

Welcome!



Green Bay Road Reconstruction Project

Public Information Meeting
January 25, 2023

Project Team

City of Highland Park

- Ron Bannon, Public Works Director
- Emmanuel Gomez, City Engineer
- Ron Milanesio, Civil Engineer

TranSystems

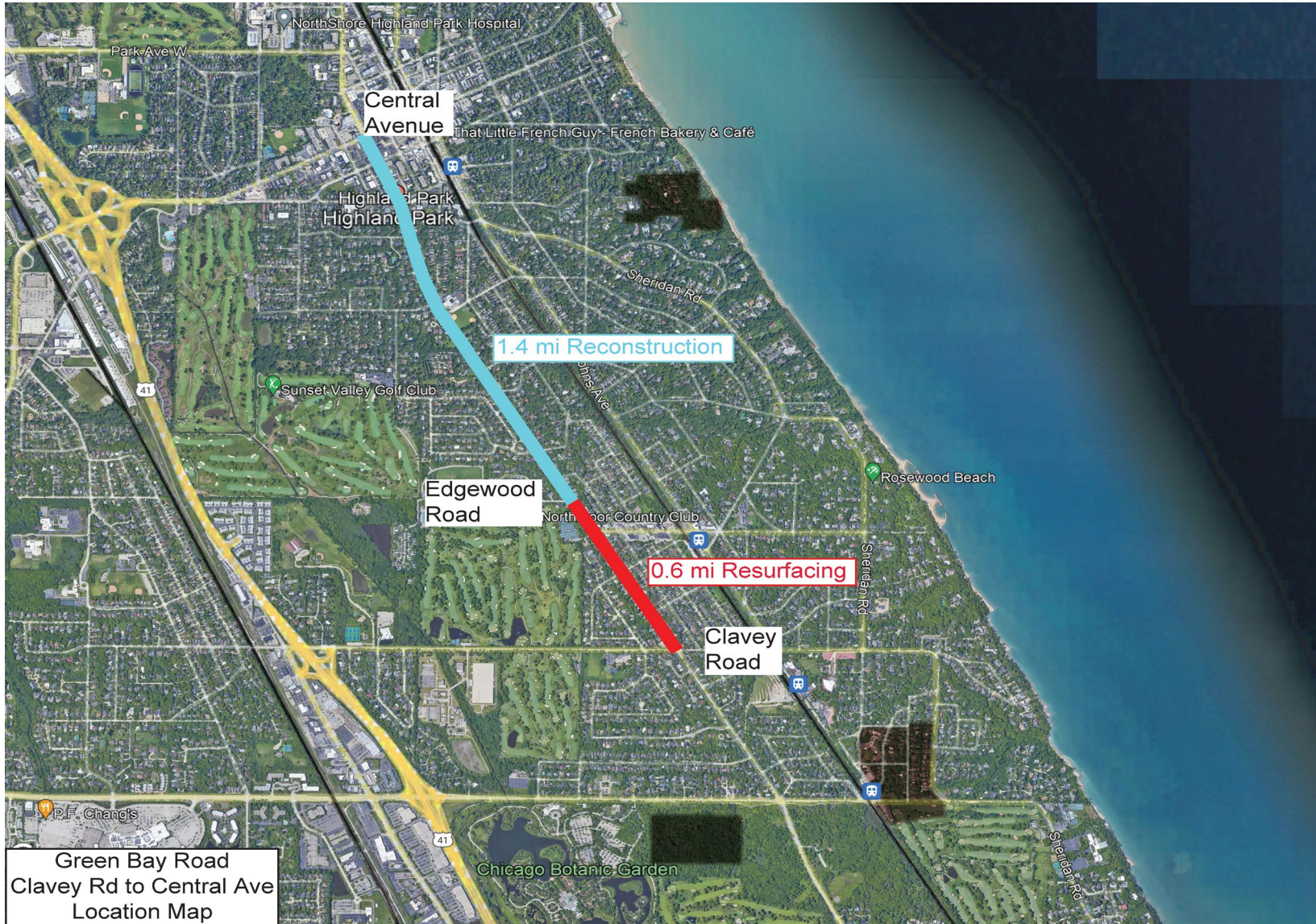
- David Block, Project Manager
- Brent Pottorff, Project Engineer
- Tom Pelarinos, Design Engineer

Teska

- Jodi Mariano, Principal



Project Location

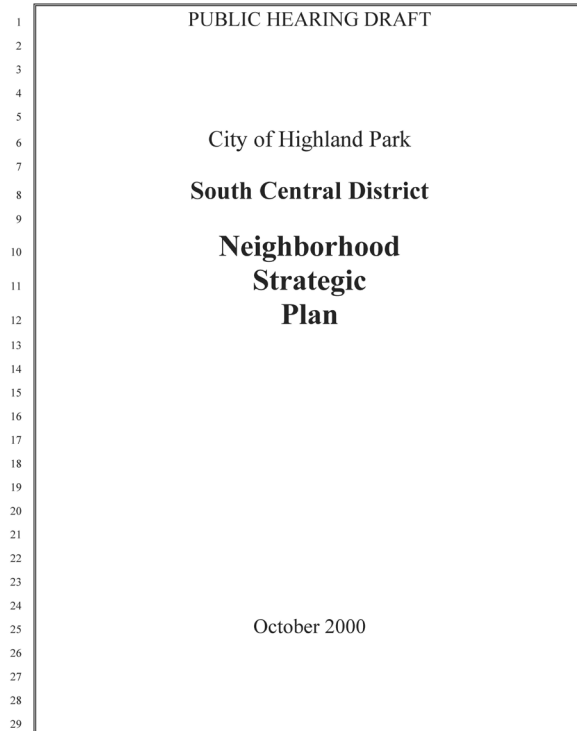
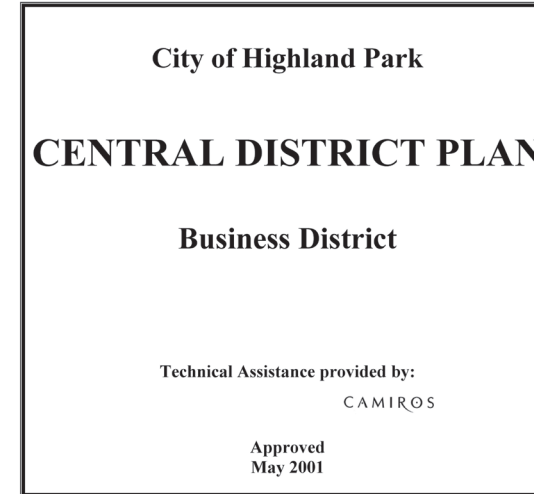
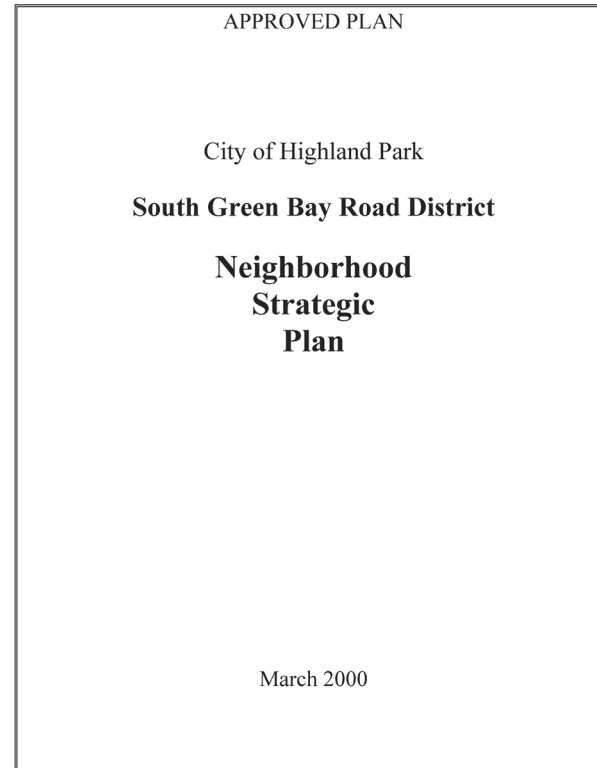


Purpose of Meeting

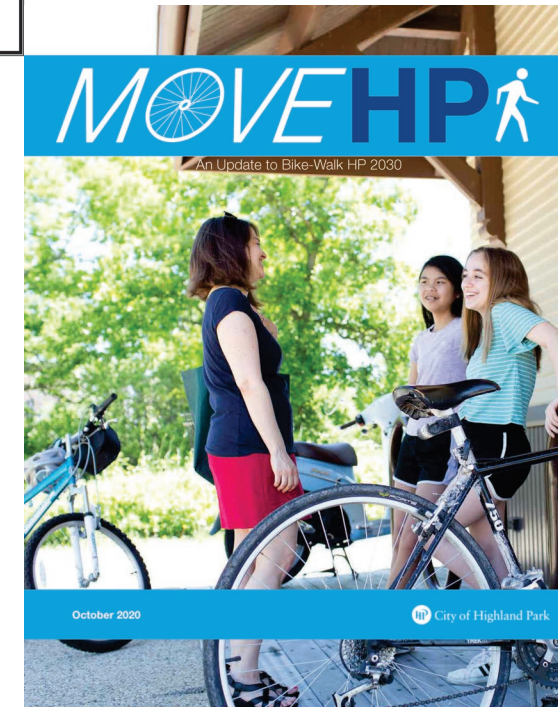
1. Provide Green Bay Road **History**
2. Describe Green Bay Road Improvement **Goals**
3. Summarize **Phase 1** Preliminary Engineering
4. Summarize **Phase 2** Design Engineering
5. Discuss **Bike Lane Alternatives**
6. Detail How to Provide **Comments**
7. Look at **Next Steps**



History



Corridor Planning Documents



Goals

1. **Modernize Traffic Signals (Edgewood Rd, Bob-O-Link Rd, Deerfield Rd, Laurel Ave, Central Ave)**
2. **Implement Bike Lanes**
3. **Improve Underground Utilities (New storm sewer, upgrades to water main and sanitary sewer)**
4. **Reconstruct Pavement, Curb & Gutter, Driveway Aprons**
5. **Upgrade Intersection Sidewalk Ramps**
6. **Restore Parkway Landscaping**



Phase 1 Preliminary Engineering

- Federal Funds for construction
- Requires IDOT/FHWA review and design approval
- Environmental Clearances
- Design Approval issued – 2/22/2018

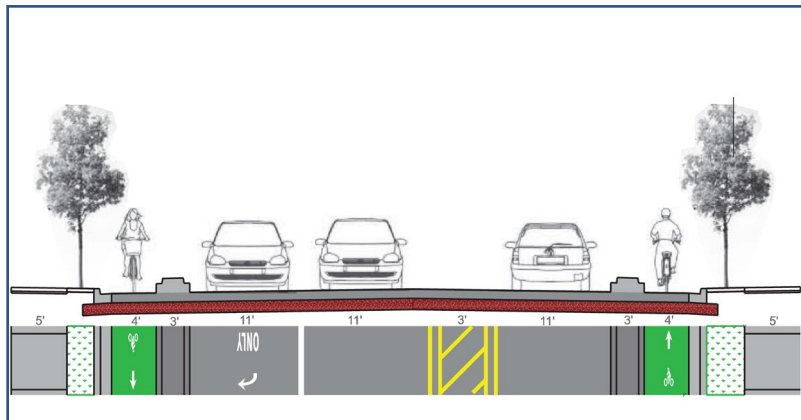


Phase 2 Design Engineering

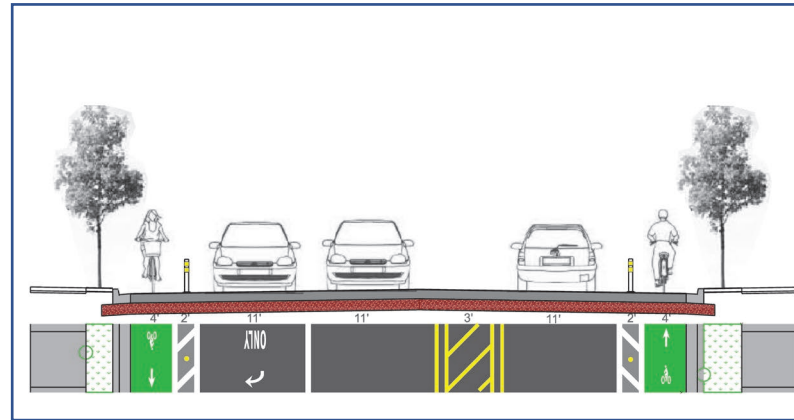
- Kick-off Phase 2 April 2022
- Topographic survey
- Geotechnical investigation
- **Evaluate bike lane design**
- Determine the extent of Right-of-Way acquisition
- Prepare contract plans, specifications, and estimates
- Construction Letting through IDOT



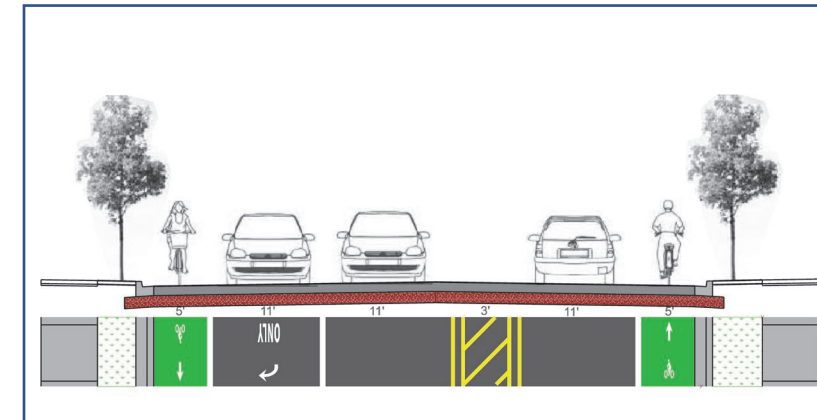
Bike Lane Alternatives



ALTERNATIVE 1
(Bike Lanes protected
by curb barriers)



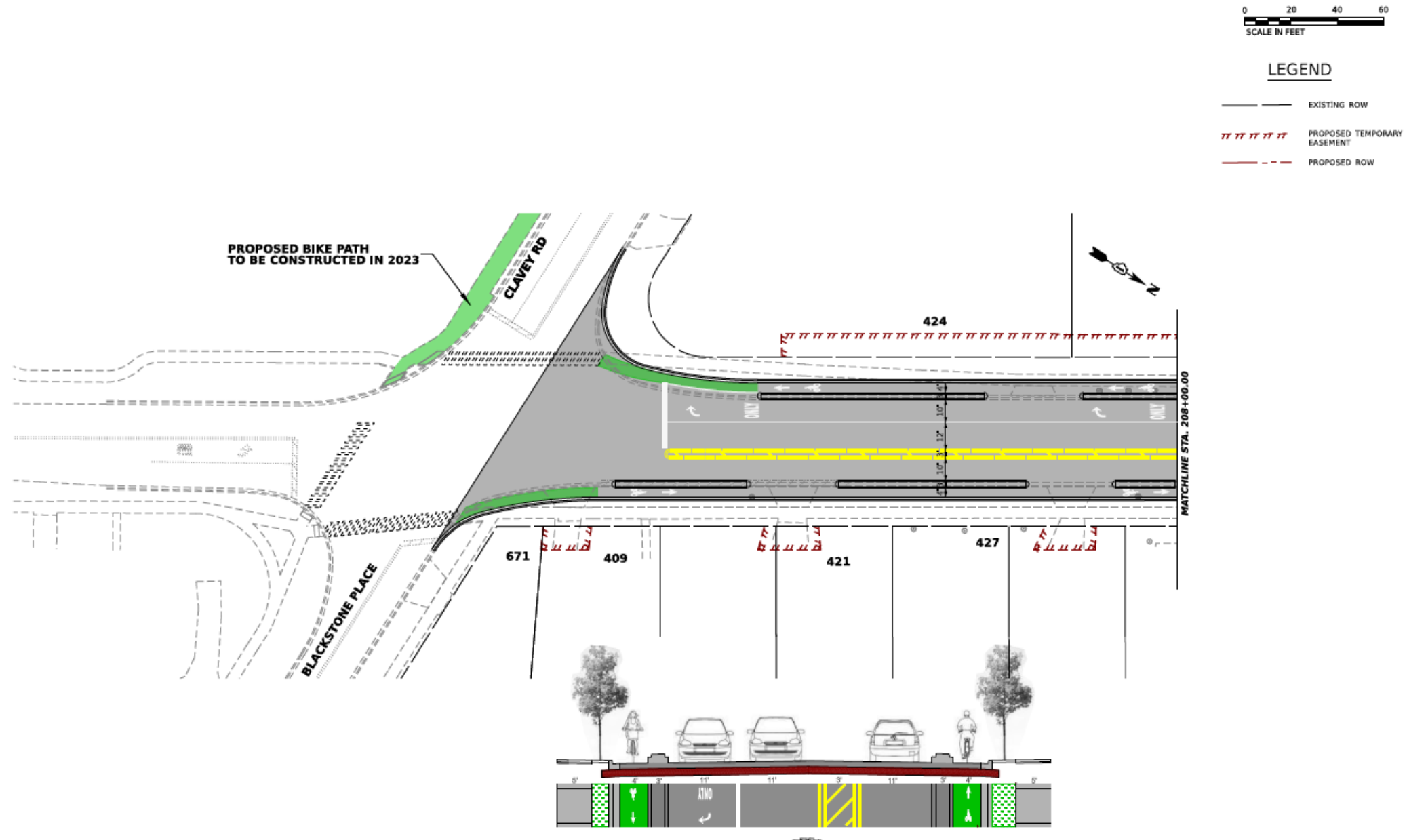
ALTERNATIVE 2
(Bike Lanes separated
by bollard delineators)



ALTERNATIVE 3
(Green Painted Bike Lane
not separated)



ALT 1



LEGEND

- EXISTING ROW
- PROPOSED TEMPORARY EASEMENT
- PROPOSED ROW

5 TREES IMPACTED



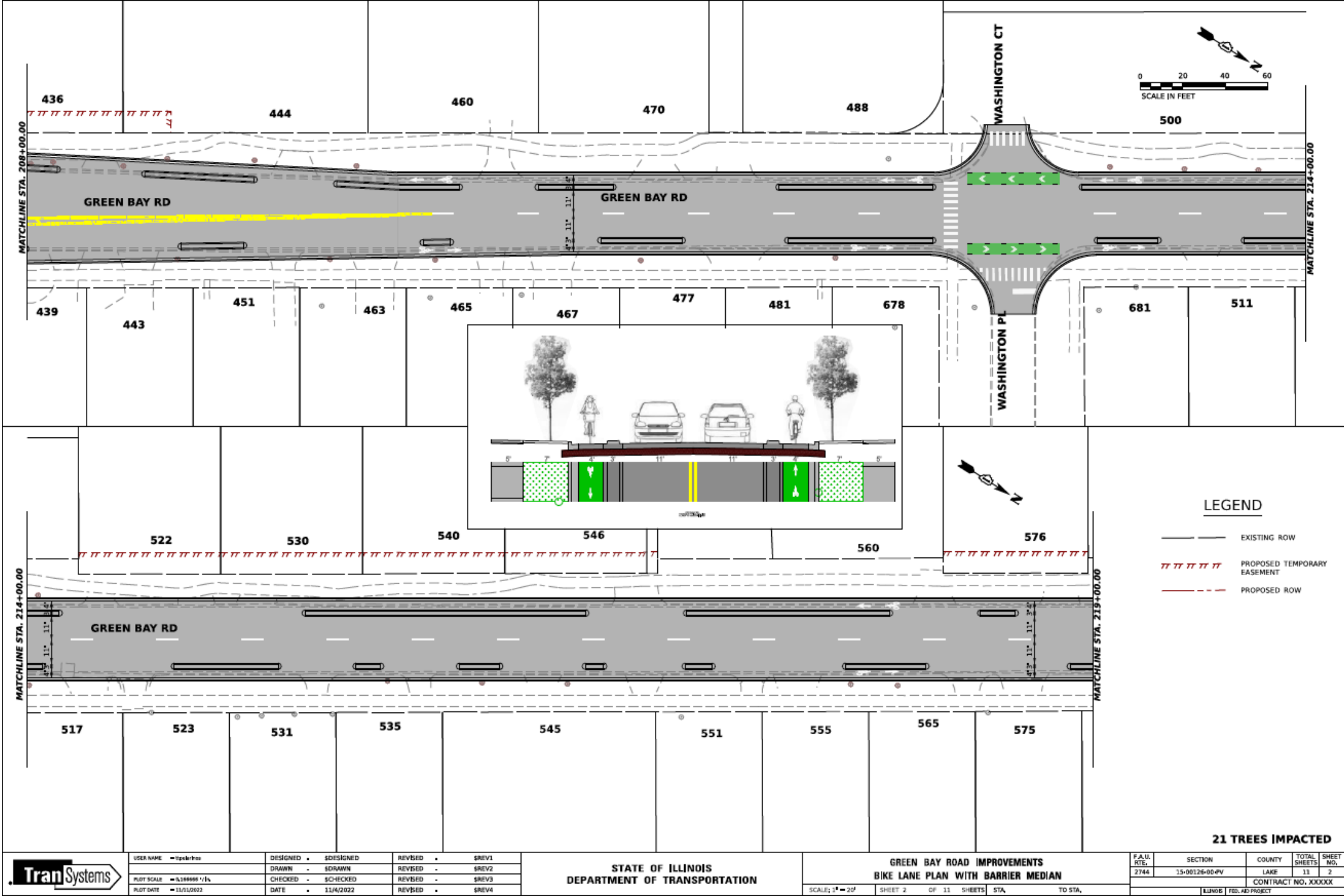
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DATE: 11/6/2022	REVISED: \$REV4	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

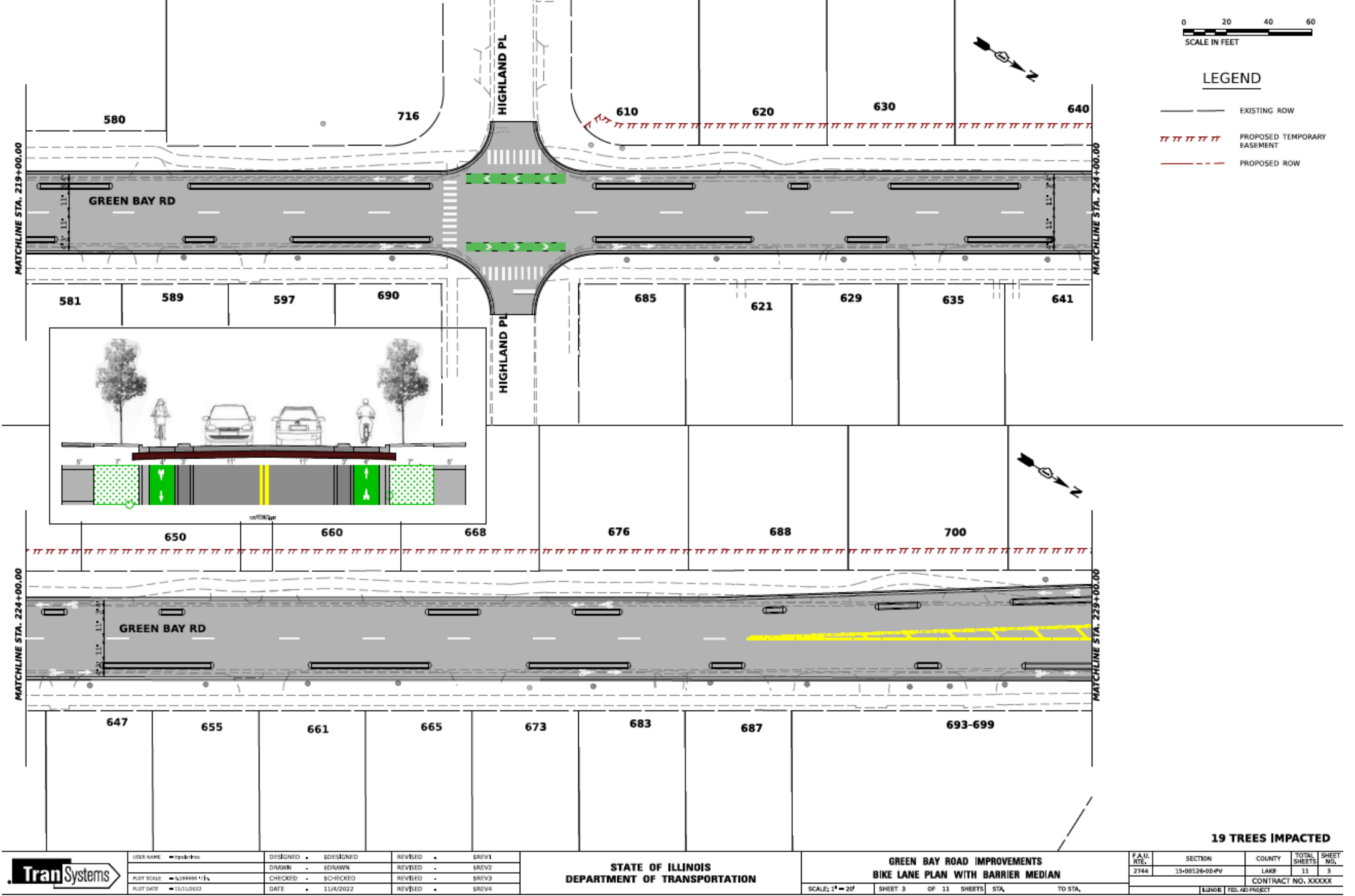
GREEN BAY ROAD IMPROVEMENTS BIKE LANE PLAN WITH BARRIER MEDIAN			
SCALE: 1" = 20'	SHEET 1 OF 11 SHEETS	STA. TO STA.	

F.A.U. RFL: 2247	SECTION: 15-00126-00-4V	COUNTY: LAKE	TOTAL SHEETS: 13	SHEET NO.: 1
CONTRACT NO. XXXXX				


ALT 1



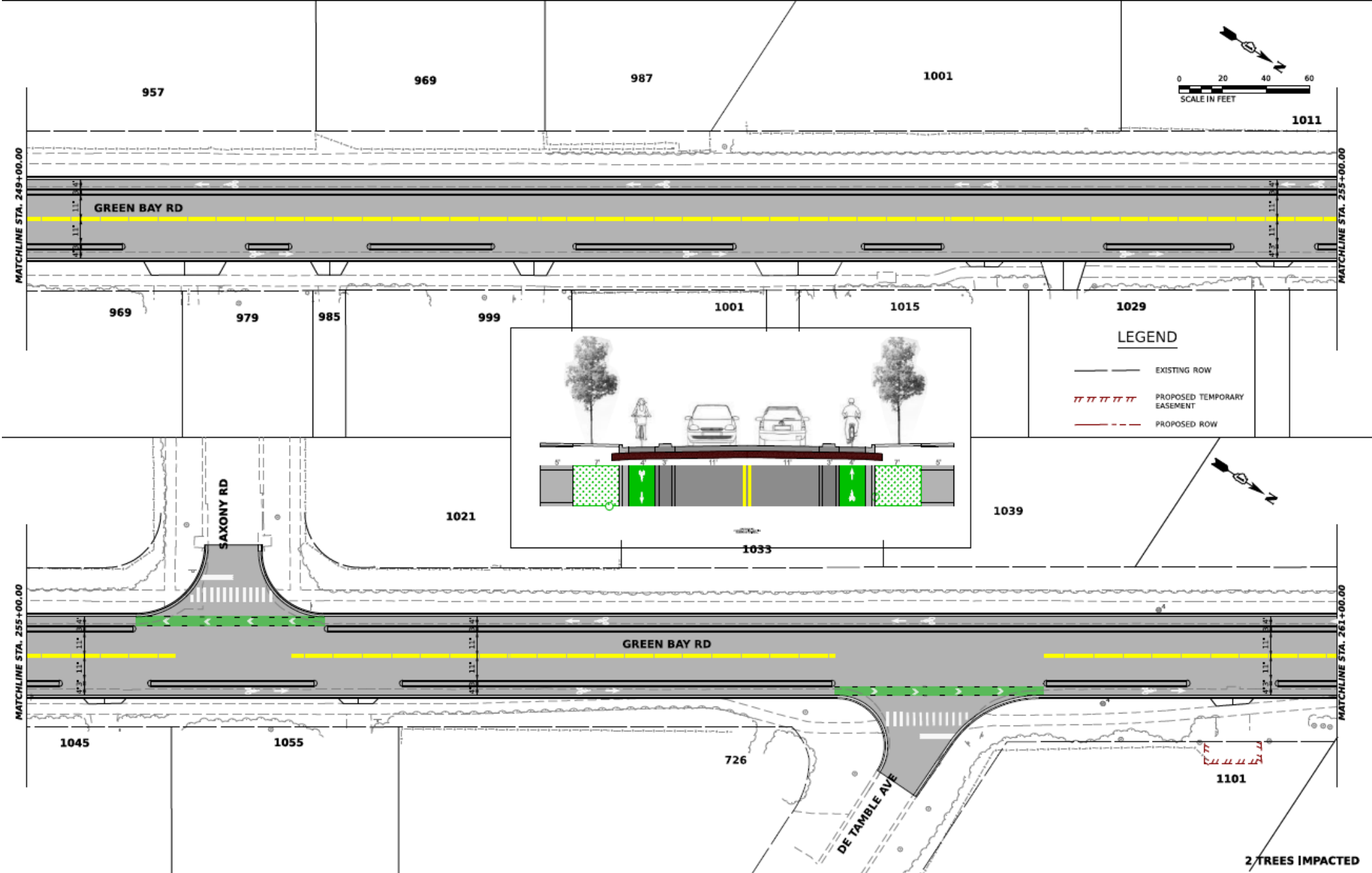
ALT 1



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	11/1/2022	11/4/2022	11/4/2022	11/4/2022	11/4/2022	11/4/2022										
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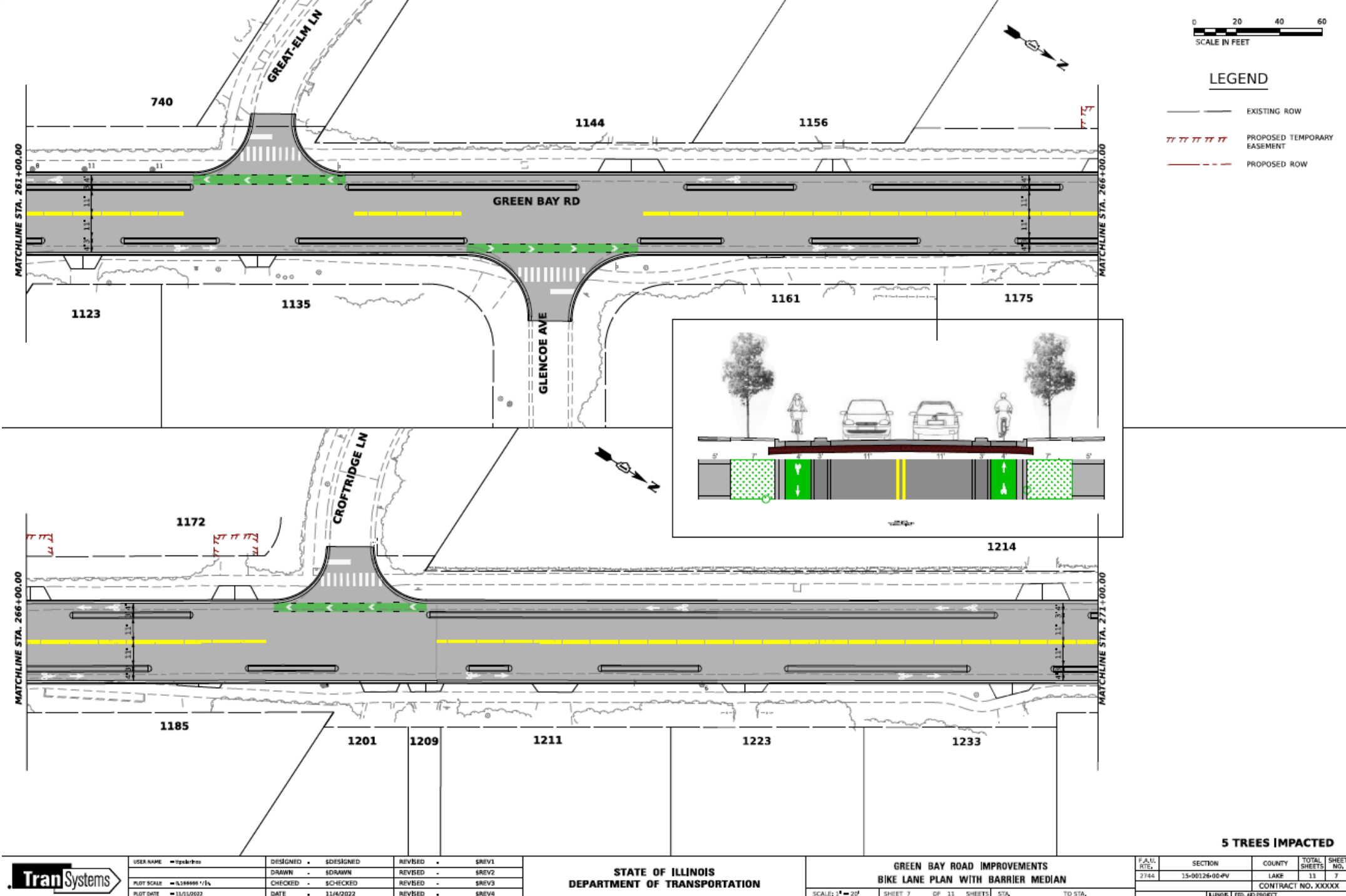
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	PLUT DATE = 11/15/2022	DATE = 11/14/2022	REVISED = \$REV4						SCALE: 1" = 20' SHEET 5 OF 11 SHEETS STA. TO STA.				

ALT 1

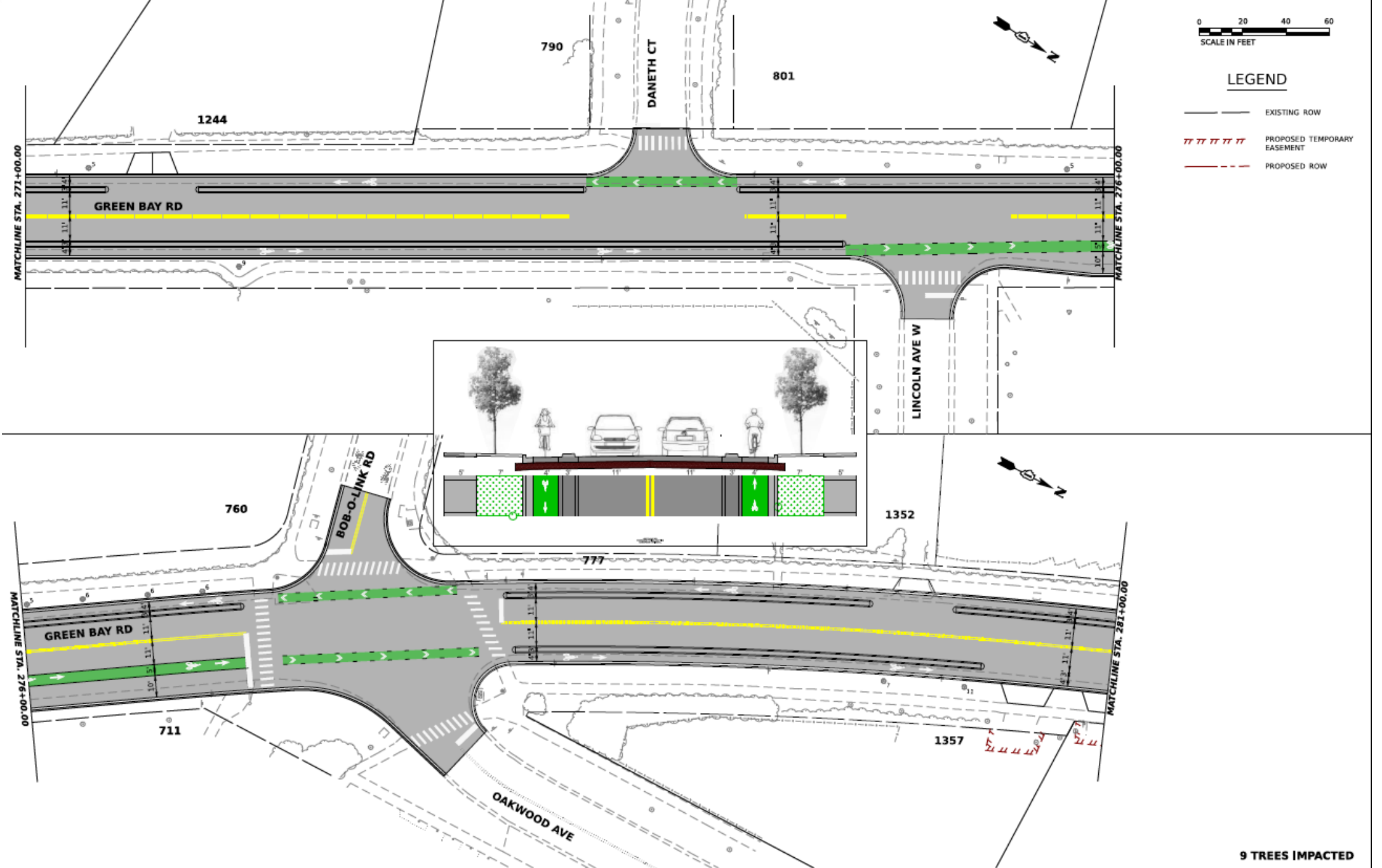


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	PLOT DATE	=11/1/2022	DATE	•	11/1/2022	REVISED	•	REVISED		SCALE: 1" = 20'	SHEET 6	OF 13	SHEETS	STA.	TO STA.				

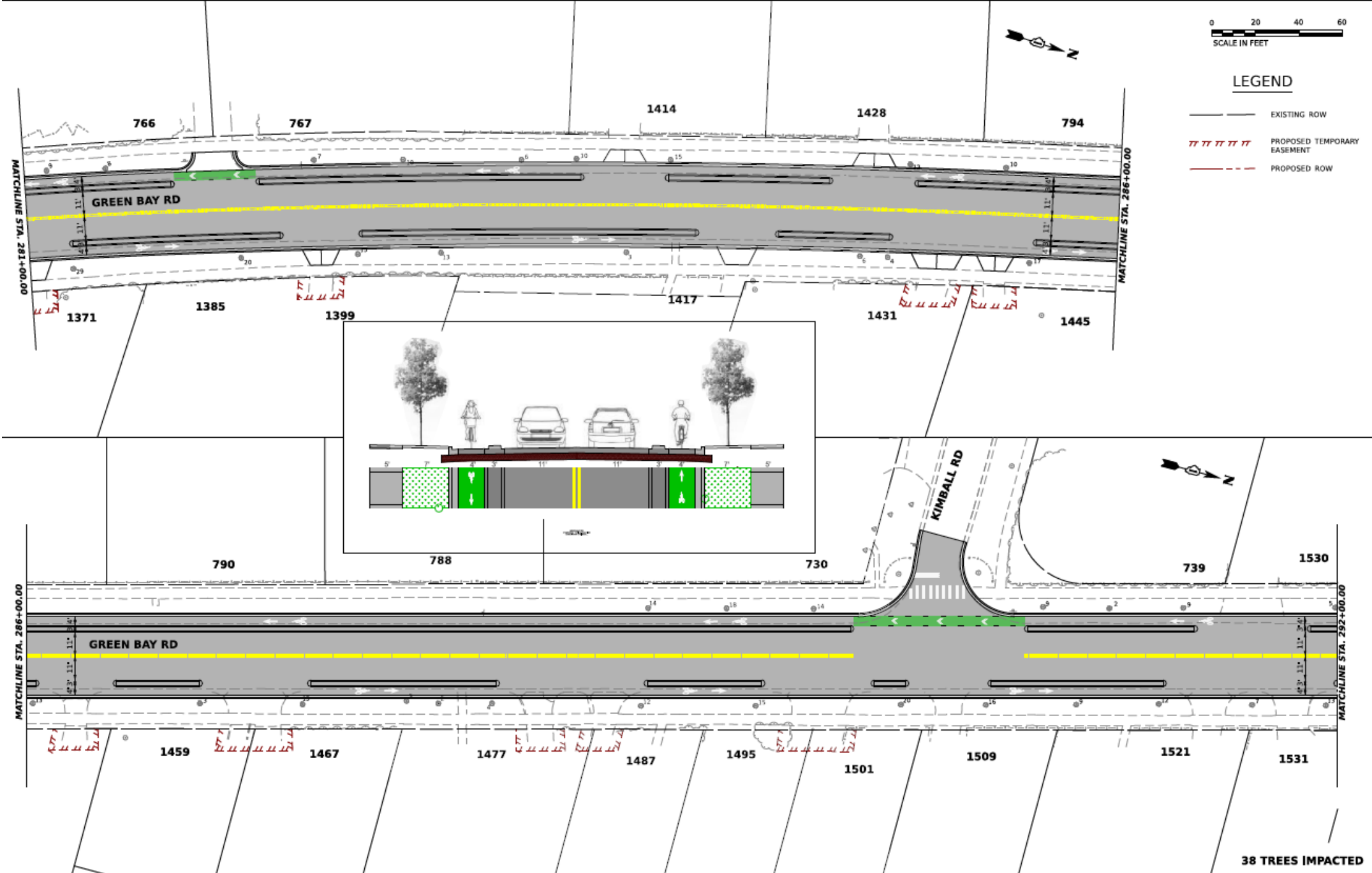
ALT 1



ALT 1



ALT 1



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	11/11/2022	11/11/2022	11/11/2022	11/11/2022	11/11/2022		SCALE: 1" = 20'		CONTRACT NO. XXXXX				
	11/11/2022	11/11/2022	11/11/2022	11/11/2022	11/11/2022		SHEET 9 OF 11 SHEETS		LUNGE / FED. AD PROJECT				


ALT 1



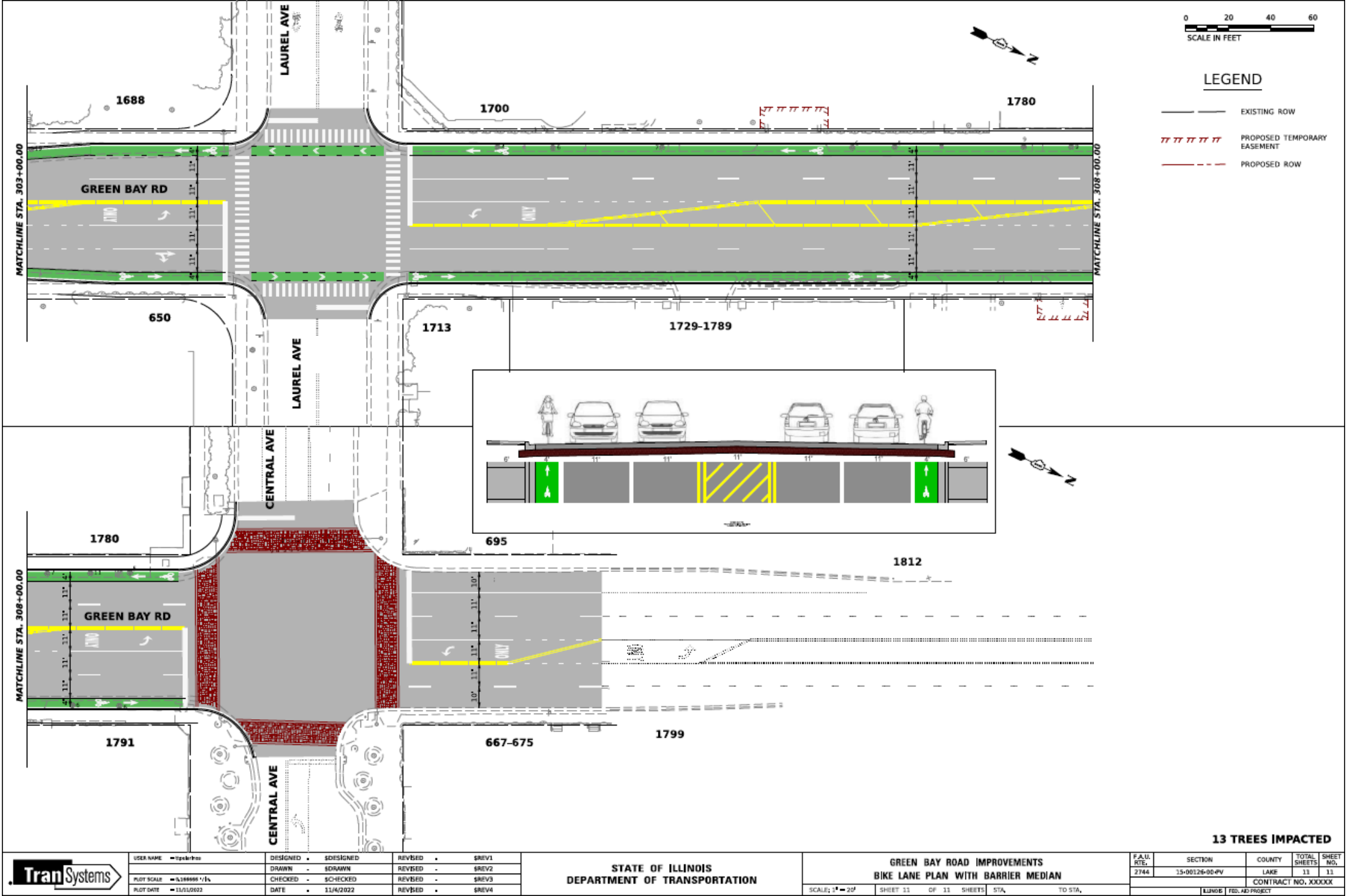
LEGEND

- EXISTING ROW
- PROPOSED TEMPORARY EASEMENT
- PROPOSED ROW

19 TREES IMPACTED

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	PLANT DATE = 11/10/2022	DATE = 11/10/2022	REVISED =	REVISED =	CONTRACT NO. XXXXXX																			
						SCALE: 1" = 20'	SHEET 10	OF 11 SHEETS	STA.	TO STA.														

ALT 1



USER NAME	W. J. J. J.	DESIGNED	DESIGNED	REVISED	REVISED
DRAWN	W. J. J. J.	CHECKED	CHECKED	DATE	11/14/2022
PLOT SCALE	1" = 20'	PLOT DATE	11/14/2022	REVISED	REVISED
DATE	11/14/2022	REVISED	REVISED	REVISED	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREEN BAY ROAD IMPROVEMENTS BIKE LANE PLAN WITH BARRIER MEDIAN			
SCALE: 1" = 20'	SHEET 11	OF 11	SHEETS
TO STA.	TO STA.	TO STA.	TO STA.

P.A.B. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2744	15-00126-00-4V	LAKE	11	11
CONTRACT NO. XXXXX				

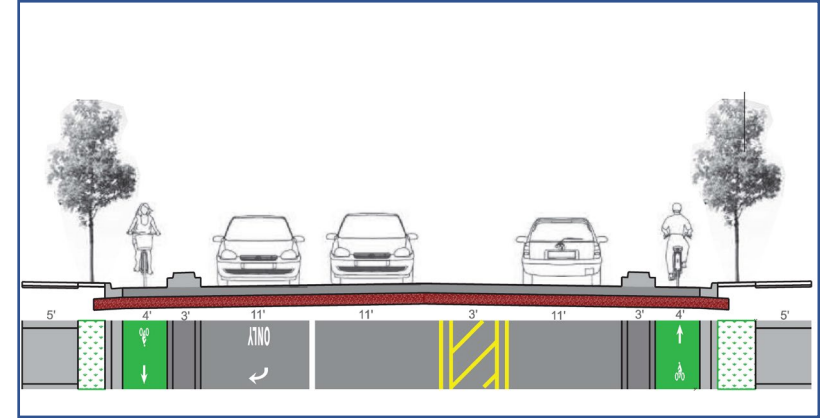
Alternative 1 – Pros/Cons

Pros



1. Provides best protection for bicyclists.
2. Provides most comfort for motorists, separated from bicyclists.

Cons

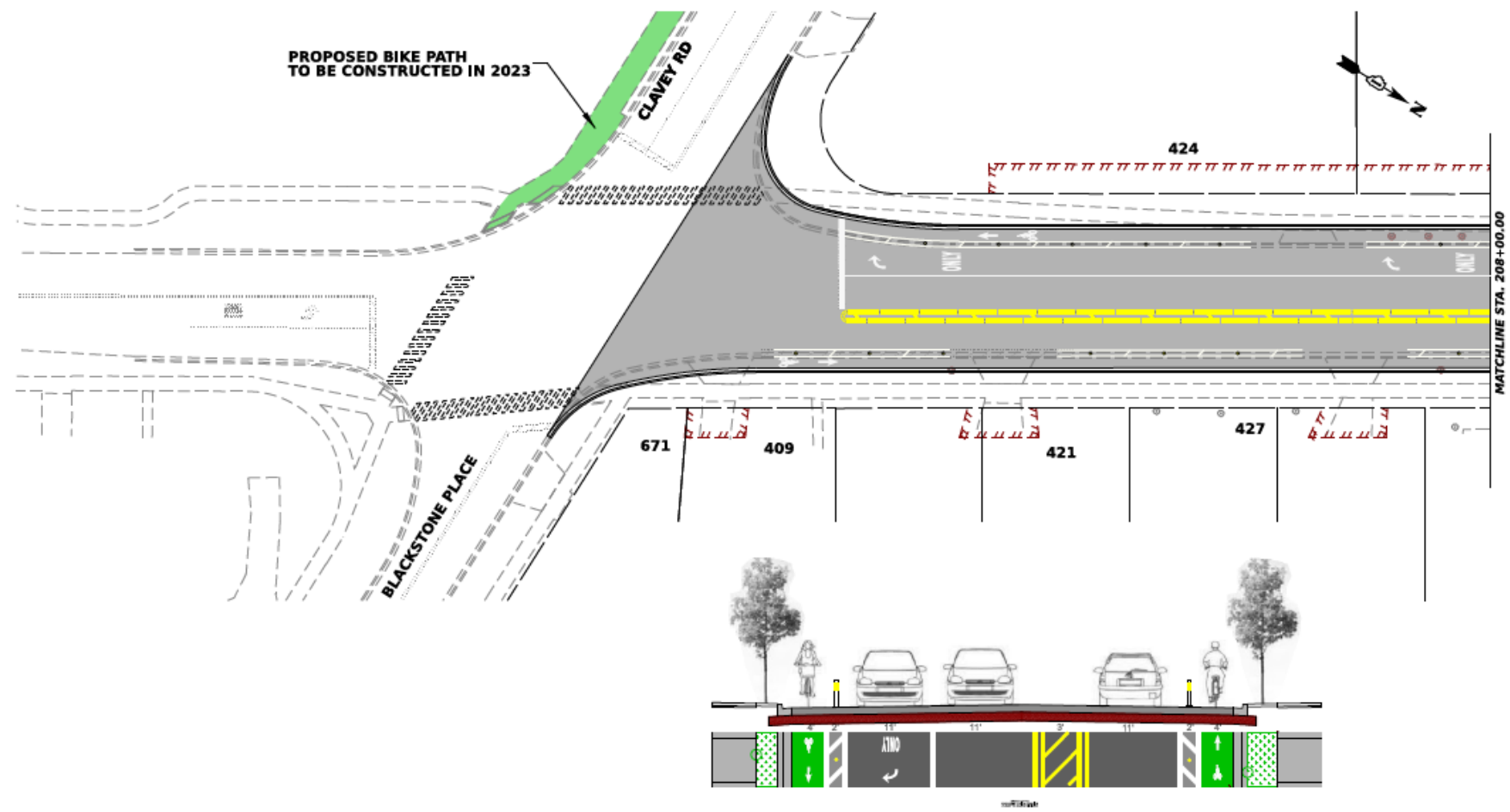
1. Requires the most space, 36-foot edge to edge.
2. ROW acquisition required.
3. Most tree impacts (164 or 82% of all trees).
4. Requires relocation of power poles in some locations.
5. Will need to construct sidewalk adjacent to back of curb in some locations (carriage walk).
6. Some impacts to private landscaping features.
7. Removes much of parkway green space.
8. Residential drivers may have difficulty backing out of their driveway, looking to avoid bicyclists, navigating beyond the barrier median and into live traffic. More decision points and more opportunities for crashes.
9. Requires additional drainage structures, pipes, and costs.
10. Transitions from median protection to bike lanes without buffer in north section between Kimball Road and Central Avenue.




LEGEND

 EXISTING ROW
 PROPOSED TEMPORARY EASEMENT
 PROPOSED ROW

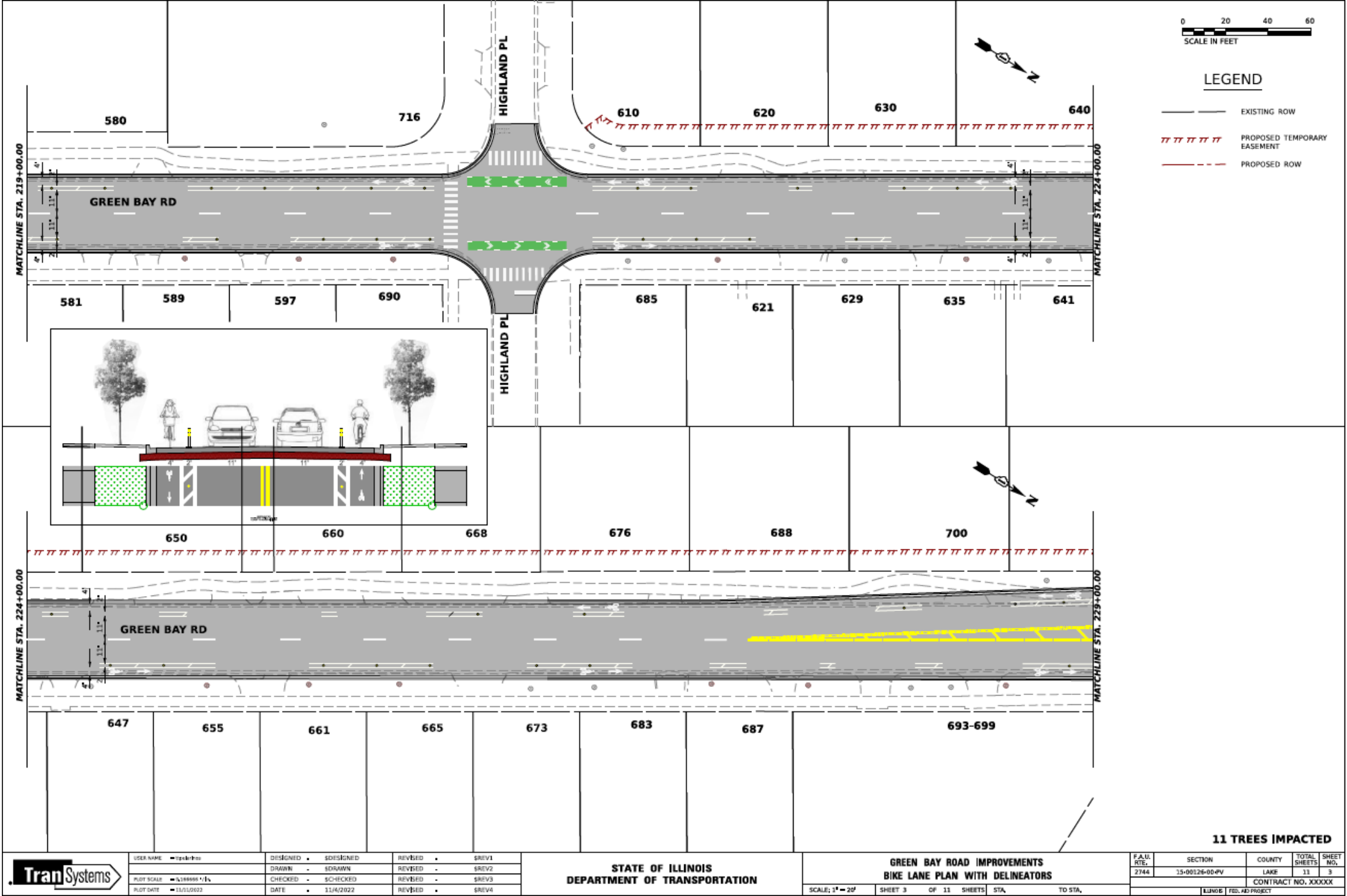
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5 TREES IMPACTED

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ALT 2



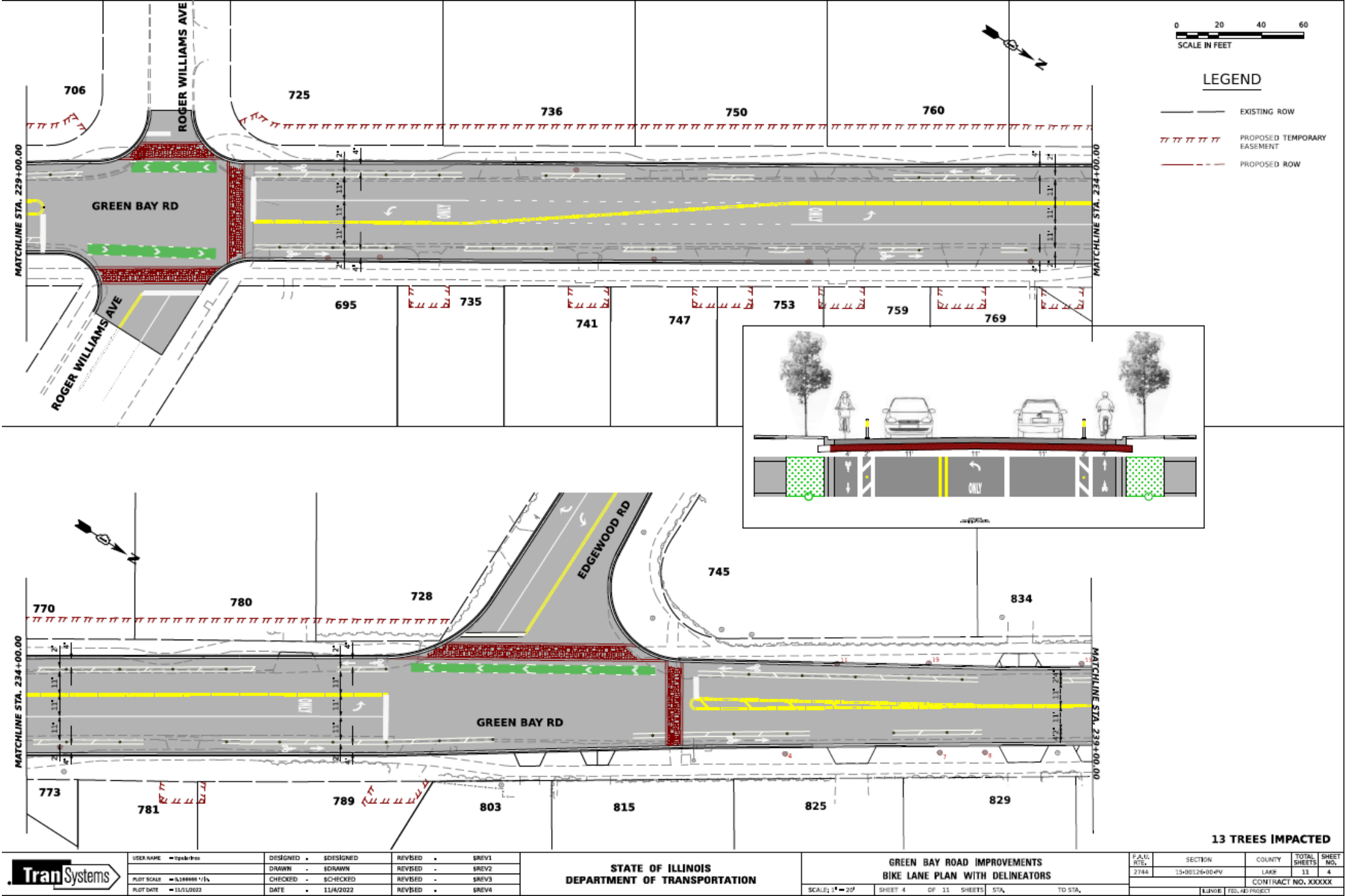
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PROJECT DATE	CHECKED	CHECKED	REVISED	REVISED
	DATE	DATE	REVISED	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

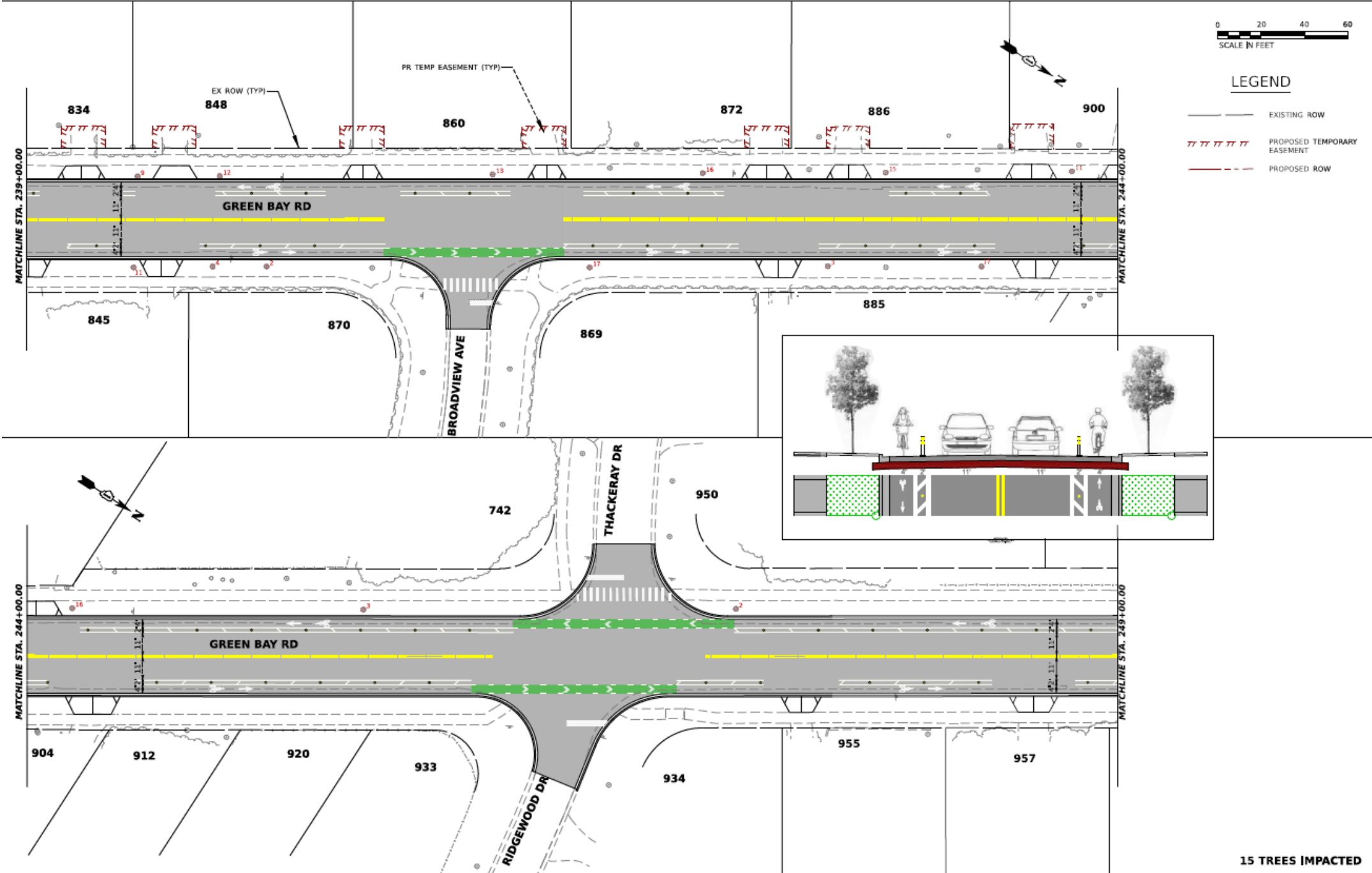
GREEN BAY ROAD IMPROVEMENTS
BIKE LANE PLAN WITH DELINEATORS

P.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2744	15-00126-00-4V	LAKE	11	3
CONTRACT NO. XXXXX				

ALT 2



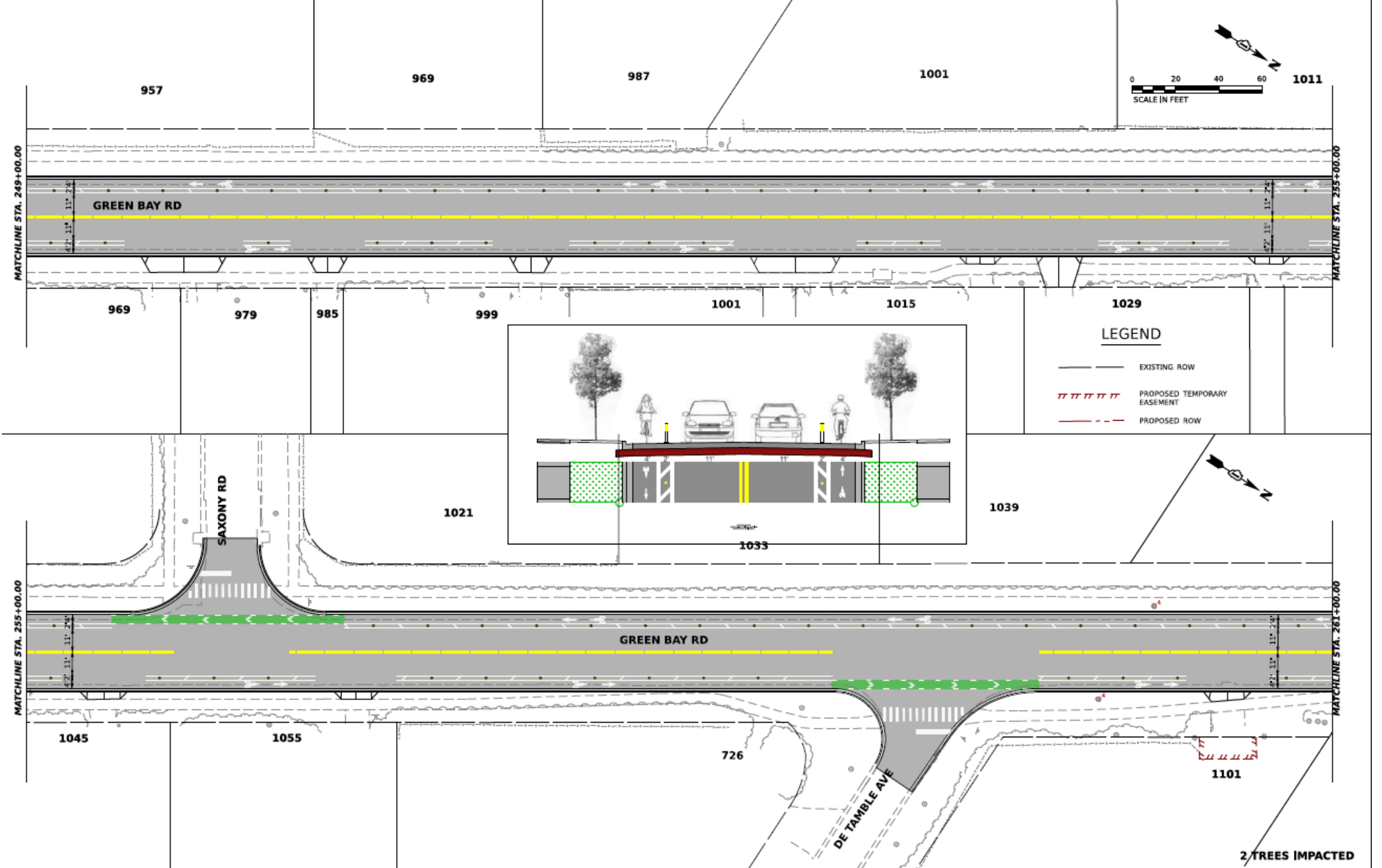
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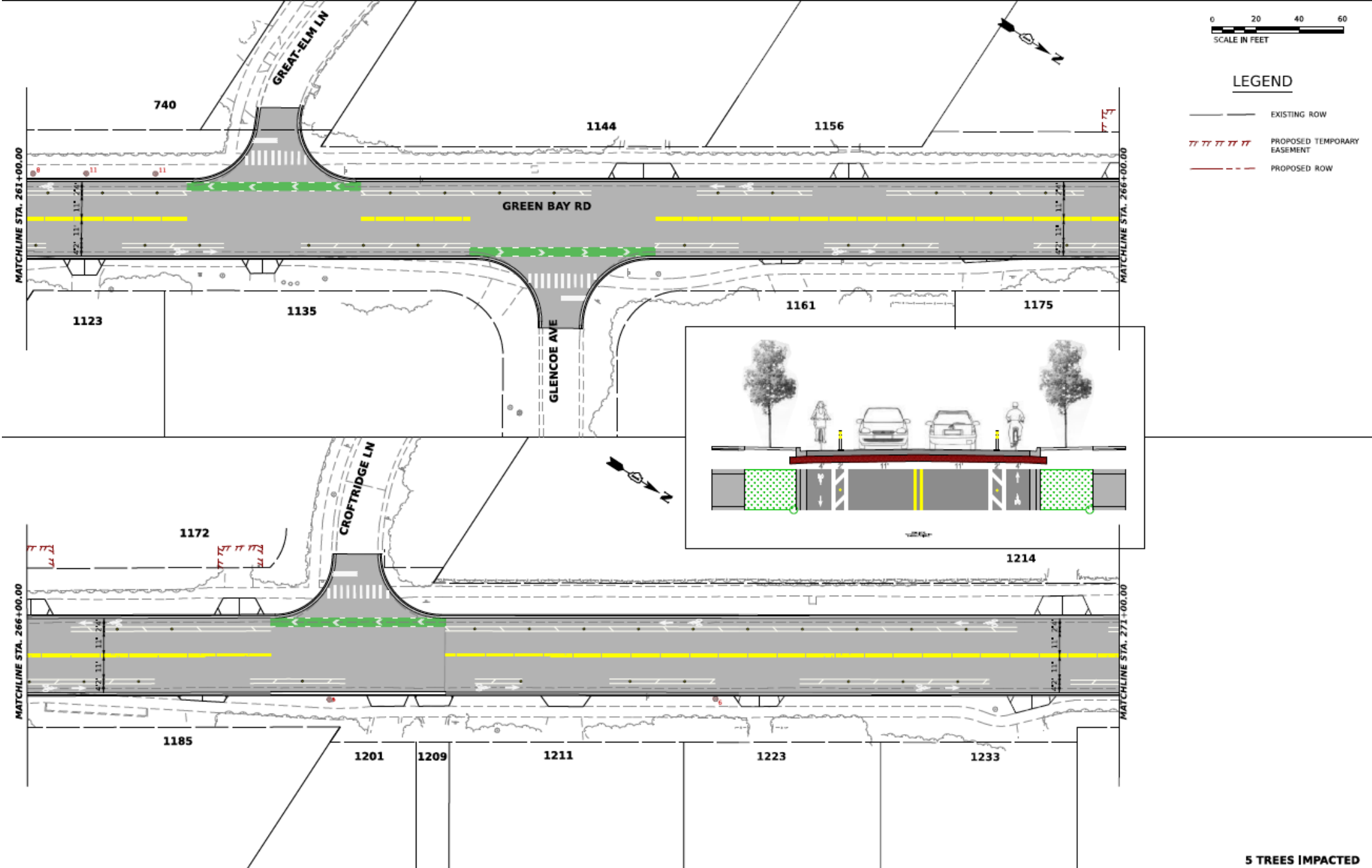
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	DRAWN =		DRAWN	REVISED =	REV2	2744					15+00126+00+0V	LAKE	11	5					
	PLOT SCALE = 1/4"=100'000'		CHECKED =	SCHEDULED	REVISED =	REV3	SCALE: 1" = 20'				SHEET 5	OF 11 SHEETS	STA.	TO STA.	CONTRACT NO. XXXXX				
	PLOT DATE = 11/11/2022		DATE =	11/6/2022	REVISED =	REV4					SHEET 5				OF 11 SHEETS	STA.	TO STA.	CONTRACT NO. XXXXX	

ALT 2

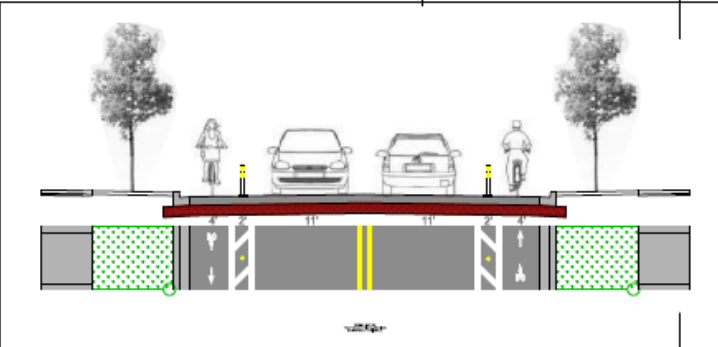


ALT 2




LEGEND

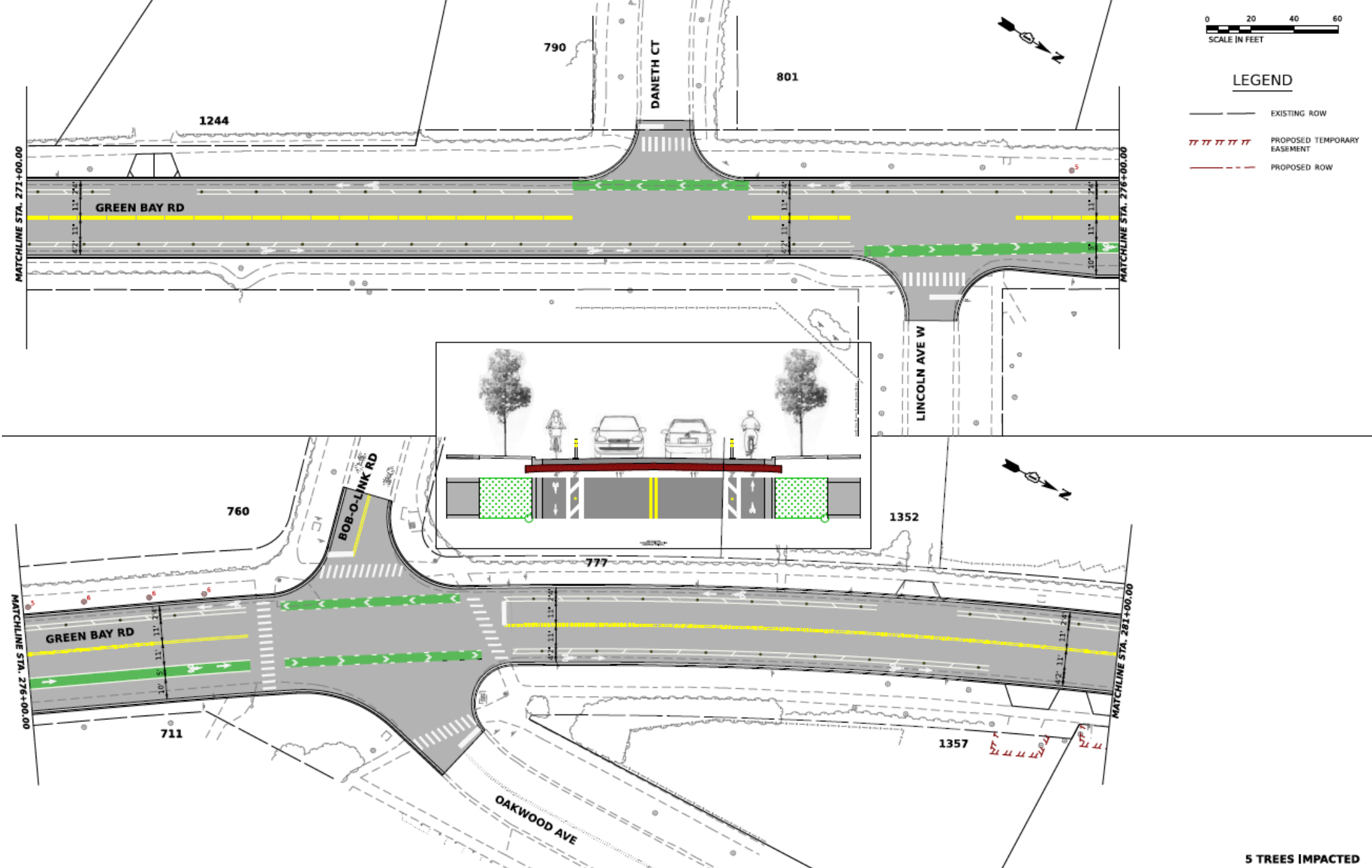
- EXISTING ROW
- PROPOSED TEMPORARY EASEMENT
- PROPOSED ROW



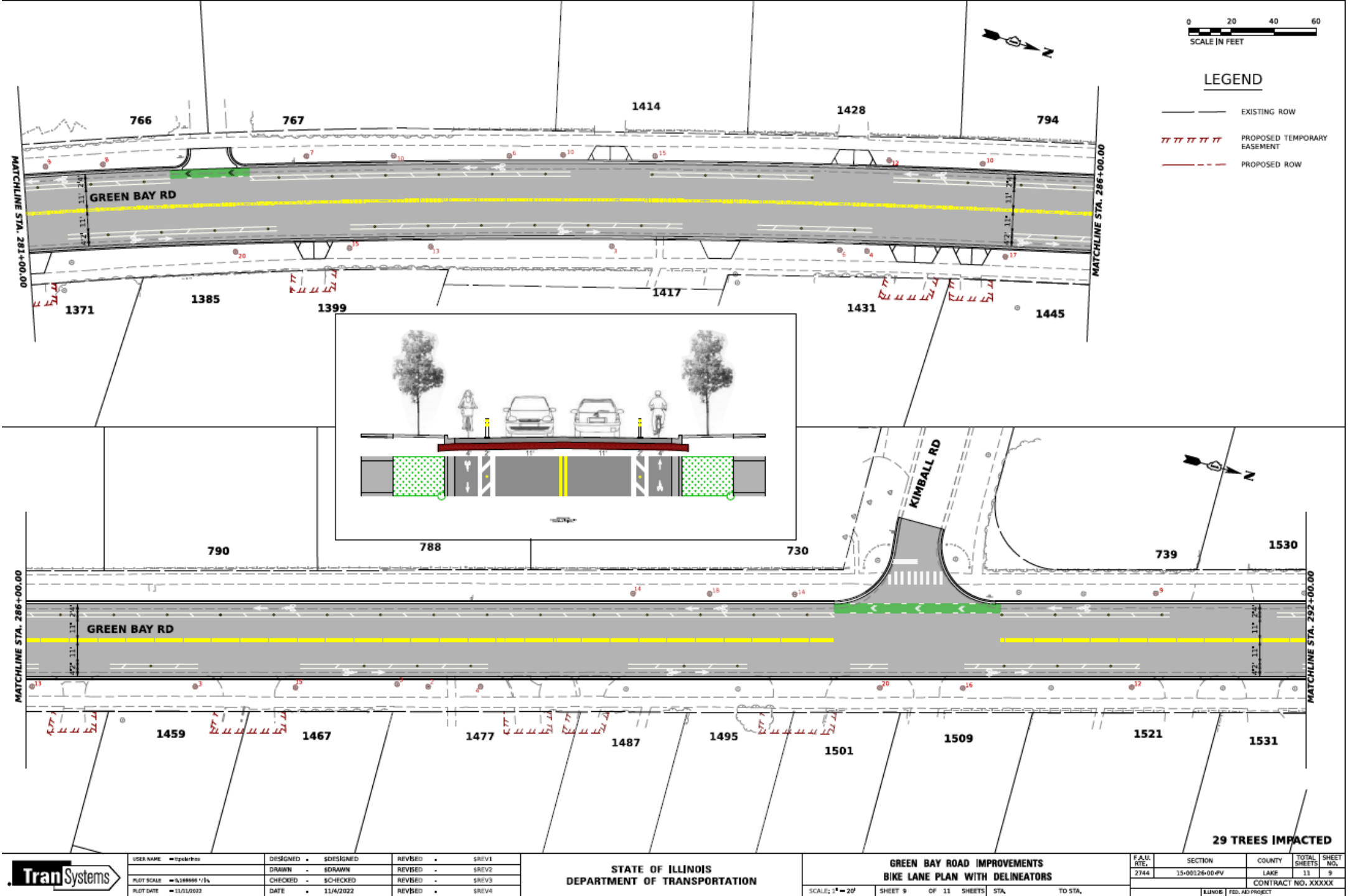
5 TREES IMPACTED

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	PLOT DATE	CHECKED	CHECKED	REVISED						CONTRACT NO. XXXXX				
		DATE		REVISED						LUNGO FED. AID PROJECT				
	SCALE: 1" = 20'									SHEET 7 OF 13 SHEETS		STA. TO STA.		

ALT 2



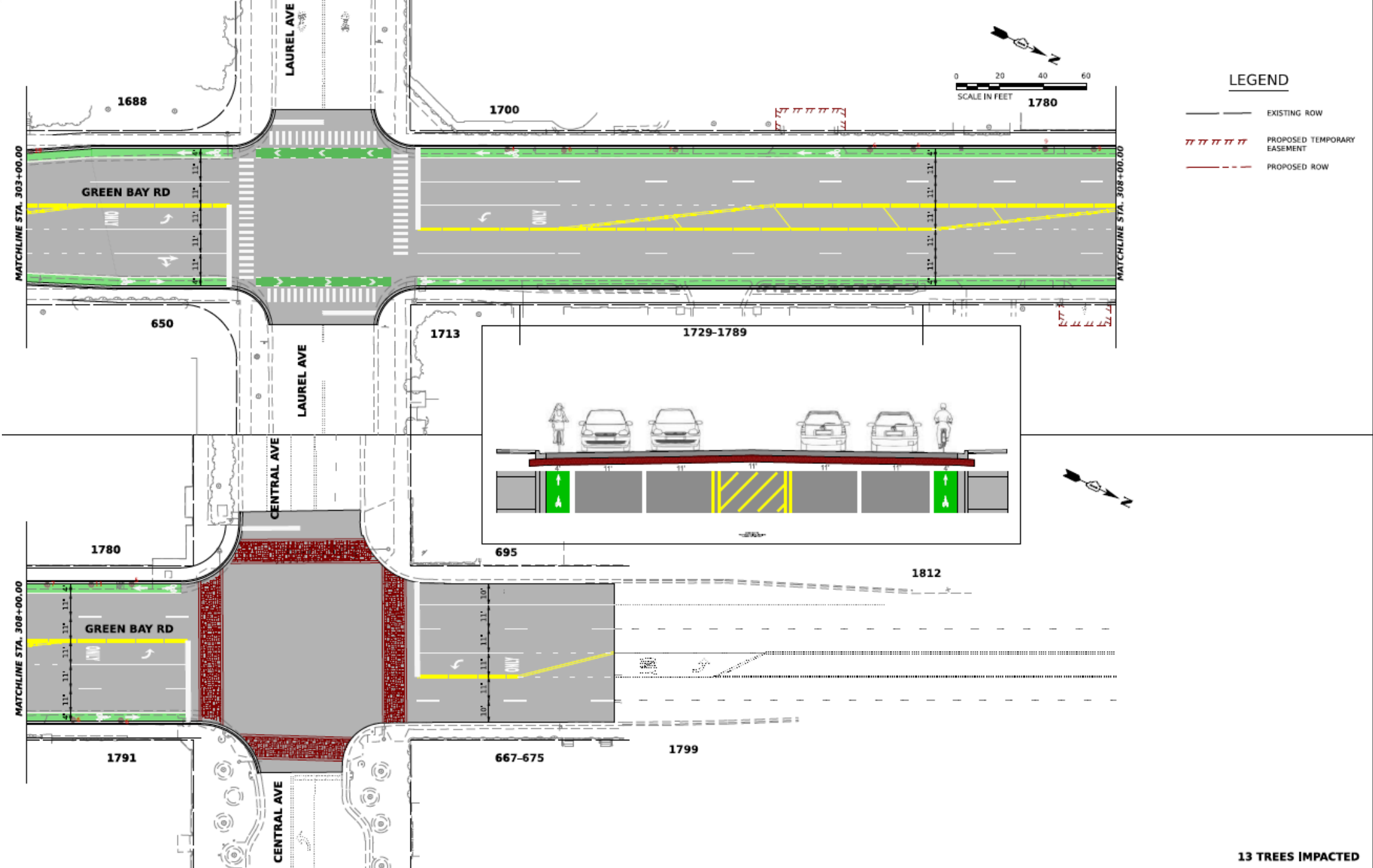
ALT 2



ALT 2



ALT 2



LEGEND

- EXISTING ROW
- PROPOSED TEMPORARY EASEMENT
- PROPOSED ROW

13 TREES IMPACTED

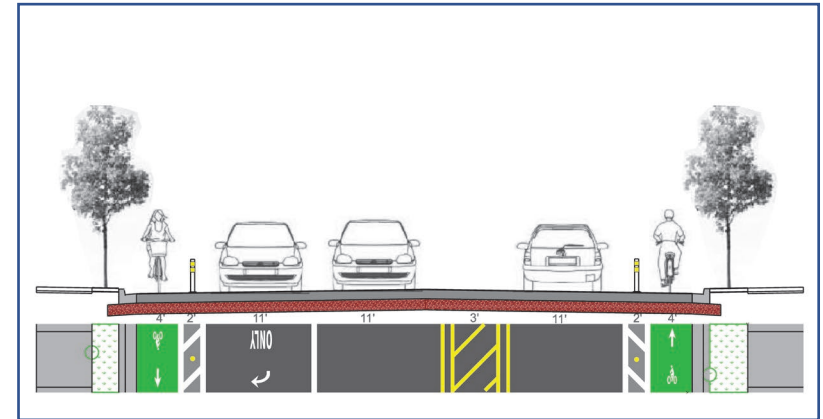
Alternative 2 – Pros/Cons

Pros

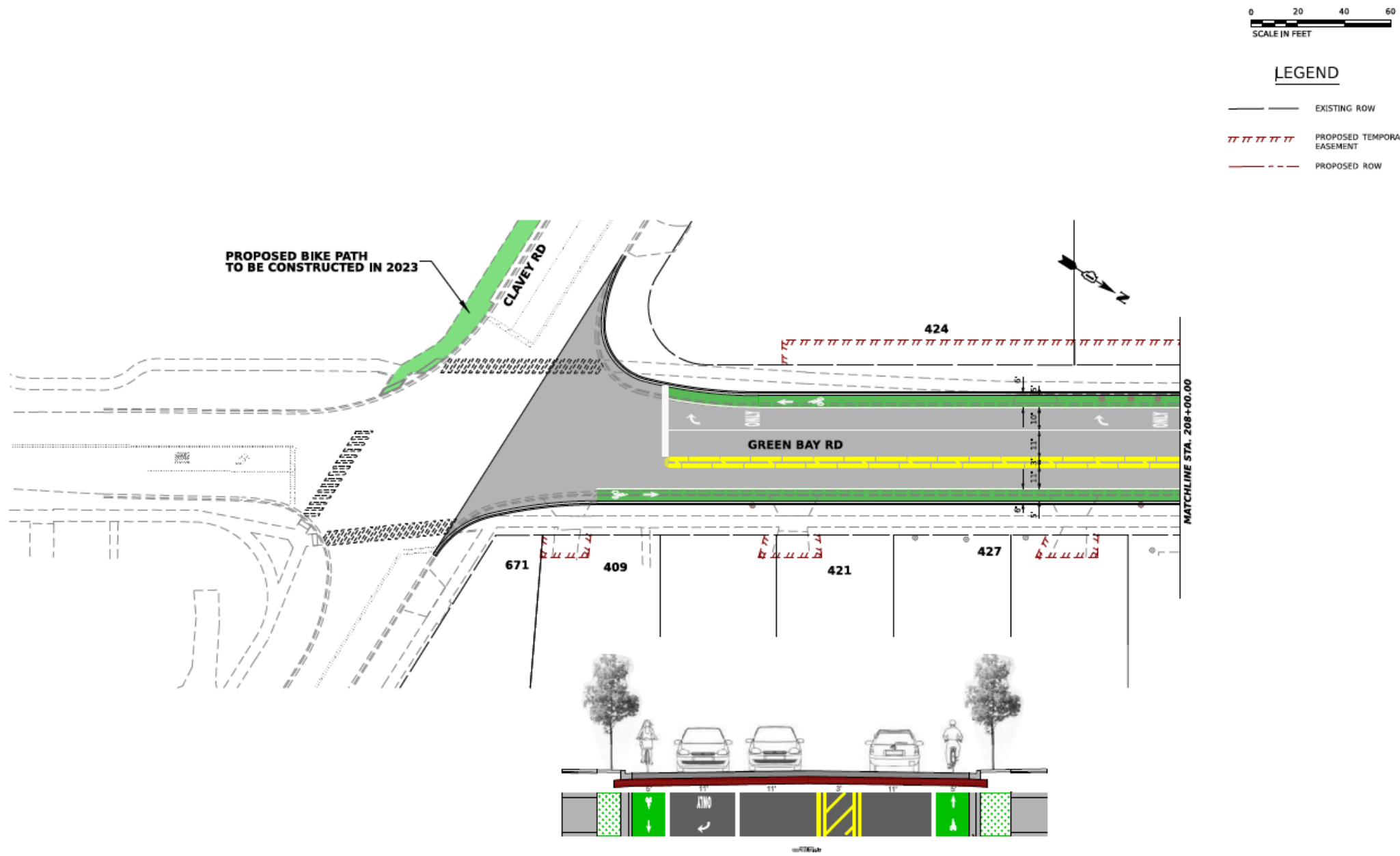
1. Requires slightly less space, 34-feet edge to edge in typical section, than the median alternative.
2. Provides comfort for bicyclists and motorists with separation.
3. Less tree impacts than median alternative (133 or 67% of all trees).
4. Less ROW required than median alternative.
5. Better residential driver access than median alternative.

Cons

1. Still requires ROW acquisition.
2. Still large number of tree impacts.
3. Not as significant as with the median alternative, but still reduces parkway green space.
4. Requires maintenance of delineators.
5. Height of delineators may obscure site lines for residential drivers.
6. Transitions from delineator protection to bike lanes without buffer in north section between Kimball Road and Central Avenue.



ALT 3



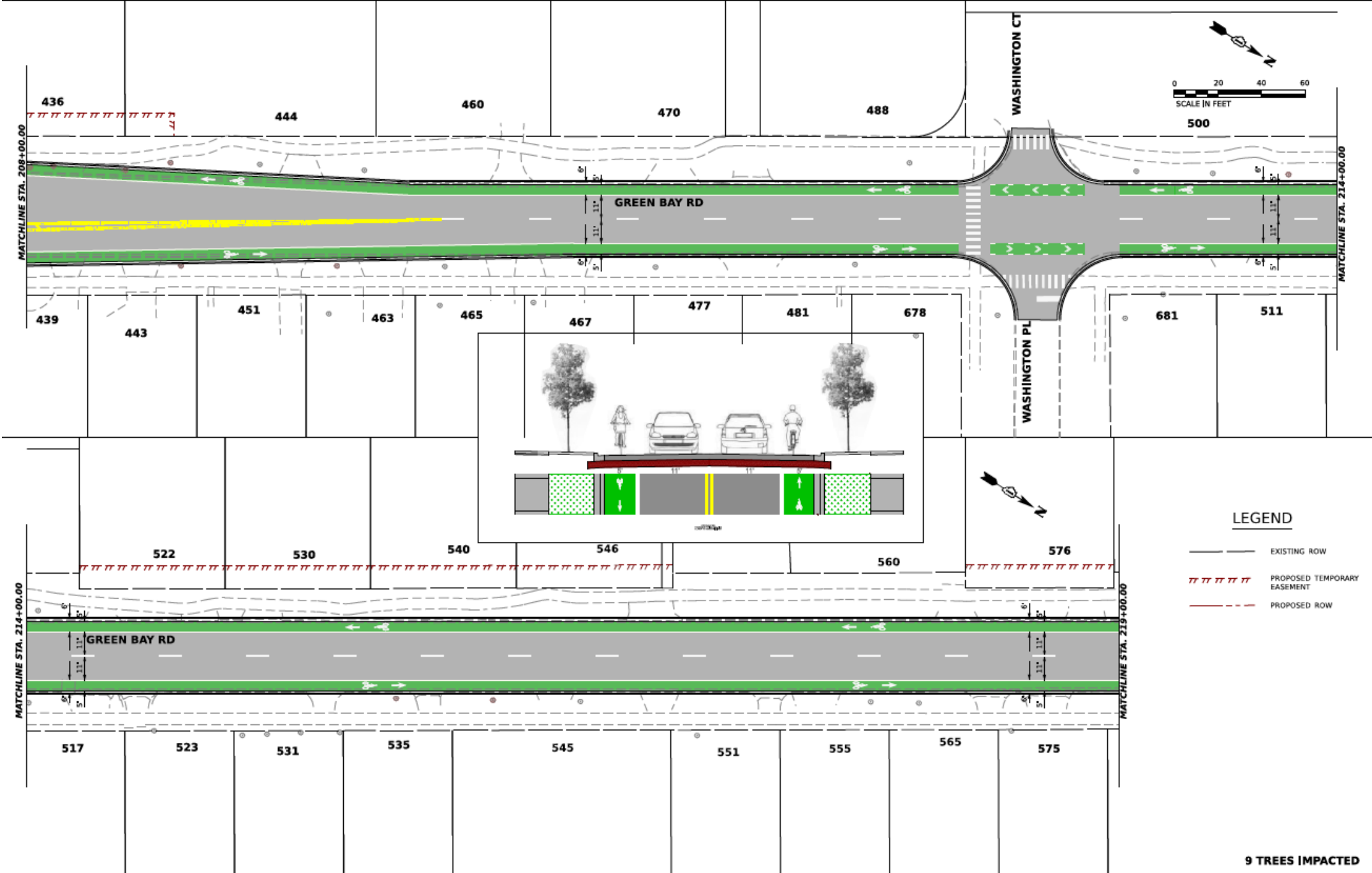
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DRAWN	SRAWN	REVISED	REV2		
CHECKED	CHECKED	REVISED	REV3		
DATE	11/4/2022	REVISED	REV4		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREEN BAY ROAD IMPROVEMENTS
BIKE LANE PLAN WITH GREEN SURFACE AND NO BUFFER

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2247	15-00126-00-PV	LAKE	11	1
CONTRACT NO. XXXXX				

ALT 3

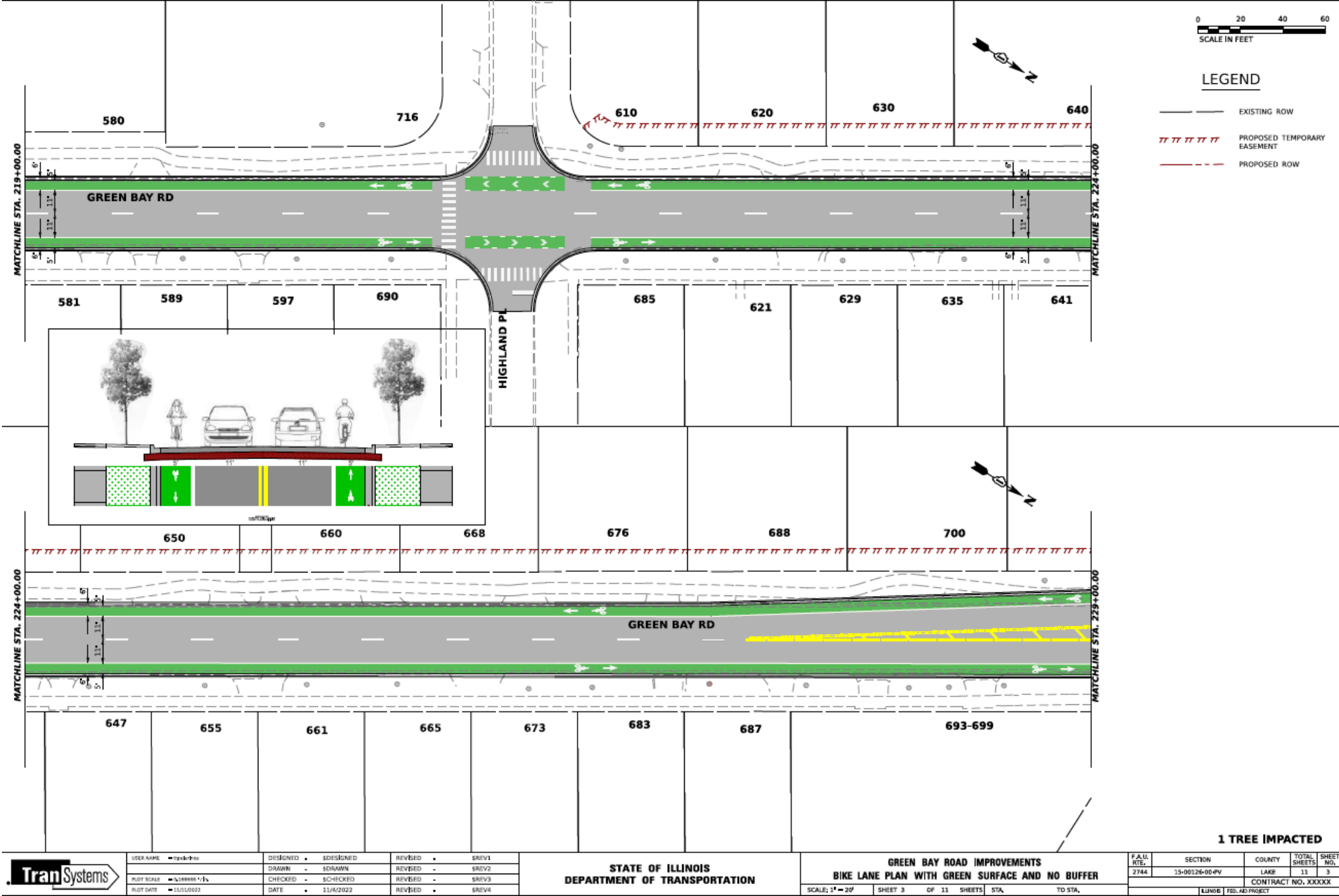


LEGEND

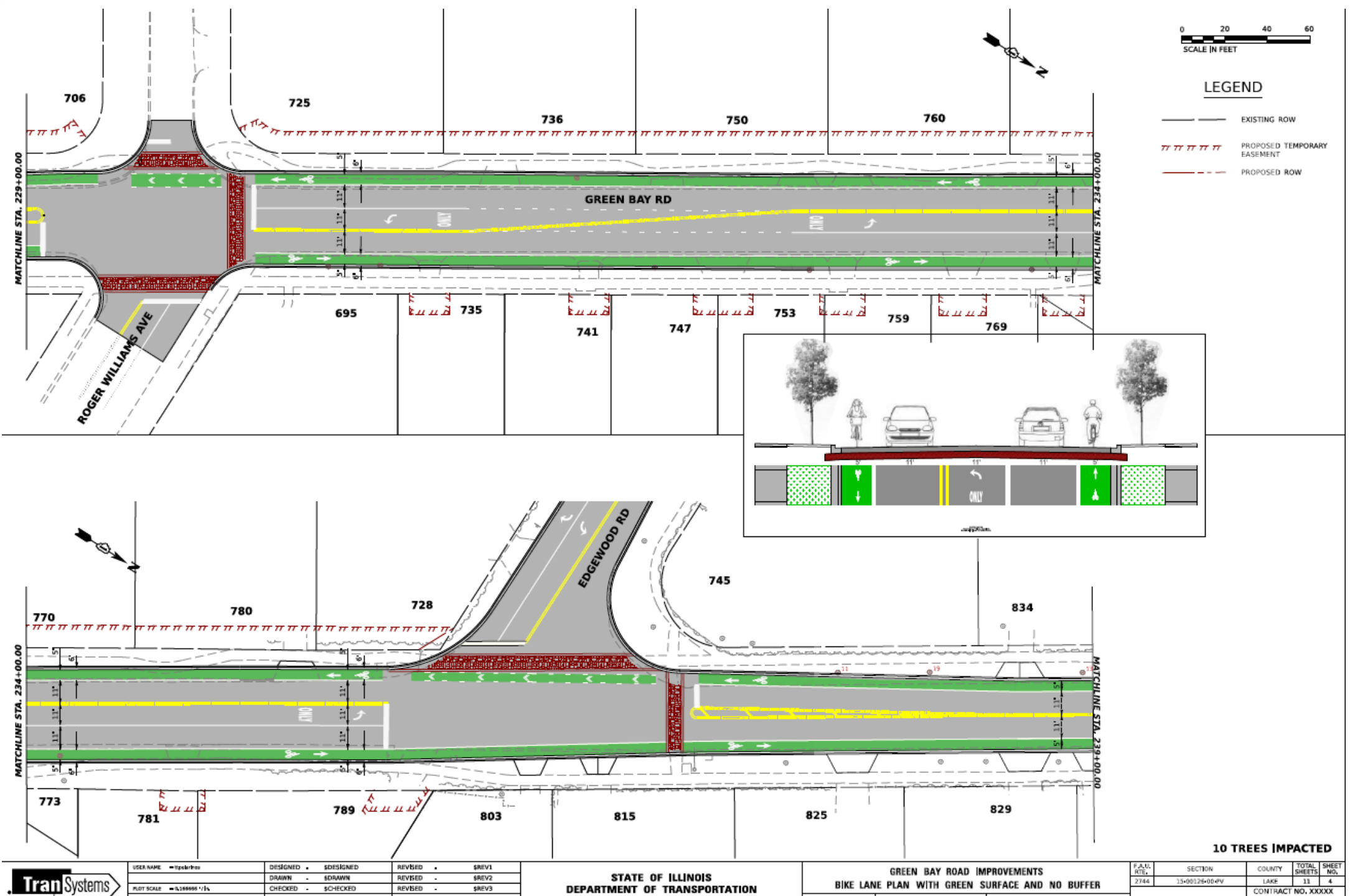
- EXISTING ROW
- PROPOSED TEMPORARY EASEMENT
- PROPOSED ROW

9 TREES IMPACTED

ALT 3



ALT 3

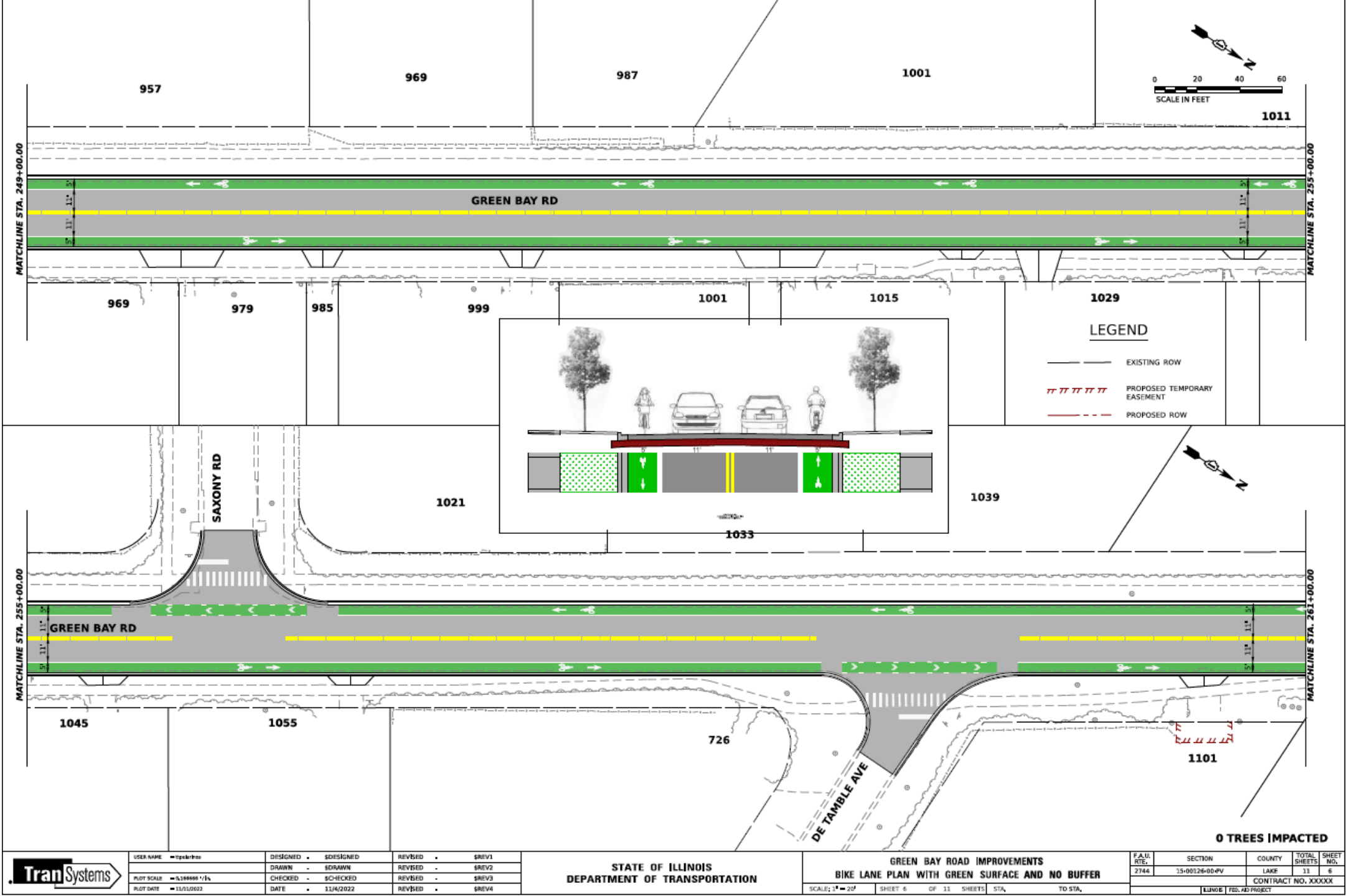


LEGEND

— — — — — EXISTING ROW
 - - - - - PROPOSED TEMPORARY EASEMENT
 — — — — — PROPOSED ROW

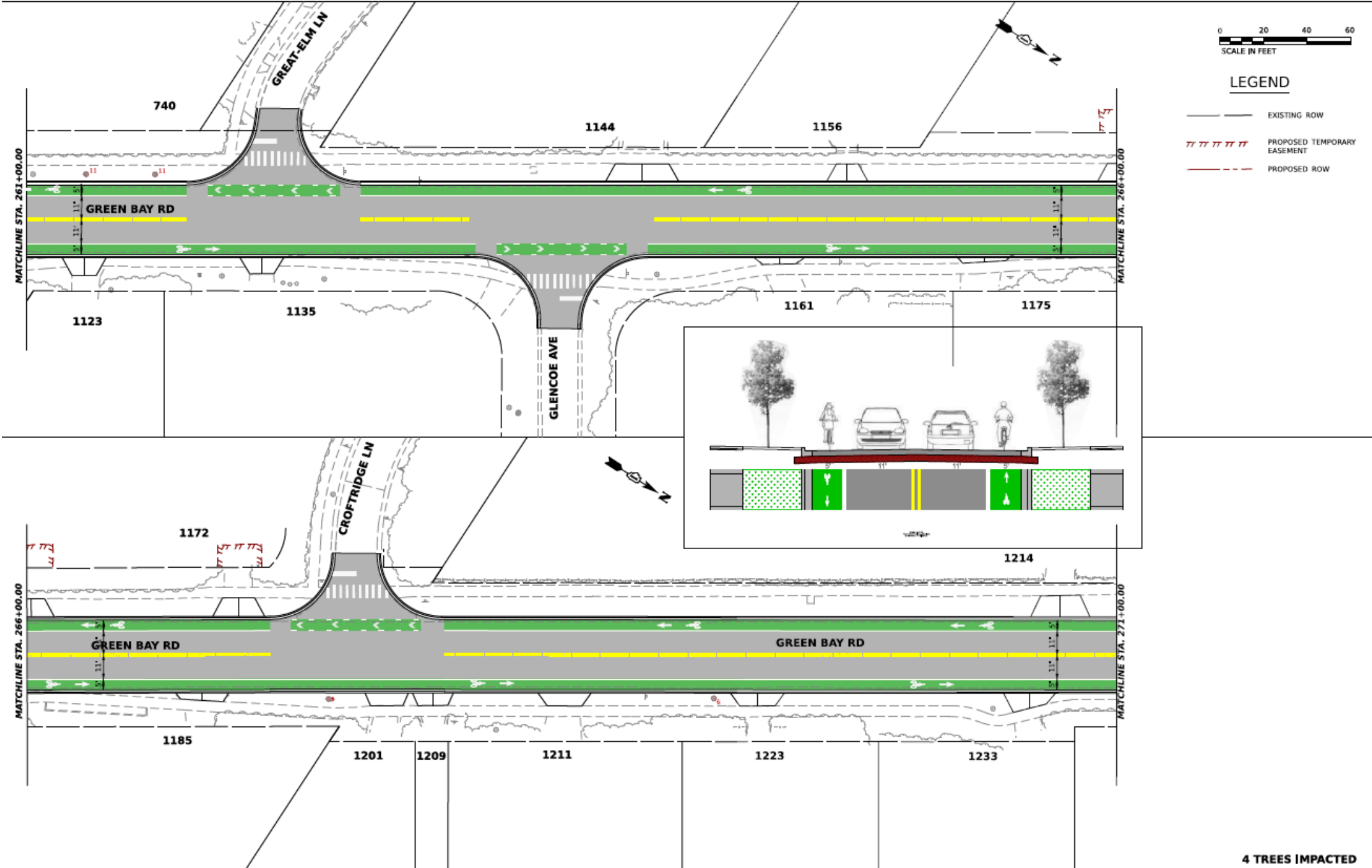
3 TREES IMPACTED

ALT 3

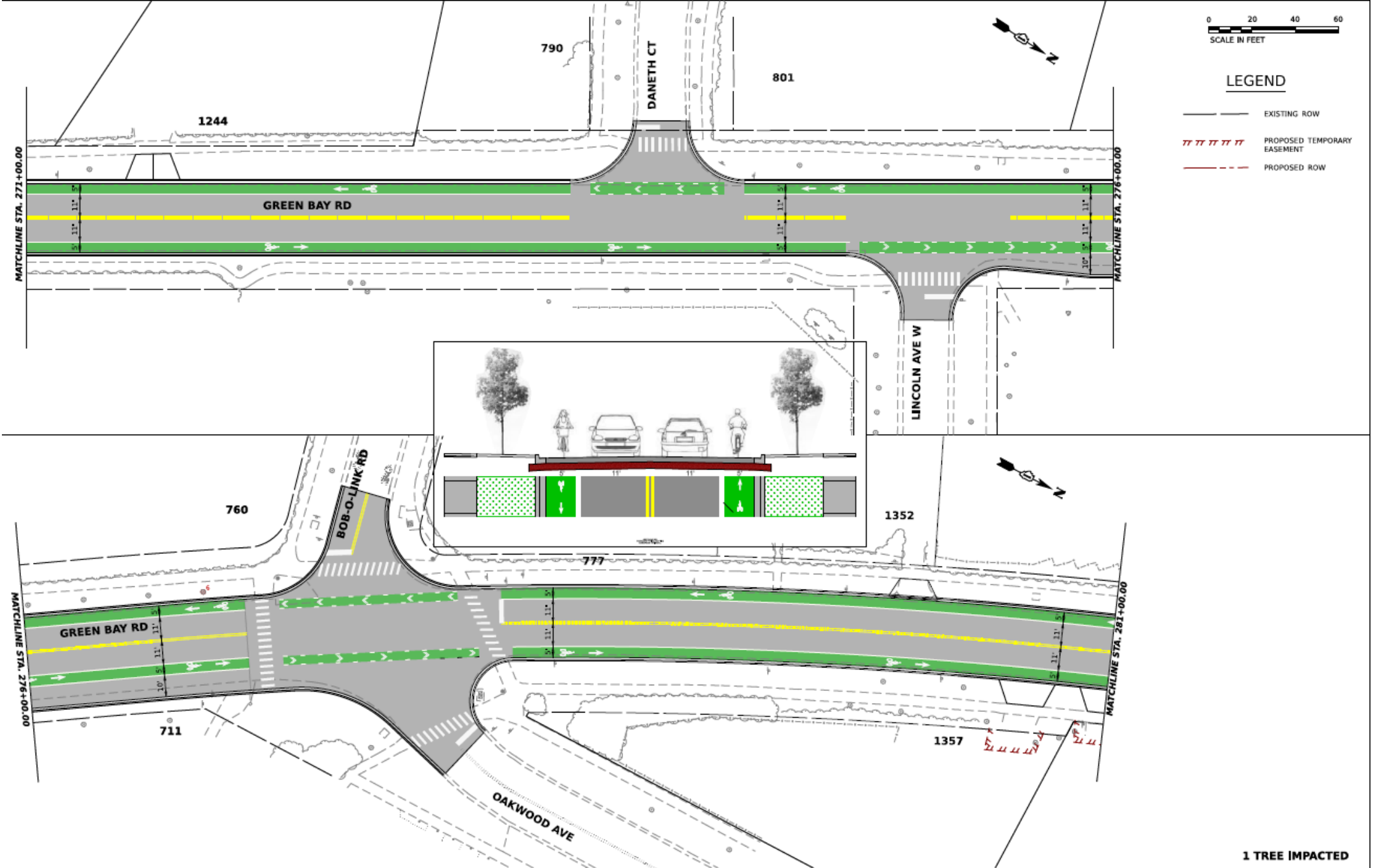


	USER NAME	DESIGNED	DESIGNED	REVISED	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GREEN BAY ROAD IMPROVEMENTS BIKE LANE PLAN WITH GREEN SURFACE AND NO BUFFER		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PROJECT	DRAWN	DRAWN	REVISED	REVISED				2744	75-00126-00-0V	LAKE	11	6
	PLOT SCALE	CHECKED	CHECKED	REVISED	REVISED				CONTRACT NO. XXXXX				
	PLOT DATE	DATE	DATE	REVISED	REVISED				LUNGE / FED. AD PROJECT				

ALT 3



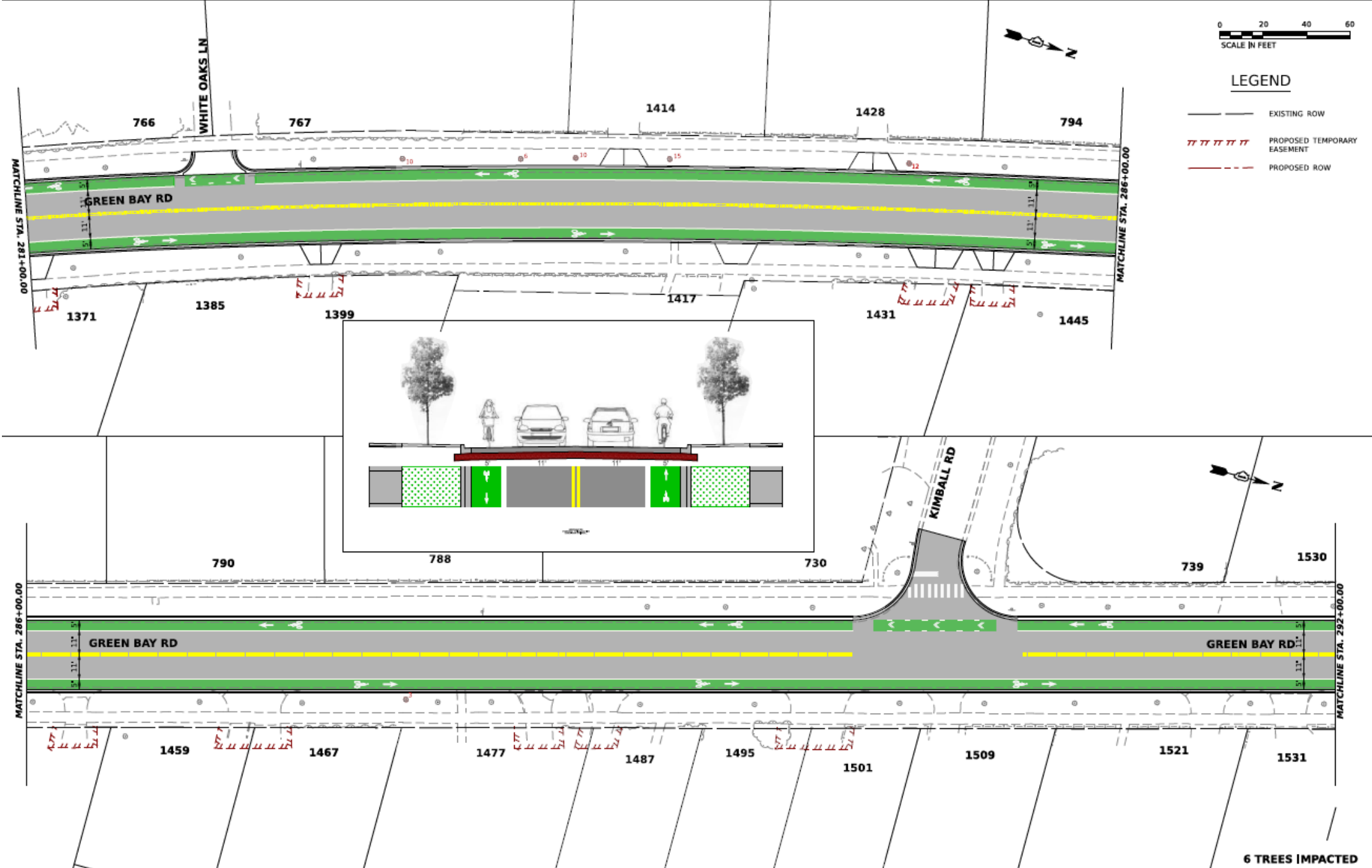
ALT 3



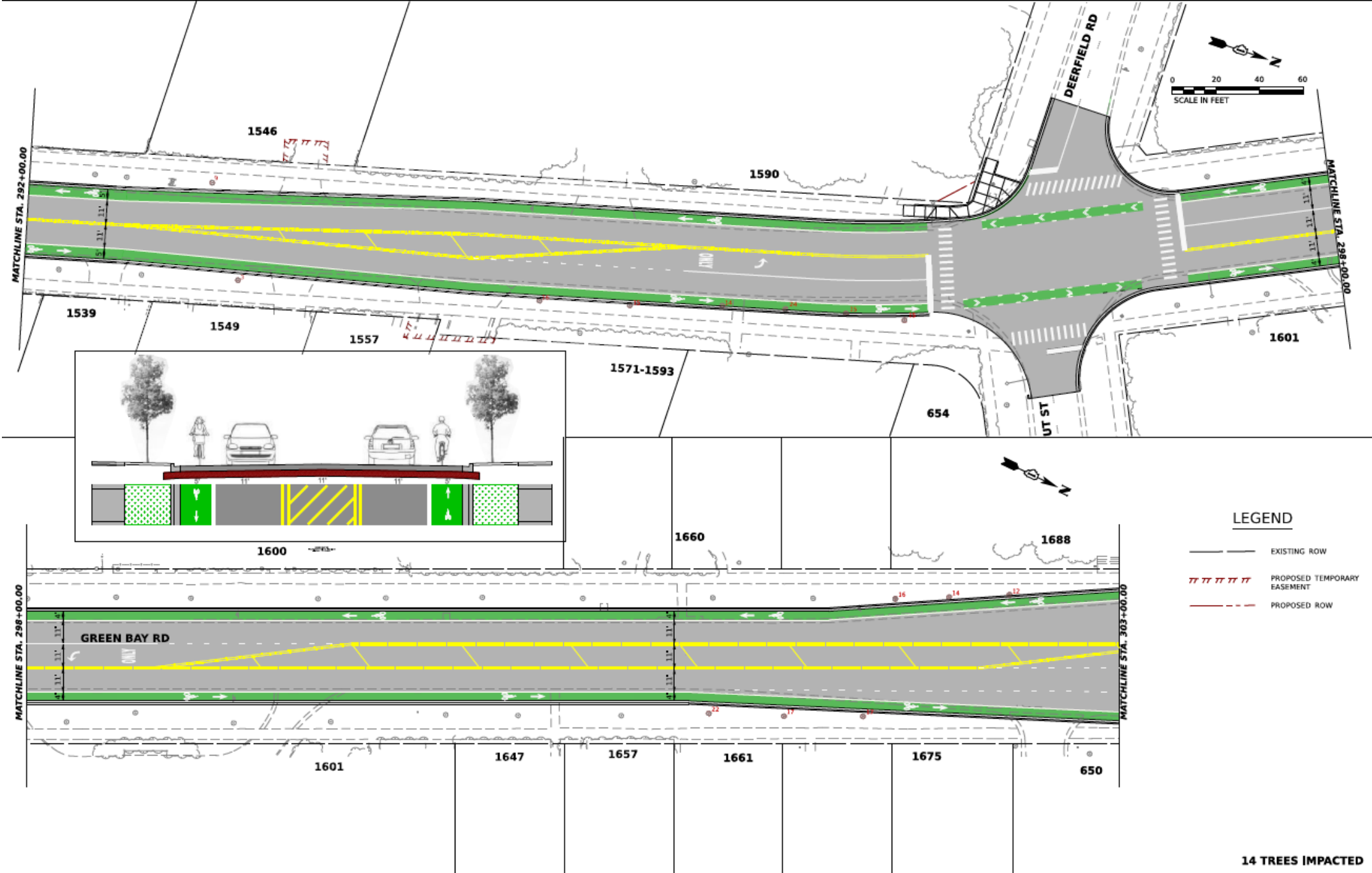
1 TREE IMPACTED

	USER NAME	DESIGNED	DESIGNED	REVISED	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GREEN BAY ROAD IMPROVEMENTS BIKE LANE PLAN WITH GREEN SURFACE AND NO BUFFER				F.A.U. RTE. 2744	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLANT DATE	CHECKED	CHECKED	REVISED	REVISED		SHEET 8 OF 11 SHEETS					CONTRACT NO. XXXXX				
	DATE	DATE	DATE	REVISED	REVISED		STA. TO STA.					ILLINOIS FED. AID PROJECT				

ALT 3



ALT 3



LEGEND

- EXISTING ROW
- PROPOSED TEMPORARY EASEMENT
- PROPOSED ROW

14 TREES IMPACTED

1688 1700 1780

MATCHLINE STA. 303+00.00

GREEN BAY RD

650

LAUREL AVE

1713 1729-1789

MATCHLINE STA. 308+00.00

1780

695 1812

1791

CENTRAL AVE

667-675 1799

LEGEND

EXISTING ROW

PROPOSED TEMPORARY EASEMENT

PROPOSED ROW

SCALE IN FEET

0 20 40 60

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREEN BAY ROAD IMPROVEMENTS
BIKE LANE PLAN WITH GREEN SURFACE AND NO BUFFER

SCALE: 1" = 20'

SHEET 13 OF 11 SHEETS STA. TO STA.

USER NAME: [redacted]

DESIGNED: [redacted] SDESIGNED: [redacted] REVISED: [redacted] \$REV1

DRAWN: [redacted] \$DRAWN REVISED: [redacted] \$REV2

CHECKED: [redacted] \$CHECKED REVISED: [redacted] \$REV3

DATE: 11/14/2022 REVISED: [redacted] \$REV4

PLOT SCALE: 1/8" = 10'


PLOT DATE: 11/14/2022

P.A.U. REV. SECTION COUNTY TOTAL SHEETS SHEET NO.

2744 15-00126-00-0V LAKE 13 11

CONTRACT NO. XXXXX

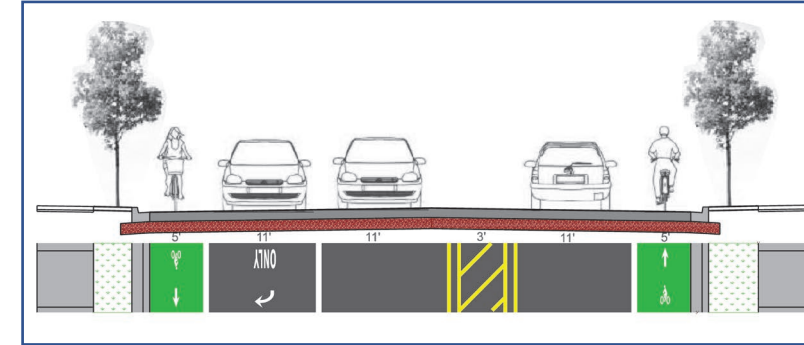
13 TREES IMPACTED

	USER NAME = ganderbros	DESIGNED = ganderbros	REVISED = grev1	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GREEN BAY ROAD IMPROVEMENTS BIKE LANE PLAN WITH GREEN SURFACE AND NO BUFFER				F.A.U. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1/4"=60'-0"	DRAWN = gdrawn	REVISED = grev2		2744	15-00126-00-4V	LAKE	11	11				
	PLOT DATE = 11/1/2022	CHECKED = gchecked	REVISED = grev3		CONTRACT NO. XXXXXX								
	DATE = 11/1/2022	REVISED = grev4		SCALE: 1" = 20'	SHEET 11 OF 11 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT						

Alternative 3 – Pros/Cons

Pros

1. Requires the least amount of space, 32-feet edge to edge.
2. Least amount of tree impacts (66 or 33% of all trees).
3. May still need ROW acquisition, but would require less than the median and delineator alternatives.
4. Proposed 6-foot-wide bike lane (5-foot pavement and 1-foot gutter) meets design criteria in IDOT BLRS.
5. Proposed green surface color provides a sense of delineation between roadway space and bike lane space.
6. Best transition to north section between Kimball Road and Central Avenue, maintaining a bike lane throughout the project.
7. Residential drivers have least amount of space to negotiate when backing into the proposed bike lane and roadway lane.



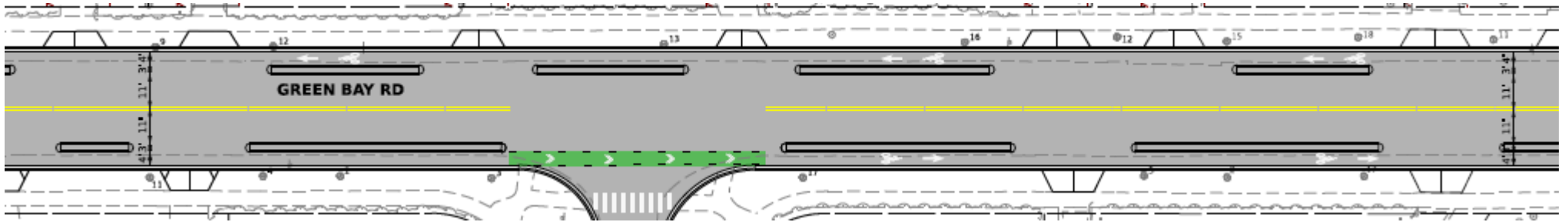
Cons

1. Costly maintenance of green surface color.
2. Less protection than with median and delineator alternatives.

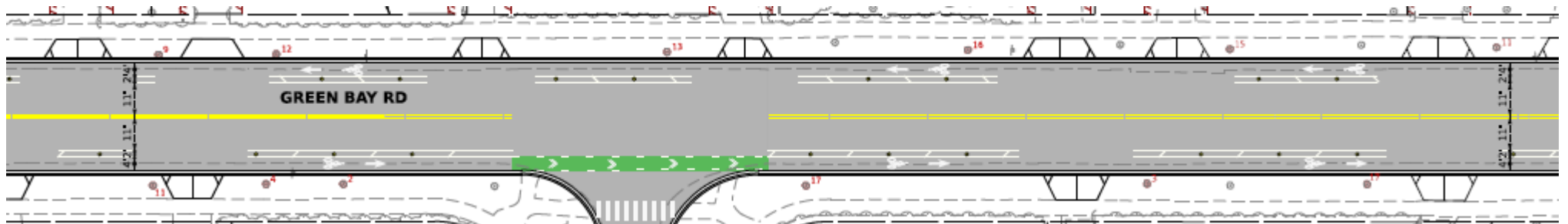


Bike Lane Alternative Comparisons

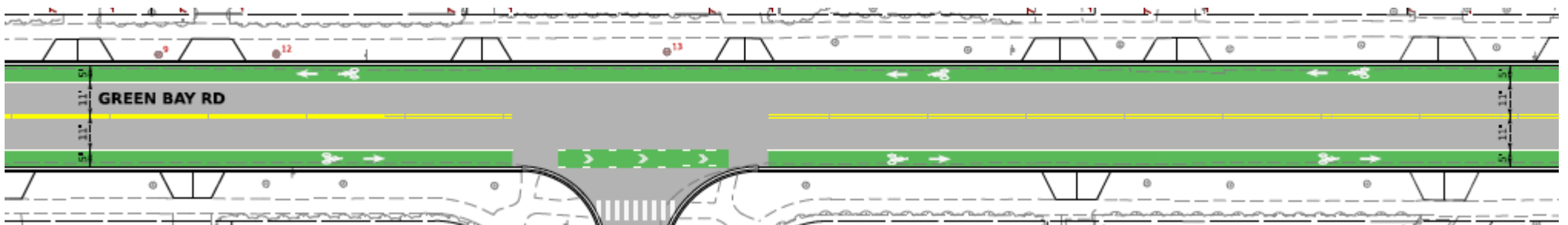
ALT 1



ALT 2



ALT 3



TRANSYSTEMS

TRANSYSTEMS

Next Steps

1. Gather community input and determine preference
2. Develop design for preferred alternative
3. Determine Right-of-Way acquisition for preferred alternative
4. Acquire Right-of-Way
5. Prepare plans, specs, and estimates for construction letting
6. Construction currently anticipated in 2025/2026.



Thank You!



Green Bay Road Reconstruction Project

Public Information Meeting
January 25, 2023