Strategic Regional Arterial

Illinois Route 83
from Calumet Sag Road to Lake Cook Road
Bell Road
from Illinois Route 7 (159th Street) to Calumet Sag Road

FINAL REPORT

Operation GreenLight

Illinois Department of Transportation

August, 1997

FOREWORD

Illinois Route 83 is a Strategic Regional Arterial from Calumet Sag Road in Lemont to Lake Cook Road in Buffalo Grove. This report also includes Bell Road, from Illinois Route 7 (159th Street) to Calumet Sag Road.

This Strategic Regional Arterial (SRA) Report has been prepared for the Illinois Department of Transportation and the SRA Subcommittee of the Chicago Area Transportation Study by Meridian Engineers & Planners, Inc.

The Illinois Route 83 and Bell Road SRA are intended to function as part of a regional arterial system. It, along with other SRA routes and the regional expressway and transit system, will provide a network to carry high-volumes of long-distance traffic. This report is one element of a long-range plan for all routes in the SRA network. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

Included in this report are a description of the SRA study objectives and process, a detailed explanation and analysis of the existing route conditions, recommendations for improvements, and documentation of the process including comments received.

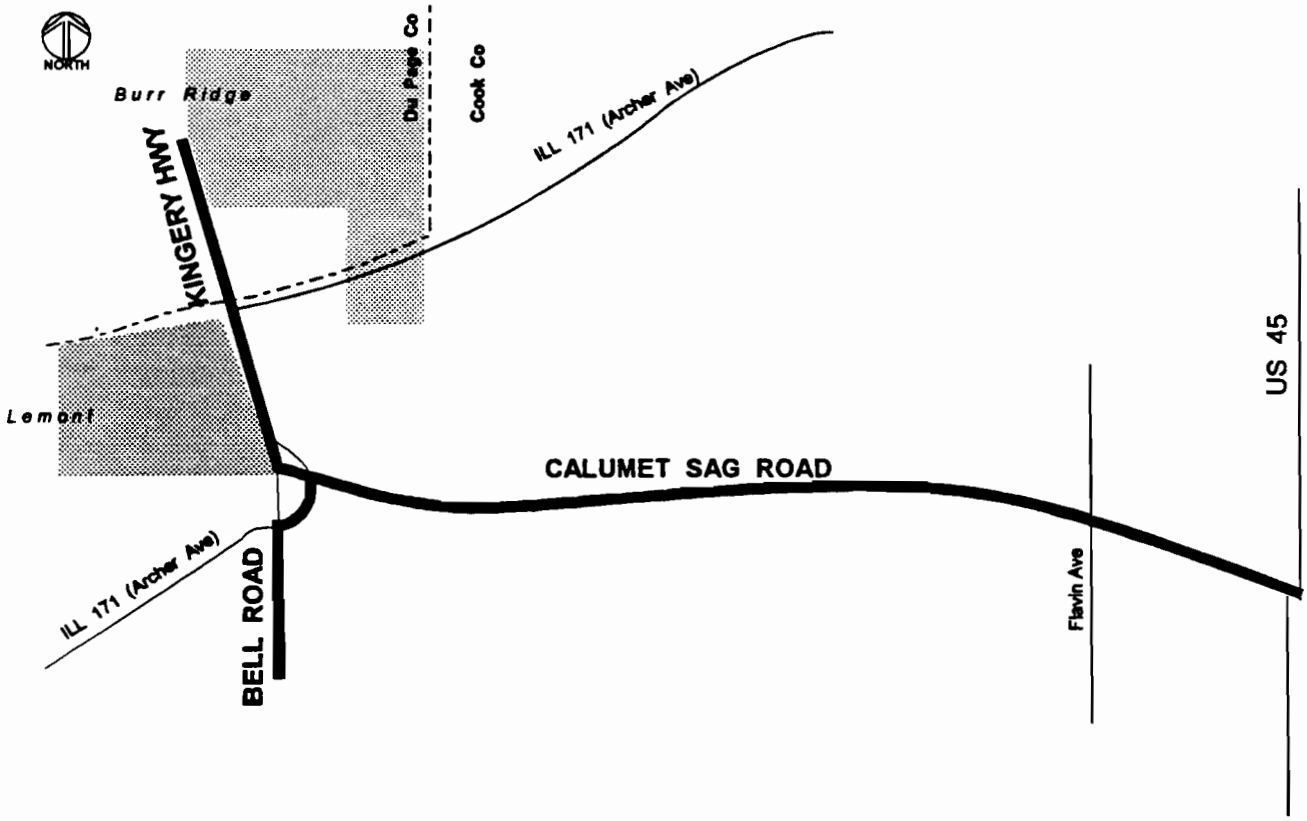
Information regarding the study and this report are available from the Illinois Department of Transportation, through the SRA Project Manager - Mr. Rich Starr, 708/705-4095.

EXECUTIVE SUMMARY

The Illinois Route 83/Bell Road SRA is divided into eight segments. SRA studies during the last twenty-four months have resulted in specific segment recommendations.

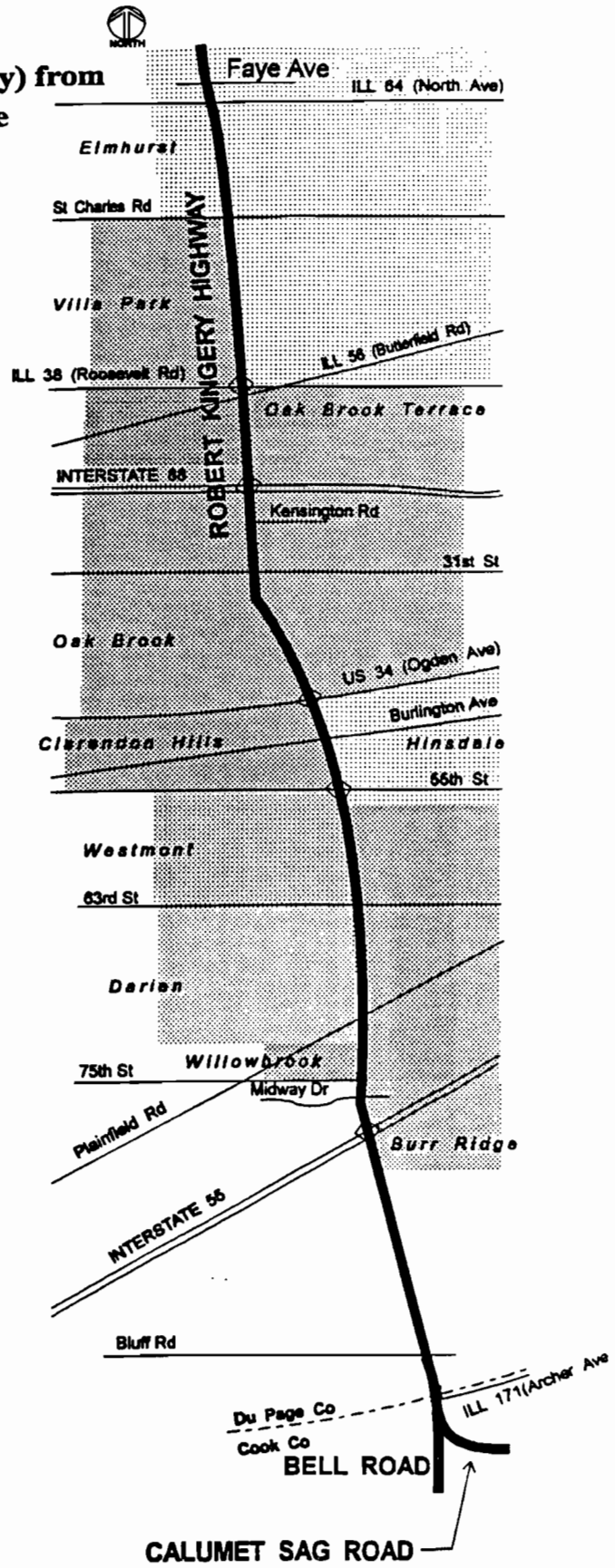
Segment 1: Calumet Sag Road from US Route 45 to Illinois Route 83 (Kingery Highway)

- Dedesignate this segment from the SRA system. Designate this segment as a SRA connector between Illinois Route 83 and US Route 45.
- Maintain one 12 ft. lane in each direction separated by a raised median and outside shoulders with open drainage in the existing 100 ft. right-of-way.
- Provide left turn lanes at Flavin Avenue.
- Manage access with right-in/right-out only, except at important intersections and median breaks.
- Coordinate additional pedestrian/bicycle linkages with existing and proposed paths.
- Provide a potential bikepath along Calumet Sag Channel.



Segment 2: Illinois Route 83 (Kingery Highway) from Calumet Sag Road to Faye Avenue

- Maintain two 12 ft. lanes in each direction with a flush median south of Bluff Road.
- Develop three 12 ft. through lanes in each direction, and raised median from Bluff Road to Faye Avenue
- Maintain existing frontage roads to provide access control.
- Improve signalized intersections on Illinois Route 83 at Archer Avenue, 75th Street, Plainfield Road, 63rd Street, and St. Charles Road.
- Manage access with right-in/right-out only, except at important intersections and median breaks.
- Accommodate park-and-ride facilities near the 75th Street, Kensington Road, and Butterfield/Roosevelt Road intersections.
- Widen structures at BN Railroad and Burlington Avenue, and US Route 34.
- Coordinate additional pedestrian/ bicycle linkages with existing and proposed paths.

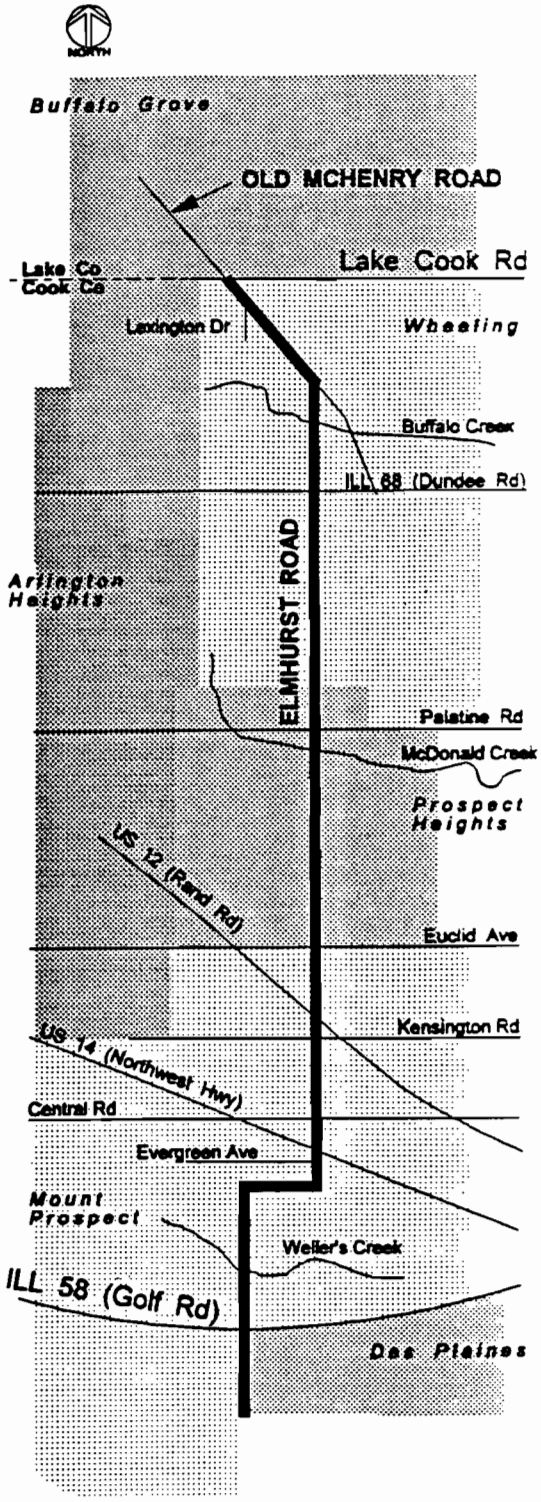


Segment 6: Illinois Route 83 (Elmhurst Road) from Golf Road to US Route 12 (Rand Road)

- Maintain existing 66 ft. to 90 ft. right-of-way which includes two 11 ft. - 12 ft. through lanes in each direction.
- Improve existing roadway with a flush median in certain sections.
- Improve signalized intersections at US Route 14 (Northwest Highway) and Central Road.
- Manage access by prohibiting left turns to Pine Street and Wille Street from Illinois Route 83.
- Provide pedestrian actuated signal at St. Raymond's School.
- Provide signal interconnection between Interstate 90 and US Route 14 (Northwest Highway).
- Widen structure over Weller's Creek.

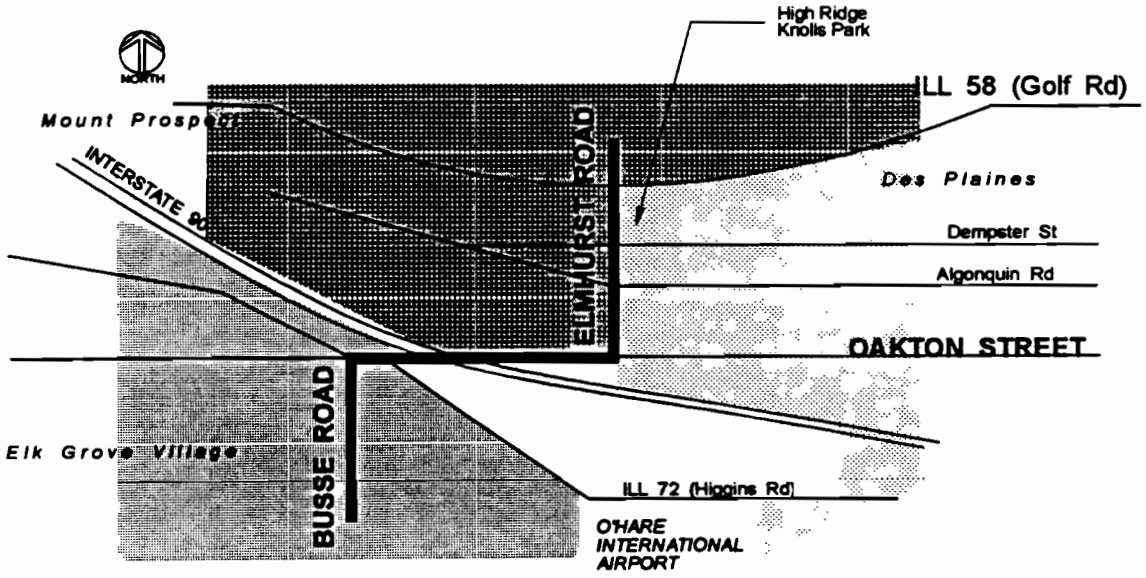
Segment 7: Illinois Route 83 (Elmhurst Road) from US Route 12 (Rand Road) to Old McHenry Road; Old McHenry Road from Elmhurst Road to Lake Cook Road

- Maintain two 12 ft. through lanes in each direction between US Route 12 (Rand Road) and Palatine Road in the existing 100 ft. right-of-way.
- Develop one 12 ft. and one 13 ft. through lane in each direction between Palatine Road and Lake Cook Road.
- Develop a 14 foot flush median from Euclid to Old McHenry Road. Provide an 18 ft. raised median on Old McHenry Road.
- Improve signalized intersections at Euclid Street, Dundee Road, Old McHenry Road, and Lake Cook Road.
- Manage access with right-in/right-out only, except at median breaks, and important intersections.
- Widen structures over McDonald Creek and Buffalo Creek.
- Accommodate park-and-ride facility near the Lake Cook Road intersection.



Segment 5: Illinois Route 83, Oakton Street from Busse Road to Elmhurst Road;Elmhurst Road from Oakton Street to Golf Road

- Develop three 12 ft. through lanes in each direction with a raised or flush median, and curb and gutter in a right-of-way expanded to 120 ft.
- Improve signalized intersection on Illinois Route 83 at Oakton Street/Elmhurst Road, Algonquin Road, Golf Road and Dempster Street.
- Provide signal interconnection on Illinois Route 83 between Algonquin Road and Golf Road.
- Manage access with right-in/right-out only, except at median breaks and important intersections along Oakton Street.
- Accommodate park-and-ride facility near the Oakton Street/Elmhurst Road intersection.
- Provide a pedestrian/bicycle overpass to connect both sections of High Ridge Knolls Park.
- Replace structure at Interstate 90.

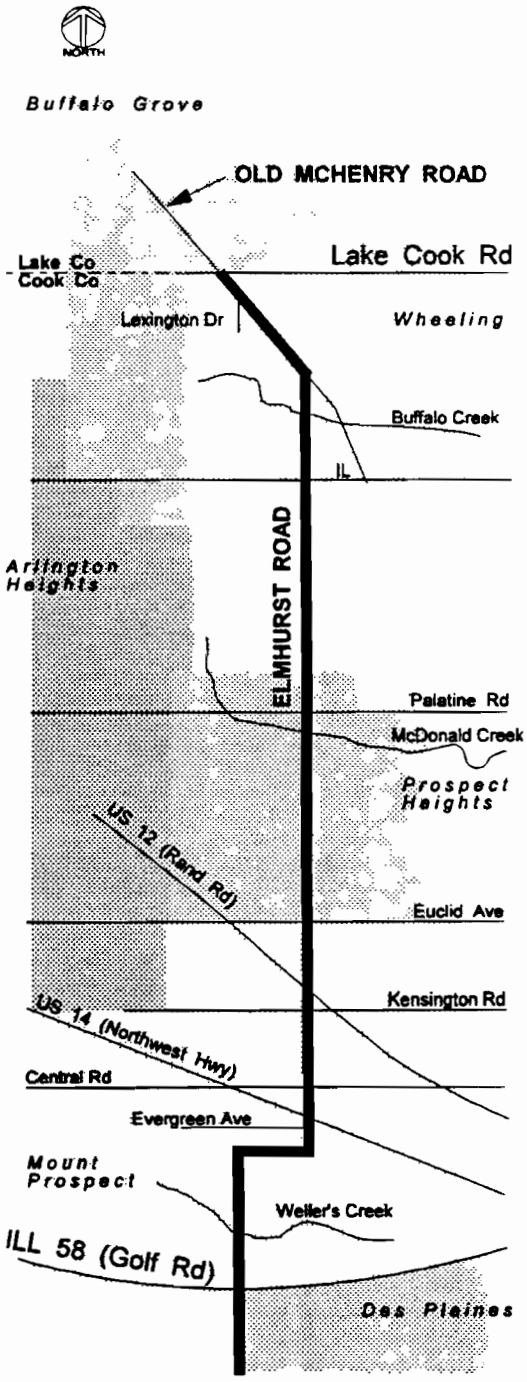


Segment 6: Illinois Route 83 (Elmhurst Road) from Golf Road to US Route 12 (Rand Road)

- Maintain existing 66 ft. to 90 ft. right-of-way which includes two 11 ft. - 12 ft. through lanes in each direction.
- Improve existing roadway with a flush median in certain sections.
- Improve signalized intersections at US Route 14 (Northwest Highway) and Central Road.
- Manage access with right in/right out at Pine Street and Wille Street.
- Provide pedestrian actuated signal at St. Raymond's School.
- Provide signal interconnection between Interstate 90 and US Route 14 (Northwest Highway).
- Widen structure over Weller's Creek.

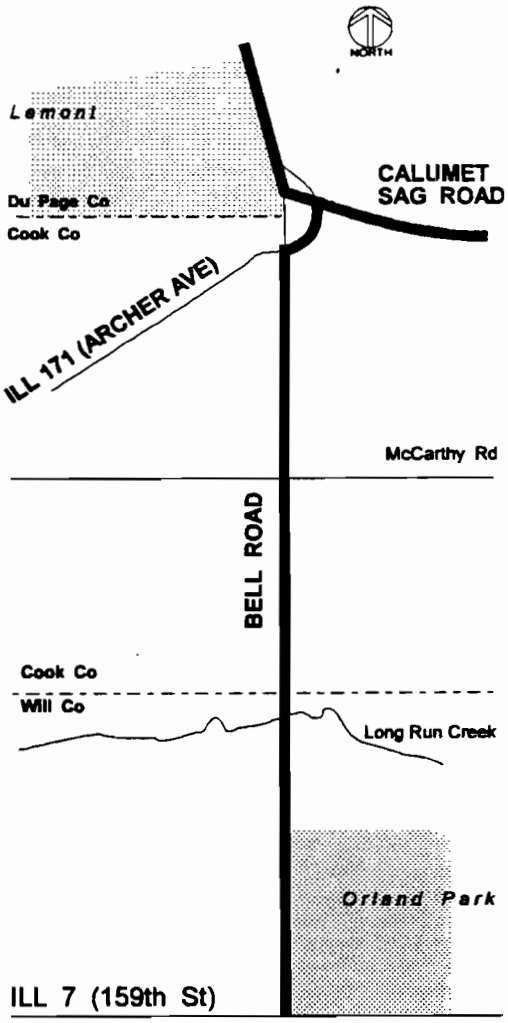
Segment 7: Illinois Route 83 (Elmhurst Road) from US Route 12 (Rand Road) to Old McHenry Road; Old McHenry Road from Elmhurst Road to Lake Cook Road

- Maintain two 12 ft. through lanes in each direction between US Route 12 (Rand Road) and Palatine Road in the existing 100 ft. right-of-way.
- Develop two 12 ft. through lanes in each direction between Palatine Road and Lake Cook Road.
- Provide an 18 ft. raised landscaped median.
- Improve signalized intersections at Euclid Street, Dundee Road, Old McHenry Road, and Lake Cook Road.
- Manage access with right-in/right-out only, except at median breaks, and important intersections.
- Widen structures over McDonald Creek and Buffalo Creek.
- Accommodate park-and-ride facility near the Lake Cook Road intersection.



Segment 8: Bell Road from Illinois Route 7 (159th Street) to Archer Avenue; Archer Avenue from Bell Road to Calumet Sag Road

- From Illinois Route 171 (Archer Avenue) to McCarthy Road, provide two 12 ft. through lanes in each direction with 14 ft. flush median, curb and gutter in a 100 ft. right-of-way.
- South of McCarthy Road develop two 12 ft. through lanes in each direction with an 18 ft. raised median and curb and gutter in a right-of-way expanded to 120 ft.
- Develop frontage roads in an expanded 140 ft. right-of-way at south end of segment.
- Improve signalized intersections at Illinois Route 7 (159th Street) and Archer Avenue.
- Manage access with right-in/right-out only, except at median breaks and important intersections.
- Widen structure over Long Run Creek.
- Accommodate park-and-ride facility near the Illinois Route 7 intersection.
- Improve pedestrian access at Homer Junior High School with sidewalks and a pedestrian crosswalk.
- Provide new signalized intersections at Meadow View Lane, 151st Street, 131st Street, and McCarthy Road.



ORGANIZATION OF REPORT

This report on the Illinois Route 83/Bell Road SRA study is divided into five chapters:

Chapter One. Introduction, provides information about the SRA system and Operation GreenLight; SRA route types, study objectives, the study process, desirable route characteristics, and the study data sources and methodologies.

Chapter Two. Route Overview, presents a general description of the SRA corridor including, land use/development characteristics, regional transportation facilities, route area designation and design characteristics, projected travel demand, and roadway/right-of-way general discussion.

Chapter Three. Summary of SRA Corridor Recommendations, presents a summary of existing route characteristics and recommended route improvements.

Chapter Four. Corridor Analysis by Segment, presents a detailed analysis of existing route characteristics and recommended route improvements by segment.

Section	Route Segments
Section 4.1	1: Calumet Sag Road from US Route 45 to Kingery Highway
Section 4.2	2: Kingery Highway from Calumet Sag Road to Faye Avenue
Section 4.3	3: Kingery Highway from Fay Avenue to Woodland Avenue
Section 4.4	4: Kingery Highway/Busse Road from Woodland Avenue to Oakton Street
Section 4.5	5: Oakton Street from Busse Road to Elmhurst Road; Elmhurst Road from Oakton Street to Golf Road
Section 4.6	6: Elmhurst Road from Golf Road to US Route 12 (Rand Road)
Section 4.7.	7: Elmhurst Road from US Route 12 (Rand Road) to Old McHenry Road; Old McHenry Road from Elmhurst Road to Lake Cook Road
Section 4.8	8: Bell Road from Illinois Route 7/159th Street to Archer Avenue/Calumet Sag Road

For each route segment, these analyses are presented:

Existing Facility Characteristics. The existing facility characteristics include the existing right-of-way, location of existing traffic signals, existing roadway characteristics, location of existing structures, and existing transit usage and routes.

Environmental Characteristics. The existing environmental characteristics of the route include existing streams, wetlands and floodplains, historic buildings and districts, hazardous waste and LUST (Leaking Underground Storage Tank) sites, and other environmental characteristics.

Existing and Projected Land Use and Development Characteristics. The existing land use characteristics are examined with respect to the types, density or intensity of use, constraints and access locations. Future development potential is examined by identification of vacant land, and planned or likely development or redevelopment in the vicinity. Public and institutional areas are identified by location and type.

Recommended Improvements. The recommended improvements for each route segment are discussed. Short-term/low cost, and ultimate (post 2010) improvements as well as right-of-way requirements, potential environmental and land use considerations, and cost estimates relating to construction of the recommended improvements and acquisition of right-of-way are given.

Chapter Five. Public Involvement summarizes the public involvement process during the study, including the Illinois Route 83/Bell Road SRA Advisory Panel Meetings, the Advisory Panel Newsletters, the Public Hearings and other efforts to promote local involvement in the study process.

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	03a:	Segment	2
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Geometric Detail of Proposed Intersection Improvements

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Geometric Detail of Proposed Intersection Improvements (Cont.)

GLOSSARY

ADID - Advanced Identified Wetland

ADT - Average Daily Traffic

CAAA - Clean Air Act Amendments of 1990

CATS - Chicago Area Transportation Study

CBD - Central Business District

CD - Collector Distributor (Road)

CERCLIS - Comprehensive Environmental Response Compensation and Liability Act Information System

CH - County Highway

CMAQ - Congestion Mitigation and Air Quality Program

CMS - Congestion Management Systems

C&NW - Chicago and NorthWestern (Railroad)

DOT - Department of Transportation

EB - Eastbound

FHWA - Federal Highway Administration

FTA - Federal Transit Administration

HOV - High Occupancy Vehicle

IB - Inbound

IDOT - Illinois Department of Transportation

ISTEA - Intermodal Surface Transportation Efficiency Act of 1991

ISTHA - Illinois State Toll Highway Authority

LOS - Level of Service

LRP - Long-Range Plan

LUST - Leaking Underground Storage Tank

MPO - Metropolitan Planning Organization

NAAQS - National Ambient Air Quality Standards

NB - Northbound

NIPC - Northeast Illinois Planning Commission

OB - Outbound

ROW - Right-of-way

RR - Railroad

RTA - Regional Transportation Authority

SB - Southbound

SRA - Strategic Regional Arterial

STP - Surface Transportation Program

TMA - Transportation Management Areas

TSD Plan - Transportation System Development Plan

USEPA - United States Environmental Protection Agency

WB - Westbound

WC - Wisconsin Central (Railroad)

WS - Wisconsin Southern (Railroad)

2010 TSD PLAN - Year 2010 Transportation System Development Plan for the Northeast Illinois Region.

CHAPTER ONE: INTRODUCTION

1.1 The Strategic Regional Arterial System and Operation GreenLight

The Strategic Regional Arterial (SRA) system is a 1,340 mile network of existing roads in Northeastern Illinois. The system includes 146 route segments in Cook, DuPage, Kane, Lake, McHenry, Kendall, and Will Counties (See Figure 1.1.1). As part of the 2010 Transportation System Development Plan (TSD Plan) adopted by the Chicago Area Transportation Study (CATS) and Northeastern Illinois Planning Commission (NIPC), the SRA system is intended to supplement the existing and proposed expressway system by accommodating a significant portion of long-distance, high-volume automobile and commercial vehicle traffic in the region. Many of the roads in the SRA system, including Illinois Route 83 and Bell Road, are already on the arterial highway network of the Illinois Department of Transportation (IDOT) and Will County and now carry high volumes (20,000-60,000 vehicles per day) of long-distance traffic.

According to forecasts prepared by CATS, travel in the year 2010 in Northeastern Illinois is expected to increase by 25 percent over 1980 levels. In the last few years, rapid economic development and growing population have resulted in significant increases in congestion on the regional expressway system, as well as on arterial and local roads in many parts of the region. Creation of the SRA system is a major component of Operation GreenLight, an eight-point plan to deal with urban congestion and improve regional mobility. The plan was developed by IDOT in cooperation with the Illinois State Toll Highway Authority (ISTHA), CATS, NIPC and the Regional Transportation Authority (RTA). In addition to creating the SRA network, Operation GreenLight addresses these major transportation issues:

- Developing Major Transit/Highway Facilities
- Improving Other Key Arterial Roadways
- Identifying Strategic Transit Improvements
- Reducing Demand for Highway Use
- Increasing Environmental Consideration
- Improving Arterial Traffic Management
- Improving Freeway Traffic Management

Together, the components of Operation GreenLight are a blueprint for an overall approach to improve transportation in Northeastern Illinois. As part of this comprehensive approach, the SRA system is designed to improve regional mobility by providing a comprehensive network of

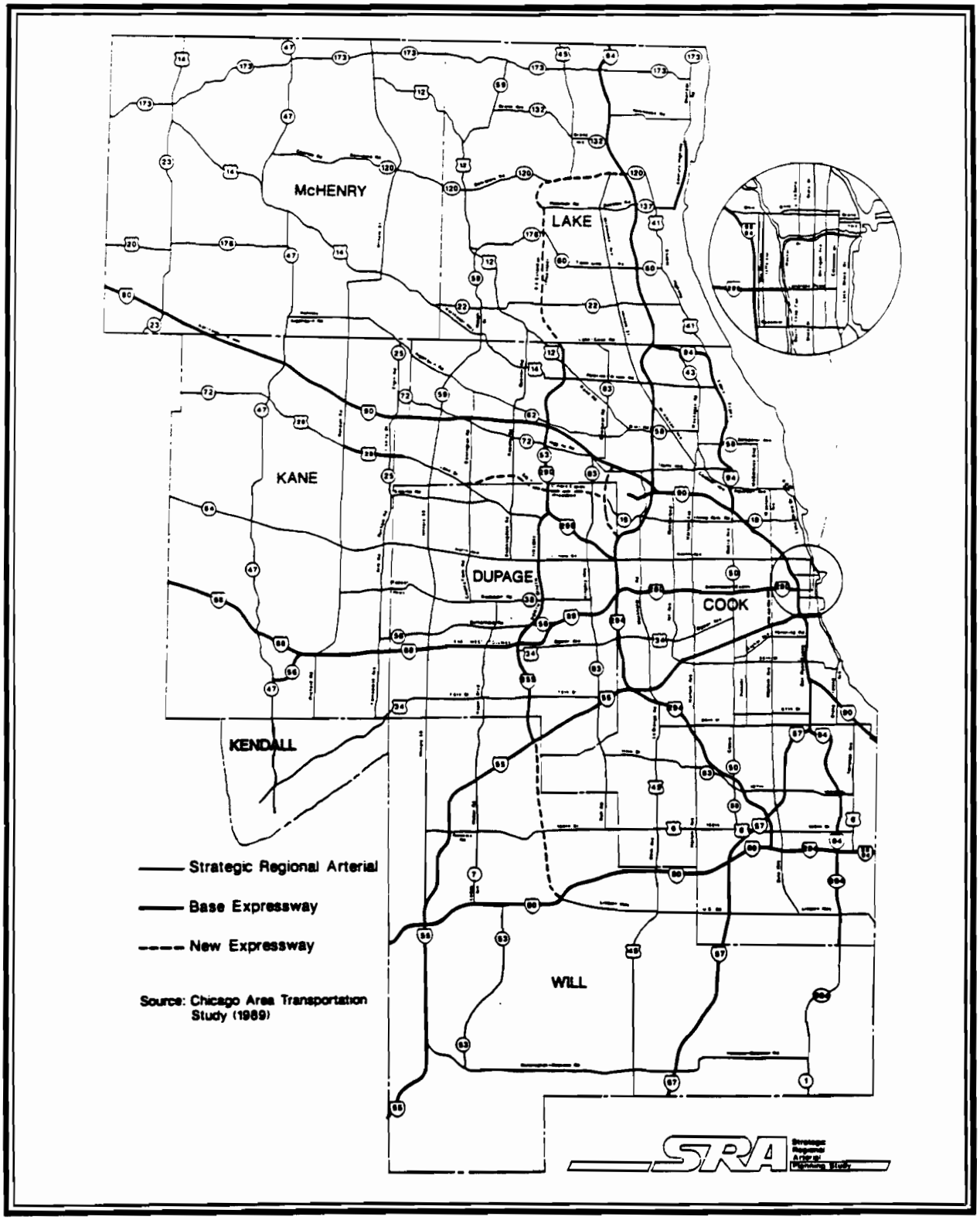


Figure 1.1.1

Illinois Route 83/Bell Road

arterial routes designed to carry significant volumes of long-distance traffic across the region, complement the regional transit and highway facilities by providing access for regional trips on these facilities, and provide for long-distance travel to supplement the regional expressway system.

1.2 SRA Route Types

Within the SRA network there are significant differences in the roadway environment. These differences will determine how the various routes may function in the system. Three different types of SRA routes have been designated, corresponding to three types of roadway environment:

- Urban Routes
- Suburban Routes
- Rural Routes

The designation of route types is based upon the projected 2010 density of development within the Chicago region. Illinois Route 83 is designated as an SRA corridor from US Route 45 in Cook County to Lake Cook Road on the Cook and Lake Counties border. Bell Road is designated as an SRA corridor from Illinois Route 7 (159th Street) in Will County to Calumet Sag Road in Cook County. Using various analyses in this study, these corridors are classified as suburban. (See Figure 1.2.1). Urban SRA routes are located in the City of Chicago and adjacent portions of more densely developed suburbs such as Oak Park, where projected densities are greater than 5.0 households per acre. Suburban SRA route designations, where projected densities are between 0.5 and 5.0 households per acre, apply to most suburban Cook and Lake Counties, all of DuPage County, and the more developed portions of Lake, McHenry, Kane and Will Counties. Rural SRA routes are located in the outer portions of Lake, McHenry, Kane, Will, and most of Kendall Counties, where projected densities are less than 0.5 households per acre.

SRA routes located in densely urbanized areas typically are existing routes with limited possibilities for roadway expansion, but where improvements could be made to intersections, transit facilities and structural clearances. For routes in developing suburban areas, additional lanes on roadways, new connections to improve route continuity, and operational improvements such as signal coordination may be considered. In rural areas, right-of-way preservation and access control would provide for improved movement of through traffic and accommodate future needs.

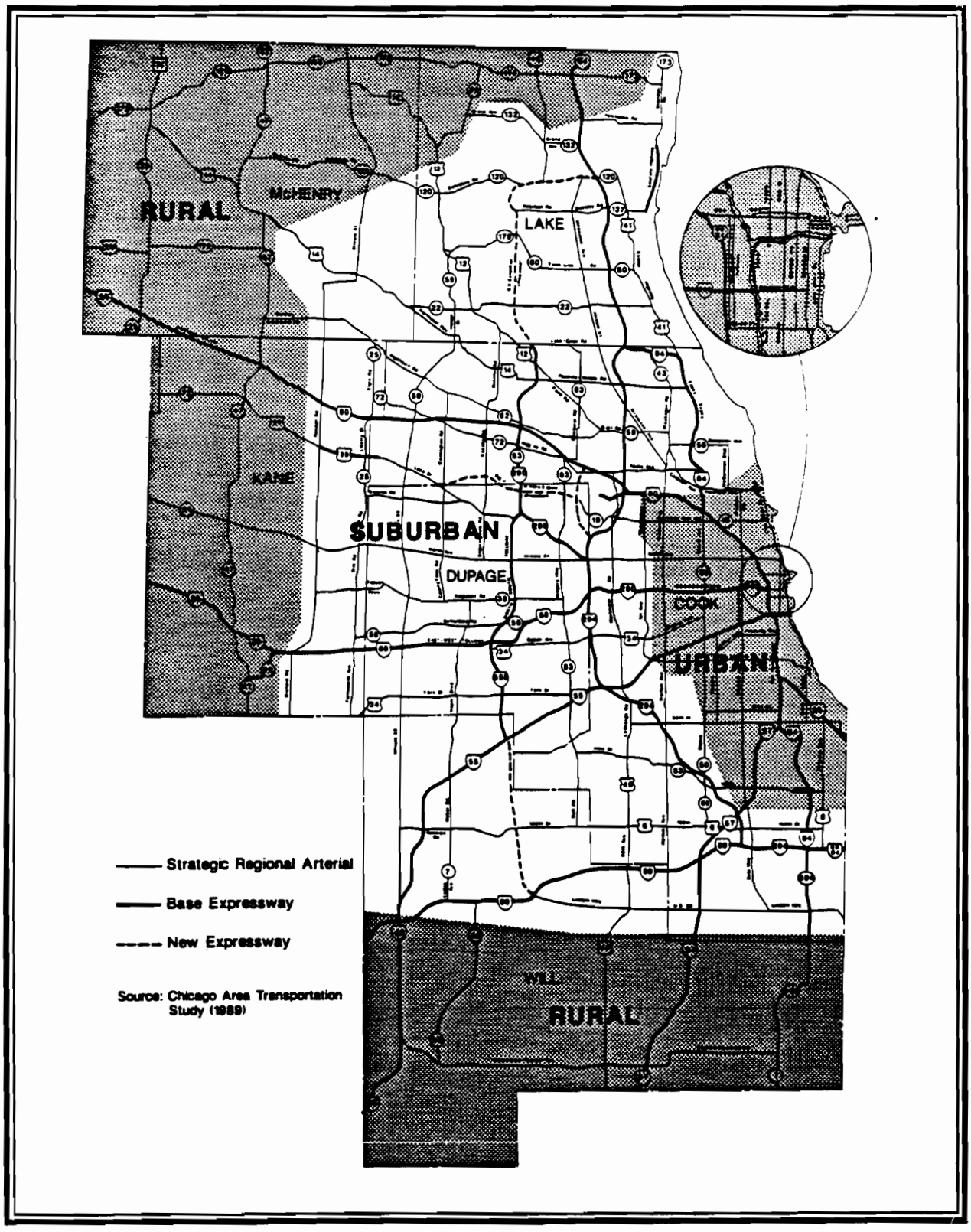


Figure 1.2.1

Illinois Route 83/Bell Road

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION

SRA ROUTE TYPES

1.3 Study Objectives

As SRA routes, Illinois Route 83 and Bell Road are intended to function as part of a regional arterial system, carrying high volumes of long-distance traffic in conjunction with other SRA routes and the regional expressway and transit systems. To implement the SRA system, development of a comprehensive, long-range plan for the entire network is necessary. The planning process for the SRA system is to be accomplished over a five year period, with individual route studies comprising one-fifth of the total system to be undertaken each year. The Illinois Route 83/Bell Road study occurred from March 1992 to April 1994. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

The Illinois Route 83/Bell Road study identifies both short-range and long-range improvements to enable the route to function as part of the SRA system. These objectives guide the study process:

- Determine the type of roadway improvements needed for each route including additional lanes, signalization and interchanges.
- Define right-of-way requirements.
- Enhance access to the regional transit system.
- Identify access management to improve through traffic movement and reduce conflicts.
- Coordinate recommended route improvements with projected development.
- Identify necessary improvements to accommodate commercial traffic.
- Accommodate bicycle and pedestrian travel.
- Identify potential environmental concerns.

This completed study can be used by local and State agencies to help guide implementation of improvements on Illinois Route 83 and Bell Road, so that individual public or private projects can be consistent with the coordinated long-range development of the route as an integral part of the SRA system and northeastern Illinois.

The development of a land use which gives appropriate recognition to the recommendations for SRA routes is encouraged. However, since it is desirable that such plan amendment be adopted by the land use planning authority along each respective segment of the SRA system, the process for development of such land use plans should be distinctly intergovernmental in nature. While this intergovernmental planning effort should be encouraged, nothing inherent or implied in the SRA

recommendations themselves is intended to supplant the independent decision-making of local land use authorities.

1.4 The SRA Study Process

The SRA study process is accomplished through six phases:

Phase 1 - Data Collection/Evaluation. The study process is designed to efficiently use available data for each route. This data is assembled from numerous sources and includes among others right-of-way information, roadway plans, traffic volume counts, transit information, bicycle usage, adjacent development characteristics, accident data, and environmental and related route studies. The data is evaluated to establish current conditions, constraints and improvement needs.

Phase 2 - Route Analysis. Possible improvements for the SRA route are determined by incorporating the recommended design features in specific configurations for each segment of the route. These configurations include alternative constraints and techniques where necessary to accommodate local conditions or constraints. Improvements are identified as recommended, short term/low-cost or ultimate (post 2010).

Phase 3 - Environmental Issues/Screening. The SRA study involves a screening process which identifies notable, important or sensitive environmental resources, areas, or systems, along each route. The SRA planning process does not include detailed environmental assessments or analysis of specific mitigation measures. The results of the screening process are used to evaluate improvement alternatives, and serve as an early indicator of environmental issues for future studies and design.

Phase 4 - Cost Estimates/Identification of Right-of-Way Needs. A cost estimate is prepared for each segment of the route, both for recommended and short term/low-cost improvements. Right-of-way needs, and their costs to accommodate recommended and Post 2010 improvements are identified.

Phase 5 - Involvement and Coordination. Throughout the SRA route planning process, the involvement of local and regional agencies is an important consideration. The initial data collection includes solicitation of data and a questionnaire from each unit of government along the route. Information and coordination efforts include forming Advisory Panels for each SRA route, which work with IDOT and members of the study team during the planning process. A regular newsletter for each Panel informs members about the SRA program and ongoing route

studies. A public hearing in an open house format will also be conducted for each route, in each County which the route is in.

Phase 6 - Final Route Improvement Plan/Report. As the final step in the initial two year route planning process, a report for each SRA route documents the study findings and recommended improvements.

1.5 Desirable Route Characteristics and Techniques for Special Circumstances

Desirable route characteristics for the year 2010 have been delineated for each of the three SRA route types - Urban, Suburban, and Rural - related to the roadway environment. These desirable characteristics are intended to provide adequate traffic service and geometric design, serving as criteria for planning the individual SRA routes.

As planning criteria, these design features and other route characteristics are designed to be generally applicable to all SRA rural and suburban routes. However, the SRA planning process recognizes that there may be situations along SRA routes where certain design features are not appropriate or where special treatment of some features is desirable, such as:

- Bus lane/high occupancy vehicle (HOV) lanes
- Signal preemption capability for transit vehicles
- Demand actuated signals at transit stations
- Channelization or interchanges at high volume intersections
- Use of continuous two-way left-turn lanes
- Designation of route bypasses for constricted areas
- Location of transit , pedestrian or bicycle facilities in or adjacent to the right-of-way.

While not all of these features may be applicable to Illinois Route 83 and Bell Road, they illustrate the range of treatments which have been considered during the two year study.

A full description of the recommended designs and features applicable to all SRA routes, and techniques for special circumstances can be found in the "Strategic Regional Arterial Design Concept Report," dated February, 1994. This document is available from IDOT and CATS.

1.6 Study Data Sources and Methodologies

Existing Roadway Characteristics. Several data sources were compiled to create route inventories. Traffic counts for selected major intersections were obtained from IDOT Traffic Volume Maps and 1990 IDOT Intersection Turning Movement Data. The route was photographed using a video camera from a helicopter. On-site inspection confirmed IDOT scoping report data for number of lanes, location of existing traffic signals and turn bays, type of access, structures, pavement width, speed limit, existence of sidewalks, frontage roads, and median. Pavement widths were further confirmed with construction plans.

Existing Transit Characteristics. The transit data is from Metra and Pace. Both agencies provided the "Future Agenda for Suburban Transportation" which was used for the Metra boardings, station parking information, and proposed Metra future improvements. Some information for Metra future improvements also came from its "Wisconsin Central Corridor Commuter Rail Service PROJECT PROPOSAL." Pace provided the "Quarterly Route Review: January - March, 1992" which was used for Pace bus ridership. Also, individual Metra line and Pace bus route timetables were used to identify the locations of the facilities and frequency of service. In addition, CATS and NIPC provided the 2010 TSD Plan which was used to define other planned and proposed transit improvements throughout the corridor.

Land Use/Development Characteristics. Current land use/ development characteristic uses were included in the route inventory and derived from NIPC aerial photography, documents from local communities, the video photography and on-site inspection. These uses were identified in some detail and later grouped into more general development categories, such as residential, commercial, industrial, public and semi-public. This information was used to assess potential integration of route concepts with land use and access needs.

The analysis of sensitive land uses includes several unique land uses: schools, churches, theaters, auditoriums, parks, cemeteries, recreation facilities, nature and forest preserves, hospitals, nursing homes, and hotels.

Environmental Considerations. The objectives of this aspect of the study was to identify all environmental resources which could be impacted by improvements to the SRA. Numerous public and private entities were contacted to determine the locations of wetlands, natural areas and parks, threatened or endangered species, floodplains, prime farmland, historic structures and archaeological sites, hazardous waste

sites or those with leaking underground storage tanks, as well as land uses which are sensitive to the effects of highway construction, or changes in air quality and ambient noise levels. The approximate locations of all environmental resources and sensitive receptors are plotted on the air photos included in this report. However, no representation is made regarding the accuracy of information received from governmental agencies with respect to chemical releases, wetland limits, or endangered species habitat, since no field verification of such sites was carried out. Such determinations are aspects of detailed Phase I studies.

Year 2010 Traffic Demand Projections. CATS has projected the Year 2010 traffic for all routes in the SRA system, and for tollways and expressways. These projections assume that all routes have been improved to the standards (i.e. four lanes or six lanes) in the SRA Design Concept Report. This assumption tries to provide that no one route or part of a route would be expected to handle more than its share of the expected 2010 traffic volumes which may be traveling in that general direction. It also tries to provide that no part of a route would be improved more than is necessary to provide a consistent level of service throughout the route. The 2010 traffic projections are expressed in ranges of 10,000 vehicles per day.

Roadway Capacity Estimates. Capacity analyses estimate the number of vehicles that can be carried on an SRA route. Critical factors which affect capacity include the number of signals and distance between them, along with the variables relating to the roadway and its operation, such as the number of through lanes, the posted speed, percentage of conflicting vehicle turning movements and the characteristics of rush hour traffic. Results of capacity analyses are usually expressed interims called level of service. Level of Service is a measure of performance for roadway facilities and relies most heavily on the number of vehicles that can be accommodated at its signalized intersections. Level of Service is expressed in grades A through F, much like and academic report card. Level of Service "A" implies free flow at average travel speed and very low intersection delay. Level of Service "C" represents stable flow, more restricted ability to maneuver, lower average travel speeds and moderate intersection delay. Level of Service "E" is characterized by significant intersection delays and travel speeds at or below 1/3 of free flow speeds. Level of Service "F" is unacceptable congestion. Levels "B" and "D" express intermediate service levels between "A" and "C" and between "C" and "E," respectively.

Corridor Planning. A review of adopted municipal and regional land use transportation plans was performed to identify the new facilities that would impact the SRA; particular deficiencies that can be addressed by the SRA, and any potential inconsistencies between adopted plans and SRA planning.

Cost Estimates. The cost estimates were developed to give IDOT and other involved agencies an idea of the investment necessary for the SRA routes. The planning level cost estimates were defined by using historical figures from IDOT.

CHAPTER TWO: ROUTE OVERVIEW

2.1 Illinois Route 83 and Bell Road Study Area

The Illinois Route 83 study extends along Calumet Sag Road from US Route 45 to Robert Kingery Highway and along Kingery Highway, Busse Road, Oakton Avenue, Elmhurst Road and Old McHenry Road (See Figure 2.1.1). Bell Road is an SRA route from Illinois Route 7 (159th Street) to Calumet Sag Road. The Illinois Route 83/Bell Road corridor is located in Cook, DuPage and Will counties. Municipalities adjacent to the SRA corridor from south to north include:

Lockport	Elmhurst
Orland Park	Villa Park
Lemont	Addison
Burr Ridge	Wood Dale
Willowbrook	Bensenville
Darien	Elk Grove Village
Clarendon Hills	Des Plaines
Hinsdale	Mount Prospect
Westmont	Prospect Heights
Oak Brook	Wheeling
Oak Brook Terrace	Buffalo Grove

2.2 Land Use/Development Characteristics

This corridor is approximately 43 miles in length. Illinois Route 83/Bell Road SRA corridor passes through Cook, eastern DuPage and the north edge of Will counties and is designated as a suburban SRA. The Illinois Route 83 corridor, along Calumet Sag Road is predominantly comprised of large expanses of the Palos Forest Preserve. Recreational opportunities include the Swallow Cliff Winter Sports Area at US Route 45 and pedestrian/bicycle trails east of Flavin Avenue. Large, single-family homes have been built southeast of the Archer Avenue and Illinois Route 83 intersection. Illinois Route 83 north of Calumet Sag Road is a mature suburban corridor. The predominant land use found throughout the corridor is single-family residential. Concentrations of multiple-family residential uses are interspersed within the single-family areas. Multiple-family developments include the areas northwest of 63rd Street and Illinois Route 83 in the Village of Willowbrook and north of Old McHenry Road in the Village of Wheeling.

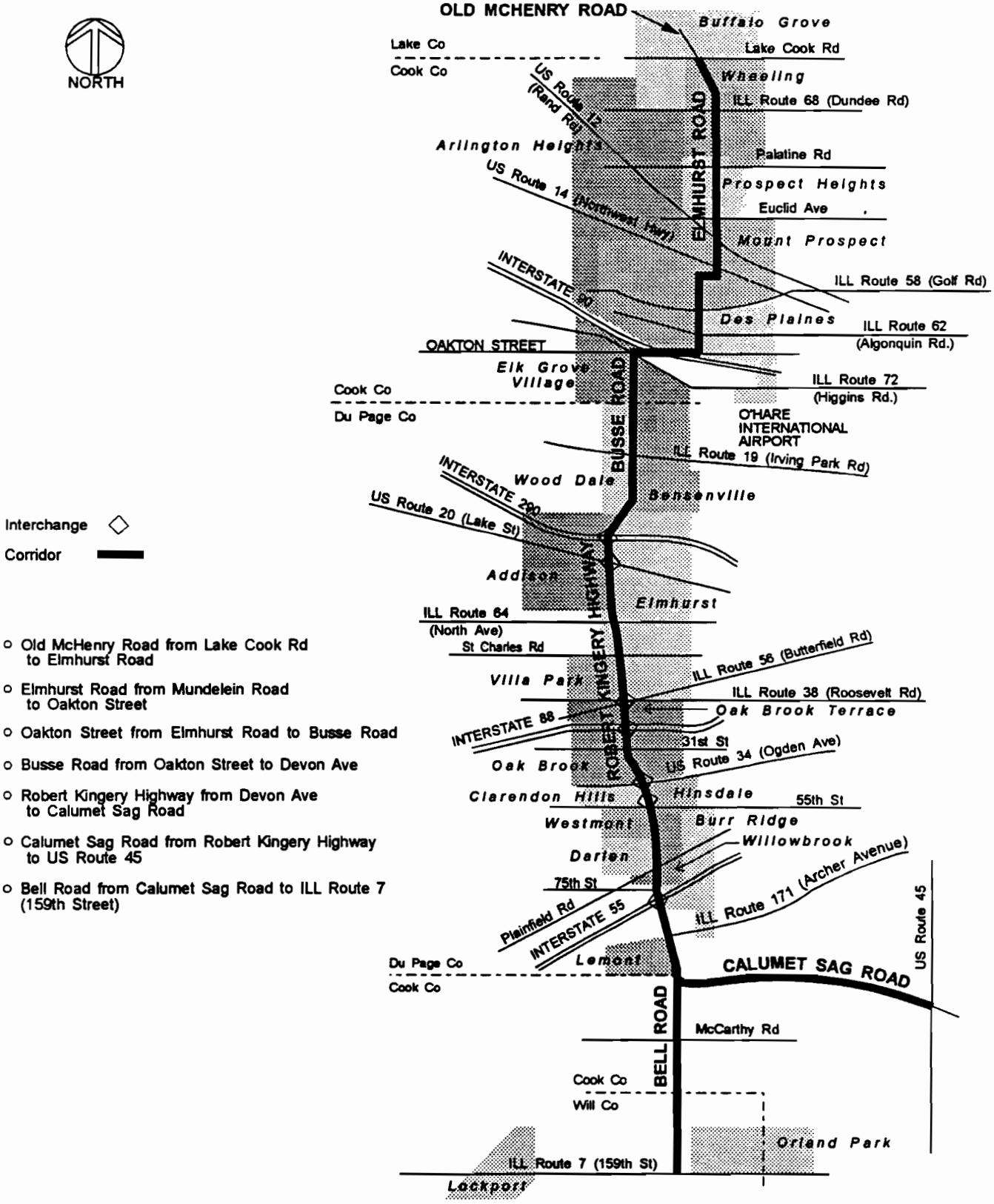


Figure 2.1.1

Illinois Route 83/Bell Road

CORRIDOR MAP

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION

Illinois Route 83 serves as a link between the residential and non-residential uses typically associated with suburban development. At the south end of the corridor, Illinois Route 83 provides indirect access to the Palos Forest Preserve and other woodlands. North of Interstate 55 (Stevenson Expressway), and north of Foster Avenue in the Village of Wood Dale, Illinois Route 83 provides access to a concentration of industrial, commercial and office uses. Regional retail destinations serviced by this SRA corridor include Oakbrook Shopping Center and Randhurst Shopping Center. Scattered throughout the SRA corridor are local retail and service uses; religious, educational and governmental institutions; and recreational uses such as parks and golf courses which, with the residential uses, create the land use backdrop in the Illinois Route 83 suburban SRA corridor.

The Bell Road portion of the SRA is approximately 6 miles in length and is comprised of agricultural, utility, and Forest Preserve land uses. Recent development forces have led to the ongoing conversion of agricultural land to commercial and residential uses. The Bell Tower Plaza Shopping Center is northwest of Illinois Route 7(159th Street) and Bell Road. Residential developments have occurred north of Bell Tower Plaza, south of 143rd Street and north of McCarthy Road. An expanse of the Palos Forest Preserve is also within this SRA corridor, located north and south of the intersection of 131st Street and Bell Road.

2.3 Regional Transportation Facilities

Figure 2.3.1 indicates the existing and proposed roadway and transit facilities connecting the Illinois Route 83/Bell Road SRA corridor to the regional transportation system as defined in the 2010 TSD Plan.

The TSD Plan identifies one committed and three proposed regional highway facilities that would impact the Illinois Route 83 SRA corridor. The Elgin-O'Hare Expressway is a committed regional highway which would connect far western suburbs to the O'Hare area with a controlled access four lane expressway. The Elgin-O'Hare Expressway would run generally in a Thorndale Avenue alignment and include an interchange with Illinois Route 83 north of Illinois Route 19 (Irving Park Road).

The three proposed highway facilities near Illinois Route 83 will impact travel patterns and traffic levels in the vicinity of the route. The proposed West O'Hare Expressway would be a new bypass expressway facility to the west of O'Hare (east of the Illinois Route 83 corridor) connecting the Northwest Tollway in the vicinity of York Road with the Tri-State Tollway south of O'Hare airport. A connection to the Elgin-O'Hare

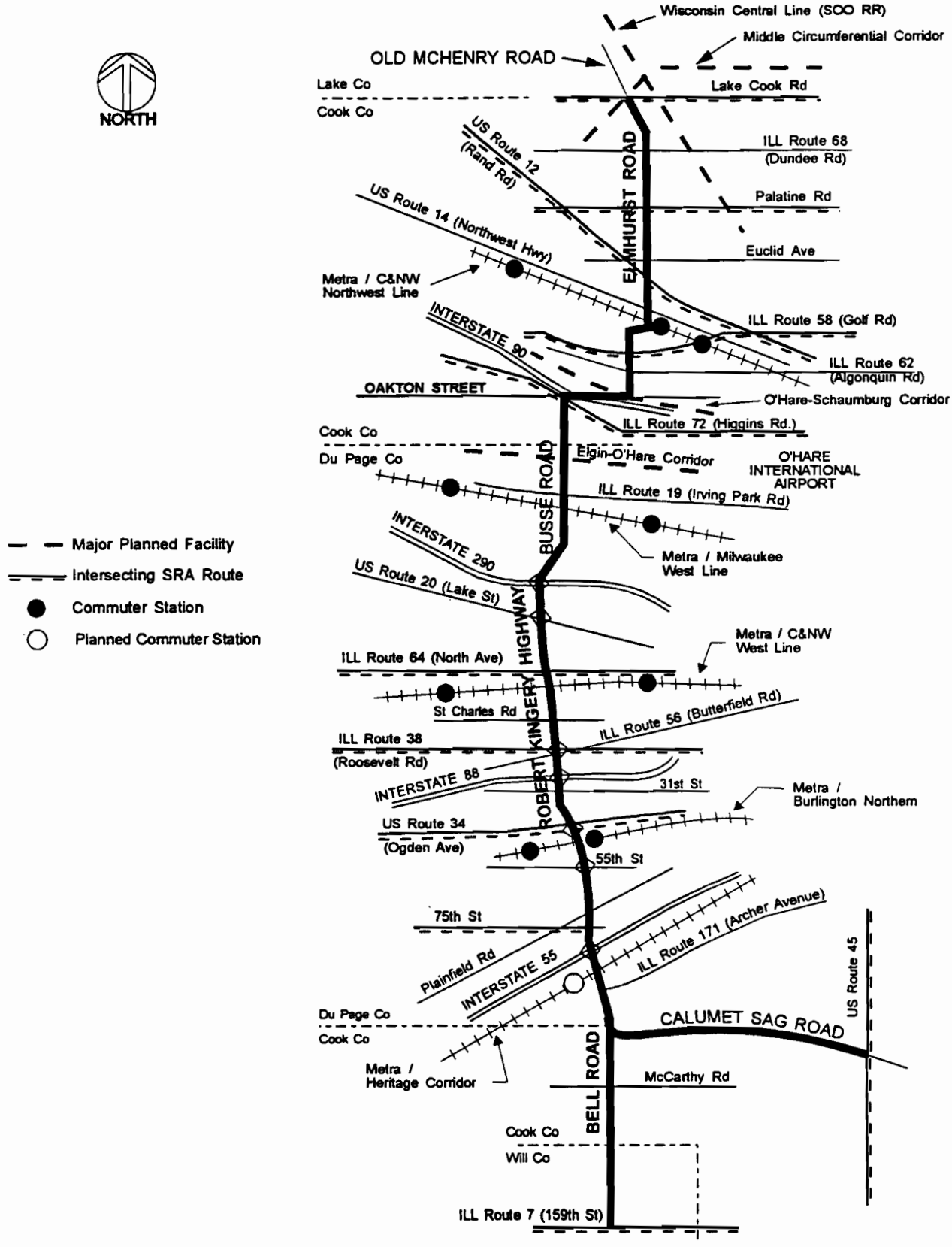


Figure 2.3.1
Illinois Route 83/Bell Road

Expressway would be provided. The two proposed extensions to the north and south ends of the North-South Tollway would provide increased high quality capacity and may also impact this SRA route.

Illinois Route 83 is served, in its various segments, by two modes of public transportation: commuter rail and bus. The five commuter rail lines that cross Illinois Route 83 are the Heritage Corridor, Burlington Northern Line, Chicago and NorthWestern/West Line, Milwaukee District/West Line, and Chicago and NorthWestern/Northwest Line. With the exception of the Heritage Corridor, each of these lines has stations on or near Illinois 83. Illinois Route 83 has bus service provided by fourteen Pace bus routes which serve portions of the corridor. In addition, express Pace bus routes cross on intersecting streets or expressways.

Several short term (3-5 years) SRA improvements are recommended for this corridor. Bus stops, turnouts, and shelters need to be installed for existing Pace bus routes. Some space needs to be reserved for the future installation of park-and-ride facilities, especially where two SRA's meet. Space should be acquired as soon as possible. In addition, directional signs are needed at key intersections throughout the corridor to guide commuters to nearby Metra stations.

The 2010 TSD Plan includes two major transit improvements which affect the Illinois 83 corridor. One project is the Middle Circumferential Corridor which is planned as a parallel facility, located approximately halfway between the Interstate 355/Interstate 290/Illinois 53 north-south corridor and Illinois Route 83. This rail transit corridor is planned to cross Illinois Route 83 at Lake Cook Road. This facility would connect suburban population centers with suburban office centers and shopping malls (Woodfield and Oakbrook). In addition, inter-connections to five existing and three proposed commuter lines serving suburb to suburb, suburb to Chicago CBD, and reverse commuting are intended. The O'Hare-Schaumburg Corridor is another major transit project planned to cross Illinois Route 83 near Interstate 90. This facility would connect Schaumburg/Woodfield area activity with transit facilities at O'Hare Airport.

The Illinois Route 83/Bell Road corridor intersects with 11 other SRA routes. They include US Route 45, 75th Street, US Route 34 (Ogden Avenue), Illinois Route 38 (Roosevelt Road), Illinois Route 64 (North Avenue), Illinois Route 72 (Higgins Road), Illinois Route 58 (Golf Road), US Route 12 (Rand Road), Palatine Road, Lake Cook Road, and Illinois Route 7 (159th Street).

This SRA corridor also has interchanges with three expressway facilities: Interstate 55 (Adlai Stevenson Expressway), Interstate 88 (East-West Tollway) and Interstate 290 (Eisenhower Expressway). Illinois Route 83 also has interchanges with 9 other roadway facilities: US Route 45, 55th Street, US Route 34 (Ogden Avenue), 31st Street, Illinois Route 38 (Roosevelt Road), Illinois Route 56 (Butterfield Road), US Route 20 (Lake Street), Illinois Route 19 (Irving Park Road) and Palatine Road.

Several Phase I studies, are underway in this corridor as shown in Table 2.3.1.

Table 2.3.1: Phase 1 Projects Along the Corridor

Project	Project Limits	Scope of Work
Illinois Route 83	At creek west of 104th Avenue	Bridge Rehabilitation
Illinois Route 83	At IC RR	Pump Station #44
Illinois Route 83	Bluff Road to Illinois Route 171 (south junction - 6 structures)	Bridge Rehabilitation
Illinois Route 83	At 75th Street	Intersection Improvements
Illinois Route 83	South of BN RR to 58th Street, at 63rd Street	Intersection Improvements and Lighting
Illinois Route 83	At Prairie Path	Fill Underpass
Interstate 55	West of Illinois Route 53 to Illinois Route 83, Illinois Route 83 to Wolf Road	Bridge Rehabilitation
Illinois Route 56	West of Summit Street to Illinois Route 83	Add Lanes
Illinois Route 38	Illinois Route 83 to York Road	Guardrail
Illinois Route 64	Illinois Route 83 to Interstate 290	Intersection Improvements and Lighting
US Route 20	At Salt Creek	Culvert Extension
Illinois Route 83	Howard Street to 3rd Street	Signal System
Thorndale Avenue	US Route 12/45 to US Route 20	New and Reconstruction
Illinois Route 83	Illinois Route 58 to Oakton Street	Signal System
Illinois Route 83	Illinois Route 68 to Palatine Road	Add Lanes
Palatine Road	US Route 14 to Interstate 294	-
Illinois Route 68	Buffalo Grove Road to Illinois Route 21	Signal System

These Phase I Studies are defined in Chapter Four during discussion of specific route segments.

2.4 Route Area Designation and Design Characteristics

Table 2.4.1 lists desireable characteristics for SRA suburban routes in the year 2010, including typical geometrics, operational measures, level of service and access policies. The typical roadway cross section desirable for the SRA suburban cross section is shown in Figure 2.4.1.

The design speed for a suburban SRA route is 45 miles per hour and the desirable minimum level of service is "C/D" at which average speeds are between 40 and 55 percent of the typical free flow speed of 40 miles per hour, or about 20 miles per hour. Typically, this type of SRA route would provide for a 120 ft. to 150 ft. wide roadway right-of-way with three through lanes in each direction separated by an 18 ft. to 46 ft. raised median.

2.5 Projected Travel Demand

The projected travel demand for the year 2010, resulting in forecast traffic for this corridor, is taken from the regional travel demand forecasts by CATS. The forecasts are generated by the regional travel simulation model in coordination with IDOT and are predicted on all SRA's built out to Design Concept Report standards. The projected corridor traffic volumes are summarized on Figure 2.5.1.

The 2010 (Average Daily Traffic) ADT for the corridor varies from approximately 20,000 (vehicles per day) vpd in the south to near 60,000 vpd in some center segments of the corridor. These forecasts reflect the development characteristics and land use forecast along this route, very developed throughout, and continuing development of suburban tracts.

Illinois Route 171, US Route 12 (Rand Road), Illinois Route 64 (North Avenue), and Interstate(s) 55, 88 and 290 are high volume facilities which cross the Illinois Route 83 corridor and reinforce its network identity as a facility to carry moderate to high volumes of regional traffic.

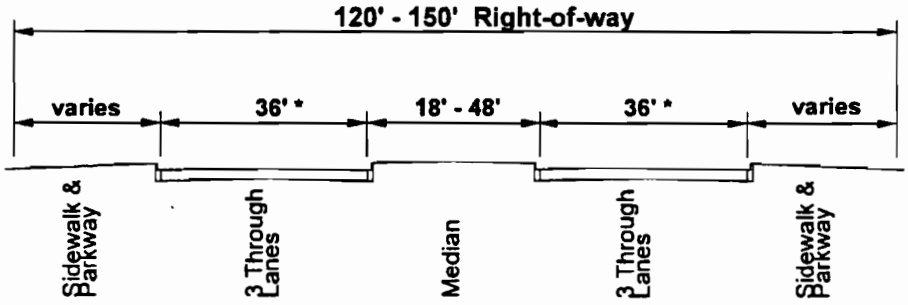
2.6 Roadway/Right-of-Way General Discussion

The existing right-of-way along this corridor varies from 66 ft. to 200 ft. but the majority of the corridor has an existing right-of-way width of at least 150 ft.

Illinois Route 83, along Calumet Sag Road, is a two lane facility providing one through lane in each direction with an existing right-of-way of 100 ft.

Table 2.4.2: Desirable Suburban Route Characteristics (Source: SRA Design Concept Report)	
Right-of-way Width	120' - 150'
Level of Service(Peak Hour)/ Design Speed	C or D/ 45 mph
Number of Through Lanes	3 in each direction; 12' width
Median Width	18' - 48', raised
Bicycle Recommendation	13' outside lane desirable
Right Turns	Turn lanes at all major intersections
Left Turns	Dual left turn lanes at all major intersections
Shoulders	Where appropriate, 10' width paved
Curbs	Yes, with 2' gutters
Sidewalks	Where appropriate, 5' width
Parking	Not recommended
Cross Street Intersections	Signals with collectors and arterials New local roads right-in/right-out only
Curb Cut Access	Consolidate access points at 500' spacing with cross easements
Transit	Bus turnouts, signs and shelters. Express bus service only. Signal pre-emption and HOV potential
Number of Traffic Signals per Mile	4 maximum
Signalization	Synchronization with pedestrian actuation where needed
Freight: Radii Vertical Clearance	WB-55 typical/WB-60 Type II truck route New structures: 16'-3" Existing structures: 14'-6"
Railroads	Evaluate the need for grade separation at all railroads
Loading	Off-street loading

SUBURBAN CROSS SECTION



* An additional 1' could be added to accommodate bicycle demand where right-of-way is not constrained or where parkway width can be reduced

SRA Design Concept Report Cross Section

Figure 2.4.1
Illinois Route 83/Bell Road

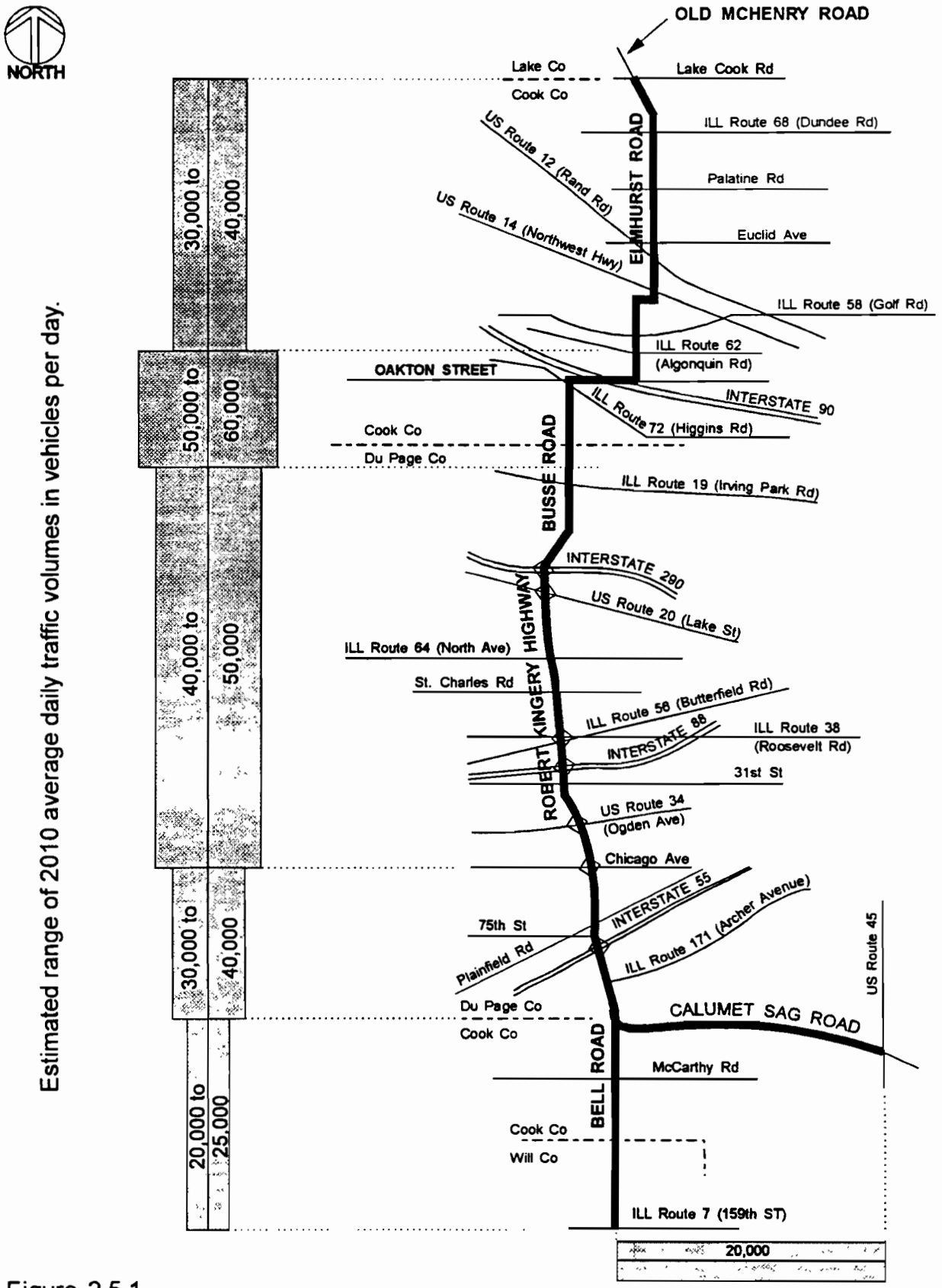


Figure 2.5.1

Illinois Route 83/Bell Road

Illinois Route 83 from Calumet Sag Road to Oakton Avenue consists of a four to six lane facility within an existing right-of-way of 200 ft. or more. Exceptions to the existing six lane facility occur between Calumet Sag Road and Central Avenue in Burr Ridge and between Midway Drive and US Route 34 (Ogden Avenue) in Claredon Hills. The segment between 63rd Street in Willowbrook and US Route 34 (Ogden Avenue) is being widened from a four lane facility to a six lane facility. Illinois Route 83 north of US Route 34 to Oakton Street in Elk Grove Village is a six lane facility.

Along Oakton Street, and north of Oakton Street to Palatine Road exists as a four lane undivided facility with a 66 ft. to 100 ft. right-of-way. North of Palatine Road to Lake Cook Road consists of a two lane facility with a 100 ft. right-of-way. Bell Road is a two lane facility with a 54 ft. to 100 ft. right-of-way

The standard desirable right-of-way for a suburban SRA route is 120 ft. to 150 ft. with three 12 ft. lanes in each direction. Although the full recommended right-of-way width may not be acquired by the year 2010 due to existing development or other constraints, the full recommended width should be protected so that future development or redevelopment does not encroach on the ultimate right-of-way. At locations where the existing right-of-way width is more than the recommended width, the existing width should be maintained.

The recommended number of through lanes in each direction is based on an evaluation of the projected 2010 travel demand, along with the existing roadway characteristics and character of development in each segment. The recommended right-of-way width in some segments may be sufficient to accommodate additional traffic lanes as a post 2010 improvement.

Specific roadway and right-of-way recommendations for the route segment are discussed with the respective segments in Chapter Four of this report.

CHAPTER THREE: SUMMARY OF SRA CORRIDOR RECOMMENDATIONS

3.1 Proposed Roadway Improvements

The roadway improvements in this corridor generally consist of upgrading to the SRA suburban standard. The detailed evaluation of various factors resulted in recommending three 12 ft. through lanes in each direction with some type of raised median throughout the corridor. Specific areas have restrictions which make implementation of the suburban standard impractical. The area at Interstate 290 will remain two 12 ft. lanes in each direction with collector-distributor roadways. Along Elmhurst Road from Oakton Street to Illinois Route 58 (Golf Road), a flush median is recommended due to the adjacent commercial businesses. From Illinois Route 58 (Golf Road) to Lake Cook Road, community concerns about right-of-way acquisition make that area's recommendation two 12 ft. lanes in each direction roadway with various types and widths of flush and raised medians. The remaining part of the corridor, over 24 miles has the recommended three 12 ft. lanes in each direction with a raised type median.

Calumet Sag Road goes through the Palos Forest Preserve, and therefore improvements were modified to hold the two lane template with addition of a 4 ft. raised median. Because it does not meet the minimum laneage requirements, Calumet Sag Road is recommended as an SRA connector between Illinois Route 83 and US Route 45.

The Bell Road corridor is recommended for two 12 ft. through lanes in each direction with a raised median from Illinois Route 7 (159th Street) to McCarthy Road, and a frontage road on the east side of Bell Road between the Bell Tower Shopping Plaza and the Cross of Glory Lutheran Church. Two 12 ft. through lanes in each direction with a flush median are recommended north of McCarthy Road.

3.2 Proposed Transit Improvements

Throughout the corridor, park-and-ride facilities are proposed near major arterials. Bus stops, shelters, and turnouts for potential bus service are recommended at 1/4 and 1/2 mile intervals. Place directional signs to future transit facilities upon the beginning of operation. Pace buses traveling on Illinois Route 83 should be equipped for signal pre-emption.

The Wisconsin Central Commuter Service is a major project proposed by Metra to be developed on the Wisconsin Central Railroad right-of-way which is located just east of the corridor north of Interstate 90 to the Antioch area. This line would serve peak hour commuting between the north suburbs and the Chicago CBD and eventual hourly commuting

between the north suburbs and O'Hare Airport. This service would be limited to peak hour trains during its early stages. Additional trains may later provide expanded service.

Metra also proposes new stations on its Heritage Corridor, including one new station located at Illinois Route 83.

Two "Corridors of the Future" which would affect Illinois Route 83 have been identified as companions to the 2010 TSD Plan. These projects are not officially a part of the plan, however. The first, the Forest Park-Oak Brook Corridor, would be an interconnecting service between the CTA-Congress Rapid Transit Line and the proposed Middle Circumferential Line. It would also serve as a reverse commute to the Oak Brook office center and the Interstate 88 - "Research and Development" office corridor, where it has been identified to cross Illinois Route 83. The second, the Elgin-O'Hare Corridor, would be a rail facility along the proposed Elgin-O'Hare Expressway intended to interconnect O'Hare Airport and northwest suburban office centers with westwardly expanding residential areas near Elgin. This facility would cross Illinois Route 83 just west of O'Hare Airport.

3.3 Proposed Traffic Control/Intersection Configuration

The proposed intersection improvements throughout the Illinois Route 83/ Bell Road corridor consist of upgrading the intersection geometry to accommodate the CATS 2010 projected volumes. Along the southern portion of Illinois Route 83 and Bell Road the projected volumes generally warrant single left and single right turn bays.

In the central portion of the route expansion to full suburban intersections with dual left turn bays and a single right turn bay are generally warranted. An interchange is recommended at Thorndale Avenue due to the proposed alignment of the Elgin - O'Hare Expressway. Upgraded intersections are recommended in the northern portion of this SRA route to provide dual left turn bays as volumes warrant. Right turn bays should be provided where minimal impacts to adjoining properties occur. Several through cross streets in Mount Prospect should be converted to prohibit left turns from Illinois Route 83 to improve traffic safety and movements in those areas.

3.4 Environmental Concerns

The environmental review is intended to provide an overview of identified environmentally sensitive sites and areas along the corridor. The study does not specifically quantify the impacts of a recommendation on a specific environmental feature. This more detailed review and analysis would be

conducted as part of Phase I studies, as a portion of the corridor would move forward towards implementation. Infrastructure improvements in this corridor must consider the numerous environmental issues to be dealt with. They were considered as one of several factors during the development of recommended SRA improvements.

The characteristics of the Illinois Route 83/Bell Road corridor contain many environmentally sensitive features including streams, wetlands, and floodplains, historically significant sites, hazardous waste sites and leaking underground storage tanks, and the habitats of threatened or endangered species.

Several streams and their floodplains run adjacent to or cross the route. The Calumet Sag Channel floodplain and Saganashkee Slough abuts the route from the US Route 45 interchange to Archer Avenue. North of Archer Avenue, the Calumet Sag Channel, Illinois and Michigan Canal, Chicago Sanitary and Ship Canal, and the Des Plaines River cross the roadway. The Salt Creek runs along the route and crosses south of St. Charles Road and again near Faye Avenue. The roadway traverses Higgins Creek and its floodplain, and crosses Weller's Creek north of Lonnquist Boulevard. An unnamed creek crosses the route north of Claredon Street, McDonald Creek crosses south of Palatine Road, and Buffalo Creek crosses north of Illinois Route 68 (Dundee Road). Along Bell Road, Long Run Creek crosses the corridor south of Anand Brook Drive.

According to the US Wetlands Inventory, wetlands exist at numerous locations adjacent to the corridor. Some of the wetlands are located near the US Route 45 interchange area, within the Palos Forest Preserve, near the Des Plaines River crossing, within the Cricket Creek Area Forest Preserve, Fisher Woods Forest Preserve, and near the I-290 interchange, north of Bryn Mawr Avenue, within the Liberty Business Park, north and south of Devon Avenue, northwest of the Estes Avenue intersection, along the Elmhurst Road/Interstate 90 interchange, northwest of the Algonquin Road intersection, northwest of Huntington Road, within the Old Orchard County Club, within the development at the Old McHenry Road intersection, and adjacent to Buffalo Creek south of Lake Cook Road. Along Bell Road, wetlands are located north of the Cross of Glory Lutheran church, north of Woodland Drive, north and south of 151st Street, south of the Long Run Creek, near McCarthy Road, and north of Bell Oak Lane.

The Mays Lake Estate, southwest of 31st Street, and St. John's United Church of Christ, northeast of the Foster Avenue intersection, have been identified as sites of potential historic significance.

Hazardous waste and leaking underground storage tank sites have been identified along the corridor. Hazardous waste sites are located northeast of the Archer Avenue intersection, southeast of Jeans Road, within Liberty Park southeast of Devon Avenue, and along Greenleaf Avenue. Leaking underground storage tanks have been reported just north of the 75th Street intersection, near the Northrop Corp. Plant, southeast of Devon Avenue, northwest corner of Dempster Street, near Hintz Road, near Dundee Road, and near the 143rd Street intersection along Bell Road.

Threatened or endangered species are known to exist near the Calumet Sag Road intersection, northeast of the 55th Street interchange, and southwest of Fisher Woods.

The existing right-of-way will be maintained in many segments throughout the corridor. In areas for additional right-of-way, the increased pavement widths will bring traffic closer to properties and potentially modify noise levels and air quality. Wetlands and floodplains will have to be evaluated since recommendations are adjacent to or in these defined areas. Hazardous waste sites and leading underground strorage tank sites adjacent to several segments of this route will require detailed consideration in moving recommendations forward.

3.5 Future Land Use/Development Perspective

Planning for future development is a power conferred on municipalities and Counties for land within their jurisdictional limits by State statutes. Municipalities may indicate their preferred type and intensity of land use for up to 1.5 miles beyond their corporate limits, unless the land is within another municipality's jurisdiction. Unincorporated land which is not planned by a municipality within their jurisdictional limits is then subject to provisions of the County Plan.

Where vacant land lies along the SRA corridor, it provides an opportunity for local communities to coordinate their development plans with the transportation improvements. Generally, this takes the form of establishing and enforcing minimum parking and building setbacks and restriction of points of access to protect safety and preserve operational efficiency. Through the panel process the study team has reviewed plans or information on proposed projects provided by the Counties, municipalities and special taxing bodies such as Forest Preserve Districts, Park Districts, etc., in addition to available land use plans. Where specific developments have been identified, the SRA recommended concepts incorporate consideration of these developments.

Where the right-of-way is constrained in areas of existing development, as in established communities, the concept for improvement has generally been developed within existing right-of-way limits. This minimizes negative impacts on existing parkways, homes, open space, commercial and institutional development. Consideration is given to access, safety of turning movements, protection of vital parking and loading functions and coordination of improvements with areas of pedestrian/bicycle activity. For large areas of vacant land, and for infill projects and redevelopment within more urbanized areas, additional study will be required during Phase I studies, as part of the roadway improvement process, in order to realize the full benefits of land use and SRA coordination and implementation.

3.6 Cost Estimate

The cost estimates were developed to give IDOT and involved agencies an idea of the investment necessary for the SRA routes. The planning level cost estimates were defined by using historical figures from IDOT. Cost estimates were prepared for two types of improvements, recommended and short term/low-cost. The costs were summarized in six categories per corridor segment. These categories are Roadway, Intersection Improvement, Structure Modification, Interchange Improvement, Transit Improvement, and Right-of-way Acquisition. The estimates are provided in 1991 dollars. These costs are summarized for the entire corridor in Table 3.6.1.

Table 3.6.1: Summary of Cost Estimate

Construction Cost Estimate for Illinois Route 83/Bell Road (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	$135,907,500
Intersection Improvement	$6,800,000
Structure Modification	$6,616,100
Interchange Improvement	$0
Transit Improvement	$39,021,000
Right of Way	$3,400,000
Sub-Total Estimated Cost	**$191,744,600**
Engineering (20%)	$38,350,000
Contingency (20%)	$38,350,000
Total Estimated Cost for Recommended Improvements	**$268,444,600**
Short Term/Low-Cost	
Roadway	$0
Intersection Improvement	$2,200,000
Structure Modification	$0
Interchange Improvement	$0
Transit Improvement	$37,800,000
Right of Way	$0
Sub-Total Estimated Cost	**$40,000,000**
Engineering (20%)	$8,000,000
Contingency (20%)	$8,000,000
Total Estimated Cost for Short Term/Low-Cost Improvements	**$56,000,000**
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

CHAPTER FOUR: CORRIDOR ANALYSIS BY SEGMENT

This chapter provides an analysis of the existing conditions and recommendations for improvement on a segment by segment basis. The corridor was divided into segments for detailed discussion of the existing conditions (i.e. right-of-way, roadway characteristics, environmental factors, transit facilities, land use, etc.). Also, to ease in the assimilation of all relevant factors involved in the development of improvement recommendations, these subsections of the corridor are useful. The segments have been determined by several technical factors such as portions of the roadway with similar characteristics. (i.e. right-of-way width, travel demand, land use patterns, etc.). The Illinois Route 83/Bell Road SRA corridor was divided into eight segments. They are depicted on Figure 4.1.1, and are:

1. Calumet Sag Road from US Route 45 to Kingery Highway
2. Kingery Highway from Calumet Sag Road to Faye Avenue
3. Kingery Highway from Faye Avenue to Woodland Avenue
4. Kingery Highway/Busse Road from Woodland Avenue to Oakton Street
5. Oakton Street from Busse Road to Elmhurst Road; Elmhurst Road from Oakton Street to Illinois Route 58 (Golf Road)
6. Elmhurst Road from Illinois Route 58 (Golf Road) to US Route 12 (Rand Road)
7. Elmhurst Road from US Route 12 (Rand Road) to Old McHenry Road; Old McHenry Road from Elmhurst Road to Lake Cook Road
8. Bell Road from Illinois Route 7 (159th Street) to Archer Avenue; Archer Avenue from Bell Road to Calumet Sag Road

4.1 Segment 1: Calumet Sag Road from US Route 45 to Illinois Route 83 (Kingery Highway)

Location

Segment 1, also known as Calumet Sag Road, passes through unincorporated Cook County and extends westerly from US Route 45 to the Archer Avenue/Chicago-Joliet Road/Illinois Route 83 (Kingery Highway) intersection (See Figure 4.1.1). This segment is approximately 3.9 miles long and is adjacent to the villages of Lemont and Orland Park.

Existing Facility Characteristics

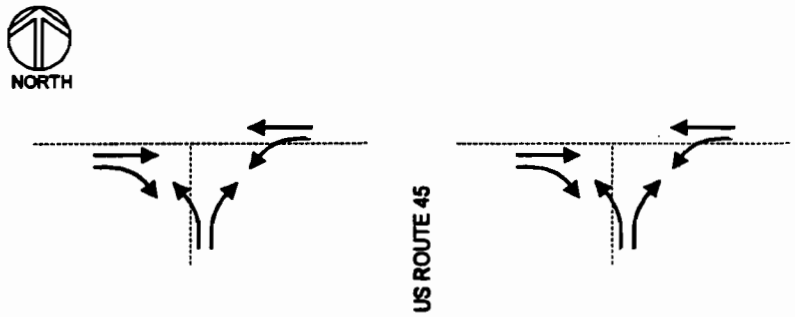
The existing facility characteristics for this segment of Illinois Route 83 are shown on Exhibits ILL83-01a through 03a.

Right-of-Way. The existing right-of-way along this segment is 100 ft.

Roadway Characteristics. The existing roadway consists of one through lane in each direction with gravel shoulders. The posted speed limit is 55 mph.

Traffic Control/Intersection Configuration. There are three signalized intersections in this segment located at the US Route 45 ramps and at Flavin Avenue (104th Avenue). The intersections with the US Route 45 ramps are considered major. These are shown in Figure 4.1.2.

Figure 4.1.2: Existing Intersection Configuration



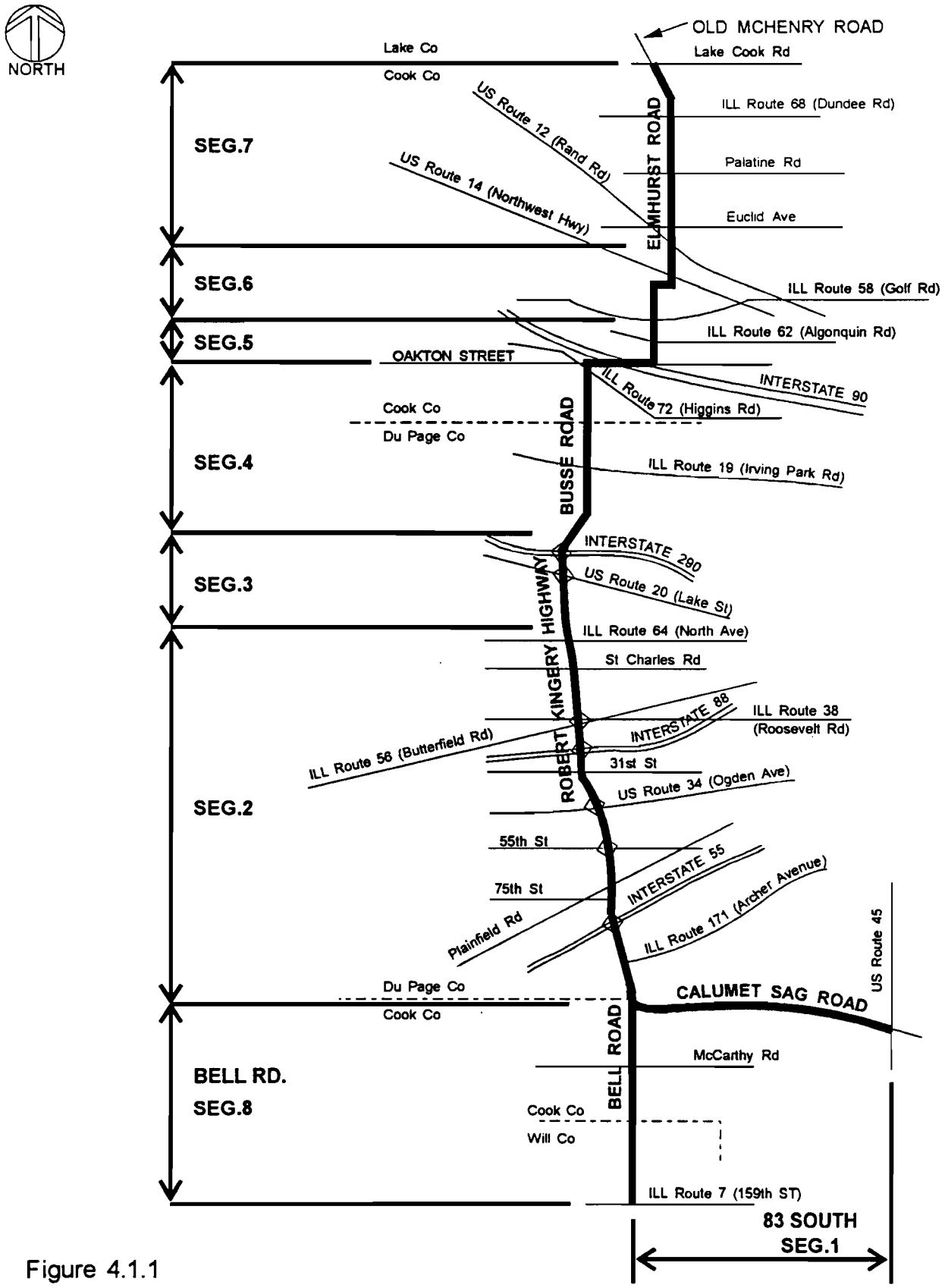


Figure 4.1.1

Illinois Route 83/Bell Road

CORRIDOR SEGMENT MAP

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION

Structures: There are three structures within this segment as described in Table 4.1.1.

Table 4.1.1: Existing Structure List

IDOT Structure Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
016-2553	Illinois Route 83(Cal Sag Rd) / US Route 45 (LaGrange Rd)	45.0	187.0	N/A	N/A
016-0428	Illinois Route 83(Cal Sag Rd) / Creek west of 104th Ave.	44.0	37.0	N/A	N/A
016-0430	Illinois Route 83(Cal Sag Rd) / Mill Creek	49.0	33.0	N/A	N/A

Transit: There is no public transit service in this segment.

Other Characteristics. There are no other unique characteristics in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for this segment of Illinois Route 83 are shown on Exhibits ILL83-01a through 03a and include Palos Forest Preserve, Teason Woods, Calumet Sag Channel, Saganashkee Slough, wetlands, and floodplains.

Streams/Wetlands/Floodplains. North of Calumet Sag Road, the Calumet Sag Channel and Saganashkee Slough run parallel to the route. Floodplains are adjacent to, and cross the route at the US Route 45 interchange. There are wetlands adjacent to the channel along the route.

Historical Significance. There are no sites of documented historical significance located along this segment.

Hazardous Waste /LUST Sites. There are no sites along this segment, according to the USEPA registries of hazardous waste and LUST sites.

Prime Farmland. There is no designated prime farmland along this segment.

Threatened or Endangered Species. There are no threatened or endangered species known to exist along this segment.

Existing Land Use/Development Characteristics

Type and Intensity of Development. The predominant land use along this segment is the Palos Forest Preserve as seen on Exhibits ILL83-01a and ILL83-03a. This large expanse of preserve includes the Swallow Cliff Winter Sports Area, southwest of the US Route 45 and Illinois Route 83 interchange, and a picnic/park area southeast of the Flavin Avenue (104th Avenue) intersection. Pedestrian/bicycle trail access to the preserve currently exists in two locations south of Illinois Route 83 between Flavin Avenue and the Archer Avenue, Chicago-Joliet Road and Illinois Route 83 intersection. Southeast of that same intersection is a grouping of large single-family homes set on large lots.

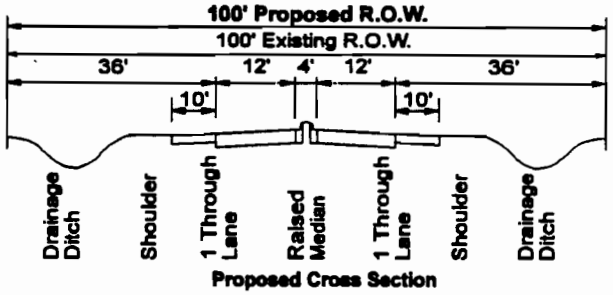
Development Access and Constraints. The right-of-way is highly constrained in this segment due to the adjacent Palos Forest Preserve. The existing right-of-way is 100 ft. except at the US Route 45 interchange where the existing right-of-way widens to 140 ft.

Future Development. There are no future developments planned by the local communities in this segment.

Recommended Improvements

This segment is recommended to be designated as an SRA connector between US Route 45 and Kingery Highway after evaluating several factors, including the projected travel demand for the year 2010, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown in Exhibit ILL83-01b and 02b and summarized in Table 4.1.4.

Roadway. The existing 100 ft. right-of-way will be maintained in this segment. The recommended 100 ft. roadway cross section provides one 12 ft. through lane in each direction with a 4 ft. raised median, and 36 ft. drainage ditches and shoulders.



Proposed Cross Section

Table 4.1.4: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	This segment is designated as an SRA connector between US Route 45 and Illinois Route 83(Kingery Hwy.). Maintain existing 100 ft. right-of-way.
2. Level of Service	LOS C
3. Number and Width of Through Lanes	One 12 ft. through lane in each direction.
4. Median Width and Type	4 ft. raised median.
5. Parkways/Sidewalks/ Drainage ditches	36 ft. parkways with open drainage and no sidewalk.
6. Signalized Intersections - Major - Other	The east and west ramp intersections of the US Route 45 interchange. A signal exists at Flavin Ave.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	Access restricted to right in/right out except at signalized intersections and median breaks.
9. Transit	No public transit exists or is proposed.
10. Pedestrian/Bicycle Facility	Coordinated additional pedestrian/bicycle linkages to the Palos Forest Preserve and the potential for a new bikeway along the Calumet Sag Channel with existing paths.
11. Loading	N/A
12. Miscellaneous	The Palos Forest Preserve land uses which exist throughout this segment will restrict future development and reduce the need for future access.

Traffic Control/Intersection Configuration. All signalized intersections along this segment should be left turn phase actuated. The estimated level of service is "C." Refer to Exhibit ID 1-1 for intersection improvements.

Parking and Access. There is no on street parking recommended in this segment. Access is managed by allowing right in/right out only, except at the signalized intersections and at Martin Court where a median break is recommended.

Structures. The three structures within this segment will not require modification to accommodate the recommended roadway section.

Transit Facilities. There are no public transit facilities recommended in this segment.

Pedestrian/Bicycle Facilities. Safe pedestrian/bicycle access to the existing recreational areas in this segment should be maintained. Additional pedestrian/bicycle linkages should be coordinated with existing paths. A potential bikeway is recommended along the Calumet Sag Channel. Sidewalks are not recommended in this segment.

Other Recommendations. There are no other unique recommendations in this segment.

Short Term/Low-Cost Improvements

Improvements which are consistent with SRA policy, and are short term (and/or low-cost) are recommended for short term (1-5 years) implementation. No short term improvements are recommended in this segment.

Right-of-Way Requirements

The recommended right-of-way is 100 ft. which exists along the entire length of the segment. Therefore, no additional right-of-way is required for improvements.

Potential Environmental Concerns

There are no potential changes in floodplain or wetland encroachment by the SRA recommendations.

Cost Estimate

The cost estimate for segment 1 is shown in Table 4.1.6.

Table 4.1.6: Cost Estimate

Construction Cost Estimate for Segment 1 of Illinois Route 83/Bell Road (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	$7,000,000
Intersection Improvement	$0
Structure Modification	$0
Interchange Improvement	$0
Transit Improvement	$140,000
Right of Way	$0
Total Estimated Cost for Recommended Improvements	**$7,140,000**
Short Term/Low-Cost	
Roadway	$0
Intersection Improvement	$0
Structure Modification	$0
Interchange Improvement	$0
Transit Improvement	$0
Right of Way	$0
Total Estimated Cost for Short Term/Low-Cost Improvements	**$0**
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements which are consistent with SRA policy, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

4.2 Segment 2: Illinois Route 83 (Kingery Highway) from Calumet Sag Road to Faye Avenue

Location

Segment 2, extends along Illinois Route 83 (Kingery Highway) from Calumet Sag Road/Main Street to Faye Avenue in Elmhurst (See Figure 4.1.1.). This segment is approximately 16.1 miles long and located in or adjacent to Lemont, Darien, Burr Ridge, Willowbrook, Westmont, Hinsdale, Clarendon Hills, Oak Brook, Oak Brook Terrace, Villa Park, Addison, Elmhurst, and unincorporated areas of Du Page and Cook counties.

Existing Facility Characteristics

The existing facility characteristics for this segment of Illinois Route 83 are shown on Exhibits ILL83-03a through 11a.

Right-of-Way. The existing right-of-way for this segment is typically 200 ft. with the exception of the interchanges at Interstate 55, 55th Street, US Route 34 (Ogden Avenue), 31st Street, Interstate 88, Illinois Route 56 (Butterfield Road) and Illinois Route 38 (Roosevelt Road) where additional right-of-way exists to accommodate interchange ramps and/or frontage roads. The right-of-way is 270 ft. at I-55, 310 ft. between 35th Street and 31st Street and 240 ft. from Illinois Route 64 (North Avenue) to Faye Avenue.

Roadway Characteristics. This segment has several very unique existing roadway cross sections. The existing roadway cross sections vary mainly in terms of the number of lanes found intermittently throughout the segment. Median types include raised medians and depressed grass medians.

The existing roadway between Calumet Sag Road and 97th Street is two 12 ft. through lanes in each direction separated by a variable width flush median.

The roadway between 97th Street and US Route 34 (Ogden Avenue) generally consists of two 12 ft. through lanes in each direction separated by a variable width grass median, and shoulders. The exception to this roadway section is the area through the Interstate 55 interchange, between Central Avenue and Midway Drive, where there are three 12 ft. through lanes in each direction separated by a grass median and full access control. The existing four lane roadway section between 63rd Street and US Route 34 (Ogden Avenue) is under construction, being widened to a six lane roadway with a continuous barrier median.

The existing roadway section between US Route 34 (Ogden Avenue) and Interstate 88 provides three 12 ft. through lanes in each direction separated by a continuous concrete barrier median. Full access control is provided from approximately one-half mile north of 63rd Street through the interchange with Interstate 88.

Between Interstate 88 and Faye Avenue, the roadway consists of three 12 ft. through lanes in each direction separated by a raised concrete median or a continuous concrete barrier median, paved outside shoulders, and dual left turn lanes at major intersections. The posted speed limit in various sections of this segment is 45 or 55 mph.

Traffic Control/Intersection Configuration. There are 18 signalized intersections in this segment: Calumet Sag Road, Illinois Route 171 (Archer Avenue), Bluff Road, 91st Street, Central Avenue, Midway Drive, 75th Street, Plainfield Road, 67th Street, 63rd Street, 22nd Street, Hodges Road, 16th Street, Riverside Drive, St. Charles Road, Builder's Square Shopping Mall, Second Street, and Illinois Route 64 (North Avenue).

Throughout this segment of Illinois Route 83, signalized intersection approaches include single left turn storage with the following exceptions/ characteristics:

There is no left turn storage at Illinois Route 171 where truck access and left turns are made from the flush median.

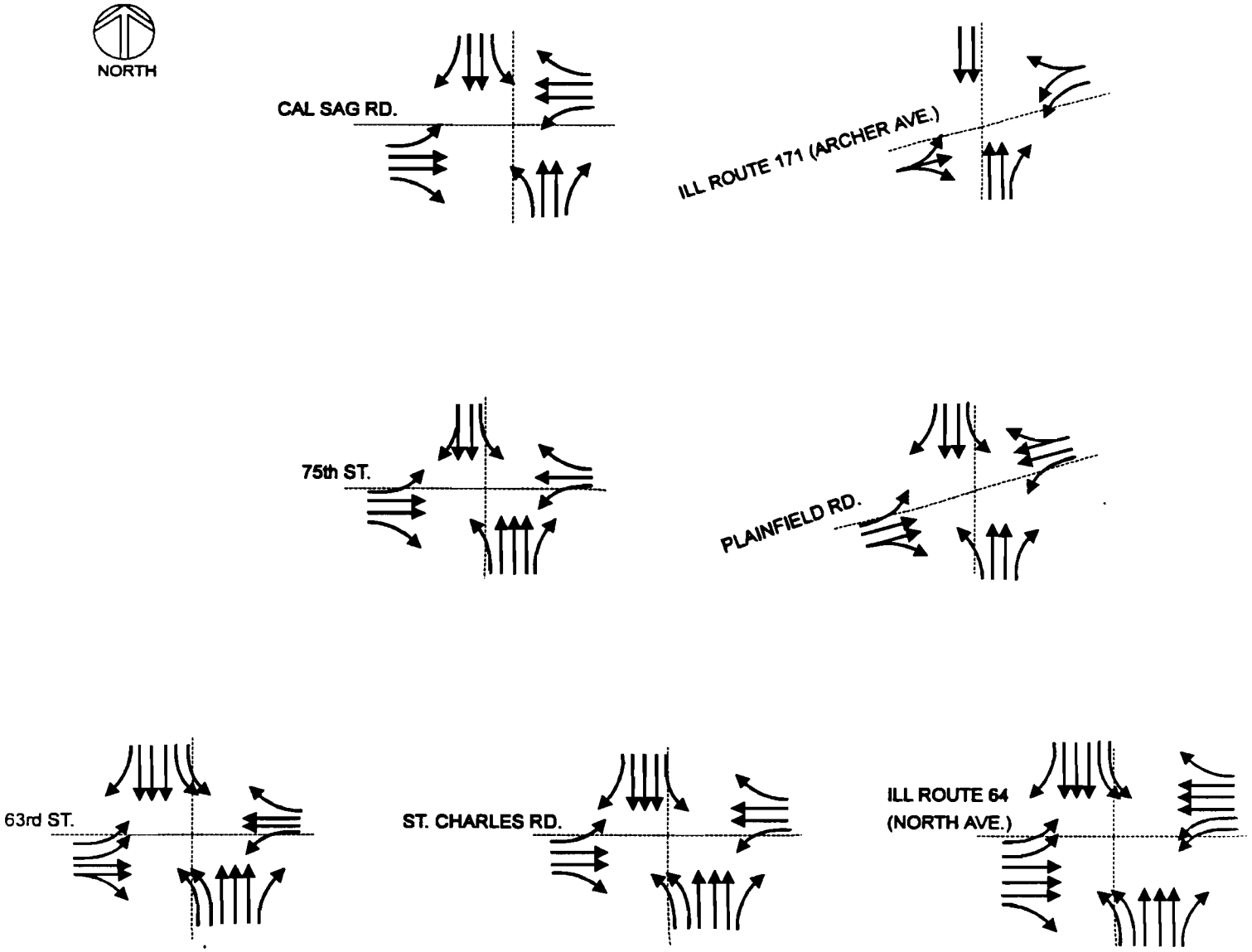
There are dual left turns, at both approaches to 22nd Street; southbound on Illinois Route 83 at Hodges Road and 16th Street; and northbound on Illinois Route 83 at St. Charles Road.

Right turn storage is provided at Central Avenue, Midway Drive, 75th Street, Plainfield Road, southbound on Illinois Route 83 at 67th Street, 63rd Street, 22nd Street, Riverside Drive, and St. Charles Road.

The seven major intersections in this segment are: Calumet Sag Road, Illinois Route 171 (Archer Avenue), 75th Street, Plainfield Road, 63rd Street, St. Charles Road, and Illinois Route 64 (North Avenue). These are shown in Figure 4.2.2.

There are 7 interchanges in this segment: Interstate 55 (Stevenson Expressway), 55th Street, US Route 34 (Ogden), 31st Street, Interstate 88 (East-West Tollway), Illinois Route 56 (Butterfield Road), and Illinois Route 38 (Roosevelt Road).

Figure 4.2.2: Existing Intersection Configurations



Structures: There are 23 structures within this segment as indicated in Table 4.2.1.

Table 4.2.1: Existing Structure List

IDOT Structure Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
016-1022	Illinois Route 83 / Cal Sag Extension	44.4	51.0	N/A	N/A
016-0427	Illinois Route 83 / Cal Sag Channel	44.0	511.0	N/A	N/A
016-0426	Illinois Route 83 / IC RR	40.0	334.0	N/A	N/A
016-0425	Illinois Route 83 / CS & S and I & M Canals	44.0	1097.0	N/A	N/A
022-0053	Illinois Route 83 / Des Plaines River	43.8	502.0	N/A	N/A
022-0052	Illinois Route 83 / AT & SF RR	43.8	599.0	N/A	N/A
022-0051	Illinois Route 83 NB / Interstate 55	60.0	342.0	N/A	N/A
022-0050	Illinois Route 83 SB / Interstate 55	62.0	342.0	N/A	N/A
022-0126	55th Street / Illinois Route 83	N/A	216.0	88.0	14.2
022-0155	Illinois Route 83 / BN RR (Burlington Avenue)	55.5	285.0	N/A	N/A
022-0156	Chicago Avenue / Illinois Route 83	N/A	102.0	30.0	14.2
022-0157	Illinois Route 83 / US Route 34	89.0	159.0	N/A	N/A
022-0140	31st Street / Illinois Route 83	N/A	212.0	82.0	15.4
022-2000	Illinois Route 83 / Drainage Ditch	106.0	26.0	N/A	N/A
022-0047	Illinois Route 83 / Interstate 88 (E-W Tollway)	135.0	240.0	N/A	N/A
022-0118	Illinois Route 83 NB / Illinois Route 56	61.0	206.0	N/A	N/A
022-0117	Illinois Route 83 SB / Illinois Route 56	61.0	208.0	N/A	N/A
022-0115	Illinois Route 83 / Illinois Route 38	132.0	213.0	N/A	N/A
022-0146	Illinois Route 83 (and Frontage Road) / Sugar Creek	108.0	46.0	N/A	N/A
N/A	Illinois Prairie Path / Illinois Route 83	N/A	223.0	14.0	31.3
022-0045	Illinois Route 83 / Salt Creek	128.0	116.0	N/A	N/A
022-0044	CC RR / Illinois Route 83	N/A	80.0	35.0	14.3
022-0043	C & NW RR / Illinois Route 83	N/A	92.0	35.0	17.3

Transit. The Metra Heritage Corridor, the Burlington Northern Line, and the Chicago & Northwestern/West Line cross the corridor in this segment. This segment is also served by several Pace Bus Routes as indicated in Table 4.2.2.

Table 4.2.2: Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership	Station Parking	
				Spaces	% Use
Metra Lines and Nearest Stations					
Heritage Corridor (No Nearby Station)	Just northwest of Archer Ave. inter-section.	Weekday: 2 morning IB; Weekday: 2 evening OB; No Saturday, Sunday, or holiday service.	N/A	N/A	N/A
BN Line - West Hinsdale Station	Hinsdale Ave. and Stough St.	Weekday: 10 IB, 10 OB; No Saturday, Sunday, or holiday service.	340	69	100%
BN Line - Clarendon Hills Station	Prospect Ave. and Eastern Ave.	Weekday: 24 IB, 25 OB; Saturday: 11 IB, 11 OB; Sunday: 7 IB, 7 OB	986	340	98.2%
C&NW / West Line - Elmhurst Station	First St. and York Rd.	Weekday: 25 IB, 24 OB; Saturday: 10 IB, 10 OB; Sunday: 5 IB, 5 OB	1,704	918	98%
C&NW / West Line - Villa Park Station	Ardmore Ave. and First St.	Weekday: 22 IB, 21 OB; Saturday: 10 IB, 10 OB; Sunday: 5 IB, 5 OB	1,138	535	100%
Pace Bus Routes					
Pace 664	Non-stop along ILL 83 from 75th St. to 55th St.	Weekday: 3 NB, 3 SB; No Saturday, Sunday, or holiday service.	115	N/A	N/A
Pace 831	Along ILL 83 from Chicago and Joliet Rd. to Archer Ave.	Weekday: 4 NB, 4 SB; Saturday: 6 NB, 6 SB; Sunday: 6 NB, 6 SB	189	N/A	N/A
Pace 832	Crosses on Interstate 55	Weekday: 4 NB, 4 SB; No Saturday, Sunday, or holiday service.	101	N/A	N/A
Pace 737	Crosses on Interstate 88	Weekday: 4 morning WB; Weekday: 4 evening EB; No Saturday, Sunday, or holiday service.	139	N/A	N/A
Pace 322	Crosses on Cermak Rd.	Weekday: 32 EB, 36 WB; Saturday: 20 EB, 24 WB; Sunday: 8 EB, 10 WB	3,635	N/A	N/A
Pace 703	Along ILL 83 from Cermak Rd. to Roosevelt Rd.	Weekday: 2-5 morning SB; Weekday: 4 evening NB; No Saturday, Sunday, or holiday service.	92	N/A	N/A
Pace 313	Crosses on St. Charles Rd.	Weekday: 19-25 EB, 20-24 WB; Saturday: 12 EB, 12 WB; Sunday: 8 EB, 8-9 WB	1,702	N/A	N/A

Sources: Metra and Pace, "Future Agenda for Suburban Transportation" (April 1992). Pace, "Quarterly Route Review: January - March, 1992" (June 1992). Metra and Pace, Individual line/route timetables.
(NB=northbound, SB=southbound, EB=eastbound, WB=westbound, IB=inbound, OB=outbound)

* The ridership trend for the Pace 831 route deviates from other routes. Average weekend ridership is higher than average weekday ridership. Pace ridership is reported as average weekday ridership for 1992.

Other Characteristics. There are no other unique characteristics in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits ILL83-03a through 11a and include, streams, wetlands, and floodplains, historic sites, hazardous waste sites, and threatened or endangered species. Refer to Table 4.2.3 for a summary of environmentally sensitive features.

Table 4.2.3: Summary of Environmentally Sensitive Features

Item	Exhibit	Item Description/Address/Registry
Historic Site	ILL83-08a	Mays Lake Estate, west of Illinois 83 between 31st St. and 35th St., Oakbrook, is potentially eligible for national recognition.
CERCLIS Site (1)	ILL83-03a	Hannah Marine Corp., Kingery Rd, northeast of the Archer Ave. intersection.
	ILL83-03a	Lenz Oil Service, Inc., located southeast of Jeans Rd.
LUST Site (2)	ILL83-05a	Amoco Oil Co., 7450 S. Kingery Hwy., Willowbrook
Habitat of Threatened or Endangered Species	ILL83-06a	A plant species was identified northeast of the 55th Street interchange.

(1) CERCLIS = Comprehensive Environmental Response Compensation and Liability Act Information Systems; sites that reportedly have accepted hazardous substances or possess a record of accidental or illegal dumping.
(2) LUST = Leaking Underground Storage Tank.

Streams/Wetlands/Floodplains. The Calumet Sag Channel, Illinois and Michigan Canal, Chicago Sanitary and Ship Canal, Des Plaines River, and their floodplains cross the route north of Archer Avenue. Salt Creek and its floodplain cross the roadway south of St. Charles Road. Lake Hinsdale and Golfview Lake abut the right-of-way north of 67th Street.

Numerous wetlands have been identified among residential and commercial developments, parks, and golf courses: south of the

Calumet Sag Channel within the Palos Forest Preserve, along the Des Plaines River, adjacent to the Buddha Dharma Meditation Center near Timberlake Drive, along the Interstate 55 interchange, southeast of Plainfield Road adjacent to Illinois Route 83, northeast of 63rd Street in the Ruth Lake Country Club, northwest of 63rd Street among residential developments, among developments on both sides of Illinois Route 83 north of US Route 34 (Ogden Avenue), within the historical Mays Lake Estate southwest of 31st Street, adjacent to the route south of Kensington Road, across from Oakbrook Shopping Center, along Salt Creek, and within the Salt Creek Area Forest Preserve. A large floodplain crosses the route along Salt Creek and at Lake Hinsdale and Golfview Lake.

Historical Significance. Mays Lake Estate, a site of potential historical importance, is located southwest of 31st Street.

Hazardous Waste/LUST Sites. Two sites identified as containing hazardous waste are located northeast of the Archer Avenue intersection and southeast of Jeans Road. A property just north of the 75th Street intersection contain a leaking underground storage tank.

Prime Farmland: There is no designated prime farmland along this segment.

Threatened or Endangered Species. A threatened or endangered plant species is known to exist northeast of the 55th Street interchange.

Existing Land Use/Development Characteristics

Type and Intensity of Development. A wide range of types and intensities of development exists in this segment. North from Calumet Sag Road to the Calumet Sag Channel, the primary land use is the Palos Forest Preserve, on the east of Illinois Route 83, and industrial uses to the west of Illinois Route 83. The Illinois and Michigan Canal National Heritage Corridor crosses the route north of Grant Road. Extending north to the Atchison, Topeka, and Sante Fe (ATSF) Railroad, the land use is planned for industrial development on the northeast side and open space on the northwest side of Illinois Route 83, as shown on Exhibit ILL 83-03a.

The primary land uses from the ATSF Railroad north to US Route 34 (Ogden Avenue), are single-family residential neighborhoods, multiple-family residential complexes and some woodlands. Adjacent religious institutions in this section include Chimalaya Mission Chicago, a new church and the Buddha Dharma Meditation Center. There is also a major office complex southeast of Interstate 55.

East of Illinois Route 83, the predominant land uses include industrial and commercial concentrations immediately north of Interstate 55, followed further north by a mixture of residential and commercial uses. Other prominent land uses in this section include the Ruth Lake Country Club between 63rd Street and 55th Street, and Christ Lutheran Church, north of 55th Street. Lions Community Park and Stough Park are located near the Burlington Northern Railroad crossing, as shown on Exhibit ILL 83-07a.

From Illinois Route 34 (Ogden Avenue) to 31st Street, the land uses are a concentration of commercial and office. East of Illinois Route 83, the land uses are single-family residential and woodlands. North from 31st Street to Illinois Route 38 (Roosevelt Road), the land uses include single and multiple-family residential west of Illinois Route 83, a concentration of office uses at Interstate 88, and the Oakbrook Shopping Center northeast of 22nd Street. Other prominent land uses along this section include both an expanse of woodlands and the Oak Brook Park District northeast of 31st Street, St. Paschal Church northeast at 35th Street, and the Chapel Hills Garden Cemetery at the Illinois Route 83, Illinois Route 56 (Butterfield Road) and Illinois Route 38 (Roosevelt Road) interchange area, as shown on Exhibit ILL 83-08a and 09a.

North of Illinois Route 38 (Roosevelt Road) to St. Charles Road is a mixture of residential, commercial, and industrial land uses. The Elmhurst Wastewater Treatment Plant is located east of the route. The Illinois Prairie Path recreation trail crosses Illinois Route 83 south of St. Charles Road.

A mixture of land uses extend north from St. Charles Road to the end of this segment at Faye Avenue. Prominent uses include the Builder's Square Shopping Mall east of Illinois Route 83 at St. Charles Road and the Elmhurst Chicago Stone Co., with mining/quarry operations on both sides of Illinois Route 83. Plunkett Park and Salt Creek Park are located east of the corridor and the Cricket Creek Area Forest Preserve is on the west near Faye Avenue.

Development Access and Constraints. The existing right-of-way width along this segment is a minimum of 200 ft. Recommended roadway improvements in this segment should not have an adverse impact on adjacent land uses. The existing right-of-way should be maintained in order to accommodate future roadway improvements. Illinois Route 83 is currently under construction, being widened from four lanes to six lanes between 63rd Street and US Route 34 (Ogden Avenue) in Willowbrook.

Willowbrook supplied significant input regarding type and width of median, access management, and the location of specific frontage roads vs. use of "Michigan style" U-turns as proposed in the Village's Route 83 Study. Specific U-turn locations should be coordinated with the Village of Willowbrook. Also, the Village has proposed frontage roads along the west side of Illinois Route 83 between 67th Street and Plainfield Road, and along the east side between 76th Street and 69th Street. The Village intent is to use private property to avoid disturbing the gas pipelines located within the existing right-of-way.

The commercial property owners have expressed concern over truck access and safety at Riverside Drive. Trucks and emergency vehicles have occasionally struck light poles near Riverside Drive and also have trouble maneuvering.

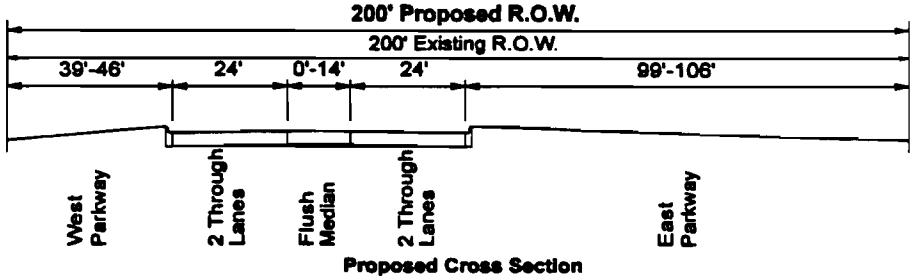
Future Development. This segment of the SRA corridor is characteristic of mature suburban development. The few remaining vacant parcels are planned for future development consistent with existing land uses. The vacant parcel southeast of Illinois Route 83 and the ATSF Railroad is planned for industrial use. The woodlands northeast of 31st Street and Illinois Route 83, in Oakbrook, are planned for residential development.

Recommended Improvements

Improvements which are consistent with SRA policy, have been developed by evaluating numerous factors including the year 2010 projected travel demand, the existing roadway characteristics and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibits ILL83-03b through 11b and summarized in Table 4.2.4.

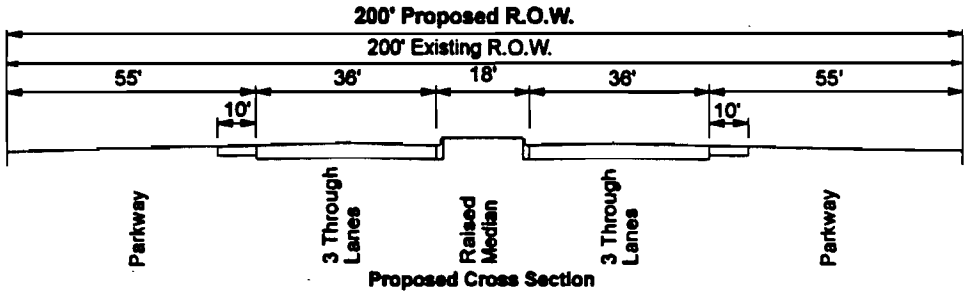
Roadway. The recommended roadway section varies throughout this segment.

From Calumet Sag Road to Bluff Road, the recommendations are two 12 ft. through lanes in each direction with a 0 ft. to 14 ft. flush median, curb and gutter, and 39 ft. to 106 ft. parkways.



Proposed Cross Section

From Bluff Road to 91st Street, the section provides for three 12 ft. through lanes in each direction, a 18 ft. raised median, shoulders, and 55 ft. parkways. Realign Jackson Street to line up with Honeysuckle Rose Lane. This area is shown on Exhibit ILL83-04b.



Proposed Cross Section

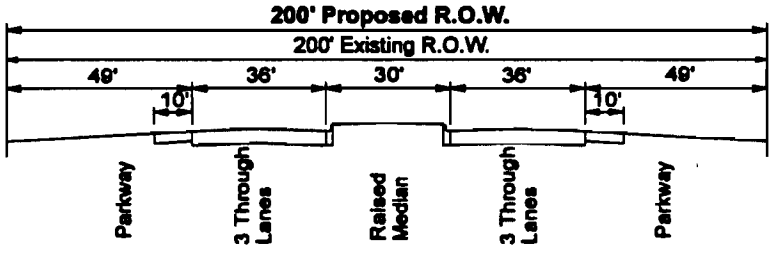
Table 4.2.4: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	Maintain existing 200 ft. - 310 ft. right-of-way.
2. Level of Service	LOS D/E
3. Number and Width of Through Lanes	Calumet Sag Rd. to Bluff Rd. - two 12 ft. lanes in each direction; Bluff Rd. to Interstate 55; & Midway Dr. to Faye Ave. - three 12 ft. lanes in each direction; I-55 to Midway Dr. - four 12 ft. lanes in each direction; Maintain all existing frontage roads including; Central Ave. to I-55 (east side); I-55 to Midway Dr.; 35th St. to 31st St.;16th St. to Highland; and I-290.
4. Median Width and Type	Calumet Sag Rd. to Bluff Rd. - 0 ft. to 14 ft. flush median Bluff Rd. to 91st - 14 ft. to 18 ft. raised median 91st St. to 63rd St. & 22nd St. to 16th St. - 18 ft. to 44 ft. raised median 63rd St. to 22nd St. - 18 ft. jersey barrier median
5. Parkways/Sidewalks/ Drainage ditches	Parkways vary between 7 ft. and 106 ft. Curb and gutter is recommended from Calumet Sag Rd. to Bluff Rd., I-55 to 63rd St., and from 16th St. to Faye Ave. Shoulders recommended from Bluff Rd. to I-55 and 63rd St. to 16th St. No sidewalks are recommended.
6. Signalized Intersections - Major - Other	The major intersections are Calumet Sag Rd., Archer Ave., 75th St., Plainfield Rd., 63rd St., St. Charles Rd., and ILL Rt. 64 (North Ave.) Interchanges exist at Interstate 55, 55th St., US Rt. 34 (Ogden Ave.), 31st St., Interstate 88, ILL Rt. 56 (Butterfield Rd.), and ILL Rt. 38 (Roosevelt Rd.).
7. Parking	Maintain no on street parking.
8. Curb Cut Access	Access restricted to right in/right out only, except at signalized intersections or median breaks. Consolidate access at identified existing frontage road locations. Provide a northbound slip ramp from Frontage Road to ILL Rt. 83 north of McKinley Drive.

Table 4.2.4: Summary of Recommended Improvements (cont.)

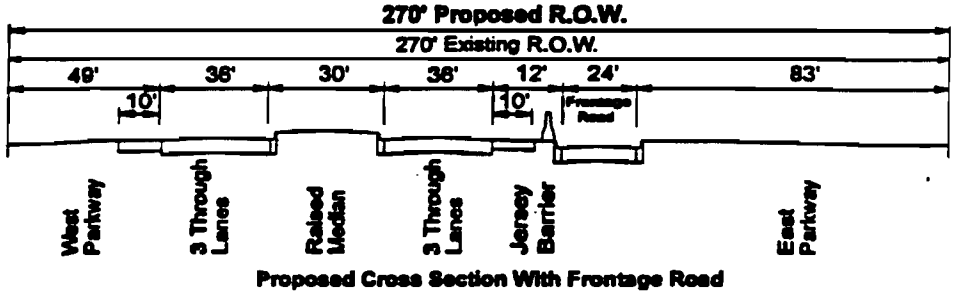
	Recommendations
9. Transit	Install park-and-rides at 75th St., Kensington Rd., and ILL Rt. 64 (Butterfield Rd.)/ ILL Rt. 38 (Roosevelt Rd.). Provide bus stops, shelters, and turnouts at 75th St., Builder's Square (St. Charles Rd.) and at 1/4 mile intervals between 22nd St. and Madison St. Install directional signs to existing transit stations and to the bus transfer facility at the west entrance to Marshall Field's in Oakbrook Shopping Center. Equip corridor/ buses with signal pre-emption. Coordinate improvements with improvements with new Metra Heritage Line Station planned at Illinois Route 83.
10. Pedestrian/Bicycle Facility	Enhance existing linkages at Lions Park and Stough Park. Expand access to the Illinois Prairie Path and Plunkett Park. Coordinate future linkages at following locations: the Centennial Trail, Waterfall Glen Forest Preserve, the Great Western Trail, and the Salt Creek Greenway.
11. Loading	Maintain existing off street loading.
12. Miscellaneous	Ultimate (Post 2010) improvements include six new structures with six - 12 ft. lanes between Calumet Sag Road and Bluff Road; realign 107th St. There is a possibility of numerous wetland and floodplain encroachments in this segment. Realign Jackson St. to line up with Honeysuckle Rose Ln.

Continuing from 91st Street to the frontage road south of 83rd Street, the existing right-of-way of 200 ft. will be maintained as well as the roadway section. The proposed improvements are similar, but include widening the raised median out to 30 ft. and maintaining the roadway's outside paved shoulders with open drainage and no frontage roads. This area is shown on Exhibit ILL 83-04b and 05b.



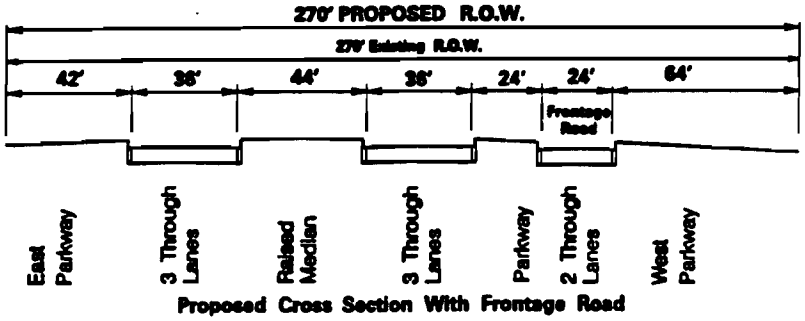
Proposed Cross Section

South of 83rd Street to north of I-55, a frontage road is recommended on the east side, adjacent to the roadway improvements, similar to those south of 83rd Street. This area is shown on Exhibit ILL 83-05b.



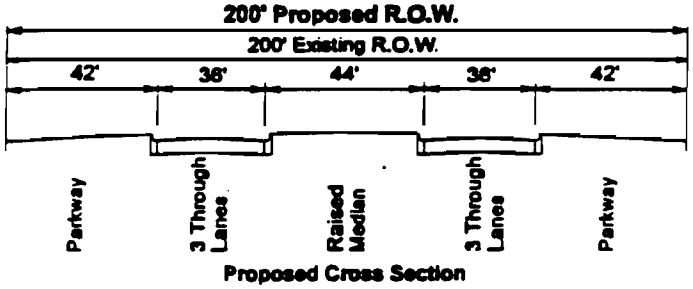
Proposed Cross Section With Frontage Road

In the area between I-55 and Midway Drive, the roadway is upgraded to these 12 ft. through lanes in each direction, a 44 ft. raised median and parkways. The existing frontage roads between Central Avenue and Midway Drive should be maintained. This area is shown on Exhibit ILL 83-05b.



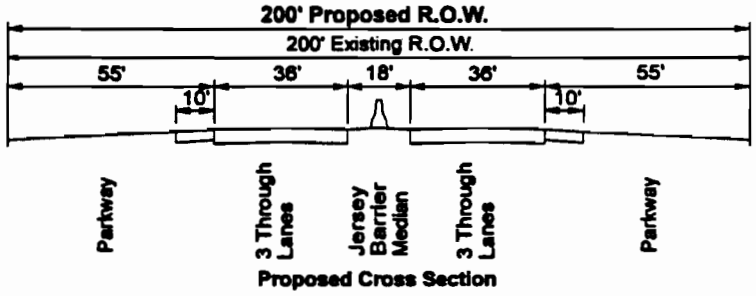
Proposed Cross Section With Frontage Road

From Midway Drive to 63rd Street, in existing right-of-way of 200 ft., the section provides three 12 ft. through lanes in each direction with a 44 ft. raised median, and 42 ft. parkways. This area is shown on Exhibit ILL 83-05b and 06b.

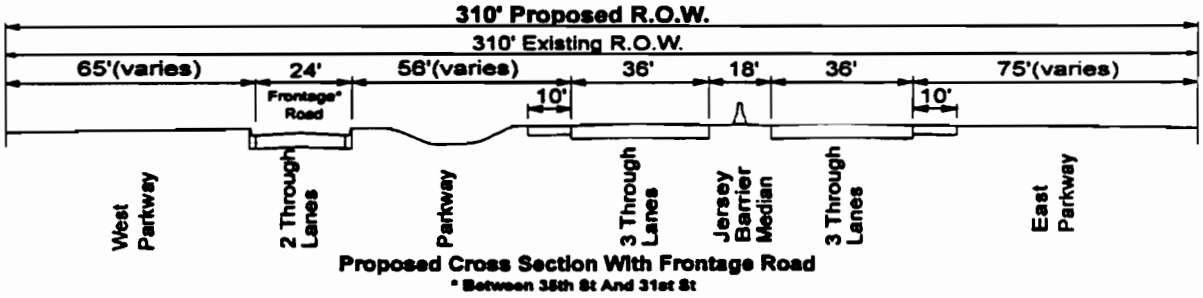


Proposed Cross Section

Between 63rd Street and 22th Street, in existing right-of-way of 200 ft. to 310 ft., the section provides for three 12 ft. through lanes in each direction with a 18 ft. jersey barrier median, outside shoulders and 55 ft. to 75 ft. parkways. The existing frontage road on the west side between 35th Street and 31st Street will be maintained. This area is shown on Exhibit ILL 83-06b through 08b.

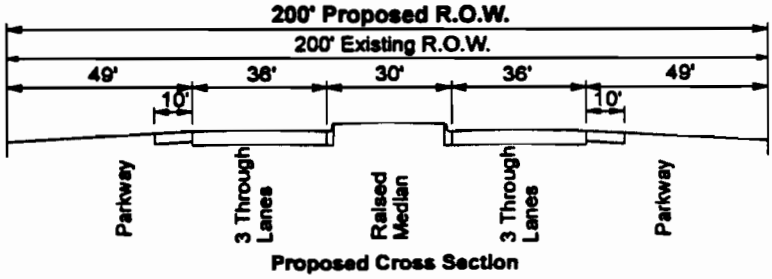


Proposed Cross Section



Proposed Cross Section With Frontage Road
* Between 35th St And 31st St

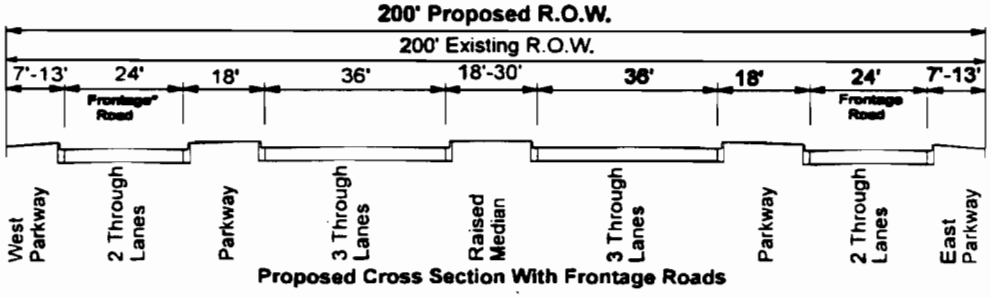
From 22nd Street to 16th Street, similar roadway improvements are continued, except the median widens out to 30 ft., and is raised. This area is shown on Exhibit ILL83-08b and 09b.



Proposed Cross Section

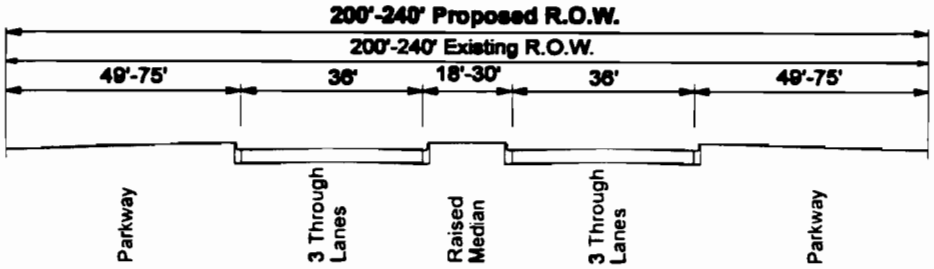
From 16th Street to Faye Avenue, the section provides for three 12 ft. through lanes in each direction with a 18 ft. to 30 ft. raised median, and 7 ft. to 75 ft. parkways with curb and gutter. The existing frontage roads between 16th Street and Highland Avenue on both sides will be maintained.

North of Roosevelt Road



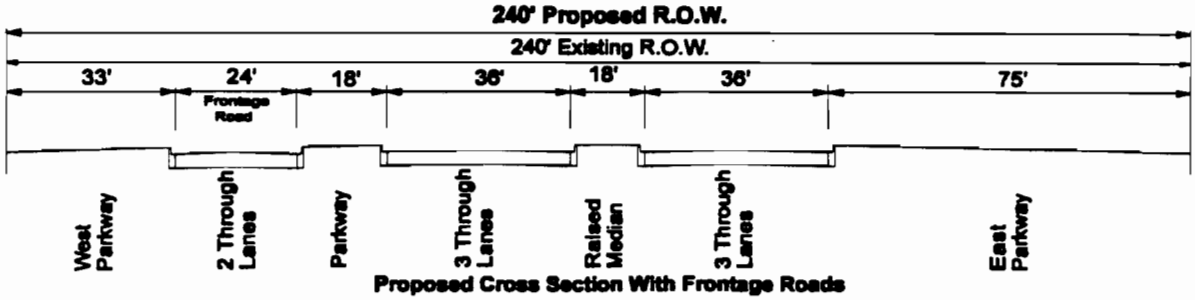
Proposed Cross Section With Frontage Roads

Highland Avenue to 1500 ft. north of North Avenue



Proposed Cross Section

1500 ft. north of North Avenue to Faye Avenue



Proposed Cross Section With Frontage Roads

The west side frontage road at Riverside Drive serves a Wal-Mart. The east side frontage road intersection has poor geometrics and is restricted by an area with bad soil problems. This area is shown on Exhibits ILL83-09b and10b. The close proximity of the Riverside Drive and Monroe Street intersection to Illinois Route 83 creates conflicts between cars and large trucks turning off of Illinois Route 83 onto Riverside Drive. Provide a northbound slip ramp from Riverside Drive to Illinois Route 83 as a means of reducing congestion at the signalized intersection.

Traffic Control/Intersection Configuration. Based on the projected volumes and the recommended roadway section, dual left turn lanes are warranted on Illinois Route 83 at 75th Street (Northbound), and St. Charles Road. Single left and right turn lanes are warranted at Plainfield Road, dual left turn lanes at 63rd Street (Southbound). At Archer Avenue, single left and dual right turn (Northbound) lanes are warranted. These turn lanes can be accommodated within the recommended median and the existing right-of-way. As traffic volumes warrant, a new signalized intersection for the frontage road at Midway Drive is proposed. The City of Elmhurst is applying for funding for signal improvements on St. Charles Road from Illinois Route 83 to West Avenue (east of Illinois 83). This improvement may help alleviate some of the current traffic problems on Illinois Route 83. All signalized intersections should be left turn phase actuated and interconnected as warranted. Signal interconnection will be especially helpful south of Archer Avenue. The estimated level of service for this segment is "D/E." Refer to Exhibits ID 2-1 through 2-6 for intersection improvements.

Parking and Access. On street parking is not recommended in this segment. Access is managed by allowing right in/right out only except at signalized intersections or median breaks. The frontage road at 67th Street should be coordinated with any future development by the Village of Willowbrook. Existing frontage roads should be maintained to enhance access management. Eliminate existing median break at 69th Street.

Structures. The six existing structures north of Calumet Sag Road represent a significant constraint to the SRA concept. Two of the existing six structures at the Des Plaines River basin are truss type structures currently providing two lanes in each direction. These structures cannot be widened. The standard suburban three lanes in each direction, therefore, requires construction of six new structures. While it is possible to develop feasible engineering solutions, it is recognized that the issue

must also be addressed from a cost perspective. Based on a number of factors, including the projected traffic, it was determined that two lanes in each direction would be adequate through 2010 and that widening to three lanes in each direction should be identified as post 2010 improvement. Three preliminary post 2010 alternatives for bridge additions were developed. All alternatives would avoid the Forest Preserve properties and wetlands in the far southeast corner of the basin. This area is shown on Exhibit ILL 83-03b. Three structures within this segment will require modification to accommodate the recommended roadway section as shown in Table 4.2.5.

Table 4.2.5: Structure Modification

IDOT Structure Number	Facility Carried / Feature Crossed	Existing Width (Feet)	Proposed Recommendation
022-0155	Illinois Route 83/ BN Railroad (Burlington Avenue)	55.5	Widen to accommodate recommended section.
022-0157	Illinois Route 83/ US Route 34	89.0	Widen to accommodate recommended section.

Transit Facilities. Install a park-and-ride facility near the intersection of Grant Street and near 75th Street. The 75th Street facility can be served by this corridor, the 75th Street corridor, and nearby Interstate 55. The K-Mart parking lot or the southeast quadrant at Plainfield Road has been suggested by the communities as being a better location for a park-and-ride. In areas where park-and-rides are integrated with shopping centers, additional spaces should be added to the parking lot or a structure developed. Other possible locations are along 75th Street or Plainfield Road, and 1-2 blocks from Illinois Route 83, where the land is industrial or vacant and not prime commercial. However, it is important that the park-and-ride be visible from the arterial. Install a park-and-ride facility just east of Illinois Route 83, south of Kensington Road in Oakbrook. This facility can serve this corridor and Interstate 88 (East-West Tollway). Also install a park-and-ride facility in the triangular vacant space surrounded by Illinois Route 83, Illinois Route 38 (Roosevelt Road), and Illinois Route 56 (Butterfield Road).

Install bus stops on Illinois Route 83 at 75th Street. Install a bus stop, shelter, and turnout in Builder's Square Shopping Mall at St. Charles Road. Install directional signs near the 22nd Street/ Illinois Route 83 (Kingery Highway) intersection for the existing bus transfer facility at the west entrance to Marshall Field's in Oakbrook Shopping Center. Reserve space for future bus stops, shelters, and turnouts along the corri-

dor from 22nd Street to Madison Street at 1/4 mile intervals in the event of expansion of Pace bus service.

Other recommendations include directional signs to guide commuters to Metra stations. Metra has proposed new, additional, stations on the Heritage Corridor- one of which is to be located at Illinois Route 83. When the new station is built, place directional signs near the Archer Avenue intersection, and other appropriate locations, to guide commuters to this future Metra station. All signals on Illinois Route 83 should be equipped for bus pre-emption and the Pace buses traveling on Illinois Route 83 should also be equipped for signal pre-emption.

Pedestrian/Bicycle Facilities. Existing pedestrian/bicycle linkages at Lions Community Park and Stough Park should be enhanced. Access to the existing Illinois Prairie Path and Plunkett Park should be expanded. The potential for future pedestrian/bicycle linkages in this segment should be coordinated with the Forest Preserve District of Du Page County at the following locations: the Centennial Trail, Waterfall Glen Forest Preserve, the Great Western Trail and the Salt Creek Greenway.

Sidewalks are not recommended in this segment.

Other Recommendations. The impact of a 44 ft. median on the existing gas pipelines in Willowbrook should be examined more thoroughly in a Phase 1 Study.

Short Term/Low-Cost Improvements

Improvements which are consistent with SRA policy, and are short term (and/or low-cost) are recommended for short term (1-5 years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. Intersections can be rebuilt where no right-of-way acquisition is required. These include Archer Avenue, 75th Street, 63rd Street, and St. Charles Road. These are relatively inexpensive improvements which cost effectively improve flow at intersections. This will cause little disruption to the areas involved, and can be coordinated with recommended 2010 improvements.

Parking and Access. There are no short term improvements recommended in this segment.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. Reserve space for a park-and-ride facility near the intersection of 75th Street, and note that space may be available within the industrial area located just east of this intersection. Reserve space for a park-and-ride facility just east of Illinois Route 83, south of Kensington Road in Oakbrook. Reserve space for a park-and-ride facility in the triangular vacant space surrounded by Illinois Route 83 (Kingery Highway), Illinois Route 38 (Roosevelt Road), and Illinois Route 56 (Butterfield Road).

Install directional signs to guide commuters to the Metra stations. For the Burlington Line, place directional signs near Burlington Avenue to guide commuters to the West Hinsdale and Clarendon Hills stations. For the Chicago and Northwestern/West Line, place directional signs at St. Charles Road and North Avenue to guide commuters to the Elmhurst and Villa Park stations.

Install bus stops on Illinois Route 83 at 75th Street. Install a bus stop, shelter, and turnout in Builder's Square Shopping Mall at St.Charles Road. Install directional signs near the 22nd Street/Illinois Route 83 (KingeryHighway) intersection for the existing bus transfer facility at the west entrance to Marshall Field's in Oakbrook Shopping Center. Reserve space for future bus stops, shelters, and turnouts along the corridor from 22nd Street to Madison Street at 1/4 mile intervals in the event of expansion fo Pace bus service.

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Other Improvements. There are no short term improvements recommended in this segment.

Right-of-Way Requirements

The minimum existing right-of-way in this segment is 200 ft. Therefore, no additional right-of-way is required to accommodate the recommended roadway section. Additional right-of-way is required along cross streets at some major intersections.

Potential Environmental Concerns

The Illinois and Michigan National Heritage Corridor is a sensitive area along the Illinois and Michigan Canal and its proximity to the route should be considered in the planning phase. Further investigation will be required of two sites adjacent to the route that reportedly contain hazardous materials. Due to increased pavement widths in some areas of this segment, there is concern over negative impacts to noise and air quality. The benefits and costs of noise barriers should be evaluated in Phase I studies.

Cost Estimate

The cost estimate for segment 2 is shown in Table 4.2.6.

Table 4.2.6: Segment 2 Cost Estimate

Construction Cost Estimate for Segment 2 of Illinois Route 83/Bell Road (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	$35,855,000
Intersection Improvement	$1,200,000
Structure Modification	$3,496,800
Interchange Improvement	$0
Transit Improvement	$7,056,000
Right of Way	$0
Total Estimated Cost for Recommended Improvements	**$47,607,800**
Short Term/Low-Cost	
Roadway	$0
Intersection Improvement	$1,000,000
Structure Modification	$0
Interchange Improvement	$0
Transit Improvement	$6,600,000
Right of Way	$0
Total Estimated Cost for Short Term/Low-Cost Improvements	**$7,600,000**
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements which are consistent with SRA policy, but are considered best implemented beyond the 2010 horizon, are recommended for ultimate (post 2010) consideration.

Roadway. High occupancy vehicle (HOV) lanes were initially considered by the study team on Illinois Route 83 between Interstate 55 and

Elmhurst Road. HOV's are being studied on some Chicago roadways and HOV facilities are being designed for implementation on Interstate 55 between Interstate 294 and Chicago's loop. Future studies should continue to consider and evaluate the feasibility of HOV facilities in this segment as post 2010 improvements. The ultimate laneage includes three through lanes in each direction south of Bluff Road.

Traffic Control/Intersection Configuration. Geometric improvements at Jeans Road, which consist of improving left turn access onto and off of Illinois Route 83, can be accomplished during the replacement of the six existing structures south of this intersection. Realign 107th Street to a T intersection at Archer Avenue.

Parking and Access. There are no ultimate improvements recommended in this segment.

Structures. The ultimate configuration recommends for three through lanes in each direction, requiring six new structures over the Calumet Sag Channel, IC RR, Illinois and Michigan Canal, Chicago Sanitary and Ship Canal, Des Plaines River and ATSF RR.

Transit Facilities. There are no ultimate improvements recommended in this segment.

Pedestrian/Bicycle Facilities. There are no ultimate improvements recommended in this segment.

Other Improvements. There are no other unique ultimate improvements recommended in this segment.

4.3 Segment 3: Illinois Route 83 (Kingery Highway) from Faye Avenue to Woodland Avenue

Location

Segment 3, extends from Faye Avenue to Woodland Avenue along Ilinois Route 83 (Kingery Highway) (See Figure 4.1.1). This segment is approximately 2 miles in length and is located in, or adjacent to Elmhurst, Addison and Bensenville.

Existing Facility Characteristics

The existing facility characteristics for this segment of Illinois Route 83 are shown on Exhibit ILL 83-11a.

Right-of-Way. The existing right-of-way in this segment varies from 228 ft. to 240 ft. From Faye Avenue to US Route 20 (Lake Street) the existing right-of-way is 240 ft. and from Interstate 290 to Woodland Avenue the existing right-of-way is 228 ft.

Roadway Characteristics. The pavement width and number of through lanes vary in this segment. South of the US Route 20 (Lake Street) interchange and north of Interstate 290 (Eisenhower Expressway) there are three 12 ft. through lanes in each direction with an 18 ft. raised concrete median/continuous barrier median. A two lane, 24 ft. wide, frontage road is located east and west of Illinois Route 83. Throughout the US Route 20 (Lake Street) and Interstate 290 interchanges there are two 12 ft. through lanes in each direction separated by a continuous barrier median. The pavement width is 118.5 ft. In addition, there is a collector/distributor (C/D) roadway on each side of the interchange to accommodate the interchanges' ramp traffic. This C/D pavement is 16 ft. wide and separated from Illinois Route 83 by a 12 ft. wide flush median with a continuous concrete barrier. The posted speed limit is 50 mph.

Traffic Control/Intersection Configuration. There are no signalized intersections in this segment. There are two interchanges, US Route 20 (Lake Street) and Interstate 290 (Eisenhower Expressway).

Structures. There are three structures within this segment as indicated in Table 4.3.1.

Table 4.3.1: Existing Structure List

IDOT Structure Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
022-0120	US Route 20 / Illinois Route 83	N/A	342.0	85.0	14.8
022-0097	Interstate 290 NB / Illinois Route 83	N/A	299.0	68.0	14.7
022-0096	Interstate 290 SB / Illinois Route 83	N/A	299.0	68.0	15.0

Transit. There is no public transit service in this segment.

Other Characteristics. The entire length of this segment has full access control.

Existing Environmental Characteristics

The existing environmental characteristics for this segment of Illinois Route 83 are shown on Exhibit ILL83-11a and include Salt Creek, wetlands, floodplains, Cricket Creek Area Forest Preserve, and Fisher Woods Forest Preserve.

Streams/Wetlands/Floodplains. Salt Creek comes within 500 ft. west of the route in this segment. The creeks floodplain crosses Illinois Route 83 at Faye Avenue and runs adjacent to the west edge of the route. Several wetlands are located within the Cricket Creek Area Forest Preserve, within the Interstate 290 interchange, and within the Fisher Woods Forest Preserve.

Historical Significance. There are no sites of documented historical significance located along this segment.

Hazardous Waste/LUST Sites. There are no sites along this segment according to the USEPA registries of hazardous waste and LUST sites.

Prime Farmland. There is no designated prime farmland along this segment.

Threatened or Endangered Species. There are no threatened or endangered species known to exist along this segment.

Existing Land Use/Development Characteristics

Type and Intensity of Development. The primary land use along this segment of Illinois Route 83 is single-family residential. Dividing these neighborhoods is the US Route 20 (Lake Street) and Interstate 290 (Eisenhower Expressway) interchange, as shown on Exhibit ILL83-11a.

Directly east of Interstate 290 is a small concentration of industrial and commercial uses, partially located within the Elmhurst Industrial Park.

Other prominent land uses within this segment include the Cricket Creek Area Forest Preserve located southwest of the US Route 20 (Lake Street) interchange and the Fischer Woods Forest Preserve located south of Woodland Avenue. The Sunny Place Church of God is on the corner of Oak Street and Illinois Route 83.

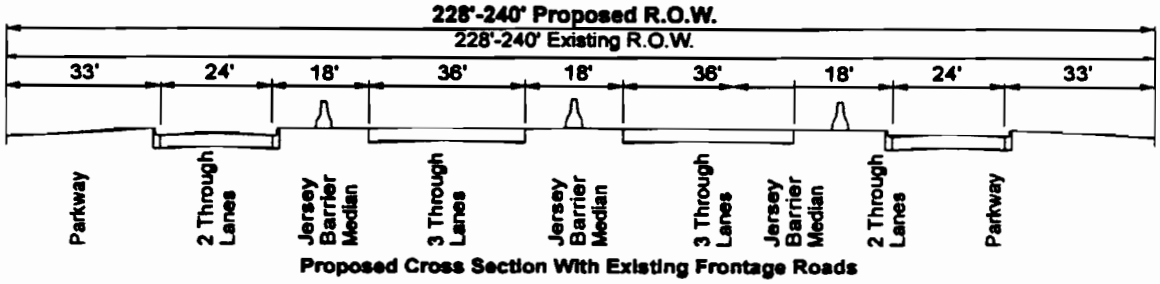
Development Access and Constraints. Roadway improvements to this segment would not have an adverse impact on adjacent land uses. The existing right-of-way width should be maintained to accommodate future roadway improvements.

Future Development. There are no future developments planned by the local communities.

Recommended Improvements

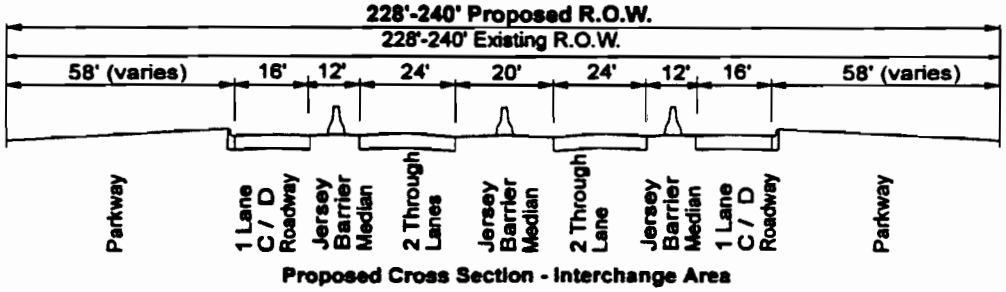
Improvements, which are consistent with SRA policy, have been developed by evaluating numerous factors including the year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibit ILL 83-11b, and summarized in Table 4.3.4.

Roadway. The existing right-of-way of 228 ft. to 240 ft. will be maintained. The recommended roadway cross section for the portion of this segment outside the interchange limits provides for three 12 ft. through lanes in each direction with an 18 ft. barrier median. This section also includes existing 24 ft. frontage roads with curb and gutter and 33 ft. parkways.



Proposed Cross Section With Existing Frontage Roads

Within the limits of the interchange, the recommended cross section provides for two 12 ft. through lanes in each direction with a 20 ft. barrier median. This section also includes 16 ft. C/D roadways with curb and gutter and 58 ft. parkways.



Proposed Cross Section - Interchange Area

Table 4.3.4: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	Maintain existing 228 ft. - 240 ft. right-of-way.
LOS D/E	LOS D/E
3. Number and Width of Through Lanes	Three 12 ft. through lanes in each direction and two 24 ft. frontage roads outside the limits of the interchange. Two 12 ft. through lanes in each direction and two 16 ft. C/D lanes within the limits of the interchange.
4. Median Width and Type	18 ft. barrier median is located between the mainline and the frontage roads outside the limits of the interchange; 12 ft. & 20 ft. barrier median is located within the limits of the interchange.
5. Parkways/Sidewalks/ Drainage ditches	33 ft. parkways - outside the limits of the interchange 58 ft. parkways - within the limits of the interchange No sidewalks are recommended in this segment.
6. Signalized Intersections - Major - Other	There are no signalized intersections. Interchanges exist at US Route 20 (Lake St.) and Interstate 290.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	Maintain full access control.
9. Transit	Reserve space for a park-and-ride facility near Interstate 290. Equip corridor and buses with signal pre-emption
10. Pedestrian/Bicycle Facility	No pedestrian/bicycle facilities are recommended.
11. Loading	N/A
12. Miscellaneous	N/A

Traffic Control/Intersection Configuration. There are no existing signalized intersections in this segment and no cross streets which connect to the through lanes on Illinois Route 83. No signalized intersections are warranted for the year 2010 in this segment. The expected level of service is "D/E".

Parking and Access. On street parking is not recommended in this segment. The full access control provided by existing frontage roads and interchanges will be maintained.

Structures. The three existing structures within this segment will not require modification to accommodate the recommended roadway section.

Transit Facilities. Install a park-and-ride facility near the Interstate 290 interchange. This facility will serve Illinois Route 83, Interstate 290, and US Route 20 (Lake Street).

Pedestrian/Bicycle Facilities. Pedestrian/bicycle facilities are not recommended in this segment.

Other Recommendations. There are no other unique recommendations in this segment.

Short Term/Low-Cost Improvements

Improvements which are consistent with SRA policy, and short term (and/or low-cost) are recommended for short term (1-5 years) implementation. No short term improvements are recommended in this segment.

Right-of-Way Requirements

The minimum existing right-of-way in this segment is 228 ft. Therefore, no additional right-of-way is required to accommodate the recommended roadway section.

Potential Environmental Concerns

There is no potential change in floodplain or wetland encroachment by the SRA recommendations.

Cost Estimate

The cost estimate for segment 3 is shown in Table 4.3.6.

Table 4.3.6: Cost Estimate

Construction Cost Estimate for Segment 3 of Illinois Route 83/Bell Road (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	$2,490,000
Intersection Improvement	$0
Structure Modification	$0
Interchange Improvement	$0
Transit Improvement	$200,000
Right of Way	$0
Total Estimated Cost for Recommended Improvements	**$2,690,000**
Short Term/Low-Cost	
Roadway	$0
Intersection Improvement	$0
Structure Modification	$0
Interchange Improvement	$0
Transit Improvement	$0
Right of Way	$0
Total Estimated Cost for Short Term/Low-Cost Improvements	**$0**
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements which are consistent with SRA policy, but are considered best implemented beyond the 2010 horizon are recommended for Ultimate (post 2010) consideration.

Roadway. High occupancy vehicle (HOV) lanes were initially considered by the study team on Illinois Route 83 between Interstate 55 and Elmhurst Road. HOV's are being studied on some Chicago roadways and HOV facilities are being designed for implementation on Interstate 55 between Interstate 294 and Chicago's loop. Future studies should continue to consider, and evaluate the feasibility of HOV facilities in this segment as a post 2010 improvement.

Traffic Control/Intersection Configuration. There are no ultimate improvements recommended in this segment.

Parking and Access. There are no ultimate improvements recommended in this segment.

Structures. There are no ultimate improvements recommended in this segment.

Transit Facilities. There are no ultimate improvements recommended in this segment.

Pedestrian/Bicycle Facilities. There are no ultimate improvements recommended in this segment.

Other Improvements. There are no other ultimate improvements recommended in this segment.

4.4 Segment 4: Illinois Route 83 (Kingery Highway/Busse Road) from Woodland Avenue to Oakton Street

Location

Segment 4, extends from just north of Woodland Avenue to Oakton Street along Illinois Route 83 (Kingery Highway/Busse Road) in Elk Grove Village (See Figure 4.1.1). Kingery Highway becomes Busse Road north of Thorndale Avenue. This segment is approximately 5.8 miles in length and is located in, or adjacent to, Bensenville, Wood Dale and Elk Grove Village.

Existing Facility Characteristics

The existing facility characteristics for this segment of Illinois Route 83 are shown on Exhibits ILL83-12a through 14a.

Right-of-Way. The existing right-of-way in this segment is 200 ft. with the exception of a section between Sherwood Drive and Illinois Route 19 (Irving Park Road) in Wood Dale. The existing right-of-way varies from 200 ft. to 244 ft.

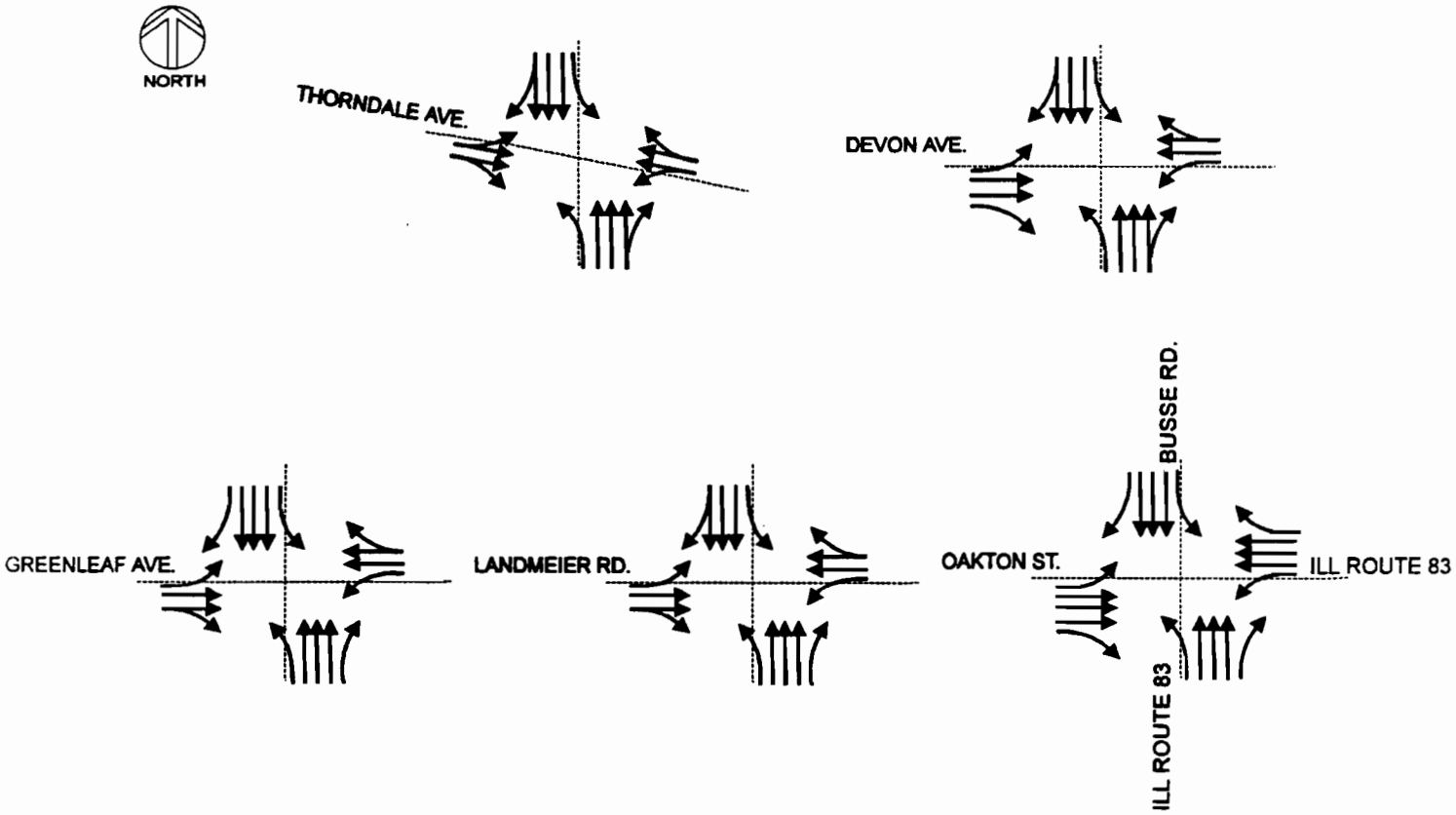
Roadway Characteristics. The roadway in this segment consists of three 12 ft. through lanes in each direction, an 18 ft. raised concrete median, and paved 10 ft. wide outside shoulder. Between Bryn Mawr Avenue and Mark Street, there is a grass median that varies between 18 ft. to 40 ft. The posted speed limit is 45 mph.

Traffic Control/Intersection Configuration. The 12 existing signalized intersections in this segment are: 3rd Avenue, Sherwood Drive, Hillside Drive, Foster Avenue, Thorndale Avenue, Mark Street, Devon Avenue, Pratt Avenue, Greenleaf Avenue, Landmeier Road, Howard Street, and Oakton Street.

Throughout this segment, Illinois Route 83 signalized intersection approaches include three through lanes in each direction. There is single left turn storage at all intersections. Sherwood Avenue, Pratt Avenue, Greenleaf Street, and Oakton Street provide right turn storage, and Landmeier Road provides right turn storage only for the northbound direction.

The major existing intersections are Thorndale Avenue, Devon Avenue, Greenleaf Avenue, Landmeier Road, and Oakton Street. These are shown in Figure 4.4.2.

Figure 4.4.2: Existing Intersection Configuration



Structures: There are two structures within this segment as indicated in Table 4.4.1.

Table 4.4.1: Existing Structure List

IDOT Structure Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
022-0141	Illinois Route 83 / SOO RR	94.8	176.0	N/A	N/A
022-0142	Illinois Route 83 / Illinois Route19 (Irving Park Road)	94.8	160.0	N/A	N/A

Transit. The Metra Milwaukee District/West Line crosses Kingery Highway in this segment. Nearby stations include Bensenville and Wood Dale. The Pace Bus Route 223 travels along Busse Road/Kingery Highway between Oakton Street and Tower Lane as indicated in Table 4.4.2.

Table 4.4.2: Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership	Station Parking	
				Spaces	% Use
Metra Lines and Nearest Stations					
Milw. District / West Line - Bensenville Sta.	110 W. Main St.	Weekday: 22 IB, 22 OB; Saturday: 11 IB, 11 OB; Sunday: 6 IB, 6 OB	447	195	93.3%
Milw. District / West Line - Wood Dale Sta.	301 N. Wood Dale Ave.	Weekday: 22 IB, 22 OB; Saturday: 11 IB, 11 OB; Sunday: 6 IB, 6 OB	614	439	86.8%
Pace Bus Routes					
Pace 223	Along ILL 83 from Oakton St. to Tower Lane	NB - Mark St. to Touhy Ave.; SB - Oakton St. to Tower Ln.; Weekday: 26 NB, 26 SB; Saturday: 7 NB, 7 SB; No Sunday or holiday service.	2,193	N/A	N/A
Sources: Metra and Pace, "Future Agenda for Suburban Transportation" (April 1992). Pace, "Quarterly Route Review: January - March, 1992" (June 1992). Metra and Pace, Individual line/route timetables. (NB=northbound, SB=southbound, EB=eastbound, WB=westbound, IB=inbound, OB=outbound)					

*Pace ridership is reported as average weekday ridership for 1992.

Other Characteristics. Access to minor side streets and adjacent development is restricted to right-in/right-out movements only. Median breaks occur only at major intersections.

Existing Environmental Characteristics

The existing environmental characteristics for this segment of Illinois Route 83 are shown on Exhibits ILL83-12a through 14a and include floodplains, wetlands, historic sites, threatened or endangered species, hazardous waste sites, and LUST sites. Refer to Table 4.4.3 for a summary of environmentally sensitive features.

Table 4.4.3: Summary of Environmentally Sensitive Features

Item	Exhibit	Item Description/Address/Registry
Historic Site	ILL83-12a	St. John's United Church of Christ, northeast of Foster Ave. Bensenville, is potentially eligible for national recognition.
CERCLIS Site (1)	ILL83-13a	Liberty Business Park, 2525 Busse Rd., Elk Grove Village.
	ILL83-14a	Film Recovery Systems Chips, 1855 Greenleaf Ave., Elk Grove Village.
	ILL83-14a	Curtin Matheson Scientific Inc., 1850 Greenleaf Ave., Elk Grove Village.
LUST Site (2)	ILL83-13a	Liberty Business Park, 2525 Busse Rd., Elk Grove Village.
	ILL83-13a	Bill's Village Marathon, 1501 S. Busse Rd., Elk Grove Village.
Habitat or Threatened or Endangered Species	ILL83-12a	A habitat was identified northwest of Woodland Ave.

(1) CERCLIS = Comprehensive Environmental Response Compensation and Liability Act Information Systems; sites that reportedly have accepted hazardous substances or possess a record of accidental or illegal dumping.
(2) LUST = Leaking Underground Storage Tank.

Streams/Wetlands/Floodplains. There are wetlands among development and within parks along the segment: at Deer Park, along residences north of Sherwood Drive, north of Bryn Mawr Avenue, within the Liberty Business Park, north and south of Devon Avenue, and northwest of Estes Avenue. A floodplain crosses the route at 3rd Avenue and comes within 800 ft. of the route southeast of Brummel Street..

Historical Significance. St. John's United Church of Christ, a site of potential historical importance, is located northeast of the Foster Avenue intersection.

Hazardous Waste/LUST Sites. Three sites have been identified as containing hazardous waste. The first property is within the Liberty Business Park southeast of the Devon Avenue intersection, and two properties are along Greenleaf Avenue approximately 1,000 ft. east of the route. Two additional LUST sites have been reported east and west of the roadway south of Devon Avenue.

Prime Farmland. There is no designated prime farmland along this segment.

Threatened or Endangered Species. A threatened or endangered plant species is known to exist within the wooded area northwest of Woodland Avenue.

Existing Land Use/Development Characteristics

Type and Intensity of Development. Single-family residential neighborhoods as well as several schools and churches flank both sides of Illinois Route 83 from Woodland Avenue north to Foster Avenue, as shown on Exhibit ILL 83-12a.

Single-family residential uses continue north from Foster Avenue to Ardmore Avenue. The St. John's United Church of Christ is located on the east side of Illinois Route 83, north of Foster Avenue. The remainder of this segment, extending north to Oakton Street, consists primarily of commercial and industrial uses.

Development Access and Constraints. Roadway improvements would not have an adverse impact on adjacent land uses. The industrial and commercial uses north of Foster Avenue are serviced by high volume truck traffic. Direct access onto Illinois Route 83 increases in this section as does traffic congestion relative to the more southern segments.

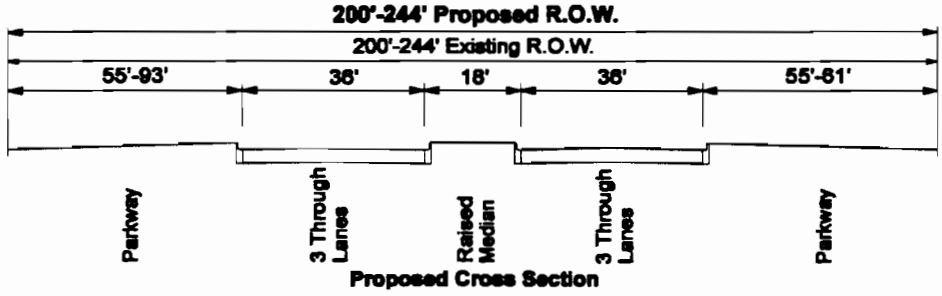
Future Development. Several vacant parcels north of Foster Avenue are planned for industrial development.

The proposed Elgin-O'Hare Expressway would cross the route in this segment at Thorndale Avenue. This proposed expressway would be a limited access facility connecting Illinois Route 19 (Irving Park Road) with the alignment of Thorndale Avenue, skirting the southwest side of O'Hare Field. Thorndale Avenue would become a collector frontage road for industrial uses on either side of the expressway as noted in the Comprehensive Plan Report, for Bensenville.

Recommended Improvements

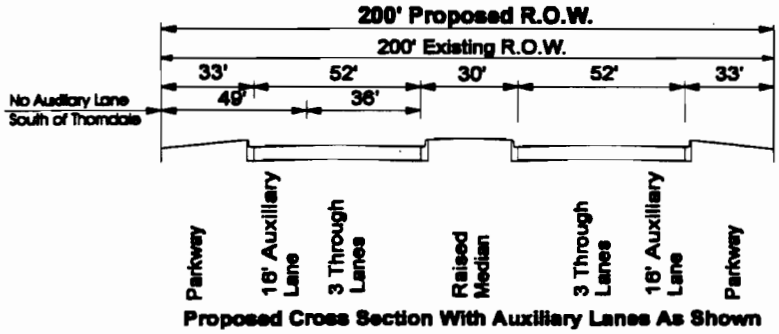
Improvements which are consistent with SRA policy, have been developed by evaluating numerous factors including the year 2010 projected travel demands, the existing roadway characteristics and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibits ILL83-12b through 14b and summarized in Table 4.4.4.

Roadway. The existing right-of-way of 200 ft. to 244 ft. will be maintained. South of Foster Avenue, the recommended section provides for three 12 ft. through lanes in each direction with an 18 ft. raised landscaped median, curb and gutter, and variable parkways.



Proposed Cross Section

North of Foster Avenue, the recommended section provides for three 12 ft. through lanes in each direction with a 30 ft. raised landscaped median, curb and gutter, and 33 ft.- 49 ft. parkways. This section also provides for a 16 ft. auxiliary lane from Foster Avenue to Thorndale Avenue only on the east side and north of Thorndale Avenue, on the east and west side.



Proposed Cross Section With Auxiliary Lanes As Shown

Table 4.4.4: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	Maintain existing 200 ft. - 244 ft. right-of-way..
2. Level of Service	LOS D/E - South of ILL Rt. 19 (Irving Park Rd.) LOS F - North of ILL Rt. 19 (Irving Park Rd.)
3. Number and Width of Through Lanes	Woodland Ave. to Oakton St. - three 12 ft. through lanes in each direction; Foster Ave. to Thorndale Ave. - one 16 ft. auxiliary lane (east side). Thorndale Ave. to Oakton St.- one 16 ft. auxiliary lane. (east and west side)
4. Median Width and Type	Woodland Ave. to Foster Ave. - 18 ft. raised and landscaped median. Foster Ave. to Oakton St. - 30 ft. raised and landscaped median.
5. Parkways/Sidewalks/ Drainage ditches	Woodland Ave. to Foster Ave. - 55 ft. to 93 ft. parkways. Foster Ave. to Oakton St. - 33 ft. to 49 ft. parkways; no sidewalks.
6. Signalized Intersections - Major - Other	The major intersections are Thorndale Ave., Devon Ave., Greenleaf Ave., Landmeier Rd., and Oakton St. Thorndale Ave. is the future location of the Elgin O'Hare Expressway. Signals exist at 3rd Ave., Sherwood Dr., Hillside Dr., Foster Ave., Mark St., Pratt Ave., and Howard St.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	Access restricted to right in / right out only except at signalized intersections. Maintain existing frontage roads to provide access control.
9. Transit	Reserve space for a future park-and-ride near Thorndale Ave. to be co-ordinated with the Elgin - O'Hare Expressway. Provide bus stops, shelters, and turnouts between Tower Ln. and Oakton St. at 1/4 mile intervals. Install directional signs transit stations. Equip corridor/ buses with signal pre-emption.
10. Pedestrian/Bicycle Facility	No pedestrian/bicycle facilities are recommended in this segment.
11. Loading	Maintain existing loading at industrial off street loading docks.
12. Miscellaneous	Coordinate recommendations with the proposed Elgin-O-Hare Expressway. Consider realigning Higgins Rd. to a 90 degree intersection at Oakton St. ILL Rt. 72 (Higgins Rd.) will be analyzed during the ILL Rt. 72 SRA Study.

Traffic Control Intersection Configuration. Based on projected traffic volumes, dual left and single right turn lanes are warranted at Devon Avenue, Greenleaf Avenue and Landmeier Road. At Oakton Street, dual left, single right (southbound approach), and dual right turn bays (northbound approach) are warranted. The recommended 30 ft. median can accommodate dual left turn lanes without further right-of-way acquisition. Coordinate recommendations with the proposed Elgin-O'Hare Expressway extension at Thorndale Avenue. All signalized intersections along this segment should be left turn phase actuated. The expected level of service is "D/E" south of Illinois Route 19 (Irving Park Road) and "F" north of Illinois Route 19 (Irving Park Road). Refer to Exhibits ID 4-1 through 4-4 for intersection improvements.

Parking and Access. On street parking is not recommended in this segment. Access is restricted to right in/right out only except at signalized intersections. Existing frontage roads should be maintained to enhance access management.

Structures. The two structures within this segment will not require modification to accommodate the recommended roadway section.

Transit Facilities. All signals on Illinois Route 83 should be equipped for bus pre-emption; Pace buses traveling on Illinois Route 83 should also be equipped for signal pre-emption. Reserve space for future park-and-ride near Thorndale Avenue to be coordinated with the Elgin-O'Hare Expressway. Install bus stops, shelters, and turnouts between Tower Lane and Oakton Street at 1/4 mile intervals.

Pedestrian/Bicycle Facilities. Pedestrian/bicycle facilities are not recommended in this segment

Other Recommendations. The existing signal spacing at Illinois Route 83 (Oakton Street) and Illinois Route 72 (Higgins Road) is inadequate, therefore current recommendations include realigning Higgins Road to a 90 degree intersection at Oakton Street which will increase the signal spacing. Elk Grove Village representatives support a previous recommendation of a grade separation of Illinois Route 72 (Higgins Road) over Illinois Route 83 and Busse Road. A further study of these recommendations will be discussed in the SRA Illinois Route 72 (Higgins Road) Study.

Short Term/Low-Cost Improvements

Improvements which are consistent with SRA policy, and are short term (and/or low-cost) are recommended for short term (1-5 years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. The intersections at Devon Avenue, Greenleaf Avenue, Landmeier Road, and Oakton Street should be upgraded. Implement the left turn and right turn lanes, but not the auxiliary lanes. This improvement will help traffic flow and not require additional right-of-way.

Parking and Access. Access is restricted to right-in/right-out only except at signalized intersections as development occurs.

Structures. There are no short term modifications recommended in this segment.

Transit Facilities. Install directional signs at the Illinois Route 19 (Irving Park Road) intersection to guide commuters to the Bensenville and Wood Dale Metra stations on the Milwaukee District/West Line. Install bus stops, shelters, and turnouts on Illinois Route 83 between Tower Lane and Oakton Street at 1/4 mile intervals.

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Other Improvements. There are no other short term improvements recommended in this segment.

Right-of-Way Requirements

The minimum existing right-of-way in this segment is 200 ft. Therefore, no additional right-of-way is required to accommodate the recommended roadway section.

Potential Environmental Concerns

Further studies will be conducted in the planning phase to mitigate any negative impacts to the area and the identified threatened or endangered species near Fisher Woods. The Liberty Business Park is known to contain hazardous material which will need to be investigated in future studies.

Cost Estimate

The cost estimate for segment 4 is shown in Table 4.4.6.

Table 4.4.6: Cost Estimate

Construction Cost Estimate for Segment 4 of Illinois Route 83/Bell Road (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	$25,462,500
Intersection Improvement	$0
Structure Modification	$0
Interchange Improvement	$0
Transit Improvement	$6,200,000
Right of Way	$0
Total Estimated Cost for Recommended Improvements	**$31,662,500**
Short Term/Low-Cost	
Roadway	$0
Intersection Improvement	$0
Structure Modification	$0
Interchange Improvement	$0
Transit Improvement	$6,000,000
Right of Way	$0
Total Estimated Cost for Short Term/Low-Cost Improvements	**$6,000,000**
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements which are consistent with SRA policy, but are considered best implemented beyond the 2010 horizon are recommended for Ultimate (post 2010) consideration.

Roadway. High occupancy vehicle (HOV) lanes were initially considered by the study team on Illinois Route 83 between Interstate 55 and Elmhurst Road. HOV's are being studied on some Chicago roadways and HOV facilities are being designed for implementation on Interstate 55 between Interstate 294 and Chicago's loop. Future studies should continue to consider, and evaluate the feasibility of HOV facilities in this segment as a post 2010 improvement.

Traffic Control/Intersection Configuration. There are no ultimate improvements recommended in this segment.

Parking and Access. There are no ultimate improvements recommended in this segment.

Structures. There are no ultimate improvements recommended in this segment.

Transit Facilities. There are no ultimate improvements recommended in this segment.

Pedestrian/Bicycle Facilities. There are no ultimate improvements recommended in this segment.

Other Improvements. There are no other ultimate improvements recommended in this segment.

4.5 Segment 5: Illinois Route 83, Oakton Street from Busse Road to Elmhurst Road; Elmhurst Road from Oakton Street to Illinois Route 58 (Golf Road)

Location

Segment 5, extends from the intersection of Oakton Street and Busse Road easterly to the intersection of Oakton Street and Elmhurst Road, then northerly along Elmhurst Road to Illinois Route 58 (Golf Road). This segment is approximately 1.0 mile along Oakton Street and 1.8 miles along Elmhurst Road for a total segment length of 2.8 miles (See Figure 4.1.1). This segment is located in, or adjacent to, the municipalities of Elk Grove Village, Des Plaines and Mount Prospect.

Existing Facility Characteristics

The existing facility characteristics for this segment of Illinois Route 83 are shown on Exhibits ILL83-14a through 16a.

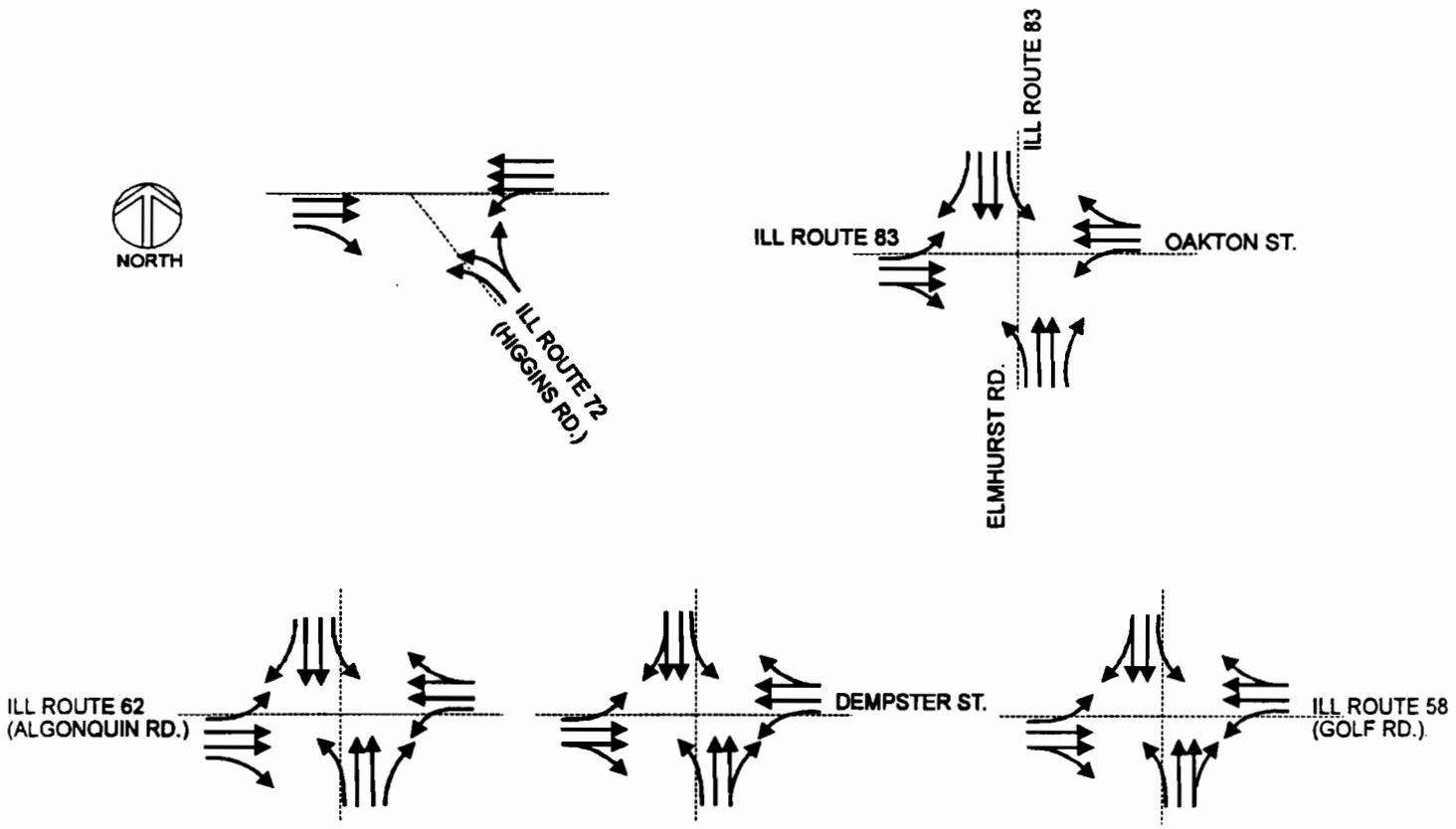
Right-of-Way. The existing right-of-way for the entire length of this segment is 100 ft.

Roadway Characteristics. The existing roadway section throughout this segment consists of two 12 ft. through lanes in each direction. The pavement width for the Oakton Street portion of this segment is 56 ft. and includes an 8 ft. flush median. The Elmhurst Road portion of this segment is 66 ft. wide and includes a 16 ft. flush median. The roadway has curb and gutter along both sides throughout the segment. The posted speed limit is 45 mph.

Traffic Control/Intersection Configuration. There are 6 signalized intersections in this segment: Illinois Route 72 (Higgins Road), Illinois Route 83 (Elmhurst Road), Illinois Route 62 (Algonquin Road), Dempster Street, Huntington Commons Road, and Illinois Route 58 (Golf Road).

Throughout this segment, Illinois Route 83 signaled intersection approaches include two through lanes in each direction with left turn storage except at Illinois Route 72 (Higgins Road). Right turn storage is provided only at the eastbound approach of Illinois Route 72 (Higgins Road) and at the southbound approach of Huntington Commons Road. The five major intersections of this segment are shown in Figure 4.5.2.

Figure 4.5.2: Existing Intersection Configuration



Structures. There is one structure within this segment as indicated in Table 4.5.1.

Table 4.5.1: Existing Structure List

IDOT Structure Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
016-9974	Interstate 90 / Illinois Route 83	N/A	228.0	64.0	17.2

Transit. Several Pace bus routes travel along the corridor in this segment as indicated in Table 4.5.2.

Table 4.5.2: Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership	Station Parking	
				Spaces	% Use
Pace Bus Routes					
Pace 223	WB along Oakton St. from Elmhurst Rd. to Busse Rd.	Weekday: 24-26; Saturday: 7; No Sunday or holiday service.	2,193	N/A	N/A
Pace 226	Along Oakton St. from Hamilton Rd. to Elmhurst Rd.	Weekday 21 EB, 21 WB; No Saturday, Sunday, or holiday service.	1,921	N/A	N/A
Pace 332	Along Oakton St. from Hamilton Rd. to Elmhurst Rd.	Weekday: 8 EB, 8 WB; No Saturday, Sunday, or holiday service.	231	N/A	N/A
Pace 606 (Express)	On Northwest Tollway, crossing Oakton St.	Weekday: 19 EB, 21 WB; Saturday: 7 EB, 8 WB; No Saturday, Sunday, or holiday service.	1,404	N/A	N/A
Pace 616	On Northwest Tollway, crossing Oakton St.	Weekday: 9 EB, 12 WB; No Saturday, Sunday, or holiday service.	189	N/A	N/A
Pace 606 (Local)	On Elmhurst Rd. from Oakton St. to Algonquin Rd.	Weekday: 17 EB, 17 WB; Saturday: 9 EB, 8 WB; No Sunday or holiday service.	1,404	N/A	N/A
Pace 209	Crosses on Golf Rd.	Weekday: 37 EB, 37 WB; Saturday: 24 EB, 24 WB; Sunday: 19 EB, 19 WB	2,217	N/A	N/A

Sources: Metra and Pace, "Future Agenda for Suburban Transportation" (April 1992). Pace, "Quarterly Route Review: January - March, 1992" (June 1992). Metra and Pace, Individual line/route timetables.
(NB=northbound, SB=southbound, EB=eastbound, WB=westbound, IB=inbound, OB=outbound)

*Pace ridership is reported as average weekday ridership for 1992.

Other Characteristics. There are no other unique characteristics in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits ILL83- 14a through 16a and include Higgins Creek, wetlands, floodplains, and a LUST site. Refer to Table 4.5.3 for a summary of environmentally sensitive features.

Table 4.5.3: Summary of Environmentally Sensitive Features

Item	Exhibit	Item Description/Address/Registry
Historic Site	-	None identified.
CERCLIS Site (1)	-	None identified.
LUST Site (2)	ILL83-16a	Venture Store, 1500 S. Elmhurst Rd., Mt. Prospect.
Habitat of Threatened or Endangered Species	-	None identified.

(1) CERCLIS = Comprehensive Environmental Response Compensation and Liability Act Information Systems; sites that reportedly have accepted hazardous substances or possess a record of accidental or illegal dumping.
(2) LUST = Leaking Underground Storage Tank.

Streams/Wetlands/Floodplains. Higgins Creek and its floodplain cross the route among development southwest of the Oakton Street and Elmhurst Road intersection. Wetlands are located along Illinois Route 83 at the Elmhurst Road/Interstate 90 interchange, northwest of the Algonquin Road intersection, and northwest of Huntington Commons Road.

Historical Significance. There are no sites of documented historical significance located along this segment.

Hazardous Waste/LUST Sites. There are no hazardous waste sites located along this segment. The Venture store property northwest of the Dempster Street intersection has been reported as containing a leaking underground storage tank.

Prime Farmland. There is no designated prime farmland along this segment.

Threatened or Endangered Species. There are no threatened or endangered species known to exist along this segment.

Existing Land Use/Development Characteristics

Type and Intensity of Development. Commercial and multiple-family residential land uses flank this segment of Illinois Route 83 between Busse Road and Elmhurst Road. A large mobile home park is adjacent to Interstate 90 (Northwest Tollway) north of Illinois Route 83.

The land uses from the Oakton Street and Elmhurst Road intersection north to Illinois Route 58 (Golf Road) include a mixture of single and multiple-family residential, commercial and office development. Between Illinois Route 62 (Algonquin Road) and Dempster Street, the land use is commercial and office development on both sides of Illinois Route 83. At the Illinois Route 58 (Golf Road) intersection, the Golf Plaza Shopping Center is adjacent to Illinois Route 83 on the west and the Market Place Shopping Center is adjacent to the east. These land uses are shown on Exhibits ILL83-15a and 16a.

North of Kathleen Drive, a utility corridor extends from both sides of Illinois Route 83. High Ridge Knolls Park is located in this corridor and it includes a pathway on both sides of Illinois Route 83.

Development Access and Constraints. The existing buildings should not be adversely affected by the proposed right-of-way expansion, due to the large setbacks along this corridor. The commercial uses lining Illinois Route 83 may lose a portion of their front yard parking and associated signs may need to be relocated.

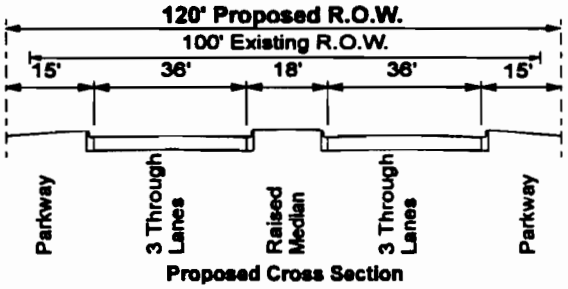
Roadway expansion would also impact the existing parkways. The parkways along the east side of Elmhurst Road include mature trees that may be removed by roadway expansion.

Future Development. There are no future development projects, which would impact this route, identified by the local communities.

Recommended Improvements

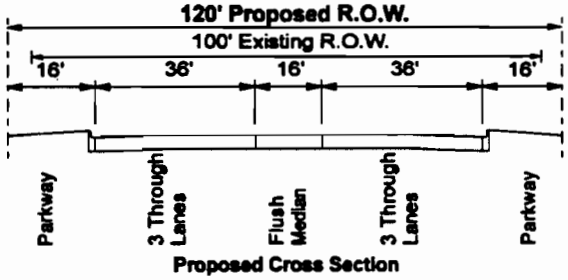
Improvements, which are consistent with SRA policy, have been developed by evaluating the numerous factors including the year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibits ILL 83-14b through 16b and summarized in Table 4.5.4.

Roadway. The recommended 120 ft. roadway cross section for the Oakton Street portion of this segment provides three 12 ft. through lanes in each direction with an 18 ft. raised landscaped median, 15 ft. parkways, and sidewalks.



Proposed Cross Section

On Elmhurst Road, the recommended 120 ft. roadway cross section provides for three 12 ft. through lanes in each direction with a 16 ft. flush median, 16 ft. parkways, and sidewalk.



Proposed Cross Section

Table 4.5.4: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	The recommended right-of-way width is 120 ft.
2. Level of Service	LOS D.
3. Number and Width of Through Lanes	Three 12 ft. through lanes in each direction.
4. Median Width and Type	18 ft. raised and landscaped median - Busse Rd. to Elmhurst Rd. 16 ft. flush median - Oakton St. to ILL 58 (Golf Rd.)
5. Parkways/Sidewalks/ Drainage ditches	15 ft. parkways and sidewalks - Busse Rd. to Elmhurst Rd. 16 ft. parkways and sidewalks - Oakton St. to ILL Rt. 58 (Golf Rd.)
6. Signalized Intersections - Major - Other	The major intersections are ILL Rt. 72 (Higgins Rd.), Oakton St./ Elmhurst Rd., ILL Rt. 62 (Algonquin Rd.), Dempster St. and ILL Rt. 58 (Golf Rd). Signals exist at Huntington Commons Rd. Provide signal interconnection between ILL Rt. 62 (Algonquin Rd.) and ILL Rt. 58 (Golf Rd.)
7. Parking	Maintain no on street parking.
8. Curb Cut Access	No new access to be provided. Access on Oakton St., between Busse Rd. and Elmhurst Rd., restricted to right in/right out only except at signalized intersections or median breaks. Unlimited access along Elmhurst Rd. due to flush median. Identify access controls, driveway consolidations.
9. Transit	Reserve space for a park-and-ride near Oakton St./ Elmhurst Rd. Provide bus stops, shelters, and turnouts at Golf Rd. and on Oakton St. On Elmhurst Rd. between Oakton St. and Algonquin Rd. provide bus stops, shelters, and turnouts at 1/4 mile intervals. Equip corridor/ buses with signal pre-emption.
10. Pedestrian/Bicycle Facility	Provide a pedestrian/bicycle overpass at High Ridge Knolls Park.
11. Loading	Maintain existing off street loading.
12. Miscellaneous	Some mature trees may be removed.

Traffic Control/Intersection Configuration. Dual left turn bays are warranted at the Oakton Street/Elmhurst Road, Illinois Route 62 (Algonquin Road), and Illinois Route 58 (Golf Road) intersections, based on the projected volumes and the recommended roadway section. Dual right turn bays are warranted at the Oakton Street/Elmhurst Road (southbound) major intersection. At the Oakton Street/Elmhurst Road (southbound), and the Dempster Street major intersections, single left turn bays are needed. Single right turn bays are warranted at Algonquin Road, and Golf Road (northbound). Additional right-of-way is needed at the Oakton Street/Elmhurst Road, Algonquin Road and Golf Road intersections. The single left turn bay at the Dempster Street major intersection can be provided within the recommended median and

right-of-way. All signalized intersections along this segment are to be left turn phase actuated. Between Algonquin Road and Golf Road, signal interconnection is recommended.

The estimated level of service for this segment is "D." Refer to Exhibits ID 5-1 through 5-4 for intersection improvements.

Parking and Access. There is no on street parking recommended in this segment. On the Oakton Street portion of this segment, access should be restricted to right in/right out only except at signalized intersections and median breaks. For the remainder of the segment, the flush median provides for unlimited access.

Structures. The one existing structure within this segment will need to be replaced to accommodate the recommended roadway section as shown in Table 4.5.5.

Table 4.5.5: Structure Modification

IDOT Structure Number	Facility Carried / Feature Crossed	Existing Width (Feet)	Proposed Recommendation
016-9974	Interstate 90 / Illinois Route 83	N/A	Replace Structure

Transit Facilities. Reserve space for a park-and-ride facility near the intersection of Oakton Street and Elmhurst Road. This facility will serve Oakton Street, Elmhurst Road, and Interstate 90 (Northwest Tollway). Install bus stops at 1/4 mile intervals along Oakton Street between Busse Road and Elmhurst Road. Install bus stops at 1/4 mile intervals along Elmhurst Road between Oakton Street and Algonquin Road. Install bus stops in each direction of Golf Road where it crosses Illinois Route 83. All signals on Illinois Route 83 should be equipped for bus pre-emption; Pace buses traveling on Illinois Route 83 should also be equipped for signal pre-emption.

Pedestrian/Bicycle Facilities. A pedestrian/bicycle overpass is recommended south of Huntington Commons Road to connect both sections of High Ridge Knolls Park.

Other Recommendations. There are no other unique recommendations in this segment.

Short Term/Low-Cost Improvements

Improvements which are consistent with SRA policy, and are short term (and/or low-cost) are recommended for short term (1-5 years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersections Configuration. The intersections of Oakton Street/Elmhurst Road, Algonquin Road, and Dempster Street should be improved. These improvements require minimum right-of-way acquisition and will improve traffic flow.

Parking and Access. There are no short term improvements recommended in this segment.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. Reserve space for a park-and-ride facility near the intersection of Oakton Street and Elmhurst Road. Install bus stops at 1/4 mile intervals along Oakton Street between Busse Road and Elmhurst Road. Install bus stops at 1/4 mile intervals along Elmhurst Road between Oakton Street and Algonquin Road. Install bus stops in each direction of Golf Road where it crosses Illinois Route 83.

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment

Other Improvements. There are no other short term improvements recommended in this segment.

Right-of-Way Requirements

The existing right-of-way is 100 ft. while the recommended right-of-way is 120 ft. Therefore, 20 ft. of right-of-way is required along this segment. Right-of-way acquisition, approximately 7 acres, should be centered within the segment.

Potential Environmental Concerns

Of primary concern in this segment is the potential displacement of numerous structures, mature trees, and wetlands to achieve the

desired 120 ft. right-of-way. Floodplains cross the route between Interstate 90 and Elmhurst Road which could be impacted by a proposed park-and-ride facility.

Cost Estimate

The cost estimate for segment 5 is shown in Table 4.5.6.

Table 4.5.6: Cost Estimate

Construction Cost Estimate for Segment 5 of Illinois Route 83/Bell Road (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	$12,600,000
Intersection Improvement	$1,000,000
Structure Modification	$2,000,000
Interchange Improvement	$0
Transit Improvement	$7,025,000
Right of Way	$700,000
Total Estimated Cost for Recommended Improvements	**$23,325,000**
Short Term/Low-Cost	
Roadway	$0
Intersection Improvement	$0
Structure Modification	$0
Interchange Improvement	$0
Transit Improvement	$6,800,000
Right of Way	$0
Total Estimated Cost for Short Term/Low-Cost Improvements	**$6,800,000**
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements which are consistent with SRA policy, but are considered best implemented beyond the 2010 horizon are recommended for Ultimate (post 2010) consideration.

Roadway. High occupancy vehicle (HOV) lanes were initially considered by the study team on Illinois Route 83 between Interstate 55 and Elmhurst Road. HOV's are being studied on some Chicago roadways and HOV facilities are being designed for implementation on Interstate 55 between Interstate 294 and Chicago's loop. Future studies should continue to consider, and evaluate the feasibility of HOV facilities in this segment as a post 2010 improvement.

Traffic Control/Intersection Configuration. There are no ultimate improvements recommended in this segment.

Parking and Access. There are no ultimate improvements recommended in this segment.

Structures. There are no ultimate improvements recommended in this segment.

Transit Facilities. There are no ultimate improvements recommended in this segment.

Pedestrian/Bicycle Facilities. There are no ultimate improvements recommended in this segment.

Other Improvements. There are no other ultimate improvements recommended in this segment.

4.6 Segment 6: Illinois Route 83 (Elmhurst Road) from Illinois Route 58 (Golf Road) to US Route 12 (Rand Road)

Location

Segment 6, extends from Illinois Route 58 (Golf Road) to US Route 12 (Rand Road) along Elmhurst Road (See Figure 4.1.1). This segment is approximately 2.5 miles long and is located in the Village of Mount Prospect.

Existing Facility Characteristics

The existing facility characteristics for this segment of Illinois Route 83 are shown on Exhibits ILL83-16a through 18a.

Right-of-Way. The existing right-of-way in this segment varies from 66 ft. to 100 ft. From Illinois Route 58 (Golf Road) to Lincoln Road the right-of-way varies from 73 ft. to 100 ft. From Lincoln Road to Central Road the right-of-way is 66 ft. and north of Central Road to US Route 12 (Rand Road) the right-of-way is 80 ft.

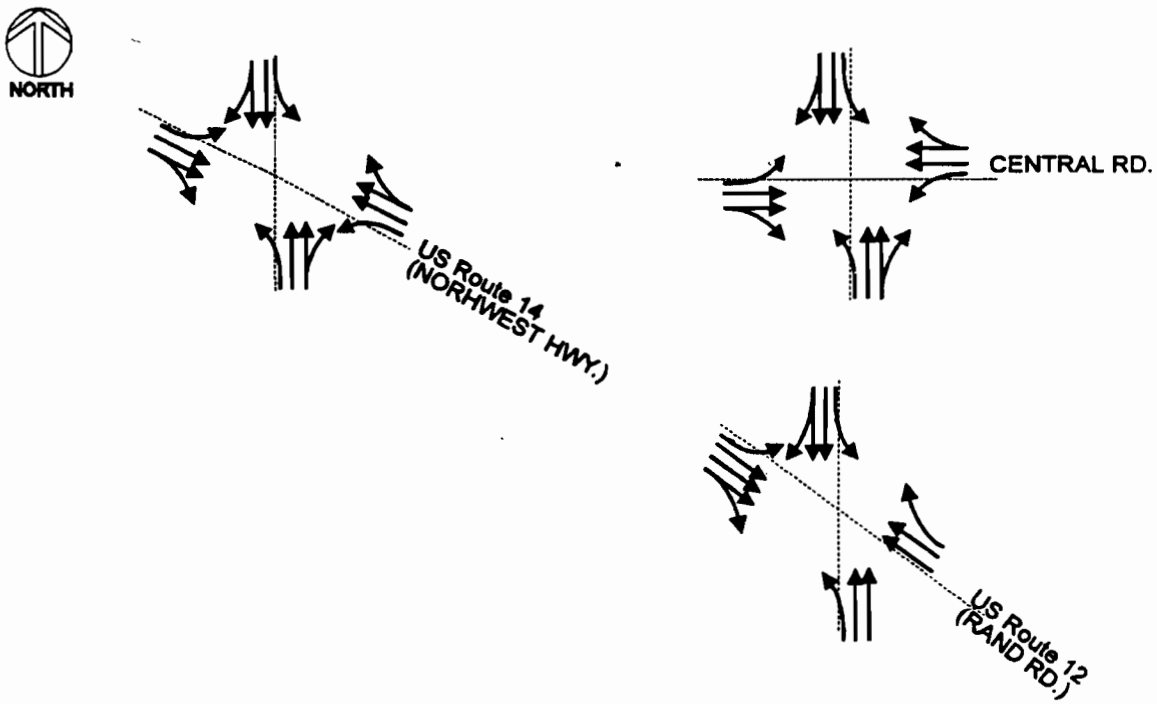
Roadway Characteristics. The existing roadway in this segment consists of two through lanes in each direction. The pavement width is 48 ft. with no median and closed drainage. The posted speed limit is 35 mph.

Traffic Control/Intersection Configuration. There are 9 signalized intersections in this segment: Lonnquist Boulevard, Council Trail Road, Lincoln Road, Prospect Avenue, US Route 14 (Northwest Highway), Central Road, Gregory Street, Kensington Road, and US Route 12 (Rand Road).

Throughout this segment, Illinois Route 83 signalized intersection approaches include two through lanes in each direction. There are single left turn storage bays at Lincoln Road, Prospect Avenue, US Route 14 (Northwest Highway), Central Road, Kensington Road, and US Route 12 (Rand Road). No right turn storage is provided.

The major intersections are US Route 14 (Northwest Highway), Central Road, and US Route 12 (Rand Road). These are shown in Figure 4.6.2.

Figure 4.6.2: Existing Intersection Configuration



Structures. There is one structure within this segment as indicated in Table 4.6.1

Table 4.6.1: Existing Structure List

IDOT Structure Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
016-0559	Illinois Route 83 / Weller's Creek	43.4	35.0	N/A	N/A

Transit. Metra commuter service and several Pace bus routes serve this segment as indicated in Table 4.6.2.

Table 4.6.2: Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership	Station Parking	
				Spaces	% Use
Metra Lines and Nearest Stations					
C & NW/ NW Line - Mount Prospect Sta.	13 East Northwest Hwy. (at Main St.)	Weekday: 23 IB, 26 OB; Saturday: 14 IB, 12 OB; Sunday: 7 IB, 8 OB;	2,073	868	91.2%
C & NW/ NW Line - Cumberland Sta.	475 East Northwest Hwy.	Weekday: 21 IB, 23 OB; Saturday: 13 IB, 12 OB; Sunday: 7 IB, 8 OB;	537	316	73.7%
C & NW/ NW Line - Arlington Heights Sta./ Park Sta.	19 East Northwest Hwy.	Weekday: 25 IB, 27 OB; Saturday: 14 IB, 13 OB; Sunday: 7 IB, 8 OB; Sunday: 5 IB, 5 OB;	3,129	1,336	95.4%
Pace Bus Routes					
Pace 234	Along the corridor north of Northwest Hwy.	Weekday: 18 NB, 19 SB; Saturday: 11 NB, 10 SB; No Sunday or holiday service.	545	N/A	N/A
Pace 696	Terminates at corridor on Kensington Rd.	Weekday: 17 EB, 18 WB; No Saturday, Sunday, or holiday service.	461	N/A	N/A

Sources: Metra and Pace, "Future Agenda for Suburban Transportation" (April 1992). Pace, "Quarterly Route Review: January - March, 1992" (June 1992). Metra and Pace, Individual line/route timetables.
(NB=northbound, SB=southbound, EB=eastbound, WB=westbound, IB=inbound, OB=outbound)

*Pace ridership is reported as average weekday ridership for 1992.

Other Characteristics. There are no other unique characteristics in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for this segment of Illinois Route 83 are shown on Exhibits ILL83-16a through 18a and include Weller's Creek and floodplain.

Streams/Wetlands/Floodplains. Weller's Creek and floodplain cross the route north of Lonnquist Boulevard.

Historical Significance. There are no sites of documented historical significance located along this segment.

Hazardous Waste/LUST Sites. There are no sites located along this segment.

Prime Farmland. There is no designated prime farmland along this segment.

Threatened or Endangered Species. There are no threatened or endangered species known to exist along this segment.

Existing Land Use/Development Characteristics

Type and Intensity of Development. This segment is characterized by neighborhoods of single-family homes set on a grid system of perpendicular streets. Illinois Route 83 serves these neighborhoods as well as the business center of Mount Prospect. The business center is adjacent to the US Route 14 (Northwest Highway) which intersects this segment as shown on Exhibit ILL83-17a. Commercial uses line Illinois Route 83 from Prospect Avenue to Central Road. At Central Road, the public library is on the southeast corner, commercial uses extend along the northwest corner, and multiple family residential uses extend along the northeast corner. The Mount Prospect Metra train station is located within the business center at the northwest corner of Emerson Street and US Route 14 (Northwest Highway). The Village has determined that it is not feasible to relocate the Metra station.

Institutional uses along this segment include St. Raymond's School at Lincoln Road; St. Mark's Lutheran Church at Evergreen Avenue; St. John's Episcopal Church at Thayer Street; and the Community Presbyterian Church at Gregory Street.

Development Access and Constraints. The existing right-of-way widths would be maintained in the prominently residential sections of this segment. This section of Illinois Route 83 includes a highly constrained S-shaped portion of the roadway from Shabonee Trail Road to Milburn Avenue. The homes fronting the curved roadway have small setbacks and the front yards include mature trees, garages and driveways. Widening the roadway may also consume the small, triangular park at Lincoln Road and Illinois Route 83.

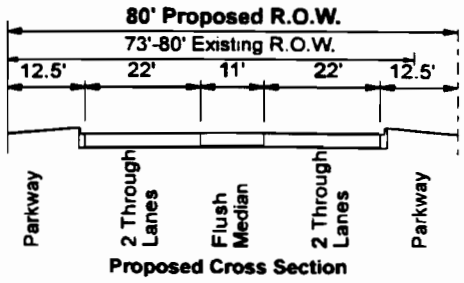
Mature trees line the parkways to the east and west of this segment. Widening the roadway in these sections may require removal of these trees and other streetscape features.

Future Development. There are no future developments planned by the local communities in this segment.

Recommended Improvements

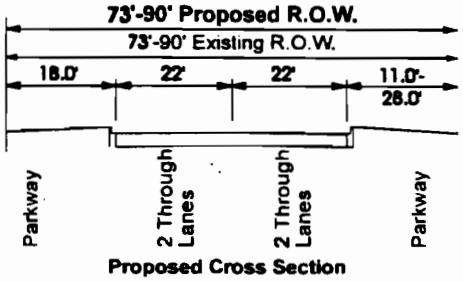
Improvements, which are consistent with SRA policy, have been developed by evaluating numerous factors including the year 2010 projected travel demand, the existing roadway characteristics and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibits ILL83-16b through 18b, and summarized in Table 4.6.4.

Roadway. From Illinois Route 58 (Golf Road) to Lonnquist Boulevard and from Central Road to US Route 12 (Rand Road), the recommended 80 ft. right-of-way provides for two 11 ft. through lanes in each direction, an 11 ft. flush median, and 12.5 ft. parkways with sidewalk.



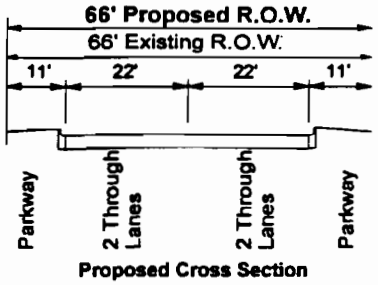
Proposed Cross Section

Between Lonnquist Boulevard and Lincoln Road the recommended 73 ft. to 90 ft. right-of-way provides for two 11 ft. through lanes in each direction, variable parkways, and sidewalks.



Proposed Cross Section

The recommendation for the S-shaped portion of the roadway at Lincoln Road is to maintain the existing right-of-way of 66 ft. This right-of-way provides for two 11 ft. through lanes in each direction with no median, 11 ft. parkways and sidewalks.

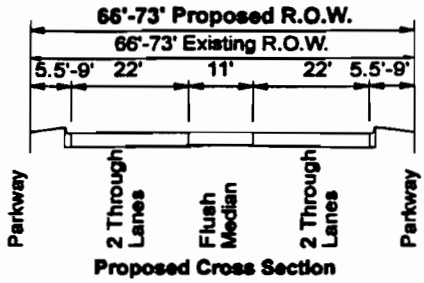


Proposed Cross Section

Table 4.6.4: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	A majority of the right-of-way in this segment will be maintained. The area between Golf Rd. and Orchard Pl. will require agricultural right-of-way east of ILL Rt. 83; the area between Milburn Ave. and Evergreen Ave. will need an additional 6 ft.
2. Level of Service	LOS F
3. Number and Width of Through Lanes	Two 11 ft. lanes in each direction.
4. Median Width and Type	No median.
5. Parkways/Sidewalks/ Drainage ditches	11 ft. to 18 ft. parkways from ILL Rt. 58 (Golf Rd.) to US Route 12 (Rand Rd.); curb and gutter and sidewalks to be provided.
6. Signalized Intersections - Major - Other	The major intersections are US Route 14 (Northwest Highway), Central Rd., and US Route 12 (Rand Rd.). Signals exist at Lonnquist Blvd., Council Trail Rd., Lincoln Rd., Prospect Ave., Gregory St., and Kensington Rd. Provide signal interconnection between I-90 and US Route 14 (Northwest Highway).
7. Parking	Maintain no on street parking.
8. Curb Cut Access	Left turns prohibited from ILL Rte. 83 to Pine St. and Wille St.; access roads recommended east and west of ILL Rt. 83 between Kensington Rd. and US Route 12 (Rand Rd.)
9. Transit	Provide bus stops, shelters, and turnouts on Elmhurst Rd., north of US Route 14, at 1/4 mile spacing. Install directional signs to the rail stations and to the bus transfer facility at the west entrance to Montgomery Ward in Randhurst Shopping Center. Equip corridor/ buses with signal pre-emption.
10. Pedestrian/Bicycle Facility	Maintain existing pedestrian/bicycle facilities. Improve pedestrian access at St. Raymond's School.
11. Loading	Maintain existing off street loading.
12. Miscellaneous	Retain at grade crossing of CNW RR.

Between Lincoln Road and Central Road, the recommendations include two 11 ft. through lanes in each direction, an 11 ft. flush median, and 5.5 ft. to 9 ft. parkways.



Proposed Cross Section

Traffic Control/Intersection Configuration. Left turn access will be provided within the median at Prospect Avenue, US Route 14 (Northwest Highway), and Central Road. Dual left and single right turn lanes are recommended at Kensington Road and US Route 12 (Rand Road). No right turn lane is recommended at the northbound approach at US Route 12. Restrict access to prohibit left turns onto Pine Street and Wille Street from Illinois Route 83. Dual left turn lanes are recommended for the south approach at Kensington Road to provide additional storage for vehicles turning left at the US Route 12 (Rand Road) intersection. All existing signalized intersections should be left turn phase actuated and interconnected. Signal interconnection should also be provided between Interstate 90 and US Route 14 (Northwest Highway). The expected level of service is "F." Refer to Exhibits ID 6-1 through 6-3 for intersection improvements.

Parking and Access. On street parking is not recommended in this segment. The recommended roadway section provides unlimited access except at Pine Street and Wille Street, where right-in/right-out only is proposed. Access roads are recommended west of Illinois Route 83 between Kensington Road and Illinois Route 83 and east of Illinois Route 83 between Kensington Road and US Route 12 (Rand Road). Access at Pine Street will be limited to a right-in/right-out configuration to prevent through traffic from traveling southbound on this local residential street. The proposed signals and access road locations were initially recommended in the US Route 12 (Rand Road) SRA report and have been included in this report to provide consistent route recommendations.

Structures. The one structure within this segment will require modification to accommodate the recommended roadway section, as shown in Table 4.6.5.

Table 4.6.5: Structure Modification

IDOT Structure Number	Facility Carried / Feature Crossed	Existing Width (Feet)	Proposed Recommendation
016-0559	Illinois Route 83 / Weller's Creek	43.4	Widen to accommodate recommended section.

Transit Facilities. Reserve space for bus stops, shelters, and turnouts on Illinois Route 83, north of US Route 14 (Northwest Highway) at 1/4 mile spacing. All signals on Illinois Route 83 should be equipped for bus pre-emption; Pace buses traveling on Illinois Route 83 should also be equipped for signal pre-emption. Install directional signs at the US Route 14 (Northwest Highway) intersection to guide commuters to the Mount Prospect Metra station on the Chicago and Northwestern/NW Line. Install directional signs at the US Route 12 (Rand Road) intersection for the existing bus transfer facility at the west entrance to Montgomery Ward in Randhurst Shopping Center. This facility serves Pace Bus Routes 234 and 696.

Pedestrian/Bicycle Facilities. Improved pedestrian access at St. Raymond's School is recommended. The existing signal at this location is considered to be timed to enhance pedestrian movement.

Other Recommendations. There are no other unique recommendations in this segment.

Short Term/Low-Cost Improvements

Improvements which are consistent with SRA policy, and are short term (and/or low-cost) are recommended for short term (1-5 years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. There are no short term improvements recommended in this segment.

Parking and Access. Access at Pine Street and Wille Street should be restricted to right-in/right-out only via channelization islands. Consider future restrictions of left and right turns, as part of access management.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. Place directional signs at the US Route 14 (Northwest Highway) intersection to guide commuters to the Mount Prospect Metra station on the Chicago and Northwestern/ NW Line. Install bus stops at 1/4 mile intervals, north of US Route 14 (Northwest Highway) for the Pace Bus Route 234. Install directional signs at the US Route 12 (Rand Road) intersection for the existing bus transfer facility at the west entrance to Montgomery Ward in Randhurst Shopping Center. This facility serves Pace Bus Routes 234 and 696.

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Other Improvements. There are no other short term improvements recommended in this segment.

Right-of-Way Requirements

A majority of the recommended roadway sections in this segment will use the existing right-of-way. However, additional right-of-way is needed east of Illinois Route 83 from just north of Golf Road to north of Orchard Place, south of Milburn Avenue to Evergreen Avenue and for the access roads between Kensington Road, US Route 12 (Rand Road), and Illinois Route 83. Approximately 3.3 acres of right-of-way is needed in this segment.

Potential Environmental Concerns

There is the potential for removal of mature trees along this segment.

Cost Estimate

The cost estimate for segment 6 is shown in Table 4.6.6.

Table 4.6.6: Cost Estimate

Construction Cost Estimate for Segment 6 of Illinois Route 83/Bell Road (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	$10,500,000
Intersection Improvement	$1,000,000
Structure Modification	$244,500
Interchange Improvement	$0
Transit Improvement	$3,600,000
Right of Way	$20,000
Total Estimated Cost for Recommended Improvements	**$15,364,500**
Short Term/Low-Cost	
Roadway	$0
Intersection Improvement	$0
Structure Modification	$0
Interchange Improvement	$0
Transit Improvement	$3,600,000
Right of Way	$0
Total Estimated Cost for Short Term/Low-Cost Improvements	**$3,600,000**
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements which are consistent with SRA policy, but are considered best implemented beyond the 2010 horizon are recommended for Ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

4.7 Segment 7: Illinois Route 83 (Elmhurst Road) from US Route 12 (Rand Road) to Old McHenry Road; Old McHenry Road from Elmhurst Road to Lake Cook Road

Location

Segment 7, extends northerly along Elmhurst Road from US Route 12 (Rand Road) in Mount Prospect to the intersection of Old McHenry Road, then northwesterly along Old McHenry Road to Lake Cook Road in Wheeling (see Figure 4.1.1). This section consists of approximately 4.5 miles along Elmhurst Road and 1.4 miles along Old McHenry Road for a total segment length of approximately 5.9 miles. This segment of Illinois Route 83 is located in, or adjacent to, Mount Prospect, Prospect Heights, Wheeling and Buffalo Grove, in Cook County.

Existing Facility Characteristics

The existing facility characteristics for this segment of Illinois Route 83 are shown on Exhibits ILL83-18a through 21a.

Right-of-Way. The existing right-of-way throughout this segment is 100 ft.

Roadway Characteristics. The roadway width and number of through lanes vary throughout this segment. From US Route 12 (Rand Road) to Palatine Road, there are two through lanes in each direction. The pavement width is 52 ft. and includes a 4 ft. flush median. There are also sections of curb and gutter along both sides of the roadway. From Palatine Road to Lake Cook Road there is one through lane in each direction. The pavement width is 24 ft. The posted speed limit is 35 to 45 mph.

A joint Cook County, Village of Mount Prospect project proposing a three lane cross section (one through lane, one left, and one right turn lane on the east and west approaches) for Camp McDonald Road was being negotiated in early 1994. Maintenance and jurisdiction under the terms of the agreement would be transferred to the Village.

Buffalo Grove has sponsored the Federal funding of the Weiland Road improvement which would slightly change the alignment of Weiland Road between Lake Cook Road and Illinois Route 83 and extend Weiland Road between Illinois Route 83 and Buffalo Grove Road.

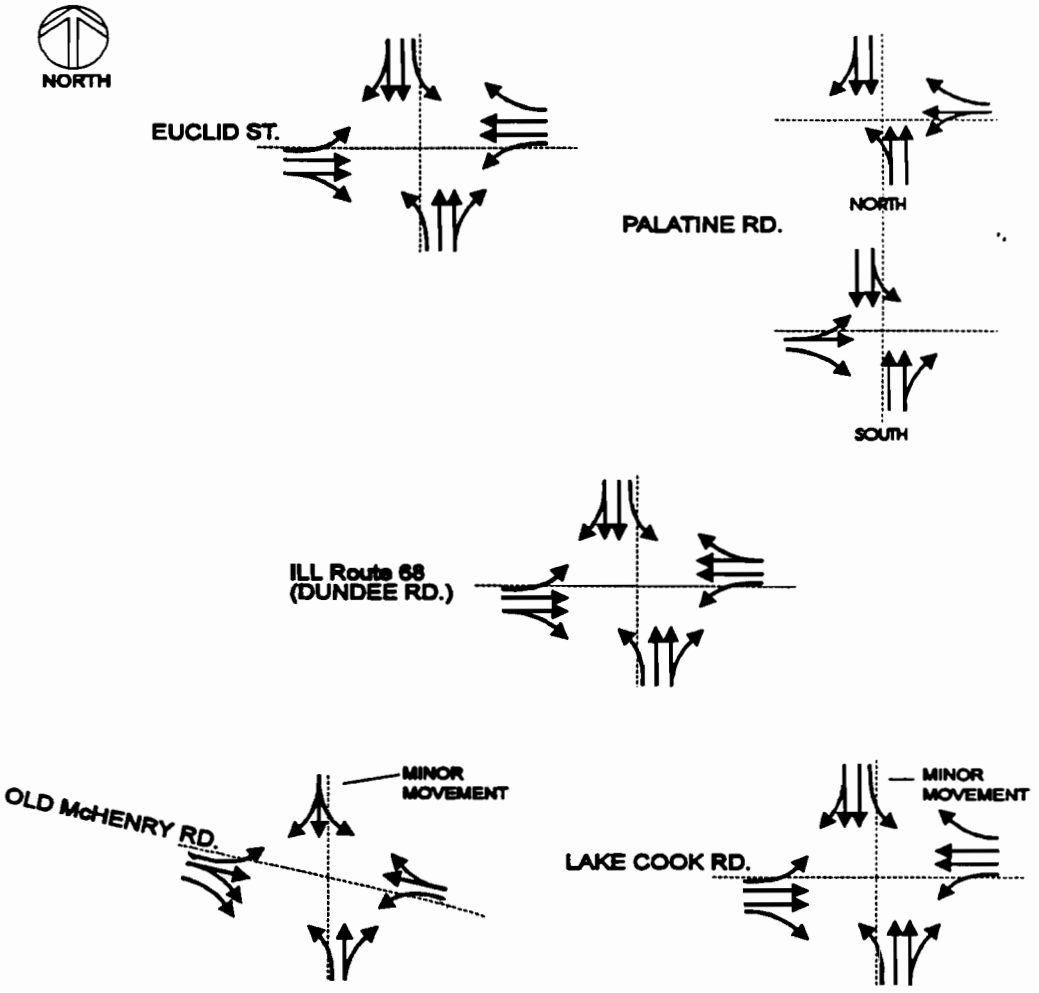
IDOT is currently supervising a Phase II design project along Illinois Route 83 from Palatine Road to Illinois Route 68 (Dundee Road). This project is complete roadway reconstruction including signal upgrading at Hintz Road and Illinois Route 68 (Dundee Road).

Traffic Control/Intersection Configuration. There are 11 signalized intersections in this segment: Randhurst Shopping Center entrance, Euclid Street, Camp McDonald Road, Willow Road, Palatine Road (south), Palatine Road (north), Hintz Road, Illinois Route 68 (Dundee Road), Old McHenry Road, Lexington Drive, and Lake Cook Road.

Throughout most of this segment, Illinois Route 83 signalized intersection approaches include two through lanes in each direction. Approaches for Illinois Route 83 at Old McHenry Road and Lexington Drive have one through lane in each direction. Left turn storage is provided on the Illinois Route 83 approaches except at Palatine Road (south and north signals), and Lexington Drive. There is no right turn storage, except for the northbound approach at Randhurst Shopping Center entrance.

The major intersections are Euclid Street, Palatine Road (south and north signals), Illinois Route 68 (Dundee Road), Old McHenry Road and Lake Cook Road. These are shown in Figure 4.7.2.

Figure 4.7.2: Existing Intersection Configuration



Structures. There are three structures within this segment as indicated in Table 4.7.1.

Table 4.7.1: Existing Structure List

IDOT Structure Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
016-0558	Illinois Route 83 / McDonald Creek	54.0	26.0	N/A	N/A
016-1031	Palatine Road / Illinois Route 83	N/A	1807.0	54.5	14.3
*	Illinois Route 83 / Buffalo Creek	*	*	N/A	N/A

Transit. Pace Bus Route 234 travels along Illinois Route 83 south of Illinois Route 68 (Dundee Road) in this segment as indicated in Table 4.7.2.

Table 4.7.2: Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership	Station Parking	
				Spaces	% Use
Pace Bus Routes					
Pace 234	Along ILL 83 from south of Hintz Rd.; Crosses on ILL 68 (Dundee Rd.)	Weekday: 18 NB, 19 SB; 18 EB, 19 WB; Saturday: 11 NB, 10 SB, 11EB, 10 WB; No Sunday or holiday service.	545	N/A	N/A
Sources: Pace, "Future Agenda for Suburban Transportation" (April 1992). Pace, "Quarterly Route Review: January - March, 1992" (June 1992). Pace, Individual route timetable. (NB=northbound, SB=southbound, EB=eastbound, WB=westbound, IB=inbound, OB=outbound)					

*Pace ridership is reported as average weekday ridership for 1992.

Other Characteristics. There are no other unique characteristics in this segment.

Environmental Characteristics

The existing environmental characteristics for this segment of Illinois Route 83 are shown on Exhibits ILL83-18a through 21a and include McDonald Creek, Buffalo Creek, an unnamed creek, floodplains, wetlands, and LUST sites. Refer to Table 4.7.3 for a summary of environmentally sensitive features.

Table 4.7.3 Summary of Environmentally Sensitive Features

Item	Exhibit	Item Description/Address/Registry
Historic Site	-	None identified.
CERCLIS Site (1)	-	None identified.
LUST Site (2)	ILL83-19a	Amoco Oil Company, Illinois 83 and Hintz Rd., Wheeling.
	ILL83-20a	Shell Oil, 801 W. Dundee Rd., Wheeling.
Habitat of Threatened or Endangered Species	-	None identified.
(1) CERCLIS = Comprehensive Environmental Response Compensation and Liability Act Information Systems; sites that reportedly have accepted hazardous substances or possess a record of accidental or illegal dumping. (2) LUST = Leaking Underground Storage Tank.		

Streams/Wetlands/Floodplains. Three creeks and their floodplains cross the route: an unnamed creek north of Clarendon Street, McDonald Creek south of Palatine Road, and Buffalo Creek north of Dundee Road. Several wetlands have been identified within Old Orchard Country Club, along either side of Willow Road, along McDonald Creek, among development at the Old McHenry Road intersection, and south of Lake Cook Road.

Historical Significance. There are no sites of documented historical significance located along this segment.

Hazardous Waste/LUST Sites. There are no hazardous waste sites located along this segment. Two sites near Hintz Road and Illinois Route 68 (Dundee Road) have been reported to contain leaking underground storage tanks.

Prime Farmland. There is no designated prime farmland along this segment.

Threatened or Endangered Species. There are no threatened or endangered species known to exist along this segment.

Existing Land Use/Development Characteristics

Type and Intensity of Development. The land uses from US Route 12 (Rand Road) to Hintz Road consist of single and multi-family residential, commercial, and office development as seen on Exhibits ILL 83-18a and 19a. Other prominent uses include the Randhurst Shopping Center between Kensington Road and Euclid Street, and the Old Orchard Country Club located between Euclid Street and Camp McDonald Road. The Izaak Walton Park is located south of Willow Road. These land uses are shown on Exhibit ILL 83-18a. Newlife Apostolic Faith Church near Euclid Street, Prospect Heights Community Church near Willow Road and Lutheran Church of the Good Sheperd near Prospect Drive are adjacent to the route.

The prominence of single-family residential neighborhoods continues north from Hintz Road to Old McHenry Road. Other primary land uses include Wheeling High School northwest of the Hintz Road/Illinois Route 83 intersection, First Baptist Church north of South Street, and a concentration of commercial uses at Illinois Route 68 (Dundee Road). These commercial uses include Dunhurst Shopping Center on the southwest and Gaslight Shopping Center on the northeast corner of Illinois Route 68 (Dundee Road) as shown on Exhibit ILL 83-20a.

A mixture of uses dominate Illinois Route 83 along Old McHenry Road, including a concentration of multiple-family residential uses. Childerly Park and Calvary Presbyterian Church are west of Illinois Route 83 at Lexington Drive and Addolorate Retirement Center is on the east. Agricultural uses account for the remainder of the segment west of Illinois Route 83. Sam's Wholesale Club, Wal Mart and the Northwest Community Ambulatory Care Center account for the remainder of the segment east of Illinois Route 83. These land uses are shown on Exhibit ILL 83-21a.

Development Access and Constraints. The proposed right-of-way does not exceed the existing right-of-way along the corridor in this segment. Intersection improvements require approximately 2 acres of right-of-way. Roadway improvements should not have an adverse impact on adjacent land uses.

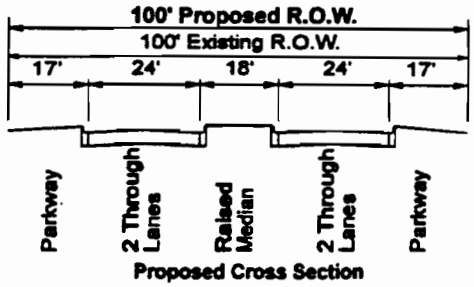
Future Development. The vacant parcel south of Lake Cook Road is planned for commercial use. Two large tracts of agricultural land, south of Lake Cook Road, are planned for conversion to residential uses. Transportation and land use benefits can be maximized through coordinated efforts by local government units. Such efforts could include agreement on design criteria for curb cut spacing, building setbacks, lighting, landscaping, pedestrian and bicycle linkages, and green space between the right-of-way and parking, buildings or parallel or access roads. Corridor design standards, consistently followed, can enhance traffic operation, the development potential of adjacent parcels and the aesthetic quality of the route and its surrounding property.

No other major developments have been identified by the local communities.

Recommended Improvements

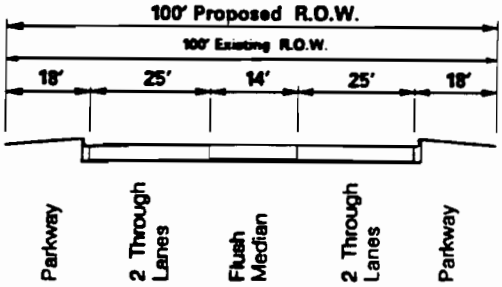
Improvements, which are consistent with SRA policy, have been developed by evaluating numerous factors including the year 2010 projected travel demand, the existing roadway characteristics and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibits ILL83-18b through 21b, and summarized in Table 4.7.4.

Roadway. The recommended 100 ft. roadway cross section for this segment provides two 12 ft. through lanes in each direction with an 18 ft. raised median, and 17 ft. parkways and sidewalks, from Rand Road to Euclid and along Old McHenry Road.



Proposed Cross Section

From Euclid to Old McHenry Road the recommended cross section provides one 12 ft. and one 13 ft. through lane in each direction with a 14 ft. flush median, 18 ft. parkways and sidewalks.



Proposed Cross Section

Table 4.7.4: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	Maintain existing 100 ft. right-of-way.
2. Level of Service	LOS C
3. Number and Width of Through Lanes	Two 12 ft. through lanes in each direction.
4. Median Width and Type	18 ft. raised from Rand Road to Euclid and along Old McHenry Road. 14 ft. flush from Euclid to Old McHenry Road.
5. Parkways/Sidewalks/ Drainage ditches	Curb and gutter, 17 ft. to 19 ft. parkways, and sidewalks.
6. Signalized Intersections - Major - Other	Major intersections are Euclid St., the Palatine Rd. intersections, ILL Rt. 68 (Dundee Rd.), Old McHenry Rd., and Lake Cook Rd. There is an ILL Rt. 83 interchange with Palatine Rd. Signals also exist at Randhurst Shopping Center entrance, Camp McDonald Rd., Willow Rd., Hintz Rd., and Lexington Dr. Provide signal interconnection between Randhurst Shopping Center entrance and Palatine Rd. and between Dundee Rd. and Lexington Dr.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	No new access to be provided. Access should be managed by right in/right out only except at signalized intersections or median breaks. Provide median breaks at 1/4 mile spacing.
9. Transit	Provide a park-and-ride near Lake Cook Rd. Provide bus stops, shelters, and turnouts at ILL Rt. 68 (Dundee Rd.) and on Elmhurst Rd., south of Hintz Rd., at 1/4 mile intervals. Install directional signage to future Prospect Heights, Wheeling, and Buffalo Grove Metra stations. Equip corridor/ buses with signal pre-emption. Coordinate transit planning with the Circumferential Rail Plan.
10. Pedestrian/Bicycle Facility	Improve pedestrian access to Wheeling High School and Izaak Walton Park.
11. Loading	Maintain existing off street loading.
12. Miscellaneous	Consider reconfiguration of Palatine Rd. interchange with separation for eastbound to westbound turns and dual left turn lanes as an Ultimate (Post 2010) improvement. Coordinate future studies with Cook County improvements to Camp McDonald Road. Cul-de-sac Little Aptakisic Rd. as part of Weiland Rd. improvements.

Traffic Control/Intersection Configuration. Based on the projected volumes and the recommended roadway improvements, dual left turn lanes are warranted at Euclid Street, Old McHenry Road (northbound) and Lake Cook Road. Additional right-of-way is needed to provide dual left turn lanes. The single left turn lanes recommended at the Dundee Road and the Old McHenry Road

(southbound) major intersections can be provided within the recommended median and right-of-way. Right turn lanes are warranted at Old McHenry Road, northbound Illinois Route 68 (Dundee Road), and Lake Cook Road. Signalized intersections in this segment should be left turn phase actuated and interconnected between the Randhurst Shopping Center and Palatine Road; and between Illinois Route 68 (Dundee Road) and Lexington Drive. The expected level of service is "C." Refer to Exhibits ID 7-1 through 7-5 for details of proposed intersection improvements.

Parking and Access. On-street parking is not recommended in this segment. Provide right-in/right-out access to northbound Illinois Route 83 at the Randhurst Shopping Center.

Structures. Two structures in this segment will require modification to accommodate the recommended roadway section as shown in Table 4.7.5.

Table 4.7.5: Structure Modification

IDOT Structure Number	Facility Carried / Feature Crossed	Existing Width (Feet)	Proposed Recommendation
016-0558	Illinois Route 83 / McDonald Creek	54.0	Widen to accommodate recommended section.
N/A	Illinois Route 83 / Buffalo Creek	N/A	Widen to accommodate recommended section.

Transit Facilities. Install a park-and-ride facility near the intersection of Lake Cook Road. This facility will serve Lake Cook Road and Old McHenry Road. Install bus stops at 1/4 mile intervals south of Hintz Road and on Illinois Route 68 (Dundee Road) at the intersection with Illinois Route 83. When Metra's proposal for passenger service on the Wisconsin Central Railroad occurs, directional signs should be provided at Camp McDonald Road, to guide commuters to the proposed Prospect Heights Station; at Illinois Route 68 (Dundee Road), for the Wheeling Station; and at Weiland Road for the Buffalo Grove Station. Signals on Illinois Route 83 should be equipped for bus pre-emption; Pace buses traveling on Illinois Route 83 should also be equipped for signal pre-emptions.

Pedestrian/Bicycle Facilities. Improve pedestrian access to Wheeling High School and Izaak Walton Park.

Other Recommendations. There are no other unique recommendations in this segment.

Short Term/Low-Cost Improvements

Improvements which are consistent with SRA policy, and are short term (and/or low-cost) are recommended for short term (1-5 years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. The intersections at Euclid Street, Illinois Route 68 (Dundee Road), Old McHenry Road, and Lake Cook Road should be improved. These improvements require little right-of-way, and will improve traffic flow.

Parking and Access. The development of right in/right out access at selected intersections will help manage access and improve safety and operation of the SRA.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. Reserve space for a park-and-ride facility near the intersection of Lake Cook Road. Install bus stops at 1/4 mile intervals south of Hintz Road and on Illinois Route 68 (Dundee Road) at the intersection with Illinois Route 83.

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Other Improvements. There are no other short-term improvements recommended in this segment

Right-of-Way Requirements

The existing right-of-way of 100 ft. is maintained. Therefore, no additional right-of-way is required to accommodate the recommended roadway section.

Potential Environmental Concerns

Several floodplains cross the route including a large floodplain at Illinois Route 68 (Dundee Road), which will need to be considered in the planning phase.

Cost Estimate

The cost estimate for segment 7 is shown in Table 4.7.6.

Table 4.7.6: Segment 7 Cost Estimate

Construction Cost Estimate for Segment 7 of Illinois Route 83/Bell Road (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	$20,650,000
Intersection Improvement	$2,200,000
Structure Modification	$358,800
Interchange Improvement	$0
Transit Improvement	$7,400,000
Right of Way	$0
Total Estimated Cost for Recommended Improvements	**$30,608,800**
Short Term/Low-Cost	
Roadway	$0
Intersection Improvement	$1,200,000
Structure Modification	$0
Interchange Improvement	$0
Transit Improvement	$7,400,000
Right of Way	$0
Total Estimated Cost for Short Term/Low-Cost Improvements	**$8,600,000**
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements which are consistent with SRA policy, but are considered best implemented beyond the 2010 horizon are recommended for Ultimate (post 2010) consideration.

Roadway. There are no ultimate improvements recommended in this segment.

Traffic Control/Intersection Configuration. The Palatine Road interchange should be improved to include left turn lanes for both intersections.

Parking and Access. There are no ultimate improvements recommended in this segment.

Structures. Replace Palatine Road structure.

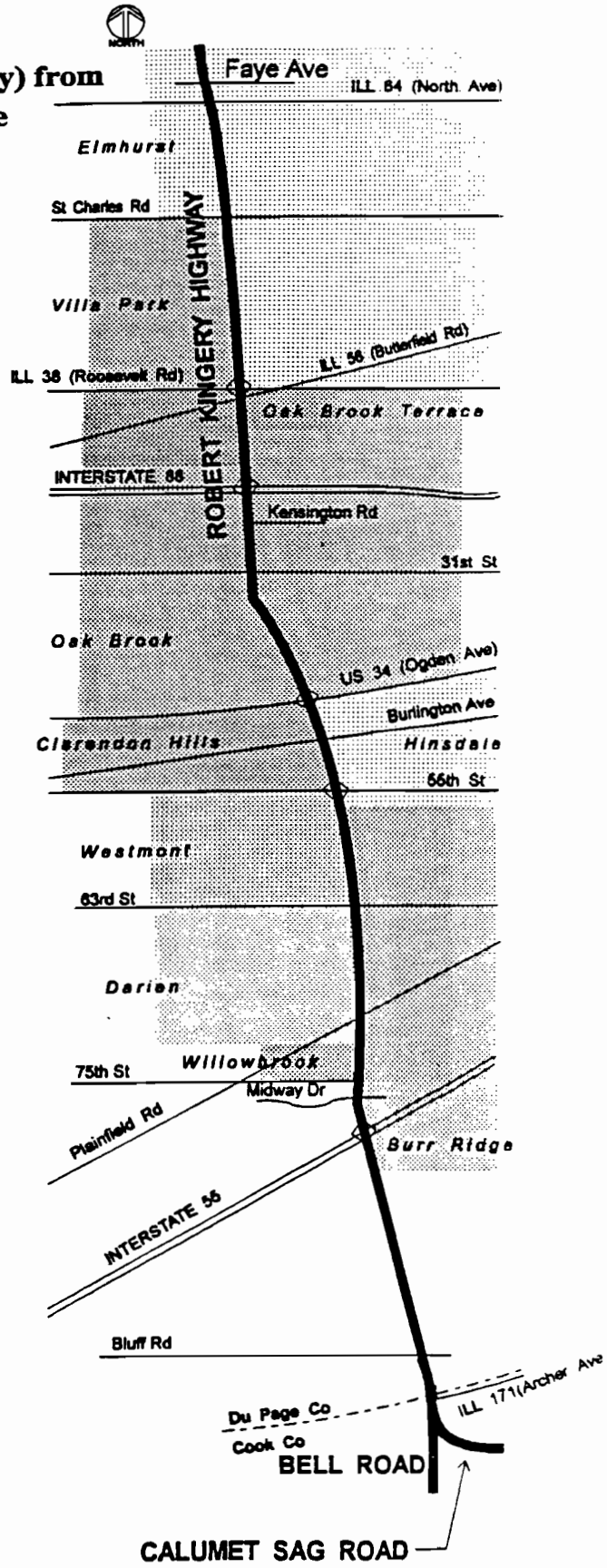
Transit Facilities. There are no ultimate improvements recommended in this segment.

Pedestrian/Bicycle Facilities. There are no ultimate improvements recommended in this segment.

Other Improvements. There are no ultimate improvements recommended in this segment.

Segment 2: Illinois Route 83 (Kingery Highway) from Calumet Sag Road to Faye Avenue

- Maintain two 12 ft. lanes in each direction with a flush median south of Bluff Road.
- Develop three 12 ft. through lanes in each direction, and raised median from Bluff Road to Faye Avenue
- Maintain existing frontage roads to provide access control.
- Improve signalized intersections on Illinois Route 83 at Archer Avenue, 75th Street, Plainfield Road, 63rd Street, and St. Charles Road.
- Manage access with right-in/right-out only, except at important intersections and median breaks.
- Accommodate park-and-ride facilities near the 75th Street, Kensington Road, and Butterfield/Roosevelt Road intersections.
- Widen structures at BN Railroad and Burlington Avenue, and US Route 34.
- Coordinate additional pedestrian/ bicycle linkages with existing and proposed paths.



4.8 Segment 8: Bell Road from Illinois Route 7 (159th Street) to Archer Avenue; Archer Avenue from Bell Road to Calumet Sag Road

Location

Segment 8, Bell Road extends from Illinois Route 7 (159th Street) to the intersection of Archer Avenue and Calumet Sag Road (See Figure 4.1.1). This segment is approximately 6 miles in length, and passes through unincorporated portions of Cook and Will Counties. Adjacent municipalities related to improvements to Bell Road include Lemont, Orland Park and Lockport.

Existing Facility Characteristics

The existing facility characteristics for this segment of Bell Road are shown on Exhibits BELL-01a through 04a.

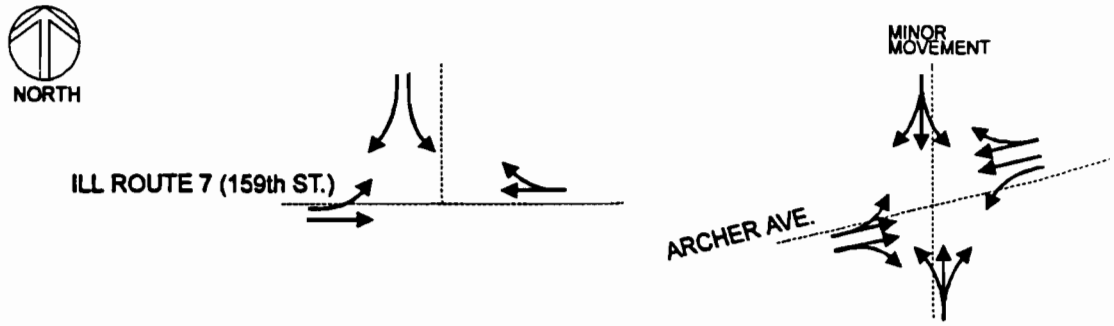
Right-of-Way. The existing right-of-way along Bell Road varies from 54 ft. to 100 ft. From Illinois Route 7 (159th Street) to Martingale Lane the right-of-way is 54 ft. Between Martingale Lane and 131st Street the right-of-way varies from 80 ft. to 100 ft. For the remainder of the Bell Road segment the right-of-way is 66 ft. The Archer Avenue section has a 160 ft. right-of-way.

Roadway Characteristics. The existing roadway configuration consists of one through lane in each direction. The pavement width is 24 ft. with gravel shoulders. The posted speed limit along Bell Road is 45 mph.

Traffic Control/Intersection Configuration. There are 3 signalized intersections in this segment: Illinois Route 7 (159th Street), 143rd Street, and Archer Avenue.

Throughout this segment, Bell Road signalized intersection approach laneage includes one through lane in each direction. At the intersection of Bell Road and 143rd Street the roadway has been widened to accommodate left turn lanes and two through lanes on all approaches. The major intersections are Illinois Route 7 (159th Street) and Archer Avenue. These are shown in Figure 4.8.2.

Figure 4.8.2: Existing Intersection Configuration



Structures. There is one existing structure in this segment as indicated in Table 4.8.1.

Table 4.8.1: Existing Structure List

IDOT Structure Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
099-3064	Bell Road / Long Run Creek	38.1	42.0	N/A	N/A

Transit. There is no public transit service in this segment.

Other Characteristics. There are no other unique characteristics in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits BELL-01a through BELL-04a and include Long Run Creek, Palos Forest Preserve, floodplains, wetlands, a LUST site, and threatened or endangered species. Refer to Table 4.8.3 for a summary of environmentally sensitive features.

Table 4.8.3: Summary of Environmentally Sensitive Features

Item	Exhibit	Item Description/Address/Registry
Historic Site	-	None identified.
CERCLIS Site (1)	-	None identified.
LUST Site (2)	BELL-02a	Shell Oil Co., 143rd St., Lockport.
Habitat of Threatened or Endangered Species	BELL-04a	A habitat was identified southeast of the Bell Rd., Archer Ave. intersection.

(1) CERCLIS = Comprehensive Environmental Response Compensation and Liability Act Information Systems; sites that reportedly have accepted hazardous substances or possess a record of accidental or illegal dumping.
(2) LUST = Leaking Underground Storage Tank.

Streams/Wetlands/Floodplains. Long Run Creek and its floodplain cross the route south of Anand Brook Drive. There are floodplains adjacent to Bell Road with several crossing the roadway north of Bell Oak Lane. Wetlands are located along the route among residential developments and farmland.

Historical Significance. There are no sites of documented historical significance located along this segment.

Hazardous Waste/LUST Sites. There are no hazardous waste sites identified along this segment. A leaking underground storage tank has been reported near the 143rd Street intersection.

Prime Farmland. There is no designated prime farmland along this segment.

Threatened or Endangered Species. The habitat of a threatened or endangered species has been identified near the Bell Road, Archer Avenue intersection, according to the Illinois Department of Conservation.

Existing Land Use/Development Characteristics

Type and Intensity of Development. North of Illinois Route 7 (159th Street), the land uses consist of suburban development with a mixture of commercial, single-family residential, agricultural and forest preserve. Bell Tower Shopping Plaza is on the northwest corner of Illinois Route 7 (159th Street) and Bell

Road as seen on Exhibit BELL-01a. Adjacent to Bell Tower Shopping Plaza, on the north, is a single-family residential neighborhood. Homer Junior High School and Cross of Glory Lutheran Church are east of this neighborhood, across Bell Road.

Agricultural land uses account for a majority of the corridor north of the Cross of Glory Lutheran Church extending to McCarthy Road. Non-agricultural uses include a grouping of commercial, single-family residential and utility land uses at 143rd Street and an expanse of the Palos Forest Preserve east of Bell Road, north and south of 131st Street. Northwest of 131st Street and Bell Road is the Lemont Fire Department and the Glen Eagles Golf Course. East of the Glen Eagles Golf Course is the First Church of the Nazarene.

The development in the remainder of this segment, north of McCarthy Road, is predominantly single-family residential neighborhoods interspersed with one agricultural parcel, one vacant parcel and the Welcome Hill Baptist Church.

Development Access and Constraints. Widening the right-of-way and roadway would impact existing development north of Illinois Route 7 (159th Street) and may include the displacement of commercial business signs, some parking associated with the Bell Tower Shopping Plaza, and the removal of some trees along Bell Road. The widening could also affect the stormwater drainage of the single-family neighborhood north of Bell Tower Shopping Plaza. Land uses do not have large setbacks and the existing right-of-way is 54 ft. to 100 ft. through this section. Possible impacts to wetlands along the corridor should be examined in a Phase I study.

Future Development. Although there are few vacant parcels in this segment, there are parcels planned for future conversion from agricultural to non-agricultural uses. A residential development is planned for the east side of Bell Road north and south of 151st Street. Transportation and land use benefits can be maximized through coordinated efforts by local government units. Such efforts could include agreement on design criteria for curb cut spacing, building setbacks, lighting, landscaping, pedestrian and bicycle linkages; and green space between the right-of-way and parking, buildings or parallel or access roads. Corridor design

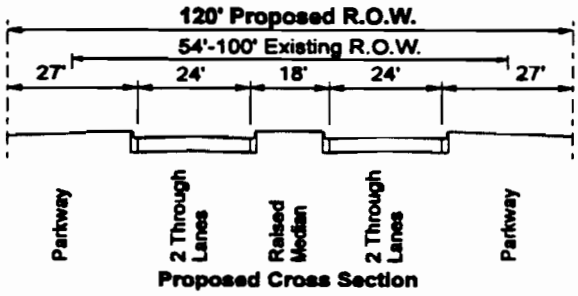
standards, consistently followed, can enhance traffic operation, the development potential of adjacent parcels and the aesthetic quality of the route and its surrounding property.

The potential Interstate 80/Wolf Road interchange, and Interstate 355 extension may affect land uses in this segment. Traffic may be shifted away from this corridor to these improved interstate roadways. Positive impacts to this route would include reductions in traffic congestion and noise pollution. Negative impacts would include the diversion of traffic from the business districts of the adjacent communities where businesses are dependent on the customers that vehicle traffic represents.

Recommended Improvements

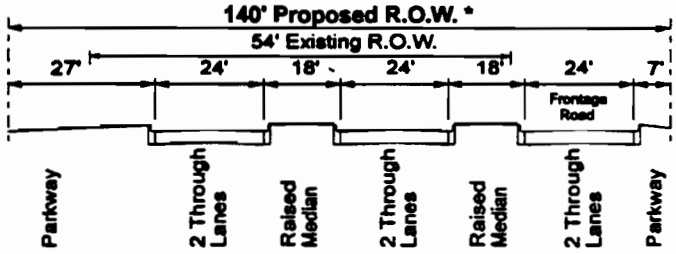
Improvements, which are consistent with SRA policy, have been developed by evaluating numerous factors including, the year 2010 projected travel demand, the existing roadway characteristics and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibits BELL-01b through BELL-04b and summarized in Table 4.8.4

Roadway. The recommended 120 ft. roadway cross section provides two 12 ft. through lanes in each direction with an 18 ft. raised landscaped median, curb and gutter, and 27 ft. parkways. This cross section is proposed between Illinois Route 7 (159th Street) and the Palos Forest Preserve, with the exception of the area between the Homer Junior High School and the Cross of Glory Lutheran Church.



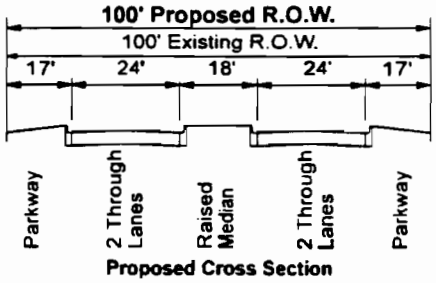
Proposed Cross Section

On the east side of Bell Road between the Homer Junior High School and the Cross of Glory Lutheran Church, the recommended 140 ft. roadway cross section provides two 12 ft. through lanes in each direction with an 18 ft. raised landscaped median, and 7 ft. - 27 ft. parkways. In this area, a 24 ft. frontage road is recommended along the east side of the corridor.



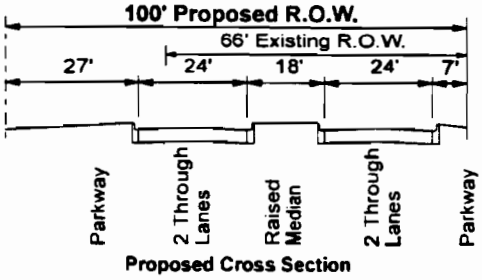
Proposed Cross Section
* In Areas With Frontage Roads

From the Palos Forest Preserve to 131st Street, the recommended right-of-way is 100 ft. This roadway section provides for two 12 ft. through lanes in each direction with an 18 ft. raised landscaped median, and 17 ft. parkways.



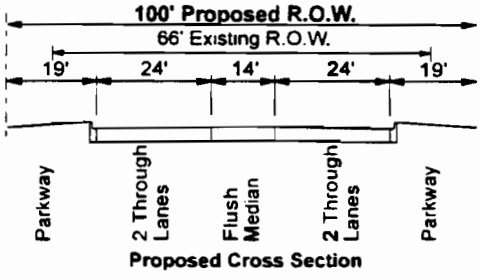
Proposed Cross Section

From 131st Street to McCarthy Road, the recommendations provide for 100 ft. right-of-way with two 12 ft. through lanes in each direction, an 18 ft. raised landscaped median, and 7 ft. to 27 ft. parkways.



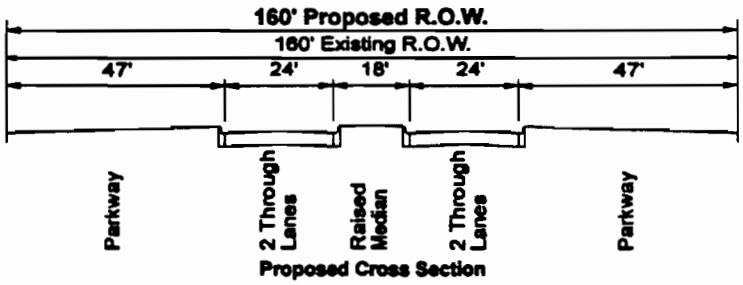
Proposed Cross Section

From McCarthy Road to Archer Avenue, the proposed 100 ft. roadway section consists of two 12 ft. through lanes in each direction with a 14 ft. flush median, and 19 ft. parkways.



Proposed Cross Section

The portions of the roadway between the Bell Road/Archer Avenue intersection and Calumet Sag Road is recommended for two 12 ft. through lanes in each direction with an 18 ft. raised median, and 47 ft. parkways within the existing 160 ft. right-of-way



Traffic Control/Intersection Configuration. Dual left turn and single right turn lanes are warranted at Illinois Route 7 (159th Street). At Archer Avenue, single left and single right turn lanes are recommended. Turn lanes will be provided within the recommended median and right-of-way. Four new signals are proposed at Meadow View Lane, 151st Street, 131st Street, and McCarthy Road as traffic warrants. All signalized intersections should be left turn phase actuated. The expected level of service is "B." Refer to Exhibits ID 8-1 and 8-2 for intersection improvements.

The Bell Road/Archer Avenue intersection should be analyzed further as a (post 2010) improvement to coincide with the replacement of the six structures north of this intersection.

Parking and Access. On street parking is not recommended in this segment. Access is managed by allowing right in/right out only except at signalized intersections or median breaks. No access control is possible where a flush median is recommended. A frontage road is recommended on the east side of the corridor between Homer Junior High School and the Cross of Glory Lutheran Church.

Table 4.8.4: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	Provide a 100 ft. - 160 ft. right-of-way
2. Level of Service	LOS B
3. Number and Width of Through Lanes	Two 12 ft. through lanes in each direction, a 24 ft. frontage road from the Homer Jr. High School to the Cross of Glory Lutheran Church (east side).
4. Median Width and Type	18 ft. raised and landscaped median along remainder of segment 14 ft. flush median from McCarthy Rd. to Archer Ave.
5. Parkways/Sidewalks/ Drainage ditches	Parkways vary from 7 ft. - 47 ft.; Coordinate sidewalks with development and transit.
6. Signalized Intersections - Major - Other	The major intersections are Illinois Route 7 (159th Street) and Archer Ave. Signals exist at 143rd St. Provide new signals at Meadow View Ln., 151st St., 131st St., and McCarthy Rd. as traffic volumes warrant.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	Encourage new access at signalized intersections only, all other access right in/right out only. Consolidate access from the Homer Jr. High School to the Cross of Glory Lutheran Church (east side).
9. Transit	Provide a park-and-ride near Illinois Route 7 (159th Street). Reserve space at 1/2 mile intervals for bus stops to be coordinated with future development. Equip corridor/ buses with signal pre-emption.
10. Pedestrian/Bicycle	Coordinate pedestrian/bicycle facilities with Forest Preserve District and School Districts. Improve pedestrian access to Homer Jr. High School with sidewalks and a pedestrian crossing. Consider a bicycle trail between 131st St. and McCarthy Rd. in the Palos Forest Preserve.
11. Loading	N/A
12. Miscellaneous	Need to evaluate the significance of local wetlands. Avoid taking Forest Preserve right-of-way.

Structures. The one structure within this segment will require modification to accommodate the recommended roadway section as shown in Table 4.8.5.

Table 4.8.5: Structure Modification

IDOT Structure Number	Facility Carried / Feature Crossed	Existing Width (Feet)	Proposed Recommendation
099-3064	Bell Road / Long Run Creek	38.1	Widen to accommodate recommended section.

Transit Facilities. Provide a park-and-ride facility near the intersection of Illinois Route 7 (159th Street) and Bell Road. This facility will serve both arterials. Provide bus stops at 1/2 mile intervals. Signal modifications should include potential preemption capability.

Pedestrian/Bicycle Facilities. Improved pedestrian access at Homer Junior High School is recommended including sidewalks on both sides of Bell Road between Illinois Route 7 (159th Street) and Woodland Drive and a pedestrian crossing at Meadow View Lane. The potential exists for a bike trail between 131st Street and McCarthy Road in the Palos Forest Preserve.

Sidewalk locations should be coordinated with future development and transit needs.

Other Recommendations. There are no other unique recommendations in this segment.

Short Term/Low-Cost Improvements

Improvements which are consistent with SRA policy, and are short term (and/or low-cost) are recommended for short term (1-5 years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. There are no short term improvements recommended in this segment.

Parking and Access. On street parking is not recommended in this segment. Access is managed by allowing right in/right out only except at signalized intersections or median breaks. A frontage road is recommended on the east side of the corridor between Homer Junior High School and the Cross of Glory Lutheran Church.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. Reserve space for a park-and-ride facility near the intersection of Illinois Route 7 (159th Street) and Bell Road.

Reserve space for future bus stops at 1/2 mile intervals to be coordinated with future development.

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Other Improvements. There are no other short term improvements recommended in this segment.

Right-of-Way Requirements

The existing right-of-way on Bell Road varies from 54 ft. to 100 ft. while on Archer Avenue, it is 160 ft. The recommended right-of-way is generally 100 ft. to 140 ft. Thus, right-of-way acquisition will vary from 20 ft. to 86 ft. except on Archer Avenue where no acquisition is required. Right-of-way acquisition should generally be asymmetrical within the corridor to minimize impacts on existing development. Additional right-of-way is needed at the Illinois Route 7 (159th Street) major intersection. Approximately 27 acres of right-of-way is needed in this segment.

Potential Environmental Concerns

Although it has been proposed to shift the land acquisition cross section through this segment to avoid the displacement of numerous homes there is still the possibility that several residential and commercial developments will be disrupted. In addition, several acres of farmland may be required. Mitigation of a large wetland may be necessary as it is located in close proximity to both sides of the route south of Horseshoe Lane. Consideration should be given to the stormwater drainage of the single-family neighborhood north of Bell Tower Plaza.

Cost Estimate

The cost estimate for segment 8 is shown in Table 4.8.6.

Table 4.8.6: Segment 8 Cost Estimate

Construction Cost Estimate for Segment 8 of Illinois Route 83/Bell Road (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	$21,350,000
Intersection Improvement	$1,400,000
Structure Modification	$516,000
Interchange Improvement	$0
Transit Improvement	$7,400,000
Right of Way	$2,680,000
Total Estimated Cost for Recommended Improvements	**$33,346,000**
Short Term/Low-Cost	
Roadway	$0
Intersection Improvement	$0
Structure Modification	$0
Interchange Improvement	$0
Transit Improvement	$7,400,000
Right of Way	$0
Total Estimated Cost for Short Term/Low-Cost Improvements	**$7,400,000**
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements which are consistent with SRA policy, but are considered best implemented beyond the 2010 horizon are recommended for Ultimate (post 2010) consideration.

Roadway. There are no ultimate improvements recommended in this segment.

Traffic Control/Intersection Configuration. The Bell Road/ Archer Avenue intersection should be analyzed further as a (post 2010) improvement to coincide with the replacement of the six structures north of this intersection.

Parking and Access. There are no ultimate improvements recommended in this segment.

Structures. There are no ultimate improvements recommended in this segment.

Transit Facilities. There are no ultimate improvements recommended in this segment.

Pedestrian/Bicycle Facilities. There are no ultimate improvements recommended in this segment.

Other Improvements. There are no ultimate improvements recommended in this segment.

CHAPTER FIVE: PUBLIC INVOLVEMENT

The Process

The public involvement process is a key part of the SRA studies. During the two years for the studies to be conducted, there is ongoing two-way communication between the study team and the public - which includes governmental units, involved agencies, business, institutions, property owners in and near the study area, users of the facility, and the general public, The process is used to help all participants understand the issues and problems along with the opportunities and solutions for the corridor. The process is recognized from the study's initiation so that various opportunities for input and consensus are available and utilized. The range of activities in public involvement include data collections, Advisory Panel meetings, questionnaires, newsletters for the route, meetings with specific communities or interest groups, Public Hearings, and ongoing communication.

Data Collection.

The data collection task occurred in the first six months of the study. Each unit of government was contacted with a comprehensive check list of solicitation to gain data early in the study. During the next twelve months, additional material has been obtained due to updating, staff changes, and other reasons. The data collection letter is shown as Exhibit 5.1.

Advisory Panels

Advisory Panels were established to assist with the study by supplying input and review during all phases. The Advisory Panels for Illinois Route 83/Bell Road were composed of communities and governmental units along the corridor in Cook, DuPage and Will counties.

North Advisory Panel Membership:

- Village of Buffalo Grove
- City of Des Plaines
- Village of Elk Grove Village
- Village of Mount Prospect
- City of Prospect Heights
- Village of Wheeling
- Cook County Highway Department

Central Advisory Panel Membership:

- Village of Addison
- City of Bensenville
- Village of Burr Ridge
- Village of Clarendon Hills
- City of Darien
- Village of Elk Grove Village
- City of Elmhurst
- Du Page County Transportation Department.
- Village of Oak Brook
- City of Oakbrook Terrace
- Village of Villa Park
- Village of Westmont
- Village of WillowBrook
- City of Wood Dale
- Village of Hinsdale
- Du Page County Development Department

South Advisory Panel Membership:

- Village of Orland Park
- Will County Highway Department
- Homer Township
- Cook County Highway Department

Advisory Panel meetings were held at three times in the study process. The first, on June 18 (South) and June 30, 1992 (North), reviewed existing conditions and solicited input on issues, problems, and the vision for the route. After the first meeting(s), the two panels were divided into three panels. The second set of meetings, on April 27 (North), April 30 (Central), and May 5, 1993 (South), discussed preliminary concepts for development of the corridor and gained review and comments on how the concepts responded to the issues and problems. The third, on January 24 (South), January 26 (Central), and February 7, 1994 (North), reviewed the Draft Report which documents the study and recommendations for the Illinois Route 83/Bell Road corridor. At each panel meeting, comments received were immediately documented on note cards on a wall display. This collection of cards grew as comments were obtained at each meeting. Also, oral and written comments were received several weeks after the meetings. The comments were implemented into panel meeting minutes. The panel meeting minutes are Exhibit 5.2.

Questionnaires

A questionnaire was distributed to the panelists, all attendees at Panel 1, and all who contacted the study team after the Panel 1 meeting. This questionnaire was used successfully to obtain additional input from those who wanted to write vs speak, needed time to document their ideas, or could not attend the panel meeting. The questionnaire in shown as Exhibit 5.3.

Newsletters

Newsletters were supplied to the panel, anyone who had requested one and all who asked to be on the newsletter mailing list. They were published bimonthly, and covered general SRA planning and specific information on the corridor study tasks and status. The newsletters reinforced the two-way communication by listing various study team contacts' addresses and phone numbers and some newsletters contained an input form that could be mailed or faxed to the study team. The newsletters are shown as Exhibit 5.4.

Public Hearings

The public hearings for Illinois Route 83/Bell Road were held on February 28 (Central), March 3 (South), and March 9, 1994 (North). Public comments were summarized and documented as shown in Exhibit 5.5.

Exhibit 5.1

Data Collection Letter

(Draft: Data Request Letter)

(Date)

(Mayor/President)
(Municipality)
(Address)
(City, State, Zip)

Dear Mayor/President (_____):

The Illinois Department of Transportation (IDOT) and several other regional transportation and planning agencies are working together to plan for the region's Strategic Regional Arterial Roadway System. In order to harmonize with your community's plans, we need information on your community's policies and plans with respect to land use, zoning, transportation and development expectations.

To explain further, the Illinois Department of Transportation, CATS, RTA, NIPC and representatives of local government have joined forces to plan for the future travel needs of the region through the year 2010. It has been recognized that above and beyond the mobility that an improved interstate highway network and transit system can provide, certain main roads need to be protected to serve as supplementary and feeder routes to these existing and planned facilities. After considerable research, analysis and public input, the Year 2010 Transportation System Development Plan was adopted, identifying over 1.3 million miles of roadway in the six county area as Strategic Regional Arterial (SRA) Routes. IDOT has recently awarded the third of five consultant contracts to study the existing roadway and area conditions, potential traffic and other factors to determine the overall scope of improvement needed on each of these SRA routes. These studies will determine the approximate right-of-way requirements and potential environmental, social and other issues that would be encountered in improving these SRA routes.

The consulting firm CRSS of Illinois, Inc. is conducting the study of the third set of routes, including _____ in your community. I am contacting you on CRSS' behalf for data they need, and soon you will be contacted with an invitation to three local officials meetings (SRA Panel Meetings) planned over the next twenty-two months as well as a Public Hearing.

I am contacting you for specific information which will help CRSS address your local concerns and conditions in their study. Please utilize the attached return letter as a checklist and send the associated materials to John Mick, CRSS Project Manager, at the enclosed address. The materials needed are:

1. Current Zoning Map and Ordinance.

2. Comprehensive Plan with Transportation (or Highway and Transit), Land Use and Environmental Resources Elements if possible.

3. Offical Map (if adopted).

4. Brief information on the type and magnitude of major developments along the SRA route which are anticipated (see attached checklist).

5. Land use information, adopted or upcoming, that will impact the character along the SRA route significantly.

6. Name and phone number of appropriate local contact person(s) for land use and transportation issues.

Please attempt to supply these materials within two weeks of receiving this letter. The project schedule calls for data collection to be completed during April. If you have questions please feel free to contact John Mick at CRSS (312) 714-7253 or Eugene Ryan at the Chicago Area Transportation Study (312) 793-3460. This information will be very important in planning for the region's future in a way that is compatible with your community's plans. Thank you for your cooperation.

Very truly yours,

Mayor/President _____
City/Village of _____
Chairman of _____ Regional Council

JMS/ack

(Draft: Data Checklist/Return Letter)

Mr. John P. Mick, II, PE
Project Manager
CRSS of Illinois, Inc.
8700 West Bryn Mawr Avenue
Chicago, Illinois 60631

Subject: SRA-3
Municipal Data Collection

Dear Mr. Mick:

Enclosed is the material you requested for the SRA study of Route (s) _____ (and _____).

	Enclosed	Not Avilable	
1a.	_____	_____	Zoning Map
b.	_____	_____	Zoning Ordinance
c.			We anticipate a major revision of the zoning ordinance in _____.
2a.	_____	_____	Comprehensive plan
b.	_____	_____	or Land Use Stand alone plans on:
c.	_____	_____	Highways
d.	_____	_____	Transit
e.	_____	_____	Environmental Resources
3.	_____	_____	Official Roadway Map

4. Regarding major developments affecting SRA Route: _____ in our community, we anticipate the following new residential developments of over 500 units and the following commercial or industrial developments of twenty five or more acres:

name:_____
location:_____
estimated start:_____ estimated completion:_____
status: under construction / in rezoning / in discussion (circle one)
No. of units residential:_____ units
No. of acres commercial:_____ acres
No. of acres industrial:_____ acres
Current zoning of property:_____
Future zoning expected:_____

name:_____
location:_____
estimated start:_____ estimated completion:_____
status: under construction / in rezoning / in discussion (circle one)
No. of units residential:_____ units
No. of acres commercial:_____ acres
No. of acres industrial:_____ acres
Current zoning of property:_____
Future zoning expected:_____

name:_____
location:_____
estimated start:_____ estimated completion:_____
status: under construction / in rezoning / in discussion (circle one)
No. of units residential:_____ units
No. of acres commercial:_____ acres
No. of acres industrial:_____ acres
Current zoning of property:_____
Future zoning expected:_____

name:_____
location:_____
estimated start:_____ estimated completion:_____
status: under construction / in rezoning / in discussion (circle one)
No. of units residential:_____ units
No. of acres commercial:_____ acres
No. of acres industrial:_____ acres
Current zoning of property:_____
Future zoning expected:_____

name:_____
location:_____
estimated start:_____ estimated completion:_____
status: under construction / in rezoning / in discussion (circle one)
No. of units residential:_____ units
No. of acres commercial:_____ acres
No. of acres industria:l_____ acres
Current zoning of property:_____
Future zoning expected:_____

(Atttach copies of this page with more developments as necessary.)

5. Comments on any new public facilities/major developments/policy changes that you anticipate will impact land use patterns around the SRA route.

6. General comments related to the SRA program or your community's SRA route (s):

If you have questions regarding:

Land use and development in our community please contact:

Name:_____
Title:_____
Address:_____
_____
_____
_____
Phone:_____
Fax:_____

Transportation and related facilities in our community please contact:

Name:_____
Title:_____
Address:_____
_____
_____
_____
Phone:_____
Fax:_____

Very truly yours,

(Mayor/President) _____
(City or Village of) _____

Exhibit 5.2

Panel Meeting Minutes

MEETING MINUTES

PROJECT:	SRA SUBNETWORK 3 IDOT Project No. P-91-137-90 CRSS Project No. SRA3.00
DATE:	JUNE 18, 1992 - 2:00 P.M.
LOCATION:	Homer Township Administration Building 14350 151st Street Lockport, Illinois

ATTENDANCE:

Dennis Bieschke	Equestrian Estates Homeowners
Ann L. Karkut	Homer Township Supervisor
Tanya Conner	Southtown Economist
Thomas Sniegoski	Lemont Township
Gergory Dreyer	Village of Orland Park
Philomena Nirchi	Homer Township Planner
Rick Boehm	Southwest Council of Mayors
Dan Weber	Forest Preserve District of Cook County
Bob Hedrick	Cook County Highway Department
Rich Starr	Illinois Department of Transportation
Kathleen Rodi	Chicago Area Transportation Study
John Mick	Project Manager, CRSS
Peter Strub	Corridor Manager, CRSS
Mark Thomas	Corridor Manager, CRSS

TOPIC ROUTE: Illinois Route 83/ Bell Road (South) Panel 1

The purpose of this meeting was to introduce the SRA process/team/concept to the Panel and other County, City and Village representatives and interested parties along the topic route. Corridor issues were identified and concepts for alternatives were discussed.

SRA System

Chicago Area Transportation Study (CATS) discussed the 2010 Transportation System Development Plan, and how the 1,300 mile Strategic Regional Arterial (SRA) system is one of seven points in this plan, to address transportation issues in the six county area. The process for choosing SRA routes and the method of implementing the route studies was described.

SRA Studies

The Illinois Department of Transportation (IDOT) discussed the Design Concept Report as being developed by the first year (subnetwork) consultant. The Design Concept Report was developed to help achieve uniformity throughout the system, and to provide a starting point for studying specific corridors. The study was described as a Pre-phase One level and was clearly defined as only a planning study.

Team Overview

CRSS described the project approach for CRSS as the third SRA subnetwork consultant. The concept of a team including CATS, IDOT, CRSS, community and public officials and interested parties was described as vital to the success of the project, and that continual input will be imperative to the success of the team's study effort.

Regional corridor solutions were described to help focus on the perspective of this study.

The project team includes CRSS along with three subconsultants. EJM Engineering brings additional transit skills, Planning Resources has land use skills and Din & Pangrazzio will provide public relations specialties for the team.

The project planning objectives and work plan, as found in the panel briefing booklets, were discussed along with the method and purpose of the CRSS Problem Seeking (snow cards) process.

Corridor Presentation

CRSS discussed the Illinois Route 83 (South)/Bell Road corridors and presented corridor overviews. The design concept was then presented with respect to how the concept fits into the corridor.

The presentation area of the Illinois Route 83 (South), Calumet Sag Road, corridor was described as starting from the intersection of Illinois Route 83/Archer Avenue/Chicago-Joliet Road and extending easterly a distance of approximately four miles to US Route 45. The presentation area of the Bell Road corridor was described as starting from 159th Street and extending northerly a distance of approximately six miles to the Illinois Route 83/Archer Avenue/Chicago-Joliet Road intersection.

Aerial photography was presented including legend item description, and general information with respect to existing land use, right-of-way, geometrics and adjacent environmental concerns.

Municipal information requests were discussed and response from remaining municipalities was requested.

Specific examples of alternatives development were discussed along the corridor. Issues pertaining to the topic route were discussed by the panel members.

Comments/Issues:

1. New traffic signal at Bell Road and Archer Avenue. Current problem with traffic coming off Bell Road. Extreme congestion. Traffic queues back to 159th Street (six miles). On Archer Avenue, traffic is queued to the north across the bridges over the shipping canals and the Des Plaines River. How far will the six laning in Hinsdale, currently under construction, extend to the south?

    a. Only that which is currently under construction from 63rd Street to Ogden Avenue is programmed. This SRA planning process is looking at ILL 83 from Bell Road to Lake-Cook Road.

2. Widening Bell Road is not the complete answer if nothing is done to ILL 83 to the north. The existing bridges are a bottleneck. Additional turn lanes are required at Bell Road & Archer Avenue and Archer Avenue & ILL 83. Consider interchange at ILL 83, Chicago-Joliet Road and Archer Avenue intersection.

   a. The SRA is a long range plan and not an immediate solution.

   b. In the future, as funding permits, when construction improvement projects occur, they would be staged in accordance with priority and logic. For example, the intersection of Archer Avenue and ILL 83 would be constructed prior to widening Bell Road.

   c. The SRA planning document will provide the basis for a logical construction process and implementation schedule.

3. What will happen to Archer Avenue?

   a. Archer Avenue is not on the SRA system and will not be investigated as part of this study.

4. Consideration of alternative routes to the SRA routes such as improving Will-Cook Road.

   a. In general, this study is not looking specifically for route options; however, if circumstances are such that suburban concept improvements to Bell Road are not possible, then alternative route options to serve north-south traffic may be investigated.

   b. Will-Cook Road currently extends south of 159th Street although Will-Cook Road does not connect to ILL 83 and would require a segment of new alignment across forest preserve property.

5. Cook County Forest Preserve District (CCFPD) has flexibility in development along an existing roadway or along the edge of their property versus new roadways cutting through their property.

6. Bell Road currently ends at 159th Street. What happens then?

   a. This study will not just stop at 159th Street. In fact, 159th Street (US Route 6/IL 7) is also an SRA study route being evaluated by CRSS. Improvements between these two routes will be coordinated.

7. Who uses the forest preserve adjacent to Bell Road and ILL 83?

   a. CCFPD is not aware of any user counts but this area has an extensive trail system used by pedestrians, equestrians, and bicyclists.

8. At future panel meetings for Bell Road, include what is happening to ILL 83 north of the ILL Route 83/Archer Avenue intersection.

9. The extension of I-355 will help alleviate congestion along Bell Road/ILL 83. However, we still need the major arterials to get traffic between the expressways.

10. CRSS was requested by the Equestrian Woods Estates to make a presentation before their homeowners association meeting.

    a. Due to the number of interest groups concerned with the SRA corridor projects, CRSS will not be meeting with individual groups; however, those groups are encouraged to submit comments in writing for consideration in the alternatives development phase.

11. The main goal for improving Bell Road/ILL 83 is to improve access to I-55, that is where the people are going. Also, what is the next crossing of the shipping canals east of ILL 83?

    a. I-55 is not the only place motorists are wishing to get to via Bell Road/ILL 83, but also to DuPage County, in general, because of its importance as an employment center. That is a reason for increased traffic along Bell Road/ILL 83.

    b. The next crossing east of ILL 83 is US Route 45 which is a four lane facility.

12. The Equestrian Estates and Equestrian Woods subdivisions consist of 238 lots which have access to 115th Street/Bell Road and Illinois Route 83.

13. Were traffic counts taken or do we rely on traffic count information from the State?

    a. CATS supplied projected traffic volumes and IDOT supplied existing traffic volumes for intersection movement analysis. No new counts will be conducted unless in those areas where no traffic count information exists.

    b. Traffic information is also being received from the communities adjacent to the SRA route via the data request letter transmitted by CATS.

    c. The SRA planning process is not being driven by traffic.

14. The majority of future development adjacent to Bell Road will be single family housing.

<u>General</u>

CRSS discussed the project milestone schedule describing the remainder of the project schedule.

CRSS indicated that information of the study would be included in newsletters which will be prepared approximately every two months. The newsletter will be mailed to everyone on the mailing list.

CRSS closed the meeting asking for additional input via the questionnaire in the Panel Briefing Booklet.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

CRSS

Peter Strub

PMS/ack

Attachments

cc:	Rich Starr	IDOT
	Mark Thomas	CRSS
	Joy Schaad	CRSS
	John Mick	CRSS
	Elizabeth McLean	EJM Engineering
	Pete Pointner	Planning Resources
	Roger Schatz	Din & Pangrazio
	John Paige	NIPC
	Neil Ferrari	IDOT - DPT
	Mike Williamsen	IDOT - OPP
	Pete Franz	IDOT - BLE
	Eugene Ryan	CATS
	Meeting Minutes File	

MEETING MINUTES

PROJECT:	SRA SUBNETWORK 3 IDOT Project No. P-91-137-90 CRSS Project No. SRA3.00
DATE:	JUNE 30, 1992 - 10:00 A.M.
LOCATION:	Bensenville Village Hall 700 West Irving Park Road Bensenville, Illinois

ATTENDANCE:

Mark Kazich	City of Darien
Ruth Krupensky	DuPage County Division of Transportation
Glenn Muzik	GM Mounting & Laminating, Elmhurst, Illinois
John Piper	Piper Tools and Die, Inc., Elmhurst, Illinois
James O'Neill	O'Neill's Auto Body, Elmhurst, Illinois
Dale Durfey	Village of Oak Brook
Vydas Juskelis	Village of Villa Park
Gregory Boysen	Village of Buffalo Grove
John Swanson	NIPC
Melissa Bolz	Panel Coordinator
John T. Fay	Village of Willowbrook
James Sheridan	City of Prospect Heights
Mike Allison	Village of Bensenville
Art Gall	City of Wood Dale
Dave Clements	Village of Mount Prospect
Bo Proczko	Village of Hinsdale
Charles Dobbins	Village of Hinsdale
Tom Borchert	Village of Elmhurst
Sheila Schultz	Village of Wheeling
Mike Klitzke	Village of Wheeling
Mary Jo Pye	Village of Elk Grove Village
Rich Starr	Illinois Department of Transportation
Tom Willman	Chicago Area Transportation Study
Kathleen Rodi	Chicago Area Transportation Study
John Mick	Project Manager, CRSS
Peter Strub	Corridor Manager, CRSS
Kerry Wigginton	Civil Engineer, CRSS

TOPIC ROUTE: Illinois Route 83 (North) Panel 1

The purpose of this meeting was to introduce the SRA process/team/concept to the Panel and other County, City and Village representatives and interested parties along the topic route. Corridor issues were identified and concepts for alternatives were discussed.

SRA System

Chicago Area Transportation Study (CATS) discussed the 2010 Transportation System Development Plan, and how the 1,300 mile Strategic Regional Arterial (SRA) system is one of seven points in this plan, to address transportation issues in the six county area. The process for choosing SRA routes and the method of implementing the route studies was described.

SRA Studies

The Illinois Department of Transportation (IDOT) discussed the Design Concept Report as being developed by the first year (subnetwork) consultant. The Design Concept Report was developed to help achieve uniformity throughout the system, and to provide a starting point for studying specific corridors. The study was described as a Pre-phase One level and was clearly defined as only a planning study.

Team Overview

CRSS described the project approach for CRSS as the third SRA subnetwork consultant. The concept of a team including CATS, IDOT, CRSS community public officials and interested parties was described as vital to the success of the project, and that continual input will be imperative to the success of the team's study effort.

Regional corridor solutions were described to help focus on the perspective of this study.

The project team includes CRSS along with three subconsultants. EJM Engineering brings additional transit skills, Planning Resources has land use skills and Din & Pangrazzio will provide public relations specialties for the team.

The project planning objectives and work plan, as found in the panel briefing booklets, were discussed about, along with the method and purpose of the CRSS Problem Seeking (snow cards) process.

Corridor Presentation

CRSS discussed the Illinois Route 83 corridor and presented a corridor overviews. The design concept was then presented with respect to how the concept fits into the corridor.

The presentation area of the Illinois Route 83 corridor was described as starting from the intersection of Illinois Route 83/Archer Avenue/Chicago-Joliet Road and extending northerly a distance of approximately 39 miles to Lake Cook Road.

Aerial photography was presented including legend item description, and general information with respect to existing land use, right-of-way, geometrics and adjacent environmental concerns.

Municipal information requests were discussed and response from remaining municipalities was requested.

Specific examples of alternatives development were discussed along the corridor. Issues pertaining to the topic route were discussed by the panel members.

Comments/Issues:

1. What is the intent of bike paths along suburban SRA routes?

   a. CRSS will coordinate with municipalities where bike paths exist or are planned to determine whether or not the bike paths can be accommodated within the proposed roadway right-of-way and be consistent with design concept guidelines.

   b. Any bike paths that exist within the travel way of Illinois Route 83 will be recommended for removal from the pavement area to be relocated within the adjacent right-of-way or to adjacent streets.

2. CRSS was requested to meet with adjacent property owners located at the intersection of ILL 83 and Riverside Drive concerning some immediate traffic problems.

   a. It was indicated to those present that CRSS would not be meeting with individual property owners or interest groups; however, those parties were urged to submit comments/concerns to the panel coordinator, who would in turn, transmit to CRSS for consideration during concept development.

   b. It was indicated that the SRA project is a long range planning process and not intended to provide solutions for immediate problems. Knowledge of these problems will be beneficial during concept development.

   c. CRSS will consider truck turning movements at major intersections.

3. Based on the suburban route concept, that being a six lane facility with three travel lanes in each direction, what will happen within an area, such as Mount Prospect, where you have heavy adjacent development along a narrow four lane existing roadway?

   a. As a starting point, CRSS will superimpose the six lane suburban cross section throughout this area to determine the extent of impacts on existing and proposed development. Based on the severity of impacts, the cross section would be modified to reduce impacts.

   b. It is not the intent of the SRA project to acquire substantial property in order to implement the SRA proposed concept. In the first two SRA studies, throughout areas of heavy residential/commercial development the suburban cross section was modified to a four lane type facility. The intent is to provide six lanes but at the same time, realize it may not be possible throughout some areas.

   c. Throughout these areas, improvements will most likely be "operational characteristic" in nature such as improved mobility, increased safety, consolidating access, and signal improvements.

4. Is an Environmental Impact Statement required for this initial work?

   a. The SRA project is a Pre-Phase 1 study and general environmental documentation will be prepared. CRSS will conduct an environmental inventory to determine existing conditions and identify general environmental impacts as they relate to proposed suburban design concepts.

5. Will the Public Hearing scheduled for the Spring of 1993 satisfy Federal requirements?

    a. It was indicated that the purpose of the Public Hearing next year will be to inform the general public of SRA design concept recommendations. Additional planning/design public hearings would be required to satisfy Federal requirements as projects along the ILL 83 corridor proceed into Phase I and Phase II.

6. What will be done in areas where the existing right-of-way is 200 ft. and the proposed right-of-way with the suburban concept indicates 120 ft. - 150 ft.?

    a. CRSS will be taking into account what is existing in terms of right-of-way, number of travel lanes, turn lanes and median widths along the corridor. It is not the intent of the SRA project to reduce existing right-of-way limits, remove concrete median barriers to provide a wide raised median, or remove existing grassed medians. CRSS will investigate improvements required at major intersections.

7. It was requested that throughout the concept development phase that CRSS consider U-turn movements as outlined in the Willowbrook study, as a means to consolidate mid-block access/turning movements but at the same time provide periodic median openings to serve adjacent roadway development.

8. It was requested that CRSS identify the major drainage areas located along the project corridor in an effort to determine overland flow characteristics and impacts as a result of concept design improvements.

9. It was requested that CRSS identify, or be aware of, a high pressure gas line adjacent to the west side of ILL 83 throughout the Willowbrook area.

10. Will the recent passage of the new Surface Transportation Act (ISTEA) provide any increased funding such that any of these SRA projects might be accelerated?

    a. It was indicated that no funding currently exists for the study, design and construction of SRA projects.

11. Is CRSS coordinating with IDOT in areas where there are projects currently included in the multi-year program such as the bridge rehabilitation improvements over the shipping canals on the south end of ILL 83?

    a. CRSS is aware of all programmed multi-year projects scheduled along ILL 83 and will be coordinating with IDOT area programmers.

    b. Current programmed projects may not be designed or constructed at this time to provide a six lane suburban facility; however, where right-of-way is proposed to be acquired sufficient width will be considered to accommodate the SRA improvements.

<u>General</u>

CRSS discussed the project milestone schedule describing the remainder of the project schedule.

CRSS indicated that information on the study would be included in newsletters which will be prepared approximately every two months. The newsletter will be mailed to everyone on the attendance list.

CRSS closed the meeting asking for additional input via the questionnaire in the Panel Briefing Booklet.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

CRSS

Peter Strub

PMS/ack

Attachments

cc:	Rich Starr	IDOT
	Mark Thomas	CRSS
	Joy Schaad	CRSS
	John Mick	CRSS
	Elizabeth McLean	EJM Engineering
	Pete Pointner	Planning Resources
	Roger Schatz	Din & Pangrazio
	John Paige	NIPC
	Neil Ferrari	IDOT - DPT
	Mike Williamsen	IDOT - OPP
	Pete Franz	IDOT - BLE
	Eugene Ryan	CATS
	Melissa Bol	Panel Coordinator
	Meeting Minutes File	

MEETING MINUTES

PROJECT:	SRA SUB NETWORK 3 IDOT Project No. P-91-137-90 CRSS Project No. SRA3.00
ROUTE:	ILLINOIS 83
DATE:	February 5, 1993 - 10:00 A.M.
LOCATION:	IDOT, DISTRICT 1

ATTENDANCE:

David Clements	Village of Mount Prospect
Glen Andler	Village of Mount Prospect
Jeffrey Wulbecker	Village of Mount Prospect
Chuck Bencic	Village of Mount Prospect
Bob Giurato	CRSS, Corridor Engineer
David Zavattero	CRSS, Corridor Manager

The purpose of this meeting was to initiate discussion with Village staff regarding the issues and preliminary thinking on options for the Illinois 83 SRA through Mount Prospect. IDOT requested CRSS to meet with the Village to access opinions regarding 4 or 6 lane options in the Village as follow-up to the January 27 corridor review meeting. The agenda for the meeting is attached.

1. CRSS described existing conditions and several alternatives that might be considered for Illinois 83 including Oakton Avenue from Busse Road to Elmhurst Road and Elmhurst Road from Oakton Avenue to Rand Road. CRSS identified the objectives of the SRA System and the suburban design concept. It was indicated that the SRA study was a long range Pre-Phase I effort and that individual corridors or sections would be considered for detailed Phase I engineering studies after all SRA studies were completed (ie. after subsets 4 and 5).

2. CRSS discussed the options including the 6 lane with a 30 foot median SRA suburban design concept. It was noted that the existing ROW varied from 66 to 80 feet throughout this segment. The suburban SRA design concept would require a minimum 120 foot ROW. A one sided displacement was discussed as a way to obtain this ROW. Village staff was generally opposed to this option due to its major displacement impact. CRSS indicated that this alternative was reviewed in order to determine what the impacts would be if the SRA standards were met. Mr. Bencic inquired as to what the worst case was? For example, was two sided displacement considered? CRSS noted it was raised but dropped quickly. While village staff recognized the opportunity to redevelop and provide amenities under the 6 lane option they felt negative impacts outweighed benefits.

3. CRSS discussed the one way plan option using existing Illinois 83 for 3 lanes of southbound traffic and Emerson Street to provide 3 lanes for the parallel northbound traffic. It was noted that under this scheme it may be possible to reintroduce on street parking. However it was felt that the terminal connections would be difficult. Village staff saw benefits of the concept in the downtown (Northwest Highway to Central Avenue) area but considered the introduction of increased traffic volumes to residential neighborhoods along Emerson as a strong negative.

4. Village Staff inquired about current thinking regarding the CNW Railroad crossings. CRSS noted that SRA standards indicate that grade separation might be considered. However, due to the proximity of dense development and the high desplacement impacts no grade separation is proposed in Mount Prospect. The potential to relocate, boarding platforms was discussed and considered possible by the Village Staff. Village Staff also proposed signal modernization and interconnect solutions to the train blockage.

5. CRSS discussed the minimum level improvement based on 4 lanes in an 80 foot ROW with an 14 foot flush median. Spot ROW acquisition would be required to provide the 80 foot ROW. It may not be possible or desirable to acquire ROW in the downtown block(s). Therefore we have considered eliminating the median in this area.

6. Village staff indicated that it was important to identify direct benefits to be able to sell the concept to Village officials and residents. In general, the mininmum level improvement was felt to be most acceptable.

7. Village staff thanked CRSS for the opportunity to discuss preliminary concepts and noted they would prepare a writen response to the attenatives.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

CRSS

David A. Zavattero
Corridor Manager

cc: Attendees

Rich Starr	IDOT
John Mick	CRSS
Mark Thomas	CRSS
Joy Schaad	CRSS
Dave Zavattero	CRSS
Elizabeth McLean	EJM Engineering
Pete Pointner	Planning Resources
Roger Schatz	Din & Pangrazio
John Paige	NIPC
Neil Ferrari	IDOT - DPT
Mike Williamsen	IDOT - OPD
Pete Franz	IDOT - BLE
Eugene Ryan	CATS
Meeting Minutes File	

MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
CRSS Project No. SRA3.00

DATE: APRIL 27, 1993 - 9:30 A.M.

LOCATION: Prospect Heights Village Hall
1 North Elmhurst Road
Prospect Heights, Illinois

ATTENDANCE:

Alan Boffice	Village of Elk Grove Village
Gregory Boysen	Village of Buffalo Grove
Ken Bonder	City of Prospect Heights
James Sheridan	City of Prospect Heights
Eldred H. DuSold	City of Prospect Heights
Dave Clements	Village of Mount Prospect
Mark Janeck	Village of Wheeling
David Seglin	Northwest Municipal Conference
Rich Starr	Illinois Department of Transportation
Tom Willman	Chicago Area Transportation Study
Kathleen Rodi	Chicago Area Transportation Study
Mike Brown	Planning Resources, Inc.
John Mick	Project Manager, CRSS
Dave Zavattero	Corridor Manager, CRSS
Kerry Wigginton	Civil Engineer, CRSS

TOPIC ROUTE: Illinois Route 83 (North) Panel 2

GENERAL

1. Rich Starr made introductory remarks concerning the SRA study and the role of the Panel in developing recommendations for the corridor. He explained that the Panel 1 North Presentation Area has been broken into the Panel 2 North and Central Presentation Areas. Kathleen Rodi introduced the SRA system and discussed Illinois 83 as part of the overall SRA network.

2. Dave Zavattero reviewed the work plan, schedule and SRA work objectives. He then discussed the remaining tasks to be performed and how the Panel 2 meeting is used to revise the preliminary concept prior to these tasks. He referred to the Panel 2 Briefing Book which was provided in advance to each panel member. The Panel 2 Book summarizes the initial concept under consideration.

3. The Design Concept Report breaks all SRA corridors into three types: rural, suburban, urban. Illinois 83 is classified as a suburban route throughout its' entire 39 miles. The suburban design concept calls for 6 lanes in a 120'-150' ROW. As a part of the concepting process, Illinois 83 was broken into eight segments. The North Panel

will discuss segments 5,6, and 7 which extend from the Busse Road/Oakton Street intersection north to Lake-Cook Road.

4. Zavattero called attention to the "wall of cards" and discussed how they are used as a way to keep track of issues and comments. He then referred to some of the issues discussed at the Panel 1 meeting and how these have been used in the SRA process.

5. Before beginning the north panel discussion, Zavattero emphasized that segments 5, 6, and 7 being discussed by the North Panel are part of the complete Illinois 83 corridor. He then gave a brief overview of the initial concept for segments 1 through 4 and segment 8 to be discussed at the South and Central Panels.

6. John Mick asked that the Panel 2 Books be circulated to the appropriate local staff for remarks and then returned to CRSS via Dave Seglin who is the Illinois 83 North Panel Coordinator.

7. It was noted that HOV lanes were being considered as a special feature of the central portions of the Illinois 83 SRA. In general 6 total lanes would be provided in this corridor. The HOV lanes would be provided by conversion of one general purpose ;lane in each direction between I-55 and Oakton Street. This concept has been developed to support the Employee Commute Options (ECO) program mandated for the region under the Clean Air Act Amendments of 1990 (CAAA90). The ECO program requires employers with over 100 employees on site to increase vehicle occupancy levels by 25% for the AM trips to their sites.

SEGMENT 5

1. A six lane section with an 18' raised median within a 120' ROW is recommended in segment 5. This requires acquisition of 10' of additional ROW on each side. This additional ROW will not displace existing structures though it would impact parkways and some parking lots at specific locations. The Panel members were in general agreement with this initial concept for segment 5.

2. Three options were discussed for the intersections of Higgins Road/Oakton Street, and Oakton Street/Busse Road. Option A is a grade separation with Higgins Road either under or over Oakton Street and Busse Road. Option A is warranted by projected traffic volumes and movements and the crossing of two SRA routes. This option is the best solution from a traffic viewpoint but it must also be feasible from both cost and impact viewpoints as well. Option B involves restricting access on the south leg of the Higgins Road/Oakton Street intersection to right in/right out and using Commerce Drive for the remaining movements. Option C involves cul-de-sacing Higgins Road south of Oakton Street and using Commerce Drive for all movements. Options B and C would impact Commerce Drive which is a local street with local access and some of the businesses located along Commerce Drive.

3. The extent of acquisition and displacement impacts of the Busse Road/Oakton Street/Higgins Road options have not been determined. Mt. Prospect and Elk Grove Village support the interchange option, but are very concerned about possible impacts.

4. Mike Brown summarized existing land uses in Segment 5 and stated that the impacts along the majority of this segment are mostly signage and parking. Generalized ROW needs and required parcels at major impact locations, such as interchanges, will be developed for the Final Report. Although there may be non-conforming setbacks in the concept, zoning changes will not be requested at this time. A Phase I study would

be conducted as follow-up to the recommended SRA concept to develop a detailed impact analysis.

5. A spur to the Northwest Tollway at Elmhurst Road may be added to the Illinois 83 SRA. This spur would provide a desirable link from the Illinois 83 SRA to the expressway system. The Elmhurst Road interchange is approximately 1,500' south of the Oakton Road/Elmhurst Road intersection and provides tollway access in the inbound direction. IDOT and CATS are currently evaluating the need for connection spurs on the SRA network.

SEGMENT 6

1. Zavattero described the 6 lane options that have been considered in segment 6. It was noted that the existing ROW varies from 66' to 80' in this segment and the dense residential and commercial development (including downtown Mt. Prospect) constrain the ROW. The 6 lane options considered early in the process as a means to provide the suburban standard include: a one-sided displacement option and a one way couple option.

2. The one-sided displacement option would require acquisition of all parcels along either the east or west side of Illinois 83 between Golf Road and Rand Road. While this option permits development of a 6 lane facility and a variety of amenities using the excess ROW (such as local access roads, on-street parking, landscaping, linear park land), it requires acquisition of over 120 parcels. The village of Mt. Prospect opposed this option and it was dropped from consideration early in the process.

3. The one-way couple option would provide 3 SB lanes on Elmhurst Road and 3 NB lanes on the parallel Emerson Street between Shabonee Trail and Highland Street. It uses the existing at-grade crossing of the C&NW Railroad but requires conversion of the residential character of Emerson Street to higher volume traffic uses as well as special treatments at the terminals. The village of Mt. Prospect felt the full one-way couple was undesirable but that a compressed version of the one-way couple option in the downtown area may be worth closer study (see 8 below).

4. It was decided that the suburban standard 6 lanes could not be provided without major impact to developed areas in Mt. Prospect. Consequently, Golf Road was chosen as a logical place to end the suburban 6 lane standard and begin a 4 lane facility.

5. Three options were considered for the segment based on use of the existing ROW or acquisition of spot ROW in some existing 66' ROW locations to obtain an 80' cross-section. In each case the existing 66' ROW in downtown Mt. Prospect would be maintained.

6. Option A would provide 4 lanes in an 80' ROW, except in downtown Mt. Prospect where the existing ROW would be maintained. There are basically no setbacks in this area, and providing an 80' ROW would impact several structures. This option would utilize reduced lane widths in downtown Mt. Prospect to provide 4 through lanes and a single left turn lane. While this configuration in the downtown is less than desirable it is the only way to maintain a median for turning movements which the Panel agreed was necessary. In the existing 66' ROW locations outside of downtown additional ROW would be acquired to provide 4 lanes and a 14' flush median in an 80' ROW.

7. Option B maintains the existing ROW. A median would be provided in those areas where an 80' ROW exists. In the 66' ROW areas along the east/west portion of

Elmhurst Road, no median would be provided and at least two local streets would be cul-de-saced to restrict access. Access at St. Raymonds School is requires further analysis. Mt. Prospect favored Option B as the SRA concept for areas outside the downtown..

8. A compressed one-way pair through downtown was discussed. Emerson Street would carry the NB traffic with the SB traffic remaining on Illinois 83. Central Street and possibly Lincoln Street, would be used to tie Emerson Street back into Illinois 83. There would be some impacts at these locations . The area bordering downtown on the south side of the C&NW Railroad has some mixed residential - commercial uses and would likely be included in the area served by a one-way couple. A compressed version does not permit a continuous 6 lanes and was not deemed viable for the SRA concept.

9. Zavattero reminded the Panel about a conceptual idea, consistent with the Village's comprehensive plan, to widen Busse Road from Golf Road to Central Street. Even though Busse Road is not an SRA at this location, providing 4 or 6 lanes would help meet the SRA goal of additional north-south capacity in this corridor.

10. Signal interconnection is recommended through this segment. The Panel agreed with this concept.

11. The Design Concept Report recommends that railroad crossings be grade separated wherever possible. However, the Panel felt this was not feasible at the C&NW Railroad crossing in Mt. Prospect and it is not included in the initial concept.

SEGMENT 7

1. To provide consistency with segment 6 a four lane section within the existing 100' ROW is recommended in segment 7. Traffic volumes are such that a four lane section would be adequate in this segment. Portions of the segment already provide 4 lanes (typically at the major signalized intersections) while others have 2 lane sections. Median breaks, provided at 1/2 mile intervals, would be aligned with existing or anticipated development. All other access will be restricted to right in/right out. The Panel generally concurred with this concept.

2. The Rand Road/Kensington Road intersection has a few options. A grade separation may be possible but no study has been done at this point. It may be possible to tie Kensington Road into Rand Road with new connector links outside the limits of the Illinois 83 intersection. Restricting left turns on Kensington Road and Rand Road could improve operations by forcing these movements to Euclid Street or other streets outside the limits of the intersection. Better signal coordination of the three sets of signals or providing dual lefts may help the intersection's operation. No option was recommended. Further analysis of the options will be provided to the Panel as it is completed.

3. Traffic volumes, with an assumed 10-15% left turns, indicate that dual left turn bays may be required at the Palatine Road interchange. The Village of Prospect Heights indicated that the prevalent residential development west of Illinois 83 does not generate much left turn traffic. The Village of Wheeling felt that a single left turn bay would be sufficient. Sensitivity analysis of the percentage of left turn traffic assumption will be done to evaluate options. Additional traffic turning movement data may be available from IDOT for a finer level analysis It was noted that the Palatine/Willow SRA, which has gone to the public hearing, and the IDOT

improvement of Illinois 83 will generate more traffic on Palatine Road. The Illinois 83 SRA should be coordinated with Palatine Road/Willow Road SRA. Two options for the Palatine interchange were presented. Option A would develop dual left turn lanes under the bridge and provide additional storage at the frontage road intersections. Option B would restrict left turns require these movements to utilize a auxiliary U-turn lanes located immediately east and west of Palatine Road. Wheeling indicated Option B could create conflicts with ramp traffic, for example NB left turning traffic on the auxiliary link would conflict with WB traffic.

4. The IDOT Phase I study for Illinois 83 from Palatine Road to Dundee Road recommended a 16' median. To be consistent with the SRA Design Concept, the median will be revised to an 18' median in Phase II. This design will use the existing 100' ROW which is consistent with the SRA concept under consideration.

5. A landscaped median is recommended from Dundee Road to Lake Cook Road as a way to soften the effect of reduced parkways. This was a general recommendation throughout the route as a way to mediate the loss of green areas in a parkway. IDOT has been receptive to this recommendation. The Panel favored additional landscaping.

6. To aid in the through movement along the SRA, dual lefts (NB leg) and dual rights (SB leg) are recommended at McHenry Road.

7. The initial concept for Illinois 83 provides for 4 lanes with dual lefts on the south leg of Lake-Cook Road and single lefts on all other legs. The Village of Buffalo Grove indicated that this laneage does not agree with the Lake-Cook Road SRA recommendations. In addition Buffalo Grove noted that the Weiland Road project, which may include the realignment of Weiland Road to meet the existing road west of Illinois 83, was beyond the scope of the Lake-Cook Road SRA study but should be considered in the Illinois 83 study. Traffic volumes may need to be adjusted to account for this extension and may preclude dual lefts on Lake Cook Road. The Illinois 83 concept will be coordinated with the Lake-Cook Road concept and the Weiland Road improvement.

8. A question was raised concerning transit options in the Lake-Cook corridor. It was noted that CATS is responsible for long range transit recommendations in the corridor. CATS has developed the corridor at the planning level, determined the corridor's LOS and identified its' function in the regional plan. The middle circumferential transit line is proposed for the Lake-Cook corridor.

9. A park and ride at Lake Cook Road is shown to identify a need that supports the 2010 transit plan. It was noted that in locations where a park and ride is being considered and no excess parking exists, more spaces will be recommended. In this case a structure may be required to supplement the existing parking at the shopping center located in the northeast quadrant. A site and concept will be identified as the initial concept is refined.

10. When an SRA crosses a transit line, signage and/or expanded park and ride facilities are generally recommended. Transit signage to stations off the route directs traffic to stations that are 1-2 miles either side of the corridor. When a bus route runs along the corridor, bus pullouts may be integrated into the parkway for suburban SRA routes.

11. The initial concept calls for a new traffic signal at Weiland Road. Buffalo Grove supports the installation of a traffic signal at the Illinois 83 and Weiland Road intersection to accommodate full access and all turning movements.

12. Buffalo Grove felt that access at the Northwest Community Ambulatory Care Center, near Illinois 83 and Weiland Road, should not be restricted.

ACTION ITEMS

1. CRSS will provide Mt. Prospect with concept sketches of cul-de-sacs and some ideas on the compressed one-way pair in Mt. Prospect prior to Panel 3.

2. CRSS will meet with Buffalo Grove concerning transit ideas on Lake Cook Road.

3. CRSS will add Prospect Heights and Wheeling to comments about signing for transit systems.

4. CRSS will verify and revise spelling on the panel materials (e.g. Weiland Road).

5. CRSS will change the name of the hospital near Illinois 83 and Weiland Road to Northwest Community Ambulatory Care Center.

6. CRSS will review Weiland Road project with Cook County Highway Department.

7. IDOT will provide turning movement data at Palatine Road.

8. IDOT will provide Lake-Cook Road SRA intersection details.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

CRSS of Illinois, Inc.

David Zavattero
Corridor Manager
Minutes submitted 6/15/93, revised 7/19/93

cc: Attendees

Rich Starr	IDOT
John Mick	CRSS
Joy Schaad	CRSS
Elizabeth McLean	EJM Engineering
Pete Pointner	Planning Resources
Roger Schatz	Din & Pangrazio
John Paige	NIPC
Neil Ferrari	IDOT - DPT
Mike Williamsen	IDOT - OPD
Pete Franz	IDOT - BLE
Eugene Ryan	CATS
David Seglin	
Meeting Minutes File	

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MEETING MINUTES

PROJECT:	SRA SUBNETWORK 3 IDOT Project No. P-91-137-90 CRSS Project No. SRA3.00
DATE:	APRIL 30, 1993 - 10:00 A.M.
LOCATION:	Bensenville Village Hall 700 West Irving Park Road Bensenville, Illinois

ATTENDANCE:

Alan Boffice	Village of Elk Grove Village
Ruth Krupensky	DuPage County Division of Transportation
Melissa Bolz	Panel Coordinator
John T. Fay	Village of Willowbrook
John Bruszewski	Village of Bensenville
Bo Proczko	Village of Hinsdale
Mark Hughes	Village of Elmhurst
Steve Timmins	Village of Clarendon Hills
Rich Starr	Illinois Department of Transportation
Tom Willman	Chicago Area Transportation Study
Dave Zavattero	Corridor Manager, CRSS
Kerry Wigginton	Civil Engineer, CRSS

TOPIC ROUTE: Illinois Route 83 (Central) Panel 2

GENERAL

1. Rich Starr made introductory remarks concerning the SRA study and the role of the Panel in developing recommendations for the corridor. He explained that the Panel 1 North Presentation Area has been broken into the Panel 2 North and Central Presentation Areas. He explained that these concepts are the preliminary just alternatives and that the Panel's input will help to refine the concept.

2. The SRA project is a long range plan that helps determine what the 1300 mile arterial network, the next tier down from the expressway system, should be. Each SRA corridor should originate at an expressway or another SRA. Current studies being undertaken by IDOT (and others) should be coordinated with SRA and be consistent with SRA goals.

3. Dave Zavattero introduced the project team, reviewed the work plan, schedule and SRA work objectives. He then discussed the remaining tasks to be performed and how the Panel 2 Meeting is used to revise the preliminary concept prior to Panel 3. The Draft Report will contain results of the Panel 2 meeting. He described the work to be done between Panel 2 and Panel 3. Zavattero referred to the Panel 2 Briefing

Book which was provided in advance to each pane member. The Panel 2 Book summarizes the initial concept under consideration.

4. The Design Concept Report breaks all SRA corridors into three types: rural, suburban, urban. Illinois 83 is classified as a suburban route throughout its' entire 39 miles. The suburban design concept calls for 6 lanes in a 120'-150' ROW. As a part of the concepting process, Illinois 83 was broken into eight segments based on the character and existing conditions of the segment. The Central Panel will discuss segments 2, 3, and 4 which extend from Cal-Sag Road to Oakton Street.

5. Zavattero described the focus area of the Illinois 83 SRA Central Panel and its' relation to the entire corridor. Six lanes with a raised median would be provided throughout the Central Panel area. One of these lanes in each direction between I-55 and Oakton Street would be designated as a High Occupancy Vehicle (HOV) lane. Four lanes with a median would be provided along Cal Sag Road and Bell Road in the South Panel area and from Golf Road to Lake-Cook Road as a typical section in the North Panel area. Illinois 83 throughout the Central Panel area has a junior expressway type of character with an existing 200' ROW in most of segments 2, 3, and 4.

6. Zavattero called attention to the "wall of cards", or the Problem-Seeking Methodology, and discussed how they are used as a way to keep track of discussion topics. He then referred to some of the issues discussed at Panel Meeting 1 and how these issues and comments have been used in the SRA process.

7. By Panel 3 the SRA concept for the corridor will be narrowed to a single recommendation. If any Village objects to a specific recommendation, it will be taken to IDOT who will decide how to respond. If IDOT determines that the best course is to maintain the recommended concept, it will then go to the Public Hearing for general comment. At the Public Hearing, property owners, local residents, business and other interested parties will have an opportunity to comment on the concept. Then based on the public response the recommendation will be reviewed and revised if necessary

OVERALL CONCEPT

1. Access is a key issue in segments 2, 3 and 4. The SRA Design Concept Report calls for the consolidation of access and proposes that access be focused on the cross streets. Property owners have a legal right to access which would be maintained in the SRA concept. However, it may be possible for the State to purchase access rights if other access exists or can be identified. However, if the only feasible access to property is via the SRA, then it must be maintained. Frontage roads have been considered at specific locations in segments 2, 3, and 4 to maintain and consolidate access and to improve safety. Another benefit of frontage roads is the increased capacity to accommodate traffic on the SRA.

2. High Occupancy Vehicle (HOV) lanes are recommended between I-55 and Oakton Street. One goal of the SRA study is to integrate transit more fully with the SRA system. The high volume of bus traffic along Illinois 83 would utilize the HOV lanes to meet this transit goal. In addition the HOV concept would: 1) complement the planned HOV lanes on I-55, 2) provide improved alternatives to the single occupant vehicle for access to the Elk Grove Village industrial park area and its' high employment, and 3) the Clean Air Act encourages HOV use and mandates an Employee Commute Options.(ECO) program for the region. Under the ECO program, employers of over 100 people are required to submit plans and incentive programs that would increase the average vehicle occupancy levels of their employees

by 25%. Chicago is in a severe non-attainment area for ozone and the Clean Air Act and ECO program requires significant reductions in VMT.

3. No origin-destination surveys have been done to determine if HOV is warranted in the corridor and none are to be performed in the SRA study. A planning methodology that estimates time savings to determine approximate usage from previous experience with HOV lanes will be reviewed for implications in the Illinois 83 corridor. In general, demand estimates and traffic volumes used in the SRA analysis are provided by CATS. No Illinois 83 HOV's were included in the CATS analysis.

4. In most cases HOVs are more effective when they are physically separated from the general purpose lanes. The HOV lanes proposed for the Illinois 83 SRA would utilize a converted lane. This raises some concerns about the remaining capacity available for general purpose use. The capital cost to implement a converted lane HOV is relatively low but additional operating costs would be incurred for enforcement. Further, operation of at-grade intersections are complicated by the fact that vehicles must weave into HOV lanes to make left turns. The HOV must be designed to minimize impacts to operations and reduce motorist confusion when getting into turn lanes. It may be desirable to consider peak hour HOV lanes only in the Illinois 83 corridor.

5. A question was asked about any locations where a frontage road is planned but development has not yet taken place. There are several small sections along Illinois 83 available for development or re-development.

6. Willowbrook expressed three concerns: the width and structure of median, the proposed HOV system, and the location of specific frontage roads vs. use of 'Michigan style' U-turns as proposed in the Village's Route 83 Study. Zavattero noted that we had reviewed the Village's study but felt that the U-turn option was not feasible given the median proposed for the SRA nor desirable from a safety perspective given the high traffic and truck volumes. This also meant that the frontage road locations would vary slightly from the Village study. CRSS agreed to review this analysis and to forward additional information for coordination with Willowbrook.

SEGMENT 2

1. The existing conditions at the Des Plaines River basin represent a significant constraint to the SRA concept. Two of the existing six structures at the Des Plaines River basin are truss type structures providing 4 lanes. These structures can not be widened. The suburban standard 6 lanes therefore requires construction of 6 new parallel structures. While it is possible to develop feasible engineering solutions, it is recognized that the issue must also be addressed from a cost perspective. Based on the projected traffic in the section it was felt that 4 lanes would be adequate through 2010 and that widening to 6 lanes should be identified a as post-2010 improvement. This approach creates a balance between Design Concept standards, costs, and local acceptability. Three post-2010 alternatives for bridge additions have been developed. The 'near' alternative would construct 6 new parallel structures for SB traffic within 60' of the existing bridges. A 'far' alternative would construct the structures approximately 200' west of the existing structures. The last alternative would switch NB traffic to new structures north of the Forest Preserve, and switch SB traffic to the new structures in the section opposite the Forest Preserve. All alternatives would avoid the Forest Preserve properties and wetlands in the far southeast corner of the basin. It was noted that some of the existing bridges are now undergoing some rehabilitation.

2. A question was raised as to the clean-up of potential hazardous materials in/near the River basin area. There are several auto recycling yards located in this area. It was noted that developing recommendations for the cleanup of this waste recovery area is not within the scope of the SRA project.

3. The Archer Avenue/107th Street intersection needs geometric improvements and could be redesigned at any time. No project for this location is scheduled.

3. A Park & Ride was specified at 75th Street. The K-Mart parking lot or the SE quadrant at Plainfield Road was suggested as being a better location for the Park & Ride. In areas where Park & Rides are integrated with shopping centers, additional spaces would be added to parking lot or structure. Other possible locations are along 75th Street or Plainfield Road, 1-2 blocks from Illinois 83, where the land is industrial or vacant and not prime commercial. However, it is important that the Park & Ride be visible to the arterial. It may be possible to dovetail a Park & Ride station with a future satellite commuter that will have feeder bus link to the BN RR station at Hinsdale/ Westmont.

4. Frontage roads exist from Midway Drive to Central Avenue. There are also high pressure gas lines through this section. Consider frontage roads from Midway Drive to 63rd Street on the east and from Plainfield Road to 67th Street on the west. There is some concern about a frontage road from 75th Street to Plainfield Road on the west. No frontage road should be provided south of 75th Street on the west side or north of 67th Street. Consider a fourth through lane instead of frontage roads on SB Illinois 83 from 75th Street to I-55. Consider 'Michigan' U-turn concept from 67th Street to Plainfield Road. This concept requires a wider median.

5. It is requested that the raised and landscaped median that exists from south of 63rd Street to I-55 be maintained.

6. An IDOT project north of 63rd Street has been stopped between 55th Street and 59th Street due to an oil pipeline leak. The extent of the problem has not been determined but it is assumed that it will be solved prior to the beginning of any work associated with the Illinois 83 SRA.

7. The area between 55th Street and Ogden Avenue will be improved to 6 lanes. In some areas there is a striped lane that is used as shoulder. The existing noise walls reduce that roadway impact and all improvement will occur within these walls. Due to the Chicago Avenue overpass and the four cul-de-sac streets, good access control exists in this area. A new structure is needed at the BN RR but there is no need to widen the Chicago Avenue structure.

8. Near Ogden Avenue the roadway is close to the suburban standard and no major changes are recommended. The barrier median will be maintained. To study the effects of jersey barrier vs. guardrail is beyond the SRA scope.

9. The west side frontage road at Riverside Drive serves a Medical Center and a Wal-Mart. This intersection has poor geometrics and is restricted by an area with bad soil problems. The east side frontage road leads into the Elmhurst Wastewater Treatment Plant. The three legs of this frontage road conflict because all movements are released at the same time. A slip ramp back onto Illinois 83, near the treatment plant, would remove some of the truck traffic from the Riverside Drive intersection.

Even though traffic volumes indicate a need for a grade separation at St. Charles Road, several constraints make it not feasible. Prairie Path and Salt Creek are two of these constraints. On the EB leg of St. Charles Road, a single left, not dual lefts, exists. Dual lefts do exist on the WB leg. Elmhurst is applying for funding for signal improvements on St. Charles Road from Illinois 83 to West Avenue (east of Illinois 83). This improvement may help alleviate Illinois 83.

A tight single point diamond, which emphasizes the Illinois 83 movements, is the current recommendation of the North Avenue SRA. When two SRA routes cross, the earlier study's recommendations are usually adopted in the latter study, unless overwhelming reasoning suggests that they should not be used.

SEGMENT 3

This segment includes the Lake Street and Eisenhower Expressway interchanges and existing frontage roads outside the limits of the interchanges. The existing roadway includes four lanes on the mainline and two C/D lanes. If the HOV alternative is recommended, the mainline shoulders would be narrowed to a substandard width so that six lanes can be provided.

SEGMENT 4

The existing interchange configuration at Irving Park Road is less than desirable because of the use of residential streets as ramps. The Elgin O'Hare Expressway may lower the traffic volumes accessing Illinois 83 from Irving Park Road. A one-sided interchange is recommended for this location if these adjusted volumes warrant it. This would involve primarily residential relocation with a small amount of commercial impact.

Three alternatives, to consolidate access from Foster Avenue to Oakton Street in the Elk Grove Village industrial area, have been developed. Alt B is a two-way frontage road system that would have many impacts at the jughandle locations. Alt A would use one-way access roads with inner circulation on existing streets. Entrance to this system would be via slip ramps. Due to ramp geometrics, some developments may still have individual access points. Lively and Nicholas would be used to access Illinois 83 from the signalized cross streets. Entering Illinois 83 from slip ramps complicates turning movements and creates weave problems. The minimum impact alternative would use a fourth lane that would provide direct access to the industrial drives. Islands would be constructed at 1/4 mile spacing to prevent through traffic from using this lane. 'Michigan' U-turns were rejected due to the amount of truck traffic and size requirements that would dictate that a 46' median be used. Gas pipeline problems exist in this area. A recent Operation GreenLight signal interconnection project from 3rd Street to Howard Street may have an effect on traffic counts through this area. A concern was expressed about the need for frontage roads throughout this area. It was stated that the minimum impact alternative should be considered in those areas where frontage roads are not warranted.

Three options were discussed for the intersections of Higgins Road/Oakton Street, and Oakton Street/Busse Road. This area is known as a high accident location and few alternatives are feasible. Option A is a grade separation with Higgins Road either under or over Oakton Street and Busse Road. Option A is warranted by projected traffic volumes and movements and the crossing of two SRA routes. This option is the best solution from a traffic viewpoint but it must be feasible from a cost viewpoint as well. Option B involves restricting access on the south leg of the Higgins Road/Oakton Street intersection to right in/right out and using Commerce Drive for

the remaining movements. Option C involves cul-de-sacing Higgins Road south of Oakton Street and using Commerce Drive for all movements. Options B and C would impact Commerce Drive which is a local street with local access. In either of these options, the State would take over responsibility for Commerce Drive. Alternative A would roughly follow the old alignment of Higgins Road. There may be available ROW in the NW quadrant but it is speculated that the ROW in the NE quadrant may have been returned. Consider an exclusive left turn on green arrow only at Busse Road/Oakton Street.

ACTION ITEMS

CRSS will meet with Willowbrook to discuss their median, HOV, and frontage road concerns.

CRSS will send Elk Grove Village a schematic drawing of the industrial access system alternatives.

CRSS will meet with Elk Grove Village to discuss the impacts of a grade separation at Higgins Road/Oakton Street/Busse Road.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

CRSS of Illinois, Inc.

David Zavattero
Corridor Manager
Minutes submitted 04/26/94

cc: Attendees

Rich Starr	IDOT
John Mick	CRSS
Mark Thomas	CRSS
Joy Schaad	CRSS
Dave Zavattero	CRSS
Elizabeth McLean	EJM Engineering
Pete Pointner	Planning Resources
Roger Schatz	Din & Pangrazio
John Paige	NIPC
Neil Ferrari	IDOT - DPT
Mike Williamsen	IDOT - OPD
Pete Franz	IDOT - BLE
Eugene Ryan	CATS
Melissa Bolz	
Meeting Minutes File	

MEETING MINUTES

PROJECT:	SRA SUBNETWORK 3 IDOT Project No. P-91-137-90 CRSS Project No. SRA3.00
DATE:	MAY 5, 1993 - 10:00 A.M.
LOCATION:	Homer Township Administration Building 14350 151st Street Lockport, Illinois

ATTENDANCE:

Ethel Rodriquez	Homer Township
Franklin Dunn	Homer Township
Tim Teddy	Village of Lemont
Steve Lazzara	Village of Orland Park
Vicky Matyas	Southwest Council of Mayors
Dan Weber	Forest Preserve District of Cook County
Bob Hedrick	Cook County Highway Department
Rich Starr	Illinois Department of Transportation
Kathleen Rodi	Chicago Area Transportation Study
Dave Zavattero	Corridor Manager, CRSS
Kerry Wigginton	Civil Engineer, CRSS
Eric Widstrand	Traffic Engineer, CRSS

TOPIC ROUTE: Illinois Route 83/Bell Road (South) Panel 2

GENERAL

1. Dave Zavattero, the CRSS Corridor Manager, reviewed the work plan, schedule and SRA work objectives. He then discussed the remaining tasks to be performed and how the Panel 2 Meeting is used to gain input to the preliminary concept prior to these tasks. The Panel 3 Meeting in the fall will present and allow discussion of specific recommendations.

2. SRA routes are planned to terminate at expressways or other SRAs. The Bell Road portion of this SRA begins at 159th Street and the Cal Sag Road portion begins at US 45. Both of these routes are SRAs.

3. The Design Concept Report breaks all SRA corridors into three types; rural, suburban, urban. Illinois 83 is a suburban route. The suburban design concept calls for 6 lanes in a 120'-150' ROW. As a part of the concepting process, Illinois 83 was broken into eight segments. The SRA recommendations along the Illinois 83 corridor were then summarized. Four lanes are recommended along Cal Sag Road and Bell Road in the south area and from Golf Road to Lake Cook Road in the north area. The central area, which has an existing 200' ROW throughout the majority of the section, will have six lanes. HOV lanes are recommended from I-55 to Oakton Street. This concept has been developed to support the Employee Commute Options (ECO) program mandated for the region under the Clean Air Act Amendments of 1990 (CAAA90). The ECO program requires employers with over 100 employees on site to increase vehicle occupancy levels by 25% for the AM trips to their sites.

4. Zavattero called attention to the "wall of cards" and discussed how they are used as a way to keep track of issues/concepts/etc. He then referred to some of the issues discussed at Panel Meeting 1 and how these have been used in the SRA process.

5. It was requested that any mark ups on the Panel Briefing Booklet be directed to CRSS through Vicky Matyas, the Panel Coordinator.

GENERAL COMMENTS

1. The possibility of a high-speed rail corridor along the Illinois 83 alignment was discussed. Even though a 200' ROW exists throughout the central area of Illinois 83, the whole ROW will be used for the mainline roadway and frontage roads. Therefore, no ROW would remain for a high-speed rail system. The Circumferential Railway, part of the RTA's 2010 Plan, is planned for somewhere between Illinois 53 and Illinois 83.

2. Some capacity improvements are recommended at Archer Avenue.

3. Chicago Joliet Road has been renamed Main Street.

SEGMENT 1

1. It is important to recognize that Cal Sag Road links developing areas on the east to the Illinois 83 SRA, however, limited future development within the Forest Preserve property and projected traffic volumes in the mid 20,000's indicate that the suburban standard 6 lane section can be reduced to a 4 lane section.

2. Two alternatives that are dependent on the type of drainage system to be used are being considered for this segment. The closed drainage system alternative provides 4 lanes and an 18' raised median within the existing ROW. The minimum impact open drainage system alternative provides 4 lanes and an 18' raised median within a 138' ROW. This alternative would have shoulders with no curb. No recommendation has been developed where a proposed open drainage system would be converted to a closed system. Accidents along this segment are often caused by the crossing of the centerline. The 18' raised median, recommended in both alternatives, serves both safety and access issues and is consistent with the SRA Design Concept. The proposed ROW would provide for Post 2010 widening to 6 lanes. However, 6 lanes are not projected to be needed even in a Post 2010 timeframe.

3. Historically, the Forest Preserve has resisted wide medians. For example, on an Illinois 59 project from Schaumburg Road to Shoe Factory Road, the Forest Preserve reduced a 16' median to 12' in some areas and 4' (with jersey barrier) in others. All open drainage options require some amount of Forest Preserve ROW acquisition. It was stated that a reduced median would reduce the required acquisition. If a narrower median were to be used, widening would still be required for turn lanes at intersections. Most of this widening would take place at the west end of the segment, near Equestrian Woods. The safety issue, which should be a primary consideration, can be addressed with a 4' median (with jersey barrier). The open drainage alternative uses 10' shoulders. It was stated that the absence of a barrier curb has caused access problems into Forest Preserve properties. The cost of a closed system should be weighed against the cost of Forest Preserve acquisition.

4. Consolidating access is one of the goals of the SRA study and a raised median is consistent with these goals. With a raised median, all access is restricted to right in/right out except at median break locations. In this segment, these breaks would be at roughly 1/2 mile intervals and would be lined up with existing Forest Preserve and Equestrian Woods accesses.

5. A question was asked concerning the prohibition of trucks on this portion of Illinois 83. Truck traffic cannot be prohibited on a state route.

6. Signage indicating pedestrian trail crossings can be integrated into the recommendation for this segment.

7. No lane expansion or new signals are recommended at US 45.

8. Some of the existing structures at the Des Plaines River basin are truss type structures that cannot be widened. A 6 lane section is recommended north of the river basin, but the southern segments call for 4 lanes. Due to this recommendation and the fact that construction of 6 new bridges is a major cost item, three Post 2010 bridge addition alternatives have been developed. The existing structures would be used along with these alternatives. The 'near' alternative would construct new structures within 60' of the existing bridges. A 'far' alternative would construct the structures approximately 200' west of the existing structures. The third alternative would use a mixture of new and old structures for the northbound and southbound lanes. All of these alternatives would avoid the Forest Preserve properties and wetlands in the far southeast corner of the basin. When accidents occur on the existing bridges, traffic in both directions is usually stopped. The Post 2010 parallel structures could be used for routing both northbound and southbound traffic on one set of structures.

SEGMENT 8

1. Bell Road is a county highway that serves as an important link between the Illinois 83 and the US 6 SRAs. This route contains part of Archer Ave that links Bell Road with Illinois 83. In this segment, the projected traffic volumes, which do account for the I-355 extension, are in the low 20,000s. Traffic is growing but not to a 6 lane level. Thus, the suburban standard 6 lanes are not needed and a 4 lane section is recommended. However, this area is continually developing and the section's 120' ROW reserves space for Post 2010 widening to 6 lanes. Median breaks will be recommended at roughly 1/2 mile intervals and be lined up with existing development. Future development access should be consolidated to utilize median breaks. The existing improved intersection at 143rd Street is typical of a SRA intersection for Bell Road.

2. ROW takes will be asymmetrical to lessen the impacts to existing development. Most of the segment contains good setbacks and minimal impact to structures will take place. Berming could be used in some locations to reduce noise and visual impacts to properties.

3. According to traffic counts much of the Bell Road traffic is going to I-55. A portion of the traffic continues north to Oak Brook or to the industrial areas in Elk Grove Village. This traffic flow, as well as the support of the Clean Air Act and the ECO programs, and the IDOT HOV study on I-55 and the Eisenhower Expressway, support the HOV recommendation for this corridor. There is concern over what capacity is left for general purpose, when converting general purpose lanes to HOV use.

4. A question was asked regarding any possible vertical curve problems on Bell Road. A detailed analysis of vertical design is beyond the scope of the SRA study but no significant problems are anticipated.

5. Some grade separated pedestrian crossings are recommended in the SRA network. However, no pedestrian overpasses are called for along Bell Road. No parallel bikeway routes are proposed but any bikeway crossings will be integrated with the SRA study's recommendations. When a parallel bike path is recommended, it is set off to the edge of the ROW away from traffic flow.

6. There is no existing transit service along Bell Road. As this area develops, bus transit may occur and bus pullouts on the far side of some intersections on Bell Road may be provided.

7. The Bell Road/159th Street major intersection is not shown on the aerials. The recommendation provides single left and right turn lanes on all approaches.

8. There are additional accesses to Bell Road near 159th Street that are not shown on the aerial exhibits. This local access will be consolidated at two median breaks between 159th Street and 151st Street. Frontage roads near 159th Street are not currently proposed but may be considered. The possibility of a mountable median near 159th Street was discussed but not recommended because it does not control access.

9. A State Department of Agriculture Centennial Farm is located near Bell Road, south of 151st Street.

10. Development along this segment is mostly residential with some pockets of commercial and agricultural. Most of the commercial development takes place near 159th Street and 143rd Street. Residential development is the major land use anticipated. SRA traffic projections have anticipated future development, but the critical question is the possible density of development. Bob Gallagher's Spring Creek Development, east of Bell Road from 143rd Street to 167th Street, will impact the Bell Road SRA. This development encompasses the Centennial Farm. Gallagher's development is more advanced in Homer Township than in Orland Park. Homer Township has approved plats of this development for 5000 units. This is a PUD development that will soften the impacts of improvement. Orland Park would like to see a development of 1800 to 2400 units, but this development has not passed the County Board. Plats of this development are available.

11. 151st Street from Bell Road to Will Cook Road will be improved to a 38' roadway with open drainage. There are no plans currently for 151st Street west of Bell Road.

ACTION ITEMS

CRSS will change Chicago Joliet Road to Main Street.

CRSS will add the additional accesses to Bell Road near 159th Street.

CRSS will contact Homer Township to take into account their review of the Gallagher development.

CRSS will contact Orland Park to take into account their review of the Gallagher development.

CRSS will add the Bell Road/159th Street major intersection to the concept documentation.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

CRSS of Illinois, Inc.

John Mick
Corridor Manager
Minutes submitted 04/26/94

cc: Attendees

Rich Starr	IDOT
John Mick	CRSS
Elizabeth McLean	EJM Engineering
Pete Pointner	Planning Resources
Norman Din	Din & Pangrazio
John Paige	NIPC
Neil Ferrari	IDOT - DPT
Mike Williamsen	IDOT - OPD
Pete Franz	IDOT - BLE
Eugene Ryan	CATS
Meeting Minutes File	

MEETING MINUTES

PROJECT:	SRA SUBNETWORK 3 IDOT Project No. P-91-137-90 CRSS Project No. SRA3.00
DATE:	JULY 27, 1993 - 1:30 P.M.
LOCATION:	IDOT DISTRICT ONE Local Roads Conference Room
TOPIC ROUTE:	ILLINOIS ROUTE 83

ATTENDANCE:

Lidia Pilecky	Illinois Dept. of Transportation
Chris Snyder	Illinois Dept. of Transportation
S. Saporta	Illinois Dept. of Transportation
Rich Starr	Illinois Dept. of Transportation
Robert Giurato	Meridian Engineers

1. The meeting was held with IDOT's in-house Project Study Team to discuss the proposed SRA template in the Mount Prospect area. Meridian explained the recent history including a separate meeting held with the Village and the Panel 2 meeting. The proposed four lanes with a narrow median was the only recommendation that did not raise serious concerns with the Village.

2. The State went over some of their concerns, mainly the tapering out of the proposed barrier just north of Golf Road. This would affect access to ILL Route 83 for numerous homeowners.

3. The section of ILL Route 83 from ILL 58 to US 14 is planned for FY '97.

4. IDOT is thinking of closing Evergreen Avenue but making the other proposed cul-de-sac streets into one ways with restricted left turns.

5. The draft report on ILL 83 will be submitted by the end of August.

6. IDOT would like to hold their public meeting on this section in conjunction with the public hearing on this SRA route, tentatively in October.

The meeting ended at 2:15 p.m.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

Robert S. Giurato, PE
Corridor Manager

cc: Attendees

Bob Giurato	Meridian
John Mick	Meridian
Rich Starr	IDOT
Elizabeth McLean	EJM Engineering
Pete Pointner	Planning Resources
Norman Din	Din & Pangrazio
John Paige	NIPC
Neil Ferrari	IDOT - DPT
Mike Williamsen	IDOT - OPP
Pete Franz	IDOT - BLE
Eugene Ryan	CATS
Meeting Minutes File	

MEETING MINUTES

PROJECT:	SRA SUBNETWORK 3 IDOT Project No. P-91-137-90 CRSS Project No. SRA3.00
DATE:	AUGUST 1, 1993 - 10:00 A.M.
LOCATION:	Willowbrook Village Hall
ATTENDANCE:	
Rich Starr	Illinois Department of Transportation
John Fay	Village of Willowbrook
David Miller	Metro
Lisa Wiesner	Metro
John Mick	Meridian, Project Manager
TOPIC ROUTE:	Illinois Route 83 (Willowbrook Input to Geometric Submittal)

The meeting was held for the Department and the SRA 3 team to understand detailed comments and input from Willowbrook on the developing geometric concepts. The Willowbrook comments are followed by the Department's reaction and decision:

Provision of HOV lanes:

Willowbrook -

What is the rational behind the implementation of HOV lanes on IL 83? IL 83 is not intended to be designed as an expressway/freeway. Therefore, vehicles in the HOV lanes would have to obey signal controls reducing their effectiveness. How would the transition to/from HOV lanes be implemented at IL 55? Assuming the HOV lanes be provided in the center median, how would left turning vehicles from the HOV lanes and the main lanes be incorporated at intersections?

Department -

The HOV lanes are no longer being recommended in this corridor. Although there are several factors making HOV worth further study, the Department has recognized several negative operating characteristics of HOV and deleted them during the geometric review process.

Typical Cross Section:

Willowbrook -

Alternative A reduces the number of through lanes on IL 83 south of Midway from the existing three through lanes in each direction to two through lanes in each direction, and maintains the existing two through lanes in each direction north of Midway along IL 83. The roadway would operate at level of service E considering this alternative as shown in the Panel Meeting 2 Briefing Booklet.

In the Route 83 Corridor Study, which willowbrook has endorsed as policy, three through lanes in each direction will be necessary along IL 83 north of Midway transitioning to four

through lanes in each direction on IL 83 south of Midway. This analysis was based on 2010 volumes.

Department -

The current recommendations, based on geometric review and concept refinement, calls for three 12 ft. lanes in each direction with a 30 ft. median.

The concept of four through lanes in each direction between Midway and I-55 will be reviewed immediately by the SRA 3 study team.

Width and Design of Median

Willowbrook -

With the development of the Route 83 Corridor Study, a wide raised median along IL 83 was proposed. This would enable Willowbrook to landscape the median thereby providing some identity to the Village and reducing the effects of IL 83 as a barrier separating the Village. The median would continue to be maintained by the Village. The proposed 18 ft. median does not offer this opportunity, and would have to be widened at the major intersections to provide the width for dual left turn lanes. The wider median could be incorporated along the length of IL 83 in the village of Willowbrook thereby providing a consistent median width and providing for landscaping and its benefits.

The 18 ft. median does not provide the width for the provision of U-turns along IL 83. As discussed in the Willowbrook Route 83 Corridor Study, a 44 ft. median would need to be provided.

14. CRSS explained that the park-n-ride at Oakton Street and Elmhurst Road is not exclusively for HOV. IDOT feels HOV lanes are useless south of I-290. IDOT would like to see a paragraph in the report about the benefits of HOV and how it is being held up for further study. IDOT is concerned about HOV lanes being in competition with transit, enforcement and the speed differential between left turn lanes and HOV lanes. CRSS felt it would be desirable to say the state is looking at HOV to provide for employers.

15. IDOT feels a barrier median is feasible on Oakton Street. IDOT will contact ISTHA about the need to modify the structure carrying I-90 over Oakton Street.

SEGMENT 4

16. IDOT would like to see a fact sheet (including cost) for Higgins Road options: existing conditions, Higgins Bridge, Higgins under Busse Road and Oakton Street and Higgins under I-90 with intersection at Oakton Street east of the I-90 overpass.

17. Cook County has proposed upgrading Busse Road to four lanes north to Central Road. This could take some traffic off of Elmhurst Road between Central Road and Oakton Street.

18. IDOT is concerned about calling the fourth through lane an auxiliary lane. IDOT feels right turn channelization islands in areas where auxiliary lanes are proposed could be dangerous due to the length of the auxiliary lanes and confusion about the mandatory right turn lane.

19. IDOT would like to see the Elgin-O'Hare expressway described in text. The ILL 19 route marking could be transferred onto the Elgin-O'Hare expressway to de-emphasize Irving Park Road.

SEGMENT 3

20. IDOT was concerned that CRSS was showing cross sections with curb and gutter where the speed limit is greater than 45 mph.

21. IDOT feels that without HOV lanes this segment could revert to the existing conditions.

SEGMENT 2

22. IDOT requested that CRSS show only the existing conditions at St. Charles Road (2 through, 1 left, 1 right).

23. IDOT feels slip ramps are a partial solution to the substandard geometry at Riverside Drive. IDOT will provide information on retaining walls near the Elmhurst Wastewater Treatment Plant.

24. IDOT stated that there is an existing 30 foot median with no curb and gutter near Oakbrook Shopping Center.

25. IDOT feels good access control already exists in Willowbrook due to drainage ditches and sees no need for frontage roads in most areas. IDOT feels frontage roads should be considered west of ILL 83 between Plainfield Road and 67th Street. IDOT feels a 30 foot median could be utilized to allow U-turns by passenger cars or single unit trucks.

26. IDOT would like to see Leary Street shown on the Archer Avenue 100 scale. IDOT will provide CRSS with proposed improvements to this intersection. IDOT feels the 107th Street relocation is not feasible because it would involve acquiring Forest Preserve land which can only be obtained through an act of legislature. IDOT directed CRSS to analyze this intersection as post 2010 when parallel structures on ILL 83 are proposed.

SEGMENT 1

27. IDOT feels 111th Street should be an SRA connector staying within the existing ROW with no median or a four foot flush median. CRSS mentioned that several comments were raised at the south panel meeting about safety with or without a median. IDOT felt there was no need to increase the number of through lanes.

28. The Greenway Belt along Cal Sag Road would connect bike trails from the I & M Canal Trail along ILL 83 to the east along the Centennial Trail.

SEGMENT 8

29. IDOT has no problem with whatever Will County recommends on Bell Road since it is a country road. IDOT felt a letter could be sent to Homer Township showing detailed recommendations at Bell Road near 159th Street.

30. The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

CRSS

Dave Zavattero
Corridor Manager

Attendees

cc: Rich Starr	IDOT
John Mick	CRSS
Bob Giurato	CRSS
Eric Widstrand	CRSS
Elizabeth McLean	EJM Engineering
Pete Pointner	Planning Resources
Norman Din	Din & Pangrazio
John Paige	NIPC
Neil Ferrari	IDOT - DPT
Mike Williamsen	IDOT - OPP
Pete Franz	IDOT - BLE
Eugene Ryan	CATS
Meeting Minutes File	

M:\SRA3\MINUTES

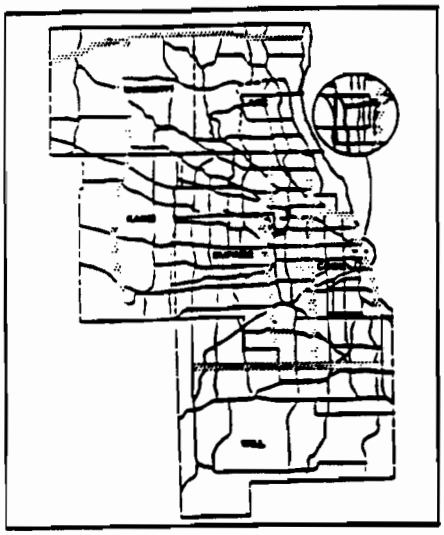
SRA Strategic Regional Arterial

SRA SPOTLIGHT

Project update for panel members and interested citizens

Issue 1
July/August 1992

Illinois Route 83/ Bell Road



SRA System Overview

When the 21st Century is 10 years old, road travel in Northeastern Illinois will be 20 percent heavier than 1980 levels. That estimate, from the Chicago Area Transportation Study (CATS), is significant for the Illinois Department of Transportation (IDOT) planning now underway to meet transportation requirements in the year 2010.

The planning is encompassed in Operation GreenLight, an IDOT program to deal with urban congestion and ensure excellent regional mobility. Operation GreenLight was developed by IDOT in cooperation with CATS, the Illinois State Toll Highway Authority (ISTHA), the Northeastern Illinois Planning Commission (NIPC), and the Regional Transportation Authority (RTA).

Strategic Regional Arterials (SRA) play a vital role in Operation GreenLight. SRAs are defined as the second tier of roads to the existing and proposed expressway network. The 146 routes totalling 1,340 miles in the SRA system were identified because they now sustain or will carry great numbers of cars, trucks and public transportation vehicles, often over long distances. SRAs serve traffic which overflows the expressway system or can't use the expressways at all.

The SRA subnetwork study headed by CRSS of Illinois, Inc., covers 290 miles of roadway over ten routes, running through six counties and 87 communities. SRAs are categorized as urban, suburban and rural. SRAs in the CRSS study are:

- Illinois Route 43/Harlem Avenue/

continued on page 3

Illinois Route 83/Bell Road Overview

The Illinois Route 83/Bell Road corridor is 45 miles in length. The Illinois Route 83 section runs south from Lake Cook Road in Buffalo Grove, to US Route 45 in the Palos Forest Preserve. Bell Road runs from the intersection of Robert Kingery Highway and Calumet Sag Road south to 159th Street/ Illinois Route 7 in Will County. IDOT/ CATS has divided this SRA into two presentation areas: north and south.

Illinois Route 83 is called by six different names along the corridor. They are: Old McHenry Road, Elmhurst Road, Oakton Street, Busse Road, Robert Kingery Highway and Calumet Sag Road.

The corridor runs through three counties and 21 suburban Chicago municipalities. It also intersects numerous key roadways including Ill. 7, Ill. 19, Ill. 38, Ill. 58, Ill. 64, Ill 68, US 12, US 14, US 20, US 34, US 45, US 171, I-55, I-88 I-90 and I-290.

In the CRSS study, the north presentation area begins at the corridor's northern boundary and ends at the intersection of Robert Kingery Highway and Calumet Sag Road.

The south presentation area begins at this intersection and ends at US Route 45, the southeast boundary. Bell Road is included in the south presentation area.

Unique characteristics of the SRA are dense suburban usage, large commercial/retail complexes running its length and significant Forest Preserve property adjacent to or part of the SRA right of way.

CRSS has provided briefing booklets to the Illinois Route 83/Bell Road north and south advisory panels. These publications explain the corridor with aerial photographs, maps, work plans, milestone schedules, details of suburban cross-section design concepts, factors for the alternatives development and questionnaires. Issues and ideas voiced by those on the advisory panels are categorized into a special information card system and integrated into the planning process.

In this issue...

Illinois 83/Bell Road Panel Meeting Summaries

The purpose of the meetings was to acquaint the Panel and other municipal officials with the SRA team. The SRA team is made up of CRSS, IDOT and CATS staff augmented by local municipal officials and interested parties.

The Chicago Area Transportation Study (CATS) discussed the 2010 Transportation Plan and how the SRA system is one of the eight points in the Operation GreenLight.

The Illinois Department of Transportation discussed the Design Concept Report and how it was developed to achieve uniformity throughout the SRA system.

The Illinois 83/Bell Road corridor runs south from its northern boundary, Lake Cook Road in Buffalo Grove, to its southeastern boundary at US Route 45 within the Palos Forest Preserve. The Bell Road portion of this SRA begins at the intersection of Robert Kingery Highway and Calumet Sag Road and runs south to 159th Street/Illinois Route 7 in Will County. The corridor is divided into two presentation areas.

North presentation area: Illinois Route 83 from Lake Cook Road to the intersection of Robert Kingery Highway and Calumet Sag Road.

South presentation area: Illinois Route 83 from the intersection of Robert Kingery Highway and Calumet Sag Road to US 45. Bell Road from above named intersection to 159th Street/Illinois Route 7.

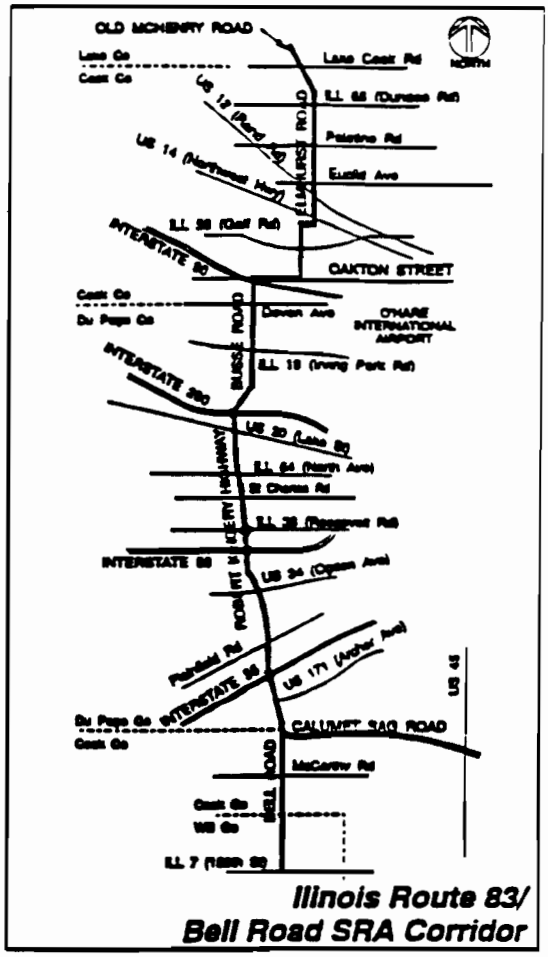
North Presentation Area
June 30, 1992
Bensenville Village Hall

A concern about the intent of bicycle paths along suburban SRA routes was addressed. CRSS will coordinate with municipalities where bike paths exist or are planned to determine whether or not the bike paths can be accommodated within the proposed roadway right-of-way and be consistent with design concept guidelines. Any bike paths that exist within the travel way of Illinois Route 83 will be recommended for removal from the pavement area and be relocated within the adjacent right-of-way or to adjacent streets.

A question was raised concerning what would happen, given the six lane suburban route concept, in an area where heavy development occurs along a narrow four lane roadway. By superimposing the suburban cross-section throughout this area, the extent of impact will be determined. The cross-section could be modified to reduce severe impacts. The intent is to provide six lanes throughout, but it may not be deemed possible in all areas. In these areas, improvements will likely be improved mobility, increased safety, consolidated access, and signal improvements.

Another right-of-way concern was discussed regarding what would happen when the existing right-of-way is wider than the suburban concept right-of-way. It is not the intent of the SRA project to reduce existing right-of-way limits, remove concrete median barriers to provide a wide raised median, or remove existing grass medians.

It was requested that U-turn movements be considered as a means to consolidate mid-block access/turning movements, while at the same time to provide periodic median openings to serve adjacent roadway development.



Illinois Route 83/ Bell Road SRA Corridor

South Presentation Area
June 18, 1992
Homer Township Administration Building

A question was asked concerning the southern end of Bell Road and what will happen at this location. Even though the southern end of Bell Road is at 159th Street, this route is part of the US Route 6/Illinois Route 7 SRA corridor. Improvements between the two corridors will be coordinated so that they function as part of the arterial system.

A concern was aired about the origin of the traffic counts being used in the SRA study. CATS has supplied the projected traffic volumes and IDOT supplied the existing traffic volumes for intersection and movement analysis. Traffic information is also being received from adjacent communities via a data request letter. No new counts will be conducted except in those areas where no traffic count information exists.

Terms to know...

Actuation:
The sensing or detection of a vehicle as it passes over a detector in the roadway pavement for the purpose of communicating information about traffic flow to a master traffic signal controller.

Class II Truck Route:
Any highway, other than an interstate highway or controlled access highway with four or more lanes, which is designated as such and capable of handling size and weight limits for trucks.

Delineators:
A light-reflecting device mounted at the side of a roadway, in series with others, to indicate the alignment of the roadway.

Demand Management:
Techniques such as carpooling, staggered work hours and controlled development which are employed to reduce the number of vehicles utilizing a roadway.

Q & A

***Q** Do CATS traffic projections take into account the Clean Air Act Amendments of 1990 (CAAA) and the Employee Trip Reduction Program (ETRP)?*

***A** The traffic projections used as one aspect of this study were performed in 1990 as part of the 2010 Transportation Plan. They do not reflect the CAAA or the ETRP. IDOT and CATS are considering how to incorporate these programs into the traffic considerations in this study.*

***Q** Does the SRA study qualify for an Environmental Impact Statement? How much environmental review is involved in this study?*

***A** The SRA study itself does not qualify as an EIS (Environmental Impact Statement) because it does not define specific improvements or define a specific project. The emphasis and direction of an SRA study is as a planning tool. Once a specific project has been well defined in the study (Phase 1) portion of a project's implementation, an EIS may be required to meet Federal funding requirements*
The environmental effort on an SRA is twofold. The team is identifying potential environmental concerns and opportunities - ranging from specific buildings/ land uses that could be sensitive noise receptors to forest preserve property that could accommodate a bikeway to supplement the arterial street system. The team, as improvement concepts are developed, will be considering potential impacts due to the SRA and generalized mitigation to allow the environment and the SRA to coexist.

SRA Overview (continued)

Waukegan Road from Lake Cook Rd to US 30 (44 miles)

- Cumberland Avenue/First Avenue from I-90 to I-55 (13 miles)
- US Route 41/Lake Shore Drive from Hollywood Avenue to Cornell Drive and 57th Street; Cornell Drive, Stony Island Avenue from Lake Shore Drive to I-94; and Coast Guard Drive from 57th St to 67th St (25 miles).
- Illinois Route 83 from Lake Cook Rd to US 45 (39 miles)
- Bell Road from Illinois Route 83 to Illinois Route 7 (6 miles)
- US Route14/Hollywood Avenue from Illinois Route 43/Waukegan Road to Lake Shore Drive (9 miles)
- Illinois Route 47 from McHenry County/ Wisconsin State Line to Kane/Kendall County Line (50 miles)
- Illinois Route 173 from Sheridan Rd. to McHenry-Boone County Line (48 miles)
- Renwick Road/Illinois Route 7/US 6/159th Street from Ill 59 to Torrence Ave (34 miles)
- Caton Farm Road/Bruce Road/Cedar Road from Ill 59 to US 45 (22 miles)

The CRSS of Illinois study and four other similar studies are required to fulfill the planning objectives established by CATS in its 2010 Transportation Plan, a key element of Operation GreenLight. Those objectives are:

- Determine the types of roadway improvements needed for each route including additional lanes, signals and interchanges.
- Examine ways to enhance public transportation.
- Identify and protect needed right-of-way.
- Manage access to SRA routes to improve through traffic movement and reduce conflicts.
- Coordinate land use and development projects with transportation improvements.
- Identify ways to accommodate the growth in commercial traffic.
- Accommodate necessary bicycle and pedestrian travel on the SRA route corridors.
- Identify potential environmental concerns.

The guidelines to achieve the objectives have been created in a Design Concept Report produced by a consultant and endorsed by CATS. The guidelines are for direction only and are not policy.

The unique characteristics of urban, suburban and rural SRAs determine the design guidelines for road access, median requirements, right-of-way, intersections, bus service, parking and other imperatives.

Note from the Editor . . .

Hello and welcome to the SRA Spotlight! My name is Kerry and I'm the newsletter editor for CRSS. It is my intent that this newsletter serve two key purposes. First, it will inform readers about the SRA project and maintain your interest by keeping you abreast of current project issues. Second, it will serve as a line of communication.

Newsletters will be published every two months throughout the life of the SRA project. In each issue there will be a 'Terms To Know' section and a 'Q&A' column. Beginning with the second issue, a guest column and an article discussing a particular discipline under consideration by the project team will provide views of different aspects of the project.

If you are not on our mailing list, please contact the appropriate person listed on page 4. Likewise, if you have a term/ question you would like to see discussed, or if you have any comments about the newsletter, please send them to the contact person and note Attn: Kerry Wigginton.

We're here to help...

Please contact us with your comments, concerns, or questions

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Produced by
CRSS of Illinois, Inc.
for the
Illinois Department of Transportation

Illinois Route 83/Bell Road SRA Study Schedule

Task	Summer 1992	Autumn 1992	Winter 1992/93	Spring 1993	Summer 1993	Autumn 1993
First Panel Meeting	▲					
Second Panel Meeting			▲			
Draft Final Report				▲		
Third Panel Meeting					▲	
Public Hearing					▲	
Final Report						▲

Chicago Area Transportation Study
Mr. Eugene Ryan
Deputy Director
300 West Adams Street
Chicago, IL 60606

Addressee

SRA Strategic Regional Arterial

SPOTLIGHT

Project update for panel members and interested citizens

Issue 2
October/November 1992

Illinois Route 83/ Bell Road

Illinois Route 83/Bell Road Initial Concept Thoughts

Illinois Route 83 is an SRA Route extending from US Route 45 near Orland Park to Lake Cook Road near Buffalo Grove, a total distance of approximately 38.6 miles. Bell Road extends from the intersection of Illinois Route 7/159th Street to the Archer Avenue intersection, a distance of 5.9 miles. Both Illinois Route 83 and Bell Road are classified as suburban routes. The desired design characteristics for a suburban route include a 45 mph design speed, "C/D" level of service (see "Terms to know", page 2), a minimum 120 ft. right of way, and three through lanes in each direction. Illinois Route 83 is divided into seven segments and Bell Road consists of a single segment. This article will identify and examine each segment and will present important issues being considered in the concepting process as described in "SRA Concept Development Process" on page 2.

Segment 1 extends westerly 3.7 miles from US Route 45 to the Archer Avenue/Chicago-Joliet Road/Robert Kingery Highway intersection. The existing right of way is 100 ft. The entire length of this segment is within an unincorporated area of Cook County. The Swallow Cliff Winter Sports Area is adjacent at the east end of the segment. Forest Preserve properties border each side of this segment.

Segment 2 travels 15.9 miles from Calumet Sag Road to near Fay Avenue in Elmhurst. The existing right of way throughout the entire segment is 200 ft. Several bridges will require modification to accommodate the recommended 6-lane facility. Portions of this segment currently exist as a 6-lane divided, access controlled facility. The Salt Creek Sanitary District Wastewater Treatment Plant and the Elmhurst Chicago Stone Company border this segment.

Segment 3, which is 2.1 miles long, runs from Fay Avenue to just north of Woodland Avenue in Bensenville. The existing right of way varies from 230 to 240 ft. This segment is fully access controlled and includes frontage roads and a collector/distributor roadway. The Elmhurst Industrial Park is adjacent to this segment at the I-290 interchange.

Segment 4 travels 5.7 miles from Woodland Avenue to Oakton Street in Elk Grove Village. This segment, which has an existing 200 ft. right of way, is an existing 6-lane facility separated by a raised median. Extensive commercial and industrial development borders both sides of this segment. Access to this development will be considered.

Segment 5 extends along Oakton Street from Busse Road to Elmhurst Road, and then runs northerly along Elmhurst Road to Illinois Route 58/Golf Road for a total of 2.8 miles. The existing right of way is 100 ft. There is heavy commercial development along both sides of this segment. The structure at I-90 will require modification to accommodate the recommended cross section. Dempster High School and the Market Place Shopping Center are also issues to be studied.

Segment 6 extends 2.6 miles from Illinois Route 58/Golf Road to US Route 12/Rand Road. The existing right of way in this segment varies from 66 to 80 ft. This segment passes through a heavily developed residential area.

Segment 7 continues along Elmhurst Road from US Route 12/Rand Road to Old McHenry Road, then northwesterly along Old McHenry Road to Lake Cook Road. This segment is 5.8 miles in length and has an existing 100 ft. right of way. The existing developments along this segment include the Northwest Community Hospital, Addoloratta Retirement Center, Wheeling High School, Randhurst, Gaslight, and Dunhurst Shopping Centers, and Old Orchard Country Club.

continued

In this issue...

MEETING MINUTES (REVISED March 18, 1994)

PROJECT:	SRA SUBNETWORK 3 IDOT Project No. P-91-137-90 Meridian Project No. SRA3
DATE:	January 24, 1994 - 10:00 A.M.
LOCATION:	Homer Township Administrative Building 14350 151st Street Lockport, Illinois

ATTENDANCE:

Tim Teddy	Village of Lemont
John McIntyre	Homer Township
Vicky Matyas	Southwest Council of Mayors
Gerald Wulkowicz	Cook County Highway Department
Robert Porter	Lemont Township
Sig Vaznelis	Lemont Township Highway Department
Franklin Dunn	Homer Township Highway Commissioner
Jerry McDonald	Homer Township Supervisor
Kathleen Rodi	CATS
Rich Starr	IDOT
Doug Knuth	Meridian, Project Manager
Sherl White	Meridian, Civil Engineer
Eric Widstrand	Meridian, Traffic Engineer

TOPIC ROUTE: Illinois Route 83 (South) Panel 3

The purpose of this meeting was to present recommendations found in the draft report to members of the south panel and give them a chance to question those recommendations. Following the introductions, Doug Knuth gave a general overview of the Strategic Regional Arterial process.

The relationship of Segments 1 and 8 to the rest of the Illinois Route 83 SRA were discussed to provide continuity with recommendations made along Segment 2.

The recommendations along Segment 1 were discussed beginning at the US Route 45 and Illinois Route 83 intersection along Cal-Sag Road. Segment 1 has been recommended to be de-designated as an SRA route because no development along this segment is planned and traffic volumes will not significantly increase. The recommended cross-section along this segment is one through lane in each direction and a 4 ft. raised median. This cross-section will require no additional right-of-way.

The recommended cross-section in Segment 2 from Cal-Sag Road to Bluff Road is two through lanes in each direction and either no median or a 14 ft. flush median.

A post 2010 recommendation includes building six new structures over the Cal-Sag Channel, the Illinois and Michigan Canal, the Chicago Sanitary and Ship Canal and the Des Plaines River to allow for three through lanes in each direction. No additional through lanes can be added to the existing six structures.

The Cook County Highway Department stated that this SRA Study should address realignment of the Bell Road, Cal-Sag Road and Archer Avenue intersection configurations if Cal-Sag Road is de-designated as an SRA Route. The current alignment of the Bell Road, Cal-Sag Road and Archer Avenue intersections is not justified if a Bell Road through movement becomes the dominant movement along the SRA Route.

The recommended cross-section in Segment 8 consists of two through lanes in each direction and an 18 ft. raised median. Median breaks would be provided at approximately 1/4 mile intervals to allow left turn access onto or off of Bell Road. A median break consists of a left turn bay in the median.

Meridian stated that only one frontage road is being proposed along the east side of Bell Road. The south frontage road is not needed. The north frontage road will be extended south to the Bell Tower Shopping Plaza intersection.

Meridian will change the proposed intersection configuration on 151st Street to include separate left turn bays on all approaches.

Meridian is recommending that signals be provided at 151st Street, 131st Street and McCarthy Road

Lemont Township stated that homeowners along Bell Rd. are concerned about proposed 27 ft. right-of-way takes along each side of the existing right-of-way.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

Meridian Engineers & Planners, Inc.

Douglas C. Knuth, PE, SE
Project Manager

cc: Attendees

Elizabeth McLean	EJM Engineering
Pete Pointner	Planning Resources
Norman Din	Din & Pangrazio
John Paige	NIPC
Neil Ferrari	IDOT - DPT
Mike Williamsen	IDOT - OPP
Pete Franz	IDOT - BLE
Eugene Ryan	CATS
Meeting Minutes File	

MEETING MINUTES

PROJECT:	SRA SUBNETWORK 3 IDOT Project No. P-91-137-90 Meridian Project No. SRA3
DATE:	January 26, 1994 - 10:00 A.M.
LOCATION:	Bensenville Village Hall 700 W. Irving Park Road Bensenville, Illinois

ATTENDANCE:

Melissa Bolz	DuPage Mayors & Managers Conference
Bill Heniff	DuPage County Development Department
David Hunter	City of Darien
Hart Peistrup	Village of Addison
Alan Boffice	Village of Elk Grove Village
Fred Vogt	City of Wood Dale
John Bruszemski	Village of Bensenville
Bill Bobo	Village of Clarendon Hills
Bo Proczko	Village of Hinsdale
Mark Hughes	City of Elmhurst
John T. Fay	Village of Willowbrook
Lisa Weesner	Metro Transportation Group, Inc.
Kathleen Rodi	CATS
Rich Starr	IDOT
Doug Knuth	Meridian, Project Manager
Sherl White	Meridian, Civil Engineer
Eric Widstrand	Meridian, Traffic Engineer

TOPIC ROUTE: Illinois Route 83 (Central) Panel 3

The purpose of this meeting was to present recommendations found in the draft report to members of the central panel and give them a chance to question those recommendations. Following the introductions, Doug Knuth gave a general overview of the Strategic Regional Arterial process.

Segments 1 and 8 were discussed briefly to provide continuity with the Segment 2 recommendations. Segment 1 is recommended to be dedesignated as an SRA due to no future development and relatively low traffic projections. Segment 8, Bell Road, is the segment connecting the Illinois Route 83 SRA to the US Route 6/ Illinois Route 7 SRA.

The recommendations along Segment 2 were discussed beginning at the Cal-Sag Road and Archer Avenue intersection. A cross-section consisting of two through lanes in each direction

with variable width flush median is recommended between Cal-Sag Road and Bluff Road. Six new structures crossing the Des Plaines River Valley are recommended as a Post 2010 improvement to allow three through lanes in each direction.

Meridian stated that the four median breaks shown on Exhibit ILL83-04b between Bluff Road and 91st Street are not being recommended due to the proposed frontage roads. The proposed east side frontage road would utilize Jackson Street between 93rd Place and Bluff Road. Jersey barrier is recommended between mainline Illinois Route 83 and the proposed frontage roads. Three through lanes in each direction with either an 18 foot or 30 foot raised median are proposed between Bluff Road and the northern Interstate 55 interchange limits.

The proposed cross-section from Interstate 55 to Midway Drive consists of four through lanes in each direction and a 30 foot raised median. A signal is proposed at the Midway Drive and frontage road intersection east of Illinois Route 83. The cross-section north of Midway Drive throughout the remainder of the segment consists of three through lanes in each direction and either an 18 foot or 30 foot raised median. Jersey barrier is proposed in several locations north of 55th Street.

The proposed frontage roads located between 75th Street and 63rd Street are no longer being recommended due to possible conflicts with underground pipelines found in the east and west parkways of Illinois Route 83. A signal is proposed at the 72nd Court intersection. The 75th Street intersection will match the recommendation found in the 75th Street SRA report.

The arrow diagram of the 63rd Street intersection should show dual left turn lanes on the west approach. This is the existing lane configuration.

The median breaks shown between 63rd Street and 55th Street are not being proposed because no access off of Illinois Route 83 currently exists at those locations and no additional access points are recommended.

The recommendation to provide three through lanes in each direction will not affect the existing noise walls south of Ogden Avenue. One additional through lane in each direction is recommended but IDOT stated that the noise walls are on the right-of-way line so they will not be disturbed by additional lanes.

Meridian stated that questions concerning access onto collector streets from US Route 34 will be addressed in the Ogden Avenue SRA study.

The Riverside Drive and frontage road intersection with Illinois Route 83 was recently improved but is still confusing due to Riverside Drive, Monroe Street, and West Avenue all intersecting close enough to Illinois Route 83 to prevent the use of adequate storage lengths. The ideas of a slip ramp onto Illinois Route 83 or tying West Avenue and Riverside Drive into a single approach were brought up as possible solutions to the confusing geometry.

IDOT pointed out that although a single point diamond interchange is proposed at North Avenue, the North Avenue SRA Report has not been finalized, so the interchange may not be the final

recommendation. The final recommendation in the Illinois Route 83 SRA Report will be the same as that proposed in the North Avenue SRA Report.

In Segment 3, no changes to the existing geometry within the existing right-of-way are proposed. This cross-section is three through lanes in each direction with jersey barrier median except in the vicinity of the Interstate 290 interchange where two through lanes and one collector/distributor lane are recommended in each direction.

In Segment 4, the proposed cross-section between Woodland Avenue and Foster Avenue is three through lanes in each direction and an 18 foot raised median. No additional right-of-way is required in this segment.

It was pointed out that removing directional signing between Illinois Route 83 and Irving Park Road and providing directional signing to nearby METRA stations was contradictory.

IDOT stated that signage removal was only being done for the neighboring communities' benefit. If the communities do not want signage removal the recommendation can be dropped.

It is recommended that access be consolidated to signalized intersections between Irving Park Road and Foster Avenue and that Marshall Road and Spruce Street not be used as residential collectors.

The proposed cross-section between Foster Avenue and Thorndale Avenue consists of three through lanes in each direction, a 30 foot raised median and a 16 foot auxiliary lane for northbound traffic. The proposed cross-section from Thorndale Avenue to Oakton Street is similar to south of Thorndale Avenue except a 16 foot auxiliary lane is proposed for northbound and southbound traffic. The auxiliary lane will ease access for trucks entering or exiting the industrial parks located along Illinois Route 83. The 30 foot raised median will allow space for the development of dual left turn lanes at Devon Avenue, Greenleaf Avenue, Landmeier Road and Oakton Street.

At Thorndale Avenue recommendations will be coordinated with the Elgin-O'Hare Expressway which will follow the alignment of Thorndale Avenue in the vicinity of Illinois Route 83.

It is recommended that Higgins Road be converted to a cul-de-sac south of Oakton Street. The signal at Oakton Street will be removed because it is too close to the Busse Road and Oakton Street intersection.

Brummel Street is no longer being proposed as a connector between Higgins Road and Illinois Route 83 because there is no dedicated right-of-way along Brummel Street.

It was suggested that Landmeier Road be considered as a connector between Higgins Road and Illinois Route 83 because it is currently a four lane roadway and is signalized at Illinois Route 83 and Higgins Road. Commerce Street is also being considered as a connector, but it may be too close to the Oakton Street intersection for favorable signal spacing.

IDOT stated that the information presented at this panel would be the same information presented at the public hearings in late February or early March.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

Meridian Engineers & Planners, Inc.

Douglas C. Knuth, PE, SE
Project Manager

cc: Attendees

Elizabeth McLean	EJM Engineering
Pete Pointner	Planning Resources
Norman Din	Din & Pangrazio
John Paige	NIPC
Neil Ferrari	IDOT - DPT
Mike Williamsen	IDOT - OPP
Pete Franz	IDOT - BLE
Eugene Ryan	CATS
Meeting Minutes File	

MEETING MINUTES

PROJECT:	SRA SUBNETWORK 3 IDOT Project No. P-91-137-90 Meridian Project No. SRA3
DATE:	February 7, 1994 - 10:00 A.M.
LOCATION:	Prospect Heights City Hall 1 N. Elmhurst Road Prospect Heights, Illinois

ATTENDANCE:

David Seglin	Northwest Municipal Conference
Ed Rotchford	City of Prospect Heights
Eldred DuSold	City of Prospect Heights
Tamara Bancom	City of Des Plaines
Alan Boffice	Village of Elk Grove Village
Dave Strahl	Village of Mount Prospect
Jeff Wulbecker	Village of Mount Prospect
Dave Ibata	Chicago Tribune
Kathleen Rodi	CATS
Rich Starr	IDOT
Doug Knuth	Meridian, Project Manager
Sherl White	Meridian, Civil Engineer
Eric Widstrand	Meridian, Traffic Engineer

TOPIC ROUTE: Illinois Route 83 (North) Panel 3

The purpose of this meeting was to present recommendations found in the draft report to members of the north panel and give them a chance to question those recommendations. Following the introductions, Doug Knuth gave a general overview of the Strategic Regional Arterial process.

The recommendations along Segment 5 were discussed beginning at the Busse Road and Oakton Street intersection. A cross-section consisting of three through lanes in each direction and a 18 ft. raised median is recommended along Oakton Street. The structure carrying Interstate 90 over Oakton Street must be replaced to accommodate the proposed cross-section. Median breaks are recommended at 1/4 mile intervals along Oakton Street.

The portion of Segment 5 located along Elmhurst Road will have the same cross-section as that along Oakton Street except a 16 ft. flush median is recommended instead of a 18 ft. raised median.

A pedestrian/bicycle overpass is proposed at High Ridge Knolls Park to provide safe access across Illinois Route 83. The closest signals where pedestrians can safely cross Illinois Route 83 at grade are 1/4 mile north and south of the park.

The recommended cross-section in Segment 6 is two through lanes in each direction with an 11 ft. flush median except through the "S" curve in Mount Prospect where no median is proposed. The third through lane in each direction is dropped north of Golf Road.

Meridian stated that although the draft report shows cul-de-sacs on Pine Street, Wille Street and Evergreen Avenue, right-in/right-out access management is being recommended in the final report. Cul-de-sacs would restrict emergency vehicle access which is why right-in/right-out access management is also proposed in the IDOT Phase I study in this area.

Meridian stated that an additional 3.5 ft. of right-of-way is required on both sides of the existing right-of-way. The additional right-of-way is required between Lincoln Road and Evergreen Avenue and will be used to develop a flush median.

The recommendations in the vicinity of Kensington Road and Rand Road will match the recommendations made in the US Route 12 SRA report. This includes eliminating several movements at the Illinois Route 83, US Route 12 and Kensington Road intersections as well as providing access roads and new signals east and west of Illinois Route 83. No signals will be recommended for removal in the final report.

The recommended cross-section in Segment 7 consists of two through lanes in each direction and a 18 ft. raised median.

Meridian stated that recommendations at the Camp McDonald Road intersection should be coordinated with the Cook County/Prospect Heights proposed improvements. The current county/municipality recommendation includes one through lane, a left turn bay and a right turn bay at the east and west approaches.

IDOT will contact its maintenance department to determine if a culvert pipe north of Camp McDonald Road is too small. IDOT also stated that any sidewalk removed for roadway widening would be replaced.

Meridian agreed to examine an apparent discrepancy between the SRA recommendation showing no additional right-of-way acquisition near Stonegate Drive East and a current IDOT Phase I showing the need for right-of-way acquisition along Illinois Route 83 near Stonegate Drive East.

IDOT stated it would share in the cost of upgrading the temporary signal at Lexington Road to a permanent signal.

IDOT thought that a pedestrian/bicycle overpass in the vicinity of Lexington Road would be unlikely because no pedestrian/bicycle path exists and because pedestrians can cross Illinois Route 83 at the Lexington Road signal.

Buffalo Grove was concerned that the proposed Weiland Road improvements were not shown in detail on the aerials. It was requested that Weiland Road be shown as a four leg intersection with Illinois Route 83 along its proposed alignment.

Buffalo Grove questioned how the park-and-ride location was determined near Lake Cook Road. Meridian stated that the transit subconsultant looked at intersections where a park-and-ride would make sense but a specific location would be determined in a more detailed study.

IDOT stated that there is an ongoing Phase I study from Interstate 90 to US Route 14 and that both the SRA and Phase I study would be discussed at the north public hearing in March.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

Meridian Engineers & Planners, Inc.

Douglas C. Knuth, PE, SE
Project Manager

cc: Attendees

Elizabeth McLean	EJM Engineering
Pete Pointner	Planning Resources
Norman Din	Din & Pangrazio
John Paige	NIPC
Neil Ferrari	IDOT - DPT
Mike Williamsen	IDOT - OPP
Pete Franz	IDOT - BLE
Eugene Ryan	CATS
Meeting Minutes File	

MEETING MINUTES

PROJECT:	SRA SUBNETWORK 3 IDOT Project No. P-91-137-90 Meridian Project No. SRA3
DATE:	March 10, 1994 - 2:30 P.M.
LOCATION:	Willowbrook Village Hall 7760 Quincy Street Willowbrook, Illinois

ATTENDANCE:

John Fay	Village of Willowbrook
Lisa Weesner	Metro Transportation Group, Inc.
Leo Cavanaugh	Frank Novotny & Associates, Inc.
Doug Knuth	Meridian, Project Manager
Eric Widstrand	Meridian, Traffic Engineer

TOPIC ROUTE:	ILLINOIS ROUTE 83 (Willowbrook Input to Final Report)

The purpose of this meeting was to gain input from the Village of Willowbrook regarding additional concerns along Illinois Route 83. The issues included several which were discussed at a preliminary meeting in August 1993 and other issues which arose after that meeting.

Intersection Design

Several intersection diagrams were changed to conform with recommendations proposed by Willowbrook's consultant. The changes to be reflected in the SRA study include:

At Midway Drive no exclusive right turn lanes will be shown on the north and south approaches; instead a combined fourth through lane/right turn lane will be shown. The east and west approaches will consist of a left turn lane and a combined through/right turn lane.

At 72nd Court an exclusive left turn lane and exclusive right turn lane will be shown on the east approach.

At Plainfield Road an exclusive right turn lane will be shown on the east and west approaches. Dual left turn lanes will be shown on the west approach.

At 67th Street the east and west approaches will consist of a left turn lane and a combined through/right turn lane.

At 63rd Street a single left turn lane will be shown on the north approach. Dual left turn lanes were initially shown but discussion with Willowbrook indicated a single left turn lane can handle the future left turning traffic.

Park-and-Ride

Willowbrook is concerned that the arrow for the future park-and-ride near 75th Street, shown on the proposed aerial, denotes a specific location when no location has been determined. Meridian will change the wording on the aerial to state "vicinity of future park-and-ride".

Frontage Roads

Willowbrook has proposed frontage roads along the west side of Illinois Route 83 between 67th Street and Plainfield Road and along the east side between 76th Street and 69th Street. Meridian will discuss the proposed locations for frontage roads in the text and state Willowbrook's intent to use private property to avoid disturbing the gas pipelines located within the existing right-of-way.

Median Width and U-turn Locations

Meridian re-examined the impact of a 44 ft. barrier median on the existing gas pipelines and agreed with Willowbrook that the only area of potential impact is east of Illinois Route 83 near 72nd Court. Meridian will recommend a 44 ft. barrier median in the SRA Final Report but will state that the median's impact should be examined more thoroughly in a Phase I study.

Meridian will add language to the text stating that U-turn locations should be coordinated with Willowbrook. A similar note will be added to the aerials.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

Meridian Engineers & Planners, Inc.

Douglas C. Knuth, PE, SE
Project Manager

cc: Attendees

Rich Starr	IDOT
Elizabeth McLean	EJM Engineering
Pete Pointner	Planning Resources
Norman Din	Din & Pangrazio
John Paige	NIPC
Neil Ferrari	IDOT - DPT
Mike Williamsen	IDOT - OPP
Pete Franz	IDOT - BLE
Eugene Ryan	CATS
Meeting Minutes File	

Exhibit 5.3

Questionnaire

STRATEGIC REGIONAL ARTERIAL STUDY
Questionnaire/Comment Form

Please take a few minutes to fill out this questionnaire. Your suggestions and comments will help us provide you with the best service possible. (Use the back if you need more space.)

1. Do you feel congestion is a problem on this route? Which portions?

2. Do you agree there is a need for a long term plan for arterial roadways?

3. What city, county or community area are you most familiar and concerned with?

4. For the first panel meeting we present information about the existing conditions, collected to date. Do you know of any misinformation recorded or have additional information that can help the team develop the best recommendations.

   a. General:

   b. Right-of-Way:

   c. Existing Roads:

   d. Transit:

   e. Public Facilities:

5. Are there environmentally sensitive areas we should be made aware of?

6. Are there historic/cultural resources we should be made aware of?

7. Are there any major proposed developments anticipated?

8. Additional Comments:

Thank you for taking the time to give us your input and comments. We look forward to continuing our discussions. Please return this questionnaire to:

John P. Mick II, PE
SRA 3 Project Manager
CRSS of Illinois, Inc.
8700 West Bryn Mawr
Chicago, Illinois 60631
Phone: 312- 693-1030
Fax: 312-693-3863

SRA Strategic Regional Arterial

SPOTLIGHT

Project update for panel members and interested citizens

Issue 2
October/November 1992

Illinois Route 83/ Bell Road

Illinois Route 83/Bell Road Initial Concept Thoughts

Illinois Route 83 is an SRA Route extending from US Route 45 near Orland Park to Lake Cook Road near Buffalo Grove, a total distance of approximately 38.6 miles. Bell Road extends from the intersection of Illinois Route 7/159th Street to the Archer Avenue intersection, a distance of 5.9 miles. Both Illinois Route 83 and Bell Road are classified as suburban routes. The desired design characteristics for a suburban route include a 45 mph design speed, "C/D" level of service (see "Terms to know", page 2), a minimum 120 ft. right of way, and three through lanes in each direction. Illinois Route 83 is divided into seven segments and Bell Road consists of a single segment. This article will identify and examine each segment and will present important issues being considered in the concepting process as described in "SRA Concept Development Process" on page 2.

Segment 1 extends westerly 3.7 miles from US Route 45 to the Archer Avenue/Chicago-Joliet Road/Robert Kingery Highway intersection. The existing right of way is 100 ft. The entire length of this segment is within an unincorporated area of Cook County. The Swallow Cliff Winter Sports Area is adjacent at the east end of the segment. Forest Preserve properties border each side of this segment.

Segment 2 travels 15.9 miles from Calumet Sag Road to near Fay Avenue in Elmhurst. The existing right of way throughout the entire segment is 200 ft. Several bridges will require modification to accommodate the recommended 6-lane facility. Portions of this segment currently exist as a 6-lane divided, access controlled facility. The Salt Creek Sanitary District Wastewater Treatment Plant and the Elmhurst Chicago Stone Company border this segment.

Segment 3, which is 2.1 miles long, runs from Fay Avenue to just north of Woodland Avenue in Bensenville. The existing right of way varies from 230 to 240 ft. This segment is fully access controlled and includes frontage roads and a collector/distributor roadway. The Elmhurst Industrial Park is adjacent to this segment at the I-290 interchange.

Segment 4 travels 5.7 miles from Woodland Avenue to Oakton Street in Elk Grove Village. This segment, which has an existing 200 ft. right of way, is an existing 6-lane facility separated by a raised median. Extensive commercial and industrial development borders both sides of this segment. Access to this development will be considered.

Segment 5 extends along Oakton Street from Busse Road to Elmhurst Road, and then runs northerly along Elmhurst Road to Illinois Route 58/Golf Road for a total of 2.8 miles. The existing right of way is 100 ft. There is heavy commercial development along both sides of this segment. The structure at I-90 will require modification to accommodate the recommended cross section. Dempster High School and the Market Place Shopping Center are also issues to be studied.

Segment 6 extends 2.6 miles from Illinois Route 58/Golf Road to US Route 12/Rand Road. The existing right of way in this segment varies from 66 to 80 ft. This segment passes through a heavily developed residential area.

Segment 7 continues along Elmhurst Road from US Route 12/Rand Road to Old McHenry Road, then northwesterly along Old McHenry Road to Lake Cook Road. This segment is 5.8 miles in length and has an existing 100 ft. right of way. The existing developments along this segment include the Northwest Community Hospital, Addoloratta Retirement Center, Wheeling High School, Randhurst, Gaslight, and Dunhurst Shopping Centers, and Old Orchard Country Club.

continued

In this issue...

SRA Concept Development Process

The SRA team is developing initial concepts for the SRA routes in the CRSS subset. The process, by which an initial concept is developed, balances both the project's objectives and physical constraints and the issues specific to the route. A balance must be maintained between the most desirable solution from a traffic mobility viewpoint and the feasible solution that encompasses all issues.

The Strategic Regional Arterial (SRA) System is a key part of the regional transportation network that was identified in the Year 201 Transportation Development Plan for Northern Illinois.

In order to be thoroughly familiar with the route, the conceptor studies significant data describing the route, constraints, and important issues. This information is assembled from field visits, involved agencies, and comments at the first panel meeting.

Terms to know...

Design Speed - A speed determined for design and correlation of the physical features of a highway that influence vehicle operation. It is the maximum safe speed that can be maintained over a specified section of highway when conditions are favorable.

Grade Separation - A bridge for a crossing of a highway, railroad, pedestrian or bike path over another highway.

Level of Service - A qualitative measure used to describe the operating conditions of a roadway. Ranges from A (best) to F (worst).

Median Control - The use of a raised median curb to direct left turning movements to desired locations and to reduce conflicts between oncoming vehicles.

Signal Network (System) - a group of traffic signals along an arterial roadway or in a grid pattern which are able to communicate to a master traffic controller and operate in coordination.

All route types have specific desirable design guidelines and roadway cross sections. A cross section requires a certain right of way width and describes the roadway configuration.

In most cases, the cross section and its associated right of way requirements, become the key issues in the concept development process. Of the 290 miles in the CRSS portion of the SRA system, approximately 35% is of the rural type (168 ft. minimum right of way width, 210 ft. desirable width), 50% is suburban (120 ft. minimum, 150 ft. desirable), and 15% is urban (96 ft. minimum, 110 ft. desirable). It should be noted that the right-of-way dimensions listed above may not be achievable in many instances.

An initial aspect of the concepting process is the identification of segments. These segments are created based on similar characteristics and needs and the preliminary feasibility of a given cross section for the specific length of the corridor. The conceptor first tries to fit, along the route's alignment, the cross section that provides the best long term SRA solution in terms of the route's mobility needs. However, if this cross section imposes excessive impacts on adjacent properties, the segment's concept is modified. Once the conceptor has determined a concept or alternative concepts for each segment, he has completed the first portion of the concepting process.

The second portion of the concepting process involves professional staff, specializing in several disciplines, who take a closer look at specific issues within their discipline. The disciplines that are involved in the process are: civil/geometrics, environmental, land use, traffic, transit, and municipal/regional planning. They will either agree with the conceptor, or supply input why the segment's concept requires adjustment.

The third step is a 'charette', where the conceptor, the professionals from each discipline, and the CRSS corridor manager discuss the pros and cons of the concept alternatives. A charette is a forum at which differing views are heard and a preliminary concept, that best meets the overlapping objectives of all involved disciplines and responds to issues and constraints along the route, is first developed.

These initial solution(s) are then discussed with the Illinois Department of Transportation and Chicago Area Transportation Study professionals. These key agencies will help the CRSS team concur on concepts and alternatives to be presented and discussed at the second Panel Meeting. Discussion at the second Panel Meeting will bring about significant input to the concept. After this input is addressed, the recommendations will be fine-tuned for the third Panel Meeting and public hearing.

It is important to realize that teamwork, including your participation, is what will make the SRA program a success. It is important that all views are heard so that a balance among many needs and issues is attained. The panel meetings and public hearing provide several opportunities for you to become involved in these decisions. Another way to have an input into this concepting process is by contacting the panel coordinator (as listed on page 4) with your comments or questions.

Initial Concept (cont.)

The Bell Road segment extends 5.9 miles from Illinois Route 7/159th Street to Archer Avenue. The existing right of way along Bell Road varies from 54 to 100 ft. Development adjacent to Bell Road includes Bell Tower Plaza, Homer Junior High School, Palos Forest Preserve, the Lemont Fire Department Station, Cross of Glory Lutheran Church, First Church of the Nazarene, and Welcome Hill Baptist Church. In addition, a power substation, located between Matingale Lane and 143rd Street, will be considered.

Land Use Concerns

The Chicago metropolitan area has grown to be one of the nation's largest. Employment opportunities have expanded throughout the entire region, but are not always balanced with an adequate supply and mixture of housing in reasonable proximity to them. Due to the trend of increased distance between housing and jobs, a high percentage of peak hour trips are by private automobile with only one person per vehicle. Individuals spend an increasing amount of time traveling to and from work. The areas through which they pass may experience congestion, air pollution and noise associated with rush hour conditions.

There are three major areas of concern which are the focus of the land use portion of the SRA studies.

1. Buildings Close to Edge of Pavement - This occurs frequently in older commercial areas. Adding lanes of pavement in these areas can adversely affect parking and loading activities that are essential to local businesses. Where residential buildings are close to the pavement, the noise, pollution and congestion can detract from both the residential and the pedestrian environment.

2. Concentration of Pedestrian and Bicycle Activity - These may include schools, community centers and recreational areas. Special precautions will be taken to ensure the safety of pedestrians and bicyclists who will be crossing the SRA.

3. Frequent Driveways and Access Points Along SRA - High volumes of through traffic on SRA routes make it difficult for people to enter and leave the adjacent private properties. Turning movements frequently conflict with free movement along the SRA. Free access combined with high through volumes can present both safety and operational problems.

Some solutions to the region's congestion problems include: the construction of park-and-ride lots serving public transit facilities; programs to improve public transportation systems; reduction in the need for travel through better land use planning; and staggering work hours to spread traffic over a longer period of time. The overall plan for Strategic Regional Arterials is to respond directly to the need for an overall system of roadways which provide a consistent and reliable quality of movement that connects all parts of the region.

A major benefit of implementing the SRA system would be to improve the ability of people to travel with less time, effort, energy consumption, generation of pollution and conflicts with local land uses and access. It would create a network of roadways that have consistent traffic handling capabilities, with improvements such as the addition of turning lanes, traffic signal modernization, and additional lanes where necessary to create consistent standard roadway.

The study team has requested information from the 126 governmental units represented along the SRA 3 system. The study team is reviewing development proposals, comprehensive plans, zoning ordinances and conducting field reviews along each of the corridors. Land uses have been identified for a distance of up to approximately one quarter mile on either side of each SRA. An ongoing interdisciplinary review is conducted with land use planners, environmental specialists, transit specialists, and traffic and civil engineers to evaluate alternatives to minimize impacts to adjacent properties, communities and systems. These alternative concepts are being taken to representatives of local units of government through the panel meeting process. The study team is seeking the active involvement of all local government units to help to assure that the recommended SRA transportation improvements help to serve land uses and reinforce local development plans as well as provide for the necessary regional travel demand.

Q & A

Q *What is the timing for SRA route decisions?*

A *The SRA routes were selected by the Illinois Department of Transportation (IDOT) and the Chicago Area Transportation Study (CATS) in 1989. The CRSS subset (Subset 3), which includes over 290 miles of Strategic Regional Arterials, will involve extensive study, deliberation, and consensus building over the next 18 months. The specific recommendations for Subset 3 routes, including alignment changes/bypasses, cross-section and a series of public involvement activities will be completed by December 1993.*

Q *How is the CRSS work on Subset 3 of SRA routes coordinated with the other SRA subsets and other consultants?*

A *IDOT has the responsibility of overall coordination of the different professional consultants efforts and the coordination of studies and recommendations where SRAs intersect. IDOT's District One office in Schaumburg has specific staff assigned to manage the overall effort and perform these coordination activities. The first three consultants are also communicating with each other on a continual basis to coordinate study efforts and recommendations. A fourth consultant will be selected this winter.*

We're here to help...

Please contact us with your comments, concerns, or questions

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Oak Brook, Illinois 60521

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Produced by
CRSS of Illinois, Inc.
for the
Illinois Department of Transportation

Illinois Route 83/Bell Road SRA Study Schedule

Task	Jul. 92	Aug. 92	Sep. 92	Oct. 92	Nov. 92	Dec. 92
Initial Concept	▲					
Charette				▲		
IDOT Review				▲		
Revise Alternatives					△	
Panel No. 2						△

▲ Completed △ Target Dates

Chicago Area Transportation Study
Mr. Eugene Ryan
Deputy Director
300 West Adams Street
Chicago, IL 60606

Addressee

SRA Strategic Regional Arterial

SRA SPOTLIGHT

Project update for panel members and interested citizens

Illinois Route 83/ Bell Road

Issue 3
December 1992/January 1993

PUBLIC INPUT OPENS THE DOOR FOR SRA SUCCESS

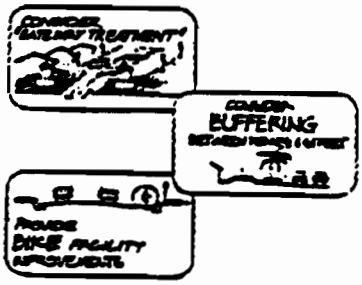
SRA Panel meetings are a vehicle for consensus building. CRSS, CATS and IDOT are providing public participation that addresses local and regional needs by sincerely obtaining and incorporating input. Consensus building promotes trust between all involved agencies.

CRSS is using several techniques that will enable the study team (including the public) to document input and gain agreement from interested parties. One of these techniques was initiated in the first panel meeting and will continue to be developed in the 1993 panel meetings and public hearings. This technique, developed by CRSS, is known as Programming", and assists the public to understand how their comments fit into a logical planning process, effectively demonstrating a listening, hearing, and responsiveness to public concerns and encourages public input through the use of informal graphic displays. This technique has been used on a number of controversial projects to successfully achieve overall consensus or informed consent.

The key elements of Programming are:

- Establishing goals for a facility
- Collecting and organizing relevant facts
- Uncovering and testing concepts
- Determining facility needs
- Identifying and tracking issues

Programming occurs in an open meeting setting and often transforms an open public meeting into an energetic, interactive work session, where participants are encouraged to become more involved because their input is actively sought and added to a wall display. The process includes graphic analysis of issues, documentation and presentation to allow the most accurate feedback. The process works particularly well during public meetings, because it provides tangible evidence that the public has been heard. All major study issues are addressed in these sessions. The analysis card technique is a method of recording information graphically. The information is intended to be displayed, discussed, and often edited during the informal meetings. The cards contain abstract diagrams and symbols along with written comments. The cards are sorted and assembled into a wall display for an ever-growing record of the project as it proceeds. The participants are encouraged to either correct the cards if they don't accurately represent their input or to draw their own card and add it to the display.



(Sample Analysis Cards)

The analysis card wall display is used as a vehicle to demonstrate responsiveness to issues that are of concern to the public. Issues are tracked through the project, and analysis cards are prepared with the results of research that has been done to respond to a particular issue. The "issues response" cards are then displayed at subsequent meetings or work sessions so that participants can see how their issues have been incorporated into the project. The wall card display becomes an ever growing record of the project as it evolves. The wall card display can also be transcribed and reproduced and distributed as handout material to provide a supplemental record of the issues discussed.

The CRSS Programming process offers three primary advantages when compared to typical public involvement programs:

1. The organization of the analysis cards demonstrates a logical thought process from left to right to show how information builds from goals to development and analysis of concepts.

2. The use of the analysis cards to show responsiveness to issues at subsequent meetings assures the public that their comments have been heard.

3. The informal nature of the analysis cards encourages input; the message that is given the public is that there is still room for input or compromise-the plan is not "set in concrete".

At the next panel meeting, there will be an opportunity to review the analysis card display which already includes established goals for the facility, collection and organization of goals and facts (discussed in the first panel meeting) and uncovering and testing concepts (to be presented in the second panel meeting.

Additional information on the Programming procedure can be obtained using the request form on page three of this newsletter.

In this issue...

Preparing for the National Highway System

By Eugene Ryan, CATS

In December 1991, the President signed into law the Intermodal Surface Transportation Efficiency Act providing authorizations for highways, highway safety and mass transportation for the next six years. The purpose of the Act is "to develop a national intermodal transportation system that is economically efficient, environmentally sound, provides the foundation for the nation to compete in the global economy and will move people and goods in an energy efficient manner."

One of the provisions of the Act was to establish the concept of a National Highway System (NHS). This NHS will consist of all existing interstate routes and a portion of the principal arterial system. The purpose of the system is to focus federal resources on roads that are most important to the nation. The NHS will consist of approximately 155,000 miles of roads across the country. The exact roads will be chosen and designated into law by Congress by September 30, 1995. For northeastern Illinois, the Illinois Department of Transportation in cooperation with the Chicago Area Transportation Study will choose the routes to be submitted to the U.S. Department of Transportation for inclusion in the system.

The concept of designating an arterial system to supplement the expressway system was first discussed in northeastern Illinois in the late 1970s. As it becomes obvious in the 1980s that few new expressways would be built,but highway congestion was continuing to increase, the concept gained acceptance. Starting in 1987, before the concept received much national attention, planning for designating such a system for northeastern Illinois began. The result was the Strategic Regional Arterial (SRA) System which was part of the 2010 Transportation System Development Plan adopted in 1989. The intention is to make the SRA system the basis for selecting the NHS in northeastern Illinois.

The 2010 Plan also proposes an ambitious plan to improve public transportation. Over the period of the plan (1989-2010) over $12.3 billion is planned for capital investment in public transportation. At this level of investment public transit is expected to maintain an approximately ten percent share of all trips regionwide. The public transportation system is vital to the area but public transit improvements alone will not eliminate excessive congestion. The plan proposes a $13.1 billion investment in their highway system. The Strategic Regional Arterial System is the heart of the highway plan.

Not all intercommunity highway travel can be handled by the existing expressway system and expansion possibilities are limited. The SRA system will supplement the expressway system in handling this type of traffic. Improvements to the system will be needed for it to perform this role. The SRA studies, including the one on this route constitute the first step in planning for these improvements. The intention is to develop a long range plan for each route in the SRA system.

Included as a product of each SRA study is a cost estimate for the planned improvements. Finding financial resources to implement the improvements is a major issue. Much funding is needed just to maintain the existing highway system as the 2010 Plan estimates $10.1 billion will be needed over the plan period for this purpose. The federal NHS funding will be an important source of funding maintenance and improvement of the SRA system but alone will not be sufficient unless substantially increased.

It is not possible to always predict federal or other funding levels for the future. However, the SRA route studies provide overall plans on how to improve the routes. As funding becomes available through the NHS or otherwise, we will be prepared to use the money to efficiently make coordinated improvements. The SRA system puts us ahead of much of the country in being able to take full advantage of the new NHS concept.

Terms to know...

Easement - A right acquired by public authority to use or control property for a designated highway purpose.

Frontage Street or Frontage Road - A local street or road auxiliary to and located on the side of an arterial highway for service to abutting property and adjacent areas.

Highest and Best Use - The most productive use, reasonable but not speculative or conjectural, to which property may be put in the near future.

Interchange - A grade separated intersection with one or more turning roadways for travel between intersection legs.

Civil Engineering Discipline Review

By Bob Giurato, CRSS

Why have a civil engineering review of any corridor? After all, with enough money, anything can be built. So it may seem like the review is a waste of time. Perhaps we should start by explaining why civil engineers are working on a planning study.

The main thrust of each route is having a conceptor come through and recommend a road template and right-of-way width throughout the corridor. The civil engineer is called in to look at the technical reality of building the project the way it is concepted. The civil engineer takes the concept and determines its effect on four issues: Utilities, Drainage, Geometrics, and Right-of-Way.

Utilities. The proposed concept may entail wider pavements and larger right-of-ways. This will require wholesale relocation of utilities in the corridor. However, these costs are not considered big enough to revise a concept. The major concern is where power plants or whatever treatment facilities are adversely impacted.

Drainage. The proposed concept may also add pavement which adds runoff during rainstorms which contributes to flooding. There are also numerous drainage structures crossing the corridors. The reality of improving or maintaining the system may affect the concept.

continued

Q & A

Q. How will an SRA study move forward to become a real improvement?

A. The Illinois Department of Transportation is Responsible for maintaining and in some cases expanding the State's roadway system, including State facilities in the Chicagoland six-county area.

State and Federal statutory requirements mandate the Department to analyze and quantify the benefits and costs associated with each project. Generally, only two options are analyzed, the option to invest funds in rehabilitation or new construction and the no investment position. The Department must prove that the benefits exceed costs before a project is deemed eligible.

Illinois' FY 1993-1997 Proposed Highway Improvement Program totals $5.375 billion. Funding for this program includes almost $3.4 billion of federal funds, $1.8 billion of state funds, and $200 million of local funds. The priority for development of the FY 1993-1997 highway program revenue package is the delivery of projects associated with the FY 1990-1994 highway program revenue package. This proposed program builds upon the Department's pledge to accomplish the revenue package goals and adds projects associated with the new federal transportation legislation.

Significant new federal funding is made available by the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA)

This landmark legislation provides substantial increases in federal aid, restructuring of the traditional federal highway program, and flexibility in standards and project applications.

As SRA route studies are completed in 1993 and 1994, the Department will use the recommendations for the routes as part of their capital program planning. The improvements will have to undergo the same evaluation as other projects competing for the available funding. As the projects are considered feasible, they could move into the program.

The next phase will be a detailed location study (Phase I) and then design and eventually, construction.

Civil (continued)

Geometrics. Some of the corridors contain very low speed curves and a new alignment may be needed to bring the road up to SRA design standards. The reality of achieving that corridor can affect the concept.

Right-of-Way. This is the most important issue that we study. Most of the concepts need more right-of-way and the reality of getting it affects the concept. Right-of-way takes where the building must be removed will have a negative impact on the concept. Most of the corridors will have areas where the concept will be less than SRA design standard due to right-of-way requirements.

After reviewing the corridor for these issues, the civil engineer presents his findings in a team charette attended by the other disciplines. While his recommendations are not necessarily the driving force on a corridor, his viewpoint is likely to be shared by local officials. Therefore, many of his recommendations may find their way into the final report.

So why have a civil engineer review the corridor? Because eventually his recommendations will help control the ultimate cost of the project so that it is cost effective. So instead of wasting time, the civil engineer saves money for you, the taxpayer, on these routes.

Do you have questions about the Strategic Regional Arterials Plan? Is there something you would like to contribute? Use this form, or another sheet of paper (as many as you like), and send them to us. We'll see that you get an answer or response.

Name

Please send to:

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Illinois Department of Transportation

Illinois Route 83/Bell Road SRA Study Schedule

Task	Nov. 92	Dec. 92	Jan. 93	Feb. 93	Mar. 93
IDOT Review		△			
Revise Alternatives			△		
Panel No. 2				△	

▲ **Completed** △ **Target Dates**

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SRA Strategic Regional Arterial

SPOTLIGHT

Project update for panel members and interested citizens

Issue 4
April/May1993

Illinois Route 83/ Bell Road

Panel Meeting No. 2 to Discuss Route Alternatives

The SRA study team is interested in public input and believes the characteristics of successful public participation are early involvement, inclusiveness, and clear, accurate information. Early participation by representatives of all areas along the corridor allows panel members to have a hand in planning for the future of the corridor while the decisions are being evaluated. The appropriateness of panel participation is to be measured by how inclusive the process is; whether it involves the relevant participants and reflects the communities and corridor for which the plans in question are developed. Panelists are to bring their constituents' ideas and concerns to the panel meeting.

The Federal Highway Administration guidance on participation in transportation planning, written in 1978, remains apt today:

> "If too much time elapses between the beginning of the [planning] process and the beginning of public involvement, several problems may develop: it may be difficult to still be flexible, rumors may have spread misinformation, local leaders may feel ignored and become distrusting. Early involvement saves time and agony for the planner."

Even when the final outcome is controversial, corridor wide participation helps prevent dissatisfaction, legal challenge, and stalemate.

The SRA public involvement procedures are intended to afford opportunity for effective participation. The three panel meetings and public hearing held along the corridor, help to insure participation and input from public agencies and private organizations, as well as individuals.

Panel Meeting No. 2 is an informational meeting which will discuss alternatives developed since the first meeting. It will include an informal discussion, a formalized presentation, a group question and answer period, and, if questions still remain, additional informal discussion. The Department of Transportation encourages panelists to put their comments in writing, if possible. However, study team representatives present at the Panel Meeting will properly note all non-written comments and document them on a "wall of cards". These are then recorded in the Meeting Minutes and entered on the project file.

North Panel Meeting No. 2
Time: 9:30 A.M.
Date: Tuesday, April 27, 1993
Location: Prospect Heights Village Hall
1 North Elmhurst Road
Prospect Heights, Illinois

Central Panel Meeting No. 2
Time: 10:00 A.M.
Date: Friday, April 30, 1993
Location: Bensenville Village Hall
700 W. Irving Park Rd.
Bensenville, Illinois

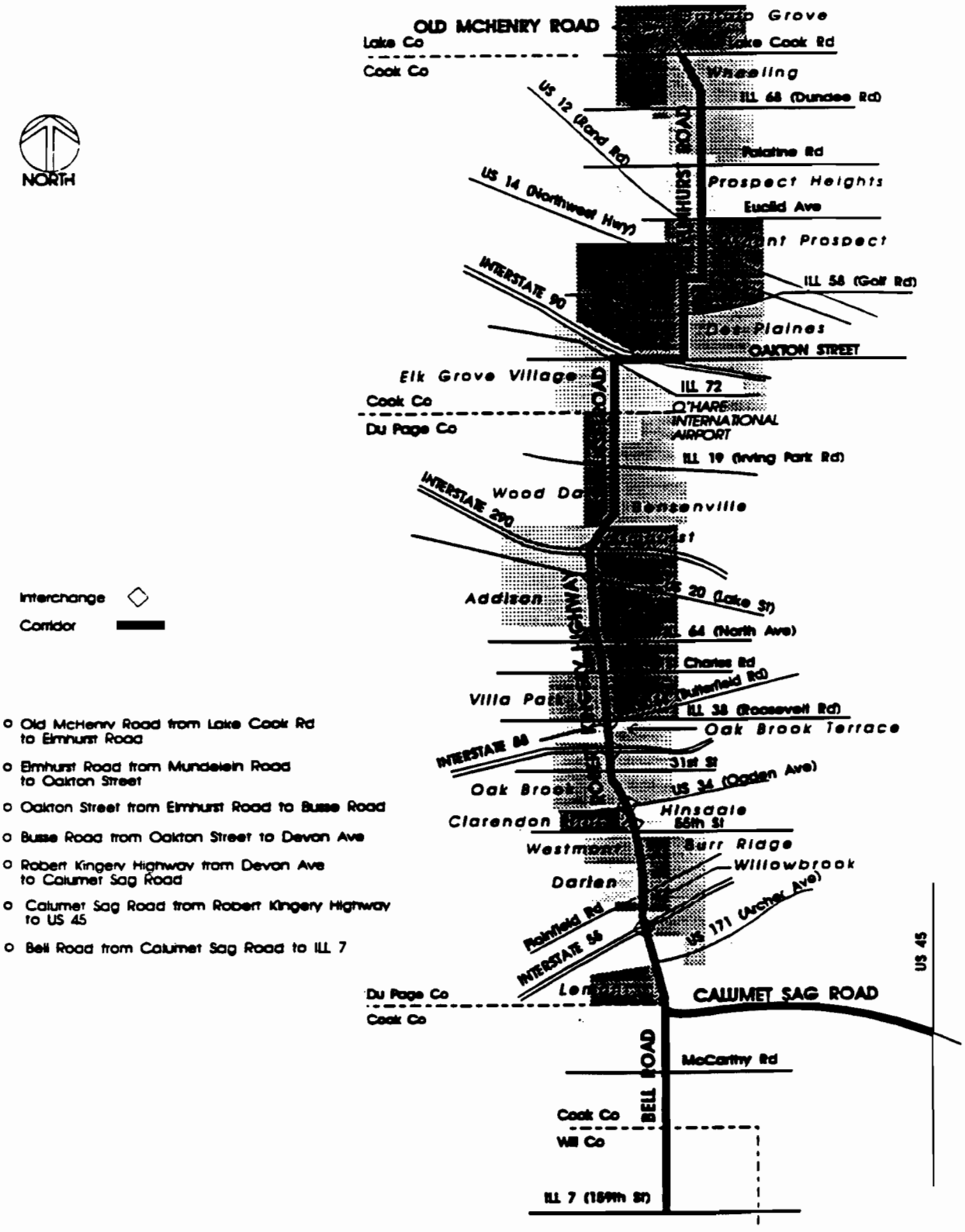
South Panel Meeting No. 2
Time: 10:00 A.M.
Date: Wednesday, May 5, 1993
Location: Homer Township Office
14350 W. 151st Street
Lockport, Illinois

Panel Meetings provide an opportunity to assemble a group of key individuals, familiar with a particular SRA route. The meeting will allow panel members and the study team to:

- confirm the existing issues or problems along the arterial corridor,
- understand some of the factors involved in planning arterial improvements,
- review work to date and understand future tasks to complete,
- listen to additional ideas for the future vision of the arterial corridor,
- discuss the conceptual improvement alternatives under consideration,
- reach consensus on conceptual improvement ideas.

This process attempts to assure that possible economic, social, and environmental effects of recommended improvements will be fully considered in the development of corridor proposals. Decisions which are in the best overall public interest providing for safe, economic, and efficient transportation with minimal adverse effects will result from a process that is open and receives input from involved panelists.

In this issue...



Illinois Route 83

CORRIDOR MAP

ILLINOIS DEPARTMENT OF TRANSPORTATION

Illinois Route 83/Bell Road Preliminary Concept Summary

Illinois Route 83 is a primary north-south arterial connecting Will County, southwestern Cook County, east central DuPage County, northwestern Cook County and Lake County. The Illinois Route 83 SRA extends from the Cal-Sag Road interchange with the US Route 45 SRA to the Old McHenry Road intersection with the Lake-Cook Road SRA. The Bell Road SRA extends from Kingery Highway at Cal-Sag Road to the Illinois Route 7 SRA.

The Strategic Regional Arterial (SRA) Design Concept Report has identified objectives for the SRA system and desirable design features for three classes of SRA facilities. Illinois Route 83 is classified as a suburban SRA which recognizes its setting and function as a facility serving suburban density land uses, enhancing mobility within the suburban area, and providing important linkages to the regional transportation system.

A key objective of the SRA plan for Illinois Route 83/Bell Road is to enhance its utility as a high quality arterial by providing consistent design features and capacity throughout the corridor, identifying and eliminating bottlenecks, improving intersection design and operations, coordinating and rationalizing access, more fully integrating transit services, and generally increasing the efficiency of traffic flow.

The type of facility currently serving the corridor and the type of facility required to accommodate future needs varies along the route. The Summary of Preliminary Concept exhibits in this newsletter illustrate the right-of-way, lane, and median characteristics of the preliminary concept for each of the eight segments in this corridor. Six distinct segments or segment groups have been identified with the preliminary SRA recommendations tailored to balance the SRA design standards with the existing conditions and the projected future needs.

Cal-Sag Road traverses the Cook County Forest Preserve District throughout most of the length of this segment. Since future development along Cal-Sag Road is limited by the Forest Preserve, the standard six lanes for suburban SRA are not needed. Depending on the type of drainage system proposed for the segment, the recommended four lane section can be developed within the existing 100 foot right-of-way or within a proposed 138 foot right-of-way.

Bell Road serves rapidly growing areas in Orland Park, Homer Township, southwestern Cook and northeastern Will Counties. Residential land uses are expected to be the predominate type of development in the area with scattered commercial to support the residential uses. Bell Road is currently a two lane township facility. Here again, even though the suburban SRA standard calls for six lanes, it is felt that the projected type and intensity of development would be well served by a four lane, median divided roadway. The preliminary concept would require acquisition of a consistent 120 foot right-of-way to accommodate potential Post-2010 growth and intersection improvements.

Kingery Highway and Busse Road run north from Cal-Sag Road in southwestern Cook County, through DuPage County, to Oakton Street in northwestern Cook County. Portions of this segment group already approach the suburban standard (six lanes with an 18 foot raised median), however, there are critical issues to be addressed. These include design consistency, local bottlenecks, intersections operating at or near capacity, diverse access control, and the special needs of varied land uses.

The concept calls for consolidating and rationalizing access through the use of frontage roads at selected locations. The high volume of truck traffic in the industrial park areas at the segment's north end is addressed through development of an industrial access system including one-way frontage roads, improvements to parallel roadways, and consolidation and improvement of signalized intersections. Another key issue is the use of High Occupancy Vehicle (HOV) lanes from I-55 (Stevenson Expressway) to the high density, high employment areas at the north end of the segment. Particular attention is required at the North Avenue and Busse Road/Oakton Street/Higgins Road intersections to provide capacity consistent with a north-south SRA.

Oakton Street and Elmhurst Road, from Busse Road to the Golf Road SRA, provide access to several light industrial uses and to numerous commercial/retail uses including shopping centers and restaurants. Given the high level of activity and traffic, a six lane roadway with an 18 foot raised median is recommended as the preliminary concept for this segment. This requires some acquisition to obtain the desired 120 foot right-of-way.

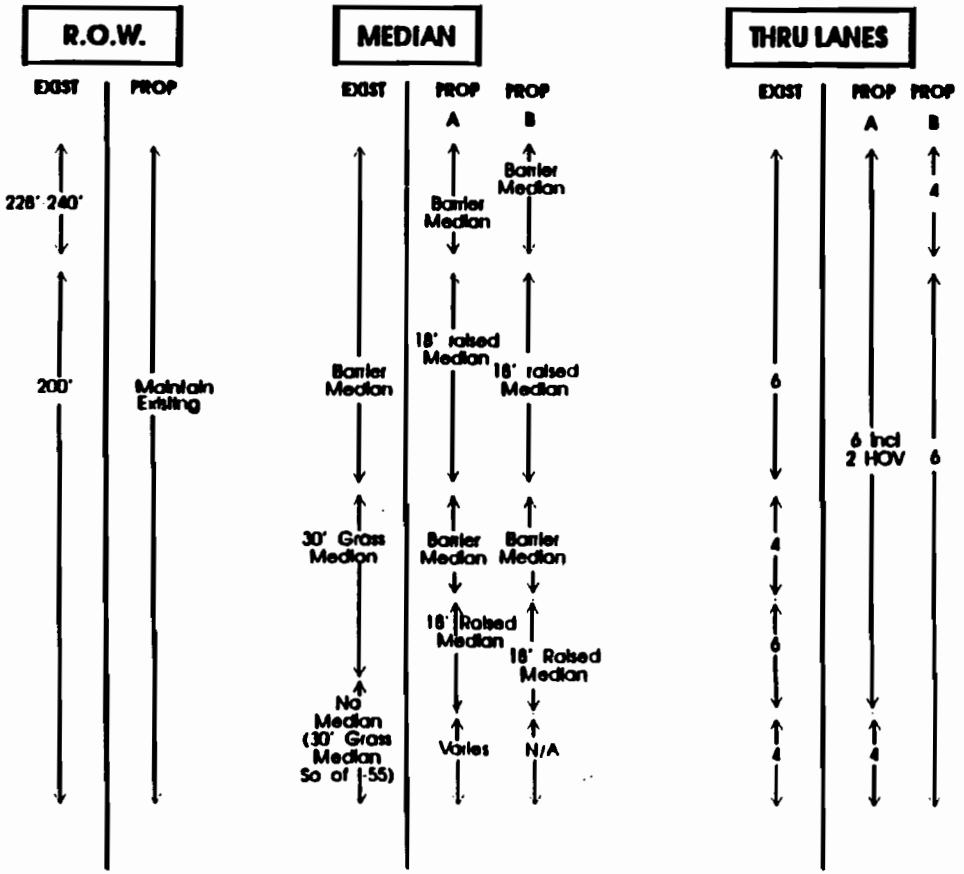
Elmhurst Road, from Golf Road to the Rand Road SRA, traverses densely developed residential areas and the Mount Prospect Central Business District. Existing development patterns in this segment make it difficult to obtain the right-of-way needed for the SRA standard six lanes without major residential and business displacement. Therefore, the preliminary concept calls for a four lane roadway with a 14 foot flush median for turning vehicles. This concept requires acquisition of right-of-way in some existing 66 foot sections to provide the recommended 80 feet. Special treatment including reduced lane widths is required to provide four through lanes and single turn lanes in the business district within the available right-of-way. An alternative concept would maintain all existing right-of-way throughout the segment and implement cul-de-sacs and turn restrictions in sections where no median could be provided.

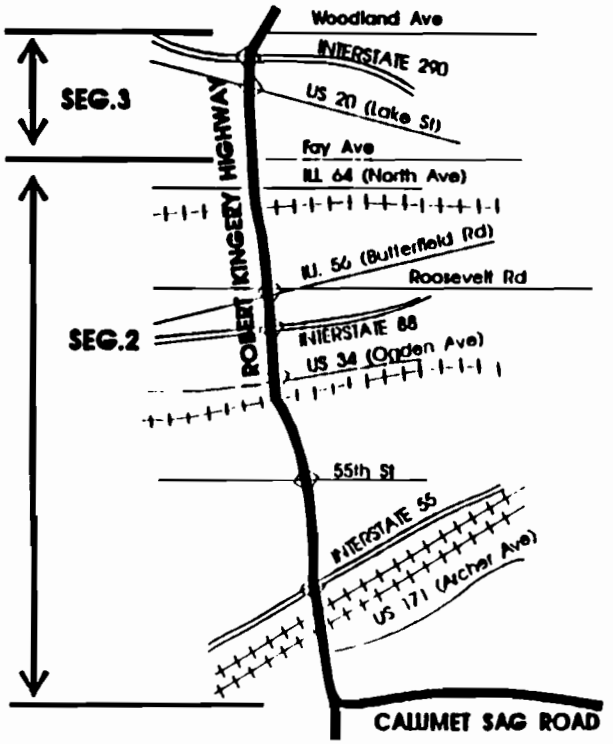
Elmhurst Road and Old McHenry Road, from Rand Road to the Lake-Cook Road SRA, consist primarily of residential land uses with scattered public and retail uses. The preliminary concept would provide four lanes with an 18 foot raised median within the existing 100 foot right-of way available throughout this segment. Intersection improvements include additional turn lanes at the Palatine Road interchange and at the Elmhurst Road/Old McHenry Road intersection.

Taken together the recommended concepts in each segment would upgrade the level of service offered in the Illinois Route 83/Bell Road SRA corridor. These improvements would integrate the corridor into the SRA network and provide design consistency throughout the Illinois Route 83/Bell Road corridor and with other SRA routes.

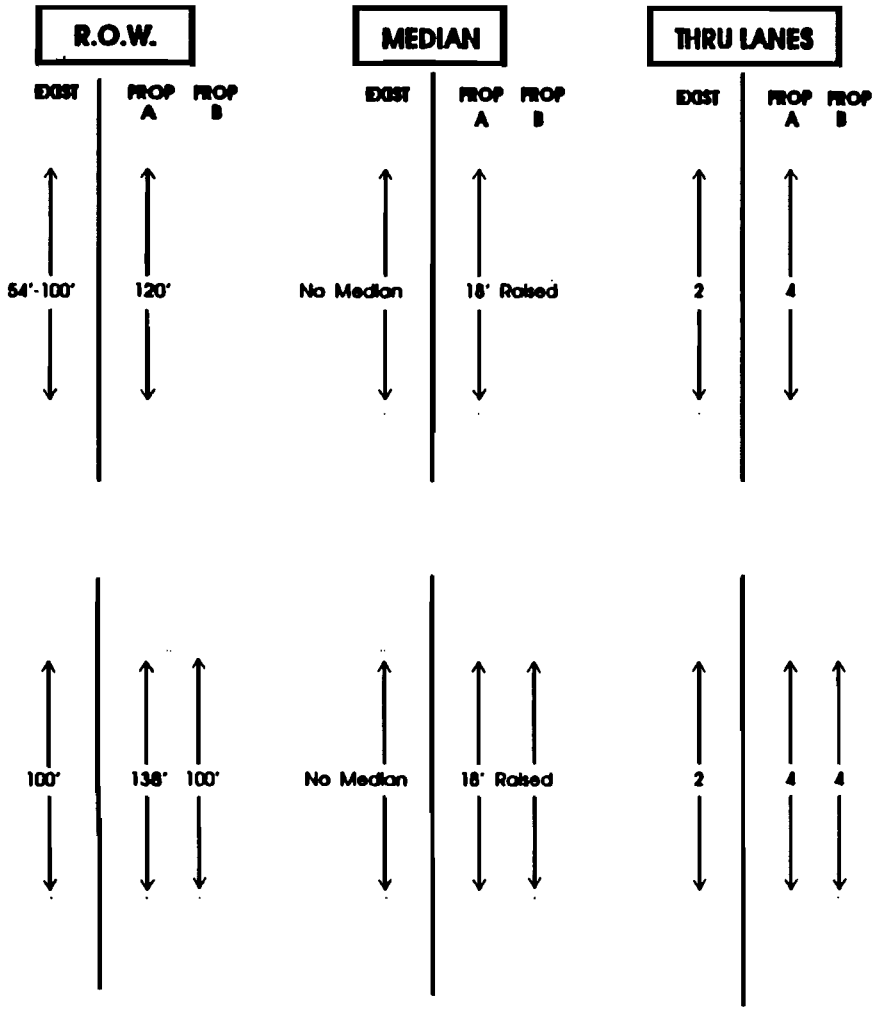
The preliminary concept for the corridor will be discussed at the Panel 2 meeting where local input will aid in the further development of the concept. Please note the time and location of the Panel 2 meetings listed on the front page of the newsletter.

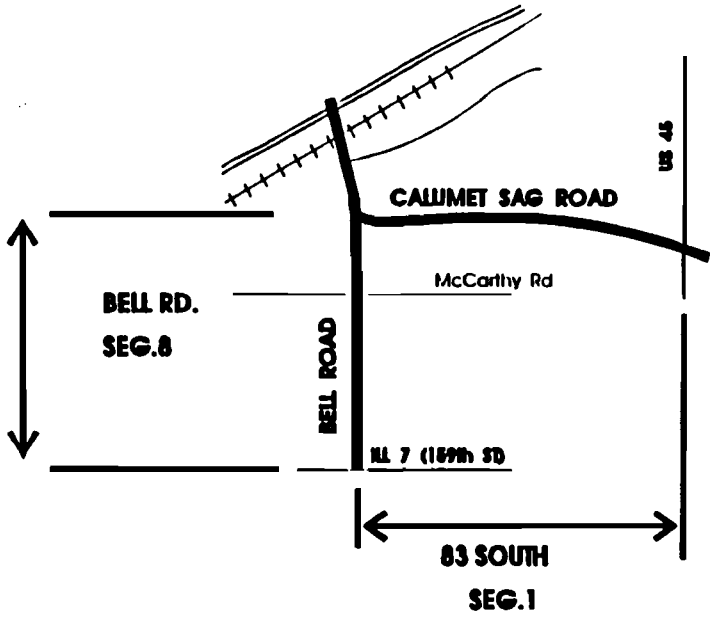
Illinois Route 83
SUMMARY OF PRELIMINARY CONCEPT





Illinois Route 83
SUMMARY OF PRELIMINARY CONCEPT





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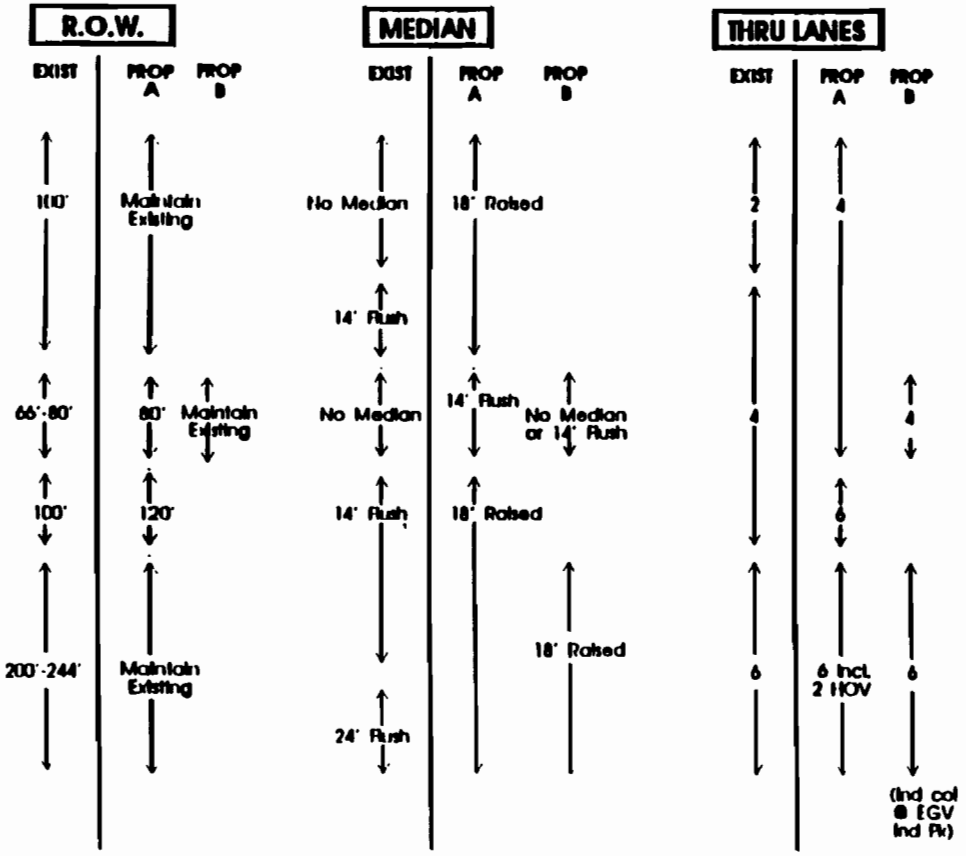

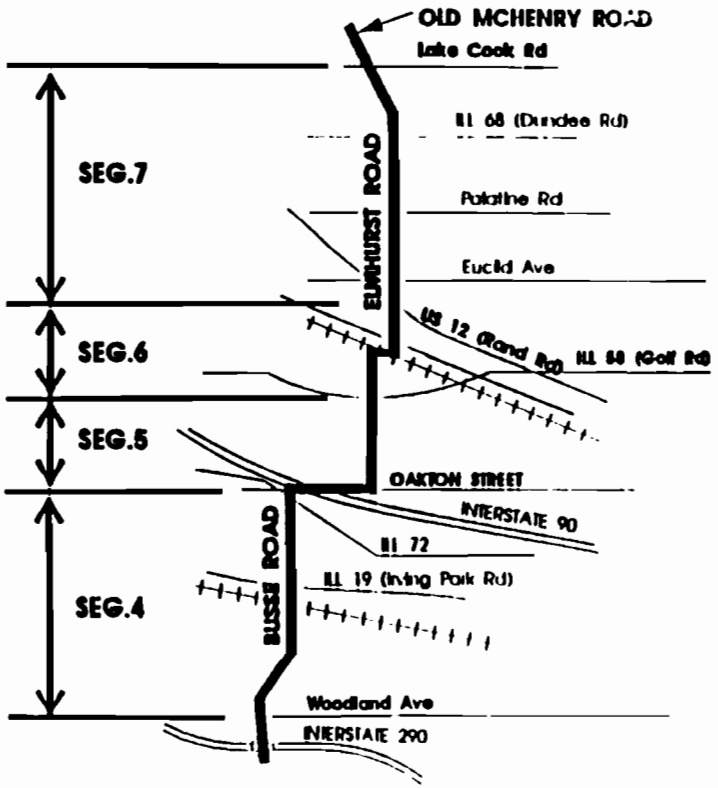

Q & A

Q. What are the planning requirements in "ISTEA"?

A. *The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) places a great deal of importance on planning and public participation at both the metropolitan and state levels. Several sections of the new law direct federal and state Departments of Transportation (DOTs) and metropolitan planning organizations (MPOs). In this case, CATS, to 'provide citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, and other interested parties with a reasonable opportunity to comment' at several junctures in the transportation planning process. In addition, Governors are directed to ensure that citizens are involved in developing the state TIP. At both the metropolitan and state levels, planning must be coordinated with the development of plans for attainment of national air quality standards.*

Q. What is a TIP?

A. *The Transportation Improvement Program (TIP) is a workplan which must be developed at both the metropolitan and state levels. The metropolitan planning organization designated for a metropolitan area, in cooperation with the State and affected local governments, highway implementors, transit operators, and others, shall develop a transportation improvement program for the area for which such organization is designated. The metropolitan areas will be asked to update the program at least once every two years and is approved by the MPO and the Governor. At the state level, the TIP is to be reviewed and approved biennially. The TIP must cover a minimum of three years for a metropolitan area and two years for a state. Projects listed in the TIP must reflect the factors considered in the long-range process. Citizens must be given ample opportunity to comment on the program. Additionally, legislation states that the program shall be updated once every two years. C.A.T.S. is responsible for this area's TIP.*

Environmental Impacts Assessed

by Joseph Bement, CRSS

Within this Pre-phase I study it is important to research and identify environmental features along each of the SRA corridors which may potentially be affected by improvements to the routes. Identification of environmentally sensitive characteristics was imperative in order to determine potential negative impacts. This list of environmental features will be used in a Phase I study where they will be verified and examined with respect to a given roadway design. It is in this phase that Environmental Assessments and Environmental Impact Statements will be performed, if they are required.

While each route varies in terms of overall environmental characteristics, each corridor was examined using several resources, including:

Floodplain information was obtained from the Federal Emergency Management Agency (FEMA) in the form of Flood Boundary and Floodway Maps and Flood Insurance Rate Maps.

- Local land use plans, United States Geological Survey Maps, National Wetland Inventory Maps, and the Lake County Advanced Identification of Wetland Study were used in the identification of wetlands and bodies of water.

- The Illinois Department of Conservation (IDOC), the Division of Natural Heritage, and the Illinois Department of Transportation (IDOT) provided lists of Illinois threatened or endangered species and natural areas along each SRA corridor.

- Prime farmland maps were obtained from the Department of Conservation of each county.

- Historic structures, landmarks, districts, and bridges were located from the National Register of Historic Places, Illinois Register of Historic Places, Illinois Inventory of Historic Structures, Illinois Inventory of Historic Landmarks, Historic Bridges of Illinois List, IDOT, county historical societies, field inspections, and local agency input.

- The Illinois Comprehensive Environmental Response Compensation and Liability Act Information System (CERCLIS) list provided information about sites along the corridors that have reportedly accepted hazardous waste or possess a record of accidental or illegal spills or disposal. Leaking Underground Storage Tank (LUST) Sites were identified with LUST Inventory Reports.

- The analysis of environmentally sensitive land uses included residential housing, schools, churches, cemeteries, parks, forest preserves, industrial developments, commercial buildings, hospitals, and recreational facilities. The impacts of SRA improvements on these land uses with regard to air and noise quality may require further examination in the Phase I study.

After the initial concept was developed for each route by the SRA corridor manager, the environmental staff of planners and engineers reviewed the proposed improvements with regard to its potential impact upon the surrounding environmental features. While it is difficult to eliminate all potential effects of increased pavement widths, grade crossings, and intersection modifications, the information gathered was used to determine ways to modify the concept to minimize its impacts. For example, in an area with adjacent wetlands along the route, required land acquisition may be proposed for the other side of the roadway. In other environmentally sensitive areas, reduced median widths or landscaped medians with native prairie plants and seeding can be proposed. Mitigation of wetlands or other features may be required in roadway segments with constraints on both sides of the route.

Overall, the list of adjacent environmental features enabled the SRA corridor manager and environmental staff to develop a proposed concept that will improve the SRA network, identify important resources, and maintain the surrounding environmental characteristics.

We're here to help...

Please contact us with your comments, concerns, or questions

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Produced by
CRSS of Illinois, Inc.
for the
Illinois Department of Transportation

Illinois Route 83/Bell Road

SRA Study Schedule

Task	April	May/ June	July	August	Sept.	Oct.
Panel No. 2	△					
Draft Report			△			
Panel No. 3					△	
Public Hearing						△

▲ Completed △ Target Dates

Chicago Area Transportation Study
Mr. Eugene Ryan
Deputy Director
300 West Adams Street
Chicago, IL 60606

Addressee

SRA Strategic Regional Arterial

SPOTLIGHT

Project update for panel members and interested citizens

Issue 5
September 1993

Illinois Route 83/ Bell Road

Panel Meeting No. 2 Provides Direction for Further Study and Concept Development

The Panel 2 discussions for the Illinois Route 83 and Bell Road corridors were conducted at three meetings in late April and early May. The consultant team, led by Meridian Engineers and Planners, presented the preliminary recommendations for these Strategic Regional Arterials (see April/May Spotlight) to the Panel members and to county, city, and village representatives as well as interested parties along the routes. Corridor issues and opportunities were discussed with the intent of gathering input prior to developing route recommendations and developing a draft report. During a segment by segment explanation of the routes and preliminary recommendations, several major issues and questions were discussed.

In Segment 1, which passes through a Cook County Forest Preserve, two drainage system alternatives were discussed. The closed drainage system provides a four lane roadway with an 18 ft. raised median within the existing 100 ft. right-of-way. The less expensive, minimum impact open drainage system alternative proposes four lanes and an 18 ft. median within a 138 ft. right-of-way. This alternative would have 10 ft. shoulders with no curb. The 18 ft. raised median serves both safety and access purposes and is consistent with the SRA Design Concept Report. The open drainage option requires some Forest Preserve right-of-way acquisition. Historically, the Cook County Forest Preserve District has not desired wide medians; a narrower median would reduce acquisitions. Also, with shoulders, the absence of a barrier curb has caused access problems into Forest Preserve property– vehicles often enter when and where access is restricted. Thus the cost of a closed drainage system must be weighed against the Forest Preserve impacts. Due to the sensitive nature of this corridor, alternatives including reduced median widths are also being considered.

High occupancy vehicle (HOV) lanes were discussed between I-55 and Oakton Street (Segments 2,3, and 4). One of three lanes in each direction would be designated as an HOV lane.

A park and ride is recommended at the 75th Street intersection. It was suggested that the K-Mart parking lot in the northeast quadrant of the Plainfield Road intersection or the southeast quadrant of that intersection are more suitable locations. In areas where park and rides are integrated with shopping centers, additional spaces could be added to the parking lot or structure. Other possible locations were discussed including areas along 75th Street and Plainfield Road, one to two blocks from Illinois 83. Here, the land is industrial or vacant rather than prime commercial. However, the panelists were reminded that it is important that the park and ride be visible to the SRA.

Three alternatives have been developed to consolidate access from Foster Avenue to Oakton Street in the Elk Grove Village industrial area in Segment 4. Alternative A would use one-way access roads with inner circulation on ex-

Panel 2, cont., pg. 2

* * * *

Panel 2 Meeting attendees included representatives of DuPage County, Willowbrook, Elmhurst, Elk Grove Village, Bensenville, Clarendon Hills, Hinsdale, Prospect Heights, Lemont, Homer Township, Orland Park, Buffalo Grove, Wheeling, and Mount Prospect. If you or your agency have comments or wish to supply more information to the study team, please contact the appropriate panel coordinator listed on the back of this newsletter.

* * * *

In this issue...

Panel Meeting No. 2..., cont. from pg. 1

isting streets. Alternative B is a two-way frontage road system. The final and minimum impact alternative would use a fourth lane that would provide direct access to the industrial drives. Islands to allow right in/right out movements would be constructed to prevent through traffic from using the lanes. It was stated that the minimum impact alternative should be considered in those areas where frontage roads are not warranted.

Three options were also discussed for the intersections of Higgins Road/ Oakton Street and Oakton Street/Busse Road, between Segments 4 and 5. Alternative A proposes a grade separation with Higgins Road either over or under Oakton Street and Busse Road. This interchange is the best solution from a traffic viewpoint but it must also be feasible from both cost and impact perspectives. Alternative B involves restricting access on the south leg of the Higgins Road/ Oakton Street intersection to right in/right out and using Commerce Drive for the remaining movements. Alternative C proposes a cul-de-sac on Higgins Road south of Oakton Street and using Commerce Drive for all movements. Alternates B and C would impact Commerce Drive which is a local street with local access. Mount Prospect and Elk Grove Village support the interchange of Alternative A but are very concerned about possible impacts.

A six lane section with an 18 ft. raised median within a 120 ft. right-of-way is recommended in Segment 5. This requires an acquisition of 10 ft. of additional right-of-way on each side. This additional right-of-way will not displace existing structures but it would impact parkways and some parking lots at specific locations. The Panel members were in general agreement with this initial concept for the segment.

It was decided that the suburban standard six lanes could not be provided without major impacts to developed areas in Mount Prospect. Consequently, Golf Road was designated to end the suburban six lane standard and begin a four lane facility through segments 6 and 7. Two roadway options were considered for Segment 6. The first option would provide four lanes and an 18 ft. median in an 80 ft. right-of-way except in downtown Mount Prospect, where the right-of-way would be maintained. Providing an 80 ft. right-of-way would impact several structures due to minimal setbacks. The second option maintains the existing 66 to 80 ft. right-of-way. An 18 ft. median is recommended where an 80 ft. right-of-way exists. Mount Prospect supported the second option for areas outside of downtown. The Panel agreed with the concept of signal interconnection which is recommended throughout Segment 6.

The Design Concept Report recommends that railroad crossings be grade separated wherever possible. However, the Panel indicated that this is not feasible at the Chicago and Northwestern railroad crossing in Mount Prospect.

To provide consistency with Segment 6, a four lane cross section within the existing 100 ft. right-of-way is recommended in Segment 7. Traffic volumes are such that a four lane facility would be adequate in this segment. Median breaks, provided at approximately 1/2 mile intervals, would be aligned with existing or anticipated developments. All other access would be planned as right in/right out. The Panel generally agreed with these recommendations. Buffalo Grove explained that access to the Northwest Ambulatory Care Center, near Illinois 83 and Weiland Road, should not be restricted.

Traffic volumes with a forecast 10 to 15% left turns indicate that dual left turn lanes may be required at the Palatine Road interchange. The Village of Prospect Heights indicated that the prevalent residential development west of Illinois 83 does not generate much left turn traffic. The Village of Wheeling felt that a single left turn bay would be sufficient. Analysis of the percentage of left turn traffic assumption will be done to evaluate options as part of the draft report development.

In Segment 7, a landscaped median is recommended from Dundee Road to Lake Cook Road as a way to lessen the effect of reduced parkways. This is a general recommendation throughout the route to maintain landscaped areas. IDOT has been receptive to this idea and the Panel supported additional landscaping.

The initial recommendation for Illinois 83 provides four lanes with dual lefts on the south leg of Lake Cook Road and single lefts on all other legs. The Village of Buffalo Grove indicated that this laneage does not agree with the Lake Cook Road SRA recommendations. In addition, Buffalo Grove noted that the Weiland Road project, which may include the realignment of Weiland Road to meet the existing road west of Illinois 83, was beyond the scope of the Lake Cook Road SRA study but should be considered in the Illinois 83 study. Traffic forecasts may need to be adjusted to account for this extension and may preclude dual lefts on Lake Cook Road. The Illinois 83 concept will be coordinated with the Lake Cook Road concept and the Weiland Road improvement.

Meridian planned meetings with several communities to further discuss recommendations and specifics. Meridian staff, IDOT, and CATS thanked all those who attended. The input was described as very valuable in further developing concepts for the corridor. Knowing the thoughts, suggestions and especially concerns of those most affected along these routes will help shape locally based recommendations for the Illinois Route 83 and Bell Road arterial routes.

Municipal Data Requested

We have not yet recieved municipal data request responses from the following communities:

Wheeling	Arlington Heights
Darien	Des Plaines
Lemont	Elk Grove Village
Addison	Wood Dale
Hinsdale	Westmont

Materials needed include comprehensive plans, transportation studies, and related reports prepared by local and regional agencies. Information is still being collected, so please contact the Panel Coordinator to contribute your community's data to the study. Thanks!

SRA Public Transit Considerations

by Paul Byrne, EJM Engineering, P.C. and Joanne Schroeder, Vlecides-Schroeder Associates, Inc.

The success of today's transportation network and the viability of its future depend on a "balanced system", one that provides a mixture of modes and optimizes mobility in terms of convenience, comfort, safety, and economy. In addition, public transit adds to the passenger carrying capacity of the arterial system. The balance of providing a well planned and integrated public transit system will help ensure mobility in future years. Public transit improvements can be accomplished through several transit considerations including signing, passenger facilities, bus-related improvements, pedestrian grade separations, actuated traffic signals, HOV lanes, and parking facilities. Following is a detailed description of each consideration:

Signing— Transit facilities should be easy to find for the potential transit user. All rail stations should be clearly marked with signs to aid potential transit users and directional signs to the station should be installed on the SRA.

Passenger Facilities— These are waiting areas equipped with shelters, heat, light, and seating where a multitude of transit operations intersect. Passengers use these waiting areas for transfers between buses or other modes of travel. Walkways should be constructed to connect these facilities to local businesses, shopping areas, residences, and bus stops.

Bus-Related Improvements— Different types of facilities may be appropriate for bus stops between urban, suburban, and rural bus service. Turnouts are recommended only in suburban and rural areas. Frequency of bus stops should be approximately one stop per block in urban areas, one stop per half mile (preferably at intersecting bus routes and at significant development) in suburban areas, and one stop per two to five miles (as public-private cooperative ventures at activity centers) in rural areas. The shoulder can be used as a turnout in rural areas. Near-side and far-side bus stops should be coordinated to minimize distance between intersecting services. Bus stops should be removed when conflicting with designated turning lanes. Parking restrictions provide additional space for buses and help facilitate bus movement. In addition, signal preemption should be installed for buses to provide higher volumes of bus service, quickly and conveniently.

Pedestrian Grade Separations— These crosswalk bridges and tunnels should be considered where transit stations are located across major streets from parking facilities, commercial areas, or public buildings. These facilities should be designed with a clear, unobstructed passage as well as light. This would improve safety and convenience for the pedestrians.

Actuated Traffic Signals— Incorporating traffic signals with phasing and timings that are responsive to the varying levels of traffic during the day will make transit stations more accessible and reduce delays. Left turn signals and lanes will help increase access to transit stations.

HOV Lanes— These are designated lanes for high occupancy vehicles which include vanpools, carpools, buses, and other vehicles with multiple passengers. In urban and suburban areas, if the roadway occupies at least three lane in each direction, then one lane can be designated as an HOV lane, or parking eliminations can be established to designate a curbside HOV lane.

Parking Facilities— Parking facilities at rail stations are under investigation for expansion where parking demand is at capacity. Preferential treatment for HOV users at transit stations and corporate campuses can be implemented. Provisions should be made to establish secure bicycle parking facilities, preferably with covered shelters, at rail stations and park-and-ride facilities. Also, locations for park-and-ride facilities are being identified at major express bus stops and at intersecting SRA's.

Terms to Know

Bikeway *- A facility intended to accommodate bicycle travel for recreation or commuter purposes. Bikeways are not necessarily separated facilities; they may be designed and operated to be shared with other travel modes.*

Paratransit *- Alternatively known as special transportation when applied to social service systems. Applies to a variety of smaller, often flexibly-scheduled and routed nonprofit oriented transportation services using low capacity vehicles, such as vans, to operate within normal urban transit corridors or rural areas. These services usually serve the needs of persons whom standard mass transit services would serve with difficulty, or not at all. Common patrons are the elderly and persons with disabilities.*

Fixed-Route *- Term applied to transit service which is regularly scheduled, operating over a set route. Usually refers to bus service.*

Dial-a-Ride *- Term for demand-responsive systems usually delivering door-to-door service to clients who make requests by telephone on an as-needed reservation, or subscription basis.*

Shuttle *-Usually a service provided with a 20-or-less passenger vehicle connecting major trip destinations and origins on a fixed- or route-deviation basis. Shuttles can provide feeder service to main transit routes, or operate in a point-to-point or circular fashion.*

Transit Dependent *- Persons who must rely on public transit or paratransit services for most of their transportation. Typically refers to individuals without access to personal vehicles.*

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Produced by **Meridian Engineers and Planners, Inc., formerly CRSS of Illinois, Inc.,** for the **Illinois Department of Transportation**

The change from CRSS to Meridian is a corporation change which maintains the Chicago office, original staff, their IDOT experience, and previous team and management practices.

Illinois Route 83/Bell Road

SRA Study Schedule

Task	May/ June	July/ August	Sept.	Oct.	Nov.	Dec./ Jan.
Panel No. 2	▲					
Concept Refinement	▲	▲				
Draft Report			△			
Panel No. 3					△	
Public Hearing						△

▲ **Completed** △ **Target dates**

Chicago Area Transportation Study
Mr. Eugene Ryan
Associate Executive Director
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Exhibit 5.5

Public Hearings

Summary of Public Hearing Stenographic Report
Illinois Route 83/Bell Road
Mt. Prospect Holiday Inn
March 9, 1994 between 3:00 p.m. and 8:00 p.m.

Pedestrian Safety Issues

Keep traffic off Pine because there are many children on the street.

Ensure that the proposed sidewalk is wide enough for adequate pedestrian usage. Provisions should be considered for children, elderly, and the handicapped. The Americans with Disabilities Act requires accessibility, and a safe sidewalk passage should be ensured for the handicapped. The handicapped includes people in wheelchairs, with heart conditions, with canes, with crutches, or with malformations where they can not safely ambulate without assistance.

The proposed left turn lanes from Illinois Route 83 onto Milburn will divert more traffic into the residential community where a number of children live on nearby Emerson St., which is a bike route, two schools are nearby, and drivers will have trouble seeing the children (since there are large trees on Emerson St.). As a result, Milburn Ave. should be made a cul-de-sac.

There are not enough traffic signals for the children to cross the street safely. At Henry, the removal of the traffic signal could be hazardous to pedestrians, handicapped, and school children.

The traffic signal phase is too short for pedestrians at Illinois 83 and U.S. 14, southwest corner to southeast corner.

Children play basketball in the front yards. Roadway widening could be a safety issue for them.

Illinois Route 83 goes right by St. Raymond School, St. Raymond Church, St. Raymond's parking lot, St. Raymond's play yard, Lions Park Fieldhouse, Lions Park School, Fairview School, and Mt. Prospect Public Library. Safety provisions must be considered for children in this vicinity, especially because many of them walk across Illinois Route 83 to and from school. Two new schools are proposed, potentially on the other side of Illinois Route 83 from each other.

Wider lanes would be more difficult for pedestrians and the handicapped to cross.

Pedestrian cross lights are needed at Elmhurst and Golf Roads because pedestrians will not be able to efficiently cross seven lanes of traffic in one phase.

A median is not a buffer for crossing pedestrians since they will need to avoid left turning cars.

With a reduced parkway, and especially where the sidewalk is next to the road, pedestrians will be in danger of passing semi trailers much closer to the sidewalk.

Large trees act as a safety barrier for pedestrians and homes. Some trees are scarred already.

The sidewalks are in poor condition. Water remains standing in puddles in the sidewalks after a rain. Loose concrete is also a problem. The pitch of the driveways and sidewalks are too steep, especially at the northeast corner of Lincoln and Wille. This results in a hazard for pedestrians, especially during the winter with ice and snow.

Other Safety Issues (Cars, houses, etc...)

Low accident rate does not justify widening. Accidents decreased from 1989-1991.

Many accidents occur at Golf Road and Illinois Route 83. As many as three left turning cars are still in the intersection when the traffic signal turns red. Cars sometimes ignore signalization.

A more effective warning system is needed at the railroad crossing for Illinois Route 83 and Prospect Avenue. Numerous accidents have occurred when motorists do not stop at Prospect Avenue, going north, or vehicles, going south, do not stop at railroad crossing.

Heavy vehicle, truck traffic will damage the homes. Enact a weight scale program for trucks through the Village of Mt. Prospect to check the weight of the trucks to ensure added safety in the village.

Existing storm drains are located in the driving lanes. Car tires hit the drains. Every couple of years, the drain breaks and a hole is left. The drain should be moved into the curb lane or beyond the curb lane.

Large trees act as a safety barrier for pedestrians and homes. Some trees are scarred already.

Lower speed limits may help improve safety.

The 30 M.P.H. speed limit is not well enforced especially since a roll-over accident had occurred in town. Wider roads will make the situation worse. Accidents will increase because cars lose control on the s-curve, especially when the road is icy. Smoother corners cutting into property will allow cars to move faster through the turn.

More police protection is needed to monitor speeders. The speed limit varies from 25 to 30 M.P.H. Traffic speeds from at least 40 to 65 M.P.H.

Existing traffic signals help slow traffic to provide safety. If traffic signals are coordinated, traffic will speed, even if the speed limit does not increase (Existing 35 M.P.H. speed limit).

The s-curve is hazardous to motorists, pedestrians, and damage to property, private as well as public, as well as to lamp posts and stoplights. Lower speed limit to 25 M.P.H. and ensure this limit to be well signed and enforced from Shabonee north to Milburn (or Central Road). Make

sure there are no trees obstructing the view of posted speed limits and warnings to upcoming reduced speed limits.

Wille Road, at its intersection with Elmhurst Road, is hazardous because of its proximity to the tollway off ramp at Oakton Street.

Environmental Issues

Ecology will be bad.

Widening roads will create air and noise pollution from trucks and cars. Residents can not open windows in their houses without the smell of fumes from the trucks bothering them. Noise from trucks shake the pictures in the homes. Has an environmental study been done for testing air and noise pollution?

Trees help clean the air. More traffic causes more pollution. Eliminating trees and increasing traffic capacity will have a combined negative effect on the environment.

Runoff from driveways and the wider street could lead to increased house flooding.

In the past, on Northwest Highway, construction workers dumped materials down the sewers. Crews later needed to come in and pull out solid rocks out of the drains. This situation should be prevented in future SRA construction projects.

Transit Issues

Decrease utilization of private cars. Focus efforts on public transportation.

Could future traffic volumes decrease when companies will require carpooling?

Roadway Design Issues

The substructure of the land is not as firm as other areas. A creek bed runs along the east to the west section of Route 83, crossing from the east highland to the north of this section and then crossing to the south side at about the southwest corner of Lincoln and Pine Street, which was a wetland area.

At the time of the curb renovation a deep hole was dug at the north end of the curve by the east highlands. Outside of removing the asphalt and previous concrete, no deepening of the base was done nor sufficient compaction of the base prior to laying concrete.

Before the roadway is torn up, inspect the various cracks and fissures from curb to curb to ascertain weaknesses and take soil samples at both positions to determine how much compaction and base will be required. In the previous construction, poor compaction and too much material was laid down before compacting with the steamroller. Compacting should be done with improved equipment and in small layers, otherwise, fissures will result, especially on Lincoln Street. Poor compaction, where the sewer lids meet the pavement, resulted in water accumulation and water spraying onto the parkway and causing damage. Run water at all existing drains to check the problem.

Curb heights are not properly installed on the curves. There is too much slope on parkways. Water runs off the grass. At the south end and straightaway of Lincoln, flooding occurs on the curve. Heavy water damage occurred last flood due to wash from trucks. Power failures occurred at the lights at St. Raymond's and numerous others at Lincoln and Elmhurst.

The macadam curb is paved poorly. Many joints break out because these are too high or too low. The expansion joints, where the curb meets the driveways, have been poorly installed and in most instances erodes after a while. Replacement of the water mains should occur during the construction procedure, especially between Routes 53 and 14 to ensure that water main breaks do not occur after the paving is completed.

Use "talamar" in asphalt construction.

The lights have poor base construction and the bolts and the covers are always missing, plus some of the bases are poorly constructed and cracking.

Quality control of the construction should be ensured. Proper base and compaction should occur.

An ad hoc committee of residents should be organized, who will volunteer to oversee the construction and have an open line between the state and Mt. Prospect.

During construction, place many barricades, stiff warnings, and penalties to prevent people from trespassing with their vehicles onto Route 83. This should be enacted to prevent damage to the parkways, front lawns, etc... Provide special tags or stickers to residents to park on the side streets where they can not exit from their property onto Route 83 during the construction.

There is no need for the proposed center lane at the NorthWestern Railroad because the stoplights at the railroad block this potential movement.

Repair management has been poor throughout the past several decades. The citizens of Mt. Prospect are concerned that Illinois Route 83 will not be kept in good condition when the road will be even wider.

Intersection Channelization/Access Issues

The "quarter circle" channelization arrangement between Rand and Kensington Roads encourages traffic to use Pine as a thoroughfare. Police enforcement will be ineffective. An "s-curve" that blends in with Kensington Road between Pine and Russell would be more effective. From East Wooden Forest/Elmhurst to the high school there should be no left turns allowed.

Large traffic signals are needed at Lonnquist.

Median lane is not necessary since turning lanes exist at all major intersections.

Left turn volumes are too low from Illinois Route 83 onto Milburn (in either direction) to warrant left turn lanes.

Northbound and southbound left turning vehicles from Illinois Route 83 will be competing with each other to enter Sunset Road.

Along the s-curve, add access signs, no left turn signs, and more cul-de-sacs.

Wider lanes will speed traffic. More traffic, faster will cause extended delays to leave driveways, especially with senior citizens that are in abundance in this area. Also, shorter driveways will be a constraint problem. There is not enough room for guests, now.

Address turning configurations at Illinois Route 83 with Pine and with Wille. Control will be a problem. Barricades and cul-de-sacs are impractical because they present an access problem for police, fire, ambulances, garbage removal, snow plowing, and street cleaning.

Do not consider a median. Instead, only allow right in, right out turns at Milburn. Accidents occur because the line of sight is poor for left turning vehicles. A median will not improve the line of sight.

Recommend a mountable median (one which can be crossed in a vehicle) at the intersection instead of a raised median to provide access to commercial development near the intersection.

By-Pass Suggestions

Move SRA traffic to the East, then use U.S. Route 45 north to Rand Road, and then use Rand Road back northwest until Elmhurst Road.

Continue the Illinois Route 83 SRA to the East on Oakton Street to Mt. Prospect Road, then travel north to Rand Road. Continue on Rand Road northwest to Elmhurst Road. Then go north on the existing Illinois Route 83 from there.

Continue Illinois Route 83 north on Busse (past Oakton) to Algonquin. Use Algonquin west to Illinois Route 53, and then combine Illinois Route 53 with 83 to Lake-Cook Road. That will eliminate the congestion through Mt. Prospect, including the railroad tracks.

Designate a truck route to move trucks off Illinois Route 83 and onto Golf Road.

Utilize other north-south routes, such as Wolf Road or Arlington Heights Road to carry some of the truck traffic.

Space/Constraints Issues

An extra lane will not accommodate the local residents and pedestrians.

There is a lack of room available for houses now.

Customers at "Curve a Head" hair styling salon will have difficulty accessing the building because it will be located too close to the road after the widening takes place. Customers can not use the back door because the back room is being rented out to a resident.

Snow plowed from the street blocks driveways. There is a lack of capacity in front of houses for containing plowed snow.

Widen to 11 ft. lanes, but with no median.

A two-foot parkway would leave very little room to put garbage, brush, and large appliances.

Congestion Issues

Widening is useless because traffic will always become congested. The commuter station is a traffic generator because it backs up traffic on Elmhurst Road from 6:00 a.m. to 9:00 a.m. and from 4:00 p.m. and 7:00 p.m. Freight traffic at the railroad also backs up traffic. The traffic problem lies with the railroad crossing which backs up traffic through the s-curve. A bridge for the railroad should be built. At least once a month, the railroad gates malfunction and are down for hours at a time.

The s-curve is the weakest point.

The train station needs to be moved so the trains do not block arterial traffic.

Consider building an underpass of Illinois Route 83 under the Chicago and NorthWestern Railroad tracks.

Could future traffic volumes decrease when companies will require carpooling?

Traffic from St. Raymond's Church (Lincoln and Illinois Route 83) blocks off Lincoln between 6 a.m. and 2 p.m. on Sundays. Police should direct traffic.

At Wille and Pine Streets, if access becomes limited to right-in-right-out movements, traffic will accumulate and cause congestion on other streets where left turns will be permitted.

Co-ordinate the traffic signals. The traffic signals for northbound Illinois 83 at U.S. 14 should hold green approximately 7 seconds longer than at Prospect Avenue. This would allow northbound traffic on Illinois 83, passing through an amber light at Prospect Avenue, to clear traffic at U.S. 14. This would prevent vehicles from backing up to or over the railroad tracks and allow room for traffic turning north from Prospect on their green light.

Socioeconomic and Economic Issues

Residential area should not be a SRA.

Large trees need a lifetime to grow before they can provide adequate shade for the needs of the residents. Fewer trees will have negative economical impacts on air-conditioning for homes in the summer. Removing trees will lower property values.

The SRA improvements will lower property values, leading lower income people and crime to enter into the neighborhood.

There is no need for a five lane road. It would create a blight that would divide and destroy Mt. Prospect.

$1½ million is costly to develop a median that the community does not want.

Right-of-way acquisition needed to add traffic lanes to the intersections of Oakton, Algonquin, and Golf would be a permanent detriment to the land use and tax base of the adjacent commercial properties and businesses. Re-evaluate the geometry of these intersections to reduce the lane widths, propose only one left turn lane instead of dual left turn lanes, or propose a configuration without an exclusive right turn lane.

Aesthetic Issues

There is no need for a 5 lane road. It would destroy the character of the residential area.

Many current residents will not live long enough to see the replaced trees grow to the size of the existing mature trees that will be cut down when the road is widened. Many residents moved to this area because they were attracted to the tree-lined street. Also, the stone gates, which are designed for scenery, will need to be eliminated when the road is widened.

White trim on homes will not be clean.

A wider roadway would provide less space for ice, snow, and salt storage space in the winter. If this is piled onto the front yard, the grass will die.

Recommended parkways, if any, are too narrow for grass. Pave with brick, concrete, or planters. With one-foot wide parkway it would be senseless to plant grass because it just will not grow. If grass is planted, the topsoil and sod must be deep. Nothing will grow if the base is leftover clay and rock from construction, including construction materials.

Summary of Public Hearing Stenographic Report
Illinois Route 83/Bell Road
The Abbey Leisure Center
February 28, 1994 between 3:00 p.m. and 8:00 p.m.

Safety Issues (Cars, houses, etc...)

Negotiating the turns is difficult, especially for trucks, and potentially for emergency vehicles at the Riverside Drive/Monroe Street/ Frontage Road intersection. Video tape the intersection to watch the trucks go into and out of the intersection from 3:45 p.m. to 5:30 p.m. every week night. School buses are too long and too wide to turn. Cars (attempting to access Wal Mart) have been sideswiped because of the complicated geometrics of the intersection.

More communication should take place between those who are responsible for the Roosevelt Road interchange and those who live and work in the area and want to live safely.

Cars often cross the Riverside Drive/Monroe Street/ Frontage Road intersection through a red signal. More police protection is necessary to enforce the traffic signal.

An interchange previously existed by John's Auto Mart. This interchange was more effective in allowing fire trucks to enter the frontage road area than the configuration that exists today.

A crossover previously existed for vehicles going south on Illinois Route 83 so they can cross over the median strip and access the interchange. Because of this elimination, emergency vehicles now need to travel farther south to access Riverside Drive.

Environmental Issues

The sewer extension for Salt Creek does not extend far enough north.

Did the traffic projections take into account federal requirements under the Clean Air Act to limit the number of vehicles (restriction on employers) that are driving on the roads?

Intersection Channelization/Access Issues

The Riverside Drive/Monroe Street/Frontage Road intersection has complicated geometrics. Cars are unable to turn right to go north onto Illinois Route 83. When there is snow on the street, drivers are unable to notice which lanes they are waiting in.

Widen the interchange at Riverside Drive/Monroe Street/Frontage Road. Move the traffic signal.

Space/Constraints Issues

Negotiating the turns is difficult, especially for trucks, at the Riverside Drive/Monroe Street/ Frontage Road intersection. Video tape the intersection to watch the trucks go into and out of the intersection from 3:45 p.m. to 5:30 p.m. every week night.

Congestion Issues

Traffic is congested on Bell Road in the morning and at night. Stoplights are necessary where stop signs exist today.

Summary of Public Hearing Stenographic Report
Illinois Route 83/Bell Road
Homer Junior High School
March 3, 1994 between 3:00 p.m. and 8:00 p.m.

Pedestrian Safety Issues

Homeowners along Bell Road have mailboxes at the curb with the street. Some homeowners need to cross the street to reach their mailboxes. When Bell Road is widened to four lanes, how will they be able to pick up their mail?

Other Safety Issues (Cars, houses, etc...)

Back yards of homes border at Bell Road. Families with children who use their back yards for recreational purposes are concerned about fast, dangerous drivers. This poses serious safety issues.

The current speed limit on Bell Road is not enforced very well, and will be even harder to enforce when it is a four-lane highway. The current speed limit posted along much of this segment is 45 M.P.H. Traffic often speeds at 60 M.P.H.

Environmental Issues

Noise from the traffic is bothersome now. This problem will only be worse if Bell Road is widened. Widening the road will also require the removal of trees and shrubbery that acts as a natural barrier against the traffic noise. Compensation is needed.

Air pollution may increase if Bell Road attracts higher volumes of traffic upon widening to four lanes.

Wildlife impacts may result if Bell Road is widened to four lanes.

Construct a grade separation for Wolf Road through the forest preserve to minimize environmental impacts. Then, use Wolf Road instead of Bell Road for SRA traffic.

No consideration was made in the plan to avoid acquisition of wetlands and forest preserve land adjacent to Bell Road. Why would it make much more of a difference to consider acquiring forest preserve land by using Wolf Road as an alternate route for the SRA?

Intersection Channelization/Access Issues

Access needs to be maintained along Bell Road for the residents with driveways, especially for those living between Archer Avenue and McCarthy Road.

A four-way light is needed at 159th Street and Bell Road. There is a blind access on the driveway from the south of this intersection. Rezoning for a subdivision will occur soon which will add six new driveways to feed into the current one.

The westbound left-turn lane from 159th Street into the Oak Valley Subdivision, just west of the Bell Road/159th Street intersection is mistaken by eastbound traffic as a left-turn lane into Bell Road. A high volume of traffic enters into the subdivision. K-Mart, located across 159th Street, adds to the confusion.

There is a serious traffic problem at the intersections of Illinois Route 83 and Jeans Road in Burr Ridge. A highly industrialized area, including the Knollwood Waste Water Treatment plant and the nearby industrial park exists near this intersection. An alternate route in and out of this area is needed. Truck traffic now mostly enters and exits on Madison Street, and then routed through the area of Route 83 and 91st Street. Both Madison and 91st Street are residential in nature and not conducive to excessive truck traffic. The alternative would be to reroute traffic to Jeans Road and

onto Route 83. Traffic signalization modifications and/or merge lanes may need to be investigated.

By-Pass Suggestions

Will-Cook Road, Wolf Road, or 104th Avenue are suggested by-passes for Bell Road. Wolf Road is wide enough to accommodate the recommendations. Both Will-Cook Road and Wolf Road do not interfere with residential properties. Acquisition of forest preserve land will be necessary for these alternatives, but that should not be considered as sensitive as residential land because less people will be affected.

Acquisition of forest preserve land seems to be a more logical alternative than acquisition of residential properties. Forest preserve land is in public hands now anyway and public taxes are being paid for them. The residential properties are being invested by private owners.

Widen some east-west roads which are two-lanes.

The Interstate 355 south extension should be able to contain enough traffic to eliminate the need to improve Bell Road.

Space/Constraints Issues

Residents along Bell Road have houses at or within the recommended right-of-way. Residents are concerned about the fate of their homes.

27 feet acquired alongside the roadway from hundreds of acres of forest preserve land is minimal. 27 feet acquired alongside the roadway from a person's front or back yard greatly impacts it.

Congestion Issues

Widening Bell Road will not alleviate the existing congestion.

The bridges for Illinois Route 83 over the Des Plaines River, Chicago Ship and Sanitary Canal, the Illinois and Michigan Canal, and the Calumet Sag Channel need widening due to traffic congestion. Six lanes are needed on Illinois Route 83 on these bridges. To widen Bell Road, but to wait further into the future to widen the bridges will only continue the congestion where it is a problem today. Build new bridges for Wolf Road to alleviate the congestion on Illinois Route 83.

Build new pavement for Bell Road to by-pass west of the residential area between Archer Avenue and McCarthy Road. Approximately sixty driveways exist frontage to Bell Road on both sides of the street between Archer Avenue and McCarthy Road. There is plenty of space two to three blocks west of Bell Road for a by-pass.

The first priority along Bell Road should be to eliminate the stop signs and replace with traffic signals (McCarthy, 131st St., 135th St., 143rd St.). This will reduce traffic congestion because some drivers wait through their turns at the stop signs.

Widening Bell Road is unnecessary because traffic volumes do not warrant it.

Socioeconomic and Economic Issues

Devaluation of homes is a concern.. Homeowners want to know how they will be compensated for the removal of between 25 and 27 feet of their land. They also want to know how they will be compensated for the lowered property value considering that their properties would lower in value if Bell Road becomes a four lane highway.

People who live in the area do not have a problem with the current roadway width. This widening will only help those who do not live in the area, but just want to pass through.

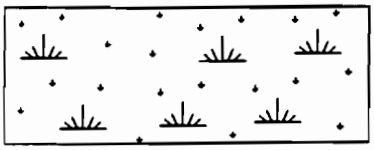
Aesthetic Issues

Residents along Bell Road prefer that the character remains rural in nature. Roadway widening and traffic signals would encourage Bell Road to become a busy street. Gas stations and commercial "strip malls" have attempted to develop in certain places along the corridor, but the local residents have fought against it.

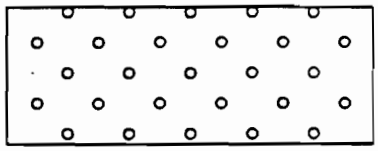
Bell Road has very few commercial areas and no industry. Its land use consists mainly of residential and farmland. Residents desire to keep it that way. Widening Bell Road to four lanes may encourage changes in the land use.

Legend

Environmental Characteristics



Wetland

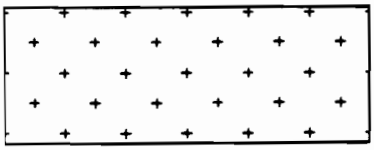


Historic District

ADID

Advanced Identified Wetland

Floodplain Boundary (100 Year)

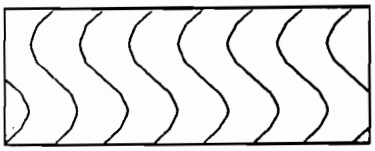


Prime Farmland

♦ Threatened or Endangered Species

✕ Hazardous Waste Site

Leaking Underground Storage Tank



Forest Preserve

✱ Historic Site/Structure/Bridge

Land Use Characteristics

R	Single Family
RM	Multiple Family
RH	High Rise - up to 3 floors
O	Office
OH	Office High Rise
C	Commercial
CA	Commercial Agricultural
CR	Commercial Recreation
I	Industry/Warehouse
+	Church/Temple
S	School
*	Cemetery
G	Institution/Government
P	Park/Forest Preserve
U	Utility
M	Gravel/Mining
A	Agricultural
V	Vacant Land
W	Woodland
OS	Open Space
()	Planned Development

LIST OF DRAWINGS

Existing Conditions/Land Use/Environmental

Exhibit ILL Route 83 -	**01a:**	**Segment 1**
	02a:	**Segment 1**
	03a:	**Segment 2**
	04a:	**Segment 2**
	04a:	**Segment 2**
	05a:	**Segment 2**
	06a:	**Segment 2**
	07a:	**Segment 2**
	08a:	**Segment 2**
	09a:	**Segment 2**
	10a:	**Segment 2**
	11a:	**Segments 2, 3**
	12a:	**Segment 4**
	13a:	**Segment 4**
	14a:	**Segment 4**
	15a:	**Segment 5**
	16a:	**Segments 5, 6**
	17a:	**Segment 6**
	18a:	**Segments 6, 7**
	19a:	**Segment 7**
	20a:	**Segment 7**
	21a:	**Segment 7**
Bell -	**01a:**	**Segment 8**
	02a:	**Segment 8**
	03a:	**Segment 8**
	04a:	**Segment 8**

Proposed Improvements

Exhibit ILL Route 83 -	**01b:**	**Segment 1**
	02b:	**Segment 1**
	03b:	**Segment 2**
	04b:	**Segment 2**
	05b:	**Segment 2**
	06b:	**Segment 2**
	07b:	**Segment 2**
	08b:	**Segment 2**
	09b:	**Segment 2**
	10b:	**Segment 2**
	11b:	**Segment 2, 3**

Proposed Improvements (Cont.)

12b:	Segment	4
13b:	Segment	4
14b:	Segment	4
15b:	Segment	5
16b:	Segments	5, 6
17b:	Segment	6
18b:	Segments	6, 7
19b:	Segment	7
20b:	Segment	7
21b:	Segment	7
Bell - 01b:	Segment	8
02b:	Segment	8
03b:	Segment	8
04b:	Segment	8

Geometric Detail of Proposed Intersection Improvements

Exhibit ID 1-1:	ILL Route 83 at US Route 45
2-1:	ILL Route 83 at Calumet Sag Road/ILL Route 83
2-2:	ILL Route 83 at Archer Avenue/ILL Route 171
2-3:	ILL Route 83 at 75th Street
2-4:	ILL Route 83 at Plainfield Road
2-5:	ILL Route 83 at 63rd Street
2-6:	ILL Route 83 at St. Charles Road
4-1:	ILL Route 83 at Devon Avenue
4-2:	ILL Route 83 at Greenleaf Avenue
4-3:	ILL Route 83 at Landmeier Road
4-4:	ILL Route 83/Busse Road at ILL Route 83/ Oakton Street
5-1:	ILL Route 83/Oakton Street at ILL Route 83/ Elmhurst Road
5-2:	ILL Route 83 at Algonquin Road/ILL Route 62
5-3:	ILL Route 83 at Dempster Street
5-4:	ILL Route 83 at Golf Road/ILL Route 58
6-1:	ILL Route 83 at US Route 14/Northwest Highway
6-2:	ILL Route 83 at Central Road
6-3:	ILL Route 83 at US Route 12/Rand Road
7-1:	ILL Route 83 at Euclid Street
7-2:	ILL Route 83 at Palatine Road
7-3:	ILL Route 83 at Dundee Road/ILL Route 68
7-4:	ILL Route 83/Elmhurst Road at ILL Route 83/ Old McHenry Road

Geometric Detail of Proposed Intersection Improvements (Cont.)

Exhibit ID	**7-5:**	**ILL Route 83 at Lake Cook Road**
	8-1:	**Bell Road at ILL Route 7/159th Street**
	8-2:	**Bell Road at ILL Route 171/Archer Avenue**

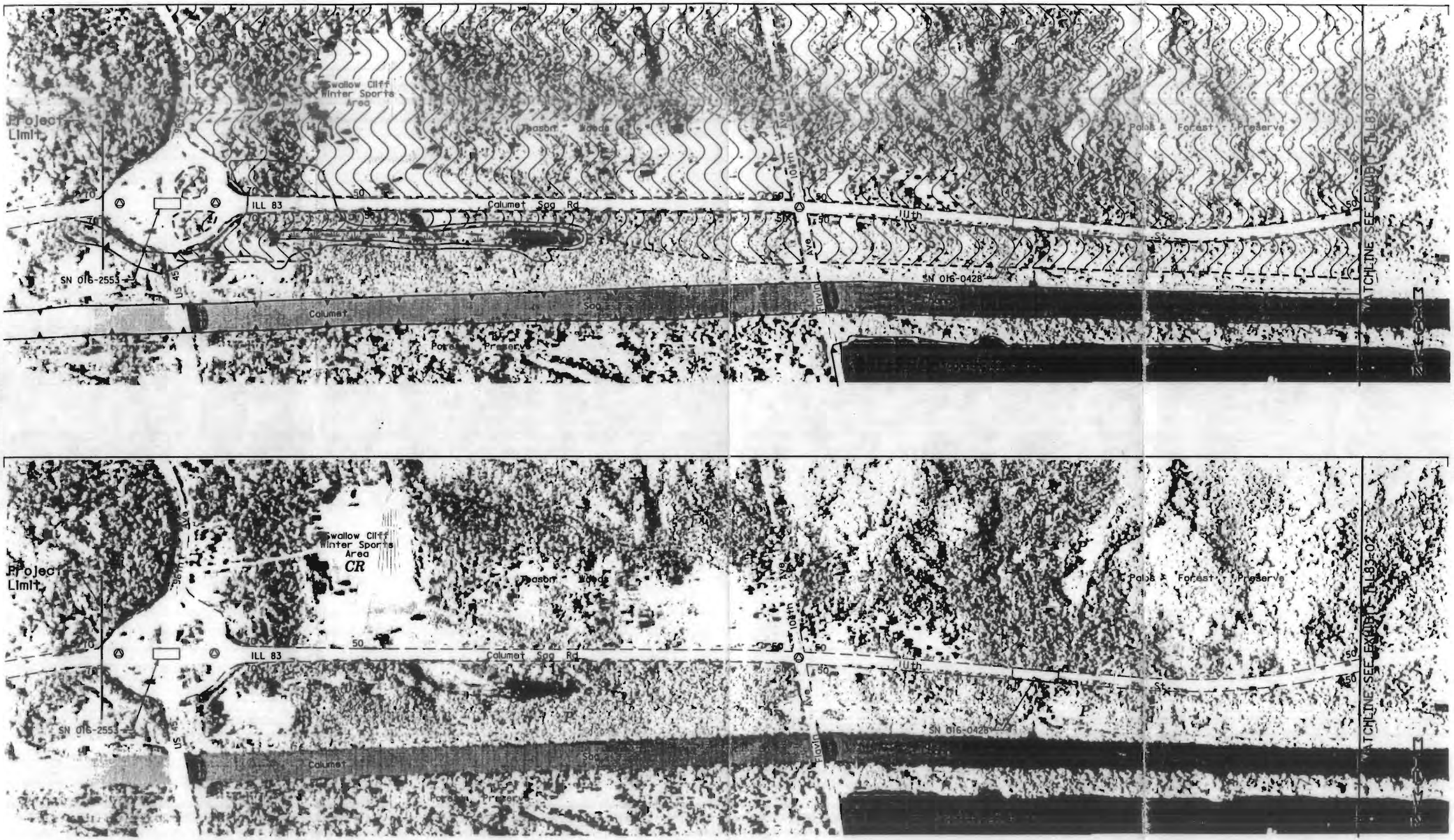


Exhibit ILL83–01a
Illinois Route 83 (Calumet Sag Road /111th Street)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL

Scale In Feet
0 200 400 800 1200

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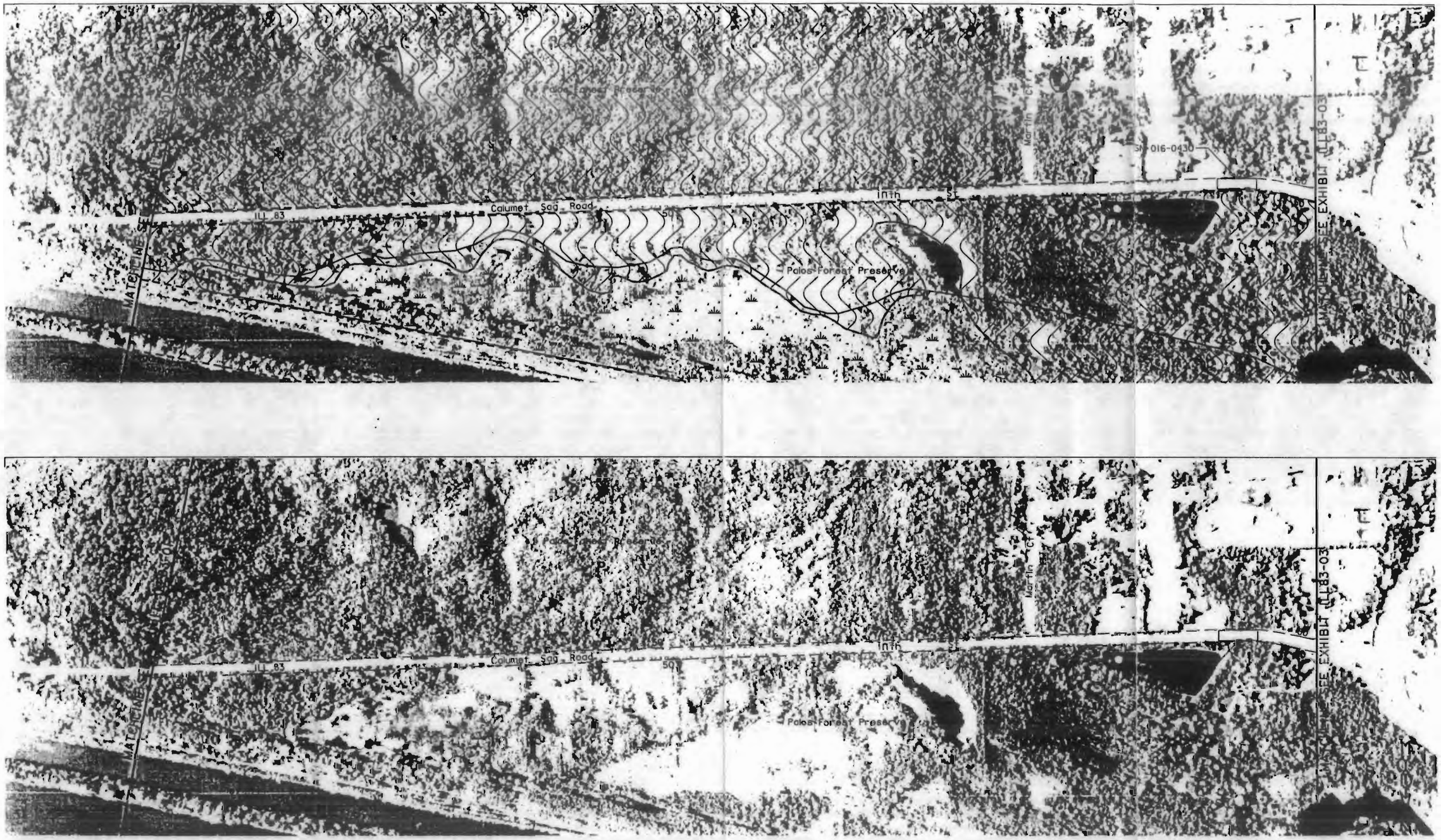

Exhibit ILL83–02a
Illinois Route 83 (111th Street)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL

Scale In Feet
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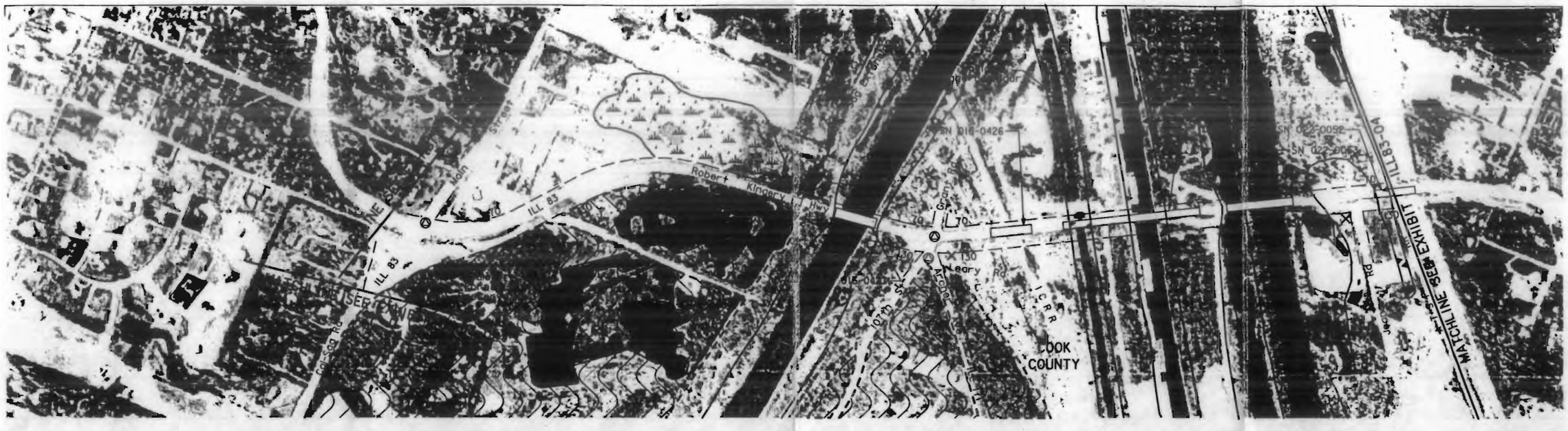

Exhibit ILL83–03a
Illinois Route 83 (111th Street)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL

Scale In Feet
0 200 400 800 1200

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Exhibit ILL83–04a
Illinois Route 83 (Robert Kingery Highway)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL

Scale In Feet
0 200 400 800 1200

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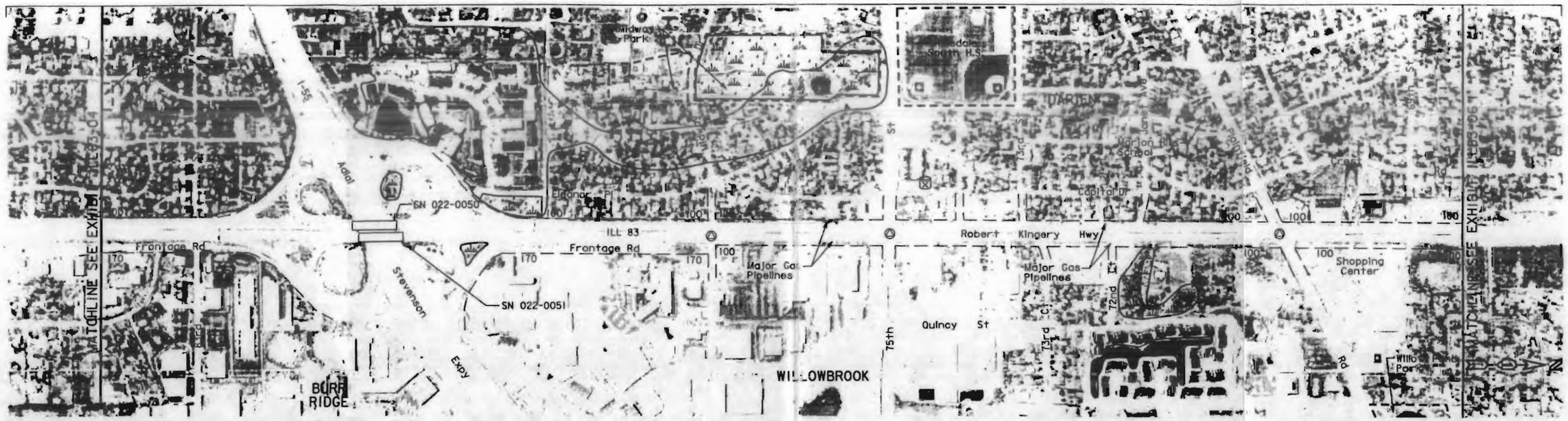

Exhibit ILL83–05a
Illinois Route 83 (Robert Kingery Highway)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL

Scale In Feet
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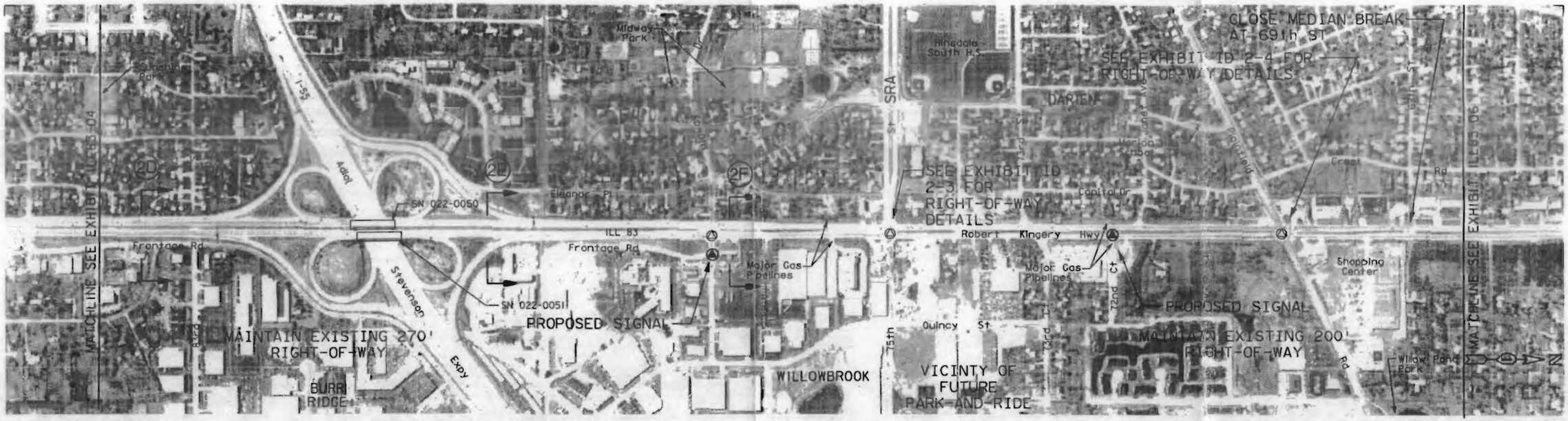

SEGMENT 2

INTERSECTION DIAGRAM

Midway Dr & ILL Route 83 — Frontage Rd & Midway Dr — 75th St & ILL Route 83 See Exhibit ID 2-3 — 72nd Ct & ILL Route 83 — Plainfield Rd & ILL Route 83 See Exhibit ID 2-4

SIGNAL SPACING

5400′ — 1400′ — 1800′ — 1200′ — 1400′

LANE CONFIGURATION

3 / 3 — 4 / 4 — 3 / 3

CROSS SECTIONS

270′ Proposed R.O.W. / 270′ Existing R.O.W.

49′ — 10′ — 36′ — 30′ — 36′ — 12′ — 10′ — 24′ — 83′ (Frontage Road)

2D: West Parkway | 3 Through Lanes | Raised Median | 3 Through Lanes | Jersey Barrier | 2 Through Lanes | East Parkway

Proposed Cross Section With Frontage Road

270′ PROPOSED R.O.W. / 270′ Existing R.O.W.

42′ — 36′ — 44′ — 36′ — 24′ — 24′ — 64′ (Frontage Road)

2E: East Parkway | 3 Through Lanes | Raised Median | 3 Through Lanes | Parkway | 2 Through Lanes | West Parkway

Proposed Cross Section With Frontage Road

200′ Proposed R.O.W. / 200′ Existing R.O.W.

42′ — 36′ — 44′ — 36′ — 42′

2F: Parkway | 3 Through Lanes | Raised Median | 3 Through Lanes | Parkway

Proposed Cross Section

NOTES

-PROVIDE PARK-AND-RIDE ON 75th ST
-SIGNALIZE MIDWAY DR AND FRONTAGE RD INTERSECTION AS WARRANTED
-COORDINATE MEDIAN BREAK LOCATIONS WITH VILLAGE OF WILLOWBROOK
-PROVIDE BUS STOPS, SHELTERS AND TURNOUTS AT 75th ST
-PROVIDE SIGNAL AT 72nd CT AS WARRANTED
-EQUIP CORRIDOR / BUSES WITH SIGNAL PRE-EMPTION
-ELIMINATE MEDIAN BREAK AT 69th ST

Exhibit ILL83-05b
Illinois Route 83 (Robert Kingery Highway)

PROPOSED IMPROVEMENTS

Legend: SN Structure Number; Existing Structure; Median Break; Cul-De-Sac; +20 Additional Right-Of-Way; Proposed Right-Of-Way; New Signal; Existing Signal; Flashing Signal; Remove Signal

Scale In Feet: 0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn JTS Date 04/97 Chkd MST Date 04/97

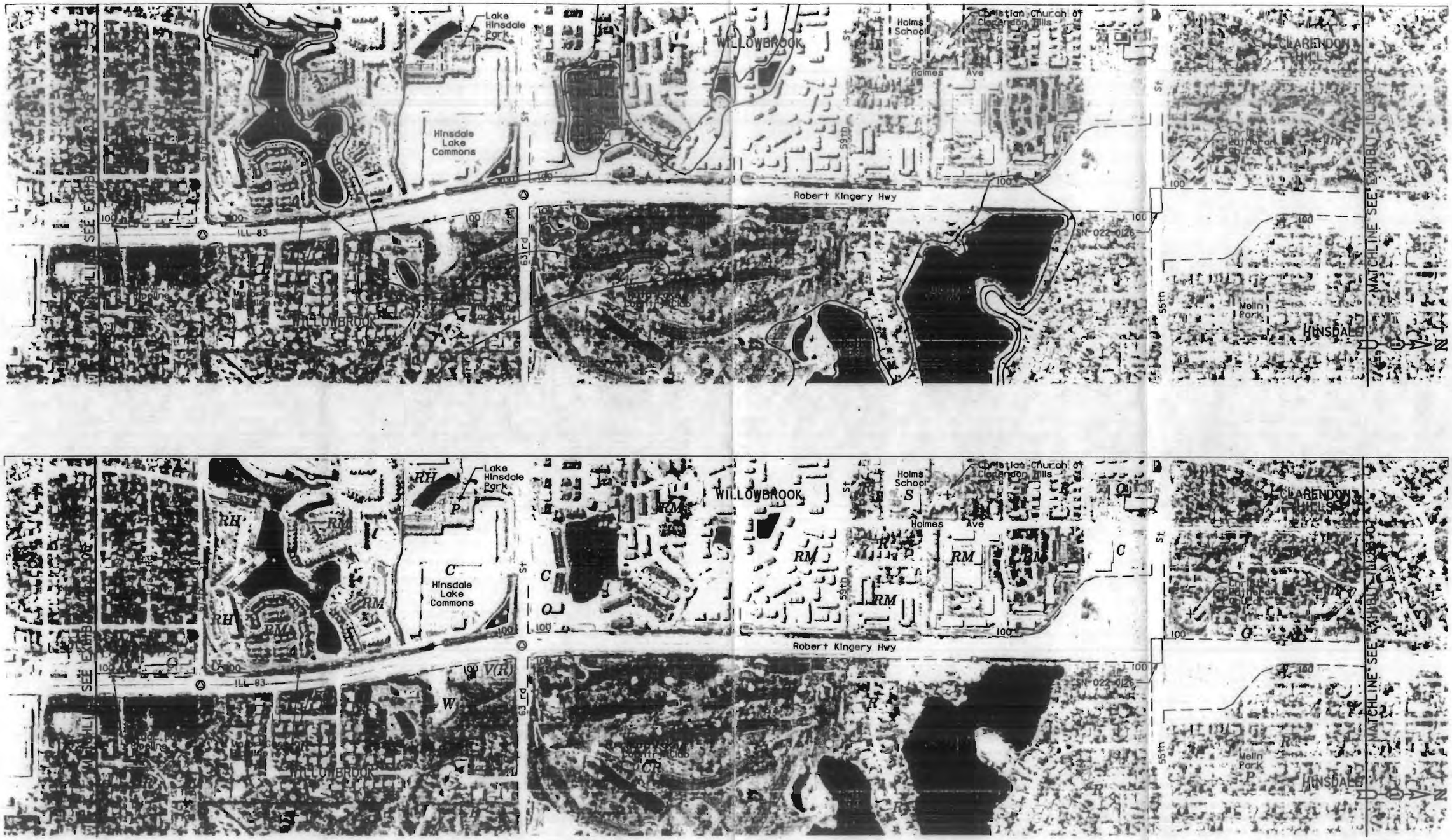

Exhibit ILL83–06a
Illinois Route 83 (Robert Kingery Highway)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL

Scale In Feet
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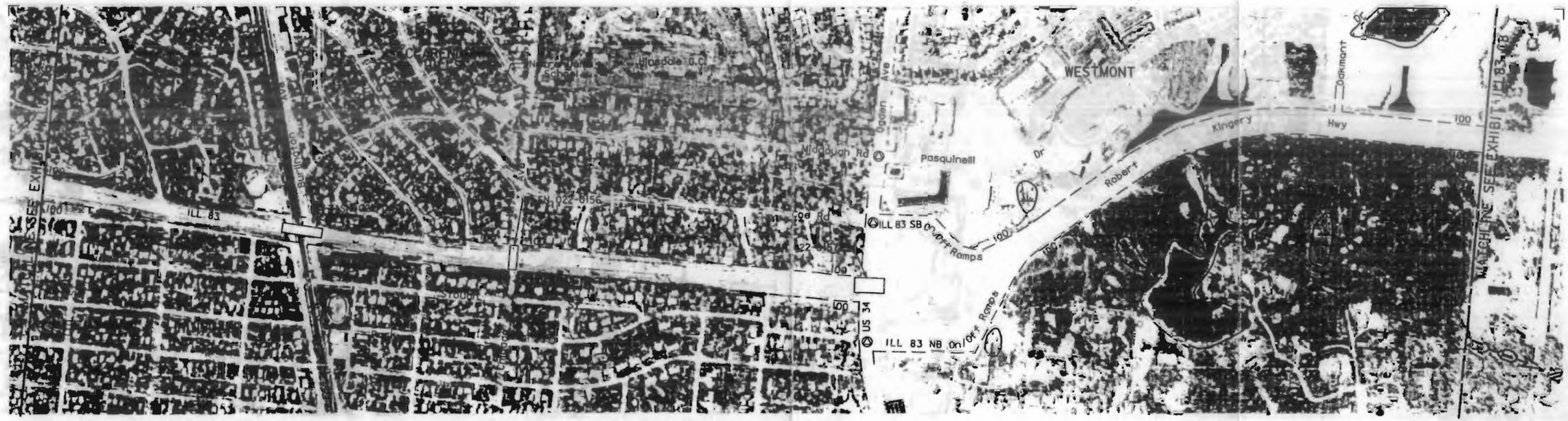

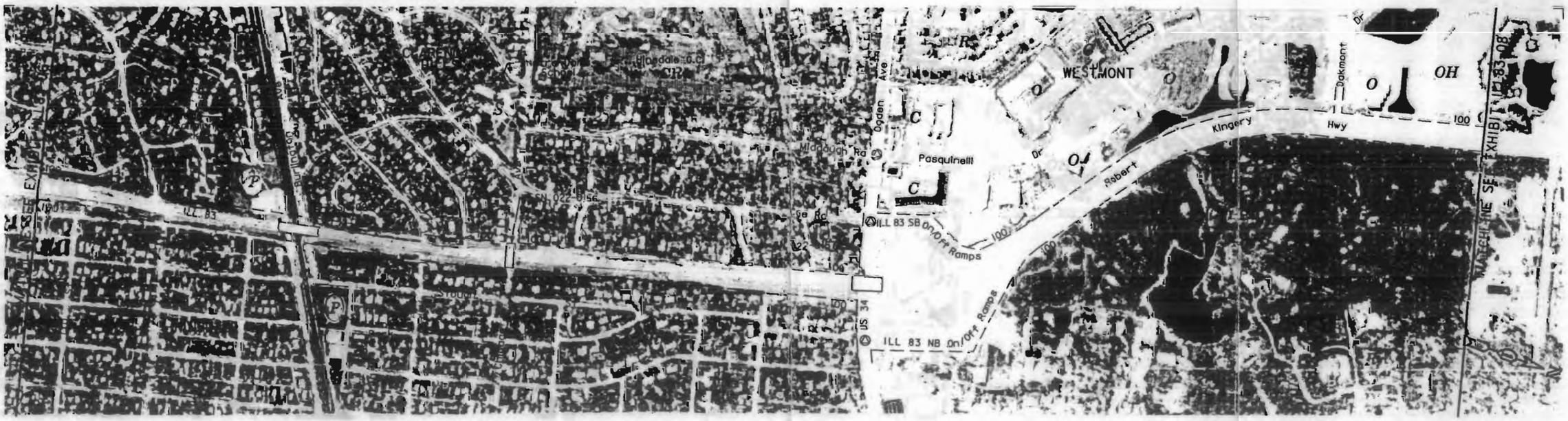

Exhibit ILL83–07a
Illinois Route 83 (Robert Kingery Highway)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL

Scale In Feet
0 200 400 800 1200

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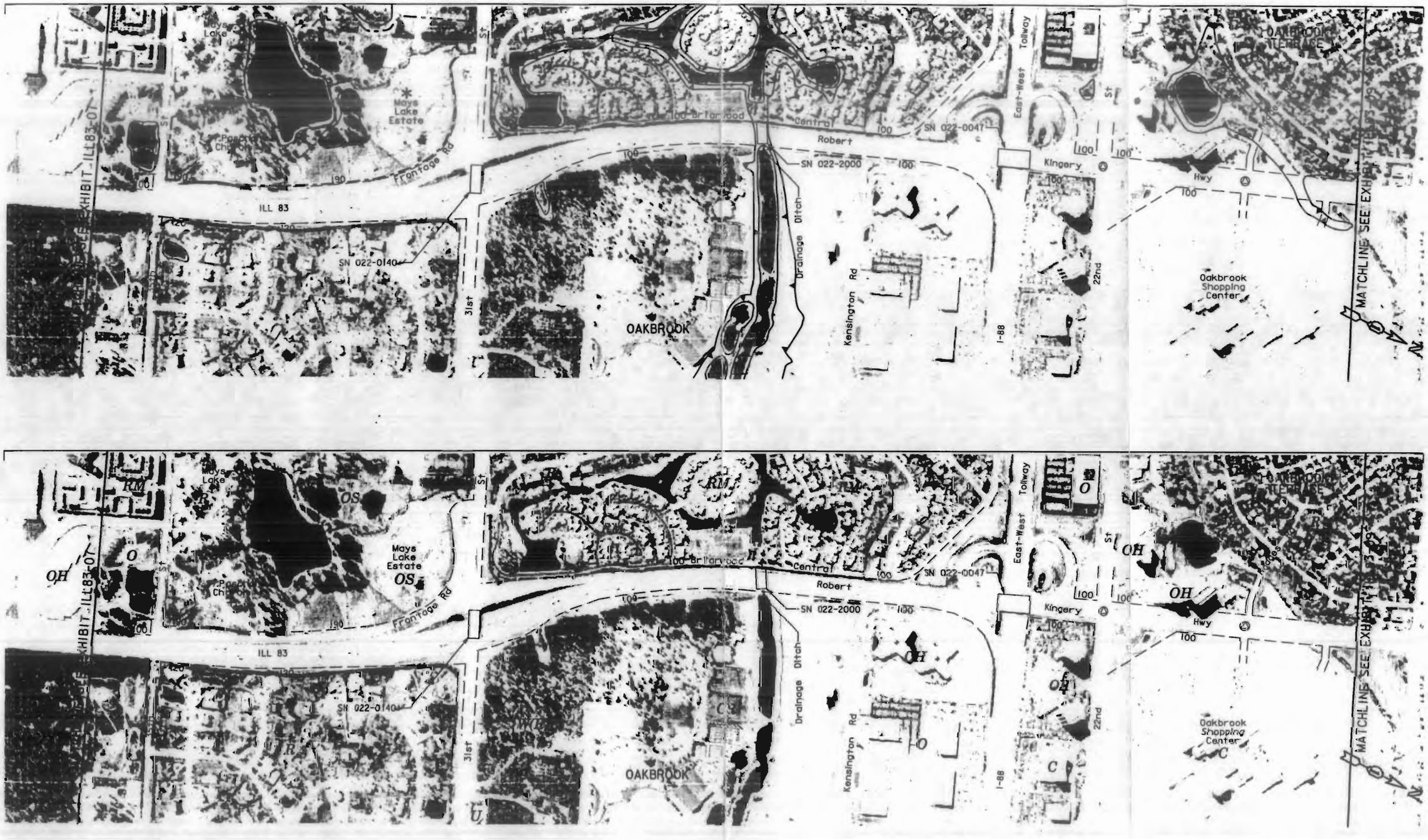

Exhibit ILL83-08a
Illinois Route 83 (Robert Kingery Highway)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL

Scale In Feet
0 200 400 800 1200

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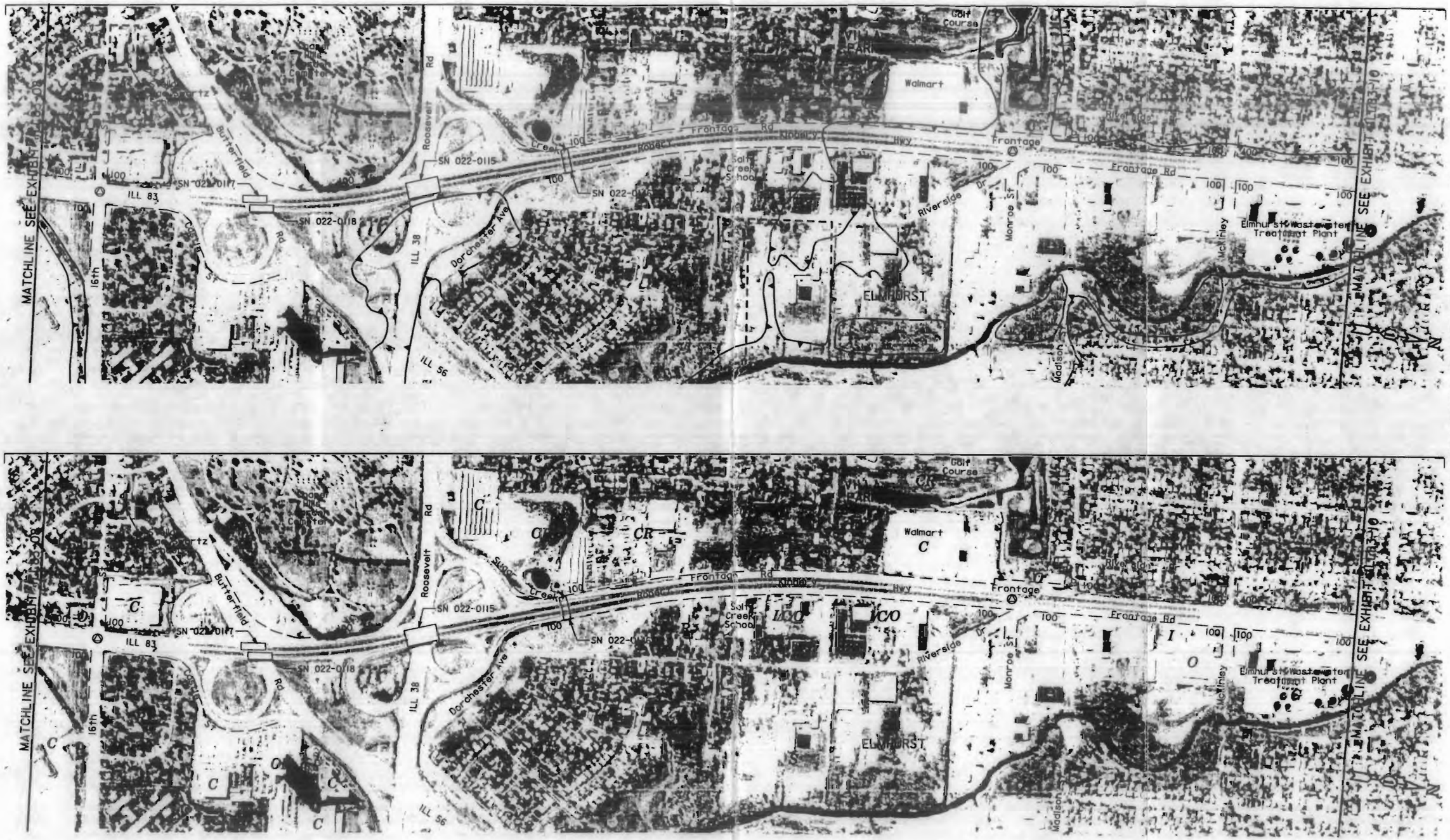

Exhibit ILL83-09a
Illinois Route 83 (Robert Kingery Highway)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL

Scale In Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study

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SEGMENT 2

INTERSECTION DIAGRAM

16th St & ILL Route 83

Riverside Dr & ILL Route 83

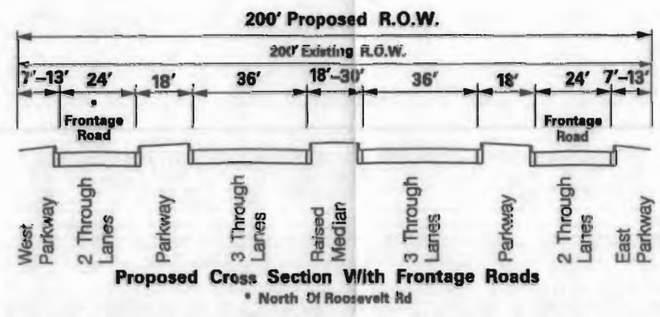
SIGNAL SPACING

1600' | 7600' | 5800'

LANE CONFIGURATION

3
3

CROSS SECTIONS



Proposed Cross Section With Frontage Roads

* North Of Roosevelt Rd

NOTES

-PROVIDE PARK-AND-RIDE AT BUTTERFIELD RD/ ROOSEVELT RD
-RESERVE SPACE FOR BUS STOPS, SHELTERS AND TURNOUTS BETWEEN 22ND ST AND MADISON ST AT ¼ MILE INTERVALS
-EQUIP CORRIDOR / BUSES WITH SIGNAL PRE-EMPTION
-IMPROVE GEOMETRY AT INTERSECTION OF RIVERSIDE DR, MONROE ST AND FRONTAGE RD EAST OF ILL ROUTE 83

Exhibit ILL83-09b
Illinois Route 83 (Robert Kingery Highway)

PROPOSED IMPROVEMENTS

Legend

SN — Structure Number
Existing Structure
Median Break
Cul-De-Sac
+20 — Additional Right-Of-Way
Proposed Right-Of-Way
New Signal
Existing Signal
Flashing Signal
Remove Signal

Scale In Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study

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MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn JTS Date 04/97 Chkd MST Date 04/97

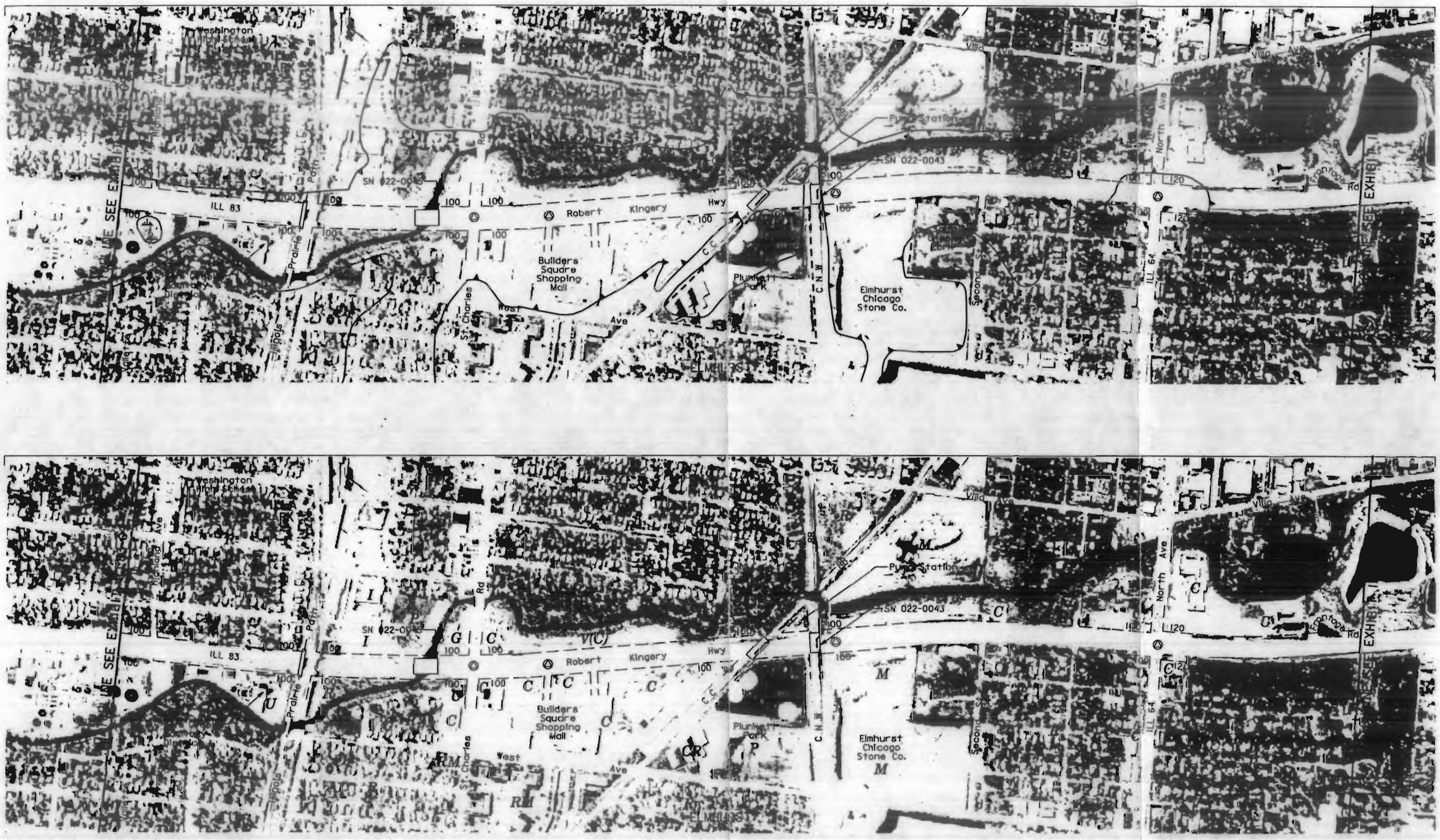

Exhibit ILL83–10a
Illinois Route 83 (Robert Kingery Highway)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL

Scale In Feet
0 200 400 800 1200

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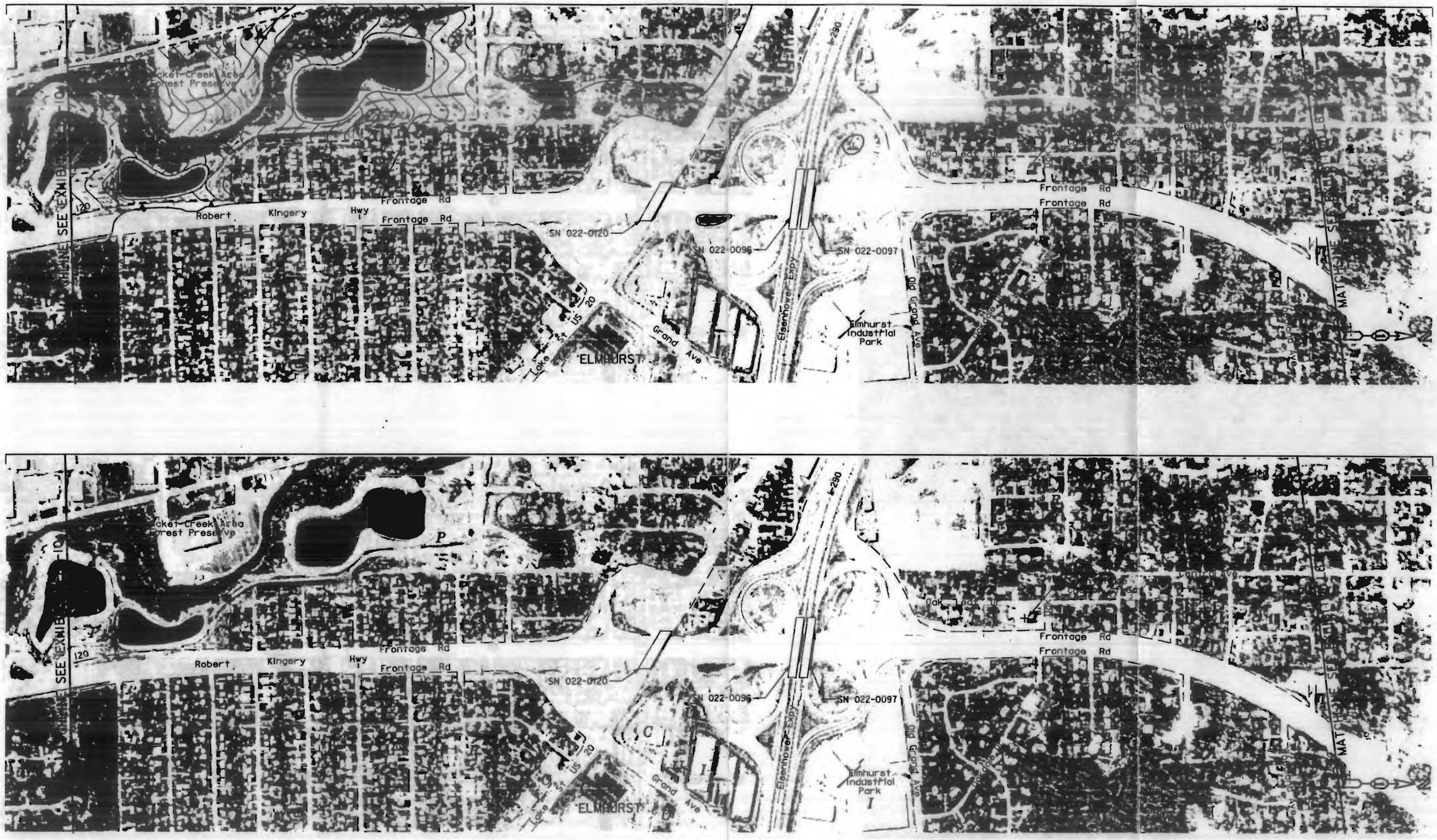

Exhibit ILL83–11a
Illinois Route 83 (Robert Kingery Highway)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL

Scale In Feet
0 200 400 800 1200

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ILLINOIS DEPARTMENT OF TRANSPORTATION
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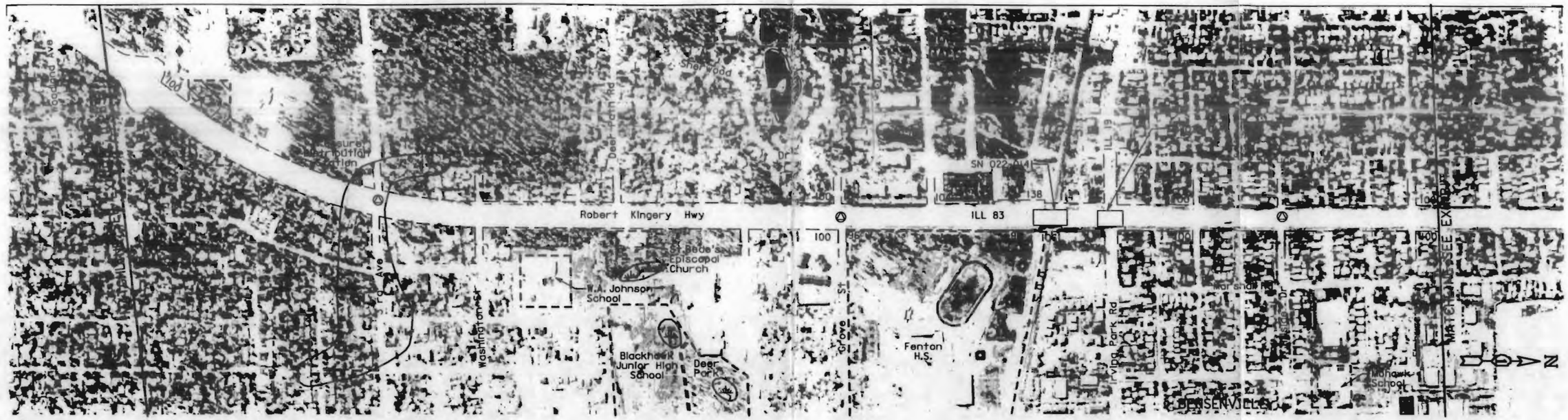

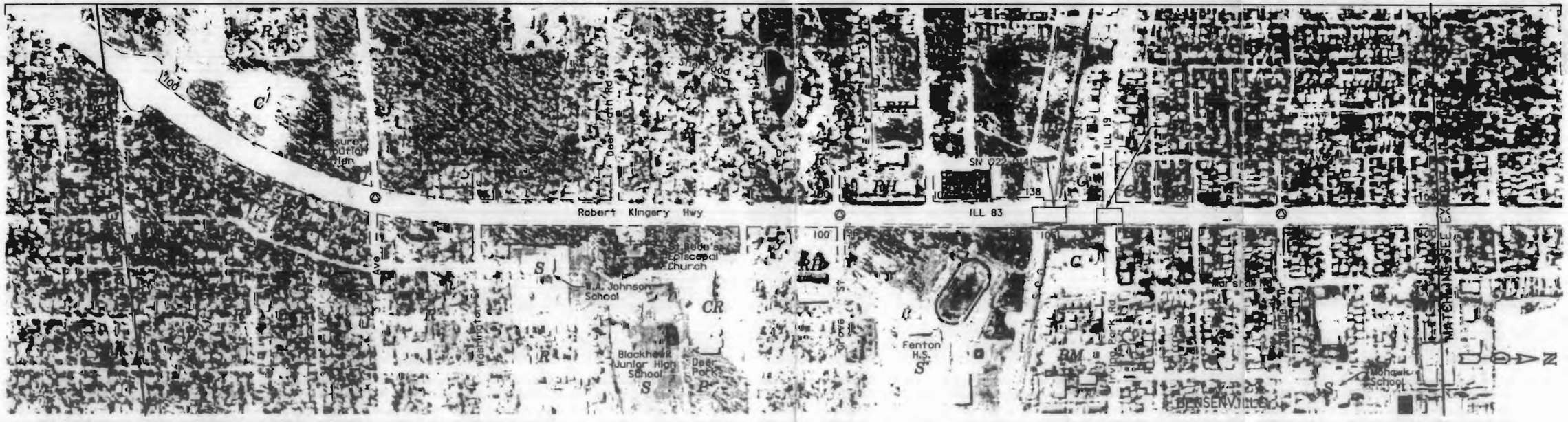

Exhibit ILL83–12a
Illinois Route 83 (Robert Kingery Highway)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL

Scale In Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study
ILLINOIS DEPARTMENT OF TRANSPORTATION
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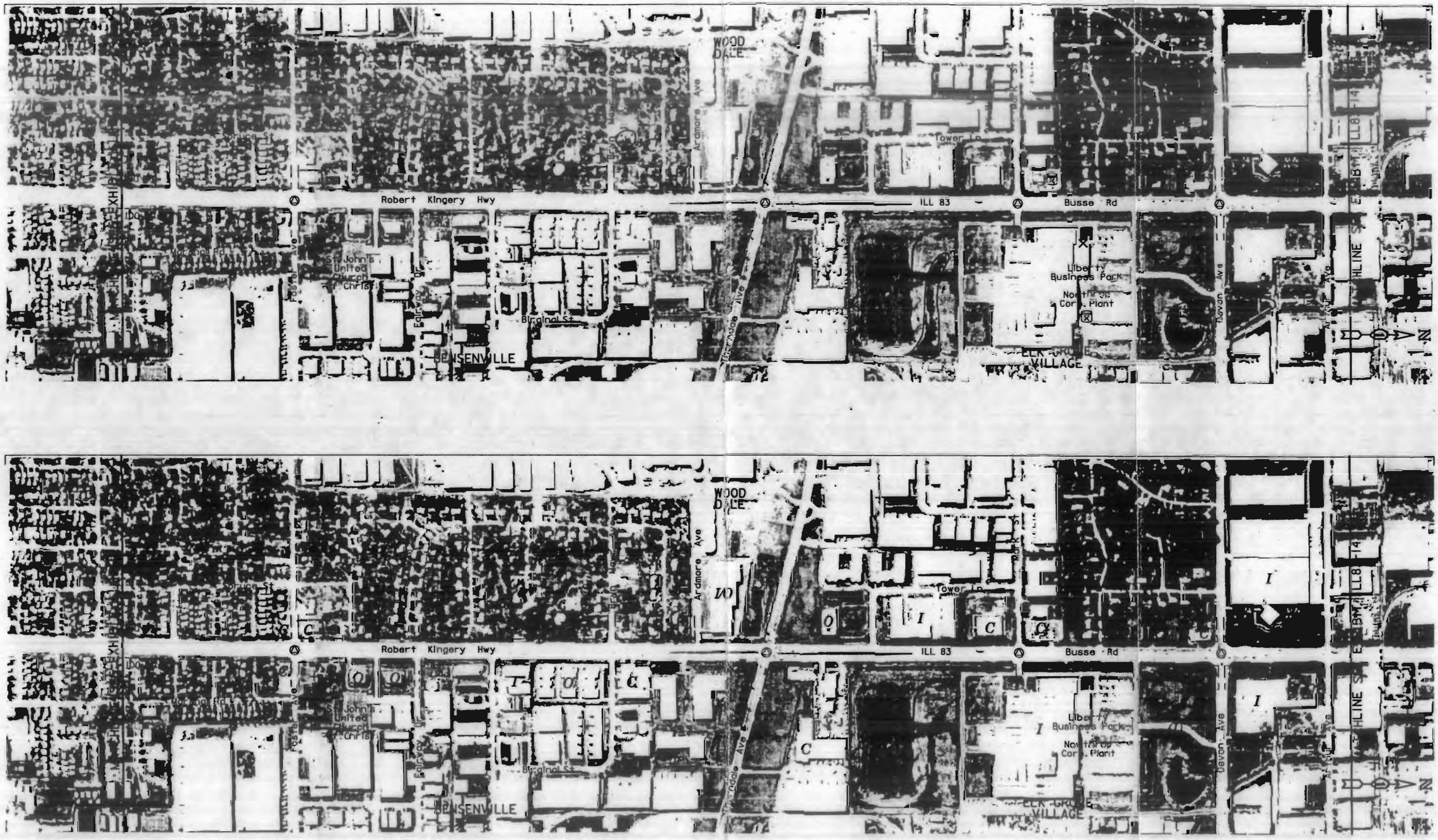

Exhibit ILL83–13a
Illinois Route 83 (Robert Kingery Highway)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL

Scale In Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study
ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.

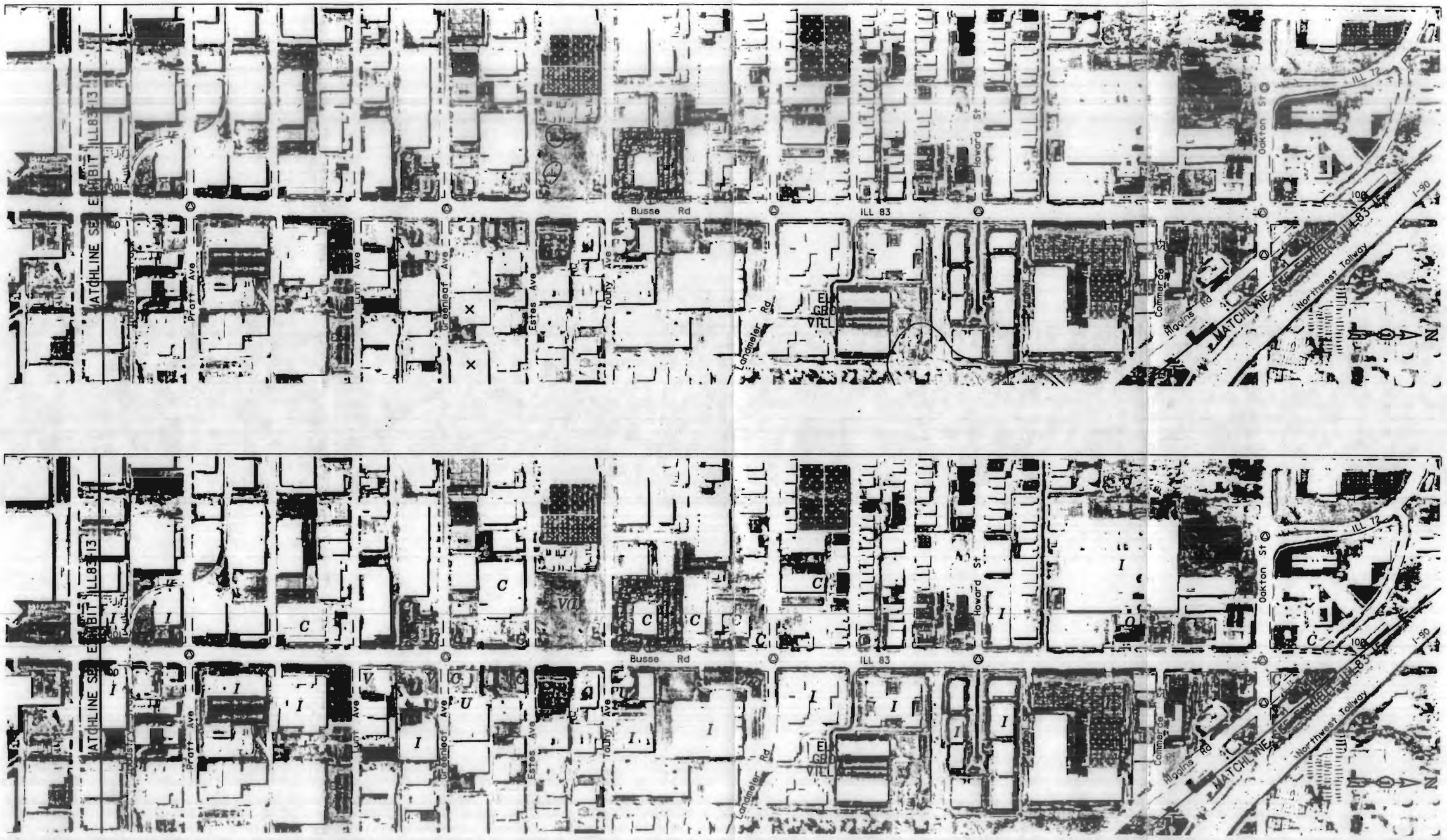

Exhibit ILL83–14a
Illinois Route 83 (Robert Kingery Highway)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL

Scale In Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study
ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.

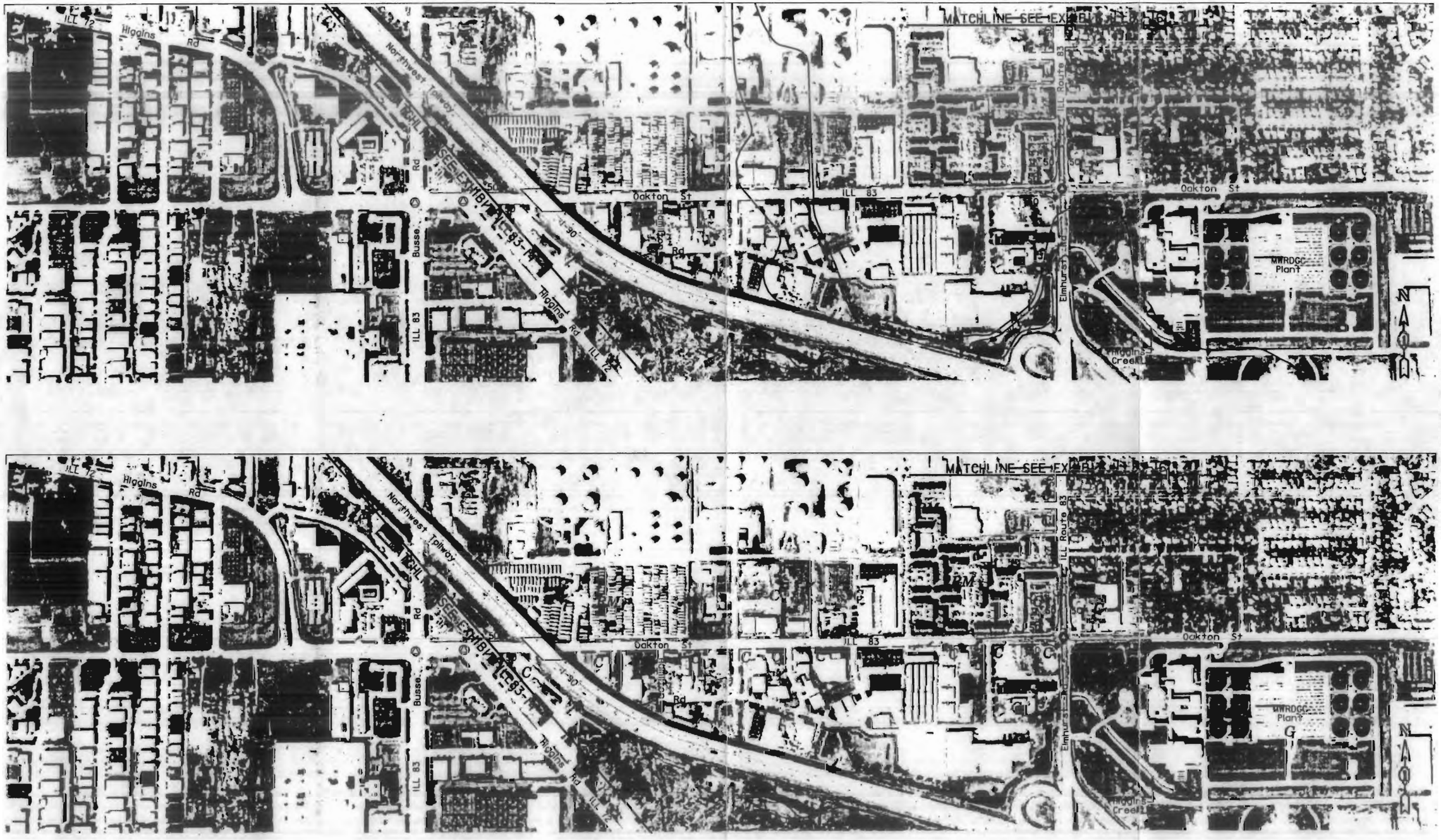

Exhibit ILL83–15a
Illinois Route 83 (Oakton Street / Elmhurst Road)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL

Scale In Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study
ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.

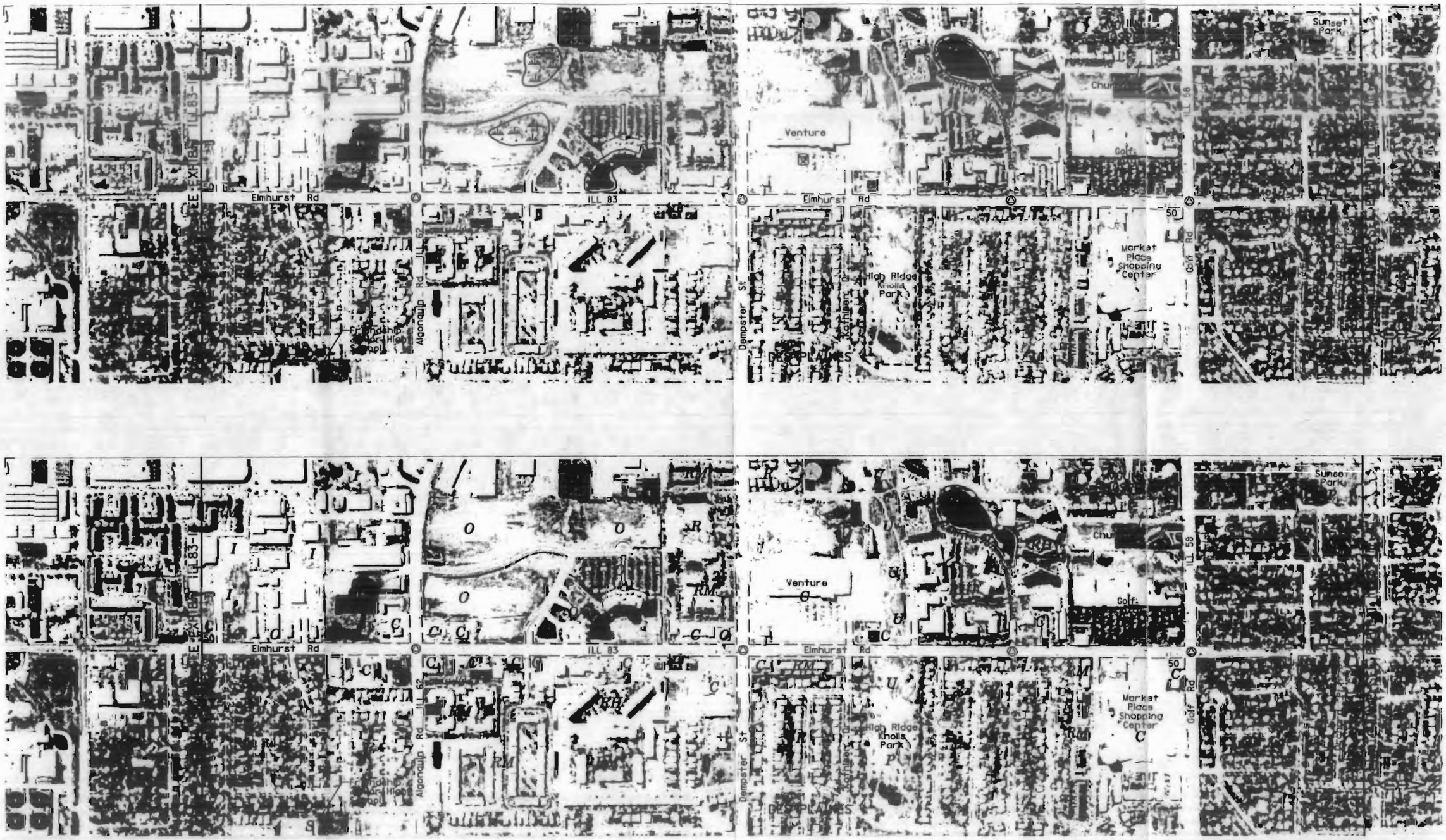

Exhibit ILL83–16a
Illinois Route 83 (Elmhurst Road)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL

Scale In Feet
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SRA Strategic Regional Arterial Planning Study
ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.

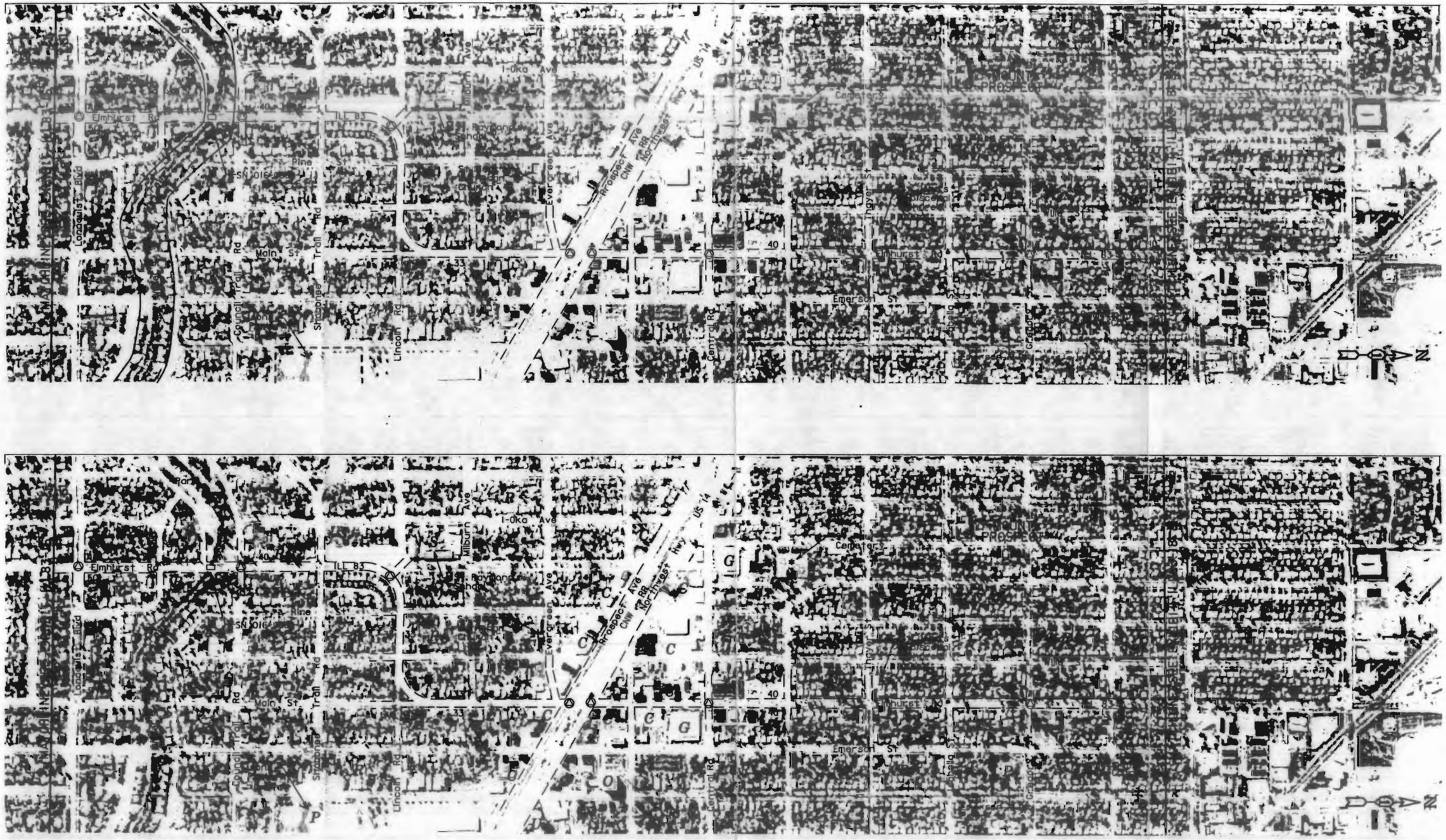


Exhibit ILL83–17a
Illinois Route 83 (Elmhurst Road)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL

Scale In Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.

SEGMENT 6

INTERSECTION DIAGRAM

Lonnquist Blvd & ILL Route 83 | Council Trail Rd & ILL Route 83 | Lincoln Rd & ILL Route 83 | Prospect Ave & ILL Route 83 | Northwest Hwy & ILL Route 83 See Exhibit ID 6–1 | Central Rd & ILL Route 83 See Exhibit ID 6–2 | Gregory St & ILL Route 83

SIGNAL SPACING

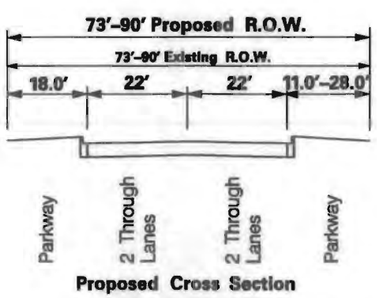
1700′ | 1400′ | 1250′ | 2300′ | 200′ | 1100′ | 2700′ | 2900′

LANE CONFIGURATION

2 – 2

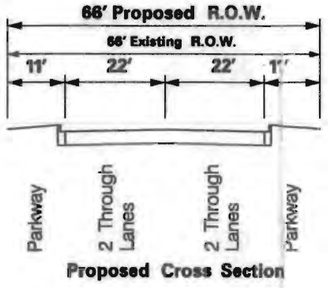
CROSS SECTIONS

6A



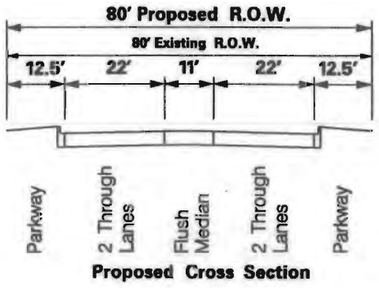
Proposed Cross Section

6B



Proposed Cross Section

6C



Proposed Cross Section

NOTES

-IMPROVE PEDESTRIAN ACCESS AT ST RAYMONDS SCHOOL
-PROHIBIT LEFT TURN TO PINE AND WILLIE ST FROM ILL ROUTE 83
-PROVIDE BUS STOPS, SHELTERS, AND TURNOUTS AT ¼ MILE INTERVALS
-EQUIP CORRIDOR / BUSES WITH SIGNAL PRE-EMPTION

-PROVIDE SIGNAL INTERCONNECTION BETWEEN INTERSTATE 90 AND US ROUTE 14 (NORTHWEST HWY)
-PROVIDE DIRECTIONAL SIGNS TO MOUNT PROSPECT (CNW/NORTHWEST LINE) METRA STATION AT NORTHWEST HWY

Exhibit ILL83–17b
Illinois Route 83 (Elmhurst Road)

PROPOSED IMPROVEMENTS

Legend

SN — Structure Number
Existing Structure
Median Break
Cul-De-Sac
+20 — Additional Right-Of-Way
Proposed Right-Of-Way
New Signal
Existing Signal
F — Flashing Signal
Remove Signal

Scale In Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn JTS Date 10 / 95 Chkd MST Date 10 / 95

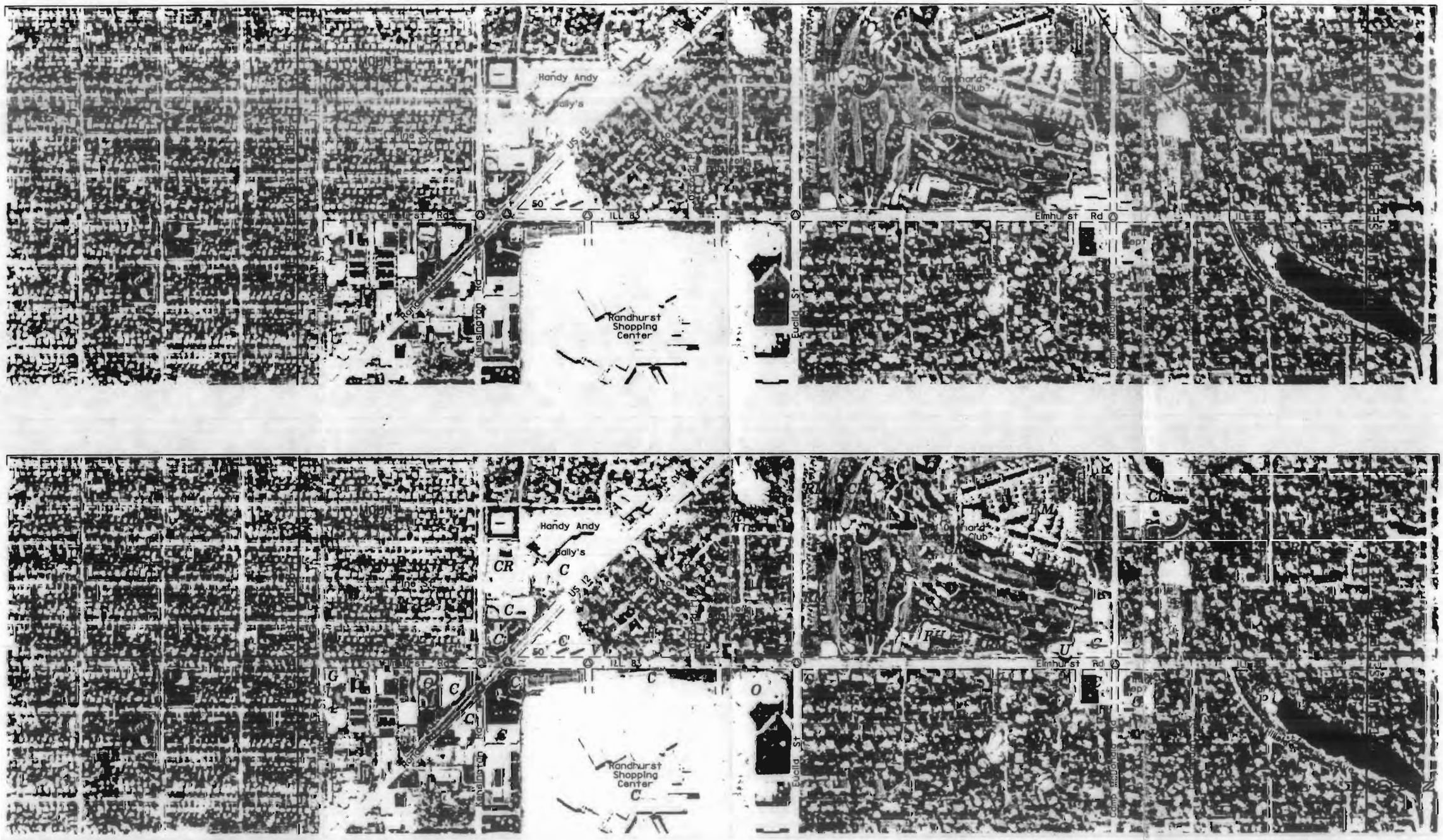


Exhibit ILL83–18a
Illinois Route 83 (Elmhurst Road)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL

Scale In Feet
0 200 400 800 1200

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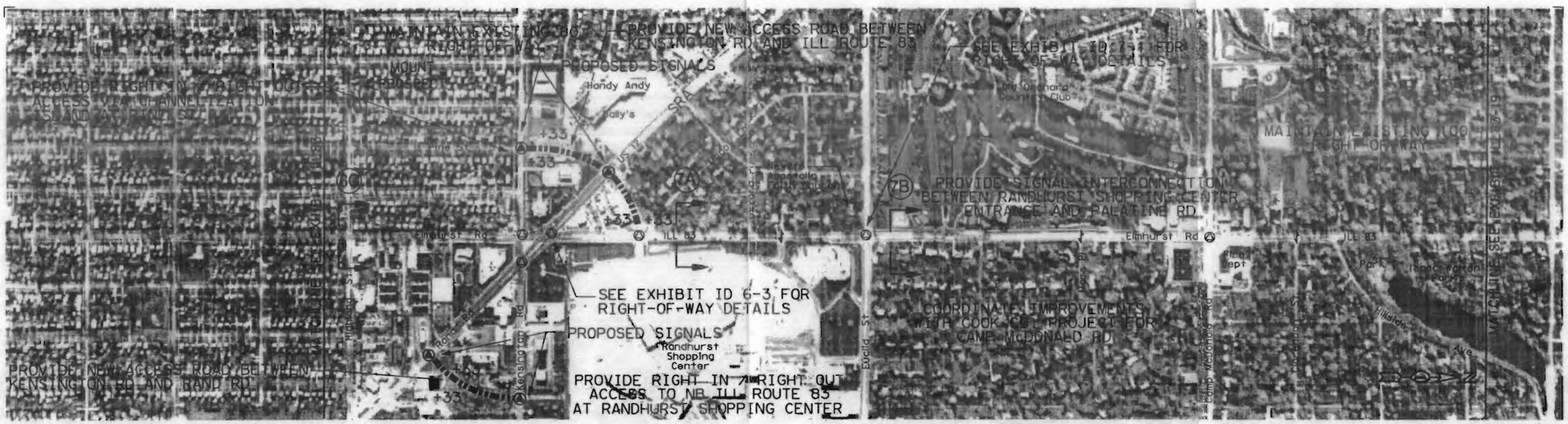

SEGMENT 6 *SEGMENT 7*

	Kensington Rd & ILL Route 83	Rand Rd & ILL Route 83 See Exhibit ID 6-3	Randhurst Shopping Center & ILL Route 83	Euclid St & ILL Route 83 See Exhibit ID 7-1	Camp McDonald Rd & ILL Route 83
INTERSECTION DIAGRAM					
SIGNAL SPACING	2650'	250'	1750'	2650'	2800'
LANE CONFIGURATION	2 / 2			2 / 2	

CROSS SECTIONS

6C — 80' Proposed R.O.W. / 80' Existing R.O.W.: 12.5' Parkway, 22' 2 Through Lanes, 11' Flush Median, 22' 2 Through Lanes, 12.5' Parkway

Proposed Cross Section

7A — 100' Proposed R.O.W. / 100' Existing R.O.W.: 17' Parkway, 24' 2 Through Lanes, 18' Raised Median, 24' 2 Through Lanes, 17' Parkway

Proposed Cross Section

7B — 100' Proposed R.O.W. / 100' Existing R.O.W.: 18' Parkway, 25' 2 Through Lanes, 14' Flush Median, 25' 2 Through Lanes, 18' Parkway

Proposed Cross Section

NOTES

-PROVIDE BUS STOPS AT ¼ MILE INTERVALS
-PROVIDE RIGHT IN / RIGHT OUT ACCESS TO NB ILL ROUTE 83 AT RANDHURST SHOPPING CENTER
-PROVIDE NEW ACCESS ROADS BETWEEN KENSINGTON RD, RAND RD AND ILL ROUTE 83
-PROVIDE SIGNAL INTERCONNECTION BETWEEN RANDHURST SHOPPING CENTER ENTRANCE AND PALATINE RD
-EQUIP CORRIDOR / BUSES WITH SIGNAL PRE-EMPTION

-COORDINATE IMPROVEMENTS WITH COOK CO. PROJECT FOR CAMP McDONALD RD
-PROVIDE DIRECTIONAL SIGNS TO FUTURE PROSPECT HEIGHTS METRA STATION (WISCONSIN CENTRAL LINE) AT CAMP McDONALD RD
-PROVIDE DIRECTIONAL SIGNS TO BUS TRANSFER FACILITY AT RAND RD
-PROPOSED SIGNALS AND ACCESS ROADS RECOMMENDED IN US ROUTE 12 (RAND RD) SRA STUDY

Exhibit ILL83-18b
Illinois Route 83 (Elmhurst Road)

PROPOSED IMPROVEMENTS

Legend: SN Structure Number; Existing Structure; Median Break; +20 Additional Right-Of-Way; Cul-De-Sac; Proposed Right-Of-Way; New Signal; Existing Signal; Flashing Signal; Remove Signal

Scale In Feet 0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study

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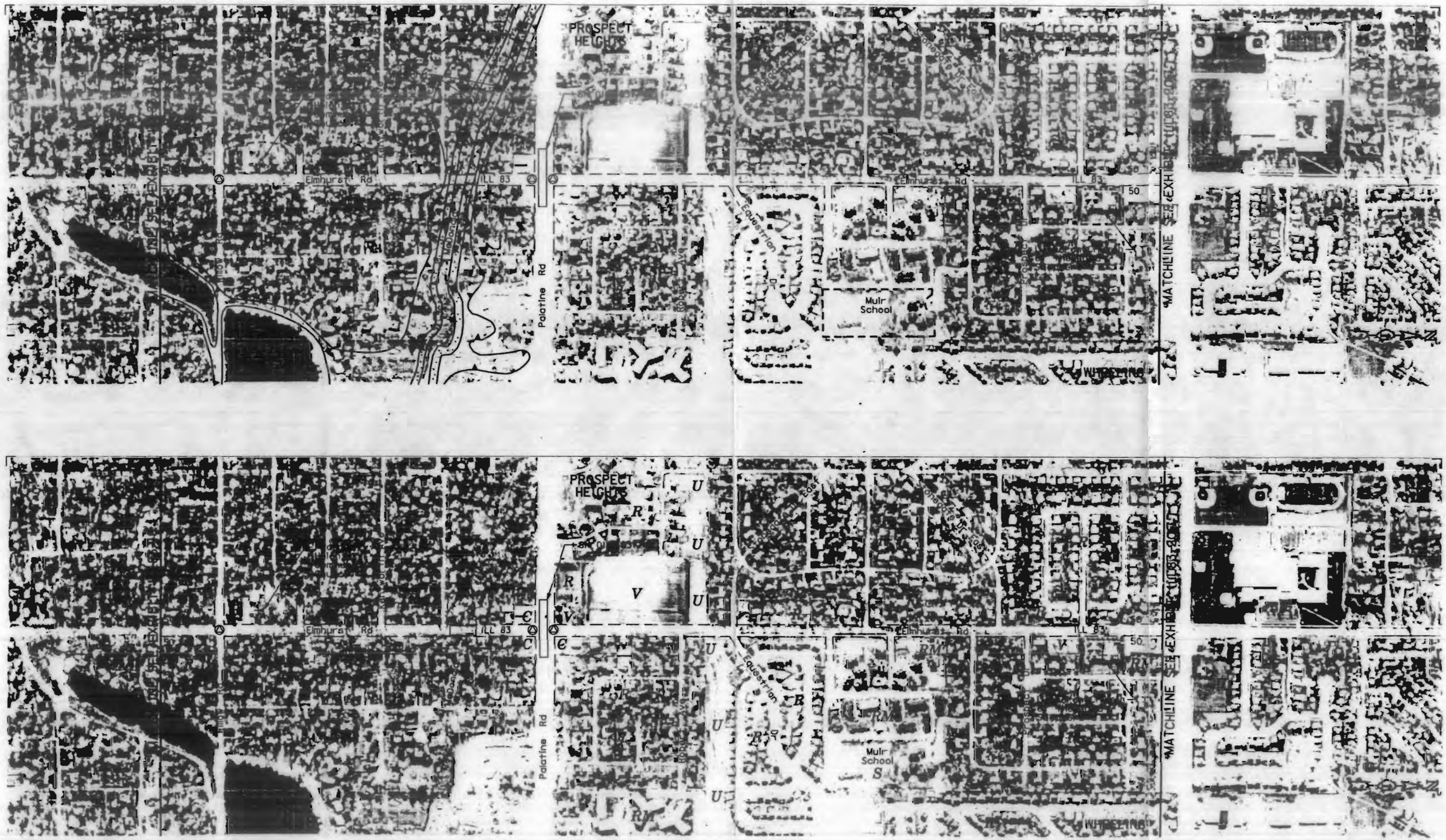

Exhibit ILL83–19a
Illinois Route 83 (Elmhurst Road)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL

Scale In Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study
ILLINOIS DEPARTMENT OF TRANSPORTATION
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SEGMENT 7

INTERSECTION DIAGRAM

Willow Rd & ILL Route 83

Palatine Rd & ILL Route 83 : See Exhibit ID 7-2 — South / North

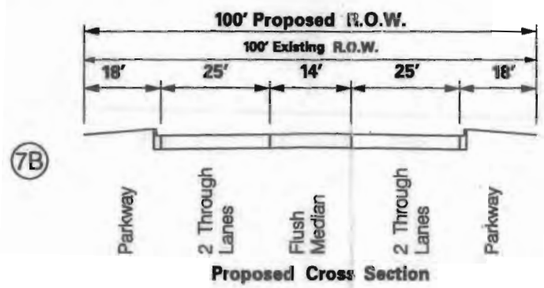
SIGNAL SPACING

2800' | 2600' | 150' | 2600'

LANE CONFIGURATION

2 / 2

CROSS SECTIONS



Proposed Cross Section

NOTES

-PROVIDE BUS STOPS AT ¼ MILE SPACING
-EQUIP CORRIDOR / BUSES WITH SIGNAL PRE-EMPTION

-COORIDINATE PLANS WITH PALATINE RD/ WILLOW RD SRA STUDY
-PROVIDE SIGNAL INTERCONNECTION BETWEEN RANDHURST SHOPPING CENTER ENTRANCE AND PALATINE RD
-ULTIMATE (POST 2010) IMPROVEMENTS INCLUDE INTERSECTION IMPROVEMENTS, NEW STRUCTURE AND INTERCHANGE AT PALATINE RD

Exhibit ILL83-19b
Illinois Route 83 (Elmhurst Road)

PROPOSED IMPROVEMENTS

Legend

SN — Structure Number / Existing Structure / Median Break
Cul-De-Sac
+20 — Additional Right-Of-Way
Proposed Right-Of-Way
New Signal / Existing Signal
Flashing Signal / Remove Signal

Scale In Feet: 0 200 400 800 1200

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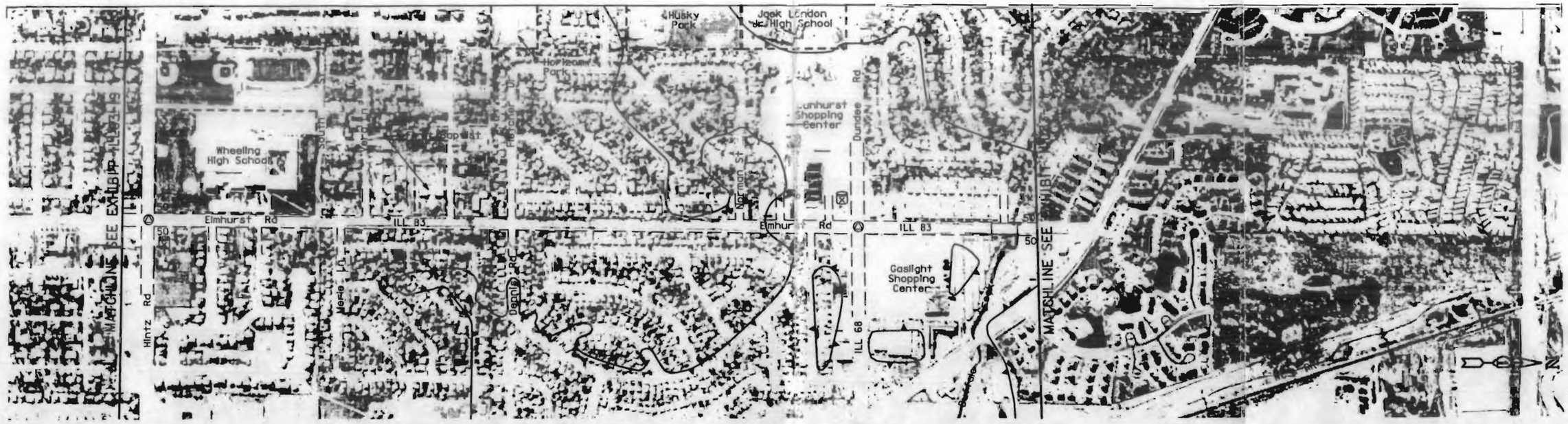

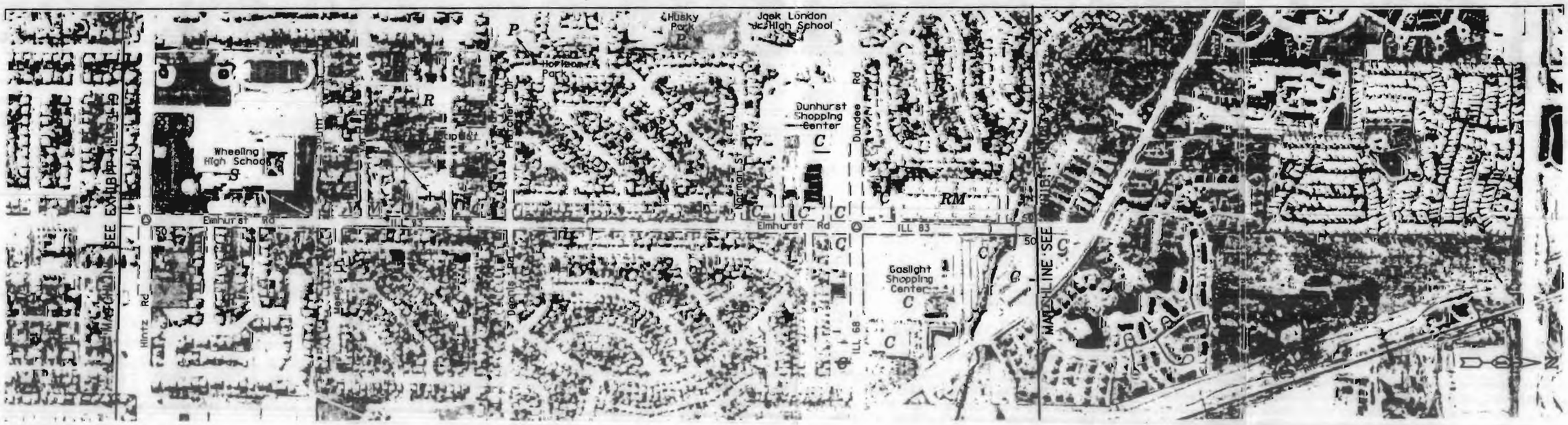

Exhibit ILL83–20a
Illinois Route 83 (Elmhurst Road)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL

Scale In Feet
0 200 400 800 1200

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ILLINOIS DEPARTMENT OF TRANSPORTATION
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Exhibit ILL83–21a
Illinois Route 83 (Elmhurst Road)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL

Scale In Feet
0 200 400 800 1200

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ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.

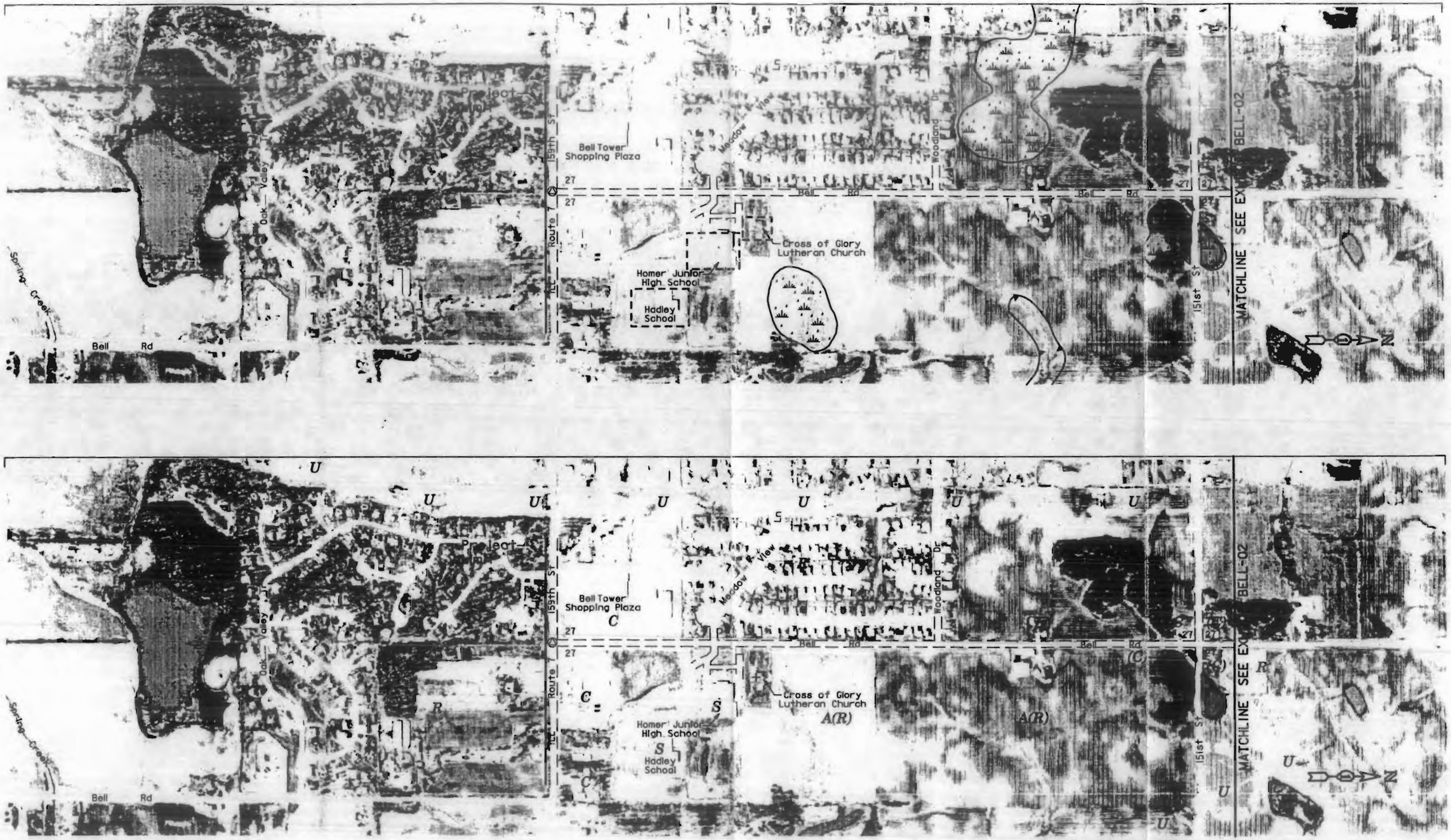

Exhibit BELL-01a
Bell Road

EXISTING CONDITION / LAND USE / ENVRIONMENTAL

Scale In Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study
ILLINOIS DEPARTMENT OF TRANSPORTATION
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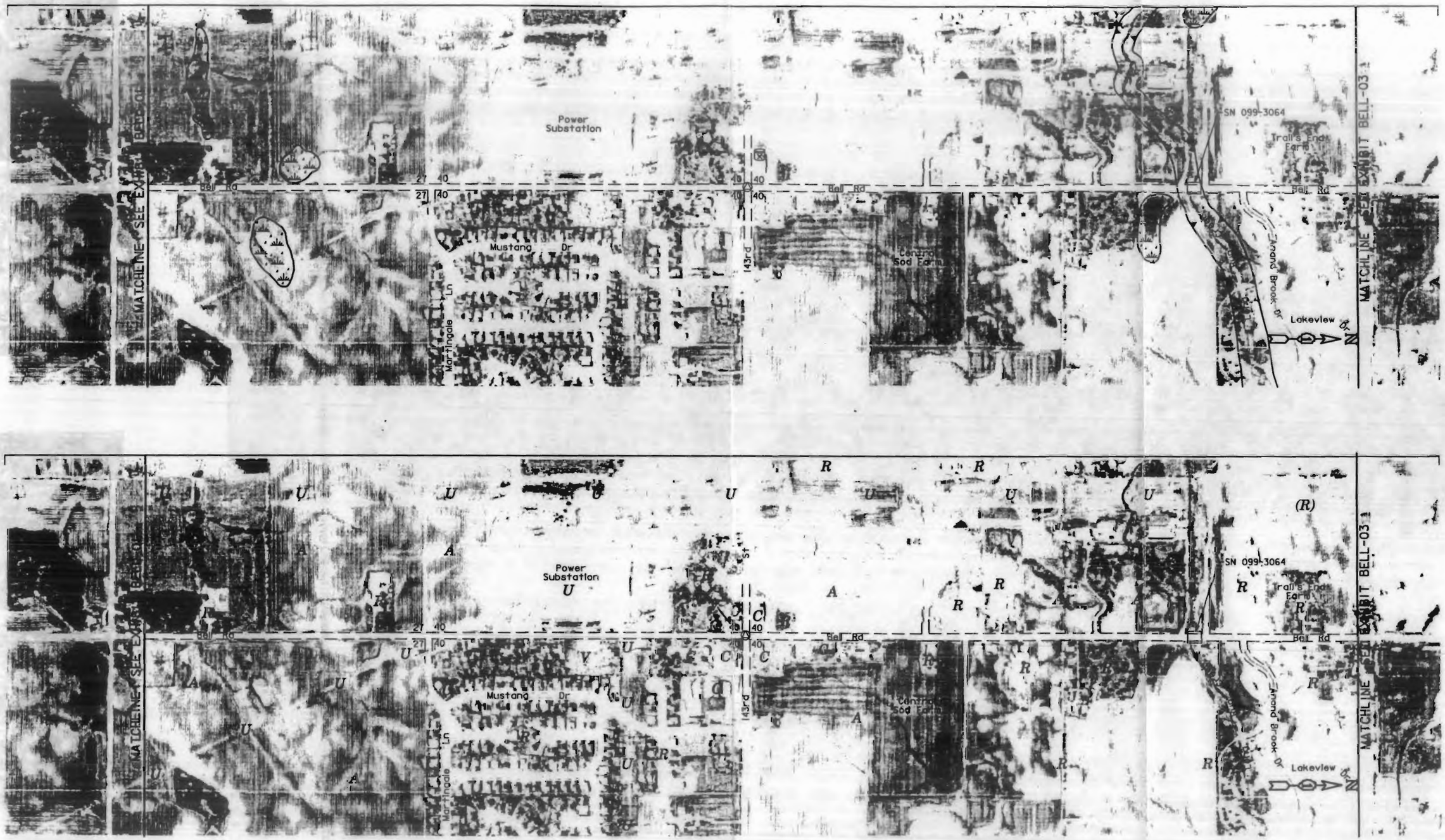


Exhibit BELL–02a

Bell Road

EXISTING CONDITIONS / LAND USE / ENVRONMENTAL

Scale In Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION

MERIDIAN ENGINEERS & PLANNERS, INC.

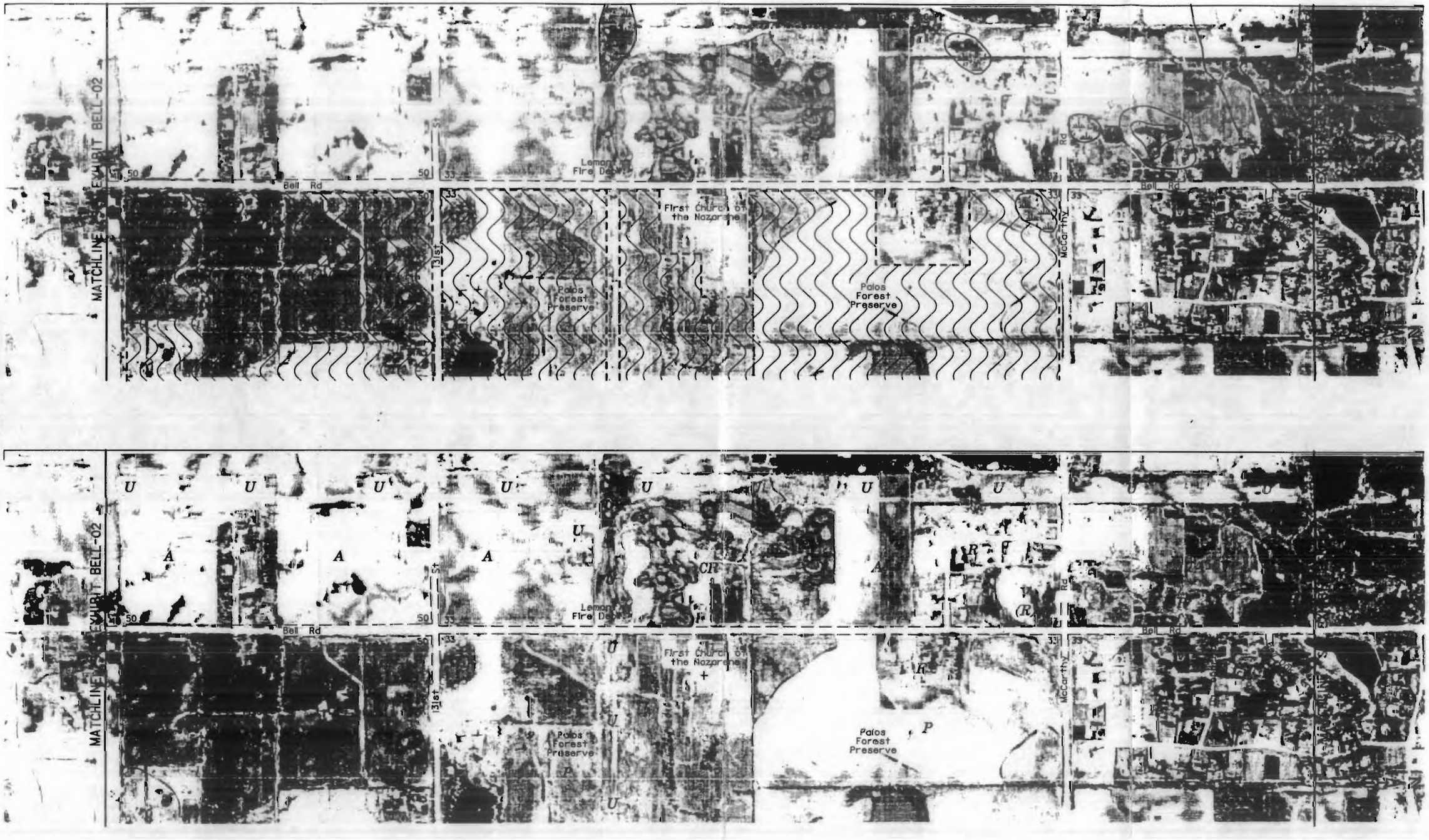


Exhibit BELL–03a
Bell Road

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL

Scale In Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.

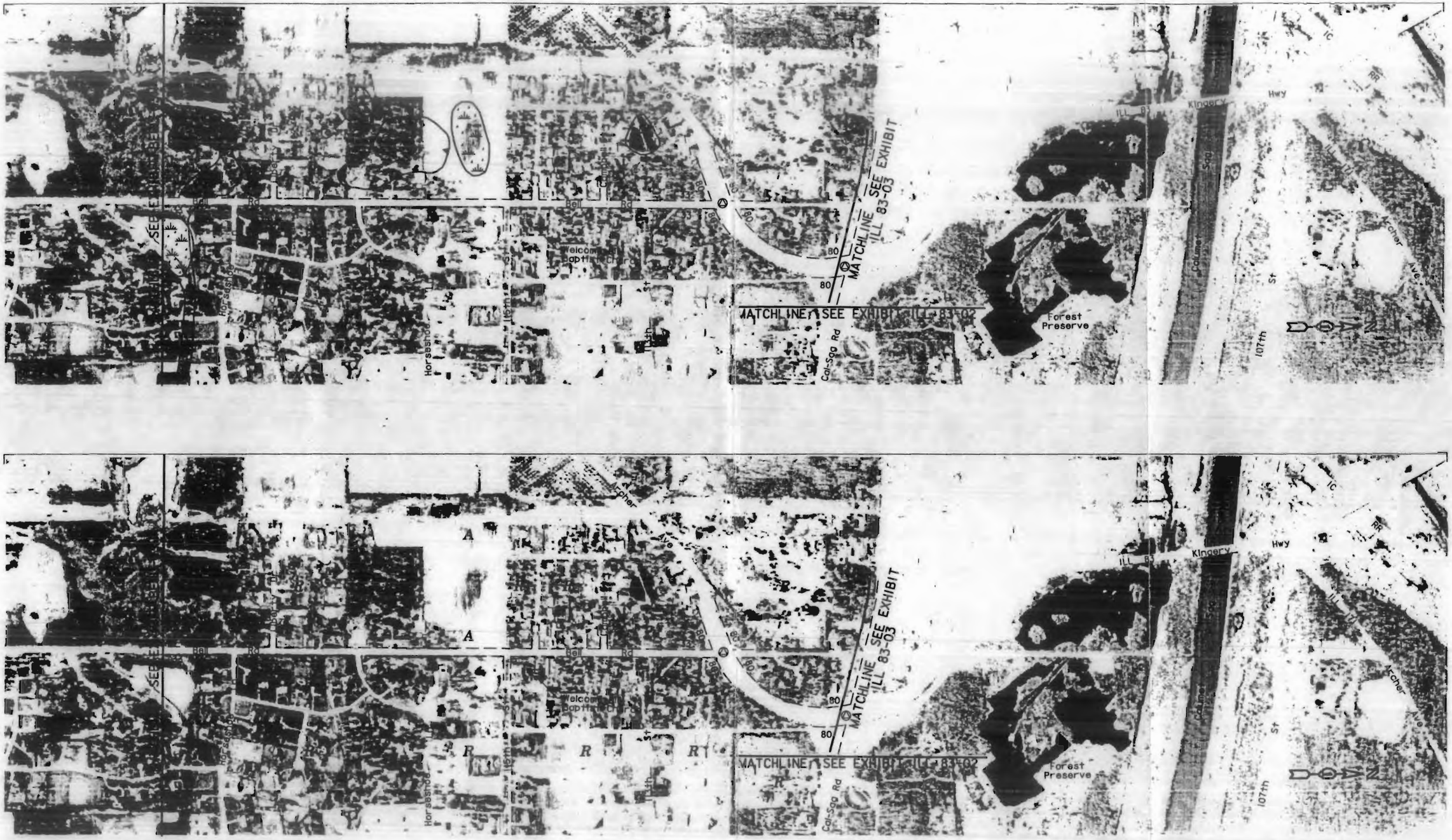
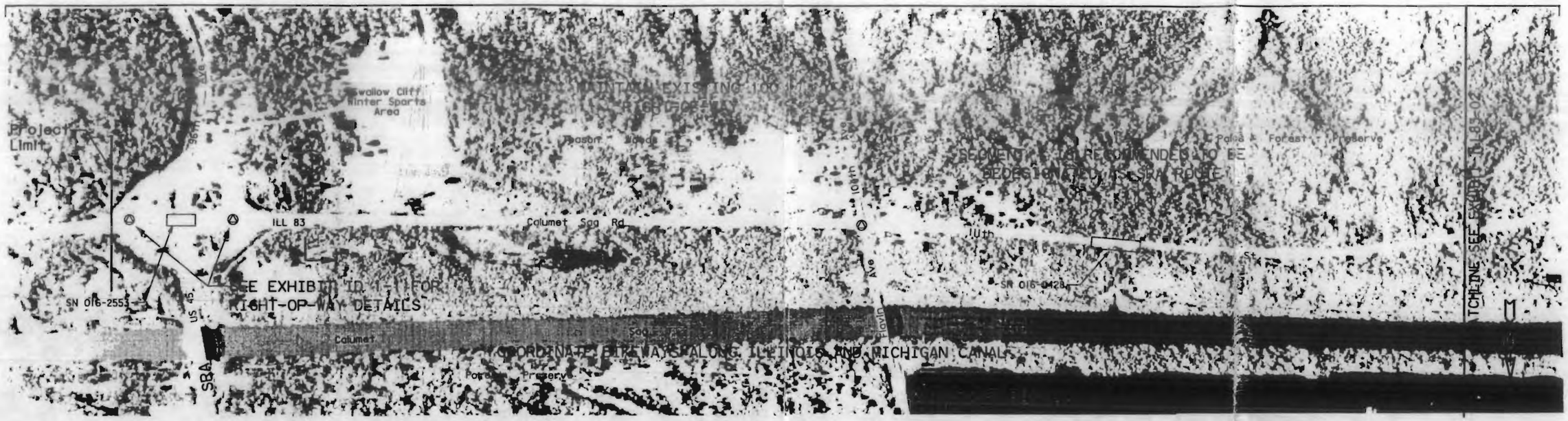


Exhibit BELL–04a
Bell Road

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL

Scale In Feet
0 200 400 800 1200

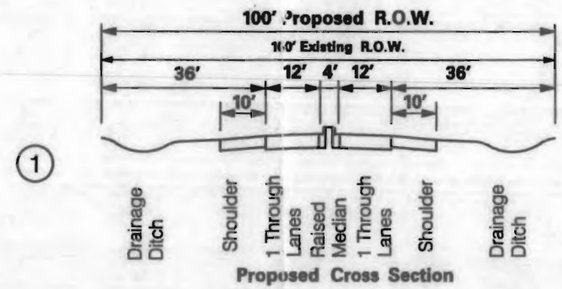
SRA Strategic Regional Arterial Planning Study
ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.



SEGMENT 1

	US Route 45 & ILL Route 83 See Exhibit ID 1–1		Flavin Ave /104th Ave & ILL Route 83
INTERSECTION DIAGRAM			
SIGNAL SPACING	800′	4900′	15,250′
LANE CONFIGURATION	1 / 1		1 / 1

CROSS SECTIONS



Proposed Cross Section

NOTES

-POTENTIAL BIKEWAY ALONG CALUMET SAG CHANNEL
-SEGMENT 1 IS RECOMMENDED TO BE DEDESIGNATED AS SRA ROUTE
-COORDINATE BIKEWAYS ALONG ILLINOIS AND MICHIGAN CANAL

Exhibit ILL83–01b
Illinois Route 83 (Calumet Sag Road /111th Street)

PROPOSED IMPROVEMENTS

Legend

SN — Structure Number	Cul-De-Sac	New Signal	Flashing Signal
Existing Structure	+20 — Additional Right-Of-Way	Existing Signal	Remove Signal
Median Break	Proposed Right-Of-Way		

Scale In Feet: 0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
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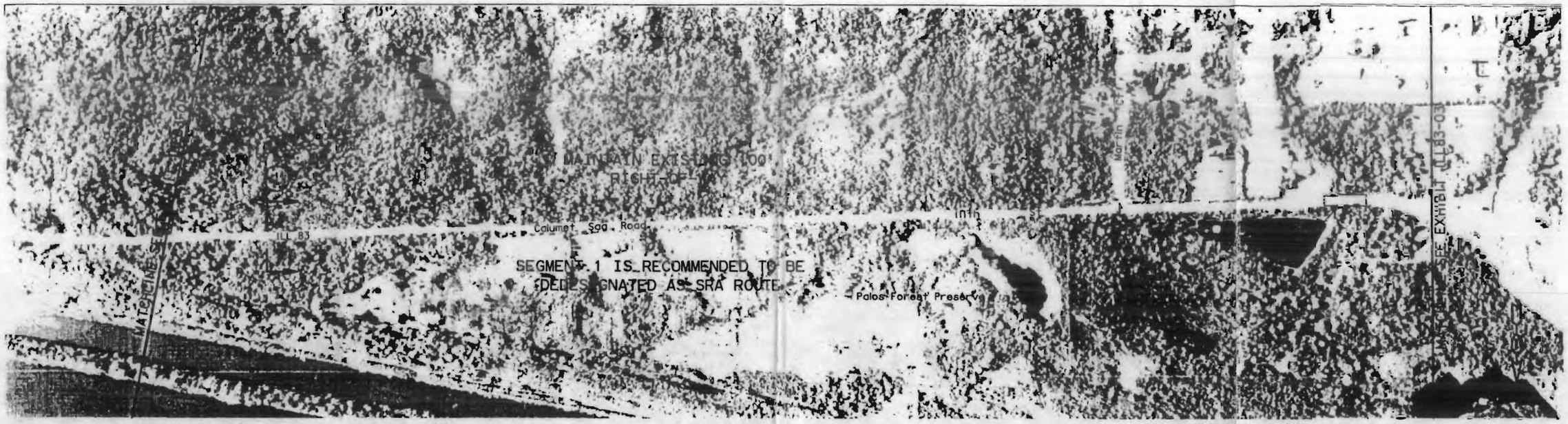


SEGMENT 1

INTERSECTION DIAGRAM

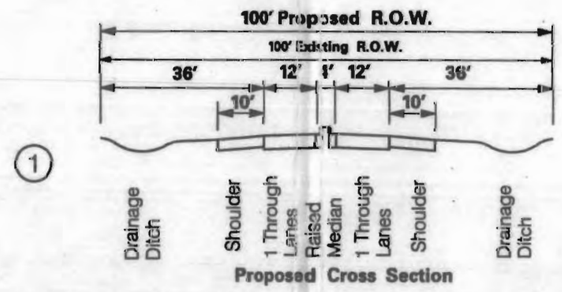
SIGNAL SPACING

15,250'

LANE CONFIGURATION

1
1

CROSS SECTIONS



Proposed Cross Section

NOTES -PROVIDE MEDIAN BREAK AT MARTIN CT TO MAINTAIN RESIDENTIAL ACCESS -SEGMENT 1 IS RECOMMENDED TO BE DEDESIGNATED AS SRA ROUTE

Exhibit ILL83–02b
Illinois Route 83 (111th Street)

PROPOSED IMPROVEMENTS

Legend

SN Structure Number
Existing Structure
Median Break
Cul-De-Sac
+20 Additional Right-Of-Way
Proposed Right-Of-Way
New Signal
Existing Signal
Flashing Signal
Remove Signal

Scale In Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
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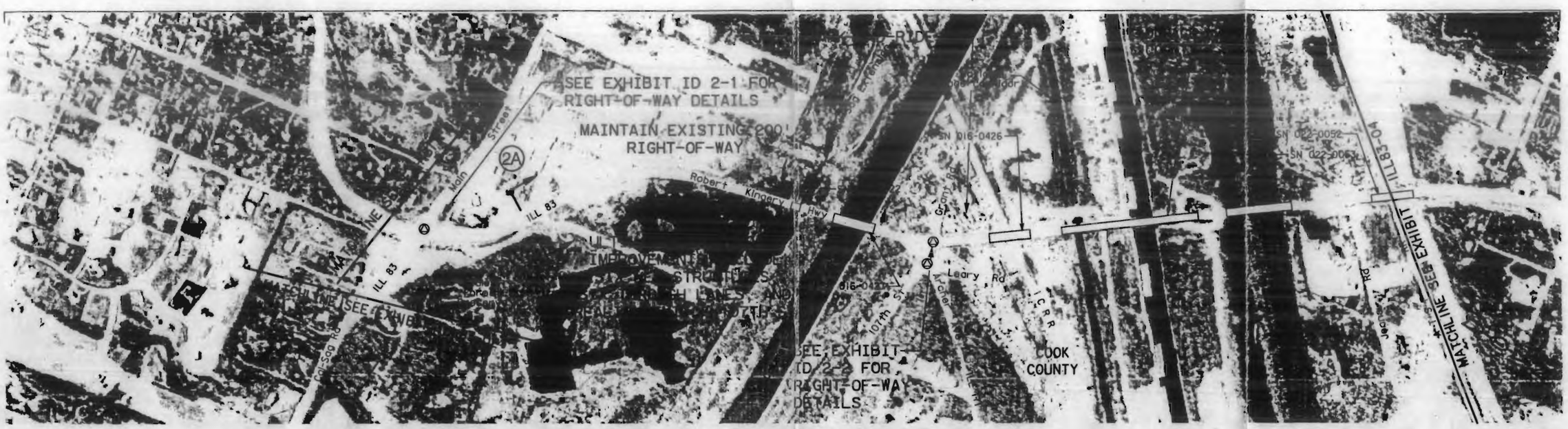


SEGMENT 2

INTERSECTION DIAGRAM

Cal–Sag Rd & Robert Kingery Hwy
See Exhibit ID 2–1

ILL Route 171 & ILL Route 83
See Exhibit ID 2–2

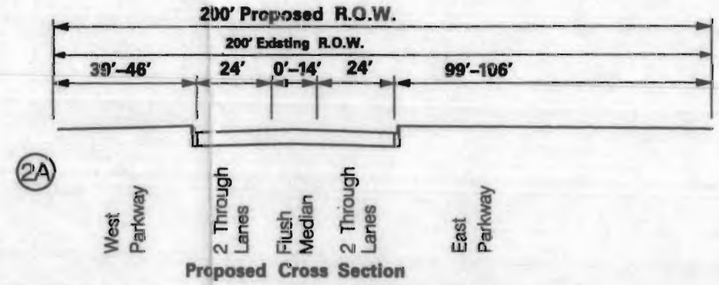
SIGNAL SPACING

15,250' | 4000' | 4800'

LANE CONFIGURATION

2
2

CROSS SECTIONS



Proposed Cross Section

NOTES

-PROPOSED METRA / HERITAGE LINE AT ILL ROUTE 83 INCLUDES PARK-AND-RIDE NEAR OVERPASS
-ULTIMATE (POST 2010) IMPROVEMENTS INCLUDE SIX NEW STRUCTURES, SIX THROUGH LANES, AND REALIGNMENT OF 107th ST
-PROVIDE SIGNAL INTERCONNECTION BETWEEN BELL RD AND CAL-SAG RD INTERSECTIONS
-PROVIDE DIRECTIONAL SIGNS TO FUTURE ILL ROUTE 83 METRA STATION (HERITAGE CORRIDOR LINE) AT ARCHER AVE / GRANT RD
-EQUIP CORRIDOR / BUSES WITH SIGNAL PRE-EMPTION
-COORDINATE PEDESTRIAN / BICYCLE LINKAGE AT CENTENNIAL TRAIL ALONG DuPAGE RIVER WITH DuPAGE COUNTY FOREST PRESERVE

Exhibit ILL83–03b

Illinois Route 83 (Robert Kingery Highway)

PROPOSED IMPROVEMENTS

Legend

SN — Structure Number
Existing Structure
Median Break
Cul–De–Sac
+20 — Additional Right–Of–Way
Proposed Right–Of–Way
New Signal
Existing Signal
Flashing Signal
Remove Signal

Scale In Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
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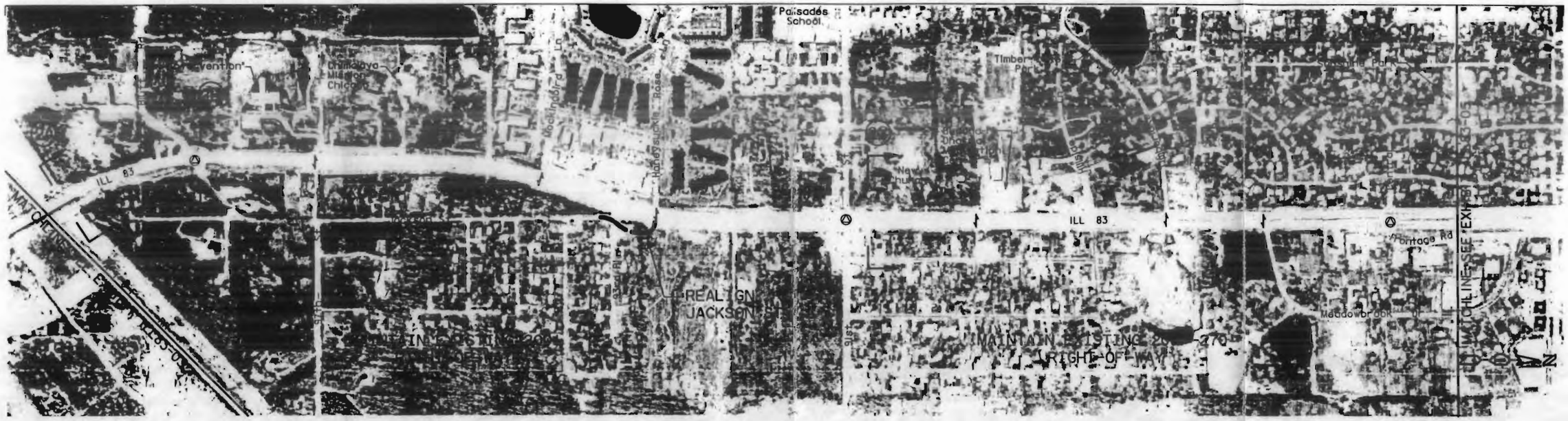

SEGMENT 2

INTERSECTION DIAGRAM

	Bluff Rd & ILL Route 83	91st St & ILL Route 83	Central Ave & ILL Route 83
SIGNAL SPACING	4800′	5000′	4200′ 5400′
LANE CONFIGURATION	2 2	3 3	

CROSS SECTIONS

2A — 200′ Proposed R.O.W. / 200′ Existing R.O.W.
39′–46′ | 24′ | 0′–14′ | 24′ | 99′–106′
West Parkway | 2 Through Lanes | Flush Median | 2 Through Lanes | East Parkway
Proposed Cross Section

2B — 200′ Proposed R.O.W. / 200′ Existing R.O.W.
55′ | 36′ | 18′ | 36′ | 55′ (10′ | 10′)
Parkway | 3 Through Lanes | Raised Median | 3 Through Lanes | Parkway
Proposed Cross Section

2C — 200′ Proposed R.O.W. / 200′ Existing R.O.W.
49′ | 36′ | 30′ | 36′ | 49′ (10′ | 10′)
Parkway | 3 Through Lanes | Raised Median | 3 Through Lanes | Parkway
Proposed Cross Section

NOTES

-EQUIP CORRIDOR / BUSES WITH SIGNAL PRE-EMPTION
-REALIGN JACKSON ST

-COORDINATE PEDESTRIAN / BICYCLE LINKAGE AT WATERFALL GLEN FOREST PRESERVE WITH DuPAGE COUNTY FOREST PRESERVE

Exhibit ILL83-04b
Illinois Route 83 (Robert Kingery Highway)

PROPOSED IMPROVEMENTS

Legend

SN — Structure Number
Existing Structure
Median Break
+20 — Additional Right-Of-Way
Cul-De-Sac
Proposed Right-Of-Way
New Signal
Existing Signal
Flashing Signal
Remove Signal

Scale In Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study

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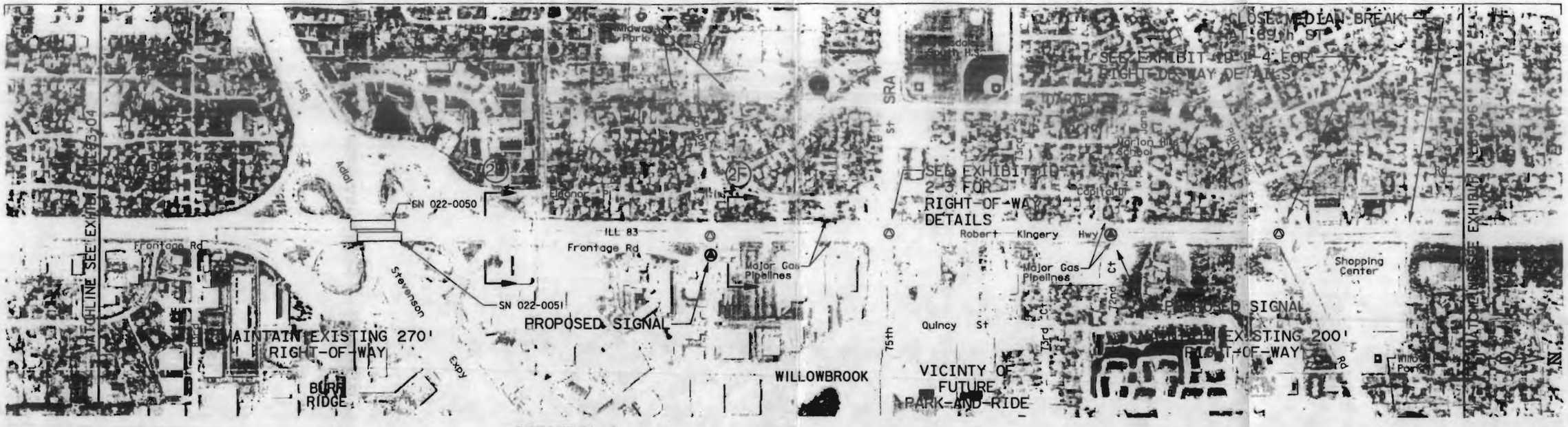
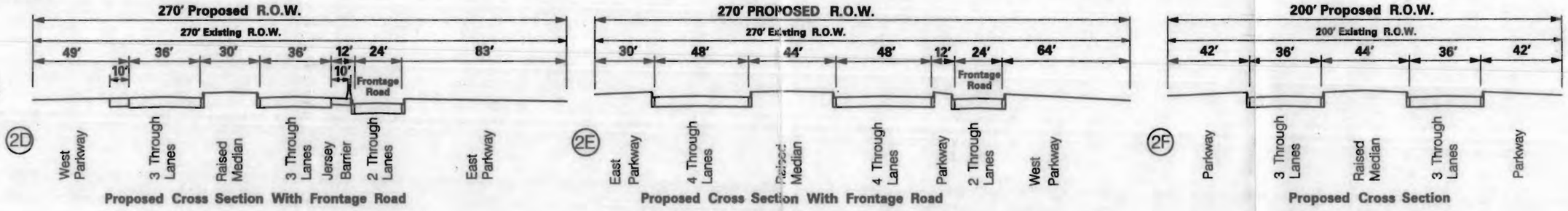


SEGMENT 2

	Midway Dr & ILL Route 83	Frontage Rd & Midway Dr	75th St & ILL Route 83 See Exhibit ID 2-3	72nd Ct & ILL Route 83	Plainfield Rd & ILL Route 83 See Exhibit ID 2-4
INTERSECTION DIAGRAM					
SIGNAL SPACING	5400′	1400′	1800′	1200′	1400′
LANE CONFIGURATION	3 / 3	4 / 4		3 / 3	

CROSS SECTIONS



NOTES

-PROVIDE PARK-AND-RIDE ON 75th ST
-SIGNALIZE MIDWAY DR AND FRONTAGE RD INTERSECTION AS WARRANTED
-COORDINATE MEDIAN BREAK LOCATIONS WITH VILLAGE OF WILLOWBROOK
-PROVIDE BUS STOPS, SHELTERS AND TURNOUTS AT 75th ST
-PROVIDE SIGNAL AT 72nd CT AS WARRANTED
-EQUIP CORRIDOR / BUSES WITH SIGNAL PRE-EMPTION
-ELIMINATE MEDIAN BREAK AT 69th ST

Exhibit ILL83-05b

Illinois Route 83 (Robert Kingery Highway)

PROPOSED IMPROVEMENTS

Legend

SN Structure Number
Existing Structure
Median Break
⊂ Cul-De-Sac
+20 Additional Right-Of-Way
Proposed Right-Of-Way
New Signal
Existing Signal
Flashing Signal
Remove Signal

Scale In Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION

MERIDIAN ENGINEERS & PLANNERS, INC.

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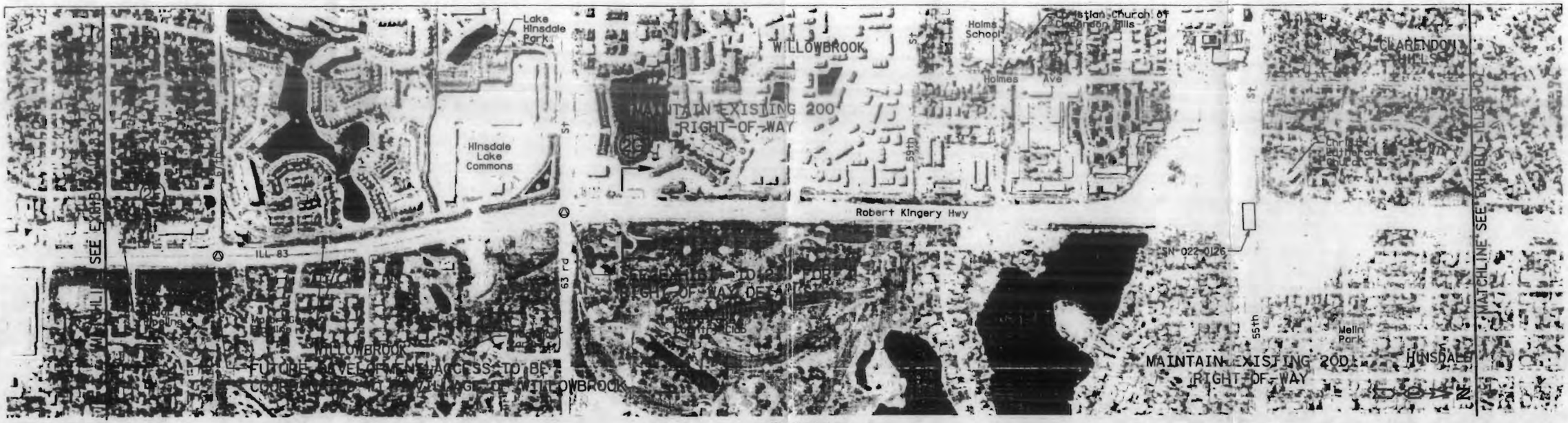

SEGMENT 2

INTERSECTION DIAGRAM

67th St & ILL Route 83

63rd St & ILL Route 83 See Exhibit ID 2-5

SIGNAL SPACING

1400' | 2600' | 27,200'

LANE CONFIGURATION

3
3

CROSS SECTIONS

(2F)

200' Proposed R.O.W.
200' Existing R.O.W.
42' | 36' | 44' | 36" | 42'

Parkway | 3 Through Lanes | Raised Median | 3 Through Lanes | Parkway

Proposed Cross Section

(2G)

200' Proposed R.O.W.
200' Existing R.O.W.
55' | 10' | 36' | 18' | 36' | 10' | 55'

Parkway | 3 Through Lanes | Jersey Barrier Median | 3 Through Lanes | Parkway

Proposed Cross Section

NOTES

-PROVIDE RIGHT IN / RIGHT OUT ACCESS FOR EXISTING CURB CUTS

-EQUIP CORRIDOR / BUSES WITH SIGNAL PRE-EMPTION
-PROVIDE MEDIAN BREAKS IN COORDINATION WITH ADJACENT COMMUNITIES

Exhibit ILL83-06b
Illinois Route 83 (Robert Kingery Highway)

PROPOSED IMPROVEMENTS

Legend

SN Structure Number
Existing Structure
Median Break
+20 Additional Right-Of-Way
Proposed Right-Of-Way
Cul-De-Sac
New Signal
Existing Signal
Flashing Signal
Remove Signal

Scale In Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study

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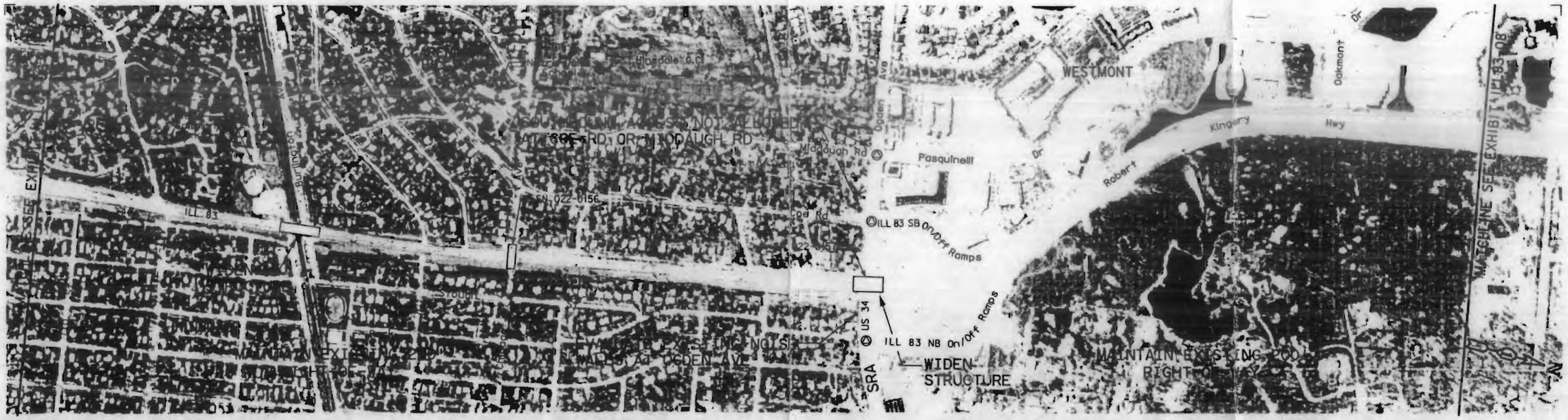


SEGMENT 2

INTERSECTION DIAGRAM

US Route 34 & Middaugh Rd / Pasquinelli Dr

US Route 34 & ILL Route 83 NB Ramps

US Route 34 & ILL Route 83 SB Ramps

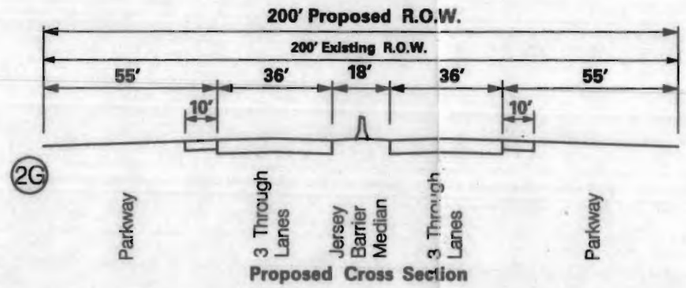
SIGNAL SPACING

27,200

LANE CONFIGURATION

3
3

CROSS SECTIONS



Proposed Cross Section

NOTES

-MAINTAIN EXISTING ACCESS CONTROL
-EVALUATE EXISTING NOISE WALLS AT OGDEN AVE
-EVALUATE MIDDAUGH RD AND COE RD ACCESS TO OGDEN AVE DURING SRA SUBSET 4 STUDY OF OGDEN AVE
-WIDEN STRUCTURES OVER BN RR AND OGDEN AVE
-PROVIDE DIRECTIONAL SIGNS TO WEST HINSDALE AND CLARENDON HILLS METRA STATIONS (BY LINE) AT BURLINGTON AVE
-EQUIP CORRIDOR / BUSES WITH SIGNAL PRE-EMPTION

Exhibit ILL83-07b

Illinois Route 83 (Robert Kingery Highway)

PROPOSED IMPROVEMENTS

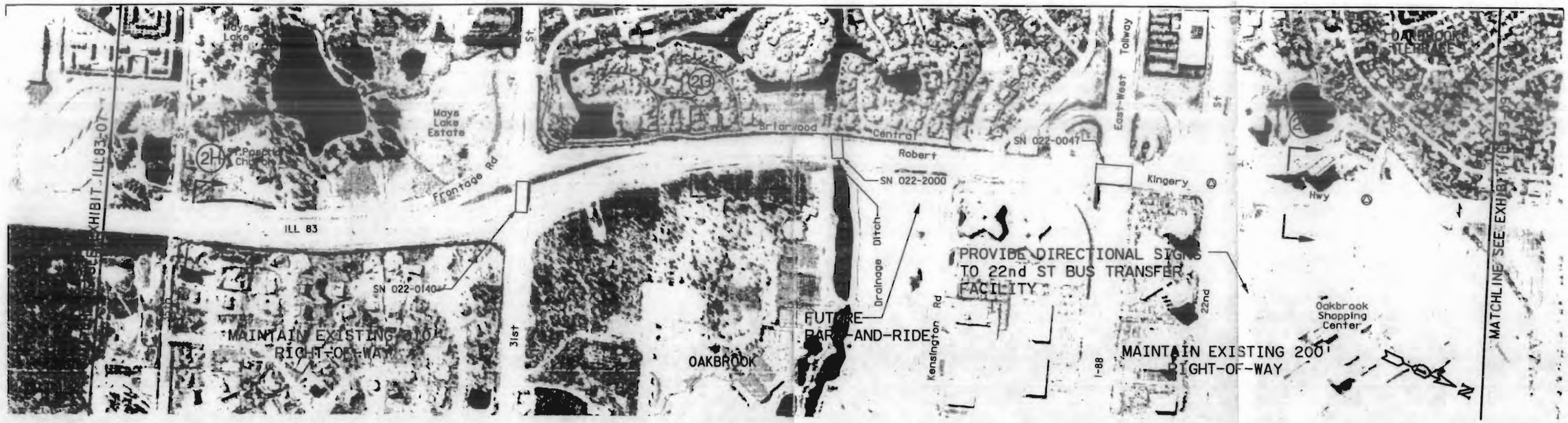
Legend

SN Structure Number
Existing Structure
Median Break
Cul-De-Sac
+20 Additional Right-Of-Way
Proposed Right-Of-Way
New Signal
Existing Signal
Flashing Signal
Remove Signal

Scale In Feet
0 200 400 800 1200

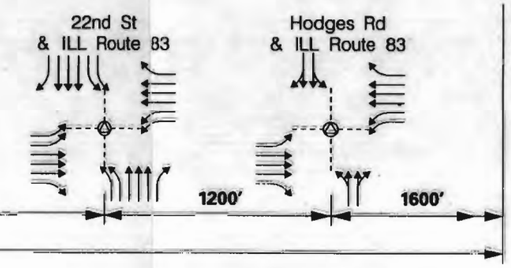
SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn JTS Date 10/95 Chkd MST Date 10/95



SEGMENT 2

INTERSECTION DIAGRAM



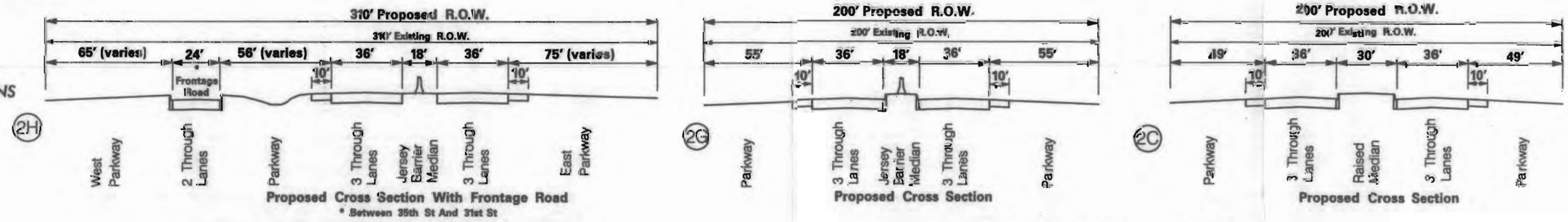
SIGNAL SPACING

27,200'

LANE CONFIGURATION

3
3

CROSS SECTIONS



NOTES

-PROVIDE PARK-AND-RIDE LOT AT KENSINGTON RD
-RESERVE SPACE FOR BUS STOPS, SHELTERS AND TURNOUTS BETWEEN 22nd ST AND MADISON ST AT ⅛ MILE INTERVALS

-PROVIDE DIRECTIONAL SIGNS TO TRANSIT
-PROVIDE DIRECTIONAL SIGNS TO 22nd ST BUS TRANSFER FACILITY
-EQUIP CORRIDOR / BUSES WITH SIGNAL PRE-EMPTION

Exhibit ILL83-08b
Illinois Route 83 (Robert Kingery Highway)

PROPOSED IMPROVEMENTS

Legend

SN — Structure Number
Existing Structure
Median Break
+20 — Additional Right-Of-Way
Cul-De-Sac
Proposed Right-Of-Way
New Signal
Existing Signal
Flashing Signal
Remove Signal

Scale In Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
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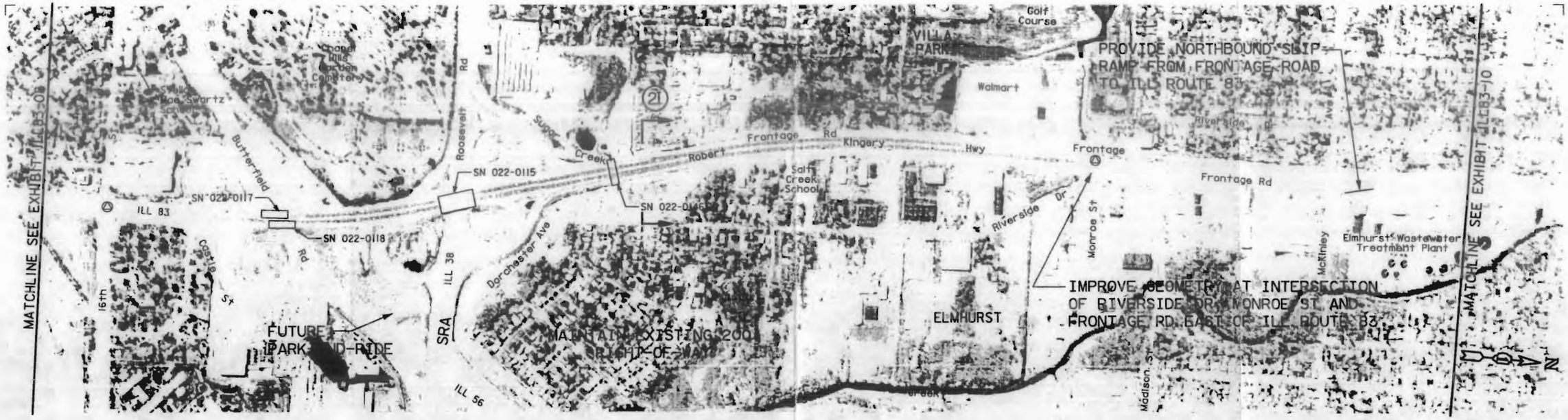
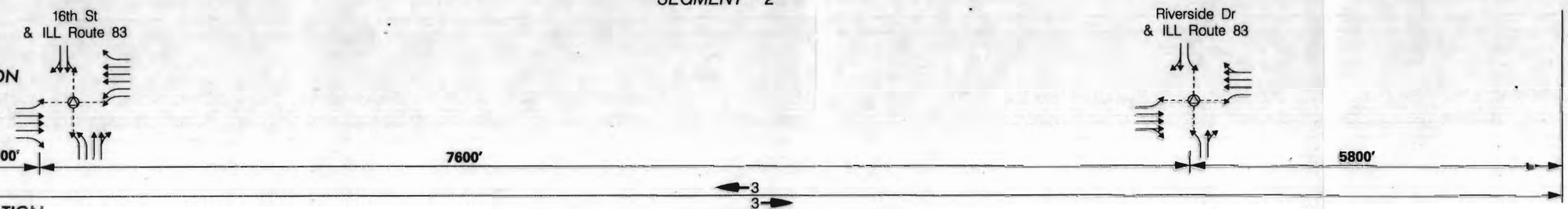
Drwn JTS Date 10/95 Chkd MST Date 10/95

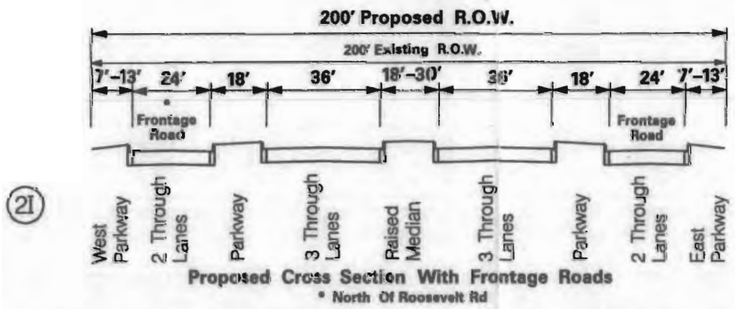


SEGMENT 2

INTERSECTION DIAGRAM



CROSS SECTIONS



Proposed Cross Section With Frontage Roads
* North Of Roosevelt Rd

NOTES

-PROVIDE PARK-AND-RIDE AT BUTTERFIELD RD/ ROOSEVELT RD
-RESERVE SPACE FOR BUS STOPS, SHELTERS AND TURNOUTS BETWEEN 22ND ST AND MADISON ST AT ¼ MILE INTERVALS
-EQUIP CORRIDOR / BUSES WITH SIGNAL PRE-EMPTION
-IMPROVE GEOMETRY AT INTERSECTION OF RIVERSIDE DR, MONROE ST AND FRONTAGE RD EAST OF ILL ROUTE 83
-PROVIDE NORTHBOUND SLIP RAMP FROM FRONTAGE ROAD TO ILL ROUTE 83 NORTH OF McKINLEY AVENUE

Exhibit ILL83-09b
Illinois Route 83 (Robert Kingery Highway)

PROPOSED IMPROVEMENTS

Legend

SN Structure Number
Existing Structure
Median Break
+20 Additional Right-Of-Way
Proposed Right-Of-Way
Cul-De-Sac
New Signal
Existing Signal
Flashing Signal
Remove Signal

Scale In Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study

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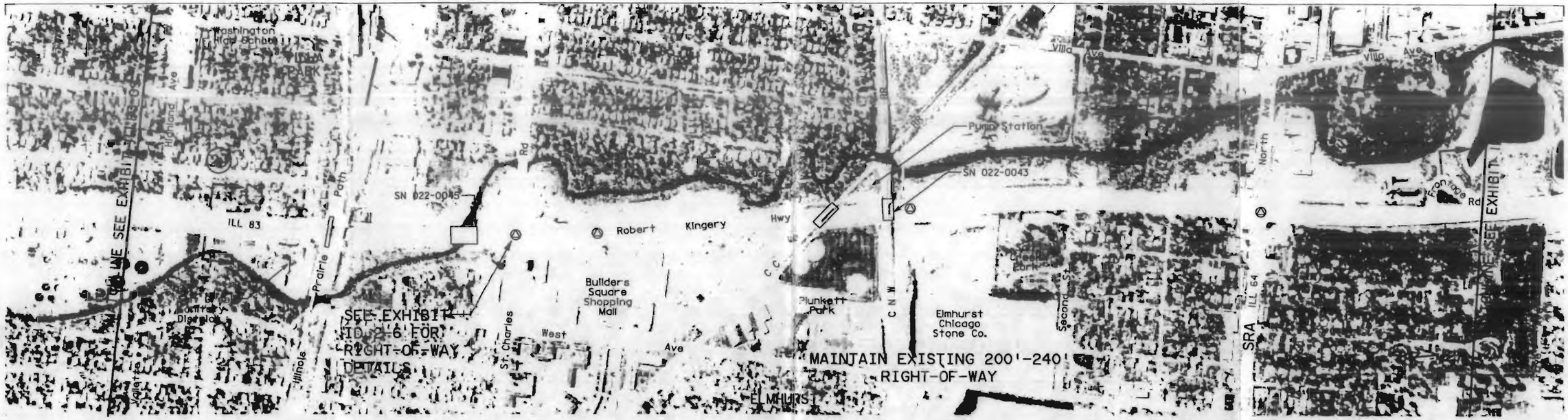

SEGMENT 2

INTERSECTION DIAGRAM

St Charles Rd & ILL Route 83 See Exhibit ID 2-6

Shopping Mall Entrance & ILL Route 83

Quarry Entrance & ILL Route 83

ILL Route 64 & ILL Route 83 (See North Ave SRA Report)

SIGNAL SPACING

5800′ | 600′ | 2850′ | 2250′ | 14,950′

LANE CONFIGURATION

3
3

CROSS SECTIONS

(2J)

240′ Proposed R.O.W.
240′ Existing R.O.W.
49′–75′ | 36′ | 18′–30′ | 36′ | 49′–75′

Parkway | 3 Through Lanes | Raised Median | 3 Through Lanes | Parkway

Proposed Cross Section

(2K)

240′ Proposed R.O.W.
240′ Existing R.O.W.
33′ | 24′ | 18′ | 36′ | 18′ | 36′ | 75′

West Parkway | 2 Through Lanes (Frontage Road) | Parkway | 3 Through Lanes | Raised Median | 3 Through Lanes | East Parkway

Proposed Cross Section With Frontage Road

NOTES

-PROVIDE DIRECTIONAL SIGNS TO ELMHURST AND VILLA PARK (CNW/W LINE) METRA STATIONS AT ST. CHARLES RD AND NORTH AVE
-COORDINATE PEDESTRIAN / BICYCLE LINKAGES AT GREAT WESTERN TRAIL AND SALT CREEK GREENWAY WITH DuPAGE COUNTY FOREST PRESERVE

-PROVIDE BUS STOP, SHELTER AND TURNOUT IN BUILDERS SQUARE SHOPPING MALL TO SERVE PACE BUS ROUTE 313
-EQUIP CORRIDOR / BUSES WITH SIGNAL PRE-EMPTION

Exhibit ILL83-10b
Illinois Route 83 (Robert Kingery Highway)

PROPOSED IMPROVEMENTS

Legend

SN — Structure Number, Existing Structure, Median Break
Cul-De-Sac
+20 — Additional Right-Of-Way
Proposed Right-Of-Way
New Signal
Existing Signal
F — Flashing Signal
Remove Signal

Scale In Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
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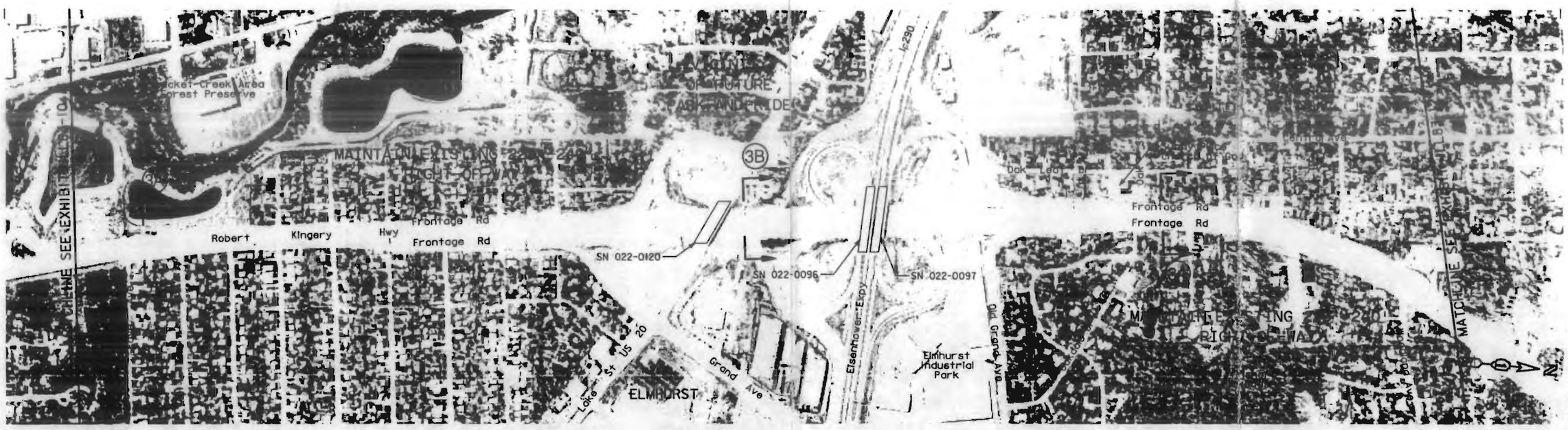


SEGMENT 3

SEG-MENT 2

INTERSECTION DIAGRAM

SIGNAL SPACING

14,950'

LANE CONFIGURATION

3

3

CROSS SECTIONS

3A

228'–240' Proposed R.O.W.

228'–240' Existing R.O.W.

33' 24' 18' 36' 18' 36' 18' 24' 33'

Parkway | 2 Through Lanes | Jersey Barrier Median | 3 Through Lanes | Jersey Barrier Median | 3 Through Lanes | Jersey Barrier Median | 2 Through Lanes | Parkway

Proposed Cross Section With Existing Frontage Roads

3B

228'–240' Proposed R.O.W.

228'–240' Existing R.O.W.

58' (varies) 16' 12' 24' 20' 24' 12' 16' 58' (varies)

Parkway | 1 Lane C/D Roadway | Jersey Barrier Median | 2 Through Lanes | Jersey Barrier Median | 2 Through Lanes | Jersey Barrier Median | 1 Lane C/D Roadway | Parkway

Proposed Cross Section – Interchange Area

NOTES

-PROVIDE PARK-AND-RIDE NEAR I-290

-EQUIP CORRIDOR / BUSES WITH SIGNAL PRE-EMPTION

Exhibit ILL83–11b
Illinois Route 83 (Robert Kingery Highway)

PROPOSED IMPROVEMENTS

Legend

SN — Structure Number, Existing Structure, Median Break

Cul-De-Sac, +20 Additional Right-Of-Way, Proposed Right-Of-Way

New Signal, Existing Signal

Flashing Signal, Remove Signal

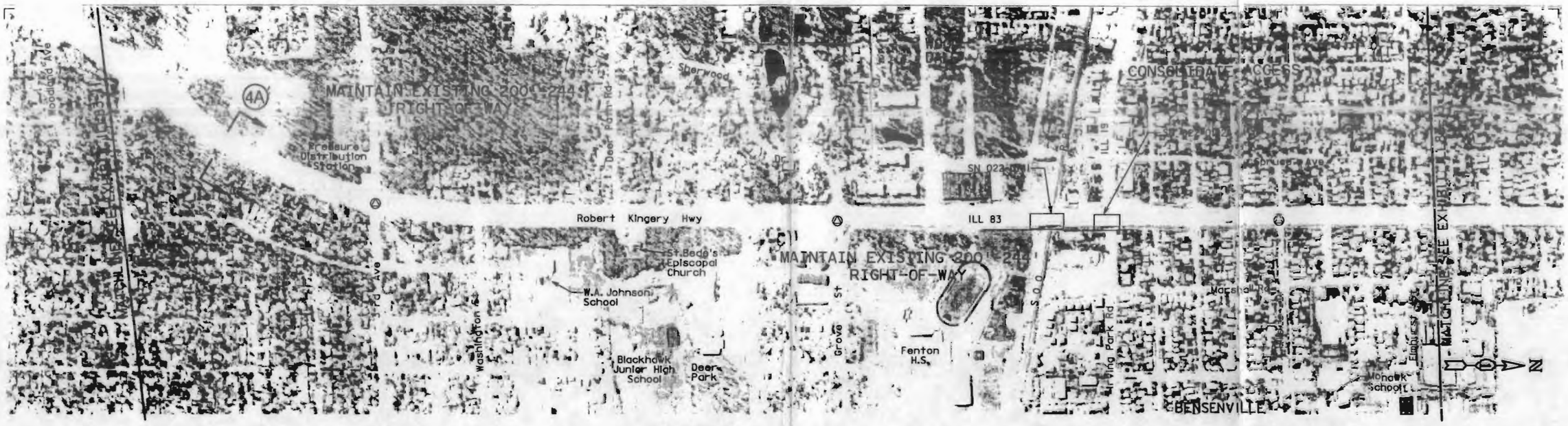
Scale In Feet 0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION

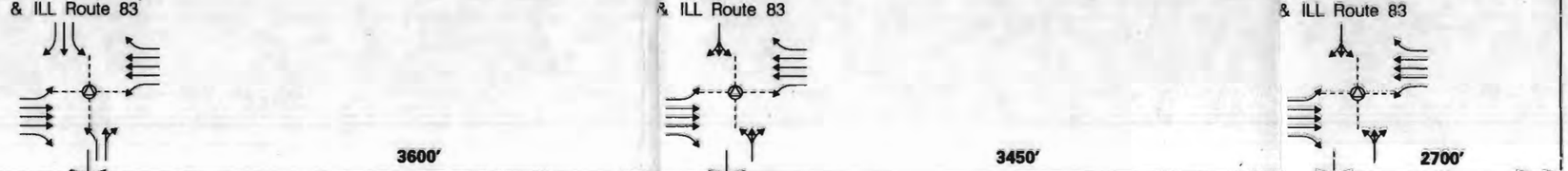
MERIDIAN ENGINEERS & PLANNERS, INC.

Drwn JTS Date 10/95 Chkd MST Date 10/95



SEGMENT 4

INTERSECTION DIAGRAM



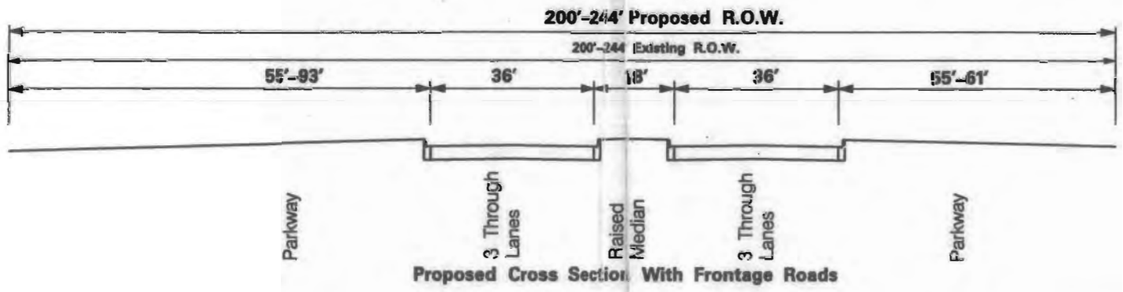
SIGNAL SPACING

14,950' | 3600' | 3450' | 2700'

LANE CONFIGURATION

3 | 3

CROSS SECTIONS



Proposed Cross Section With Frontage Roads

NOTES

-CONSOLIDATE ACCESS TO SIGNALIZED INTERSECTIONS NORTH OF IRVING PARK RD
-EQUIP CORRIDOR / BUSES WITH SIGNAL PRE-EMPTION

-PROVIDE DIRECTIONAL SIGNING TO BENSENVILLE AND WOOD DALE METRA STATIONS (MILWAUKEE DISTRICT WEST LINE) AT IRVING PARK RD

Exhibit ILL83-12b
Illinois Route 83 (Robert Kingery Highway)

PROPOSED IMPROVEMENTS

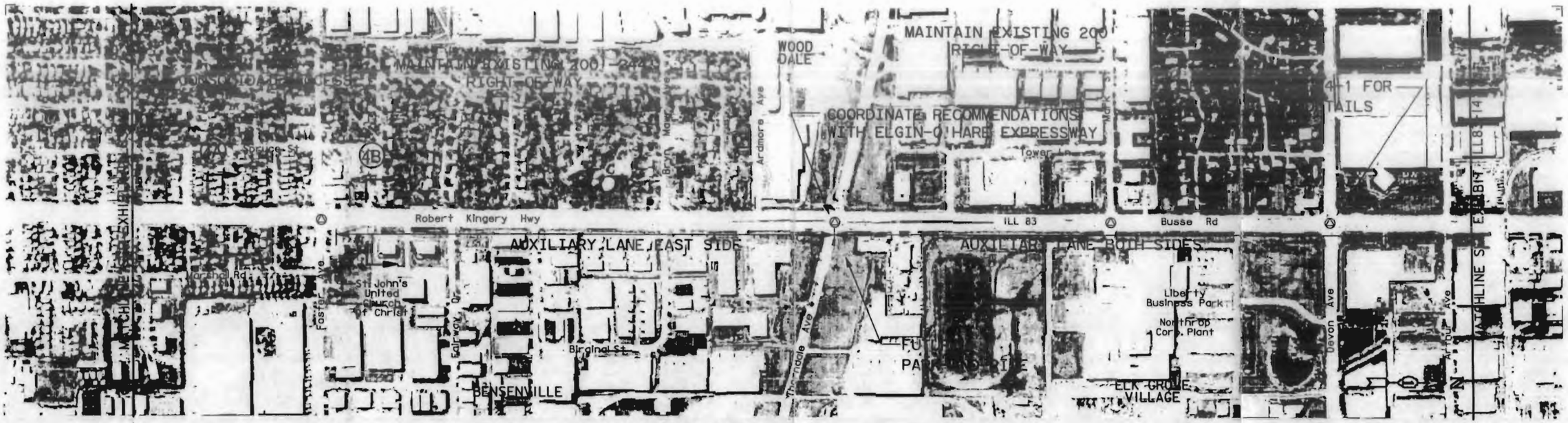
Legend

SN — Structure Number
Existing Structure
Median Break
Cul-De-Sac
+20 — Additional Right-Of-Way
Proposed Right-Of-Way
New Signal
Existing Signal
Flashing Signal
Remove Signal

Scale In Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn JTS Date 10/95 Chkd MST Date 10/95



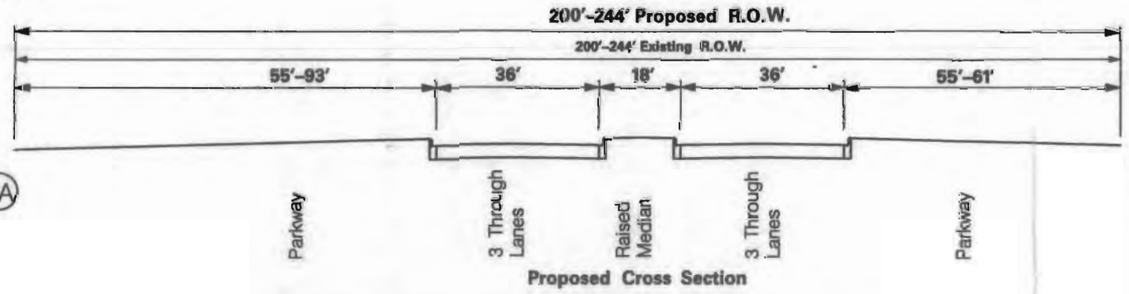
INTERSECTION DIAGRAM

SIGNAL SPACING

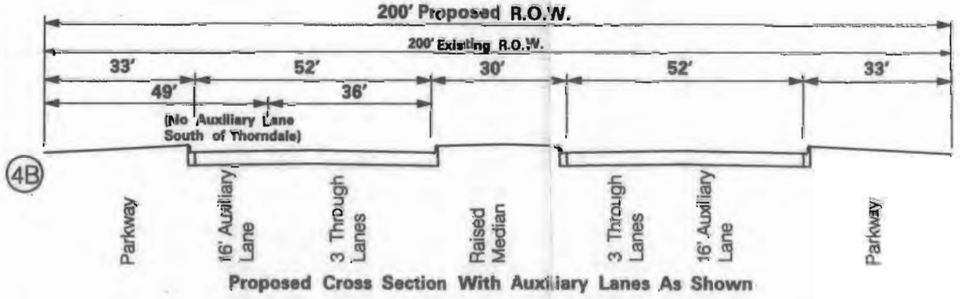
LANE CONFIGURATION

Foster Ave & ILL Route 83		Proposed Elgin–O'Hare Interchange (See IDOT Elgin – O'Hare Expressway Report)		Mark St & ILL Route 83		Devon Ave & ILL Route 83 See Exhibit ID 4–1
	2700′		4000′		2150′	1700′	1850′
		3				
		3				

CROSS SECTIONS



Proposed Cross Section



Proposed Cross Section With Auxiliary Lanes As Shown

NOTES

-CONSOLIDATE ACCESS TO SIGNALIZED INTERSECTIONS SOUTH OF FOSTER AVE
-INSTALL BUS STOPS, SHELTERS, AND TURNOUTS FROM TOWER LN TO OAKTON ST AT ¼ MILE INTERVALS
-PROVIDE PARK-AND-RIDE NEAR THORNDALE AVE TO BE COORDINATED WITH ELGIN - O'HARE EXPRESSWAY

-COORDINATE RECOMMENDATIONS WITH ELGIN - O'HARE EXPRESSWAY
-PROVIDE AUXILIARY LANES AT SELECTED LOCATIONS
-EQUIP CORRIDOR / BUSES WITH SIGNAL PRE-EMPTION

Exhibit ILL83-13b

Illinois Route 83 (Robert Kingery Highway)

PROPOSED IMPROVEMENTS

Legend

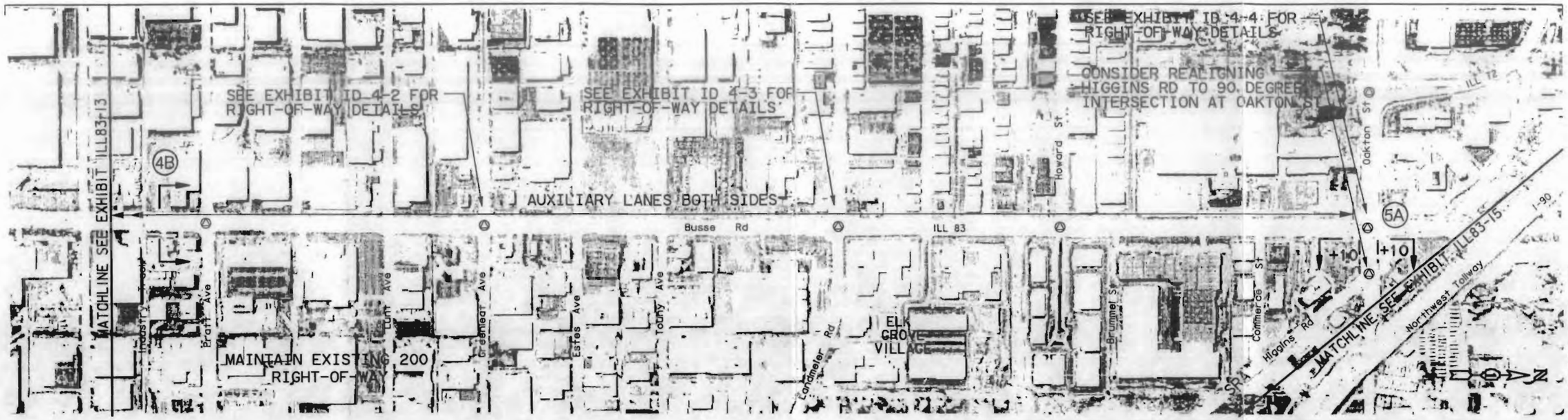
SN	Structure Number	Cul-De-Sac	New Signal	Flashing Signal
	Existing Structure	+20	Additional Right-Of-Way	Existing Signal	Remove Signal

Scale In Feet: 0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION

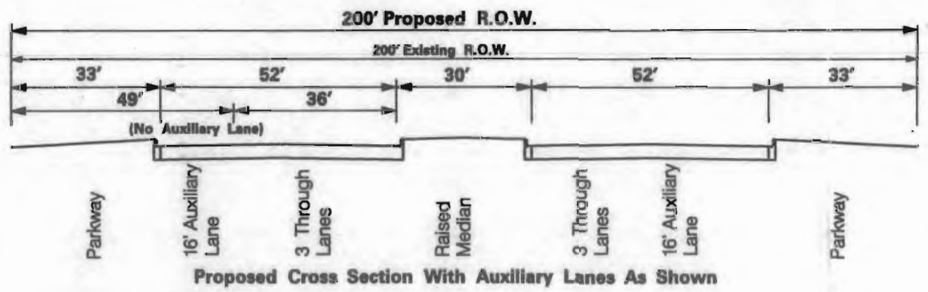
MERIDIAN ENGINEERS & PLANNERS, INC.



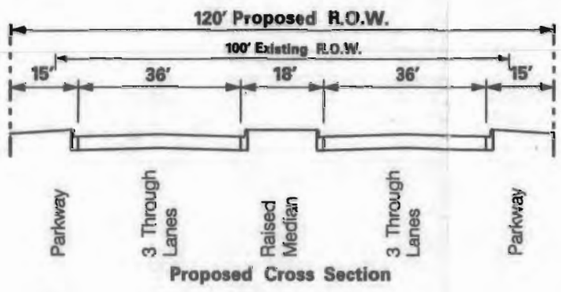
SEGMENT 4

	Pratt Ave & ILL Route 83	Greenleaf Ave & ILL Route 83 See Exhibit ID 4-2	Landmeier Rd & ILL Route 83 See Exhibit ID 4-3	Howard St & ILL Route 83	Busse Rd & ILL Route 83(Oakton St) See Exhibit ID 4-4	Higgins Rd & ILL Route 83 (Oakton St)
INTERSECTION DIAGRAM						
SIGNAL SPACING	1850'	2150'	2750'	1700'	2400'	450'
LANE CONFIGURATION			3 / 3			

CROSS SECTIONS



Proposed Cross Section With Auxiliary Lanes As Shown



Proposed Cross Section

NOTES

-PROVIDE AUXILIARY LANES ALONG BUSSE RD
-EQUIP CORRIDOR / BUSES WITH SIGNAL PRE-EMPTION
-INSTALL BUS STOPS, SHELTERS, AND TURNOUTS AT ¼ MILE INTERVALS FROM TOWER LN TO OAKTON ST

-HIGGINS RD TO BE ANALYZED DURING ILL ROUTE 72 SRA STUDY
-CONSIDER REALIGNING HIGGINS RD TO 90 DEGREE INTERSECTION AT OAKTON ST

Exhibit ILL83-14b
Illinois Route 83 (Busse Road)

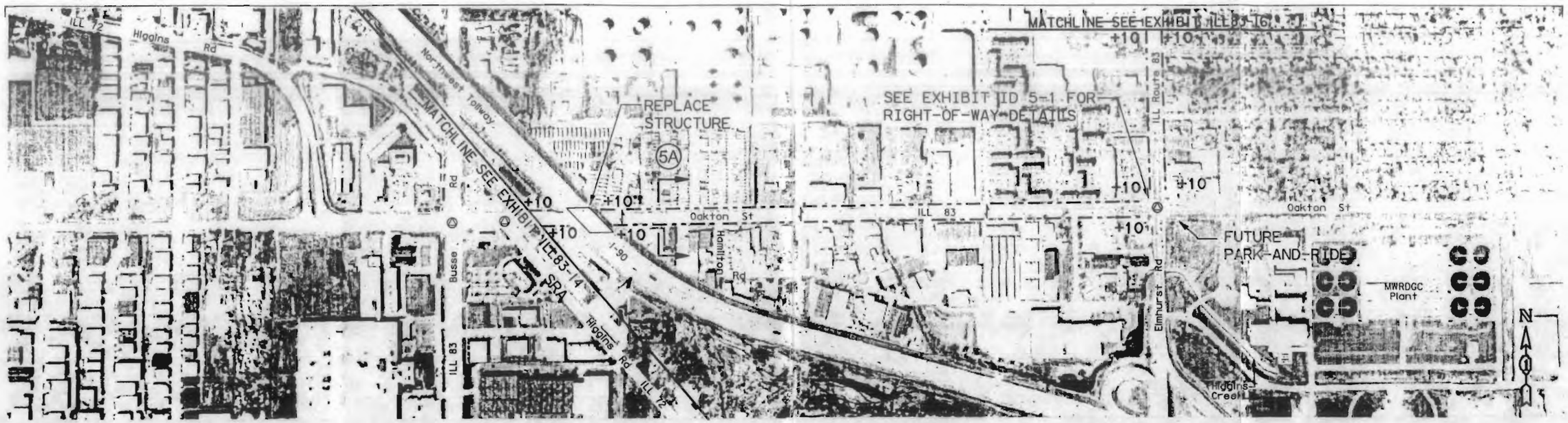
PROPOSED IMPROVEMENTS

Legend

SN	Structure Number	Cul-De-Sac	New Signal	Flashing Signal
	Existing Structure	+20	Additional Right-Of-Way	Existing Signal	Remove Signal
	Median Break		Proposed Right-Of-Way		

Scale In Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study
ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.



SEGMENT 5

INTERSECTION DIAGRAM

Oakton St & ILL Route 83
See Exhibit ID 5-1

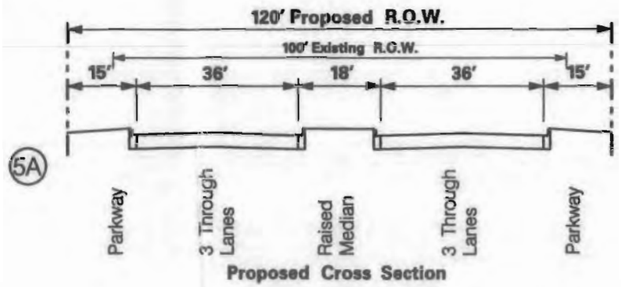
SIGNAL SPACING

450′ | 5050′ | 3200′

LANE CONFIGURATION

3
3

CROSS SECTIONS



Proposed Cross Section

NOTES

-PROVIDE PARK-AND-RIDE AT OAKTON ST / ELMHURST RD
-PROVIDE BUS STOPS EVERY ¼ MILE ON OAKTON ST & ELMHURST RD
-PROVIDE NEW STRUCTURE CARRYING I-90 OVER ILL ROUTE 83
-EQUIP CORRIDOR / BUSES WITH SIGNAL PRE-EMPTION
-IMPROVE CONNECTION TO NORTHWEST TOLLWAY AT ELMHURST RD (UNDER STUDY BY IDOT)

Exhibit ILL83-15b
Illinois Route 83 (Oakton Street/Elmhurst Road)

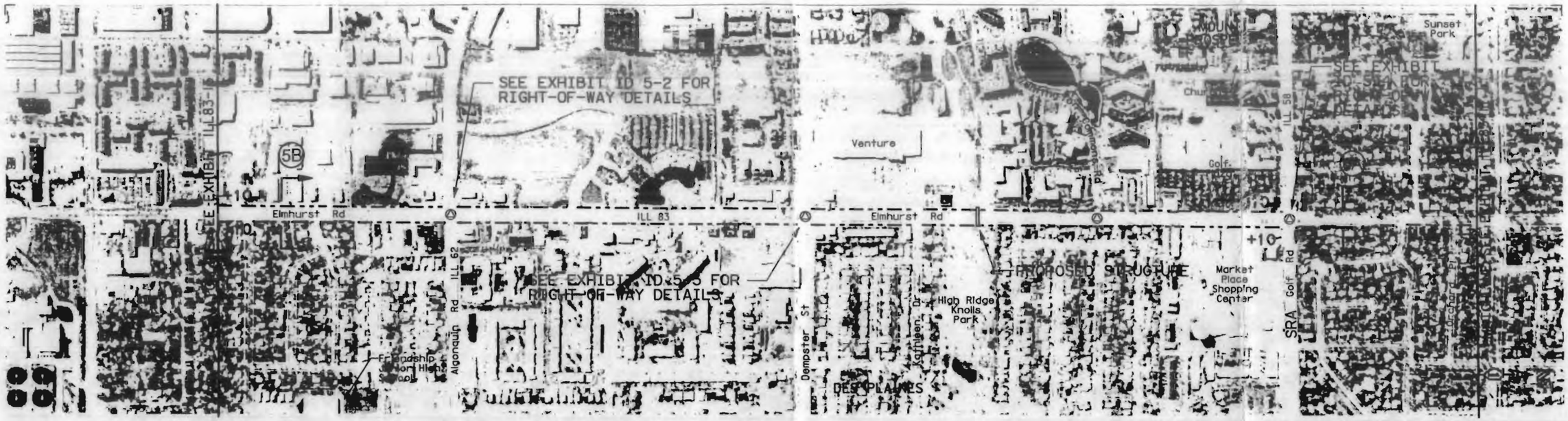
PROPOSED IMPROVEMENTS

Legend

SN Structure Number	Cul-De-Sac	New Signal	Flashing Signal
Existing Structure	+20 Additional Right-Of-Way	Existing Signal	Remove Signal

Scale In Feet
0 200 400 800 1200

Strategic Regional Arterial Planning Study
ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.



SEGMENT 5

SEGMENT 6

INTERSECTION DIAGRAM

Algonquin Rd & ILL Route 83
See Exhibit ID 5-2

Dempster St & ILL Route 83
See Exhibit ID 5-3

Huntington Commons Rd & ILL Route 83

Golf Rd & ILL Route 83
See Exhibit ID 5-4

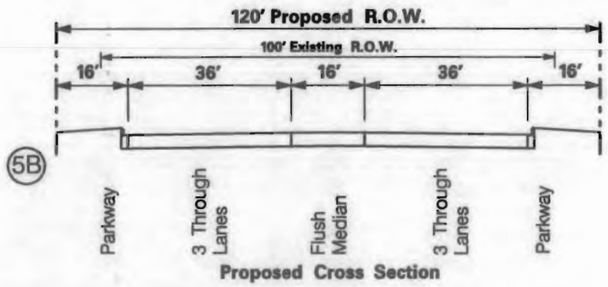
SIGNAL SPACING

3200' | 2800' | 2300' | 1500' | 1700'

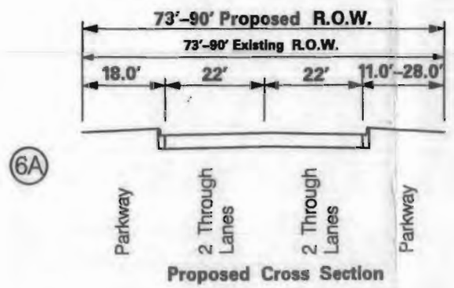
LANE CONFIGURATION

3 / 3 | 2 / 2

CROSS SECTIONS



Proposed Cross Section



Proposed Cross Section

NOTES

-IDENTIFY OFF STREET PARKING
-PROVIDE PEDESTRIAN / BICYCLE OVERPASS SOUTH OF HUNTINGTON COMMONS RD
-EQUIP CORRIDOR / BUSES WITH SIGNAL PRE-EMPTION

-PROVIDE BUS STOPS AT ¼ MILE INTERVALS BETWEEN OAKTON ST AND ALGONQUIN RD
-PROVIDE SIGNAL INTERCONNECTION BETWEEN INTERSTATE 90 AND US ROUTE 14 (NORTHWEST HWY)
-PROVIDE BUS STOPS, SHELTERS AND TURNOUTS ON GOLF ROAD

Exhibit ILL83-16b
Illinois Route 83 (Elmhurst Road)

PROPOSED IMPROVEMENTS

Legend

SN Structure Number
Existing Structure
Cul-De-Sac
+20 Additional Right-Of-Way
New Signal
Existing Signal
Flashing Signal
Remove Signal

Scale In Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study

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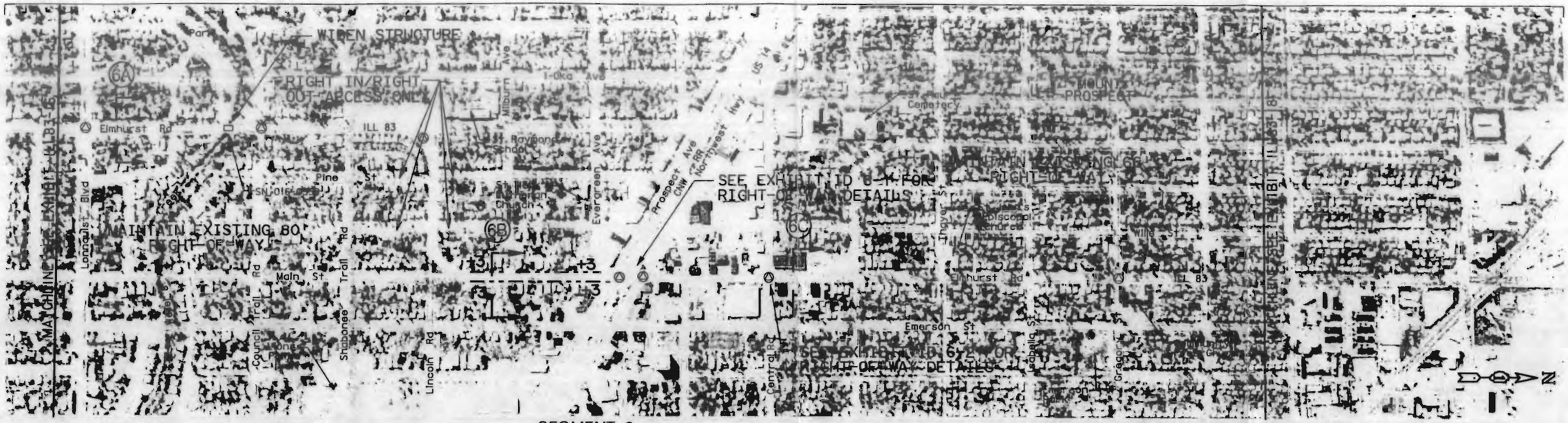

SEGMENT 6

	Lonnquist Blvd & ILL Route 83	Council Trail Rd & ILL Route 83	Lincoln Rd & ILL Route 83	Prospect Ave & ILL Route 83	Northwest Hwy & ILL Route 83 See Exhibit ID 6-1	Central Rd & ILL Route 83 See Exhibit ID 6-2	Gregory St & ILL Route 83
INTERSECTION DIAGRAM							
SIGNAL SPACING	1700′	1400′	1250′	2300′	200′	1100′	2700′ 2900′
LANE CONFIGURATION					2 / 2		

CROSS SECTIONS

6A — 73′–90′ Proposed R.O.W. / 73′–90′ Existing R.O.W. (18.0′ 22′ 22′ 11.0′–28.0′)
Parkway | 2 Through Lanes | 2 Through Lanes | Parkway
Proposed Cross Section

6B — 66′ Proposed R.O.W. / 66′ Existing R.O.W. (11′ 22′ 22′ 11′)
Parkway | 2 Through Lanes | 2 Through Lanes | Parkway
Proposed Cross Section

6C — 80′ Proposed R.O.W. / 80′ Existing R.O.W. (12.5′ 22′ 11′ 22′ 12.5′)
Parkway | 2 Through Lanes | Flush Median | 2 Through Lanes | Parkway
Proposed Cross Section

NOTES

-IMPROVE PEDESTRIAN ACCESS AT ST RAYMONDS SCHOOL
-PROVIDE RIGHT-IN / RIGHT-OUT ACCESS AT PINE AND WILLE ST NORTH AND SOUTH OF ILL ROUTE 83
-PROVIDE BUS STOPS, SHELTERS, AND TURNOUTS AT ¼ MILE INTERVALS
-EQUIP CORRIDOR / BUSES WITH SIGNAL PRE-EMPTION
-PROVIDE SIGNAL INTERCONNECTION BETWEEN INTERSTATE 90 AND US ROUTE 14 (NORTHWEST HWY)
-PROVIDE DIRECTIONAL SIGNS TO MOUNT PROSPECT (CNW/NORTHWEST LINE) METRA STATION AT NORTHWEST HWY

Exhibit ILL83-17b
Illinois Route 83 (Elmhurst Road)

PROPOSED IMPROVEMENTS

Legend: SN Structure Number / Existing Structure; Cul-De-Sac / +20 Additional Right-Of-Way; New Signal / Existing Signal; Flashing Signal / Remove Signal

Scale In Feet: 0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study
ILLINOIS DEPARTMENT OF TRANSPORTATION
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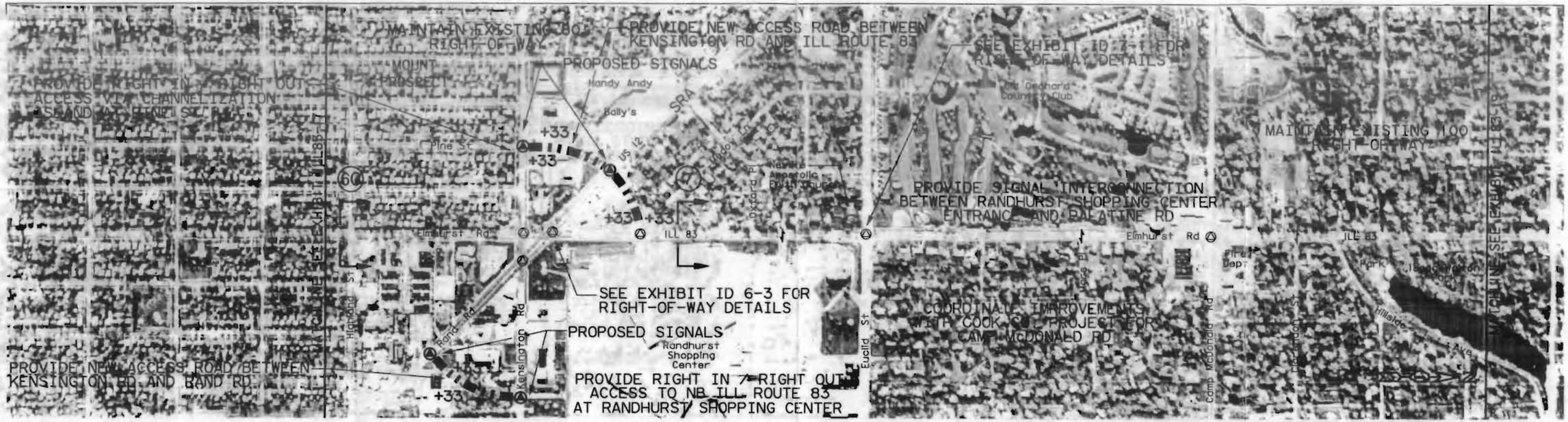


INTERSECTION DIAGRAM

SEGMENT 6

Kensington Rd & ILL Route 83

Rand Rd & ILL Route 83 See Exhibit ID 6-3

Randhurst Shopping Center & ILL Route 83

SEGMENT 7

Euclid St & ILL Route 83 See Exhibit ID 7-1

Camp McDonald Rd & ILL Route 83

SIGNAL SPACING

2650′ | 250′ | 1750′ | 2650′ | 2800′

LANE CONFIGURATION

2 | 2 | 2 | 2

CROSS SECTIONS

80′ Proposed R.O.W.
80′ Existing R.O.W.
12.5′ | 22′ | 11′ | 22′ | 12.5′

(6C) Parkway | 2 Through Lanes | Flush Median | 2 Through Lanes | Parkway

Proposed Cross Section

100′ Proposed R.O.W.
100′ Existing R.O.W.
17′ | 24′ | 18′ | 24′ | 17′

(7) Parkway | 2 Through Lanes | Raised Median | 2 Through Lanes | Parkway

Proposed Cross Section

NOTES

-PROVIDE BUS STOPS AT ¼ MILE INTERVALS
-PROVIDE RIGHT IN / RIGHT OUT ACCESS TO NB ILL ROUTE 83 AT RANDHURST SHOPPING CENTER
-PROVIDE NEW ACCESS ROADS BETWEEN KENSINGTON RD, RAND RD AND ILL ROUTE 83
-PROVIDE SIGNAL INTERCONNECTION BETWEEN RANDHURST SHOPPING CENTER ENTRANCE AND PALATINE RD
-EQUIP CORRIDOR / BUSES WITH SIGNAL PRE-EMPTION

-COORDINATE IMPROVEMENTS WITH COOK CO. PROJECT FOR CAMP McDONALD RD
-PROVIDE MEDIAN BREAKS AT ¼ MILE SPACING
-PROVIDE DIRECTIONAL SIGNS TO FUTURE PROSPECT HEIGHTS METRA STATION (WISCONSIN CENTRAL LINE) AT CAMP McDONALD RD
-PROVIDE DIRECTIONAL SIGNS TO BUS TRANSFER FACILITY AT RAND RD
-PROPOSED SIGNALS AND ACCESS ROADS RECOMMENDED IN US ROUTE 12 (RAND RD) SRA STUDY

Exhibit ILL83-18b
Illinois Route 83 (Elmhurst Road)

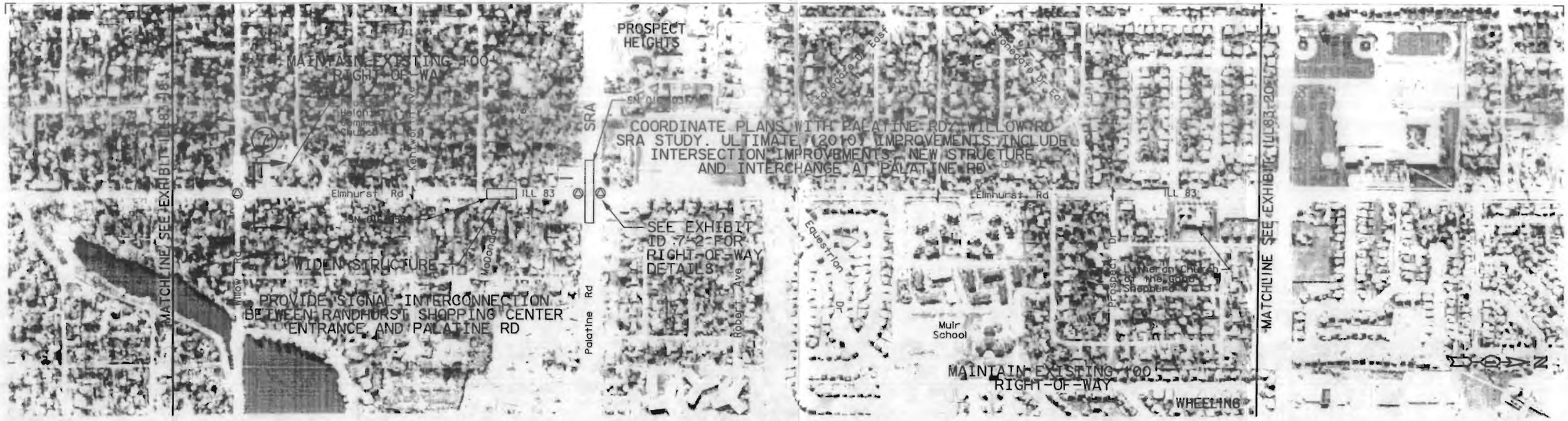
PROPOSED IMPROVEMENTS

Legend: SN Structure Number; Existing Structure; Cul-De-Sac; Additional Right-Of-Way; New Signal; Existing Signal; Flashing Signal; Remove Signal

Scale In Feet: 0 200 400 800 1200

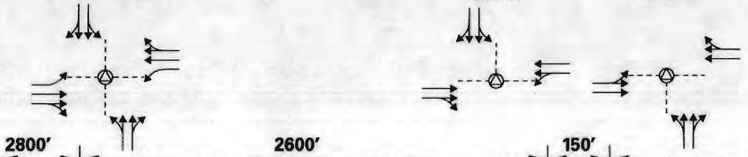
SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.

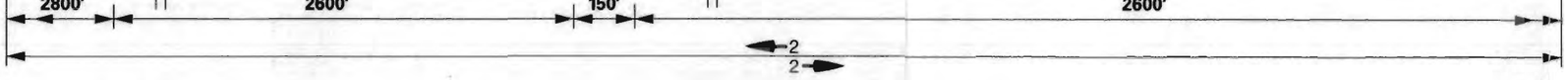


SEGMENT 7

INTERSECTION DIAGRAM

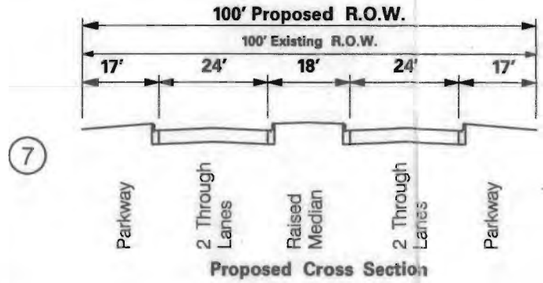


SIGNAL SPACING



LANE CONFIGURATION

CROSS SECTIONS



NOTES

-PROVIDE RIGHT IN / RIGHT OUT ACCESS ONLY
-PROVIDE MEDIAN BREAKS AT ¼ MILE SPACING
-PROVIDE BUS STOPS AT ¼ MILE SPACING
-EQUIP CORRIDOR / BUSES WITH SIGNAL PRE-EMPTION

-COORIDINATE PLANS WITH PALATINE RD/ WILLOW RD SRA STUDY
-PROVIDE SIGNAL INTERCONNECTION BETWEEN RANDHURST SHOPPING CENTER ENTRANCE AND PALATINE RD
-ULTIMATE (POST 2010) IMPROVEMENTS INCLUDE INTERSECTION IMPROVEMENTS, NEW STRUCTURE AND INTERCHANGE AT PALATINE RD

Exhibit ILL83-19b
Illinois Route 83 (Elmhurst Road)

PROPOSED IMPROVEMENTS

Legend

SN — Structure Number
Existing Structure
Median Break
Cul-De-Sac
+20 — Additional Right-Of-Way
Proposed Right-Of-Way
New Signal
Existing Signal
F — Flashing Signal
Remove Signal

Scale In Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
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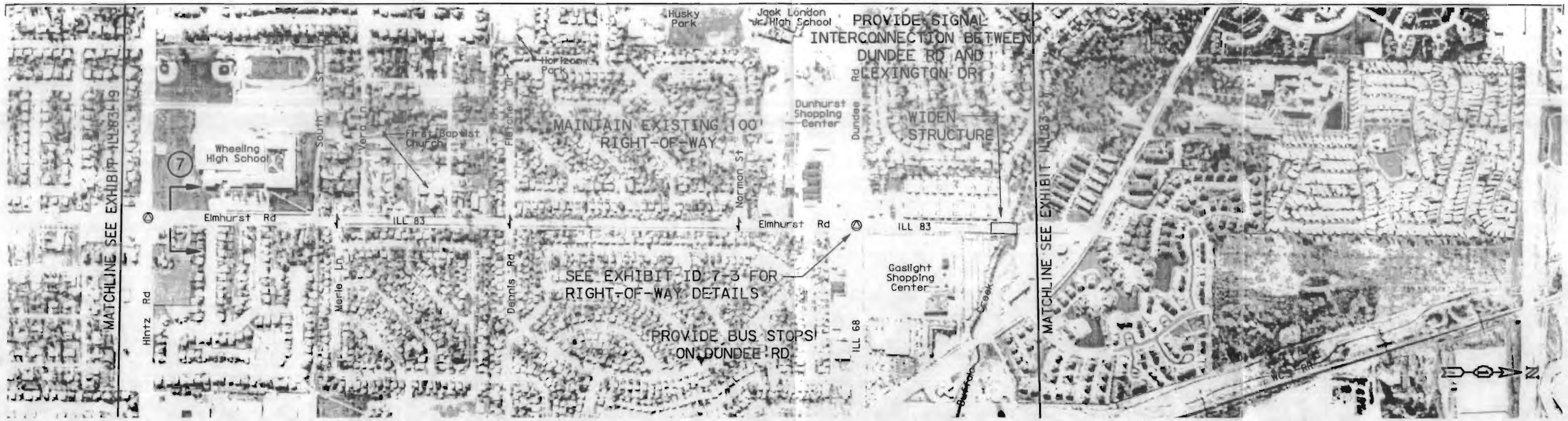
Drwn JTS Date 10/95 Chkd MST Date 10/95



SEGMENT 7

INTERSECTION DIAGRAM

Hintz Rd & ILL Route 83

Dundee Rd & ILL Route 83
See Exhibit ID 7-3

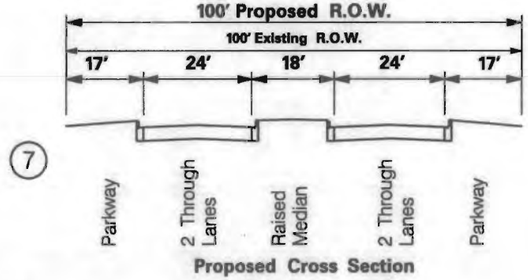
SIGNAL SPACING

5200′ | 5600′ | 1800′

LANE CONFIGURATION

2
2

CROSS SECTIONS



Proposed Cross Section

NOTES

-PROVIDE BUS STOPS ON DUNDEE RD
-PROVIDE MEDIAN BREAKS AT ¼ MILE SPACING
-PROVIDE SIGNAL INTERCONNECTION BETWEEN DUNDEE RD AND LEXINGTON DR
-WIDEN STRUCTURE OVER BUFFALO CREEK
-PROVIDE DIRECTIONAL SIGNS TO FUTURE WHEELING METRA STATION (WISCONSIN CENTRAL LINE) AT ILL ROUTE 68
-EQUIP CORRIDOR / BUSES WITH SIGNAL PRE-EMPTION
-PROVIDE LANDSCAPED MEDIAN FROM DUNDEE RD TO LAKE COOK RD

Exhibit ILL83-20b
Illinois Route 83 (Elmhurst Rd)

PROPOSED IMPROVEMENTS

Legend

SN — Structure Number, Existing Structure, Median Break
Cul-De-Sac, +20 Additional Right-Of-Way, Proposed Right-Of-Way
New Signal, Existing Signal
F Flashing Signal, Remove Signal

Scale In Feet
0 200 400 800 1200

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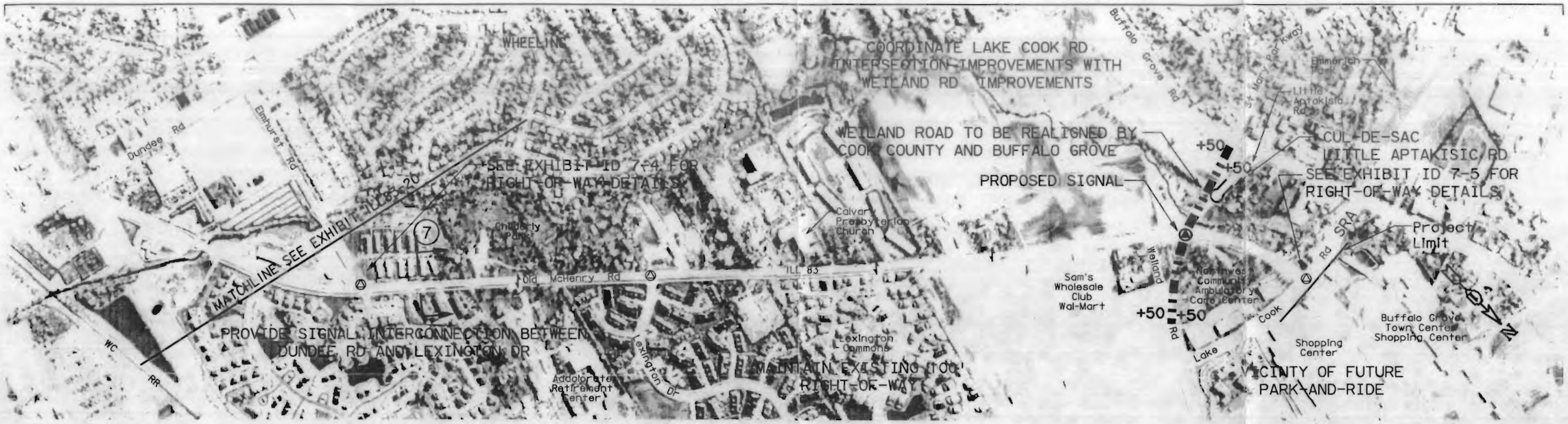


SEGMENT 7

INTERSECTION DIAGRAM

Old McHenry Rd & ILL Route 83 See Exhibit ID 7-4	Lexington Dr & ILL Route 83	Weiland Rd & ILL Route 83	Lake Cook Rd & ILL Route 83 See Exhibit ID 7-5

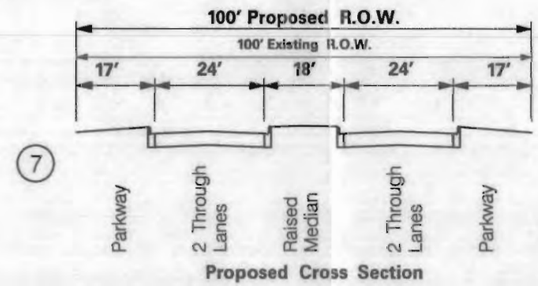
SIGNAL SPACING

1800′ — 2200′ — 4200′ — 1000′

LANE CONFIGURATION

2 ← / 2 →

CROSS SECTIONS



Proposed Cross Section

NOTES

-PROVIDE PARK-AND-RIDE NEAR LAKE COOK RD/ ILL ROUTE 83 INTERSECTION
-COORDINATE LAKE COOK RD INTERSECTION IMPROVEMENTS WITH WEILAND RD IMPROVEMENTS
-PROVIDE MEDIAN BREAKS AT ¼ MILE SPACING
-EQUIP CORRIDOR / BUSES WITH SIGNAL PRE-EMPTION
-CUL-DE-SAC LITTLE APTAKISIC RD AS PART OF WEILAND RD IMPROVEMENTS
-PROVIDE DIRECTIONAL SIGNS TO FUTURE BUFFALO GROVE METRA STATION (WISCONSIN CENTRAL LINE) WEILAND RD
-PROVIDE SIGNAL INTERCONNECTION BETWEEN DUNDEE RD AND LEXINGTON DR
-WEILAND ROAD TO BE REALIGNED BY COOK COUNTY AND BUFFALO GROVE

Exhibit ILL83-21b
Illinois Route 83 (Old McHenry Road)

PROPOSED IMPROVEMENTS

Legend

SN Structure Number
Existing Structure
Cul-De-Sac
+00 Additional Right-Of-Way
New Signal
Existing Signal
Flashing Signal
Remove Signal

Scale In Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
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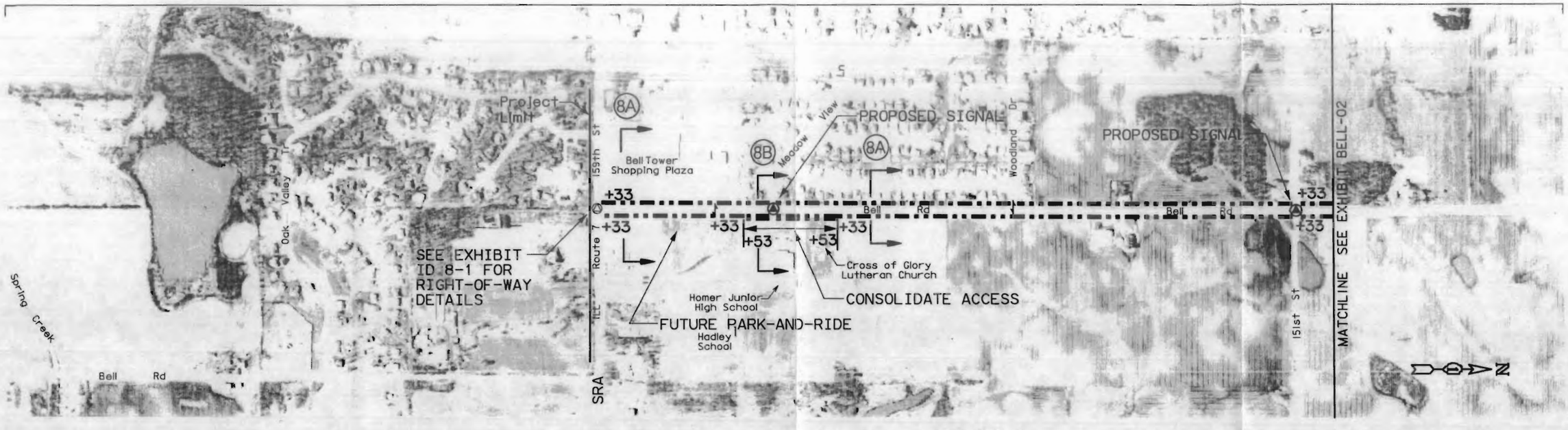
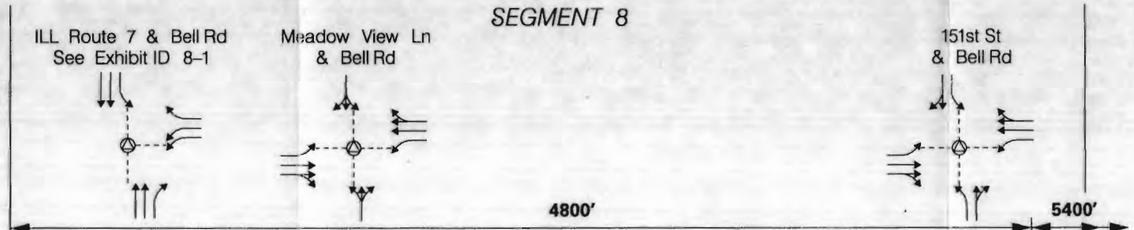
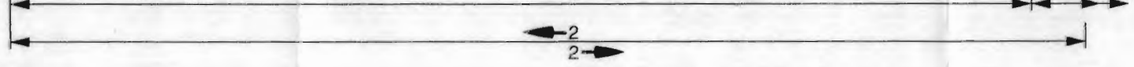


SEGMENT 8

INTERSECTION DIAGRAM

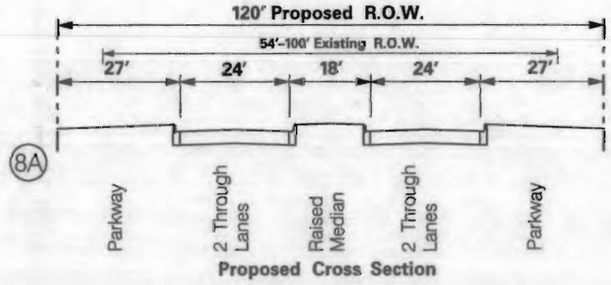


SIGNAL SPACING

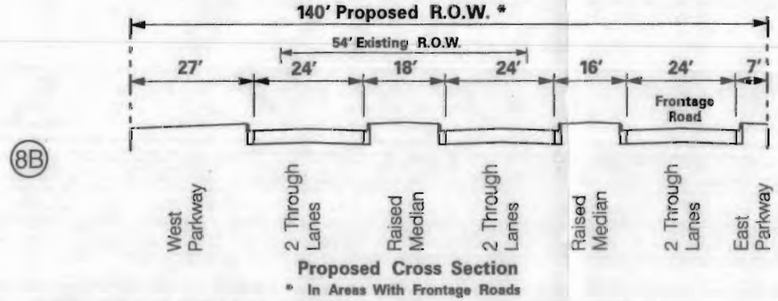


LANE CONFIGURATION

CROSS SECTIONS



Proposed Cross Section



Proposed Cross Section

* In Areas With Frontage Roads

NOTES

-IMPROVE PEDESTRIAN ACCESS TO HOMER JUNIOR HIGH SCHOOL WITH SIDEWALKS ON BOTH SIDES OF BELL ROAD FROM ILL ROUTE 7 TO WOODLAND DR AND PEDESTRIAN CROSSING AT MEADOW VIEW LN
-PROVIDE PARK-AND-RIDE AT ILL ROUTE 7
-PROVIDE MEDIAN BREAKS AT ¼ MILE INTERVALS

-PROVIDE BUS STOPS AT ½ MILE INTERVALS
-PROVIDE FRONTAGE ROAD ON EAST SIDE OF BELL RD
-PROVIDE SIGNAL AT 151st ST AS WARRANTED
-CONSOLIDATE ACCESS EAST OF BELL RD
-PROVIDE SIGNAL AT MEADOW VIEW LN AS WARRANTED
-EQUIP CORRIDOR / BUSES WITH SIGNAL PRE-EMPTION

Exhibit BELL-01b
Bell Road

PROPOSED IMPROVEMENTS

Legend

SN Structure Number
Existing Structure
Cul-De-Sac
+20 Additional Right-Of-Way
New Signal
Existing Signal
Flashing Signal
Remove Signal

Scale In Feet
0 200 400 800 1200

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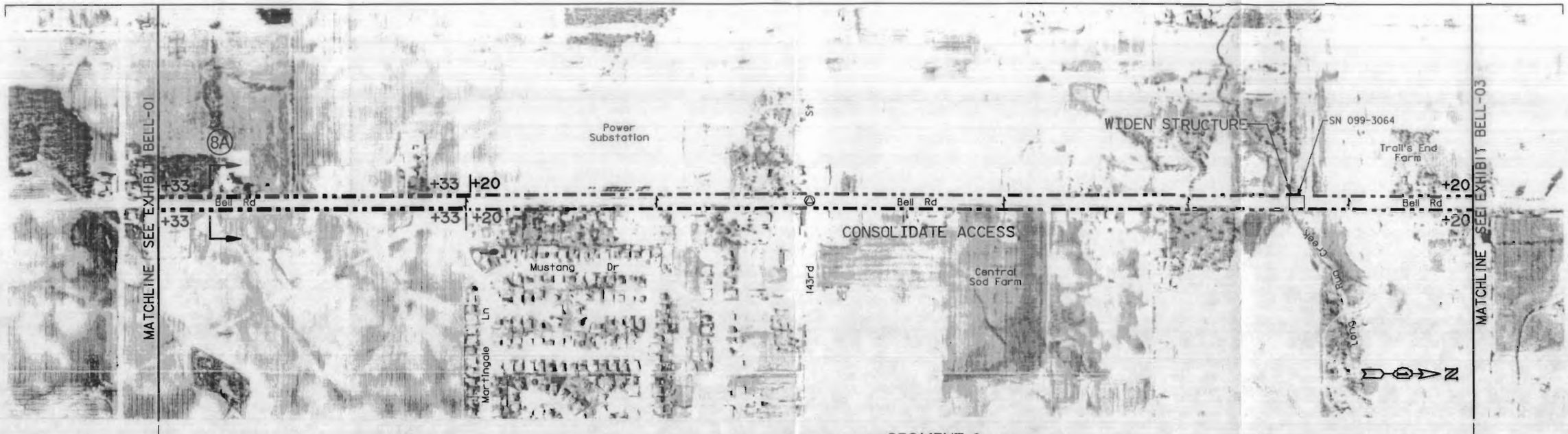
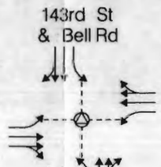


SEGMENT 8

INTERSECTION DIAGRAM



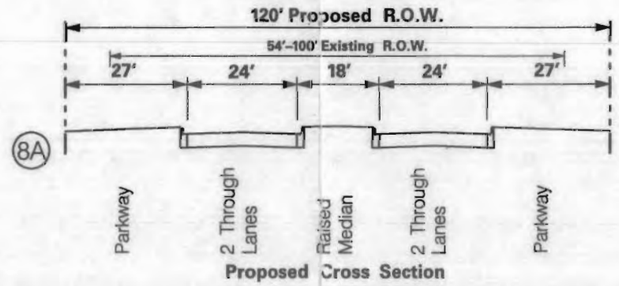
SIGNAL SPACING

5400' 8000'

LANE CONFIGURATION

2
2

CROSS SECTIONS



Proposed Cross Section

NOTES

-CONSOLIDATE ACCESS
-PROVIDE MEDIAN BREAKS AT ¼ MILE INTERVALS

-WIDEN BRIDGE OVER LONG RUN CREEK
-PROVIDE BUS STOPS AT ½ MILE INTERVALS
-EQUIP CORRIDOR / BUSES WITH SIGNAL PRE-EMPTION

Exhibit BELL-02b
Bell Road

PROPOSED IMPROVEMENTS

Legend

SN Structure Number
Existing Structure
+20 Additional Right-Of-Way
Cul-De-Sac
New Signal
Existing Signal
Flashing Signal
Remove Signal

Scale In Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
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SEGMENT 8

INTERSECTION DIAGRAM

131st St & Bell Rd

McCarthy Rd & Bell Rd

SIGNAL SPACING

8000′ | 5400′ | 7000′

LANE CONFIGURATION

2 2

CROSS SECTIONS

8C

100′ Proposed R.O.W.
100′ Existing R.O.W.
17′ 24′ 18′ 24′ 17′
Parkway | 2 Through Lanes | Raised Median | 2 Through Lanes | Parkway
Proposed Cross Section

8D

100′ Proposed R.O.W.
66′ Existing R.O.W.
27′ 24′ 18′ 24′ 7′
West Parkway | 2 Through Lanes | Raised Median | 2 Through Lanes | East Parkway
Proposed Cross Section

8E

100′ Proposed R.O.W.
66′ Existing R.O.W.
19′ 24′ 14′ 24′ 19′
Parkway | 2 Through Lanes | Flush Median | 2 Through Lanes | Parkway
Proposed Cross Section

NOTES

-PROVIDE SIGNALS AT 131st ST AND McCARTHY RD AS WARRANTED
-COORDINATE BIKE TRAIL IMPLEMENTATION ALONG WEST SIDE OF CORRIDOR
-PROVIDE MEDIAN BREAKS AT ¼ MILE INTERVALS SOUTH OF McCARTHY RD
-PROVIDE BUS STOPS AT ½ MILE INTERVALS
-EQUIP CORRIDOR / BUSES WITH SIGNAL PRE-EMPTION

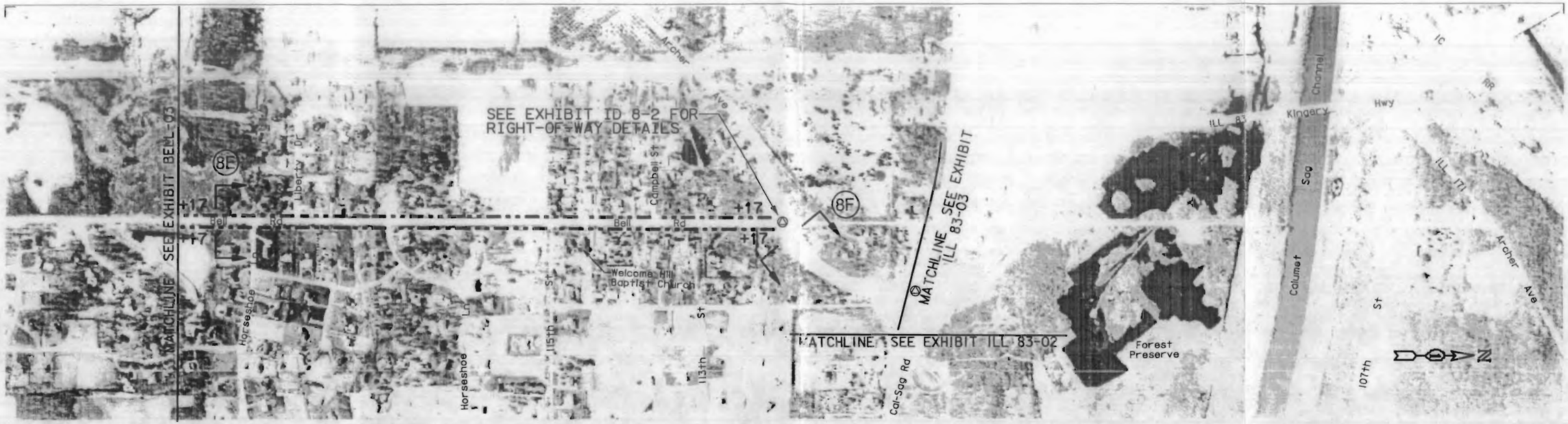
Exhibit BELL-03b
Bell Road

PROPOSED IMPROVEMENTS

Legend
SN Structure Number
Existing Structure
Cul-De-Sac
+20 Additional Right-Of-Way
New Signal
Existing Signal
Flashing Signal
Remove Signal

Scale In Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study
ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.



SEGMENT 8

INTERSECTION DIAGRAM

Archer Ave & Bell Rd
See Exhibit ID 8-2

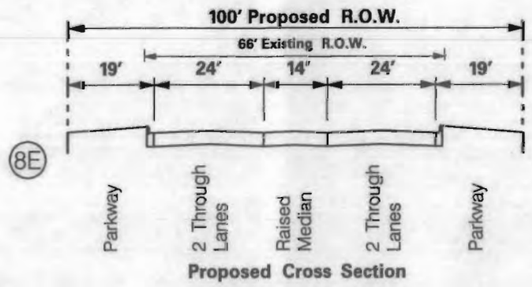
SIGNAL SPACING

7000′ | 1250′

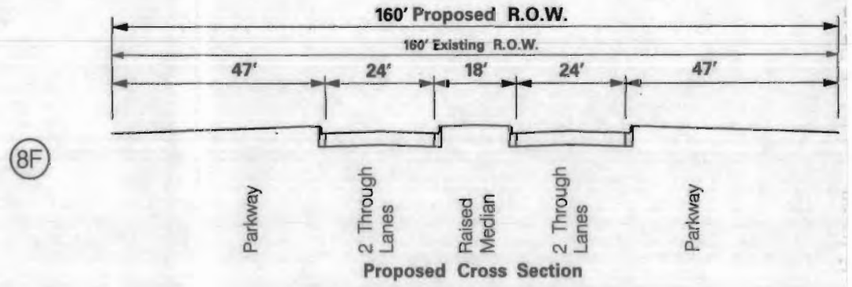
LANE CONFIGURATION

2
2

CROSS SECTIONS



Proposed Cross Section



Proposed Cross Section

NOTES

-PROVIDE SIGNAL INTERCONNECTION BETWEEN ARCHER AVE AND CAL-SAG RD INTERSECTIONS

-EQUIP CORRIDOR / BUSES WITH SIGNL PRE-EMPTION
-PROVIDE BUS STOPS AT ½ MILE INTERVALS

Exhibit BELL-04b
Bell Road

PROPOSED IMPROVEMENTS

Legend

SN Structure Number
Existing Structure
Cul-De-Sac
+20 Additional Right-Of-Way
New Signal
Existing Signal
Flashing Signal
Remove Signal

Scale In Feet
0 200 400 800 1200

SRA Strategic Regional Arterial Planning Study
ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.

GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING

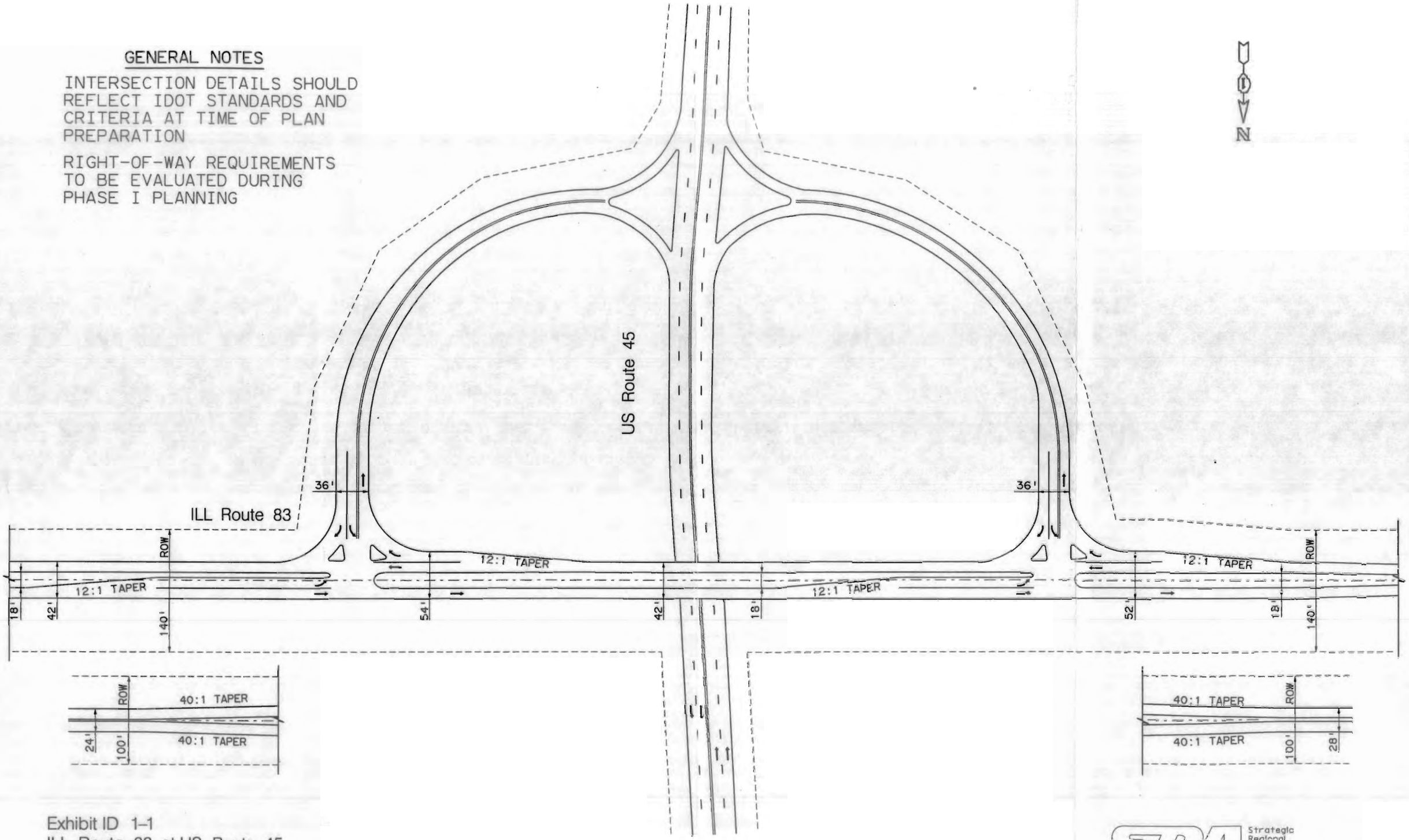


Exhibit ID 1–1
ILL Route 83 at US Route 45

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
Existing Right-Of-Way
Proposed Right-Of-Way
ROW = Right-Of-Way

Scale In Feet
0 50 100 200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn JTS Date 10/95 Chkd MST Date 10/95

GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING

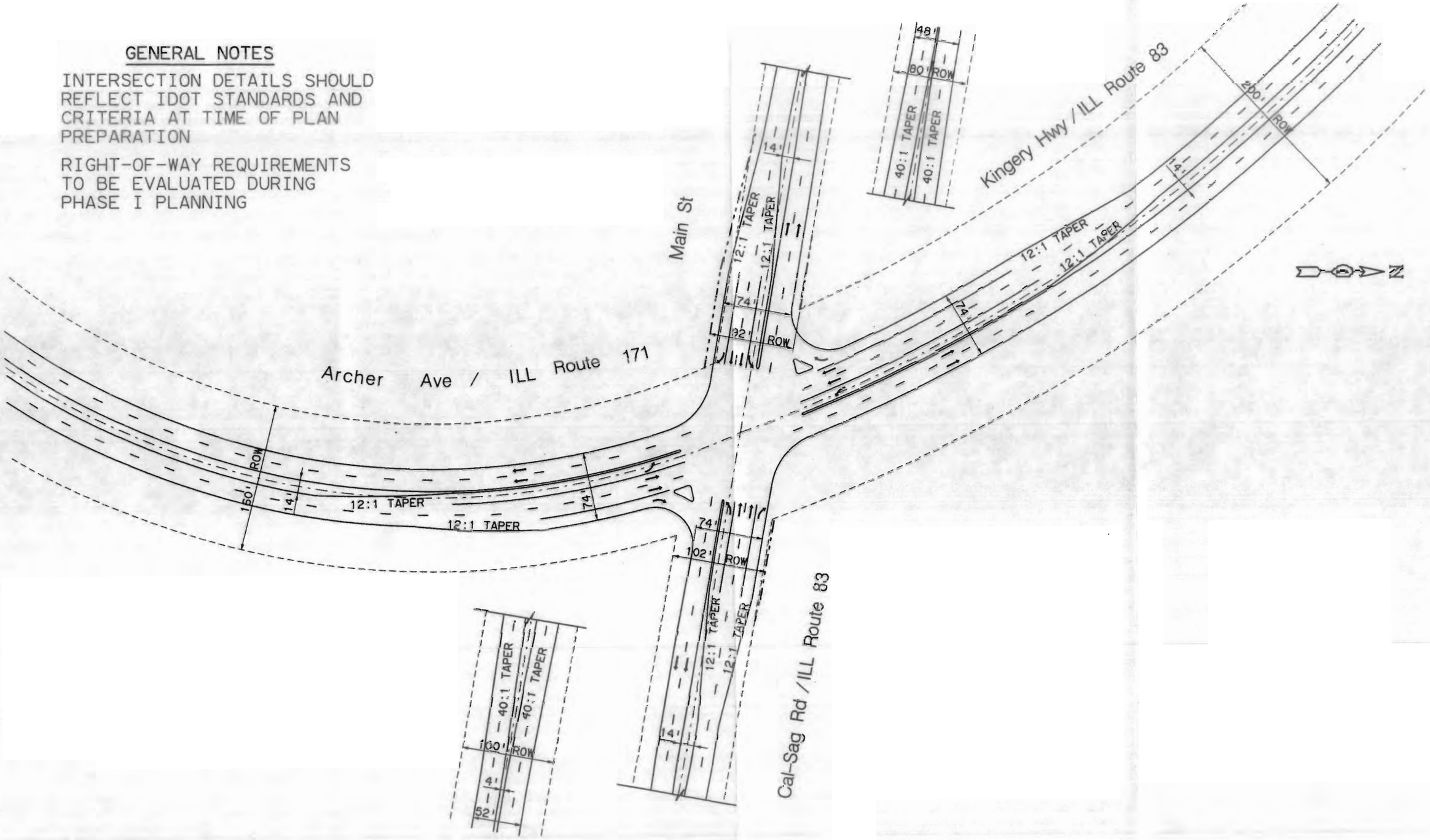


Exhibit ID 2-1

Kingery Hwy / ILL Route 83 at Cal-Sag Rd / ILL Route 83

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
- Existing Right-Of-Way
- Proposed Right-Of-Way
- ROW = Right-Of-Way

Scale In Feet: 0, 50, 100, 200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn JTS Date 10/95 Chkd MST Date 10/95

GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING

RECOMMENDED IMPROVEMENTS

-PROVIDE LEFT TURN BAY AT NORTH AND SOUTH APPROACHES
-PROVIDE ONE ADDITIONAL RIGHT TURN BAY AT SOUTH APPROACH

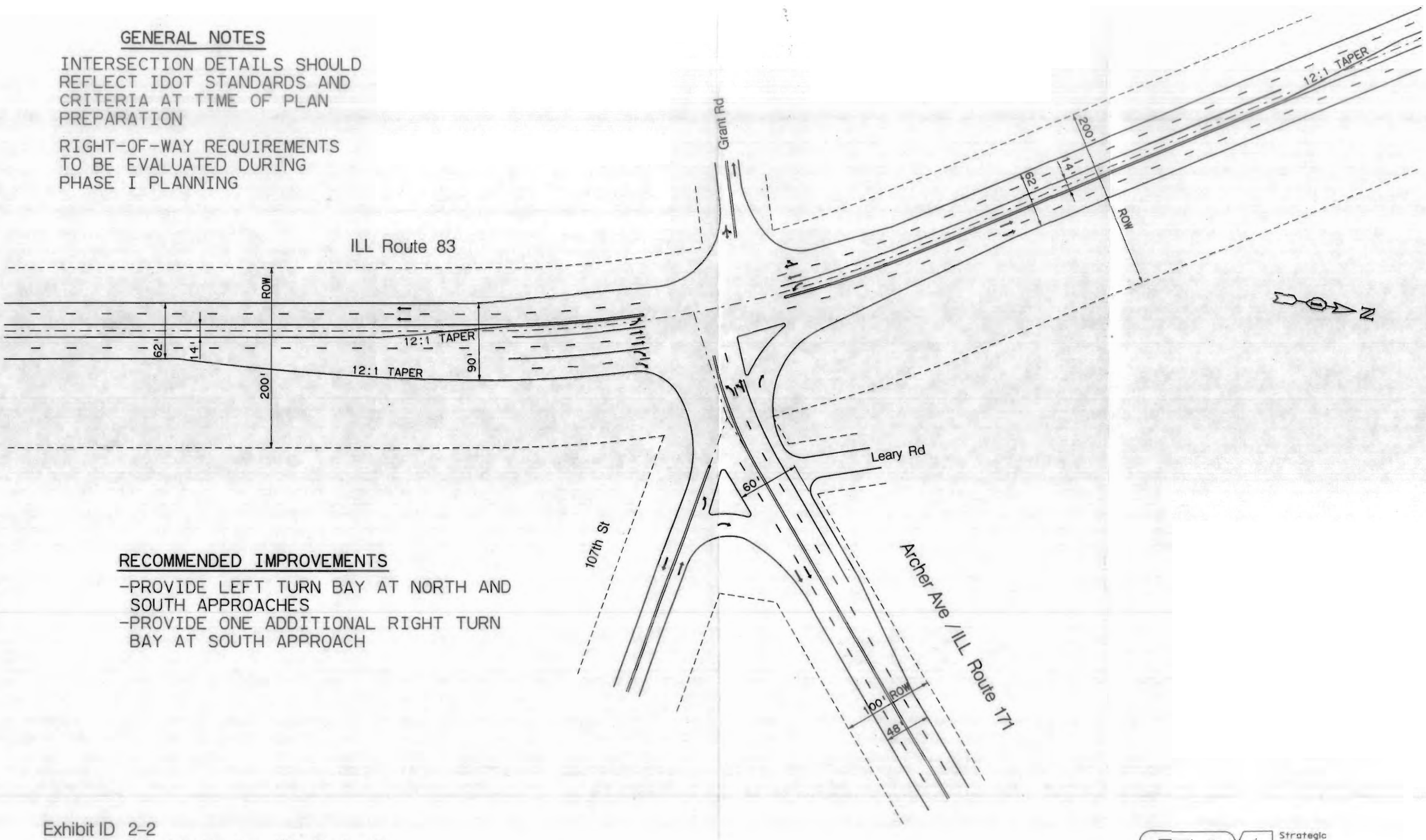


Exhibit ID 2-2
ILL Route 83 at Archer Ave / ILL Route 171

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
Existing Right-Of-Way
Proposed Right-Of-Way
ROW = Right-Of-Way

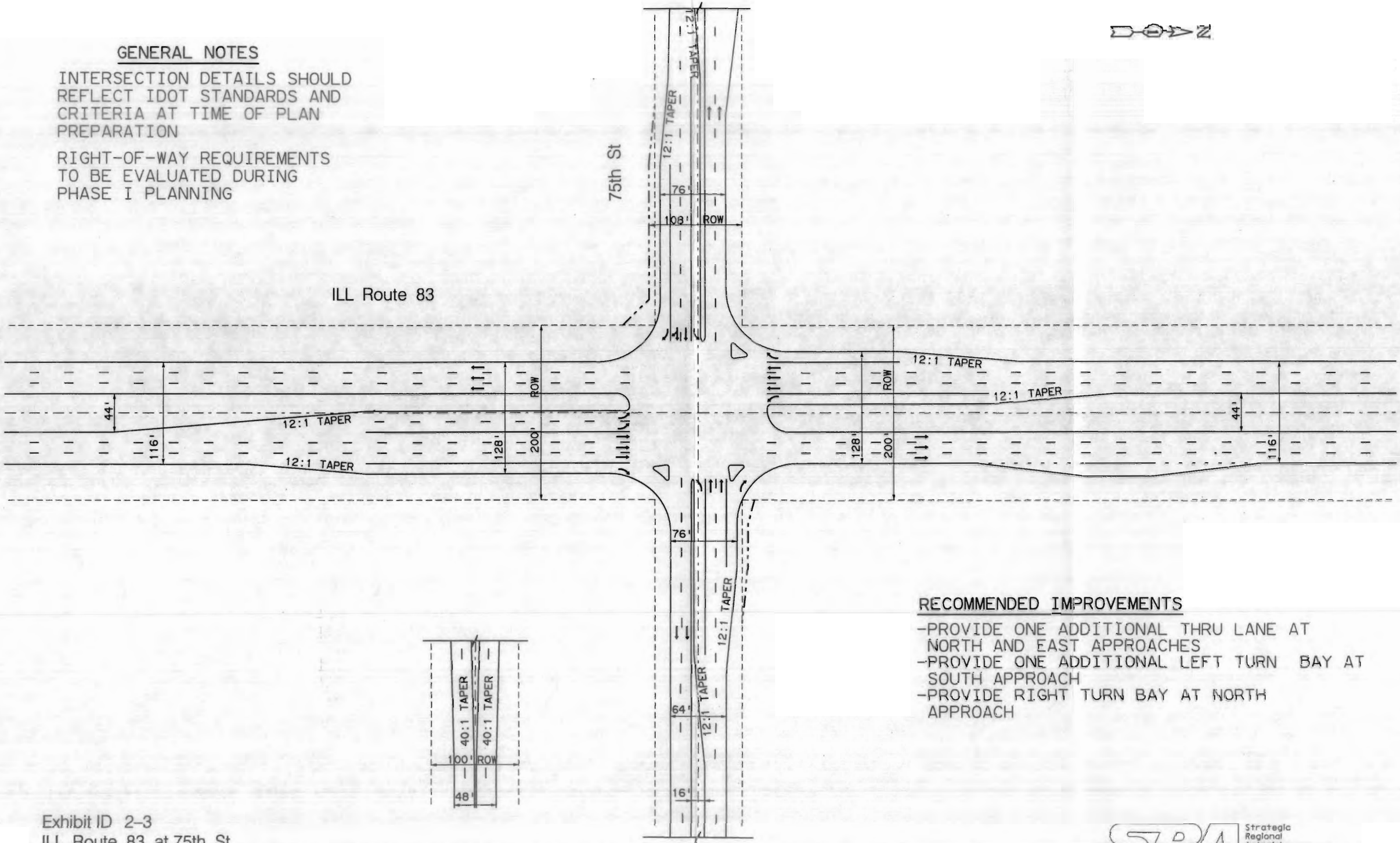
Scale In Feet
0 50 100 200

SRA Strategic Regional Arterial Planning Study
ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn JTS Date 10 / 95 Chkd MST Date 10 / 95

GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS

-PROVIDE ONE ADDITIONAL THRU LANE AT NORTH AND EAST APPROACHES
-PROVIDE ONE ADDITIONAL LEFT TURN BAY AT SOUTH APPROACH
-PROVIDE RIGHT TURN BAY AT NORTH APPROACH

Exhibit ID 2-3
ILL Route 83 at 75th St

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend ---- Existing Right-Of-Way
---- Proposed Right-Of-Way
ROW = Right-Of-Way

Scale in Feet
0 50 100 200

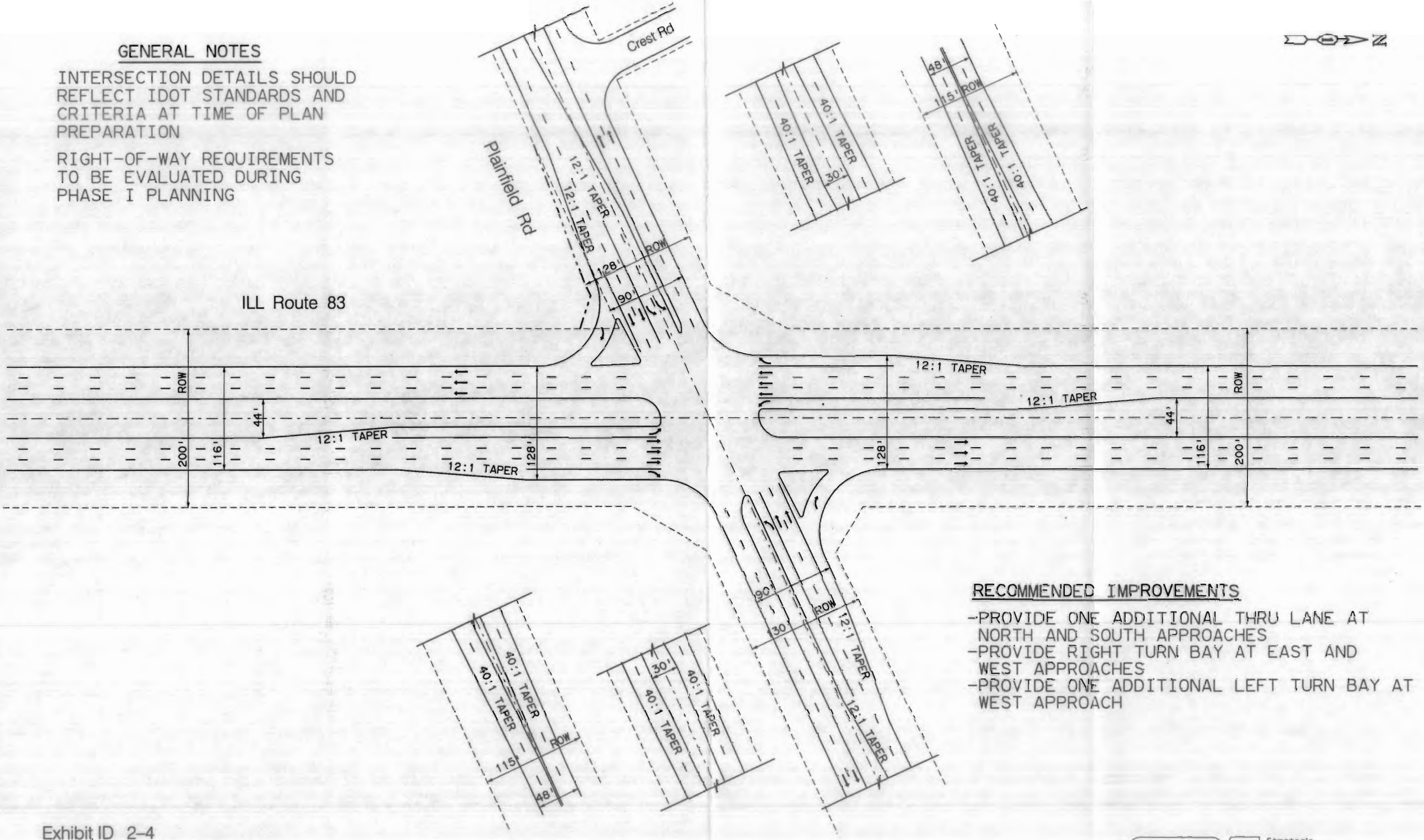
SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn JTS Date 10/95 Chkd MST Date 10/95

GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS

-PROVIDE ONE ADDITIONAL THRU LANE AT NORTH AND SOUTH APPROACHES
-PROVIDE RIGHT TURN BAY AT EAST AND WEST APPROACHES
-PROVIDE ONE ADDITIONAL LEFT TURN BAY AT WEST APPROACH

Exhibit ID 2-4
ILL Route 83 at Plainfield Rd

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend ----- Existing Right-Of-Way
-·-·- Proposed Right-Of-Way
ROW = Right-Of-Way

Scale In Feet
0 50 100 200

SRA Strategic Regional Arterial Planning Study
ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn JTS Date 10/95 Chkd MST Date 10/95

GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING

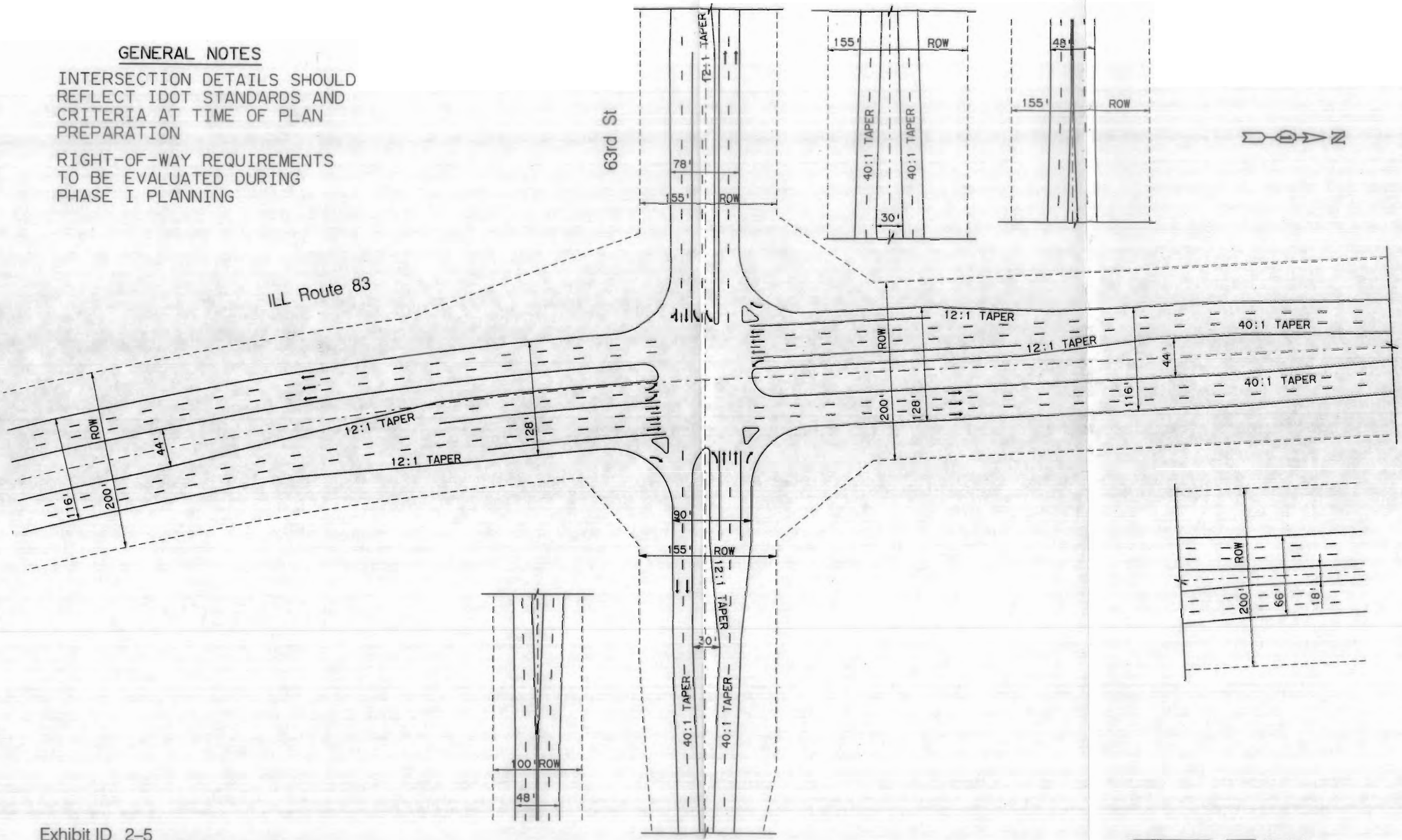


Exhibit ID 2-5
ILL Route 83 at 63rd St

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend: Existing Right-Of-Way; Proposed Right-Of-Way; ROW = Right-Of-Way

Scale In Feet: 0, 50, 100, 200

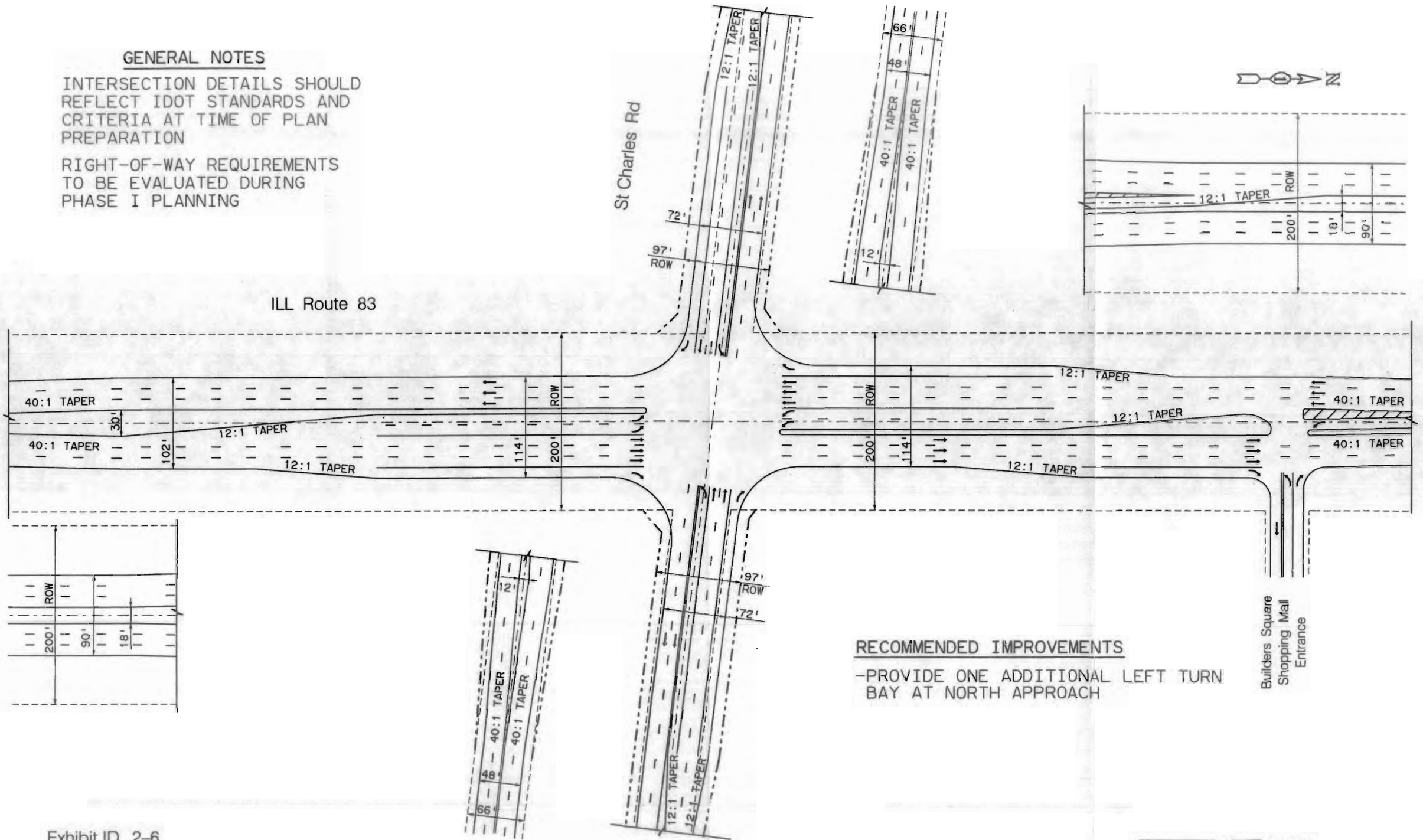
SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn JTS Date 10/95 Chkd MST Date 10/95

GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS

-PROVIDE ONE ADDITIONAL LEFT TURN BAY AT NORTH APPROACH

Exhibit ID 2-6

ILL Route 83 at St Charles Rd

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend ----- Existing Right-Of-Way
---- Proposed Right-Of-Way
ROW = Right-Of-Way

Scale In Feet 0 50 100 200

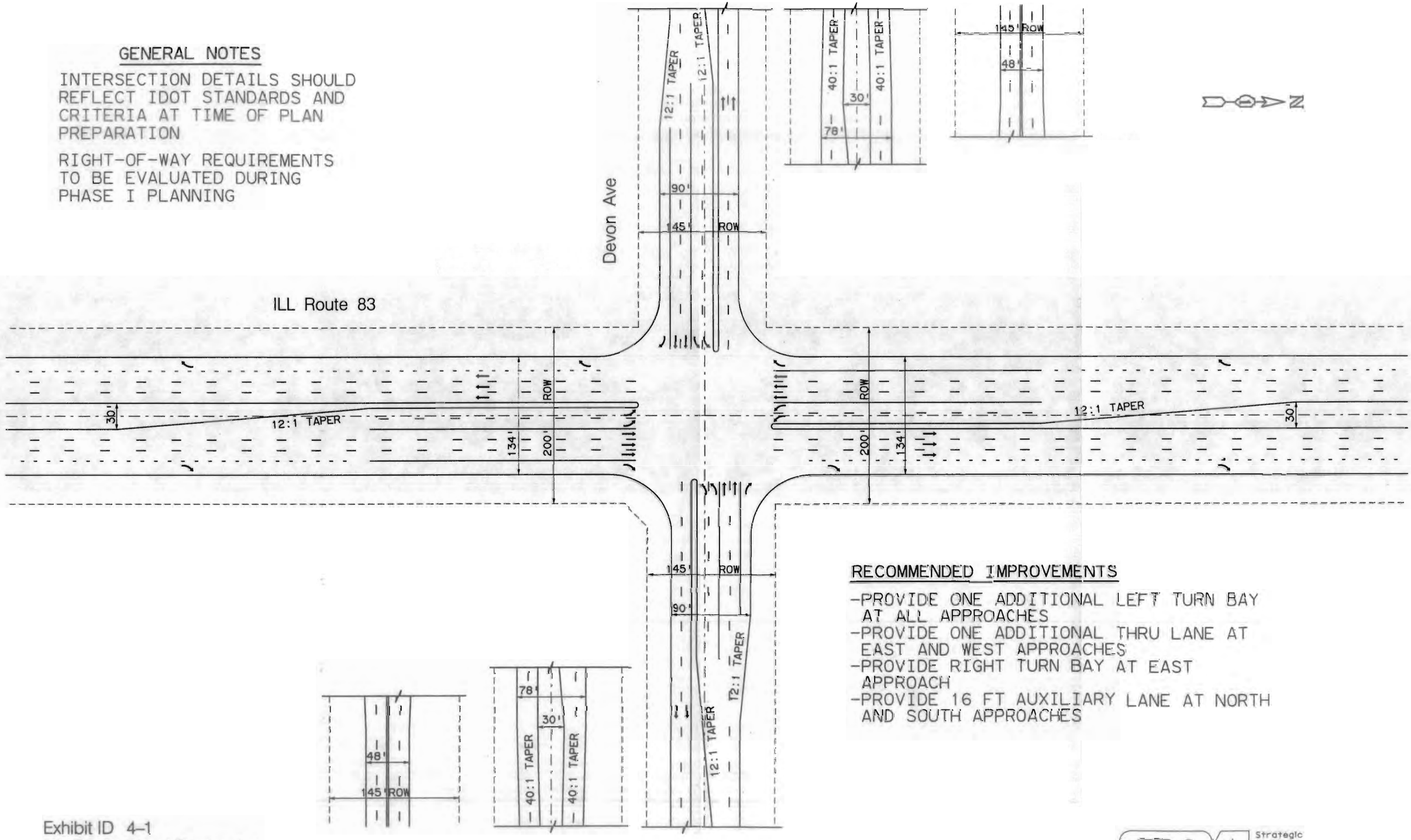
SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn JTS Date 10/95 Chkd MST Date 10/95

GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS

-PROVIDE ONE ADDITIONAL LEFT TURN BAY AT ALL APPROACHES
-PROVIDE ONE ADDITIONAL THRU LANE AT EAST AND WEST APPROACHES
-PROVIDE RIGHT TURN BAY AT EAST APPROACH
-PROVIDE 16 FT AUXILIARY LANE AT NORTH AND SOUTH APPROACHES

Exhibit ID 4-1
ILL Route 83 at Devon Ave

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend ----- Existing Right-Of-Way
-·-·- Proposed Right-Of-Way
ROW = Right-Of-Way

Scale In Feet
0 50 100 200

SRA Strategic Regional Arterial Planning Study
ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn JTS Date 10/95 Chkd MST Date 10/95

GENERAL NOTES

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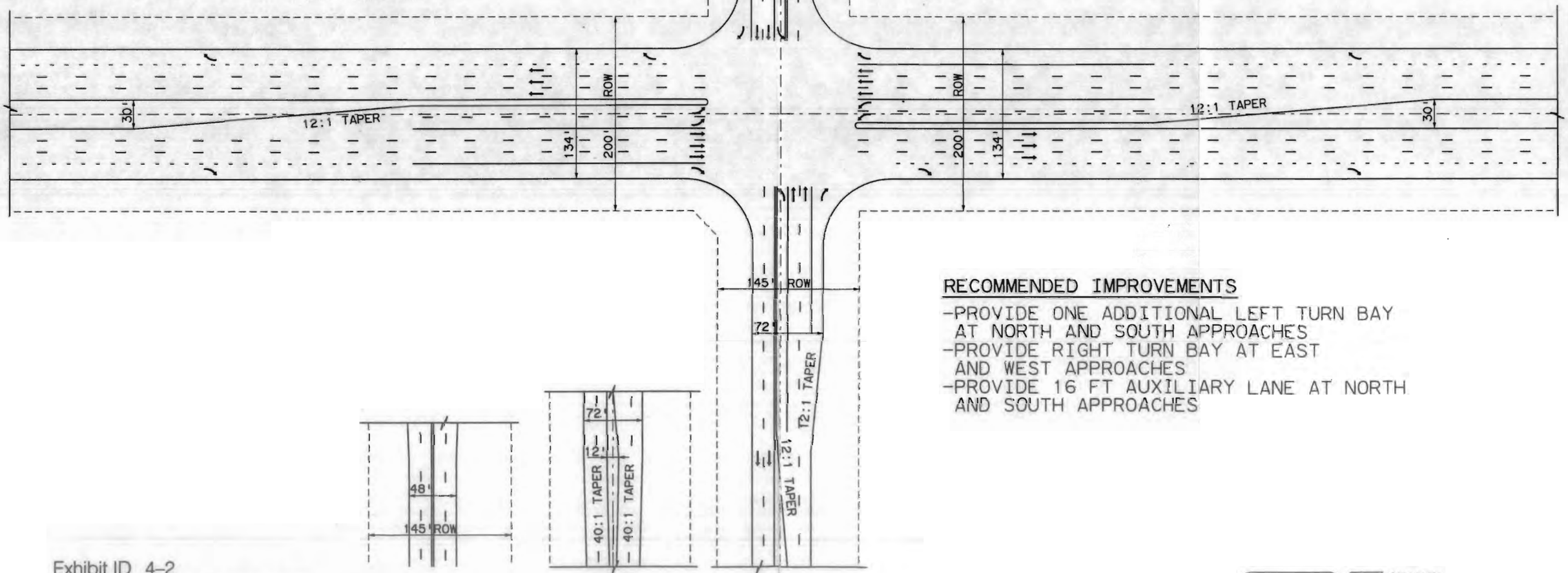

RECOMMENDED IMPROVEMENTS

-PROVIDE ONE ADDITIONAL LEFT TURN BAY AT NORTH AND SOUTH APPROACHES
-PROVIDE RIGHT TURN BAY AT EAST AND WEST APPROACHES
-PROVIDE 16 FT AUXILIARY LANE AT NORTH AND SOUTH APPROACHES

Exhibit ID 4-2
ILL Route 83 at Greenleaf Ave

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend ----- Existing Right-Of-Way
—·—·— Proposed Right-Of-Way
ROW = Right-Of-Way

Scale In Feet
0 50 100 200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn JTS Date 10/95 Chkd MST Date 10/95

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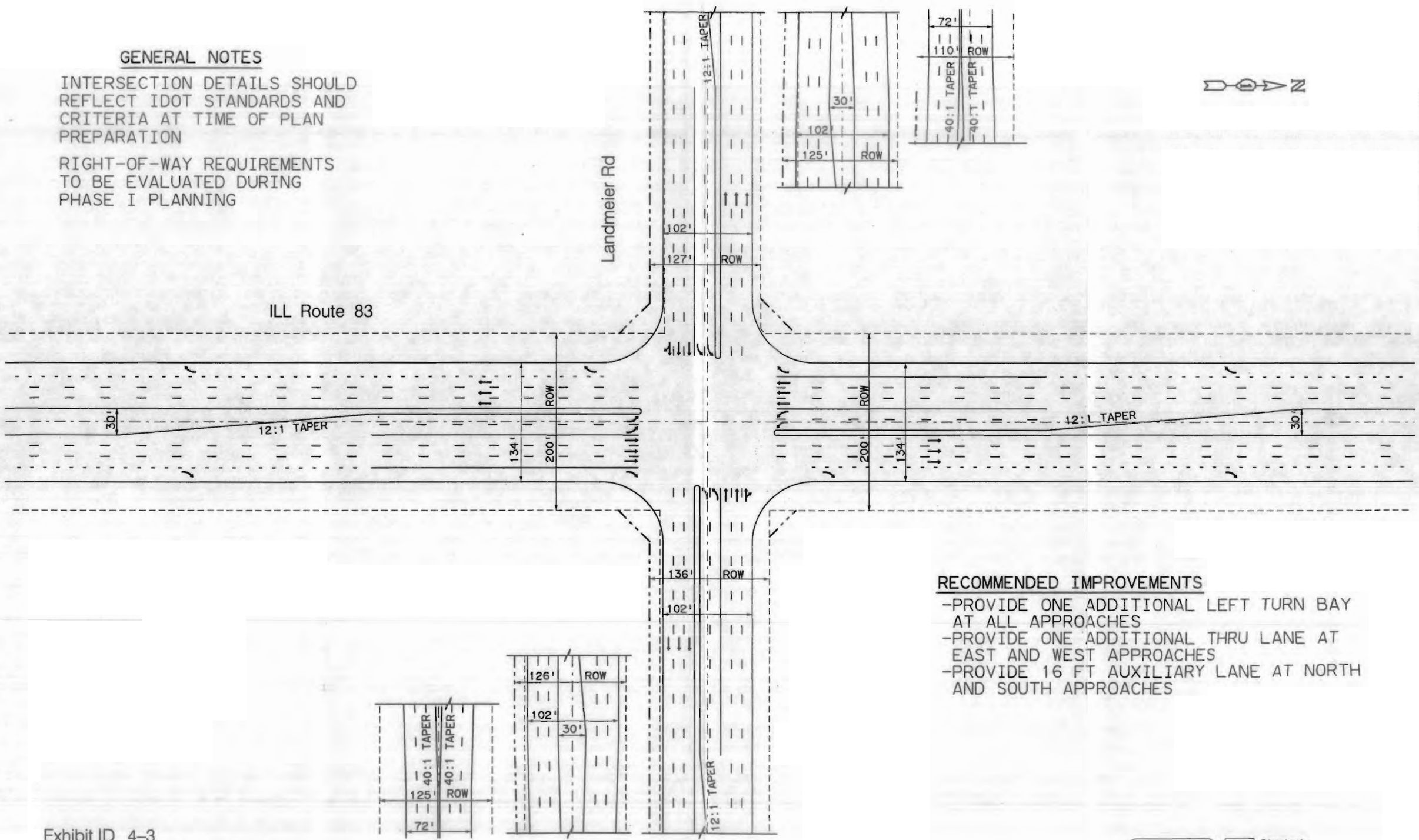
RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS

- -PROVIDE ONE ADDITIONAL LEFT TURN BAY AT ALL APPROACHES
- -PROVIDE ONE ADDITIONAL THRU LANE AT EAST AND WEST APPROACHES
- -PROVIDE 16 FT AUXILIARY LANE AT NORTH AND SOUTH APPROACHES

Exhibit ID 4-3
ILL Route 83 at Landmeier Rd

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend ----- Existing Right-Of-Way
---- Proposed Right-Of-Way
ROW = Right-Of-Way

Scale In Feet
0 50 100 200

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ILLINOIS DEPARTMENT OF TRANSPORTATION
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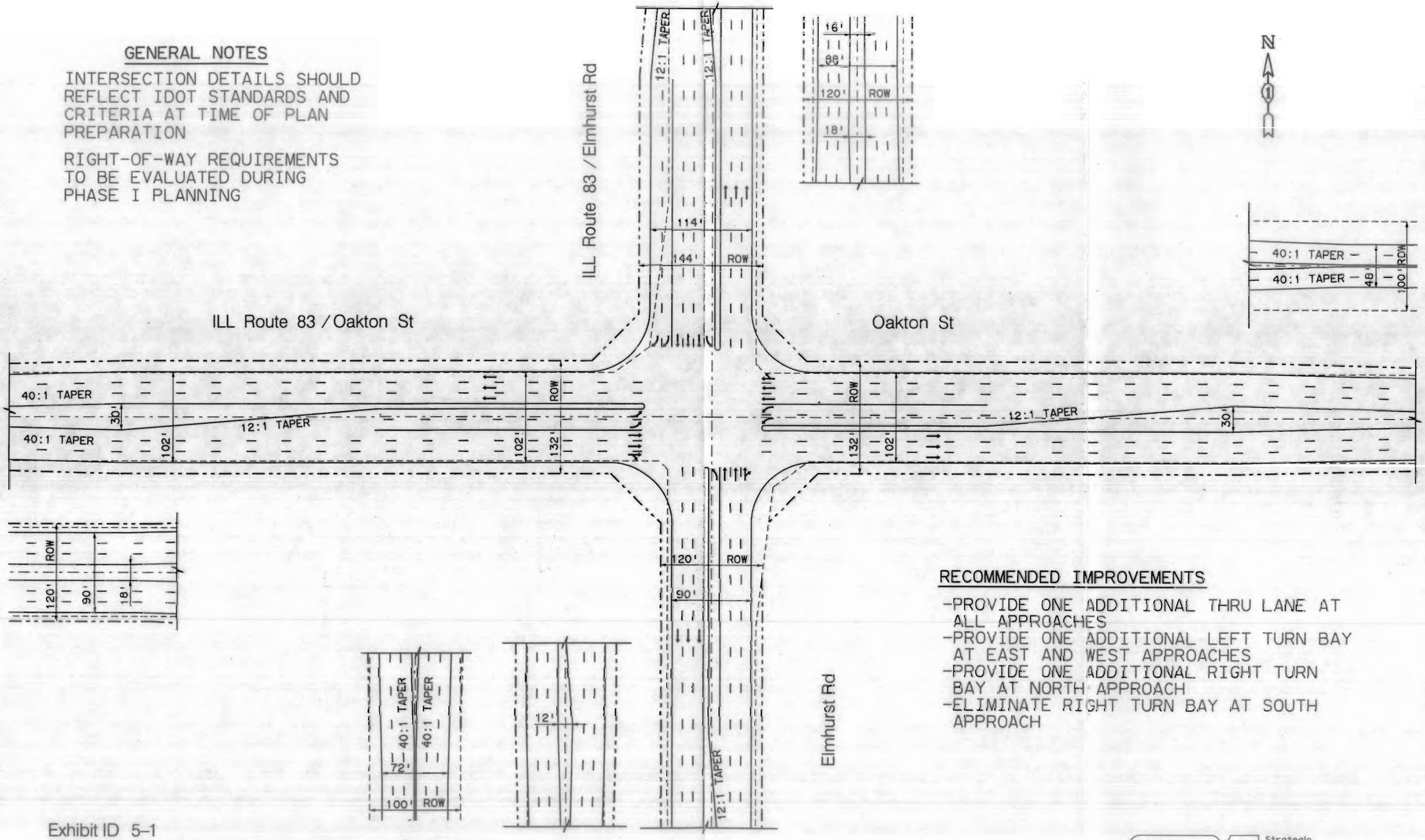
INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS

- PROVIDE ONE ADDITIONAL THRU LANE AT ALL APPROACHES
- PROVIDE ONE ADDITIONAL LEFT TURN BAY AT EAST AND WEST APPROACHES
- PROVIDE ONE ADDITIONAL RIGHT TURN BAY AT NORTH APPROACH
- ELIMINATE RIGHT TURN BAY AT SOUTH APPROACH

Exhibit ID 5–1
ILL Route 83 / Oakton St at ILL Route 83 / Elmhurst Rd

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
Existing Right-Of-Way
Proposed Right-Of-Way
ROW = Right-Of-Way

Scale In Feet
0 50 100 200

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ILLINOIS DEPARTMENT OF TRANSPORTATION
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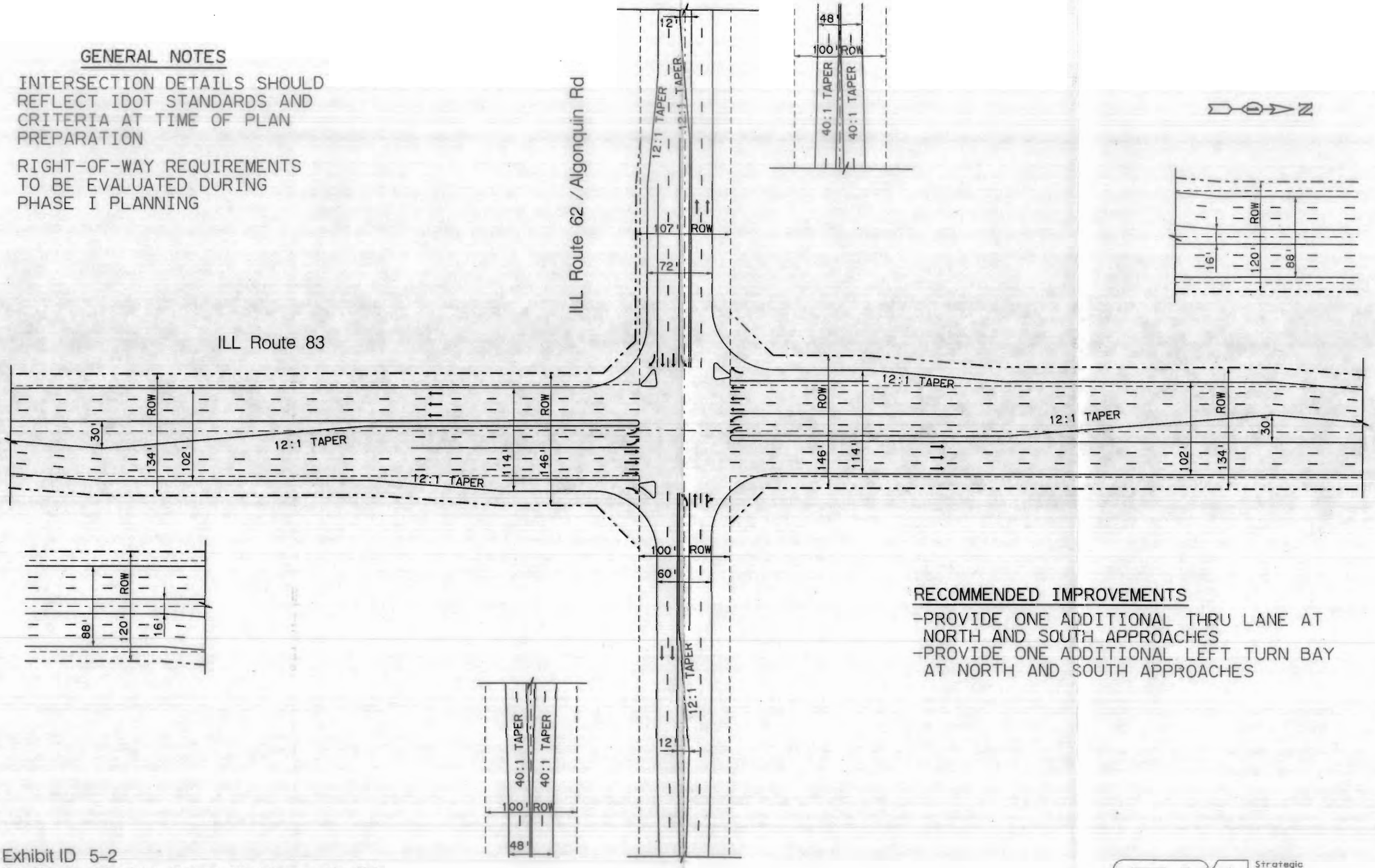
GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS

-PROVIDE ONE ADDITIONAL THRU LANE AT NORTH AND SOUTH APPROACHES
-PROVIDE ONE ADDITIONAL LEFT TURN BAY AT NORTH AND SOUTH APPROACHES

Exhibit ID 5-2
ILL Route 83 at ILL Route 62 / Algonquin Rd

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend ----- Existing Right-Of-Way
---·--- Proposed Right-Of-Way
ROW = Right-Of-Way

Scale In Feet
0 50 100 200

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ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
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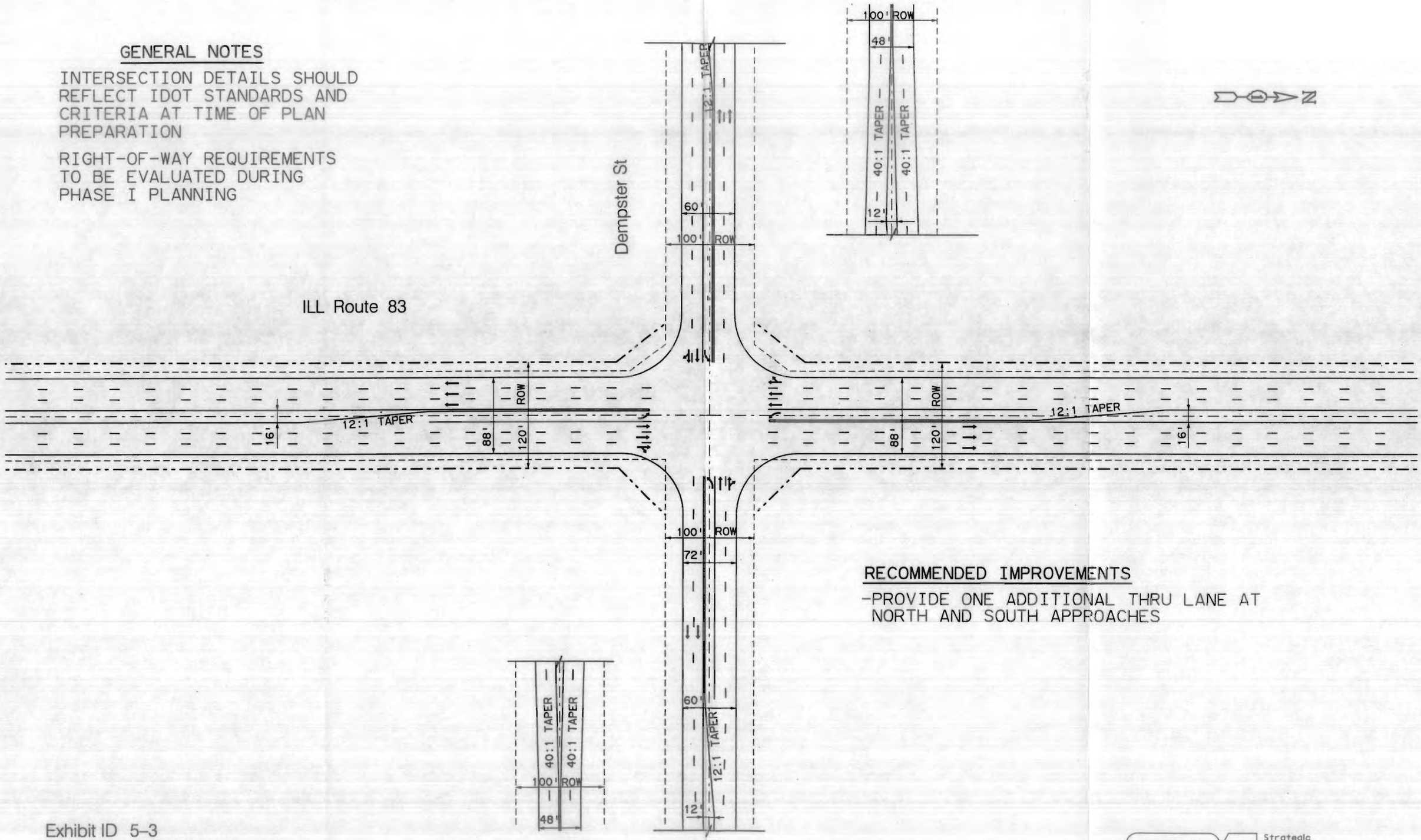
INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS

-PROVIDE ONE ADDITIONAL THRU LANE AT NORTH AND SOUTH APPROACHES

Exhibit ID 5-3
ILL Route 83 at Dempster St

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend ----- Existing Right-Of-Way
-·-·- Proposed Right-Of-Way
ROW = Right-Of-Way

Scale In Feet
0 50 100 200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
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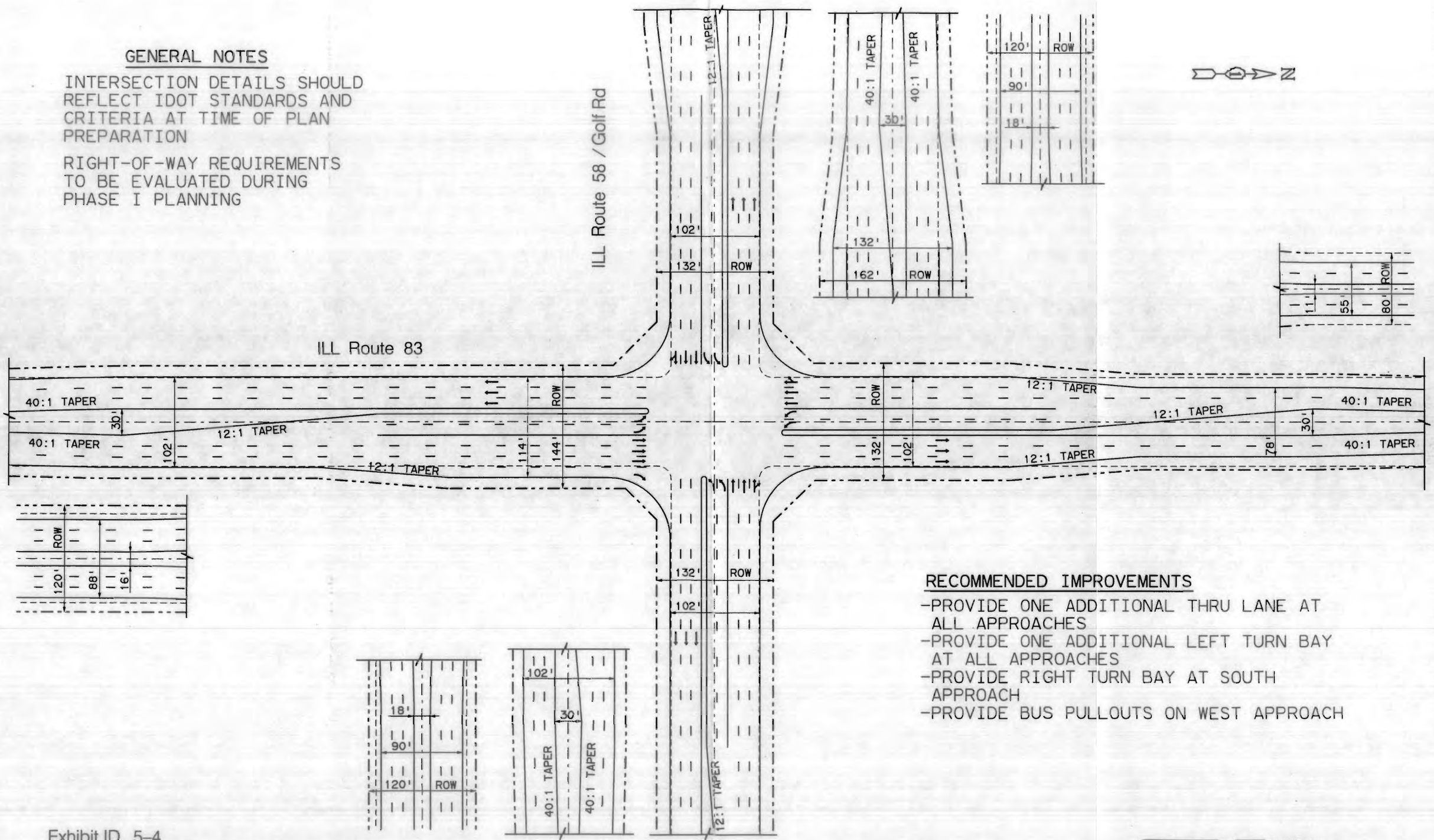
INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS

- PROVIDE ONE ADDITIONAL THRU LANE AT ALL APPROACHES
- PROVIDE ONE ADDITIONAL LEFT TURN BAY AT ALL APPROACHES
- PROVIDE RIGHT TURN BAY AT SOUTH APPROACH
- PROVIDE BUS PULLOUTS ON WEST APPROACH

Exhibit ID 5-4
ILL Route 83 at ILL Route 58 / Golf Rd

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend ----- Existing Right-Of-Way
---- Proposed Right-Of-Way
ROW = Right-Of-Way

Scale In Feet
0 50 100 200

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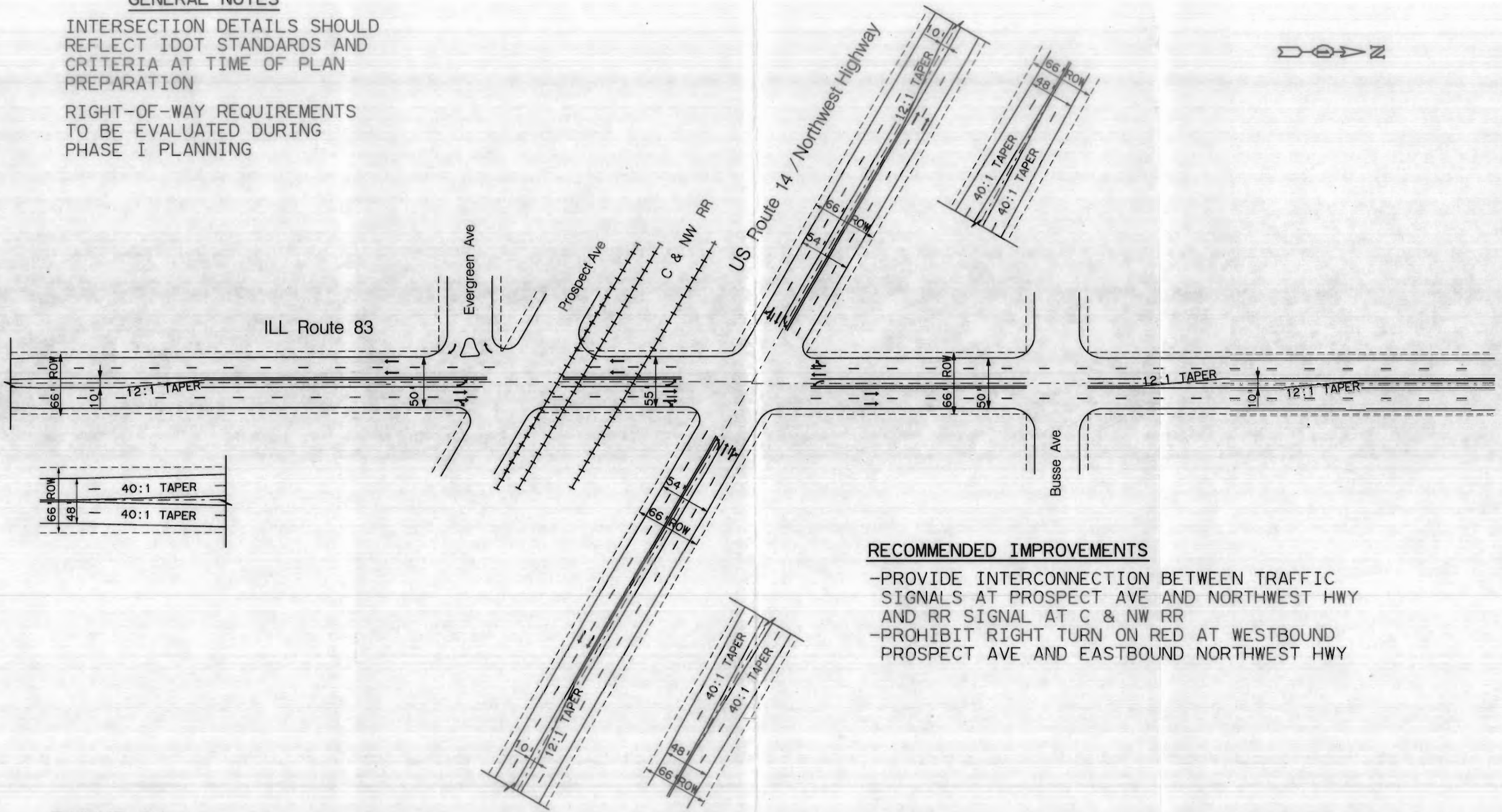
RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS

-PROVIDE INTERCONNECTION BETWEEN TRAFFIC SIGNALS AT PROSPECT AVE AND NORTHWEST HWY AND RR SIGNAL AT C & NW RR
-PROHIBIT RIGHT TURN ON RED AT WESTBOUND PROSPECT AVE AND EASTBOUND NORTHWEST HWY

Exhibit ID 6-1
ILL Route 83 at US Route 14 / Northwest Highway

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
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Drwn JTS Date 10 / 95 Chkd MST Date 10 / 95

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RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING

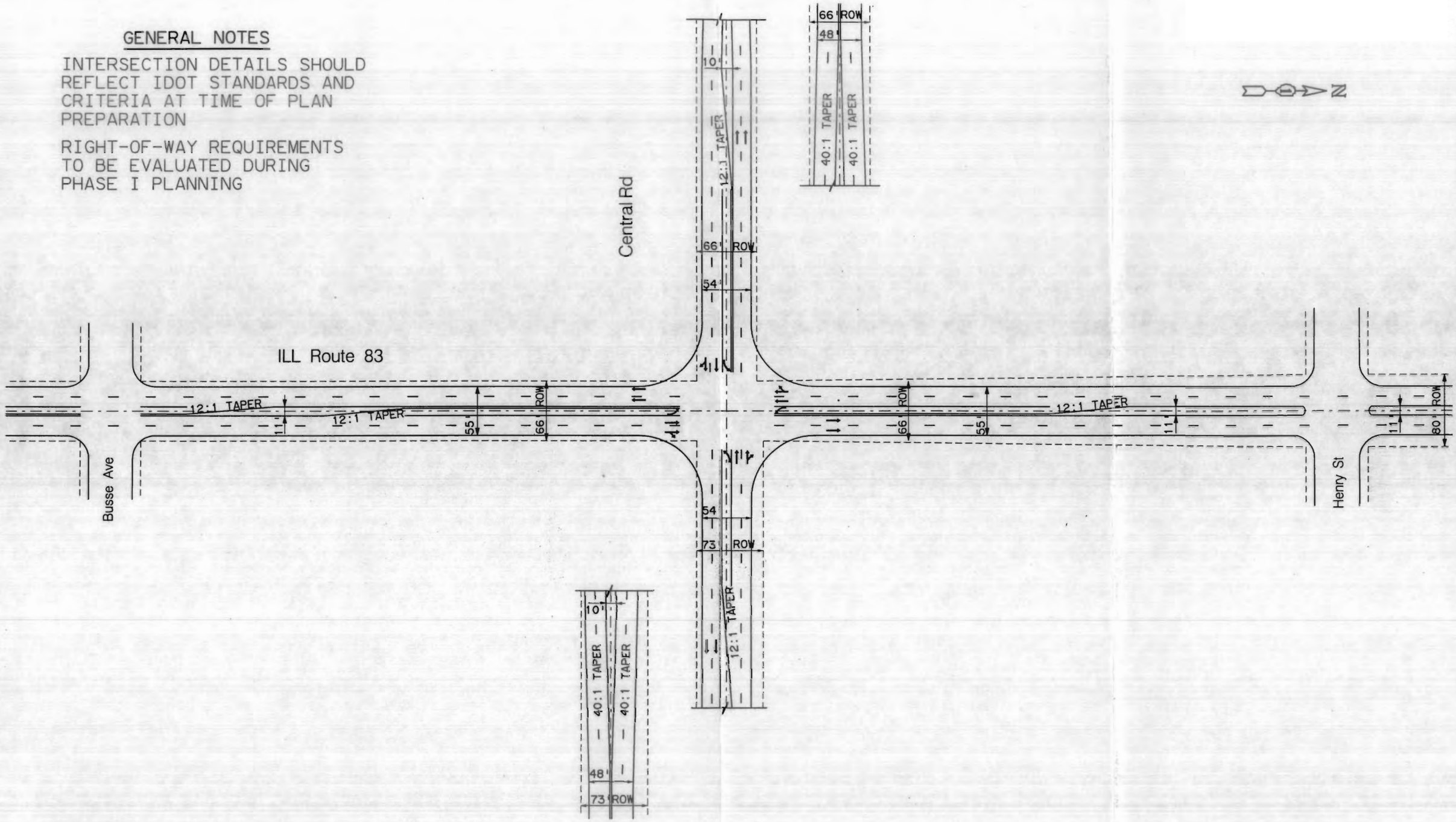

Exhibit ID 6-2
ILL Route 83 at Central Rd

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend ----- Existing Right-Of-Way
——— Proposed Right-Of-Way
ROW = Right-Of-Way

Scale In Feet
0 50 100 200

SRA Strategic Regional Arterial Planning Study
ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
Drwn JTS Date 10/95 Chkd MST Date 10/95

GENERAL NOTES

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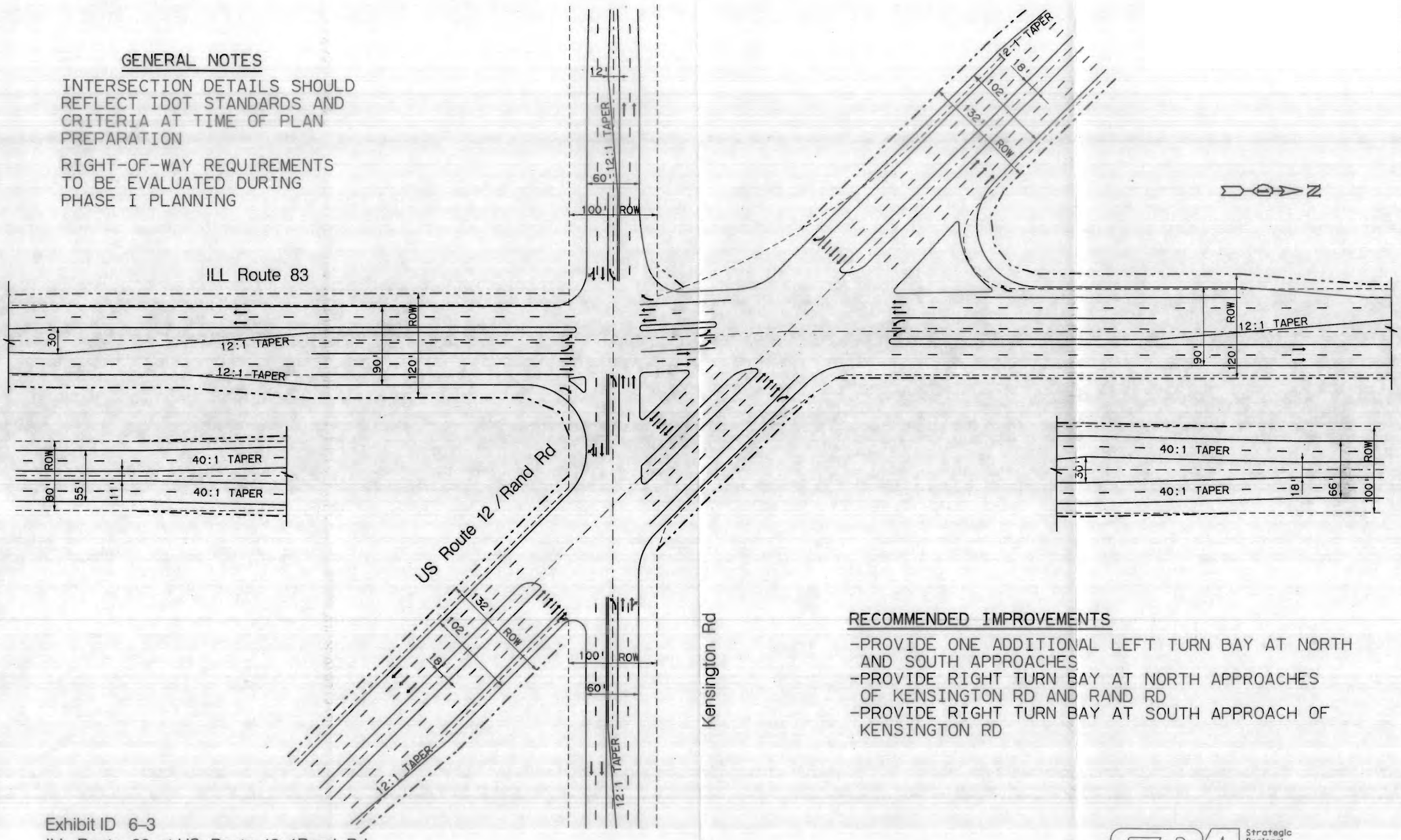
RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS

-PROVIDE ONE ADDITIONAL LEFT TURN BAY AT NORTH AND SOUTH APPROACHES
-PROVIDE RIGHT TURN BAY AT NORTH APPROACHES OF KENSINGTON RD AND RAND RD
-PROVIDE RIGHT TURN BAY AT SOUTH APPROACH OF KENSINGTON RD

Exhibit ID 6-3
ILL Route 83 at US Route 12 / Rand Rd

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend ---- Existing Right-Of-Way
---- Proposed Right-Of-Way
ROW = Right-Of-Way

Scale In Feet
0 50 100 200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
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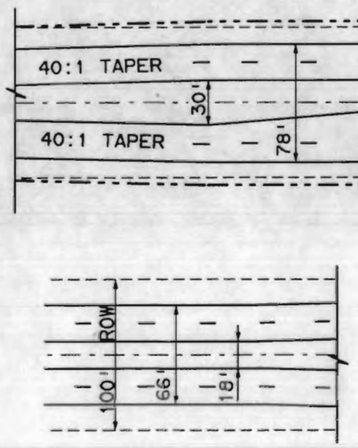

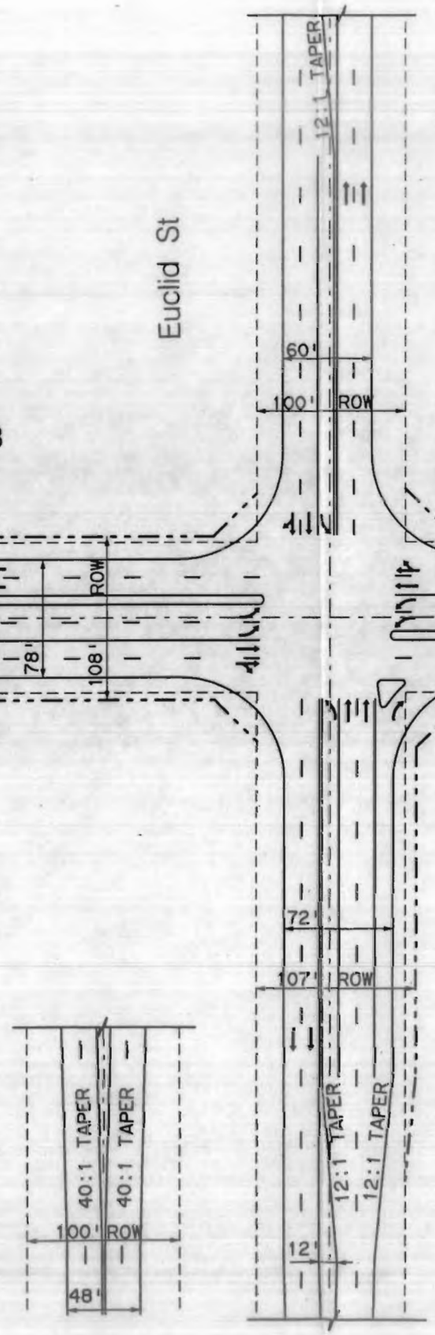

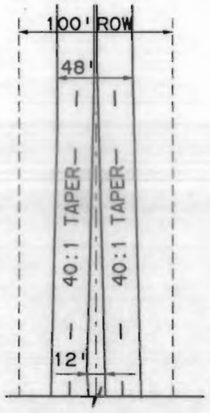

GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING

RECOMMENDED IMPROVEMENTS

-PROVIDE ONE ADDITIONAL LEFT TURN BAY AT NORTH AND SOUTH APPROACHES

Exhibit ID 7-1
ILL Route 83 at Euclid St

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
---- Existing Right-Of-Way
-·-·- Proposed Right-Of-Way
ROW = Right-Of-Way

Scale In Feet
0 50 100 200

SRA Strategic Regional Arterial Planning Study
ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.
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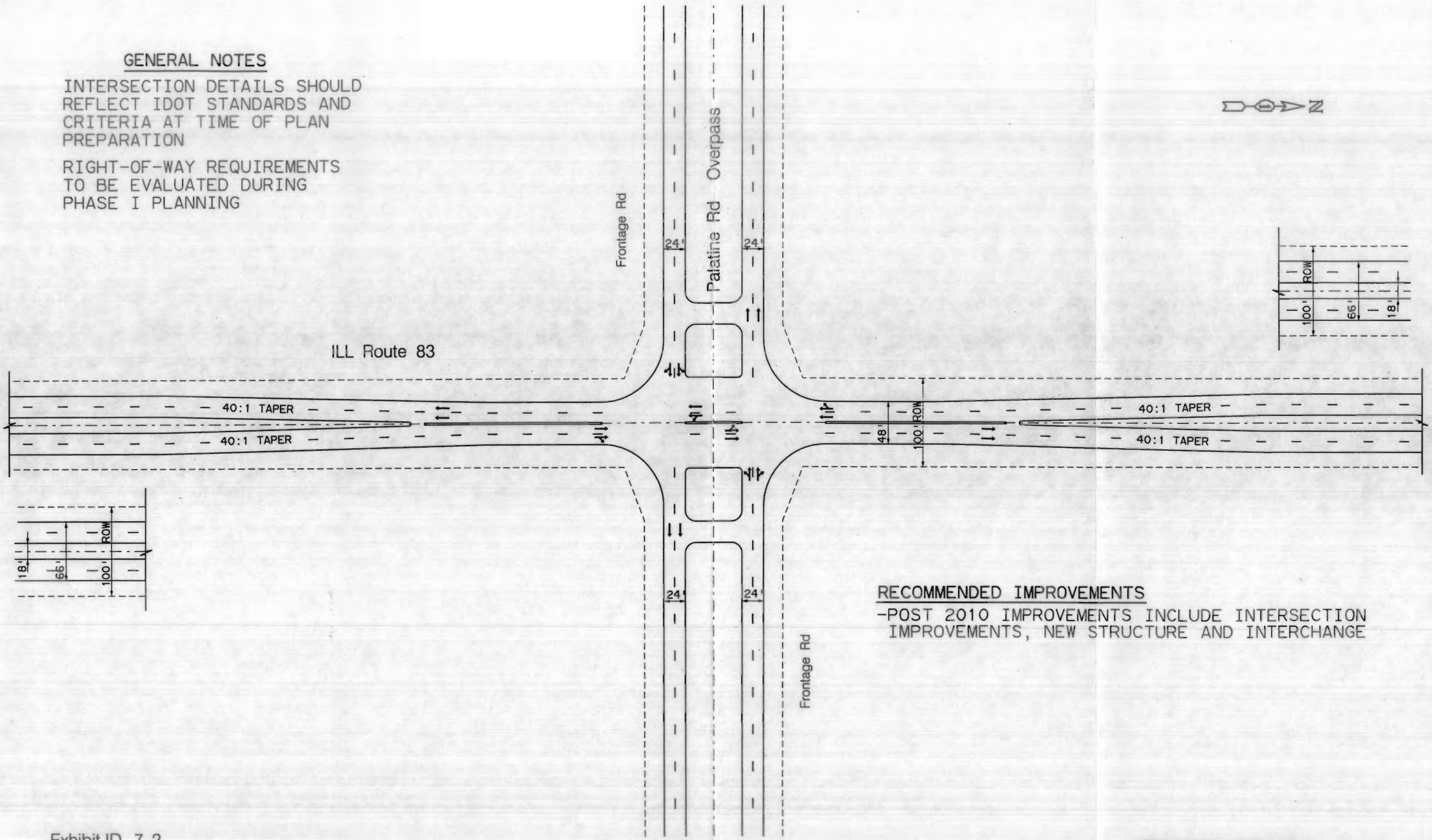

RECOMMENDED IMPROVEMENTS

-POST 2010 IMPROVEMENTS INCLUDE INTERSECTION IMPROVEMENTS, NEW STRUCTURE AND INTERCHANGE

Exhibit ID 7-2
ILL Route 83 at Palatine Rd

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend ---- Existing Right-Of-Way
———— Proposed Right-Of-Way
ROW = Right-Of-Way

Scale In Feet
0 50 100 200

SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
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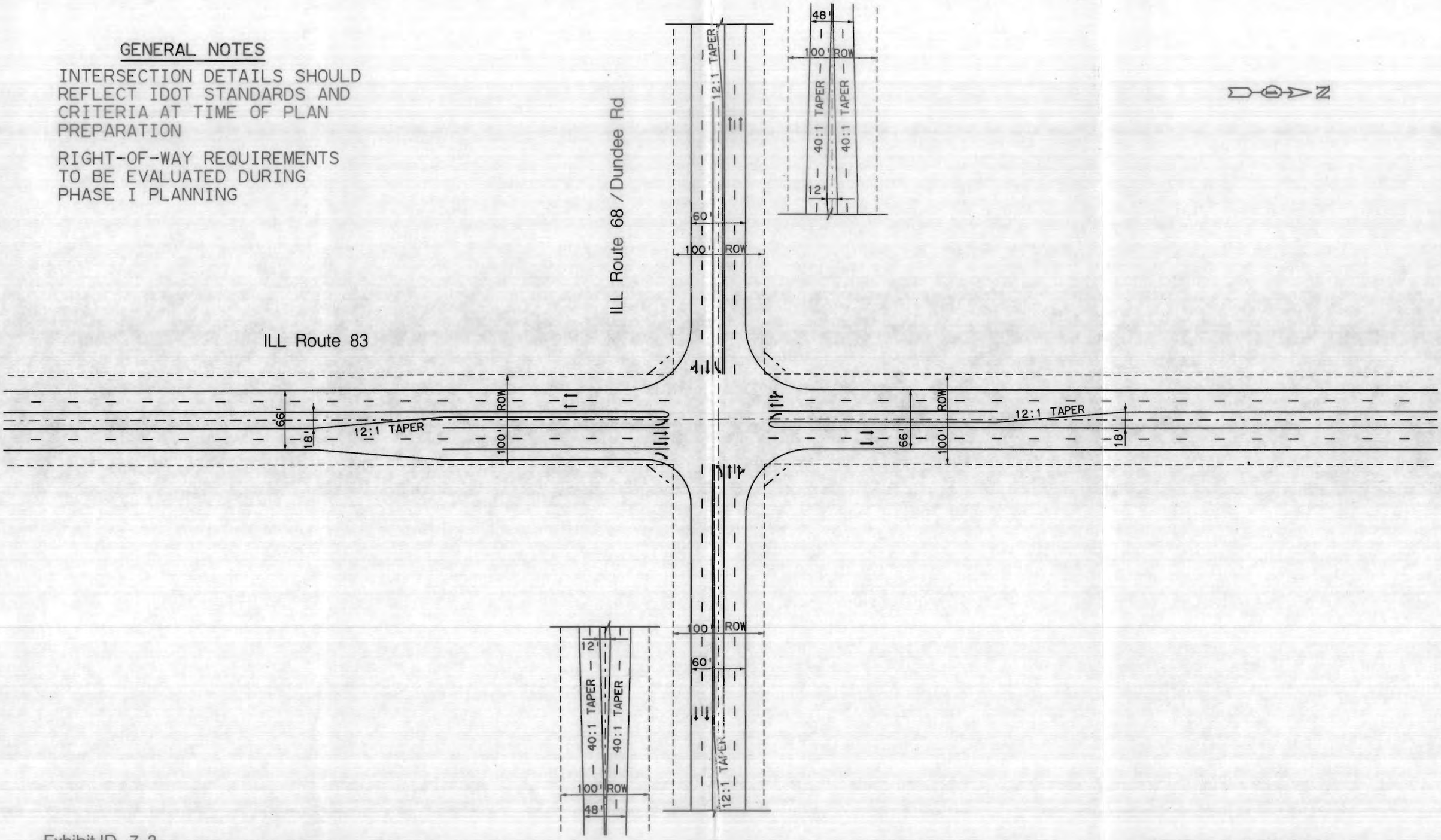

Exhibit ID 7-3
ILL Route 83 at ILL Route 68 / Dundee Rd

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend ----- Existing Right-Of-Way
---- Proposed Right-Of-Way
ROW = Right-Of-Way

Scale In Feet
0 50 100 200

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ILLINOIS DEPARTMENT OF TRANSPORTATION
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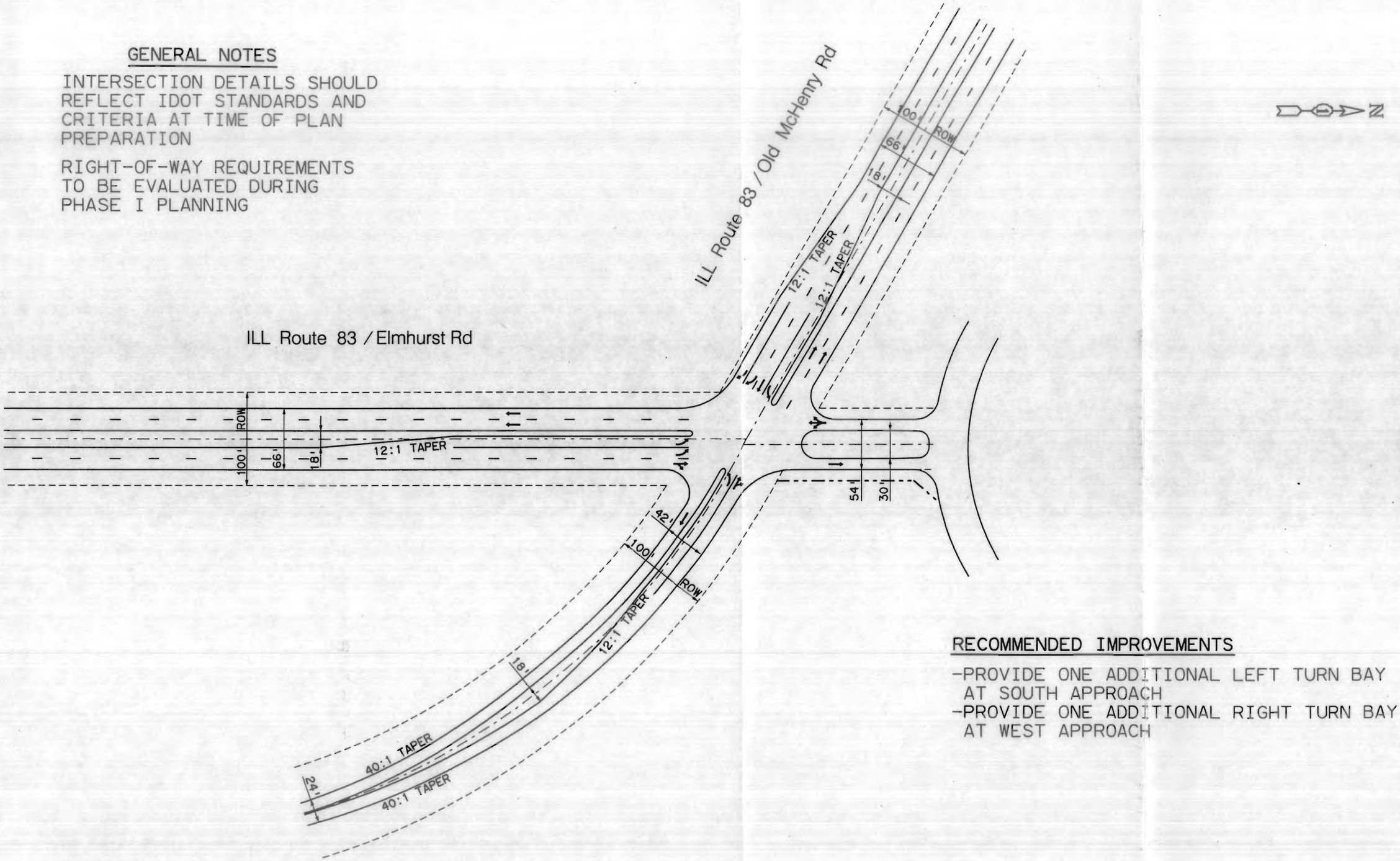

RECOMMENDED IMPROVEMENTS

-PROVIDE ONE ADDITIONAL LEFT TURN BAY AT SOUTH APPROACH
-PROVIDE ONE ADDITIONAL RIGHT TURN BAY AT WEST APPROACH

Exhibit ID 7-4
ILL Route 83 / Elmhurst Rd at ILL Route 83 / Old McHenry Rd

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend ---- Existing Right-Of-Way
---- Proposed Right-Of-Way
ROW = Right-Of-Way

Scale In Feet
0 50 100 200

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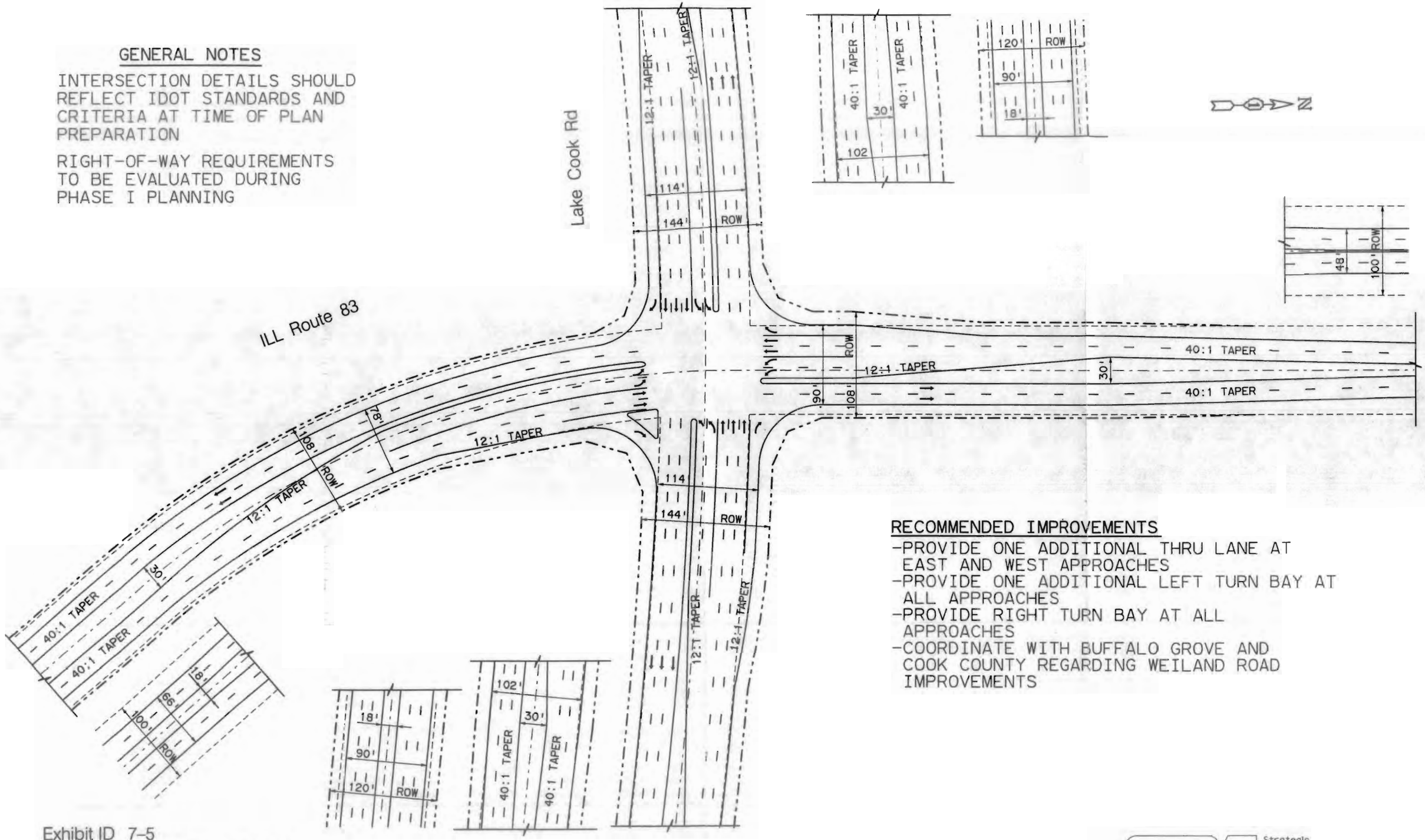

RECOMMENDED IMPROVEMENTS

- -PROVIDE ONE ADDITIONAL THRU LANE AT EAST AND WEST APPROACHES
- -PROVIDE ONE ADDITIONAL LEFT TURN BAY AT ALL APPROACHES
- -PROVIDE RIGHT TURN BAY AT ALL APPROACHES
- -COORDINATE WITH BUFFALO GROVE AND COOK COUNTY REGARDING WEILAND ROAD IMPROVEMENTS

Exhibit ID 7-5
ILL Route 83 at Lake Cook Rd

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend ---- Existing Right-Of-Way
---·--- Proposed Right-Of-Way
ROW = Right-Of-Way

Scale In Feet
0 50 100 200

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ILLINOIS DEPARTMENT OF TRANSPORTATION
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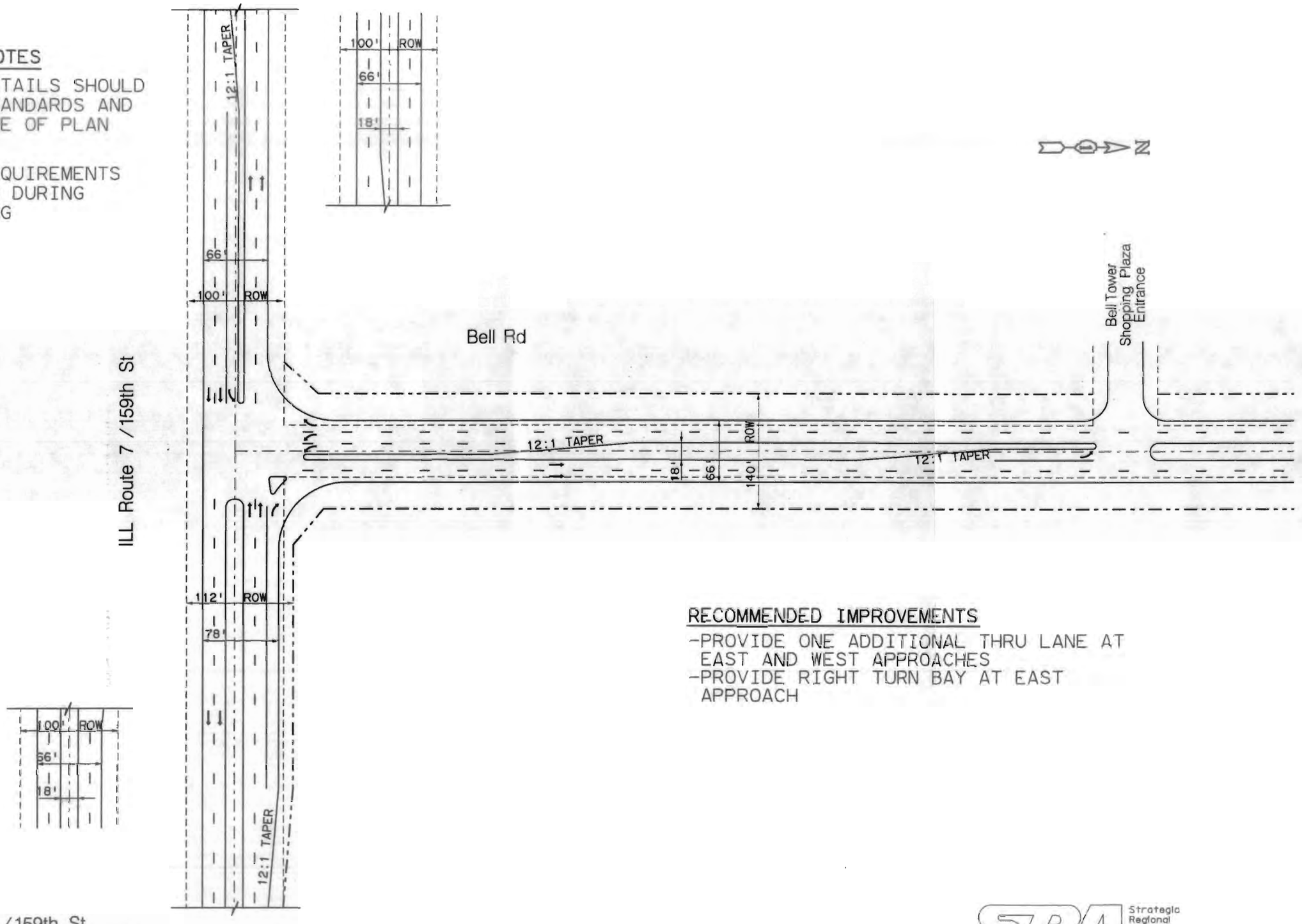
RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS

-PROVIDE ONE ADDITIONAL THRU LANE AT EAST AND WEST APPROACHES
-PROVIDE RIGHT TURN BAY AT EAST APPROACH

Exhibit ID 8-1
Bell Rd at ILL Route 7 /159th St

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend ----- Existing Right-Of-Way
——— Proposed Right-Of-Way
ROW = Right-Of-Way

Scale In Feet
0 50 100 200

SRA Strategic Regional Arterial Planning Study

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RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING

RECOMMENDED IMPROVEMENTS

-PROVIDE ONE ADDITIONAL THRU LANE TO BE USED AS RIGHT TURN BAY AT SOUTH APPROACH
-PROVIDE LEFT TURN BAY AT WEST AND SOUTH APPROACHES
-PROVIDE ONE ADDITIONAL LEFT TURN BAY AT EAST APPROACH

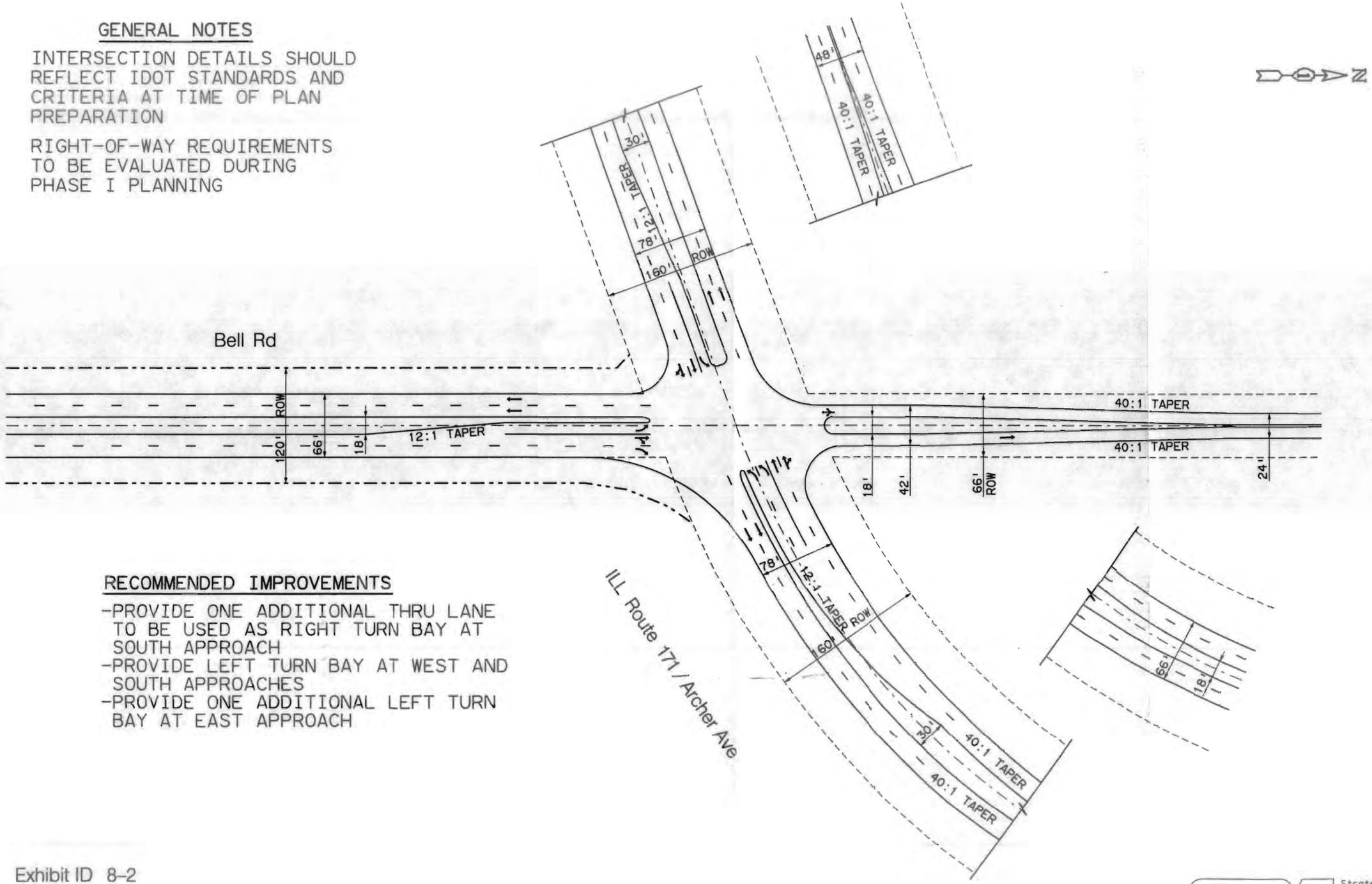

Exhibit ID 8-2
Bell Rd at ILL Route 171 / Archer Ave

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
Existing Right-Of-Way
Proposed Right-Of-Way
ROW = Right-Of-Way

Scale In Feet
0 50 100 200

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