Item #11:
Village President Rodriguez
B. IL Route 22 Widening

Illinois Route 22
Quentin Road to Illinois Route 83
Lake County

Preliminary Evaluation of Proposed Pedestrian and Bicycle Accommodations in Long Grove

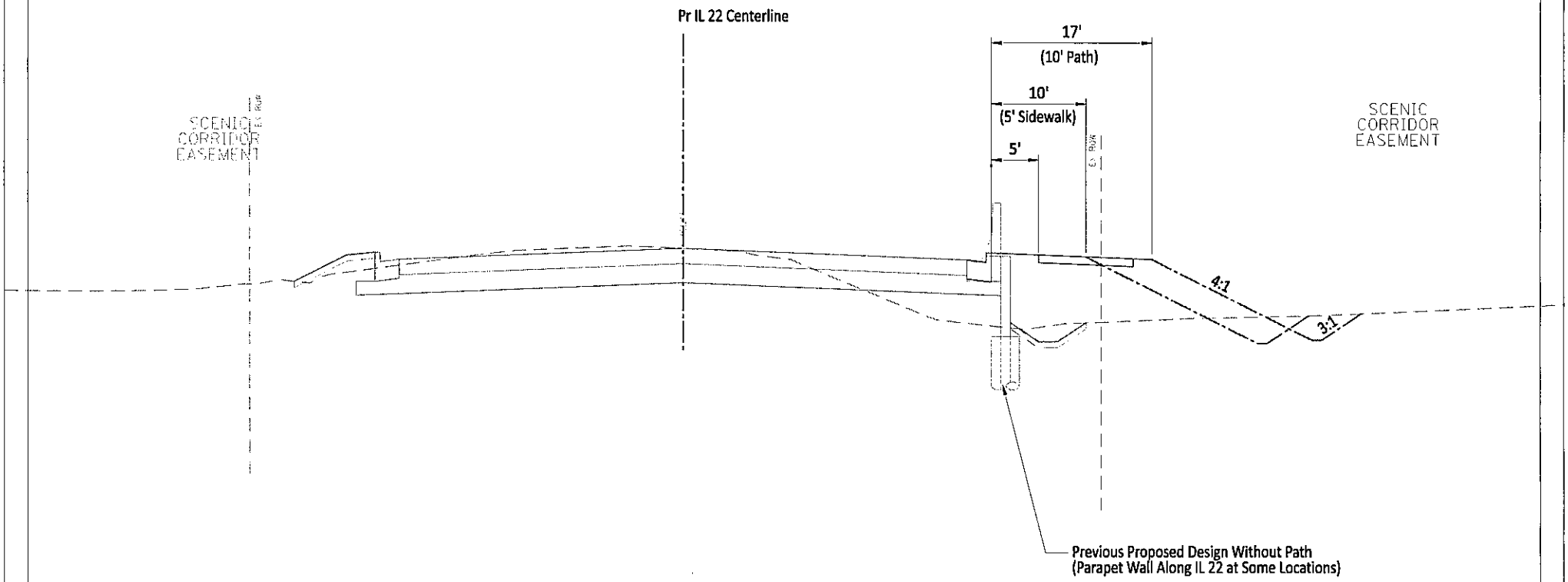
A ten-foot multi-use path is proposed along the south side of IL 22 from Quentin Road to Old McHenry Road and will provide connections to the Egret Marsh and Heron Creek Forest Preserves along the south side of IL 22. A future path along Quentin Road by Lake County as well as the future path by Long Grove along Old McHenry Road would provide additional connections to the south. An existing five foot aggregate path along the south side of IL 22 is located between Old McHenry Road and Oak Creek Lane. Completing the sidewalk/path from Old McHenry Road to Heritage Lane would provide direct connectivity to neighborhoods that have intersections with IL 22. Old McHenry Road and N. Krueger Road will be signalized with ped/bicycle crossing accommodations. Discussion below is for south side of IL 22 only. It is assumed that grading is allowed in SCEs for construction of ped/bicycle accommodations and elimination of retaining walls, where possible. Trees referred to in this table are the species listed in the Village's protected list. Tree replacements can be with species from the Village's protected list.

IL 22 Section	**No Pedestrian or Bicycle Accommodation**	**5' Sidewalk** (5' Grass Parkway + 5' PCC Sidewalk= 10' from Curb)	**10' Multi-Use Path** (5' Grass Parkway + 10' Path + 2' Shoulder = 17' from Curb)
Old McHenry Road to N. Krueger Road/Blackhawk Lane See Cross Section Exhibit 1	2 Retaining Walls (750' which includes 250' of parapet wall along roadway edge.) 15 Tree Removals (Walls do not save trees) No Existing Berms	No Retaining Walls 19 Tree Removals (Walls would not save trees) No Existing Berms	No Retaining Walls 21 Tree Removals (Walls would not save trees) No Existing Berms
N. Krueger Road/Blackhawk Lane to Willowbrook Road See Cross Section Exhibit 1 and 2 (Nature Preserve)	3 Retaining Walls (1,100') 20 Tree Removals (Walls do not save trees) No Existing Berms	2 Retaining Walls (950' for creek, wetlands and Nature Preserve) 23 Tree Removals (Walls do not save trees) No Existing Berms	2 Retaining Wall (950' for creek, wetlands and Nature Preserve) 27 Tree Removals (Another 100' wall would save 3 trees) No Existing Berms
Willowbrook Road to Heritage Lane See Cross Section Exhibit 3	3 Retaining Walls (1,850'which includes 500' of parapet wall along roadway edge. 1 Tree Removal (Walls do not save trees) 5 Existing Berms	Berm reductions with no walls, otherwise 4 walls (up to 2,350'). See Note 1. 3 Tree Removals (Walls would not save trees) Berm height reduction varies, some substantially without wall.	Berm reductions with no walls, otherwise 4 walls (up to 2,650') See Note 1. 3 Tree Removals (Walls would not save trees) Berm height reduction varies, some substantially without wall.

Note 1: The proposed walls for these four locations could possibly be landscape block (to be determined in Phase II) since they are retaining berms adjacent to roadway and would not be excessively tall. These walls also minimize encroachment into four wetlands.

By: Scott Czaplicki – IDOT/Consultant

Date: October 24, 2010

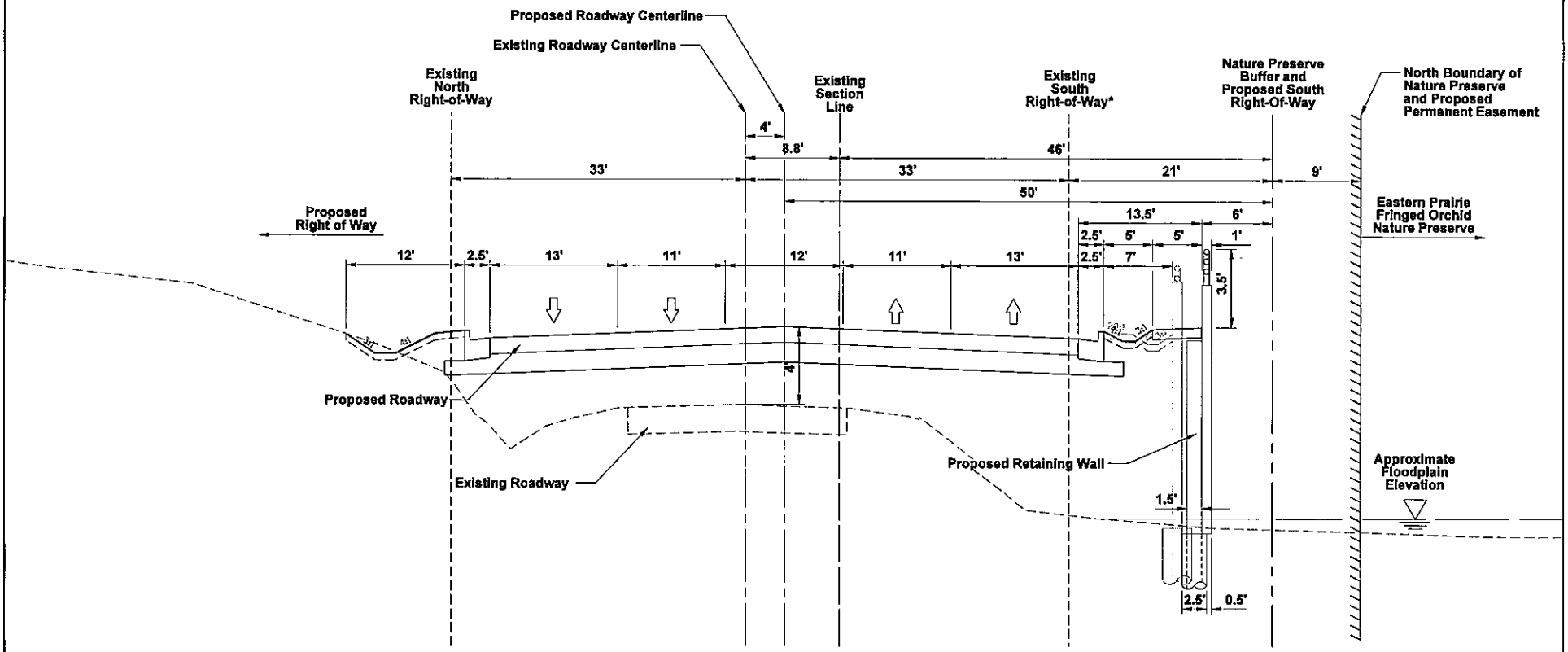


ILLINOIS ROUTE 22

Sidepath Options
Stations 111+00, 122+00, 133+00, 138+00
(West of Orchid Preserve)

EXHIBIT 1

11-3-2010



Notes
* No Right-of-Way records found. Assumed 33 feet based on October 11, 1995 correspondence between INPC and IDOT.

Illinois Department of Transportation

Illinois Route 22
Quentin Road to Illinois Route 83

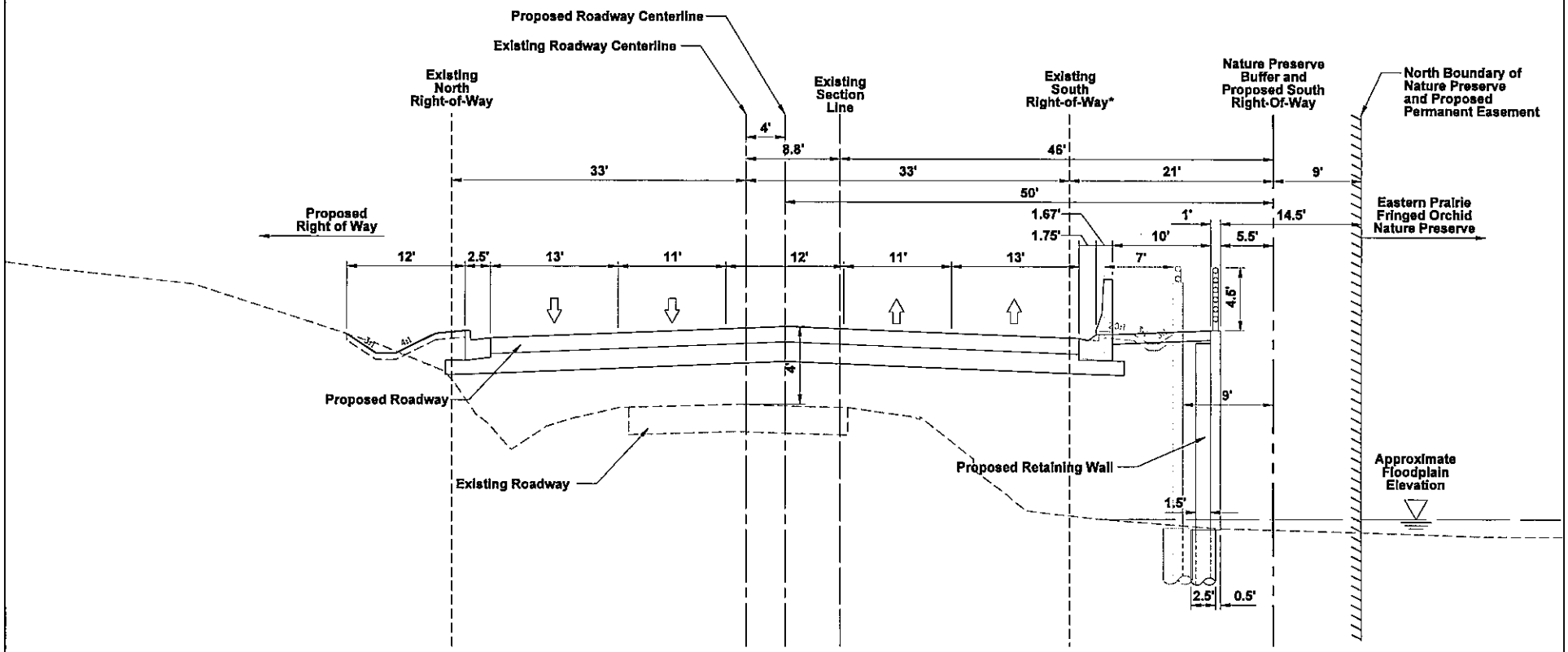
ILLINOIS ROUTE 22 CROSS SECTION
STATION 146+00

PATH OPTION C (5' SIDEWALK)

CIVILTECH

Date: 01/29/2009
Revised: 11/05/2010

EXHIBIT C



Notes
*** No Right-of-Way records found. Assumed 33 feet based on October 11, 1995 correspondence between INPC and IDOT.**

Illinois Department of Transportation

Illinois Route 22
Quentin Road to Illinois Route 83

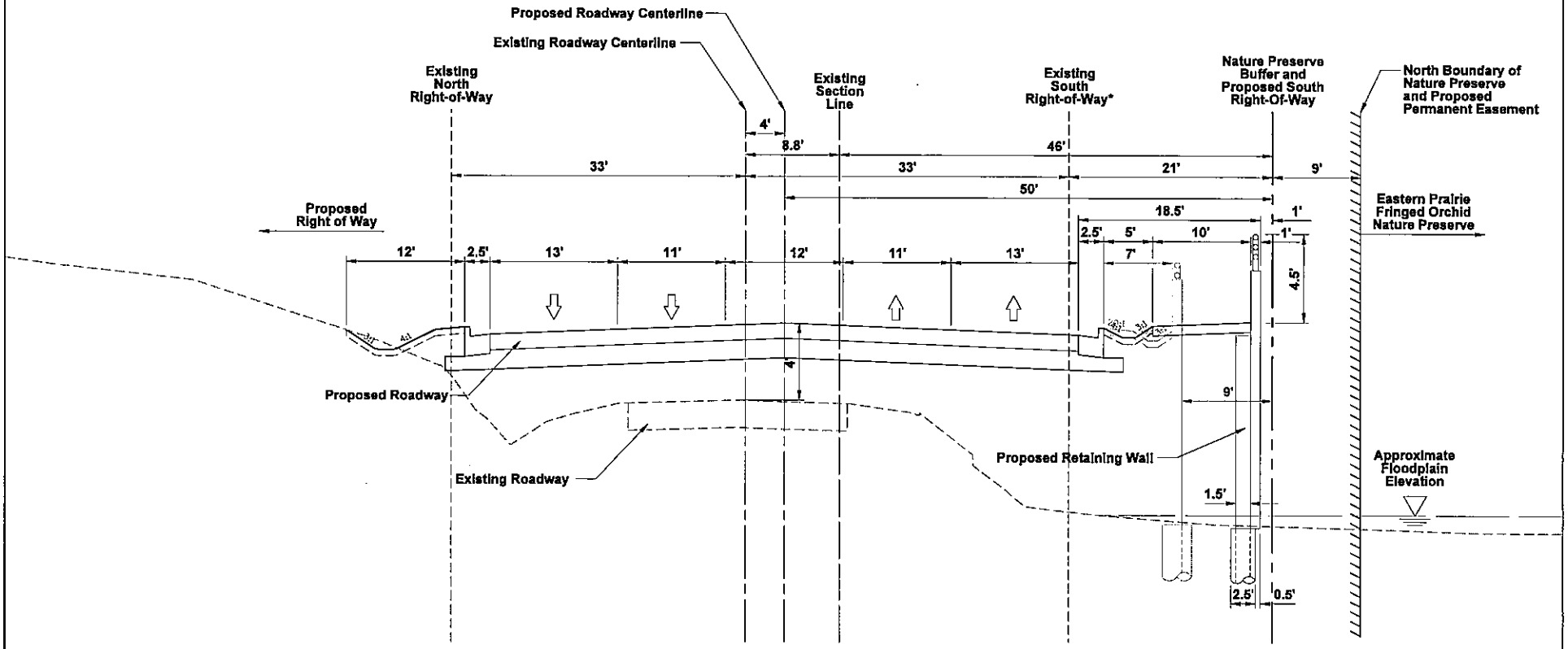
ILLINOIS ROUTE 22 CROSS SECTION
STATION 146+00

PATH OPTION A (10' SIDEPATH)

CIVILTECH

Date: 01/29/2009
Revised: 11/05/2010

EXHIBIT A



Notes
* No Right-of-Way records found. Assumed 33 feet based on October 11, 1995 correspondence between INPC and IDOT.

Illinois Department of Transportation

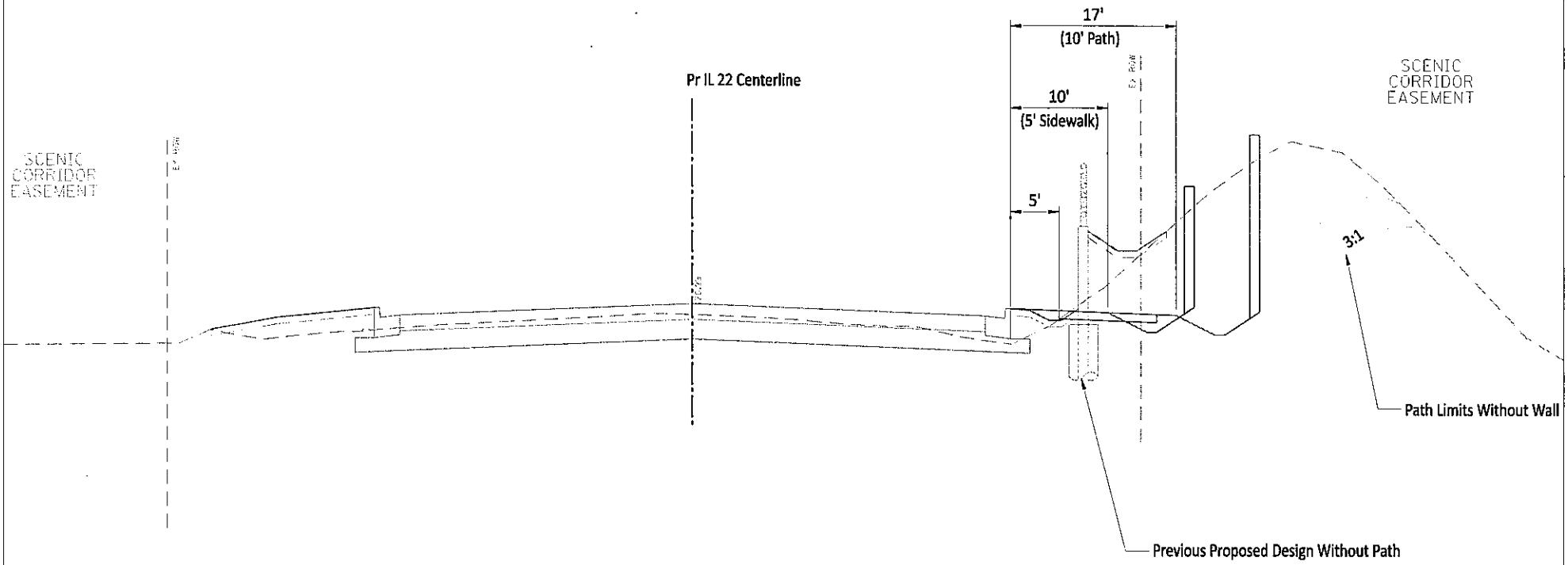
Illinois Route 22
Quentin Road to Illinois Route 83

ILLINOIS ROUTE 22 CROSS SECTION
STATION 146+00
PATH OPTION B (10' SIDEPATH)

CIVILTECH

Date: 01/29/2009
Revised: 11/05/2010

EXHIBIT B



ILLINOIS ROUTE 22

Sidepath Options

Stations 154+00, 161+00, 168+00, 170+00, 174+00

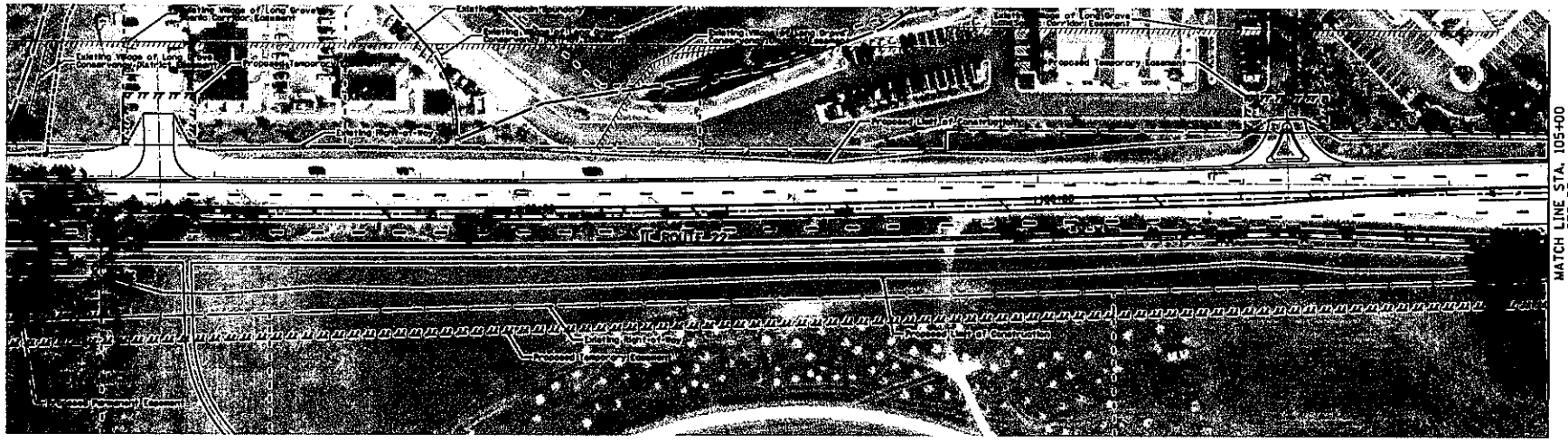
(Berms East of Orchid Preserve)

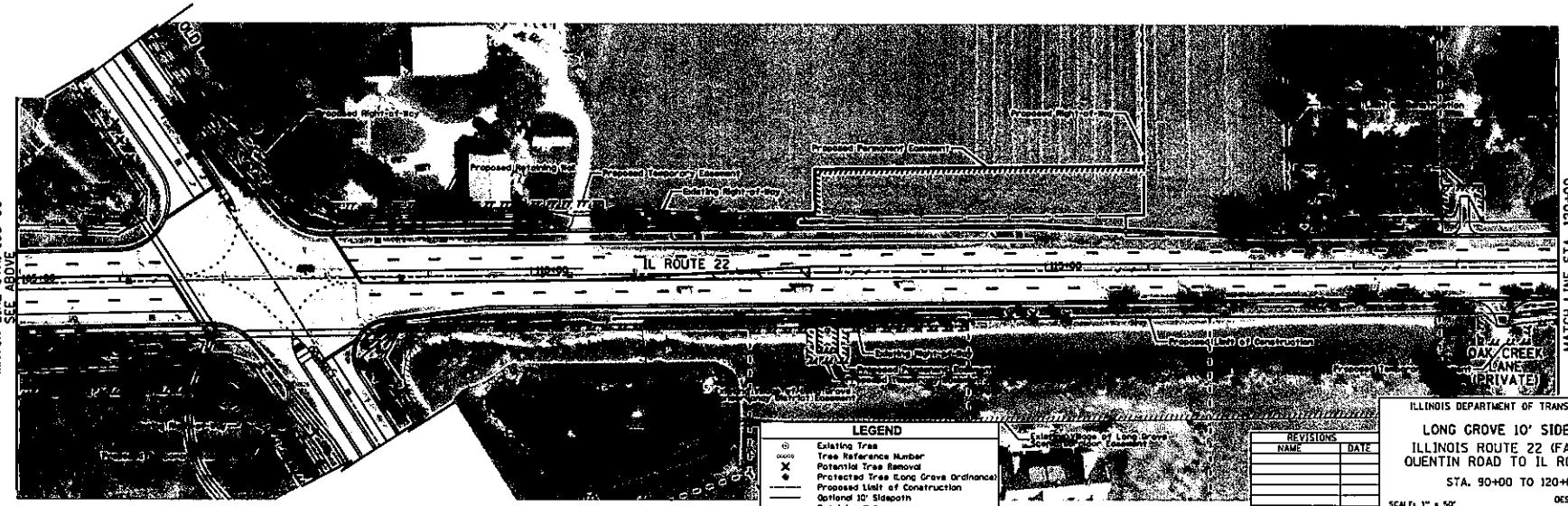
EXHIBIT 3

11-3-2010

PRELIMINARY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
337		LAKE	3	1
STA. 90+00		TO STA. 120+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	





LEGEND

- Existing Tree
- 0000 Tree Reference Number
- Potential Tree Removal
- Protected Tree (Long Grove Ordinance)
- Proposed Limit of Construction
- Optional 10' Sidepath
- Retaining Wall
- Approximate Existing Berm Location

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

LONG GROVE 10' SIDEPATH

ILLINOIS ROUTE 22 (FAP 337)

QUENTIN ROAD TO IL ROUTE 83

STA. 90+00 TO 120+00

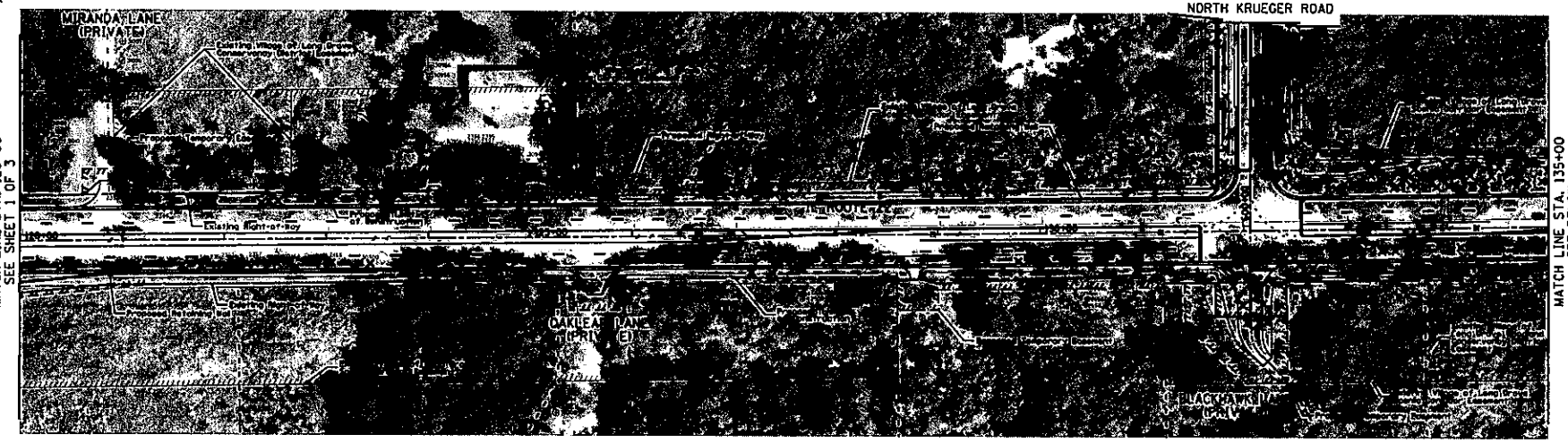
SCALE: 1" = 50'

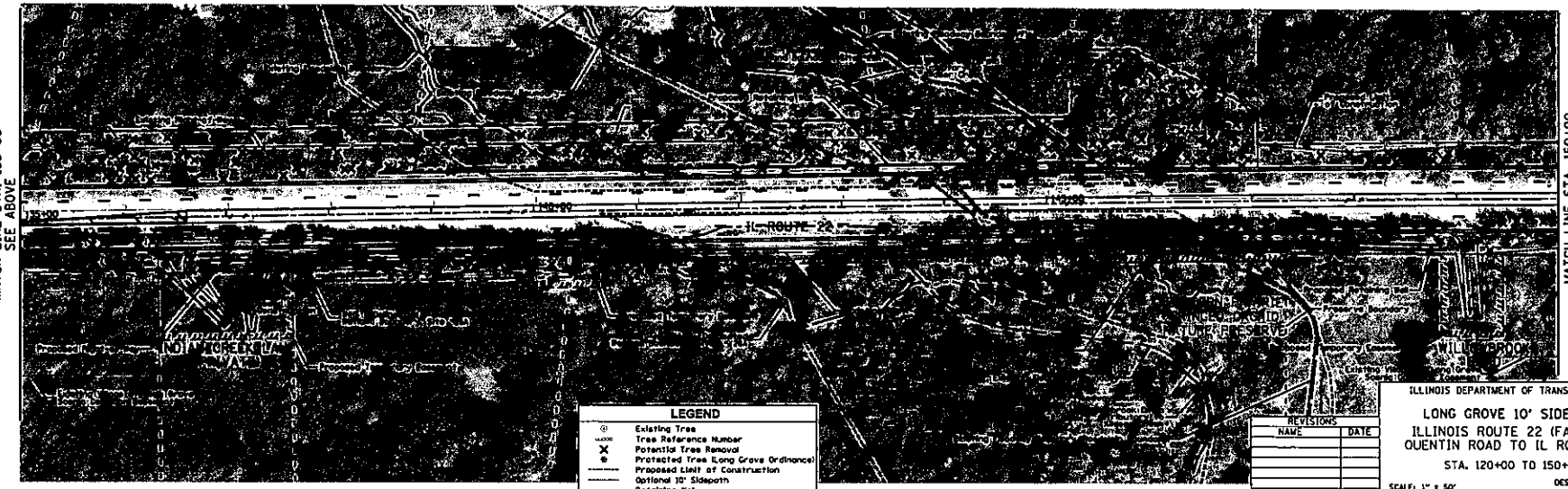
DATE: 11/10/10

DESIGNED BY: JJE
DRAWN BY: JSK
CHECKED BY: JRW

PRELIMINARY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
337		LAKE	3	2
STA. 120+00		TO STA. 150+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





LEGEND

- Existing Tree
- Tree Reference Number
- Potential Tree Removal
- Protected Tree (Long Grove Ordinance)
- Proposed Limit of Construction
- Optional 10' Sidepath
- Retaining Wall
- Approximate Existing Berm Location

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

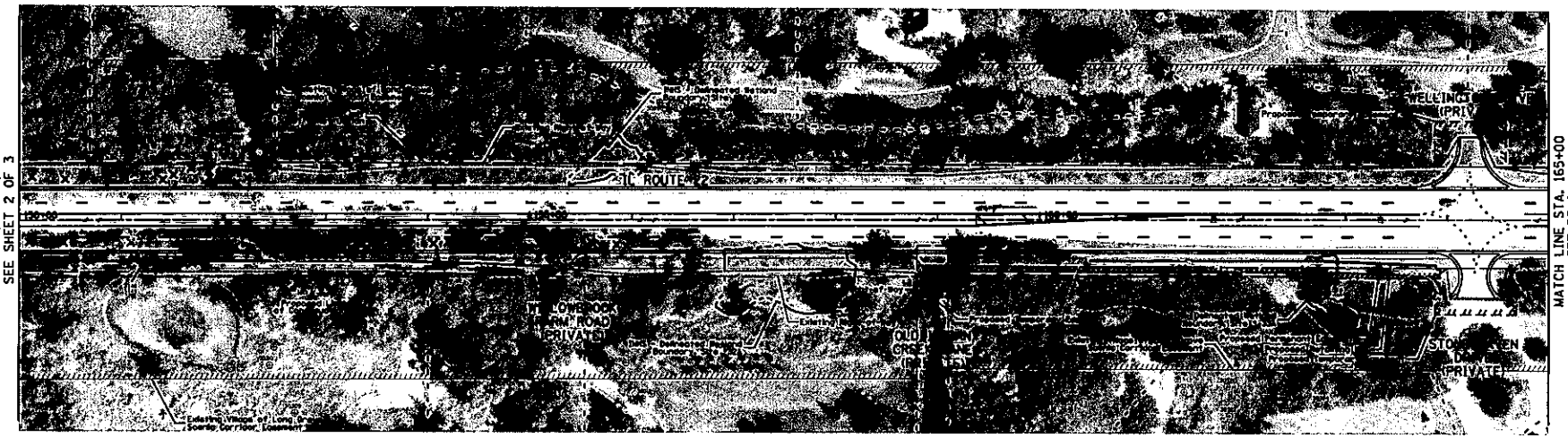
LONG GROVE 10' SIDEPATH
ILLINOIS ROUTE 22 (FAP 337)
QUENTIN ROAD TO IL ROUTE 83
STA. 120+00 TO 150+00

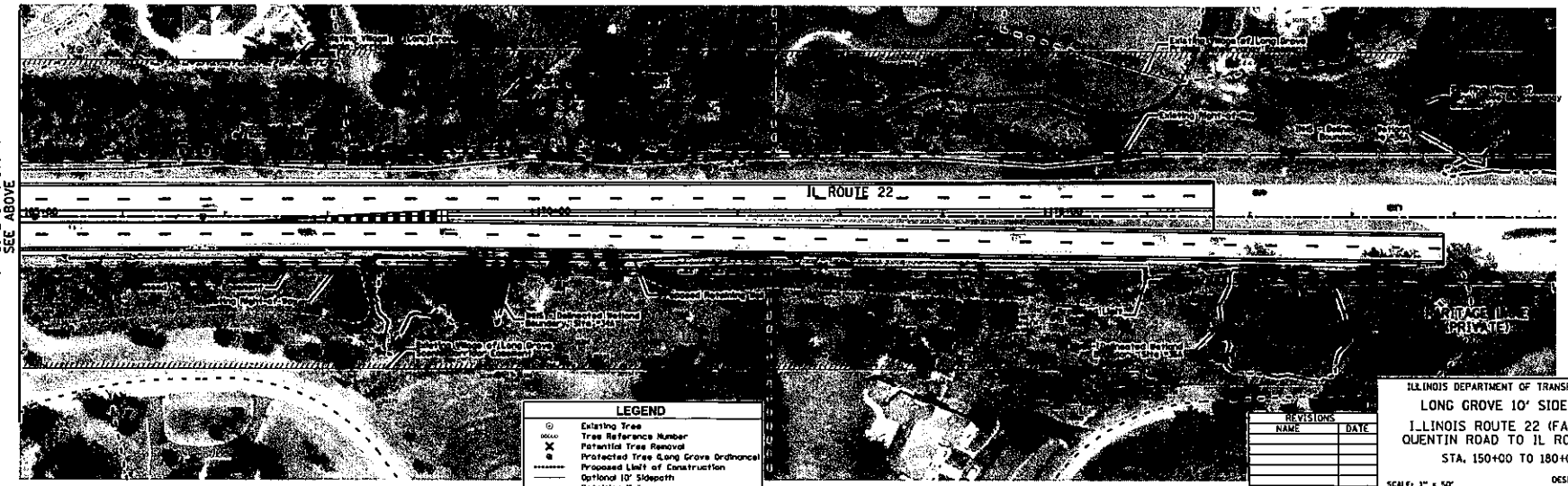
SCALE: 1" = 50'
DATE: 11/10/10

DESIGNED BY: JJE
DRAWN BY: JSH
CHECKED BY: JRW

PRELIMINARY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
337		LAKE	3	3
STA. 150+00		TO STA. 180+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	





LEGEND

- Existing Tree
- Tree Reference Number
- Potential Tree Removal
- Protected Tree (Long Grove Ordinance)
- Proposed Limit of Construction
- Optional 10' Sidepath
- Retaining Wall
- Approximate Existing Berm Location

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

LONG GROVE 10' SIDEPATH

ILLINOIS ROUTE 22 (FAP 337)
QUENTIN ROAD TO IL ROUTE 83

STA. 150+00 TO 180+00

SCALE: 1" = 50'
DATE: 11/10/10

DESIGNED BY: JJE
DRAWN BY: JSH
CHECKED BY: JRW

PLAN
NOTE BOOK NO.
CORRECTED
PLOTTED
ALIGNMENT CHECKED
BY OF WAY CHECKED
ADD FILE NAME
DATE

PROFILE
NOTE BOOK NO.
CORRECTED
PLOTTED
GRADES CHECKED
BOX, PIPE, STRUCTURE NOTES CHKD
DATE

IDOT/VILLAGE OF LONG GROVE
COORDINATION MEETING MINUTES
Friday, September 17, 2010
Village of Long Grove, Village Hall

Illinois Route 22
Quentin Road to Illinois Route 83
P-91-284-00

The purpose of the meeting was to discuss the final options for eliminating retaining walls along Illinois Route 22, review areas where easements may be required in Scenic Corridor Easements, discuss the Village option for maintaining swales in some locations, and discuss the Village's decision on construction of a sidepath as part of the roadway improvement within the Village limits.

Recent Coordination History

IDOT stated that the last meeting with the Village was in May. At that meeting, IDOT presented a revision to the plan that was presented at the November 2009 public meeting. The revision addressed the Village's request to further minimize retaining walls and encroachments into the Scenic Corridor Easements (SCE's). Several retaining walls still existed in the plan revision whose sole purpose was to minimize grading and tree removal in the SCE's. IDOT had asked the Village to state its preference on whether or not each of these "optional" walls should remain in the plan. Village staff requested exhibits so that they could make a presentation to the Village Board, after which a written response would be delivered to IDOT. In June, IDOT provided the Village a packet of information for the Board presentation, which included a large aerial exhibit, three-dimensional renderings, and a retaining wall decision matrix table. The table details the location, type (cut or fill), length, offset, height, reason for wall, impacts to SCE's with and without the optional walls, and the number of protected trees/total number of trees saved if the optional retaining wall is installed. This packet was distributed as a handout at this meeting.

Retaining Wall Options

IDOT asked the Village about the results of the Staff presentation to the Board, since the Village's written input on the plan, including a decision on whether or not to pursue the construction of a path as part of the roadway improvement, has not been received by IDOT to date. The Village stated that the Board was concerned with the aesthetics of the walls and encroachment into the Scenic Corridor Easements (SCE's). The Board may be willing to allow some grading in the SCE's but requested input from the Village's engineer.

IDOT stated that when constrained areas require the wall to be at the back of curb, Jersey-style concrete barrier walls will be required. These will be smooth concrete adjacent to the traffic lanes to meet safety criteria. When the roadway is on a fill section, stamped decorative concrete face can be applied to the non-roadway side of the wall. When the roadway is in a cut section, and the retaining wall is set back 7 to 10 feet from the roadway, a stamped concrete face can be applied to the roadway side of the wall.

IDOT stated that the alignment, profile and pavement cross-section as shown represents the

final result of extensive iterations. The plan balances the need for a safe and efficient roadway improvement with the Village's aesthetic desires to minimize right-of-way impacts and the extent of retaining walls. No additional alignment or profile studies will result in a further reduction of SCE encroachments, and the lane and median widths are at the minimum acceptable. IDOT noted that all hard roadway features (pavement, curbs, retaining walls, etc.) will be contained entirely within IDOT's right-of-way with the exception of a small angled retaining wall encroachment at Oak Creek Lane required for sight distance. This wall is considered optional, and if removed, only an easement would be required to maintain a swale within that SCE.

Civiltech reviewed the June 16, 2010 aerial exhibit, individually discussing each wall from the west Village limit to the eastern project limit. Several walls (shown in black) must be installed to prevent or minimize impacts to environmental resources. Many of the walls (shown in red) are optional and can be removed from the plan if a certain degree of temporary grading easements and permanent easements are permitted within the SCE's. The temporary and permanent easement lines shown in black are required if the retaining walls are installed. The easement lines shown in blue would be necessary if the red optional retaining walls were not installed. At some locations, listed in the June 16 table, there will be temporary grading needs within the SCE's even if a wall is installed.

At the previous meeting and in the June 16 packet, it was noted that some of the permanent easements in SCE's are required for IDOT maintenance of proposed swales. These swales collect and convey non-roadway surface runoff. The option exists for the Village to maintain these swales, and if that was the case, only temporary grading easements would be required for IDOT to construct the swales. Due to limited resources, the Village stated it does not wish to assume maintenance of these swales.

While reviewing the aerial exhibit, Civiltech also pointed out each location where a temporary easement would be required within a SCE to re-establish existing driveways. Village ordinances allow for this, and the Village was agreeable to each of the driveway locations shown. A permanent easement is also required at Blackhawk Lane to install and maintain traffic signal equipment. Temporary and permanent easements are also required at culvert crossing locations so that IDOT can construct and maintain the areas immediately up and downstream of the culvert. It should be noted that the easement shown at Sta. 128+00 on the south side should be labeled as a Temporary Easement (T/E), not a Permanent Easement (P/E). This T/E is necessary in the SCE because a retaining wall is not feasible due to sight distance blockage for the driveway at Sta. 128+80.

The Village stated it may be agreeable to a certain degree of grading in the SCE's if the grading would not impact trees on its protected tree list. IDOT re-iterated that many trees are low-quality, and tree replacement will only include quality species. The IDOT landscape architect will review the tree removal plan and tables, and can discuss tree replacement options with the Village arborist. The June 16 table of retaining wall descriptions shows the number of protected trees and the total number of trees that are saved if the optional retaining wall is installed.

The Village asked if it would be possible to keep portions of the optional retaining walls, if they protected large concentrations of trees, and in particular, species on the Village's protected tree list. If portion of an optional retaining wall did not save any protected trees,

the Village might be more inclined to have that portion of the optional wall removed. IDOT will provide this information to the Village, together with one or two representative cross-section exhibits at each wall.

IDOT stated that there is also a need to incorporate best management practice (BMP) features within the plans to minimize impacts to environmentally sensitive areas due to roadway stormwater runoff. IDOT asked if BMP features such as vegetative swales and rain gardens would be acceptable beyond the IDOT right-of-way and in SCE's. The Village stated it would be receptive to these BMP's if they enhance the natural environment.

No decisions were made at this meeting with respect to removal of optional retaining walls. A discussion of the accommodation of bicycle and pedestrian facilities followed. A Village decision to include or not include the bicycle/pedestrian facilities would need to be made before the optional retaining wall decision could be finalized.

Complete Streets

IDOT stated that a new law, nicknamed "Complete Streets", requires a much higher level of consideration of bicycle and pedestrian facilities in all urban roadway improvement projects. The provision of a wider outside lane, as currently shown in the plans within the Village, to accommodate experienced bicyclists no longer meets policies. Based on the speed and volumes on Illinois Route 22, a 10-foot separate shared-use path is required. Between the west project limit and Old McHenry Road, the Complete Streets policy is satisfied with the proposed 10-foot sidepath. In most sections east of Old McHenry Road, constrained areas preclude the ability to construct the facility within IDOT right-of-way.

IDOT asked if the Village is interested in allowing the construction of a 10-foot path east of Old McHenry Road, with the understanding that the improvement footprint (path and possible retaining walls) would be located in SCE's in some locations. Roadway project alternatives containing separate bicycle/pedestrian facilities have been presented in the past and rejected by the Village due to impacts, however there is a growing general Village interest in increasing neighborhood connectivity.

The new cost participation split is 80/20 (IDOT/Local Agency) compared to the previous 50/50 split. A letter of intent would be required in Phase I and the agreement would be finalized during the design phase (Phase II). The path would need to be funded and constructed concurrently with the roadway improvements, i.e., there would be no credits toward future paths. Policy states that if a Village does not agree to fund its share of the facilities, it must prepare a board resolution that it does not wish to comply with the Complete Streets policy. IDOT will provide an example resolution.

The Village stated that a path along the south side of Illinois Route between Old McHenry Road and North Krueger Road has Village interest. East of North Krueger Road, a path would be difficult due to existing berms. Due to proximity to the roadway, the Village stated that a bituminous paved path is preferred over crushed limestone.

The Village requested a summary of impacts to trees and an aerial exhibit similar to the aerial retaining wall exhibit so that the path decision could be brought before the Village board. IDOT agreed to prepare this information. The path would be adjacent to the south side of the

roadway, similar to the section proposed to the west, and would not meander through the SCE's.

The plan as shown, including all optional retaining walls, will move forward as the build alternative unless the Village notifies IDOT in writing of its desire to remove some or all of the optional walls, and its preference for or against bicycle/pedestrian accommodations.

2007 Village Board Resolution

IDOT reviewed the Village's November 13, 2007 Resolution that conditionally supports the widening of Illinois Route 22. There are seven conditions listed. It was submitted by the Village as part of its comments after the November 2009 Public Information Meeting. The proposed plan meets the terms of the resolution as discussed below.

1. *Preservation of natural environment* – the proposed plan will comply with all regulations set forth in the National Environmental Policy Act of 1969 (NEPA). The proposed project cannot receive design approval until all applicable environmental review agencies are satisfied that any potential impacts are avoided, minimized, or mitigated.

2. *Minimal overall pavement width* – Several variations on the proposed pavement width have been investigated over the history of the project. The pavement width as shown now, is the minimum width required to provide for the safe and efficient movement of the motoring public through this corridor.

3. *Mountable median/turning lanes* – Early alternatives included a barrier median throughout the length of the improvement limit. The build alternative includes a 12-foot painted two-way left turn lane median which will allow full access to and from driveways and side streets.

4. *Reduced speed limit for all portions of IL Route 22 located within the Village of Long Grove, including the recently completed portions located east of IL Route 83* – IDOT policies state that the maximum posted speed limit along a roadway containing curb and gutter is 45 mph. The existing posted speed limit along Illinois Route 22 is 45 mph, except between Corporate Drive and Old McHenry Road, where the posted speed limit is 50 mph. The 50 mph segment will be reduced. Further reductions in the posted speed limit can only be considered once the reconstructed facility is open to traffic and a speed study can be conducted.

5. *Installation of a permanent traffic signal at the intersection of IL Route 22 and Hampton Drive* – The Village requested IDOT to provide a warrant analysis to re-evaluate this issue.

6. *Installation of a temporary traffic signal at the intersection of IL Route 22 and North Krueger Road* – As stated in previous coordination with the Village, a traffic signal is not warranted under existing conditions and can therefore not be installed. Furthermore, it will not operate at a safe and efficient Level of Service without geometric improvements. Finally, the targeted construction date is much closer than it was in 2007.

7. *No new roadway lighting* – No roadway lighting is proposed as part of this improvement.

By:
James R. Woods, P.E., PTOE
Scott D. Czaplicki, P.E.

Illinois Department of Transportation

Attendance Roster

Bureau: Programming
Section: Quentin Rd - IL83
Project/Topic: IL22 : Long Grove
Date: 9-17-10
Time: 11:30 a.m.
Location: Long Grove Village Hall

	Attendees	Representing	Phone Number	Email Address
1.	Scott Czaplicki	IDOT	(847) 705-4087	scott.czaplicki@illinois.gov
2.	Jim Woods	Civiltech/	(630) 735-3942	jwoods@civiltechinc.com.
3.	Steve Schille	IDOT	847 705-4125	Steven.Schilke@illinois.gov
4.	Bob Andres	Civiltech	630.735.3354	randres@civiltechinc.com
5.	John Baczek	IDOT	847 705 4104	john.baczek@illinois.gov
6.	Mark Reznicek	ESI	630 420 1700	mreznicek@esiconsultantsltd.com
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