

040450

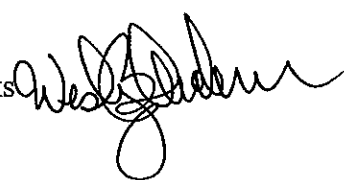
DISTRICTS 1 and 2

**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:** January 12, 2005 (COW) (B of T) **Date:** 1/20/2005  
**TITLE:** Seven Recommendations from the T & S Committee regarding IL Route 53

**SUBMITTED BY:** Wesley B. Anderson, Director of Public Works 

**BACKGROUND/POLICY IMPLICATIONS:**

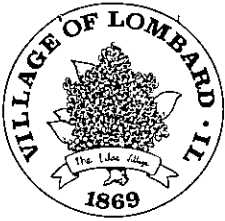
See Attached Memorandum.

**FISCAL IMPACT/FUNDING SOURCE:**

Review (as necessary):

Village Attorney X \_\_\_\_\_ Date \_\_\_\_\_  
Finance Director X \_\_\_\_\_ Date \_\_\_\_\_  
Village Manager X W. T. Lichter Date 1/12/05

**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:** Wesley B. Anderson, Director of Public Works  
**Date:** January 12, 2005  
**Subject:** T & S Committee Recommendations: IL Route 53

The Illinois Department of Transportation (IDOT) is planning to accomplish the widening and reconstruction of Illinois Route 53 from the Elgin – Ohare Expressway to Roosevelt Road (IL Route 38) as a series of projects. The approximate limits and status of each project is:

Elgin-Ohare Expressway to Army Trail Road: included in IDOT's Multi-Year Plan, currently targeted for letting in FY2008.

Army Trail Road to North Avenue: under construction (contract awarded in August 2004).

North Avenue to St. Charles Road: included in IDOT's Multi-Year Plan, currently targeted for letting in FY2008.

St. Charles Road to Roosevelt Road (IL Rte 38): This segment is not programmed in IDOT's Multi-Year Plan. However, the structure over the East Branch of the DuPage River is targeted for replacement in FY2007.

IDOT is completing the preliminary phase of the design covering the section from North Avenue to Roosevelt Road (IL Route 38). After the preliminary phase is complete, IDOT may proceed with final engineering (preparation of construction documents) for the section from North Avenue to St. Charles Road. Over the last 4 months, the Transportation and Safety Committee has been reviewing IDOT's plan for Route 53 through the Village of Lombard. The Committee looked at the state's plans for Route 53 as a series of distinct topics at each meeting.

At the September meeting, the topic of the Route 53 improvements was re-introduced to the Committee and public and the elements of the project to be reviewed by the Committee in subsequent meetings was outlined.

At the October meeting, the main topics of discussion were access to and from Route 53 and signalization of various intersections. At the November meeting, lighting and sidewalks was reviewed, but because of a lack of quorum, no recommendations were made. These were the major topics discussed at the December meeting, with recommendations made at that time.

The following are the Committee's recommendations for Board consideration:

1. Request IDOT to move the southern boundary of the North Avenue – St. Charles phase of the project to include the intersection of Madison Street and Route 53.
2. If IDOT does not approve the request to extend the North Avenue - St Charles Phase to Madison Street, that the Village in coordination with IDOT proceed with a separate project to signalize the intersection of Madison Street and Route 53. This separate project should incorporate a 3-lane configuration along Route 53 at Madison Street.

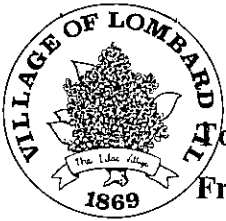
3. That staff continue to explore with IDOT the signalization of Meadow Avenue in conjunction with the Route 53 project. Presently IDOT has turned down all requests to signalize this intersection as IDOT does not feel that the intersection meets signal warrants.
4. That the Village approve the IDOT design concept for Route 53 with staff review of the two left-turn lanes in the area of Sunset (vicinity of the nursery). Staff has reviewed the plans and topography of the area and there are no other options of providing access for northbound traffic to both the nursery and hotel except by performing a u-turn at North Avenue, which is unsafe for truck traffic. Therefore, Staff recommends the concept be approved.
5. That the Board of Trustees approve staff and IDOT recommendations regarding the sidewalk / bike path along Route 53.
6. That the Board of Trustees incorporate street lighting along the entire length of Route 53.

If the above recommendations are implemented, IDOT will be expecting the Village to participate in the costs for the sidewalk / bikepath, street lighting and possibly the traffic signals.

Additionally, the Committee looked at options to provide access to southwest Lombard in the interim. The Committee recommended that the Board of Trustees request IDOT to modify the left-turn restrictions by opening Harrison and Charles Lane in concurrence with Harding and Madison by the Township and the State, with no left turn permitted between the hours of 5 a.m. to 8 a.m. and 4 p.m. to 7 p.m., Monday through Friday. Staff has coordinated with the York Township Highway Commissioner, and reached concurrence on the concept of opening this section of Route 53 to left-turn traffic with the time restrictions.

Please present these seven recommendations to the Board of Trustees for their consideration at the regularly scheduled meeting on January 20, 2004.

Enclosures: November 29, 2004 Memo RE: "Update: Proposed Intersection Improvements along Illinois Route 53"



## Interoffice Memo

**To:** Trustee Rick Soderstrom, Chairman Transportation and Safety Committee  
**From:** David A. Dratnol, P.E., Village Engineer  
**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