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Technical Memorandum

Date: October 7, 2021
To: Mr. David C. Smith, AICP
Village of Libertyville
From: Brian R. DeSalle, P.E. PTOE
James R. Woods, P.E., PTOE
Civiltech Engineering, Inc.
Re: Proposed Liberty Junction Residential Development
Between Adler Drive and IL Route 137
Traffic Comments Relating to September 27, 2021 Plan
Commission Meeting and Developer's Responses to August 17,
2021 TIS Review Comments

At the Village's request, we have reviewed the developer's disposition of Civiltech comments dated September 23, 2021 for the proposed development of approximately 15 acres of vacant property located between Adler Drive and IL Route 137 to the west of IL Route 21 (Milwaukee Avenue) in the Village of Libertyville. The disposition of comments is related to an August 17, 2021 Civiltech review of a May 10, 2021 *Traffic Impact Study* (TIS) prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for this development. The proposal went before the Plan Commission on September 27, 2021 and was continued to a future PC meeting.

In addition to our review of the developer responses to our TIS comments, we have prepared additional traffic-related comments based on questions and concerns presented by the public and the Plan Commission at the September 27 meeting. The following comments should be addressed and a written disposition should be prepared as part of the Village's review and approval process.

September 23, 2021 Developer Responses to TIS Review Comments

Comment 8 Response: Given the low volume of traffic estimated to travel west on IL 137 during the peak hours (9 in the morning and 5 in the evening) the impact on the existing residential street system should this traffic utilize Cass Avenue to access IL 137 will be minimal.

Based on the location of desired residential services (Sunset Foods, etc) to the west on IL Route 137 as well as concerns expressed by the public and Plan Commissioners, we feel that analysis of the intersection of Cass Avenue at IL Route 137 must be included in a revised Traffic Impact Study and that some development traffic should be shown using this entrance as seems likely to occur.

Comment 10 Response: Based on input provided to our team by Village Staff early in 2021, we prepared the plans with the simple "T" intersection, keeping Adler Drive as the continuous route.

Based on subsequent discussions as well as public and Commissioner comments, the realignment of the Adler intersection to make the new public street the

through movement per the 2030 Comprehensive Plan should be fully investigated, including a capacity analysis of the reconfigured intersection.

Comment 11 Response: We investigated the current operating access which is also adjacent to the two poles in question. For the right turn only exit movements associated with this access and the proposed restricted access the poles do not appear to adversely obstruct the view of oncoming vehicles from the west.

Response noted. Final configuration of access will likely be determined through IDOT permit review process.

Comment 12 Response: When the plan was developed it was decided that this slight misalignment would not present a major concern in the space provided given the distance vehicles have to navigate the aisles. However, we are studying a potential realignment.

Response noted – please address whether realignment is feasible once evaluation of realignment is complete.

Comment 13 Response: Shifting the existing Wildberry Café access location IL Route 21 is not currently planned as part of this project. Based on discussions with Wildberry, their existing access locations along Route 21 are to remain unchanged.

While it is understood that Wildberry does not want to shift the northernmost access along IL Route 21, there were concerns expressed by the public and the Plan Commission about southbound vehicles needing to stop abruptly due to other drivers slowing down quickly to turn into the Wildberry entrance. It is strongly recommended that the potential for moving this entrance south to be in line with the parking aisle be investigated and that the need for a right turn deceleration lane on IL Route 21 be assessed per IDOT guidelines.

Additional Traffic Comments Based on Discussions at the September 27, 2021 Plan Commission Meeting

1. Traffic counts should be performed during the peak Wildberry traffic periods on Saturday and Sunday to verify that traffic does not exceed the volumes observed during the A.M. peak period. If traffic does exceed the A.M. peak, then the proposed development conditions should also be evaluated for the Saturday or Sunday peak of Wildberry traffic. Potential changes in traffic patterns for Wildberry traffic should also be considered once the north-south public street is constructed, especially traffic leaving Wildberry and wanting to go west on IL Route 137 or north on IL Route 21, as the current access locations do not facilitate those movements. Concerns are that the north-south roadway would be used by these motorists to go west to Cass or to the Adler intersection, resulting in increased traffic over what is shown in the TIS at that intersection.
2. What are potential commercial uses for Lot 2 on the site plan? It would be prudent for the developer to assume a likely use for that lot and estimate an “ultimate” development traffic condition as part of the TIS to determine what the long-term needs of the local street network may be.
3. The TIS should include a “No-Build” analysis for the intersections within the study area to illustrate the effect of background traffic growth on the area roadway network as compared to the additional traffic generated by the development.
4. Signal warrant analyses should be performed at the IL Route 137/Cass and IL Route 21/Adler intersections to determine if traffic volumes under proposed conditions could be sufficient to merit monitoring the intersections for a signal in the future. We are aware that IDOT will not approve signals based on traffic forecasts, but the comment came up several times during the meeting and therefore the analyses are merited.

5. There were some comments during the meeting about the north intersection of the north-south public street being restricted to right-in only at IL Route 137. Please investigate the implications of such a restriction on the proposed site plan and how site-generated traffic would flow into and out of the site if that were to occur.

6. Autoturn exhibits should be provided for to show that a Libertyville fire truck can navigate both the residential development and the expanded parking lot without difficulty. These should be reviewed and approved by the Libertyville Fire Department.