

**IL ROUTE 60 / 83
COMMUNITY ADVISORY GROUP
SUMMARY DOCUMENT
MEETING NO. 6 – JANUARY 25, 2011**

The primary purpose of this Community Advisory Group meeting was to discuss the following: changes in state law relative to bicycle and pedestrian access, commonly referred to as “Complete Streets”, associated study requirements, recommended criteria, and a review of exhibits to discuss impacts required to accommodate the design criteria. The following comments were received from members of the Community Advisory Group:

- **Drainage**

- Members of the Community Advisory Group noted concerns about additional stormwater generated from the proposed roadway and off road shared use path improvements and the quality of the stormwater that may ultimately contribute to Diamond Lake.
- The Project Study Group responded that stormwater from all proposed improvements would be evaluated for conveyance and stormwater management/detention in accordance with IDOT policy, including controlled discharge rates. Another consultant member from within the Project Study group will obtain actual water samples from Diamond Lake in order to establish an existing water quality baseline. That consultant will be responsible for recommending Best Management Practices for water quality.

- **Environment**

- Members of the Community Advisory Group noted concerns with the possibility of increased noise as a result of the roadway and shared use path improvement project, and the impacts that increased right of way takes will have on vegetation and berm buffers currently in place.
- The Project Study Group responded that a noise analysis would be conducted at various sensitive receptor locations along the project corridor. Appropriate noise mitigation measures, such as noise walls, would be provided if warranted by IDOT policy.

- **Right of Way Acquisition**

- The Project Study Group noted that additional right of way acquisition would be required in addition to what was previously presented at certain locations due to the new Complete Streets design criteria. Additional right of way acquisition locations are primarily along the southbound side from Hawley Street to the railroad to accommodate the off-street shared-use path.

- **Traffic Operations**

- Members of the Community Advisory Group asked if there would be any new traffic signals as part of the improvement.
- The Project Study Group responded that the only new traffic signal proposed within the study area would be at Schank Avenue and IL Route 176. Traffic signals do not meet warrants, per IDOT policy, at any other locations.
- The Community Advisory Group mentioned a previous report (Strategic Regional Arterial Report) that depicted the Circle Drive intersection as being signalized.

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- The Project Study Group responded that the previous report recommended consolidation of access for the residential subdivision with access closed from all other streets except for Circle Drive, and included installation of a traffic signal. This current study has evaluated traffic operations with the proposed Strategic Regional Arterial geometry and has determined that traffic signal warrants are not met; consequently, a new traffic signal is not justified.

- **Alternative Modes of Transportation**
 - The general consensus of the Community Advisory Group was that the potential continuous sidewalk as proposed on the northbound side was desirable.
 - The general consensus of the Community Advisory Group was that the off street shared-use path on the Southbound side of the roadway was desirable as it provided connectivity between commercial properties, residential homes, parks and the existing bike path along Hawley Street. Some members thought that a potential path on the Northbound side may be beneficial due to high residential density on that side of the roadway.

- **Traffic Safety**
 - Members of the Community Advisory Group noted concern about the safety at Martin Drive. They stated that there is a significant amount of cut through traffic at Martin Drive and that an unsafe condition is being caused by left turning vehicles. The Community Advisory Group would like the intersection to be signed for a right-in/right-out configuration.
 - The Project Study Group understands the concern and stated the proposed improvement with a raised median at this location would prohibit left turns in and out of Martin Drive.
 - The Community Advisory Group responded that they would like something done now as an interim improvement.
 - IDOT stated that they would present the concern to the Bureau of Traffic to see if any interim intersection improvements could be performed to prohibit left turning vehicles to and from Martin Drive.

- **Railroad Grade Separation**
 - The Project Study Group stated that the Village of Mundelein has recently transmitted a letter to IDOT requesting consideration for a more detailed study of railroad grade separation alternates in the form of a feasibility study, which could be incorporated into the IL Route 60/83 Phase I study. The Village has noted that they would be willing to consider participating in the cost of this expanded level of detail.