

# FINAL REPORT

## **S**TRATEGIC **R**EGIONAL **A**RTERIAL

**Illinois Route 62/Algonquin Road**

Volume 1 of 2: Illinois Route 47 to Illinois Route 58

December 1998

By:



**BRW**

A DAMES & MOORE GROUP COMPANY

For:



**Illinois Department  
of Transportation**



**Operation  
Greenlight**

## *FOREWORD*

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Illinois Route 62/Algonquin Road/Illinois Route 58/Golf Road is a Strategic Regional Arterial from Illinois Route 47 in McHenry County to Illinois Route 43 (Waukegan Road) in Cook County. For the purposes of this study the corridor has been divided into two separate corridor study areas. Volume one pertains to Illinois Route 62 (Algonquin Road) from Illinois Route 47 to Illinois Route 58, and Volume two pertains to Illinois Route 58 (Golf Road) from Illinois Route 62 to Illinois Route 43.

This Strategic Regional Arterial (SRA) report for Illinois Route 62 has been prepared for the Illinois Department of Transportation and the Strategic Regional Arterial Subcommittee of the Work Program Committee of the Chicago Area Transportation Study by Dames & Moore/MCE.

As an SRA route, Illinois Route 62 is intended to function as part of a regional arterial system. 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 exposition and analysis of the existing route conditions, recommendations for ultimate and low cost improvements, and documentation of the public involvement process including citizen comments.

# TABLE OF CONTENTS

---

<b>EXECUTIVE SUMMARY</b> .....	ES-1
--------------------------------	------

## **INTRODUCTION**

The SRA System .....	i
Corridor Planning Considerations .....	ii
Functional Classification .....	ii
SRA Design Concept .....	ii
The 2010 Transportation Network .....	ii
2010 Traffic Models .....	iii
Transit Improvements .....	iii
Land Use and Developments .....	iii
Organization of the Report .....	iii
The Corridor Study Area .....	iv
Figure i-1: Location Map	
Figure i-2: Corridor Map	

## **ENVIRONMENTAL CONDITIONS AND LAND USE**

Section 1	Illinois Route 47 to Illinois Route 31 .....	I-1
	Environmental Conditions .....	I-1
	Land Use .....	I-1
Section 2	Illinois Route 31 to Illinois Route 59 .....	I-2
	Environmental Conditions .....	I-2
	Land Use .....	I-2
Section 3	Illinois Route 59 to Roselle Road .....	I-3
	Environmental Conditions .....	I-3
	Land Use .....	I-4
Section 4	Roselle Road to Illinois Route 58 .....	I-4
	Environmental Conditions .....	I-5
	Land Use .....	I-5
Table I-1:	LUST and UST Sites .....	I-6
Table I-2:	Significant Buildings and Sites .....	I-9
Exhibits:	Environmental Conditions and Land Use .....	A10-01 to A10-25

## **EXISTING ROADWAY CONDITIONS**

Section 1	Illinois Route 47 to Illinois Route 31 .....	II-1
	Physical Characteristics .....	II-1
	Traffic Control, Operations, and Safety .....	II-1

## **TABLE OF CONTENTS - cont'd**

	Public Transportation . . . . .	II-2
Section 2	Illinois Route 31 to Illinois Route 59 . . . . .	II-2
	Physical Characteristics . . . . .	II-2
	Traffic Control, Operations, and Safety . . . . .	II-2
	Public Transportation . . . . .	II-3
Section 3	Illinois Route 59 to Roselle Road . . . . .	II-3
	Physical Characteristics . . . . .	II-3
	Traffic Control, Operations, and Safety . . . . .	II-3
	Public Transportation . . . . .	II-4
Section 4	Roselle Road to Illinois Route 58 . . . . .	II-4
	Physical Characteristics . . . . .	II-4
	Traffic Control, Operations, and Safety . . . . .	II-4
	Public Transportation . . . . .	II-5
Table II-1:	Structure Inventory . . . . .	II-6
Table II-2:	Accident Rates at Intersections . . . . .	II-7
Table II-3:	Accident Rates on Segments . . . . .	II-8
Table II-4:	Sources of Data for Traffic and Transportation Characteristics . . . . .	II-9
Exhibits:	Existing Conditions . . . . .	B10-01 to B10-25

### **CORRIDOR PLANNING FRAMEWORK**

	Corridor Planning Framework . . . . .	III-1
	Planning Framework and Recommendations . . . . .	III-2
	Cross Section and Recommendations . . . . .	III-2
	Operations . . . . .	III-2
	Access Management . . . . .	III-2
	Public Transit . . . . .	III-2
	Short Term Alternates . . . . .	III-2
Table III-1:	2010 Desirable Route Characteristics - Suburban . . . . .	III-3
Table III-2:	Suburban SRA Roadway Design Criteria . . . . .	III-4
Table III-3:	Existing and Projected Average Daily Traffic . . . . .	III-5

### **RECOMMENDED IMPROVEMENTS**

Section 1	Illinois Route 47 to Illinois Route 31 . . . . .	IV-1
	Cross Section and Geometrics . . . . .	IV-1
	Operations . . . . .	IV-2
	Access Management . . . . .	IV-2
	Public Transit . . . . .	IV-2
	Short Term Alternates . . . . .	IV-2

**TABLE OF CONTENTS - cont'd**

---

Section 2	Illinois Route 31 to Illinois Route 59 .....	IV-3
	Cross Section and Geometries .....	IV-3
	Operations .....	IV-4
	Access Management .....	IV-4
	Public Transit .....	IV-4
	Short Term Alternates .....	IV-4
Section 3	Illinois Route 59 to Roselle Road .....	IV-4
	Cross Section and Geometries .....	IV-4
	Operations .....	IV-5
	Access Management .....	IV-5
	Public Transit .....	IV-5
	Short Term Alternate .....	IV-5
Section 4	Roselle Road to Illinois Route 58 .....	IV-6
	Cross Section and Geometries .....	IV-6
	Operations .....	IV-6
	Access Management .....	IV-7
	Public Transit .....	IV-7
	Short Term Alternate .....	IV-7
Table IV-1:	Estimated R.O.W. Requirements for Illinois Route 62 .....	IV-8
Table IV-2:	Estimate of Construction Cost .....	IV-9
Exhibits:	Proposed Conditions .....	C10-01 to C10-25

**PUBLIC INVOLVEMENT**

Individual Community Interviews Issues Summary Report .....	V-2
Advisory Panel I Workshop Meeting Minutes .....	V-11

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# EXECUTIVE SUMMARY

**ALGONQUIN RD/IL 62**

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**SRA** STRATEGIC  
REGIONAL  
ARTERIAL  
PLANNING STUDY

## ***EXECUTIVE SUMMARY***

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The Algonquin Road/Illinois Route 62/Golf Road/ Illinois Route 58 SRA has been divided into two volumes. The limits of Volume I are from Illinois Route 47 to Illinois Route 58, and the limits of Volume II are from Illinois Route 62 to Waukegan Road.

Volume I has again been divided into four sections along the Algonquin Road/Illinois Route 62 corridor. Recommendations are made for each route section, and a summary of the major recommendations are presented below.

### **Section I: Illinois Route 47 to Illinois Route 31**

- Develop four 11-foot lanes separated by a 11-foot flush median from Illinois Route 47 to Ruth Road.
- Develop four 12-foot lanes separated by an 16-foot mountable median with adjacent 10 foot bituminous shoulder from Ruth Road to Square Barn Road.
- The 10-foot shoulder will be replaced by curb and gutter at Square Barn Road.
- Develop four 12-foot lanes separated by a varying median from Square Barn Road to Pyott Road, with adjacent combination curb and gutter.
- Develop four 11-foot lanes separated by an 11-foot flush median from Pyott Road to Illinois Route 31 with adjacent combination curb and gutter.
- Modify structures over Wood Creek, Drainage Ditch and Grave Pit Creek to accommodate cross section.
- Possible sites for signalization include, Ruth Road, Haligus Road, Lakewood Road, Square Barn Road/Frank Road and Fairview Drive.
- Modify the intersection of Illinois Route 47 and Illinois Route 62 to include one left turn lane, two through lanes and a right turn lane on all four legs.
- Modify the intersection of Randall Road and Illinois Route 62 to include dual left turn lanes, two through lanes and a right turn lane on all four legs.

## **Section II: Illinois Route 31 to Illinois Route 59**

- Develop four 12-foot lanes separated by a 16-foot mountable median with combination curb and gutter from River Drive to Illinois Route 25.
- Develop four 12-foot lanes separated by an 18-foot barrier median with 10-foot bituminous concrete shoulders from Illinois Route 25 to Illinois Route 68/Brinker Road.
- Develop four 12-foot lanes separated by a 30-foot barrier median with combination curb and gutter from Illinois Route 68 to Illinois Route 59.
- Modify the overpass of Spring Valley Creek and Elgin-Joliet Railroad to accommodate the cross section.
- Possible sites for signalization include, Bateman Road and Sutton Road.

## **Section III: Illinois Route 59 to Roselle Road.**

- Develop four 12-foot lanes separated by a 16-foot mountable median with combination curb and gutter from Illinois Route 59 to Roselle Road. Any existing bike paths within this section will be maintained.
- Modify the intersection of Barrington Road and Illinois Route 62 to include on the north leg, one left turn lane, two through lanes and a right turn lane. The south leg will consist of dual left turn lanes, two through lanes and a right turn lane. The east leg will consist of dual left turn lanes, two through lanes and right turn lane, and the west leg will consist of one left turn lane, two through lanes and a right turn lane.
- Modify the intersection of Roselle Road and Illinois Route 62 to include on all four legs dual left turn lanes, three through lanes and a right turn lane.
- Signalization of Little City Drive should be considered along with consolidation of access east of Little City Drive.

## **Section IV: Roselle Road to Illinois Route 58**

- Develop six 12-foot lanes separated by a 18-foot barrier median with combination curb and gutter from Roselle Road to Illinois Route 58. The centerline of the

## ***EXECUTIVE SUMMARY - cont'd***

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roadway would be displaced about 16-feet to the south of the existing roadway centerline.

- Modify structure over Salt Creek to accommodate cross section.
- Modify the intersection of Illinois Route 62 and Illinois Route 58 to include on the northwest and southeast legs dual left turn lanes, three through lanes with shared right turns. The east and west legs will consist of one left turn lane, three through lanes and a right turn lane.

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# INTRODUCTION

**ALGONQUIN RD/IL 62**

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**SRA**

STRATEGIC  
REGIONAL  
ARTERIAL  
PLANNING STUDY

## **The SRA System**

The 2010 Transportation System Development Plan (TSD) adopted by the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC) recognizes that it is not possible to accommodate all long distance, high volume traffic on the primary expressway system. The arterial roadway system will have to carry some of this traffic. A designated system of Strategic Regional Arterials (SRA's) is proposed in the 2010 TSD plan to address this need most effectively from a traffic perspective. The SRA system is a 1,340 mile network of existing roadways in the northeastern Illinois region composed of 66 corridors.

From a traffic perspective, the purpose of Strategic Regional Arterials will vary depending on the attributes of the area in which they are located. The abilities to preserve right-of-way for expansion and to control and restrict access are important considerations. There is no single design that will be appropriate for all designated roads. In all cases, the compatibility of the roadway design with the needs of public transit will be considered. The desired configuration for each arterial roadway will be determined by a separate detailed study that will invite participation by the counties and municipalities through which it passes.

The system was formulated by first developing a set of candidate roads based on existing road characteristics, previous studies and input from transportation agency representatives. A desirable spacing between Strategic Regional Arterials was determined by the projected 2010 level of travel demand in the area.

As part of a comprehensive approach, the SRA system is intended to:

- Supplement the primary expressway system;
- Enhance public transportation;
- Accommodate commercial vehicle traffic; and
- Increase personal mobility and reduce congestion.

This report is concerned with Illinois Route 62 (Algonquin Road), and Illinois Route 58 (Golf Road), which has been designated as an SRA corridor from Illinois Route 47 in McHenry County to Illinois Route 43 (Waukegan Road) in Cook County.

## **Corridor Planning Considerations**

Long-range planning for the Algonquin Road/Illinois Route 62 SRA corridor takes into account many factors. These factors include adjacent land use, route type, community concerns, public transit, proposed development, and the SRA design concept. Together, these factors provide a planning framework to best address the transportation needs of the region, as briefly discussed below.

## **Functional Classification**

The Illinois Route 62 SRA corridor is classified as a suburban route for the entire 23.4 mile length. According to the Design Concept Report, the desirable cross section is three continuous through lanes in each direction, separated by a raised median for access control (See Figure III-1).

## **SRA Design Considerations**

The Design Concept Report for the SRA systems was prepared by Harland Bartholomew & Associated, Inc, and endorsed by the CATS policy Committee. These concepts have been used as a guide in developing the improvement plans for Illinois Route 62, which are described in this report.

The Design Concept Report provides desirable cross sections for each type of SRA route. Included are the number and widths of lanes, required R.O.W., and median requirements. The desirable cross sections is shown in Figure III-1. The standard suburban SRA cross-section requires 120 to 150 feet of R.O.W. This R.O.W. width provides for three through lanes in either direction separated by a 48' raised median, as shown in Figure i-3.

## **The 2010 Transportation Network**

Illinois Route 62 serves as a major arterial for traffic between business centers, offices and shopping centers and residences, it is also the only crossing over the Fox River for the communities of McHenry County, Lake in the Hills, Algonquin and Huntley. There are no other major east-west routes in the area to accommodate the regional traffic flow.

The Illinois Route 62 SRA corridor is intersected by six other SRA routes. At the west terminus of the corridor it is crossed by Illinois Route 47 SRA, approximately 4.6 miles east of Illinois Route 47, Randall Road SRA crosses Illinois Route 62, and Illinois Route 25 SRA crosses approximately 4.5 miles east of Randall Road. Illinois Route 59 SRA intersects about 5.0 miles east of Illinois Route 25, Barrington SRA crosses approximately 2.25 miles east of Illinois Route 59, and Roselle

Road SRA intersects about 3.5 miles east of Barrington Road

## **2010 Traffic Models**

CATS provided Dames & Moore/MCE with raw travel demand model output for the years 1990 and 2010. The model runs for this study assumed full build-out of all proposed SRA routes to SRA design standards. The 2010 transportation network assumptions are, however, consistent with CATS' 2010 Transportation System Development (TSD) Plan Update in all other respects. The data was modified by Dames & Moore/MCE, in consultation with CATS, to produce the 2010 forecasts shown in this report.

## **Transit Improvements**

The Illinois Route 62 corridor has limited existing transit, mostly concentrated at the eastern end. Transit in this corridor is exclusively Pace routes although there is discussion of a possible EJ & E Railroad commuter rail link traversing the central portion of the corridor. The Future Agenda for Suburban Transportation, published jointly by Metra and Pace, was reviewed for planning impacts.

## **Land Use and Development**

Current land use trends along the Illinois Route 62 corridor are expected to remain similar in the future. Based on the large amount of agricultural land, there will be significant growth towards the west terminus of this corridor.

## **Organization of the Report**

This report presents a summary of the SRA planning study for the Algonquin Road/Illinois Route 62 corridor. It is organized as follows:

- **Existing Environmental and Land Use Conditions**
  - This chapter presents environmental and land use conditions which determines the nature of the corridor. The chapter includes a description of wetland, historical, and hazardous waste sites located within the corridor. Land use, zoning, and known future developments are also listed.
  
- **Existing Roadway Conditions**
  - This chapter presents the existing physical characteristics, traffic operation, safety,

and public transportation found along the corridor.

- **Corridor Planning Framework**

- This Chapter presents the SRA planning objectives for the corridor. The 2010 corridor design characteristics and traffic conditions are described. Future land use and community concerns are reviewed.

- **Recommended Improvements**

- This chapter presents the recommended SRA corridor plan, including proposed cross-sections, intersection diagrams, right-of-way requirement, access management, and public transit. Cost projections for R.O.W. and construction are also presented.

- **Public Involvement**

- This section documents the public involvement process undertaken for the SRA study. It is divided into four major sections: Individual Community Interviews, Panel Advisory Meetings, Newsletters, and the Public Hearing. These four opportunities for participation allowed the general public and their elected officials to voice opinions concerning the SRA study.

## **The Corridor Study Area**

The Algonquin Road/Illinois Route 62 corridor approximately 25 miles in length, begins in southern McHenry County at Illinois Route 47. The corridor proceeds easterly to the Illinois Route 62/Illinois Route 58 intersection in Cook County. The surrounding land uses range from low density residential to high density commercial

From Illinois Route 47 to Randall Road, the existing Algonquin Road cross-section is two lanes with adjacent aggregate shoulder. The surrounding land use consists of agricultural lands and new residential developments. The existing right-of-way varies from 80 to 90 feet .

From Randall Road to Sandbloom Road, the corridor is considered a suburban section. It consists of two lane and four lane cross-sections. The surrounding area consist of residential and commercial uses (downtown Algonquin) as well as the Fox River. The Illinois Route 31 intersection experiences significant traffic congestion throughout the day, particularly on the west leg.

The section from Sandbloom Road to Roselle Road consists of four lane and two lane cross-sections

## ***INTRODUCTION - cont'd***

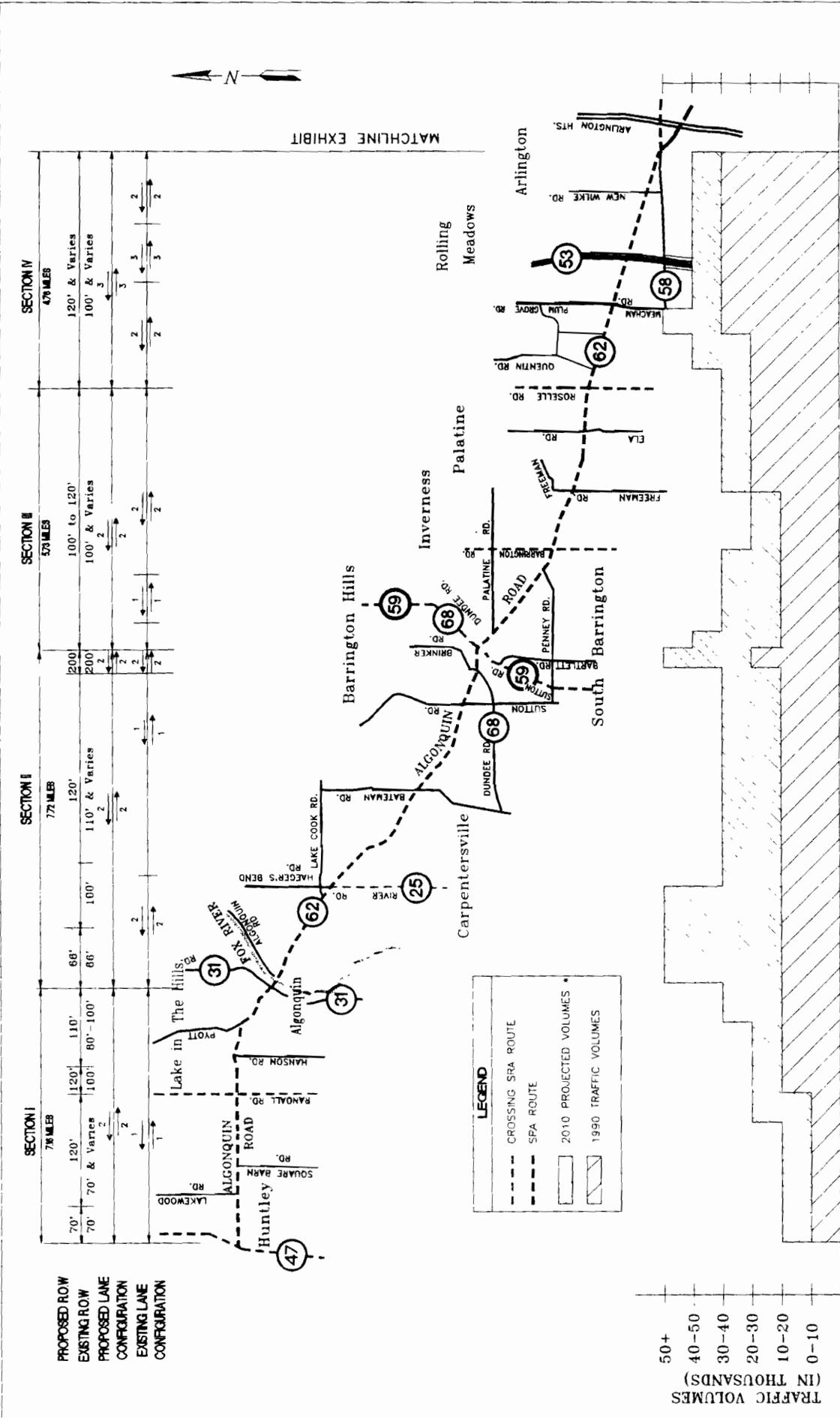
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with aggregate shoulder. The adjacent land use is low density residential and Cook County Forest Preserve property.

A four lane or six lane cross-section with raised median exists from Roselle Road to Illinois Route 58 (Golf Road). Land use along the corridor in this section includes Harper Community College, commercial developments, industry and retail shops adjacent to the road. In this section, the interchange of Illinois Route 53 generates a substantial amount of traffic along Illinois Route 62, particularly during rush hours.

Since the land use adjacent to the corridor varies from agricultural lands to commercial/residential it is important to plan for the future of this corridor through careful study of the surrounding area, and recognizing future traffic growth potential and patterns. Early planning can help minimize potential future impacts.

A general location map of the Illinois Route 62 corridor is provided on Figure i-1. Figure i-2 provides a more detailed corridor map.

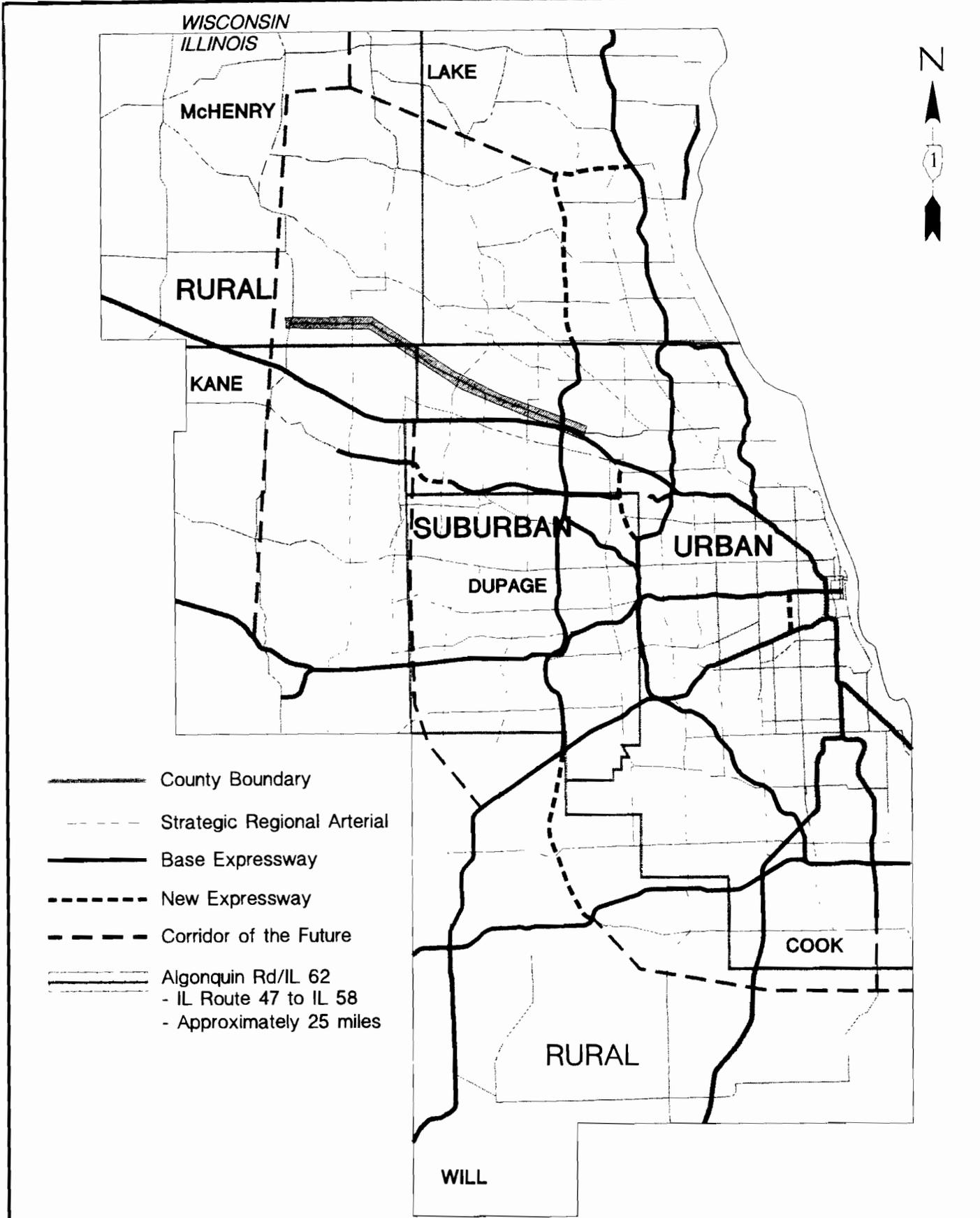


ALGONQUIN ROAD/ILLINOIS ROUTE 62 FIGURE-II CORRIDOR MAP

Prepared by DAMES & MOORE/ACE in cooperation with METRO Transportation Group and Boyer Engineering, Ltd. for the Illinois Department of Transportation



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ALGONQUIN ROAD\IL 62  
FIGURE-i LOCATION MAP

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# ENVIRONMENTAL CONDITIONS AND LAND USE

**ALGONQUIN RD/IL 62**

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**SRA**

STRATEGIC  
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PLANNING STUDY

## ***ENVIRONMENTAL CONDITIONS AND LAND USE***

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### **Section I - Illinois Route 47 to Illinois Route 31 (7.16 miles)**

*Exhibit A10-1 to Exhibit A10-7*

Section I of Algonquin Road begins at Illinois Route 47, and continues east to Illinois Route 31. Algonquin-Huntley Road is known as McHenry County Route A48 from Illinois Route 47 to Illinois Route 31. This section passes through Huntley, Lake in the Hills, unincorporated McHenry County and Algonquin. This section is under the jurisdiction of McHenry County. The corridor intersects one other SRA route in this section which is Illinois Route 47.

### ***Environmental Conditions***

A large wetland is located on the northeast corner of Lakewood and Algonquin Road. Some wetland areas and detention ponds are located within the Boulder Ridge subdivision. A creek surrounded by floodplains bisects Algonquin Road between Frank Road and Randall Road. Another wetland is located on the southwest corner of Hanson Road and Algonquin Road. A drainage ditch bisect Algonquin Road between Hanson Road and Pyott Road. Two wetlands are located at the intersection of Pyott Road and Algonquin Road.

Leaking Underground Storage Tanks sites ((LUST's) see Table I-1) include the Amoco Gas Station (northeast corner of Randall Road/Algonquin Road), Wauconda Tool and Engineering (between the bike path and Illinois Route 31 on the north side of Algonquin Road), and the Algonquin Village Hall (southwest corner of Illinois Route 31).

Sites which have Underground Storage Tanks ((UST's) see Table I-1) include the Geo Auto Dealer (northwest corner of Illinois Route 47/Algonquin Road), Union 76 Gas Station (northwest corner of Oakleaf Road/Algonquin Road), an auto service (across from Pyott Road), Hoffman Auto Inc. (west of Pyott Road), Marathon Gas Station (east of Pyott Road), Valley Auto Body and Frame east of Pyott Road, Parkside Auto Center (east of the Prairie Bike Path), Valley Auto Body (east of Parkside Auto Center), Shell Gas Station (northwest corner of Illinois Route 31/Algonquin Road), and an abandoned gas station (between the bike path and Main Street). A rental center located on the north side of Algonquin Road, just west of the bike path stores propane tanks which may be hazardous.

### ***Land Use***

The land use in this section is predominantly single family residential. Many commercial properties are located on the east end of this section between Pyott Road and Main Street. This area is rapidly developing and changing from an agricultural area to a residential and commercial area.

## ***ENVIRONMENTAL CONDITIONS AND LAND USE - cont'd***

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Huntley Library is located on the northeast corner of Church Road and Algonquin Road (Table I-2). Pine Crest Golf Course is located on the north side of Algonquin Road east of Illinois Route 47. Terrace Hill Golf Course is located on the southeast corner of Frank Road and Algonquin Road and Boulder Ridge Golf Course and subdivision is located on the northeast corner. Jaycee Park is located on the northwest corner of Crystal Lake Road and Algonquin Road. A water tower is located directly behind this park.

The Fox Valley Trail bike path bridge is located over Algonquin Road, between Pyott Road and Illinois Route 31. Algonquin Road has a steep slope on the south side just west of Illinois Route 31. Towne Park is located at the base of this slope on the south side of Algonquin Road. The Algonquin Village Hall, Police Department, and Fire Department are all located on the southwest corner of Main Street and Algonquin Road.

### **Section II - Illinois Route 31 to Illinois Route 59 (7.72 miles)**

*Exhibit A10-7 to Exhibit A10-14*

Section II of Illinois Route 62 begins at Illinois Route 31 in the southeast part of McHenry County, and continues through Kane County to Illinois Route 59 in Cook County. East of Illinois Route 31, Algonquin Road is designated as Illinois Route 62. This section passes through Algonquin, Carpentersville, Barrington Hills, and unincorporated Kane and Cook Counties. This section includes intersections with two SRA corridors, Illinois Route 25 and Illinois Route 59.

### ***Environmental Conditions***

Illinois Route 62 crosses over the Fox River east of Harrison Road. A wetland is located on the northwest corner of County Line Road and Illinois Route 62. Spring Creek bisects Illinois Route 62 in two places between Bateman Road and Sutton Road. This creek is bordered by wetlands.

Sites which have UST's include two abandoned gas stations and an abandoned Amoco Gas Station (between Illinois Route 31 and Hubbard Street), an auto dealer (west of Chase Street), Goodyear Automotive (in Algonquin Town Center), two auto body shops (between Sound and County Line Roads), U-Haul Truck Rental (between Sound and County Line Roads), and a Union 76 Gas Station (west of County Line Road), a Phillips 66 Gas Station and two abandoned gas stations (at the intersection of Illinois Route 25 and Illinois Route 62).

### ***Land Use***

County Line Road serves as the border between McHenry and Cook County. The land use is

## ***ENVIRONMENTAL CONDITIONS AND LAND USE - cont'd***

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predominantly single family residences in Algonquin and large land estates in Barrington Hills. Some signs appear in front of these estates which read "Acres for Wildlife." This means that there is an agreement between the land owners and the Conservation District to leave the land open for wildlife.

An old building, possibly historical, is located on the south side of Illinois Route 62, east of Illinois Route 25. The building was built in 1856 and named the S.S. Dickenson building according to the plaque which appears on it. Dickenson Daycare is located directly east of this old building. An old barn, possibly historical, is located on the border between Kane and Cook County on the north side of Illinois Route 62. Union Cemetery is located on the south side of Algonquin east of Bateman Road. This cemetery was built in 1866 and may have historical significance.

St. Margaret Mary Catholic Church and School is located on the southeast corner of Hubbard Street and Illinois Route 62. Eastview Elementary School and Carl Rice Field Park are located just east of St. Margaret Mary School. Kindercare Daycare is located on the northwest corner of Countryside Drive and Illinois Route 62. The Algonquin water tower is located directly north of the Kindercare Daycare. A Commonwealth Edison substation is located directly west of the Kindercare Daycare. A gravel pit is located on the southwest corner of Sound Road and Illinois Route 62. The Barrington Hills Village Hall is located in the southwest quadrant of the Elgin Joliet and Eastern Railroad and Illinois Route 62.

### **Section III - Illinois Route 59 to Roselle Road (5.73 miles)**

*Exhibit A10-14 to Exhibit A10-20*

Section III of Illinois Route 62 begins at Illinois Route 59 and continues to east Roselle Road. This section passes through South Barrington, Palatine, Schaumburg and unincorporated Cook County. This section intersects three SRA routes: Illinois Route 59, Barrington Road and Roselle Road.

#### ***Environmental Conditions***

Crabtree Lake and Nature Preserve is located between Illinois Route 59 and Palatine Road on the north side of Illinois Route 62. The Cook County Forest Preserve extends from Palatine Road to Barrington Road, numerous wetlands are located within this forest preserve. The small corner of land located on the northwest corner of Versailles Road and Illinois Route 62 is also Cook County Forest Preserve land. Paul Douglas Forest Preserve, a unit of the Cook County Forest Preserve, is located between Freeman Road and Ela Road on the south side of Illinois Route 62. Numerous wetlands are located within this forest preserve. Poplar creek crosses Illinois Route 62 west of Lexington Road. Highland Woods, a unit of the Cook County Forest Preserve, is located on the

## ***ENVIRONMENTAL CONDITIONS AND LAND USE - cont'd***

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southeast corner of Ela Road and Illinois Route 62. Numerous wetlands are located within this forest preserve.

A single family subdivision containing scattered detention ponds is located south of the intersection of Palatine Road and Illinois Route 62. Various scattered wetlands exist from Palatine Road to Barrington Road. The area of land located on the southeast corner of Barrington Road and Illinois Route 62 contains a creek bordered by wetlands which appears to flow north across Illinois Route 62, eventually emptying into a large detention pond. A settling basin with aeration tanks is located just west of this detention pond on the northeast corner of Barrington Road and Illinois Route 62. A large area of wetlands is located between Forest Lane and Whispering Trails on the north side of Illinois Route 62.

Sites which have UST's include a Mobil Gas Station (northwest corner of Huntington Boulevard/Illinois Route 62) and a Mobil Gas Station (northwest corner of Roselle Road/Illinois Route 62).

### ***Land Use***

The land use in this section is a combination of the Cook County Forest Preserve land and single family residences.

Willow Creek Church owns the property located on the southeast corner of Barrington Road and Illinois Route 62. La Petite Pre-School is located on the northeast corner of Huntington Boulevard and Illinois Route 62. Huntington Plaza is located directly east of the Pre-School. New Life Lutheran Church is located on the northeast corner of Versailles Road and Illinois Route 62. Hoffman Estates Park District and Recreation Center is located on the northwest corner of Lexington Drive and Illinois Route 62. Willow Park is located on the northeast corner of Lexington Drive and Illinois Route 62.

Willow Dale Farm is located on the north side of Illinois Route 62 east of Ela Road. This house and barn were built in 1830 and may have historical significance. Little City Adult Vocational Center is located on the northwest corner of Little City Drive and Illinois Route 62. Little City is a home for the severe mentally handicapped. Children's World Day Care is located between Little City Drive and Roselle Road on the north side of Illinois Route 62. St. John United Church of Christ and Cemetery is located west of Roselle Road on the south side of Illinois Route 62. This church has a plaque dated 1885 and the gravestones in the cemetery are written in German and dates back to the 1850's. Both church and cemetery may have historical significance. Mt. Hope Cemetery is located on the southwest corner of Roselle Road and Illinois Route 62.

## ***ENVIRONMENTAL CONDITIONS AND LAND USE - cont'd***

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### **Section IV - Roselle Road to Illinois Route 58 (Golf Road) (4.76 miles)**

*Exhibit A10-20 to Exhibit A10-25*

Section IV of the Illinois Route 62 corridor begins at Roselle Road and continues to Illinois Route 58. This section passes through the high density commercial area of Schaumburg and Rolling Meadows in Cook County.

#### ***Environmental Conditions***

Wetlands are located on the southwest and southeast corners of Plum Grove Road and Illinois Route 62. Salt Creek crosses Illinois Route 62 just east of Newport Drive. Wetlands surround this creek.

LUST sites include the Shell Gas Station (northeast corner Meacham Road/Illinois Route 62), Mobil Gas Station (southeast corner of Thorntree/Illinois Route 62), Shell Gas Station (northwest corner of Weber Drive/Illinois Route 62), and an Amoco Gas Station (southeast corner of Wilke Road/Illinois Route 62).

Sites which have UST's include the Mobil Gas Station (southeast corner of Tollview Drive/Illinois Route 62), Mobil and Union 76 Gas Stations (at the intersection of Wilke Road/Illinois Route 62), Grease Monkey Auto Body (across from Kennicott Drive), and Tire America (north corner of Illinois Route 62/Golf Road).

#### ***Land Use***

The predominant land use in this section is commercial. A few multi-family residences are also located in this section on the northwest and southeast corners of Meacham Road and Illinois Route 62.

St. Michael's Cemetery is located on the southeast corner of Roselle Road and Illinois Route 62. William Rainey Harper College is located on the northeast corner of Roselle Road and Illinois Route 62. Plum Grove Reservoir is located directly east of the college. This reservoir was a joint project between the MSD, Soil and Water Conservation District, and Palatine Park District.

The Motorola Corporation is located on the southeast corner of Plum Grove Road and Illinois Route 62. The Cook County Highway Department is located on the southeast corner of Meacham Road and Illinois Route 62. This facility also includes truck and salt storage. Meadows Mall is located on the north corner of Golf Road and Illinois Route 62.

**Table I-1  
LUST and UST Sites  
Algonquin Road/Illinois Route 62**

<b>NAME</b>	<b>LOCATION</b>	<b>Exhibit No.</b>	<b>Incident No. IEPA No.</b>
Geo Auto Dealer	NW corner IL Rte. 47/Algonquin Rd.	U1 A10-01	
Amoco Gas Station	NE corner Randall/Algonquin Rd.	U-1A A10-05	
Union 76 Gas Station	NW corner Oakleaf/Algonquin Rd.	U2 A10-05	
Hoffman Auto Inc.	SW corner Pyott/Algonquin Rd.	U3 A10-06	
Auto Service	SW corner Pyott/Algonquin Rd.	U4 A10-07	
Marathon Gas Station	SE corner Pyott/Algonquin Rd.	U5 A10-07	
Valley Autobody and Frame	SE corner Pyott/Algonquin Rd.	U6 A10-07	
Shell Gas Station	NW corner IL Rte. 31/Algonquin Rd.	U7 A10-07	
Old Gas Station	SE corner IL Rte. 31/Algonquin Rd.	U8 A10-07	
Parkside Auto Center	Between bike path and IL Rte. 31 on south side	U9 A10-07	
Valley Auto Body	Between bike path and IL Rte. 31 on south side	U10 A10-07	
Old Gas Station	South side of Chicago St. west of IL Rte. 31	U11 A10-07	
Old Gas Station	SE corner Harrison/IL Rte. 62	U12 A10-07	

**Table I-1 (con't)**  
**LUST and UST Sites**  
**Algonquin Road/Illinois Route 62**

Old Amoco Gas Station	SW corner Harrison/IL Rte. 62	U13 A10-07	
Goodyear Automotive	NE corner of Algonquin Town Shopping Center	U14 A10-08	
Auto Dealer	East of Algonquin Town Shopping Center	U15 A10-09	
Autobody	Between Chase St. and County Line Rd., north side	U16 A10-09	
Autobody	Between Chase St. and County Line Rd., north side	U17 A10-09	
U-Haul Truck Rental	Between Chase St. and County Line Rd., north side	U18 A10-09	
Union 76 Gas Station	NW corner of County Line Rd/IL Rte. 62	U19 A10--09	
Phillips 66 Gas Station	NW corner IL Rte. 25/IL Rte. 62	U20 A10-09	
Old Gas Station	SW corner IL Rte. 25/IL Rte. 62	U21 A10-09	
Jeff's Auto Service	SE corner IL Rte. 25/IL Rte. 62	U22 A10-09	
Mobil Gas Station	NW corner Huntington Blvd./IL Rte. 62	U23 A10-17	
Mobil Gas Station	NW corner Roselle/IL Rte. 62	U24 A10-20	
Shell Gas Station	NE corner Meacham/IL Rte. 62	U-24A A10-22	
Mobil Gas Station	SE corner Tollview/IL Rte. 62	U25 A10-23	

Mobil Gas Station	NW corner Wilke/IL Rte. 62	U26 A10-24	
<b>Table I-1(con't)</b> <b>LUST and UST Sites</b> <b>Algonquin Road/Illinois Rte. 62</b>			
<b>NAME</b>	<b>LOCATION</b>	<b>Exhibit No.</b>	<b>Incident No. IEPA No.</b>
Union 76 Gas Station	NE corner Wilke/IL Rte. 62	U27 A10-24	
Grease Monkey Auto Body	Across from Kennicott Dr.	U28 A10-24	
Tire America	NE corner IL Rte. 62/IL Rte. 58 (Golf Rd.)	U29 A10-24	
<b>LUST SITES</b>			
Wauconda Tool and Engineering	Between bike path and IL Rte. 31, north side	L2 A10-07	900651 1110055010
Algonquin Village Hall	SW corner IL Rte. 31/Algonquin Rd.	L3 A10-07	911689 1110055026
Mobil Gas Station	SE corner Thorntree/IL Rte. 62	L5 A10-22	922253 0312825213
Motorola Inc.	SW corner Meacham Rd. & IL Rte. 62	L5A	892381 0312820005
Shell Gas Station	NW corner Weber/IL Rte. 62	L6 A10-24	922423 0312735098
Amoco Gas Station	SE corner Wilke/IL Rte. 62	L7 A10-24	912549 0312735084

**Table I-2  
Significant Buildings and Sites  
Algonquin Road/Illinois Route 62**

<b>Label</b>	<b>Name</b>	<b>Location</b>
<i>Other</i>		
1	Huntley Public Library	NE corner Church/Algonquin Rd.
2	Boulder Ridge Maintenance Yard	Between Randall and Frank Rd., north side
3	Water Tower	NW corner Crystal Lake/Algonquin Rd.
4	Rental Center	NW corner bike path/Algonquin Rd.
5	Algonquin Village Hall, Police and Fire Dept.	SW corner IL Rte. 31/Algonquin Rd.
6	Com-ed Substation	NW corner Countryside/IL Rte. 62.
7	Kindercare Daycare	NW corner Countryside/IL Rte. 62.
8	Algonquin Water Tower	NW corner Countryside/IL Rte. 62
9	SS Dickenson, Historical Bldg	East of Rte. 25, south side
10	Dickenson Daycare	East of Rte. 25, south side
11	Old Barn Historical?	On Kane and Cook County Border, north side
12	Union Cemetery Historical?	East of Batemann Rd., south side
13	Barrington Hills Village Hall	SW corner EJ&E Railroad/IL Rte. 62
14	Settling basins with aeration tanks	NE corner Barrington/IL Rte. 62
15	Hoffman Estates Park District and Recreation Center	NW corner Lexington/IL Rte. 62
16	Willow Dale Farm Historical?	Between Ela Rd. and Little City Dr., north side
17	Little City Adult Vocational Center	NW corner Little City/IL Rte. 62
18	St. John United Church of Christ and Cemetery Historical?	West of Roselle Rd., south side

**Table I-2 (con't)**  
**Significant Buildings and Sites**  
**Algonquin Road/Illinois Rte. 62**

<b>Label</b>	<b>Name</b>	<b>Location</b>
19	St. Michaels Cemetery	SE corner Roselle/IL Rte. 62
20	Mt. Hope Cemetery	SW corner Roselle/IL Rte. 62
21	Cook County Highway Dept.	SE corner Meacham/IL Rte. 62
<i><b>Parks</b></i>		
P2	Towne Park	West of Rte. 31, S. Side
P3	Carl Rice Field Park	South of Eastview Elementary School
P4	Willow Park	NE corner Lexington/IL Rte. 62
<i><b>Schools</b></i>		
S1	St. Margaret Mary Catholic School	SE corner Hubbard/IL Rte. 62
S2	Eastview Elementary School	SW corner Easgate/IL Rte. 62
S3	La Petite Pre School	NE corner Huntington/IL Rte. 62
S4	Childrens World DayCare	Between Little City Dr. and Roselle Rd., N. Side
S5	William Rainey Harper College	NE corner Roselle/IL Rte. 62
<i><b>Churches</b></i>		
C1	St. Margaret Mary Catholic Church	SE corner Hubbard/IL Rte. 62
C2	Willow Creek Church	SE corner Barrington/IL Rte. 62
C3	New Life Lutheran Church	NE corner Versailles/IL Rte. 62
C4	St. John United Church of Christ	West of Roselle Rd., S. Side

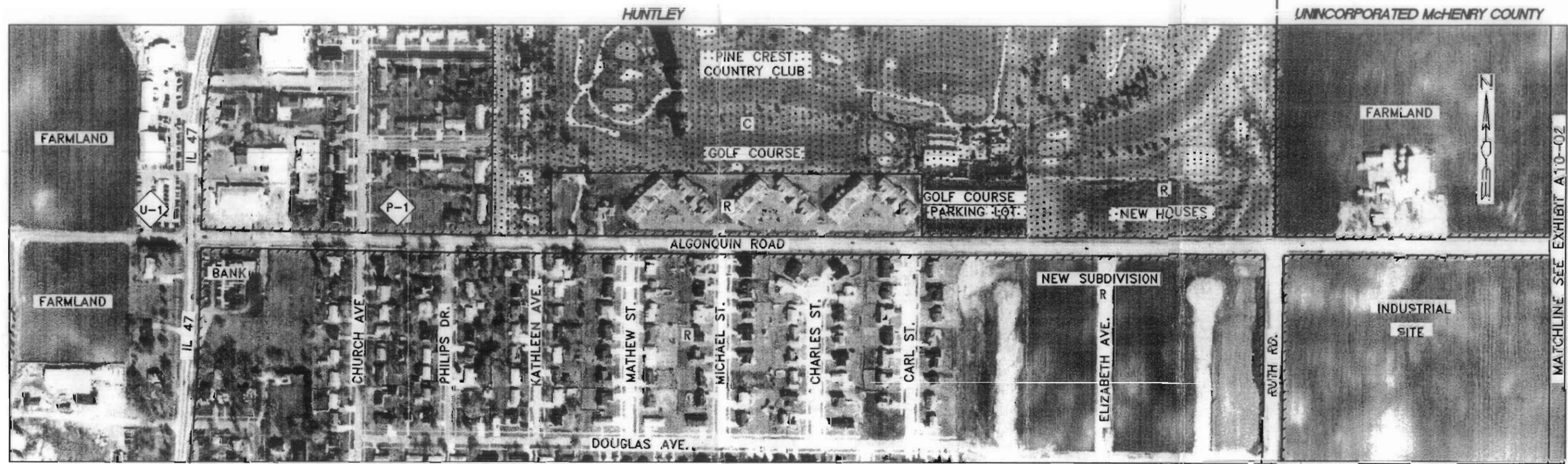
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# EXISTING ROADWAY CONDITIONS

**ALGONQUIN RD/IL 62**

**SRA**

STRATEGIC  
REGIONAL  
ARTERIAL  
PLANNING STUDY



**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

**DESCRIPTION OF LAND USE CONDITIONS:**

U-1 - GEO Auto Dealer

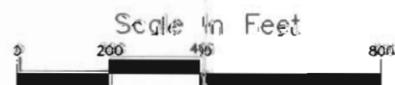
P-1 - Huntley Public Library

**LEGEND**

-  = BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OFFICE, OR COMMERCIAL PROPERTIES
-  = POSSIBLE U.S.T. SITE
-  = PUBLIC FACILITY
-  = PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE
-  = CITY/TOWNSHIP BOUNDARY

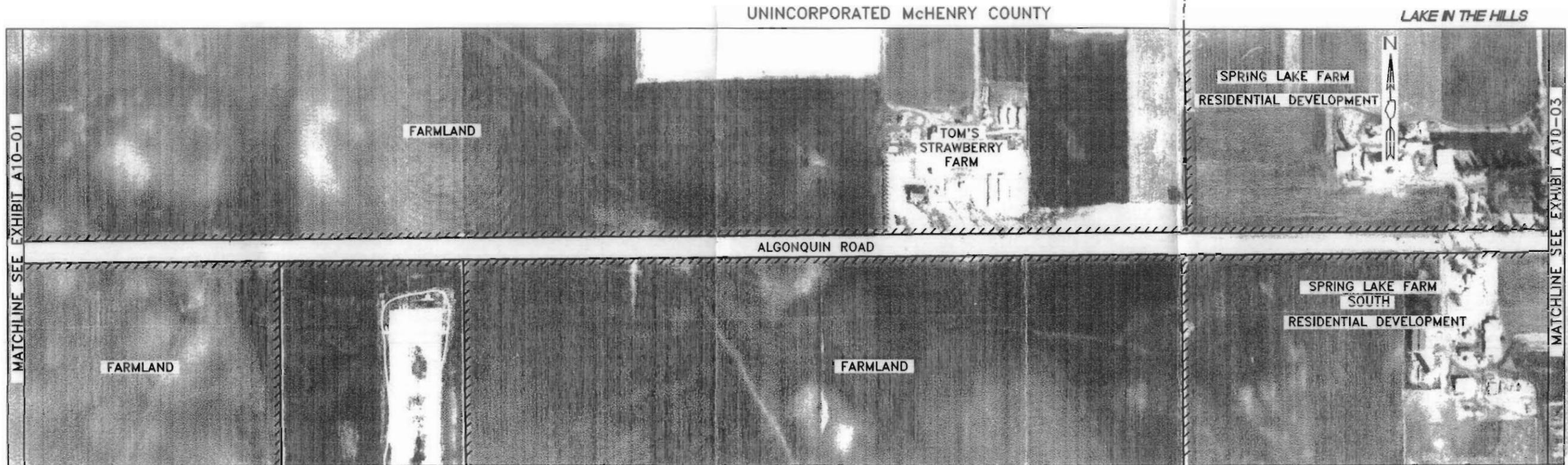
**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - ENVIRONMENTAL AND LAND USE CONDITIONS**

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the Illinois Department of Transportation



**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

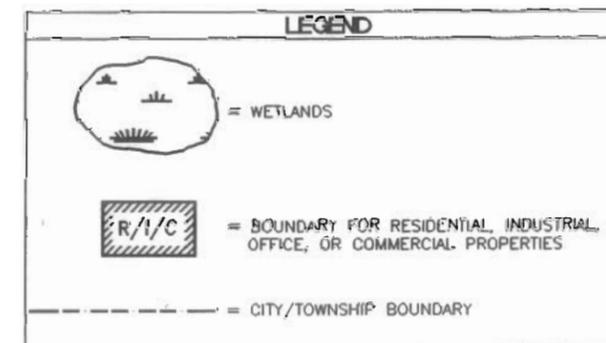
MATCHLINE SEE EXHIBIT A10-02



DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE CONDITIONS:

AERIAL PHOTO DATE: 03-01-92



## ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - ENVIRONMENTAL AND LAND USE CONDITIONS

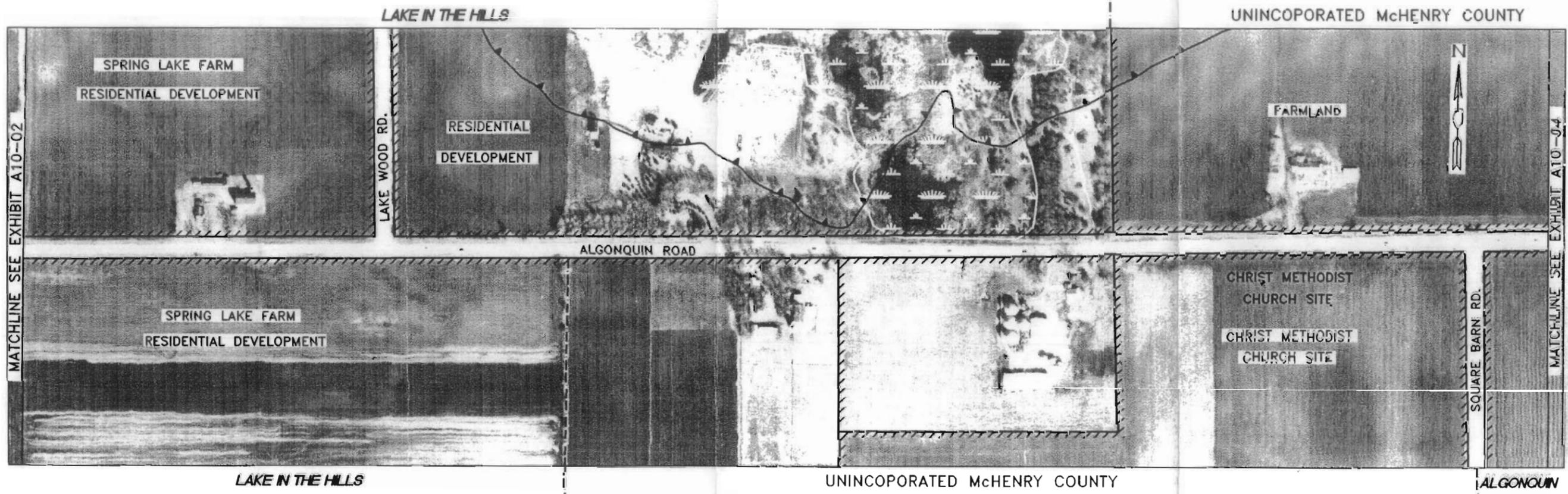
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

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**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

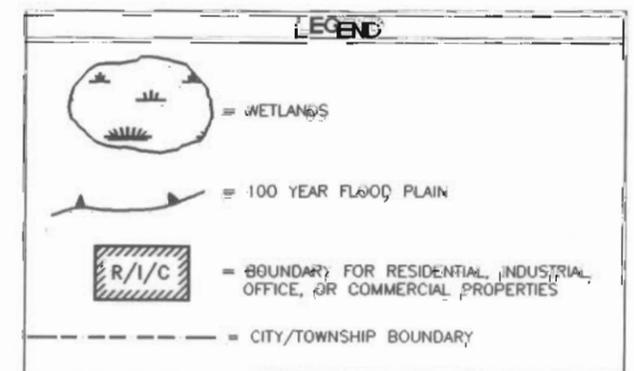
EXHIBIT A10-02



DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE CONDITIONS:

AERIAL PHOTO DATE: 03-01-92



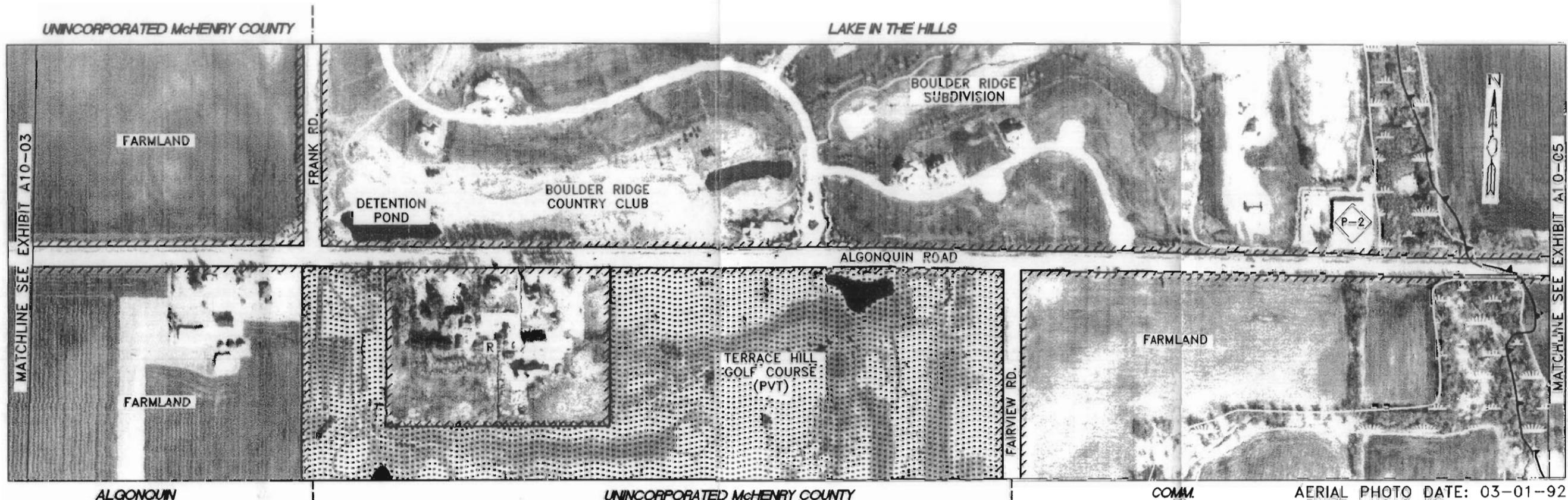
**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - ENVIRONMENTAL AND LAND USE CONDITIONS**

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the Illinois Department of Transportation



**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT A10-03



DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE CONDITIONS:

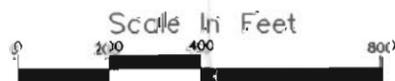
- \* Boulder Ridge Country Club
-  = Boulder Ridge maintenance yard

**LEGEND**

-  = WETLANDS
-  = 100 YEAR FLOOD PLAIN
-  = BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OFFICE, OR COMMERCIAL PROPERTIES
-  = PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE
-  = PUBLIC FACILITY
-  = CITY/TOWNSHIP BOUNDARY

## ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - ENVIRONMENTAL AND LAND USE CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the Illinois Department of Transportation



**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT A10-04

LAKE IN THE HILLS



MATCHLINE SEE EXHIBIT A10-04

MATCHLINE SEE EXHIBIT A10-06

ALGONQUIN

AERIAL PHOTO DATE: 03-01-92

**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

-  = AMOCO Gas Station
-  = UNION 76 Gas Station

**DESCRIPTION OF LAND USE CONDITIONS:**

- \* Shopping Plaza located SW and SE of Algonquin Road and Randall Road.
-  = Water Tower

**LEGEND**

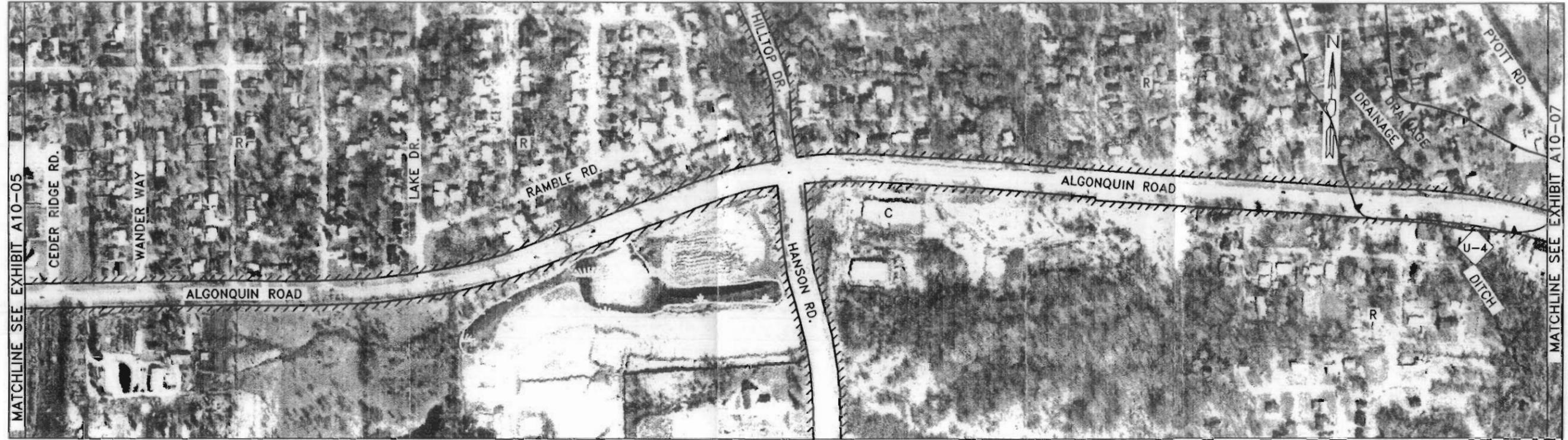
-  = L.U.S.T. SITE
-  = POSSIBLE U.S.T. SITE
-  = PUBLIC FACILITY
-  = WETLANDS
-  = 100 YEAR FLOOD PLAN
-  = BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OFFICE, OR COMMERCIAL PROPERTIES
-  = CITY/TOWNSHIP BOUNDARY

**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - ENVIRONMENTAL AND LAND USE CONDITIONS**

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LAKE IN THE HILLS



MATCHLINE SEE EXHIBIT A10-05

MATCHLINE SEE EXHIBIT A10-07

ALGONQUIN

AERIAL PHOTO DATE: 03-01-92

**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

**DESCRIPTION OF LAND USE CONDITIONS:**

 = Hoffman Auto Inc.

\* Residential area located primarily on the north side.

**LEGEND**

-  = POSSIBLE U.S.T. SITE
-  = BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OFFICE, OR COMMERCIAL PROPERTIES
-  = WETLANDS
-  = 100 YEAR FLOOD PLAIN
-  = CITY/TOWNSHIP BOUNDARY

**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - ENVIRONMENTAL AND LAND USE CONDITIONS**



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the  
 Illinois Department of Transportation

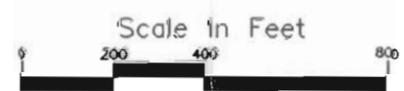
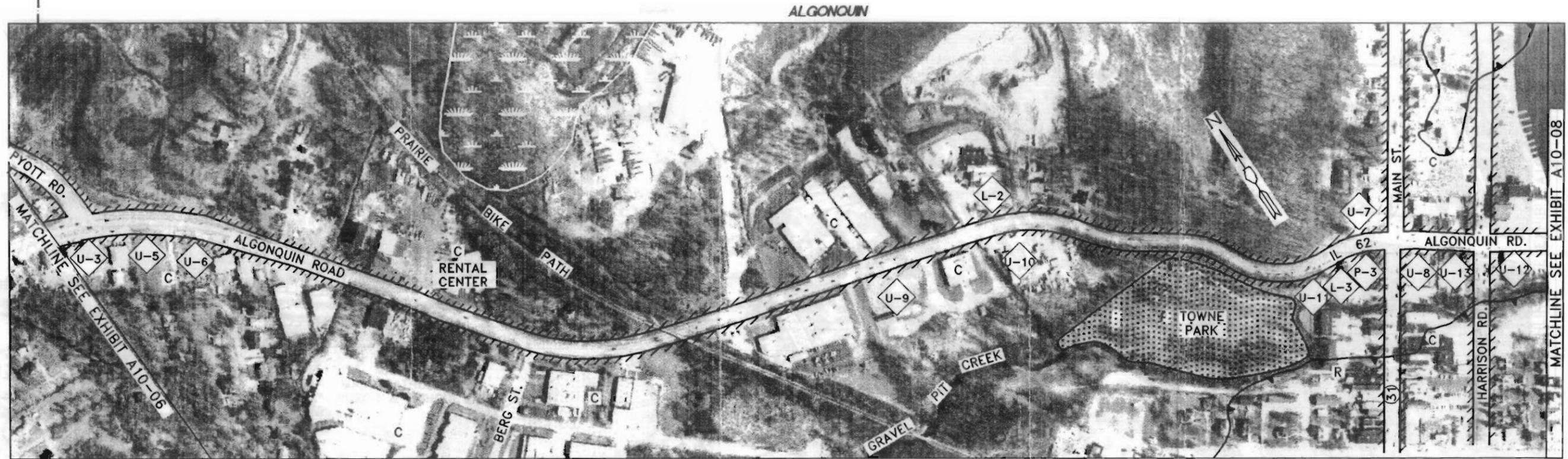


EXHIBIT A10-06



ALGONQUIN

AERIAL PHOTO DATE: 03-01-92

**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

- |                                |                                    |
|--------------------------------|------------------------------------|
| U-3 = Auto Service             | U-11 = Abandoned Gas Station       |
| U-5 = Marathon Gas Station     | U-12 = Abandoned Gas Station       |
| U-6 = Valley Auto Body & Frame | U-13 = Abandoned Amoco Gas Station |
| U-7 = Shell Gas station        | L-2 = Wauconda Tool                |
| U-8 = Abandoned Gas Station    | L-3 = Algonquin Village Hall       |
| U-9 = Parkside Auto Center     |                                    |
| U-10 = Valley Auto Body        |                                    |

**DESCRIPTION OF LAND USE CONDITIONS:**

- \* Towne Park
- P-3 = Police & Fire Department

LEGEND	
	= WETLANDS
	= 100 YEAR FLOOD PLAIN
	= BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OFFICE, OR COMMERCIAL PROPERTIES
	= PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE
	= CITY/TOWNSHIP BOUNDARY
L-#	= L.U.S.T. SITE
U-#	= POSSIBLE U.S.T. SITE
H-#	= HISTORIC SITE
P-#	= PUBLIC FACILITY

**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - ENVIRONMENTAL AND LAND USE CONDITIONS**



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

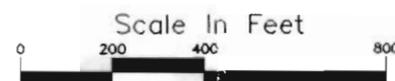
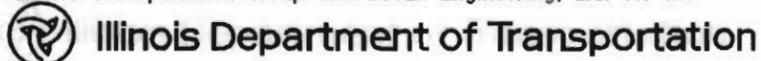


EXHIBIT A10-07



ALGONQUIN

AERIAL PHOTO DATE: 03-01-92

**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

U-15 = Goodyear Automotive

**DESCRIPTION OF LAND USE CONDITIONS:**

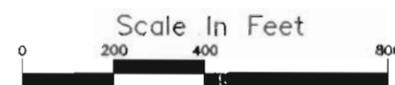
- \* St. Margaret Mary Catholic Church and School
- \* Eastview Elementary School
- \* Carl Rice Field Park
- P-4 = Com-Ed Substation
- P-5 = Kindercare daycare
- P-6 = Algonquin water tower

LEGEND	
U-#	= POSSIBLE U.S.T. SITE
P-#	= PUBLIC FACILITY
R/I/C	= BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OFFICE, OR COMMERCIAL PROPERTIES
[Dotted Pattern]	= PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE
[Cross Symbol]	= RELIGIOUS INSTITUTION
[Wavy Line]	= 100 YEAR FLOOD PLAIN

**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - ENVIRONMENTAL AND LAND USE CONDITIONS**

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Illinois Department of Transportation



**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT A10-08



**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

**DESCRIPTION OF LAND USE CONDITIONS:**

- U-14 = Auto Dealer
- U-16 = Autobody
- U-17 = Autobody
- U-18 = U Haul Truck Rental
- U-19 = Union 76 Gas Station
- U-20 = Phillips 66 Gas Station
- U-21 = Abandoned Gas Station (Sunoco)
- U-22 = Jeff's Auto Service (Abandoned Gas Station)

- \* Gravel pit
- P-7 = Dickenson Day Care
- H-1 = Historical Building (1856) SS. Dickenson

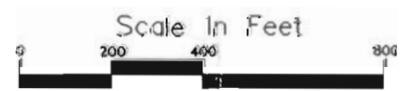
AERIAL PHOTO DATE: 03-01-92

**LEGEND**

- U-# = POSSIBLE U.S.T. SITE
- H-# = HISTORIC SITE
- P-# = PUBLIC FACILITY
- R/I/C = BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OFFICE, OR COMMERCIAL PROPERTIES
- [Dotted Pattern] = PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE
- - - = CITY/TOWNSHIP BOUNDARY

**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - ENVIRONMENTAL AND LAND USE CONDITIONS**

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the Illinois Department of Transportation

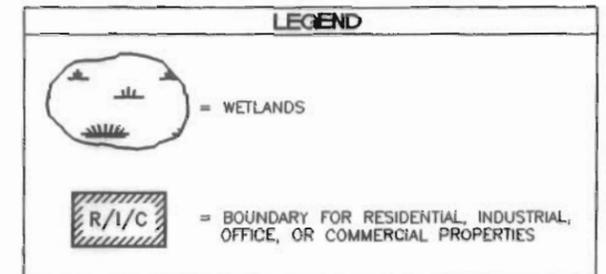




AERIAL PHOTO DATE: 03-01-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE CONDITIONS:



## ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - ENVIRONMENTAL AND LAND USE CONDITIONS



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 Illinois Department of Transportation

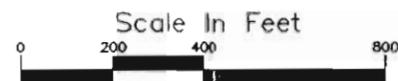
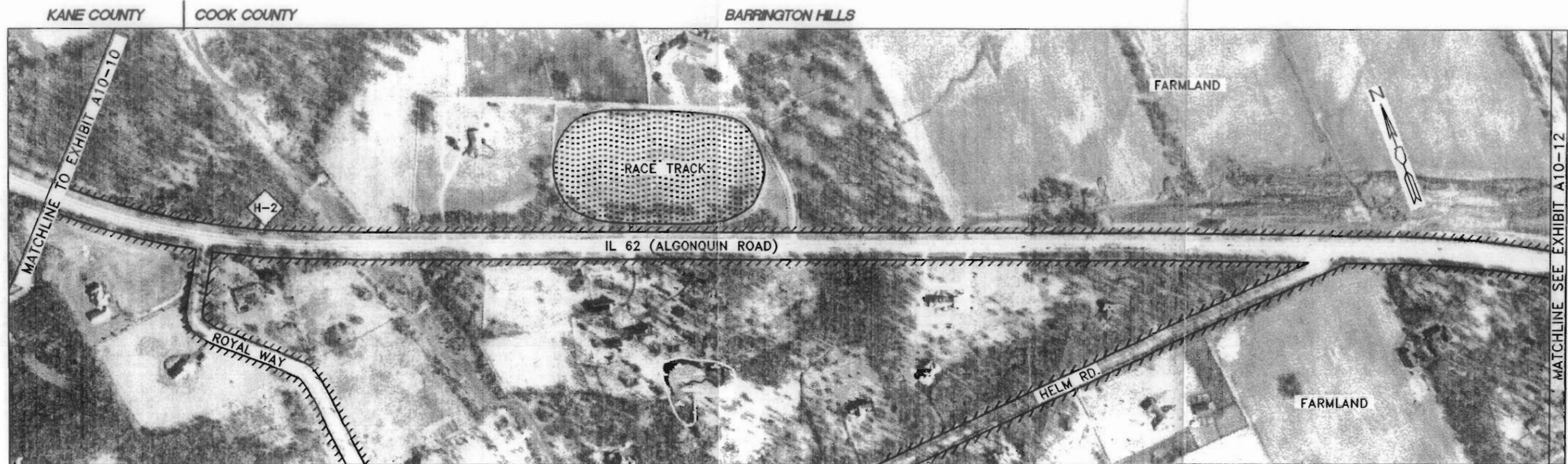


EXHIBIT A10-10



BARRINGTON HILLS

AERIAL PHOTO DATE: 03-01-92

**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

**DESCRIPTION OF LAND USE CONDITIONS:**

H-2 = Old Barn (possibly historical)

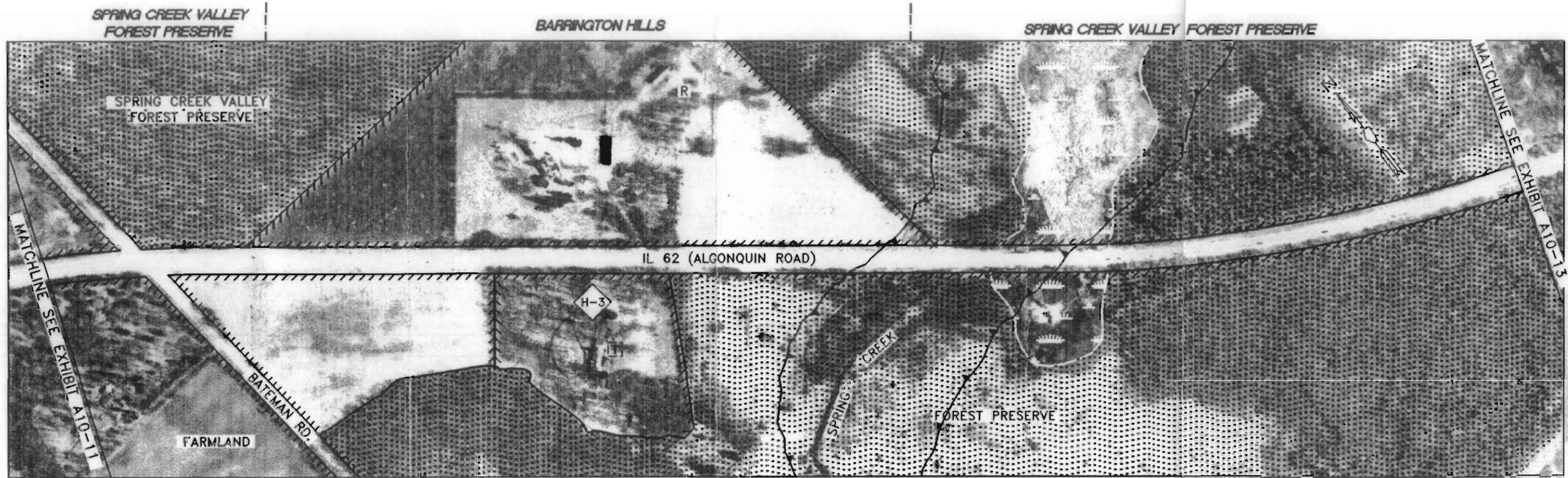
LEGEND	
	= HISTORIC SITE
	= BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OFFICE, OR COMMERCIAL PROPERTIES
	= WETLANDS
	= PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE

**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - ENVIRONMENTAL AND LAND USE CONDITIONS**



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the Illinois Department of Transportation





AERIAL PHOTO DATE: 03-01-92

**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

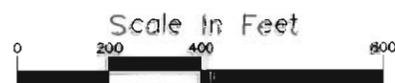
**DESCRIPTION OF LAND USE CONDITIONS:**

- Spring Creek Valley Forest Preserve
- ◊ H-3 = Union Cemetery (1866)

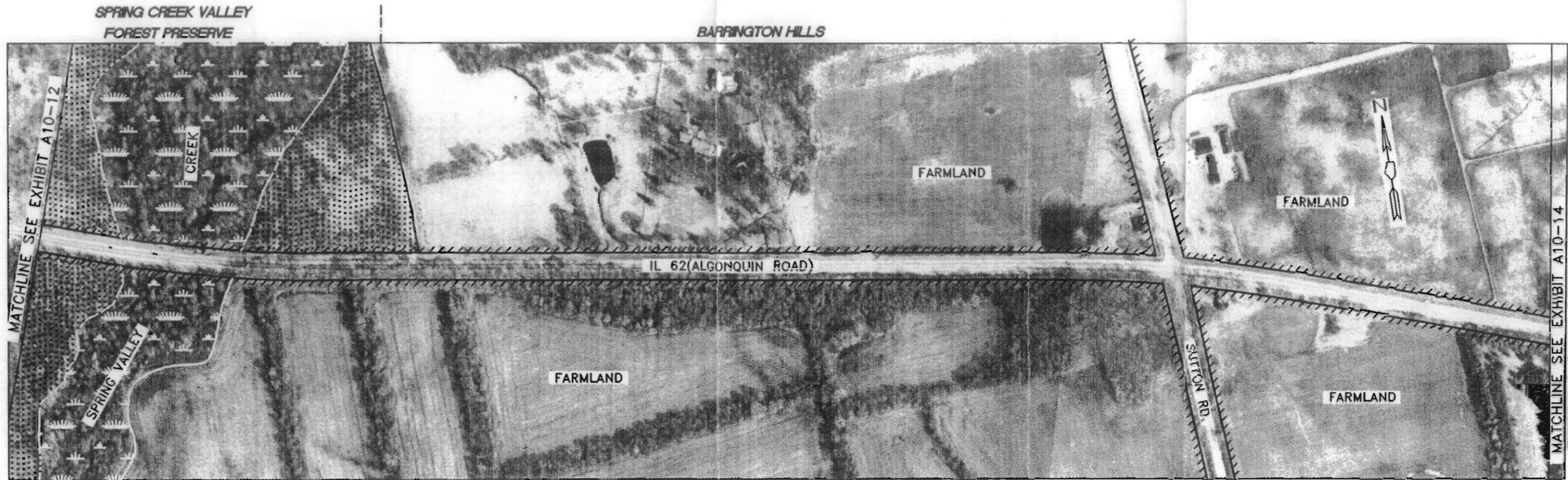
LEGEND	
◊ H-#	= HISTORIC SITE
	= WETLANDS
	= 100 YEAR FLOOD PLAN
	= BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OFFICE, OR COMMERCIAL PROPERTIES
	= PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE
	= CEMETERY
	= CITY/TOWNSHIP BOUNDARY

**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - ENVIRONMENTAL AND LAND USE CONDITIONS**

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the Illinois Department of Transportation



**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

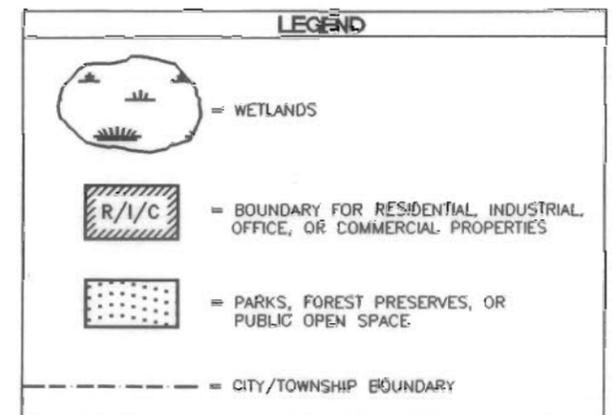


AERIAL PHOTO DATE: 03-01-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

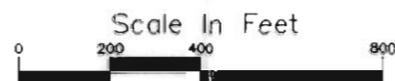
DESCRIPTION OF LAND USE CONDITIONS:

\* Agricultural land



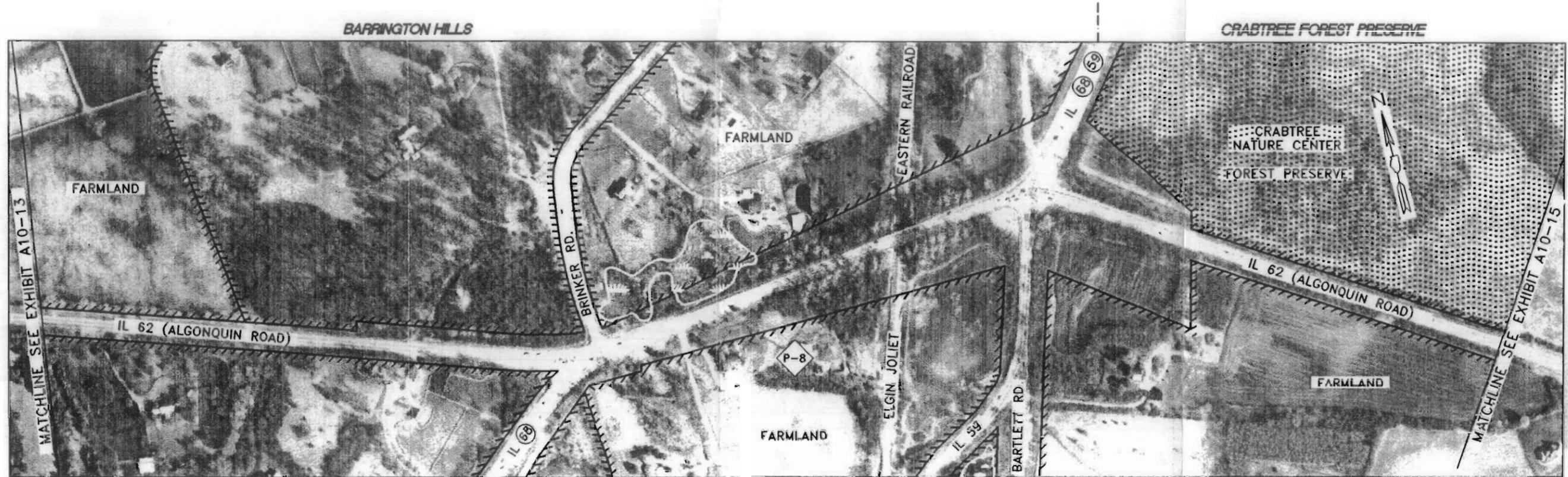
## ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - ENVIRONMENTAL AND LAND USE CONDITIONS

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 Illinois Department of Transportation



**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT A10-13



AERIAL PHOTO DATE: 03-01-92

**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

**DESCRIPTION OF LAND USE CONDITIONS:**

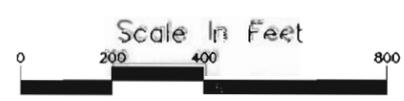
- \* Crabtree Forest Preserve
- ◇ P-8 = Barrington Hills Village Hall

**LEGEND**

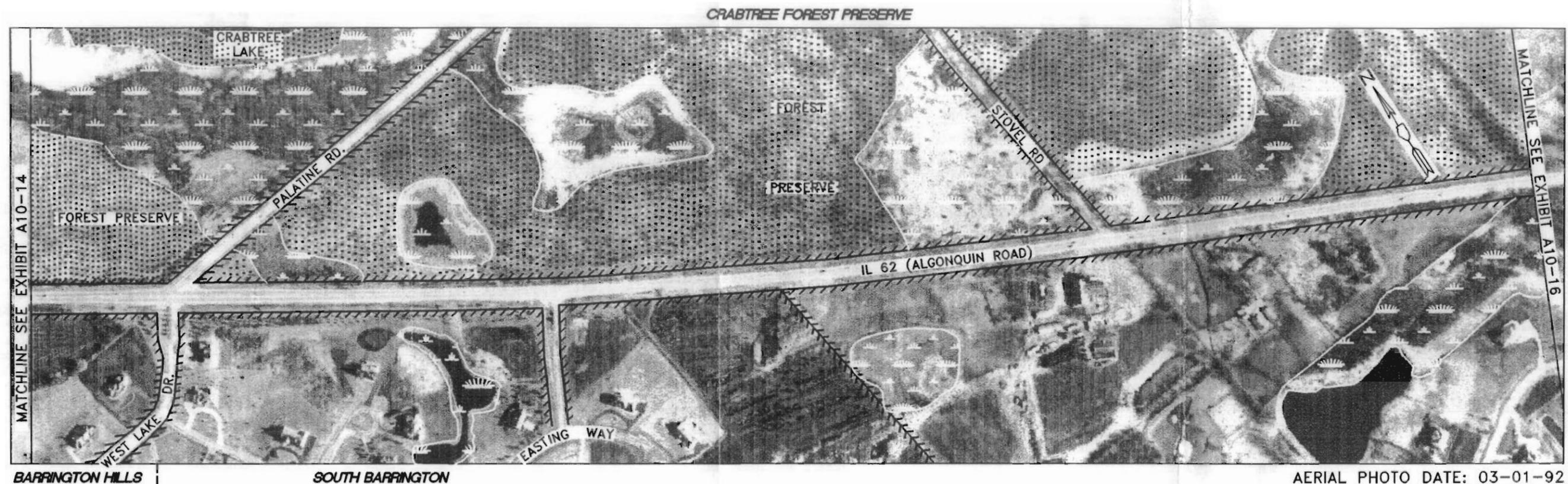
- ◇ P-# = PUBLIC FACILITY
- ◡ = WETLANDS
- ▨ R/I/C = BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OFFICE, OR COMMERCIAL PROPERTIES
- ▤ = PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE
- - - = CITY/TOWNSHIP BOUNDARY

**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - ENVIRONMENTAL AND LAND USE CONDITIONS**

Prepared by DAMIES & MOORE/IMCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the  
 Illinois Department of Transportation



**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

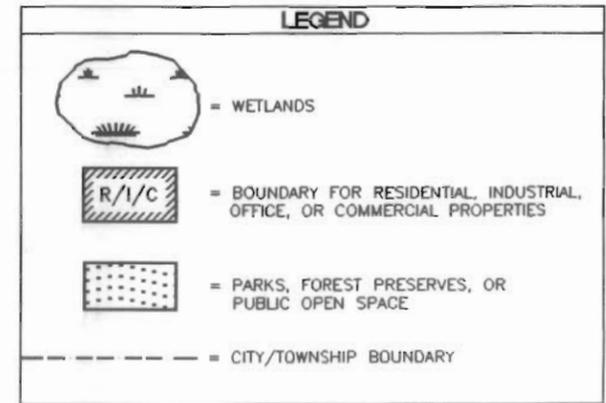


AERIAL PHOTO DATE: 03-01-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE CONDITIONS:

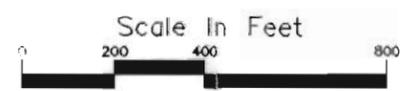
\* Crabtree Lake and Nature Preserve.

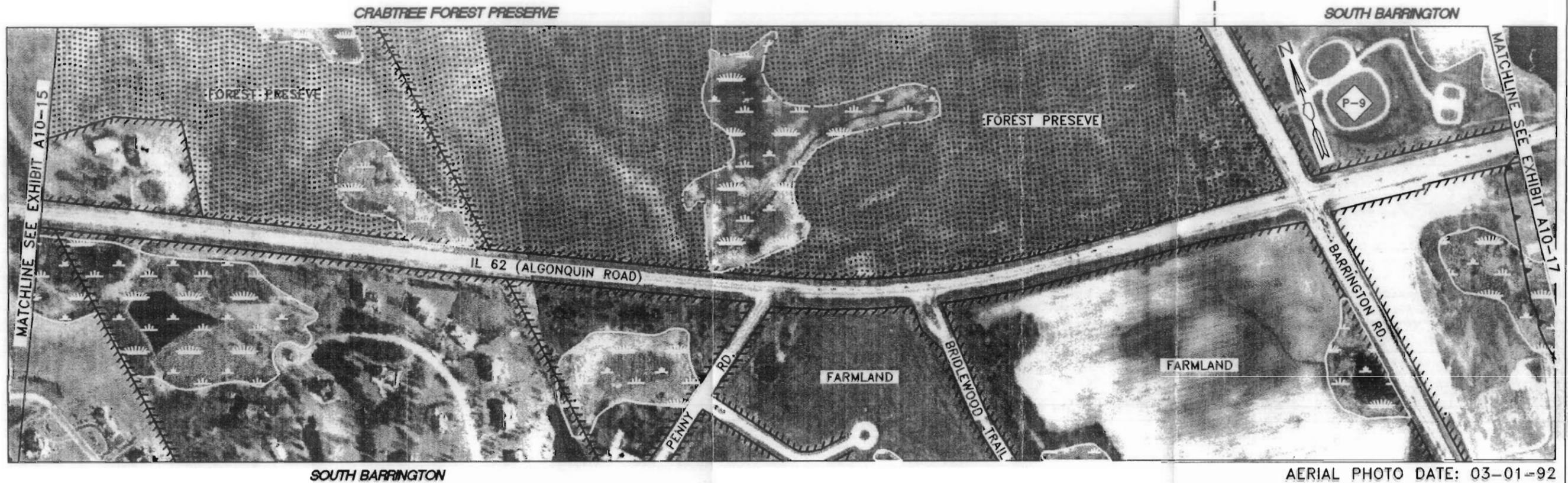


ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - ENVIRONMENTAL AND LAND USE CONDITIONS



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the Illinois Department of Transportation





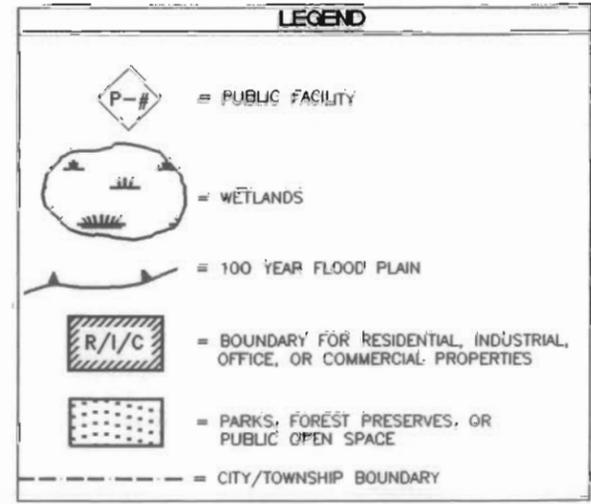
AERIAL PHOTO DATE: 03-01-92

**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

 Settling basins with aerations tanks - rock lined and fenced.

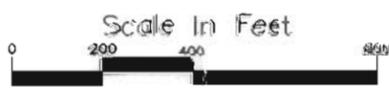
**DESCRIPTION OF LAND USE CONDITIONS:**

\* Crabtree Lake and Nature Preserve.



**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - ENVIRONMENTAL AND LAND USE CONDITIONS**

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the Illinois Department of Transportation



**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY



SOUTH BARRINGTON

HOFFMAN ESTATES

SOUTH BARRINGTON

HOFFMAN ESTATES

AERIAL PHOTO DATE: 03-01-92

**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

U-23 = Mobil Gas Station

**DESCRIPTION OF LAND USE CONDITIONS:**

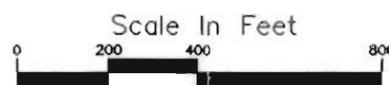
\* Willow Creek Church  
 P-10 = La Petite Pre School

**LEGEND**

- U-# = POSSIBLE U.S.T. SITE
- P-# = PUBLIC FACILITY
- [Wetland symbol] = WETLANDS
- [Flood plain symbol] = 100 YEAR FLOOD PLAIN
- [R/I/C symbol] = BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OFFICE, OR COMMERCIAL PROPERTIES
- [Dotted area symbol] = PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE
- [Church symbol] = RELIGIOUS INSTITUTION
- [Dashed line symbol] = CITY/TOWNSHIP BOUNDARY

**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - ENVIRONMENTAL AND LAND USE CONDITIONS**

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the Illinois Department of Transportation



**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY



MATCHLINE SEE EXHIBIT A10-17

MATCHLINE SEE EXHIBIT A10-19

PAUL DOUGLAS FOREST PRESERVE

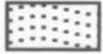
AERIAL PHOTO DATE: 03-01-92

**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

**DESCRIPTION OF LAND USE CONDITIONS:**

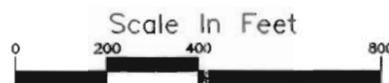
-  = Hoffman Estate Park District and Recreation Center.
-  = Willow Park
- \* Paul Douglas Forest Preserve.
- \* New Life Lutheran Church

**LEGEND**

-  = PUBLIC FACILITY
-  = WETLANDS
-  = BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OFFICE, OR COMMERCIAL PROPERTIES
-  = PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE
-  = RELIGIOUS INSTITUTION
-  = CITY/TOWNSHIP BOUNDARY

**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - ENVIRONMENTAL AND LAND USE CONDITIONS**

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the  
 Illinois Department of Transportation



**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

HOFFMAN ESTATES



PAUL DOUGLAS FOREST PRESERVE

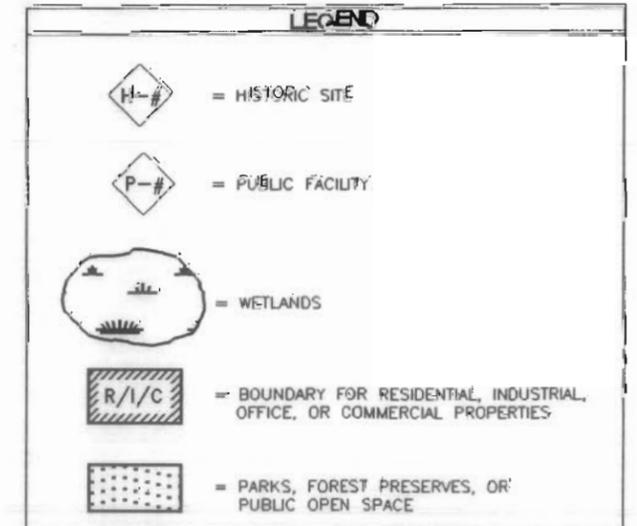
AERIAL PHOTO DATE: 03-01-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

H-3 = Willow Dale Farm (House and Barn-1830) possibly historical

DESCRIPTION OF LAND USE CONDITIONS:

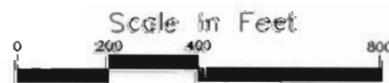
- \* Paul Douglas Forest Preserve
- \* Highland Woods Forest Preserve
- P-12 = Little City (Adult Vocational School)



ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - ENVIRONMENTAL AND LAND USE CONDITIONS

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**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT A10-19



HOFFMAN ESTATES

WILLIAM RAINEY HARPER COLLEGE

MATCHLINE SEE EXHIBIT A10-19

MATCHLINE SEE EXHIBIT A10-21

PAUL DOUGLAS FOREST PRESERVE

ST. MICHAEL'S CEMETERY

AERIAL PHOTO DATE: 03-01-92

**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

U-24 = Mobil Gas Station

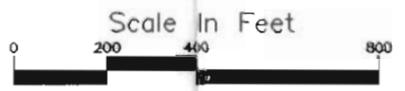
**DESCRIPTION OF LAND USE CONDITIONS:**

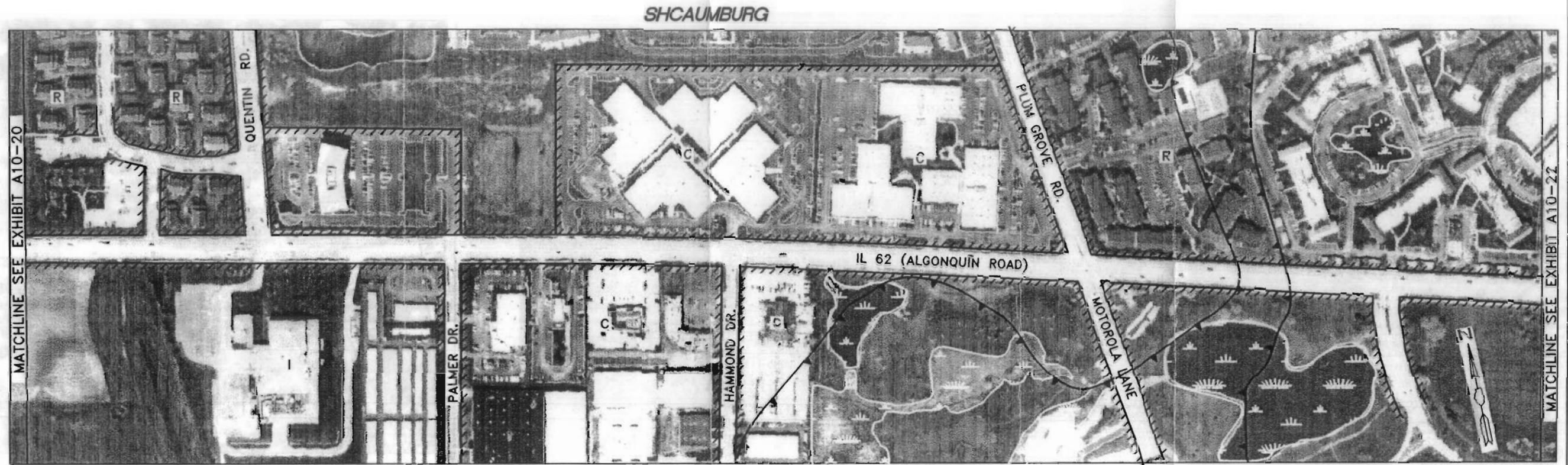
- \* St. John United Cemetery
- \* Children's World Day Care
- \* St. Michael's Cemetery
- \* Mt. Hope Cemetery
- P-13 = St. John United Church of Christ
- P-14 = William Rainey Harper College

LEGEND	
	= POSSIBLE U.S.T. SITE
	= PUBLIC FACILITY
	= WETLANDS
	= BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OFFICE, OR COMMERCIAL PROPERTIES
	= PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE
	= CEMETERY
	= RELIGIOUS INSTITUTION
	= CITY/TOWNSHIP BOUNDARY

**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - ENVIRONMENTAL AND LAND USE CONDITIONS**

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the Illinois Department of Transportation

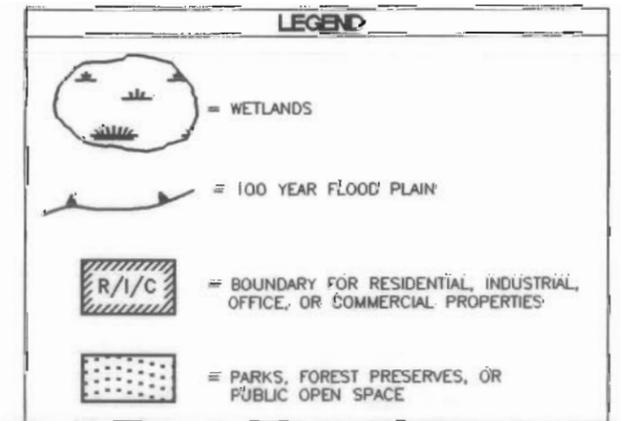




AERIAL PHOTO DATE: 05-01-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE CONDITIONS:

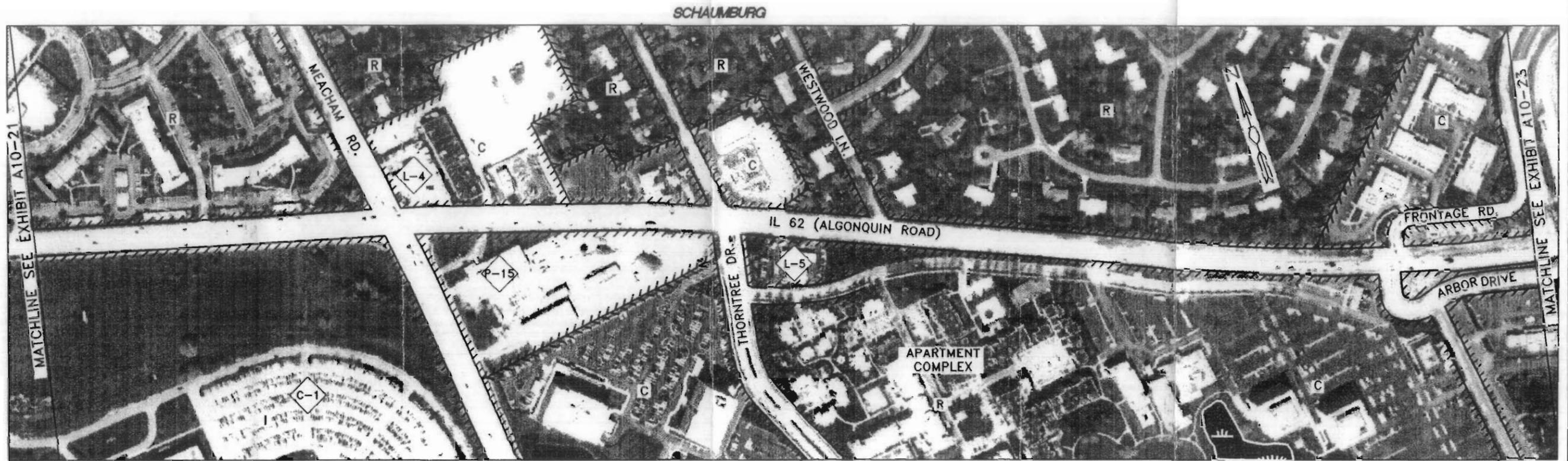


## ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - ENVIRONMENTAL AND LAND USE CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the  
 Illinois Department of Transportation



**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY



SCHAUMBURG

SCHAUMBURG

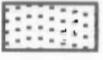
AERIAL PHOTO DATE: 05-01-92

**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

-  = Shell Gas Station
-  = Mobil Gas Station
-  = Motorola Company (Hazardous Materials Site, Cercils)

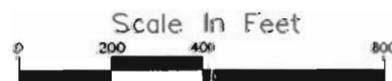
**DESCRIPTION OF LAND USE CONDITIONS:**

-  = Cook County Highway Department (salt and truck storage)
- \* Multi family residence

LEGEND	
	= L.U.S.T. SITE
	= PUBLIC FACILITY
	= CERCLUS SITE
	= BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OFFICE, OR COMMERCIAL PROPERTIES
	= PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

 Illinois Department of Transportation



**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT A10-22

ROLLING MEADOWS



ROLLING MEADOWS

AERIAL PHOTO DATE: 02-09-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE CONDITIONS:

= Mobil Gas Station

- \* Illinois Route 53 interchange
- \* Office buildings
- \* Single and multi - family homes

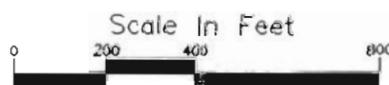
**LEGEND**

- = POSSIBLE U.S.T. SITE
- = WETLANDS
- = 100 YEAR FLOOD PLAIN
- = BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OFFICE, OR COMMERCIAL PROPERTIES

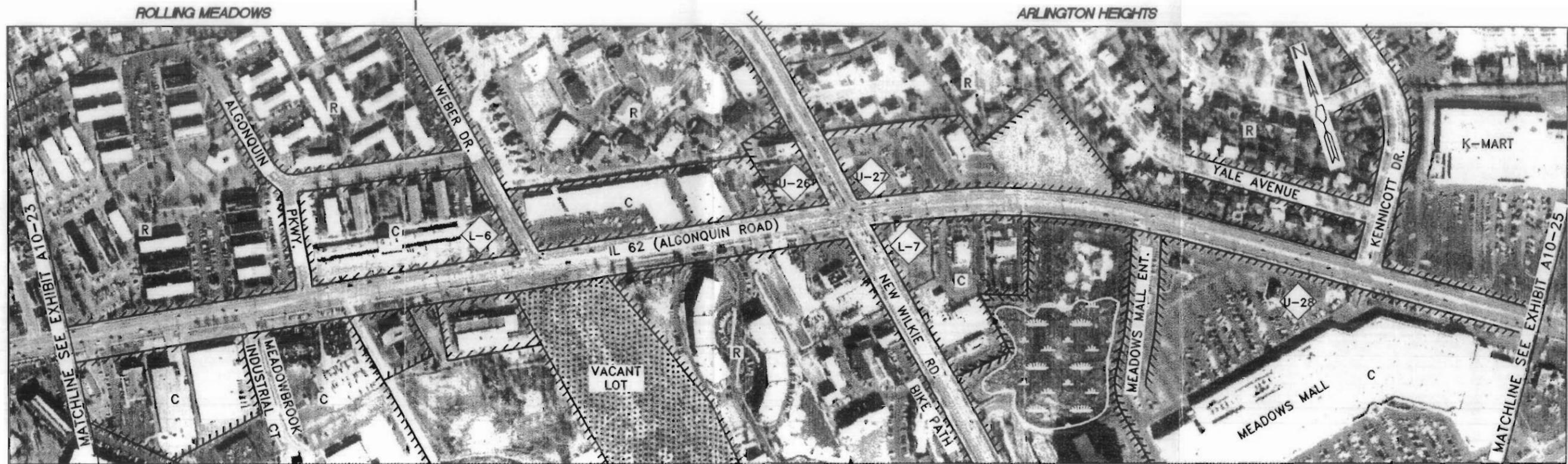
ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - ENVIRONMENTAL AND LAND USE CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation



**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY



ROLLING MEADOWS

ARLINGTON HEIGHTS



ROLLING MEADOWS

AERIAL PHOTO DATE: 02-09-92

**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

**DESCRIPTION OF LAND USE CONDITIONS:**

- ◊ L-6 = Shell Gas Station
- ◊ L-7 = Amoco Gas Station
- ◊ U-26 = Mobil Gas Station
- ◊ U-27 = Union 76 Gas Station
- ◊ U-28 = Grease Monkey Auto Body

- \* Meadows Mall
- \* K - Mart
- \* Commercial/strip malls adjacent to the road.

**LEGEND**

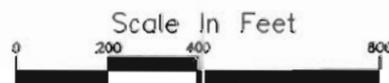
- ◊ U-# = POSSIBLE U.S.T. SITE
- ◊ L-# = L.U.S.T. SITE
- WETLANDS
- R/I/C = BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OFFICE, OR COMMERCIAL PROPERTIES
- PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE
- - - CITY/TOWNSHIP BOUNDARY

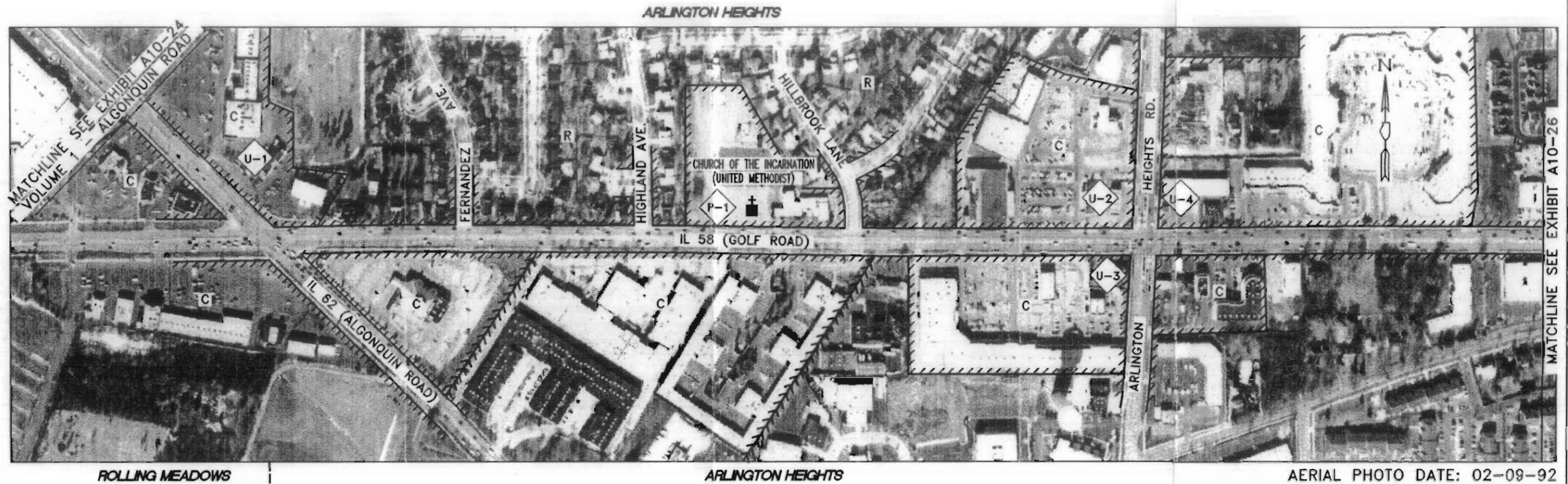
**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - ENVIRONMENTAL AND LAND USE CONDITIONS**



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation





AERIAL PHOTO DATE: 02-09-92

**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

-  = Tire America
-  = Mobil Gas Station
-  = Amoco Gas Station
-  = Union 76 Gas Station

**DESCRIPTION OF LAND USE CONDITIONS:**

-  = Creative Nursery School

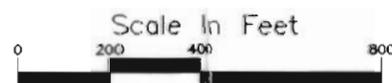
**LEGEND**

-  = POSSIBLE U.S.T. SITE
-  = PUBLIC FACILITY
-  = BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OFFICE, OR COMMERCIAL PROPERTIES
-  = RELIGIOUS INSTITUTION
-  = CITY/TOWNSHIP BOUNDARY

**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - ENVIRONMENTAL AND LAND USE CONDITIONS**

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 Illinois Department of Transportation



**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

## ***EXISTING ROADWAY CONDITIONS***

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The existing roadway geometrics and conditions were obtained from field reconnaissance and from various other sources listed in Table II-4.

### **Section I - Illinois Route 47 to Illinois Route 31 (7.16 miles)**

*Exhibit B10-1 to Exhibit B10-7*

Section I of Algonquin Road begins at Illinois Route 47, and continues east to Illinois Route 31. Algonquin Road is known as McHenry County Route A48 from Illinois Route 47 to Illinois Route 31. This section passes through Huntley, Lake in the Hills, unincorporated McHenry County and Algonquin. This section is under the jurisdiction of McHenry County. The corridor intersects other SRA route in this section, Illinois Route 47 and Randall Road.

### ***Physical Characteristics***

This section typically consists of two 11-foot to 12-foot lanes with adjacent 7-foot to 8-foot aggregate shoulders from Illinois Route 47 to Randall Road. The cross-section from Randall Road to Pyott Road consists of 12-foot lanes separated by a 12 to 16 foot flush median with an adjacent combination curb and gutter. From Pyott Road to Illinois Route 31, the roadway narrows to two 12-foot lanes with adjacent 7-foot aggregate shoulders. This segment follows a winding alignment through a steep hillside west of Illinois Route 31. The existing right-of-way (R.O.W.) varies from 70 to 93 feet from Illinois Route 47 to Randall Road, 80 to 100 feet from Randall Road to the Prairie Bike Path crossing and is 66 feet east to Illinois Route 31.

This section of the Algonquin Road corridor includes four structures (Table II-1). The first structure is the Wood Creek crossing located approximately 0.20 miles east of Hanson Road. The second structure is a creek crossing a located approximately 0.46 miles east of Hanson Road. The third structure is a creek crossing over the Grave Pit Creek located approximately 0.11 miles west of Pyott Road. The fourth structure is an overpass carrying the McHenry County Conservation District Bike Path over Algonquin Road located 0.44 miles east of Pyott Road.

### ***Traffic Control, Operation, and Safety***

According to the 1990 Traffic Map for McHenry County, the Average Daily Traffic (ADT) for this section ranges from 8,000 vpd to 28,000 vpd (Table II-3). The speed limit for this section ranges from 35 to 50 mph. The main factor for reducing the speed on Illinois Route 62 to 35 mph is the geometric alignment and the steep slope west of Illinois Route 31. Parking is not permitted along this section.

No high accident location has been identified by the Illinois High Accident Location Report 1992

in this section (Table II-2).

### ***Public Transportation***

There is no existing public transportation along this section.

## **Section II - Illinois Route 31 to Illinois Route 59 ( 7.72 miles )**

*Exhibit B10-7 to Exhibit B10-14*

Section II of Illinois Route 62 begins at Illinois Route 31 in the southeast part of McHenry County, and continues through Kane County to Illinois Route 59 in Cook County. East of Illinois Route 31, Algonquin Road is designated as Illinois Route 62. This section passes through Algonquin, Carpentersville, Barrington Hills, Barrington and unincorporated Kane and Cook Counties. This section includes intersections with two SRA corridors, Illinois Route 25 and Illinois Route 59.

### ***Physical Characteristics***

Within downtown Algonquin from Illinois Route 31 to River Drive, the typical section consists of two 11-foot lanes in each direction separated by a 9-foot flush median. The segment from River Drive to Illinois Route 25 provides two 12-foot lanes in each direction separated by a 16-foot mountable median with adjacent curb and gutter. The existing cross-section from Illinois Route 25 to Illinois Route 59 consists of two 12-foot lanes with adjacent 8-foot aggregate shoulders on either side.

The existing R.O.W. ranges from 66 to 300 feet. The R.O.W. from Illinois Route 31 to Hubbard Street is 66 feet. From Hubbard Street to Illinois Route 68 it is 100 feet. From Illinois Route 68 to Illinois Route 59 the R.O.W. ranges from 200 to 300 feet.

The intersection of Illinois Route 68/Illinois Route 62/Illinois Route 59 is currently under study. The configuration will provide two 12-foot lanes in each direction with a median in access of 30 feet to provide dual left turn lanes to southbound Illinois Route 68 and Illinois Route 59.

There are three existing structures in this section. The first is the Illinois Route 62 structure over the Fox River located 0.2 miles east of Illinois Route 31. The second structure west of Sutton Road is the overpass for Spring Valley Creek. The third structure west of Illinois Route 59 is the Elgin-Joliet and Eastern Railroad underpass (Table II-1).

### ***Traffic Control, Operation and Safety***

According to the 1990 Traffic Map for McHenry and Cook County, the ADT for this section ranges from 14,000 vpd to 28,000 vpd (Table II-2). Most traffic travels to and from McHenry County using Illinois Route 31 to the north and Illinois Route 62 to the west. The Algonquin Town Center and Eastview School are major traffic generators in this section. The speed limit is 35 mph between Illinois Route 31 and Highland Avenue and 40 to 45 mph to Illinois Route 59. Parking is not permitted along this section.

The intersection of Illinois Route 62 and Illinois Route 59 has been identified as a high accident location (Table II-3) as identified by High Accident Location Identification System - High Accident Location 1992, IDOT Scoping Report.

### ***Public Transportation***

There is no existing public transportation along this section.

### **Section III - Illinois Route 59 to Roselle Road ( 5.73 miles)**

*Exhibit B10-14 to Exhibit B10-20*

Section III of Illinois Route 62 begins at Illinois Route 59 and continues to Roselle Road. This section passes through South Barrington, Palatine, Schaumburg and unincorporated Cook County. This section intersects three SRA routes: Illinois Route 59, Barrington Road and Roselle Road.

### ***Physical Characteristics***

The Illinois Route 62 cross section consists of four 12-foot lanes with adjacent curb and gutter separated by a mountable median. This median varies from 16 to 30 feet along this section with the exception of the segment from Easting Road to Penny Road. The cross section here consists of two 12-foot lanes of traffic with adjacent 8-foot aggregate shoulders. The intersection of Illinois Route 62 and Roselle Road is currently the focus of a Phase I study. The R.O.W. ranges from 300 feet at Illinois Route 59 to 130 feet west of Roselle Road. The R.O.W. is 100 to 300 feet from Illinois Route 59 to Easting way Drive, 100 to 140 feet from Easting way Drive to Barrington Road, 130 to 145 feet from Barrington Road to Freeman Road, and 110 to 130 feet to Roselle Road.

There is one culvert and one structure located in this section (Table II-1). The culvert is at the East Branch of Poplar Creek located approximately 0.20 miles east of Barrington Road. The second structure is a bridge crossing over the East Branch of Poplar Creek located just west of Lexington Drive.

### ***Traffic Control, Operation and Safety***

According to the 1990 Traffic Map for Cook County, the Average Daily Traffic (ADT) for this segment ranges from 14,000 vpd to 26,000 vpd at Illinois Route 59 and Roselle Road (Table II-2). The speed limit is 45 mph. No parking is permitted in this section.

The intersections of Ela road/ Illinois Route 62 and Roselle Road/Illinois Route 62 have been identified as high accident locations (Table II-3) as identified by the High Accident Location Identification System - High Accident Location 1992, IDOT Scoping Report.

### ***Public Transportation***

There is no existing public transportation in this section.

## **Section IV - Roselle Road to Illinois 58 (Golf Road) ( 4.76 miles)**

*Exhibit B10-20 to Exhibit B10-25*

Section IV of the Illinois Route 62 corridor begins at Roselle Road and continues to Illinois Route 58. This section passes through the high density commercial area of Schaumburg and Rolling Meadows in Cook County.

### ***Physical Characteristics***

This section of Illinois Route 62 consists of four 12-foot lanes with adjacent curb and gutter separated by a 16 to 18 foot mountable medians from Roselle Road to approximately 0.17 miles west of Arbor Drive. From west of Arbor Drive to east of Toll View Drive the roadway expands to six 12-foot lanes with barrier medians and adjacent curb and gutter. This cross-section provides additional capacity at the Illinois Route 53 intersection. The cross section from west of Tollway View Drive to Illinois Route 58 reduces to four 12-foot lanes with curb and gutter separated by 18 foot mountable medians. The existing R.O.W. for this section varies from 100 feet at Roselle Road to 400 feet at Illinois Route 53.

There are two structures in this section (Table II-1). The Illinois Route 53 bridge over Illinois Route 62 and the structure across Salt Creek located just east of Newport Drive.

### ***Traffic Control, Operations and Safety***

According to the 1990 Traffic Map for Cook County, the Average Daily Traffic (ADT) ranges from 27,000 vpd to 39,000 vpd from Roselle Road to Illinois Route 53, and from 39,000 vpd to 40,200 vpd to Illinois Route 58 (Table II-2). There are several major traffic generators in this section: Harper College, the Motorola Campus, Illinois Route 53, and the Meadows Mall Shopping Center. Harper College generates unusual peak hours from 11:00 a.m. to 1:00 p.m. The Motorola

Corporation mainly generates traffic during the morning and afternoon peak hours. There are other businesses and corporations along this segment which generate traffic during the peak hours. The speed limit is 40 to 45 mph for this section. Parking is not permitted along this section.

The intersections of Meacham Road, Illinois Route 53 southbound ramp, Illinois Route 53 northbound ramp, and Illinois Route 58 are identified as high accident locations (Table II-3). As identified in the High Accident Location Identification System - High Accident Location 1992 IDOT Scoping Report.

### ***Public Transportation***

There are two Pace Bus routes operating within this section of Illinois Route 62. The first is Pace Bus # 696 operating at the Harper College entrance west to Roselle Road then south to Golf Road, and returning to Illinois Route 62 between Meacham Road and Weber Road (Old Wilke Road). The second is Pace Bus # 699 operating between Roselle Road east to Quentin Road.

**Table II-1  
Structure Inventory  
Algonquin Road/IL Route 62**

<b>EXHIBIT LABEL</b>	<b>IDOT NUMBER</b>	<b>OVER</b>	<b>UNDER</b>	<b>CLEAR WIDTH</b>	<b>LENGTH</b>	<b>COMMENTS</b>
SN # 1	056-3002	Wood Creek		40	45	Reconstruction
SN # 2	056-5000	Drain Ditch		34	24	Reconstruction
SN # 3	056-3003	Grave Pit Crk		40	34	Reconstruction
SN # 4	056-9920		Prairie Trail	80	216	Modification
SN # 5	056-0059	Fox River		58	335	N/A
SN # 6	016-0580	Spring Creek		44	26	Reconstruction
SN # 7		EJ & E RR		44	129	Reconstruction
SN # 8	016-2648	Poplar Creek		72	249	N/A
SN # 9	016-2133		IL Rt 53 SB	110	161	N/A
SN # 10	016-0378		IL Rt 53 NB	117	161	N/A
SN # 11	016-0581	Salt Creek		64	61	Modification

**Table II-2  
Accident Rates at Intersections  
Algonquin Road/Illinois Route 62**

Cross Street	N-S ADT	E-W ADT	No. of Accidents			Rate
			1990	1991	1992	
IL Rte 47	12000	7900	3	4	5	0.55
Square Barn Rd	3000	7000	2	4	2	0.73
Randall Road	21000	14700	10	11	11	0.82
Hanson Road	5000	16200	6	3	6	0.65
Pyott Rd	11000	15500	3	5	3	0.38
IL Route 31	20000	23200	18	35	15	1.44
Lake Cook Road	6000	23200	0	0	0	0.00
IL Route 25	12000	17100	13	20	12	1.41
Bateman Road	1500	17900	3	4	3	0.47
Sutton N. Road	9000	21300	1	1	5	0.21
IL 68 (Dundee Rd.)	11000	25000	14	8	13	0.89
IL Route 59 *	23200	20000	31	42	36	2.30
Palatine Rd	15000	20000	13	16	29	1.51
Penny Road	600	20000	4	11	7	0.98
Barrington Rd	16000	13800	19	25	20	1.96
Freeman Rd	1000	16700	14	5	12	1.60
Ela Road *	11000	25600	11	17	10	0.95
Roselle Road *	30000	34000	37	43	37	1.67
Quentin Rd	19000	37400	12	6	7	0.40
Plum Grove Road	22000	37400	10	8	5	0.35
Meacham Road *	29000	39000	57	29	33	1.60
Arbor Drive	12000	39000	21	21	20	1.11
IL Rte 53 SB Ramp*	20000	39000	49	42	24	1.78
IL Rte 53 NB Ramp*	20000	39000	47	24	37	1.10
IL Rte 58 (Golf Road) *	33000	40200	45	48	47	1.75

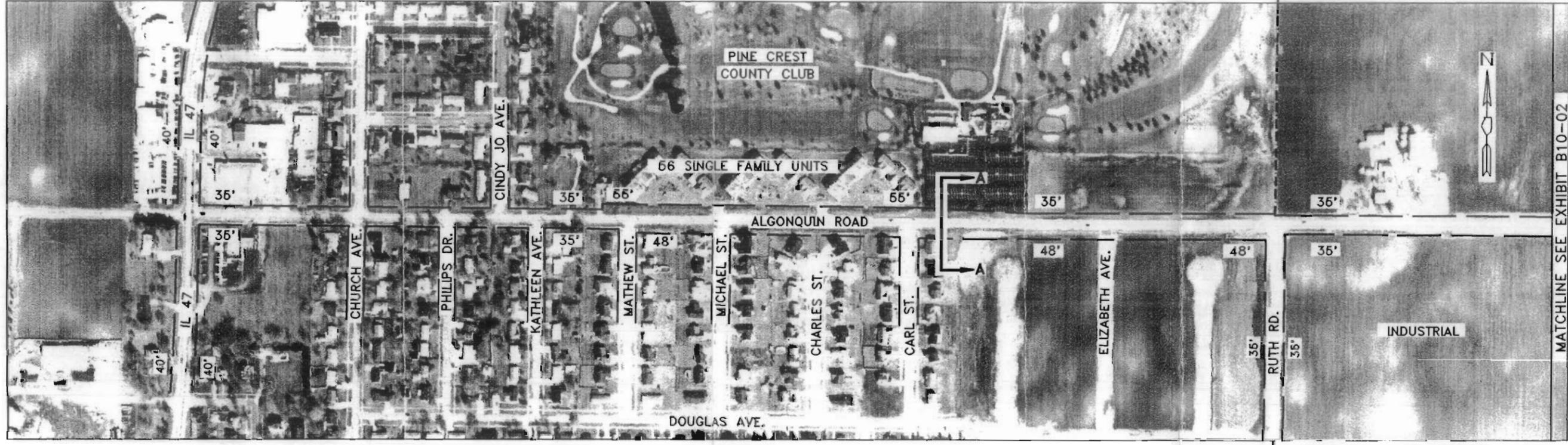
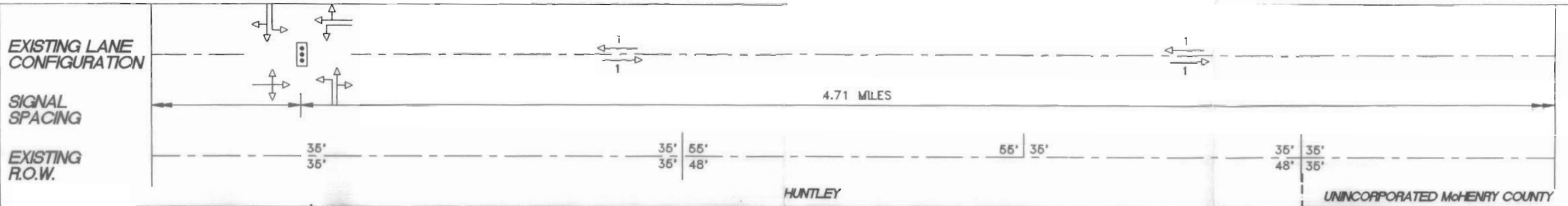
\* High Accident Location Identification System - High Accident Location 1992

**Table II-3  
Accident Rates on Segments  
Algonquin Road/Illinois Route 62  
From IL Route 47 to IL Route 43**

Segment	Segment Length (Mi.)	E-W ADT	No. of Accidents			RATE
			1990	1991	1992	
IL Route 47 to Ruth Road	0.75	7900	6	2	3	1.70
Ruth Road to Randall Rd	3.96	7900	19	17	8	1.28
Randall Road to Hanson Rd	1.03	14700	32	25	28	5.13
Hanson Road to Pyott Rd	0.50	16200	7	26	13	5.19
Pyott Rd to IL Rte. 31	0.91	15500	13	11	9	2.14
IL Route 31 to IL Rte. 25	2.50	23200	90	80	83	3.98
IL Route 25 to IL Rte. 68	4.80	21300	34	45	36	1.03
IL Rt 68 to IL Rte. 59	0.36	25000	12	19	12	4.36
IL Rte 59 to Barrington Rd.	2.24	20000	24	21	21	1.35
Barrington Rd to Ela Rd.	2.64	25600	47	32	25	1.41
Ela Road to Roselle Rd.	0.85	25600	28	23	31	3.44
Roselle Road to Quentin Rd.	0.81	27800	20	21	15	2.27
Quentin Rd to Meacham Rd.	1.11	37400	43	39	33	2.53
Meacham Road to IL Rte. 53	0.88	39000	37	40	42	3.17
IL Route 53 to N. Wilke Rd.	1.15	40200	69	95	55	4.33
New Wilke Rd to IL Rte 58	0.61	40200	35	36	35	3.95

**Table II-4**  
**Sources of Data for Traffic and Transportation Characteristics**  
**Illinois Route 62**

Item	Data Source
Traffic Volumes <ul style="list-style-type: none"> <li>• Average Daily Traffic</li> <li>• Intersection Turning movement counts</li> </ul>	<ul style="list-style-type: none"> <li>- USDOT Office of Planning and Programming, 1989 Traffic Map. Mchenry and Cook County</li> <li>- Illinois Department of Transportation, Office of Planning &amp; Programming, Planning Services Section, Roadway Scope Report</li> </ul>
Accidents	<ul style="list-style-type: none"> <li>- Illinois Department of Transportation, Office of Planning &amp; Programming, Planning Services Section, Roadway Scope Report</li> </ul>
Transit <ul style="list-style-type: none"> <li>• Routes</li> </ul>	<ul style="list-style-type: none"> <li>- Metra</li> <li>- Pace</li> </ul>
Traffic Control <ul style="list-style-type: none"> <li>• Signalized Intersection Locations</li> <li>• Other Traffic Control</li> </ul>	<ul style="list-style-type: none"> <li>- Field Reconnaissance</li> </ul>
Cross Section <ul style="list-style-type: none"> <li>• Lane widths and Arrangements</li> <li>• Shoulder Widths</li> <li>• Type of Section</li> </ul>	<ul style="list-style-type: none"> <li>- As-Built Plans</li> <li>- Illinois Department of Transportation, Office of Planning &amp; Programming, Planning Services Section, Roadway Scope Report</li> <li>- Field Reconnaissance</li> </ul>
Right-of-Way	<ul style="list-style-type: none"> <li>- Illinois Department of Transportation, Office of Planning &amp; Programming, Planning Services Section, Roadway Scope Report</li> </ul>
Curb/Roadside Use <ul style="list-style-type: none"> <li>• Parking</li> <li>• Bus and Loading Zones</li> </ul>	<ul style="list-style-type: none"> <li>- Field Reconnaissance</li> </ul>
Structures	<ul style="list-style-type: none"> <li>- Illinois Department of Transportation, Office of Planning &amp; Programming, Planning Services Section, Roadway Scope Report</li> </ul>

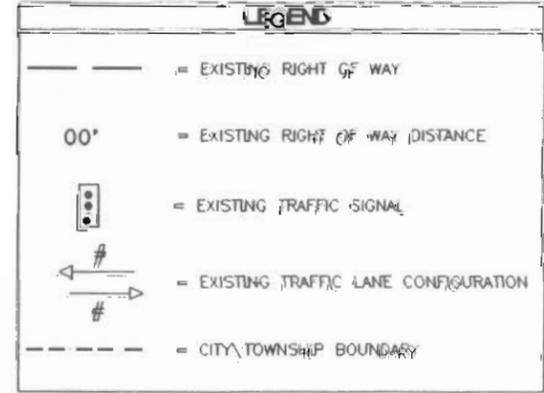
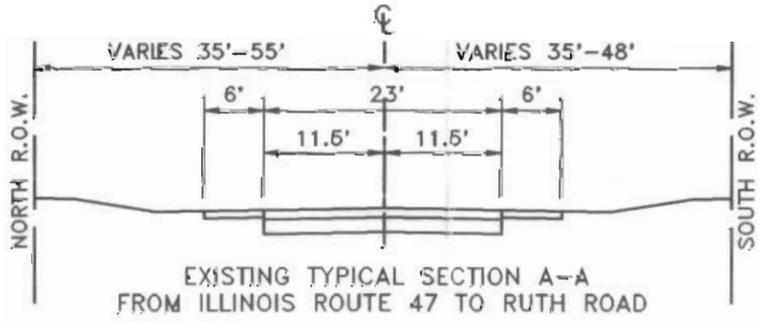


MATCHLINE SEE EXHIBIT B10-02

**DESCRIPTION OF EXISTING CONDITIONS:**

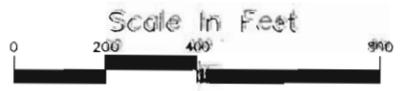
- \* Residential development directly adjacent to R.O.W. within village limits of Huntley.

AERIAL PHOTO DATE: 03-01-92



**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - EXISTING CONDITIONS**

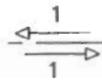
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



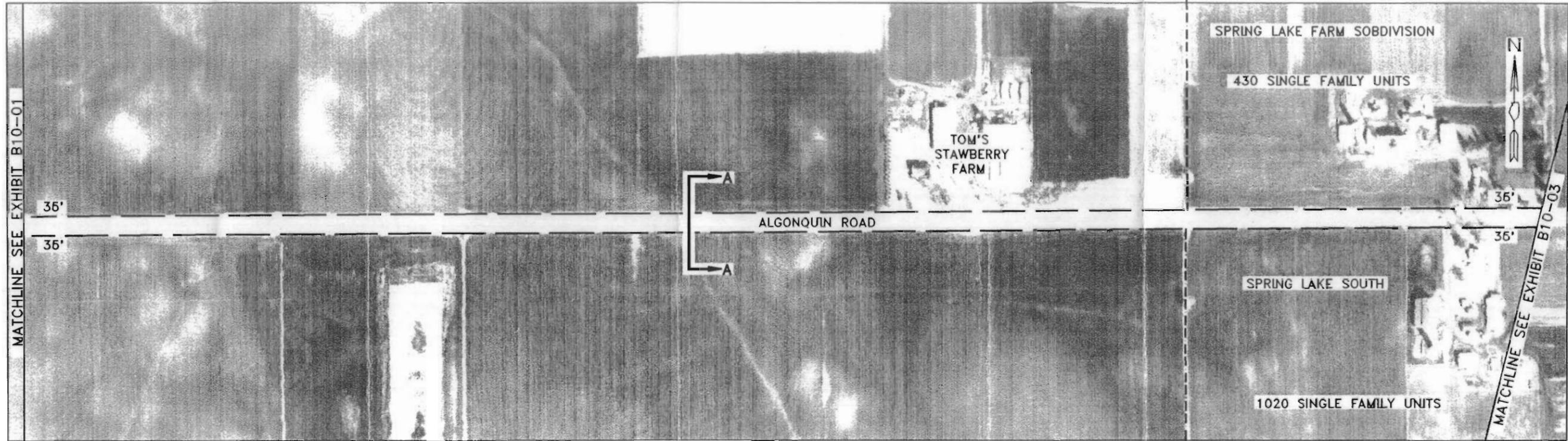
4.71 MILES

36'  
36'

36'  
36'

UNINCORPORATED McHENRY COUNTY

LAKE IN THE HILLS



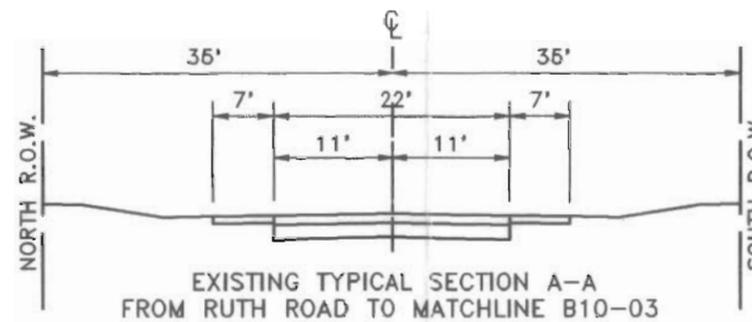
UNINCORPORATED McHENRY COUNTY

LAKE IN THE HILLS

AERIAL PHOTO DATE: 03-01-92

**DESCRIPTION OF EXISTING CONDITIONS:**

- \* Spring Lake Farm  
Single family residential development.
- \* Turnberry  
Single family residential development.



LEGEND	
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= CITY/TOWNSHIP BOUNDARY

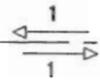
**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - EXISTING CONDITIONS**

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



EXHIBIT B10-02

EXISTING LANE CONFIGURATION



SIGNAL SPACING

4.71 MILES

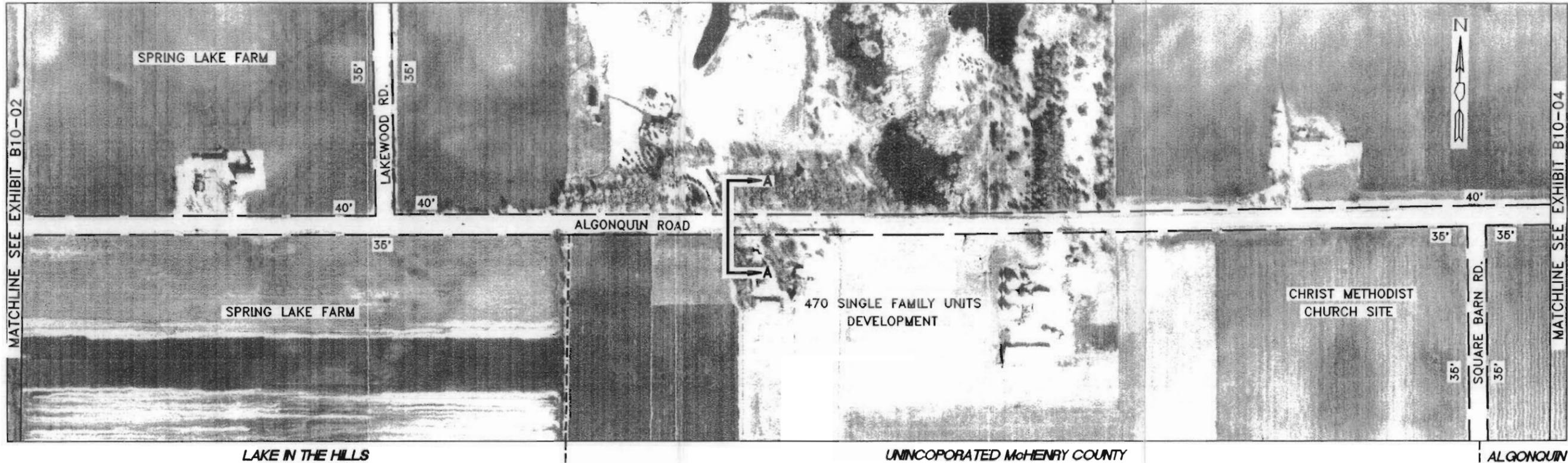
EXISTING R.O.W.

36' 40'  
36' 36'

36' 40'  
36' 36'

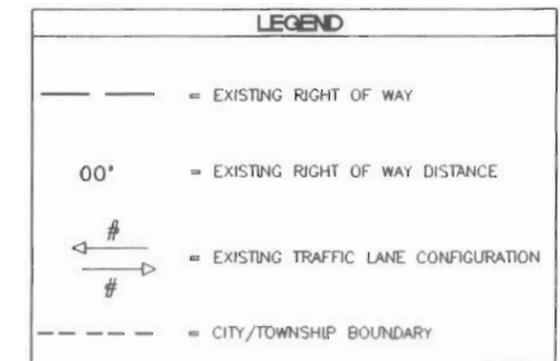
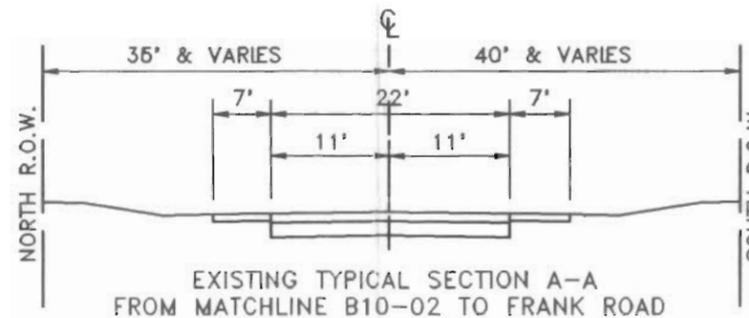
LAKE IN THE HILLS

UNINCORPORATED McHENRY COUNTY



DESCRIPTION OF EXISTING CONDITIONS:

AERIAL PHOTO DATE: 03-01-92



### ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - EXISTING CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

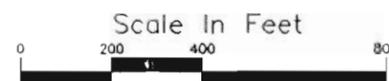


EXHIBIT B10-03

EXISTING LANE CONFIGURATION



SIGNAL SPACING

4.71 MILES

EXISTING R.O.W.

40' 40'  
36' 36'

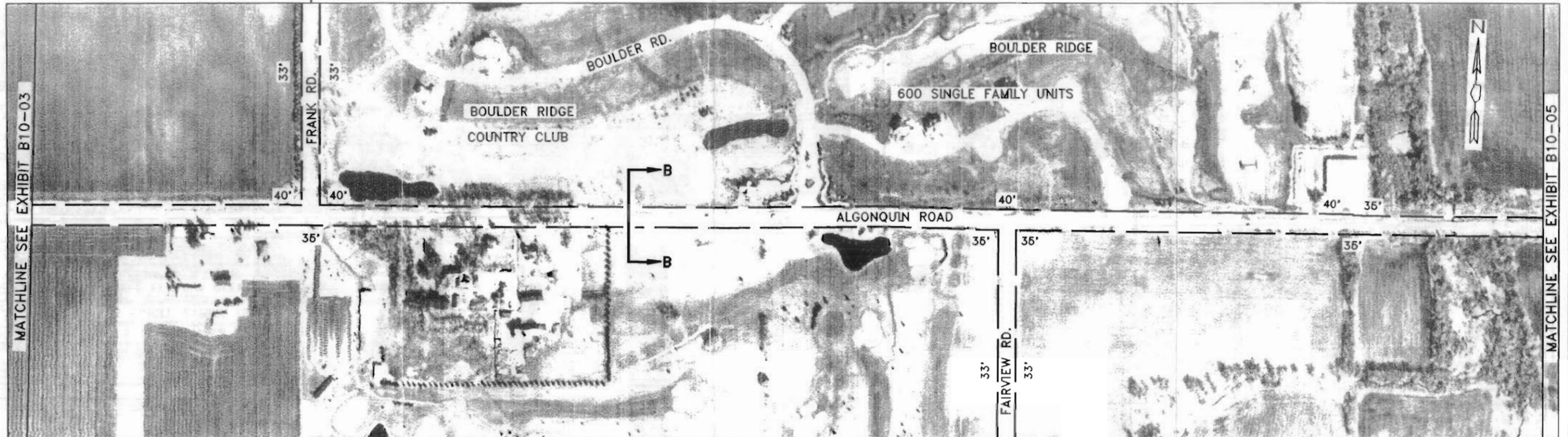
36' 36'

40' 36'

36'  
36'

UNINCORPORATED McHENRY COUNTY

LAKE IN THE HILLS



MATCHLINE SEE EXHIBIT B10-03

MATCHLINE SEE EXHIBIT B10-05

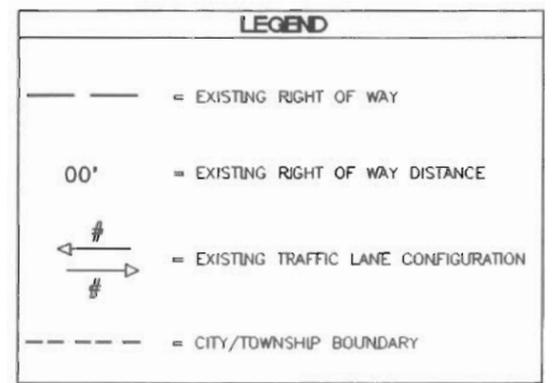
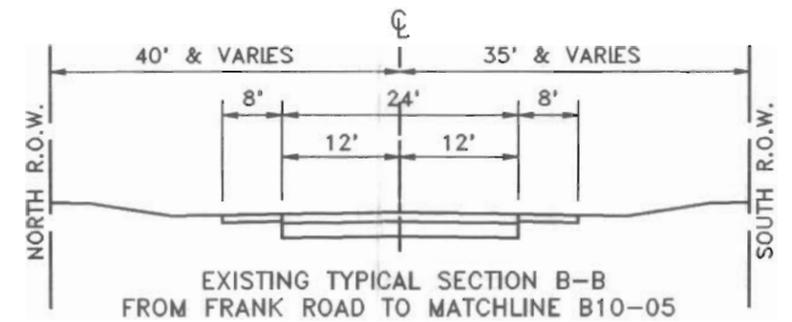
ALGONQUIN

UNINCORPORATED McHENRY COUNTY

COMM

AERIAL PHOTO DATE: 03-01-92

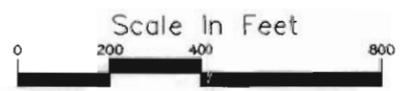
DESCRIPTION OF EXISTING CONDITIONS:



### ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - EXISTING CONDITIONS

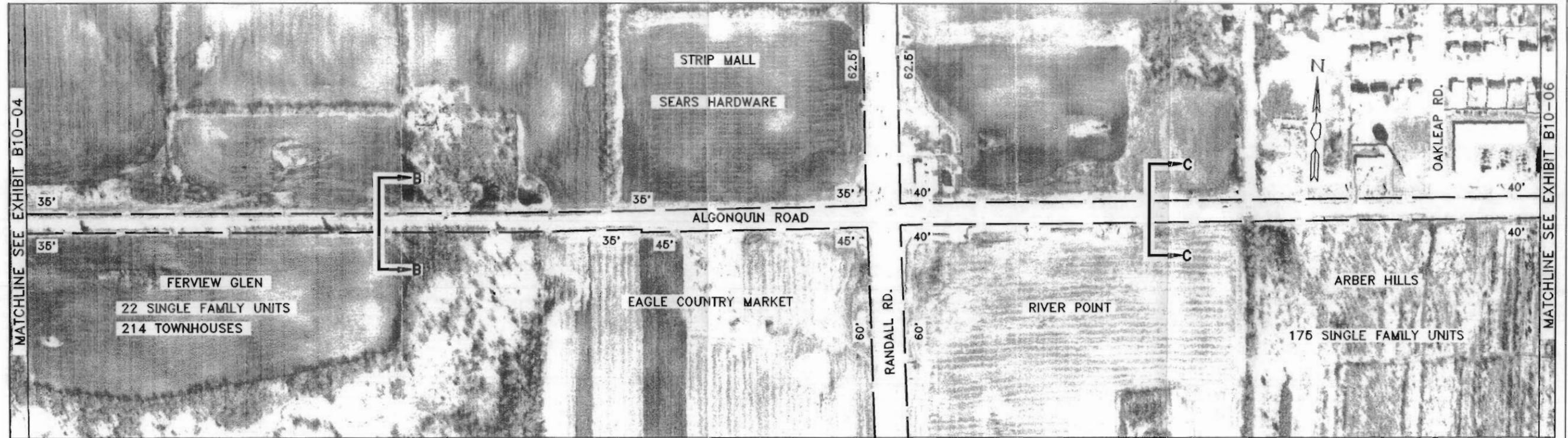
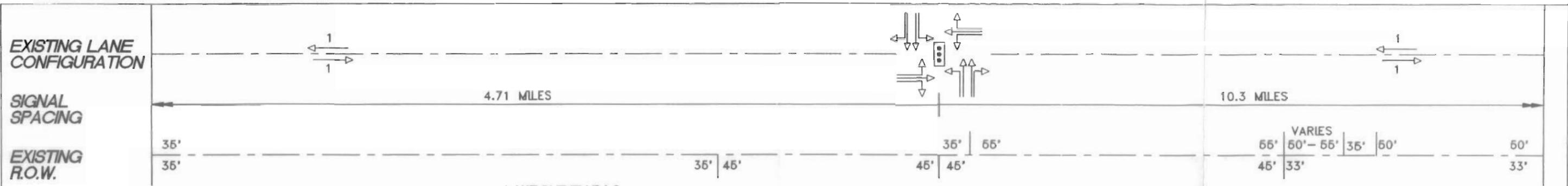
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation



SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

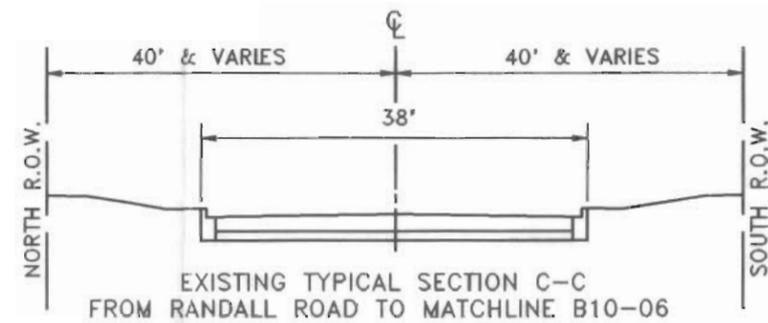
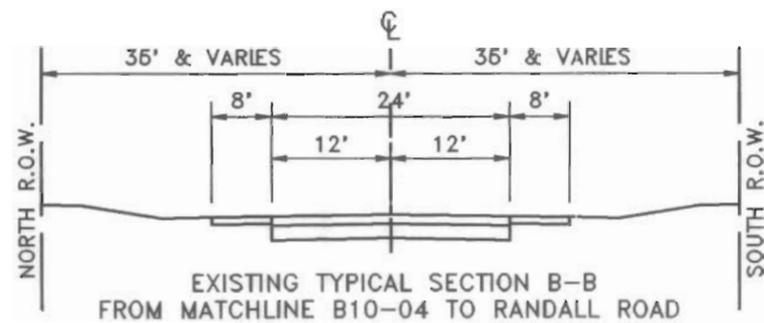
EXHIBIT B10-04



ALGONQUIN

AERIAL PHOTO DATE: 03-01-92

**DESCRIPTION OF EXISTING CONDITIONS:**

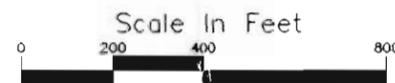


LEGEND	
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION

**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - EXISTING CONDITIONS**

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation



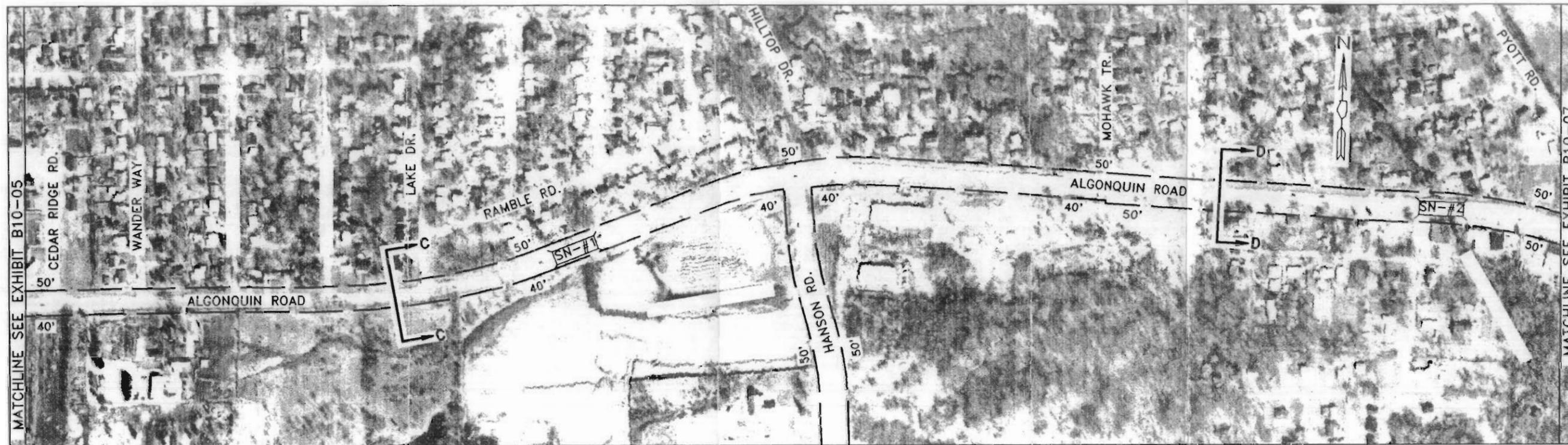
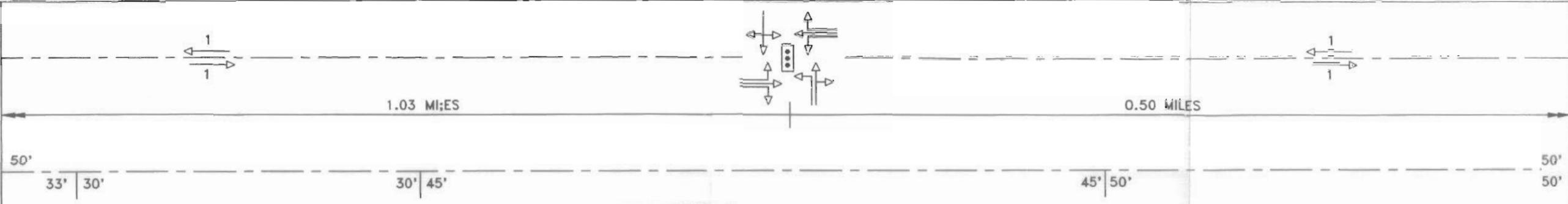
**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT B10-05

EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



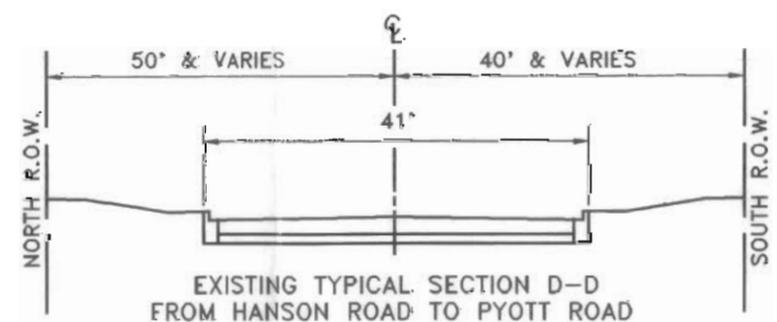
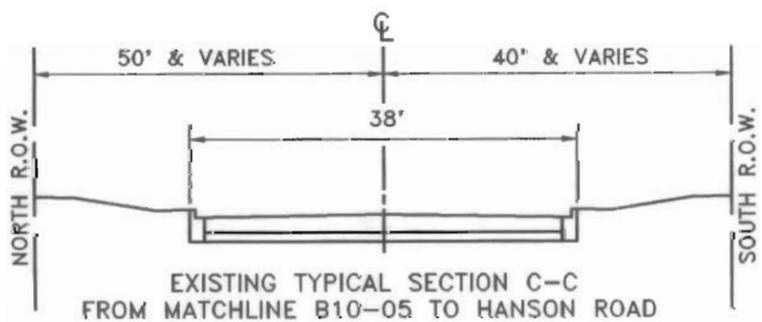
MATCHLINE SEE EXHIBIT B10-05

MATCHLINE SEE EXHIBIT B10-07

ALGONQUIN

AERIAL PHOTO DATE: 03-01-92

DESCRIPTION OF EXISTING CONDITIONS



LEGEND	
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= EXISTING TRAFFIC LANE CONFIGURATION

ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - EXISTING CONDITIONS



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

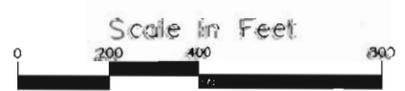
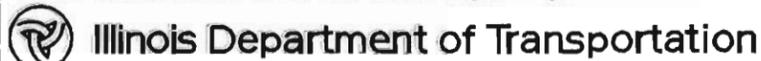
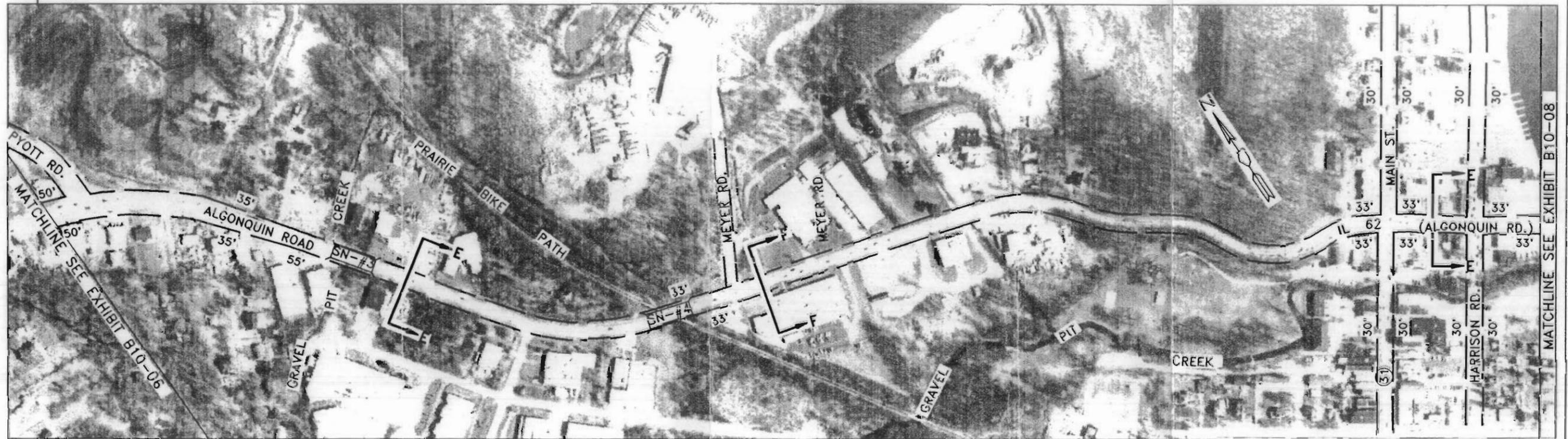
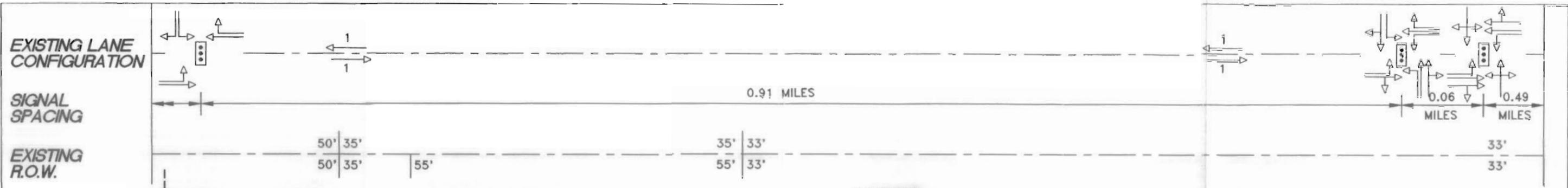
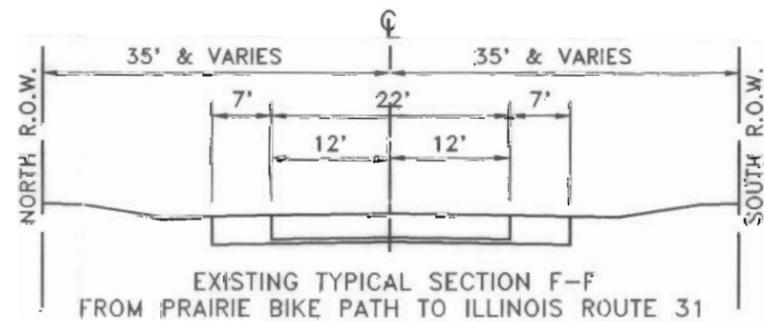
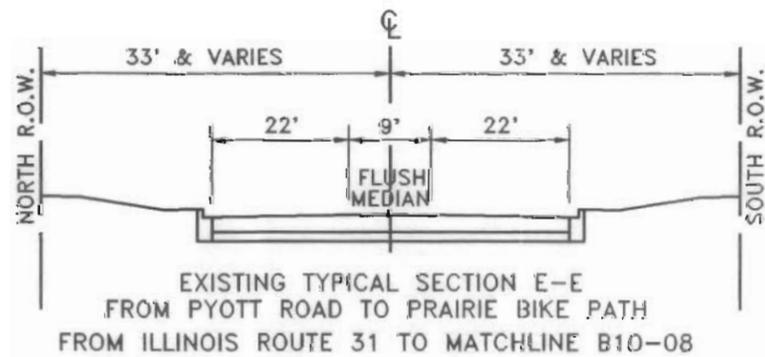


EXHIBIT B10-06



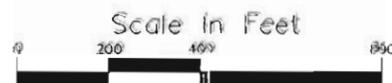
**DESCRIPTION OF EXISTING CONDITIONS:**

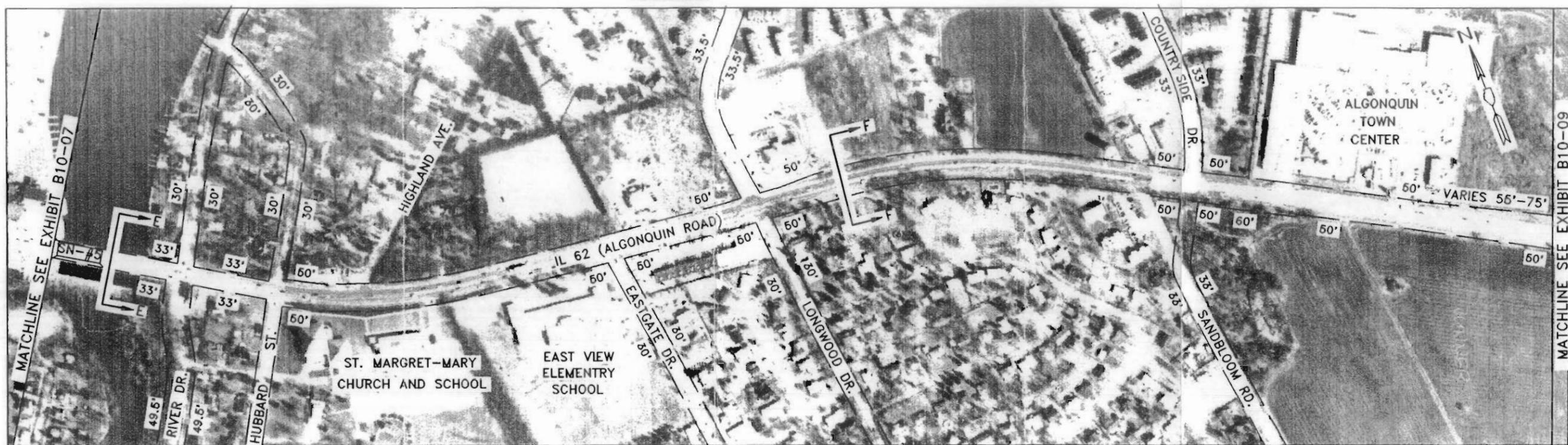
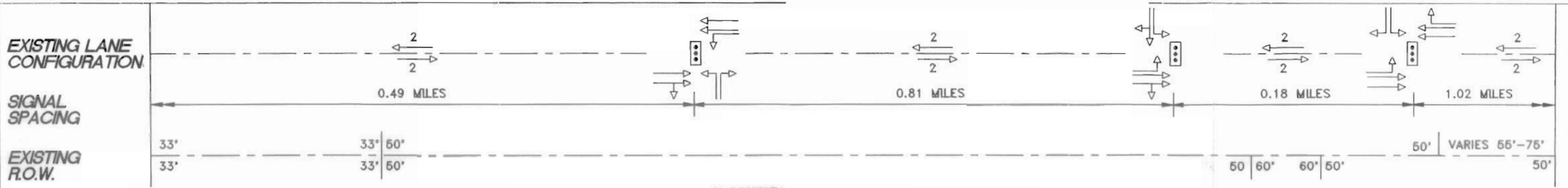


LEGEND	
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC SIGNAL
	= EXISTING RIGHT OF WAY CONFIGURATION
	= EXISTING TRAFFIC LANE CONFIGURATION
	= CITY/TOWNSHIP BOUNDARY

**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - EXISTING CONDITIONS**

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

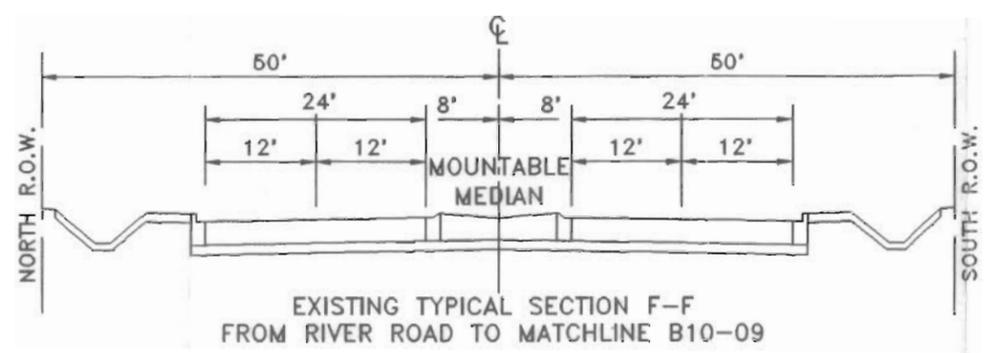
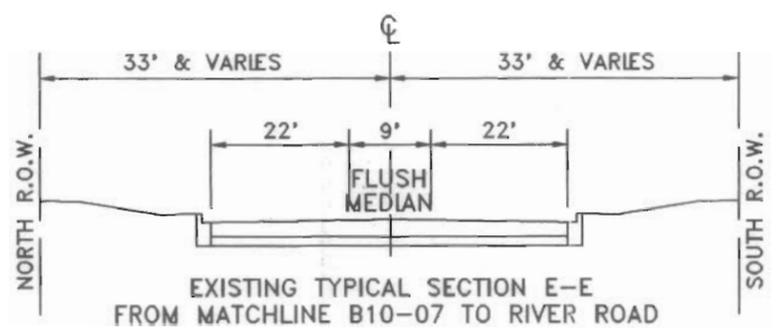




ALGONQUIN

AERIAL PHOTO DATE: 03-01-92

**DESCRIPTION OF EXISTING CONDITIONS:**



**LEGEND**

- = EXISTING RIGHT OF WAY
- 00' = EXISTING RIGHT OF WAY DISTANCE
- ⋮ = EXISTING TRAFFIC SIGNAL
- ← # → = EXISTING TRAFFIC LANE CONFIGURATION
- SN-# = EXISTING TRAFFIC LANE CONFIGURATION

**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - EXISTING CONDITIONS**



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

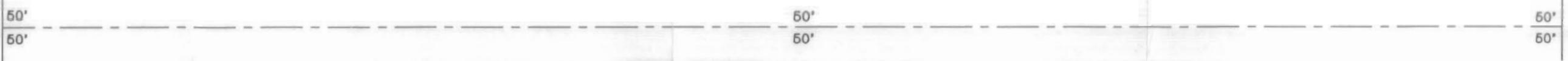
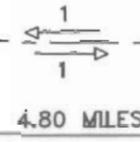




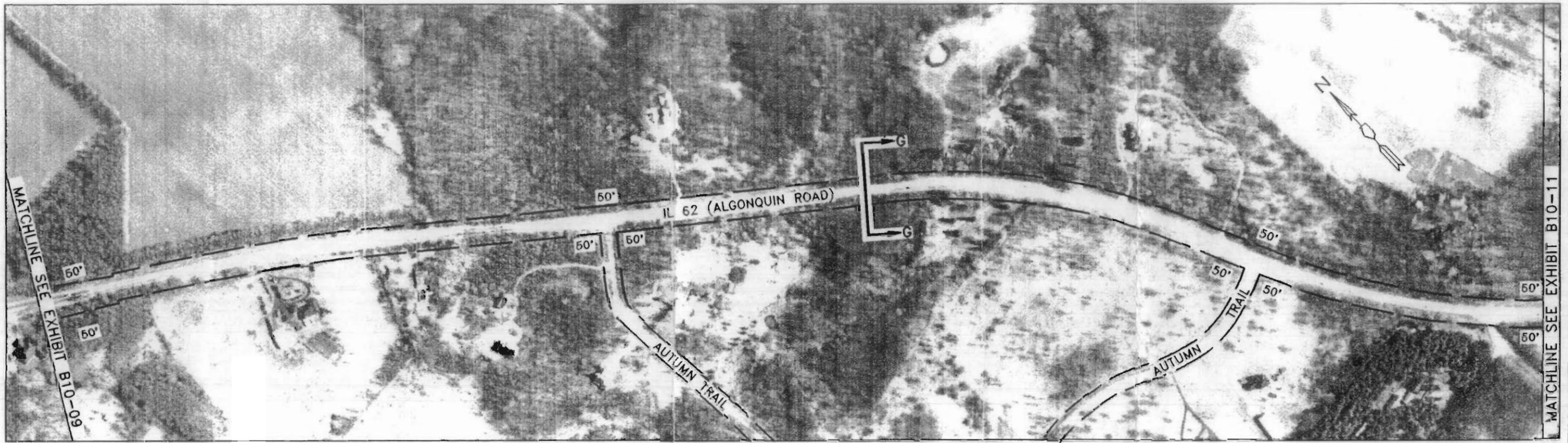
EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



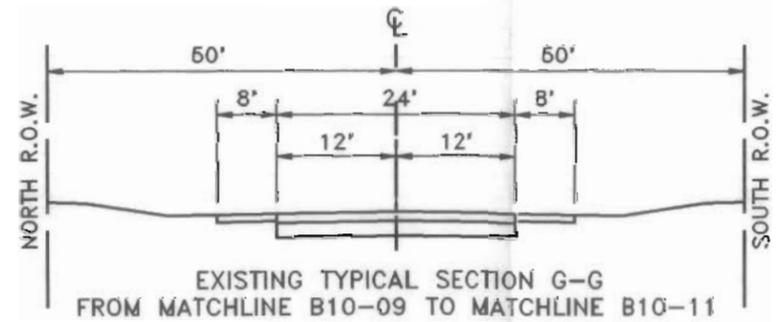
BARRINGTON HILLS



BARRINGTON HILLS

AERIAL PHOTO DATE: 03-01-92

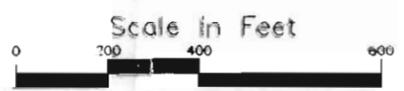
DESCRIPTION OF EXISTING CONDITIONS:



LEGEND	
	= EXISTING RIGHT OF WAY
50'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC LANE CONFIGURATION

ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - EXISTING CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.

4.80 MILES

50'  
50'

50'  
50'

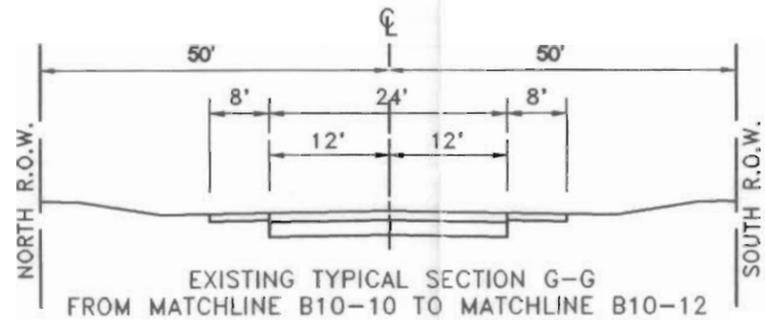
BARRINGTON HILLS



BARRINGTON HILLS

AERIAL PHOTO DATE: 03-01-92

DESCRIPTION OF EXISTING CONDITIONS:

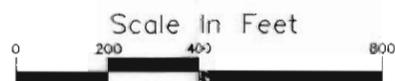


LEGEND	
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC LANE CONFIGURATION

ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - EXISTING CONDITIONS



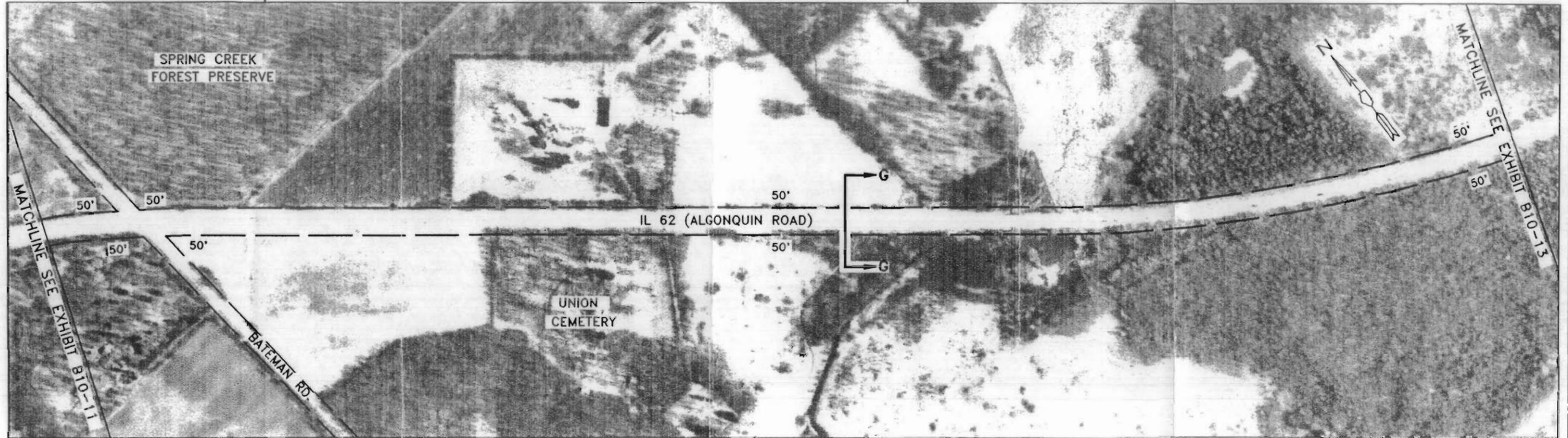
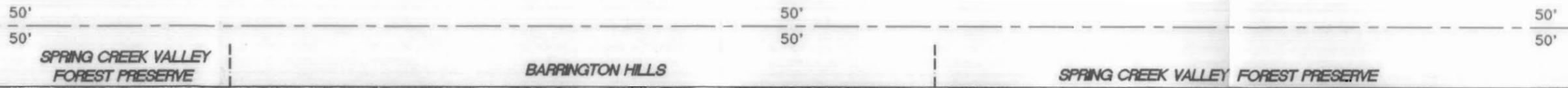
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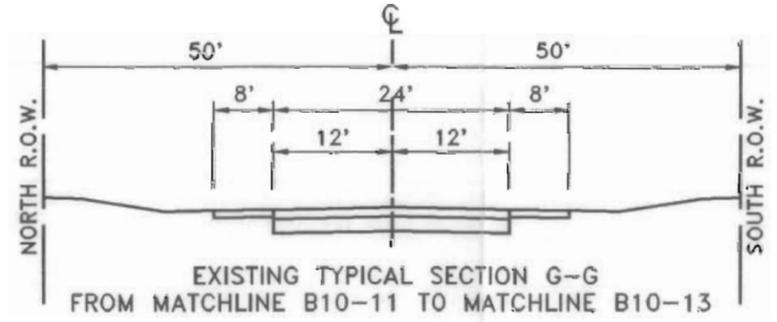
EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



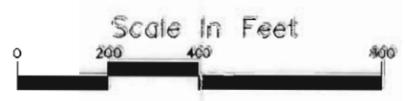
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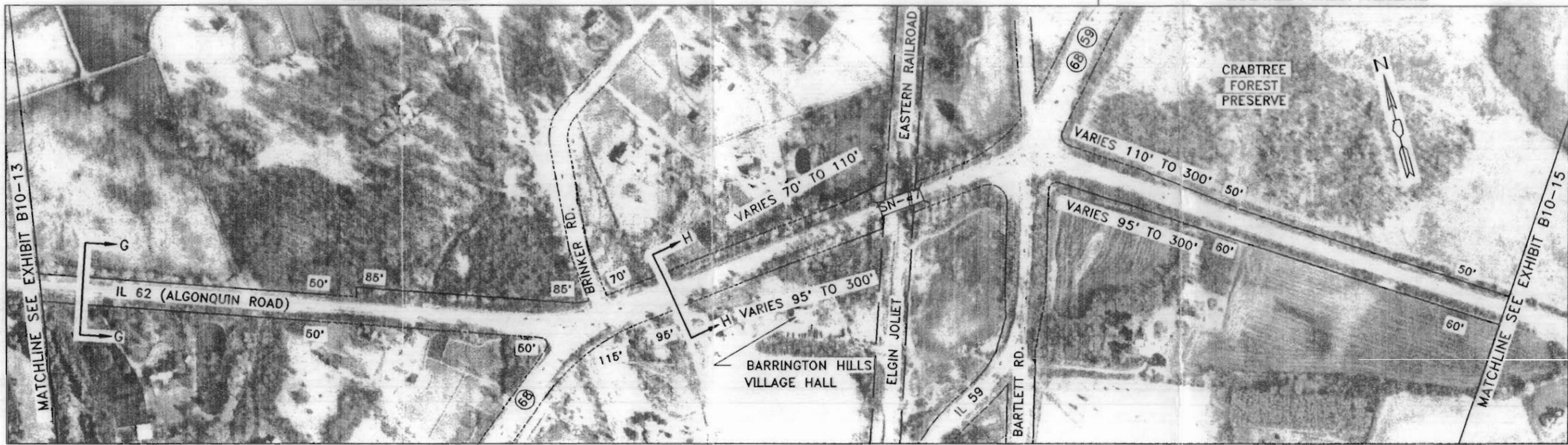
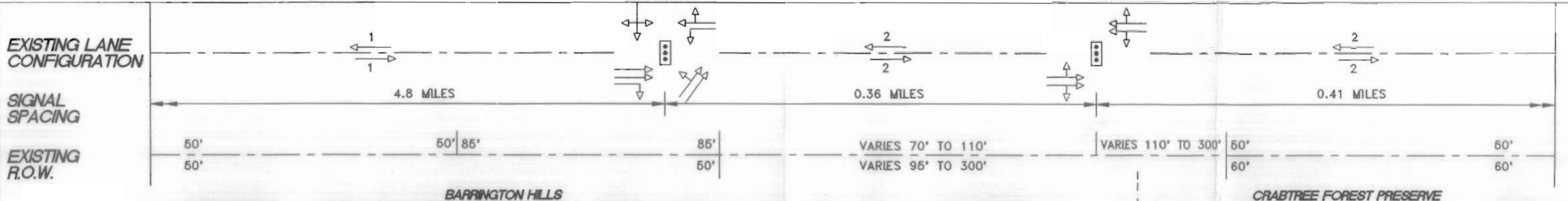
LEGEND	
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= CITY/TOWNSHIP BOUNDARY

### ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - EXISTING CONDITIONS

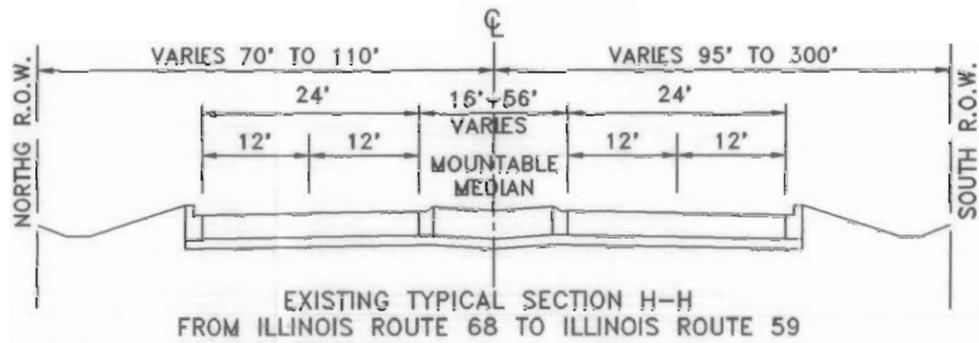
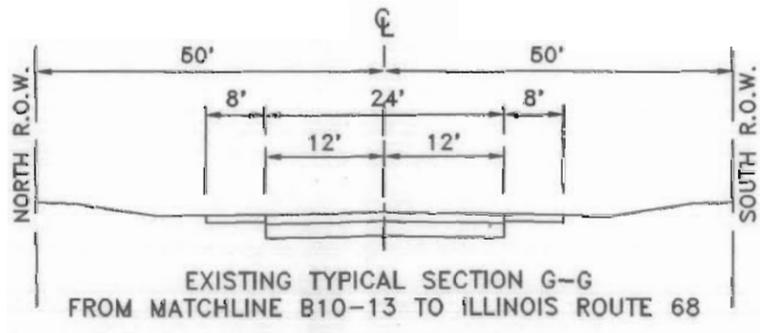
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the







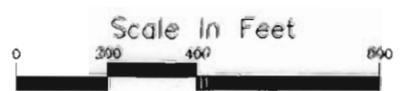
**DESCRIPTION OF EXISTING CONDITIONS:**



LEGEND	
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= EXISTING TRAFFIC LANE CONFIGURATION
	= CITY/TOWNSHIP BOUNDARY

**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - EXISTING CONDITIONS**

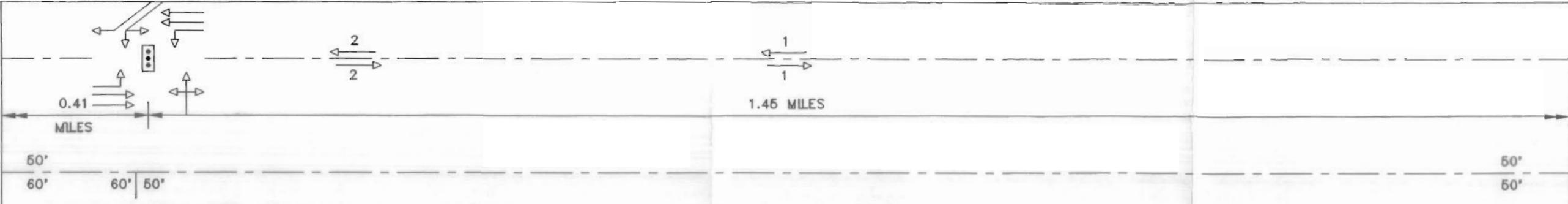
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



CRABTREE FOREST PRESERVE

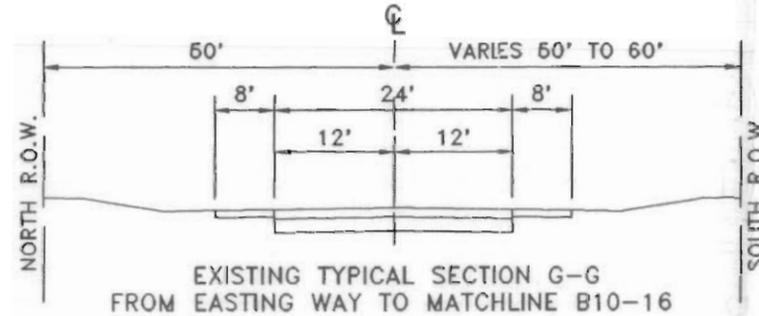
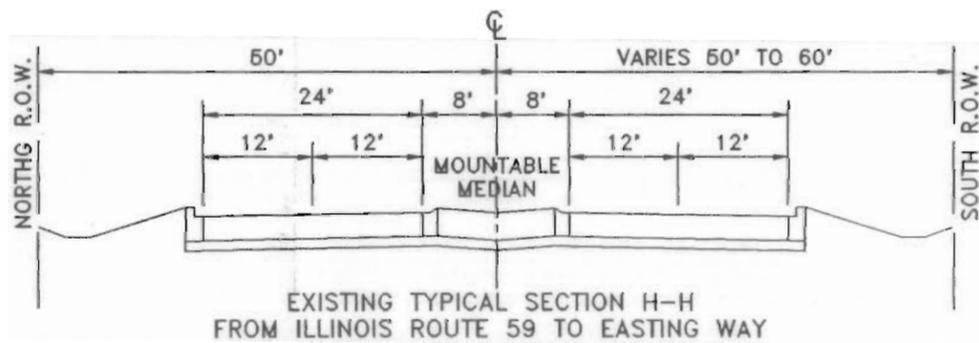


BARRINGTON HILLS

SOUTH BARRINGTON

AERIAL PHOTO DATE: 03-01-92

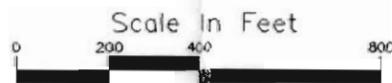
DESCRIPTION OF EXISTING CONDITIONS:



LEGEND	
	= EXISTING RIGHT OF WAY
	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= CITY/TOWNSHIP BOUNDARY

ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - EXISTING CONDITIONS

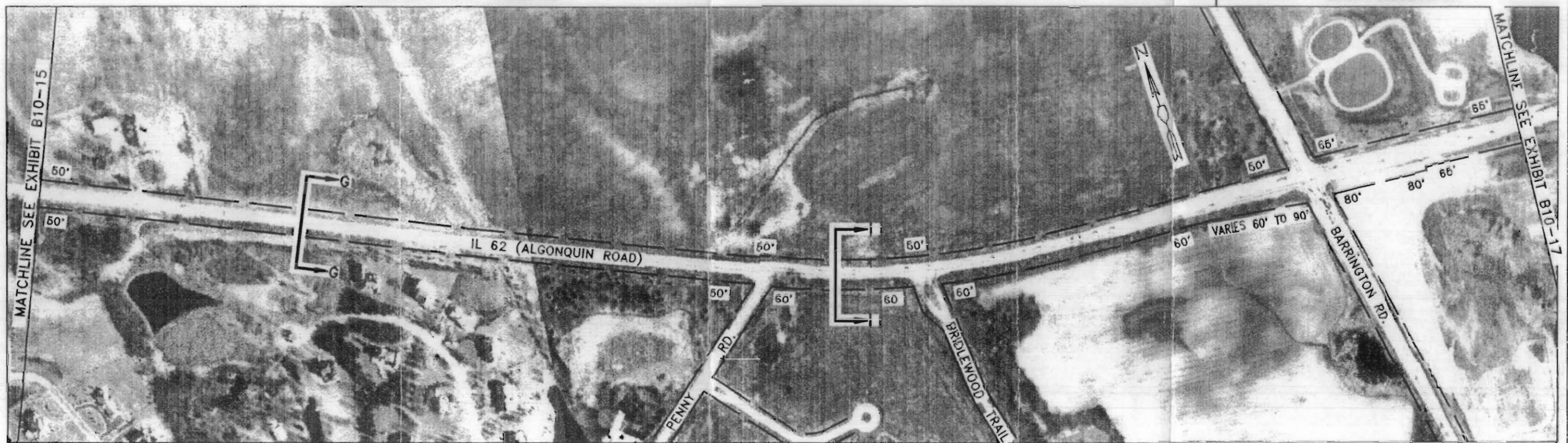
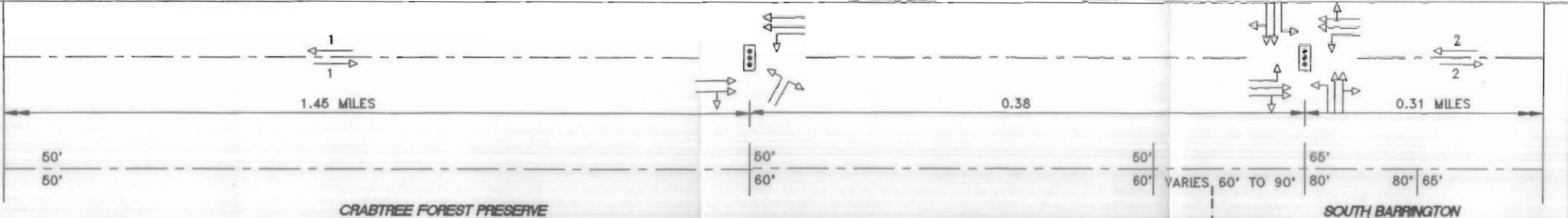
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

SIGNAL SPACING

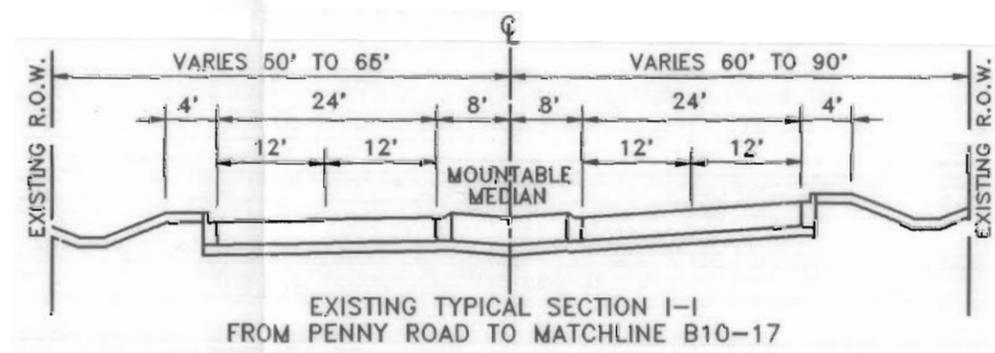
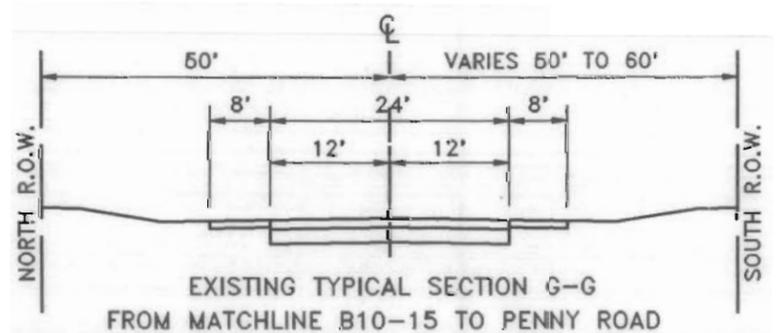
EXISTING R.O.W.



SOUTH BARRINGTON

AERIAL PHOTO DATE: 03-01-92

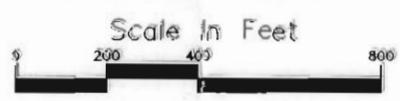
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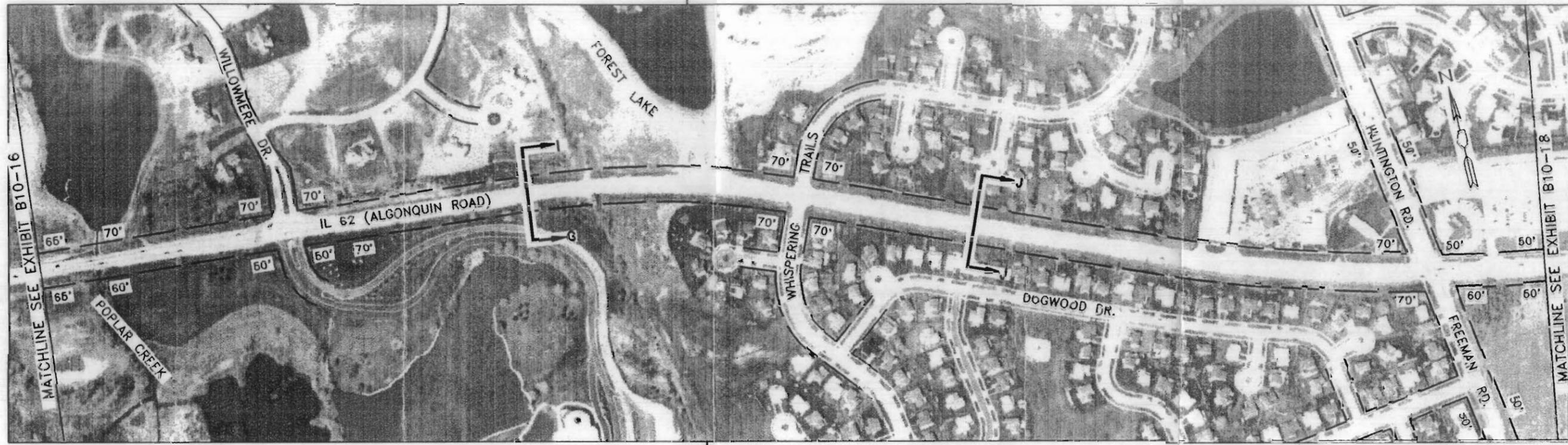
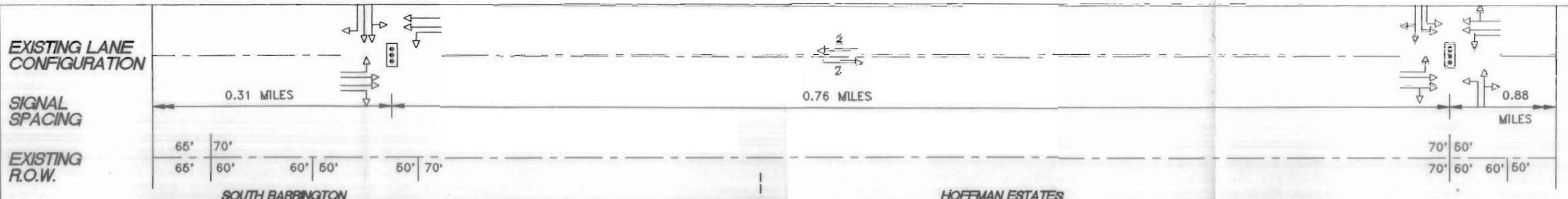


LEGEND	
	= EXISTING RIGHT OF WAY
	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
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ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - EXISTING CONDITIONS

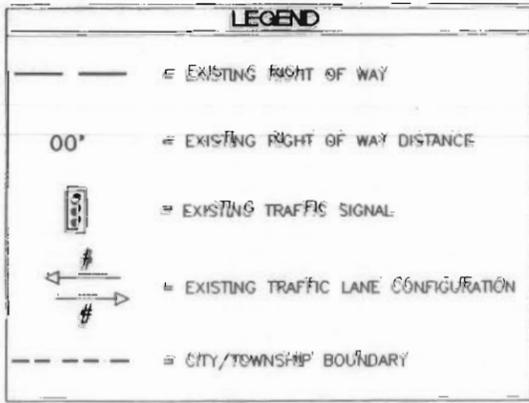
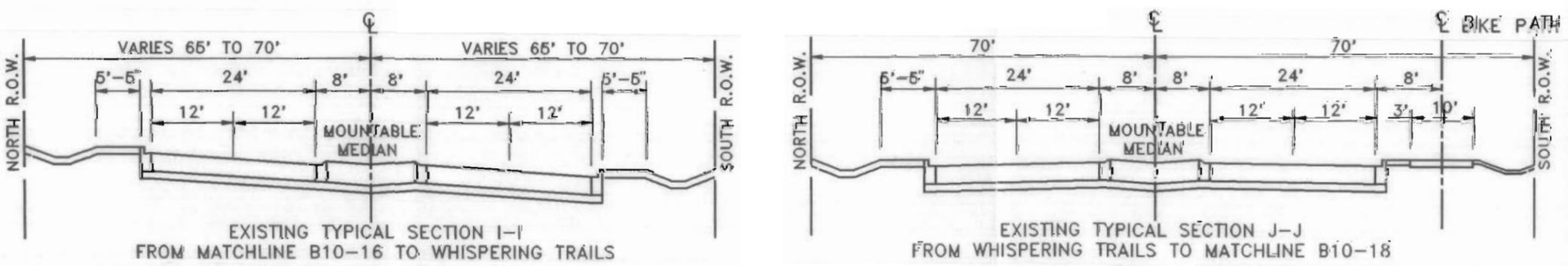
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the





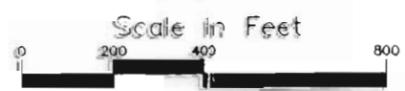
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**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - EXISTING CONDITIONS**

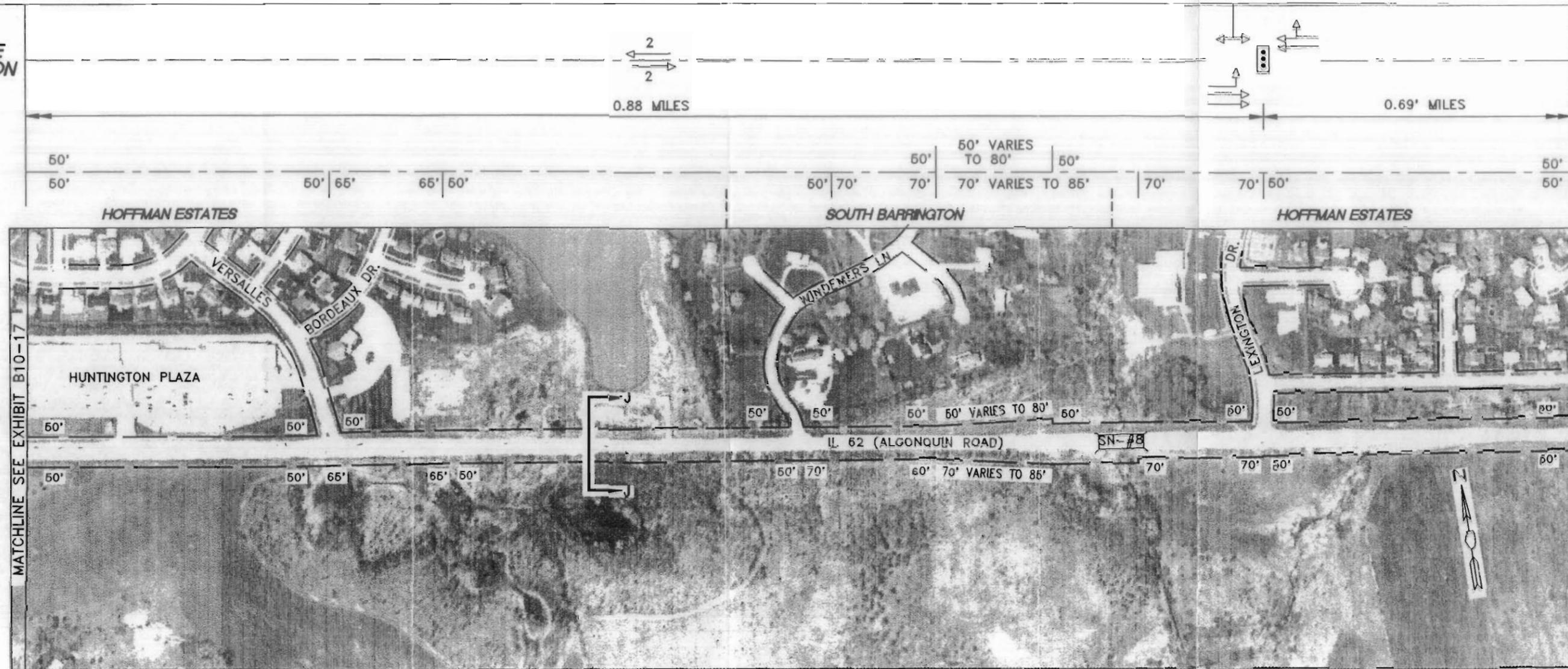
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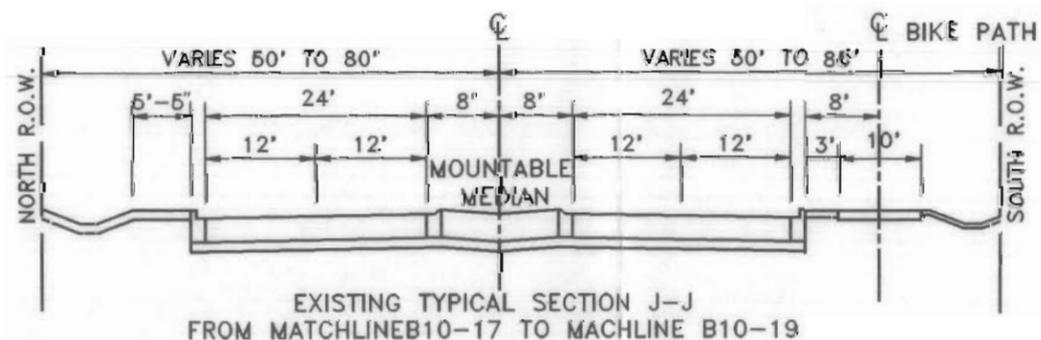
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SIGNAL SPACING

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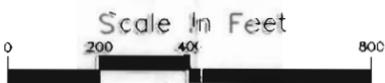
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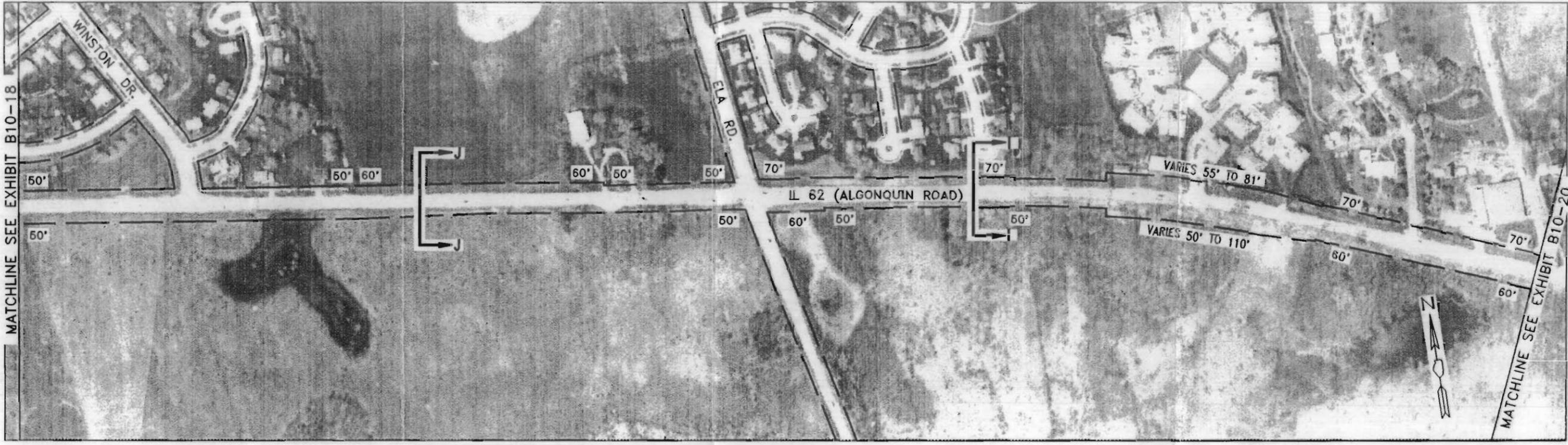
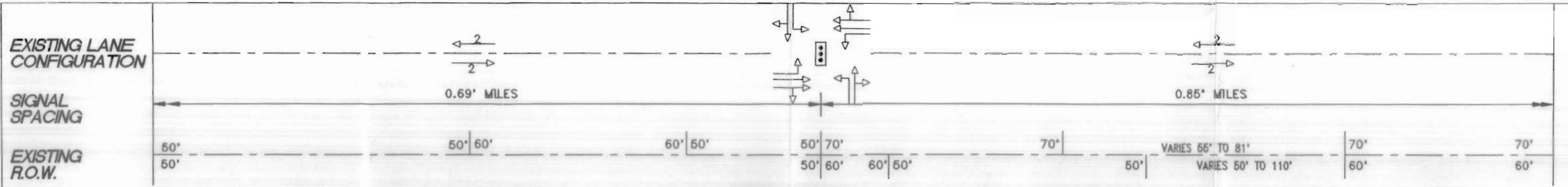


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### ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - EXISTING CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

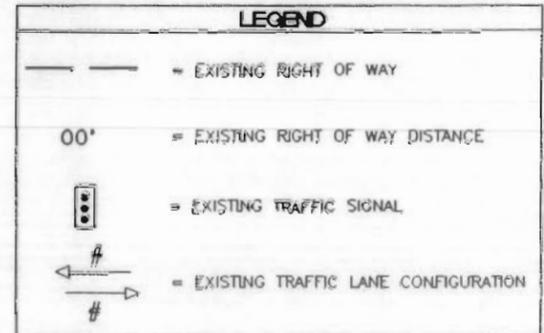
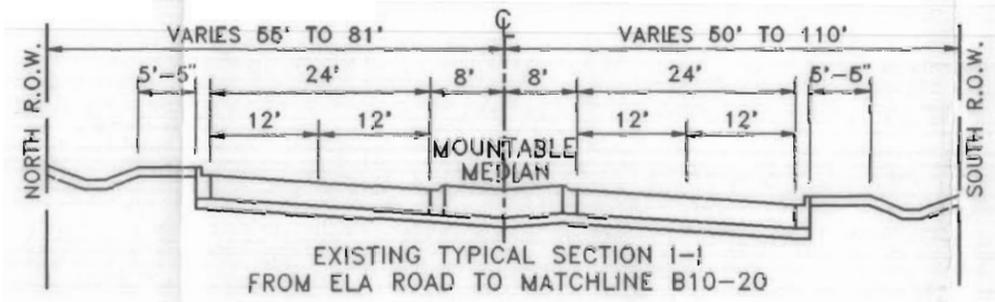
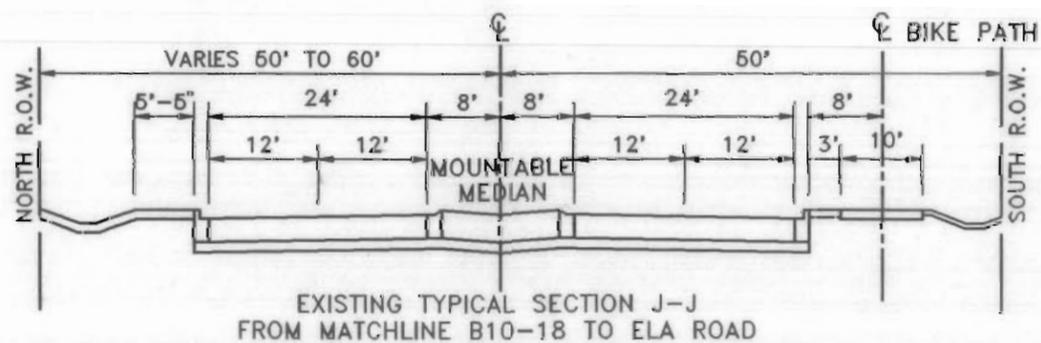




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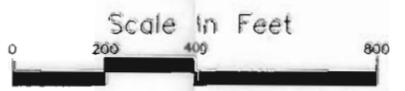
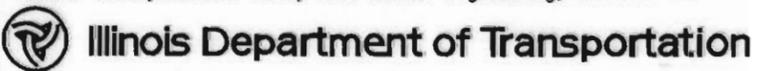
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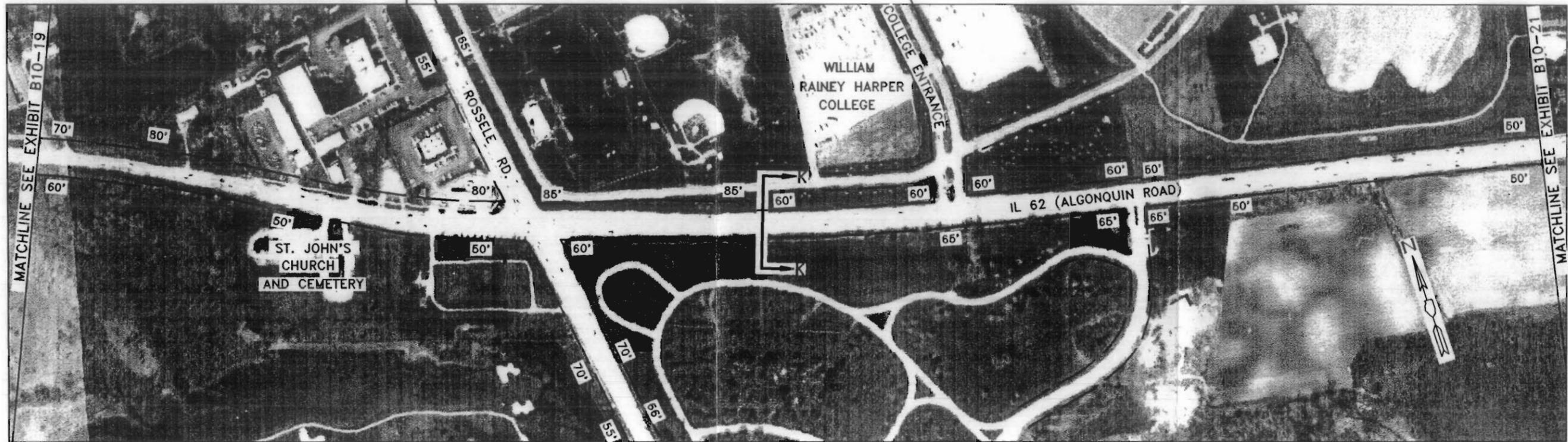
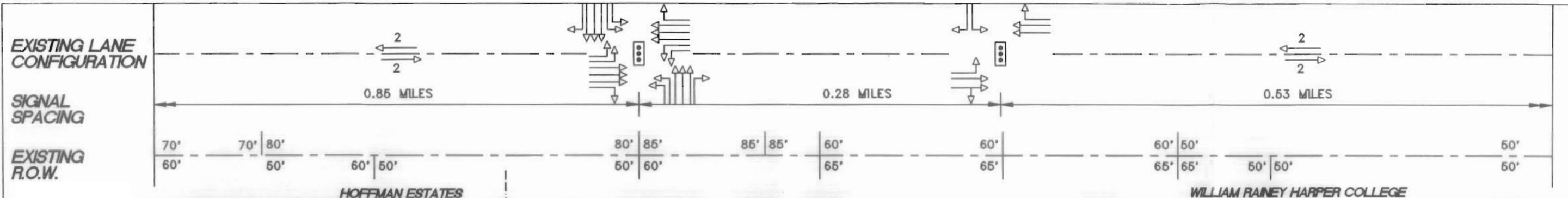


**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - EXISTING CONDITIONS**



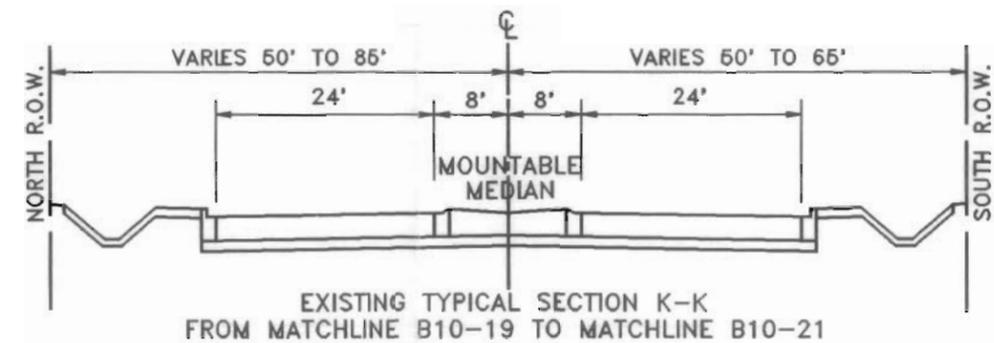
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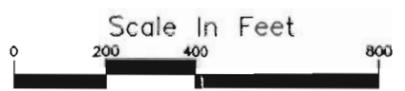


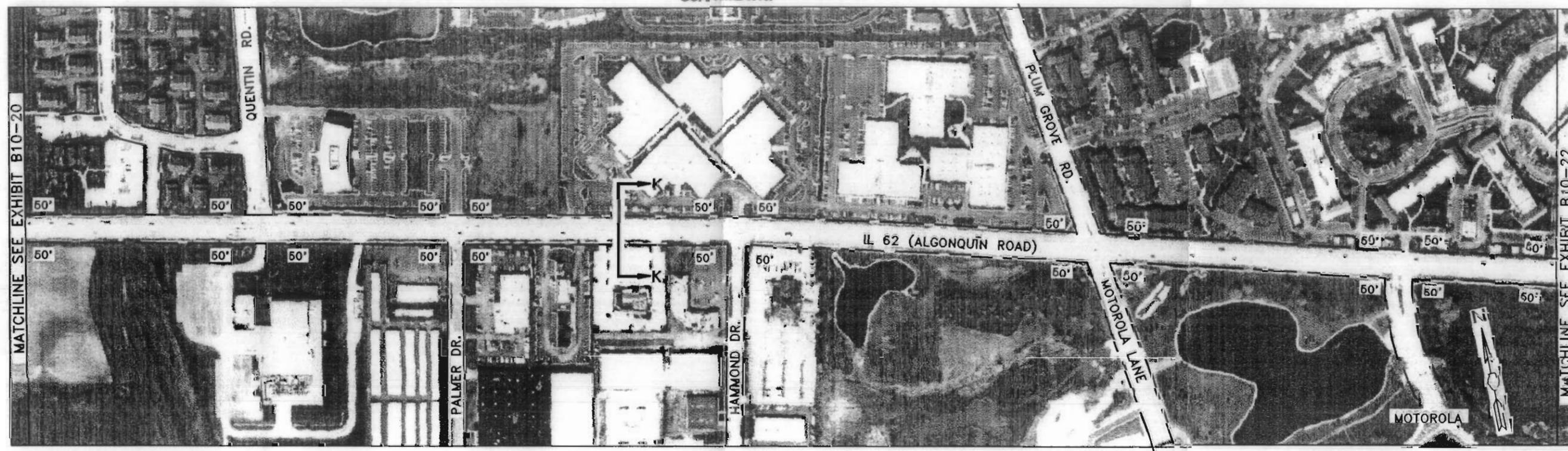
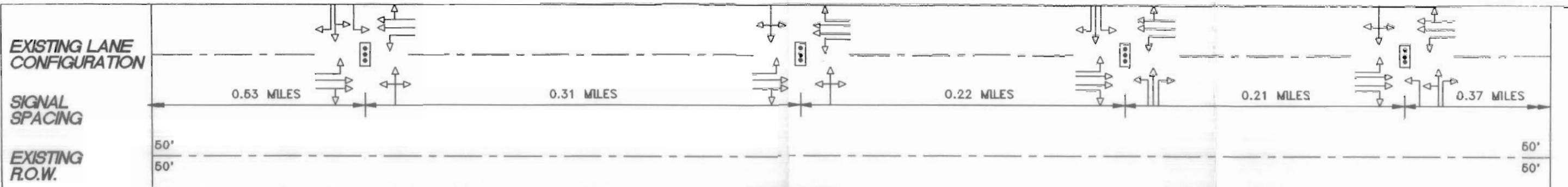
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**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - EXISTING CONDITIONS**



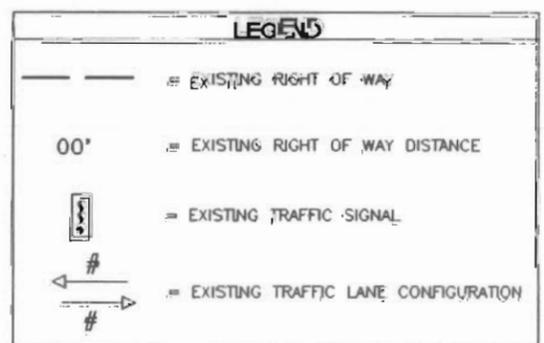
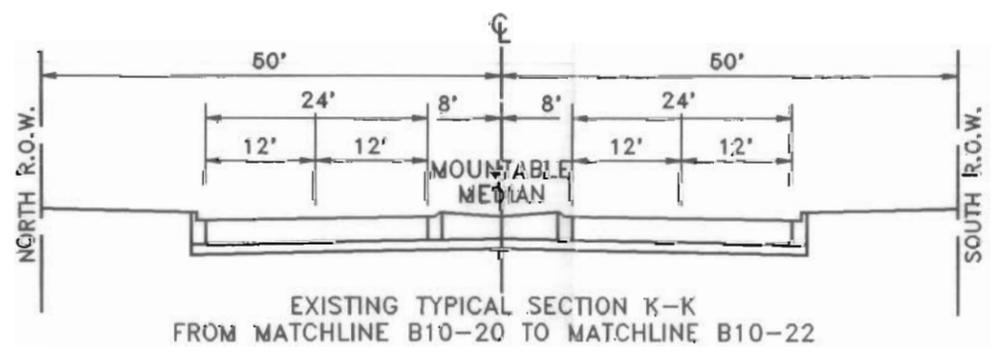
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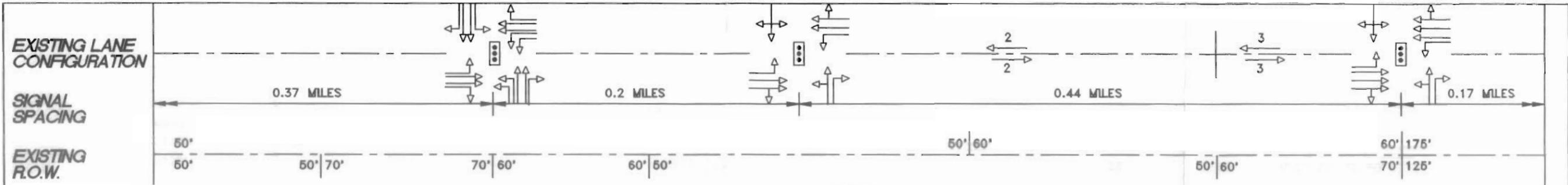
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**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - EXISTING CONDITIONS**

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the Illinois Department of Transportation

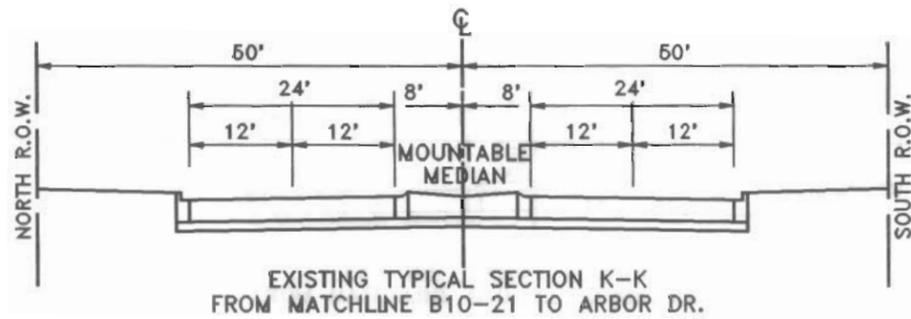




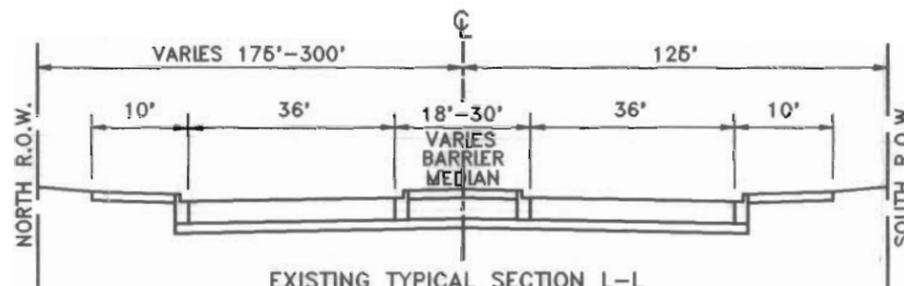
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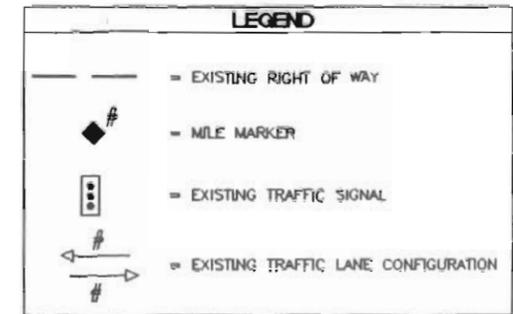
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EXISTING TYPICAL SECTION L-L FROM ARBOR DR. TO MATCHLINE B10-23



ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - EXISTING CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

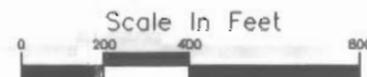
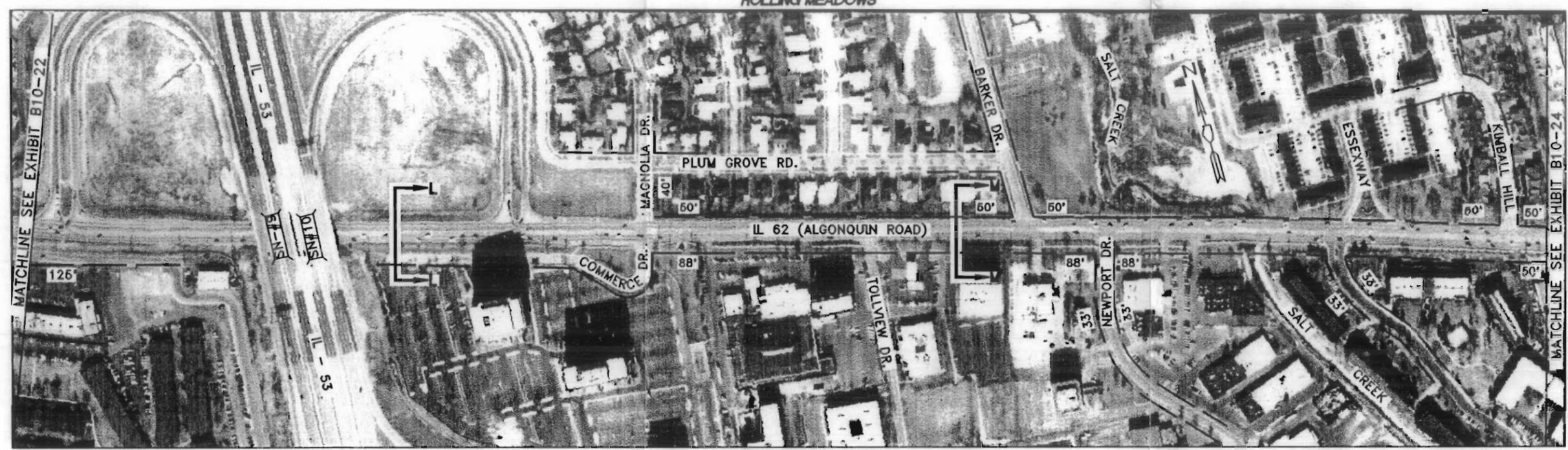
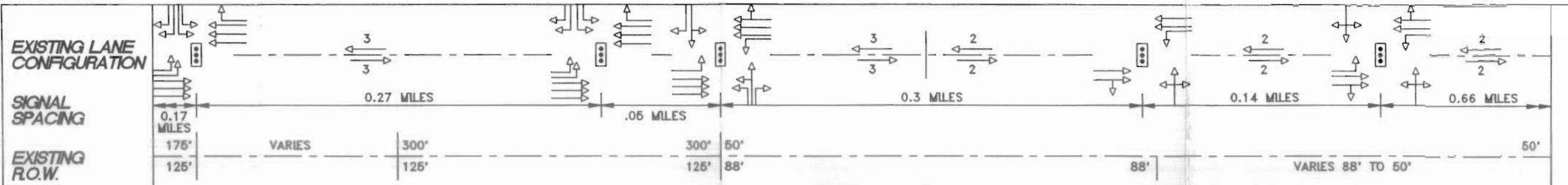
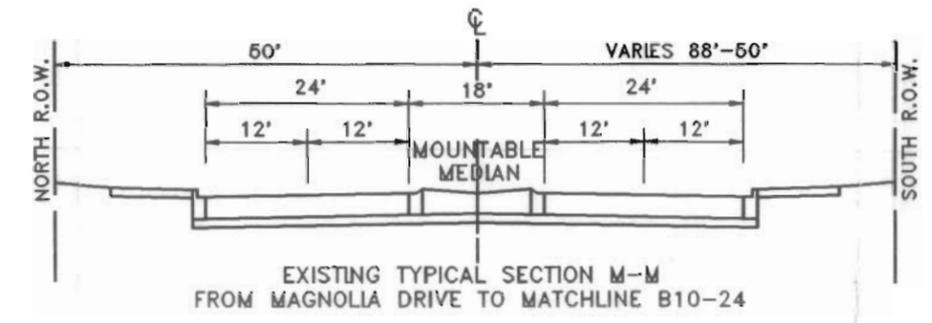
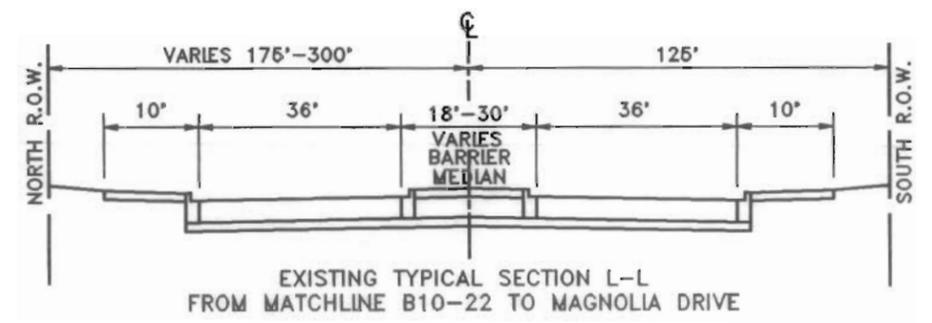


EXHIBIT B10-22



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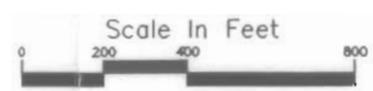
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**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - EXISTING CONDITIONS**

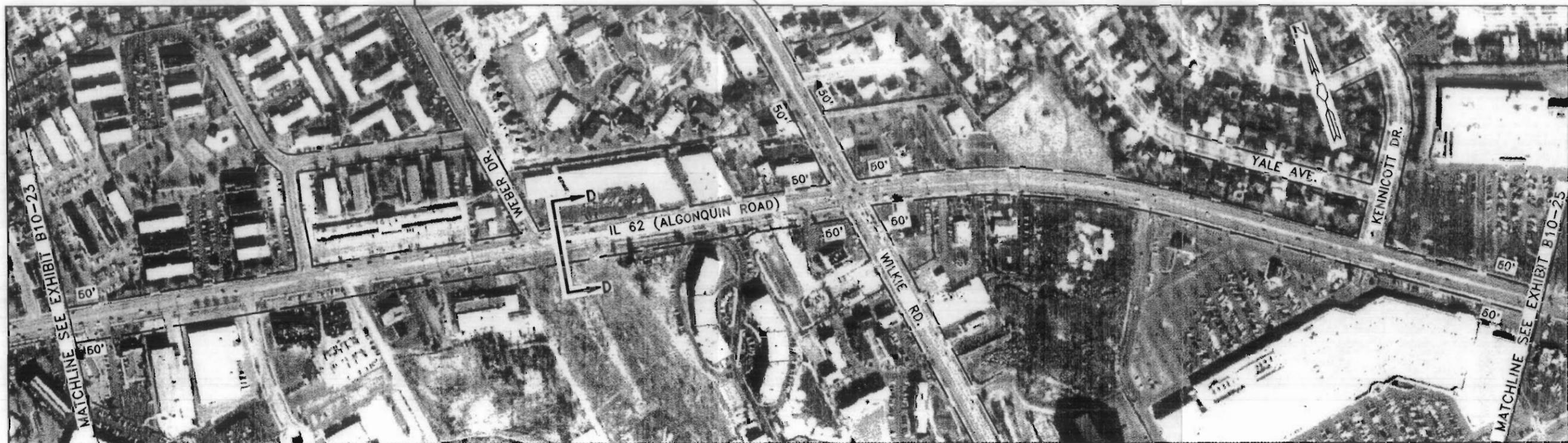
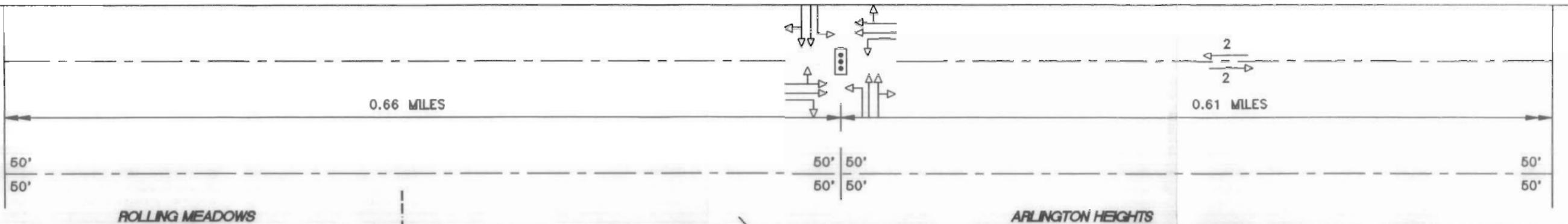
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EXISTING LANE CONFIGURATION

SIGNAL SPACING

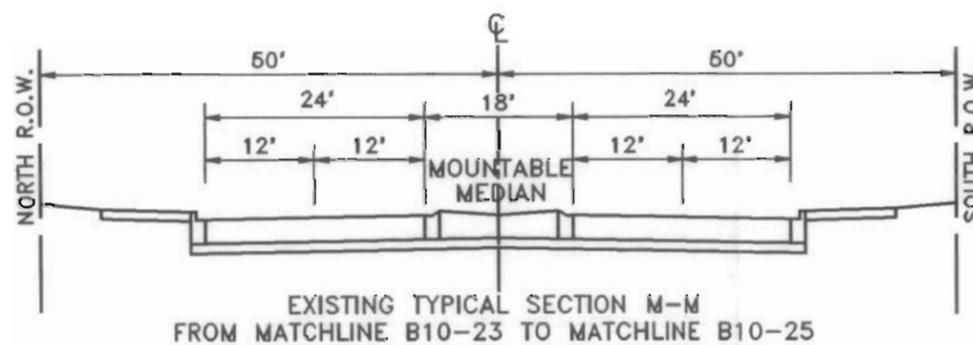
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ROLLING MEADOWS

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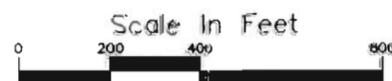


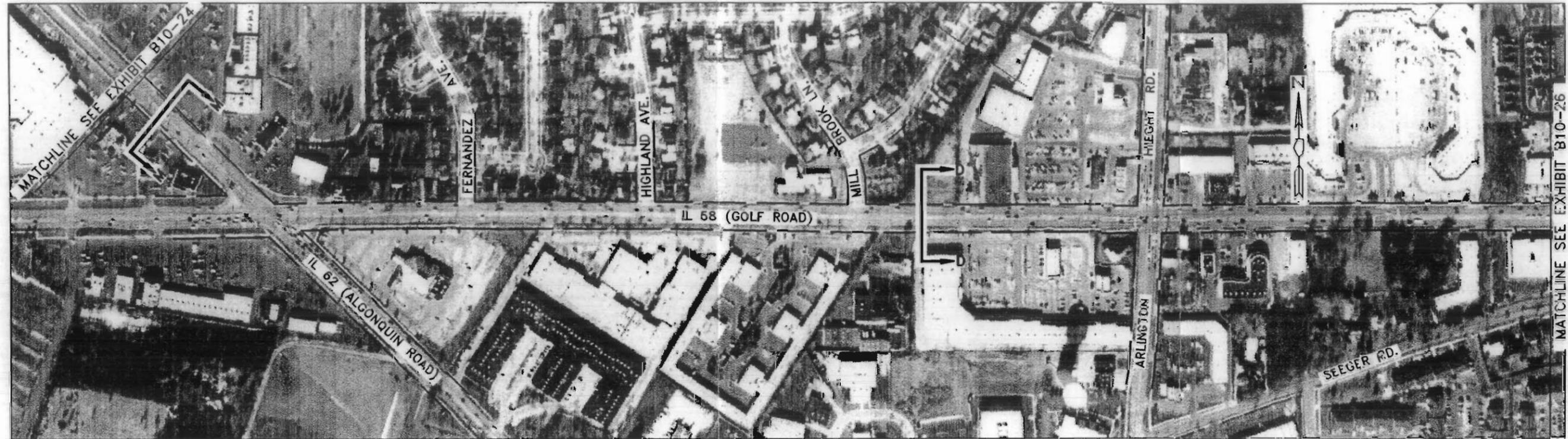
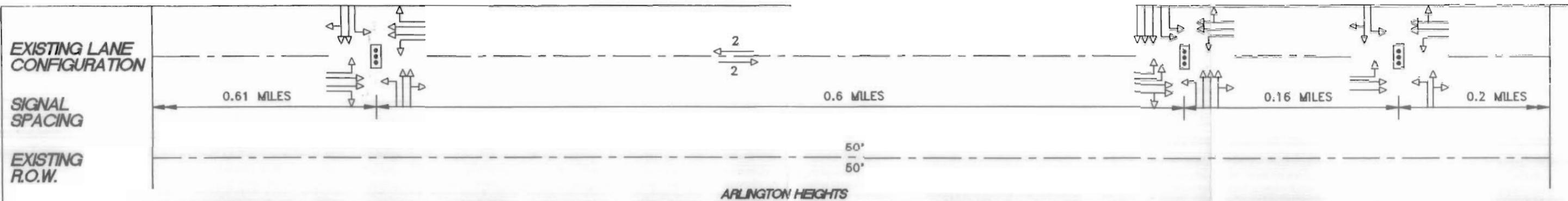
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ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - EXISTING CONDITIONS

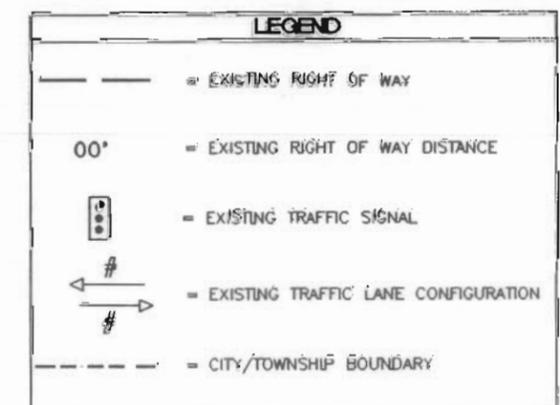
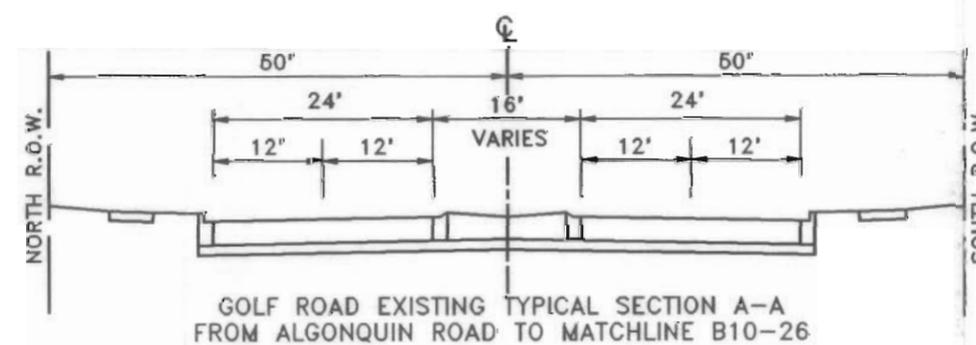
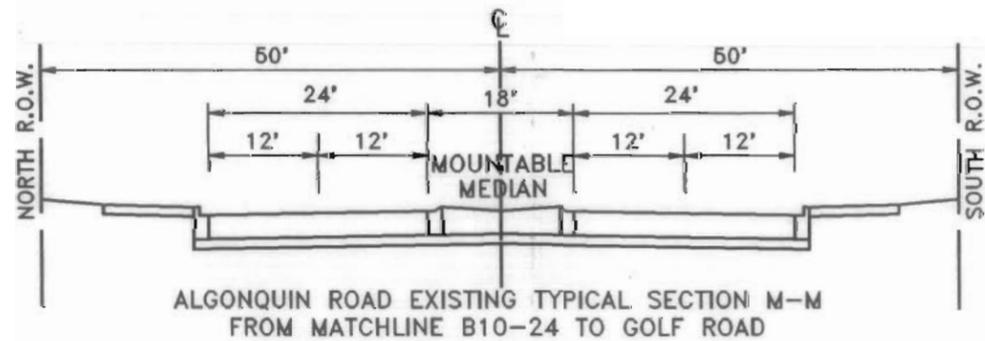


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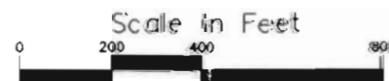


**DESCRIPTION OF EXISTING CONDITIONS:**



**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - EXISTING CONDITIONS**

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



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# CORRIDOR PLANNING FRAMEWORK

**ALGONQUIN RD/IL 62**

**SRA**

STRATEGIC  
REGIONAL  
ARTERIAL  
PLANNING STUDY

## ***CORRIDOR PLANNING FRAMEWORK***

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This chapter outlines the planning considerations that influenced the recommended improvements for the Illinois Route 62 corridor, including the following:

- Functional Classification
- SRA route design considerations and characteristics (Table III-1 and Table III-2)
- Long -range forecasts of highway traffic activity along Illinois Route 62 (Table III-3)
- Other planned transportation improvements within, crossing, or near the Illinois Route 62 corridor (Table III-4)
- Long -range land use plans for the communities along Illinois Route 62
- Existing safety and traffic operational problems along Illinois Route 62
- Existing environmental conditions and constraints
- Community concerns, interests, and attitudes

The concept for Illinois Route 62 was developed after compiling the information mentioned above and includes recommendations for the following types of improvements:

- The number of continuous through lanes in each direction along Illinois Route 62
- Locations of Signalized intersections
- Locations and specifications of special intersections
- Access management
- Right of Way requirements for recommended improvements
- The need for and location of special or unique highway/roadway solutions

## ***CORRIDOR PLANNING FRAMEWORK - cont'd***

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### **Planning Framework and Recommendations**

The planning framework was used to determine the best possible alternates for the Illinois Route 62 corridor. Applying the information obtained from the communities, counties, and other agencies to the planning framework criteria lead to the recommended improvements discussed in the next chapter. The topics discussed in the next chapter include cross section and geometrics, operations, access management, public transit, and short term alternates.

#### ***Cross Section and Geometrics***

This section is a discussion of the number and width of through lanes, median type and width, shoulder descriptions, intersection configurations, and intersection signalization. In addition, topics such as structure modifications and additional structures are examined.

#### ***Operations***

The operations section contains information pertaining to projected traffic volume, proposed speed limit, and predicted capacity and level of service. This section also examines accident rates and contains general solutions for areas indicated as high accident locations.

#### ***Access Management***

Since vehicles entering and leaving the SRA route will have a large impact on the flow of traffic, access management plays an important role. This section discusses methods used to coordinate access for vehicles entering and leaving the corridor.

#### ***Public Transit***

This section contains recommendations concerning public transit. Techniques associated with mass transit which may be applicable to suburban situations are evaluated. Bus and rail service enhancements as well as pedestrian and bicycle accessibility are considered with the objectives of the SRA system.

#### ***Short Term Alternates***

Any improvement that is a low cost method of enhancing the flow of traffic on the SRA route is considered in this section. Examples include access management, traffic signal installation/removal, and signal coordination.

**Table III-1  
2010 Desirable Route Characteristics  
Suburban Strategic Regional Arterial**

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' - 46', raised
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
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 preemption and HOV potential.
Number of Traffic Signals Per Mile	4 maximum
Signalization	Synchronization with pedestrian actuation where needed.
Freight: Radii Vertical Clearances	WB-55 typical/WB-60 Type II truck route. New structures: 16'-3" Existing structures: 14'-6"
Loading	Off-street loading

\* Adapted from SRA Design Concept Report, HB & A, Inc.

**Table III-2  
Suburban SRA Roadway Design Criteria**

<b>Horizontal Alignment</b>	
Minimum Design Speed	45 mph
Minimum Stopping Sight Distance	325'
Minimum Radius Horizontal Curve	740'
Maximum Degree of Curvature	7°45'
Maximum Superelevation	4%
Minimum Length of Superelevation	
- Four Lane With Small Probability of Six Lanes	192'
- Six Lane Section	234'
Horizontal Clearance	2'
<b>Vertical Alignment</b>	
Maximum Grades	6%
Length Crest Vertical Curve	Compatible with design speed
Length Sag Vertical Curve	Compatible with design speed
Vertical Clearance (Minimum New Construction)	16'-3"
Vertical Clearance (Minimum Reconstruction)	14'-6"

\* Adapted from SRA Design Concept Report, HB & A, Inc.

**Table III-3  
Existing and Projected Average Daily Traffic  
Algonquin Road/Illinois Route 62**

<b>LOCATION</b>	<b>1990 ADT</b>	<b>2010 ADT</b>
IL Route 47	7900	14000
Square Barn Road	7000	13000
Lake Wood Road	14700	24000
Randall Road	14700	24000
Hanson Road	16200	24000
Pyott Road	15500	38000
IL Route 31	27800	61000
Sandbloom Road	17000	53000
IL Route 25	17100	32000
Bateman Road	17900	38000
Sutton N. Road	21300	31000
IL Route 68 (Dundee Road.)	25000	51000
IL Route 59	18000	46000
Palatine Road	18000	40000
Penny Road	18000	40000
Barrington Road	13800	30000
Freeman Road	16700	32000
Ela Road	25600	32000
Roselle Road	27800	52000
Quentin Road	37400	41000
Plum Grove Road	37400	41000
Meacham Road	39000	40000
IL Route 53	39000	43000
New Wilke Road	39000	43000
IL Route 58 (Golf Road)	40200	39000

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# RECOMMENDED IMPROVEMENTS

**ALGONQUIN RD/IL 62**

**SRA**

STRATEGIC  
REGIONAL  
ARTERIAL  
PLANNING STUDY

## ***RECOMMENDED IMPROVEMENTS***

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The recommendations for this corridor were arrived at by incorporating the land use, population trends and projected traffic volumes along the corridor. These recommendations do not address the wetland and drainage issues fully. It should be noted that there are a number of locations along the corridor where wetlands will be encroached. This report does not include the wetland impacts but compensatory storage areas will be required to replace the lost storage due to the development, and to avoid damage to nearby properties. The increase in pavement area due to additional lanes, sidewalks, medians, bicycle paths and shoulders should be taken into consideration when upgrading the drainage system.

The following are recommendations for the cross-section and geometrics, operations, access management, public transit and short term alternatives.

### **Section I - Illinois Route 47 to Illinois Route 31 (7.16 miles)**

*Exhibit C10-1 to Exhibit C10-7*

Section I of Algonquin Road begins at Illinois Route 47 and runs east through southern McHenry County to Illinois Route 31. This section passes through Huntley, Lake in the Hills, Algonquin and unincorporated McHenry County. This section is under the jurisdiction of McHenry County.

#### ***Cross-Section and Geometries***

The proposed cross-section from Illinois Route 47 to Ruth Road consists of four 11 foot lanes separated by a 11 foot flush median with adjacent combination concrete curb and gutter. From Ruth Road to Square Barn Road consists of four 12-foot through lanes with a 16-foot mountable median and adjacent 10-foot bituminous concrete shoulder. The proposed Right-of-way is typically 140 feet for this section. From Square Barn Road to Randall Road the 10-foot shoulder is replaced by an adjacent combination curb and gutter. The proposed cross-section from Randall Road to Pyott Road consists of four 12-foot through lanes with an 12-foot flush median and adjacent concrete curb and gutter. Between Pyott Road and Illinois Route 31 the cross-section consists of four 11-foot lanes separated by a 11-foot flush median, and curb and gutter on both sides of the road. The proposed Right-of-way typically varies from 80 to 150 feet for this segment. The additional Right-of-way requirements for this section vary from 0 to 35 feet on either side of the corridor (Table IV-1). The approximate construction costs are summarized in Table IV-2.

The structure #1 (IDOT #056-3002), structure #2 (IDOT # 056-5000), structure # 3 (IDOT #056-3003) and structure #4 (IDOT # 056-9920) in this section will have to be modified to accommodate the proposed cross-section.

The intersection of Algonquin Road and Illinois Route 47 is the intersection of two SRA routes. All four legs will consist of a left turn lane and two through lanes and a right turn lane (Exhibit D10-01).

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## ***RECOMMENDED IMPROVEMENTS - cont'd***

As the Prime Development southwest of Huntley develops, it may be necessary to provide dual left turn lanes to the east leg of this intersection.

The intersection of Algonquin Road and Randall Road is the intersection of two SRA routes (Exhibit D10-02). All four legs will consist of dual left turn lanes, two through lanes and a right turn lane.

The intersection of Algonquin Road and Illinois Route 31 is a major intersection (Exhibit D10-03). For the recommended improvements to this intersection refer to the "Congestion Mitigation Feasibility Study for Illinois Route 62 and Illinois Route 31" completed in January 1998 by IDOT.

### ***Operations***

According to CATS forecasts, the 2010 projected ADT for Section I varies from 38,000 vpd to 60,000 vpd. The proposed speed limit for this section ranges from 35 to 45 mph. A capacity analysis was performed for this section by applying the projected ADT to the recommended model.

The intersections of Ruth Road, Haligus Road, Lakewood Road, Square Barn Road, Frank Road and Fairview Road have been identified as candidate sites for future traffic signals. The SRA Design Concept Report recommends that all signalized intersections on a suburban SRA route should be fully-actuated and should be capable of priority preemption for express bus service. All future and present signalized intersections at spacing of ½ mile or less along the suburban SRA route should be interconnected into a signal system to achieve vehicular progression along the SRA. The need for signalizing these intersections should be supported by a signal warrants analysis.

### ***Access Management***

All direct access to Algonquin Road should be limited to right-in /right-out. Full access should be provided at Church Avenue, Spring Lake Farm, Boulder Road and the commercial developments at Randall Road. No parking is allowed in this section.

### ***Public Transit***

There is no public transit in this section.

### ***Short term Alternates***

No short term alternates are recommended.

**Section II - Illinois Route 31 to Illinois Route 59 ( 7.72 miles )**

*Exhibit C10-7 to Exhibit C10-14*

Section II of Illinois Route 62 (Algonquin Road) begins at Illinois Route 31, in the southeast part of McHenry County and continues east through Kane County to Illinois Route 59 in Cook County. This section passes through Algonquin, Carpentersville, Barrington Hills, Barrington and unincorporated Kane and Cook County.

***Cross-Section and Geometries***

The proposed cross-section from Illinois Route 31 to River Drive consists of four 11-foot through lanes with a 11-foot flush median and combination curb and gutter. The proposed Right-of-way is 66 feet. From River Drive to Illinois Route 25, the proposed cross-section consists of two 12-foot lanes in either direction with a 16-foot mountable median and adjacent curb and gutter. The proposed Right-of-way typically varies from 100 feet to 150 feet. From Illinois Route 25 to Illinois Route 68, the proposed cross-section consists of two 12-foot lanes in either direction with an 18-foot barrier median and adjacent 10-foot bituminous concrete shoulder. This cross-section requires 140 feet of Right-of-Way. From Illinois Route 68 to Illinois Route 59, the proposed cross-section would consist of two 12-foot lanes in either direction with and 30-foot barrier median and adjacent combination concrete curb and gutter. The additional Right-of-way requirements for this section is typically 20 feet on either side of the corridor (Table IV-1). The approximate construction costs are summarized in Table IV-2.

It is not necessary to modify structure # 5 (IDOT # 056-0059) over the Fox River. Structure #6 (IDOT # 016-0580) the overpass of Spring Valley Creek will have to be modified to accommodate the proposed cross-section. Structure # 7 the Elgin-Joliet Railroad overpass will also have to be modified to accommodate the proposed cross-section.

The intersection of Illinois Route 62 and Illinois Route 25 is the intersection of two SRA routes (Exhibit D10-04). The east-west legs will consist of a left turn lane, two through lanes and a right turn lane. The north leg will consist of a left turn lane and two through lanes with a shared right turn lane. The south leg will consist of dual left turn lanes, two through lanes and right turn lane. This intersection is being studied by others, the results of the study will be incorporated into this report when available.

The intersection of Illinois Route 62 and Illinois Route 59 is the intersection of two SRA routes (Exhibit D10-05). This intersection is being studied by others and the recommendations of the study will be incorporated into this report when available. All four legs will consist of dual left turn lanes, two through lanes and a right turn lane.

***Operations***

The intersections of Bateman Road and Sutton Road have been identified as candidate sites for future traffic signals. The need for a signalized intersection at these locations should be evaluated as future development warrants. The intersection of Sutton Road and Illinois Route 62 is being studied by others and the results of the study will be incorporated into this report when available. The SRA Design Concept Report recommends that all signalized intersections on a suburban SRA route should be fully-actuated and should be capable of priority preemption for express bus service. All future and present signalized intersections at spacing of ½ mile or less along the suburban SRA route should be interconnected into a signal system to achieve vehicular progression along the SRA.

***Access Management***

All direct access to Algonquin Road should be limited to right-in/right-out. In this section of Illinois Route 62, full access should be provided at Hubbard Street, Longwood Drive, Chase Street, Autumn Trail, Royal Way, Helm Road and the Barrington Hills Village Hall. No parking is allowed in this section.

***Public Transit***

According to Metra's Extended Transportation Agenda, the intersection of Illinois Route 62 and Illinois Route 59 is a possible location for a commuter station on the proposed EJ&E commuter railway.

***Short Term Alternates***

No short term alternates are recommended.

**Section III - Illinois Route 59 to Roselle Road ( 5.73 miles)**

*Exhibit C10-14 to Exhibit C10-20*

Section III of Illinois Route 62 (Algonquin Road) begins at Illinois Route 59 and continues east to Roselle Road. This section passes through South Barrington, Palatine, Hoffman Estates, Schaumburg and unincorporated Cook County.

***Cross-Section and Geometrics***

The proposed cross-section from Illinois Route 59 to Roselle Road consists of two 12-foot through lanes in either direction with a 16-foot median and concrete curb and gutter. The proposed median type will be mountable throughout the section. The existing Right-of-way varies between 100 and

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## ***RECOMMENDED IMPROVEMENTS - cont'd***

---

140 feet and is sufficient for the proposed cross section except just east of Illinois Route 59 (Table-IV-1). The approximate construction costs are summarized in Table IV-2. All existing bike paths and sidewalks will be maintained in this section.

The intersection of Illinois Route 62 and Barrington Road is the intersection of two SRA routes (Exhibit D10-06). The east/west legs will consist of dual left turn lanes, three through lanes and a right turn lane. The south leg will consist of dual left turn lanes, two through lanes and a right turn lane. The north leg will consist of a left turn lane, two through lanes and a right turn lane.

The intersection of Illinois Route 62 and Roselle Road is the intersection of two SRA routes (Exhibit D10-07). All four legs will consist of dual left turn lanes, three through lanes and a right turn lane.

### ***Operations***

A signal should be considered with the consolidation of accesses on Little City Drive, which has been identified as a candidate site for future traffic signals. The SRA Design Concept Report recommends that all signalized intersections on a suburban SRA route should be fully-actuated and should be capable of priority preemption for express bus service. All future and present signalized intersections at spacing of ½ mile or less along the suburban SRA route should be interconnected into a signal system to achieve vehicular progression along the SRA.

### ***Access Management***

All direct access to Illinois Route 62 should be limited to right-in/right-out. In this section of Illinois Route 62, full access should be provided at Stover Road, Bridlewood Trail, Whispering Trails, Huntington Plaza, Versailles Drive, Windemers Lane and Winston Drive. No parking is allowed in this section.

### ***Public Transit***

There is no existing public transit in this section.

### ***Short Term Alternates***

No short term alternates are recommended.

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## ***RECOMMENDED IMPROVEMENTS - cont'd***

### **Section IV - Roselle Road to Illinois Route 58 (Golf Road) ( 4.76 miles)**

*Exhibit C10-20 to Exhibit C10-25*

Section IV of Illinois Route 62/Illinois Route 58 begins at Roselle Road and continues east to Illinois Route 58. This section passes through the high density commercial area of Schaumburg, Rolling Meadows and Arlington Heights.

#### ***Cross-Section and Geometrics***

The proposed cross-section from Roselle Road to Illinois Route 58 consists of three 12-foot through lanes separated by an 18 to 30 foot barrier median with an adjacent concrete curb and gutter. The proposed Right-of-way is approximately 120 feet, but varies throughout this section. An additional 20 feet of Right-of-way is required to expand this section (Table-IV-1). To minimize impacts, we propose to acquire the additional Right-of-way mainly from the south side of the roadway. The centerline of the roadway will be shifted 16-feet to the south to would minimize the Right-of-way acquisition costs. The approximate construction costs are summarized in Table IV-2. Structure # 11 (IDOT # 016-0581) over Salt Creek will have to be modified to accommodate the proposed cross-section.

The intersection of Illinois Route 62 and Illinois Route 58 (Golf Road) is the major intersection of two SRA routes. The predominant traffic movement at this intersection is from southeast bound Illinois Route 62 to east bound Illinois Route 58 and from northwest bound Illinois Route 62 to west bound Illinois Route 58, as well as the reciprocal movements. For the northwest and southeast legs on Algonquin Road, we recommend dual left turn lanes and three through lanes with a shared right turn lane. The east and west legs on Golf Road will consist of a single left turn lane, three through lanes and a right turn lane (Exhibit D10-08).

#### ***Operations***

The SRA Design Concept Report recommends that all signalized intersections on a suburban SRA route should be fully-actuated and should be capable of priority preemption for express bus service. All future and present signalized intersections at spacing of ½ mile or less along the suburban SRA route should be interconnected into a signal system to achieve vehicular progression along the SRA. Provide signal progression closed loop or otherwise from Roselle Road to Illinois Route 58.

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## ***RECOMMENDED IMPROVEMENTS - cont'd***

### ***Access Management***

In this section of Illinois Route 62, all access should be limited to right turn only. Full access should be provided at St. Michael's Cemetery entrance, Palmer Drive, Westwood Lane, Sky Water Drive, Barker Drive, Kimball Hill, Meadow Brook Industrial Court, Algonquin Parkway, Meadows Mall, Kennicott Drive, and the K-Mart entrance which will retain full access. No parking is allowed in this section.

### ***Public Transit***

There are two Pace Bus routes operating within this section of Illinois Route 62. The recommended turn-ins and turn-outs are at the bus stops.

### ***Short Term Alternates***

No short term alternates are recommended.

**RECOMMENDED IMPROVEMENTS - cont'd**

<b>Table IV-1 Estimated Right-of-way Requirements for Illinois Route 62/Algonquin Road</b>			
<b>Section</b>	<b>Intersecting Street</b>	<b>Estimated Additional R.O.W. Required (acres)</b>	<b>Cost Estimate (1994 Dollars)</b>
I	Ruth Road	1.06	\$92,347.20
I	Randall	12.36	\$1,076,803.20
I	Illinois Route 31	2.64	\$229,996.80
<b>Section I Total</b>		16.06	\$1,399,147.20
II	Illinois Route 25	0	\$0.00
II	Bateman Road	10.92	\$1,417,000.00
II	Illinois Route 59	11.68	\$1,518,400.00
<b>Section II Total</b>		22.60	\$2,938,000.00
III	Barrington Road	0	\$0.00
III	Ela Road	0	\$0.00
<b>Section III Total</b>		0	
IV	Roselle Road	0	\$0.00
IV	Illinois Route 58	8.30	\$1,079,000.00
<b>Section IV Total</b>			\$1,079,000.00

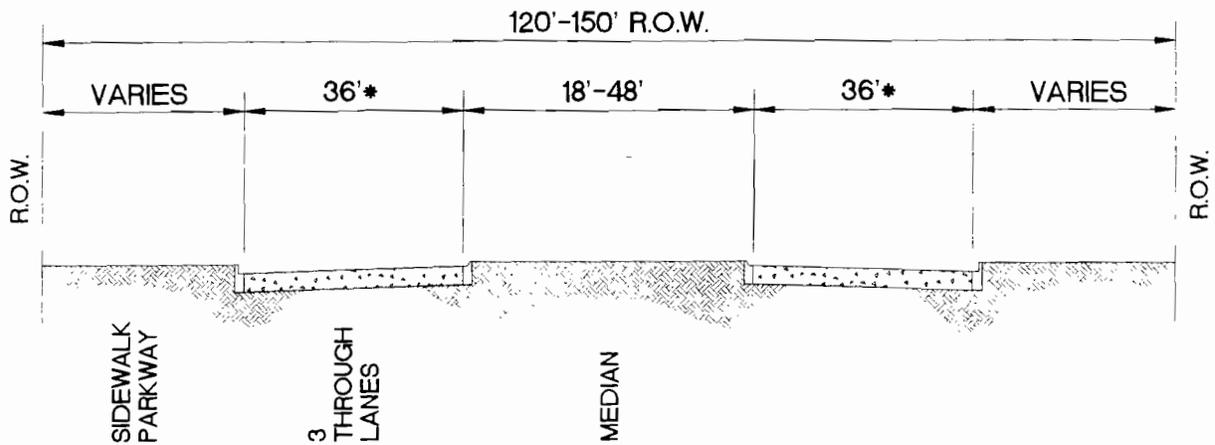
**RECOMMENDED IMPROVEMENTS - cont'd**

<b>Table IV-2 Estimate of Construction Cost Illinois Route 62/Algonquin Road</b>	
<b>Recommended Improvement</b>	<b>Estimated Cost (1995 Dollars)</b>
<b>Section I</b>	
Roadway	\$7,369,200.00
Intersection/Interchange Improvement	\$4,050,000.00
Structure Modification/Replacement	\$1,913,040.00
Right-of-Way	\$1,399,147.00
Transit Improvement	
Total Estimated Cost for Section I	\$14,731,387.00
<b>Section II</b>	
Roadway	\$5,070,600.00
Intersection/Interchange Improvement	\$1,350,000.00
Structure Modification/Replacement	\$670,560.00
Right-of-Way	\$2,938,000.00
Transit Improvement	
Total Estimated Cost for Section II	\$10,029,160.00
<b>Section III</b>	
Roadway	\$1,274,400.00
Intersection/Interchange Improvement	\$525,000.00
Structure Modification/Replacement	\$0.00
Right-of-Way	\$0.00

**RECOMMENDED IMPROVEMENTS - cont'd**

Transit Improvement	
<b>Table IV-2 (Con't)</b> <b>Estimate of Construction Cost</b> <b>Illinois Route 62/Algonquin Road</b>	
<b>Recommended Improvement</b>	<b>Estimated Cost (1995 Dollars)</b>
Total Estimated Cost for Section III	\$1,799,400.00
<b>Section IV</b>	
Roadway	\$4,006,800.00
Intersection/Interchange Improvement	\$3,325,000.00
Structure Modification/Replacement	\$351,360.00
Right-of-Way	\$1,446,192.00
Transit Improvement	
Total Estimated Cost for Section IV	\$9,129,352.00
Total Cost for All Recommended Improvements	\$35,689,299.00

## SUBURBAN SRA ROUTES



### STANDARD SUBURBAN SRA CROSS SECTION

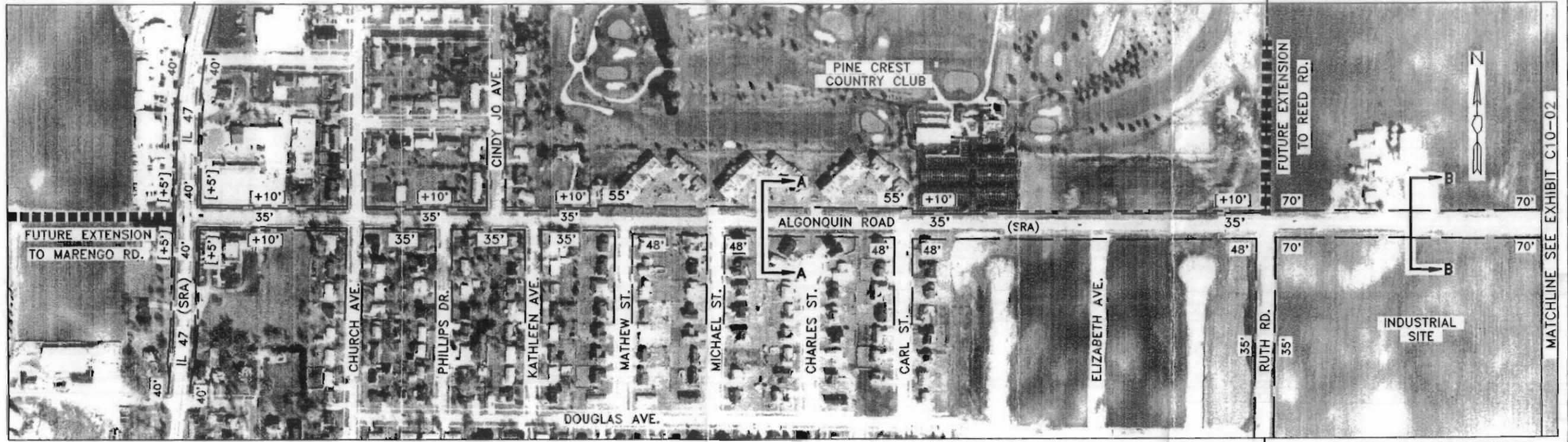
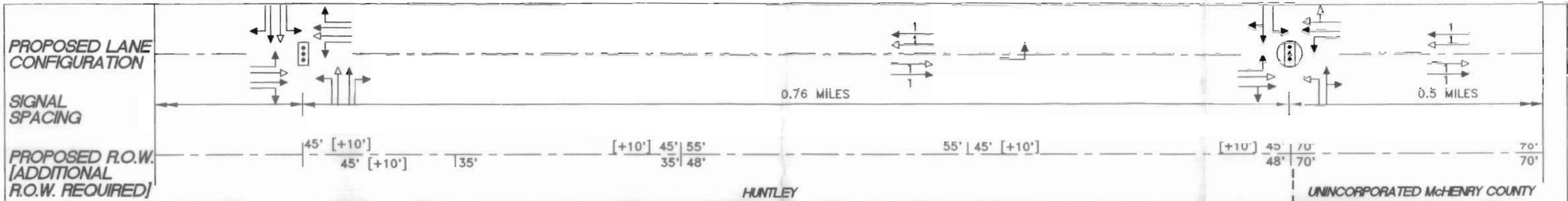
- \* AN ADDITIONAL 1' COULD BE ADDED TO ACCOMMODATE BICYCLE DEMAND WHERE R.O.W. IS NOT CONSTRAINED OR WHERE PARKWAY WIDTH CAN BE REDUCED.

FIGURE III-1

DESIRABLE SUBURBAN CROSS SECTION

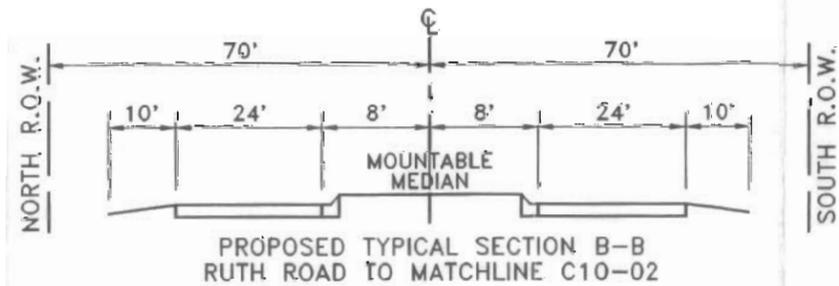
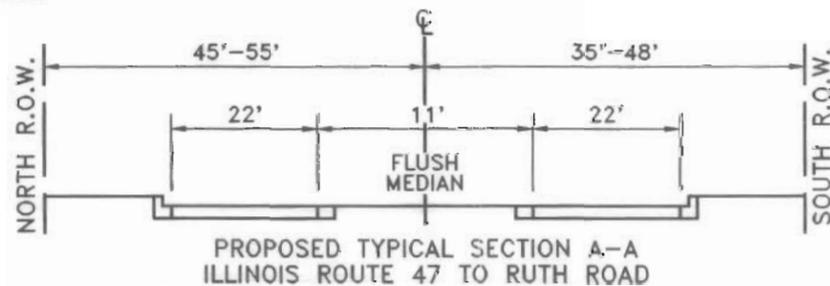
**SRA**

STRATEGIC  
REGIONAL  
ARTERIAL  
PLANNING STUDY



**DESCRIPTION OF PROPOSED CONDITIONS:**

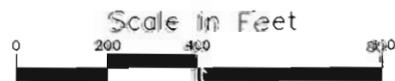
- \* The intersection of Algonquin Rd. and Ruth Rd. has been identified as a candidate site for future traffic signals. The need for a signalized intersection at this location should be evaluated as future development warrants.
- \* As the Prime Development Southwest of Huntley develops it may become necessary to provide dual left turn lanes for the east leg of the Algonquin Rd./IL 47 intersection.

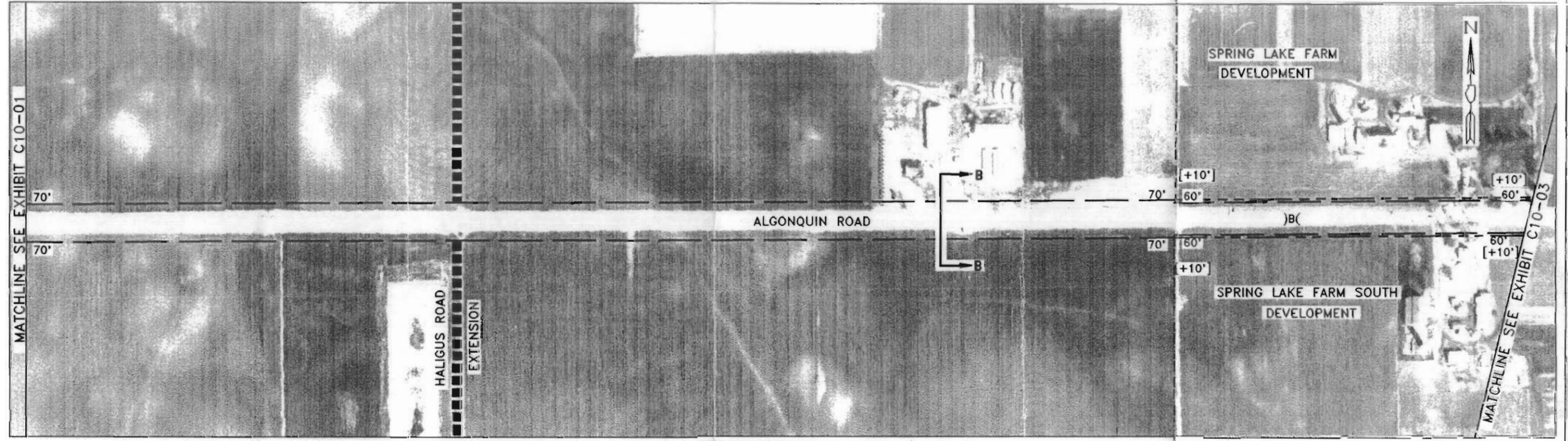
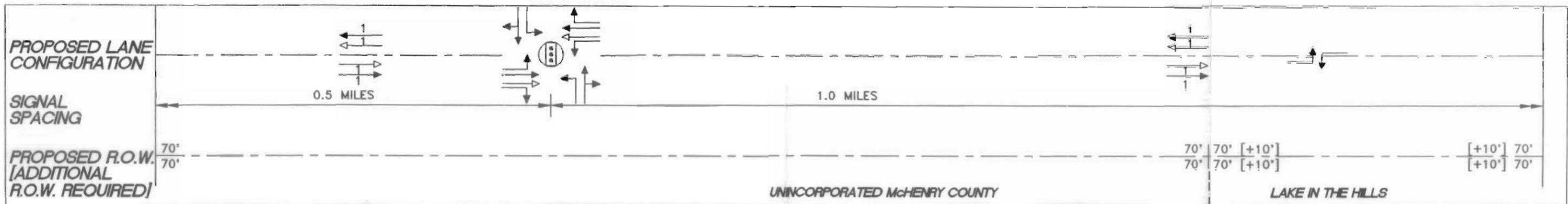


LEGEND	
	= EXISTING RIGHT OF WAY
	= PROPOSED RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING RIGHT OF WAY DISTANCE
	= PROPOSED ADDITIONAL RIGHT OF WAY
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= PROPOSED ROAD EXTENSION
	= CITY BOUNDARY

**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - PROPOSED CONDITIONS**

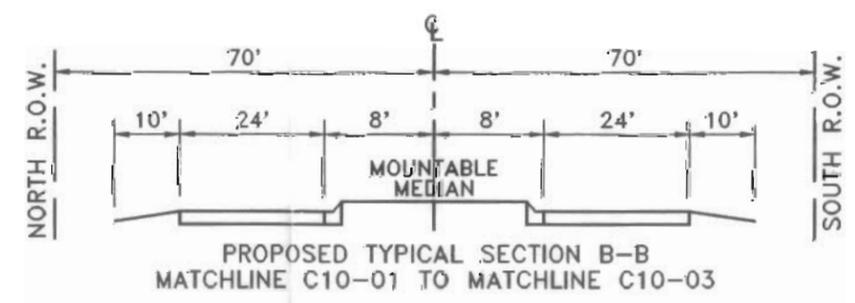
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the





**DESCRIPTION OF PROPOSED CONDITIONS:**

- \* The future intersection of Algonquin Road and the proposed Haligus Road Extension has been identified as a candidate site for future traffic signals. The need for a signalized intersection at this location should be evaluated as future development warrants.
- \* Provide median break for Spring Lake Farm and Spring Lake Farm South residential developments.

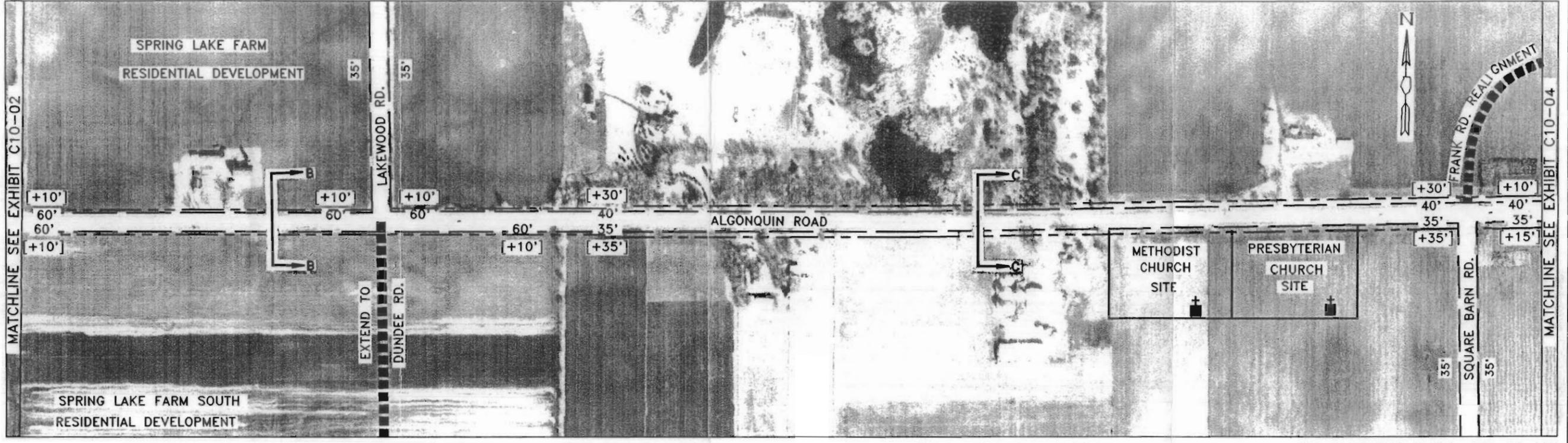
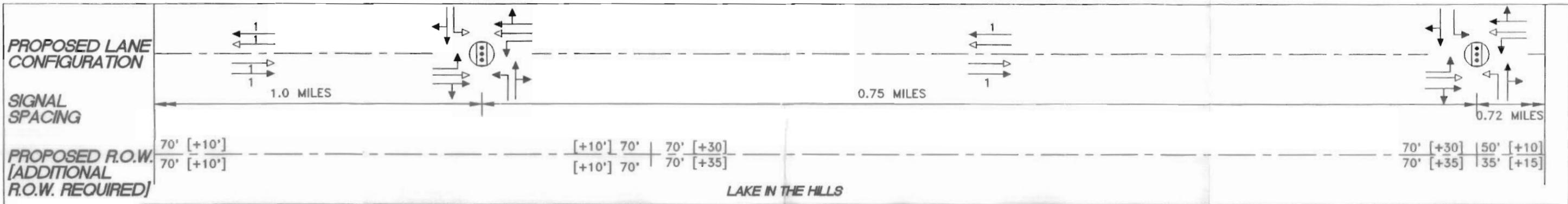


LAKE IN THE HILLS  
AERIAL PHOTO DATE: 03-01-92

LEGEND	
	= EXISTING RIGHT OF WAY
	= PROPOSED RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL RIGHT OF WAY
)B(	= MEDIAN BREAK
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= PROPOSED ROAD REALIGNMENT
	= CITY BOUNDARY

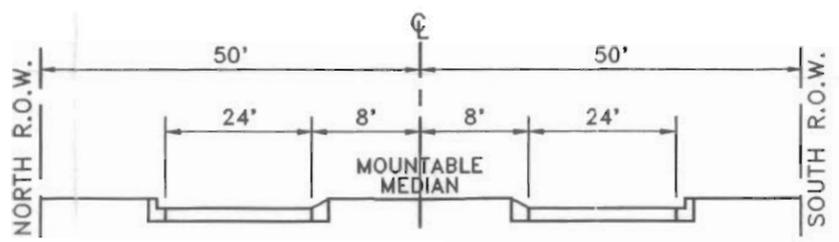
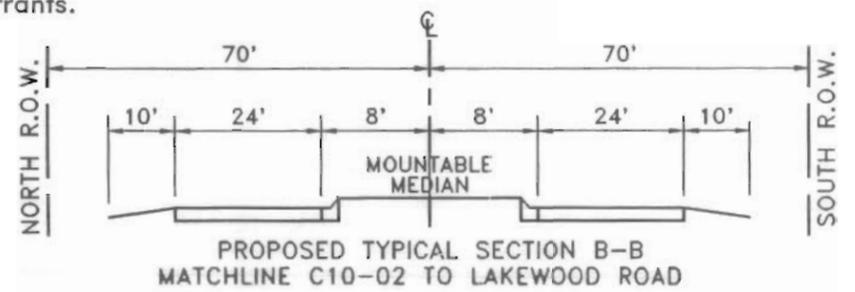
**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - PROPOSED CONDITIONS**





**DESCRIPTION OF PROPOSED CONDITIONS:**

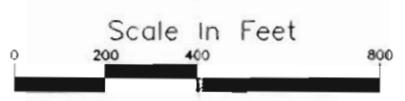
- \* Wetland may be affected north of R.O.W. between Lakewood Road and Square Barn Road.
- \* The intersections of Lakewood Road/Algonquin Road and Square Barn Road(Frank Road Realignment)/Algonquin Road have been identified as candidate sites for future traffic signals. The need for a signalized intersection at these locations should be evaluated as future development warrants.

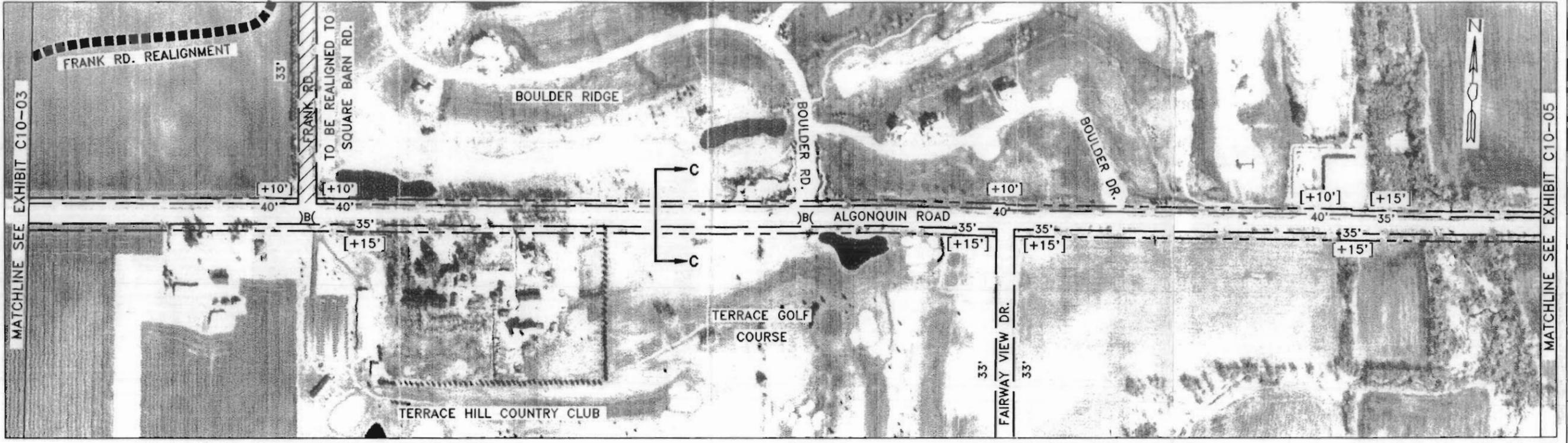
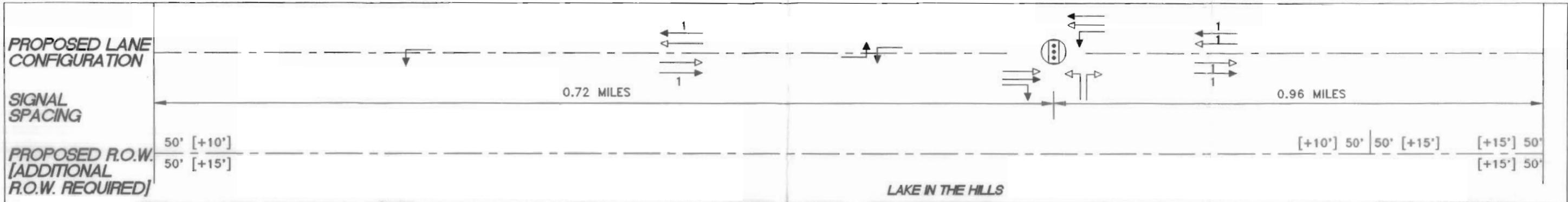


LEGEND	
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	= PROPOSED RIGHT OF WAY
	= PROPOSED TRAFFIC SIGNAL
00'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL RIGHT OF WAY
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= ROADWAY REALIGNMENT
	= CITY BOUNDARY

**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - PROPOSED CONDITIONS**

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

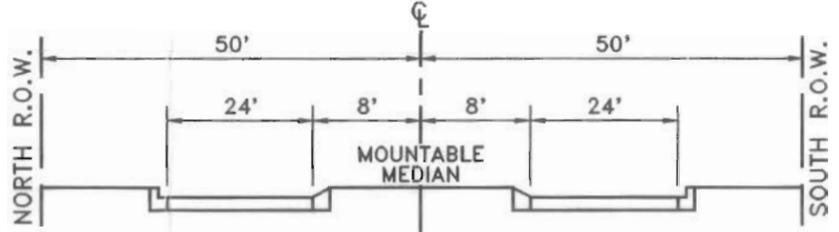




AERIAL PHOTO DATE: 03-01-92

**DESCRIPTION OF PROPOSED CONDITIONS:**

- \* Provide median break and left turn lane at Boulder Drive and Terrace Hill Country Club
- \* The intersection of Algonquin Road/Fairway View Drive has been identified as candidate for future traffic signals. The need for a signalized intersection at these locations should be evaluated as future development warrants.

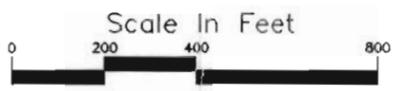


PROPOSED TYPICAL SECTION C-C  
MATCHLINE C10-03 TO MATCHLINE C10-05

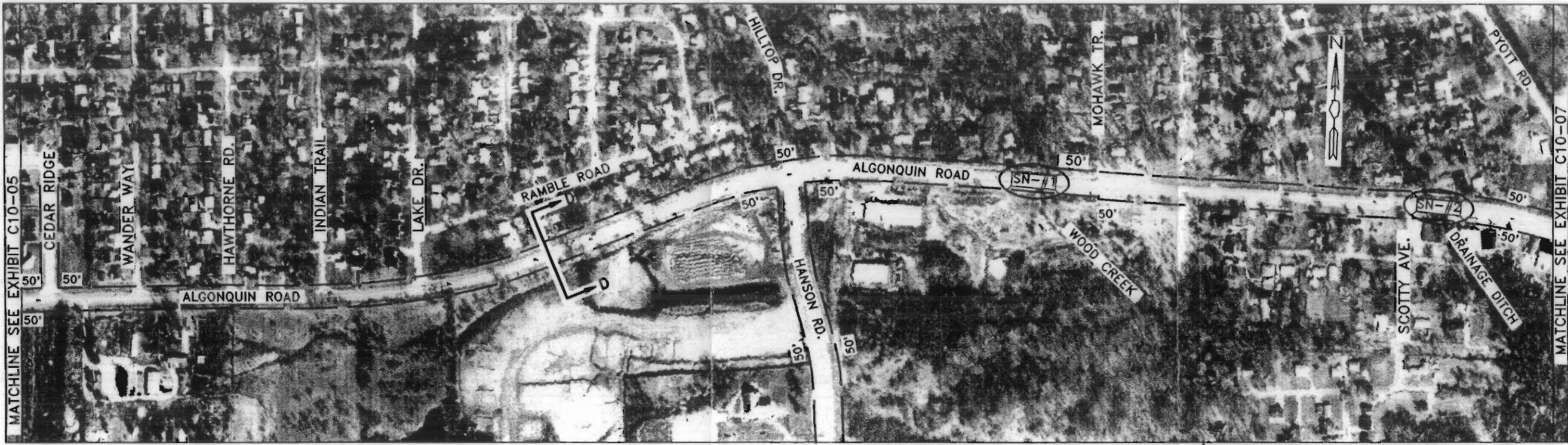
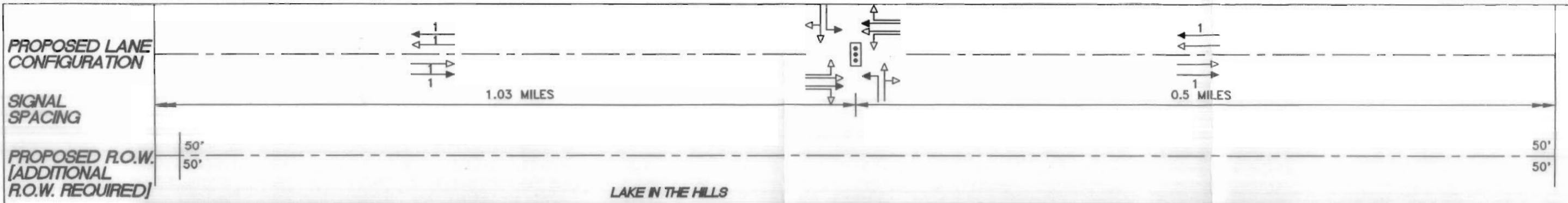
LEGEND	
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	= PROPOSED RIGHT OF WAY
	= MEDIAN BREAK
	= PROPOSED TRAFFIC SIGNAL
00'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL RIGHT OF WAY
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= ROAD REALIGNMENT

**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - PROPOSED CONDITIONS**

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the







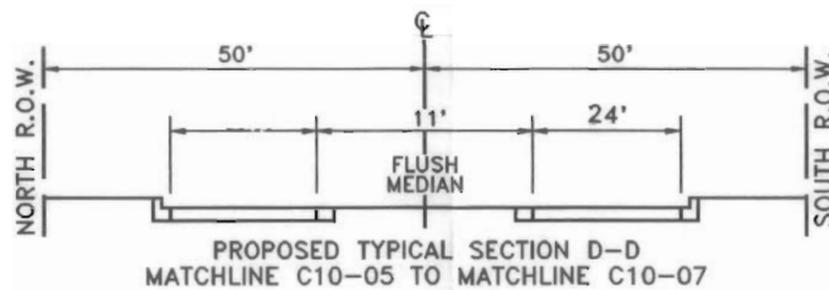
ALGONQUIN

AERIAL PHOTO DATE: 03-01-92

UNINCORPORATED McHENRY COUNTY

**DESCRIPTION OF PROPOSED CONDITIONS:**

- \* Modification of SN-#1, SN-#2 will be necessary to accommodate the proposed cross section.
- \* Note sensitive development south of Algonquin Rd. from Wander Way to Hanson Rd.



LEGEND	
---	= PROPOSED RIGHT OF WAY
- - -	= EXISTING RIGHT OF WAY DISTANCE
⊞	= EXISTING TRAFFIC SIGNAL
00'	= EXISTING RIGHT OF WAY DISTANCE
[+00]	= PROPOSED ADDITIONAL RIGHT OF WAY
→	= EXISTING TRAFFIC LANE CONFIGURATION
→	= PROPOSED TRAFFIC LANE CONFIGURATION
⊞	= MODIFY EXISTING STRUCTURE
- - -	= CITY BOUNDARY

**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - PROPOSED CONDITIONS**

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

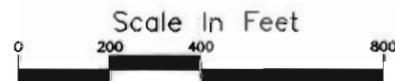
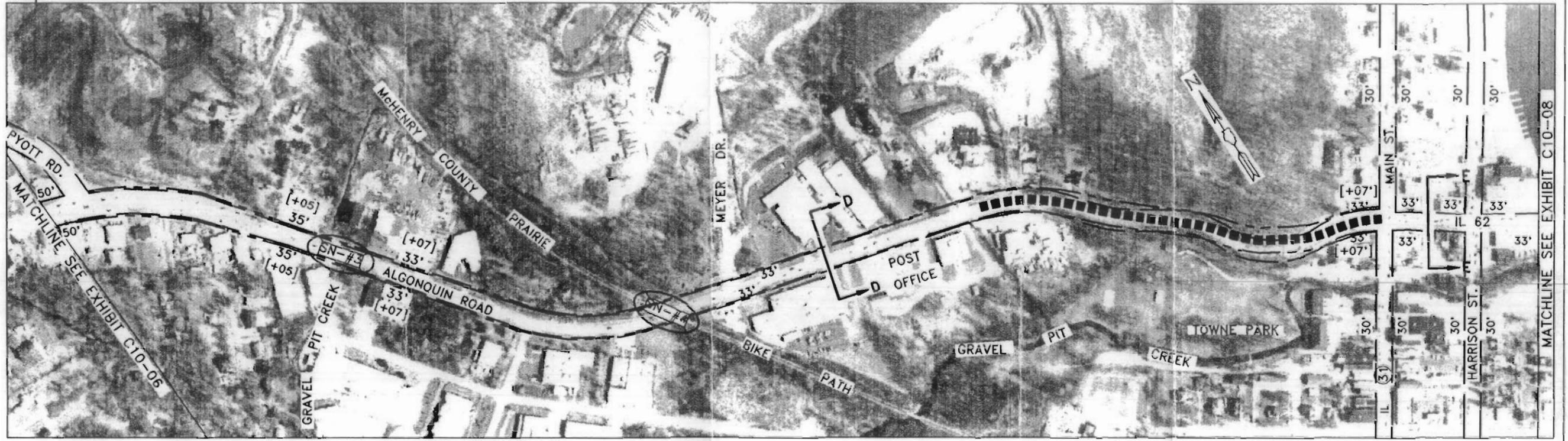
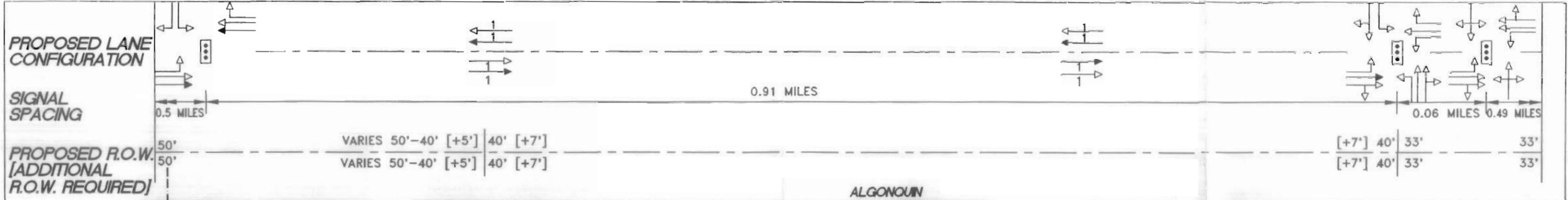


EXHIBIT C10-06

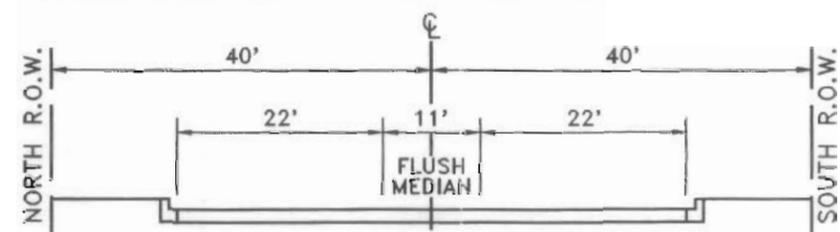


ALGONQUIN

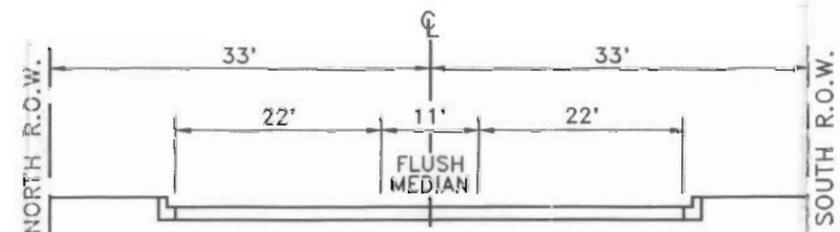
AERIAL PHOTO DATE: 03-01-92

**DESCRIPTION OF PROPOSED CONDITIONS:**

\* For the improvements at the IL 31 and Algonquin Road intersection refer to "IL 62 / IL 31 Congestion Mitigation Feasibility Study", January 1998.



PROPOSED TYPICAL SECTION D-D  
C10-06 TO ILLINOIS ROUTE 31



PROPOSED TYPICAL SECTION E-E  
ILLINOIS ROUTE 31 TO MATCHLINE C10-08

LEGEND	
	= PROPOSED RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
	= EXISTING TRAFFIC SIGNAL
00'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL RIGHT OF WAY
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= MODIFY EXISTING STRUCTURE
	= CITY BOUNDARY
	= ROAD ALIGNMENT

**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - PROPOSED CONDITIONS**

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

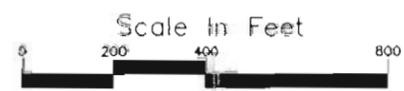
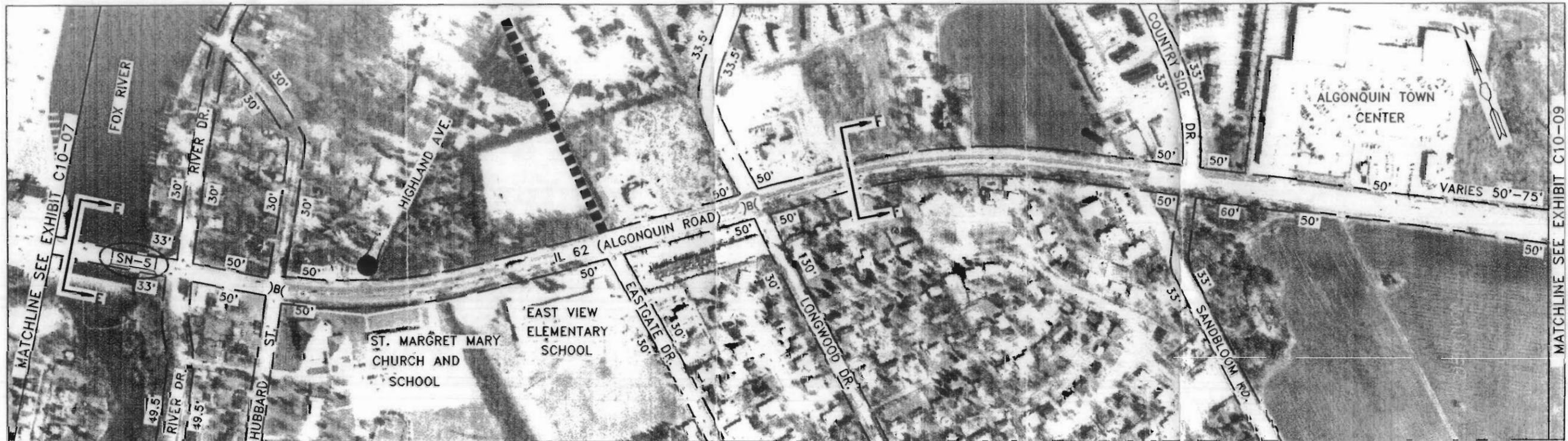
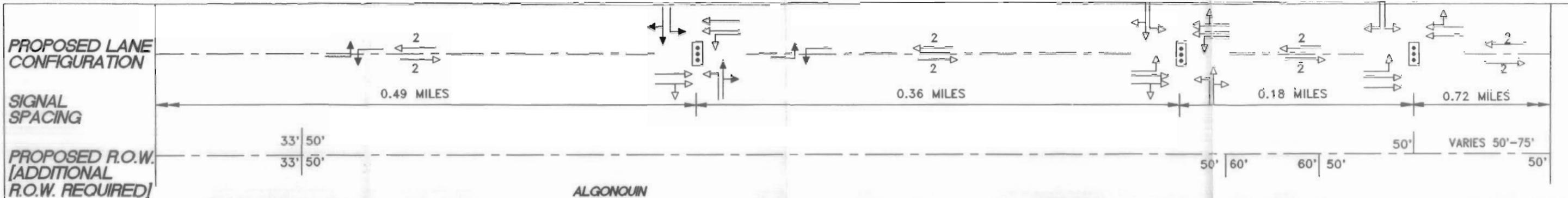


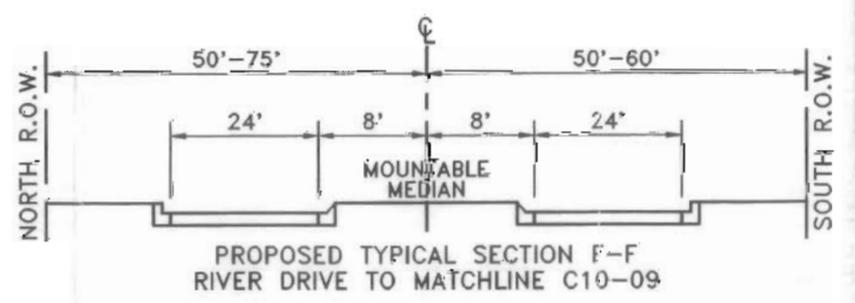
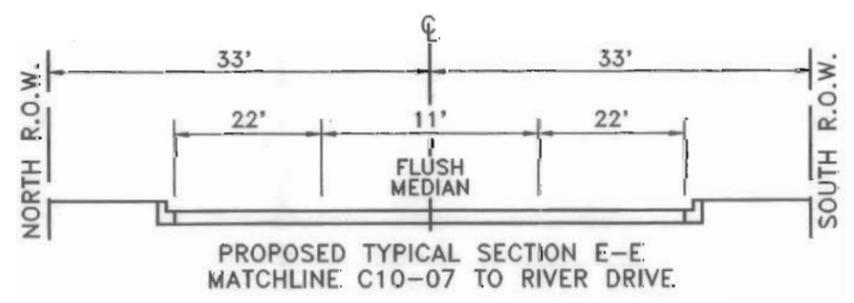
EXHIBIT C10-07



AERIAL PHOTO DATE: 03-01-92

**DESCRIPTION OF PROPOSED CONDITIONS:**

- \* No modification is required to SN-5 IDOT structure #056-0059 over Fox River
- \* Provide a median break w/left turn lanes to Hubbard St. and Longwood Drive.

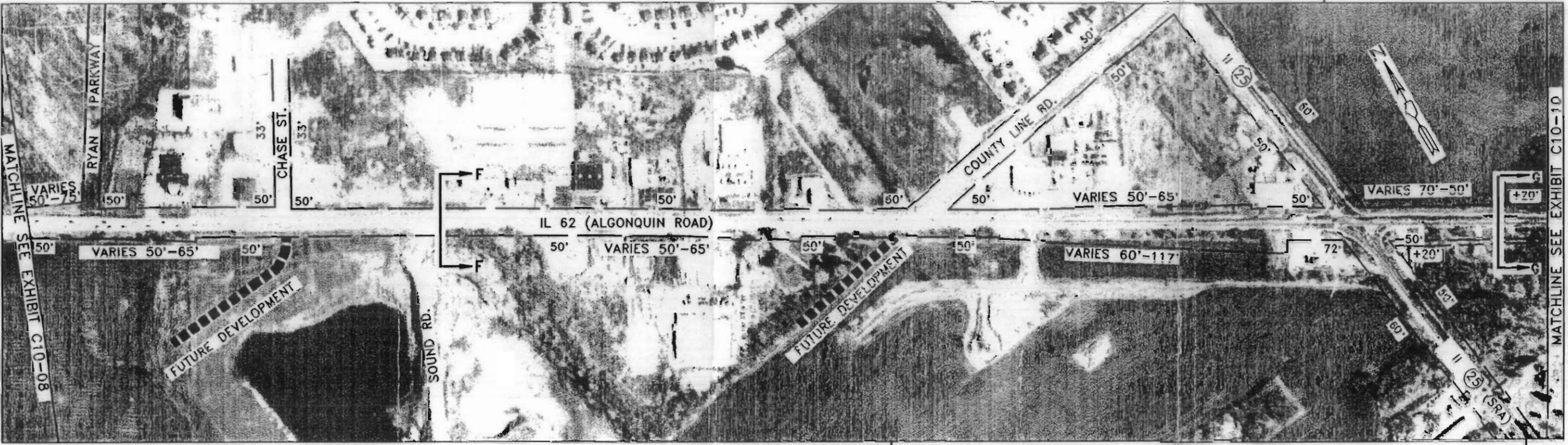
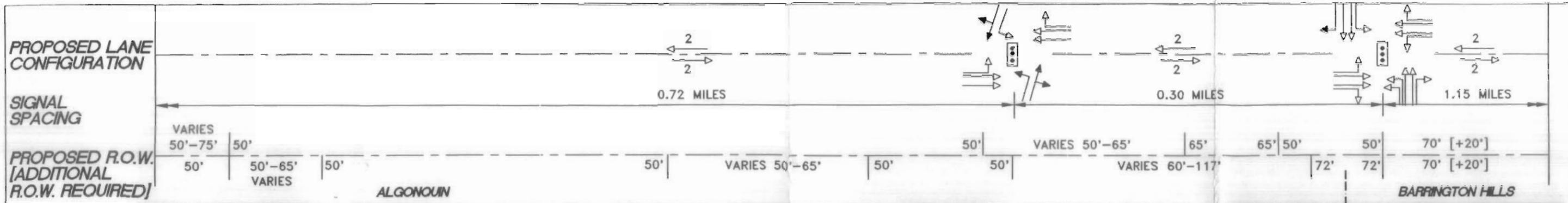


**LEGEND**

- = EXISTING RIGHT OF WAY
- = PROPOSED RIGHT OF WAY
- = CUL-DE-SAC
- = EXISTING TRAFFIC SIGNAL
- = MEDIAN BREAK
- = EXISTING RIGHT OF WAY DISTANCE
- = PROPOSED ADDITIONAL RIGHT OF WAY
- = EXISTING TRAFFIC LANE CONFIGURATION
- = PROPOSED TRAFFIC LANE CONFIGURATION
- = MODIFY EXISTING STRUCTURE
- = ROADWAY REALIGNMENT

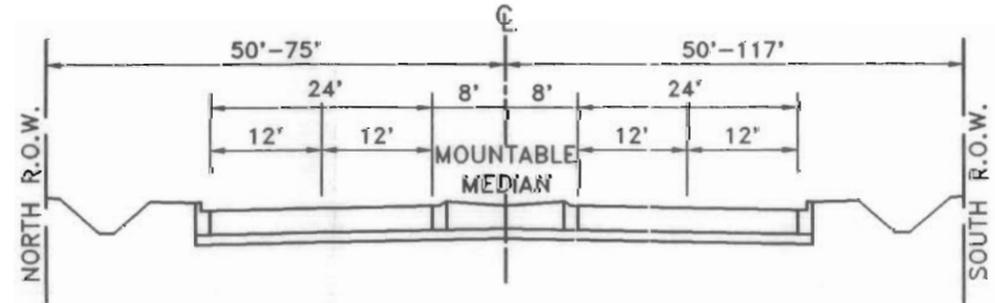
**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - PROPOSED CONDITIONS**



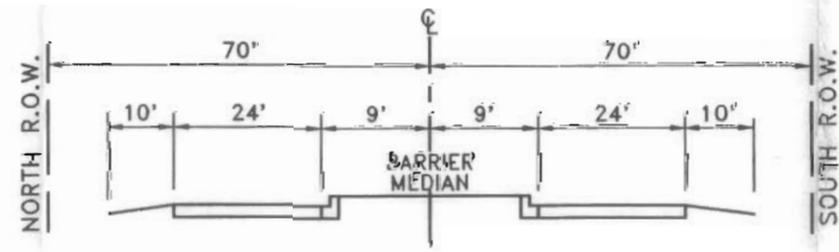


**DESCRIPTION OF PROPOSED CONDITIONS:**

\* Phase - I Study in progress for the intersection of IL 62 and IL 25.  
The results of the study will be incorporated in this report when available.



PROPOSED TYPICAL SECTION F-F  
MATCHLINE C10-08 TO ILLINOIS ROUTE 25



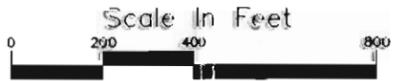
PROPOSED TYPICAL SECTION G-G  
ILLINOIS ROUTE 25 TO MATCHLINE C10-10

AERIAL PHOTO DATE: 03-01-92

LEGEND	
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	= PROPOSED RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
	= PROPOSED TRAFFIC SIGNAL
	= MEDIAN BREAK
	= EXISTING RIGHT OF WAY DISTANCE
	= PROPOSED ADDITIONAL RIGHT OF WAY
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= PROPOSED ROAD EXTENSION
	= CITY BOUNDARY

**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - PROPOSED CONDITIONS**

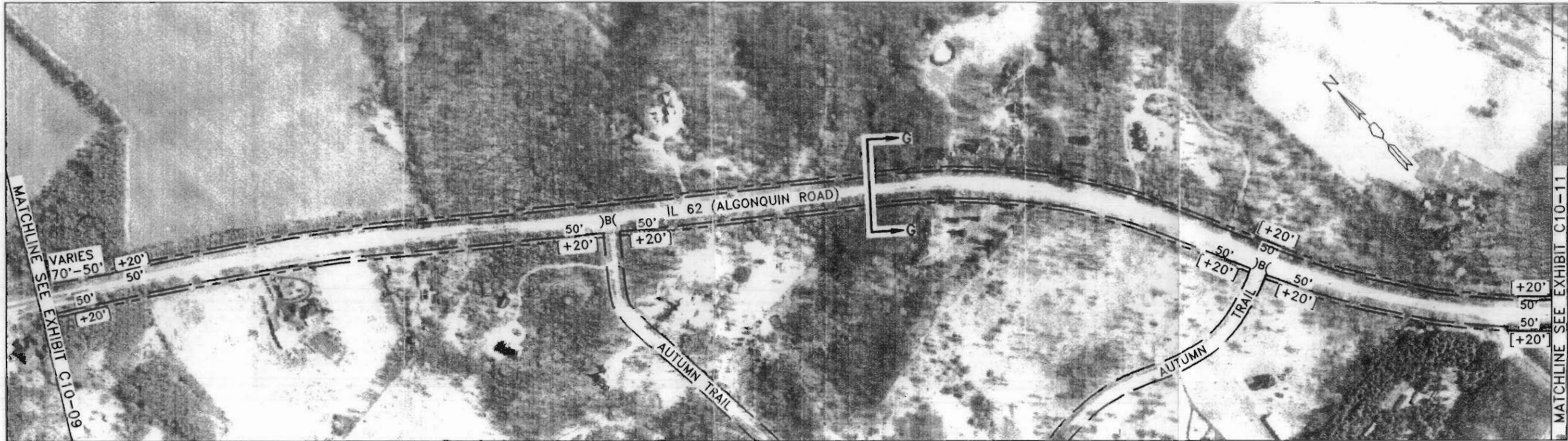
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



PROPOSED LANE CONFIGURATION

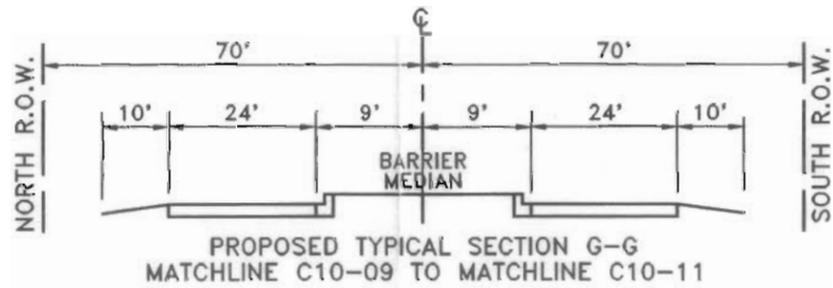
SIGNAL SPACING

PROPOSED R.O.W. (ADDITIONAL R.O.W. REQUIRED)



DESCRIPTION OF PROPOSED CONDITIONS:

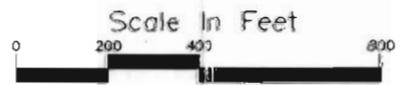
- \* Provide median break at both Autumn Trail west and east for full access with left turn lanes.
- \* If additional R.O.W. is unavailable, curb and gutter may be substituted for the 10' shoulder on proposed typical section G-G.



LEGEND	
	= EXISTING RIGHT OF WAY
	= PROPOSED RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
	= PROPOSED TRAFFIC SIGNAL
	= MEDIAN BREAK
	= EXISTING RIGHT OF WAY DISTANCE
	= PROPOSED ADDITIONAL RIGHT OF WAY
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= PROPOSED ROAD EXTENSION

ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - PROPOSED CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



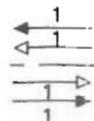
PROPOSED LANE CONFIGURATION

SIGNAL SPACING

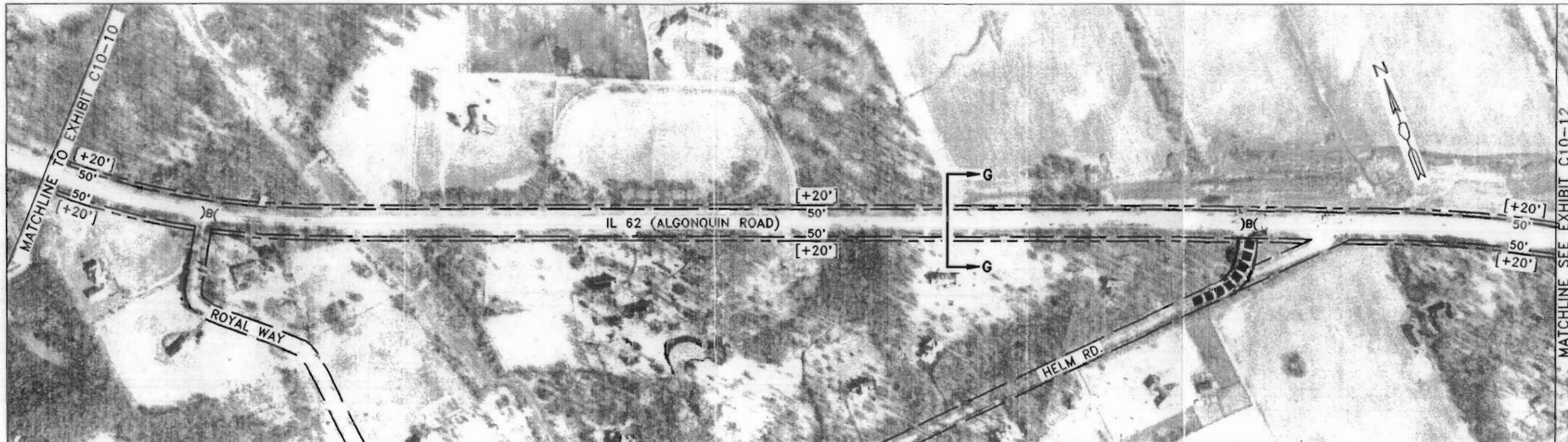
PROPOSED R.O.W. (ADDITIONAL R.O.W. REQUIRED)

70' [+20']  
70' [+20']

[+20'] 70'  
[+20'] 70'



2.30 MILES

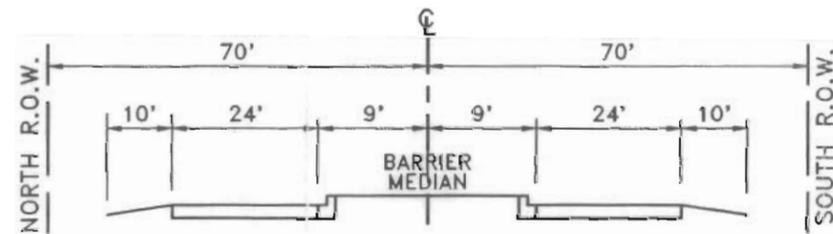


BARRINGTON HILLS

AERIAL PHOTO DATE: 03-01-92

**DESCRIPTION OF PROPOSED CONDITIONS:**

- \* Provide median breaks with left turn lanes at Royal Way and Helm Road.
- \* If additional R.O.W. is unavailable, curb and gutter may be substituted for the 10' shoulder on proposed typical section G-G.



PROPOSED TYPICAL SECTION G-G  
MATCHLINE C10-10 TO MATCHLINE C10-12

LEGEND	
	= EXISTING RIGHT OF WAY
	= PROPOSED RIGHT OF WAY
	= MEDIAN BREAK
	= EXISTING RIGHT OF WAY DISTANCE
	= PROPOSED ADDITIONAL RIGHT OF WAY
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= ROAD REALIGNMENT

**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - PROPOSED CONDITIONS**



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

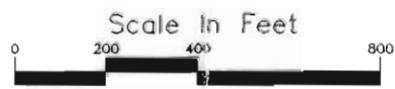
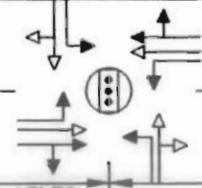


EXHIBIT C10-11

PROPOSED LANE CONFIGURATION



SIGNAL SPACING

2.30 MILES

1.76 MILES

PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]

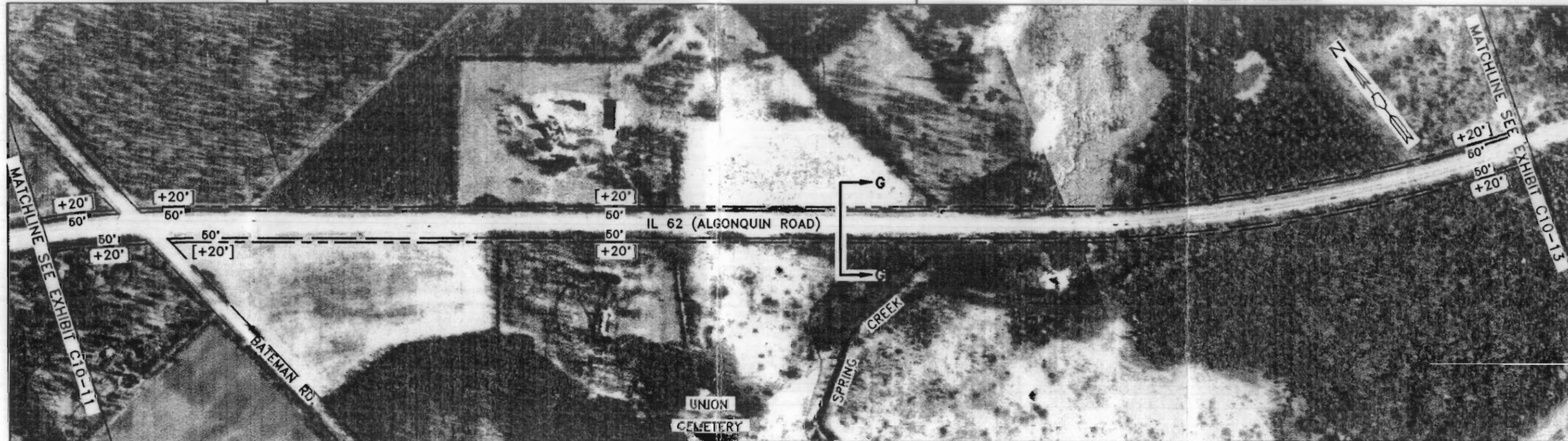
70' [+20']  
70' [+20']

70' [+20']  
70' [+20']

SPRING CREEK VALLEY FOREST PRESERVE

BARRINGTON HILLS

SPRING CREEK VALLEY FOREST PRESERVE



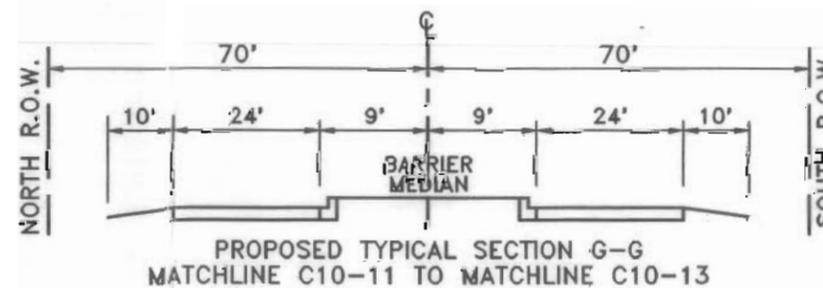
BARRINGTON HILLS

SPRING CREEK VALLEY FOREST PRESERVE

AERIAL PHOTO DATE: 03-01-92

DESCRIPTION OF PROPOSED CONDITIONS:

- \* The intersection of Illinois Route 62 and Bateman Road have been identified as candidate sites for future traffic signals. The need for a signalized intersection at these locations should be evaluated as future development warrants.
- \* Through forest preserve property a 20 foot temporary construction easement on either side of the roadway will be required in lieu of acquiring R.O.W..
- \* If additional R.O.W. is unavailable, curb and gutter may be substituted for the 10' shoulder on proposed typical section G-G.



LEGEND	
	= EXISTING RIGHT OF WAY
	= PROPOSED RIGHT OF WAY
	= PROPOSED TRAFFIC SIGNAL
00'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL RIGHT OF WAY
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= CITY BOUNDARY

ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - PROPOSED CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



EXHIBIT C10-12

PROPOSED LANE CONFIGURATION

SIGNAL SPACING

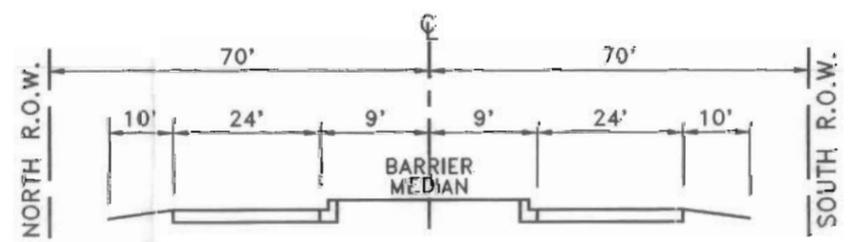
PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]



AERIAL PHOTO DATE: 03-01-92

**DESCRIPTION OF PROPOSED CONDITIONS:**

- \* Modification of SN-#6 (IDOT structure NUMBER 016-0580) over Spring Creek will be necessary to accommodate the proposed cross section.
- \* Through forest preserve property a 20 foot temporary construction easement on either side of the roadway will be required in lieu of acquiring R.O.W..
- \* If additional R.O.W. is unavailable, curb and gutter may be substituted for the 10' shoulder on proposed typical section G-G.



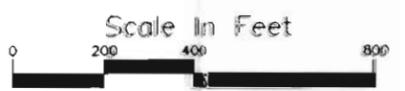
PROPOSED TYPICAL SECTION G-G  
MATCHLINE C10-12 TO ILLINOIS ROUTE 68

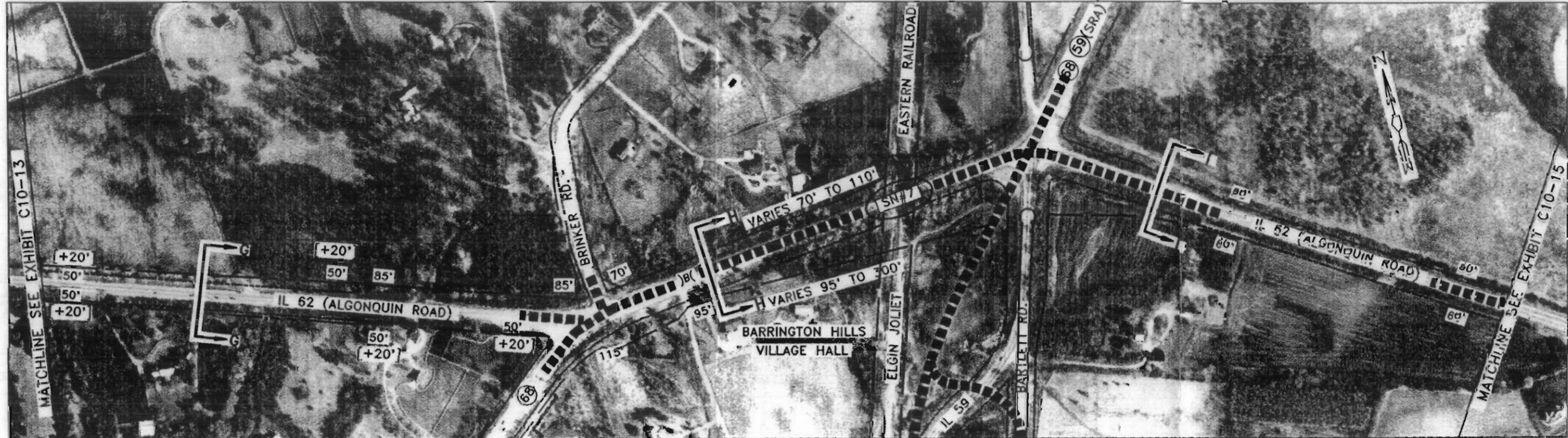
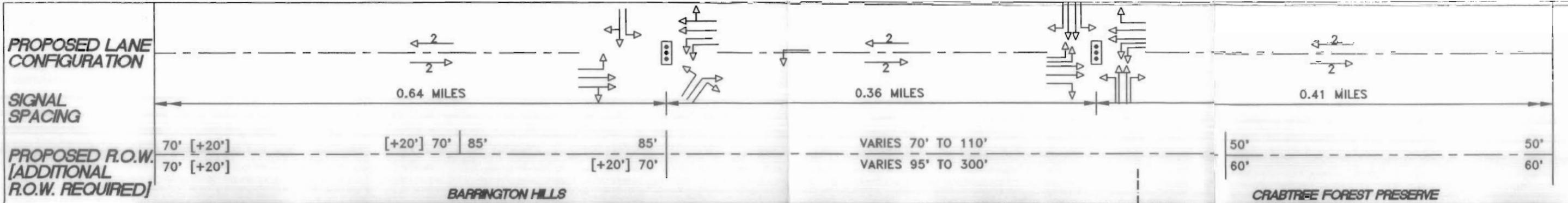
LEGEND	
	= EXISTING RIGHT OF WAY
	= PROPOSED RIGHT OF WAY
	= PROPOSED TRAFFIC SIGNAL
00'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL RIGHT OF WAY
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= MODIFY EXISTING STRUCTURE
	= CITY BOUNDARY

**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - PROPOSED CONDITIONS**



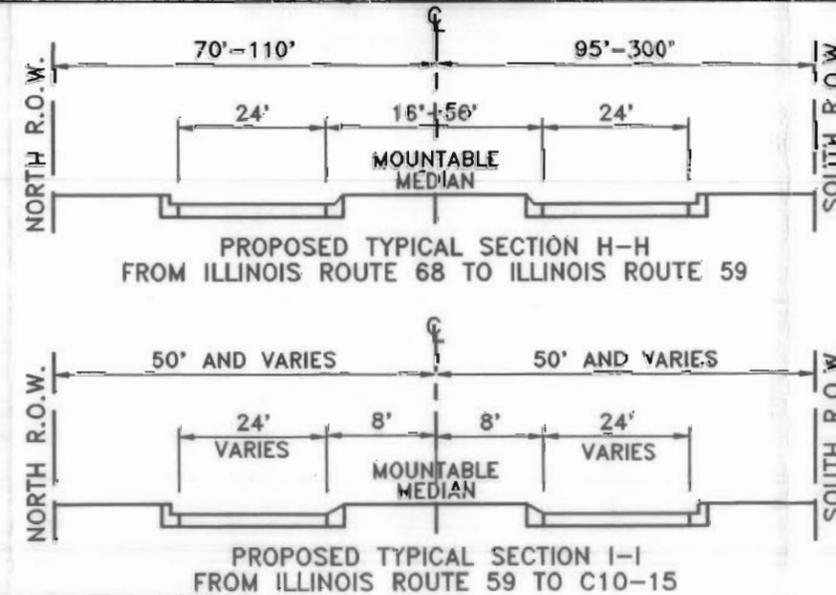
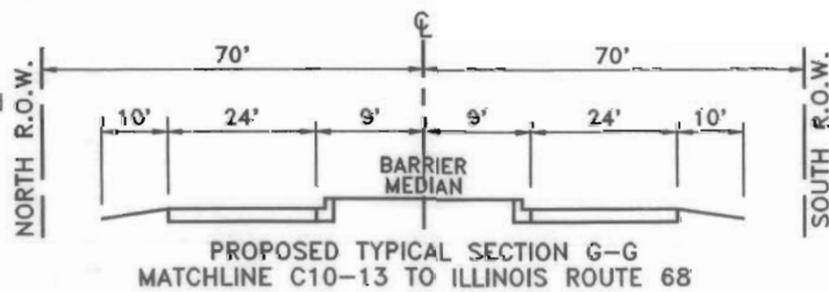
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the





**DESCRIPTION OF PROPOSED CONDITIONS:**

- \* Provide median break and left turn access to village hall of Village of Barrington Hills at the southwest corner of Illinois Route 59 to Illinois Route 62.
- \* Modify SN-#7 over EJE RR to accommodate proposed cross section.
- \* The intersection of Algonquin Rd. and Illinois Route 59 has been identified as a potential location for a proposed E J & E commuter railway station.
- \* If additional R.O.W. is unavailable, curb and gutter may be substituted for the 10' shoulder on proposed typical section G-G.

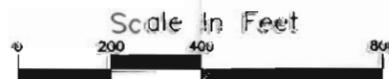


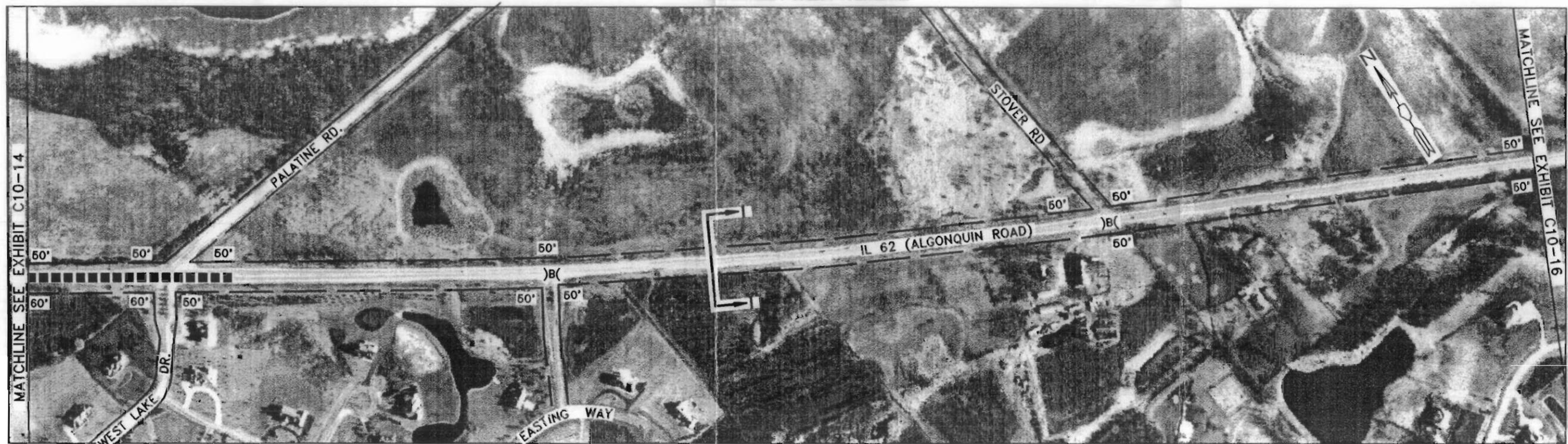
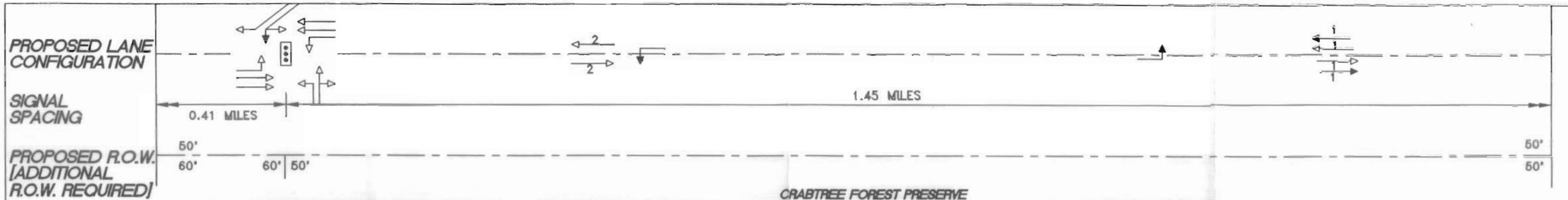
**LEGEND**

- = EXISTING RIGHT OF WAY
- - - = PROPOSED RIGHT OF WAY
- ⊞ = EXISTING TRAFFIC SIGNAL
- )B( = MEDIAN BREAK
- 00' = EXISTING RIGHT OF WAY DISTANCE
- [+00'] = PROPOSED ADDITIONAL RIGHT OF WAY
- ↔ = EXISTING TRAFFIC LANE CONFIGURATION
- = PROPOSED TRAFFIC LANE CONFIGURATION
- SN-# = MODIFY EXISTING STRUCTURE
- - - = CITY BOUNDARY
- ▬▬▬▬ = ROAD REALIGNMENT

**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - PROPOSED CONDITIONS**

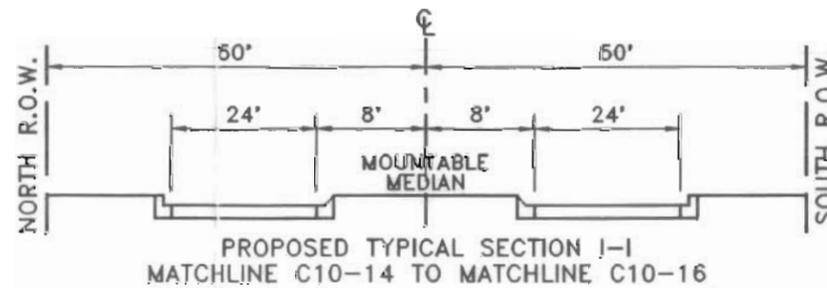
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the





**DESCRIPTION OF PROPOSED CONDITIONS:**

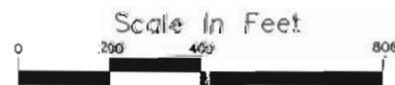
\* Provide median breaks with left turn lanes at Eastling Way and Stover Road.

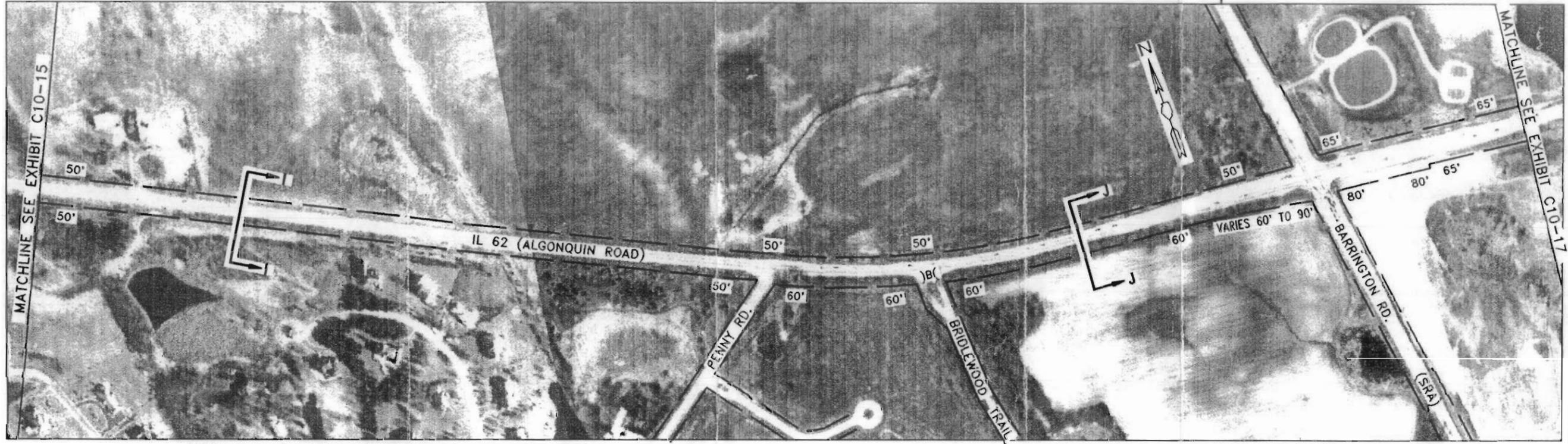
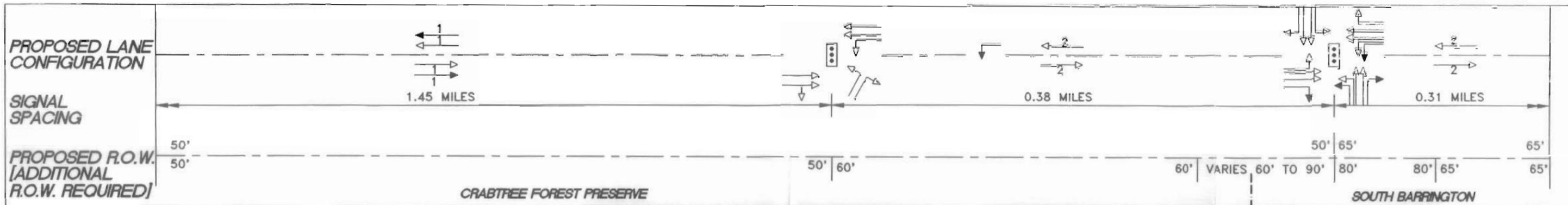


LEGEND	
—	= EXISTING RIGHT OF WAY
⊙	= EXISTING TRAFFIC SIGNAL
)B(	= MEDIAN BREAK
00'	= EXISTING RIGHT OF WAY DISTANCE
→	= EXISTING TRAFFIC LANE CONFIGURATION
→	= PROPOSED TRAFFIC LANE CONFIGURATION
- - -	= CITY BOUNDARY
■ ■ ■ ■ ■	= ROAD REALIGNMENT

**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - PROPOSED CONDITIONS**

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



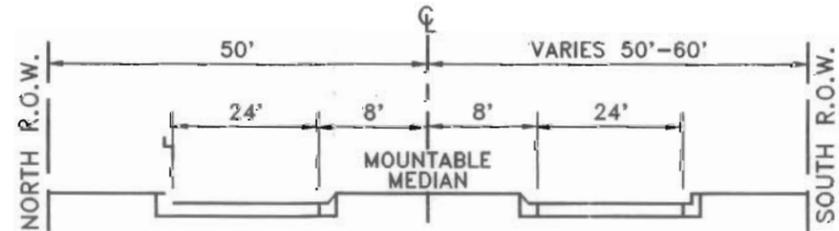


SOUTH BARRINGTON

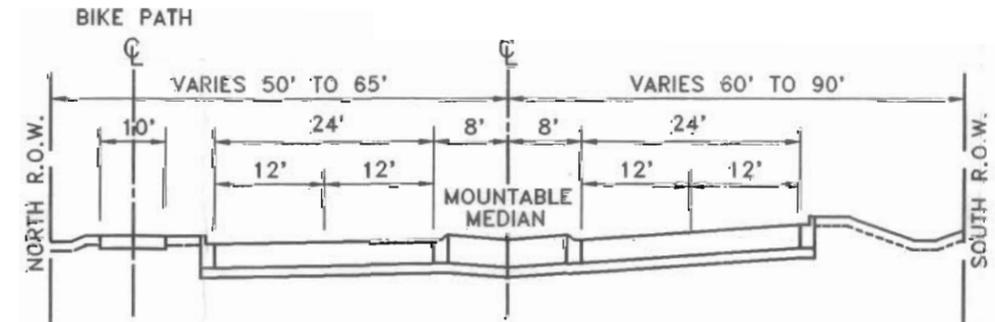
AERIAL PHOTO DATE: 03-01-92

**DESCRIPTION OF PROPOSED CONDITIONS:**

- \* Provide median break with left turn lane at Bridlewood Trail.
- \* Bicycle Trail meanders through the R.O.W. from Penny Rd. to Barrington Rd.



PROPOSED TYPICAL SECTION I-I  
MATCHLINE C10-15 TO PENNY ROAD



PROPOSED TYPICAL SECTION J-J  
FROM PENNY ROAD TO MATCHLINE B10-17

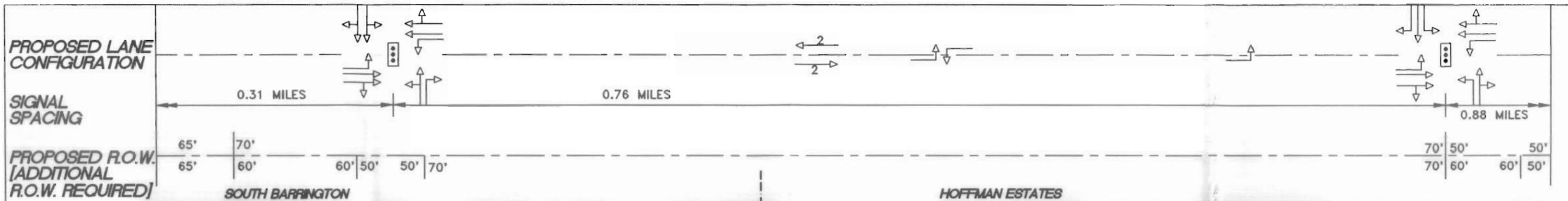
LEGEND	
	= EXISTING RIGHT OF WAY
	= PROPOSED RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
	= MEDIAN BREAK
	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= CITY BOUNDARY

**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - PROPOSED CONDITIONS**



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the





SOUTH BARRINGTON

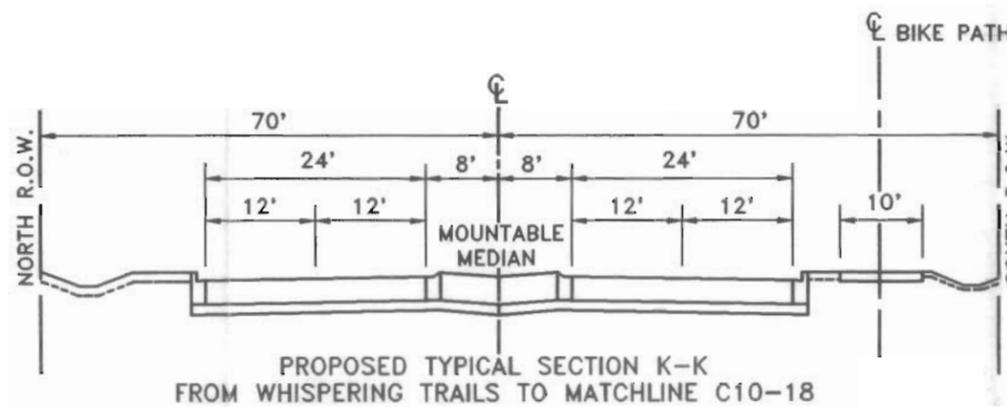
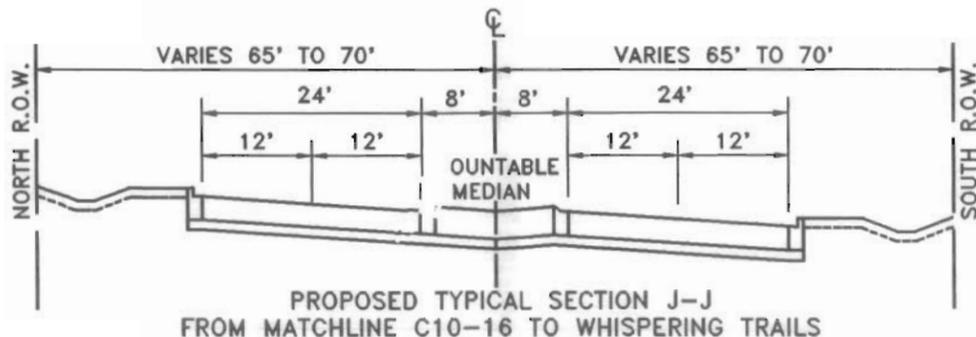
HOFFMAN ESTATES

AERIAL PHOTO DATE: 03-01-92

**DESCRIPTION OF PROPOSED CONDITIONS:**

- \* Maintain median break with left turn lane at Whispering Trails.
- \* Bicycle trail meanders through the south R.O.W. from Whispering Trails to Ela Rd.

LEGEND	
	= EXISTING RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
	= MEDIAN BREAK
	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= CITY BOUNDARY



**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - PROPOSED CONDITIONS**



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

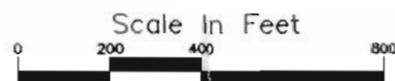
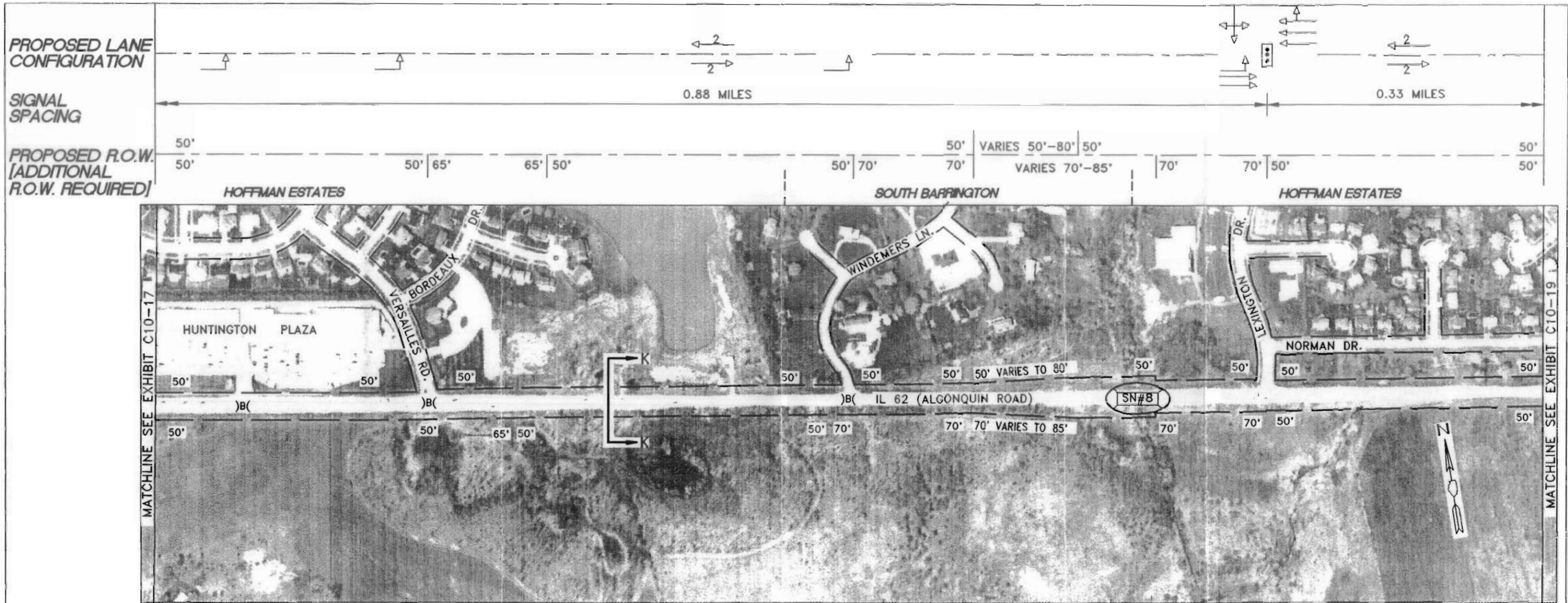
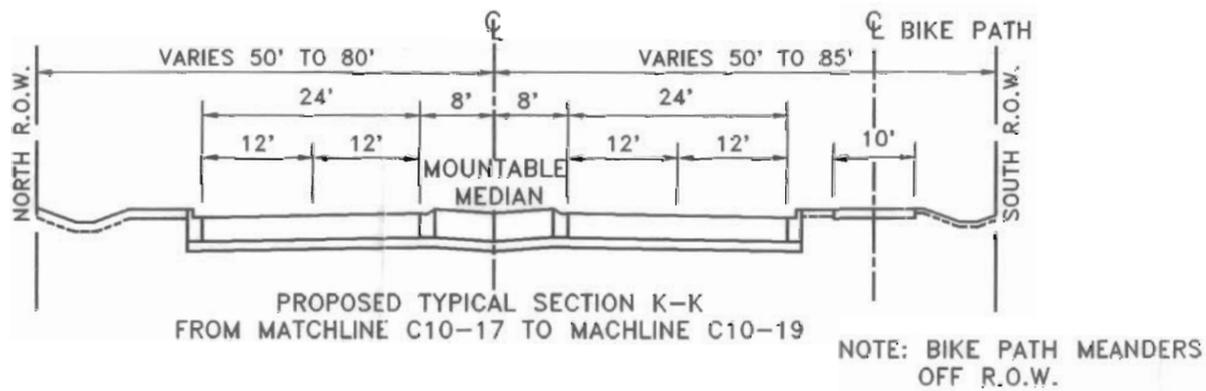


EXHIBIT C10-17



**DESCRIPTION OF PROPOSED CONDITIONS:**

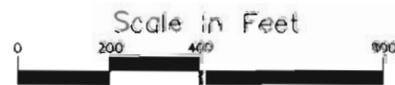
- \* Maintain median break with left and right turn lanes to Versailles Road and Huntington Plaza.
- \* Maintain median break with left and right turn lanes to Windemers Ln.
- \* Bicycle trail meanders through the south R.O.W. from Whispering Trails to Ela Rd.

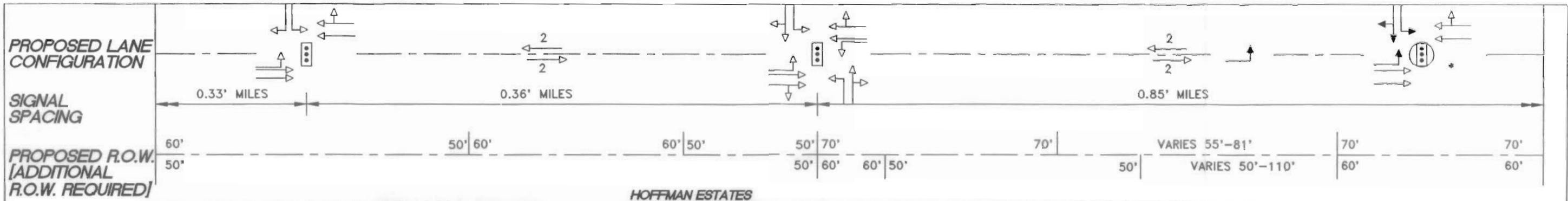


LEGEND	
—	= EXISTING RIGHT OF WAY
⋮	= EXISTING TRAFFIC SIGNAL
)B(	= MEDIAN BREAK
00'	= EXISTING RIGHT OF WAY DISTANCE
→	= EXISTING TRAFFIC LANE CONFIGURATION
→	= PROPOSED TRAFFIC LANE CONFIGURATION
- - -	= CITY BOUNDARY
(SN-#)	= MODIFY EXISTING STRUCTURE

**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - PROPOSED CONDITIONS**

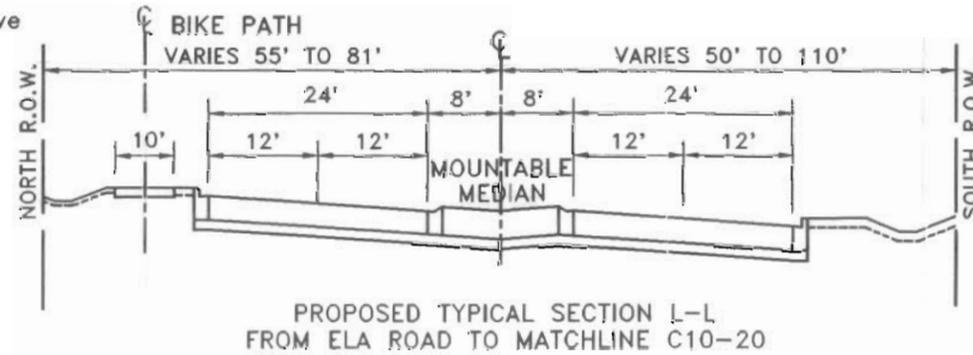
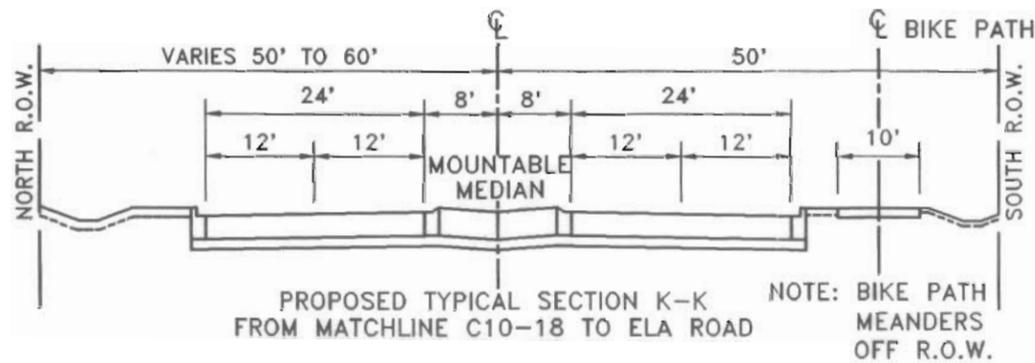
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the





**DESCRIPTION OF PROPOSED CONDITIONS:**

\* The intersection of Algonquin Road/Little City Dr. has been identified as a candidate for future traffic signals. The need for a signalized intersection at this location should be in conjunction with the consolidation of access's of Little City Drive



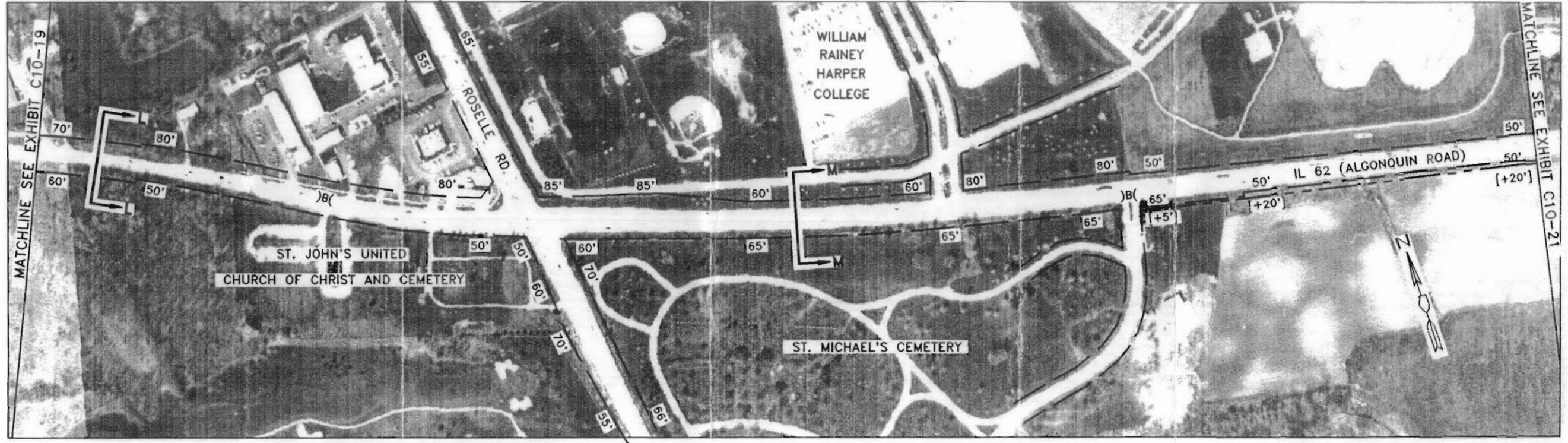
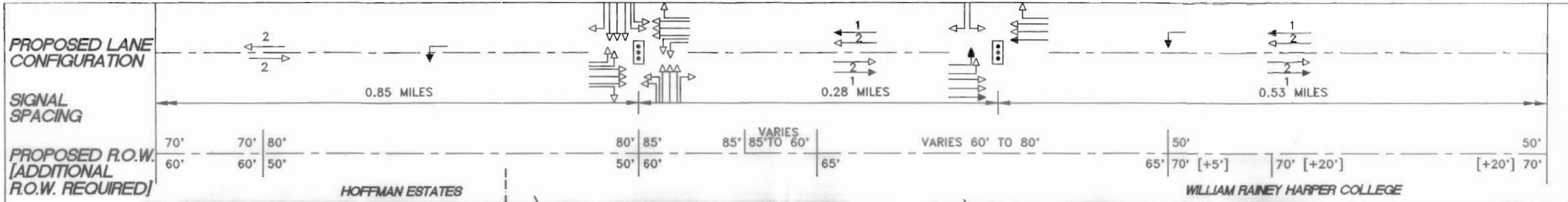
LEGEND	
	= EXISTING RIGHT OF WAY
	= PROPOSED RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
	= PROPOSED TRAFFIC SIGNAL
	= MEDIAN BREAK
	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION

**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - PROPOSED CONDITIONS**



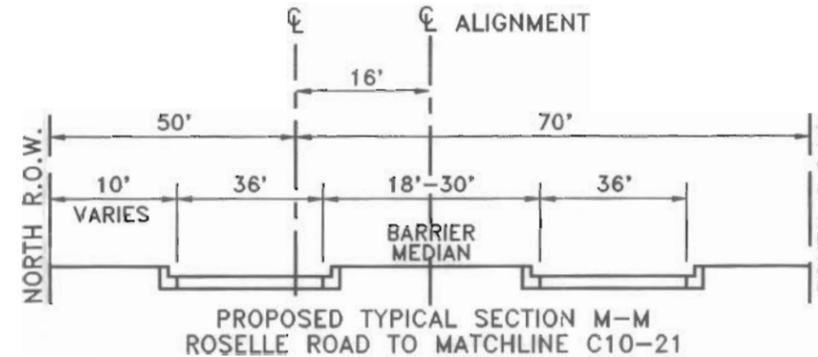
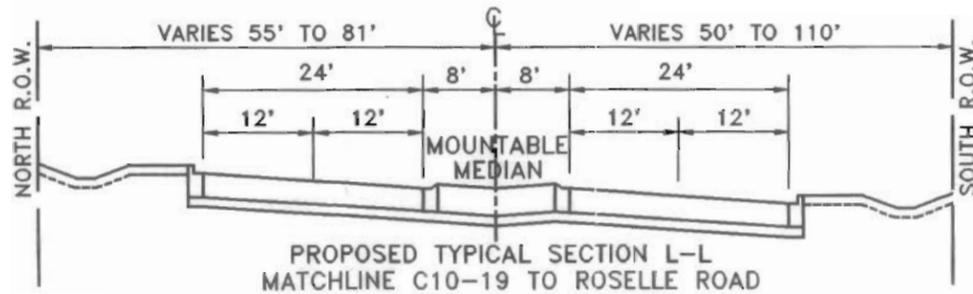
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the





**DESCRIPTION OF PROPOSED CONDITIONS:**

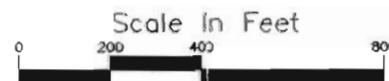
- \* Provide median break and left turn lane for St Michael's Cemetery and St. John's United Church of Christ.
- \* Provide a closed loop signal system from Roselle Road to Illinois Route 58.

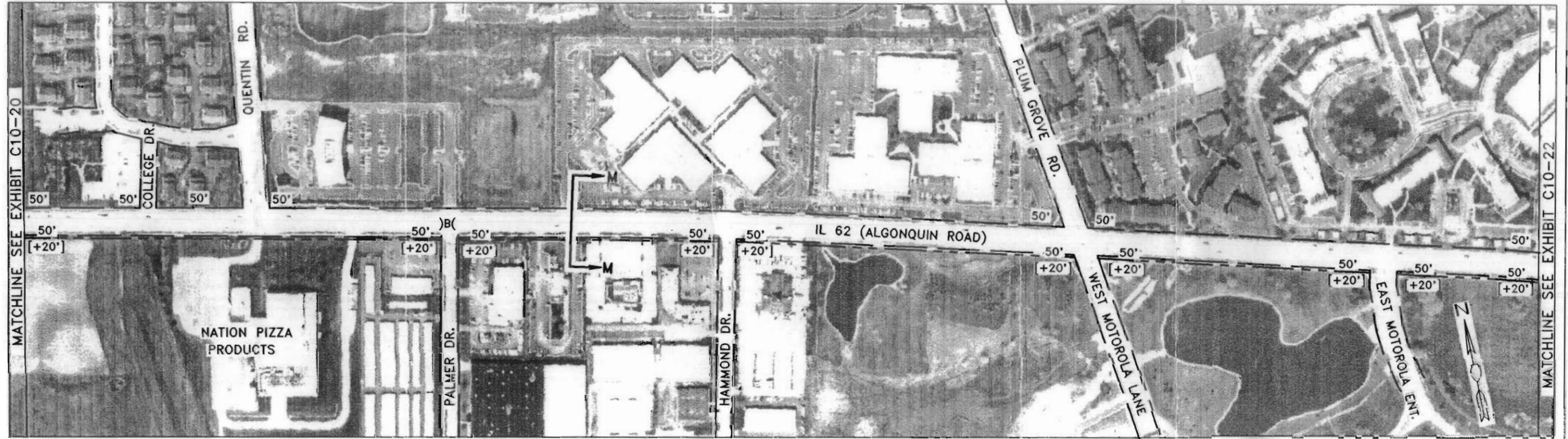
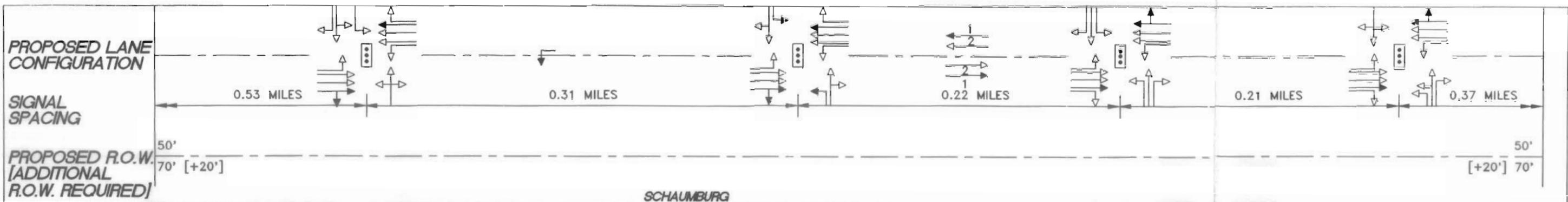


LEGEND	
	= EXISTING RIGHT OF WAY
	= PROPOSED RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
	= MEDIAN BREAK
	= EXISTING RIGHT OF WAY DISTANCE
	= PROPOSED ADDITIONAL RIGHT OF WAY
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= CITY BOUNDARY

**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - PROPOSED CONDITIONS**

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

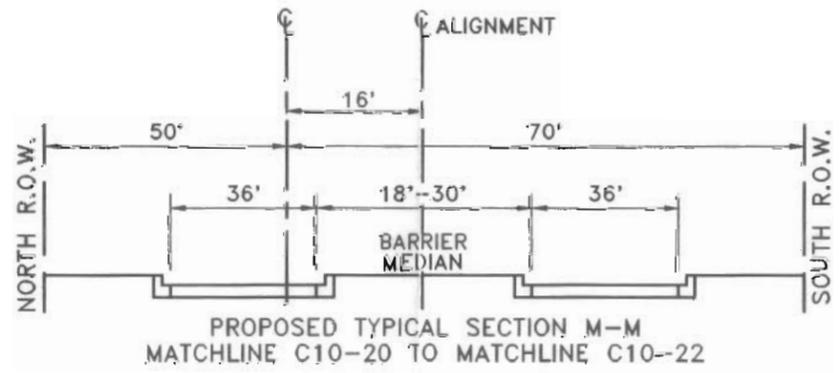




AERIAL PHOTO DATE: 05-01-92

**DESCRIPTION OF PROPOSED CONDITIONS:**

- \* Provide median break and left turn lane at Palmer Drive.
- \* Provide a closed loop signal system from Roselle Road to Illinois Route 58.

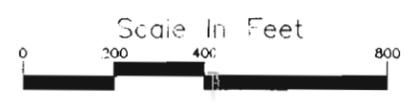


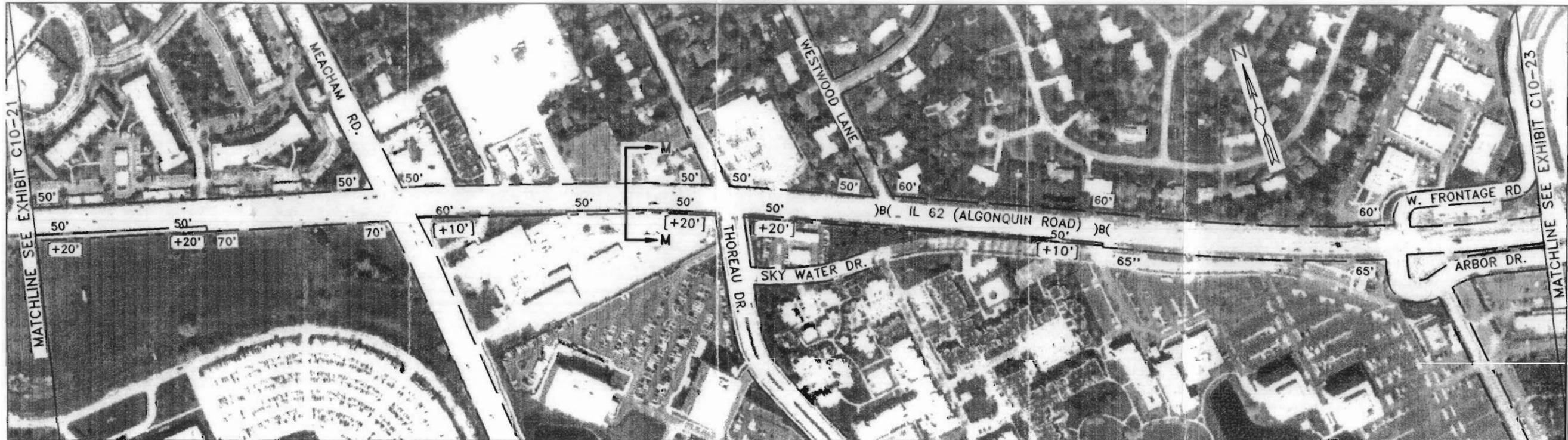
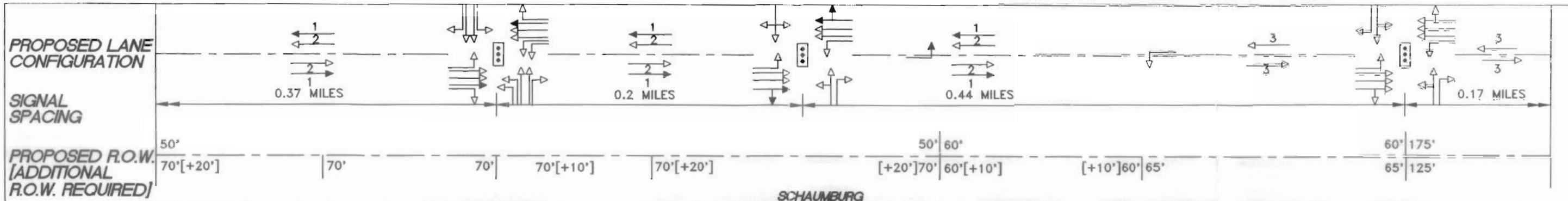
LEGEND	
	= EXISTING RIGHT OF WAY
	= PROPOSED RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
	= MEDIAN BREAK
	= EXISTING RIGHT OF WAY DISTANCE
	= PROPOSED ADDITIONAL RIGHT OF WAY
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION

**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - PROPOSED CONDITIONS**



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the Illinois Department of Transportation



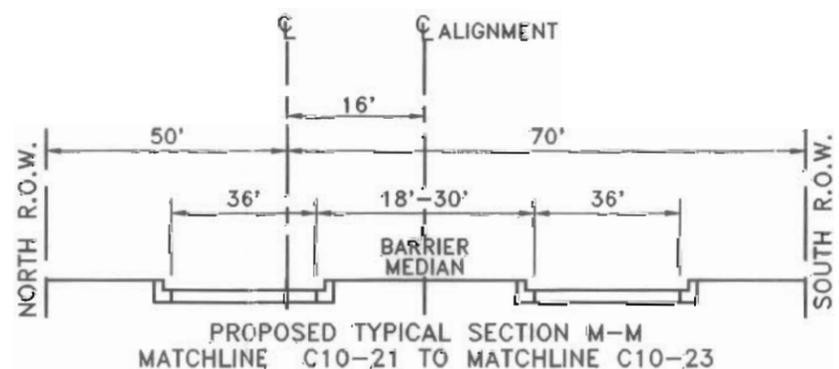


SCHAUMBURG

AERIAL PHOTO DATE: 05-01-92

**DESCRIPTION OF PROPOSED CONDITIONS:**

- \* Provide median break and left turn lane at Westwood Lane and Sky Water Drive.
- \* Provide a closed loop signal system from Roselle Road to Illinois Route 58.

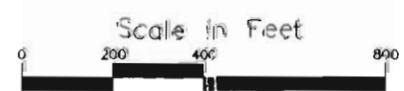


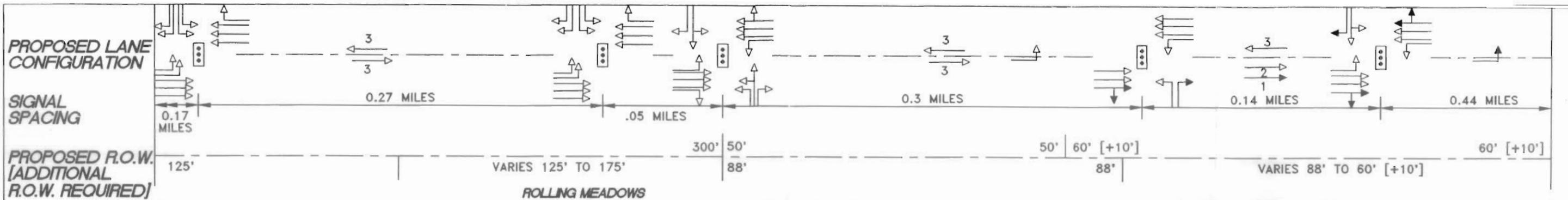
LEGEND	
	= EXISTING RIGHT OF WAY
	= PROPOSED RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
	= MEDIAN BREAK
	= EXISTING RIGHT OF WAY DISTANCE
	= PROPOSED ADDITIONAL RIGHT OF WAY
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION

**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - PROPOSED CONDITIONS**



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the Illinois Department of Transportation



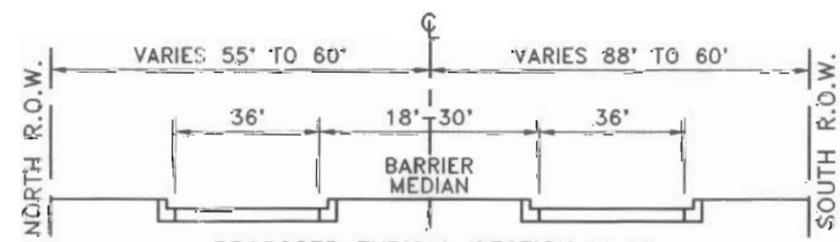


ROLLING MEADOWS

AERIAL PHOTO DATE: 02-09-92

**DESCRIPTION OF PROPOSED CONDITIONS:**

- \* Modify SN-#11 (structure number 016-0581) over Salt Creek to accommodate the proposed cross section.
- \* Provide median break and left turn lanes at Barker Drive and Kimball Hill.
- \* Provide a closed loop signal system from Roselle Road to Illinois Route 58.



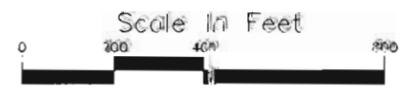
PROPOSED TYPICAL SECTION M-M  
MATCHLINE C10-22 TO MATCHLINE C10-24

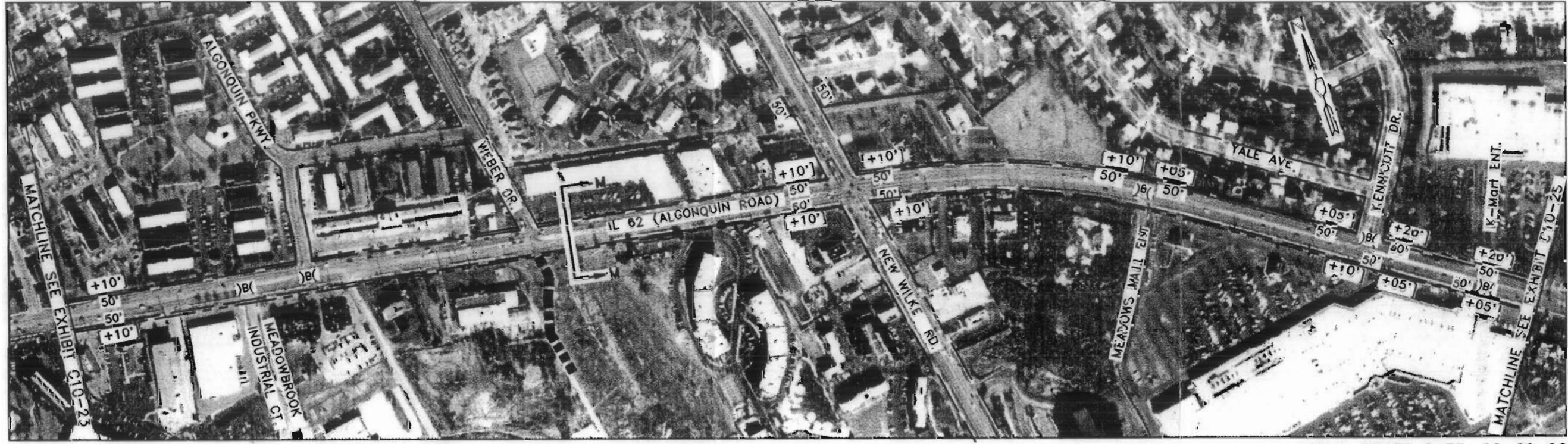
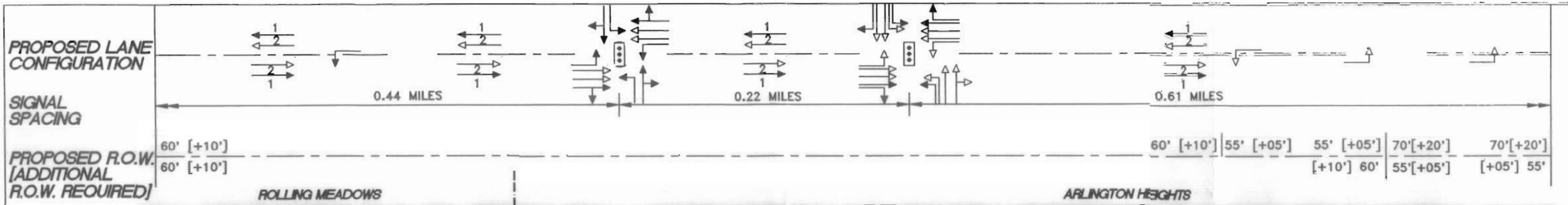
LEGEND	
	= EXISTING RIGHT OF WAY
	= PROPOSED RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
	= MEDIAN BREAK
	= EXISTING RIGHT OF WAY DISTANCE
	= PROPOSED ADDITIONAL RIGHT OF WAY
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= MODIFY EXISTING STRUCTURE

**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - PROPOSED CONDITIONS**



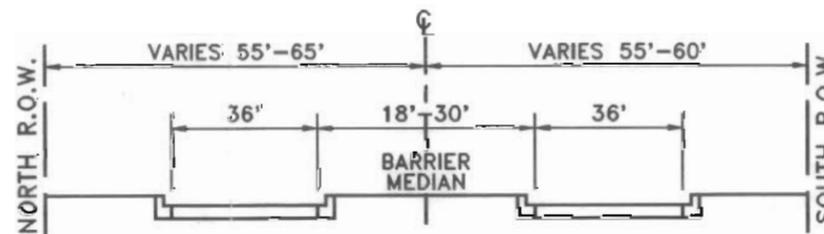
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the  
 Illinois Department of Transportation





**DESCRIPTION OF PROPOSED CONDITIONS:**

- \* Provide median break and left turn lanes at Meadowbrook Industrial Ct, Algonquin Parkway, Weber Drive, Meadow Mall Ent, Kennicott Drive and KMART Ent.
- \* Provide a closed loop signal system from Roselle Road to Illinois Route 58



PROPOSED TYPICAL SECTION M-M  
MATCHLINE C10-23 TO MATCHLINE C10-25

LEGEND	
	= EXISTING RIGHT OF WAY
	= PROPOSED RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
	= MEDIAN BREAK
	= EXISTING RIGHT OF WAY DISTANCE
	= PROPOSED ADDITIONAL RIGHT OF WAY
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= CITY BOUNDARY

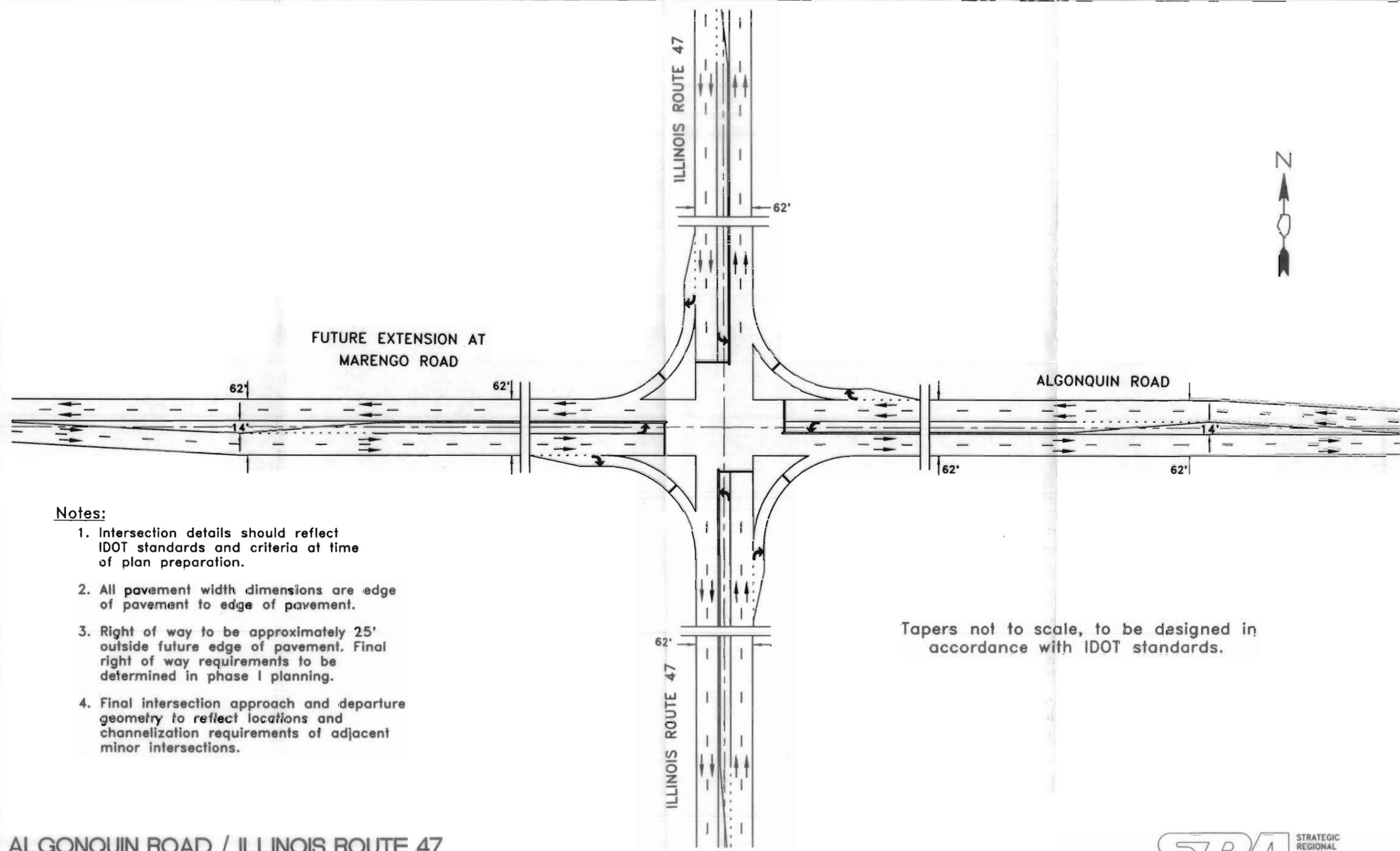
**ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - PROPOSED CONDITIONS**



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the







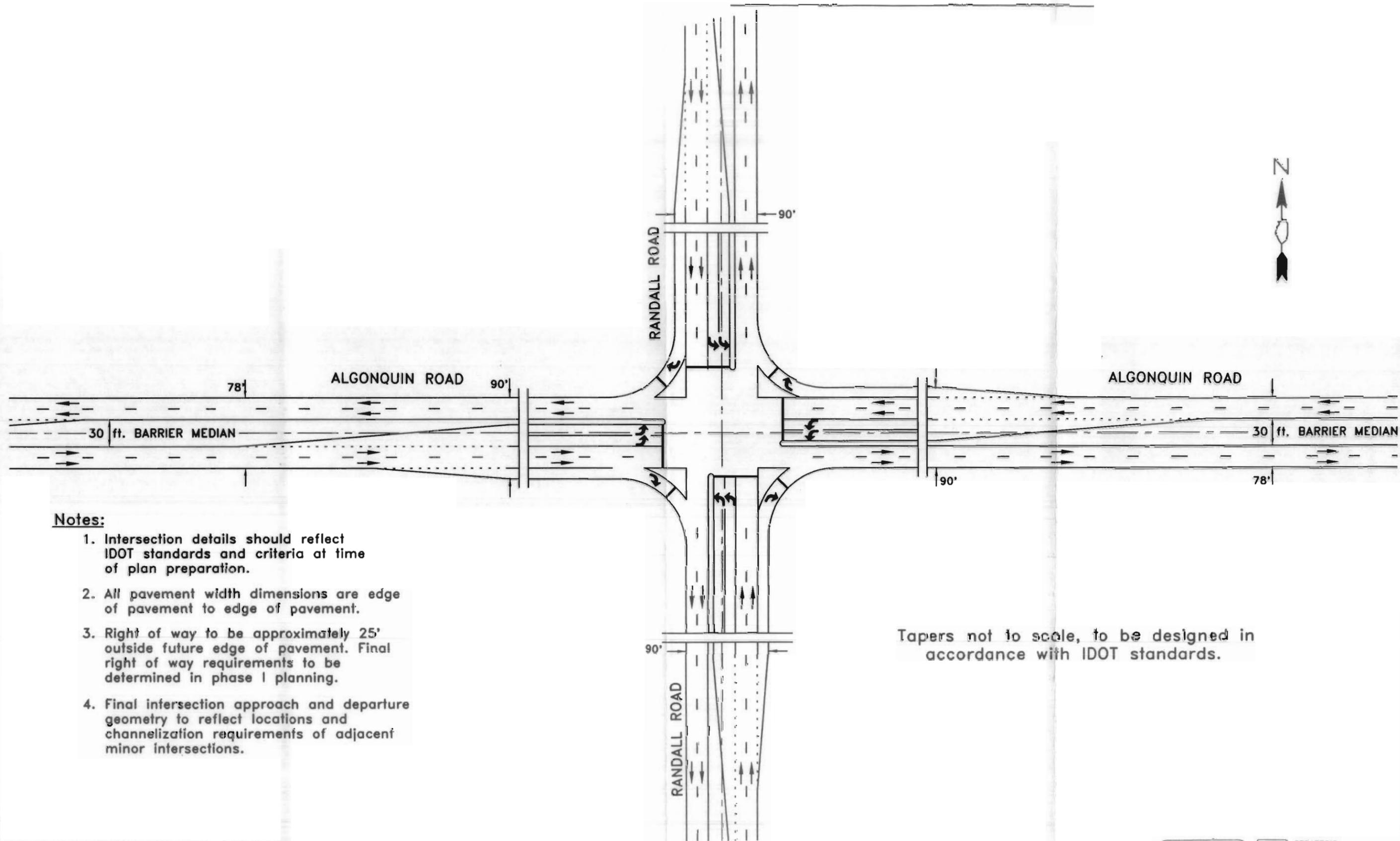
**Notes:**

1. Intersection details should reflect IDOT standards and criteria at time of plan preparation.
2. All pavement width dimensions are edge of pavement to edge of pavement.
3. Right of way to be approximately 25' outside future edge of pavement. Final right of way requirements to be determined in phase I planning.
4. Final intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.

Tapers not to scale, to be designed in accordance with IDOT standards.

**ALGONQUIN ROAD / ILLINOIS ROUTE 47**

(NOT TO SCALE)



**Notes:**

1. Intersection details should reflect IDOT standards and criteria at time of plan preparation.
2. All pavement width dimensions are edge of pavement to edge of pavement.
3. Right of way to be approximately 25' outside future edge of pavement. Final right of way requirements to be determined in phase I planning.
4. Final intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.

Tapers not to scale, to be designed in accordance with IDOT standards.

**ALGONQUIN ROAD / RANDALL ROAD**

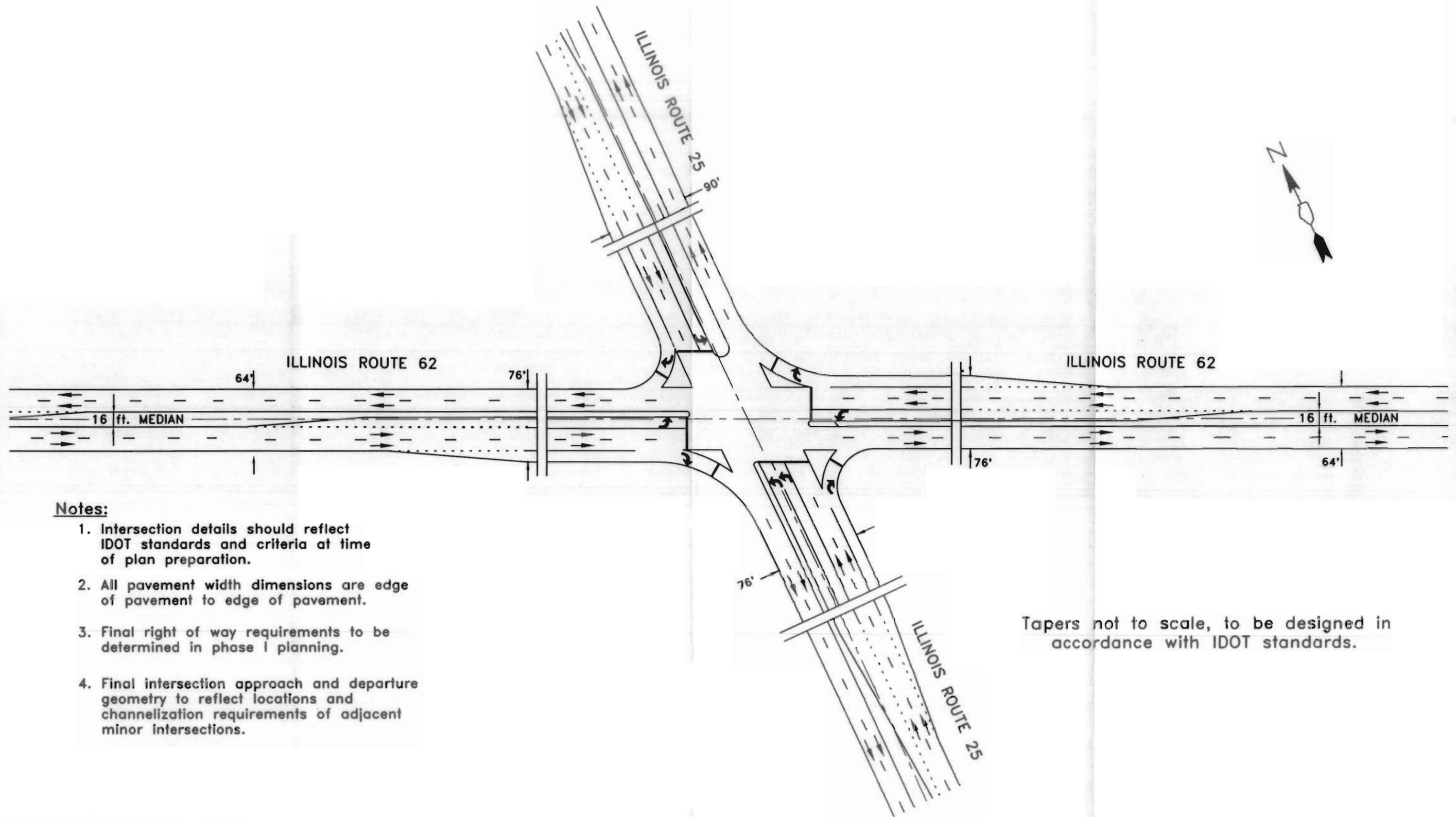
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the  
 Illinois Department of Transportation

(NOT TO SCALE)

**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT D10-02

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**Notes:**

1. Intersection details should reflect IDOT standards and criteria at time of plan preparation.
2. All pavement width dimensions are edge of pavement to edge of pavement.
3. Final right of way requirements to be determined in phase I planning.
4. Final intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.

Tapers not to scale, to be designed in accordance with IDOT standards.

**ILLINOIS ROUTE 62 / ILLINOIS ROUTE 25**

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

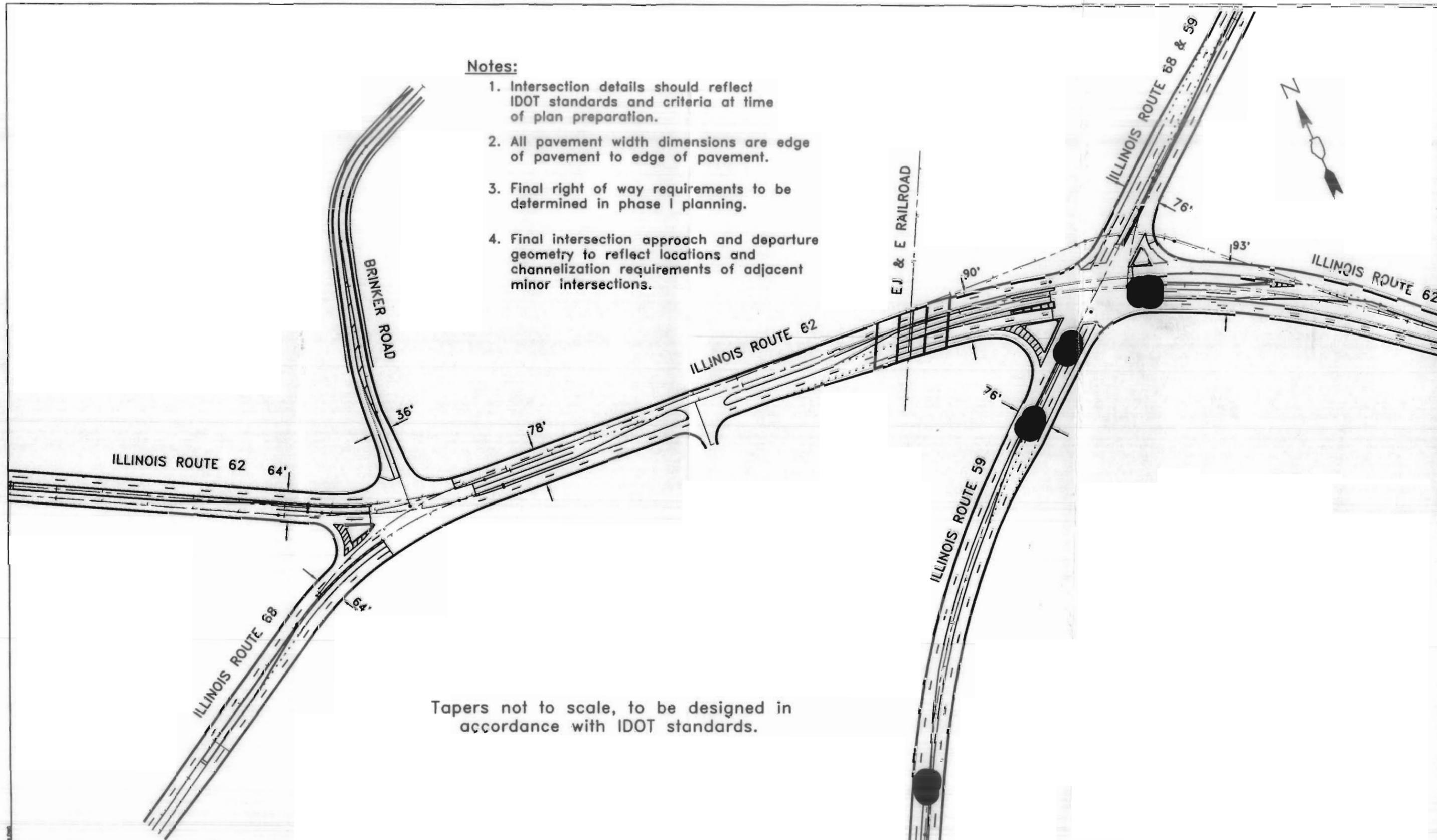


(NOT TO SCALE)



**Notes:**

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4. Final intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.



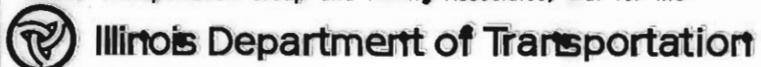
Tapers not to scale, to be designed in accordance with IDOT standards.

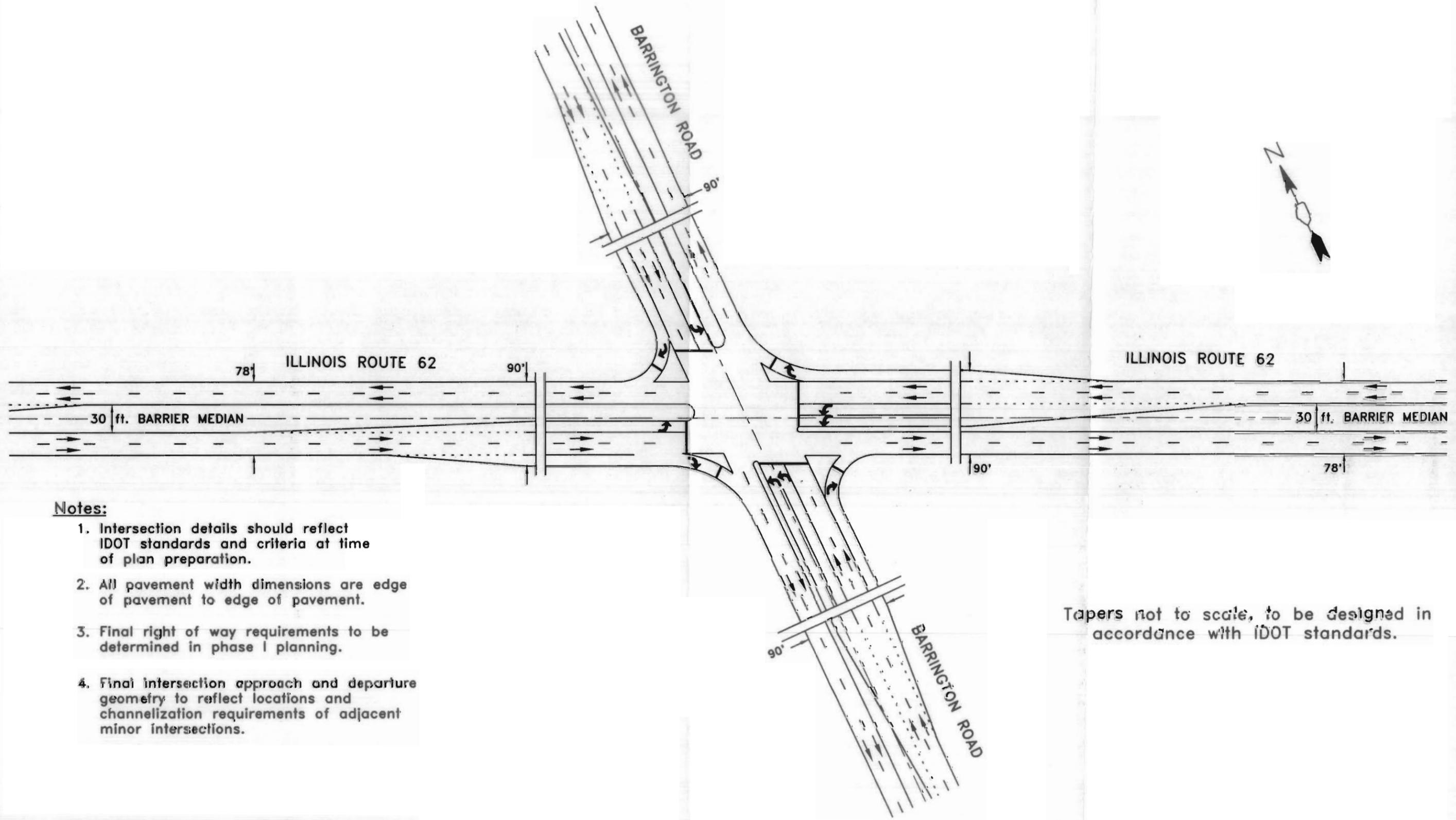
**ILLINOIS ROUTE 62/ILLINOIS ROUTE 68/ILLINOIS ROUTE 59 INTERSECTION**



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Hsiong Associates, Ltd. for the

(NOT TO SCALE)





**Notes:**

1. Intersection details should reflect IDOT standards and criteria at time of plan preparation.
2. All pavement width dimensions are edge of pavement to edge of pavement.
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4. Final intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.

Tapers not to scale, to be designed in accordance with IDOT standards.

**ILLINOIS ROUTE 62 / BARRINGTON ROAD**

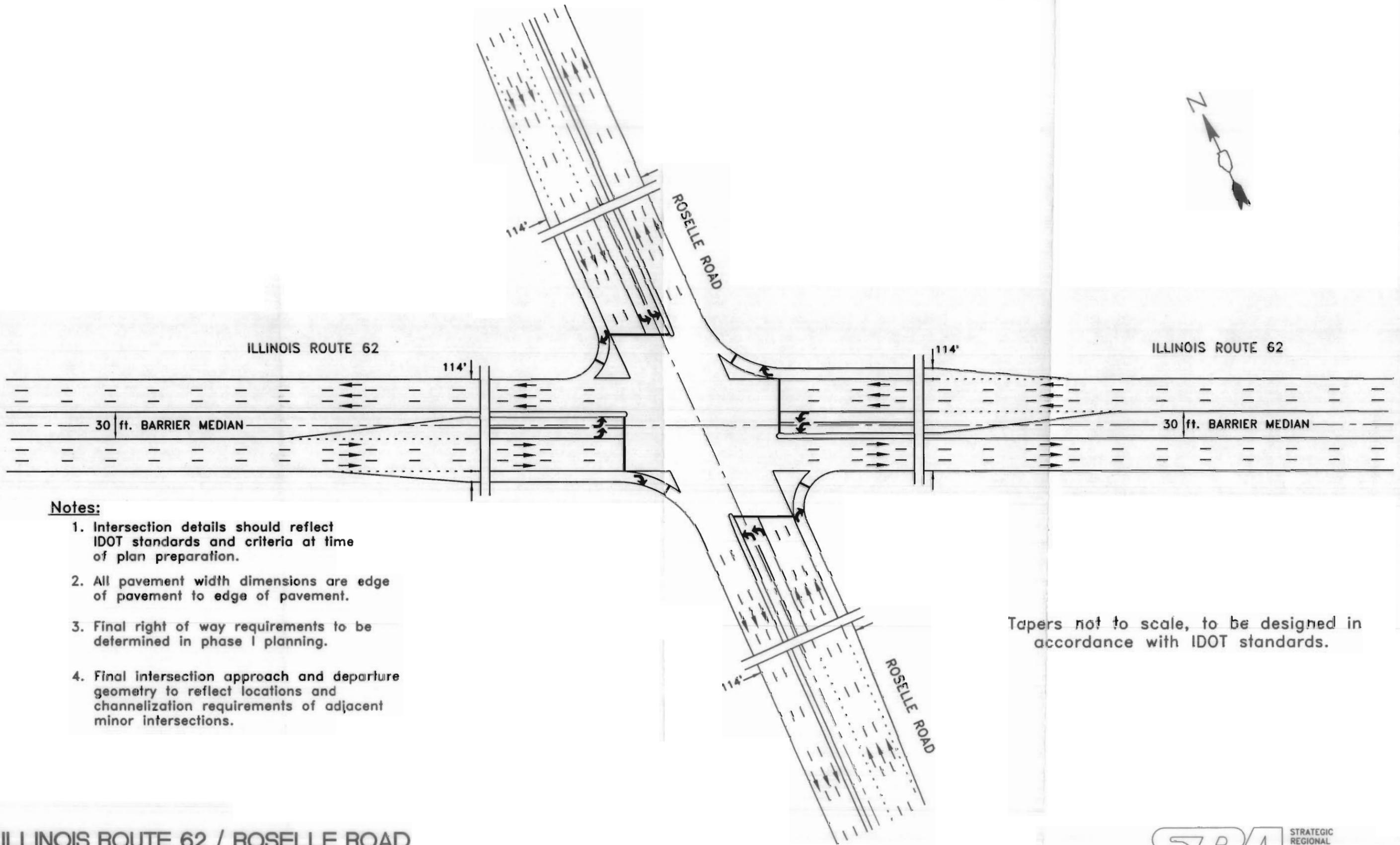
Prepared by DAMES & MOORE/WCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



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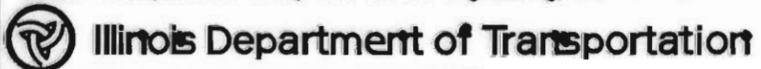
**Notes:**

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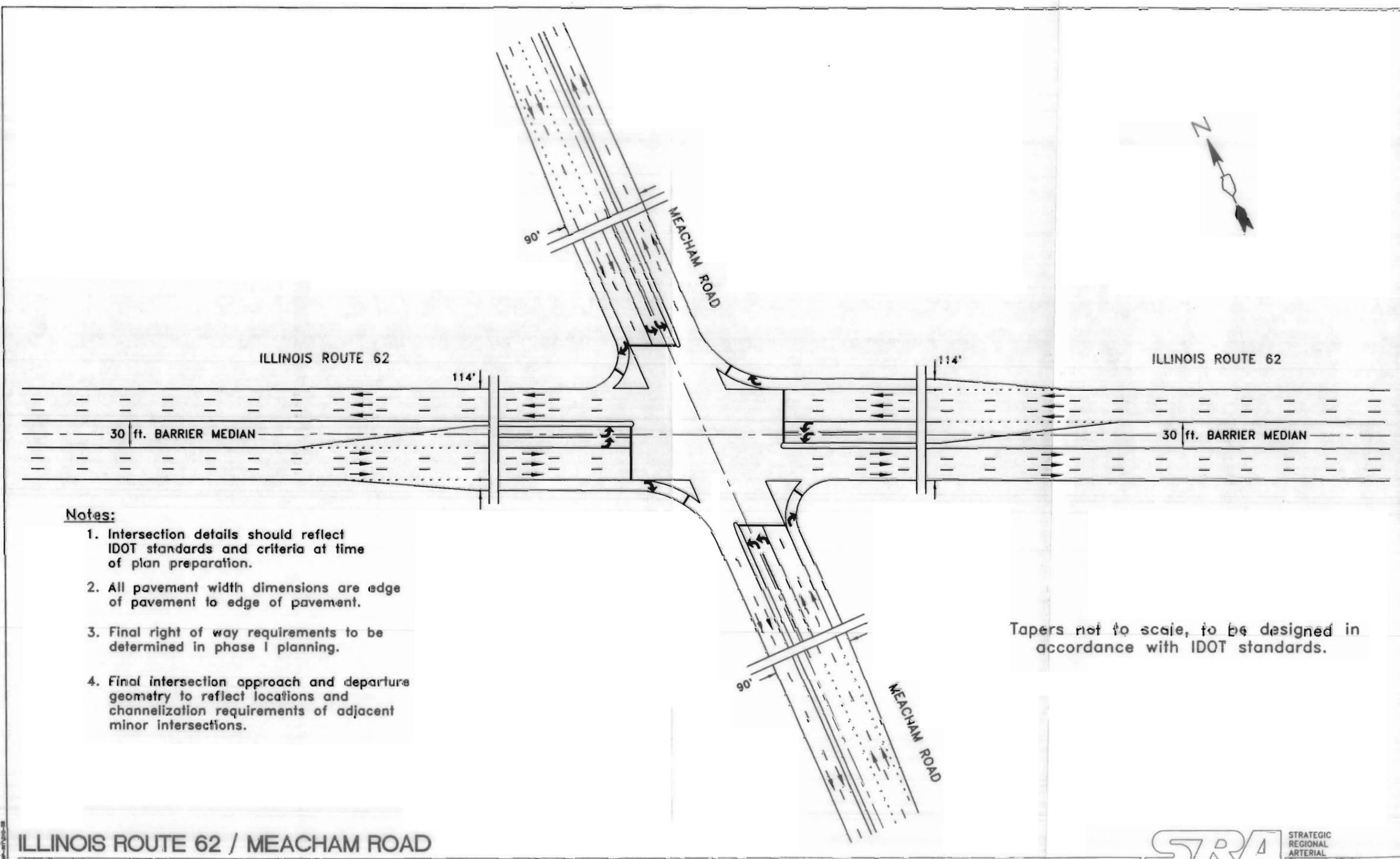
**ILLINOIS ROUTE 62 / ROSELLE ROAD**

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



(NOT TO SCALE)





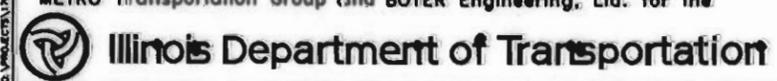
**Notes:**

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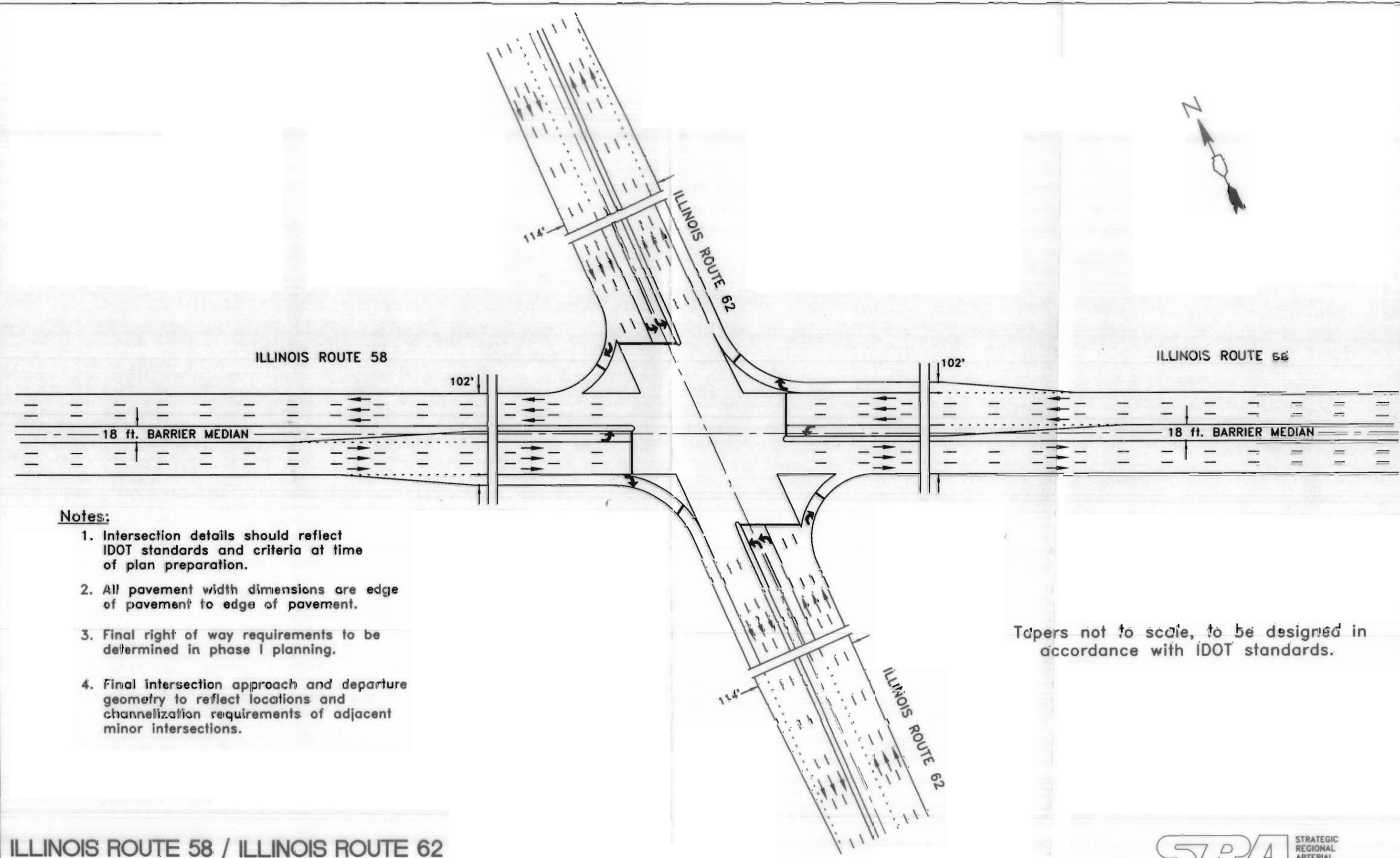
**ILLINOIS ROUTE 62 / MEACHAM ROAD**

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



(NOT TO SCALE)





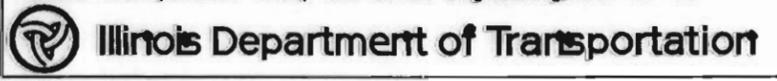
**Notes:**

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2. All pavement width dimensions are edge of pavement to edge of pavement.
3. Final right of way requirements to be determined in phase I planning.
4. Final intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.

Tapers not to scale, to be designed in accordance with IDOT standards.

**ILLINOIS ROUTE 58 / ILLINOIS ROUTE 62**

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



(NOT TO SCALE)





# PUBLIC INVOLVEMENT

**ALGONQUIN RD/IL 62**



STRATEGIC  
REGIONAL  
ARTERIAL

PLANNING STUDY



**STRATEGIC REGIONAL ARTERIAL STUDY**

**INDIVIDUAL COMMUNITY INTERVIEWS**

**CORRIDOR #10 - GOLF/ALGONQUIN ROAD**

**SUMMARY OF FINDINGS**

**April 8, 1994**

**Revised May 9, 1994**

**SUMMARY OF FINDINGS**

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**Summary of Interviews:**

This "Individual Community Interview" process represents a significant departure from the past practices employed in conducting these studies of the Strategic Regional Arterial Corridors. It acknowledges the principal role played by local government in determining not only the adjacent future land use but more so in influencing the eventual architecture of a specific roadway. It posits the axiom that working in concert with local political and professional leaders is the best way to assure the acceptance and eventual construction of these new "lifelines of transportation".

The 18 interviews with forty-eight individuals for this route were conducted over a nine week period and comprised fifteen municipalities, two councils of government and one community college:

<b><u>Date:</u></b>	<b><u>Name:</u></b>	<b><u>Position:</u></b>	<b><u>Local Government</u></b>
10/6/93	Michael Kadlecik Michael Danecki Richard Kozdras	Village Manager Public Works Dir. Director-Community Development	Village of Palatine
10/7/93	Al Larson George Longmeyer Tom Koenig	Village President Village Manager Director of Planning	Village of Schaumburg
10/7/93	Robert Goetz	Director of Physical Plant	Harper College
10/21/93	James Kempe Robert Kosin	Village President Director of Admin. Services	Village of Barrington Hills
10/22/93	Ted Spella William Ganek	Village President Village Manager	Village of Algonquin
10/22/93	John Skillman Kurt Carver Scott Killinger	Village President Village Manager Public Works Director	Village of Carpentersville
11/5/93	Michael O'Malley Peter Burchard Richard Unwin	Village President Village Manager Director of Community Development	Village of Hoffman Estates
12/17/93	Abe Selman John Coakley Jun Noriega	Village Manager Asst. Manager Director of Engineering	Village of Niles
12/28/93	James Dahmer Rob Nellis	Village President Village Administrator	Village of Huntley
12/29/93	Ted Sherwood Wally Douthwaite Tim Oakley	Mayor City Administrator City Engineer	City of Des Plaines

**SUMMARY OF FINDINGS - cont'd**

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<b><u>Date:</u></b>	<b><u>Name:</u></b>	<b><u>Position:</u></b>	<b><u>Local Government</u></b>
12/30/93	Tina Thornrose Tim Savage	Village President Acting Village Administrator	Village of Lake in the Hills
1/4/94	Rita Athas Dave Seglin	Executive Director Transportation Coordinator	Northwest Municipal Conference
1/4/94	Richard Hohs Larry Arft Chuck Scheck	Village President Village Manager Director, Community Development	Village of Morton Grove
1/4/94	Arlene Mulder Bill Dixon Charles Witherington- Perkins Mark Schoeffman	Village President Village Manager Director of Planning  Village Engineer	Village of Arlington Heights
1/4/94	Michael Janonis Jeff Wulbecker Charles Bencic Glen Andler David Strahl	Village Manager Engineering Coord. Director-Inspection Services Asst. Director Public Works Asst. Manager	Village of Mount Prospect
1/10/94	Carl Couve Robert Beezat Rod Blaine	Mayor City Manager Dir. of Building/Zoning	City of Rolling Meadows
1/21/94	Don Klein	Executive Director	BACOG
1/29/94	Paul McCarthy Mary Bak Matt Carlson	Village Manager Director of Development Asst. Manager	Village of Glenview

**Report Format:**

Each final report is a distillation of the information garnered at the various interviews. In some cases, those interviewed disagreed with each other over a particular position. This report, therefore, attempts to portray the consensus of those responding. All respondents were unanimous, however, in their comments that this process of individual interviews was far superior to the panel approach utilized in previous SRA study efforts.

While this report attempts to summarize and reflect the local attitudes towards possible SRA improvements, it cannot guarantee that each articulated position can be accommodated. Its contents will be forwarded to the Illinois Department of Transportation and to the Corridor Engineering team as a guideline in evaluating the corridor.

**Overview:**

This corridor is not only the longest of those studied but possibly the most diverse. It runs from the heavily urbanized area in the east through the graying northwest suburbs, past the Barringtons, into exurbia and ending in rural McHenry County. Just as the adjacent land uses are diverse so is the complexion of the route and the political forces that affect it.

Unlike most suburban SRA corridor routes, there exist some six lane cross sections and a willingness to consider some expansion in appropriate areas. The communities have a history of intergovernmental cooperation and appear to have both the political leadership and experience necessary for corridor planning.

The interviews revealed a strong desire to extend the eastern terminus beyond IL Route 43 to meet the Edens Expressway and service the Old Orchard Shopping Center. This would permit the de-designation of the present eastern routing along Dempster Street. That alignment has significant problems including an at grade rail crossing, on street parking and narrow rights of way.

Continuing the Golf Road SRA to the east would allow utilization of the planned widened railroad underpass thus eliminating the at grade problem along Dempster. The construction of a partial interchange on the Edens in this area would also provide increased access to the Shopping Center area which would be viewed as a positive by the Village of Skokie.

There is strong sense of the importance of Golf Road among local political leaders in the eastern third of the corridor from its terminus west to Rand Road (U.S. Route 12). The route passes through intense commercial development starting at Old Orchard Shopping Center and through the Golf-Mill area. The road also passes the headquarters of Kraft, a major traffic generator at the rush hour.

There is support for widening to the standard six lane cross-section in selected areas along this corridor especially in the heavy commercial sectors. These areas need further study because the forest preserve areas provide excellent, rather lengthy, stretches of uninterrupted traffic which may not necessitate widening except at intersections.

West of Oakton College and the Holy Family Hospital Complex, however, the adjacent land use begins to change dramatically. West of U.S. Route 12 the area takes on a heavy residential character that is sure to elicit opposition to any consideration of a six lane cross section. Complicating the issue is the "Cumberland Circle", a location which combines geometrics, sight distance and safety problems.

The Circle, which purportedly is a transplant from the Boston area has its detractors (mostly those

involved in the daily commute) and its supporters (local traditionalists who view its "unique" character as something to be saved). This location has been intensely studied over the years by a number of different agencies. Any proposed solution will require local involvement. Also immediately adjacent to the Circle (or as one source has called it "spinning out of the turn") is a narrow four lane off-set railroad underpass.

The general residential character from this point west to Arlington Heights Road reflects the local view that Golf Road is not "the" major transportation route for the communities of Des Plaines, Mount Prospect and Arlington Heights. While all three communities have some elements of commercial activity, it tends to be "strip retail" in character. The road is also widely viewed as a means to accessing the Schaumburg area. Local opposition to proposals involving barrier medians in this area may be strong.

A major question mark is the proposed full interchange for I-90 at Arlington Heights Road. Presently, major intersections along Arlington Heights Road, including the Golf Road intersection, are major traffic headaches in the area. It will be critical to examine how these traffic patterns will change based on the proposed improvements in the near future to Arlington Heights Road. In any case, the confluence of Algonquin Road and Golf Road represents a tremendous concentration of regional traffic in a fairly compact area. Interconnection of traffic signals will have to be a high priority for planners looking at possibilities along both routes at this area.

The SRA portion of this corridor now swings to the northwest along Algonquin Road (IL Route 62). Ironically, the most intense traffic use continues west along Golf Road towards the Woodfield Business Area. Thus the real character of the SRA is actually the melding of two major arterials each serving their own distinct constituencies.

The area from the Golf/Algonquin Road intersection to Roselle Road is almost exclusively commercial or multi-family residential. The giant and ever-expanding Motorola Complex is a major traffic generator, as are the retail and office complexes in the Woodfield Area. There is a willingness to consider a six lane cross-section; the Algonquin/Meacham Road intersection is already improved to that standard. The right of way is wide and could accommodate such development but barrier medians will be strongly opposed.

As the route passes by Harper College, there is strong opposition to further eroding of the school's campus. Since St. Michael's Cemetery, a major Archdiocese of Chicago facility, is located on the south side of the road, the ability to acquire additional right of way appears to harbor some significant difficulties. The College has seen much of its eastern area taken for stormwater management purposes and is literally surrounded by SRA Corridors on the other three sides.

While there appears to be more than adequate right of way for a continued six lanes from Roselle Road to Barrington Road (with the exception of the Little City Area), there is strong opposition to such an idea articulated in Hoffman Estates. Significant resident opposition surfaced at the recent public hearings to consider a four lane cross-section and a six lane recommendation is sure to magnify the situation.

Beyond the Barrington Road area, lie the "Barringtons" with their one acre plus zoning restrictions. The route in this area is generally viewed as carrying regional traffic from the west to the commercial centers of the east at "their expense". These communities understand the concept of providing regional arterials but any recommendation must have "local input" and mitigation. There is no support within Barrington Hills or South Barrington for a six lane cross-section along IL Route 62 through their communities.

As the route enters into the Algonquin-Lake in the Hills-Huntley sector, it is reflective of the new suburban growth that accelerated with the development of the adjacent Tollway areas from the Sears Complex to Randall Road. A recurring problem that is found all along the Fox River area is the limited number of river crossings and the local political opposition/support for new ones. There appears to be growing local support for a Fox River bridge at Bolz Road, with Bolz Road possibly extended to the west to Huntley Road and east to IL Route 62. The Village of Algonquin continues to seek a bridge north of their downtown area.

The IL Route 31 intersection and beyond poses some significant planning issues as well. Once again, some significant efforts at consolidating local municipal planning with corridor recommendations are possible. Each community is in a "growth management" mode. Their perspectives on widening and other alternatives are valuable and could form the basis for some significant examples of combined land-use/corridor improvement planning.

**Specific Area Assessments:**

Specific areas that merited comment during the interviews were:

A number of municipalities, each for their own diverse reasons, support the continued extension of Golf Road beyond its eastern terminus to a full or at least partial interchange with the Edens. These include Morton Grove, Skokie, and Glenview. Morton Grove especially sees this as preferable to the continued designation and widening of Dempster as part of the SRA system within its borders, which it would oppose.

While the Village of Golf may object to the widening of Golf Road to six lanes, Glenview sees this as a realistic alternative to alleviate cut thru commuter traffic utilizing East Lake and Glenview Road to gain access to Willow Road. The Village of Northfield continues to oppose the widening of Willow Road and thus an additional interconnect to the Edens may be realistic.

*SUMMARY OF FINDINGS - cont'd*

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A high value is placed on enhancing the Forest Preserve's holdings especially the stables and the path/trail system. The cooperation with the Forest Preserve District on this and a number of other possible improvements is recommended and desired.

The area between Waukegan Road and Milwaukee Avenue demands a sensitive approach and mitigation, if widening is considered. There is a church and significant residential development that will need to be accommodated.

Opposition remains strong against the use of barrier medians especially in the commercial areas around Golf Mill Shopping Center. In addition as the areas adjacent to the Center, there is a desire to work with IDOT to improving the Golf and Greenwood intersection and to interconnect signalization at a number of sites west of the center.

In the area west of the Tri-State Tollway, the heavy residential character of the adjacent land use translates to very vocal opposition to any six lane cross section. While a four lane widening might be possible, there is a need to mitigate, eg. berms, landscaping. Past IDOT efforts in the area of the "Cumberland Circle" and elsewhere have strained relations with some officials in Des Plaines. In view of the fact that most of the residential development lies in this community, special attention and a spirit of cooperative planning needs to take place.

The "Cumberland Circle" and its relationship with U.S. Route 14 and the Wolf Road railroad underpass, all require special "non-engineering" sensitivity, if a solution is to be deemed acceptable.

Within the City of Des Plaines, Golf Road poses "no problem". There are major opportunities to work with the City on their major concerns stemming mostly from their desire for the revitalization of the business district. Additional concerns for the City lie on Oakton, Touhy, and Algonquin Road.

There is daily congestion at the commercial area around Golf and Elmhurst Road (IL Route 83). This area which forms the border between Mt. Prospect and Des Plaines is flanked by heavy residential housing.

There is a possibility that incorporating a continuous center turning lane might prove acceptable to in these residential areas. This would facilitate safe movements to Busse, Elmhurst Road, Arlington Hts. road etc and maintain access to the smaller strip commercial areas adjacent to the road. Any barrier medians in this area would only further exacerbate the strained relations between IDOT and these Villages.

The Mount Prospect Fire Department must continue to have its access to both Busse and Golf protected.

*SUMMARY OF FINDINGS - cont'd*

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Any attempt to limit access of local streets to Golf Road will be opposed. Once again Golf is viewed as a local arterial access in this entire Des Plaines, Mount Prospect, Arlington Heights area.

The impacts of the planned interchange at Arlington Heights Road are difficult to gauge. There is a desire for protected double left turn bays at both Algonquin and Arlington Hts. Roads. This will be the only full interchange between IL Route 53 and O'Hare; traffic utilization is expected to be high.

All of the communities along the corridor are "Tree City" certified. They all have extensive forestry programs and the sensitivity to landscaping as a mitigating factor is high. Reforestation, therefore, is seen as a must if any improvements are not to be opposed.

Arlington Heights is planning for substantial redevelopment in the immediate area east of Arlington Hts Road and in conjunction with the Algonquin Road area. This triangle of sorts will benefit greatly from the full Toll Road access. Cooperative efforts at limiting curb cuts, access control, interconnection of signal systems and improved internal flow within these areas could prove very successful, particularly as a continuation of the "team" effort shown during planning of Arlington Heights Road improvements. Once again, barrier medians are unacceptable in this area as well.

While the SRA Corridor swings northwest at this point, the City of Rolling Meadows greatly desires Toll Road access from Golf. This would provide access to the business office complexes in the area.

The City would like to pursue improvements in the Wilke Road area with possible double left turn lanes from Algonquin to Wilke Road and the business centers.

A major concern within Rolling Meadows is the lack of noise barriers along their stretch of IL Route 53. Most of their section is residential, and these homes were built when traffic and noise levels along the route were much lower. Any future projects along IL Route 53 in this area should consider noise attenuation.

The recent efforts by IDOT on widening Algonquin at the IL Route 53 interchange have been very favorably received by the City and the groundwork for future cooperative efforts has been made.

While Schaumburg does not object to a future six lane cross section, it should not be at the expense of the proposed work on the Triangle--Golf/Higgins/Roselle Road Project. This is their highest priority.

Meacham Road remains a distinct planning problem. Any attempt to widen Meacham north of Algonquin will meet with significant opposition. Therefore, Algonquin is viewed as the arterial northwest bound alternative. This has significant impacts upon Motorola and their ever expanding campus.

There is sufficient ROW for a six lane cross section up to Harper College and a lack of vocal municipal opposition to such an effort, if proper mitigation, access control, and no barrier medians are employed. At the College however, there is opposition to any widening that comes at the College expense. They are surrounded by SRA routes on three sides and saw the eastern portion of their campus consumed by a stormwater reservoir project sponsored by the Metropolitan Water Reclamation District. Currently, Phase I planning by IDOT for a project along Algonquin Road has left Harper officials very "jumpy" and sensitive to any future roadway discussions which would affect them. Other considerations by the College include relocation of the perimeter drive, entrance location, and the impact of a taking on the athletic fields.

Hoffman Estates will oppose any further widening of Algonquin west of Roselle Road given the negative resident reaction to the proposed four lane widening. In addition, a purported special deed restriction on the Paul Douglas Preserve may eliminate any opportunity for ROW acquisition.

Willow Creek Church continues to serve as a significant generator of regional traffic.

Barrington Hills, South Barrington, and BACOG continue to hold the position that a four lane widening of Algonquin is not appropriate. Many communities in fact feel that they are bearing the cost of improving regional traffic.

There is a need for new signalization to serve the Barrington Hills Village Hall at the proposed improvement of the IL Route 59 and Algonquin intersection.

Barrington Hills feels that additional study is required on possible alternatives to mitigate the need for widening on Algonquin Road. These include the widening of IL Route 25 to IL Route 72 and immediate expansion of IL Route 47. Also any widening of Algonquin should be accompanied by a limiting of access into the arterial system of Barrington Hills.

The issue of limited river crossings continues to plague SRA planning. There would appear to be some support for a new crossing at Bolz Road and the creation of a new corridor east to IL Route 62. A possible new alignment with Huntley Road, west of Route 31, bears investigation.

There is great concern within Algonquin over the impacts of a possible widening on the business district. The Village feels that it has borne its share of improvements and that other communities must help plan for regional traffic. There is a desire to "clean up" the IL Route 62/31 intersection as quickly as possible; Algonquin and McHenry County are working together to try to alleviate problems on the west leg of this intersection. The existence of gravel trucks from the quarry operations in the region is a source of considerable local irritation.

One of the priorities for the Village of Algonquin is westward along Randall Road. There is a strong desire for a four lane widening to the Toll Road.

## *SUMMARY OF FINDINGS - cont'd*

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Lake in the Hills' top priorities appear to be Miller Road and Pyott Road. This is an area of rapid and extensive residential growth. All of the municipalities along the route in this area expressed the need to accommodate the traffic attendant to that growth.

There may be some friction between County highway department planning efforts and local initiatives in Lake in the Hills. Local municipalities are particularly interested in possible improvements which may be studied for Crystal Lake Road, Lakewood, Haligus, and other north-south routes in the IL Route 47 area.

The proposed Prime development in the Huntley area is viewed as a source of hope and dismay depending upon the view of the observer. Many see the opportunity to create new corridor opportunities especially for a bypass from IL Route 47 westward. Others see the development as adding traffic to an already burdened system.

### **Next Steps:**

As stated earlier, this report will be forwarded to the Illinois department of Transportation and to the Corridor Design Team for their use in evaluating possible corridor improvements. The results of those efforts will be presented to a "corridor panel" composed of elected officials from each community in the Spring of 1994. The recommendations of the panel will be used to formulate the design report which will be presented to the panels and eventually to a public meeting. In the interim, should there be any questions concerning this report or the progress of these evaluations, individuals are encouraged to contact us.

## ADVISORY PANEL I MEETING MINUTES

Date: June 9, 1995

Time: 9:00 AM

Location: Eastview Elementary School  
Algonquin, Illinois

Subject: Corridor 10 - Huntley-Algonquin Road/Illinois Route 62/Illinois Route 58  
Strategic Regional Arterial SRA Subset #4

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Les Swieca of the Illinois Department of Transportation gave the opening introduction. Joe Chiczewski of Dames & Moore/MCE followed with a brief overview of the Algonquin Road/Illinois Route 58.

This Advisory Panel will focus on the Algonquin Road/Illinois Route 62 portion of the corridor. The southeast corner of McHenry County is not serviced by expressway facilities and is lightly serviced by transit facilities. The arterial system in the area must meet the transportation demands of the region. He invited Advisory Panel members to provide input by comment or by marking the exhibits provided for them. Mr. Chiczewski concluded by introducing Paul Schneider of Dames & Moore/MCE, the corridor study leader.

Mr. Schneider began by inviting the Advisory Panel to feel free to ask questions or make comments. He explained that for the purposes of the study, the corridor had been broken down into four sections. It is a goal to provide roadway continuity within and between the sections.

### **Section I - Illinois Route 47 to Illinois Route 31**

- ▶ Mr. Schneider began the discussion of section I with an overview. Section I begins at Illinois Route 47 and runs east through southern McHenry County to Illinois Route 31. This section passes through Huntley, Lake in the Hills, Algonquin and unincorporated McHenry County. Algonquin Road is under the jurisdiction of McHenry County.

# ADVISORY PANEL I MEETING MINUTES

(continued)

- ▶ Mr. Schneider asked if anyone could confirm the plan to bring Marengo Road to Illinois Route 47 from the west at Algonquin Road. Mr. Magnuson confirmed that McHenry County's 5 year plan includes plans for an extension from Algonquin Road to Marengo Road. Mr. Schneider estimated that this connection could add as many as 5,000 vpd to the west end of the Algonquin Road corridor by the 2010 planning horizon.
- ▶ Mr. Schneider stated the existing R.O.W. from Illinois Route 47 to Ruth Road varies from 35 feet to 55 feet to the north and varies from 35 feet to 48 feet to the south. There are two alternate solutions for the proposed cross section: The first proposed typical section is four 12-foot lanes separated by a 4 to 14 foot flush median within the existing R.O.W. The alternate typical section proposes acquiring 20 feet of R.O.W. to the north of Illinois Route 47 where only 35 feet currently exists. The typical section would be four 12-foot lanes separated by an 18-foot barrier median. Mr. Schneider added that there would be impacts to several residences, the Village of Huntley Library and a bowling alley located at the northeast corner of Illinois Route 47/Algonquin Road.
- ▶ Representative Skinner inquired how close would the roadway have to come to a house before IDOT would purchase that house or parcel. Mr. Swieca commented IDOT has "no rule of thumb," it's on a "case by case" basis.

## *Ruth Road to Frank Road*

- ▶ Mr. Schneider stated the existing R.O.W. varies from 35 feet to 40 feet each side of the road. The proposed typical section will consist of two 12-foot lanes in either direction separated by an 18-foot barrier median with an adjacent 10-foot shoulder. This will require 30 to 35 feet of additional R.O.W. on either side of the roadway. It is desirable to provide an open drainage system. There are no near by creeks or ponds between Illinois Route 47 and Randall Road. A closed drainage system could be very expensive if we substitute curb and gutter for the 10-foot shoulder.
- ▶ Mr. Magnuson informed Mr. Schneider that Spring Lake Farm and Town and Country have been platted to provide 120 feet of R.O.W. along the corridor, but that County plans

## ADVISORY PANEL I MEETING MINUTES

(continued)

provided a 16-foot mountable median; access becomes an issue. Mr. Schneider replied that the standard SRA median is 18-foot barrier, but that this could be reviewed. Mr. Schneider also inquired if it would be a problem acquiring an additional 10 feet of R.O.W. on either side of the roadway to provide the open drainage system. Mr. Magnuson thought that a utility easement might be adjacent to the platted R.O.W., but we would have to review the plat to be sure.

- ▶ It was suggested that Mr. Schneider contact McHenry County for more information on the new developments adjacent to the route.

### *Frank Road to Illinois Route 31*

- ▶ The proposed typical section from Frank Road to Randall Road is four 12-foot lanes with curb and gutter separated by 18-foot barrier median. The proposed R.O.W. is 50 feet on either side of the road from Frank Road to Randall Road. From Randall Road to Illinois Route 31, the 18-foot barrier median would be replaced by 14-foot flush median due to the multiple access points to local residents.
- ▶ Representative Skinner asked why are we using old aerial photographs. Mr. Chiczewski replied that the photos were acquired when the SRA Subset #4 started. It would be costly to update these aerials every time there were new developments.
- ▶ Members of the advisory panel encouraged the county and IDOT to update the aerials to show more recent development. It was also suggested that the consulting firm work closely with the county to get a more accurate traffic count.
- ▶ Mr. Magnuson indicated the existing R.O.W. is 50 feet to the south from Cedar Ridge to west of Hanson Road. He expressed concern for the new development southwest of Algonquin Road/Hanson Road and he added he would like to see landscaping and a berm along the route at this location.
- ▶ It was suggested that the projected traffic volume for the year 2010 in Huntley is only 10,000 to 20,000 per day on a two-lane road, so there is going to be a need for passing lanes and possibly a five-lane road. Mr. Chiczewski commented that although the projected ADT

## ADVISORY PANEL I MEETING MINUTES

(continued)

is a factor, the recommendations are not based on that issue alone.

- ▶ Mr. Schneider stated the traffic projections from CATS are equivalent vehicles not an exact ADT number. Mr. Schneider also confirmed that the projected ADT crossing Fox River varies from 50,000 to 60,000 vpd which makes it difficult to improve the level of service at Algonquin Road/Illinois Route 31 beyond “F”. A level of service “E” can be achieved if a full SRA/SRA intersection could be constructed. This would provide three through lanes, dual left turn lanes and a right turn lane on all four legs. This would require the demolition of many structures in Algonquin.
- ▶ Representative Skinner stressed planning R.O.W. needs ahead like Wayne Metzger did 30 years ago.
- ▶ It was confirmed that the County is planning to widen the roadway to 5-lanes west of Illinois Route 31 to U.S. Post Office.

### *Intersection of Illinois Route 31 and Algonquin Road*

- ▶ Mr. Schneider asked officials from the Village of Algonquin what the Village could tolerate as far as acquiring land. Mr. Friesen stated that they totally oppose the demolition of any structures in the downtown area, includes those north of Illinois Route 62. The Village would also like to install guard rails along side of the City Hall on the southwest corner of Algonquin Road and Illinois Route 31.
- ▶ Mr. Chiczewski added, due to physical constraints, we cannot make this intersection meet an acceptable level of service. The level of service “C” is acceptable.
- ▶ Mr. Schneider stated the nearest Fox River crossing to the north is at U.S. Route 14 (4 miles north) and the nearest Fox River crossing to the south is at Illinois Route 68 (5 miles south). Kane County is currently studying the Bolz Road corridor as a potential site for a new Fox River crossing (2 miles south). Alternate Fox River crossings could help reduce projected traffic on the Illinois Route 62 river crossing.
- ▶ Mr. Mengler commented that traffic is moving to the west. The segment from the Fox River bridge to Illinois Route 31 is where the problem lies. The existing turning movements at the

# ADVISORY PANEL I MEETING MINUTES

(continued)

Illinois Route 31 intersection and the ability to acquire R.O.W. at this location was detailed. It was requested that IDOT obtain better traffic information at this intersection. Representative Skinner added there has to be two through traffic lanes through the Illinois Route 31 intersection. Mr. Clem stated that the Village of Algonquin it totally opposed to closing Harrison Street because it serves local residences.

- ▶ Mr. Schneider asked if it would be possible for a one way couple utilizing Harrison Street (northbound) and Illinois Route 31 (southbound). It would limit conflicting turning movements at the intersections and it would free up traffic flow. Mr. Friesen stated it would be impossible to connect Harrison Street to Illinois Route 31 due to the steep terrain and residential impacts involved. Mr. Chiczewski commented that the projected traffic demand is so significant through this section that this route cannot accommodate that much traffic. Other Fox River crossings will be affected.
- ▶ Mr. Brown inquired if we could elaborate on our comments so that it would be easier to follow the discussion.
- ▶ Representative Skinner asked what it would take to get two through lanes on the east and west side of Illinois Route 31 and add a right turn lane to Illinois Route 31. Representative Skinner expressed disappointment that better information was not gathered and that more effort was not used to develop alternates at this critical location. Mr. Starr stated they will get more recent traffic data at this location.

## Section 2 - Illinois Route 31 to Illinois Route 59

- ▶ Section 2 begins at Illinois Route 31 and continues to Illinois Route 59. This section passes through Algonquin, Carpentersville, Barrington Hills and unincorporated Kane and Cook County. The corridor also passes through Spring Creek Valley Forest Preserve. The existing R.O.W. in this section is typically 100 feet.
- ▶ The cross-section from River Drive to Illinois Route 25 has been the subject of an IDOT Phase I study and the SRA study will adopt the cross-section in the approved Phase I study. The section from Sandbloom Road up to and including the intersection of Illinois Route 25

## ADVISORY PANEL I MEETING MINUTES

(continued)

is currently under construction.

- ▶ The planned intersection configuration at Illinois Route 25 has been evaluated under projected 2010 conditions and is found to provide a level of service “C”.
- ▶ Mr. Schneider stated that two alternates were considered in the section from Illinois Route 25 to Illinois Route 68. A modified suburban cross-section with open drainage would provide two 12-foot lanes in either direction separated by an 18-foot landscaped median with adjacent 10-foot bituminous shoulders. Mr. Schneider stated that he felt a more rural cross-section would better fit into the open spaces adjacent to the corridor. This cross-section would require an additional 20 feet of R.O.W. on either side of the road.
- ▶ Mr. Kempe stated that forest preserve is located on either side of the roadway and obtaining R.O.W. would be difficult if not impossible.
- ▶ Mr. Schneider stated that IDOT is normally able to get an easement to shape ditches within forest preserve R.O.W. Mr. Starr stated that it is much more difficult to acquire forest preserve land and would like to avoid them.
- ▶ Mr. Schneider presented an alternate suburban cross-section with closed drainage which would provide two 12-foot lanes in either direction separated by an 18-foot landscaped median with adjacent curb and gutter. This cross-section would not require additional R.O.W. although it may be more costly to build and give the corridor a more suburban cross-section.
- ▶ Mr. Kempe stated that Brinker Road and Old Sutton Road carry a significant portion of the Villages north-south traffic; with five lanes to cross it would be very difficult to get across Illinois Route 62. Mr. Schneider said that he had identified both of these locations as candidate sites for future traffic signals. Mr. Kempe suggested that grade separation be considered at these locations.
- ▶ Mr. Schneider stated that a Phase I study of the Illinois Route 62/Illinois Route 68/Illinois Route 59 intersection is currently underway and that the findings of this intersection design study would be incorporated into the SRA report.
- ▶ Mr. Kempe added that this location is the site of the Barrington Hills Village Hall and the potential site of future fire station. This should be taken into account in future planning

# ADVISORY PANEL I MEETING MINUTES

(continued)

efforts.

## Section 3 - Illinois Route 59 to Roselle Road

- ▶ This section of Illinois Route 62 begins at Illinois Route 59 and continue east to Roselle Road. This section passes through South Barrington, Palatine, Schaumburg and unincorporated Cook County. In addition, the corridor passes adjacent to Crabtree Forest Preserve and Paul Douglas Forest Preserve.
- ▶ The section from Penny Road to Roselle Road (3.9 miles) is currently under construction. The other 1.9 miles of the corridor will be based on the constructed cross-section to provide continuity through out the section.
- ▶ The proposed cross-section will follow that currently under construction. Two 12-foot lanes in either direction separated by a 16-foot mountable median with adjacent curb and gutter.
- ▶ The intersection of Illinois Route 62 and Roselle Road is currently under study. The proposed configuration is the standard SRA/SRA intersection. Three through lanes, dual left turn lanes and a single right turn lane on all four legs. This configuration provides a level of service "C" under projected 2010 conditions and will be incorporated in to the report.

## Section 4 - Roselle Road to Illinois Route 58

- ▶ This section begins at Roselle Road and continues east to Illinois Route 58. This section passes through the area of Schaumburg and Rolling Meadows. Major generators along this section are Harper College and an interchange with Illinois Route 53.
- ▶ The proposed cross-section consists of three 12-foot through lanes in each direction separated by an 18 to 30 foot barrier median with adjacent curb and gutter.
- ▶ It is recommended that the 20 feet of additional R.O.W. required for the section from Roselle Road to Illinois Route 53 be taken from the south in order to minimize the impacts.
- ▶ The interchange with Illinois Route 53 is currently built to SRA standards. Both east and west intersections of the partial cloverleaf will operate at level of service "C" under

## ADVISORY PANEL II MEETING MINUTES

Date: October 1, 1998

Time: 10:00 AM

Location: Village Hall  
Village of Hoffman Estates, IL

Subject: Corridor 10 - Huntley-Algonquin Road/Illinois Route 62/Illinois Route 58  
Strategic Regional Arterial SRA Subset #4

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This Advisory Panel will focus on the Algonquin Road/Illinois Route 62 portion of the corridor. The southeast corner of McHenry County is not serviced by expressway facilities and is lightly serviced by transit facilities.

### **Section 1 - Illinois Route 47 to Illinois Route 31**

- Mr. Rafay began the discussion of section 1 with an overview. Section I begins at Illinois Route 47 and runs east through southern McHenry County to Illinois Route 31. This section passes through Huntley, Lake in the Hills, Algonquin and unincorporated McHenry County. Algonquin Road is under the jurisdiction of McHenry County.
- The proposed typical section from Illinois Route 47 to Illinois Route 31 is four 11-foot lanes separated by varying flush and barrier median.

### **Section 2 - Illinois Route 31 to Illinois Route 59**

- Section 2 begins at Illinois Route 31 and continues to Illinois Route 59. This section passes through Algonquin, Carpentersville, Barrington Hills and unincorporated Kane and Cook County. The corridor also passes through Spring Creek Valley Forest Preserve. The existing R.O.W in this section is typically 100 feet.

The public hearings for the corridor will be held on October 7 and 14, 1998 at the Algonquin Village Hall and Hoffman Estates Village Hall respectively.

These meeting minutes are assumed to be accurate unless written comments are received within fourteen (14) days of receipt.

---

Mohammed Rafay  
Project Manager

# ADVISORY PANEL I MEETING MINUTES

(continued)

projected 2010 conditions.

- ▶ The intersection of Illinois Route 62 and Illinois Route 58 is the critical intersection on this corridor. Traffic triangles are formed with New Wilke Road, Illinois Route 62, Illinois Route 58 and Arlington Heights Road. These traffic patterns will be reviewed in detail at the Illinois Route 58 Advisory Panel meeting. This meeting will take place later this fall.
- ▶ Mr. Chiczewski thanked the Advisory Panel members for their input and indicated that the second Advisory Panel would take place in late fall or early winter.

## General Comments

- ▶ Mr. Tietels (Camp Algonquin) commented in reference to access to Camp Algonquin from Illinois Route 31. They are totally opposed to any alternates which would require R.O.W. acquisition from Camp Algonquin.

## Closure

Mr. Chiczewski gave a brief overall review of the corridor, also stating the second half of this corridor, Illinois Route 58 will be reviewed in the fall.

These meeting minutes are assumed to be accurate unless written comments are received within fourteen (14) days of receipt.

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Paul A. Schneider, P.E.  
Project Manager

- The proposed typical section consists of two 12-foot lanes in each direction separated by an 18-foot barrier median.

### **Section 3 - Illinois Route 59 to Roselle Road**

- This section of Illinois Route 62 begins at Illinois Route 59 and continues east to Roselle Road. This section passes through South Barrington, Palatine, Schaumburg and unincorporated Cook County. In addition, the corridor passes adjacent to Crabtree Forest Preserve and Paul Douglas Forest Preserve.
- The proposed cross-section consists of two 12-foot lanes in either direction separated by a 16-foot mountable median with adjacent curb and gutter.
- Perimeter Road at Harper Community College has been relocated, need to show on exhibit. Also future configuration for the College exit need to be revised to reflect two left and one right turn lanes.

### **Section 4 - Roselle Road to Illinois Route 58**

- This section begins at Roselle Road and continues east to Illinois Route 58. This section passes through the area of Schaumburg and Rolling Meadows. Major generators along this section are Harper College and an interchange with Illinois Route 53.
- The proposed cross-section consists of three 12-foot lanes in each direction separated by an 18 to 30 foot barrier median with adjacent curb and gutter.
- Change the proposed traffic signal at Weber/Old Wilke Road to show as existing. Phase-II plans are complete for the project. It is to be constructed in 1999.
- The R.O.W impacts need to be shown on both reports for the IL 62/IL 58 SRA corridor.

# PUBLIC HEARING REGISTER

**Project:** IL 62/ALGONQUIN ROAD FROM IL RTE. 47 TO IL RTE. 58

**Location:** Algonquin Village Hall

**Date:** 10/7/98

**Time:** 2-7 PM

To be added to the mailing list for this project, please provide your complete address below

	Name	Address	Representing
P	1 Doreen Bryant	27175. RT. 31 Crystal Lake Zip 60014	Self _____ Other NW Herald
L	2 Pat Skinner Tr	275 Meridian St Crystal Lake Zip 60014	Self _____ Other 6th St Rep Dist
E	3 Dick Hemman	3 W Crested Lake Ln C L Zip 60014	Self <input checked="" type="checkbox"/> Other Senator
A	4 Wayne Ritt	308 N. Main Algonquin Zip 60102	Self <input checked="" type="checkbox"/> Other
S	5 Dick Mitchell	3025 Woods Creek Algonquin Zip 60102	Self _____ Other
E	6 Frank Lede	3404 Autumnway Methuen Zip 60050	Self _____ Other
P	7 Mary & Bob Brandt	100 A Longview Rd Methuen Zip 60050	Self <input checked="" type="checkbox"/> Other
R	8 Frank Foub	306 Ridge Rd. Barr Hills Zip 60010	Self _____ Other <input checked="" type="checkbox"/>
I	9 ROBERT KOSIN	112 ALGONQUIN RO BARR HILLS Zip 60010	Self _____ Other <input checked="" type="checkbox"/>
N	10 A Lorraine Ritt	1527 Lowe Algonquin Zip 60102	Self <input checked="" type="checkbox"/> Other Village Trustee
T	11 DUNCAN HUGHES	1701 GOLF ROAD ROLLING MEADOWS Zip 60008	Self <input checked="" type="checkbox"/> Other
	12 LESLIE ANN SIGNA	1700 W ALGONQUIN L.I.T.H. Zip 60102	Self <input checked="" type="checkbox"/> Other VILLAGE TRUSTEE

# PUBLIC HEARING REGISTER

**Project:** IL 62/ALGONQUIN ROAD FROM IL RTE. 47 TO IL RTE. 58

**Location:** Algonquin Village Hall

**Date:** 10/7/98

**Time:** 2-7 PM

To be added to the mailing list for this project, please provide your complete address below

	Name	Address	Representing
P L E A S E E P R I N T	1	Linda Wolski 13011 W. LANE ALGONQUIN IL Zip 60102	Self <input checked="" type="checkbox"/> Other
	2	Bill Richter 13011 W. LANE ALGONQUIN Zip 60102	Self <input checked="" type="checkbox"/> Other
	3	Mark Signa 1700 W. Algonquin LITH Zip 60108	Self <input checked="" type="checkbox"/> Other
	4		Self _____ Other
	5		Self _____ Other
	6		Self _____ Other
	7		Self _____ Other
	8		Self _____ Other
	9		Self _____ Other
	10		Self _____ Other
	11		Self _____ Other
	12		Self _____ Other

IN RE: )  
 )  
STRATEGIC REGIONAL ARTERIAL )  
 )  
OPERATION GREENLIGHT )  
 )  
ILLINOIS ROUTE 62 )  
(ALGONQUIN ROAD) FROM ILLINOIS )  
ROUTE 47 TO ILLINOIS ROUTE 58 )

ALGONQUIN, McHENRY COUNTY, PUBLIC HEARING

REPORT of comments made at the Public  
Hearing of the above-captioned study and summary  
of recommendations, taken before Joan M. Kenny,  
C. S. R., a Notary Public in and for the County  
of DuPage, State of Illinois, at the Algonquin  
Village Hall, 220 Harnish Drive, Algonquin,  
Illinois, on the 7th day of October, A. D. 1998,  
between the hours of 2:00 and 7:00 P. M.

CAL SKINNER, JR: My name is State Representative Cal Skinner, Jr. I represent the length of the SRA to Palatine Township, Palatine Township west.

I have two basic comments, the first of which is the plans show only one westbound lane at Route 47 from Algonquin Road, one westbound left-turn lane. Because this feeds into the tollway, it seems to me there ought to be two westbound lanes in Huntley.

Secondly, comment is made in the summary that signalization is possible at Bateman Road and Sutton Road in Barrington Hills. It seems to me that it is best, not only for the traffic going through Barrington Hills, but also for the residents of Barrington Hills for Bateman Road and Sutton Road to have a grade separation and that the two roads basically have a bridge over Route 62.

That is it. Thank you.

\* \* \* \* \*

ROBERT MITCHARD: My name is Robert Mitchard. I am the Public Works Director for Algonquin.

I would like consideration in the

planning process for the Algonquin, quote, SRA for a bike path connection between Hanson Road and the regional bike path owned by the McHenry County Conservation District.

And that would also continue further east to the village's park facility, commonly known as Town Park. That would give us a bike path connection into our downtown area. We feel that is a very critical portion of this project.

I will also follow that up in a letter on our letterhead. Thank you.

\* \* \* \* \*

BOB BRANDT: Bob Brandt, 148 Algonquin Road, Woodlane Farm, which is right on 62, one mile east of 25.

And I am objecting to, according to the photographs, you got a median, an unmountable median, in front of my driveway, which means how would I ever turn into my drive coming from the west.

He is telling me that -- the gentleman here is telling me that we should go east, where there is a cut-down in the median, make a U-turn and come back, which would be suicide.

So I am objecting to a mountable median





# PUBLIC HEARING REGISTER

**Project:** IL RTE. 62/ALGONQUIN ROAD FROM IL RTE. 47 TO IL RTE. 58

**Location:** HOFFMAN ESTATES VILLAGE HALL **Date:** 10/14/98 **Time:** 2-7 PM

To be added to the mailing list for this project, please provide your complete address below

	Name	Address	Representing
P	1 Michael Duncker Village of Palatine	200 E Wood ST. Palatine IL Zip 60067	Self _____ Other VOP
L	2 DIANA WALLACE Daily Herald	155 E. ALGONQUIN AH, IL Zip 60005	Self _____ Other DAILY HERALD
E	3 REID BATEMAN CITY OF ROLLING MEADOWS	3600 BERONICK ST ROLLING MEADOWS Zip 60008	Self _____ Other ✓
R	4 Jim Stahlcker McHenry City Hwy Dept	PO Box 369 Woodstock IL Zip 60098	Self _____ Other McHenry City
S	5 MICHAEL HANKEY HOFFMAN ESTATES	1900 HASSELL RD H.E. Zip 60195	Self _____ Other HOFFMAN ESTATES
E	6 ROB SMITH Tribune	1033 Hill Ave Elsin Zip 60120	Self _____ Other Tribune
	7	_____	Self _____ Other _____
P	8	_____	Self _____ Other _____
R	9	_____	Self _____ Other _____
I	10	_____	Self _____ Other _____
N	11	_____	Self _____ Other _____
T	12	_____	Self _____ Other _____

IN RE: )  
)  
STRATEGIC REGIONAL ARTERIAL )  
)  
OPERATION GREENLIGHT )  
)  
ILLINOIS ROUTE 62 )  
(ALGONQUIN ROAD) FROM ILLINOIS )  
ROUTE 47 TO ILLINOIS ROUTE 58 )

HOFFMAN ESTATES, COOK COUNTY, PUBLIC HEARING

REPORT of comments made at the Public  
Hearing of the above-captioned study and summary  
of recommendations, taken before Joan M. Kenny,  
C. S. R., a Notary Public in and for the County  
of DuPage, State of Illinois, at the Hoffman  
Estates Village Hall, 1900 Hassell Road, Hoffman  
Estates, Illinois, on the 14th day of October,  
A. D. 1998, between the hours of 2:00 and  
7:00 P. M.

FORM 1000 - CASES RETURNED TO COURT





## McHENRY COUNTY HIGHWAY DEPARTMENT

P.O. Box 369

Woodstock, Illinois 60098

PHONE 815-338-3630 FAX 815-338-8461

MICHAEL P. MAGNUSON P.E.  
COUNTY ENGINEER

October 30, 1998

Mr. Rafay A. Mohammed  
BRW/Dames & Moore  
One Continental Towers  
1701 Golf Road, Suite 404  
Rolling Meadows, Illinois 60008

RE: Route 62/Algonquin Road SRA

Dear Mr. Mohammed:

In response to the proposed SRA plan for Algonquin Road/Route 62, we would like to clarify some issues to have your SRA plan be in concurrence with our current Algonquin Road design improvement. Our current design section extends from approximately 400 meters west of Randall Road to 1155 meters east of Pyott Road.

During our studies, the Randall Road left turns onto Algonquin Road were found to warrant only one left turn for each of the north and south legs until approximately 2015 to 2017. Since the SRA plan is proposed for 2020, we are not opposed to the dual left turns shown in the plan, but want to stress that our current project will not incorporate the duals at this time since Randall Road was constructed to its existing alignment within the last few years. At the time when the dual lefts do become warranted, we will address that improvement to provide the additional capacity.

Our plans also include full width lanes of 3.6 meters on Algonquin Road east of Randall Road for approximately 2222 meters. At this point, the lanes narrow to 3.3 meters, extending to the eastern limit of our proposed improvement. The portion with 3.6 meter lanes varies from your proposed SRA plan in that it currently shows narrowed lanes of 3.3 meters for the entire length east of Randall Road.

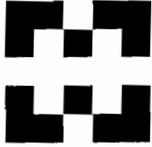
If possible, we are asking that you adjust your plan to reflect the current status of our design project so that both concur.

If you need any clarifications, please give me a call.

Very truly yours,

A handwritten signature in cursive script that reads "Jim Stahlecker".

James A. Stahlecker, P.E.  
Acting County Engineer



**William Rainey Harper College**

1200 West Algonquin Road  
Palatine, Illinois 60067-7398  
847-925-6350

October 28, 1998

RECEIVED  
**OCT 30 1998**  
BRM/MS

Mr. Richard Starr  
Illinois Department of Transportation  
201 Center Court  
Schaumburg, Illinois 60196

**Subject: Illinois Route 62/Algonquin Road SRA Report**

Dear Mr. Starr:

On Thursday, October 1, 1998, Public Safety Supervisor Kevin King, representing William Rainey Harper Community College, attended a meeting at the Hoffman Estates Village Hall during which the future improvement of Illinois 62/Algonquin Road was discussed.

Please note that the aerial views used during the discussion were from 1992 and do not reflect the current conditions of the William Rainey Harper Community College campus. Since 1992, our campus perimeter road has been relocated further north and is now approximately 425 feet north of the northern edge of Illinois Route 62/Algonquin Road. Also, our south exit drive, which empties onto Illinois Route 62/Algonquin Road, is now four lanes wide. Currently, only two of those lanes are available for access to Illinois Route 62/Algonquin Road. Two of the lanes are blocked off with traffic barrels until such time as Algonquin is widened in front of the College exit.

As indicated in the SRA draft report dated September 18, 1998, Harper College is strongly opposed to further loss of land on the southern boundary of the campus. The College does not oppose the widening of Algonquin Road to the south of the campus, but not at the loss of additional land. The College is surrounded by SRA routes on three sides and has seen the eastern boundary of the campus consumed by a storm water reservoir project sponsored by the Metropolitan Water Reclamation District. The College has relocated its perimeter road and has widened the south exit drive to support the proposed widening of Illinois Route 62/Algonquin Road. A final consideration would be the adverse impact on the athletic fields should additional land for the Illinois Route 62/Algonquin Road right-of-way be taken from the College.

The SRA draft report suggests that to minimize impacts, the approximate 20 feet of additional right-of-way required to widen Illinois Route 62/Algonquin Road be taken from the south side of Algonquin Road. The College supports that proposal as it fulfills the current IDOT/College agreement.

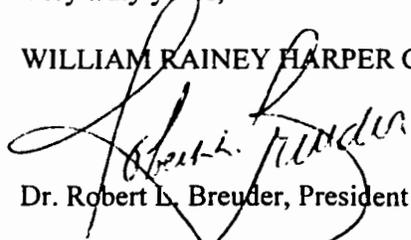
Mr. Richard Starr

Page 2

You may include these comments in the final report on the Illinois Route 62/Algonquin Road project. If you have any questions, please call me at 847-925-6350.

Very truly yours,

WILLIAM RAINEY HARPER COLLEGE

A handwritten signature in black ink, appearing to read "Robert L. Breuder", is written over the typed name and partially over the typed title.

Dr. Robert L. Breuder, President

mg

✓ cc: Mr. Rafay A. Mohammed  
Traffic/Transportation Engineer  
Dames and Moore  
One Continental Towers  
1701 Golf Road, Suite 1000  
Rolling Meadows, Illinois 60008



**Municipal Center**

101 Schaumburg Court  
Schaumburg, IL 60193-1899  
(847) 895-4500  
TDD 923-4435  
FAX 895-7806

**Health Department/  
Nursing Division**

521 E Schaumburg Road  
Schaumburg, IL 60194-3510  
(847) 895-4500  
TDD 923-4435  
FAX 923-4405

**Prairie Center for the Arts**

201 Schaumburg Court  
Schaumburg, IL 60193-1880  
(847) 895-3600  
TDD 895-3638

**Police Department**

1000 W Schaumburg Road  
Schaumburg, IL 60194-4198  
(847) 882-3586  
TDD 882-3586  
FAX 882-3846

**Fire Department**

1601 N Roselle Road  
Schaumburg, IL 60195-3612  
(847) 885-6300  
TDD 885-9045  
FAX 885-6360

**Fire Prevention Bureau**

1551 S Wright Boulevard  
Schaumburg, IL 60193-4422  
(847) 985-4452  
TDD 985-9109  
FAX 985-4479

**Public Works Department**

714 S Plum Grove Road  
Schaumburg, IL 60193-4329  
(847) 895-7100  
TDD 923-4105  
FAX 895-6086

**Teen Center**

231 S Civic Drive  
Schaumburg, IL 60193-1257  
(847) 524-3388

**Family Counseling Center**

217 S Civic Drive  
Schaumburg, IL 60193-1257  
(847) 524-1505  
TDD 524-2201  
FAX 524-2201

December 14, 1998

Mr. John Kos, P.E.  
District Engineer/District One  
ILLINOIS DEPARTMENT OF TRANSPORTATION  
201 West Center Court  
Schaumburg, IL 60196-1096

Attn: Mr. Rich Starr

**RE: STRATEGIC REGIONAL ARTERIAL (SRA) IL ROUTE 62  
(ALGONQUIN ROAD) - FINAL COMMENTS**

Gentlemen:

The Village of Schaumburg has reviewed the provided draft report for Algonquin Road. We request that the median be landscaped within our municipal boundaries. We have an agreement already with IDOT regarding the maintenance of the landscaped medians.

If you have any additional questions or comments, please do not hesitate to contact me at (847) 895-0007, extension 427.

Sincerely,

VILLAGE OF SCHAUMBURG

Joyce M. Stenzel  
Transportation Engineer

pc: Village Manager  
Frank Robbins, Director of Planning  
Vince Wroblewski, Director of Engineering  
Leanne Redden, Senior Transportation Planner  
June Druckman, Transportation Engineer II  
Rafay Mohammed, BRW, One Continental Towers, 1701 Golf Road,  
Rolling Meadows, IL 60008

CAAAdm62\_SRA\_cmt fwp