

# IL ROUTE 60/83



Community Advisory Group  
Meeting No. 4

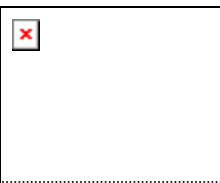
April 21, 2010



Illinois Department of Transportation

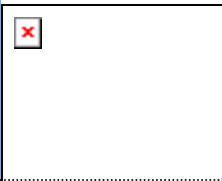
# Outline Agenda

- Introduction to Participants
- Three Previous Community Advisory Group Meetings, July and August 2009
- Segment No. 1 – IL Route 176 to South of Midlothian Road; April 21, 2010
- Segment No. 2 – South of Midlothian Road to South of the EJ&E Railroad; April 28, 2010



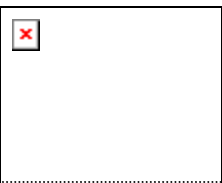
# Outline Agenda

- IDOT Design Criteria
- Cross Sectional Design Elements
- Intersection Improvements
  - IL 60/83, IL 176, and Schank Avenue Triangle
  - Hawley Street
  - Midlothian Road
- Alternatives Developed to Date



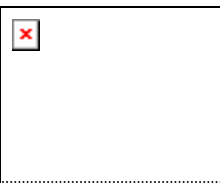
# Who Are We?

## Introductions



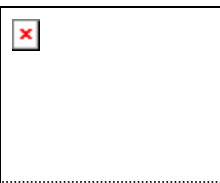
# Recap of Previous Community Advisory Group Meetings

- Three previous CAG meetings
  - July 13, 2009
  - July 28, 2009
  - August 11, 2009
- Traffic Operations and Safety
- Drainage
- Environmental / Wildlife
- Pedestrian / Bike Accommodation
- Problem Statement
- Potential RR Grade Separation



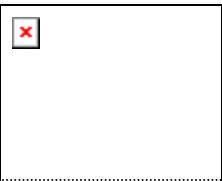
# IDOT Design Criteria

- Suburban Strategic Regional Arterial (SRA)
  - Design Speed - 45 mph
  - Lane Widths – 12'
  - Raised Curb Median Width – 18'
  - Flush Median Width – 12'
  - Outside Concrete Curb and Gutter
  - Sidewalk Width – 5' with 2' minimum behind back of curb



# Cross Sectional Elements

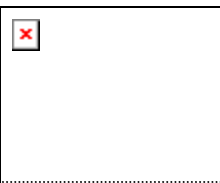
- Continuous Sidewalk on One Side of the Roadway
- Continuous 10' Flat Area Provided on Each Side of the Roadway – Allows for Future Sidewalk or Multi-Use Path



# Meeting Purpose

To Present and Obtain Group Feedback on Design Alternatives Developed to Date

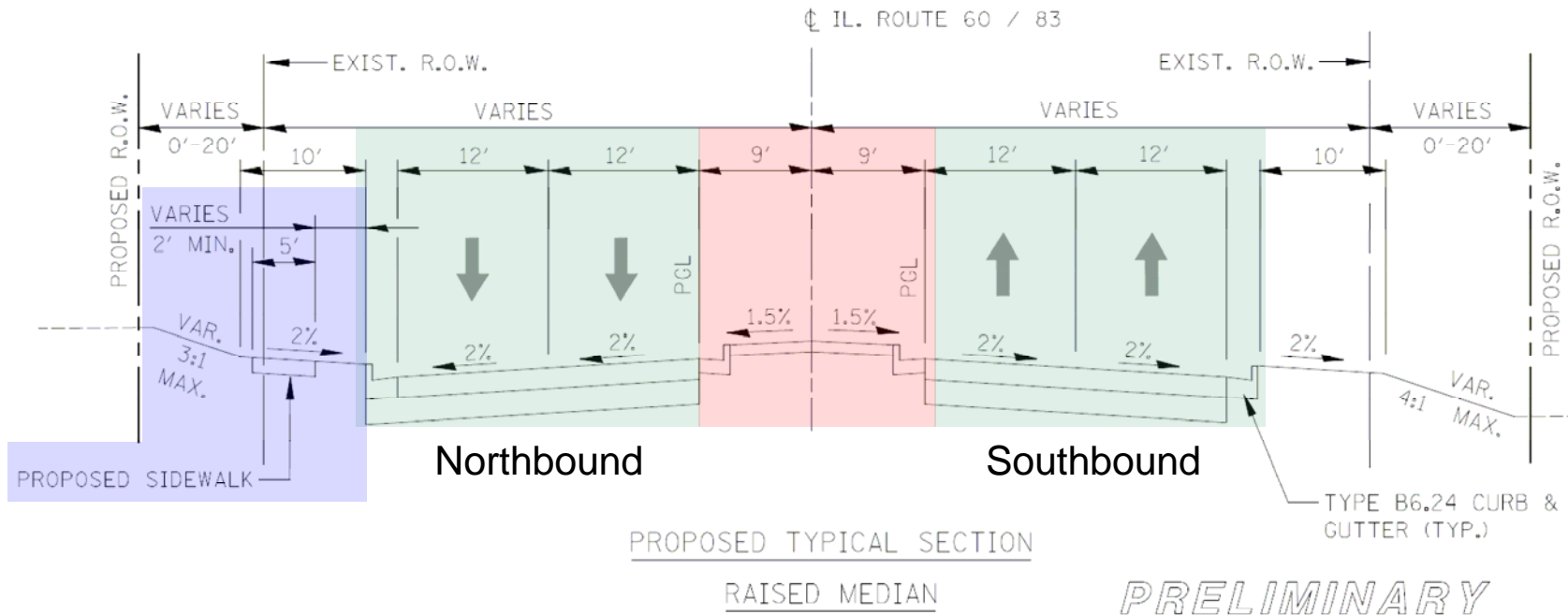
- ***Alternative 1***
  - 18' Raised Curb Median
  - 2-12' Lanes in Each Direction
- ***Alternative 2***
  - 12' Flush Median
  - 2-12' Lanes in Each Direction





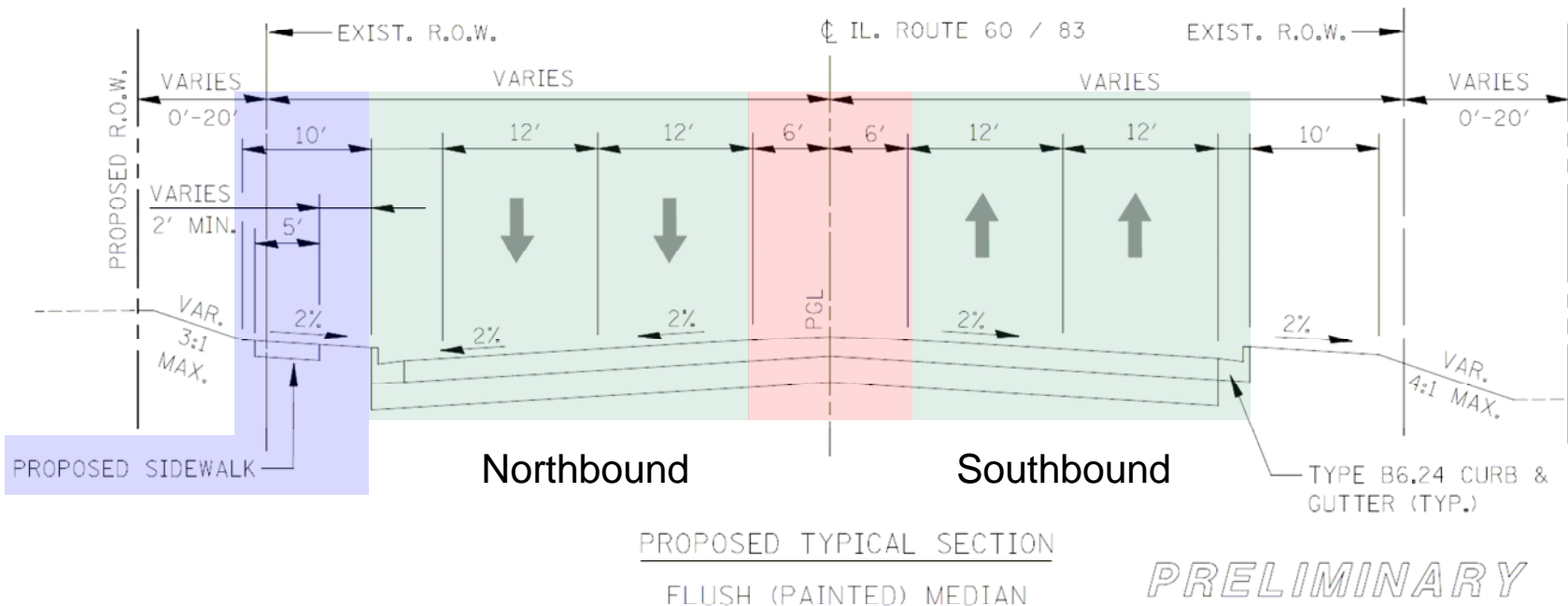
# Alternative 1 Typical Cross Section

- **18' Raised Curb Median**
- **2–12' Lanes in Each Direction with Curb and Gutter**
- **5' Wide Sidewalk**



# Alternative 2 Typical Cross Section

- **12' Flush Median**
- **2–12' Lanes in Each Direction with Curb and Gutter**
- **5' Wide Sidewalk**



*PRELIMINARY*



# Intersection Improvements IL 60/83/176

## • IL 60/83

- Additional Through Lane
- NB Right Turn Lane at IL 83
- Upgrade Traffic Signals
- Longer Turn Bays
- Pedestrians Accommodated

## • IL 176 (Maple Avenue)

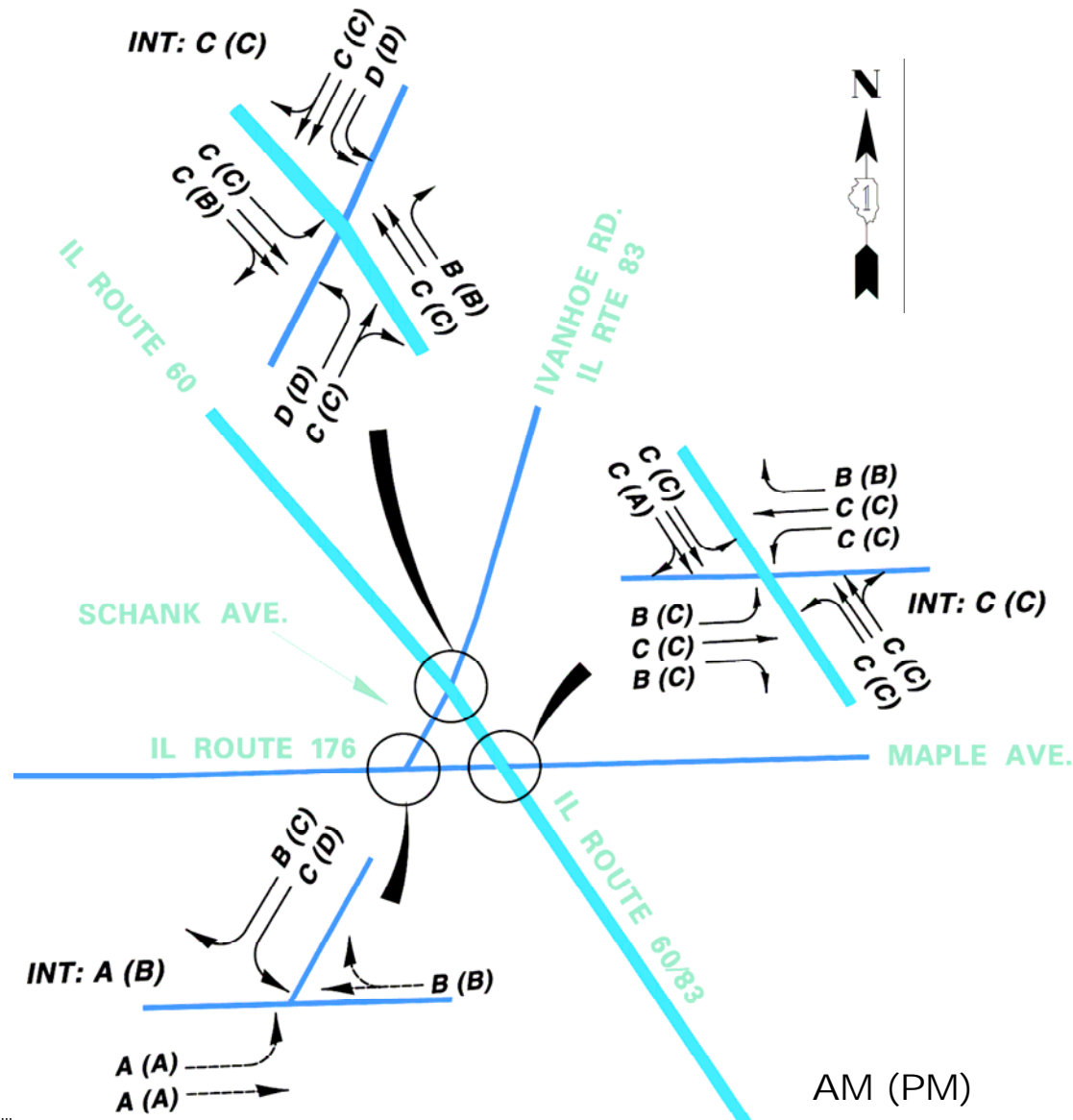
- EB/WB Left Turn Lanes
- EB Right Turn Lane
- Longer Turn Bays
- Upgrade traffic signals

## • IL 83 (Ivanhoe Road)

- SB Dual-Left Turn Lanes to IL 60/83

## • Schank Avenue

- Additional SB Lane
- New Signal at IL 176



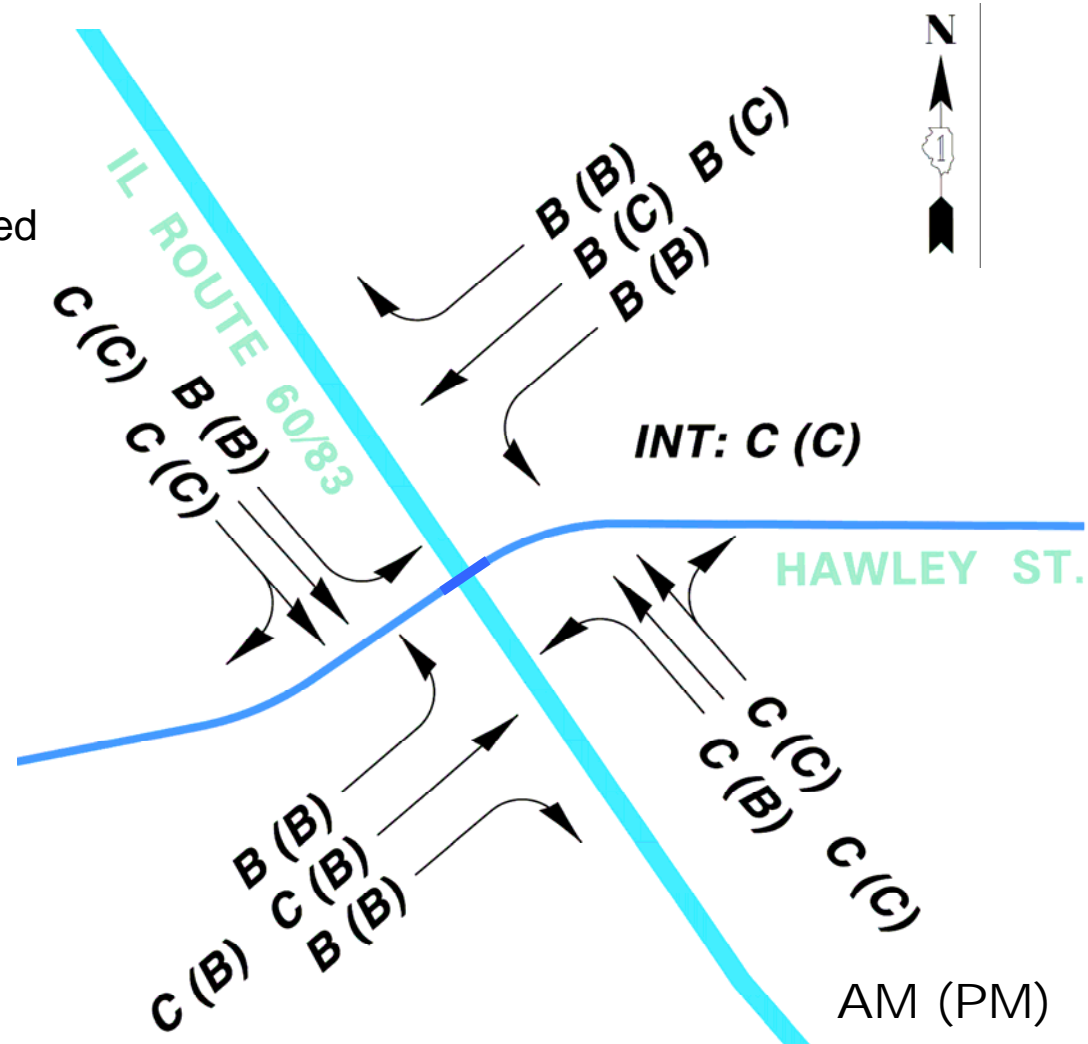
# Intersection Improvements Hawley Street

- **IL 60/83**

- Additional Through Lane
- Longer Turn Bays
- Upgrade Traffic Signals
- Pedestrians Accommodated

- **Hawley Street**

- EB/WB Right Turn Lanes
- Longer Turn Bays
- Upgrade Traffic Signals



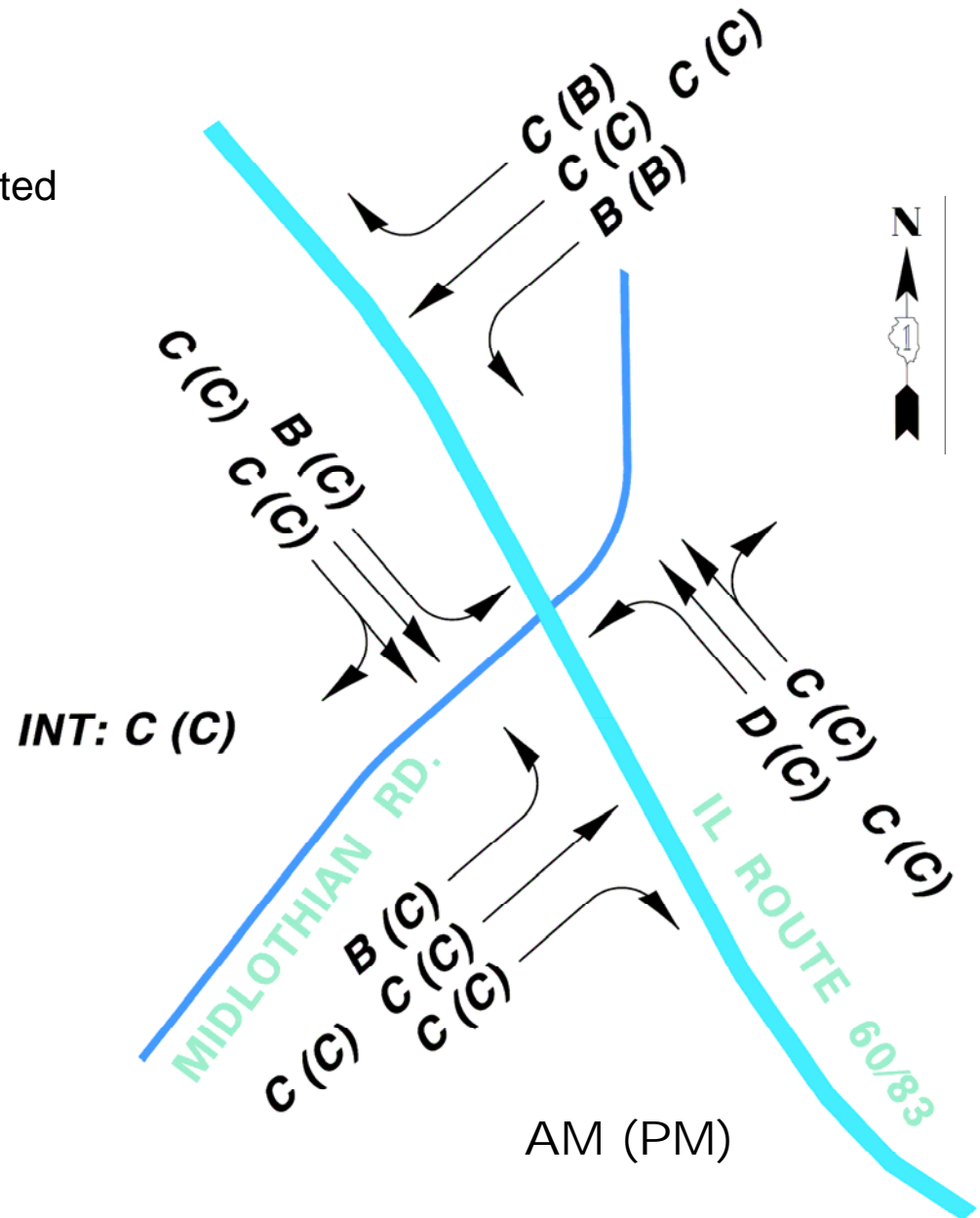
# Intersection Improvements Midlothian Rd

- **IL 60/83**

- Additional Through Lane
- Pedestrians Accommodated
- Upgrade Traffic Signals

- **Midlothian Road**

- Right Turn Lanes
- Longer Turn Bays
- Upgrade Traffic Signals



# Next Meeting

- Summary of Meeting No. 4 Findings
- Focus on Roadway Segment No. 2, Including Grade Separation Alternatives at the Railroad
- CAG Meeting No. 5 – April 28, 10:00 AM
- For more information:  
[www.ilrte6083study.com](http://www.ilrte6083study.com)

