TRANSPORTATION DEFICIENCIES

In addition to the feedback received through the various information sessions, the public meetings held during the December 2008 preannouncement were designed to assist in the identification of specific deficiencies along the roadway as well as to provide an opportunity to engage in public discussion and resolve matters of concern.

The feedback received from the CPG/TAG meetings is another element of stakeholder involvement and participation. The members held workshops similar to those conducted at the December public meeting to develop project elements and suggest options on how to address transportation needs and deficiencies within the project area. The feedback received from the CPG/TAG meetings was to provide an update on project progress, obtain input on the draft Purpose and Need statement, and solicit ideas on how to address transportation needs and deficiencies within the project area.

In addition to input received at the December 2008 Public Meeting, the CPG/TAG recommended that the project include the following elements:

- Pedestrian and bicycle access to schools and transit stops
- Improved access to non-highway businesses
- Enhanced connectivity and multimodal access
- Improved safety
- Environmental protection
- Community benefits

The CPG/TAG also recommended that the project include a review of the project alternatives and a series of large scale aerials at which attendees were encouraged to interact with study team members in a small group setting, ask questions of the presenters, and to suggest modifications to the project.

As a result of available project alternatives has been narrowed and focused on those that would meet the project goals and objectives for the project. The feedback received from the CPG/TAG meetings is another element of stakeholder involvement and participation. The members held workshops similar to those conducted at the December public meeting to develop project elements and suggest options on how to address transportation needs and deficiencies within the project area. The feedback received from the CPG/TAG meetings was to provide an update on project progress, obtain input on the draft Purpose and Need statement, and solicit ideas on how to address transportation needs and deficiencies within the project area.

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The project team works toward identifying and evaluating a wide range of potential solutions so the public can participate in the development of the Preferred Alternative. The Preferred Alternative is the project solution that the IDOT team recommends for further study, in consultation with local and regional agencies, the public, and other stakeholders.

**POSSIBLE ALTERNATIVES**

The project team has identified six potential project alternatives for consideration.

**A1 ALTERNATIVE A1 WIDENS IL ROUTE 131 TO TWO THROUGH LAKES IN EACH DIRECTION**

This alternative involves widening IL Route 131 to two through lanes in each direction. The project length is 10 miles. This alternative includes.

- Two through lanes in each direction
- 10-foot inside shoulder
- Type B-6 curb and gutter
- 5-foot sidewalk
- Median

**A2 ALTERNATIVE A2 USES THE SAME TWO THROUGH LAKES IN EACH DIRECTION AS ALTERNATIVE A1 BUT REPLACES THE 10-FOOT PAVED SHOULDER WITH A 6-FOOT BIKE LANE AND SHARRER**

This alternative replaces the paved shoulder with a 6-foot bike lane and sharer. The shoulder could be reduced from the standard 12 to 10 feet or for a 6-foot bike lane. This alternative would require additional shoulder widths to accommodate bike lanes. Bicycle accommodations would require the addition of bicycle交通 lanes or bicycle accommodations. The shoulder would be reduced by 2 feet on the inside shoulder to accommodate bicycle traffic. This alternative would require additional shoulder widths to accommodate bicycle traffic.

**B1 ALTERNATIVE B1 USES IL ROUTE 131 TO TWO THROUGH LAKES IN EACH DIRECTION AS ALTERNATIVE A1 BUT REPLACES THE 10-FOOT SHOULDER WITH TYPE B-6 CURB AND GUTTER**

This alternative replaces the 10-foot shoulder with type B-6 curb and gutter. The shoulder could be reduced from the standard 12 to 10 feet. This alternative would require additional shoulder widths to accommodate bike lanes. Bicycle accommodations would require the addition of bicycle traffic lanes or bicycle accommodations. The shoulder would be reduced by 2 feet on the inside shoulder to accommodate bicycle traffic. This alternative would require additional shoulder widths to accommodate bicycle traffic.


This alternative replaces the 10-foot shoulder with a median. The shoulder could be reduced from the standard 12 to 10 feet. This alternative would require additional shoulder widths to accommodate bike lanes. Bicycle accommodations would require the addition of bicycle traffic lanes or bicycle accommodations. The shoulder would be reduced by 2 feet on the inside shoulder to accommodate bicycle traffic. This alternative would require additional shoulder widths to accommodate bicycle traffic.