

030959

DISTRICTS 1 & 5

VILLAGE OF LOMBARD
REQUEST FOR BOARD OF TRUSTEES ACTION

For Inclusion on Board Agenda


	Resolution or Ordinance (Blue)		Waiver of First Requested
X	Recommendations of Boards, Commissions & Committees (Green)		
	Other Business (Pink)		

TO: PRESIDENT AND BOARD OF TRUSTEES

FROM: William T. Lichter, Village Manager

DATE: April 28, 2004 (COW) (B of T) **Date:** May 6, 2004

TITLE: Recommendation from the Transportation and Safety Committee -- Illinois Prairie Path Crossing Signage

SUBMITTED BY: David A. Dratnol, P.E., Village Engineer 

BACKGROUND/POLICY IMPLICATIONS:

See attached memo.

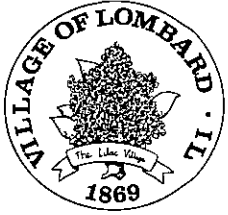
FISCAL IMPACT/FUNDING SOURCE:

\$8,000.00/Capital Projects

Review (as necessary):

Village Attorney X	_____	Date	_____
Finance Director X	_____	Date	_____
Village Manager X	<u>W. Thomas Lichter</u>	Date	<u>4/28/04</u>

NOTE: All materials must be submitted to and approved by the Village Manager's Office by 12:00 noon, Wednesday, prior to the Agenda Distribution.



InterOffice Memo

To: William T. Lichter, Village Manager
From: David A. Dratnol, P.E., Village Engineer *DA*
Date: April 28, 2004
Subject: Recommendation from the Transportation and Safety Committee

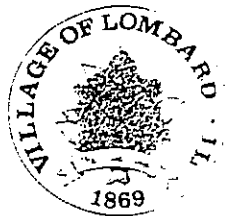
At the April 12, 2004, Transportation and Safety Committee meeting, the committee reviewed and approved the following items:

- Install “Yield Here to Pedestrians” signs and yield pavement markings on the east and west side of Westmore/Meyers Road at the Illinois Prairie Path crossing.
- Install a center concrete median on Main Street at the Illinois Prairie Path crossing and post “Yield Here to Pedestrians” in-street signs.

Article IX, Section 10-9-1(c), of the Village Traffic Code requires drivers to yield to pedestrians in a marked crosswalk between intersections. The proposed signage reminds motorists of this obligation.

The total estimated cost of the concrete median on Main Street, “Yield Here to Pedestrians” signs and pavement markings is \$8,000.00.

cc: John Burg, Acting Director of Public Works
Susan Cermak, Administrative Coordinator



To: John Burg, Acting Director of Public Works
From: Justine Gembala, PE, Civil Engineer *JG*
Date: April 7, 2004
Subject: Illinois Prairie Path Crossing Signage

At the March 1, 2004 Transportation and Safety Committee meeting the committee requested more information regarding signage at the Illinois Prairie Path crossings at Main Street and Westmore/Meyers Road. The signage is intended to remind motorists of the Illinois law to yield to pedestrians in crosswalks. Attached for your review are proposed drawings for signage and pavement markings on Main Street and Westmore/Meyers Road. Separate applications are presented specific to the nature of each crossing.

Advance signage is recommended at the Illinois Prairie Path and Westmore/Meyers Road. After much consideration of an in-street sign stand, it was determined that the driving lanes are too narrow to safely negotiate around an obstruction in the roadway. Westmore/Meyers Road is a 45 feet wide roadway with two lanes in each direction (three 11-foot lanes and one 12-foot lane). To safely place the in-street sign, a buffer area of 3 feet is required. This would reduce the lane widths to 10.5 feet. A combination of higher speeds and approximately 17,000 vehicles per day, including truck traffic, is not conducive to the in-street sign. Instead, it is recommended to place advance "Yield Here to Pedestrians" signs (see sign R1-5 on page 2B-11 of the MUTCD 2003 Edition). There are many sight obstructions such as trees, other signs and utility poles on the east side of Westmore/Meyers Road south of the Illinois Prairie Path crossing. Therefore, the optimum location for the northbound sign is in a planter box, cantilevered out for motorists' visibility. The visibility on the west side of Westmore/Meyers Road for southbound traffic is conducive for a normal sign installation. As an option, Yield markings can be installed in conjunction with the signage (see page 3B-26 and 3B-37 of the MUTCD 2003 Edition).

At Main Street and the Illinois Prairie Path crossing there is a 10-foot dual left turn lane. This area can be striped to accommodate an in-street sign (see sign R1-6 on page 2B-11 in the MUTCD 2003 Edition). The yellow pavement markings would extend north and south of the crosswalk for 20 feet with yellow hash markings. There are no driveways in this area to conflict with signage or pavement markings. A copy of the recommended sign will be available for viewing at the meeting.

JG/jj

cc: Joan DeStephano, Trustee, District 1
Kenneth Florey, Trustee, District 5
Rick Soderstrom, Trustee, District 6
David Dratnol, Village Engineer
Transportation and Safety Committee

STRIPING PROPOSAL FOR
WESTMORE - MEYERS RD
AT ILLINOIS PRAIRIE PATH



"YIELD TO PEDESTRIANS" SIGN

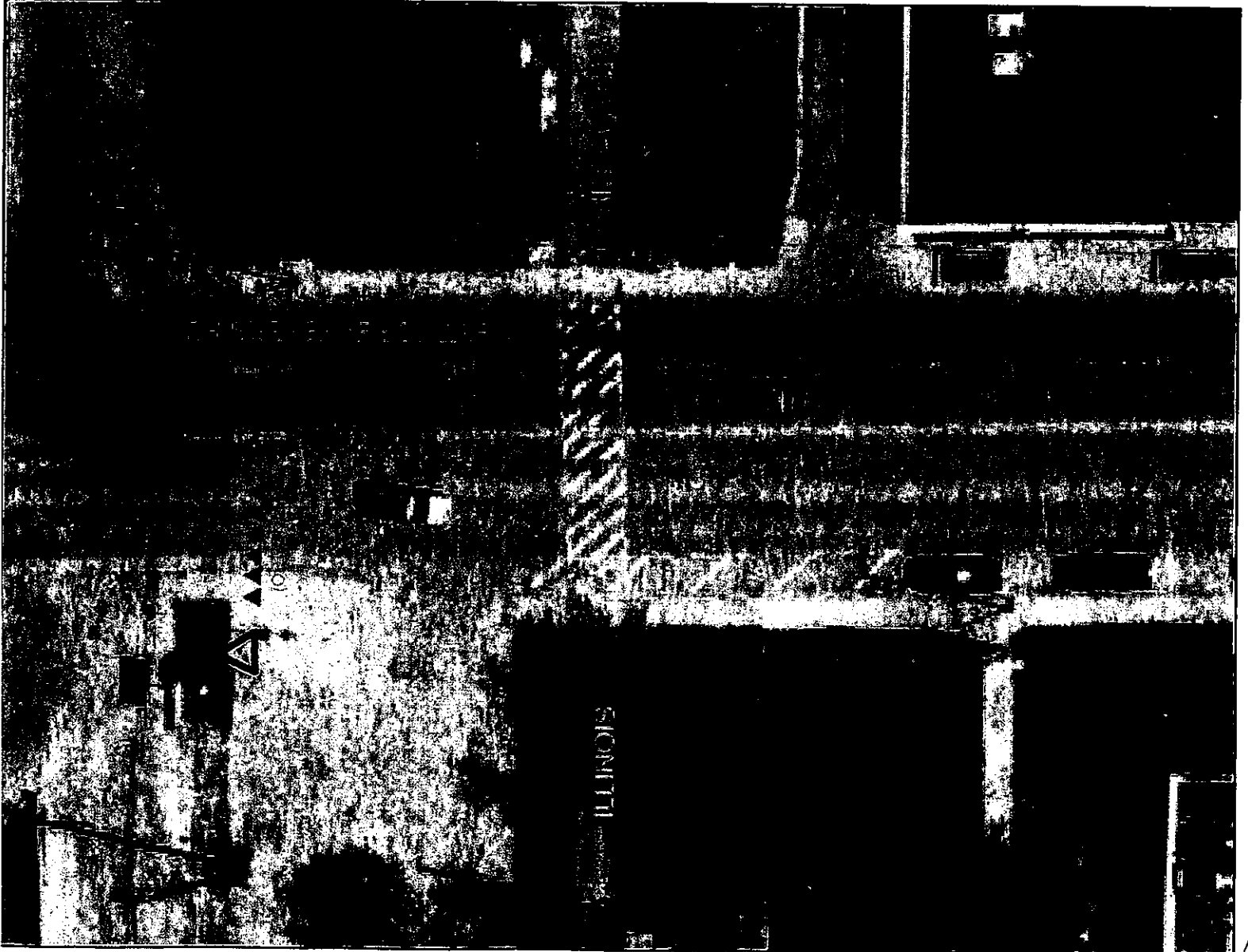


YIELD STRIPING



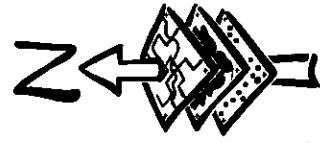
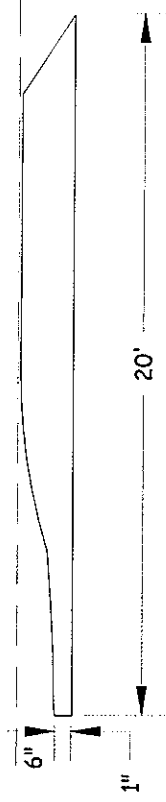
MAP SCALE:
1"=30'


04/15/04





MAIN STREET MEDIAN AT
ILLINOIS PRAIRIE PATH

MEDIAN PROFILE



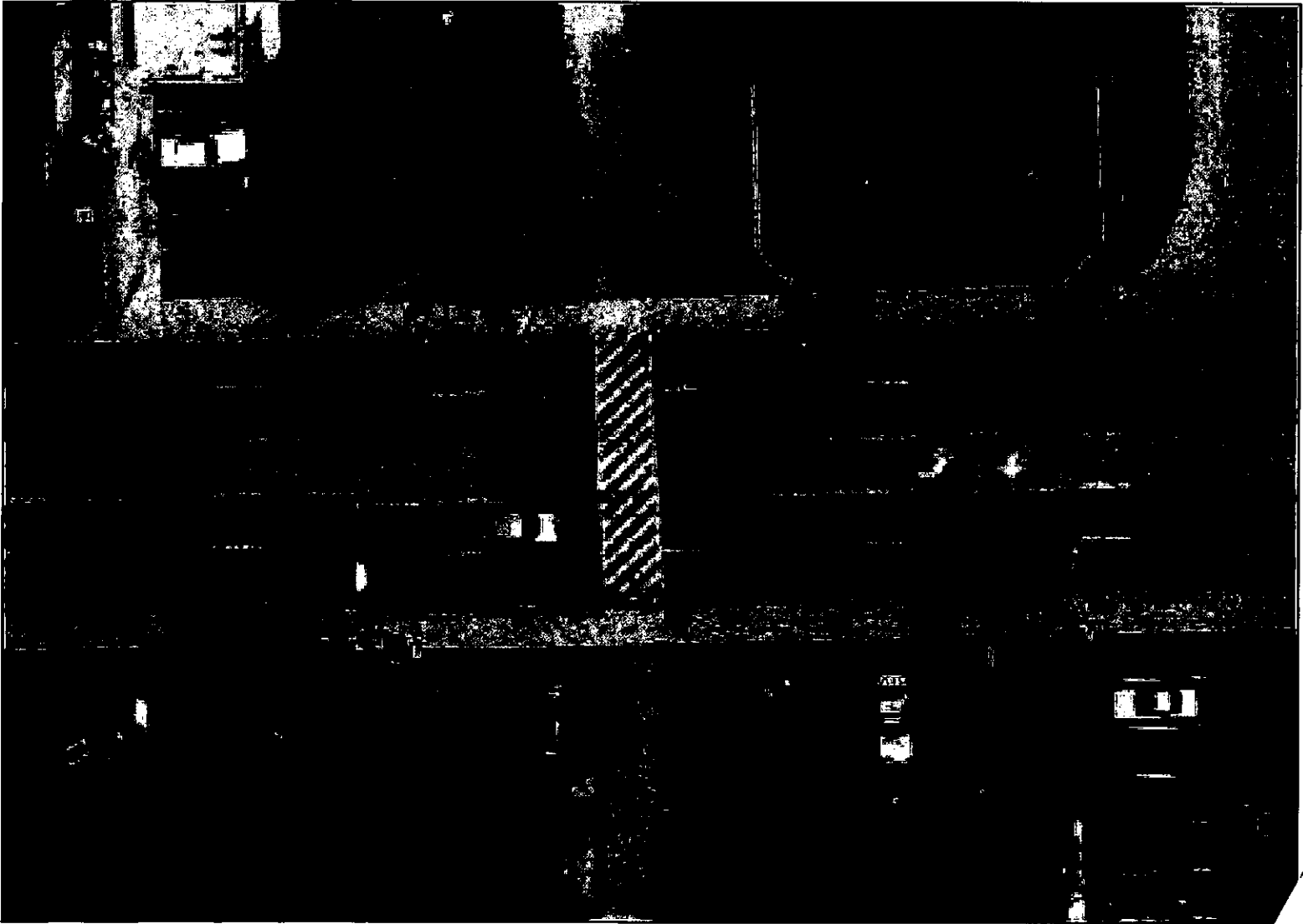
 "Yield to Pedestrians" Sign

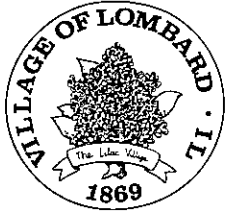
 Proposed Median

 Striping

MAP SCALE
1" = 30'

04/15/04





lm
5/13/04

InterOffice Memo

To: William T. Lichter, Village Manager
From: David A. Dratnol, P.E., Village Engineer *DAE*
Date: May 13, 2004
Subject: Additional Information for Board Agenda Item 030959

At the May 6, 2004 Village Board Meeting, the President and Board of Trustees requested additional information regarding the proposed concrete medians on Main Street at the Illinois Prairie Path crossing for the "Yield Here to Pedestrians" in-street signs. Attached is the requested information.

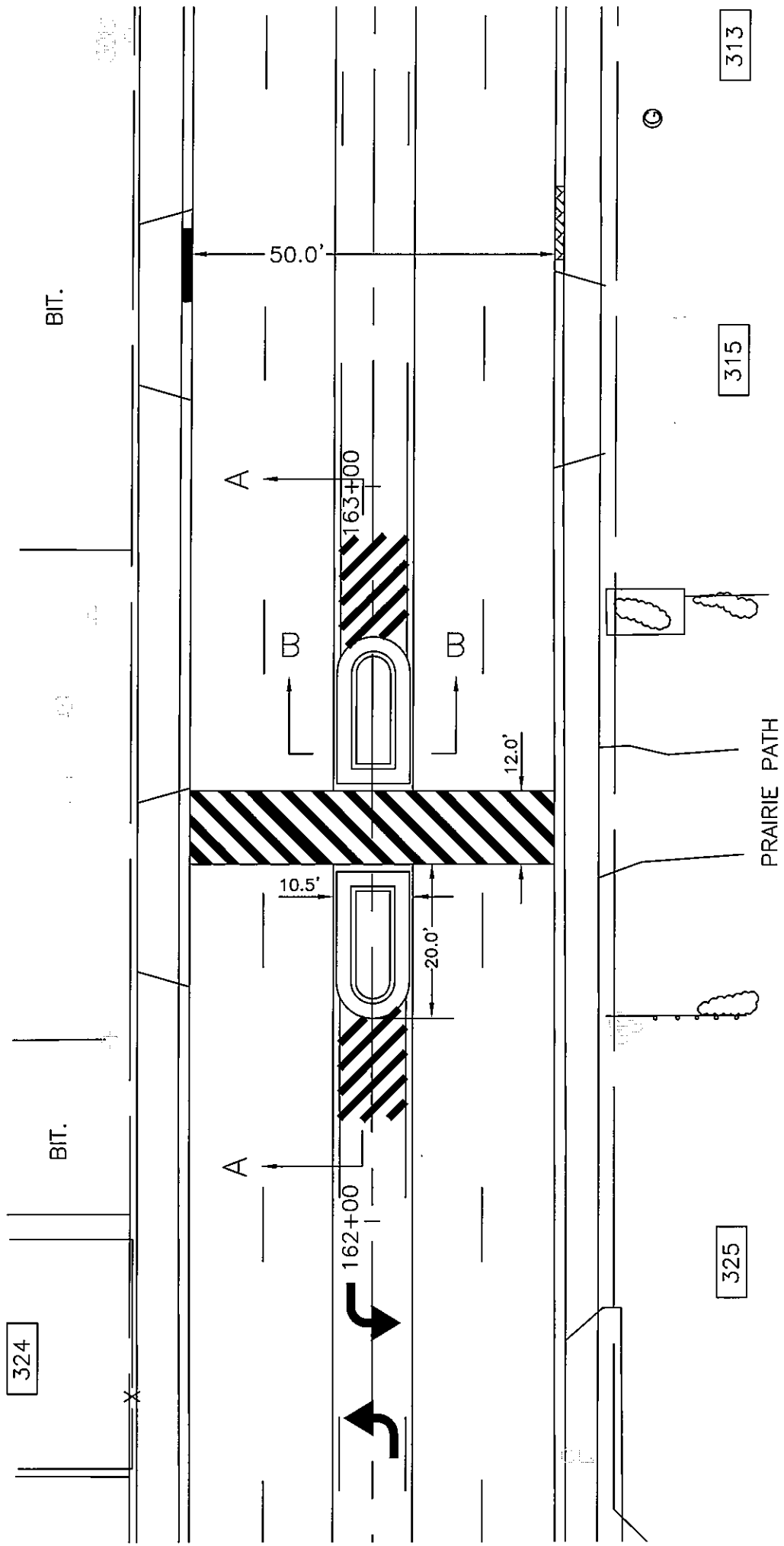
"Main Street Median at Illinois Prairie Path Exhibit", including a plan view and sections: This exhibit shows a plan view of the proposed medians north and south of the Prairie Path crossing. The proposed medians are 10.5 feet wide (edge-of-lane to edge-of-lane) and 20 feet long. The width of the crossing for the Prairie Path is 12 feet. The ramped nose of each median will taper from two (2) inches high to six (6) inches high in four (4) feet. This is in accordance with IDOT Standard 606301: "PC Concrete Islands and Medians" for an intermediate size island.

A copy of the IDOT Standard 606301-02, PC Concrete Islands and Medians is also included for reference.

The current standard for concrete islands and medians is to construct a ramped nose in the direction of travel. Rather than losing control of the vehicle after striking a barrier curb, the ramped nose permits the motorist to maintain control of the vehicle. Older standards included a barrier curb, which required additional signage to warn of the hazard posed by the median.

Attached are photos of medians with the ramped nose. The first photo is westbound 22nd Street at Highland Avenue and the second photo is on Finley Road at Foxworth Boulevard. While these photos show narrower medians, they illustrate the ramped nose.

cc: John Burg
Justine Gembala

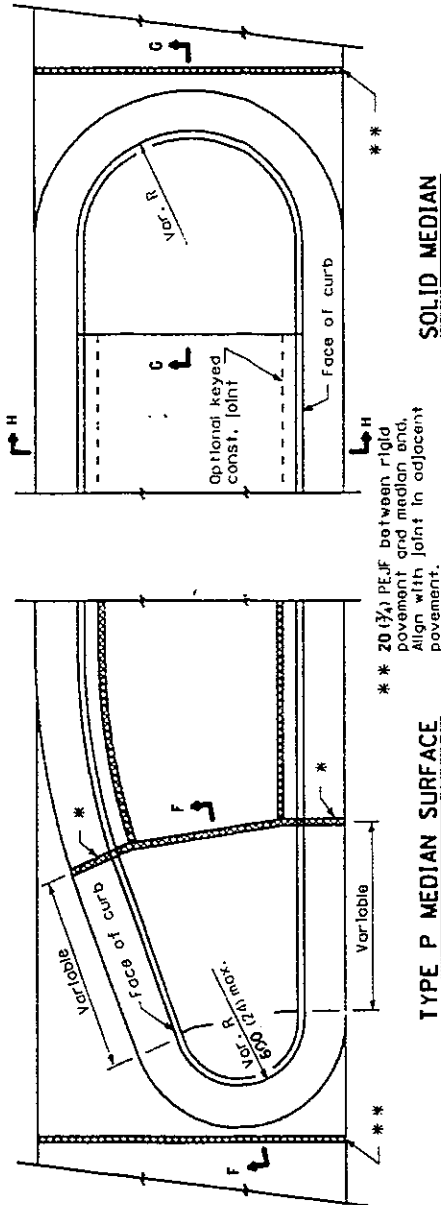


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TYPE P MEDIAN SURFACE

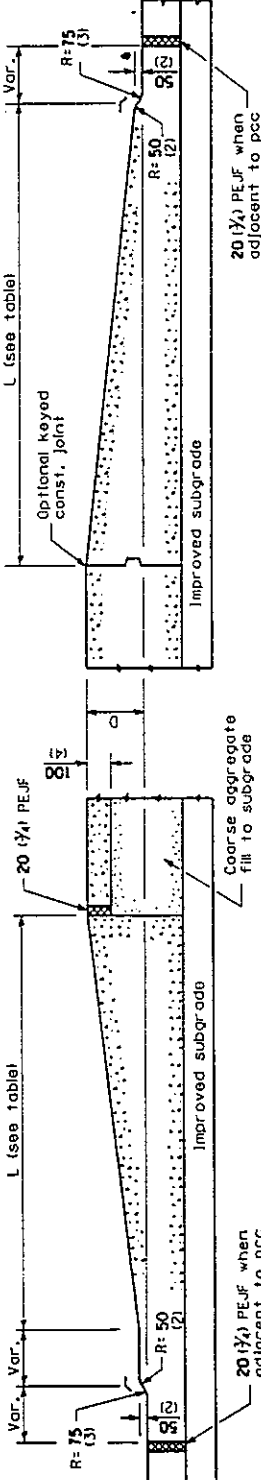
SOLID MEDIAN

TABLE OF DIMENSIONS
TYPE SB MEDIANS

TYPE	A	B	C	D	R ₁	R ₂
SB-15.15	150	25	150	150	25	25
(SB-9.06)	(1)	(1)	(1)	(1)	(1)	(1)
SB-19.30	300	25	150	150	25	25
(SB-6.12)	(1)	(1)	(1)	(1)	(1)	(1)
SB-15.45	450	25	150	150	25	25
(SB-6.18)	(1)	(1)	(1)	(1)	(1)	(1)
SB-15.60	600	25	150	150	25	25
(SB-6.24)	(2)	(1)	(1)	(1)	(1)	(1)
SB-22.15	150	50	125	225	25	25
(SB-9.06)	(1)	(2)	(1)	(1)	(1)	(1)
SB-22.30	300	50	125	225	25	25
(SB-9.12)	(2)	(2)	(1)	(1)	(1)	(1)
SB-22.45	450	50	125	225	25	25
(SB-9.18)	(1)	(2)	(1)	(1)	(1)	(1)
SB-22.60	600	50	125	225	25	25
(SB-9.24)	(2)	(2)	(1)	(1)	(1)	(1)

TABLE OF DIMENSIONS
TYPE M AND SM MEDIANS

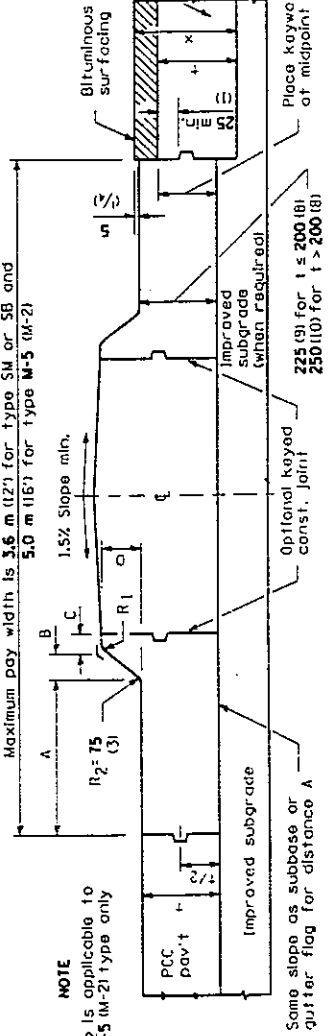
TYPE	A	B	C	D	R ₁	R ₂
M-5.15	150	50	100	50	50	50
(M-2.06)	(1)	(2)	(1)	(1)	(2)	(2)
M-5.30	300	50	100	50	50	50
(M-2.12)	(2)	(2)	(1)	(1)	(2)	(2)
SM-10.15	150	100	75	100	75	100
(SM-4.06)	(1)	(4)	(3)	(1)	(3)	(3)
SM-10.30	300	100	75	100	75	100
(SM-4.12)	(2)	(4)	(3)	(1)	(3)	(3)
SM-10.45	450	100	75	100	75	100
(SM-4.18)	(1)	(1)	(1)	(1)	(1)	(1)
SM-10.60	600	100	75	100	75	100
(SM-4.24)	(2)	(4)	(3)	(1)	(3)	(3)
SM-15.15	150	150	50	150	50	150
(SM-6.06)	(1)	(6)	(2)	(1)	(2)	(2)
SM-15.30	300	150	50	150	50	150
(SM-6.12)	(2)	(6)	(2)	(1)	(2)	(2)
SM-15.45	450	150	50	150	50	150
(SM-6.18)	(1)	(1)	(1)	(1)	(1)	(1)
SM-15.60	600	150	50	150	50	150
(SM-6.24)	(2)	(4)	(1)	(1)	(1)	(1)



SECTION F-F

TABLE OF RAMPED NOSE LENGTHS

TYPE OF NOSE	L
Median	1.8 m (6')
Small Island	600 (24)
Intermediate Island	1.2 m (4')
Large Island	1.8 m (6')



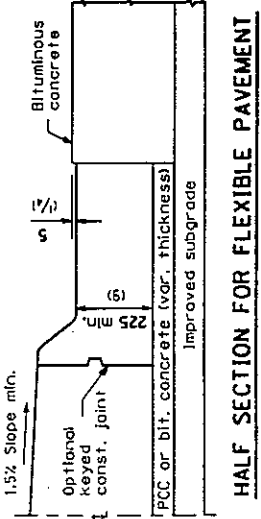
SECTION G-G

HALF SECTION FOR PCC PAVEMENT

HALF SECTION FOR PCC BASE COURSE

SECTION H-H

(TYPE SM, SB & M-5 (M-2) MEDIANS)

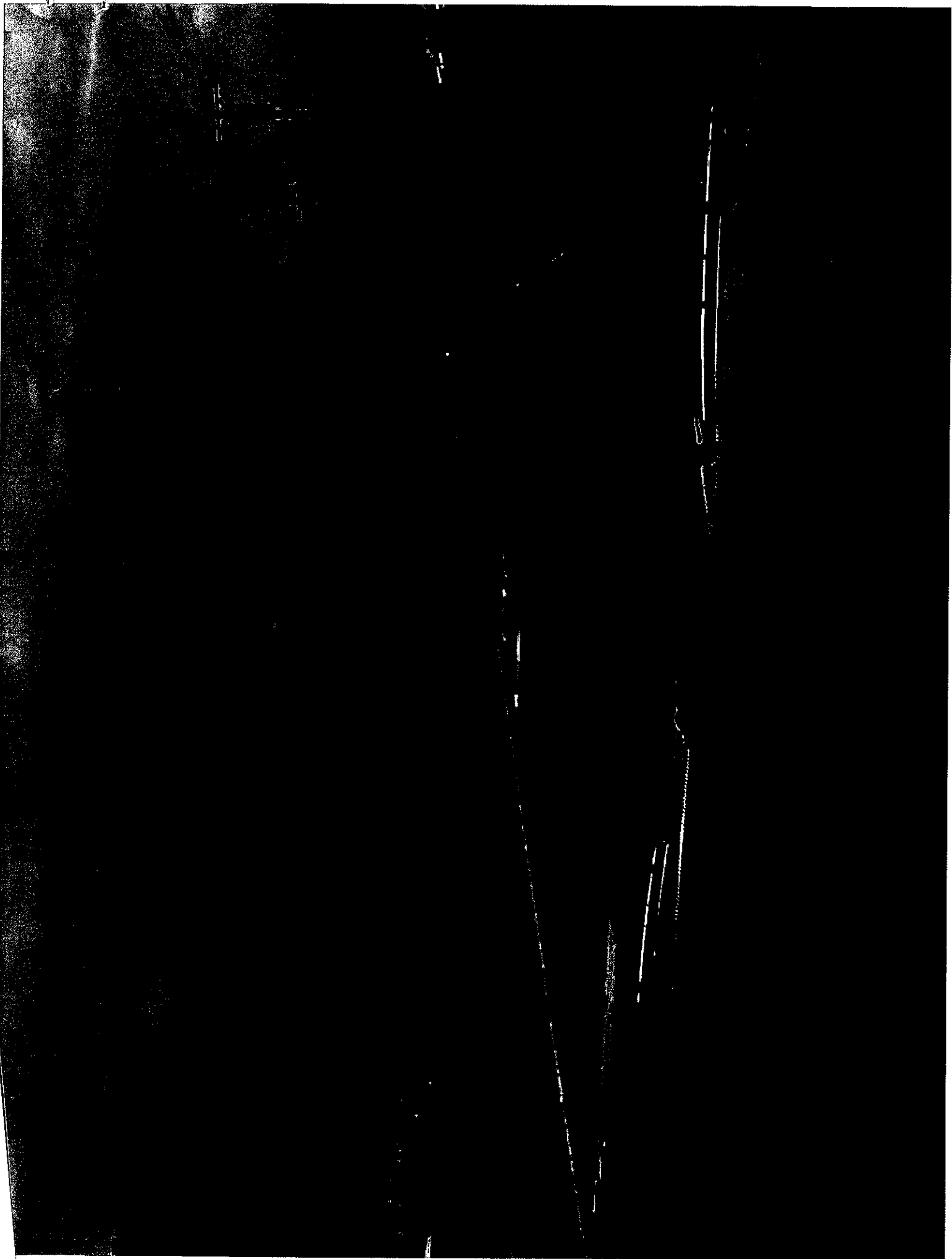


HALF SECTION FOR FLEXIBLE PAVEMENT

PC CONCRETE ISLANDS AND MEDIANS

STANDARD 606301-02

Missouri Department of Transportation
 PASSED JANUARY 1, 1999
 Approved by: [Signature]
 PROJECT & PRACTICE PROCEDURES
 APPROVED JANUARY 1, 1999
 Approved by: [Signature]
 SPECIALIST IN PUBLIC WORKS ENGINEERING





13 1:44PM