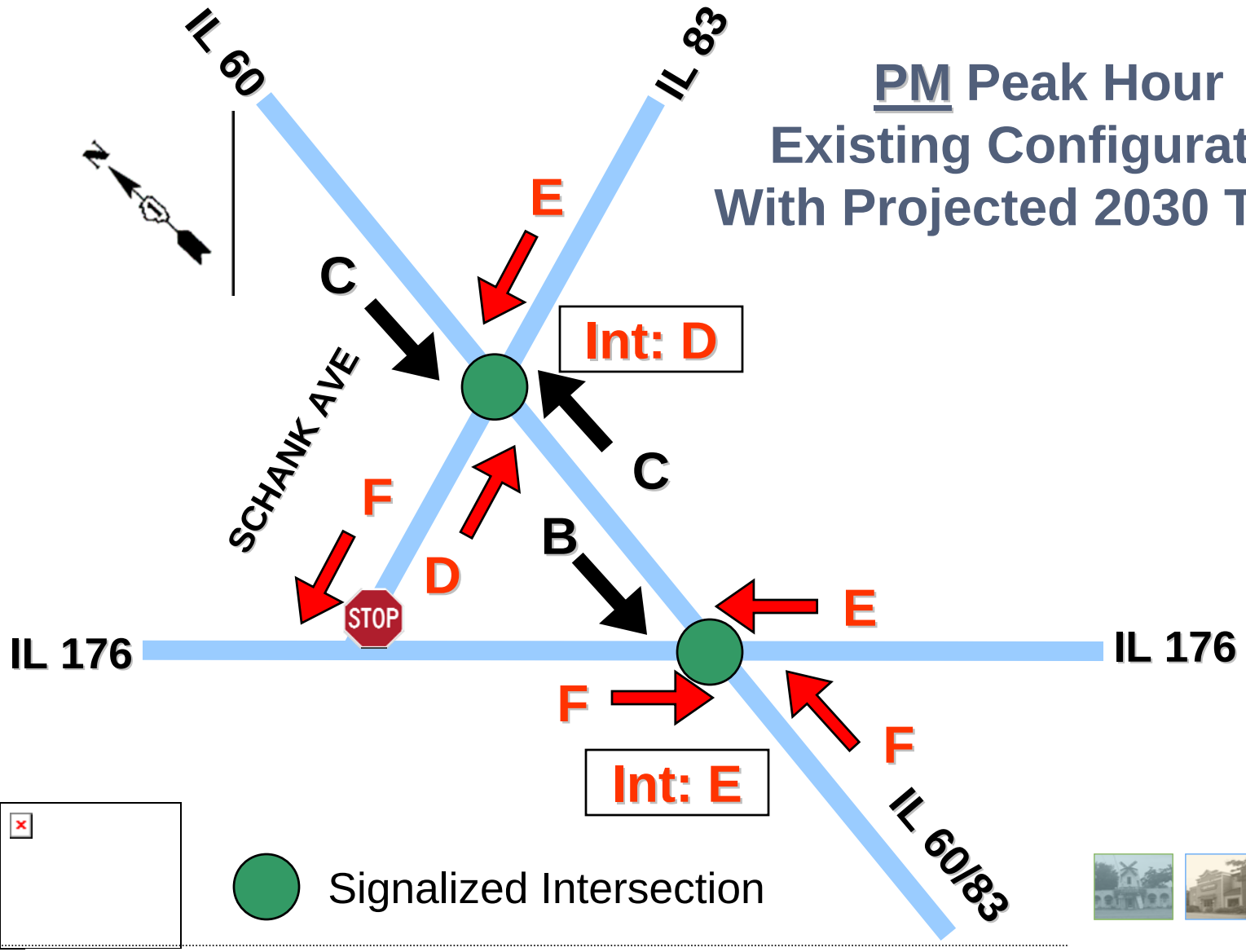
# IL 60/83/176 Traffic Operations




**AM Peak Hour**
**Existing Configuration**
**With Projected 2030 Traffic**

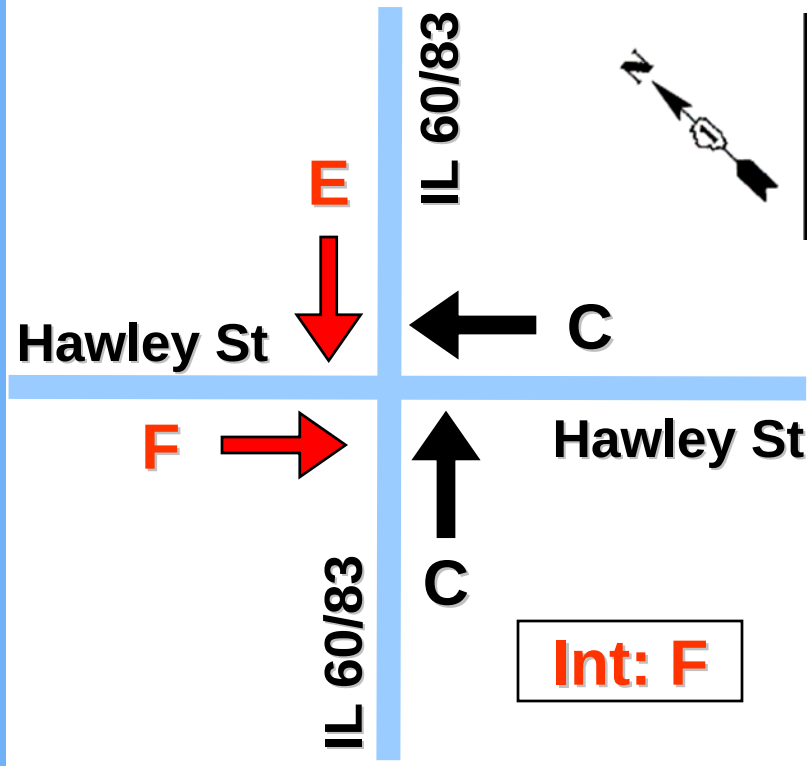


# IL 60/83/176 Traffic Operations

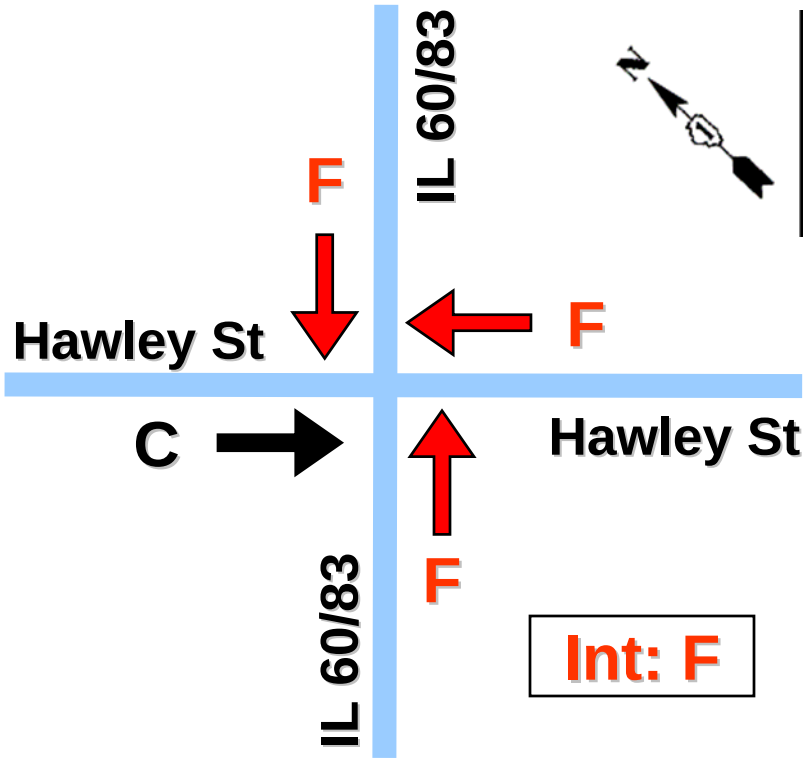



**PM Peak Hour**
**Existing Configuration**
**With Projected 2030 Traffic**

# IL 60/83 & Hawley St Traffic Operations

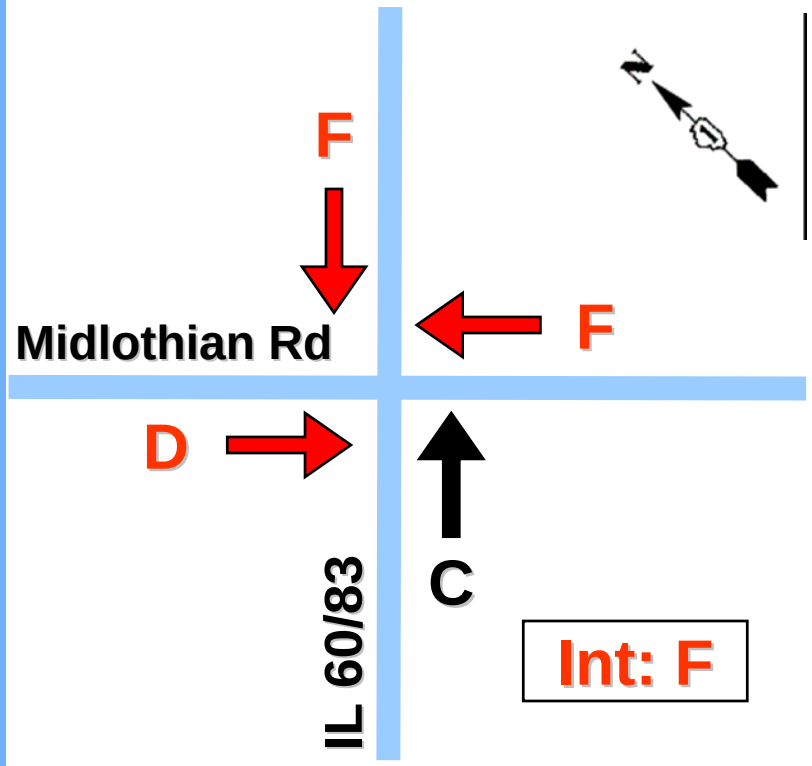



**AM Peak Hour**
**Existing Configuration**
**With Projected 2030 Traffic**

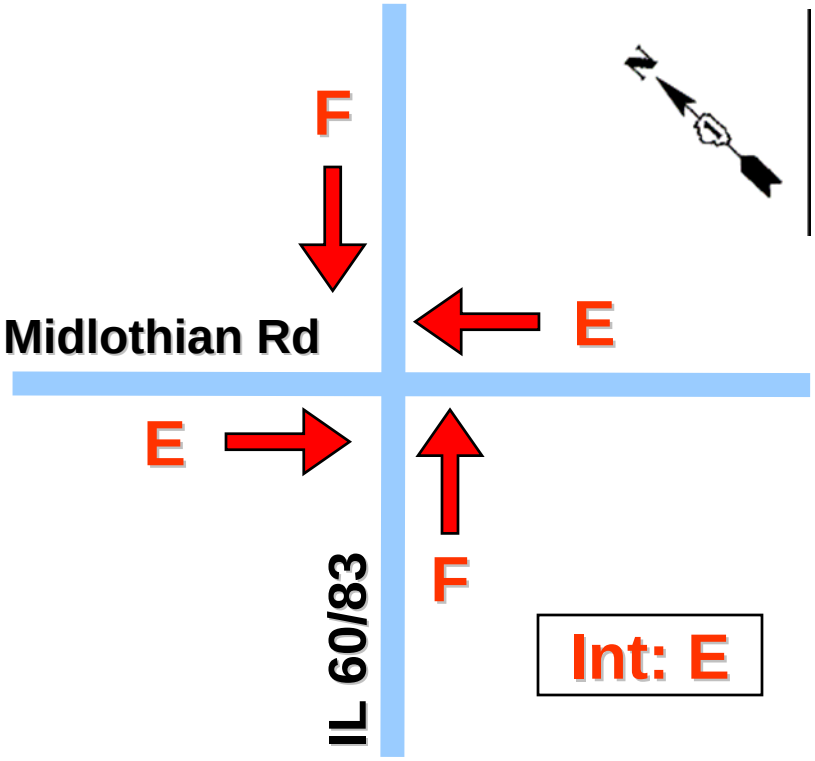



**PM Peak Hour**
**Existing Configuration**
**With Projected 2030 Traffic**

# IL 60/83 & Midlothian Rd Traffic Operations




**AM Peak Hour**
**Existing Configuration**
**With Projected 2030 Traffic**




**PM Peak Hour**
**Existing Configuration**
**With Projected 2030 Traffic**

# Traffic Simulation

- Existing Configuration with 2030 Projected Volumes
- North Portion of Study Area
- IL 60/83/176 Triangle
- IL 60/83 and Hawley Street
- IL 60/83 and Midlothian Road
- Future traffic exceeds roadway capacity



# Next Meeting Topics

- Summary of Meeting No. 2 Findings
- Focus on Segment No. 2 – South of Midlothian Road to the Intersection of IL Route 60 (Town Line Road) and IL Route 83
- Identification of Sensitive Features