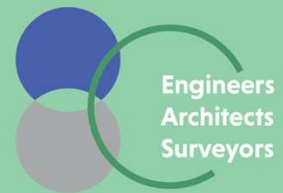




Illinois 75 Corridor Study Public Information Meeting #3

Nature at the Confluence
South Beloit, Illinois
April 5, 2023



1

Presentation Agenda



Introductions



Project Recap



Project Tasks



Preferred Alternative
Discussion



Engineers • Architects • Surveyors



2

Introductions



**T.J. Nee (Stateline Area
Transportation Study, SLATS MPO)**
Project Manager

Lee Gibbs (CBS Squared)
Consultant Project Manager

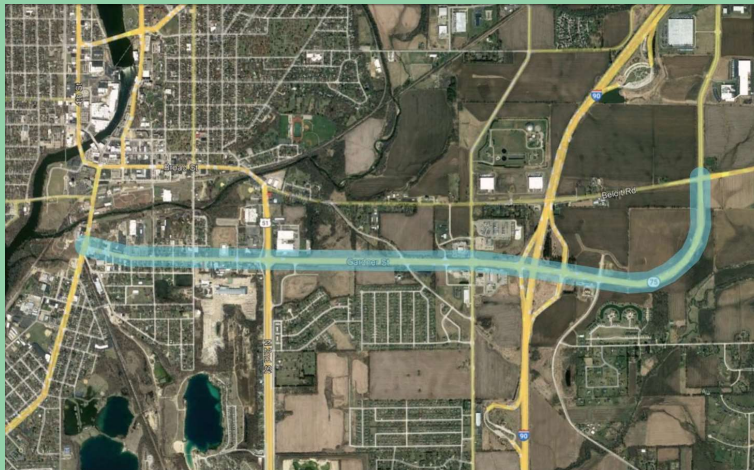


Engineers • Architects • Surveyors



3

Project Recap




Engineers • Architects • Surveyors



4

Project Recap

- Project Goals
 - Evaluation of traffic operations, traffic safety, access, and multimodal accommodations for IL 75 (Gardner Street) corridor
 - Recommend improvements to the roadway and intersections to optimize safety and mobility while balancing access and multimodal needs

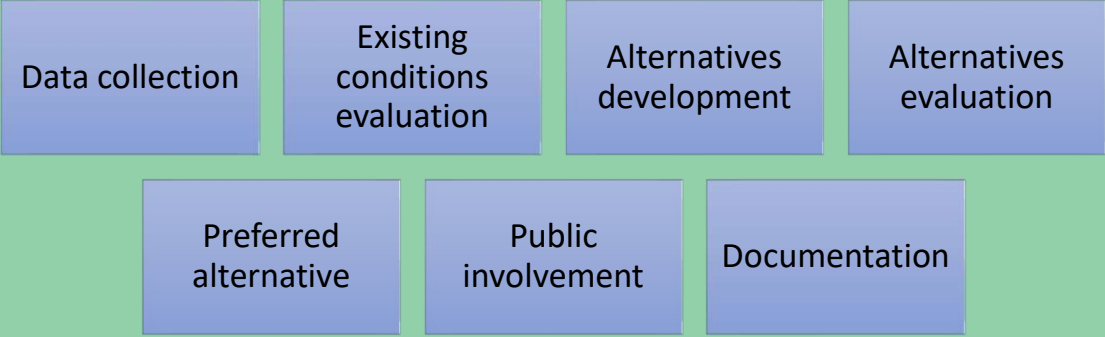


There is no construction project associated with the results and recommendations determined in this study.

cbs² Engineers • Architects • Surveyors **slats** STATELINE AREA TRANSPORTATION STUDY

5

Project Tasks



cbs² Engineers • Architects • Surveyors **slats** STATELINE AREA TRANSPORTATION STUDY

6

Preferred Alternatives

- Preferred alternative balance the needs of mobility, safety, access, and multimodal accommodations along IL 75
 - Based on existing and future-year traffic operations analysis, traffic safety, long-range plans, project study goals, and public feedback
- Each alternative, including the preferred alternative, has advantages and disadvantages (i.e., trade-offs) of implementing
- Preferred alternative does not have any timetable for implementation – it is only a recommendation

Illustrations for preferred alternative are concept-level detail only and not definitive or binding



Engineers • Architects • Surveyors



7

Existing Conditions Evaluation

- Main findings
 - Urban undivided 4-lane cross-section of IL 75 may restrict roadway capacity as volumes increase and access density remains high
 - Inside through lanes act as left-turn lanes
 - Lack of safe, comfortable bike/ped crossings along IL 75
 - Most crossings are not ADA compliant
 - Lack of truck mobility, especially near I-39/90
 - Several intersections have existing geometric deficiencies, creating safety concerns
 - Future-year traffic growth will create operational deficiencies at several intersections



Engineers • Architects • Surveyors



8

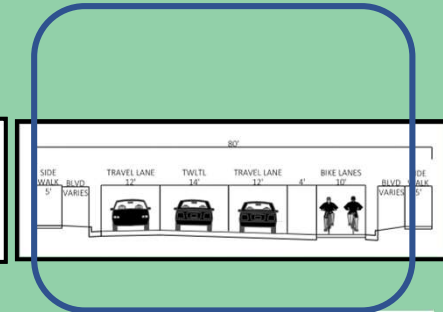
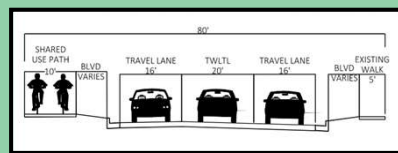
Preferred Alternatives

- IL 75 (IL 2 to US 51)

Do nothing



3 lanes



Engineers • Architects • Surveyors

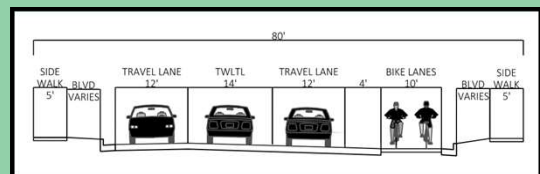


9

Preferred Alternatives

Three-Lane Cross-Section (2 lanes + TWLTL) + Dedicated Bike Lanes

- Left-turning vehicles are protected from through traffic stream
- Improved multimodal accommodations with dedicated bike lanes
- No changes to existing roadway footprint needed to accommodate three lanes
- No changes to existing roadway footprint needed for dedicated bike lanes



Engineers • Architects • Surveyors

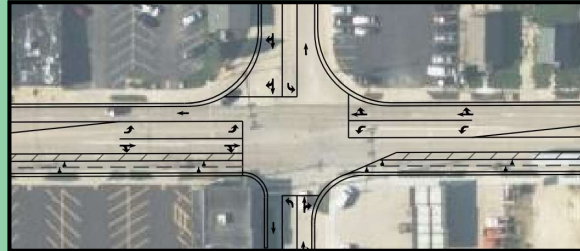


10

Preferred Alternatives

Reconfigure Park Avenue intersection

- Provide positive left-turn offset for better visibility, improving safety
- Widen southeast quadrant to accommodate truck turns from south leg
- Provide crosswalk equipment / features at intersection



cbs²

Engineers • Architects • Surveyors



11

Preferred Alternatives

IL 75 and Dearborn Avenue intersection

Right-in, right-out access



Remove and realign



cbs²

Engineers • Architects • Surveyors



12

Preferred Alternatives

Remove and realign Dearborn Avenue

- Improves safety by eliminating intersection so close to US 51
- Improves traffic flow by eliminating closely-spaced intersections
- Utilizes existing roadways and intersections for implementation



cbs²

Engineers • Architects • Surveyors



13

Preferred Alternatives

IL 75 and US 51 intersection

Traffic signal + realigned IL 75



Roundabout



cbs²

Engineers • Architects • Surveyors

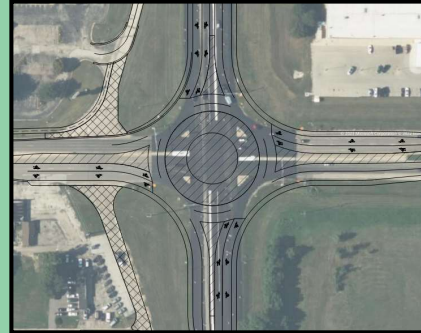


14

Alternatives Discussion

Provide roundabout control

- Improves traffic operations by providing yield control for all movements
- Improves safety by eliminating left-turn, angle, and head-on crashes
- Reinforces posted speeds as motorists must navigate around roundabout median
- Splitter islands provide refuge for pedestrian accommodations



cbs²

Engineers • Architects • Surveyors



15

Preferred Alternatives

IL 75 and West Manchester Road intersection

Restrict Access



Realign Roadway



cbs²

Engineers • Architects • Surveyors



16

Alternatives Discussion

- Both alternatives are positive alternatives
 - Both alternatives improve safety at the intersection
 - Restrict alternative removes lefts & throughs
 - Realign alternative eliminates skewed intersection
 - Both alternatives can be updated for future intersection control upgrades
 - Preferred alternative may be dependent on future land use growth
 - If one HAD to be picked...



cbs²

Engineers • Architects • Surveyors



17

Preferred Alternatives

IL 75 and Willowbrook Road intersection

Add turn lanes



Roundabout



cbs²

Engineers • Architects • Surveyors



18

Alternatives Discussion

Add turn lanes to intersection

- Increases traffic flow for high-volume left-turn movements, improving mobility
- Improves overall mobility by reallocating green time to other movements



Engineers • Architects • Surveyors



19

Other Preferred Improvements

- Consider access management strategies as parcels are developed/redeveloped along IL 75 from IL 2 to US 51
- Review traffic signal equipment, placement, and timing for improved visibility and clarity for motorists
- Provide an off-road multi-use path connecting US 51 to WIS 67



Engineers • Architects • Surveyors



20

Other Improvements for Consideration

- Preserve right of way along IL 75 for potential long-term growth near I-39/90
- Preserve access control along IL 75 from US 51 to WIS 67
- Preserve access control along Willowbrook Road near IL 75
- Address left-turn offset at Stateline Road intersection



Engineers • Architects • Surveyors



21

Thank You

- T.J. Nee, neet@beloitwi.gov
- Lee Gibbs, lgibbs@cbssquaredinc.com



Engineers • Architects • Surveyors



22