

FINAL REPORT

STRATEGIC **R**EGIONAL ARTERIAL

Illinois Route 58/Golf Road

Volume 2 of 2: Illinois Route 62 to Illinois Route 43

December 1998

By:



BRW

A DAMES & MOORE GROUP COMPANY

For:



Illinois Department
of Transportation



Operation
Greenlight

FOREWORD

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-I pertains to Illinois Route 62 (Algonquin Road) from Illinois Route 47 to Illinois Route 58, and Volume-II pertains to Illinois Route 58 (Golf Road) from Illinois Route 62 to Illinois Route 43.

This Strategic Regional Arterial (SRA) report for Illinois Route 58 (Golf Road) 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 BRW/Dames & Moore Group.

As an SRA route, Illinois Route 58 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.

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EXECUTIVE SUMMARY

IL 58/Golf Road

SRA STRATEGIC
REGIONAL
ARTERIAL
PLANNING STUDY

EXECUTIVE SUMMARY

The Algonquin Road/Illinois Route 62/Golf Road/ Illinois Route 58 SRA corridor comprises of two volumes. Volume-I includes the section of the corridor along Algonquin Road/Illinois Route 62, between Illinois Route 47 and Illinois Route 58/Golf Road. Volume-II makes up the section of the corridor along Illinois 58/Golf Road, between Illinois Route 62 and Waukegan Road.

Considering the land use and geometry characteristics along Illinois Route 58/Golf Road, Volume-II has been divided into four sections (sections V-VIII) for the Golf Road corridor. Recommendations were arrived at for each route section after a series of analyses and discussions with local municipalities. Summaries of the recommendations are presented below.

Section V: Illinois Route 62 to Illinois Route 83

- Develop six 12-foot lanes separated by a 16-foot barrier median from Illinois Route 62 to Arlington Heights Road with adjacent combination curb and gutter.
- Develop four 12-foot lanes separated by an 16-foot mountable median with adjacent combination curb and gutter from Arlington Heights Road to Illinois Route 83 (Elmhurst Road).
- Access consolidation is recommended north of Illinois Route 58 between Illinois Route 62 and Arlington Heights Road. The intersection of Highland Avenue and Illinois Route 58 has been identified as a candidate for signalization.
- Modify the intersection of Illinois Route 62 and Illinois Route 58 to include one left turn lane, three through lanes and a free flow right turn lane on the east and west approaches. The north and south approaches will have dual left turn lanes; three through lanes with shared right turn.
- Modify the intersection of Illinois Route 83 and Illinois Route 58 to include dual left turn lanes, two through lanes and a right turn lane on all four legs.
- Parking is not allowed along this section

Section VI: Illinois Route 83 to Interstate 294

- Develop four 12-foot lanes separated by a 16-foot mountable median with combination curb and gutter from Illinois Route 83 to Illinois Route 45.

EXECUTIVE SUMMARY - contd.

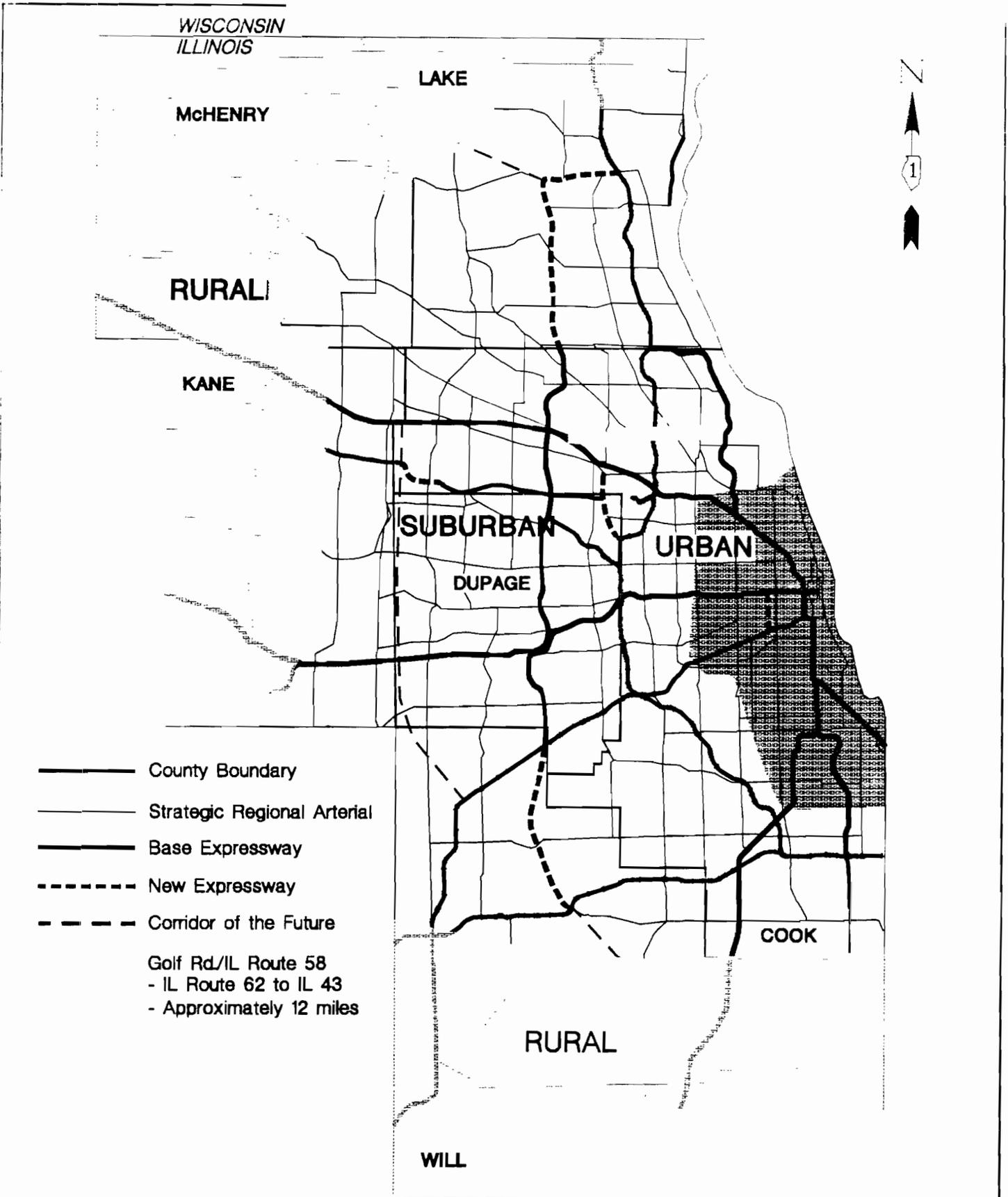
- Develop six 12-foot lanes separated by an 18-foot barrier median with combination curb and gutter from Illinois Route 45 to Interstate 294.
- Modify the intersection of Mount Prospect Road and Illinois Route 58 to include dual left turn lanes, two through lanes and a right turn lane on the east and west approaches, and the north/south approaches will have one left turn lane, two through lanes and a right turn lane.
- The existing configuration at the Cumberland circle will be maintained. However, if there is a local initiative for any changes at this location, then the recommended alternative is shown in the appendix.
- Modify the intersection of U.S. Route 12/Rand Road and Illinois Route 58 to include dual left turn lanes, three through lanes and a shared right turn lane on the south leg. Dual left turns, three through lanes and a right turn lane on the north leg. The east/west legs will consist of a left turn lane; two through lanes and a right turn lane.
- Parking is not allowed along this section.

Section VII: Interstate 294 to Illinois Route 43 (Waukegan Road)

- Develop six 12-foot lanes separated by a 16-foot barrier median with combination curb and gutter from Interstate 294 to Washington Avenue.
- Develop six 11-foot lanes separated by a 16-foot barrier median with combination curb and gutter from Washington Avenue to Waukegan Road.
- Modify the intersection of Greenwood Road and Illinois Route 58 to include on the dual left turn lanes, two through lanes and a right turn lane on the north/south legs, with the exception of a shared right turn lane on the south leg. The east/west leg will consist of dual left turn lanes, three through lanes and right turn lane, with the exception on the east leg, which will have a shared right turn lane.
- Modify the intersection of Milwaukee Avenue and Illinois Route 58. The east leg will consist of dual left turn lanes; three through lanes and a right turn lane. The west leg will consist of three through lanes and a right turn lane. The north/south legs will consist of dual left turn lanes, three through lanes and a right turn lane.

EXECUTIVE SUMMARY - contd.

- Modify the intersection of Illinois Route 43 and Illinois Route 58. All four legs will consist of dual left turn lanes; three through lanes and a right turn lane.
- Parking is not allowed along this section.



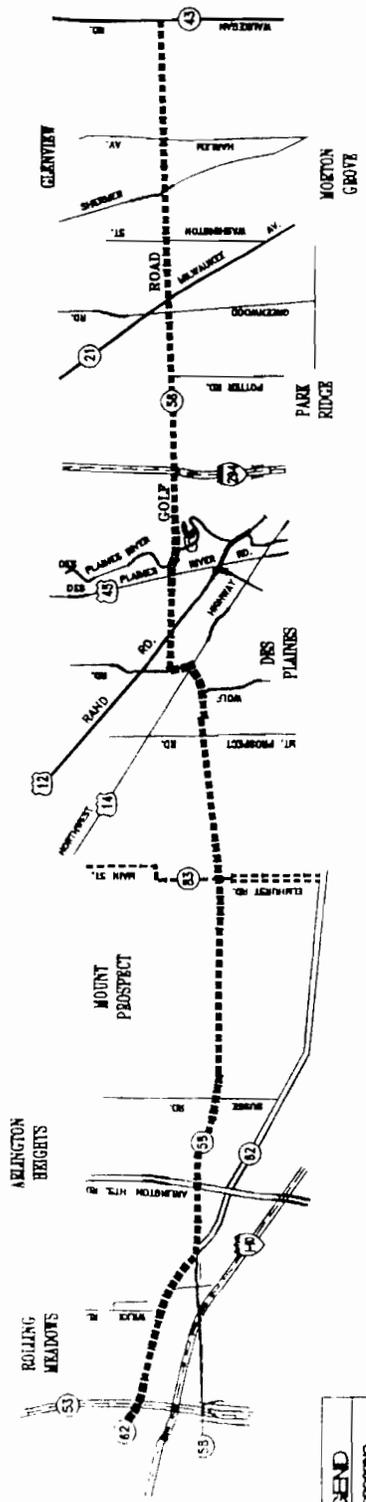
LOCATION MAP – ILLINOIS ROUTE 58

FIGURE i-1



SECTION V 3.45 MILES	SECTION VI 4.80 MILES	SECTION VII 3.83 MILES
100'	120'	100'
VARIABLES 100' TO 140'	VARIABLES 100' TO 144'	VARIABLES 100' TO 140'
3	2	3
3	2	3
	2	3
	2	2
		2
		2
		3
		3

EXISTING R.O.W.
 PROPOSED R.O.W.
 PROPOSED LANE
 CONFIGURATION
 EXISTING LANE
 CONFIGURATION



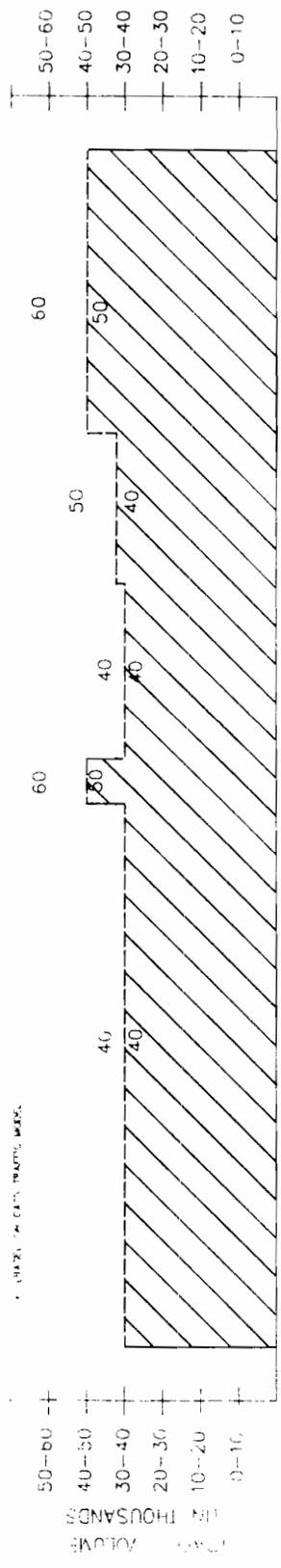
LEGEND

- EXISTING ROAD
- PROPOSED ROAD
- EXISTING LANE CONFIGURATION
- PROPOSED LANE CONFIGURATION
- INTERSTATE HIGHWAY



1990 TRAFFIC VOLUMES

2010 PROJECTED VOLUMES



ROUTE 58 CORRIDOR MAP

STRATEGIC
 REGIONAL
 AIRPORT
 PLANNING STUDY



ENVIRONMENTAL CONDITIONS AND LAND USE

IL 58/Golf Road



Environmental Conditions and Land Use

Section V - Illinois Route 62 to Illinois Route 83

Exhibit A10-25 to Exhibit A10-27

Section V of Illinois Route 58 begins at Illinois Route 62 and continues east to Illinois Route 83. This section passes through dense commercial and residential areas of Arlington Heights and Mount Prospect in Cook County. This segment intersects one other SRA corridor which is Illinois Route 83.

Environmental Conditions

The only environmental concern in this section is the presence of Underground Storage Tanks (USTs). Sites which may contain UST's include a Tire America (at the intersection of Algonquin Road/Golf Road), an Amoco Gas Station, Mobil Gas Station, and Union 76 Gas Station (at the intersection of Arlington Heights Road/Golf Road), an old gas station and a Shell Gas Station (at the intersection of Busse Road/Golf Road).

Land Use

The land use in this section is a combination of office and commercial buildings west of Busse Road and single family residences east of Busse Road. Palm Drive is a frontage road located between Busse Road and Robert Drive on the south side of Golf Road. In this section, Golf Road intersects Arlington Heights Road which is a major arterial route and has direct access to I-90.

Creative Nursery School is located on the northeast corner of Highland Avenue and Golf Road. Roosevelt University satellite campus is located on the southeast corner of Goebbert Road and Golf Road.

Church of the Incarnation is located on the northwest corner of Millbrook Lane and Golf Road. St. Cecelia Church is located on the northwest corner of Meier Road and Golf Road. Peace Reformed Church of America is located on the northeast corner of Meier Road and Golf Road. Trinity United Methodist Church is located on the south side of Golf Road just west of Hunt Club Drive. Mt. Prospect Bible Church is located on the southeast corner of Hunt Club Drive and Golf Road. The Lutheran Church of Martha and Mary is located across the street from the Mt. Prospect Bible Church.

Robert T. Jackson Clearwater Park is owned and maintained by the Mt. Prospect Park District and is located on the northwest corner of Meier and Golf Road. West Park is located between Kennicott Place and Busse Road on the north side of Golf Road. The Mt. Prospect Fire Department is located on the south side of Golf Road just east of Busse Road.

Section VI - Illinois Route 83 to Interstate 294

Exhibit A10-27 to Exhibit A10-31

Section VI of Illinois Route 58 begins at Illinois Route 83 and continues east to Interstate 294. This section passes through the communities of Mount Prospect, Des Plaines and unincorporated Cook County.

Environmental Conditions

District of Cook County Forest Preserve land is located on the northeast and southeast corners of Golf Road and U.S. Route 12.

The Des Plaines River bisects Golf Road just east of U.S. Route 45. Big Bend Lake is located on the south side of Golf Road between the railroad crossing and I-294. Open water wetlands are located on both the northeast and southeast corners of I-294 and Golf Road.

Leaking Underground Storage Tank (LUST) sites include the Chicago Assembly of God Church (northeast corner of William Street/Golf Road), a Marathon Station (northwest corner of Mt. Prospect Road/Golf Road), Wally's Auto Body and Ampress Brick Co. (between U.S. Route 12 and U.S. Route 45).

Sites which may contain UST's include a Union 76 Gas Station and Firestone (intersection of Illinois Route 83 and Golf Road), two old gas stations (intersection of Mt. Prospect Road/Golf Road), Corvette City, Hellstrom Automotive, and an old gas station (between U.S. Route 14 and Wolf Road), two auto body shops and Auto Salvage (between U.S. Route 12 and U.S. Route 45), and John's Auto and Truck Repair (southwest corner of I-294/Golf Road).

Land Use

The land use in this section is predominantly single family residential. The Chicago and Northwestern Railroad crosses Golf Road just west of U.S. Route 14 and again between U.S. Route 45 and I-294. The Soo Line Railroad crosses Golf Road just west of U.S. Route 12.

Countryside Park is located on the northwest corner of Maple Street and Golf Road. Sunrise Park is located directly north of the Chicago Assembly of God Church. Blackhawk Park is located on the north side of Golf Road just east of Mt. Prospect Road.

Tenrikyo Midwest Church is located at 395 Golf Road. Golf Road Baptist Church is located on the southeast corner of Beau Drive and Golf Road. Chicago Assembly of God Church is located on the northeast corner of William Street and Golf Road. Evangelical Free Church is located on the south side of Golf Road just west of Mt. Prospect Road. The Chippewa Junior High School and Cumberland School are both located on the northeast quadrant of Wolf Road and Golf Road. A memorial is located on the northwest corner of U.S. Route 12 and Golf Road dedicated to the

pioneers who settled there in 1856. A large Commonwealth Edison substation is located between the railroad and U.S. Route 12 on the south side of Golf Road.

A golf range is located on the northeast corner of U.S. Route 12 and Golf Road. Holy Family Hospital is located on the northwest corner of U.S. Route 45 and Golf Road. Oakton Community College is located on the northeast corner of U.S. Route 45 and Golf Road. A prairie restoration project is located just east of the college.

Section VII Interstate 294 to Illinois Route 43

Exhibit A10-31 to Exhibit A10-34

Section VII of Illinois Route 58 begins at Interstate 294 and continues east to Illinois Route 43 (Waukegan Road). The communities of Morton Grove, Glenview and Unincorporated Cook County border this section. This section also features the I-294 (Tollway) overpass.

Environmental Conditions

LUST sites include the Avon Company (southeast corner of Illinois Route 43/Golf Road).

Sites which may contain USTs include Rayco Discount Muffler and Brake (southeast corner of I-294/Golf Road), Jiffy Lube and Gold Cup Transmission (southwest corner of Potter Road/Golf Road), Union 76 Gas Station (southwest corner of Dee Road/Golf Road), two old gas stations and a Shell Gas Station (between Greenwood Road and Illinois Route 21), 2001 Gas Station, Mobil Station, and an old gas station (at the intersection of Washington Street/Golf Road), Amoco Gas Station (southeast corner of Harlem Avenue/Golf Road), Infinity Dealership and Mobil Gas Station (at the intersection of Illinois Route 43/Golf Road).

Land Use

The land use in this section is predominantly commercial. However, single and multi family residences can also be found in this section.

A nursing home is located on the south side of Golf Road east of I-294. The Cabrini Retreat Center is located on the northwest corner of Potter Road and Golf Road. St. Isaac Jogue's Church is located across from Michael Manor Drive. A Montessori School is located just east of St. Isaac Jogue's Church. Washington School is located on the northwest corner of Washington Street and Golf Road. Colonial Funeral Home is located on the southwest corner of Washington Street and Golf Road. Glenview Evangelical Church is located on the northwest corner of Shermer Road and Golf Road.

**Table I-1
LUST AND UST Sites
Illinois Route 58**

Name	Location	Exhibit No.	Incident No. IEPA Number
Tire America	NE corner IL Route 62/IL Route 58 (Golf Road)	U-1 A10-25	
Mobil Gas Station	NW corner Arlington Heights/Golf Road	U-2 A10-25	
Amoco Gas Station	SW corner Arlington Heights/Golf Road	U-3 A10-25	
Union 76 Gas Station	NE corner Arlington Heights/Golf Road	U-4 A10-25	
Old Gas Station	SE corner Busse/Golf Road	U-5 A10-26	
Shell Gas Station	NE corner Busse/Golf Road	U-6 A10-26	
Union 76 Gas Station	SE corner IL Route 83/ Golf Road	U-7 A10-27	
Firestone	East of the Union 76 Station	U-8 A10-27	
Old Gas Station	NE corner Mt. Prospect/ Golf Road	U-9 A10-28	
Old Gas Station	SE corner Mt. Prospect/ Golf Road	U-10 A10-28	
Corvette City	Between US Route 14 and Wolf Rd., south side	U-11 A10-29	
Hellstrom Automotive	Between US Route 14 and Wolf Rd., south side	U-12 A10-29	
Old Gas Station	Between US Route 14 and Wolf Road, south side	U-13 A10-29	
Autobody	1229 Golf Road	U-15 A10-30	

Table I-1 (Con't)
LUST AND UST Sites
Illinois Route 58

Name	Location	Exhibit No.	Incident No. IEPA Number
Autobody (Autokrafters)	West of Ampress Brick Company	U-16 A10-30	
Auto Salvage	Just west of US Route 45, south side	U-17 A10-30	
John's Auto and Truck Repair	SW corner I-294/Golf Road	U-18 A10-31	
Rayco Discount Muffler and Brake	Just east of I-294, south side	U-19 A10-31	
Jiffy Lube	9401 Golf Road	U-20 A10-31	
Gold Cup Transmission	Just west of Potter Road, south side	U-21 A10-31	
Union 76 Gas Station	SW corner Dee/Golf Road	U-22 A10-32	
Old Shell Gas Station	NW corner Greenwood/Golf Road	U-23 A10-32	
Shell Gas Station	NE corner Greenwood/Golf Road	U-24 A10-32	
2001 Gas Station	SW corner Washington/Golf Road	U-25 A10-33	
Mobil Gas Station	SE corner Washington/Golf Road	U-26 A10-33	
Old Gas Station	NE corner Washington/Golf Road	U-27 A10-33	
Amoco Gas Station	SE corner Harlem/Golf Road	U-28 A10-34	
Infinity Dealership	NE corner IL Route 43/Golf Road	U-29 A10-34	

Table I-1 (Con't)
LUST AND UST Sites
Illinois Route 58

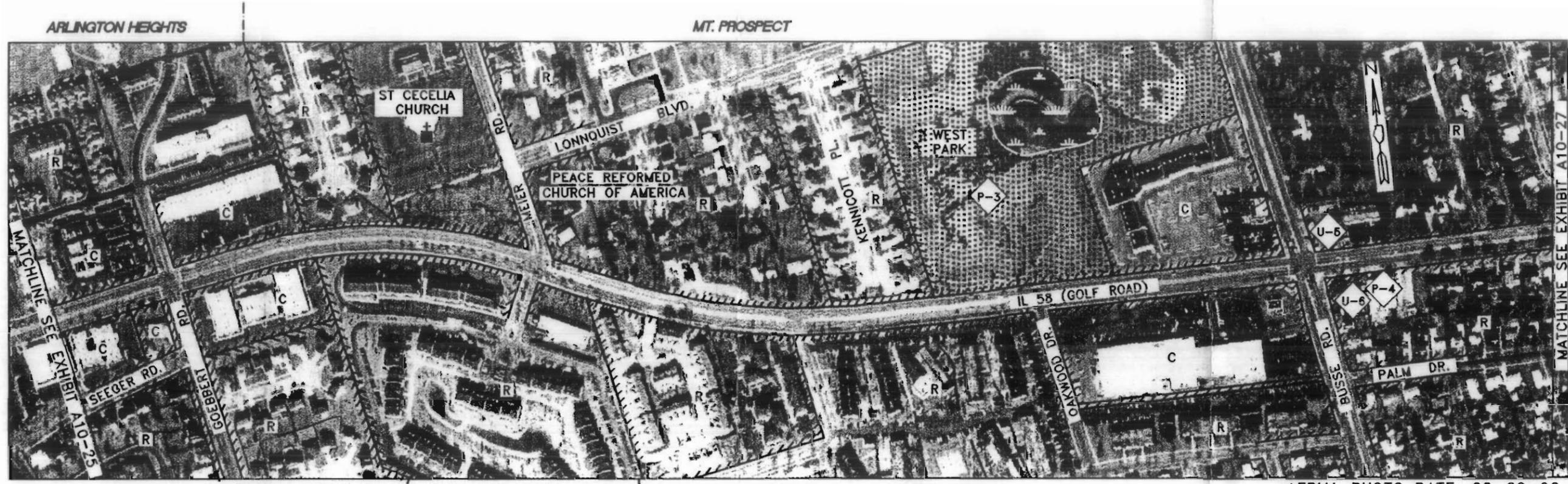
Name	Location	Exhibit No.	Incident No. IEPA Number
Mobil Gas Station	SW corner IL Route 43/ Golf Road	U-30 A10-34	
Marathon Gas Station	NW corner Mt. Prospect/ Golf Road	L-1 A10-28	901270 0310630028
Wally's Autobody	Between US Route 12 and US Route 45, north side	L-2 A10-30	910574 0310635114
Ampress Brick Co.	Between US Route 12 and US Route 45, south side	L-3 A10-30	901846 0310630001
Avon Co.	SE corner IL Route 43/Golf Road	L-4 A10-34	903241 0311950003

**Table I-2
Significant Buildings and Sites
Illinois Route 58**

Name	Location	Exhibit Number
Churches		
Church of the Incarnation (United Methodist)	Between Highland and Hillbrook Lane	A10 - 25
St. Cecelia Church	NW corner of Golf and Meier Roads	A10 - 26
Peace Reformed Church of America	NE corner of Meier and Golf Roads	A10 - 26
Trinity United Methodist Church	Between Linneman and Hunt Club Drive	A10 - 27
Mt. Prospect Bible Church	SE corner of Golf and Hunt Club Drive	A10 - 27
Lutheran Church of Martha and Mary	NE corner of Golf Road and Wapella Avenue	A10 - 27
Golf Road Baptist Church	Between Beau Drive and Maple Street. south side	A10 - 28
Chicago Assembly of God Church	Between William and Louis Street	A10 - 28
Tenrikyo Midwest Church	Between Marshall and Wilkins Drive, south side	A10 - 28
Evangelical Church	Between Wilkins and Mt. Prospect Road, south side	A10 - 28
St. Isaac Jogues Church	Across from Michael Manor Drive	A10 - 33
Glenview Evangelical Church	NW corner of Golf Road and Shermer Road	A10 - 34
Schools		
Creative Nursery School	Between Highland Avenue and Hill Brook Lane	A10 - 25
Chippewa Jr. High School	NE corner of 8th Avenue and Golf Road	A10 - 29

Table I-2 (Con't)
Significant Buildings and Sites
Illinois Route 58

Name	Location	Exhibit Number
Washington School	Between Michael Manor and Washington Ave., north side	A10 - 33
Montessori School	SE corner of Michael Manor and Golf Road	A10 - 33
Parks		
Robert T. Jackson Clearwater Park	Between Goebbert and Meier Road, north side	A10 - 26
West Park	Between Meier and Busse Road, north side	A10 - 26
Countryside Park	Between Beau Drive and Maple Street, north side	A10 - 28
Sunset Park	Between William and Louis Street	A10 - 28
Blackhawk Park	Between Mt. Prospect Rd and Cumberland Ave., north side	A10 - 28
Memorial to Pioneers	At the NW corner of US Route 12 and Golf Road	A10 - 30
Prairie Restoration by the College	Oakton Community College	A10 - 30
Other		
Mt. Propect Fire Department	SE corner of Golf and Busse Road	A10 - 26
Holy Family Hospital	NW corner of US Route 45	A10 - 30
Cabrini Retreat Center	East of I-294, north side of Golf Road	A10 - 31
Colonial Funeral Home	Between Michael Manor and Washington Ave., south side	A10 - 33



ARLINGTON HEIGHTS

MT. PROSPECT

ARLINGTON HEIGHTS

MT. PROSPECT

AERIAL PHOTO DATE: 02-09-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

-  = Old Gas Station
-  = Shell Gas Station

DESCRIPTION OF LAND USE CONDITIONS:

-  = West Park (Mt. Prospect Park District)
-  = Mt. Prospect Fire Department

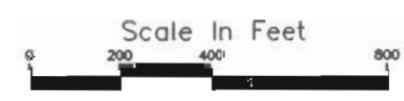
LEGEND

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

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

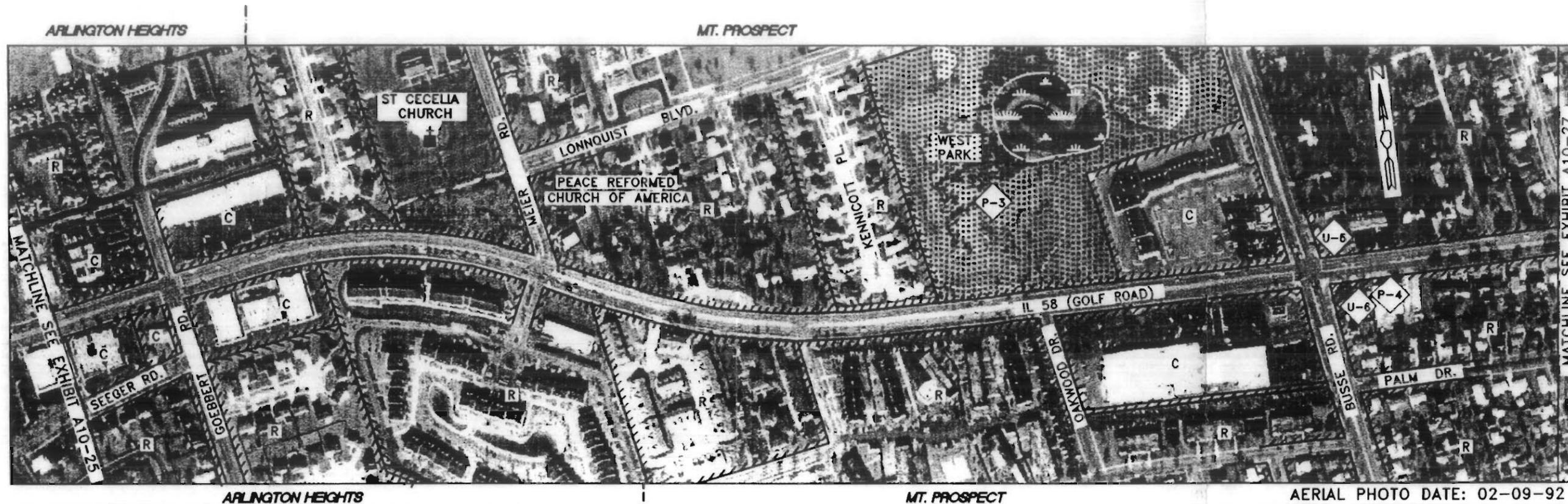
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 Illinois Department of Transportation



SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT A10-25A



ARLINGTON HEIGHTS

MT. PROSPECT

ARLINGTON HEIGHTS

MT. PROSPECT

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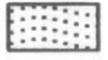
DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

-  = Old Gas Station
-  = Shell Gas Station

DESCRIPTION OF LAND USE CONDITIONS:

-  = West Park (Mt. Prospect Park District)
-  = Mt. Prospect Fire Department

LEGEND

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

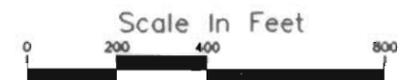
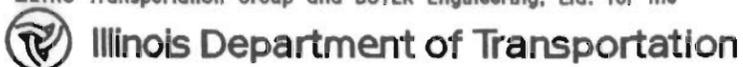


EXHIBIT A10-26

MT. PROSPECT



MATCHLINE SEE EXHIBIT A10-26

MATCHLINE SEE EXHIBIT A10-28

MT. PROSPECT

AERIAL PHOTO DATE: 02-09-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE CONDITIONS:

-  = Union 76 Gas Station
-  = Firestone

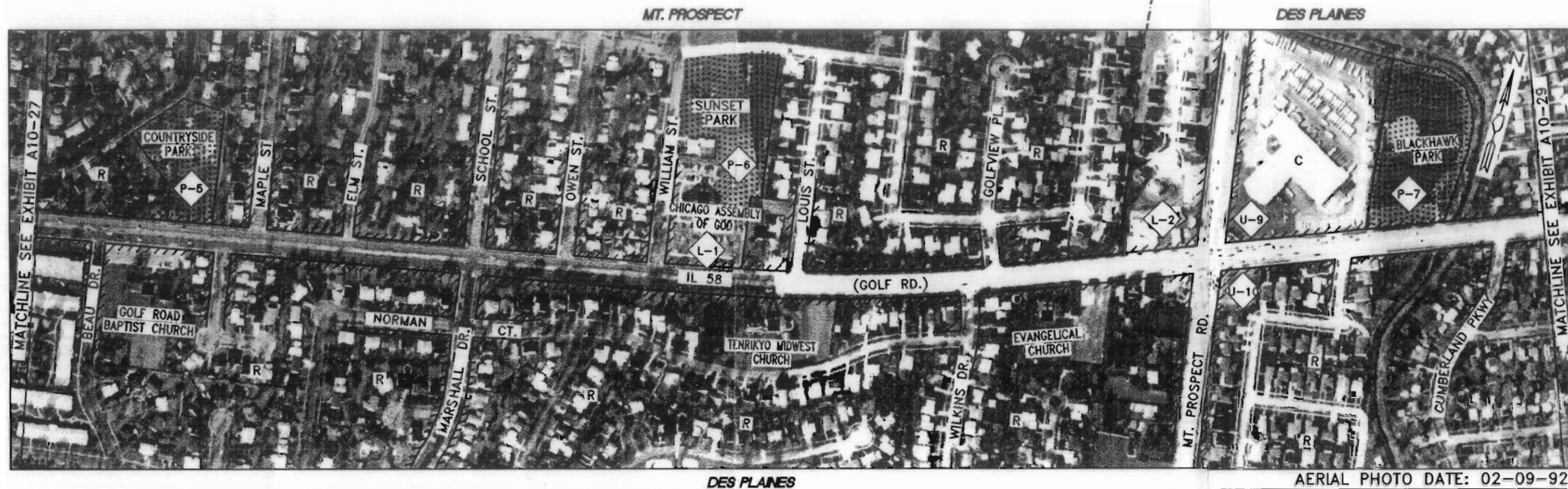
LEGEND	
	= POSSIBLE U.S.T. SITE
	= BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OFFICE, OR COMMERCIAL PROPERTIES
	= CEMETERY
	= RELIGIOUS INSTITUTION
	= CITY/VILLAGE BOUNDARY

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 Hsiong Associates, Ltd. for the





DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

-  = Chicago Assembly of God
-  = Marathon Gas Station
-  = Old Gas Station
-  = Old Gas Station

DESCRIPTION OF LAND USE CONDITIONS:

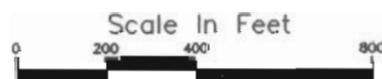
-  = Countryside Park
-  = Sunset Park
-  = Blackhawk Park

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

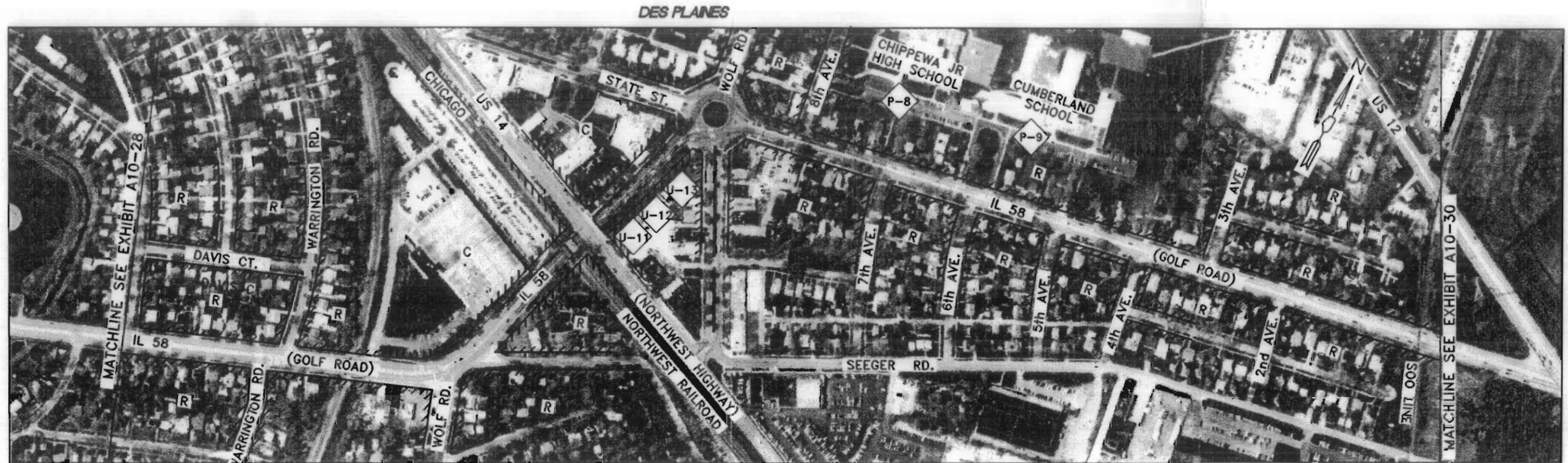
ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - ENVIRONMENTAL AND LAND USE CONDITIONS

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: 02-09-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

-  = Corvette City
-  = Hellstrom Automotive
-  = Former Gas Station

DESCRIPTION OF LAND USE CONDITIONS:

-  = Chippewa Junior High School
-  = Cumberland School

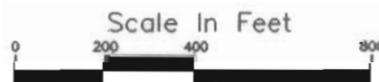
LEGEND

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

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

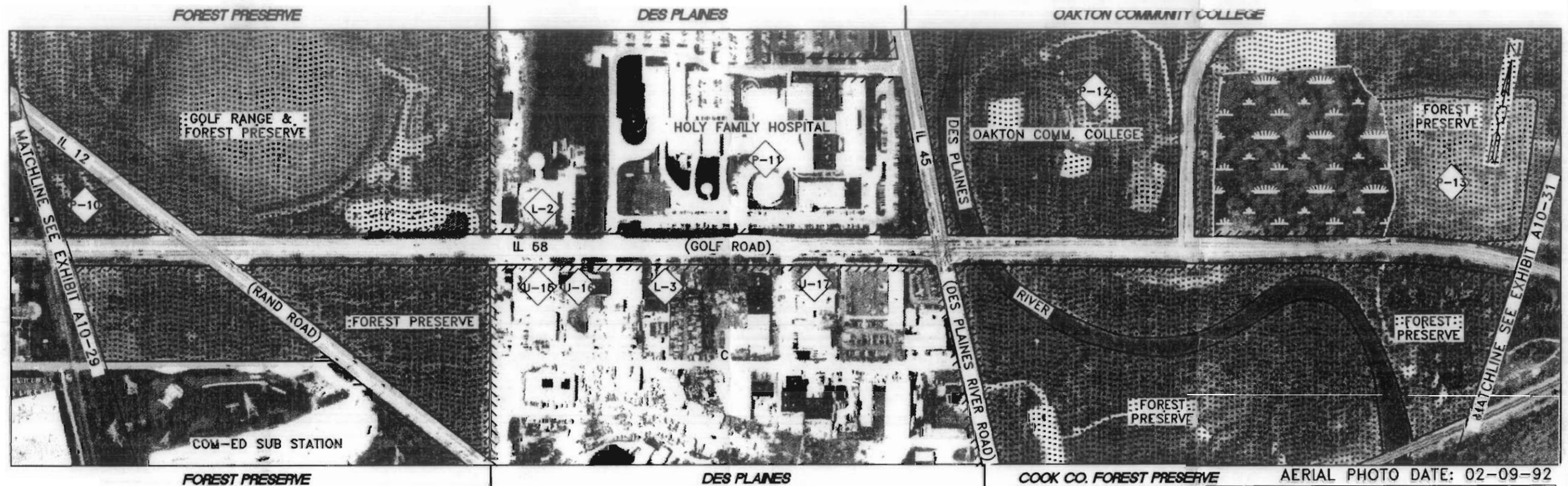
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

 Illinois Department of Transportation



SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT A10-29



DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

- = Wally's Autobody
- = Auto Body (1229 Golf Rd.)
- = Auto Body (Autokrafters)
- = Auto Salvage (1331 Golf Rd.)
- = Ampress Brick Co.

DESCRIPTION OF LAND USE CONDITIONS:

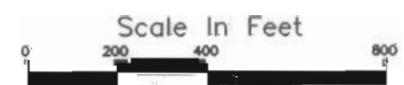
- = Memorial To Pioneers
- = Holy Family Hospital
- = Oakton Community College
- = Prairie Restoration By The College

LEGEND

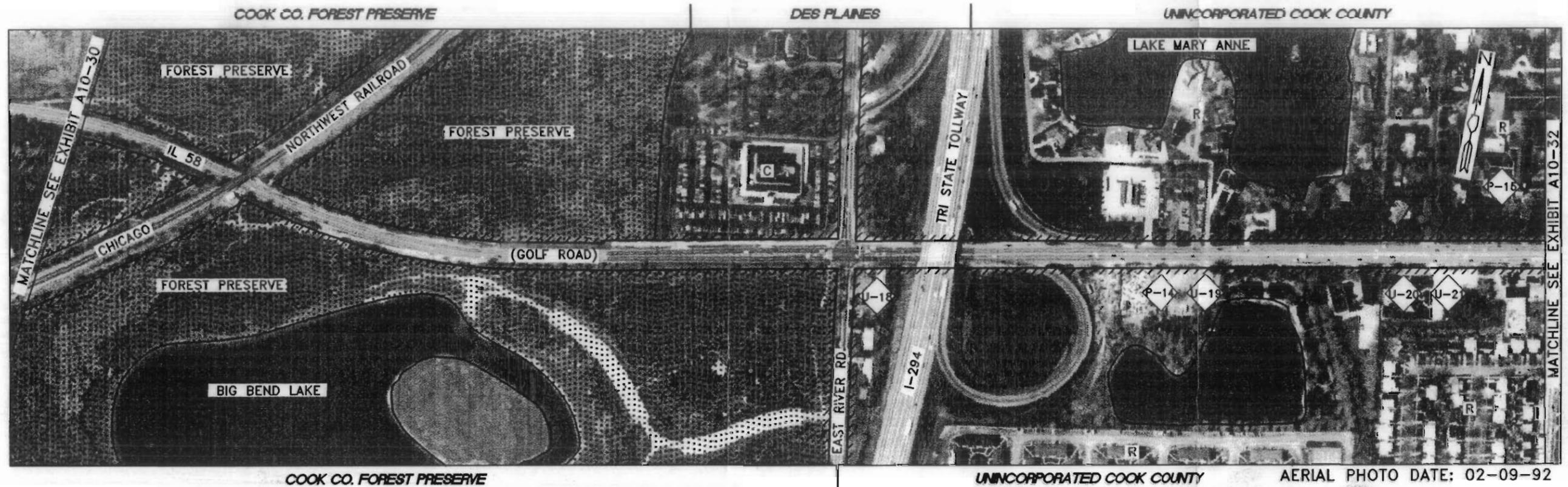
- = L.U.S.T. SITE
- = POSSIBLE U.S.T. SITE
- = PUBLIC FACILITY
- = WETLANDS
- = BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OFFICE, OR COMMERCIAL PROPERTIES
- = PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE
- = CITY/VILLAGE BOUNDARY

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

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SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY



DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

- U-18 = John's Auto And Truck Repair
- U-19 = Rayco Discount Muffler & Brake
- U-20 = Jiffy Lube (9401)
- U-21 = Gold Cup Transmslon

DESCRIPTION OF LAND USE CONDITIONS:

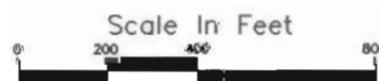
- P-14 = Nursing Home
- P-15 = Cabrlnl Retreat Center

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

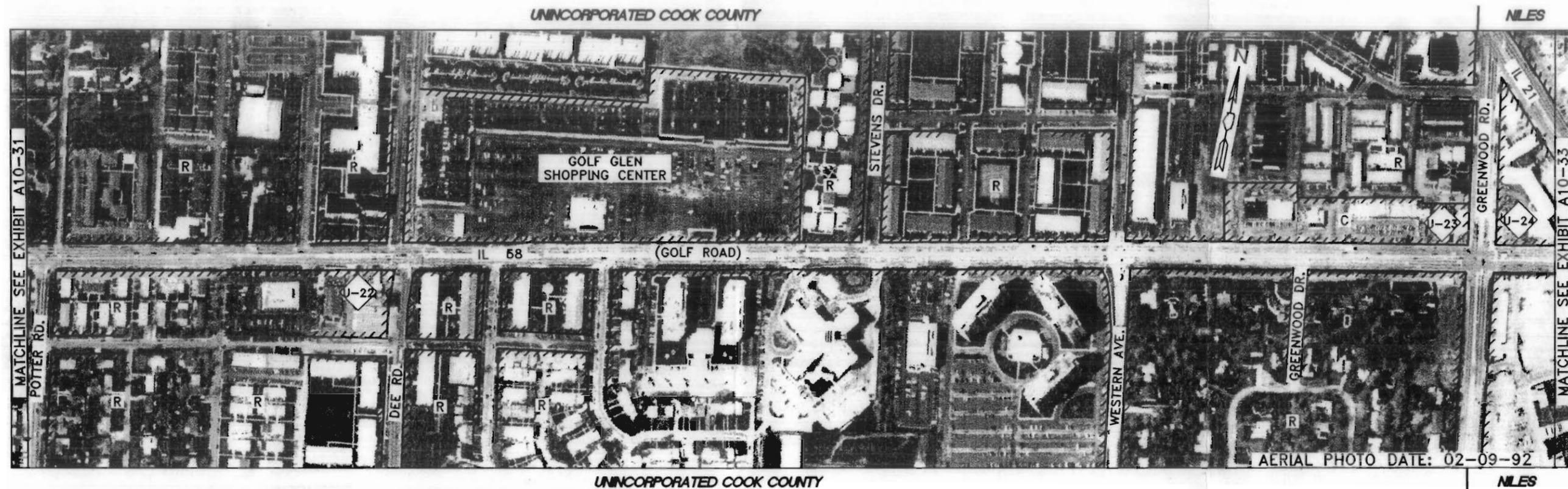
ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - ENVIRONMENTAL AND LAND USE CONDITIONS

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

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SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY



DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE CONDITIONS:

-  = Union 76 Gas Station
-  = Old Shell Gas Station
-  = Shell Gas Station (8560)

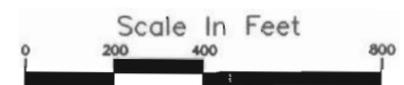
LEGEND

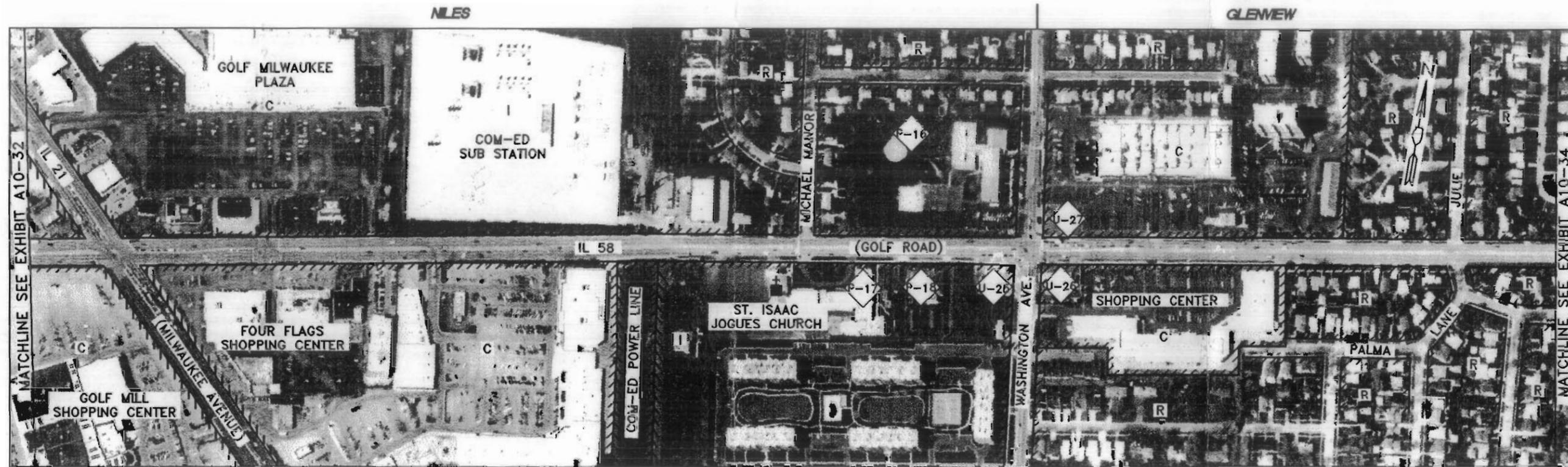
-  = POSSIBLE U.S.T. SITE
-  = BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OFFICE, OR COMMERCIAL PROPERTIES
-  = CITY/VILLAGE BOUNDARY

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



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MATCHLINE SEE EXHIBIT A10-32

MATCHLINE SEE EXHIBIT A10-34

AERIAL PHOTO DATE: 02-09-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

-  = 2001 Gas Station
-  = Mobil Gas Station
-  = Old Gas Station

DESCRIPTION OF LAND USE CONDITIONS:

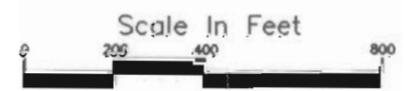
-  = Washington School
-  = Montessori School
-  = Colonial Funeral Home

LEGEND	
	= POSSIBLE U.S.T. SITE
	= PUBLIC FACILITY
	= BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OFFICE, OR COMMERCIAL PROPERTIES
	= RELIGIOUS INSTITUTION
	= CITY/VILLAGE 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
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DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

-  = Amoco Gas Station
-  = Infinty Dealership
-  = Mobil Gas Station
-  = Avon Co.

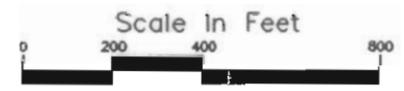
DESCRIPTION OF LAND USE CONDITIONS:

LEGEND

-  = POSSIBLE U.S.T. SITE
-  = L.U.S.T. SITE
-  = BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OFFICE, OR COMMERCIAL PROPERTIES
-  = RELIGIOUS INSTITUTION
-  = CITY/VILLAGE 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
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SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXISTING ROADWAY CONDITIONS

IL 58/Golf Road



Existing Conditions

Section V - Illinois Route 62 to Illinois Route 83 (3.45 miles)

Exhibit B10-25 to Exhibit B10-27

Section V of Illinois Route 58 begins at Illinois Route 62 and continues east to Illinois Route 83. The section passes through dense commercial and residential areas of Arlington Heights and Mount Prospect. Golf Road intersects with one SRA corridor, Illinois Route 83 in this section.

Existing Roadway Conditions

This section of Illinois Route 58 typically consists of four 12-foot through lanes with adjacent combination curb and gutter separated by a 16-foot mountable median. The mountable median changes to a barrier median from Goebbert Road to Meier Road. The existing right-of-way is 100 feet throughout the section.

Traffic Control, Operation and Safety

According to the 1990 Traffic Map for Cook County, the average daily traffic (ADT) ranges from 35,000 vpd to 40,000 vpd from Illinois Route 62 to Illinois Route 83. There are several critical intersections within this section of Illinois Route 58. The intersection of Illinois Route 62 and Illinois Route 58 is a major intersection of two SRA routes. This intersection is the central point of two traffic triangles formed by New Wilke Road to the west and Arlington Heights Road to the east. The predominant traffic movements at the intersections are from southeast-bound Illinois Route 62 to eastbound Illinois Route 58 and from northwest-bound Illinois Route 62 to westbound Illinois Route 58 and vice versa for the reciprocal movements. One of the major traffic generators in this section is the interchange of I-90 and Arlington Heights Road. A full interchange and widening of Arlington Heights Road from four to six through lanes is currently under construction. There are other businesses and corporations along this segment which also generate traffic during the peak hours. The intersections with Illinois Route 62 and Busse Road are identified as high accident locations. The speed limit ranges from 35 to 40 mph, and there is no on-street parking allowed along this section.

Public Transportation

Currently there is one bus route operating within this section of Illinois Route 58. Pace Bus #209 runs from Illinois Route 62 east to U.S. Route 14.

Section VI - Illinois Route 83 to Interstate 294 (5.28 miles)

Exhibit B10-27 to Exhibit B10-31

Section VI of Illinois Route 58 begins at Illinois Route 83 and continues east to Interstate 294. The communities of Mount Prospect, Des Plaines and unincorporated Cook County borders this section. Single family houses are the predominant land use along this section of the corridor. Another SRA route Illinois Route 12/Rand Road intersects with Golf Road within the section.

Existing Roadway Conditions

The segment from Illinois Route 83 to Wolf Road typically consists of two 12-foot through lanes in either direction with adjacent curb and gutter separated by a 16-foot mountable median. Barrier median replaces mountable median from Illinois Route 83 to Country Lane, Elm Street to Owen Street and from Mount Prospect to Wolf Road. The existing right-of-way remains consistently 100 feet throughout this section of the corridor.

The segment from Wolf Road to the Cumberland Circle consists of two 12-foot lanes in either direction with adjacent curb and gutter, the lanes constrict to 10 feet at the U.S. Route 14 underpass. The Cumberland Circle is a potentially hazardous location, combining ILL-defined traffic movements with poor sight distances and traffic conflicts. It is the intersection of five roadways: State Street, Wolf Road, Golf Road, Golf/Wolf Roads and Broadway at different acute angles. The circle has an inner radius of 50 to 55 feet and an outer radius ranging from 59 to 77 feet. The traffic moves counter clockwise, right-in/right-out around the circle. Traffic movement is particularly hazardous when multi-axle vehicles are present. The right-of-way in this section remains 120 feet throughout. The segment from the Cumberland Circle to Illinois 45 is comprised of two 12-foot lanes in either direction with adjacent curb and gutter separated by a 10-foot flush median. The existing right-of-way varies from 100 feet to 114 feet. From Illinois 45 to the Oakton college entrance the median changes to a 16-foot barrier median and from the Oakton college entrance to East River Road, the median is terminated. In this segment the cross-section maintains two 12-foot through lanes in either direction with adjacent curb and gutter. The existing right-of-way varies from 100 feet to 114 feet.

There are seven structures in this segment. The first structure is a bridge crossing over a creek approximately 0.16 miles east of Mt. Prospect Road. The second and third structures are located just south of Cumberland Circle, these two structures are the overpasses for the Chicago Northwestern Railroad and U.S. Route 14. The fourth structure is Illinois Route 58 over the Des Plaines River. The fifth structure is the Chicago Northwestern Railroad overpass located approximately 0.44 miles east of U.S. Route 45. Currently this structure has a substandard vertical clearance of 14' 4". The sixth and seventh structure is the I-294 (Tollway) overpass, the vertical clearance of 14' 2" at this structure does not meet SRA standards.

Traffic Control, Operation and Safety

Wolf Road combines with Illinois Route 58 to cross under the Chicago Northwestern Railroad and U.S. Route 14 approximately 0.01 mile south of the Cumberland Circle. The proximity to the Cumberland Circle creates a hazardous traffic maneuver and congestion at peak traffic hours. The accident data that was obtained from the City of Des Plaines, Police Information Management Systems for the Cumberland Circle shows that during the years 1992, 1993 and 1994 there has been a consistency in the number of accidents and the pattern of accidents that occurred at the location, i.e. in 1992 there were a total of 90 accidents reported of which only 8 percent involved injury, in 1993 a total of 99 accidents were reported of which about 4 percent were injury accidents and in 1994, a total of 90 accidents were reported and also 8 percent were injury accidents, the remainder of accidents involved property damage. From the pin map obtained from the City of Des Plaines, it is seen that a number of accidents occur in the northwest quadrant of the circle near the west leg of Golf Road. Also it is noticed from the same map that a number of accidents occur on Wolf Road between Rand Road on the north and the Cumberland Circle on the south.

The speed limit along this section ranges from 35 mph to 40 mph.

Public Transportation

Currently there are two bus routes operating in this section of Illinois Route 58. The first is Pace #221 operating at the intersection of Illinois Route 58 and Northwest Highway. The second is Pace #234 operating between Cumberland Circle east on Illinois Route 58 to River Road.

Section VII Interstate 294 to Illinois Route 43 (3.83 miles)

Exhibit B10-31 to Exhibit B10-35

Section VII of Illinois Route 58 begins at Interstate 294 and continues east to Illinois Route 43 (Waukegan Road). The communities of Morton Grove, Glenview and Unincorporated Cook County border this section. This section also features the I-294 (Tollway) overpass and intersects with two other SRA route, Illinois Route 21 and Illinois Route 43.

Existing Roadway Conditions

This section of Illinois Route 58 consists of four 12-foot through lanes with adjacent curb and gutter separated by a 16-foot mountable median from Interstate 294 to approximately 0.15 miles west of Greenwood Road. From Greenwood Road to 0.23 miles west of Washington Avenue, the roadway widens to six 12-foot through lanes with a combination curb and gutter divided by a 16-foot barrier median. The segment along the corridor between 0.23 mile west of Washington Avenue and Harlem Avenue maintains four 12-foot through lanes with adjacent curb and gutter separated by a 16-foot barrier median. This cross-section once again widens to six 12-foot through lanes from Harlem Avenue to the end of the study limit (Illinois Route 43). The R.O.W. for this section is 100 feet

between U.S. Route 12 to Western Avenue, and varies from 100 feet to 150 feet from Western Avenue to Illinois Route 43.

Traffic Control, Operation and Safety

The 1990 Traffic Map for Cook County, the ADT ranges from 33,000 vpd to 49,000 vpd. The headquarters of Kraft is a major traffic generator at the peak hours. The other traffic generators in this section are Golf Mill Shopping Center, Old Orchard Shopping Center and other retailers. There are three critical intersections located within this section. Greenwood Road, Illinois Route 21 (Milwaukee Avenue) and Illinois Route 43 (Waukegan Road) also contribute and distribute a major traffic volume to the corridor. The speed limit is between 40 and 45 mph, parking is not permitted in this section.

Public Transportation

There are three bus routes operating within this section of Illinois Route 58 and three bus routes intersecting the corridor. The first is Pace Bus #220 operating from O'Hare Airport- River Road east on Illinois Route 58 (Golf Road) to Illinois Route 21 (Milwaukee Avenue). The second is Pace Bus #240 operating between Dee Road east on Illinois Route 58 to Illinois Route 21. The third is Pace Bus #412 operating between Golf Glen/Breakers Road east on Illinois Route 58 to Greenwood Road, and Illinois Route 58 (Golf Road) just east of Greenwood Road. Pace Bus #'s 210, #228 and #270 intersect Illinois Route 58 at Illinois Route 43 (Waukegan Road), Harlem Avenue, and Illinois Route 21 (Milwaukee Road), respectively. There is one Metra Station: Golf Station-Milwaukee District Line, located on Milwaukee Road.

**TABLE No. II-1
STRUCTURE INVENTORY
ILLINOIS ROUTE 58**

EXHIBIT LABEL	IDOT NUMBER	OVER	UNDER	OVERHEAD CLEARANCE	CLEAR WIDTH	LENGTH	COMMENTS
SN # 12	016-2421	Weller's Creek			53'	32'	Modification required
SN # 13	016-9955		C&NW RR	17'6"	56'	105'	Modification required
SN # 14	016-9956		C&NW RR	17'6"	56'	105'	Modification required
SN # 15	016-0236		US Rte. 14	16'3"	58'	1110'	Modification required
SN # 16	016-336	Des Plaines River			68'	183'	Modification required
SN # 17	016-0353		C&NW RR	14'4"	50'	147'	N/A
SN # 18	016- 9754		I-294 SB	14'2"	35'	72'	N/A
SN # 19	016-9753		I-294 NB		42'	72'	N/A

**TABLE No. II-2
ACCIDENT RATES AT INTERSECTIONS
ILLINOIS ROUTE 58/GOLF ROAD**

Cross Street	N-S ADT	E-W ADT	No. of Accidents			Rate
			1990	1991	1992	
Il Rt 62 (Algonquin Rd) *	33000	40200	45	48	47	1.75
Arlington Hts Rd	40000	40200	35	27	27	1.01
Goebbert Road	10000	40200	7	13	13	0.60
Meier Rd	13000	40200	4	8	9	0.36
Busse Rd *	8000	40200	26	21	21	1.29
Illinois Route 83	26000	40200	27	24	29	1.10
Mt. Prospect Rd	19000	40200	21	30	16	1.03
Wolf Road SB *	32000	31400	30	45	21	1.38
Wolf Rd & Cumberland Circle **	32000	31400	52	76	90	3.14
U.S. 12 Rand Rd	40000	33100	38	32	22	1.15
River Rd (US 45)	35000	37500	40	35	41	1.46
East River Road	8000	37500	22	7	11	0.80
Potter Road	19000	40700	25	30	19	1.13
Western Avenue *	15000	40700	33	44	38	1.89
Greenwood Ave *	30000	40000	34	54	45	1.74
Milwaukee Ave (Il 21)	26000	48900	36	19	26	0.99
Washington Ave	6000	48900	14	19	8	0.68
Shermer Road	16000	48900	17	15	6	0.53
Harlem Avenue	12000	49700	25	17	11	0.78
Waukegan Rd (Il 43) *	42000	49000	43	40	47	1.30

* High Accident Location Identification System - High Accident Location 1992

**Data obtained from City of Des Plaines - Police Department

TABLE II-3
Accident Rates on Segments
Illinois Route 58

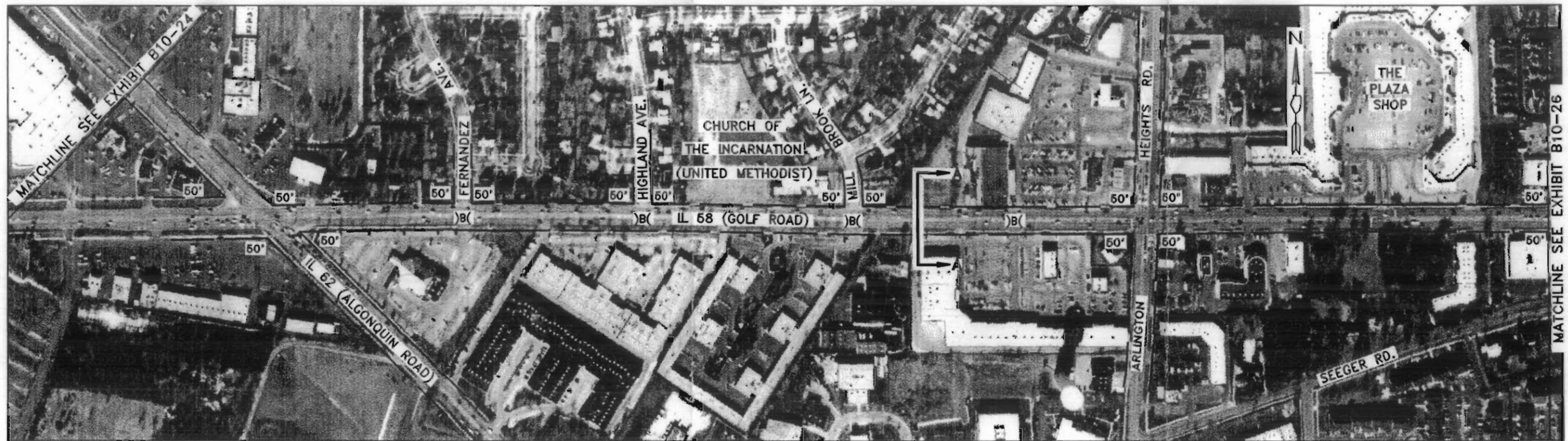
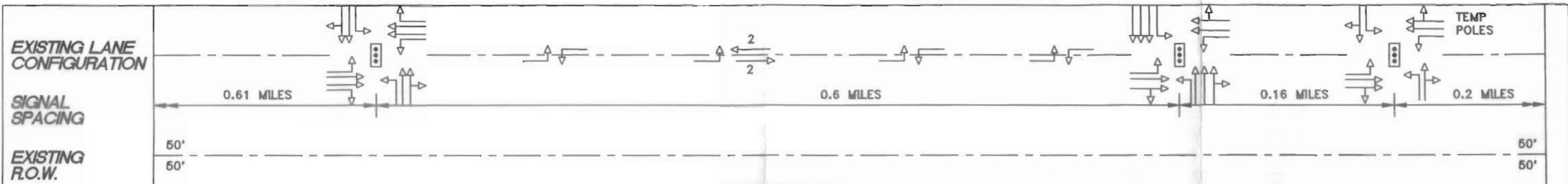
Segment Start to Segment End	Segment Length (mi)	ADT	No. of Accidents			
			1990	1991	1992	Rate
Il Rt 58 to Arlington Hts. Rd.	0.60	40200	31	36	15	3.10
Arlington Hts Rd to Busse Rd	1.17	40200	45	63	39	2.85
Busse Rd to Il Rte. 83	0.99	40200	39	54	34	2.91
Il Rte. 83 to Mt. Prospect Rd	1.01	40200	24	31	16	1.60
Mt Prospect Rd to Wolf Rd.	0.48	40200	12	17	8	1.75
Wolf Road NB to U.S. 12	0.83	40200	85	97	93	7.53
U.S. 12 to I-294	2.35	40200	72	57	63	1.86
I- 294 to Greenwood Rd.	1.25	40700	98	114	104	5.67
Greenwood Ave. to Il Rte. 21	0.12	40700	8	7	6	3.93
Il Rte 21 to Shermer Rd.	1.58	40700	92	69	62	3.17
Shermer Rd. to Il Rte 43	0.63	43000	38	44	44	4.25

TABLE II-4
EXISTING AND PROJECTED AVERAGE DAILY TRAFFIC
ALGONQUIN ROAD/ILLINOIS ROUTE 62
FROM IL ROUTE 47 TO IL ROUTE 58

LOCATION	1990 ADT	2010 AD
ILL 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	61-53000
Sandbloom Road	17000	53000
Lake Cook 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	34-52000
Quentin Road	37400	41000
Plum Grove Road	37400	41000
Meacham Road	39000	40000
IL Route 53	39000	43000

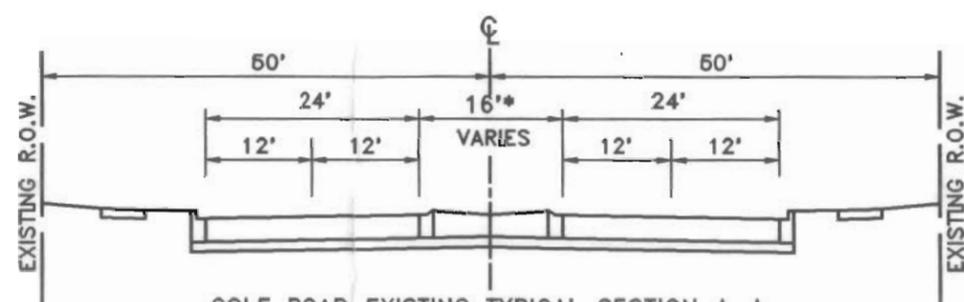
**TABLE II-4
EXISTING AND PROJECTED AVERAGE DAILY TRAFFIC (THOUSANDS)
ILLINOIS ROUTE 58**

LOCATION	1990 ADT(VPD)	2010 ADT(VPD)
IL Route 58 (Golf Road)	35-40	35-40
Arlington Heights Road	35-40	35-40
Goebbert Road	35-40	35-40
Meier Road	35-40	35-40
Busse Road	35-40	35-40
Elmhurst Road (IL Route 83)	35-40	35-40
Mt Prospect Road	35-40	35-40
Wolf Road	35-40	55-60
US Route 14	35-40	55-60
Wolf Road	30-35	35-40
Sixth Street	30-35	35-40
US 12 Rand Road	30-35	40-45
River Road (US Route 45)	35-40	40-45
East River Road	35-40	40-45
I- 294	35-40	40-45
Potter Road	35-40	40-45
Western Avenue	35-40	40-45
Greenwood Avenue	35-40	45-50
Milwaukee Avenue (IL Route 21)	45-50	45-50
Washington Avenue	45-50	55-60
Shermer Road	45-50	55-60
Harlem Avenue	45-50	55-60
Waukegan Road (IL Route 43)	45-50	55-60



DESCRIPTION OF EXISTING CONDITIONS:

- * The intersection of IL Rte 58 and IL Rte 62 is a high accident location.
- * Existing left turn lanes from EB IL 58 to Northbound Fernandez Ave., Highland Ave., Mill Brook Ln. and Jewel Shopping Center.
- * Existing left turn lanes from WB IL 58 to Southbound Fernandez Ave., Mill Brook Ln. and Strlp Shopping Center (S.W. IL 58/Arlington).

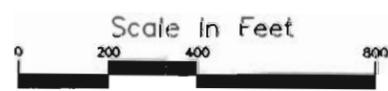


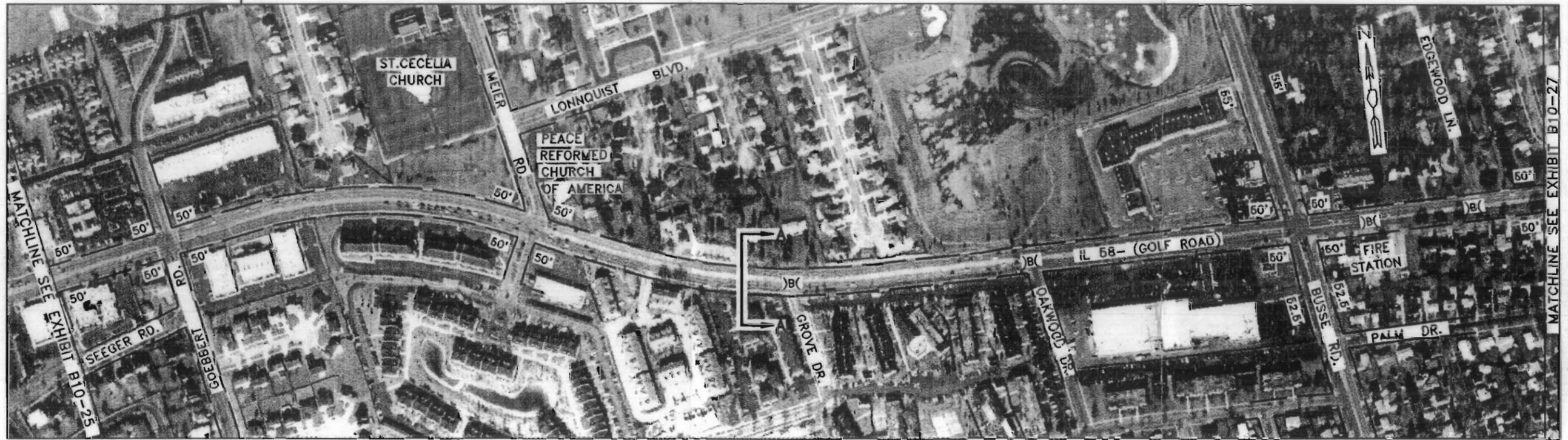
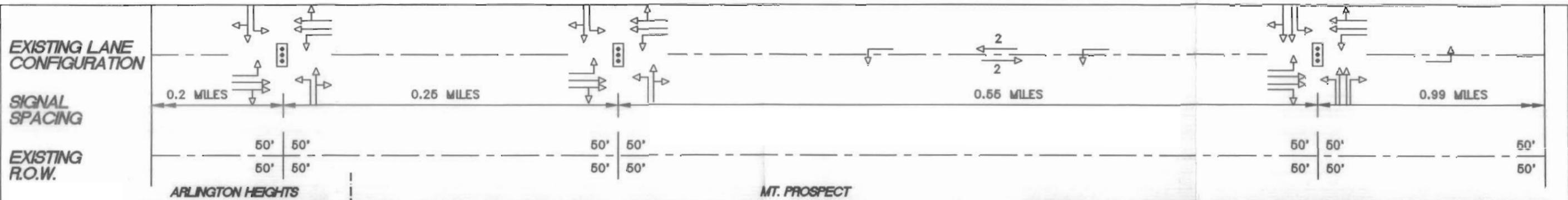
GOLF ROAD EXISTING TYPICAL SECTION A-A FROM ALGONQUIN ROAD TO MATCHLINE B10-26
 * Barrier curb from Highland Ave. to Mill Brook Ln.

LEGEND	
	EXISTING RIGHT OF WAY
	MEDIAN BREAK
	EXISTING RIGHT OF WAY DISTANCE
	EXISTING TRAFFIC SIGNAL
	EXISTING TRAFFIC LANE CONFIGURATION
	CITY/VILLAGE BOUNDARY

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

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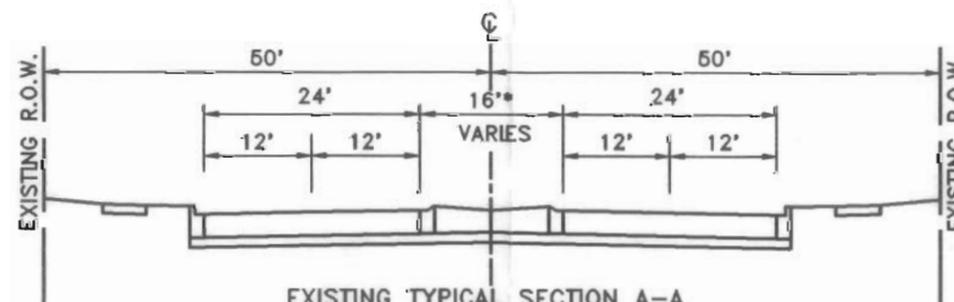
ARLINGTON HEIGHTS

MT. PROSPECT

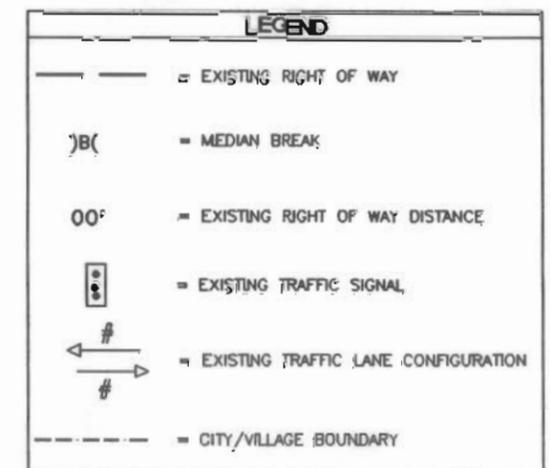
AERIAL PHOTO DATE: 02-09-92

DESCRIPTION OF EXISTING CONDITIONS:

- * The intersection of IL Rte 58 and Busse Rd. is a high accident location.
- * Existing left turn lane from EB IL 58 to NB Edgewood Ln.
- * Existing left turn lane from WB IL 58 to SB Grove Dr. and Oakwood Dr.
- * Roosevelt University located ± 1/4 mile south on Goebbert.
- * Existing Frontage Road.

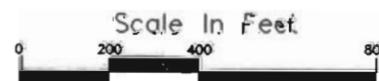


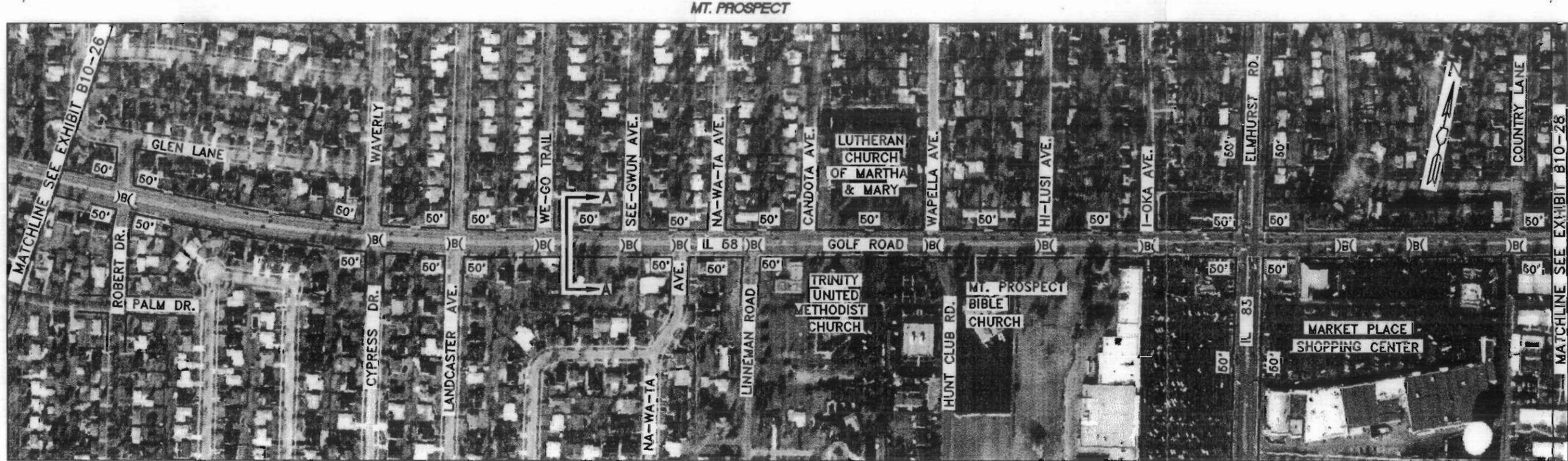
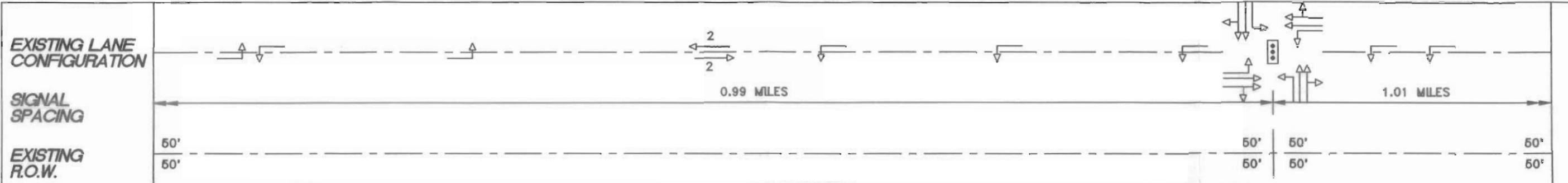
EXISTING TYPICAL SECTION A-A FROM B10-25 TO B10-27
 * Barrier median Goebbert Rd. to Meler Rd.



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

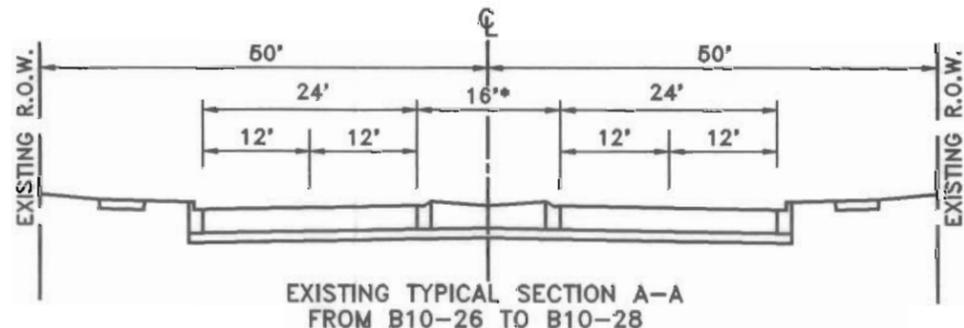
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Inc. for the





DESCRIPTION OF EXISTING CONDITIONS:

- * Existing left turn lanes from EB IL Rte 58 to NB Robert Dr. and Waverly Dr.
- * Existing left turn lanes from WB IL Rte 58 to SB Robert Dr., Linneman Rd., Hunt Club Rd., Strip Shopping (SW IL 58/IL 83) and Market Place S.C.

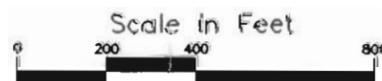


* Barrier curb from Busse Rd. to Grace Dr.
 Barrier curb from IL Rte 83 to Country Lane

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

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

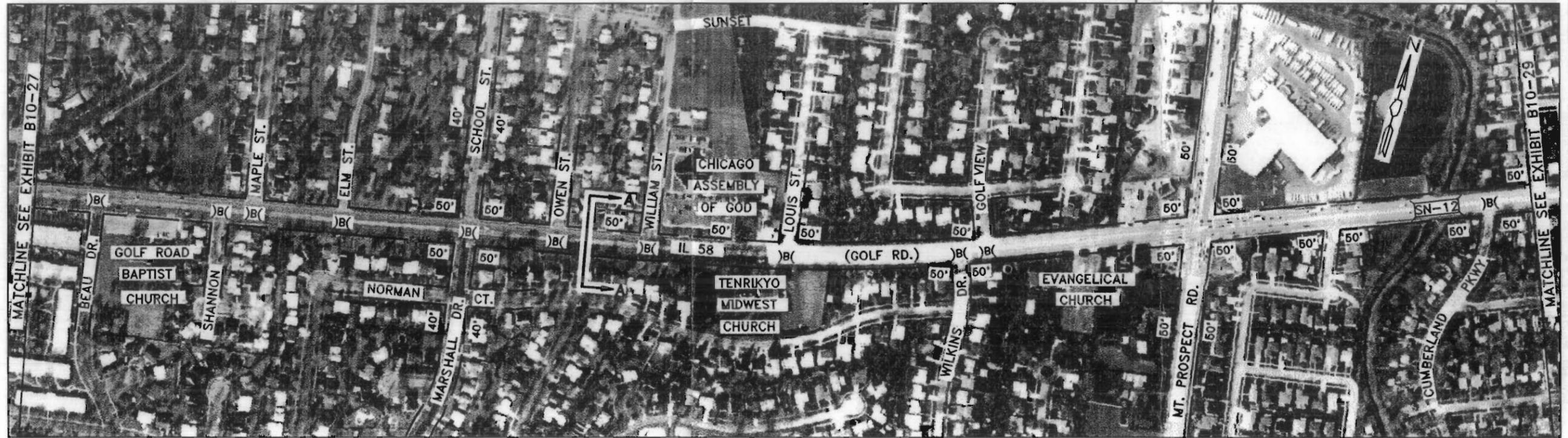
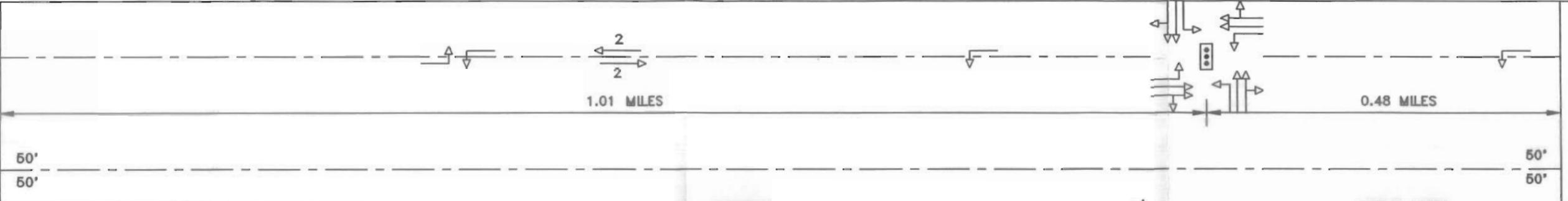
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.

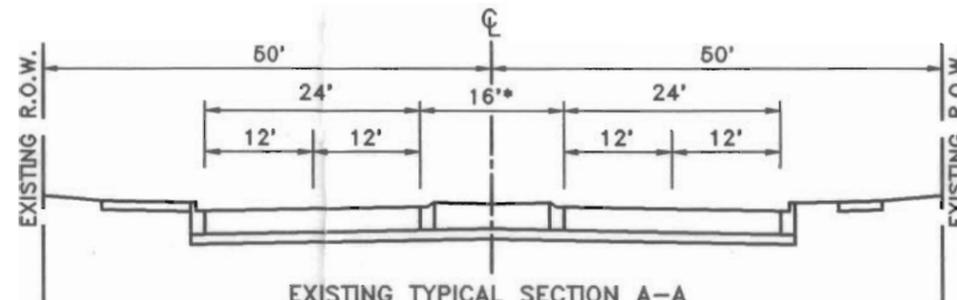


DES PLAINES

AERIAL PHOTO DATE: 02-09-92

DESCRIPTION OF EXISTING CONDITIONS:

- * Existing left turn lane from EB IL Rte 58 to NB School St.
- * Existing left turn lanes from WB IL Rte 58 to SB Marshall Dr., Wilkins Dr. and Cumberland Parkway.
- * SN-12 = IDOT Structure 016-2421



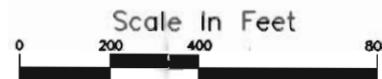
EXISTING TYPICAL SECTION A-A
MATCHLINE B10-27 TO MATCHLINE B10-29

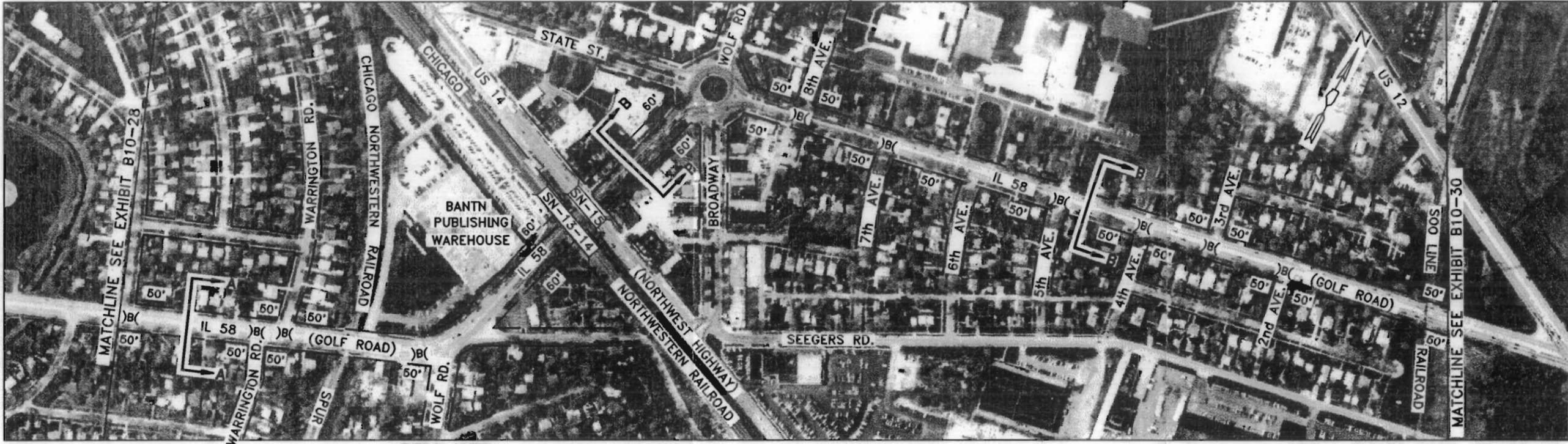
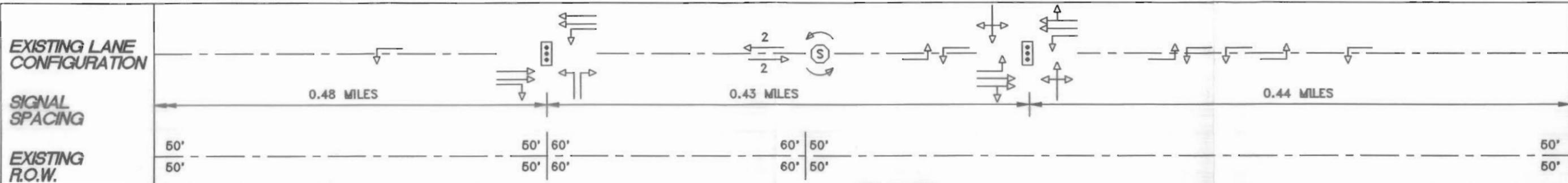
* Barrier curb from Elm St. to Owen St.
Barrier curb from Mt. Prospect to Wolf Rd.

LEGEND	
---	EXISTING RIGHT OF WAY
)B(MEDIAN BREAK
00'	EXISTING RIGHT OF WAY DISTANCE
⊠	EXISTING TRAFFIC SIGNAL
← # →	EXISTING TRAFFIC LANE CONFIGURATION
[SN-#]	EXISTING TRAFFIC LANE CONFIGURATION
- - -	CITY/VILLAGE 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





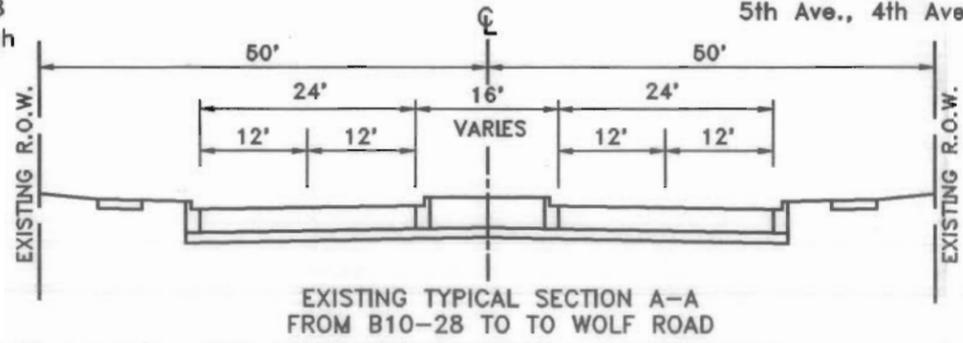
AERIAL PHOTO DATE: 02-09-92

DESCRIPTION OF EXISTING CONDITIONS:

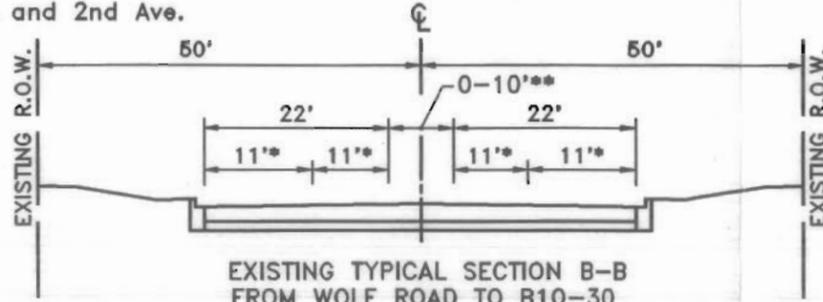
- SN-13 = IDOT Structure Number 016-9955 (Clear width = 56') (Vertical 17'-6")
- SN-14 = IDOT Structure Number 016-9956 (Clear width = 56') (Vertical 17'-6")
- SN-15 = IDOT Structure Number 016-0236 (Clear width = 43') (Vertical 16'-3")

- * The Intersection of IL Rte 58 and Broadway Is a high accident location.
- * The Intersection of IL Rte 58 and North Wolf Rd. Is a high accident location.

- * The Cumberland Circle Is stop controlled on all five legs. Traffic circulates in a counter-clockwise direction.
- * At-grade railroad crossing at Chicago Northwestern Railroad spur.
- * At-grade railroad crossing at Soo Line Railroad.
- * Existing left turn lanes from EB IL Rte 58 to NB 8th Ave., 6th Ave and 3rd Ave.
- * Existing left turn lanes from WB IL Rte 58 to SB Warrington Rd., 7th Ave., 5th Ave., 4th Ave. and 2nd Ave.

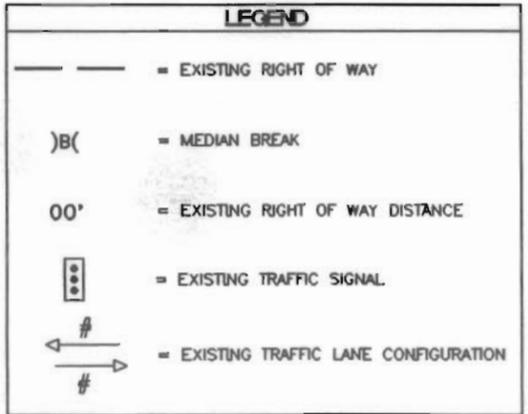


EXISTING TYPICAL SECTION A-A FROM B10-28 TO TO WOLF ROAD



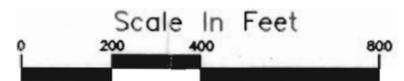
EXISTING TYPICAL SECTION B-B FROM WOLF ROAD TO B10-30

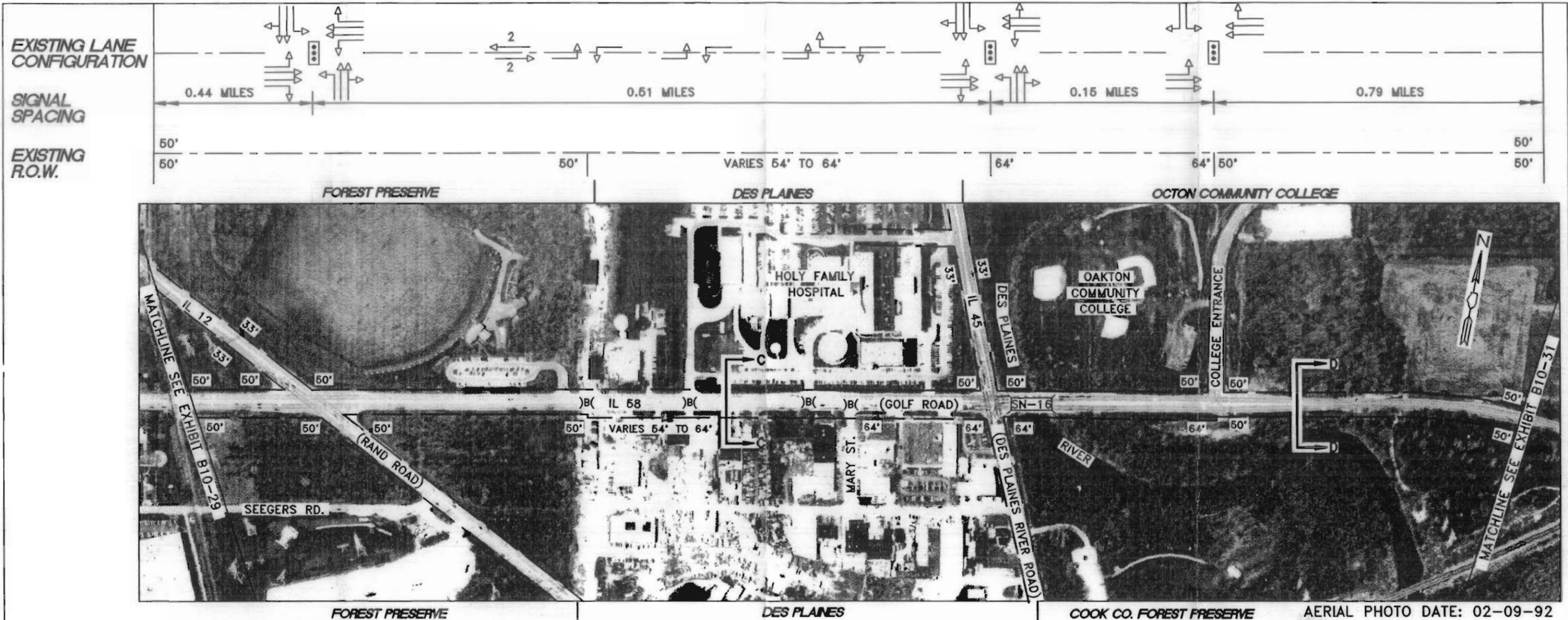
* 10' UNDER U.S. 14
 ** 0' UNDER U.S. 14



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

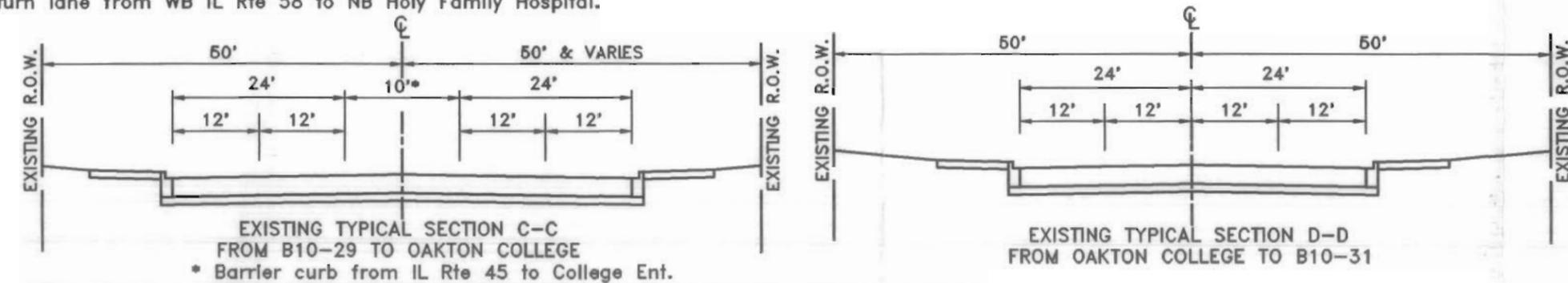
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the





DESCRIPTION OF EXISTING CONDITIONS:

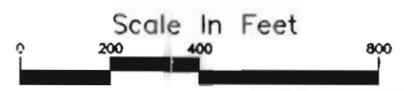
- SN-16 = IDOT Structure Number 016-0352
- * Existing left turn lane from EB IL Rte 58 to NB Holy Family Hospital.
- * Existing left turn lane from WB IL Rte 58 to SB Mary St.
- * Existing right turn lane from WB IL Rte 58 to NB Holy Family Hospital.

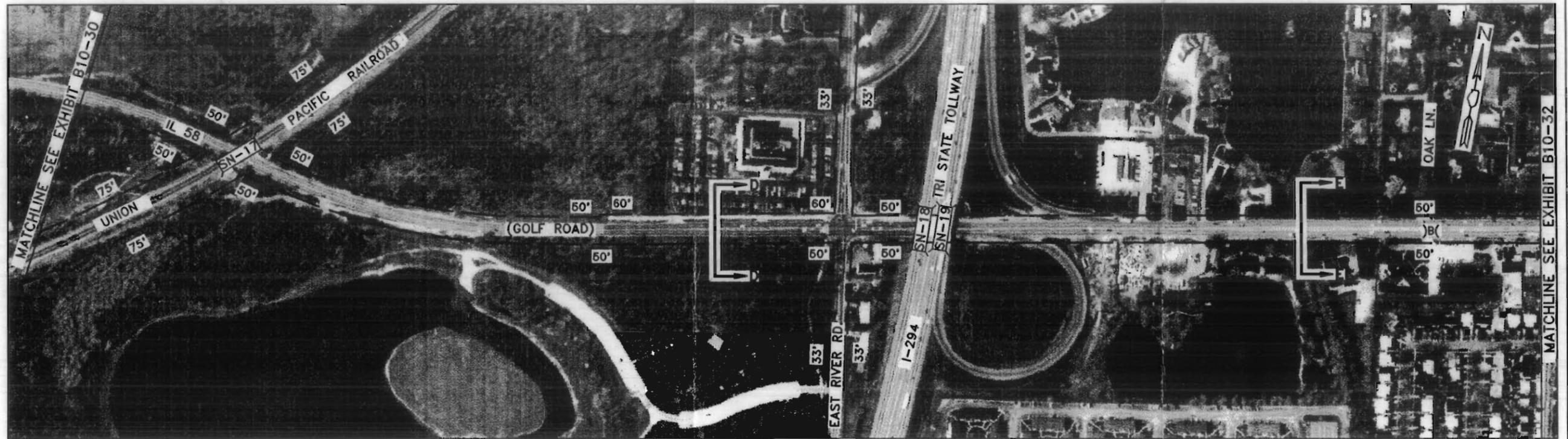
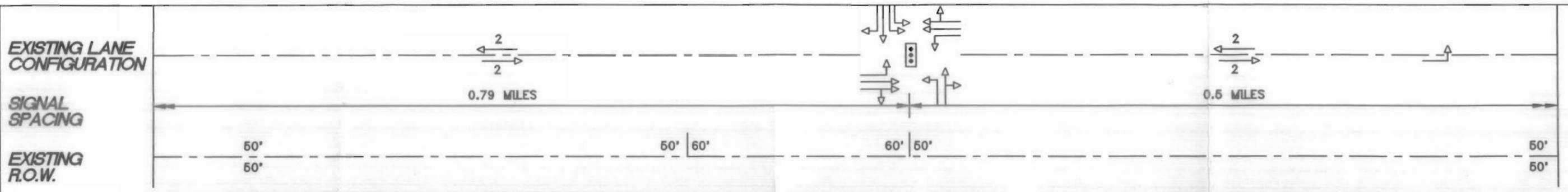


LEGEND	
---	EXISTING RIGHT OF WAY
)B(MEDIAN BREAK
00'	EXISTING RIGHT OF WAY DISTANCE
⊞	EXISTING TRAFFIC SIGNAL
← #	EXISTING TRAFFIC LANE CONFIGURATION
→ #	EXISTING TRAFFIC LANE CONFIGURATION
SN-#	EXISTING TRAFFIC LANE CONFIGURATION
- - -	CITY/VILLAGE BOUNDARY

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

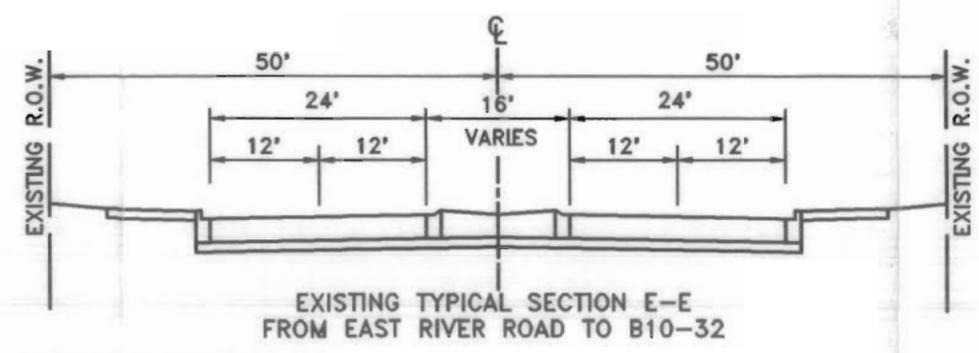
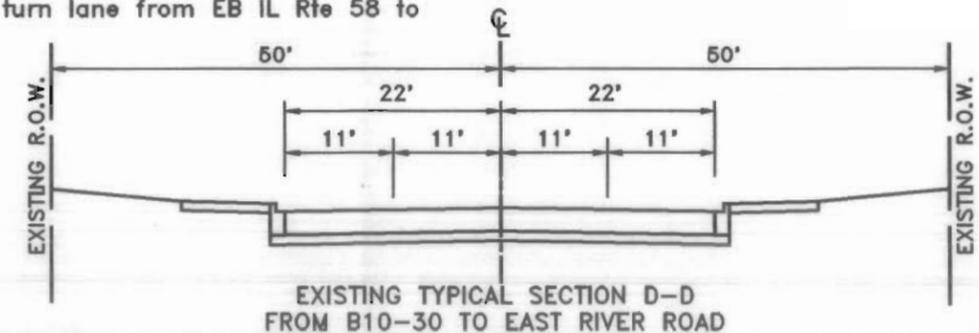




DESCRIPTION OF EXISTING CONDITIONS:

- SN-17 = IDOT Structure Number 016-0353 (Clear width=50') (Vertical 14'-4")
- SN-18 = IDOT Structure Number 016-9754 (Vertical 14'-2")
- SN-19 = IDOT Structure Number 016-9753

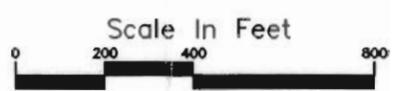
* Existing left turn lane from EB IL Rte 58 to NB Oak Ln.

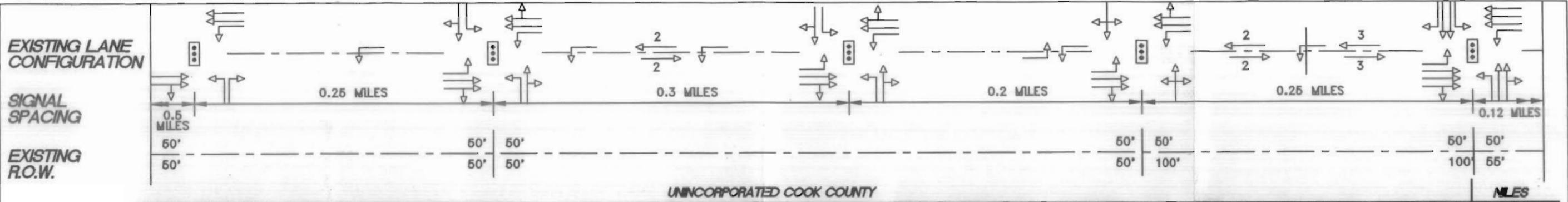


LEGEND	
	EXISTING RIGHT OF WAY
	MEDIAN BREAK
	EXISTING RIGHT OF WAY DISTANCE
	EXISTING TRAFFIC SIGNAL
	EXISTING TRAFFIC LANE CONFIGURATION

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

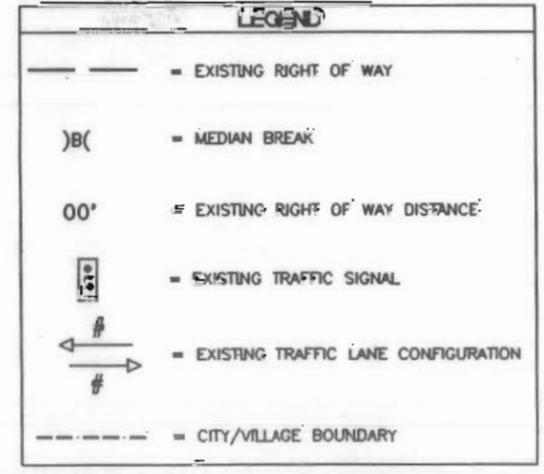
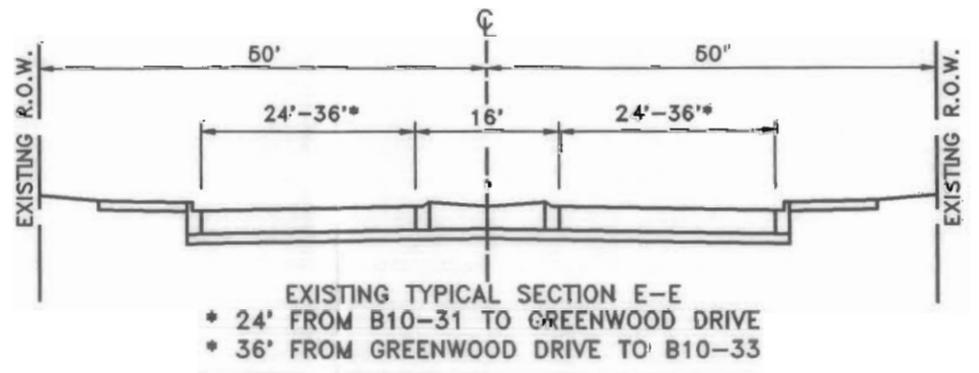
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Hsiong Associates, Ltd. for the





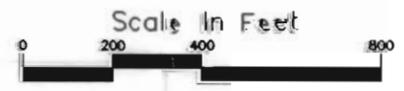
DESCRIPTION OF EXISTING CONDITIONS:

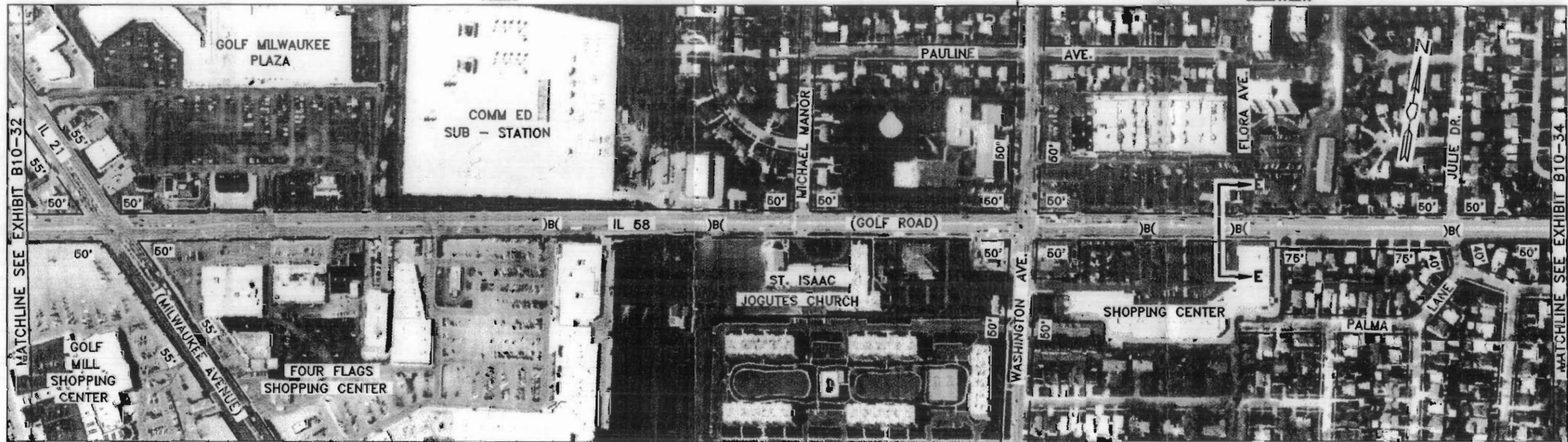
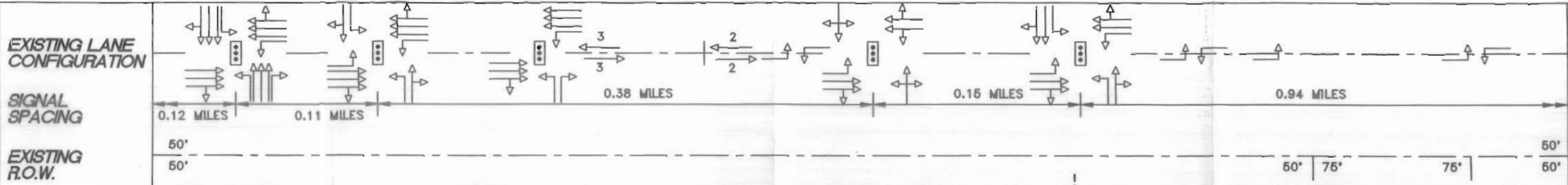
- The intersection of IL Rte 58 and Western Ave. Is a high accident location.
- The intersection of IL Rte 58 and Greenwood Rd. Is a high accident location.
- Existing left turn lane from EB IL Rte 58 to NB David Dr.
- Existing left turn lane from WB IL 56 to SB Sumac Rd., Terrace Pl., Sherry Ln. and Greenwood Dr.



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

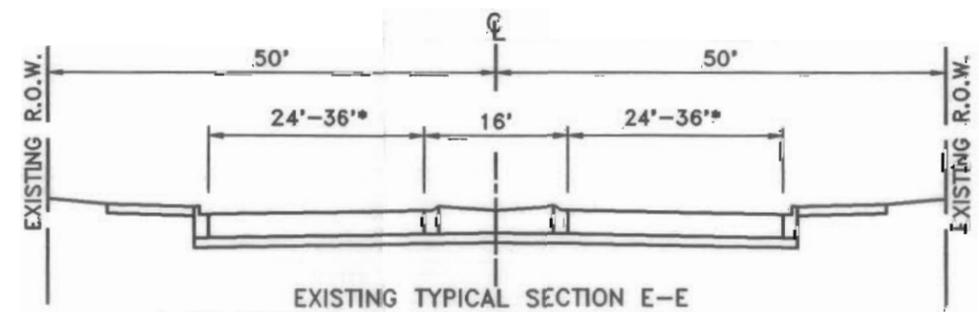
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



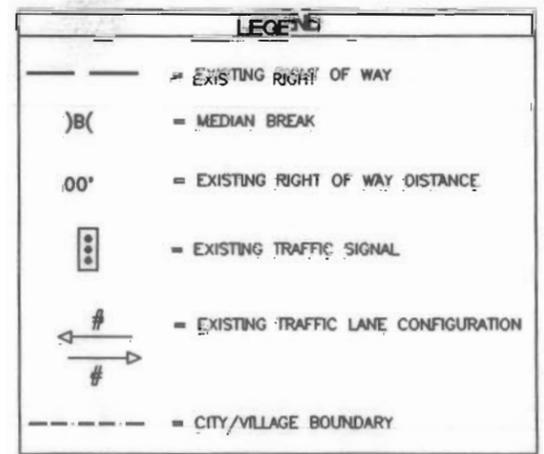


DESCRIPTION OF EXISTING CONDITIONS:

- * Existing left turn lane from EB IL Rte 58 to NB Flora Ave. and Julie Dr.
- * Existing left turn lane from WB IL Rte 58 to SB Julie Dr.

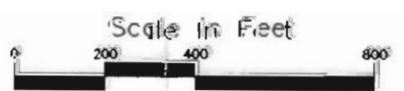


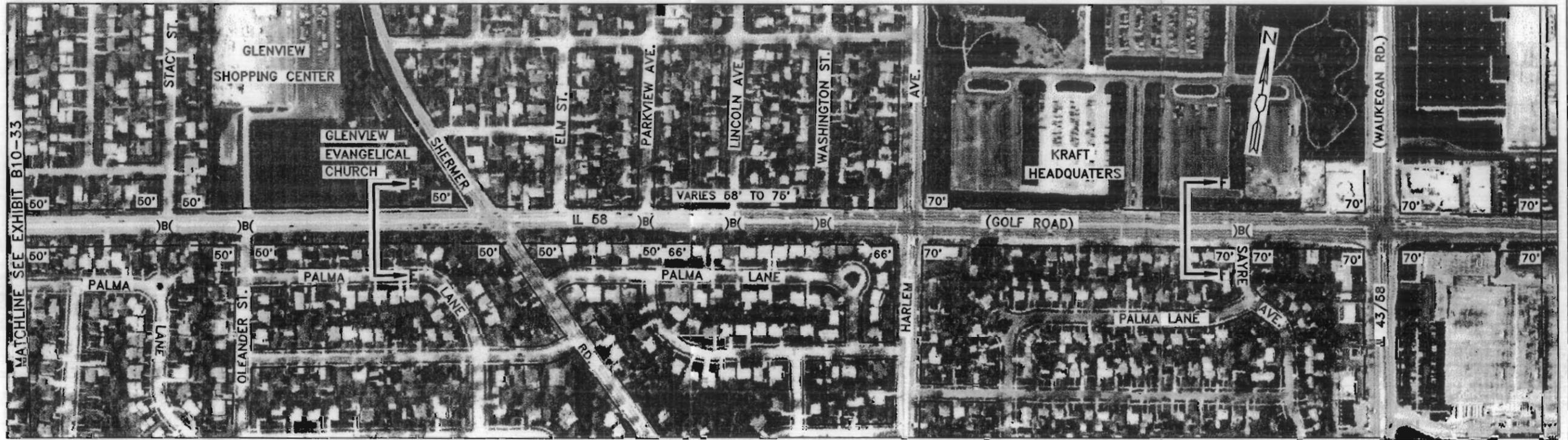
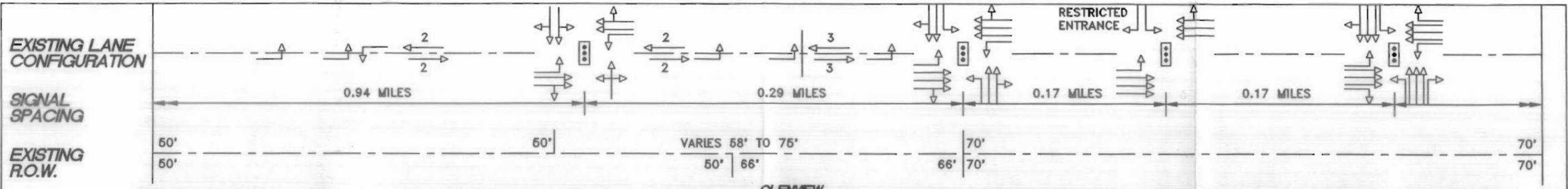
* 36' FROM MILWAUKEE AVENUE TO COMM ED YARD
 24' FROM COMM ED YARD TO B10-34



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

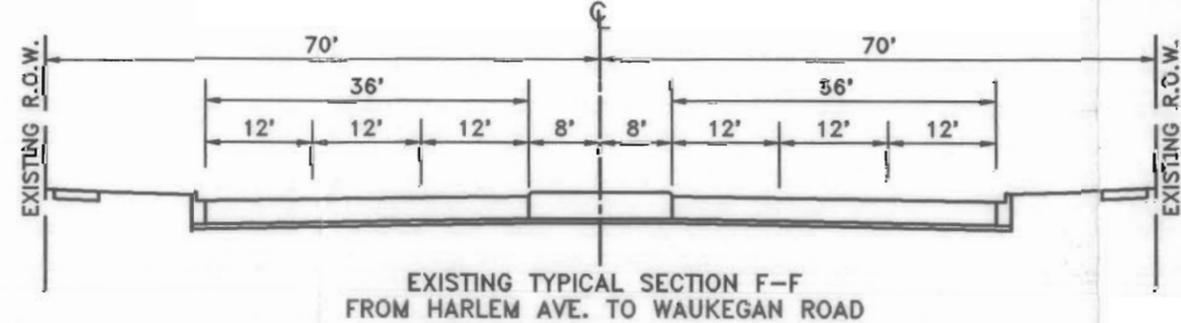
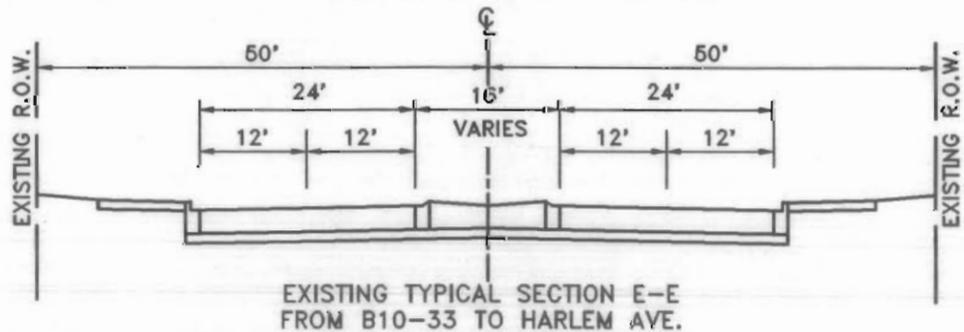
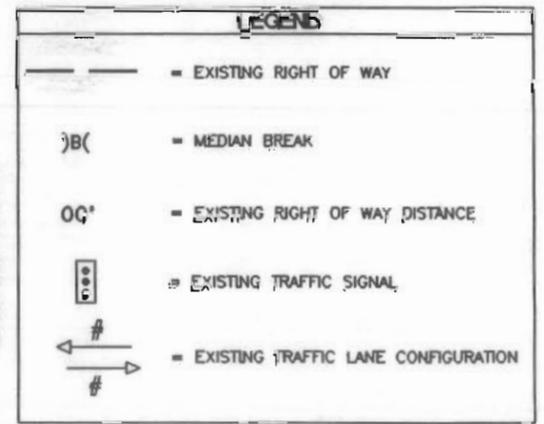
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYEIR Engineering, Ltd. for the





DESCRIPTION OF EXISTING CONDITIONS:

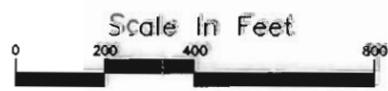
- The intersection of IL Rte 58 and Waukegan Rd. is a high accident location.
- Existing left turn lanes from EB IL Rte 58 to NB Stacy St., Oleander St., Parkview Ave., Lincoln Ave. and Washington St.
- Existing left turn lane from WB IL Rte 58 to SB Oleander St.



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



CORRIDOR PLANNING FRAMEWORK

IL 58/Golf Road



CORRIDOR PLANNING FRAMEWORK

This chapter outlines the planning considerations that influenced the recommended improvements for the Illinois Route 58 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 58 (Table III-3)
- Other planned transportation improvements within, crossing, or near the Illinois Route 58 corridor (Table III-4)
- Long -range land use plans for the communities along Illinois Route 58
- Existing safety and traffic operational problems along Illinois Route 58
- Existing environmental conditions and constraints
- Community concerns, interests, and attitudes

The concept for Illinois Route 58 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 58
- 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 - contd.

Planning Framework and Recommendations

The planning framework was used to determine the best possible alternates for the Illinois Route 58 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.

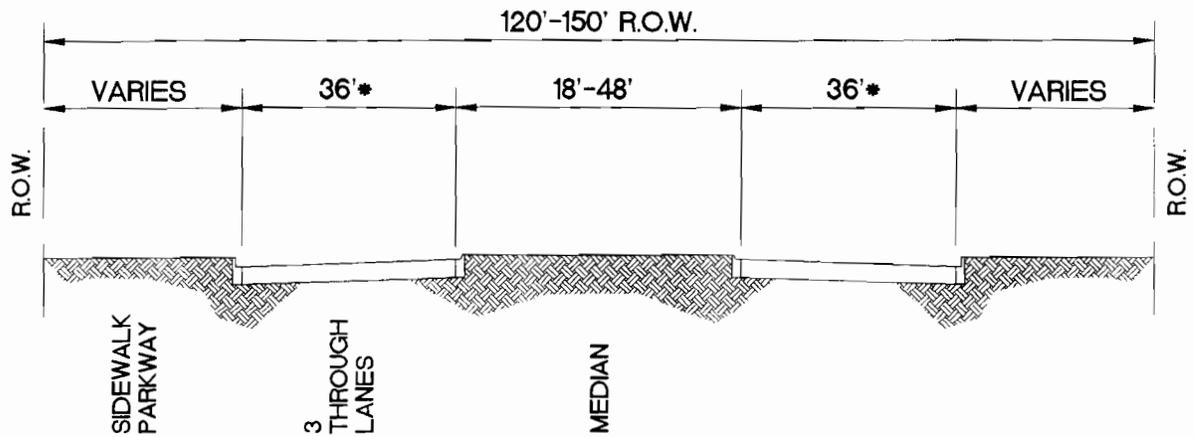
Public Transit

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.

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

RECOMMENDED IMPROVEMENTS

IL 58/Golf Road



RECOMMENDED IMPROVEMENTS

Section V - Illinois Route 62 to Illinois Route 83 (Elmhurst Road) (3.45 miles)

Exhibit C10-25 to Exhibit C10-27

Section V of Illinois Route 58 begins at Illinois Route 62 and continues east to Illinois Route 83. This section passes through dense commercial and residential areas of Arlington Heights and Mount Prospect. One other SRA route, Illinois Route 83 intersects Illinois Route 58 in the section.

Cross-Section and Geometrics

The proposed cross-section from Illinois Route 62 to the entrance of The Plaza Shops shopping center consists of six 12-foot through lanes separated by a 16-foot barrier median with adjacent concrete curb and gutter. Due to the close proximity of residential development located on the north side of Golf Road, all proposed widening in this segment would have to be placed on the south side of Illinois Route 58. 10 feet to 40 feet of additional R.O.W. on the south side of Illinois Route 58 will be required to accommodate the proposed cross-section. The proposed R.O.W. typically varies from 100 feet to 140 feet. The proposed cross-section from the entrance of The Plaza Shops to Illinois Route 83 (Elmhurst Road) consists of four 12-foot through lanes separated by a 16-foot mountable median. The existing R.O.W is 100 feet, no additional R.O.W is required to accommodate this cross-section except at major intersection locations where additional R.O.W. is required to provide turning lanes.

The intersection of Highland Avenue has been identified as a candidate site for future traffic signals. The need for a signalized intersection at this location should be evaluated due to access management consolidation and also as future development warrants.

The intersection of Illinois Route 58 and Illinois Route 62 is the intersection of two SRA routes. This intersection forms a triangle between New Wilke Road on the east and Arlington Heights Road on the west (exhibit D10-09). Illinois Route 58 runs east-west at this location. Illinois Route 62 traverses Illinois Route 58 and runs northwest and southeast. New Wilke Road runs north-south and intersects both Illinois Route 58 and Illinois Route 62, similarly on the west. Arlington Heights Road runs north-south and intersects both SRA routes.

Access to and from I-90 for this section of Illinois Route 58 and Illinois Route 62 is currently provided by the existing interchange, located south of Illinois Route 62 on Arlington Heights Road. The existing intersection of Illinois Route 58 and Illinois Route 62 experiences major turning movement traffic volumes during the peak hours. The capacity analyses suggest that three through lanes are needed on both SRA routes from New Wilke Road to Arlington Heights Road. The specific improvements to the intersections are listed below.

Illinois Route 58 and New Wilke Road:

East Approach: 1 left turn lane, 3 through lanes and 1 right turn lane
West Approach: 2 left turn lanes, 3 through lanes and 1 right turn lane
North Approach: 1 shared through/left turn lane and 1 right turn lane
South Approach: 1 left turn lane and 1 shared through/right turn lane

Illinois Route 58 and Illinois Route 62:

East Approach: 1 left turn lane, 3 through lanes and 1 free-flow right turn lane
West Approach: 1 left turn lanes, 3 through lanes and 1 free-flow right turn lane
Northwest Approach: 2 left turn lanes, 3 through lanes and 1 shared right turn lane
Southeast Approach: 2 left turn lanes, 3 through lanes and 1 shared right turn lane

Illinois Route 62 and New Wilke:

Southeast Approach: 1 left turn lane, 3 through lanes and 1 right turn lane
Northwest Approach: 1 left turn lane, 3 through lanes and 1 right turn lane
North Approach: 2 left turn lanes, 1 through lane and 1 shared through/right lane
South Approach: 2 left turn lanes, 1 through lane and 1 shared through/right lane

The intersection of Illinois Route 58 and Illinois Route 83 is a major intersection of two SRA routes. The east-west legs will consist of dual left turn lanes, 2 through lanes and a right turn lane. The north-south legs will consist of dual left turn lanes, 3 through lanes and a right turn lane, this is full SRA build out on all four legs of the intersection. Additional R.O.W. is required to accommodate the modifications (Exhibit D10-11).

Operations

Based on the traffic model prepared by CATS the 2010 projection ADT for Section V is between 35,000 vpd to 40,000 vpd. The existing speed limit for this section varies from 35 to 40 mph.

Two intersections in this section have been identified as high accident locations by IDOT (High Accident Location Identification System) in 1992. The intersection of Illinois 58 and Illinois Route 62 has an accident rate of 1.75 accidents per million entering vehicles (MEV). The intersection of Illinois Route 58 and Busse Road has an accident rate of 1.29 accidents per MEV. Improved geometrics, surface treatment, and roadway lighting systems will help reduce the accident rates at these locations.

Access Management

Although areas where access consolidation may be appropriate are identified in this report, local agencies will be responsible for taking lead role in implementing zoning and access policies which are consistent with the SRA planning report. All future access must be limited to "Right Turn Only" movements, except at major intersections and major commercial driveways. The median break at

Mill Brook Lane should be eliminated. The median break at Highland Avenue will provide access to the north and south of Illinois Route 58 by maintaining the existing left turning lanes. No parking is recommended in this section of Illinois Route 58.

Public Transit

There are three Pace Bus routes operating within this section of Illinois Route 58. Turn-outs are recommended at all the bus stops.

Short Term Alternates

No short term alternates are recommended.

Section VI Illinois Route 83 to Interstate-294 (4.80 miles)

Exhibit C10-27 to Exhibit C10-31

Section VI of Illinois Route 58 begins at Illinois Route 83 and continues east to Interstate-294. The communities of Des Plaines, Morton Grove, Glenview and unincorporated Cook County border this section.

Cross-Section and Geometrics

The proposed cross-section from Illinois Route 83 to Illinois Route 45 consists of four 12-foot through lanes with a 16-foot mountable median and concrete curb and gutter. This proposed cross-section transitions to six through lanes separated by a 16-foot barrier median with adjacent curb and gutter between Illinois Route 45 and Interstate 294 segment. The proposed R.O.W. for the section between Illinois Route 83 and Illinois Route 45 is typically 100 feet wide. No additional R.O.W. is required, with the exception of at major intersection locations where additional R.O.W. is required to provide right turning lanes. Additional R.O.W. varying from 10 feet to 20 feet, is needed to accommodate the proposed cross-section between Illinois Route 45 and Interstate 294 segment.

The intersection of Illinois Road 58 and Mount Prospect Road is a major intersection. The east and west legs of the intersection will consist of dual left turn lanes, two through lanes and one right turn lane. The north and south legs will consist of one left turn lane, two through lanes and one right turn lane (Exhibit D10-12).

The Cumberland Circle is unique and requires special attention in its design. There are a few issues that should be addressed before any modification is proposed for the circle. Based on the projections (obtained from CATS) it was found that six lanes are needed on Illinois Route 58 through the circle. Due to the R.O.W. restrictions, only two through lanes are possible. At this time no further recommendations have been arrived at and the existing configuration will be maintained (exhibit

D10-13). Any improvements to the Circle will require local initiative, and the following recommendations may be considered as an alternate to the Cumberland Circle.

The recommendation to the Circle is based on an alternate that was developed by the City of Des Plaines Engineering Department. The concept is to modify the roundabout to a four-legged signalized intersection. State Street would be converted to right-in and right-out only (refer to exhibit D10-13A). This would allow for systematic traffic flow through the intersection.

The intersection configuration will consist of one left turn lane, two through lanes and a right turn lane on the north leg. The south leg will consist of one left turn lane, one shared through/right turn lane and one right turn lane. The east leg will consist of dual left turn lanes, one through lane and one right turn lane. The west leg will consist of one left turn lane, two through lanes and one right turn lane

The intersection of Illinois Route 58 and U.S. 12 (Rand Road) is a major intersection of two SRA routes. A triangle traffic network is formed with the intersections of Illinois Route 58, U.S. 12 (Rand Road) and U.S. Route 45. The modifications at this intersection consist of dual left turn lanes, three through lanes and a shared right turn lane on the south leg and dual left turn lanes, three through lanes and a right turn lane on the north leg of the intersection. The east/west legs will consist of a left turn lane, two through lanes and a right turn lane (Exhibit D10-14).

The intersection of Illinois Route 58 and U.S. 45 (Des Plaines River Road) is a major intersection. A triangle formation is noticed at this location with the intersections of Illinois Route 58 which runs east-west and the intersection of U.S. 12 which runs northwest-southeast and intersects U.S. 45 south of Illinois Route 58, hence the traffic patterns will not be typical of other major intersections. The east-west legs of the intersection will consist of dual left turn lanes, three through lanes and a right turn lane. The north-south legs will consist of single left turn lanes, two through lanes and a right turn lane (Exhibit D10-15).

The Structures numbered 016-9955, 016-9956, 016-0236, 016-0352, and 016-0353 in this section will have to be modified to accommodate the proposed cross-section. The intersection of Marshall Drive/School Street has been identified as candidate site for future traffic signal. The need for a signalized intersection at this location should be evaluated as future development warrants.

Operations

According to CATS forecast, the 2010 projected ADT for Section VI is between 35,000 vpd and 60,000 vpd. The existing speed limit for this section varies from 35 to 45 mph.

Two intersections in this section have been identified as having high accident rates. The intersection of Illinois Route 58 and Wolf Road west of the Cumberland Circle has an accident rate of 1.38 per million entering vehicles and has been identified as a high accident location by the IDOT (High Accident Location Identification System) as a high accident location in 1992. The intersection of

Wolf Road and the Cumberland circle has an accident rate of 3.14 per million entering vehicles (data obtained from City of Des Plaines Police Department). Improved Geometrics, surface treatment, and lighting systems will help reduce accident rates at this locations.

Access Management

Although areas where access consolidation may be appropriate are identified in this report, local agencies will be responsible for taking lead role in implementing zoning and access policies which are consistent with the SRA planning report. All future access must be limited to "Right Turn Only" movements, except at major intersections and major commercial driveways. No parking is allowed on this section.

Public Transit

There are three Pace Bus routes operating within this section of Illinois Route 58. Turn-outs for all bus stops are recommended.

Short Term Alternates

Add pavement marking to delineate the traveled lanes around the Cumberland Circle.

Section VII - Interstate 294 to Illinois Route 43 (Waukegan Road) (3.83 miles)

Exhibit C10-31 to Exhibit C10-34

Section VII of Illinois Route 58 begins at I-294 and continues east to Illinois Route 43. The communities of park Ridge, Morton Grove and Glenview border this section of Illinois Route 58. This section intersects two other SRA routes, Illinois Route 21 (Milwaukee Avenue) and Illinois Route 43 (Waukegan Road).

Cross Section and Geometrics

The proposed cross section from I-294 to Washington Avenue consists of three 12-foot lanes separated by a 16-foot barrier median. Ten feet of additional R.O.W is required on either side of Illinois Route 58 to accommodate the proposed cross section. And the proposed cross section from Washington Avenue to Illinois Route 43 consists of three 11-foot lanes in each direction separated by a 16-foot barrier median. No additional R.O.W. is required to accommodate this cross section. The proposed R.O.W typically varies from 100 feet to 140 feet. However, if the local municipalities desire to have more separation between the property line and the edge of pavement, then additional R.O.W. will be required to provide for a wider parkway. The structure numbers 016-9754 and 016-9753 will have to be modified to accommodate the proposed cross-section.

The intersection of Illinois Route 58 and Greenwood Road is a major intersection. This intersection is unique in its operation due to the existing intersection networks in the vicinity. Approximately 800 feet to the north of Illinois Route 58, Greenwood Road intersects Illinois Route 21 (Milwaukee Avenue). Also, Illinois Route 58 intersects Milwaukee Avenue about 500 feet east of Greenwood Avenue. The east leg will consist of dual left turn lanes, three through lanes with a shared right, and the west leg will consist of dual left turn lanes, three through lanes and a right turn lane. The north leg will consist of dual left turn lanes, two through lanes and a right turn lane. The south leg will consist of dual left turn lanes and two through lanes with a shared right turn lane (Exhibit D10-16).

The intersection of Illinois Route 58 and Illinois Route 21 is also a major intersection. As mentioned earlier this intersection forms one side of the triangle with Illinois Route 58 and Greenwood Road. The east leg will consist of dual left turn lanes, three through lanes and a right turn lane. The west leg will consist of three through lanes and a right turn lane. The north and south legs will consist of dual left turn lanes, three through lanes and right lane (Exhibit D10-17). Additional R.O.W will be required to accommodate the intersection modification.

The intersection of Illinois Route 58 and Illinois Route 43 is a major intersection of two SRA routes. At this location Illinois Route 58 runs south along with Illinois Route 43 to the intersection of Dempster, where Illinois Route 58 runs east. Full SRA build out is recommended on four legs of the intersection. The east and west legs will consist of dual left turn lanes, three through lanes and one right turn lane. The north and south legs will consist of dual left turn lanes, three through lanes and one right turn lane. Additional R.O.W is required to accommodate the intersection modification (Exhibit D10-18).

Operations

Based on the traffic model, the 2010 projected ADT will be between 45,000 vpd to 60,000 vpd. The speed limit is between 35 to 45 mph in this section.

Three intersections in this section are identified as high accident locations. The intersection of Illinois Route 58 and Western Avenue has an accident rate of 1.89 per million entering vehicles. The intersection of Illinois Route 58 and Greenwood Avenue has an accident rate of 1.74 per million entering vehicles. The intersection of Illinois 58 and Illinois Route 43 has an accident rate of 1.3 per million entering vehicles, as identified by IDOT (High Accident Location Identification System) as a high accident location in 1992. Improved Geometrics, better road surface and better illumination should help reduce the accident rate at these location.

Access Management

Although areas where access consolidation may be appropriate are identified in this report, local agencies will be responsible for taking the lead in implementing zoning and access policies which are consistent with the SRA Planning Report. In this section of Illinois Route 58, access to future developments and individual residences should be limited to "Right Turn Only" movements. Access

consolidation should be applied, where possible, with consideration for left turn access. No parking is allowed in this section of Illinois Route 58.

Public Transit

There are three bus routes operating within this section of Illinois Route 58 and three bus routes intersecting the corridor. The recommended turn-ins and turn-outs are at the bus stops.

Short Term Alternate

No short term alternate is recommended.

Table IV-1
Arterial Level of Service (2010)
Illinois Route 58 (Golf Road)

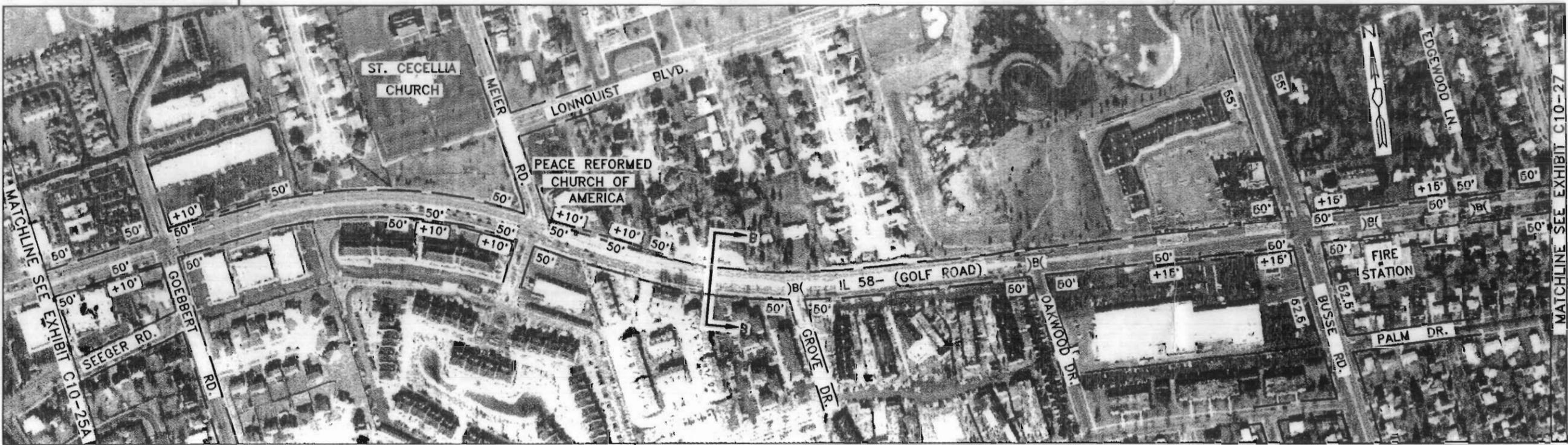
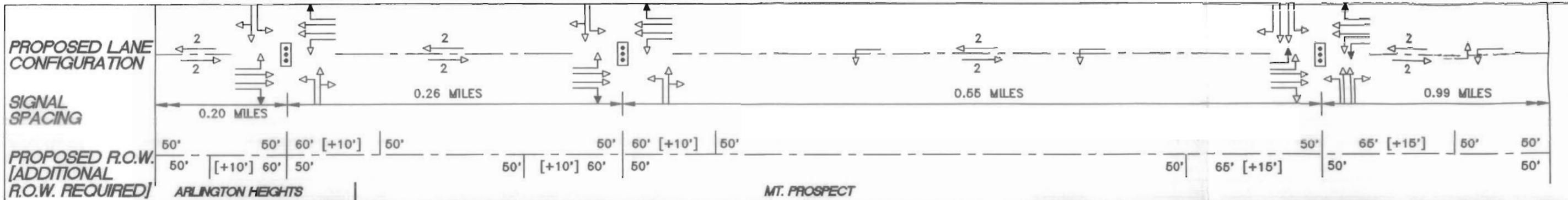
Section	Segment	EB	WB
I	Illinois Route 62 to Illinois Route 83	D	D
II	Illinois Route 83 to East River Road	C	C
III	East River Road to Illinois Route 43	E	D
Illinois Route 58	Overall	D	D

Table IV-2
Estimated R.O.W. Requirements for
Illinois Route 58/Golf Road

Section	Intersecting Street	Estimated Additional R.O.W. Required (sqft)	Cost Estimate (1994 Dollars)
V	Elmhurst Avenue	59,000.00	\$590,000.00
VI	East River Road	1,200,000.00	\$12,000,000.00
VII	Waukegan Road	272,500.00	\$2,725,000.00
Total		1,531,500.00	\$15,315,000.00

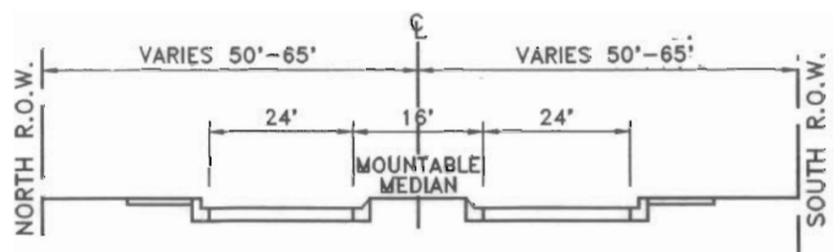
**Table IV-3
Estimate of Construction Cost
Illinois Route 58/Golf Road**

Recommended Improvement	Estimated Cost (1996 Dollars)
Section V	
Roadway	\$2,385,000.00
Intersection/Interchange Improvement	\$1,100,000.00
Structure Widening/Modification	\$0.00
Right-of-Way	\$590,000.00
Transit Improvement	\$0.00
Total Estimated Cost for Section V	\$4,075,000.00
Section VI	
Roadway	\$4,230,000.00
Intersection/Interchange Improvement	\$2,100,000.00
Structure Modification/Replacement	\$1,206,000.00
Right-of-Way	\$12,000,000.00
Transit Improvement	\$0.00
Total Estimated Cost for Section VI	\$19,536,000.00
Section VII	
Roadway	\$12,510,000.00
Intersection/Interchange Improvement	\$2,000,000.00
Structure Modification/Replacement	\$0.00
Right-of-Way	\$2,725,000.00
Transit Improvement	\$0.00
Total Estimated Cost for Section VII	\$17,235,000.00
Total Cost for All Recommended Improvements	\$40,846,000.00



DESCRIPTION OF PROPOSED CONDITIONS:

- * Maintain left turn lane from WB IL 58 to SB Grove Drive and Oakwood Drive.
- * Maintain median break for Fire Station @ SE IL 58/Busse Road.



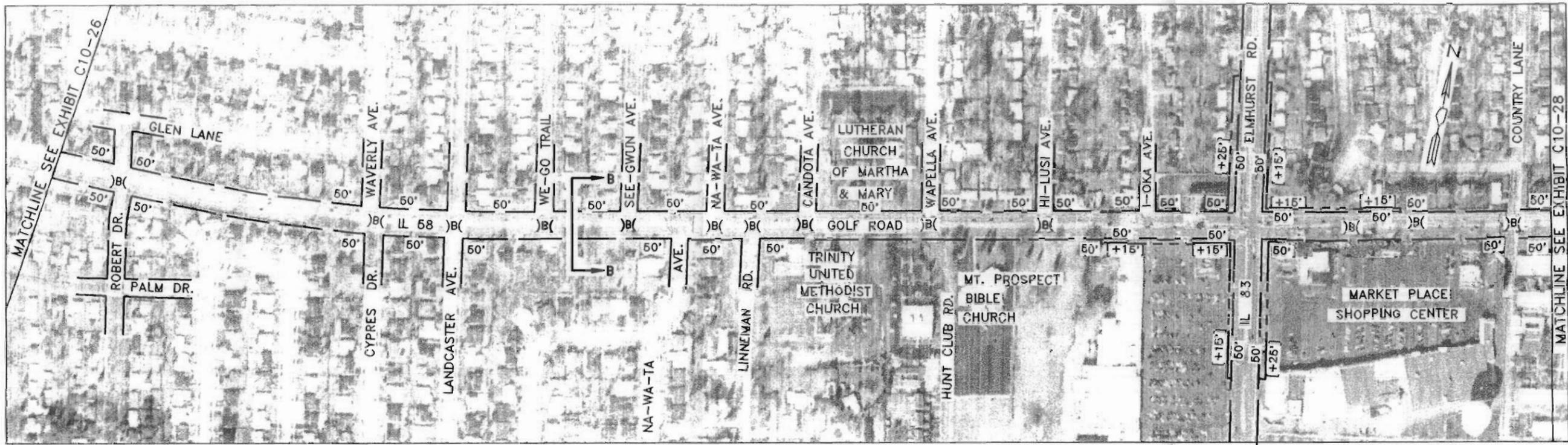
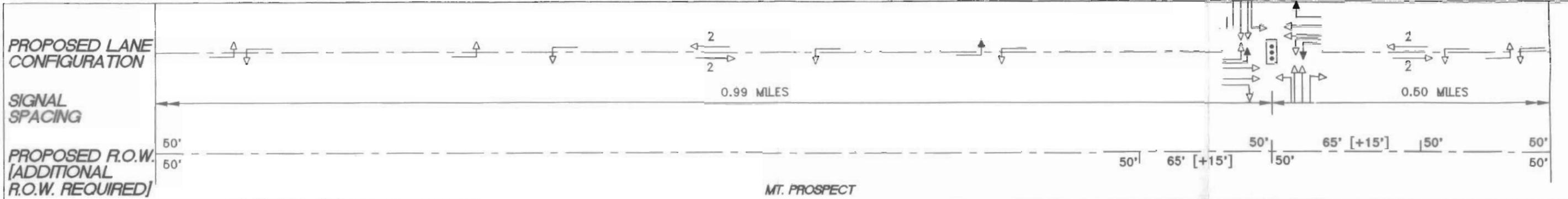
PROPOSED TYPICAL SECTION B-B
MATCHLINE C10-25A TO MATCHLINE C10-27

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

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

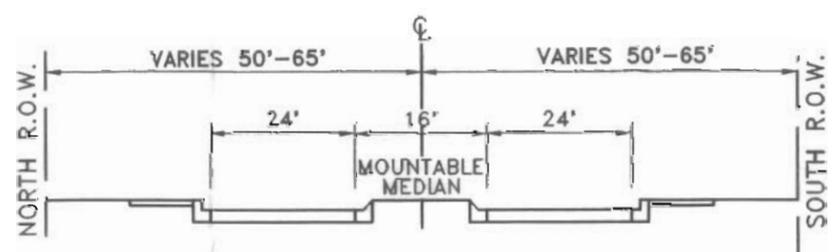
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the





DESCRIPTION OF PROPOSED CONDITIONS:

- * Maintain left turn lanes from EB IL RTE 58 to NB Robert Drive and Waverly Drive.
- * Maintain left turn lanes from WB IL RTE 58 to SB Robert Drive, Linneman Road, Hunt Club, Road Market Place S.C. and Coutry Lane.
- * Add left lane to SB Landcaster Ave, NB NA-WA-TA, SB Linneman Road, NB Wapella Ave.

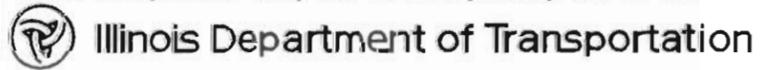


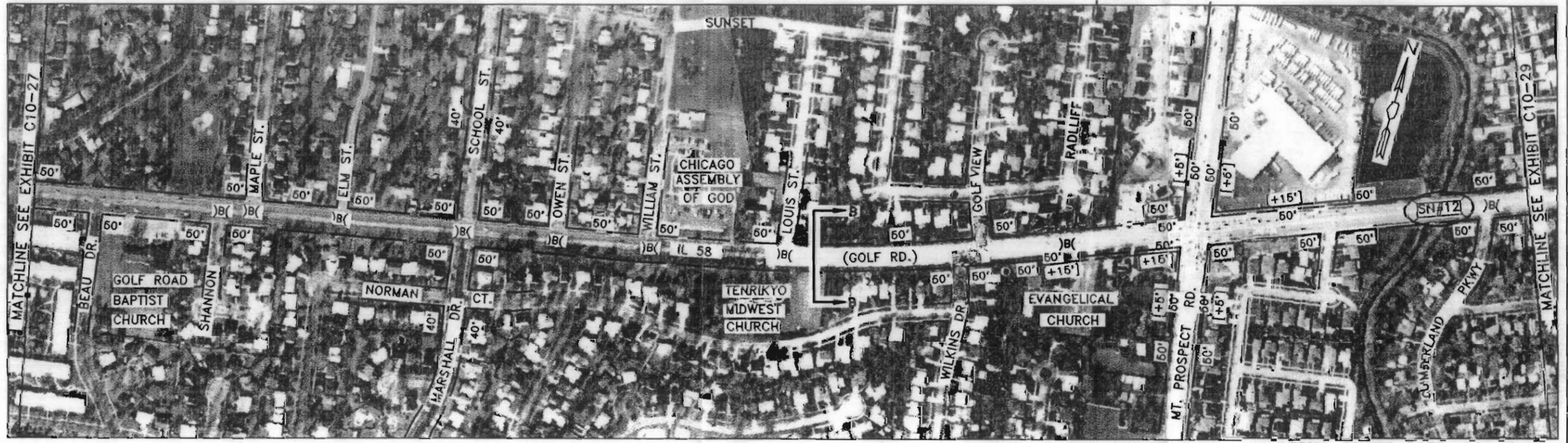
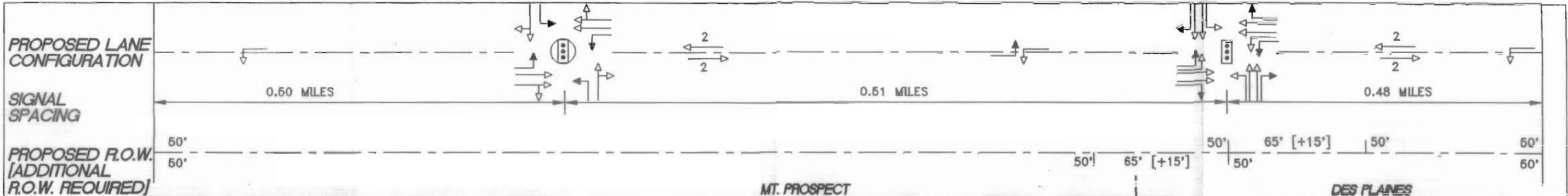
* Barrier median between Edgwood Lane and Cypres Drive.

LEGEND	
	= EXISTING RIGHT OF WAY
	= PROPOSED RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
60'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= MODIFY EXISTING STRUCTURE
)B(= MEDIAN BREAK
	= CITY/VILLAGE BOUNDARY

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

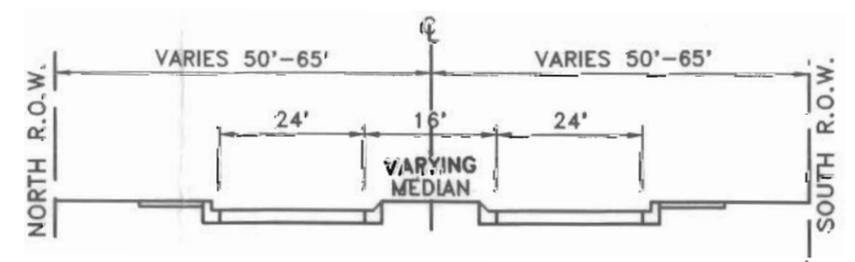
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the





DESCRIPTION OF PROPOSED CONDITIONS:

- * Signalize School Street/Marshall Drive (Warrants must be satisfied for signalization)
- * In lieu of realignment at Wilkins Drive and Golf View consideration should be given to elimination of WB left turn lanes.



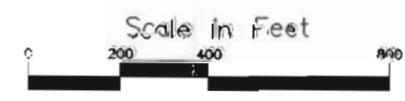
PROPOSED TYPICAL SECTION B-B
MATCHLINE C10-27 TO MATCHLINE C10-29

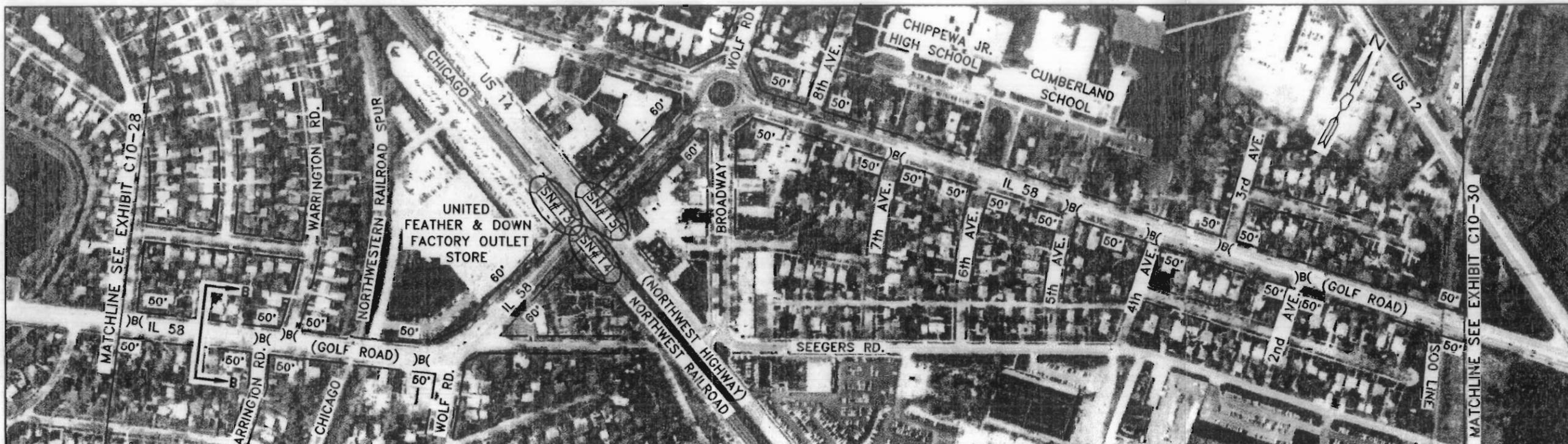
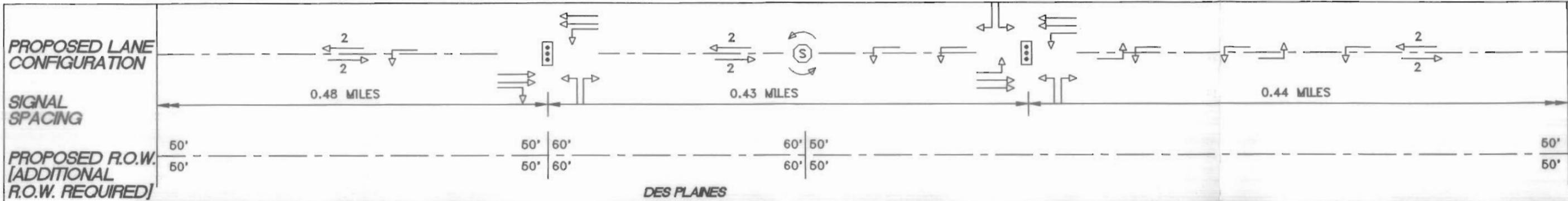
LEGEND

- - - - - EXISTING RIGHT OF WAY
- - - - - PROPOSED RIGHT OF WAY
- ⊙ EXISTING TRAFFIC SIGNAL
- ⊙ PROPOSED TRAFFIC SIGNAL
- 00' EXISTING RIGHT OF WAY DISTANCE
- [+00'] PROPOSED ADDITIONAL RIGHT OF WAY
- EXISTING TRAFFIC LANE CONFIGURATION
- PROPOSED TRAFFIC LANE CONFIGURATION
- (SN-#) MODIFY EXISTING STRUCTURE
-)B(MEDIAN BREAK
- - - - - CITY/VILLAGE BOUNDARY

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

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

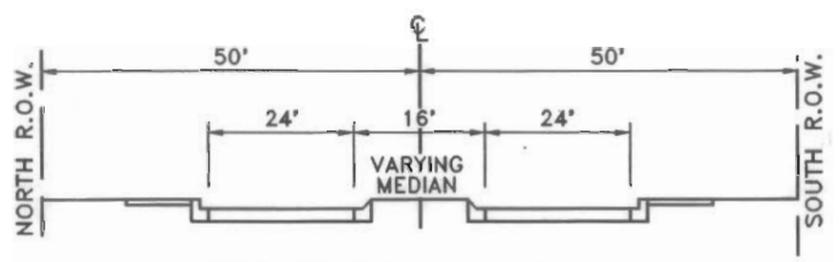




DES PLAINES AERIAL PHOTO DATE: 02-09-92

DESCRIPTION OF PROPOSED CONDITIONS:

- SN-13 = IDOT Structure Number 016-9955
- SN-14 = IDOT Structure Number 016-9956
- SN-15 = IDOT Structure Number 016-0236
- Modification of these structures will be necessary to accommodate the proposed roadway section.
- * Maintain left turn lanes from EB IL Rte 58 to NB 3rd Ave.
- * Maintain left turn lanes from WB IL Rte 58 to SB Warrington Road, 7th Ave., 5th Ave., 4th Ave. and 2nd Ave.
- * Maintain flush median between Cumberland Circle and Rand Road.
- * Maintain existing configuration at the Cumberland Circle.
- * See exhibits 13 and 13A for Cumberland Circle details.

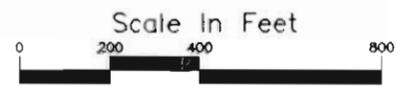


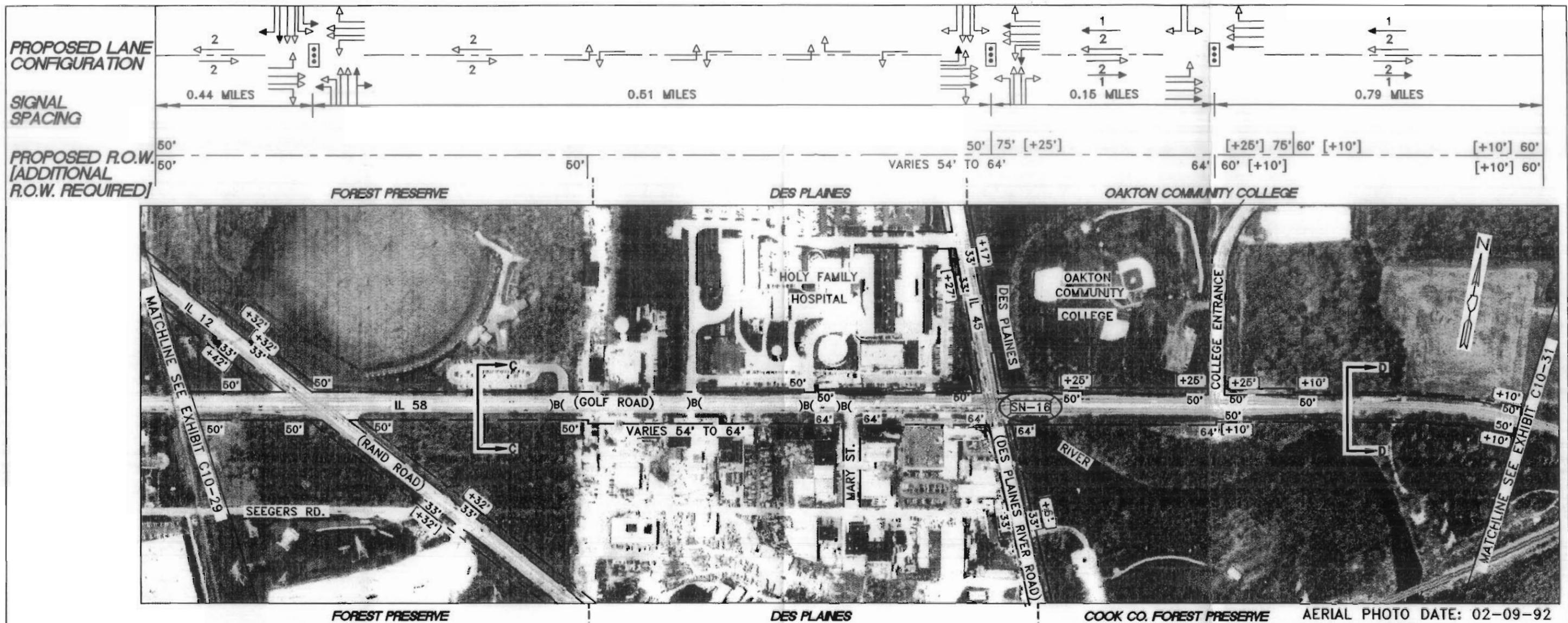
PROPOSED TYPICAL SECTION B-B
MATCHLINE C10-28 TO MATCHLINE C10-30

LEGEND	
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	= EXISTING 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
	= MODIFY EXISTING STRUCTURE

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

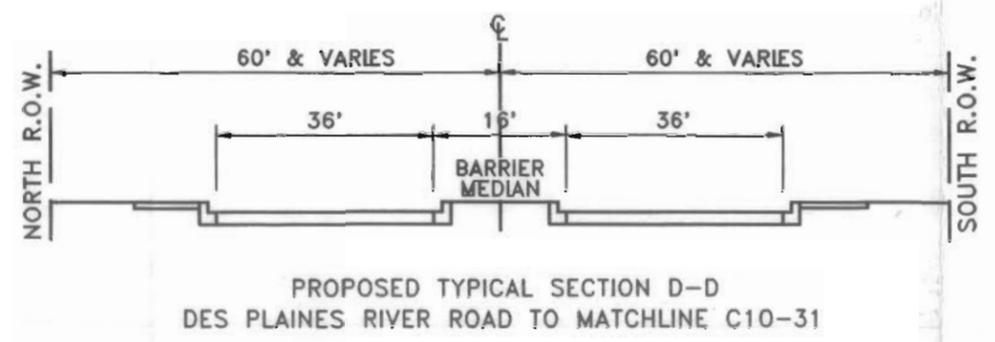
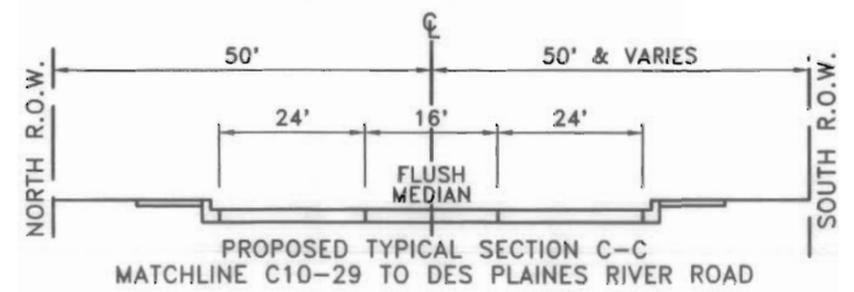
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the





DESCRIPTION OF PROPOSED CONDITIONS:

- SN-16 = IDOT Structure Number 016-0352
Modification of this structure will be necessary to accommodate the proposed roadway section.
- * Maintain left turn lane from EB IL Rte 58 to NB Holy Family Hospital.
- * Maintain left turn lane from WB IL Rte 58 to SB Mary Street.
- * Maintain right turn lane from WB IL Rte 58 to NB Holy Family Hospital.

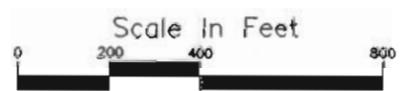


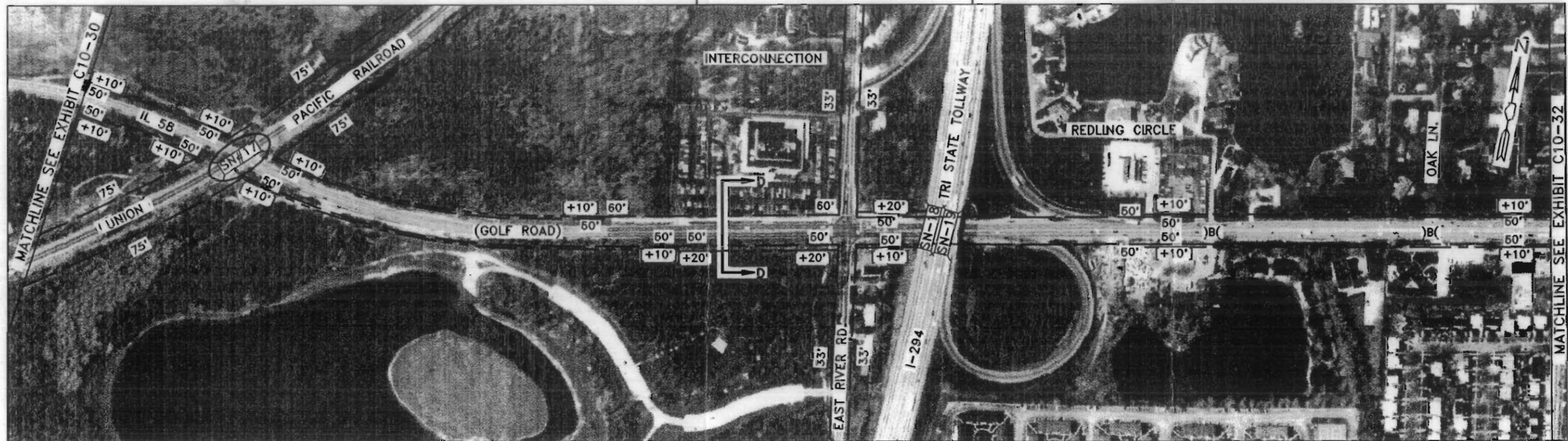
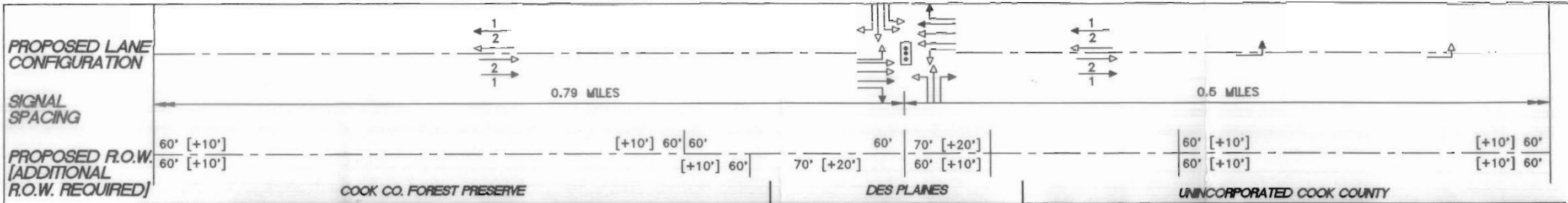
LEGEND	
	= EXISTING RIGHT OF WAY
	= PROPOSED RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
	= MEDIAN BREAK
	= EXISTING RIGHT OF WAY DISTANCE
	= PROPOSED ADDITIONAL RIGHT OF WAY
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= MODIFY EXISTING STRUCTURE
	= CITY/VILLAGE BOUNDARY

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

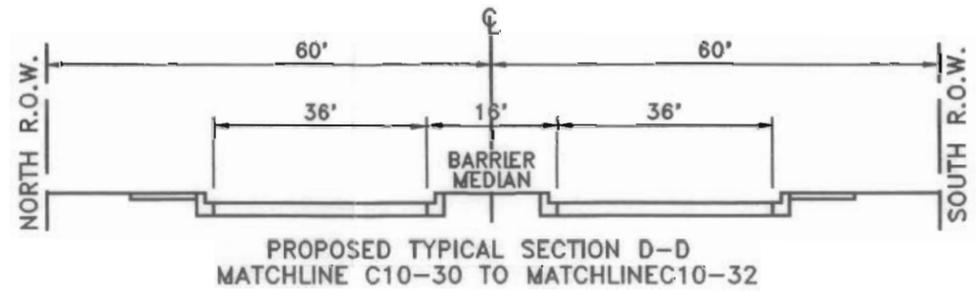
Illinois Department of Transportation





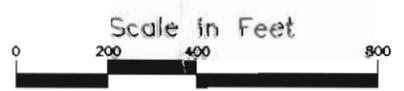
DESCRIPTION OF PROPOSED CONDITIONS:

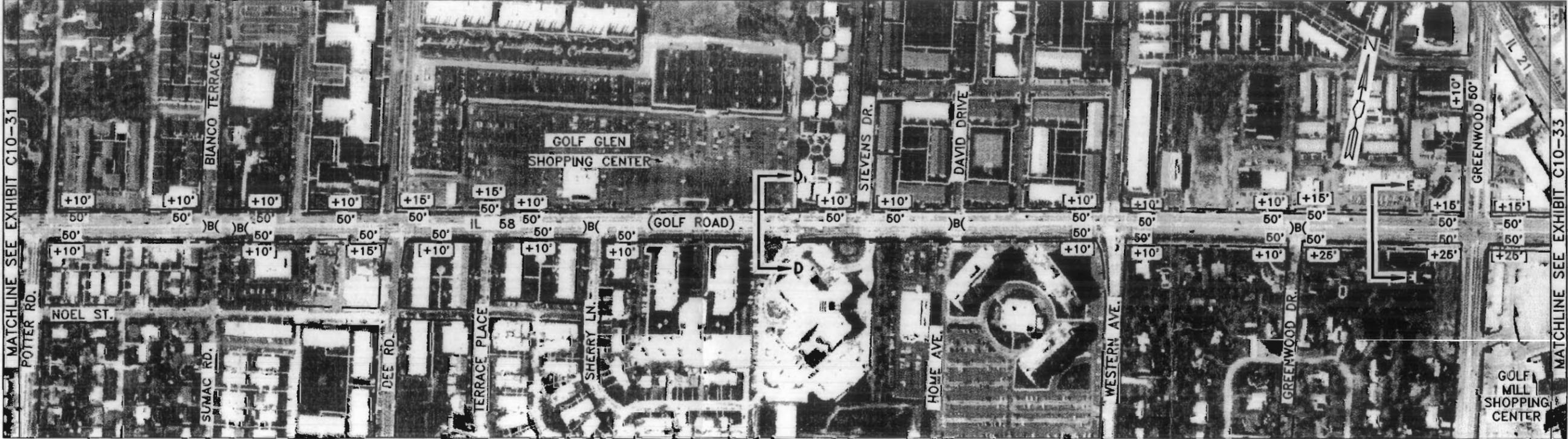
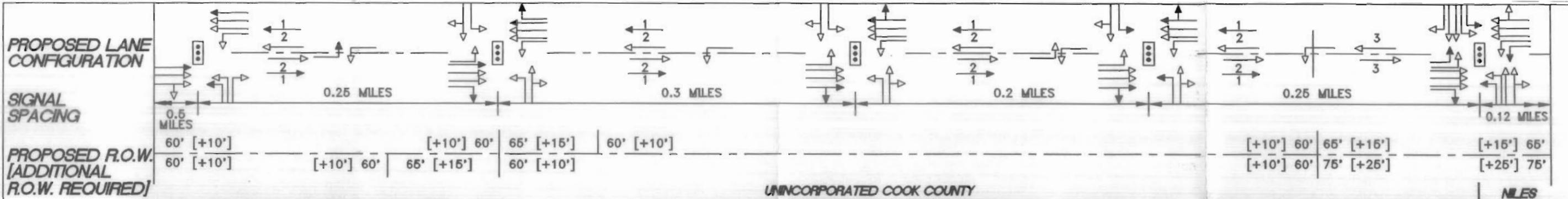
- SN-17 = IDOT Structure Number 016-0353
 Modification of this structure will be necessary to accommodate the proposed roadway section.
- * Maintain left turn lanes from EB IL Rte 58 to NB Oak Lane.
 - * Add left turn lane from EB IL Rte 58 to NB Redling Circle.
 - * Consolidate access at Redling Circle.



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
	= EXISTING STRUCTURE
	= MODIFY EXISTING STRUCTURE
	= CITY/VILLAGE BOUNDARY

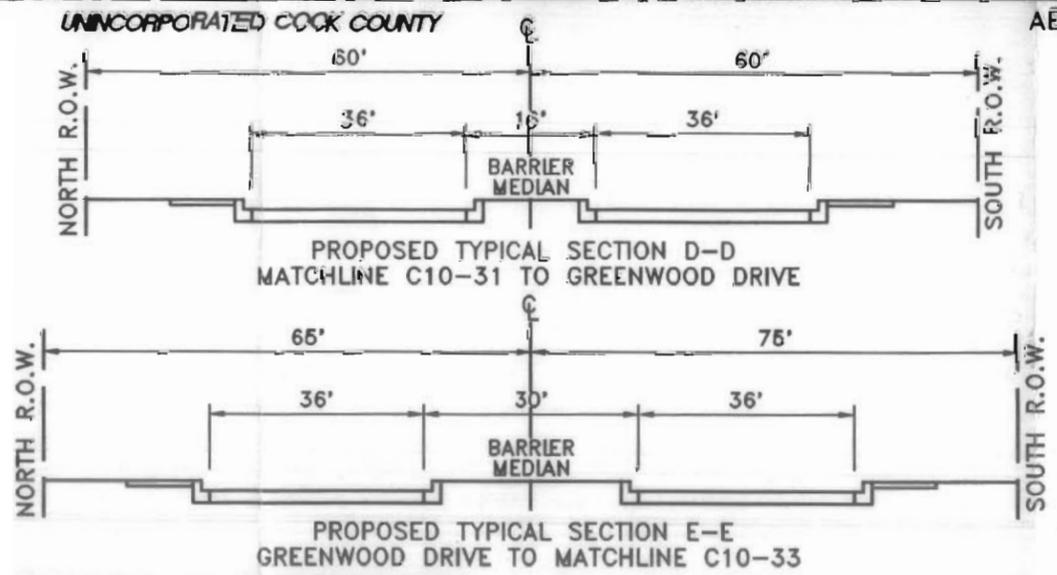
ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - PROPOSED CONDITIONS





DESCRIPTION OF PROPOSED CONDITIONS:

- * The proposed addition right of way will impact some residential and commercial structures building.
- * Maintain left turn lane from EB IL Rte 58 to NB David Drive.
- * Maintain left turn lanes from WB IL Rte 58 to SB Sumac Road, Terrace Place, Sherry lane and Greenwood Drive.
- * Interconnect and coordinate traffic signals at Potter Road, Dee Road, Golf Glen Shopping Center, Western Ave., Greenwood Road, Milwaukee Ave., Golf Milwaukee Plaza, Four Flags Shopping Center, Michael Manor and Washington Ave.
- * Close median at Terrace Place.

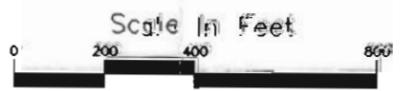


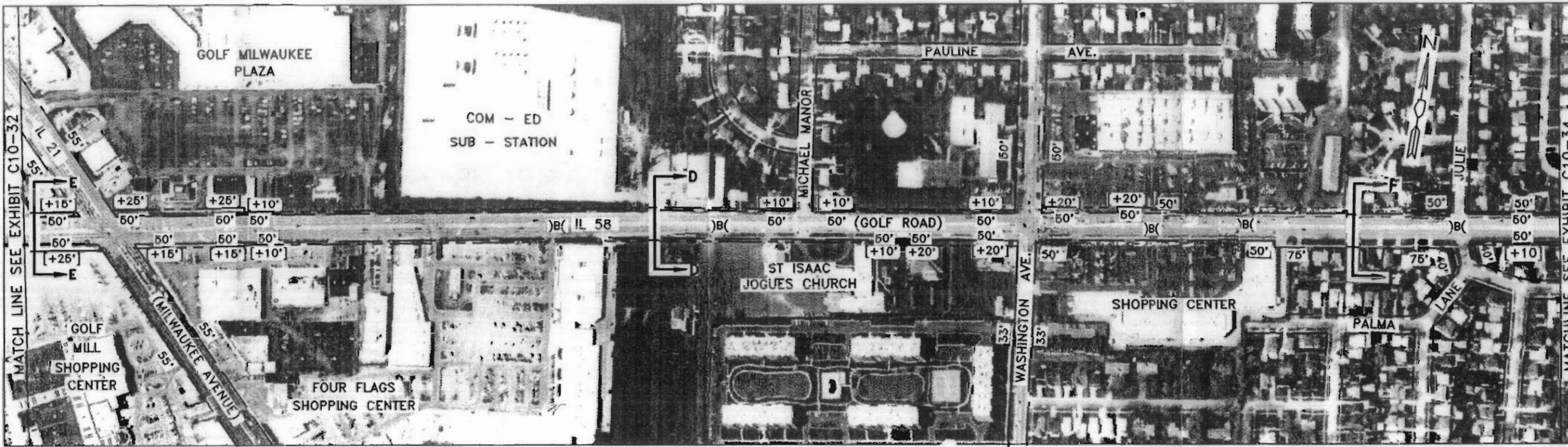
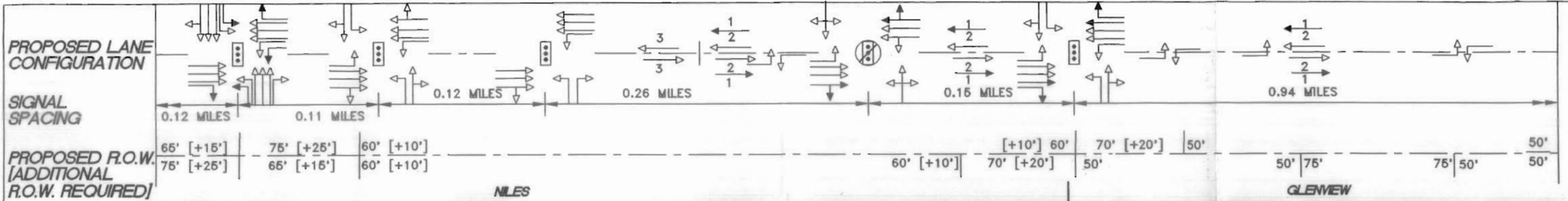
LEGEND

---	= EXISTING RIGHT OF WAY
- - -	= PROPOSED RIGHT OF WAY
⊙	= EXISTING TRAFFIC SIGNAL
)B(= EXISTING TRAFFIC SIGNAL
OO'	= MEDIAN BREAK
[+00']	= PROPOSED ADDITIONAL RIGHT OF WAY
→	= EXISTING TRAFFIC LANE CONFIGURATION
→	= PROPOSED TRAFFIC LANE CONFIGURATION
- - -	= CITY/VILLAGE BOUNDARY

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

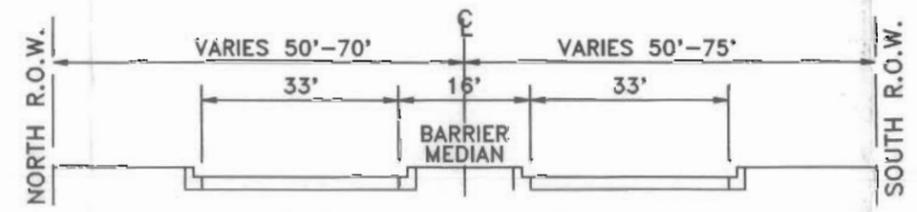
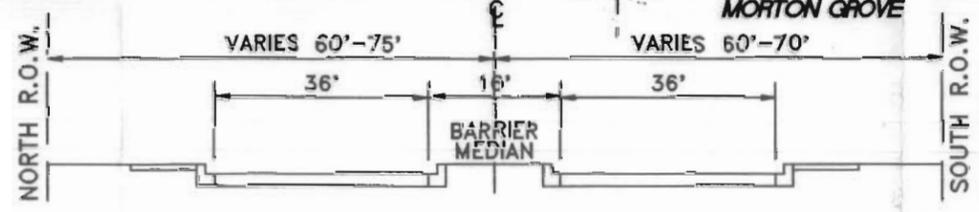
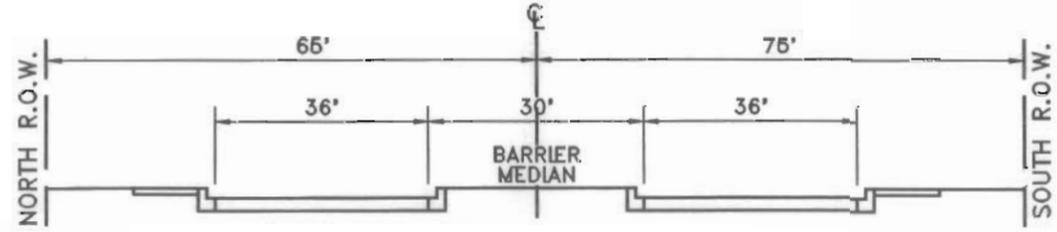
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the





DESCRIPTION OF PROPOSED CONDITIONS:

- Proposed right in / right out for all shopping malls entrance
- Proposed remove traffic signal at MICHAEL MANOR
- Maintain left turn lanes from EB IL Rte 58 to NB Flora Ave. and Julie Drive.
- Maintain left turn lanes from WB IL Rte 58 to SB Julie Drive.



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

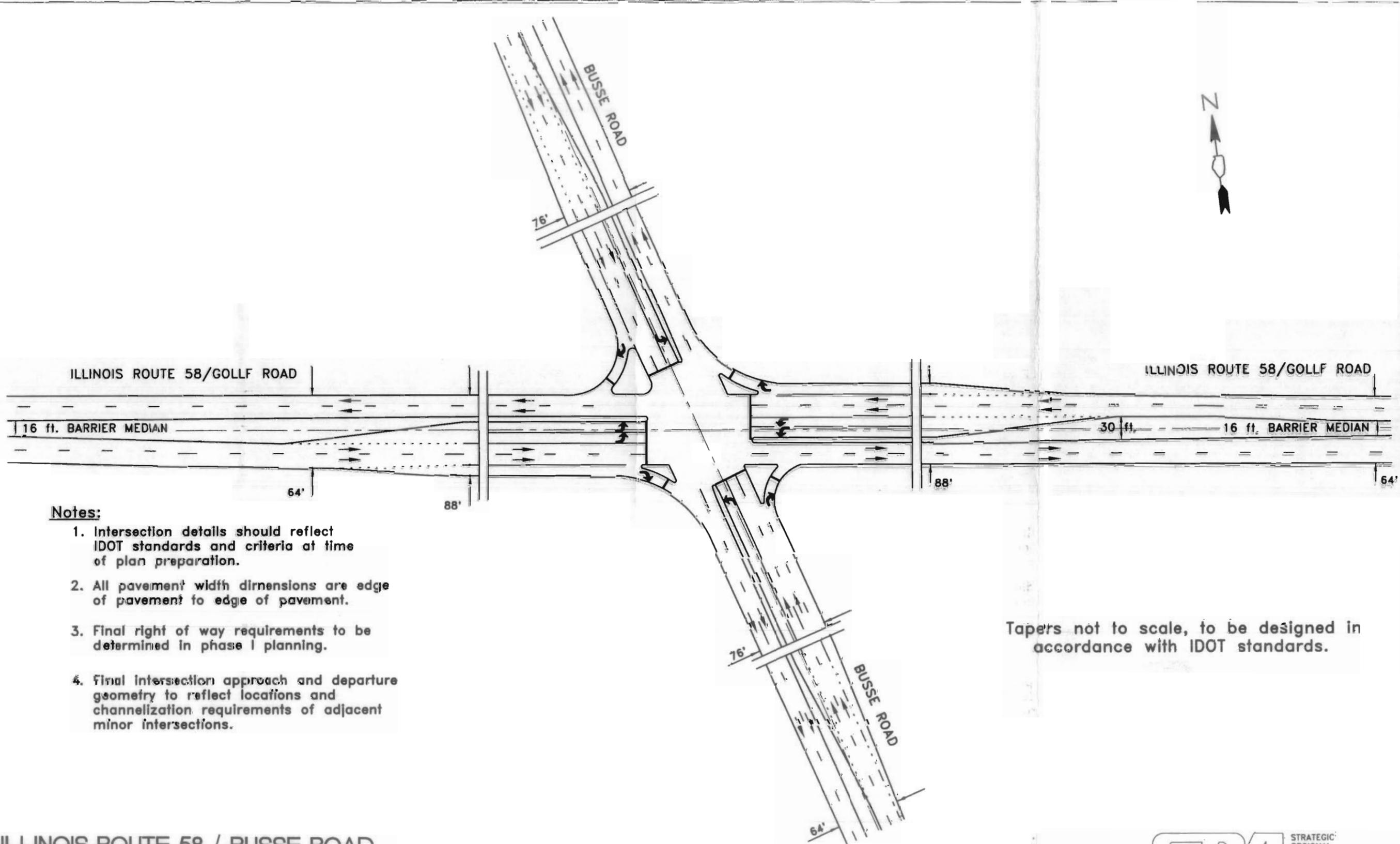
ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - PROPOSED CONDITIONS

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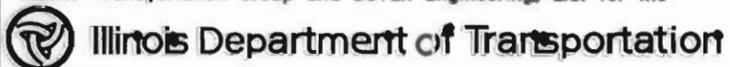
Notes:

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 58 / BUSSE ROAD

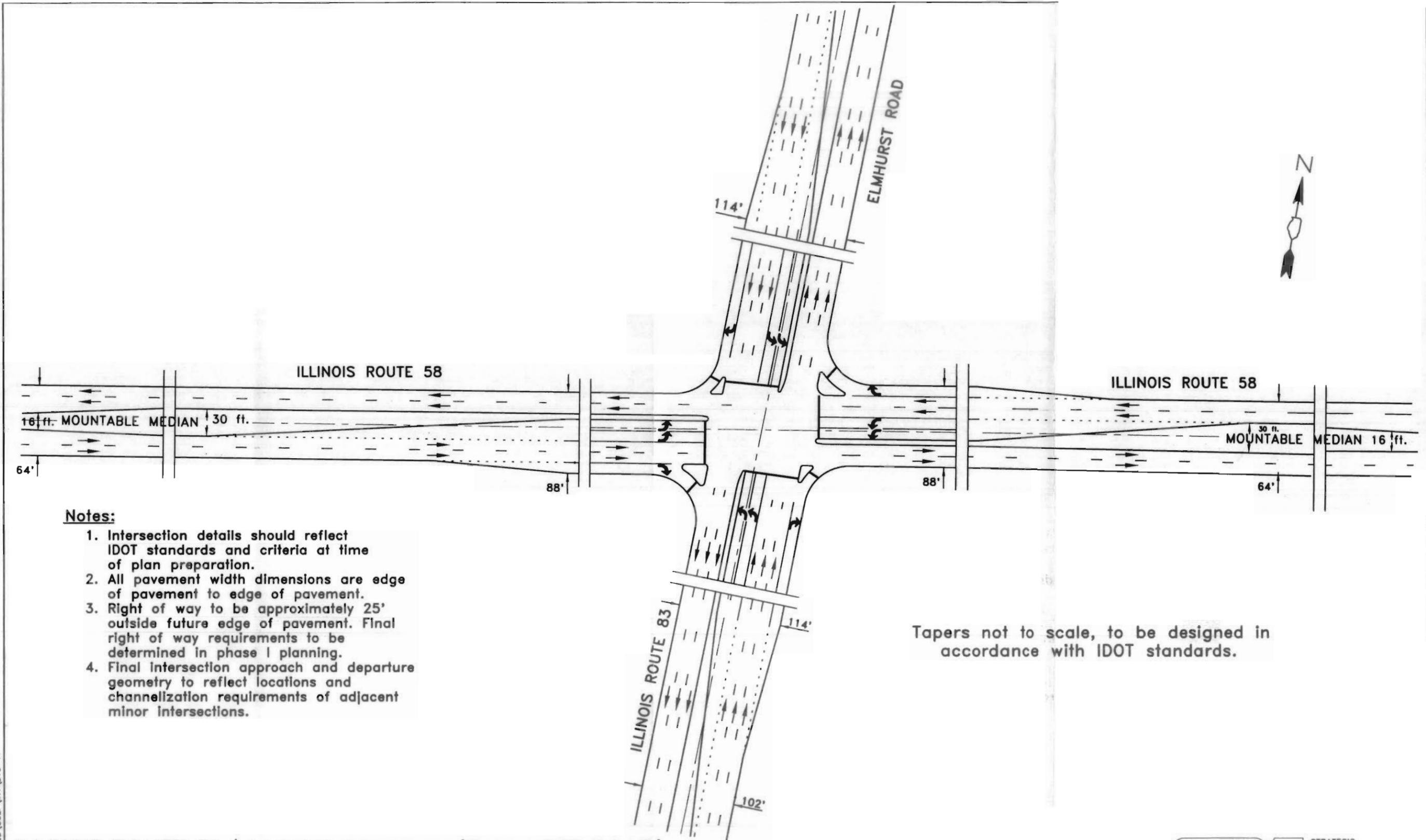
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



(NOT TO SCALE)



EXHIBIT 010-10



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.

ILLINOIS ROUTE 58 / ILLINOIS ROUTE 83 (ELMHURST ROAD)

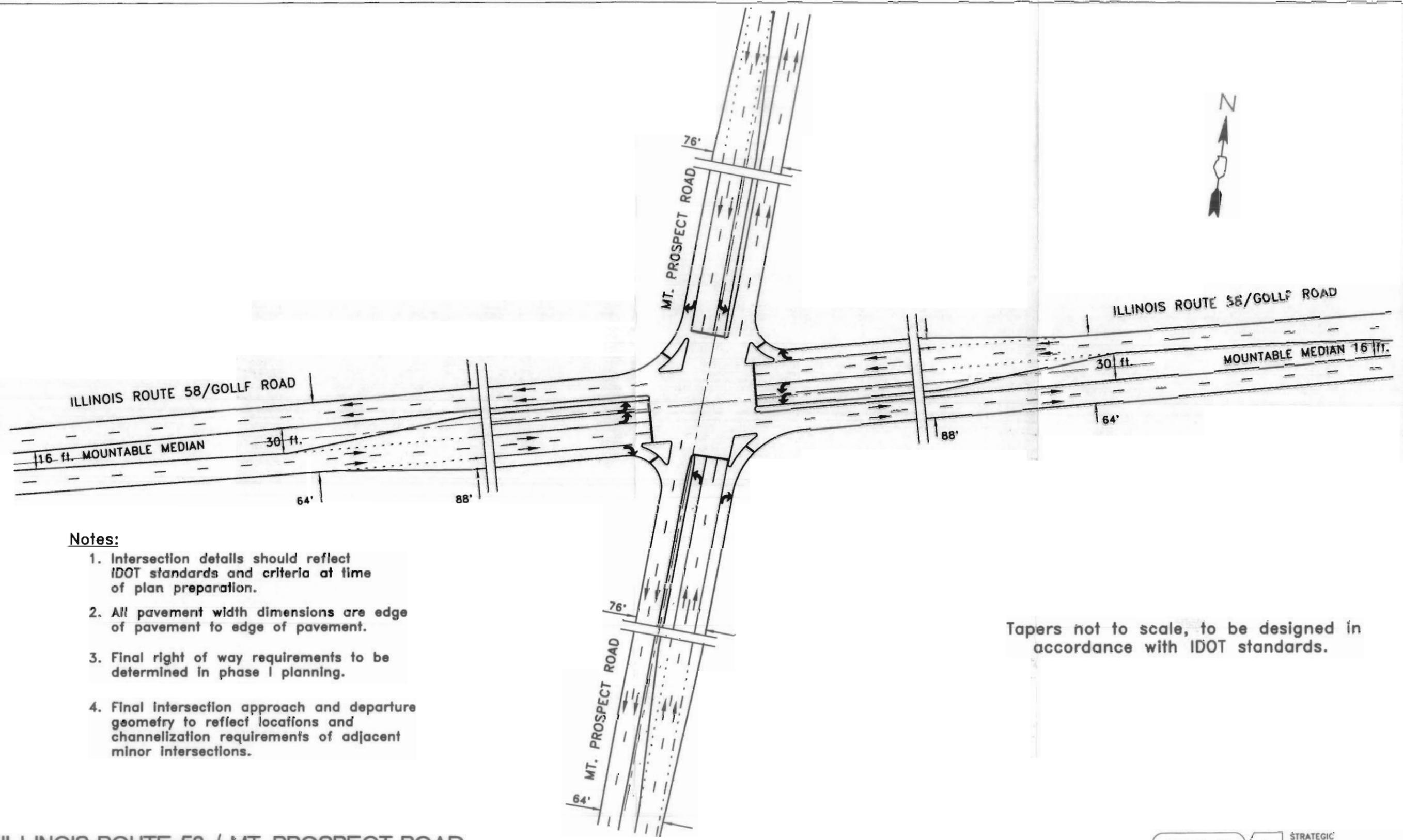
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



Illinois Department of Transportation

(NOT TO SCALE)





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.

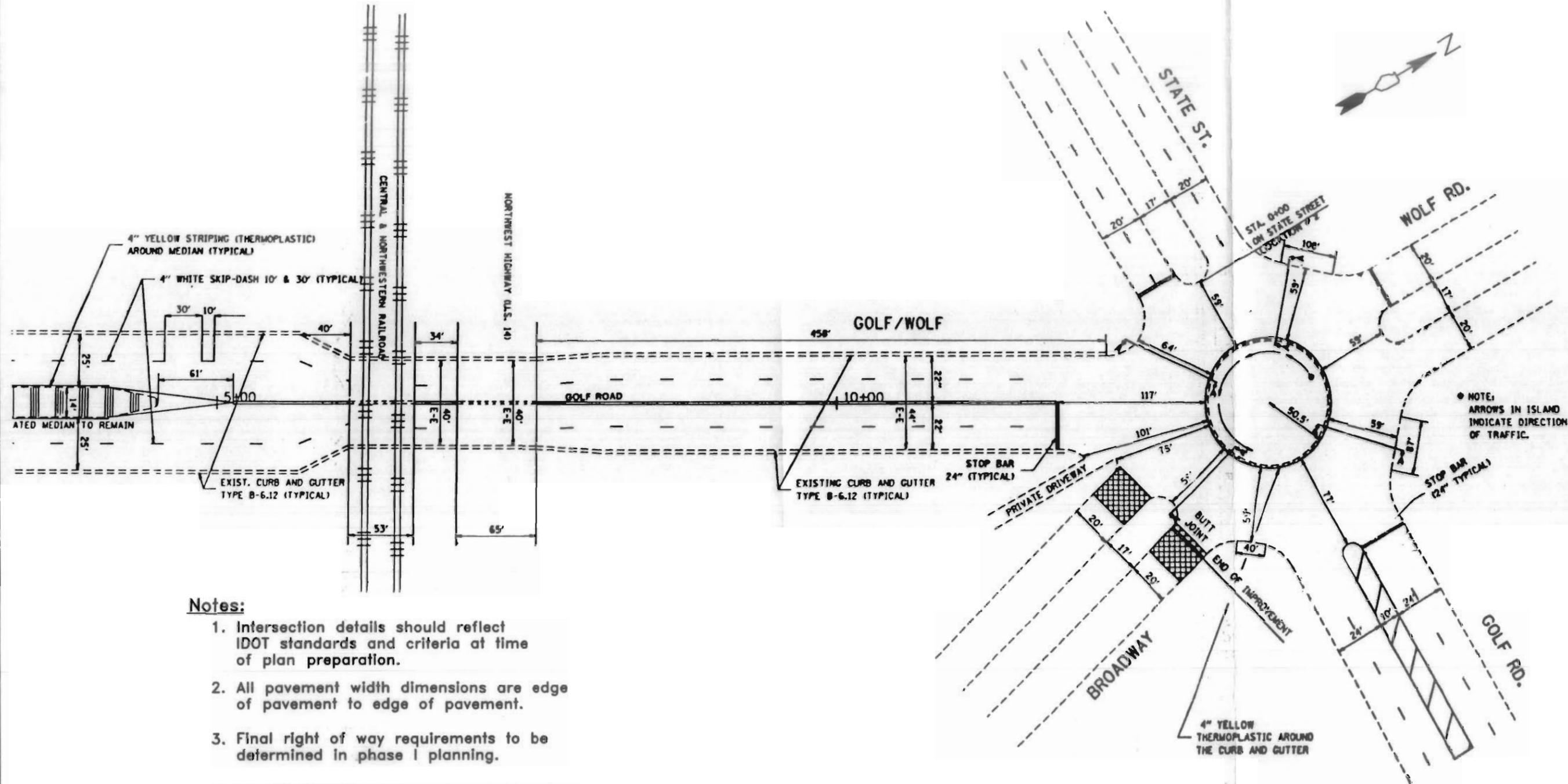
ILLINOIS ROUTE 58 / MT. PROSPECT ROAD

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

ILLINOIS ROUTE 58 / WOLF ROAD

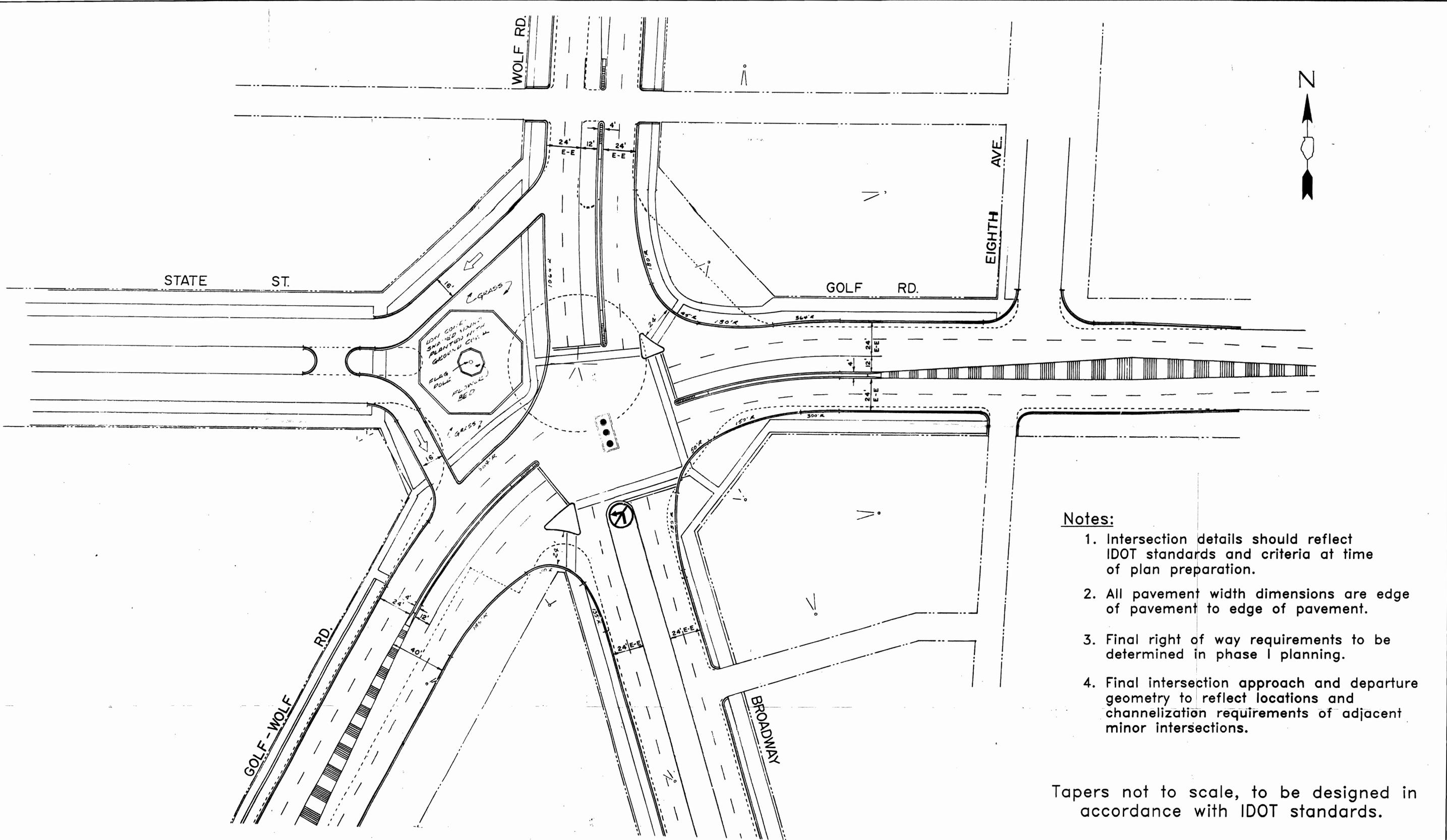
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



(NOT TO SCALE)



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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 58/WOLF ROAD SUGGESTED CONFIGURATION FOR THE MODIFIED CUMBERLAND CIRCLE (IF NECESSARY)

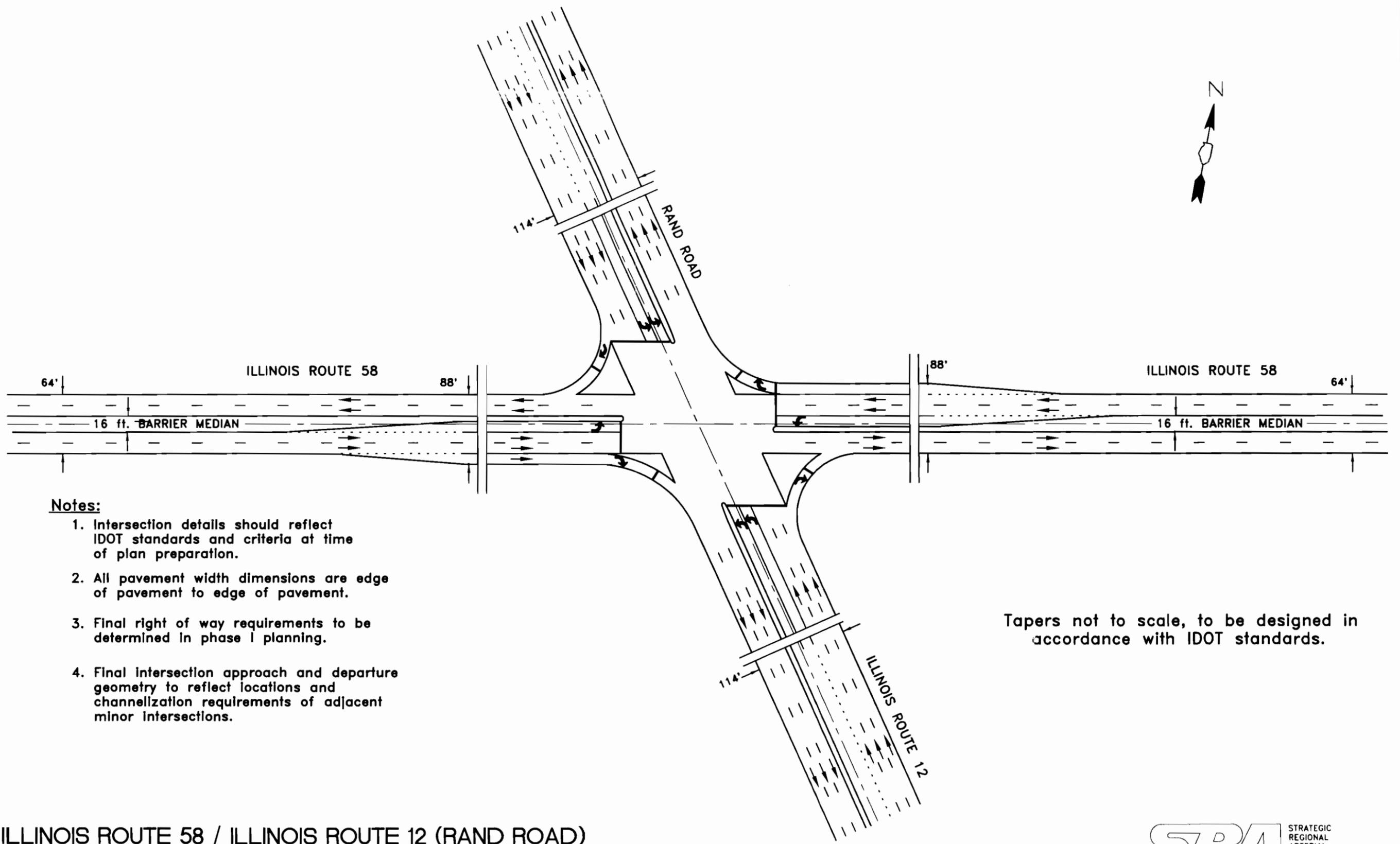
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

(NOT TO SCALE)

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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 58 / ILLINOIS ROUTE 12 (RAND ROAD)

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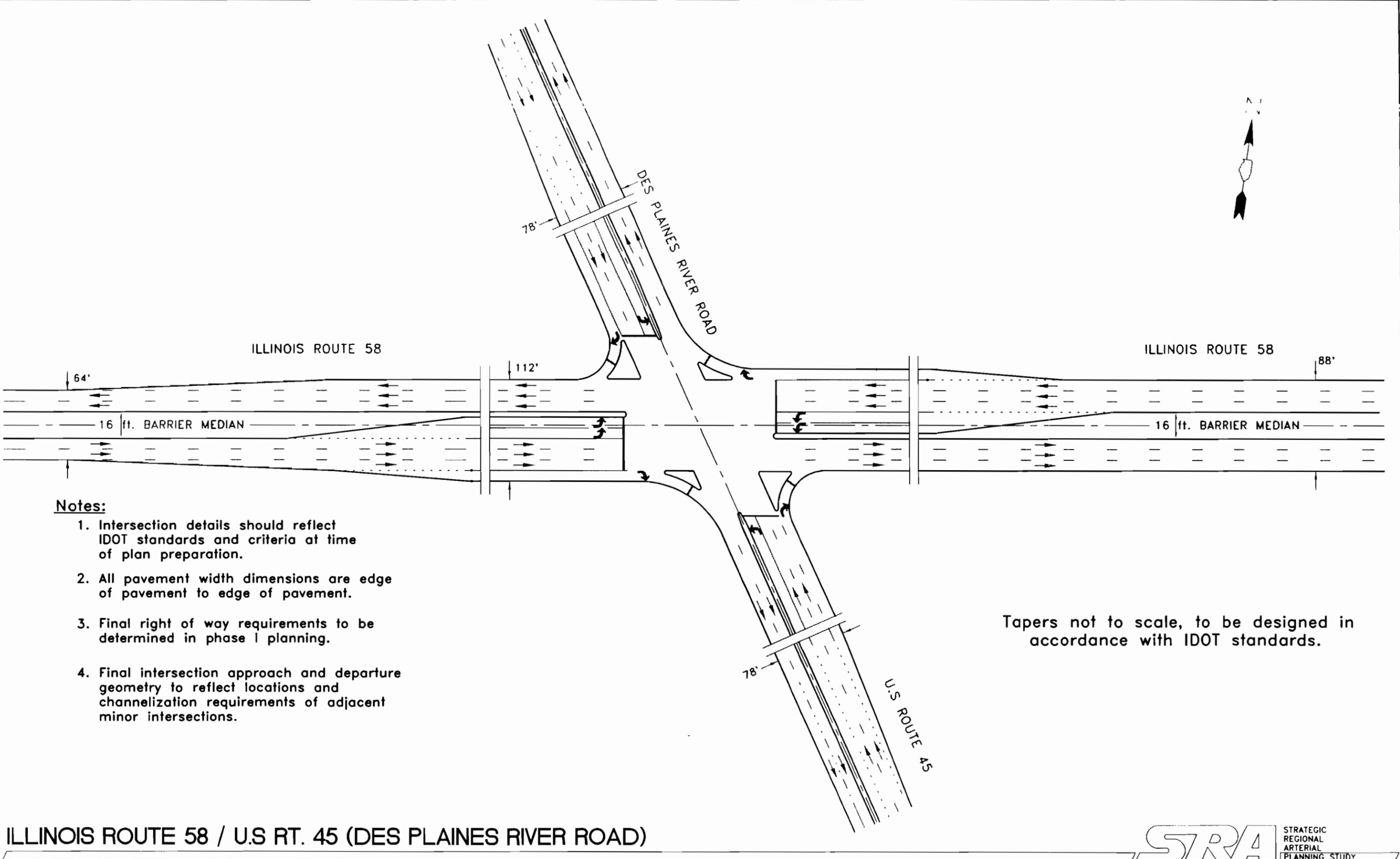
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EXHIBIT D10-14

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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 58 / U.S RT. 45 (DES PLAINES RIVER ROAD)

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

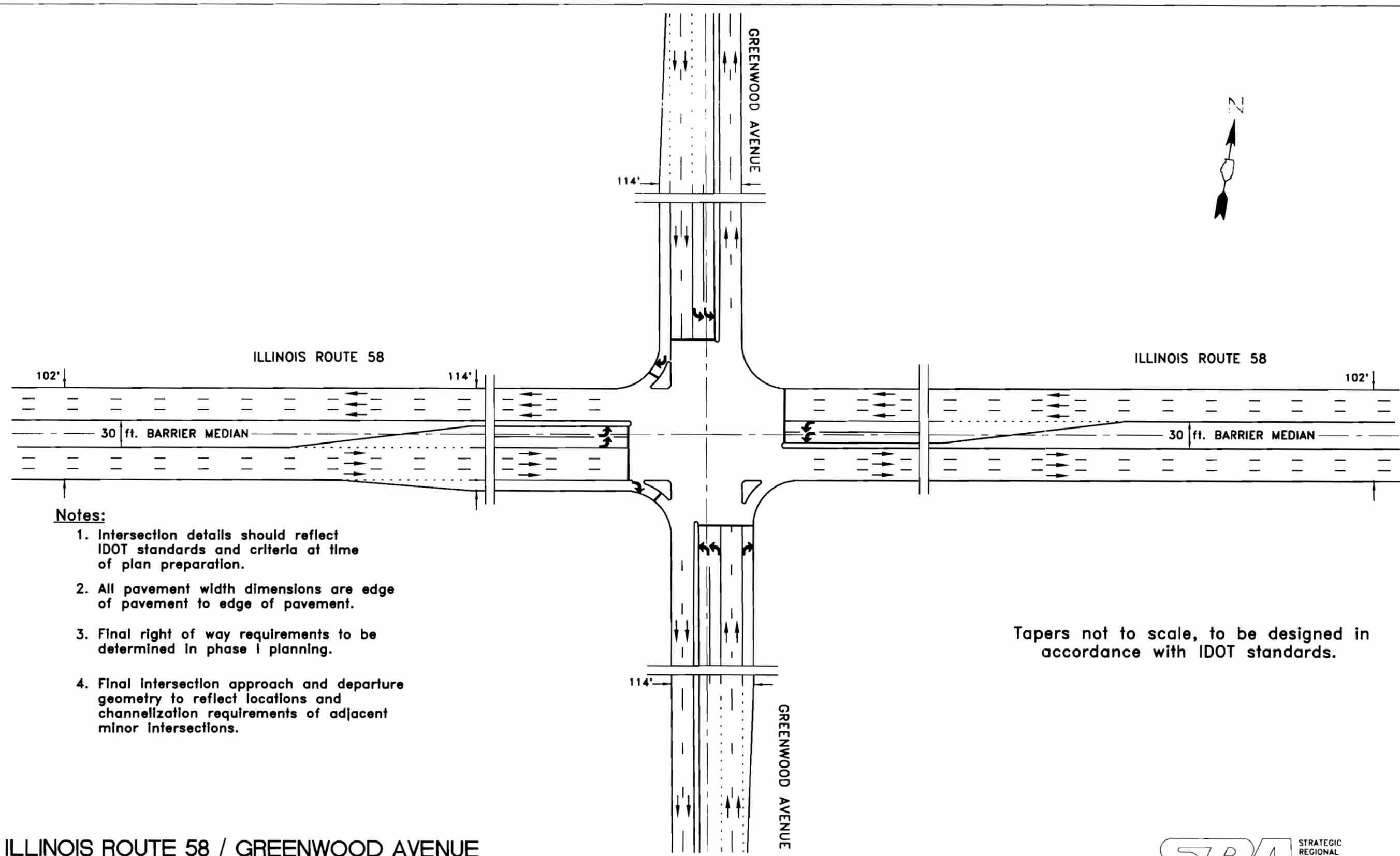


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Notes:

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.
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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 58 / GREENWOOD AVENUE

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

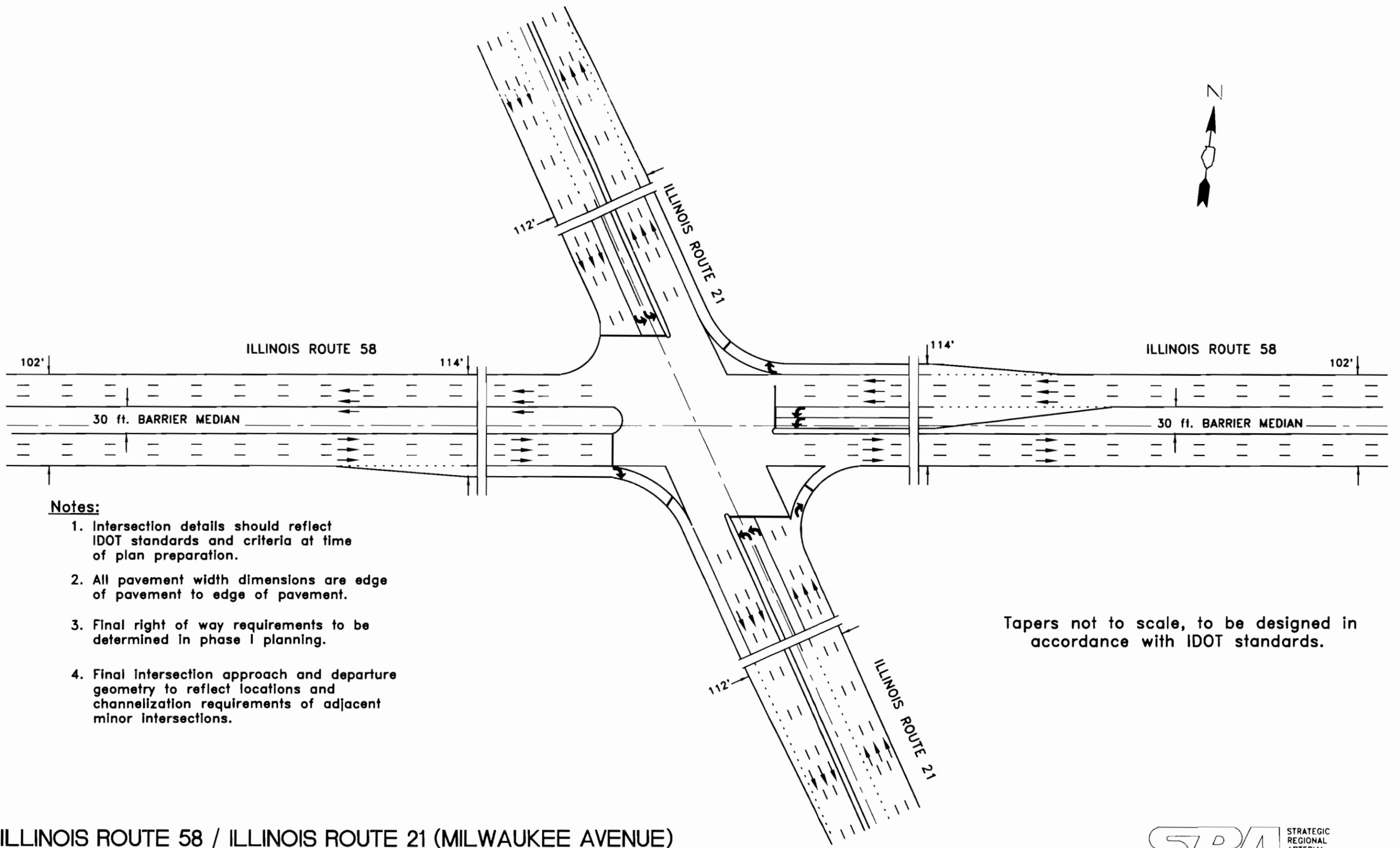


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Notes:

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 58 / ILLINOIS ROUTE 21 (MILWAUKEE AVENUE)

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



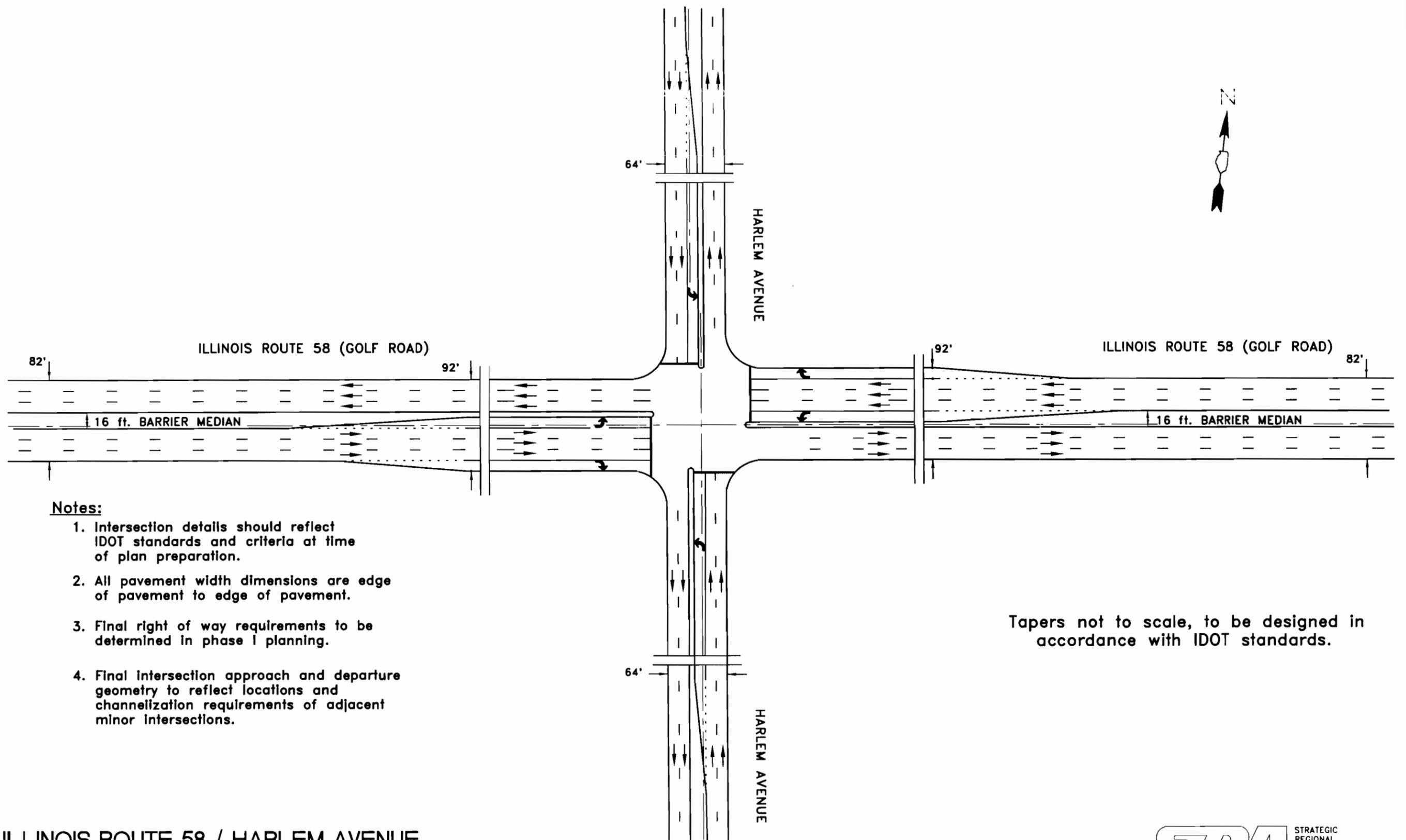
Illinois Department of Transportation

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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 58 / HARLEM AVENUE

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



Illinois Department of Transportation

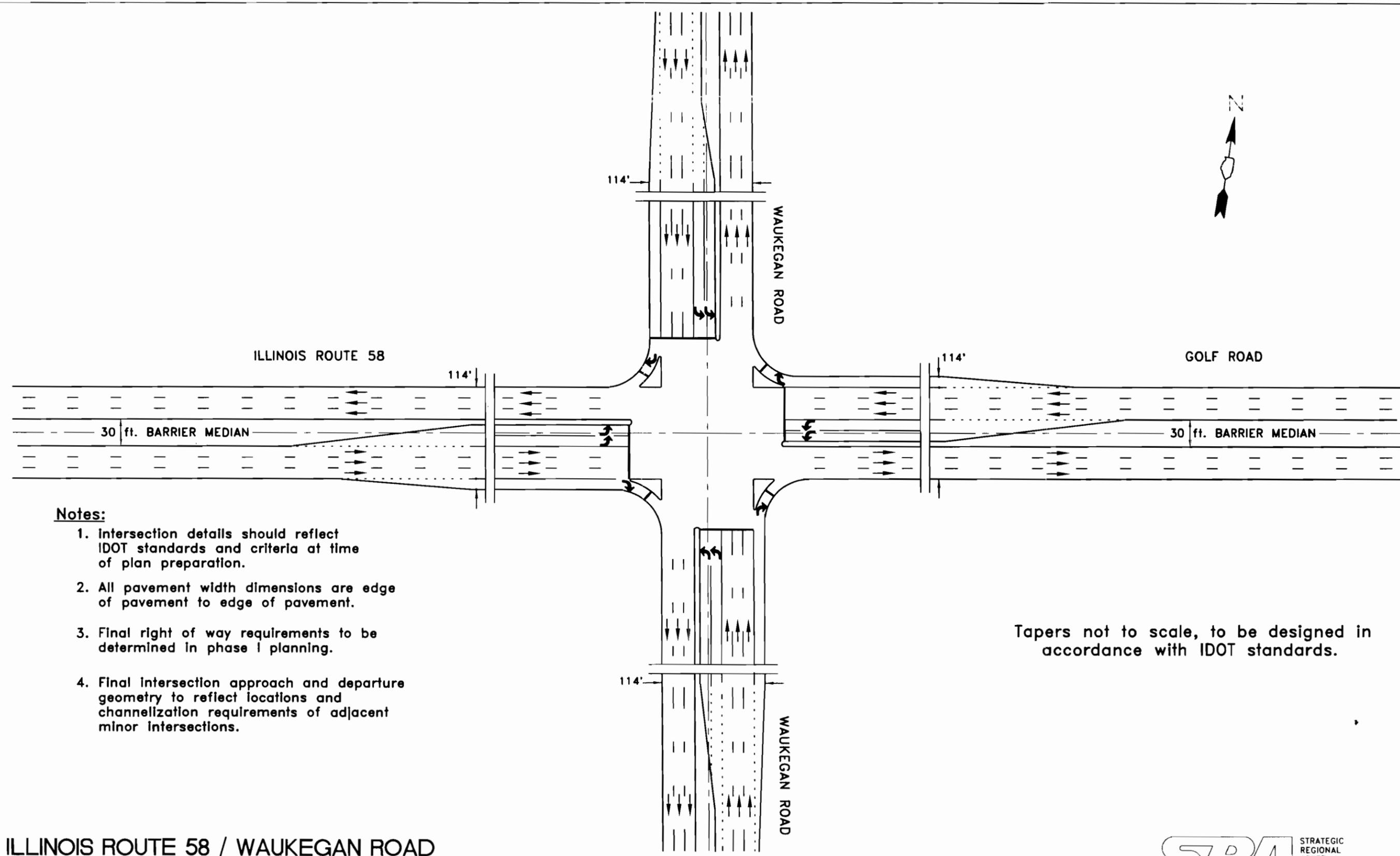
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EXHIBIT D10-18

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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 58 / WAUKEGAN ROAD

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



(NOT TO SCALE)



PUBLIC INVOLVEMENT

IL 58/Golf Road



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 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:

<u>Date:</u>	<u>Name:</u>	<u>Position:</u>	<u>Local Government</u>
10/06/93	Michael Kadlecik Michael Danecki Richard Kozdras	Village Manager Public Works Dir. Director-Community Development	Village of Palatine
10/07/93	Al Larson George Longmeyer Tom Koenig	Village President Village Manager Director of Planning	Village of Schaumburg
10/07/93	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
11/05/93	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

12/30/93	Tina Thornrose Tim Savage	Village President Acting Village Administrator	Village of Lake in the Hills
1/04/94	Rita Athas Dave Seglin	Executive Director Transportation Coordinator	Northwest Municipal Conference
1/04/94	Richard Hohs Larry Arft Chuck Scheck	Village President Village Manager Director, Community Development	Village of Morton Grove
1/04/94	Arlene Mulder Bill Dixon Charles Witherington- Perkins Mark Schoeffman	Village President Village Manager Director of Planning Village Engineer	Village of Arlington Heights
1/04/94	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.

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.

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 efforts, 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.

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: March 14, 1996

Place: Northwest Municipal Center
1616 E. Golf Road
Des Plaines, Illinois

Subject: Advisory Panel I (Part II)
Illinois Route 62 to Illinois Route 43

Time: 1:00 PM

Attendees: A. Hosain Safarloo - Dames & Moore/MCE
Rafay A. Mohammed - Dames & Moore/MCE
Beth P. Dimopoulos - Dames & Moore/MCE
Bill Enright - Village of Arlington Heights
Mark Schoeffmann, Mun. Eng. - Village of Arlington Heights
Larry Kaszuba - City of Des Plaines
Susan Chery - Village of Glenview
Larry N. Arft - Village of Morton Grove
Richard P. Hohs - Village of Morton Grove
Charles S. Scheck, Dir. of Comm. Devl. - Morton Grove
Glen Andlea - Village of Mount Prospect
Michael E. Janonis - Village of Mount Prospect
Dave Seglin - Northwest Municipal Center
Dave Helfs - Oakton Community College

The purpose of this meeting was to present the first Advisory Panel Workshop for the Illinois Route 58/Golf Road Corridor and to solicit comments. The meeting began with an introduction by Rich Starr, of the Illinois Department of Transportation.

Mr. Hosain Safarloo and Rafay Mohammed followed with the presentation. Mr. Safarloo explained that the corridor has been sub-divided into sections, and there are three sections in this corridor. Mr. Safarloo explained that the Illinois Rte 58 corridor is a continuation of the Illinois Rte 62 corridor. Since the limits of the IL Rte 62/IL Rte 58 corridor are about 35 miles, this corridor has been broken

ADVISORY PANEL I MEETING MINUTES

into two volumes. Volume I deals with IL Rte 62 from IL Rte 47 to IL Rte 58, and Volume II deals with IL Rte 58 from IL Rte 62 to IL Rte 43.

Section 5 - Illinois Route 62 to Illinois Route 83

- * This section is characterized by two 12-foot lanes in either direction separated by a 16-foot variable median.
- * The land use in this section is mixed, it is a combination of office, commercial and residential uses.
- * The proposed cross-section from IL Rte 62 to east of Arlington Heights Road will consist of six 12-foot lanes separated by a 16-foot barrier median with curb and gutter. And it will be four 12-foot lanes separated by a 16-foot mountable median from east of Arlington Heights Road to IL Rte 83.

Section VI - Illinois Route 83 to Interstate 294

This section is characterized by four 12-foot lanes separated by a 16-foot variable median. This section includes the Cumberland Circle and its unique operation.

The recommended cross-section from IL Rte 83 to IL Rte 45 will consist of four 12-foot lanes with a 16-foot mountable median, and from IL Rte 45 to I-294. The cross-section will be six 12-foot lanes separated by a 16-foot barrier median.

- * Five alternates to alleviate the operation and safety problems at the Cumberland Circle were presented.

Section VII - Interstate 294 to Illinois Route 43

From IL 294 to Greenwood, this section is characterized by four 12-foot lanes with curb and gutter separated by a 16-foot variable median. From Greenwood Road to IL Rte 43, the cross-section varies from four lanes to six lanes with a 16-foot barrier median.

The recommended cross-section from I-294 to IL Rte 43 consists of three 12-foot lanes in either

ADVISORY PANEL I MEETING MINUTES

direction separated by a 16-foot barrier median.

- * Mr. Mohammed explained the intersection levels of services for the major intersection along the corridor and explained the lane configuration for each intersection required to maintain acceptable levels of services.

Close

- * Comments were taken during and after the meeting. A list of comments received is attached to these minutes.

These minutes are assumed to be correct unless the author is notified to the contrary within 10 days.

Respectfully submitted,

DAMES & MOORE/MCE

Rafay Mohammed
Corridor Leader

RM:tz

**STRATEGIC REGIONAL ARTERIAL
SUBSET #4
IL 58 (GOLF ROAD)/ IL 62 (ALGONQUIN ROAD) CORRIDOR
ADVISORY PANEL II
MEETING MINUTES**

Date: March 12, 1998

Place: City of Des Plaines
City Hall

Subject: IL 58, Illinois Route 62 to Illinois Route 43
Advisory Panel II

Time: 9:30 AM

Attendees: Rafay A. Mohammed – BRW, Inc. (formerly Dames & Moore)
George J. Schober - BRW, Inc. (formerly Dames & Moore)
Rich Starr - Illinois Department of Transportation
Monte Chen – Cook County Highway Department
Tom Ponsot - Village of Arlington Heights
Tim Oakley - City of Des Plaines
Susan Chen - Village of Glenview
Bob Pilat – Village of Niles
Larry N. Arft - Village of Morton Grove
Dan Scanlon - Village of Morton Grove
Charles Scheck - Village of Morton Grove
Glen R. Andler - Village of Mount Prospect
Michael Janonis - Village of Mount Prospect
Jeff Wulbecker – Village of Mount Prospect
Dave Seglin - Northwest Municipal Conference

The purpose of this meeting was to present the proposed concept for the Illinois Route 58 section of the Illinois Route 58 (Golf Road)/Illinois Route 62 (Algonquin Road) Corridor and to solicit comments from the Panel members. The meeting began with an introduction by Rich Starr, of the Illinois Department of Transportation.

Overview

Mr. Rafay Mohammed explained that the corridor has been sub-divided into sections, and there are three sections in this corridor. Mr. Mohammad explained that the Illinois Rte 58 corridor is a continuation of the Illinois Rte 62 corridor. Since the limits of the IL Rte 62/IL Rte 58 corridor are about 35 miles, the corridor report has been broken into two. Volume I deals with IL Rte 62 (IL Rte 47 to IL Rte 58), and Volume II deals with IL Rte 58 (IL Rte 62 to IL Rte 43).

Page 2 of 4

Strategic Regional Arterial-Subset #4

IL58/Golf Road - Advisory Panel II

Meeting Minutes

March 12, 1998, 9:30 AM

(Con't)

The Advisory panel-I meeting was held on March 14, 1996 at the Northwest Municipal Center, Des Plaines. Following the Advisory Panel-I meeting, geometric design concepts were prepared and presented on December 16, 1997 at the Illinois Department of Transportation, District 1 office in Schaumburg.

Following the geometric review, a draft report was prepared. The content of which is the subject of this meeting.

Introduction

Golf Road has been designated as a SRA route from Algonquin Road to Waukegan Road (12 miles) For the purposes of this report the corridor has been divided into three sections

- ◆ Section V - Algonquin Road to IL 83
- ◆ Section VI - IL 83 to I-294/East River Road
- ◆ Section VII - East River Road to Waukegan Road

Each section is studied for environmental and existing conditions

A recommended improvement is proposed for each section

Section V - Algonquin Road to IL 83

The existing cross-section varies between four to six lanes with a varying median

Six lanes from Algonquin Road to Arlington Heights Road

Recommended Improvements for this section are:

- ◆ The recommended cross-section will consist of six lanes with a 16-foot mountable median between Algonquin Road and west of Arlington Heights Road.
- ◆ The existing cross-section between east of Arlington Heights Road and IL 83 will be maintained. The cross-section consists of four lanes with a 16-foot mountable median.
- ◆ Additional right-of-way will be required to accommodate the recommended cross-section.

Section VI - IL 83 to East River Road

The existing cross-section is four lanes through out this section.

Significant Issue in this section are:

- ◆ Cumberland Circle

Recommended Improvements for this section are:

- ◆ Maintain existing cross-section from IL 83 to Des Plaines River Road.
- ◆ The recommended cross-section from Des Plaines River Road to East River Road consists of six lanes separated by a 16-foot barrier median.
- ◆ Additional right-of-way will be required to accommodate the recommended improvements.

Page 3 of 4

Strategic Regional Arterial-Subset #4

IL58/Golf Road - Advisory Panel II

Meeting Minutes

March 12, 1998, 9:30 AM

(Con't)

Section VII - East River Road to Waukegan Road

Significant Issue in this section are:

- ◆ Commercial/ shopping center traffic
- ◆ Right-of-way (Washington Road and Waukegan Road)

Recommended Improvements for this section are:

- ◆ The recommended cross-section consists of six lanes from East River Road to Waukegan Road.

Next Steps

Following the advisory panel-II meeting a public hearing will be held on May 14, 1998 at the Oakton Community College, Business Development Center, between 2-7 P.M. The report will be finalized six weeks from the public hearing.

Comments

Comments were solicited at the end of the recommended improvements presentation. The following is a list of comments received.

The proposed improvement recommendations for the Cumberland Circle were questioned. It was clarified that no changes to the Cumberland Circle are recommended for the near term. This will be noted on the exhibits in the final report.

A median Break was requested at 8th Avenue.

It was mentioned that the proposed barrier median creates a problem with the many driveways between East River Road and River Road.

Relocation of the proposed signal from Highland Avenue to Fernandez Avenue was suggested.

The Village of Arlington Heights suggested for a narrower parkway along Golf Road, between IL 62 and Arlington Height Road, to reduce the parking impacts. This will be considered during Phase I studies of the area.

The Village of Mount Prospect stated their opposition to extending Sunset Road from Robert to Edgewood.

The Village of Mount Prospect suggested that we annotate the driveway for the fire station located on Golf Road east of Busse Road.

The Village is opposed to the re-alignment of Country Lane and the property acquisition that would be necessary to re-align Golfview Terrace.

Page 4 of 4

Strategic Regional Arterial-Subset #4

1158/Golf Road - Advisory Panel II

Meeting Minutes

March 12, 1998, 9:30 AM

(Con't)

The Village of Des Plaines stated their opposition, in general, to the acquisition of property for the proposed improvements and the proposed barrier medians. They also asked that Radcliff Avenue be labeled and a median break be added at this location.

IDOT is considering reducing the cross section to four lanes from I-294 to River Road due to the structure impacts at I-294.

Mr. Starr asked that all of the participant also document their question and comments via a letter to Mr. Seglin or himself or by written or recorded comment at the public hearing.

These minutes are assumed to be correct unless the author is notified to the contrary within 10 days.

Respectfully submitted,

BRW, Inc.

Rafay Mohammed
Corridor Leader

GJS/gjs

cc: attendees
file 17049-025
log

PUBLIC HEARING REGISTER

Project: Golf Rd. from Algonquin Rd. to Waukegan Rd. in Cook County

Location: Oakton Community College

Date: 5/14/98

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 DAVID ZAWISLAK	8909 DAVID PLACE Des Plaines IL Zip 60016	Self _____ Other Courtland Sq.
L	2 DENNIS Hill	8809 DAVID PLACE Des Plaines Zip 60016	Self _____ MANAGER Other Courtland Sq
E	3 PAT KROCHMAL	130 S. PROSPECT PARK RIDGE Zip 60068	Self _____ Other
R	4 NICK CHIROPOLOS	156 N. THIRD AVE DES PLAINES Zip 60016	Self _____ CITY OF D.P. OtherX
S	5 LARRY KASZUBA CITY OF DP SR. CIVIL ENGR.	1420 MINKER CITY HALL ENGR DEPT DES PL Zip 60016	Self _____ Other
E	6 R. & C. Montgomery	740 E. Golf D.P. Zip 60016	Self _____ Other
	7 Bob Pilet	6849 TOUHY NILES, IL Zip 60714	Self _____ OtherX VILLAGE OF NILES
P	8 Dave Seglin	1616 E. Golf Rd Des Plaines Zip 60016	Self _____ Northwest Other Municipal Conf.
R	9 Larry Widmer	1616 E. Golf Rd Des Plaines Zip 60016	Self _____ Northwest Other Municipal Conf.
I	10 Jim BARNETT	911 Country Ln Mt. Prospect Zip 60056	Self X Other
N	11 JIM SOUTHARD	314 HARDING DES PLAINES Zip 60016	Self X Other
T	12 Dean Gerowlis	Chicago Tribune Zip	Self _____ Other Tribune

PUBLIC HEARING REGISTER

Project: Golf Rd. from Algonquin Rd. to Waukegan Rd. in Cook County

Location: Oakton Community College

Date: 5/14/98

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 Don Smith	631 Bending Ct Des Plaines, IL Zip 60016	Self <input type="checkbox"/> City of Other <input checked="" type="checkbox"/> Des Plaines 7th Ward
L	2 Ian Scanlon	Zip 60053	Self <input type="checkbox"/> Other <input type="checkbox"/> VIL. MORTON GROVE
E	3 MIKE JANONIS	100 S. EMERSON ST Mount Pros Zip 60056	Self <input type="checkbox"/> Other <input checked="" type="checkbox"/> VILLAGE OF Mt Pros
A	4 Skip Foley	100 S Emerson St Mount Prospect Zip 60056	Self <input checked="" type="checkbox"/> Village of Mount Prospect Other <input type="checkbox"/>
S	5 Lee Mautner	110 MICHAEL MANOR GLENVIEW Zip 60025	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
E	6 Chris Cacoppo	903 Golf View Dr. Mt. Pros Zip 60056	Self <input checked="" type="checkbox"/> ↓ Jon Other <input type="checkbox"/>
P	7 Robert Giurto	1645 Woodland Ave Des Plaines Zip 60016	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
R	8 Norma Wilson	2339 Fernwood Pt Glenview Zip 60025	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
I	9 Glen R. Andlin	100 S. Emerson Mount Prospect IL Zip 60056	Self <input type="checkbox"/> Other <input checked="" type="checkbox"/> Village of Mt Prospect
N	10 JEFF WULBECKER	1700 W CENTRAL MOUNT PROSPECT ZIP 60056	Self <input type="checkbox"/> Other <input checked="" type="checkbox"/> Hill of Mt. Prospect
T	11 JOE DEMONTE	912 S. COUNTRY LANE MT. PROSPECT Zip 60056	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
	12 DOROTHY ALLEN UMANSKY	2516 W. GOLF RD GLENVIEW Zip 60025	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>

PUBLIC HEARING REGISTER

Project: Golf Rd. from Algonquin Rd. to Waukegan Rd. in Cook County

Location: Oakton Community College

Date: 5/14/98

Time: 2-7 PM

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

	Name	Address	Representing
1	JAMES R. VERHUNCE	8821 MANSFIELD MORTON GROVE Zip 60053	Self _____ TRAFFIC COMMISSION Other MORTON GROVE
2	JAMES CALCAHAN	337A N. 4TH AVE DES PLAINES Zip 60016	Self <input checked="" type="checkbox"/> Other _____
3		_____ Zip _____	Self _____ Other _____
4		_____ Zip _____	Self _____ Other _____
5		_____ Zip _____	Self _____ Other _____
6		_____ Zip _____	Self _____ Other _____
7		_____ Zip _____	Self _____ Other _____
8		_____ Zip _____	Self _____ Other _____
9		_____ Zip _____	Self _____ Other _____
10		_____ Zip _____	Self _____ Other _____
11		_____ Zip _____	Self _____ Other _____
12		_____ Zip _____	Self _____ Other _____

IN RE:)
)
STRATEGIC REGIONAL ARTERIAL)
)
OPERATION GREENLIGHT)
)
GOLF ROAD FROM ALGONQUIN ROAD)
TO WAUKEGAN ROAD IN COOK)
COUNTY)

DES PLAINES, ILLINOIS, 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 Oakton
Community College, Conference Center, Rooms B
and D, Des Plaines, Illinois, on the 14th day
of May, A. D. 1998, between the hours of 2:00
and 7:00 P. M.

DENNIS HILL: Dennis Hill. My business address is 8909 David Place. I am the property manager of Cortland Square Condominiums.

Our concern is, by widening Golf Road, you are going to wind up moving the sidewalk back, the electrical poles and you are going to be destroying about \$15,000 worth of landscaping that we put in three years ago and decreasing the property values of the units facing Golf Road that now has a three-lane highway 20 feet from their front door.

* * * * *

DAVID ZAWISLAK: My name is David Zawislak and I am President of Cortland Square Homeowners' Association.

And I have the same concerns.

(WHICH were all of the comments made at the above-captioned public hearing.)

2025 RELEASE UNDER E.O. 14176

PUBLIC COMMENT

PROJECT: SRA

DATE: 5-14-98

As a local DP resident near the Cumberland Circle I was pleased to hear that no changes are proposed for the Circle. In my estimation and from my experience the Circle does a good job of moving the high volume of traffic which passes thru

Over the years there ~~have~~^{has} been opposition to the Circle and asking for changes. But to no avail.

Bottom line the Circle is a focal point of the neighborhood. We want to leave it alone.

The remainder of the plan makes a lot of sense and in safety and should help move traffic on this highly used road in the 21st century.



Illinois Department of Transportation

NAME: VICKI CHIROPOLOS

ADDRESS: 156 N THIRD AVE DES PLAINES 60016

PUBLIC COMMENT

PROJECT: _____

DATE: _____

CUMBERLAND CIRCLE:

WESTBOUND GOLF:

STOP LINE SHOULD BE MOVED FARTHER WEST. MOST CARS STOP 10 TO 20 FEET BEYOND LINE. IT WOULD BE BETTER IF MOVED WEST FOR BOTH VISION AND DECISION MAKING

SIGNAGE!

SOME WAS CHANGED RECENTLY, BUT IT IS NOT CONSISTENT. A SIGN FOR "CIRCLE AHEAD" SHOULD BE THERE FOR ALL ~~DIRECTIONS~~ DIRECTIONS. ALSO, ALL "RIGHT TURN ONLY" SIGNS SHOULD BE ELIMINATED.



Illinois Department of Transportation

NAME: JAMES I. SOUTHARD

ADDRESS: 314 HARDING AVE - DES PLAINES, IL 60016

SRA - Route 58 (Golf Road)
Public Hearing - May 14, 1998

My name is Dan Scanlon; I am President of the Village of Morton Grove. My comments will be directed to Section 7 of this SRA route--from I-294 to Waukegan Road; and in particular to the segment of Golf Road between Washington Street and Waukegan Road.

I generally concur with the recommendations being made for this short stretch of the SRA route, however, I must raise a few questions and concerns with the proposals made:

1. On page IV-6 of the "Draft Report", the statement is made that "No additional right-of-way is required to accommodate this cross-section... However, if the local municipalities desire to have more separation between the property line and the edge of pavement, then additional right-of-way will be required to provide for a wider parkway." The residential properties immediately south of Golf Road have their rear yards adjacent to the existing right-of-way. Taking the additional right-of-way will reduce existing property depth by 10 feet--causing all properties adjacent to Golf Road to become non-conforming under existing zoning district requirements. While the additional right-of-way would provide a wider parkway, it would not afford additional separation from the wider street to the rear of the residential structures, since the houses will not move just because the highway right-of-way is widened.

I would suggest that rather than spending the money to purchase the additional right-of-way, a noise barrier be installed along the existing right-of-way to provide a real benefit to the Village residents living adjacent to the improved highway.

2. In addition, I have particular concern about the proposed improvement at

the Golf and Waukegan intersection, particularly with the indication of three (3) through lanes on Waukegan Road both north and south of Golf Road. The Village has undertaken an extensive study of the Waukegan Road corridor between Golf Road and Dempster Street. After reviewing the corridor analysis with Illinois Department of Transportation staff, it was generally agreed that providing a Waukegan Road cross-section of two (2) through lanes in each direction, a center continuous left turn lane, and on-street parking in various locations would be able to accommodate the current and projected traffic movement through the corridor. The Village will be pleased to share the IDOT approved revised cross-section with the consultants preparing this SRA report to ensure that the Waukegan Road/Golf Road intersection is properly shown in this report.

The proposed Illinois Route 58/Waukegan Road design (Exhibit D10-19) shows a Golf Road cross-section of three (3) through lanes in each direction across Waukegan Road with a 30 ft. barrier median. Of great concern to this Village is that approximately 350 feet east of Waukegan Road, the Avon Products plant has a driveway access which will be deprived of access to westbound Golf if the barrier median is constructed. In addition, a railroad underpass lies approximately 600 feet east of Waukegan Road. Although the bridge over the underpass is proposed for reconstruction, the bridge plans do not indicate an opening in the embankment wider than that which currently exists allowing for only two (2) through lanes in each direction without a center median. If the six (6) lane cross-section is to continue east of Waukegan Road, METRA should be immediately contacted so revised plans for the bridge reconstruction can be developed to accept the widened roadway.

I appreciate the opportunity to present these comments to the Illinois Department of Transportation for its review.

PUBLIC SERVICES DEPARTMENT

Village of Niles

"Where People Count"

6849 Touhy Avenue, Niles, Illinois 60714, Ph (847) 588-7900 Fax (847) 588-7950

May 13, 1998

Rafay Mohammed
Project Manager
Dames & Moore/MCE
1701 Golf Road, Suite 404
Rolling Meadows, IL 60008

Re: Golf Road Strategic Regional Arterial

Dear Mr. Mohammed:

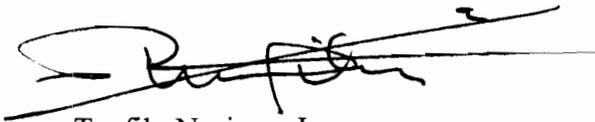
The Village of Niles has the following comments regarding the above referenced project:

1. The proposed taking of additional right-of-way for Golf Road within the Village of Niles is unacceptable. These takings would have a severe and profound negative effect on businesses located in this area. The setbacks at some locations would be eliminated, directly conflicting with our zoning regulations, and could also alter existing parking lot configurations by reducing the amount of on-site parking necessary or required by our zoning regulations. In other locations, the proposed right-of-way takings would be even more devastating by removing areas used by businesses to conduct their daily operations. In essence this could easily force businesses out of business. Therefore, any right-of-way takings must be modified or withdrawn from the plans to eliminate any negative impact on businesses and maintain compliance with zoning regulations.
2. The Village of Niles also opposes the installation of barrier medians on Golf Road as well. Businesses depend upon customers having access to their business, and barrier medians severely restrict customers access, hurting business activity in this area. Further, barrier medians would increase traffic on local residential streets as motorists attempt to maneuver around the barriers to gain access to and from Golf Road, creating an unsafe condition where none now exists. While mountable medians would be acceptable, the Village favors a painted median which will provide better access and easier maintenance.

3. The removal of the traffic signal at the intersection of Michael Manor and Golf Road is also opposed by the Village of Niles. While it is not a major intersection, the volume of motorists using this traffic signal to gain access to Golf Road increases significantly when vehicles exit St. Isaac Jogues Church, especially following a large gathering. Removal of this traffic signal would create a hazardous situation that was resolved when the traffic signal was originally installed. This signal should be maintained to provide access with a detection system.

We appreciate your efforts to accommodate our requests, and look forward to working with you as you implement these changes. If I can be of any further assistance, please contact me at (847) 588-7900.

Sincerely,

A handwritten signature in black ink, appearing to read 'Teofilo Noriega, Jr.', with a long horizontal line extending to the right.

Teofilo Noriega, Jr.
Director of Public Services
Village of Niles

cc. Mayor Nicholas B. Blase
Abe Selman, Village Manager
Scott Jochim, Supt. of Engineering
Dave Seglin, NWMC
Rich Starr, IDOT

MAYOR
Gerald L. Farley

TRUSTEES
George A. Clowes
Timothy J. Corcoran
Paul Wm. Hoefert
Richard M. Lohrstorfer
Daniel A. Nocchi
Irvana K. Wilks

VILLAGE MANAGER
Michael E. Janonis

VILLAGE CLERK
Carol A. Fields



Phone: (847) 392-6000
Fax: (847) 392-6022
TDD: (847) 392-6064

Village of Mount Prospect

100 South Emerson Street Mount Prospect, Illinois 60056

July 7, 1998

Mr. Hosain Safarloo
Dames & Moore / MCE
1701 Golf Road, Suite 404
Rolling Meadows, IL 60008

Subject: Golf Road SRA Draft Report

Dear Mr. Safarloo:

The Village of Mount Prospect has reviewed the subject draft report dated May 1998. Many of the comments in our May 20, 1996 letter have not been addressed in this revised draft report. They are restated below:

GENERAL COMMENTS:

The Village of Mount Prospect is very pleased to see that this report does not recommend expansion or widening of Golf Road to add additional through traffic lanes. It is discouraging however to again see a design for a roadway, which has over the years serviced business, residential, neighborhood and through traffic, focus only on through traffic. The Village strongly objects to any turn restrictions proposed for Village streets along Golf Road. Elimination of access to side streets not only creates a hardship for residents but it increases traffic times, air pollution and motorist confusion. One of the stated intentions of the SRA system is to "increase personal mobility and reduce congestion." The funneling of neighborhood traffic onto one street contradicts this goal. The residential neighborhoods existed before Golf Road therefore accessibility for all neighborhood streets must continue to be a priority. In light of this the Village recommends that a painted median be installed rather than the proposed mountable median. The painted median will improve the access to the side streets and will provide for easier maintenance. The report should clarify where mountable medians and barrier medians are located.

SPECIFIC COMMENTS:

Environmental Conditions and Land Use

- Page I-1, Environmental Conditions: The underground storage tanks have been removed at the "old gas station" site at the southeast corner of Golf and Busse.

Page 2 ...
Golf Road SRA
July 7, 1998

- Page I-1, Land Use: Some residential property exists along the north side of Golf between Busse and Meier.
- Page I-2, Environmental Conditions: Please provide the Village with information concerning the leaking tanks at the Chicago Assembly of God site.
- Page I-4, Table I-1: The Old Gas Station underground storage tanks at the southeast corner of Golf and Busse have been removed.
- Page I-8, Table I-2: Robert T. Jackson Clearwater Park is actually not a park but owned by St. Cecelia's Church. The park listed as West Park is actually Robert T. Jackson Clearwater Park.
- Exhibit A10-25: The access road for Par 4 Subdivision, on the north side of Golf west of Grove Drive should be shown. A median break should be provided for left turn access into this road.
- Exhibit A10-26: U-5 is the Shell Gas Station, U-6 is the Old Gas Station, P-3 is Robert T. Jackson Clearwater Park.
- Exhibit A10-27: Grace Drive is actually Cypress Drive south of Golf Road and Waverly Lane north of golf. Landcaster is spelled Lancaster, Na-Wa-Ta Avenue is the street west of Linneman Road on the south side of Golf, Country Lane is the easternmost street on the north side of Golf.

Existing Roadway Conditions

- Page II-2, Existing Roadway Conditions: The existing pavement conditions should be addressed. Numerous pavement joints have failed and there is need for repair.
- Page II-6, Table II-2 and Table II-3 on Page II-7: Attached is the Police Department traffic accident information and a comparison with in these two tables. In all but one case the number of accidents is significantly higher.

Recommended Improvements

- Page VI-2: During discussions of the Route 83 Improvements, Mount Prospect and IDOT had agreed on a configuration for the north leg of the intersection consisting of 2 thru lanes in each direction and a single left turn lane and a single right turn lane. The ROW acquisition must be eliminated or minimized at this intersection.

- **Page VI-3, Access Management:** The Village opposes the proposed closed median breaks and resulting "right-in / right-out" configuration for any streets within the Village. The accident rates for these segments is relatively low and does not justify the turn restrictions. (The Village requests the accident information for each segment within Mount Prospect itemized by intersection and type of accident). This will also increase the traffic on the local residential streets as motorists maneuver around to gain access to and from Golf Road. The 16' wide median should allow ample room for the left turn lanes. The Village is opposed to the mountable medians and is strongly in favor of a painted median, which will provide better access and easier maintenance. The Village requests any information that IDOT has concerning the accident rate of vehicles turning over mountable medians compared to turns over a painted median.

Public Involvement

- **Exhibit C10-26:** Why is ROW acquisition necessary at Meier Road and Golf?
- **Exhibit C10-26:** Dual left turn lanes should be reconsidered at Busse and Route 83 in order to eliminate the need for ROW acquisition. Lengthening of the turn lane should be considered.
- **Exhibit C10-26:** The Village is opposed to the connection of Sunset Lane to Edgewood Lane in order to eliminate left turn access to Golf Road from Edgewood Lane. Full access to Edgewood Lane should remain.
- **Exhibit C10-26:** The median break east of Busse Road for the fire station allows vehicles to turn north into the strip shopping center. A left turn lane should be considered to allow for turns which will be made. This median break should also be extended further east to allow access into the fire station parking lot.
- **Exhibit C10-27:** The exit from the shopping center at the southwest corner of Golf and Route 83 aligns with I-Oka to the north. There must be a median break at this location to allow access into and out of the shopping center from both directions on Golf Road.
- **Exhibit C10-27:** The Village opposes the realignment of Country Lane and resulting property acquisition. The driveway from Market Place Shopping Center should be realigned to match with the existing alignment of Country Lane and eliminate the need for encroachment on the single family residence at the northwest corner of this intersection.
- **Exhibit C10-28:** What is the justification for the traffic signal at School Street / Marshall Drive intersection? School Street only continues for two blocks north of

Page 4 ...
Golf Road SRA
July 7, 1998

Golf. The Village is concerned about funneling all the neighborhood traffic onto this one street.

- Exhibit C10-28: The Village opposes the realignment of Golfview Place and the resulting property acquisition. More specific information should be provided concerning the anticipated property acquisition at the Golfview / Wilkins intersection.

Please provide a written response to these comments. If you should have any questions, please don't hesitate to contact our Village Engineer, Jeff Wulbecker.

Very truly yours,
VILLAGE OF MOUNT PROSPECT



Gerald L. "Skip" Farley
Mayor

GLF/jaw

cc: Village Board of Trustees
Village Manager Mike Janonis
Public Works Director Glen Andler
Rich Starr, IDOT Director of SRA

X:\files\engineer\idot\projects\golfrd\srarv5.doc

File 17049.025

Oakton Community College



Vice President for
Business and Finance

1600 East Golf Road
Des Plaines, IL 60016-1268
(847) 635-1876
FAX (847) 635-1764

July 9, 1998

Rafay Mohammed
BRW, Inc.
701 Golf Road, Suite 1000
Rolling Meadows, IL 60008

RECEIVED
JUL 16 1998
BRW, INC.

Dear Mr. Mohammed:

This letter is to inform you that Oakton Community College objects to any expansion of Golf Road that would require acquisition of any of the College's land on Golf Road. In addition, since that land was formerly a garbage dump, it would require a full environmental impact study prior to any action to acquire such land.

Please send me a copy of your final recommendation. Thank you.

Yours truly,

David E. Hilquist
Vice President for Business and Finance

DEH:pd

\\dch\brw798

PUBLIC SERVICES DEPARTMENT

Village of Niles

"Where People Count"

6849 Touhy Avenue, Niles, Illinois 60714, Ph (847) 588-7900 Fax (847) 588-7950

File: 17049-025

June 8, 1998

Rafay Mohammed
Project Manager
Dames & Moore
1701 Golf Road, Suite 404
Rolling Meadows, IL 60008

RECEIVED

JUN 10 1998

BRW, INC.

Re: Golf Road Strategic Regional Arterial

Dear Mr. Mohammed:

In reference to the above project, the Niles Village Board adopted the enclosed resolution stating their opposition to this project at their May, 26, 1998 Village Board meeting.

Should you have any questions, please contact me.

Sincerely,



Teofilo Noriega, Jr.
Director of Public Services

cc. Dave Seglin, NWMC

takings, 2) using painted flush medians in lieu of barrier medians, and 3) maintaining the existing traffic signal at Michael Manor.

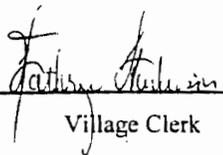
Section 5: That this Resolution shall be in full force and effect from and after its passage by a vote of at least two thirds of the corporate authorities now holding office and approved in the manner provided by law.

PASSED: This 26th day of May, 1998.

AYES: 6 BOND I, CALLERO, MAHONEY, MURPHY, PRESTON, PRZYBYLO

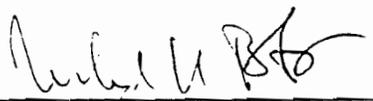
NAYS: 0

ABSENT: 0



Village Clerk

APPROVED by me this 26th day of May, 1998.



President of the Village of Niles
Cook County, Illinois

RESOLUTION NO: 1998-11-R

STATING OPPOSITION TO THE PLANNED IMPROVEMENTS
TO GOLF ROAD UNDER THE STRATEGIC REGIONAL ARTERIAL PROGRAM

WHEREAS, as part of the 2010 Transportation System Development Plan adopted by the Chicago Area Transportation Study (CATS) and Northeastern Illinois Planning Commission (NIPC), the SRA system is intended to supplement the existing and proposed expressway facilities by accommodating a significant portion of long distance, high volume automobile and commercial vehicle traffic in the region; and

WHEREAS, the Strategic Regional Arterial (SRA) system is a 1,340 mile network of existing roads in Northeastern Illinois including 146 route segments in the six county area; and

WHEREAS, Illinois Route 58 (Golf Road) is currently on the arterial highway network of the Illinois Department of Transportation (IDOT) and now carries high volumes of long distance traffic and has been classified as a Suburban Arterial on the SRA network; and

WHEREAS, new design features have been proposed to Golf Road as part of this program including the installation of a barrier median, taking additional right-of-way and removal of a traffic signal at Michael Manor on Golf Road;

NOW THEREFORE BE IT RESOLVED by the President and Board of Trustees of the Village of Niles as follows:

- Section 1. The installation of barrier medians would have a devastating effect on the business community and force motorists to use local roads to circumvent these medians.
- Section 2. The taking of additional right-of-way of up to 25 feet in various locations would severely impact the ability of businesses to operate by removing parking spaces required by the Village of Niles Zoning Ordinance as well as removing operational areas of various businesses.
- Section 3: The removal of the traffic signal at Golf Road and Michael Manor would create a safety hazard for motorists existing from St. Isaac Jogues Church.
- Section 4: The President and Board of Trustees of the Village of Niles strongly state their opposition to these plans and request that said improvements be withdrawn or lessened to mitigate any negative effect on the Village of Niles business community by 1) reducing or eliminating right-of-way



CITY OF DES PLAINES

1420 MINER/NORTHWEST HIGHWAY ■■ DES PLAINES, ILLINOIS 60016-4498 ■■ (847)391-5300

May 13, 1998

Ref. # 98261

Mr. Rich Starr, Highway Systems Engineer
Illinois Department of Transportation
201 W. Center Court
Schaumburg, Illinois 60196

RECEIVED

MAY 18 1998

BRW, INC.

Reference: Illinois Route 58/Golf Road Strategic Regional Arterial

Dear Mr. Starr:

We have reviewed the draft report for the Illinois Route 58/Golf Road Strategic Regional Arterial dated May 1998 and have the following comments:

General Comments:

Although the report does not address existing and future drainage conditions, be advised that the existing storm sewers located along Golf Road within the City of Des Plaines are severely limited in capacity. Any increased impervious area within the right-of-way will exacerbate local flooding conditions. Storm water detention will be required for any improvements to Golf Road.

We are opposed to the proposed right-of-way acquisition at the intersections of Golf Road with Elmhurst Road, Mt. Prospect Road, and Des Plaines River do to its detrimental effect on parking lot capacity, configuration and zoning ordinance compliance.

Specific Comments:

Exhibit C10-27

The proposed intersection improvement at Elmhurst Road is inconsistent with the current Route 83 plans as far as local access is concerned. A mountable median at this location, as shown on the exhibit, is preferable to the barrier median design indicated on the Route 83 plans. The Route 83 plans should be revised to reflect a mountable median.

The alignment of Country Lane with the Market Place Shopping Center driveway approach should include access from the commercial property east of the shopping center. What is your design criteria for realigning offset intersections?

Exhibit C10-28

A median break is required at Beau Drive and Radcliffe Avenue.

We are opposed to the property acquisition connected with the Golf View and Wilkins Drive intersection realignment.



Page Two
Ref. #98261
May 13, 1998

Exhibit C10-29

The report shows no change to the Cumberland Circle intersection. How does this five-way, stop-sign controlled intersection affect the capacity of Golf Road and is this condition consistent with the purpose of strategic regional arterials?

The Eighth Avenue median break should remain open.

Label the railroad tracks as Union Pacific Railroad rather than Chicago Northwestern Railroad.

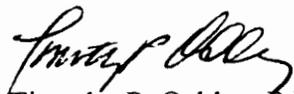
Provide median break for Cumberland Parking Lot/United Feather and Down property (formerly Bantam Books).

Exhibit C10-30

We are opposed to the construction of barrier median from Rand Road to Des Plaines River Road since access to the businesses on the south side of Golf Road will be reduced to right-in/right-out only. This proposal is inconsistent with the designs at the other arterial intersections in the report where mountable median is proposed. The plan should be revised to reflect mountable median.

Please revise the strategic regional arterial report according to above comments and respond to the questions presented. If you should need clarification on any item, feel free to call me at (847) 391-5390.

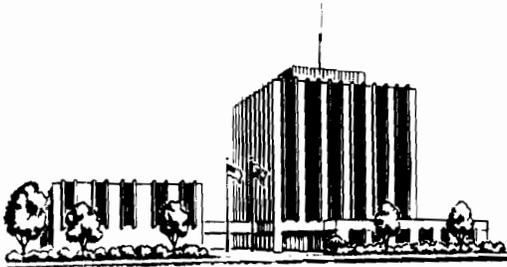
Very truly yours,



Timothy P. Oakley, P.E.
City Engineer

TPO/tpo

cc: Mayor Paul Jung
City Manager F. Wallace Douthwaite
David Seglin, Northwest Municipal Conference
Arlan Juhl, Illinois Department of Natural Resources
Rafay Mohammed, Dames & Moore/MCE



DON SMITH
 ALDERMAN - SEVENTH WARD
 631 BENDING COURT
 DES PLAINES, ILLINOIS 60016
 847-827-0694

CITY OF DES PLAINES

1420 MINER/NORTHWEST HIGHWAY ■ DES PLAINES, ILLINOIS 60016-4498 ■ (847)391-5300

TO: STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

FROM: DON SMITH
 ALDERMAN - 7TH WARD
 CITY OF DES PLAINES

DATE: May 14, 1998

I am the Alderman of the 7th ward in the City of Des Plaines. The 7th ward includes the Cumberland Traffic Circle at the intersection of Golf and Wolf Roads. I understand that the Illinois Department of Transportation has completed a draft proposal for a project to improve portions of Golf Road. I also understand that currently the draft proposal contains no plans for major changes to the Cumberland Traffic Circle. As the local elected representative for this area, I wish to state for the record my opposition to any major changes to the Cumberland Circle including, but not limited to, closing off of one or more of the five streets that intersect at the Circle, or the installation of traffic signals. It is my belief that most of the other elected officials in the City of Des Plaines feel the same way.

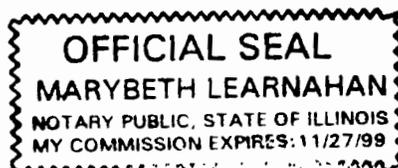
At the most recent City Council meeting in February, 1997, held to discuss possible changes to the Cumberland Circle, the City Council voted unanimously to make no major changes. The City Council at that time authorized the City staff to explore the use of additional lane markings and additional signage as a means to better control traffic. Since that time additional signs have been installed and lane markings added. Finally, although I have certainly not surveyed all of the residents who live within a reasonable proximity of the Cumberland Circle, it is my feeling from the information that is available to me that a vast majority of local residents prefer that the Cumberland Circle remain as it is and that no major changes be made.

It is my hope that the final proposal for any improvements to Golf Road will not include any major changes to the Cumberland Traffic Circle.

SUBSCRIBED AND SWORN TO
 before me this 14th day of
May, 1998

Don Smith
 DON SMITH

Marybeth Learnahan
 Notary Public



File 17049-025

THE BOARD OF COMMISSIONERS
JOHN H. STROGER, JR., PRESIDENT



COOK COUNTY
BUREAU OF ADMINISTRATION
DEPARTMENT OF HIGHWAYS

Wally S. Kos, P.E.
Superintendent

Cook County Administration Building
69 West Washington Street 23rd Floor
Chicago, Illinois 60602-3007

Telephone (312) 603-1600 - 01
Fax (312) 603-9945

- | | | | |
|--------------------------|-----------|--------------------------|------------|
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| BIBIE L. STEELE | 2nd Dist. | MARIA PAPPAS | 10th Dist. |
| IRY BUTLER | 3rd Dist. | JOHN P. DALEY | 11th Dist. |
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| JOSEPH MARIO MORENO | 7th Dist. | CARL R. HANSEN | 15th Dist. |
| ROBERTO MALDONADO | 8th Dist. | ALLAN C. CARR | 16th Dist. |
| | | HERBERT T. SCHUMANN, JR. | 17th Dist. |

May 19, 1998

RECEIVED

MAY 29 1998

BRW, INC

Mr. Rafay Mohammed
Project Manager
BRW, A. Dames and Moore Group Co.
One Continental Tower
1701 Golf Road, Suite 1000
Rolling Meadows, Illinois 60008

Re: IDOT Project
Il. 58/ Golf Road SRA Draft Report

Dear Mr. Mohammed:

We have reviewed the draft report for the Ill. 58/Golf Road SRA route and offer the following comments:

1. Cook County has five (5) cross streets of the proposed route. It appears that all anticipated requirements have been satisfied.
2. The north leg of East River Road at its intersection with Golf Road does not reflect the recently revised geometry and should be corrected.

Cook County has no objections to the proposed SRA Route for Ill. Route 58/Golf Road and also supports the concept of providing future transportation needs for the Golf Road corridor.

Should you have any questions or need assistance, please call Mr. Monte Chen of our Traffic Engineering Division at (312) 603-1661.

Very truly yours,

Richard H. Kanak, P.E.
Chief Engineer
Transportation and Planning Bureau

For: Wally S. Kos, P.E.
Superintendent of Highways
Cook County, Illinois