








IL ROUTE 60/83



Community Advisory Group
Meeting No. 7
June 18, 2013




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Outline Agenda

- Introduction of Participants
- Recap of Community Advisory Group Meeting 6 – 1/25/11
- Revised Geometrics (2040 Traffic)
- Updated Crash Analysis (2009 – 2011)
- Present and Obtain Feedback on Proposed Improvements
- Railroad Grade Separation Alternate Analysis
- Schedule and Next Steps
- Project Workshop



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Who Are We?

Introductions








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Previous Community Advisory Group Meetings

- Six Previous Meetings
 - 2009 - July 13th, July 28th, August 11th
 - 2010 - April 21st and April 28th
 - 2011 - January 25th










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Project Location

- Central Lake County
- Villages of Mundelein and Long Grove
- Townships
 - Freemont
 - Libertyville
 - Vernon
- Between IL Route 176 (Maple Ave) and IL Route 60 (Townline Rd)





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Meeting Purpose



To Present and Obtain Group Feedback on the Alternates Prepared to Date


Roadway (Recommended)

- Two 12' Lanes in Each Direction with Curb and Gutter
- 18' Raised Curb Median from IL Route 176 to Circle Dr. and Maple Avenue to Diamond Lake Road
- Two Way Left Turn Lane from Circle Drive to Maple Ave.
- Proposed Turn Lane Improvements at Major Signalized Intersections to Accommodate 2040 Traffic

Railroad

- Alternates Associated with a Potential Railroad Grade Separation



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Geometric Revisions (2040 Traffic)

- CMAP 2040 Traffic Projections (Handout)
- Assumes IL 53 Extension with Interchange at Midlothian Road Southwest of IL 60/83
- IL 60/83 Minor ADT Differences from 2030 Traffic Projections
- Midlothian Road Significant Increase in ADT Compared with 2030
- 2040 Geometric Revisions Shown on Exhibits; Group Discussion to Follow



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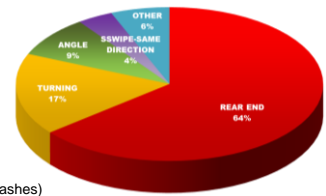


Crash Analysis Update

Traffic Safety

- IDOT Crash Data (2009-2011)
- 371 Reported Crashes
- 45 Injury Crashes
 - 5 – A Injury
 - 40 – B Injury
- 0 Fatal Crashes
- Rear End, Turning & Angle Remain Most Common
- Deficient Ped/Bike Accommodations (3 Ped Crashes)
- Handout Summarizes Locations

Types of Crashes, 2009-2011
IL Route 60/83 Between IL 176 and IL 60



OTHER includes the following crash types: pedestrian, fixed objects, bicycle, head-on, overturned and other.

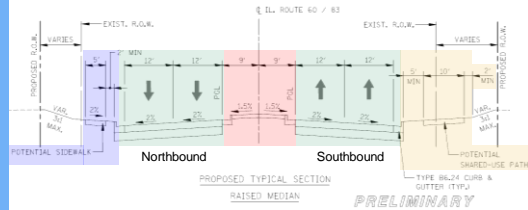


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Typical Cross Section – IL Route 176 to Circle Drive Maple Avenue to Diamond Lake Rd

- 18' Raised Curb Median
- 2–12' Lanes in Each Direction with Curb and Gutter
- 5' Wide Potential Sidewalk (Along Northbound Side)
- 17' Flat Area for Potential Shared-Use Path (Along Southbound Side)

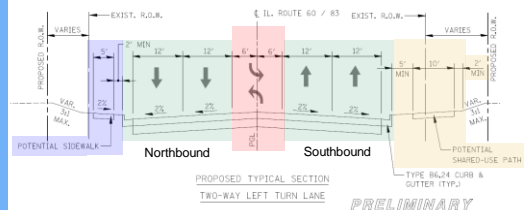


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Typical Cross Section – Circle Drive to Maple Avenue

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Forest Preserve District Considerations

Countryside Golf Course

- Shared Use Path Adjacent to Course
 - Introduces Safety Concerns to Path Users
 - Property and Fence Impacts
 - Drainage and Flooding (North End of Course)
- Measures to Address Concerns
 - Location of Shared Use Path on East Side of Roadway
 - Eliminates potential for Errant Shots to Path Users
 - Minimizes Impacts to Property and Fence Encroachment/Impact
 - Proposed Location Drainage Study includes Outlet Evaluation



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Railroad Grade Separation Study

- IL Route 60/83 Grade Separation Would:
 - Reduce Excessive Traffic Delays and Queues
 - Lengthy Freight Trains Block Crossing Repeatedly
 - Significant Projected Increase in Train Traffic
 - Increase Safety for All Users
 - Conflicts between Trains and Roadway Users are Eliminated
 - Support Emergency Vehicle Response
 - Reduces Fire / Police / Ambulance Response Times



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Railroad Grade Separation Alternatives

Factors / Impacts Considered (Handout)

- Crossing Blockage / Vehicle Delay
- Property Impacts
- Emergency Services
- Environmental Impacts
- Diamond Lake Road Intersection and RR Crossing
- Railroad Operations
- Drainage
- Structures
- Construction Impacts
- Cost
- Other Local / Community Factors – Obtain Feedback



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Railroad Grade Separation Study

Summary of Alternatives Under Evaluation

- ~~Raise RR to Pass Over IL 60/83~~
- ~~Lower RR to Pass Under IL 60/83~~
- ~~Partially Raise RR and Lower IL 60/83~~
- ~~Partially Lower RR and Raise IL 60/83~~
- RR Grade Remains and Lower IL 60/83 (Underpass)
- RR Grade Remains and Raise IL 60/83 (Overpass)
- Maintain At-Grade RR Crossing



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Railroad Grade Separation Alternatives

Three Railroad Crossing Alternates Remain

- IL 60/83 Under the Railroad (Underpass)
 - Required Minimum Vertical Clearance is **14'-9"**
- IL 60/83 Over the Railroad (Overpass)
 - Required Minimum Vertical Clearance is **23'-0"**
- Maintain At-Grade Crossing
 - Four Through Lanes
 - Raised Barrier Median



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Next Steps

- Give Consideration to Findings from Meeting No. 7
- Refine Design Accordingly
- Present Alternatives to Public – Late Summer 2013 (Target)
- Present Preferred Alternate to Public – Fall 2013 (Target)
- Project Website: www.ilrte6083study.com



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Project Workshop Working Session

- Present Preliminary Roadway Geometric Improvements
 - Roll Plot Review as a Group
 - Project – End to End Recap
 - Intersections in Detail
 - CAG Member Areas of Concern
- Present Railroad Grade Separation Alternates Being Considered for Additional Evaluation
 - IL 60/83 Over the Railroad
 - IL 60/83 Under the Railroad
 - Envelope of Area with Impacts to Access (Permanent)
 - Envelope of Area with Impacts to Access (During Construction)
- Public Meeting – CAG Members Involvement



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Questions/Comments

- Questions
- Group Discussion



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