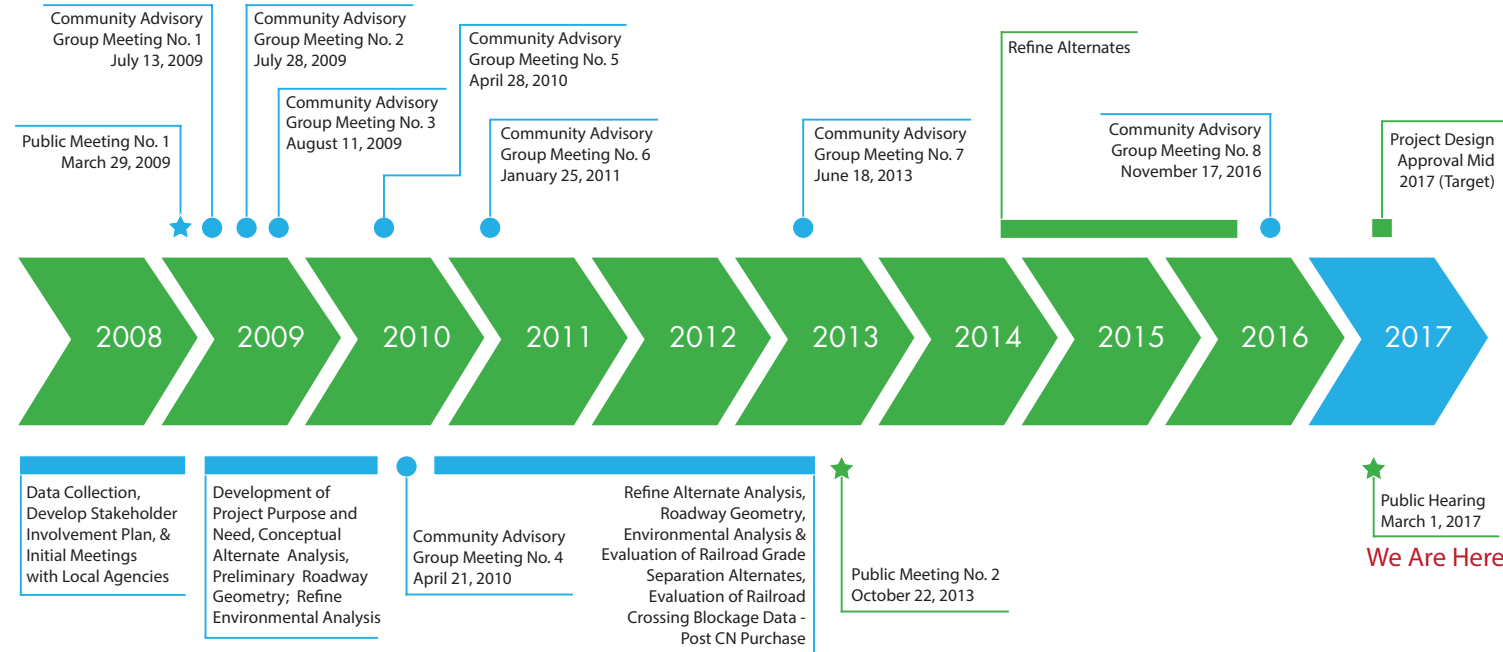


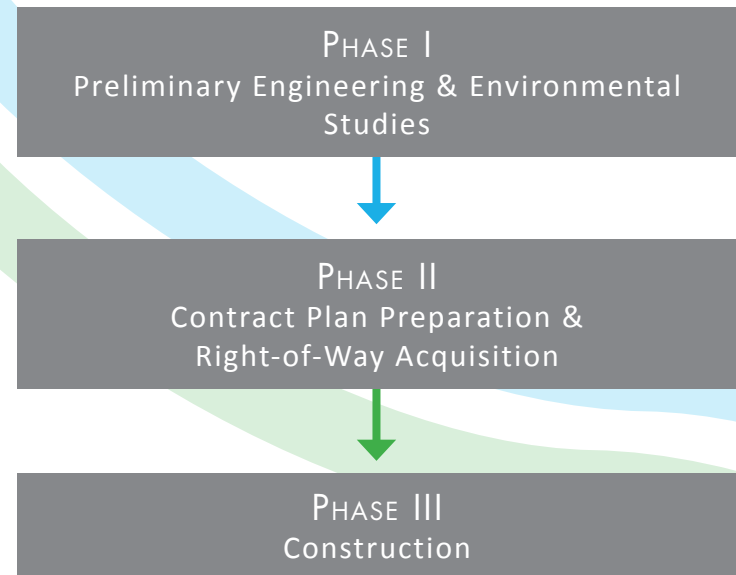
PROJECT SCHEDULE



PROJECT FUNDING

This project is not currently included in the Department's FY 2017-2022 Proposed Highway Improvement Program, but it will be included in the Department's priorities for future funding consideration.

3 PHASES OF AN IDOT PROJECT



NEXT STEPS

Comments are asked to be received by March 17, 2017. The next steps will be to review and respond to comments, and refine the roadway design. This study is expected to receive design approval in late 2017.

For more information about the project or to send us your comments please visit:

www.ilrte6083study.com

or contact:

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

PUBLIC HEARING

IL 60/83 Study - IL 176 to the Intersection of IL 60 (Townline Road) and IL 83

March 1, 2017 | 4:00 pm to 7:00 pm
Double Tree Hotel
510 E. IL Route 83
Mundelein, IL 60060

WELCOME!

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

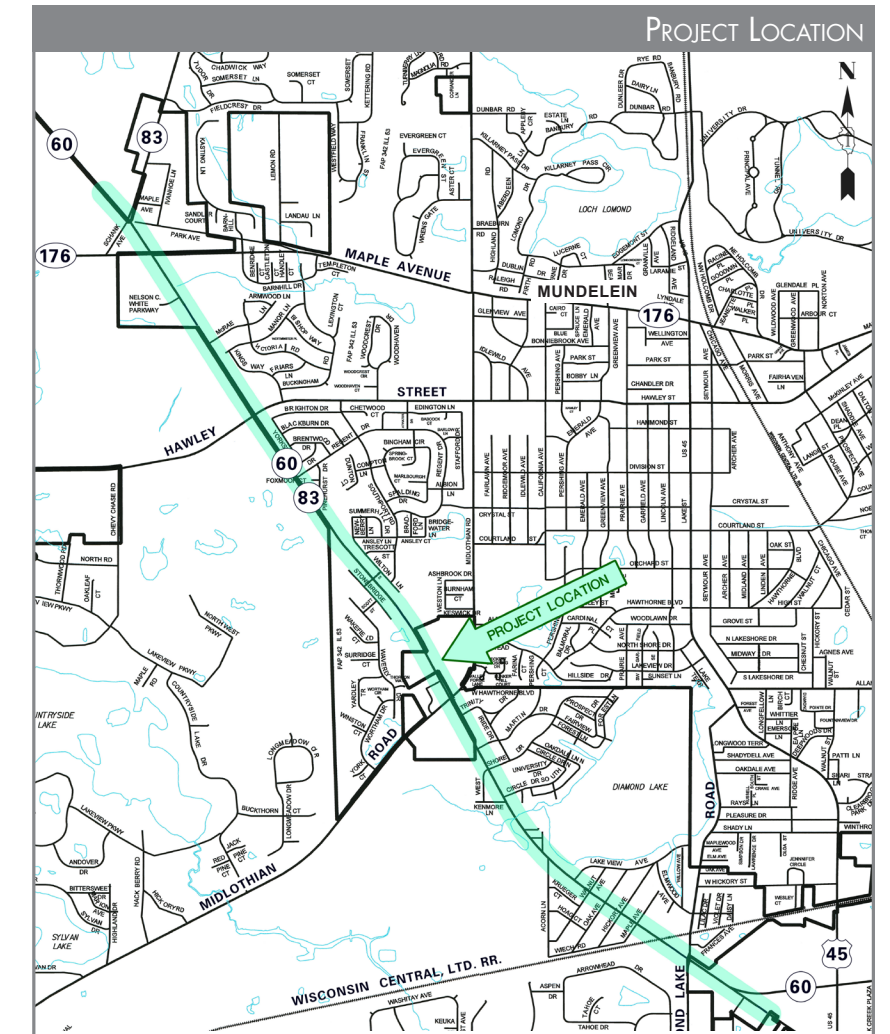
PURPOSE OF THE MEETING

The purpose of the hearing is to:

- Provide an overview of the study
- Present the preferred alternative
- Present documents regarding impacts to public lands
- Obtain Input from Stakeholders

PURPOSE OF THE PROJECT

The purpose of the proposed project is to provide a safe and an efficient transportation facility for IL 60/83 by improving safety for all roadway users, upgrading the condition of the facility, improving mobility, improving the transportation network system linkage, and accommodating 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.

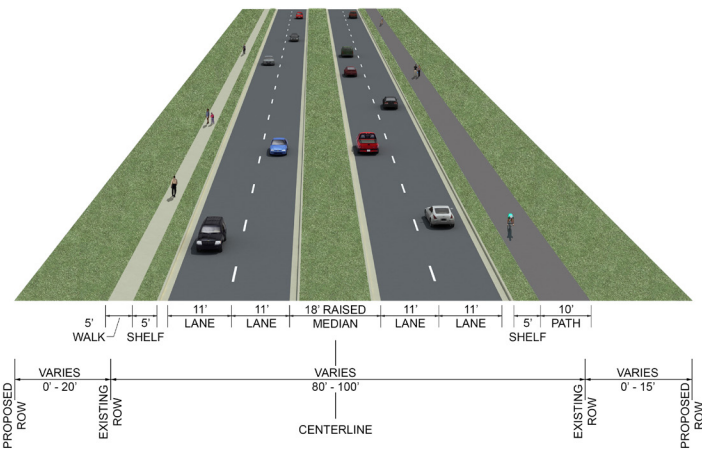


IL 60/83 ALTERNATIVE STUDIES

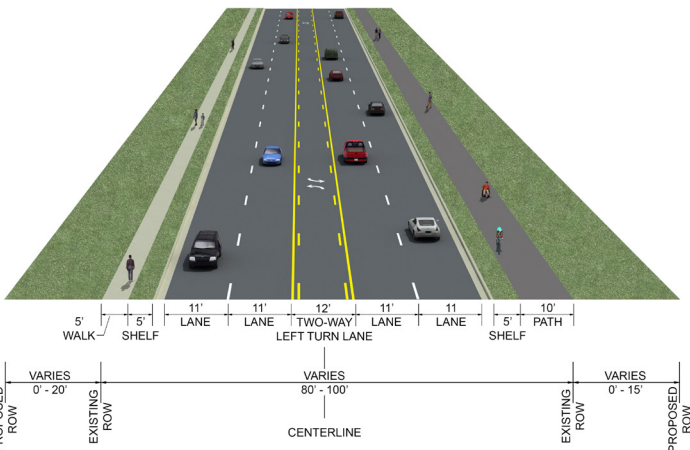
Two typical section alternatives were developed for the project and are summarized in the images below. A center median is provided to accommodate turning vehicles with additional auxiliary lanes at major intersections. Existing traffic signals will be replaced with modernized equipment. Accommodations for a potential shared use path and sidewalks are also provided along the IL 60/83 corridor; however, 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 for increased storm water runoff resulting from the proposed improvement will also be provided. In addition, a railroad grade separation is proposed at the Wisconsin Central Limited Railroad. The IL 60/83 roadway is recommended to pass over the railroad.

After screening these alternatives through the environmental impacts, transportation performance, and purpose and need criteria, and incorporating public input, a “hybrid” alternative is being proposed. This alternative combines the use of a flush median and a barrier median along the corridor. Please refer to the adjacent diagrams for proposed median types and their locations.

1. Barrier Median (North & South Section)
- 18’ raised curb median
 - 2-11’ lanes in each direction
 - Sidewalk and shared use path



2. Flush Median (Center Section)
- 2-11’ lanes in each direction
 - 12’ flush median/two way left turn lane
 - Sidewalk and shared use path



RAILROAD CROSSING

A railroad grade separation would:

- ELIMINATE EXCESSIVE TRAFFIC DELAYS AND QUEUES
- Avoids blockage of crossing by lengthy freight trains
- INCREASE SAFETY FOR ALL USERS
- Eliminates conflicts between trains and roadway users
- SUPPORT EMERGENCY VEHICLE RESPONSE
- Reduces Fire / Police / Ambulance response times



SECOND PUBLIC MEETING
OCTOBER 22, 2013

Seventy-three people attended the second public meeting. At the meeting, the Illinois Department of Transportation (IDOT) provided background on the project and presented the alternatives that had been developed to date. The meeting was designed to solicit comments from attendees about the various alternatives that had been developed.

The following is a summary of responses to common questions and comments received at, and subsequent to, the October 22, 2013 public meeting.

1. When will the project be built?

Response: IDOT is currently performing the preliminary environmental and engineering study (Phase I) for IL 60/83. This study is expected to be complete in 2017. Contract plan preparation and land acquisition (Phase II), and construction and construction engineering (Phase III) are not currently included in the IDOT Fiscal Year 2017-2022 Proposed Highway Improvement Program. However, this project will be included in IDOT’s priorities for future funding consideration among similar improvement needs throughout the region. Once Phase I is complete and funding is secured, Phase II and Phase III would follow.

2. The proposed improvements should include a roadway overpass at the Wisconsin Central Limited Railroad.

Response: Subsequent to the second public meeting, the recommended alternative does consist of an IL 60/83 overpass at the railroad. A vertical clearance of 23’ from the top of the existing rail to the underside of the proposed bridge would be provided. The overpass would reduce excessive traffic delays and queues, increase safety for all users by eliminating conflicts between trains and roadway users, and would better support emergency vehicles by reducing response times.

3. The proposed improvements should include shoulders to accommodate bicyclists.

Response: The recommended typical roadway section does not include shoulders. However, there are provisions for a 10’ wide off road shared use path throughout the limits of the improvement. This path could be utilized by bicyclists as well as other forms of non- motorized transportation.

4. There were several concerns regarding the proposed right of way acquisition and how it would impact the values of adjacent properties.

Response: Impacts to your property such as fence relocations, driveway reconstruction, landscaping removal, etc. resulting from the proposed improvements will be addressed and financially quantified during the appraisal stage of the land acquisition process (Phase II). If all or a portion of your property is impacted by this improvement, IDOT will compensate property owners based on the fair market values as determined by an independent licensed real estate appraiser.

5. There were concerns regarding flooding in some areas and the measures that were being taken to address these issues in conjunction with the proposed improvements.

Response: IDOT has coordinated with local agencies to identify known areas of repeated localized or larger flooding locations. Members of the project’s Community Advisory Group have also had an opportunity to provide their local knowledge and input toward additional areas of concern. All storm water runoff, resulting from additional impervious areas constructed as part of the proposed roadway improvements, will be evaluated and designed in accordance with IDOT policy, including storm sewer design, detention storage and release rates to outfalls. Given the restrictive right of way due to associated adjacent development, the existing drainage system will be reconstructed as a closed drainage system.

6. Additional sidewalk should be proposed from Diamond Lake Road to IL 60.

Response: Subsequent to the second public meeting, sidewalk in this segment was further investigated but not incorporated. Installation of sidewalk in this area would require displacement/removal of a residential building. Pedestrians are accommodated via the proposed shared use path along the west side of IL 60/83.

7. A crosswalk should be provided on the east leg of the Midlothian Road intersection.

Response: Subsequent to the second public meeting, the recommended alternative was refined to accommodate a crosswalk at this location.