

# ADVISORY PANEL I

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

## ROSELLE ROAD CORRIDOR

(BLOOMINGDALE RD / ROSELLE RD / EUCLID AVE / QUENTIN RD)

IL ROUTE 64 to U.S. 12

January 23, 1996

By:



METRO TRANSPORTATION GROUP, INC.



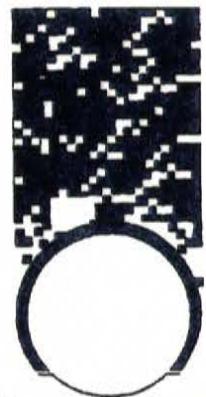
Midwest Consulting Engineers, Inc.

Dames & Moore Design Group

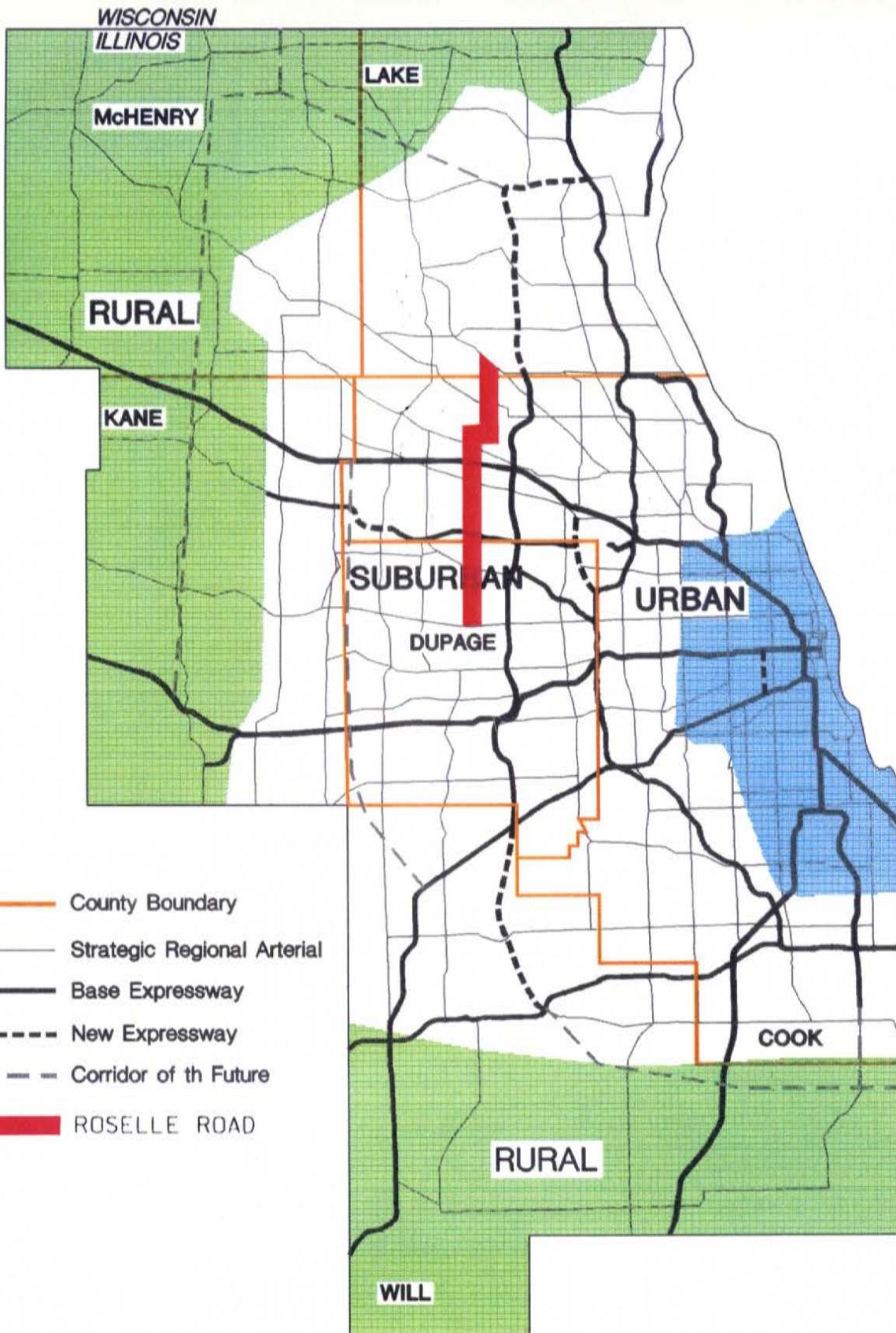
For:



Illinois Department  
of Transportation



Operation  
Greenlight



LOCATION MAP—  
ROSELLE ROAD CORRIDOR

EXHIBIT 1

# INTRODUCTION

## The SRA System

The 2010 Transportation System Development Plan adopted by the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC) recognizes that not all long-distance highway travel can be handled by the expressway system. Realizing that the arterial system will have to carry some long-distance trips, the 2010 Plan designated a system of Strategic Regional Arterials (SRAs) to supplement the expressway system.

The SRA system is a 1,340 mile network of existing roadways in the Northeastern Illinois region. They create a network of sixty-six (66) routes intended to serve as a second tier to the expressway system. The regional highway system, consisting of existing and planned Expressways and Strategic Regional Arterials, is shown in **Exhibit 1**.

Identification of routes that comprise the SRA system was determined based upon the projected levels of future travel demand within different parts of the region, with spacing ranging from about three miles apart in the more densely developed areas to about eight miles apart in predominantly rural areas. Within this network, there are significant differences in the roadway environment which determines how various types of routes may function in the system. Three different types of SRA routes have been designated, corresponding to three different types of roadway environment:

- Urban Routes
- Suburban Routes
- Rural Routes

The designation of route types within the overall SRA system reflects the expected density of long range development within the different portions of the region.

This report is about the Bloomingdale Road/Roselle Road/Euclid Avenue/Quentin Road corridor (hereinafter referred to as the **Roselle Road Corridor**), which has been designated as a suburban SRA corridor from IL 64 (North Avenue) in the Village of Glendale Heights to U.S. 12 (Rand Road) in the Village of Kildeer. This corridor, which is located in DuPage, Cook, and Lake Counties is illustrated graphically in **Exhibit 2**.

## **SRA Planning Objectives**

The SRA system is intended to accomplish certain specific objectives within the overall regional transportation system:

### **Supplement an expanded expressway system by:**

- Improving access to expressways
- Providing alternatives for some portions of expressway travel
- Providing a lower cost substitute for expressways in some corridors

### **Enhance public transportation and personal mobility by:**

- Improving access to rail transit stations
- Improving operating conditions for buses and other transit vehicles
- Identifying opportunities for future transit facilities
- Maintaining pedestrian accessibility

### **Accommodate commercial vehicle traffic by:**

- Improving structural clearances
- Maximizing through traffic movement

## **SRA Design Concept**

A *Design Concept Report* for the SRA system was developed by the Illinois Department of Transportation and was endorsed by the CATS Policy Committee. These concepts have been used as a guide in developing the improvement plan for the Roselle Road corridor that is described in this report.

## **Organization of the Report**

This report presents a summary of the SRA planning study for the corridor. The report is organized into five chapters:

- **Existing Environmental and Land Use Conditions**  
This chapter presents environmental and land use conditions which determine the nature of the corridor. The chapter includes a description of wetland, historic, and hazardous waste sites located within the corridor. Land use, zoning and future developments are also addressed.
- **Existing Roadway Conditions**  
This chapter presents the existing physical characteristics, traffic volumes, operations and public transportation found along the corridor.
- **Corridor Planning Overview (Not Included)**  
This chapter presents the SRA planning objectives for the corridor. The 2010 corridor design characteristics and traffic conditions are described. The future land use and community concerns are reviewed.
- **Proposed Concept**  
This chapter presents the proposed SRA concept plan for the corridor, including proposed cross-sections and right-of-way requirements.
- **Public Involvement (Not Included)**  
This section documents the public involvement process undertaken for the SRA study. It is divided into four major sections: Individual Community Interviews, Panel Advisory Meetings, Newsletters, and the Public Hearing.

## **The Corridor Study Area**

The Roselle Road corridor, shown on **Exhibit 2**, is approximately 18 miles in length and begins on the south in the Village of Glendale Heights as Bloomingdale Road at the IL 64 (North Avenue) intersection. The corridor proceeds northerly to U.S. 20 (Lake Street), where it changes names to Roselle Road. Continuing northward, the corridor extends to the Roselle Road/Euclid Avenue intersection. At that intersection, the corridor turns eastward along Euclid Avenue and extends to Quentin Road. At the Euclid Avenue/Quentin Road intersection, the corridor proceeds northward to its northern terminus at U.S. 12 (Rand Road). The surrounding land use is primarily residential with some commercial adjacent to the Bloomingdale Road and Roselle Road portion of the corridor. The Roselle Road corridor crosses the Elgin-O'Hare Expressway and the I-90 Tollway. The corridor passes through Bloomingdale's Old Town Historical District and the Meacham Grove Forest Preserve on the Bloomingdale Road portion, is adjacent to Northwest Community Hospital and Lexington Nursing Home on the Roselle Road portion, is adjacent on the west and north sides of William Rainey Harper College on the Roselle Road/Euclid Avenue portion, and passes through the Deer Grove Forest Preserve on the Quentin Road portion. The corridor is divided into four segments which are described below.

### **Segment 1 - Bloomingdale Road/Roselle Road (IL 64 to Elgin-O'Hare Expressway)**

The Bloomingdale Road/Roselle Road portion of the corridor is generally a four lane undivided roadway with curb and gutter. At signalized intersections, the roadway generally widens to accommodate left turn lanes. Parking is not permitted on either side of the roadway. This section of the Roselle Road corridor is under the jurisdiction of the DuPage County Department of Transportation. Significant intersections within this segment are at IL 64 (North Avenue)(SRA), Army Trail Road, Schick Road, U.S. 20 (Lake Street)(SRA), and IL 19 (Irving Park Road). This segment is primarily residential with pockets of commercial at the major intersections.

### **Segment 2 - Roselle Road (Elgin-O'Hare Expressway to Euclid Avenue)**

This segment, from the Elgin-O'Hare Expressway to its intersection with Euclid Avenue, is primarily a four lane divided roadway with curb and gutter. The median through this section is generally a sixteen foot mountable median. Parking is not permitted on either side of the roadway. Commercial development is much more prevalent within this segment than in any other segment of the Roselle Road corridor. Major commercial centers are located between Wise Road and Hartford Drive and between Bode Road and Remington Road. Major intersections include the Elgin-O'Hare interchange, Nerge Road, Wise Road, Weathersfield Way, Schaumburg Road, IL 72 (Higgins Road) (SRA), IL 58 (Golf Road), I-90 Tollway interchange, IL 62 (Algonquin Road) (SRA), and Euclid Avenue. This segment is generally contained within 100 ft. of right-of-way. However, north of IL 58 through Central Road, the right-of-way varies between 100 and 230 ft. This segment is under the jurisdiction of the Cook County Highway Department.

### **Segment 3 - Euclid Avenue**

At the Euclid Avenue/Roselle Road intersection, the corridor turns eastward. The cross section of Euclid Avenue is similar to that of Segment 2 in that it is a four lane divided roadway. There is only one signalized intersection along this section of the corridor - the Harper College entrance. Parking is not permitted on either side of the roadway. The western portion of Segment 3 is characterized by office/business development (i.e., Square D Corporation) and Harper College. The eastern half is residential in nature on the south side of Euclid Avenue and currently undeveloped on the north side. The right-of-way through this segment varies between 100 to 180 ft. This segment is under the jurisdiction of the Cook County Highway Department.

### **Segment 4 - Quentin Road**

This last segment, Quentin Road, is basically a four lane divided roadway with curb and gutter. Left turn lanes are provided at all of the major intersections within this segment. North of the U.S. 14 (Northwest Highway) intersection, the roadway transitions to a two lane undivided roadway. The land use character is primarily residential with the exception of the Deer Grove Forest Preserve, located north of Dundee Road. Major intersections within Segment 4 are Euclid Avenue, Palatine Road, U.S. 14 (Northwest Highway) (SRA), Dundee Road, Lake-Cook Road, and U.S. 12 (Rand Road) (SRA). The right-of-way in this area varies between 66 to 100 ft. This segment is under the jurisdiction of the Cook County Highway Department, south of Lake-Cook Road and the Lake County Division of Transportation, north of Lake-Cook Road.

## ENVIRONMENTAL CONDITIONS

### **Segment 1 - Bloomingdale Road/Roselle Road (IL 64 to Elgin O'Hare Expressway)**

*Exhibit A14-01 to Exhibit A14-06 (Not Available)*

**Due to sensitive issues being discussed with DuPage County officials, very limited activity has been conducted on this segment of the Roselle Road corridor. Therefore, only a limited amount of information is being presented regarding Segment 1 at this time.**

Segment 1 of the Roselle Road corridor begins at IL 64 (North Avenue) in the Village of Glendale Heights and continues northward to the Elgin-O'Hare Expressway. This segment, located entirely in DuPage County, passes through the Village of Glendale Heights, the Village of Bloomingdale, and into the Village of Roselle. This segment intersects two SRA routes, IL 64 (North Avenue) and U.S. 20 (Lake Street).

#### **Bloomingdale Road (Segment 1)**

This section includes the Villages of Glendale Heights and Bloomingdale in DuPage County. The predominant land use in this section is single family residential. Bloomingdale Road, approximately 500' north of North Avenue, was recently reconstructed as part of the North Avenue improvement.

Notable land uses within this segment are as follows: Queenship of Mary Church is located on the southwest corner of Armitage Avenue and Bloomingdale Road. Glenhill School is located across from Sydney Road. Wheaton Christian Center is located on the northwest corner of Olive Court and Bloomingdale Road. Family Faith Christian Church is located between Belden Avenue and Dickens Avenue on the west side of Bloomingdale Road. Kindercare Daycare is located directly south of the Family Faith Christian Church.

Glendale Heights Municipal Complex and Sports Hub is located on the northeast corner of Fullerton Avenue and Bloomingdale Road. Cypress Funeral Home is located on the northwest corner of Fullerton Avenue and Bloomingdale Road. Glenside Fire Protection is located on the southwest corner of Polo Club Drive and Bloomingdale Road. Glendale Polo Club is located between Polo Club Drive and Illinois Central Gulf Railroad on the east side of Bloomingdale Road. Some wetland areas are located within the polo grounds and two ponds are located across the street.

Ollman Recreation Association is located on the southeast corner of Brandon Drive and Bloomingdale Road. A Substation is located on the southwest corner of the

Illinois Central Gulf Railroad and Bloomingdale Road. An industrial park is located on the northwest corner of the Illinois Central Gulf Railroad and Bloomingdale Road. A wetland is located between this industrial park and the road. Two wetlands are located between Gladstone Drive and Army Trail Road, one on either side of the road.

Edgewater Community Church is located on the northeast corner of Edgewater Drive and Bloomingdale Road. Lexington Nursing Home is located south of Schick Road on the east side of Bloomingdale Road. Bloomingdale Village Hall and Library are located on the northeast corner of Fairfield Way and Bloomingdale Road. The Bloomingdale Fire Department is located on the southwest corner of Washington Street and Bloomingdale Road.

Park land is located on the northwest corner of Washington Street and Bloomingdale Road. Historic Bloomingdale Old Town is located between U.S. 20 (Lake Street) and Schick Road. Meacham Grove, a unit of the DuPage County Forest Preserve, is located north of Lake Street on both sides of Bloomingdale Road. Included in this forest preserve are a number of wetlands and floodplain areas. A small creek crosses under Bloomingdale Road in this area.

Other environmental concerns such as parcels which are categorized as LUST (Leaking Underground Storage Tanks) sites include:

- Bloomingdale Village Hall, located on the northeast corner of Fairfield Way and Bloomingdale Road
- Bloomingdale Fire Department, located between Fairfield Way and Schick Road

Sites which have Underground Storage Tanks (UST's) include:

- Super Shop Performance Automotive and a Mobil Station, located on the northwest corner of North Avenue and Bloomingdale Road;
- U-Save Gas, located on the northwest corner of Dickens Avenue and Bloomingdale Road;
- A Marathon Station, located on the southwest corner of Fullerton Avenue and Bloomingdale Road;
- An auto center, located between Brandon Drive and Army Trail Road;
- Midas Muffler Shop and a Mobil Station, located on the northeast corner of Army Trail Road and Bloomingdale Road;

- A Mobil Station, located on the southeast corner of Lake Street and Bloomingdale Road;

### **Roselle Road (Segment 1)**

This section includes the Village of Roselle in DuPage and Cook Counties. The land use in this section is primarily single family residential. Devon Avenue serves as the border between Cook County to the north and DuPage County to the south.

Notable land uses within this section are as follows: Martin Funeral Home is located on the northeast corner of Bryn Mawr Avenue and Roselle Road. Kemmerling Park is located across from Bryn Mawr Avenue.

Roselle Road crosses the Chicago, Milwaukee, St. Paul, Pacific Railroad south of Irving Park Road. Roselle Lake Water Pump Stations is located on the northeast corner of Irving Park Road and Roselle Road. The Lynfred Winery, a local historical structure, is located across from Central Avenue. The Roselle Police Department and Village Hall are located two blocks east of Roselle Road on Elm Street. A Commonwealth Edison Substation is located on the southeast corner of Thorndale Avenue and Roselle Road.

Other environmental concerns such as LUST sites includes:

- The Amoco Station and the Shell Station located at the southwest and northwest corners of the Irving Park Road and Roselle Road intersection.
- A Speedway Station, located on the northeast corner of Devon Avenue and Roselle Road.

Sites which have UST's include:

- An automotive repair shop, located on the northwest corner of Park Avenue and Roselle Road.
- An old garage, located on the southwest corner of Walnut Street and Roselle Road.
- Gerber Glass Auto Collision Center, an old gas station, Carstar Auto Repair, Phil's Auto Repair, and a former Amoco Station, all located at Chicago, Milwaukee, St. Paul, Pacific Railroad and Roselle Road.

**Segment 2 - Roselle Road  
(Elgin - O'Hare Expressway to Euclid Avenue)**

*Exhibit A14-07 to Exhibit A14-13*

Segment 2 of the corridor continues from the Elgin-O'Hare Expressway interchange to the intersection with Euclid Avenue. This segment of the Roselle Road corridor is entirely under the jurisdiction of the Cook County Highway Department. Two other SRA routes intersect this segment, IL 72 (Higgins Road) and IL 62 (Algonquin Road).

This section includes the Villages of Schaumburg, Hoffman Estates, and Inverness in Cook County. The land use in this section is predominantly commercial.

Notable land uses within this segment are as follows: Kindercare Daycare is located on the southeast corner of Windsor Drive and Roselle Road. Lexington Nursing Home is located just south of Kindercare Daycare. Michael's Funeral Home is located across the street from Lexington Nursing Home. A small detention pond is located in front of the funeral home. A tributary flows under Roselle Road and into a small wetland on the west side of the road, south of Weathersfield Way.

Northwest Community Hospital is located between Farmgate Road and Weathersfield Way on the east side of Roselle Road. A small pond is located on the northwest corner of Farmgate Road and Roselle Road. Three more tributaries cross Roselle Road. The first flows under Roselle Road and into a culvert on the west side of the road just north of Beech Drive. The second tributary flows under Roselle Road and into a wetland on the west side of the road, just south of Illinois Avenue. The third tributary flows under Roselle Road along the south side of Library Lane. The Schaumburg Town Center Area is located along both sides of Roselle Road just south and north of Schaumburg Road.

The Schaumburg District Library is located directly west of Schaumburg Christian School. A Pre-School is located just north of Schaumburg Road on the west side of Roselle Road.

The Schaumburg Golf Course is located between Bradley Lane and Schaumburg Road on the east side of Roselle Road. Scattered wetlands are located within this golf course. Bethel Baptist Church and Schaumburg Christian School are both located on the northwest corner of Library Lane and Roselle Road. A bike route crosses Roselle Road at Library Lane and parallels Roselle Road along the Golf Course limits.

Scattered wetlands are located between Remington Road and I-90 on both sides of the road. Village of Schaumburg Fire Station is located on the east side between Commerce Drive and State Parkway.

Highland Woods Golf Course is located between Central Road and Algonquin Road on the west side of the street. St. Michael the Archangel Cemetery is located on the southeast corner of Algonquin Road and Roselle Road. A reservoir is located just south of St. Michael the Archangel Cemetery. Mt. Hope Cemetery is located on the southwest corner of Algonquin and Roselle Road. St. John's Church and Cemetery, which may have historical significance, is located directly west of Mt. Hope Cemetery. School District #211 administration offices are located just north of Algonquin Road on the west side of the street. William Rainey Harper College is located on the east side of Roselle Road between Algonquin Road and Euclid Avenue.

Other environmental concerns such as LUST sites include:

- A Mobil Station, located on the northwest corner of Bode Road and Roselle Road;
- A Shell Station, located on the northeast corner of Higgins Road and Roselle Road;
- A Shell Station and Mobil Station, located at the intersection of Golf Road and Roselle Road;
- Marathon Oil, located on the northwest corner of Schaumburg Road and Roselle Road;
- Schaumburg Transportation Company, located on the southeast corner of Library Lane and Roselle Road.

Sites which have UST's include:

- Oil Express and a Citgo Station between the Elgin O'Hare Expressway and Nerge Road;
- Aamco Transmission, Union 76 Station, Redline Automotive Electronics, and an old gas station, all located at the intersection of Nerge Road and Roselle Road;
- Mastercare Firestone and Mobil Station, located at the intersection of Wise Road and Roselle Road;
- Marathon Station and Shell Station, located at the intersection of Weathersfield Way and Roselle Road;

- Jiffy Lube and Union 76 Station, located at the intersection of Higgins Road and Roselle Road;
- A closed gas station, located on the northeast corner of Golf Road and Roselle Road.

### **Segment 3 - Euclid Avenue**

#### *Exhibit A14-14*

At the Roselle Road/Euclid Avenue intersection the corridor turns eastward along Euclid Avenue into the Village of Palatine. This segment of the Roselle Road corridor is under the jurisdiction of Cook County Highway Department.

This section includes the Villages of Palatine and Rolling Meadows in Cook County. The land use is comprised of William Rainey Harper College, Square D Corporation and single family residential.

Notable land uses within this segment are as follows: Mixed residential and offices are located where Euclid ends west of Roselle Road. Square D Corporation is located in the northeast quadrant of Euclid and Roselle Road.

A retention pond and SCS flood control structure is located east of Harper College. Well #6 for Palatine is located in this immediate area. A bike path travels along the east side of Harper College, crosses Euclid Avenue and continues north. A farm field containing wetlands is located west of Quentin, in addition to a subdivision located on the south side.

A shopping center is located on the northeast corner of Quentin and Euclid Avenue. On the southeast corner of Quentin and Euclid Avenue, there is a sign which reads "Federally Regulated Fill Project. Absolutely no dumping allowed."

There are no LUST sites or UST sites within this segment

### **Segment 4 - Quentin Road**

#### *Exhibit A14-15 to Exhibit A14-20*

At the Euclid Avenue/Quentin Road intersection, the Roselle Road corridor turns

northward along Quentin Road to the northern route terminus at U.S. 12 (Rand Road). The corridor continues through the Village of Palatine and passes through the Village of Deer Park, the Deer Grove Forest Preserve and into the Village of Kildeer. This section of the corridor is under the jurisdiction of the Cook County Highway Department south of Lake-Cook Road and Lake County Division of Transportation north of Lake-Cook Road. There are two SRA routes that intersect this segment of the corridor - U.S. 14 (Northwest Highway), near the middle of this segment and U.S. 12 (Rand Road), the northern terminus. Lake-Cook Road serves as the border between Cook County to the south and Lake County to the north. The predominant land use in this section is single family residential.

Notable land uses within this segment are as follows: Palatine Township Community Center is located on the northeast corner of Illinois Avenue and Quentin Road. This facility also has a daycare center and park facilities. Christian Church is located on the southeast corner of Illinois Avenue and Quentin Road and is presently up for sale. Fremd High School is located on the southwest corner of Illinois Avenue and Quentin Road. School District #15 is located on the southeast corner of Kimball Avenue and Quentin Road. All Saints Lutheran Church is located on the northwest corner of Exner Court and Quentin Road. A wetland is located directly north of this church.

The M. Reimer Reservoir, part of the Salt Creek Reservoir, is located between Colfax Street and Palatine Road on the east side of the street. All the land that surrounds the reservoir is owned and maintained by the Palatine Park District. Wetlands are scattered throughout this area. A tributary crosses diagonally under the Quentin Road/Palatine Road intersection.

Children's Learning Center is located on the northwest corner of Northwest Highway and Quentin Road. The Chicago and Northwestern Railroad crosses Quentin Road just south of Colfax Street. A few wetlands are located between Colfax Street and U.S. 14 (Northwest Highway). A creek crosses Quentin Road just north of U.S. 14 (Northwest Highway). A few larger wetlands are located between U.S. 14 (Northwest Highway) and Dundee Avenue.

Holy Resurrection Orthodox Church is located south of Dundee Road on the east side of the road. Seventh Day Adventist Church is located on the northeast corner of Hillcrest and Quentin Road. Deer Grove, a unit of the Cook County Forest Preserve, is located on the southwest corner of Lake Cook Road and Quentin Road. Many wetlands are located within this forest preserve. Camp Reinberg is located within this forest preserve on the east side of Quentin Road. Deer Grove bicycle path winds through this forest preserve. A large wetland is located on the northeast corner of Lake Cook Road and Quentin Road. A ditch of cattails is located along the road between Lake Cook Road and Long Grove Road on the west side of the road.

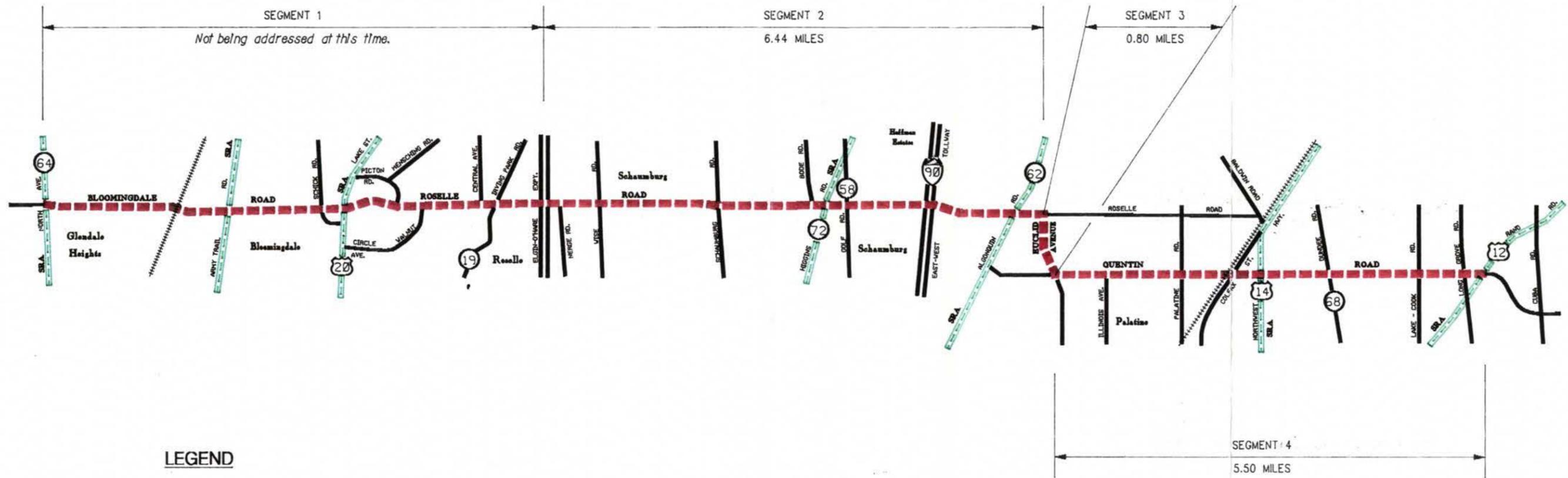
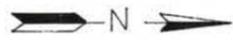
The facility at 20131 Quentin Road is an old Military Reservation. The facility is fenced off and contains barracks and a guard house at the entrance. Michael D'Angelo Park is located on the southwest corner of Long Grove Road and Quentin Road. A ditch filled with water surrounds this park and continues to travel west. A cash crop is located on the southeast corner of Long Grove Road and Quentin Road with a wetland directly southeast of the crop. Wetlands are located close to the road between Long Grove Road and U.S. 12 (Rand Road) on both sides of Quentin Road.

The Deer Grove Bicycle Trail is a 3.9 mile Class I bike trail. The Deer Grove Bicycle Trail links with the Palatine Bicycle Trail at Quentin and Dundee Roads offering extended cycling opportunities. The Deer Grove Preserve is a 1800 acre holding.

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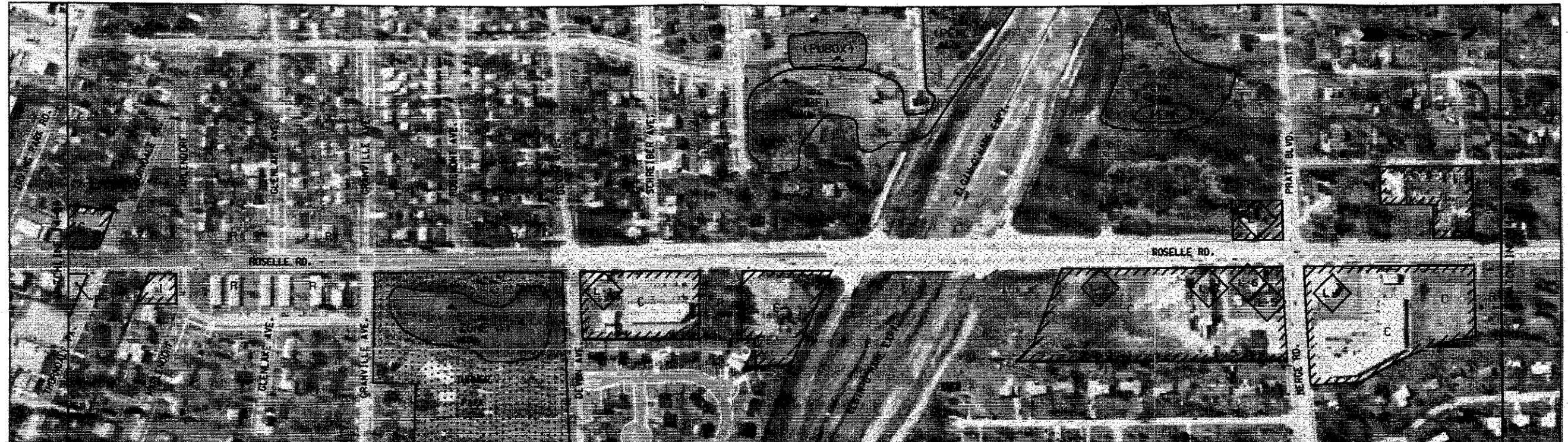


# CORRIDOR #14 – ROSELLE ROAD



• One LUST site present in segment.

• Six LUST sites present in segment.



DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

- L - 1 - SPEEDWAY STATION, NE CORNER ROSELLE/DEVON
- L - 2 - OIL EXPRESS, ROSELLE (E. SIDE)/S. OF NERGE
- L - 3 - CITGO STATION, SE CORNER ROSELLE/S. OF NERGE
- L - 4 - REDLINE AUTOMOTIVE ELECTRONICS, SW CORNER ROSELLE/NERGE
- L - 5 - AAMCO TRANSMISSION, SE CORNER ROSELLE/NERGE
- L - 6 - UNION 76 STATION, SE CORNER ROSELLE/NERGE
- L - 7 - OLD GAS STATION, NE CORNER ROSELLE/NERGE
- ZONE A WETLANDS, WITHIN TURNER PARK
- PUBGX- WETLANDS, W. OF ROSELLE/S. OF ELGIN-O'HARE
- PUBF - WETLANDS, W. OF ROSELLE/S. OF ELGIN-O'HARE
- PEMC - WETLANDS, W. OF ROSELLE/N. & S. OF ELGIN-O'HARE
- PEMF - WETLANDS, W. OF ROSELLE/N. OF ELGIN-O'HARE

DESCRIPTION OF LAND USE CONDITIONS:

- P - 1 - COMM ED SUBSTATION, SE CORNER ROSELLE/THORNDALE

LEGEND

	- WETLAND WITH SYMBOLOGY		- L.U.S.T. OR U.S.T. SITE
	- 100 YEAR FLOOD PLAN		- CERCLIS OR HAZARDOUS MATERIAL SITE
	- BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OR COMMERCIAL PROPERTIES		- HISTORIC SITE
	- PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE		- PUBLIC FACILITY
	- CEMETERY		
	- RELIGIOUS INSTITUTION		

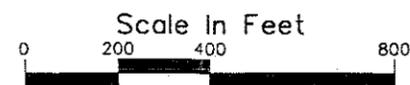
ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 2

ROSELLE RD. - ENVIRONMENTAL AND LAND USE CONDITIONS

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

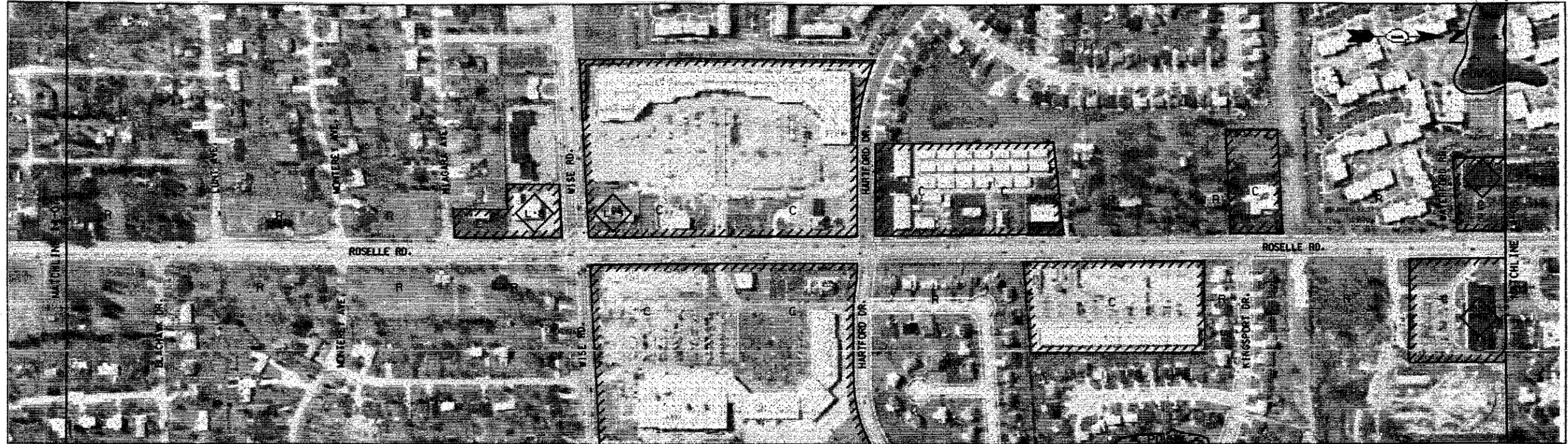
Illinois Department of Transportation



**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

**MATCHLINE A14-07 TO MATCHLINE A14-08**

- Two LUST sites present in segment.
- Closely spaced signalized intersections.



**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

- L - 8 - MASTERCARE FIRESTONE, SW CORNER ROSELLE/WISE
- L - 9 - MOBIL STATION, NW CORNER ROSELLE/WISE
- POWHX- WETLANDS, W. OF ROSELLE /N. OF KINGSPORT

**DESCRIPTION OF LAND USE CONDITIONS:**

- P - 2 - LEXINGTON NURSING HOME, ROSELLE (E. SIDE)/N. OF KINGSPORT
- P - 3 - MICHAELS FUNERAL HOME, ROSELLE (W. SIDE)/N. OF KINGSPORT

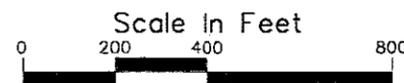
LEGEND	
	- WETLAND WITH SYMBOLOGY
	- 100 YEAR FLOOD PLAN
	- BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OR COMMERCIAL PROPERTIES
	- PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE
	- CEMETERY
	- RELIGIOUS INSTITUTION
	- L.U.S.T. OR U.S.T. SITE
	- CERCLIS OR HAZARDOUS MATERIAL SITE
	- HISTORIC SITE
	- PUBLIC FACILITY

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

**SEGMENT 2**

**ROSELLE RD. - ENVIRONMENTAL AND LAND USE CONDITIONS**

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

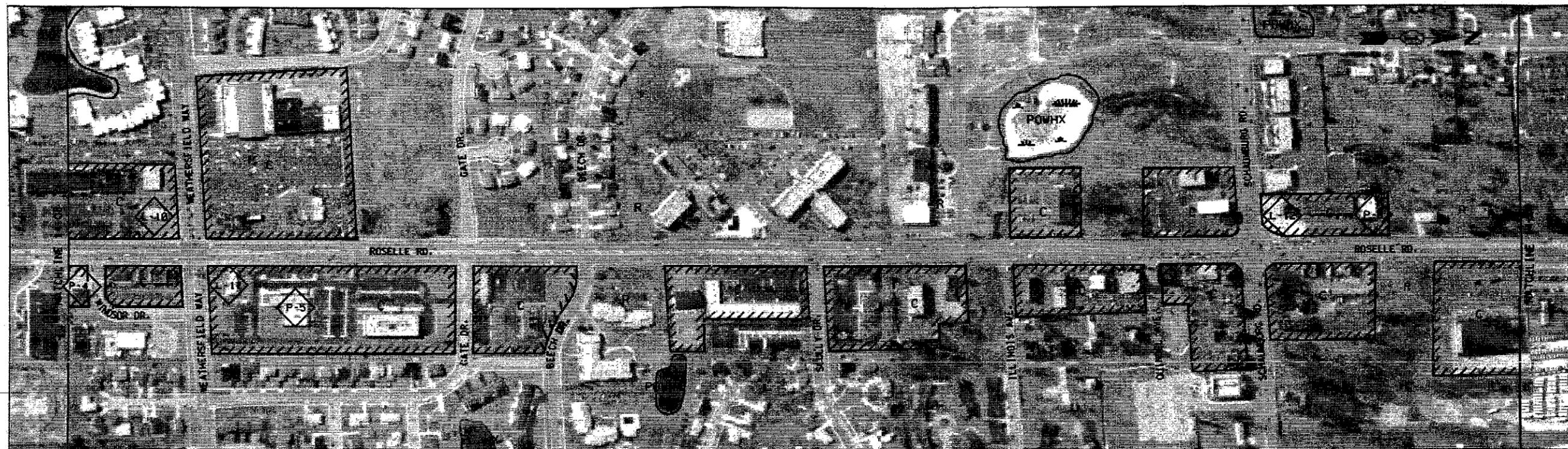


**MATCHLINE A14-08 TO SCULLY DR.**

- Two LUST sites present in this segment.
- Commercial land uses limit available right-of-way.

**SCULLY DR. TO MATCHLINE A14-09**

- One LUST site present in this segment.
- Commercial land uses limit available right-of-way.
- Capacity improvements at high volume intersection may be constrained by limited right-of-way.



**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

- L - 10- MARATHON STATION, SW CORNER ROSELLE/WEATHERSFIELD
- L - 11- SHELL STATION, NE CORNER ROSELLE/WEATHERSFIELD
- L - 12- NW CORNER ROSELLE/SCHAUMBURG
- POWHX- WETLANDS, W. OF ROSELLE /SCHAUMBURG (N. SIDE)
- POWHX- WETLANDS, ROSELLE (E. SIDE)/ BOTH SIDES OF BEECH
- POWHX- WETLANDS, ROSELLE (W. SIDE)/OPPOSITE ILLINOIS
- POWHX- WETLANDS, W. OF ROSELLE /S. OF WEATHERSFIELD

**DESCRIPTION OF LAND USE CONDITIONS:**

- P - 4 - KINDERCARE DAYCARE, SE CORNER ROSELLE/WINDSOR
- P - 5 - NORTHWEST COMMUNITY HOSPITAL, NE CORNER ROSELLE/WEATHERSFIELD
- P - 6 - PRESCHOOL, ROSELLE (W. SIDE) /N. OF SCHAUMBURG

**LEGEND**

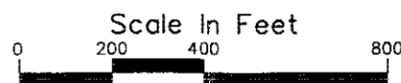
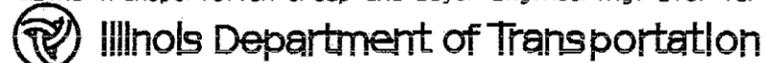
- (SYMBOL) - WETLAND WITH SYMBOLOGY
- 100 YEAR FLOOD PLAIN
- BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OR COMMERCIAL PROPERTIES
- PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE
- CEMETERY
- RELIGIOUS INSTITUTION
- L-• - L.U.S.T. OR U.S.T. SITE
- C-• - CERCLIS OR HAZARDOUS MATERIAL SITE
- H-• - HISTORIC SITE
- P-• - PUBLIC FACILITY

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**SEGMENT 2**

**ROSELLE - ENVIRONMENTAL AND LAND USE CONDITIONS**

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



**MATCHLINE A14-09 TO DES PLAINES LN.**

- On LUST sites present in segment.
- Village of Schaumburg Golf Course on east side of roadway.

**DES PLAINES LN. TO MATCHLINE A14-10**

- One LUST site present in segment.
- Closely spaced signalized intersections.



**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

- L - 13- SCHAUMBURG TRANSPORTATION CO., SE CORNER ROSELLE/LIBRARY
- L - 14- MOBIL STATION, NW CORNER ROSELLE/BODE

**DESCRIPTION OF LAND USE CONDITIONS:**

- P - 7 - SCHAUMBURG CHRISTIAN SCHOOL AND BETHEL BAPTIST CHURCH, NW CORNER ROSELLE/LIBRARY
- P - 8 - SCHAUMBURG DISTRICT LIBRARY, 1 BLOCK WEST OF ROSELLE/LIBRARY (N. SIDE)

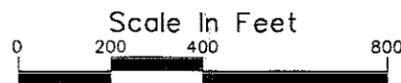
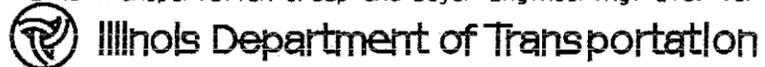
LEGEND	
	(SYMBOL) - WETLAND WITH SYMBOLOGY
	- 100 YEAR FLOOD PLAN
	R/I/C - BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OR COMMERCIAL PROPERTIES
	- PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE
	- CEMETERY
	- RELIGIOUS INSTITUTION
	L-• - L.U.S.T. OR U.S.T. SITE
	C-• - CERCLIS OR HAZARDOUS MATERIAL SITE
	H-• - HISTORIC SITE
	P-• - PUBLIC FACILITY

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**SEGMENT 2**

**ROSELLE - ENVIRONMENTAL AND LAND USE CONDITIONS**

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

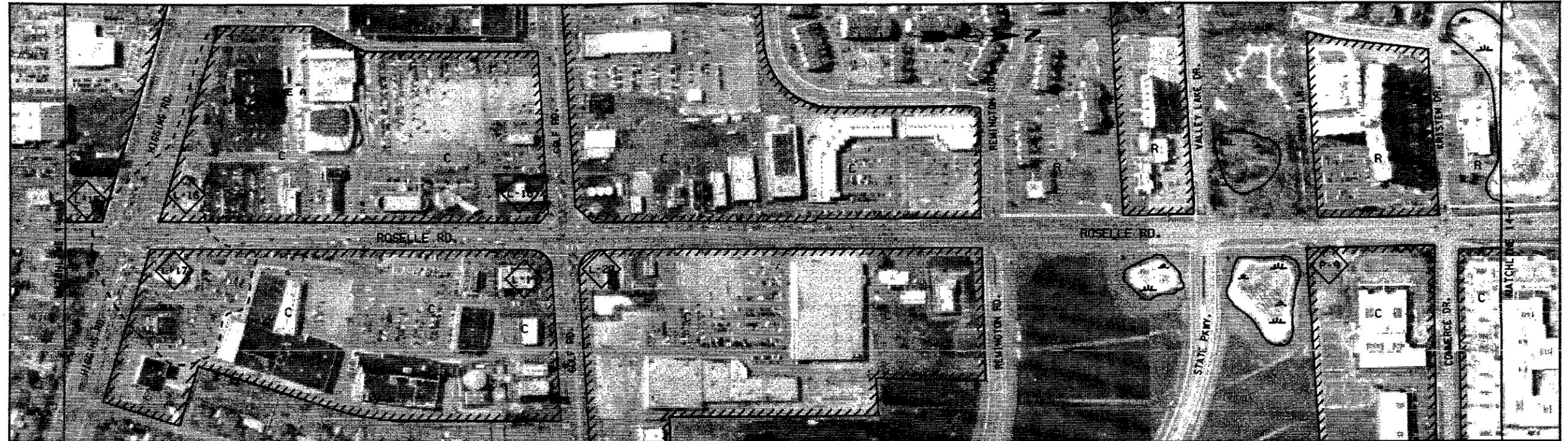


**MATCHLINE A14-10 TO REMINGTON RD.**

- Six LUST sites present in segment.
- Commercial land use limits available right-of-way.
- Capacity improvements for high volume intersections may be constrained by limited right-of-way.

**REMINGTON RD. TO MATCHLINE A14-11**

- Closely spaced signalized intersections.



**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

- L - 15- JIFFY LUBE, SW CORNER ROSELLE/HIGGINS
- L - 16- UNION 76 STATION, NW CORNER ROSELLE/HIGGINS
- L - 17- SHELL STATION, NE CORNER ROSELLE/HIGGINS
- L - 18- SHELL STATION, SW CORNER ROSELLE/GOLF
- L - 19- MOBIL STATION, SE CORNER ROSELLE/GOLF
- L - 20- OLD GAS STATION, NE CORNER ROSELLE/GOLF
- ZONE A WETLANDS, ROSELLE (BOTH SIDES)/NEAR HIGGINS

**DESCRIPTION OF LAND USE CONDITIONS:**

- P - 9 - VILLAGE OF SCHAUMBURG FIRE STATION, ROSELLE (E. SIDE)/OPPOSITE AMANDA

**LEGEND**

	- WETLAND WITH SYMBOLOGY		- L.U.S.T. OR U.S.T. SITE
	- 100 YEAR FLOOD PLAN		- CERCLIS OR HAZARDOUS MATERIAL SITE
	- BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OR COMMERCIAL PROPERTIES		- HISTORIC SITE
	- PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE		- PUBLIC FACILITY
	- CEMETERY		
	- RELIGIOUS INSTITUTION		

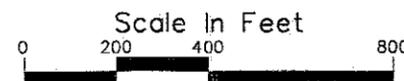
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**SEGMENT 2**

**ROSELLE RD. - ENVIRONMENTAL AND LAND USE CONDITIONS**

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

Illinois Department of Transportation



**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

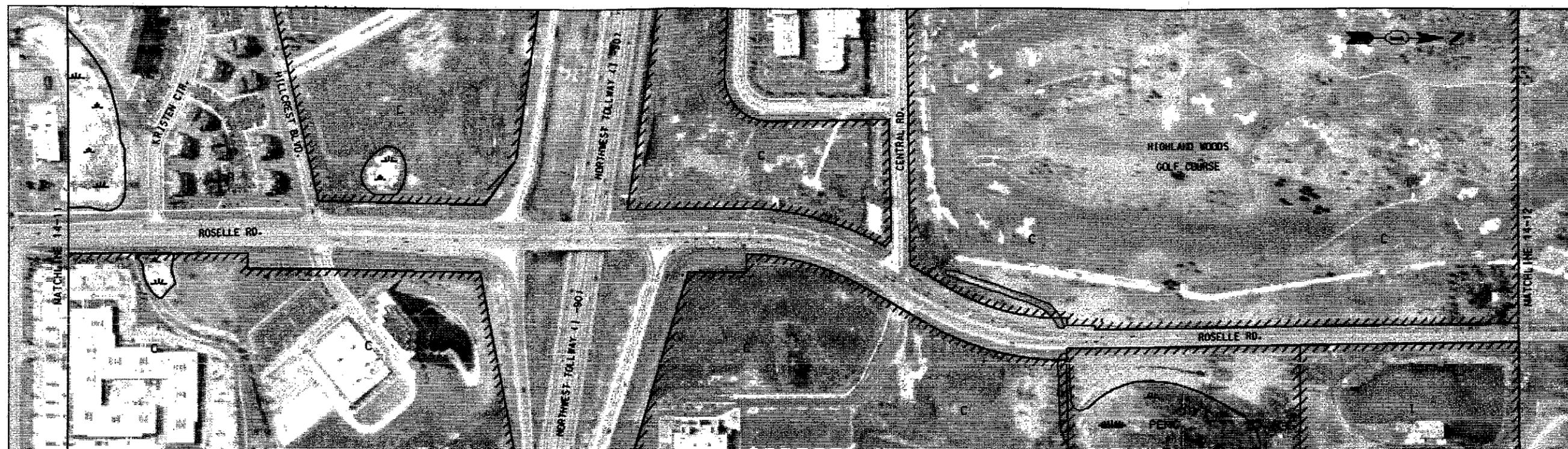
EXHIBIT A14-11

**MATCHLINE A14-11 TO NORTHWEST TOLLWAY**

- Closely spaced signalized intersections.
- Existing structure may require right-of-way.

**NORTHWEST TOLLWAY TO MATCHLINE A14-12**

- Closely spaced signalized intersections.
- Wetlands on east side of roadway.



**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

**PEMC - WETLANDS, ROSELLE (E. SIDE)/N. OF CENTRAL**

LEGEND	
	- WETLAND WITH SYMBOLOGY
	- 100 YEAR FLOOD PLAN
	- BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OR COMMERCIAL PROPERTIES
	- PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE
	- CEMETERY
	- RELIGIOUS INSTITUTION
	- L.U.S.T. OR U.S.T. SITE
	- CERCLIS OR HAZARDOUS MATERIAL SITE
	- HISTORIC SITE
	- PUBLIC FACILITY

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 2 / 3

**ROSELLE RD. - ENVIRONMENTAL AND LAND USE CONDITIONS**

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

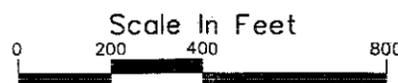
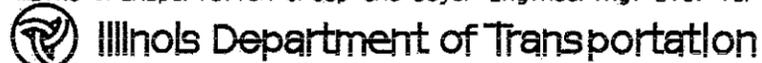


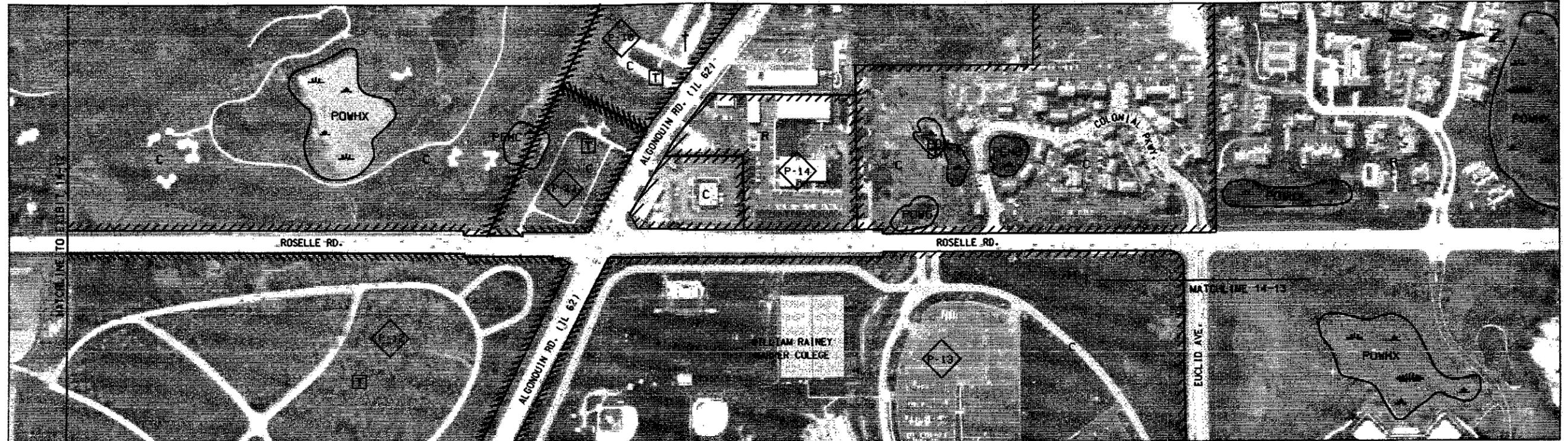
EXHIBIT A14-12

**MATCHLINE A14-12 TO ALGONQUIN RD.**

- Golf Course on west side of roadway.
- Cemetary on both sides of roadway.
- Limited available right-of-way.
- Capacity improvements for high volume intersections may be constrained by cemetary.
- Intersection of two SRA routes.

**ALGONQUIN RD. TO MATCHLINE A14-13**

- Wetlands on west side of roadway.
- Harper College on east side of roadway.
- Limited available right-of-way.



**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

**DESCRIPTION OF LAND USE CONDITIONS:**

- POWHX- WETLANDS, SW CORNER ROSELLE/ALGONQUIN
- PEMC - WETLANDS, SW CORNER ROSELLE/ALGONQUIN
- POWG - WETLANDS, ROSELLE (W. SIDE)/OPPOSITE HARPER ENTRANCE
- POW/EM F WETLANDS, ROSELLE (W. SIDE)/OPPOSITE HARPER ENTRANCE
- PEMB - WETLANDS, ROSELLE (W. SIDE)/OPPOSITE HARPER ENTRANCE
- POWHX- WETLANDS, ROSELLE (N. & S. SIDE)/N. OF EUCLID

- P - 10 - ST. JOHN'S CHURCH AND CEMETERY, W. OF ROSELLE/ALGONQUIN (S. SIDE)
- P - 11 - MOUNT HOPE CEMETARY, SW CORNER ROSELLE/ALGONQUIN
- P - 12 - ST. MICHAEL THE ARCHANGEL CEMETERY, SE CORNER ROSELLE/ALGONQUIN
- P - 13 - WILLIAM RAINEY HARPER COLLEGE, ROSELLE (E. SIDE)/BETWEEN ALGONQUIN & EUCLID
- P - 14 - SCHOOL DISTRICT #211, ROSELLE (W. SIDE)/N. OF ALGONQUIN

LEGEND	
	- WETLAND WITH SYMBOLOGY
	- 100 YEAR FLOOD PLAN
	- BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OR COMMERCIAL PROPERTIES
	- PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE
	- CEMETERY
	- RELIGIOUS INSTITUTION
	- L.U.S.T. OR U.S.T. SITE
	- CERCLIS OR HAZARDOUS MATERIAL SITE
	- HISTORIC SITE
	- PUBLIC FACILITY

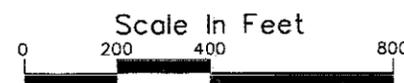
ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

**SEGMENT 3**

**ROSELLE RD. - ENVIRONMENTAL AND LAND USE CONDITIONS**

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

Illinois Department of Transportation



**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

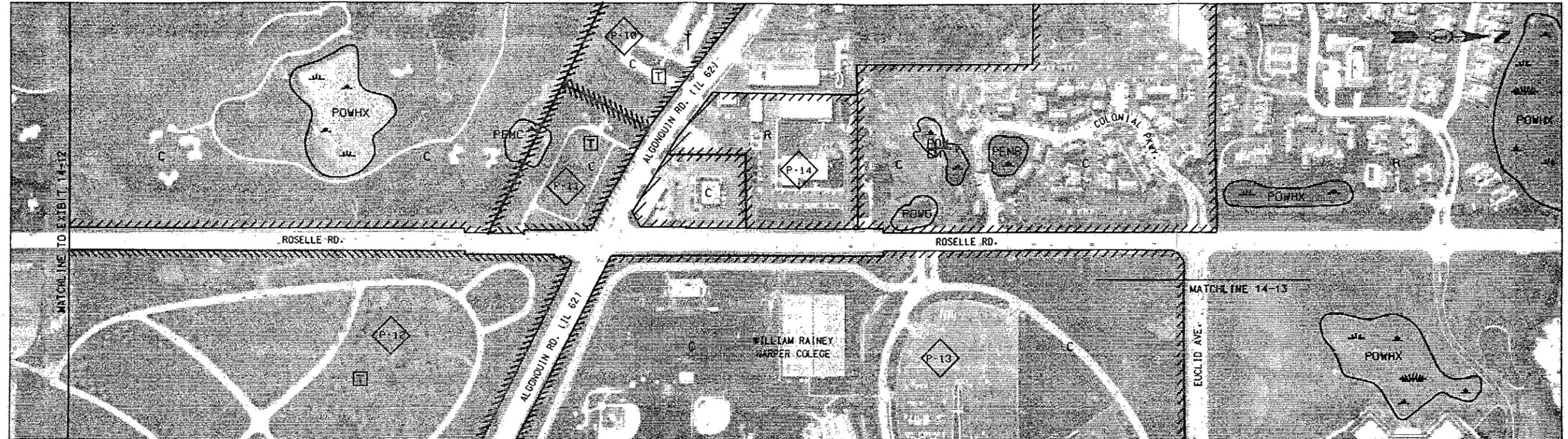
EXHIBIT A14-13

**MATCHLINE A14-12 TO ALGONQUIN RD.**

- Golf Course on west side of roadway.
- Cemetary on both sides of roadway.
- Limited available right-of-way.
- Capacity improvements for high volume intersections may be constrained by cemetary.
- Intersection of two SRA routes.

**ALGONQUIN RD. TO MATCHLINE A14-13**

- Wetlands on west side of roadway.
- Harper College on east side of roadway.
- Limited available right-of-way.



**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

**DESCRIPTION OF LAND USE CONDITIONS:**

- POWHX- WETLANDS, SW CORNER ROSELLE/ALGONQUIN
- PEMC - WETLANDS, SW CORNER ROSELLE/ALGONQUIN
- POWG - WETLANDS, ROSELLE (W. SIDE)/OPPOSITE HARPER ENTRANCE
- POW/EM F WETLANDS, ROSELLE (W. SIDE)/OPPOSITE HARPER ENTRANCE
- PEMB - WETLANDS, ROSELLE (W. SIDE)/OPPOSITE HARPER ENTRANCE
- POWHX- WETLANDS, ROSELLE (N. & S. SIDE)/N. OF EUCLID

- P - 10 - ST. JOHN'S CHURCH AND CEMETARY, W. OF ROSELLE/ALGONQUIN (S. SIDE)
- P - 11 - MOUNT HOPE CEMETARY, SW CORNER ROSELLE/ALGONQUIN
- P - 12 - ST. MICHAEL THE ARCHANGEL CEMETARY, SE CORNER ROSELLE/ALGONQUIN
- P - 13 - WILLIAM RAINEY HARPER COLLEGE, ROSELLE (E. SIDE)/BETWEEN ALGONQUIN & EUCLID
- P - 14 - SCHOOL DISTRICT #211, ROSELLE (W. SIDE)/N. OF ALGONQUIN

**LEGEND**

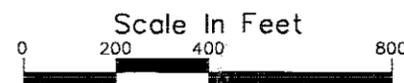
	- WETLAND WITH SYMBOLOGY		- L.U.S.T. OR U.S.T. SITE
	- 100 YEAR FLOOD PLAN		- CERCLIS OR HAZARDOUS MATERIAL SITE
	- BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OR COMMERCIAL PROPERTIES		- HISTORIC SITE
	- PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE		- PUBLIC FACILITY
	- CEMETERY		
	- RELIGIOUS INSTITUTION		

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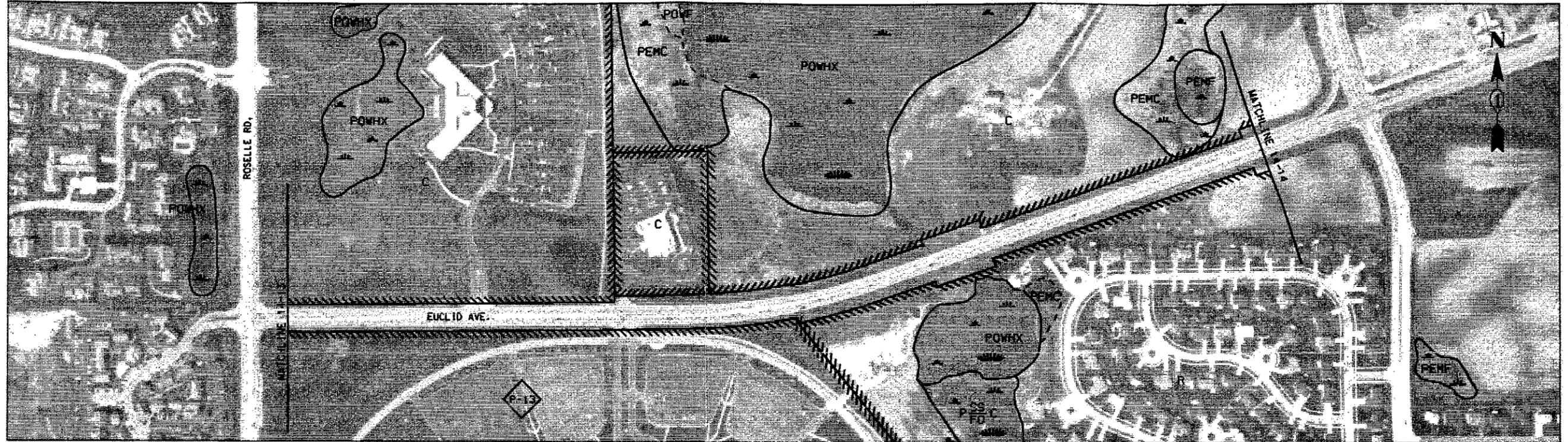
**SEGMENT 3**

**ROSELLE RD. - ENVIRONMENTAL AND LAND USE CONDITIONS**

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



• Wetlands on both sides of roadway.



**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

- POWHX- WETLANDS, EUCLID (N. SIDE), W. OF ROSELLE
- POWHX- WETLANDS, ROSELLE (E. SIDE)/N. OF EUCLID
- POWF - WETLANDS, EUCLID (N. SIDE)/OPPOSITE HARPER ENTRANCE
- PEMC - WETLANDS, EUCLID (N. & S. SIDE)/OPPOSITE HARPER ENTRANCE
- POWHX- WETLANDS, EUCLID (N.&S. SIDE)/OPPOSITE HARPER ENTRANCE
- PSS/FO @ WETLANDS, EUCLID (S. SIDE)/W. OF HARPER ENTRANCE
- PEMC - WETLANDS, EUCLID (N. SIDE)/W. OF QUENTIN
- PEMF - WETLANDS, EUCLID (N. SIDE)/W. OF QUENTIN

**DESCRIPTION OF LAND USE CONDITIONS:**

- P - 13- WILLIAM RAINEY HARPER COLLEGE, SE CORNER ROSELLE/EUCLID

**LEGEND**

	- WETLAND WITH SYMBOLOGY		- L.U.S.T. OR U.S.T. SITE
	- 100 YEAR FLOOD PLAN		- CERCLIS OR HAZARDOUS MATERIAL SITE
	- BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OR COMMERCIAL PROPERTIES		- HISTORIC SITE
	- PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE		- PUBLIC FACILITY
	- CEMETERY		
	- RELIGIOUS INSTITUTION		

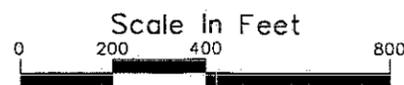
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**ROSELLE RD. - ENVIRONMENTAL AND LAND USE CONDITIONS**

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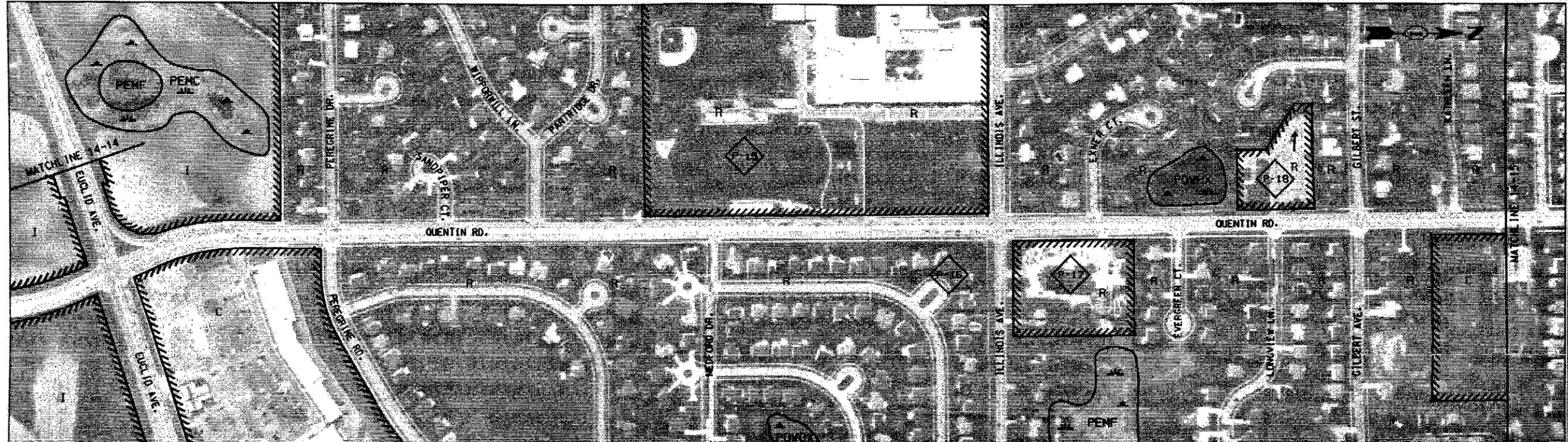
**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

**MATCHLINE A14-14 TO ILLINOIS AVE.**

- Limited available right-of-way.
- Multiple cross-street access, points may affect SRA operation.

**ILLINOIS AVE. TO MATCHLINE A14-15**

- Limited available right-of-way.
- Multiple cross-street access, points may affect SRA operation.
- Wetlands on both sides of roadway.



**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

- PEMF - WETLANDS, EUCLID (N. SIDE)/W. OF QUENTIN
- PEMC - WETLANDS, EUCLID (N. SIDE)/W. OF QUENTIN
- POWGX - WETLANDS, W. OF QUENTIN/MEDFORD (W. SIDE)
- POWHX - WETLANDS, QUENTIN (W. SIDE)/OPPOSITE EVERGREEN
- PEMF - WETLANDS, QUENTIN (E. SIDE)/N. OF ILLINOIS

**DESCRIPTION OF LAND USE CONDITIONS:**

- P - 15 - FREMID HIGH SCHOOL, SW CORNER QUENTIN/ILLINOIS
- P - 16 - CHRISTIAN CHURCH, SE CORNER QUENTIN/ILLINOIS
- P - 17 - PALATINE TOWNSHIP COMMUNITY CENTER, NE CORNER QUENTIN/ILLINOIS
- P - 18 - ALL SAINTS LUTHERAN CHURCH, QUENTIN (W. SIDE)/OPPOSITE LONGVIEW

**LEGEND**

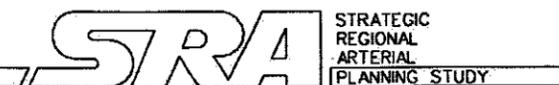
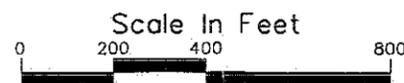
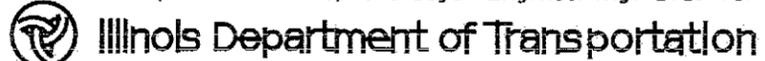
	- WETLAND WITH SYMBOLOGY		- L.U.S.T. OR U.S.T. SITE
	- 100 YEAR FLOOD PLAN		- CERCLIS OR HAZARDOUS MATERIAL SITE
	- BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OR COMMERCIAL PROPERTIES		- HISTORIC SITE
	- PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE		- PUBLIC FACILITY
	- CEMETERY		
	- RELIGIOUS INSTITUTION		

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**SEGMENT 4**

**ROSELLE RD. - ENVIRONMENTAL AND LAND USE CONDITIONS**

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

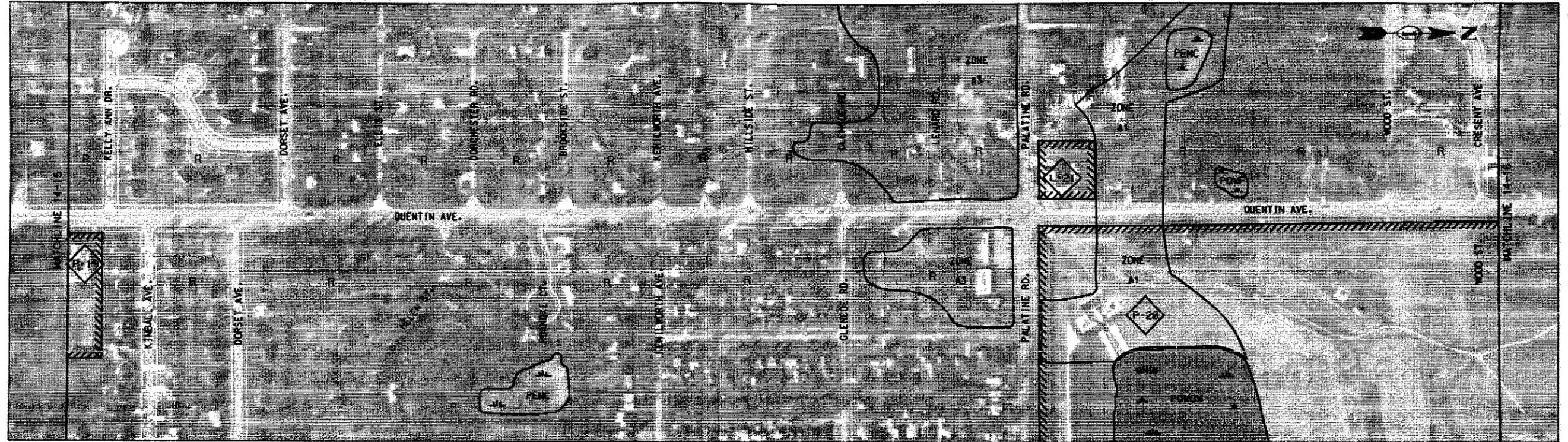


**MATCHLINE A14-15 TO PALATINE RD.**

- Multiple cross-street access points may affect SRA operation.

**PALATINE RD. TO MATCHLINE A14-16**

- One LUST site present in segment.
- Wetlands on west side of roadway.



**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

- L - 21 - UNION 76 STATION, NW CORNER QUENTIN/PALATINE
- PEMC - WETLANDS, QUENTIN (E. SIDE)/NEAR RENOKE
- ZONE A3 - WETLANDS, QUENTIN (E. & W. SIDE)/S. OF PALATINE
- ZONE A1 - WETLANDS, QUENTIN (E. & W. SIDE)/N. OF PALATINE
- PEMC - WETLANDS, QUENTIN (W. SIDE)/N. OF PALATINE
- POWF - WETLANDS, QUENTIN (W. SIDE)/N. OF PALATINE
- POGX - M. REIMER SALT CREEK RESERVOIR

**DESCRIPTION OF LAND USE CONDITIONS:**

- P - 19 - SCHOOL DISTRICT #15, SE CORNER QUENTIN/KIMBALL
- P - 20 - M. REIMER SALT CREEK RESERVOIR, NE CORNER QUENTIN/PALATINE

**LEGEND**

	- WETLAND WITH SYMBOLOGY		- L.U.S.T. OR U.S.T. SITE
	- 100 YEAR FLOOD PLAIN		- CERCLIS OR HAZARDOUS MATERIAL SITE
	- BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OR COMMERCIAL PROPERTIES		- HISTORIC SITE
	- PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE		- PUBLIC FACILITY
	- CEMETERY		
	- RELIGIOUS INSTITUTION		

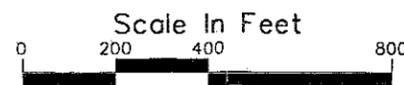
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**ROSELLE RD. - ENVIRONMENTAL AND LAND USE CONDITIONS**

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**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

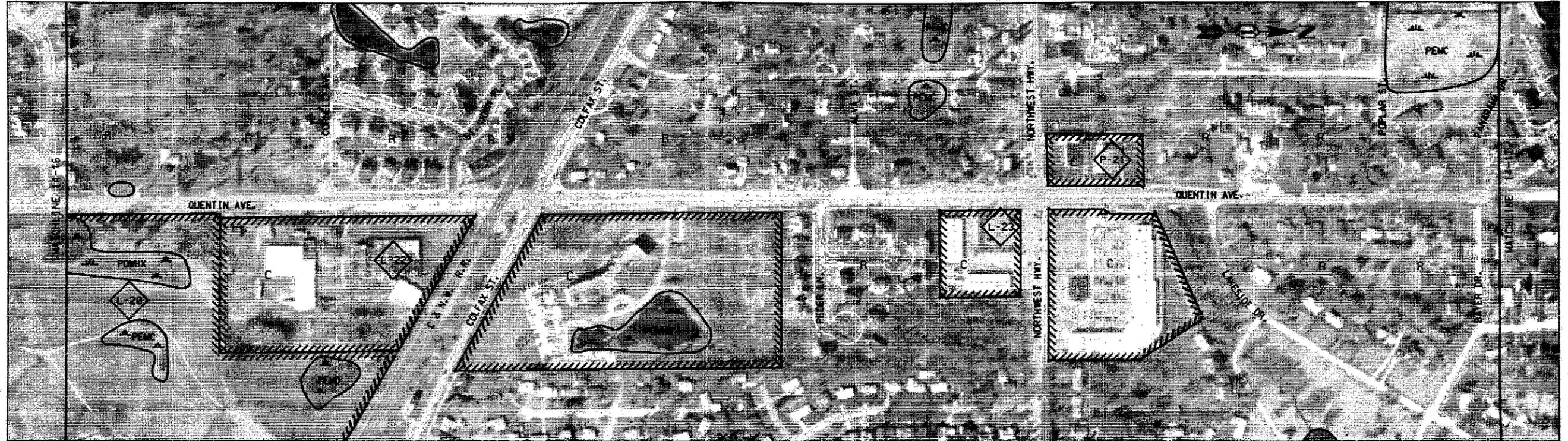
EXHIBIT A14-16

**MATCHLINE A14-16 TO PEDER LN.**

- One LUST site present in segment.
- Wetlands on east side of roadway.
- Limited available right-of-way.
- Traffic along Quentin Rd. may be comprimized by at-grade C & N.W. R.R. crossing.

**PEDER LN. TO MATCHLINE A14-17**

- One LUST site present in segment.
- Wetlands on west side of roadway.
- Limited available right-of-way.
- Capacity improvements for high volume intersections may be constrained by limited right-of-way.



**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

- L - 22 - STANDARD SAFETY EQUIPMENT, SE CORNER QUENTIN/CHICAGO & NORTHWESTERN RAILROAD
- L - 23 - GAS STATION, SE CORNER QUENTIN/NORTHWEST HIGHWAY
- POWHX - WETLANDS, QUENTIN (E. SIDE)/S. OF CORNELL
- PEMC - WETLANDS, QUENTIN (E. & W. SIDE)/N. & S. OF CORNELL
- POWHX - WETLANDS, QUENTIN (E. SIDE)/N. OF COLFAX
- POWHX - WETLANDS, QUENTIN (E. SIDE)/S. OF CHICAGO & NORTHWESTERN RAILROAD
- PEMC - WETLANDS, QUENTIN (W. SIDE)/S. OF NORTHWEST HIGHWAY

**DESCRIPTION OF LAND USE CONDITIONS:**

- P - 20 - M. REIMER SALT CREEK RESERVOIR, NE CORNER QUENTIN/PALATINE
- P - 21 - CHILDRENS LEARNING CENTER, NW CORNER QUENTIN/NORTHWEST HIGHWAY

**LEGEND**

- (SYMBOL) - WETLAND WITH SYMBOLOGY
- 100 YEAR FLOOD PLAN
- BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OR COMMERCIAL PROPERTIES
- PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE
- CEMETERY
- RELIGIOUS INSTITUTION
- L - • - L.U.S.T. OR U.S.T. SITE
- C - • - CERCLIS OR HAZARDOUS MATERIAL SITE
- H - • - HISTORIC SITE
- P - • - PUBLIC FACILITY

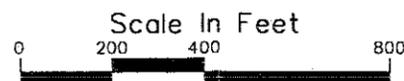
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**SEGMENT 4**

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

Illinois Department of Transportation



**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

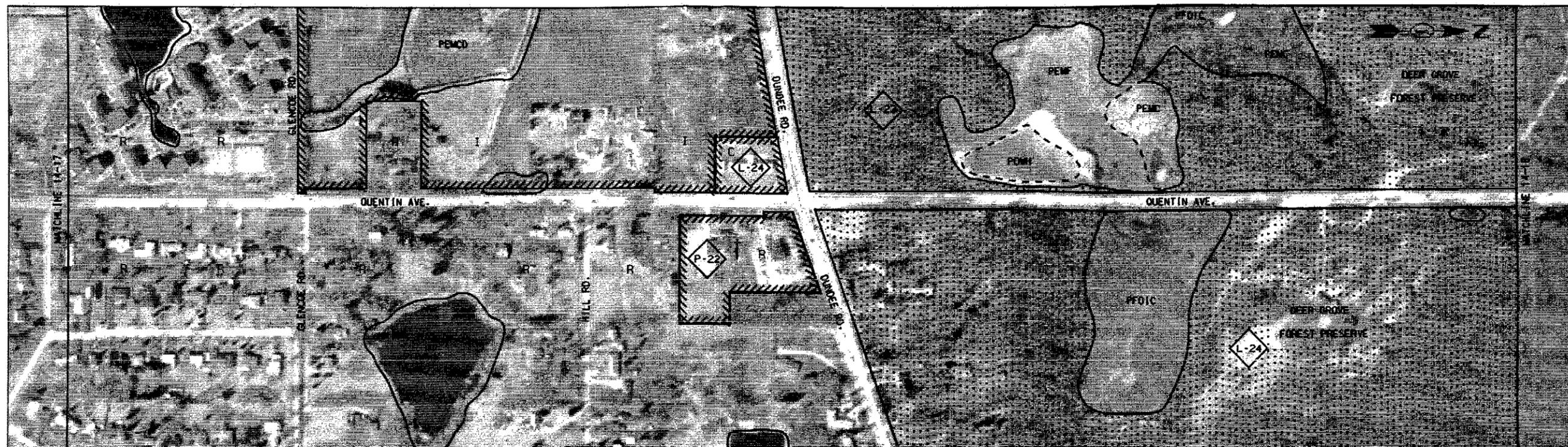
EXHIBIT A14-17

**MATCHLINE A14-17 TO DUNDEE RD.**

- Limited available right-of-way.
- One LUST site present in segment.

**DUNDEE RD. TO MATCHLINE A14-18**

- Forest preserve on both sides of roadway.
- Wetlands on both sides of roadway.
- Limited available right-of-way.
- At-grade pedestrian/bicycle crossing.



**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

- L - 24 - MOBIL STATION, SW CORNER QUENTIN/DUNDEE
- POWHX - WETLANDS, QUENTIN (E. & W. SIDE)/N. & S. OF GLENCOE
- PEMCD - WETLANDS, QUENTIN (W. SIDE)/N. OF GLENCOE
- PEMF - WETLANDS, QUENTIN (W. SIDE)/N. OF DUNDEE
- PEMC - WETLANDS, QUENTIN (E. & W. SIDE)/N. & S. OF DUNDEE
- PFOIC - WETLANDS, QUENTIN (E. & W. SIDE)/N. & S. OF DUNDEE
- POWH - WETLANDS, QUENTIN (W. SIDE)/N. OF DUNDEE

**DESCRIPTION OF LAND USE CONDITIONS:**

- P - 22 - HOLY RESURRECTION ORTHODOX CHURCH, SE CORNER QUENTIN/DUNDEE
- P - 23 - DEER GROVE FOREST PRESERVE, NW CORNER QUENTIN/DUNDEE
- P - 24 - DEER GROVE FOREST PRESERVE, NE CORNER QUENTIN/DUNDEE

**LEGEND**

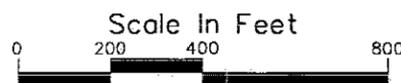
- (SYMBOL) - WETLAND WITH SYMBOLOGY
- 100 YEAR FLOOD PLAN
- BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OR COMMERCIAL PROPERTIES
- PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE
- CEMETERY
- RELIGIOUS INSTITUTION
- L-•• - L.U.S.T. OR U.S.T. SITE
- C-•• - CERCLIS OR HAZARDOUS MATERIAL SITE
- H-•• - HISTORIC SITE
- P-•• - PUBLIC FACILITY

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

**SEGMENT 4**

**ROSELLE RD. - ENVIRONMENTAL AND LAND USE CONDITIONS**

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



**MATCHLINE A14-18 TO LAKE-COOK RD.**

- Limited available right-of-way.
- Forest preserve on both sides of roadway.
- Capacity improvements for high volume intersections may be constrained by forest preserve, military reservation, or limited right-of-way.

**LAKE-COOK RD. TO MATCHLINE A14-19**

- Wetlands on east side of roadway.
- U.S. military reservation on east side of roadway.
- Limited available right-of-way.



**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

- PEMC - WETLANDS, QUENTIN (E. SIDE)/S. OF RUHL
- POWHX - WETLANDS, QUENTIN (E. SIDE)/RUHL (N. & S. SIDE)
- PEMF - WETLANDS, E. OF QUENTIN/RUHL (N. SIDE)
- POFIC - WETLANDS, SW CORNER QUENTIN/LAKE-COOK
- PEMC - WETLANDS, NE CORNER QUENTIN/LAKE-COOK
- PEMF - WETLANDS, NE CORNER QUENTIN/LAKE-COOK

**DESCRIPTION OF LAND USE CONDITIONS:**

- P - 23 - DEER GROVE FOREST PRESERVE, QUENTIN (E. SIDE)/S. OF LAKE-COOK
- P - 24 - DEER GROVE FOREST PRESERVE, SW CORNER QUENTIN/LAKE-COOK
- P - 25 - SEVENTH DAY ADVENTIST CHURCH, QUENTIN (E. SIDE)/S. OF LAKE-COOK
- P - 26 - U.S. MILITARY RESERVATION, NE CORNER QUENTIN/LAKE-COOK

**LEGEND**

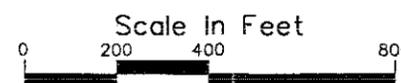
- (SYMBOL) - WETLAND WITH SYMBOLOGY
- 100 YEAR FLOOD PLAN
- R/I/C - BOUNDARY FOR RESIDENTIAL, INDUSTRIAL, OR COMMERCIAL PROPERTIES
- PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE
- CEMETERY
- RELIGIOUS INSTITUTION
- L-•• - L.U.S.T. OR U.S.T. SITE
- C-•• - CERCLIS OR HAZARDOUS MATERIAL SITE
- H-•• - HISTORIC SITE
- P-•• - PUBLIC FACILITY

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

**SEGMENT 4**

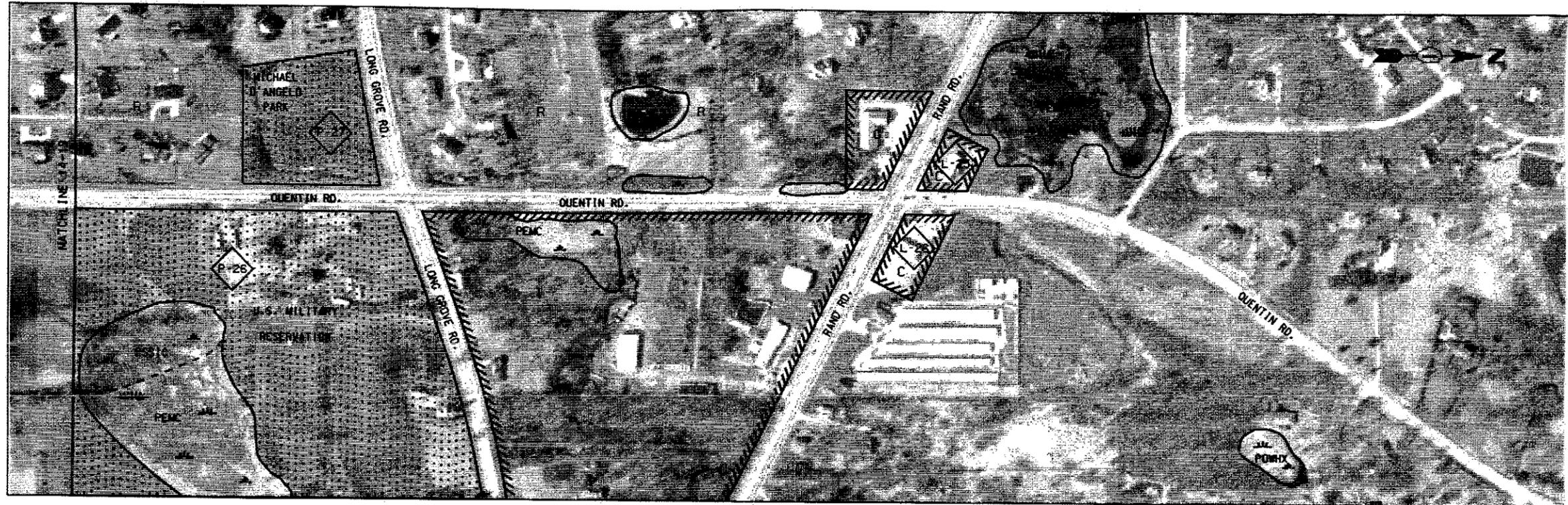
**ROSELLE RD. - ENVIRONMENTAL AND LAND USE CONDITIONS**

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



**MATCHLINE A14-19 TO NORTHERN TERMINUS**

- Limited available right-of-way.
- U.S. Military reservation on east side of roadway.
- Wetlands on both sides of roadway.
- Capacity improvements for high volume intersections may be constrained by limited right-of-way.

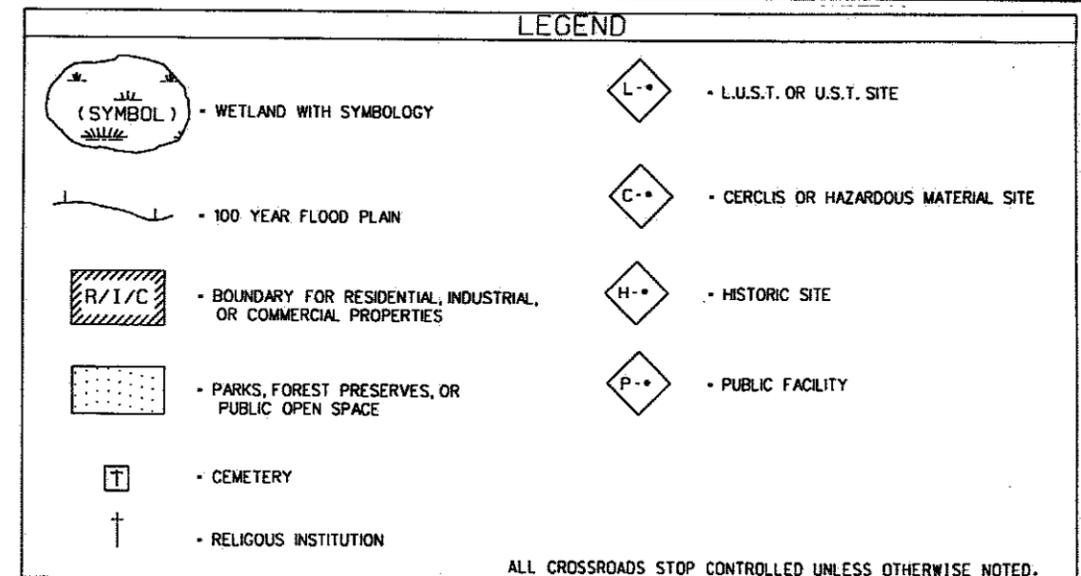


**DESCRIPTION OF ENVIRONMENTAL CONDITIONS:**

- L - 25 - OLD GAS STATION, NW CORNER QUENTIN/RAND
- L - 26 - AMOCO STATION, NE CORNER QUENTIN/RAND
- PSSIC - WETLANDS, EAST OF QUENTIN/SOUTH OF LONG GROVE
- PEMC - WETLANDS, EAST OF QUENTIN/SOUTH OF LONG GROVE
- PEMC - WETLANDS, QUENTIN (E. & W. SIDE)/N. OF LONG GROVE
- PEMF - WETLANDS, NW CORNER OF QUENTIN/RAND
- POWHX - WETLANDS, QUENTIN (E. SIDE)/N. OF RAND

**DESCRIPTION OF LAND USE CONDITIONS:**

- P - 26 - U.S. MILITARY RESERVATION, SE CORNER QUENTIN/LONG GROVE
- P - 27 - MICHAEL D'ANGELO PARK, SW CORNER QUENTIN/LONG GROVE

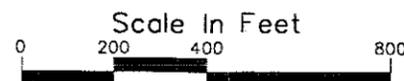


**SEGMENT 4**

**ROSELLE RD. - ENVIRONMENTAL AND LAND USE CONDITIONS**

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**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

## EXISTING ROADWAY CONDITIONS

### Segment 1 - Bloomingdale Road/Roselle Road (IL 64 to Elgin O'Hare Expressway)

*Exhibit B14-01 to Exhibit B14-07*

Due to sensitive issues being discussed with DuPage County officials, very limited activity has been conducted on this segment of the Roselle Road corridor. Therefore, only a limited amount of information is being presented regarding Segment 1 at this time.

Segment 1 of the Roselle Road corridor begins at IL 64 (North Avenue) in the Village of Glendale Heights and continues northward to the Elgin-O'Hare Expressway. This segment, located entirely in DuPage County, passes through the Village of Glendale Heights, Village of Bloomingdale, and into the Village of Roselle. This segment intersects two SRA routes, IL 64 (North Avenue) and U.S. 20 (Lake Street).

#### ***Physical Characteristics***

This segment is characterized by a four lane undivided roadway with curb and gutter. On-street parking is prohibited on both sides of the street.

There are two structures in this segment. The Roselle Road bridge over the Illinois Central/Gulf Railroad is located south of Brandon Drive and a bridge crossing a creek north of Lake Street (US 20) in the Meacham Grove Forest Preserve.

#### ***Traffic Volume, Traffic Control and Operations***

According to the CATS 1990 ADT Base Map, the ADT between IL 64 and Army Trail Road is approximately 27,000-28,000 vehicles per day, 25,000-30,000 vehicles per day between Army Trail Road and U.S. 20, and 24,000-35,000 vehicles per day north of U.S. 20 to the Elgin-O'Hare Expressway.

#### ***Public Transportation***

Not available at this time.

## **Segment 2 - Roselle Road (Elgin-O'Hare Expressway to Euclid Avenue)**

*Exhibit B14-07 to Exhibit B14-13*

Segment 2 of the corridor continues from the Elgin-O'Hare Expressway interchange to the intersection with Euclid Avenue. This segment continues through the Village of Roselle, passes through the Villages of Schaumburg and Hoffman Estates, and terminates in the Village of Inverness. This segment of the Roselle Road corridor is entirely under the jurisdiction of the Cook County Highway Department. Two other SRA routes intersect this segment, IL 72 (Higgins Road) and IL 62 (Algonquin Road).

### ***Physical Characteristics***

This segment is primarily a four lane divided roadway (mountable median) with curb and gutter. On-street parking is prohibited on both sides of the roadway. Left turn lanes are provided at the major intersections; however, separate turn lanes are not provided for many local intersecting streets. The mountable median is generally 16 feet in width. However, north of Central Road, the median is only four feet in width. This segment of the corridor has 66 - 230 ft. of right-of-way.

There are four structures in this segment. The Roselle Road overpass at the Elgin-O'Hare Expressway is located at the southern end of this segment and the Roselle Road overpass with the I-90 Tollway is located near the northern end of this segment. Additionally, a bridge exists across a small creek south of Illinois Avenue and a small drainage structure is located north of State Parkway.

### ***Traffic Volume, Traffic Control and Operations***

The ADT between the Elgin-O'Hare Expressway and Euclid Avenue varies considerably. According to the CATS 1990 ADT Base Map, the ADT ranges from 26,000 to 40,000 vehicles per day with the higher ADT occurring in the vicinity of Bode Road to the I-90 Tollway. Significant congestion currently exists between IL 72 and I-90. The speed limit in this segment is 40 miles per hour between the Elgin-O'Hare Expressway and I-90 and 45 miles per hour north of I-90.

Traffic signals are located at the Elgin O'Hare Expressway Ramps, Nerge Road, Wise Road, Hartford Drive, Weathersfield Way, Schaumburg Road, Bode Road, IL 72 (Higgins Road), IL 58 (Golf Road), Remington Drive, State Parkway, Commerce Drive, Hillcrest Boulevard, the I-90 Tollway Ramps, Central Road, IL 62 (Algonquin Road), and Euclid Avenue.

An on-road bicycle path crosses this segment at the Weathersfield Way intersection. Additionally, a bike path crosses this segment at Library Lane and parallels Roselle Road within the golf course limits. Also, there is a bike path adjacent to Roselle Road north of Remington Drive to Commerce Drive.

***Public Transportation***

PACE has three bus routes running within this segment of the Roselle Road corridor. PACE Route 602 runs along Roselle Road from the Elgin O'Hare Expressway to Wise Road, and then the Route heads west on Wise Road. PACE Route 699 runs along Roselle Road from Kristen Drive to IL 62 (Algonquin Road), and then the Route heads southeast on IL 62 (Algonquin Road). PACE Route 696 intersects the Roselle Road Corridor at IL 62 (Algonquin Road).

## **Segment 3 - Euclid Avenue**

### *Exhibit B14-14*

At the Roselle Road/Euclid Avenue intersection, the corridor turns eastward along Euclid Avenue into the Village of Palatine and extends east to Quentin Road. This segment of the Roselle Road corridor is under the jurisdiction of Cook County Highway Department.

#### ***Physical Characteristics***

The cross section of the roadway is characterized by a four foot mountable median with two through lanes in each direction. Similar to the rest of the Roselle Road corridor, on-street parking is not permitted on either side of the roadway. There is only one signalized intersection within this segment - the Harper College Entrance. Left turn lanes are provided at that intersection. The right-of-way within this segment varies between 100 and 180 feet.

There are no structures within this segment.

#### ***Traffic Volume, Traffic Control and Operations***

The ADT along Euclid Avenue, according to the CATS 1990 ADT Base Map, is approximately 13,800 vehicles per day. Periodically, some congestion does occur at the Harper College Entrance. This congestion coincides with the starting and ending of classes at Harper College. The speed limit along this segment is 45 miles per hour.

The only traffic signals currently located on this segment of the corridor, are located at each end at Roselle Road and at Quentin Road.

#### ***Public Transportation***

There is no public transit operating within this segment.

## **Segment 4 - Quentin Road**

*Exhibit B14-15 to Exhibit B14-20*

At the Euclid Avenue/Quentin Road intersection, the Roselle Road corridor turns northward along Quentin Road to the corridor's northern terminus at U.S. 12 (Rand Road). The corridor continues through the Village of Palatine, Village of Deer Park, the Deer Grove Forest Preserve, and into the Village of Kildeer. This section of the corridor is under the jurisdiction of the Cook County Highway Department south of Lake-Cook Road and the Lake County Division of Transportation north of Lake-Cook Road. There are two SRA routes that intersect this segment of the corridor - U.S. 14 (Northwest Highway), near the middle of this segment and U.S. 12 (Rand Road), the northern terminus.

### ***Physical Characteristics***

Between Euclid Avenue and the Northwest Highway, the existing roadway cross-section is a four lane divided roadway with curb and gutter. The median within this section is generally 14 feet in width and is either mountable or painted. North of Palatine Road, the median transitions to four feet in width and is mountable. North of U.S. 14 (Northwest Highway), the cross-section transitions to a two lane undivided roadway. North of Dundee Road, the roadway passes through the Deer Grove Forest Preserve as a two lane undivided roadway without curb and gutter. This configuration exists through to the terminus of the corridor at Rand Road. Left turn lanes are provided at all signalized intersections even where no median exists. However exclusive turn lanes have not been provided at all intersecting local streets. The right-of-way varies through this segment between 66 and 100 feet.

There is one structure within this segment. A drainage structure is located diagonally underneath the Quentin Road/Palatine Road intersection.

### ***Traffic Volume, Traffic Control and Operations***

The ADT along this segment of the corridor, according to the CATS 1990 ADT Base Map, varies considerably. The ADT decreases from 20,000 to 11,500 vehicles per day from south to north along this segment of the corridor. The speed limit in this segment also varies. Between Euclid Avenue and Palatine Road the speed limit is 35 miles per hour. North of Palatine Road to Dundee Road the speed limit is 40 miles per hour. North of Dundee Road to Lake-Cook Road the speed limit is 45 miles per hour. North of Lake-Cook Road through the remainder of the corridor the speed limit is 40 miles per hour.

Traffic signals are located at Euclid Avenue, Illinois Street, Palatine Road, Wood Street, Colfax Street, US 14 (Northwest Highway), IL 68 (Dundee Road), Lake-Cook Road, Long Grove Road, and US 12 (Rand Road).

There is one pedestrian/equestrian/bicycle path that crosses this segment - north of Dundee Road, within the Deer Grove Forest Preserve. In addition to the pedestrian crossing, there is also one at grade railroad crossing. This crossing is made by the Chicago & Northwestern Railroad and is located just south of Colfax Street. The crossing has three sets of tracks.

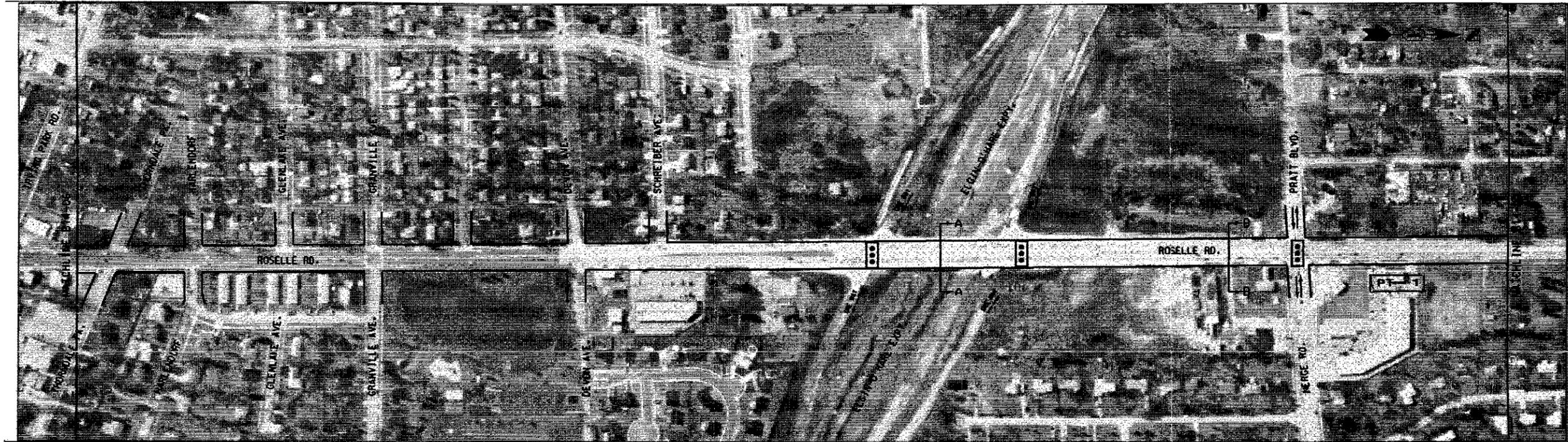
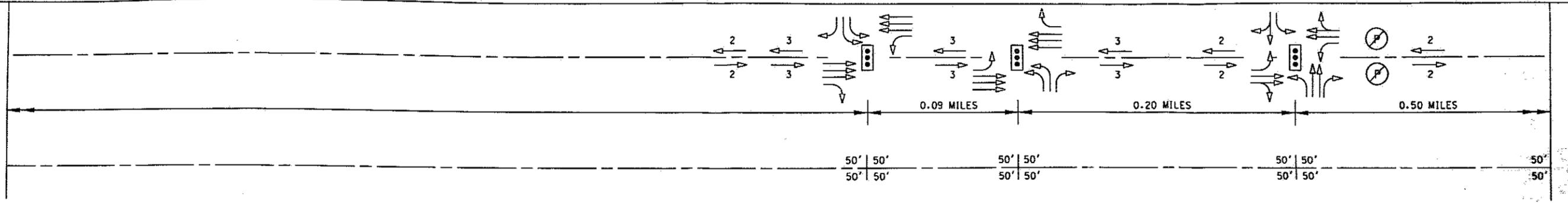
***Public Transportation***

PACE has one bus route running within this segment of the Roselle Road corridor. PACE Route 699 runs along Quentin Road from Euclid Avenue to Palatine Road, and then the Route heads east on Palatine Road.

EXISTING LANE CONFIGURATION

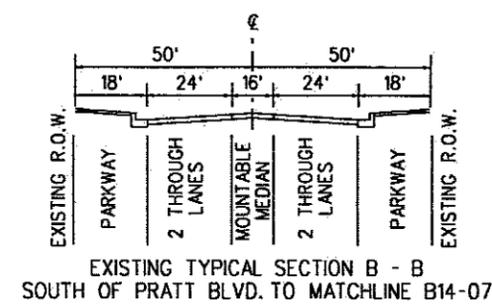
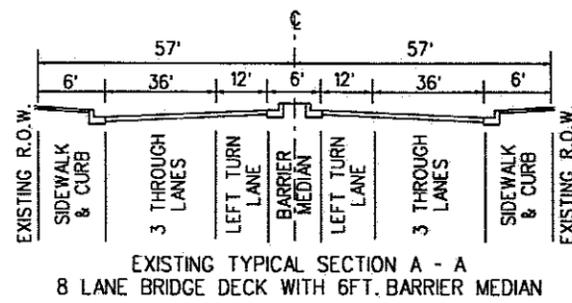
SIGNAL SPACING

EXISTING R.O.W.



DESCRIPTION OF EXISTING CONDITIONS:

PT-1 - PACE BUS ROUTE #602



**LEGEND**

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- = EXISTING STRUCTURE NUMBER
- = EXISTING TRAFFIC LANE CONFIGURATION
- = EXISTING PUBLIC TRANSIT LOCATION
- = PARKING ALLOWED
- = PARKING PROHIBITED
- = PEAK HOUR PARKING RESTRICTED
- = CITY / TOWNSHIP BOUNDARY

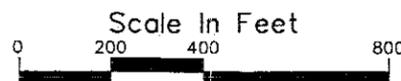
ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 2

ROSELLE ROAD - EXISTING CONDITIONS

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

Illinois Department of Transportation



**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

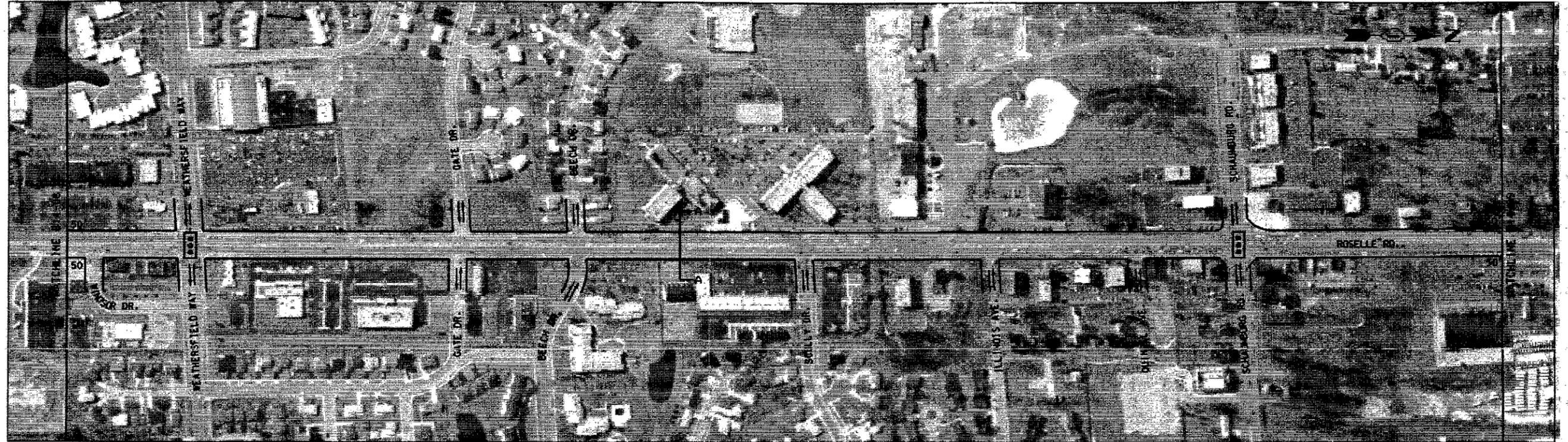
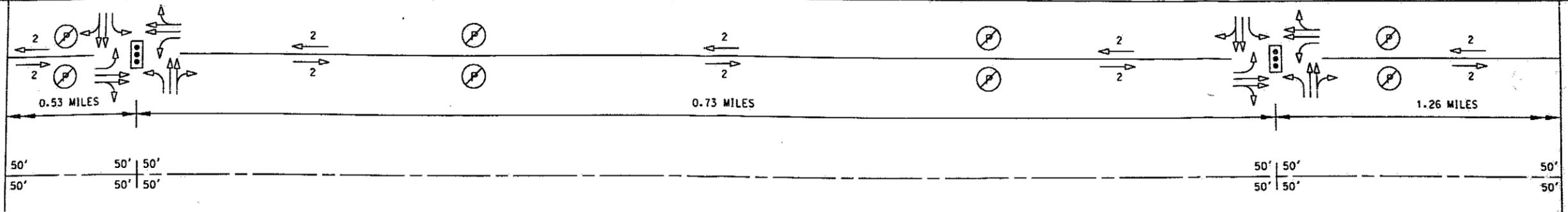
EXHIBIT B14-07



EXISTING LANE CONFIGURATION

SIGNAL SPACING

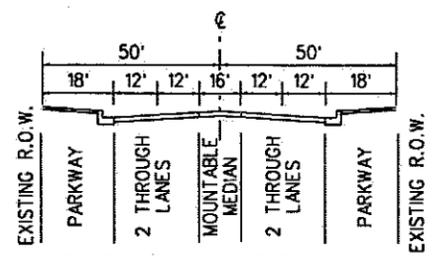
EXISTING R.O.W.



DESCRIPTION OF EXISTING CONDITIONS:

SCHAUMBURG

SCHAUMBURG



EXISTING TYPICAL SECTION A - A  
MATCHLINE B14-08 TO MATCHLINE B14-09

LEGEND	
	= EXISTING RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
	= EXISTING STRUCTURE NUMBER
	= EXISTING TRAFFIC LANE CONFIGURATION
	= EXISTING PUBLIC TRANSIT LOCATION
	= PARKING ALLOWED
	= PARKING PROHIBITED
	= PEAK HOUR PARKING RESTRICTED
	= CITY / TOWNSHIP BOUNDARY

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 2

ROSELLE ROAD - EXISTING CONDITIONS

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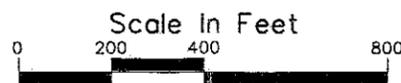
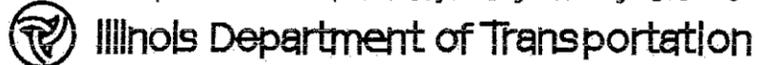
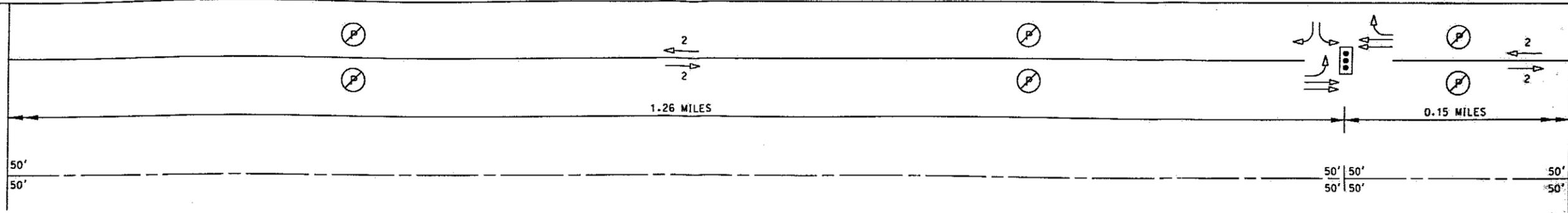


EXHIBIT B14-09

EXISTING LANE CONFIGURATION

SIGNAL SPACING

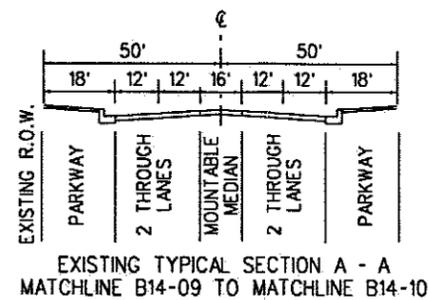
EXISTING R.O.W.



DESCRIPTION OF EXISTING CONDITIONS:

SCHAUMBURG

HOFFMAN ESTATES



LEGEND	
	= EXISTING RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
	= EXISTING STRUCTURE NUMBER
	= EXISTING TRAFFIC LANE CONFIGURATION
	= EXISTING PUBLIC TRANSIT LOCATION
	= PARKING ALLOWED
	= PARKING PROHIBITED
	= PEAK HOUR PARKING RESTRICTED
	= CITY / TOWNSHIP BOUNDARY

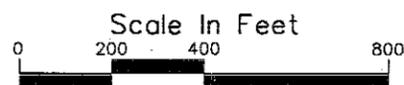
ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 2

ROSELLE ROAD - EXISTING CONDITIONS

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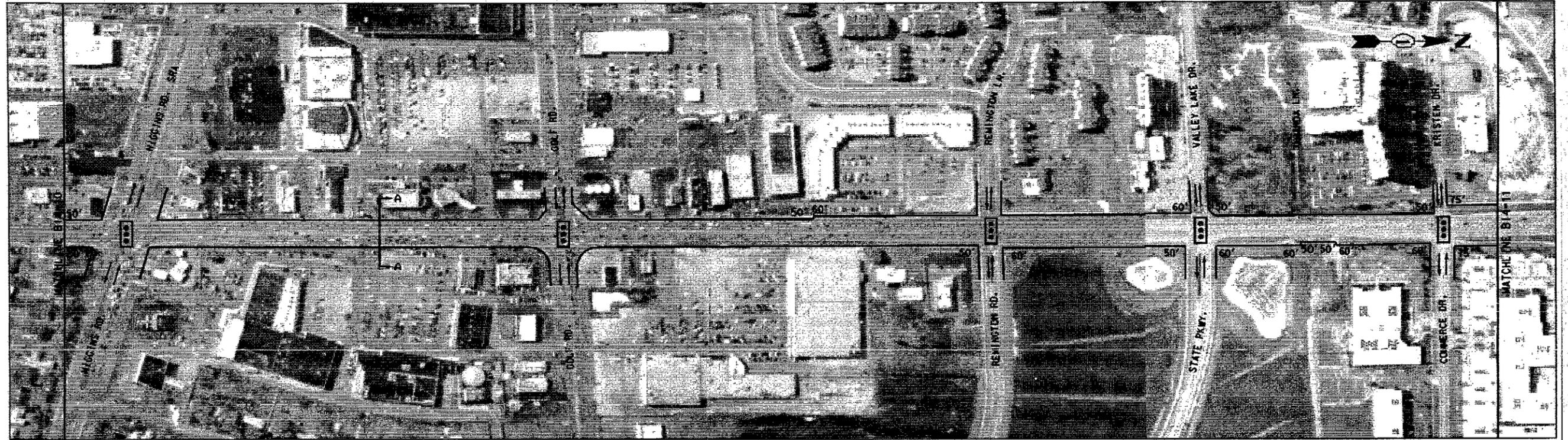
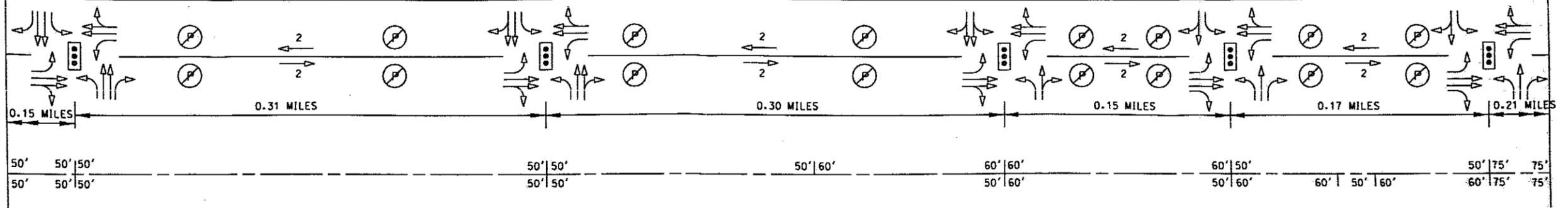
STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT B14-10

EXISTING LANE CONFIGURATION

SIGNAL SPACING

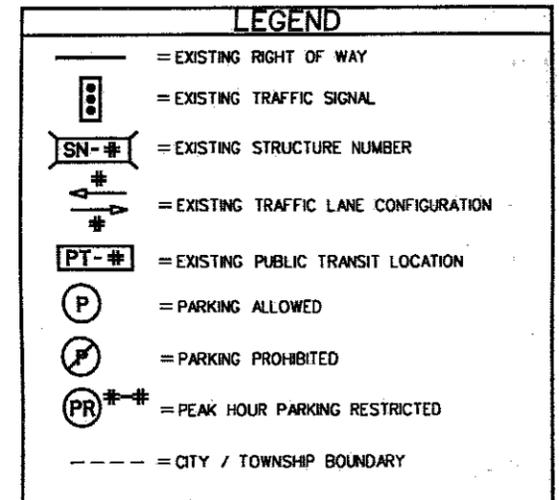
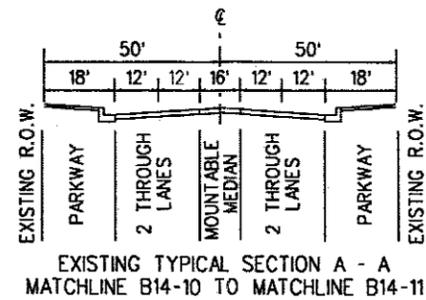
EXISTING R.O.W.



DESCRIPTION OF EXISTING CONDITIONS:

HOFFMAN ESTATES

SCHAUMBURG



ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 2

ROSELLE ROAD - EXISTING CONDITIONS

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Illinois Department of Transportation



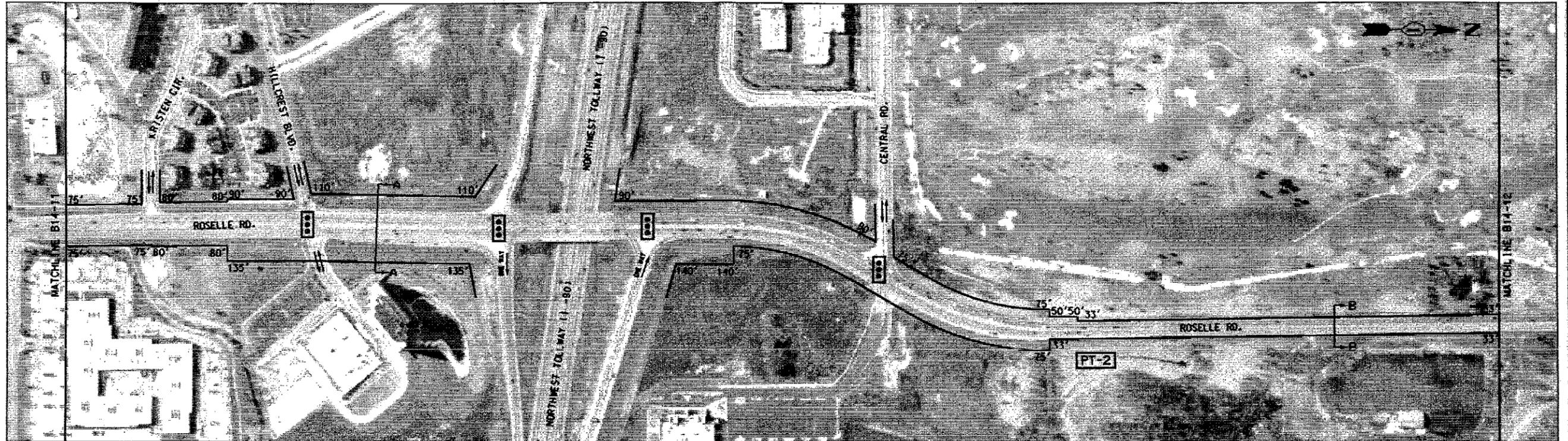
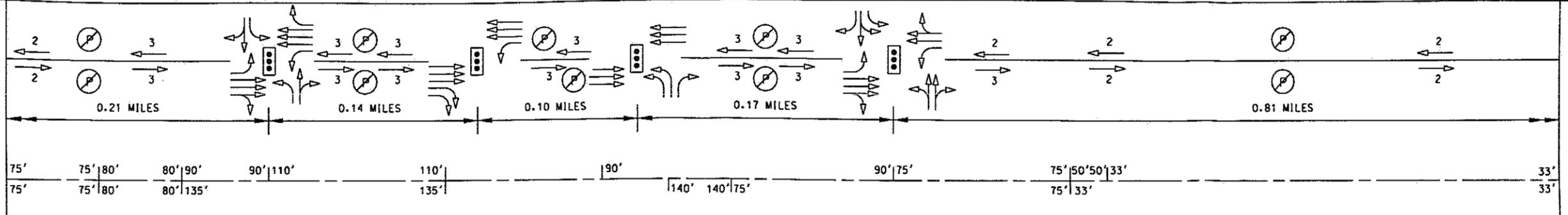
**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT B14-11

EXISTING LANE CONFIGURATION

SIGNAL SPACING

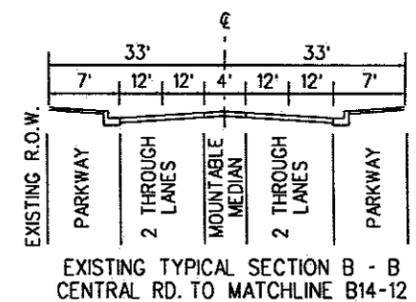
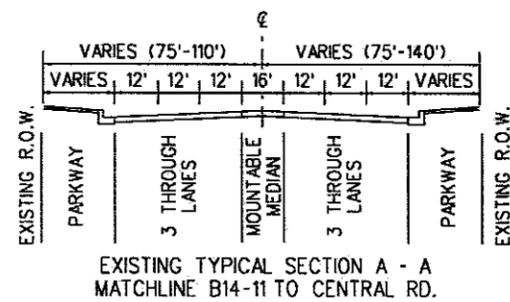
EXISTING R.O.W.



SCHAUMBURG

DESCRIPTION OF EXISTING CONDITIONS:

PT-2 - PACE BUS ROUTE #699



**LEGEND**

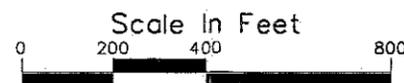
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- = EXISTING TRAFFIC SIGNAL
- = EXISTING STRUCTURE NUMBER
- = EXISTING TRAFFIC LANE CONFIGURATION
- = EXISTING PUBLIC TRANSIT LOCATION
- = PARKING ALLOWED
- = PARKING PROHIBITED
- = PEAK HOUR PARKING RESTRICTED
- = CITY / TOWNSHIP BOUNDARY

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 2

ROSELLE ROAD - EXISTING CONDITIONS

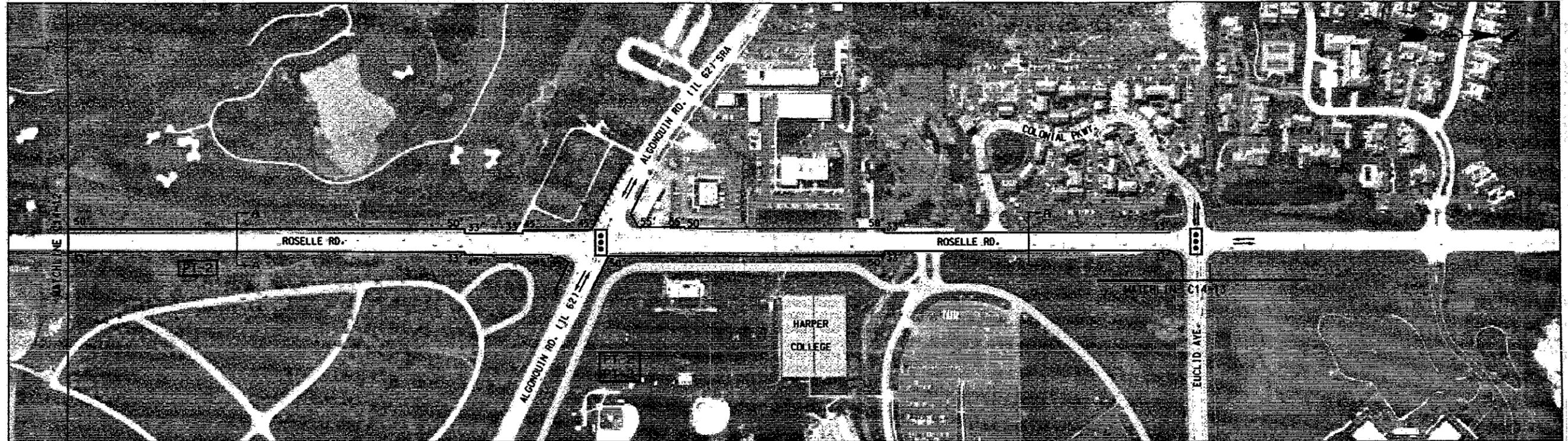
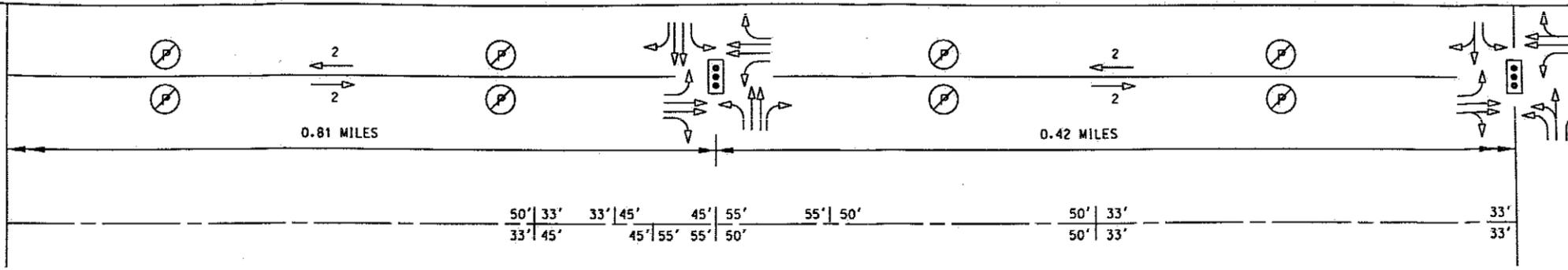
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

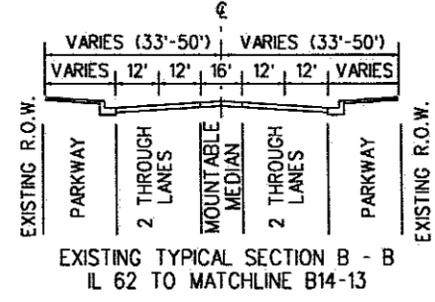
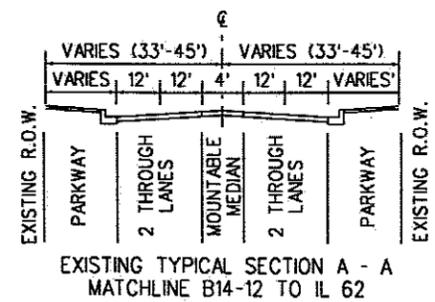
SIGNAL SPACING

EXISTING R.O.W.



DESCRIPTION OF EXISTING CONDITIONS:

- PT-2 - PACE BUS ROUTE #699
- PT-3 - INTERSECTING PACE BUS ROUTE #696



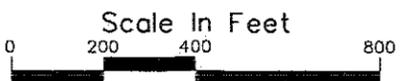
**LEGEND**

- = EXISTING RIGHT OF WAY
- Ⓜ = EXISTING TRAFFIC SIGNAL
- SN-# = EXISTING STRUCTURE NUMBER
- ↔ = EXISTING TRAFFIC LANE CONFIGURATION
- PT-# = EXISTING PUBLIC TRANSIT LOCATION
- Ⓟ = PARKING ALLOWED
- Ⓡ = PARKING PROHIBITED
- Ⓡ# = PEAK HOUR PARKING RESTRICTED
- - - = CITY / TOWNSHIP BOUNDARY

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 2  
ROSELLE ROAD - EXISTING CONDITIONS

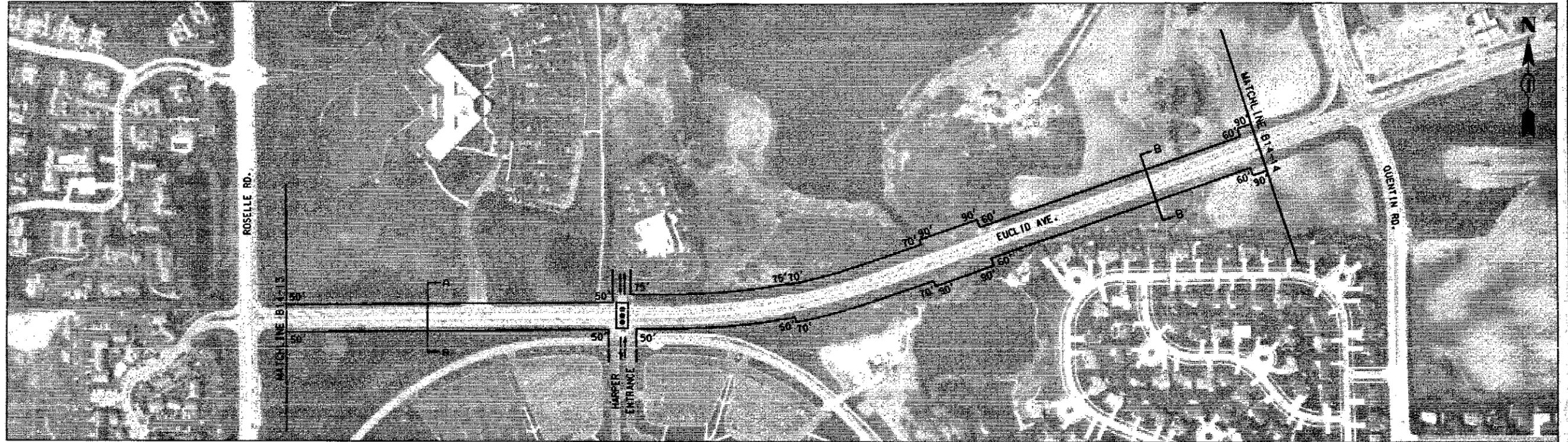
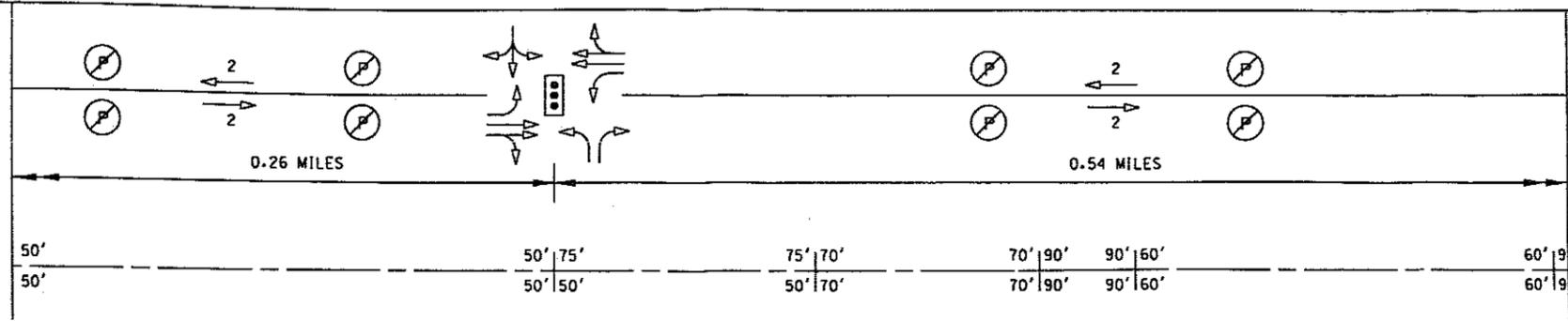
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

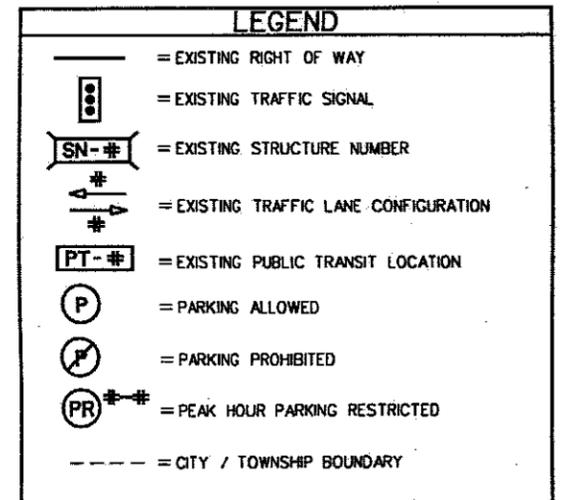
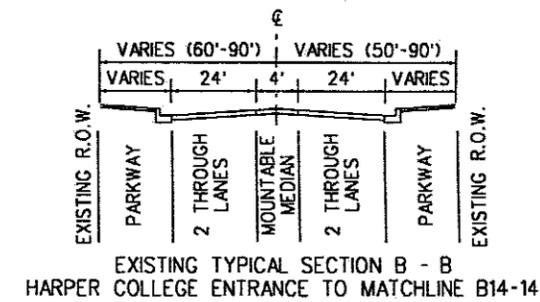
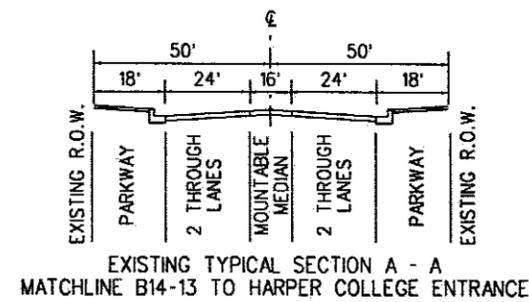
SIGNAL SPACING

EXISTING R.O.W.



PALATINE

DESCRIPTION OF EXISTING CONDITIONS:



ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 3

ROSELLE ROAD - EXISTING CONDITIONS

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

Illinois Department of Transportation

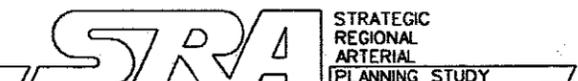
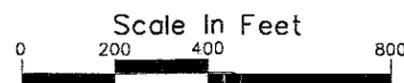
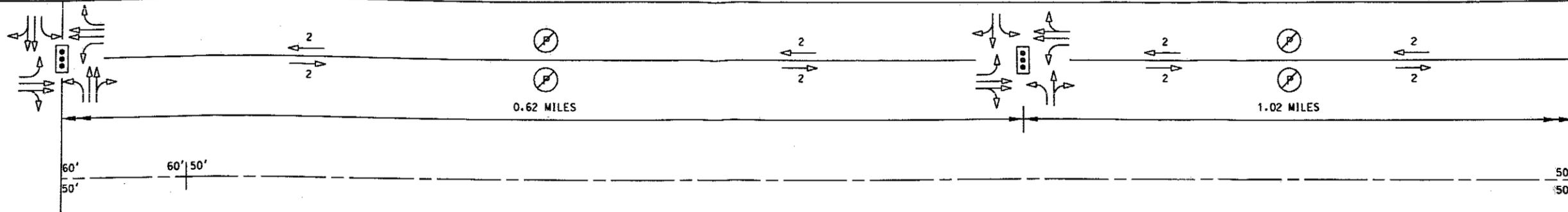


EXHIBIT B14-14

EXISTING LANE CONFIGURATION

SIGNAL SPACING

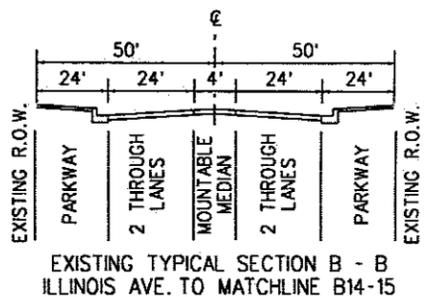
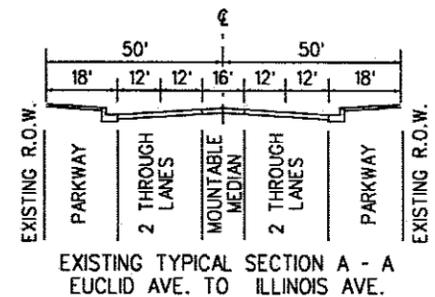
EXISTING R.O.W.



PALATINE

DESCRIPTION OF EXISTING CONDITIONS:

PT-2 = PACE BUS ROUTE #699



LEGEND	
	= EXISTING RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
	= EXISTING STRUCTURE NUMBER
	= EXISTING TRAFFIC LANE CONFIGURATION
	= EXISTING PUBLIC TRANSIT LOCATION
	= PARKING ALLOWED
	= PARKING PROHIBITED
	= PEAK HOUR PARKING RESTRICTED
	= CITY / TOWNSHIP BOUNDARY

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 4  
ROSELLE ROAD - EXISTING CONDITIONS

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

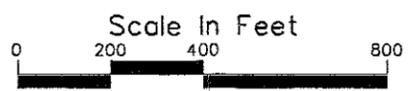
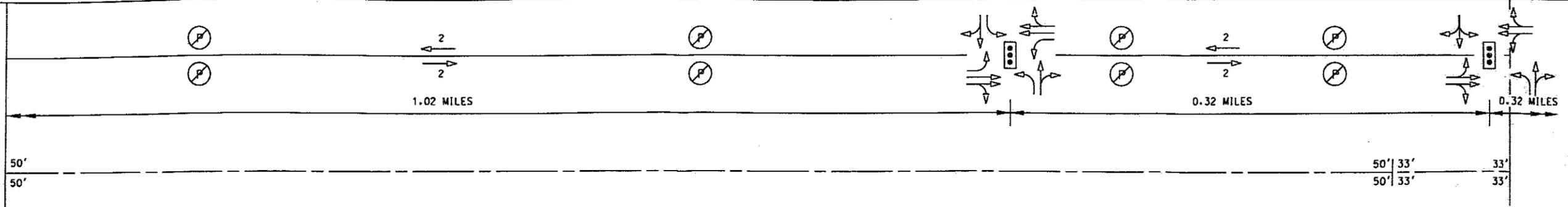


EXHIBIT B14-15

EXISTING LANE CONFIGURATION

SIGNAL SPACING

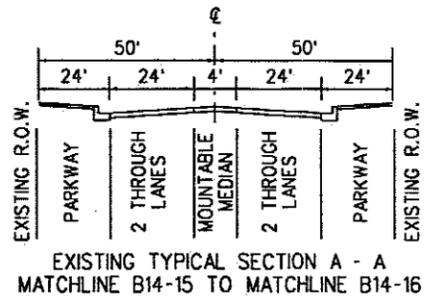
EXISTING R.O.W.



PALATINE

DESCRIPTION OF EXISTING CONDITIONS:

PT-2 - PACE BUS ROUTE #699



LEGEND	
	= EXISTING RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
	= EXISTING STRUCTURE NUMBER
	= EXISTING TRAFFIC LANE CONFIGURATION
	= EXISTING PUBLIC TRANSIT LOCATION
	= PARKING ALLOWED
	= PARKING PROHIBITED
	= PEAK HOUR PARKING RESTRICTED
	= CITY / TOWNSHIP BOUNDARY

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 4

ROSELLE ROAD - EXISTING CONDITIONS

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

Illinois Department of Transportation

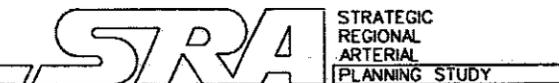
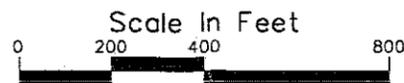
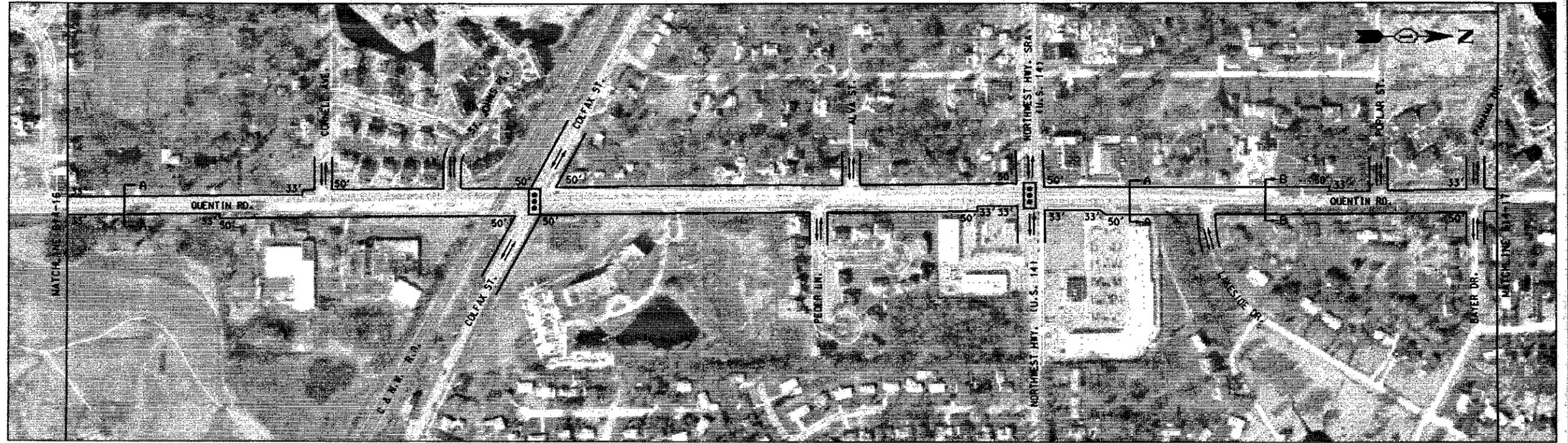
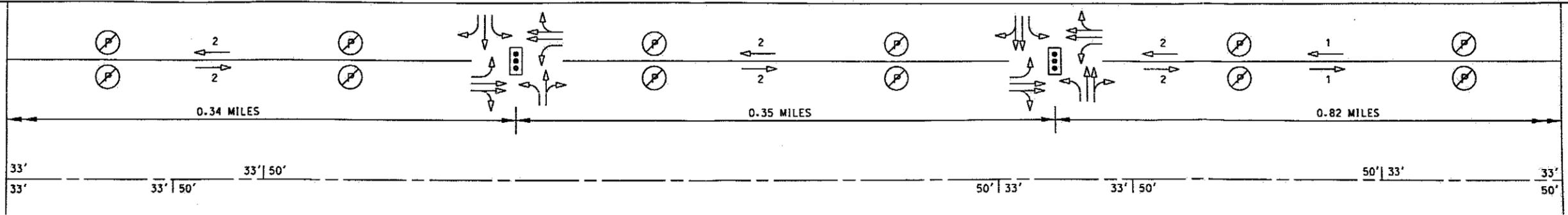


EXHIBIT B14-16

EXISTING LANE CONFIGURATION

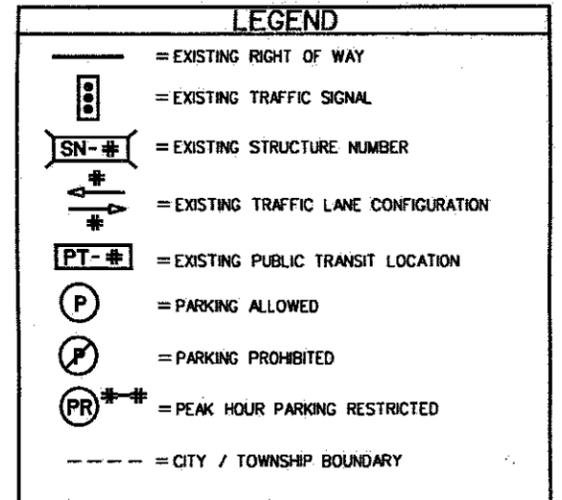
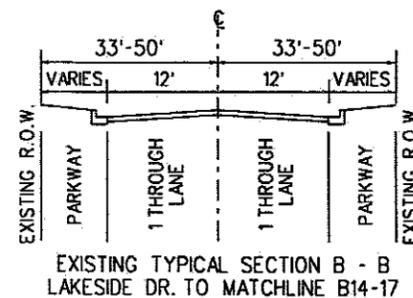
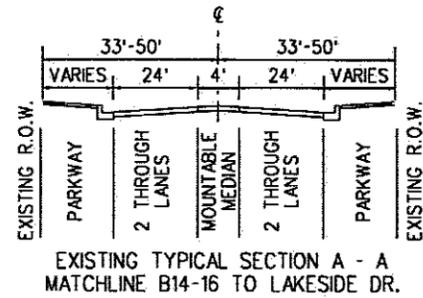
SIGNAL SPACING

EXISTING R.O.W.



DESCRIPTION OF EXISTING CONDITIONS:

PALATINE



ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 4

ROSELLE ROAD - EXISTING CONDITIONS

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

Illinois Department of Transportation

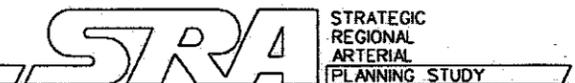
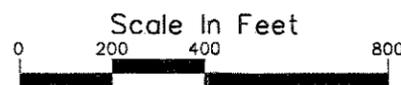
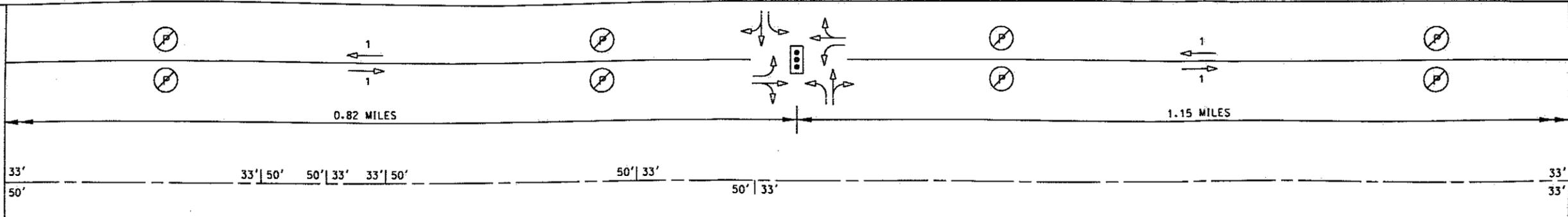


EXHIBIT B14-17

EXISTING LANE CONFIGURATION

SIGNAL SPACING

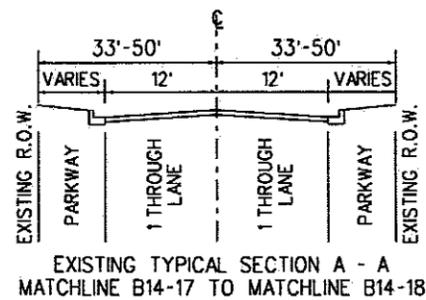
EXISTING R.O.W.



DESCRIPTION OF EXISTING CONDITIONS:

PALATINE

DEER GROVE FOREST PRESERVE



LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- = EXISTING STRUCTURE NUMBER
- = EXISTING TRAFFIC LANE CONFIGURATION
- = EXISTING PUBLIC TRANSIT LOCATION
- = PARKING ALLOWED
- = PARKING PROHIBITED
- = PEAK HOUR PARKING RESTRICTED
- = CITY / TOWNSHIP BOUNDARY

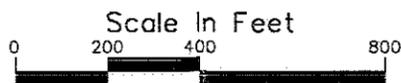
ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 4

ROSELLE ROAD - EXISTING CONDITIONS

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

Illinois Department of Transportation



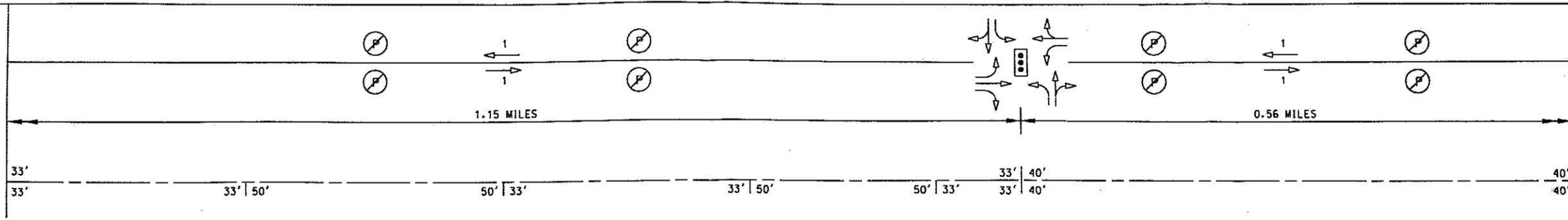
**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT B14-18

EXISTING LANE CONFIGURATION

SIGNAL SPACING

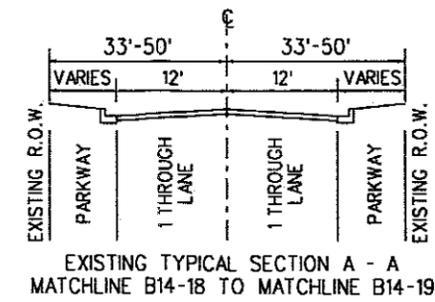
EXISTING R.O.W.



DESCRIPTION OF EXISTING CONDITIONS:

DEER GROVE FOREST PRESERVE

DEER PARK



LEGEND	
	= EXISTING RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
	= EXISTING STRUCTURE NUMBER
	= EXISTING TRAFFIC LANE CONFIGURATION
	= EXISTING PUBLIC TRANSIT LOCATION
	= PARKING ALLOWED
	= PARKING PROHIBITED
	= PEAK HOUR PARKING RESTRICTED
	= CITY / TOWNSHIP BOUNDARY

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 4

ROSELLE ROAD - EXISTING CONDITIONS



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

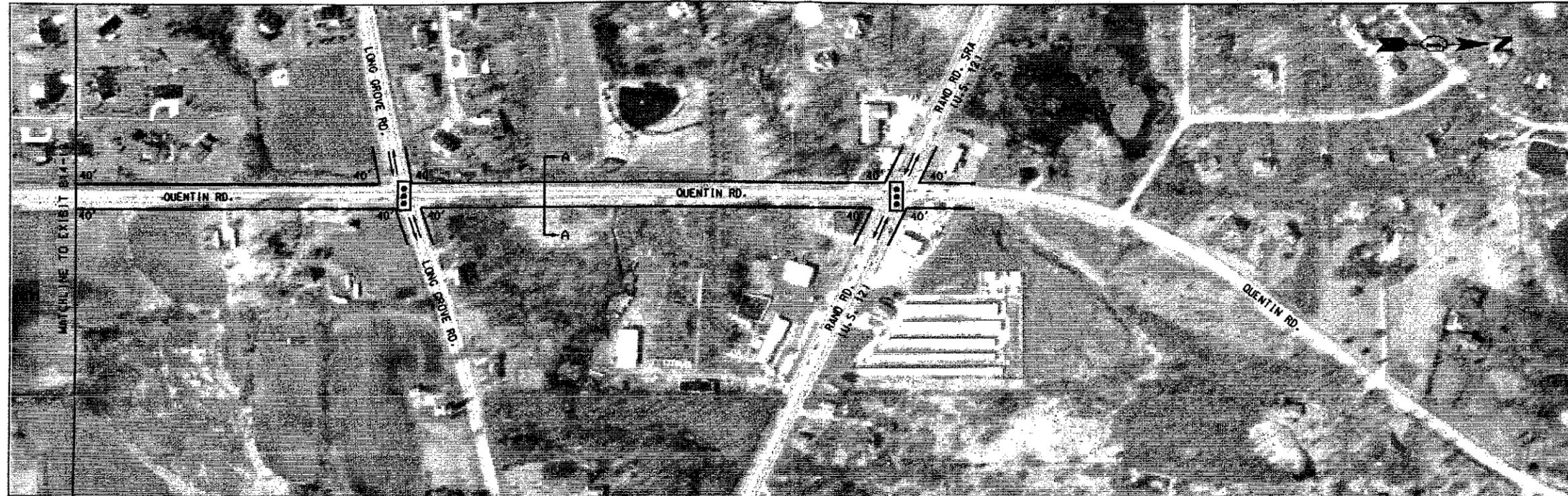
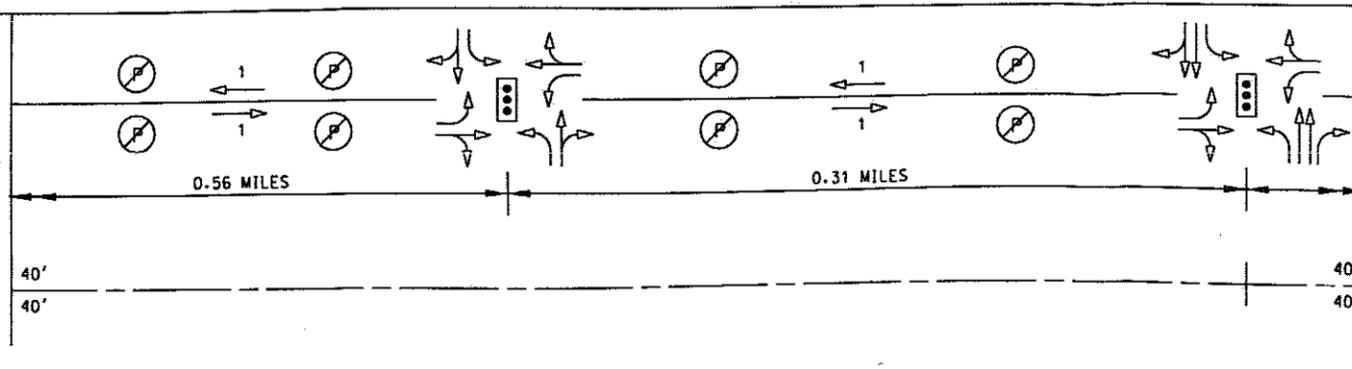


EXHIBIT B14-19

EXISTING LANE CONFIGURATION

SIGNAL SPACING

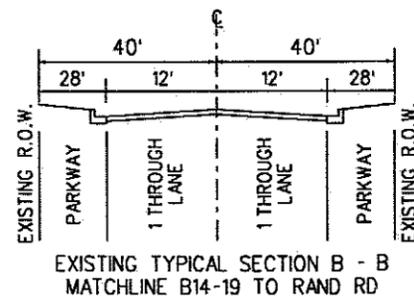
EXISTING R.O.W.



DESCRIPTION OF EXISTING CONDITIONS:

DEER PARK

KILDEER



LEGEND	
	= EXISTING RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
	= EXISTING STRUCTURE NUMBER
	= EXISTING TRAFFIC LANE CONFIGURATION
	= EXISTING PUBLIC TRANSIT LOCATION
	= PARKING ALLOWED
	= PARKING PROHIBITED
	= PEAK HOUR PARKING RESTRICTED
	= CITY / TOWNSHIP BOUNDARY

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 4

ROSELLE ROAD - EXISTING CONDITIONS

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

Illinois Department of Transportation



**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT B14-20

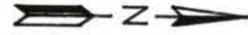
## **PROPOSED CONCEPT**

This section details the proposed concept plan for the Roselle Road corridor. The corridor has been designated a suburban route and is proposed as a four to six lane divided cross section with ample parkway to provide sidewalks. For clarity, the discussion of the concept for this corridor, is organized according to the segments described previously. For each segment, the specific geometric and/or operational features are presented. **Exhibit 3** illustrates the corridor and the proposed number of lanes, as described in this section. Also indicated in Exhibit 3 are the existing lanes, the existing and proposed right-of-way, as well as the 1990 and 2010 average daily traffic volumes provided by CATS.

### **Segment 1 - Bloomingdale Road/Roselle Road (IL 64 to Elgin-O'Hare Expressway)**

#### ***Exhibit C14-01 to Exhibit C14-07 (Not Available)***

Due to the sensitive issues being discussed with the DuPage County officials, very limited activity has been conducted within this segment of the Roselle Road corridor. Therefore, no concept for this segment is being presented at this time.



PROPOSED TYPICAL R.O.W.  
EXISTING TYPICAL R.O.W.

PROPOSED LANE  
CONFIGURATION

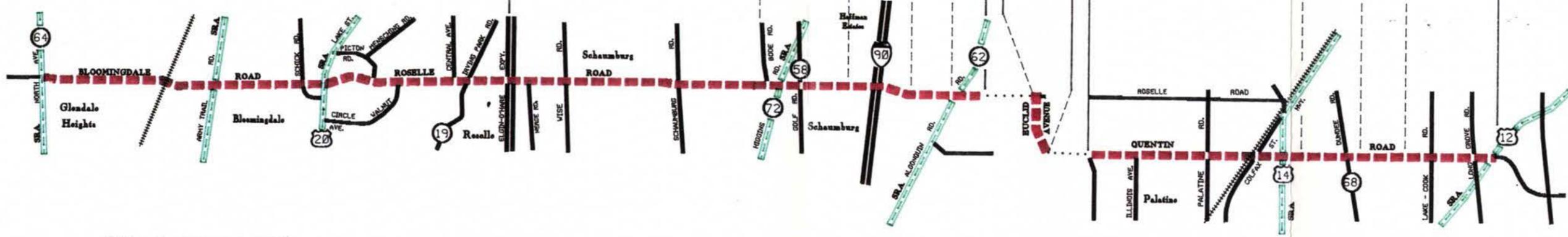
EXISTING LANE  
CONFIGURATION

(ROSELLE RD.)  
SEGMENT 2  
6.44 MILES

(EUCLID AVE)  
SEGMENT 3  
0.80 MILES

(QUENTIN RD)  
SEGMENT 4  
5.50 MILES

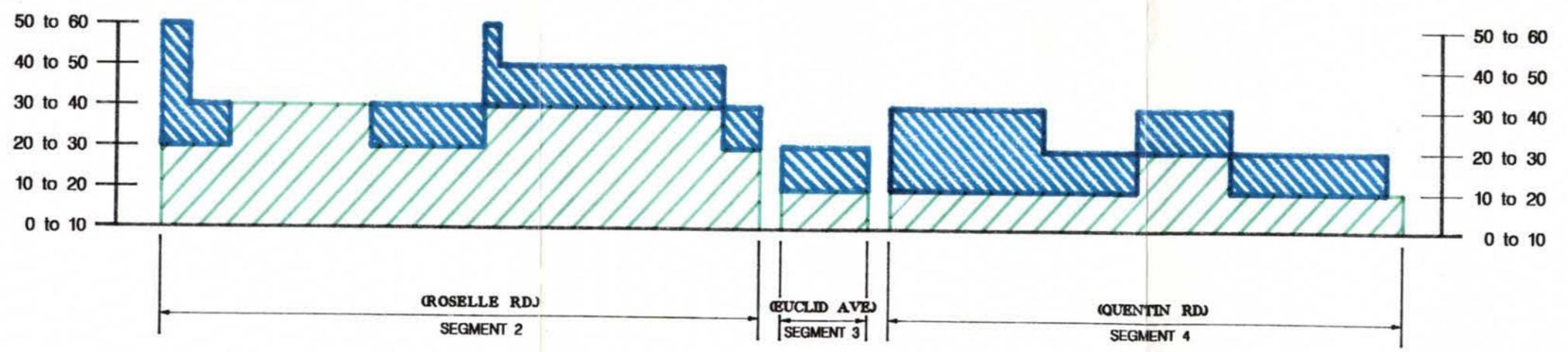
Segment	Proposed R.O.W.	Existing R.O.W.	Proposed Lane Configuration	Existing Lane Configuration
ROSELLE RD. SEGMENT 2 (6.44 Miles)	116'	100'	← 3 → 3	← 2 → 2
	120' 150'	100'	← 3 → 3	← 2 → 2
	150' 245'	150'-245'	← 3 → 3	← 3 → 3
	84' 150'	66'-150'	← 3 → 2	← 2 → 2
EUCLID AVE. SEGMENT 3 (0.80 Miles)	100'-180'	100' 180'	← 2 → 2	← 2 → 2
	100'-110'	66'-110'	← 2 → 2	← 2 → 2
QUENTIN RD. SEGMENT 4 (5.50 Miles)	100'	83'-100'	← 2 → 2	← 1 → 1
	66'	66'	← 2 → 2	← 1 → 1
	83'-100'	66'-83'	← 2 → 2	← 1 → 1
	66'	66'-83'	← 2 → 2	← 1 → 1



**LEGEND**

- CROSSING SRA ROUTE
- SRA ROUTE

- 2010 PROJECTED VOLUMES\*  
\* (BASED ON CATS TRAFFIC MODEL)
- 1990 TRAFFIC VOLUMES



# ROSELLE ROAD

## **Segment 2 - Roselle Road (Elgin-O'Hare Expressway to Euclid Avenue)**

### ***Exhibit C14-07 to Exhibit C14-13***

Segment 2 of the corridor continues from the Elgin-O'Hare Expressway to Euclid Avenue. This segment continues through the Village of Roselle, passes through the Villages of Schaumburg and Hoffman Estates, and terminates in the Village of Inverness.

The right-of-way along the segment south of IL 58 (Golf Road) is generally 100 feet. Due to the limited existing right-of-way, implementing the desirable suburban cross-section would constitute the purchase of additional right-of-way. However, according to CATS, the 1990 ADT ranges between 20,000 to 40,000 vehicles per day through this segment. In addition, the projected 2010 ADT volumes throughout this segment, as provided by CATS, range between 30,000 and 60,000 vehicles per day. The traffic volumes begin to decrease north of Central Road to IL 62 (Algonquin Road), but dramatically decrease north of IL 62 (both existing and projected).

To improve the movement of traffic through this segment, a six lane cross-section with a sixteen foot mountable median is being recommended for main line flow. It should be noted that within the Triangle area between IL 72 (Higgins Road) and IL 58 (Golf Road), a barrier median is suggested as discussed later. This configuration is enhanced at the major intersections by incorporating a thirty foot median to accommodate dual left turn lanes. This cross-section also provides ample parkways on both sides of the roadway to accommodate utilities and sidewalks. The rationale used to develop this recommended cross-section was based on the existing conditions and the governing jurisdictional agencies. This entire segment already has a sixteen foot mountable median. In addition, the governing jurisdictional agencies (i.e. Cook County Highway Department, Village of Schaumburg, Village of Hoffman Estates) generally oppose barrier median facilities.

Access Management through the remainder of the segment is still being recommended/provided through the use of raised islands within selected commercial driveways (not within main line median). Full access to all local streets is, however, recommended with the left turn being accommodated within the median. The nature and volume of traffic utilizing most of the non-signalized local street intersections are not so significant as to cause operational problems.

The total right-of-way requirement for this cross-section is 116 to 120 feet along the main line and in general, but higher at major intersections to accommodate dual left turn lanes.

North of Kristen Circle through Central Road, the right-of-way varies between 150 and 230 feet. Therefore, the same six lane with sixteen to thirty foot median cross-section can be implemented with no new right-of-way acquisition.

A slight shift in alignment to the west is recommended beginning south of Weathersfield Way and ending north of Schaumburg Road. This is due to the right-of-way constraints along the east side of Roselle Road, particularly through the Town Center area.

For the section between Bode Road and I-90, the "Triangle Area (Roselle Road/IL 72/IL 58)" Phase 1 report already completed by IDOT was referenced. The proposed SRA concept is virtually identical to the Phase 1 recommendations with the exception of the proposed median type. Due to the extreme influence of commercial activity and multiple access drives between IL 72 and IL 58, a barrier median is recommended in order to provide adequate access control. Due to the location of a barrier median protecting the dual left turn lanes at IL 72 (Higgins Road), IL 58 (Golf Road), and the commercial Drive in between, a good portion of this segment will have a barrier median anyway. Since such access control will limit left turn maneuvers, it is also recommended that a signal be placed midway between IL 72 and IL 58 to accommodate the left turn in/out and crossing (shopping center to shopping center) maneuvers. There is adequate access within each of the parking areas of all of the sites along this segment, and a commercial drive on the west side running parallel to Roselle Road between IL 72 (Higgins Road) and IL 58 (Golf Road). Thus, access to all of the parcels along this stretch of Roselle Road will still be available.

North of Central Road, the existing right-of-way narrows to 66 feet. In addition to the general right-of-way constraint, there is a golf course on the west of Roselle Road and a cemetery adjacent to the east. Through this area a six foot wide median is recommended in order to minimize right-of-way requirements. The right-of-way recommended for this section is 105 feet.

Immediately north of this area is the IL 62 intersection. A Phase 1 study completed by IDOT for this intersection alignment and configuration was reviewed. The proposed concept within this report is identical to the results of that Phase 1 analysis. It is recommended to have three through traffic lanes and dual left turn lanes approach the IL 62 intersection on the south. North of IL 62, the third lane and thirty foot median should be transitioned to two through lanes and the existing sixteen foot median.

At the Euclid Avenue intersection with Roselle Road, a northbound free-flow right-turn lane should be developed to provide for continuity along the corridor.

With all of the major cross street already signalized, the only new signals recommended for this segment are to provide access to commercial areas. The two locations are approximately mid-way between IL 58 (Golf Road) and IL 72 (Higgins Road), and just south of Illinois Street at the entrance to the Schaumburg Towne Centre currently under construction.

**Segment 3 - Euclid Avenue**  
***Exhibit C14-14***

At the Roselle Road/Euclid Avenue intersection, the corridor turns eastward along Euclid Avenue into the Village of Palatine, and extend eastward to Quentin Road.

The projected 2010 ADT according to CATS for the Euclid Avenue segment is 22,000 vehicles per day. Based on this data, the roadway cross-sectional needs are much different than those along Segment 2. It is, therefore, recommended that the cross-section through Segment 3 be a four lane roadway divided by a sixteen foot mountable median. This segment has existing right-of-way varying between 100 and 180 feet. This right-of-way is sufficient to implement the recommended cross-section without the need to purchase additional right-of-way.

Since there is only one signalized intersection and very few unsignalized access drives along this segment, proper planning can determine where future access drives should be located as the area develops, thus minimizing intersection and cross traffic interference. It is assumed that at some point in the future the large piece of vacant land in the north eastern portion of this segment will be developed. It is recommended that as development occurs, access management be practiced on the subsequent curb cuts and that the area be served primarily by a future signal midway between the Harper College entrance and Quentin Road. This spacing of a major signalized intersection is consistent with SRA guidelines.

## **Segment 4 - Quentin Road**

### ***Exhibit C14-15 to Exhibit C14-20***

At the Euclid Avenue/Quentin Road intersection, the corridor turns northward along Quentin Road to the northern route terminus at US 12 (Rand Road). The corridor continues through the Villages of Palatine and Deer Park, the Deer Grove Forest Preserve, and into the Village of Kildeer.

The existing right-of-way through this segment varies between 66 and 100 feet. The land use throughout this segment is almost exclusively residential or forest preserve and is very sensitive to right-of-way acquisition. In addition, there are very few large parcels that could be developed adjacent to this segment that might generate a significant amount of traffic. The ADT projections provided by CATS indicate 30,000 to 40,000 vehicles per day at the south end of the segment with a gradual decrease northward to approximately 20,000 vehicles per day near U.S. 12 (Rand Road).

Similar to Segment 3, a four lane cross-section with a mountable median is recommended for this segment. The southern portion of this segment already has this type of configuration and would not need any additional improvements or right-of-way acquisition. In the middle section of this segment, the existing right-of-way is not consistently 100 feet and the existing median is only four feet wide. Right-of-way acquisition will be necessary in these locations to implement the proposed cross-section.

Between U.S. 14 (Northwest Highway) and IL 68 (Dundee Road), the Cook County Highway Department is planning to widen Quentin Road to a four lane divided cross section in 1996. This is consistent with the recommended cross section for this segment of the corridor.

North of Dundee Road, within the Deer Grove Forest Preserve, it is recommended that a four lane cross-section (eleven foot lanes) with a four foot median be provided due to the significant right-of-way constraints, sensitive land use, and prevailing wetland areas. This cross section should be feasible within the existing 66 feet of right-of-way. Intersection widening should be provided to accommodate a left turn lane for the Deer Grove Forest Preserve entrance, which may require additional right-of-way at the entrance. In addition, access management of the multiple Deer Grove driveways is recommended. There is a bicycle/pedestrian/equestrian crossing at the Deer Grove Forest Preserve entrance north of Dundee Road. A future traffic signal at the consolidated entrance is one option that would provide for a safe crossing of Quentin Road. Additional study needs to be completed to provide the best solution for its accommodation.

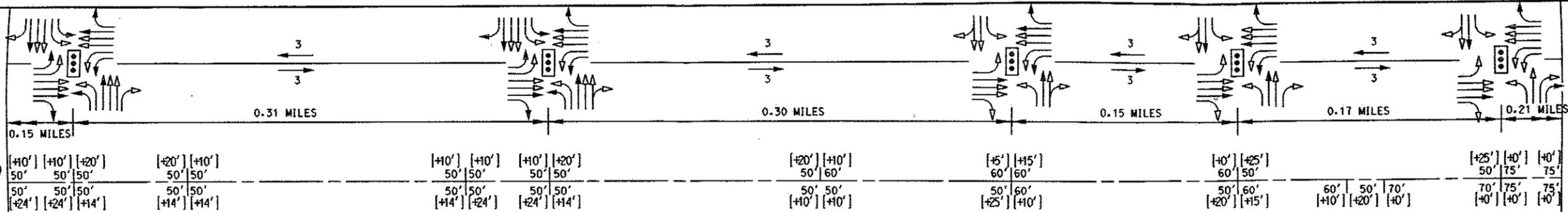
It should be noted that there is a Cook County Board resolution in place that prohibits widening of Quentin Road between Dundee Road and Lake Cook Road, in order to prevent road widening through the forest preserve. However, the future traffic demands, the ability to consolidate park access and provide safe crossings for the hike/bike and equestrian trails, and that little to no right-of-way acquisition would be necessary, suggests that widening should be reconsidered.



**PROPOSED LANE CONFIGURATION**

**SIGNAL SPACING**

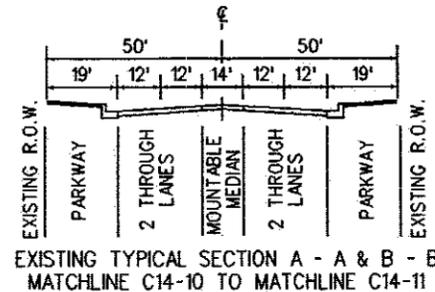
**EXISTING /PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]**



HOFFMAN ESTATES

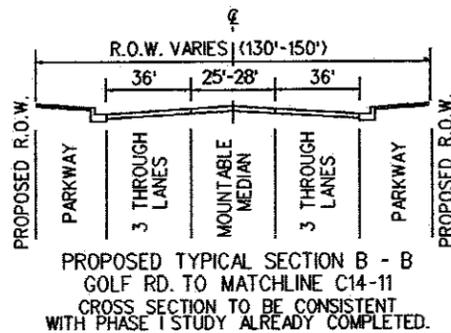
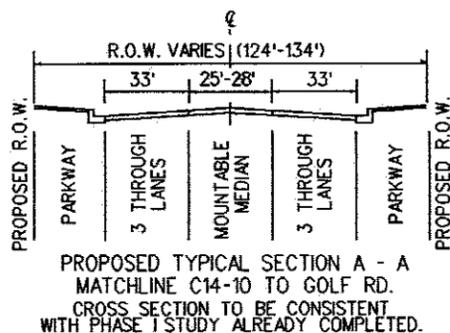
SCHAUMBURG

**DESCRIPTION OF EXISTING CONDITIONS:**



**DESCRIPTION OF PROPOSED CONDITIONS:**

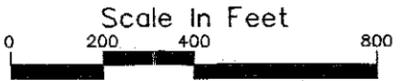
- Six lane roadway with mountable median.
- Signals coordinated from Bode Rd. to Central Rd. including Higgins Rd., Golf Rd., Remington Rd., State Pkwy. and Commerce Dr..



**LEGEND**

- = EXISTING/PROPOSED RIGHT OF WAY LINE
- 00' = EXISTING RIGHT OF WAY DISTANCE
- {+00'} = PROPOSED ADDITIONAL OR REDUCTION IN RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- = EXISTING TRAFFIC SIGNAL REMOVAL
- = EVALUATE NEED FOR A TRAFFIC SIGNAL
- SN-# = EXISTING STRUCTURE NUMBER
- = EXISTING TRAFFIC LANE CONFIGURATION
- = PROPOSED TRAFFIC LANE CONFIGURATION
- # = NUMBER OF TRAFFIC LANES
- PT-# = EXISTING PUBLIC TRANSIT LOCATION
- P = PARKING ALLOWED
- P = PARKING PROHIBITED
- PR = PEAK HOUR PARKING RESTRICTED

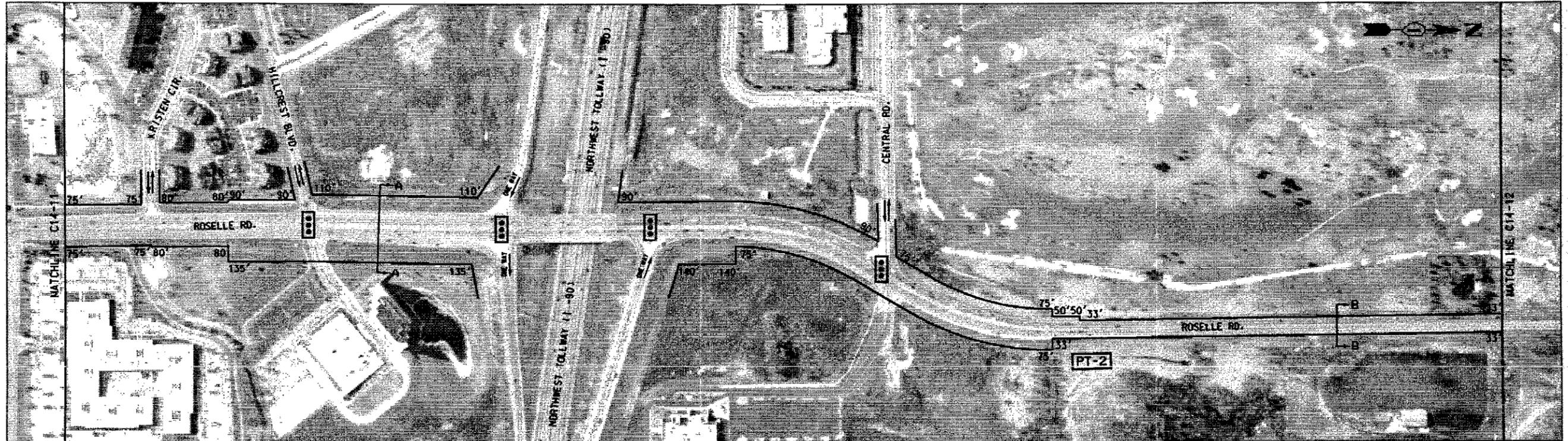
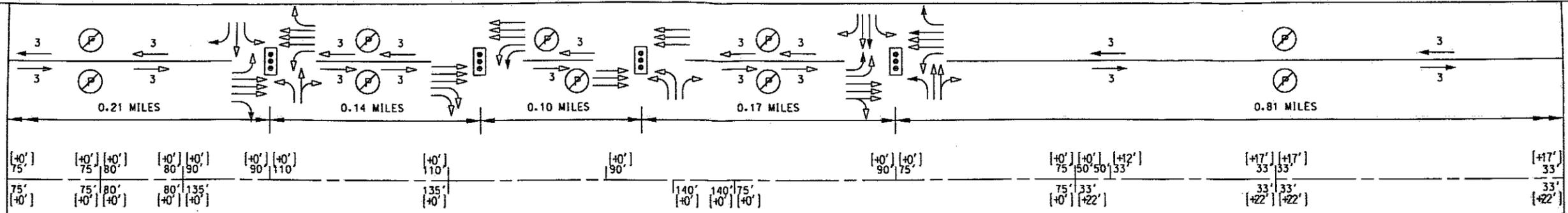
**SEGMENT 2  
ROSELLE ROAD - CONCEPT**



**PROPOSED LANE CONFIGURATION**

**SIGNAL SPACING**

**EXISTING /PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]**



**DESCRIPTION OF EXISTING CONDITIONS:**

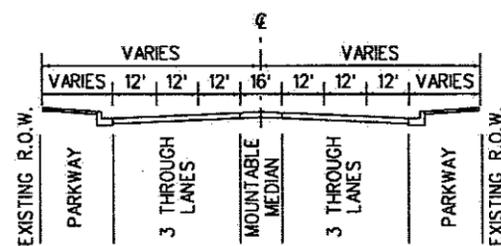
• PT-2 - Pace bus route #699

**DESCRIPTION OF PROPOSED CONDITIONS:**

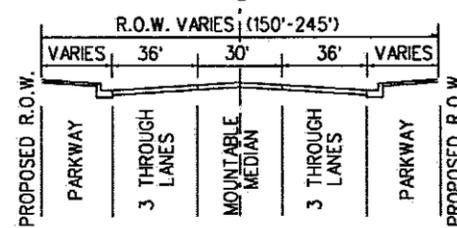
- Six lane roadway with mountable median.
- Signals coordinated from Bode Road to Central Road including Hillcrest Boulevard, tollway ramps east and westbound.
- Barrier Median across tollway bridge.
- Transition from 30' median to 6' median north of Central Road.
- R.O.W. and parkway on east side allows for potential future bike/pedestrian trail.
- A direct westbound I-90 exit ramp to Central Road is recommended in conjunction with potential tollway plans to provide I-90 ramps to the west, at Roselle road.

**SEGMENT 2**

**ROSELLE ROAD - CONCEPT**

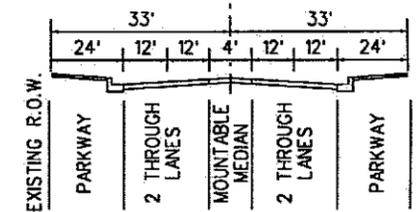


EXISTING TYPICAL SECTION A - A  
MATCHLINE C14-11 TO CENTRAL RD.

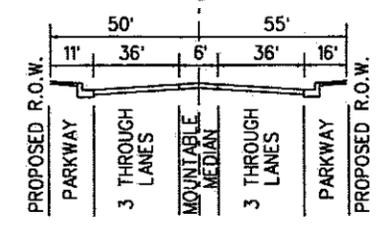


PROPOSED TYPICAL SECTION B - B  
MATCHLINE C14-11 TO NO. OF CENTRAL RD.  
CROSS SECTION TO BE CONSISTENT WITH PHASE I STUDY ALREADY COMPLETED.

**SCHAUMBURG**



EXISTING TYPICAL SECTION B - B  
CENTRAL RD. TO MATCHLINE C14-12



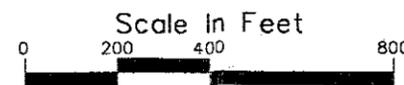
PROPOSED TYPICAL SECTION B - B  
NO. OF CENTRAL RD. TO MATCHLINE C14-12  
CROSS SECTION TO BE CONSISTENT WITH PHASE I STUDY ALREADY COMPLETED.

**LEGEND**

- 00' — = EXISTING/PROPOSED RIGHT OF WAY LINE
- [+00'] — = EXISTING RIGHT OF WAY DISTANCE
- [-00'] — = PROPOSED ADDITIONAL OR REDUCTION IN RIGHT OF WAY
- ⊞ = EXISTING TRAFFIC SIGNAL
- ⊞ = EXISTING TRAFFIC SIGNAL REMOVAL
- ⊞ = EVALUATE NEED FOR A TRAFFIC SIGNAL
- SN-# = EXISTING STRUCTURE NUMBER
- = EXISTING TRAFFIC LANE CONFIGURATION
- = PROPOSED TRAFFIC LANE CONFIGURATION
- # = NUMBER OF TRAFFIC LANES
- PT-# = EXISTING PUBLIC TRANSIT LOCATION
- P = PARKING ALLOWED
- P = PARKING PROHIBITED
- PR = PEAK HOUR PARKING RESTRICTED



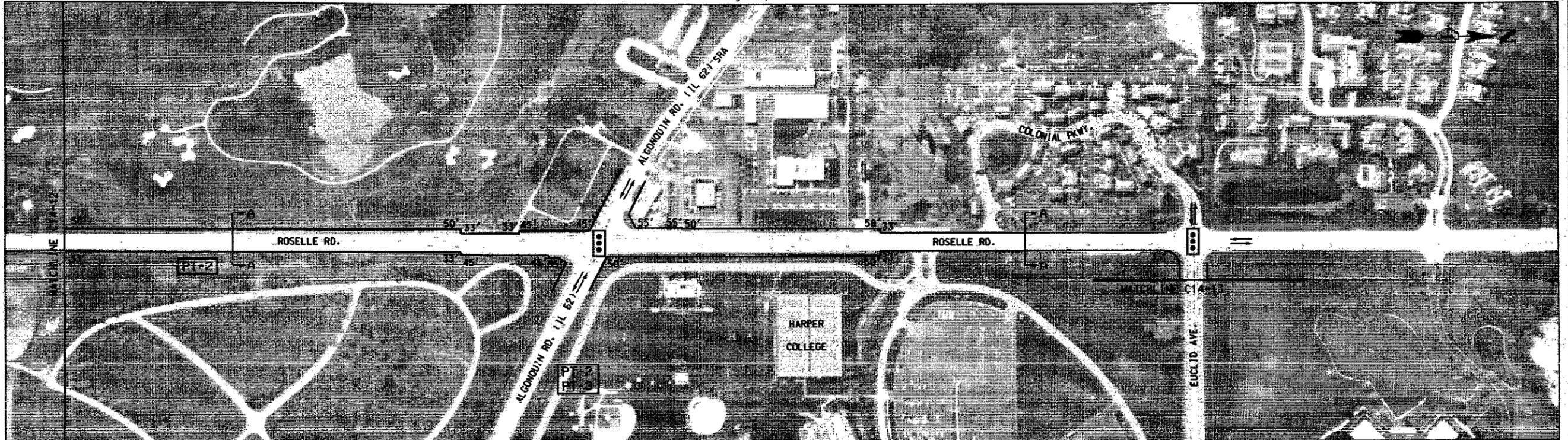
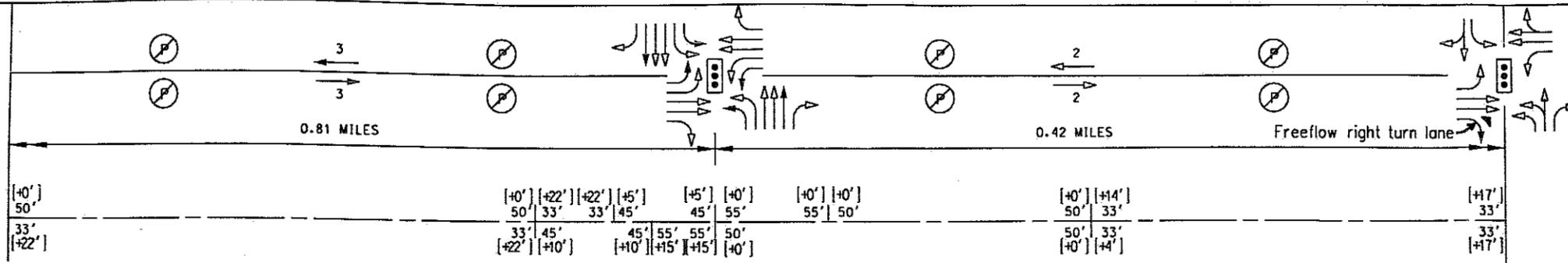
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the



**PROPOSED LANE CONFIGURATION**

**SIGNAL SPACING**

**EXISTING /PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]**



SCHAUMBURG

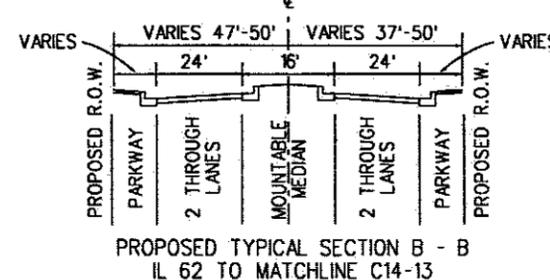
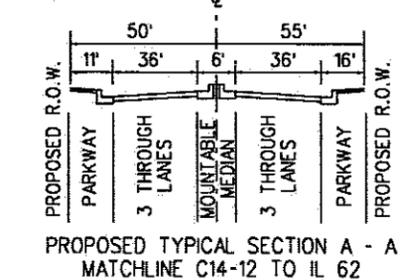
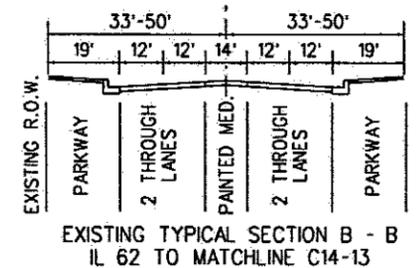
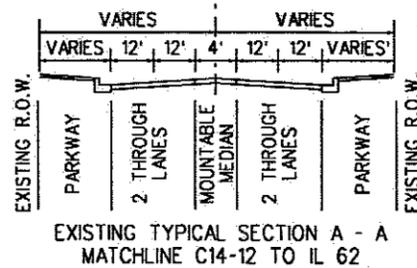
PALATINE

**DESCRIPTION OF EXISTING CONDITIONS:**

- PT-2 - Pace bus route #699
- PT-3 - Intersecting Pace bus route #696

**DESCRIPTION OF PROPOSED CONDITIONS:**

- Six lane roadway with 6 ft. mountable median south of Illinois Route 62.
- Widen to 30 ft. median at Illinois Route 62 to accommodate dual left turn lanes on northbound and southbound approaches.
- Four lane roadway with 16ft. mountable median north of Illinois Route 62.
- Freeflow northbound right turn lane, Roselle Rd. to Euclid Ave.



**LEGEND**

- = EXISTING/PROPOSED RIGHT OF WAY LINE
- 00' = EXISTING RIGHT OF WAY DISTANCE
- [+00'] = PROPOSED ADDITIONAL OR REDUCTION IN RIGHT OF WAY
- Ⓜ = EXISTING TRAFFIC SIGNAL
- Ⓜ (with slash) = EXISTING TRAFFIC SIGNAL REMOVAL
- Ⓜ (with circle) = EVALUATE NEED FOR A TRAFFIC SIGNAL
- SN-# = EXISTING STRUCTURE NUMBER
- ↔ = EXISTING TRAFFIC LANE CONFIGURATION
- ↔ (with slash) = PROPOSED TRAFFIC LANE CONFIGURATION
- # = NUMBER OF TRAFFIC LANES
- PT-# = EXISTING PUBLIC TRANSIT LOCATION
- (P) = PARKING ALLOWED
- (P with slash) = PARKING PROHIBITED
- (PR) = PEAK HOUR PARKING RESTRICTED

**SEGMENT 2**

**ROSELLE ROAD - CONCEPT**

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

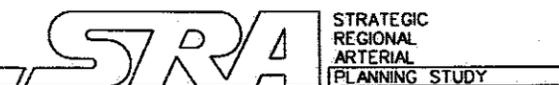
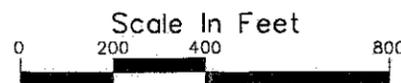
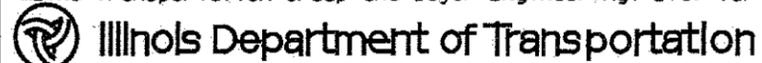


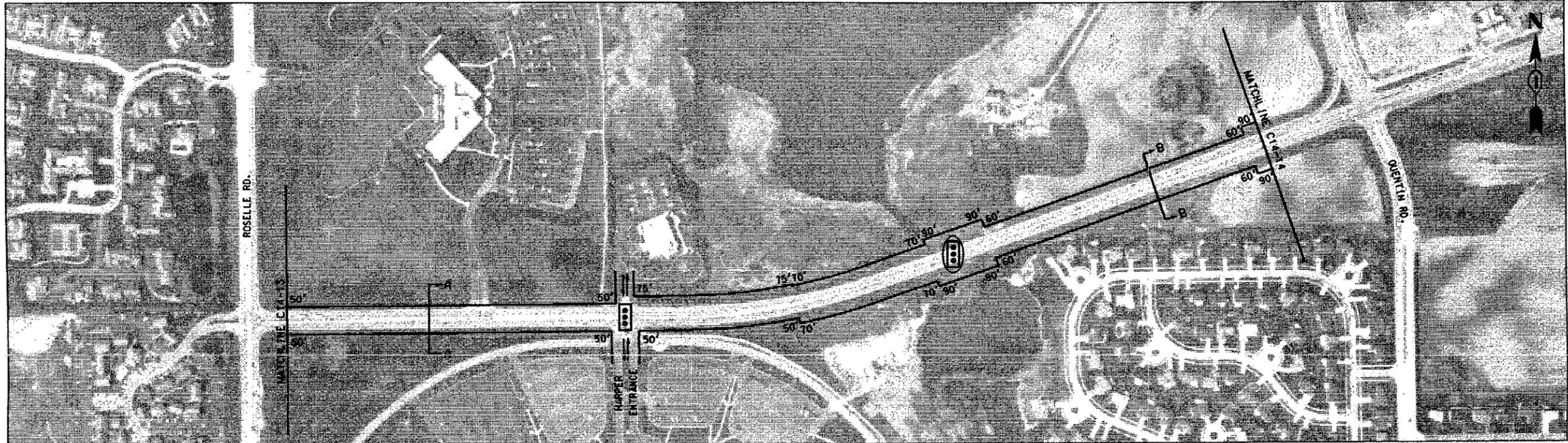
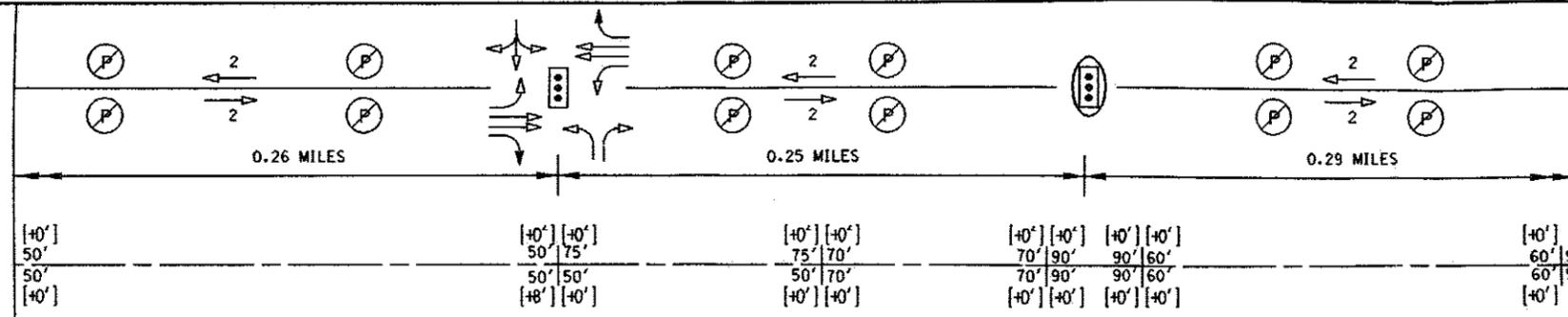
EXHIBIT C14-13

Per IL 62 combined solution design report.

**PROPOSED LANE CONFIGURATION**

**SIGNAL SPACING**

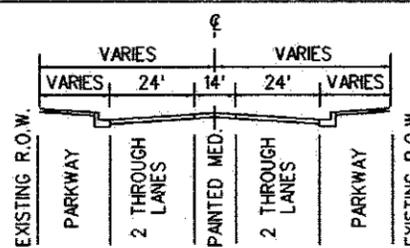
**EXISTING /PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]**



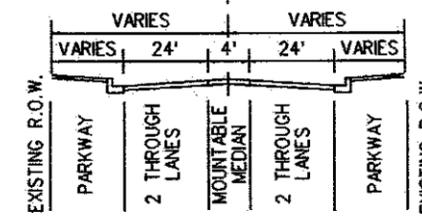
**DESCRIPTION OF EXISTING CONDITIONS:**

PALATINE

PALATINE



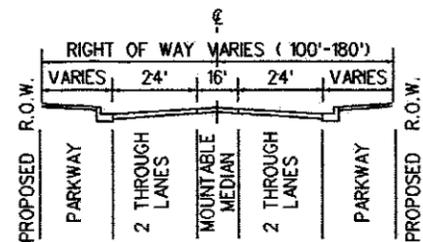
EXISTING TYPICAL SECTION A - A  
MATCHLINE C14-13 TO HARPER COLLEGE ENTRANCE



EXISTING TYPICAL SECTION B - B  
HARPER COLLEGE ENTRANCE TO MATCHLINE C14-14

**DESCRIPTION OF PROPOSED CONDITIONS:**

- 4 lane roadway with 16' mountable median.
- Potential signal location between Harper College entrance and Quentin Road.
- No R.O.W. needed on segment 3.



PROPOSED TYPICAL SECTION A - A & B - B  
MATCHLINE C14-13 TO MATCHLINE C14-14

LEGEND	
—	= EXISTING/PROPOSED RIGHT OF WAY LINE
00'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL OR REDUCTION IN RIGHT OF WAY
⊙	= EXISTING TRAFFIC SIGNAL
⊘	= EXISTING TRAFFIC SIGNAL REMOVAL
⊙	= PROPOSED TRAFFIC SIGNAL
SN-#	= EXISTING STRUCTURE NUMBER
#	= PROPOSED TRAFFIC LANE CONFIGURATION
PT-#	= EXISTING PUBLIC TRANSIT LOCATION
P	= PARKING ALLOWED
PR	= PARKING PROHIBITED
PR-#	= PEAK HOUR PARKING RESTRICTED

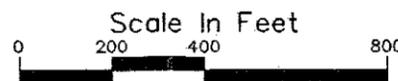
ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

**SEGMENT 3**

**ROSELLE ROAD - CONCEPT**

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

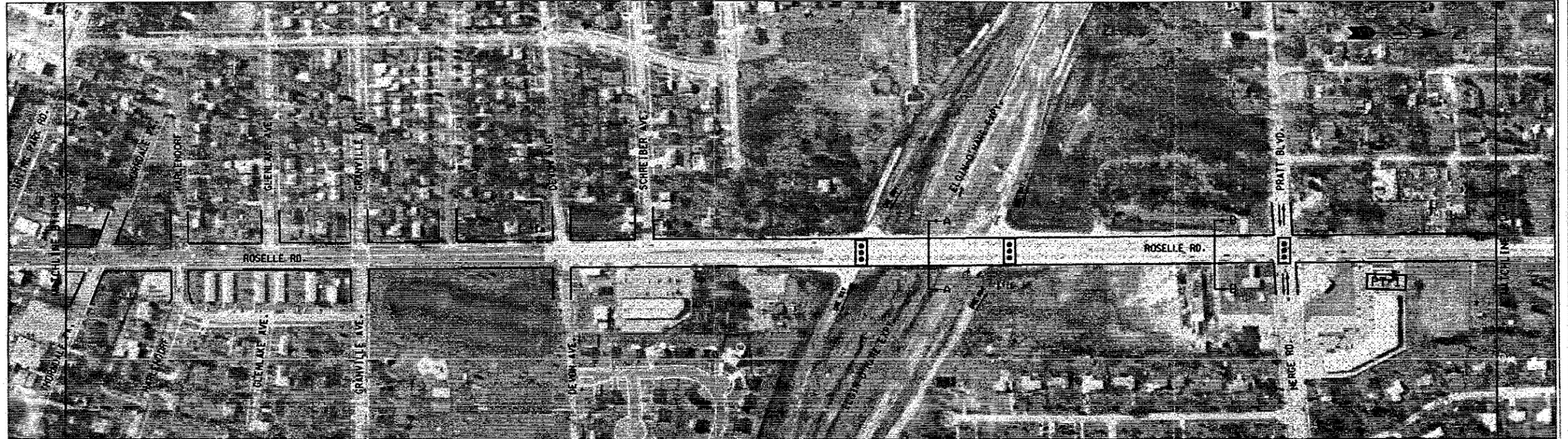
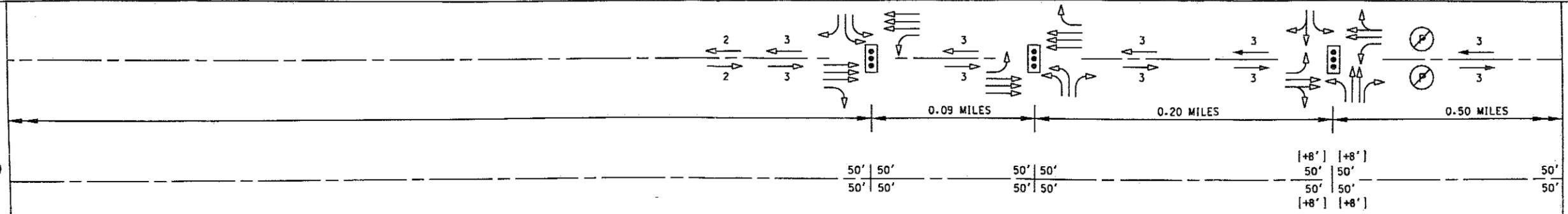
Illinois Department of Transportation



PROPOSED LANE CONFIGURATION

SIGNAL SPACING

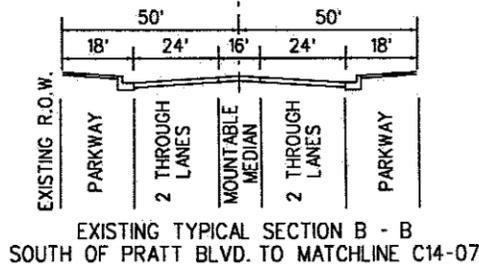
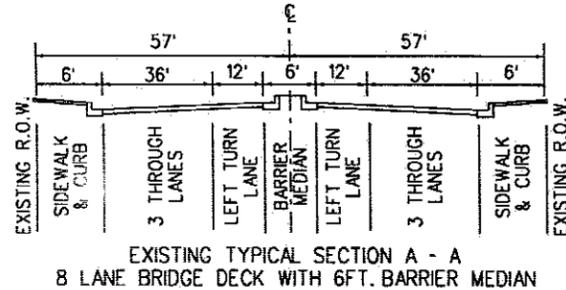
EXISTING /PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]



ROSELLE

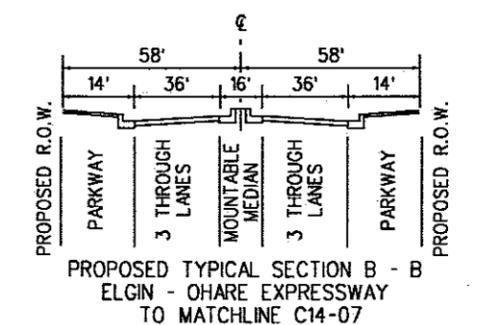
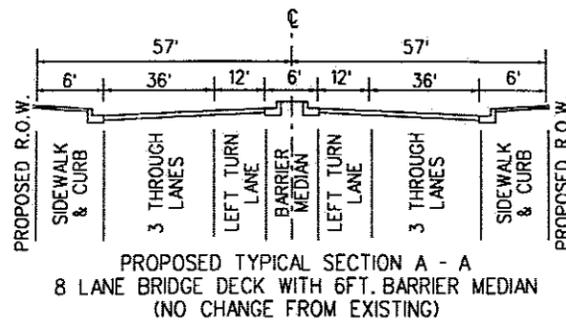
DESCRIPTION OF EXISTING CONDITIONS:

- PT-1 - PACE BUS ROUTE #602



DESCRIPTION OF PROPOSED CONDITIONS:

- 6 lane roadway with mountable median.
- Transition from 26' mountable median to 16' mountable median north of Pratt Boulevard.



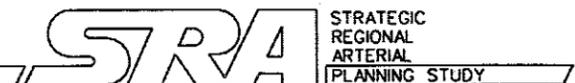
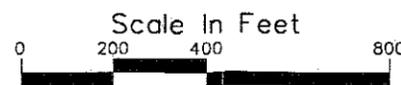
**LEGEND**

- = EXISTING/PROPOSED RIGHT OF WAY LINE
- 00' = EXISTING RIGHT OF WAY DISTANCE
- [+00'] = PROPOSED ADDITIONAL OR REDUCTION IN RIGHT OF WAY
- ⊙ = EXISTING TRAFFIC SIGNAL
- ⊙ = EXISTING TRAFFIC SIGNAL REMOVAL
- ⊙ = PROPOSED TRAFFIC SIGNAL
- [SN-#] = EXISTING STRUCTURE NUMBER
- ⊙ = PROPOSED TRAFFIC LANE CONFIGURATION
- [PT-#] = EXISTING PUBLIC TRANSIT LOCATION
- P = PARKING ALLOWED
- ⊙ = PARKING PROHIBITED
- PR ⊙ = PEAK HOUR PARKING RESTRICTED

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 2  
ROSELLE ROAD - CONCEPT

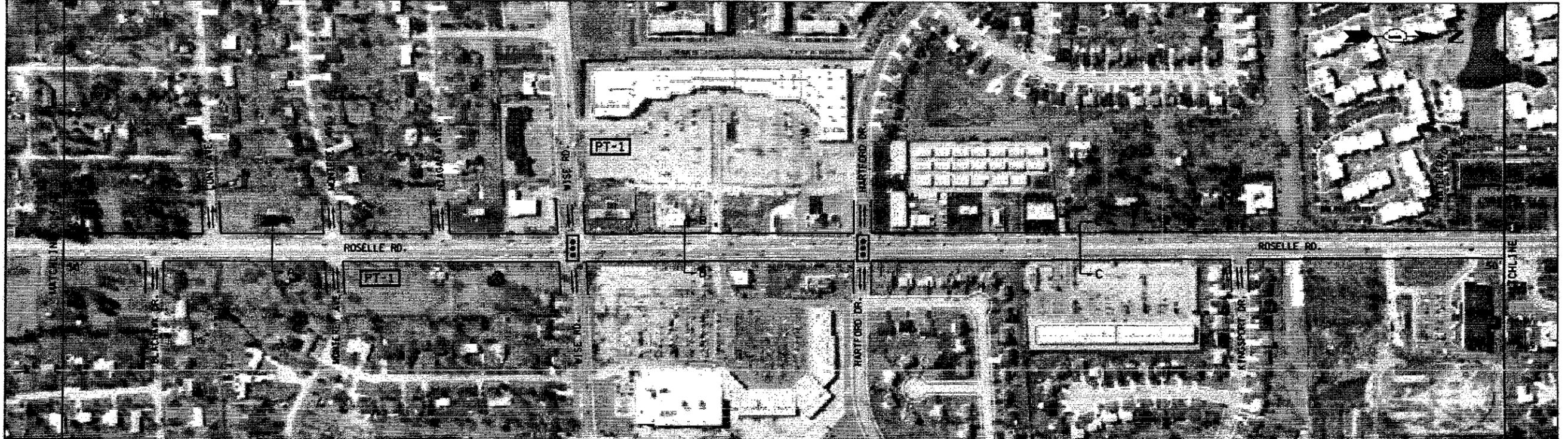
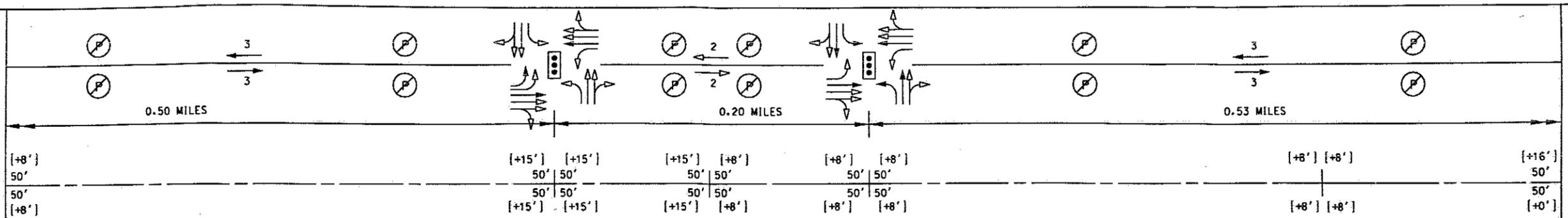
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the



**PROPOSED LANE CONFIGURATION**

**SIGNAL SPACING**

**EXISTING /PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]**



SCHAUMBURG

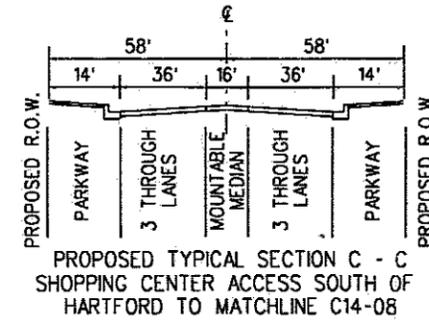
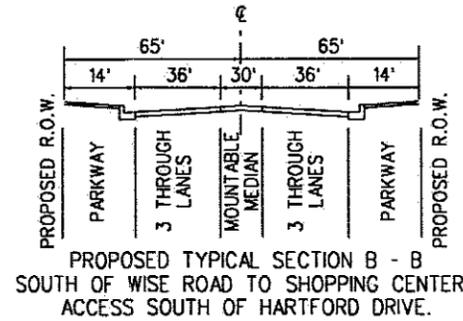
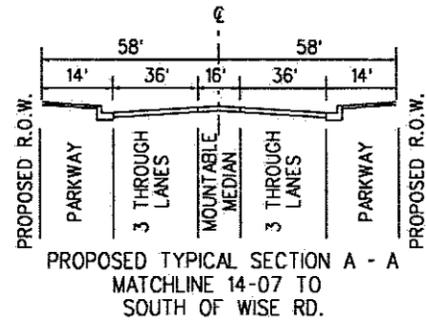
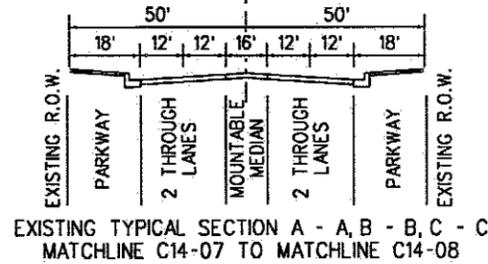
SCHAUMBURG

**DESCRIPTION OF EXISTING CONDITIONS:**

- PT1 - Pace bus route #602

**DESCRIPTION OF PROPOSED CONDITIONS:**

- 6 lane roadway with 16' mountable median. (Except for 30' median at wise road to provide dual left turn lanes northbound).
- Access management of commercial drives between Wise Road and Hartford Drive.
- Widen all on west side north of Waterford Road.
- Commercial access drives between Wise Road and Hartford Drive allow right in /right out and left in, but no left out.



**LEGEND**

- = EXISTING/PROPOSED RIGHT OF WAY LINE
- 00' = EXISTING RIGHT OF WAY DISTANCE
- [+00'] = PROPOSED ADDITIONAL OR REDUCTION IN RIGHT OF WAY
- ⊙ = EXISTING TRAFFIC SIGNAL
- ⊙ = EXISTING TRAFFIC SIGNAL REMOVAL
- ⊙ = PROPOSED TRAFFIC SIGNAL
- SN-# = EXISTING STRUCTURE NUMBER
- # = PROPOSED TRAFFIC LANE CONFIGURATION
- PT-# = EXISTING PUBLIC TRANSIT LOCATION
- P = PARKING ALLOWED
- ⊘ = PARKING PROHIBITED
- PR-# = PEAK HOUR PARKING RESTRICTED

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

**ROSELLE ROAD - CONCEPT**

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

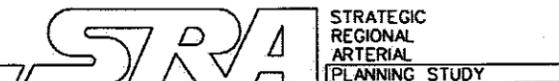
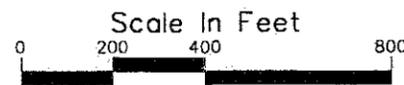
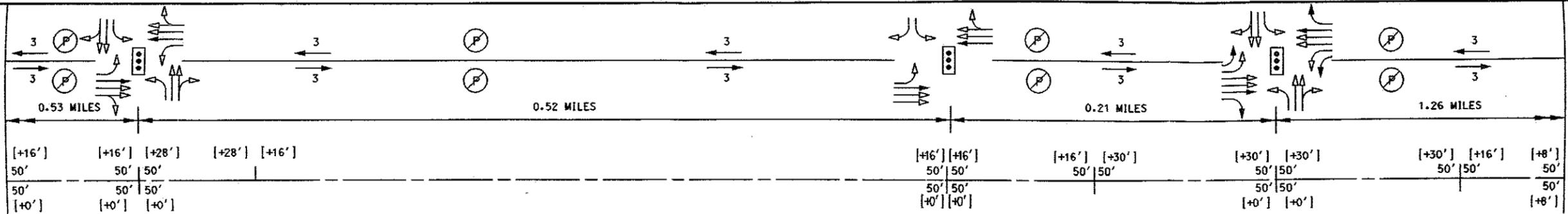


EXHIBIT C14-08

PROPOSED LANE CONFIGURATION

SIGNAL SPACING

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



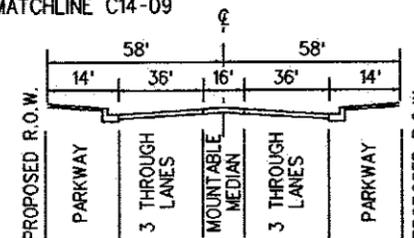
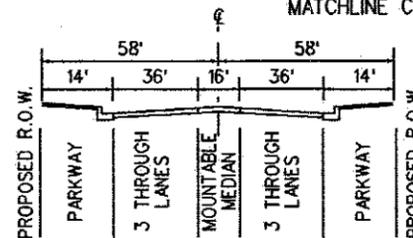
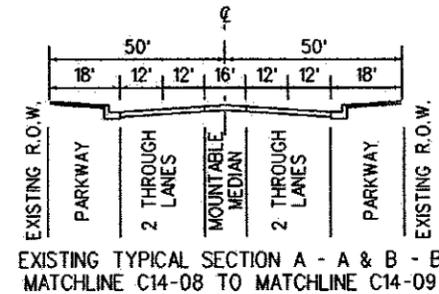
SCHAUMBURG

SCHAUMBURG

DESCRIPTION OF EXISTING CONDITIONS:

DESCRIPTION OF PROPOSED CONDITIONS:

- 6 lane roadway with 16' mountable median.
- Widen all on west side between matchline 14-08 and Schaumburg Road.
- Transition to centerline widening north of Schaumburg Road.



LEGEND	
—	= EXISTING/PROPOSED RIGHT OF WAY LINE
00'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL OR REDUCTION IN RIGHT OF WAY
⊙	= EXISTING TRAFFIC SIGNAL
⊘	= EXISTING TRAFFIC SIGNAL REMOVAL
⊙	= PROPOSED TRAFFIC SIGNAL
SN-#	= EXISTING STRUCTURE NUMBER
↔	= PROPOSED TRAFFIC LANE CONFIGURATION
PT-#	= EXISTING PUBLIC TRANSIT LOCATION
P	= PARKING ALLOWED
⊘	= PARKING PROHIBITED
PR-#-#	= PEAK HOUR PARKING RESTRICTED

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 2  
ROSELLE ROAD - CONCEPT

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

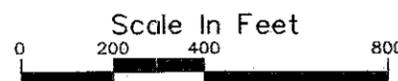
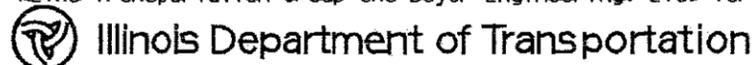
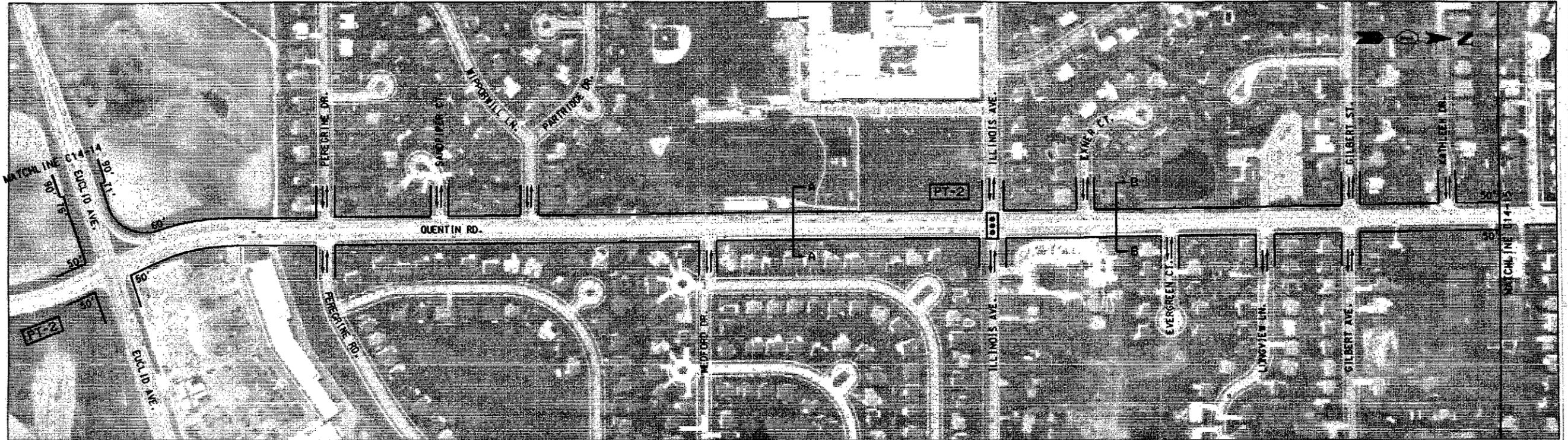
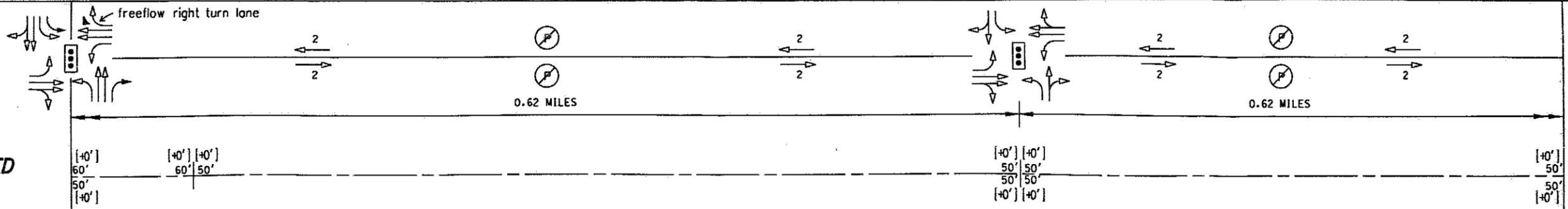


EXHIBIT C14-09

**PROPOSED LANE CONFIGURATION**

**SIGNAL SPACING**

**EXISTING /PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]**

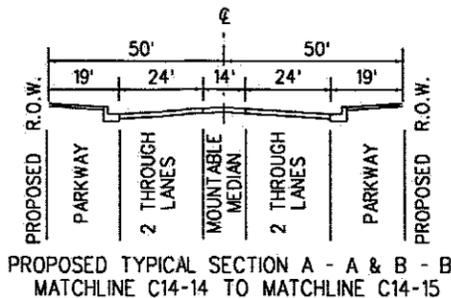
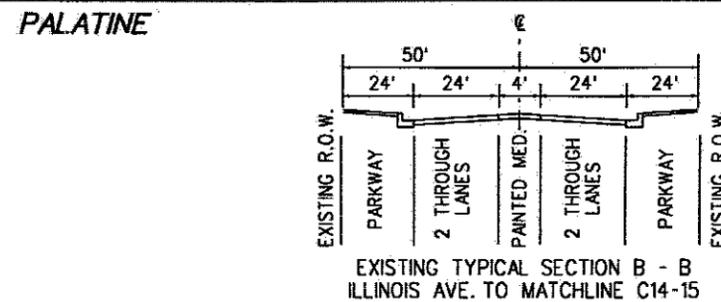
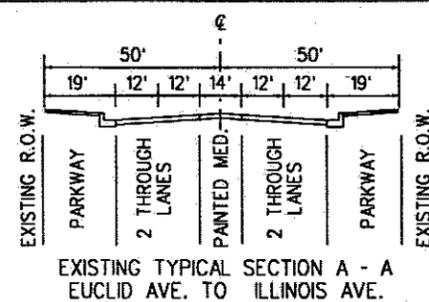


**DESCRIPTION OF EXISTING CONDITIONS:**

- PT-2 - Pace bus route #699

**DESCRIPTION OF PROPOSED CONDITIONS:**

- 4 lanes roadway with 16ft. mountable median.
- Free flow southbound right turn lane from Quentin Road to Euclid Avenue with enhanced taper.
- No R.O.W. needed Euclid Avenue to matchline C14-15.

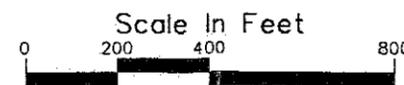


LEGEND	
—	= EXISTING/PROPOSED RIGHT OF WAY LINE
00'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL OR REDUCTION IN RIGHT OF WAY
⊠	= EXISTING TRAFFIC SIGNAL
⊠	= EXISTING TRAFFIC SIGNAL REMOVAL
⊠	= PROPOSED TRAFFIC SIGNAL
SN-#	= EXISTING STRUCTURE NUMBER
↔	= PROPOSED TRAFFIC LANE CONFIGURATION
PT-#	= EXISTING PUBLIC TRANSIT LOCATION
P	= PARKING ALLOWED
P	= PARKING PROHIBITED
PR-#	= PEAK HOUR PARKING RESTRICTED

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

**SEGMENT 4  
ROSELLE ROAD - CONCEPT**

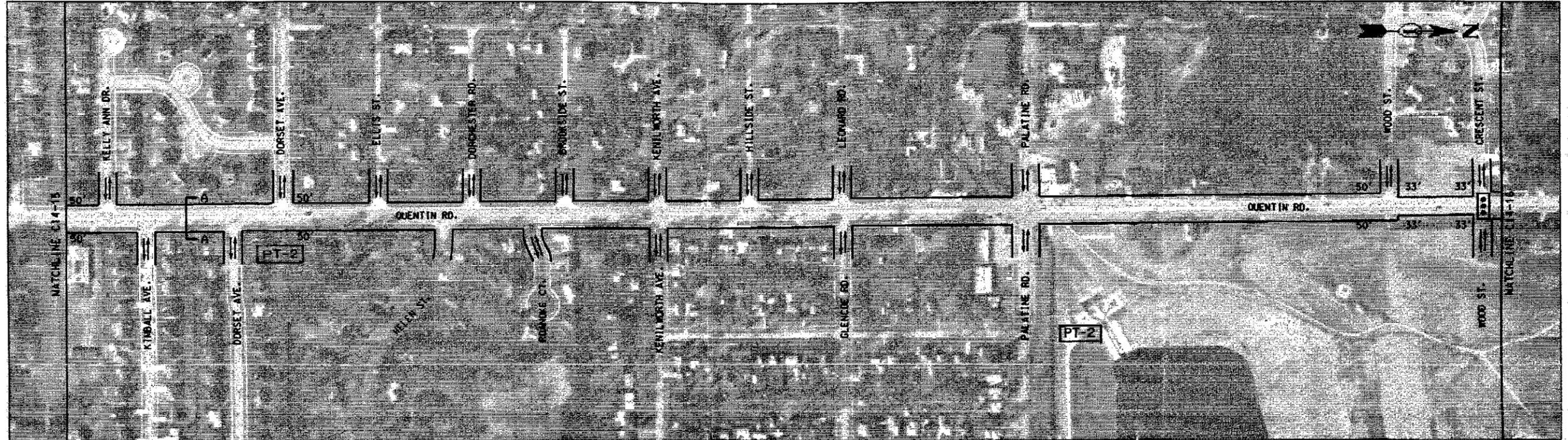
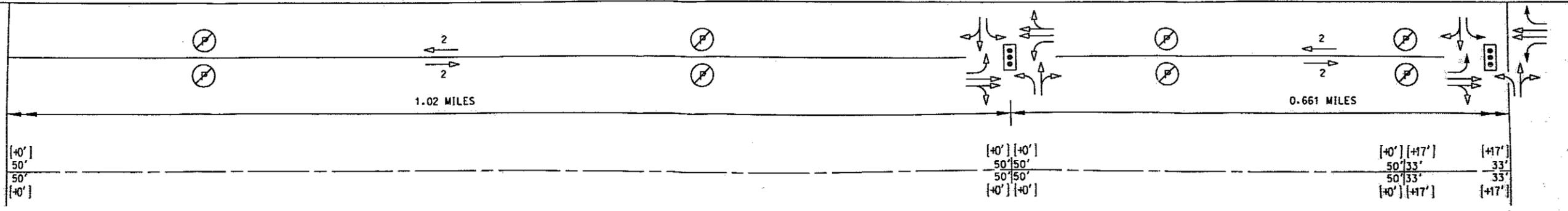
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the



PROPOSED LANE CONFIGURATION

SIGNAL SPACING

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



DESCRIPTION OF EXISTING CONDITIONS:

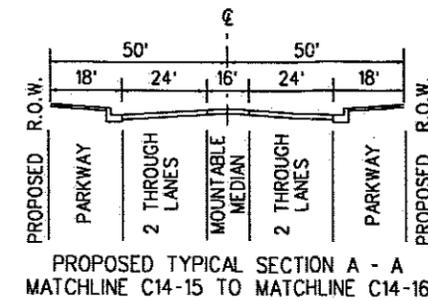
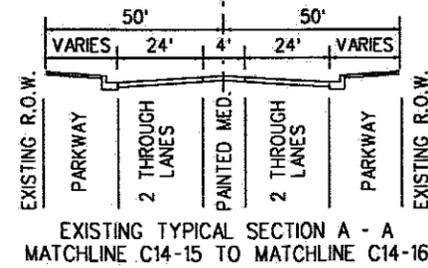
- PT-2 - Pace bus route #699

PALATINE

PALATINE

DESCRIPTION OF PROPOSED CONDITIONS:

- 4 lane roadway with 16' mountable median.



LEGEND	
	= EXISTING/PROPOSED RIGHT OF WAY LINE
00'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL OR REDUCTION IN RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
	= EXISTING TRAFFIC SIGNAL REMOVAL
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING STRUCTURE NUMBER
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= EXISTING PUBLIC TRANSIT LOCATION
	= PARKING ALLOWED
	= PARKING PROHIBITED
	= PEAK HOUR PARKING RESTRICTED

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 4  
ROSELLE ROAD - CONCEPT

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

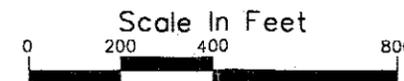
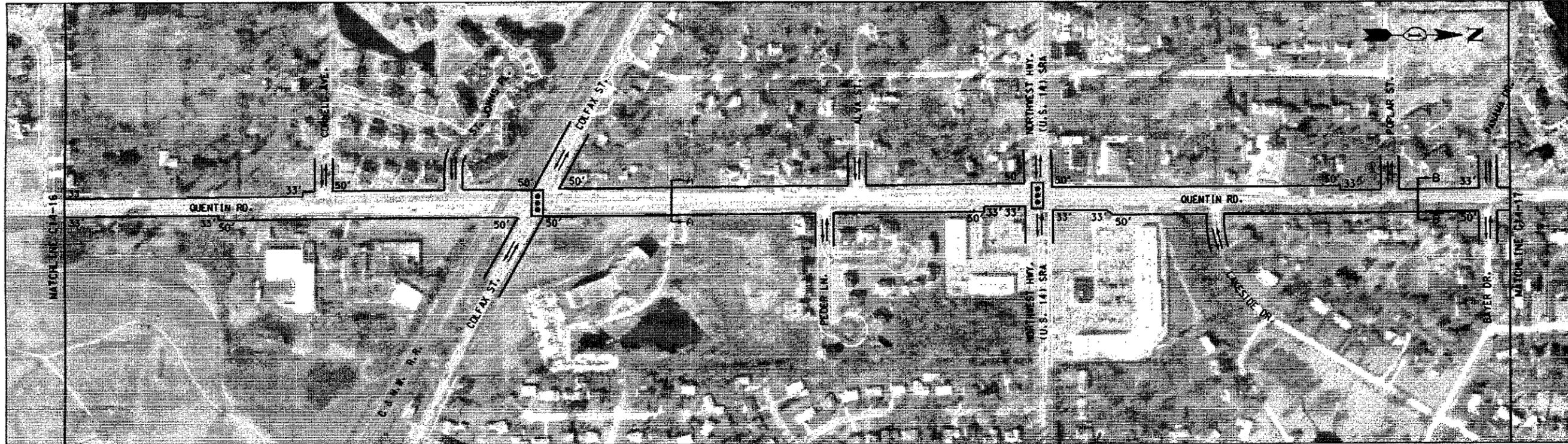
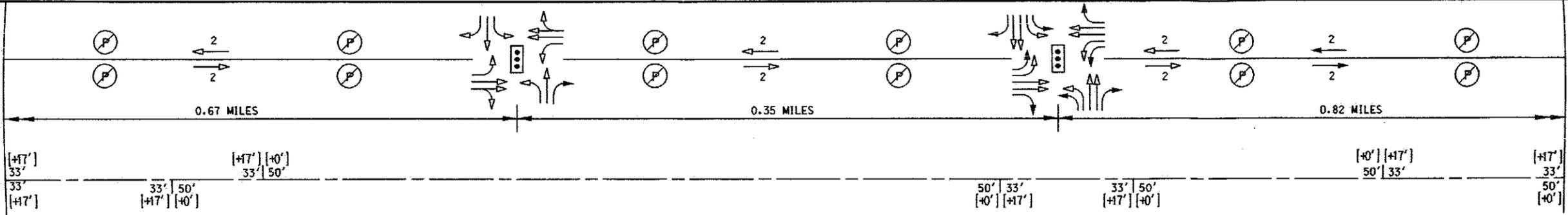


EXHIBIT C14-16

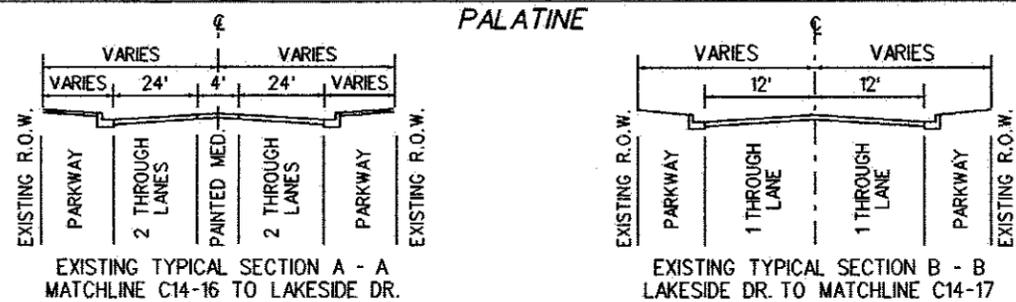
PROPOSED LANE CONFIGURATION

SIGNAL SPACING

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

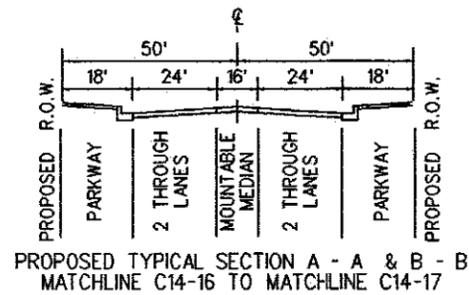


DESCRIPTION OF EXISTING CONDITIONS:



DESCRIPTION OF PROPOSED CONDITIONS:

• 4 lane roadway with mountable median.



LEGEND	
	= EXISTING/PROPOSED RIGHT OF WAY LINE
00'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL OR REDUCTION IN RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
	= EXISTING TRAFFIC SIGNAL REMOVAL
	= PROPOSED TRAFFIC SIGNAL
[SN-#]	= EXISTING STRUCTURE NUMBER
	= PROPOSED TRAFFIC LANE CONFIGURATION
[PT-#]	= EXISTING PUBLIC TRANSIT LOCATION
(P)	= PARKING ALLOWED
(P with slash)	= PARKING PROHIBITED
(PR##)	= PEAK HOUR PARKING RESTRICTED

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 4  
ROSELLE ROAD - CONCEPT

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

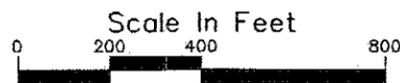
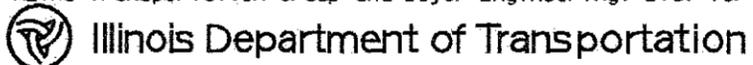
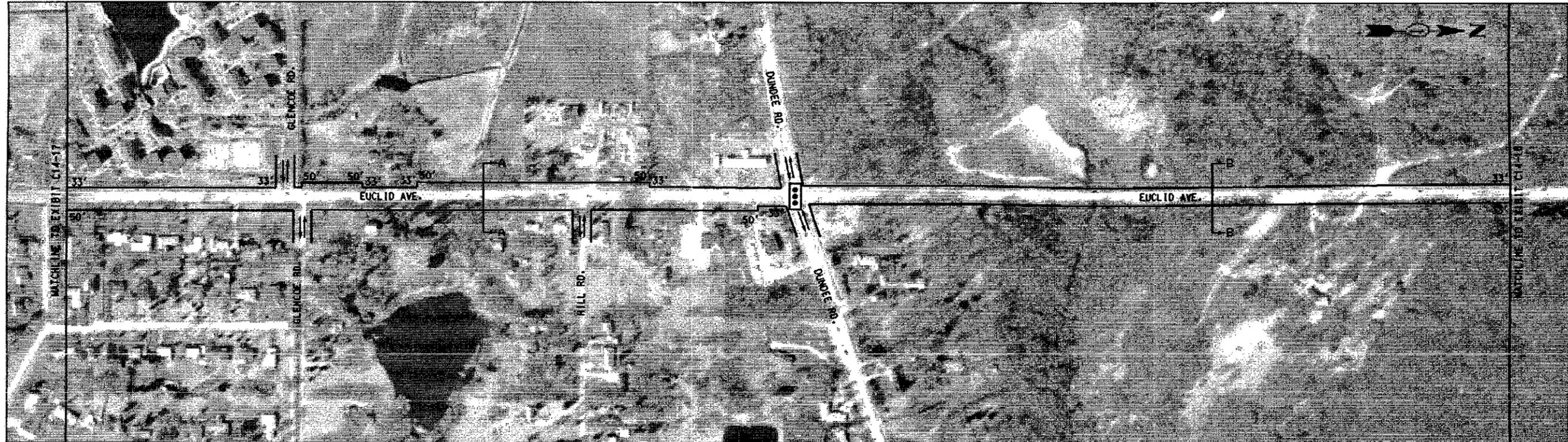
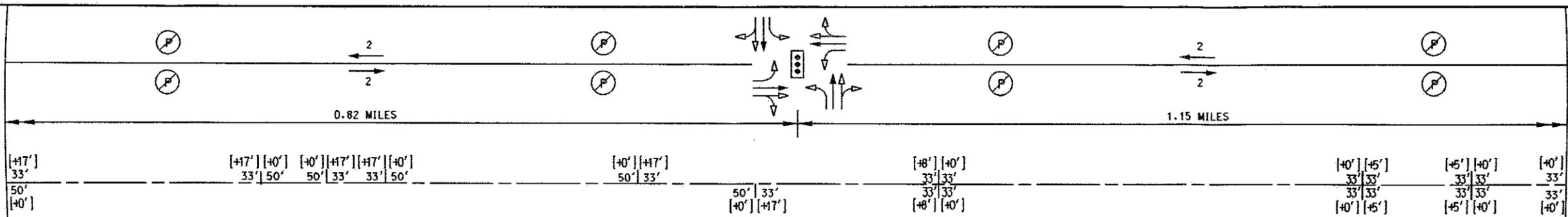


EXHIBIT C14-17

PROPOSED LANE CONFIGURATION

SIGNAL SPACING

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



DESCRIPTION OF EXISTING CONDITIONS:

DESCRIPTION OF PROPOSED CONDITIONS:

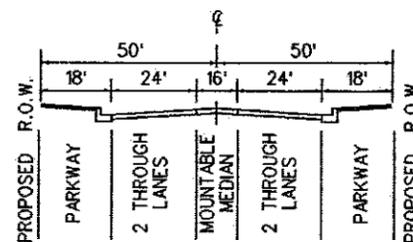
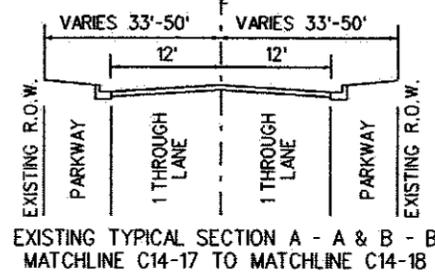
- 4 lane roadway with mountable median.
- Transition from 16' median to 4' median north of Dundee Road.
- Consolidate access drives at forest preserve entrance.
- Widen at forest preserve entrance to provide southbound left turn lane.
- Enhance pedestrian /bikes /equestrian crossing.
- Widening to 4 lanes may require a construction easement beyond 66' of R.O.W..

SEGMENT 4

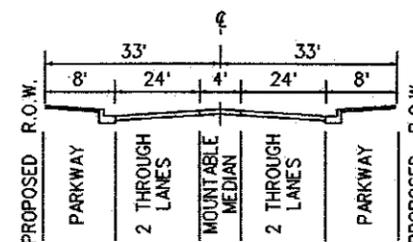
ROSELLE ROAD - CONCEPT

PALATINE

DEER GROVE FOREST PRESERVE



PROPOSED TYPICAL SECTION A - A MATCHLINE C14-17 TO DUNDEE RD.



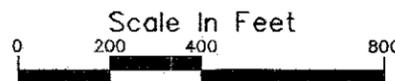
PROPOSED TYPICAL SECTION B - B DUNDEE RD. TO MATCHLINE C14-18

LEGEND	
—	= EXISTING/PROPOSED RIGHT OF WAY LINE
00'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL OR REDUCTION IN RIGHT OF WAY
⓪	= EXISTING TRAFFIC SIGNAL
⓪	= EXISTING TRAFFIC SIGNAL REMOVAL
⓪	= PROPOSED TRAFFIC SIGNAL
SN-#	= EXISTING STRUCTURE NUMBER
↔	= PROPOSED TRAFFIC LANE CONFIGURATION
PT-#	= EXISTING PUBLIC TRANSIT LOCATION
P	= PARKING ALLOWED
P	= PARKING PROHIBITED
PR-#	= PEAK HOUR PARKING RESTRICTED

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.



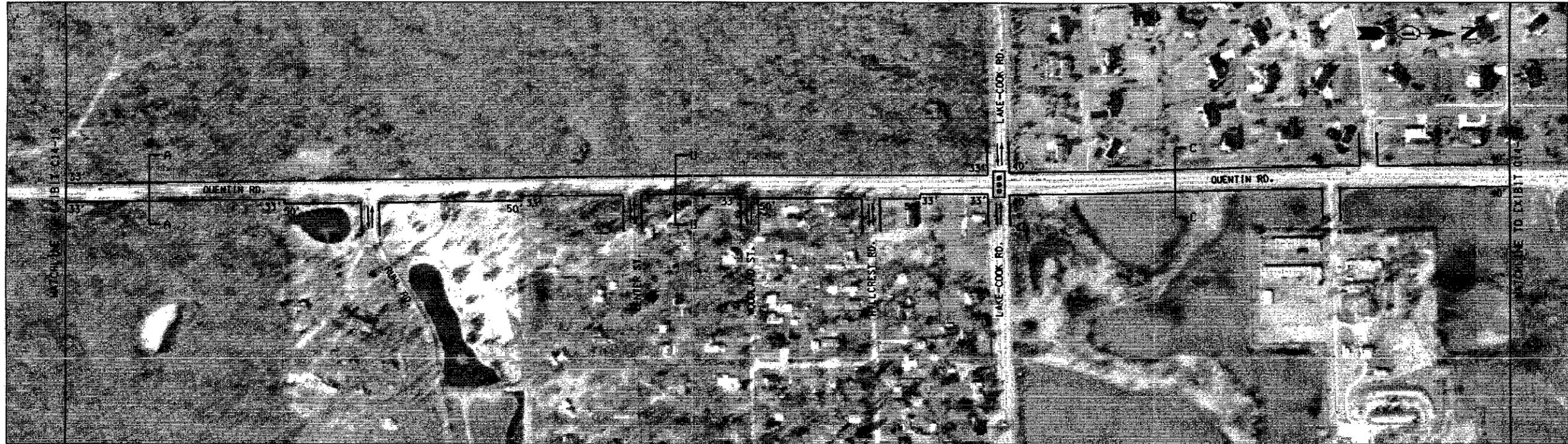
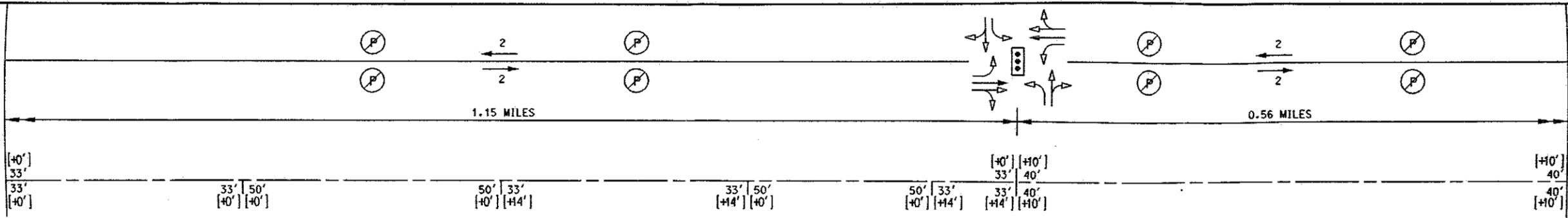
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and Boyer Engineering, Ltd. for the



PROPOSED LANE CONFIGURATION

SIGNAL SPACING

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



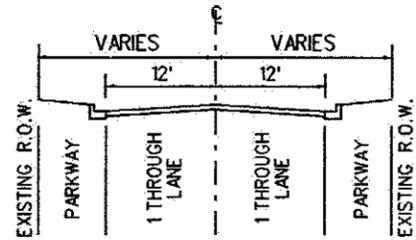
DEER GROVE FOREST PRESERVE

DEER PARK

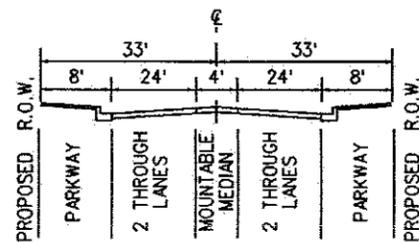
DESCRIPTION OF EXISTING CONDITIONS:

DESCRIPTION OF PROPOSED CONDITIONS:

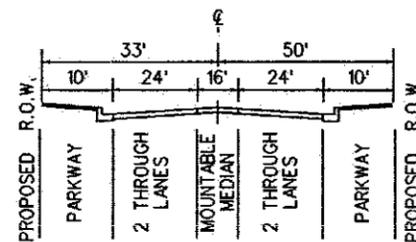
- 4 lane roadway with mountable median.
- Widen all on east side north of Ruhl Road to Lake-Cook Road.
- 4' mountable median south of Ruhl Road.
- 16' mountable median north of Ruhl Road.



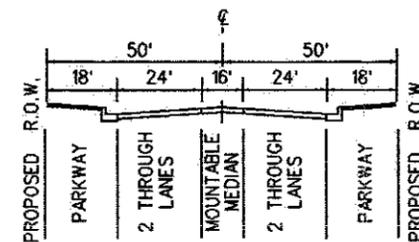
EXISTING TYPICAL SECTION A - A MATCHLINE C14-18 TO MATCHLINE C14-19



PROPOSED TYPICAL SECTION A - A MATCHLINE C14-18 TO RUHL RD.



PROPOSED TYPICAL SECTION B - B RUHL RD. TO LAKECOOK RD.



PROPOSED TYPICAL SECTION C - C LAKE COOK RD. TO MATCHLINE C14-19

LEGEND	
—	= EXISTING/PROPOSED RIGHT OF WAY LINE
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[+00']	= PROPOSED ADDITIONAL OR REDUCTION IN RIGHT OF WAY
⊙	= EXISTING TRAFFIC SIGNAL
⊘	= EXISTING TRAFFIC SIGNAL REMOVAL
⊙	= PROPOSED TRAFFIC SIGNAL
SN-#	= EXISTING STRUCTURE NUMBER
←	= PROPOSED TRAFFIC LANE CONFIGURATION
PT-#	= EXISTING PUBLIC TRANSIT LOCATION
P	= PARKING ALLOWED
⊘	= PARKING PROHIBITED
PR-#	= PEAK HOUR PARKING RESTRICTED

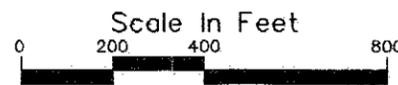
ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

SEGMENT 4

ROSELLE ROAD - CONCEPT

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

Illinois Department of Transportation



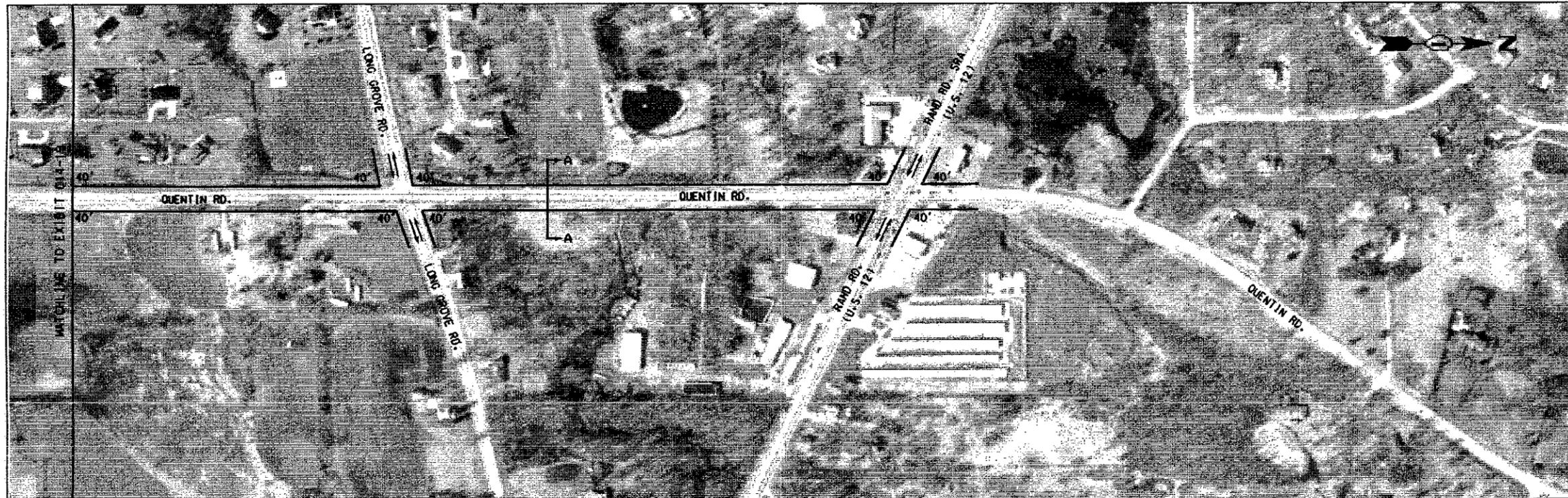
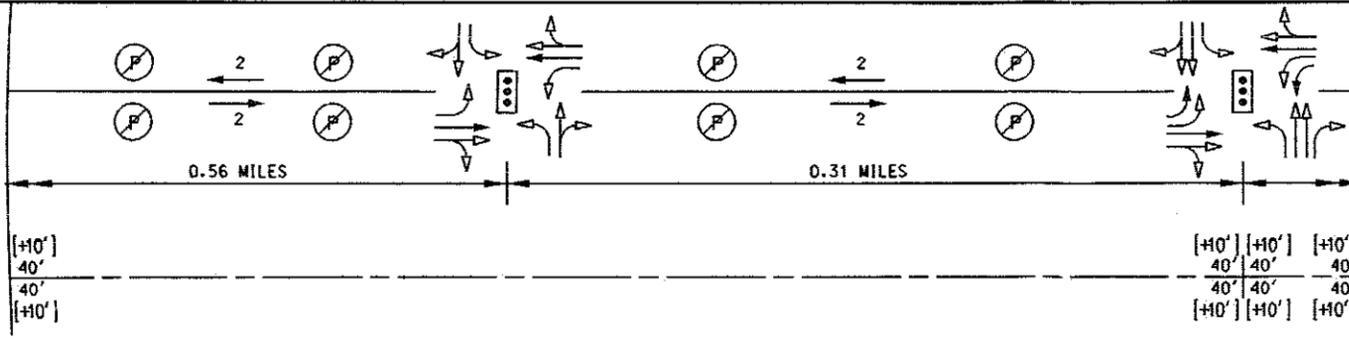
**SRA** STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT C14-19

**PROPOSED LANE CONFIGURATION**

**SIGNAL SPACING**

**EXISTING /PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]**



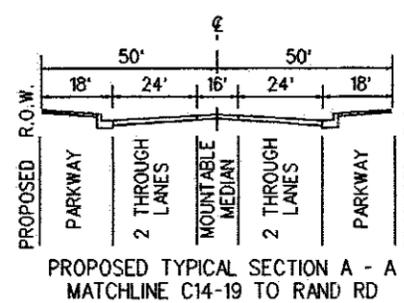
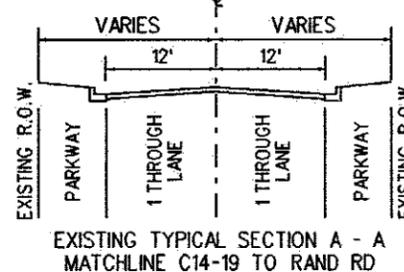
DEER PARK

KILDEER

**DESCRIPTION OF EXISTING CONDITIONS:**

**DESCRIPTION OF PROPOSED CONDITIONS:**

- 4 lane roadway with 16' mountable median.
- Transition to 30' mountable median at Rand Road to provide dual northbound and southbound left turn lanes.
- Transition from four lanes with 30' mountable median to existing roadway configuration north of Rand Road.

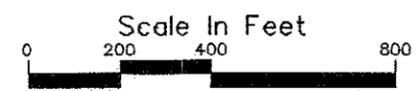


LEGEND	
—	= EXISTING/PROPOSED RIGHT OF WAY LINE
00'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL OR REDUCTION IN RIGHT OF WAY
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⊘	= EXISTING TRAFFIC SIGNAL REMOVAL
⊙	= PROPOSED TRAFFIC SIGNAL
SN-#	= EXISTING STRUCTURE NUMBER
←#	= PROPOSED TRAFFIC LANE CONFIGURATION
PT-#	= EXISTING PUBLIC TRANSIT LOCATION
P	= PARKING ALLOWED
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PR#-#	= PEAK HOUR PARKING RESTRICTED

ALL CROSSROADS STOP CONTROLLED UNLESS OTHERWISE NOTED.

**SEGMENT 4  
ROSELLE ROAD - CONCEPT**

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



# **STRATEGIC REGIONAL ARTERIAL STUDY INDIVIDUAL COMMUNITY INTERVIEWS**

## **Corridor #14 - Bloomingdale Rd/Roselle Rd/ Euclid Ave/Quentin Rd**

### **Summary of Findings**

**December 12, 1993**

#### **Introduction**

The Illinois Department of Transportation (IDOT) has contracted Dames & Moore/MCE to perform Pre-Phase I engineering studies on the fourth subset of Strategic Regional Arterial (SRA) corridors within the seven-county planning area of the Northeast Illinois Planning Commission. The first step in this process has been to conduct interviews with municipal, governmental and other agency representatives. This has allowed the consultants to introduce the project to local officials and to obtain their input early in the study, and to develop a better understanding of local concerns and perspectives toward each corridor.

This "Individual Community Interview" process represents enhanced public involvement employed in conducting these SRA studies. It acknowledges the principle role played by local government in determining not only the adjacent future land use but more so in influencing the eventual architecture of the roadway. It recognizes that working in concert with local political and professional leaders is the best way to assure the acceptance and eventual improvements of important regional roadways.

#### **Summary of Interviews**

The ten interviews for this corridor were conducted generally from late September to early November, 1993. A total of 28 individuals were interviewed representing eight municipalities, two park districts, a community college, and one area Council of Government. These interviews ranged in duration from 45 minutes to over 90 minutes. All of the participants were positive in their response to this effort to solicit local input.

By date and organization, these interviews were as follows:

<u>DATE</u>	<u>NAME</u>	<u>POSITION</u>	<u>JURISDICTION</u>
9/27/93	Jerry Handlon	Executive Director	Schaumburg Park District
	Dan E. Schourek	Superintendent of Construction	Schaumburg Park District
9/29/93	Gail Smolinski Robin Weaver Michael J. Higgins	Village President Village Administrator Village Engineer	Village of Roselle Village of Roselle Village of Roselle
9/29/93	Donna Thomas	Village President	Village of Inverness
9/30/93	Barbara Schwietert Laurel Schreiber Bill Holmes	Village President Village Administrator Director P.W./ Consultant	Village of Kildeer Village of Kildeer Village of Kildeer
10/1/93	Steven Schelton	Executive Director	Bloomington Park District
10/5/93	Robert Iden Ron Wennerholm Mike Marchi	Village President Village Manager Director of Administration	Village of Bloomington Village of Bloomington Village of Bloomington
10/6/93	Michael S. Camera Donna Becerre	Village President Director of Community Development	Village of Glendale Heights Village of Glendale Heights
	James J. Sevcik	Acting Village Manager	Village of Glendale Heights
10/6/93	Mike Kaobrek Mike Daurcki	Village Manager Director of Public Works	Village of Palatine Village of Palatine
	Dick Kozdras	Director of Community Development	Village of Palatine
10/7/93	Al Larson George Longmeyer Thomas Koenig	Village President Village Manager Director of Planning	Village of Schaumburg Village of Schaumburg Village of Schaumburg
10/7/93	Robert Getz	Director of Physical Plant	Harper Community College
10/13/93	Donald Klien	Executive Director	BACOG
10/29/93	James Peterson	Village President	Village of Deer Park
11/5/93	Michael O'Malley Peter Burchard Rich Unwin	Village President Village Manager Director of Planning/ Sears Development/ Traffic	Village of Hoffman Estates Village of Hoffman Estates Village of Hoffman Estates

## **Report Format & Corridor Overview**

This report is a distillation of information, comments, and observations obtained through the Individual Community Interviews. Although this summary attempts to accurately represent specific discussion items and to reflect local attitudes toward possible SRA improvements, it should be noted that some of the suggestions made may not be able to be accommodated within the framework and objectives of an SRA study. In addition, in some instances, the comment made by one jurisdiction may not be compatible with the comments from another jurisdiction.

## **ICI Findings/Overview**

SRA Corridor #14 is heavily influenced by two obvious conditions:

- Its parallel course to the IL 53/I-290/I-355 Corridor; and
- The predominant east/west traffic flow of the crossing arterials.

Beginning at the southern terminus with IL 64 (North Avenue), the Bloomingdale Road section is viewed more as a local access arterial than a major north/south corridor. Within Glendale Heights, Bloomingdale and Roselle, local perspectives accept four-lane configurations with individualized intersection improvements depending upon local conflicts. It is only at major intersections where more extensive improvements are contemplated, but only in relationship to major east/west traffic patterns.

A key example of this thinking can be seen within Bloomingdale (the US 20 [Lake Street]/Bloomingdale Road intersection and its local bypass involving Schick Road). While widening Bloomingdale Road to provide greater north/south traffic flow would not be acceptable, intersection improvements involving widening could be acceptable if they alleviated the east/west bypass problems facing the Village. Proceeding north from US 20 (Lake Street), similar situations arise within Roselle where there is greater concern to provide east/west crossover traffic through improved signalization of local streets than any concern to provide for north and south flows.

A transition point occurs at Irving Park Road and to the north. Irving Park Road is within the core of Roselle's central business district where north/south traffic flows become as important as the east/west patterns. Roselle, some years ago, supported the widening of Roselle Road in this area. There may also be an opportunity to work with that community in its LBD revitalization efforts at that key intersection.

The full impact of the Elgin-O'Hare Expressway is still not completely understood at this time. Local perspective does perceive a benefit and some alleviation of east/west flows, but do not see the necessity for further widening of the Roselle Road Corridor

near the expressway, except at key intersections. North of the Elgin-O'Hare Expressway, Schaumburg is especially opposed to widening of what they feel to be an adequately designed and properly landscaped traffic corridor. It is only at Higgins Road (IL 72) where consensus develops for a six-lane cross-section up to and through I-90. An area of major disagreement is the section between Schaumburg and Higgins Road (IL 72). Here, a number of agencies have conflicting interests and viewpoints.

It is in the Triangle Area of Golf Road (IL 58), Higgins Road (IL 72), and Roselle Road that the corridor is most heavily burdened. Implementation of the planned improvements to this area is a high priority for both Hoffman Estates and Schaumburg.

The remaining section of the corridor to the north of the Triangle Area begins with I-90 and experiences a more heavily oriented north/south traffic flow. One of the key players in this area is Harper Community College. This institution is heavily impacted on three sides by SRA Corridors (Roselle Road and Algonquin Road). The College's previous experience with roadway widening projects has not been good and they are in the midst of their long term planning effort. Improvements (i.e., widening) are possible if demonstrated sensitivity to this agency's needs are met and a high level of communication is provided.

As the corridor continues northward along Quentin Road, the potential exists for providing both Palatine and Inverness with a type of bypass which alleviates (in both communities) other traffic conflicts involving the northwest/southeast patterns. For example, improved turning motions off of Palatine Road and onto Quentin Road and access to the Euclid Avenue approach to IL 53 may alleviate Palatine of conflicts within the central business district.

Once north of US 14 (Northwest Highway), the corridor become a local two lane roadway leading into Lake County and up to the northern terminus at US 12 (Rand Road). The greatest concern here will be the environmental impacts upon the Deer Path Forest Preserve. In addition, the question was raised as to whether the northern terminus of this corridor should be at US 12 (Rand Road) or at IL 22 (Half Day Road).

- Fears exist as to the final recommendation of the Army Trail Road design. Rumors include "over vs. underpasses" at Bloomingdale Road. Update to this information for Glendale Heights would be helpful.
- Glendale Heights is currently undertaking a major amendment to its comprehensive plan. Widening of Bloomingdale Road is Not one of their current assumptions.

- Glendale Heights sees Wheaton's recent Main Street improvement (two lanes north and south plus turn lane) as an acceptable solution.
- Improvement of the bridge over the railroad tracks is seen as a benefit within Bloomingdale. Its steep incline, curve and poor visibility are liabilities.
- The full impact of the I-355 exit on Army Trail Road and North Avenue (IL 64) are still being studied by the community. Perceptions of these new traffic patterns remain unformulated at this time.
- Glendale Heights "suffered" through the widening of IL 64 (North Avenue) last year, so any further widening discussions will touch a sensitive nerve.
- One local residential homeowners association is of particular concern - the unincorporated Glen Ellyn Countryside Community Organization. This group can become organized fairly quickly. It represents a residential area in Glendale Heights east of Bloomingdale Road and north of North Avenue (IL 64).
- Within Glendale Heights, Bloomingdale Road represents one of three major north/south corridors. These roads include Schmale, Bloomingdale, and Glen Ellyn Roads. These three corridors divide the community into three sections boxed in by the more major east/west traffic of Army Trail and North Avenue (IL 64). It is the heavier traffic flows on these arterials which back up the smaller volumes on the three north/south routes. North/south flows are not viewed as heavy nor a problem.
- Within Glendale Heights, traffic has not been a concern on Bloomingdale Road except at such times as backups occur on Army Trail or North Avenue (IL 64). At these times, the three north/south arteries become utilized, producing cross-traffic conflicts throughout the community.
- The sensitive Old Town area in Bloomingdale involves the Village, Park District, Historical Society, and School District. All own property in this area or have desires to expand facilities within it. Both the Village and Park District are attempting to interconnect major areas of Bloomingdale via bicycle paths, pedestrian ways and the central Old Town core. The desire to "bridge" traffic corridors and tie old/new sections of the Village is a high priority.
- Bloomingdale's wide setbacks/planned berming is an asset they do not wish to lose to "unneeded" widening of the SRA.

- Bloomingdale residents and the Village fought the widening of Lake Street (US 20). Its final implementation and improvement remains an irritant to them. The Village officials are still dealing with the political impacts of this IDOT project.
- Due to traffic conflicts in the Schick/Bloomingdale/Lake Street area, sensitive widening and improvements may be possible but the impacts on Old Town must be reviewed, understood and minimized. This is the critical area in Bloomingdale.
- Bloomingdale and Glendale Heights have quietly had an ongoing battle as to land use and the future improvements of Army Trail Road. Expect different needs/desires to this intersection's improvements.
- Bloomingdale is more focused on Gary Avenue as a traffic corridor and the impact of the Elgin-O'Hare Expressway on that area of town. It is their belief that Gary Avenue should be the SRA - not Bloomingdale.
- The most sensitive area will be Bloomingdale's Old Town district along the west side.
- Bloomingdale's traffic patterns and concerns are more on the east/west flow than that of the Bloomingdale SRA corridor - i.e., Lake Street, Schick Road and Army Trail Road to I-355.
- The interests of Bloomingdale vs. Roselle gets separated by the forest preserve. This buffer is somewhat of a transition zone in the general traffic patterns.
- Roselle supported IDOT's widening of Roselle Road some years ago and will be very sensitive to this issue, especially south of Central Avenue in the more forested/residential areas.
- Roselle's most sensitive area is south of the "Winery". It is not seen as an SRA major corridor as much as a Northshore "Sheridan Road".
- Within the Village of Roselle, east/west traffic flows are of more concern than the north/south Roselle pattern now that Roselle has been widened.
- In Roselle, several key intersections are of concern to the community, including Central Avenue, Maple Avenue, Walnut Street, and Foster.

- The impact of the heavy commuter (train) traffic, both through Schaumburg and Roselle in this area, needs to be studied in-depth. Much of the local cross traffic conflicts arise in the morning and evening due to these facilities. Roselle is planning a major Metra commuter parking lot across from the Schaumburg station.
- Roselle is in the process of revitalizing its business district on Irving Park Road (IL 19) via a tax increment financing district. It is a sensitive area and needs to be treated thus. Parking is a major concern. Off street facilities may be favored.
- Roselle's view of the SRA changes approximately three blocks north of Irving Park Road (IL 19). It is at this point that the SRA "feeds" traffic to the Elgin-O'Hare Expressway.
- Roselle has hopes for commercial development north of the Elgin-O'Hare Expressway and treats this section differently from the rest of its community. Widening here, if needed, would be acceptable.
- The section of this SRA from Wise Road north to Schaumburg Road has few conflicts other than intersections - most designs adhering to the basic concepts of the SRA system but in four lane configuration. Schaumburg will be opposed to widening here as unnecessary and unwarranted.
- The Schaumburg Park District desires a traffic light at their entrance road and protection of the expanded golf course as well as a bicycle path on the east side of Roselle Road.
- The Schaumburg Park District and Village are attempting a joint development at the southwest corner of Roselle and Schaumburg Roads. Plans at this point are sketchy but interest is high. This needs to be researched.
- North of Schaumburg Road to Higgins Road (IL 72), conflicts arise between Hoffman Estates, Schaumburg, Schaumburg Park District, Schaumburg Library District, and a large Baptist church on Roselle Road. The conflicts are related to proper location of signalization, turn lanes, etc. - the improvement for one is at the disadvantage to the others.
- Schaumburg will oppose any suggested improvements to the Roselle corridor unless the triangle project is wrapped up and state commitment to fund solutions obtained.

- Barrier median design (as required by a six-lane cross-section between Higgins Road (IL 72) and the Tollway) is opposed both by Hoffman Estates and Schaumburg due to local business interests.
- Any proposed improvements to Roselle Road in the Hoffman/Schaumburg area depends on resolution and implementation of the "triangle" study. While these community leaders may profess solidarity, their desires may be in conflict as to actual solutions to these traffic problems. There are a number of issues and conflicts between these two communities which will demand additional meetings/focus group discussions to clarify where agreements exist and conflicts continue.
- As traffic loading on Roselle Road between Algonquin Road and the tollway is already heavily burdened (especially in the morning), the new proposed westbound entrance (off Central Road) is viewed as an unnecessary attraction for additional volumes. The future impact of this ramp should be addressed in this study.
- Continued bypass use of Hilltop Avenue in Hoffman Estates is a major concern. Hoffman Estates will oppose any improvements on Roselle Road which increase the bypass traffic utilizing Hilltop to avoid the Higgins/Golf triangle area.
- Harper College sequencing control of the signalization at their entrance is desirable during key traffic peaks.
- Harper Community College is just commencing a fifteen year comprehensive plan effort. More intensive utilization of the periphery open spaces is anticipated.
- Harper Community College is extremely sensitive to any road widening due to a recent experience on the Algonquin IDOT project. "Unequal" land taking is the issue. Harper would fight such efforts if they did not see equal right-of-way dedication on the other sides of the road as these SRA projects impact the college on three sides.
- Coordination of the multijurisdictional boundaries on these different roads is seen (locally) as difficult if not impossible. Control of these rights-of-way by county, state, and local municipalities will demand leadership on the consultant's part to bring those conflicting interests together.

- Expansion of the Quentin/Euclid/Roselle section is seen as a benefit by Inverness as it will relieve traffic on North Roselle Road into that community. However, the Village would desire further improvements to the major intersections at Palatine and Roselle Roads and at Baldwin at Route 14. Here the east/west traffic is the major concern.
- Palatine is undertaking intensive downtown renewal efforts but does not foresee widening of roads in the central business core. Thus, the SRA improvement may be helpful.
- Palatine may favor taking the SRA down Quentin and aligning it with Plum Grove with a new crossing over the tollway. This is seen as a pressure relief in the Roselle/Algonquin Road area but recognized as politically difficult.
- Palatine is impacted heavily by eastbound traffic attempting to reach Route 53. Steering that traffic to Euclid is seen as a benefit.
- The SRA corridor through Palatine is perceived as a "Western Bypass" through the Village but with conditions. Six lanes would be opposed on Quentin but not so on Euclid.
- In Deer Park/Kildeer, a major area of concern is the old Nike Missile site, currently owned by Lake County. "Improper" use of that property negatively impacts the SRA study. Anger caused by one taints the other.
- A properly engineered, bermed and landscaped four-lane corridor from the forest preserve north to Rand Road (US 12) is a possibility. Local leaders understand the need for the improvement but have several concessions they wish recognized prior to that commitment.
- The triangle parcel of land bordered by Quentin, Long Grove Road, Rand Road (US 12), and Lake Cook-Road is of major concern to the BACOG communities - especially Deer Park. Far more intensive commercial, office research and multi-family developments are anticipated and acceptable. Concern over how that development occurs should be recognized.
- The BACOG is commencing an update to its comprehensive plan. Early and continued contact with BACOG's Executive Director, will be essential as the Quentin Road corridor is studied.
- While improvements of the Route 53 extension and SRA Route 22 may alleviate some of Quentin Road problems, these improvements are too far in the future to rely on. Improvement of the Quentin Road/Rand Road (US 12) intersection (without over-engineering it) is desired now.

- Lake Zurich's expansion down Rand Road (US 12) and its impact on the Quentin/Rand Road intersection should be studied also.
- Stopping the SRA on Quentin at Rand Road (US 12) seems illogical by local perceptions. There is a desire to continue the study to Route 22. A four-lane landscaped and bermed connector between Rand Road and Route 22 may be acceptable.

### **Conclusion**

Other than the small section from Higgins Road (IL 72) north to Algonquin Road (IL 62), there is not a perception that widening improvements are needed on this north/south corridor. Traffic conflicts are seen as intersection problems dealing with the predominant east/west traffic flows getting to and from the North-South Tollway/IL 53 corridor. It is only in the Triangle area that the traffic volumes and conflicts are perceived as great enough to develop a consensus for widening improvements.

### **Next Steps**

This report will be forwarded to the Illinois Department of Transportation and the Corridor Study Team for their use in evaluating possible improvements. The results of those efforts will be presented to a "corridor panel" in January of 1996, comprised of elected officials from each community.

The recommendations of the panel will be used to formulate the study reports that will be presented to the panels and eventually in a public hearing. In the interim, should there be any questions concerning this report or the progress of these evaluations, individuals are encouraged to contact Mr. Robert N. DuBoe, AICP of Metro Transportation (corridor leader) at (708) 213-1000.