



Strategic Regional Arterial

ILLINOIS ROUTE 59
Illinois Route 72 to U.S. Route 12



OPERATION GREENLIGHT
Illinois Department of Transportation

TABLE OF CONTENTS

Executive Summary

I. Introduction

1.1	Transportation Perspectives	I-1
1.2	The Strategic Regional Arterial System	I-2
1.3	SRA Route Types and Improvement Techniques	I-2
1.4	Study Objectives	I-5
1.5	The SRA Planning Study Process	I-7
1.6	Study Data Sources and Methodologies	I-7
1.7	Organization of the Report	I-9

II. Route Overview

2.1	The IL Route 59 Study Area	II-1
2.2	Land Use/Development Characteristics	II-1
2.3	Regional Transportation Facilities	II-1
2.4	Roadway/Right-of-Way Characteristics	II-4
2.5	Transit	II-4

III. Route Analysis

3.1	Segment 1 - IL Route 72 to IL Route 62	III-3
3.2	Segment 2 - IL Route 62 to Barrington Road	III-8
3.3	Segment 3 - Barrington Road to Main Street (Lake-Cook Road)	III-13
3.4	Segment 4 - Main Street (Lake-Cook Road) to U.S. Route 14	III-15
3.5	Segment 5 - U.S. Route 14 to U.S. Route 12	III-18

IV. Public Involvement

4.1	The Public Involvement Process	IV-1
4.2	Individual Community Interviews	IV-1
4.3	Advisory Panel Meetings	IV-3
4.4	Public Hearing	IV-3

LIST OF APPENDICES

- Appendix A Public Involvement
- Individual Community Interview Meetings
 - 1st Advisory Panel Meeting Minutes
 - 2nd Advisory Panel Meeting Minutes
 - Public Hearing Record
 - Other Coordination

LIST OF FIGURES

<u>Figure No.</u>		<u>Page No.</u>
1.1	The Strategic Regional Arterial System	I-3
2.1	IL Route 59 Location Map	II-2
2.2	IL Route 59 Corridor Map	II-3
3.1	Corridor Summary	III-2
	Existing Facility Characteristics	A-1 thru A-14
	Land Use and Environmental Characteristics	B-1 thru B-14
	Recommended Plan	C-1 thru C-14
	Intersection Details	D-1 thru D-3

LIST OF TABLES

<u>Table No.</u>		<u>Page No.</u>
2.1	2020 Desirable Route Characteristics	I-6
3.1.1	Segment 1 - Construction Cost Estimate	III-7
3.2.1	Segment 2 - Construction Cost Estimate	III-12
3.5.1	Segment 5 - Existing Structures	III-19
3.5.2	Segment 5 - Structure Modifications	III-21
3.5.3	Segment 5 - Construction Cost Estimate	III-23

Executive Summary

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

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

Transportation planning agencies have recognized that needed mobility improvements cannot be achieved solely through expansion of the region's expressway system. Thus, they are planning the creation of the Strategic Regional Arterial (SRA) system which is a comprehensive network of 1,390 miles of existing arterial highways in Northeastern Illinois. The SRA system is intended to supplement existing and proposed expressway facilities in accommodating long-distance, high volume automobile and commercial vehicle traffic. In order to meet the objectives of the SRA system, it will be necessary to transform the historic context of these arterial highways to one which emphasizes traffic mobility while still accommodating land access needs.

This report summarizes a planning study conducted for one of the routes on the SRA system: Illinois Route 59 between Illinois Route 72 (Higgins Road) and U.S. Route 12. The study developed a conceptual improvement plan which, when implemented, will significantly improve transportation mobility along the corridor. The study is considered a "pre-Phase I" study, since it may be a number of years before the SRA improvements can be realized. Before constructing these improvements, detailed Phase I engineering and environmental studies as well as Phase II design activities must still be completed. The concept plan is primarily intended to serve as a guide for land use and access

decisions that will be made along the route between now and when an SRA improvement could actually be constructed. It is hoped that the long-range SRA plan for this route will be used by local agencies in their land use planning activities. Only with the support of the communities through which IL Route 59 passes, can the ultimate improvement plan be realized.

The Illinois Route 59 SRA corridor was divided into five segments for the purposes of this study. Following is a summary of the major improvement recommendations within each segment:

Segment 1: Illinois Route 72 to Illinois Route 62 (Algonquin Road)

- Widen IL Route 59 to provide two 12-foot travel lanes in each direction separated by an 18-foot barrier median.
- Provide 10-foot shoulders with an open drainage system.
- Acquire 15 feet of additional right-of-way along each side of IL Route 59.
- Consolidate access to designated channelized intersections and restrict all other driveways to right-in/right-out.

Segment 2: Illinois Route 62 (Algonquin Road) to Barrington Road

- Widen IL Route 59 to provide two 12-foot travel lanes in each direction separated by an 18-foot barrier median within the existing right-of-way.
- Provide curb and gutter with an enclosed drainage system.
- Restrict all driveways to right-in/right-out.

Segment 3: Barrington Road to Main Street (Lake-Cook Road)

- The recommended Concept Improvement Plan and Access Control Plan for this segment will be determined upon completion of a Barrington Bypass Study that will be conducted jointly by the Illinois Department of Transportation and the Village of Barrington.

Segment 4: Main Street (Lake-Cook Road) to U.S. Route 14 (Northwest Highway)

- The recommended Concept Improvement Plan and Access Control Plan for this segment will be determined upon completion of a Barrington Bypass Study that will be conducted jointly by the Illinois Department of Transportation and the Village of Barrington.

Segment 5: U.S. Route 14 (Northwest Highway) to U.S. Route 12

- Widen IL Route 59 to provide two 12-foot travel lanes in each direction separated by an 18-foot barrier median.
- Provide curb and gutter and an enclosed drainage system.
- Acquire up to 11 feet of additional right-of-way in a few locations south of IL Route 22.
- Widen bridge over U.S. Route 12.
- Consolidate access to designated channelized intersections and restrict driveways to right-in/right-out.

I. Introduction

1.1 Transportation Perspectives

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

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

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

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

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

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

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

1.2 The Strategic Regional Arterial System

The Strategic Regional Arterial (SRA) system is a 1,390-mile network of existing roads in Northeastern Illinois. The system includes 68 routes in Cook, DuPage, Kane, Lake, McHenry, and Will Counties (see Figure 1.1). Creation of the SRA system is a major component of Operation GreenLight, an eight-point plan to deal with urban congestion and improve regional mobility. The plan was developed by IDOT in cooperation with the Illinois State Toll Highway Authority (ISTHA), CATS, NIPC and the Regional Transportation Authority (RTA). The SRA system, which was designated as part of the 2020 Transportation System Development Plan adopted by regional planning agencies, is intended to supplement the existing and proposed expressway facilities by accommodating a significant portion of long-distance, high volume automobile and commercial vehicle traffic in the region.

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

1.3 SRA Route Types and Improvement Techniques

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

- Urban Routes
- Suburban Routes
- Rural Routes

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

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

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

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

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

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

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

The IL Route 59 corridor is classified as a suburban SRA route along its entire length. Table 2.1

indicates the desirable route characteristics for a Suburban SRA facility. These desirable characteristics served as a guide for the development of the conceptual improvement plan that is presented in Section 3 of this report.

1.4 Study Objectives

As an SRA route, IL Route 59 is intended to function as part of a regional arterial system, carrying high volumes of long-distance traffic in conjunction with other SRA routes and the regional expressway and transit systems. To implement the SRA system, development of a comprehensive, long-range plan for the entire network is necessary. The planning process for the SRA system is being accomplished in five parts or subsets. Work on the first four subsets has been completed or is nearly complete. IL Route 59 is included in the fifth subset of SRA routes.

The IL Route 59 SRA study is considered a “pre-Phase I” study, since it may be a number of years before the SRA improvements are actually constructed. As a pre-Phase I study, a conceptual improvement plan is developed that is based on limited engineering and environmental investigations. The plan is primarily intended to serve as a guide for land use and access decisions that may be made along the route between now and when an SRA improvement could actually be constructed. Before constructing an SRA improvement, detailed Phase I engineering and environmental studies as well as engineering design activities (Phase II) must still be completed. Completion of these detailed studies may result in refinements of or alterations to the original SRA concept plan.

The IL Route 59 SRA study identifies both short-range and long-range improvements to enable the route to function as part of the SRA system. The following objectives have guided the study process:

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

The completed study can be used by local and State agencies to help guide implementation of improvements on or along IL Route 59. In doing so, the development of individual public or private sector projects can be consistent with the coordinated long-range development plan for the route. The development of local land use plans which recognize the recommendations for

Table 2.1
2020 Desirable Route Characteristics
Suburban Strategic Regional Arterial

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

SRA routes is encouraged. Only with the support of the communities through which IL Route 59 passes can the ultimate improvement plan be realized.

1.5 The SRA Planning Study Process

The SRA planning study process is accomplished through six phases:

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

Route Analysis - Possible improvements for the SRA route are determined by incorporating the recommended design features and, where necessary, accommodating local conditions or constraints. Improvements are identified as recommended, short-term/low-cost, or Ultimate (post 2020).

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

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

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

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

1.6 Study Data Sources and Methodologies

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

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

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

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

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

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

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

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

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

1.7 Organization of the Report

The SRA corridor report for Illinois Route 59 is divided into four sections:

- I. **Introduction** - Provides information about the SRA system and Operation GreenLight, SRA route types, desirable route characteristics, study objectives and process, and the organization of the report.
- II. **Route Overview** - Presents a general description of the existing route characteristics, and type of recommended improvements for the overall route.
- III. **Route Analysis** - Presents a detailed analysis of existing route characteristics and recommended route improvements. This section is organized by the following route segments:
 - Segment 1: IL Route 59 - IL Route 72 to IL Route 62
 - Segment 2: IL Route 59 - IL Route 62 to Barrington Road
 - Segment 3: IL Route 59 - Barrington Road to Main Street
 - Segment 4: IL Route 59 - Main Street to U.S. Route 14
 - Segment 5: IL Route 59 - U.S. Route 14 to U.S. Route 12

For each route segment the following analyses are presented:

Existing Facility Characteristics - The existing facility characteristics are defined. Current traffic volumes are listed. Existing right-of-way, number of lanes, pavement widths, location of existing traffic signals, existing transit usage and routes, location of structures, and other appropriate existing facility characteristics are discussed and shown on the corresponding aerial base maps.

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

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

Recommended Plan - The recommended improvements are identified for each route segment. In addition, where appropriate, ultimate (post 2020) and low-cost improvements are specified in the categories of roadway, intersection, traffic signalization, access management, transit and other relevant areas. Right-of-way requirements for the implementation of the recommended improvements are identified. Potential environmental considerations of the implementation of the recommended improvements are identified. Cost estimates relating to construction for the recommended improvements and acquisition of right-of-way are given.

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

II. Route Overview

2.1 The IL Route 59 Study Area

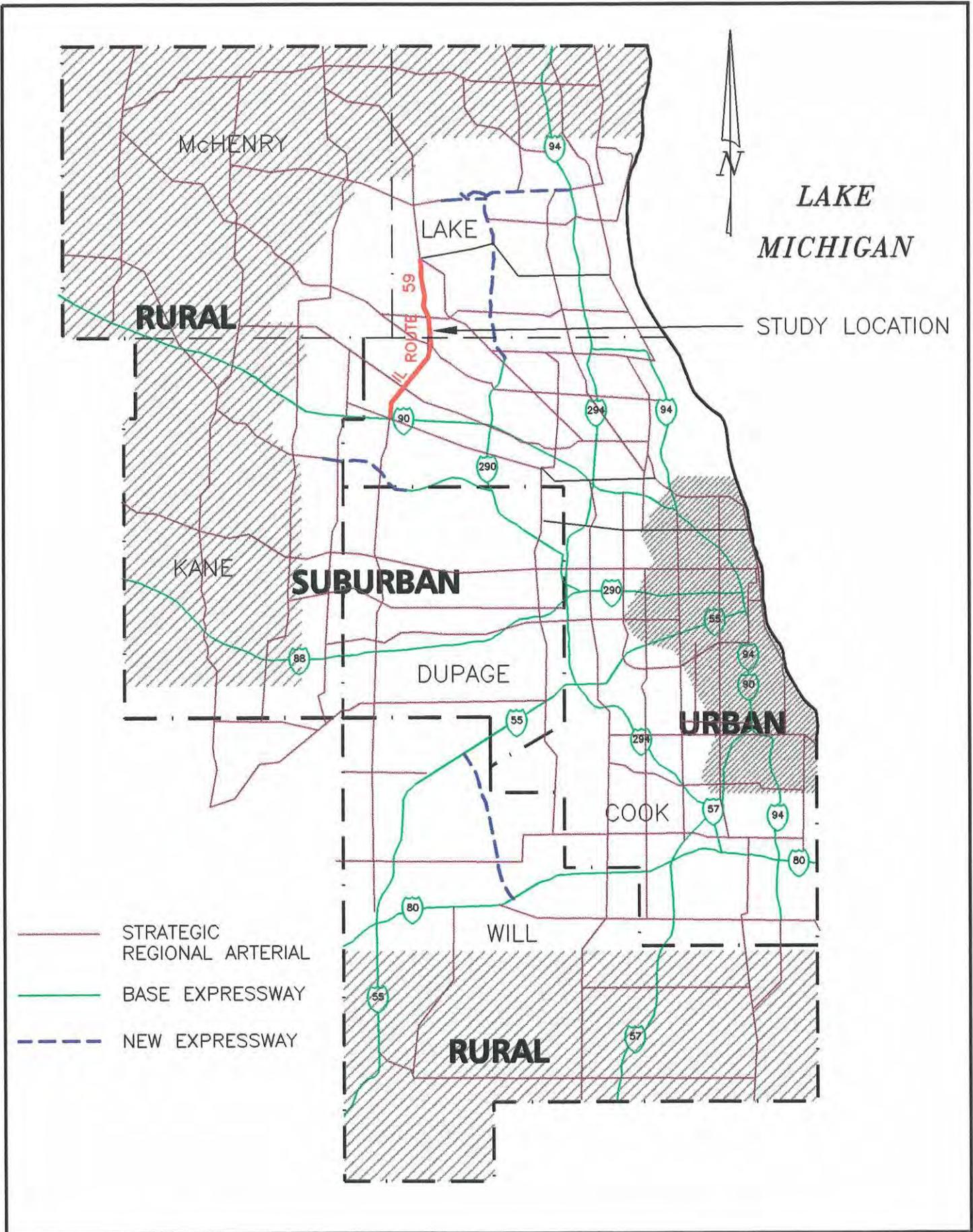
The SRA corridor extends along IL Route 59 from IL Route 72 in Hoffman Estates to U.S. Route 12 in Wauconda. The corridor passes through the communities of Hoffman Estates, Barrington Hills, South Barrington, Barrington, Lake Barrington, North Barrington, Tower Lakes, and Wauconda for a total route length of 15.5 miles. A Location Map is shown on Figure 2.1.

2.2 Land Use/Development Characteristics

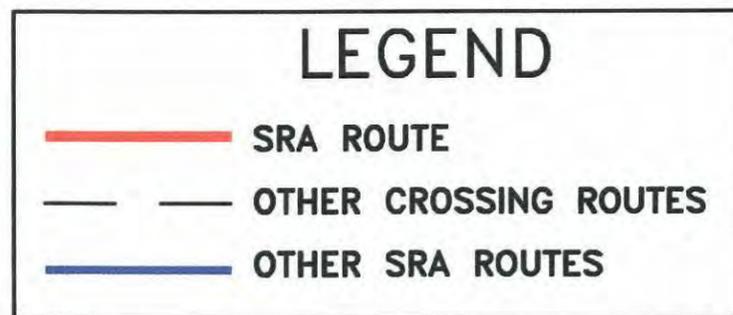
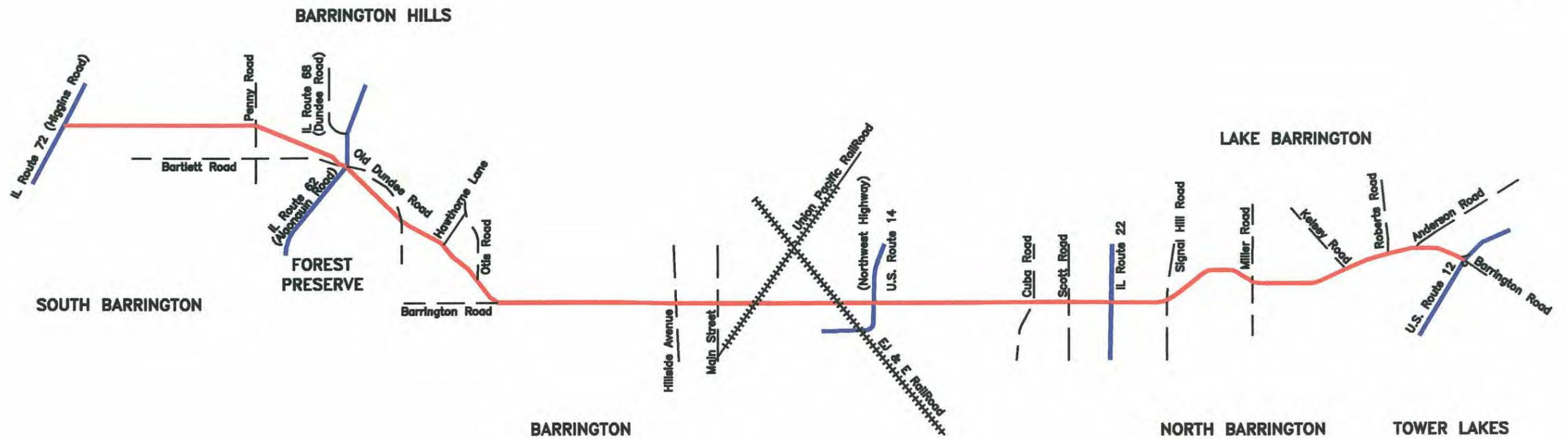
The IL Route 59 SRA corridor is primarily low density residential in nature. South of IL Route 62 much of the land is currently commercial/agricultural in nature occupied by the Klehm Nursery. Within the Village of Barrington the land use along IL Route 59 is commercial as well as residential in nature. Recreational facilities along the route include the Crabtree Nature Center Forest Preserve on the east side of IL Route 59 between IL Route 62 and IL Route 68 (Dundee Road) and the Biltmore Country Club located north of Signal Hill Road.

2.3 Regional Transportation Facilities

A Corridor Map which depicts major transportation facilities and crossing SRA routes is shown on Figure 2.2. IL Route 59 intersects five other designated SRA routes: IL Route 72 (Higgins Road), Barrington Road, U.S. Route 14, IL Route 22, and U.S. Route 12. IL Route 59 intersects two rail lines including the Elgin, Joliet & Eastern Railroad (EJ&E) and the Union Pacific Railroad in the downtown district of the Village of Barrington.



IL ROUTE 59 LOCATION MAP
FIGURE 2.1



2.4 Roadway/Right-of Way Characteristics

The existing roadway and right-of-way widths vary along the length of the IL Route 59 corridor. Along most of the length of the corridor, the roadway generally consists of one through lane in each direction with gravel shoulders and open ditch drainage. Some left turn channelization is provided at cross streets. The existing right-of-way along most of the corridor is 100 feet in width.

In the Village of Barrington from Hillside Avenue to Main Street, IL Route 59 (Hough Street) is a two lane roadway within a 49-foot to 66-foot right-of-way. From Main Street to U.S. Route 14, IL Route 59 consists of a three lane cross section with one thru lane in each direction and a painted median to provide left turn channelization with an enclosed drainage system. The right-of-way in this area varies from 60 feet to 66 feet in width.

2.5 Transit

Existing transit facilities in the IL Route 59 corridor consist solely of commuter rail service. The Metra Northwest Line provides commuter rail service from Barrington to the Union Pacific Railroad Station in Chicago. A commuter station is located east of IL Route 59 and south of Lake-Cook Road in the Village of Barrington.

The Elgin, Joliet & Eastern line is a 105-mile long circumferential route linking the outer suburbs. It is currently used for freight service, however the 2010 Transportation System Development (TSD) Plan prepared by CATS identifies the EJ&E rail line as a transit corridor of the future. The EJ&E rail line crosses IL Route 59 and the Metra Northwest Line within the downtown district of Barrington.

Other future transit plans are outline in the Pace-Metra Future Agenda for Suburban Transportation (FAST) Plan and the Pace Comprehensive Operating (COP) Plan. Within the IL Route 59 corridor, the COP Plan calls for the implementation of weekday bus service along the northern portion of the EJ&E Rail Corridor linking Barrington, Lake Zurich, Vernon Hills, North Chicago, and Waukegan.

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

III. Route Analysis

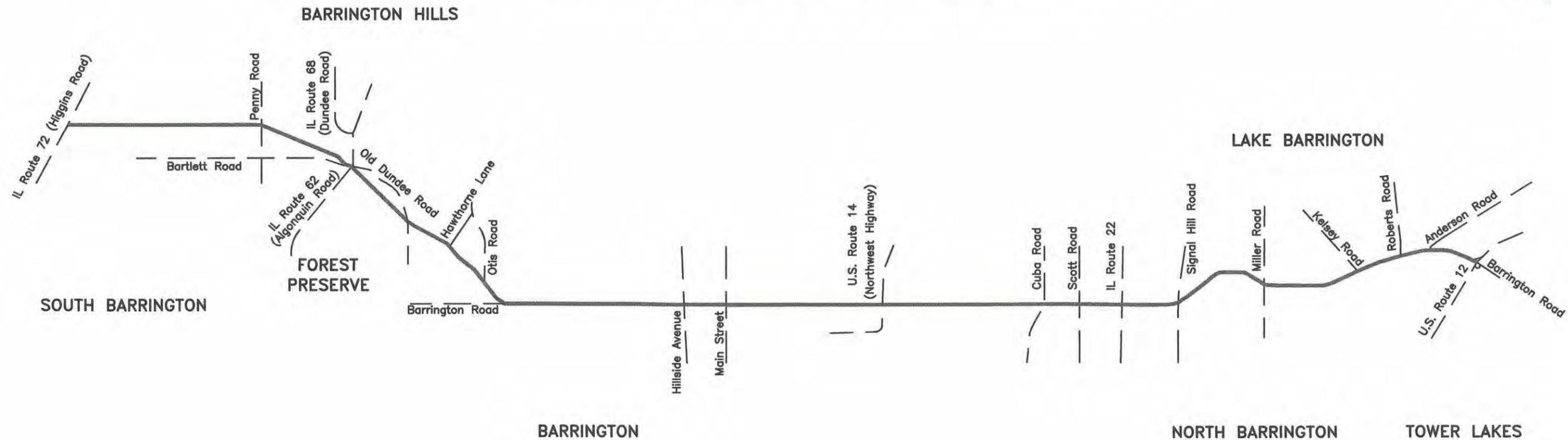
This section provides a detailed summary of existing conditions and recommended improvements along the IL Route 59 SRA corridor. The corridor has been divided into five separate roadway segments. The limits were chosen to provide consistency within each segment of factors such as right-of-way width, travel demand, and adjacent land use patterns. The five segments are shown on Figure 3.1 and are defined as follows:

- Segment 1: IL Route 59 - IL Route 72 to IL Route 62
- Segment 2: IL Route 59 - IL Route 62 to Barrington Road
- Segment 3: IL Route 59 - Barrington Road to Main Street (Lake-Cook Road)
- Segment 4: IL Route 59 - Main Street (Lake-Cook Road) to U.S. Route 14
- Segment 5: IL Route 59 - U.S. Route 14 to U.S. Route 12

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

	SEGMENT 1	SEGMENT 2	SEGMENT 3	SEGMENT 4	SEGMENT 5
EXISTING R.O.W.	100'	100'	49'-66'	60'-66'	100'
PROPOSED R.O.W.	130'	100'	*	*	100'
EXISTING LANE CONFIGURATION	1	1	1	1	1
PROPOSED LANE CONFIGURATION	2	2	*	*	2

* THE RECOMMENDED CROSS SECTION FOR THIS SEGMENT WILL BE DETERMINED UPON COMPLETION OF A BARRINGTON BYPASS STUDY THAT WILL BE CONDUCTED JOINTLY BY IDOT AND THE VILLAGE OF BARRINGTON.



Segment 1
IL Route 72 to IL Route 62

3.1 Segment 1: IL Route 72 to IL Route 62

3.1.1 Location

Segment 1 extends along IL Route 59 from IL Route 72 (Higgins Road) to IL Route 62 (Algonquin Road) and is approximately 3.1 miles in length (see Figure 3.1).

3.1.2 Existing Facility Characteristics

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

Right-of-Way - The existing right-of-way in this segment is 100 feet in width.

Roadway Characteristics - The existing pavement width in this segment is 24 feet with one 12-foot through lane in each direction and 6-foot (8-foot in some areas) gravel shoulders.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that the 1992 average annual daily traffic for this segment varies from 27,100 vehicles per day (vpd) at IL Route 72 to 15,000 vpd near Penny Road.

Accidents - There is one high accident location within this segment located at the intersection of IL Route 59 and IL Route 72.

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

Traffic Control/Intersection Configuration - Along IL Route 59 in this segment there are three existing signalized intersections. These intersections are located at IL Route 72, Penny Road, and Bartlett Road. Existing lane configurations at each of these intersections are shown on Exhibits A-1, A-2, and A-3.

Structures - There are no structures located within this segment.

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

3.1.3 Existing Environmental Characteristics

The existing environmental characteristics for Segment 1 of IL Route 59 are shown on Exhibits B-1 through B-3.

Lakes/Streams/Wetlands/Floodplains - Wetlands are located adjacent to both sides of IL Route 59, between IL Route 72 and Penny Road. Substantial wetlands are also located adjacent to the west side of IL Route 59, south of Dundee Road (IL Route 68), within Segment 1. A large wetland area is located at the southwest quadrant of IL Route 59 and Dundee Road (IL Route 68).

Structures with Historical Significance - An historic residence, located more than 400 feet off the IL Route 59 right-of-way, has been identified at the southeast quadrant of IL Route 59 and IL Route 62 (Algonquin Road).

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

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

Prime Farmland - Prime farmland abuts the right-of-way of IL Route 59 along non-developed portions of Segment 1.

3.1.4 Existing Land Use Characteristics

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

Type and Intensity of Development- The primary land use along Segment 1 is commercial agriculture. The remaining land use is a combination of agriculture, vacant parcels and scattered single-family residences.

Planned Development - It is anticipated that the Klehm Nursery Property located along IL Route 59 from IL Route 72 to IL Route 62 will be developed into 1200 residential units.

3.1.5 Recommended SRA Improvements

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

Roadway - In this segment, it is believed that the property owned by the Klehm Nursery which extends along the east side of IL Route 59 from IL Route 72 to IL Route 62 will be developed as 1,200 single family homes. Based on this level of development, it is not believed that this segment will warrant a six lane cross section. Therefore the recommended cross section for this area includes two 12-foot through lanes in each direction, an 18-foot barrier median and 10-foot shoulders with open ditch drainage. The proposed cross section (Section A-A) is shown on Exhibits C-1 and C-2. This cross section will require a minimum right-of-way width of 130 feet. It is recommended to acquire 15 feet of right-of-way on both sides of IL Route 59 from IL Rote 72 to Penny Road. North of Penny Road, IL Route 59 runs adjacent to the Elgin, Joliet & Eastern rail line and it is not possible to acquire any additional right-of-way along the west side of IL Route 59. In this area it is recommended that all 30 feet of acquisition be taken from the east side of IL Route 59 as shown on

the proposed cross section (Section B-B) on Exhibit C-3

Traffic Control/Intersection Configuration - It is proposed to maintain the three existing traffic signals in this segment. The proposed development for the Klehm Nursery Property is anticipated to have two access points along IL Route 59 with one of these occurring at Penny Road. Because of this, it is recommended that separate right turn lanes be provided on IL Route 59 at Penny Road. In addition, a left turn lane is recommended on the west leg of Penny Road. The second access point for this development is located approximately ½-mile south of Penny Road. This location is identified as a potential future traffic signal location. A future signal should be installed only at the recommended location and only when the signal warrants for SRA routes are met (Recommended signal warrants for SRA's are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report). Proposed lane configurations for this location are shown on Exhibit C-2.

Access Management - It is recommended that a full access, unsignalized intersection with left turn channelization be provided for the parcel located on the northeast corner of the intersection of IL Route 59 and IL Route 72.

It is recommended that all other driveways be restricted to right-in/right-out.

Transit - Other than the addition of bus service to IL Route 59 when warranted, there are no transit improvements recommended for this segment.

3.1.6 Right-of-Way Requirements

Between IL Route 72 and Penny Road, 15 feet of additional right-of-way will be required on each side of the roadway to achieve the recommended 130-foot minimum right-of-way width. North of Penny Road, it is necessary to acquire 30 feet of right-of-way from the east side of IL Route 59 due to the EJ & E railroad tracks. It is also recommended that in these areas proposed noise mitigation for the proposed development occur outside of the roadway right-of-way as part of the development.

3.1.7 Environmental Considerations

The right-of-way acquisition of 15 feet on both sides of IL Route 59, between IL Route 72 and Penny Road, will impact several wetlands located adjacent to the SRA. The acquisition of 30 feet of right-of-way along the east side of Route 59, between Penny Road and Bartlett Road will result in the loss of prime agricultural land. The realignment of IL Route 59, south of the Algonquin Road intersection, will bisect a wetland area located on the west side of the SRA. There are no anticipated impacts to the identified historic structure located within Segment 1.

3.1.8 Land Use Considerations

Thirty feet of right-of-way acquisition on the east side of IL Route 59, between Penny Road and Bartlett Road, will reduce the growing area of a commercial nursery. The realignment of Bartlett Road with IL Route 59 will improve the access and safety in this area. The location of access and setbacks associated with future development should be coordinated with SRA improvements.

3.1.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 1 is shown in Table 3.1.1. This construction cost estimate is based on 1991 unit prices.

3.1.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy, and are either low cost or should be implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. Within Segment 1, as parcels are developed, it is recommended that future access be consolidated to the locations shown on Exhibits C-1, C-2 and C-3.

3.1.11 Ultimate (Post 2020) Improvements

Improvements which are consistent with SRA policy for suburban routes but are considered best implemented beyond the SRA planning horizon are recommended for Post 2020 consideration. There are no ultimate (post 2020) improvements recommended in this segment.

3.1.12 Crossing SRA Routes

The southern terminus of the Illinois Route 59 SRA corridor is IL Route 72 (Higgins Road), which is also designated as an SRA route. An SRA study for IL Route 72 is currently ongoing.

Table 3.1.1
Construction Cost Estimate
Segment 1 - IL Route 72 to IL Route 62

Improvements	Estimated Cost
Recommended Improvements	
Roadway	\$6,075,000
Intersection Improvements	\$875,000
Right-of-Way Acquisition	\$602,000
Total - Recommended Improvements	\$7,552,000

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

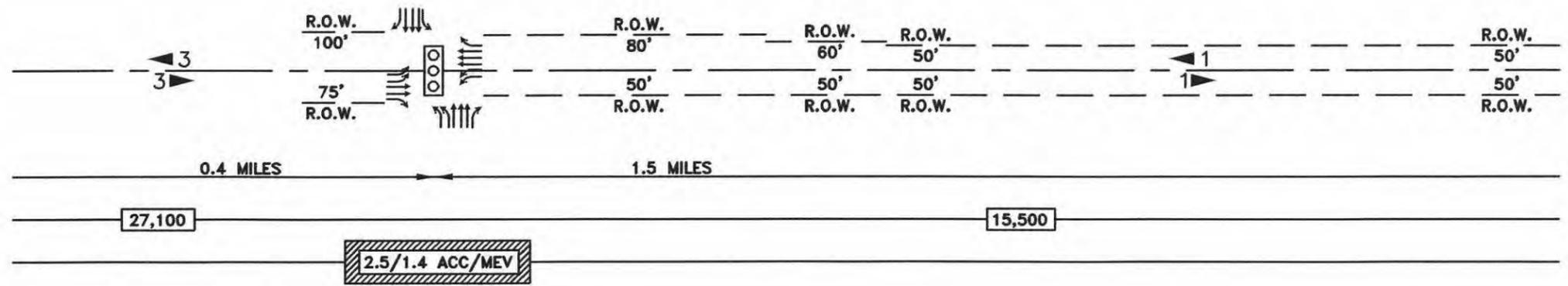
**Segment 1
IL Route 72 to IL Route 62**

EXISTING FACILITY CHARACTERISTICS

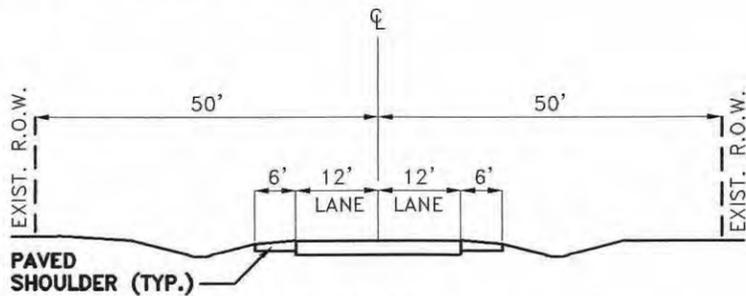
Exhibits A-1, A-2 and A-3

EXISTING LANE CONFIGURATION

SIGNAL SPACING
AVERAGE DAILY TRAFFIC
HIGH ACCIDENT LOCATIONS



DATE OF PHOTOGRAPHY: APRIL 14, 1995

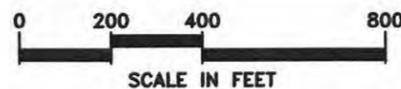


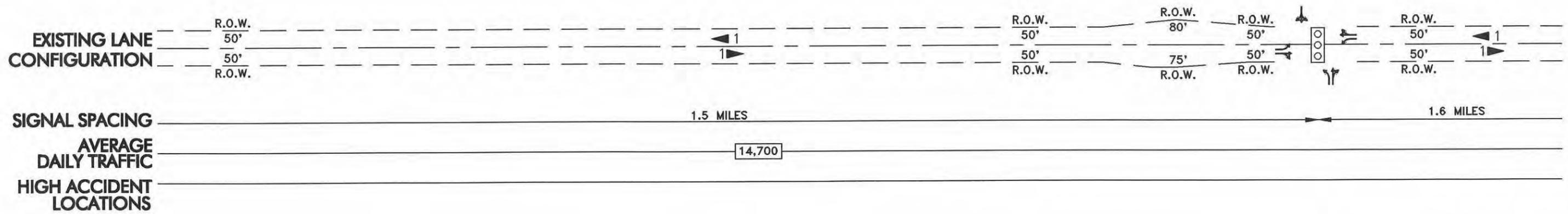
SECTION A-A
IL ROUTE 72 TO BARTLETT ROAD

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

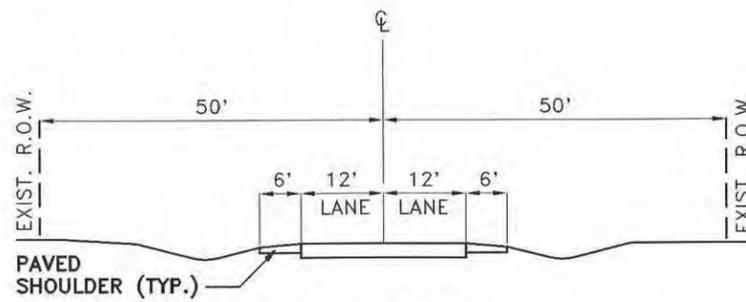


Prepared by: **CIVILTECH ENGINEERING, INC.**
 In Association with: **METRO Transportation Group**
 Shah Engineering, Inc. **Planning Resources Inc.**





DATE OF PHOTOGRAPHY: APRIL 14, 1995



SECTION A-A
IL ROUTE 72 TO BARTLETT ROAD

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

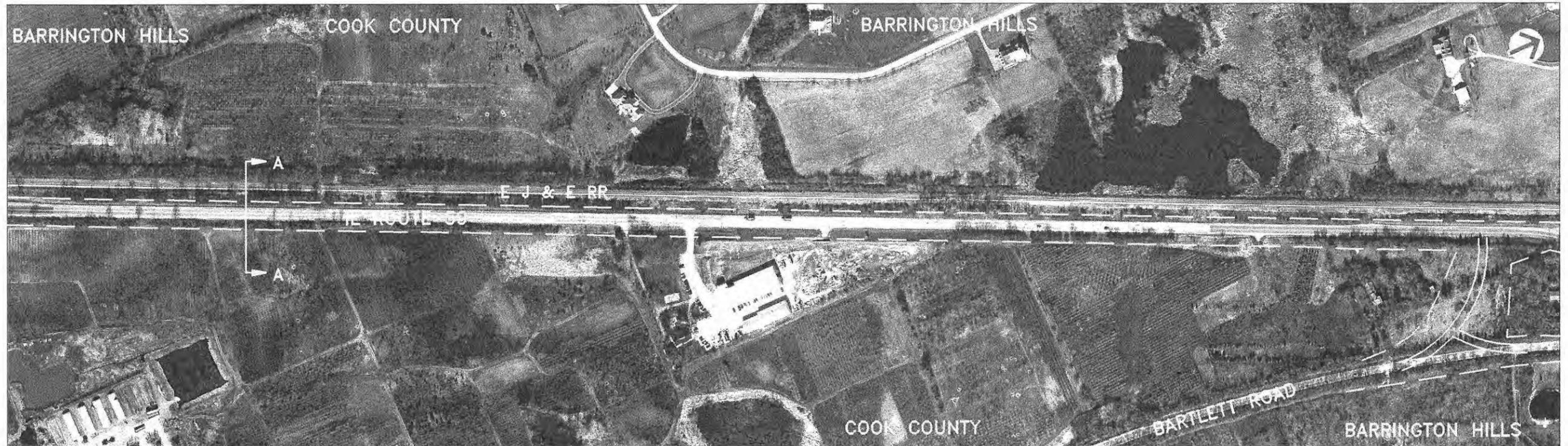
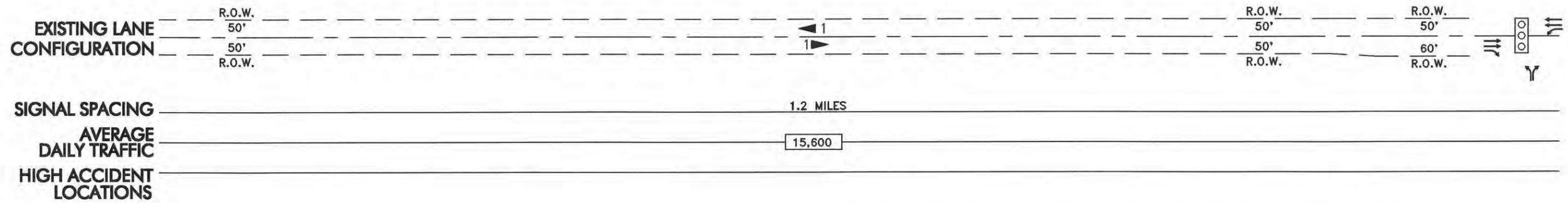
Illinois Department of Transportation

SRA Strategic Regional Arterial Planning Study

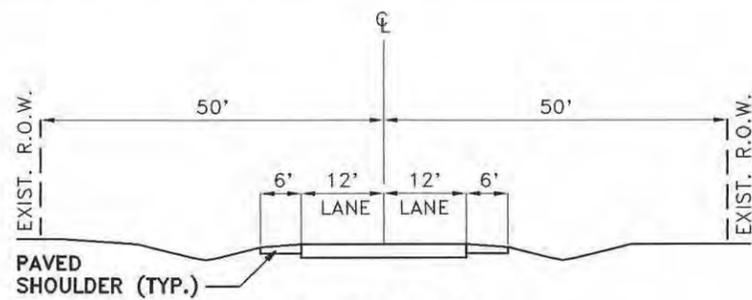
Prepared by: **CIVILTECH ENGINEERING, INC.**
In Association with: **METRO Transportation Group**
Shah Engineering, Inc. **Planning Resources Inc.**



IL ROUTE 59
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-2



DATE OF PHOTOGRAPHY: APRIL 14, 1995



SECTION A-A
IL ROUTE 72 TO BARTLETT ROAD

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

**Segment 1
IL Route 72 to IL Route 62**

LAND USE AND ENVIRONMENTAL CONDITIONS

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



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

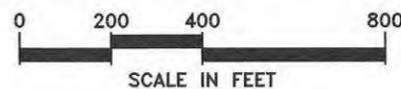
-  HAZARDOUS WASTE SITE
-  LEAKING UNDERGROUND STORAGE TANK
-  HISTORIC BUILDING/DISTRICT
-  WETLAND
-  THREATENED AND ENDANGERED SPECIES HABITAT
-  PRIME AGRICULTURAL LAND
-  FLOODPLAIN/FLOODWAY

LAND USE LEGEND

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

 Illinois Department of Transportation

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



STRA Strategic Regional Arterial Planning Study

IL ROUTE 59
ENVIRONMENTAL CONDITIONS
EXHIBIT B-1



DATE OF PHOTOGRAPHY: APRIL 14, 1995

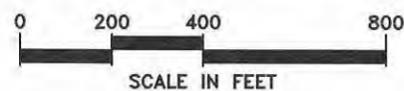
ENVIRONMENTAL FACTORS LEGEND	
	HAZARDOUS WASTE SITE
	LEAKING UNDERGROUND STORAGE TANK
	HISTORIC BUILDING/DISTRICT
	WETLAND
	THREATENED AND ENDANGERED SPECIES HABITAT
	PRIME AGRICULTURAL LAND
	FLOODPLAIN/FLOODWAY

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

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

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



STRA Strategic Regional Arterial Planning Study

IL ROUTE 59
ENVIRONMENTAL CONDITIONS
EXHIBIT B-2



DATE OF PHOTOGRAPHY: APRIL 14, 1995

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

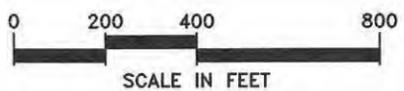
LAND USE LEGEND	
R	SINGLE-FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
MH	MOBILE HOME PARK
O	OFFICE (UP TO 3 FLOORS)
OH	OFFICE HIGH RISE (>3 FLOORS)
C	COMMERCIAL RETAIL/SERVICE
CA	COMMERCIAL AGRICULTURE (NURSERY, ETC.)
CR	COMMERCIAL RECREATION (GOLF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

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

SRA Strategic Regional Arterial Planning Study

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

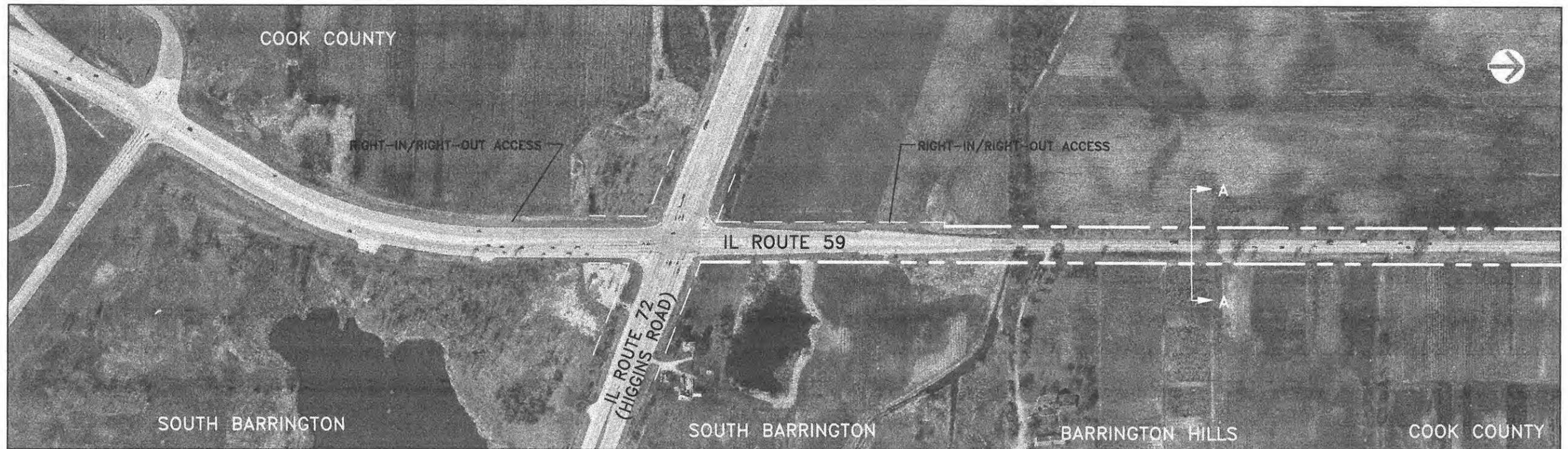
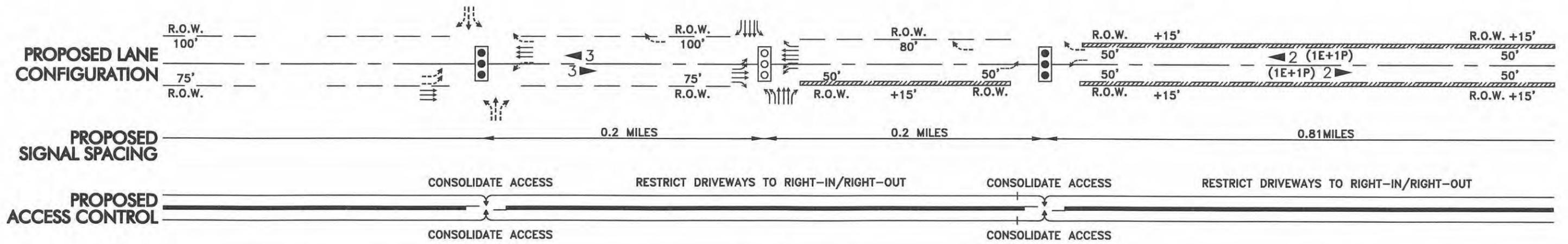


IL ROUTE 59
ENVIRONMENTAL CONDITIONS
EXHIBIT B-3

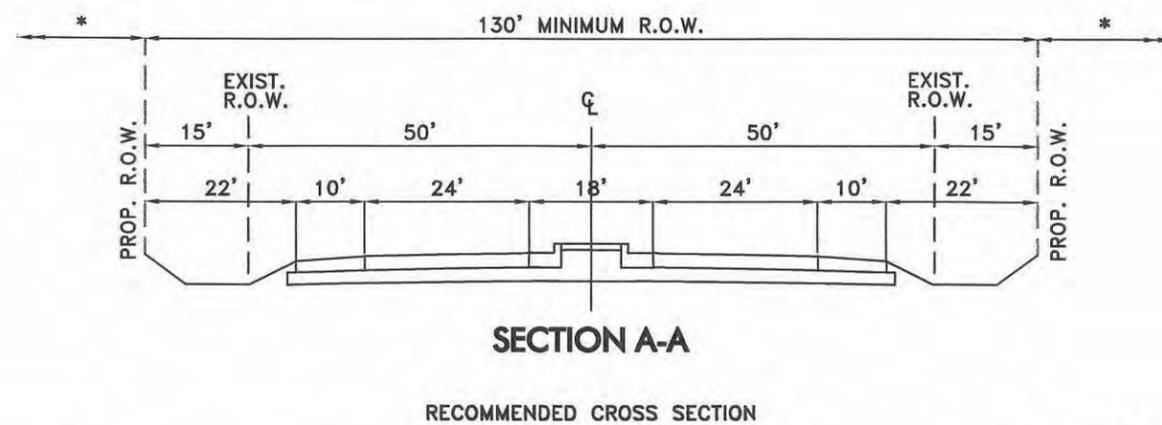
Segment 1
IL Route 72 to IL Route 62

RECOMMENDED PLAN

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



SEGMENT 1



LEGEND

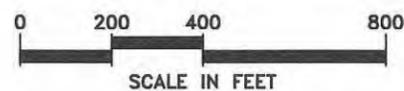
- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- BUS STOP

* PROPOSED NOISE MITIGATION AREA (BERM BY OTHERS)

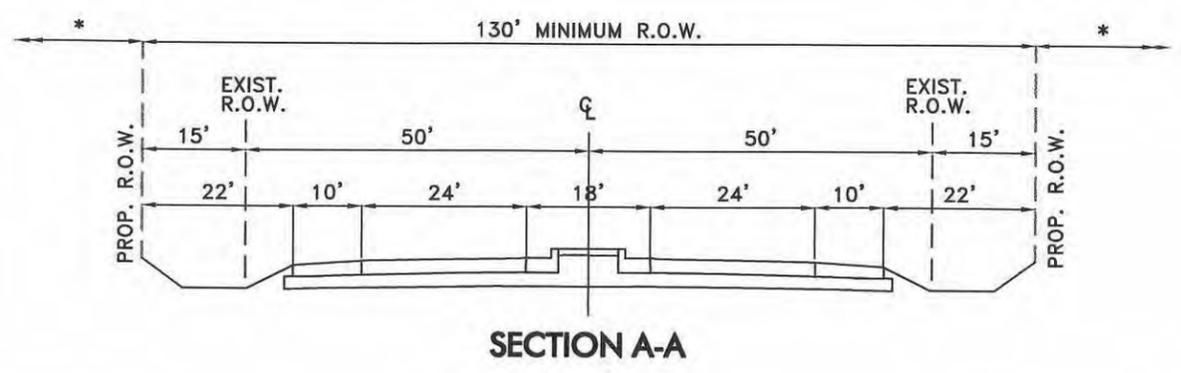
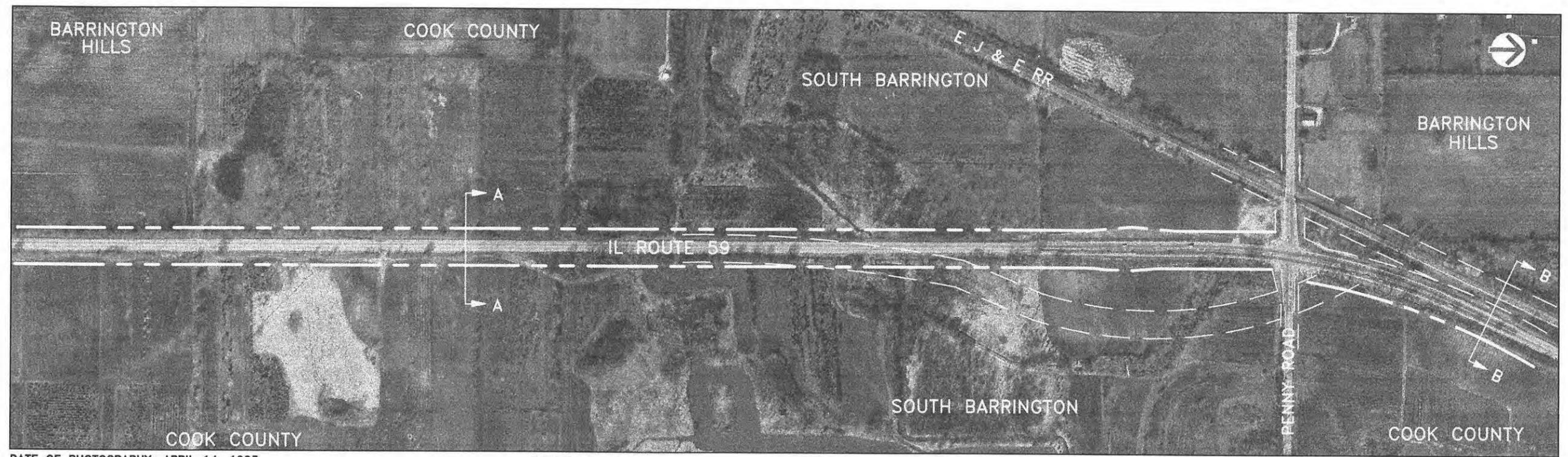
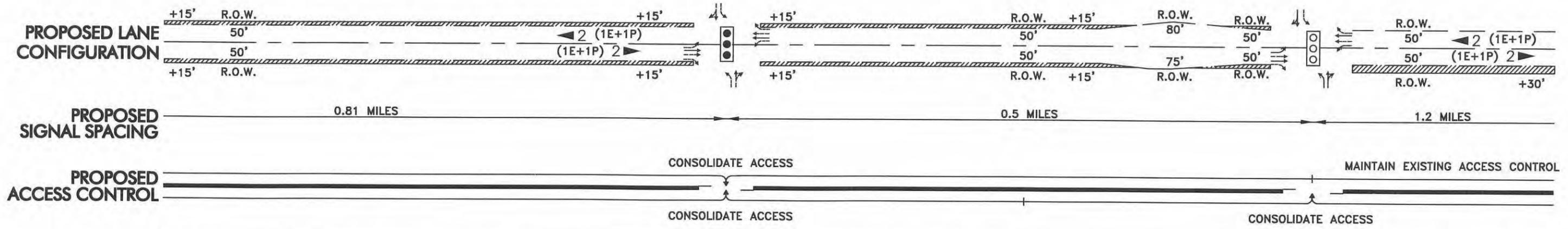
NOTE: CHANNELIZATION & POTENTIAL TRAFFIC SIGNALS CONTINGENT UPON DEVELOPMENT



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



IL ROUTE 59
RECOMMENDED PLAN
EXHIBIT C-1



RECOMMENDED CROSS SECTION

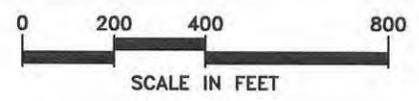
LEGEND	
	EXISTING TRAFFIC SIGNAL
	POTENTIAL TRAFFIC SIGNAL
	PROPOSED LANE ARRANGEMENT
	EXISTING LANE ARRANGEMENT
	PROPOSED NUMBER OF LANES
	EXISTING R.O.W. LINE
	FUTURE R.O.W. LINE
	ADDITIONAL R.O.W.
	BARRIER/GRASS MEDIAN

* PROPOSED NOISE MITIGATION AREA (BERM BY OTHERS)

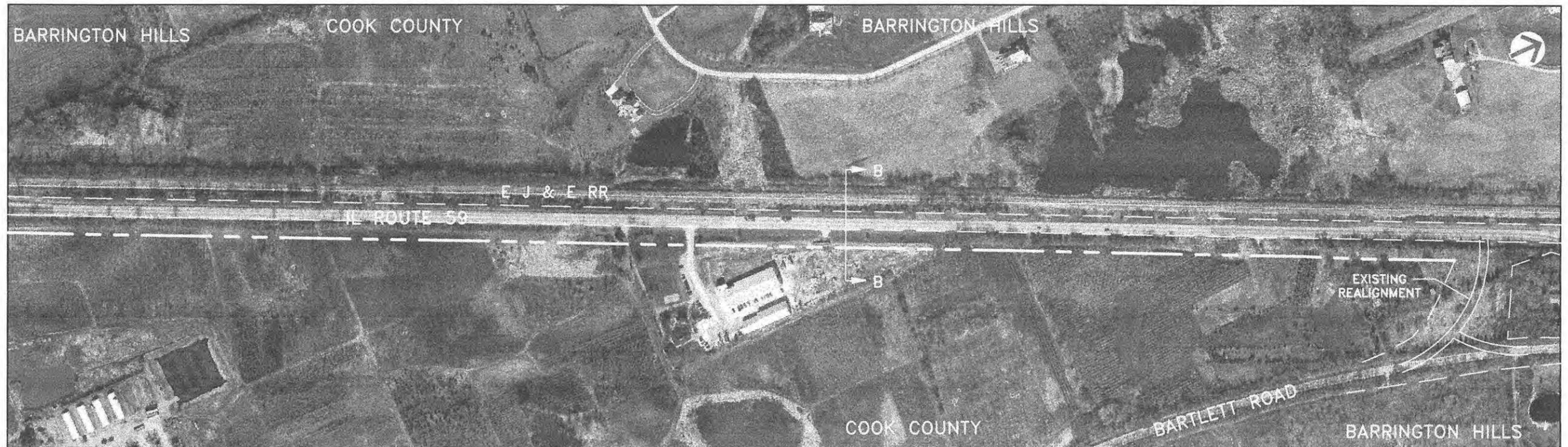
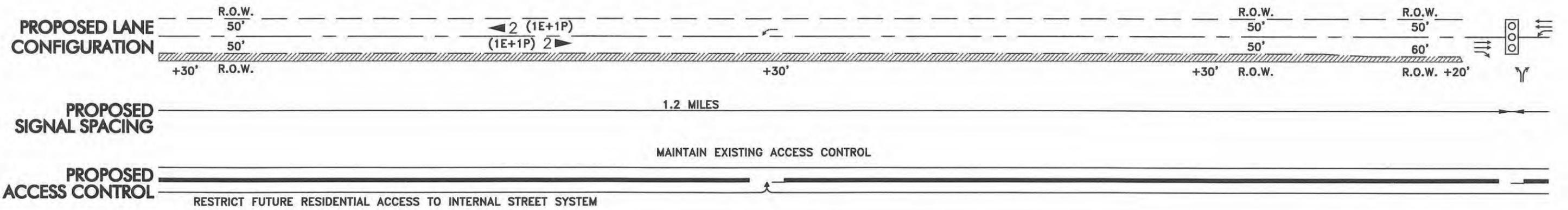
NOTE: CHANNELIZATION & POTENTIAL TRAFFIC SIGNALS CONTINGENT UPON DEVELOPMENT



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

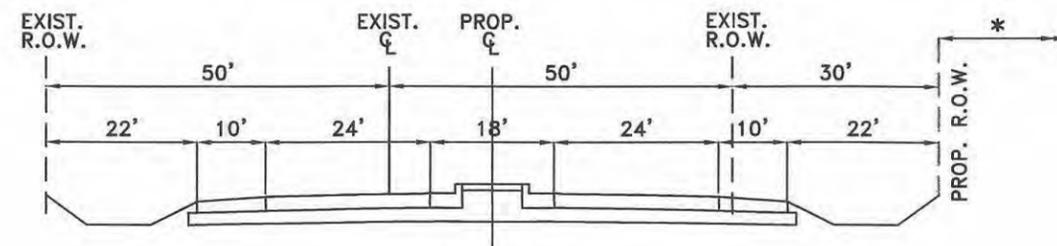


IL ROUTE 59
 RECOMMENDED PLAN
 EXHIBIT C-2



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1



SECTION B-B

RECOMMENDED CROSS SECTION

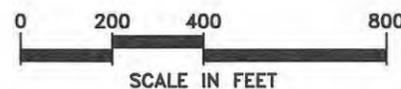
LEGEND

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

NOTE:
 CHANNELIZATION & POTENTIAL TRAFFIC SIGNALS
 CONTINGENT UPON DEVELOPMENT



* PROPOSED NOISE MITIGATION AREA
 (BERM BY OTHERS)



Segment 2
IL Route 62 to Barrington Road

3.2 Segment 2: IL Route 62 to Barrington Road

3.2.1 Location

Segment 2 extends along IL Route 59 from IL Route 62 (Algonquin Road) to Barrington Road (see Figure 3.1). The segment is approximately 3.2 miles in length and is located in unincorporated Cook County and the Village of Barrington Hills.

3.2.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-4, A-5 and A-6.

Right-of-Way - The right-of-way in this segment is 100 feet in width except at the intersection of IL Route 59 and IL Route 62 where it widens to 140 feet.

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

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that the 1992 average annual daily traffic for this segment varies from 16,900 vpd near IL Route 62 to 10,000 vpd near Barrington Road.

Accidents - There is one high accident segment within this segment, approximately 2,500 feet in length, that includes the intersections of Bartlett Road, IL Route 62, and Old Dundee Road. It should be noted that these accident statistics are for the time period prior to the recent IDOT improvement of this segment of IL Route 59. The recently completed improvement will likely reduce the future number of accidents in this area.

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

Traffic Control/Intersection Configuration - There are two signalized intersections in this segment. This first is at the intersection of IL Route 59 and IL Route 62/IL Route 68. This intersection was recently improved in 1997 as part of an IDOT project on IL Route 62/IL Route 68. This improvement included realigning portions of IL Route 59 and Bartlett Road as well as prohibiting access to Old Dundee Road. The improvement also included widening both IL Route 59 and IL Route 62 to provide two through lanes in each direction. Dual left turn lanes were constructed on both approaches of IL Route 62. An exclusive right turn lane was also constructed on all approaches except for the east leg. Roadway realignments and lane configurations for the intersection are shown on Exhibit A-4.

The second signalized location in this segment is located at the intersection of IL Route 59 and IL Route 68 (Dundee Road). Existing lane configurations are shown on Exhibit A-5.

Structures - There are no structures located within this segment.

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

3.2.3 Existing Environmental Characteristics

The existing environmental characteristics for Segment 2 of IL Route 59 are shown on Exhibits B-4 through B-6

Lakes/Streams/Wetlands/Floodplains - Scattered wetlands are located adjacent to the SRA between IL Route 62 (Algonquin Road) and Dundee Road (IL Route 68). North of Dundee Road, wetlands and floodplain associated with Hawley, Keene and Hawthorne Lakes abut the IL Route 59 right-of-way.

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

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

Threatened or Endangered Species -The Crabtree Nature Center, located on the east side of IL Route 59 between IL Route 62 (Algonquin Road) and IL Route 68 (Dundee Road), is an Illinois Natural Area Inventory site. This area has been identified by the Illinois Department of Natural Resources as habitat for the threatened or endangered Henslow's sparrow.

Prime Farmland - According to the Natural Resources Conservation Service, prime farmland abuts a majority of the SRA, south of Dundee Road.

3.2.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-4 through B-6.

Type and Intensity of Development - The primary land use between IL Route 62 (Algonquin Road) and IL Rout 68 (Dundee Road) is a mixture of forest preserve, open space and large lot single-family residential. The Crabtree Nature Center Forest Preserve flanks the east side of the SRA within this portion of Segment 2. Between Dundee Road and Barrington Road the primary land use consists of single-family residences that are adjacent to IL Route 59.

Planned Development - No specific plans for development have been identified within this segment.

3.2.5 Recommended SRA Improvements

The recommended plan for this segment is shown in Exhibit C-4, C-5, and C-6.

Roadway - In order to minimize the impacts to the Crabtree Nature Center Forest Preserve as well as to the adjacent lakes and wetlands, it is recommended that a four-lane urban cross section be provided in this segment. The proposed cross section consists of two 12-foot through lanes in each direction separated by an 18-foot barrier median with B-6.24 curb & gutter at the edges of pavement. See Section C-C shown on Exhibits C-4, C-5 and C-6. This cross section can be accommodated within the existing 100-foot right-of-way.

Traffic Control/Intersection Configuration - It is proposed to maintain the existing traffic signals at IL Route 62 and IL Route 68 (Dundee Road). At the intersection of IL Route 59 and IL Route 62 (Algonquin Road) northbound to westbound dual left turn lanes are recommended. At the intersection of IL Route 59 and IL Route 68 (Dundee Road) westbound to southbound dual left turn lanes are recommended. The intersection of IL Route 59 and Dundee Avenue is identified as a potential future traffic signal location. A future signal should be installed only at the recommended location and only when the signal warrants recommended for SRA routes are met (Recommended signal warrants for SRA's are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report). Proposed lane configurations for this location are shown on Exhibit C-6.

Access Management - It is recommended that unsignalized, full access intersections with left turn channelization on IL Route 59 be provided at two locations: the existing church parcel located on the west side of IL Route 59 just north of IL Route 62 and at Hawthorne Lane. It is also recommended that all other driveways be restricted to right-in/right-out access.

Transit - Other than the addition of bus service to IL Route 59 when warranted, there are no transit improvements recommended for this segment.

3.2.6 Right-of-Way Requirements

The proposed cross section in this segment will fit within the existing right-of-way other than the possible need for temporary grading easements. Corner right-of-way takes will be required for improvement of the intersections of IL Route 59 with IL Route 68 (Dundee Road) and Dundee Avenue.

3.2.7 Environmental Considerations

No impacts will result to the Crabtree Nature Center Natural Area Inventory site, wetland systems, threatened and endangered species, or prime farmland located within Segment 2 since right-of-way acquisition is not recommended.

3.2.8 Land Use Considerations

No significant impacts to land use are expected within Segment 2 since additional right-of-way will not be acquired. A barrier median in Segment 2 would prevent direct left turns into uses fronting onto the SRA, except at planned full movement intersections. The location of access and setbacks associated with future development should be coordinated with SRA improvements.

3.2.9 Construction/Right-of-Way Cost Estimates

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

3.2.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy, and are either low cost or should be implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. A traffic signal should be installed at the recommended location when the traffic signal warrants recommended for SRA routes are met. It is recommended that future access be limited to the locations shown on the recommended plan.

3.2.11 Ultimate (Post 2020) Improvements

Improvements which are consistent with SRA policy for suburban routes but are considered best implemented beyond the SRA planning horizon are recommended for Post 2020 consideration. There are no ultimate (post 2020) improvements recommended in this segment.

3.2.12 Crossing SRA Routes

IL Route 62 is also designated as an SRA route. An SRA study for this corridor is ongoing. The SRA improvement recommendations contained in this report are consistent with the recommended plan for the IL Route 62 corridor.

Table 3.2.1
Construction Cost Estimate
Segment 2 - IL Route 62 to Barrington Road

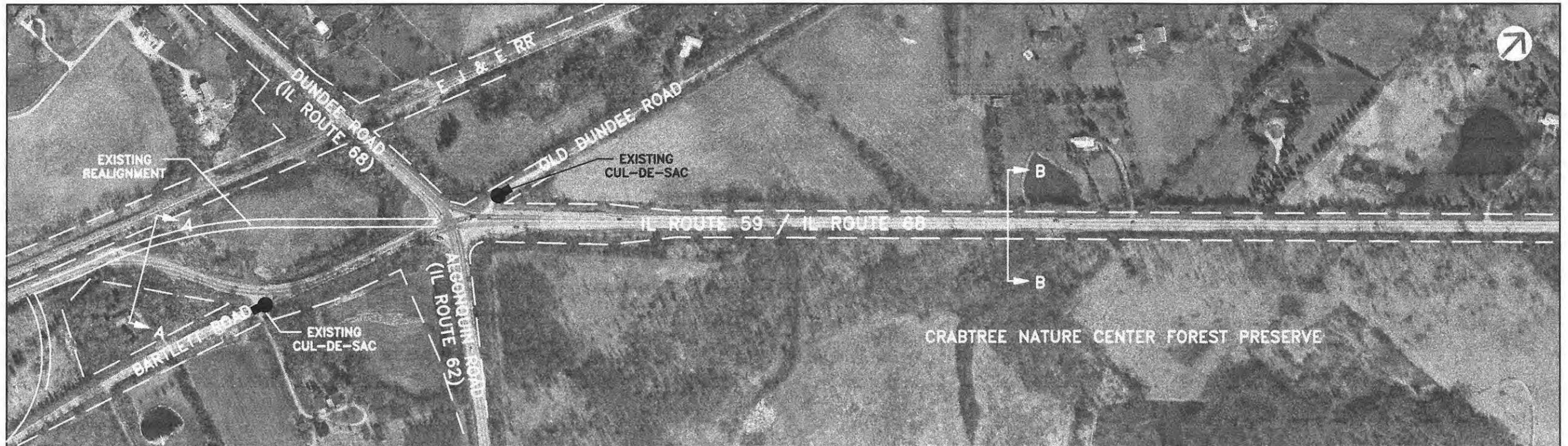
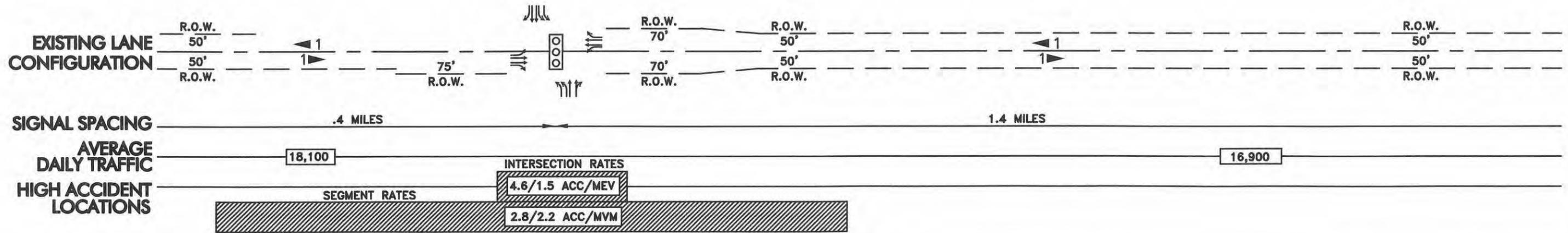
Improvements	Estimated Cost
Recommended Improvements	
Roadway	\$6,048,000
Intersection Improvements	\$700,000
Total - Recommended Improvements	\$6,748,000

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

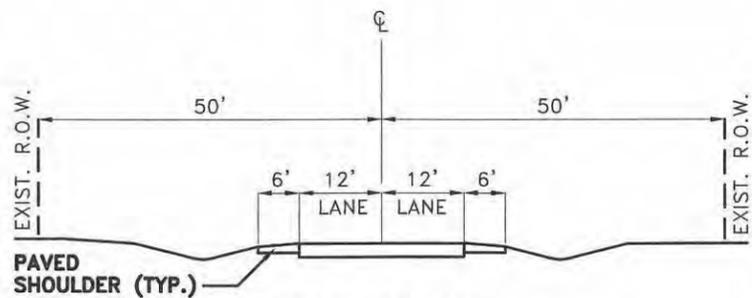
Segment 2
IL Route 62 to Barrington Road

EXISTING FACILITY CHARACTERISTICS

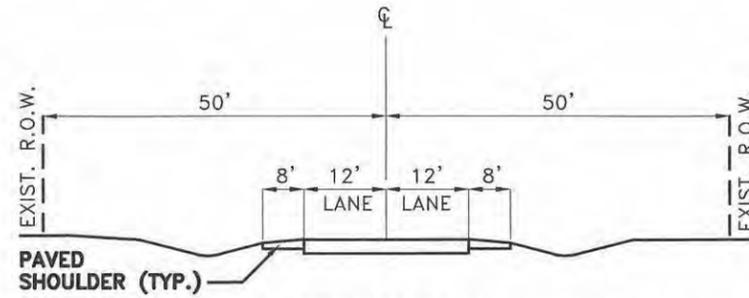
Exhibits A-4, A-5 and A-6



DATE OF PHOTOGRAPHY: APRIL 14, 1995



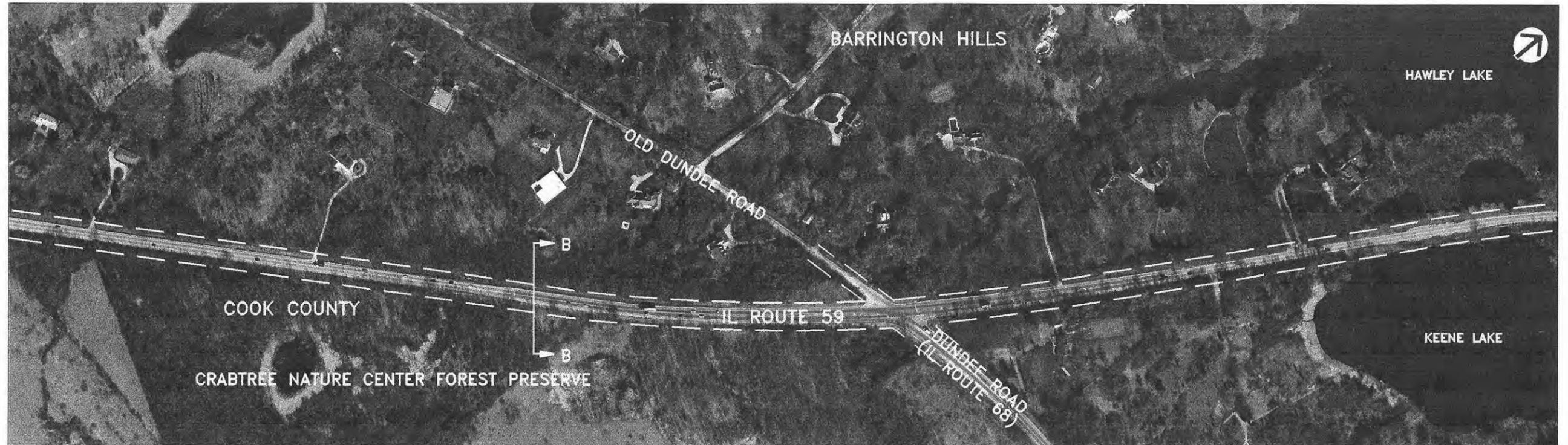
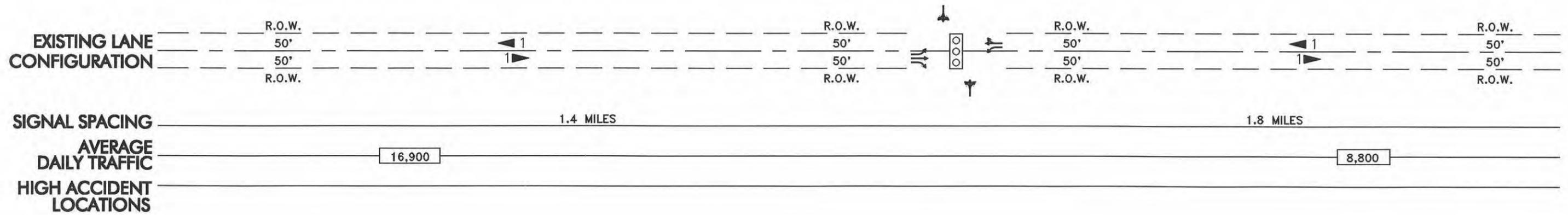
SECTION A-A
 IL ROUTE 72 TO BARTLETT ROAD



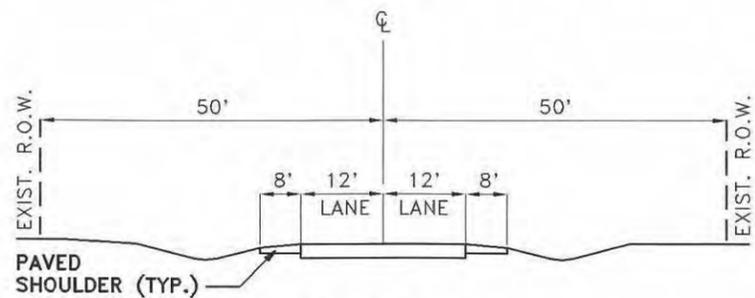
SECTION B-B
 BARTLETT ROAD TO BARRINGTON ROAD

LEGEND

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



DATE OF PHOTOGRAPHY: APRIL 14, 1995

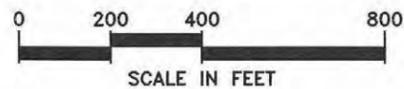


SECTION B-B
BARTLETT ROAD TO BARRINGTON ROAD

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

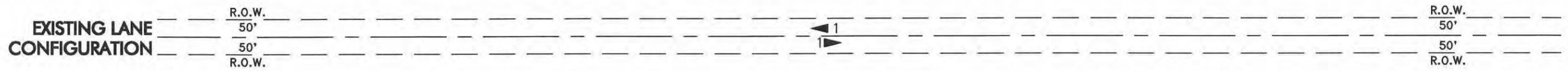
Illinois Department of Transportation

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

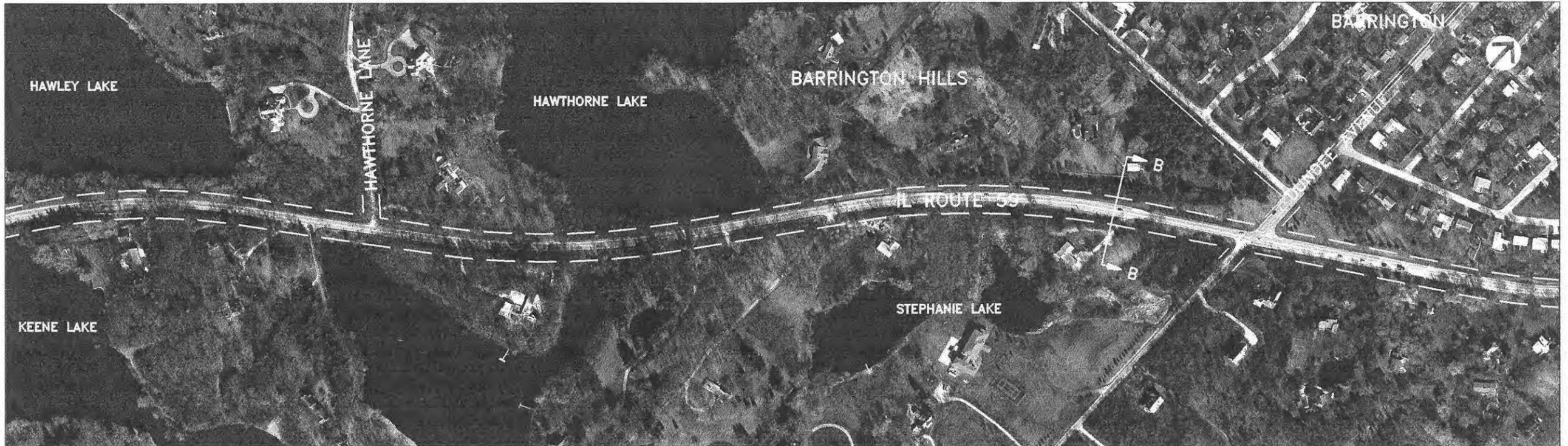


SRA Strategic Regional Arterial Planning Study

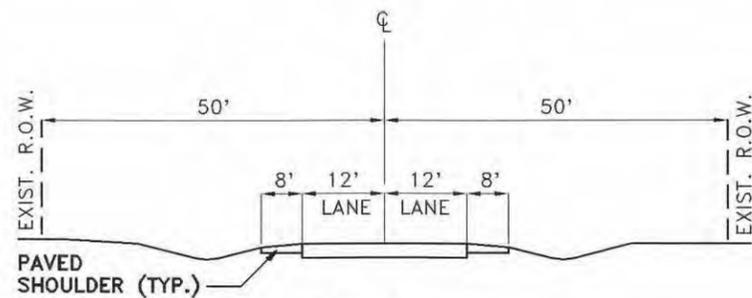
IL ROUTE 59
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-5



SIGNAL SPACING	1.8 MILES
AVERAGE DAILY TRAFFIC	10,400
HIGH ACCIDENT LOCATIONS	



DATE OF PHOTOGRAPHY: APRIL 14, 1995



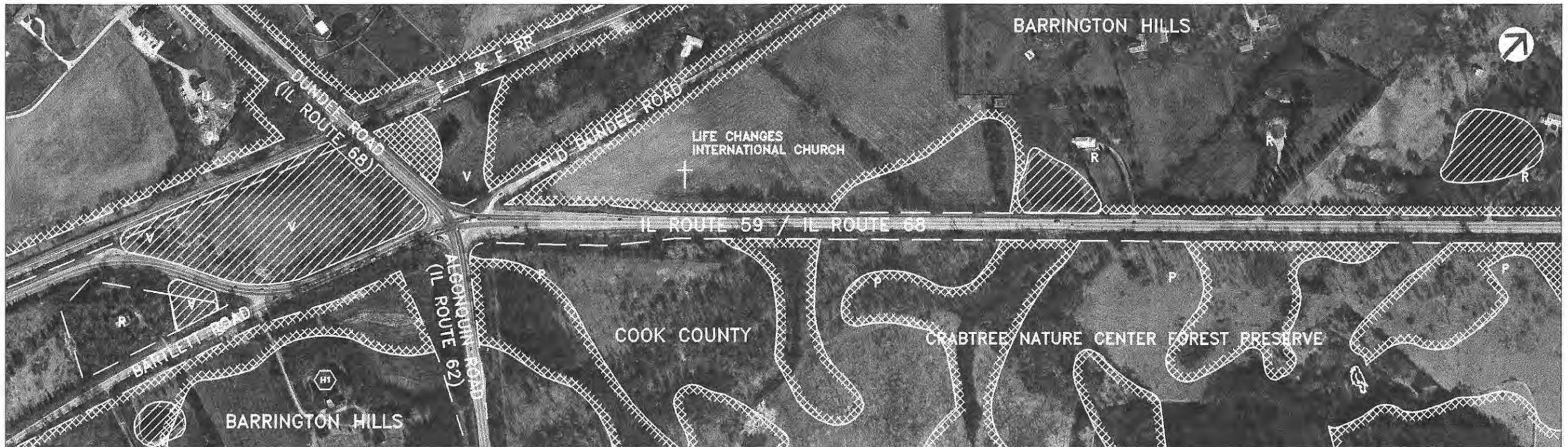
SECTION B-B
BARTLETT ROAD TO BARRINGTON ROAD

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

Segment 2
IL Route 62 to Barrington Road

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-4, B-5 and B-6



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

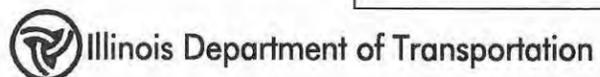
- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

HISTORIC BUILDINGS

- RESIDENCE
265 BARTLETT ROAD

LAND USE LEGEND

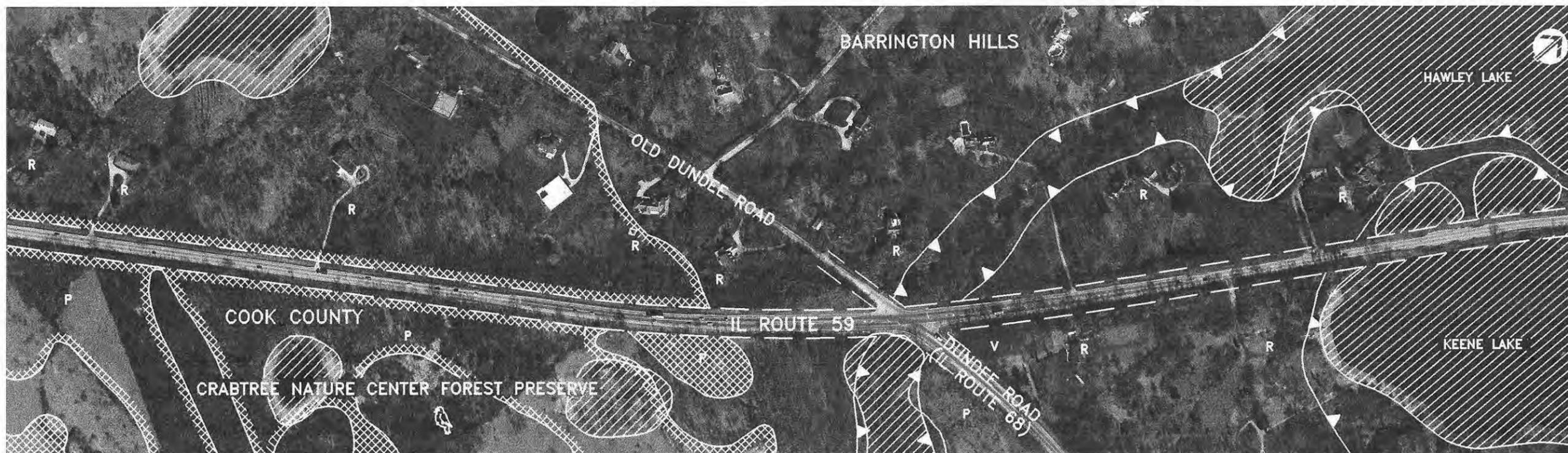
- R SINGLE-FAMILY RESIDENTIAL
 - RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
 - RH HIGH RISE RESIDENTIAL (>3 FLOORS)
 - MH MOBILE HOME PARK
 - O OFFICE (UP TO 3 FLOORS)
 - OH OFFICE HIGH RISE (>3 FLOORS)
 - C COMMERCIAL RETAIL/SERVICE
 - CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
 - CR COMMERCIAL RECREATION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



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



IL ROUTE 59
ENVIRONMENTAL CONDITIONS
EXHIBIT B-4



DATE OF PHOTOGRAPHY: APRIL 14, 1995

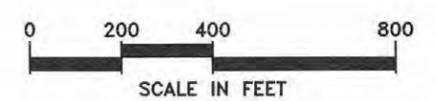
ENVIRONMENTAL FACTORS LEGEND	
	HAZARDOUS WASTE SITE
	LEAKING UNDERGROUND STORAGE TANK
	HISTORIC BUILDING/DISTRICT
	WETLAND
	THREATENED AND ENDANGERED SPECIES HABITAT
	PRIME AGRICULTURAL LAND
	FLOODPLAIN/FLOODWAY

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

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

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



SRA Strategic Regional Arterial Planning Study

IL ROUTE 59
ENVIRONMENTAL CONDITIONS
EXHIBIT B-5



DATE OF PHOTOGRAPHY: APRIL 14, 1995

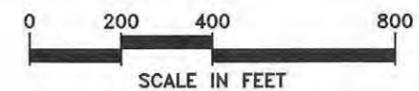
ENVIRONMENTAL FACTORS LEGEND

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

LAND USE LEGEND

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

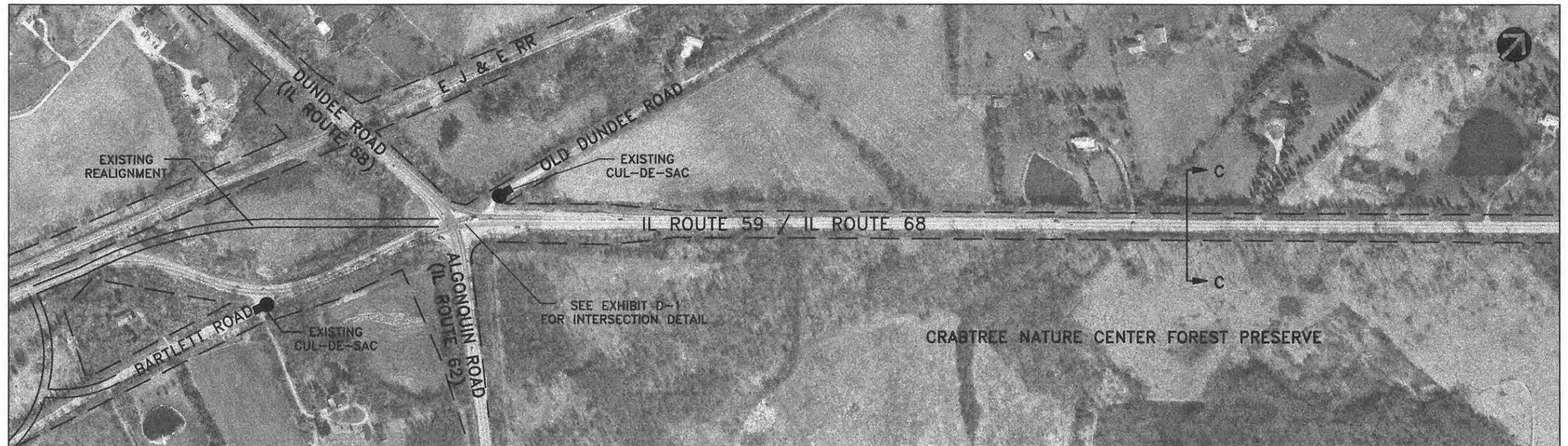
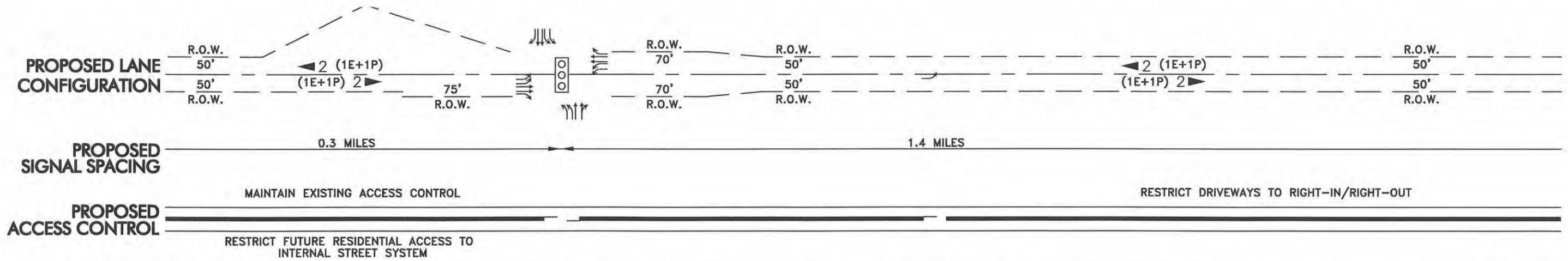
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



Segment 2
IL Route 62 to Barrington Road

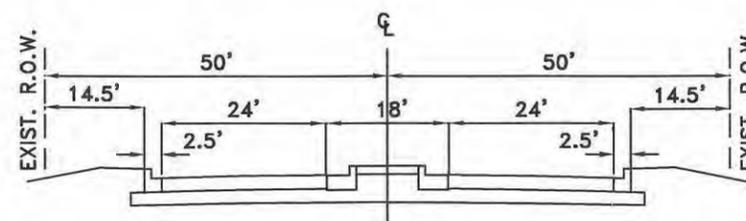
RECOMMENDED PLAN

Exhibits C-4, C-5 and C-6



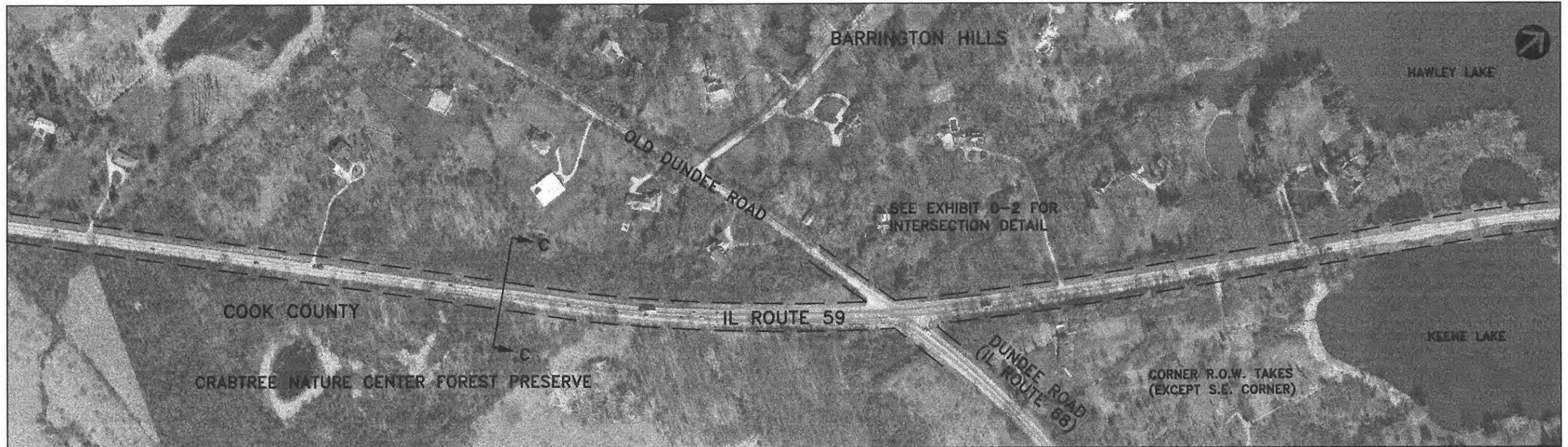
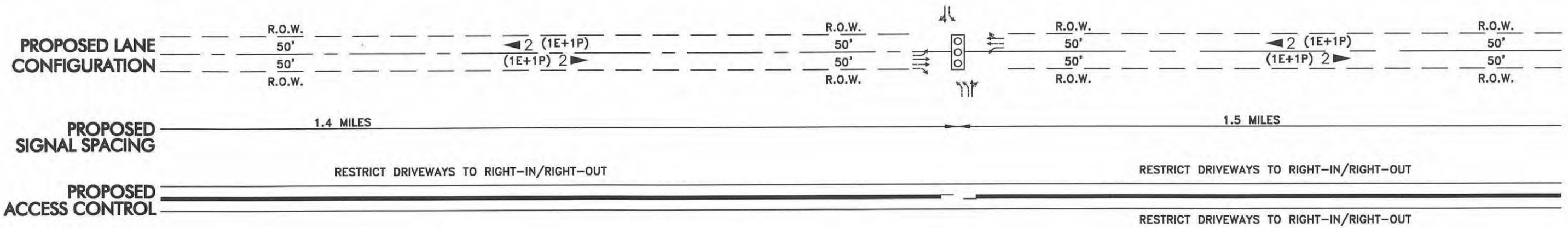
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 2



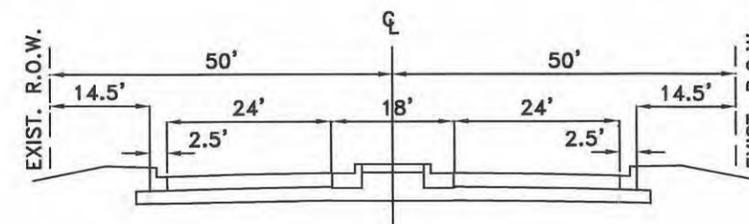
RECOMMENDED CROSS SECTION

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



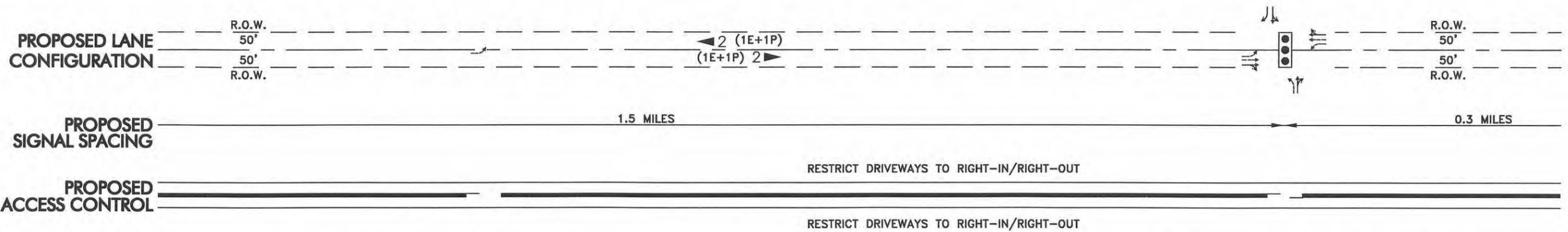
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 2



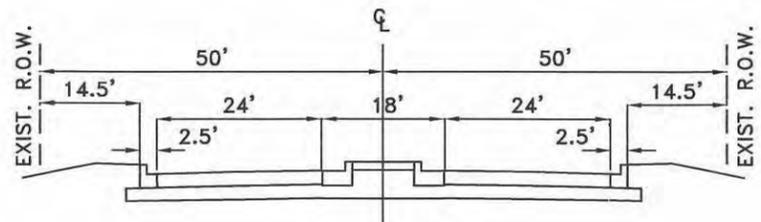
SECTION C-C
RECOMMENDED CROSS SECTION

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



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 2



SECTION C-C

RECOMMENDED CROSS SECTION

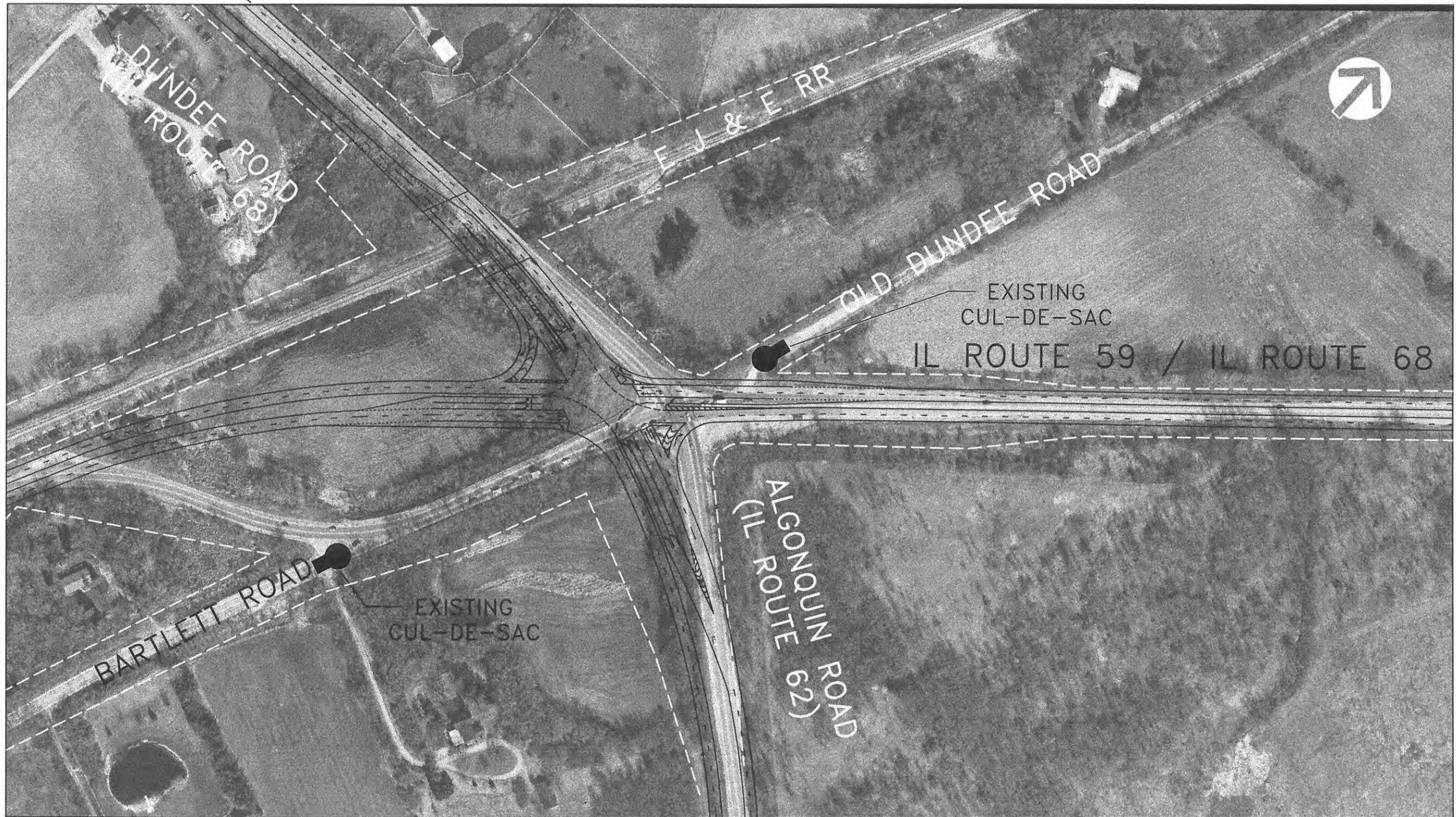
LEGEND

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

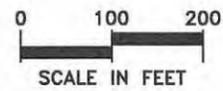
Segment 2

INTERSECTION DETAIL
Illinois Route 59 and IL Route 62 (Algonquin Road)

Exhibit D-1



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



INTERSECTION DETAIL



Segment 2

INTERSECTION DETAIL
Illinois Route 59 and IL Route 68 (Dundee Road)

Exhibit D-2



INTERSECTION DESIGN

Segment 3
Barrington Road to Main Street (Lake-Cook Road)

3.3 Segment 3: Barrington Road to Main Street (Lake-Cook Road)

3.3.1 Location

Segment 3 extends along IL Route 59 from Barrington Road to Main Street (Lake-Cook Road) (see Figure 3.1). The segment is approximately 1.2 miles in length and is located within the Village of Barrington.

3.3.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibit A-7.

Right-of-Way - The existing right-of-way in this segment varies from 49 feet to 66 feet in width.

Roadway Characteristics - The existing pavement width in this segment is 28 feet with one 14-foot through lane in each direction with curb & gutter and an enclosed drainage system.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that the 1992 average annual daily traffic for this segment is 26,900 vpd.

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

Parking, Sidewalks, and Frontage Roads - There are no on-street parking spaces or frontage roads on this segment. Sidewalks currently exist along both sides of the roadway throughout the length of this segment.

Traffic Control/Intersection Configuration - There are two signalized intersections in this segment at Barrington Road and Hillside Avenue. In addition, a mid-block school crossing signal exists between Lincoln Avenue and Lake Street. Existing lane configurations at these locations are shown on Exhibit A-7.

Structures - There are no structures located within this segment.

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

3.3.3 Existing Environmental Characteristics

The existing environmental characteristics for Segment 3 of IL Route 59 are shown on Exhibit B-7.

Lakes/Streams/Wetlands/Floodplains - There are no known significant natural resources located within Segment 3.

Structures with Historical Significance - Segment 3 of IL Route 59 bisects the Barrington Historic District between approximately Hillside Avenue and Station Street. This district has been included on the National Register of Historic Places since 1985. Within this district, the Barrington Village Hall, located at the southwest corner of IL Route 59 and Station Street, is listed on the Illinois Inventory of Historic Landmarks.

Hazardous Waste/LUST Sites - There is one leaking underground storage tank (LUST) site, identified by the Illinois Environmental Protection Agency, located within Segment 3. This site is located at the southeast corner of IL Route 59 and Station Street.

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

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

3.3.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibit B-7.

Type and Intensity of Development - Segment 3 bisects the Village of Barrington's downtown historic district. South of Lincoln Avenue, older single-family residences front onto IL Route 59. Between Lake Street and Main Street the predominant land use within downtown Barrington is commercial. Several institutional uses are located within Segment 3. These uses include: the Barrington library, located at the southwest corner of IL Route 59 and Monument Avenue; the Hough Street Elementary School, located between Lincoln Avenue and Lake Street; the Barrington United Methodist Church, located at the northeast corner of Lincoln Avenue and IL Route 59; and the Barrington Village Hall, located at the southwest corner of IL Route 59 and Station Street.

Planned Development - There are no planned developments within this segment.

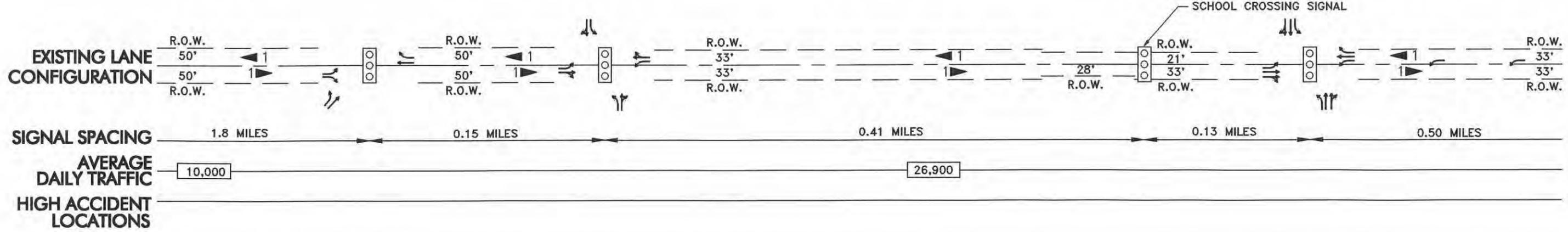
3.3.5 Recommended SRA Improvements

As documented in the Public Involvement section of this report, the Village of Barrington believes the roadway facility that would be required to meet SRA objectives for capacity and mobility along Hough Street is incompatible with the residential character of the Barrington Historic District that comprises much of Segment 3. The Village has requested that the Department of Transportation investigate the feasibility of possible Illinois Route 59 Bypass options. Therefore, the recommended improvement for this segment will be determined upon the completion of a Barrington Bypass Study that will be conducted jointly by the Illinois Department of Transportation and the Village of Barrington.

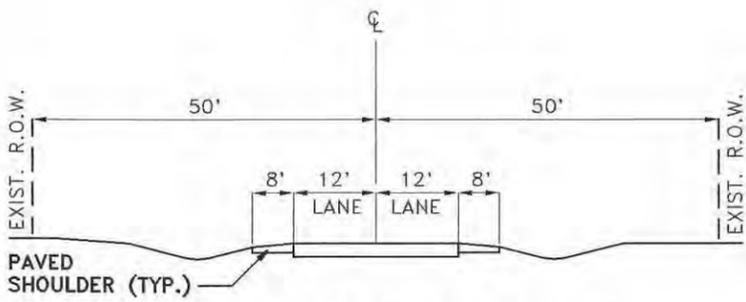
Segment 3
Barrington Road to Main Street (Lake-Cook Road)

EXISTING FACILITY CHARACTERISTICS

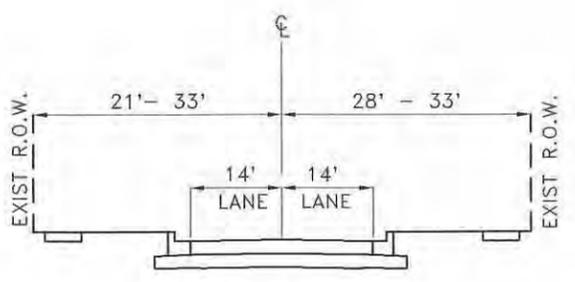
Exhibit A-7



DATE OF PHOTOGRAPHY: APRIL 14, 1995



SECTION B-B
BARTLETT ROAD TO BARRINGTON ROAD



SECTION C-C
BARRINGTON ROAD TO MAIN STREET (LAKE - COOK RD.)

LEGEND

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

**Segment 3
Barrington Road to Main Street (Lake-Cook Road)**

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibit B-7



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

HISTORIC BUILDINGS

- VILLAGE HALL

LAND USE LEGEND

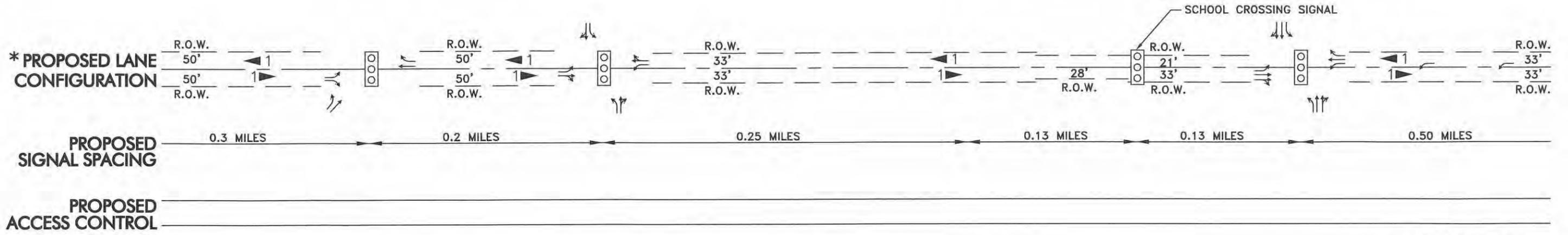
- R SINGLE-FAMILY RESIDENTIAL
- RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
- RH HIGH RISE RESIDENTIAL (>3 FLOORS)
- MH MOBILE HOME PARK
- O OFFICE (UP TO 3 FLOORS)
- OH OFFICE HIGH RISE (>3 FLOORS)
- C COMMERCIAL RETAIL/SERVICE
- CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
- CR COMMERCIAL RECREATION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

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

**Segment 3
Barrington Road to Main Street (Lake-Cook Road)**

RECOMMENDED PLAN

Exhibit C-7



SEGMENT 4*



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 3*

LEGEND

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

* THE RECOMMENDED CROSS SECTION FOR THIS SEGMENT WILL BE DETERMINED UPON COMPLETION OF A BARRINGTON BYPASS STUDY THAT WILL BE CONDUCTED JOINTLY BY IDOT AND THE VILLAGE OF BARRINGTON.

Segment 4
Main Street (Lake-Cook Road) to U.S. Route 14

3.4 Segment 4: Main Street (Lake-Cook Road) to U.S. Route 14

3.4.1 Location

Segment 4 extends along IL Route 59 from Main Street (Lake-Cook Road) to U.S. Route 14 (Northwest Highway). This segment is approximately 1 mile in length (see Figure 3.1) and is located within the Village of Barrington.

3.4.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-7 and A-8.

Right-of-Way - The existing right-of-way in this segment varies from 60 feet to 66 feet in width.

Roadway Characteristics - The existing pavement in this segment is 36 feet wide with one 12-foot through lane in each direction, a 12-foot flush median, and curb & gutter.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that the 1992 average annual daily traffic for this segment is 25,300 vpd.

Accidents - There is one high accident location within this segment located at the intersection of IL Route 59 and U.S. Route 14.

Parking, Sidewalks, and Frontage Roads - There are no on-street parking spaces or frontage roads on this segment. Sidewalks are provided along both sides of IL Route 59 throughout the length of this segment.

Traffic Control/Intersection Configuration - Within this segment, there are two signalized intersections located at Main Street (Lake-Cook Road) and U.S. Route 14. Existing lane configurations at these locations are shown on Exhibits A-7 and A-8.

Structures - There are no existing structures located within this segment.

Transit - The Metra Northwest Line provides commuter rail service from Barrington to the Union Pacific Railroad Station in Chicago. There is a Metra Station east of IL Route 59, south of Lake-Cook Road in the Village of Barrington.

3.4.3 Existing Environmental Characteristics

The existing environmental characteristics for Segment 4 of IL Route 59 are shown on Exhibits B-7 and B-8.

Lakes/Streams/Wetlands/Floodplains - A tributary of Flint Creek crosses Illinois Route 59 within Segment 4.

Structures with Historical Significance - Segment 4 of IL Route 59 bisects the northern portion of the Barrington Historic District, south of Applebee Street. This district has been included on the National Register of Historic Places since 1985.

Hazardous Waste/LUST Sites - There are three leaking underground storage tank (LUST) sites, identified by the Illinois Environmental Protection Agency, located within Segment 4. Two sites are located at the west side of IL Route 59, between Franklin and Liberty Streets extended. The other site is located on the east side of IL Route 59, between the EJ&E tracks and U.S. Route 14 (Northwest Highway).

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

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

3.4.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-7 and B-8.

Type and Intensity of Development - Segment 4 bisects the northern portion of downtown Barrington. Between Main Street and Liberty Street the predominant land use within downtown Barrington is commercial. A small downtown park is located at the northeast corner of Main Street and IL Route 59. North of Liberty Street the land use is a mixture of commercial, office, residential and industrial.

Planned Development - Although it is anticipated that the triangular shaped parcel located west of IL Route 59 between the Union Pacific Rail Line and the EJ&E Rail Line will be redeveloped, no specific plans have been identified to date.

3.4.5 Recommended SRA Improvements

As was the case with Segment 3, the recommended plan for this segment will be determined upon the completion of a Barrington Bypass Study that will be conducted jointly by the Illinois Department of Transportation and the Village of Barrington.

Transit - According to Metra's Extended Transportation Agenda, there is a service proposal to implement new suburb to suburb rail service on the freight line of the EJ&E Railway. The route extends from Waukegan on the north, near Elgin and Aurora on the west, Joliet on the southwest, then eastward into Gary, Indiana. As part of the initial proposal the EJ&E segment which is physically implementable has been identified in the report issued by Metra (1990) as the Outer Circumferential Corridor. Twelve potential new station sites have been proposed for this Outer

Corridor. At the north end, current plans call for trains to utilize an existing connection to enter the Union Pacific Line, terminating one-half mile to the east of the EJ&E at the Barrington Station. This mass transit future agenda will be important in planning the IL Route 59 Corridor.

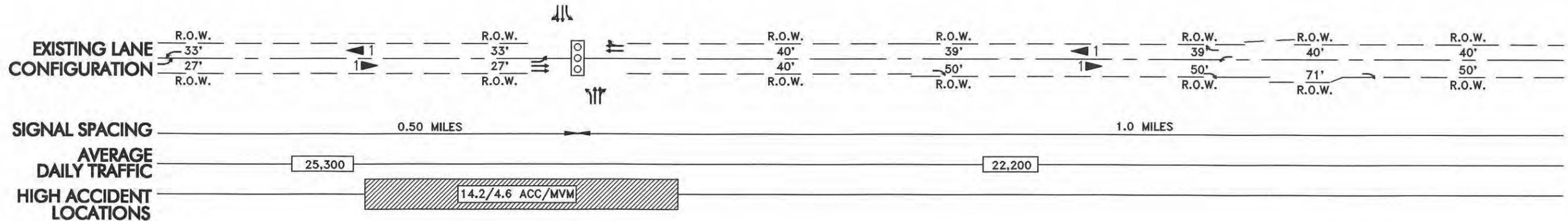
3.4.12 Crossing SRA Routes

U.S. Route 14 is also designated as an SRA route. An SRA study was this corridor was completed in April 1993.

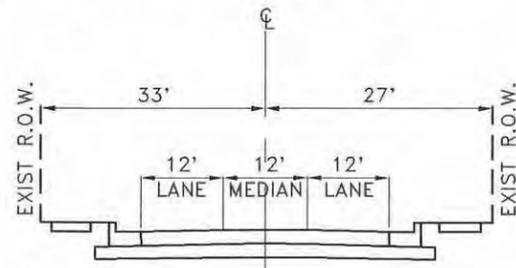
Segment 4
Main Street (Lake-Cook Road) to U.S. Route 14

EXISTING FACILITY CHARACTERISTICS

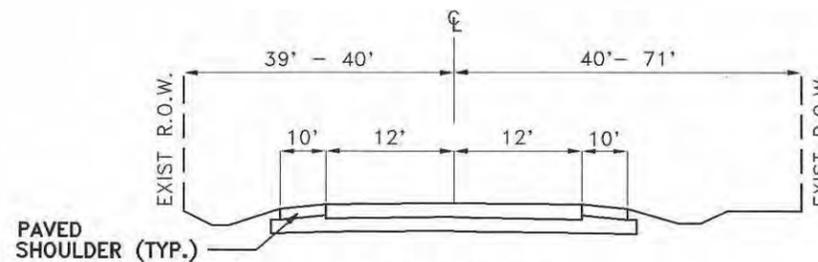
Exhibit A-8



DATE OF PHOTOGRAPHY: APRIL 14, 1995



SECTION D-D
MAIN STREET (LAKE-COOK RD.) TO NORTHWEST HIGHWAY



SECTION E-E
NORTHWEST HIGHWAY TO CUBA ROAD

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

**Segment 4
Main Street (Lake-Cook Road) to U.S. Route 14**

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibit B-8



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

LAND USE LEGEND

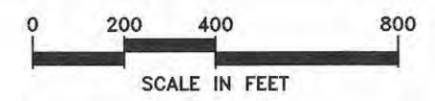
- R SINGLE-FAMILY RESIDENTIAL
- RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
- RH HIGH RISE RESIDENTIAL (>3 FLOORS)
- MH MOBILE HOME PARK
- O OFFICE (UP TO 3 FLOORS)
- OH OFFICE HIGH RISE (>3 FLOORS)
- C COMMERCIAL RETAIL/SERVICE
- CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
- CR COMMERCIAL RECREATION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

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

SRA Strategic Regional Arterial Planning Study

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



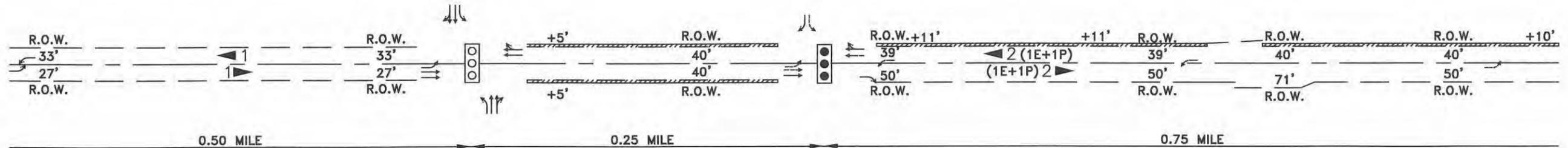
IL ROUTE 59
ENVIRONMENTAL CONDITIONS
EXHIBIT B-8

Segment 4
Main Street (Lake-Cook Road) to U.S. Route 14

RECOMMENDED PLAN

Exhibit C-8

*** PROPOSED LANE CONFIGURATION**



PROPOSED SIGNAL SPACING

MAINTAIN EXISTING ACCESS

RESTRICT DRIVEWAYS TO RIGHT-IN/RIGHT OUT

PROPOSED ACCESS CONTROL

MAINTAIN EXISTING ACCESS

RESTRICT DRIVEWAYS TO RIGHT-IN/RIGHT OUT

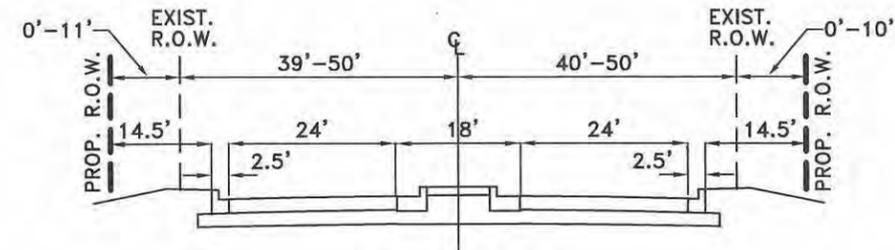


DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 4 *

SEGMENT 5

* THE RECOMMENDED CROSS SECTION FOR THIS SEGMENT WILL BE DETERMINED UPON COMPLETION OF A BARRINGTON BYPASS STUDY THAT WILL BE CONDUCTED JOINTLY BY IDOT AND THE VILLAGE OF BARRINGTON.



SECTION F-F

RECOMMENDED CROSS SECTION

LEGEND

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

Segment 5
U.S. Route 14 to U.S. Route 12

3.5 Segment 5: U.S. Route 14 to U.S. Route 12

3.5.1 Location

Segment 5 extends along IL Route 59 from U.S. Route 14 to U.S. Route 12 (see Figure 3.1). The segment is approximately 6.8 miles in length and is located in unincorporated Lake County as well as the Villages of North Barrington, Lake Barrington, Tower Lakes, and Wauconda.

3.5.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-8 through A-14.

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

Roadway Characteristics - IL Route 59 in this segment consists of one through lane in each direction of widths varying between 11 and 12 feet and paved shoulders of widths varying from 4 to 10 feet. In some areas curb & gutter exists along the outer edges of shoulder.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that the 1992 average annual daily traffic for this segment varies from 22,200 vpd near U.S. Route 14 to 12,400 vpd near U.S. Route 12.

Accidents - There is one high accident location within this segment at the IL Route 59/IL Route 22 intersection.

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

Traffic Control/Intersection Configuration - Along this segment there are six signalized intersections located at Cuba Road, IL Route 22, Miller Road, Kelsey Road, Essex Place/Indian Trail, and Roberts Road. Existing lane configurations at these intersections are shown on Exhibits A-9, A-10, A-11 and A-13.

Structures - There are two existing structures in this segment as indicated in Table 3.5.1.

**Table 3.5.1
Existing Structures**

IDOT Structure Number	Facility Carried	Feature Crossed	Width (ft.)	Length (ft.)	Horizontal Clearance on SRA (ft.)	Vertical Clearance on SRA (ft.)
049-0017	IL 59	Squaw Creek	44.5	43.3	43.2	N/A
049-0085	IL 59	U.S. 12	42	198.1	38	N/A

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

3.5.3 Existing Environmental Characteristics

The existing environmental characteristics for Segment 5 of IL Route 59 are shown on Exhibits B-8 through B-14.

Lakes/Streams/Wetlands/Floodplains - Wetland areas are located adjacent to both sides of IL Route 59 between Cuba Road and IL Route 22. Grassy Lake and its associated ADID wetland is located on the west side of IL Route 59 between Signal Hill and Miller Roads within Lake County. The Barrington Bog ADID wetland system is located adjacent to the east side of the SRA north of Grandview Drive. An ADID wetland, associated with a stream system, is adjacent to IL Route 59, north of Roberts Road. Lake Fairview is located east of IL Route 59, between Laurel Avenue and Ivanhoe Road.

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

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

Threatened or Endangered Species - The Barrington Bog, located on the east side of IL Route 59 north of Grandview Drive, is an Illinois Natural Area Inventory site. This area has been identified by the Illinois Department of Natural Resources as habitat for the threatened or endangered plants: common yellow lake sedge, bog bedstraw, downy willow herb and large cranberry.

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

3.5.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-8 through B-14.

Type and Intensity of Development - A variety of land uses occur along Segment 5 of IL Route 59. Between U.S. Route 14 (Northwest Highway) and Cuba Road the predominant land use is single-family residential. Between Cuba Road and Miller Road the SRA is fronted by large lot single-family residences with scattered open space and vacant parcels. The Biltmore Country Club golf course is located within this portion of Segment 5, on the east side of IL Route 59 between Signal Hill Road and Golf View Drive. Between Miller Road and Kelsey Road the Lake Barrington residential mixed use development flanks the SRA on the west side. This development consists of single-family and multi-family residences, recreation and commercial uses. The North Barrington School is located on the east side of IL Route 59 between Miller Road and Grandview Drive. North of Kelsey Road the predominant land use is single-family residential. Institutional uses within the northern portion of Segment 5 include: the IDOT vehicle emissions center, located at the northeast corner of Ivanhoe Road and IL Route 59; the Church of the Holy Apostles, located on the west side of IL Route 59, north of Anderson Road; and Tower Lake Village Hall, located at Essex Place and IL Route 59.

Planned Development - Existing vacant land within this segment has been planned for single-family residential use by the Village of North Barrington and Lake County.

3.5.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-8 through C-14.

Roadway - The recommended roadway cross section generally includes two 12-foot through lanes in each direction, an 18-foot barrier median, and B-6.24 curb & gutter in a 100-foot right-of-way. The 18-foot median allows for the development of single left turn lanes as required at proposed cross streets. The recommended typical section (Section F-F) is shown on Exhibits C-8 through C-14.

Traffic Control/Intersection Configuration - It is proposed to maintain the six existing traffic signals.

Roslyn Road is identified as a potential future signalized intersection. The Village of Barrington requested this as a potential signal location due to the school located on Roslyn Road to the west of IL Route 59. This signal location would also concentrate access from local cross streets.

Signal Hill Road is also identified as a potential future signalized intersection. It is recommended that exclusive left turn channelization be provided on all four legs of this intersection.

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

The Illinois Department of Transportation is currently in the Preliminary Engineering Phase of a proposed improvement along IL Route 22. It is proposed to widen IL Route 22 from two lanes to four lanes. Improvements are also proposed at the intersection of IL Route 22 with IL Route 59 as part of this study. It is proposed to provide dual left turn lanes on all four legs of the intersection. In addition, exclusive right turn lanes are proposed for the west and south legs of the intersection. The recommendations made as part of the IL Route 59 SRA study are consistent with the IL Route 22 Preliminary Engineering Study.

Access Management - It is recommended that cul-de-sacs be provided at Elm Avenue and Waverly Road to prohibit access to/from IL Route 59 due to the proximity of these intersections to the U.S. Route 14 intersection.

Full access, unsignalized intersections with left turn channelization would be provided at Coving Avenue, Providence Road, Sunset Road, Drake Road/High Ridge Road, Scott Road, Golfview Drive, Eton Drive, Grandview Drive, Lake Barrington Shores, Anderson Road, Laurel Avenue, and Ivanhoe Road. It is also proposed to provide a northbound right turn lane at Grandview Drive to serve the school located east of IL Route 59. A southbound right turn lane is recommended at the entrance to Lake Barrington Shores.

It is recommended that access to all other driveways and cross streets be restricted to right-in/right-out. In particular, it is recommended that access Brookside Road and Glen Circle be restricted to right-in/right-out only due to existing horizontal and vertical sight distance restrictions.

Structures - The two existing structures in this segment will require modification as shown in Table 3.5.2.

**Table 3.5.2
Structure Modifications**

IDOT Structure Number	Facility Carried	Feature Crossed	Existing Width (ft.)	Recommendation
049-0017	IL 59	Squaw Creek	44.5	Widen to accommodate recommended improvement.
049-0085	IL 59	U.S. 12	42	Widen to accommodate recommended improvement.

Transit - Other than the addition of bus service to IL Route 59 when warranted, there are no transit improvements recommended for this segment.

3.5.6 Right-of-Way Requirements

In order to provide the desirable 100-foot right-of-way width, strips of acquisition varying from 0 to 11 feet are required on both sides of IL Route 59 in various locations south of IL Route 22. In addition, corner right-of-way takes will be required for intersection improvements.

3.5.7 Environmental Considerations

Ten feet of right-of-way acquisition on both sides of IL Route 59, between Scott Road and IL Route 22, may impact the floodplain and wetlands located adjacent to the SRA. North of IL Route 22 there are no anticipated impacts to environmental resources within Segment 5, since no additional right-of-way will be acquired.

3.5.8 Land Use Considerations

Five to eleven feet of right-of-way acquisition on both sides of the SRA, between U.S. Route 14 (Northwest Highway) and Cuba Road, will reduce the yards of single-family residences along the SRA. Future access and setbacks along the portion of this segment planned for residential uses should be coordinated with SRA improvements.

3.5.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 5 is shown in Table 3.5.3. This construction cost estimate is based on 1991 unit prices.

3.5.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy, and are either low cost or should be implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. A traffic signal should be installed at the recommended locations when the traffic signal warrants recommended for SRA routes are met. It is recommended that future access be limited to the locations shown on the recommended plan.

Table 3.5.3
Construction Cost Estimate
Segment 5 - U.S. Route 14 to U.S. Route 12

Improvements	Estimated Cost
Recommended Improvements	
Roadway	\$12,978,000
Intersection Improvements	\$1,950,000
Right-of-Way Acquisition	\$251,000
Structure Modification	\$2,178,000
Total - Recommended Improvements	\$17,357,000

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

3.5.11 Ultimate (Post 2020) Improvements

Improvements which are consistent with SRA policy for suburban routes but are considered best implemented beyond the SRA planning horizon are recommended for Post 2020 consideration. There are no ultimate (post 2020) improvements recommended in this segment.

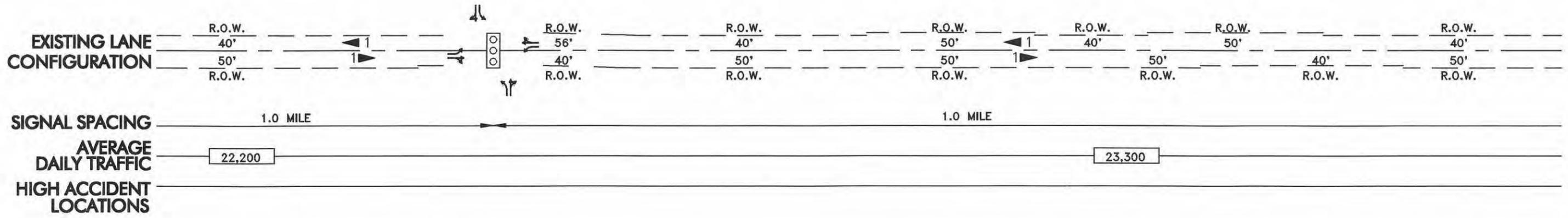
3.5.12 Crossing SRA Routes

IL Route 22 and U.S. Route 12 are also designated as SRA routes. An SRA study for the IL Route 22 corridor was completed in April 1993 and the SRA study for the U.S. Route 12 corridor was completed in November 1994. The SRA improvement recommendations for IL Route 59 are consistent with the recommended plans for the IL Route 22 and U.S. Route 12 corridors.

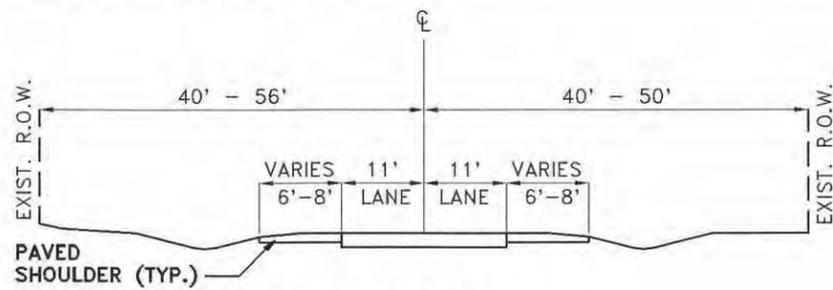
Segment 5
U.S. Route 14 to U.S. Route 12

EXISTING FACILITY CHARACTERISTICS

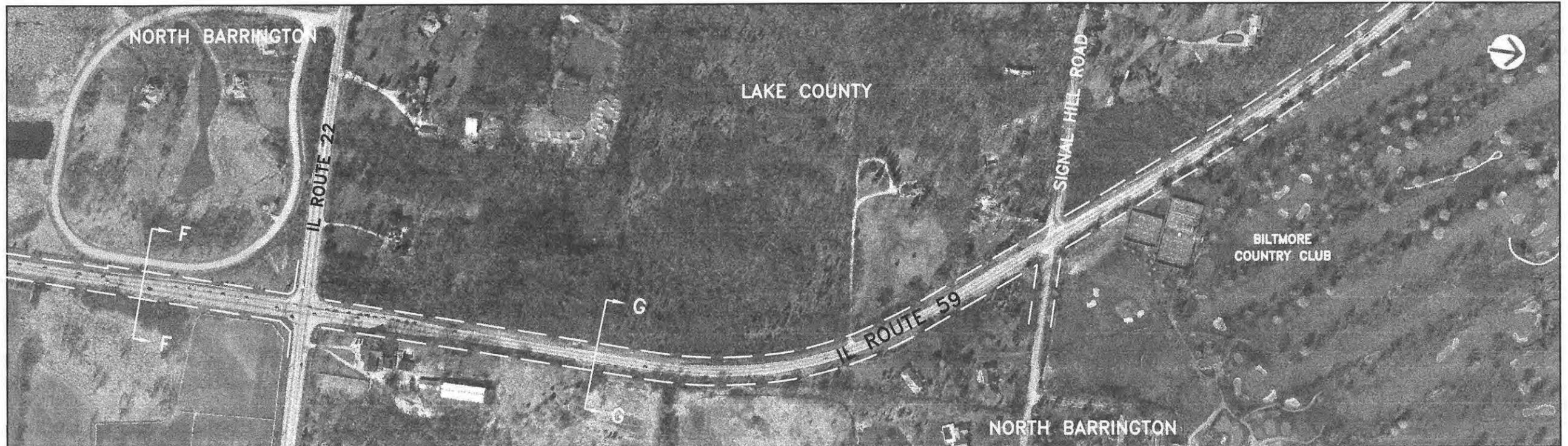
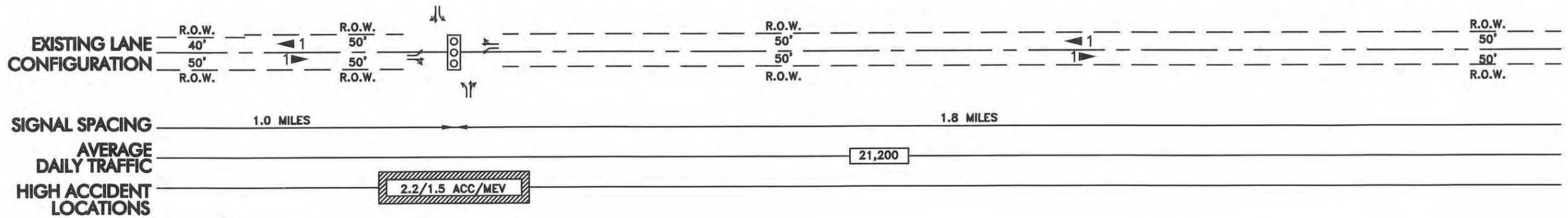
Exhibits A-9 thru A-14



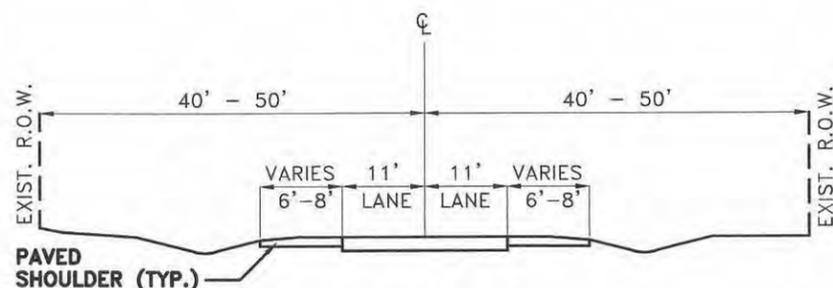
DATE OF PHOTOGRAPHY: APRIL 14, 1995



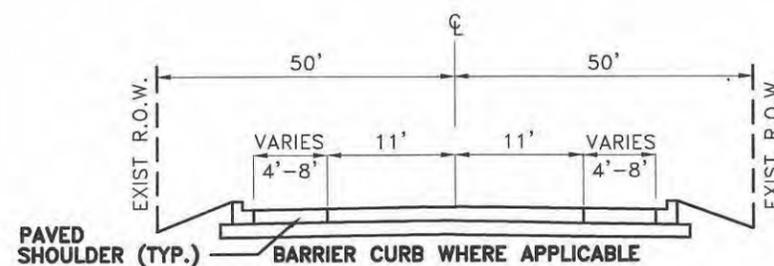
LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING
	PARKING AT SPECIFIED TIMES
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	4-WAY STOP SIGN
	HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
	EXISTING NUMBER OF LANES



DATE OF PHOTOGRAPHY: APRIL 14, 1995

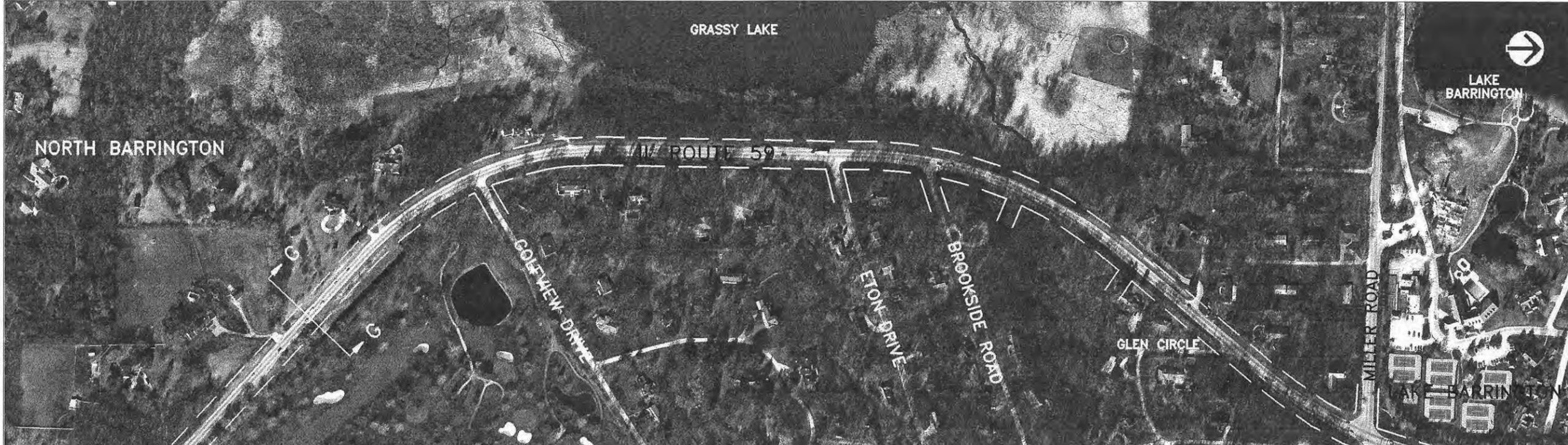
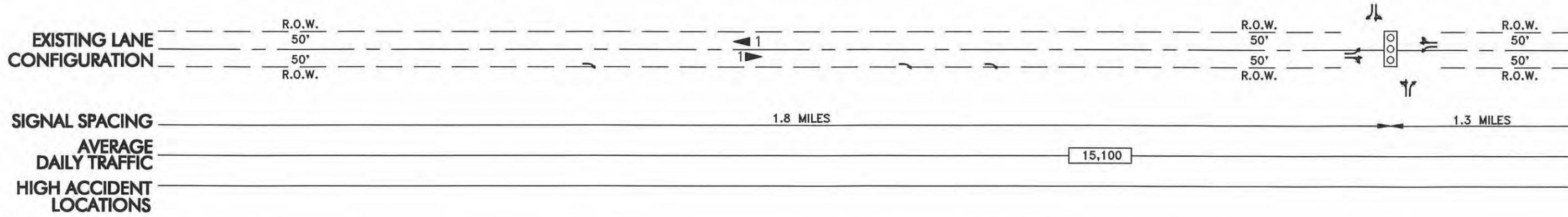


SECTION F-F
CUBA ROAD TO IL ROUTE 22

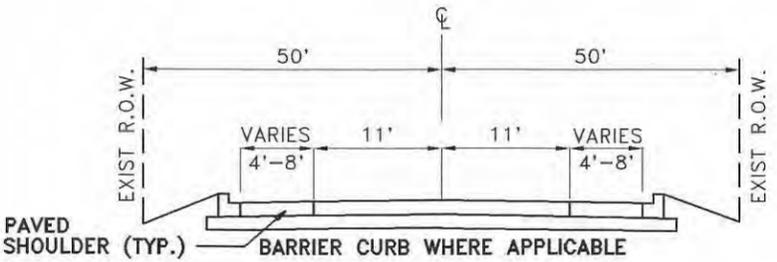


SECTION G-G
IL ROUTE 22 TO US ROUTE 12

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

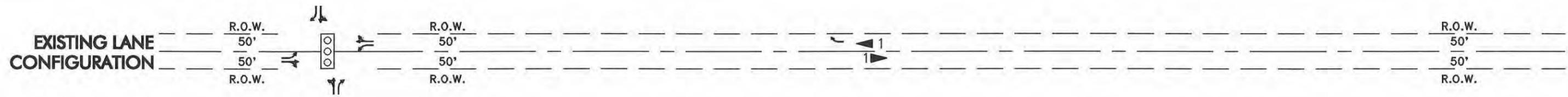


DATE OF PHOTOGRAPHY: APRIL 14, 1995



SECTION G-G
IL ROUTE 22 TO US ROUTE 12

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



SIGNAL SPACING

1.3 MILES

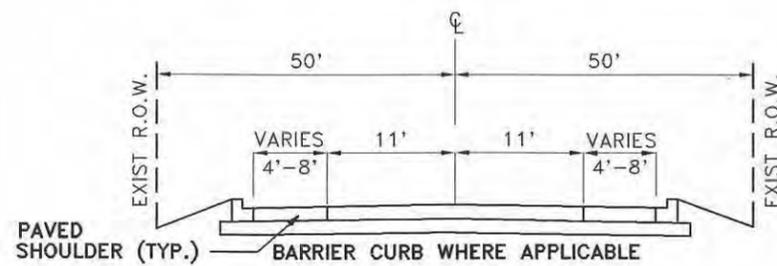
AVERAGE DAILY TRAFFIC

16,300

HIGH ACCIDENT LOCATIONS



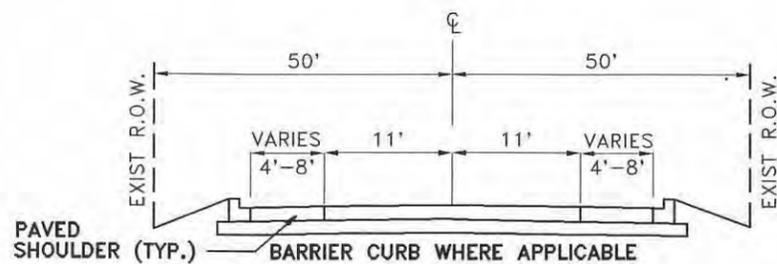
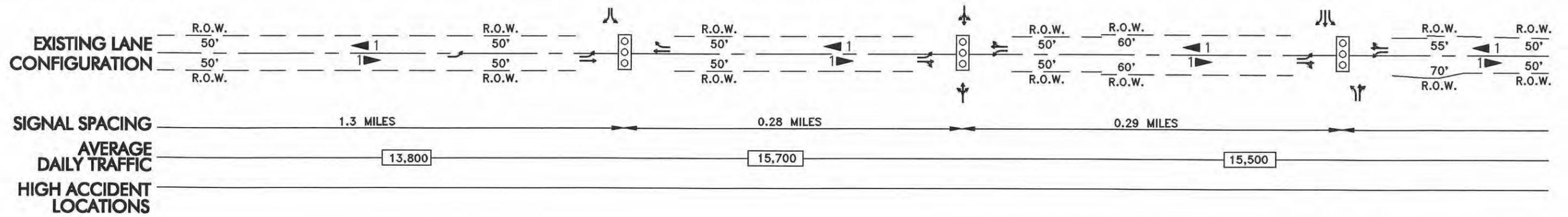
DATE OF PHOTOGRAPHY: APRIL 14, 1995



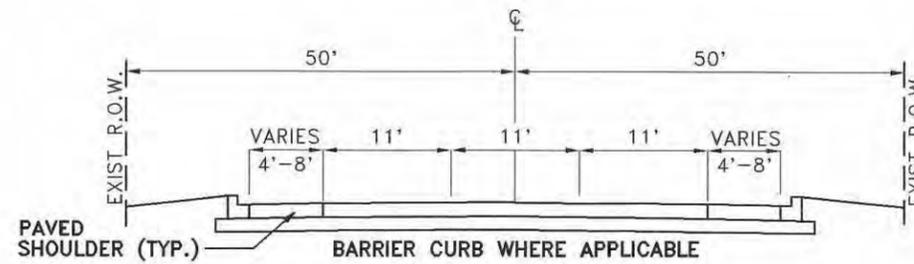
SECTION G-G
IL ROUTE 22 TO US ROUTE 12

LEGEND

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

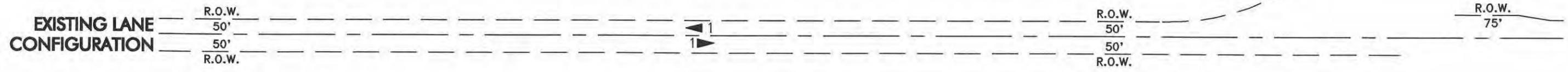


SECTION G-G
IL ROUTE 22 TO US ROUTE 12



SECTION H-H
IL ROUTE 22 TO US ROUTE 12

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



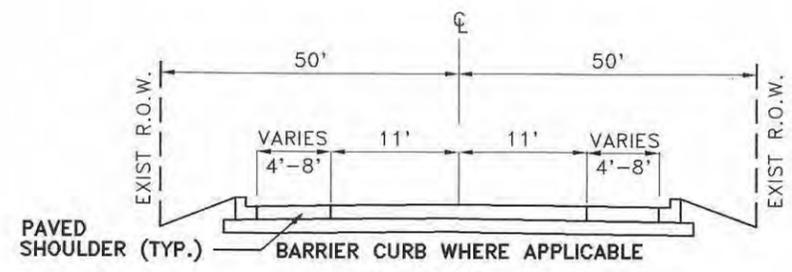
SIGNAL SPACING _____

AVERAGE DAILY TRAFFIC _____ **12,400** _____

HIGH ACCIDENT LOCATIONS _____



DATE OF PHOTOGRAPHY: APRIL 14, 1995



SECTION G-G
IL ROUTE 22 TO US ROUTE 12

LEGEND

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

Illinois Department of Transportation

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

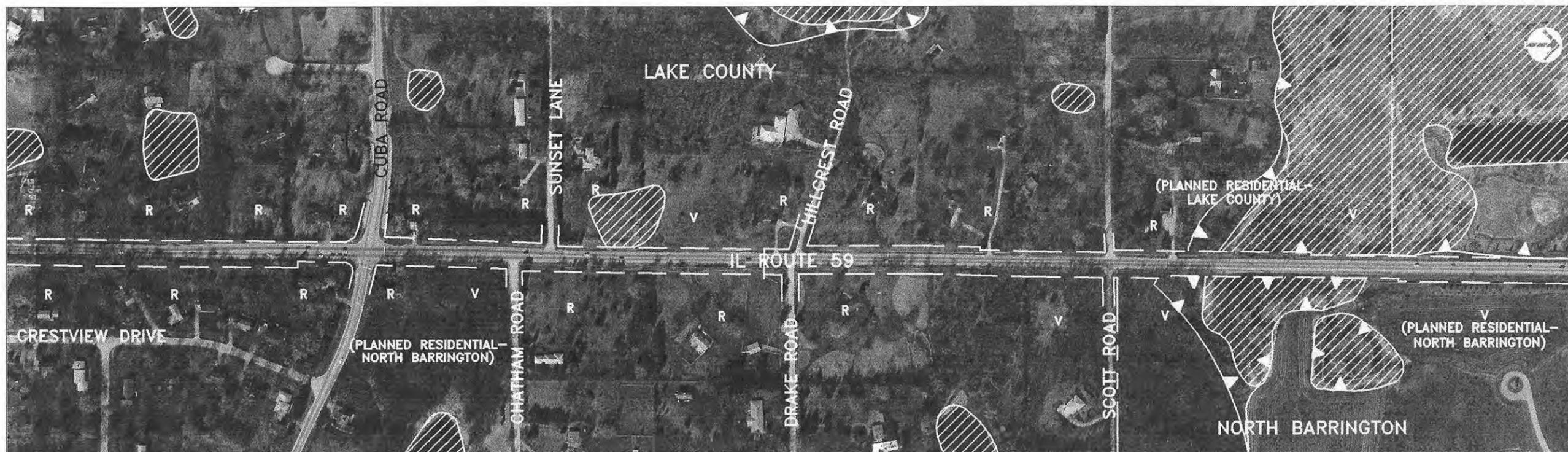


STRA Strategic Regional Arterial Planning Study
IL ROUTE 59
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-14

Segment 5
U.S. Route 14 to U.S. Route 12

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-9 thru B-14



DATE OF PHOTOGRAPHY: APRIL 14, 1995

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

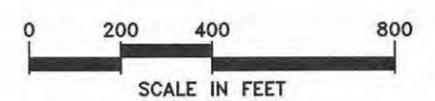
LAND USE LEGEND	
R	SINGLE-FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
MH	MOBILE HOME PARK
O	OFFICE (UP TO 3 FLOORS)
OH	OFFICE HIGH RISE (>3 FLOORS)
C	COMMERCIAL RETAIL/SERVICE
CA	COMMERCIAL AGRICULTURE (NURSERY, ETC.)
CR	COMMERCIAL RECREATION (GOLF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

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

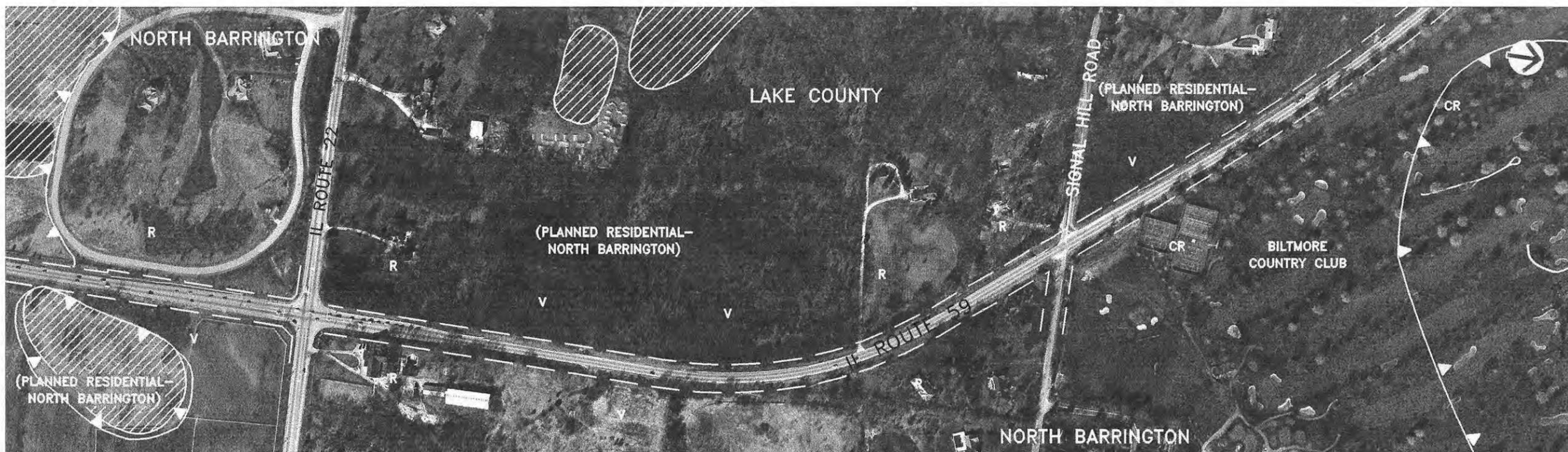
Illinois Department of Transportation

SRA Strategic Regional Arterial Planning Study

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



IL ROUTE 59
ENVIRONMENTAL CONDITIONS
EXHIBIT B-9



DATE OF PHOTOGRAPHY: APRIL 14, 1995

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

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

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

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



SRA Strategic Regional Arterial Planning Study

IL ROUTE 59
ENVIRONMENTAL CONDITIONS
EXHIBIT B-10



DATE OF PHOTOGRAPHY: APRIL 14, 1995

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

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

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

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



SRA Strategic Regional Arterial Planning Study

IL ROUTE 59
ENVIRONMENTAL CONDITIONS
EXHIBIT B-11



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

LAND USE LEGEND

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

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



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



IL ROUTE 59
ENVIRONMENTAL CONDITIONS
EXHIBIT B-12



DATE OF PHOTOGRAPHY: APRIL 14, 1995

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

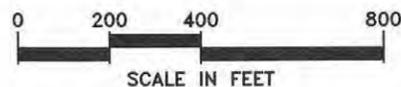
LAND USE LEGEND	
R	SINGLE-FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
MH	MOBILE HOME PARK
O	OFFICE (UP TO 3 FLOORS)
OH	OFFICE HIGH RISE (>3 FLOORS)
C	COMMERCIAL RETAIL/SERVICE
CA	COMMERCIAL AGRICULTURE (NURSERY, ETC.)
CR	COMMERCIAL RECREATION (GOLF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

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

SRA Strategic Regional Arterial Planning Study

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



IL ROUTE 59
ENVIRONMENTAL CONDITIONS
EXHIBIT B-13



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

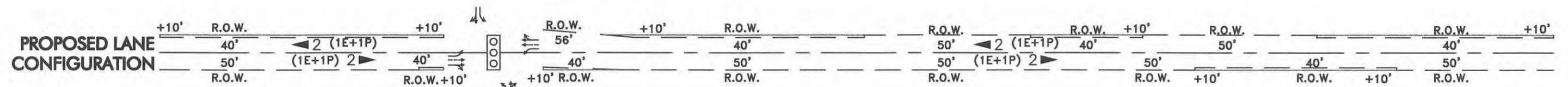
LAND USE LEGEND

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

Segment 5
U.S. Route 14 to U.S. Route 12

RECOMMENDED PLAN

Exhibits C-9 thru C-14



PROPOSED SIGNAL SPACING

.75 MILE

1.0 MILE

RESTRICT DRIVEWAYS TO RIGHT-IN/RIGHT-OUT

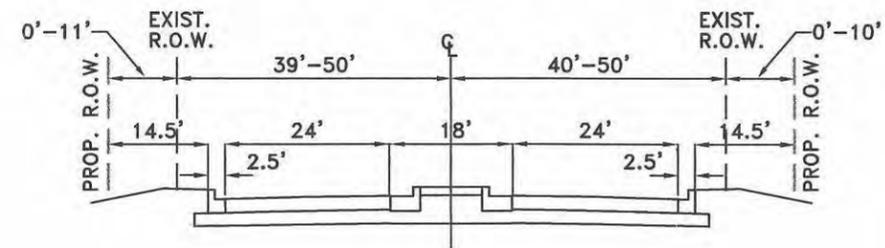
PROPOSED ACCESS CONTROL

RESTRICT DRIVEWAYS TO RIGHT-IN/RIGHT-OUT



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 5

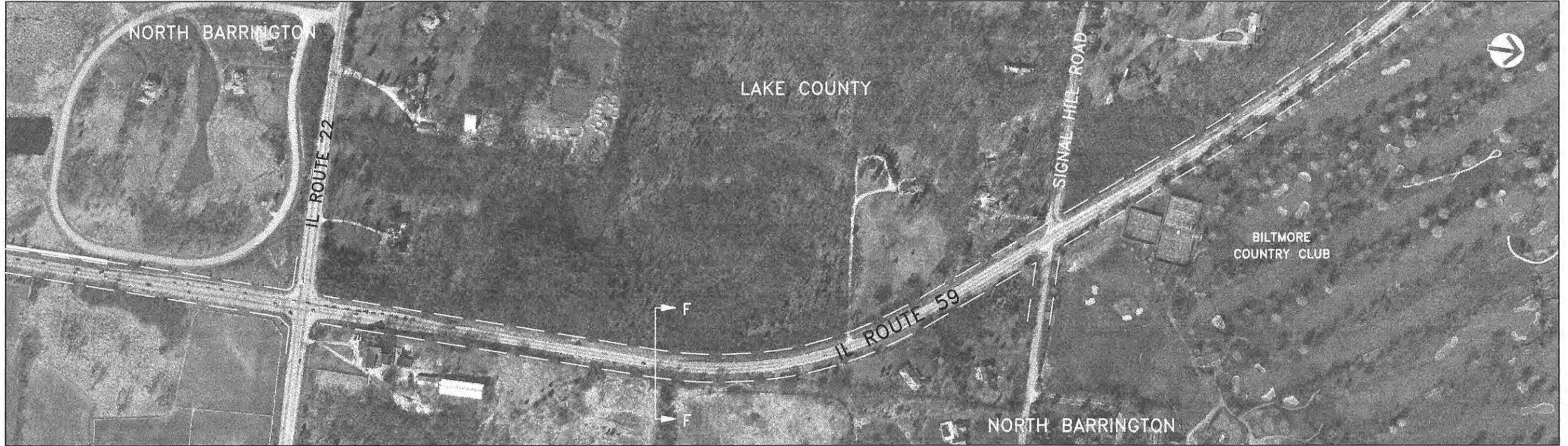
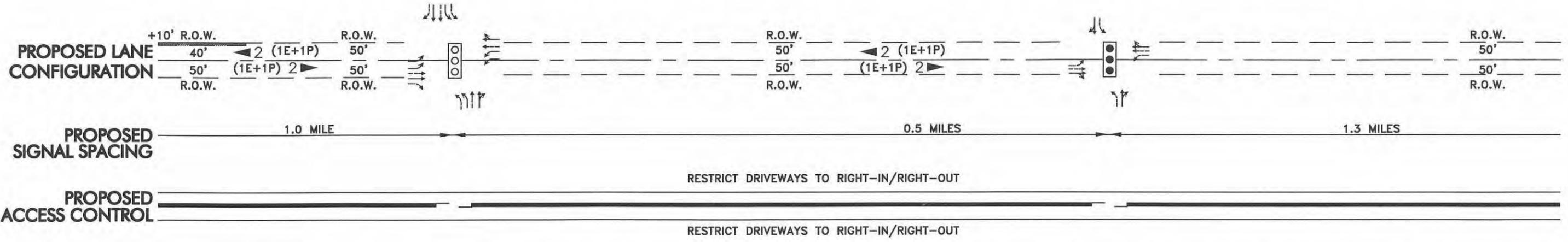


SECTION F-F

RECOMMENDED CROSS SECTION

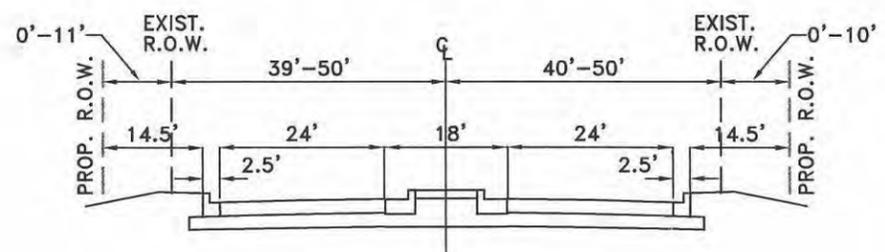
LEGEND

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

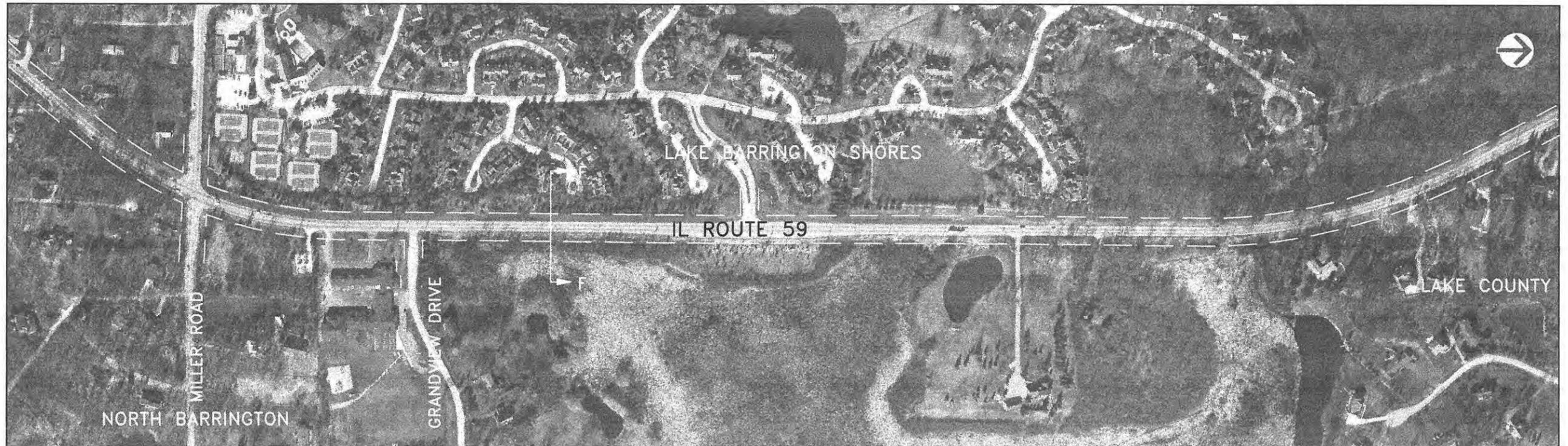
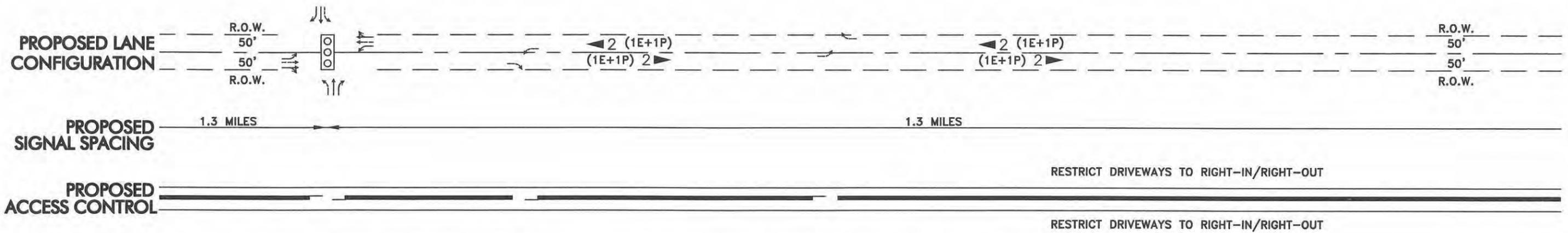


DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 5

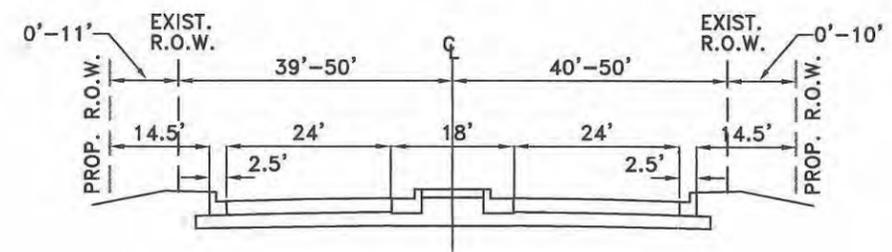


LEGEND	
	EXISTING TRAFFIC SIGNAL
	POTENTIAL TRAFFIC SIGNAL
	PROPOSED LANE ARRANGEMENT
	EXISTING LANE ARRANGEMENT
	PROPOSED NUMBER OF LANES
	EXISTING R.O.W. LINE
	FUTURE R.O.W. LINE
	ADDITIONAL R.O.W.
	BARRIER MEDIAN
	BUS STOP



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 5

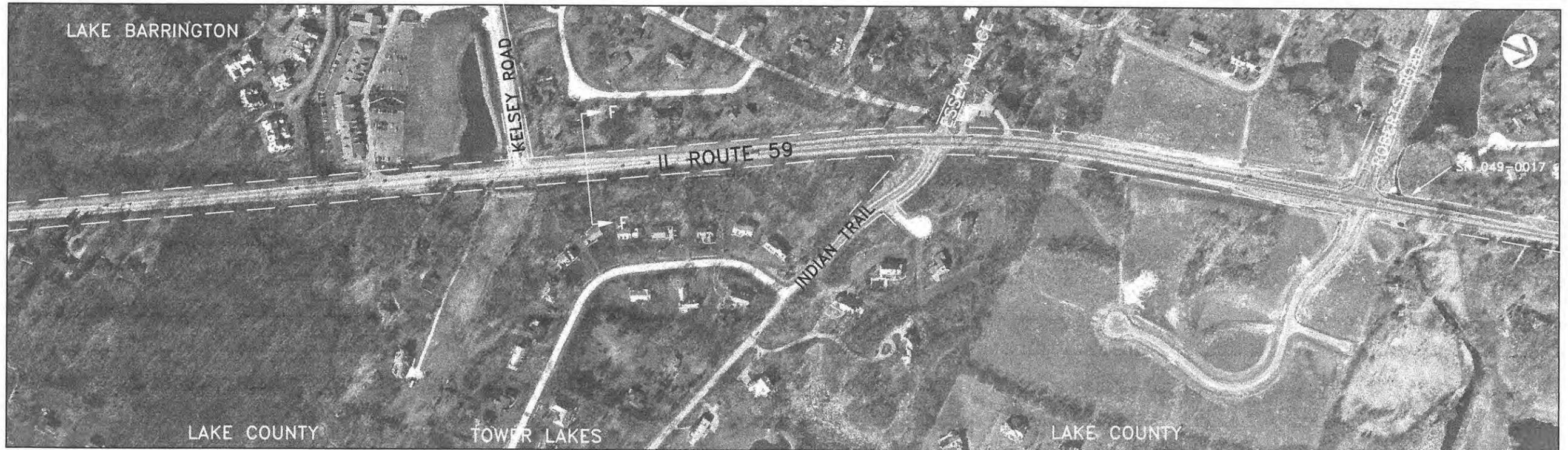
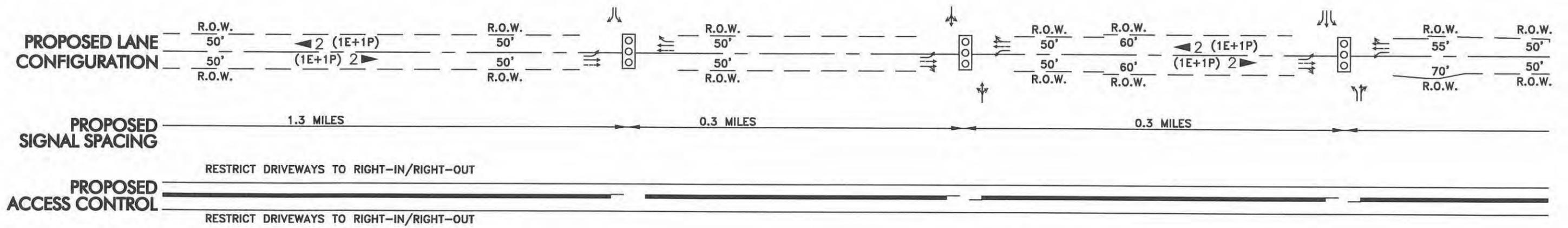


SECTION F-F

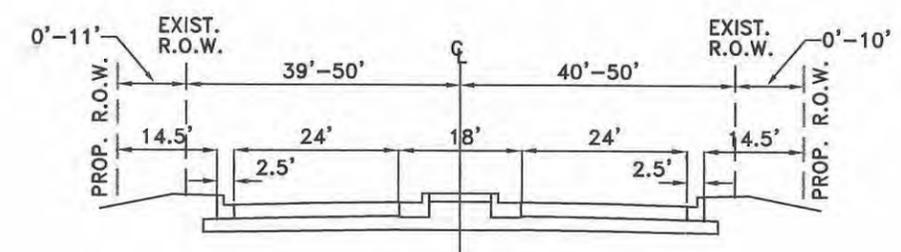
RECOMMENDED CROSS SECTION

LEGEND

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



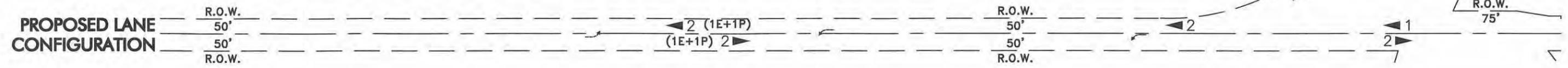
SEGMENT 5



SECTION F-F

RECOMMENDED CROSS SECTION

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



PROPOSED SIGNAL SPACING

RESTRICT DRIVEWAYS TO RIGHT-IN/RIGHT-OUT

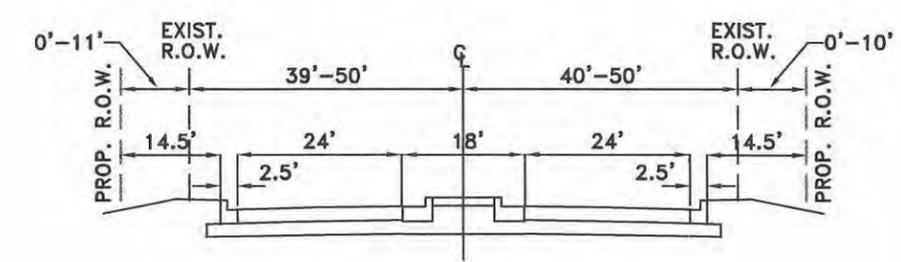
PROPOSED ACCESS CONTROL

RESTRICT DRIVEWAYS TO RIGHT-IN/RIGHT-OUT



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 5



SECTION F-F

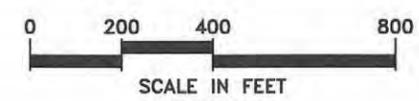
RECOMMENDED CROSS SECTION

LEGEND

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



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



IL ROUTE 59
RECOMMENDED PLAN
EXHIBIT C-14

Segment 5

INTERSECTION DETAIL
Illinois Route 59 and U.S. Route 12

Exhibit D-3



INTERSECTION DESIGN

IV. Public Involvement

4.1 The Public Involvement Process

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

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

Individual Community Interviews were conducted primarily during January, February, and March of 1996. The first Advisory Panel meeting was held on August 7, 1997. The second Advisory Panel meeting was held on March 23, 1999, and the public hearing was on April 6, 1999.

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

4.2 Individual Community Interviews

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

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

- Tower Lakes
 - Village is not likely to support any proposed roadway widening.
 - Village is concerned about high posted speed limits.

- South Barrington
 - Sees benefits of using final report recommendations as a guide for defining future developments (particularly the Klehm property).
 - Expressed concerns regarding cut-through traffic problems in Village.
 - Expressed concern about noise buffering along SRA routes.

- Barrington
 - Village will likely be adamantly opposed to any widening of IL 59 within the Village.
 - Village may consider closing or restricting local side street intersections with IL 59 to reduce cut-through traffic on local streets and improve traffic flow on IL 59. Any closure plan must be based on comprehensive traffic study to identify impacts.
 - Village desires to redevelop “Golden Triangle” area bounded by Union Pacific Railroad/E. J. & E. Railroad and IL Route 59. This development will require adequate access at Liberty Street.
 - Village desires traffic signal at IL 59/Roslyn Road for school crossing.

- Wauconda
 - Favorable attitude towards increased mobility.

- North Barrington
 - Village is not likely to support any proposed roadway widening.
 - Concerned about safety of traffic access to school located on Grandview Drive just north of Miller Road.

- Lake Barrington
 - Village is not likely to support any proposed roadway widening.
 - Village is concerned about environmental impacts that would be caused by roadway widening.

- Hoffman Estates
 - Minor involvement on route; most of adjacent land is currently unannexed.
 - Favorable attitude towards increased mobility.

- Barrington Hills
 - Village questions SRA designation of IL Route 59 north of IL Route 72.
 - Village sees no need to widen IL 59 because of low density development in the area and is not likely to support any proposed roadway widening.

4.3 Advisory Panel Meetings

A meeting of the SRA Advisory Panel was held on August 7, 1997. At the first Panel Meeting, presentations were made to introduce the SRA system, its relation to the 2010 TSD Plan and Operation GreenLight, and the SRA study process. In addition, alternative improvement concepts considered for IL Route 59 were presented. At the second Panel Meeting, the recommended improvements were presented along with the Draft SRA Report. At each of the Panel Meetings, opportunity was provided for those attending the meetings to ask questions, make comments, and discuss the presentations and recommendations. Copies of the minutes of the Panel Meetings are contained in Appendix A.

4.4 Public Hearing

A public hearing was held on April 6, 1999 to present recommended improvements to IL Route 59 as part of the SRA system and to obtain public input. The public hearing was held in an open house format with exhibits displayed showing the recommended improvements for the entire SRA route on aerial photographs as well as typical cross-sections. Also, a slide presentation was shown every half-hour during the hearing. This presentation included the scope and objectives of the SRA system; the relation of IL Route 59 to the overall system; and the scope of recommended improvements for the entire SRA route.

Representatives of the Illinois Department of Transportation (IDOT) and the SRA project consultant were available during the hearing to discuss the project and answer questions. A court reporter was present during the hearing to take oral comments and written statements were also accepted during the hearing. An additional period of 30 days following the hearing was provided for submission of written statements to the IDOT District One offices. Copies of the public hearing minutes, recorded comments and statements are included in Appendix A in the final report.

APPENDIX A

Public Involvement

Individual Community Interview Meeting Minutes



Village of Tower Lakes Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 5 - IL 59

Date: January 9, 1996

Time: 2:00 p.m.

Place: Village of Tower Lakes
Village Hall

In Attendance: Mr. William Fitzpatrick, Village President
Mr. Bob Andres, Civiltech Engineering, Inc.
Ms. Dawn Marincic, Civiltech Engineering, Inc.
Ms. Mary Young, Civiltech Engineering, Inc.

Ms. Young began the meeting by introducing the Consultant's project staff and giving a brief history and description of the SRA planning study process. She noted that the SRA study is not being undertaken for any soon-to-be-constructed roadway improvement project, but rather it is a long range planning effort intended to define the scope of what this route should look like in the future to handle long range traffic demand. Any SRA roadway improvements are likely 10 or more years in the future, thus the SRA study is intended to serve as a guide for adjacent development and access improvements that will likely occur along the route between now and when an SRA improvement can actually be constructed. If these activities occur with a long range plan in mind, the ability to implement a future improvement will be greatly enhanced.

The Village of Tower Lakes has not had previous experience with the SRA system except by being introduced in 1991 to the SRA concept when IDOT designated Illinois Route 59 a Strategic Regional Arterial.

Mr. Fitzpatrick stated the Village would likely be opposed to a 4-lane improvement of IL 59, let alone a 6-lane widening. During peak hours, there is heavy auto and truck traffic in the area. However, Tower Lakes is a mature community with only about 10 to 12 buildable lots remaining. The first new house in 3 years is currently being built. There are several subdivisions on the outskirts of the Village,

ICI Meeting Minutes
Village of Tower Lakes
Page 2

including a Joe Ferall subdivision south of Roberts Road. Adjacent to this is a farm for sale which also would probably be developed into a subdivision. These are not large developments and in themselves would not create a need for additional travel lanes on IL 59. Instead of more lanes, the Village believes Route 59 needs safety improvements such as lower speed limits and traffic signals to provide safe access.

Mr. Andres asked Mr. Fitzpatrick where he thought the SRA route should be if it wasn't located on Illinois Route 59. Mr. Fitzpatrick said that actually Route 59 was probably the best location for it considering so many roads dead end into Route 59. Diverting traffic to U.S. Route 12 is one possibility but that may not be realistic.

Mr. Fitzpatrick feels that the speed limit along Route 59 should be reduced from 55 mph. Because of the increased development along this roadway, he feels this speed limit is no longer appropriate. The Village has requested IDOT to lower speed limits a number of times, but they have always rejected the request based upon speed studies.

Mr. Fitzpatrick stated that, before 1991, there were no signals along Route 59 in Tower Lakes. The signal at Kelsey was installed in either 1991 or 1992 and the signals at Essex Place/Indian Trail Road and at Roberts Road were installed in 1993. As part of the Essex Place improvement, IDOT wanted to remove ancient oak trees on each side Essex Place (south of the Village Hall) about one block west of IL 59. Residents fought the tree removal plan all the way to the Governor's office and were successful in saving them.

Mr. Fitzpatrick stated that the feeder streets are feeling the effects of growth of subdivisions to the west and east of Route 59. They are suffering from an increased amount of traffic. One subdivision that will cause added congestion to Route 59 is adjacent to the car dealership south of Route 12. James Brothers are developing 85 homes in a development that was started by Kimball Hill but was abandoned. The only access to this subdivision will be to and from Route 59. The existing drive will probably be used for access.

Mr. Fitzpatrick pointed out that the Old School which is currently a resident's home is directly north of the Village Hall. The roadway right-of-way has been expanded and is now practically in the building's front living room.

Mr. Fitzpatrick noted that the segment of Illinois Route 59 going through Tower Lakes was not originally designated as Route 59. Initially Barrington Road came in from the west and curved to meet the current Route 59 at Essex Road.

Mr. Fitzpatrick stated that Tower Lakes is not opposed to using the E.J. & E. Railroad for commuter service because the Village would not be affected, but they supported BACOG in their regional opposition to this proposal.

Mr. Fitzpatrick stated that there was probably once a floodplain where the existing Route 59 is located. Drainage must be considered in any improvements because stormwater management is a problem near the Fox River. Mr. Andres explained that drainage and environmental mitigation would not be examined in detail for the SRA study, other than identifying potential involvements. When a future Phase I environmental and design study is conducted for a programmed improvement project, detailed investigations would be would be completed.

Mr. Fitzpatrick stated another concern of the Village pertaining to Illinois Route 59 was Gateway Park which is located just south of the Village Hall. The Village is in the process of constructing a landscaped berm to screen IL 59 from the park as well as to provide some measure of protection from errant vehicles.

Mr. Andres stated there would be further opportunities to voice the Village's opinion regarding this study in Advisory Panel Meetings. The Village will be contacted by CATS to send a representative to serve on the Advisory Panel. The first panel meeting will likely occur this summer.

The meeting was adjourned at 3:00 P.M.

By: Dawn R. Marincic
Dawn R. Marincic

Date: 2-26-96



Village of South Barrington Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 5 - IL 59

Date: January 10, 1996

Time: 10:30 a.m.

Place: Village of South Barrington
Village Hall

In Attendance: Mr. Bruce Trego, Village Administrator
Ms. Sheila Fortney, Village Clerk
Mr. Timothy Longeran, Police Chief
Mr. Robert Andres, Civiltech Engineering, Inc.
Mr. Michael Spolar, Civiltech Engineering, Inc.
Ms. Mary Young, Civiltech Engineering, Inc.

Mr. Andres began the meeting by introducing the Consultant's project staff and giving a brief history and description of the SRA planning study process. The Village of South Barrington has had previous experience with SRA studies on Barrington Road and Algonquin Road. Mr. Andres noted that two SRA routes contained in Subset No. 5 of the overall SRA study pass through the Village of South Barrington. The routes under study by Civiltech are Illinois Route 59 (from IL Route 72 to IL Route 173) and Illinois Route 72 (from IL Route 25 to I-94).

The two route studies will take approximately two years to complete. Civiltech is currently in the very early stage of this project - the data collection phase. Ms. Young explained that Illinois Route 59 is being looked at as part of the SRA network to study ways to increase mobility along the route. Though adding additional travel lanes is an obvious method of enhancing mobility, there are other ways to increase mobility as well, which include access control and proper signal spacing. Ms. Young also explained that although IDOT has created an ideal cross section for a suburban SRA route, which would include six travel lanes, that does not necessarily mean that the cross section is feasible or even necessary in a particular area.

Mr. Andres explained that the SRA study hoped to identify a future roadway cross section, an ultimate right-of-way width and a proposed access control plan that, together, would serve as a guide for IDOT and adjacent communities when considering future development and/or redevelopment in each corridor.

Mr. Trego noted that a large portion of the land on the east side of Illinois Route 59 adjacent to South Barrington belongs to the Klehm Property and is currently unincorporated. At this time it is unknown which community will annex this piece of property, though South Barrington and Barrington Hills have a boundary agreement which identifies IL Route 59 as the future corporate limit between each community. It was agreed that the SRA study along Illinois Route 59 in this area would be a valuable tool in defining the type of access provided to this parcel.

Mr. Andres stated that the future development should be compatible with the arterial highway use or plans should be developed with provisions for adequate buffering. Since the Klehm property is zoned for residential development, he noted that provisions for future noise barriers should be included. The best barrier design for this area would be a landscaped berm. Berms, however, must be relatively wide to provide the needed barrier height. The recommended SRA right-of-way probably would not be wide enough to incorporate room for a berm within the right-of-way. Therefore, Mr. Andres recommended that planning for development of the Klehm property incorporate construction of a berm within the property along the Illinois Route 59 frontage.

Mr. Trego pointed out that the land to the west of Illinois Route 59 is land locked by the E, J & E Railroad and any development in that area should act as a noise buffer to shield development to the east from railroad noise.

Mr. Trego stated that noise buffering was also an important concern of the Village along IL Route 72. The Ponds of South Barrington, which is a single family residential subdivision, backs up to Route 72 for a short distance. Residents in that subdivision have complained in the past about the increasing levels of highway noise. He stated that any expansion plan for IL 72 would have to include noise buffering in this area if it was to gain the support of the Village. He also noted that The Ponds homeowner's association would want to attend the Advisory Panel meetings.

Ms. Fortney said that IDOT is in the design stage of an improvement at the intersection of Illinois Route 59/Illinois Route 62 but she believed it had been put on hold.

Mr. Trego stated that another important concern of the Village was the increasing amount of cut-through traffic which uses Mundhank Road. He said he believed these drivers are using Mundhank to travel between IL Route 72 and Barrington Road to avoid traffic congestion at the IL 72/Barrington Road/I-90 intersection and interchange area. He said the Village would support any measures to reduce congestion in that area.

Mr. Trego also noted that there is an undeveloped property on the north side of IL 72 at the Northwest Tollway that will need access to IL Route 72. He said developers have talked of a concept to create a new roadway to serve this property that would connect IL 72 with the Midlands property which is located in the northwest quadrant of Barrington Road and I-90. He was not sure whether the Village would support that connection. Mr. Andres suggested that such a connection may help to relieve cut-through traffic on Mundhank Road, especially if significant capacity improvements are not feasible at IL 72/Barrington Road.

Mr. Trego stated the Village is also interested in improving Bartlett Road.

Chief Longeran stated the Police Department has several safety concerns regarding these routes. High vehicle speeds are a significant concern, especially for trucks. Vehicles routinely exceed posted speed limits on these roadways. He also said that drunk driving is a significant concern of the Village. The Penny Road Pub is a tavern located in unincorporated Cook County west of the Village that has a 4:00 A.M. liquor license. The Village has experienced a number of serious drunk driving accidents including some fatalities which involved tavern patrons heading east on Penny Road and Dundee Road after closing. The Village is even considering attempting to close Penny Road east of IL Route 59.

Mr. Andres stated the next step in the study process would be to develop a conceptual improvement plan for each corridor and present them to adjacent communities at an Advisory Panel meeting.

The meeting was adjourned at 11:30 A.M.

By: Robert J. Andres

Date: 8/19/96



Village of Barrington Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 5 - IL 59

Date: January 12, 1996

Time: 9:00 A.M.

Place: Village of Barrington
Conference Room, Village Hall

In Attendance: See Attached Roster.

Mr. Andres began the meeting by giving a brief history and description of the SRA planning study process. He noted that the SRA study is not being undertaken for any soon-to-be-constructed roadway improvement project, but rather it is a long range planning effort intended to define the scope of what this route should look like in the future to handle long range traffic demand. Any SRA roadway improvements are likely 10 or more years in the future, thus the SRA study is intended to serve as a guide for adjacent development and access improvements that will likely occur along the route between now and when an SRA improvement can actually be constructed. If these activities occur with a long range plan in mind, the ability to implement a future improvement will be greatly enhanced.

The Village of Barrington has had previous experience with the SRA system when U.S. Route 14 was studied as a part of Subset 2. Ms. Berger asked what the limits of this corridor were. Mr. Andres responded by saying that this particular corridor starts at Higgins Road on the south and continues to Illinois Route 173 on the north. In addition, Illinois Route 59 south of this corridor was studied as a part of Subset 1 and the Section of Route 59 that is contiguous with U.S. Route 12 was studied as a part of Subset 2.

Mr. Heinz stated that although Illinois Route 59 (Hough Street) is a heavily traveled roadway, the Village would be adamantly opposed to any widening of the route. He stated although IL 59 serves an arterial function, the residents still consider it to be a local street.

Mr. Heinz said that improvements were made to Hough Street between Hillside Avenue and U.S. Route 14 as a joint improvement project between the Village and IDOT approximately 10 years ago. That improvement realigned IL 59 at Lake-Cook Road by acquiring a building and constructing an S-curve. Left turn lanes were also added at Hillside Avenue and at U.S. 14. As part of that project, extensive streetscape improvements were installed. Mr. Andres noted the IL 59 improvement project grew out of a Southwest Bypass Feasibility Study which was to look at the feasibility of constructing an Illinois Route 59 bypass that would extend from Barrington Road at IL 59 and connect to U.S. Route 14 via Otis Road and Hart Road. Due to public opposition, plans for the bypass were dropped and existing Route 59 was improved instead.

Mr. Heinz said that another improvement to Illinois Route 59 was recently completed at its intersection with Barrington Road. Left turn lanes and modernized traffic signals were installed at this intersection, but the through lanes were purposely kept at one lane in each direction, primarily to minimize impacts on residential property at Hillside Avenue. At the Hillside Avenue intersection, right-of-way was purchased from a home on the corner as part of the previous IL 59 improvement and, as part of that acquisition, a commitment was made by the Village not to touch the property again.

Mr. Marquette said that one factor which contributes to congestion along Route 59 is that it crosses the Union Pacific Railroad tracks (formerly C&NW tracks) which carries the Metra Northwest Commuter Line as well as heavy freight traffic. This causes many tie-ups. One possibility that has been discussed in the Village is relocating the commuter station or remodeling it.

Mr. Heinz noted the E.J. & E. Railroad tracks intersect the Union Pacific tracks just west of IL 59 north of Lake-Cook Road. The E.J. & E. tracks then cross Illinois Route 59 about one-quarter mile north of the Union Pacific crossing. If commuter rail service is instituted on the E.J. & E. line, as proposed by CATS, another train station would be constructed in the immediate area. The Village believes this would severely impact the community and its traffic flow. The Village Board is on record as being opposed to commuter service on this railroad.

Mr. Heinz stated that Route 59 backs up every Friday afternoon as people make their way north for the weekend. The Village feels that the travelers should find other routes. Mr. Andres asked if there was another route. Mr. Heinz stated the IL 53 extension, if extended into Wisconsin would help significantly. He noted that both Dundee Avenue and Cook Street, which parallel IL 59, are alternative local streets that have experienced increased traffic; though he believes they are used primarily by local residents to get around the congestion and backups on Route 59. The Village has had an increase in complaints about heavy traffic volumes on these streets.

Mr. Andres stated that the CATS traffic forecasts for this section of Illinois Route 59 were very high, but the CATS model assumed unrestrained travel demand and full build-out of all SRA routes to desirable cross sections (which would mean 6 lanes for IL 59). If a 6-lane cross-section is not built, the traffic demand will probably not reach the projected volumes. He noted, however, that existing

volumes on Illinois Route 59 are already extremely high for a 2-lane roadway, averaging between 22,000 and 28,000 vpd. Thus, traffic congestion and spill-over onto adjacent streets will likely increase without capacity or mobility improvements.

Mr. Andres stated one method of improving mobility without adding lanes would be to eliminate or reduce traffic friction caused by the local access function of the route. Traffic flow would be improved, for example, if it was not impeded by local traffic turning to or from local side streets. He asked if the Village would be willing to consider cul-de-sacing local side streets at IL 59 and concentrating these traffic movements at signalized intersection. This would not only improve the efficiency of traffic flow on IL 59, but it would also reduce the potential for through traffic using the local street network to bypass traffic congestion. Mr. Heinz said the Village would consider it but would have to see how local traffic patterns are affected as well as how it would be received by residents. He felt another option might be to restripe the existing pavement to provide a center median to accommodate local turning traffic.

Mr. Heinz stated the area bounded by the E.J. & E. Railroad, the Union Pacific Railroad and Illinois Route 59 is known in the Village as the "Golden Triangle". Liberty Street bisects this area. The Village desires to redevelop this area into commercial or mixed-uses. He asked that the SRA study look into providing adequate access for this area by considering the redevelopment plans. Mr. Andres suggested that any redevelopment plan consider providing additional right-of-way along the west side of Illinois Route 59 to allow expansion of the roadway and provision of adequate pedestrian facilities. He felt that the commercial frontage along IL 59 between Lake-Cook Road and U.S. Route 14 would be compatible with a 5-lane roadway cross section if additional right-of-way could be provided.

It was noted that there are long backups in the afternoon peak hour on northbound Hough Street at U.S. Route 14 which may be due in part to heavy left turning volumes. Mr. Andres asked if dual left turn lanes on Hough Street would help the situation. Mr. Heinz believed that dual left turns were considered in the past but, because they restricted all turns to arrow only, they did not provide an effective benefit.

Mr. Marquette stated that there is a school crossing on Route 59 at Roslyn Road which is north of U.S. 14. Recently, a signal warrant study was performed at this intersection to see if a traffic signal would be warranted based on pedestrian delay. The intersection did not warrant a signal at the time of the study but this location should be considered for possible signalization in the future.

Mr. Heinz stated that there is a bad vertical curve which causes a sight problem near Providence Road on Route 59. A developer on the west side of Route 59 is responsible for correcting this as part of an access improvement he will construct. This will be accomplished by next summer.

Mr. Marquette said he gets many requests from the community to add stop signs so traffic will be slowed down.

ICI Meeting Minutes
Village of Barrington
Page 4

Mr. Danley said he is now looking into installing emergency vehicle preemption systems at all signalized intersections in the community. Presently, emergency vehicles often get stuck in backed-up traffic. All future improvements along IL 59 must include preemption systems.

Mr. Starr stated that there are no two-lane SRA routes on the SRA system. Thus, if at least a 4-lane improvement is not feasible, the SRA designation would likely be dropped and an alternate corridor (if one exists) would be studied in its place. It would be possible, however, to designate this portion of IL 59 as an "SRA Connector". SRA Connectors are roads that provide important access to SRA routes. There are some two-lane SRA connectors.

Mr. Heinz said it was important for the Village staff to be aware of any proposed improvement concepts for IL 59 before they became public, so the staff can be prepared to deal with public reaction. Mr. Starr said that if Barrington wished, Civiltech and IDOT would meet with them again before the Advisory Panel meetings to make them aware of the concept plans that would be presented to the Advisory Panel.

The meeting was adjourned at 10:15 A.M.

By: Dawn R Marincic
Dawn R. Marincic

Date: 2/26/96



Village of North Barrington individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study -Subset No. 5
Individual Community Interview
Corridor 5 - IL 59

Date: February 5, 1996

Time: 7:30 P.M.

Place: North Barrington Village Hall

In Attendance: See attached roster.

Mr. Andres began the meeting by giving a brief history and purpose of the SRA system. He explained that Route 59 from Route 72 to Route 173 is one of the routes designated as an SRA route included as part of our study. A portion of this route goes through the Village of North Barrington. This study will take approximately two years to complete. We are currently in the very early stage of this project - the data collection phase.

Mr. Larrain asked what type of information is being collected and if new traffic counts are being done as part of this project.

Mr. Andres explained that new counts are not being done as part of this study. Instead, existing traffic information is being collected from IDOT and CATS has prepared a model of the SRA system with twenty year projections which includes the Route 53 extension.

Mr. Laferty asked if it realistic to consider Route 59 in this area as a "long distance" travel route. Aren't there other routes that are more logical and better established, like Route 12.

Mr. Andres explained that although there are probably not a lot of long distance trips that start at one end of Route 59 and travel to the other, many long distance trips that originate in or are destined to the surrounding area use a portion of Route 59 to complete their trip. It is being looked at as part of the SRA network to study ways to increase mobility along the route. Though adding additional travel lanes is obviously the most effective method of enhancing mobility, there are other ways to increase mobility as well, which include access control and proper signal spacing. Mr. Andres explained that although IDOT has created an ideal cross section for a suburban SRA route, which

would include six travel lanes, that does not necessarily mean that the cross section is feasible or even necessary in a particular area.

Mr. Larrain asked what was the point of doing extensive improvements when there are only a couple of hours during the day that the improvements would be needed. There are really only six hours or so when traffic is bad.

Mr. Andres explained that the SRA study is quite different from a typical IDOT planning and design study which is directed towards an upcoming improvement project. This study is not about a project that is going to be done tomorrow or even necessarily in the next five or ten years. This is a long range study that is to identify the scope of a future improvement that may be built as much as twenty years in the future. That needs to be kept in mind. Right now Route 59 might not need to be four lanes but by thinking about the changes that have taken place in the last twenty years, one must try to envision travel needs twenty years from now. The purpose of this study is to develop a long range improvement plan for the route that would serve as a guide for adjacent development, proposed access and future traffic controls that will occur between now and when an improvement is actually constructed. Through this study, IDOT wants the Village to have input in shaping the future of the roadway. It should also be pointed out that IDOT is not going to force any arterial roadway improvements on a community. If North Barrington doesn't want improvements they will not be done.

Mr. Larrain asked what is going to be done to Route 59 through downtown Barrington.

Mr. Andres explained that there is obviously no way six lanes would be provided through Barrington. It may not even be possible to provide four lanes. IDOT is not looking to just widen the roadway wherever they can. It is not logical to provide six lanes in some sections and two lanes in others. If a plan for the route can not be developed without some continuity, likely nothing would be done or the route would be removed from the SRA system.

Mr. Michelotti pointed out that although Route 59 between Wauconda and Barrington probably would never be widened to six lanes the local needs of the roadway should be considered in this study. The Village should be looking at what can be done to improve safety and operational conditions along Route 59.

Mr. Scobee stated that Routes 59 and 12 are North Barrington's only north-south routes and since it has already be determined that Route 12 is going to be widened to six lanes, he asked if improvements to Route 59 could be stopped by North Barrington alone or if BACOG needs to form a committee to try to stop this study.

Mr. Andres again reiterated that IDOT will not force improvements on a community. He also noted that IDOT is not looking for an endorsement of the final project report from each community. IDOT does hope however, that the villages will use the report as a tool for guiding future development or

redevelopment in a community.

Mr. Michelotti asked if other modes of transportation are being considered in this study. Mr. Andres stated that other means of meeting transportation needs are being looked at as part of this project, in accordance with regional planning objectives.

Mr. Scobee stated that just north of Miller Road a school is located on Route 59. The school's access drive forms a very dangerous intersection because of the speed on Route 59 and the sight distance problem because of the roadway curvature. He asked that options for improving the safety of this access be investigated as part of the SRA study.

Mr. Blecke asked if the determination has already been made whether or not Route 59 should be an SRA route and, if it is an SRA route, then what would the roadway cross section look like?

Mr. Andres stated that the determination whether or not Route 59 should be an SRA route has not been made and we are just beginning the studies to determine this and a possible roadway cross section. Mr. Andres also stated that there are no two-lane roadway facilities on the SRA system. Therefore, if Route 59 stays on the SRA system, at a minimum the cross section would likely be four lanes.

Mr. Michelotti stated that he did not think the Village should automatically say "no" to this study and try to get the study stopped because other things can be done to improve the roadway besides widening.

Mr. Andres stated that the Village would be contacted by CATS sometime during the summer to provide a person to sit on an Advisory Panel Committee to provide additional input.

The meeting was adjourned at 9:00 P.M.

By: Mary L. Young
Mary L. Young

Date: 2/23/16



Village of Lake Barrington Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 5 - IL 59

Date: February 6, 1996

Time: 9:00 A.M.

Place: Village of Lake Barrington

In Attendance: Mr. John Reindl, Village Administrator
Ms. Mary Young, Civiltech Engineering, Inc.
Ms. Dawn Marincic, Civiltech Engineering, Inc.

Ms. Young began the meeting by giving a brief history and description of the SRA planning study process. The Village of Lake Barrington has not had previous experience with the SRA study.

Mr. Reindl stated that the biggest problem with any widening of Route 59 will be environmental and ecological problems. Around Kelsey Road, it would probably be helpful if Route 59 is widened. He doesn't think there is a need for any widening at the south end of Lake Barrington.

The Village limits on the west side of Route 59 are from Miller to Kelsey. On the east side of Route 59 the subdivision along Grandview behind the school is the only thing in the Village limits.

Mr. Reindl stated that there are probably wetlands south of Kelsey Road and there is a Village ordinance that no new developments should be built with 100' of a wetland.

The sewer facility from Wauconda is being upgraded. Presently, the closest sewer system is in Fox River Grove. Lake Barrington Shores has a package plant but Lake County no longer allows any of these to be built. With a new sewer treatment plant in Wauconda, more development would be facilitated.

ICI Meeting Minutes
Village of Lake Barrington
Page 2

Mr. Reindl thought that a gradual transition of number of lanes and type of facility from Route 12 on the north would be nice. This would not make the drivers feel that they have an abrupt transition from traveling with limited access to having many interruptions in their flow.

Mr. Reindl requested copies of the aerial prints of the roadway through his community. Civiltech will send them to him with the meeting minutes.

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

By: Dawn R Marincic
Dawn R. Marincic

Date: 2-13-96



Village of Barrington Hills Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study -Subset No. 5
Individual Community Interview
Corridor 5 - IL 59

Date: August 7, 1996

Time: 2:00 P.M.

Place: Barrington Hills Village Hall

In Attendance: Mr. Bob Kosin, Director of Administration
Ms. Lorraine Briggs, Village Trustee
Mr. Bob Andres, Civiltech Engineering, Inc.
Ms. Dawn Marincic, Civiltech Engineering, Inc.
Ms. Mary Young, Civiltech Engineering, Inc.

Ms. Young began the meeting by giving a brief history and purpose of the SRA system. She explained that Illinois Route 59 from Illinois Route 72 to Illinois Route 173 is one of the routes designated as an SRA route included as part of our study. A portion of this route goes through the Village of Barrington Hills. This study will take approximately two years to complete. We are currently in the very early stage of this project - the data collection phase. Ms. Young explained that Illinois Route 59 is being looked at as part of the SRA network to study ways to increase mobility along the route. Though adding additional travel lanes is obviously the most effective method of enhancing mobility, there are other ways to increase mobility as well, which include access control and proper signal spacing. Ms. Young also explained that although IDOT has created an ideal cross section for a suburban SRA route, which would include six travel lanes, that does not necessarily mean that the cross section is feasible or even necessary in a particular area.

Mr. Kosin stated that he did not feel that Illinois Route 59 north of Illinois Route 72 should be on the SRA network. He stated that adjacent land uses are not supportive of the SRA designation, nor is such a route needed to serve the low density development in the Village of Barrington Hills. Mr. Andres explained that although there are probably not a lot of long distance trips that start at one end

of Route 59 and travel to the other, many long distance trips that originate in or are destined to the surrounding area use a portion of Route 59 to complete their trip. Illinois Route 59 is one of only two routes with north-south continuity between Illinois Route 25 and Roselle Road (a distance of 9 miles).

Mr. Kosin stated that although the duration of the “peak hours” may be increasing, he did not believe that volumes of vehicles have tended to increase and therefore did not see a need for additional lanes on Illinois Route 59. He stated that there may be more “through” traffic on Illinois Route 59 but the amount and level of development within the Village is so small that he did not see it providing an impact large enough to warrant widening Illinois Route 59. The largest undeveloped parcel in the area is the Klehm property which is anticipated to be 1200 units.

Mr. Andres explained that the SRA study is quite different from a typical IDOT planning and design study which is directed towards an upcoming improvement project. This study is not about a project that is going to be done tomorrow or even necessarily in the next five or ten years. This is a long range study that is to identify the scope of a future improvement that may be built as much as ten to twenty years in the future. That needs to be kept in mind. Right now Illinois Route 59 might not need to be four lanes but by thinking about the changes that have taken place in the last twenty years, one must try to envision travel needs twenty years from now. The purpose of this study is to develop a long range improvement plan for the route that would serve as a guide for adjacent development, proposed access and future traffic controls that will occur between now and when an improvement is actually constructed.

Mr. Kosin stated that unless land use patterns and trip patterns change, which he did not believe would happen in the Barrington area, he did not think Illinois Route 59 would need additional lanes even twenty years from now. In addition, if the EJ&E Railroad becomes a commuter rail route, traffic on Illinois Route 59 might actually decrease.

Mr. Andres stated that the determination whether or not Route 59 should be an SRA route has not been made and we are just beginning the studies to determine this and a possible roadway cross section. Mr. Andres also stated that there are no two-lane roadway facilities on the SRA system. Therefore, if Route 59 stays on the SRA system, a minimum cross section would be four lanes.

Mr. Kosin stated that the intersection of Dundee Lane (Dundee Avenue) with Illinois Route 59 is one concern of the Village due to the offset nature of the cross streets and the amount of traffic Dundee Avenue carries as a bypass route for Hough Street in downtown Barrington. Currently there are no left turn lanes on Illinois Route 59 at this intersection. In addition, the speed limit for southbound traffic increases to 50 mph just north of this intersection.

Mr. Andres asked if Barrington Hills was aware of efforts by South Barrington to close Penny Road. Mr. Kosin stated that Penny Road is currently a Cook County route and the Village had not fully studied the impact of this closure.

ICI Meeting Minutes
Village of Barrington Hills
Page 3

Mr. Kosin stated that he has had a request from one resident to cul-de-sac Hawthorne Lane but this has not been supported by other residents.

The meeting was adjourned at 3:20 P.M.

By: Mary L. Young
Mary L. Young

Date: 8/19/96

First Advisory Panel Meeting Minutes



Meeting Minutes

Subject: Strategic Regional Arterial - Subset No. 5
Illinois Route 59
Illinois Route 72 to U.S. Route 12

Date: August 7, 1997

Time: 9:00 A.M.

Place: Barrington Village Hall
Barrington, Illinois

In Attendance: See Attached Roster.

Mr. Andres began the meeting by explaining the background of the SRA study. Due to low projected traffic volumes as well as the addition of a segment of IL Route 83 to the SRA system, the section of IL Route 59 from U.S. Route 12 to IL Route 173 has been dropped from the SRA system. However, it is recommended that the section of IL Route 59 from IL Route 72 to U.S. Route 12 remain on the SRA system due to the lack of alternate north-south travel routes in this area. In addition, there is a high north-south demand in the remainder of the corridor as is seen in existing traffic volumes which exceed 27,000 vpd on the two lane facility.

Several attempts have been made to increase capacity along IL Route 59 (Hough Street) through the Village of Barrington. Approximately ten years ago, the Village initiated a "Southwest Corridor Study" which evaluated ways of diverting through-traffic from Hough Street onto a southwest bypass that connected IL Route 59 at Barrington Road to U.S. Route 14 at the extension of Hart Road. This plan was defeated due to extensive public opposition. Instead, existing Hough Street was improved. Early in the SRA study, an investigation of alternate SRA routes was conducted but no suitable location was found.

Ms. Young explained that the exhibits have been arranged into three sets: A) Existing Facility Characteristics, B) Land Use and Environmental Conditions, and C) Recommended Plan. Ms. Young then began a detailed discussion of the recommended plan:

The first segment which extends from IL Route 72 to IL Route 62 is currently one lane in each direction with open ditch drainage in a 100-foot R.O.W. Existing ADT ranges from 13,000 vpd to 15,000 vpd and the projected 2010 ADT ranges from 32,000 vpd south of Penny Road to 24,000 vpd

north of Penny Road. Ms. Young stated that it is not believed this segment will warrant a six lane cross section. Therefore, both alternatives considered for this segment recommend two lanes in each direction with an 18-foot wide barrier median. Alternate A, which has open ditch drainage would require 30 feet of additional right-of-way while Alternate B, an urban cross section, could be accommodated within the existing right-of-way.

Ms. Young explained that Alternate A is the recommended cross section for this segment. It is believed that since the existing Klehm Nursery property, which extends along the east side of IL Route 59 from IL Route 72 to IL Route 62, is currently undeveloped this would be the ideal time to preserve future right-of-way and possibly require the developer to construct earth berms adjacent to the roadway for noise barriers. The Klehm Nursery property is anticipated to be developed as 1200 residential units with two access points to IL Route 59. One of these is at Penny Road and the other is to the south.

Mr. Andres explained that no changes are recommended for the IL Route 72 (Higgins Road)/IL Route 59 intersection. It is anticipated however, that this intersection may at some time (Post Year-2010) be reconstructed as a single-point diamond interchange. If a grade separation is constructed at this intersection, access to the properties adjacent to the intersection would likely occur from IL Route 59 rather than IL Route 72 which should be considered as development occurs.

Ms. Young noted that north of Penny Road, IL Route 59 parallels the EJ & E Railroad line and acquisition of the 30 feet of right-of-way in this area would all need to be on the east side of IL Route 59. At the intersections of Bartlett Road and Algonquin Road the recommended plan matches the IDOT improvements currently under construction.

The second segment, which extends from IL Route 62 to Barrington Road, is currently one lane in each direction with open ditch drainage in a 100-foot R.O.W. Existing ADT is 15,000 vpd and projected 2010 ADT ranges from 37,000 vpd south of Dundee Road (IL Route 68) to 29,000 vpd north of Dundee Road. Although a six lane cross section may at some time be warranted in this segment, the right-of-way is restricted on the east side by the Crabtree Nature Center Forest Preserve. This forest preserve has also been identified as a threatened and endangered species habitat. Therefore, the recommended cross section for this segment consists of two through lanes in each direction with an 18-foot barrier median and curb & gutter. This cross section can be accommodated in the existing right-of-way.

Ms. Young explained that Dundee Avenue just south of Barrington Road is used as a bypass to downtown Barrington by local residents. Therefore, it is anticipated that a signal would be warranted at this location in the future.

* The third segment of this route extends from Barrington Road to Main Street (Lake-Cook Road) in downtown Barrington. The existing average daily traffic ranges between 25,000 to 27,000 which warrants a four-lane cross section. The recommended plan provides four 11-foot lanes without a

center median. The roadway would be widened at signalized intersections to provide left turn channelization. It is also recommended that several cross streets be cul-de-saced to restrict left turn movements from IL Route 59 due to the lack of center median to allow a place for turning vehicles to queue without blocking the through lanes of traffic. Access to the adjacent neighborhood would be concentrated at Hillside Avenue and Russell Street. The minimum right-of-way required for this cross section is 60 feet which would require right-of-way acquisition on both sides of the roadway in various locations. In addition, three building modifications or acquisitions would be necessary.

In the fourth segment from Main Street (Lake-Cook Road) to U.S. Route 14 the recommended cross section consists of two 11-foot lanes in each direction and a 11-foot flush median. The triangular area west of IL Route 59 between the two sets of railroad tracks is currently planned for redevelopment. It would be possible to obtain additional right-of-way from this triangle when it redevelops to provide the five lane section. A potential future traffic signal is proposed at Liberty Street to provide access to the triangle.

At the intersection of IL Route 59 and U.S. Route 14 (Northwest Highway) it is recommended to provide dual left turn lanes on IL Route 59. This would require right-of-way acquisition from both sides of the street and it would require modification of the drugstore on the southwest corner of the intersection.

The fifth segment, which extends from U.S. Route 14 to U.S. Route 12, is currently one lane in each direction with open ditch drainage in an 80-100 foot R.O.W. Existing ADT is 23,000 vpd near U.S. Route 14 and drops to 12,000 vpd near U.S. Route 12. Projected Year-2010 ADT ranges from 40,000 vpd near U.S. Route 14 to 25,000 vpd near U.S. Route 12. The recommended cross section for this segment consists of two through lanes in each direction with an 18-foot barrier median and curb & gutter. The minimum recommended right-of-way width for this segment is 100 feet which will require acquisition in some areas.

Ms. Young explained that there is an existing school located west of IL Route 59 off of Roslyn Road and the Village of Barrington has expressed the desire to have a traffic signal at Roslyn Road. Therefore, a potential future traffic signal is shown at this location.

Right-in/right-out access is recommended at Brookside Road and Glen Circle due to horizontal and vertical sight distance restrictions.

At Grandview Drive, a school is located on the southeast quadrant of the intersection. The Village of North Barrington expressed concern regarding safety at this intersection due to the curvature of the roadway and the high vehicular speed on IL Route 59. This school is also planned to be remodeled with access occurring from Grandview Drive. It is recommended that full access be provided at Grandview Drive with a left turn lane on southbound IL Route 59 and a right turn lane on northbound IL Route 59. It is also recommended that full access be provided at the entrance to Lake Barrington Shores.

Ms. Young explained that it is recommended to eliminate an existing northbound left turn lane on IL Route 59 into an existing shopping center located on the southwest corner of IL Route 59 and Kelsey Road. Full access to the site would be provided from Kelsey Road which is a signalized intersection. The existing shopping center driveway would be right-in/right-out only.

At U.S. Route 12 it is recommended to drop one northbound through lane at the entrance ramp to U.S. Route 12. Southbound, the recommended additional through lane will be added at the U.S. Route 12 ramp. These improvements will require bridge widening.

Ms. Young then opened the discussion for questions and comments:

Mr. Trego questioned the additional right-of-way corridor shown on Exhibit A-2. Mr. Andres explained that based on the right-of-way information obtained as part this study, it appears that this was at one time the old IL Route 59 corridor and that IDOT still owns that property. Mr. Trego also stated that he believes that an additional potential traffic signal location should be shown for the Klehm property. It was agreed to examine this further.

Mr. Kosin expressed concern regarding the close proximity of E.J. & E. Railroad line to the IL Route 59/Penny Road intersection and stated that traffic operation at this intersection would need to be carefully examined.

Mr. Trego asked if any consideration was given to closing Penny Road. Mr. Andres stated that as part of the SRA study it has not. The decision to close Penny Road would need to be made by the Village and the County. The southeast corner of the intersection of Penny Road and Bartlett Road is under consideration for a major school campus encompassing 30 acres which would greatly affect any recommendations made to Penny Road.

Ms. Berger asked if lane widths could be narrowed to reduce impacts through the Village of Barrington. Mr. Andres explained that the recommended eleven foot lanes through the Village of Barrington are already less than IDOT's recommended standards.

Ms. Kabbes asked if the capacity at the intersection of Main Street (Lake-Cook Road) and IL Route 59 would change. Mr. Andres explained that the vehicular capacity would not be increased at this intersection, it is only recommended to convert the existing exclusive right turn lanes into shared through/right lane. Capacity **will** be increased at the U.S. Route 14/IL Route 59 intersection.

Mr. Klein suggested that a signal may be warranted at the Grandview Drive intersection with IL Route 59 once access for the North Barrington School will be off Grandview Drive.

Mr. Klein also stated that there is a great deal of resistance from the communities to any roadway widening due to the residential nature and uniqueness of the Barrington area. The roadway is considered an important land use in the area and is seen as a geographic barrier to the continuity of

the BACOG communities. A four lane facility with a barrier median would not be considered pedestrian-friendly.

President Hamelberg asked what the anticipated schedule is for construction of any of the recommended improvements. Mr. Starr explained that although IL Route 59 is currently in IDOT's 2020 Transportation Plan (as are the other 1,300 miles of SRA routes) priorities for constructing the recommendations have not been determined yet. It is anticipated that some priorities may be set by the end of the year. President Hamelberg stated that widening IL Route 59 would be seen as a threat to the current lifestyle of Barrington residents. He also stated that he is unsure as to what public reaction to the recommended cul-de-sacs would be.

Ms. Zobus asked how the recommended berms and sound barriers would affect drainage patterns. Mr. Andres explained that any future improvement would fully address drainage issues.

Mr. Trego asked if consideration had been given to grade-separating minor cross streets with IL Route 59 which may help to preserve the continuity of the BACOG communities. Mr. Starr stated that this concept had not been previously considered but could be further examined. Mr. Klein asked that a cost/benefit comparison of providing these grade separations be studied. Mr. Andres asked that BACOG prepare a list of potential grade separation locations for consideration.

Ms. Berger asked what would be the next step in this study process. Mr. Andres explained that once comments have been received from the communities regarding the recommended plan, the plan will be refined and presented to IDOT. At that time another Panel Meeting will be held with all of the affected communities.

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

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

Date: 8/28/97

ATTENDANCE ROSTER

Project Description: IL ROUTE 59 SRA

1ST ADVISORY PANEL MEETING

Meeting Location : BARRINGTON VILLAGE HALL

Date : August 7, 1997 Time: 9:00 AM PM

NAME : (Please Print)	REPRESENTING:	PHONE
MARY L. Young	CIVILTECH ENGINEERING, INC	630-773-3900
<i>[Signature]</i>	Bacon	847 381-70
Dawn Mawmaw	CIVILTECH ENGINEERING	630-773-3
RICH STARR	IDOT - DIST 1	847-705-4
LISA HEAVEN-BAUM	IDOT - DIST 1	847-705-450
ROBERT KOSIM	BARRINGTON HILLS	847-551-30
Brigitte Berger	Village of Barrington	847 381-7903
KEVIN BISCHEL	Village of Hoffman Estates	847-882-9100
MARTY BUEHLER	LAKE COUNTY	847-362-390
Dean Jonderhan	Lake Barrington	847-526-12
BRUCE CHRISTENSEN	LAKE COUNTY	847/362-39
Jan Zabus	St. Sen. Wm Peterson	847/634/606
<i>[Signature]</i>	V of BARRINGTON	847-381-770
KRON C. KAPPER	V of Barr - Transportation Solutions	847-842-2060
JOHN HEINZ	VILLAGE OF BARRINGTON	(847) 381-7903
RONALD HAMELBERG	" " "	847-842-50
<i>[Signature]</i>	Village of South Barr.	847-381-7510
Dusty Towell	LAKE CO. DIV. of TRAFFIC	(847) 362-30
Mark Beaulieu	ST. LES. DIST 52	847 381 20
Patricia Graft, President	South Barrington	847-381-75
Bob Andrus	Civiltech Engineering	

Second Advisory Panel Meeting Minutes



Meeting Minutes

Subject: Strategic Regional Arterial - Subset No. 5
IL Route 59 - IL Route 72 to U.S. Route 12

Date: March 23, 1999

Time: 9:30 A.M.

In Attendance: See Attached Roster.

Mr. Andres began the meeting by reviewing the SRA process that has taken place to date in regard to the IL Route 59 corridor. He then explained that only two items have changed in the recommended plan since the last Advisory Panel Meeting was held. The first item involves the grade separation of IL Route 59 and IL Route 72 that was recommended as a post 2020 improvement. This recommendation has been eliminated due to opposition by the Village of Hoffman Estates. The second item that has changed in the recommended plan is within the Village of Barrington. The original recommendation proposed that IL Route 59 be widened to provide a four lane cross section with left turn channelization. The Village of Barrington expressed opposition to this plan and asked that IDOT investigate potential Barrington Bypass options. Based upon that request, IDOT has agreed to work with the Village of Barrington in conducting a detailed Bypass Feasibility Study. Therefore, the SRA report does not contain a recommendation for the Village of Barrington but instead references the proposed study which will determine the recommended plan.

Mr. Larrain asked if the segments of IL Route 59 north and south of Barrington would be widened if the segment within the Village of Barrington was not widened. Mr. Andres stated that this would likely not occur. Mr. Andres pointed out that the SRA study is a long range plan and no funding is in place to construct any of the recommended improvements.

The Public Hearing for this corridor will be held on April 6th from 2:00 to 7:00 P.M. at the Northern Illinois University Hoffman Estates Campus. The meeting was adjourned at 10:30 A.M.

By: Mary L. Young
Mary L. Young, P.E.

Date: March 27, 1999

ATTENDANCE ROSTER

Project Description: IL Route 59 SRA

Meeting Location : NORTH BARRINGTON

Date : 3/23/99 Time: 9:30 AM PM

NAME :(Please Print)	REPRESENTING:	PHONE :
Mary L. Young	CIVILTECH	630. 773. 3900
Robert Andres	"	"
KEVIN BISCHEL	HOFFMAN ESTATES	847/ 882-9100
RICH STARR	IDOT	(847) 705-4095
LISA HEAVEN-BAUM	IDOT	(847) 705-4567
BRUCE CHRISTENSEN	LAKE COUNTY D.O.T	847/362-3950
GEORGE LARRAIN	NORTH BARRINGTON	847/ 381-3393
ROBERT KOSIN	BARRINGTON HILLS	847/557-3000
JOHN HEINZ	VILLAGE OF BARRINGTON	(847) 381-7903
JOHN UTZ	GHA / BARRINGTON HILLS	(847) 478-9700
DOWN P BEANSTRATOR	VILLAGE OF BARRINGTON	(847) 381-6183
Robert R IRVIN	VILLAGE OF BARRINGTON	847-842-5025
MARTIN BUEHLER	LAKE COUNTY DOT	847-362-3950

Public Hearing Record



Illinois Department of Transportation
PUBLIC HEARING

You are invited to attend a Public Hearing held by the Illinois Department of Transportation concerning the long range plan of Illinois Route 59 from Illinois Route 72 to U.S. Route 12 in Cook and Lake County.

Date: Tuesday, April 6, 1999
Time: 2:00 p.m. to 7:00 p.m.
Place: Northern Illinois University
Hoffman Estates Education Center - Rooms 229 & 233
5555 Trillium Boulevard
Hoffman Estates, Illinois 60192

Purpose of the Meeting:

- To present and discuss the proposed improvements of this project as part of the Strategic Regional Arterial (SRA) System.
- To obtain public input.

An audio-visual presentation will be shown every half hour with the last showing at 6:30 p.m. Exhibits will be on display with IDOT personnel available to discuss the project and to answer questions.

This hearing will be accessible to handicapped individuals. Anyone needing special assistance should contact Rich Starr at (847) 705-4095. Persons planning to attend who will need a sign language interpreter or other similar accommodations, should notify the Department's TDD number (847) 705-4710 at least five days prior to the hearing.

All correspondence regarding this project and the Strategic Regional Arterial System should be sent to:

Illinois Department of Transportation
Bureau of Programming
201 West Center Court
Schaumburg, Illinois 60196-1096

SRRA

STRATEGIC REGIONAL ARTERIAL

OPERATION GREENLIGHT

*Illinois Route 59 from Illinois Route 72 to U.S. Route 12
in Cook and Lake County*

*Tuesday, April 6, 1999
Northern Illinois University
Hoffman Estates Education Center - Rooms 229 & 233
5555 Trillium Boulevard
Hoffman Estates, Illinois*

Rich Starr - Highway Systems Engineer
(847) 705-4095



Illinois Department of Transportation

Division of Highways / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

Executive Summary

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

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

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

This report summarizes a planning study conducted for one of the routes on the SRA system: Illinois Route 59 between Illinois Route 72 (Higgins Road) and U.S. Route 12. The study developed a conceptual improvement plan which, when implemented, will significantly improve transportation mobility along the corridor. The study is considered a "pre-Phase I" study, since it may be a number of years before the SRA improvements can be realized. Before constructing these improvements, detailed Phase I engineering and environmental studies as well as Phase II design activities must still

be completed. The concept plan is primarily intended to serve as a guide for land use and access decisions that will be made along the route between now and when an SRA improvement could actually be constructed. It is hoped that the long-range SRA plan for this route will be used by local agencies in their land use planning activities. Only with the support of the communities through which IL Route 59 passes, can the ultimate improvement plan be realized.

The Illinois Route 59 SRA corridor was divided into five segments for the purposes of this study. Following is a summary of the major improvement recommendations within each segment:

Segment 1: Illinois Route 72 to Illinois Route 62 (Algonquin Road)

- Widen IL Route 59 to provide two 12-foot travel lanes in each direction separated by an 18-foot barrier median.
- Provide 10-foot shoulders with an open drainage system.
- Acquire 15 feet of additional right-of-way along each side of IL Route 59.
- Consolidate access to designated channelized intersections and restrict all other driveways to right-in/right-out.

Segment 2: Illinois Route 62 (Algonquin Road) to Barrington Road

- Widen IL Route 59 to provide two 12-foot travel lanes in each direction separated by an 18-foot barrier median within the existing right-of-way.
- Provide curb and gutter with an enclosed drainage system.
- Restrict all driveways to right-in/right-out.

Segment 3: Barrington Road to Main Street (Lake-Cook Road)

- The recommended Concept Improvement Plan and Access Control Plan for this segment will be determined upon completion of a Barrington Bypass Study that will be conducted jointly by the Illinois Department of Transportation and the Village of Barrington.

Segment 4: Main Street (Lake-Cook Road) to U.S. Route 14 (Northwest Highway)

- The recommended Concept Improvement Plan and Access Control Plan for this segment will be determined upon completion of a Barrington Bypass Study that will be conducted jointly by the Illinois Department of Transportation and the Village of Barrington.

Segment 5: U.S. Route 14 (Northwest Highway) to U.S. Route 12

- Widen IL Route 59 to provide two 12-foot travel lanes in each direction separated by an 18-foot barrier median.
- Provide curb and gutter and an enclosed drainage system.
- Acquire up to 11 feet of additional right-of-way in a few locations south of IL Route 22.
- Widen bridge over U.S. Route 12.
- Consolidate access to designated channelized intersections and restrict driveways to right-in/right-out.

PUBLIC HEARING REGISTER

Project: IL ROUTE 59 from IL ROUTE 72 to U.S. ROUTE 12 COOK & LAKE COUNTY

Location: NIU - HOFFMAN ESTATES

Date: 4/6/99

Time: 2-7 PM

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

P
L
E
A
S
E

P
R
I
N
T

	Name	Address	Representing
1	Patricia Graft Mayor	V. of Barrington Zip 60010	Self _____ Other Village
2	John Bryla	Po. Box 3422 Barrington Zip 60011	Self _____ Other
3	Ronald Danell President	Village of Barrington Zip 60013	Self _____ Other Village
4	Christine Novak	22 E Dundee Road, Suite 23 Barrington IL Zip 60010	Self _____ Other
5	Roger Wolberg	213 W. Culler St Chicago Zip 60614	Self _____ Other Chicago Tribune
6		_____ Zip	Self _____ Other
7		_____ Zip	Self _____ Other
8		_____ Zip	Self _____ Other
9		_____ Zip	Self _____ Other
10		_____ Zip	Self _____ Other
11		_____ Zip	Self _____ Other
12		_____ Zip	Self _____ Other

PUBLIC HEARING REGISTER

Project: IL ROUTE 59 from IL ROUTE 72 to U.S. ROUTE 12 COOK & LAKE COUNTY

Location: NIU - HOFFMAN ESTATES

Date: 4/6/99

Time: 2-7 PM

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

	Name	Address	Representing
P L E A S E P R I N T	1 MICHAEL JATARCA	22 E. Dundee Rd BARRINGTON Zip 60010	Self _____ Other RUBINA REATY
	2 JOHN HEINZ	206 S. HOUK BARRINGTON N, ILL. Zip 60011	Self _____ Other VILLAGE OF BARRINGTON
	3 KEVIN BISCHEL	1900 HASSELL ROAD HOFFMAN ESTATES Zip 60195	Self _____ Other HOFFMAN ESTATES
	4 Anthony Jatarca	22 S. Dundee Road #23 Barrington IL Zip 60010	Self _____ Other Rubin Realty
	5 Jill Gapp	50 S. Hawthorne Rd Barrington Zip 60010	Self <input checked="" type="checkbox"/> Other _____
	6 H. Jor Voss, P.E.	919 S. DIVISION BARRINGTON Zip 60010	Self <input checked="" type="checkbox"/> Other COLLAGA STRAATS HOMEOWNERS ASSOC.
	7	_____ Zip _____	Self _____ Other _____
	8	_____ Zip _____	Self _____ Other _____
	9	_____ Zip _____	Self _____ Other _____
	10	_____ Zip _____	Self _____ Other _____
	11	_____ Zip _____	Self _____ Other _____
	12	_____ Zip _____	Self _____ Other _____

PUBLIC COMMENT

PROJECT: Illinois Route 59 SRA Study
DATE: 4/6/99

IDOT and Civiltech must include in any and all proposed plans for Segment 1 the court ordered access points and signalization immediately north of the intersection of State Routes 59 and 72. Any questions which may arise in connection with the above comment, should be addressed to the author of this Public Comment on behalf of the landowner or to Art Klinicki on behalf of IDOT.



Illinois Department of Transportation

NAME: Anthony Jatarola, Esq.

ADDRESS: 22 S. Dundee Road, Suite 23
Barrington, IL 60010

IN RE:)
)
)
)
 STRATEGIC REGIONAL ARTERIAL)
)
)
 ILLINOIS ROUTE 59 FROM ILLINOIS ROUTE 72)
 TO U.S. ROUTE 12 IN COOK AND LAKE)
 COUNTY)

HOFFMAN ESTATES, ILLINOIS, PUBLIC HEARING

REPORT of comments made at the Public Hearing of the above-captioned study and summary of recommendations, taken before Joan M. Kenny, C. S. R., a Notary Public in and for the County of DuPage, State of Illinois, at Northern Illinois University, Hoffman Estates Education Center, Rooms 229 and 233, 5555 Trillium Boulevard, Hoffman Estates, Illinois, on Tuesday, the 6th day of April, A. D. 1999, between the hours of 2:00 P. M. and 7:00 P. M.

Other Coordination

RECEIVED

MAY 16 1996

President:
William J. Fitzpatrick

Trustees:
Thomas Aitken
Joyce Calle
Donald Fitzgibbons
John C. Gillett
Lee L. Johnson
Leonard J. Kuskowski



Chief of Police Civiltech Engineering Inc
James M. Eccles

Village Clerk
Belinda Wadas

Deputy Clerk
Kim Schroeder

May 14, 1996

Mr. Richard Starr
Illinois Dept. of Transportation
Region 2
201 W. Center Court
Schaumburg IL 60196-1096

Re: SRAS - Subset No. 5
Corridor No. 5
Illinois Rte. 59

Dear Mr. Starr:

Thank you for your informative, understandable and succinct presentation at the BACOG Meeting on Tuesday, April 30, 1996. Please accept this letter as a follow-up to my casual observation during the question period.

Currently, traffic on Rte. 59 is diverted around Wauconda by directing it onto Rte. 12 at the intersection of those two SRA's just North of Ivanhoe Road. Since Rte. 12 has already been deemed an appropriate carrier of Rte. 59 traffic South of Fox Lake, would it not be appropriate to consider diverting the Rte. 59 traffic at a more Southerly location, such as at Rte. 22.

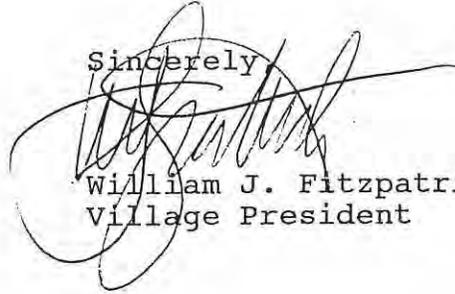
The plans to widen Rte. 22 to four lanes from Rte. 59 East to Rte. 12 would not be adversely affected by this action. Simultaneously it would obviate the need for widening Barrington Road North of Rte. 22. Considerable cost savings would occur and environmental and other negative impacts would be eliminated. The bulk of the through traffic would appropriately be handled by Rte. 12, returning Barrington Road to more local use.

Page 2

I hope your Department and consultant will give this suggestion serious consideration.

Thank you again for your presentation to us at the BACOG Meeting.

Sincerely,

A handwritten signature in black ink, appearing to read 'W. J. Fitzpatrick', written over the word 'Sincerely,'.

William J. Fitzpatrick
Village President

cc: BACOG Members
Don Klein
Board ✓
Hawkes
Pratt



Meeting Minutes

Subject: Strategic Regional Arterial
IL Route 59 - IL Route 72 to IL Route 12
Concept Review Meeting

Date: November 6, 1996

Time: 9:00 AM

Place: Illinois Department of Transportation
Schaumburg, Illinois

In Attendance: See attached roster.

Ms. Young began the meeting by explaining that the exhibits have been arranged into three sets: A) Existing Facility Characteristics, B) Land Use and Environmental Conditions, and C) Recommended Plan. Ms. Young then began a detailed discussion of the recommended plan:

The first segment which extends from IL Route 72 to IL Route 62 is currently one lane in each direction with open ditch drainage in a 100-foot R.O.W. Existing ADT ranges from 13,000 vpd to 15,000 vpd and projected 2010 ADT range from 32,000 vpd south of Penny Road to 24,000 vpd north of Penny Road. Ms. Young stated that it is not believed this segment will warrant a six lane cross section. Therefore, both alternatives considered for this segment recommend two lanes in each direction with an 18-foot wide barrier median. Alternate A, which has open ditch drainage would require 30 feet of additional right-of-way while Alternate B, an urban cross section, could be accommodated within the existing right-of-way.

Ms. Young explained that Alternative A is the recommended cross section for this segment. It is believed that since the existing Klehm Nursery property, which extends along the east side of IL Route 59 from IL Route 72 to IL Route 62, is currently undeveloped this would be the ideal time to preserve future right-of-way. The Klehm Nursery property is anticipated to be developed as 1200 residential units with two access points to IL Route 59. One of these is at Penny Road and the other is to the south. The Village of Barrington Hills has also expressed interest in closing Penny Road to the east of IL Route 59.

Mr. Starr stated that he believes the recommended cross section would be adequate and three lanes in each direction would not be needed. Mr. Swieca expressed concern about only one signal being located in a 1.5 mile stretch from IL Route 72 to Penny Road. Mr. Andres explained that the site plan for the Klehm property shows only two access points. Mr. Starr stated that it would not be advisable to show more access points at this time.

Ms. Young noted that north of Penny Road, IL Route 59 parallels the EJ & E Railroad line and acquisition of the 30 feet of right-of-way in this area would all need to be on the east side of IL Route 59.

The recommended plan at the intersections of Bartlett Road and Algonquin Road matches the IDOT improvement currently in progress.

The second segment, which extends from IL Route 62 to Barrington Road, is currently one lane in each direction with open ditch drainage in a 100-foot R.O.W. Existing ADT is 15,000 vpd and projected 2010 ADT range from 37,000 vpd south of Dundee Road (IL Route 68) to 29,000 vpd north of Dundee Road. Although a six lane cross section may at some time be warranted in this segment, the right-of-way is restricted on the east side by the Crabtree Nature Center Forest Preserve. This forest preserve has also been identified as a threatened and endangered species habitat (sparrows). Therefore, the recommended cross section for this segment consists of two through lanes in each direction with an 18-foot barrier median and curb & gutter. This cross section can be accommodated in the existing right-of-way.

Ms. Young explained that Dundee Avenue just south of Barrington Road is used as a bypass to downtown Barrington by local residents. Therefore, it is anticipated that a signal would be warranted at this location in the future. Mr. Swieca asked if the community would be in favor of using Dundee Avenue as a designated bypass of IL Route 59. Mr. Andres stated that Barrington has already expressed concern regarding the existing speed and volume of traffic using Dundee Avenue due to a school located along the route. It is unlikely a bypass using Dundee Avenue would be supported.

The third segment of this route extends from Barrington Road to Main Street (Lake-Cook Road) in downtown Barrington. Mr. Andres stated that various Hough Street bypasses have been considered in the past but the community has expressed tremendous opposition due to impacts to residences and/or businesses. Mr. Andres explained that the recommended plan for this segment consists of a three lane cross section with several of the cross streets cul-de-saced. Because there would be limited access points, the capacity of the 2-lane roadway with uninterrupted flow would approach the capacity of a 4-lane facility with intersection interruptions. This recommended plan would require minor pavement widening and right-of-way acquisition in some areas.

Mr. Swieca asked about the existing school crossing signal between Lincoln Avenue and Lake

Avenue. Mr. Andres responded that the pedestrians would still be able to cross at this location and the signal would be coordinated with adjacent signals.

Mr. Starr commented that if this three lane cross section is presented at the panel meeting, a wider cross section could not be recommended at a later time. It was agreed that Mr. Kos would need to review the recommended plan before a panel meeting was arranged. Mr. Starr asked how many properties would be affected by any of the proposed improvements. Mr. Andres noted the right-of-way width between Lincoln Avenue and Lake-Cook Road was as narrow as 49 feet. Thus even a 3-lane cross section would require right-of-way acquisition as well as one building modification. If a four-lane section is recommended, several additional properties would be affected by an even greater width of acquisition. At least one more building would require modification. All properties that would be affected are in the Barrington Historical District. Ms. Heaven-Baum stated that between Lake Avenue and Lincoln Avenue there is a church and a school which would both be affected.

In the fourth segment from Main Street (Lake-Cook Road) to U.S. Route 14 the recommended cross section consists of two 11-foot lanes in each direction and an 11-foot flush median. The area west of IL Route 59 between the two sets of railroad tracks is referred to as the Golden Triangle and a redevelopment of this area is currently being planned. It would be possible to obtain additional right-of-way from this triangle when it redevelops to provide the five lane section. A potential future traffic signal is proposed at Liberty Street to provide access to the Golden Triangle.

Mr. Swieca asked if consideration had been given to relocating the existing train station out of downtown Barrington. Mr. Andres stated that the Metra station was relocated about 10 to 15 years ago and no consideration was given to relocating it again.

At the intersection of IL Route 59 and U.S. Route 14 (Northwest Highway) it is recommended to provide dual left turn lanes on IL Route 59. This would require right-of-way acquisition from both sides of the street and it would require modification of the drugstore on the southwest corner of the intersection.

Mr. Andres stated that the Village of Barrington requested to see the recommended plan before it is presented to an Advisory Panel. Mr. Andres also recommended that it may be advisable to meet with the Village of South Barrington prior to an Advisory Panel meeting due to the substantial right-of-way acquisition. Both communities would also be invited to the Advisory Panel Meeting.

The fifth segment, which extends from U.S. Route 14 to U.S. Route 12, is currently one lane in each direction with open ditch drainage in an 80-100 foot R.O.W. Existing ADT is 23,000 vpd near U.S. Route 14 and drops to 12,000 vpd near U.S. Route 12. Projected 2010 ADT range from 40,000 vpd near U.S. Route 14 to 25,000 vpd near U.S. Route 12. The recommended cross

section for this segment consists of two through lanes in each direction with an 18-foot barrier median and curb & gutter. The minimum recommended right-of-way width for this segment is 100 feet which will require acquisition in some areas. Grading easements will likely also be required.

Ms. Young explained that there is an existing school located west of IL Route 59 off of Roslyn Road and the Village of Barrington has expressed the desire to have a traffic signal at Roslyn Road. Therefore, a future potential traffic signal is shown at this location.

Right-in/right-out access is recommended at Brookside Road and Glen Circle due to horizontal and vertical sight distance restrictions.

At Grandview Drive, a school is located on the southeast quadrant of the intersection. The Village of North Barrington expressed concern regarding safety at this intersection due to the curvature of the roadway and the high vehicular speed on IL Route 59. It is recommended that full access be provided at Grandview Drive with a left turn lane on southbound IL Route 59 and a right turn lane on northbound IL Route 59. It is also recommended that full access be provided at the entrance to Lake Barrington Shores. Mr. Swieca asked if a future traffic signal would be warranted at this location. Ms. Young stated it is unlikely because Lake Barrington Shores also has access from Miller Road.

Mr. Zenarosa stated that the SRA report for IL Route 22 recommended dual left turn lanes on all legs of the intersection at IL Route 59 and that there is a Phase I project currently under way that includes this intersection. It was agreed that the IL Route 59 SRA would recommend the same lane configurations proposed as part of the Phase I study.

Ms. Young explained that it is recommended to eliminate an existing northbound left turn lane on IL Route 59 into an existing shopping center located on the southwest corner of IL Route 59 and Kelsey Road. Full access to the site would be provided from Kelsey Road which is a signalized intersection. The existing shopping center driveway would be right-in/right-out only.

Mr. Starr asked if separate left turn lanes could be provided on Essex Road. Mr. Andres explained that there is a very large, old tree located just south of Essex Road which would prohibit any widening. The Village of Tower Lakes has been very active in preventing the removal of this tree.

At U.S. Route 12 it is recommended to drop one northbound through lane at the entrance ramp to U.S. Route 12. Southbound, the recommended additional through lane will be added at the U.S. Route 12 ramp. These improvements will require bridge widening. Mr. Swieca asked if this should be a full access interchange. Mr. Andres stated that he did not believe there was a demand for vehicles to travel in the northbound to southeastbound direction. It was agreed to check the U.S. Route 12 SRA report for recommendations at this location.

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

By: Mary L. Young
Mary L. Young, P.E.

Date: June 13, 1997



Village of North Barrington
Meeting Minutes

Subject: Strategic Regional Arterial Study -Subset No. 5
Individual Community Interview
Corridor 5 - IL 59

Date: December 23, 1996

Time: 7:30 P.M.

Place: North Barrington Village Hall

Mr. Andres began by giving a brief history and purpose of the SRA system. He explained that IL Route 59 from IL Route 72 to IL Route 173 is one of the routes designated as an SRA route. IL Route 59 is being looked at as part of the SRA network to study ways to increase mobility along the route. Mr. Andres explained that the SRA study is quite different from a typical IDOT planning and design study which is directed towards an upcoming improvement project. This is a long range study that is to identify the scope of a future improvement that may be built as much as twenty years in the future. The purpose of this study is to develop a long range improvement plan for the route that would serve as a guide for adjacent development, proposed access and future traffic controls that will occur between now and when an improvement is actually constructed.

Mr. Andres then explained the status of IL Route 59 in the SRA study process: In February of this year a presentation was given to the North Barrington Village Board to provide a general description of the SRA process and obtain early input from the community. In addition, similar meetings were held with the other affected communities. The next step in the study process was to determine whether or not IL Route 59 should be designated as an SRA route. Initial studies indicate that due to relatively low traffic volumes and the nature of the land use along IL Route 59 from U.S. Route 12 to IL Route 173, this segment should be eliminated from the SRA system. IDOT has formally removed this segment from the SRA system. An initial concept plan for the remainder of IL Route 59 within the study area has been prepared and is currently being reviewed by IDOT, and is therefore not available for distribution at this time. However, IDOT has concurred with the recommendations in the concept report for the segment north of U.S. Route 14 which affects the Village of North Barrington. Mr. Andres then introduced Ms. Young to explain the concept plan.

Ms. Young explained that the exhibits have been arranged into three sets: A) Existing Roadway Conditions, B) Land Use and Environmental Conditions, and C) Recommended Plan. She then briefly described the information contained on these exhibits.

Ms. Young explained that when the SRA system was created, the routes were divided into three categories: Urban, Suburban and Rural and an ideal cross section for each of these route types was also created. IL Route 59 is classified as a suburban route. Although the desired cross section for a suburban SRA route includes six travel lanes, it does not necessarily mean that a six lane cross section is feasible or even necessary in a particular area. Studies indicate that IL Route 59 would not require six lanes and would not be feasible in some areas. Therefore, the recommendation in the concept plan for the segment of IL Route 59 north of U.S. Route 14 consists of two through lanes in each direction with an 18-foot barrier median and curb and gutter. This cross section could be accommodated within the existing right-of-way except for a few areas south of IL Route 22 where some right-of-way acquisition would be necessary. The barrier median would restrict driveways to right-in/right-out. Full access would be provided at all cross streets except Chatham Road, Sunset Lane, Brookside Road, and Glen Circle due to sight distance restrictions.

It was asked what is going to be done to IL Route 59 through downtown Barrington. Mr. Andres explained that there is obviously no way six lanes would be provided through Barrington. It would be very difficult to provide four lanes. IDOT is still reviewing recommendations for this segment of the concept plan. If an acceptable plan for this segment can not be developed, it is possible this segment would be removed from the SRA system and classified as an SRA connector.

Mr. Andres again reiterated that IDOT will not force improvements on a community. He also noted that IDOT is not looking for an endorsement of the final project report from each community. IDOT does hope however, that the villages will use the report as a tool for guiding future development or redevelopment in a community.

Concern was expressed in regard to safety at the school located on the east side of IL Route 59 north of Miller Road. The school's access drive forms a very dangerous intersection due to the speed of vehicles on IL Route 59 and the sight distance problem because of the roadway curvature. In addition, the school is developing plans for expansion. It was asked what recommendations have been made for improving safety at this location. Mr. Andres explained that the concept report recommends separate left and right turn lanes into Grandview Drive to provide a refuge for vehicles to wait out of the through traffic on IL Route 59. Mr. Andres recommended that the school district commission a traffic study for the proposed school expansion project to determine if traffic signal warrants may be satisfied in the future. Elimination of school driveways on IL Route 59 and relocation of their traffic onto Grandview Drive would reduce traffic conflicts and help to satisfy signal warrants.

By: _____

Mary L. Young
Mary L. Young

Date: _____

January 7, 1997



Meeting Minutes

Date: May 20, 1997

Time: 9:30 A.M.

Place: Illinois Department of Transportation
Schaumburg, Illinois

Subject: Strategic Regional Arterial - Subset No. 5
Illinois Route 59
Illinois Route 72 to U.S. Route 12

In Attendance: Mr. Duane Carlson/IDOT
Mr. Ken Macander/IDOT
Mr. Wally Kos/IDOT
Mr. Rich Starr/IDOT
Mr. Bob Andres/Civiltech Engineering, Inc.
Ms. Mary L. Young/Civiltech Engineering, Inc.

Mr. Andres began the meeting by giving a brief history of attempts to address traffic needs along IL Route 59 (Hough Street) through the Village of Barrington. Approximately ten years ago, the Village initiated a "Southwest Corridor Study" which evaluated ways of diverting through-traffic from Hough Street onto a southwest bypass that connected IL Route 59 at Barrington Road to U.S. Route 14 at the extension of Hart Road. The bypass alternative was defeated as a result of public opposition and instead, the Village completed a 3R improvement of existing IL Route 59 from Hillside Avenue to U.S. Route 14. As part of that project, extensive streetscape improvements were installed.

Based upon the ICI meeting with the Village staff, there is currently no local support for a bypass or any widening of IL Route 59. The Consultant evaluated possible alternate routes for an SRA corridor parallel to IL Route 59 but, other than the previously identified Southwest Corridor, there are no feasible alternatives.

Based upon that background, as part of the SRA study for IL Route 59, three alternate cross sections were evaluated to improve mobility. Alternate "A" consists of five 10-foot lanes with B-6.12 curb & gutter and sidewalk at the back of curb in a minimum 66-foot right-of-way. This alternate would require 5 feet of acquisition as well as one building modification on the east side of IL Route 59 between Lincoln Avenue and Lake Street. On the west side between Lincoln Avenue and Main Street, 12 feet of right-of-way would be required in addition to one building modification.

Alternate "B" provides four 11-foot lanes with B-6.12 curb & gutter in a 60-foot minimum right-of-way. This alternate would require 2 feet of acquisition on the east side between Lincoln Avenue and Lake Street, but no building modification. Along the west side between Lincoln Avenue and Main Street, nine feet of acquisition would be required and a building modification would also be involved. It was also recommended for this alternate that minor side streets be cul-de-saced due to the lack of center median for left turn lanes. All local circulation would be concentrated at one channelized intersection (Russell Street) which would be a potential future traffic signal location.

Alternate "C" provides five 10-foot lanes through the Barrington Road and Hillside Avenue intersections then tapers to a three lane cross section within the Barrington Historic District before it widens again to a 5-lane section at the Main Street intersection. North of Main Street, five 11-foot lanes would be provided to U.S. Route 14. Theoretically, the capacity of a three lane cross section with access restrictions and without any major intersections would approach that of a 5-lane cross section with intersection interruptions to traffic flow. A minimum right-of-way of 55 feet would be required for Alternate "C" which would need 6 feet of acquisition along the west side between Lincoln Avenue and Main Street as well as one building modification.

Mr. Carlson questioned the ability of a 3-lane cross section to approach the safety and operational level of a 5-lane roadway and noted that no other route on the SRA system has a three lane cross section. Mr. Kos stated that proposing a 3-lane SRA would set a precedent for several other communities who are opposed to widening of SRA roadways. Mr. Carlson referred to IL Route 64 in Elmhurst, which is very similar in nature to IL 59 in the Barrington area. IL Route 64 has a narrow right-of-way and passes through a residential area with large parkway trees. The Department is constructing an improvement that features a four lane unchannelized section (43 feet face-to-face of curb) with access restrictions at minor side streets to minimize impacts. At collector streets, a 5-lane 53-foot cross section provided. He recommended a comparable cross section for IL Route 59.

Mr. Andres stated that a 4-lane cross section will require right-of-way acquisition from Hough Street School and will impact the playground. Mr. Macander stated that possibly a narrower cross section and a retaining wall could minimize impacts. This issue would be further pursued with the Village of Barrington.

Mr. Kos stated that due to the lack of other viable north-south routes in this area that could fulfill the SRA function, a minimum four lane cross section should be provided through Barrington. He stated that two alternates should be presented to the Village which include a continuous 5-lane section (54 feet edge to edge of pavement) and a 4-lane cross section with the previously mentioned cross street

May 20, 1997
Page 3

cul-de-sacs (44 feet edge to edge of pavement). The four lane section would be presented as the recommended cross section. It was agreed that these two alternates would be presented first to the Village of Barrington followed by an Advisory Panel Meeting with all of the affected communities.

The meeting was adjourned at 10:30 A.M.

By: Mary L. Young
Mary L. Young

Date: May 28, 1997



Meeting Minutes

Subject: Strategic Regional Arterial - Subset No. 5
Illinois Route 59
Illinois Route 72 to U.S. Route 12

Date: July 7, 1997

Time: 1:30 P.M.

Place: Illinois Department of Transportation
Schaumburg, Illinois

In Attendance: See Attached Roster.

Ms. Young began the meeting by briefly reviewing the status of the IL Route 59 SRA study. She explained that during Individual Community Interviews conducted for this corridor, several communities questioned whether or not IL Route 59 should be on the SRA system. Due to low projected traffic volumes as well as the addition of a segment of IL Route 83 to the SRA system, the section of IL Route 59 from U.S. Route 12 to IL Route 173 has been dropped from the SRA system. However, it is recommended that the section of IL Route 59 from IL Route 72 to U.S. Route 12 remain on the SRA system due to the lack of alternate north-south travel routes in this area. In addition, there is a high north-south demand in the remainder of the corridor as is seen in existing traffic volumes exceeding 27,000 vpd on essentially a two lane facility.

Several attempts have been made to increase capacity along IL Route 59 (Hough Street) through the Village of Barrington. Approximately ten years ago, the Village initiated a "Southwest Corridor Study" which evaluated ways of diverting through-traffic from Hough Street onto a southwest bypass that connected IL Route 59 at Barrington Road to U.S. Route 14 at the extension of Hart Road. This plan was defeated due to extensive public opposition. Instead, existing Hough Street was improved. Early in the SRA study, an investigation of alternate SRA routes was conducted but no suitable location was found.

Based upon that background, two alternate cross sections were evaluated as part of the SRA study to provide additional capacity and improve mobility. Alternate "A" consists of four 11-foot through lanes, a 10-foot flush median, B-6.12 curb & gutter, and sidewalk at the back of curb in a minimum right-of-way of 66 feet. This alternate would require 5 feet of acquisition and one building modification on the east side of IL Route 59 between Lincoln Avenue and Lake Street. On the west

side between Lincoln Avenue and Main Street, 12 feet of right-of-way would be required in addition to one building modification.

Alternate "B" provides four 11-foot through lanes with B-6.12 curb & gutter in a minimum right-of-way of 60 feet. This alternate would require 2 feet of acquisition on the east side of IL Route 59 between Lincoln Avenue and Lake Street and one building modification. Along the west side between Lincoln Avenue and Main Street, nine feet of acquisition would be required and two building modifications would be involved. It is also recommended as part of this alternate to cul-de-sac minor cross streets due to the lack of center median for left turn lanes. All local circulation would be concentrated at one channelized intersection (Russell Street) which would be a potential future traffic signal location.

Between Lake-Cook Road and U.S. Route 14 (Northwest Highway), a 4-lane cross section with an 11-foot flush median is recommended. Fourteen feet of right-of-way would be required on the west side of IL Route 59 and could be acquired in concert with area redevelopment. Liberty Street has been identified as a potential future traffic signal location. Dual left turn lanes are recommended on IL Route 59 at U.S. Route 14 (Northwest Highway) to accommodate the extremely high volume of northbound to westbound turning vehicles. This will require acquisition of 12 feet of right-of-way on both sides of IL Route 59 and will require the modification of the building located on the southwest corner of the intersection.

Ms. Kabbes stated that the Village of Barrington has been investigating methods to promote a more pedestrian-friendly environment in its downtown area and increased traffic volumes would discourage this. In addition, Village residents do not feel that traffic is a problem as they know how to use local streets to bypass the congestion on IL Route 59.

Mr. Heinz stated that the widest cross section the Village would likely support is a three-lane cross section which promotes pedestrian activity.

The Village was given a preliminary copy of the recommended plan which they will discuss at their Transportation Committee meeting. An Advisory Panel Meeting with all the communities along the route will be scheduled in the near future.

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

By: Mary L. Young
Mary L. Young, P.E.

Date: July 30, 1997



Village of Barrington

DEPARTMENT OF PUBLIC WORKS

206 South Hough Street, Barrington, IL 60010-4399 • 847-381-7903 Fax: 847-382-3030

September 19, 1997

SEP 22 1997

Ms. Mary L. Young, P.E.
Civil Tech Engineering, Inc.
500 Park Blvd., Suite 250
Itasca, Illinois 60143-1297

viltech Engine

RE: *Strategic Regional Arterial Highway System, Subset No. 5
Illinois Rt. 59 (Il. Rt. 72 to U.S. Rt. 12)*

Dear Ms. Young:

Per your letter dated August 29, 1997, we have solicited comments and concerns from our Village Board and staff members referencing the above subject. We understand the State's objective regarding this study, however, we oppose any proposed widening of Rt. 59 to four (4) lanes.

The historic character that the Village of Barrington has built over the years as a community would be destroyed. Therefore, we respectfully request that the State consider and evaluate, to the fullest extent, a bypass around the Village of Barrington in order to preserve the character of our Village.

In our comments below, we have provided options for the State to consider regarding a bypass around the Village of Barrington:

Comments

- The Village of Barrington is adamantly opposed to widening Rt. 59 to four (4) lanes.
- Consider the following bypass options:
 - A. Rt. 59 from the south to Rt. 68 east to Ela Road going north.
 - B. Rt. 59 from the south to Rt. 68 east to Quentin Road going north.
 - C. Take Rt. 59 at approximately Otis Road north to Hart Road.



100% RECYCLED

D. Consider placing the E J & E tracks underground (tunnel) commencing at Rt. 62, Rt. 59 and Rt. 68 intersection all the way through the Village of Barrington. Then utilize E J & E right-of-way for Rt. 59 corridor around Barrington. The road would begin on the E J & E right-of-way at Rt. 62, Rt. 59, and Rt. 68 then head northeast to approximately Otis Road then north to Hart Road.

- Possible multiple directional turn lanes between Hillside and Main Street depending upon impact on trees, parkways, and sidewalks.
- The Village is opposed to "cul-de-sacing" certain streets through town, due to its concerns relative to public safety and neighborhood dynamics.
- Improve public safety at the intersection of Hough and Main (Lake-Cook Road) Streets by increasing current "walk" times and consider possible diagonal crossing for this intersection.
- Under all circumstances, the State needs to incorporate greenspace and landscaping along Rt. 59 in to the plan.

If you have any questions or require any clarification regarding our above comments, please contact John Heinz or myself at 847-381-7903.

Sincerely,



Mark Werksman
Assistant Director of Public Works

CC: Denise M. Pieroni, Acting Village Manager
John M. Heinz, Director of Public Works



**CIVILTECH
ENGINEERING, INC.**

500 PARK BOULEVARD • SUITE 250 • ITASCA, ILLINOIS 60143-1297
(630) 773-3900 • FAX (630) 773-3975

November 7, 1997

Mr. Duane P. Carlson, P.E.
District Engineer
Illinois Department of Transportation
Division of Highways/District 1
201 West Center Court
Schaumburg, Illinois 60196-1096

Attention: Walter S. Kos, P.E.
Bureau Chief of Programming

Reference: SRA Subset #5
Illinois Route 59
Illinois Route 72 to U.S. Route 12
Job No. P-91-456-94

Gentlemen:

Subsequent to the Advisory Panel Meeting held on August 7, 1997 for the Illinois Route 59 (Hough Street) corridor, the Village of Barrington has provided written comments (see attached) in regard to the recommended four lane cross of Illinois Route 59. The Village of Barrington is opposed to the widening of Illinois Route 59 to four lanes as well as the cul-de-sacing of any side streets. The only improvement they would consider in the historic district is construction of a bi-directional left turn lane on Illinois Route 59 between Hillside Avenue and Main Street. Their support of even this limited improvement, however, would depend upon the impact to trees and parkways.

Instead of widening IL Route 59, the Village has requested that consideration be given to an Illinois Route 59 Bypass around the downtown district of Barrington. The Village has suggested four possible options to be considered. These include:

1. Rerouting Illinois Route 59 south of the Village to Illinois Route 68 east to Ela Road north to Rand Road and then back to IL 59.
2. Rerouting Illinois Route 59 to Illinois Route 68 east to Quentin Road and then north on Quentin to Rand Road.

3. Constructing a southwest Illinois Route 59 bypass starting at Otis Road and extending north to Hart Road to U.S. Route 14.
4. Consider placing the E.J. & E. Railroad tracks underground (tunnel) commencing at the Illinois Route 62/Illinois Route 68/Illinois Route 59 intersection all the way through the Village of Barrington. Then utilize E.J. & E. right-of-way for the Illinois Route 59 corridor around Barrington. The road would begin on the E.J. & E. right-of-way at Illinois Route 62 and then head northeast to approximately Otis Road then north to Hart Road to U.S. Route 14.

Options #1 and #2 are not considered viable Illinois Route 59 bypass routes as they would attempt to divert traffic a significant distance east of the Barrington area when the predominant travel desire lines extend to and from the north and northwest. Option #4 would be cost prohibitive to implement.

Option #3 was previously studied by the Village in the 1980's and was known as the Southwest Bypass. At the time of the study, it was determined that the bypass would provide some congestion relief through downtown Barrington. However, the Bypass was soundly defeated by public opposition and instead, limited operational improvements to existing IL Route 59 were constructed.

We have conducted a cursory review of the potential traffic benefits of the Southwest Bypass to see if it would likely divert enough traffic to avoid the eventual need for 4 lanes on existing IL Route 59. Traffic counts taken by IDOT in 1992 at the IL Route 59 intersections with Main Street and U.S. Route 14 indicate a strong demand for the turning movements that would be served by the Southwest Bypass (i.e. northbound to westbound left turns and eastbound to southbound right turns). Attached are peak hour traffic diagrams for these two intersections. From these diagrams, it can be seen that the total peak hour traffic volumes for the movements at the two intersections range between 665 vehicles in the A.M. peak hour to 1005 vehicles in the P.M. peak hour. On a daily basis, approximately 7,000 to 10,000 vehicles may be served by a Southwest Bypass. This represents between 26% and 37% of the existing ADT through the historic district (26,900 vpd).

Though the potential traffic diversion caused by the Southwest Bypass would be substantial, it would still leave at least 17,000 vpd on the existing route based upon today's traffic. This volume is already at the threshold of warranting a 4-lane facility, thus future traffic growth would most certainly warrant additional capacity even with the Southwest Bypass.

Based upon the above, we believe a 4-lane improvement of existing IL Route 59 through the Village of Barrington can be avoided **only if** a full bypass of the Village is constructed. With the level of existing development in the area, construction of such a bypass would be quite costly and disruptive, requiring the displacement of a number of homes and businesses. However, in light of the Village's request, we have identified a potential alignment for a Western Bypass which is based upon a portion of the corridor previously identified for the Southwest Bypass, but which brings the route back to

existing IL Route 59 at Northwest Highway.

The Concept Plan for the Illinois Route 59 Bypass is shown on an exhibit separate from this letter. The bypass would route Barrington Road west to an intersection with IL 59 where it would parallel Otis Road. It would then curve to the northeast, crossing the E.J. & E. Railroad in an underpass, before paralleling the west side of the railroad tracks all the way to the Union Pacific Railroad. It would cross under the Union Pacific Railroad and then curve back onto the existing IL 59 alignment south of U.S. Route 14.

The Illinois Route 59 Bypass uses a 45 mph minimum design speed for horizontal curvature. The route would require the acquisition of 7 homes in Barrington Hills between Barrington Road and the E.J. & E. tracks. Through the Barrington industrial district, approximately 7 to 10 businesses would be displaced. North of Lake-Cook Road, 6 additional homes would be acquired. The bypass would pass through the southeastern portion of Langendorf Park as well as a large industrial building east of the park. The remainder of the industrial property could be used for park replacement land. The intersection improvement at U.S. Route 14 could displace two additional businesses.

We believe due to the magnitude of this plan and its proximity to the E.J. & E. Railroad tracks, that it should be implemented in concert with improvements that would be necessary to bring commuter rail service to the E.J. & E. rail line. Specifically, we believe commuter service would necessitate grade separating the E.J. & E. Railroad from the Union Pacific. The bypass plan would allow this grade separation to occur at a minimum cost and with minimum disruption to the local street network.

Though the construction cost would be substantial, the Illinois Route 59 Bypass would provide significant benefits to the regional transportation network as well as the Village of Barrington. These benefits are as follows:

1. The Bypass would effectively remove all north-south through traffic from Hough Street within the Village of Barrington as well as cut-through traffic on Dundee Avenue, Cook Street and other local Village streets.
2. The Bypass would achieve a dramatic improvement in north-south mobility by providing an expansible 4-lane corridor with limited access that would be grade separated from major rail crossings.
3. The Bypass would allow commuter rail service to be provided on the E.J. & E. Railroad without major disruptions to the existing street network in the Village. Currently, the Village of Barrington is strongly opposed to commuter service on this rail line due to likely traffic impacts. A comprehensive solution to the traffic and mass transit needs in the area could win the Village's support of the regional transit facility.

Mr. Duane P. Carlson, P.E.

November 7, 1997

Page 4 of 4

In light of the above, we recommend that the Department coordinate first with Metra, to see what their feasibility study for E.J. & E. commuter service recommends in the Village of Barrington. After refining the Bypass Concept Plan to reflect the Metra plans, we recommend that the bypass plan be presented to the Village staff for comment.

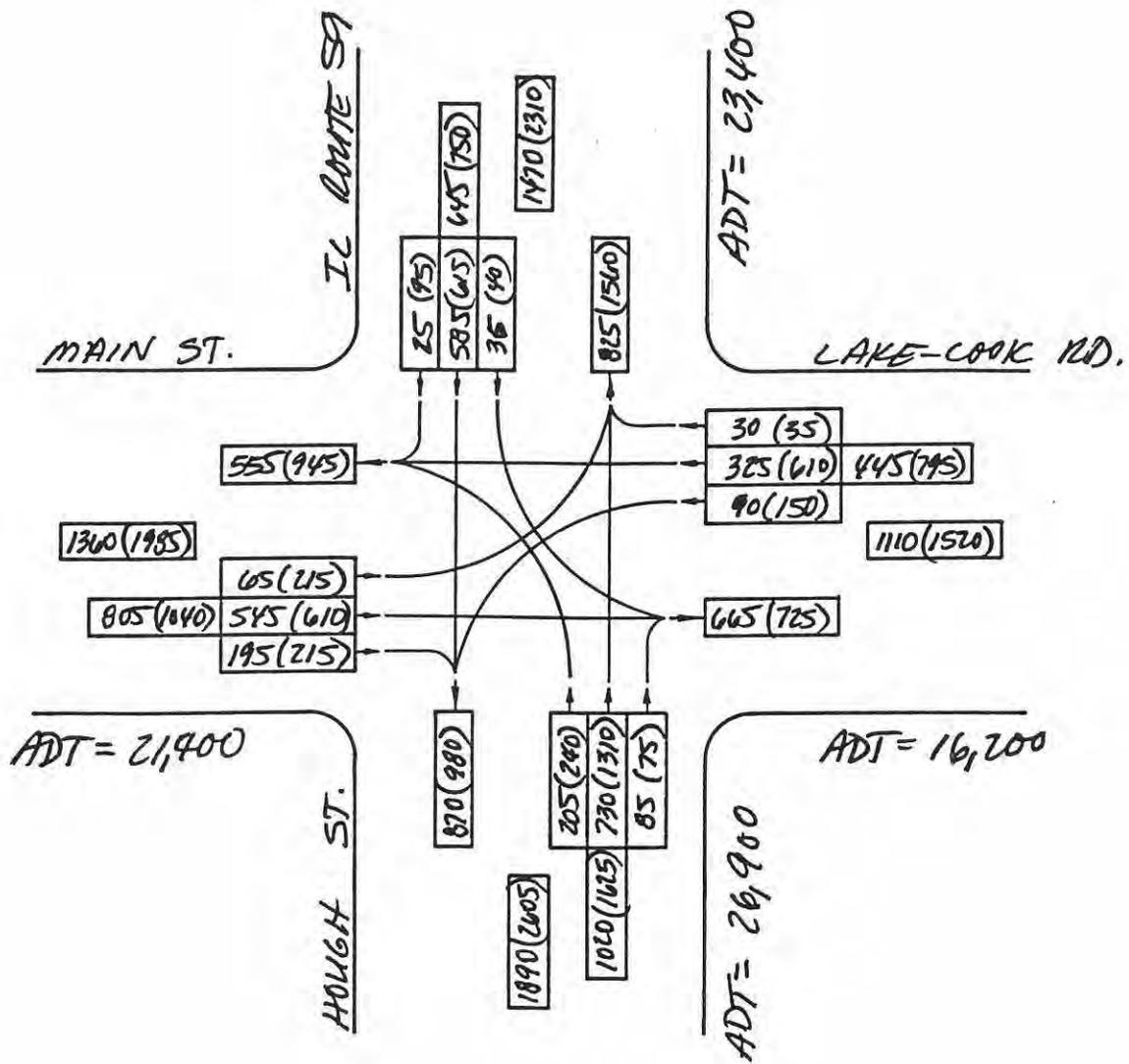
Very truly yours,

CIVILTECH ENGINEERING, INC.

A handwritten signature in cursive script that reads "Robert J. Andres".

Robert J. Andres, P.E.

Enclosures



10-27-92 IDOT COUNT

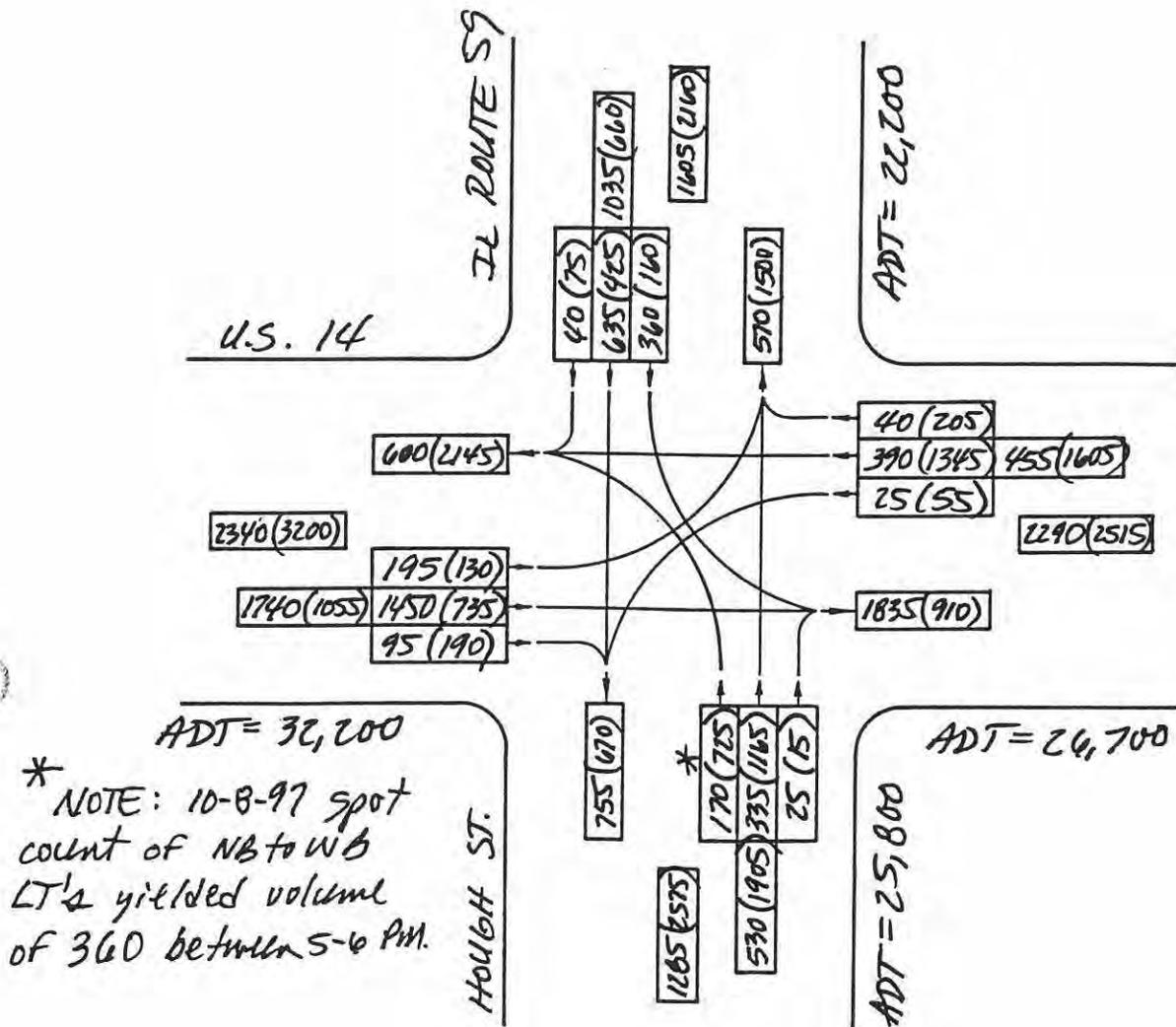
A.M. (P.M.)

7-9 AM

4-5 PM

IL ROUTE 59 & MAIN ST.
AM / PM PEAK HOUR TRAFFIC

FIGURE



10-2-92 IDOT COUNT

A.M. (P.M.)

7-8 AM

5-6 PM

U.S. ROUTE 14 & IL ROUTE 59
AM / PM PEAK HOUR TRAFFIC

FIGURE



Meeting Minutes

Subject: Strategic Regional Arterial
IL Route 59
Metra Coordination

Date: February 6, 1998

Time: 10:30 A.M.

Place: Metra Office
Chicago, Illinois

In Attendance: See attached roster.

Mr. Andres began the meeting by discussing the roadway bottlenecks on IL Route 59 as it goes through Barrington. The SRA study has identified a need for four travel lanes on IL Route 59 through the Village of Barrington. The Village is opposed to expansion of the route and has asked IDOT to investigate possible bypass routes. As an alternate to widening IL Route 59, Civiltech has developed a proposed bypass plan adjacent to the E. J. & E. Railroad. Because this bypass runs adjacent to the railroad, Civiltech wanted to meet with Metra to incorporate any of their plans for the proposed E. J. & E. bypass.

The current E.J. & E. study is a Phase I Feasibility study whose objective is to identify the physical improvements that would be required to operate commuter trains on the E.J. & E. The feasibility study is funded through the Unified Work Program of CATS. The consultant (T.Y. Lin Bascor) has collected data and is developing order of magnitude costs. A Phase 2 Study would go into more detail at a later date. Metra has met with all the communities and with the owner of the railroad. Metra has also recently met with Village of Barrington to discuss their previous opposition to transit service through the Village. Mr. Gromm noted the Village is no longer opposed to commuter service provided their traffic congestion concerns can be satisfied.

Metra is assuming the E.J.&E. line would have a transfer station at the junction with the Union Pacific Railroad. To serve both train lines, Mr. Gromm stated it would be desirable to move the

existing Union Pacific depot closer to the junction of the two lines, however, two separate facilities could function with shuttle service.

Mr. Andres asked if objections from Barrington could hinder the E.J. & E. project. Mr. Gromm noted that the study was initiated at the request of the communities along the rail line and these communities continue to be strong supporters. He felt optimistic that Barrington would recognize the potential benefits that commuter service could bring to the community.

Mr. Andres noted that the Bypass Concept Plan that was presented assumed, with commuter service, that the E.J. & E. Rail line would be grade separated from the Union Pacific line. Mr. Gromm stated their feasibility study assumed an at-grade rail crossing would be maintained. He noted grade-separating the E.J. & E. Rail line from the major arterial highways would be more desirable and he recommended that be done provided the highway agencies fund the costs. Mr. Gromm went on to say, if the rail line were to be grade separated that a 1% grade would be the maximum grade that the rail lines could ascend or descend to create a grade separation. The Phase II study may consider this.

Civiltech and IDOT will meet with Barrington soon to discuss the proposal.

The meeting was adjourned at 11:30 A.M.

By: Dawn R Marincic
Dawn R. Marincic

Date: 2/27/98



Meeting Minutes

Subject: Strategic Regional Arterial - Subset No. 5
Illinois Route 59
Illinois Route 72 to U.S. Route 12

Date: February 19, 1998

Time: 10:30 A.M.

Place: Barrington Village Hall
Barrington, Illinois

In Attendance: See Attached Roster.

Mr. Andres began the meeting by explaining the background of the SRA study. It has been recommended that the section of IL Route 59 from IL Route 72 to U.S. Route 12 remain on the SRA system due to the lack of alternate north-south travel routes in this area. In addition, there is a high north-south demand in the remainder of the corridor as is seen in existing traffic volumes total approximately 27,000 vpd on the two lane facility.

Subsequent to the Advisory Panel Meeting held on August 7, 1997 for the Illinois Route 59 (Hough Street) corridor, the Village of Barrington provided written comments in regard to the recommended four lane cross section of Illinois Route 59. The Village opposed the widening of Illinois Route 59 to four lanes as well as the cul-de-sacing of any side streets.

Instead of widening Illinois Route 59, the Village requested that consideration be given to an Illinois Route 59 Bypass around the downtown district of Barrington. The Village suggested four possible options to be considered. These included:

1. Rerouting Illinois Route 59 south of the Village to Illinois Route 68 east to Ela Road north to Rand Road and then back to IL 59.
2. Rerouting Illinois Route 59 to Illinois Route 68 east to Quentin Road and then north on Quentin to Rand Road.

3. Constructing a southwest Illinois Route 59 bypass starting at Otis Road and extending north to Hart Road to U.S. Route 14.
4. Consider placing the E.J. & E. Railroad tracks underground (tunnel) commencing at the Illinois Route 62/Illinois Route 68/Illinois Route 59 intersection all the way through the Village of Barrington. Then utilize E.J. & E. right-of-way for the Illinois Route 59 corridor around Barrington. The road would begin on the E.J. & E. right-of-way at Illinois Route 62 and then head northeast to approximately Otis Road then north to Hart Road to U.S. Route 14.

Mr. Andres stated Options #1 and #2 are not considered viable Illinois Route 59 bypass routes as they would attempt to divert traffic a significant distance east of the Barrington area when the predominant travel desire lines extend to and from the north and northwest. Even with construction of substantial capacity improvements on the bypass routes, the bypass travel times would be significantly greater than the travel time on existing Illinois Route 59. Therefore, it is not believed these bypass options would be successful in reducing Illinois Route 59 traffic volumes.

Option #4 would result in substantial construction impacts due to the need to temporarily relocate the railroad during construction of the tunnel. Other challenges would include securing funding (which could run into hundreds of millions of dollars) and finding an agency willing to accept maintenance responsibility for the tunnel. For these reasons, it is not believed Option #4 is viable.

Option #3 was previously studied by the Village in the 1980's and was known as the Southwest Bypass. At the time of the study, it was determined that the bypass would provide some congestion relief through downtown Barrington. However, the Bypass was soundly defeated by public opposition and instead, limited operational improvements to existing IL Route 59 were constructed.

Mr. Andres explained that a cursory review of the potential traffic benefits of the Southwest Bypass has been conducted to see if it would likely divert enough traffic to avoid the eventual need for 4 lanes on existing Illinois Route 59. Traffic counts taken by IDOT in 1992 at the Illinois Route 59 intersections with Main Street and U.S. Route 14 indicate a strong demand for the turning movements that would be served by the Southwest Bypass (i.e. northbound to westbound left turns and eastbound to southbound right turns). It is estimated that on a daily basis, approximately 7,000 to 10,000 vehicles may be attracted from Illinois Route 59 by a Southwest Bypass. This represents between 26% and 37% of the existing ADT through the historic district (26,900 vpd). In addition to these volumes, the Bypass would also attract some traffic volumes away from Dundee Avenue and other local Village streets which are already avoiding Illinois Route 59.

Though the potential traffic diversion caused by the Southwest Bypass would be substantial, it would still leave at least 17,000 vpd on the existing route based upon today's traffic demand. This volume

is already at the threshold of warranting a 4-lane facility. Thus, without an eventual capacity improvement on Illinois Route 59, future traffic growth would cause existing traffic congestion problems to reappear not too many years after construction of the Southwest Bypass.

Based upon the above, Mr. Andres noted that an eventual 4-lane improvement of existing Illinois Route 59 through the Village of Barrington can be avoided only if a full bypass of the Village is constructed. With the level of existing development in the area, construction of such a bypass would be quite costly and disruptive, requiring the displacement of a number of homes and businesses. However, in light of the Village's request, a potential alignment for a Western Bypass has been identified which is based upon a portion of the corridor previously identified for the Southwest Bypass, but which brings the route back to existing Illinois Route 59 at Northwest Highway.

Mr. Andres explained that the bypass would route Barrington Road west to an intersection with Illinois Route 59 where it would replace a portion of Otis Road. It would then curve to the northeast, crossing the E.J. & E. Railroad in an underpass, before paralleling the west side of the railroad tracks all the way to the Union Pacific Railroad. It would cross under the Union Pacific Railroad and then curve back onto the existing Illinois Route 59 alignment south of U.S. Route 14.

The route has been located almost entirely within the limits of the Village of Barrington. Between Barrington Road and the E.J. & E. tracks, it would require the acquisition of 9 homes in the Village of Barrington in addition to 4 homes located in Barrington Hills. Through the Barrington industrial district, approximately 7 to 10 businesses would be displaced. North of Lake-Cook Road, 6 additional homes would be acquired. The bypass would pass through the southeastern portion of Langendorf Park as well as a large industrial building east of the park. The remainder of the industrial property that is not used for roadway purposes could be used for park replacement land. This would result in a net increase in park land. The intersection improvement at U.S. Route 14 could displace one additional business.

Though the construction cost would be substantial, the Illinois Route 59 Bypass would provide significant benefits to the regional transportation network as well as the Village of Barrington. These benefits are as follows:

1. The Bypass would provide a dramatic improvement in north-south mobility in the Illinois Route 59 corridor, thereby fulfilling the primary objective of the SRA system. The facility would provide an expandable 4-lane corridor with limited access that would be grade separated from major rail crossings.
2. The Bypass would not only eliminate the need to widen Hough Street through the Village's historic district, but it would effectively remove all north-south through traffic from Hough Street as well as cut-through traffic on Dundee Avenue, Cook Street and other local Village streets. This would dramatically improve the quality of

life within the residential neighborhoods adjacent to these roadways. The limited access provided along the Bypass would allow construction of effective buffers that could protect residences that would be located adjacent to the corridor.

3. The Bypass would be compatible with the regional plan to provide commuter rail service on the E.J. & E. Railroad. Recognizing that such a plan would require a commuter transfer facility between the two rail lines, the access provided by the Bypass would allow relocation of the existing Union Pacific/Metra station and commuter parking facility to the crossing of the two commuter lines without negatively impacting the downtown business district. This would bring daily commuters closer to the downtown businesses while routing commuter traffic directly onto the Bypass.
4. Construction of the Bypass would also enhance the Village's long sought- after goal of redeveloping the "Triangle" which is bounded by the two railroads and Hough Street. Redevelopment of this site has been hampered by an inadequate transportation system and the need to minimize the impacts of development on adjacent streets. The access provided by the Bypass would not only allow a higher development density without impacting existing streets and established neighborhoods but would increase the likelihood of redevelopment as well.

Ms. Blanchard stated that this Bypass would have a beneficial impact to the historic downtown.

Mr. Heinz noted the Bypass would be routed through a wetland the Village recently constructed near the junction of the two rail lines. Mr. Andres explained the improvement would need to include a mitigation plan for the impact on the wetlands as well as on Langendorf Park.

Mr. Irvin questioned the time frame of such a Bypass proposal. Mr. Starr stated that the SRA is a long range plan (10-20 years) and there is currently no funding in place for any of the SRA recommendations. He noted if it somehow became a priority with the Department and funds were allocated, the earliest any construction could be started would be 5 to 7 years from that point in time, because of the need to complete detailed environmental and design studies, prepare contract plans and acquire the needed right-of-way.

Mr. Andres stated that for the Bypass plan to be successful, the Village would need to support it and build a strong local consensus that the Bypass is the best alternative for handling long term traffic demand. He suggested if the Village felt the Bypass had some merit, that as a first step, the Village consider leading a Feasibility Study with participation by IDOT and perhaps Cook and Lake Counties to study the proposal. The objectives of the Feasibility Study would be to identify improvement needs, develop feasible alternatives, evaluate the relative benefits and impacts of each plan and provide extensive opportunities for public involvement before selecting a preferred course of action.

Mr. Irvin asked what would happen if the Village did not support a Bypass. Mr. Starr stated that IDOT's goal is to complete the Illinois Route 59 study. The Village of Barrington requested that bypass options be considered instead of widening Illinois Route 59 to 4-lanes, which has been done. If a bypass is not supported by the Village, it is likely that IDOT will recommend the less costly proposed 4-lane cross section.

Mr. Heinz asked if the Bypass plan could stand alone as a separate project or would it need to be extended south to be effective. Mr. Andres noted that the most heavily traveled part of Illinois Route 59 within the study area is the segment of Hough Street between the Barrington Road and U.S. Route 14 intersections. The traffic volumes on Illinois Route 59 south of the Barrington intersection are about half of those north of it and the volumes drop off again north of U.S. 14. He felt the Bypass could stand alone as a separate improvement. The only improvements that should be considered in concert with the Bypass would be the widening of Lake-Cook Road between the Bypass and Hart Road as well as the possible realignment of Hart Road to intersect U.S. Route 14 at Western Avenue. Mr. Andres felt the heavy northbound to westbound left turn movement which presently occurs at the IL 59/U.S. 14 intersection would relocate to these portions of Lake-Cook Road and Hart Road if the Bypass was constructed.

Mr. Heinz stated that the proposed bypass shows great creativity in attempting to solve the congestion problem on Illinois Route 59 in the Village of Barrington. He also stated that it would be necessary to present this plan to the Village's Transportation Committee to gain their input before presenting it to the Village Board. Mr. Heinz said he would place the Bypass plan on the agenda for the next Committee meeting.

The meeting was adjourned at 12:00 P.M.

By: Mary L. Young
Mary L. Young, P.E. *RJA*

Date: 2-27-98



Village of Barrington

COOK AND LAKE COUNTIES, ILLINOIS

206 SOUTH HOUGH STREET, BARRINGTON, ILLINOIS 60010-4399 • 847/842-5050

FAX 847/381-7506

November 9, 1998

RECEIVED

NOV 12 1998

Civiltech Engineering, Inc.

Mr. John P. Kos, P.E.
District Engineer
Illinois Department of Transportation
Division of Highways, District 1
201 West Center Court
Schaumburg, Illinois 60196-1096

Reference: Illinois Route 59, Strategic Regional Arterial Study

Dear Mr. Kos:

At the August 7, 1997, Advisory Panel meeting for the referenced study, the Department presented alternate concept plans for the ultimate S.R.A. improvement of Illinois Route 59 (Hough Street) through the Village of Barrington. All of the concepts featured the widening of Hough Street to provide four travel lanes. The Village of Barrington expressed strong opposition to any plan that would widen the roadway to provide four lanes due to the impacts such a plan would have on our historic district, adjacent neighborhoods and the central business district.

In our letter dated September 19, 1997, the Village asked the Department to expand the S.R.A. study to include consideration of potential Illinois Route 59 bypass routes around the Village. In response to our request, at a February 19, 1998, meeting, the Department's consultant presented a Concept Plan for an Illinois Route 59 bypass. Not only did the bypass plan meet the Department's need for improved capacity and mobility in the Illinois Route 59 corridor, but it preserved the central core of our community while offering a potential solution to traffic and redevelopment issues the Village is currently facing in the central business district. The Village was excited about the important benefits such a bypass could bring to our community for what appears to be a limited level of impact.

In order to gauge the feelings of residents about the traffic problems, the Village included questions pertaining to traffic issues on a recent Village-wide questionnaire. More than a quarter of the respondents listed "traffic congestion reduction" as the top issue the Village should address within the next five years. Eighty-two percent of the respondents indicated that the Village "should encourage IDOT to bypass the Village center with a new road rather than widen Hough Street." These results make us believe that a unique opportunity may now exist in the Village of Barrington that would allow the Village Board to support

regional transportation improvements through our community. This support, however, would be predicated on requirements that the improvements can be completed without significant harm to established neighborhoods or our central business district. They further felt that the improvements would result in substantial benefit to our community and that any adverse impacts can be adequately mitigated. We believe that a bypass offers an opportunity to achieve those goals.

Therefore, we would like to meet with you to discuss the following issues:

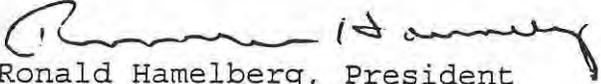
1. Completion of the Illinois Route 59 SRA study, specifically as it pertains to how the bypass is presented in the study.
2. Initiation of a feasibility study for an Illinois Route 59 bypass. The Village would like the Department to initiate a study as soon as possible that would have the following objectives:
 - a. Involve all the principal stake-holders in the study process.
 - b. Maximize the opportunity for public participation and input.
 - c. Provide an unbiased evaluation of all feasible alternatives.
 - d. Perform a comprehensive analysis of impacts associated with each alternative.
 - e. Recommend a course of action that provides the desired congestion relief while mitigating adverse impacts.
 - f. Meet IDOT and FHWA requirements for eventual processing of a Federal aid improvement within the corridor.

Please note that the Village of Barrington would be willing to participate financially in the cost of the feasibility study. We would request that the State identify other potential sources of funding, such as county DOT's or granted to offset the total cost of the study. The Village would also like to act with IDOT as the lead agencies for the study to enhance local acceptance of the study process and results.

3. The steps required to eventually secure engineering, right-of-way, and construction funds for an improvement in developing an improvement concept which truly satisfies the divergent needs in this area.

Please call me at (847) 381-2141 to arrange a meeting. Thank you for your cooperation!

Sincerely,


Ronald Hamelberg, President
Village of Barrington

RH:bb

Distribution: ~~Civiltech Engineering~~
Robert Irvin, Village Manager
Denise M. Pieroni, Assistant Village Manager
John M. Heinz, Director of Public Works
Mark Werksman, Assistant Director of Public Works
Brigitte Berger, Village Civil Engineer



Meeting Minutes

Date: January 20, 1999

Time: 1:30 P.M.

Subject: IL Route 59
Strategic Regional Arterial

In Attendance: See attached roster.

Mr. Heinz presented an overview of the history of IL Route 59 SRA study as well as past Barrington bypass efforts. He explained that as part of the SRA study the Village requested that IDOT investigate Barrington bypass possibilities and that the idea has received a positive response from Village officials and residents.

Ms. O'Keefe stated that a separate bypass feasibility study should be conducted apart from the SRA study. It was agreed that as part of the IL Route 59 SRA study a Proposed Cross Section would not be recommended within the Village of Barrington but instead would state that it would be determined based upon the outcome of a feasibility study to be jointly conducted by IDOT and the Village of Barrington.

It was also agreed that an exhibit showing potential corridor locations would **not** be included within the SRA Report.

Mr. Heinz stated that the Village of Barrington is willing to take the lead on a bypass study but does not have the dollars available to conduct such a study and would be looking for financial assistance. Mr. Kos stated that the Village should pursue CMAQ and/or STP funding. Mr. Heinz stated that the Northwest Council does not fund feasibility or Phase I studies but that the Village would submit a CMAQ application.

Ms. O'Keefe stated that for the Village to be the lead agency on such project, they would be required to fund at least 50% of the project cost. She also stated that IDOT currently has no dollars programed in their 5-year plan for such a study.

Meeting Minutes
Page 2

Senator Klemm suggested that Barrington pursue funding participation from both Cook County and Lake County. He also stated that he may be able to assist in securing dollars for a feasibility study in the FY00 State budget if CMAQ funds are not available. He stated that he will need information regarding the project by mid-April in order to get funding into the FY00 budget.

Mr. Heinz suggested that another meeting be held in April to update the funding status. The meeting was adjourned at 3:00 P.M.

By: Mary L. Young
Mary L. Young

Date: January 27, 1999

