

FINAL REPORT

STRATEGIC **R**EGIONAL ARTERIAL

ILLINOIS ROUTE 23

McHenry/DeKalb County Line to U.S. Route 14

July 9, 1996

By:

 **DAMES & MOORE / MCE**

For:

 **Illinois Department
of Transportation**



**Operation
Greenlight**

FOREWARD

Illinois Route 23 is a Strategic Regional Arterial (SRA) from the DeKalb/McHenry County Line to U.S. Route 14. This SRA report for Illinois Route 23 has been prepared for the Illinois Department of Transportation and the Strategic Regional Arterial Subcommittee of the Work Program Committee of the Chicago Area Transportation Study by Dames & Moore/MCE.

As an SRA route, Illinois Route 23 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 suite of 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 conducted, including citizen comments.

TABLE OF CONTENTS

EXECUTIVE SUMMARY	ES-1
INTRODUCTION	i
The SRA System	i
Corridor Planning Considerations	ii
Functional Classification	ii
SRA Design Concept	ii
The 2010 Transportation Network	ii
2010 Traffic Models	ii
Future Corridor Plans	iii
Transit Improvement	iii
Land Use and Development	iii
Organization of the Report	iii
The Corridor Study Area	iv
Figure i-1: Location Map	
Figure i-2: Corridor Map	
ENVIRONMENTAL CONDITIONS AND LAND USE	I-1
Introduction	I-1
Section 1 - DeKalb/McHenry County Line to Ratfield Road	I-1
Environmental Conditions	I-1
Land Use	I-1
Section 2 - Ratfield Road to River Road	I-2
Environmental Conditions	I-2
Land Use	I-2
Section 3 - River Road to U.S. Route 14	I-3
Environmental Conditions	I-3
Land Use	I-3
Table I-1: LUST and UST Sites	I-4
Table I-2: Significant Buildings and Sites	I-5
Table I-3: Potentially Occurring Endangered Species	I-6
Table I-4: Sources of Environmental and Land Use Data	I-7
Exhibits: Environmental Conditions and Land Use	A2-01 to A2-18
EXISTING ROADWAY CONDITIONS	II-1

Introduction	II-4
Section 1 - DeKalb/McHenry County Line to Ratfield Road	II-1
Physical Characteristics	II-1
Traffic Control, Operations, and Safety	II-1
Section 2 - Ratfield Road to River Road	II-2
Physical Characteristics	II-2
Traffic Control, Operations, and Safety	II-2
Section 3 - River Road to U.S. Route 14	II-2
Physical Characteristics	II-3
Traffic Control, Operations, and Safety	II-3
Table II-1: Structure Inventory	II-4
Table II-2: Accident Rates at Intersections	II-5
Table II-3: Accident Rates on Segments	II-6
Table II-4: Sources of Data for Traffic and Transportation Characteristics	II-7
Exhibits: Existing Conditions	B2-01 to B2-18

CORRIDOR PLANNING FRAMEWORK	III-1
Planning Framework and Recommendations	III-1
Cross-Section and Geometrics	III-2
Operations	III-2
Access Management	III-2
Public Transit	III-2
Short Term Alternates	III-2
Table III-1: 2010 Desirable Route Characteristics - Rural	III-3
Table III-2: Rural SRA Roadway Design Criteria	III-4
Table III-3: Existing and Projected Average Daily Traffic	III-5
Table III-4: Summary of Previous and Current Planning Studies	III-6
Figure III-1: Desirable Cross-Section - Illinois Route 23	III-7

RECOMMENDED IMPROVEMENTS	IV-1
Section 1 - DeKalb/McHenry County Line to Ratfield Road	IV-1
Cross-Section and Geometrics	IV-1
Operations	IV-1
Access Management	IV-2
Public Transit	IV-2
Short Term Alternates	IV-2
Section 2 - Ratfield Road to River Road	IV-2
Cross-Section and Geometrics	IV-2

Operations	IV-3
Access Management	IV-4
Public Transit	IV-4
Short Term Alternates	IV-4
Section 3 - River Road to U.S. Route 14	IV-4
Cross-Section and Geometrics	IV-4
Operations	IV-5
Access Management	IV-6
Public Transit	IV-6
Short Term Alternates	IV-6
Table IV-1: Estimated R.O.W. Requirements for Illinois Route 23	IV-7
Table IV-2: Estimate of Construction Cost	IV-8
Table IV-3: SRA Implementation Plan	IV-9
Table IV-4: Intersection Level of Service (2010)	IV-11
Table IV-5: Arterial Level of Service (2010)	IV-12
Exhibits: Proposed Conditions	C2-01 to C2-18
Illinois Route 23/U.S. Route 14 Intersection Detail	Detail D2-01
Alternate 1: Illinios Route 23 - Marengo Bypass	Detail D2-02
Alternate 2: Illinios Route 23 - Marengo Bypass	Detail D2-03

PUBLIC INVOLVEMENT	V-1
Individual Community Interviews Issues Summary Report	V-3
Advisory Panel I Workshop Meeting Minutes	V-8
Advisory Panel II Workshop Meeting Minutes	V-11
Disposition of Comments	V-15

APPENDIX

Newsletters	
Public Hearing Sign-In Sheet	
Public Hearing Comments	



EXECUTIVE SUMMARY

ILLINOIS ROUTE 23



SRA

STRATEGIC
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ARTERIAL
PLANNING STUDY



EXECUTIVE SUMMARY

The Illinois Route 23 SRA was divided into three sections for study purposes. Recommendations have been developed for each route section as summarized below. This corridor is under the jurisdiction of the Illinois Department of Transportation.

Section 1: DeKalb/McHenry County Line to Ratfield Road

- Develop two 12 foot lanes in each direction, a 42 foot grass median, and adjacent 10 foot aggregate shoulders within 160 feet of right of way; the rural farmland preservation cross section.
- Modify structure number 056-0011, the Interstate 90 overpass.
- Modify structure number 056-0046 over Coon Creek.
- Construction of an interchange between Interstate 90 and Illinois Route 23 should be evaluated as conditions warrant.

Section 2: Ratfield Road to River Road

- Two alternate routes, or bypasses, were evaluated for section 2:
 - The primary alternate consists of rerouting traffic around the town of Marengo. The alternate begins at Ratfield Road and continues in a northeast direction in order to connect with Deerpass Road. The alternate will continue along Deerpass Road and will tie back into Illinois Route 23 at a location north of the City of Marengo. The standard rural farmland preservation cross section would be provided for the entire length of the alternate. The right of way would be 160 feet. It would consist of two 12 foot lanes in each direction, a 42 foot grass median, and adjacent 10 foot aggregate shoulders.
 - The secondary alternate begins at Pleasant Grove Road where it continues west to Meyer Road. It then uses Meyer Road and Ritz Road until Ritz Road terminates proceeding north. At this point a new alignment will be necessary to continue over the Kishwaukee River and to tie back in with Illinois Route 23 at a location north of the City of Marengo. This alignment would also require 160 feet of R.O.W. for the rural farmland preservation cross section.
- Modify structure number 056-0010 over the south channel of the Kishwaukee River.
- Modify structure number 056-0009 over the north channel of the Kishwaukee River.

Section 3: River Road to US Route 14

- Develop two 12 foot lanes in each direction, a 42 foot median, and adjacent 10 foot aggregate shoulders, the rural farmland preservation cross section. This cross section requires 160 feet of right of way.
- Realign Busse Road and Olbrich Road to provide right angle intersections at Illinois Route 23 when signalization is warranted.
- Realign the east leg of Dunham Road when signalization is warranted. This would align the east and west legs perpendicular to Illinois Route 23.
- Evaluate the need for a traffic signal at U.S. Route 14 based on the projected ADTs.



INTRODUCTION

ILLINOIS ROUTE 23



STRATEGIC
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PLANNING STUDY



The SRA System

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

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

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

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

The configuration of Strategic Regional Arterials will vary depending on the attributes of the area in which they are located. The abilities to preserve right-of-way for expansion and to control and restrict access are important considerations. Although desirable typical urban, suburban, and rural cross sections have been developed, there is, in reality, no single design that will be appropriate for all designated roads. In all cases the compatibility of the roadway design with the needs of public transit will be considered. The proposed configuration for each arterial roadway will be determined by a separate detailed study that will invite participation by the counties and municipalities through which it passes.

This report is concerned with Illinois Route 23, which has been designated a SRA corridor from the DeKalb/McHenry County Line to U.S. Route 14. The Illinois Department of Transportation has jurisdiction over this corridor.

Corridor Planning Considerations

Long-range planning for the Illinois Route 23 SRA corridor takes into account many factors. These factors include regional transportation planning objectives, adjacent land use, route type, community concerns, public transit, proposed development, and the SRA design concept. Together, these factors

provide a planning framework to best address the transportation needs of the region, as briefly discussed below.

Functional Classification

The Illinois Route 23 SRA corridor is classified as a rural route for the entire 18 mile length. According to the Design Concept Report, the desirable cross section consists of two continuous through lanes in each direction, separated by an open median, with open ditch drainage.

SRA Design Concept

A report on design concepts for the SRA system, prepared by Harland Bartholomew & Associates, Inc. was endorsed by the CATS Policy Committee. These concepts have been used as a guide in developing the improvement plan for Illinois Route 23 that is described in this report.

The Design Concept Report provides desirable cross sections for each type of SRA route. Included are the number and widths of lanes, required R.O.W., and median requirements. The standard rural farmland preservation SRA requires 160 feet of R.O.W. This R.O.W. width provides for two through lanes in either direction separated by a 42 foot open median.

The 2010 Transportation Network

The main purpose of the Illinois Route 23 SRA corridor, in conjunction with the other SRA routes in the area, is to supplement and provide access to the expressway system. Consequently, Interstate 90 is currently being studied as a possible interchange location with Illinois Route 23.

The Illinois Route 23 SRA corridor is intersected by three SRA routes. Illinois Route 23 is intersected by U.S. Route 20 and Illinois Route 176 approximately 8 miles from the DeKalb/McHenry County Line. U.S. Route 14 crosses Illinois Route 23 at the northern terminus of the corridor.

2010 Traffic Models

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

Future Corridor Plans

Planning information was obtained from IDOT, CATS, McHenry County, and the surrounding communities. Villages and cities along Illinois Route 23 provided comprehensive plans detailing information on local transportation plans, zoning maps, and community objectives.

Transit Improvements

The Illinois Route 23 corridor does not have any existing transit. The Future Agenda for Suburban Transportation, published jointly by Metra and Pace, was reviewed for planning impacts relative to the corridor. Metra's Extended Transportation Plan proposes the investigation of new rail service, which would be part of the C & NW freight line and a MD-W extension.

Land Use and Development

Current land use trends along the Illinois Route 23 corridor are expected to remain similar in the future. However, a possible interchange at Interstate 90 and the Motorola facility in Harvard may affect future land use and fuel growth.

Organization of the Report

This report presents a summary of the SRA planning study for the Illinois Route 23 corridor. It is organized as follows:

- **Environmental Conditions and Land Use**
 - This chapter summarizes environmental conditions and land use which determine the nature of the corridor. It includes a description of wetland, historical, and hazardous waste sites found within the corridor. Land use, zoning, and future developments are also discussed.
- **Existing Roadway Conditions**
 - This chapter discusses the existing physical characteristics, traffic operation, safety, and public transportation found along the corridor.
- **Corridor Planning Framework**
 - This chapter presents the SRA planning objectives for the corridor. The 2010 corridor design characteristics and traffic conditions are described. Future land use and

community concerns are reviewed.

- **Recommended Improvements**

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

- **Public Involvement**

- This section documents the public involvement process undertaken for the SRA study. It describes the major opportunities for participation that allowed the general public and their elected officials to voice opinions concerning the SRA study. Details and results of public participation activities are provided in the Appendix to this report.

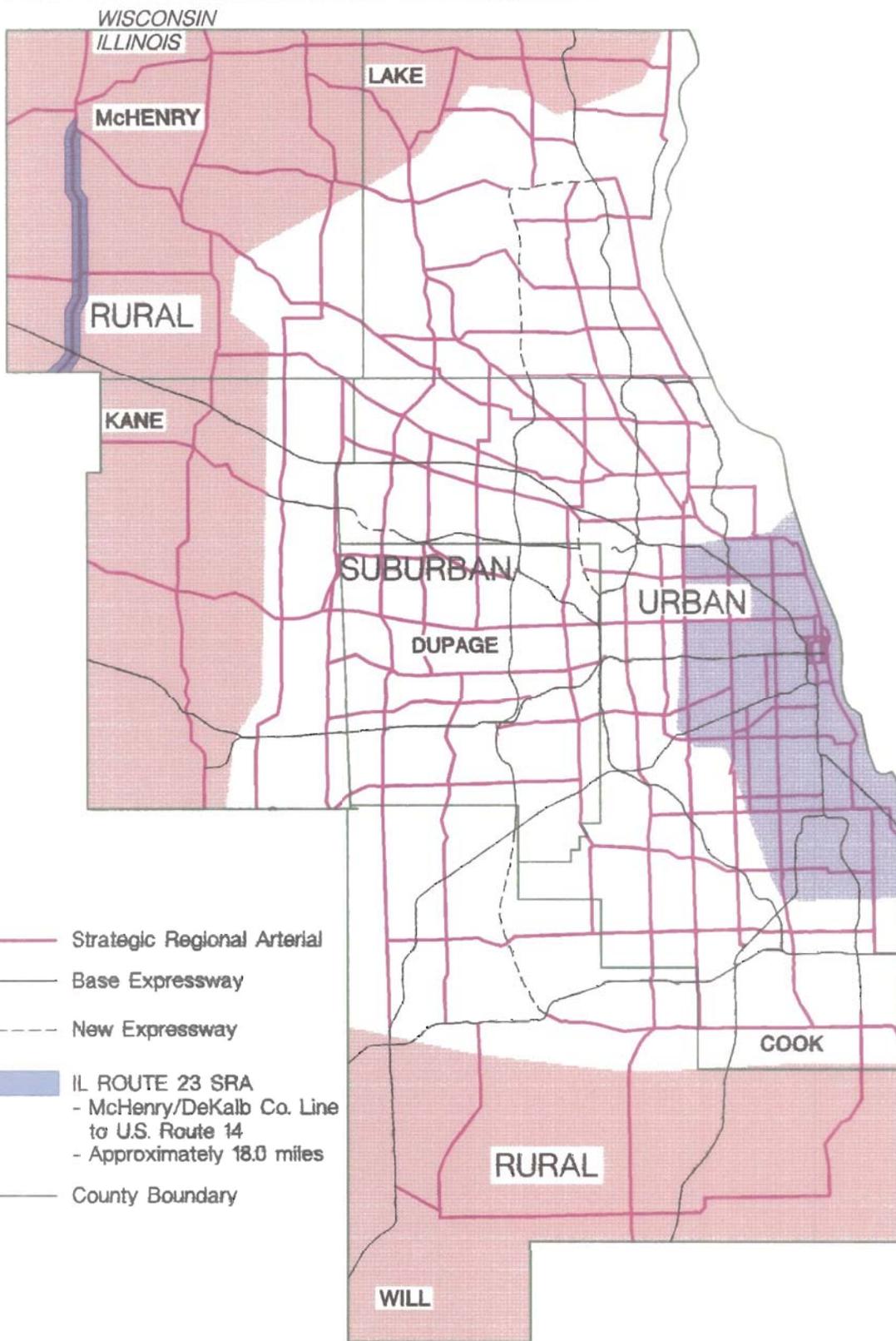
The Corridor Study Area

The Illinois Route 23 SRA corridor is located in McHenry County and is the westernmost of the SRA system routes. It begins at the DeKalb/McHenry County Line, proceeding north through the City of Marengo and terminating at U.S. Route 14 in the City of Harvard. The corridor is approximately 18 miles in length. Land use in the area is primarily agricultural, with residential and commercial uses in the section through Marengo. Major features along the corridor include a grade separated crossing of Interstate 90 (Northwest Tollway), historic commercial structures near the roadway in downtown Marengo, a crossing of the Kishwaukee River with associated floodplain and wetlands, and the Marengo Ridge Conservation Area along the east side of Illinois Route 23 north of Marengo.

Illinois Route 23 is a two-lane rural roadway with aggregate shoulders and open ditch drainage for the entire length with the exception of the portion within Marengo City limits. The section between the southern boundary of Marengo and River Road is a three-lane urban cross-section, with concrete curb and gutter and an enclosed drainage system.

Land uses adjacent to the Illinois Route 23 corridor will change as the area grows and develops. Planning for future growth of the Illinois Route 23 corridor will ensure that the traffic demand can be accommodated while minimizing impacts to the area.

A general location map of the Illinois Route 23 corridor is provided on Figure i-1. Figure i-2 provides a more detailed corridor map.



LOCATION MAP - IL ROUTE 23

FIGURE i-1



LEGEND	
	CROSSING SRA ROUTE
	SRA ROUTE
	INTERSTATE HIGHWAY

CORRIDOR MAP - ILLINOIS ROUTE 23

FIGURE i-2

STRATEGIC
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ENVIRONMENTAL CONDITIONS AND LAND USE

ILLINOIS ROUTE 23

SRA

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ENVIRONMENTAL CONDITIONS AND LAND USE

Introduction

As part of the planning process, the SRA study includes a general assessment of impacts on the environment. Although the SRA planning process does not define specific mitigation measures, the results of the general assessment will be the basis for future assessments and mitigation. A more detailed analysis of these environmental concerns will take place as individual segments proceed to more advanced design stages.

An investigation of the Illinois Route 23 corridor showed that the Prairie bush-clover, the Bald eagle, and the Eastern prairie fringed orchid are threatened or endangered species identified as potentially occurring in the general vicinity of the corridor. No other threatened or endangered species have been identified as inhabiting McHenry County. Throughout the entire corridor there are several farm depressional areas which may be recognized by the Army Corps of Engineers as jurisdictional wetland areas.

Environmental concerns related to each of the three corridor study segments are described in more detail below. The tables at the end of this chapter provide details of leaking underground storage tank (LUST) and underground storage tank (UST) locations, significant buildings and sites, and potential endangered species. Data sources are also listed.

Section 1 - DeKalb/McHenry County Line to Ratfield Road

Exhibit A2-01 to Exhibit A2-06

Section 1 of the Illinois Route 23 corridor passes through unincorporated McHenry County. It begins at the DeKalb/McHenry County Line and continues north to Ratfield Road, located south of Marengo. The section features a grade separated crossing over Interstate 90 (Northwest Tollway).

Environmental Conditions

There are several wetland areas in the corridor. Wetlands exist on the east and west side of the corridor adjacent to both Coon Creek crossings, north and south of Interstate 90. There are also wetlands ½ mile south of West Coral Road on the east side of Illinois Route 23, and 400 feet west of Illinois Route 23 at Ratfield Road. A creek is located in the northeast and southwest quadrants of Illinois Route 23 and West Coral Road.

Land Use

Existing land use in this section is predominantly agricultural. A barn and farmhouse, approximately 100 years old, are located on the northeast corner of the intersection of Illinois Route 23 and Carls

ENVIRONMENTAL CONDITIONS AND LAND USE - cont'd

Road. Several mature Oak trees are growing along Anthony Road and Illinois Route 23. Gravel pits are located along the east side of Illinois Route 23 at Grange Road, and along the west side south of West Coral Road.

Section 2 - Ratfield Road to River Road

Exhibit A2-06 to Exhibit A2-09

Section 2 of Illinois Route 23 extends from Ratfield Road south of Marengo to River Road, north of the City of Marengo. This section passes through unincorporated McHenry County and the City of Marengo.

Environmental Conditions

A creek crosses Illinois Route 23 just north of Illinois Route 176. The area surrounding the creek is designated as a floodplain area. East of Illinois Route 23, the creek is channelized as it passes through town.

The Kishwaukee River crosses Illinois Route 23 between Illinois Route 176 and River Road. The area surrounding the Kishwaukee River is a wetland and floodplain area. This area may be a habitat for American Bald Eagles. Another wetland exists on the east and west side of the corridor approximately 0.2 miles south of River Road.

Sites which may contain Underground Storage Tanks (UST) include two old gas stations located on the southeast and southwest corners of U.S. Route 20 and Illinois Route 23.

Land Use

Land use in this section is mainly commercial and residential with a small amount of agricultural land use. Downtown Marengo is centered in this section.

There is a radio transmission tower adjacent to Illinois Route 23 south of Marengo. A cemetery is located about ¼ mile north of Illinois Route 176. A lumber company, Marengo Tool and Die, and Marengo Foundry are located between U.S. Route 20 and Illinois Route 176. A polymer plant and Top Die Casting Company are located just south of the Kishwaukee River. A welding and fabrication company is located in the southeast quadrant of the intersection of Illinois Route 23 and River Road.

A historical home is located on the west side of Illinois Route 23 one block south of U.S. Route 20. Several other older buildings with possible historical significance are located in the downtown area. These buildings include: Bank Block Building (1883), Marengo State Bank (1882), and W.S. Swoncuer Building (1875). The Marengo Public Library is located at 200 State Street.

ENVIRONMENTAL CONDITIONS AND LAND USE - cont'd

Section 3 - River Road to U.S. Route 14

Exhibit A2-09 to Exhibit A2-18

Section 3 extends from River Road north to U.S. Route 14 in the City of Harvard. U.S. Route 14 is the northern terminus for this SRA corridor. This section passes through unincorporated McHenry County.

Environmental Conditions

Thomas Kunde Woods and camping grounds are located on the east side of Illinois Route 23 at Northwest Road. This is part of the McHenry County Conservation District and this park land is considered Section 4(f) park land.

A creek crosses Illinois Route 23 approximately 0.2 miles north of Kishwaukee Valley Road and then runs south parallel to Illinois Route 23. Rush Creek meanders southwest across Marengo Road and continues south parallel to Illinois Route 23. This creek runs into a wetland approximately $\frac{3}{4}$ mile south of Marengo Road. Wetlands are located along these creeks. There are additional wetlands on the east and west side of Illinois Route 23 approximately $\frac{1}{4}$ mile north of River Road, $\frac{1}{4}$ mile south of Collins Road along Kishwaukee Valley Road, $\frac{1}{4}$ mile north of Ridgeview Road, near the Royal Oaks Nursery, near Busse Road, $\frac{1}{4}$ mile north of Streit Road and at the Illinois Route 23 and U.S. Route 14 intersection. Areas of pocket wetlands occur at various points along section 3. The wetlands located at the southwest quadrant of Kishwaukee Valley Road and Illinois Route 23 and those south of Collins Road have characteristics of being environmentally conducive for developing a fen.

Land Use

Existing land use in this area is almost exclusively agricultural. Royal Oaks Nursery is located approximately $\frac{1}{2}$ mile north of Kishwaukee Valley Road. South Dunham Cemetery is located in the northwest quadrant of the Illinois Route 23 and Dunham Road intersection. Two degraded oak savannahs are located south of Streit Road and at the southwest quadrant of the U.S. Route 14 and Illinois Route 23 intersection.

**Table I-1
LUST and UST Sites
Illinois Route 23**

Name	Location	Exhibit No.	Incident No. IEPA Number
Old Gas Station	SE corner of IL 23 and U.S. Route 20	U-1 Exhibit A2-08	
Old Gas Station	SW corner of IL 23 and U.S. Route 20	U-2 Exhibit A2-08	

**Table I-2
Significant Buildings and Sites
Illinois Route 23**

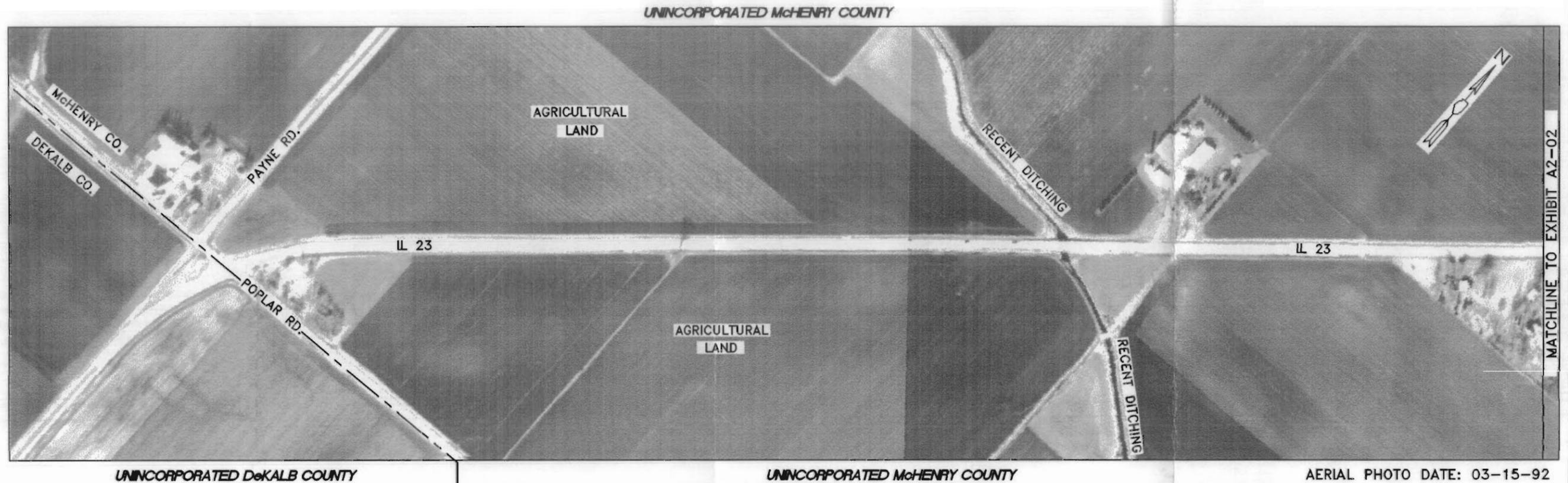
Name	Location	Exhibit Number
<i>Other</i>		
Unprotected Salt Storage	E. of IL 23, N. of Anthony Road	A2-04
Radio Transmission	E. of IL 23, S. of South Street	A2-07
Historical Home (Historic Site-1892)	W. of IL 23, S. of U.S. Route 20	A2-08
W.S. Swoncuer Building (1875)	E. of IL 23, Between U.S. Route 20 and Washington Street	A2-08
Bank Block Building (1882)	E. of IL 23, N. of Washington Street	A2-08
Marengo State Bank	W. of IL 23, N. of Washington Street	A2-08
Marengo Public Library (Zoo State)	W. of IL 23, Between Washington Street and Chicago & NW Railroad	A2-08
Marengo City Hall & Fire Department	E. of IL 23, Between Washington St. and Chicago & NW Railroad	A2-08
Fire Department & Rescue Squad	E. of IL 23, N. of IL 176	A2-08
Sanitary Wastewater Treatment Plant	E. of IL 23, S. of Kishwaukee River	A2-09
Marengo Township Building	E. of IL 23, N. of Kishwaukee River	A2-09
Marengo Ridge Conservation Area	E. side of IL 23 at Northwest Road	A2-10
Northern Illinois Gas Booster Station	E. side of IL23 at Kiswaukee Valley Rd.	A2-12
South Dunham Cemetery	W. of IL 23, N. of Dunham Road	A2-14

**Table I-3
Potentially Occurring Endangered Species
Illinois Route 23**

Species	Status	Habitat
<i>Identified in Vicinity of Illinois Route 23</i>		
Prairie Bush-Clover <i>(Lespedeza leptostachya)</i>	Threatened	Dry gravel and sand prairies
<i>Identified in McHenry County</i>		
Black Tern <i>(Chilidonias niger)</i>	Category 2 Candidate	Marshes, shallow ponds and lakes, with cover and open water
Henslow's Sparrow <i>(Ammodramus henslowii)</i>	Category 2 Candidate	Prairies, abandoned fields with tall dense cover
Blanding's Turtle <i>(Emydoidea blandingii)</i>	Category 2 Candidate	Ponds, marshes and creeks
Lake Cress <i>(Armoracia aquatica)</i>	Category 2 Candidate	Shallow calcareous waters
Forked aster <i>(Aster furcatus)</i>	Category 2 Candidate	Seepage zones along wooded bluffs and stream banks
Prairie Thistle <i>(Cirsium hillii)</i>	Category 2 Candidate	Praire
Butternut <i>(Juglans cinerea)</i>	Category 2 Candidate	Mesic woods, wooded floodplains, wooded calcareous slopes with gravelly soil
Prairie Bush-Clover <i>(Lespedeza leptostachya)</i>	Threatened	Dry garvel and sand prairies
Cleft Phlox <i>(Phlox bifida stellaria)</i>	Category 2 Candidate	Sandy scrub-oak savanna, distrubed open sandy areas
Bald Eagle <i>(Haliaeetus leucocephalus)</i>	Endangered	Wintering
Eastern Prairie Fringed Orchid <i>(Platanthera leucophaea)</i>	Threatened	Praire remanants

Table I-4
Sources of Environmental and Land Use Data
Illinois Route 23

Item	Data Source
Park Land and Other Open Space	Illinois Nature Preserves System 1987-1988 Report and 1992 Update, Illinois Nature Preserves Commission McHenry County Forest Preserve Maps Visual Survey 3/92 Field Reconnaissance 3/92
Wetlands	National Wetlands Inventory Map; United States Department of the Interior, U.S. Fish and Wildlife Service Field Reconnaissance 3/92
Floodplains	FIRM, Flood Insurance Rate Map; Federal Emergency Management Agency FLOODWAY, Flood Boundary and Floodway Map; U.S. Department of Housing and Urban Development
Hazardous Materials	Comprehensive Environment Response Compensation and Liability Act Information System (CERCLIS) Listing 1/94; U.S. EPA Superfund Program Leaking Underground Storage Tank Listing (LUST), 1/94; Illinois Department of Transportation, Environmental Division Files
Endangered Species	Distribution of Federally Listed Threatened, Endangered, and Proposed Species of Illinois Field Reconnaissance 3/92
Historic Sites	The National Register of Historic Places 1990; U.S. Department of the Interior Cultural and Historical Inventory, McHenry County 1993 Field Reconnaissance 3/92
Threatened and endangered species	U.S. Fish and Wildlife Service, letter to Dames & Moore/MCE, June 16, 1994



MATCHLINE TO EXHIBIT A2-02

AERIAL PHOTO DATE: 03-15-92

LEGEND	
	= COUNTY BOUNDARY

ILLINOIS ROUTE 23 - ENVIRONMENTAL CONDITIONS AND LAND USE

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

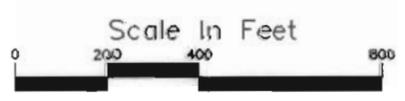
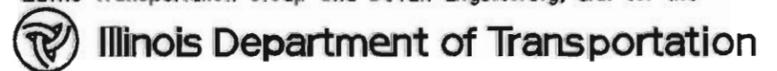
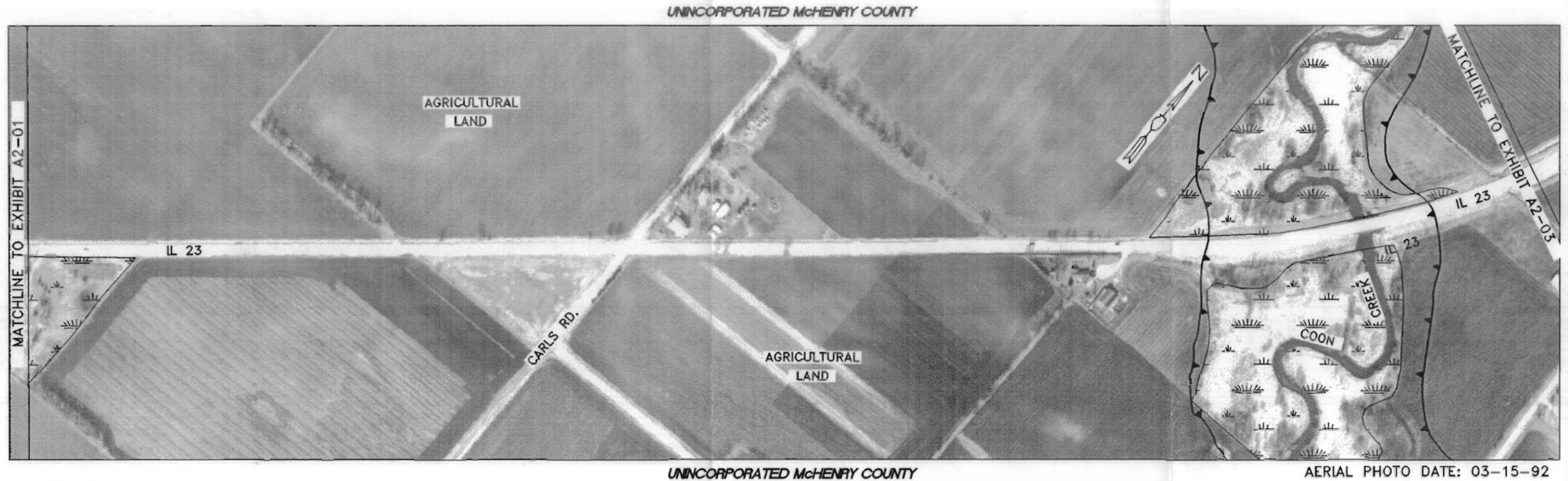


EXHIBIT A2-01



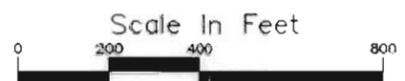
DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

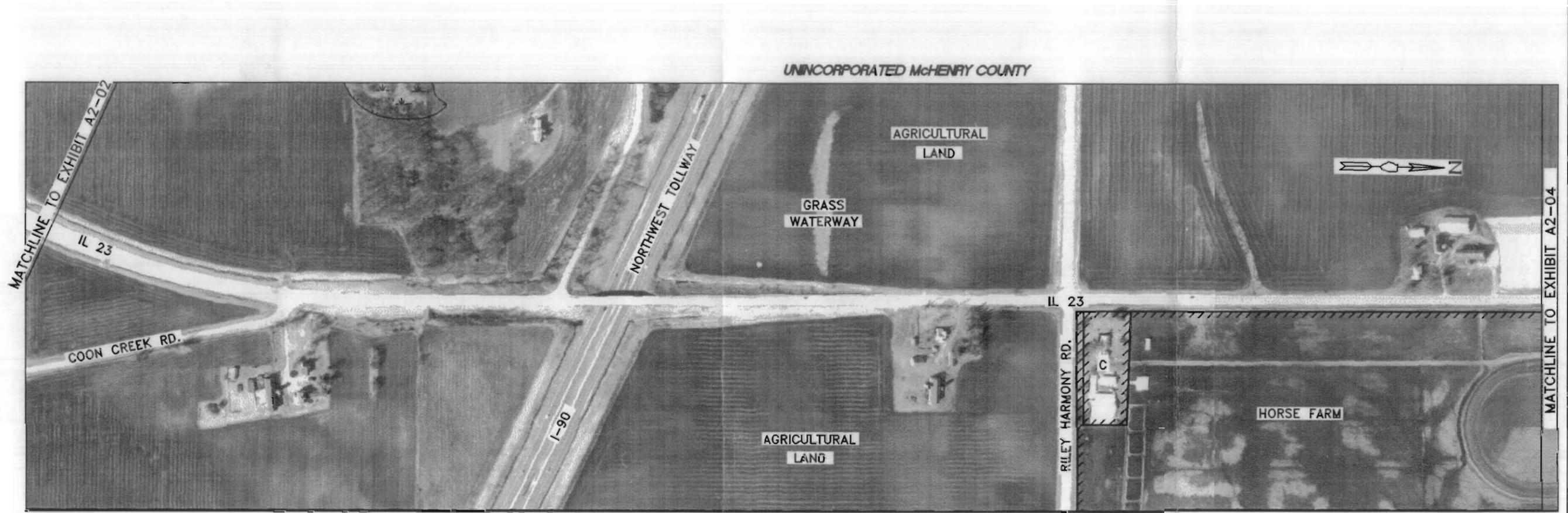
- * Floodplain of Coon Creek traverses IL 23 approximately 200 feet north of Carls Road.

LEGEND	
	= WETLAND
	= 100 YEAR FLOODPLAIN

ILLINOIS ROUTE 23 - ENVIRONMENTAL CONDITIONS AND LAND USE

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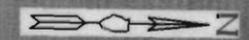




UNINCORPORATED McHENRY COUNTY

AGRICULTURAL
LAND

GRASS
WATERWAY



MATCHLINE TO EXHIBIT A2-02
IL 23

NORTHWEST TOLLWAY

IL 23

COON CREEK RD.

I-90

RILEY HARMONY RD.

AGRICULTURAL
LAND

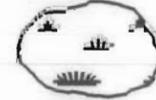
HORSE FARM

MATCHLINE TO EXHIBIT A2-04

UNINCORPORATED McHENRY COUNTY

AERIAL PHOTO DATE: 03-15-92

LEGEND

 = WETLAND

 = BOUNDARY FOR INDUSTRIAL, OFFICE OR COMMERCIAL PROPERTIES

ILLINOIS ROUTE 23 - ENVIRONMENTAL CONDITIONS AND LAND USE

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

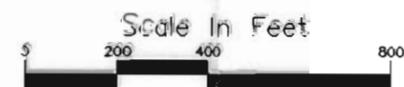
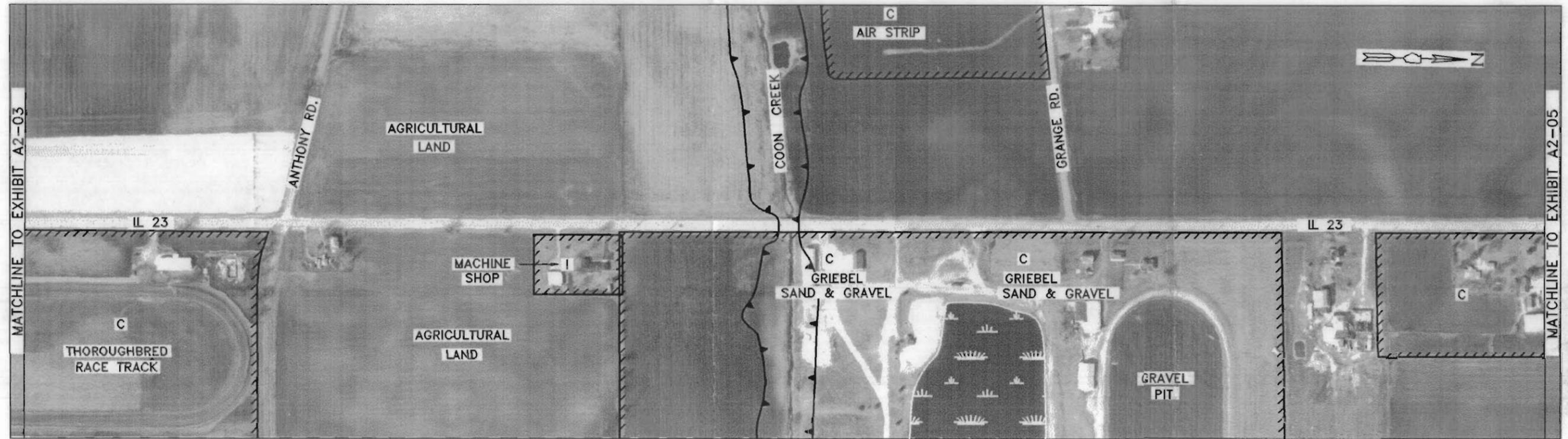


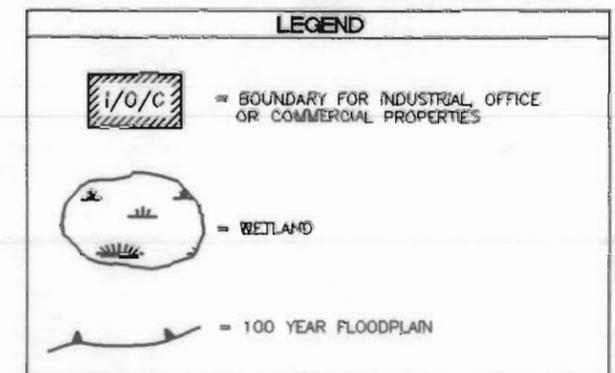
EXHIBIT A2-03

UNINCORPORATED McHENRY COUNTY



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AERIAL PHOTO DATE: 03-15-92



ILLINOIS ROUTE 23 - ENVIRONMENTAL CONDITIONS AND LAND USE

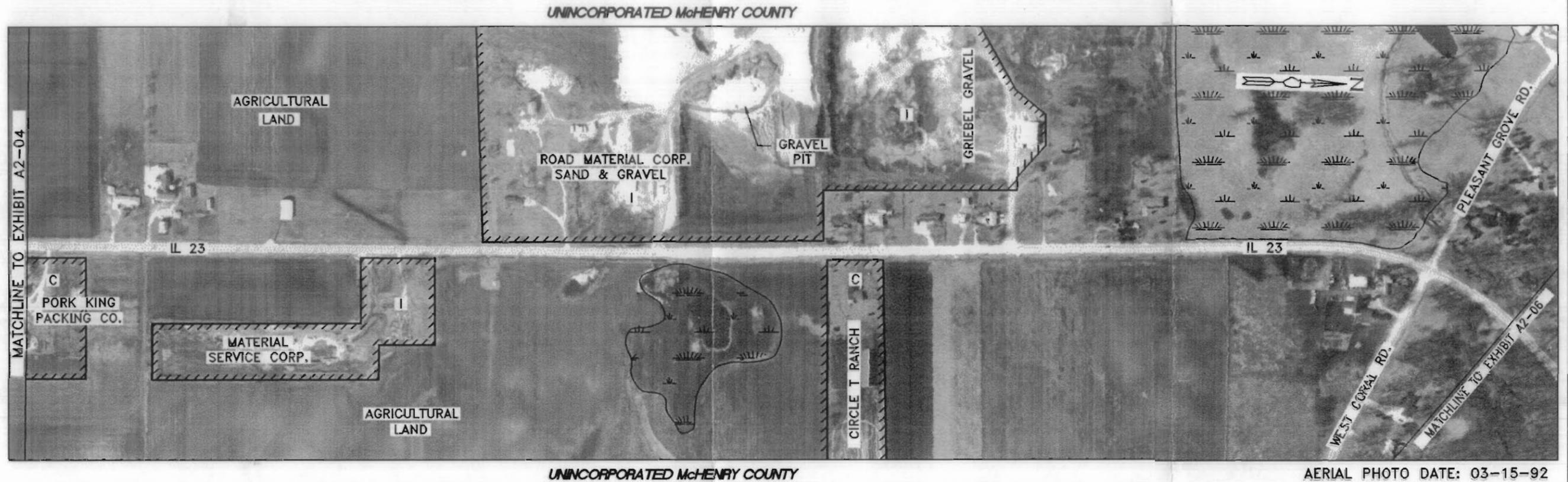
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation

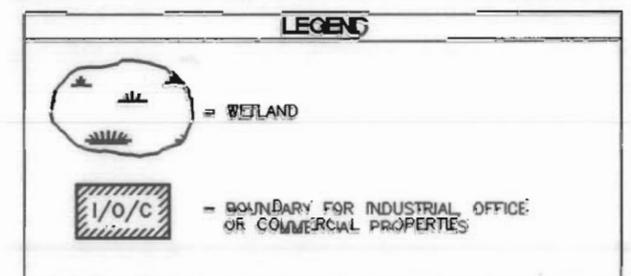


SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT A2-04



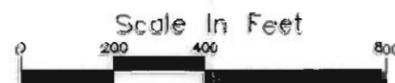
AERIAL PHOTO DATE: 03-15-92



ILLINOIS ROUTE 23 - ENVIRONMENTAL CONDITIONS AND LAND USE

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SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT A2-05

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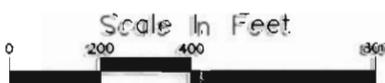
LEGEND

-  = WETLAND
-  = BOUNDARY FOR INDUSTRIAL, OFFICE OR COMMERCIAL PROPERTIES

ILLINOIS ROUTE 23 - ENVIRONMENTAL CONDITIONS AND LAND USE

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

 Illinois Department of Transportation

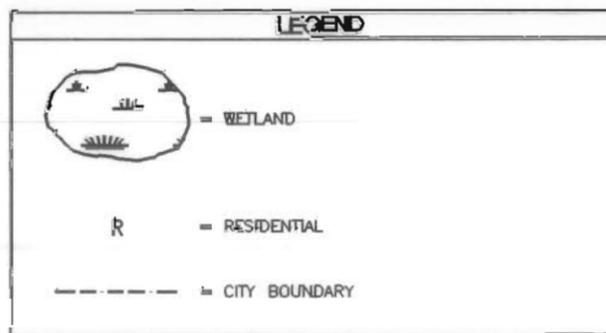


SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT A2-06

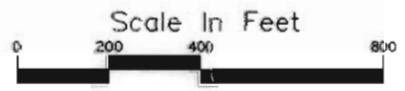


AERIAL PHOTO DATE: 03-15-92



ILLINOIS ROUTE 23 - ENVIRONMENTAL CONDITIONS AND LAND USE

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MARENGO

MARENGO

AERIAL PHOTO DATE: 03-15-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

- = Old Gas Station
- = Old Gas Station

* Floodplain of an unnamed creek traverses IL 23 approximately 300 feet north of IL 176.

DESCRIPTION OF LAND USE:

- = Marengo Public Library (Zoo State)
- = Marengo City Hall & Fire Department
- = Fire Department & Rescue Squad
- = Historical Home - Local Historic Site (1892)

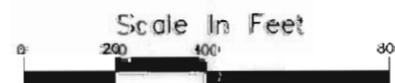
LEGEND

- = U.S.T. SITE
- = HISTORIC SITE
- = PUBLIC FACILITY
- R = RESIDENTIAL
- = 100 YEAR FLOODPLAIN
- = BOUNDARY FOR INDUSTRIAL, OFFICE OR COMMERCIAL PROPERTIES
- = CEMETERY

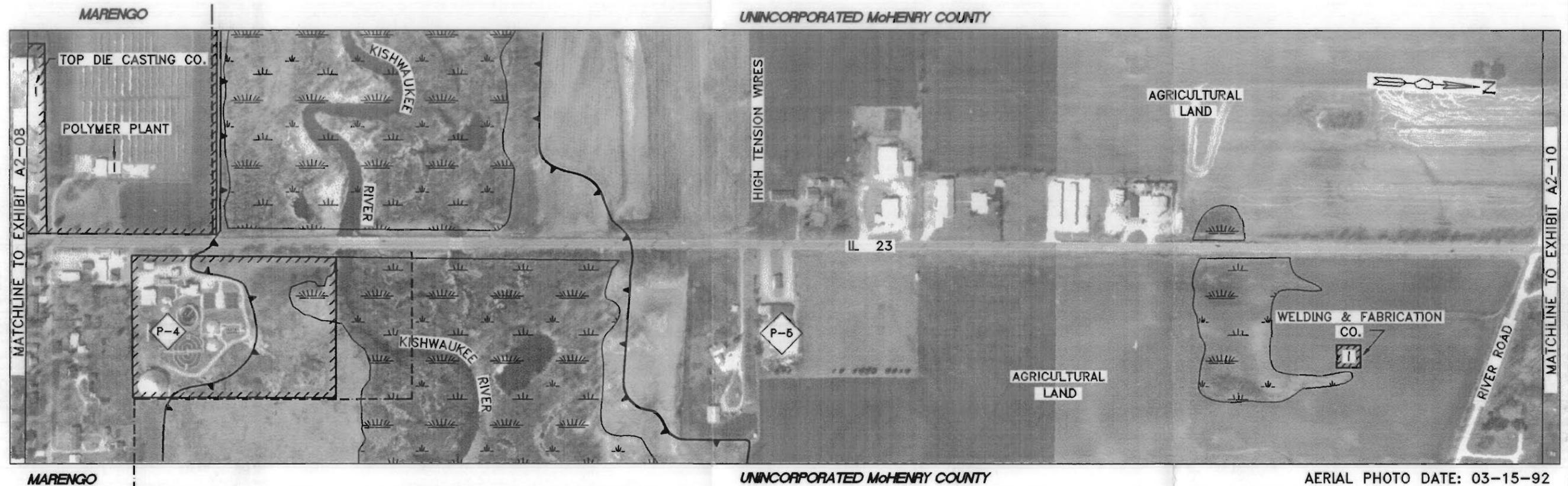
ILLINOIS ROUTE 23 - ENVIRONMENTAL CONDITIONS AND LAND USE

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SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY



AERIAL PHOTO DATE: 03-15-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

- * Kishwaukee River floodplain traverses IL 23 approximately 2/3 mile south of River Road.

DESCRIPTION OF LAND USE:

- P-4 = Sanitary Wastewater Treatment Plant
- P-5 = Marengo Township Building

LEGEND

- P-# = PUBLIC FACILITY
- [Wetland symbol] = WETLAND
- [Floodplain symbol] = 100 YEAR FLOODPLAIN
- [I/O/C symbol] = BOUNDARY FOR INDUSTRIAL, OFFICE OR COMMERCIAL PROPERTIES

ILLINOIS ROUTE 23 - ENVIRONMENTAL CONDITIONS AND LAND USE

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the
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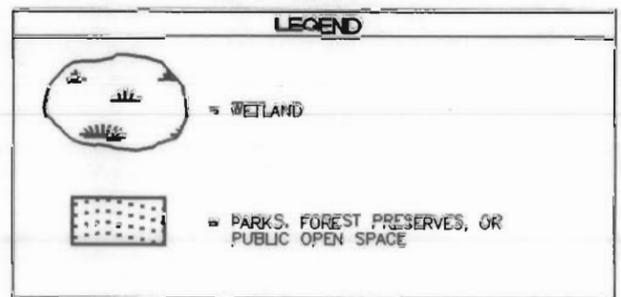
SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY



AERIAL PHOTO DATE: 03-15-92

DESCRIPTION OF LAND USE:

- Thomas Kunde Woods, McHenry County Conservation District Camping Grounds.



ILLINOIS ROUTE 23 - ENVIRONMENTAL CONDITIONS AND LAND USE

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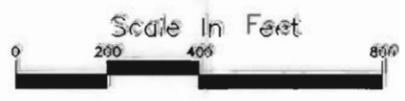
UNINCORPORATED McHENRY COUNTY

AERIAL PHOTO DATE: 03-15-92

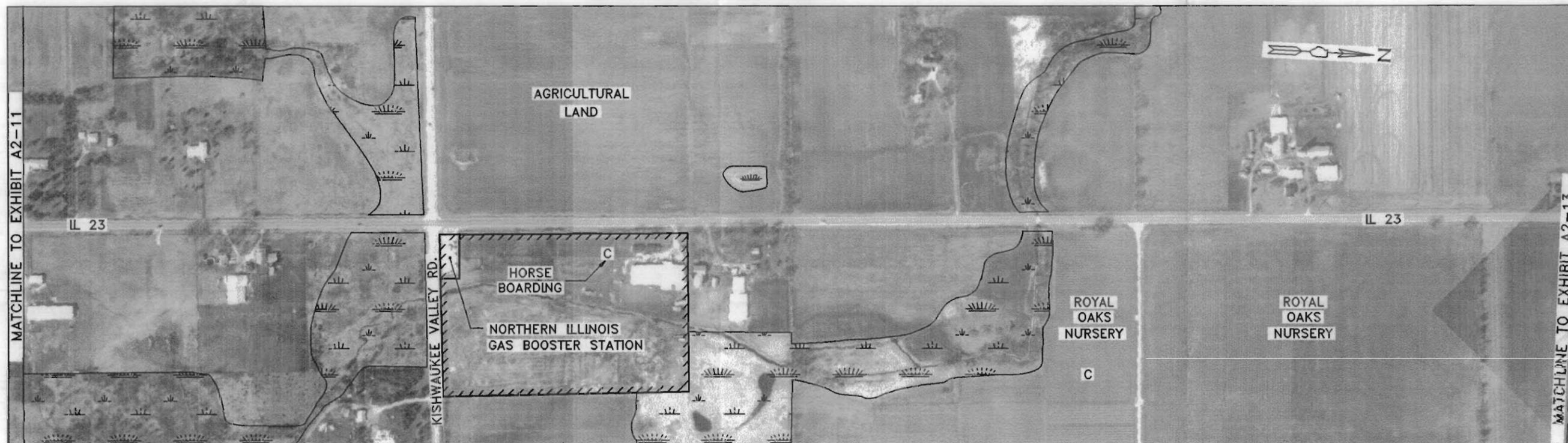


ILLINOIS ROUTE 23 - ENVIRONMENTAL CONDITIONS AND LAND USE

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

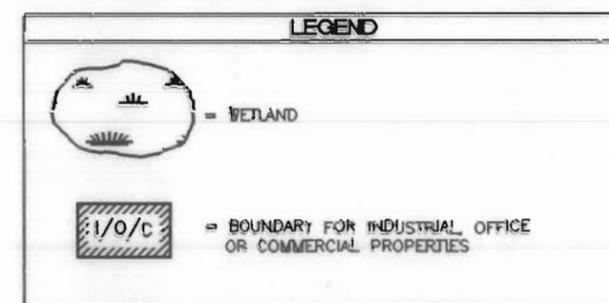


UNINCORPORATED McHENRY COUNTY



UNINCORPORATED McHENRY COUNTY

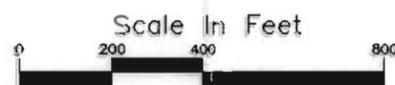
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ILLINOIS ROUTE 23 - ENVIRONMENTAL CONDITIONS AND LAND USE

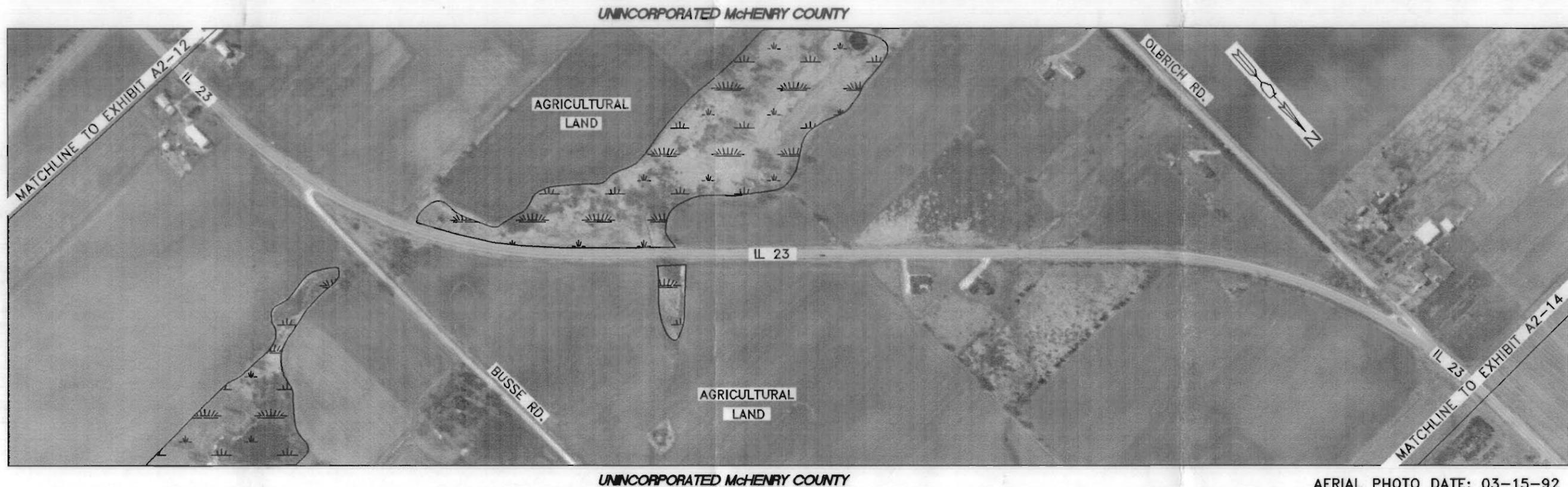
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation

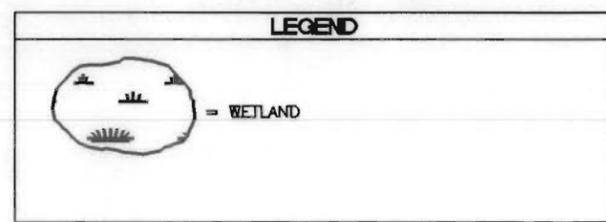


SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT A2-12

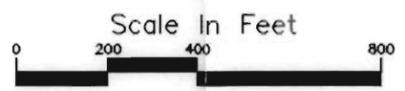


AERIAL PHOTO DATE: 03-15-92



ILLINOIS ROUTE 23 - ENVIRONMENTAL CONDITIONS AND LAND USE

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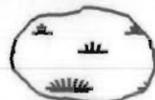


SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY



DESCRIPTION OF LAND USE:

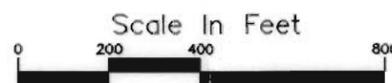
 = South Dunham Cemetery

LEGEND	
	= WETLAND
	= PUBLIC FACILITY
R	= RESIDENTIAL

ILLINOIS ROUTE 23 - ENVIRONMENTAL CONDITIONS AND LAND USE

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

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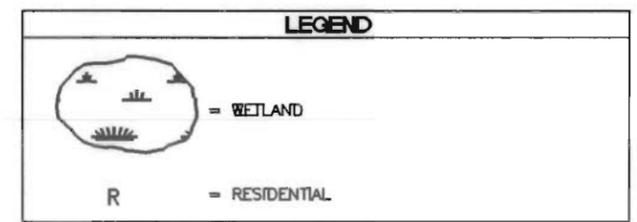
SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

UNINCORPORATED McHENRY COUNTY



UNINCORPORATED McHENRY COUNTY

AERIAL PHOTO DATE: 03-15-92

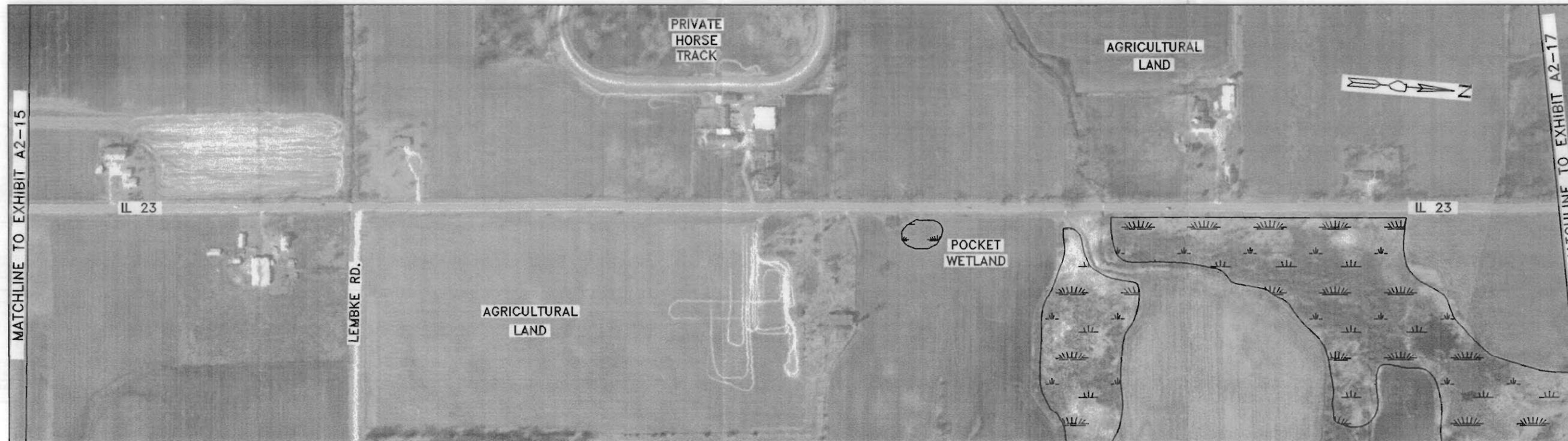


ILLINOIS ROUTE 23 - ENVIRONMENTAL CONDITIONS AND LAND USE

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

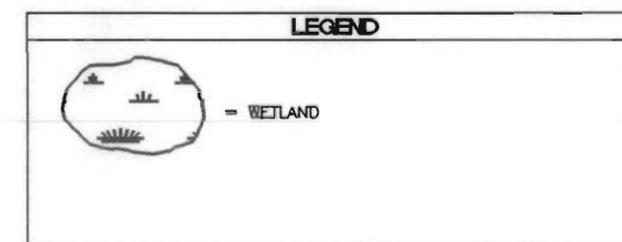


UNINCORPORATED McHENRY COUNTY



UNINCORPORATED McHENRY COUNTY

AERIAL PHOTO DATE: 03-15-92



ILLINOIS ROUTE 23 - ENVIRONMENTAL CONDITIONS AND LAND USE

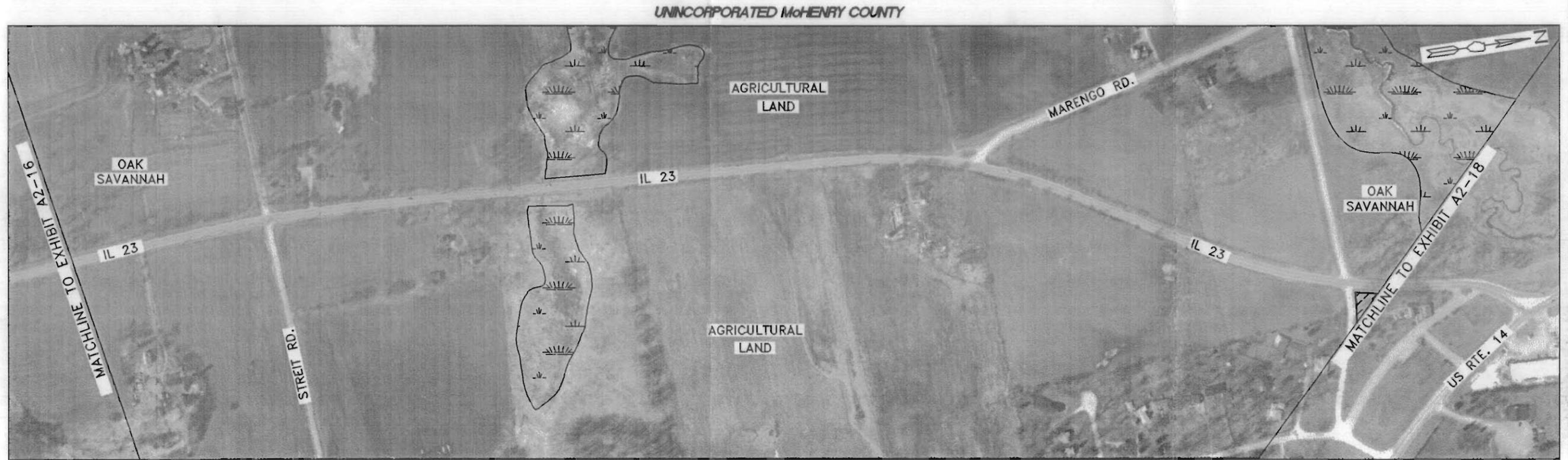
SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

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Illinois Department of Transportation



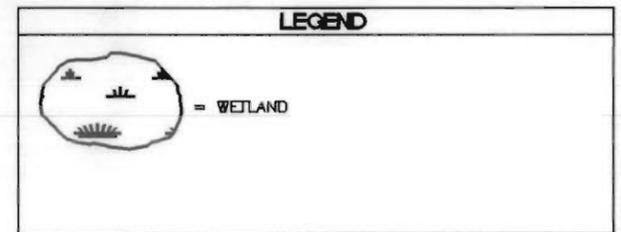
EXHIBIT A2-16



UNINCORPORATED McHENRY COUNTY

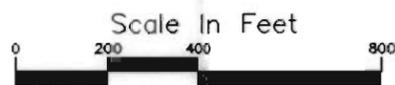
UNINCORPORATED McHENRY COUNTY

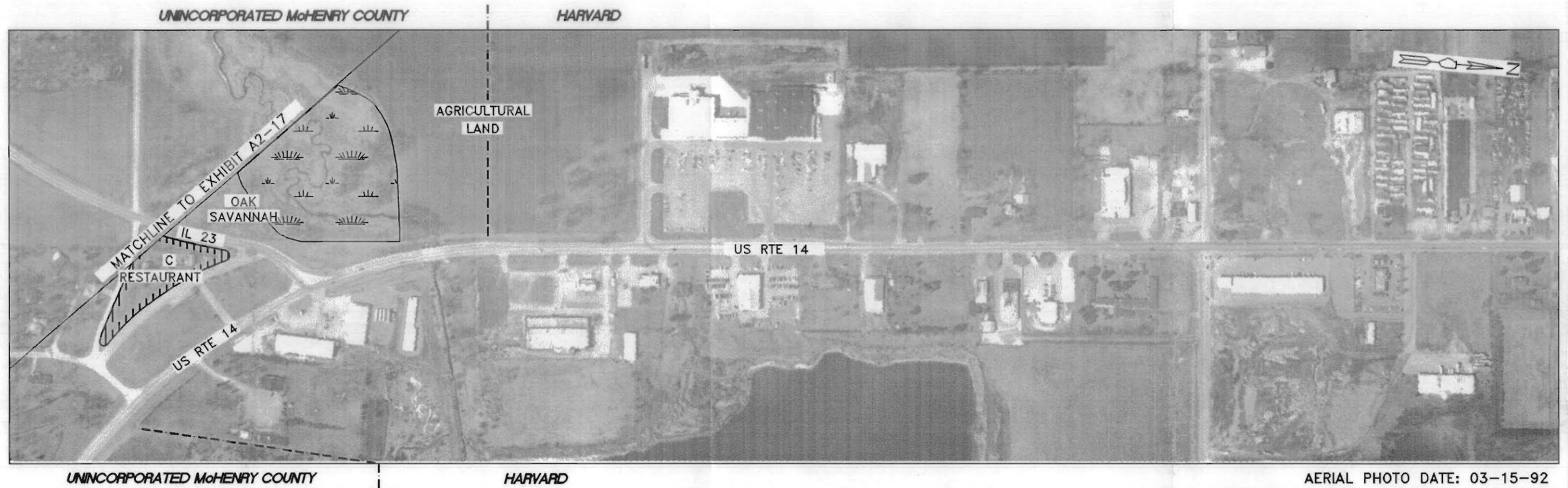
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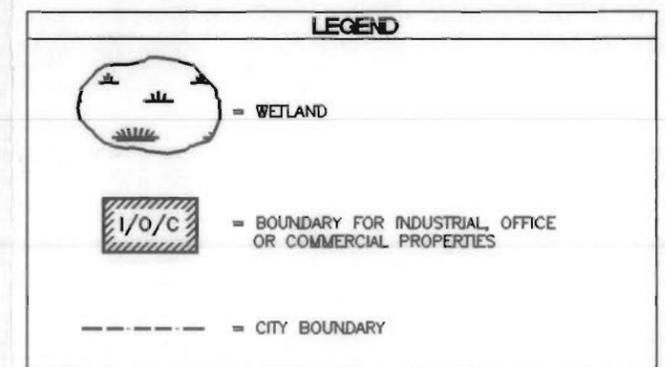
ILLINOIS ROUTE 23 - ENVIRONMENTAL CONDITIONS AND LAND USE

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





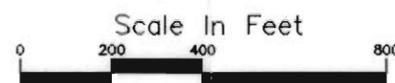
AERIAL PHOTO DATE: 03-15-92



ILLINOIS ROUTE 23 - ENVIRONMENTAL CONDITIONS AND LAND USE

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

EXISTING ROADWAY CONDITIONS

ILLINOIS ROUTE 23

SRA

STRATEGIC
REGIONAL
ARTERIAL
PLANNING STUDY

EXISTING ROADWAY CONDITIONS

Introduction

As a basis for developing long-range improvement concepts, the SRA study includes a detailed evaluation of the existing roadway conditions. This chapter describes physical characteristics of the route including cross-sections, roadway structures, and other geometric concerns. In addition, aspects of traffic flow and operations such as ADT, accident rates, and parking are examined.

There is no public transit bus or rail service operating along or intersecting the corridor.

Table II-1 at the end of this chapter lists the structures located on Illinois Route 23. Accident rates at intersections and on route segments are shown on Table II-2 and II-3, respectively. Table II-4 provides data sources.

Section 1 - DeKalb/McHenry County Line to Ratfield Road

Exhibit B2-01 to Exhibit B2-06

The major feature of this section of the corridor is a grade separated crossing over Interstate 90 (Northwest Tollway).

Physical Characteristics

This section of Illinois Route 23 consists of two 12 foot lanes with three foot or four foot adjacent aggregate shoulders and open ditch drainage. The existing R.O.W. is 66 feet for most of its length, but varies from 150 feet to 220 feet near the Interstate 90 overpass.

There are three structures in this section of the corridor. Structure number 056-0012 is on Illinois Route 23 across Coon Creek. The Illinois Route 23 overpass at Interstate 90 is designated as structure number 056-0011. The last structure in this section is located about 1/3 mile north of Anthony Road on Illinois Route 23. This structure crosses over a Coon Creek tributary and has structure number 056-0046.

Traffic Control, Operations, and Safety

According to the 1989 county traffic map for McHenry County, the existing average daily traffic (ADT) between the DeKalb/McHenry County Line and Ratfield Road ranges from 1,200 vehicles per day (vpd) to 2,300 vpd. The speed limit for this section is 55 mph. There are no existing traffic signals in this section.

EXISTING ROADWAY CONDITIONS - cont'd

Section 2 - Ratfield Road to River Road

Exhibit B2-06 to Exhibit B2-09

Section 2 of Illinois Route 23 passes through the City of Marengo.

Physical Characteristics

This section of Illinois Route 23 is made up of five different cross-sections. The first cross-section, from Ratfield Road to South Street, consists of two 12 foot lanes with 6 foot aggregate shoulders and open ditch drainage within 70 feet of R.O.W. From South Street to U.S. Route 20, the cross-section is two 13 foot lanes with curb and gutter in 66 feet of R.O.W. The cross-section from U.S. Route 20 to Washington Street changes to two 12 foot lanes with curb and gutter and a 12 foot flush median provided throughout the section. An 8 foot parking lane is provided on either side. The R.O.W. is 66 feet. From Washington Street to the Chicago & Northwestern Railroad, the cross-section consists of two 12 foot lanes, a 12 foot flush median, and adjacent curb and gutter. An 8 foot parking lane is provided on the west side, and 17.5 feet of parking space is provided on the east side, within 80 feet of R.O.W. The cross-section from the Chicago & Northwestern Railroad to Eighth Avenue changes back to two 13 foot lanes with curb and gutter. The R.O.W. within these limits is 66 feet. The roadway cross-section from Eighth Avenue to River Road consists of two 11 foot lanes with 3 foot aggregate shoulders and open ditch drainage. The R.O.W. in this section is 66 feet.

Two structures in this section, structure number 056-0010, and 056-0009, bridge two channels of the Kishwaukee River.

Traffic Control, Operations, and Safety

According to the 1989 traffic map for McHenry County, the existing ADT ranges from 3,300 vpd to 10,000 vpd. The only two traffic signals for this corridor are located at U.S. Route 20 and Illinois Route 176, in Marengo. The intersection of Illinois Route 23 and Adams Street is located between these traffic signals. This intersection is identified as a high accident location by the Illinois Department of Transportation High Accident Location Identification System. The speed limit through downtown Marengo is 30 mph. An at-grade crossing of the Chicago & Northwestern Railroad is located about 1,000 feet north of U.S. Route 20.

Section 3 - River Road to U.S. Route 14

Exhibit B2-09 to Exhibit B2-18

Section 3 of Illinois Route 23 connects the communities of Marengo, on the south, and Harvard, on the north.

EXISTING ROADWAY CONDITIONS - cont'd

Physical Characteristics

The section from River Road to Lembke Road consists of two 11 foot lanes with 3 foot aggregate shoulders and open ditch drainage within 66 feet of R.O.W. The only exceptions are at the intersections of Kishwaukee Valley Road and Bunker Hill Road where the R.O.W. is 70 feet and 84 feet, respectively. From Lembke Road to Streit Road the existing R.O.W. is 70 feet. The existing R.O.W. from Streit Road to U.S. Route 14 is 60 feet.

There are no structures in section 3.

Traffic Control, Operations, and Safety

The existing ADT for section 3 ranges from 2,600 vpd to 3,300 vpd. The speed limit is 55 mph. On-street parking is not allowed in this section. A four-way stop sign is located at Kishwaukee Valley Road and a one-way stop, for Illinois Route 23, is located at U.S. Route 14. There are no traffic signals in this section.

**Table II-1
Structure Inventory
Illinois Route 23**

EXHIBIT LABEL	IDOT NUMBER	OVER	UNDER	OVERHEAD CLEARANCE	CLEAR WIDTH	LENGTH	COMMENTS
SN-1	056-0012	Coon Creek	N/A	N/A	42.5'	112'	Modification Required
SN-2	056-0011	NW Tollway I-90	N/A	N/A	30'	236'	Modification Required
SN-3	056-0046	Coon Creek	N/A	N/A	34'	22'	Modification Required
SN-4	056-0010	Kishwaukee River	N/A	N/A	45'	159'	Modification Required
SN-5	056-0009	Kishwaukee River	N/A	N/A	45'	53'	Modification Required

**Table II-2
Accident Rates at Intersections
Illinois Route 23**

Cross Street	N-S ADT	E-W ADT	No. of Accidents			Rate
			1990	1991	1992	
Poplar Road (McHenry/DeKalb County Line)	1200	50	1	0	1	1.461
Harmony Road	1800	700	2	2	2	2.192
West Coral Road	2200	500	1	2	1	1.353
U.S. Route 20	7000	12000	8	13	6	1.298
Adams Street*	1400	50	5	7	8	12.596
Illinois Route 176	6700	6000	2	2	6	0.719
River Road	4000	1000	1	4	3	1.461
Kishwaukee Valley Road	3000	1800	0	0	3	0.571
Bunker Hill Road	3000	100	1	2	0	0.884
Marengo Road	3000	800	1	1	1	0.721
U.S. Route 14	300	7300	2	1	3	0.721

* IDOT High Accident Location Identification System - High Accident Locations 1992

**Table II-3
Accident Rates on Segments
Illinois Route 23**

Segment Start	Segment End	Segment Length (mi)	ADT	No. of Accidents			Rate
				1990	1991	1992	
Poplar Road (McHenry/DeKalb County Line)	Harmony Road	2.64	1500	3	6	8	3.920
Harmony Road	Coral West Road	2.43	2000	6	7	4	3.194
Coral West Road	U.S. Route 20	2.31	3600	13	6	11	3.295
U.S. Route 20	Illinois Route 176	0.47	10200	16	16	19	9.715
Illinois Route 176	River Road	1.58	5800	6	13	9	2.790
River Road	Kishwaukee Valley Road	2.42	3200	8	12	11	3.656
Kishwaukee Valley Road	Bunker Hill Road	3.18	2800	10	11	5	2.667
Bunker Hill Road	Marengo Road	2.48	3200	5	13	4	2.532
Marengo Road	U.S. Route 14	0.45	3000	2	3	5	6.765

**Table II-4
Sources of Data for Traffic and Transportation Characteristics
Illinois Route 23**

Item	Data Source
Traffic Volumes <ul style="list-style-type: none"> • Average Daily Traffic • Intersection Turning Movement Counts 	<ul style="list-style-type: none"> - US DOT Office of Planning and Programming, 1989 Traffic Map, McHenry County - Illinois Department of Transportation, Office of Planning & Programming, Planning Services Section, Roadway Scope Report
Accidents	- Illinois Department of Transportation, Office of Planning & Programming, Planning Services Section, Roadway Scope Report
Transit <ul style="list-style-type: none"> • Routes 	<ul style="list-style-type: none"> - Metra - Pace
Traffic Control <ul style="list-style-type: none"> • Signalized Intersection Locations • Other Traffic Control 	- Field Reconnaissance
Cross Section <ul style="list-style-type: none"> • Lane Widths and Arrangements • Shoulder Widths • Type of Section 	<ul style="list-style-type: none"> - As-Built Plans - Illinois Department of Transportation, Office of Planning & Programming, Planning Services Section, Roadway Scope Report - Field Reconnaissance
Right-of-Way	<ul style="list-style-type: none"> - Illinois Department of Transportation, Office of Planning & Programming, Planning Services Section, Roadway Scope Report - As-Built Plans - Sidwell Maps
Curb/Roadside Use <ul style="list-style-type: none"> • Parking 	- Field Reconnaissance
Structures	- Illinois Department of Transportation, Office of Planning & Programming, Planning Services Section, Roadway Scope Report
Other Features	<ul style="list-style-type: none"> - Illinois Department of Transportation, Office of Planning & Programming, Planning Services Section, Roadway Scope Report - Field Reconnaissance

EXISTING LANE CONFIGURATION

SIGNAL SPACING

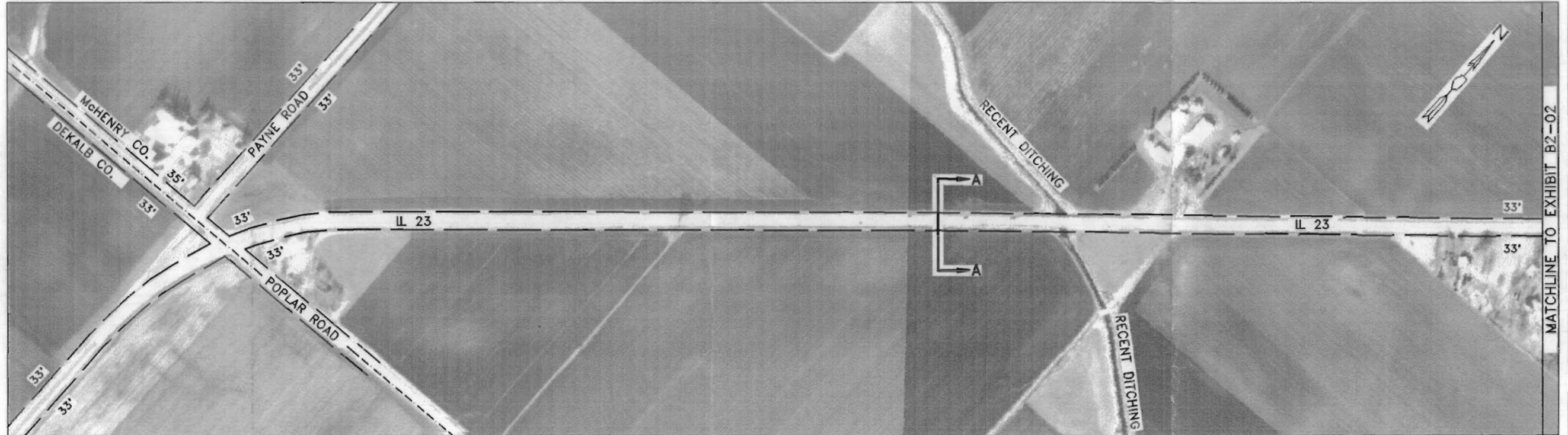
EXISTING R.O.W.

7.38 MILES

33'
33'

33'
33'

UNINCORPORATED McHENRY COUNTY

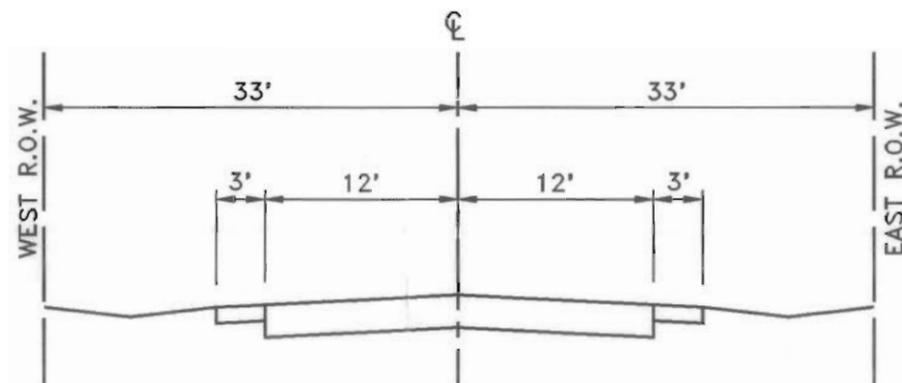


UNINCORPORATED DeKALB COUNTY

UNINCORPORATED McHENRY COUNTY

AERIAL PHOTO DATE: 03-15-92

MATCHLINE TO EXHIBIT B2-02

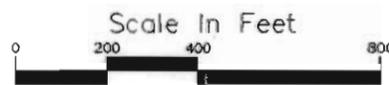


EXISTING TYPICAL SECTION A-A
POPLAR ROAD TO MATCHLINE B2-02

LEGEND	
	= EXISTING RIGHT OF WAY
	= EXISTING TRAFFIC LANE CONFIGURATION
	= EXISTING RIGHT OF WAY
	= COUNTY BOUNDARY

ILLINOIS ROUTE 23 - EXISTING CONDITIONS

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EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.

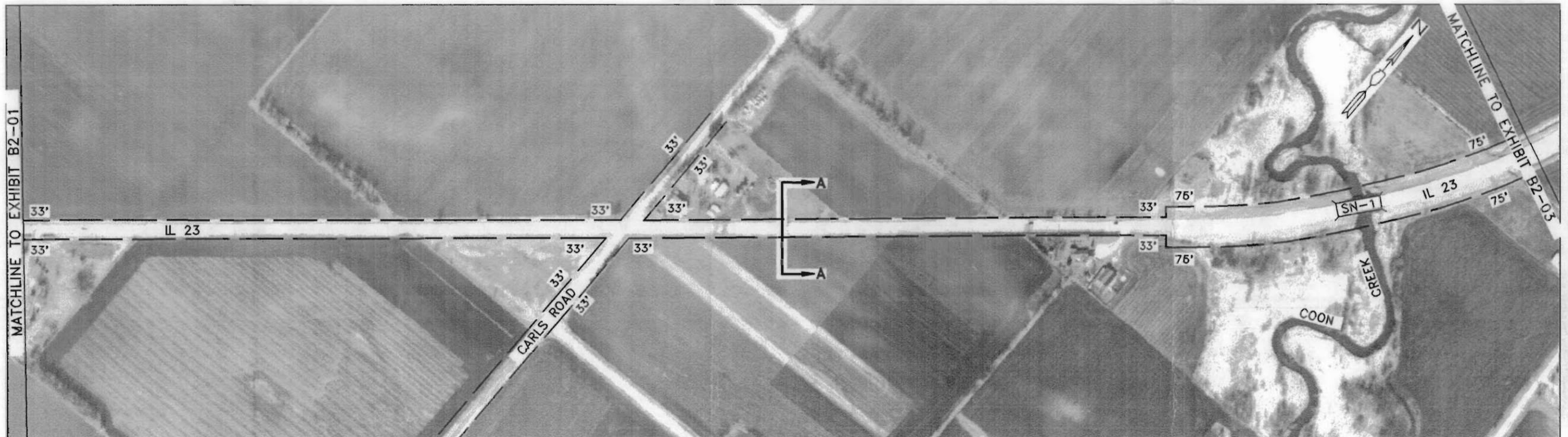
7.38 MILES

33'
33'

33' 75'
33' 75'

75'
75'

UNINCORPORATED McHENRY COUNTY

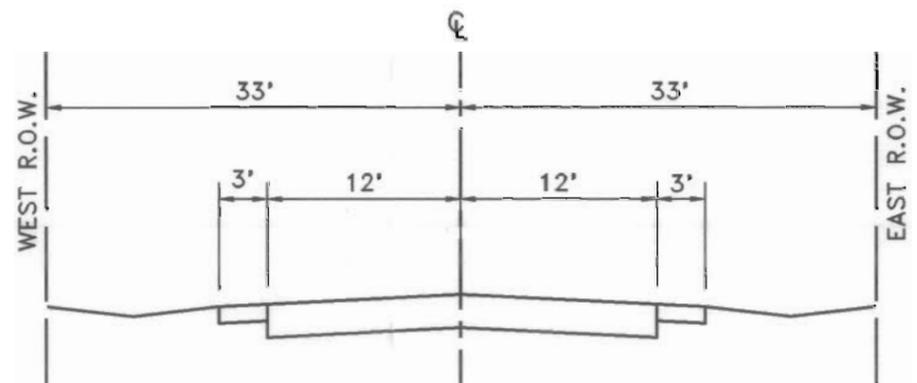


UNINCORPORATED McHENRY COUNTY

AERIAL PHOTO DATE: 03-15-92

DESCRIPTION OF EXISTING CONDITIONS:

SN-1 = Structure number 056-0012



EXISTING TYPICAL SECTION A-A
MATCHLINE B2-01 TO MATCHLINE B2-03

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

ILLINOIS ROUTE 23 - EXISTING CONDITIONS

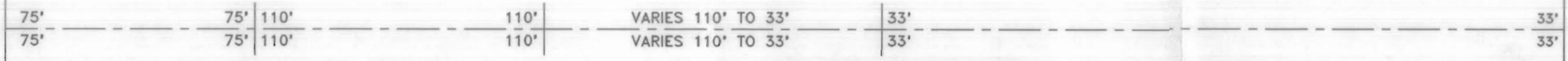
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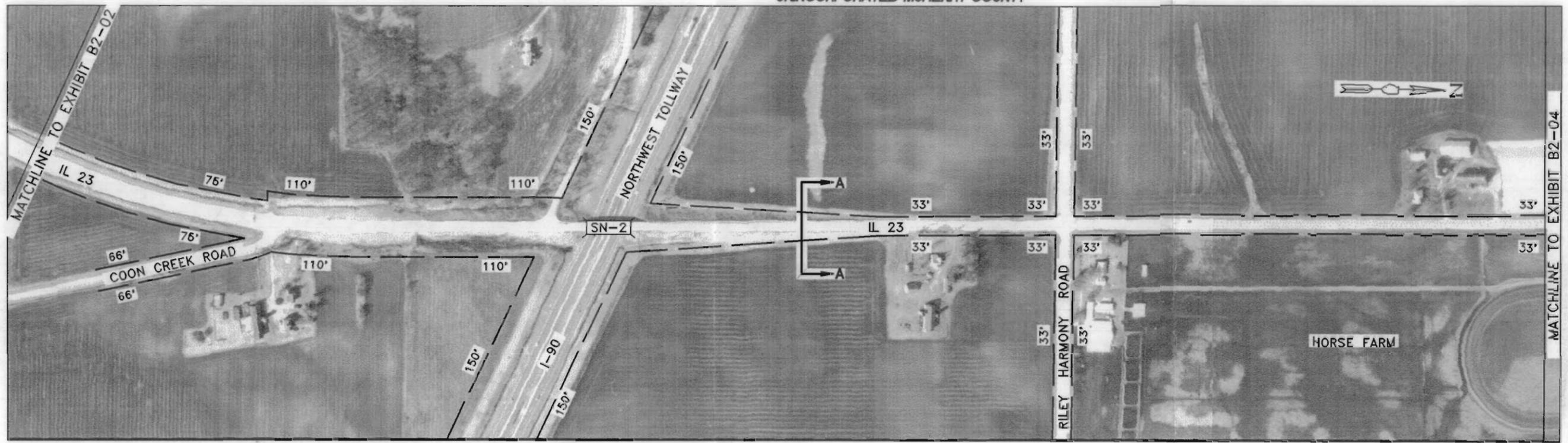
EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



UNINCORPORATED McHENRY COUNTY

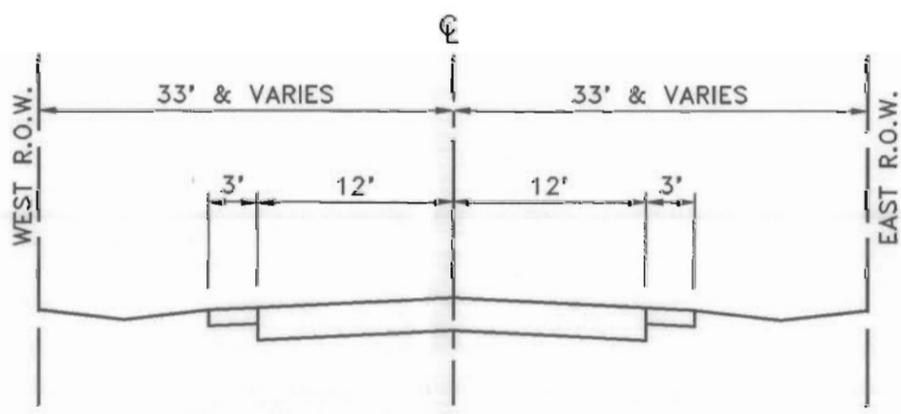


UNINCORPORATED McHENRY COUNTY

AERIAL PHOTO DATE: 03-15-92

DESCRIPTION OF EXISTING CONDITIONS:

SN-2 Structure number 056-0011



EXISTING TYPICAL SECTION A-A
MATCHLINE B2-02 TO MATCHLINE B2-04

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

ILLINOIS ROUTE 23 - EXISTING CONDITIONS

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



EXISTING LANE CONFIGURATION

SIGNAL SPACING

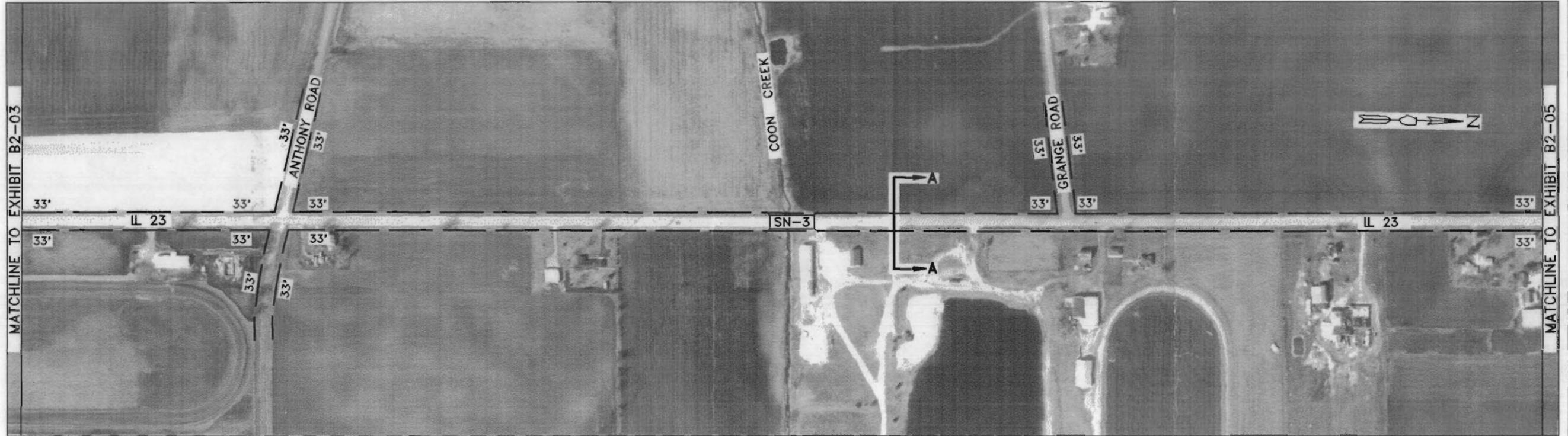
EXISTING R.O.W.

7.38 MILES

33'
33'

33'
33'

UNINCORPORATED McHENRY COUNTY

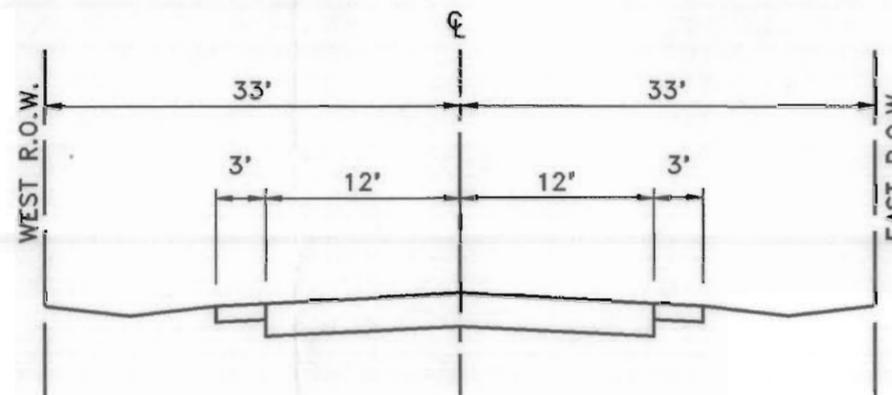


UNINCORPORATED McHENRY COUNTY

AERIAL PHOTO DATE: 03-15-92

DESCRIPTION OF EXISTING CONDITIONS:

SN-3 Structure number 056-0046

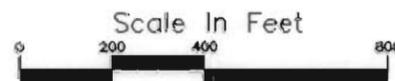


EXISTING TYPICAL SECTION A-A
MATCHLINE B2-03 TO MATCHLINE B2-05

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

ILLINOIS ROUTE 23 - EXISTING CONDITIONS

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EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.

7.38 MILES

33'
33'

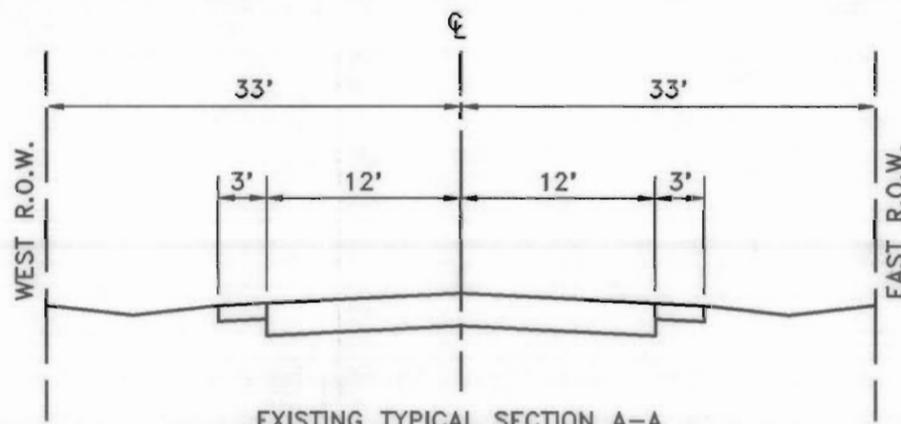
33'
33'

UNINCORPORATED McHENRY COUNTY

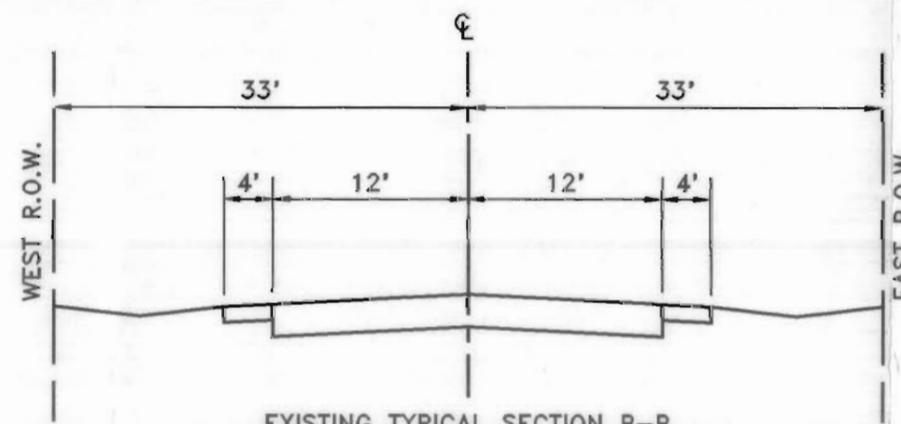


AERIAL PHOTO DATE: 03-15-92

UNINCORPORATED McHENRY COUNTY



EXISTING TYPICAL SECTION A-A
MATCHLINE B2-04 TO WEST CORAL ROAD



EXISTING TYPICAL SECTION B-B
WEST CORAL ROAD TO MATCHLINE B2-06

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

ILLINOIS ROUTE 23 - EXISTING CONDITIONS

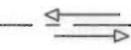
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



7.38 MILES

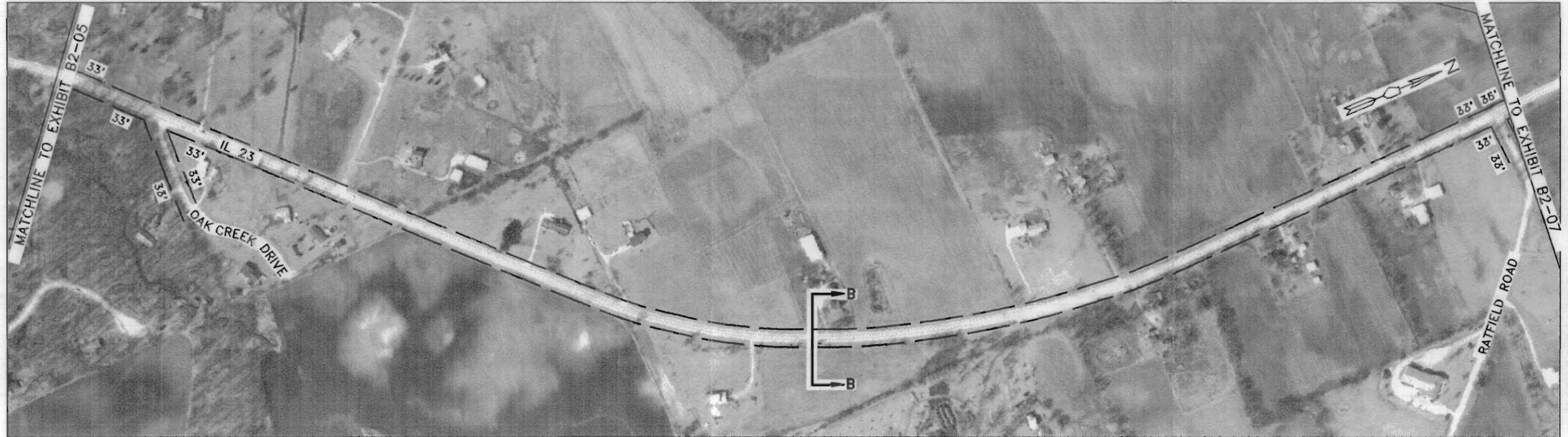
33'

33'

33'

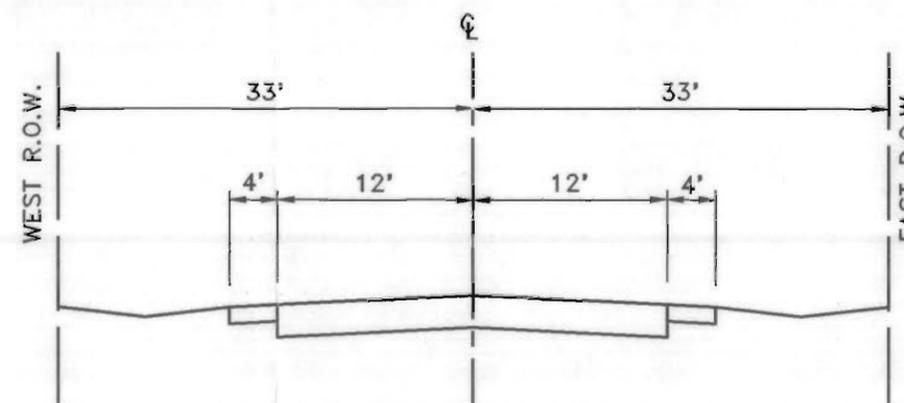
33'

UNINCORPORATED McHENRY COUNTY



UNINCORPORATED McHENRY COUNTY

AERIAL PHOTO DATE: 03-15-92



EXISTING TYPICAL SECTION B-B
MATCHLINE B2-06 TO MATCHLINE B2-07

LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING RIGHT OF WAY DISTANCE
- = EXISTING TRAFFIC LANE CONFIGURATION

ILLINOIS ROUTE 23 - EXISTING CONDITIONS

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

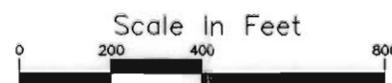


EXHIBIT B2-06

EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.

7.38 MILES



UNINCORPORATED McHENRY COUNTY

MARENGO



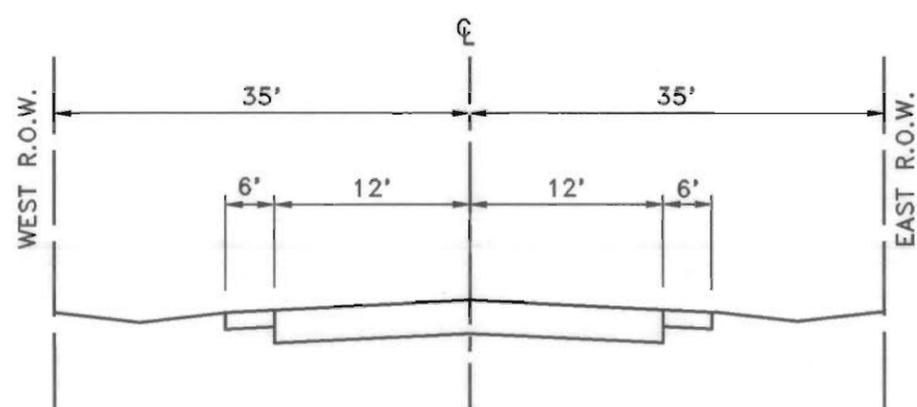
UNINCORPORATED McHENRY COUNTY

MARENGO

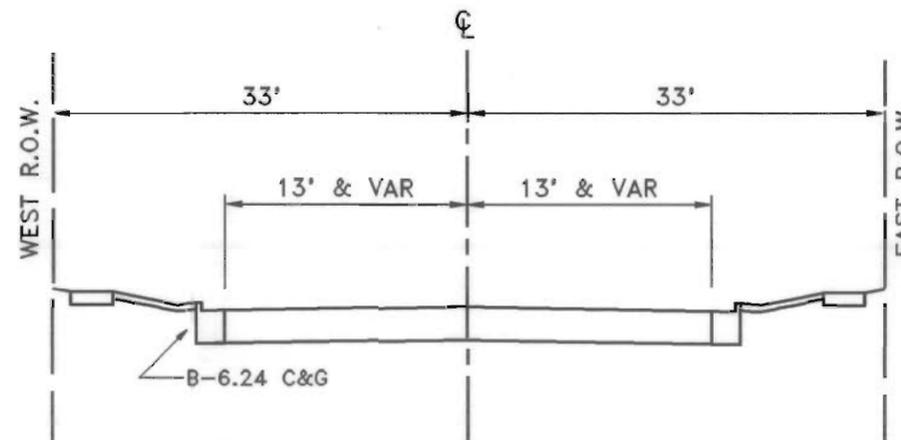
UNINCORPORATED McHENRY COUNTY

MARENGO

AERIAL PHOTO DATE: 5-06-92



EXISTING TYPICAL SECTION C-C
MATCHLINE B2-06 TO SOUTH STREET

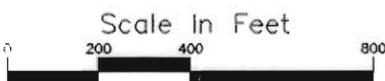


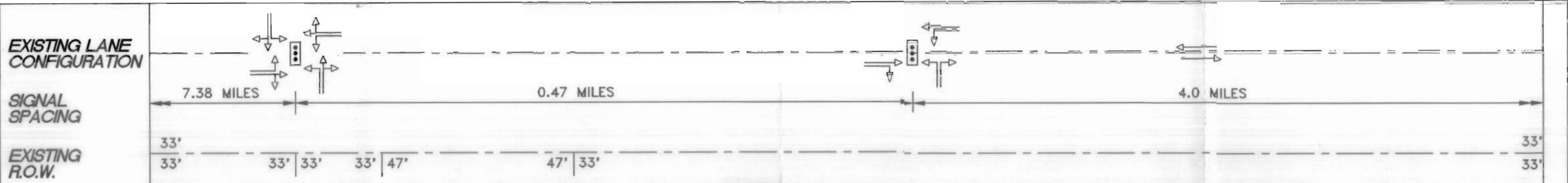
EXISTING TYPICAL SECTION D-D
SOUTH STREET TO MATCHLINE B2-08

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

ILLINOIS ROUTE 23 - EXISTING CONDITIONS

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

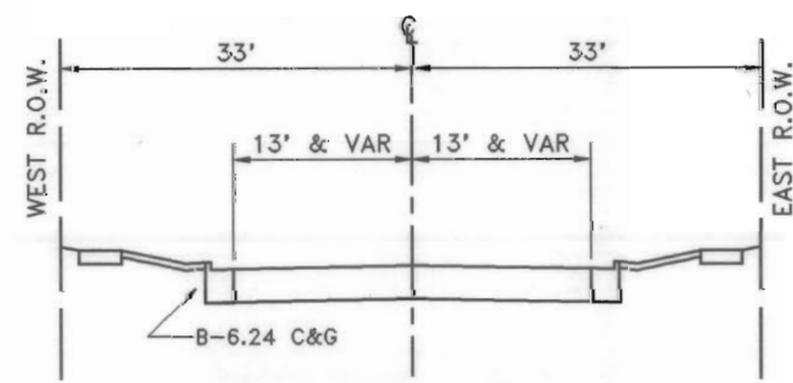




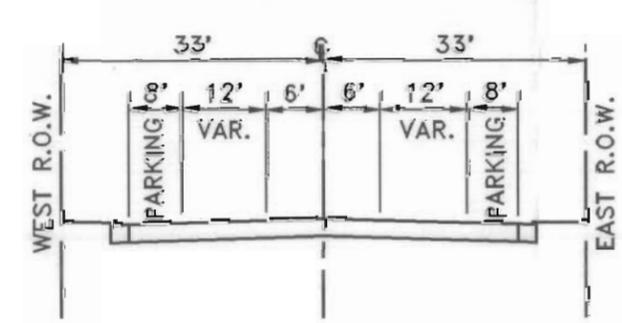
MARENGO

MARENGO

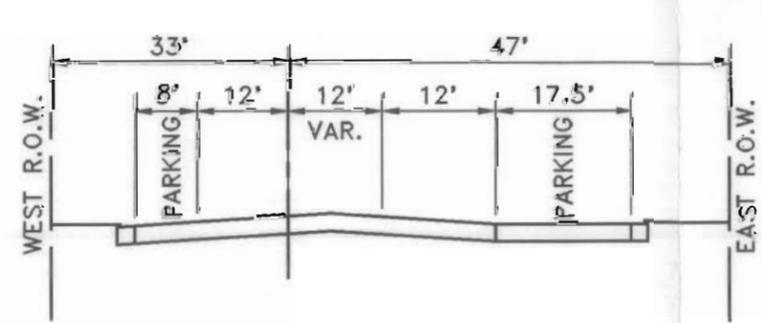
AERIAL PHOTO DATE: 03-15-92



EXISTING TYPICAL SECTION D-D
MATCHLINE B2-07 TO U.S. ROUTE 20 AND
CHICAGO & NW RAILROAD TO MATCHLINE B2-09



EXISTING TYPICAL SECTION E-E
US ROUTE 20 TO WASHINGTON STREET



EXISTING TYPICAL SECTION F-F
WASHINGTON STREET TO CHICAGO & NW RAILROAD

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

ILLINOIS ROUTE 23 - EXISTING CONDITIONS

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EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.

4.0 MILES

33'

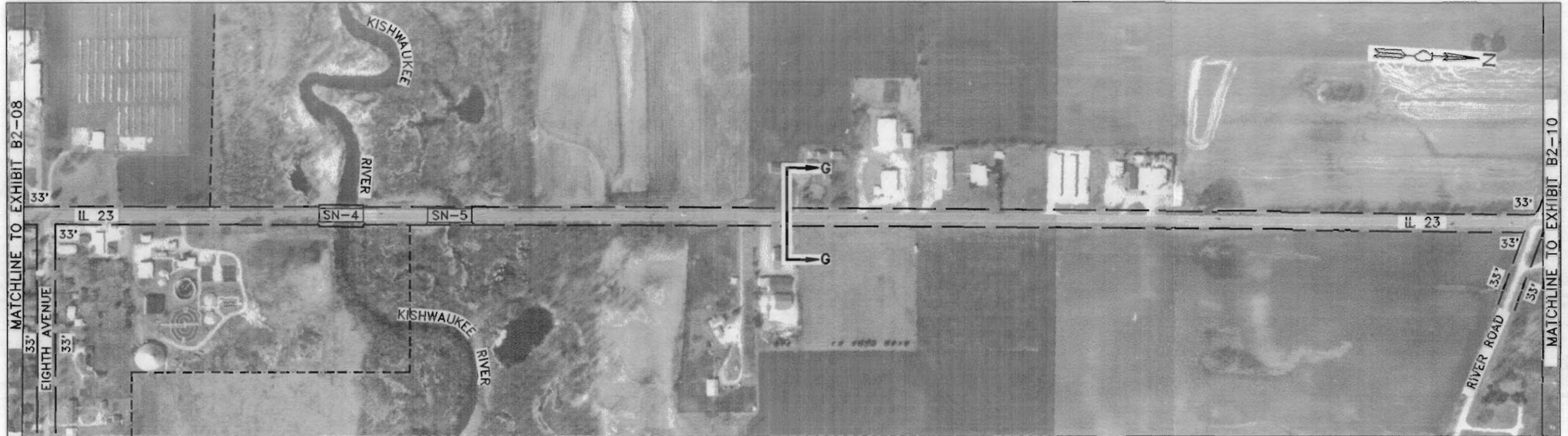
33'

33'

33'

MARENGO

UNINCORPORATED McHENRY COUNTY



MARENGO

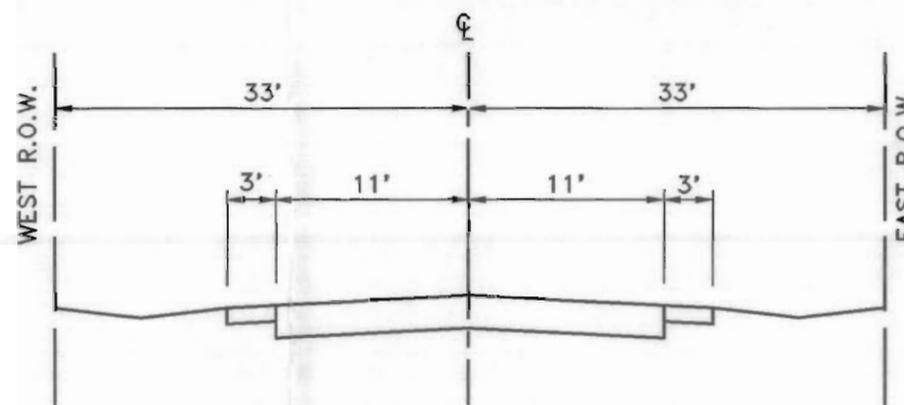
UNINCORPORATED McHENRY COUNTY

AERIAL PHOTO DATE: 03-15-92

DESCRIPTION OF EXISTING CONDITIONS:

SN-4 = Structure number 056-0010

SN-5 = Structure number 056-0009

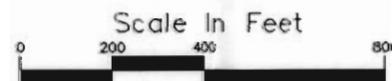


EXISTING TYPICAL SECTION G-G
MATCHLINE B2-08 TO MATCHLINE B2-10

LEGEND	
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING STRUCTURE NUMBER
	= EXISTING TRAFFIC LANE CONFIGURATION
	= CITY BOUNDARY

ILLINOIS ROUTE 23 - EXISTING CONDITIONS

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



EXISTING LANE CONFIGURATION

SIGNAL SPACING

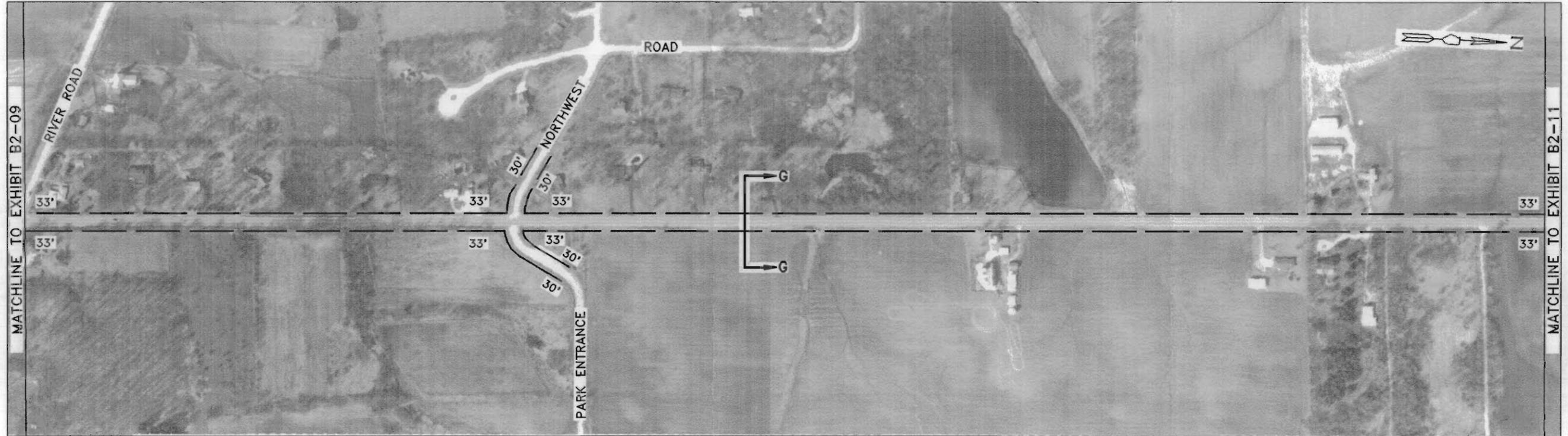
EXISTING R.O.W.

4.0 MILES

33'
33'

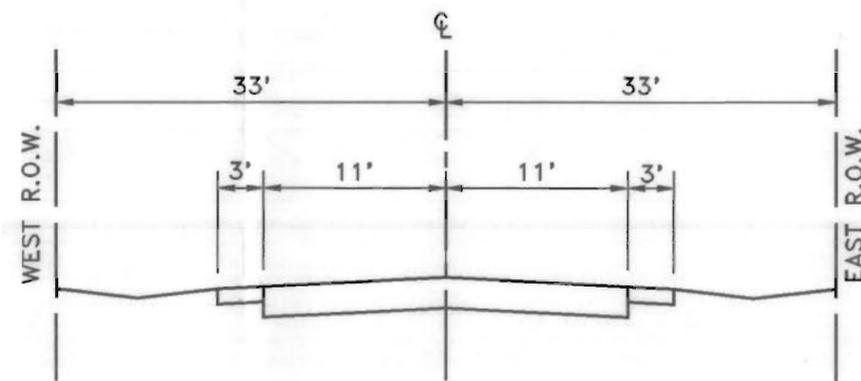
33'
33'

UNINCORPORATED McHENRY COUNTY



UNINCORPORATED McHENRY COUNTY

AERIAL PHOTO DATE: 03-15-92

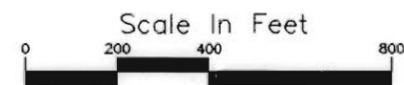


EXISTING TYPICAL SECTION G-G
MATCHLINE B2-09 TO MATCHLINE B2-11

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

ILLINOIS ROUTE 23 - EXISTING CONDITIONS

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



EXISTING LANE CONFIGURATION

SIGNAL SPACING

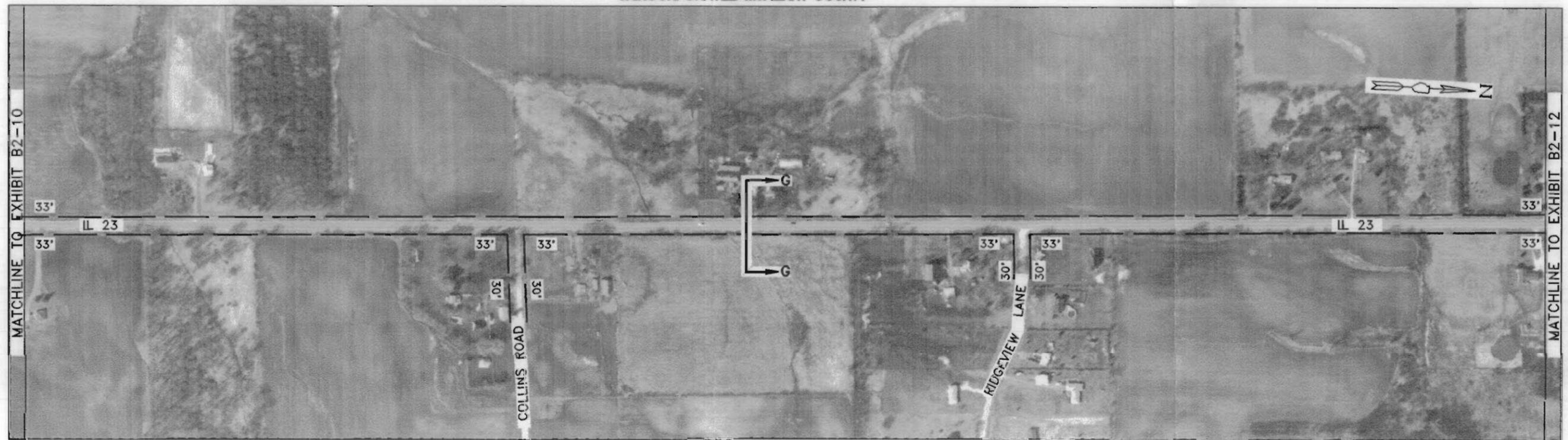
EXISTING R.O.W.

4.0 MILES

33'
33'

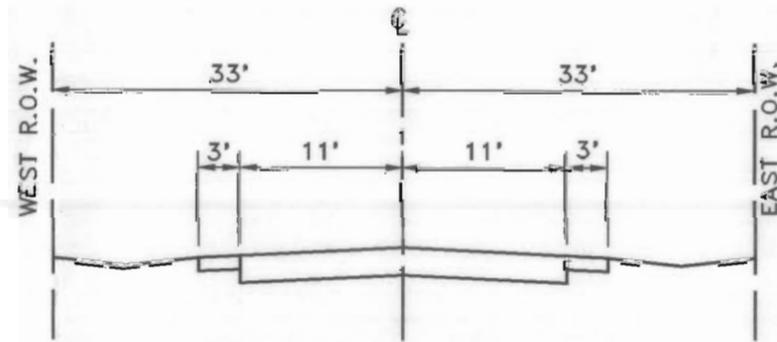
33'
33'

UNINCORPORATED McHENRY COUNTY



UNINCORPORATED McHENRY COUNTY

AERIAL PHOTO DATE: 03-15-92

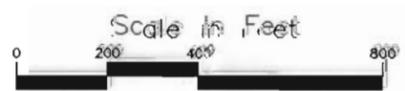


EXISTING TYPICAL SECTION G-G
MATCHLINE B2-10 TO MATCHLINE B2-12

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

ILLINOIS ROUTE 23 - EXISTING CONDITIONS

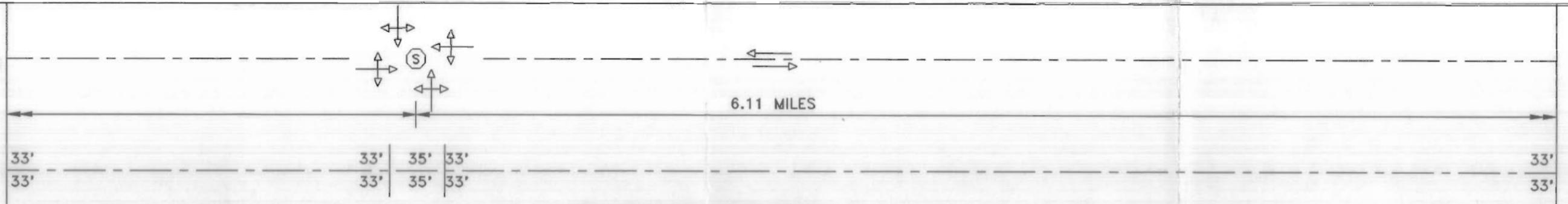
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



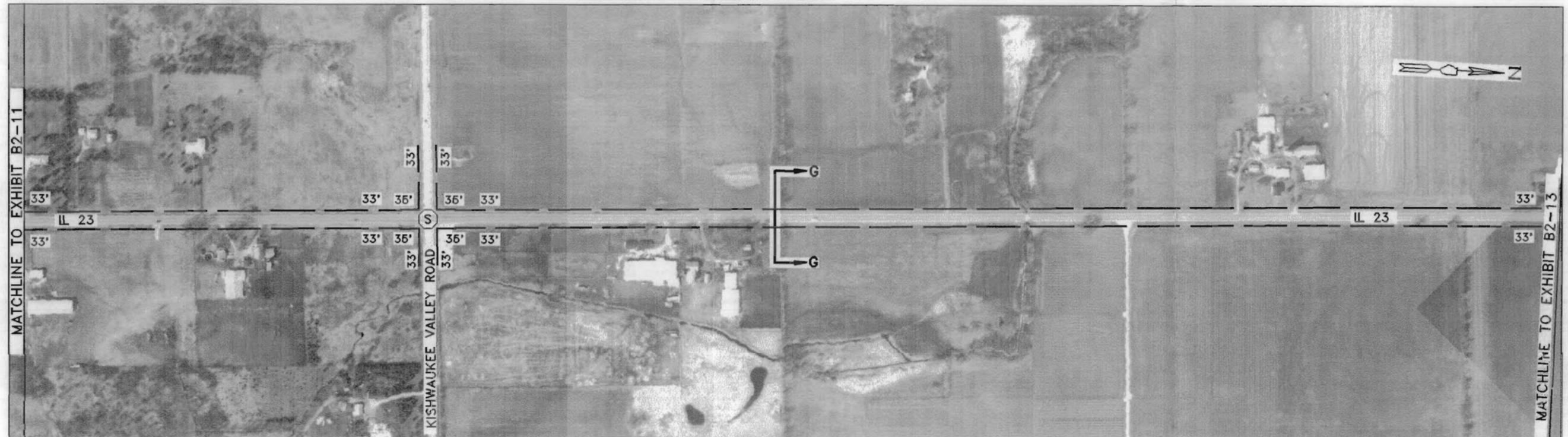
EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.

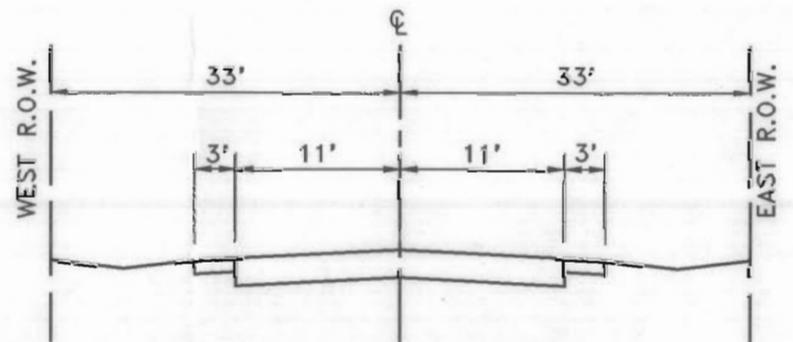


UNINCORPORATED McHENRY COUNTY



UNINCORPORATED McHENRY COUNTY

AERIAL PHOTO DATE: 03-15-92

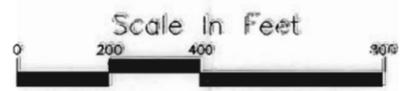


EXISTING TYPICAL SECTION G-G
MATCHLINE B2-11 TO MATCHLINE B2-13

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

ILLINOIS ROUTE 23 - EXISTING CONDITIONS

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EXISTING LANE CONFIGURATION

SIGNAL SPACING

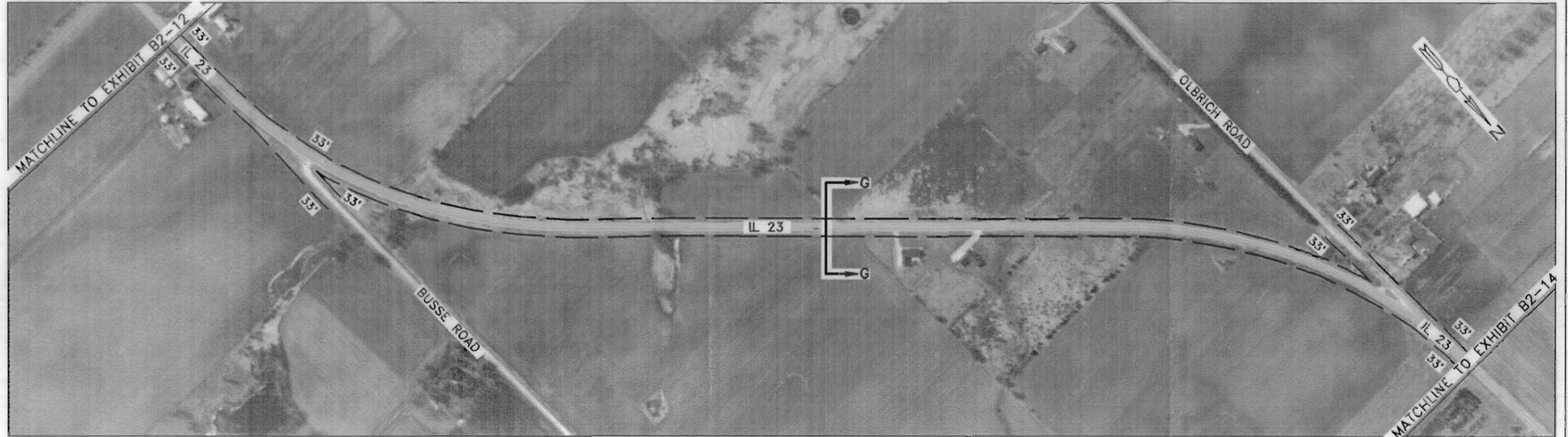
EXISTING R.O.W.

6.11 MILES

33'
33'

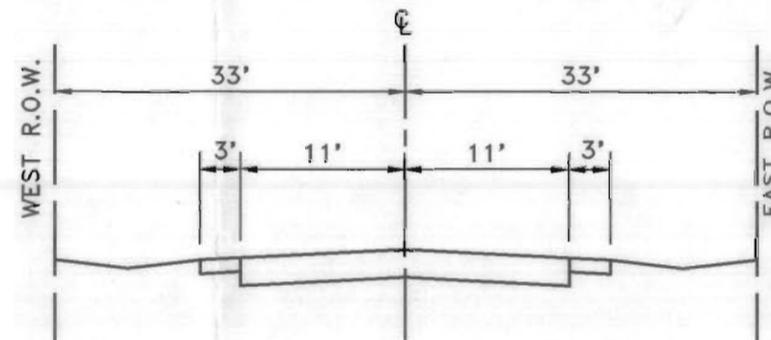
33'
33'

UNINCORPORATED McHENRY COUNTY



UNINCORPORATED McHENRY COUNTY

AERIAL PHOTO DATE: 03-15-92



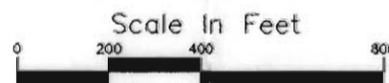
EXISTING TYPICAL SECTION G-G
MATCHLINE B2-12 TO MATCHLINE B2-14

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

ILLINOIS ROUTE 23 - EXISTING CONDITIONS

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

Illinois Department of Transportation



SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.

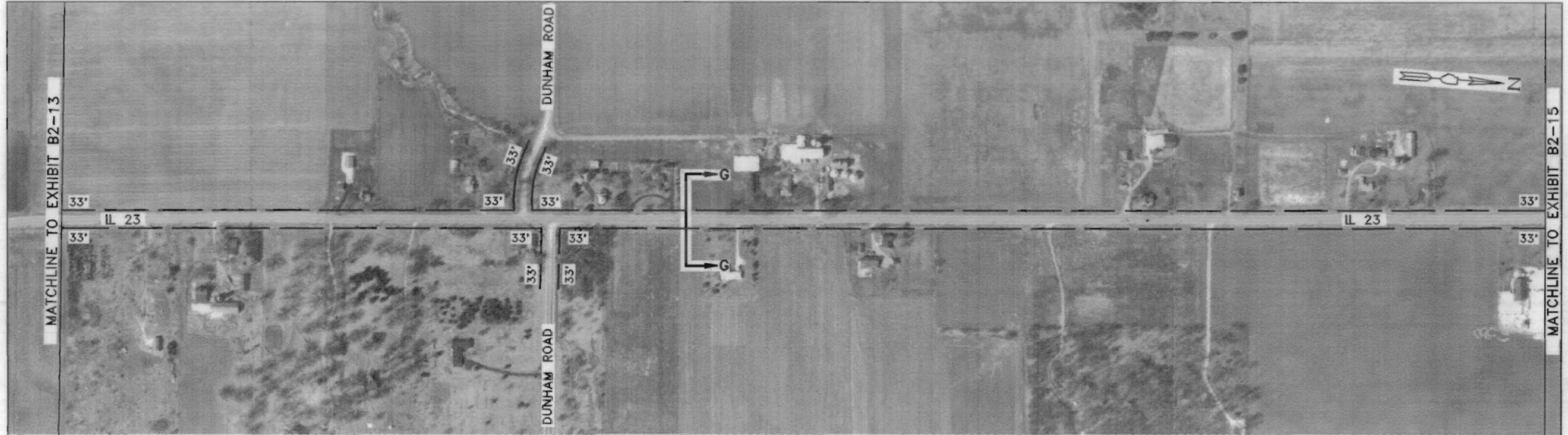


6.11 MILES

33'
33'

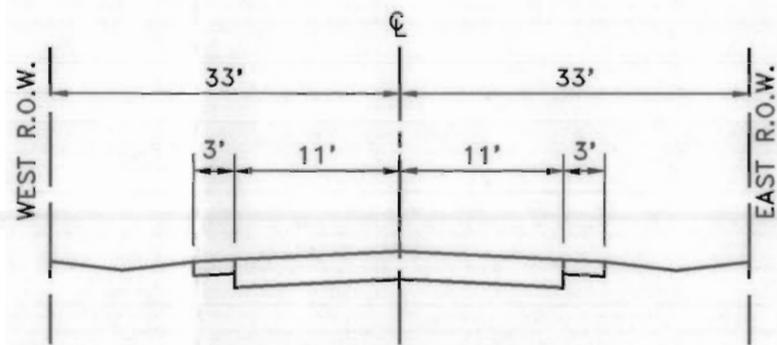
33'
33'

UNINCORPORATED McHENRY COUNTY



UNINCORPORATED McHENRY COUNTY

AERIAL PHOTO DATE: 03-15-92

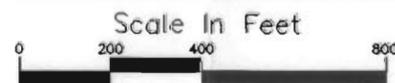


EXISTING TYPICAL SECTION G-G
MATCHLINE B2-13 TO MATCHLINE B2-15

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

ILLINOIS ROUTE 23 - EXISTING CONDITIONS

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



EXISTING LANE CONFIGURATION

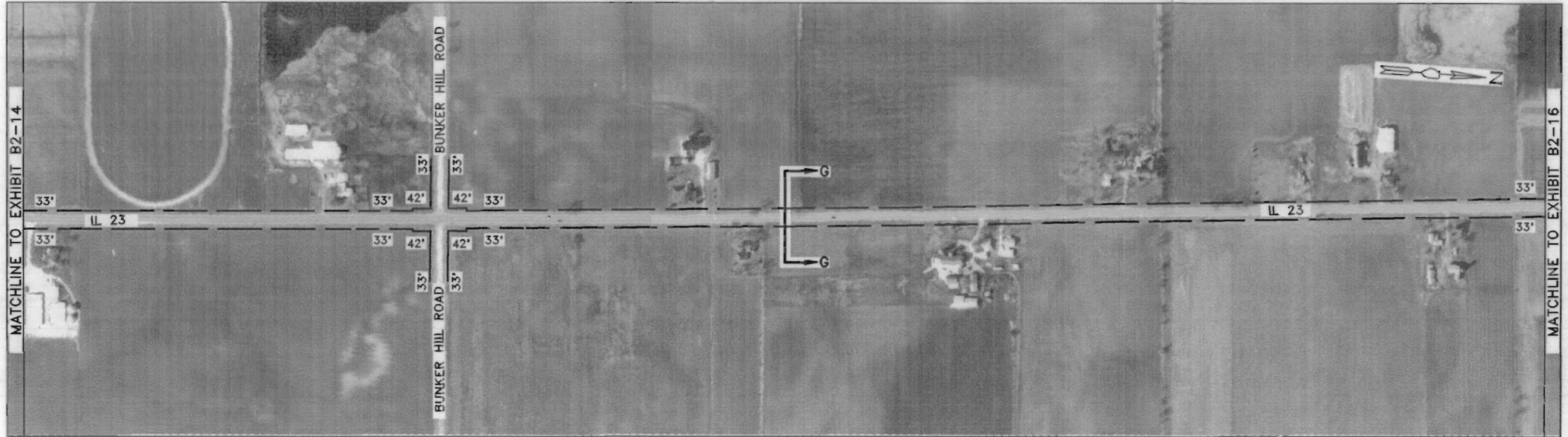
SIGNAL SPACING

EXISTING R.O.W.

6.11 MILES

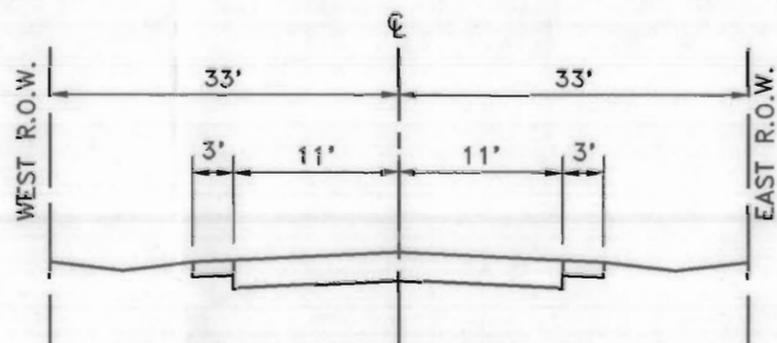


UNINCORPORATED McHENRY COUNTY



UNINCORPORATED McHENRY COUNTY

AERIAL PHOTO DATE: 03-15-92

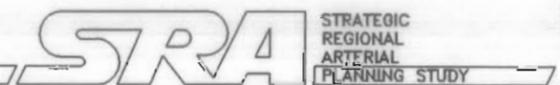


EXISTING TYPICAL SECTION G-G
MATCHLINE B2-14 TO MATCHLINE B2-16

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

ILLINOIS ROUTE 23 - EXISTING CONDITIONS

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



EXISTING LANE CONFIGURATION

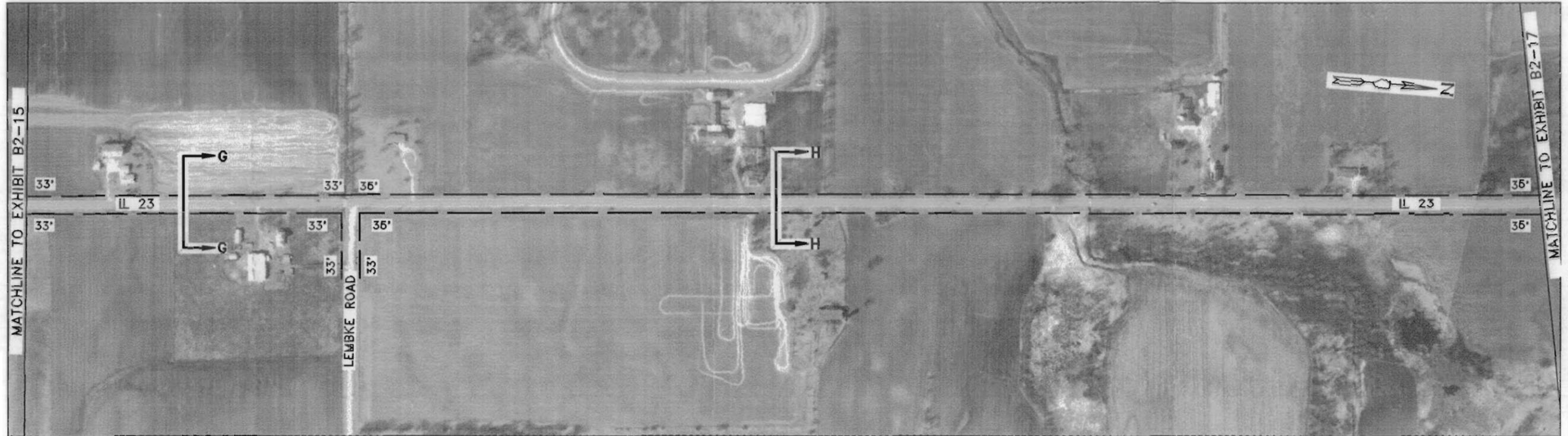
SIGNAL SPACING

EXISTING R.O.W.

6.11 MILES



UNINCORPORATED McHENRY COUNTY

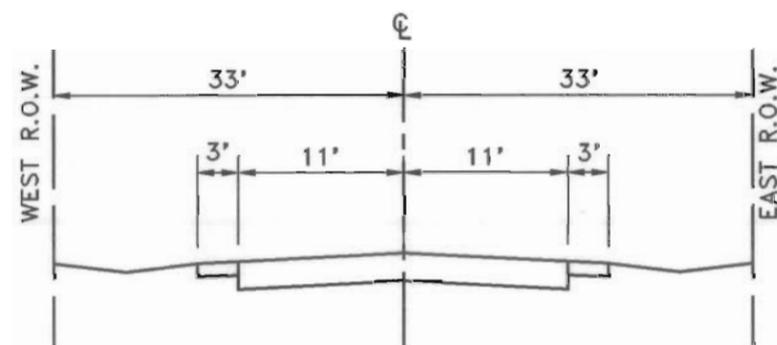


MATCHLINE TO EXHIBIT B2-15

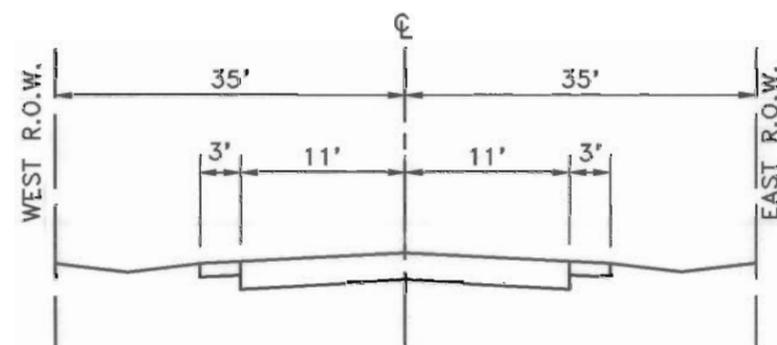
MATCHLINE TO EXHIBIT B2-17

UNINCORPORATED McHENRY COUNTY

AERIAL PHOTO DATE: 03-15-92



EXISTING TYPICAL SECTION G-G
MATCHLINE B2-15 TO LEMBKE ROAD

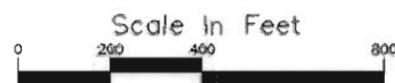


EXISTING TYPICAL SECTION H-H
LEMBKE ROAD TO MATCHLINE B2-17

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

ILLINOIS ROUTE 23 - EXISTING CONDITIONS

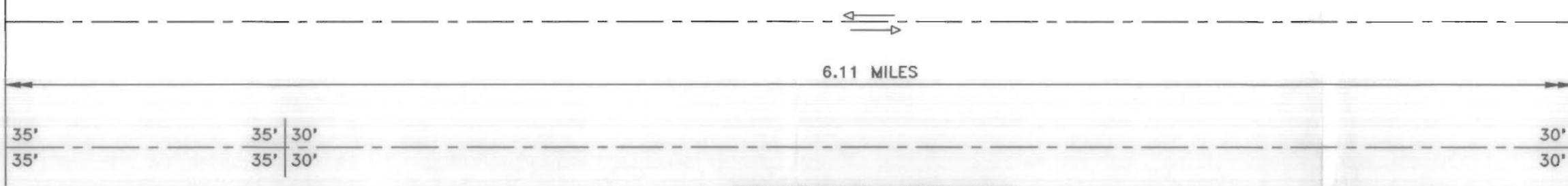
Prepared by DAMES & MOORE/WCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



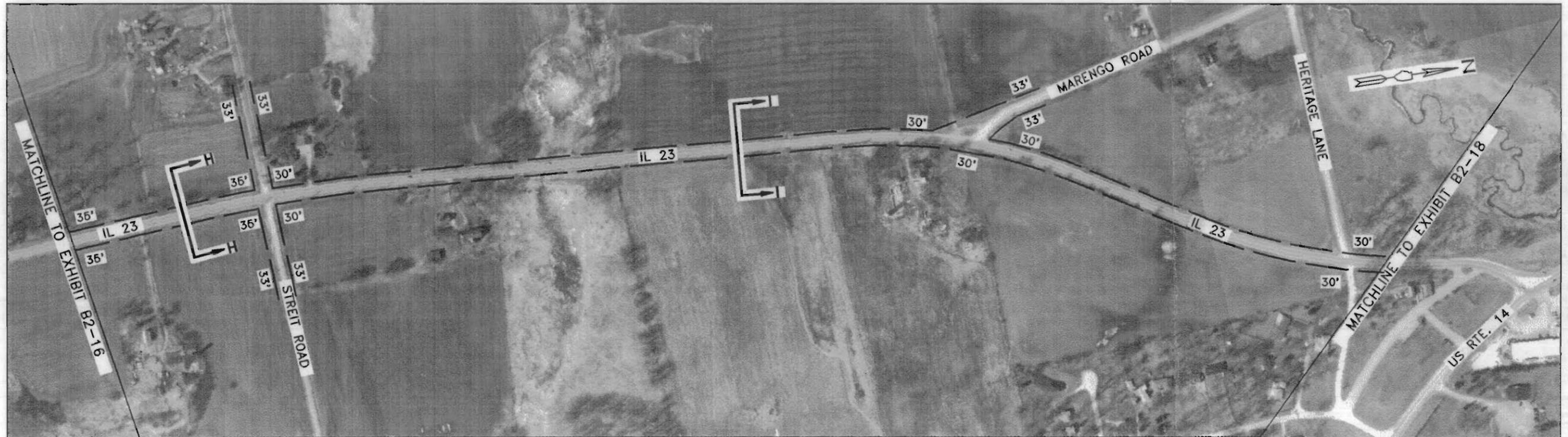
EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.

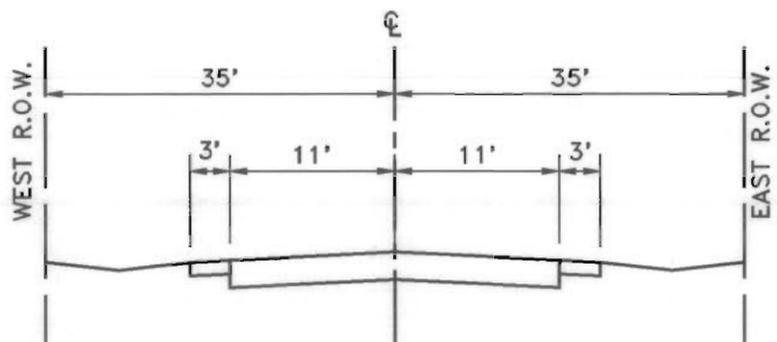


UNINCORPORATED McHENRY COUNTY

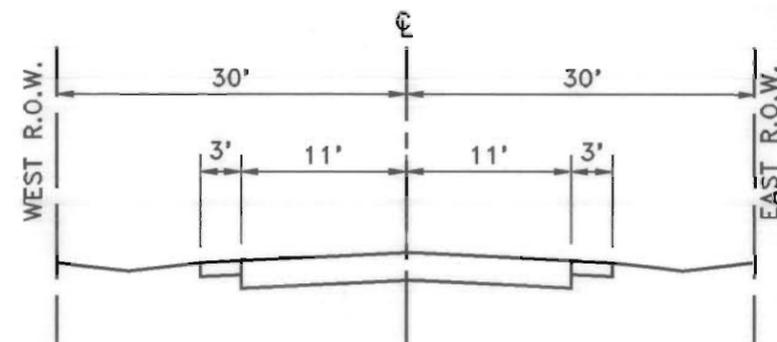


UNINCORPORATED McHENRY COUNTY

AERIAL PHOTO DATE: 03-15-92



EXISTING TYPICAL SECTION H-H
MATCHLINE B2-16 TO STREET ROAD

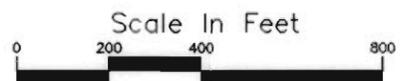


EXISTING TYPICAL SECTION I-I
STREET ROAD TO MATCHLINE B2-18

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

ILLINOIS ROUTE 23 - EXISTING CONDITIONS

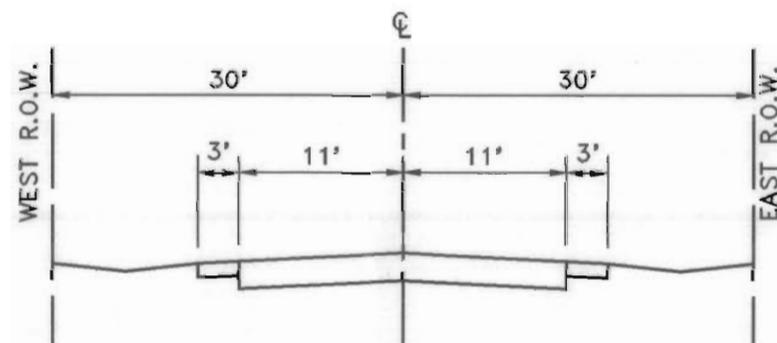
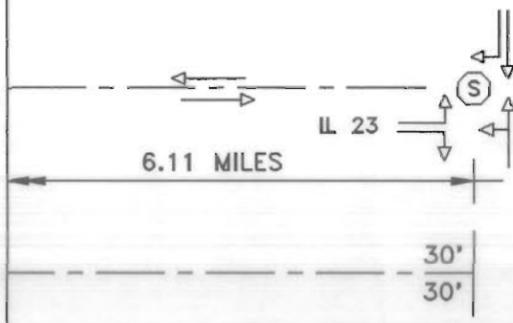
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.

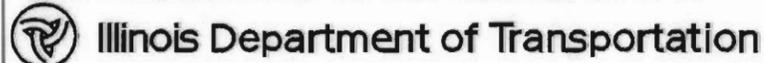


EXISTING TYPICAL SECTION I-I
MATCHLINE B2-17 TO US ROUTE 14

LEGEND	
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= EXISTING STOP SIGN
	= CITY BOUNDARY

ILLINOIS ROUTE 23 - EXISTING CONDITIONS

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



CORRIDOR PLANNING FRAMEWORK

ILLINOIS ROUTE 23

SRA

STRATEGIC
REGIONAL
ARTERIAL
PLANNING STUDY

CORRIDOR PLANNING FRAMEWORK

This chapter outlines the planning considerations that influenced the recommended improvements for the Illinois Route 23 corridor, including the following:

- Functional Classification
- SRA route design considerations and characteristics
- Long-range forecasts of highway traffic activity along Illinois Route 23
- Other planned transportation improvements within, crossing, or near the Illinois Route 23 corridor
- Long-range land use plans for the communities along Illinois Route 23
- Existing safety and traffic operational problems along Illinois Route 23
- Existing environmental conditions and constraints
- Community concerns, interests, and attitudes

The concept for Illinois Route 23 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 23
- Locations of signalized intersections
- Locations and specifications of special intersections
- Access management
- The need for and locations of special or unique highway solutions

Planning Framework and Recommendations

The planning framework was used to evaluate the best possible improvements to the Illinois Route 23 corridor. Applying the information obtained from the communities, counties, and other agencies to the planning framework criteria led to the recommended improvements discussed in this report. Recommended improvements address the topics of cross section and geometrics, operations, access

CORRIDOR PLANNING FRAMEWORK - cont'd

management, public transit, and short term alternates as defined below. Improvements are suggested for each of the three segments of the Illinois Route 23 corridor.

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 evaluates plans concerning public transit. Bus and rail service enhancements as well as pedestrian and bicycle accessibility are included in 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 in the near future is considered in this section. Examples include access management, traffic signal installation/ removal, and signal coordination.

Table III-1
2010 Desirable Route Characteristics
Rural Strategic Regional Arterial

Right-of-Way Width	188' - 212'
Level of Service (Peak Hour)/Design Speed	C / 60 mph
Number of Through Lanes	2 in each direction; 12' width; with provision for future expansion to 6 total lanes
Median Width	50' - 74'
Right Turns	Turn lanes at major intersections
Left Turns	Turn lanes at all intersections
Shoulders	10' right paved; 6' left paved
Curbs	No
Parking	Not recommended
Cross Street Intersections	Permitted. Stop sign control for cross street. Crossovers permitted at ½ mile spacing.
Curb Cut Access	Right-in / Right-out design
Transit	Bus pull-off and shelter. Express bus service and signal pre-emption potential.
Number of Traffic Signals Per Mile	2, signals spaced ½ mile apart until frontage roads are constructed.
Signalization	Fully-actuated
Freight: Radii	WB 60; Standard
Vertical Clearances	New structures: 16'-3" Existing structures: 14'-6"
Loading	Off-street loading

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

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

Horizontal Alignment	
Minimum Design Speed	60 mph
Minimum Stopping Sight Distance	525'
Minimum Radius Horizontal Curve	1350'
Maximum Degree of Curvature	4° 15'
Maximum Superelevation	6%
Minimum Length of Superelevation	
- Four Lane With Probability of Six Lanes	234'
- Six Lane Section	258'
Horizontal Clearance	Compatible with Design Speed
Vertical Alignment	
Maximum Grades	5%
Length Crest Vertical Curve	Compatible with Design Speed
Length Sag Vertical Curve	Compatible with Design Speed
Vertical Clearance (Minimum New Construction)	16'-3"
Vertical Clearance (Minimum Reconstruction)	14'-6"

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

**Table III-3
Existing and Projected Average Daily Traffic
Illinois Route 23**

LOCATION	1989 ADT (vpd)	2010 ADT (vpd)
Poplar Road (McHenry/DeKalb County Line) to Harmony Road	1000 - 1500	3000
Harmony Road to Coral West Road	1500 - 2500	4000
Coral West Road to U. S. Route 20	2500 - 3500	10000
U.S. Route 20 to Illinois Route 176	3500 - 10000	20000
Illinois Route 176 to River Road	4500 - 6000	9000
River Road to Kishwaukee Valley Road	3000 - 3500	7000
Kishwaukee Valley Road to Bunker Hill Road	2500 - 3000	8000 - 9000
Bunker Hill Road to Marengo Road	3000 - 3500	8000 - 9000
Marengo Road to U.S. Route 14	3000 - 3500	8000 - 9000

**Table III-4
Summary of Previous and Current Planning Studies
Illinois Route 23**

Study, Plan, or Report	Source	Status as of 1994
Transportation Planning Studies • CATS 2010 Transportation System Development Plan	CATS	Official
Land Use and Comprehensive Plans		Official Official Official Official Official/Interim
Other Plans and Studies		



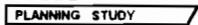
RECOMMENDED IMPROVEMENTS

ILLINOIS ROUTE 23



STRATEGIC
REGIONAL
ARTERIAL

PLANNING STUDY



RECOMMENDED IMPROVEMENTS

Recommended improvements for Illinois Route 23 are summarized in this chapter. Several tables provide additional information not specifically addressed in the text. These include Table IV-1 Estimated R.O.W. Requirements, Table IV-2 Estimate of Construction Cost, Table IV-3 Improvement Implementation Plan, and Tables IV-4 and IV-5 listing Levels of Service for intersections and arterials, respectively.

Section 1 - DeKalb/McHenry County Line to Ratfield Road

Exhibit C2-01 to Exhibit C2-06

Section 1 of the Illinois Route 23 SRA begins at the DeKalb/McHenry County Line and continues north to Ratfield Road. This section passes through rural McHenry County. In the future, after construction of a Tollway interchange with I-90, it would be logical to terminate the SRA designation at the Tollway. Consequently, no improvements are recommended between the county line and I-90.

Cross-Section and Geometrics

The proposed cross-section for section 1, beginning at the I-90 Tollway, is based on the standard rural farmland preservation SRA cross-section developed for the SRA program (Figure III-1). This cross-section consists of four 12-foot lanes, a 42-foot open median, and open ditch drainage requiring 160 feet of R.O.W. An additional 94 feet of R.O.W. is required to accommodate this cross-section for the majority of section 1.

It will be necessary to reconstruct IDOT structure number 056-0011 over Interstate 90 and IDOT structure number 056-0046 over Coon Creek to accommodate the increased width of the proposed cross-section. An interchange between Interstate 90 and Illinois Route 23 is currently being considered.

Realignment is proposed at Illinois Route 23 for Coon Creek Road. This will provide a right angle intersection at Illinois Route 23 resulting in safer access.

Operations

Based on the traffic model, the 2010 projected ADT for section 1 ranges between 2,700 vpd and 3,500 vpd. A capacity analysis was performed for this section by applying the projected ADT to the recommended model. The result of the analysis is a level of service "A" for both northbound and southbound traffic. It should be noted that the CATS model did not include the Motorola development in Harvard, nor was a possible Interstate 90 interchange considered.

Several intersections have been identified as locations for potential signalization including Riley-Harmony Road, Anthony Road, West Coral/Pleasant Grove Road, and Ratfield Road. The SRA

RECOMMENDED IMPROVEMENTS - cont'd

Design Concept Report suggests that a minimum ½ mile spacing is needed between signalized intersections. Although these intersections may not warrant signalization in the 2010 time frame, they may warrant signalization for the ultimate improvement.

Access Management

Local agencies will be responsible for taking the lead role in implementing zoning and access policies which are consistent with the SRA planning report. As future development warrants, it will be necessary to provide intermittent access points to adjacent development. Any median crossovers or potential signalized intersections should be spaced at ½ mile minimum intervals. Median breaks allowing full access should be provided at Grange Road and Oak Creek Drive. No parking is recommended on this section of Illinois Route 23.

Public Transit

Presently there are no plans for public transit in this section of Illinois Route 23.

Short Term Alternates

No short term alternates have been identified.

Section 2 - Ratfield Road to River Road

Exhibit C2-06 to Exhibit C2-09

Section 2 of Illinois Route 23 begins at Ratfield Road and continues north to River Road. This SRA section was originally proposed to go through the City of Marengo; however, it is not feasible to develop a SRA cross section through Marengo. The proposed cross section and intersection improvements would impact buildings and parking due to the expansion of the existing roadway. The R.O.W. required to accommodate the proposed cross section is very limited, or not available, in some areas. Therefore, alternate alignments to bypass Marengo were evaluated.

Cross-Section and Geometrics

The complexity of section 2 required consideration of two alternate routes or bypasses. For each alternate, the impacts have been studied and the positive and negative aspects examined. The alternates are described below and depicted on Detail D2-01 and 02.

RECOMMENDED IMPROVEMENTS - cont'd

Alternate 1

Alternate 1 consists of rerouting traffic along an east bypass around the town of Marengo. The alignment begins at Ratfield Road and continues in a northeast direction in order to connect with Deerpass Road. This alignment will have to go through an undeveloped area with no existing R.O.W. The alignment will continue along Deerpass Road and will tie back into Illinois Route 23 at a location north of the town of Marengo to be determined in future studies. This will require the purchase of additional R.O.W. to build the extension. The standard rural farmland preservation cross-section would be provided for the entire length of the alternate. Based on preliminary analysis, it appears the existing Deerpass Road could be widened with minimal impacts to the community. The extension from Ratfield Road would impact existing farmland (Detail D2-01).

Alternate 2

Alternate 2 consists of constructing a bypass route to the west of the town of Marengo. This alignment begins at Pleasant Grove Road and continues west to Meyer Road. It then turns north, along Meyer Road to Ritz Road. At the northern end of Ritz Road, a new section of R.O.W. will have to be acquired to cross over the Kishwaukee River and connect with Illinois Route 23 south of River Road. This bypass alignment would consist of the standard rural farmland preservation cross section. The Kishwaukee River wetland area would be severely impacted with construction of this bypass alignment since a bridge would have to be constructed to carry traffic over the Kishwaukee River. The intersection of the bypass with U.S. Route 20 would likely be a high volume intersection for this region. Traffic signals would be proposed at this intersection (Detail D2-02).

Recommendation

Based on preliminary analysis, Alternate 1 is recommended. This bypass, which utilizes Deerpass Road, should be considered for further study as the designated SRA route. Construction of the bypass route around Marengo is necessary to achieve SRA status for the Illinois Route 23 corridor since the City of Marengo portion of the route presents an unacceptable impediment to traffic flow. Consequently, no improvements are proposed for section 2 of Illinois Route 23 through Marengo as part of this study. This is reflected on Exhibits C2-06 to C2-09, which show that no SRA improvements are recommended.

The information provided below relates to the characteristics of the current Illinois Route 23 through Marengo. Similar data have not been developed for any alternate bypass route.

RECOMMENDED IMPROVEMENTS - cont'd

Operations

Based on the traffic model, the 2010 projected ADT for section 2 ranges from 8,600 vpd to 19,100 vpd. The CATS model did not include the Motorola development or an Interstate 90 interchange. Capacity analysis was performed for this section by applying the projected ADT to the recommended model. The result of the analysis is a level of service of "A" for both northbound and southbound traffic.

The SRA Design Concept Report lists that a minimum ½ mile spacing is needed for signalized intersections. Although these intersections may not warrant signalization in the 2010 time frame, they may warrant signalization for the ultimate improvement.

Access Management

Local agencies will be responsible for taking the lead role in implementing zoning and access policies which are consistent with the SRA planning report. As future development warrants it will be necessary to provide intermittent access points to adjacent development. Any median crossovers or potential signalized intersections should be spaced at ½ mile minimum intervals.

Public Transit

Presently there are no plans for public transit in this section of Illinois Route 23.

Short Term Alternates

No short term alternates have been identified.

Section 3 - River Road to U.S. Route 14

Exhibit C2-09 to Exhibit C2-18

Section 3 of Illinois Route 23 begins at River Road and continues north to U.S. Route 14, the northern terminus. This section passes through rural McHenry County.

Cross-Section and Geometrics

The proposed cross-section for section 3 consists of four 12-foot lanes, a 42-foot open median, and open ditch drainage. This cross-section requires approximately 160 feet of R.O.W. In order to provide this cross section, additional R.O.W. is required as follows: 94 feet from River Road to

RECOMMENDED IMPROVEMENTS - cont'd

Lembke Road, 90 feet from Lembke Road to Streit Road, and 100 feet from Streit Road to Marengo Road.

The cross section will transition from a rural cross section to a suburban cross section between Streit Road and Marengo Road. At Marengo Road the cross section will be two 12 foot lanes in each direction with an 18 foot barrier median with adjacent concrete curb and gutter within 120 feet of R.O.W. This would require an additional 60 feet of R.O.W.

Section 3 uses the existing alignment of Illinois Route 23. Realignment of three cross-streets, Busse Road, Olbrich Road, and Dunham Road is proposed for section 3. Realignment of Busse Road and Olbrich Road will create right angle intersections at Illinois Route 23. This will result in safer access to Illinois Route 23 via these streets. Realignment of the east leg of Dunham Road eliminates the jog to the west leg by aligning the east and west legs. The R.O.W. widening for Illinois Route 23 here should be taken entirely from the east side to avoid a cemetery located on the west side of Illinois Route 23.

The intersection of Illinois Route 23 and US Route 14 is an intersection of two SRA corridors. Capacity analysis shows that a level of service of "B" can be achieved. The east leg will consist of two through lanes and a left turn lane. The west leg will consist of two through lanes and a right turn lane. The south leg will consist of two left turn lanes and a right turn lane.

Operations

Based on the traffic model, the 2010 projected ADT for section 3 ranges from 7,100 vpd to 8,800 vpd. Again, the CATS model did not include the Motorola development or an Interstate 90 interchange. Future traffic in this area may well exceed projections. A capacity analysis was performed for this section by applying the projected ADT to the recommended model. The result of the analysis is a level of service "A" for both northbound and southbound traffic.

Several intersections have been identified as locations for potential signalization. These are Collins Road, Kishwaukee Valley Road, Busse Road, Olbrich Road, Dunham Road, Bunker Hill Road, Lembke Road, Streit Road, Marengo Road, and U.S. Route 14. The SRA Design Concept Report lists that a minimum ½ mile spacing is needed for signalized intersections. Although these intersections may not warrant signalization in the 2010 time frame, they may warrant signalization for the ultimate improvement.

RECOMMENDED IMPROVEMENTS - cont'd

Access Management

Local agencies will be responsible for taking the lead role in implementing zoning and access policies which are consistent with the SRA planning report. As future development warrants, it will be necessary to provide intermittent access points to adjacent development. Median breaks are proposed at Northwest Road and Ridgeview Lane. Any median crossovers or potential signalized intersections in addition to those recommended should be spaced at ½ mile minimum intervals.

Public Transit

There are presently no plans for public transit in this section of Illinois Route 23.

Short Term Alternates

No short term alternates have been identified.

**Table IV-1
Estimated R.O.W. Requirements for Illinois Route 23**

Section	Intersecting Street	Estimated Additional R.O.W. Required (acres)	Cost Estimate (1995 Dollars)
I	Illinois Route 23 Requirements	42.3	\$7,375,000.00
Section I Total		42.3	\$7,375,000.00
II	U.S. Route 20	0	\$0.00
II	Illinois Route 176	0	\$0.00
II	Illinois Route 23 Requirements	71.4	\$12,500,000.00
Section II Total		71.4	\$12,500,000.00
III	U.S. Route 14	0	\$0.00
III	Illinois Route 23 Requirements	93.6	\$16,400,000.00
Section III Total		93.6	\$16,400,000.00
Total		207.3	\$36,275,000.00

**Table IV-2
Estimate of Construction Cost
Illinois Route 23**

Recommended Improvement	Estimated Cost (1995 Dollars)
Section I	
Roadway	\$12,000,000.00
Intersection/Interchange Improvement	\$0.00
Structure Modification/Replacement	\$2,025,000.00
Right-of-Way	\$7,375,000.00
Transit Improvement	\$0.00
Total Estimated Cost for Recommended Improvements - Section I	\$21,400,000.00
Section II	
Roadway	\$7,150,000.00
Intersection/Interchange Improvement	\$1,000,000.00
Structure Modification/Replacement	\$1,125,000.00
Right-of-Way	\$12,500,000.00
Transit Improvement	\$250,000.00
Total Estimated Cost for Recommended Improvements - Section II	\$22,025,000.00
Section III	
Roadway	\$16,300,000.00
Intersection/Interchange Improvement	\$1,150,000.00
Structure Modification/Replacement	\$0.00
Right-of-Way	\$16,400,000.00
Transit Improvement	\$0.00
Total Estimated Cost for Recommended Improvements - Section III	\$33,850,000.00
Estimated Cost for All Recommended Improvements Illinois Route 23	\$77,275,000.00

**Table IV-3
Improvement Implementation Plan
Illinois Route 23**

Exhibit No.	Description of Improvement	Priority of Improvement*	Comment
Section 1			
C2-03	Implement Recommended Cross Section Signalize Riley-Harmony Road Intersection	B P	As Warranted
C2-04	Implement Recommended Cross Section Signalize Anthony Road Intersection	B P	As Warranted
C2-05	Implement Recommended Cross Section Signalize West Coral Road Intersection Study and Implement Marengo Bypass	B P B	As Warranted Should Be Completed Before Other SRA Improvements
C2-06	Implement Recommended Cross Section Signalize Ratfield Road Intersection Study and Implement Marengo Bypass	B P B	As Warranted Should Be Completed Before Other SRA Improvements
Section 2			
	Implement Marengo Bypass Study Implement Recommended Cross Section	B B	After Bypass Route Is Determined
Section 3			
C2-10	Implement Recommended Cross Section	B	

* B=Basic 2010 Plan; P=Post 2010 Plan

**Table IV-3
Improvement Implementation Plan
Illinois Route 23**

Exhibit No.	Description of Improvement	Priority of Improvement^a	Comment
C2-11	Implement Recommended Cross Section Signalize Collins Road Intersection	B P	As Warranted
C2-12	Implement Recommended Cross Section Signalize Kishwaukee Valley Road Intersection	B P	As Warranted
C2-13	Implement Recommended Cross Section Realign Busse and Olbrich Road Intersections	B P	As Signalization is Warranted
C2-14	Implement Recommended Cross Section Realign Dunham Road	B P	As Signalization is Warranted
C2-15	Implement Recommended Cross Section Signalize Bunker Hill Road Intersection	B P	As Warranted
C2-16	Implement Recommended Cross Section Signalize Lembecke Road Intersection	B P	
C2-17	Implement Recommended Cross Section	B	
C2-18	Improve and Signalize US Route 14 Intersection	B	

^a B=Basic 2010 Plan; P=Post 2010 Plan

Table IV-4
Intersection Level of Service (2010)
Illinois Route 23

	N	S	E	W	INT
U.S. Route 20	C	C	C	C	C
Illinois Route 176	B	B	C	---	B
Kishwaukee Valley Road	B	B	B	B	B
U.S. Route 14	---	C	B	B	B

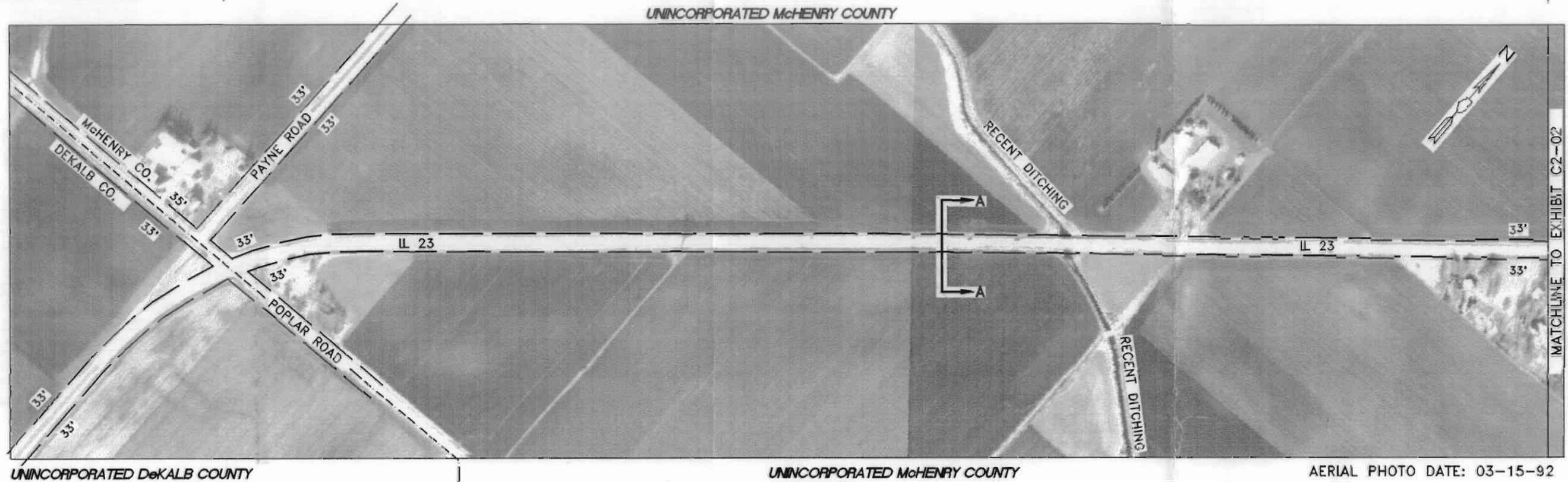
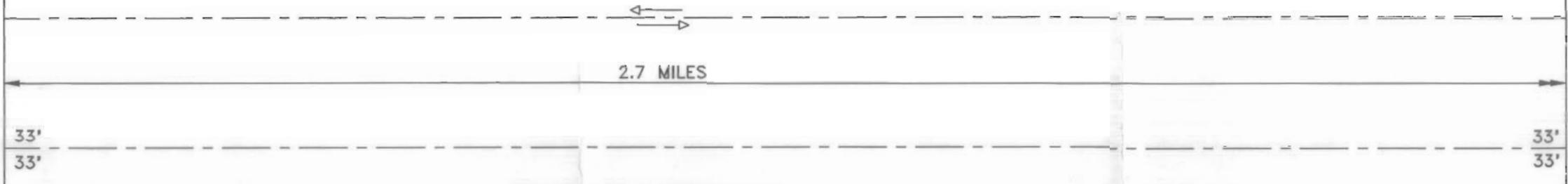
Table IV-5
Arterial Level of Service (2010)
Illinois Route 23

	EB	WB
Section I	A	A
Section II	A	A
Section III	A	A
Illinois Route 23 Overall	A	A

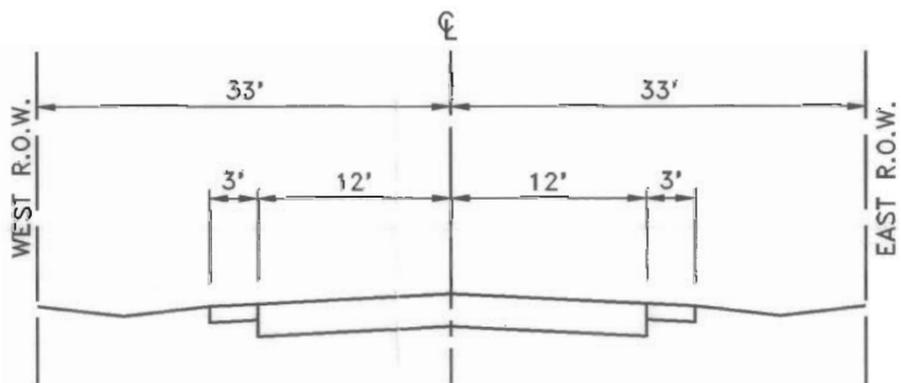
PROPOSED LANE CONFIGURATION

SIGNAL SPACING

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



AERIAL PHOTO DATE: 03-15-92



EXISTING TYPICAL SECTION A-A
POPLAR ROAD TO MATCHLINE C2-02

LEGEND	
	= EXISTING RIGHT OF WAY
	= EXISTING TRAFFIC LANE CONFIGURATION
	= EXISTING RIGHT OF WAY
	= COUNTY BOUNDARY

ILLINOIS ROUTE 23 - PROPOSED CONDITIONS

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



PROPOSED LANE CONFIGURATION

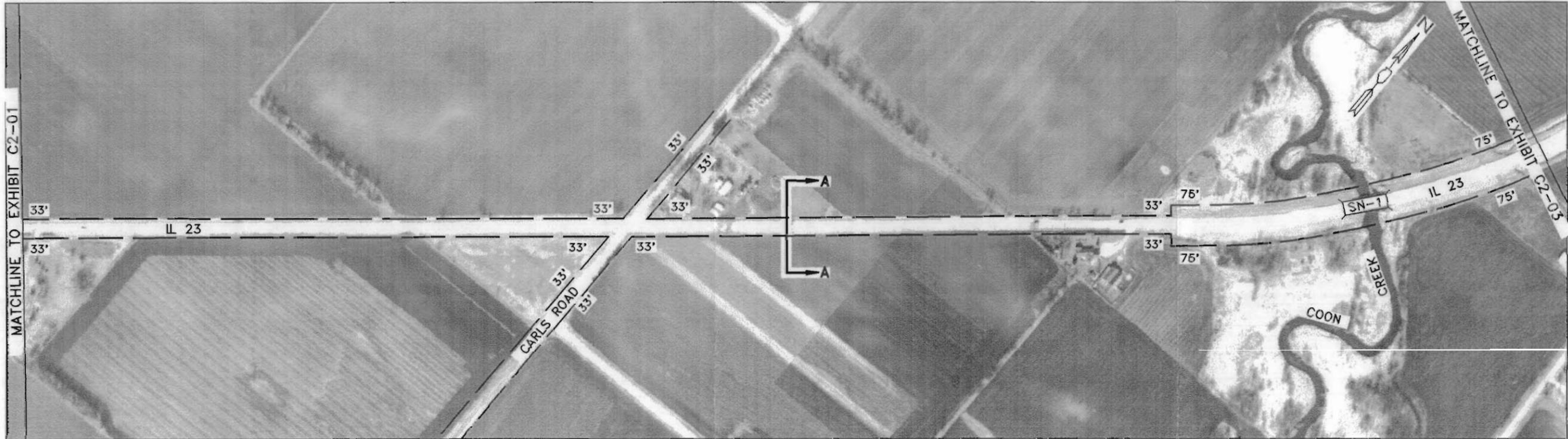
SIGNAL SPACING

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

2.7 MILES



UNINCORPORATED McHENRY COUNTY

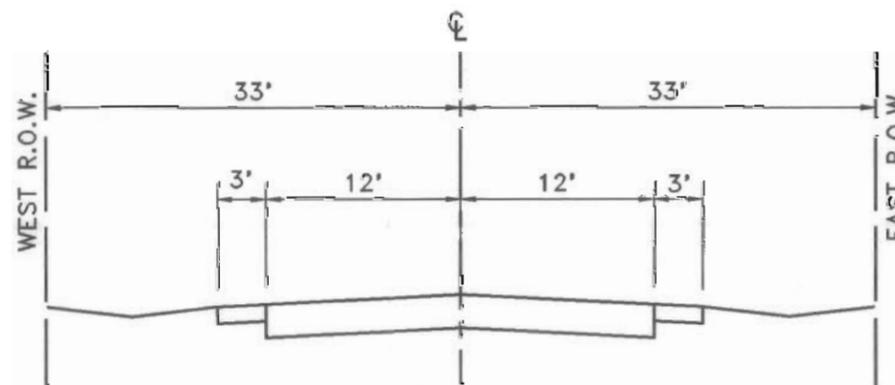


UNINCORPORATED McHENRY COUNTY

AERIAL PHOTO DATE: 03-15-92

DESCRIPTION OF PROPOSED CONDITIONS:

SN-1 = Structure number 056-0012



EXISTING TYPICAL SECTION A-A
MATCHLINE C2-01 TO MATCHLINE C2-03

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

ILLINOIS ROUTE 23 - PROPOSED CONDITIONS

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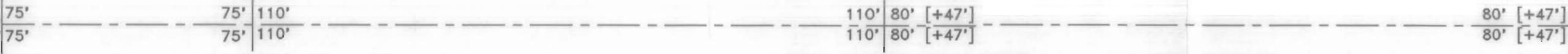
PROPOSED LANE CONFIGURATION

SIGNAL SPACING

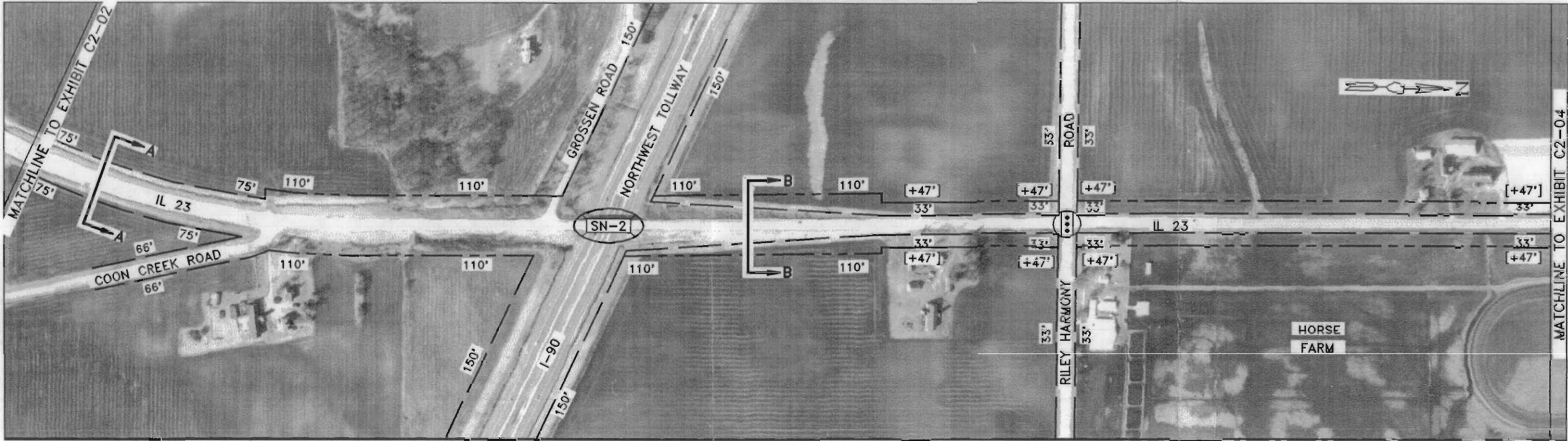
PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]

2.7 MILES

0.52 MILES



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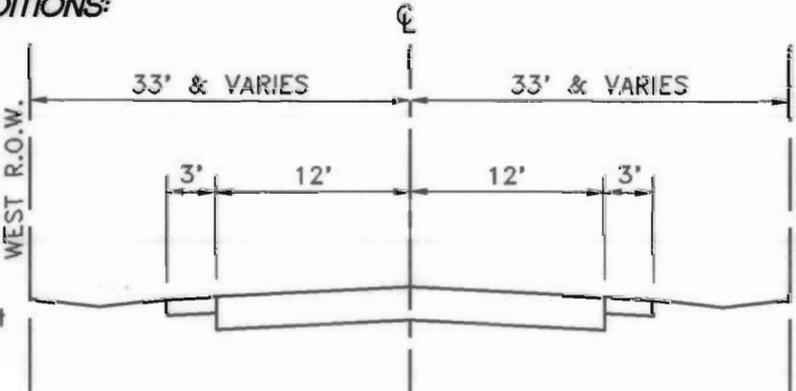


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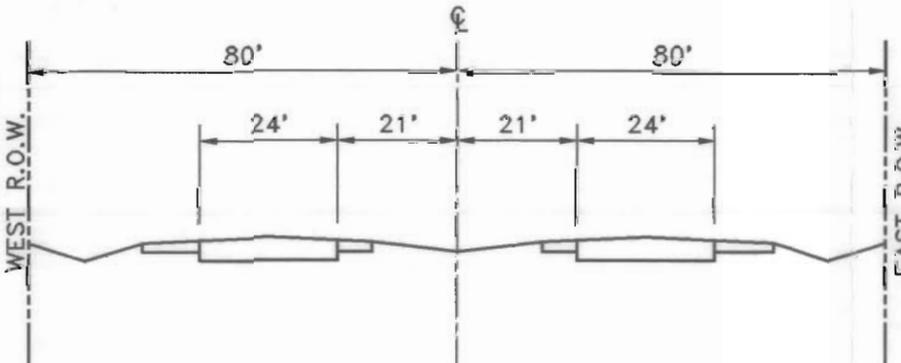
AERIAL PHOTO DATE: 03-15-92

DESCRIPTION OF PROPOSED CONDITIONS:

- * Structure number 056-0011
Modification of this structure will be necessary to accommodate the proposed roadway section.
- * Riley-Harmony Road has been identified as a candidate site for future traffic signalization. The need for signalization should be evaluated as future development warrants.



PROPOSED TYPICAL SECTION A-A
MATCHLINE C2-02 TO INTERSTATE 90



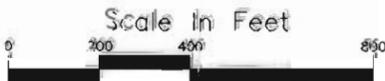
PROPOSED TYPICAL SECTION B-B
INTERSTATE 90 TO MATCHLINE C2-04

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

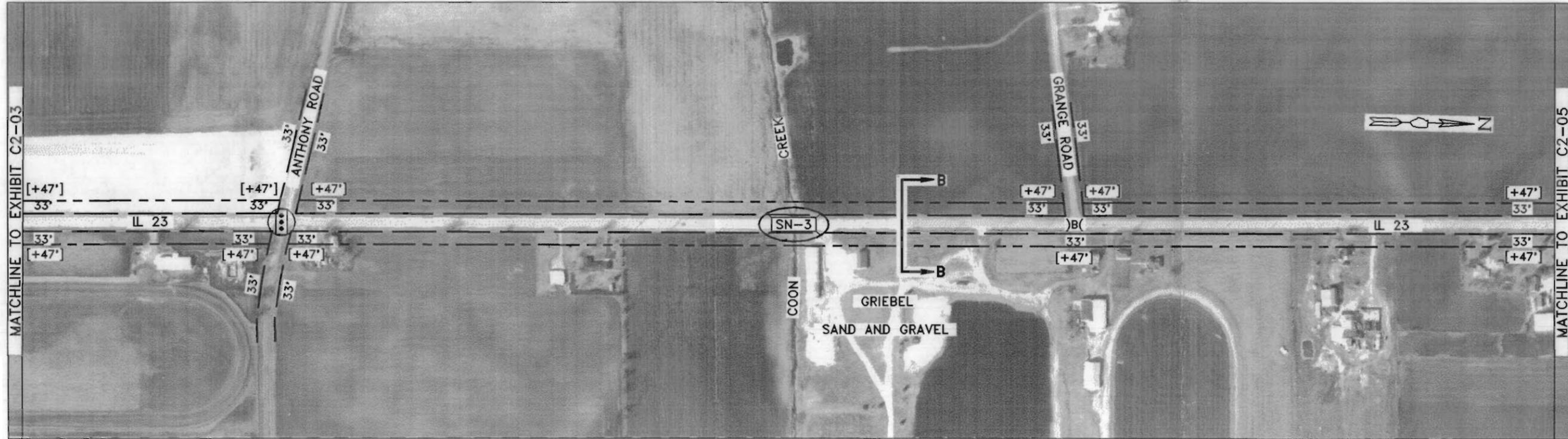
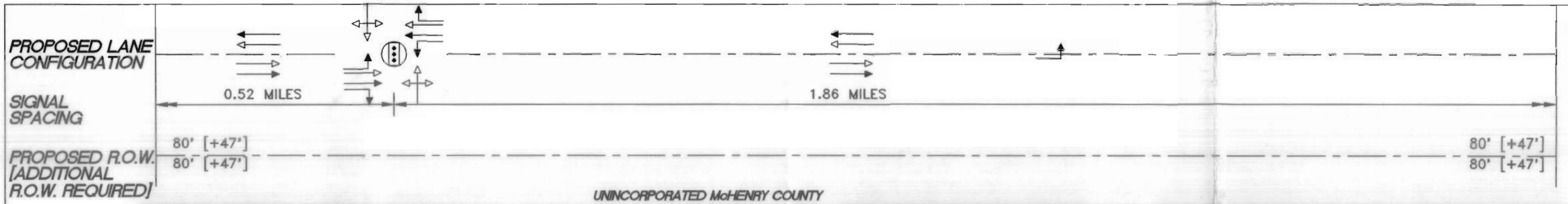
ILLINOIS ROUTE 23 - PROPOSED CONDITIONS

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Illinois Department of Transportation

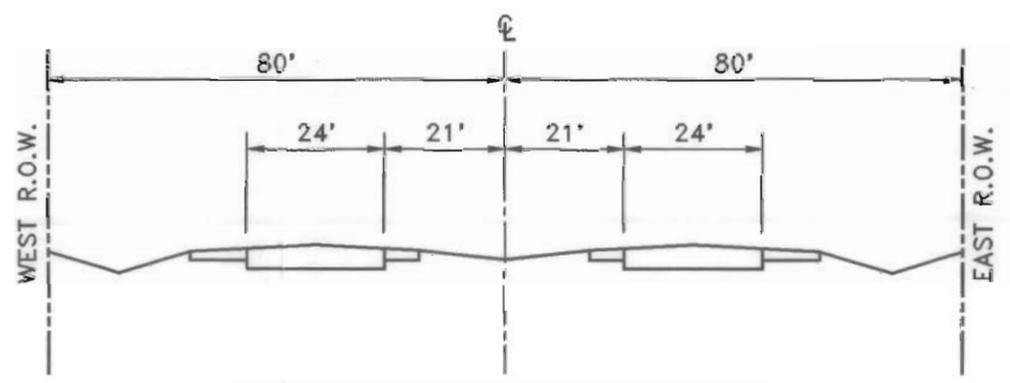


SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY



DESCRIPTION OF PROPOSED CONDITIONS:

- * Structure number 056-0046
Modification of this structure will be necessary to accommodate the proposed roadway section.
- * Anthony Road has been identified as a candidate site for future traffic signalization. The need for signalization should be evaluated as future development warrants.



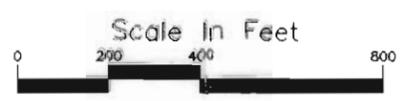
PROPOSED TYPICAL SECTION B-B
MATCHLINE C2-03 TO MATCHLINE C2-05

LEGEND

- = PROPOSED RIGHT OF WAY
- - - = EXISTING RIGHT OF WAY
- ⊙ = PROPOSED TRAFFIC SIGNAL
- 100' = 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

ILLINOIS ROUTE 23 - PROPOSED CONDITIONS

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



PROPOSED LANE CONFIGURATION

SIGNAL SPACING

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

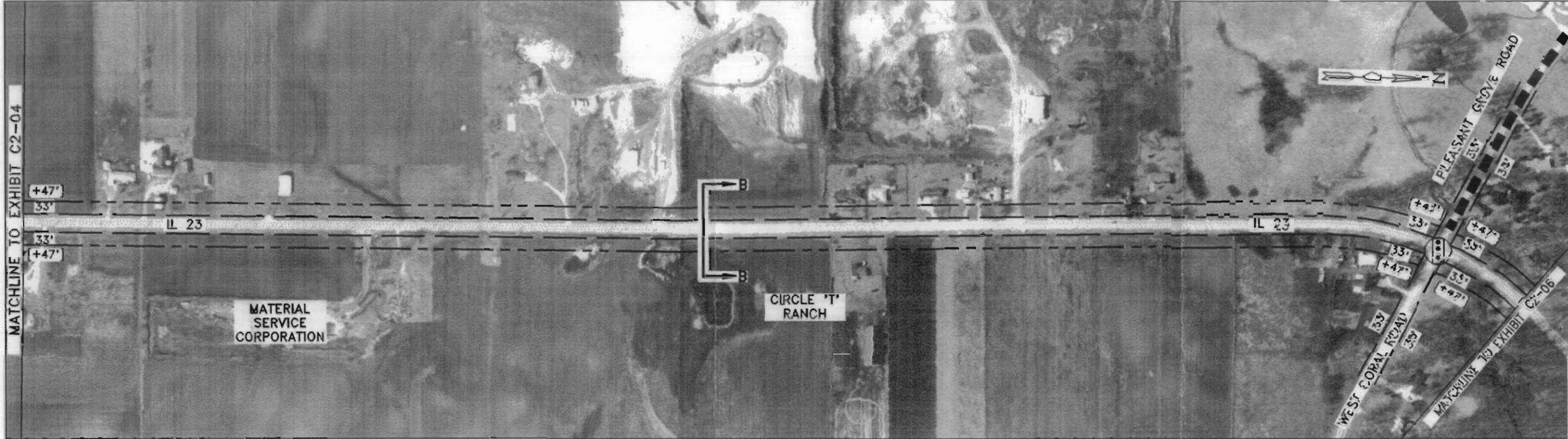
1.86 MILES

1.06 MILES

80' [+47']
80' [+47']

80' [+47']
80' [+47']

UNINCORPORATED McHENRY COUNTY

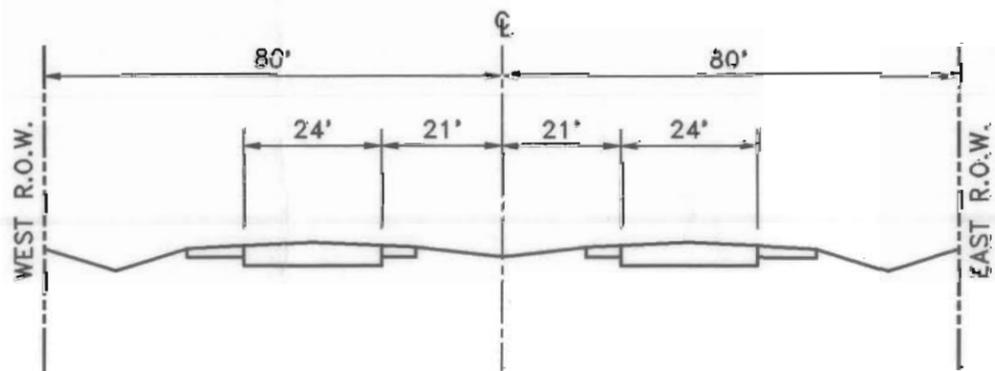


UNINCORPORATED McHENRY COUNTY

AERIAL PHOTO DATE: 03-15-92

DESCRIPTION OF PROPOSED CONDITIONS:

- * West Coral Road/Pleasant Grove Road has been identified as a candidate site for future traffic signalization. The need for signalization should be evaluated as future development warrants.
- * Marengo West Bypass begins at Pleasant Grove Road. (See Exhibit D2-03)



PROPOSED TYPICAL SECTION B-B
MATCHLINE C2-04 TO MATCHLINE C2-06

LEGEND	
	= PROPOSED RIGHT OF WAY
	= EXISTING RIGHT OF WAY
	= PROPOSED TRAFFIC SIGNAL
100'	= EXISTING RIGHT OF WAY DISTANCE
[+00]	= PROPOSED ADDITIONAL RIGHT OF WAY
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= MARENGO BYPASS ALTERNATE ALIGNMENT

ILLINOIS ROUTE 23 - PROPOSED CONDITIONS

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



PROPOSED LANE CONFIGURATION

SIGNAL SPACING

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

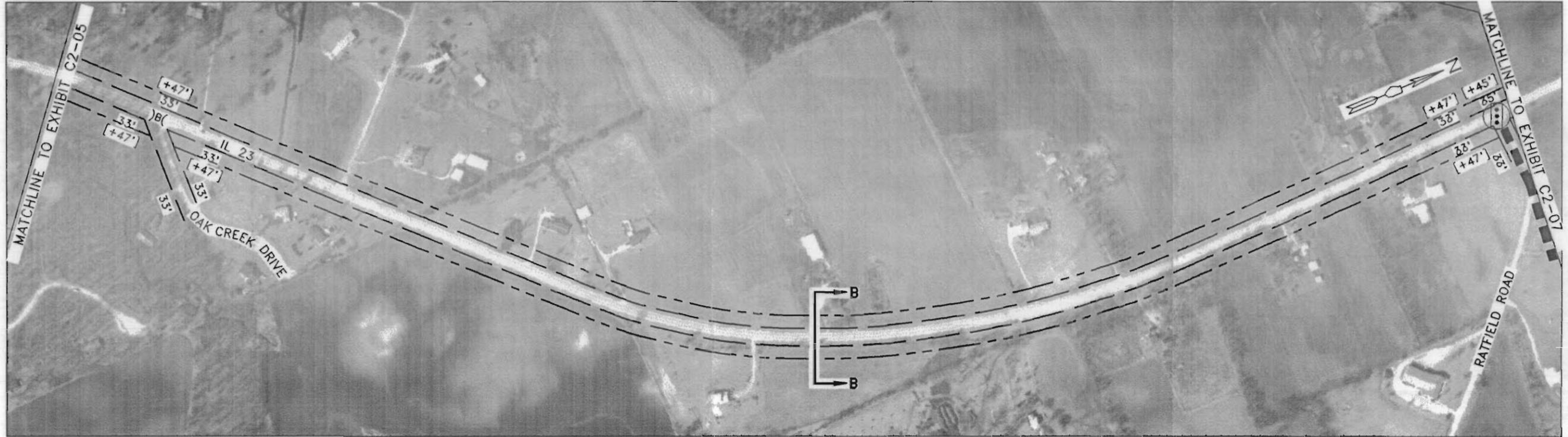
80' [+47']
80' [+47']

1.06 MILES

1.09 MILES

80' [+47']
80' [+47']

UNINCORPORATED McHENRY COUNTY

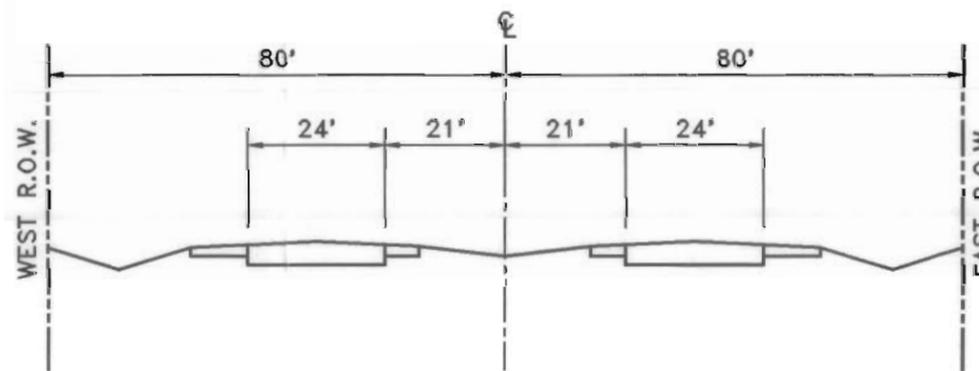


UNINCORPORATED McHENRY COUNTY

AERIAL PHOTO DATE: 03-15-92

DESCRIPTION OF PROPOSED CONDITIONS:

- * Ratfield Road has been identified as a candidate site for future traffic signalization. The need for signalization should be evaluated as future development warrants.
- * Marengo East Bypass Alternate begins at Ratfield Road. (See Exhibit D2-02)



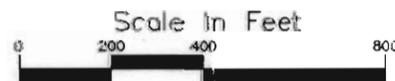
PROPOSED TYPICAL SECTION B-B
MATCHLINE C2-05 TO MATCHLINE C2-07

LEGEND	
	= PROPOSED RIGHT OF WAY
	= EXISTING RIGHT OF WAY
	= PROPOSED TRAFFIC SIGNAL
100'	= EXISTING RIGHT OF WAY DISTANCE
[+00]	= PROPOSED ADDITIONAL RIGHT OF WAY
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= MARENGO BYPASS ALTERNATE ALIGNMENT
)B(= MEDIAN BREAK

ILLINOIS ROUTE 23 - PROPOSED 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

PROPOSED LANE CONFIGURATION

SIGNAL SPACING

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

7.38 MILES



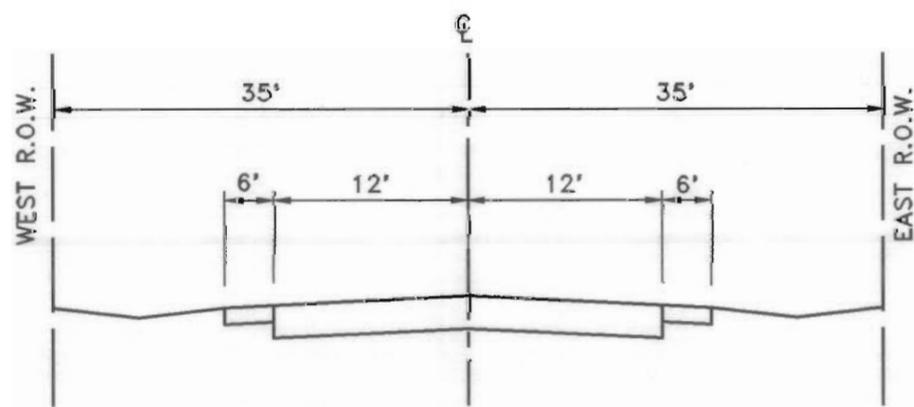
UNINCORPORATED McHENRY COUNTY

MARENGO

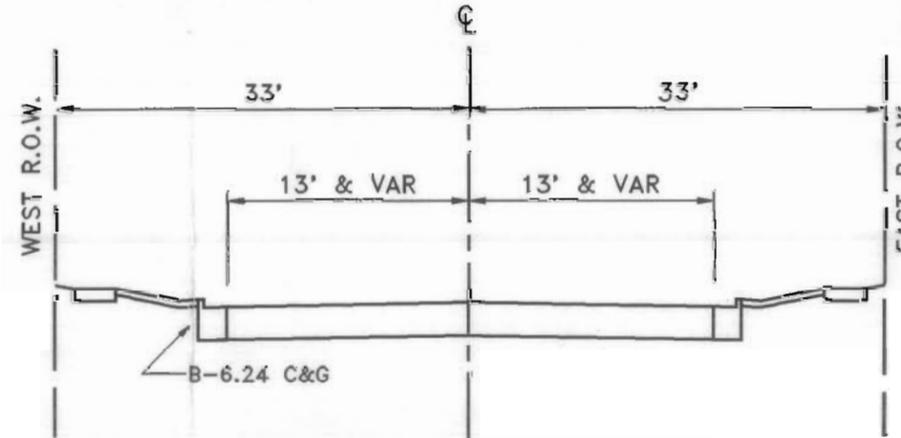
UNINCORPORATED McHENRY COUNTY

MARENGO

AERIAL PHOTO DATE: 5-06-92



EXISTING TYPICAL SECTION C-C
MATCHLINE C2-06 TO SOUTH STREET



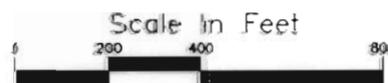
EXISTING TYPICAL SECTION D-D
SOUTH STREET TO MATCHLINE C2-08

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

ILLINOIS ROUTE 23 - PROPOSED 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 C2-07

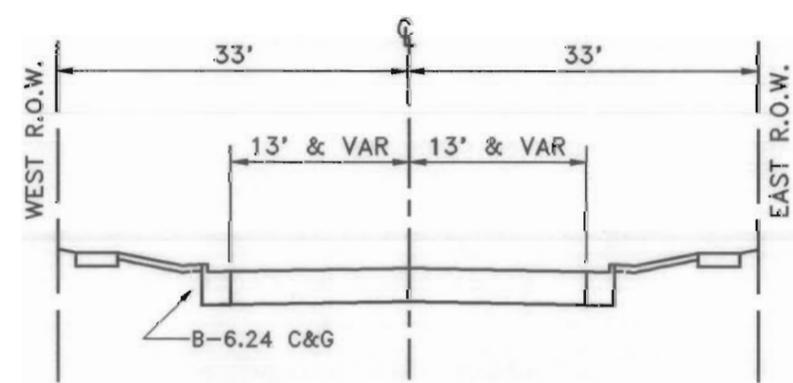


MATCHLINE TO EXHIBIT C2-07

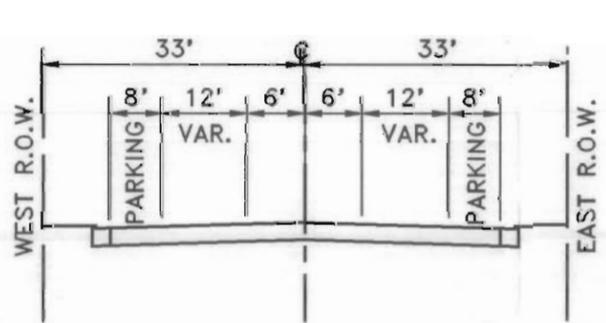
MATCHLINE TO EXHIBIT C2-09

MARENGO

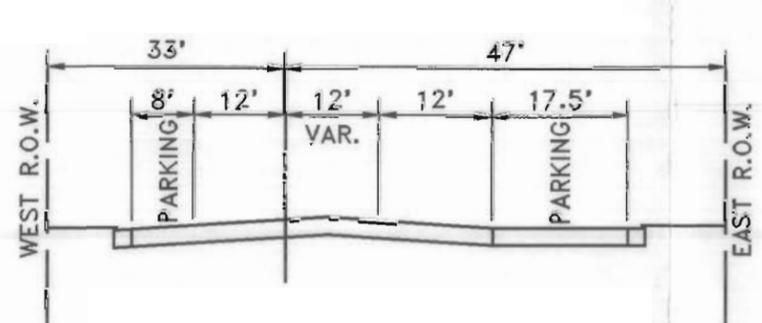
AERIAL PHOTO DATE: 03-15-92



EXISTING TYPICAL SECTION D-D
MATCHLINE B2-07 TO U.S. ROUTE 20 AND
CHICAGO & NW RAILROAD TO MATCHLINE C2-09



EXISTING TYPICAL SECTION E-E
US ROUTE 20 TO WASHINGTON STREET

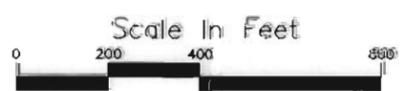


EXISTING TYPICAL SECTION F-F
WASHINGTON STREET TO CHICAGO & NW RAILROAD

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

ILLINOIS ROUTE 23 - PROPOSED CONDITIONS

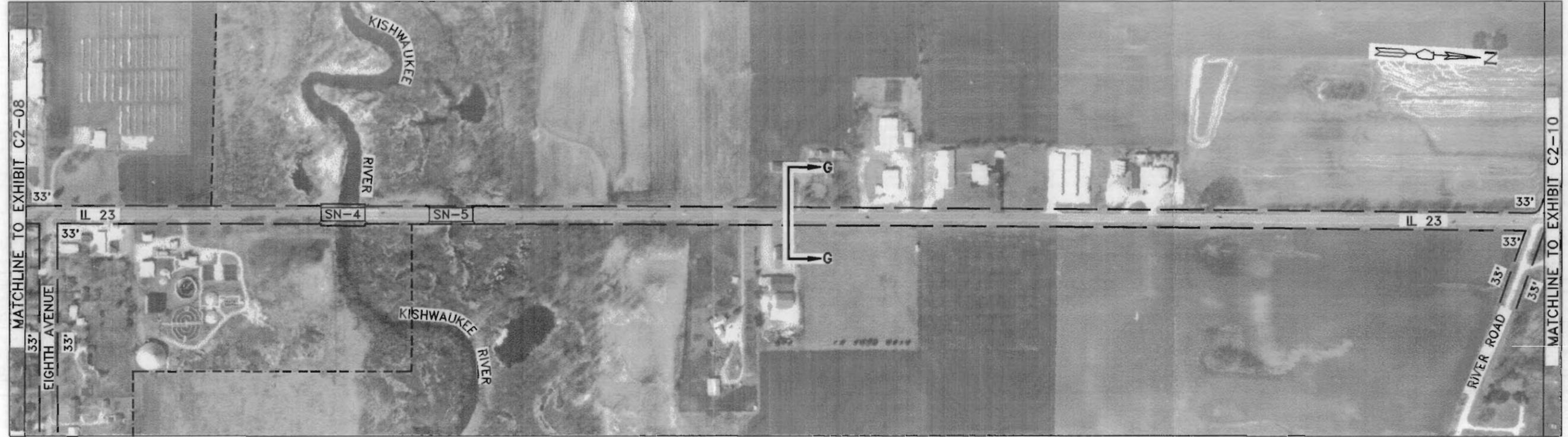
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



PROPOSED LANE CONFIGURATION

SIGNAL SPACING

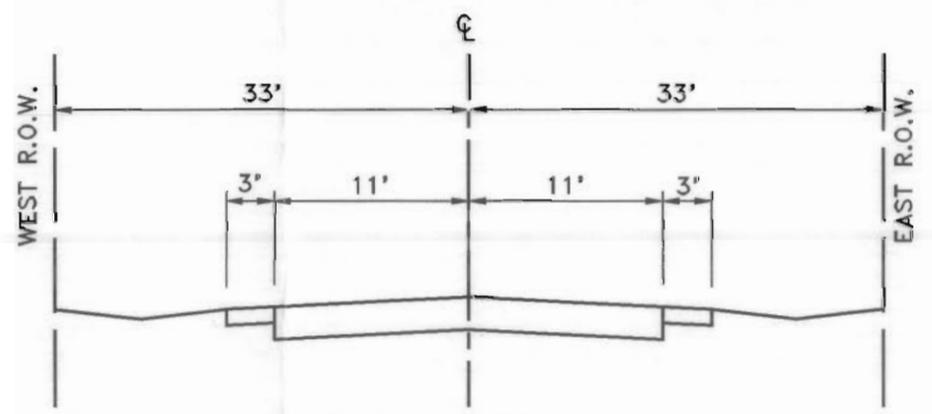
PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]



MARENGO UNINCORPORATED MOHENRY COUNTY AERIAL PHOTO DATE: 03-15-92

DESCRIPTION OF PROPOSED CONDITIONS:

* Marengo Bypass Alignments (East and West) will tie in to IL 23 north of Marengo at locations to be determined in future studies.

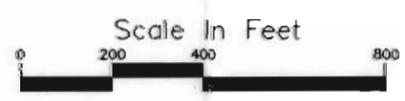


EXISTING TYPICAL SECTION G-G
MATCHLINE C2-08 TO MATCHLINE C2-10

LEGEND	
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING STRUCTURE NUMBER
	= EXISTING TRAFFIC LANE CONFIGURATION
	= CITY BOUNDARY

ILLINOIS ROUTE 23 - PROPOSED CONDITIONS

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



PROPOSED LANE CONFIGURATION

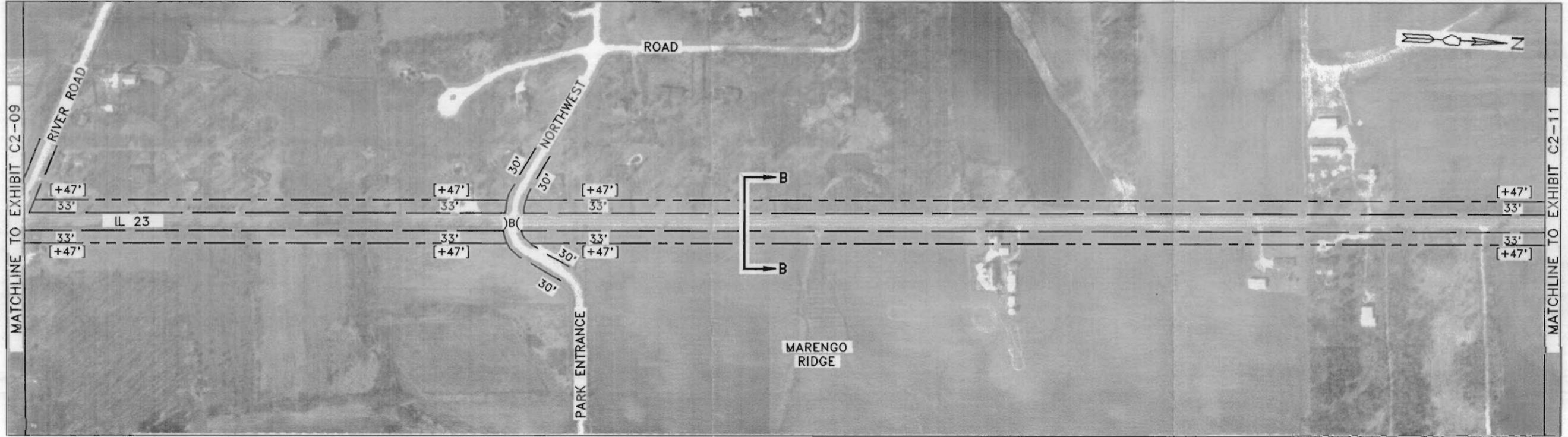
SIGNAL SPACING

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

80' [+47']
80' [+47']

80' [+47']
80' [+47']

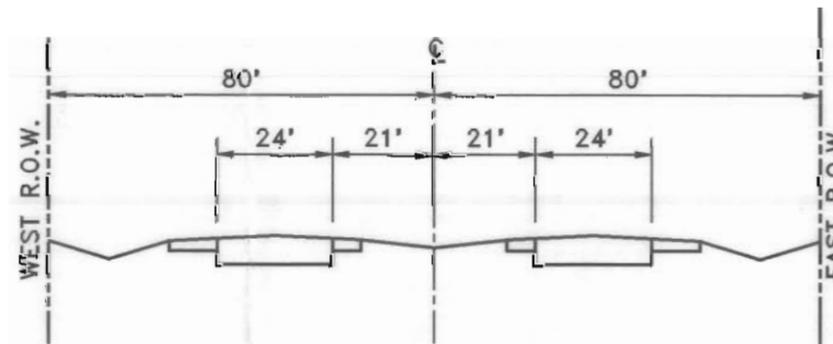
1.25 MILES



UNINCORPORATED McHENRY COUNTY

UNINCORPORATED McHENRY COUNTY

AERIAL PHOTO DATE: 03-15-92



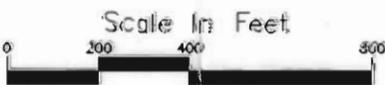
PROPOSED TYPICAL SECTION B-B
MATCHLINE C2-09 TO MATCHLINE C2-11

LEGEND	
	= PROPOSED RIGHT OF WAY
	= EXISTING RIGHT OF WAY
100'	= EXISTING RIGHT OF WAY DISTANCE
[+00]	= PROPOSED ADDITIONAL, RIGHT OF WAY
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
(B)	= MEDIAN BREAK

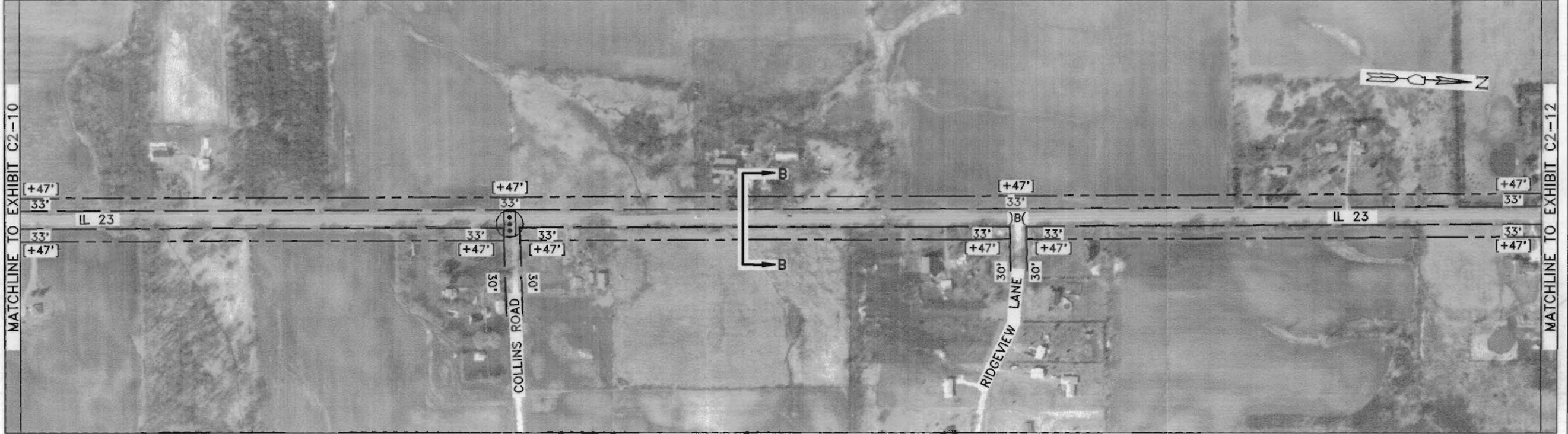
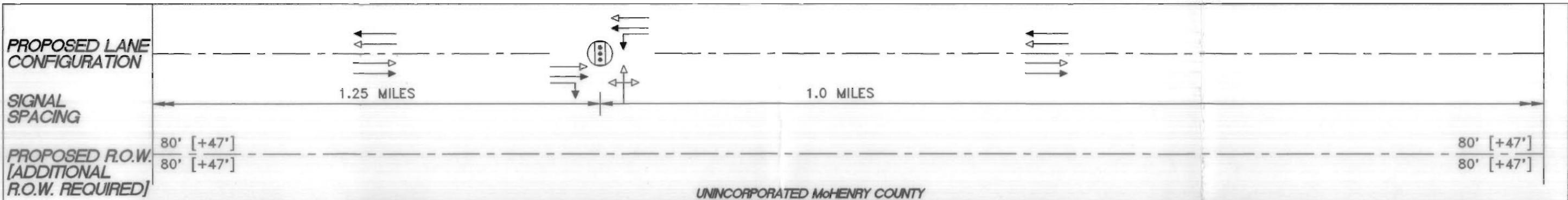
ILLINOIS ROUTE 23 - PROPOSED CONDITIONS

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

Illinois Department of Transportation



STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

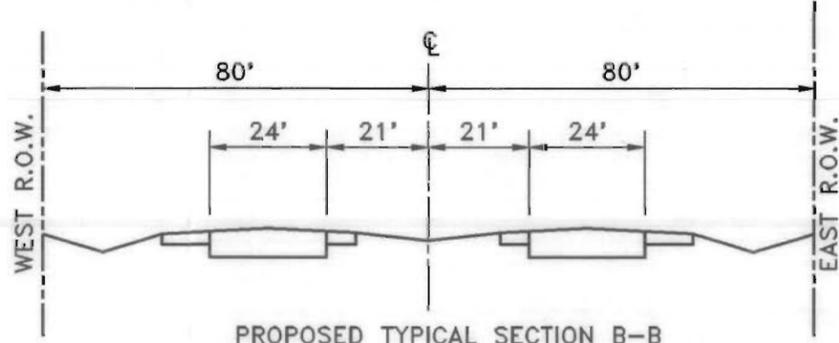


UNINCORPORATED McHENRY COUNTY

AERIAL PHOTO DATE: 03-15-92

DESCRIPTION OF PROPOSED CONDITIONS:

* Collins Road has been identified as a candidate site for future traffic signalization. The need for signalization should be evaluated as future development warrants.

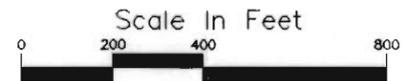


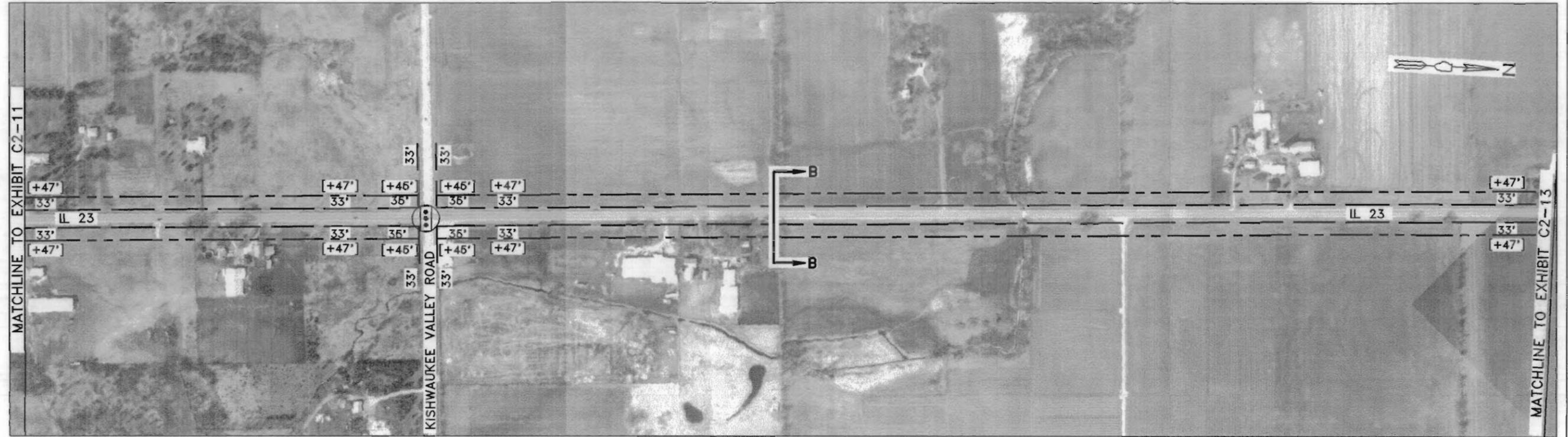
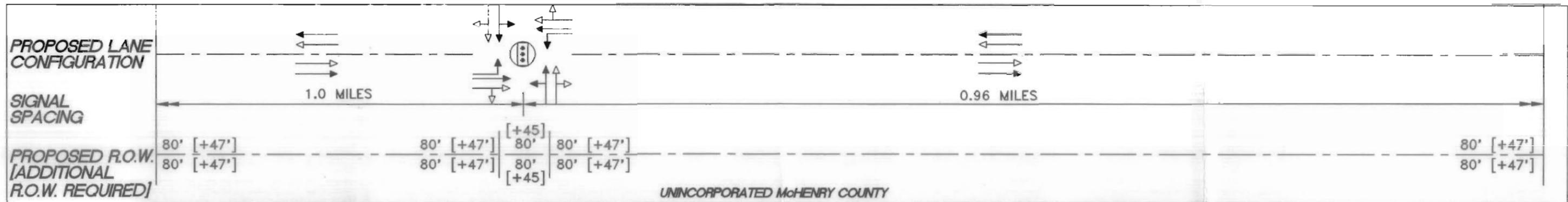
PROPOSED TYPICAL SECTION B-B
MATCHLINE C2-10 TO MATCHLINE C2-12

LEGEND	
-----	= PROPOSED RIGHT OF WAY
-----	= EXISTING RIGHT OF WAY
⊙	= PROPOSED TRAFFIC SIGNAL
100'	= EXISTING RIGHT OF WAY DISTANCE
[+00]	= PROPOSED ADDITIONAL RIGHT OF WAY
→	= EXISTING TRAFFIC LANE CONFIGURATION
→	= PROPOSED TRAFFIC LANE CONFIGURATION
)B(= MEDIAN BREAK

ILLINOIS ROUTE 23 - PROPOSED CONDITIONS

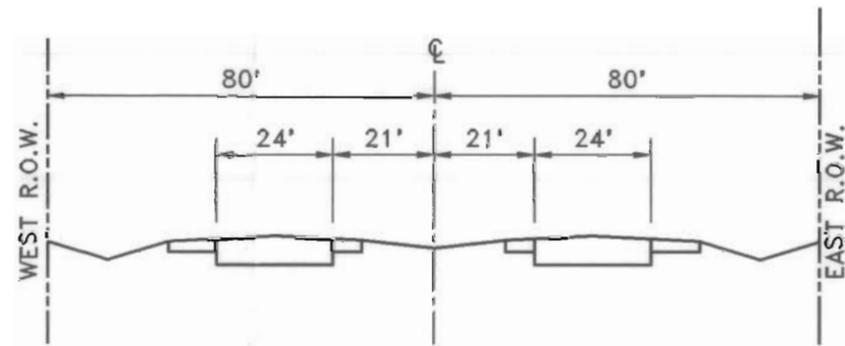
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Hsiong BOYER Engineering, Ltd. for the





DESCRIPTION OF PROPOSED CONDITIONS:

- * Kishwaukee Valley Road has been identified as a candidate site for future traffic signalization. The need for signalization should be evaluated as future development warrants.

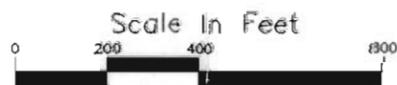


PROPOSED TYPICAL SECTION B-B
MATCHLINE C2-11 TO MATCHLINE C2-13

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

ILLINOIS ROUTE 23 - PROPOSED CONDITIONS

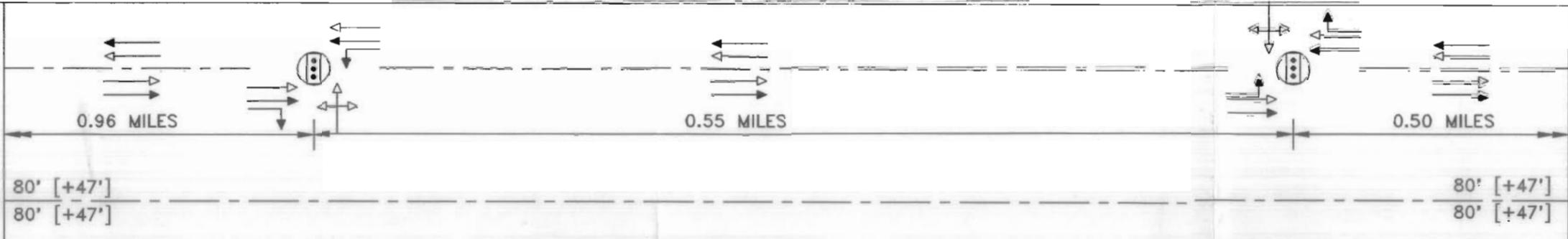
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



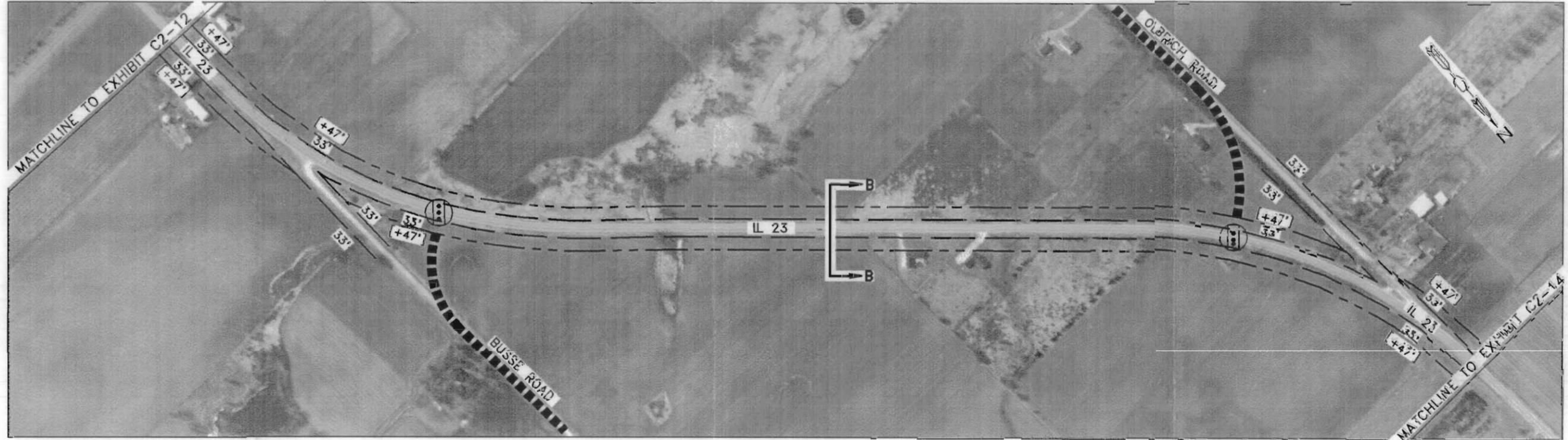
PROPOSED LANE CONFIGURATION

SIGNAL SPACING

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



UNINCORPORATED McHENRY COUNTY



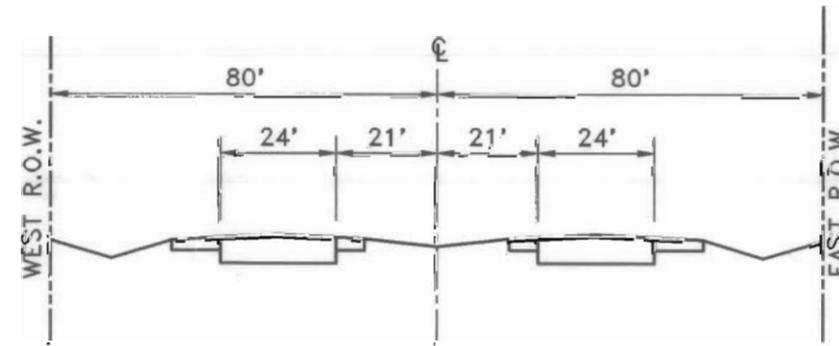
DUNHAM TOWNSHIP

UNINCORPORATED McHENRY COUNTY

AERIAL PHOTO DATE: 03-15-92

DESCRIPTION OF PROPOSED CONDITIONS:

- * Proposed realignment for Busse Road and Olbrich Road at the intersection with IL 23.
- * Busse Road and Olbrich Road have been identified as a candidate site for future traffic signalization. The need for signalization should be evaluated as future development warrants.



PROPOSED TYPICAL SECTION B-B
MATCHLINE C2-12 TO MATCHLINE C2-14

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

ILLINOIS ROUTE 23 - PROPOSED CONDITIONS

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

Illinois Department of Transportation

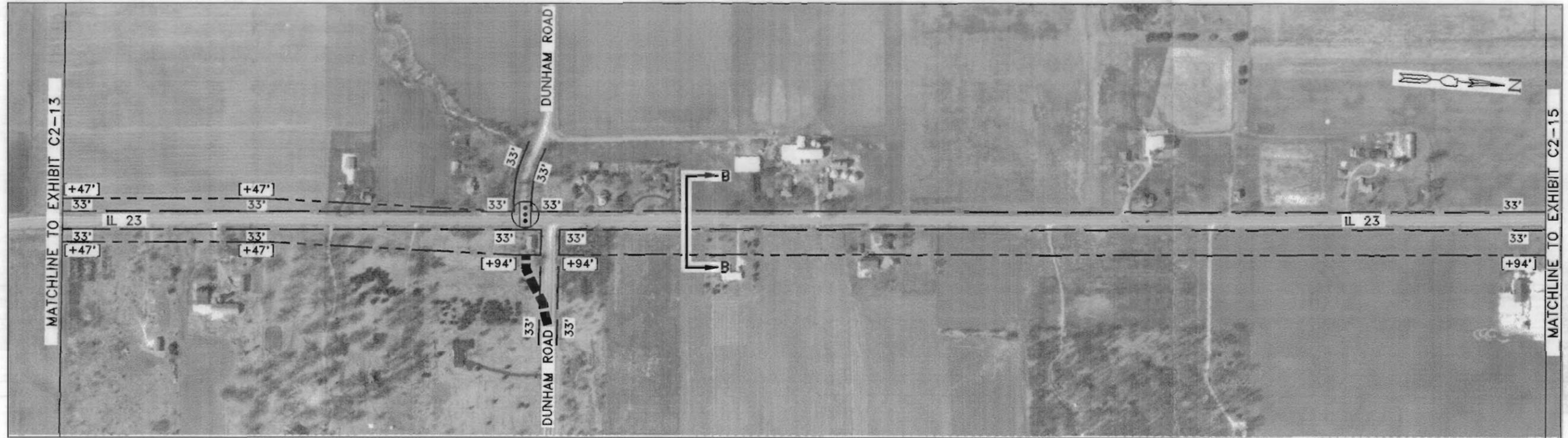
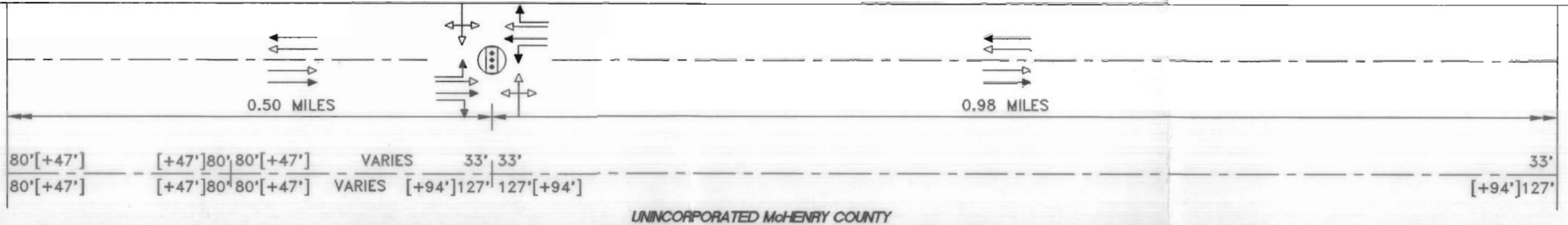


SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

PROPOSED LANE CONFIGURATION

SIGNAL SPACING

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

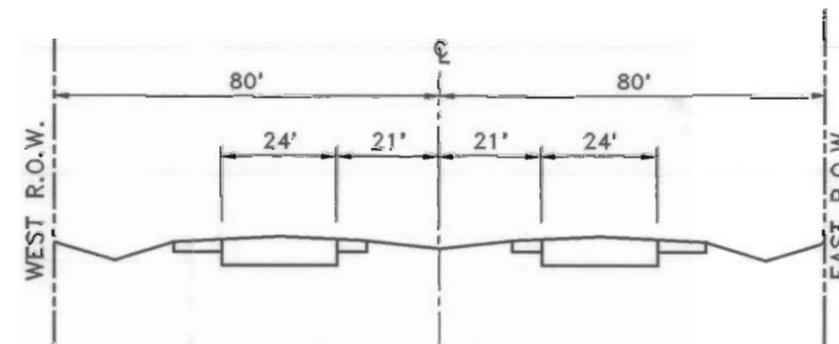


UNINCORPORATED McHENRY COUNTY

AERIAL PHOTO DATE: 03-15-92

DESCRIPTION OF PROPOSED CONDITIONS:

- * Proposed realignment of Dunham east of IL 23



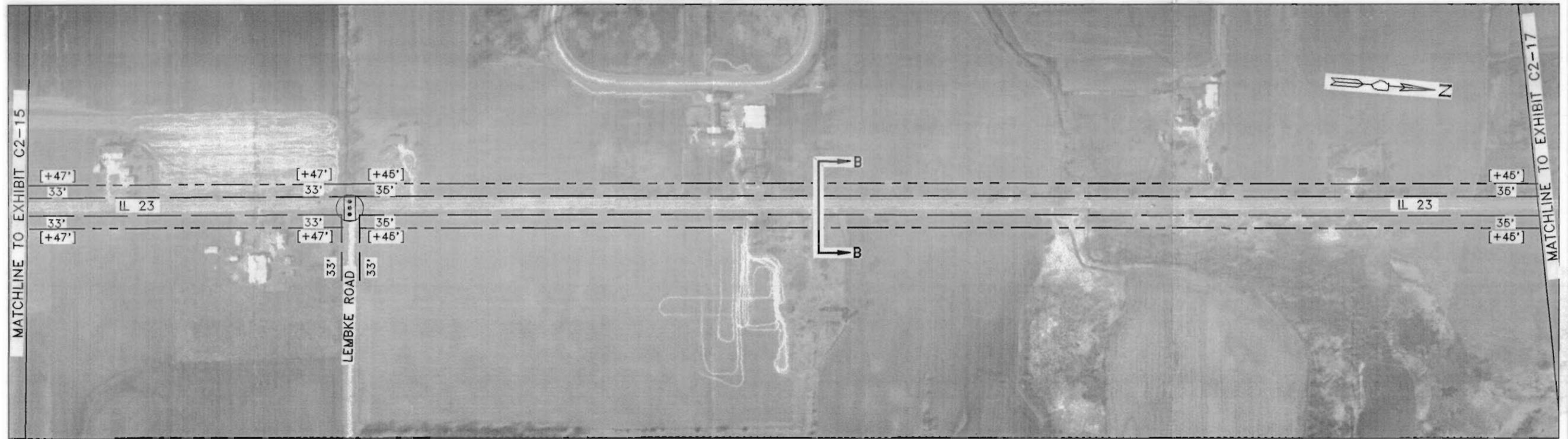
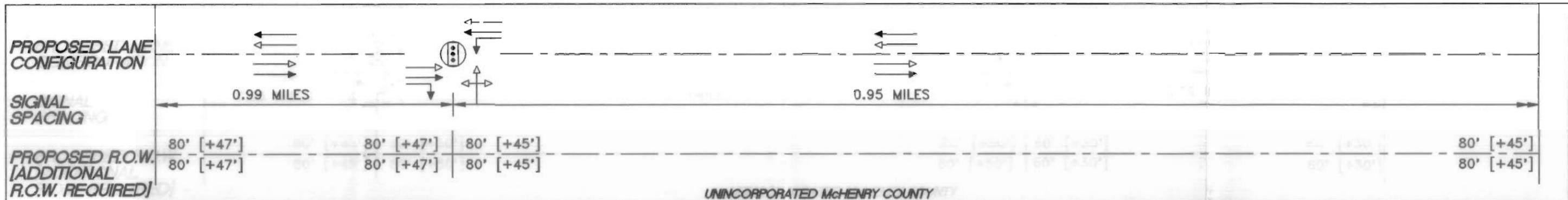
PROPOSED TYPICAL SECTION B-B
MATCHLINE C2-13 TO MATCHLINE C2-15

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

ILLINOIS ROUTE 23 - PROPOSED CONDITIONS

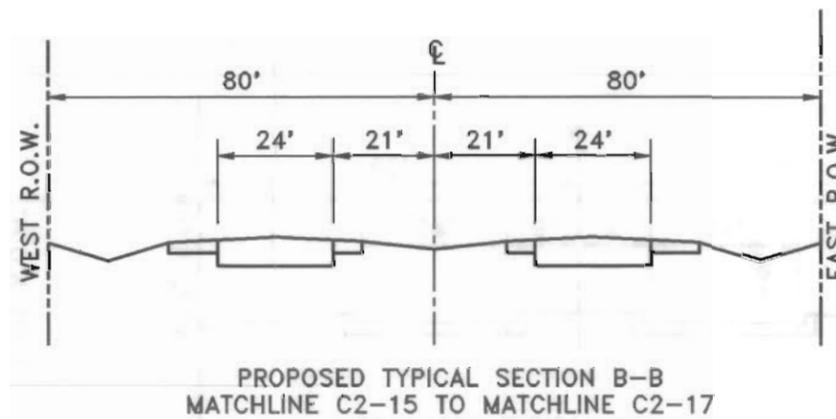
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the





DESCRIPTION OF PROPOSED CONDITIONS:

* Lembcke Road has been identified as a candidate site for future traffic signalization. The need for signalization should be evaluated as future development warrants.



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

ILLINOIS ROUTE 23 - PROPOSED CONDITIONS

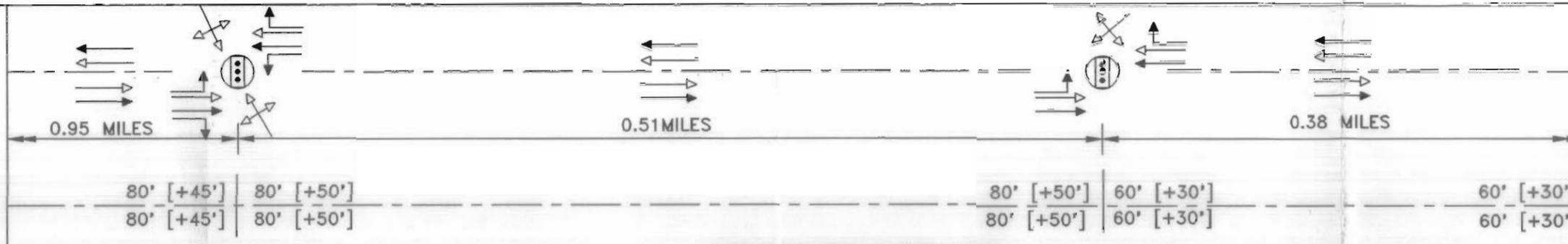
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



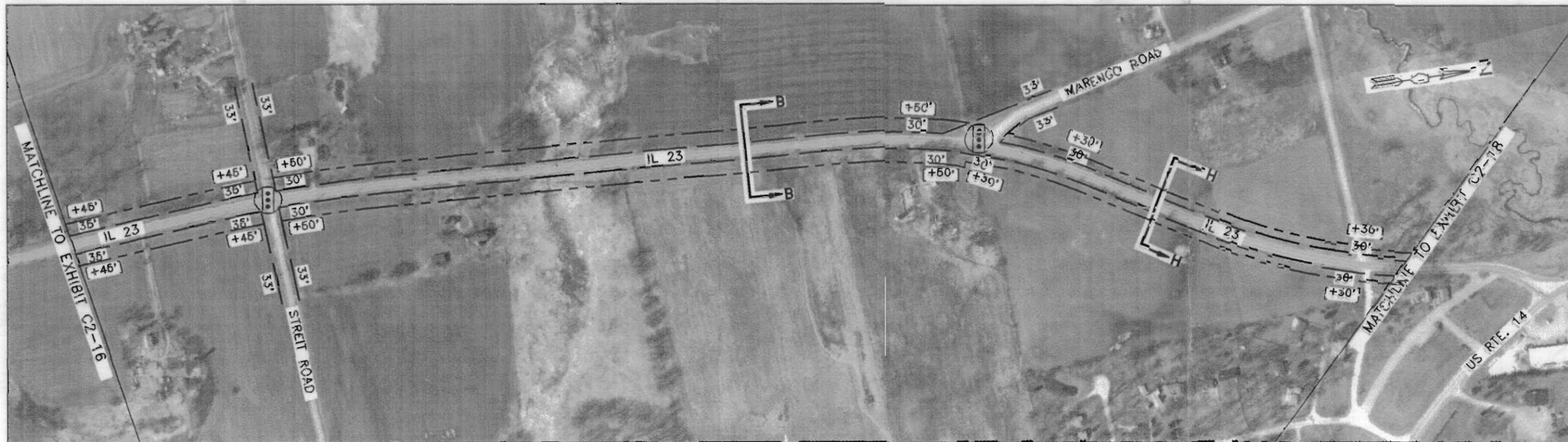
PROPOSED LANE CONFIGURATION

SIGNAL SPACING

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



UNINCORPORATED McHENRY COUNTY

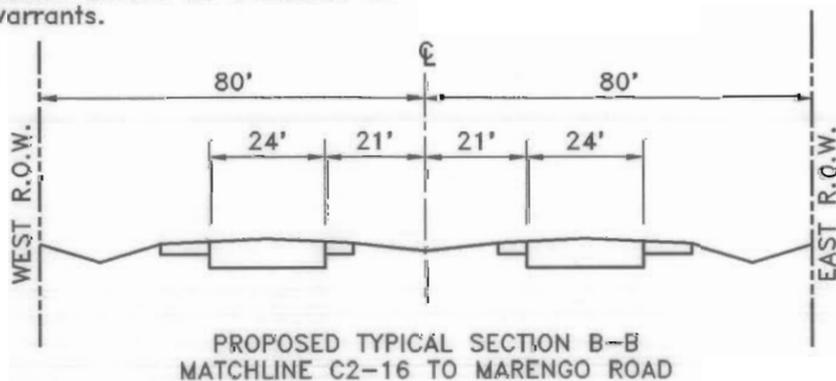


UNINCORPORATED McHENRY COUNTY

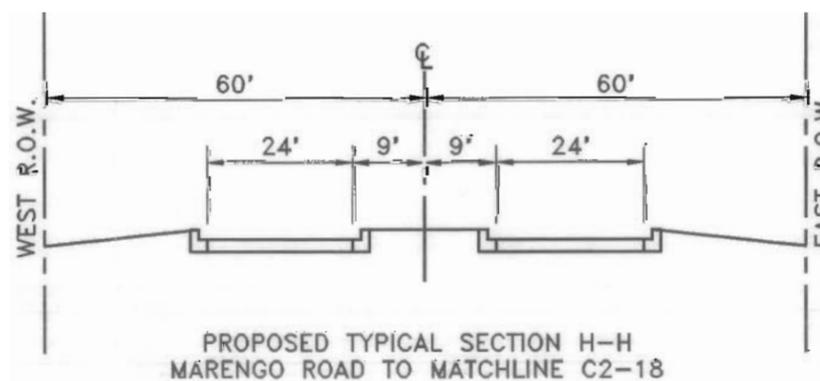
AERIAL PHOTO DATE: 03-15-92

DESCRIPTION OF PROPOSED CONDITIONS:

- Strelt Road and Marengo Road have been identified as candidate sites for future traffic signalization. The need for signalization should be evaluated as future development warrants.



PROPOSED TYPICAL SECTION B-B
MATCHLINE C2-16 TO MARENGO ROAD



PROPOSED TYPICAL SECTION H-H
MARENGO ROAD TO MATCHLINE C2-18

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

ILLINOIS ROUTE 23 - PROPOSED CONDITIONS

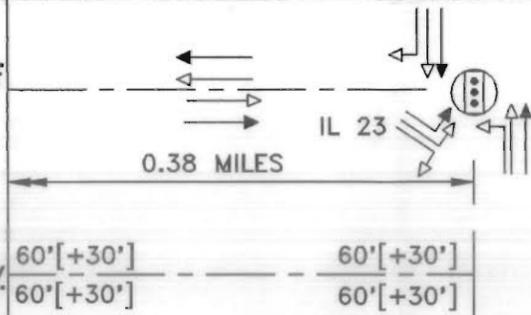
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



PROPOSED LANE CONFIGURATION

SIGNAL SPACING

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



UNINCORPORATED McHENRY COUNTY

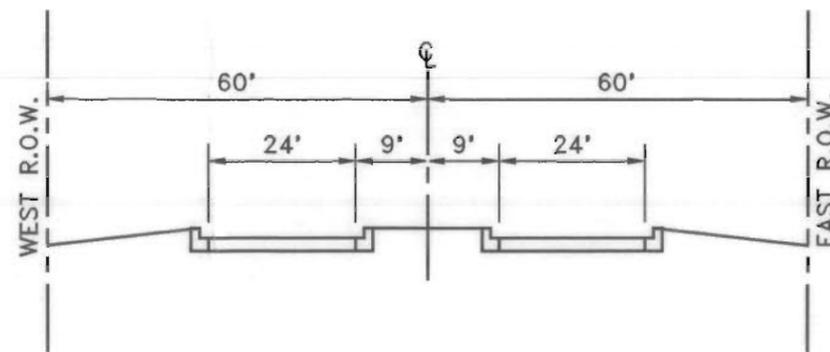
HARVARD



UNINCORPORATED McHENRY COUNTY

HARVARD

AERIAL PHOTO DATE: 03-15-92



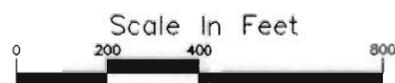
PROPOSED TYPICAL SECTION H-H
MATCHLINE C2-17 TO US ROUTE 14

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

ILLINOIS ROUTE 23 - PROPOSED CONDITIONS

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

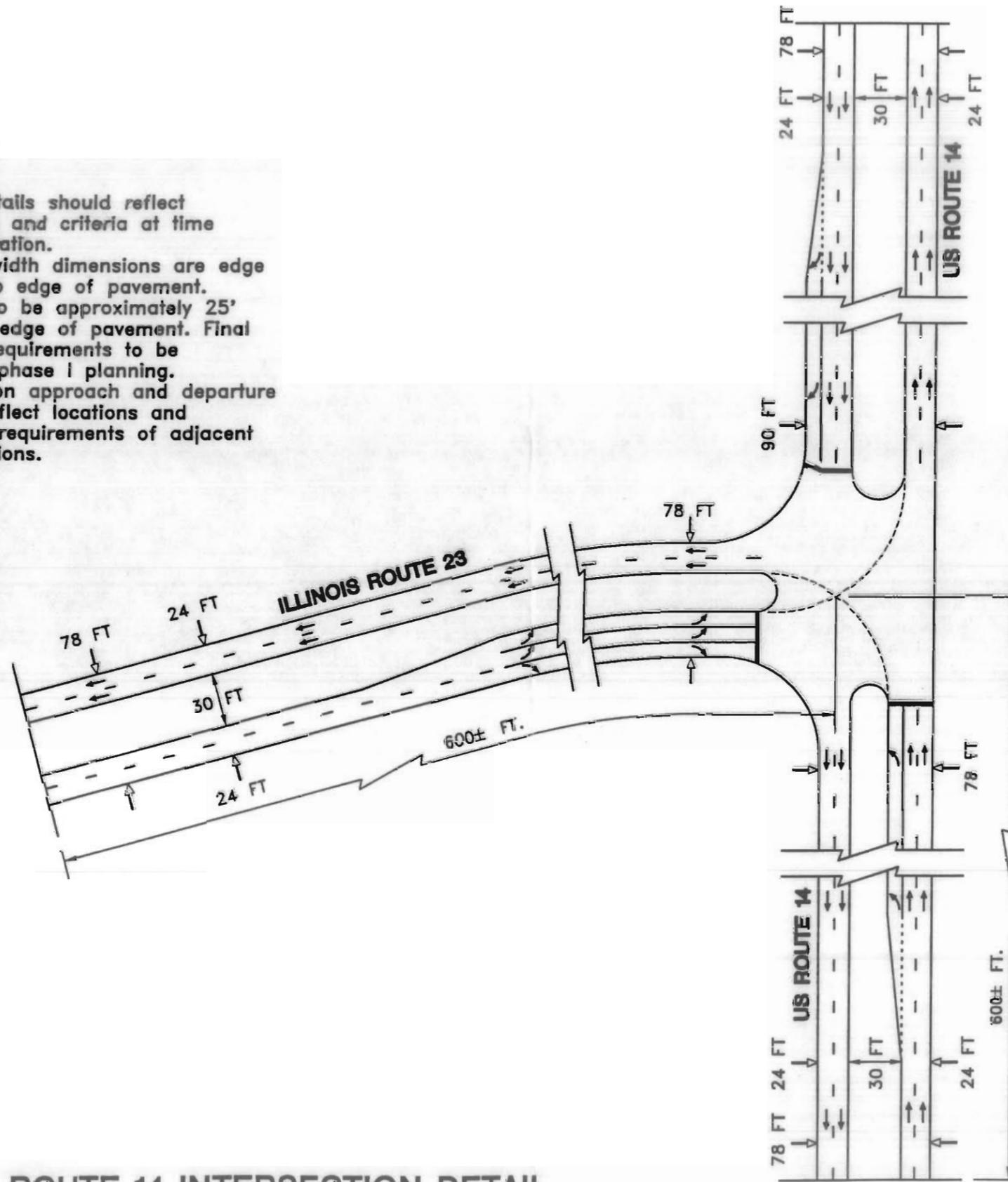
Illinois Department of Transportation



SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Notes:

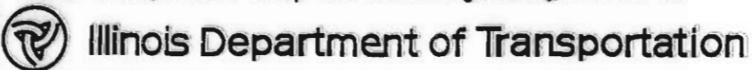
1. Intersection details should reflect IDOT standards and criteria at time of plan preparation.
2. All pavement width dimensions are edge of pavement to edge of pavement.
3. Right of way to be approximately 25' outside future edge of pavement. Final right of way requirements to be determined in phase 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 23/U.S. ROUTE 14 INTERSECTION DETAIL

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

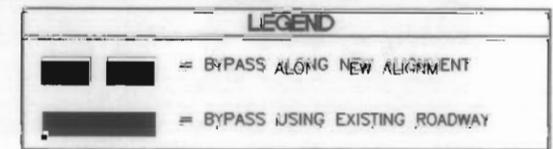
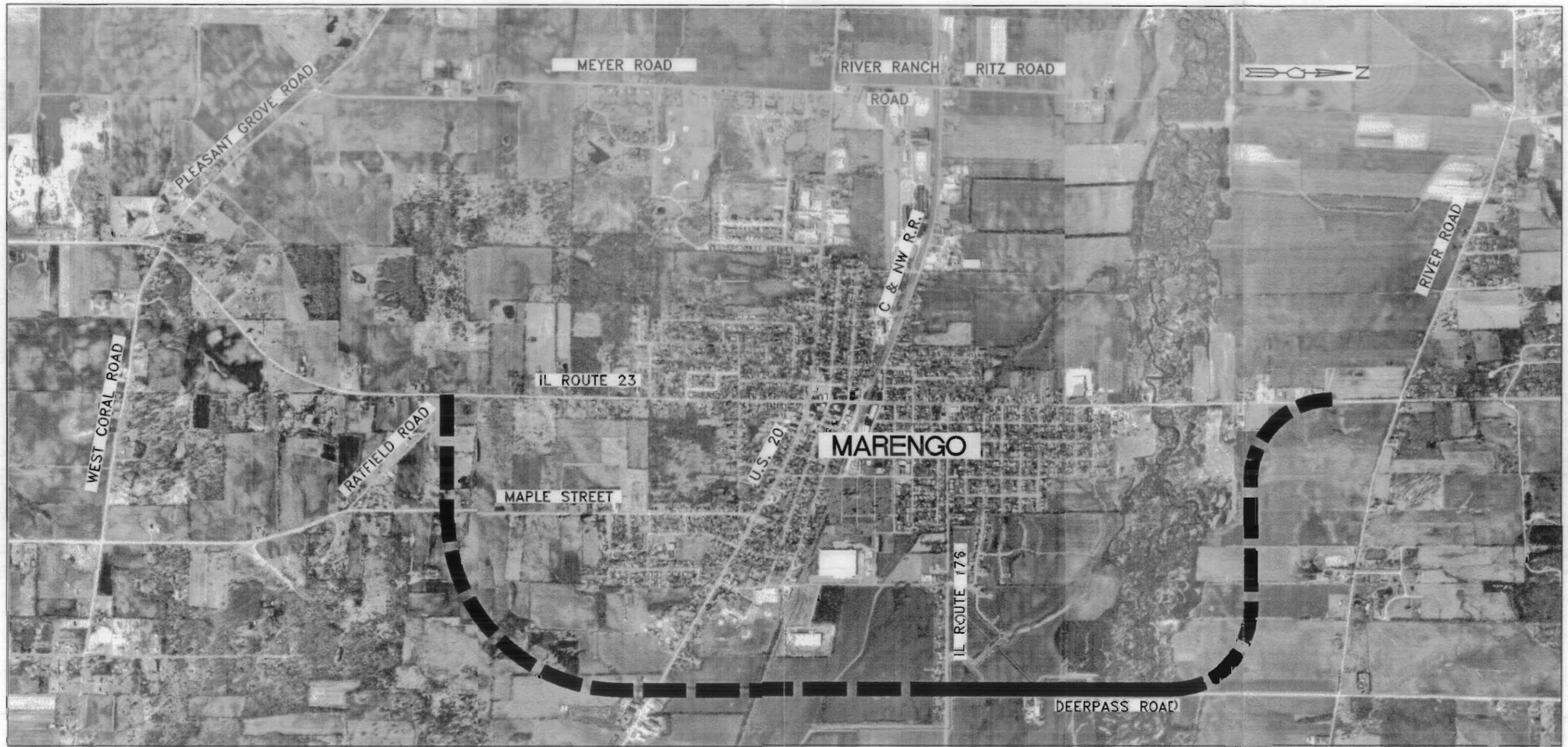


(NOT TO SCALE)



DETAIL D2-01

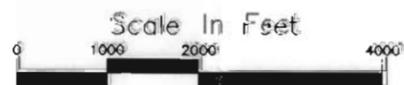
g:\PROJECTS\17049.01\TEMP-INT\02-1



ILLINOIS ROUTE 23 - EAST BYPASS ALTERNATE

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

DETAIL D2-02

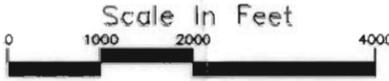


LEGEND

— — —	= BYPASS ALONG NEW ALIGNMENT
—————	= BYPASS USING EXISTING ROADWAY

ILLINOIS ROUTE 23 - WEST BYPASS ALTERNATE

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



PUBLIC INVOLVEMENT

ILLINOIS ROUTE 23



STRATEGIC
REGIONAL
ARTERIAL
PLANNING STUDY

PUBLIC INVOLVEMENT

Public involvement plays a fundamental role in the SRA study. The process sets the stage so that local agencies have the opportunity to provide input, as well as voice their concerns throughout the study process. The study is initiated (Individual Community Interviews) and completed (Public Hearing) with public involvement. There are four phases to public involvement in this project: Individual Community Interviews, Advisory Panel 1 Workshop, Advisory Panel 2 Workshop, and Public Hearing. Summaries of these for Illinois Route 23 are provided in this chapter. In addition, a periodic newsletter spotlighting the SRA corridor is published. Copies of newsletters are provided in the Appendix.

Individual Community Interviews

The first step in the study process has been to conduct interviews with municipal, governmental and other agency representatives. This has allowed the consultants to introduce the SRA study to local officials. At this time, the design team is introduced to the community representatives. This opportunity allows the design team to develop a better understanding of local concerns and perspectives toward each corridor. Comments and information are gathered and incorporated in the Issues Summary Report.

Advisory Panels

Advisory Panels were established to assist with the study by supplying input and review during all phases. The design team meets with representatives from each of the communities to obtain further information and to discuss the preliminary design concept in the Advisory Panel 1 Workshop. The Advisory Panel 1 Workshop is an open forum where the participants are encouraged to share ideas and information. Advisory Panel 1 Workshop occurs after the Individual Community Interviews are completed and after IDOT has reviewed the preliminary design concept. The Advisory Panel 1 Workshop is an extension of the Initial Interviews. The Advisory Panel consists of representatives from the communities and agencies adjacent to the SRA. Primarily, the Panel consists of elected officials from each of the communities. Advisory Panel 1 for the Illinois Route 23 SRA corridor was held on November 17, 1994 at Harvard City Hall.

The second Advisory Panel Workshop is where the recommended SRA plan is presented and discussed. The Advisory Panel 2 Workshop occurs after IDOT has reviewed the geometric design and the draft report. Advisory Panel 2 was held on December 7, 1995 at Harvard City Hall. The Advisory Panel for Illinois Route 23 was composed of governmental agencies along the corridor.

PUBLIC INVOLVEMENT - cont'd

Public Hearings

The public hearings for Illinois Route 23 was held on December 13, 1995. This hearing was held at Harvard City Hall. Public comments were documented as shown in the Disposition of Comments section of this chapter and in the Appendix.

STRATEGIC REGIONAL ARTERIAL STUDY

INDIVIDUAL COMMUNITY INTERVIEWS

CORRIDOR # 2 - IL ROUTE #23

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 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 the 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 8 interviews with 20 individuals for this route were conducted over a three week period and comprised two municipalities, the county highway department, the county economic development corporation, conservation district and farm bureau:

<u>Date:</u>	<u>Name:</u>	<u>Position:</u>	<u>Local Government:</u>
09/22/93	Mary Eisenbach	Asst. Director	McHenry County Conservation District
09/23/93	William W. LeFew David Nelson	Mayor City Administrator	City of Harvard
09/23/93	Thomas Siehoff Vernon Berquist Jim Condon Peter Bigalke Betty Struckmeier	Mayor Bldg. Commission Village Engineer Chief of Police City Clerk	City of Marengo
09/24/93	James Allen Susan Whitfield Bo Strom Kit Carstens Dave Strahl Dean Cunat Mike Magnuson Russell King	President Assist. Ex Director Charles River Development Prime Commercial Corp McHenry County Business Journal T.C. Industries Asst. Director Highway Dept. R. King and Assoc.	McHenry County Economic Development Corporation McHenry County
10/04/93	David Nelson *	City Administrator	City of Harvard
10/04/93	Jeff Thompson *	Dir-Planning	McHenry County
10/04/93	Mike Magnuson *	Asst. Director	McHenry County Highway Dept.

(* Telephone Follow-up Interview)

Summary Format:

Each final summary 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 and not unanimity. 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 the Corridor Design Engineering Team to be used as a guideline in evaluating the corridor.

Corridor Overview:

The IL Route 23 corridor is located in the outer ring of Chicagoland development in the center of McHenry County. While its designation is still questionable to many, a possible future interchange at I-90 may yet justify the route's inclusion on the SRA system. As it exists now, the road is widely viewed as another arterial in the county providing north-south access. The area is poised for development of all kinds and therefore is a prototypical example of the no-growth/growth battles being waged in the county.

The perspectives of those who see economic development as inevitable and of those who lobby for extensive agricultural protection are nearly irreconcilable. Simply put, if the I-90 interchange goes in, the road becomes critical to traffic movement through the county moving towards DeKalb and that means growth. If it doesn't, there is no reason for the SRA designation and that means no-growth.

With only two municipalities directly affected along the corridor, the local perspectives and differences were easy to discern. Harvard which seeks to encourage its development sees the route as a critical link to the Toll Road system. It has centered much of its planning efforts around the Dacy Airport area and the community's west side. It sees the SRA as feeding and further encouraging those efforts.

In Marengo, where the route forms "Main Street", the concerns are far different. The route is currently undergoing major rehabilitation through Marengo's downtown area. The community prizes its rural atmosphere, viewing the interchange and road widening with much more caution. The City is already bearing the brunt of truck traffic from the Janesville (Wisconsin)/Belvedere area cutting down IL Route 23 and U.S. Route 20 to access the I-90 interchange.

The area closest to I-90 contains several gravel mines as well as open farm lands. It is therefore prime for the type of development that has characterized new interchange locations just a few miles to the east. All parties are aware of the Randall Road developments and view the development potential of the interchange with the same sense of hope or despair.

South of I-90 the corridor could be extended towards DeKalb and Northern Illinois University campus. Whether traffic volumes will ever justify shifting the present planned "rural" cross-section of four lanes to the "suburban" model of six lanes is yet unclear. The current terminus at the county line, which appears to be based on the planning area boundaries of NIPC, is certainly not the best location from a planning standpoint. If an I-90 interchange with IL Route 23 is constructed, extension of the corridor further south toward DeKalb and Sycamore may be a logical planning alternative.

Specific Area Assessments:

Specific areas that merited comments during the interviews were:

The Kishwaukee River flood plain and Marengo Ridge Conservation Areas are prime areas of environmental concern.

Kishwaukee Valley Road is seen as the major east-west corridor into the area connecting with Rockford.

The possibility of a future Toll Road (I-90) interchange is viewed favorably by the City of Harvard as providing a direct link to Dacy Airport and potential future industrial developments. Marengo is not "no growth" but is concerned over the impacts of increased traffic through their downtown - especially trucks.

Present IL Route 23 road construction has been devastating for Marengo businesses and therefore sensitivity to further construction, or the discussion of road expansion, is high.

Marengo would prefer intersection improvements at 1) Prospect and U.S. Route 20, (2) Prospect and IL Route 176, (3) U.S. Route 20 and IL Route 23 and (4) IL Route 176 and U.S. Route 20. If a by-pass were proposed, it would be favored to the east and south sides of the city.

There are a number of conservation and environmentally sensitive areas in the corridor between Harvard and Marengo. Several farms have sought and obtained "agricultural protection district" zoning.

In response to the U.S. Route 14 SRA study, Harvard favors a western by-pass link to the Dacy Airport area and industrial growth on the southwest side. The city's residential growth is mainly concentrated in the north.

County business interests view IL Route 23 SRA as a major west side traffic connector for the County. With the "death" of the Fox Valley freeway, this corridor (and its development) is becoming more important to these interests. The traffic gridlock in southeast McHenry County increases that interest.

Next Steps:

As stated earlier, this report will be forwarded to the Illinois Department of Transportation and the Corridor Design Engineering Team for their use in evaluating possible improvements. The results of those efforts will be presented to a "corridor panel" comprised of elected officials from each community in the Spring of 1994.

The recommendations of the panel will be used to formulate the design reports which will be presented to the panels and eventually in a public hearing. 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 #1 MEETING MINUTES

Date: November 17, 1994

Time: 9:00 AM

Location: Harvard City Hall
Harvard, Illinois

Subject: Strategic Regional Arterial Subset #4
Illinois Route 23 (U.S. Route 14 to DeKalb County Line)

Attendees: Rich Starr, Illinois Department of Transportation
Michael R. Hurtubise, Dames & Moore/MCE
Paul A. Schneider, Dames & Moore/MCE
Brett M. Duffy, Dames & Moore/MCE
Beth P. Dimopoulos, Dames & Moore/MCE
David Hunt, Chicago Arterial Transportation Study
Nancy Baker, McHenry County Highway Department
William W. LeFew, Mayor of Harvard
Dave Nelson, City of Harvard
Thomas Siehoff, Mayor of Marengo
Hank DeBoer, City of Marengo
Jim Rakow, Smith Engineering Consultants (Representing the City of Harvard)
Jim Allen, McHenry County Eco. Develop. Corp. (Repre. the City of Marengo)

Copies To: Attendees

The purpose of this meeting was to present the first Advisory Panel Workshop for the Illinois Route 23 SRA corridor and to solicit comments. The meeting began with an introduction by Mr. Hurtubise of Dames & Moore/MCE and a general overall view of the SRA system studies by Rich Starr of the Illinois Department of Transportation. Mr. Hurtubise followed with a review of the SRA corridor. The following is a summary of comments for specific locations.

Section I - DeKalb County Line to Ratfield Road

This section of Illinois Route 23 consists of two 12-foot through lanes, with gravel shoulders and open ditch drainage. The right-of-way for this segment is 66 feet for most of its length, but varies from 150 feet to 220 feet near the I-90 overpass. There are three existing structures in this section: two bridge crossings over Cook Creek, and the I-90 overpass.

- Ms. Baker stated that a County Board member has received numerous calls regarding the intersection of Illinois Route 23 and Pleasant Grove Road. There has been a recent increase of accidents at this location due to sight distance problems in both directions.
- Possible resolution: Look at realignment of Illinois Route 23 as part of SRA recommendations.
- Ms. Baker also expressed interest in a future interchange at Illinois Route 23 and the Northwest Tollway.
- Mayor Siehoff noted that Marengo generally favors an interchange.
- Mr. DeBoer expressed concerns of traffic increase on Illinois Route 23. Mike Hurtubise noted that a dramatic increase of traffic on this route is not considered likely.
- Mr. Starr indicated that a more rapid increase in Illinois Route 23 traffic, due to a future interchange or to development in the area, could influence the future priority of build-out of Illinois Route 23 to the SRA cross-section.

Section II - Ratfield Road to River Road

This section has two 12-foot lanes with gravel shoulder and open ditch drainage from Ratfield Road to South Street. The right-of-way from Ratfield Road to South Street is 70 feet. The cross-section from South Street to U.S. Route 20 changes to two 13-foot through lanes with concrete curb and gutter. The cross-section from U.S. Route 20 to the Chicago and Northwestern Railroad changes to two 12-foot through lanes with a 12-foot flush left turn lane throughout. From the Chicago and Northwestern Railroad to Eighth Avenue, the cross-section changes back to two 13-foot through lanes with concrete curb and gutter. On-street parking exists on both sides of Illinois Route 23 from U.S. Route 20 to the Chicago and Northwestern Railroad. The right-of-way is 66 feet, except from Washington Street to the Chicago and Northwestern Railroad where it is 80 feet. The roadway cross-section from Eighth Avenue to River Road changes to two 11-foot lanes with gravel shoulders and open ditch drainage. Existing right-of-way is 66 feet. There are two bridge structures located in Segment II, carrying Illinois Route 23 over the Kishwaukee River.

- Alternatives considered as part of this study include the following:
 - 1) Connect a by-pass on the east side of town, utilizing the existing Deerpass Road and River Road corridors.
 - 2) A one-way couple. Illinois Route 23 could be used as a southbound road and Taylor or East Street as a northbound road. This would be hard to develop because of the residential nature of the area.
 - 3) 5-lanes through Marengo.
 - 4) Connect a new by-pass on the west side of town.

Mr. Starr noted that based on these preliminary studies, some sort of by-pass should be identified as a long-range option in the final corridor report.

- Mr. DeBoer inquired as to the geometric criteria for a by-pass.
- Mayor Siehoff stated the by-pass to the east side of town would be ideal because of the industrial park.
- Mr. Allen stated that the McHenry County Economic Development Corporation endorses the concept of a by-pass around Marengo. He also noted River Road at Illinois Route 23 is a dangerous intersection because of sight distance problems.

Section III - River Road to U.S. Route 14

This section of Illinois Route 23 consists of two 11-foot through lanes with gravel shoulders and open ditch drainage. Existing right-of-way for this section is 66 feet extending from River Road to Lembke Road with the exception of Kishwaukee Valley Road and Bunker Hill Road, which are 70 feet and 84 feet, respectively. Extending from Lembke Road north to Streit Road, the existing right-of-way is 70 feet, and from Streit Street north to U.S. Route 14 the existing right-of-way is 60 feet.

- Mr. Hurtubise indicated that intersection geometric changes will be considered at locations with substandard existing geometrics, including the Olbrich Road, Busse Road and Marengo Road intersections in this section.
- Mayor Lefew noted that the U.S. Route 14 intersection is a dangerous existing intersection.
- Mr. Starr indicated that this intersection is already under study, and that improvement recommendations would be incorporated in the Illinois Route 23 corridor report.
- Mayor LeFew indicated that future development is still anticipated in the airport area.

Close

Mr. Hurtubise thanked the advisory panel members for their participation and input. He indicated that the next steps in the study process would include:

- Refinement of proposed geometrics;
- Presentation of refined geometrics to IDOT;
- Second corridor Advisory Panel Workshop to discuss refined geometrics;
- Public Hearing to present refined geometrics;
- Final corridor report.

Advisory Panel II Meeting Minutes

DATE: December 7, 1995

LOCATION: City of Harvard
City Hall

SUBJECT: Advisory Panel II
Corridor 2 - Illinois Route 23

ATTENDEES: Ersel Schuster - Seneca Township
Ann Gilman - McHenry County Board
Tom Siehoff - Mayor, City of Marengo
Hank DeBoer - City of Marengo
Peter Bigallu - City of Marengo
Nancy Baker - McHenry County Council of Mayors
Bill Lefew - Mayor, City of Harvard
Rich Starr - Illinois Department of Transportation
Joseph M. Chiczewski - Dames & Moore/MCE
George J. Schober - Dames & Moore/MCE
Daniel J. Burns - Dames & Moore/MCE

The purpose of this meeting was to present the second advisory panel workshop for the Illinois Route 23 SRA corridor and to solicit comments. The meeting began with an introduction by Rich Starr, of the Illinois Department of Transportation. Mr. Starr gave a brief overview of the Strategic Regional Arterial project. A general overall view of the Illinois Route 23 corridor was presented by Joe Chiczewski of Dames & Moore/MCE. Dan Burns, of Dames & Moore/MCE, followed with a review of the Peotone Road corridor.

Mr. Burns gave the corridor presentation by section. Corridor 2 is located in western McHenry County. It is the westernmost SRA route and the limits are the DeKalb/McHenry County Line and U.S. Route 14. Some significant features along this route include I-90, the communities of Marengo and Harvard, the Kishwaukee River, the Marengo Ridge Conservation Area, the three intersecting SRA routes (Illinois Route 176, U.S. Route 20 and Illinois Route 14), and the prime farmland adjacent to most of the corridor. In order to save as much of the farmland as possible, a modified rural cross-section is proposed. This cross section requires up to 50 fewer acres of R.O.W.

The original south limit of the corridor is the McHenry/DeKalb County Line. A more logical location for the south terminus is Interstate 90. This corridor is important for several reasons, it is a north-south connector between Marengo and Harvard, it connects the 3 intersecting SRA routes; Illinois Route 176, U.S. Route 20 and Illinois Route 14, and will be very important if, and when, an interchange is constructed at I-90.

Section 1- McHenry/DeKalb County Line to Ratfield Road

Section 1 of the Illinois Route 23 SRA begins at the DeKalb/McHenry County Line and continues north to Ratfield Road. The section features a grade separated crossing over I-90. There is currently no signalization along Illinois Route 23. The intersection of West Coral/Pleasant Grove Road with Illinois Route 23 has substandard geometrics. This should be improved with the proposed widening and signalization.

The typical cross-section for Section 1 is one 12-foot lane in each direction with 3-foot aggregate shoulders. The recommended cross section, the Rural Farmland Preservation cross section, is four 12-foot lanes, a 42-foot open median, and open ditch drainage. This cross-section requires 160 feet of right-of-way. An additional 94 feet of right-of-way is required to accommodate this cross-section for the majority of Section 1. Each intersection has a potential to be signalized based on the SRA Design Concept Report, however, no intersections will be signalized until it is warranted.

Section 2 - Ratfield Road to River Road

Section 2 of Illinois Route 23 begins at Ratfield Road and continues north to River Road. The community of Marengo and unincorporated McHenry County border this section of Illinois Route 23. The significant features are Marengo, the Kishwaukee River (floodplain & wetlands), two SRA routes (U. S. Route 20, Illinois Route 176) and the Chicago & Northwestern Railroad crossing. There is signalization at U.S. Route 20 and Illinois Route 176. The typical existing cross-section is one through lane in each direction within 66 to 80 feet of R.O.W. with some parking near U.S. Route 20. There are some buildings, in this section, that are at the back of the sidewalk, which makes provides little room for expansion. SRA standards require two lanes in each direction as a minimum, and this would not be possible, especially the intersection through Marengo. Therefore, a bypass of the town of Marengo is recommended.

The recommended alternates are:

- 1) Alternate 1 is an east bypass around the town of Marengo. The alignment begins at Ratfield Road and continues in a northeast direction in order to connect with Deerpass Road. It then continues north and will tie in to a point north of Kishwaukee River, which will be determined in future studies. Originally we had recommended River Road, but there is a McHenry County Board Resolution against this, so River Road is not recommended as a connector.

Ms. Gilman asked if Prospect would be used to tie into Deerpass Road for the east bypass. Mr. Burns said that the new alignment would tie directly in with Deerpass Road at Illinois Route 176. Ms. Gilman suggested that the east bypass could continue along a new alignment, north of the river, to the south of River Road. Mr. Burns stated that this is an option.

- 2) Alternate 2 is a west bypass beginning at Pleasant Grove Road and continuing west to Meyer Road. It then turns north, along Meyer Road, to Ritz Road. At the northern end of Ritz Road it crosses the Kishwaukee River and ties in to Illinois Route 23 at a point to be determined in more detailed studies.

The east bypass is recommended for two main reasons. First, it intersects Illinois Route 176 which is an SRA route. Second, there will be a less significant impact to the Kishwaukee River floodplain and wetlands due to the existing corridor across the river.

Section 3 - River Road to U.S. Route 14

Section 3 of Illinois Route 23 SRA begins at River Road and continues north to U.S. Route 14, the north terminus. The community of Harvard and unincorporated McHenry County border this section. The significant features are the Marengo Ridge Conservation Area, U.S. Route 14, Harvard, and a cemetery near Dunham Road. The only existing traffic control for Illinois Route 23 is a 4-way stop at Kishwaukee Valley Road. The existing typical cross-section is one 11-foot lane in each direction with 3-foot aggregate shoulders within 66 feet of R.O.W. The proposed cross is the Rural Farmland Preservation cross section. In order to achieve the proposed cross-section, R.O.W. would need to be acquired from both sides, except near the cemetery. Signalization is recommended at ½ mile intervals, as warranted.

Additional comments:

Mayor Siehoff asked how the bypass study would progress. He wanted to know if it would be broken into separate studies, north of Marengo, south of Marengo and the Marengo bypass. Mr. Starr state that a separately funded bypass study would be the first step. No improvements would occur until a bypass study is completed.

Ms. Gilman asked how truck traffic from west to north would be handled, since there was no apparent incentive to avoid Marengo. Mr. Chiczewski said that the bypass route would be signed as Illinois Route 23. Ms. Gilman stated that the bypass is the major concern with this corridor and should be dealt with before the rest of the study can be completed. Mr. Starr said that the next step is a future funded study. This would tackle the traffic issues, environmental issues, etc.

Mayor Siehoff asked about the existing traffic numbers through Marengo. Mr. Starr said that the current numbers are much below those to require a bypass.

It was asked what the timeframe for improvements to the corridor would be. Mr. Starr stated that this is a 2010 study. Mayor Lefew said that the chance of the land in the bypass area being available for 20 years is unlikely. Mr. Starr said that part of the SRA process is to identify areas for R.O.W. protection either through acquisition or through influencing local zoning policies to keep the required set backs in these areas.

Mr. Starr said that the Public Hearing is on Wednesday, December 13th at the Harvard City Hall. Invitations were sent, notice was posted in the paper.

DISPOSITION OF COMMENTS

The Public Hearing for the Illinois Route 23 SRA corridor was held on December 13, 1995 at the Harvard City Hall between 2:00 P.M. and 7:00 P.M. Approximately 65 people attended.

Comments received were generally in favor of the recommended improvements. Some of the attendees expressed support for an interchange with Interstate 90. The majority of the comments received concerned the Marengo bypass alternates. Most comments were favorable of a bypass although there was some opposition to the use of River Road as part of a bypass alignment.

The comments of the attendees will be taken into account in future studies. There will also be opportunity for further public involvement as the future studies progress.



APPENDIX

ILLINOIS ROUTE 23



STRATEGIC
REGIONAL
ARTERIAL
PLANNING STUDY



SRA SPOTLIGHT

ILLINOIS 23 PROJECT NEWS

Individual Community Interviews (ICI'S)



The ICI Process and Purpose

Strategic Regional Arterial (SRA) Subset 4 was the first subset to use the Individual Community Interview (ICI's) process. Individual interviews were conducted instead of a group panel meeting to:

- * Involve community leaders one on one with the project study team.
- * Identify local concerns at the earliest possible stage of the study.
- * Create open, two way communication between the study team and community leaders.
- * Introduce the project study team.
- * Collect community information.
- * Identify an ongoing local contact person and a person to continue participation in future panel workshops.

ICI's were held with officials from counties, municipalities and other agencies. Meetings began with an introduction of the corridor leader, the SRA's location, and an explanation of the SRA study's scope and purpose. Information was then solicited from the official regarding the public and/or local political viewpoints for each corridor. Finally, the officials were requested to continue their involvement in future advisory panel workshops.

Cont'd on Page 2



IL 23 is designated as an SRA route for 18.5 miles from US 14 to the McHenry County - DeKalb County line. Input received from the Individual Community Interviews (ICI's) conducted to date has provided helpful information in developing the preliminary concept for the corridor. The ICI's have helped the study team to better understand local perspectives on land use, traffic, and community concerns. ICI's were conducted in the communities of Harvard, and Marengo. In addition, ICI's were held with the McHenry County Highway Department, Conservation District, Farm Bureau, and Economic Development Corporation.

Some of the key issues brought forward during the ICI's are discussed in the paragraphs to follow. Additional discussions will occur at panel workshops and all issues will be addressed in the SRA report.

Some issues noted by local agencies include the heavy traffic congestion in the east half of McHenry County, combined with discontinuance of the Fox Valley Freeway study, will tend to cause north-south traffic in the County to seek alternate routes further west. The IL 47 corridor is already experiencing the effects of changing traffic patterns, both in terms of increased traffic demand and in massive development along the corridor. If an I-90 interchange at IL 23 is constructed, in the long term some of this traffic and development growth will likely continue into the IL 23 corridor.

Cont'd on Page 2

SPOTLIGHT ON

THE STRATEGIC REGIONAL ARTERIAL (SRA) SYSTEM

The SRA System and Project Team

The SRA system is a 1,340 mile network of existing roads in Cook, Du Page, Kane, Lake, McHenry and Will Counties and a portion of Kendall County which is being studied in subsets of 200-250 miles. Creation of the SRA system is a major component of Operation GreenLight, an eight-point plan that addresses urban congestion in Northeastern Illinois with the goal of improving regional mobility. The SRA study incorporates intermodal transportation issues, land planning/use issues and environmental concerns into the study process. The SRA system was developed as part of the region's 2010 Transportation System Development Plan adopted by the Chicago Area Transportation Study (CATS) Policy Committee in 1989.

IL 23 is one of fourteen corridors being studied in the fourth subset of the SRA system. Dames & Moore/MCE, Metro Transportation Group, and Hsiong and Associates form the consulting engineering team that will study the route with Dames & Moore/MCE as the lead consultant. Our team will evaluate input from CATS, IDOT and communities to produce a long-range concept plan of improvements as a part of an interactive process to address the future needs of this corridor.

The ICI Process and Purpose (cont'd)

The ICI's emphasized that the purpose of the SRA study was for long term future planning along the corridor. Also highlighted was that final recommendations would be corridor-specific, based on future needs and existing conditions along the corridor, not just on a standard SRA design guidelines. The interviews were conducted to listen to concerns, gather information, and involved an open and frank sharing of local viewpoints by the officials interviewed.

What We Heard From You (cont'd)

The question of I-90 access at IL 23 is of major importance to the future use of IL 23 as a SRA route.

The IL 23 corridor goes through the central business district of Marengo. This downtown section is currently being reconstructed; ICI conversations indicate that the roadway width appears to be maximized with this reconstruction at a three-lane cross section. The feasibility of an alternate alignment around Marengo should be investigated as part of this study.

The corridor continues north into the south portion of Harvard. Discussions indicated that economic growth envisioned for this area may be partially dependent on traffic patterns resulting from a U.S. 14 bypass route. The location of this bypass will be very important to Harvard and to the study of the north end of IL 23 SRA corridor.

Local issues and concerns brought forward in the community interview process will be addressed in the study of the IL 23 SRA corridor. By identifying these issues at the initial stages of the study, IDOT, CATS, the communities and the project study team can more effectively work together in planning for the future needs of the IL 23 SRA corridor. A corridor issues summary report is being prepared and will be mailed to each ICI participant.

Next Steps



- * Corridor issues summary report mailed to ICI participants.
- * Develop preliminary corridor recommendations.
- * Panel workshops.
- * More newsletters.

Environmental Issues - An Introduction



The SRA study is a dynamic project initiated by the Illinois Department of Transportation to examine the future transportation needs of the Northeastern Illinois area. An important concern of this project is the environmental issues which confront highway planning.

As part of the planning process, the SRA project study team will identify key environmental concerns of federal, state, and local significance. The key is to identify these environmental concerns early in the planning process. Early identification allows more time for solutions. Environmental issues which are a concern for transportation projects include nearly the entire spectrum of environmental topics. The SRA project study team reviews each of these topics to determine what effect a roadway project will have on them.

Planners must never lose sight of the fact that environmental concerns equate to people's concerns. It is easy to look at a map and locate a wetland, floodplain, or historic site. The SRA project goes one step further and that is public involvement. It is the people in the community who are most affected both positively and negatively, by a roadway project. People in the communities may have a different perception of environmental impacts than the planners and engineers who review maps. That is why the public involvement process is as key element in dealing with environmental issues. In this way, no environmental concern should be overlooked, and it is the people most affected who can ensure that the environment matters.

After all the data has been collected and the public input is summarized, a more detailed analysis of these environmental concerns will take place as individual corridors proceed to more advanced design stages.

Upcoming issues of the SRA newsletter will spotlight critical environmental issues that are encountered during the planning process. In future issues we will deal with the increasingly important subject of wetlands and the regulations that protect them.



SRA SPOTLIGHT

Under Contract With:



Illinois Department
of Transportation

Prepared By:

 **DAMES & MOORE / MCE**

In Coordination With:



Chicago Area
Transportation Study

*CATS Council of Mayors
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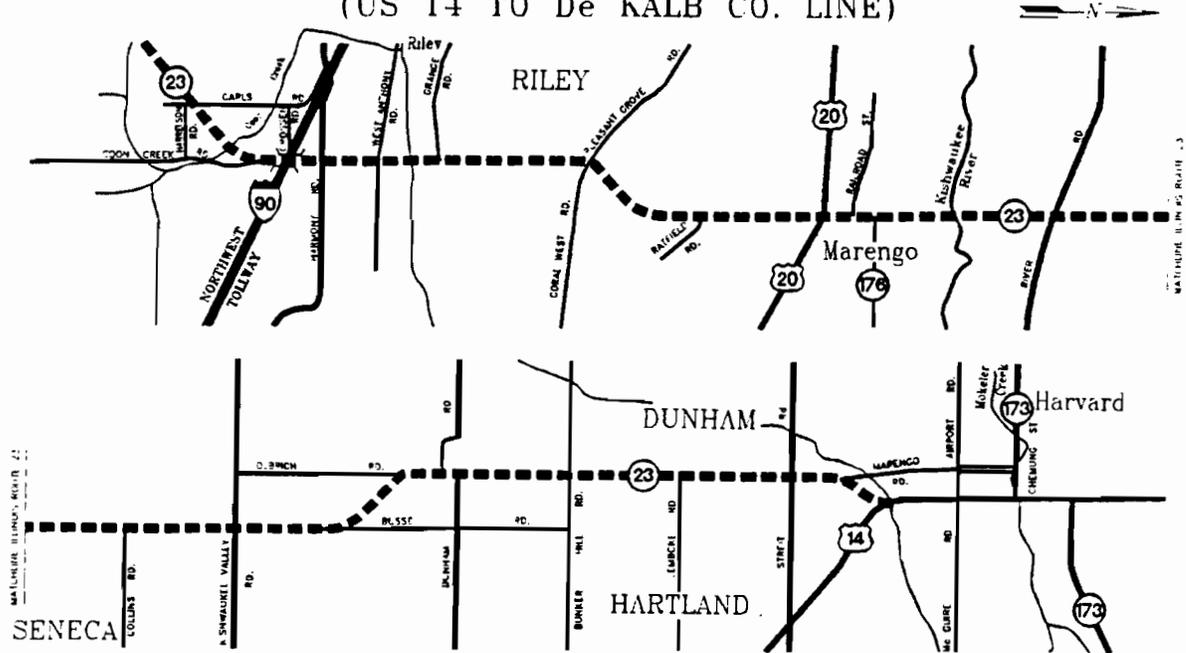
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Advisory Panel Membership:

Harvard
Marengo
McHenry County

SRA

ILLINOIS 23 (US 14 TO De KALB CO. LINE)



**Illinois Department
of Transportation**



**CHICAGO
AREA
TRANSPORTATION
STUDY**

SRA SPOTLIGHT

ILLINOIS 23 PROJECT NEWS

Corridor Description

The IL 23 SRA corridor extends from the McHenry/DeKalb County Line on the south end to U.S. 14 on the north. Except for the section through downtown Marengo, IL 23 is primarily a two-lane highway, with gravel shoulders and open ditch drainage. Toward the south end of the corridor, IL 23 is grade-separated from I-90 (the Northwest Tollway). The Illinois State Toll Highway Authority (ISTHA) has considered constructing an interchange at IL 23, but as of this writing there are no definitive plans to do so. Existing traffic along IL 23 south of the U.S. 20 intersection in Marengo is light and tends to be local rather than regional. Land use in this southern portion of the corridor is primarily agricultural, with some gravel operations in the vicinity of I-90. Traffic and land use in this section will change dramatically if an I-90 interchange is constructed. --

North of U.S. 20, traffic tends to be heavier along IL 23, which is used to access U.S. 20 to I-90. IL 23 is currently being reconstructed through Marengo, with widening to a three-lane cross-section, curb and gutter and a storm sewer system being provided. All available right-of-way between existing commercial facades in the downtown area is being used to provide this cross-section. This area represents the most difficult challenge to acquiring additional right-of-way in the corridor. Traffic signals at U.S. 20 and at IL 176 are the only existing signals along the corridor. A bypass of downtown Marengo should be studied to provide adequate capacity for regional through traffic.

The major east-west cross street between Marengo and Harvard is Kishwaukee Valley Road. Its intersection with IL 23 is four-way stop sign controlled. Environmental concerns in this area include the Kishwaukee River crossing and associated floodplain, and the Marengo Ridge conservation area. Large

tracts of farmland in this area could attract future high end residential development.

Although Harvard area commuters try to avoid U.S. 14, IL 23 is not a viable alternative until an I-90 interchange is constructed. The south Harvard area, including IL 23, U.S. 14 southeast of downtown Harvard, and Dacy Airport, could be a future industrial and/or commercial growth area. A previous SRA study of U.S. 14 developed alternate bypass routes around Harvard. Bypass options could also be considered for the IL 23 SRA corridor.

Although the IL 23 corridor lies in rural western McHenry County, future land use needs in the area will vary widely, from agricultural to developing residential to established municipal uses. Our study team wishes to thank communities and local agencies along the corridor for their input as we begin planning efforts to meet future travel and land use requirements along this corridor.



SRA

SPOTLIGHT ON

THE STRATEGIC REGIONAL ARTERIAL (SRA) SYSTEM

Wetlands

The term "wetlands" is defined by law as "those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas" (33 CFR 323.2(c); 1984).

Wetlands provide many services and commodities to humanity. Wetlands store great amounts of excess water, gradually releasing it as floodwater recedes thus reducing peak flood damage. In addition, by acting as a natural sponge for surface runoff, wetlands retain groundwater which is slowly released during drier periods. In this way, wetlands lessen the severity of seasonal droughts, and provide a more stable water table year round.

Furthermore, natural wetland vegetation along lakes & rivers slow runoff from the surrounding land, reducing erosion and scouring of stream channels. As the water is slowed the silt load is often deposited in the wetland. The roots of the vegetation then bind and stabilize these sediments, reducing the siltation problems evident in many Illinois streams.

Wetland vegetation working in conjunction with micro-organisms can break down large amounts of organic matter and chemicals providing pollution control.

Wetland habitats are necessary for the survival of a high percentage of endangered and threatened species.



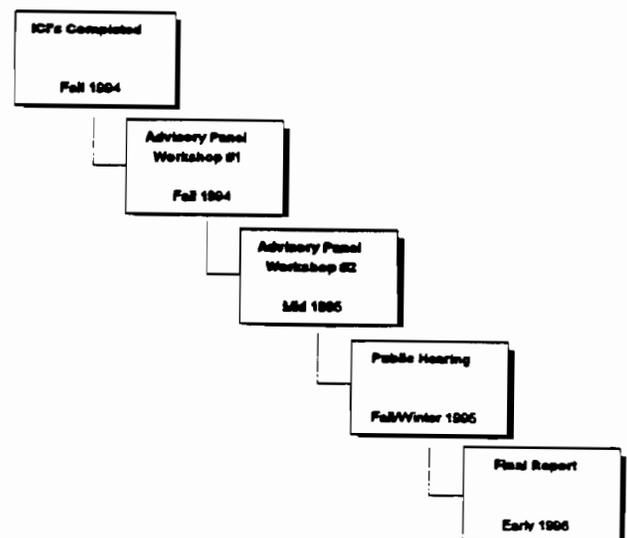
Also, about two-thirds of the fish and shellfish species that are harvested commercially are associated with wetlands.

Finally, wetlands are a source of recreation and education for sport fishermen and waterfowl hunters who enjoy the recreational benefits wetlands provide. Others use cameras and binoculars for observing wetland wildlife and plants.

The Environmental Protection Agency, Army Corps of Engineers and U.S. Fish and Wildlife are taking steps to protect the wetlands.

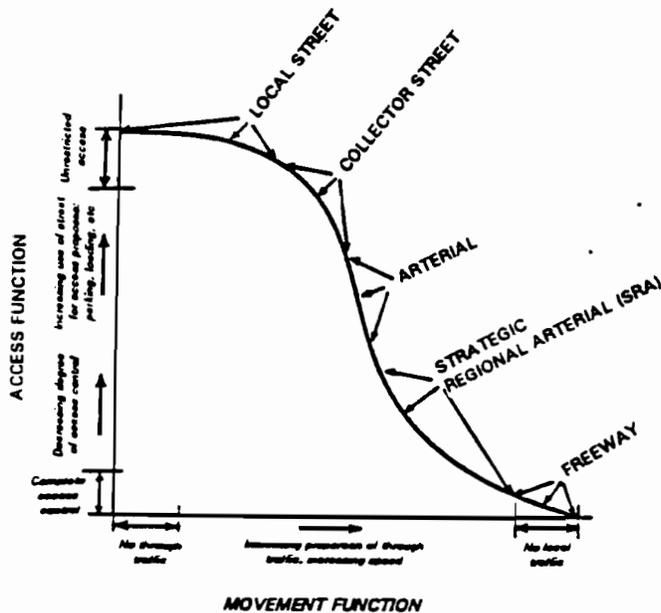
Source: Wetlands, by William J. Mitsch & Van Nostrand Reinhold New York and James G. Gosselink 1986.

Upcoming Schedule



ROADWAY HIERARCHIES

The two main characteristics used to classify roadways into a hierarchy are access and mobility. Access refers to the number of locations a vehicle can enter the road, and mobility is the level of ease in reaching the desired destination. In general, greater numbers of access points result in lower mobility due to conflicting traffic movements.



MOVEMENT ACCESS FUNCTION OF ROADWAY TYPE

Reference: Institute of Traffic Engineers. *System Considerations for Urban Arterial Streets*, October 1989. (Modified by CH2M HILL)

Functional classification of roadways gives planners the ability to group them according to the character of service they are intended to provide and to plan for future transportation needs. The six levels of roadway hierarchies which are associated with the six stages in a vehicle trip are: long distance movement (few access points and high mobility), transition, distribution (SRA), collector, local access, and end destination. Long distance movements are typically handled by expressways, with uninterrupted and high speed traffic flow. After exiting an expressway, motorists travel on a distributor-type roadway to bring them to the vicinity of their destination. Finally, collector or local access roadways with unlimited access bring the motorist to their destination.

Failure to recognize the different purposes of each roadway type, its hierarchy, will lead to inefficient uses by the motorist and inadequate planning for its future needs.



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DAMES & MOORE / MCE

In Coordination With:



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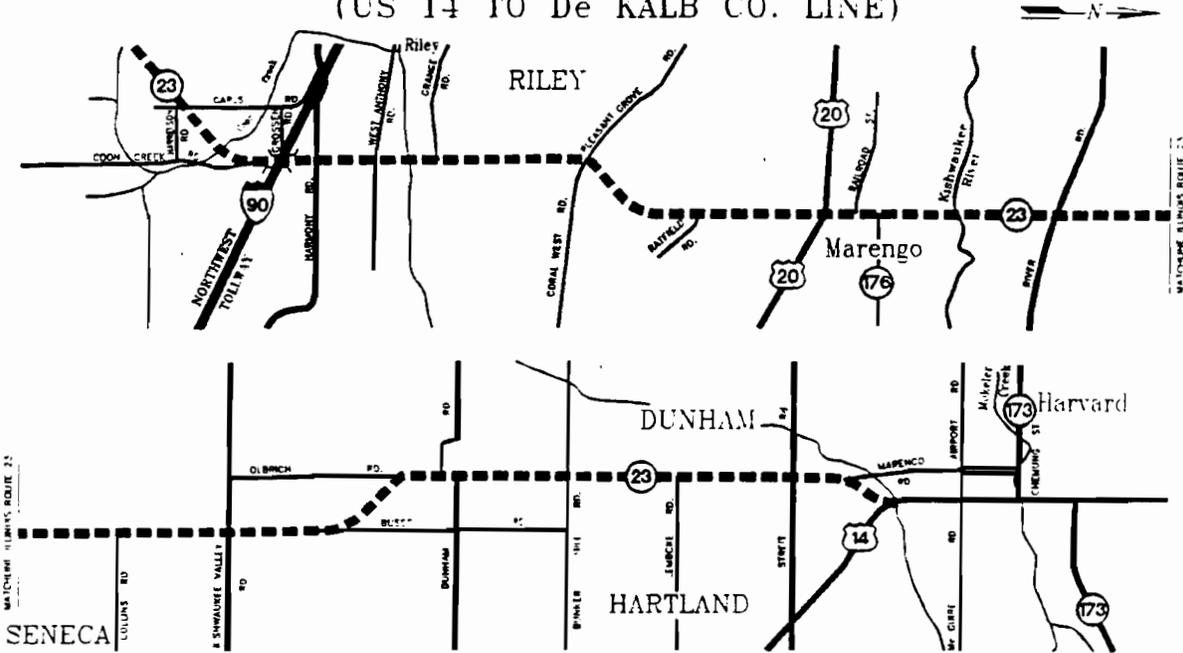
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Advisory Panel Membership:

Harvard
Marengo
McHenry County

SRA

ILLINOIS 23 (US 14 TO De KALB CO. LINE)



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SRA SPOTLIGHT

ILLINOIS ROUTE 23 PROJECT NEWS

Advisory Panel 1 Workshop

Public involvement plays a major role in the Strategic Regional Arterial (SRA) project. There are four phases to public involvement in this project, Individual Community Interviews, Advisory Panel 1 Workshop, Advisory Panel 2 Workshop, and Public Hearings. The first form of this involvement is the Individual Community Interview (ICI) where the design team is introduced to the community representatives to gather preliminary information and describe the project. Next the design team meets with representatives from each of the communities to obtain further information and to discuss the preliminary design concept in the Advisory Panel 1 Workshop. Third is the Advisory Panel 2 Workshop where the recommended SRA plan is presented and discussed. Finally the design team presents the final concept to the communities at the Public Hearing. Subset 4 of the SRA is currently in the Advisory Panel 1 Workshop phase of public involvement.

Advisory Panel 1 Workshop occurs after the ICI's are completed and after IDOT has reviewed the preliminary design concept. At that point, Advisory Panel handouts are

distributed to the Panel members and the CATS liaison arranges the meeting date and place. In essence, Advisory Panel 1 Workshop is an extension of the ICI's.

Advisory Panel 1 Workshop is an open forum where the participants are encouraged to share ideas and information.

The Advisory Panel consists of representatives from the communities and agencies adjacent to the SRA. Primarily, the Panel consists of elected officials from each of the communities. However, panel members are welcome to bring other officials from their community who have knowledge pertinent to the corridor and the study.



The main goals of the Advisory Panel 1 Workshop are to gather input from the communities and to present the preliminary concept. Preliminary information regarding the corridor was gathered at the ICI's. Advisory Panel 1 Workshop will be a more interactive discussion of ideas and information related to the

corridor.

Advisory Panel 1 Workshop is an open forum where the participants are encouraged to share ideas and information throughout the discussion. Since the corridor plan is at a more preliminary stage in this Advisory Panel than in Advisory Panel 2, it is the best opportunity for the communities to air their concerns.

We are stressing the concept of Advisory Panel "Workshops" for SRA subset #4; these prove to be useful tools for relaying information to all involved parties. The format will allow the participants to freely share information. This will help facilitate a more continuous SRA corridor as the Panel members will have a complete overview of the issues affecting the entire corridor.

Traffic Analysis and the SRA System

The proposed cross section for each SRA route is based in part on the desirable cross section shown in the Design Concept Report prepared for the SRA system. The Design Concept Report indicates three typical cross sections based on area land uses, either urban,

(See TRAFFIC page 2)

SPOTLIGHT ON

ILLINOIS ROUTE 23

TRAFFIC

(Continued from page 1)

suburban, or rural. These route types are defined in the Report based on household density.

The project team then examines the feasibility of the full SRA cross section on the corridor. Some factors that can affect the proposed cross section include available right of way, adjacent land uses, and level of service. Capacity analysis and level of service are the focus of the remainder of the article.

The role of capacity analysis in the SRA project is a fairly minor one. For the most part, cross section is determined by the other factors. Where capacity analysis comes into prominence is in intersection design. The main use of capacity analysis for the SRA project is to determine intersection geometry, that is, the

number of through lanes and turn lanes. In addition, capacity analysis will also indicate sections of roadway,

SRA CROSS SECTION INFLUENCING FACTORS

- Desirable SRA Cross Section
- Available Right-of-Way
- Existing Structure Impacts
- Adjacent Land Uses

limited by ROW constraints or structural constraints, for example, that will operate at a level of service below SRA standards.

Capacity Analysis for the SRA is based on the 1985 Highway Capacity Manual. Traffic projections used are for the year 2010 from the CATS model, which is created using

assumptions about traffic patterns and land use. In addition, existing traffic information from the counties, IDOT, and local agencies were used to determine turning patterns at intersections and to find the level of service the arterials operate at currently.

Existing traffic densities for the Illinois Route 23 corridor are relatively low. These low densities are due to the surrounding land use which is primarily agricultural. Traffic densities are highest in Marengo where two major east-west routes, Illinois Route 176 and US 20, intersect Illinois Route 23. Traffic patterns are anticipated to remain the same with slight increases in volume. It should be noted that the planned Motorola site in Harvard and the possibility of a future interchange at the intersection of I-90 and Illinois Route 23 have not yet been considered in traffic modeling for this route.

Underground Storage Tanks

Picture this: You are driving down a SRA route and your fuel gauge is on "E". You get to the next service station and fill-up. You have just used an underground storage tank (UST).

The term UST refers to any one or combination of tanks, including connected underground pipes, which are used to contain an accumulation of regulated substances beneath the ground.

An underground storage tank which leaks and contaminates the surrounding area is called a leaking underground storage tank (LUST). In 1984 there were an estimated 100,000 UST's presently leaking and 350,000 UST's predicted to develop leaks in the next five years.

We are dependent on UST's which is why they are found along every major road in the State of Illinois. Gasoline stations across the country account

for approximately 50% of the ownership of underground storage tanks, and the combination of auto body shops, automobile dealers, manufacturing plants, military bases, and airports account for the rest.

For example, along the Ogden Avenue SRA corridor there are over 100 potential UST sites, most of which are auto repair shops. The Illinois Environmental Protection Agency has designated 21 of these as LUST sites.

(Continued on page 3)

(Continued from page 2)

In 1984, Congress added a new section to the Resource Conservation & Recovery Act (RCRA) Subtitle 1-Regulation of Underground Storage Tanks (UST's). This legislation was passed due to the fact that approximately 85% of the estimated 2 million UST's in the country were constructed of steel with no protection from corrosion.

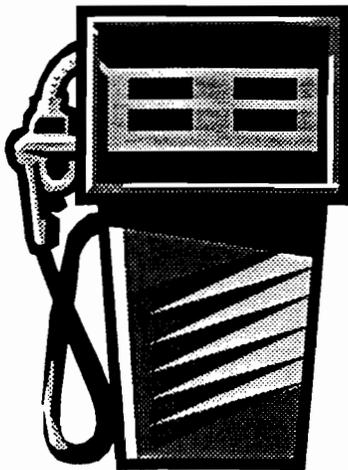
Regulations for sites such as these are imperative and must be strictly enforced. UST and LUST site regulations vary from state to state. However, each state requires four conditions be met:

- 1) **Notification to the state of the existence of a tank by its owner.**
- 2) **Compliance with detection prevention, and correction of release standards.**
- 3) **Compliance with tank performance standards.**
- 4) **Compliance with financial responsibility standards.**

Planning future road improvements and corridor studies will always deal with the problems of UST's and LUST's. What must be remembered though, is that while every LUST is an UST, not every UST has leaked. Since regulations were enacted, methods of new tank installation and materials used reduce the chances for additional spills and leaks. While these regulations will lessen the impact of new tanks on future projects, there are still many tanks installed

before these regulations were enacted that will have to be dealt with.

Reference: *Journal of Environmental Permitting*, Executive Enterprises Publications Co., Inc., New York, New York 10010-6904, Winter 91/92



SRA SPOTLIGHT

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In Coordination With:



**Chicago Area
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Advisory Panel Membership:

Harvard
Marengo
McHenry County

SRA

SRA Implementation Process for Routes Under IDOT Jurisdiction

PRE-PHASE I (SRA ROUTE STUDIES)	PHASE I/ DESIGN REPORT	PHASE II	PHASE III	PHASE IV
<u>PLANNING</u>	<u>PRELIMINARY DESIGN</u>	<u>FINAL DESIGN</u>	<u>CONSTRUCTION</u>	<u>POST CONSTRUCTION</u>
1) Data Collection 2) Test Alternatives 3) Local Coordination 4) Environmental Screening 5) Recommend Improvements 6) Public Hearing	1) Preparation of Preliminary Plans 2) Public Involvement 3) Environmental Studies/ Mitigation 4) Public Hearing	1) Preparation of Contract Plans 2) Community Coordination 3) Environmental Mitigation	1) Implementation 2) Community Coordination	1) Environmental Monitoring 2) Land Development/ Access



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SRA SPOTLIGHT

ILLINOIS ROUTE 23 PROJECT NEWS

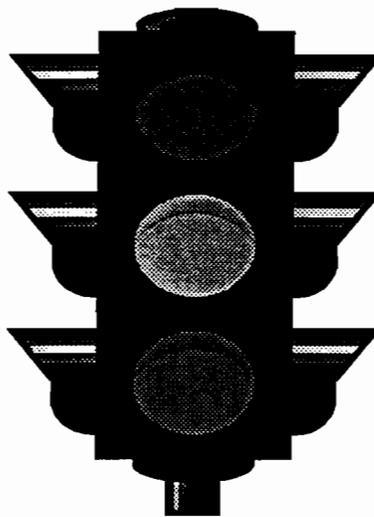
SRA Function: Role Within Operation GreenLight

Operation GreenLight was created during the development of the Transportation System Development Plan for the year 2010. Many agencies worked together in developing Operation GreenLight. They include the following: The Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Northeastern Illinois Planning Commission (NIPC), Illinois State Toll Highway Authority, and the Regional Transportation Authority (RTA).

Operation GreenLight is an eight point plan to deal with urban congestion and improve mobility. Operation GreenLight addresses the following major transportation issues: creating the SRA network, developing major transit/highway facilities, improving other key arterial roadways, identifying strategic transit improvements, improving freeway traffic management, reducing demand for highway use, and increasing environmental consideration.

The task of identifying which roads were to be studied was one of the first tasks delegated in Operation GreenLight. A committee from the Illinois Department of Transportation, CATS, NIPC, RTA, and highway department officials of the six county metropolitan area,

specified the 66 Strategic Regional Arterials (SRA) to be studied as part of Operation GreenLight. The SRA's have been divided into five route studies. The network of roads, represented in the fourth SRA study, totals 242 miles.



The SRA system enhances public transportation and personal mobility by: improving access to rail transit stations, improving operating conditions for public transportation vehicles, helping identify areas for future transit facilities, and maintaining pedestrian accessibility. The SRA's also accommodate commercial vehicles by improving structural clearances, and maximizing through traffic progression.

The 2010 Transportation System Development Plan recognizes the need for a network of routes one step below the expressway system to handle long distance regional traffic. The SRA system is composed of 1,340 mile network of existing roads in Northeastern Illinois, encompassing 146 route segments in Cook, DuPage, Kane, Lake, McHenry, and Will Counties.

According to forecasts prepared by CATS, travel in the year 2010 in Northeastern Illinois is expected to increase by 23 percent over 1980 levels. The SRA system is a major element of the regional effort to address problems of congestion over the next 20 years. The implementation of the SRA system alone is not intended to solve the congestion problem in the Chicago area. The implementation of other components of Operation Green Light as well as ongoing programs of the Operation GreenLight Task Forces, CATS, and NIPC are all integral parts in improving regional mobility. Long range plans for the SRA network are necessary in order to implement the SRA system. The plans need to address short-range and long-range improvements for each of the SRA routes.

SRA

SPOTLIGHT ON

ILLINOIS ROUTE 23

Access Management

Access management involves managing access to land development while at the same time preserving the flow of traffic on the road system. Other factors that need to be preserved are safety, capacity, and safe speed. The issue of access management on SRA's is more important than on other arterials due to the fact that an SRA places great emphasis on the movement of through traffic. The key to efficient access management is to correlate the level of access to be provided to the functional characteristics of the roadway.

Successful application of access management techniques results in the integrity of arterial traffic flow while providing access to developments. The Design Concept Report lists some techniques frequently used to deal with access management issues.

Specific considerations along urban SRA routes include: increasing storage length at turn bays, curb cut access should be limited to right-in/right-out design, cross access easement to allow movement between neighboring properties, and using medians to control left turning movements. Additional considerations for a suburban SRA route includes: consolidating curb cut access points at 500 ft. spacing with cross easements, if left turns are allowed there should be enough turn bay storage, and internal access roads are recommended for all new development. Access management on rural SRA routes should include good planning for future development. Irregularly spaced driveways are particularly dangerous on these routes because speed limits are higher and turning movements unexpected.

The length of travel time and driver safety are affected by the number and configuration of access points to the SRA. Each driveway and cross street adds to congestion and increases the likelihood of accidents. The intersection hazards and congestion at some low volume local streets could be eliminated by termination or rerouting the street prior to its intersection with the SRA route.

careful control of the location, type and design of driveways and public intersections. Modern access management requires that land use planning and development be coordinated with transportation. It is a method of maintaining and transforming roadside environments into safe, accessible, and viable areas now, and in the future.

Because of the general lack of effective access control along our streets and highways, our communities are often faced with a chain of events that requires constant investment in roadway improvements and/or relocation. Arterial streets, highways and collector roads must serve both access and movement needs. It is along these roads where the major problems of driveway access and traffic congestion are found.

If we don't manage access, the efficiency of our transportation system will deteriorate. As the number of driveways increases, traffic congestion and the number of traffic accidents will increase. The incompatibility of providing both land service and traffic service will become more severe and neighborhood streets will be used to bypass congested intersections. Roads will have to be widened to make up for capacity loss due to inefficient traffic operations.

The location and design of access to our major street system is essentially a traffic management issue. The challenge is not merely providing access for local streets and driveways, but providing access in forms that are equitable, efficient, and safe with respect to all traffic using the intersection.

The Illinois Route 23 corridor characteristics are rural and the land use is primarily agricultural. Median crossovers should be provided along Illinois Route 23

Access Management Issues

1. Limiting the number of conflict areas
2. Separating conflict areas
3. Removing turning vehicles from through travel lanes
4. Spacing of major intersections to facilitate progressive travel speeds along arterials
5. Spacing of minor intersections to minimize interference to or by arterial traffic

With respect to an SRA, the type and level of access should also consider signalized intersections and driveways, unsignalized intersections and driveways, median openings, and grade separated interchanges.

Access management helps achieve the delicate and necessary balance between traffic movement and land use access by

(Continued from page 2)

at one-half mile intervals. Accommodating traffic to the Motorola facility in Harvard is an issue. As the corridor develops, there should be coordination with the businesses developing the area to provide management of access. Rerouting traffic around the town of Marengo via River Road, Deerpass Road, or an extension of Deerpass Road to the southwest, and reconnecting back into Illinois Route 23, is also a major concern in regards to access management.

Historic Properties

Due to its strategic location, the Chicago area has always been a key transportation hub for the United States. This area has historically been a focal point for transportation, whether canals, railroads, or roads and highways. As the population in Northern Illinois grew in the early 1800's, communities developed around these transportation routes. It is along many of these old roads that the oldest and now the most historically significant buildings and properties are located. Since roads today are built much wider than their one-lane dirt predecessors, avoiding historic properties has become a critical issue in planning for future roadways.

Historic properties as defined are any prehistoric or historic district, site, building, structure, or object included in or deemed eligible for inclusion in the National Register of Historic Places. This includes any artifacts, records or remains that are related to or located within such properties. The term "eligible for inclusion in the National Register" includes both properties formally determined to be historic places by the Secretary of the U.S. Department of Interior and all other properties that meet the National Register listing criteria. Numerous recognized historic properties have been identified along many of the SRA routes. Some are glamorous and well known such as the world famous Auditorium Theater at Congress Parkway and Michigan Avenue, portions of the University of Chicago and the Midway Plaisance on Chicago's south side to more obscure properties such as the Hofmann Tower in Lyons and the Elgin Historic District. In addition to Nationally recognized properties, there are locally recognized historic properties such as the Big Woods Congregational Church at Butterfield and Eola Roads and the Bloomingdale Park District Building on Bloomingdale Road.

Historic properties as defined are protected by laws. Any federally funded highway project must look at ways to avoid or minimize impacts to historic properties. These efforts are coordinated with the State Historic Preservation Officer (SHPO), the Keeper of the National Register and the Federal Advisory Council for Historic Preservation. Part of the SRA's teams goals will be to attempt to avoid or minimize impacts to significant properties. After completion of the conceptual

(Continued on page 4)



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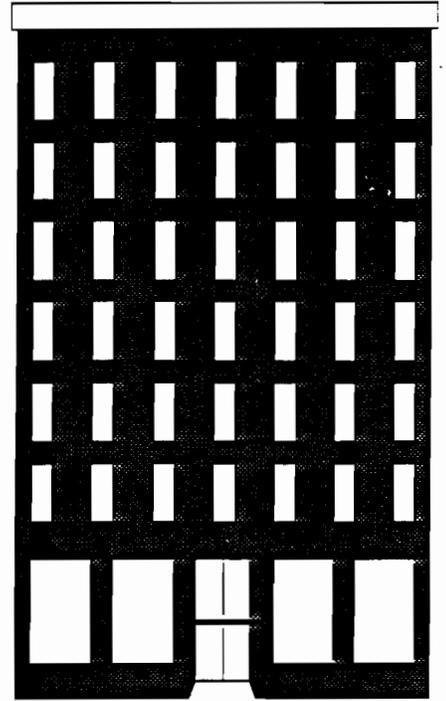
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SRA

(Continued from page 3)

studies, and before the preliminary engineering plans are finalized, the areas in question will be surveyed in detail for historic and archeological impacts and coordination with the preservation agencies will begin. Even if the detailed survey of an area uncovers no historical records, undiscovered prehistoric artifacts are still protected. Once construction has begun equipment operators need to be alert to the possible presence of artifacts that may be uncovered once earth is moved. This is typically the case when a site used by Native Americans for burials or encampments is discovered. The potential for encountering prehistoric artifacts is greater for the routes which are the least developed such as Route 23, portions of Route 62, and Peotone Road. The SRA studies are only the first step in a series of studies designed to protect historical resources.

Although avoiding individual historic properties can be relatively easy for planners, avoiding historical districts such as the Elgin Historic District, the LaGrange Village Historic District, the Jackson Park Historic Landscape District, the Wayne Village Historic District, the Michigan-Wacker Historic District, the Hyde Park-Kenwood Historic District, and the South Loop Printing House Row Historic District pose more of a challenge. The goal in these instances is to design the safest roadway which can meet capacity needs while minimizing impacts to these Districts. It is in these areas that new ideas and designs will need to be utilized to make the SRA routes compatible with neighborhoods, history and our heritage.



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ILLINOIS ROUTE 23 PROJECT NEWS

Public Transit and the SRA Planning Process

The transportation network, which will evolve over the next 10 to 20 years will undoubtedly call for an integrated system which offers attractive and cost efficient choices. This fact is supported by forecasted population shifts and growth, inabilities of governments to keep up with large infrastructure costs, and a related stress on our system of highways and travel times. In suburban areas good efficient travel choices, such as transit, can be accepted as a viable mode of transportation if these are designed to compliment the SRA highway system and move people efficiently. In urban settings, like the City of Chicago, transit travel for home to work trips surpasses, in some area destinations, those of auto. Therefore the planning focus for SRA routes is different.

Thus, the contrast between urban mode split and suburban or rural, presents a unique planning and design challenge. In addition to transit, these efforts include the opportunity to identify convenient, voluntary, park and ride (park and pool) facilities on SRA routes. As opposed to mandatory rules for auto trip reduction, strategically placed park and ride facilities, can assist in development of the overall SRA plan.

The objectives of the SRA system are as follows:

- Improve access to expressways.
- Provide alternatives to some portion of expressway travel.
- Provide a lower cost substitute for expressways.
- Enhance public transportation and personal mobility.
- Accommodate commercial vehicle traffic.

The purpose of the transit analysis in the SRA planning process is consistent with all of these objectives. The transit analysis in each corridor, focuses on different treatments relative to their location (i.e., urban, suburban and rural).

An inventory of transit related planning improvements include:

<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
Light Rail	Light Rail	Ridesharing
Circulator/Shuttle	Busways	Transportation
Ridesharing	Circulator/Shuttle	Station
HOV Lanes	Ridesharing	Access
Centra Flow Lanes	HOV Lanes	Transit Signage
Passenger Facilities	Passenger Facilities	
Signal/Intersection	Signal/Intersection	
Transit Signage	Transit Station Accessibility	
	Transit Signage	

Consistent with the SRA objectives and different arterial locations (e.g., urban, suburban, rural) the planning approach is as follows:

- 1.) Identify long range growth projections for the corridor area. This information helps in determining eventual densities which, in-turn, eventually increase transit demand. Since the SRA is a twenty year plan (1990-2010) land uses can change drastically especially in suburban and rural areas. This analysis assists the corridor manager in recommending eventual cross-sections, geometrics and bus stop locations, that, at the very least, can be adjusted to meet future transit needs.
- 2.) Specific capital and operating investments, as shown in the Metra/PACE Future Agenda for Suburban Transportation (FAST) Plan are inventoried. These efforts (as in No. 1 above) are an indicator of transit demand and growth over the next fifteen years through 2010.
- 3.) Target areas on the corridor for both existing transit improvements or future improvements. Some examples are:
 - ◆ Near side or far side bus stop locations: since SRA planning detail generally does not identify through and

(Continued on page 2)

SPOTLIGHT ON

ILLINOIS ROUTE 23

(Continued from page 1)

turning movements at most intersections, bus stop locations are usually designated to the far side when possible. If routes operate currently, recommendations are made with respect to right turns, intersecting routes (transfers), pedestrian movements, parking restrictions, available right-of-way and land uses.

- ◆ Light rail and busways as identified in the PACE program of the 2010 TSD. At this time, the City of Chicago circulator project has been canceled.
- ◆ HOV lanes must be consistent with established conditions and criteria in the Design Concept Report. These criteria are area specific and generally relate to existing transit demand and the ability (or inability) to integrate with the general roadway operations.
- ◆ Location of Park and Ride/Park and Pool Lots should not be site specific but, instead, should be area designated in accordance with the following criteria:
 - near the intersection of the arterial and an expressway
 - in areas of substantial density or potential growth
 - near rail or bus lines

The designation in the SRA report, would denote the fact that further focus should be made in future studies.

- ◆ Transit Station Accessibility is increasingly important as the corridor manager evaluates increased demand by the station and related geometrics, cross-sections and signalization.
- ◆ Bus Turnouts are not common on the urban arterials but should be looked at closely in suburban and rural settings. Higher operating speeds may necessitate the bus stop from the flow of traffic.

In summary, the SRA project provides the unique opportunity to plan for the eventual integration of highway and transit to meet the regions ever increasing travel demands by the year 2010 and beyond.

What We Heard From You On Corridor 2

Advisory Panel Work Shop #2

The second Advisory Panel Workshop was held on December 7, 1995. This workshop was held to present and discuss the proposed improvements to the IL Route 23 corridor.

The importance of this corridor to regional transportation is evidenced by its connection to three other SRA corridors and I-90. The important features within the corridor are the I-90 interchange, the City of Marengo, the City of Harvard, Marengo Ridge, the Kishwaukee River and the adjacent prime farmland. Due to the presence of the adjacent prime farm land, a rural farmland preservation cross section has been adopted. This cross section which reduces the right-of-way required from 180 feet to 160 feet will save approximately 50 acres of farmland. Due to the presence of development along the existing right-of-way through Marengo, it was determined that a by-pass alignment would be required. The south limits of the project have been modified from the south limits of the county to I-90. This will result in a more logical terminus for the improvements.

Two by-pass alternatives were presented, one west of IL Route 23 which would utilize Ritz Road and Meyer Road and one east of IL Route 23 which would utilize Deerpass Road. The preliminary preference of the by-pass alignments is the east by-pass due to the connection to IL 176 and the existing crossing of the Kishwaukee River. Detailed by-pass alignment studies will be required before a final decision can be made regarding the location of the proposed by-pass.

The Panel was generally receptive to the improvements proposed along the corridor including the by-pass of Marengo. No specific opposition to either of the by-pass alternatives was presented.

The Public Hearing, December 13, 1995

The Public Hearing for Corridor 2 was held from 2:00 p.m. until 7:00 p.m. on December 13, 1995 at the Harvard City Hall. Sixty-four (64) interested parties attended. The attendees were generally in favor of the improvements and were specifically supportive of an interchange at I-90. Several attendees identified areas which they believe pose a safety hazard along

the proposed route. Some opposition to the use of River Road as part of the by-pass of Marengo was noted. It was stated that neither of the termini of the proposed by-pass alternatives have been specifically identified beyond the approximate (from Ratfield Road or Pleasant Grove Road to north of the Kishwaukee River). No specific opposition was presented against either of the two proposed by-pass locations or the project as a whole. The Hearing brought forth the few concerns of the interested public which will be addressed in future more detailed studies when the project nears implementation.

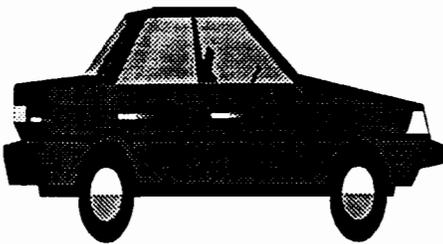
Next Steps



- **Final Report.** The report will be amended to include the comments received at the Advisory Panel and Public Hearing. The report will be distributed to the members of the Advisory panel and will be available for review by the public through the Department of Transportation.

The Air You Breathe

Every morning thousands of people start their day by firing up their vehicles to drive to work. While the U.S. Population increased by 40% between 1960 and 1990, vehicle registration increased by 155% for the same period and vehicle miles traveled has increased by 202%. Each morning traffic delays are reported continuously on all major highways, expressways, and arterials. As cars idle, emissions from these cars fill the air we breathe. Emissions from automobiles constitute nearly 1/3 of the emissions of reactive hydrocarbons and half of the oxides of nitrogen which produce ozone. Although the Earth needs a protective layer of ozone high in the atmosphere, ground-level ozone can have adverse impacts on health and plants.



In an attempt to improve air quality, the Federal government implemented the 1990 Clean Air Act Amendments. Federal, State, and Local governments are taking action by implementing

various programs such as the SRA system. While most people associate the SRA program with cars, a major goal of the study is focused on enhancing public transportation, improving bicycle and pedestrian facilities, implementing traffic

(Continued on page 4)



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Rolling Meadows, IL 60008
Phone (708) 364-8800
Fax (708) 364-8818

Advisory Panel Membership:

Harvard
Marengo
McHenry County

SRA

(Continued from page 3)

signalization and modernization, and constructing High Occupancy Vehicle (HOV) lanes. Enhancing public transportation includes adding more bus routes and improving Metra Transportation by improving access and providing adequate parking facilities and drop-off areas. The SRA strives to add sidewalks whenever possible and make connections to existing bike paths to encourage alternate modes of transportation. To improve traffic flow so that cars operate more efficiently and emit less pollution, intersections of SRA routes are studied and the need for traffic signals is analyzed. Existing traffic signals are also analyzed to evaluate whether interconnection or modernization is required to improve traffic flow. Improving traffic flow allows vehicles to operate more efficiently.

Additional actions to help reduce emission are being undertaken by other agencies. The Chicago Area Transportation Study (CATS) has provided free rideshare matching services for Cook, Lake, Kane, McHenry, and Will Counties since 1980. The Chicago

area has implemented "Ozone Action Days". On days in which the ozone is above normal, local radio stations inform people that it is an "Ozone Action Day" and ask that people limit driving if at all possible. In addition, the Illinois Environmental Protection Agency (IEPA) has developed a project called "Cash for Clunkers" which encourages owners of pre-1980 automobiles to turn in their vehicle for cash. The car scrappage project is being conducted to significantly reduce pollutant emissions in the Chicago area. Although pre-1980 cars represent less than 10% of all cars in the Chicago region, studies have shown that these vehicles contribute about 30% of mobile source emissions, a major contribution to ozone formation.

These programs have been and will continue to be implemented. To make them work, people need to participate and make a conscious effort to improve air quality. Next time you're driving to work pick-up a co-worker on the way or if you need to go to the store try walking, you will feel better about yourself and the air you breathe.



Illinois Department
of Transportation



CHICAGO
AREA
TRANSPORTATION
STUDY

SRA

PUBLIC HEARING REGISTER

Project: IL ROUTE 23 FROM MCHENRY/DEKALB COUNTY LINE TO US ROUTE 14

Location: HARVARD CITY HALL

Date: 12/13/95

Time: 2-7 P.M.

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

	Name (Please Print)	Address	Representing
P L E A S E P R I N T	1	MAT G... 1-116... N... Zip 5155	Self <input checked="" type="checkbox"/> Other _____
	2 Zip 5152	Self _____ Other _____
	3	... 22704 River Rd Garden Prairie Zip 60135	Self <input checked="" type="checkbox"/> Other _____
	4	... Zip 60133	Self <input checked="" type="checkbox"/> Other _____
	5	_____	Self _____ Other _____
	6	_____	Self _____ Other _____
	7	_____	Self _____ Other _____
	8	_____	Self _____ Other _____
	9	_____	Self _____ Other _____
	10	_____	Self _____ Other _____
	11	_____	Self _____ Other _____
	12	_____	Self _____ Other _____

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	Name (Please Print)	Address	Representing
P	1	2544 Oak Rd Marengo IL Zip 60152	Self <input checked="" type="checkbox"/> Other
L	2	23317 W. Grant Hwy Marengo Zip 60152	Self <input checked="" type="checkbox"/> Other
E	3	Stan Smithouse Zip	Self _____ Other <u>None</u>
R	4	SUSAN & DAVID MERRICK 16308 New St Harvard HARVARD Zip 60133	Self <input checked="" type="checkbox"/> Other
S	5	Norm Schuty 22320 Duane Rd Marengo Zip 60152	Self _____ Other <u>Schuty Farms - Garden Dr</u>
E	6	Neil Matson 209 Rt 23 60152 Zip	Self <input checked="" type="checkbox"/> Other
P	7	1826-23- Harvard Zip 60133	Self _____ Other
R	8	7708 S. Rt. 23 FRANCIS KING MARENGO Zip 60152	Self _____ Other
I	9	1505 Rt 23 Rosa F. Hill Harvard Ill. Zip 60133	Self _____ Other
N	10	14314 Rt 176 Dorothy Sautman Marengo, IL Zip 60152	Self _____ Other
T	11	19319 Rt 176 Marengo Ill John Bartman Zip 60152	Self _____ Other
	12	27712 Grant Rd Marengo Zip 60152	Self <input checked="" type="checkbox"/> Other

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	Name (Please Print)	Address	Representing
P L E A S E E P R I N T	1 NORMAN RUNGE	34905 State Rt 23 Zip 60135	Self <input checked="" type="checkbox"/> Other _____
	2 SARAH WATERMAN	MCHENRY Zip _____	Self _____ Other AIR NEWSPAPERS
	3 AL SLUITER	20715 BATHFIELD MARENGO Zip 60152	Self <input checked="" type="checkbox"/> Other _____
	4 Mary Williams	6805 Se 11 th St MARENGO Zip 60152	Self <input checked="" type="checkbox"/> Other _____
	5 James Rutenschoen	21103 Anthony Rd Marengo Zip 60152	Self <input checked="" type="checkbox"/> Other _____
	6 ANN BREWERS	503 N Rt 23 Marengo Zip 60152	Self <input checked="" type="checkbox"/> Other _____
	7 JIM REEK	_____ Zip _____	Self _____ Other 211-11130
	8 BRIAN KERN	23619 RT 173 HARVARD Zip 60033	Self _____ Other DENIETER FIVE SEEDERS GREEN INC.
	9 Stuart Wells	1577 RT 23 Harvard Zip 60033	Self <input checked="" type="checkbox"/> Other _____
	10 Lois Johnson	_____ Zip _____	Self _____ Other N. West Carol.
	11 DAVID LA DWELL	21407 W SCARLETT MARENGO Zip 60152	Self <input checked="" type="checkbox"/> Other _____
	12 PATRICK RICE	2712 Miller Rd Marengo Zip 60152	Self <input checked="" type="checkbox"/> Other _____

PUBLIC COMMENT

PROJECT: _____

DATE: _____

its going to happen start
as soon as you can



Illinois Department of Transportation

NAME: WALTER RUTENSCHEIN

ADDRESS: 21516 WARD ROAD #10 MADISON IL 60157

PUBLIC COMMENT

PROJECT: IL RT 23 DeKalb Co. to Rt. 14
DATE: 12-18-65

I do not think using River Rd as part of the proposed by-pass would be a good idea because it is a dangerous intersection caused by the hilly terrain and it is a natural wooded area adjacent to a forest preserve. And many houses close to Rt 23 just north of River Rd. I think Kishwaukee Valley Rd would be a better choice because there are no woods at that intersection and no hills - good visibility all directions.



Illinois Department of Transportation

NAME: Evelyn E. Bullard

ADDRESS: 3807 W. Rt 23 Morris IL

PUBLIC COMMENT

PROJECT: ILLINOIS RT 23 DEKALA COUNTY TO RT 14
DATE: 12/13/95

MANY FAST MOVING VEHICLES INCLUDING SEMITRUCKS NOW CREATE PROBLEMS IN FRONT OF OUR PROPERTY AS WE ARE LOCATED 4 HOUSES NORTH OF RIVER RD. ON THE HILLSIDE. THESE VEHICLES TRAVEL INTO BACKED UP TRAFFIC AT RIVER RD INTERSECTION, MANY TURNING OFF ETC. (FOREST PRESERVE AREA ACROSS SHOULD NOT HAVE ALL THIS DISTURBANCE ALSO)
THE HILLS SHOULD WARRANT SLOWER TRAFFIC NOW.

A SEMITRUCK ENDED UP DOWN IN THE DEEP DITCH ON THE SIDE OF THE ROAD PAST THE GARD RAIL 1 HOUSE NORTH OF US LAST YEAR.



Illinois Department of Transportation

NAME: KAREN BALLARD

ADDRESS: 2307 N RT. 23
MARENGO IL 60152

PUBLIC COMMENT

PROJECT: I 47 23 Danville to Tol 15 27 4
DATE: 2/3/95

The intersection of Rt 23 and River Rd. is a terrible intersection for visibility of vehicles coming from the North. This should be fixed before anything else is done. I'm surprised there aren't a lot more accidents ~~that~~ at this intersection.



Illinois Department of Transportation

NAME: John P. [unclear]

ADDRESS: 20200 W. ... [unclear]

PUBLIC COMMENT

PROJECT: Rt. 23
DATE: Dec. 13, 1995

All for an interchange at I 90
with by-pass from Latfield to Deerpas



Illinois Department of Transportation

NAME: Alison J. Siambanis

ADDRESS: 6286 Lakewood Narens

PUBLIC COMMENT

PROJECT: ET 23
DATE: 12-13-95

1 GC INTERCHANGE WOULD IMPROVE ACCESS
DRAMATICALLY + SHOULD BE DONE AS
SOON AS POSSIBLE.

WEST MARENGO BYPASS WOULD BE
BETTER



Illinois Department of Transportation

NAME: DOUGLAS FITZ

ADDRESS: 11292 SAKYSON RESIDENCE L 60122

PUBLIC COMMENT

PROJECT: Rt 23
DATE: 12-13-75

It appears that the west bypass would be better for growth in ~~Howard~~ Howard and McHenry County.

I think there should be strong consideration in putting a 4-way interchange at I-90 and Rt 23.



Illinois Department of Transportation

NAME: Glen Klendworth

ADDRESS: 601 Riverside Court, ILL

IN RE:)
)
STRATEGIC REGIONAL ARTERIAL)
)
OPERATION GREENLIGHT)
)
)
ILLINOIS ROUTE 23)
)
MCHENRY/DeKALB COUNTY LINE)
TO U. S. ROUTE 14)

HARVARD, MCHENRY COUNTY, PUBLIC HEARING

REPORT of comments made at the Public
Hearing of the above-captioned study and summary
of recommendations, taken before Joan M. Kenny,
C. S. R., a Notary Public in and for the County
of DuPage, State of Illinois, at the Harvard City
Hall, 201 West Front Street, Harvard, Illinois, on
Wednesday, the 13th day of December, A. D. 1995,
between the hours of 2:00 and 7:00 P. M.

MR. OTTO ZICKUHR: Otto Zickuhr, Marengo;
305 North Route 23.

I think the west bypass would be the logical place to me. I think it will be straight -- you know, from Harvard right straight, you know, around; whereas, this other one, why, you would cut into 23 and you are going to hit all those hills unless you don't cut in right away.

You know, you have all those hills and 23 is bad north of Marengo right now. It is very bad with all those hills and, boy, some of these people, they pass going up the hill. It makes you tremble.

And then the buildings, too, you know, are there and it will make it kind of rough through that part. Thank you.

* * * * *

MR. ANTHONY FLANNIGAN: Anthony Flannigan,
981 Sandalwood Lane, Crystal Lake, Illinois 60014.

I am more in favor of the west bypass of Marengo. And, in addition, I think a four-way interchange will be needed at Route 23 and I-90.

And I am just very impressed with the amount of planning that has gone into the planning process so far.

That is all. Thank you.

* * * * *

THERESA DIETZ: Theresa Dietz, 17907 East Route 173.

I am here as a representative of Mr. Denny Church, owner of the property, and Royal Oaks Nursery, Incorporated, as lessee, I guess, of the property.

I request a median break at our entrance. We have quite a bit of semi traffic during March, April, May -- well, actually, from March through November, I could have as many as three, four semis a day coming in and out for the property -- semi trucks.

The median opening that I request is on Exhibit C2-12, which is approximately a quarter mile north of Kishwaukee Valley Road.

* * * * *

DAVID LA GUE: My name is David LaGue. My address is 2544 Cox Road, Marengo.

I have a few comments concerning the proposals of the bypass around Marengo. I prefer having the bypasses occur as close to the city limits as is practical, primarily for two reasons. Doing so impacts the least amount of viable agricultural lands.

And, secondly, it keeps the new developments that will certainly follow the improved roadway close to the existing infrastructure; and, therefore, should have the least impact on the existing businesses within the town of Marengo.

Of the two proposals, that have been diagramed for inspection today, I favor the first alternate that places the bypass to the east of Marengo, primarily for three reasons.

It, first, intersects existing other strategic roadways, U.S. 20 and 176. It utilizes an existing crossing of Kishwaukee River on Deerpess Road; and, therefore, it would probably have the least amount of environmental impact.

And, thirdly, it would keep the traffic away from the most viable agricultural lands near

Marengo and the established Marengo agricultural district.

And I would like to thank you for the opportunity to makes these comments.

* * * * *

WILLIAM JOHNSON: My name is William Johnson. My address is 23317 West Grant Highway, Marengo, Illinois 60152.

I wanted to comment on the proposed second site bypass, using Pleasant Grove Road to Meyer Road and going north. I find that it would be more desirable to use Pleasant Grove Road to Johnson Road and then going north on Johnson Road. It runs parallel to Meyer Road.

Meyer Road has a city park right on the edge. It has a trailer park right alongside and it has a lot of houses on it that are up close to the road.

So the land use is much more dramatic than on Johnson Road, where there are only two houses on the west side of the road and no houses on the east side of Johnson Road.

Johnson Road currently is being used as a bypass for people coming from the west side of the county on Route 20, going to Route 23, south. And the traffic use is dramatic at this point and it continues to increase almost on a yearly basis.

I live on the corner of Route 20 and Johnson Road. I have a small farm there. And it is amazing the traffic flow.

I think it would be much more advantageous, at least as far as the existing land use, to use that route, which many people have already found is much more advantageous than Meyer Road.

That is all I have to say. Thank you.

* * * * *

KAREN BALLARD: My name is Karen Ballard, 3307 North Route 23, Marengo, Illinois 60152.

In regard to the project on Route 23, the widening of the road and the bypass, I think that there are already problems with many fast moving vehicles, including semi trucks, that create problems as a backup when they come over the hill from the

north and intersect with River Road because they cannot see the traffic blocked up ahead of them.

So anyone turning, in particular the houses along the road there, when you try to turn off or if you are turning out into traffic, there is a lot of busy, fast moving vehicles that are coming over the hill. Okay.

Last year a semi truck landed on the opposite side of the guardrail, one house north of our property; and that probably is documented somewhere. But, as a citizen, I witness a lot of screeching tires and honking horns along that road.

I am also concerned because there is the conservation area. And I think something should be done so that a large amount of traffic does not go in front of that, also.

That is all. My husband is here.

EUGENE BALLARD: Eugene Ballard.

I do not think using River Road as part of the proposed bypass would be a good idea because it is a dangerous intersection caused by the hilly terrain. It is a natural wooded area adjacent to a forest preserve. And there are many houses close to Route 23, just north of River Road, along 23, that

