



February 15, 2019

Mr. Kevin Marchek, Region Two Engineer  
IDOT District 3  
700 E. Norris Dr  
Ottawa, IL 61350

**IL38 resurfacing project, from Ogle Co Line to John Huber Pkwy (S) in DeKalb**

Dear Mr. Marchek,

Please consider the following input for your 2019-2024 MYP resurfacing project, cited above.

At present, IL38 ranges from 7000-9250 ADT, with a speed limit of 40-50 mph in town and 55 mph away. There are narrow or wide paved shoulders along the entire segment, most with rumble strips, and all with additional gravel shoulder width. The paved shoulder width:

- ~3' from Huber to Nelson, with the rumbles leaving only 2' of (rumble-free) clear zone to the outside of the rumbles.
- ~7' from Malta Rd (accessing Kishwaukee Community College) to the west part of the town of Malta, except for 0.3 mile eastbound to 2<sup>nd</sup> St.
- ~1.5' for the most of the rest of the segment, with almost no clear zone for bikes (or recovery zone for cars) outside the rumbles.

[Strava's bicycle heat map](#) shows that Huber to Nelson gets some use as a bike route, as does IL38 from the village of Malta out to Malta Rd.

Based on the above, and the need to access the community college, we recommend widening to 6' (4' minimum) the paved shoulder width from Huber to Nelson and on the eastbound 0.3 mile coming into Malta. This would also ensure at least 3' of clear zone to the right/outside of the rumble strips. Paving additional width of existing stone shoulders should be able to fit within the 3P resurfacing scope.

We consider 3' as the minimum clear zone when rumble strips (or fogline rumble *stripes*) are installed. Otherwise, the clear zone is too narrow to be safe, or the shoulder will not be usable at all. We contend that a road with an unusable paved shoulder is less safe for bicyclists than a road with no paved shoulder at all, due to some motorists' incorrect expectations that a cyclist can move to the shoulder when being passed. Besides the safety concern, this also adds to motorist resentment of people riding bikes.

Working Statewide for Better Bicycling

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For lower priority segments with 1.5' paved shoulders having rumbles, we are less concerned since 1.5' paved shoulders would not be usable even if there were no rumbles. Of course, widening these shoulders to 4', too, would benefit those cyclists who ride there.

We are glad to discuss these and other project design issues. Thanks for your consideration.

Sincerely,



Ed Barsotti, Chief Programs Officer, Ride Illinois

Cc: Village President Robert Iversen, Village of Malta