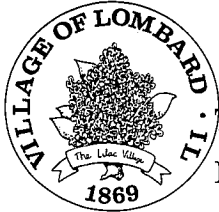


040450

Interoffice Memo



To: Trustee Rick Soderstrom, Chairman Transportation and Safety Committee
From: David A. Dratnol, P.E., Village Engineer *DAE*
Date: November 29, 2004
Subject: Update: Proposed Intersection Improvements along Illinois Route 53

CURRENT PROPOSED IMPROVEMENTS:

The basic improvement through the Village will consist of a five-lane section with sidewalk / bike path, curb and gutter on both sides of the street. Sidewalk is proposed for one side and a bike path on the other side of the street. The center lane, when not used as a turn lane, will be a raised, landscaped median. What follows is a description of the specific improvements through Lombard proceeding from south to north, as shown on the previously distributed reduced size preliminary drawings. Locations are cross referenced to the drawings (drawing numbers are shown in the bottom right corner)

Intersection of Parkview Boulevard / Surrey Drive (drawing H-5):

This will be a full intersection with dedicated left-turn lanes on all four legs of the intersection. The intersection meets signal warrants, and IDOT is proposing to construct signals. U-turns will be permitted at the intersection along Route 53.

The preliminary plans include sidewalk on the north side and bike path on the south side of the roadway. However, if the sidewalks and/or bikepath are constructed, the Village would be expected to pay for 50% of the cost.

Intersection with Whitmore Lane (drawing H-5):

Right-in / Right-out access to Route 53. Southbound Route 53 traffic desiring to get to Whitmore Lane would make a u-turn at the Parkview Boulevard / Surrey Drive intersection.

The preliminary plans include sidewalk on the north side and bike path on the south side of the roadway.

Intersection with Wilson Avenue (drawing H-6):

Wilson Avenue on the east side of Route 53 will be treated as a driveway (a curb cut will be provided.) A break in the median along Route 53 is included to allow for emergency vehicle access and u-turns.

The preliminary plans include sidewalk on the west side and bike path on the east side of the roadway. The bike path will meander into Sunset Knoll Park and return to the Route 53 right-of-way north of Parkview Boulevard.

Intersection with Parkview Boulevard and Park District driveway (drawing H-7):

The intersection with Parkview Boulevard will have full access. Dedicated left-turn lanes are proposed. U-turns will be permitted at the intersection.

The preliminary plans include sidewalk on the west side and bike path on the east side of the roadway.

Intersections with Harrison Road and Harding Road (drawings H-7 and H-8):

These two intersections are proposed to be right-in / right-out only. Because of the raised median, the existing "porkchop" at Harrison would no longer be required and so would be removed as part of the proposed construction.

The preliminary plans include sidewalk on the west side and bike path on the east side of the roadway.

Intersections with Madison Street (drawings H-8 and H-8A):

This will be a full intersection with dedicated left-turn lanes on all three legs of the intersection. The preliminary plans include signals at the intersection. U-turns will be permitted at the intersection along Route 53. In order to accommodate the signalization, IDOT is planning to raise the centerline profile of Route 53 by five feet at the intersection, and to lower the centerline of Madison Street.

The Village has the option of proceeding with the signalization of the intersection as a stand-alone project. IDOT has indicated that this option would require a local agency taking the lead on the project, and IDOT would consider participating in the cost of construction.

The preliminary plans include sidewalk on the west side ending at the Madison Street intersection, but the bike path continuing on the east side of the roadway.

Intersections with Charles Lane (drawing H-9):

This intersection is proposed to be right-in / right-out only. The raised median along Route 53 precludes traffic from making left turns at the intersection.

The preliminary plans include bike path only on the east side of the roadway.

Connection between bikepath and Illinois Prairie Path (drawing H-10):

A connection between the bikepath on the east side of Route 53 and the Illinois Prairie Path is proposed. The connection will be located on the south side of the path.

Emergency vehicle turn-around (drawing H-11):

At the request of the Lombard Fire Department, a left-turn lane is proposed immediately south of the Glen Oak Road / U.P.R.R. / Crescent Avenue bridges to provide for u-turns. This will make it easier for emergency vehicles to reach properties located along the east side of Route 53, south of St. Charles Road.

Intersection with St. Charles Road (drawings H-12 and H-12A):

The intersection with St. Charles Road will continue to be a full access intersection with two through-lanes in each direction and dedicated left-turn lanes. Right-turn lanes are being added along St. Charles Road.

The sidewalk resumes on the west side south of the St. Charles Road intersection, and the bike path continues on the east side of the roadway.

Intersection with Woodland Avenue (drawing H-13):

The intersection with Woodland Avenue is proposed as a right-in / right-out only intersection. The raised median along Route 53 precludes traffic from making left turns at the intersection.

The sidewalk continues on the west side and the bike path continues on the east side of the roadway.

Crossing over the Great Western Trail and Sidewalk and Bikepath Connection to the Great Western Trail (drawing H-14):

The existing bridge over the Great Western Trail will be removed and replaced with a box culvert. This allows the hill to be cut down by approximately twelve feet, greatly improving sight distances.

A sidewalk connection to the Great Western Trail will be provided on the west side, and a bikepath connection along the east side of Route 53. To the north of this crossing, the bikepath will continue on the west side of Route 53, and the sidewalk on the east side.

Intersection with Meadow Avenue (drawing H-14):

This will be a full intersection with dedicated left-turn lanes on all four legs of the intersection. The preliminary plans do not include signalization of the intersection. U-turns will be permitted at the intersection along Route 53.

The Village has taken the position that signals are warranted based on progression and are needed to provide a safe access point into this section of the Village.

The bikepath continues on the west side of Route 53, and the sidewalk on the east side.

Intersection with Glenwood Lane (drawing H-15):

The intersection with Glenwood Lane is proposed as a right-in / right-out only intersection. The raised median along Route 53 precludes traffic from making left turns at the intersection.

The sidewalk continues on the east side and the bike path continues on the west side of Route 53.

Intersection with Pleasant Lane (drawing H-15):

The east leg has very little traffic and is proposed as a right-in / right-out only intersection. The raised median along Route 53 precludes traffic from making left turns at the intersection.

The west leg will be a full intersection with dedicated left-turn lanes along Route 53. U-turns will be permitted at the intersection along Route 53.

The sidewalk continues on the east side and the bike path continues on the west side of Route 53.

Intersection with Sunset Street (drawing H-16):

The intersection with Sunset Street is proposed as a right-in / right-out only intersection. The raised median along Route 53 precludes traffic from making left turns at the intersection.

The sidewalk continues on the east side and the bike path continues on the west side of Route 53.

Intersection with North Avenue (drawings H-17 and H-17A):

This signalized intersection will consist of two through lanes on each leg of Route 53 and three through-lanes on each leg of North Avenue. Dual left-turn lanes and a right-turn lane will be provided on all four legs of the intersection. Raised medians will be constructed at this intersection to facilitate channelization of the traffic.

The dedicated bikepath ends at North Avenue. Sidewalk continues on both sides of Route 53 to the north.

Intersection with Sidney Avenue (drawings H-18 and H-18A):

This signalized intersection will have full access with two through-lanes and dedicated left-turn lanes in each direction of Route 53. Sidney Avenue will have a dedicated left-turn lane and one thru / right-turn lane on each leg.

Landscaping:

IDOT will replace landscaping that is impacted by the proposed improvements (replacement trees, etc.) IDOT will also work with the Village on landscaping enhancements along the right-of-way, including the raised median. The extent of enhancements and possible locations are design related issues that will be addressed during final design.

Miscellaneous:

IDOT is proposing to widen the bridge at the DuPage River to accommodate a bike trail on both sides of the river. (Shown on drawing H-4.)

The Village Board has expressed a desire to have sidewalks along Route 53. IDOT will require the Village to pay for fifty percent of the cost of the sidewalks. When sidewalks were proposed to be constructed on both sides of the roadway, the estimated cost (provided by IDOT) to the Village will be \$350,000. This does not reflect sidewalk on one side and bikepath on the other side of the street.

Regarding lighting of the roadway, IDOT is not providing street lights as part of the improvement. If the Village wants lighting installed, it would be entirely Village cost. The estimated cost (provided by IDOT) to light Route 53 from North Avenue to Parkview Boulevard (at Interstate 355), using the concept of a fixture with a 40-foot mounting height plus a decorative fixture at a 14-foot mounting height, a 150-foot spacing, alternating sides of the roadway, is \$1,200,000.

cc: Village Board
William T. Lichter, Village Manager
Wesley B. Anderson, Director of Public Works