

# IL 60/83



## Public Meeting No. 2

October 22, 2013



Illinois Department of Transportation

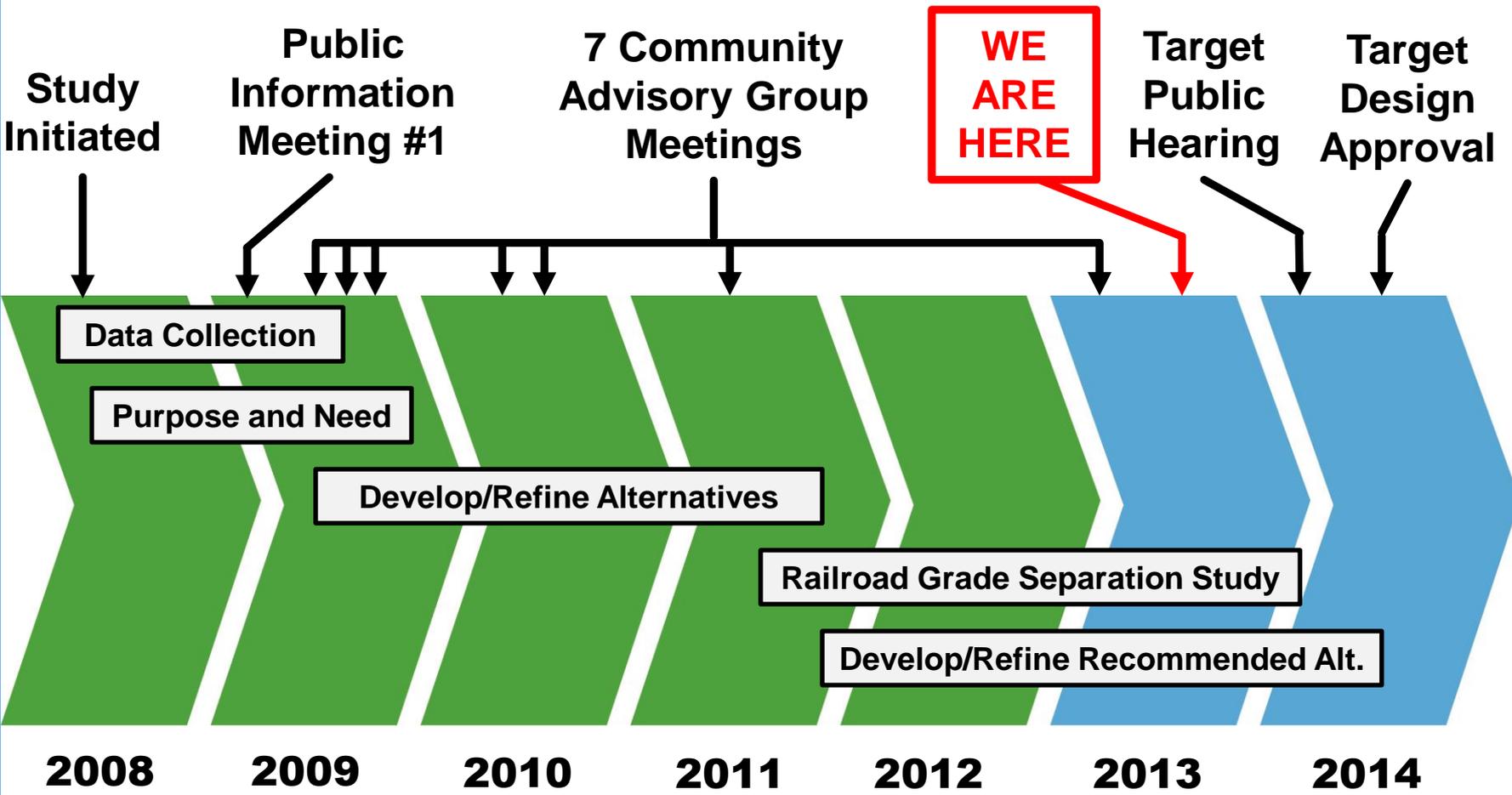


# Welcome/Agenda

- Project Overview
- Study Process Explanation
- Project Schedule
- Explain Development of Alternates
- Present Alternates
- Next Steps

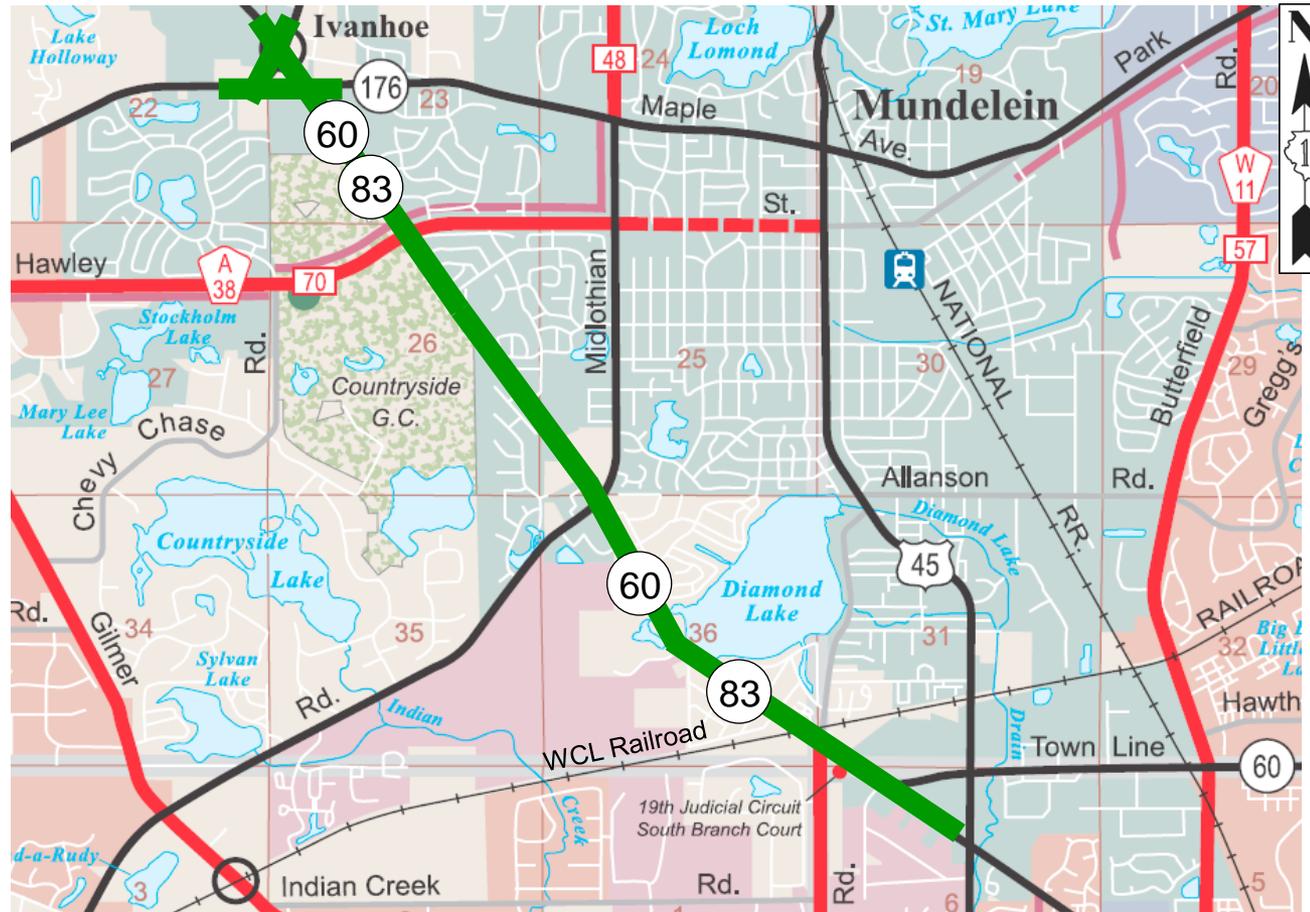


# Project Schedule



# Project Location

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



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# Purpose + Need

- **Safe and Efficient Transportation Facility**

**Improve  
Mobility**

**Safety**

**Update  
Condition  
and Design**

**System  
Linkage**

**Economic  
Development**



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# Purpose + Need

## Roadway Condition & Design

- Two-Lane Rural Highway
- 80-ft to 100-ft Right of Way
- Open Drainage System (Ditches)
- Speed Limits: 35 mph to 50 mph
- Deteriorating Pavement
- Rural vs. Suburban
- No Pedestrian/Bike Accommodation
- Drainage Issues
- Outdated Traffic Signals



IL Route  
60 83



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# Purpose + Need

## Improve Mobility

- Existing IL Route 60/83 Average Daily Traffic (ADT)  
**18,300 – 22,900 Vehicles per Day (VPD)**
- Projected 2040 IL 60/83 ADT  
**21,000 – 27,000 VPD**
- Design Year (2040) – Includes IL 53 Extension



IL Route  
60 83



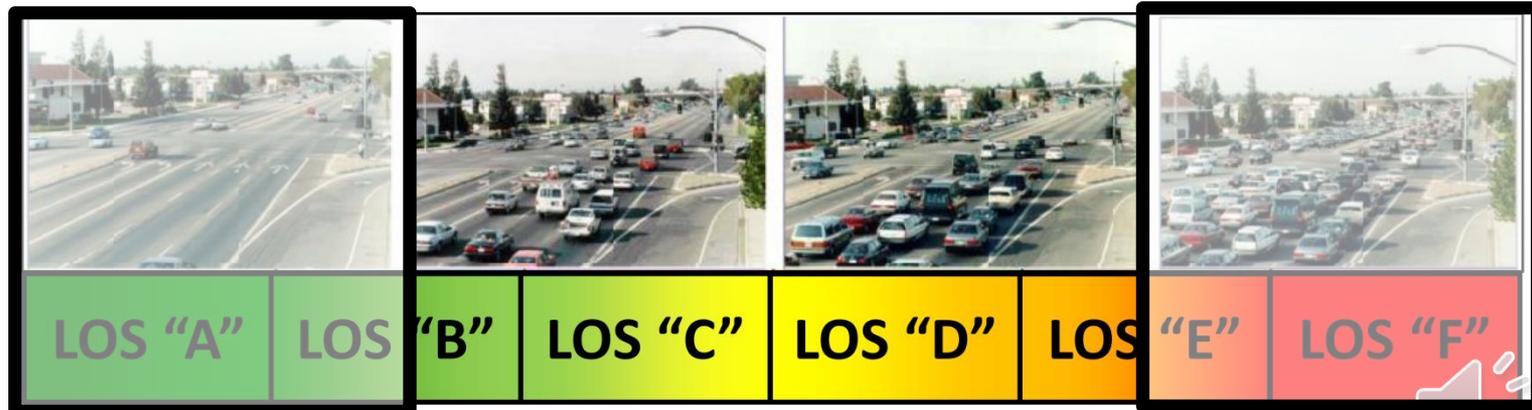
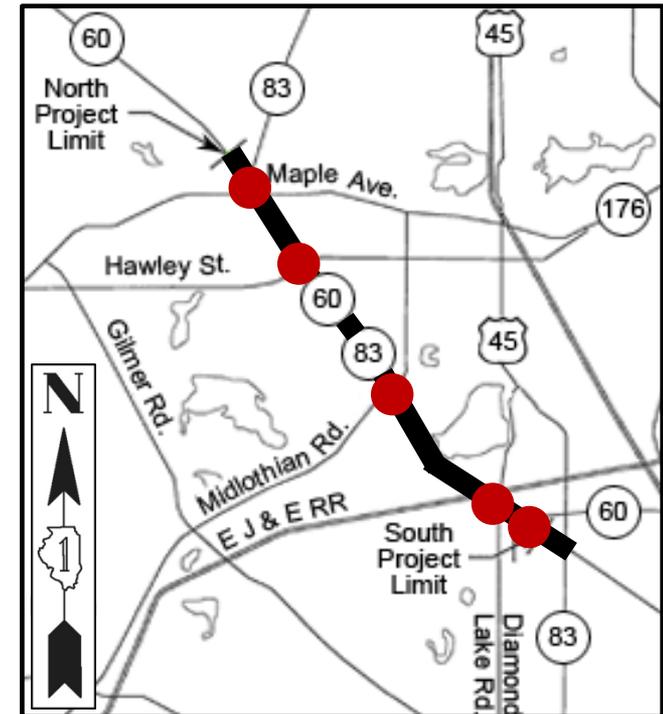
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# Purpose + Need

## Improve Mobility

- Traffic Demand **Exceeds** Existing Roadway Capacity with Excessive Delays and Vehicle Backups
- Delay is indicated by Level of Service (LOS) Rating A to F
- Without Any Improvement, Existing Intersections Will Operate at a **LOS E/F** in the 2040 Design Year



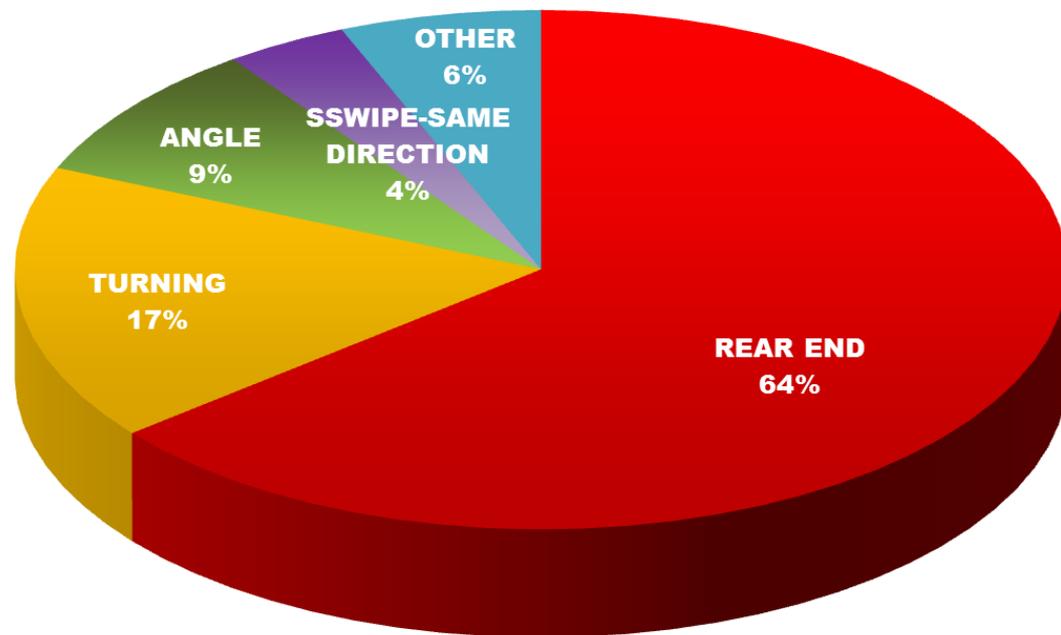
# Purpose + Need

## Safety

- IDOT Crash Data (2009-2011)
- 371 Reported Crashes
- Rear End, Turning & Angle Remain Most Common
- 45 Injury Crashes
- 0 Fatal Crashes
- Deficient Ped/Bike Accommodations (3 Ped Crashes)

## Types of Crashes, 2009-2011

IL 60/83 Between IL 176 and IL 60



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



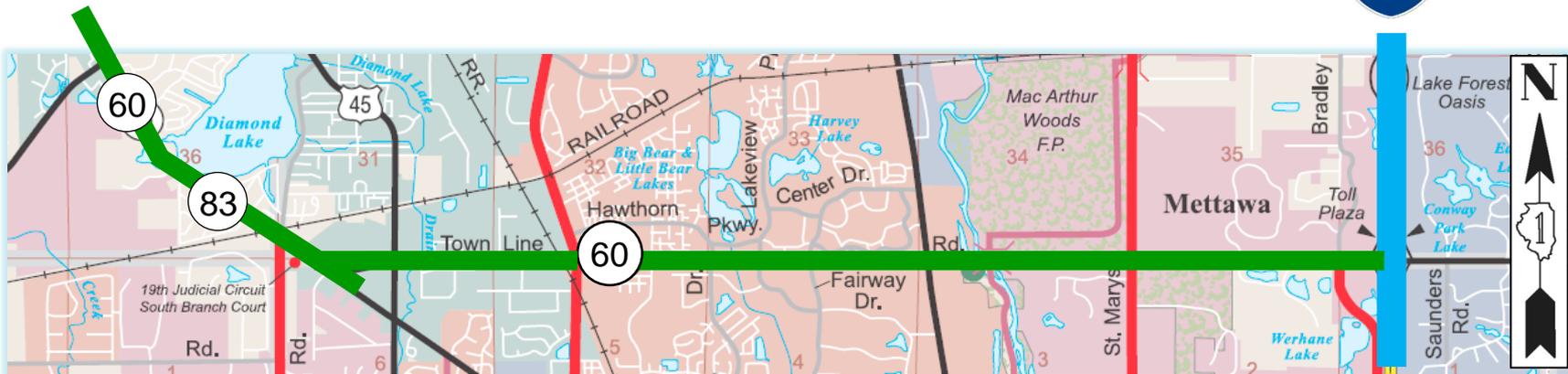
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# Purpose + Need

## System Linkage

- IL 60/83 is classified as a **Strategic Regional Arterial**
- Provides connection between residential/commercial land use west to Job Centers/Office east
- Supports Ongoing and Future Economic and Social Development
- Transportation mobility improvements are essential to preserve region's economic vitality



# Environmental Resources

## Minimize Impact to Sensitive Resources

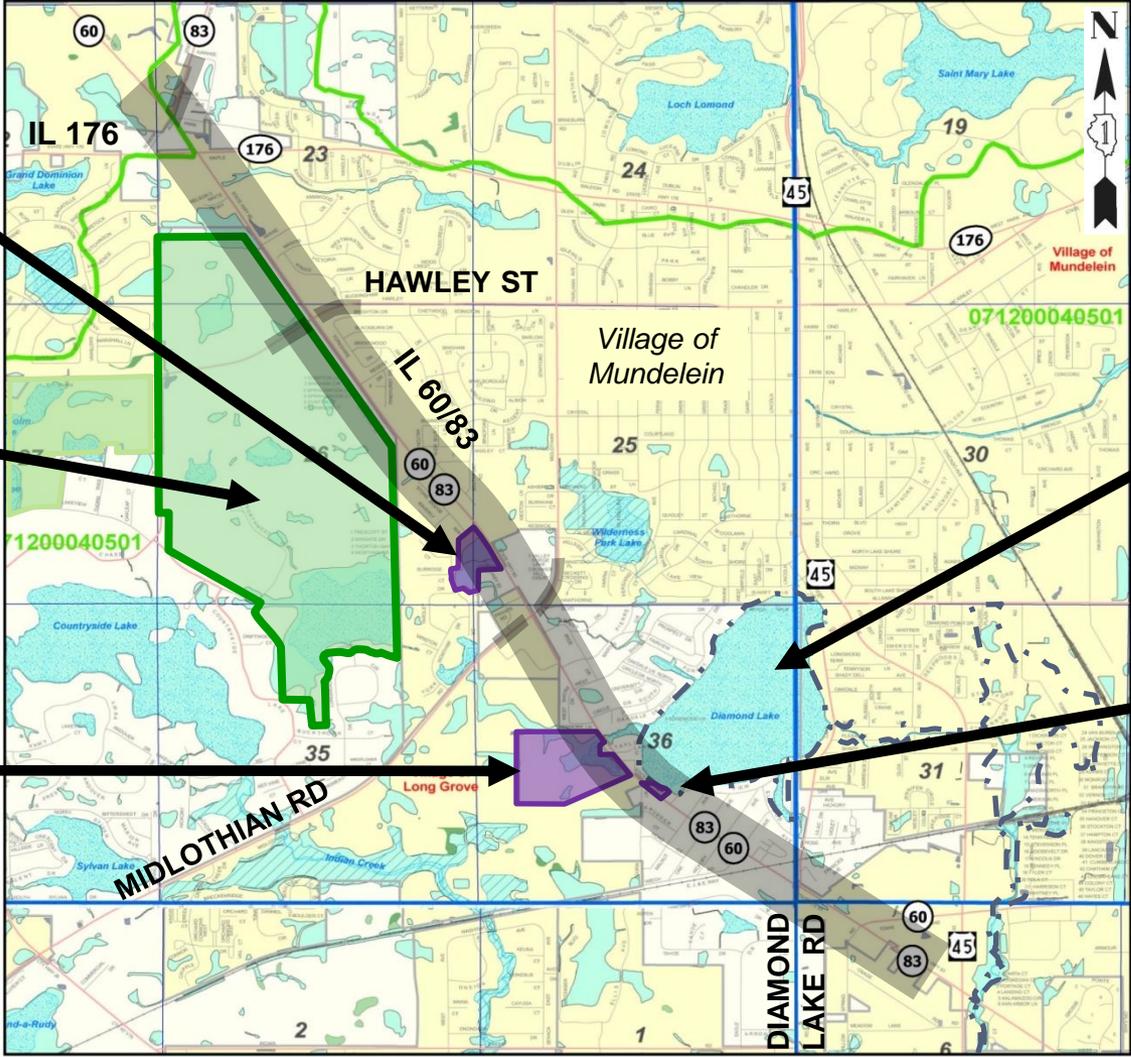
Orchard View Park

Countryside Golf Course

Diamond Lake Sports Complex

Diamond Lake

John Wiech Park



# Roadway Alternates

## Alternates Development Takes Into Account

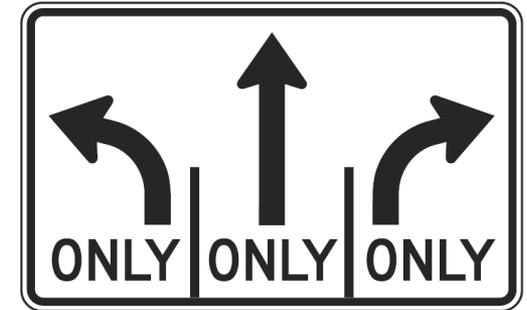
- Stakeholder Input
- Purpose and Need
- Environmental Analysis
- Engineering Analysis



# Roadway Alternates

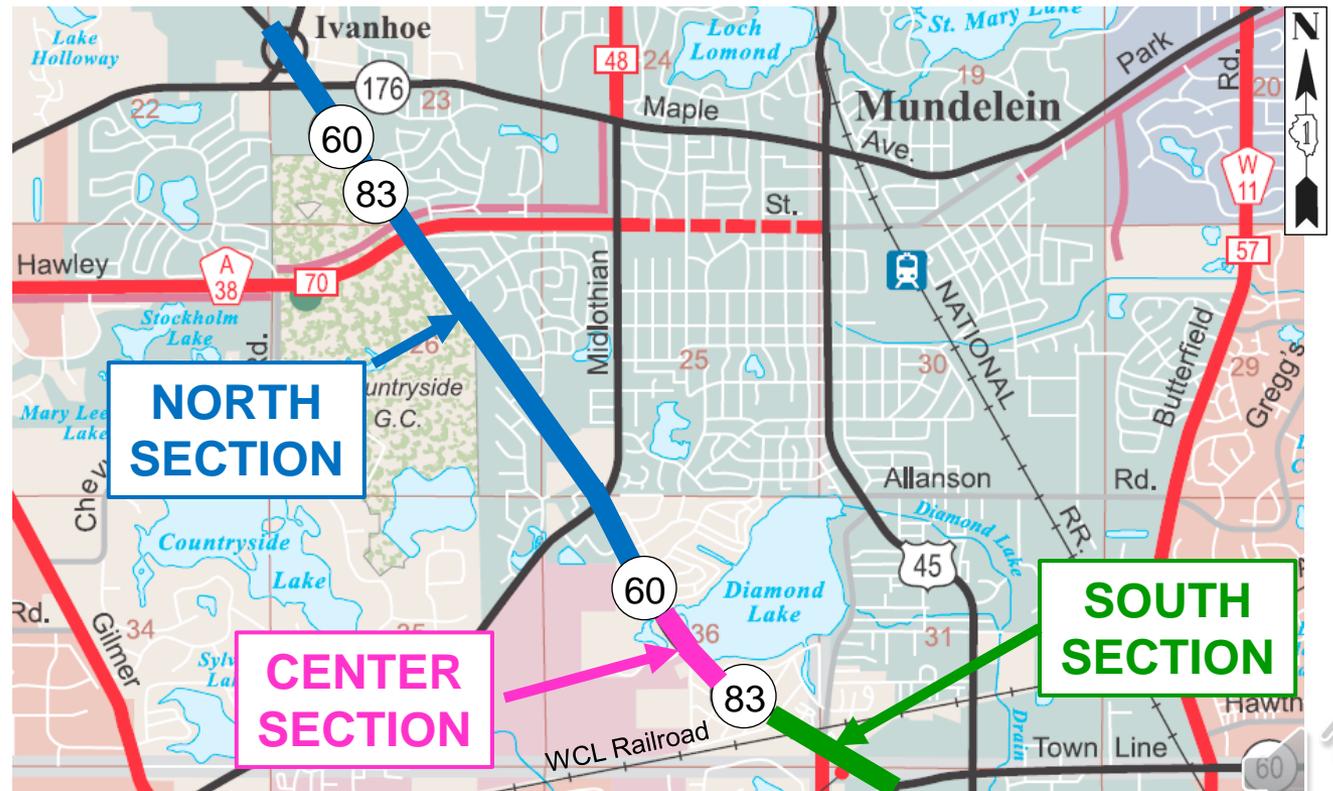
## Design Elements Analyzed with Community Advisory Group

- Lane Configurations
- Median Treatment
- Edge Treatment
- Drainage
- Pedestrian/Bike Needs



# Recommended Cross Section

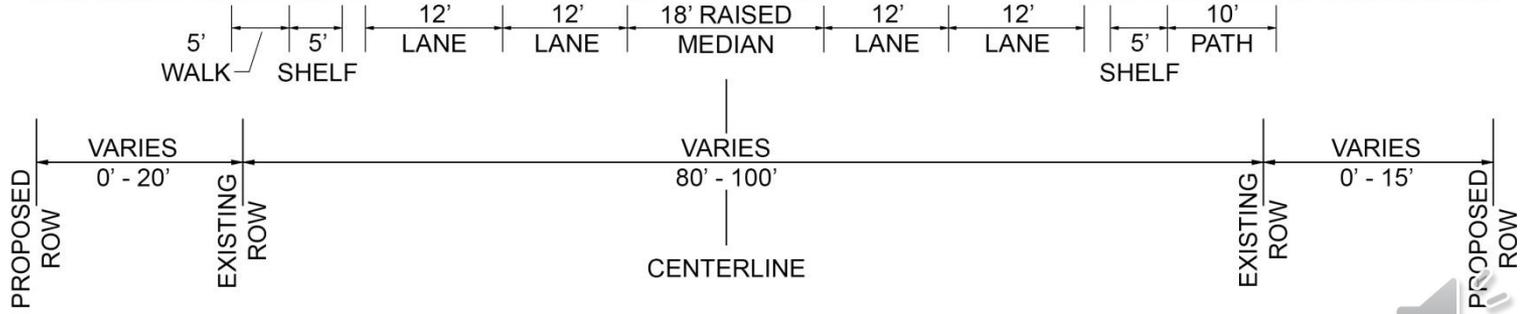
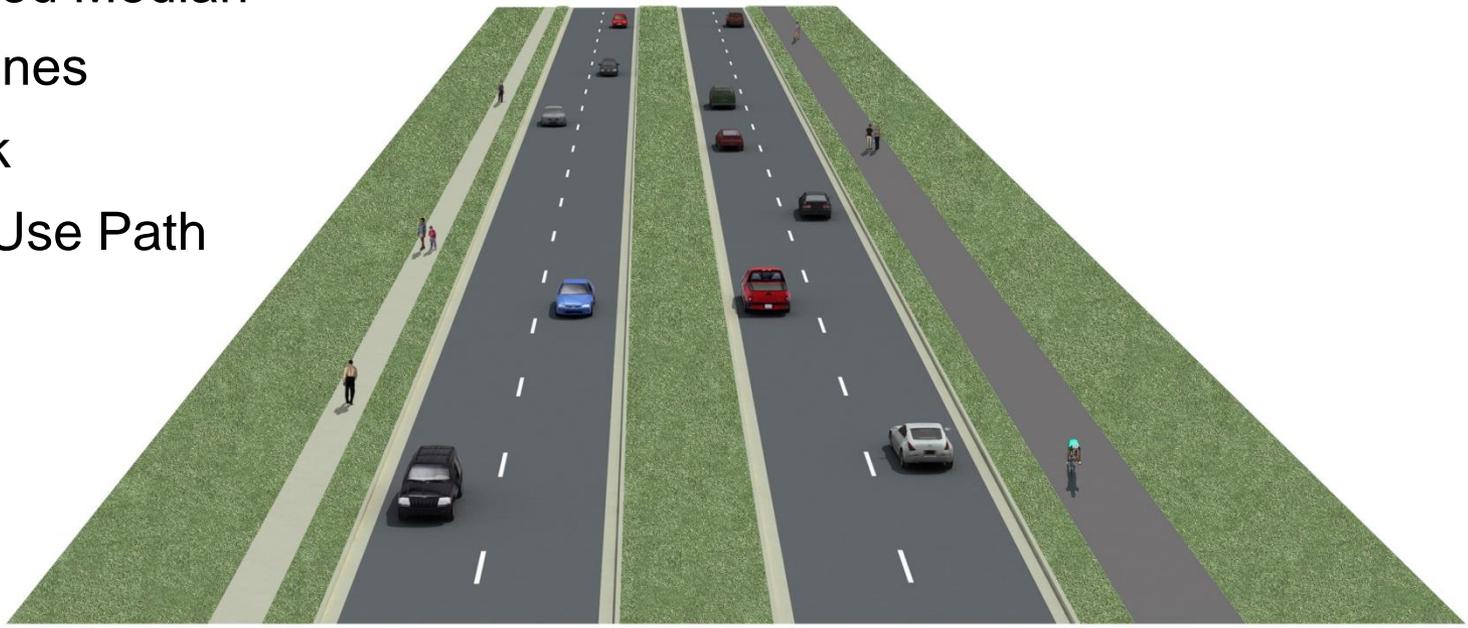
- Cross Section for North, Center and South Sections
  - Minimizes Environmental Impacts
  - Supports the Purpose and Need
  - Contains Design Elements for All Users
  - Minimizes Property Impacts and Right-of-Way Acquisition



# Recommended Cross Section

## NORTH SECTION – IL 176 to Circle Drive SOUTH SECTION – Maple Avenue to IL 60 (Townline Road)

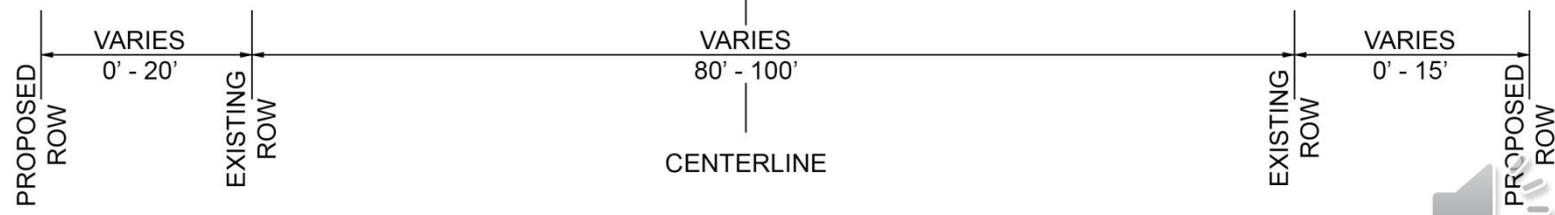
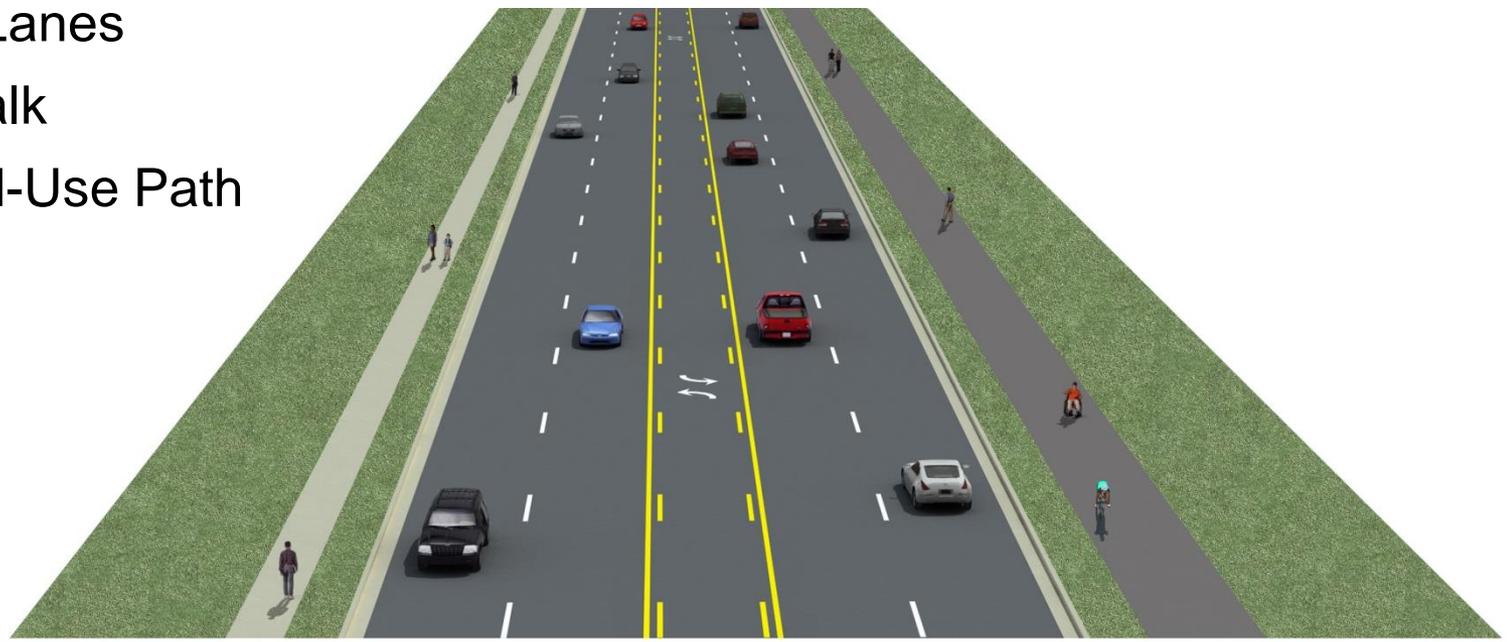
- 18' Curbed Median
- 2–12' Lanes
- Sidewalk
- Shared-Use Path



# Recommended Cross Section

## CENTER SECTION – Circle Drive to Maple Avenue

- 12' Two-Way Left Turn Lane
- 2–12' Lanes
- Sidewalk
- Shared-Use Path



# Railroad Grade Separation Study

- **Benefits of IL 60/83 Grade Separation**
  - Reduce Excessive Traffic Delays and Queues
    - Lengthy Freight Trains Block Crossing Repeatedly
    - Significant Projected Increase in Train Traffic
  - Improve Safety for All Users
  - Support Emergency Vehicle Response



IL Route  
60 83



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# Railroad Crossing Alternates

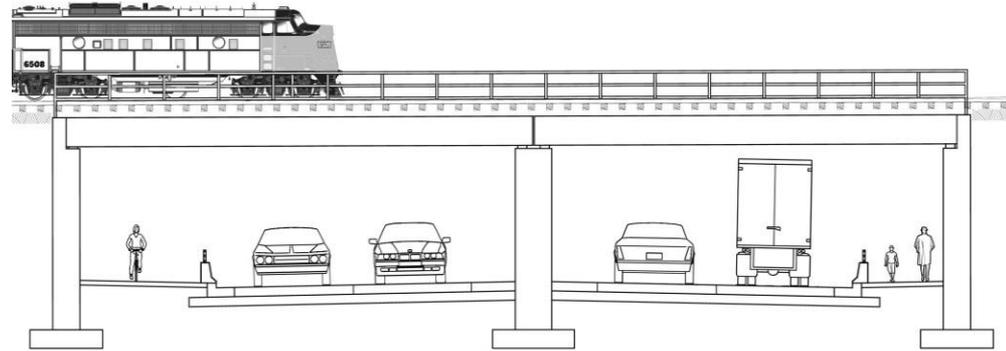
- Summary of Alternates Under Evaluation
  - ~~• Raise RR to Pass Over IL 60/83~~
  - ~~• Lower RR to Pass Under IL 60/83~~
  - ~~• Partially Raise RR and Lower IL 60/83~~
  - ~~• Partially Lower RR and Raise IL 60/83~~
  - RR Grade Remains and Lower IL 60/83 (Underpass)
  - RR Grade Remains and Raise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



# Railroad Crossing Alternates

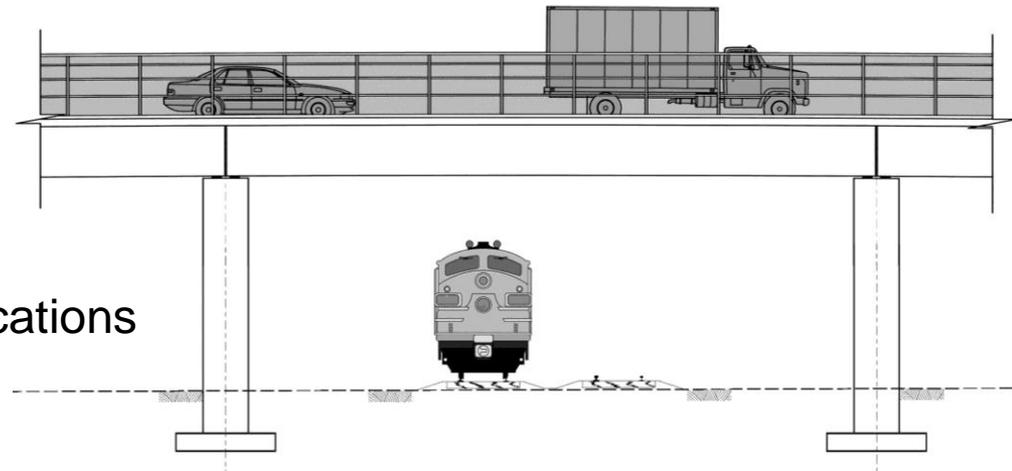
## IL 60/83 Underpass

- Complex Construction Staging
- Long Construction Period
- High Maintenance
- High Construction Costs
- Pump Station or Extended Storm Sewer



## IL 60/83 Overpass

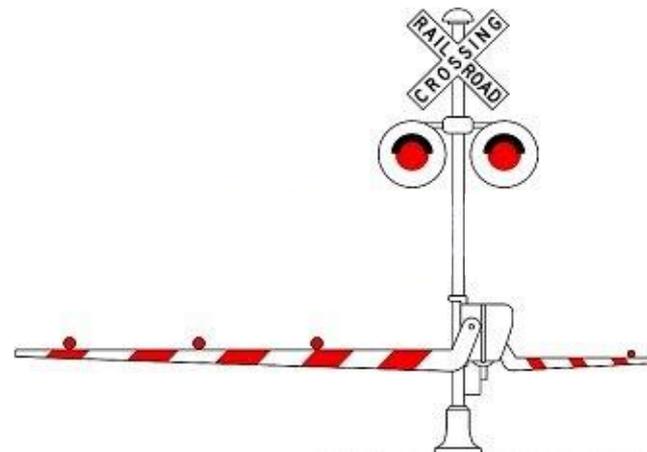
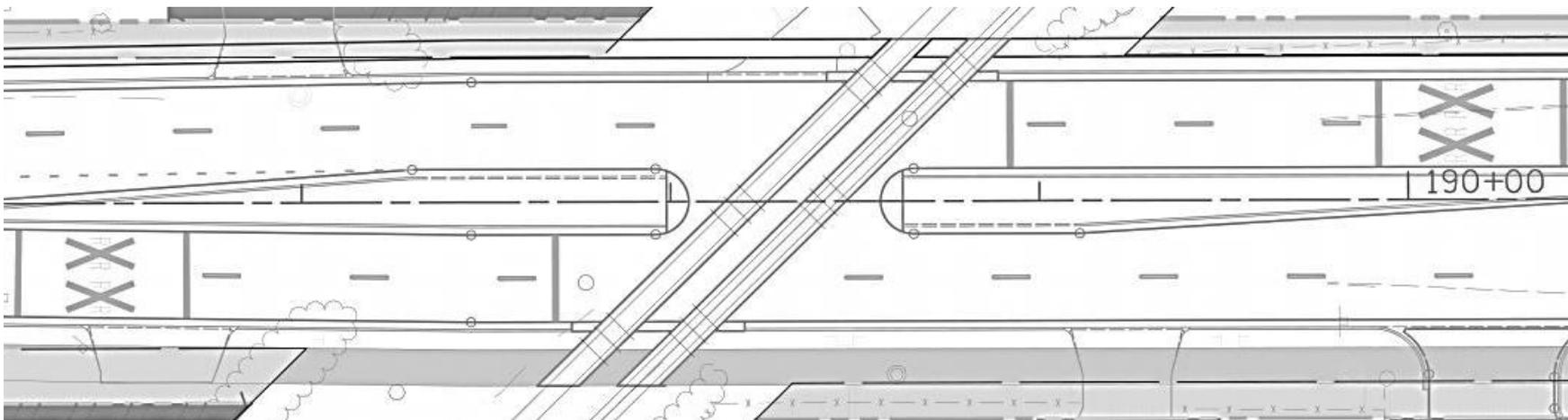
- Shorter Construction Period
- No Pump Station Required
- No Temporary Railroad Modifications



# Railroad Crossing Alternates

## IL 60/83 At-Grade Crossing (4-Lanes)

- Does Not Eliminate Delays or Conflicts



# Land Acquisition Procedures

- **Determine Ownership**
  - Prepare Property Description / Plat of Survey
- **Independent Appraisal**
- **Negotiation**
- **Condemnation**
- **Relocation Assistance When Building Acquired**
  - Advisory/Referral Services
  - Replacement Housing Payments
  - Reimburse Moving Expenses



# Land Acquisition Types

- **Fee Simple**
  - Acquisition of all rights and interest
- **Permanent Easement**
  - Ownership is retained by property owner
  - IDOT is allowed use of property to construct and maintain facilities
- **Temporary Easement**
  - Ownership is retained by property owner
  - IDOT is allowed to construct minor improvements



# Upcoming Schedule

- Obtain Feedback and Continue Refinement of Railroad Grade Separation Alternates
- Public Hearing, Early 2014 (Target)
  - Land/Property Impacts, Environmental Constraints, Sustainable Design, Water Quality, Drainage, Noise
- Project Design Approval, Mid 2014 (Target)



# How Do I Get Involved ?

- Review Exhibits – Located in the Adjacent Room
- Review Project Brochure
- Submit Written Comments by November 5, 2013
- Visit Our Website For Additional Information  
***[www.ilrte6083study.com](http://www.ilrte6083study.com)***



# THANK YOU!



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