

Improve

Gilmer Road and Midlothian Road Intersection

The Lake County Division of Transportation has initiated an engineering study to improve the intersection of Gilmer Road and Midlothian Road in Hawthorn Woods and unincorporated Lake County. The purpose of the study is to evaluate alternatives that would improve safety and congestion during morning and evening peak hours and provide bicycle facilities in the area.

What is the purpose of this hearing?

- Present the Preferred Alternative
- Explain the study process and steps for project implementation
- Solicit comments on the Preferred Alternative

Why is this project needed?

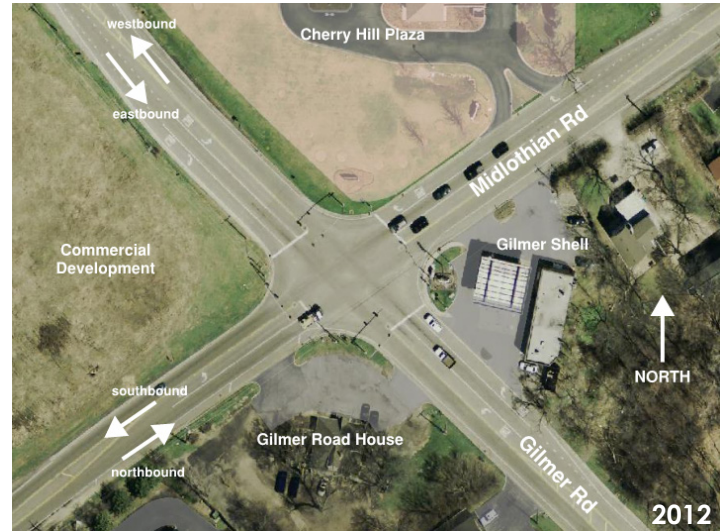
Traffic Operations. As part of the engineering study, LCDOT analyzed traffic operations for this intersection using existing (2011) traffic volumes and future (2040) traffic volumes. The analysis measures Level of Service (LOS) using letters A through F, with A representing no delay and F representing significant delay.

Currently, the intersection of Gilmer Road and Midlothian Road operates at a LOS E during peak hours, with increased delay when CN trains are crossing Gilmer Road southeast of the intersection. Traffic volumes for 2040 were based on projections by CMAP and consider the proposed IL 53 Extension, the full build-out of the Pulte residential and retail development, and increased freight rail traffic on the CN rail crossing. Traffic analysis for year 2040 indicates that with no improvements, intersection operation would deteriorate to LOS F during peak hours.

Safety. The majority of crashes at the intersection over the five year period were turning (38%), angle (31%), and rear end (19%) crashes. These types of crashes can be indicative of an intersection operating above capacity. With no improvements to the intersection and an anticipated deterioration in LOS, an increase in crashes would be expected.

What alternatives were considered?

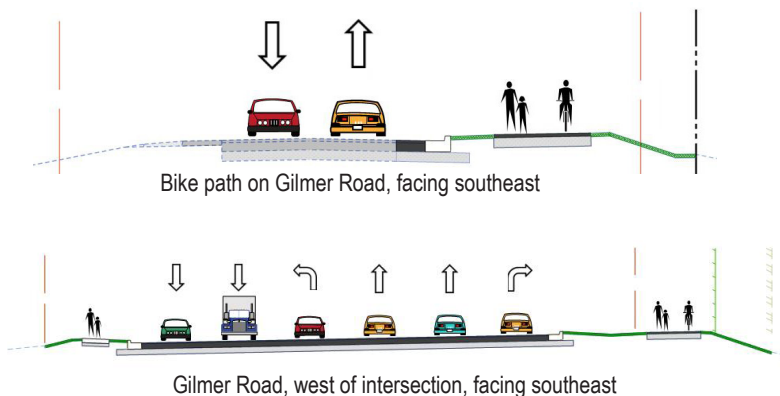
LCDOT evaluated two alternatives: a modern roundabout (RAB) and a traditional signalized intersection. Evaluations included traffic capacity analysis, assessment of pedestrian accommodations, lighting requirements, construction staging, maintenance, operation by motorists and emergency responders, impact of train crossing backups, right-of-way requirements, and feasibility for future expansion.



| Signalized Intersection (Preferred Alternative) | Roundabout |
|--|--|
| <p>Benefits</p> <ul style="list-style-type: none"> • Improvement in intersection operations (LOS C - 34.9 second/vehicle delay). • Signalized pedestrian crossings. • Can keep at least one lane open in each direction throughout construction without detour. • Signals allow for emergency vehicle pre-emption. • Signal cycles improve traffic flow upstream and downstream of the intersection. | <p>Benefits</p> <ul style="list-style-type: none"> • Improvement in intersection operations (LOS C - 21.5 second/vehicle delay). • Full access to all commercial properties. • Limited roadway widening away from intersection. • Lower operating speeds / fewer and less severe crashes. • Pedestrians cross one direction of traffic at a time. |
| <p>Drawbacks</p> <ul style="list-style-type: none"> • Traffic signal infrastructure (construction, maintenance & energy costs). • Limits access to commercial properties. • Roadway widening away from the intersection. • Potential for higher speed / more severe angle and head-on crashes at intersection. | <p>Drawbacks</p> <ul style="list-style-type: none"> • Roadway lighting in advance of the intersection (construction, maintenance & energy costs). • Motorist unfamiliarity with navigating multi-lane roundabout. • Need for detour during construction. • Pedestrian crossings with continuous flow of traffic. • Takes longer to return to normal operations following freight train crossings of Gilmer Road. |

What are the proposed improvements?

The preferred alternative achieves the purpose and need and will minimize negative impacts to the environment.



Roadway

- All four legs of the intersection will have two through lanes and separate left turn lanes with designated left turn signals.
- EB Gilmer Road and NB Midlothian Road will have right turn lanes.
- The two EB lanes on the E leg of the intersection will be extended as far as possible to provide more storage of traffic that is queued at the CN rail crossing of Gilmer.
- Proposed roadways will include a combination of concrete curb and gutter, storm sewers, and roadside swales and ditches to drain the roadway.
- LCDOT will expand an existing detention basin on Gilmer Road and utilize excess stormwater detention volume in the private detention basins in the Pulte Development to accommodate the needs for the improvement.

Non-Motorized Travel

Proposed improvements will accommodate non-motorized modes of travel and provide more connectivity in the area.

- Multi-use trails on both sides of Midlothian Road from the southern project limit to Gilmer Road, and along the W side of Gilmer Road from Midlothian Road to Schwerman Road.
- A sidewalk on the E side of Gilmer Road between Midlothian Road and Sylvan Drive.
- Ten-foot wide, paved multi-use trails, separated from the roadways by curb & gutter and five-foot parkway. Gilmer Road will also have a three-foot wide paved shoulder to accommodate on-street cyclists.
- Crosswalks and pedestrian signals on all four legs of the intersection of Gilmer Road and Midlothian Road.
- A proposed multi-use trail along the E side of Gilmer Road between Schwerman Road and Chevy Chase Road will be constructed if a local sponsor is identified to participate in cost sharing.

Commercial Access

- Due to the close proximity of driveways to the intersection and expanded roadway width, commercial driveways at the intersection will be restricted to right turns in and right turns out, only.
- Hawthorn Hills Drive and Midlothian Road will remain as 2-way stop controlled, with free flow of traffic on Midlothian Road. Access to future retail will be from Midlothian Road via Hawthorn Hills Drive and from Gilmer Road via an entrance across from the existing Cherry Hill Plaza entrance.

Land Acquisition

Right-of-way acquisitions are proposed to accommodate roadway widening at the intersection, approaches, and for the multi-use path. Acquisitions include approximately 3.3 acres of fee take, 1.3 acres of permanent easements, and 2.0 acres of temporary easements. Two homes have been identified for acquisition for construction of the improvements.

Next Steps

Public Comment through 11/18/15

Design Approval Dec 2015

Plan Development/Land Acquisition/Permit Approvals 2016 - 2017

Construction Programmed in 2017*

*Subject to ROW and funding availability

Public Input

Tonight:

Submit a comment for the public record by speaking with the court reporter or providing a written comment.

Mail:

Pre-addressed forms are available for written comments to be mailed to the Lake County Division of Transportation.

Website:

Comments can be provided on the project website at:

www.improvegilmermidlothian.com

Comment Deadline:

November 18, 2015

Comments will be summarized and responses posted to the project website.

