



Strategic Regional Arterial

**ILLINOIS ROUTE 176 / ILLINOIS ROUTE 60
US Route 12 to US Route 41**



OPERATION GREENLIGHT

Illinois Department of Transportation

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Executive Summary

Since the early 1970's, development patterns have reflected a significant migration of people and employment from the City of Chicago to the surrounding suburbs. Though the region's population grew by only 4% during that period, the urbanized area increased by approximately 70%. The new development brought with it dramatically different travel patterns. While the principal transportation systems were designed to efficiently handle traditional suburb-to-city commuting patterns, significant growth occurred in suburb-to-suburb travel. These new travel demands overwhelmed the capacity of many of the region's expressways and arterial streets, causing traffic to spill over into adjacent neighborhoods as drivers sought to avoid congestion. Despite significant investments in transportation improvements over the last two decades, traffic congestion in the Chicago region has increased steadily.

Regional population and employment forecasts imply that even more difficult challenges lie ahead. NIPC has estimated that the region's population will increase as much as 24% between 1990 and 2020 which is four times the growth rate experienced between 1970 and 1990. Employment is expected to increase as much as 37% over the same period. Though growth will continue in the suburbs, significant infill growth is expected to occur in the City of Chicago and inner-ring suburbs as well. If the region's economic vitality and quality of life is to be preserved in the face of this expansion, significant improvements to transportation mobility must be achieved.

Transportation planning agencies have recognized that needed mobility improvements cannot be achieved solely through expansion of the region's expressway system. Thus, they are planning the creation of the Strategic Regional Arterial (SRA) system which is a comprehensive network of 1,340 miles of existing arterial highways in Northeastern Illinois. The SRA system is intended to supplement existing and proposed expressway facilities in accommodating long-distance, high volume automobile and commercial vehicle traffic. In order to meet the objectives of the SRA system, it will be necessary to transform the historic context of these arterial highways to one which emphasizes traffic mobility while still accommodating land access needs.

This report summarizes a planning study conducted for one of the routes on the SRA system: Illinois Route 176/Illinois Route 60 which extends between Rand Road (U.S. Route 12) and U.S. Route 41 (Skokie Highway). The study developed a conceptual improvement plan which, when implemented, will significantly improve transportation mobility along the corridor. The study is considered a "pre-Phase I" study, since it may be a number of years before the SRA improvements can be realized. Before constructing these improvements, detailed Phase I engineering and environmental studies as well as Phase II design activities must still be completed. The concept plan is primarily intended to

serve as a guide for land use and access decisions that will be made along the route between now and when an SRA improvement could actually be constructed. It is hoped that the long-range SRA plan for this route will be used by local agencies in their land use planning activities. Only with the support of the communities through which IL 176/IL 60 passes, can the ultimate improvement plan be realized.

This corridor would be significantly affected by the construction of FAP 342. The proposed tollway facility will relieve existing traffic demand which is concentrated at the western and eastern ends of the corridor (where it accesses Rand Road and the Tri-State Tollway respectively), and attract it towards the center of the corridor to the proposed interchange at Midlothian Road. The SRA study was developed assuming that FAP 342 would be constructed. Without the tollway, it is likely that additional improvements would be required over and above the SRA concept plan described herein to achieve comparable levels of traffic service along this corridor.

The Illinois Route 176/Illinois Route 60 SRA corridor was divided into nine segments for the purposes of this study. Following is a summary of the major improvement recommendations within each segment.

Segment 1: Illinois Route 176 - Village of Wauconda

- Widen Illinois Route 176 to provide two 11-foot travel lanes in each direction separated by an 11-foot painted median within the existing 80-foot right-of-way.
- Provide curb & gutter with an enclosed drainage system.
- Consolidate driveways where feasible.

Segment 2: Illinois Route 176 - Village of Wauconda to Gilmer Road

- Widen Illinois Route 176 to provide two 12-foot travel lanes in each direction separated by an 12-foot painted median within the existing 80-foot right-of-way between Grand Boulevard and Ivanhoe Road.
- Widen Illinois Route 176 to provide two 12-foot travel lanes in each direction separated by an 18-foot barrier median between Ivanhoe Road and Gilmer Road. Acquire 15 feet of additional right-of-way along each side of IL 176.
- Provide curb & gutter with an enclosed drainage system.
- Consolidate access to designated channelized intersections and restrict driveways to right-in/right-out.

Segment 3: Illinois Route 176 - Gilmer Road IL Route 60/83

- Widen Illinois Route 176 to provide two 12-foot travel lanes in each direction separated by an 18-foot barrier median.
- Acquire 15 feet of additional right-of-way along each side of IL 176.
- Provide curb & gutter with an enclosed drainage system.
- Consolidate access to designated channelized intersections and restrict driveways to right-in/right-out.

Segment 4: Illinois Route 60/83 - IL Route 176 to Midlothian Road

- Widen Illinois Route 60/83 to provide two 12-foot travel lanes in each direction separated by an 18-foot barrier median.
- Provide a 30-foot barrier median at Midlothian Road to accommodate dual left turn lanes.
- Acquire up to 10 feet of additional right-of-way along each side of IL 60/83.
- Provide curb & gutter with an enclosed drainage system.
- Restrict driveways and minor side streets to right-in/right-out.

Segment 5: Illinois Route 60/83 - Midlothian Road to IL Route 60/83 Split

- Widen Illinois Route 60/83 to provide two 12-foot travel lanes in each direction separated by an 18-foot barrier median.
- Acquire up to 10 feet of additional right-of-way along each side of IL 60/83.
- Provide curb & gutter with an enclosed drainage system.
- Close minor side streets and consolidate local access movements at signalized collector street intersections.
- Restrict driveways to right-in/right-out.

Segment 6: Illinois Route 60 - IL Route 83 to U.S. Route 45

- Maintain existing roadway cross section.
- Maintain existing access.

Segment 7: Illinois Route 60 - U.S. Route 45 to IL Route 21

- Widen Illinois Route 60 to provide three 12-foot travel lanes in each direction separated by a 16-foot mountable median between U.S. 45 and Butterfield Road.
- Acquire up to 10 feet of additional right-of-way on each side of the roadway between U.S. 45 and Butterfield Road.
- Provide a 30-foot barrier median at U.S. Route 45 and Butterfield Road to accommodate dual left turn lanes.
- Widen Illinois Route 60 to provide three 12-foot travel lanes in each direction separated by an 18-foot barrier median between Butterfield Road and IL Route 21.
- Acquire 10 to 25 feet of additional right-of-way along the south side of IL Route 60 between Butterfield Road and Deerpath Drive to accommodate the proposed roadway widening.
- Provide at-grade intersection improvement at IL Route 21. Potential future interchange needed beyond 2010 (interchange required before 2010 without FAP 342 to provide comparable traffic service).
- Maintain the existing enclosed drainage system.
- Maintain existing access.

Segment 8: Illinois Route 60 - IL Route 21 to I-94

- Widen Illinois Route 60 to provide three 12-foot travel lanes in each direction separated by an 18-foot to 30-foot barrier median.
- Acquire 20 to 30 feet of additional right-of-way along the south side of IL 60 between the Des Plaines River and St. Mary's Road to accommodate the proposed roadway widening.
- Acquire 15 to 25 feet of additional right-of-way along each side of IL 60 between St. Mary's Road and I-94 to accommodate the proposed roadway widening.
- Provide dual turning lanes at the I-94 interchange.
- Maintain the existing enclosed drainage system.
- Consolidate access to designated channelized intersections and restrict driveways to right-in/right-out.

Segment 9: Illinois Route 60 - I-94 to U.S. Route 41

- Widen Illinois Route 60 to provide three 12-foot travel lanes in each direction separated by an 18-foot to 30-foot barrier median between I-94 and the M. St. P. & P. Railroad.
- Acquire 10 feet of additional right-of-way along each side of IL 60 between I-94 interchange and the railroad underpass to accommodate the proposed roadway widening.
- Transition to the existing 4-lane with painted median cross section at the railroad underpass.
- Maintain existing roadway cross section between the M. St. P. & P. Railroad and U.S. Route 41.
- Maintain the existing enclosed drainage system.
- Consolidate access to designated channelized intersections and restrict driveways to right-in/right-out.

I. Introduction

1.1 Transportation Perspectives

The transportation systems in the Chicago region have evolved around historic land use development patterns. Reflecting first the original rural travel needs and then the early suburban development patterns, the principal arterial highways, commuter rail lines and the early expressways developed in a radial pattern emanating from the City of Chicago. These transportation systems efficiently served the traditional suburb-to-city commuting patterns.

Since the early 1970's, however, development patterns have changed dramatically as a result of the migration of people and employment from the City of Chicago. According to the Northeastern Illinois Planning Commission (NIPC), between 1970 and 1990 the population of the six-county region increased by only 4% but the urbanized area increased by approximately 70%. This rapid decentralization brought with it dramatically different travel demands. While the traditional suburb-to-city travel demand remained strong, tremendous growth occurred in city-to-suburb and suburb-to-suburb travel. The radial design of the region's transportation systems was inadequate to accommodate the shift to decentralized travel patterns.

Despite significant investments in transportation improvements over the last two decades to address the new travel patterns, the rapid growth in demand has overwhelmed the capacity of much of the highway network, resulting in increased congestion and delay. Travel delays have caused long-distance commuting trips to spill over from the expressway and principal arterial street systems onto minor arterial, collector and even local streets while seeking to avoid congestion.

The task of improving highways to accommodate expanding travel demand has become increasingly difficult in recent years. Compounding the difficulty of improving arterial highways, is the fact that adjacent development occurs many years before a roadway can be expanded. Oftentimes, the development that has occurred conflicts with the expansion requirements for the highway. Thus, when expansion finally does occur, quite often it cannot be done without significant impact and/or cost.

Regional population and employment forecasts imply that even more difficult challenges lie ahead. NIPC has estimated that the region's population will increase as much as 24% between 1990 and 2020 (four times the regional growth rate experienced between 1970 and 1990). Regional employment is expected to increase by as much as 37 percent over the same period. Based on these predictions, the Chicago Area Transportation Study (CATS) has predicted a 28 to 34 percent increase in daily auto trips along with a 32 to 34 percent increase in transit trips. Vehicle miles of travel (VMT) on the arterial street system alone is expected to increase between 50 and 70% over the 1990

level. If even only a portion of the forecast growth occurs, significant improvements to the capacity and/or efficiency of the expressway and arterial street systems must occur to prevent further incursions of long-distance trips into portions of the street network where they do not belong.

The Illinois Department of Transportation along with regional planning agencies has recognized that the ability to expand the expressway system to meet long-distance travel needs is severely limited. The decentralized travel patterns also limit the ability of mass transit to efficiently serve this demand. Thus, improving mobility on the existing arterial street system represents the most feasible and cost effective strategy to accommodate existing as well as future mobility needs. In order to serve this travel demand on arterial streets, a comprehensive network of roadways would have to be developed that are modified to emphasize mobility while still recognizing land access needs. This modified arterial street system has been designated the Strategic Regional Arterial (SRA) street network.

1.2 The Strategic Regional Arterial System

The Strategic Regional Arterial (SRA) system is a 1,340-mile network of existing roads in Northeastern Illinois. The system includes 65 routes in Cook, DuPage, Kane, Lake, McHenry, and Will Counties (see Figure 1.1). Creation of the SRA system is a major component of Operation GreenLight, an eight-point plan to deal with urban congestion and improve regional mobility. The plan was developed by IDOT in cooperation with the Illinois State Toll Highway Authority (ISTHA), CATS, NIPC and the Regional Transportation Authority (RTA). The SRA system, which was designated as part of the 2010 Transportation System Development Plan adopted by regional planning agencies, is intended to supplement the existing and proposed expressway facilities by accommodating a significant portion of long-distance, high volume automobile and commercial vehicle traffic in the region.

Implementation of the SRA concepts and proposals will provide significant benefits to the region as a whole as well as to each of the communities through which SRA routes pass. A coordinated system of routes designed to provide high mobility will attract a large percentage of the vehicular travel demand, thereby protecting lower tiered streets from unwanted traffic. This will help to maintain or improve traffic safety and operation as well as the quality of life in many neighborhoods adjacent to these facilities.

1.3 SRA Route Types and Improvement Techniques

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

- Urban Routes
- Suburban Routes
- Rural Routes

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- Strategic Regional Arterial
- Interstate Highway
- County Lines

0 5 10 Miles

October 1997

County	SRA Miles
Cook	535
DeKalb	147
DuPage	182
Franklin	167
Grundy	142
Hamilton	175
LaSalle	39
Total	1387

County	SRAMiles
Cook	535
DuPage	147
Lake	182
McHenry	167
Kane	142
Will	175
Kendall	39
Total	1387

LEGEND

 Strategic Regional Arterial
 Interstate Highway
 County Lines

The Strategic Regional Arterial System

Figure 1.1

SRA routes located in densely urbanized areas typically are existing routes with minimal possibilities for roadway expansion. Possible techniques for improving mobility on urban routes could include:

- Improve intersections by adding auxiliary lanes or lengthening storage bays.
- Coordinate traffic signals.
- Prohibit on-street parking or restrict parking during peak hours.
- Install barrier medians to concentrate left turns at protected locations.
- Relocate bus stops to far-side intersection locations.
- Install bus traffic signal preemption systems.
- Improve structural clearances.

SRA routes located in suburban areas typically are existing routes that may have wider rights-of-way and/or larger building setbacks than urban routes. Thus, expansion may be feasible. Possible techniques for improving mobility on suburban routes could include:

- Construct additional travel lanes.
- Construct new roadway connections to improve route continuity.
- Expand critical intersections by adding auxiliary lanes, lengthening storage bays, or constructing grade separations.
- Coordinate traffic signals and limit the number of new signals.
- Install barrier medians to concentrate left turns at protected locations.
- Consolidate local access drives.
- Install bus traffic signal preemption systems.
- Construct Park and Ride or Park and Pool facilities.
- Improve structural clearances.

In rural areas, access control and right-of-way preservation are the two most important techniques to provide for movement of through traffic and accommodate future needs. Other improvement techniques could include:

- Construct additional travel lanes.
- Construct new roadway connections to improve route continuity.
- Construct bypass roadways around restricted town centers.
- Expand critical intersections by adding auxiliary lanes, lengthening storage bays, or constructing grade separations.
- Install barrier medians to control access and concentrate left turns at protected locations.
- Consolidate local access drives.
- Improve structural clearances.

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

The IL Route 176/IL Route 60 corridor is classified as a suburban SRA route along its entire length. Table 1.1 indicates the desirable route characteristics for a Suburban SRA facility. These desirable characteristics served as a guide for the development of the conceptual improvement plan that is presented in Section 3 of this report.

1.4 Study Objectives

As an SRA route, IL Route 176/IL Route 60 is intended to function as part of a regional arterial system, carrying high volumes of long-distance traffic in conjunction with other SRA routes and the regional expressway and transit systems. To implement the SRA system, development of a comprehensive, long-range plan for the entire network is necessary. The planning process for the SRA system is being accomplished in five parts or subsets. Work on the first four subsets has been completed or is nearly complete. IL Route 176/IL Route 60 is included in the fifth subset of SRA routes.

The IL Route 176/IL Route 60 SRA study is considered a “pre-Phase I” study, since it may be a number of years before the SRA improvements are actually constructed. As a pre-Phase I study, a conceptual improvement plan is developed that is based on limited engineering and environmental investigations. The plan is primarily intended to serve as a guide for land use and access decisions that may be made along the route between now and when an SRA improvement could actually be constructed. Before constructing an SRA improvement, detailed Phase I engineering and environmental studies as well as engineering design activities (Phase II) must still be completed. Completion of these detailed studies may result in refinements of or alterations to the original SRA concept plan.

The IL Route 176/IL Route 60 SRA study identifies both short-range and long-range improvements to enable the route to function as part of the SRA system. The following objectives have guided the study process:

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

The completed study can be used by local and State agencies to help guide implementation of improvements on or along IL Route 176/IL Route 60. In doing so, the development of individual public or private sector projects can be consistent with the coordinated long-range development plan for the route. The development of local land use plans which recognize the recommendations for

Table 1.1
2010 Desirable Route Characteristics
Suburban Strategic Regional Arterial

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

SRA routes is encouraged. Only with the support of the communities through which IL 176/IL 60 passes can the ultimate improvement plan be realized.

1.5 The SRA Planning Study Process

The SRA planning study process is accomplished through six phases:

Data Collection/Evaluation - The SRA study process is designed to efficiently use available data for each route. The data is assembled from right-of-way information, roadway plans, traffic volume counts, transit information, bicycle usage, adjacent development characteristics, accident data, and environmental inventories. The data is reviewed to establish current conditions, constraints, and improvement needs.

Route Analysis - Possible improvements for the SRA route are determined by incorporating the recommended design features and, where necessary, accommodating local conditions or constraints. Improvements are identified as recommended, short-term/low-cost, or Ultimate (post 2010).

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

Cost Estimates/Identification of Right-Of-Way Needs - A cost estimate is prepared for each segment of the route. Right-of-way needs to accommodate the improvements are also identified.

Local Involvement and Coordination - Throughout the SRA route planning process, the involvement of local and regional agencies is an important consideration. Coordination efforts include conducting initial interviews with each community along the route to identify attitudes and concerns; and forming Advisory Panels for each SRA route which work with IDOT during the planning process. Meetings with each Panel inform members about the SRA program and ongoing route studies. A public hearing in an open house format is also conducted in each county on the route.

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

1.6 Study Data Sources and Methodologies

Existing Roadway Characteristics - Several data sources were compiled to create route inventories. Traffic counts for the route segments and for selected major intersections were obtained from IDOT Traffic Volume Maps. The route was videotaped from a helicopter. On-site inspection confirmed IDOT scoping data for number of lanes, location of traffic signals and turn bays, structures, setbacks,

pavement width, speed limits, existence of sidewalks, frontage roads, and median. Pavement widths and right-of-way limits were further confirmed with construction plan sheets whenever possible.

Existing Transit Characteristics - Data on existing transit service and facilities was obtained from published data and reports as well as limited field verification of location and characteristics of transit facilities. Basic information on transit services in the SRA study area, including routes and schedules, was obtained by reports from operating entities, including Pace, Metra and the CTA, which provided information on transit ridership and other operating characteristics. Location of transit facilities, including bus stops and facilities at commuter rail and rapid transit stations, were verified in the field. In addition, CATS and NIPC provided the 2010 TSD Plan which was used to define other planned and proposed transit improvements throughout the corridor.

Land Use/Development Characteristics - Development characteristics include existing and planned uses. Current uses were included in the route inventory and derived from NIPC aerial photography, video and on-site inspection. These uses were identified in some detail and later grouped into more general development categories, such as residential, commercial, industrial, public and semi-public. Access was examined in the course of this analysis.

Planned uses were identified in response to a specific inquiry at the beginning of the SRA study, within adopted Comprehensive and/or specific plans identified by municipal and county officials, and during meetings with municipal and county officials. Such information was used to assess potential route impact and plan for access.

Environmental Considerations - Because the purpose of the analysis was to identify those conditions and uses which *may* be negatively impacted by improvement of the SRA, the selection of data was as inclusive as possible. Numerous public and private entities were contacted to determine the locations of wetlands, natural areas and parks, threatened or endangered species, floodplains, prime farmland, historic structures and archaeological sites, hazardous waste sites or those with leaking underground storage tanks, as well as land uses which are sensitive to the effects of highway construction, or changes in air quality and ambient noise levels. The approximate locations of all environmental resources and sensitive receptors are shown on aerial photographs contained in this report. However, no representation is made regarding the accuracy of the information received from governmental agencies with respect to chemical releases, wetland limits, or endangered species habitat, since no field verification of such sites was carried out. Such determinations are aspects of detailed Phase I studies.

Year 2010 Traffic Demand Projections - The Chicago Area Transportation Study (CATS) projected Year 2010 traffic volumes for all routes in the SRA system and for tollways and expressways. Projections made for the SRA system are different from those made for most projects, because they assume that all routes in the system have been improved as suggested in the design criteria for the system. This assumption ensures that no route or part of a route would be expected to handle more than its share of the expected 2010 traffic volumes which may be traveling in that general direction. It also ensures that no part or segment of a route would be improved more than is necessary to provide a consistent level of service throughout the route.

The projection methodology for SRA routes included four phases: trip generation, trip distribution, trip mode, and trip assignment. Collectively, the number of vehicle trips was projected for each SRA to SRA and SRA to expressway junction. Results are expressed in ranges corresponding to the number of lanes of capacity required to serve the demand.

Cost Estimates - The cost estimates, an opinion of probable costs, were developed to give IDOT and other agencies involved an idea of the investment necessary for the SRA routes. Cost estimates were developed for two types of improvements, recommended and short term/low cost. The costs are summarized in six categories per corridor segment. These categories are Roadway, Intersection Improvements, Structure Modifications, Interchange Improvements, Transit Improvements, and Right-of-Way Acquisition. The planning level cost estimates were defined by using historical figures from IDOT. Cost estimates include a standardized factor for land value added to construction cost estimates typical for the improvement type. The estimates are provided in 1991 dollars to provide consistency with previous SRA reports.

1.7 Organization of the Report

The SRA corridor report for Illinois Route 176/Illinois Route 60 is divided into four sections:

- I. **Introduction** - Provides information about the SRA system and Operation GreenLight, SRA route types, desirable route characteristics, study objectives and process, and the organization of the report.
- II. **Route Overview** - Presents a general description of the existing route characteristics, and type of recommended improvements for the overall route.
- III. **Route Analysis** - Presents a detailed analysis of existing route characteristics and recommended route improvements. This section is organized by the following route segments:
 - Segment 1: IL Route 176 - Village of Wauconda
 - Segment 2: IL Route 176 - Village of Wauconda to Gilmer Road
 - Segment 3: IL Route 176 - Gilmer Road to IL Route 60/83
 - Segment 4: IL Route 60/83 - IL Route 176 to Midlothian Road
 - Segment 5: IL Route 60/83 - Midlothian Road to IL Route 60/83 Split
 - Segment 6: IL Route 60 - IL Route 83 to U.S. Route 45
 - Segment 7: IL Route 60 - U.S. Route 45 to IL Route 21
 - Segment 8: IL Route 60 - IL Route 21 to Interstate 94
 - Segment 9: IL Route 60 - Interstate 94 to U.S. Route 41

For each route segment the following analyses are presented:

Existing Facility Characteristics - The existing facility characteristics are defined. Current traffic volumes are listed. Existing right-of-way, number of lanes, pavement

widths, location of existing traffic signals, existing transit usage and routes, location of structures, and other appropriate existing facility characteristics are discussed and shown on the corresponding aerial base maps.

Land Use and Environmental Conditions - Environmental characteristics of the route segment are defined. Existing streams, wetlands, and floodplains; historic properties and districts; flora and fauna; sensitive land uses; and other environmental characteristics are discussed and shown on the corresponding aerial base maps.

The existing and projected development characteristics of the route segment are analyzed. Jurisdictional boundaries are defined. Existing land use characteristics are examined with respect to the type, density, or intensity of use. Setbacks and access locations are identified. Future development potential is examined by identification of vacant land, planned or likely redevelopment and other planned development in the vicinity. Finally, public and institutional areas are identified by location and type. The existing and projected development characteristics are shown on corresponding aerial base maps.

Recommended Plan - The recommended improvements are identified for each route segment. In addition, where appropriate, ultimate (post 2010) and low-cost improvements are specified in the categories of roadway, intersection, traffic signalization, access management, transit and other relevant areas. Right-of-way requirements for the implementation of the recommended improvements are identified. Potential environmental considerations of the implementation of the recommended improvements are identified. Cost estimates relating to construction for the recommended improvements and acquisition of right-of-way are given.

- IV. Public Involvement** - Summarizes the public involvement process during the study including individual community interviews, SRA Panel meetings, public hearings, and other efforts to promote local involvement in the study process.

II. Route Overview

2.1 The IL Route 176/IL Route 60 Study Area

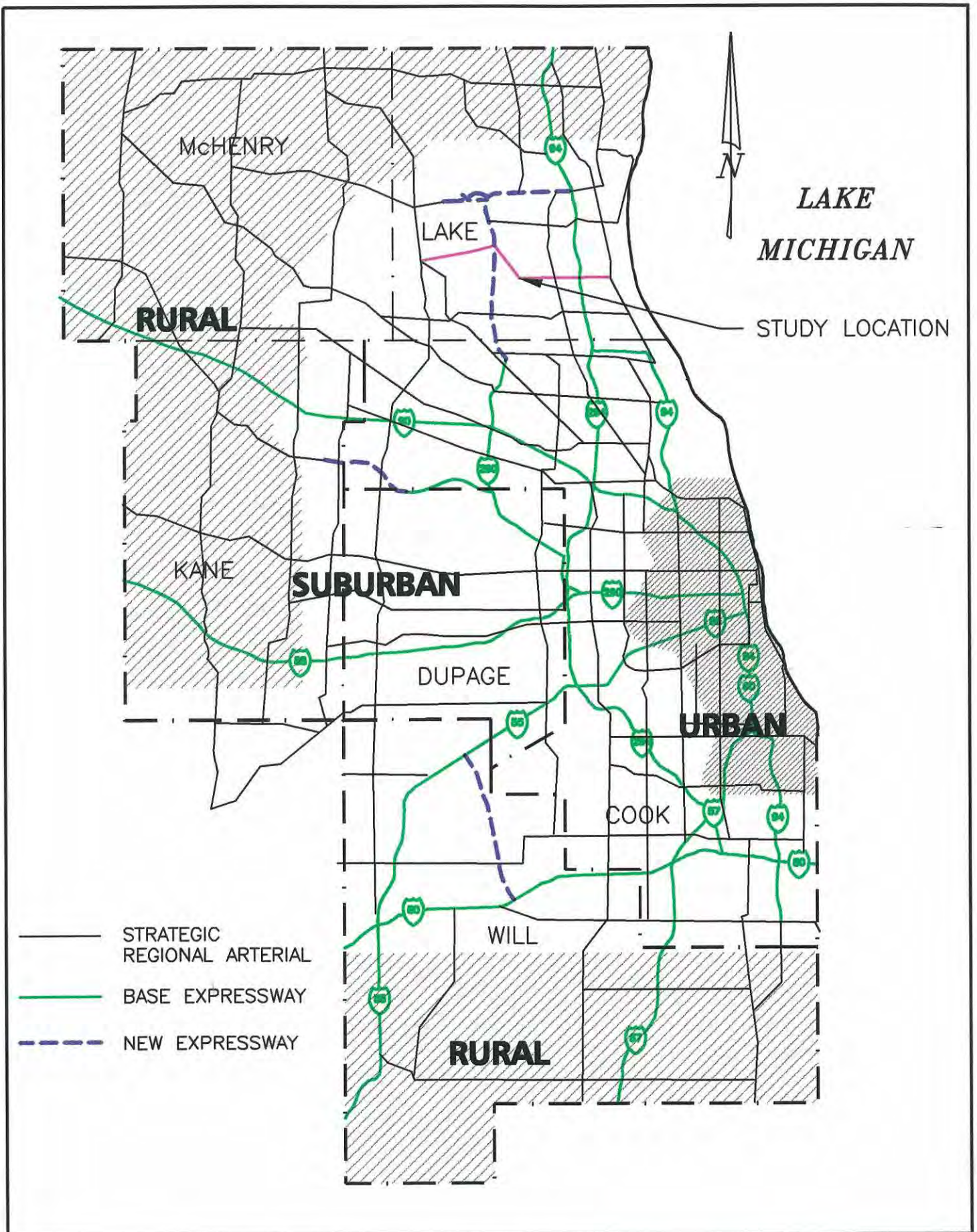
The SRA corridor extends along IL Route 176 from U.S. Route 12 in Wauconda to IL Route 60/83 in Mundelein where it then follows IL Route 60 to U.S. Route 41 in Lake Forest. The corridor passes through the communities of Wauconda, Mundelein, Vernon Hills, Mettawa, and Lake Forest as well as unincorporated Lake County for a total route length of 16.8 miles. A Location Map is shown on Figure 2.1.

2.2 Land Use/Development Characteristics

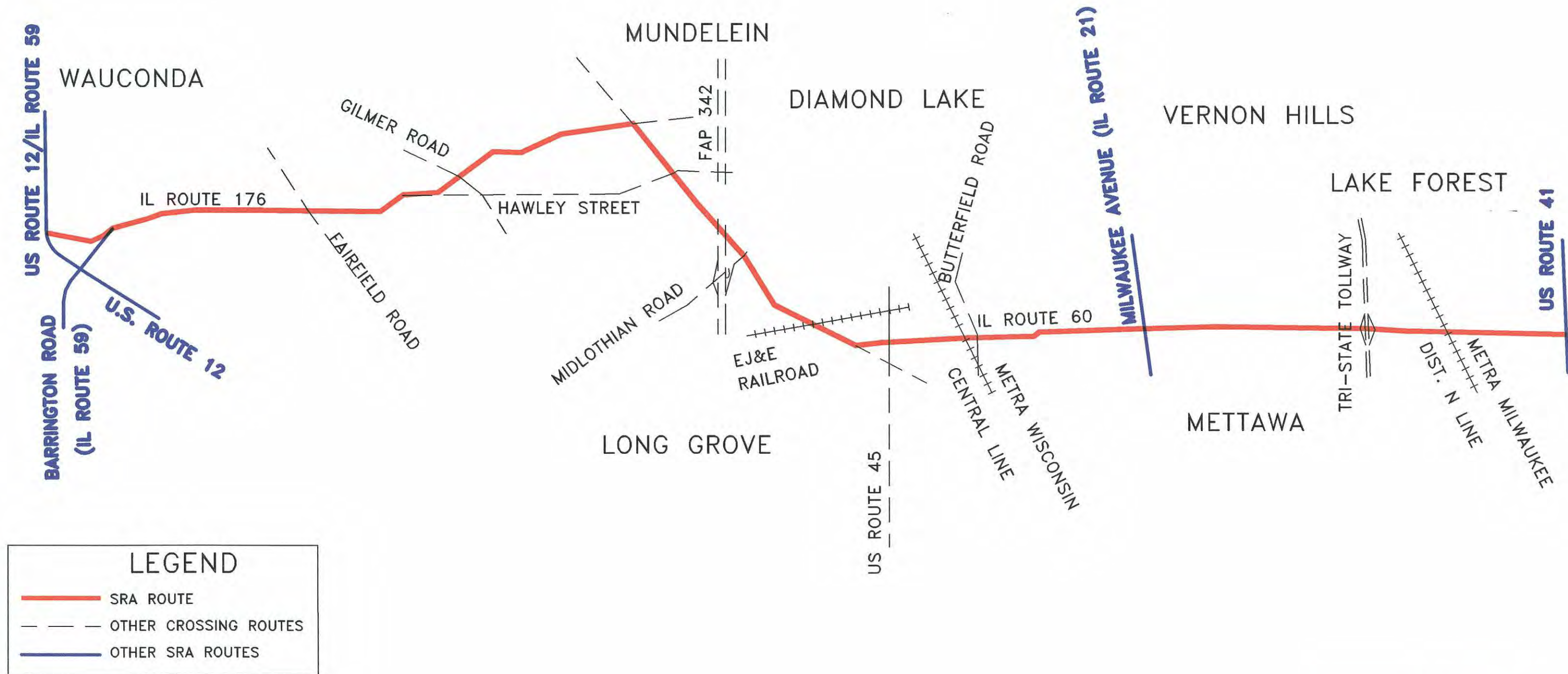
The IL Route 176/IL Route 60 SRA corridor includes a wide range of land use types. The west end of the route in the Village of Wauconda is residential and commercial in nature. To the east of the Village of Wauconda much of the land is currently undeveloped and is considered to be Planned Open Space. Recreational facilities in this area include the Lakewood Forest Preserve and the Four Winds Golf Course. Along the IL Route 60/83 portion of this corridor, land use is primarily residential except for the Countryside Golf Course near Hawley Street. East of the IL Route 60/83 split, the land use is commercial in nature with few vacant parcels available for development. The Hawthorn Shopping Center is located near IL Route 21 (Milwaukee Avenue) on this segment. East of Milwaukee Avenue there is a large amount of open space with various planned uses including residential and office/research. The MacArthur Woods Forest Preserve is also located in this area. At the east end of the route in the Village of Lake Forest the land use is primarily low density residential.

2.3 Regional Transportation Facilities

A Corridor Map which depicts major transportation facilities and crossing SRA routes is shown on Figure 2.2. IL Route 176/IL Route 60 intersects three other designated SRA routes: U.S. Route 12, IL Route 21 (Milwaukee Avenue), and U.S. Route 41. IL Route 60 also crosses Interstate 94 (Tri-State Tollway) where a full-access, diamond interchange exists.



IL ROUTE 176 / IL ROUTE 60 LOCATION MAP
FIGURE 2.1



It is anticipated that the northern extension of the IL Route 53 expressway (FAP 342) will cross IL Route 60/83 west of Midlothian Road. FAP 342 is planned to be a limited access tollway beginning at the northern termini of the IL Route 53 expressway at Lake-Cook Road and continuing to IL Route 120 (Belvidere Road) and then east to Interstate 94. At this time it is anticipated there will be a full-access interchange for FAP 342 at Midlothian Road. This would be the only interchange between IL Route 22 and IL Route 137, a distance of 8 miles. Construction of this facility combined with the proposed interchange spacing may significantly alter traffic patterns along the IL Route 176/IL Route 60 corridor. Today, the heaviest traffic volumes in the corridor are concentrated near U.S. Route 12 and I-94; however, with FAP 342, it is likely that existing as well as future traffic volumes will be redistributed such that heavier volumes are attracted towards the center of the corridor.

IL Route 176/IL Route 60 intersects three rail lines including the Elgin, Joliet & Eastern Railroad (EJ&E), the Wisconsin Central Railroad, and the Milwaukee, Saint Paul and Pacific Railroad.

2.4 Roadway/Right-of Way Characteristics

The existing roadway and right-of-way widths vary along the length of the IL Route 176/IL Route 60 corridor. From U.S. Route 12 to the IL Route 60/83 split, the roadway generally consists of one through lane in each direction with gravel shoulders and open ditch drainage. Some left turn channelization is provided. The existing right-of-way is 80 feet wide for most of this section.

East of the IL Route 60/83 split, the roadway consists of two through lanes in each direction with a center median and an enclosed drainage system. A short segment of IL Route 60 in the Village of Vernon Hills immediately west of IL Route 21 has been widened to provide three westbound through lanes. The existing right-of-way in this segment varies from 90 feet to 130 feet in width although a few areas have a narrower right-of-way width.

2.5 Transit

Existing mass transit facilities in the IL Route 176/IL Route 60 corridor consist of both fixed route bus service and commuter rail service. Transit “Level of Service” in suburban areas is quantified as follows:

- Level 1 - Peak hour headways < 15 minutes.
- Level 2 - Peak hour headways ≥ 15 and < 30 minutes.
- Level 3 - Peak hour headways ≥ 30 minutes.

Bus service occurs along Illinois Route 60 between Butterfield Road and Lakeview Parkway as part of Pace Route 572. This route provides Level of Service 2 during the peak hours with 20 minute headways. The route originates south on Butterfield Road, runs east along Illinois Route 60, turns north at Lakeview Parkway where it enters the Hawthorn Mall before continuing north along Illinois Route 21.

The Metra North Central Line provides commuter rail service from Mundelein to the Union Pacific (NorthWestern) Railroad station in Chicago using the Wisconsin Central tracks (also known as the Soo Line) between Mundelein and Des Plaines, and the Union Pacific tracks from Des Plaines to Chicago. The North Central Line crosses Illinois Route 60 just west of Butterfield Road. Commuter stations are located in Mundelein north of IL 60 and in Vernon Hills south of IL 60. At the present time, commuter service on the North Central Line is limited to 10 trains per day.

The Elgin, Joliet & Eastern line is a 105-mile long circumferential route linking the outer suburbs. It is currently used for freight service, however the 2010 Transportation System Development (TSD) Plan prepared by CATS identifies the EJ&E rail line as a transit corridor of the future. The proposed circumferential route would cross IL Route 60/IL Route 83 just west of Diamond Lake Road and would cross the Wisconsin Central line near Butterfield Road north of IL Route 60.

Other future transit plans are outlined in the Pace-Metra Future Agenda for Suburban Transportation (FAST) Plan and the Pace Comprehensive Operating (COP) Plan. Within the IL 176/IL 60 corridor, the COP Plan calls for the following future facilities:

- Park and Ride Facility (and bus transfer facility) near Illinois Route 176/U.S. Route 12/Illinois Route 59 interchange.
- Park and Ride Facility near the Illinois Route 60/I-94 interchange.

Specific transit improvement recommendations are detailed for each roadway segment in the following section of this report.

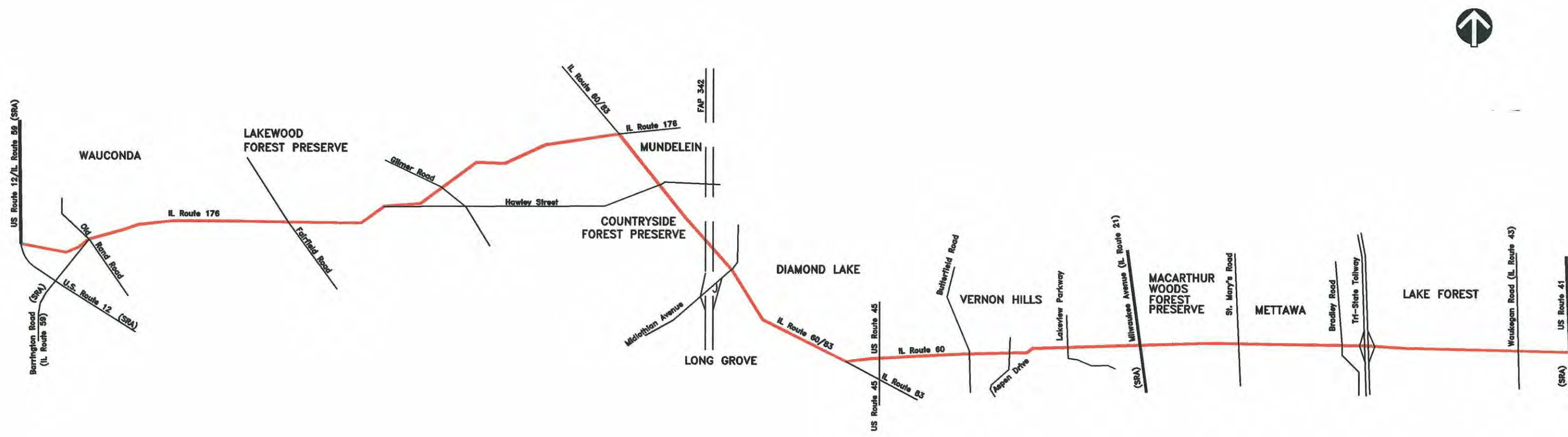
III. Route Analysis

This section provides a detailed summary of existing conditions and recommended improvements along the IL Route 176/IL Route 60 SRA corridor. The corridor has been divided into nine separate roadway segments. The limits were chosen to provide consistency within each segment of factors such as right-of-way width, travel demand, and adjacent land use patterns. The nine segments are shown on Figure 3.1 and are defined as follows:

- Segment 1: IL Route 176 - Village of Wauconda
- Segment 2: IL Route 176 - Village of Wauconda to Gilmer Road
- Segment 3: IL Route 176 - Gilmer Road to IL Route 60/83
- Segment 4: IL Route 60/83 - IL Route 176 to Midlothian Road
- Segment 5: IL Route 60/83 - Midlothian Road to IL Route 60/83 Split
- Segment 6: IL Route 60 - IL Route 83 to U.S. Route 45
- Segment 7: IL Route 60 - U.S. Route 45 to IL Route 21
- Segment 8: IL Route 60 - IL Route 21 to Interstate 94
- Segment 9: IL Route 60 - Interstate 94 to U.S. Route 41

The route analysis for each segment consisted of an evaluation of existing conditions (right-of-way, roadway characteristics, traffic and accident conditions, environmental factors, transit facilities, and land use) and future travel demand. The existing constraints and future needs were then compared to the SRA Design Guidelines to identify improvement alternatives and recommended improvements that would both meet the objectives of the SRA program and be prudent and feasible for the project area. Following is a summary of the route analysis for each roadway segment.

	SEGMENT 1	SEGMENT 2	SEGMENT 3	SEGMENT 4	SEGMENT 5	SEGMENT 6	SEGMENT 7	SEGMENT 8	SEGMENT 9
EXISTING R.O.W.	80'	80' and VARIES	80'	80'-100'	80'-100'	100'-130'	90'-130'	100'-120'	100' and VARIES
PROPOSED R.O.W.	80'	80'-110'	110'	80'-100'	100'	120'-130'	115'-130'	120'-150'	100' and VARIES
EXISTING LANE CONFIGURATION	1 1	1 1	1 1	1 1	1 1	2 2	2 2 2	2 2	2 2
PROPOSED LANE CONFIGURATION	2 2	2 2	2 2	2 2	2 2	2 2	3 3	3 3	2 2



Segment 1
Illinois Route 176 - Village of Wauconda

3.1 Segment 1: IL Route 176 - Village of Wauconda

3.1.1 Location

Segment 1 extends along IL Route 176 from U.S. Route 12 to the eastern limits of the Village of Wauconda and is approximately 2 miles in length (see Figure 3.1).

3.1.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-1, A-2, and A-3.

Right-of-Way - The existing right-of-way in this segment is 80 feet in width.

Roadway Characteristics - IL Route 176 from U.S. Route 12 to Lotus Street is 36 feet in width edge-to-edge of pavement with one 12-foot through lane in each direction, a 12-foot bidirectional left turn lane, and curb & gutter at the edges of pavement. From Lotus Street to Grand Boulevard, the existing pavement width is 24 feet with one through lane in each direction and 6-foot aggregate shoulders.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that the 1992 average annual daily traffic for this segment varies from 22,600 vehicles per day (vpd) at U.S. Route 12 to 14,300 vpd near the Village of Wauconda eastern limit. CATS projections for the entire corridor show a shift in traffic patterns away from U.S. Route 12 towards FAP 342 with construction of the proposed tollway facility.

Accidents - There are no high accident locations in this segment.

Parking, Sidewalks, and Frontage Roads - There are no on-street parking spaces, sidewalks, or frontage roads on this segment.

Traffic Control/Intersection Configuration - Along IL Route 176 in this segment there are three existing signalized intersections. These intersections are located at the southbound U.S. Route 12 ramps, the northbound U.S. Route 12 ramps, and Old Rand Road/Main Street. Existing lane configurations at each of these intersections are shown on Exhibits A-1 and A-2.

Structures - There are three existing structures in this segment as indicated in Table 3.1.1.

**Table 3.1.1
Existing Structures**

IDOT Structure Number	Facility Carried	Feature Crossed	Width (ft.)	Length (ft.)	Horizontal Clearance on SRA (ft.)	Vertical Clearance on SRA (ft.)
049-0022	U.S. 12 (EB)	IL 176	41	158	39	14'6"
049-0023	U.S. 12 (WB)	IL 176	41	158	39	14'6"
049-0113	IL 176	Bangs Lake Outlet	44	22	34	N/A

Transit - At the present time, there is no mass transit service provided in Segment 1.

3.1.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-1 through B-3.

Lakes/Streams/Wetlands/Floodplains - The route crosses the outlet for Bangs Lake, and the associated floodplains and wetlands, east of Ridge Street in the Village of Wauconda. Lake County has recognized Bangs Lake and the wetland located south of the bridge crossing Bangs Lake and its associated outlet as Advanced Identification (ADID) wetlands. ADID wetlands are areas designated as having high functional value by the U.S. Environmental Protection Agency and the U.S. Army Corps of Engineers.

Structures with Historical Significance - The Transfiguration Church is located at the northwest corner of the intersection of Church Street and IL Route 176 in Wauconda. This structure is listed on the Illinois Inventory of Historic Landmarks.

Hazardous Waste/LUST Sites - Three leaking underground storage tank (LUST) sites are located in Wauconda. The first is north of IL Route 176, between Osage Street and Bangs Street. The second LUST site is along the south side of the roadway, where Bangs Street ends at IL Route 176. The remaining LUST site in the Village is at the northwest corner of IL 176 and Rand Road.

Threatened or Endangered Species - Bangs Lake is known to contain threatened or endangered plants and fish. Threatened or endangered plants and birds exist in the Bangs Lake outlet, according to the Illinois Department of Natural Resources.

Prime Farmland - There is no designated prime farmland along this segment, according to the Natural Resources Conservation Services (NRCS).

3.1.4 Existing Land Use Characteristics

The existing land use characteristics for this segment are shown on Exhibits B-1 through B-3.

Type and Intensity of Development - Commercial and single-family residential are the predominant land uses in Segment 1 (see Exhibits B-1 to B-3). Retail and service uses are most prevalent along both sides of the right-of-way between U.S. Route 12 and Mill Street. A mixture of single-family residential, commercial and office uses occur between Mill Street and Lotus Street. Several multi-family buildings occur south of the road, east of the bridge over the Bangs Lake outlet. Multi-family units also occur on the north side of IL Route 176 east of Mill Street on the shore of Bangs Lake and east of Hill Street. A water tower exists along the south side of the corridor, east of Crestview Drive.

Several institutional uses abut IL Route 176 in Wauconda, including Transfiguration Catholic Church, Transfiguration School and the Wauconda Fire Station. Memorial Park is located at the intersection of the subject roadway, between Barrington Road and Rand Road (see Exhibit B-2). Mature trees are prevalent along both sides of the right-of-way between Lotus Street and Delia Drive.

Planned Development - No specific plans have been identified for the few vacant lots that exist in the Village of Wauconda.

3.1.5 Recommended SRA Improvements

The Recommended Plan for this segment is shown on Exhibits C-1, C-2, and C-3.

Roadway - Due to the character of existing development in the Village of Wauconda and to minimize right-of-way acquisition, the recommended roadway cross section for this segment includes two 11-foot through lanes in each direction, a continuous 11-foot flush median and B-6.12 curb & gutter. The proposed typical section (Section A-A) is shown on Exhibits C-1 and C-2. A 5-foot parkway and a 5-foot sidewalk are also recommended on both sides of the roadway. This cross section fits within the existing 80-foot right-of-way although grading easements will likely be required for sidewalk construction.

Traffic Control/Intersection Configuration - It is proposed to maintain the three existing traffic signals in this segment. At the southbound ramps of U.S. Route 12 it is proposed to add a separate left turn lane (see Exhibit C-1). It is also proposed to add separate left turn lanes on both the north and south legs of Old Rand Road/Main Street (see Exhibit C-2). No additional traffic signals are proposed within this segment.

Access Management - Due to the small size of adjacent commercial and residential parcels and the lack of building setbacks, consolidation of access is not feasible in most areas and restricting access

via a barrier median would cause significant hardship on adjacent properties. Therefore, it is recommended that access conflicts be minimized through construction of a continuous flush median that would accommodate bi-directional left turns. To reduce the number of driveways, it is recommended that commercial properties be restricted to a single driveway for each parcel if feasible. Existing driveway widths should be modified to conform to IDOT Policy on Permits for Access Driveways to State Highways.

Structures - The three existing structures in this segment will require modification as shown in Table 3.1.2.

**Table 3.1.2
Structure Modifications**

IDOT Structure Number	Facility Carried	Feature Crossed	Existing Width (ft.)	Recommendation
049-0022	U.S. 12 (EB)	IL 176	41	No improvements recommended.
049-0023	U.S. 12 (WB)	IL 176	41	No improvements recommended.
049-0113	IL 176	Bangs Lake Outlet	44	Widen to accommodate recommended section.

Transit - Other than the addition of bus service to IL Route 176 when warranted, there are no transit improvements recommended for this segment.

3.1.6 Right-of-Way Requirements

The recommended cross section will fit within the existing 80-foot right-of-way. Minor right-of-way acquisitions may be necessary for intersection improvements and temporary grading easements will likely be required for construction of sidewalks.

3.1.7 Environmental Considerations

Proposed widening of the bridge over the Bangs Lake outlet could potentially encroach upon floodplain and ADID wetlands. Additionally, these improvements could disturb threatened or endangered fish, plant and bird habitat (see Exhibit B-2). Although three LUST sites and one historic structure (Transfiguration Church) have been identified, they would likely not be affected by planned roadway improvements.

3.1.8 Land Use Considerations

Roadway improvements are planned within the existing right-of-way, thus there would be no acquisition impacts in Segment 1 of IL Route 176. Grading easements for sidewalk construction will likely be required. Construction activities within these easements would temporarily affect the frontage of adjacent properties and could possibly impact mature trees in some areas.

Consideration should be given to consolidating points of access for those properties that have multiple curb cuts onto the SRA. Pedestrian access improvements should be provided across IL Route 176 at Transfiguration Catholic Church and School, and to Memorial Park (see Exhibit B-2). Opportunities to provide a bicycle trail linking the Village of Wauconda to the Lakewood Forest Preserve should also be considered during subsequent design phases.

3.1.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 1 is shown in Table 3.1.3. This construction cost estimate is based on 1991 unit prices.

3.1.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy, and are either low cost or should be implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. Within Segment 1, these improvements include consolidating driveways to conform to current IDOT access standards as parcels redevelop.

3.1.11 Ultimate (Post 2010) Improvements

Improvements which are consistent with SRA policy for suburban routes but are considered best implemented beyond the SRA planning horizon are recommended for Post 2010 consideration. There are no ultimate (post 2010) improvements recommended in this segment. It should be noted, however, that construction of FAP 342 is expected to attract traffic away for the west end of the IL 176 SRA corridor. Thus, completion of this tollway facility could substantially delay the need for construction of the recommended SRA improvements within Segment 1.

3.1.12 Crossing SRA Routes

The western terminus of the Illinois Route 176 SRA corridor is U.S. Route 12 (Rand Road), which is also designated as an SRA route. An SRA study for U.S. Route 12 was completed in November, 1994. That study recommended widening Rand Road to provide 3 travel lanes in each direction. Also recommended was improvement of the ramps to and from IL 176 to eliminate local access drives. These proposals are unaffected by the IL 176/IL 60 recommended plan.

Table 3.1.3
Construction Cost Estimate
Segment 1 - Village of Wauconda

Improvements	Estimated Cost
Recommended Improvements	
Roadway	\$2,060,000
Intersection Improvements	\$675,000
Structure Modifications	\$198,000
Transit Improvements	\$0
Right-of-Way Acquisition	\$0
Total - Recommended Improvements	\$2,933,000

Note: This construction cost estimate is based on 1991 unit prices.

Segment 1
Illinois Route 176 - Village of Wauconda

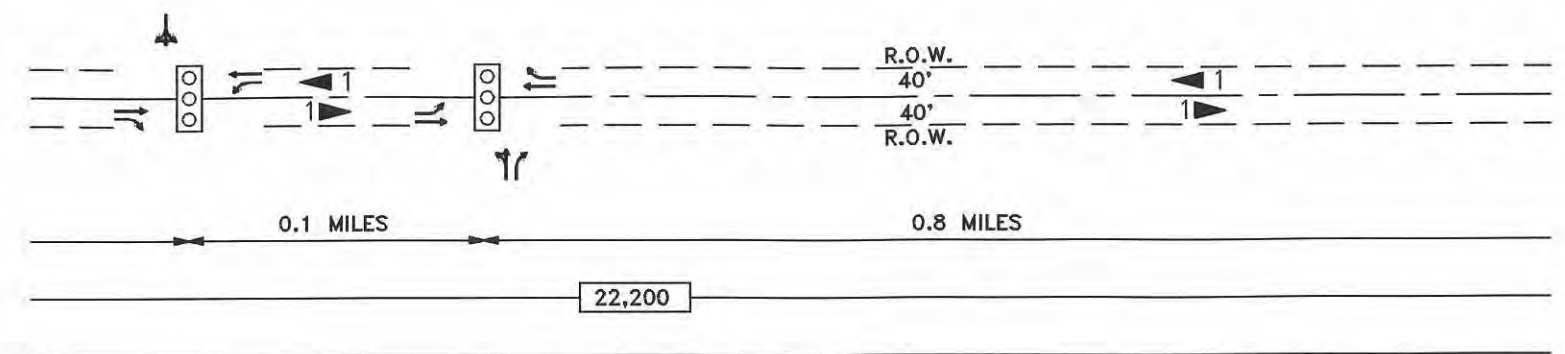
EXISTING FACILITY CHARACTERISTICS

Exhibits A-1, A-2 and A-3

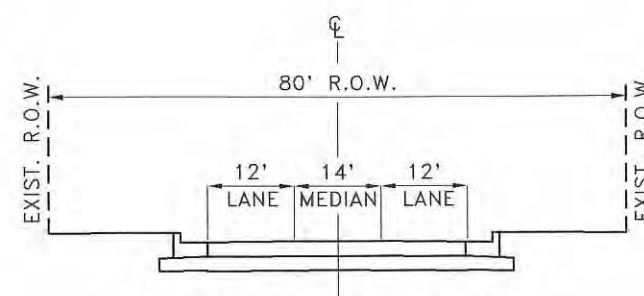
EXISTING LANE
CONFIGURATION

SIGNAL SPACING

AVERAGE
DAILY TRAFFIC
HIGH ACCIDENT
LOCATIONS



DATE OF PHOTOGRAPHY: APRIL 14, 1995



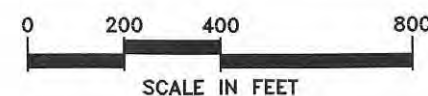
ROADWAY SECTION A-A
US ROUTE 12 TO LOTUS ST.

LEGEND

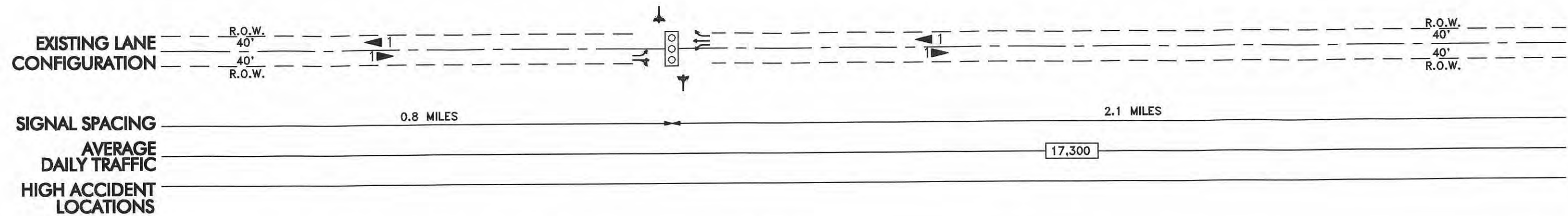
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- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES



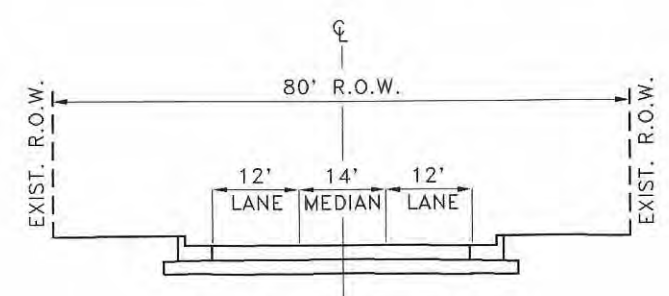
Prepared by: **CIVILTECH ENGINEERING, INC.**
In Association with: **METRO Transportation Group**
Shah Engineering, Inc. **Planning Resources Inc.**



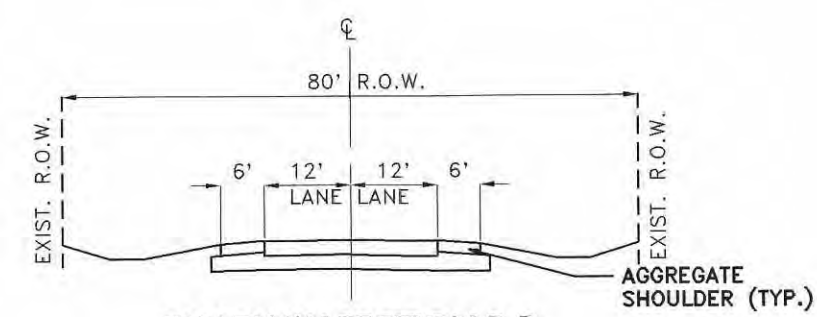
IL ROUTE 176 / IL ROUTE 60
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-1



DATE OF PHOTOGRAPHY: APRIL 14, 1995



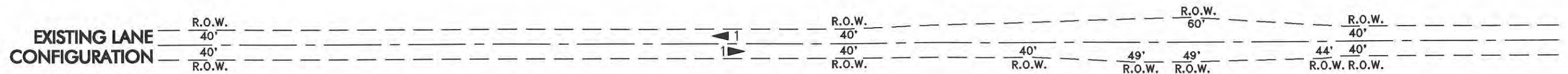
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US ROUTE 12 TO LOTUS ST.



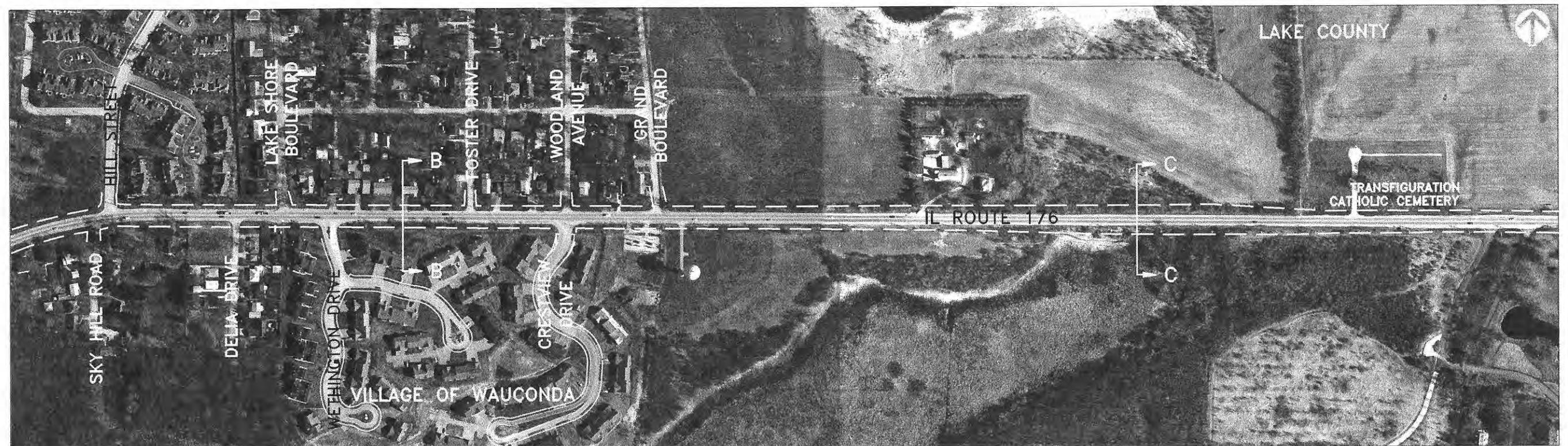
ROADWAY SECTION B-B
LOTUS ST. TO GRAND BLVD.

LEGEND

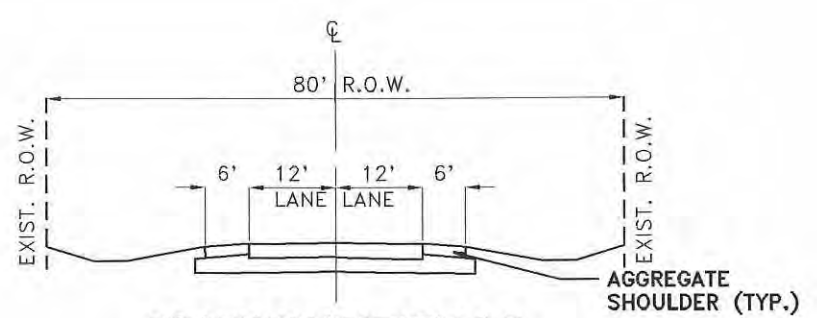
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- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES



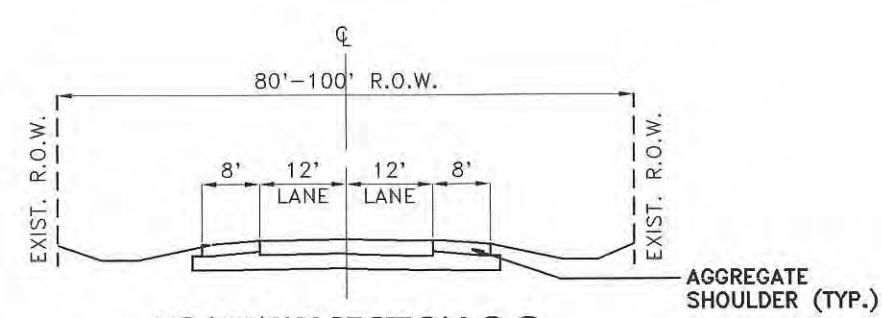
SIGNAL SPACING	2.1 MILES
AVERAGE DAILY TRAFFIC	14,300
HIGH ACCIDENT LOCATIONS	



DATE OF PHOTOGRAPHY: APRIL 14, 1995



ROADWAY SECTION B-B
LOTUS ST. TO GRAND BLVD.



ROADWAY SECTION C-C
GRAND BLVD. TO IL ROUTE 83/60

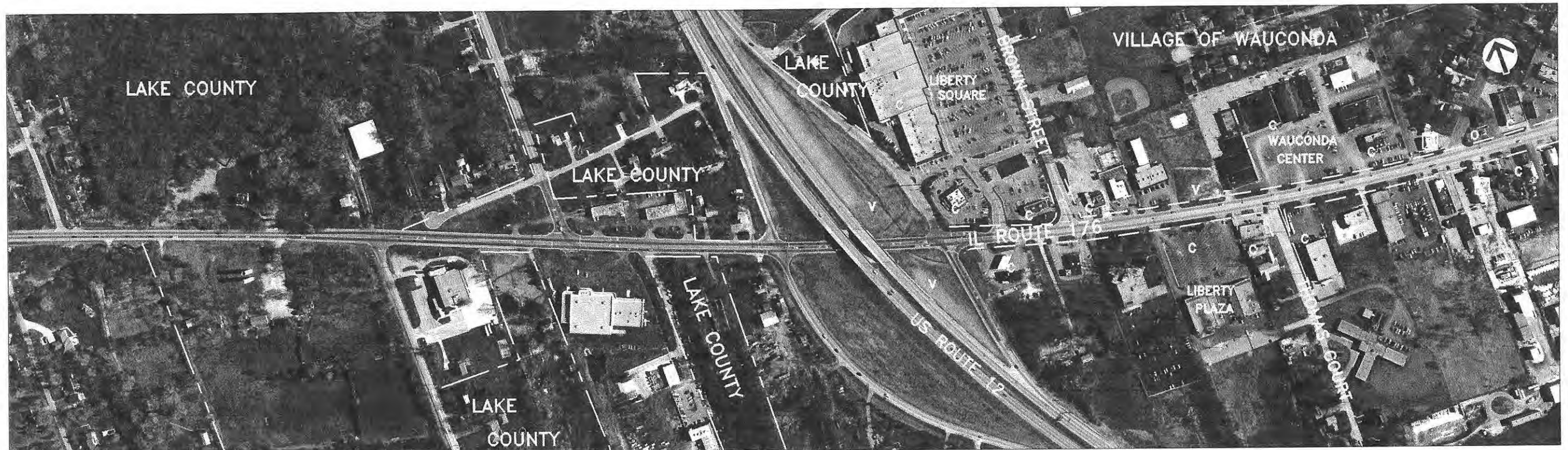
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- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES

Segment 1
Illinois Route 176 - Village of Wauconda

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-1, B-2 and B-3



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
 - RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
 - RH HIGH RISE RESIDENTIAL (>3 FLOORS)
 - MH MOBILE HOME PARK
 - O OFFICE (UP TO 3 FLOORS)
 - OH OFFICE HIGH RISE (>3 FLOORS)
 - C COMMERCIAL RETAIL/SERVICE
 - CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
 - CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
 - I INDUSTRIAL/WAREHOUSE
 - CH CHURCH/TEMPLE (NAME)
 - S SCHOOL (NAME)
 - * CEMETERY (NAME)
 - G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
 - P PARK/FOREST PRESERVE (NAME)
 - U UTILITY
 - E EXTRACTION (MINING & GRAVEL)
 - A AGRICULTURE
 - V VACANT
 - () PLANNED USE/JURISDICTION
 - PLANNED USE/JURISDICTION BOUNDARY
 - MUNICIPAL BOUNDARY
 - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

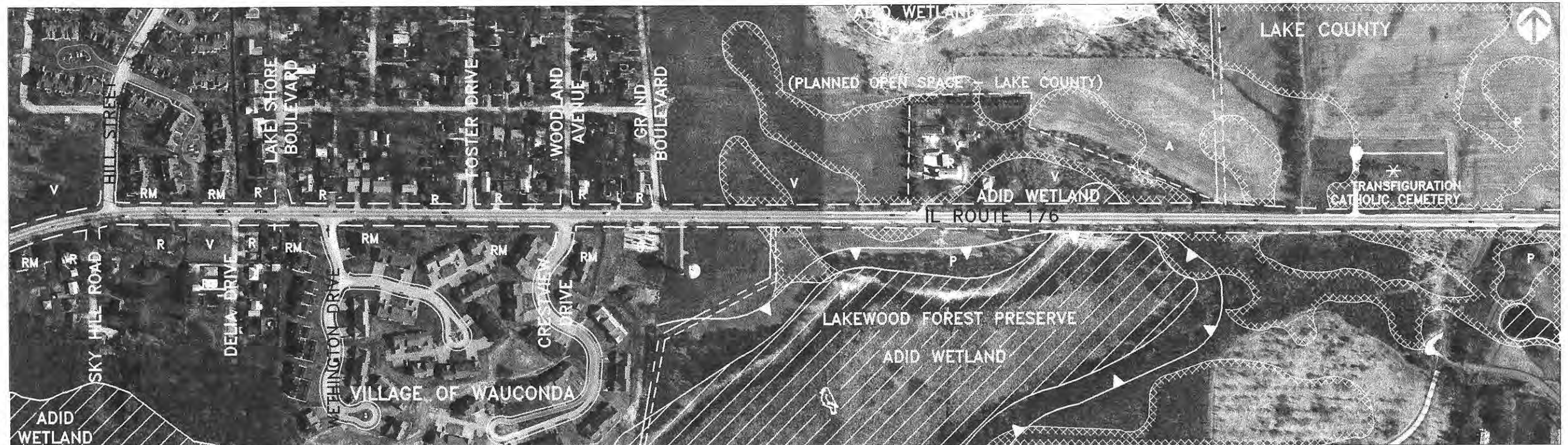
- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

HISTORIC BUILDINGS

- H1 PECOR-LISSY STORY HOUSE
- H2 RANDY'S CORNER SNACK SHOP
- H3 TRANSFIGURATION CHURCH

LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
 - RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
 - RH HIGH RISE RESIDENTIAL (>3 FLOORS)
 - MH MOBILE HOME PARK
 - O OFFICE (UP TO 3 FLOORS)
 - OH OFFICE HIGH RISE (>3 FLOORS)
 - C COMMERCIAL RETAIL/SERVICE
 - CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
 - CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
 - I INDUSTRIAL/WAREHOUSE
 - T CHURCH/TEMPLE (NAME)
 - S SCHOOL (NAME)
 - * CEMETERY (NAME)
 - G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
 - P PARK/FOREST PRESERVE (NAME)
 - U UTILITY
 - E EXTRACTION (MINING & GRAVEL)
 - A AGRICULTURE
 - V VACANT
 - O PLANNED USE/JURISDICTION
 - () PLANNED USE/JURISDICTION BOUNDARY
 - - - MUNICIPAL BOUNDARY
 - - - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

LAND USE LEGEND

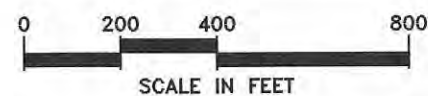
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 - PLANNED USE/JURISDICTION BOUNDARY
 - MUNICIPAL BOUNDARY
 - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



Prepared by: **CIVILTECH ENGINEERING, INC.**

In Association with: **METRO Transportation Group**

Shah Engineering, Inc. **Planning Resources Inc.**



IL ROUTE 176 / IL ROUTE 60

LAND USE AND ENVIRONMENTAL CONDITIONS

EXHIBIT B-3

Segment 1
Illinois Route 176 - Village of Wauconda

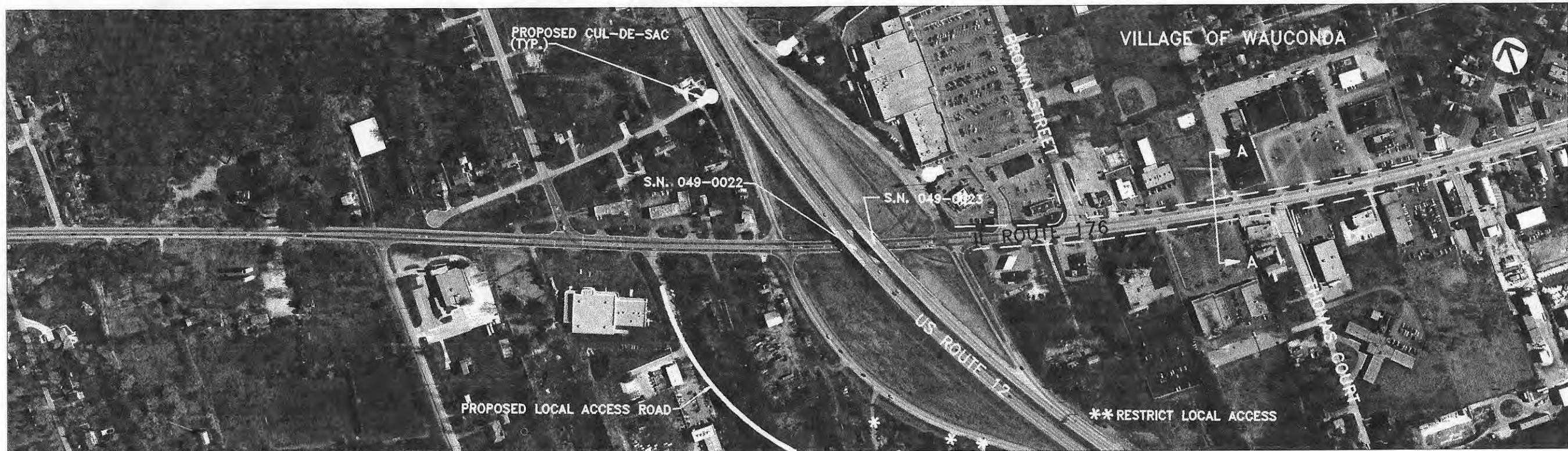
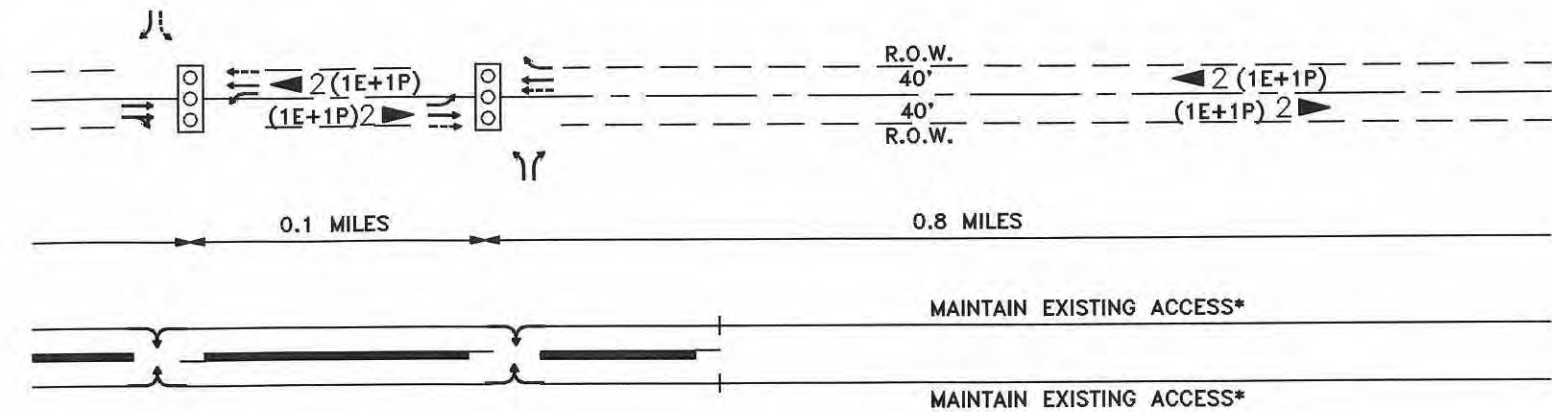
RECOMMENDED PLAN

Exhibits C-1, C-2 and C-3

PROPOSED LANE CONFIGURATION

PROPOSED SIGNAL SPACING

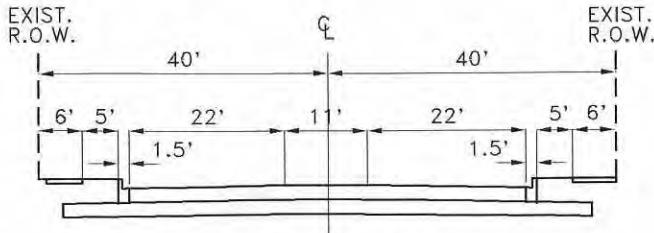
PROPOSED ACCESS CONTROL



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1

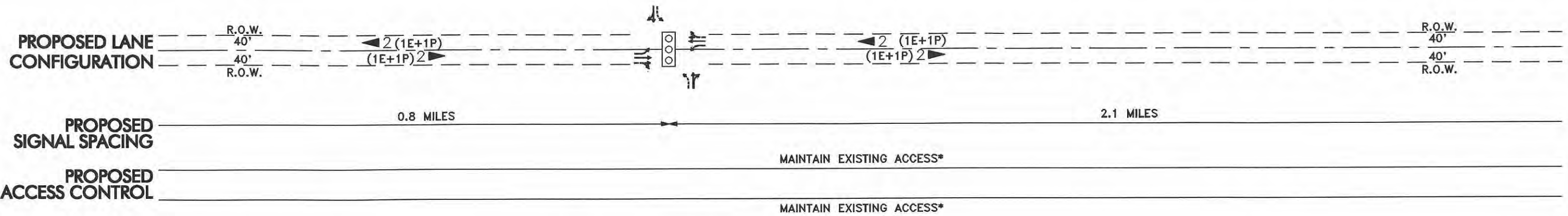
* CONSOLIDATE COMMERCIAL DRIVEWAYS WHERE FEASIBLE AND CONFORM TO ACCESS STANDARDS.



SECTION A-A
US ROUTE 12 TO GRAND BLVD.
RECOMMENDED CROSS SECTION

LEGEND

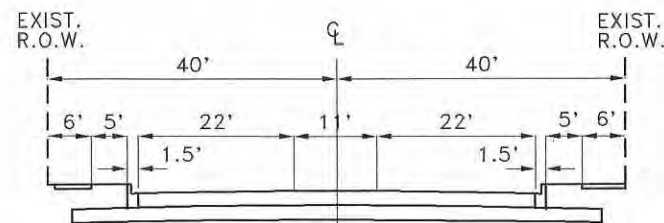
- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1

* CONSOLIDATE COMMERCIAL DRIVEWAYS WHERE FEASIBLE AND CONFORM TO ACCESS STANDARDS.



SECTION A-A US ROUTE 12 TO GRAND BLVD.

RECOMMENDED CROSS SECTION

LEGEND

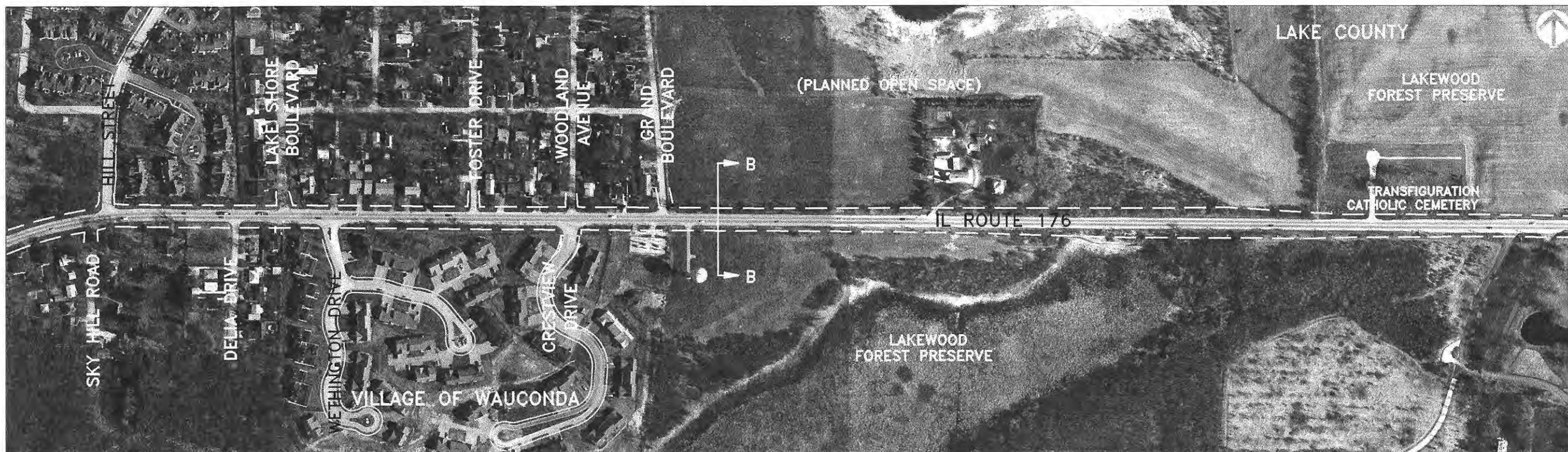
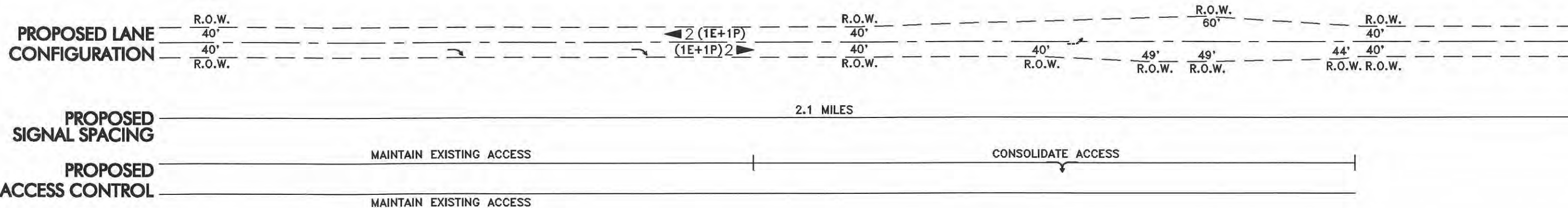
- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP



Prepared by: **CIVILTECH ENGINEERING, INC.**
 In Association with: **METRO Transportation Group**
Shah Engineering, Inc. **Planning Resources Inc.**

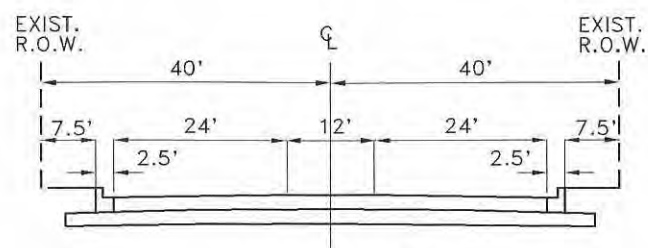


IL ROUTE 176 / IL ROUTE 60
RECOMMENDED PLAN
EXHIBIT C-2

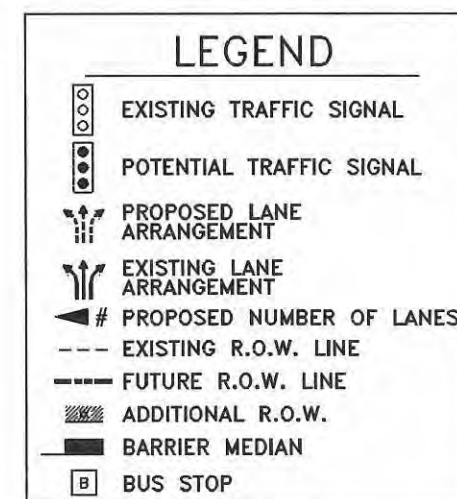


DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1 ← → SEGMENT 2



SECTION B-B
GRAND BLVD. TO IVANHOE ROAD
RECOMMENDED CROSS SECTION



Segment 2
Illinois Route 176 - Village of Wauconda to Gilmer Road

3.2 Segment 2: IL Route 176 - Village of Wauconda to Gilmer Road

3.2.1 Location

Segment 2 extends along IL Route 176 from the eastern limit of the Village of Wauconda to Gilmer Road (see Figure 3.1). The segment is approximately 2.6 miles in length and is located in unincorporated Lake County.

3.2.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-3, A-4, and A-5.

Right-of-Way - The right-of-way in this segment is generally 80 feet in width although there are a few isolated areas where it is wider.

Roadway Characteristics - The existing pavement width in this segment is 24 feet with one 12-foot through lane in each direction and 8-foot gravel shoulders.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that the 1992 average annual daily traffic for this segment varies from 14,300 vpd near the Wauconda village limit to 7,000 vpd east of Hawley Street near Gilmer Road. Because IL Route 176 curves towards the northeast at Hawley Street, a significant portion of the east west traffic uses Hawley Street instead of IL Route 176 east of Gilmer Road. This traffic pattern is expected to continue even with construction of FAP 342 because Hawley Street and Gilmer Road will provide more direct access to the proposed Midlothian Road interchange than IL Route 176/Illinois Route 60.

Accidents - There are two high accident locations within this segment. The first area is located adjacent to Davis Lake. The roadway curvature in this area may be inadequate for operating speeds which may be a cause of the accident problem at this location.

The second area is a segment approximately one mile in length that includes the intersections of IL Route 176 with Hawley Street, Gilmer Road, and Fremont Center Road and extends east to Hilltop Terrace.

Parking, Sidewalks, and Frontage Roads - There are no on-street parking spaces, sidewalks, or frontage roads on this segment.

Traffic Control/Intersection Configuration - There is one signalized intersection in this segment at Fairfield Road. Existing lane configurations for this intersection are shown on Exhibit A-4.

Structures - There are no structures located within this segment.

Transit - At the present time, there is no mass transit service provided in Segment 2.

3.2.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-3 through B-5.

Lakes/Streams/Wetlands/Floodplains - The IL Route 176 corridor is adjacent to the Wauconda Bog, which Lake County has designated as an Advanced Identification (ADID) wetland. ADID wetlands are areas designated as having high functional value by the U.S. Environmental Protection Agency and the U.S. Army Corps of Engineers. An ADID wetland also abuts the north side of IL Route 176, across from Wauconda Bog. Davis Lake is located on the south side of the corridor, approximately 3000 feet east of the IL Route 176 intersection with Fairfield Road. Lake County has also identified Davis Lake as an ADID wetland. Several wetlands and floodplains are located on both sides of IL Route 176 in this segment.

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

Hazardous Waste/LUST Sites - There are no hazardous waste or LUST sites documented by the Illinois Environmental Protection Agency along this segment.

Threatened or Endangered Species - Threatened or endangered bird species are known to exist in Wauconda Bog, south of IL Route 176, according to the Illinois Department of Natural Resources. These include: Podilymbus podiceps (Pied-billed Grebe), Gallinula chloropus (Common Moorhen), Chlidonias niger (Black Tern), and Xanthocephalus xanthocephalus (Yellow-headed Blackbird).

Prime Farmland - According to the Natural Resources Conservation Services (NRCS), prime farmland occurs along both sides of this segment of the SRA route for most of its length. Most of this land is planned for open space or rural/agriculture (“countryside”) development.

3.2.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-3 through B-5.

Type and Intensity of Development - The majority of the land adjacent to Segment 2 of IL Route 176 is occupied by the Lakewood Forest Preserve. Transfiguration Catholic Cemetery and an area of vacant land exists north of IL Route 176 near the west end of the segment. Vacant, agricultural, single-family residential and commercial recreational land uses (Four Winds Golf Course) also occur east of Davis Lake. There is one retail commercial use at the southwest corner of IL Route 176 and Gilmer Road.

Planned Development - Vacant property in this segment has been planned by Lake County for open space or rural/agriculture (“countryside”) development (see Exhibits B-3 to B-5).

3.2.5 Recommended SRA Improvements

The recommended plan for this segment is shown in Exhibit C-3, C-4, and C-5.

Roadway - In order to minimize the impacts to Lakewood Forest Preserve, the recommended roadway cross section from the Wauconda eastern village limit through the Lakewood Forest Preserve includes two 12-foot through lanes in each direction, a continuous 12-foot flush median, and B-6.24 curb & gutter. The proposed typical section (Section B-B) for this area is shown on Exhibits C-3 and C-4. It is also recommended to restrict Ivanhoe Road to right-in/right-out movements at IL Route 176 (see Exhibit C-4).

East of the Lakewood Forest Preserve to Gilmer Road, the recommended roadway cross section includes two 12-foot through lanes in each direction, an 18-foot barrier median, and B-6.24 curb & gutter. The proposed typical section (Section C-C) is shown on Exhibits C-4 and C-5. The 18-foot median allows for the development of single left turn lanes at consolidated access points as required.

At the intersection of IL Route 176/Hawley Street, it is proposed to provide a continuous eastbound right turn lane and restrict westbound left turns from IL Route 176 onto Hawley Street.

Traffic Control/Intersection Configuration - It is proposed to maintain the existing traffic signal at Fairfield Road with no change in existing lane configuration except the addition of a through lane in each direction on IL 176. The Hawley Street intersection is identified as a potential future traffic signal location. A future signal should be installed only at the recommended location and only when the signal warrants recommended for SRA routes are met (Recommended signal warrants for SRA's are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report). Proposed lane configurations for this location are shown on Exhibit C-5.

The intersection of IL Route 176 and Gilmer Road is presently programmed to be channelized and signalized by the Lake County Division of Transportation. In conjunction with this improvement, Fremont Center Road is proposed to be relocated to intersect Gilmer Road north of IL 176.

Access Management - The north side of IL Route 176 between Grand Boulevard and Transfiguration Cemetery is planned open space. However, if this parcel is developed instead, it is recommended that one unsignalized, full-access intersection with left turn channelization be provided on IL Route 176 at the location shown on Exhibit C-3.

East of the forest preserve district, it is recommended that unsignalized, full-access intersections with left turn channelization on IL Route 176 be provided at 3 locations: on tangent opposite Davis Lake, at the golf course entrance, and on tangent between Hawley Street and Gilmer Road. It is recommended that no full access be allowed on curves. It is also recommended that all other driveways be restricted to right-in/right-out.

Transit - Other than the addition of bus service to IL Route 176 when warranted, there are no transit improvements recommended for this segment.

3.2.6 Right-of-Way Requirements

The proposed cross section through the forest preserve district will fit within the existing right-of-way other than the possible need for temporary grading easements. East of Ivanhoe Road, 15 feet of additional right-of-way will be required on each side of the roadway to achieve a 110-foot right-of-way width. In addition, corner right-of-way takes will be required for improvements at Fairfield Road, Ivanhoe Road, and Hawley Street.

3.2.7 Environmental Considerations

The proposed SRA improvement may require grading easements along the west end of Segment 2 that could affect several sensitive areas. These sensitive areas include a floodplain and ADID wetlands associated with Wauconda Bog south of IL 176; an ADID wetland north of IL 176 (north of Wauconda Bog); wetlands located on both sides of the route, approximately 1,400 feet west of Fairfield Road; and a floodplain and wetlands located on both sides of the road west of Davis Lake, which is also an ADID wetland (see Exhibits B-3 and B-4). Acquisition of right-of-way, if required, at the Four Winds Golf Course may affect lands designated as 4(f) or 6(f), by the U.S. Department of Transportation Act and the Land and Water Conservation Fund Act (LAWCON), respectively.

Fifteen feet of right-of-way acquisition on either side of the east end of Segment 2 would encroach into floodplain and wetlands on both sides of IL 176 at Davis Lake; wetlands on the north side of the route approximately 700 feet west of Gilmer Road; and prime farmland along both sides of IL Route 176 in this segment (see Exhibits B-4 and B-5).

During the environmental and design study phase of an SRA improvement project as well as during the final design phase, measures will be taken to avoid impacting environmentally sensitive areas. If they cannot be avoided, mitigation plans will be developed.

3.2.8 Land Use Considerations

Because roadway improvements are planned to occur within the existing right-of-way in the west half of Segment 2, there would be no acquisition impacts to the adjacent Forest Preserve District land along IL Route 176. Grading easements, if required, could impact mature trees along both sides of IL Route 176 west of Fairfield Road and west of Davis Lake; and at Transfiguration Catholic Cemetery on the north side of the route (see Exhibits B-3 and B-4). These possible impacts and the opportunity to provide a bicycle trail linking the Village of Wauconda to the Lakewood Forest Preserve should be considered during subsequent design phases.

Plans for roadway improvements for the east half of Segment 2 include acquiring 15 feet of additional right-of-way on each side of the SRA. This would reduce the depth of front yards associated with several single-family residences on the north side and the commercial property south of the Gilmer Road intersection. Additionally, taking 15 feet from the north side of IL Route 176 may impact a

fenced area associated with the horse riding stable north of Davis Lake, and a building and parking lot near the existing right-of-way at the Four Winds Golf Course (see Exhibits B-4 and B-5). Mature trees along both sides of most of this portion of Segment 2 may also be impacted.

A barrier median is proposed for the east end of Segment 2. This would prevent direct left-hand turns into adjacent properties, except at the planned full movement intersections. As vacant and agricultural land on both sides of the east part of Segment 2 is developed, access and setbacks should be coordinated with the proposed SRA improvements.

3.2.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 1 is shown in Table 3.2.1. This construction cost estimate is based on 1991 unit prices.

3.2.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy, and are either low cost or should be implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. The intersections of Illinois Route 176 with Gilmer Road and Hawley Street as well as the relocation of Fremont Center Road are recommended for short term improvement to correct an existing high accident area (this improvement is in fact being undertaken by the Lake County Division of Transportation). This project will signalize the Gilmer/IL 176 intersection.

Another short term improvement need may be the signalization of the intersection of IL Route 176 and Hawley Street as a significant portion of the IL 176 traffic turns to and from Hawley Street. Within Segment 2, as parcels are developed or redeveloped, it is also recommended that future access be consolidated to the locations shown on Exhibits C-3, C-4 and C-5.

3.2.11 Ultimate (Post 2010) Improvements

Improvements which are consistent with SRA policy for suburban routes but are considered best implemented beyond the SRA planning horizon are recommended for Post 2010 consideration. There are no ultimate (post 2010) improvements recommended in this segment. It should be noted, however, that construction of FAP 342 is expected to attract traffic away for the west end of the IL 176 SRA corridor. Thus, completion of this tollway facility could substantially delay the need for construction of the recommended SRA improvements within Segment 2.

Table 3.2.1
Construction Cost Estimate
Segment 2 - Village of Wauconda to Gilmer Road

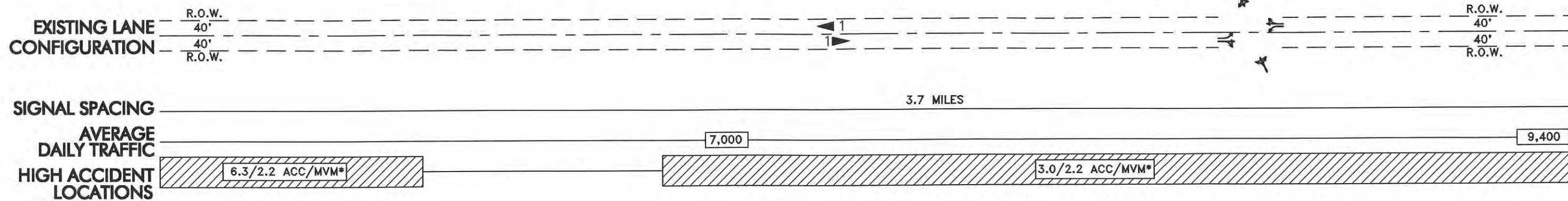
Improvements	Estimated Cost
Recommended Improvements	
Roadway	\$4,355,000
Intersection Improvements	\$275,000
Right-of-Way Acquisition	\$237,000
Total - Recommended Improvements	\$4,867,000

Note: This construction cost estimate is based on 1991 unit prices.

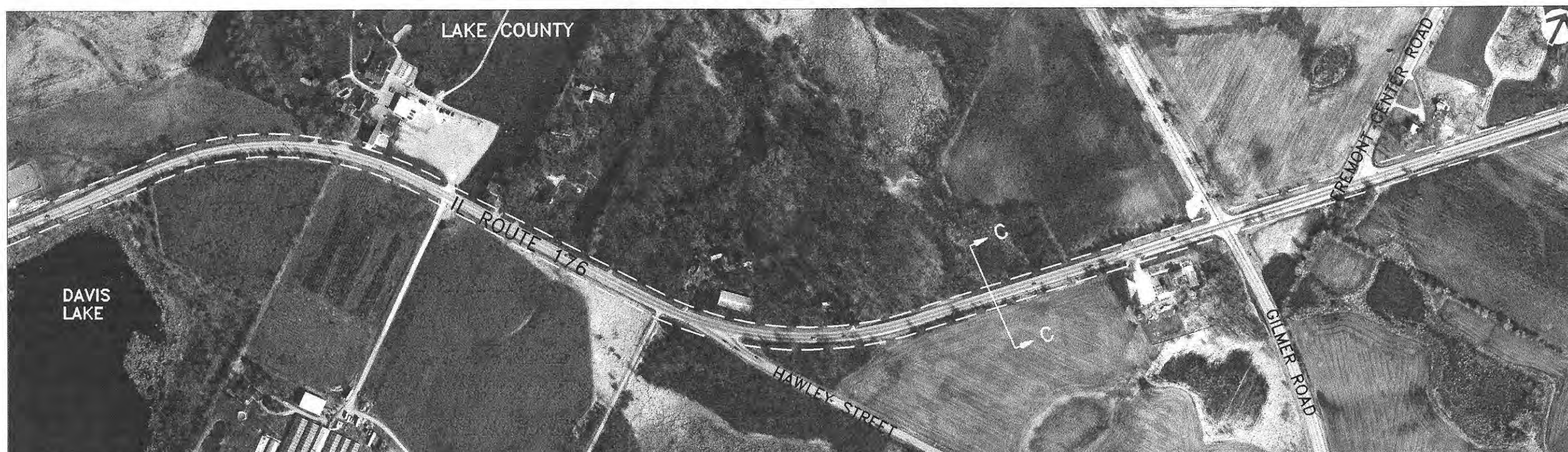
Segment 2
Illinois Route 176 - Village of Wauconda to Gilmer Road

EXISTING FACILITY CHARACTERISTICS

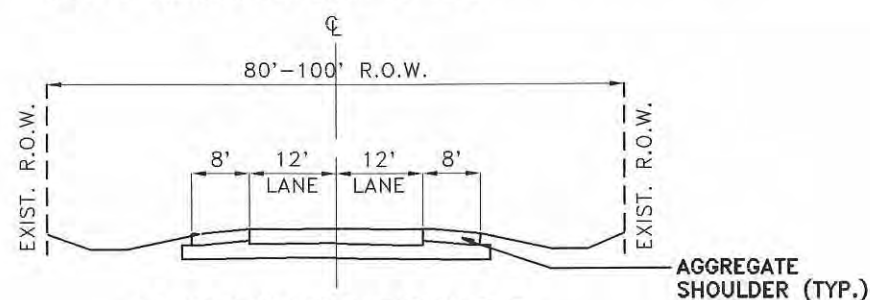
Exhibits A-4 and A-5



*ACC/MVM = ACCIDENT PER MILLION VEHICLE-MILES



DATE OF PHOTOGRAPHY: APRIL 14, 1995



**ROADWAY SECTION C-C
GRAND BLVD. TO IL ROUTE 83/60**

LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES

Segment 2
Illinois Route 176 - Village of Wauconda to Gilmer Road

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-4 and B-5



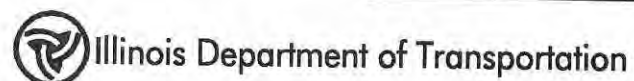
DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

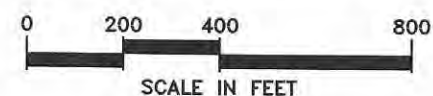
- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
 - RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
 - RH HIGH RISE RESIDENTIAL (>3 FLOORS)
 - MH MOBILE HOME PARK
 - O OFFICE (UP TO 3 FLOORS)
 - OH OFFICE HIGH RISE (>3 FLOORS)
 - C COMMERCIAL RETAIL/SERVICE
 - CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
 - CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
 - I INDUSTRIAL/WAREHOUSE
 - † CHURCH/TEMPLE (NAME)
 - S SCHOOL (NAME)
 - * CEMETERY (NAME)
 - G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
 - P PARK/FOREST PRESERVE (NAME)
 - U UTILITY
 - E EXTRACTION (MINING & GRAVEL)
 - A AGRICULTURE
 - V VACANT
 - O PLANNED USE/JURISDICTION
 - PLANNED USE/JURISDICTION BOUNDARY
 - MUNICIPAL BOUNDARY
 - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



Prepared by: **CIVILTECH ENGINEERING, INC.**
 In Association with: **METRO Transportation Group**
Shah Engineering, Inc. **Planning Resources Inc.**



SRA *Strategic Regional Arterial Planning Study*
IL ROUTE 176 / IL ROUTE 60
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-4



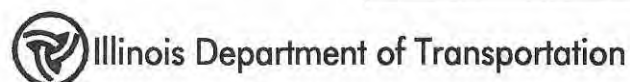
DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

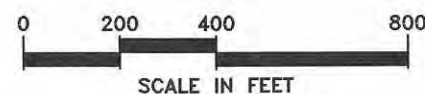
- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
 - RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
 - RH HIGH RISE RESIDENTIAL (>3 FLOORS)
 - MH MOBILE HOME PARK
 - O OFFICE (UP TO 3 FLOORS)
 - OH OFFICE HIGH RISE (>3 FLOORS)
 - C COMMERCIAL RETAIL/SERVICE
 - CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
 - CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
 - I INDUSTRIAL/WAREHOUSE
 - CH CHURCH/TEMPLE (NAME)
 - S SCHOOL (NAME)
 - C CEMETERY (NAME)
 - G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
 - P PARK/FOREST PRESERVE (NAME)
 - U UTILITY
 - E EXTRACTION (MINING & GRAVEL)
 - A AGRICULTURE
 - V VACANT
 - () PLANNED USE/JURISDICTION
 - PLANNED USE/JURISDICTION BOUNDARY
 - MUNICIPAL BOUNDARY
 - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



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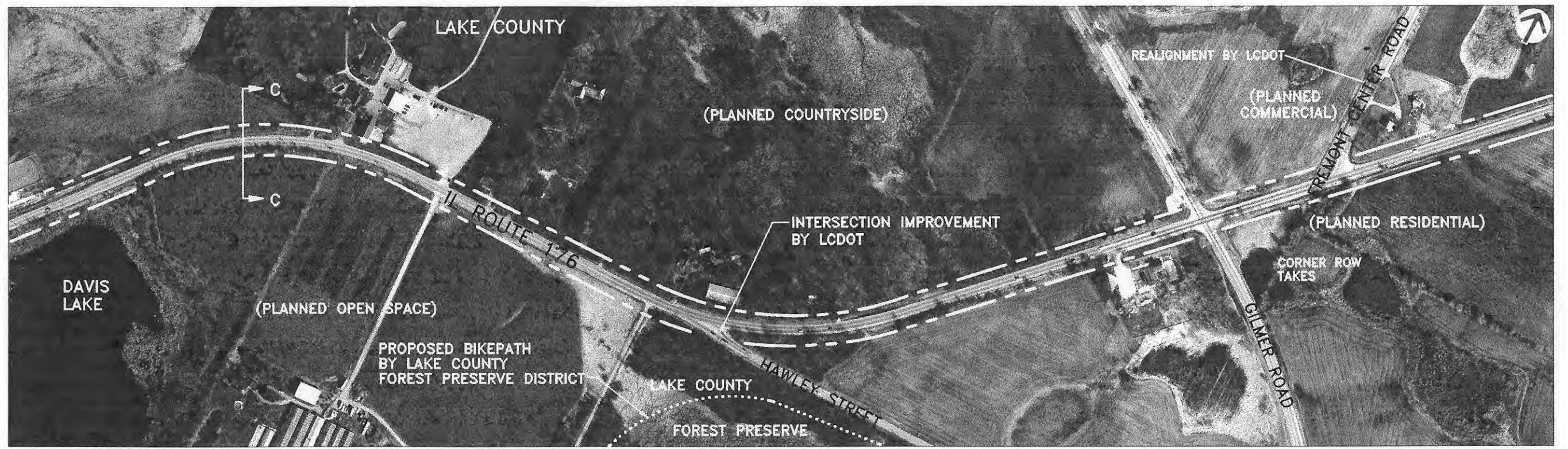
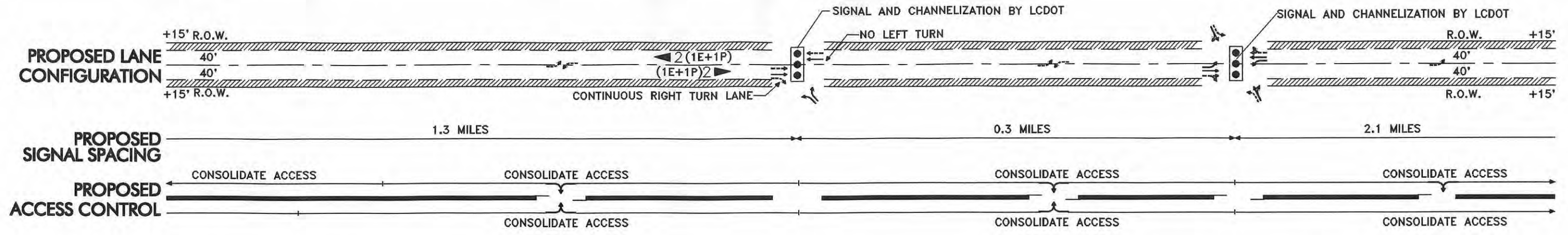


IL ROUTE 176 / IL ROUTE 60
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-5

Segment 2
Illinois Route 176 - Village of Wauconda to Gilmer Road

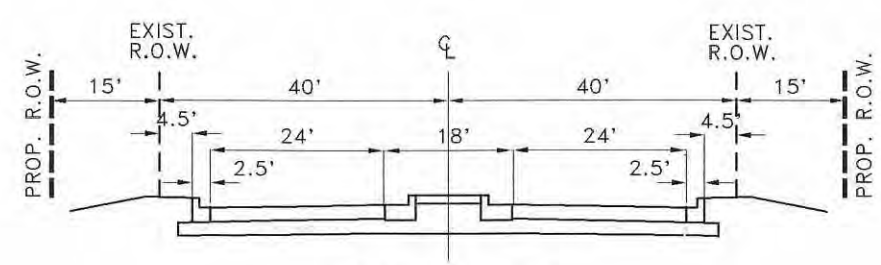
RECOMMENDED PLAN

Exhibits C-4 and C-5



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 2



SECTION C-C
IVANHOE ROAD TO IL ROUTE 60/83
 RECOMMENDED CROSS SECTION

LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP

Segment 3
Illinois Route 176 - Gilmer Road to IL Route 60/83

3.3 Segment 3: IL Route 176 - Gilmer Road to IL Route 60/83

3.3.1 Location

Segment 3 extends along IL Route 176 from Gilmer Road to IL Route 60/83 (see Figure 3.1). The segment is approximately 2.1 miles in length and is located in unincorporated Lake County.

3.3.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-5, A-6, and A-7.

Right-of-Way - The existing right-of-way in this segment is 80 feet in width.

Roadway Characteristics - The existing pavement width in this segment is 24 feet with one 12-foot through lane in each direction and 8-foot gravel shoulders.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that the 1992 average annual daily traffic for this segment varies from 9,400 vpd near Gilmer Road to 7,600 vpd near IL Route 60/83.

Accidents - There are two high accident locations in this segment: The first area is a segment approximately one mile in length that includes the intersections of IL Route 176 with Hawley Street, Gilmer Road, and Fremont Center Road and extends east to Hilltop Terrace. The second location is the intersection of IL Route 176 with IL Route 60/83.

Parking, Sidewalks, and Frontage Roads - There are no on-street parking spaces, sidewalks, or frontage roads on this segment.

Traffic Control/Intersection Configuration - There is one signalized intersection in this segment at IL Route 60/83. Separate left turn lanes are provided on the IL 60/83 approaches while right turn lanes are provided on the IL Route 176 approaches. Existing lane configurations at this intersection are shown on Exhibit A-7.

Structures - There are no structures located within this segment.

Transit - At the present time, there is no mass transit service provided in Segment 3.

3.3.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-5 through B-7.

Lakes/Streams/Wetlands/Floodplains - Wetlands and their associated floodplains abut the north side of IL Route 176 east of Fremont Center Road and west of Thorngate Road. A wetland also abuts the south side of the SRA route approximately 1300 feet west of Hilltop Terrace.

Structures with Historical Significance - The Ivanhoe Congregational Church is located at the northwest corner of the Ivanhoe Road and IL Route 176 intersection. This structure is listed on the Illinois Inventory of Historic Landmarks.

Hazardous Waste/LUST Sites - There are no hazardous waste or LUST sites documented by the Illinois Environmental Protection Agency along this segment.

Threatened or Endangered Species - There are no threatened or endangered species known to exist along this segment of the corridor, according to the Illinois Department of Natural Resources.

Prime Farmland - There are several areas of prime farmland on both sides of the corridor. However, much of this land is planned for commercial or residential uses by the Village of Mundelein.

3.3.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-5 through B-7.

Type and Intensity of Development - Segment 3 of the IL Route 176 corridor is characterized by agriculture, vacant land and scattered single-family residences. A single-family residential subdivision has been built adjacent to a golf course at Thorngate Road. A commercial use is located on the south side of the road across from this subdivision (see Exhibit B-6). Several other commercial retail/service uses are near the east end of the segment, south of IL Route 176. Ivanhoe Congregational Church and Ivanhoe Cemetery are located on the north side of IL 176 immediately west of Ivanhoe Road.

Planned Development - The land north of IL Route 176 between Gilmer Road and Fremont Center Road is planned for rural/agriculture (“countryside”) use by Lake County. Remaining property along the north side of IL Route 176 is planned for commercial, business park, and environmental corridor uses by the Village of Mundelein. Land south of the corridor is planned for residential, semi-public and environmental corridor uses by Mundelein (see Exhibits B-5 to B-7).

3.3.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-5, C-6, and C-7.

Roadway - From Gilmer Road to the Ivanhoe Cemetery, the recommended cross section consists of two 12-foot through lanes in each direction, an 18-foot barrier median, and B-6.24 curb & gutter in a 110-foot right-of-way. The recommended cross section (Section C-C) is shown on Exhibits C-5 and C-6. The 18-foot median allows for development of single left turn lanes at consolidated access points as required.

East of the Ivanhoe Cemetery it is recommended that two 12-foot through lanes and a flush 12-foot median be provided within the existing 80-foot right-of-way in order to avoid property acquisition from the cemetery. This cross section (Section CC-CC) is shown on Exhibit C-7.

Traffic Control/Intersection Configuration - It is proposed to maintain the existing traffic signal at IL Route 60/83. In addition, it is proposed to provide left turn channelization on the IL Route 176 approaches. Proposed lane configurations for this intersection are shown on Exhibit C-7.

Access Management - It is recommended that unsignalized, full-access intersections with left turn channelization on IL Route 176 be provided at major residential collector streets. All other driveways will be restricted to right-in/right-out. It is also recommended to provide an eastbound to northbound left turn lane on IL Route 176 at Ivanhoe Road.

Transit - Other than the addition of bus service to IL Route 176 when warranted, there are no transit improvements recommended for this segment.

3.3.6 Right-of-Way Requirements

Between Gilmer Road and Ivanhoe Cemetery, 15 feet of additional right-of-way will be required on each side of the roadway to achieve a 110-foot right-of-way width. In addition, corner right-of-way takes will be required for improvements at Gilmer Road and IL Route 60/83. East of Ivanhoe Cemetery the proposed cross section will fit within the existing 80-foot right-of-way.

3.3.7 Environmental Considerations

Up to 15 feet of right-of-way acquisition on both sides of portions of Segment 3 could impact a floodplain located north of the route 500 feet east of Fremont Center Road; wetlands south of IL 176 approximately 1,200 feet west of Hilltop Terrace; and a floodplain along the north side of IL Route 176 250 feet west of Thorngate Road (see Exhibits B-5 and B-6). Acquisition of right-of-way from the golf course associated with the single-family residential development at Thorngate Road may affect lands designated as 4(f) or 6(f), by the U.S. Department of Transportation Act and the Land and Water Conservation Fund Act (LAWCON), respectively. The historically significant structure (Ivanhoe Church) would not be impacted by planned roadway improvements since there is no right-of-way acquisition in the east portion of this segment (see Exhibit B-7).

3.3.8 Land Use Considerations

The proposed right-of-way acquisition within Segment 3 between Gilmer Road and the Ivanhoe Cemetery would reduce the front yards associated with single-family residences and commercial buildings on both sides of the SRA. The additional right-of-way could also impact mature trees along both sides, particularly east of Hilltop Terrace, and possibly displace a fence along the single-family residential/golf course development at Thorngate Road (see Exhibit B-6).

A barrier median is proposed for the west end of Segment 3. This would prevent direct left-hand turns into adjacent properties, except at the planned full movement intersections. As vacant and agricultural land on both sides of the east part of this segment is developed, access and setbacks should be coordinated with SRA improvements.

Roadway improvements planned for the east part of Segment 3, from west of Ivanhoe Cemetery to the intersection with IL Route 60/IL Route 83, are planned to occur within the existing right-of-way. Grading easements, however, will likely be required. Use of these easements may impact mature trees along both sides of IL Route 176; the Ivanhoe Cemetery; and the viability of the parking spaces south of Ivanhoe Congregational Church (see Exhibit B-7).

As agricultural land south of IL 176 across from Ivanhoe Cemetery and vacant land at the northeast corner of Ivanhoe Road is developed, access and setbacks should be coordinated with SRA improvements. Acquisition of land for right-of-way at the intersection of IL Route 60/IL Route 83 could impact access points, drive aisles and landscaping, depending on final design details.

3.3.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 3 is shown in Table 3.3.1. This construction cost estimate is based on 1991 unit prices.

3.3.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy, and are either low cost or should be implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. Within Segment 3, as parcels are developed or redeveloped, it is recommended that future access be consolidated to the locations shown on Exhibits C-5, C-6 and C-7.

3.3.11 Ultimate (Post 2010) Improvements

Improvements which are consistent with SRA policy for suburban routes but are considered best implemented beyond the SRA planning horizon are recommended for Post 2010 consideration. There are no ultimate (post 2010) improvements recommended in this segment. It should be noted, however, that construction of FAP 342 is expected to attract traffic away for the west end of the IL 176 SRA corridor. Thus, completion of this tollway facility could substantially delay the need for construction of the recommended SRA improvements within Segment 3.

Table 3.3.1
Construction Cost Estimate
Segment 3 - Gilmer Road to IL Route 60/83

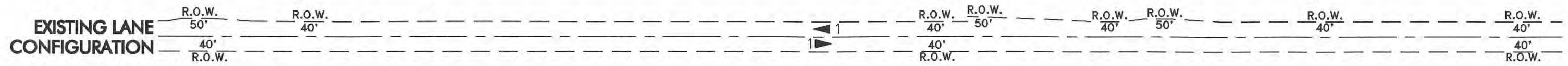
Improvements	Estimated Cost
Recommended Improvements	
Roadway	\$3,970,000
Intersection Improvements	\$300,000
Right-of-Way Acquisition	\$563,000
Total - Recommended Improvements	\$4,833,000

Note: This construction cost estimate is based on 1991 unit prices.

Segment 3
Illinois Route 176 - Gilmer Road to IL Route 60/83

EXISTING FACILITY CHARACTERISTICS

Exhibits A-6 and A-7



SIGNAL SPACING

3.7 MILES

AVERAGE
DAILY TRAFFIC

9,400

7,600

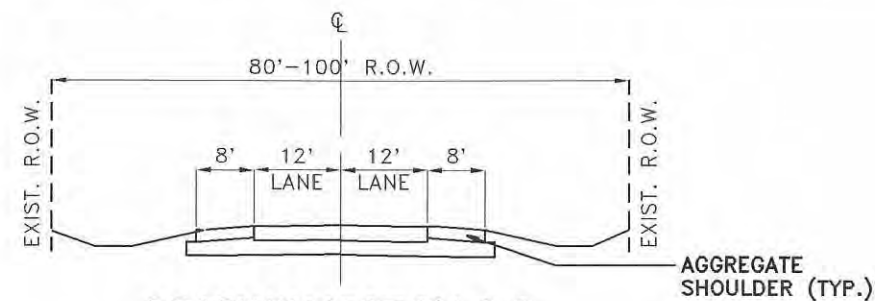
HIGH ACCIDENT
LOCATIONS

3.0/2.2 ACC/MVM*

* ACC/MVM = ACCIDENTS PER MILLION VEHICLE-MILES



DATA OF PHOTOGRAPHY: APRIL 14, 1995



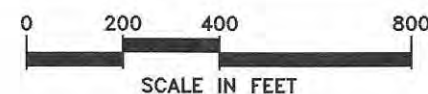
ROADWAY SECTION C-C
GRAND BLVD. TO IL ROUTE 83/60

LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES

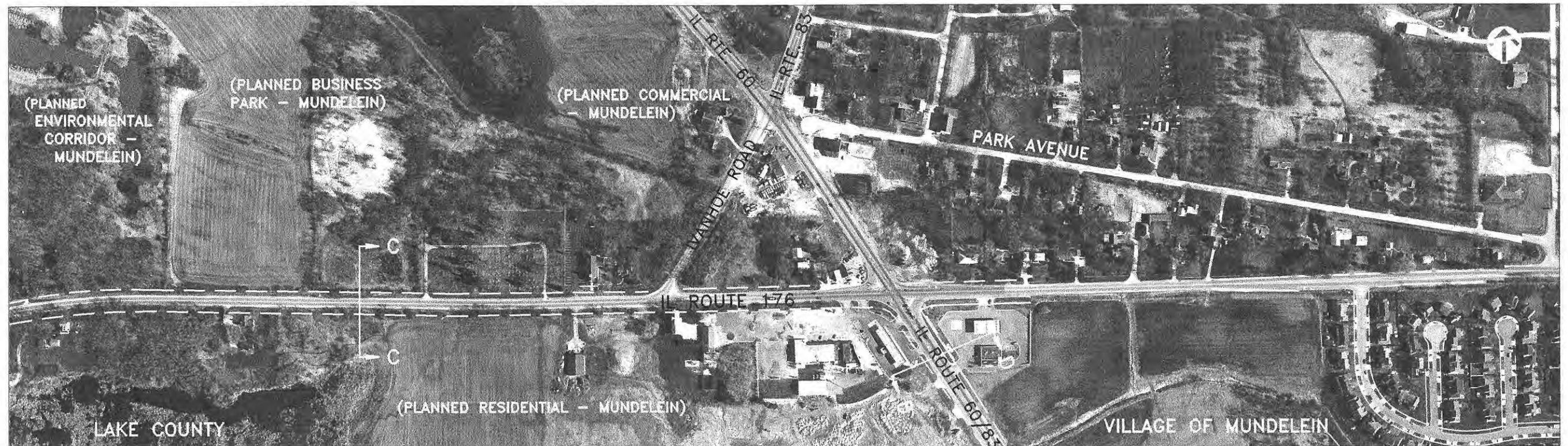
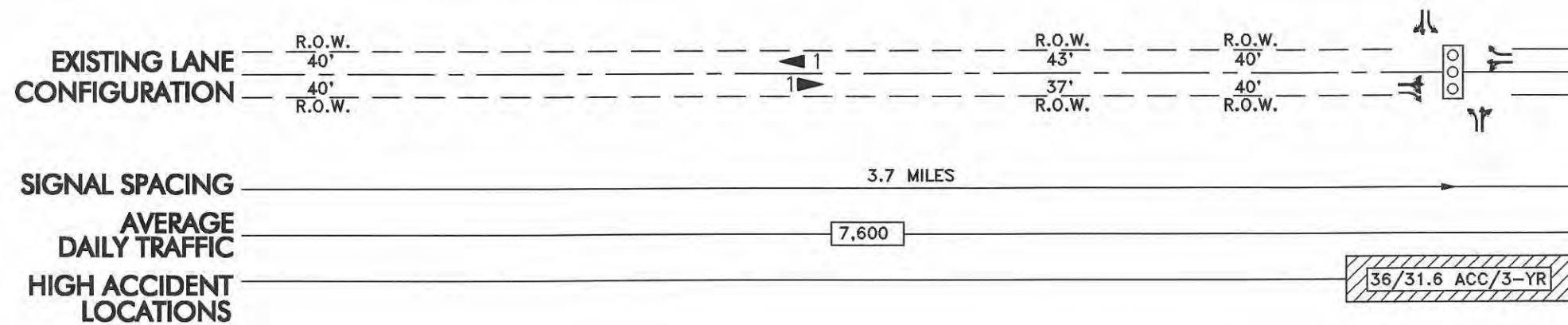


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In Association with: **METRO Transportation Group**
Shah Engineering, Inc. **Planning Resources Inc.**

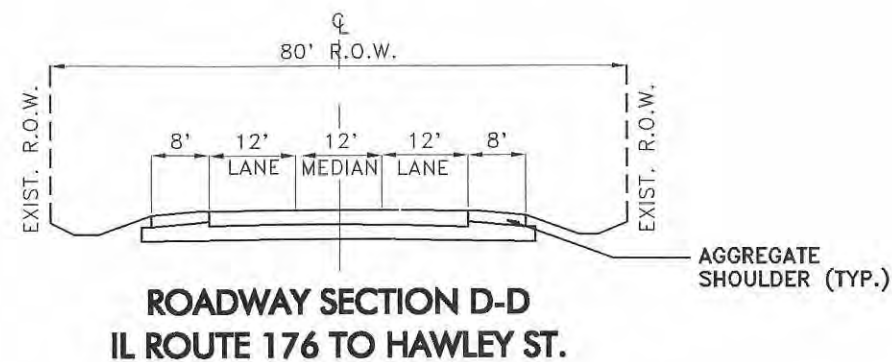
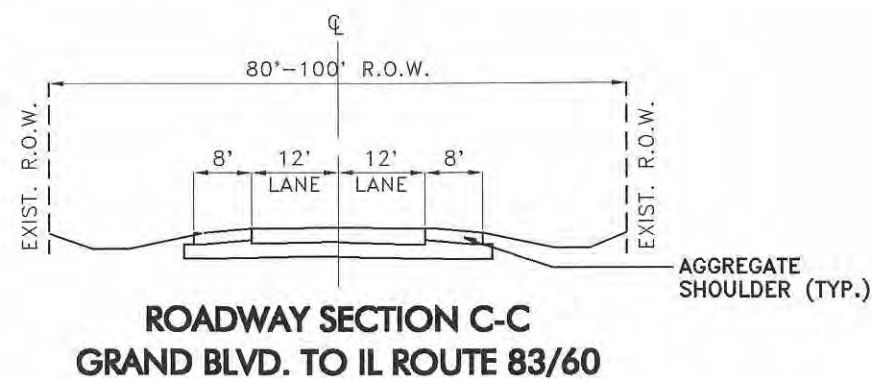


SRA Strategic
Regional
Arterial
Planning Study

IL ROUTE 176 \ IL ROUTE 60
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-6



DATE OF PHOTOGRAPHY: APRIL 14, 1995



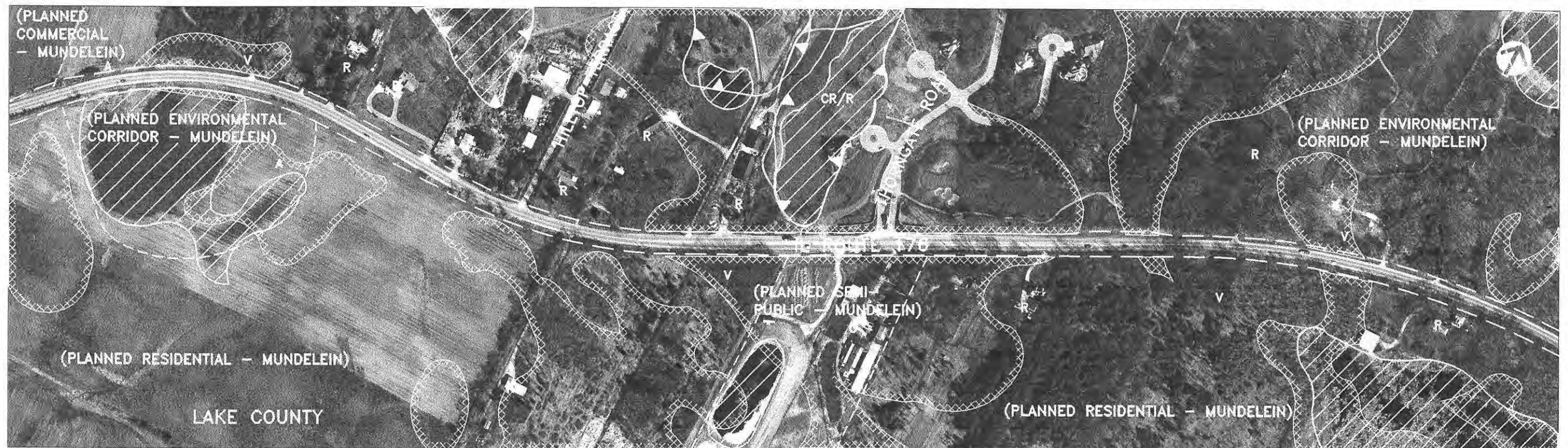
LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES

Segment 3
Illinois Route 176 - Gilmer Road to IL Route 60/83

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-6 and B-7



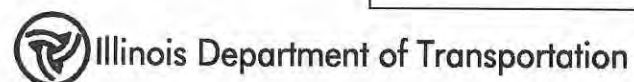
DATA OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

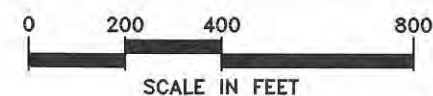
- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
 - RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
 - RH HIGH RISE RESIDENTIAL (>3 FLOORS)
 - MH MOBILE HOME PARK
 - O OFFICE (UP TO 3 FLOORS)
 - OH OFFICE HIGH RISE (>3 FLOORS)
 - C COMMERCIAL RETAIL/SERVICE
 - CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
 - CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
 - I INDUSTRIAL/WAREHOUSE
 - CH CHURCH/TEMPLE (NAME)
 - S SCHOOL (NAME)
 - C* CEMETERY (NAME)
 - G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
 - P PARK/FOREST PRESERVE (NAME)
 - U UTILITY
 - E EXTRACTION (MINING & GRAVEL)
 - A AGRICULTURE
 - V VACANT
 - () PLANNED USE/JURISDICTION
 - PLANNED USE/JURISDICTION BOUNDARY
 - MUNICIPAL BOUNDARY
 - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

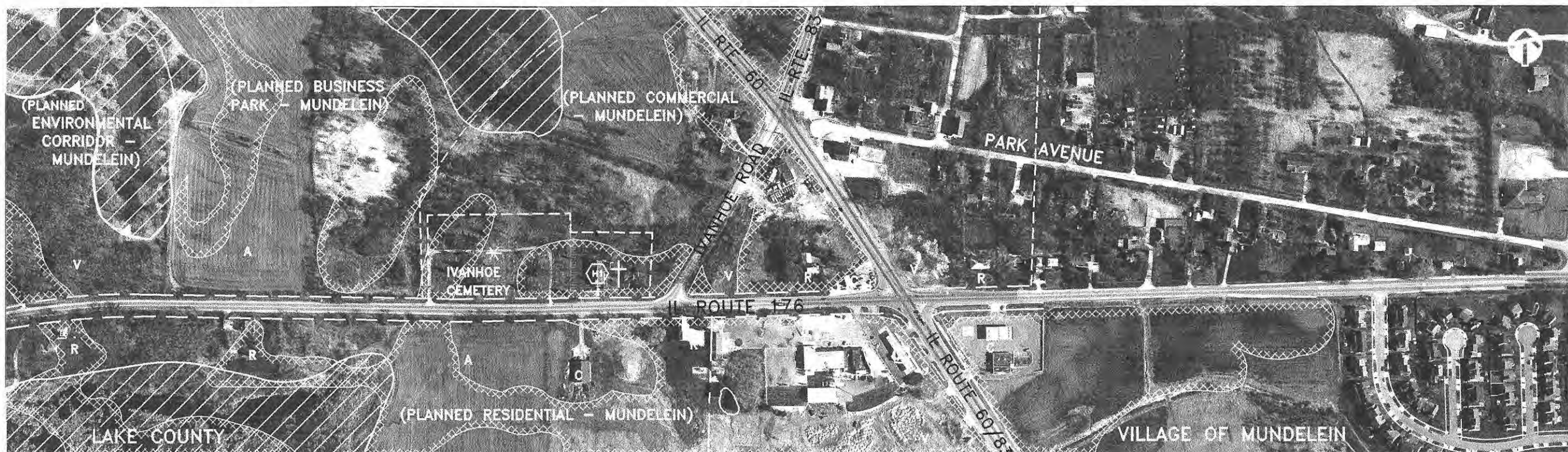


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IL ROUTE 176 \ IL ROUTE 60
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-6

SRA Strategic Regional Arterial Planning Study



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

HISTORIC BUILDINGS

- IVANHOE CONGREGATIONAL CHURCH

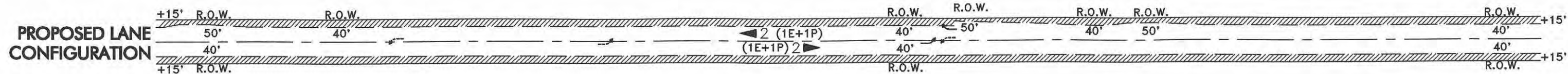
LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
 - RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
 - RH HIGH RISE RESIDENTIAL (>3 FLOORS)
 - MH MOBILE HOME PARK
 - O OFFICE (UP TO 3 FLOORS)
 - OH OFFICE HIGH RISE (>3 FLOORS)
 - C COMMERCIAL RETAIL/SERVICE
 - CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
 - CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
 - I INDUSTRIAL/WAREHOUSE
 - T CHURCH/TEMPLE (NAME)
 - S SCHOOL (NAME)
 - * CEMETERY (NAME)
 - G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
 - P PARK/FOREST PRESERVE (NAME)
 - U UTILITY
 - E EXTRACTION (MINING & GRAVEL)
 - A AGRICULTURE
 - V VACANT
 - O PLANNED USE/JURISDICTION
 - PLANNED USE/JURISDICTION BOUNDARY
 - MUNICIPAL BOUNDARY
 - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Segment 3
Illinois Route 176 - Gilmer Road to IL Route 60/83

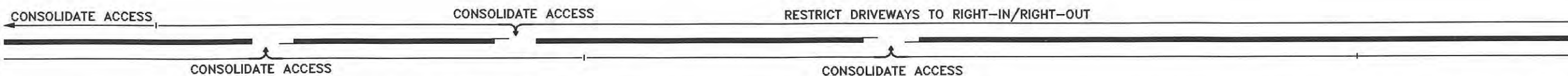
RECOMMENDED PLAN

Exhibits C-6 and C-7



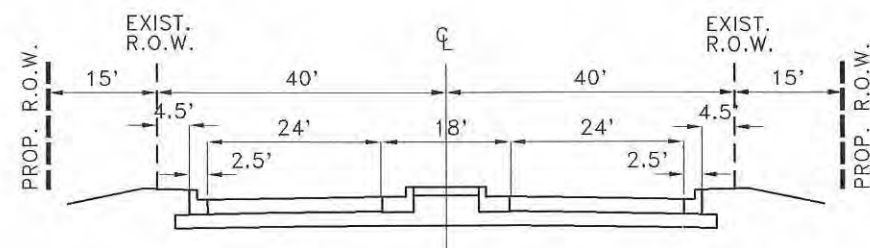
**PROPOSED
SIGNAL SPACING**

**PROPOSED
ACCESS CONTROL**



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SEGMENT 3



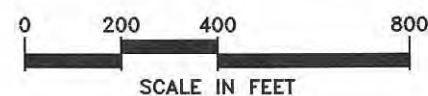
SECTION C-C
IVANHOE ROAD TO IL ROUTE 60/83
RECOMMENDED CROSS SECTION

LEGEND

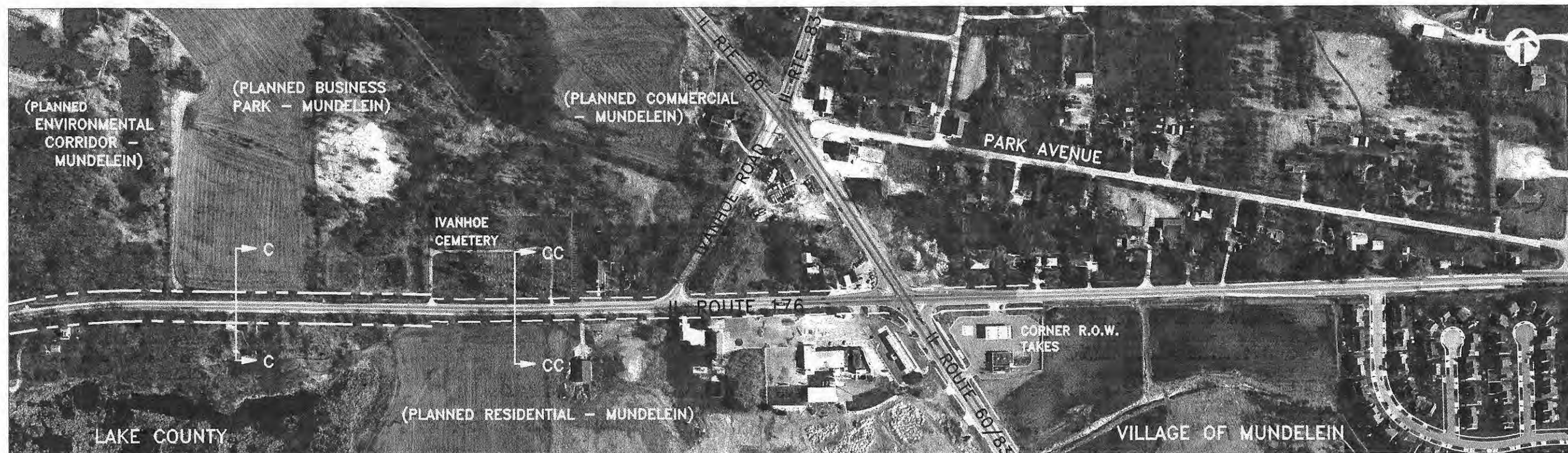
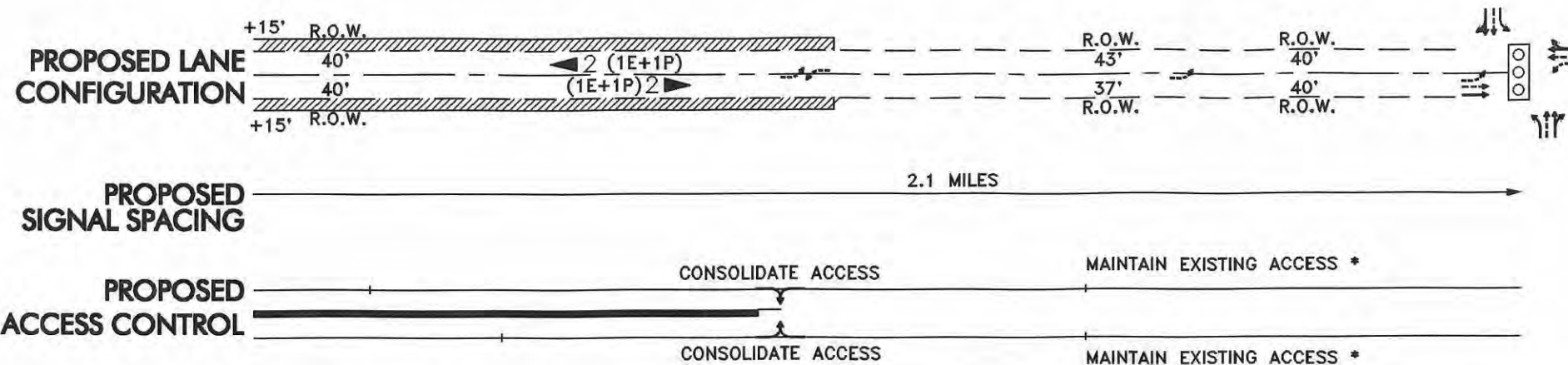
- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP



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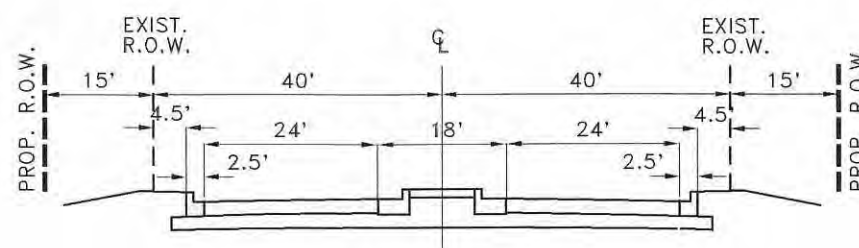
IL ROUTE 176 \ IL ROUTE 60
RECOMMENDED PLAN
EXHIBIT C-6



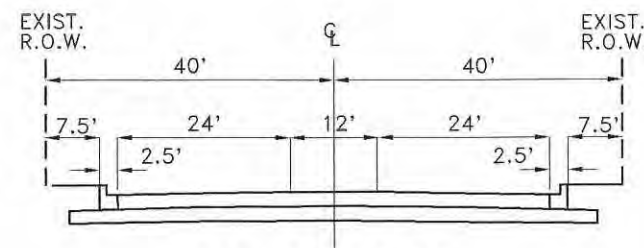
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 3

* CONSOLIDATE COMMERCIAL DRIVEWAYS WHERE FEASIBLE AND CONFORM TO ACCESS STANDARDS.



SECTION C-C
IVANHOE ROAD TO IL ROUTE 60/83
 RECOMMENDED CROSS SECTION
 WEST OF IVANHOE CEMETERY



SECTION CC-CC
IVANHOE ROAD TO IL ROUTE 60/83
 RECOMMENDED CROSS SECTION
 EAST OF IVANHOE CEMETERY

LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- # PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- - - FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP

Segment 4
Illinois Route 60/83 - IL Route 176 to Midlothian Road

3.4 Segment 4: IL Route 60/83 - IL Route 176 to Midlothian Road

3.4.1 Location

Segment 4 extends along IL Route 60/83 from IL Route 176 to Midlothian Road and is approximately 2 miles in length (see Figure 3.1). Portions of this segment are located in the Village of Mundelein with the remainder in unincorporated Lake County.

3.4.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-8 and A-9.

Right-of-Way - The existing right-of-way in this segment varies from 80 feet to 100 feet in width.

Roadway Characteristics - The existing pavement from IL Route 176 to Hawley Street is 36 feet with one 12-foot through lane in each direction, a 12-foot flush median, and 8-foot aggregate shoulders. From Hawley Street to Midlothian Road the existing pavement is 24 feet edge-to-edge of pavement with one through lane in each direction and 8-foot aggregate shoulders.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that the 1992 average annual daily traffic for this segment varies from 14,100 vpd near IL Route 176 to 15,100 vpd near Midlothian Road.

Plans for the proposed FAP 342 tollway extension call for a full interchange at Midlothian Road just south of the IL 60/83 and Midlothian intersection. This will be the only interchange within an 8-mile distance between IL Route 22 and IL Route 137. Because of this interchange spacing, it is anticipated that the Midlothian interchange will attract significant volumes of traffic from the surrounding area. This traffic will approach the interchange not only from the north on IL 60/83, but from the west and northwest on Gilmer Road and Hawley Street, from the north on Midlothian Road, from the northeast on Diamond Lake Road and from the east on IL Route 60. It is expected that the 2010 traffic volumes on Segment 4 of the IL 60/83 SRA route will be significantly greater than the existing traffic volumes noted above.

Accidents - There is one high accident location within this segment located at the intersection of IL Route 60/83 and Midlothian Road.

Parking, Sidewalks, and Frontage Roads - There are no on-street parking spaces, sidewalks, or frontage roads on this segment.

Traffic Control/Intersection Configuration - Within this segment, there are signalized intersections located at Hawley Street and Midlothian Road. Existing lane configurations at these locations are shown on Exhibits A-8 and A-9.

Structures - There are no existing structures located within this segment. IL Route 60/83 is proposed to cross FAP 342 on an overpass structure midway between Hawley Street and Midlothian Road (see Exhibits A-8 and A-9).

Transit - At the present time, there is no mass transit service provided in Segment 4.

3.4.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-8 and B-9.

Lakes/Streams/Wetlands/Floodplains - Two wetlands abut the southwest side of this segment of the SRA route. The first is across from where McRae Lane intersects IL Route 176, and the second one is located approximately 1,100 feet northwest of the Midlothian Road intersection.

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

Hazardous Waste/LUST Sites - One leaking underground storage tank (LUST) site exists at the southwest corner of IL Route 176 and IL Route 60/IL Route 83.

Threatened or Endangered Species - There are no threatened or endangered species known to exist along this segment of the corridor, according to the Illinois Department of Natural Resources.

Prime Farmland - Prime farmland abuts the right-of-way along the northeast side of the SRA route and the intersections of IL Route 176 and Midlothian Road, according to the Natural Resources Conservation Services (NRCS). This land is planned for commercial use by the Village of Mundelein.

3.4.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-8 and B-9.

Type and Intensity of Development - A variety of land uses occur in Segment 4 along IL Route 60/83. These include commercial retail/service uses at the north and south ends of the segment, single-family residential subdivisions along most of the northeast side of the route, a single-family residential development east of the area reserved for the IL Route 53 extension (see Exhibit B-9), and a Lake County Forest Preserve golf course located along most of the length of the southwest side of the segment. Vacant land, a Village of Mundelein water tower and Faith Lutheran Church are also located along the corridor. A single family residence surrounded by the golf course exists southwest of the corridor, north of Hawley Street.

Planned Development - Little vacant land exists along this segment. Land has been set aside to accommodate the proposed extension of IL Route 53 across the corridor south of Regent Drive. The vacant parcel at the northeast corner of the corridor and Midlothian Road is planned for commercial

use by the Village of Mundelein (see Exhibit B-9).

3.4.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-8 and C-9.

Roadway - The recommended roadway cross section in this segment consists of two 12-foot through lanes in each direction, an 18-foot barrier median, and B-6.24 curb & gutter in a 100-foot right-of-way. The recommended typical section (Section D-D) is shown on Exhibits C-8 and C-9. SRA recommendations for this segment are consistent with those proposed under the ongoing IDOT Phase I Study of FAP 342 except at the intersection of IL Route 60/83 and Midlothian Road where additional channelization described below is proposed.

Traffic Control/Intersection Configuration - It is proposed to maintain the two existing traffic signals within this segment at Hawley Street and Midlothian Road. At the Hawley Street intersection, it is recommended to provide an eastbound right turn lane on Hawley Street (see Exhibit C-8).

In order to accommodate traffic at the FAP 342 interchange with Midlothian Road, it is proposed to provide northwest bound dual left turn lanes on IL 60/83. It is also recommended that a southeast bound right turn lane be provided on IL 60/83. On Midlothian Road it is recommended that northeast bound dual left turn lanes, a northeast bound right turn lane and two through lanes be provided. The proposed intersection configuration is shown on Exhibit C-9 as well as on the Intersection Detail found on Exhibit D-1.

No additional traffic signals are proposed within this segment.

Access Management - It is recommended that unsignalized, full-access intersections with left turn channelization on IL Route 60/83 be provided at McRae Street, Regent Drive, and Wingate Street. All other driveways are to be restricted to right-in/right-out.

Transit - It is recommended that a Park and Ride/Park and Pool parking facility be provided in the vicinity of the FAP 342 and Midlothian Road interchange.

3.4.6 Right-of-Way Requirements

The minimum desirable width of right-of-way for the recommended SRA cross section is 100 feet, except in the vicinity of the grade separation over FAP 342 where a 90-foot right-of-way is proposed due to land use constraints. In order to provide the recommended SRA right-of-way, 10 feet of additional right-of-way is required on both sides of IL Route 60/83 from McRae Street to Hawley Street. In addition, 10 feet of acquisition is required on the northeast side of IL 60/83 north of Midlothian Road. These areas are shown on Exhibits C-8 and C-9.

3.4.7 Environmental Considerations

The LUST site identified at the southwest corner of IL Route 60/IL Route 83 and IL Route 176 may be impacted in the event of additional right-of-way acquisition (see Exhibit B-7). Although two wetland areas are adjacent to the southwest side of Segment 4, they would not be impacted by roadway improvements since there is no adjacent right-of-way acquisition planned. Acquisition of right-of-way from the Countryside Golf Course (Lake County Forest Preserve) may affect lands designated as 4(f) or 6(f), by the U.S. Department of Transportation Act and the Land and Water Conservation Fund Act (LAWCON), respectively.

3.4.8 Land Use Considerations

Plans for roadway improvements for Segment 4 include acquiring 10 feet of additional right-of-way on each side of the SRA between McRae Street and Hawley Street. This would reduce yards associated with single-family residences and the Faith Lutheran Church which abut the northeast side of IL Route 60/IL Route 83; and Lake County Forest Preserve District property (Countryside Golf Course) on the southwest side of the SRA. If additional right-of-way is needed to accommodate improvements to the IL Route 176 intersection, landscaping, drive aisles and signs associated with the automobile service stations may be impacted. In addition, parking spaces associated with the commercial use north of the intersection of IL 60/83 with Midlothian Road may be impacted by the proposed acquisition of right-of-way along the northeast side (see Exhibits B-7 to B-9).

Consideration should be given to consolidating points of access for those commercial properties that have multiple curb cuts onto the SRA. Pedestrian and bicycle access improvements should be provided across the SRA at Hawley Street to accommodate residents coming from existing subdivisions to the Forest Preserve District land.

A barrier median is proposed for the entire length of Segment 4. This would prevent direct left-hand turns into adjacent properties, except at the planned full-access intersections. As vacant land at the intersection of IL Route 60/IL Route 83 and Midlothian Road is developed, access and setbacks should be coordinated with SRA improvements.

3.4.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 4 is shown in Table 3.4.1. This construction cost estimate is based on 1991 unit prices.

3.4.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy, and are either low cost or should be implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. Within Segment 4, as parcels are developed or redeveloped, it is recommended that future access be consolidated to the locations shown on Exhibits C-7 thru C-9.

Table 3.4.1
Construction Cost Estimate
Segment 4 - IL Route 176 to Midlothian Road

Improvements	Estimated Cost
Recommended Improvements	
Roadway	\$3,350,000
Intersection Improvements	\$825,000
Right-of-Way Acquisition	\$109,000
Total - Recommended Improvements	\$4,284,000

Note: This construction cost estimate is based on 1991 unit prices.

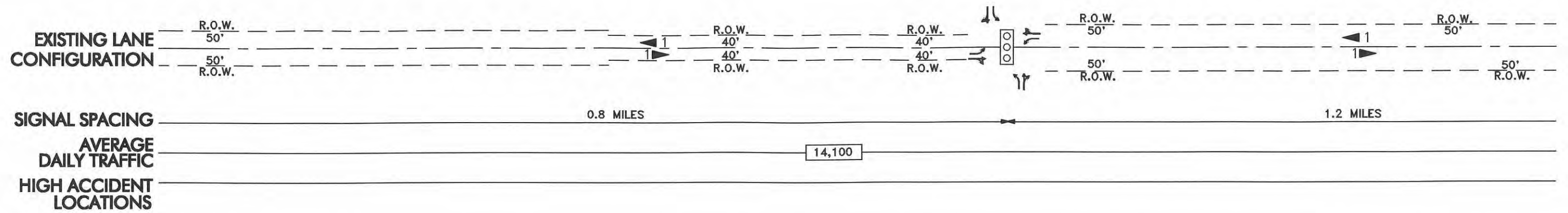
3.4.11 Ultimate (Post 2010) Improvements

Improvements which are consistent with SRA policy for suburban routes but are considered best implemented beyond the SRA planning horizon are recommended for Post 2010 consideration. There are no ultimate (post 2010) improvements recommended in this segment.

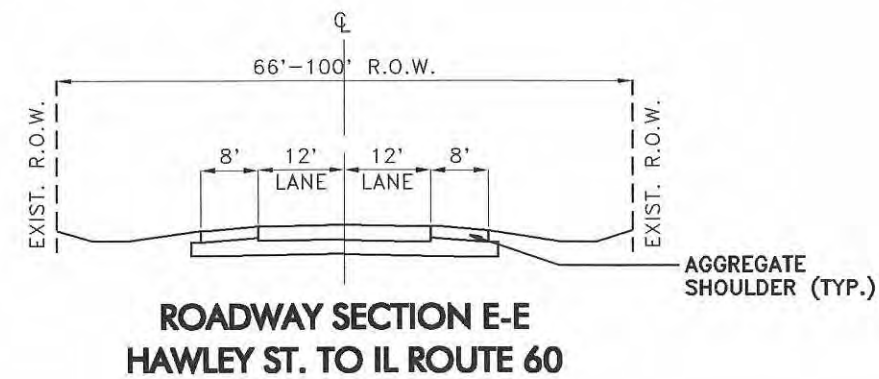
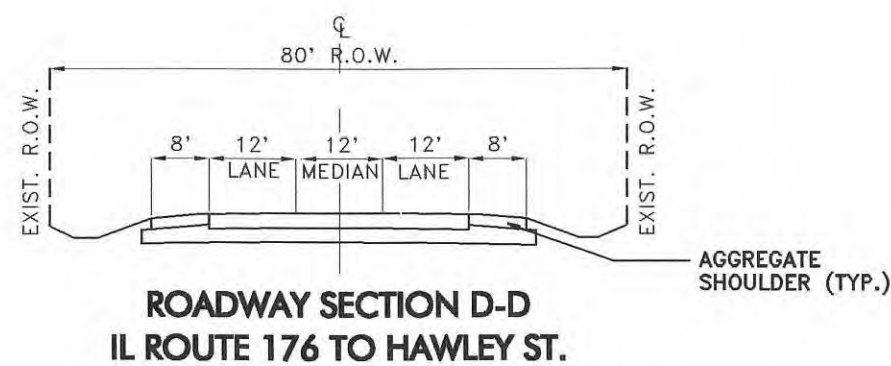
Segment 4
Illinois Route 60/83 - IL Route 176 to Midlothian Road

EXISTING FACILITY CHARACTERISTICS

Exhibits A-8 and A-9

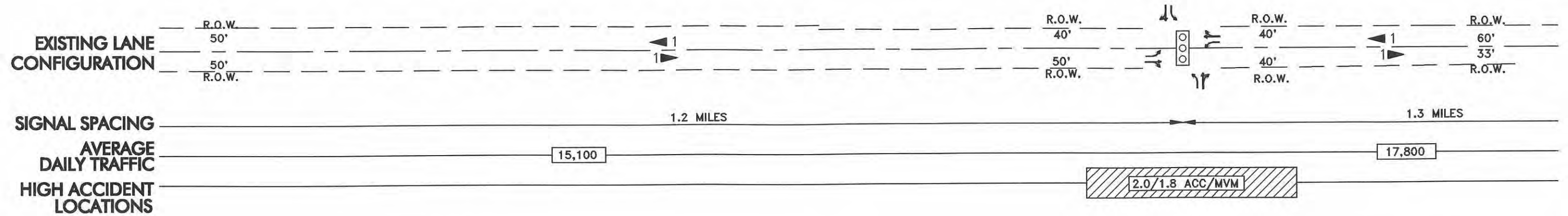


DATE OF PHOTOGRAPHY: APRIL 14, 1995

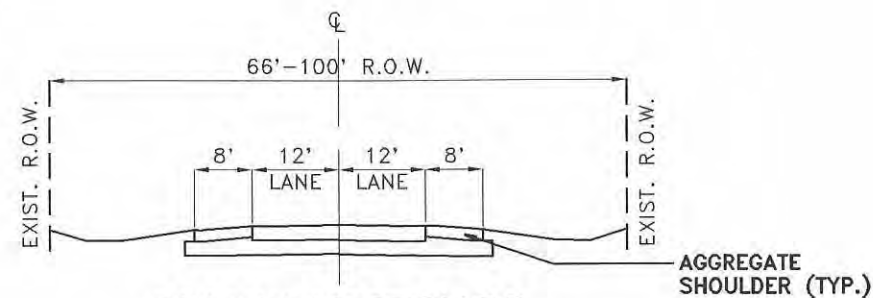


LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES



DATE OF PHOTOGRAPHY: APRIL 14, 1995



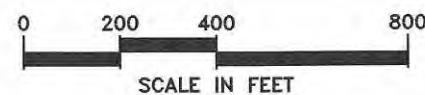
**ROADWAY SECTION E-E
HAWLEY ST. TO IL ROUTE 60**

LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES



Prepared by: **CIVILTECH ENGINEERING, INC.**
In Association with: **METRO Transportation Group**
Shah Engineering, Inc. **Planning Resources Inc.**



IL ROUTE 176 / IL ROUTE 60
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-9

Segment 4
Illinois Route 60/83 - IL Route 176 to Midlothian Road

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-8 and B-9



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
 - RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
 - RH HIGH RISE RESIDENTIAL (>3 FLOORS)
 - MH MOBILE HOME PARK
 - O OFFICE (UP TO 3 FLOORS)
 - OH OFFICE HIGH RISE (>3 FLOORS)
 - C COMMERCIAL RETAIL/SERVICE
 - CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
 - CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
 - I INDUSTRIAL/WAREHOUSE
 - CH CHURCH/TEMPLE (NAME)
 - S SCHOOL (NAME)
 - C* CEMETERY (NAME)
 - G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
 - P PARK/FOREST PRESERVE (NAME)
 - U UTILITY
 - E EXTRACTION (MINING & GRAVEL)
 - A AGRICULTURE
 - V VACANT
 - () PLANNED USE/JURISDICTION
 - PLANNED USE/JURISDICTION BOUNDARY
 - MUNICIPAL BOUNDARY
 - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

Prepared by: **CIVILTECH ENGINEERING, INC.**
 In Association with: **METRO Transportation Group**
Shah Engineering, Inc. **Planning Resources Inc.**



SRA *Strategic Regional Arterial Planning Study*
IL ROUTE 176 / IL ROUTE 60
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-8



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

- (CI) HAZARDOUS WASTE SITE
- [X] LEAKING UNDERGROUND STORAGE TANK
- (H) HISTORIC BUILDING/DISTRICT
- [W] WETLAND
- [T] THREATENED AND ENDANGERED SPECIES HABITAT
- [A] PRIME AGRICULTURAL LAND
- [F] FLOODPLAIN/FLOODWAY

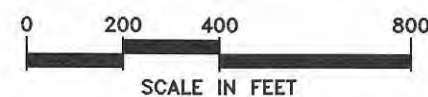
LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
 - RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
 - RH HIGH RISE RESIDENTIAL (>3 FLOORS)
 - MH MOBILE HOME PARK
 - O OFFICE (UP TO 3 FLOORS)
 - OH OFFICE HIGH RISE (>3 FLOORS)
 - C COMMERCIAL RETAIL/SERVICE
 - CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
 - CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
 - I INDUSTRIAL/WAREHOUSE
 - T CHURCH/TEMPLE (NAME)
 - S SCHOOL (NAME)
 - * CEMETERY (NAME)
 - G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
 - P PARK/FOREST PRESERVE (NAME)
 - U UTILITY
 - E EXTRACTION (MINING & GRAVEL)
 - A AGRICULTURE
 - V VACANT
 - () PLANNED USE/JURISDICTION
 - PLANNED USE/JURISDICTION BOUNDARY
 - MUNICIPAL BOUNDARY
 - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



Prepared by: **CIVILTECH ENGINEERING, INC.**

In Association with: **METRO Transportation Group**
Shah Engineering, Inc. **Planning Resources Inc.**

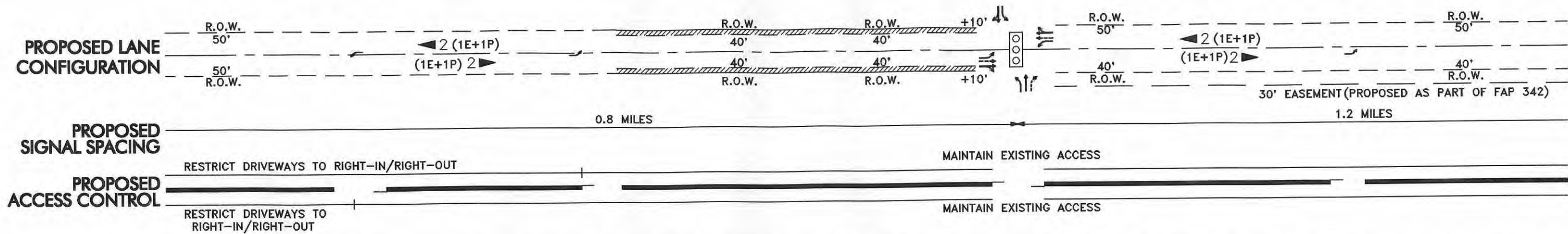


IL ROUTE 176 / IL ROUTE 60
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-9

Segment 4
Illinois Route 60/83 - IL Route 176 to Midlothian Road

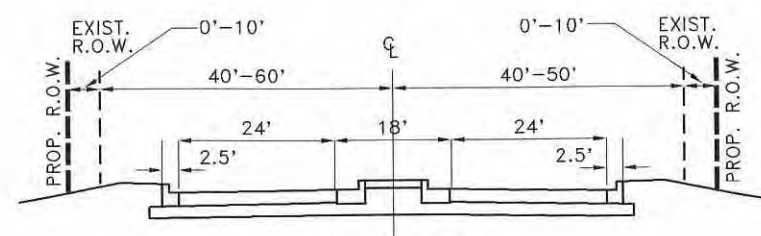
RECOMMENDED PLAN

Exhibits C-8 and C-9



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 4



SECTION D-D
IL ROUTE 176 TO IL ROUTE 60
 RECOMMENDED CROSS SECTION

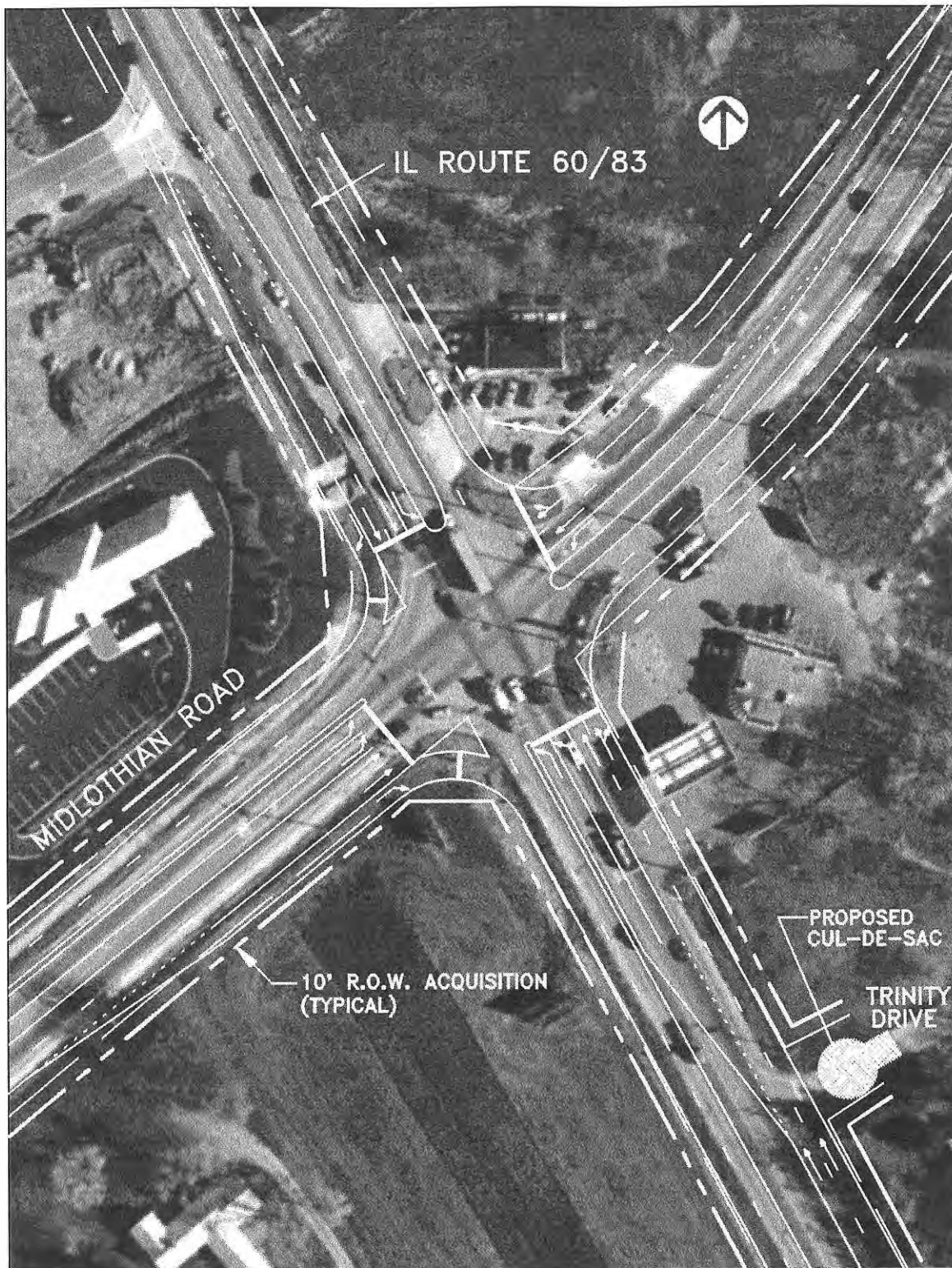
LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP

Segment 4

INTERSECTION DETAIL
Illinois Route 60/83 and Midlothian Road

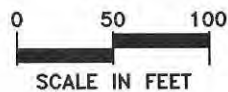
Exhibit D-1



LEGEND

- — — — — EXISTING R.O.W.
- - - - - PROPOSED R.O.W.

INTERSECTION DETAIL



SRA Strategic
Regional
Arterial
Planning Study

Segment 5

Illinois Route 60/83 - Midlothian Road to IL Route 60/83 Split

3.5 Segment 5: IL Route 60/83 - Midlothian Road to IL Route 60/83 Split

3.5.1 Location

Segment 5 extends along IL Route 60/83 from Midlothian Road to where IL Route 60 turns to the east (see Figure 3.1). The segment is approximately 1.6 miles in length and is located in unincorporated Lake County as well as the Village of Long Grove.

3.5.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-9, A-10, and A-11.

Right-of-Way - The existing right-of-way in this segment varies from 66 feet to 100 feet in width.

Roadway Characteristics - IL Route 60/83 in this segment is 24 feet in width edge-to-edge of pavement with one through lane in each direction and 8-foot aggregate shoulders.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that the 1992 average annual daily traffic for this segment is 17,800 vpd.

Plans for the proposed FAP 342 tollway extension call for a full interchange at Midlothian Road just south of the IL 60/83 and Midlothian intersection. This will be the only interchange within an 8-mile distance between IL Route 22 and IL Route 137. Because of this interchange spacing, it is anticipated that the Midlothian interchange will attract significant volumes of traffic from the surrounding area. This traffic will approach the interchange not only from the north on IL 60/83, but from the west and northwest on Gilmer Road and Hawley Street, from the north on Midlothian Road, from the northeast on Diamond Lake Road and from the east on IL Route 60. It is expected that the 2010 traffic volumes on Segment 5 of the IL 60/83 SRA route will be significantly greater than the existing traffic volumes noted above.

Accidents - There is one high accident location within this segment at IL Route 60/83/Diamond Lake Road intersection.

Parking, Sidewalks, and Frontage Roads - There are no on-street parking spaces, sidewalks or frontage roads on this segment.

Traffic Control/Intersection Configuration - Along this segment there are two signalized intersections located at Diamond Lake Road and at the IL 60/IL 83 split where IL Route 60 turns to the east. Existing lane configurations at these intersections are shown on Exhibits A-10 and A-11.

Structures - There are no structures located in this segment.

Transit - At the present time, there is no mass transit service provided in Segment 5.

3.5.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-9 through B-11.

Lakes/Streams/Wetlands/Floodplains - Diamond Lake, and its associated floodplain, abut the northeast side of the SRA route between Taylor Lake Court and Lakeview Avenue. A wetland and floodplain abut the southwest side of this segment directly across from where Taylor Lake Court intersects IL Route 176 (see Exhibit B-10).

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

Hazardous Waste/LUST Sites - There are no hazardous waste or LUST sites documented by the Illinois Environmental Protection Agency along this segment.

Threatened or Endangered Species - There are no threatened or endangered species known to exist along this segment of the corridor, according to the Illinois Department of Natural Resources.

Prime Farmland - Prime farmland abuts the right-of-way along the southwest side of IL 60/83 at the intersection of Midlothian Road, according to the Natural Resources Conservation Services (NRCS). This land is planned for commercial use by the Village of Mundelein.

3.5.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-9 through B-11.

Type and Intensity of Development - Residential land uses dominate Segment 5 of IL Route 60/IL Route 83. Single-family homes occur between Trinity Drive and Maple Avenue along the northeast side of the corridor, except adjacent to Diamond Lake where multi-family buildings occur. Homes also line the southwest side of the corridor between Acorn Lane and Maple Avenue. An automobile service station, agricultural and vacant land exist adjacent to the intersection of IL 60/83 and Midlothian Road. Mundelein Park District property and a tavern are located northwest of Acorn Lane. Mobile home parks exist on both sides of the corridor northwest of the Elgin, Joliet & Eastern Railroad tracks. The land uses along IL Route 60/IL Route 83 between the railroad tracks and the southern end of Segment 5 include an institutional use (United Methodist Church), single-family homes, vacant land and commercial property.

Planned Development - The Village of Mundelein has planned commercial use for the vacant parcel at the intersection of IL Route 60/IL Route 83 and Midlothian Road (see Exhibit B-9). Lake County and the Village of Long Grove have planned vacant parcels northwest of Acorn Lane for open space and single-family residential, respectively (see Exhibit B-10). Mundelein has also planned the property east of Diamond Lake Road for commercial use (see Exhibit B-11).

3.5.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-9, C-10, and C-11.

Roadway - The recommended roadway cross section generally includes two 12-foot through lanes in each direction, an 18-foot barrier median, and B-6.24 curb & gutter in a 100-foot right-of-way. The 18-foot median allows for the development of single left turn lanes as required at proposed cross streets. The recommended typical section (Section D-D) is shown on Exhibits C-9, C-10, and C-11.

Traffic Control/Intersection Configuration - It is proposed to maintain the two existing traffic signals. Likewise, it is proposed to maintain the existing lane configurations at the intersection where IL Route 60 splits from IL Route 83. At the IL Route 60/83/Diamond Lake Road intersection it is proposed to add left turn lanes on the Diamond Lake Road approaches.

Both West Shore Drive and Walnut Avenue are identified as potential future traffic signal locations. Proposed lane configurations for these locations are shown on Exhibits C-9 and C-10. Future signals should be installed on the route only at the recommended locations and only when signal warrant recommended for SRA routes are met. (Recommended signal warrants for SRA's are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report.)

Access Management - In order to control FAP 342 interchange traffic which may infiltrate local neighborhoods adjacent to Segment 5, it is proposed to consolidate/eliminate access to minor side streets. Closure of minor side streets will also facilitate noise mitigation measures when the SRA improvements are constructed. It is recommended that full-access, signalized intersections be provided at West Shore Drive and Walnut Avenue while Taylor Lake Court would have full-access but not be signalized. Acorn Lane and Maple Avenue would be restricted to right-in/right-out and all other local streets would be converted to cul-de-sacs to minimize local street access and concentrate traffic at signalized intersections.

Transit - Other than the addition of bus service to Illinois Route 60/83 when warranted, there are no transit improvements recommended for this segment.

3.5.6 Right-of-Way Requirements

In order to provide the desirable 100-foot right-of-way width, strips of acquisition varying from 7 feet to 10 feet are required on both sides of IL 60/83 from Midlothian Road to Diamond Lake Road. Of exception, is the area adjacent to the Mundelein Park District property where a narrower right-of-way (90-100 feet) is recommended. It will still be necessary to acquire a strip of land approximately four (4) feet in width from the park district property. In addition, corner right-of-way takes will be required for intersection improvements.

3.5.7 Environmental Considerations

Up to 10 feet of right-of-way acquisition on the southwest side of Segment 5, between Kenmore Lane and Acorn Lane, could impact existing floodplain and wetlands (see Exhibit B-10). The floodplain adjacent to the northeast side of the SRA, west of Taylor Lake Court, would not be affected by planned roadway improvements since there would not be right-of-way acquisition in this area.

3.5.8 Land Use Considerations

Proposed right-of-way acquisition in Segment 5 would reduce the depth of yards associated with single-family residences, multi-family units, commercial buildings, and the mobile home park next to the at-grade railroad tracks. Mature trees along both sides of this segment of the SRA could also be impacted. Additionally, right-of-way acquisition may impact the points of access and drive aisles associated with the automobile service station at Midlothian Road; the points of access, parking configuration and drive aisle associated with the tavern across from Taylor Lake Court; and the drive aisle serving the multiple-family units on the northeast side of the route, adjacent to Diamond Lake (see Exhibits B-9 and B-10).

As planned, cul-de-sacs would be constructed on the following local streets at their intersection with the SRA: Trinity Drive; Martin Drive; Circle Drive South; Kenmore Lane; Lakeview Avenue; Oak Avenue; and Hickory Avenue. Additionally, Taylor Lake Court, Acorn Lane, Maple Avenue and Diamond Lake Road would be limited to right-in/right-out movements due to construction of a barrier median. Limiting access to the SRA from side streets would not only improve overall traffic safety, but it would help to control cut-through traffic destined to and from the FAP 342 interchange at Midlothian Road. Street closures would also consideration of noise barriers feasible in this area. As vacant land along this segment develops, access and setbacks should be coordinated with SRA improvements.

3.5.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 5 is shown in Table 3.5.1. This construction cost estimate is based on 1991 unit prices.

3.5.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy, and are either low cost or should be implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. Within Segment 5, as parcels are developed or redeveloped, it is recommended that future access be consolidated to the locations shown on Exhibits C-7 thru C-9.

If FAP 342 is constructed prior to the SRA improvements, traffic signals should be installed at the recommended locations when the signal warrants recommended for SRA routes are met in conjunction with construction of the access management measures described above.

Table 3.5.1
Construction Cost Estimate
Segment 5 - Midlothian Road to IL Route 60/83 Split

Improvements	Estimated Cost
Recommended Improvements	
Roadway	\$2,835,000
Intersection Improvements	\$1,250,000
Right-of-Way Acquisition	\$562,000
Total - Recommended Improvements	\$4,647,000

Note: This construction cost estimate is based on 1991 unit prices.

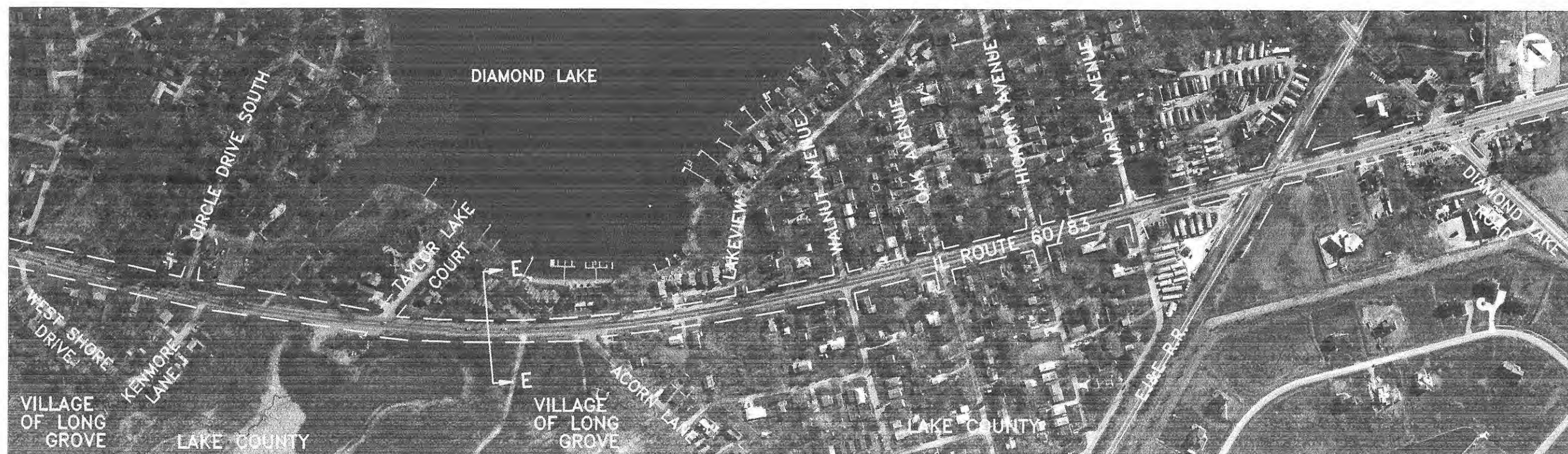
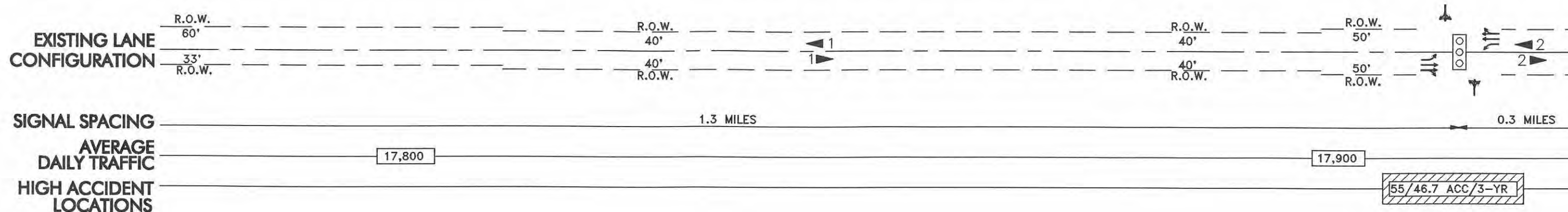
3.5.11 Ultimate (Post 2010) Improvements

Improvements which are consistent with SRA policy for suburban routes but are considered best implemented beyond the SRA planning horizon are recommended for Post 2010 consideration. There are no ultimate (post 2010) improvements recommended in this segment.

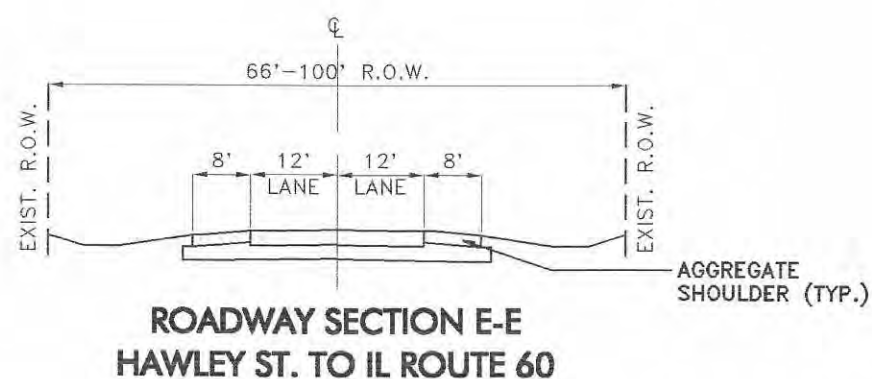
Segment 5
Illinois Route 60/83 - Midlothian Road to IL Route 60/83 Split

EXISTING FACILITY CHARACTERISTICS

Exhibit A-10



DATE OF PHOTOGRAPHY: APRIL 14, 1995



LEGEND

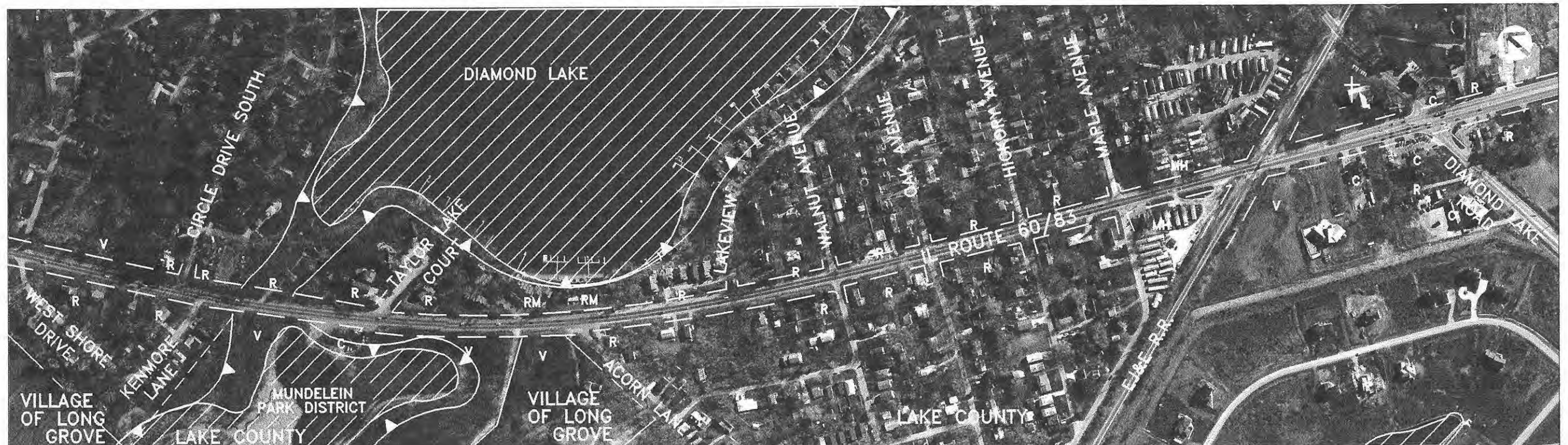
- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES

Segment 5

Illinois Route 60/83 - Midlothian Road to IL Route 60/83 Split

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibit B-10



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

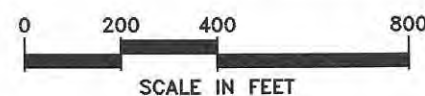
- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
 - RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
 - RH HIGH RISE RESIDENTIAL (>3 FLOORS)
 - MH MOBILE HOME PARK
 - O OFFICE (UP TO 3 FLOORS)
 - OH OFFICE HIGH RISE (>3 FLOORS)
 - C COMMERCIAL RETAIL/SERVICE
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 - U PARK/FOREST PRESERVE (NAME)
 - AV UTILITY
 - V EXTRACTION (MINING & GRAVEL)
 - AG AGRICULTURE
 - VAC VACANT
 - PL PLANNED USE/JURISDICTION
 - PLB PLANNED USE/JURISDICTION BOUNDARY
 - M MUNICIPAL BOUNDARY
 - EW EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



Prepared by: **CIVILTECH ENGINEERING, INC.**
 In Association with: **METRO Transportation Group**
Shah Engineering, Inc. **Planning Resources Inc.**



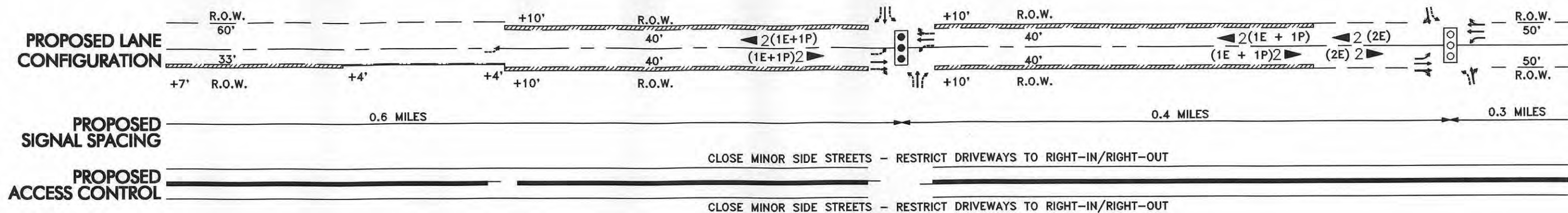
IL ROUTE 176 / IL ROUTE 60
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-10

SRA Strategic Regional Arterial Planning Study

Segment 5
Illinois Route 60/83 - Midlothian Road to IL Route 60/83 Split

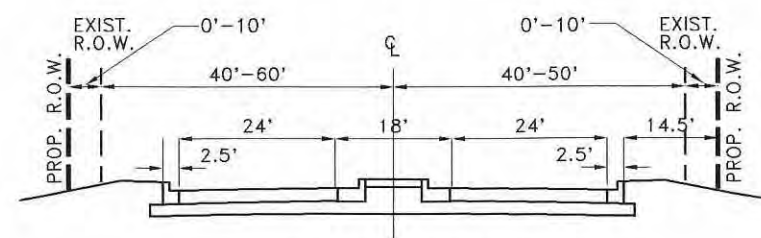
RECOMMENDED PLAN

Exhibit C-10



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 5



SECTION D-D
IL ROUTE 176 TO IL ROUTE 60
 RECOMMENDED CROSS SECTION

LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP

Segment 6
Illinois Route 60 - IL Route 83 to U.S. Route 45

3.6 Segment 6: IL Route 60 - IL Route 83 to U.S. Route 45

3.6.1 Location

Segment 6 extends along IL Route 60 from IL Route 83 to U.S. Route 45 and is approximately 0.3 miles in length (see Figure 3.1). This segment is located within the Village of Mundelein.

3.6.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibit A-11.

Right-of-Way - The existing right-of-way in this segment varies from 100 feet to 120 feet in width.

Roadway Characteristics - IL Route 60 in this segment consists of two 12-foot through lanes in each direction separated by a 16-foot mountable median with curb & gutter at the edges of pavement.

Traffic Volumes - This segment is characterized by relatively low traffic volumes. Illinois Department of Transportation Traffic Maps indicate that the 1992 average annual daily traffic for this segment is 9,900 vpd. Even with construction of FAP 342, traffic volumes in this segment are anticipated to remain moderate as most expressway traffic to and from the Village of Mundelein is expected to utilize Midlothian Road and Lakeview Avenue.

Accidents - The intersection of IL Route 60 and U.S. Route 45 is a high accident location.

Parking, Sidewalks, and Frontage Roads - There are no on-street parking spaces, sidewalks, or frontage roads on this segment.

Traffic Control/Intersection Configuration - The intersection of IL Route 60 and U.S. Route 45 is the only signalized intersection in this segment. Existing lane configurations are shown on Exhibit A-11.

Structures - There are no structures within this segment.

Transit - At the present time, there is no mass transit service provided in Segment 6.

3.6.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibit B-11.

Lakes/Streams/Wetlands/Floodplains - A wetland exists at the northwest corner of the intersection of U.S. Route 45 and IL Route 60.

Structures with Historical Significance - There are no sites of documented historical significance

located along this segment.

Hazardous Waste/LUST Sites - A leaking underground storage tank (LUST) is associated with the eastern module in Mundelein Square, north of IL Route 60, between IL Route 60/IL Route 83 and U.S. Route 45. This site has been documented by the Illinois Environmental Protection Agency.

Threatened or Endangered Species - There are no threatened or endangered species known to exist along this segment of the corridor, according to the Illinois Department of Natural Resources.

Prime Farmland - There is no designated prime farmland along this segment, according to the Natural Resources Conservation Services (NRCS).

3.6.4 Existing Land Use Characteristics

The existing land use characteristics for this segment are shown on Exhibit B-11.

Type and Intensity of Development - Existing land use along Segment 6 consists of two commercial centers and their associated outlots. Patriots Plaza is south of IL Route 60 and Mundelein Square is located north of the route. The western portion of this shopping center is vacant. One vacant outlot exists at the northwest corner of IL Route 60 and U.S. Route 45 (see Exhibit B-11).

Planned Development - The Mundelein Comprehensive Plan shows that a commercial use is anticipated for the vacant outlot at the intersection of IL Route 60 and U.S. Route 45.

3.6.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibit C-9.

Roadway - Due to the relatively low projected traffic volumes for this segment, it is not anticipated that six lanes will be required for this segment. Therefore, it is proposed to maintain the existing roadway cross section.

Traffic Control/Intersection Configuration - It is proposed to maintain the existing traffic signal at the intersection of IL Route 60 and U.S. Route 45 in addition to providing dual left turn lanes on the westbound and southbound approaches. The proposed lane configurations are shown on Exhibit C-11 and on the Intersection Detail found on Exhibit D-2. No additional traffic signals are proposed in this segment.

Access Management - It is proposed to maintain existing access in this segment.

Transit - East of U.S. Route 45, existing traffic volumes on IL Route 60 increase significantly,

ranging between 35,000 and 47,000 vpd. If and when bus service is added to this section of Illinois Route 60, consideration should be given to providing far side bus turnouts at the U.S. Route 45 intersection to maximize the safety and operation of bus service. Consideration should also be given to providing a bus preemption system for the traffic signal.

3.6.6 Right-of-Way Requirements

No additional right-of-way is required in this segment.

3.6.7 Environmental Concerns

The LUST site identified in Segment 6 would not be affected by planned roadway improvements since there is no right-of-way acquisition in this segment.

3.6.8 Land Use Considerations

No roadway improvements or right-of-way acquisition is planned for Segment 6. Consideration should be given to consolidating curb cuts serving the commercial retail shopping centers on either side of this segment.

3.6.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 6 is shown in Table 3.6.1. This construction cost estimate is based on 1991 unit prices.

3.6.10 Short Term/Low Cost Improvements

There are no short term or low cost improvements recommended in Segment 6.

3.6.11 Ultimate (Post 2010) Improvements

There are no post 2010 improvements recommended for this segment.

Table 3.6.1
Construction Cost Estimate
Segment 6 - IL Route 83 to U.S. Route 45

Improvements	Estimated Cost
Recommended Improvements	
Roadway	\$50,000
Intersection Improvements	\$300,000
Transit Improvements	\$170,000
Total - Recommended Improvements	\$520,000

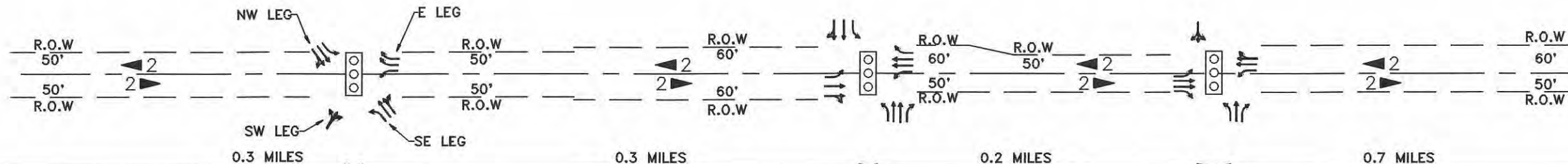
Note: This construction cost estimate is based on 1991 unit prices.

Segment 6
Illinois Route 60 - IL Route 83 to U.S. Route 45

EXISTING FACILITY CHARACTERISTICS

Exhibit A-11

EXISTING LANE CONFIGURATION



SIGNAL SPACING

AVERAGE DAILY TRAFFIC

HIGH ACCIDENT LOCATIONS

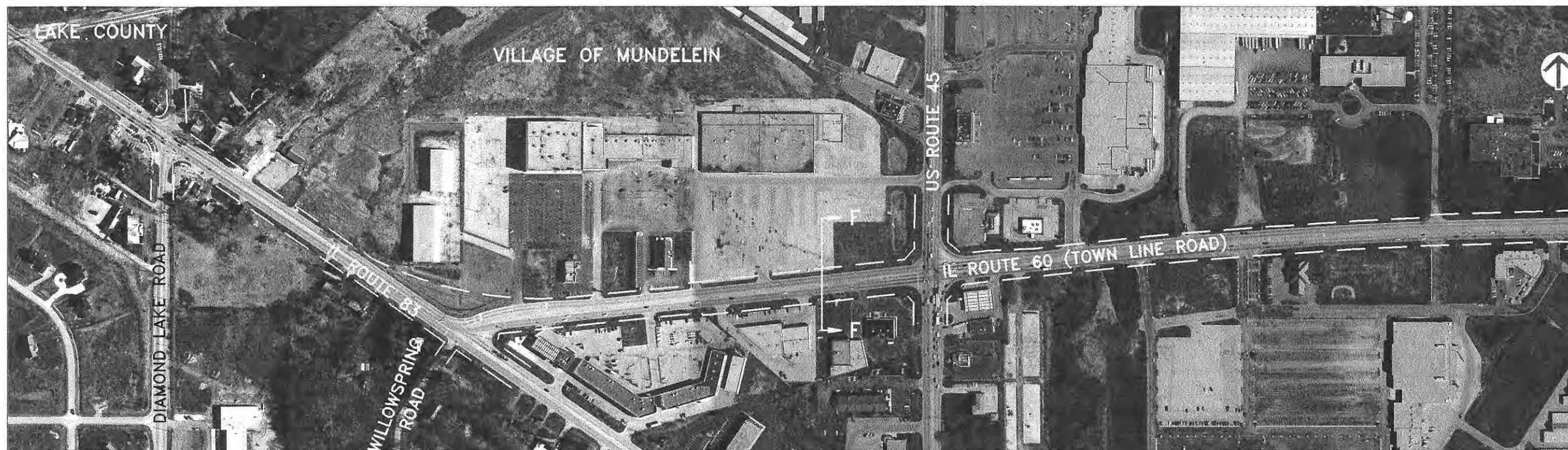
9,900

35,700

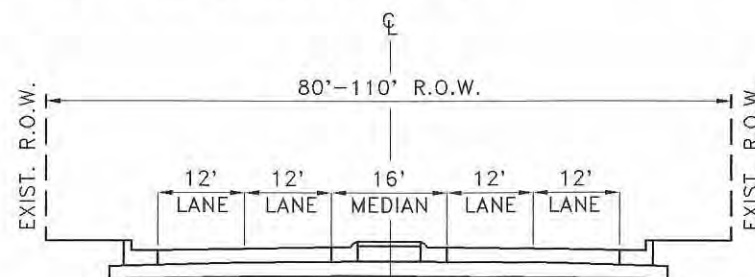
2.1 / 1.5 ACC/MVM*

6.6 / 5.1 ACC/MVM

* ACC/MVM = ACCIDENTS PER MILLION VEHICLE-MILES



DATE OF PHOTOGRAPHY: APRIL 14, 1995



ROADWAY SECTION F-F
IL ROUTE 83 TO DEERPETH DR.

LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES

Segment 6
Illinois Route 60 - IL Route 83 to U.S. Route 45

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibit B-11



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
 - RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
 - RH HIGH RISE RESIDENTIAL (>3 FLOORS)
 - MH MOBILE HOME PARK
 - O OFFICE (UP TO 3 FLOORS)
 - OH OFFICE HIGH RISE (>3 FLOORS)
 - C COMMERCIAL RETAIL/SERVICE
 - CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
 - CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
 - I INDUSTRIAL/WAREHOUSE
 - † CHURCH/TEMPLE (NAME)
 - S SCHOOL (NAME)
 - * CEMETERY (NAME)
 - G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
 - P PARK/FOREST PRESERVE (NAME)
 - U UTILITY
 - E EXTRACTION (MINING & GRAVEL)
 - A AGRICULTURE
 - V VACANT
 - () PLANNED USE/JURISDICTION
 - PLANNED USE/JURISDICTION BOUNDARY
 - MUNICIPAL BOUNDARY
 - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



Prepared by: **CIVILTECH ENGINEERING, INC.**
 In Association with: **METRO Transportation Group**
Shah Engineering, Inc. **Planning Resources Inc.**

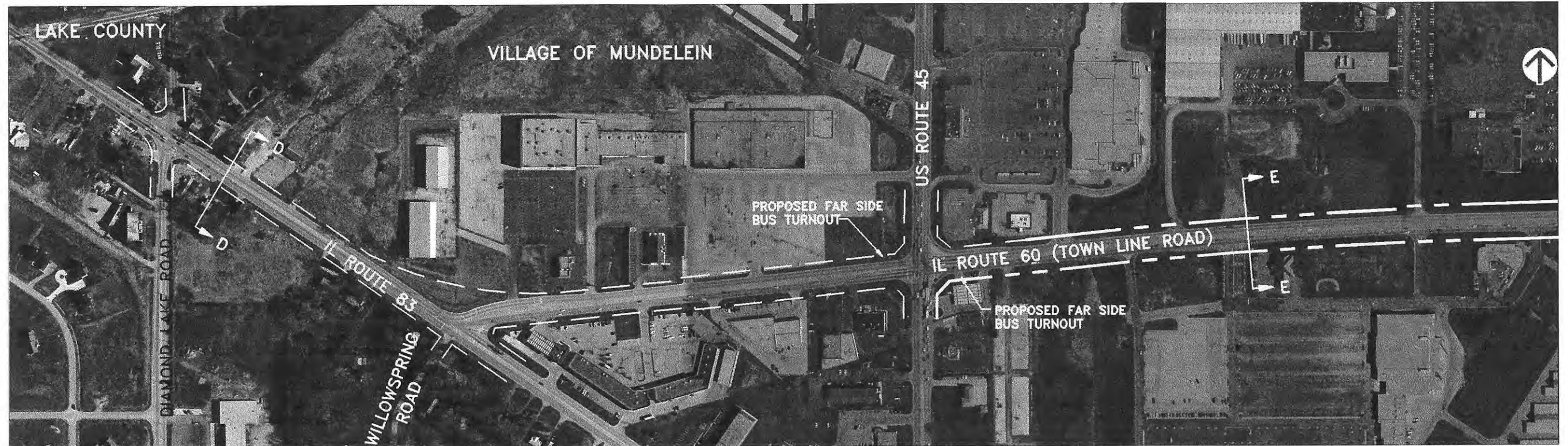
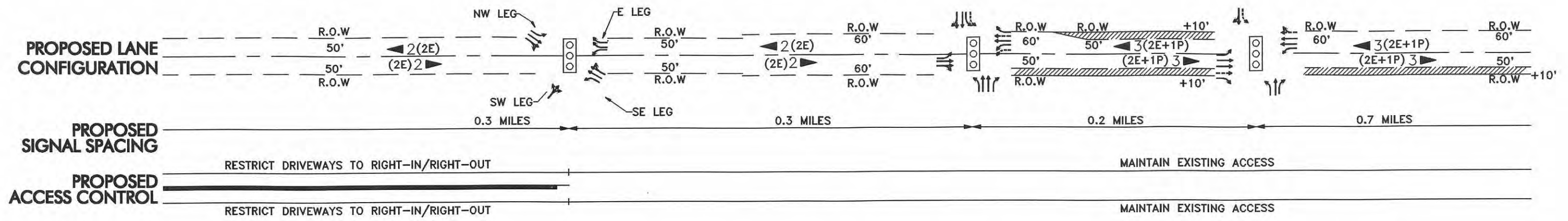


IL ROUTE 176 / IL ROUTE 60
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-11

Segment 6
Illinois Route 60 - IL Route 83 to U.S. Route 45

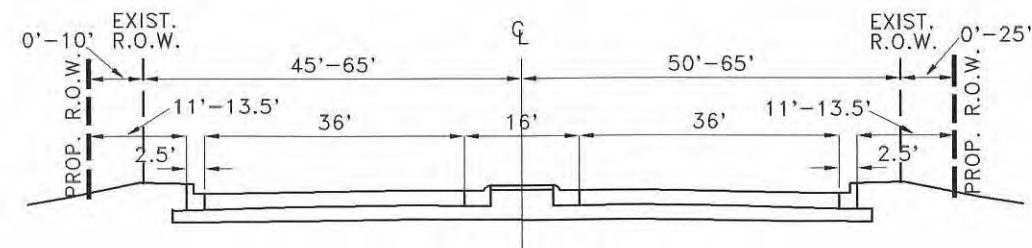
RECOMMENDED PLAN

Exhibit C-11



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 6



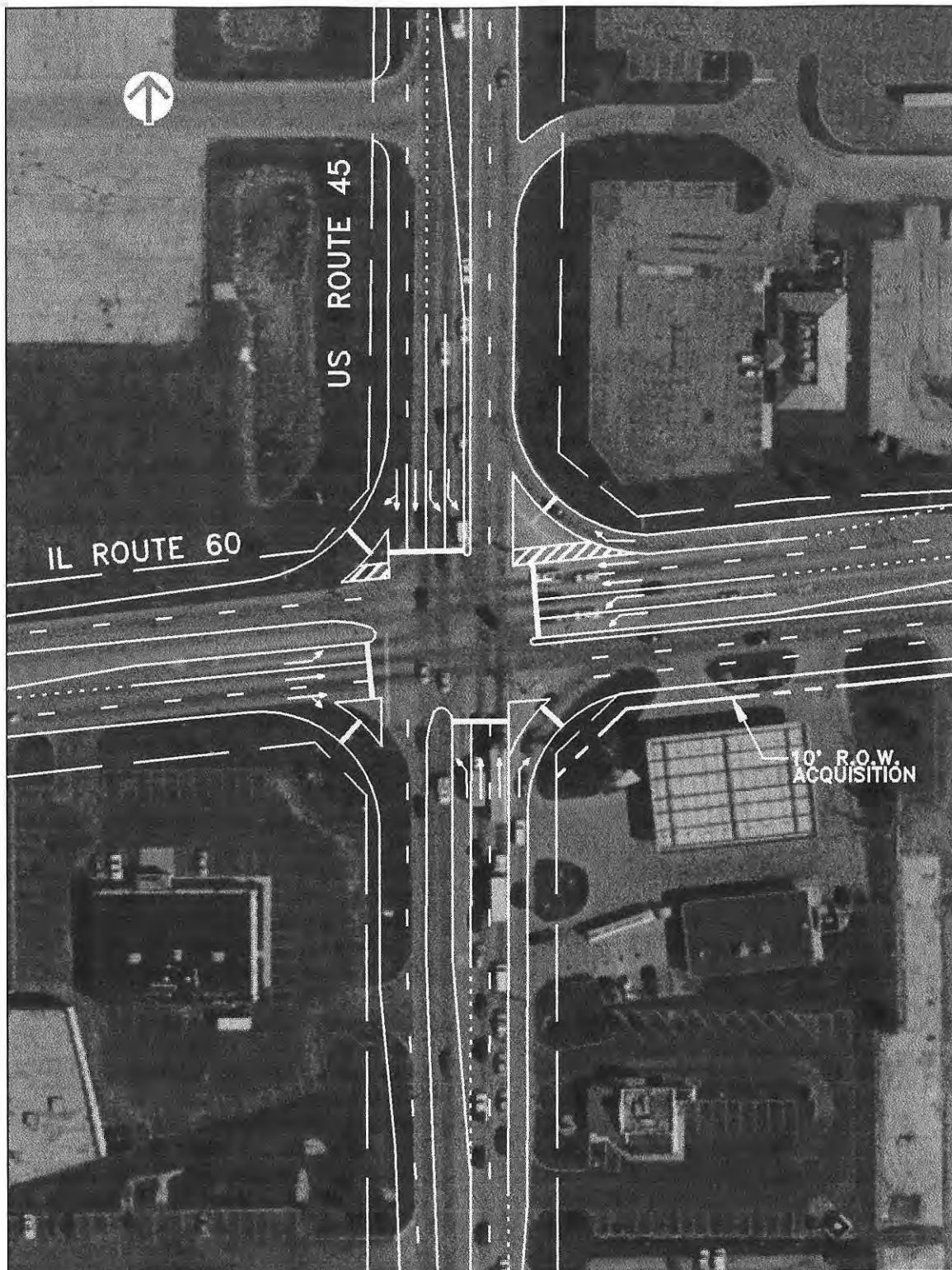
LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP

Segment 6

INTERSECTION DETAIL
Illinois Route 60 and U.S. Route 45

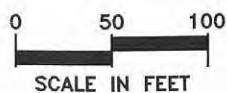
Exhibit D-2



LEGEND

- — — — — EXISTING R.O.W.
- - - - - PROPOSED R.O.W.

INTERSECTION DETAIL



SRA Strategic Regional Arterial Planning Study

Segment 7
Illinois Route 60 - U.S. Route 45 to IL Route 21

3.7 Segment 7: IL Route 60 - U.S. Route 45 to IL Route 21

3.7.1 Location

Segment 7 extends along IL Route 60 from U.S. Route 45 to IL Route 21 and is approximately 2.1 miles in length (see Figure 3.1). This segment is located in the communities of Mundelein and Vernon Hills.

3.7.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-11, A-12, and A-13.

Right-of-Way - The existing right-of-way along IL Route 60 west of Deerpath Drive is generally 100 feet wide, but it narrows to 95 feet between Butterfield Road and Aspen Drive. East of Deerpath Drive the existing right-of-way also varies but is generally 120 feet to 140 feet wide.

Roadway Characteristics - IL Route 60 from U.S. Route 45 to Deerpath Drive consists of two 12-foot lanes in each direction separated by a 16-foot mountable median with curb & gutter at the edges of pavement. From Deerpath Drive to IL Route 21 (Milwaukee Avenue) the existing cross section consists of two 12-foot eastbound through lanes, three 12-foot westbound through lanes, a 16-foot barrier median and curb & gutter at the edges of pavement. The median widens to 30 feet at Lakeview Parkway.

Traffic Volumes - Illinois Department of Transportation Traffic maps indicate that the 1992 average annual daily traffic for this segment varies from 35,700 vpd at U.S. Route 45 to 46,600 vpd at IL Route 21.

Accidents - There are three high accident locations in this segment. The first area is a roadway segment that includes the intersection of U.S. Route 45 and extends to the east to include the Tower Road intersection. The other two locations are at the signalized intersections of IL Route 60/Butterfield Road and IL Route 60/IL Route 21.

Parking, Sidewalks, and Frontage Roads - There are no on-street parking spaces or frontage roads within this segment. Sidewalks are provided along the north side of IL Route 60 from Aspen Drive to Lakeview Parkway and along the south side of IL Route 60 from Deerpath Drive to IL Route 21.

Traffic Control/Intersection Configuration - There are nine signalized intersections within this segment located at a commercial entrance just east of U.S. Route 45, and at Butterfield Road, Aspen Drive, Deerpath Drive, Lakeview Parkway, Fairway Drive, two entrances for Hawthorn Center, and IL Route 21 (Milwaukee Avenue). Existing lane configurations for each of these locations are shown on Exhibits A-11 through A-13.

Structures - There is one existing structure in this segment as indicated in Table 3.7.1.

**Table 3.7.1
Existing Structures**

IDOT Structure Number	Facility Carried	Feature Crossed	Width (ft.)	Length (ft.)	Horizontal Clearance on SRA (ft.)	Vertical Clearance on SRA (ft.)
049-2000	IL 60	Seavey Ditch	102	36	100	N/A

Transit - The section of Illinois Route 60 between Butterfield Road and Lakeview Parkway is served by Pace Bus Route 572. The Metra North Central Line crosses Illinois Route 60 immediately west of Butterfield Road.

3.7.3 Existing Environmental Characteristics

The existing environmental characteristics for this Segment 7 of IL Route 60 are shown on Exhibits B-11 through B-13.

Lakes/Streams/Wetlands/Floodplains - Illinois Route 60 crosses the Diamond Lake Drain floodplain/floodway and wetland approximately 600 feet east of U.S. Route 45. It also crosses the Seavy Drainage Ditch between Deerpath Drive and Lakeview Parkway. A wetland extends along the north side of the segment west of the Seavy Drainage Ditch. Another wetland exists adjacent to the north side of IL 60 west of Tower Road. A wetland also occurs south of IL Route 60, west of the Wisconsin Central Railroad.

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

Hazardous Waste/LUST Sites - Two leaking underground storage tank (LUST) sites occur south of the segment. One is located at the southeast corner of IL Route 60 and U.S. Route 45, and the other occurs on the eastern outlot of Oak Creek Plaza. Two other LUST sites exist north of IL Route 60. They are located approximately 400 feet east of Tower Road; and approximately 800 feet west of Butterfield Road.

Threatened or Endangered Species - There are no threatened or endangered species known to exist along this segment of the corridor, according to the Illinois Department of Natural Resources.

Prime Farmland - There is no designated prime farmland along this segment, according to the Natural Resources Conservation Services (NRCS).

3.7.4 Existing Land Use Characteristics

The existing land use characteristics for this segment are shown on Exhibits B-11 through B-13.

Type and Intensity of Development - Segment 7 has a variety of land uses including retail/service commercial, industrial/ warehouse, utility, institutional, residential, office and vacant. Commercial and industrial/ warehouse uses dominate the west end of this segment. Retail commercial centers include Townline Square and Oak Creek Plaza (see Exhibit B-11). The Diamond Lake Cemetery is located on the south side of IL 60 at Tower Road. A utility corridor containing high-voltage electrical lines occurs west of the cemetery and parallels Tower Road north of the route. Retail/service commercial uses exist along the north side of the corridor between Tower Road and Butterfield Road. The southwest quadrant of IL Route 60 and Butterfield Road is vacant. An at-grade railroad crossing (Wisconsin Central) occurs just west of Butterfield Road.

The majority of the south side of Illinois Route 60 between Butterfield Road and Aspen Drive is vacant. However, a commercial establishment exists immediately east of Butterfield Road. Office uses are in the northeast quadrant of Butterfield Road and IL Route 60. Hawthorn School and Hawthorn Junior High School are located east of the offices (see Exhibit B-12).

A multi-family residential development (townhomes) is located at the northeast corner of IL 60 and Aspen Drive. The existing land uses along the remainder of the north side of this segment are office and retail commercial. This includes Hawthorn Village Commons and Hawthorn Center, which is at the northwest corner of IL Route 60 and IL Route 21. Except for three office developments, land uses on the south side of this segment, east of Aspen Drive, are retail commercial. This includes Townline Commons in the southeast quadrant of Fairway Drive and IL 60 (see Exhibit B-13).

Planned Development - The vacant property west of Butterfield Road, south of the corridor, is planned for commercial use by the Village of Mundelein. The Village of Vernon Hills has planned the vacant land south of IL Route 60 between Butterfield Road and Aspen Drive for commercial use (see Exhibit B-12).

3.7.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-11, C-12, and C-13.

Roadway - The recommended roadway cross section for IL Route 60 from U.S. Route 45 to Butterfield Road consists of three 12-foot through lanes in each direction, a 16-foot mountable median, and B-6.24 curb & gutter at the edges of pavement. From Butterfield Road to IL Route 21 the recommended roadway cross section consists of three 12-foot through lanes in each direction, a 16-foot to 18-foot barrier median, and B-6.24 curb & gutter at the edges of pavement. These typical sections are shown on Exhibit C-11 through C-13. It is also recommended to transition from the 16-foot median to 30-foot barrier medians at the intersections of U.S. Route 45, Butterfield Road, and IL Route 21 to provide dual left turn channelization.

Traffic Control/Intersection Configuration - It is proposed to maintain all nine existing traffic signal locations. At the commercial entrance located just east of U.S. Route 45 it is proposed to maintain the existing lane configuration except for the additional through lane in each direction on IL Route 60 and the addition of a southbound left turn lane (see Exhibit C-11).

At Butterfield Road it is proposed to widen the recommended 16-foot median on IL Route 60 to 30 feet to accommodate dual left turn lanes on both the eastbound and westbound approaches. The recommended lane configurations are shown on Exhibit C-12 as well as on an Intersection Detail on Exhibit D-3.

At Aspen Drive, Deerpath Drive, and the two entrances into the Hawthorn Center it is recommended to maintain existing lane configurations. Lane configurations are shown on Exhibits C-12 and C-13.

At IL Route 21 (Milwaukee Avenue) it is proposed to widen the median on IL Route 60 to 30 feet to accommodate dual left turn lanes on all approaches. An Intersection Detail for the intersection of IL Route 60 and IL Route 21 is found on Exhibit D-4 in Appendix D.

No additional traffic signals are recommended for this segment.

Access Management - It is recommended to maintain the existing mountable median along IL Route 60 from U.S. Route 45 to Butterfield Road and therefore, existing access in this area will not be altered. From Butterfield Road to Deerpath Drive it is recommended to provide barrier median and restrict driveways to right-in/right-out. East of Deerpath Drive it is recommended to maintain the existing barrier median as well as existing access.

Structures - The existing structure in this segment will require modification as shown in Table 3.7.2.

**Table 3.7.2
Structure Modifications**

IDOT Structure Number	Facility Carried	Feature Crossed	Existing Width (ft.)	Recommendation
049-2000	IL 60	Seavey Drainage Ditch	102	No improvements recommended.

Transit - East of U.S. Route 45, existing traffic volumes on IL Route 60 increase significantly, ranging between 35,000 and 47,000 vpd. In order to maximize the safety and operation of bus service in this corridor, the SRA improvement should include the addition of far side bus turnouts at all signalized intersections (assuming bus service is expanded beyond existing Pace Route 572). It is also recommended that all traffic signals be equipped with bus preemption systems.

3.7.6 Right-of-Way Requirements

In order to provide the recommended cross section approximately a 10-foot strip of right-of-way is required from various locations along both sides of IL Route 60 from U.S. Route 45 to Butterfield Road. These locations are shown on Exhibits C-11 and C-12. From Butterfield Drive to Deerpath Drive it is recommended to acquire all the necessary right-of-way from the south side of IL Route 60 in order to avoid impacting the school located in the northwest quadrant of the intersection of IL Route 60 and Aspen Drive (see Exhibit C-12).

3.7.7 Environmental Considerations

Up to 10 feet of right-of-way acquisition on the west end of Segment 7 could impact wetlands and floodplains located on both sides of the road approximately 600 feet east of U.S. Route 45 (Diamond Lake Drain), wetlands on the north side of IL Route 60 immediately west of Tower Road, and the three westernmost LUST sites in this segment (see Exhibits B-11 and B-12). Although wetlands and floodplains exist next to IL 60 immediately west of the railroad tracks and east of Deerpath Drive, they would not be affected by roadway improvements since there is no right-of-way acquisition planned in these areas. The LUST site located east of the railroad tracks, north of IL Route 60 would not be impacted for the same reason.

3.7.8 Land Use Considerations

Plans for roadway improvements for Segment 7 include acquiring between 10 and 25 feet of right-of-way on each side of IL Route 60 between U.S. Route 45 and Deerpath Drive. This would reduce the depth of yards for commercial, industrial, utility and vacant land adjacent to both sides of the route. Additionally, other likely impacts include: eliminating landscaping and the drive aisle associated with the automobile service station at the southeast corner of IL 60 and U.S. Route 45; displacing signs for commercial uses on outlots associated with Oak Creek Plaza and the building immediately east of McCormick Boulevard on the south side of IL 60; displacing parking and drive aisles for the two commercial properties approximately 300 feet east of Tower Road on the north side of the route; affecting mature trees in Diamond Lake Cemetery; eliminating landscaping and possibly affecting the drive aisle associated with the commercial use at the southeast corner of the route's intersection with Butterfield Road; eliminating the silo east of the development at the southeast corner of Butterfield Road; and displacing landscaping, drive aisles and parking associated with the commercial and industrial buildings on the south side of the SRA between Aspen Drive and Deerpath Drive (see Exhibit B-11 and B-12).

Note that the Wisconsin Central Railroad crosses the SRA approximately 300 feet west of Butterfield Road. A barrier median is proposed between the railroad tracks and Aspen Drive. This would prevent direct left-hand turns into adjacent properties, except at the Butterfield Road. The existing access configuration for the remainder of Segment 7 would not be altered.

Pedestrian and bicycle access improvements should be provided across IL Route 60 at Hawthorn School and Hawthorn Junior High School. As vacant land along the south side of Segment 7 is developed, access and setbacks should be coordinated with SRA improvements.

3.7.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 7 is shown in Table 3.7.3. This construction cost estimate is based on 1991 unit prices.

3.7.10 Short Term/Low Cost Improvements

The Lake County Division of Transportation is planning to improve Butterfield Road from Illinois Route 60 north through Allanson Road. As part of this improvement, a short term improvement will be made at the Illinois Route 60 intersection which will widen Butterfield Road to provide two 12-foot lanes in each direction with dual left turn lanes and separate right turn lanes on each approach. In addition, a westbound to northbound right turn lane will be installed on IL 60.

3.7.11 Ultimate (post 2010) Improvements

The intersection of Illinois Routes 60 and 21, even if built out to the cross sections shown on Exhibit C-13, will fail to provide desirable levels of service during the peak traffic hours under existing traffic demand. Construction of FAP 342 is expected to reduce congestion levels at this intersection and will delay the need for further improvement. However, long term improvement needs may require that the at-grade intersection be replaced by a single point diamond interchange to provide desired traffic mobility.

3.7.12 Crossing SRA Routes

IL Route 21 is also designated as an SRA route. An SRA study for this corridor was completed in May, 1993. The SRA improvement recommendations contained in this report are consistent with the recommended plan for the IL Route 21 corridor.

Table 3.7.3
Construction Cost Estimate
Segment 7 - U.S. Route 45 to IL Route 21

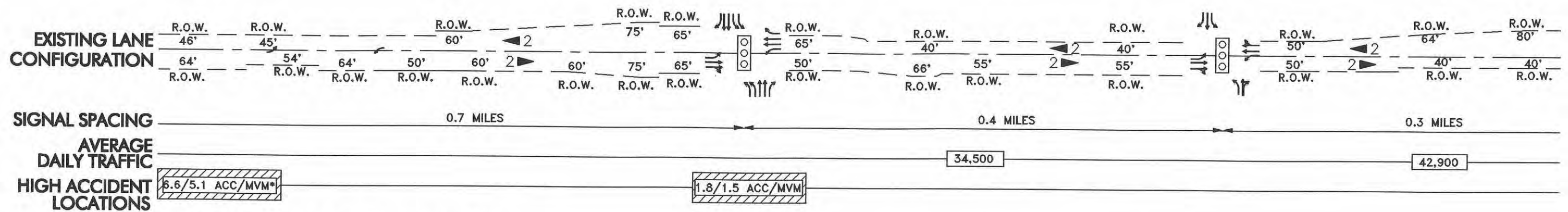
Improvements	Estimated Cost
Recommended Improvements	
Roadway	\$2,160,000
Intersection Improvements	\$1,650,000
Transit Improvements	\$1,080,000
Right-of-Way Acquisition	\$849,000
Total - Recommended Improvements	\$5,739,000

Note: This construction cost estimate is based on 1991 unit prices.

Segment 7
Illinois Route 60 - U.S. Route 45 to IL Route 21

EXISTING FACILITY CHARACTERISTICS

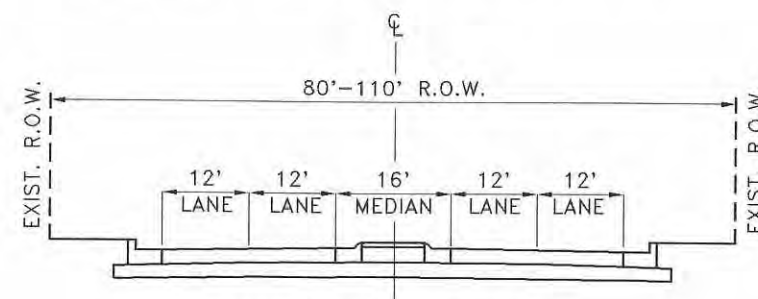
Exhibits A-12 and A-13



* ACC/MVM = ACCIDENTS PER MILLION VEHICLE-MILES



DATE OF PHOTOGRAPHY: APRIL 14, 1995



ROADWAY SECTION F-F
IL ROUTE 83 TO DEERPATH DR.

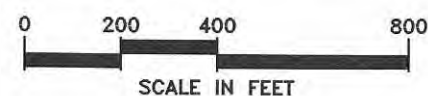
LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES



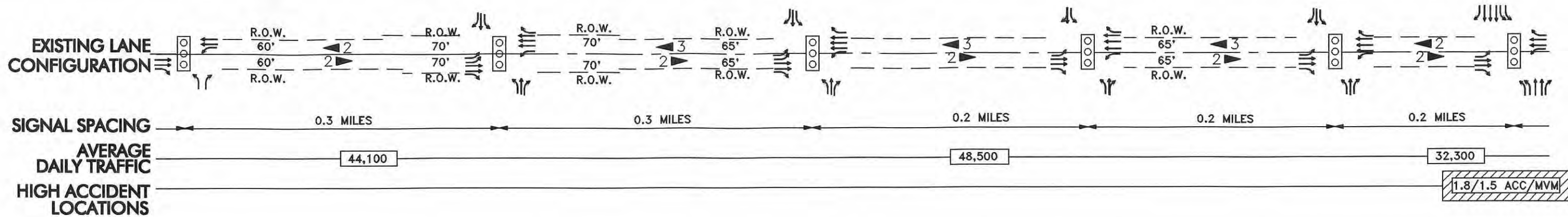
Prepared by: **CIVILTECH ENGINEERING, INC.**

In Association with: **METRO Transportation Group**
Shah Engineering, Inc. **Planning Resources Inc.**

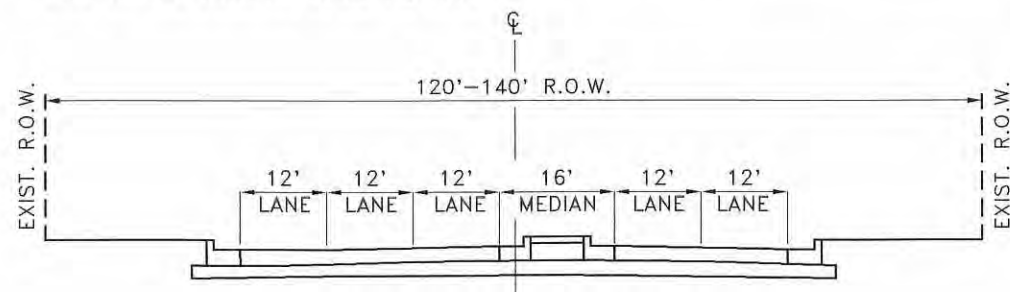


SRA Strategic Regional Arterial Planning Study

IL ROUTE 176 / IL ROUTE 60
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-12



DATE OF PHOTOGRAPHY: APRIL 14, 1995



ROADWAY SECTION G-G
DEERPATH DR. TO IL ROUTE 21

LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES

Segment 7
Illinois Route 60 - U.S. Route 45 to IL Route 21

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-12 and B-13



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

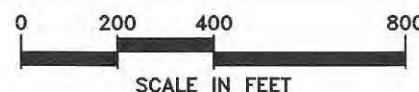
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- WETLAND
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- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

LAND USE LEGEND

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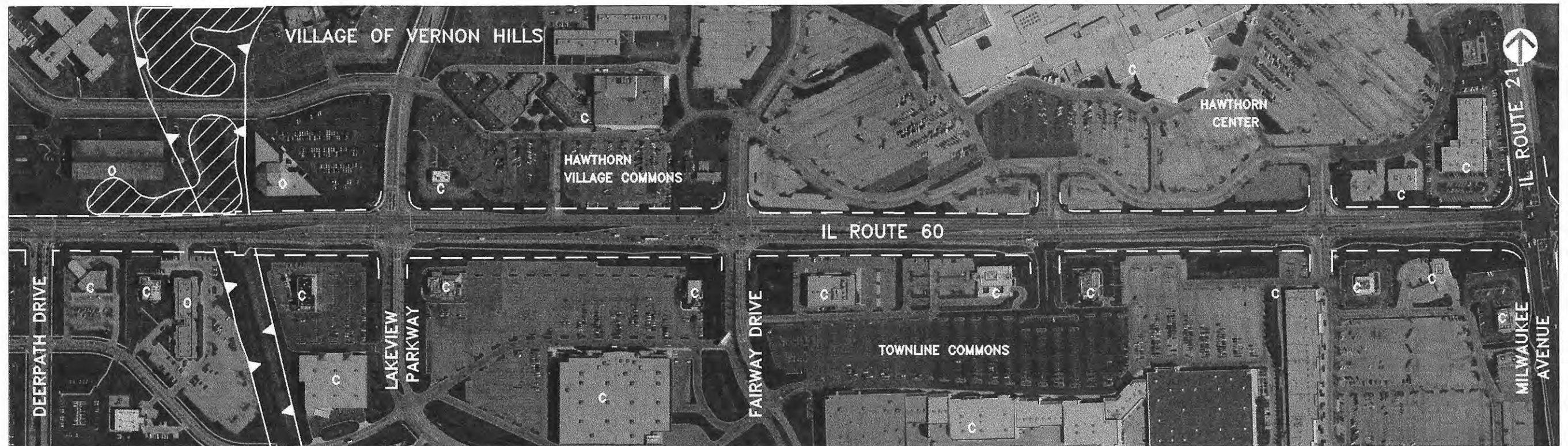


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IL ROUTE 176 / IL ROUTE 60
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-12





DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

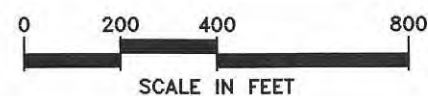
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- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
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LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
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- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



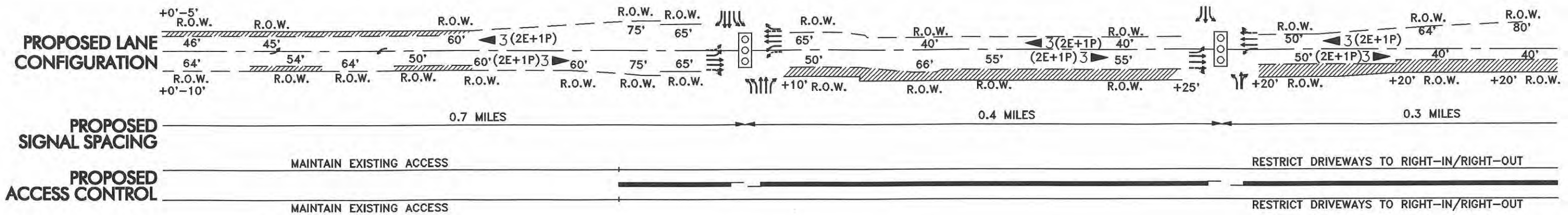
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Segment 7
Illinois Route 60 - U.S. Route 45 to IL Route 21

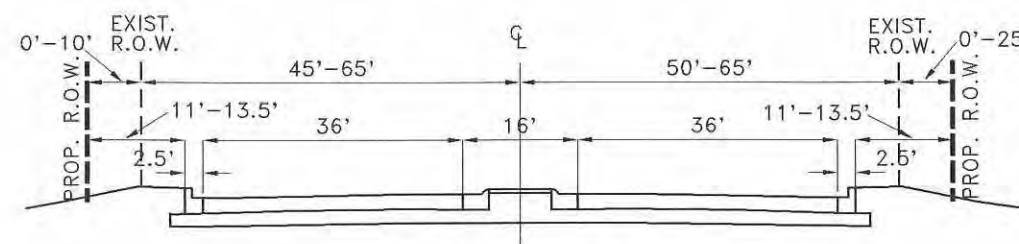
RECOMMENDED PLAN

Exhibits C-12 and C-13



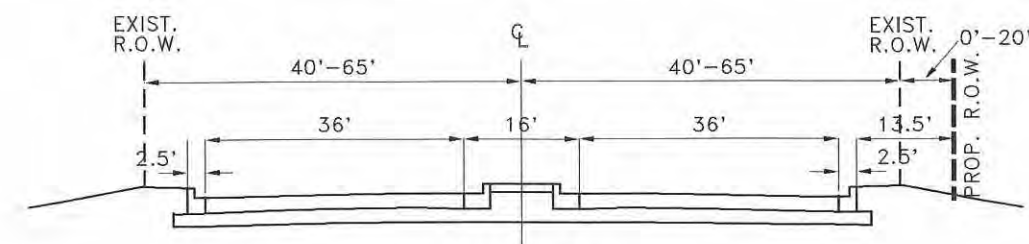
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 7



SECTION E-E
IL ROUTE 83 TO IL ROUTE 21

RECOMMENDED CROSS SECTION
US ROUTE 45 TO BUTTERFIELD RD.



SECTION E-E
IL ROUTE 83 TO IL ROUTE 21

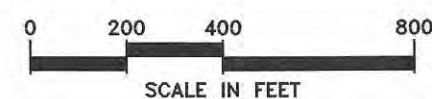
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BUTTERFIELD RD. TO IL ROUTE 21

LEGEND

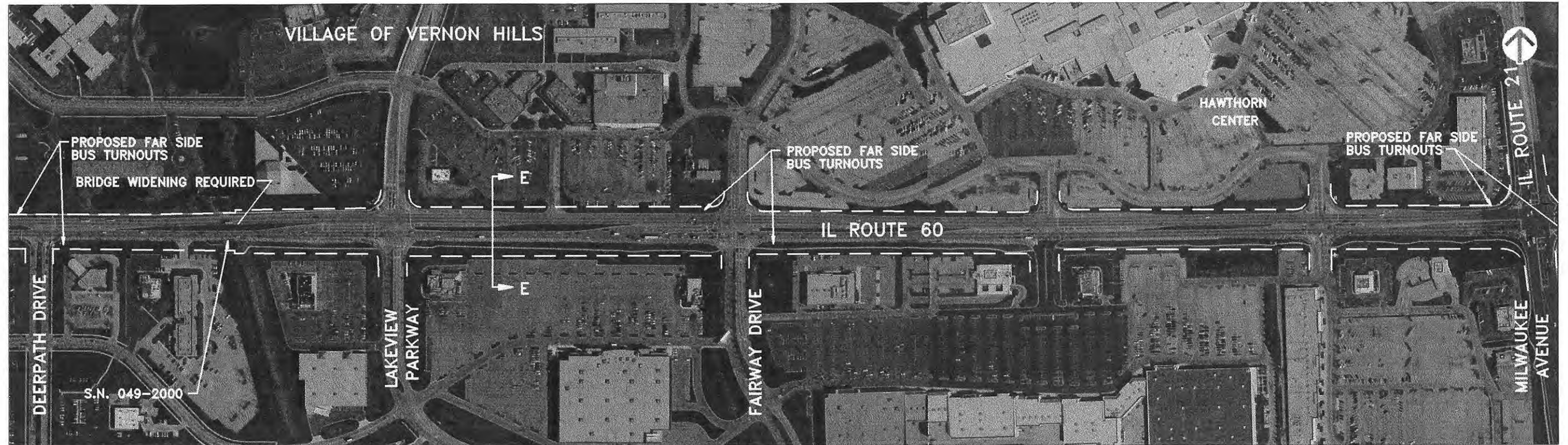
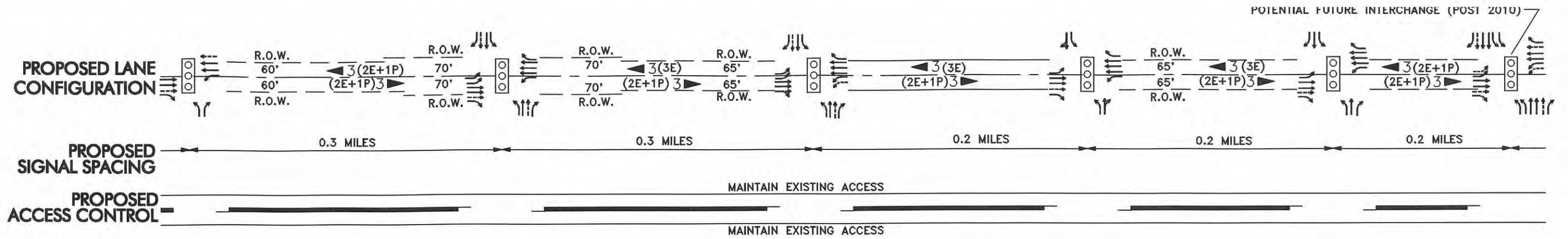
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- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP



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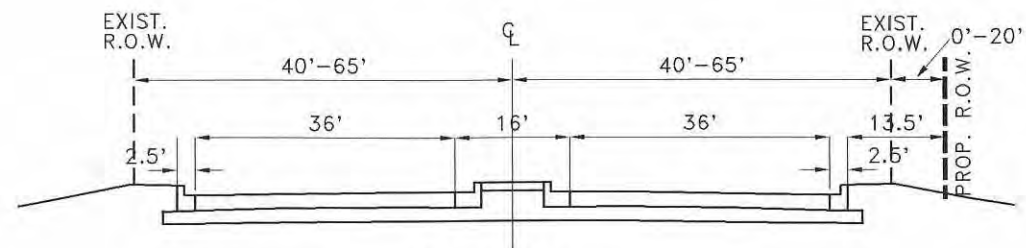


IL ROUTE 176 / IL ROUTE 60
RECOMMENDED PLAN
EXHIBIT C-12



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 7

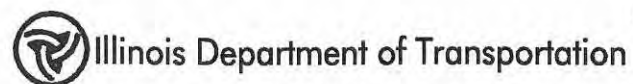


SECTION E-E
IL ROUTE 83 TO IL ROUTE 21

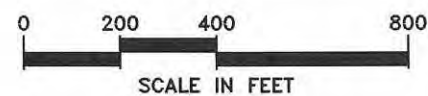
RECOMMENDED CROSS SECTION
BUTTERFIELD RD. TO IL ROUTE 21

LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP



Prepared by: **CIVILTECH ENGINEERING, INC.**
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Shah Engineering, Inc. **Planning Resources Inc.**



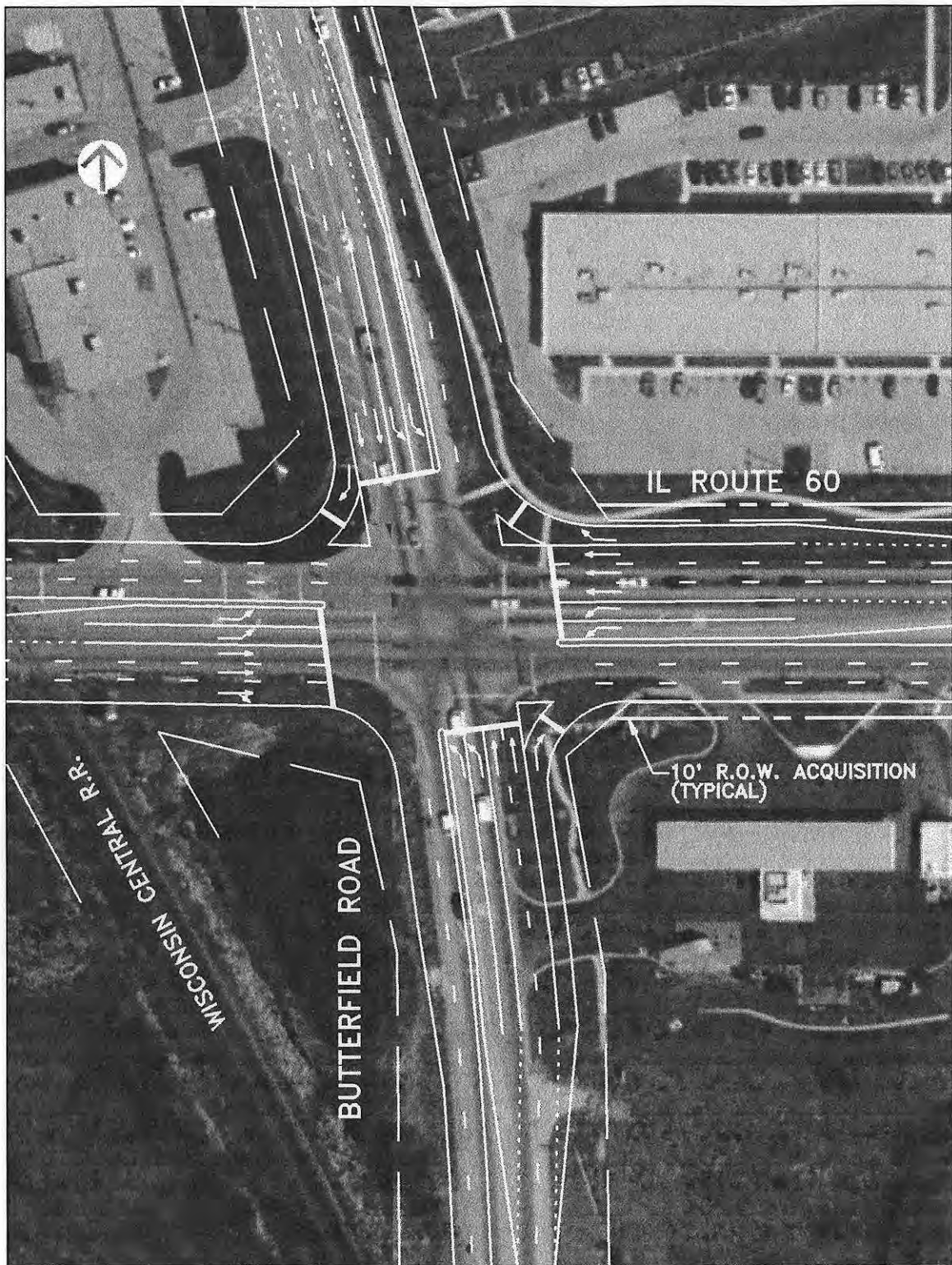
SRA Strategic
Regional
Arterial
Planning Study

IL ROUTE 176 / IL ROUTE 60
RECOMMENDED PLAN
EXHIBIT C-13

Segment 7

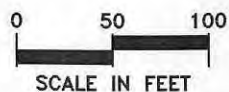
INTERSECTION DETAIL
Illinois Route 60 and Butterfield Road

Exhibit D-3



LEGEND

- — — — — EXISTING R.O.W.
- - - - - PROPOSED R.O.W.

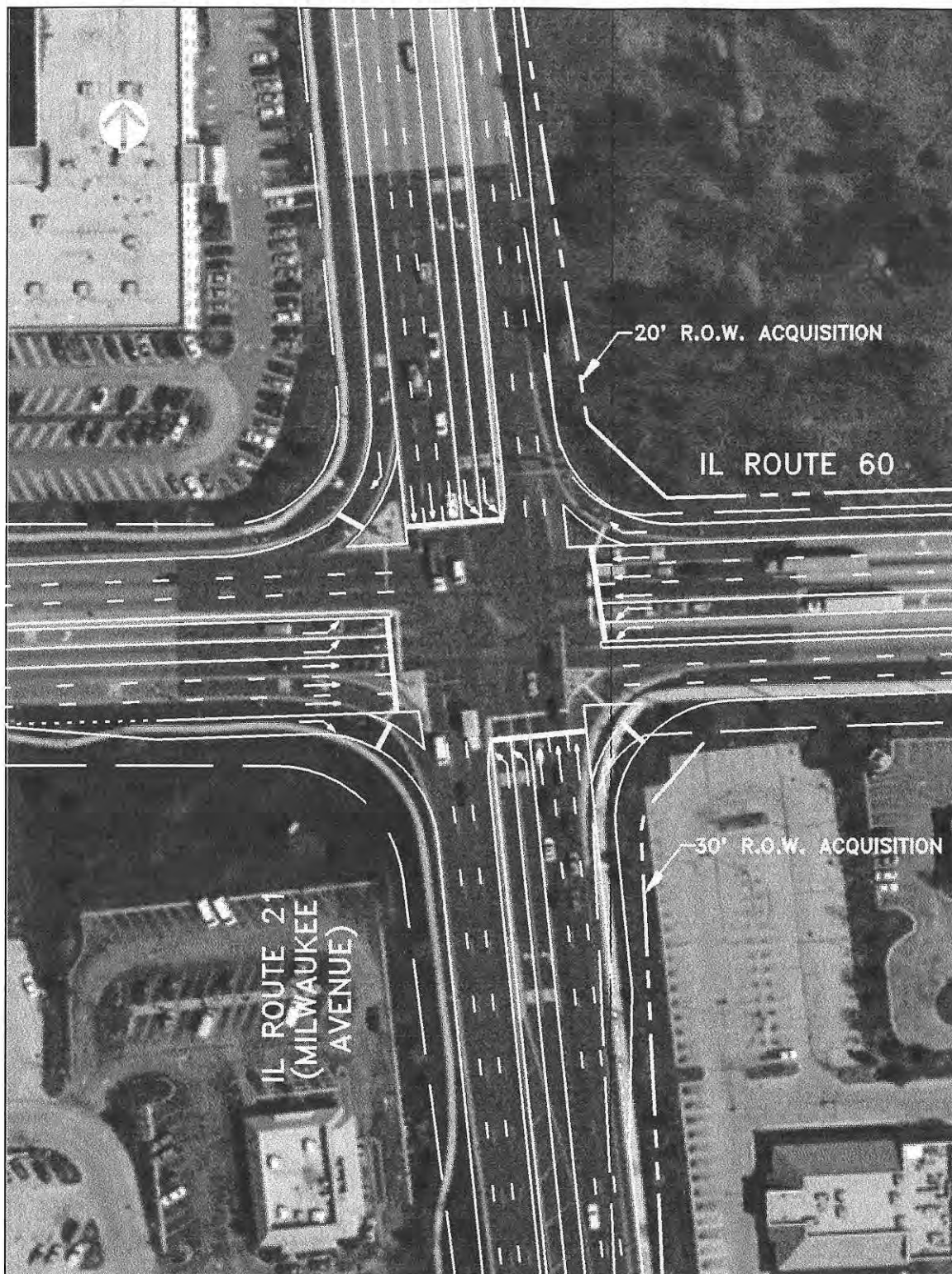


INTERSECTION DETAIL

Segment 7

INTERSECTION DETAIL
Illinois Route 60 and Illinois Route 21

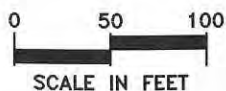
Exhibit D-4



LEGEND

- — — — — EXISTING R.O.W.
- - - - - PROPOSED R.O.W.

INTERSECTION DETAIL



Segment 8
Illinois Route 60 - IL Route 21 to I-94

3.8 Segment 8: IL Route 60 - IL Route 21 to Interstate 94

3.8.1 Location

Segment 8 extends along IL Route 60 from IL Route 21 to Interstate 94 and is approximately 2.8 miles in length (see Figure 3.1). This segment is located in the communities of Vernon Hills and Mettawa.

3.8.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-14, A-15 and A-16.

Right-of-Way - The existing right-of-way for this segment is generally 100 feet in width although in a few areas it is wider.

Roadway Characteristics - IL Route 60 in this segment consists of two 11-foot through lanes in each direction, an 11-foot flush median, and curb & gutter at the edges of pavement.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that the 1992 average annual daily traffic for this segment varies from 33,700 vpd at IL Route 21 to 28,300 vpd near the Interstate 94 interchange. Future traffic volumes will be significantly impacted by two large developments which are planned for this segment adjacent to IL Route 60. The W.W. Grainger Corporate Headquarters, which encompasses approximately 500 acres on the south side of IL Route 60 between St. Mary's Road and Riverwoods/Bradley Road is currently under construction. The second is the Korhumel development which is approximately 80 acres in the northwest quadrant of the IL Route 60/I-94 interchange.

Accidents - There are no high accident locations within this segment.

Parking, Sidewalks, and Frontage Roads - There are no on-street parking spaces, sidewalks, or frontage roadways on this segment.

Traffic Control/Intersection Configuration - There are four signalized intersection in this segment located at St. Mary's Road, Bradley/Riverwoods Road, and the two I-94 Ramps. Existing lane configurations for these intersections are shown on Exhibits A-14 through A-16.

Structures - There are two existing structures in this segment as indicated in Table 3.8.1.

**Table 3.8.1
Existing Structures**

IDOT Structure Number	Facility Carried	Feature Crossed	Width (ft.)	Length (ft.)	Horizontal Clearance on SRA (ft.)	Vertical Clearance on SRA (ft.)
049-0156	IL 60	Des Plaines River	66.7	198.4	60	N/A
049-9902	IL 60	Interstate 94	64.3	210	59	N/A

Transit - At the present time, there is no mass transit service provided in Segment 8.

3.8.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-14, B-15 and B-16.

Lakes/Streams/Wetlands/Floodplains - The SRA route crosses the Des Plaines River and associated floodplain/floodway and wetlands approximately 1200 feet east of IL Route 21. An Advanced Identification (ADID) wetland occurs on both sides of IL Route 60 approximately 2,000 feet west of St. Mary's Road. ADID wetlands are areas designated as having high functional value by the U.S. Environmental Protection Agency and the U.S. Army Corps of Engineers. This segment of the corridor crosses additional wetlands approximately 2,000 feet east of St. Mary's Road. The wetland adjacent to the south side of IL Route 60 at this location has been recognized as ADID by Lake County. Another wetland occurs approximately 1,500 feet west of Bradley Road, adjacent to the north side of IL 60. Additionally, a wetland exists at the southwest corner of Riverwoods Road and IL Route 60. The SRA route also crosses a floodplain approximately 2,000 feet west of Bradley/Riverwoods Roads.

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

Hazardous Waste/LUST Sites - There are no hazardous waste or LUST sites documented by the Illinois Environmental Protection Agency along this segment.

Threatened or Endangered Species - There are no threatened or endangered species known to exist along this segment of the corridor, according to the Illinois Department of Natural Resources.

Prime Farmland - The majority of the land adjacent to the IL Route 60 right-of-way between IL Route 21 and St. Mary's Road is prime farmland, according to the Natural Resources Conservation

Services (NRCS). Some areas of prime farmland also exist next to the corridor between St. Mary's Road and Bradley/ Riverwoods Road. Most of this land is planned for residential or open space uses by Lake County.

3.8.4 Existing Land Use Characteristics

The existing land use characteristics for this segment are shown on Exhibits B-14, B-15 and B-16.

Type and Intensity of Development - The majority of the land abutting Segment 8 of IL Route 60 is presently either vacant or forest preserve. Land at the northeast corner of the corridor and IL Route 21 is vacant. The remainder of the property abutting the north side of IL Route 60 eastward to St. Mary's Road is the MacArthur Woods Forest Preserve. Retail commercial uses exist at the southeast corner of IL Route 60 and IL Route 21. The MacArthur Woods Forest Preserve is located on both sides of the Des Plaines River, immediately east of the commercial uses. The remainder of the south side of the corridor eastward to St. Mary's Road includes single-family residential, commercial recreational and vacant uses (see Exhibit B-14).

Land adjacent to IL Route 60 from St. Mary's Road to Interstate 94 is vacant, with the exception of a horse stable at the southeast corner of IL 60 and St. Mary's Road, and two single-family residences on the north side of the corridor (see Exhibits B-14 and B-15).

Planned Development - The Village of Vernon Hills is planning commercial development at the northeast corner of IL Route 60 and IL Route 21. Lake County is planning residential uses in the southwest quadrant of St. Mary's Road and IL Route 60, and north of IL 60 most of the distance between St. Mary's Road and Bradley Road. The Lake County land use plan calls for office/research immediately west of Bradley Road, north of IL Route 60. Lake County has also planned the property adjacent to the south side of IL 60 east of St. Mary's Road for open space (see Exhibits B-15 and B-16). All of these areas are within the corporate limits of the Village of Mettawa. The east end of this portion of the corridor, south of IL Route 60, is planned for office/research by Lake County. Lake County has also planned for residential uses between Bradley/Riverwoods Road and Interstate 94 (note that a portion of the vacant property in the southeast quadrant of Riverwoods Road and IL Route 60 is in Mettawa).

3.8.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-14, C-15, and C-16.

Roadway - The recommended cross section along IL Route 60 from IL Route 21 to the Des Plaines River consists of three 12-foot through lanes in each direction an 11-foot barrier median, and B-6.24 curb & gutter at the edges of pavement. The recommended typical section (Section F-F) is shown on Exhibit C-14. The narrow barrier median is recommended in order to avoid impacting the MacArthur Woods Forest Preserve, though temporary grading easements will still be required.

East of the Des Plaines River it is recommended to transition to an 18-foot barrier median before transitioning to a 30-foot barrier median at St. Mary's Road. All of the pavement widening in this area is proposed to occur to the south to avoid the Forest Preserve District. From St. Mary's Road to I-94 it is recommended to provide three 12-foot through lanes in each direction, a 30-foot barrier median, and B-6.24 curb & gutter at the edges of pavement within a 150-foot right-of-way. At the I-94 interchange it is proposed to widen the bridge to provide three 12-foot through lanes in each direction with a 54-foot median to accommodate side by side dual left turn lanes.

Traffic Control/Intersection Configuration - It is recommended to maintain the four existing traffic signals in this segment. At St. Mary's Road it is anticipated that westbound to southbound dual left turn lanes will be required to accommodate adjacent development (see Exhibit C-14). At the intersection of IL Route 60 and Bradley/Riverwoods Road it is recommended to provide a westbound to northbound right turn lane on IL Route 60 and southbound to eastbound dual left turn lanes on Bradley Road. These improvements are assumed to be required for the Korhumel development. Due to close proximity of Bradley/Riverwoods Road to I-94, any proposed roadway widening of Bradley Road should take place to the west to preserve as much distance as possible between IL 60 intersections. At the I-94 interchange, it is recommended to provide back-to-back dual left turn lanes on IL Route 60 for access to the tollway ramps. In addition, it is recommended that an eastbound exclusive right turn lane and an optional through/right lane be provide for access onto the southbound entrance ramp. Dual left turn lanes are recommended on the northbound exit ramp. Intersection Details for the I-94 ramp intersections are found on Exhibits D-5 and D-6 in Appendix D.

It is also anticipated that two additional signalized full access intersections will be required on IL Route 60 between St. Mary's Road and Bradley/Riverwoods Road to serve the W.W. Grainger development. These locations and recommended lane configurations are shown on Exhibit C-15. A future signal should be installed on the route only at the recommended location and only when the signal warrants recommended for SRA routes are met. (Recommended signal warrants for SRA's are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report.)

Access Management - Along the MacArthur Woods Forest Preserve it is recommended to provide three locations with unsignalized full access. All other driveways in this area should be restricted to right-in/right-out movements (see Exhibit C-14). From St. Mary's Road to I-94, it is recommended that as development occurs all access be restricted to signalized intersections only.

Structures - The two existing structures in this segment will require modification as shown in Table 3.8.2.

**Table 3.8.2
Structure Modifications**

IDOT Structure Number	Facility Carried	Feature Crossed	Existing Width (ft.)	Recommendation
049-0156	IL 60	Des Plaines River	66.7	Widen to accommodate recommended section.
049-9902	IL 60	Interstate 94	64.3	Widen to accommodate recommended section.

Transit - At the present time, no mass transit exists in Segment 8.

3.8.6 Right-of-Way Requirements

In order to accommodate the recommended cross section from the Des Plaines River to St. Mary's Road and to avoid the Forest Preserve District on the north side of IL Route 60, it is necessary to acquire a strip of land varying in width from 20 feet to 30 feet along the south side of IL Route 60. From St. Mary's Road to Bradley/Riverwoods Road it is recommended to acquire strips of right-of-way varying from 15 feet to 25 feet in width along both sides of IL Route 60 in order to provide a 150-foot right-of-way.

3.8.7 Environmental Considerations

Twenty feet of right-of-way acquisition on the south side of the west end of Segment 8 could encroach into: the Des Plaines River floodplain; wetland areas adjacent to the river; and ADID wetlands located approximately 2,000 feet west of St. Mary's Road (see Exhibit B-14). Although wetlands and floodplain are located adjacent to the north side of this part of Segment 8, they would not be affected by planned roadway improvements since there is no right-of-way acquisition in these locations.

Up to 25 feet of right-of-way would be acquired on both sides of the east end of Segment 8 (between St. Mary's and Bradley/Riverwoods Road). This could encroach into: floodplains on both sides of the road; an ADID wetland on the south side of the road; wetlands adjacent to the north side of the SRA; and possibly wetlands located at the southwest corner of IL Route 60 and Riverwoods Road (see Exhibit B-15).

3.8.8 Land Use Considerations

Right-of-way acquisition is planned in Segment 8 along the south side of IL Route 60 between the eastern boundary of the MacArthur Woods Forest Preserve and St. Mary's Road. Between 15 and

20 feet of right-of-way acquisition is proposed on both sides of the SRA between St. Mary's Road and Bradley/ Riverwoods Road. This would result in reduction in front yards for two commercial recreational uses (stables/homes) that abut the south side of the road, and two single-family residences that are adjacent to the north side of the route (see Exhibits B-14 and B-15). Mature trees that line most of the SRA would also be impacted. Grading easements will likely be required to accommodate installation of utilities at the east end of Segment 8. Use of these easements may impact mature trees along both sides of IL Route 60 in the MacArthur Woods Forest Preserve.

A barrier median is proposed for the entire length of Segment 8. This would prevent direct left-hand turns into adjacent properties, except at the planned full access intersections. As vacant land on both sides of this segment is developed, access and setbacks should be coordinated with SRA improvements.

3.8.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 6 is shown in Table 3.8.3. This construction cost estimate is based on 1991 unit prices.

3.8.10 Short Term/Low Cost Improvements

Traffic signals should be installed at the recommended locations when the signal warrants recommended for SRA routes are met. As parcels are developed or redeveloped, it is recommended that future access be limited to the locations shown on the recommended plan.

3.8.11 Ultimate (post 2010) Improvements

There are no Ultimate (post 2010) improvements recommended for this segment.

Table 3.8.3
Construction Cost Estimate
Segment 8 - IL Route 21 to Interstate 94

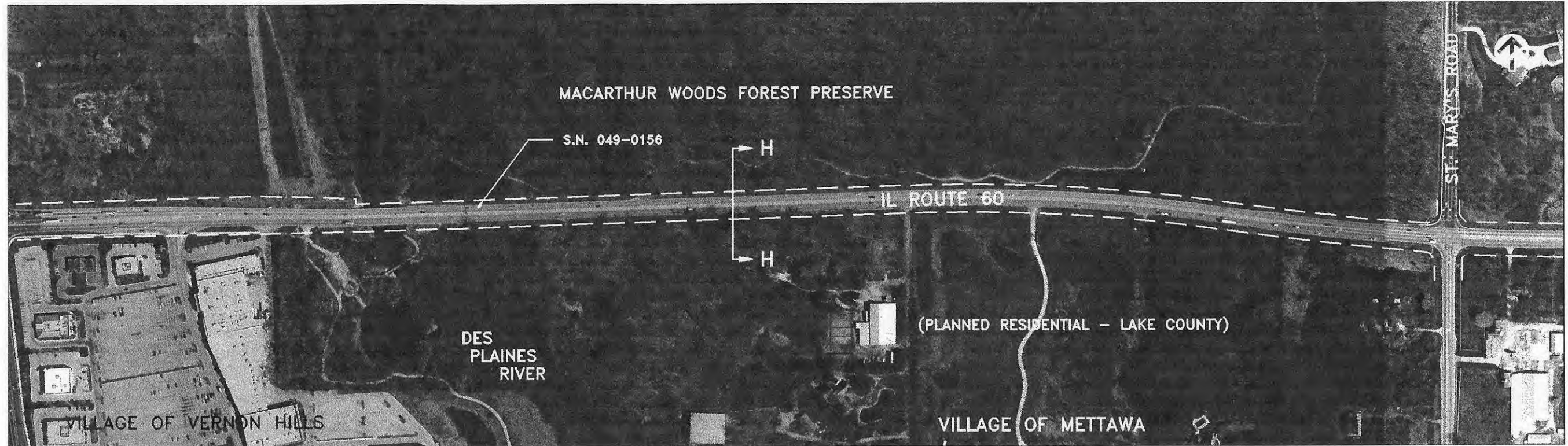
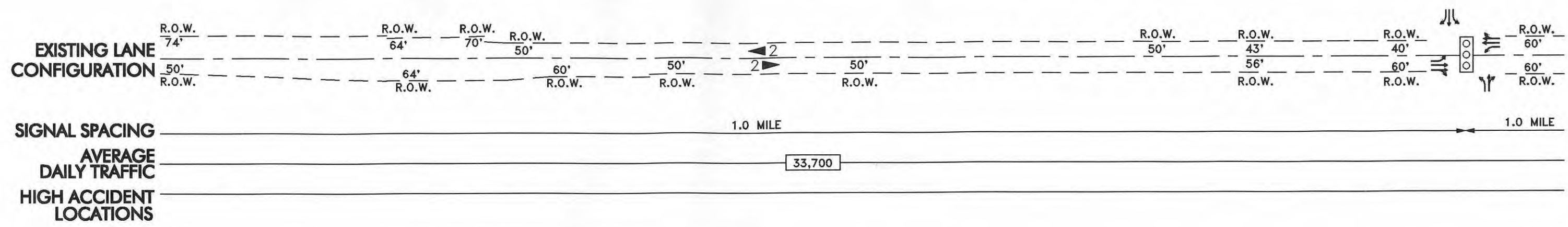
Improvements	Estimated Cost
Recommended Improvements	
Roadway	\$5,022,000
Intersection Improvements	\$1,350,000
Structure Modifications	\$2,270,000
Right-of-Way Acquisition	\$499,000
Total - Recommended Improvements	\$9,141,000

Note: This construction cost estimate is based on 1991 unit prices.

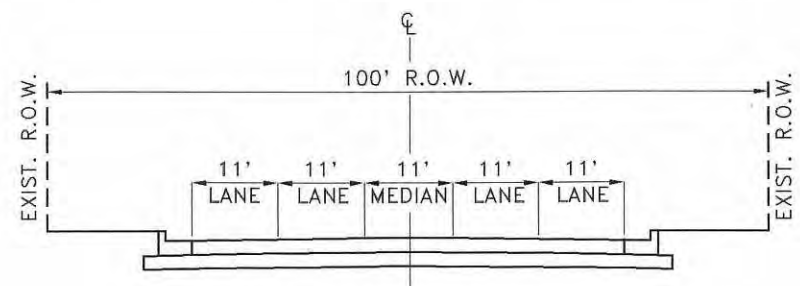
Segment 8
Illinois Route 60 - IL Route 21 to I-94

EXISTING FACILITY CHARACTERISTICS

Exhibits A-14, A-15 and A-16



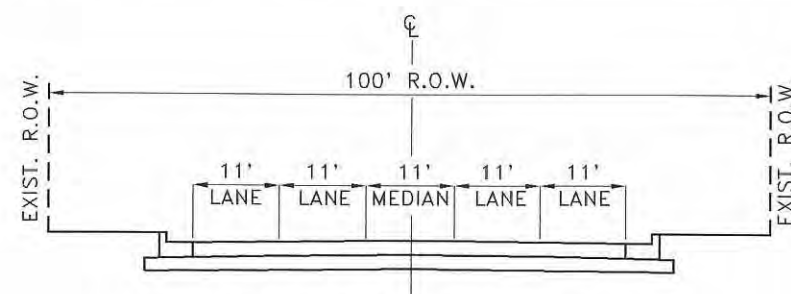
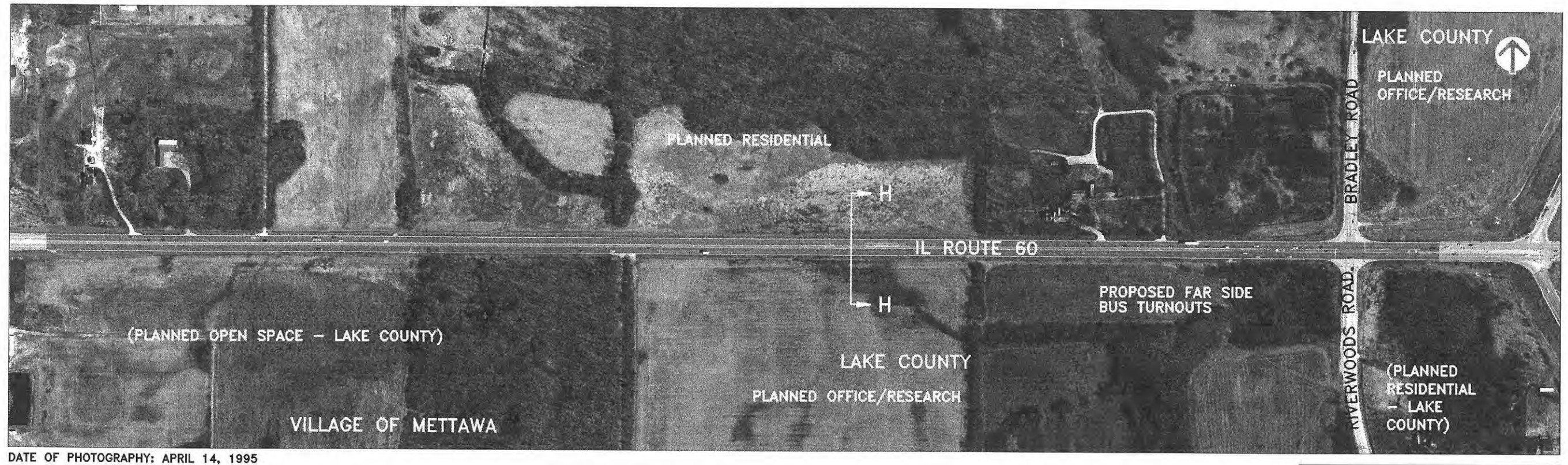
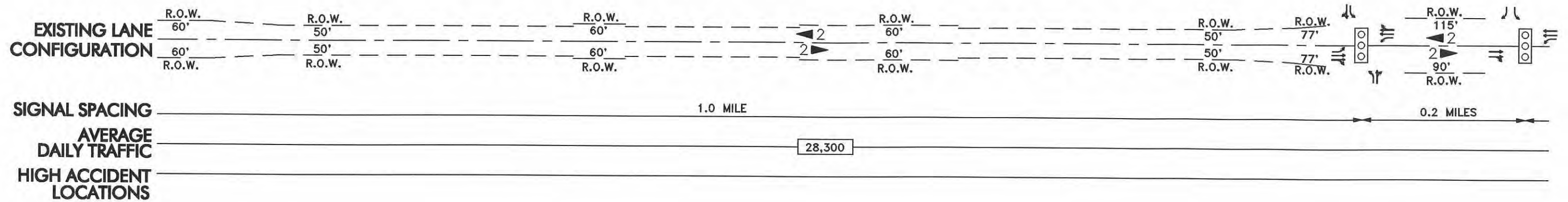
DATE OF PHOTOGRAPHY: APRIL 14, 1995



ROADWAY SECTION H-H
IL ROUTE 21 TO INTERSTATE 94

LEGEND

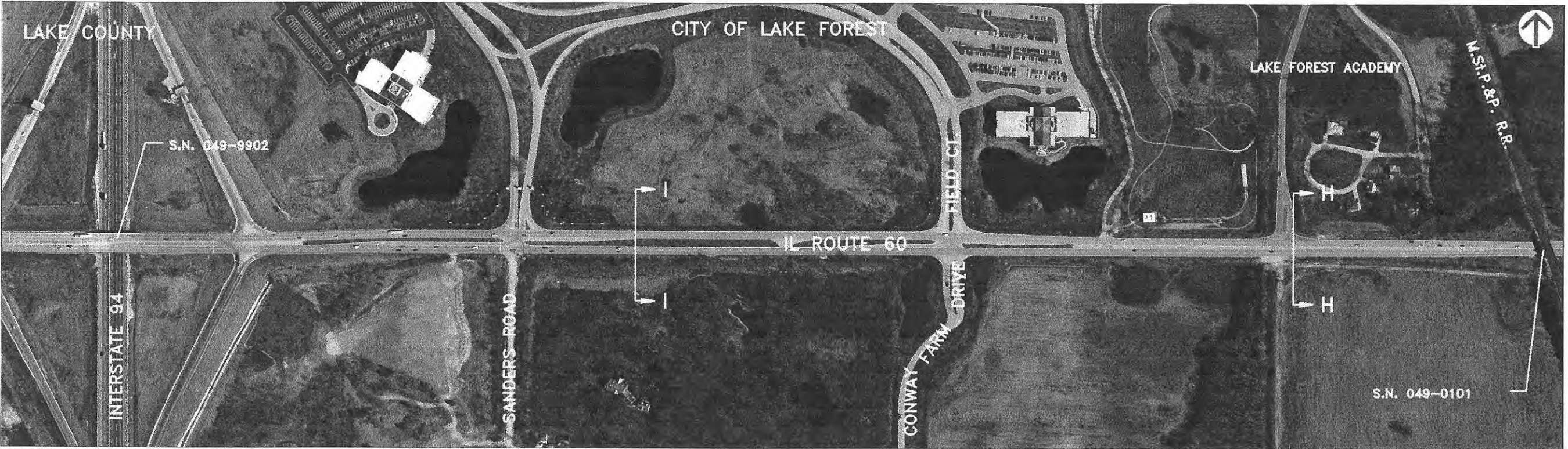
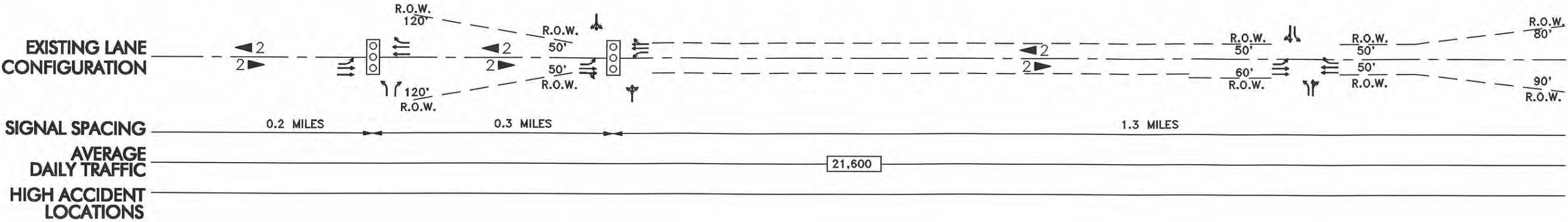
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- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES



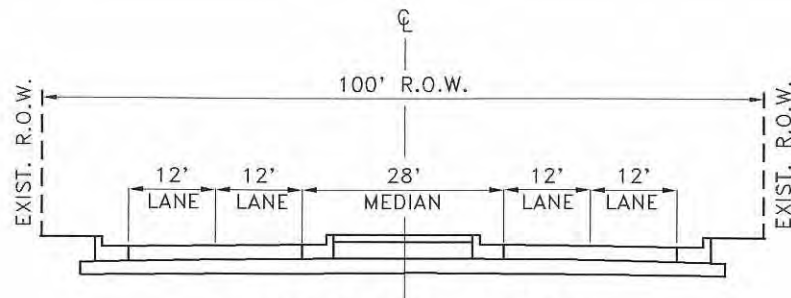
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IL ROUTE 21 TO INTERSTATE 94

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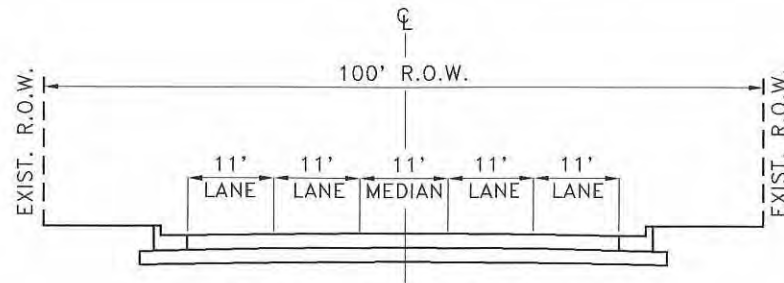
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- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES



DATE OF PHOTOGRAPHY: APRIL 14, 1995



ROADWAY SECTION I-I
INTERSTATE 94 TO CONWAY FARM DR.



ROADWAY SECTION H-H
CONWAY FARM DR. TO M.ST.P. AND P. R.R.

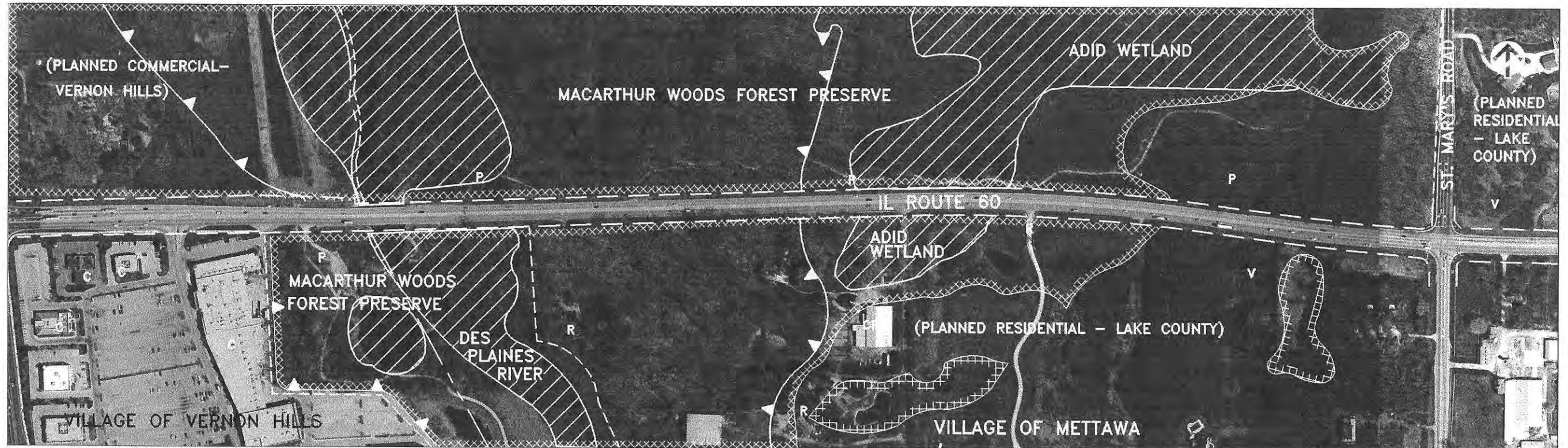
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- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES

Segment 8
Illinois Route 60 - IL Route 21 to I-94

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-14, B-15 and B-16



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

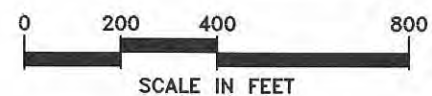
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- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

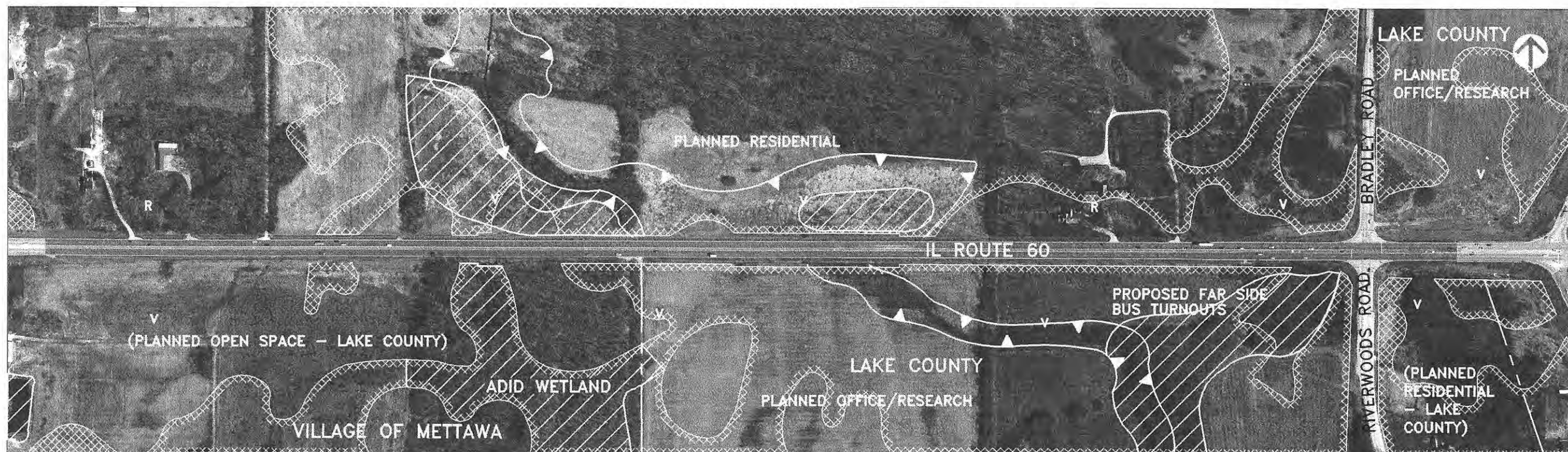
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 - RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
 - RH HIGH RISE RESIDENTIAL (>3 FLOORS)
 - MH MOBILE HOME PARK
 - O OFFICE (UP TO 3 FLOORS)
 - OH OFFICE HIGH RISE (>3 FLOORS)
 - C COMMERCIAL RETAIL/SERVICE
 - CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
 - CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
 - I INDUSTRIAL/WAREHOUSE
 - + CHURCH/TEMPLE (NAME)
 - S SCHOOL (NAME)
 - * CEMETERY (NAME)
 - G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
 - P PARK/FOREST PRESERVE (NAME)
 - U UTILITY
 - E EXTRACTION (MINING & GRAVEL)
 - A AGRICULTURE
 - V VACANT
 - () PLANNED USE/JURISDICTION
 - - - PLANNED USE/JURISDICTION BOUNDARY
 - - - MUNICIPAL BOUNDARY
 - - - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



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ENVIRONMENTAL FACTORS LEGEND

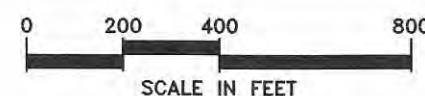
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- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

LAND USE LEGEND

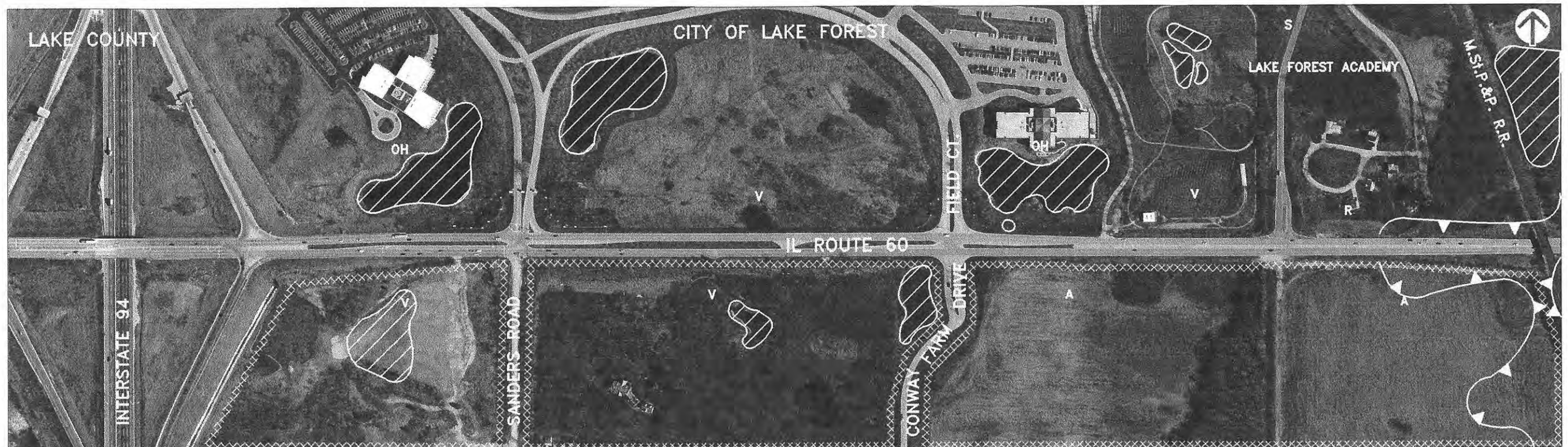
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 - G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
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 - A AGRICULTURE
 - V VACANT
 - () PLANNED USE/JURISDICTION
 - PLANNED USE/JURISDICTION BOUNDARY
 - MUNICIPAL BOUNDARY
 - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



Prepared by: **CIVILTECH ENGINEERING, INC.**
 In Association with: **METRO Transportation Group**
Shah Engineering, Inc. **Planning Resources Inc.**



IL ROUTE 176 / IL ROUTE 60
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-15



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

LAND USE LEGEND

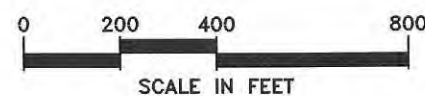
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 - RH HIGH RISE RESIDENTIAL (>3 FLOORS)
 - MH MOBILE HOME PARK
 - O OFFICE (UP TO 3 FLOORS)
 - OH OFFICE HIGH RISE (>3 FLOORS)
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 - I INDUSTRIAL/WAREHOUSE
 - T CHURCH/TEMPLE (NAME)
 - S SCHOOL (NAME)
 - * CEMETERY (NAME)
 - G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
 - P PARK/FOREST PRESERVE (NAME)
 - U UTILITY
 - E EXTRACTION (MINING & GRAVEL)
 - A AGRICULTURE
 - V VACANT
 - O PLANNED USE/JURISDICTION
 - PLANNED USE/JURISDICTION BOUNDARY
 - MUNICIPAL BOUNDARY
 - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



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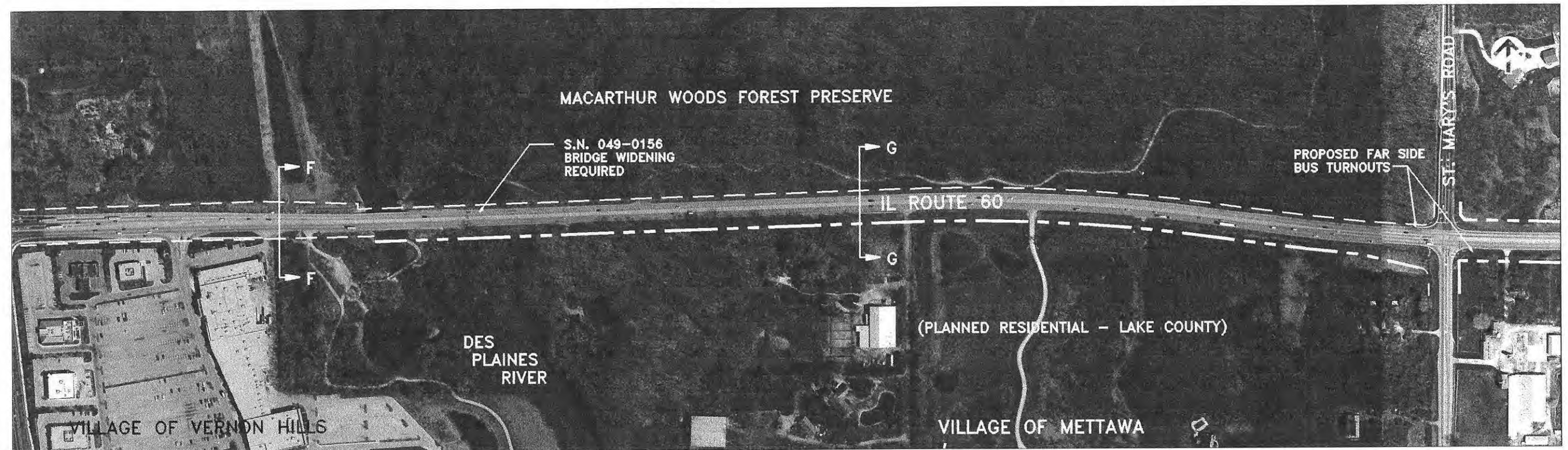
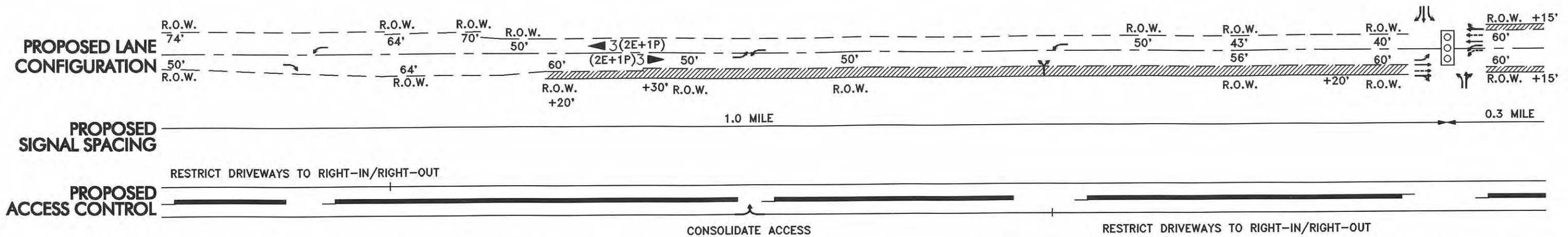


IL ROUTE 176 / IL ROUTE 60
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-16

Segment 8
Illinois Route 60 - IL Route 21 to I-94

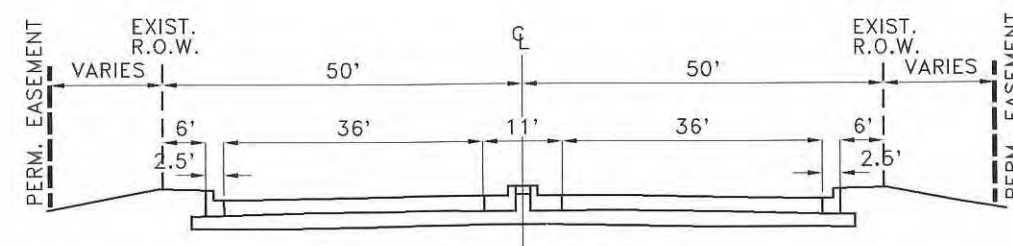
RECOMMENDED PLAN

Exhibits C-14, C-15 and C-16

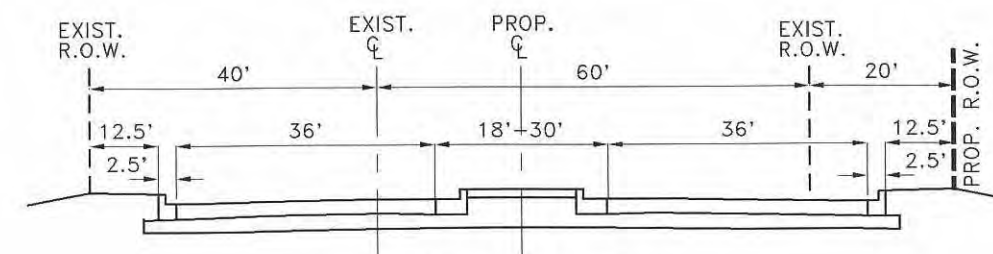


DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 8



SECTION F-F
IL ROUTE 21 TO DES PLAINES RIVER
RECOMMENDED CROSS SECTION

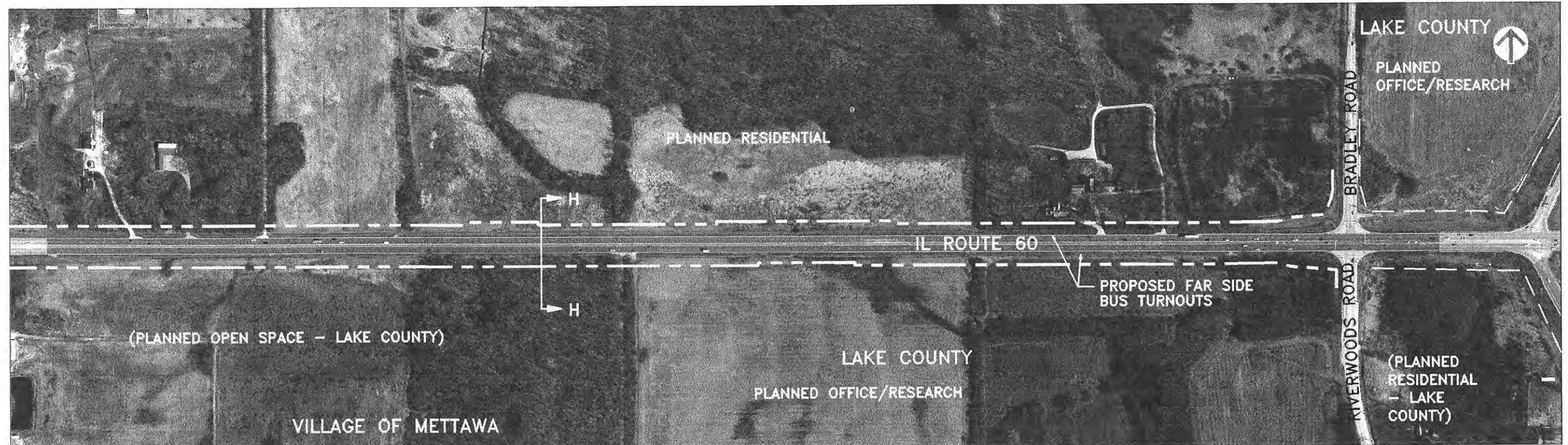


SECTION G-G
DES PLAINES RIVER TO ST. MARY'S ROAD
RECOMMENDED CROSS SECTION

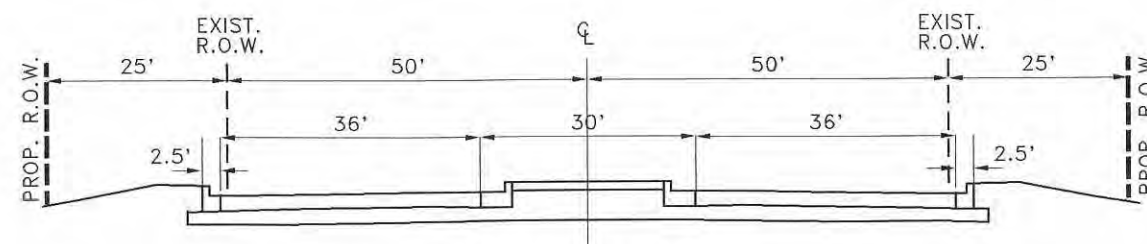
LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP

PROPOSED LANE CONFIGURATION

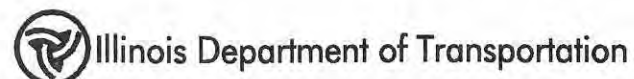


SEGMENT 8



NOTE:
CHANNELIZATION & POTENTIAL TRAFFIC SIGNALS
CONTINGENT UPON DEVELOPMENT

	EXISTING TRAFFIC SIGNAL
	POTENTIAL TRAFFIC SIGNAL
	PROPOSED LANE ARRANGEMENT
	EXISTING LANE ARRANGEMENT
	# PROPOSED NUMBER OF LANES
	EXISTING R.O.W. LINE
	FUTURE R.O.W. LINE
	ADDITIONAL R.O.W.
	BARRIER MEDIAN
	BUS STOP



A horizontal scale bar with vertical tick marks at 0, 200, 400, and 800. The text "SCALE IN FEET" is centered below the bar.



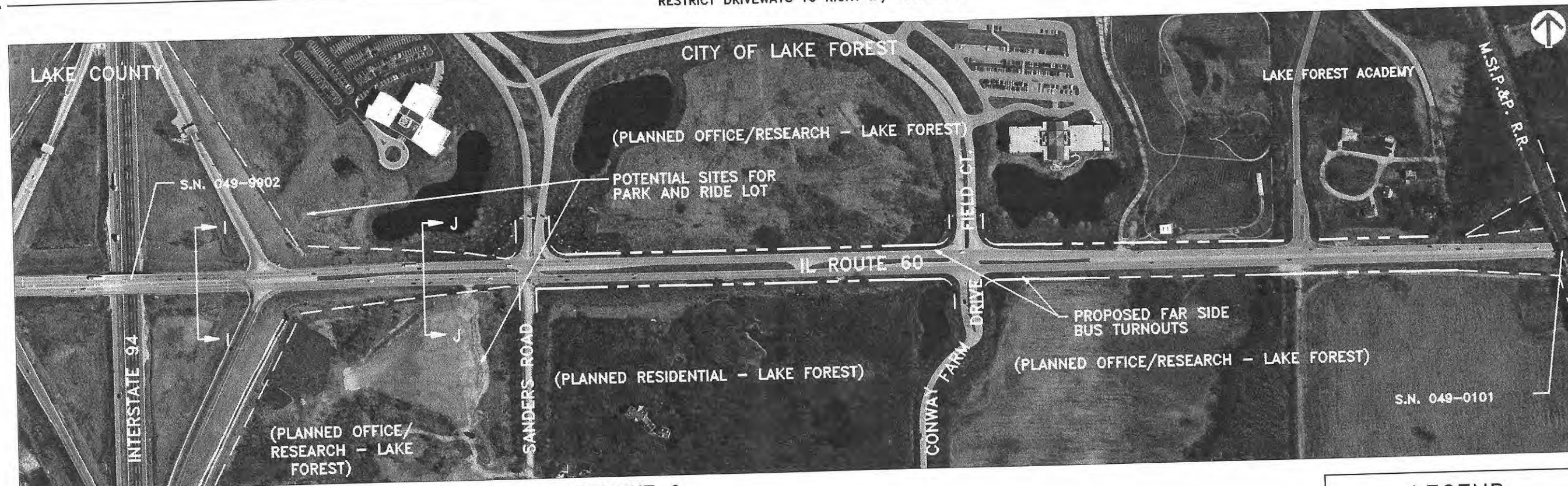
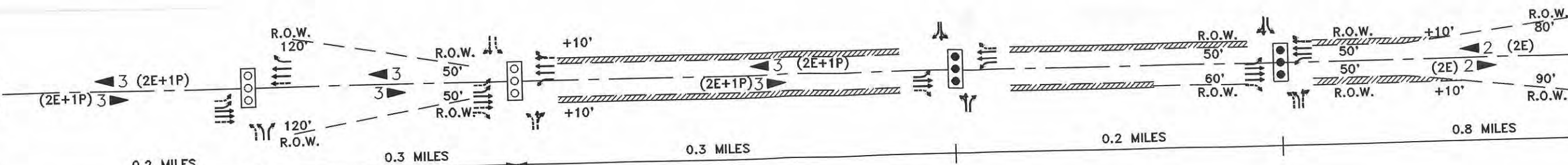
Strategic
Regional
Arterial
Planning Study

**IL ROUTE 176 / IL ROUTE 60
RECOMMENDED PLAN
EXHIBIT C-15**

PROPOSED LANE CONFIGURATION

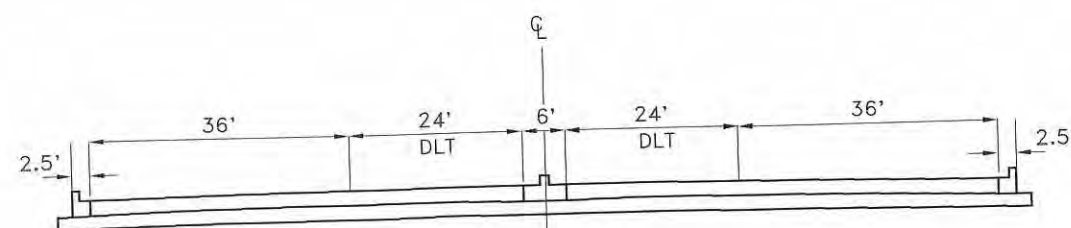
PROPOSED SIGNAL SPACING

PROPOSED ACCESS CONTROL

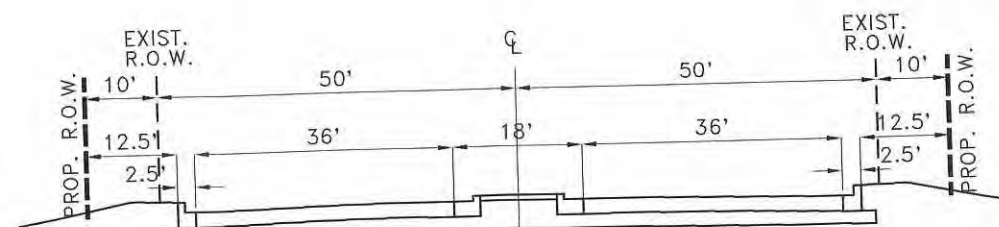


DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 9



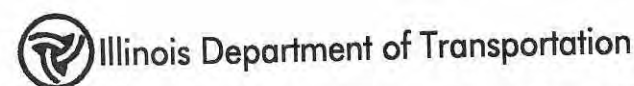
SECTION I-I
BRADLEY ROAD/RIVERWOODS ROAD TO EAST I-94 RAMP
RECOMMENDED CROSS SECTION



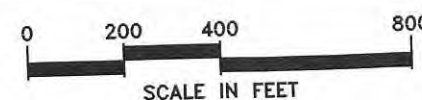
SECTION J-J
EAST I-94 RAMP TO M.St.P.&P. R.R.
RECOMMENDED CROSS SECTION

LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP



NOTE:
CHANNELIZATION & POTENTIAL TRAFFIC SIGNALS
CONTINGENT UPON DEVELOPMENT



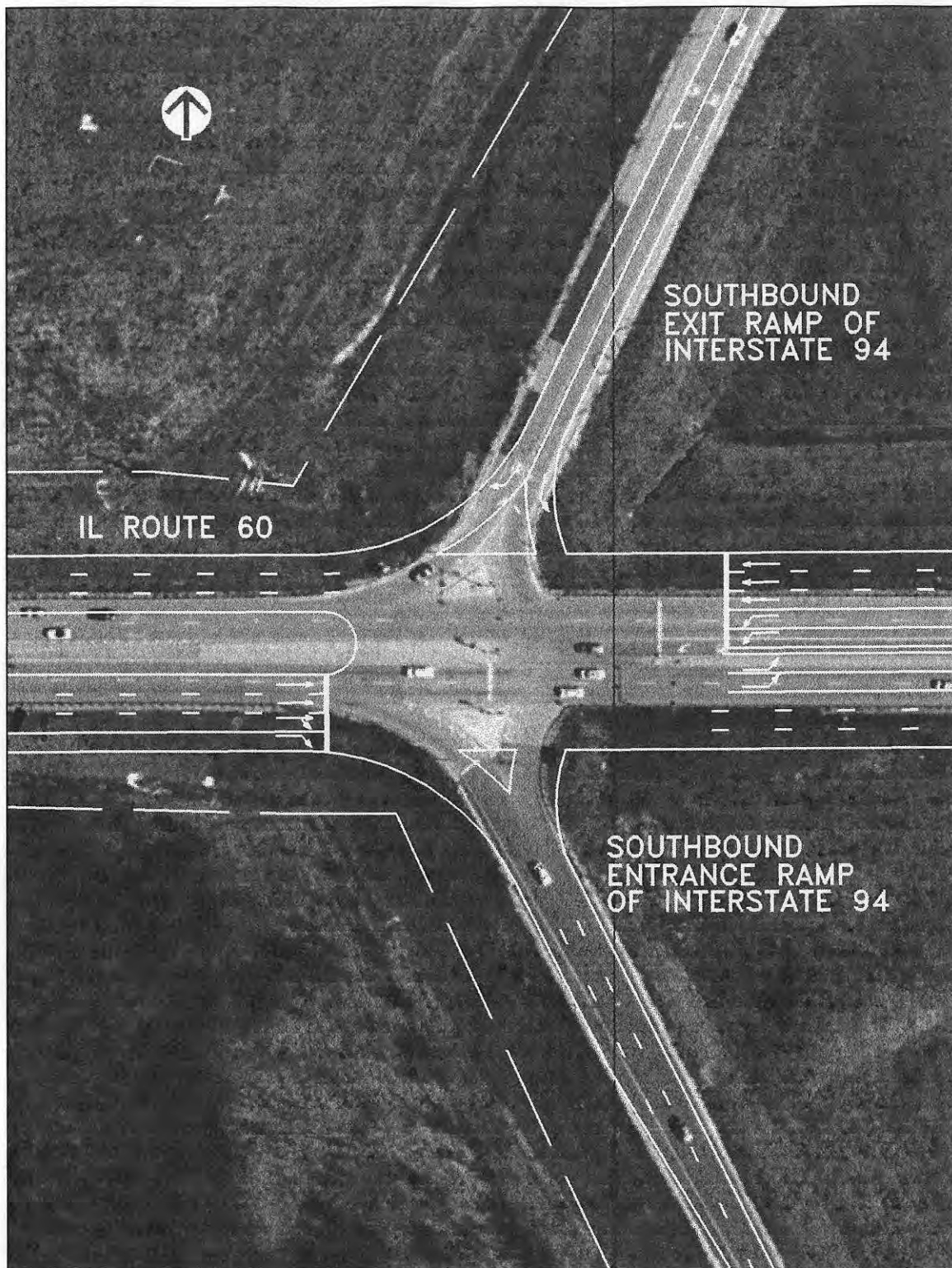
Prepared by: **CIVILTECH ENGINEERING, INC.**
In Association with: **METRO Transportation Group**
Shah Engineering, Inc. **Planning Resources Inc.**

SRA Strategic Regional Arterial Planning Study
IL ROUTE 176 / IL ROUTE 60
RECOMMENDED PLAN
EXHIBIT C-16

Segment 8

INTERSECTION DETAIL
Illinois Route 60 and I 94 (West Ramps)

Exhibit D-5



LEGEND

— — — — — EXISTING R.O.W.
 - - - - - PROPOSED R.O.W.

0 50 100
 SCALE IN FEET

INTERSECTION DETAIL

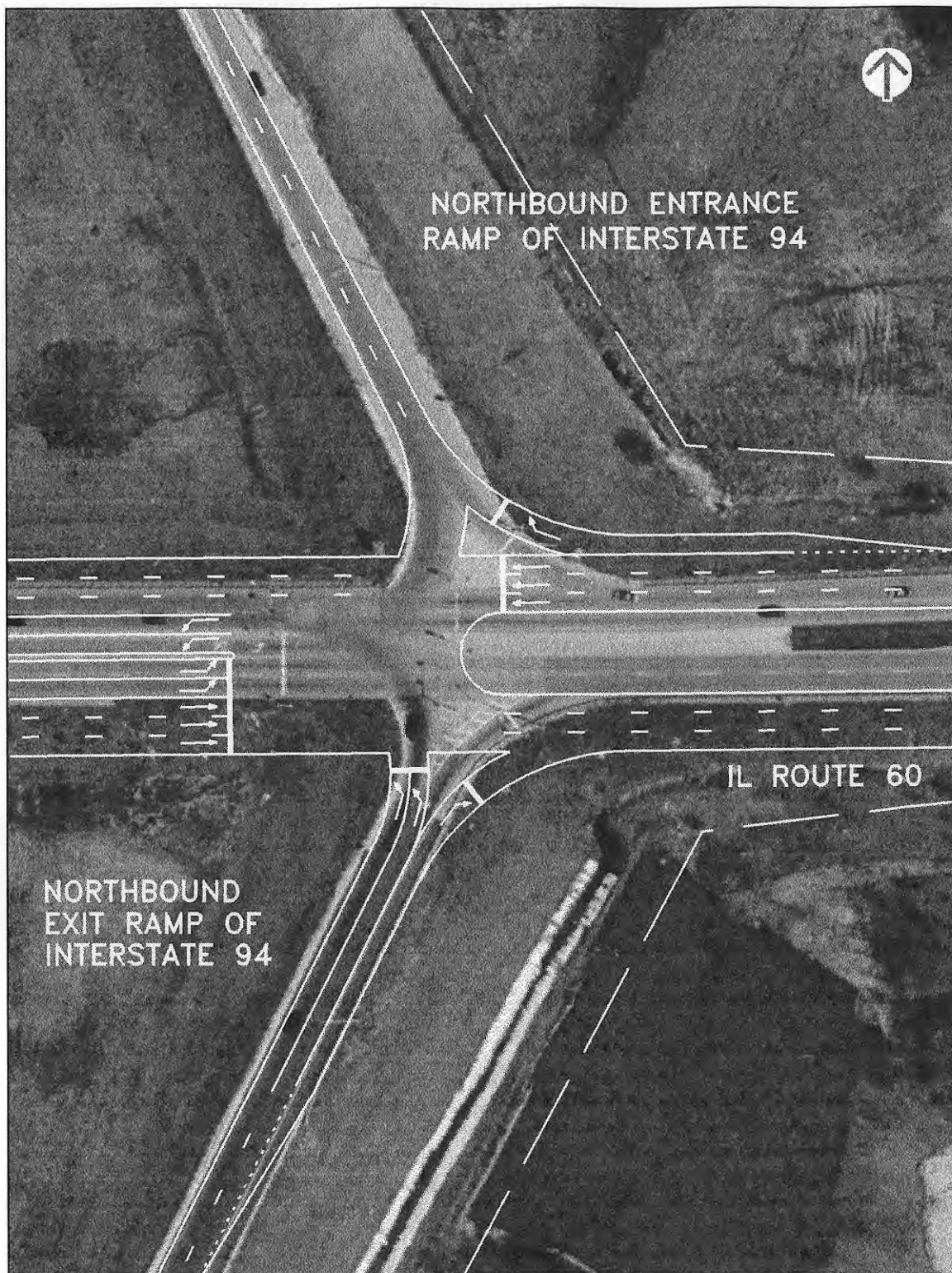
SRA Strategic
 Regional
 Arterial
 Planning Study

IL ROUTE 60
 WEST RAMP AT INTERSTATE 94
 EXHIBIT D-5

Segment 8

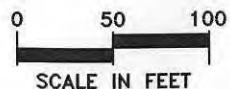
INTERSECTION DETAIL
Illinois Route 60 and I 94 (East Ramps)

Exhibit D-6



LEGEND

- — — — — EXISTING R.O.W.
- - - - - PROPOSED R.O.W.



INTERSECTION DETAIL

SRA Strategic Regional Arterial Planning Study

**IL ROUTE 60
EAST RAMPS AT INTERSTATE 94
EXHIBIT D-6**

Segment 9
Illinois Route 60 - I-94 to U.S. Route 41

3.9 Segment 9: IL Route 60 - Interstate 94 to U.S. Route 41

3.9.1 Location

Segment 9 extends along IL Route 60 from the Interstate 94 interchange to U.S. Route 41 and is approximately 2.1 miles in length (see Figure 3.1). This segment is located within the City of Lake Forest.

3.9.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-16 and A-17.

Right-of-Way - The existing right-of-way in this segment varies from 100 feet to 110 feet in width.

Roadway Characteristics - IL Route 60 from I-94 to Conway Farm Drive consists of two 12-foot through lanes in each direction, a 28-foot barrier median, and curb & gutter at the edges of pavement. East of Conway Farm Drive the existing pavement narrows to 55 feet edge-to-edge of pavement with two 11-foot through lanes in each direction and an 11-foot flush median with curb & gutter at the edges of pavement.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that the 1992 average annual daily traffic for this segment varies from 21,600 vpd at I-94 to 15,800 vpd at U.S. Route 41.

Accidents - The intersection of IL Route 60 and U.S. Route 41 is a high accident location.

Parking, Sidewalks, and Frontage Roads - There are no on-street parking spaces, sidewalks, or frontage roads on this segment.

Traffic Control/Intersection Configuration - There are three signalized intersections in this segment located at Sanders Road, IL Route 43 (Waukegan Road), and U.S. Route 41. Existing lane configurations at these intersections are shown on Exhibits A-16 and A-17.

Structures - There are two existing structures in this segment as indicated in Table 3.9.1.

**Table 3.9.1
Existing Structures**

IDOT Structure Number	Facility Carried	Feature Crossed	Width (ft.)	Length (ft.)	Horizontal Clearance on SRA (ft.)	Vertical Clearance on SRA (ft.)
049-0101	M.St.P. & P. Railroad	IL 60	N/A	75	58.8	14'0"
049-0037	IL 60	N. Branch Chicago River	57.6	40.7	55.9	N/A

Transit - At the present time, there is no mass transit provided in Segment 9.

3.9.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-16 and B-17.

Lakes/Streams/Wetlands/Floodplains - Wetlands exist at the southwest and northeast corners of the intersection of IL Route 60 and Conway Farm Drive. A wetland also occurs in the northeast quadrant of the intersection of IL Route 43 and IL Route 60. Floodplain occurs adjacent to most of the corridor from approximately 600 feet west of the Milwaukee, St. Paul and Pacific Railroad bridge to approximately 400 feet west of IL Route 43.

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

Hazardous Waste/LUST Sites - There are no hazardous waste or LUST sites documented by the Illinois Environmental Protection Agency along this segment.

Threatened or Endangered Species - There are no threatened or endangered species known to exist along this segment of the corridor, according to the Illinois Department of Natural Resources.

Prime Farmland - Most of the land adjacent to the SRA route's right-of-way in this segment is identified as prime farmland by the Natural Resources Conservation Services (NRCS). Most of this land is planned for residential, office/research or open space by the Village of Lake Forest.

3.9.4 Existing Land Use Characteristics

The existing land use characteristics for this segment are shown on Exhibits B-16 and B-17.

Type and Intensity of Development - Most of the land abutting Segment 9 is vacant. Two high-rise (over 3 stories) office buildings occur along the north side of IL 60 between Interstate 94 and the entrance road to Lake Forest Academy. There is one single-family residence north of the SRA, west of the Milwaukee, St. Paul & Pacific Railroad. Farmed land occurs south of the SRA between Conway Farm Drive and the railroad tracks (see Exhibit B-16).

The Lake Forest Compost Center is adjacent to the south side of IL 60 east of the railroad tracks. The remainder of the land along the south side of this portion of the corridor is vacant, except for a single-family residence at the southeast corner of IL Route 43 and IL 60. A vacant parcel exists north of IL Route 60, east of the railroad, and Christ Church of Lake Forest occurs at the northwest corner of IL Route 43 and the SRA. Otherwise, single-family homes are the most common land use along the north side of the right-of-way of this segment (see Exhibit B-17).

Planned Development - Lake Forest has planned the vacant property between the interstate and the railroad for office research, except for the area south of IL Route 60 between Sanders Road and Conway Farm Drive, which is planned for residential (see Exhibit B-16). The vacant property north of the SRA, east of the railroad is planned for open space by Lake Forest. Lake Forest is planning that the property east of the compost center, south of IL Route 60, will be used for a public/private institution. The remaining vacant property along this portion of the SRA is planned for residential use by Lake Forest (see Exhibit B-17).

3.9.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-16 and C-17.

Roadway - The recommended cross section from I-94 to the Milwaukee Road Railroad consists of three 12-foot through lanes in each direction separated by an 18 to 30-foot barrier median with B-6.24 curb & gutter at the edges of pavement. It is recommended to transition from six lanes to four lanes west of the railroad viaduct and maintain the existing five lane cross section under the viaduct.

Traffic Control/Intersection Configuration - It is proposed to maintain the three existing traffic signals in this segment. At the intersection of IL Route 60 and Sanders Road it is recommended to provide eastbound to northbound dual left turn lanes and an eastbound to southbound right turn lane in addition to left turn lanes on both the north and south approaches of the intersection (see Exhibit C-16). It is recommended to maintain existing lane configurations at the other two existing signalized intersections.

The intersections of Conway Farms Drive/Field Court and the Lake Forest Academy entrance are identified as potential future traffic signal locations. Recommended lane configurations for these intersections are shown on Exhibit C-16. Future traffic signals should be installed on the route only

at the recommended locations and only when the signal warrant recommended for SRA routes are met. (Recommended signal warrants for SRA's are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report.)

The intersection of IL Route 60 and U.S. Route 41 (Skokie Highway) is recommended to be expanded in accordance with the recommendations made in the U.S. 41 SRA Report. Those recommendations called for the addition of one through-lane in each direction on Skokie Highway with no changes to the IL Route 60 leg. Either prior to or in concert with this intersection improvement, it is recommended that Ridge Road south of IL 60 be relocated further west to align with Ridge Road to the north (see Exhibit C-17).

Access Management - Along IL Route 60 from I-94 to the Milwaukee Road viaduct it is recommended that driveways be restricted to right-in/right-out with full access occurring at signalized intersections only. East of the railroad viaduct it is proposed to maintain existing access.

Structures - The two existing structures in this segment will not require modification to accommodate the proposed SRA improvement as shown in Table 3.9.2.

Table 3.9.2
Structure Modifications

IDOT Structure Number	Facility Carried	Feature Crossed	Existing Width (ft.)	Recommendation
049-0101	M.St. P. & P. Railroad	IL 60	N/A	No improvements recommended
049-0037	IL 60	N. Branch Chicago River	57.6	No improvements recommended.

Transit - It is recommended that a Park and Ride/Park and Pool parking facility as well as possibly a bus transfer facility be provided in the vicinity of the I-94 interchange.

3.9.6 Right-of-Way Requirements

In order to provide the recommended cross section from I-94 to the railroad viaduct it is necessary to acquire 10 feet of right-of-way on both sides of IL Route 60 from Sanders Road to the viaduct.

3.9.7 Environmental Considerations

Ten feet of right-of-way acquisition on both sides of the west end of Segment 9 would encroach into the floodplain west of the railroad bridge. Planned roadway improvements may also impact a

wetland along the north side of IL 60 east of Conway Farm Drive (see Exhibit B-16). Although floodplain exists on both sides of the segment between the railroad bridge and IL Route 43, it would not be impacted by planned roadway improvements since there is no right-of-way acquisition along this part of the route.

3.9.8 Land Use Considerations

The right-of-way in Segment 9 is planned to be widened by 10 feet on both sides between Sanders Road and approximately 400 feet west of the Milwaukee, St. Paul & Pacific Railroad bridge. This would reduce the depth of yards associated with the office building at the northeast corner of the subject route and Conway Farm Drive and the single-family residences west of the railroad, along the north side of IL 60. These improvements may impact mature trees along the south side of Segment 9 between Sanders Road and Conway Farm Road, and on both sides of the route immediately west of the railroad bridge. Landscaping associated with the office park north of IL Route 60 at Sanders Road and Conway Farm Road may also be displaced (see Exhibit B-16).

As vacant and agricultural land on both sides of this part of Segment 9 are developed, access and setbacks should be coordinated with SRA improvements.

3.9.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 6 is shown in Table 3.9.3. This construction cost estimate is based on 1991 unit prices.

3.9.10 Short Term/Low Cost Improvements

Traffic signals should be installed at the recommended locations when the signal warrant recommended for SRA routes are met. As parcels develop or redevelop, it is recommended that future access be limited to the locations shown on the recommended plan.

Relocation of Ridge Road south of IL Route 60 is also recommended as a short term improvement.

3.9.11 Ultimate (post 2010) Improvements

There are no Ultimate (post 2010) improvements recommended for this segment.

3.9.12 Crossing SRA Routes

The eastern terminus of the Illinois Route 60 SRA corridor is U.S. Route 41 (Skokie Highway), which is also designated as an SRA route. An SRA study for U.S. Route 41 was completed in June, 1994. That study recommended widening Skokie Highway to provide 3 travel lanes in each direction with no changes to the IL Route 60 intersection leg. These recommendations are unaffected by the IL 176/IL 60 recommended plan.

Table 3.9.3
Construction Cost Estimate
Segment 9 - Interstate 94 to U.S. Route 41

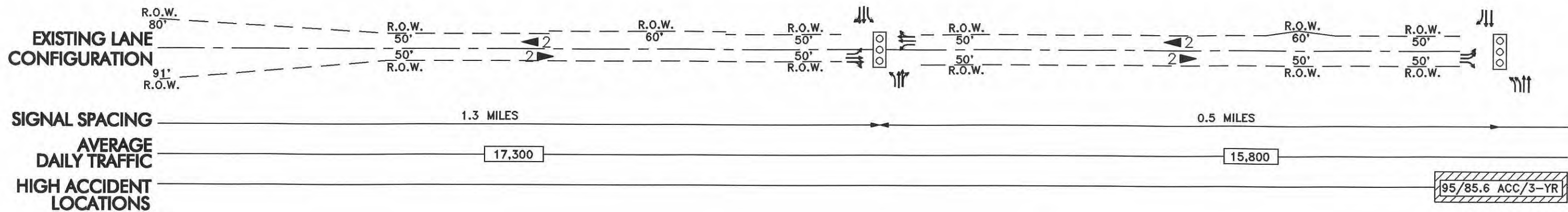
Improvements	Estimated Cost
Recommended Improvements	
Roadway	\$945,000
Intersection Improvements	\$1,275,000
Transit Improvements	\$3,000,000
Right-of-Way Acquisition	\$91,000
Total - Recommended Improvements	\$5,311,000

Note: This construction cost estimate is based on 1991 unit prices.

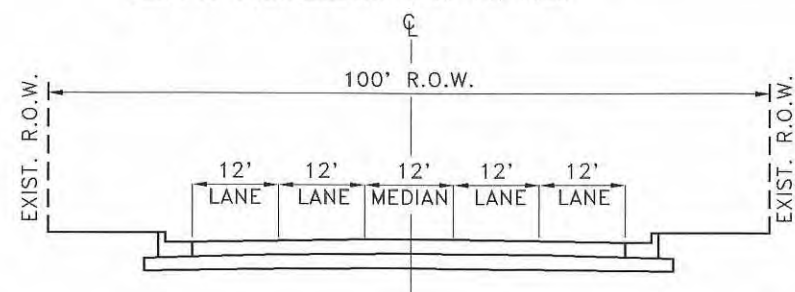
Segment 9
Illinois Route 60 - I-94 to U.S. Route 41

EXISTING FACILITY CHARACTERISTICS

Exhibit A-17



DATE OF PHOTOGRAPHY: APRIL 14, 1995



ROADWAY SECTION J-J
M.ST.P. AND P. R.R. TO US ROUTE 41

LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- EXISTING NUMBER OF LANES

Segment 9
Illinois Route 60 - I-94 to U.S. Route 41

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibit B-17



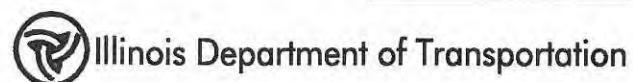
DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

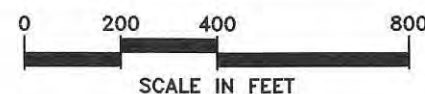
- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

LAND USE LEGEND

- R SINGLE-FAMILY RESIDENTIAL
 - RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
 - RH HIGH RISE RESIDENTIAL (>3 FLOORS)
 - MH MOBILE HOME PARK
 - O OFFICE (UP TO 3 FLOORS)
 - OH OFFICE HIGH RISE (>3 FLOORS)
 - C COMMERCIAL RETAIL/SERVICE
 - CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
 - CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
 - I INDUSTRIAL/WAREHOUSE
 - T CHURCH/TEMPLE (NAME)
 - S SCHOOL (NAME)
 - * CEMETERY (NAME)
 - G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
 - P PARK/FOREST PRESERVE (NAME)
 - U UTILITY
 - E EXTRACTION (MINING & GRAVEL)
 - A AGRICULTURE
 - V VACANT
 - O PLANNED USE/JURISDICTION
 - PLANNED USE/JURISDICTION BOUNDARY
 - MUNICIPAL BOUNDARY
 - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



Prepared by: **CIVILTECH ENGINEERING, INC.**
 In Association with: **METRO Transportation Group**
Shah Engineering, Inc. **Planning Resources Inc.**

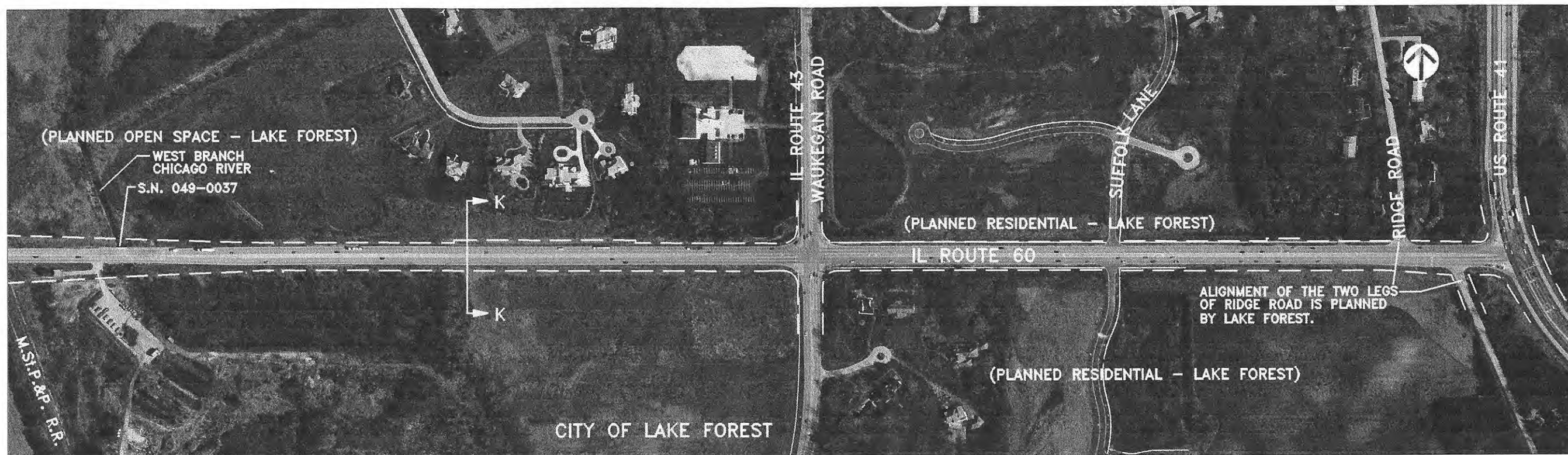
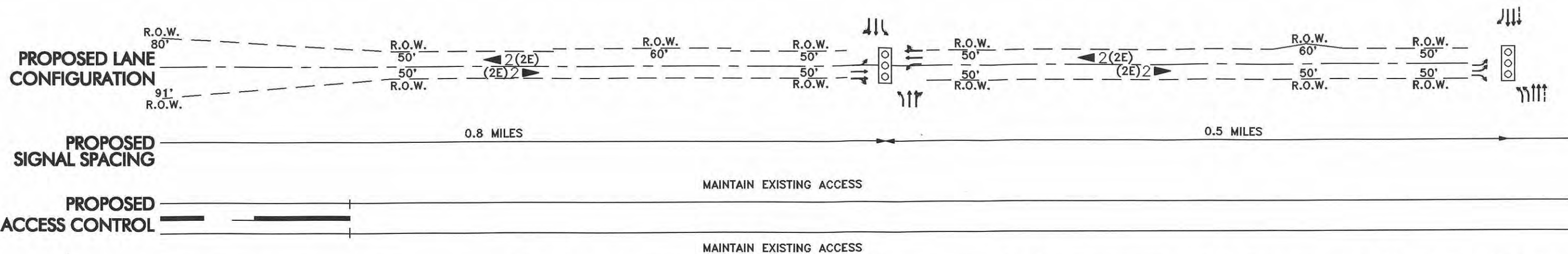


IL ROUTE 176 / IL ROUTE 60
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-17

Segment 9
Illinois Route 60 - I-94 to U.S. Route 41

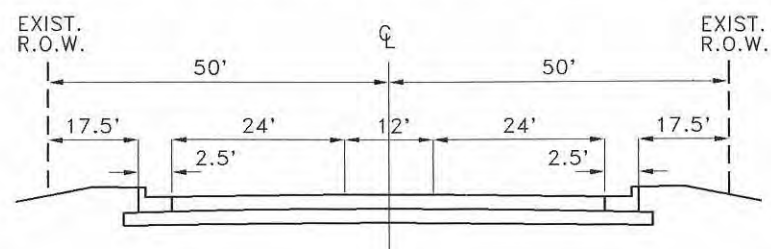
RECOMMENDED PLAN

Exhibit C-17



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 9



SECTION K-K
M.St.P.&P. R.R. TO US ROUTE 41

LEGEND	
	EXISTING TRAFFIC SIGNAL
	POTENTIAL TRAFFIC SIGNAL
	PROPOSED LANE ARRANGEMENT
	EXISTING LANE ARRANGEMENT
	PROPOSED NUMBER OF LANES
	EXISTING R.O.W. LINE
	FUTURE R.O.W. LINE
	ADDITIONAL R.O.W.
	BARRIER MEDIAN
	BUS STOP

IV. Public Involvement

4.1 The Public Involvement Process

Public involvement is a key part of the SRA study process. During the study period, public involvement occurred in several stages. Initial public involvement efforts centered around communities and jurisdictional agencies that would be directly affected by SRA improvements. Before commencing detailed studies, individual community interviews (ICI's) were conducted with municipal leaders and/or staff members to sample community attitudes towards SRA goals and to identify concerns regarding potential improvement concepts. Interviews were also conducted with some jurisdiction agencies such as county transportation departments or forest preserve districts if their facilities would be directly affected.

Once data collection was completed and alternatives/design concepts were developed, communities were invited to attend an Advisory Panel meeting at which the SRA design concepts were presented. After obtaining input from the first Advisory Panel meeting, the concepts were revised and a draft report was prepared. These were presented at a second Advisory Panel meeting as well as at a public hearing which was open to the general public.

Individual Community Interviews were conducted during December of 1995 and January of 1996. The first Advisory Panel meeting was held on June 4, 1996. The second Advisory Panel meeting was held on February 17, 1997, followed by the public hearing on February 25, 1997.

Copies of the meeting minutes, public hearing minutes and comments are included in Appendix A.

4.2 Individual Community Interviews

Each unit of government was contacted to obtain data early in the study. Meetings were then set up with each individual community to discuss their comments and concerns. The primary goals of the Individual Community Interviews (ICI's) were to present the goals of the SRA system and to gather information on community attitudes and concerns regarding the corridor before improvement concepts and alternatives were developed.

A summary of the individual community concerns and attitudes is as follows:

- Wauconda
 - Favorable attitude towards increased mobility.
- Mundelein
 - Favorable attitude towards increased mobility.
 - Concerned regarding effect of potential access controls on adjacent businesses.
 - Opposed to improvements which would increase traffic on IL 176 through Village.

- Fremont Township
 - Concerned about ability to access Illinois Route 60/83 from side streets due to heavy traffic volumes.
- Vernon Hills
 - Favorable attitude towards improved mobility.
 - Concerned regarding effect of potential access controls on adjacent businesses.
 - Sees benefits of using final report recommendations as a guide for defining future developments.
- Mettawa
 - Village is not likely to favor any proposed roadway improvements.
- Lake Forest
 - Favorable attitude towards improved mobility.
 - Sees need for 6 lanes near I-294 interchange but not east of Milwaukee Road Railroad.
 - Sees benefits of using final report as a guide for defining future developments.

Copies of the ICI meeting minutes are included in Appendix A.

4.3 Advisory Panel Meetings

A meeting of the SRA Advisory Panel was held on January 4, 1996. At the first Panel Meeting, presentations were made to introduce the SRA system, its relation to the 2010 TSD Plan and Operation GreenLight, and the SRA study process. In addition, alternative improvement concepts considered for IL Route 176/ IL Route 60 were presented. At the second Panel Meeting, the recommended improvements were presented along with the Draft SRA Report. At each of the Panel Meetings, opportunity was provided for those attending the meetings to ask questions, make comments, and discuss the presentations and recommendations. Copies of the minutes of the Panel Meetings are contained in Appendix A.

4.4 Public Hearing

A public hearing was held on February 25, 1997 to present recommended improvements to IL Route 176/ IL Route 60 as part of the SRA system and to obtain public input. The public hearing was held in an open house format with exhibits displayed showing the recommended improvements for the entire SRA route on aerial photographs as well as typical cross-sections. Also, a slide presentation was shown every half-hour during the hearing. This presentation included the scope and objectives of the SRA system; the relation of IL Route 176/ IL Route 60 to the overall system; and the scope of recommended improvements for the entire SRA route.

Representatives of the Illinois Department of Transportation (IDOT) and the SRA project consultant were available during the hearing to discuss the project and answer questions. A court reporter was

present during the hearing to take oral comments and written statements were also accepted during the hearing. An additional period of 30 days following the hearing was provided for submission of written statements to the IDOT District One offices. Copies of the public hearing minutes, recorded comments and statements are included in Appendix A.

APPENDIX A

Public Involvement

Individual Community Interview Meeting Minutes



Wauconda Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 12 - IL 176/IL 60

Date: January 17, 1996

Time: 9:00 A.M.

Place: Village of Wauconda
Public Works Department

In Attendance: Mr. Jeff Kuester, Superintendent of Public Works
Ms. Lisa Heaven-Baum, Illinois Department of Transportation
Mr. Bob Andres, Civiltech Engineering, Inc.
Ms. Dawn Marincic, Civiltech Engineering, Inc.
Ms. Mary Young, Civiltech Engineering, Inc.

Mr. Andres began the meeting by introducing the Consultant's project staff. Ms. Young then gave a brief history and description of the SRA planning study process. This SRA subset includes two routes that have an impact on the Village of Wauconda. Illinois Route 59 is at the west edge of the community and Illinois Route 176 goes through the Village.

Mr. Kuester stated that under the U.S. Route 12 bridge, Illinois Route 176 needs to be widened. Because the lateral clearance under the bridge is narrow, Route 176 cannot be widened. He thinks Route 176 should be at least four lanes. West of town, recent development has caused an increase in traffic.

Mr. Andres explained that this project is a long-range planning study intended to identify a future improvement scope. The finished study will be a document that hopefully will help guide future development along the route between now and when an actual SRA improvement could be implemented. It is believed that any SRA improvements are at least 10 or more years in the future.

If Route 53 is extended, the traffic patterns will probably change along Illinois Route 176 as traffic which presently uses U.S. 12 would be drawn to Route 53 instead.

Mr. Kuester stated that he hears many complaints that Route 176 is not wide enough to carry traffic in the peak hours through the area. There are back ups from Fairfield all the way to Lake Shore. In the afternoon peak, there are backups from Main Street to Hill Street. Although he personally hasn't witnessed it, he has heard complaints about northbound backups on the Route 12 exit ramps to Liberty Street.

Mr. Kuester stated that there is a pizza restaurant at the intersection of Brown and Route 176. The Village is trying to restrict all their access to the local streets instead of on Route 176.

Mr. Kuester stated that on the east side of town, the frontage on Route 176 is mostly residential with multiple driveways.

Mr. Andres explained that the project is on a two-year time schedule and the next involvement of the Village will be at Advisory Panel meetings that will be held in late spring or early summer.

Ms. Young explained that the Illinois Route 59 SRA study goes through unincorporated areas adjacent to the community. There is talk of development on the west side of Route 59 near Ivanhoe Road. There are access concerns at this site and the developers are requesting a signal from IDOT. Ms. Heaven-Baum stated she would check on the status of this with the Permits Section at IDOT.

The meeting was adjourned at 9:15 A.M.

By: Dawn R Marincic
Dawn R. Marincic

Date: 1-21-96



Mundelein Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 12 - IL 176/IL 60

Date: December 11, 1995

Time: 9:30 A.M.

Place: Village of Mundelein
Village Hall

In Attendance: Mr. Phil Perna, P.E., Village Engineer
Mr. John J. Tierney III, P.E., Assistant Village Engineer
Mr. Bob Andres, Civiltech Engineering, Inc.
Ms. Dawn Marincic, Civiltech Engineering, Inc.
Ms. Mary Young, Civiltech Engineering, Inc.

Ms. Young began the meeting by introducing the Consultant's project staff and giving a brief history and description of the SRA planning study process. The Village of Mundelein has had previous experience with the SRA study.

Mr. Perna stated that although IDOT considered an interchange at IL 176 along the proposed FAP 342, one will not be constructed due to Village opposition. Sufficient R.O.W. has been acquired for a future partial cloverleaf interchange at this location.

Mr. Perna stated that although the Village is in favor of improved mobility, they are concerned about limited access and the impact it would have on businesses along the route.

There is development planned on the south side of the intersection of Illinois 176 with Routes 60/83. A strip mall is planned for the southwest quadrant and an anchor food store with other stores is planned for the southeast quadrant.

The main driveway to Medline (east of US 45) is being relocated to intersect IL Route 60 at a new north leg tho the signalized south side drive. The aerals show the drive prior to the

ICI Meeting Minutes
Village of Mundelein
Page 2

relocation which is presently under construction.

Mr. Perna stated that there is a potential development on the east side of Route 45 between Route 60 and Route 83. Possible access points would be to Route 60 and Route 45.

Mundelein is encouraging redevelopment of the former KMART building on the northwest quadrant of the intersection of Route 60 with Route 45.

The western limit of Mundelein on Route 60 is Butterfield Road.

Mr. Perna felt that the "anti-53" faction in Mundelein may be in favor of the SRA improvement because they may feel it would diminish the need for the extension of Route 53. They could, however, be impacted by the widening of IL 60/83 as well as the improvement of its intersection with Midlothian Road.

Mr. Perna noted that the southeastern quadrant of Route 83/60 and Midlothian may be located in Long Grove.

Mr. Perna noted that there is flood routing along the IL 60/83 ROW adjacent to Countryside Forest Preserve District. It may affect the ability to expand the roadway.

The meeting was adjourned at 10:00 A.M.

By: Dawn R Marincic
Dawn R. Marincic

Date: 12/21/95

Fremont Township Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 12 - IL Route 60/ IL Route 176

Date: September 18, 1996

Time: 9:00 A.M.

Place: Fremont Township Office

In Attendance: Mr. Bill Grinnell, Fremont Township Highway Engineer
Ms. Mary Young, Civiltech Engineering, Inc.
Ms. Dawn Marincic, Civiltech Engineering, Inc.

Ms. Young began the meeting by introducing the Consultant's project staff and giving a brief history and description of the SRA planning study process. Civiltech has met with all the municipalities along the route to obtain input on the proposed recommendations.

Mr. Grinnell informed Civiltech that there is a drainage problem north of the railroad near the trailer park. Although this won't be a part of this study, it will be documented for future use.

Ms. Young explained that Civiltech is proposing to cul-de-sac some of the minor streets along IL Route 60 in Diamond Lake including Trinity Drive, Martin Drive, Circle Drive South, Kenmore Lane, and Lakeview. It is proposed to provide traffic signals at Walnut Avenue and West Shore Drive to concentrate access at these locations. Mr. Grinnell explained that several homeowners in the area have made complaints that it is dangerous to access IL Route 60 from the side streets due to high volumes of traffic on IL Route 60. The school located south of IL Route 60 in this area already diverts all of its traffic onto Acorn Lane for safety reasons. Mr. Grinnell stated that he did not believe there would be much opposition from the homeowners concerning the proposed improvements except for the residents on IL Route 60 that would be affected by right-of-way acquisition.

Mr. Grinnell suggested that Walnut Avenue also be cul-de-saced and traffic would be diverted to Diamond Lake Road which is already a signalized intersection.

Fremont Township ICI Meeting
Page 2

Mr. Grinnell explained that primary access to the West Shore Park area is from IL Route 60. This community does not have direct access to Midlothian Avenue although it is possible to travel through an adjacent subdivision and then access Midlothian Avenue.

Ms. Marincic explained that it is anticipated that a Public Hearing for this corridor will be held before the end of the year and that all interested parties will be invited to attend.

The meeting was adjourned at 9:30 A.M.

By: Dawn R. Marincic
Dawn R. Marincic, P.E.

Date: 9/30/96



CIVILTECH ENGINEERING, INC.

1250 ARLINGTON HEIGHTS ROAD • SUITE 250 • ITASCA, ILLINOIS 60143
(630) 773-3900 • FAX (630) 773-3975

Vernon Hills Individual Community Interview Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 12 - IL 176/IL 60

Date: December 7, 1995

Time: 9:00 A.M.

Place: Village of Vernon Hills
Village Hall

In Attendance: Mr. Edward Laudenslager, P.E., Director of Public Works
Mr. Larry Laschen, Village Manager
Mr. Bob Andres, Civiltech Engineering, Inc.
Ms. Dawn Marincic, Civiltech Engineering, Inc.
Ms. Mary Young, Civiltech Engineering, Inc.

Ms. Young began the meeting by introducing the Consultant's project staff and giving a brief history and description of the SRA planning study process. The Village of Vernon Hills has had previous experience with the SRA study with Milwaukee Avenue, which was part of Subset 1.

Mr. Laschen stated that the Village is dead set against providing U-turns as the only access to shopping centers.

Mr. Laudenslager stated that if the signals along Route 60 would become synchronized, this would be of great help in the traffic congestion. Currently the signals between Route 21 and Butterfield are synchronized. In the AM peak, the eastbound has priority movements and in the PM peak, westbound has the priority movements. This works to some extent but the roadway is basically at capacity.

Mr. Laudenslager stated that Phillips Road, which is the roadway south of Route 60, cuts through some shopping centers and is used by some as an alternate to Route 60. This should be considered in our study.

Mr. Laudenslager stated that through the shopping center area, the center of the ROW is actually

in the center of the eastbound lanes.

Mr. Laudenslager stated that as developers make plans, the Village will often request a donation of land to be provided for extra ROW before the development can be completed.

Mr. Laudenslager thought that if Route 22 was widened or the extension to Route 53 were built, the traffic patterns along Route 60 would be affected.

The meeting was adjourned at 2:30 P.M.

By: Dawn R. Marincic
Dawn R. Marincic

Date: 12/21/95



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Village of Mettawa ICI Meeting Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 12 - IL 176/IL 60
Village of Mettawa

Date: December 6, 1995

Time: 2:00 P.M.

Place: Northern Illinois Survey Inc. Office

In Attendance: Mr. Frank Furlan, P.E., Village Engineer
Ms. Lisa Heaven-Baum, IDOT
Mr. Bob Andres, Civiltech Engineering, Inc.
Ms. Dawn Marincic, Civiltech Engineering, Inc.
Ms. Mary Young, Civiltech Engineering, Inc.

Ms. Young began the meeting by introducing the Consultant's and IDOT's project staff and giving a brief history and description of the SRA planning study process. The Village of Mettawa has not had previous experience with the SRA study.

Mr. Furlan stated that basically the Village of Mettawa wants no further development in their Village. They do not want to take any right-of-way from property owners without providing owners with compensation.

Two developments that are locating along Route 60 that may concern the SRA process are Grainger and Core-Hummel. The Village has no site plans for Grainger but IDOT Permit Section may have information on access and changes to Route 60 being proposed by the developers at Grainger. This development is located on the south side of Route 60 from St. Mary's Road to Bradley Road and consists of approximately 500 acres of development. The Village has collected money from its constituents and went to the Supreme Court to protest the development. The Village lost its case.

The Core-Hummel property is located on the north side of Route 60 directly east of Bradley Road. The Village had objected to the County zoning this land for research.

Mr. Furlan also stated that Route 60 was widened to four lanes just a few years ago.

The meeting was adjourned at 2:30 P.M.

By: Dawn R Marincic
Dawn R. Marincic

Date: 12/18/95



City of Lake Forest ICI Meeting
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 12 - IL 176/IL 60

Date: December 5, 1995

Time: 2:00 p.m.

Place: City of Lake Forest
Municipal Building

In Attendance: Mr. Kenneth Magnus, P.E., City Engineer
Ms. Puja K. Bhutani, City Planner
Mr. Bob Andres, Civiltech Engineering, Inc.
Ms. Dawn Marincic, Civiltech Engineering, Inc.
Ms. Mary Young, Civiltech Engineering, Inc.

Mr. Andres began the meeting by introducing the Consultant's project staff and giving a brief history and description of the SRA planning study process. The City of Lake Forest has had previous experience with the SRA study with U.S. Route 41, which was part of Subset No. 2.

Mr. Magnus stated that there are existing capacity problems on Illinois Route 60 near the Tri-State Tollway during peak hours. Westbound traffic on IL 60 sometimes queues from Sanders Road as far back as the railroad viaduct (approximately 3/4 mile) in the evening peak hour. Mr. Magnus believed that a six lane cross section would be needed from the Tollway east to the viaduct but did not believe that traffic volumes would ever warrant a six lane section from the viaduct east to U.S. 41. The land use in this area is single family residential.

Mr. Magnus also noted that there are currently some problems at the entrance to the Lake Forest Academy. This entrance is located between Conway Farm Drive and the viaduct. In the peak hours it is difficult for exiting vehicles to cross Illinois Route 60 due to high traffic volumes as well as a sight distance problem created by the viaduct. In addition, a subdivision is being constructed in this area which utilizes the same entrance drive as Lake Forest Academy. Mr. Magnus felt there would be the need for a traffic signal installation at this location.

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Page 2

A final concern Mr. Magnus noted was the location of the City's Compost & Recycling Facility located just east of the viaduct. There is currently not a separate westbound left turn lane for vehicles to queue in while waiting for gaps in traffic. Mr. Magnus stated that there have been a number of accidents at this location due to the lack of channelization combined with the sight distance problem created by the close proximity of the viaduct.

The meeting was adjourned at 2:30 P.M.

By: Mary L. Young
Mary L. Young

Date: 12/21/95

First Advisory Panel Meeting Minutes



CIVILTECH ENGINEERING, INC.

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Meeting Minutes

Subject: Strategic Regional Arterial
Illinois 176/Illinois 60 - U.S. 12 to U.S. 41
Concept Review Meeting

Date: June 4, 1996

Time: 1:30 PM

Place: Lake County Department of Transportation
Libertyville, Illinois

In Attendance: See attached roster.

Mr. Andres began the meeting by introducing the Consultant's project staff and giving a brief history and description of the SRA planning study process. He then explained what has been done to date on this project including the Individual Community Interviews held with each community along the route and the data collection process to obtain existing condition and finally the preliminary studies to provide proposed conditions along the route. He explained that the exhibits have been arranged into three sets: A) Existing Facility Characteristics, B) Land Use and Environmental Conditions, and C) Recommended Plan. He noted the exhibits titled "Recommended Plan", at this stage of the project development, in fact depict only the concept plan and not the recommended SRA improvement plan. He briefly described the information contained on these exhibits and then provided a detailed discussion of the recommended plan as contained in the Concept Report.

Mr. Andres explained that if there is not going to be an interchange for FAP 342 at IL 176, it may be advisable to shift the SRA designation from IL 176 east of Hawley Street onto Hawley Street between IL 176 and IL 60/83. Primary access to and from FAP 342 will likely occur via Hawley Street to Gilmer Road to Midlothian Road to FAP 342 for traffic to and from the west. This route will draw more traffic than IL 176 to IL 60/83 then back to Midlothian Road to FAP 342. The drop in existing traffic volumes across Hawley on IL 176 indicates that Hawley is already being used more than IL 176.

Mr. Powell stated that although the Hawley Street alternate should be investigated, potential improvements along Hawley Street may be limited by adjacent Forest Preserves. He stated that southwest of the intersection of Illinois Route 176 and Hawley Street is actually Forest Preserve property and not Open Space as shown on Exhibit B-5.

Mr. Magnus stated that the City of Lake Forest is currently considering realigning the Ridge Road intersection to a conventional four-legged intersection which would eliminate the need for the south leg to be right-in/right-out as proposed.

Mr. Laudenslager asked whether or not a full access point would be provided for the undeveloped area on the south side of IL 60 between Butterfield Road and Aspen Drive. Mr. Andres stated that as far as he knew IDOT had not made a commitment to provide a traffic signal at this location.

Mr. Powell asked if eastbound to southbound dual right turn lanes were being provided at the Tollway interchange. Mr. Andres stated that they are proposed.

Mr. Laudenslager asked if this plan will be used by IDOT regarding access permits. Mr. Andres stated it would be used for this purpose.

Mr. Andres asked Mr. Powell if Lake County would support shifting the SRA designation from IL 176 east of Hawley Street onto Hawley Street between IL 176 and IL 60/83. Mr. Powell stated he would need to investigate this suggestion in further detail before providing an answer.

Mr. Starr stated that copies of these plans will be distributed to those Communities unable to attend the meeting and a comment period would be provided after which a Draft Report would be completed. Assuming there are no major changes to the Recommended Plan the second Advisory Panel Meeting could be held within the next couple of months.

The meeting was adjourned at 2:30 P.M.

By: Mary L. Young
Mary L. Young

Date: June 18, 1996

ATTENDANCE ROSTER

PROJECT DESCRIPTION: SRA Advisory Panel Meeting
IL Route 176 / IL Route 160

MEETING LOCATION: Lake County

DATE: June 4, 1996

TIME: 1:30

[illegible]

Second Advisory Panel Meeting Minutes



Meeting Minutes

Subject: Strategic Regional Arterial
Illinois 176/Illinois 60 - U.S. 12 to U.S. 41
2nd Advisory Panel Meeting

Date: February 17, 1997

Time: 10:00 A.M.

Place: Village Hall
Village of Mundelein, Illinois

In Attendance: See attached roster.

Mr. Andres began the meeting by reviewing the status of the IL Route 176/IL Route 60 SRA study. He then referred to the draft report and explained the items that had been changed based on comments received from the first advisory panel meeting: It was decided not to move the SRA designation from IL Route 176 onto Hawley Street based on opposition by the Lake County Department of Transportation. The Village of Mundelein requested that full access be maintained at McRae Avenue. The Village of Lake Forest requested an additional traffic signal as well as incorporating the realignment of Ridge Road. All of these changes have been made to the recommended plan.

Mr. Andres then stated that a Public Hearing for this route will be held on February 25, 1997 at the Holiday Inn in Mundelein from 2 P.M. to 7 P.M. to obtain public input. After the Public Hearing there will be a thirty day comment period and then a final report will be submitted to IDOT.

Mr. Perna asked what the next step in the SRA process is after the final report is completed. Mr. Starr explained that IDOT will use this document as a programming tool and is currently prioritizing all of the SRA routes to determine which improvements will be completed first. Mr. Perna stated concern regarding the proposed FAP 342 project not incorporating the SRA recommendations on IL Route 60/83. Mr. Starr stated that this SRA study is being coordinated with the FAP 342 improvement to avoid duplicate improvements.

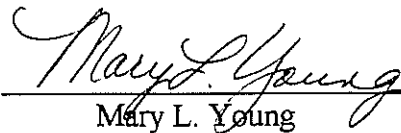
Mr. Laudenslager asked why all of the proposed acquisition between Butterfield Road and Aspen Drive was being acquired from the south side of IL Route 60. Mr. Andres explained that this was to avoid the school property on the north side of IL Route 60. Mr. Laudenslager also stated the Village of Vernon Hills would like to have a mid-block, full access point between Butterfield Road and Aspen Drive. He also stated that a traffic signal would be desirable depending on the level of development of the vacant parcel. Mr. Andres stated that although a signal at this location would not meet SRA signal spacing requirements it may be possible to trade this signal for the recommended right-of-way.

Mr. Perna stated that the area on Exhibit B-10 labeled "Lake County - Open Space" is really owned by the Mundelein Park District. Mr. Andres stated that further studies will be completed to attempt to avoid right-of-way acquisition from parkland.

Mr. Buehler stated that several bikepaths proposed by the Lake County Forest Preserve District cross the IL Route 176/IL Route 60 corridor or are adjacent to this route and should be illustrated on the exhibits. Mr. Andres stated that this information would be added to the exhibits. Mr. Buehler also stated that the Village of Wauconda has expressed an interest in widening the Bang's Lake Outlet structure to provide a combination use sidewalk/bikepath. Mr. Andres stated that this will be coordinated with the Village of Wauconda as a bikepath in this area would affect the SRA recommended cross section and result in the need for right-of-way acquisition.

The meeting was adjourned at 11:00 A.M.

By:


Mary L. Young

Date:


March 13, 1997

ATTENDANCE ROSTER

Project Description: SRA IL 176/1160

ADVISORY PANEL MEETING #2

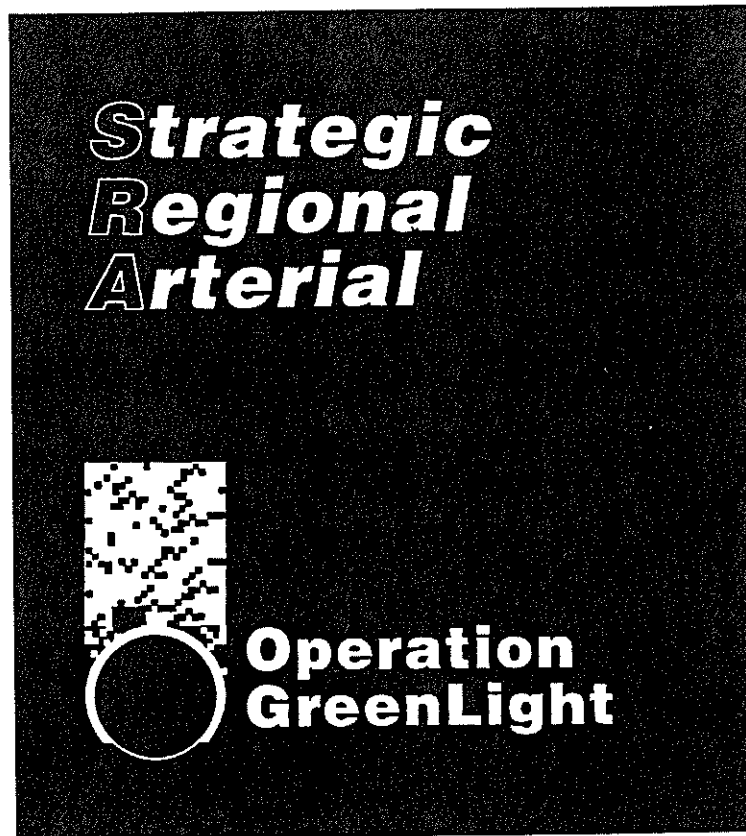
Meeting Location : MUNDELEIN VILLAGE HALL

Date : 17 FEB 1997 Time: 10:00 AM ☒ PM ☐

NAME : (Please Print)	REPRESENTING:	PHONE :
MARY YOUNG	CIVILTECH	630-773-3900
MICHAEL BROWN	PLANNING RESOURCES	630-668-3789
BRUCE CHRISTENSEN	LAKE CO	847/362-3950
MARTY BUEHLER	LAKE CO	" " "
STEVE DUNNAN	NORTHERN IL. SURVEY, INC	(847) 662-4568
Phil Perna	Village of Mundelein	(847) 949-3220
John Tierney	Village of Mundelein	" " "
LISA HEAVEN-BAUM	IDOT	(847) 705-4567
RICH STARR	IDOT	(847) 705-AD95
Dawn Maurice	Civiltech	(630) 773-3900
ED LAUDENSLAGER	Village of Vernon Hills	847-367-3726
Robert Andros	Civiltech	630-773-3900

Public Hearing Record

Illinois Route 176/Illinois Route 60 from U.S. Route 12 to U.S. Route 41



Illinois Department of Transportation

201 West Center Court
Schaumburg, Illinois 60196-1096

Rich Starr
Highway Systems Engineer
(847)705-4095

Executive Summary

Since the early 1970's, development patterns have reflected a significant migration of people and employment from the City of Chicago to the surrounding suburbs. Though the region's population grew by only 4% during that period, the urbanized area increased by approximately 70%. The new development brought with it dramatically different travel patterns. While the principal transportation systems were designed to efficiently handle traditional suburb-to-city commuting patterns, significant growth occurred in suburb-to-suburb travel. These new travel demands overwhelmed the capacity of many of the region's expressways and arterial streets, causing traffic to spill over into adjacent neighborhoods as drivers sought to avoid congestion. Despite significant investments in transportation improvements over the last two decades, traffic congestion in the Chicago region has increased steadily.

Regional population and employment forecasts imply that even more difficult challenges lie ahead. NIPC has estimated that the region's population will increase as much as 24% between 1990 and 2020 which is four times the growth rate experienced between 1970 and 1990. Employment is expected to increase as much as 37% over the same period. Though growth will continue in the suburbs, significant infill growth is expected to occur in the City of Chicago and inner-ring suburbs as well. If the region's economic vitality and quality of life is to be preserved in the face of this expansion, significant improvements to transportation mobility must be achieved.

Transportation planning agencies have recognized that needed mobility improvements cannot be achieved solely through expansion of the region's expressway system. Thus, they are planning the creation of the Strategic Regional Arterial (SRA) system which is a comprehensive network of 1,340 miles of existing arterial highways in Northeastern Illinois. The SRA system is intended to supplement existing and proposed expressway facilities in accommodating long-distance, high volume automobile and commercial vehicle traffic. In order to meet the objectives of the SRA system, it will be necessary to transform the historic context of these arterial highways to one which emphasizes traffic mobility while still accommodating land access needs.

This report summarizes a planning study conducted for one of the routes on the SRA system: Illinois Route 176/Illinois Route 60 which extends between Rand Road (U.S. Route 12) and U.S. Route 41 (Skokie Highway). The study developed a conceptual improvement plan which, when implemented, will significantly improve transportation mobility along the corridor. The study is considered a "pre-Phase I" study, since it may be a number of years before the SRA improvements can be realized. Before constructing these improvements, detailed Phase I engineering and environmental studies as well as Phase II design activities must still be completed. The concept plan is primarily intended to

serve as a guide for land use and access decisions that will be made along the route between now and when an SRA improvement could actually be constructed. It is hoped that the long-range SRA plan for this route will be used by local agencies in their land use planning activities. Only with the support of the communities through which IL 176/IL 60 passes, can the ultimate improvement plan be realized.

This corridor would be significantly affected by the construction of FAP 342. The proposed tollway facility will relieve existing traffic demand which is concentrated at the western and eastern ends of the corridor (where it accesses Rand Road and the Tri-State Tollway respectively), and attract it towards the center of the corridor to the proposed interchange at Midlothian Road. The SRA study was developed assuming that FAP 342 would be constructed. Without the tollway, it is likely that additional improvements would be required over and above the SRA concept plan described herein to achieve comparable levels of traffic service along this corridor.

The Illinois Route 176/Illinois Route 60 SRA corridor was divided into nine segments for the purposes of this study. Following is a summary of the major improvement recommendations within each segment.

Segment 1: Illinois Route 176 - Village of Wauconda

- Widen Illinois Route 176 to provide two 11-foot travel lanes in each direction separated by an 11-foot painted median within the existing 80-foot right-of-way.
- Provide curb & gutter with an enclosed drainage system.
- Consolidate driveways where feasible.

Segment 2: Illinois Route 176 - Village of Wauconda to Gilmer Road

- Widen Illinois Route 176 to provide two 12-foot travel lanes in each direction separated by an 12-foot painted median within the existing 80-foot right-of-way between Grand Boulevard and Ivanhoe Road.
- Widen Illinois Route 176 to provide two 12-foot travel lanes in each direction separated by an 18-foot barrier median between Ivanhoe Road and Gilmer Road. Acquire 15 feet of additional right-of-way along each side of IL 176.
- Provide curb & gutter with an enclosed drainage system.
- Consolidate access to designated channelized intersections and restrict driveways to right-in/right-out.

Segment 3: Illinois Route 176 - Gilmer Road IL Route 60/83

- Widen Illinois Route 176 to provide two 12-foot travel lanes in each direction separated by an 18-foot barrier median.
- Acquire 15 feet of additional right-of-way along each side of IL 176.
- Provide curb & gutter with an enclosed drainage system.
- Consolidate access to designated channelized intersections and restrict driveways to right-in/right-out.

Segment 4: Illinois Route 60/83 - IL Route 176 to Midlothian Road

- Widen Illinois Route 60/83 to provide two 12-foot travel lanes in each direction separated by an 18-foot barrier median.
- Provide a 30-foot barrier median at Midlothian Road to accommodate dual left turn lanes.
- Acquire up to 10 feet of additional right-of-way along each side of IL 60/83.
- Provide curb & gutter with an enclosed drainage system.
- Restrict driveways and minor side streets to right-in/right-out.

Segment 5: Illinois Route 60/83 - Midlothian Road to IL Route 60/83 Split

- Widen Illinois Route 60/83 to provide two 12-foot travel lanes in each direction separated by an 18-foot barrier median.
- Acquire up to 10 feet of additional right-of-way along each side of IL 60/83.
- Provide curb & gutter with an enclosed drainage system.
- Close minor side streets and consolidate local access movements at signalized collector street intersections.
- Restrict driveways to right-in/right-out.

Segment 6: Illinois Route 60 - IL Route 83 to U.S. Route 45

- Maintain existing roadway cross section.
- Maintain existing access.

Segment 7: Illinois Route 60 - U.S. Route 45 to IL Route 21

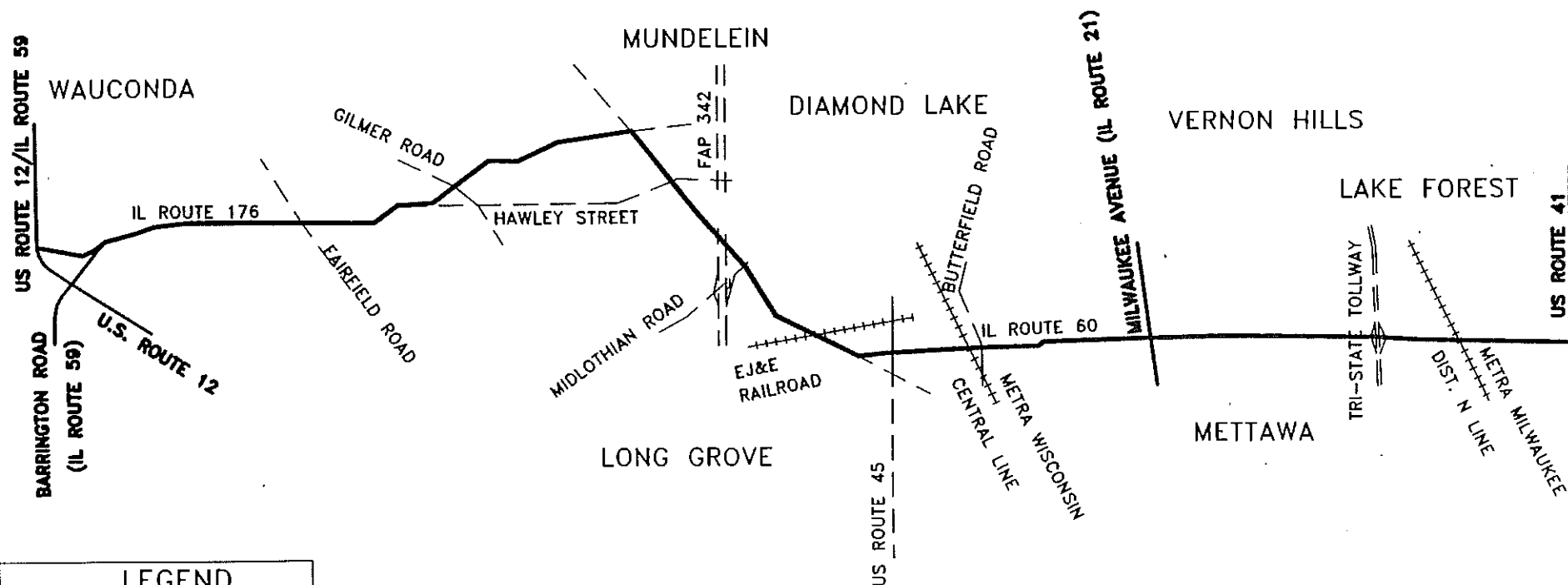
- Widen Illinois Route 60 to provide three 12-foot travel lanes in each direction separated by a 16-foot mountable median between U.S. 45 and Butterfield Road.
- Acquire up to 10 feet of additional right-of-way on each side of the roadway between U.S. 45 and Butterfield Road.
- Provide a 30-foot barrier median at U.S. Route 45 and Butterfield Road to accommodate dual left turn lanes.
- Widen Illinois Route 60 to provide three 12-foot travel lanes in each direction separated by an 18-foot barrier median between Butterfield Road and IL Route 21.
- Acquire 10 to 25 feet of additional right-of-way along the south side of IL Route 60 between Butterfield Road and Deerpath Drive to accommodate the proposed roadway widening.
- Provide at-grade intersection improvement at IL Route 21. Potential future interchange needed beyond 2010 (interchange required before 2010 without FAP 342 to provide comparable traffic service).
- Maintain the existing enclosed drainage system.
- Maintain existing access.

Segment 8: Illinois Route 60 - IL Route 21 to I-94

- Widen Illinois Route 60 to provide three 12-foot travel lanes in each direction separated by an 18-foot to 30-foot barrier median.
- Acquire 20 to 30 feet of additional right-of-way along the south side of IL 60 between the Des Plaines River and St. Mary's Road to accommodate the proposed roadway widening.
- Acquire 15 to 25 feet of additional right-of-way along each side of IL 60 between St. Mary's Road and I-94 to accommodate the proposed roadway widening.
- Provide dual turning lanes at the I-94 interchange.
- Maintain the existing enclosed drainage system.
- Consolidate access to designated channelized intersections and restrict driveways to right-in/right-out.

Segment 9: Illinois Route 60 - I-94 to U.S. Route 41

- Widen Illinois Route 60 to provide three 12-foot travel lanes in each direction separated by an 18-foot to 30-foot barrier median between I-94 and the M. St. P. & P. Railroad.
- Acquire 10 feet of additional right-of-way along each side of IL 60 between I-94 interchange and the railroad underpass to accommodate the proposed roadway widening.
- Transition to the existing 4-lane with painted median cross section at the railroad underpass.
- Maintain existing roadway cross section between the M. St. P. & P. Railroad and U.S. Route 41.
- Maintain the existing enclosed drainage system.
- Consolidate access to designated channelized intersections and restrict driveways to right-in/right-out.



LEGEND

- SRA ROUTE
- - - OTHER CROSSING ROUTES
- OTHER SRA ROUTES

PUBLIC HEARING REGISTER

Project: IL RTE. 176/IL RTE. 60 FROM US RTE. 12 to US RTE. 41

Location: HOLIDAY INN - MUNDELEIN

Date: 2/25/97

Time: 2-7 PM

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

	Name	Address	Representing
P	1 FRED DIERKER	WILSONA IL 161 N MAIN Zip 60089	Self _____ Other <u>Wilsona IL</u>
L	2 Mary Rohan	205 Stonebridge Way Mundelein IL Zip 60060	Self <u>X</u> Other _____
E	3 Ken Marabell	440 E. Hawley Mundelein IL Zip 60060	Self _____ Other <u>Mundelein</u>
A	4 KEN MILLER	440 E. CRISTAL MUNDELEIN, IL Zip _____	Self _____ VILLAGE OF Other <u>✓</u> MUNDELEIN
S	5 Deb Giles	264 Southport Mundelein IL Zip 60060	Self <u>✓</u> Other _____
E	6 Phil Perna	440 E. Hawley St. Mundelein IL Zip 60060	Self _____ Other <u>Village of Mundelein</u>
	7 Kathy Felice	28 Sineca E Hawthorn Woods Zip 60047	Self <u>✓</u> Other _____
P	8 ALAN QUIG	300 S RT 83 MUNDELEIN Zip 60060	Self <u>✓</u> Other _____
R	9 Katy Timmerman	512 Kings Way Mundelein Zip 60060	Self <u>✓</u> Other _____
I	10 Pat Kirchherr	31280 N. WILSON GRAYSON ILL Zip 60030	Self _____ Other _____
N	11 Diana O'Kelly	26313 Countryside Lake Mundelein Zip 60060	Self _____ Other <u>County Board</u>
T	12 Jack Freddica	28812 N Hwy 83 MUNDELEIN IL Zip 60060	Self <u>✓</u> <u>EVANSTON</u> Other <u>CEMETERY BOARD</u>

PUBLIC HEARING REGISTER

Project: IL RTE. 176/IL RTE. 60 FROM US RTE. 12 to US RTE. 41

Location: HOLIDAY INN - MUNDELEIN

Date: 2/25/97

Time: 2-7 PM

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

	Name	Address	Representing
P	1	Eston Chamberlin ESTON CHAMBERLIN 20667 W PARK MUNDELEIN ILL Zip 60060	Self _____ Other _____
L	2	ED LAUDENSLAGER 490 GREENLEAF DR. VERNON HILLS Zip 60061	Self _____ Village of Vernon Hills Other _____
E	3	BRUCE CHRISTENSEN 680 WEST WINCHESTER LIBERTYVILLE Zip _____	Self _____ Other LAKE CO
R	4	LARRY OCKER Mr & Mrs. 24201 OLD OAK DRIVE MUNDELEIN Zip 60060	Self ☒ Other ☒
S	5	ADRIENNE & JOHN TINDALL 27250 MEADOWOODS METTAWA I ILL Zip 60048	Self _____ Other Vill Mettawa
E	6	Fred & Jill Zimbric 237 DAN LON CT MUNDELEIN IL Zip 60060	Self ☒ Other _____
	7	_____ _____ Zip _____	Self _____ Other _____
P	8	_____ _____ Zip _____	Self _____ Other _____
R	9	_____ _____ Zip _____	Self _____ Other _____
I	10	_____ _____ Zip _____	Self _____ Other _____
N	11	_____ _____ Zip _____	Self _____ Other _____
T	12	_____ _____ Zip _____	Self _____ Other _____

PUBLIC COMMENT

PROJECT: _____

DATE: _____

Route 176 should be
widened to 4-lane
all the way east
to I 94 before 60
is made any wider
than Mettawa.

Whatever widening
by Hawthorn should
relate only to shopping
access. Don't make this
massive traffic funnel; disperse
the commute routes to 176 & 22



Illinois Department of Transportation

NAME: _____

A. Tindall

ADDRESS: _____

27250 Meadowoods Mettawa

60098

IN RE:)
)
STRATEGIC REGIONAL ARTERIAL)
)
OPERATION GREENLIGHT)
)
ILLINOIS ROUTE 176/ILLINOIS)
ROUTE 60 FROM U.S. ROUTE 12)
TO U.S ROUTE 41)

MUNDELEIN, LAKE COUNTY, ILLINOIS, PUBLIC HEARING

REPORT of comments made at the Public
Hearing of the above-captioned study and summary
of recommendations, taken before Joan M. Kenny,
C. S. R., a Notary Public in and for the County of
DuPage, State of Illinois, at the Holiday Inn, 510
East Route 83, Mundelein, Illinois, on Tuesday, the
25th day of February, A. D. 1997, between the hours
of 2:00 P.M. and 7:00 P.M.

MARY ROHAN: My name is Mary Rohan. I am at 205 Stonebridge Way. That is in Mundelein.

My comment would be in regards fixing 83. I live on -- I should say that my backyard abuts the road. And in my opinion right now it is a dangerous road with all kinds of traffic and the speed limit.

It has, mainly, construction vehicles. You know, trucks that transport trailer houses, those kinds of heavy machinery type of vehicles.

And my next-door neighbor has had someone go off the roadway into his backyard. Three houses down on the corner of Wingate and Stonebridge Way they have had someone go off and into their backyard. They have fencing down now.

And then last year down the road, on the east side of the road, there has been another vehicle that has gone off the road into someone's backyard.

So I am opposed to widening this road, creating even more traffic. I think the speed limit should be reduced even lower than it is because, trying to get out of the subdivision now at certain times of the day, are very hazardous in areas, you know, where you are packing kids into the car.

Needless to say, I am opposed to FAP 342.

And I hope that my tax dollars will not be used to create more hazards to my village.

Okay, I guess that is all I have to say today.

* * * * *

ALAN QUIG: Alan Quig, 300 South Route 83. That is Quig's Orchard.

My understanding is that there is proposed to be a barrier median in front of our business. And my comment is that that would not be acceptable for us.

We have a great deal of business that comes from both directions and exits both directions. And it is a significant distance around the block, as it were, to get back to the beginning, wherever they want to go.

I don't know what the solution to that would be other than to provide turn lanes in both directions. But the -- that is the main thing. A barrier median simply wouldn't work in our opinion.

Quig's has been in business since 1947. We have a restaurant, greenhouse, apple orchard,

bakery, gift shop; and it is a year-round business and a lot of people come and go. We also sell Christmas trees and we have been there for fifty years.

* * * * *

DIANA O'KELLY: Diana O'Kelly, 26313
Countryside Lake Drive, Mundelein.

I am concerned about the right-in/
right-out for the businesses. I think that 83 needs
to be widened desperately. We don't want it to get
as bad as Route 22.

I don't know how those cul-de-sac
closures are going to work out. I really would need
to look at those a little bit more extensively by
going out to the areas and investigating what that is
going to do to those neighborhoods.

The turn lanes off of 83 onto Midlothian
are needed now. And I am concerned that some of
these improvements, I got the impression, are driven
by the Route 53 -- if the Route 53 extension would
occur -- when this section desperately needs
attention now.

Traffic backs up on 83, going west. And it is terrible at Midlothian Road. Additionally, Route 60 is not big enough now to handle the traffic.

And I am just concerned that these improvements are driven by Route 53, when they need to be done with the existing conditions that we have today because the roads are inadequate already.

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

STATE OF ILLINOIS)
) SS.
 COUNTY OF DU PAGE)

I, JOAN M. KENNY, C. S. R., a Notary Public in and for the County of DuPage, State of Illinois, do hereby certify that between the hours of 2:00 P.M. and 7:00 P.M. on the 25th day of February, A. D. 1997, at the Holiday Inn, 510 East - Route 83, Mundelein, Illinois, I reported in shorthand the comments made at the public hearing of the above-entitled matter; and that the foregoing is a true, correct and complete transcript of my shorthand notes so taken as aforesaid.

IN TESTIMONY WHEREOF I have hereunto set my hand and affixed my notarial seal this 10th day of March, A. D. 1997.

Joan M. Kenny

 Notary Public

