Item #8:
Village Trustee Barry:
IL Route 22 Widening Pathway

03/03/11

Pathways Committee Recommendation

Illinois Route 22 Pathway

The Long Grove Pathway Committee recommends that a 10' asphalt "spine" pathway is the most appropriate type of pathway at this location on the south side of Illinois Route 22 subject to resolution of the following concerns;

1) Why does the pathway stop at Heritage Lane?

2) Why are so many trees being removed along the north side of Route 22?

3) Is a landscaping plan proposed for tree replacement and if so when will tree planting occur?

4). What is the schedule for completion of the Route 22 improvements; including the pathway ?

5). What are the specific plans for the north Krueger Road intersection and is a pathway connection (stub) anticipated for a future tie-in along North Krueger Road ?

There was concern about the 20% match associated with this proposal and where those funds would come from implementation/completion of this project. The consensus of the Committee was to be aware of the match requirement to deal with the funding issue in the future.

Recommendation unanimously approved by the Long Grove Pathway Committee

2.18.11 - Regular Meeting

Pathways Committee Recommendation

Illinois Route 22 Pathway

The Long Grove Pathway Committee recommends that a 10' asphalt "spine" pathway is the most appropriate type of pathway at this location on the south side of Illinois Route 22 subject to resolution of the following concerns;

Response: Thank you for providing your recommendation regarding pedestrian and bicycle accommodations for the Illinois Route 22 (IL 22) project. The path would be asphalt surface, ten-foot wide, and offset five feet from IL 22. The proposed retaining walls between Old McHenry Road and Indian Creek Lane would be removed from the plan and grading would occur in the Scenic Corridor Easements (SCE) adjacent to the path as described in IDOT's pedestrian and bicycle evaluation that was transmitted to the Village on November 11, 2010.

1) Why does the pathway stop at Heritage Lane?

   Response: The path is shown ending at Heritage Lane because this is the IL 22 project limit where the proposed improvements match the existing roadway section. Heritage Lane is a logical terminus for the path because it provides direct connectivity to neighborhoods that have intersections with IL 22 in the study area, Quentin Road to IL 83, and minimizes right-of-way and SCE impacts. There are no existing pedestrian or bicycle facilities to connect to at the IL 22 and IL 83 intersection.

2) Why are so many trees being removed along the north side of Route 22?

   Response: Tree removals have been minimized to the extent possible. The proposed alignment of IL 22 generally follows the existing alignment within the Village of Long Grove. As a result, pavement widening is symmetric and any unbalanced removal of trees is unintended with the exception of the area between North Krueger Road and Willowbrook Road. Compensatory floodplain storage grading and a water quality basin are proposed in this area which results in additional tree impacts.

3) Is a landscaping plan proposed for tree replacement and if so when will tree planting occur?

   Response: A landscaping plan, including proposed tree locations, will be developed during the contract plan preparation and land acquisition phase (Phase II) of the project. IDOT has agreed to the previous Village requests to maximize the number of tree replacements within the Village, to maximize the use of Village protected species, and to include the Village in the landscape design process. Trees are generally planted once roadway construction is completed, during the tree's recommended planting season.

4) What is the schedule for completion of the Route 22 improvements; including the pathway?

Response: The project is currently in the preliminary engineering and environmental study phase (Phase I). Phase II and construction (Phase III) are included in IDOT's Fiscal Year 2011-2016 Proposed Highway Improvement Program, subject to funding availability and project readiness. Phase I is anticipated to be completed this year. Phase II typically takes 18 to 24 months to complete. The schedule for construction has not been determined, but can be expected to last two years, depending when construction begins. The path would be constructed as part of this project, subject to cost participation.

5) What are the specific plans for the north Krueger Road intersection and is a pathway connection (stub) anticipated for a future tie-in along North Krueger Road?

Response: The improvement of the IL 22 and North Krueger Road intersection would require the reconstruction of North Krueger Road to approximately 500 feet north of IL 22 to Krueger Court. The proposed scope of work includes one traffic lane in each direction along North Krueger Road, a traffic signal, and realignment of Blackhawk Lane directly across from North Krueger Road. The proposed curb and gutter along IL 22 would transition to shoulders along North Krueger Road. Drainage swales would be provided along each side of the roadway. Proposed retaining walls have been minimized at this intersection as requested by public meeting comments. Retaining walls are still required along the west side of North Krueger Road between IL 22 and Krueger Court to avoid encroachment into a SCE. Currently no path is proposed along North Krueger Road, however, the intersection is being designed to accommodate future pedestrian/bicycle crossings. For additional details, see the attached Preliminary Plan & Profile and Typical Section for North Krueger Road.

There was concern about the 20% match associated with this proposal and where those funds would come from implementation/completion of this project. The consensus of the Committee was to be aware of the match requirement to deal with the funding issue in the future.

Response: At the end of Phase I, a Letter of Intent will be sent the Village which will estimate the Village's cost participation and maintenance requirements.

Recommendation unanimously approved by the Long Grove Pathway Committee

2.18.11 - Regular Meeting

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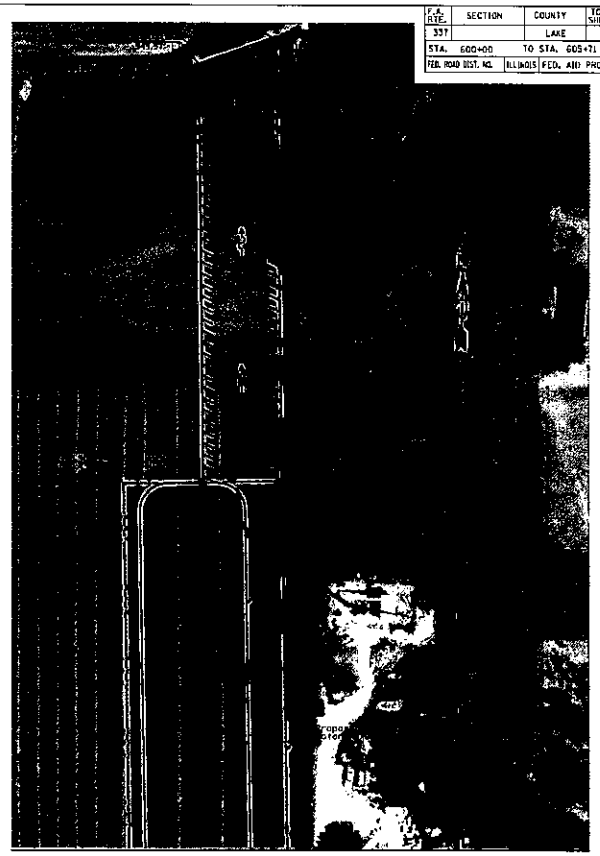
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
337		LAKE	17	17
STA. 600+00		TO STA. 605+71		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

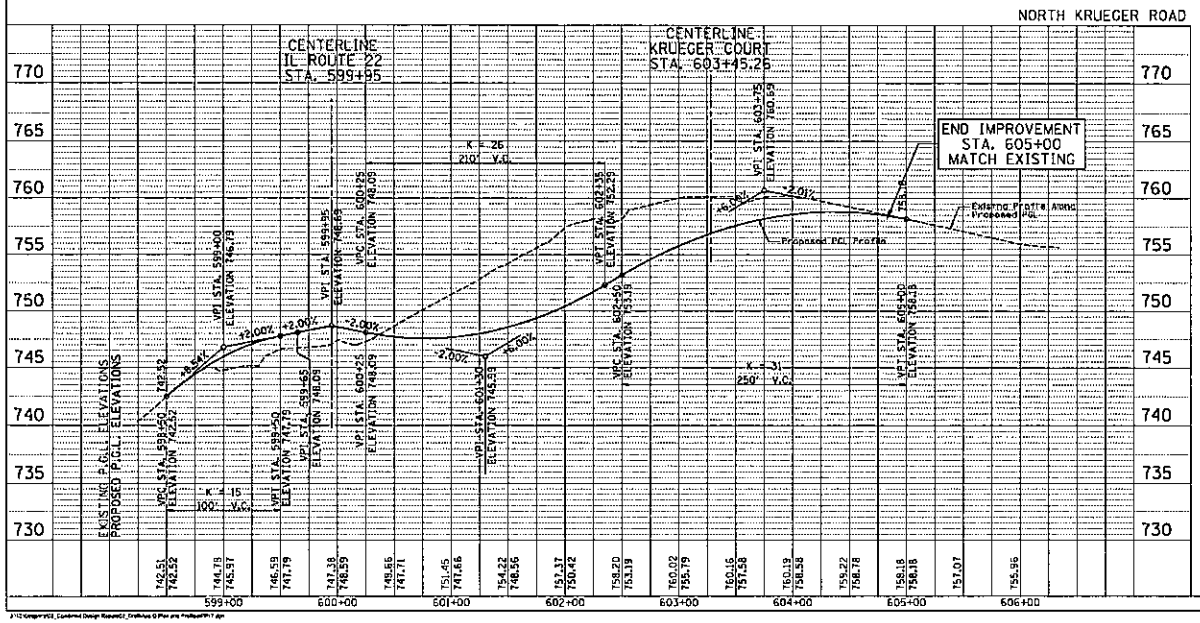
PROPOSED CURVE NK-1
PI STA. = 598+23.92
Δ = 20° 05' 08" (LT)
D = 28° 10' 08"
R = 203.40'
T = 36.02'
L = 71.30'
C = 3.17'
e = NC
T.R. = N.A.
S.E. RUN = N.A.
P.C. STA. = 597+87.89
P.T. STA. = 598+59.20

PROPOSED CURVE NK-2
PI STA. = 598+82.00
Δ = 45° 34' 10" (RT)
D = 190° 59' 09"
R = 30.00'
T = 12.60'
L = 23.86'

PROPOSED CURVE 22-1
PI STA. = 130+14.41
Δ = 0° 25' 58" (LT)
D = 0° 06' 15"
R = 55,000.00'



MATCHLINE SEE SHEET 8 OF 17



REVISIONS	
NAME	DATE
IDOT REVIEW	02/22/03
IDOT REVIEW	05/30/03
IDOT REVIEW	01/10/07
IDOT REVIEW	03/05/07
IDOT REVIEW	02/18/08
IDOT REVIEW	12/12/08
IDOT REVIEW	11/17/09

ILLINOIS DEPARTMENT OF TRANSPORTATION

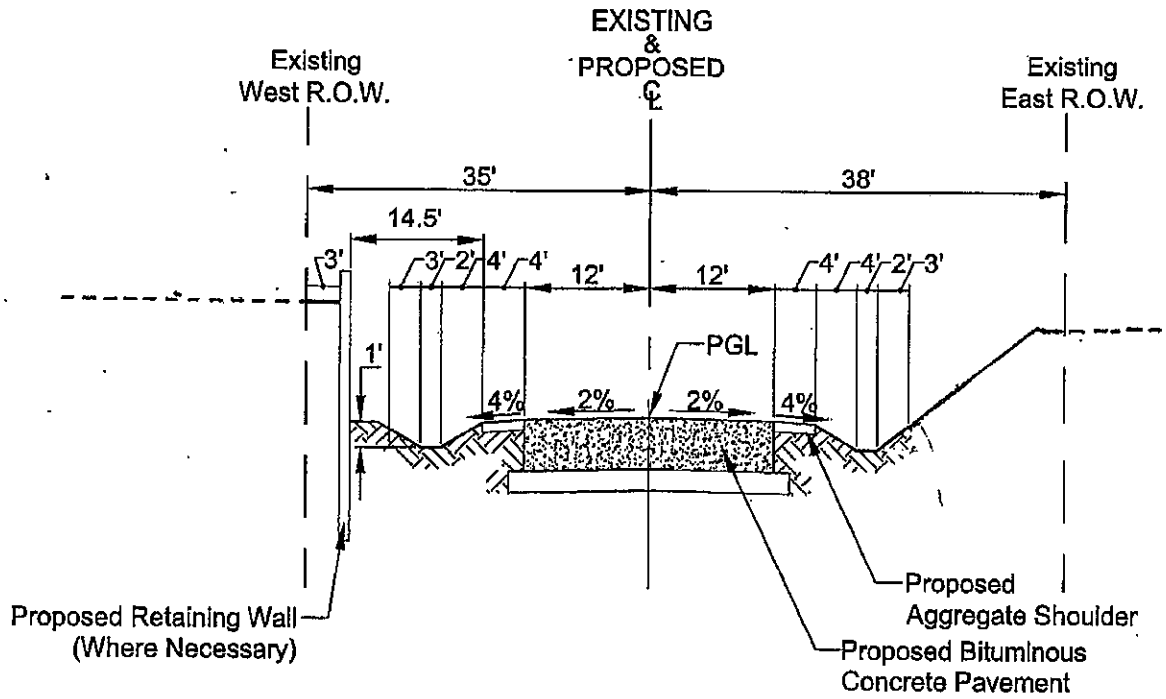
RECOMMENDED PLAN AND PROFILE
NORTH KRUEGER ROAD/
BLACKHAWK LANE

STA. 598+60.35 TO 605+70

SCALE: HORIZ: 1" = 50'
VERT: 1" = 5'
DATE: 11/01/10

DESIGNED BY: JJE
DRAWN BY: CEC
CHECKED BY: JRW

EXHIBIT G-17



Illinois Department of Transportation
Illinois Route 22
Quentin Road to Illinois Route 83

PROPOSED TYPICAL CROSS-SECTION
NORTH KRUEGER ROAD

Not to Scale

EXHIBIT B-10