Illinois Department of Transportation

Local Project Development Report for Group Categorical I Exclusions and Design Approval

DRAFT

County: Cook
Local Public Agency: Village of Palatine
Section Number: 17-00102-00-PV
Route: FAU 1285

Project Number: 61KG(953) Project Length: 0.91 mi

Street/Road Name: Palatine Road

Termini: Quentin Road to Smith Street

☐ For Township or Road District bridge projects: The County Engineer certifies that the project design speed exceeds the minimum design speed recommended for this classification of roadway as provided in the BLRS Manual in order to prevent a deficient NBIS rating for approach roadway alignment appraisal. All elements have been designed to the chosen design speed unless noted otherwise in Section 2(e) and/or the attached BLR 22120.

County Engineer Date

☒ Categorical Exclusion and Design Approval Recommended

Local Agency Date

Categorical Exclusion Statement

This project will not have any significant impacts on the environment, or involve any unusual circumstances, therefore, it is a Categorical Exclusion I.

☐ Categorical Exclusion and Design Approval

Regional Engineer Date

1. LOCATION AND EXISTING CONDITIONS

a. **Location** (attach location map to supplement narrative description)
Palatine Road from Quentin Road to Smith Street is located in the Village of Palatine, northwest Cook County. A project location map is included as Attachment 1.

b. **Description of Existing Facility** - Give narrative description, including such items as width of travel, parking and turn lanes, sidewalks, alignment, traffic control devices, utilities, jurisdiction, maintenance responsibility, drainage, terrain, and current land use (including major public facilities and local landmarks). Attach existing typical sections showing roadway widths, bridge widths, ROW widths, sidewalk widths, guardrail, curb and gutter and surface types.

Palatine Road begins on the west at IL 62 in the Village of Hoffman Estates and extends easterly approximately 23 miles to Green Bay Road in the Village of Winnetka. Palatine Road has a functional classification of minor arterial from IL 62 to US 14, where it then changes to other principal arterial until it reaches I-94, and changes back to minor arterial up to Green Bay Road. This section of Palatine Road from Quentin Road to Smith Street is classified as a minor arterial. The entire route is an unmarked state route under the jurisdiction of the Illinois Department of Transportation (IDOT).

The study area encompasses Palatine Road from Quentin Road to Smith Street of which the Village of Palatine has maintenance responsibility. The adjacent land use is primarily residential with small commercial at the west project termini. East of Smith Street is the start of the Central Business District of the Village of Palatine. Other key land uses include Riemer Reservoir Park under the jurisdiction of the Metropolitan Water Reclamation District of Greater Chicago (MWRDGC) at the northeast quadrant of Palatine Road at Quentin Road of which the Palatine Park District operates a facility in cooperation with MWRDGC, Cedar Park of the Palatine Park District adjacent to the south side of Palatine Road between Hickory Street and Cedar Street, and Towne Square Park of the Palatine Park District located in the northeast quadrant of Palatine Road and Smith Street.

Palatine Road is typically a two lane (one lane in each direction) asphalt road with channelization at Quentin Road, Cedar Street, Maple Street, and Smith Street. The 2020 IROADS pavement condition is a 4.4. West of Cedar Street Palatine Road is a rural typical section with two 12'-0" wide lanes and a 2'-0" HMA shoulder with an aggregate shoulder, which varies in width from 2'-0" to 10'-0". East of Cedar Street Palatine Road is an urban two-lane typical section (one lane in each direction) with 12'-0" wide lanes and B-6.12 curb and gutter. Palatine Road at Smith Street narrows to 9'-3" lane widths. Guard rail is present along the corridor on Palatine Road, south side, west of Quentin Road and along the radius of the northeast quadrant of Palatine Road at Quentin Road.

The existing right of way from Quentin Road to Cedar Street is approximately 85 feet. Cedar Street east to Smith Street the right of way narrows to 66 feet. The north right of way line is constant while the south right of way line jogs. The existing roadway is generally centered within each section of right of way, hence the alignment jogs west of Cedar Street. Existing typical sections of Palatine Road are included as Attachment 2.

The intersection of Palatine Road at Quentin Road is a four-legged signalized intersection. Palatine Road provides a left turn lane and a shared/through lane on each approach. Quentin Road, an other principal arterial and strategic regional arterial, is under the jurisdiction of the Cook County Division of Transportation and Highways (CCDOTH). Quentin Road is an urban five-lane facility with B-6.24 curb and gutter.

The intersection of Palatine Road at Smith Street is a three-legged signalized intersection. Palatine Road provides a left turn lane and a through lane eastbound and a shared/through right lane westbound. Smith Street, a local street, is under the jurisdiction of the Village of Palatine. Smith Street is an urban three-lane facility with B-6.12 curb and gutter. At the intersection with Palatine Road, Smith Street provides a channelized left turn lane and the through lane becomes a right turn only lane.

All other side streets, nine, along the corridor are local streets under the jurisdiction of the Village of Palatine and are under minor street stop control.

Sidewalks are located on both sides of the road, with a few gaps, and vary in width between four and five feet. There is an existing shared use path from the northeast corner at Palatine Road running north approximately 100 feet

along Quentin Road then turning into the Reimer Basin and an existing bike route which travels along Cedar Street. On-street parking is not allowed along Palatine Road.

Several private utilities are located within the project limits.

ComEd has aerial facilities located on utility poles along Palatine Road:

- South side, west of Quentin Road
- South side, approximately 500 feet west of Cedar Street to Smith Street
- North side, from Merrill Avenue to Rose Street

ComED aerial facilities are also located along both sides of Quentin Road, north of Palatine Road, and along the east side of Quentin Road only, south of Palatine Road.

Nicor Gas has an eight (8) inch gas main along the south side of Palatine Road west of Quentin Road. This main continues east along the south side of Palatine Road to Cedar Street. At Cedar Street the main reduces to a six (6) inch and continues to Smith Street. Each side street of Palatine Road has a two (2) inch gas main that connects to the gas main on Palatine Road. On the north leg of Quentin Road there is a four (4) inch gas main along the west side of the roadway and a six (6) inch main along the east side of the roadway. The six (6) inch main continues south of Palatine Road, approximately 200 feet south of the center of the intersection of Palatine Road and Quentin Road, where it crosses to the west side and continues south.

ATT underground extends the length of the northside of Palatine Road from Quentin Road to Smith Street. At Cedar Street lines extend north-south along the east side. At Quentin Road the underground turns north along the east side of Quentin Road. At approximately 2,000 feet north of Quentin Road four separate ATT lines cross diagonally to the west side of Quentin Road . Lines then continue south along the west side of Quentin Road.

The Village of Palatine has several utilities within the project limits: water, sanitary, and electric. A ten (10) inch water main runs along the north side of Palatine Road, west of Quentin Road. On the east side of Quentin Road, the water main crosses to the south side of Palatine Road where it is an eight (8) inch main and continues east to Smith Street. The water main along the adjacent side streets connect to the eight (8) inch water main along Palatine Road. The Village also has a twelve (12) inch water main which runs along the east side of Quentin Road.

West of the Quentin Road intersection, there is an eighteen (18) inch sanitary sewer along the north parkway and a twelve (12) inch sanitary sewer along the south parkway. Just east of the Quentin Road intersection, the eighteen (18) inch sanitary sewer crosses Palatine Road to the south and connects with the twelve (12) inch sewer. At this location the sanitary sewer increases to a twenty-one (21) inch and continues east along the south Palatine Road parkway to approximately 400 feet west of Cedar Street. Here the sanitary sewer heads south through an easement towards Pine Street. A second sanitary sewer system, eight (8) inch, begins east of Cedar Street under the eastbound through lane of Palatine Road and continues east to Greeley Street.

Beginning at Cedar Street and heading east to Smith Street, the Village of Palatine has decorative street lighting on both the north and south sides of Palatine Road. There are approximately sixteen (16) village owned poles. The decorative street lighting continues north along Smith Street and within the Central Downtown Business District. The only other street lighting is west of Cedar Street of which is the typical ComED intersection beacon.

The Metropolitan Water Reclamation District of Greater Chicago (MWRDGC) does not have sewer facilities within the project limits.

Utility correspondence is included as Attachment 20.

Pace does not operate any bus service along Palatine Road, Quentin Road, or within the Central Business District of the Village of Palatine.

Within the project limits Salt Creek crosses Palatine Road twice. The first location is at Quentin Road. The creek runs from the southwest quadrant diagonally under the intersection to the northeast quadrant via a triple seven (7) foot by eight (8) foot box culvert (SN 016-3223). The creek continues easterly, outside of the right-of-way, along the north side of Palatine Road and crosses, at its second crossing of Palatine Road, east of Hickory Street to the south side of Palatine Road via a double eight (8) foot by eleven (11) foot box culvert (SN 016-2416) and runs southeasterly through Cedar Park.

Drainage within the project limits consists of both an open drainage system and a closed drainage system. West of Quentin Road the drainage flows overland into roadside ditches which convey the flow west. East of Quentin Road to Cedar Street the drainage system remains open. The flow is conveyed through roadside ditches to Salt Creek; however, at different locations along the creek.

There are five outlets to Salt Creek, three locations of which are within the MWRDGC Reservoir between Quentin Road and Merrill Avenue on the north side of Palatine Road. The first location is where a portion of the south ditch along Palatine Road is collected east of Walnut Street and conveyed to Salt Creek within the MWRDGC Reservoir via a 15-inch pipe under Palatine Road. The second location is where a portion of the south ditch along Palatine Road is collected west of Walnut Street and conveyed to Salt Creek within the MWRDGC Reservoir via a 24-inch pipe under Palatine Road. The third location is where a portion of the south ditch along Palatine Road is collected between Ash Street and Elm Street and conveyed to Salt Creek within the MWRDGC Reservoir via a 12-inch pipe under Palatine Road. The fourth outlet is where a portion of the north ditch along Palatine Road is collected east of the residential complex driveway adjacent to Cedar Park and conveyed to Salt Creek via an 18-inch pipe at the north face of structure SN 016-2416. The fifth outlet is where a portion of the south ditch along Palatine Road is collected east and west of structure SN 016-2416 and conveyed to Salt Creek via a 12-inch pipe.

The closed drainage system begins at Cedar Street and continues east to Smith Street. The flow in this portion is collected via catch basins and inlets within Palatine Road and conveyed to the outlets via 36-inch storm sewer, of which is located in the center of Palatine Road. This storm sewer system continues down Palatine Road east of Smith Street and past the project limits. All the outlets are indicated on the Existing Drainage Plan located within the Location Drainage Study, under separate cover.

c. **Traffic Data**

Current ADT:	Palatine Road – 16,600 Quentin Road – 16,500 Smith Street – 5,700	% trucks:	2%

Will 80,000 trucks be legally permitted on this route? ☐ Yes ☒ No

Design Year:	2050	ADT:	18,900	DHV:	1,596	% trucks:	2%

d. **Structures** - Identify location within the proposed improvement of all structures on attached location map. Attach a copy of the Structure Master Report for all structures within the project limits. Attach a copy of the Bridge Condition Report or the Bridge Deck Resurfacing approval letter for structures to be replaced, rehabilitated, or resurfaced.

There are two structures within the project limits and both structures are multi-cell box culverts. The IDOT Structure Information Management System (SIMS) Structure Summary Reports and BCR approval letter are included as Attachment 5 and 6 respectively.

SN 016-2416:
Existing two (2) cell 8’ high x 11’ wide concrete box culvert carrying Salt Creek under Palatine Road. The structure is located approximately 0.3 miles east of Quentin Road and originally built in 1930. The culvert has a sufficiency rating of 90.6 and an evaluation of *satisfactory condition rating – minor deterioration*. There are no restrictions or load postings associated with the structure.

SN 016-3223:
Existing three (3) cell 7’ high x 8’ wide concrete box culvert carrying Salt Creek diagonally under the intersection of Palatine Road / Quentin Road. The culvert was constructed in 1985. The culvert has a sufficiency rating of 82.9 and an evaluation of *good condition -some minor deterioration*. There are no restrictions or load postings associated with the structure.

e. **Railroads** - Identify location of all railroad crossings on attached location map and complete the following:

Railroad Name	No. and Type of Tracks (Main or Switching)	Type of Warning Devices*	No. of Trains Per Day	Railroad Width of Crossing at Rt. Angles
N/A				

*Include a sketch showing location of railroad protective devices from the edge of roadway and to the nearest track.

f. **Contiguous Sections** - Describe the existing typical sections at each end of the proposed improvement including number of travel lanes, turning lanes and parking lanes, lane widths and roadway width (f-f of curbs or e-e of shoulders), and sidewalk width.

Palatine Road, west of the Quentin Road intersection limit, consists of a rural two lane (one lane in each direction) typical road section with 12'-0" lanes with a 2'-0" HMA shoulder plus an aggregate shoulder which varies in width from 2'-0" to 10'-0". Parking is not permitted along Palatine Road. Sidewalk is intermittent and varies in location between the north and south side of Palatine Road.

Palatine Road, east of the Smith Street intersection limit, varies in lane usage. Sections consist of an urban three lane, five lane, or four lane typical section with 12'-0" wide lanes and B-6.12 curb and gutter. Parking is not permitted along Palatine Road. Sidewalk is located on both the north and south sides of Palatine Road.

2. **Proposed Improvement**

a. Discuss the purpose and need of the project:
In Design Year 2050 under the existing geometric conditions the Quentin Road intersection is projected to operate at an overall level of service (LOS) D, with the westbound approach operating at LOS E. The Smith Street intersection is projected to operate at LOS B, with the southbound approach operating at LOS D. The HCS summaries for 2050 traffic data with existing geometry is provided as Attachment 8.

A total of 85 crashes occurred on Palatine Road from Quentin Road to Smith Street. Of the 85 crashes that occurred, 41 (48%) occurred in the segment between the signalized intersections of Palatine Road at Quentin Road and Palatine Road at Smith Street. Of the 41 crashes that occurred within the segment, 28 (68%) were rear end.

The purpose of this project is to improve existing pavement, improve traffic flow, address safety as discussed in Section 3, and address bicycle and pedestrian needs as discussed in Section 2g.

b. What design guidelines will be used for the proposed improvement? (Check One)

☐ Rural (BLRS Manual Chapter 32)
☒ Urban (BLRS Manual Chapter 32)
☐ Suburban (BLRS Manual Chapter 32)
☐ 3R Guidelines (BLRS Manual Chapter 33)
☒ Bicycle Guidelines (BLRS Manual Chapter 42)
☒ Pedestrian Guidelines
☐ Other:

Functional Classification: ☒ Arterial ☐ Collector ☐ Local Road ☐ Other

Palatine Rd – Minor Arterial
Quentin Rd – Other Principal Arterial
Smith St – Local Street

Terrain: ☒ Level ☐ Rolling

Regulatory or Posted Speed Limit:

Palatine	35 mph	West of Cedar St
Palatine	30 mph	East of Cedar St

Design Speed:

Palatine	40 mph	West of Cedar Street
Palatine	35 mph	East of Cedar Street

c. Describe type of work to be accomplished by the improvement. Discussion should include width of proposed travel, parking, bicycle and turning lanes, sidewalks, shared-use paths, guardrail, traffic control devices, drainage items (including storm sewer outfalls), alignment changes, railroad work, utility adjustments, intersection improvements, side slopes and clear zones. Specify the emax for horizontal curves. Attach typical sections, plan and profile sheets, and intersection design studies when applicable.

See Attachment 3 for Proposed Typical Sections, Attachment 4 for Plan and Profile, and Attachment 8 for the Intersection Design Studies (IDS).

The proposed improvement is to reconstruct Palatine Road from Quentin Road to Smith Street providing a three-lane urban cross section. Dedicated left turn lanes will be provided at the minor street stop-controlled intersections of Cedar Street and Maple Street and at the signalized intersections of Quentin Road and Smith Street. Otherwise, a 12-foot wide two way left turn lane will be provided throughout the project length. The through lanes from Quentin Road to Cedar Street will be 12 feet wide. East of Cedar Street to Smith Street the residential buildings are set much closer to the right of way, 15 feet versus 40 feet, versus those west of Cedar Street and thus, to minimize grading impacts to the residential driveways and building entrances, 11 foot wide through lanes are proposed.

Quentin Road at Palatine Road will be improved by adding right turn lanes. Smith Street at Palatine Road will be maintained as existing.

The addition of right turn lanes on Quentin Road and larger radius returns to accommodate design vehicles results in the closure of one of two existing entrances, the closest to the intersection, on Palatine Road for the commercial properties in the northwest and southeast quadrants.

Other improvements include the removal and replacement of sidewalk on the south side of Palatine Road the entire length of corridor and placing sidewalk where gaps exist. On the north side, from Crescent Avenue to Cedar Street, the sidewalk will be instead replaced with a 10-foot-wide multi-use path.

Traffic signals at Quentin Road and at Smith Street will be modernized and signal timings updated.

Due to the rural cross section and widening of the pavement the storm sewer system with be reconstructed and extended utilizing the existing outfalls. Utility poles throughout the corridor will be relocated. The existing decorative lighting will be relocated to accommodate the new cross section.

d. Discuss items affecting improvement such as hazardous mailbox supports, parking and truck restrictions, mail delivery from traffic lanes, justification (including warrants) for multi-way stop signs, traffic signals and other traffic control and railroad protective devices, stage construction, nearby airports, and additional lighting:

There are existing roadside mailboxes along Palatine Road, west of Quentin Road. The existing mailboxes will be re-erected in their existing locations with mailbox turnouts provided.

Traffic control warrants for the intersection of Palatine Road at Cedar Street were performed. Traffic signal warrants were not met, and the existing two-way stop-controlled intersection is warranted; therefore, the two-way stop will be maintained in the proposed condition.

A traffic signal warrant analysis for the intersection of Palatine Road at Quentin Road indicates warrants 1, 2 and 3 being met. A traffic signal warrant analysis for the intersection of Palatine Road at Smith Street indicates warrant 3 being met. Existing traffic signals at both locations are warranted and therefore will be maintained in the proposed condition. Warrant studies are included as Attachment 8.

e. Identify each aspect to be constructed at less than the design guidelines and provide a clear description of required design variances and appropriate justification. (BLRS Manual Section 27-7). If a design variance is required, include a copy of the approved BLR 22120 form as an attachment.

Design variances are requested and are detailed in Table 1. BDE 3100 forms for Palatine Road are included in Attachment 8.

Table 1 – Design Exceptions

#	STANDARD	PROPOSED DESIGN	LOCATION	JUSTIFICATION FOR EXCEPTION
1	BDE Figure 49-6.A DHV 1596 = TWS-4	TWS-2 w/bi-directional left turn lane	Palatine Road	The HCS results for the Palatine Road geometry of two through lanes is provided. The Village of Palatine is not in favor of providing through lanes as requested by IDOT for the following reasons: • The proposed improvement meets the design criteria with the same type and number of design variations that the geometry would have. • Widening the intersection to provide L-T-T/R versus L-T-R does not provide geometric continuity with the remainder of Palatine Road east and west of the intersection. • There is no operational benefit over the proposed L-T-R • The optics of the State widening Palatine Road at Quentin Road is not favorable to the Village of Palatine or its residents The cost to extend the project limits to account for lane additions and drops versus turn lanes does not have a favorable benefit to cost to the Village of Palatine.
2	BDE Figure 48-6.A LOS C	D – EB Thru	Palatine Road At Quentin Road	
3		D – WB Thru (PM)		
4	BDE Figure 48-6.A LOS C BDE Figure 49-6.A DHV 1596 = TWS-4	D – SB Thru (AM)	Quentin Road at Palatine Road 5	
5		D – NB Thru (PM)		
6	BDE Figure 36-3.I Taper = 175’	WB LT Taper = 120’	Palatine Road At Quentin Road	The proximity of Walnut Street east of the Quentin Road intersection and the storage required for the westbound left turn lane at Quentin Road does not permit for an adequate rate.
7	BDE Figure 48-6.A LOS C	D - Intersection LOS (PM)	Palatine Road At Quentin Road	The proximity of the Reimer Reservoir, a flood control reservoir with recreational uses, and the commercial businesses with parking lots fronting Palatine Road in this built environment does not permit sufficient right of way to provide four lanes on Palatine Road.
8	BDE Ch. 17-2.03(c) Multi-use path ≥ 5’ from BOC	Multi-use path < 5’ separation from BOC	1) Palatine Road At Quentin Road 2) Palatine Road from Hickory Street to Cedar Street	The proximity of the Reimer Reservoir, a flood control reservoir with recreational uses and close proximity to existing 3 cell 7’x8’culvert and wing walls. The cost of combining the sidewalk and multi-us path, purchasing right-of-way and building retaining walls does not provide a cost benefit.

9	BDE Figure 36-1.V Design Vehicle = WB 55	WB- 55 vs S-Bus-40	Palatine Road At Smith Street	Smith Street is the western edge of the Central Business District and serves residential properties and a park. The proximity of the residential townhomes and the park do not permit for improving corner radii to accommodate the WB-55. The existing radii will be maintained.
10	BDE Figure 36-3.I Taper = 155’	WB LT Taper = 84’	Palatine Road At Cedar Street	The proximity of Maple Street east of the Cedar intersection and the storage and taper required for the westbound left turn lane at Cedar Street does not permit for an adequate rate. This is replacing in kind the back-to-back left turn lanes in the existing condition.
11	BDE Figure 36-3.I Storage = 125’	WB LT Storage = 100’	Palatine Road At Cedar Street	The proximity of Maple Street east of the Cedar intersection and the storage and taper required for the westbound left turn lane at Cedar Street does not permit for adequate storage. This is replacing in kind the back-to-back left turn lanes in the existing condition.
12	BDE Figure 36-3.I Taper = 155’	WB LT Taper = 84’	Palatine Road At Maple Street	The proximity of Cedar Street west of the Maple intersection and the storage and taper required for the eastbound left turn lane at Maple Street does not permit for an adequate rate. This is replacing in kind the back-to-back left turn lanes in the existing condition.
13	BDE Figure 36-3.I Storage = 125’	WB LT Storage = 50’	Palatine Road At Maple Street	The proximity of Cedar Street west of the Maple intersection and the storage and taper required for the eastbound left turn lane at Maple Street does not permit for adequate storage. This is replacing in kind the back-to-back left turn lanes in the existing condition.
14	BDE 33-4.01(a) 3. Vertical Curve Length = 105’	Vertical Curve Length = 101.3’	Palatine Road between Rose Street and Smith Street - VC sta 261+50	The K valve is being met with a substandard length of vertical curve for the following reasons: A vertical curve was introduced to improve known curb line drainage issues with adjacent property owners. The vertical curve also improves the drainage of a relatively flat stretch of Palatine Road where no vertical curve exists. The vertical curve helps with driveway slope tie backs for adjacent properties. The SSD requirement is meet as the roadway approach is a stop condition at the signal of Smith Street and Palatine Road.
15	BDE Figure 48-6.A LOS C	LOS D (AM & PM)	Smith Street southbound left at Palatine Road intersection	Smith Street is the western edge of the Central Business District and serves residential properties and a park. The close proximity of the intersection of Slade Street to the north limits the lengths of turn lanes. With the existing spatial constraints and Palatine Road requiring so much green time, LOS on Smith Street is substandard.

16	BDE Figure 48-6.A LOS C	LOS D (AM & PM)	Smith Street southbound right at Palatine Road intersection	Smith Street is the western edge of the Central Business District and serves residential properties and a park. The close proximity of the intersection of Slade Street to the north limits the lengths of turn lanes. With the existing spatial constraints and Palatine Road requiring so much green time, LOS on Smith Street is substandard.
17	BDE 17-4.03 Sidewalk directly behind curb and gutter should be a minimum 7 ft wide	6-foot wide sidewalk	Northeast corner of Palatine Road and Quentin Road	The proximity of the Reimer Reservoir, a flood control reservoir with recreational uses and close proximity to existing 3 cell 7'x8'culvert and wing walls. Desire to keep the existing radial guardrail above the culvert box.
18	BDE 17-2.03 Multi-use Path should be a minimum 10 ft wide	8-foot wide path	Northeast corner of Palatine Road and Quentin Road	The proximity of the Reimer Reservoir, a flood control reservoir with recreational uses and close proximity to existing 3 cell 7'x8'culvert and wing walls. Desire to keep the existing radial guardrail above the culvert box.
19	BDE Figure 17-2.W Minimum of 2' clear zone for path/sidewalk	0 feet clear zone for path/sidewalk	1) Northeast corner of Palatine Road and Quentin Road 2) Southwest corner of Palatine Road and Quentin Road	The proximity of the Reimer Reservoir, a flood control reservoir with recreational uses and close proximity to existing 3 cell 7'x8'culvert and wing walls. Desire to keep the existing radial guardrail above the culvert box.

f. Current estimated cost of proposed improvement? $ 9,245706.66 See Attachment 9

g. Analyze the need for accommodating pedestrians, bicyclists and the handicapped. When applicable, describe the facilities to be provided for pedestrians and bicyclists. Discuss the ADA accessibility and maximum longitudinal grade of these facilities. (BLRS Manual Chapter 41)

Sidewalks exist along both sides of Palatine Road; however, there are gaps in the system. On the north side of Palatine Road from Crescent Avenue to Cedar Street, the existing sidewalk will be replaced with a 10'-0" asphalt shared use path that will accommodate pedestrian traffic as well as bicyclists. On the north side of Palatine Road from Cedar Street to Smith Street, the existing sidewalk will be removed and replaced. On the south side gaps will be filled and the existing sidewalk will be removed and replaced. All sidewalks and shared use paths within the project limits will be designed to meet the current standards and criteria set forth in PROWAG. The proposed improvements will provide a continuous pedestrian system through the project limits from Quentin Road to Smith Street both on the north and south sides of Palatine Road.

Sidewalks/Shared-Use Paths:

Maximum 2% cross slope: ☒ Yes ☐ No ☐ Not Applicable

ADA ramps with detectable warnings at street intersections: ☒ Yes ☐ No ☐ Not Applicable

If no, provide justification.

h. Discuss any proposed improvements being considered in adjacent segments including the anticipated construction startup date of these improvements.

There are no other roadway improvements on adjacent segments.

3. **Crash Analysis (BLRS Manual Section 22-2.11(b)(9))**

a. Summarize crash data for the past five years, including a spot map or a location map showing crash locations when possible. Detail the types of crashes and include collision diagrams, if possible, especially at cluster sites. Give the source of this data.

The Village of Palatine provided police reports of crashes that occurred on Palatine Road for the 5-year period of 2014 to 2018. The crash data consisted of all incidents between Smith Street and Quentin Road and reported a total of 85 crashes. The average number of crashes per year is 17, with three years exceeding the average and two years being lower than the average. See Attachment 10 for the "Crash Diagram and Analysis". Table 2 provides a breakdown of incidents reported along Palatine Road per location.

Table 2 – Palatine Road Crash Summary

LOCATION	5 YR TOTAL	2014	2015	2016	2017	2018
Intersection at Quentin Rd: Signalized	34	5	11	3	10	5
Segment Quentin Rd to Smith St: Minor Stop Control						
Walnut St	5	1	1	2	0	1
Ash St	5	1	1	2	1	0
Elm St/Merrill St	2	1	0	0	0	1
Bridge View St	1	0	0	1	0	0
Hickory St	4	0	1	2	1	0
Cedar St	8	0	3	2	2	1
Maple St	0	0	0	0	0	0
Rose St	9	2	4	1	2	0
Various Private Drives	7	1	1	3	0	2
Intersection at Smith St: Signalized	10	1	3	2	2	2
TOTALS	85	12	25	18	18	12

Of the crashes that occurred on Palatine Road 40% (34 crashes) occurred at Quentin Road, 48% (41 crashes) occurred in the segment between Quentin Road and Smith Street, and 12% (10 crashes) occurred at Smith Street. Of the crashes that occurred, only 25% (20 crashes) occurred during the morning (7 – 8 AM) and evening (5 – 6 PM) peak hours combined. Table 3 further summarizes crash type by year.

Table 3 – Crash Type Summary

TYPE	5 YR TOTAL	2014	2015	2016	2017	2018
Rear End	62	10	18	13	11	10
Turning	9	1	1	2	4	1
Angle	5	1	2	1	1	0
Sideswipe – Same Direction	5	0	2	1	1	1
Sideswipe – Opposite Direction	1	0	0	0	1	0
Backing (Private Drive)	2	0	1	1	0	0
Fixed Object	1	0	1	0	0	0
TOTALS	85	12	25	18	18	12

The predominate crash type at 73% of all crashes is rear end, followed by turning at 11%, Angle and sideswipe – same direction accounted each for 5% of all crashes, and all other crashes combined are at 6%. Of the 34 crashes

that occurred on Palatine Road at Quentin Road, 27 (79%) were rear end and of the 10 crashes that occurred on Palatine Road at Smith Street, 7 (70%) were also rear end.

In the 5-year period analyzed there were no fatalities or incidents involving pedestrians or bicyclist. In total there were 11 injury crashes resulting in 16 injuries. Overall, there were three (3) Type A crashes, seven (7) Type B crashes, and six (6) Type C crashes with 54 Property Damage Only crashes. Four crashes with five (5) injuries occurred at the Quentin Road intersection, six (6) crashes with nine (9) injuries occurred in the segment from Quentin Road to Smith Street, and one (1) crash with one (1) injury occurred at Smith Street.

Approximately 33.33% of the incidents occurred during dark conditions and approximately 20.69% occurred during inclement weather conditions.

b. Analyze available crash data including results of field check. Discussion should include high crash locations, critical wet weather sites, and other crash patterns. If the data is inconclusive, make a statement to that effect.

Rear end collisions at unsignalized intersections can be attributed to drivers not aware of intersections and a large number of turning vehicles. Rear end collisions at signalized intersections can be due to poor visibility of signals, inadequate signal timing or large turning volumes, and inadequate capacity. At Quentin Road and at Smith Street the volumes warrant two-lanes in each direction; however, only one in each direction is provided. Within the section from Quentin Road to Smith Street, there are many residential driveways and nine side streets that all generate turning movements without the presence of turning lanes.

Crashes could not be attributed to time of day or type of weather.

c. Describe how the proposed project will address any crash issues.

The Palatine Road corridor between Quentin Road and Smith Street will be widened to accommodate a center bi-directional lane. The addition of the bi-directional turn lane allows left turn vehicular movements from Palatine Road to be removed from the through movements, thus reducing rear end crashes. Additionally, the center bi-directional turn lane provides a storage area for turning vehicles from the side streets to perform a two-phased left turn. This will address angle crashes.

At the intersection of Palatine Road at Quentin Road, designated right turn lanes will be implemented. By implementing the right turn lanes, the turning movements are removed from the through creating uninterrupted flow for the through movement, thus reducing the occurrence of rear end crashes.

Improvements at the intersection of Palatine Road at Smith Street include signal timing modifications to improve the LOS of Smith Street.

4. **Right-of-Way**

a. Describe the right-of-way taking, including the total acreage required for each of the following categories: ROW, permanent easements, temporary easements and temporary land use permits. Include the width of taking, number of property owners, acreage of right-of-way and/or easements, character of land; i.e., farm, residential, commercial or publicly owned properties, anticipated impacts to properties that remain, and location of any improvements with respect to required right-of-way. Discuss any impacts on setbacks required by zoning.

SUMMARY

ACQ. TYPE		AREA (AC.)
TEMPORARY EASEMENTS		0.501
PROPOSED EASEMENTS		0.102
PROPOSED R.O.W.		0.834

See Attachment 11 for right-of-way and easements by parcel. A total of 46 parcels are involved. A majority of the easements are for grading of driveways and parkway. Acquisitions are for the multi-use path and compensatory storage. Storm sewer outfalls will require proposed permanent easements.

b. Are any residents, businesses or farms to be displaced?

☐ Yes ☒ No

If yes, describe the number and type of displacements anticipated and mitigation that will be taken to provide relief for this impact on an attached sheet.

5. **Prime Farmland (BLRS Manual Section 20-10)**

a. If the project requires more than 3 acres/mile (0.75 hectares/kilometers), 10 acres (4 hectares) for a non-linear improvement, or the project ROW is not contiguous to the existing ROW, contact the Illinois Department of Agriculture and attach results of the coordination and summarize the results below.

N/A - Farm land will not be affected as part of this project.

b. ☐ The project requires consultation with the Natural Resource Conservation Service., Form AD-1006 has been completed and submitted to the local office of NRCS. The completed AD-1006 form is attached.

☐ The impact of this project on farmland conversion has been evaluated in accordance with the requirements of the US Natural Resources (NRCS). The project will cover 3 acres or less of farmland per mile (0.75 hectares or less of farmland per kilometer) and the conversion will not result in more than minor impacts. Accordingly, the project conforms to the general form AD-1006 prepared by NRCS. Therefore, further coordination with NRCS on this project will not be necessary.

6. **Floodplain Encroachment (BLRS Manual Section 20-7)**

Does the proposed work cross or encroach upon a 100-year floodplain, including a regulatory floodway?

☒ Yes ☐ No

If yes, summarize the location hydraulics study, regulatory floodway restrictions, the effect of any encroachment (including a comparison between existing and proposed conditions) and the effect of over-the-road flow on the proposed transportation facility. Attach any available floodplain maps.

Palatine Road crosses the floodplain and floodway associated with Salt Creek - Upper Reach at two locations as depicted on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map(s) (FIRM) map numbers 17031C0177J and 17031C0181J, both revised August 19, 2008. The floodplain / floodway crossings are made with existing multi-cell reinforced concrete box culverts. The western crossing occurs at the intersection of Palatine Road and Quentin Road where the floodplain / floodway is conveyed under the roadway intersection via an existing triple cell 8' x 7' (span x rise) box culvert that drains from southwest to northeast. The eastern crossing occurs approximately 1,970' east of the Palatine Road and Quentin Road intersection where the floodplain / floodway is conveyed under Palatine Road via an existing twin cell 11' x 8' (span x rise) box culvert that drains from northwest to southeast.

No work is proposed on the western culvert under the Palatine Road and Quentin Road intersection. Work at the eastern twin cell box culvert within the floodplain / floodway consists of an approximate 7' extension to the north. A HEC-RAS analysis was prepared for the eastern culvert extension evaluating existing, natural, and proposed conditions. The results of the HEC-RAS analysis are included in the Location Drainage Study Volume 2. Waterway information tables for the eastern culvert are included in the Location Drainage Study Volume 1. The results of the analysis are consistent with the FIRMs which indicate that the 0.2% chance storm event is conveyed through the culverts without roadway overtopping. The proposed culvert extension results in freeboard in excess of the required 3'. Compensatory storage is provided for all encroachments in the floodplain / floodway associated with the culvert extension. Please refer to the Location Drainage Study for additional information and detailed calculations. Applicable FIRMs are provided in Attachment 12 for reference.

7. **Phase I & II NPDES Storm Water Permit Requirements (BLRS Manual Section 7-4.01)**

Will the project involve soil disturbance of 1 acre (0.4 hectares) or more?

☒ Yes ☐ No

If yes, the project must comply with the Phase II NPDES Storm Water Permit Requirements.

8. **"404" Permit (BLRS Manual Section 7-4.02)**

Does this project involve waters regulated by Section 404?

☒ Yes ☐ No

If yes, what type of 404 permit is required? ☐ Nationwide ☐ Individual ☐ Regional ☐ None

Attach a copy of any 404 permit authorization and/or coordination letters with the Corps of Engineers.

The Jurisdictional Determination and the Wetland Delineation Report are provided in Attachment 13.

If an individual Section 404 permit is required, please notify the Illinois Department of Transportation district office before submitting the application.

9. **Special Waste (BLRS Manual Section 20-12)**

a. Following the special waste assessment screening criteria shown on Figure 20-12A of the BLRS Manual, is Preliminary Environmental Site Assessment (PESA) required?

☒ Yes ☐ No

b. Is work being done on property in the name of the state or are contract plans being prepared by the state?

☒ Yes ☐ No

c. If a PESA is required for either state or local ROW, did the PESA results determine that the project has Recognized Environmental Conditions (REC's) for special waste?

☒ Yes ☐ No

The PESA results determined that the project has 7 REC(s) within the corridor. The Executive Summary dated January 2, 2020, is enclosed as Attachment 14.

If the PESA results determine that the project contains REC's, describe how the special waste is proposed to be handled (including if a Preliminary Site Investigation (PSI) is required).

Right of way, fee simple and temporary easement, is proposed from properties noted as REC sites. Additionally, utility work will occur adjacent to the properties noted as REC sites. As such, a Preliminary Site Investigation (PSI) is required and will be performed in Phase II.

10. **Environmental Survey (BLRS Manual Section 20-2)**

Whenever a project involves land acquisition (including easements), any in-stream work (including drainage structure run-around), is located within or adjacent to historic properties listed in (or eligible for) the National Register of Historic Places, a bridge on the historic list, is near wetlands, or known locations of threatened or endangered species, the Environmental Survey Request Form should be submitted early in the project development phase.

a. Wild and Scenic Rivers - If this project crosses or affects a river on the National Wild and Scenic Rivers System or a river listed in the Nationwide Inventory of Rivers with potential for inclusion on the system, include coordination between the National Park Service and the Bureau of Design and Environment (BDE).

☐ Involvement ☒ No Involvement

b. Wetlands - Does the proposed work impact the use of regulatory wetlands?

☒ Yes ☐ No

If yes, indicate how the wetlands will be migrated. ☒ Banking ☐ Accumulation ☐ On-site ☐ Other

The Salt Creek is located within the Des Plaines River Watershed. The nearest wetland bank with available credits is Cedar Creek in Joliet, Will County.

c. Archaeological and Historical Preservation Include results of coordination. Does the project impact an archaeological or historic preservation site?

☐ Yes ☒ No

If yes, describe any required documents.

See Attachment 15

d. Threatened or Endangered Species – Does the project impact any endangered species or plants?

☐ Involvement ☒ No Involvement

Include copy of biological resources memorandum or signoff by BDE and/or IDNR. See Attachment 15

e. Stream Modification and Wildlife Impacts - Include copies of any correspondence between BDE and IDNR or U.S. Fish and Wildlife Service. Attach copies of any additional coordination between local agency and IDNR or U.S. Fish and Wildlife Service whenever required as a result of biological review by BDE. Address any proposed mitigation measures.

☐ Involvement ☒ No Involvement

See Attachment 15

11. **Section 4(f) Lands (BLRS Manual Section 20-3)**

a. Does this project require any right-of-way, including temporary construction easements, from a publicly owned park, recreational area, wildlife and waterfowl, or any historic site in or eligible for the National Register of Historic Places?

☐ Yes ☒ No

b. If yes, what type of of the Section 4(f) involvement has been completed?

☐ Section 4(f) deminimis ☐ Standard Section 4(f) ☐ Temporary Occupancy ☐ None

12. **Air Quality (BLRS Manual Section 20-11)** Check One:

a. ☐ This project is in an attainment area.

☒ Projects within a portion of a nonattainment area for which the Chicago Metropolitan Agency for Planning (CMAP) is the MPO.

This project is included in the **FY 2023-2027** (transportation plan) and in the Transportation Improvement Program (TIP), endorsed by the CMAP , the region's Metropolitan Planning Organization. The FY 2023-2027 (transportation plan) was found to conform by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on 10/10/2018

The TIP was found to conform by FHWA on 10/10/2018 and by FTA on 10/10/2018

☐ Projects within a nonattainment area served by a Metropolitan Planning Organization other than CMAP.

This project is included in the Long-Range Transportation Plan and in the _____ Transportation Improvement Program (TIP) endorsed by _____ , the Metropolitan Planning Organization (MPO) for the region in which the project is located.

On _____ the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) determined that the Long-Range Transportation Plan conforms with the transportation-related provisions of the Clean Air Act Amendments of 1990. The FHWA and the FTA determined on _____ that the TIP conforms with the Clean Air Act Amendments. These finding were in accordance with 40 CFR Part 93, "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and projects Funded or Approved Under Title 23 USC or the Federal Transit Act."

The project's design concept and scope are consistent with the project information used for the TIP conformity analysis. Therefore, this project conforms to the existing State Implementation Plan and the transportation-related requirements of the 1990 Clean Air Act Amendments.

b. **Mobile Source Air Toxics (See BDE PM 52-06)**

This project will not result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility, or any other factor that would cause an increase in emissions relative to the no-build alternative. As such, FHWA has determined that this project will generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special Mobile Source Air Toxic concerns. Consequently, this effort is exempt from analysis for MSATs.

Moreover, EPA regulations for vehicle engines and fuels will cause overall MSATs to decline significantly over the next 20 years. Even after accounting for a 64 percent increase in VMT, FHWA predicts MSATs will decline in the range of 57 to 87 percent, from 2000 to 2020, based on regulations now in effect, even with a projected 64 percent increase in VMT. This will both reduce the background level of MSATs as well as the possibility of even minor MSAT emissions from this project.

c. **Construction-related Particulate Matter**

Demolition and construction activities can result in short-term increases in fugitive dust and equipment-related particulate emissions in and around the project area. (Equipment-related particulate emissions are usually insignificant when equipment is well maintained.) The potential air quality impacts will be short-term, occurring only when demolition and construction work is in progress and local conditions are appropriate.

The potential for fugitive dust emissions typically is associated with building demolition, ground clearing, site preparation, grading, stockpiling of materials, on-site movement of equipment, and transportation of materials. The potential is greatest during dry periods, periods of intense construction activity, and during high wind conditions.

The Department's *Standard Specifications for Road and Bridge Construction* include provisions on dust control. Under these provisions, dust and airborne dirt generated by construction activities will be controlled through dust control procedures or a specific dust control plan, when warranted. The contractor and the Department will meet to review the nature and extent of dust-generating activities and will cooperatively develop specific types of control techniques appropriate to the specific situation. Techniques that may warrant consideration include measures such as minimizing track-out of soil onto nearby publicly-traveled roads, reducing speed on unpaved roads, covering haul vehicles, and applying chemical dust suppressants or water to exposed surfaces, particularly those on which construction vehicles travel. With the application of appropriate measures to limit dust emissions during construction, this project will not cause any significant, short-term particulate matter air quality impacts.

d. **Project-level Hot Spot Analysis. Check One:**

☐ This project is in an attainment area and does not require a hot spot analysis.

☒ This project does not meet the definition of a project of air quality concern as defined in 40 CFR 93.123(b)(1). Due to

The project was included in the latest conforming transportation plan and TIP in the fiscally constrained portion of the plan. The project design concept and scope have not changed significantly from what was reflected in the conformity analysis for the plan and TIP. The project will comply with $PM_{2.5}$ and/or PM_{10} control measures in the SIP.

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it has been determined that the project will not cause or contribute to any new localized $PM_{2.5}$ or PM_{10} violations or increase the frequency or severity of any $PM_{2.5}$ or PM_{10} violations. USEPA has determined that such projects meet the Clean Air Act's requirements without any further Hot-Spot analysis.

☐ This project is in a non-attainment or maintenance area and is a project of air quality concern. Therefore, a qualitative hot spot analysis is required. See Attachment _____ .

e. **COSIM**

Are through lanes or auxiliary turn lanes being added with this project?

☒ Yes ☐ No

If yes, has a COSIM pre-screen analysis been completed?

☐ Yes ☒ No

If yes, pre-screen analysis is attached as Attachment _____ .

If no, explain why an analysis has not been performed.

In accordance with the IDOT-IEPA "Agreement on Microscale Air Quality Assessments for IDOT Sponsored Transportation Projects," projects are exempt from project-level carbon monoxide air quality analysis if the highest design-year approach-volume on the busiest leg of the intersection is less than 5,000 vph or 62,500 ADT. The traffic volumes for the project fall below this criterion and therefore a project-level carbon monoxide air quality analysis is not required.

If yes, did the COSIM pre-screen analysis pass or fail? ☐ Pass ☐ Fail

If the COSIM pre-screen analysis failed, a full COSIM analysis would be required.

13. **Noise (BLRS Manual Section 20-6)**

☒ The referenced project meets the criteria for a Type III project established in 23 CFR Part 772. Therefore, the proposed project requires no traffic noise analysis or abatement evaluation. Type III projects do not involve added capacity, construction of new through lanes, changes in the horizontal or vertical alignment of the roadway, or exposure of noise sensitive land uses to a new or existing highway noise source.

☐ Based on the traffic noise analysis and noise abatement evaluation conducted, highway traffic noise abatement measures are likely to be implemented based on preliminary design. The noise barriers determined to meet the feasible and reasonable criteria are identified on the attachment. If it subsequently develops during final design that constraints not foreseen in the preliminary design or public input substantially change, the abatement measures may need to be modified or removed from the project plans. A final decision of the installation of the abatement measure(s) will be made upon completion of the project's final design and the public involvement process.

If this project involves a new alignment, additional lanes, or involves a significant alignment change, attach a traffic noise analysis.

14. Work Zone Transportation Management Plans

Does the project intersect or follow a state route?

☒ Yes ☐ No

Is the state or local route considered a significant route?

☒ Yes ☐ No ☐ Not Applicable

If yes, describe how the Work Zone Transportation Management Plan is being implemented.

Palatine Road is a significant route and construction of the improvement will last greater than three (3) days; thus, classified as long-term resulting in the need to meet the Work Zone Transportation Management Plan Safety Memorandum 3-07. (Need TMP D1 OP0042 and analysis if delays are longer than 5 mins. Then need exception request)

A variety of Temporary Traffic Control Plan (TCP) strategies were investigated including signal phasing adjustments within the project limits (Quentin Road and Smith Street), lane shifts, temporary pavement markings, flaggers / traffic control officers, temporary traffic signals as needed, lighting devices as needed, temporary lane closures, temporary signage, incentive / disincentive clauses in the contract documents, improvement and / or signing of alternate routes and pedestrian accommodations.

In addition, various Transportation Operations Plan (TOP) strategies may be utilized. These strategies include traffic radio, portable changeable message signs, speed limit reduction initiatives, turning restrictions, heavy vehicle restrictions, incidence response coordination, and local detours.

A Public Information Plan may be implemented utilizing various strategies which include brochures, mailers, press release, media advisories, websites, public hearings or meetings, coordination with media outlets, municipalities, schools, and emergency services, work zone education campaigns, and signage.
See Attachment 16.

15. Complete Streets (BLRS Manual Chapter 10)

Does the project include the addition of a travel, turning, or bi-directional turn lane on a state highway?

☒ Yes ☐ No

If yes, describe how the Complete Streets Law requiring accommodating bicyclists on a state route apply.

Per the Complete Streets Policy, pedestrian and bicyclist accommodations are required due to the addition of the bi-directional turn lane on Palatine Road (unmarked IDOT route). To meet this policy, a 10 foot wide shared-use path is to be implemented along the north side of Palatine Road from Quentin Road to Cedar Street. The shared use path will connect at the west limit to the existing shared use path running north along Quentin Road and on the east to the existing bike route along Cedar Street. The existing sidewalk on the south side of Palatine Road will be replaced within the project limits and connect to existing sidewalk at the project west and east termini. The Village of Palatine's Bicycle Transportation Plan Recommended Bikeways and High-Priority Sidewalks is attached. See Attachment 18. The Village plan indicates a desire for add/widen paved shoulders. The Village recognizes the urban section is not conducive to implementation of a wide shoulder facility, and thus concurs with the off-street path.

16. **Maintenance of Traffic (BLRS Manual Section 22-2.11(b)(9))**

Discuss how vehicle traffic and pedestrians will be accommodated during construction, including the impacts of any road and/or sidewalk closure. If the road will be closed, include information concerning location of alternate routes, their ability to handle the additional traffic (street width, number of traffic lanes, structural adequacy, etc.), and the amount of adverse travel. When a marked detour route will be provided, include coordination with appropriate agencies, a description of the adverse travel, and include a map showing the alternate routes or marked detour in the report.

Palatine Road will remain open to traffic during construction to allow residents continued access to their homes and businesses. The construction will follow a staged process that will allow vehicular and pedestrian traffic to utilize Palatine Road at all times. Each stage of construction will involve a one-way westbound detour. This detour will take all westbound traffic north up Plum Grove Road to US Route 14 (Northwest Highway) and back south along Quentin Road. Both Quentin Road and US Route 14 are 4 lanes (two lanes in each direction) at 12'-0" wide. Both Quentin Road and US Route 14 are classified as Other Principal Arterials . Plum Grove Road is two lanes (one in each direction) at 12'-0" to 16'-0" wide. It is classified as a Major Collector. This detour is approximately 2.8 miles and will add approximately 7 minutes to normal travel times. See Attachment 16 for the Detour Plan.

17. **Public Involvement (BLRS Manual Chapter 21**)

a. Summarize public informational meetings, formal public hearings, property owner signoffs, council or board meetings, media coverage, and personal contact with public. Include copies of newspaper advertisements, letter to property owners, public comments, and documents showing all public comments have been addressed.

A Public Information Meeting was held on Thursday September 19, 2019, at the Village of Palatine Village Hall Community Meeting Room B from 5:00 to 7:00 P.M. This meeting was an introductory and data collection meeting which utilized an open house format. A newspaper advertisement was posted in the Daily Herald and certified invitation letters were delivered to all property owners within and adjacent to the project. The invitations, newspaper advertisement, exhibits, attendance roster, comments, responses, and public information summary are included in Attachment 17.

b. Has any opposition been expressed toward the improvement?

☒ Yes ☐ No

If yes, briefly discuss the type and extent of opposition.

There were 4 comments received out of 29 which were opposed to the improvement. The opposition is in regard to widening of Palatine Road. The authors of the comments indicate that in their opinion widening the roadway will not have a positive impact on the traffic volumes but rather increase the number of vehicles utilizing Palatine Road. In addition to the traffic volumes, the comments expressed concern with the safety of pedestrians and residents of Palatine Road if the roadway is widened.

c. If yes, discuss how the opposition has been addressed with the property owners?

Personal discussions with the property owners expressing concern took place at the public information meeting explaining that the addition of a bi-directional turn lane will not increase the volume of traffic along Palatine Road as there will still be two through lanes. The addition of the bi-directional turn lane will improve the traffic flow along the corridor and improve the safety as the vehicles will be provided a refuge space to wait while making a left-hand turn. In addition to the personal discussions, the response letters distributed reiterated the explanation and addressed the property owners' concerns.

18. **Coordination: LA-IDOT-FHWA (BLRS Manual Section 22-1.02)**

Has there been any coordination meetings for this project? ☒ Yes ☐ No

If yes, list the date(s) of the coordination meeting(s) below and attach coordination meeting minutes in the report.

Agency	***Date***	***Correspondence Location***
IDOT Local Roads and Streets – Phase I	October 13, 2017	Attachment 19
Village of Palatine	January 29, 2019	Attachment 19

19. **Other Coordination**

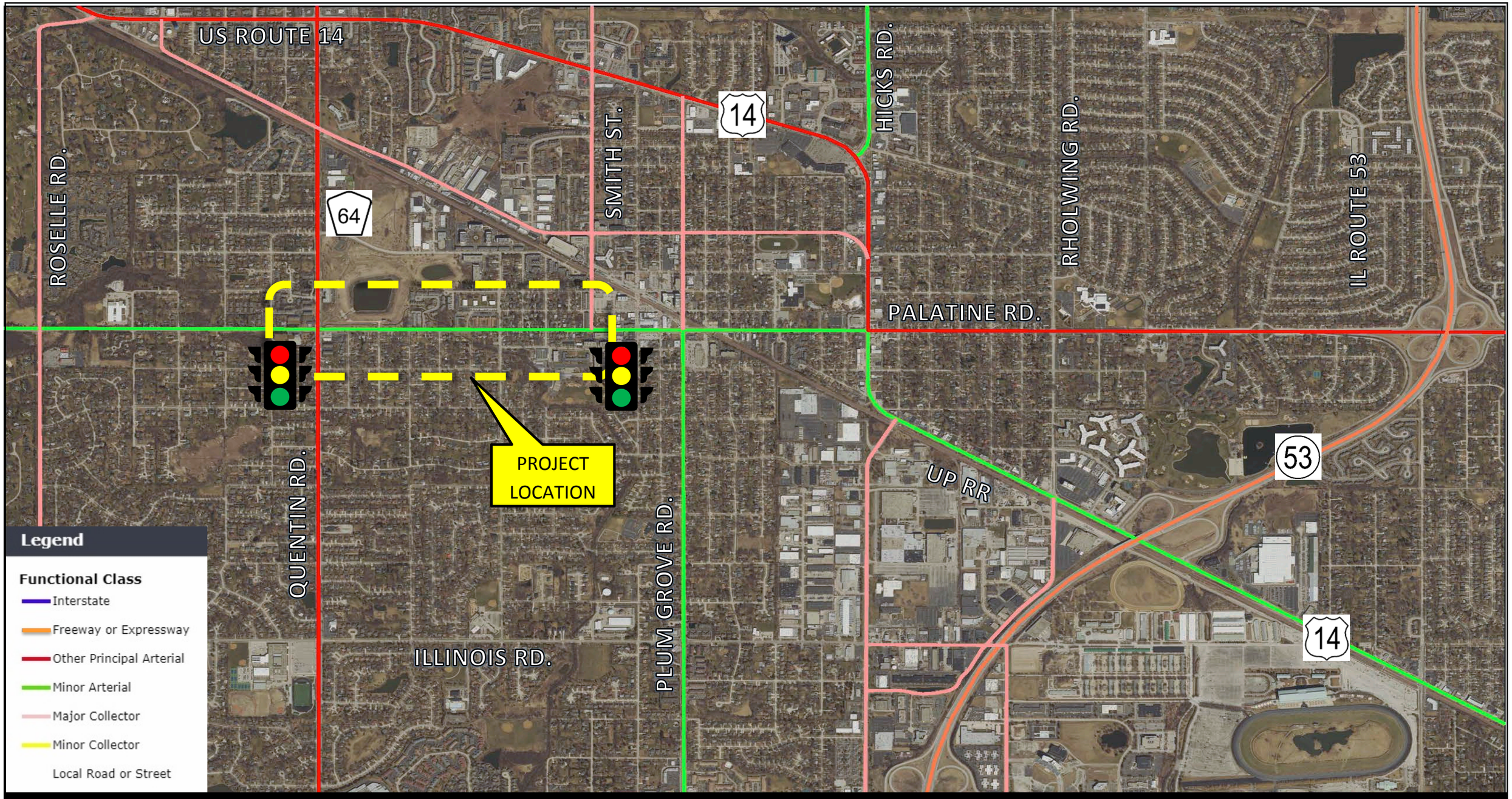
Cook County Coordination – Attachment 20
Utility Coordination – Attachment 20

20. **Summary of Commitments**

- Army Corps of Engineers Section 404 Permit – To be completed during Phase II
- Preliminary Environmental Site Assessment (PESA) has been completed for this project. Further studies may be required if the project will require land acquisition or linear excavation from or adjacent to a property with sites identified in the PESA. It is the responsibility of Phase II to determine if any of the sites with PESA sites or ROW adjacent to the sites will be impacted with the proposed work. •

Summary of Attachments (when required):

1. Location Map and Functional Classification Map
2. Existing Typical Sections
3. Proposed Typical Sections
4. Plan and Profile Sheet
5. Structure Master Report
6. Bridge Condition Report Approval Cover Letter
7. Hydraulic Report Approval Cover Letter
8. Intersection Design Studies
9. Estimate of Cost
10. Spot Map and/or Collision Diagram
11. Right-of-Way
12. FIRM Panel
13. “404” Permit correspondence
14. Special Waste
15. Environmental Clearances and Correspondence
16. Traffic Management Plan and Detour
17. Property Owner Signoffs and/or Correspondence with Property Owners Regarding Public Comments, Public Information Meeting Newspaper Advertisement, and a Copy of Property Owner Letter
18. Village Bike Plan
19. Project Coordination
20. Other Coordination



VILLAGE OF PALATINE Est. 1866

PALATINE ROAD IMPROVEMENT

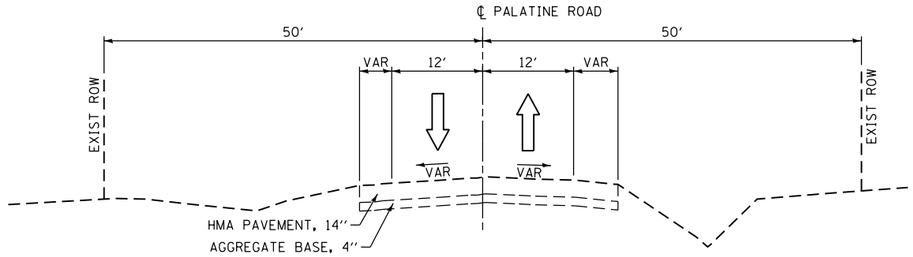
Palatine, Illinois

PROJECT LOCATION MAP

N

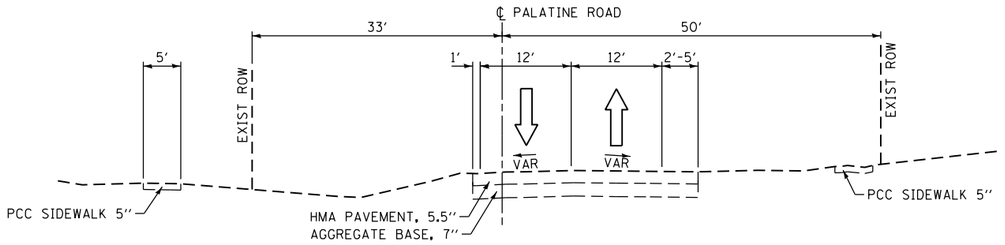
NOT TO SCALE

ATTACHMENT 1



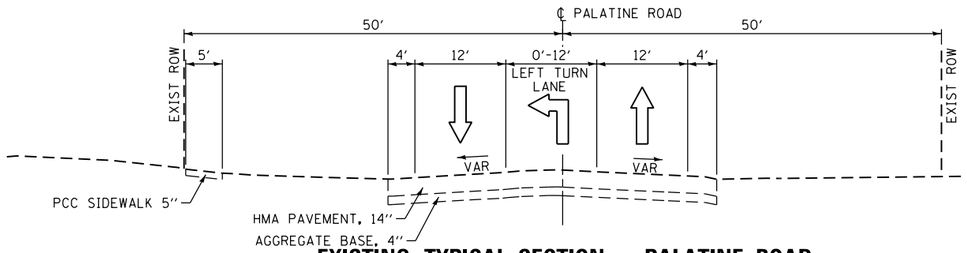
EXISTING TYPICAL SECTION – PALATINE ROAD

EX. STA 117+36 TO STA 118+66.51
PR. STA 217+36 TO STA 218+66.51



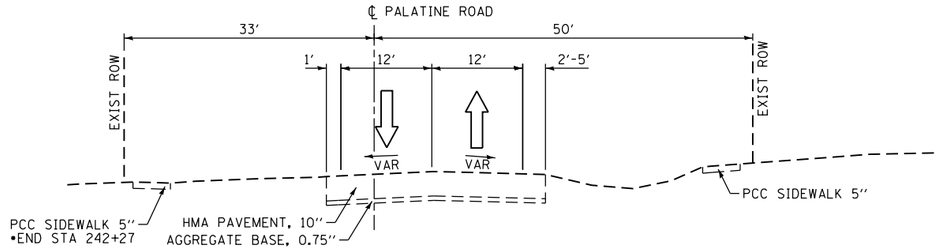
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EX. STA 131+91 TO STA 137+70
PR. STA 231+91 TO STA 237+70



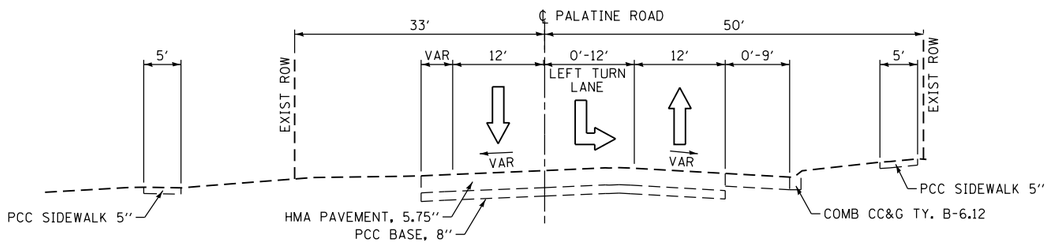
EXISTING TYPICAL SECTION – PALATINE ROAD

EX. STA 118+66.51 TO STA 124+50
PR. STA 218+66.51 TO STA 224+50



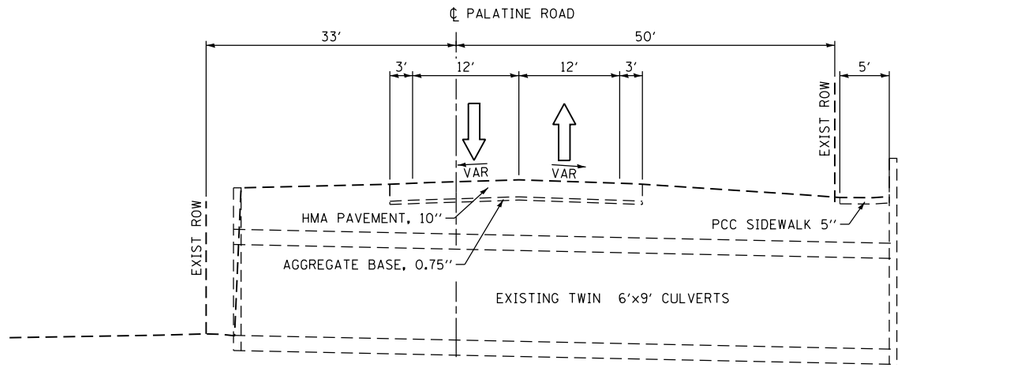
EXISTING TYPICAL SECTION – PALATINE ROAD

EX. STA 137+70 TO 144+08
PR. STA 237+70 TO 244+08



EXISTING TYPICAL SECTION – PALATINE ROAD

EX. STA 125+50 TO STA 131+91
PR. STA 225+50 TO STA 231+91



EXISTING TYPICAL SECTION – PALATINE ROAD

EX. STA 144+08
PR. STA 244+08

FILE NAME = FAS36-870 Palatine Road Phase I\CADD SHEETS\Typical Sections\17-00102-00-PV_sht_EX_TYP_01.dgn

BLA, Inc.

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PLOT DATE = 3/14/2022	DATE -	REVISED -

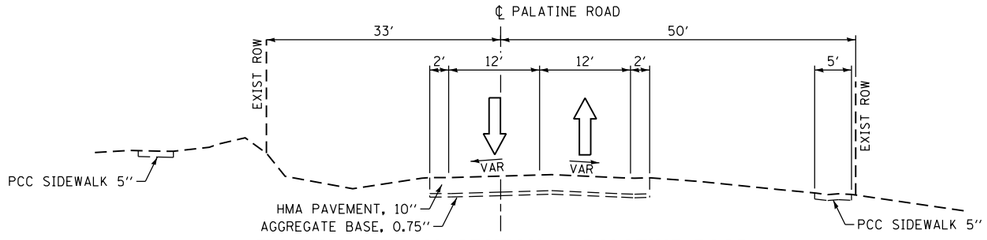
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING TYPICAL SECTIONS
PALATINE ROAD

SCALE: NTS | SHEET 1 OF 7 SHEETS | STA. | TO STA.

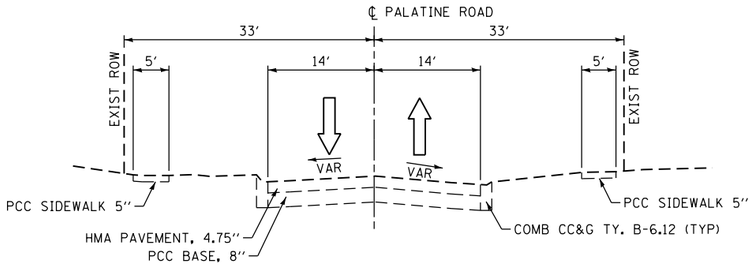
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1285	17-00102-00-PV	COOK	7	1
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

ATTACHMENT 2



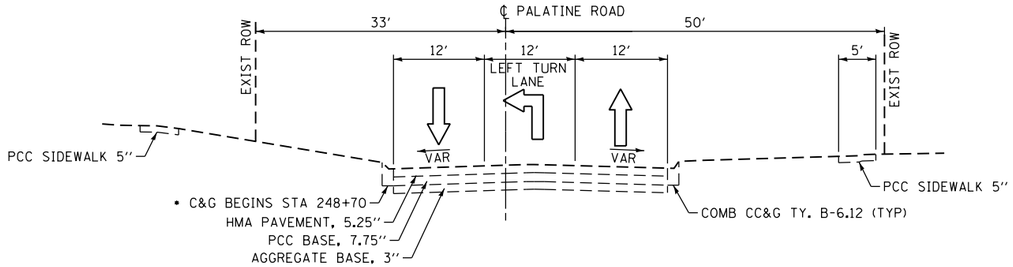
EXISTING TYPICAL SECTION – PALATINE ROAD

EX. STA 144+08 TO STA 147+00
PR. STA 244+08 TO STA 247+00



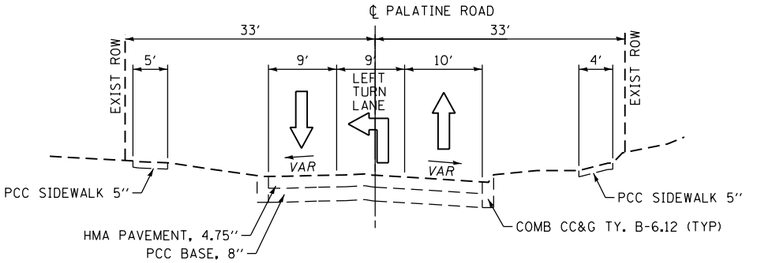
EXISTING TYPICAL SECTION – PALATINE ROAD

EX. STA 151+15 TO STA 156+08
PR. STA 251+15 TO STA 256+08



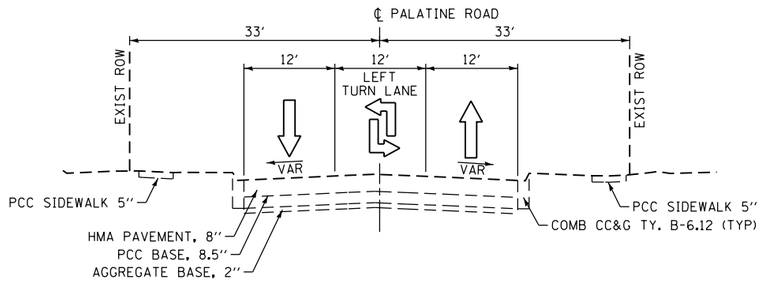
EXISTING TYPICAL SECTION – PALATINE ROAD

EX. STA 147+00 TO STA 151+15
PR. STA 247+00 TO STA 251+15



EXISTING TYPICAL SECTION – PALATINE ROAD

EX. STA 156+08 TO STA 165+34
PR. STA 256+08 TO STA 265+34



EXISTING TYPICAL SECTION – PALATINE ROAD

EX. STA 151+15 TO STA 156+08
PR. STA 251+15 TO STA 256+08

FILE NAME = F:\636-070 Palatine Road Phase I\CADD SHEETS\Typical Sections\17-00102-00-PV_sht_EX_TYP_02.dgn

BLA, Inc.

USER NAME = gellwanger	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/14/2022	DATE -	REVISED -

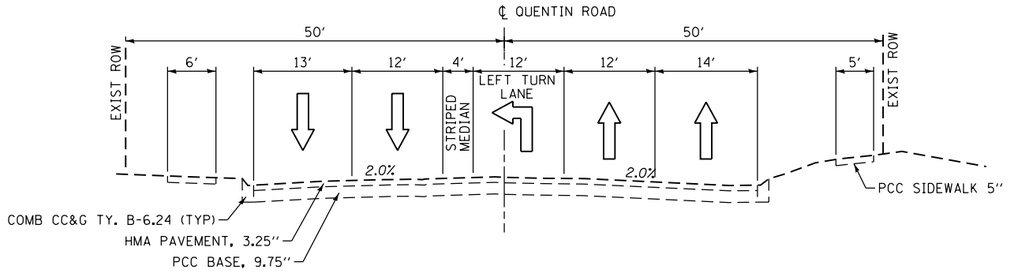
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING TYPICAL SECTIONS
PALATINE ROAD

SCALE: NTS | SHEET 2 OF 7 SHEETS | STA. | TO STA.

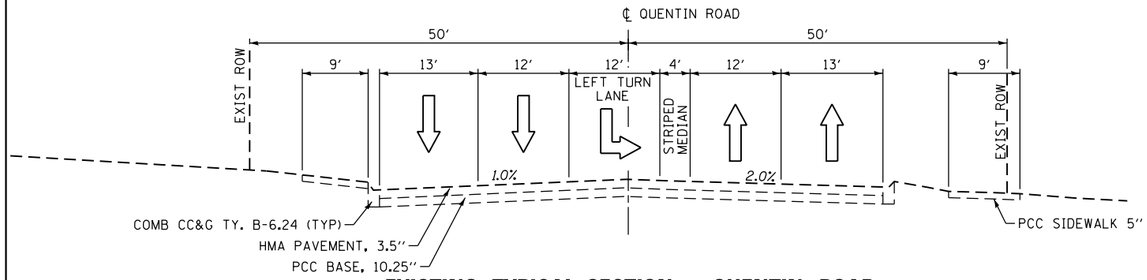
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	7	2
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

ATTACHMENT 2



EXISTING TYPICAL SECTION – QUENTIN ROAD

STA 58+96 TO STA 62+25



EXISTING TYPICAL SECTION – QUENTIN ROAD

STA 63+25 TO STA 67+50

FILE NAME = F:\636-078 Palatine Road Phase I\CADD SHEETS\Typical Sections\17-00102-00-PV_sht_EX_TYP_03.dgn

BLA, Inc.

USER NAME = gellwanger	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ′ / in.	CHECKED -	REVISED -
PLOT DATE = 3/14/2022	DATE -	REVISED -

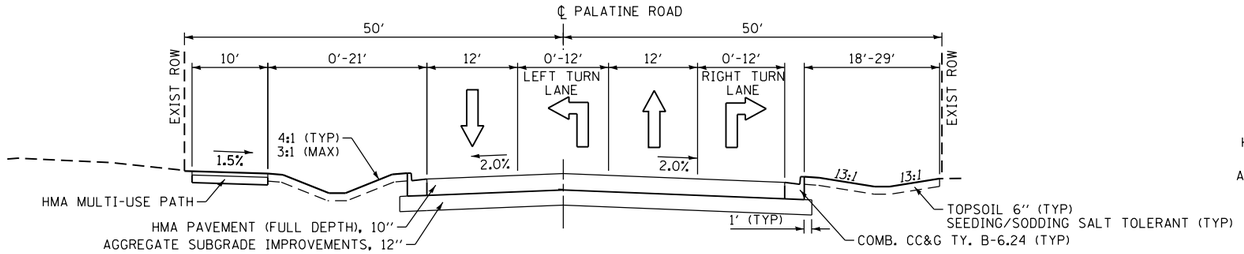
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING TYPICAL SECTIONS
PALATINE ROAD

SCALE: NTS | SHEET 3 OF 7 SHEETS | STA. | TO STA.

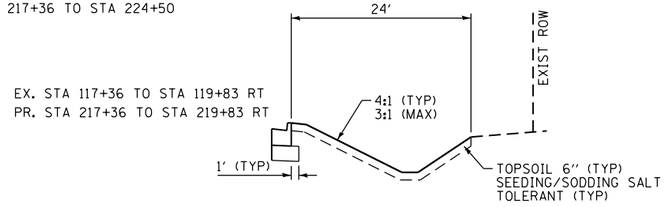
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	7	3
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

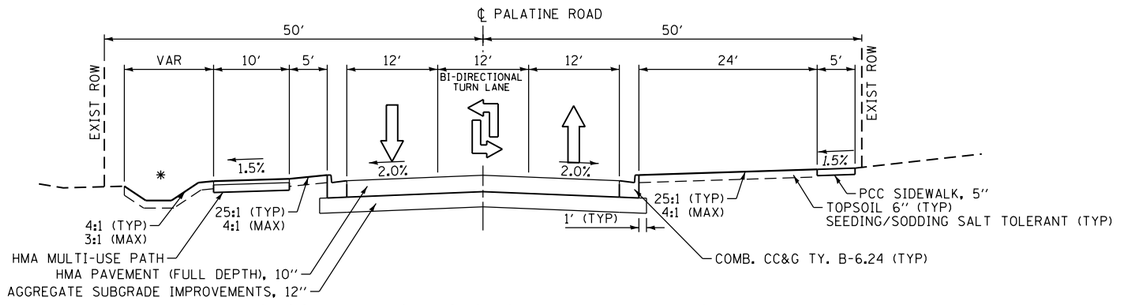
ATTACHMENT 2



PROPOSED TYPICAL SECTION – PALATINE ROAD

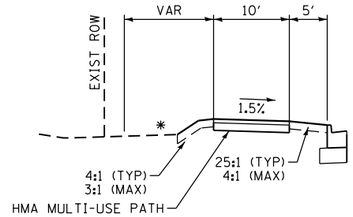
EX. STA 117+36 TO STA 124+50
PR. STA 217+36 TO STA 224+50



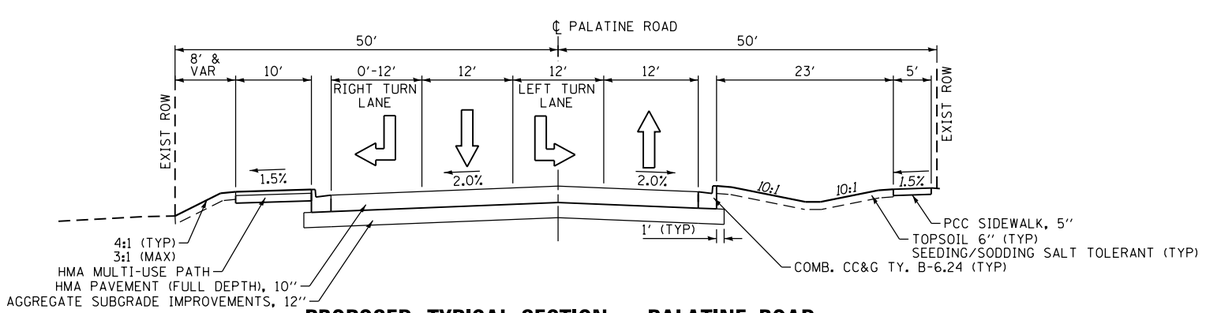


PROPOSED TYPICAL SECTION – PALATINE ROAD

EX. STA 129+00 TO STA 137+70
PR. STA 229+00 TO STA 237+70
* DITCH FROM STA 232+00 TO 233+63

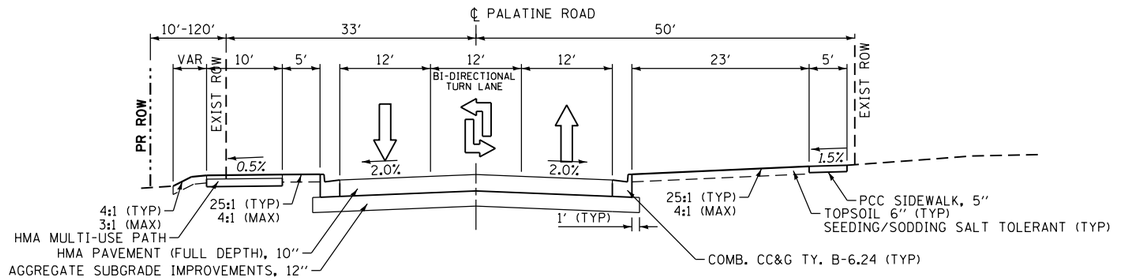


EX. STA 130+00 TO STA 131+76.50 LT
PR. STA 230+00 TO STA 231+76.50 LT



PROPOSED TYPICAL SECTION – PALATINE ROAD

EX. STA 125+50 TO STA 129+00
PR. STA 225+50 TO STA 229+00



PROPOSED TYPICAL SECTION – PALATINE ROAD

EX. STA 137+70 TO STA 144+08
PR. STA 237+70 TO STA 244+08

NOTE:
SEE PLAN AND PROFILE SHEETS FOR LIMITS OF ROADWAY APPURTENANCES AND RIGHT-OF-WAY AQUISITION LIMITS.

FILE NAME = F:\636-070 Palatine Road Phase I\CADD SHEETS\Typical Sections\17-00102-00-PV_sht_PR_TYP_01.dgn

BLA, Inc.

USER NAME = gellwanger	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/14/2022	DATE -	REVISED -

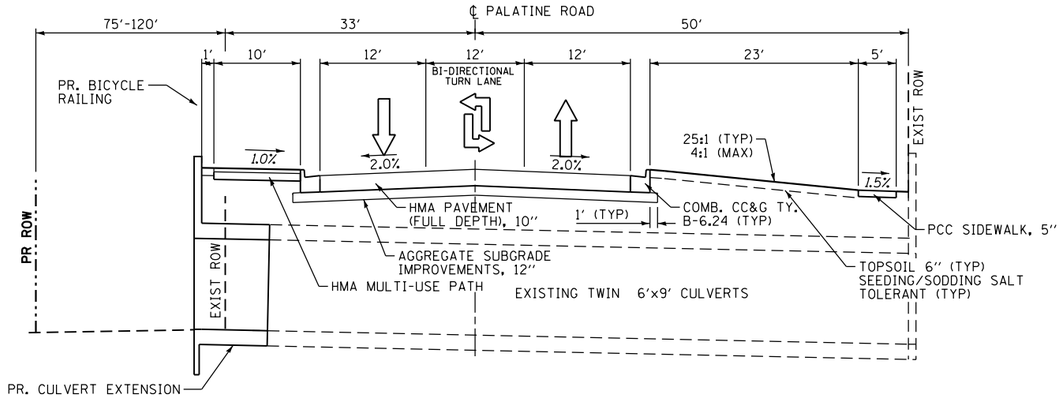
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTIONS
PALATINE ROAD

SCALE: NTS | SHEET 4 OF 7 SHEETS | STA. | TO STA.

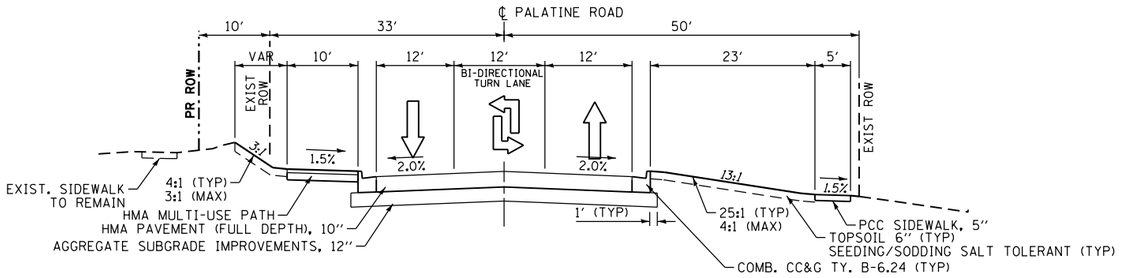
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	7	4
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

ATTACHMENT 3



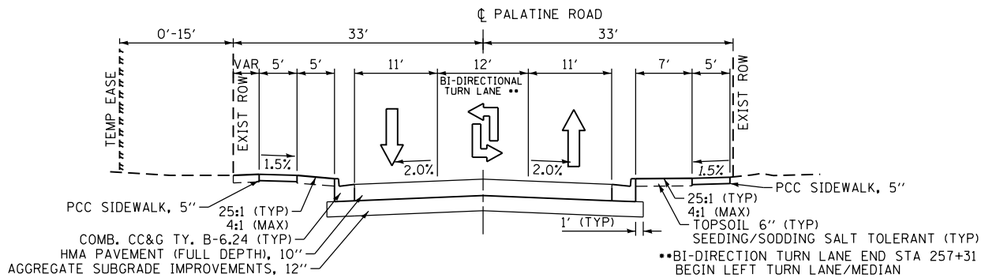
PROPOSED TYPICAL SECTION – PALATINE ROAD

EX. STA 144+08
PR. STA 244+08



PROPOSED TYPICAL SECTION – PALATINE ROAD

EX. STA 144+08 TO STA 151+15
PR. STA 244+08 TO STA 251+15



PROPOSED TYPICAL SECTION – PALATINE ROAD

EX. STA 151+15 TO STA 165+34
PR. STA 251+15 TO STA 265+34

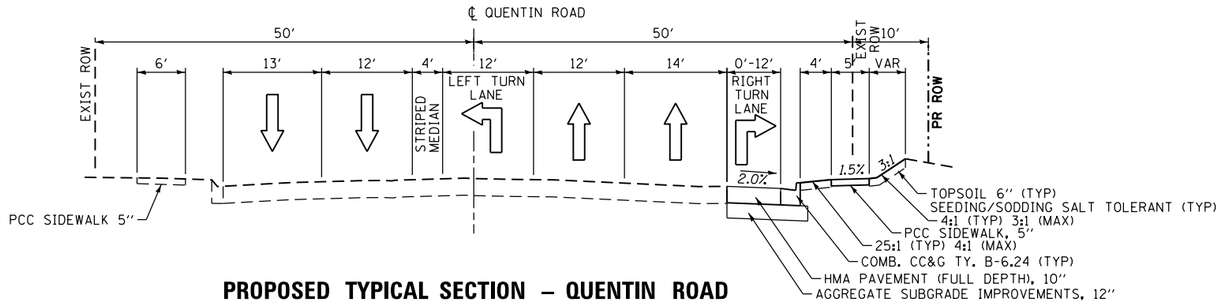
NOTE:
SEE PLAN AND PROFILE SHEETS FOR LIMITS OF ROADWAY APPURTENANCES AND RIGHT-OF-WAY AQUISITION LIMITS.

FILE NAME = F:\636-070 Palatine Road Phase I\CADD SHEETS\Typical Sections\17-00102-00-PV_sht_PR_TYP_02.dgn

BLA, Inc.	USER NAME = gellwanger	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS PALATINE ROAD
		DRAWN -	REVISED -		
	PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -		SCALE: NTS | SHEET 5 OF 7 SHEETS | STA. | TO STA.
	PLOT DATE = 3/14/2022	DATE -	REVISED -		

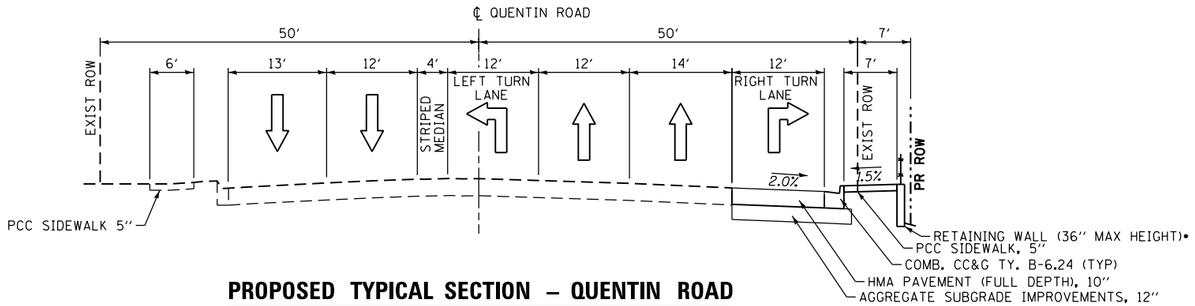
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	7	5
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

ATTACHMENT 3



PROPOSED TYPICAL SECTION – QUENTIN ROAD

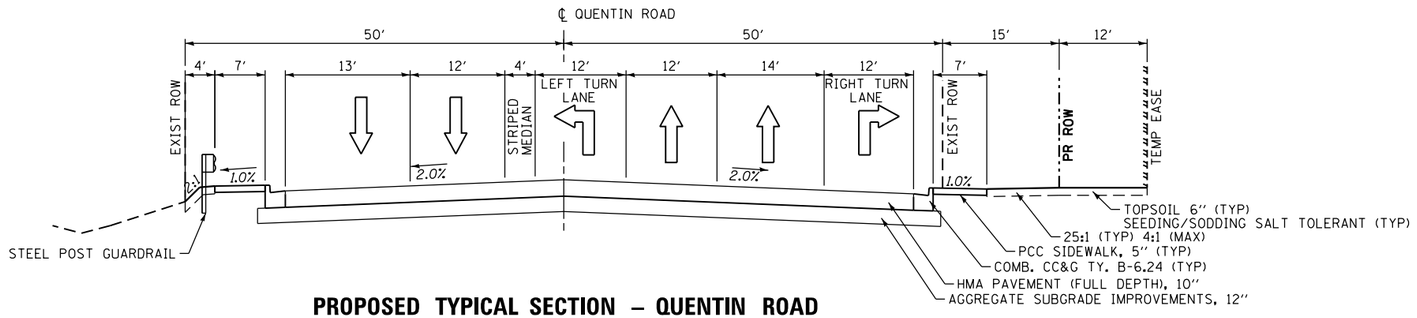
STA 58+96 TO STA 60+65



PROPOSED TYPICAL SECTION – QUENTIN ROAD

STA 60+65 TO STA 61+48

•RETAINING WALL STA 60+65 TO STA 61+15



PROPOSED TYPICAL SECTION – QUENTIN ROAD

STA 61+48 TO STA 62+25

NOTE:
SEE PLAN AND PROFILE SHEETS FOR LIMITS OF ROADWAY APPURTENANCES AND RIGHT-OF-WAY AQUISITION LIMITS.

FILE NAME = FAS36-070 Palatine Road Phase 1\CADD SHEETS\Typical Sections\17-00102-00-PV_sht_PR_TYP_03.dgn

BLA, Inc.

USER NAME = gellwanger	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/14/2022	DATE -	REVISED -

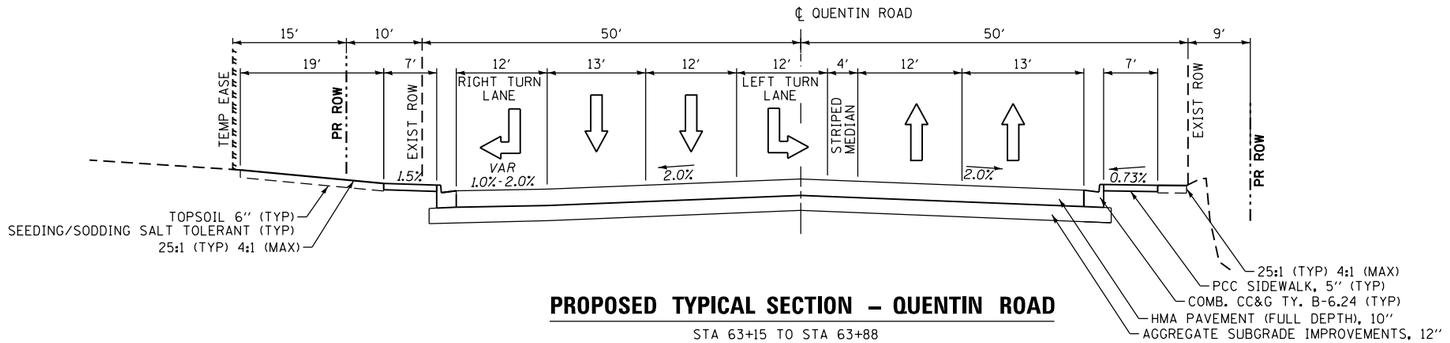
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTIONS
PALATINE ROAD

SCALE: NTS | SHEET 6 OF 7 SHEETS | STA. | TO STA.

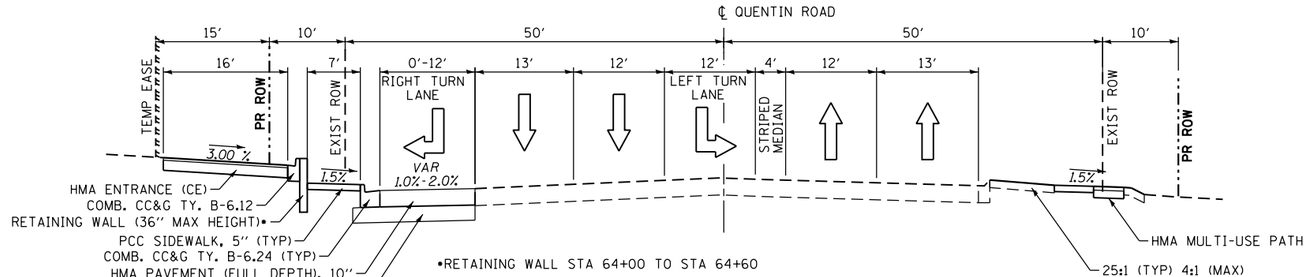
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	7	6
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

ATTACHMENT 3



PROPOSED TYPICAL SECTION – QUENTIN ROAD

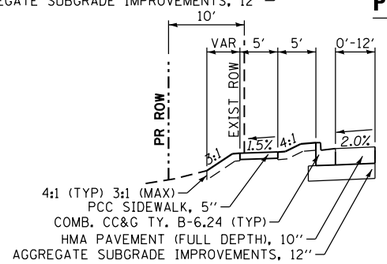
STA 63+15 TO STA 63+88



•RETAINING WALL STA 64+00 TO STA 64+60

PROPOSED TYPICAL SECTION – QUENTIN ROAD

STA 63+88 TO STA 67+50



STA 64+90 TO STA 67.50

NOTE:
SEE PLAN AND PROFILE SHEETS FOR LIMITS OF ROADWAY APPURTENANCES AND RIGHT-OF-WAY AQUISITION LIMITS.

FILE NAME = F:\636-070 Palatine Road Phase I\CADD SHEETS\Typical Sections\17-00102-00-PV_sht_PR_TYP_01.dgn

BLA, Inc.

USER NAME = gellwanger	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/14/2022	DATE -	REVISED -

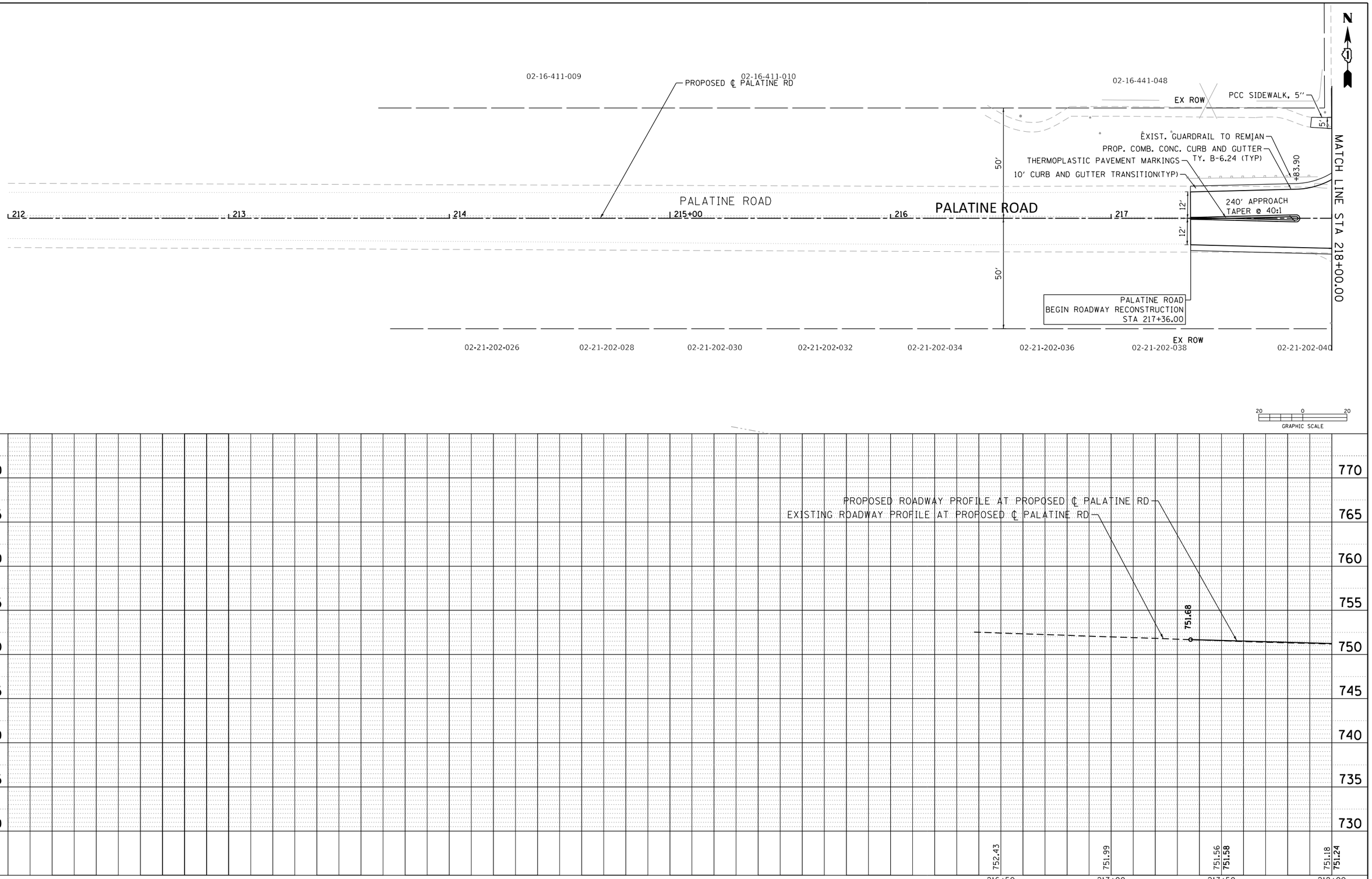
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTIONS
PALATINE ROAD

SCALE: NTS | SHEET 7 OF 7 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	7	7
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

ATTACHMENT 3



PLAN
DATE | BY | SURVEYED | PLOTTED | ALIGNMENT CHECKED | RT. OF WAY CHECKED | CADD FILE NAME | NOTE BOOK | NO.

PROFILE
DATE | BY | SURVEYED | PLOTTED | DRAINS CHECKED | BM. NOTED | STRUCTURE NOTATNS CHKD | NOTE BOOK | NO.

FILE NAME = F:\636-070 Palatine Road Phase I\CADD SHEETS\Road\17-00102-00-PV_sht_rdwy_p&p_01.dgn

BL BLA, Inc.	USER NAME = gellwanger	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 3/9/2022	DATE -	REVISED -

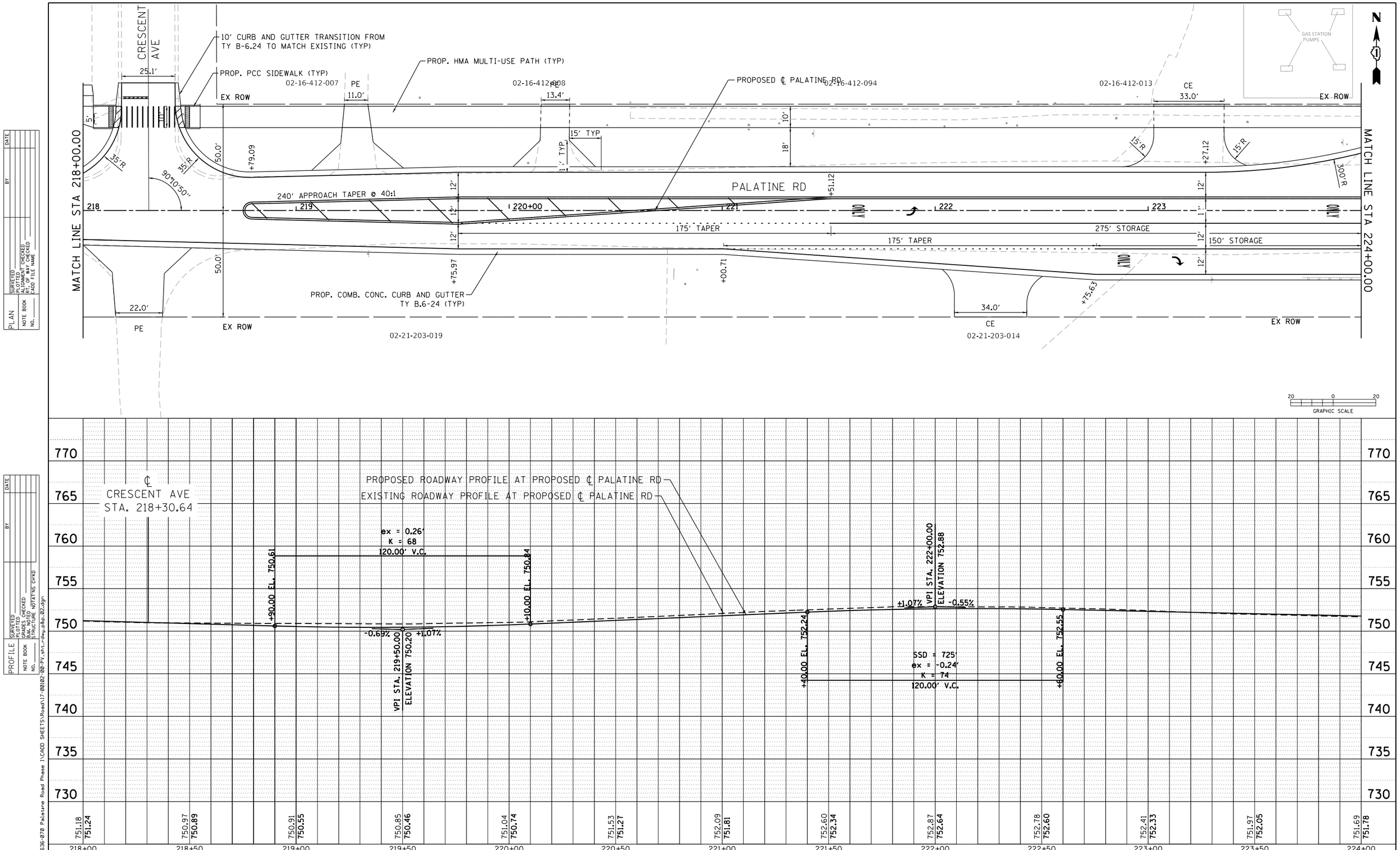
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
PALATINE ROAD

SCALE: 1"=20' | SHEET 1 OF 14 SHEETS | STA. 212+00.00 TO STA. 218+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	14	1
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

ATTACHMENT 4



PLAN — SURVEYED; PLOTTED; ALIGNMENT CHECKED; RT. OF WAY CHECKED; CADD FILE NAME; NOTE BOOK; NO.; BY; DATE

PROFILE — SURVEYED; PLOTTED; DRAWN; CHECKED; BM. NOTED; STRUCTURE NO(ATNS CHKD; NOTE BOOK; NO.; BY; DATE

FILE NAME = F:\636-070 Palatine Road Phase I\CADD SHEETS\Road\17-00102-00-PV_sht_rdwy_p&p_02.dgn

BL BLA, Inc.

USER NAME = gellwanger	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/9/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
PALATINE ROAD

SCALE: 1"=20' | SHEET 2 OF 14 SHEETS | STA. 218+00.00 TO STA. 224+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	14	2
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

ATTACHMENT 4

RIEMER RESEVIOR PARK (MWRD)

MATCH LINE STA 224+00.00

MATCH LINE STA 230+00.00

PROP. ℄ PALATINE RD - STA. 225+00.00
EXIST. ℄ QUENTIN RD - STA. 62+70.00

PROP. GUARDRAIL LON = 75'

PCC SIDEWALK, 5"

EXIST. GUARDRAIL TO BE REMOVED

EXIST. SIDEWALK TO BE REMOVED

PROP. COMB. CONC. CURB AND GUTTER TY. B-6.24 (TYP)

PROP. HMA MULTI-USE PATH (TYP)

PROPOSED ℄ PALATINE RD

63+23.36
44.49' RT

+24.63

+25.35

EXIST. ENTRANCE TO BE REMOVED

89°48'13"

150' STORAGE
200' STORAGE
175' TAPER
120' TAPER

PALATINE RD

225+84.91
31.21' RT

EXIST. ENTRANCE TO BE REMOVED

PROP. PCC SIDEWALK (TYP)

PROP. COMB. CONC. CURB AND GUTTER TY. B-6.12 (TYP)

10' CURB AND GUTTER TRANSITION FROM TY B-6.24 TO MATCH EXISTING (TYP)

PROP. GUARDRAIL
LON = 96.4'
EXIST. GUARDRAIL TO BE REMOVED
EXIST. GUARDRAIL TO REMAIN

PROP. CONC. CURB TY. B (TYP)

QUENTIN RD

WALNUT ST

EX ROW

PR ROW

TEMP EASE

CE

ONLY

224 225+00 226 227 228 229

+54.11 +16.95 +77.10 +85.96 +24.23 +26.12 +73.34 +51.41 +92.95 +83.75 +98.35 +77.37

55'R 50'R 100'R 300'R 15'R 35'R 30.0'R

23.0' CE 21.3' CE 21.0'

GRAPHIC SCALE 20 0 20

℄
QUENTIN ROAD
STA. 225+00.00

PROPOSED ROADWAY PROFILE AT PROPOSED ℄ PALATINE RD
EXISTING ROADWAY PROFILE AT PROPOSED ℄ PALATINE RD

℄
WALNUT ST
STA. 229+38.26

-0.55% -1.27% -1.27% -0.50%

VPI STA. 225+10.00
ELEVATION 751.17

VPI STA. 227+00.00
ELEVATION 748.75

+50.00 EL. 751.50
+70.00 EL. 750.41
+40.00 EL. 749.51
+60.00 EL. 748.45
+90.00 EL. 747.30

ex = 0.12'
K = 155
120.00' V.C.

SSD = 1559'
ex = -0.11'
K = 167
120.00' V.C.

EX 3x7x8 BOX CULVERT

751.69 751.78 | 751.49 751.50 | 751.43 751.15 | 750.56 750.65 | 749.40 750.02 | 748.34 749.39 | 747.97 748.87 | 747.78 748.50 | 747.65 748.25 | 747.61 748.00 | 747.71 747.75 | 747.71 747.50 | 747.62 747.25

770 765 760 755 750 745 740 735 730

224+00 224+50 225+00 225+50 226+00 226+50 227+00 227+50 228+00 228+50 229+00 229+50 230+00

BL BLA, Inc.	USER NAME = gellwanger	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 3/9/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
PALATINE ROAD

SCALE: 1"=20' | SHEET 3 OF 14 SHEETS | STA. 224+00.00 TO STA. 230+00.00

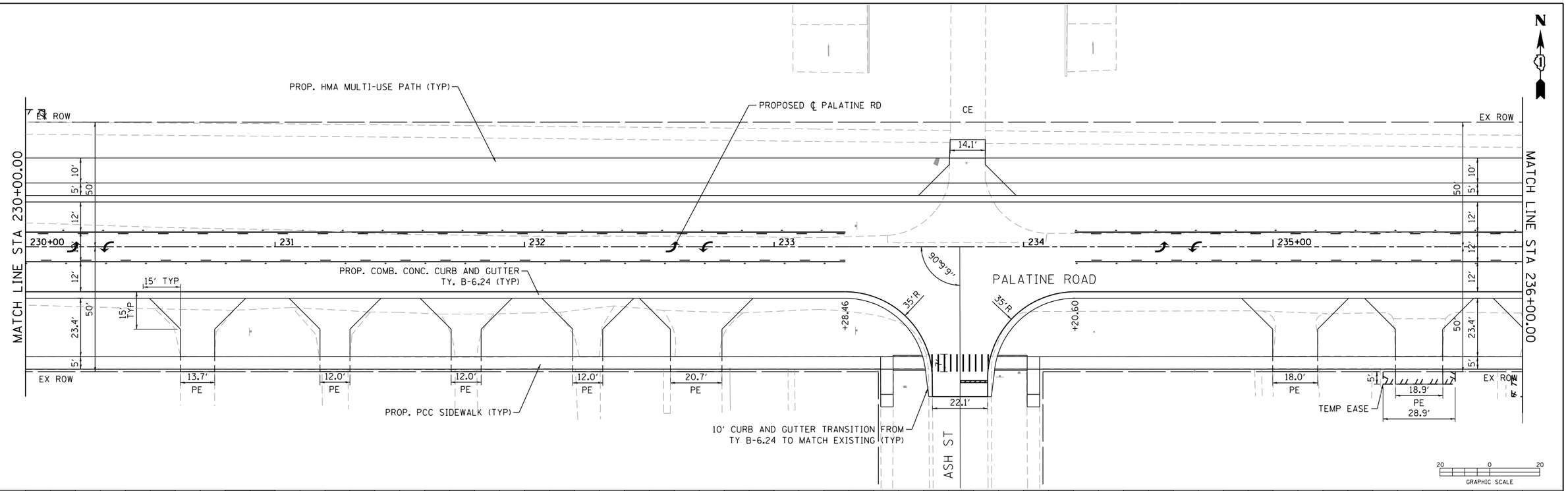
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	14	3
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

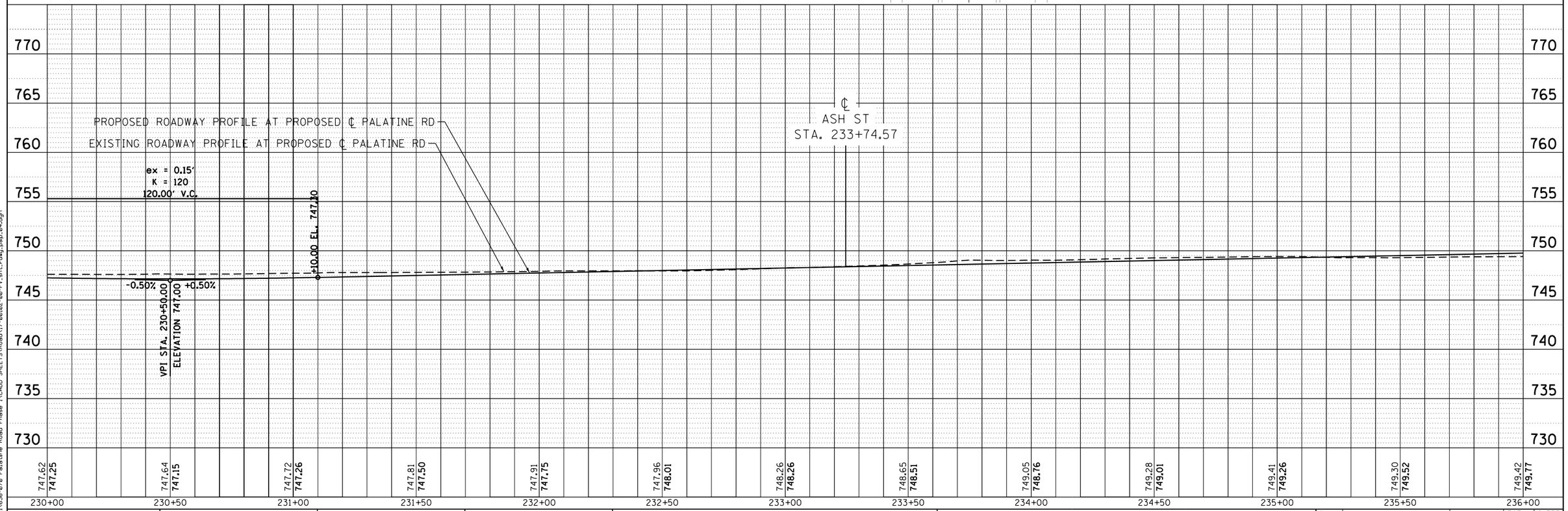
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SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
DESIGN CHECKED
BAR. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

FILE NAME = F:\636-070 Palatine Road Phase I\CADD SHEETS\Road\17-00102-00-PV_sht_rdwy_p&p_03.dgn

ATTACHMENT 4





PLAN
SURVEYED
PLOTTED
DRAWN
CHECKED
R/T. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
DRAWN
CHECKED
R/W. NOTED
STRUCTURE NO(ATNS CHKD
NOTE BOOK
NO.
BY
DATE

FILE NAME = F:\636-070 Palatine Road Phase I\CADD SHEETS\Road\17-00102-00-PV_sht_rdwy_p&p_04.dgn

BLA, Inc.

USER NAME = gellwanger	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/9/2022	DATE -	REVISED -

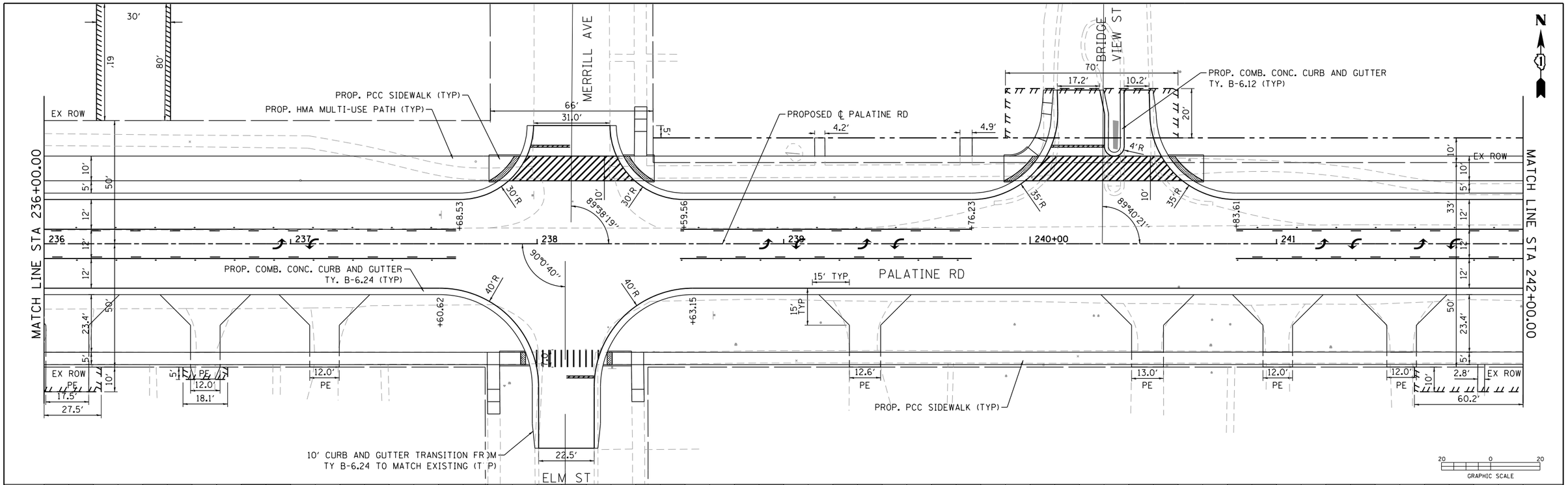
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

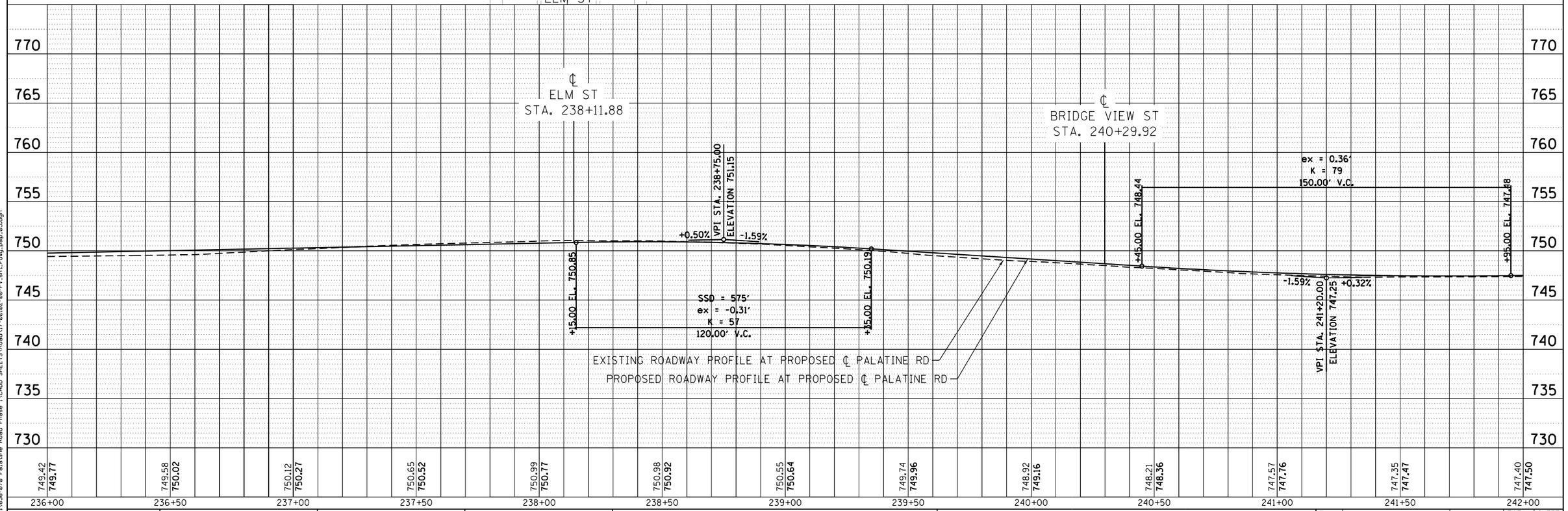
PLAN AND PROFILE
PALATINE ROAD

SCALE: 1"=20' | SHEET 4 OF 14 SHEETS | STA. 230+00.00 TO STA. 236+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	14	4
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

ATTACHMENT 4





PLAN — SURVEYED; PLOTTED; ALIGNMENT CHECKED; RT. OF WAY CHECKED; CADD FILE NAME; NOTE BOOK; NO.; BY; DATE

PROFILE — SURVEYED; PLOTTED; PROFILE CHECKED; BM. NOTED; STRUCTURE NO(S) CHKD; NOTE BOOK; NO.; BY; DATE

FILE NAME = F:\636-070 Palatine Road Phase I\CADD SHEETS\Road\17-00102-00-PV_sht_rdwy_p&p_05.dgn

BLA, Inc.

USER NAME = gellwanger	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/9/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
PALATINE ROAD

SCALE: 1"=20' | SHEET 5 OF 14 SHEETS | STA. 236+00.00 TO STA. 242+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	14	5
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

ATTACHMENT 4

PLAN	DATE	BY
SURVEYED		
PLOTTED		
ADJUSTMENT CHECKED		
RT. OF WAY CHECKED		
CADD FILE NAME		
NOTE BOOK		
NO.		

PROFILE	DATE	BY
SURVEYED		
PLOTTED		
PROFILE CHECKED		
BLM NOTED		
STRUCTURE NOTATNS CHKD		

FILE NAME = F:\636-070 Palatine Road Phase I\CADD SHEETS\Road\17-00102-00-PV_sht_rdwy_pkp_06.dgn

241′

110′

65′

COMPENSATORY STORAGE AREA

EXIST. PIPE CULVERT HEADWALL AND RAILING TO BE REMOVED

PROP. PIPE CULVERT EXTENSION, HEADWALL AND RAILING

ABANDONED FIELD ACCESS TO BE REMOVED

PROP. GUARDRAIL LON = 75′

PROP. PCC SIDEWALK (TYP)

EXIST. PCC SIDEWALK TO REMAIN

PROP. HMA MULTI-USE PATH (TYP)

CE 66.9′ 24.0′

EXIST. PCC SIDEWALK TO REMAIN

TEMP EASE

PR ROW

EX ROW

+00.01 100′R +10.01

+50.28 90°R +59.28

PROPOSED ℄ PALATINE RD

MATCH LINE STA 242+00.00

MATCH LINE STA 248+00.00

242 243 244 245+00 246 247

+03.65 90°11′34″ 35′R 35′R

+95.63 35′R 90°-22′ 35′R +89.71

PALATINE ROAD

15′ TYP

15′ TYP

155′ TAPER

PROP. COMB. CONC. CURB AND GUTTER TY. B-6.24 (TYP)

GRAPHIC SCALE 20 0 20

EX ROW

60.2′ TEMP EASE

21.5′

12.0′ PE

16.4′ PE

EX ROW

10′ CURB AND GUTTER TRANSITION FROM TY B-6.24 TO MATCH EXISTING (TYP)

PROP. PCC SIDEWALK (TYP)

EXIST. CULVERT, HEADWALL & RAILING TO REMAIN

HICKORY ST ℄

CEDAR PARK

HICKORY ST
STA. 242+49.32

ex = 0.15′
K = 123
120.00′ V.C.

+85.00 EL. 747.96

VPI STA. 244+05.00
ELEVATION 748.15

+65.00 EL. 748.92

+0.32% +1.29%

VPI STA. 244+05.00
ELEVATION 748.15

+90.00 EL. 753.13

PROPOSED ROADWAY PROFILE AT PROPOSED ℄ PALATINE RD

EXISTING ROADWAY PROFILE AT PROPOSED ℄ PALATINE RD

760 755 750 745 740 735

242+00	242+50	243+00	243+50	244+00	244+50	245+00	245+50	246+00	246+50	247+00	247+50	248+00
747.40 / 747.50	747.50 / 747.66	747.49 / 747.82	747.57 / 747.98	747.78 / 748.26	748.22 / 748.74	748.74 / 749.38	749.34 / 750.02	749.79 / 750.67	750.57 / 751.32	751.54 / 751.97	752.70 / 752.61	753.44 / 753.26

USER NAME = gellwanger	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 40.0000 ′ / in.	CHECKED -	REVISED -	
PLOT DATE = 3/9/2022	DATE -	REVISED -	

BLA, Inc.

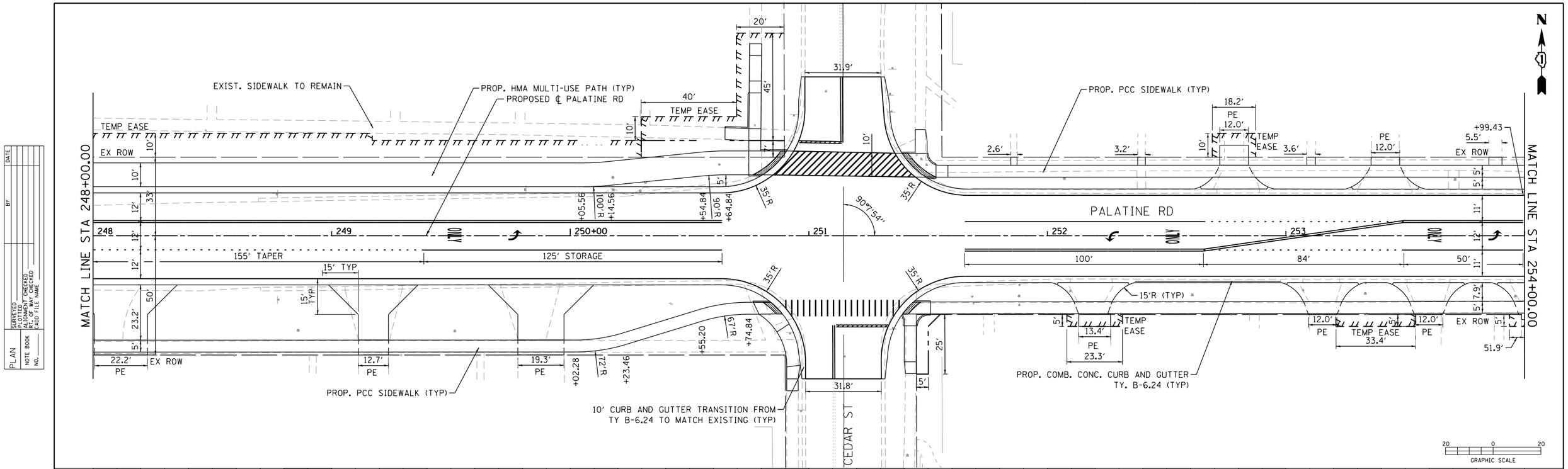
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

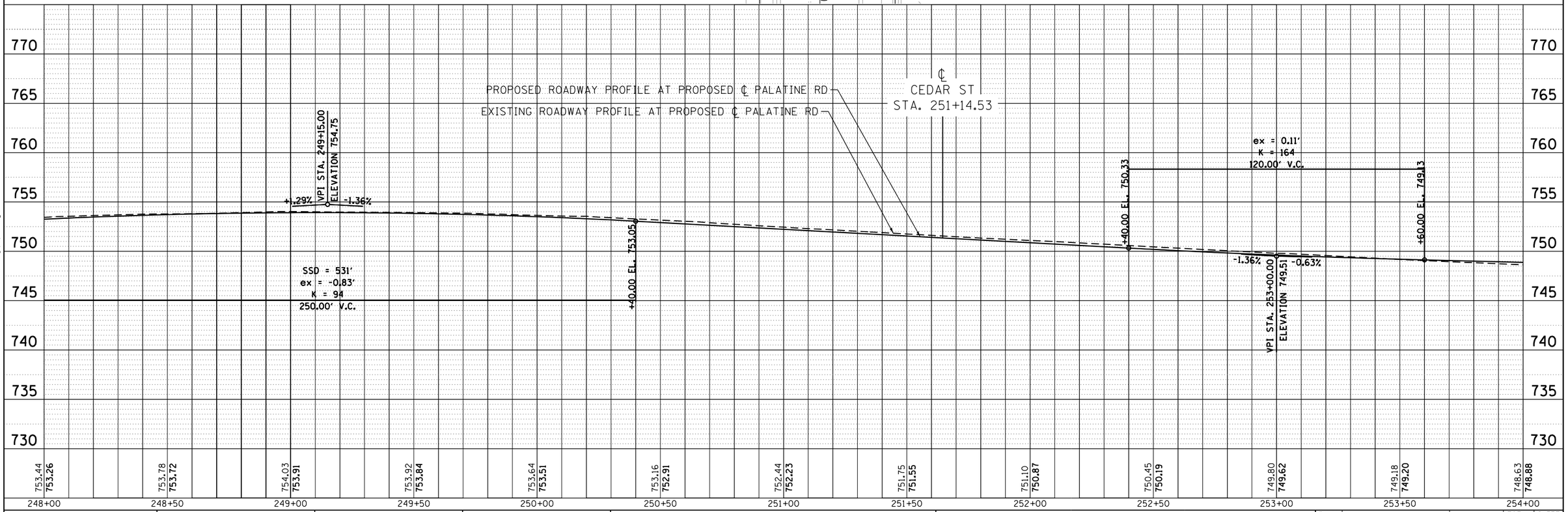
PLAN AND PROFILE
PALATINE ROAD

SCALE: 1″=20′ | SHEET 6 OF 14 SHEETS | STA. 242+00.00 TO STA. 248+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	14	6
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

ATTACHMENT 4





FILE NAME = F:\636-070 Palatine Road Phase I\CADD SHEETS\Road\17-00102-00-PV_sht_rdwy_p&p_07.dgn

BLA, Inc.	USER NAME = gellwanger; PLOT SCALE = 40.0000 ' / in.; PLOT DATE = 3/9/2022
	DESIGNED -; DRAWN -; CHECKED -; DATE -
	REVISED -; REVISED -; REVISED -

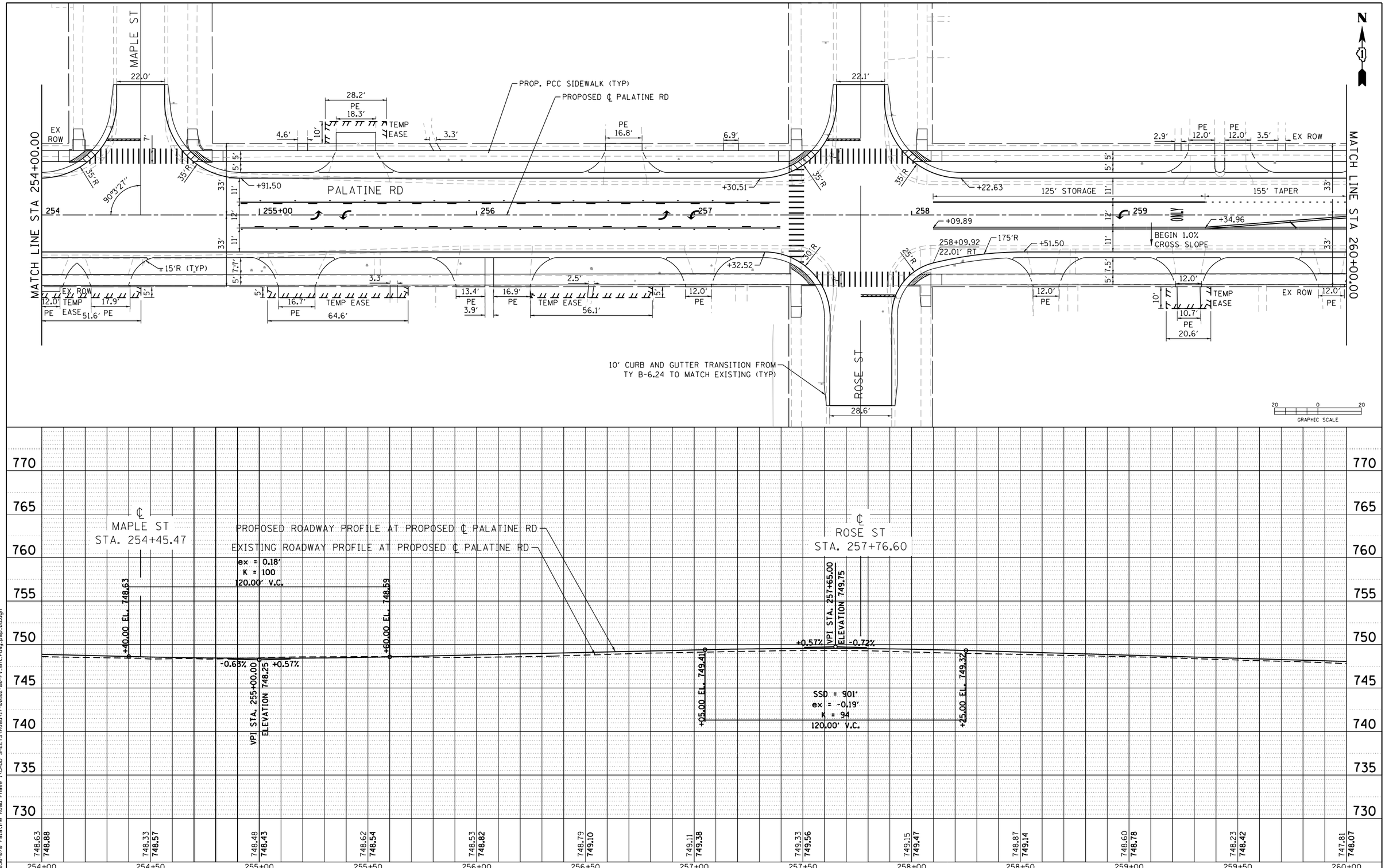
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
PALATINE ROAD

SCALE: 1"=20' | SHEET 7 OF 14 SHEETS | STA. 248+00.00 TO STA. 254+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	14	7
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

ATTACHMENT 4



PLAN
SURVEYED
PLOTTED
DRAWN CHECKED
RT. OF WAY CHECKED
NOTE BOOK
NO.
CADD FILE NAME
BY
DATE

PROFILE
SURVEYED
PLOTTED
DRAWN CHECKED
BAR. NOTED
STRUCTURE NO(ATNS CHKD
NOTE BOOK
NO.

FILE NAME = F:\636-070 Palatine Road Phase I\CADD SHEETS\Road\17-00102-00-PV_sht_rdwy_p&p_08.dgn

BL BLA, Inc.

USER NAME = gellwanger	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000 ′ / in.	CHECKED -	REVISED -
PLOT DATE = 3/9/2022	DATE -	REVISED -

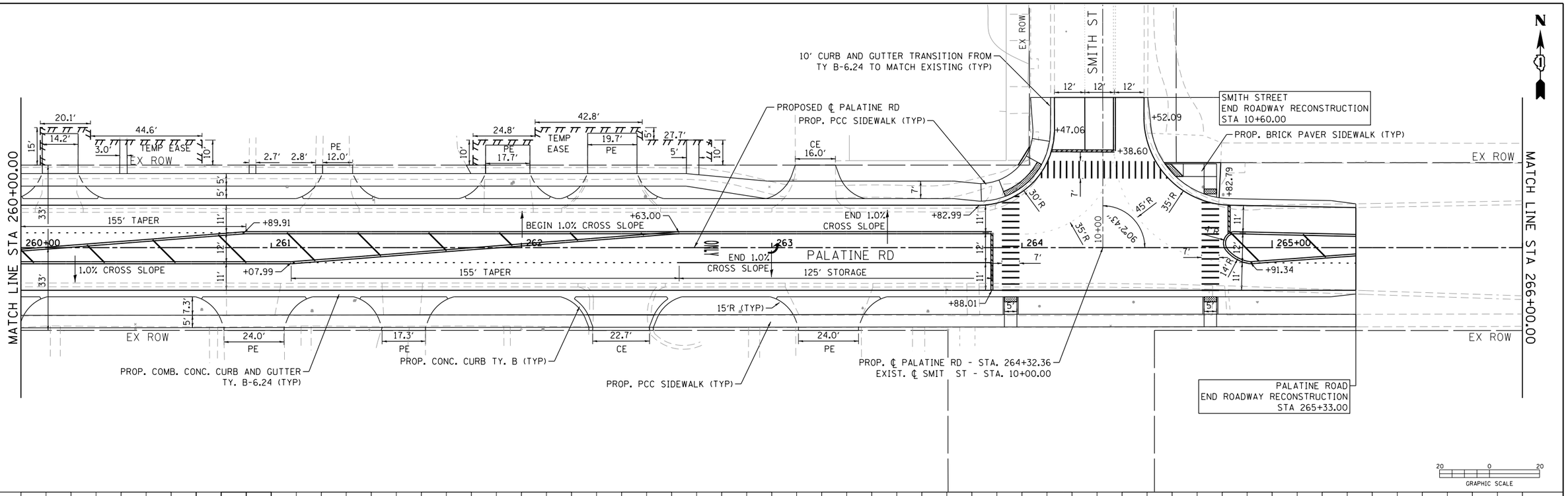
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

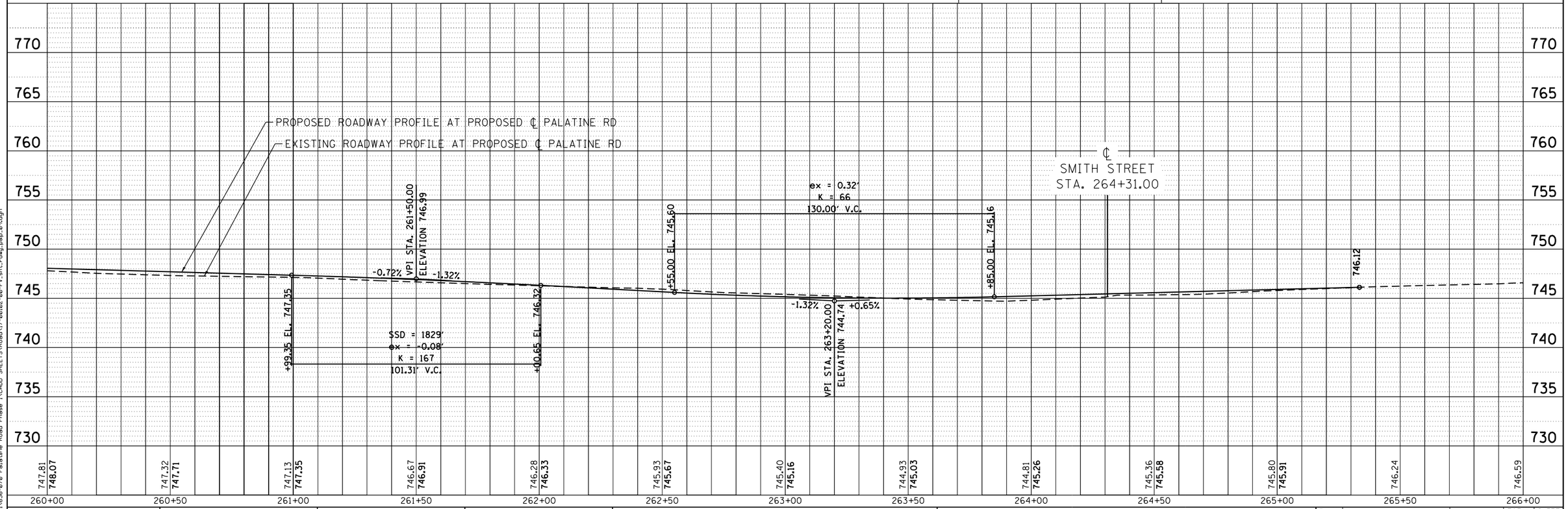
PLAN AND PROFILE
PALATINE ROAD

SCALE: 1″=20′ | SHEET 8 OF 14 SHEETS | STA. 254+00.00 TO STA. 260+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	14	8
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

ATTACHMENT 4





PLAN — SURVEYED; PLOTTED; DRAWN; CHECKED; ALIGNMENT CHECKED; RT. OF WAY CHECKED; CADD FILE NAME; NOTE BOOK; NO.; BY; DATE

PROFILE — SURVEYED; PLOTTED; DRAWN; CHECKED; BAR. NOTED; STRUCTURE NO(ATNS CHKD; NOTE BOOK; NO.; BY; DATE

FILE NAME = F:\636-070 Palatine Road Phase I\CADD SHEETS\Road\17-00102-00-PV_sht_rdwy_p&p_09.dgn

BL BLA, Inc.	USER NAME = gellwanger	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 3/9/2022	DATE -	REVISED -

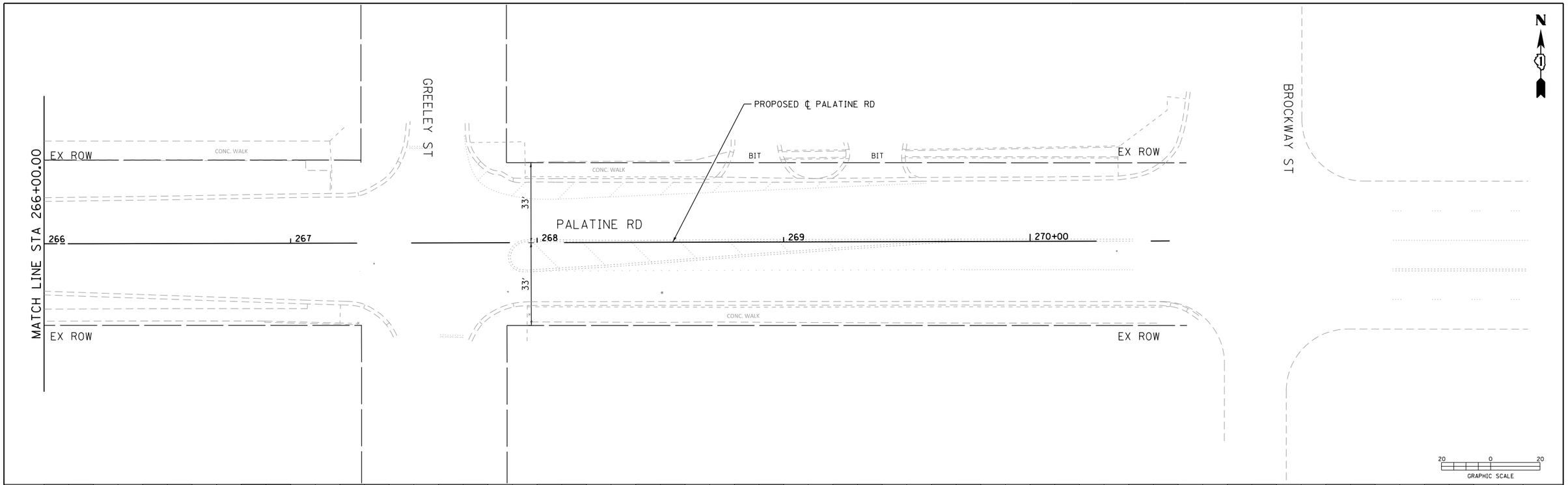
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

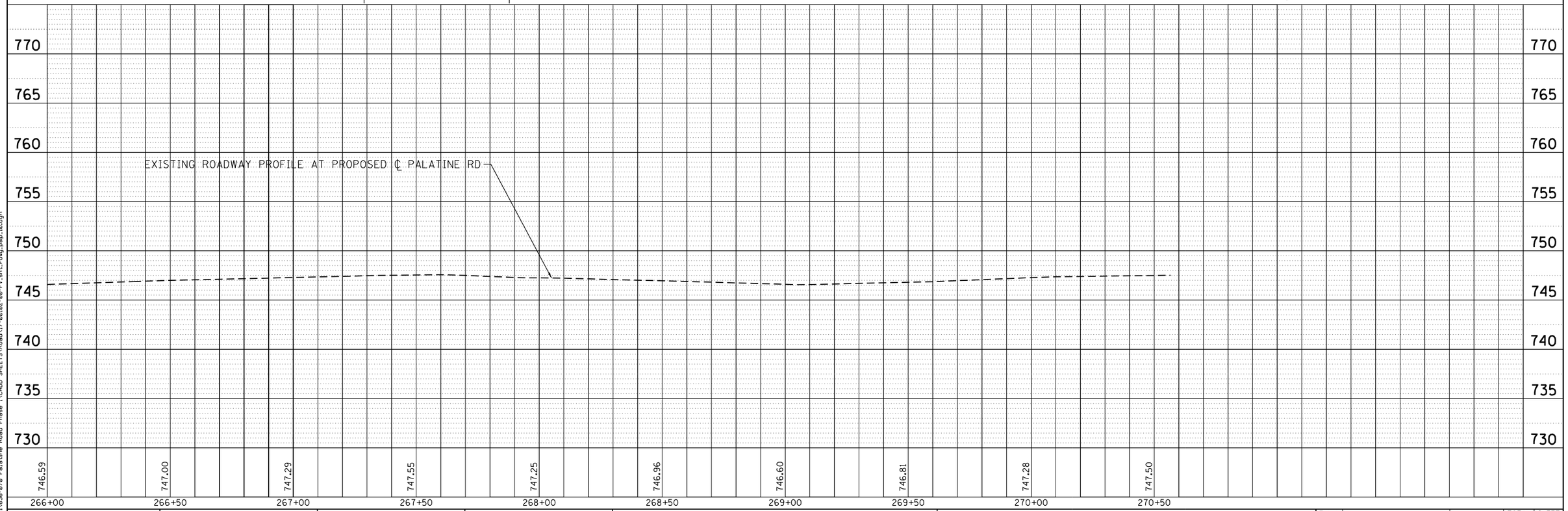
PLAN AND PROFILE
PALATINE ROAD

SCALE: 1"=20' | SHEET 9 OF 14 SHEETS | STA. 260+00.00 TO STA. 266+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	14	9
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

ATTACHMENT 4





PLAN
SURVEYED
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DRAWN CHECKED
R/T. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
DRAWN CHECKED
BAR. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

FILE NAME = F:\636-070 Palatine Road Phase I\CADD SHEETS\Road\17-00102-00-PV_sht_rdwy_p&p_10.dgn

BLA, Inc.

USER NAME = gellwanger	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/9/2022	DATE -	REVISED -

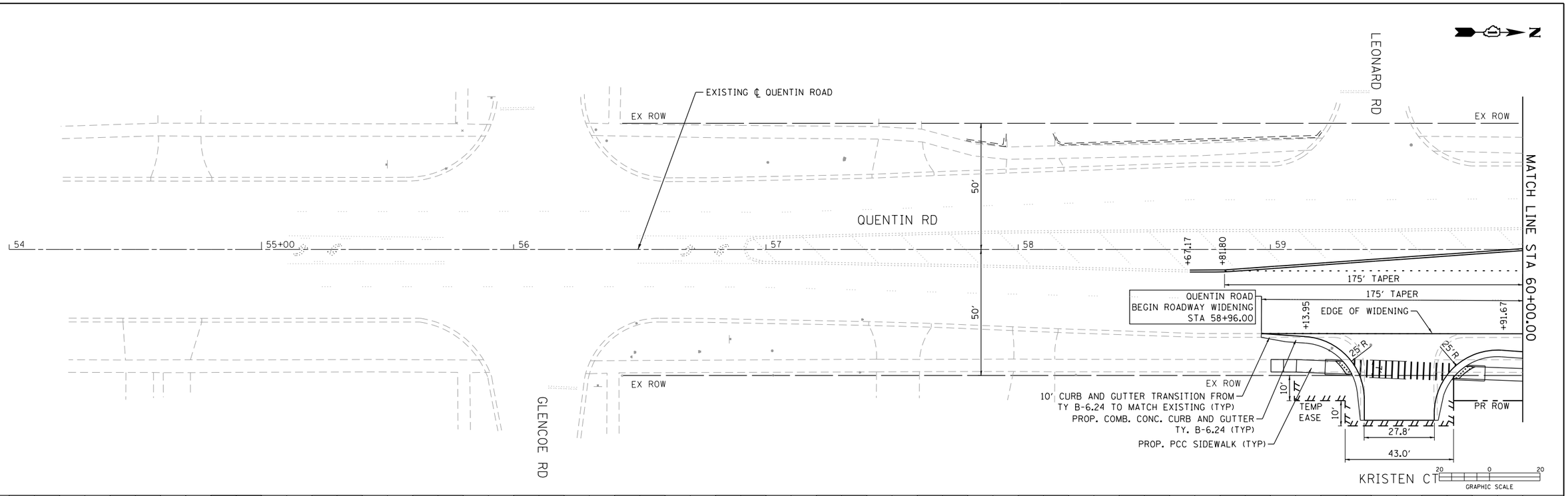
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

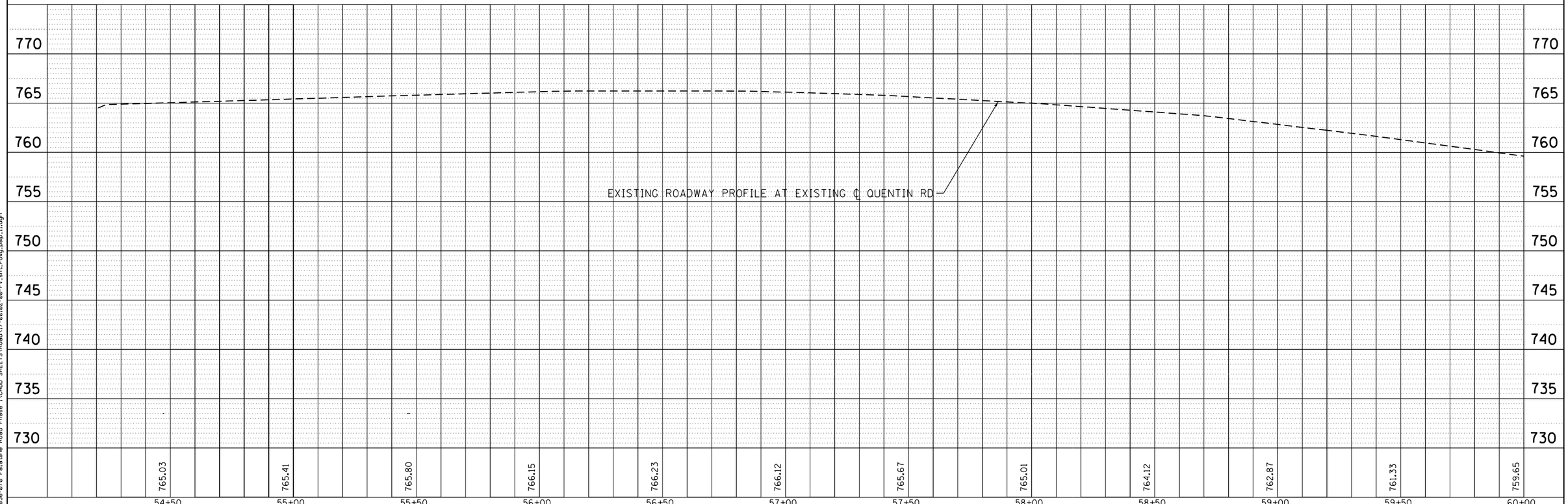
PLAN AND PROFILE
PALATINE ROAD

SCALE: 1"=20' | SHEET 10 OF 14 SHEETS | STA. 266+00.00 TO STA. 270+50.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	14	10
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

ATTACHMENT 4





PLAN
SURVEYED
PLOTTED
DRAWN CHECKED
R/T. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
DRAWN CHECKED
B.M. NOTED
STRUCTURE NO(S)TNS CHKD
NOTE BOOK
NO.

FILE NAME = F:\636-070 Palatine Road Phase I\CADD SHEETS\Road\17-00102-00-PV_sht_rdwy_p&p_ll.dgn

BLA, Inc.

USER NAME = gellwanger	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0003 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/9/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
PALATINE ROAD

SCALE: 1"=20' | SHEET 11 OF 14 SHEETS | STA. 54+00.00 TO STA. 60+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	14	11
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

ATTACHMENT 4

PROP. ℄ PALATINE RD - STA. 225+00.00
EXIST. ℄ QUENTIN RD - STA. 62+70.00

QUENTIN ROAD
BEGIN ROADWAY RECONSTRUCTION
STA 61+48.00

10' CURB AND GUTTER TRANSITION FROM TY B-6.24 TO MATCH EXISTING (TYP)

EXISTING ℄ QUENTIN ROAD

EX ROW

MATCH LINE STA 60+00.00

QUENTIN RD

PALATINE RD

PROP. HMA MULTI-USE PATH (TYP)

PROP. CONC. CURB TY. B (TYP)

PROP. PCC SIDEWALK (TYP)

TEMP EASE

PROP. RETAINING WALL

PR ROW

EDGE OF WIDENING

ONLY

61+77.10
33.70' LT

62+21.38
44.93' LT

63+54.11
45.49' LT

61+85.96
45.76' RT

63+23.36
44.49' RT

63+88.10
33.62' RT

225' STORAGE

200' STORAGE

160' STORAGE

145' STORAGE

175' TAPER

200' TAPER

89°48'13"

225+00

PROP. COMB. CONC. CURB AND GUTTER TY. B-6.24 (TYP)

PROP. CONC. CURB TY. B (TYP)

PROPOSED ℄ PALATINE ROAD

QUENTIN ROAD
END ROADWAY RECONSTRUCTION
STA 63+88.00

MATCH LINE STA 66+00.00

RIEMER RESEVIOR PARK (MWRD)

GRAPHIC SCALE 20 0 20

℄
PALATINE ROAD
STA. 62+70.00

ex = 0.76'
K = 79
220.00' V.C.

PROPOSED ROADWAY PROFILE AT PROPOSED ℄ PALATINE RD

EXISTING ROADWAY PROFILE AT PROPOSED ℄ PALATINE RD

754.35

+60.00 EL. 754.04

+80.00 EL. 751.31

751.32

-2.63%

+0.15%

VPI STA. 62+70.00
ELEVATION 751.15

759.65	757.82	755.99	754.32 / 754.31	753.05 / 753.09	751.79 / 752.19	751.29 / 751.60	751.18 / 751.32	751.44	752.04	753.14	754.49	755.90
60+00	60+50	61+00	61+50	62+00	62+50	63+00	63+50	64+00	64+50	65+00	65+50	66+00

770 765 760 755 750 745 740 735 730

PLAN — SURVEYED — PLOTTED — ALIGNMENT CHECKED — RT. OF WAY CHECKED — CADD FILE NAME — NOTE BOOK — NO. — BY — DATE

PROFILE — SURVEYED — PLOTTED — CROSS SECTIONS CHECKED — BM. NOTED — STRUCTURE NOTATNS CHKD — NOTE BOOK — NO. — BY — DATE

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BLA, Inc.

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	DRAWN -	REVISED -
PLOT SCALE = 40.0003 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/9/2022	DATE -	REVISED -

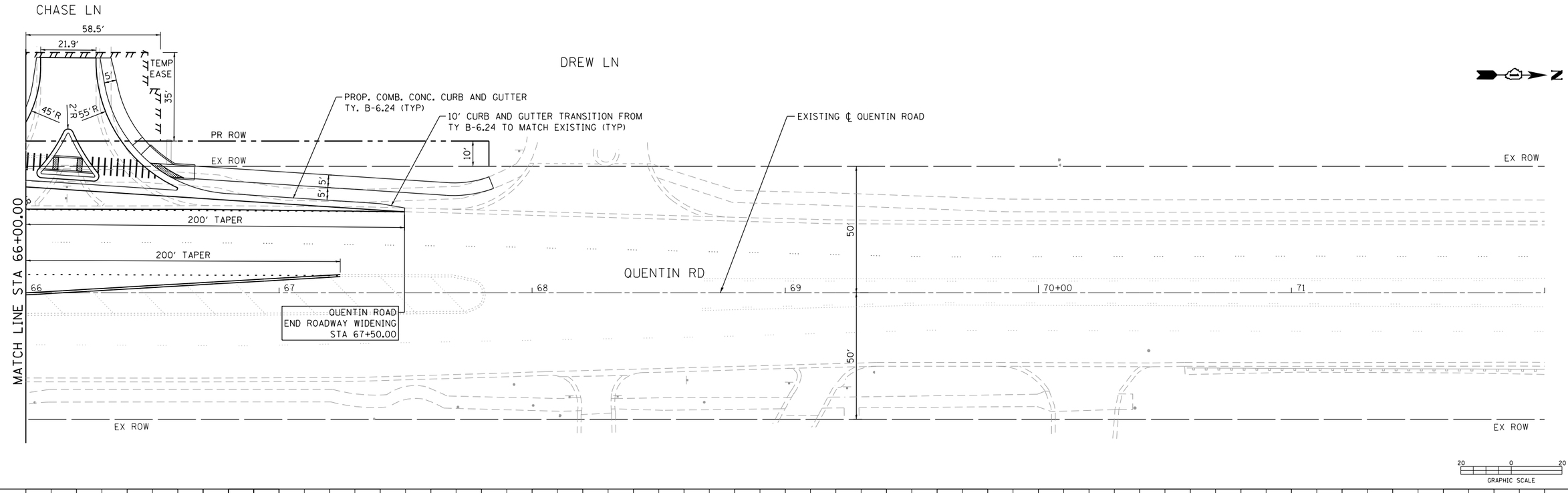
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
PALATINE ROAD

SCALE: 1"=20' | SHEET 12 OF 14 SHEETS | STA. 60+00.00 TO STA. 66+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	14	12
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

ATTACHMENT 4



PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
DATE
BY

PROFILE
SURVEYED
PLOTTED
DOWELS CHECKED
BAR. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.

FILE NAME = F:\636-070 Palatine Road Phase 1\CADD SHEETS\Road\17-00102-00-PV_sht_rdwy_p&p_13.dgn

BLA, Inc.

USER NAME = gellwanger	DESIGNED -	REVISED -
	DRAWN -	REVISED -
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PLOT DATE = 3/9/2022	DATE -	REVISED -

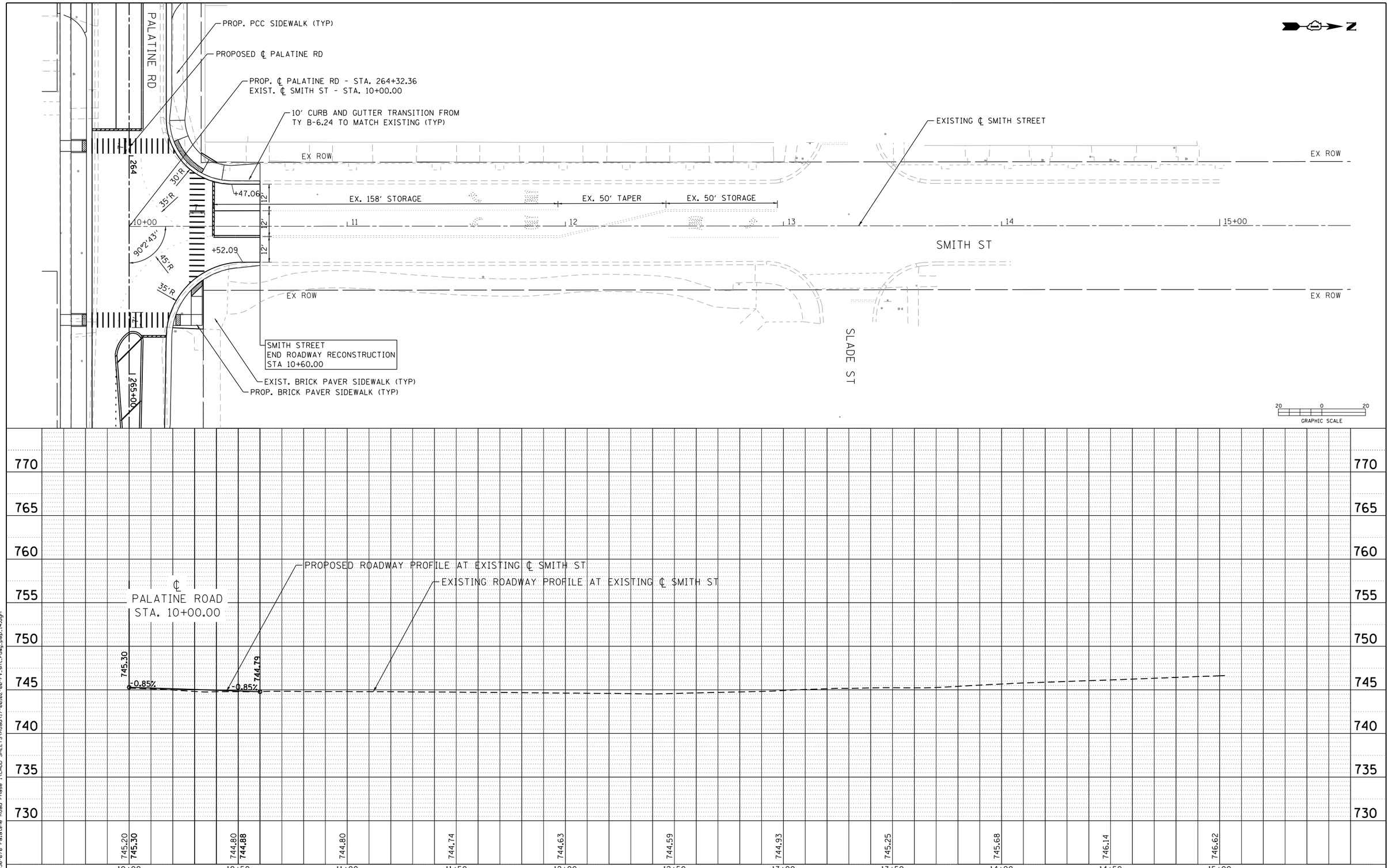
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
PALATINE ROAD

SCALE: 1"=20' | SHEET 13 OF 14 SHEETS | STA. 66+00.00 TO STA. 72+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	14	3
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

ATTACHMENT 4



PLAN — SURVEYED — PLOTTED — DESIGN CHECKED — ALIGNMENT CHECKED — RT. OF WAY CHECKED — CADD FILE NAME — NOTE BOOK — NO. — BY — DATE

PROFILE — SURVEYED — PLOTTED — DESIGN CHECKED — B.M. NOTED — STRUCTURE NO(ATNS CHKD — NOTE BOOK — NO. — BY — DATE

FILE NAME = F:\636-070 Palatine Road Phase I\CADD SHEETS\Road\17-00102-00-PV_sht_rdwy_p&p_14.dgn

BLA, Inc.	USER NAME = gellwanger	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 3/9/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
PALATINE ROAD

SCALE: 1"=20' | SHEET 14 OF 14 SHEETS | STA. 10+00.00 TO STA. 15+50.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	14	14
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

ATTACHMENT 4

Illinois Department of Transportation
Structures Information Management System
Structure Summary Report

Structure Number: 016-3223 **District:** 1

Inventory Data

Facility Carried:	QUENTIN RDPALATNE RD	**Bridge Name:**		**Sufficiency Rating:**	82.9	**Structure Length:**	51.3
Feature Crossed:	Salt Creek	**Location:**	1.8 MI.S DUNDEE RD.	**HBP Eligible:**	No	**AASHTO Bridge Length:**	51.3
Bridge Remarks:	CULVERT BUILT 1985			**Replaced By:**	-	**Length of Long Span:**	9.0
Bridge Status:	1 OPEN - NO RESTRICT	**Status Date:**	4/1/1988 12:00:00 AM	**Replaces:**	-	**Bridge Roadway Width:**	0.0
Status Remarks:				**Last Update Date:**	03/30/2021	**Appr Roadway Width:**	64.0
Maint County:	016 COOK	**Maint Township:**	25 PALATINE	**Parallel Structure:**	None	**Deck Width:**	0.0
Maint Responsibility:	30 COUNTY		UNKNOWN	**Multi-Level Structure Nbr:**		**Sidewalk Width Right:**	0.0
Service On/Under:	1 HIGHWAY		5 / WATERWAY	**Skew Direction:**	L Left	**Sidewalk Width Left:**	0.0
Reporting Agency:	3 COUNTY			**Skew Angle:**	34 **D**	**Navigation Control:**	0 No
Main Span Matl/Type:	1 CONCRETE		/ 19 CULVERT	**Structure Flared:**	No	**Navigation Horiz Clear:**	0
Nbr Of Main Spans:	3	**Nbr Of Approach Spans:**	0	**Historical Significance:**	No	**Navigation Vert Clear:**	0
*****Approaches*****				**Border Bridge State:**		**Culvert Fill Depth:**	2.6
Near #1 Matl/Type:			/	**Bdr State SN:**		**Number Culvert Cells:**	3
Near #2 Matl/Type:			/	**Bdr State % Responsibility:**	0	**Culvert Opening Area:**	168.0
Far #1 Matl/Type:			/	**Structural Steel Wt**	0	**Culvert Cell Height:**	7.00
Far #2 Matl/Type:			/	**Substructure Material:**		**Culvert Cell Width:**	8.00
Median Width/Type:	4 Ft. / 2 Mountable, all types			**Rated By:**	2 IDOT	**Rate Method:**	0 FIELD EVALUATION AND DOCUMENTED ENGINEERING JUDGEMENT
Guardrail Type L/R:	1Steel Plate Beam / 1 Steel Plate Beam			**Inventory Rating:**	1.000(36)	**Load Rating Date:**	03/19/2018
Toll Facility Indicator:	0 No Toll			**Operating Rating:**	1.670(60)		
Latitude:	42.11037794 **S**	**Longitude:**	88.06291245 **S**	**Design Load:**	02 HS20		
Deck Structure Type:				**Deck Structure Thickness:**	0 **SD:** N **FO:** N		
Sidewalks Under Structure:	0 None						

Railroad Crossing Info
Crossing 1 Nbr:
Crossing 1 Nbr:
RR Lateral Underclear: 0.0
RR Vertical Underclear: 0 **Ft** 0 **In**

Key Route On Data

Key Route Nbr:	FEDERAL-AID URBAN 1285	**Station:**	5.5600		
Appurtenances	Main Route 00000	**Segment:**			
Inventory County:	016 COOK	**Linked:**	Y		
Township/Road Dist	25 PALATINE	**Natl. Hwy System:**	Not on NHS		
Municipality	4465 PALATINE	**Inventory Direction:**			
Urban Area:	1051 1051	**Curr AADT Yr/Count:**	2018 / 12400		
Functional Class:	4 MINOR ARTERIAL	**Est Truck Percentage:**	7		
**** CLEARANCES ****	**South/East** **North/West**	**Number Of Lanes:**	4	**South/East** **North/West**	
Max Rdwy Width:	0.0	**One Or Two Way:**	2 Two-Way		
Horizontal:	84.0 0.0	**Bypass Length:**	2		
		Future AADT Yr/Cnt:	2032 / 11639		
		Designated Truck Rte:	NONE		
Lateral:		**Special Systems:**	No		

Key Route Under Data

Station:
Segment:
Linked:
Natl. Hwy System:
Inventory Direction:
Curr AADT Yr/Count: /
Est Truck Percentage:
Number Of Lanes:
One Or Two Way:
Bypass Length:
Future AADT Yr/Cnt: /
Designated Truck Rte:
Special Systems:

ATTACHMENT 5

*** Marked Route On Data ***						*** Marked Route Under Data ***					
	Designation		Kind		Number		Designation		Kind		Number
Route #1:	1	Mainline	8	Other							
Route #2:	1	Mainline									
Route #3:	1	Mainline									

Structure Number: 016-3223 **District: 1**

Data Related to Inspection Information

*** Inspection Intervals ***				*** Maximum Allowable Posting Limits ***				Bridge Posting Level:	
Routine NBIS:	48 MOS	**Underwater:**	0 MOS	**One Truck At A Time:**	0	**Combination Type 3S-1:**	Tons	5	No Posting Required
		Special:	N	**Single Unit Vehicles:**	Tons	**Combination Type 3S-2**	Tons		

Inspection/Appraisal Information

Inspection Date: 10/29/2019 **Inspection Temperature:** 45Deg. F

Deck:	N	NOT APPLICABLE						**Single Unit Vehicles:**	Tons
Superstructure:	N	NOT APPLICABLE						**Combination Type 3S-1:**	Tons
Substructure:	N	NOT APPLICABLE						**Combination Type 3S-2:**	Tons
Culvert:	7	GOOD CONDITION - SOME MINOR PROBLEMS						**One Truck At A Time:**	0
Channel and Protection:	6	SATISFACTORY CONDITION - MINOR DETERIORATION		**Deck Wearing Surf:**	N	N/A - NO DECK		**Last Paint Type:**	
Structural Evaluation:	7	BETTER THAN PRESENT MINIMUM CRITERIA		**Deck Membrane:**	N	N/A			
Deck Geometry:	N	NOT APPLICABLE		**Deck Protection:**	N	N/A			
Underclearance-Vert/Lat.:	N	NOT APPLICABLE		**Total Deck Thick:**	0.0				
Waterway Adequacy:	8	EQUAL TO PRESENT DESIRABLE CRITERIA		**Last Paint Date:**					
Approach Roadway Align:	8	EQUAL TO PRESENT DESIRABLE CRITERIA							
Bridge Railing Appraisal:	N	N/A							
Approach Guardrail:	NNN	N/A	N/A	N/A					
Pier Navig Protection:	N	N/A							

Underwater Inspection/Appraisal Information

Inspection Date:

Temperature: **Inspection Method:**

Appraisal Rating:

Scour Critical Information

Rating: 8 CALCULATED SCOUR ABOVE FOOTING **Evaluation Method:** B Rational Analysis

Analysis Date: 04/10/2006

Miscellaneous

Microfilm Data Recorded: No

Construction Information

Year: 1985 Original Reconstructed

Route: CH005 **Sta:** **Sta:**

Section Nbr:

Contract Nbr:

Fed Aid Pr#: 00000000000000

Built By: 3 COUNTY AGENCY

ATTACHMENT 5

Illinois Department of Transportation
Structures Information Management System
Structure Summary Report

Structure Number: 016-2416 **District:** 1

Inventory Data

Facility Carried: PALATINE RD
Feature Crossed: SALT CREEK
Bridge Remarks:
Bridge Status: 1 OPEN - NO RESTRICT
Status Remarks:
Maint County: 016 COOK
Maint Responsibility: 01 I.D.O.T.
Service On/Under: 1 HIGHWAY / 5 WATERWAY
Reporting Agency: 1 I.D.O.T. - BUREAU OF MAINTENANCE
Main Span Matl/Type: 2 CONCRETE CONTINUOUS / 19 CULVERT
Nbr Of Main Spans: 2 **Nbr Of Approach Spans:** 0
*****Approaches*****
Near #1 Matl/Type: /
Near #2 Matl/Type: /
Far #1 Matl/Type: /
Far #2 Matl/Type: /
Median Width/Type: 0 Ft. / 0 None
Guardrail Type L/R: 0None / 0 None
Toll Facility Indicator: 0 No Toll
Latitude: 42.11035775 **S** **Longitude:** 88.05540548 **S**
Deck Structure Type: N N/A
Sidewalks Under Structure: 0 None

Bridge Name:
Location: 0.3 M E QUENTIN RD
Status Date: 4/1/1988 12:00:00 AM
Maint Township: 25 PALATINE

Sufficiency Rating: 90.6
HBP Eligible: No
Replaced By: -
Replaces: -
Last Update Date: 09/13/2015
Parallel Structure: None
Multi-Level Structure Nbr:
Skew Direction: R Right
Skew Angle: 30 **D**
Structure Flared: No
Historical Significance: No
Border Bridge State:
Bdr State SN:
Bdr State % Responsibility: 0
Structural Steel Wt 0
Substructure Material:
Rated By: 2 IDOT
Inventory Rating: 0.750(27)
Operating Rating: 1.000(36)
Design Load: 99 UNKNOWN
Deck Structure Thickness: 0 **SD:** N **FO:** N
RR Vertical Underclear: 0 **Ft** 0 **In**
Rate Method: 7 ALLOWABLE STRESS (AS) REPORTED BY RATING FACTOR (RF)
Load Rating Date: 06/01/1988

Structure Length: 24.0
AASHTO Bridge Length: 22.8
Length of Long Span: 11.0
Bridge Roadway Width: 0.0
Appr Roadway Width: 26.0
Deck Width: 88.0
Sidewalk Width Right: 6.0
Sidewalk Width Left: 0.0
Navigation Control: 0 No
Navigation Horiz Clear: 0
Navigation Vert Clear: 0
Culvert Fill Depth: 3.0
Number Culvert Cells: 2
Culvert Opening Area: 176.0
Culvert Cell Height: 8.00
Culvert Cell Width: 11.00
Railroad Crossing Info
Crossing 1 Nbr:
Crossing 1 Nbr:
RR Lateral Underclear: 0.0

Key Route On Data

Key Route Nbr: FEDERAL-AID URBAN 1285
Appurtenances Main Route 00000
Inventory County: 016 COOK
Township/Road Dist 25 PALATINE
Municipality 4465 PALATINE
Urban Area: 1051 1051
Functional Class: 4 MINOR ARTERIAL
**** CLEARANCES **** **South/East** **North/West**
Max Rdwy Width: 26.0
Horizontal: 72.0 0.0
Lateral:

Station: 5.9400
Segment:
Linked: Y
Natl. Hwy System: Not on NHS
Inventory Direction:
Curr AADT Yr/Count: 2018 / 12400
Est Truck Percentage: 7
Number Of Lanes: 2
One Or Two Way: 2 Two-Way
Bypass Length: 2
Future AADT Yr/Cnt: 2032 / 11639
Designated Truck Rte: NONE
Special Systems: No

Key Route Under Data

Station:
Segment:
Linked:
Natl. Hwy System:
Inventory Direction:
Curr AADT Yr/Count: /
Est Truck Percentage:
South/East **North/West**
Number Of Lanes:
One Or Two Way:
Bypass Length:
Future AADT Yr/Cnt: /
Designated Truck Rte:
Special Systems:

*** Marked Route On Data ***

	Designation	Kind	Number
Route #1:	1 Mainline	8 Other	
Route #2:	1 Mainline		
Route #3:	1 Mainline		

*** Marked Route Under Data ***

Designation	Kind	Number

ATTACHMENT 5

Structure Number: 016-2416 **District: 1**

Data Related to Inspection Information

*** Inspection Intervals ***				*** Maximum Allowable Posting Limits ***				Bridge Posting Level:	
Routine NBIS:	24 MOS	**Underwater:**	0 MOS	**One Truck At A Time:**	0	**Combination Type 3S-1:**	Tons	5	No Posting Required
		Special:	N	**Single Unit Vehicles:**	Tons	**Combination Type 3S-2**	Tons		

Inspection/Appraisal Information

Inspection Date: 04/03/2019 **Inspection Temperature:** 51Deg. F

Deck:	N	NOT APPLICABLE					**Single Unit Vehicles:**	Tons
Superstructure:	N	NOT APPLICABLE					**Combination Type 3S-1:**	Tons
Substructure:	N	NOT APPLICABLE					**Combination Type 3S-2:**	Tons
Culvert:	6	SATISFACTORY CONDITION - MINOR DETERIORATION					**One Truck At A Time:**	0
Channel and Protection:	6	SATISFACTORY CONDITION - MINOR DETERIORATION		**Deck Wearing Surf:**	N	N/A - NO DECK	**Last Paint Type:**	
Structural Evaluation:	6	EQUAL TO PRESENT MINIMUM CRITERIA		**Deck Membrane:**	N	N/A		
Deck Geometry:	N	NOT APPLICABLE		**Deck Protection:**	N	N/A		
Underclearance-Vert/Lat.:	N	NOT APPLICABLE		**Total Deck Thick:**	0.0			
Waterway Adequacy:	8	EQUAL TO PRESENT DESIRABLE CRITERIA		**Last Paint Date:**				
Approach Roadway Align:	8	EQUAL TO PRESENT DESIRABLE CRITERIA						
Bridge Railing Appraisal:	1	No Bridge Railing						
Approach Guardrail:	111	Does Not Exist	Does Not Exist	Does Not Exist				
Pier Navig Protection:	N	N/A						

Underwater Inspection/Appraisal Information

Inspection Date:
Temperature: **Inspection Method:**
Appraisal Rating:

Scour Critical Information

Rating: 8 CALCULATED SCOUR ABOVE FOOTING **Evaluation Method:** B Rational Analysis
Analysis Date: 05/22/1992

Miscellaneous

Microfilm Data Recorded: No

Construction Information

Year:	1930	Original	Reconstructed	
Route:		**Sta:**	**Sta:**	
Section Nbr:				
Contract Nbr:				
Fed Aid Pr#:				
Built By:	1	I.D.O.T.		

ATTACHMENT 5

Illinois Department of Transportation

Memorandum

To:	Jose Rios, District 1	Attn: Charles F. Riddle
From:	D. Carl Puzey	By: Timothy A. Armbrecht
Subject:	BRIDGE CONDITION REPORT APPROVAL	
Date:	May 4, 2021	

STP - Urban Funding
Village of Palatine
Section 17-00102-00-PV

SN 016-2416

FAU 1285 (Palatine Road) over Salt Creek

We have reviewed the Bridge Condition Report (BCR), dated April 2021, for the above-designated culvert extension project. We concur with the proposed scope of work and the BCR is hereby approved subject to the following comments.

1. The Illinois Structure Information System (ISIS) Inventory and Operating Rating Factors have been updated (March 2021); as such, the rating factors do not match what is in the BCR.

2. Traffic control, if needed, should be addressed during the development of the plans.

Approval of the project is contingent on approval by others of the proposed geometry, obtaining environmental signoffs, and any required historic structure coordination and other approvals required by statutes or the policies of the Department.

A PDF of the approved report is being emailed to you for your use and we will retain a copy for our files. If you have any questions, contact Matt Humke at (217) 782-5929 or matt.humke@illinois.gov.

MH/kkt0162416-20210504

Matt Cesario

From: Househ, Alex <Alex.Househ@illinois.gov>
Sent: Monday, February 07, 2022 1:27 PM
To: Matt Cesario
Subject: FW: PPIr1-Palatine-Palatine Rd (17-00102-00-PV)(03-16-0008)(Target Letting Date: March 10th, 2023)

From: Masouridis, Eleftherios P <Eleftherios.Masouridis@illinois.gov>
Sent: Monday, February 7, 2022 12:58 PM
To: Househ, Alex <Alex.Househ@illinois.gov>
Cc: Shirani, Agar B <Agar.Shirani@illinois.gov>; Streater, Jeremy R. <Jeremy.Streater@illinois.gov>
Subject: RE: PPIr1-Palatine-Palatine Rd (17-00102-00-PV)(03-16-0008)(Target Letting Date: March 10th, 2023)

Alex,

Agar hasn't completed his review but he has explained the revised submittal was improved. Since there are likely to be additional comments and part of the delay is due to an extended Hydraulics review time can we grant Conditional Approval subject to completion of the drainage study in Phase II before plans are finalized.

We do not like to do this but have no objection if this will help the municipality maintain their funding while ensuring the drainage design is acceptable.

Perry

E. Perry Masouridis, P.E.
Hydraulics Section Chief
Bureau of Programming/District 1
Illinois Department of Transportation

Email: eleftherios.masouridis@illinois.gov
Tel: (847) 705-4474

From: Househ, Alex <Alex.Househ@illinois.gov>
Sent: Monday, February 7, 2022 12:01 PM
To: Masouridis, Eleftherios P <Eleftherios.Masouridis@illinois.gov>
Subject: FW: PPIr1-Palatine-Palatine Rd (17-00102-00-PV)(03-16-0008)(Target Letting Date: March 10th, 2023)

Hi Perry,

please see below and advise.

thanks,
Alex

ATTACHMENT 7

From: Kendra Johnson <kjohnson@nwmc-cog.org>
Sent: Monday, February 7, 2022 11:42 AM
To: Hasan, Sarah <Sarah.Hasan@illinois.gov>; Matt Cesario <mcesario@bla-inc.com>; Barry, Matt <mbarry@palatine.il.us>; George Ruppert <GRuppert@palatine.il.us>
Cc: Household, Alex <Alex.Household@illinois.gov>; Riddle, Charles F <Charles.Riddle@illinois.gov>; Gregorio, Fely S <Fely.Gregorio@illinois.gov>
Subject: [External] RE: PPIr1-Palatine-Palatine Rd (17-00102-00-PV)(03-16-0008)(Target Letting Date: March 10th, 2023)

Hi Sarah,

We submitted draft agreements on 1/18, see attached. However, it has since come to our attention that the project's PDR review is behind and likely will not be approved until May. This is an issue given that the federal funding for this project must be authorized before 3/31 in order to avoid rescission per CMAP's rules. Is there anything we can do to expedite processing of both the design approval and the Phase II agreements to comply with the federal funding requirements?

Thanks,

Kendra Johnson
Program Manager for Transportation
Northwest Municipal Conference
Ph: 847-296-9200 ext. 131

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From: Hasan, Sarah <Sarah.Hasan@illinois.gov>
Sent: Monday, February 7, 2022 11:33 AM
To: Matt Cesario <mcesario@bla-inc.com>; Barry, Matt <mbarry@palatine.il.us>; George Ruppert <GRuppert@palatine.il.us>; Kendra Johnson <kjohnson@nwmc-cog.org>
Cc: Household, Alex <alex.household@illinois.gov>; Riddle, Chad <charles.riddle@illinois.gov>; Gregorio, Fely S <Fely.Gregorio@illinois.gov>
Subject: RE: PPIr1-Palatine-Palatine Rd (17-00102-00-PV)(03-16-0008)(Target Letting Date: March 10th, 2023)

Good morning,

To date, the district hasn't received any agreements from the council. However, they will need to be resubmitted with the updated State Job and Project Nos. which were assigned to the project when the PPI was approved on 02.04.22.

Stay well and Stay safe!

Thank You,

Sarah Hasan
Consulting to Bureau of Local Roads & Streets
Illinois Department of Transportation
201 West Center Court

Schaumburg, IL 60196
O: 847-705-4559

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From: Matt Cesario <mcesario@bla-inc.com>
Sent: Monday, February 7, 2022 10:43 AM
To: Kent Johnson <Kent.Johnson@elmhurst.org>
Cc: Household, Alex <Alex.Household@illinois.gov>; Matt Barry <MBarry@palatine.il.us>; George S. Ruppert P.E. (gruppert@palatine.il.us) <GRuppert@palatine.il.us>
Subject: [WARNING: ATTACHMENT UNSCANNED][External] [WARNING: UNSCANNABLE EXTRACTION FAILED]FW: PPIr1-Palatine-Palatine Rd (17-00102-00-PV)(03-16-0008)(Target Letting Date: March 10th, 2023)

Alex,

The PPI for the Palatine Road project has been approved. The last statement of the email indicates we are to submit the draft agreements, however we have previously submitted the agreements on Jan 18, 2022. Just wanted to confirm that the agreements we submitted via the Council have been received and are under review by IDOT. Thank you

Matt

From: Hasan, Sarah <Sarah.Hasan@illinois.gov>
Sent: Friday, February 04, 2022 4:24 PM
To: Barry, Matt <mbarry@palatine.il.us>; George Ruppert <GRuppert@palatine.il.us>; Matt Cesario <mcesario@bla-inc.com>; Kendra Johnson <kjohnson@nwmc-cog.org>
Cc: Riddle, Charles F <Charles.Riddle@illinois.gov>; Household, Alex <Alex.Household@illinois.gov>; rpietrowiak@cmap.illinois.gov
Subject: [WARNING: UNSCANNABLE EXTRACTION FAILED]PPIr1-Palatine-Palatine Rd (17-00102-00-PV)(03-16-0008)(Target Letting Date: March 10th, 2023)

*VILLAGE OF PALATINE
Location: FAU 1285/Palatine Road: Quentin Road to Smith Street
Section No.: 17-00102-00-PV
Job Nos. & Project Nos.: D-91-142-22/ 7E8J(898)
R-90-029-22/ 114R(393)
C-91-176-22/ HS8Y(175)
Cook County

Attached please find the revised and approved Project Program Information (PPI) form for the above-referenced project. The form has been updated to reflect the:

- Updated PPI form.
- Newly assign state jobs and federal project numbers for PE II, ROW and Con.
- Revised Target Letting Date (03.10.2023).
- Updated contact information.
- Additional funding source.

Please update your record accordingly. Also, attached for your use are the Agreement Process Checklists. Per STATE Letting Schedule, prepare and submit the draft Local Public Agency (LPA) Agreement form and corresponding Engineering Services Agreement for review via email to the appropriate Planning Liaison. The draft agreements should reflect the approved PPI.

Stay well and Stay safe!

Thank You,

Sarah Hasan
Consulting to Bureau of Local Roads & Streets
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196
O: 847-705-4559

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PLOT DATE = 3/9/2022
FILE NAME = F:\636-070 Palatine Road Phase I\CADD EXHIBITS\Intersection Design Study\Quentin Road\17-00102-00-PV_Cover.dgn
PLOT SCALE = 100.0000 ' / in.
USER NAME = gellwanger

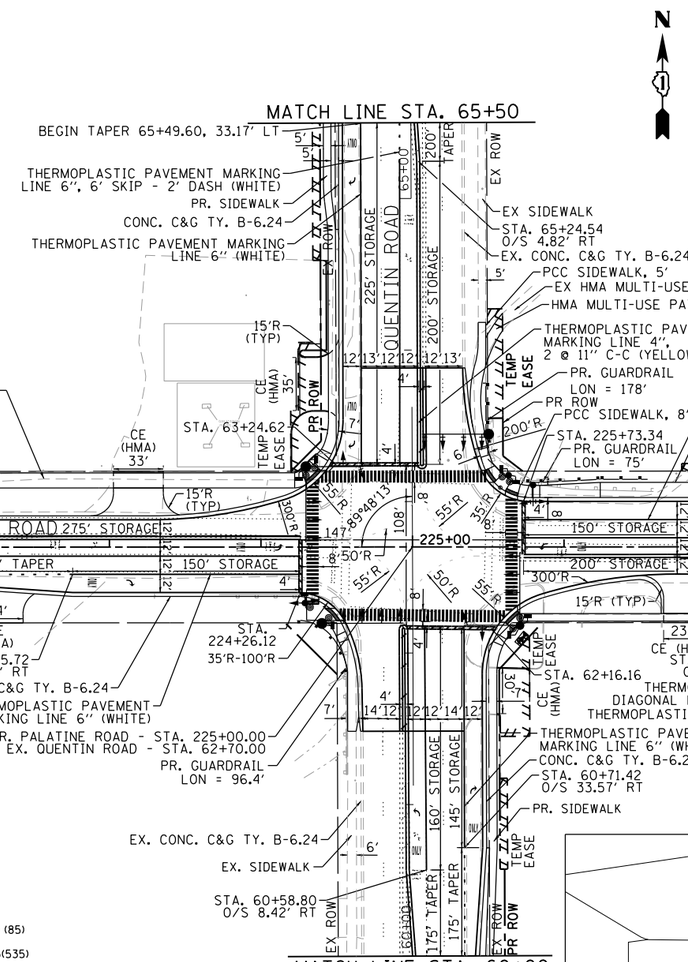
SIGNALIZED CAPACITY DESIGN ANALYSIS

PROGRAM USED: HCS 2010 , VERSION: 6.90 SIGNAL TYPE: ACTUATED AREA TYPE: NON-CBD
NUMBER OF PHASES: (A.M.) 30 (P.M.) 30 CYCLE LENGTH: (A.M.) 120 SEC. (P.M.) 120 SEC. PEAK HOUR FACTOR: 0.95
INTERSECTION DELAY/LEVEL-OF-SERVICE A.M. 33.2 SECONDS LOS C P.M. 37.0 SECONDS LOS D

APPROACH		SOUTHBOUND (A)			NORTHBOUND (B)			EASTBOUND (C)			WESTBOUND (D)		
LANE GROUP		L	T	R	L	T	R	L	T	R	L	T	R
NUMBER OF LANES		1	2	1	1	2	1	1	1	1	1	1	1
2050 30TH MAX. HOUR TRAFFIC (veh/h)	A.M.	179	1011	128	105	499	134	220	546	52	95	245	60
	P.M.	247	625	129	125	1108	91	176	380	52	132	535	85
BASE SATURATION FLOW RATE (veh/h)		1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
LANE WIDTH (FT)		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
VOLUME OF RIGHT TURN ON RED (veh/h)		A.M. 0		P.M. 0	A.M. 0		P.M. 0	A.M. 0		P.M. 0	A.M. 0		P.M. 0
PEDESTRIANS/HOUR (ped/h)		A.M. 5		P.M. 5	A.M. 5		P.M. 5	A.M. 5		P.M. 5	A.M. 5		P.M. 5
ARRIVAL TYPE		3			3			3			3		
LANE UTILIZATION ADJ. FACTOR		1.0	0.95	1.0	1.0	0.95	1.0	1.0	1.0	1.0	1.0	1.0	1.0
GREEN TIME (SECONDS)	A.M.	11.5	43.0	55.6	6.9	41.9	48.6	12.6	44.3	51.2	6.7	38.4	49.9
	P.M.	11.5	42.6	56.6	7.8	42.4	50.8	14.0	42.2	50.0	8.4	40.1	51.6
GREEN RATIO (g/C)	A.M.	0.34	0.36	0.46	0.14	0.35	0.41	0.32	0.37	0.43	0.15	0.32	0.42
	P.M.	0.15	0.36	0.47	0.26	0.35	0.42	0.18	0.35	0.42	0.14	0.33	0.43
CAPACITY (c)	A.M.	388	1331	724	206	1298	633	487	721	669	233	625	606
	P.M.	205	1317	690	328	1311	661	269	686	653	348	652	628
v/c RATIO (X)	A.M.	0.347	0.800	0.260	0.537	0.405	0.223	0.476	0.797	0.082	0.428	0.413	0.104
	P.M.	0.662	0.500	0.377	0.401	0.889	0.145	0.690	0.583	0.084	0.400	0.863	0.143
STORAGE QUEUE (FEET)	A.M.	150	555	165	155	280	140	255	590	55	140	285	60
	P.M.	190	345	225	160	610	95	245	420	55	195	610	85
LANE GROUP DELAY(SECONDS)	A.M.	23.5	38.3	19.9	30.0	29.9	23.6	23.3	42.7	20.6	29.6	33.9	23.8
	P.M.	32.3	30.8	22.9	24.4	44.6	21.4	31.0	35.3	21.4	25.8	51.6	23.3
LANE GROUP LEVEL-OF-SERVICE	A.M.	C	D	B	C	C	C	C	D	C	C	C	C
	P.M.	C	C	C	C	D	C	C	D	C	C	D	C
APPROACH DELAY (SECONDS/VEHICLE)	A.M.	34.4			28.8			36.1			31.4		
	P.M.	29.0			41.1			32.9			43.8		
APPROACH LEVEL-OF-SERVICE	A.M.	C			C			D			C		
	P.M.	C			D			C			D		

PHASE		1	AMBER	RED	2	AMBER	RED	3	AMBER	RED
GREEN TIME IN SECONDS	AM	G = 6.7 Sec.	3.5	0.0	G = 2.4 Sec.	3.5	0.0	G = 38.4 Sec.	4.0	2.0
	PM	G = 8.4 Sec.	3.5	0.0	G = 2.1 Sec.	0.0	0.0	G = 40.1 Sec.	4.0	2.0
PHASE		4	AMBER	RED	5	AMBER	RED	6	AMBER	RED
GREEN TIME IN SECONDS	AM	G = 6.9 Sec.	3.5	0.0	G = 1.1 Sec.	0.0	0.0	G = 41.9 Sec.	4.0	2.0
	PM	G = 7.8 Sec.	3.5	0.0	G = 0.2 Sec.	0.0	0.0	G = 42.4 Sec.	4.0	2.0

CYCLE LENGTH: 120.0 SEC. (AM) / 120.0 SEC. (PM)



ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:

F.A.U. ROUTE NUMBER: 1285. MARKED ROUTE NUMBER: NA
STREET NAME: PALATINE ROAD. SRA ROUTE: NO.
FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL. OSOW DESIGN: YES.
EXISTING ADT: 14,200 (2018) (WEST) 14,100 (2018) (EAST).
DESIGN YEAR ADT: 17,200 (2050) (WEST) 16,800 (2050) (EAST).
PROPOSED DESIGN SPEED: 40 MPH. PROPOSED POSTED SPEED: 35 MPH

SECONDARY ROUTE:

F.A.P. ROUTE NUMBER: 364. MARKED ROUTE NUMBER: NA
STREET NAME: QUENTIN ROAD. SRA ROUTE: YES.
FUNCTIONAL CLASSIFICATION: OTHER PRINCIPLE ARTERIAL. OSOW DESIGN: NO.
EXISTING ADT: 18,200 (2018) (NORTH) 17,100 (2018) (SOUTH).
DESIGN YEAR ADT: 22,800 (2050) (NORTH) 21,400 (2050) (SOUTH).
PROPOSED DESIGN SPEED: 45 MPH. PROPOSED POSTED SPEED: 40 MPH. (NORTH LEG)
PROPOSED DESIGN SPEED: 40 MPH. PROPOSED POSTED SPEED: 35 MPH. (SOUTH LEG)

IMPROVEMENT TYPE: RECONSTRUCTION. ANTICIPATED YEAR OF CONSTRUCTION: 2024.
EXIST. METHOD OF TRAFFIC CONTROL: TRAFFIC SIGNAL. PROP. METHOD: TRAFFIC SIGNAL.
SIGNAL WARRANT: WARRANT 1, 2, 3
DESIGN VEHICLE: WB-65.
DESIGN YEAR: 2050
TRUCK ROUTE DESIGNATION: NA
DESIGN CRITERIA BDE CHAPTER 48, 36, BLRS CH 32, 34.

GENERAL NOTES

ARE PROFILES PROVIDED? YES.
TYPE B-6.24 CURB AND GUTTER ON THE OUTSIDE OF THE ROADWAY/SHOULDERS.
TYPE N/A CURB AND GUTTER ON THE APPROACH MEDIAN.
TYPE N/A CURB AND GUTTER ON THE CORNER ISLANDS.
ALL DIMENSIONS ARE E-E, UNLESS OTHERWISE NOTED
THE RIGHT-OF-WAY LIMITS ARE PRELIMINARY.
DESIGN VEHICLE TURNING MOVEMENTS ARE PER AUTOTURN SOFTWARE, VERSION 9.
THE SCOPE OF WORK: ROADWAY RECONSTRUCTION WITH NEW STORM SEWER, CULVERT EXTENSIONS, SIDEWALK AND MULTI-USE PATH WITH ADA IMPROVEMENTS AND NEW TRAFFIC SIGNALS, ADD BI-DIRECTION TURN LANE AND ADDITIONAL RIGHT TURN LANES.
INTERSECTION DESIGN EXCEPTIONS:
2 LANES VS 4 LANES - PALATINE ROAD
INTERSECTION LOS (PM) (D VS C)
EB THRU MOVEMENT LOS (D VS C)
WB THRU MOVEMENT LOS (PM) (D VS C)
SB THRU MOVEMENT LOS (AM) (D VS C)
NB THRU MOVEMENT LOS (PM) (D VS C)
WB LEFT TURN LANE TAPER (120 FT VS 175 FT)
MULTI-USE PATH < 5' SEPARATION FROM BOC
SIDEWALK WIDTH < 7' AT BOC
BIKE PATH WIDTH < 10'
< 2' CLEAR ZONE FOR MUP / SIDEWALK

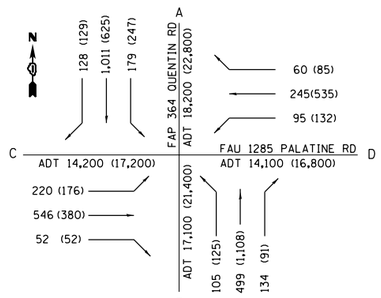
ADDITIONAL NOTES: ALL SIDEWALKS AND RAMPS ARE SHOWN IN COMPLIANCE WITH THE AMERICAN DISABILITY ACT. THIS LOCATION IS NOT A 5% LOCATION. INTERSECTION IS NOT PART OF AN INTERCONNECT SYSTEM.

GRAPHIC SCALE: 50 0 50

TRAFFIC DATA

MOVEMENT	YEAR 2019 30TH MAXIMUM HOUR TRAFFIC		PERCENT TRUCK TRAFFIC IN 30TH MAX. HOUR		ESTIMATED PERCENT INCREASE BY	YEAR ____ 30TH MAXIMUM HOUR TRAFFIC		ESTIMATED PERCENT INCREASE BY 2050	YEAR 2050 30TH MAXIMUM HOUR TRAFFIC	
	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.
AD (L)	102	103	2	2				25	128	129
AB (T)	807	499	2	2				25	1,011	625
AC (R)	143	197	2	2				25	179	247
BC (L)	84	100	2	2				25	105	125
BA (T)	399	885	2	2				25	499	1,108
BD (R)	107	73	2	2				25	134	91
CA (L)	182	145	2	2				21	220	176
CD (T)	451	314	2	2				21	546	380
CB (R)	43	43	2	2				21	52	52
DB (L)	80	111	2	2				19	95	132
DC (T)	206	449	2	2				19	245	535
DA (R)	50	71	2	2				19	60	85
TOTAL A	1,683	1,900	2	2				25	2,097	2,370
TOTAL B	1,520	1,711	2	2				25	1,896	2,133
TOTAL C	1,109	1,248	2	2				21	1,347	1,515
TOTAL D	996	1,121	2	2				21	1,208	1,352

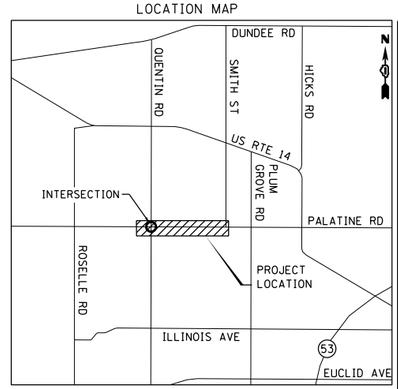
T = THROUGH, L = LEFT, R = RIGHT



(DESIGN YEAR 2050) DHV: A.M. (P.M.)
ADT: 2018 (2050)

PREPARED BY:
BLA, Inc.
333 PIERCE ROAD
SUITE 200
ITASCA, ILLINOIS
630-438-6400
PROJ. MGR. MC PROJ. ENG. GE

LOCATION MAP



INTERSECTION DESIGN STUDY

FAU ROUTE 1285 (PALATINE ROAD)
FAP ROUTE 364 WITH (QUENTIN ROAD)

SEC. NO. 17-00102-00-PV PROJ. NO. 61KG(953)
SCALE 1"=50' COUNTY COOK
SJN : REV. NO. 5

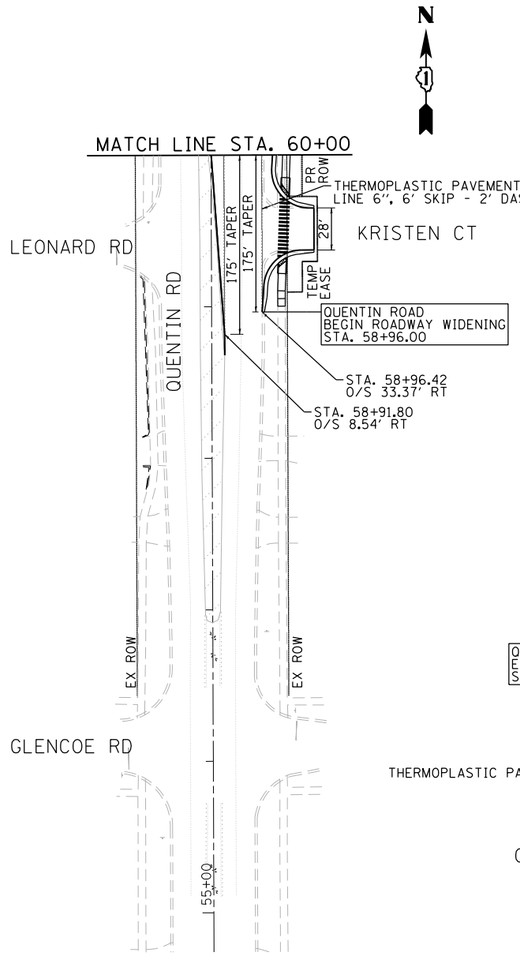
DESIGNED BY BLA, INC. DATE 03/2022

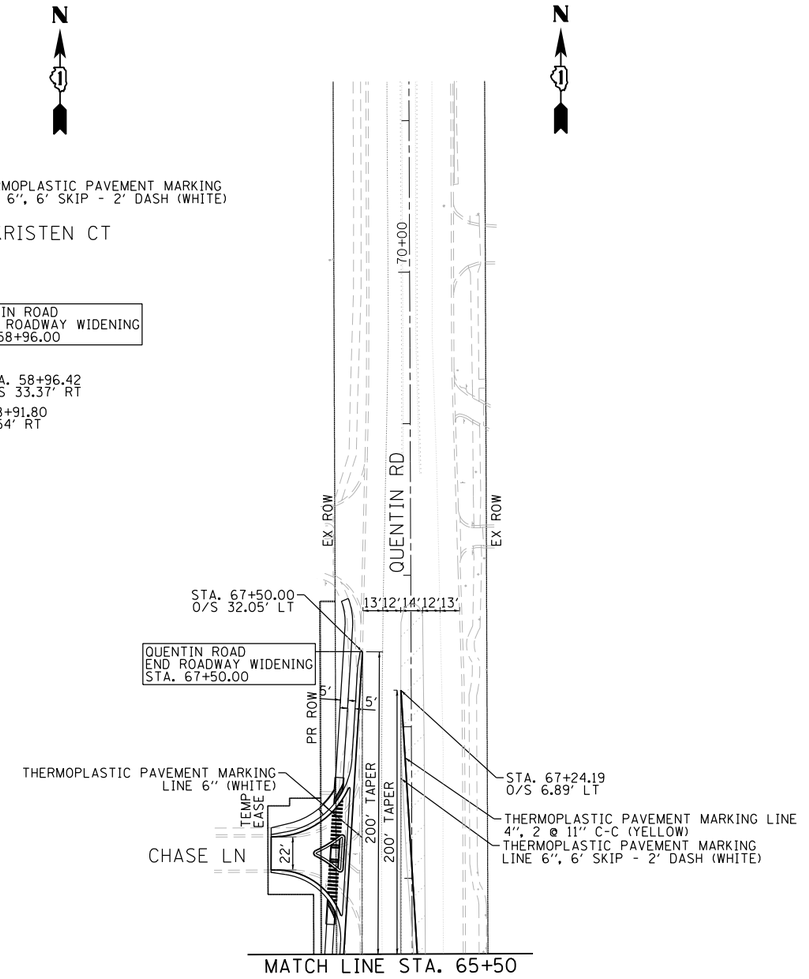
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SATISFACTORY _____ DISTRICT PROGRAM DEVELOPMENT ENGINEER DATE
SATISFACTORY _____ DISTRICT OPERATIONS ENGINEER DATE
APPROVED _____ DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER DATE

CADD FILE NAME : ( ) I.D.S. SHEET 1 OF 10

ATTACHMENT 8 BDE-9908

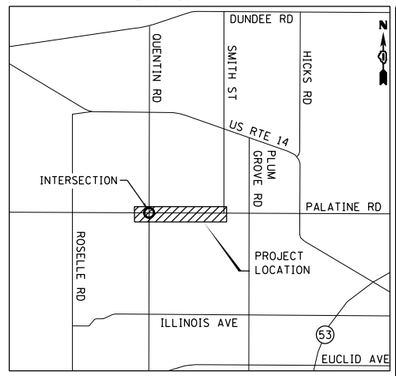
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PLOT SCALE = 100.0000 ' / in.
USER NAME = gellwanger





50 0 50
GRAPHIC SCALE

LOCATION MAP



INTERSECTION DESIGN STUDY

FAU ROUTE 1285 (PALATINE ROAD)
WITH
FAP ROUTE 364 (QUENTIN ROAD)

SEC. NO. 17-00102-00-PV PROJ. NO. 61KG(953)
SCALE 1"=50' COUNTY COOK
SJN : _____ REV. NO. 5

DESIGNED BY BLA, INC. DATE 03/2022

SATISFACTORY _____ DISTRICT GEOMETRICS ENGINEER _____ DATE
SATISFACTORY _____ DISTRICT PROGRAM DEVELOPMENT ENGINEER _____ DATE
SATISFACTORY _____ DISTRICT OPERATIONS ENGINEER _____ DATE
APPROVED _____ DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER _____ DATE

CADD FILE NAME : ( ) I.D.S. SHEET 2 OF 10

PREPARED BY:
BLA, Inc.
333 PIERCE ROAD
SUITE 200
ITASCA, ILLINOIS
630-438-6400
PROJ. MGR. MC PROJ. ENG. GE

ATTACHMENT 8 BDE-9908

PLAN
SURVEYED
PLOTTED
ADDRESS CHECKED
NOTE BOOK
NO.
BY
DATE
RT. OF WAY CHECKED
CADD FILE NAME

EX ROADWAY PROFILE AT PR ℄ PALATINE ROAD
PR ROADWAY PROFILE AT PR ℄ PALATINE ROAD
℄ QUENTIN ROAD STA. 225+00.00
ex = 0.26'
K = 68
120.00' V.C.
+90.00 EL. 750.61
+10.00 EL. 750.88
VPI STA. 219+50.00
ELEVATION 750.20
VPI STA. 222+00.00
ELEVATION 752.88
+40.00 EL. 752.24
+60.00 EL. 752.55
SSD = 725'
ex = -0.24'
K = 74
120.00' V.C.
+50.00 EL. 751.50
+70.00 EL. 750.41
VPI STA. 225+10.00
ELEVATION 751.17
SSD = 1559'
ex = -0.11'
K = 167
120.00' V.C.
+40.00 EL. 749.51
+60.00 EL. 748.45
VPI STA. 227+00.00
ELEVATION 748.75
ex = 0.12'
K = 155
120.00' V.C.
+90.00 EL. 747.30
VPI STA. 230+50.00
ELEVATION 747.00
ex = 0.15'
K = 120
120.00' V.C.
751.68
-0.69%
+1.07%
-0.55%
-1.27%
-0.50%
+0.50%

752.43	751.99	751.56 / 751.58	751.18 / 751.24	750.97 / 750.89	750.91 / 750.55	750.85 / 750.46	751.04 / 750.74	751.53 / 751.27	752.09 / 751.81	752.60 / 752.34	752.87 / 752.64	752.78 / 752.60	752.41 / 752.33	751.97 / 752.05	751.69 / 751.78	751.49 / 751.50	751.43 / 751.15	750.56 / 750.65	749.40 / 750.02	748.34 / 749.39	747.97 / 748.87	747.78 / 748.50	747.65 / 748.25	747.61 / 748.00	747.71 / 747.75	747.71 / 747.50	747.62 / 747.25	747.64 / 747.15	747.72 / 747.26
217+00			218+00			219+00			220+00			221+00			222+00			223+00			224+00			225+00			226+00			227+00			228+00			229+00			230+00			231+00

PROFILE
SURVEYED
PLOTTED
ADDRESS CHECKED
NOTE BOOK
NO.
BY
DATE
B.M. NOTED
STRUCTURE NOTATNS CHKD

℄ PALATINE ROAD STA. 62+70.00
ex = 0.76'
K = 79
220.00' V.C.
EX ROADWAY PROFILE AT EX ℄ QUENTIN ROAD
PR ROADWAY PROFILE AT EX ℄ QUENTIN ROAD
754.35
+60.00 EL. 754.04
+80.00 EL. 751.31
751.32
VPI STA. 62+70.00
ELEVATION 751.15
-2.63%
+0.15%

765.41	765.80	766.15	766.23	766.12	765.67	765.01	764.12	762.87	761.33	759.65	757.82	755.99	754.32 / 754.31	753.05 / 753.09	751.79 / 752.19	751.29 / 751.60	751.18 / 751.32	751.44	752.04	753.14	754.49	755.90	757.34	758.79	760.19	761.37	762.29	762.98	763.46	763.72
55+00		56+00		57+00		58+00		59+00		60+00		61+00		62+00		63+00		64+00		65+00		66+00		67+00		68+00		69+00		70+00	

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BLA, Inc.

USER NAME = gellwanger	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/8/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE PROFILE
PALATINE ROAD

SCALE: 1"=50' | SHEET OF 14 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	10	3
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

ATTACHMENT 8

PLOT DATE = 3/8/2022
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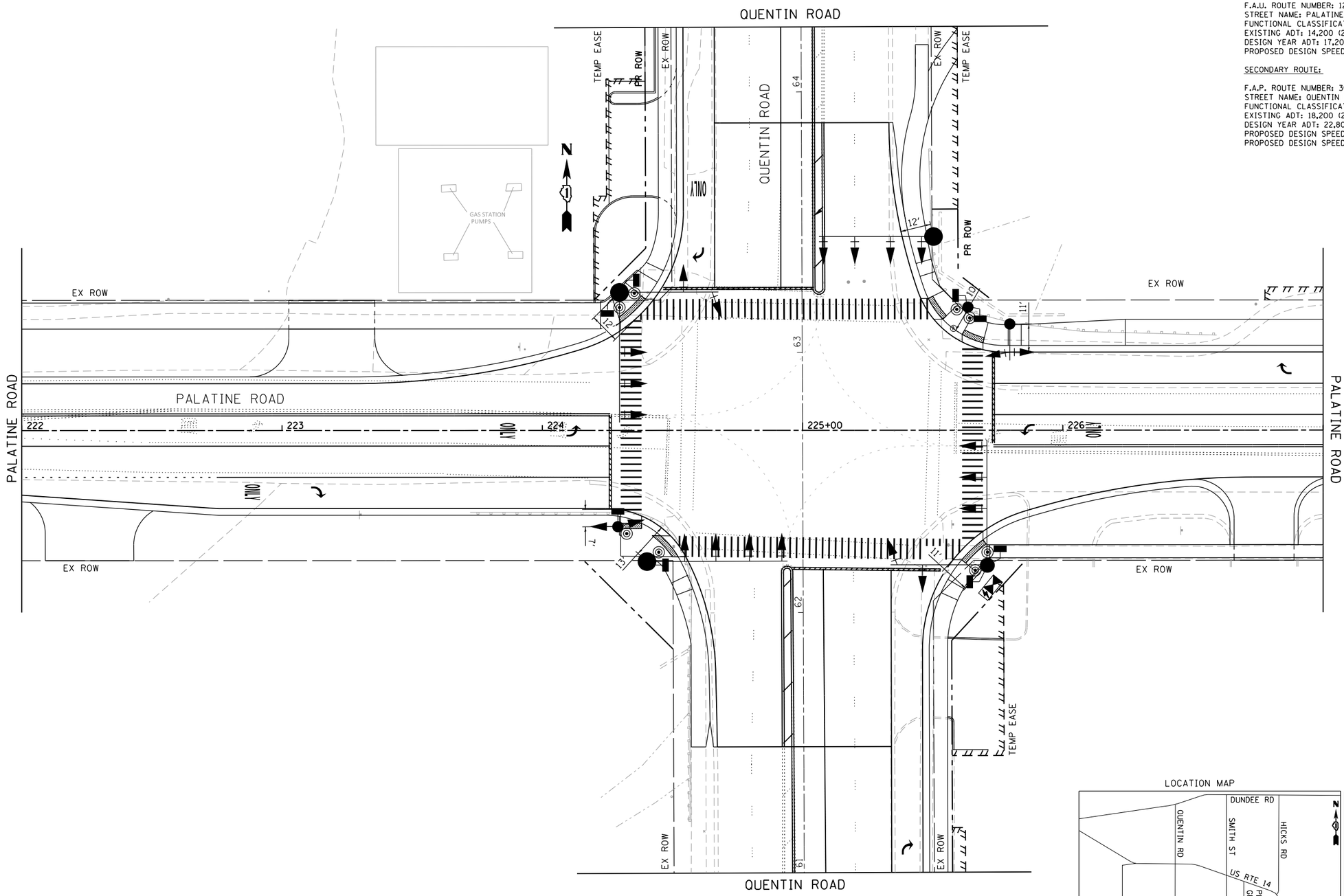
ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:

F.A.U. ROUTE NUMBER: 1285. MARKED ROUTE NUMBER: NA
STREET NAME: PALATINE ROAD. SRA ROUTE: NO.
FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL. OSOW DESIGN: YES.
EXISTING ADT: 14,200 (2018) (WEST) 14,100 (2018) (EAST).
DESIGN YEAR ADT: 17,200 (2050) (WEST) 16,800 (2050) (EAST).
PROPOSED DESIGN SPEED: 40 MPH. PROPOSED POSTED SPEED: 35 MPH

SECONDARY ROUTE:

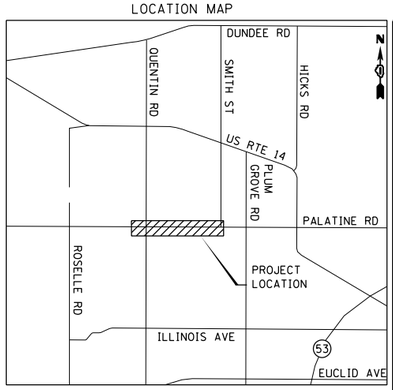
F.A.P. ROUTE NUMBER: 364. MARKED ROUTE NUMBER: NA
STREET NAME: QUENTIN ROAD. SRA ROUTE: YES.
FUNCTIONAL CLASSIFICATION: OTHER PRINCIPLE ARTERIAL. OSOW DESIGN: NO.
EXISTING ADT: 18,200 (2018) (NORTH) 17,100 (2018) (SOUTH).
DESIGN YEAR ADT: 22,800 (2050) (NORTH) 21,400 (2050) (SOUTH).
PROPOSED DESIGN SPEED: 45 MPH. PROPOSED POSTED SPEED: 40 MPH. (NORTH LEG)
PROPOSED DESIGN SPEED: 40 MPH. PROPOSED POSTED SPEED: 35 MPH. (SOUTH LEG)



PALATINE ROAD AND QUENTIN ROAD - SIGNAL DETAIL

50 0 50
GRAPHIC SCALE

LOCATION MAP



PREPARED BY:
BLA, Inc.
333 PIERCE ROAD
SUITE 200
ITASCA, ILLINOIS
630-438-6400
PROJ. MGR. MC PROJ. ENG. GE

INTERSECTION DESIGN STUDY

FAU ROUTE 1285 (PALATINE ROAD)
WITH
FAP ROUTE 364 (QUENTIN ROAD)

SEC. NO. 17-00102-00-PV PROJ. NO. 61KG(953)
SCALE 1"=50' COUNTY COOK
SJN : REV. NO. 5

DESIGNED BY BLA, INC. DATE 03/2022

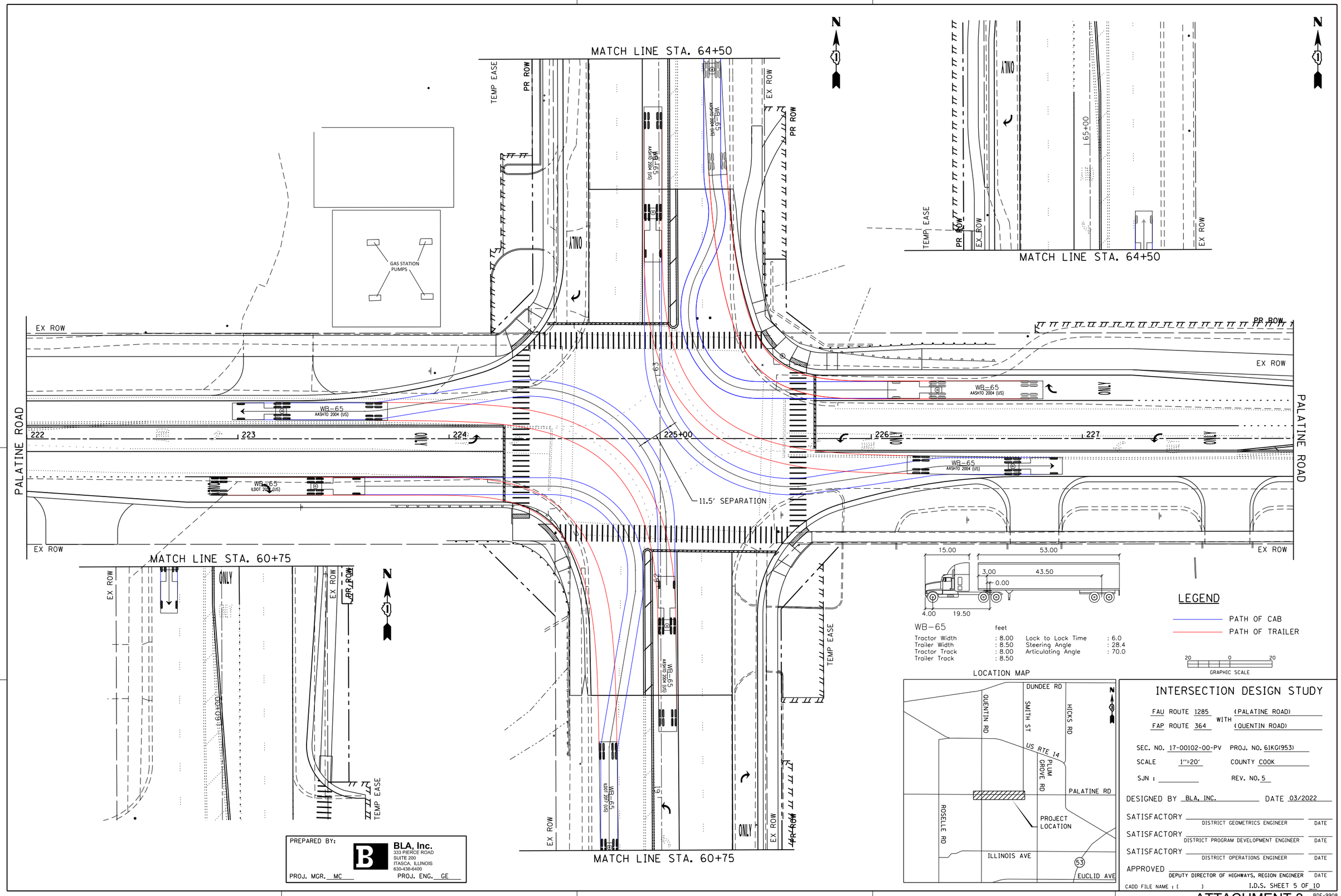
SATISFACTORY _____ DISTRICT GEOMETRICS ENGINEER _____ DATE
SATISFACTORY _____ DISTRICT PROGRAM DEVELOPMENT ENGINEER _____ DATE
SATISFACTORY _____ DISTRICT OPERATIONS ENGINEER _____ DATE
APPROVED _____ DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER _____ DATE

CADD FILE NAME : ( ) I.D.S. SHEET 4 OF 10

ATTACHMENT 8

BDE-9908

PLOT DATE = 3/8/2022
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PLOT SCALE = 40.0000 ' / in.
USER NAME = gellwanger



PREPARED BY:
BLA, Inc.
333 PIERCE ROAD
SUITE 200
ITASCA, ILLINOIS
630-438-6400
PROJ. MGR. MC
PROJ. ENG. GE

INTERSECTION DESIGN STUDY

FAU ROUTE 1285 (PALATINE ROAD)
WITH
FAP ROUTE 364 (QUENTIN ROAD)

SEC. NO. 17-00102-00-PV PROJ. NO. 61KG(953)
SCALE 1"=20' COUNTY COOK
SJN : _____ REV. NO. 5

DESIGNED BY BLA, INC. DATE 03/2022

SATISFACTORY _____ DISTRICT GEOMETRICS ENGINEER _____ DATE
SATISFACTORY _____ DISTRICT PROGRAM DEVELOPMENT ENGINEER _____ DATE
SATISFACTORY _____ DISTRICT OPERATIONS ENGINEER _____ DATE
APPROVED _____ DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER _____ DATE

CADD FILE NAME : ( ) I.D.S. SHEET 5 OF 10

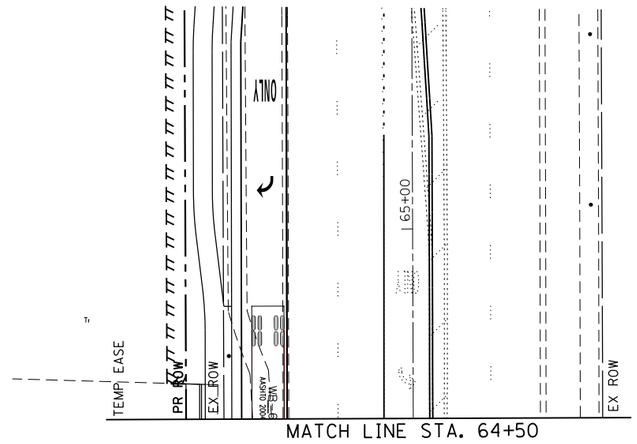
ATTACHMENT 8 BDE-9908

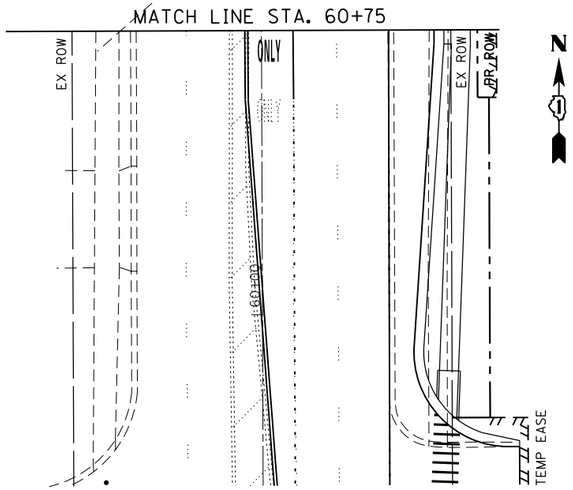
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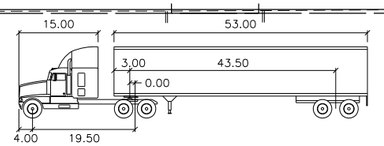
MATCH LINE STA. 64+50

MATCH LINE STA. 60+75

EX ROW
PR ROW
TEMP EASE
ONLY
GAS STATION PUMPS
WB-65 AASHTO 2004 (US)
222
223
224
225+00
226
227
11.0' SEPARATION
PALATINE ROAD







WB-65 feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		

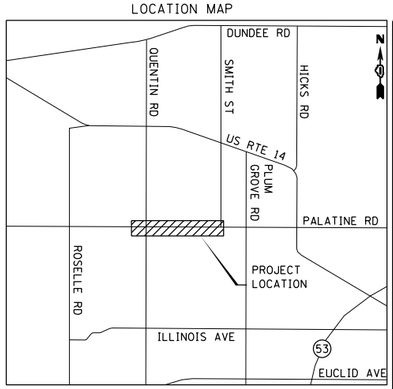
LEGEND

PATH OF CAB

PATH OF TRAILER

20 0 20
GRAPHIC SCALE

LOCATION MAP



PREPARED BY:

BLA, Inc.
333 PIERCE ROAD
SUITE 200
ITASCA, ILLINOIS
630-438-6400

PROJ. MGR. MC PROJ. ENG. GE

INTERSECTION DESIGN STUDY

FAU ROUTE 1285 (PALATINE ROAD)
WITH
FAP ROUTE 364 (QUENTIN ROAD)

SEC. NO. 17-00102-00-PV PROJ. NO. 61KG(953)
SCALE 1"=20' COUNTY COOK
SJN : REV. NO. 5

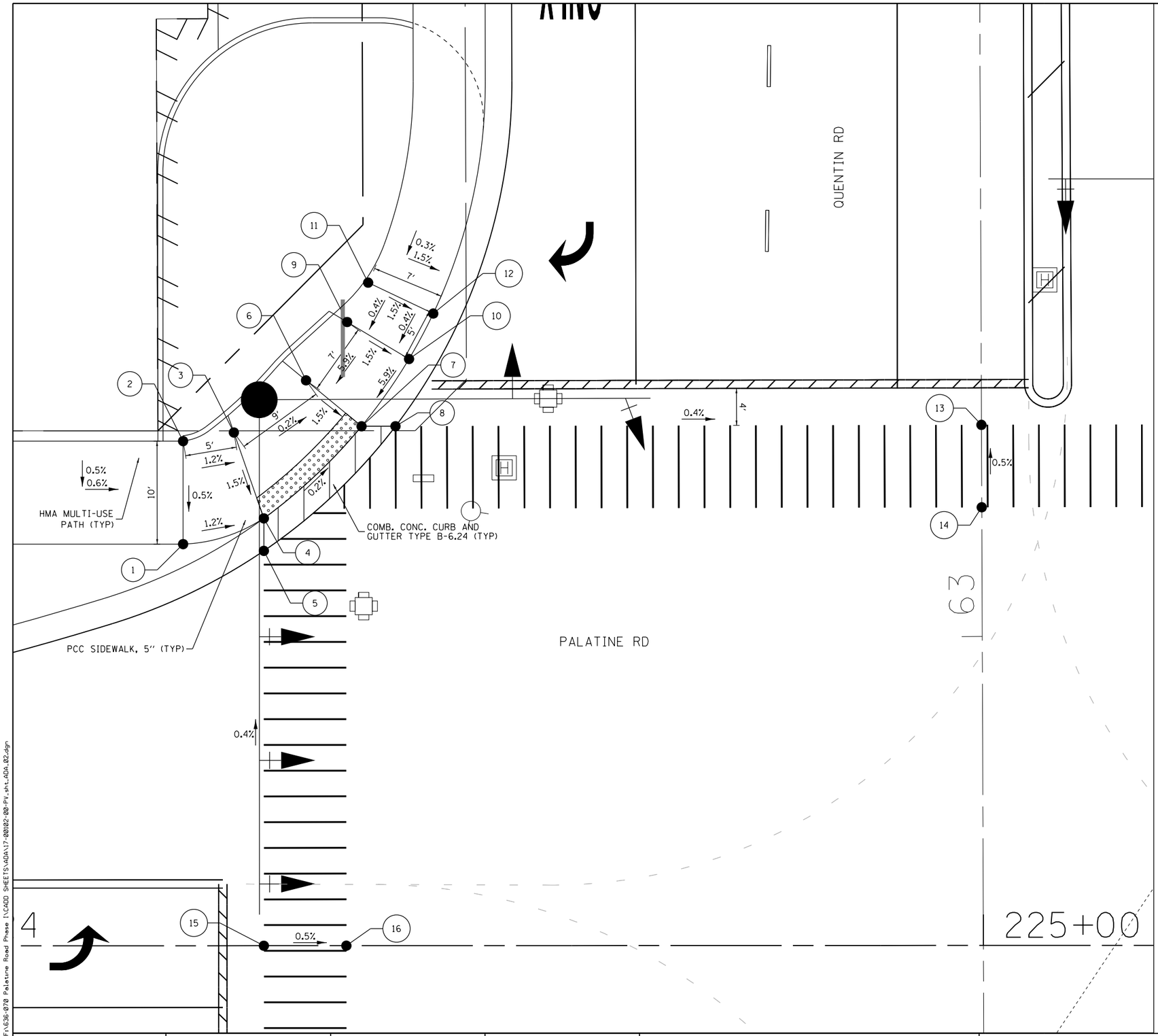
DESIGNED BY BLA, INC. DATE 03/2022

SATISFACTORY _____ DISTRICT GEOMETRICS ENGINEER _____ DATE
SATISFACTORY _____ DISTRICT PROGRAM DEVELOPMENT ENGINEER _____ DATE
SATISFACTORY _____ DISTRICT OPERATIONS ENGINEER _____ DATE
APPROVED _____ DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER _____ DATE

CADD FILE NAME : ( ) I.D.S. SHEET 6 OF 10

ATTACHMENT 8

BDE-9908



N

QUENTIN RD - ADA RAMP ELEVATION			
POINT No.	STATION	OFFSET	ELEV.
EX 1	224+22.28	39.00 LT	751.50
EX 2	224+22.28	49.00 LT	751.55
3	224+27.21	49.83 LT	751.49
4	224+30.12	41.50 LT	751.38
5	224+30.12	38.34 LT	751.44
6	224+34.22	54.89 LT	751.46
7	224+39.61	50.43 LT	751.35
8	224+42.91	50.44 LT	751.41
9	224+38.22	60.56 LT	751.93
10	224+44.23	56.97 LT	751.82
EX 11	224+40.26	64.38 LT	751.95
EX 12	224+46.58	61.38 LT	751.84
13	63+20.54	0.00	751.18
14	63+12.54	0.00	751.22
15	224+30.12	0.00	751.61
16	224+38.12	0.00	751.57

THIS IS A RECONSTRUCTION PROJECT SO ALL EXISTING FEATURES, POLES, STRUCTURES, SIGNING, TREES, ETC. WILL BE REMOVED/RELOCATED FROM CONFLICT WITH PROPOSED DESIGN ELEMENTS.

LEGEND

DETECTABLE WARNINGS

DEPRESSED CURB

0 10 20

CONTRACTOR TO UTILIZE ''DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED'' PORTION OF IDOT HWY STD. 606001-05 FOR ESTABLISHING THE EP-TOP OF DEPRESSED CURB REPLATIONSHIP ON ALL CURB RAMPS

RELATIONSHIPS AS FOLLOWS:
EP-TC (B-6.24) EP+0.38' = TC
EP-TC (B-6.12) EP+0.44' = TC
EP-TDC (B-6.24) EP-0.06' = TDC
EP-TDC (B-6.12) EP-0.01' = TDC

FILE NAME = F:\636-070 Palatine Road Phase I\CADD SHEETS\ADA\17-00102-00-PV_sht_ADA_02.dgn

BLA, Inc.

USER NAME = gellwanger	DESIGNED -	REVISED -
	DRAWN -	REVISED -
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PLOT DATE = 3/9/2022	DATE -	REVISED -

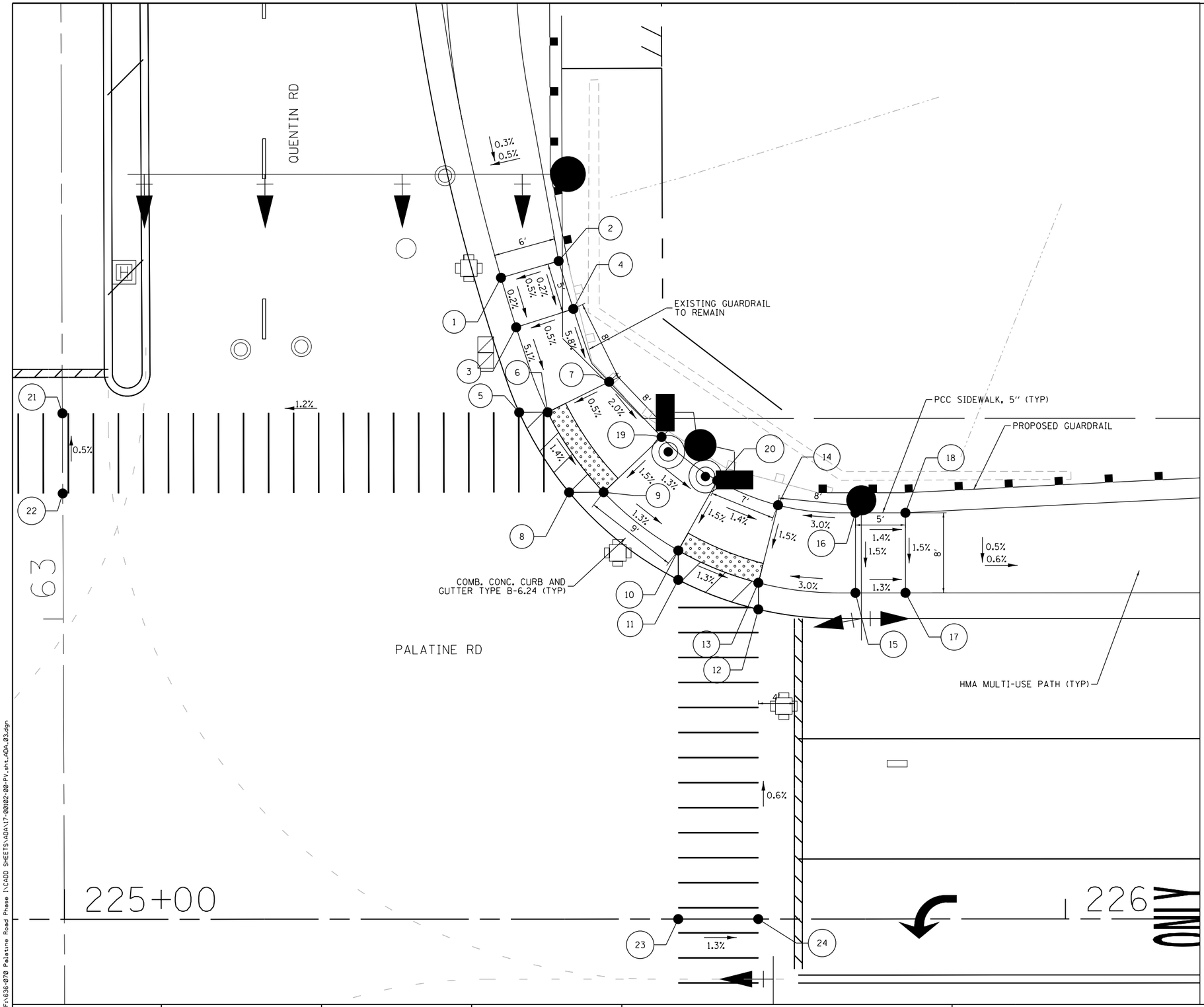
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA RAMP DETAILS
PALATINE ROAD

SCALE: 1''=5' | SHEET OF SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	10	7
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

ATTACHMENT 8



N

QUENTIN RD - ADA RAMP ELEVATION			
POINT No.	STATION	OFFSET	ELEV.
EX 1	225+43.64	64.08 LT	751.03
EX 2	225+50.37	66.03 LT	751.07
3	225+45.16	59.12 LT	751.02
4	225+51.83	61.25 LT	751.06
5	225+45.46	50.63 LT	750.62
6	225+48.30	50.64 LT	750.56
7	225+54.58	53.74 LT	750.60
8	225+50.45	42.64 LT	750.48
9	225+53.89	42.65 LT	750.42
10	225+61.34	36.82 LT	750.27
11	225+61.34	33.89 LT	750.33
12	225+69.34	30.93 LT	750.22
13	225+69.34	33.59 LT	750.16
14	225+71.07	40.37 LT	750.27
15	225+79.04	32.58 LT	750.40
16	225+79.04	39.63 LT	750.51
EX 17	225+84.04	32.58 LT	750.33
EX 18	225+84.04	40.23 LT	750.44
19	225+58.96	47.47 LT	750.46
20	225+64.80	42.90 LT	750.38
21	63+20.54	0.00	751.18
22	63+12.54	0.00	751.22
23	225+61.32	0.00	750.51
24	225+69.32	0.00	750.41

THIS IS A RECONSTRUCTION PROJECT SO ALL EXISTING FEATURES, POLES, STRUCTURES, SIGNING, TREES, ETC. WILL BE REMOVED/RELOCATED FROM CONFLICT WITH PROPOSED DESIGN ELEMENTS.

LEGEND

DETECTABLE WARNINGS

DEPRESSED CURB

Ø 10 20

CONTRACTOR TO UTILIZE "DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED" PORTION OF IDOT HWY STD. 606001-05 FOR ESTABLISHING THE EP-TOP OF DEPRESSED CURB REPLATIONSHIP ON ALL CURB RAMPS

RELATIONSHIPS AS FOLLOWS:
EP-TC (B-6.24) EP+0.38' = TC
EP-TC (B-6.12) EP+0.44' = TC
EP-TDC (B-6.24) EP-0.06' = TDC
EP-TDC (B-6.12) EP-0.01' = TDC

FILE NAME = F:\636-078 Palatine Road Phase I\CADD SHEETS\ADA\17-00102-00-PV_ant_ADA_03.dgn

BLA, Inc.

USER NAME = gellwanger	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/9/2022	DATE -	REVISED -

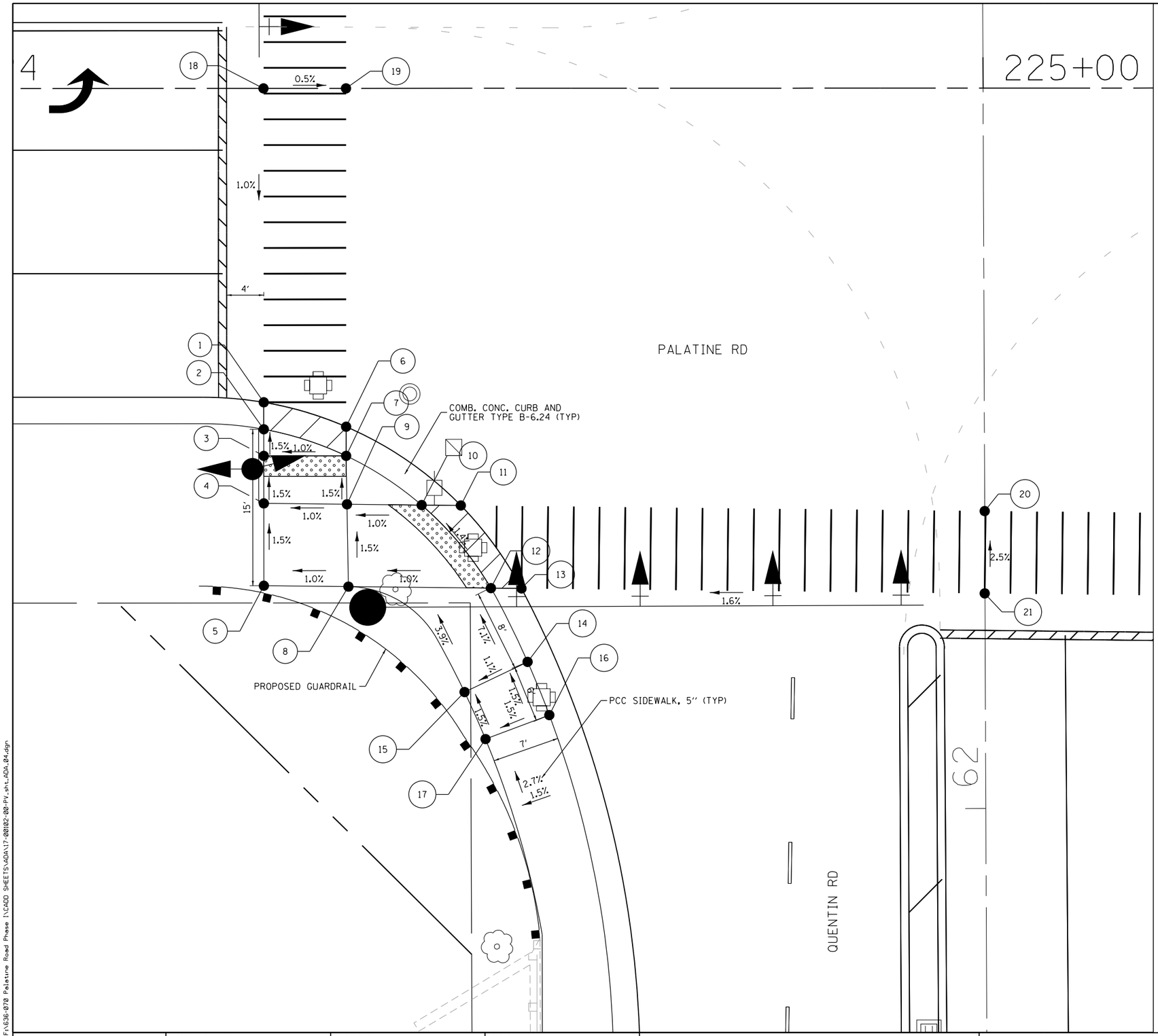
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA RAMP DETAILS
PALATINE ROAD

SCALE: 1"=5' | SHEET OF SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	10	8
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

ATTACHMENT 8



N

QUENTIN RD - ADA RAMP ELEVATION			
POINT No.	STATION	OFFSET	ELEV.
1	224+30.12	30.50 RT	751.30
2	224+30.12	33.12 RT	751.24
3	224+30.12	35.71 RT	751.28
4	224+30.12	40.32 RT	751.35
5	224+30.12	48.32 RT	751.47
6	224+38.12	32.87 RT	751.42
7	224+38.12	37.71 RT	751.36
8	224+38.33	48.41 RT	751.57
9	224+38.20	40.41 RT	751.43
10	244+45.45	40.49 RT	751.57
11	224+49.25	40.53 RT	751.63
12	224+51.17	48.56 RT	751.72
13	224+55.15	48.60 RT	751.78
14	224+55.73	55.73 RT	752.28
15	224+49.61	58.66 RT	752.20
EX 16	224+57.84	60.90 RT	752.37
EX 17	224+51.64	63.23 RT	752.27
18	224+30.12	0.00	751.61
19	224+38.12	0.00	751.57
20	62+28.90	0.00	752.32
21	62+20.86	0.00	752.52

THIS IS A RECONSTRUCTION PROJECT SO ALL EXISTING FEATURES, POLES, STRUCTURES, SIGNING, TREES, ETC. WILL BE REMOVED/RELOCATED FROM CONFLICT WITH PROPOSED DESIGN ELEMENTS.

LEGEND

DETECTABLE WARNINGS

DEPRESSED CURB

0 10 20

CONTRACTOR TO UTILIZE "DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED" PORTION OF IDOT HWY STD. 606001-05 FOR ESTABLISHING THE EP-TOP OF DEPRESSED CURB REPLATIONSHIP ON ALL CURB RAMPS

RELATIONSHIPS AS FOLLOWS:
EP-TC (B-6.24) EP+0.38' = TC
EP-TC (B-6.12) EP+0.44' = TC
EP-TDC (B-6.24) EP-0.06' = TDC
EP-TDC (B-6.12) EP-0.01' = TDC

FILE NAME = F:\636-070 Palatine Road Phase I\CADD SHEETS\ADA\17-00102-00-PV_sht_ADA_04.dgn

BLA, Inc.

USER NAME = gellwanger	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/9/2022	DATE -	REVISED -

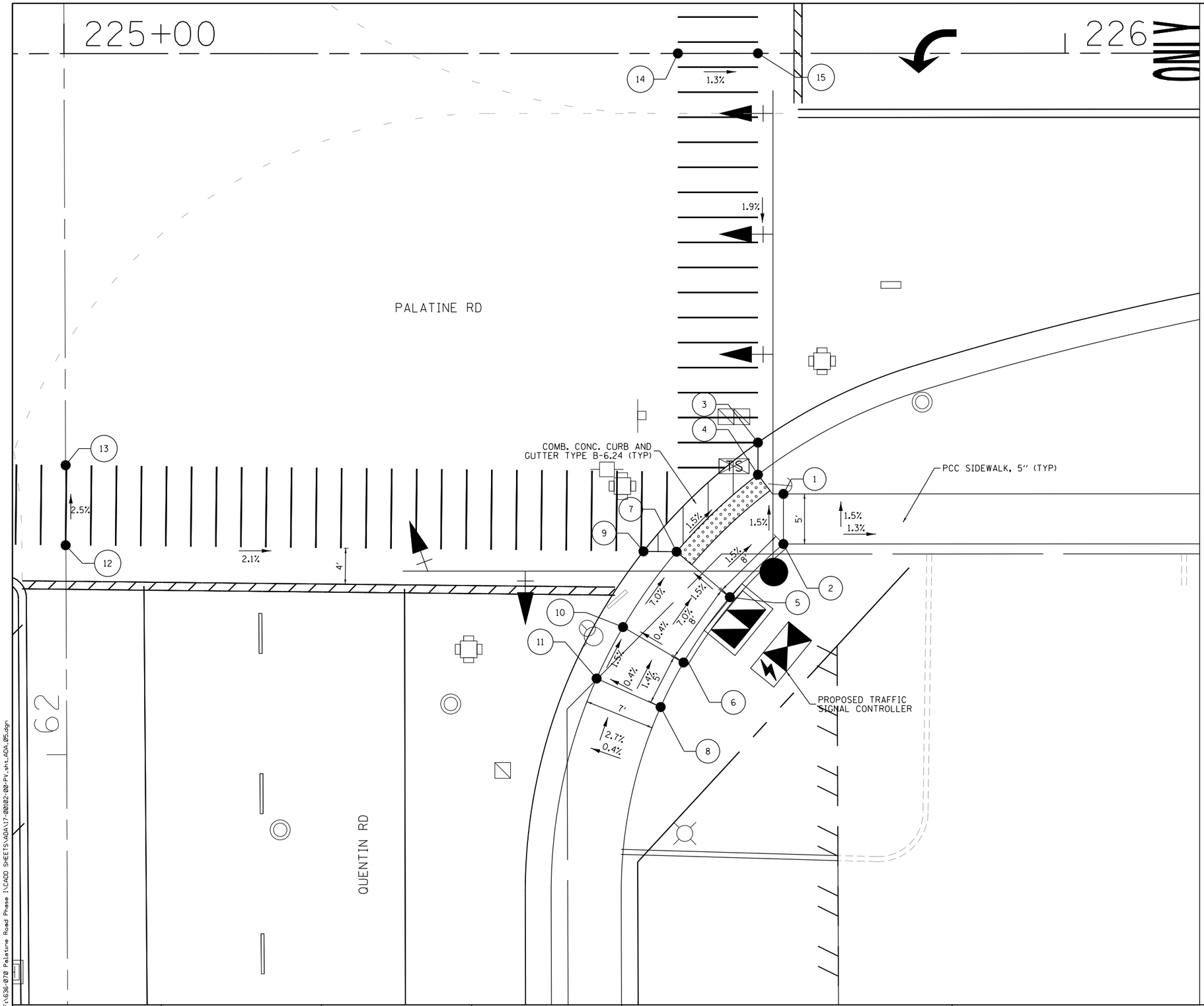
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA RAMP DETAILS
PALATINE ROAD

SCALE: 1"=5' | SHEET OF SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	10	9
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

ATTACHMENT 8



QUENTIN RD - ADA RAMP ELEVATION			
POINT No.	STATION	OFFSET	ELEV.
EX 1	225+71.85	44.00 RT	751.22
EX 2	225+71.85	49.00 RT	751.29
3	225+69.31	38.87 RT	751.15
4	225+69.30	42.07 RT	751.09
5	225+66.50	54.31 RT	751.36
6	225+61.86	60.83 RT	751.92
7	225+61.17	49.76 RT	751.26
EX 8	225+59.57	65.27 RT	752.99
9	225+57.87	49.73 RT	751.32
10	225+55.82	57.29 RT	751.89
EX 11	225+53.18	62.42 RT	751.96
12	62+20.89	0.00	752.32
13	62+28.90	0.00	752.52
14	225+61.32	0.00	750.51
15	225+69.32	0.00	750.41

THIS IS A RECONSTRUCTION PROJECT SO ALL EXISTING FEATURES, POLES, STRUCTURES, SIGNING, TREES, ETC. WILL BE REMOVED/RELOCATED FROM CONFLICT WITH PROPOSED DESIGN ELEMENTS.

LEGEND

DETECTABLE WARNINGS

DEPRESSED CURB

Ø 10 20

CONTRACTOR TO UTILIZE "DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED" PORTION OF IDOT HWY STD. 606001-05 FOR ESTABLISHING THE EP-TOP OF DEPRESSED CURB REPLATIONSHIP ON ALL CURB RAMPS

RELATIONSHIPS AS FOLLOWS:
EP-TC (B-6.24) EP+0.38' = TC
EP-TC (B-6.12) EP+0.44' = TC
EP-TDC (B-6.24) EP-0.06' = TDC
EP-TDC (B-6.12) EP-0.01' = TDC

FILE NAME = FAS36-070 Palatine Road Phase I:\CADD SHEETS\ADA\17-00102-00-PV_sht_ADA_05.dgn

BLA, Inc.

USER NAME = gellwanger	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/9/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA RAMP DETAILS
PALATINE ROAD

SCALE: 1"=5' | SHEET OF SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	10	10
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

ATTACHMENT 8

PLOT DATE = 3/8/2022
FILE NAME = F:\636-070 Palatine Road Phase I\CADD EXHIBITS\Intersection Design Study\Smith Street\17-00102-00-PV_Cover.dgn
PLOT SCALE = 100.0000 ' / in.
USER NAME = gellwanger

SIGNALIZED CAPACITY DESIGN ANALYSIS

PROGRAM USED: HCS 2010 , VERSION: 6.90 SIGNAL TYPE: ACTUATED AREA TYPE: NON-CBD
NUMBER OF PHASES: (A.M.) 36 (P.M.) 32.73 CYCLE LENGTH: (A.M.) 100 SEC. (P.M.) 110 SEC. PEAK HOUR FACTOR: 0.95
INTERSECTION DELAY/LEVEL-OF-SERVICE A.M. 10.7 SECONDS LOS B P.M. 11.6 SECONDS LOS B

APPROACH		SOUTHBOUND (A)				NORTHBOUND (B)				EASTBOUND (C)				WESTBOUND (D)			
LANE GROUP		L	R							L	T			T	R		
NUMBER OF LANES		1	1							1	1			1			
2050 30TH MAX. HOUR TRAFFIC (veh/h)	A.M.	136	86							223	658			370	77		
	P.M.	113	147							112	535			802	109		
BASE SATURATION FLOW RATE (veh/h)		1900	2000							1900	2000			1900	2000		
LANE WIDTH (FT)		12.0	12.0							12.0	11.0			11.0			
VOLUME OF RIGHT TURN ON RED (veh/h)	A.M.	0		P.M.	0	A.M.		P.M.		A.M.	0	P.M.	0	A.M.	0	P.M.	0
PEDESTRIANS/HOUR (ped/h)	A.M.	5		P.M.	5	A.M.		P.M.		A.M.	5	P.M.	5	A.M.	5	P.M.	5
ARRIVAL TYPE		3								3				4			
LANE UTILIZATION ADJ. FACTOR		1.0	1.0							1.0	1.0			1.0			
GREEN TIME (SECONDS)	A.M.	12.2	19.0							6.8	75.8			65.5			
	P.M.	13.9	18.2							4.3	84.1			76.3			
GREEN RATIO (g/C)	A.M.	0.12	0.19							0.66	0.76			0.66			
	P.M.	0.13	0.17							0.58	0.76			0.69			
CAPACITY (c)	A.M.	190	294							736	1479			1239			
	P.M.	218	256							452	1492			1324			
v/c RATIO (X)	A.M.	0.753	0.307							0.319	0.468			0.380			
	P.M.	0.546	0.604							0.261	0.377			0.724			
STORAGE QUEUE (FEET)	A.M.	170	100							110	230			220			
	P.M.	160	195							75	200			435			
LANE GROUP DELAY(SECONDS)	A.M.	50.7	35.7							4.5	5.6			4.2			
	P.M.	48.1	45.8							5.9	5.0			6.0			
LANE GROUP LEVEL-OF-SERVICE	A.M.	D	D							A	A			A			
	P.M.	D	D							A	A			A			
APPROACH DELAY (SECONDS/VEHICLE)	A.M.	44.9								5.3				4.2			
	P.M.	46.8								5.1				6.0			
APPROACH LEVEL-OF-SERVICE	A.M.	D								A				A			
	P.M.	D								A				A			

PHASE		1	AMBER	RED	2	AMBER	RED	3	AMBER	RED	CYCLE LENGTH
GREEN TIME IN SECONDS	AM	G = 6.8 Sec.	3.5	0.0	G = 65.5 Sec.	4.0	2.0	G = 12.2 Sec.	4.0	2.0	100.0 SEC.
	PM	G = 4.3 Sec.	3.5	0.0	G = 76.3 Sec.	4.0	2.0	G = 13.9 Sec.	4.0	2.0	110.0 SEC.

ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:

F.A.U. ROUTE NUMBER: 1285. MARKED ROUTE NUMBER: NA
STREET NAME: PALATINE ROAD. SRA ROUTE? NO.
FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL. OSOW DESIGN? YES.
EXISTING ADT: 16,500 VPD (2018) (WEST LEG). 16,500 VPD (2018) (EAST LEG).
DESIGN YEAR ADT: 18,900 VPD (2050) (WEST LEG). 18,800 VPD (2050) (EAST LEG).
PROPOSED DESIGN SPEED: 35 MPH. PROPOSED POSTED SPEED: 30 MPH

SECONDARY ROUTE:

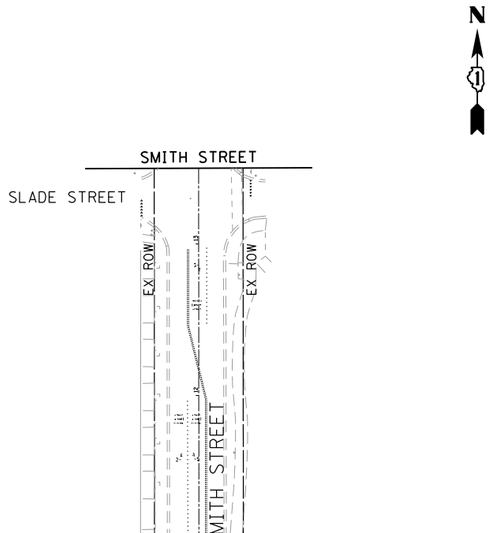
F.A. ROUTE NUMBER: NA MARKED ROUTE NUMBER: NA
STREET NAME: SMITH STREET. SRA ROUTE? NO.
FUNCTIONAL CLASSIFICATION: MAJOR COLLECTOR. OSOW DESIGN? NO.
EXISTING ADT: 5,700 VPD (2018). DESIGN YEAR ADT: 5,900 VPD (2050).
PROPOSED DESIGN SPEED: 30 MPH. PROPOSED POSTED SPEED: 30 MPH.

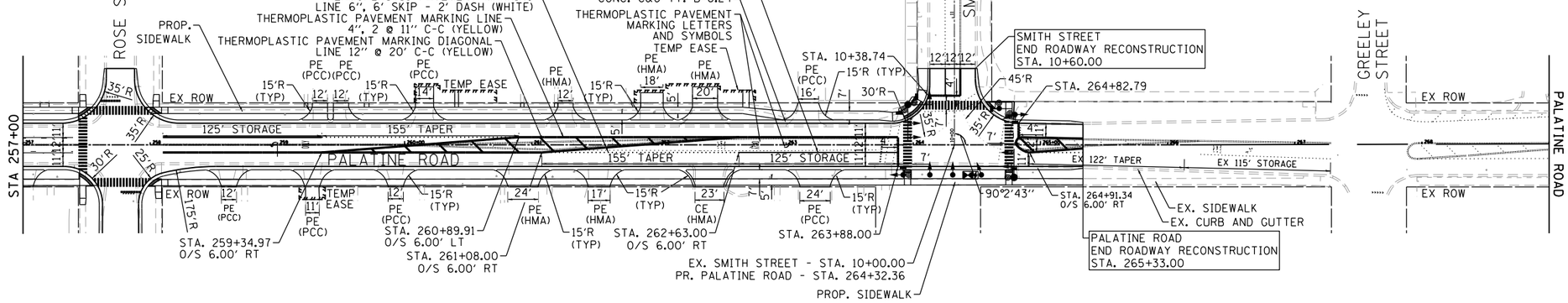
IMPROVEMENT TYPE: RECONSTRUCTION. ANTICIPATED YEAR OF CONSTRUCTION: 2024.
EXISTING METHOD OF TRAFFIC CONTROL: TRAFFIC SIGNAL. PROPOSED METHOD: TRAFFIC SIGNAL.
SIGNAL WARRANT: WARRANT 3.
DESIGN VEHICLE: WB-55.
DESIGN YEAR: 2050.
TRUCK ROUTE DESIGNATION: NA
DESIGN CRITERIA BDE CHAPTER 48, 36, BLRS CH. 32, 34

GENERAL NOTES

ARE PROFILES PROVIDED? YES.
TYPE B-6.24 CURB AND GUTTER ON THE OUTSIDE OF THE ROADWAY/SHOULDERS.
TYPE N/A CURB AND GUTTER ON THE APPROACH MEDIAN.
TYPE N/A CURB AND GUTTER ON THE CORNER ISLANDS.
ALL DIMENSIONS ARE E-E, UNLESS OTHERWISE NOTED
THE RIGHT-OF-WAY LIMITS ARE PRELIMINARY.
DESIGN VEHICLE TURNING MOVEMENTS ARE ACCOMMODATE PER AUTOTURN SOFTWARE, VERSION 9.
THE SCOPE OF WORK: ROADWAY RECONSTRUCTION WITH NEW STORM SEWER, CULVERT EXTENSIONS, SIDEWALK WITH ADA IMPROVEMENTS AND NEW TRAFFIC SIGNALS.
INTERSECTION DESIGN EXCEPTIONS:
- 2 LANES VS 4 LANES - PALATINE ROAD
- SB LEFT TURN MOVEMENT LOS (D VS C)
- SB RIGHT TURN MOVEMENT LOS (D VS C)
- DESIGN VEHICLE WB-55 VS S-BUS-40

ADDITIONAL NOTES: ALL SIDEWALKS AND RAMPS ARE SHOWN IN COMPLIANCE WITH THE AMERICAN DISABILITY ACT. THIS LOCATION IS NOT A 5% LOCATION.
INTERSECTION IS PART OF AN INTERCONNECT SYSTEM.

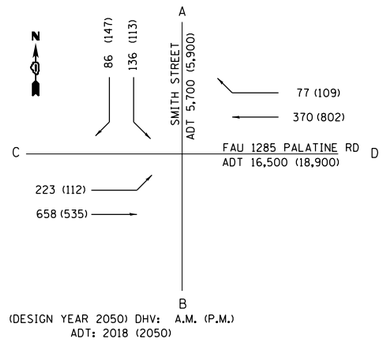




TRAFFIC DATA

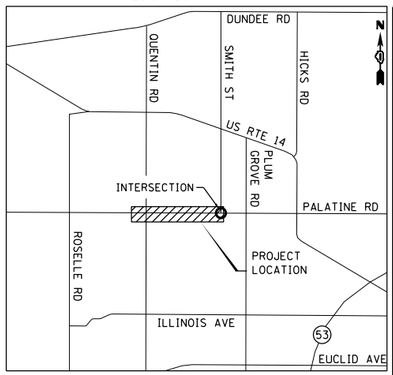
MOVEMENT	YEAR 2019 30TH MAXIMUM HOUR TRAFFIC		PERCENT TRUCK TRAFFIC IN 30TH MAX. HOUR		ESTIMATED PERCENT INCREASE BY	YEAR ____ 30TH MAXIMUM HOUR TRAFFIC		ESTIMATED PERCENT INCREASE BY 2050	YEAR 2050 30TH MAXIMUM HOUR TRAFFIC	
	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.
AD (L)	131	109	2	2				4	136	113
AB (T)	-	-	2	2				-	-	-
AC (R)	83	142	2	2				4	86	147
BC (L)	-	-	2	2				-	-	-
BA (T)	-	-	2	2				-	-	-
BD (R)	-	-	2	2				-	-	-
CA (L)	197	99	2	2				14	223	112
CD (T)	581	472	2	2				14	658	535
CB (R)	-	-	2	2				-	-	-
DB (L)	-	-	2	2				-	-	-
DC (T)	323	700	2	2				13	370	802
DA (R)	67	95	2	2				13	77	109
TOTAL A	478	445	2	2				9	522	481
TOTAL B	-	-	2	2				-	-	-
TOTAL C	1,184	1,413	2	2				13	1,337	1,596
TOTAL D	1,102	1,380	2	2				13	1,241	1,559

T = THROUGH, L = LEFT, R = RIGHT



PREPARED BY:
BLA, Inc.
333 PIERCE ROAD
SUITE 200
ITASCA, ILLINOIS
630-438-6400
PROJ. MGR. MC PROJ. ENG. GE

LOCATION MAP



50 0 50
GRAPHIC SCALE

INTERSECTION DESIGN STUDY

FAU ROUTE 1285 (PALATINE ROAD)
WITH
FAU ROUTE ____ (SMITH STREET)

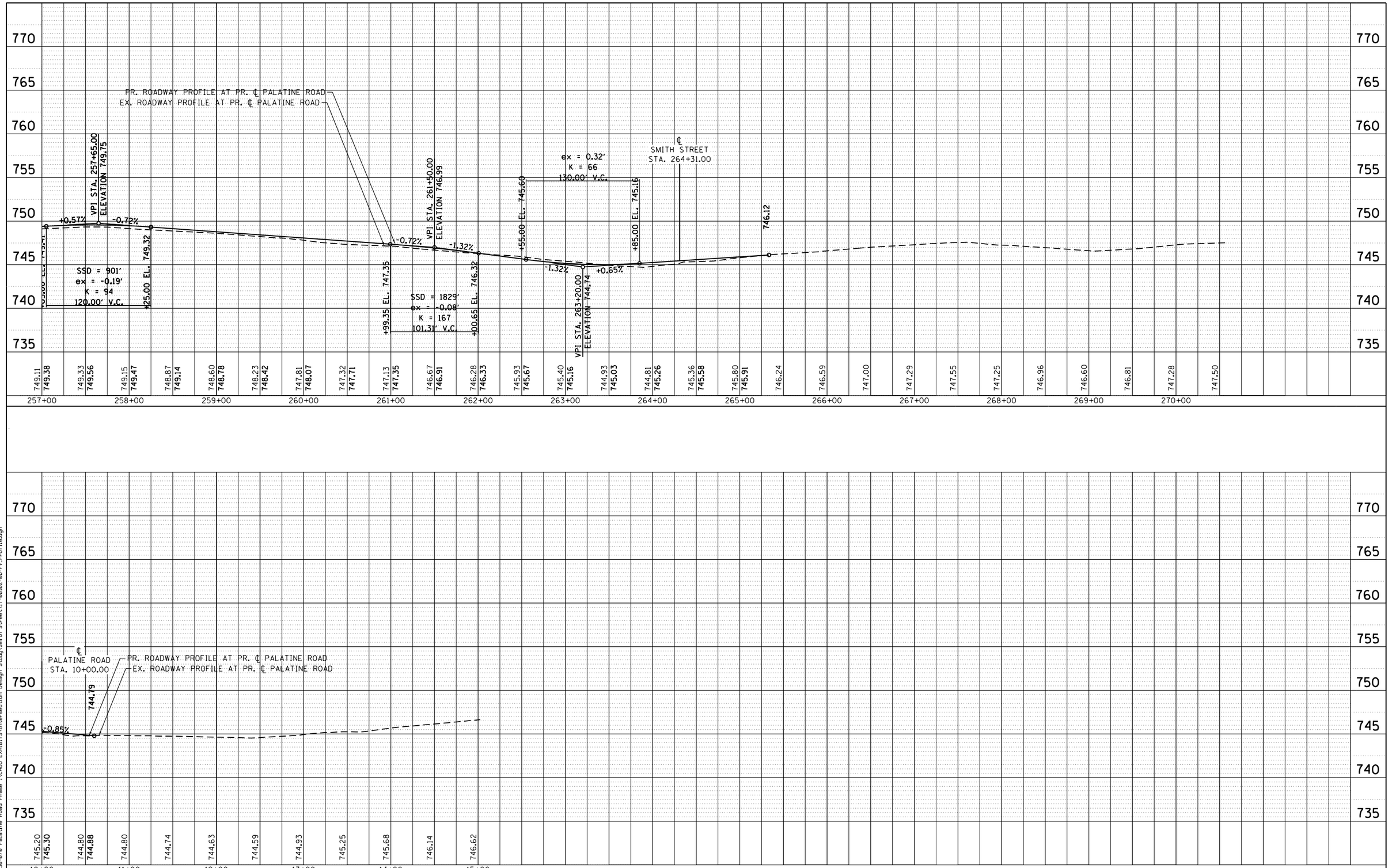
SEC. NO. 17-00102-00-PV PROJ. NO. 61KG(953)
SCALE 1"=50' COUNTY COOK
SJN : ____ REV. NO. 5

DESIGNED BY BLA, INC. DATE 03/2022

SATISFACTORY _____ DISTRICT GEOMETRICS ENGINEER DATE
SATISFACTORY _____ DISTRICT PROGRAM DEVELOPMENT ENGINEER DATE
SATISFACTORY _____ DISTRICT OPERATIONS ENGINEER DATE
APPROVED _____ DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER DATE

CADD FILE NAME : ( ) I.D.S. SHEET 1 OF 12

ATTACHMENT 8 BDE-9908



PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
PROFILE CHECKED
S.M. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

FILE NAME = F:\636-070 Palatine Road Phase I\CADD EXHIBITS\Intersection Design Study\Smith Street\17-00102-00-PV_Profile.dgn

BLA, Inc.

USER NAME = gellwanger	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 1/13/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROFILE
PALATINE ROAD

SCALE: 1"=50' | SHEET OF 14 SHEETS | STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	12	2
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

ATTACHMENT 8

PLOT DATE = 3/8/2022
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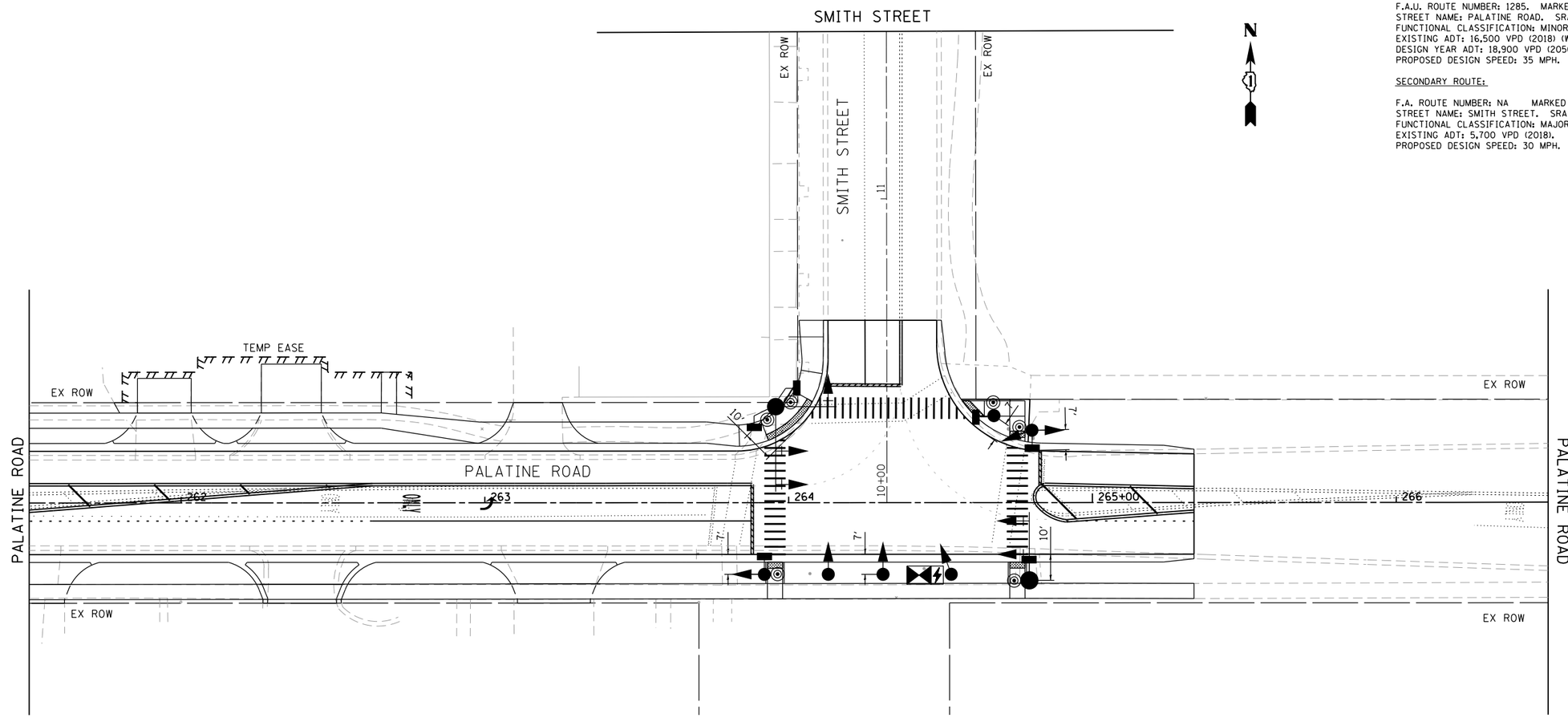
ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:

F.A.U. ROUTE NUMBER: 1285. MARKED ROUTE NUMBER: NA
STREET NAME: PALATINE ROAD. SRA ROUTE NO.
FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL. OSOW DESIGN YES.
EXISTING ADT: 16,500 VPD (2018) (WEST LEG). 16,500 VPD (2018) (EAST LEG).
DESIGN YEAR ADT: 18,900 VPD (2050) (WEST LEG). 18,800 VPD (2050) (EAST LEG).
PROPOSED DESIGN SPEED: 35 MPH. PROPOSED POSTED SPEED: 30 MPH

SECONDARY ROUTE:

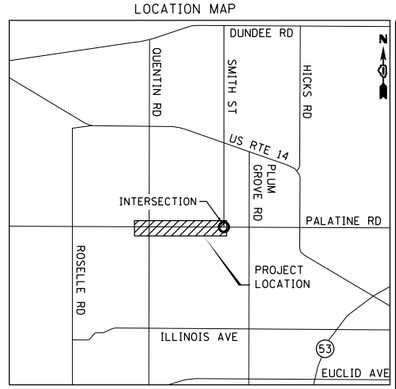
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FUNCTIONAL CLASSIFICATION: MAJOR COLLECTOR. OSOW DESIGN NO.
EXISTING ADT: 5,700 VPD (2018). DESIGN YEAR ADT: 5,900 VPD (2050).
PROPOSED DESIGN SPEED: 30 MPH. PROPOSED POSTED SPEED: 30 MPH.



PALATINE ROAD AND SMITH STREET - SIGNAL DETAIL

50 0 50
GRAPHIC SCALE

LOCATION MAP



PREPARED BY:
BLA, Inc.
333 PIERCE ROAD
SUITE 200
ITASCA, ILLINOIS
630-438-6400
PROJ. MGR. MC
PROJ. ENG. GE

INTERSECTION DESIGN STUDY

FAU ROUTE 1285 (PALATINE ROAD)
FAP ROUTE ____ WITH (SMITH STREET)

SEC. NO. 17-00102-00-PV PROJ. NO. 61KG(953)
SCALE 1"=50' COUNTY COOK
SJN : _____ REV. NO. 5

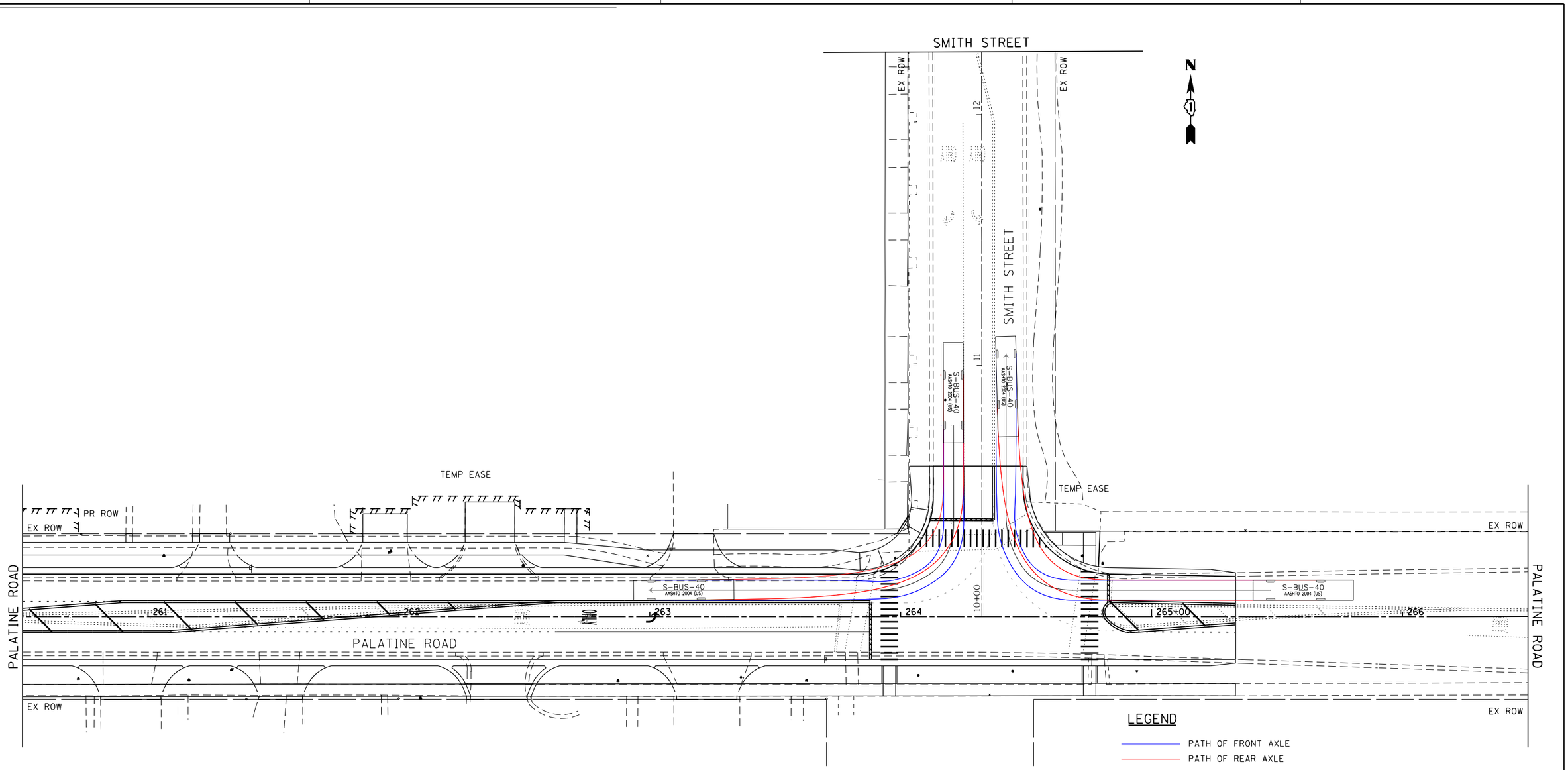
DESIGNED BY BLA, INC. DATE 03/2022

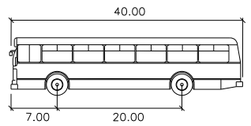
SATISFACTORY _____ DISTRICT GEOMETRICS ENGINEER _____ DATE
SATISFACTORY _____ DISTRICT PROGRAM DEVELOPMENT ENGINEER _____ DATE
SATISFACTORY _____ DISTRICT OPERATIONS ENGINEER _____ DATE
APPROVED _____ DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER _____ DATE

CADD FILE NAME : ( ) I.D.S. SHEET 3 OF 12

ATTACHMENT 8 BDE-9908

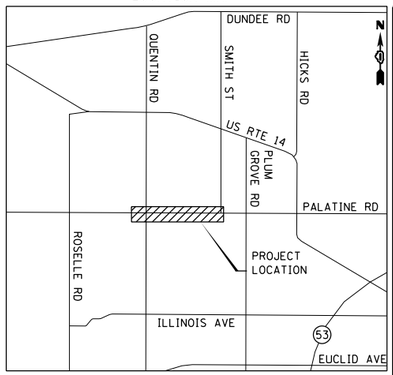
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USER NAME = gellwanger

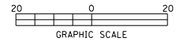




S-BUS-40
feet

Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 34.4





PREPARED BY:
BLA, Inc.
333 PIERCE ROAD
SUITE 200
ITASCA, ILLINOIS
630-438-6400
PROJ. MGR. MC
PROJ. ENG. GE

INTERSECTION DESIGN STUDY

FAU ROUTE 1285 (PALATINE ROAD)
WITH
FAU ROUTE ____ (SMITH STREET)

SEC. NO. 17-00102-00-PV PROJ. NO. 61KG(953)
SCALE 1"=20' COUNTY COOK
SJN : _____ REV. NO. 5

DESIGNED BY BLA, INC. DATE 03/2022

SATISFACTORY _____ DATE
DISTRICT GEOMETRICS ENGINEER

SATISFACTORY _____ DATE
DISTRICT PROGRAM DEVELOPMENT ENGINEER

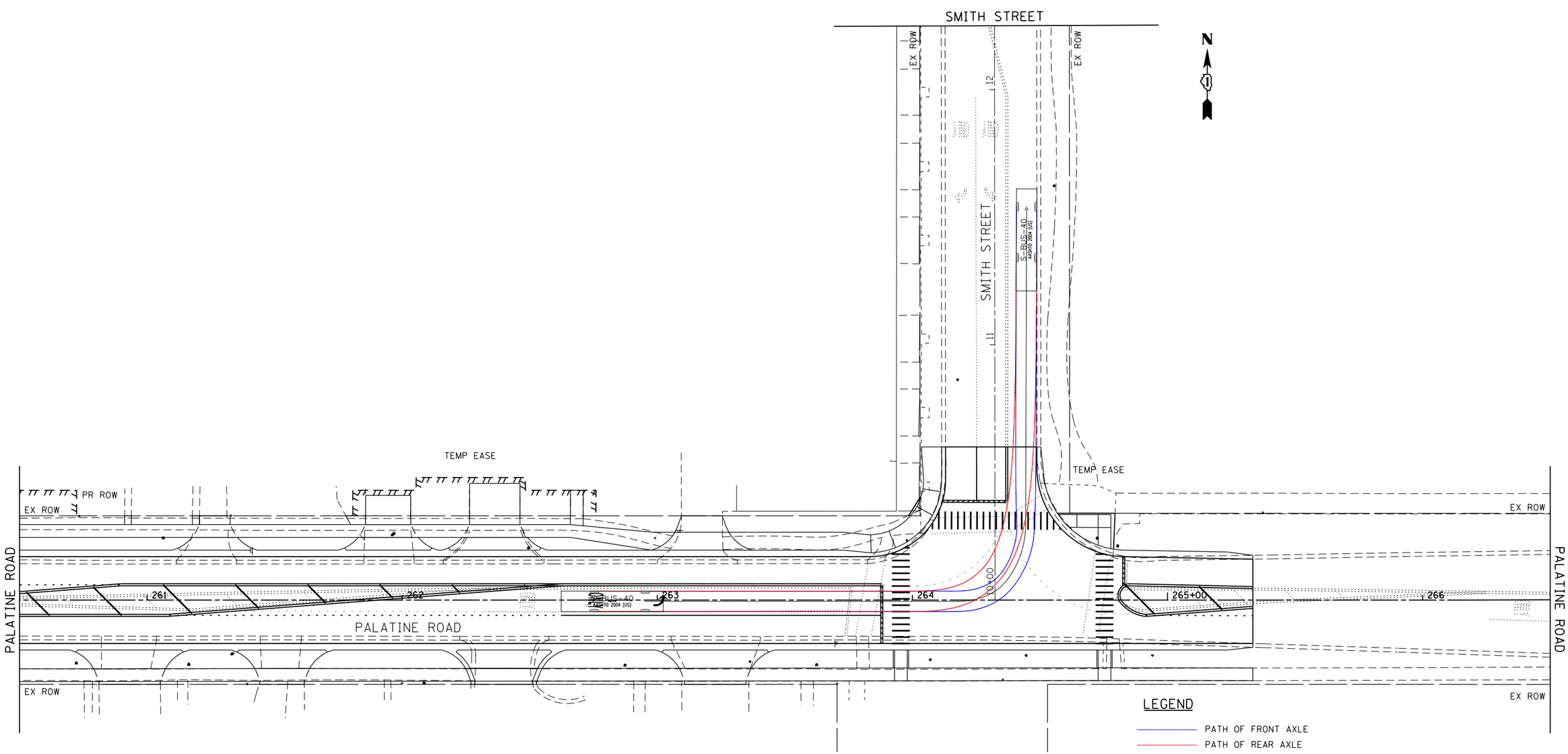
SATISFACTORY _____ DATE
DISTRICT OPERATIONS ENGINEER

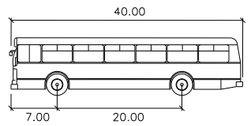
APPROVED _____ DATE
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

CADD FILE NAME : [ ] I.D.S. SHEET 4 OF 12

ATTACHMENT 8

PLOT DATE = 3/8/2022
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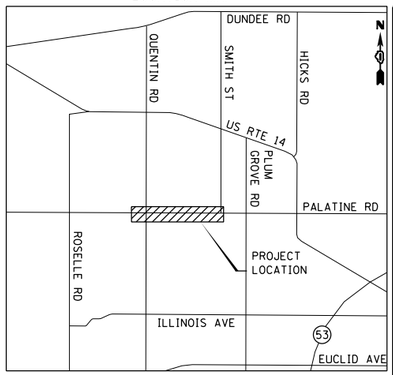




S-BUS-40
feet

Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 34.4

LOCATION MAP



20 0 20
GRAPHIC SCALE

PREPARED BY:
BLA, Inc.
333 PIERCE ROAD
SUITE 200
ITASCA, ILLINOIS
630-438-6400
PROJ. MGR. MC
PROJ. ENG. GE

INTERSECTION DESIGN STUDY

FAU ROUTE 1285 (PALATINE ROAD)
WITH
FAU ROUTE ____ (SMITH STREET)

SEC. NO. 17-00102-00-PV PROJ. NO. 61KG(953)
SCALE 1"=20' COUNTY COOK
SJN : _____ REV. NO. 5

DESIGNED BY BLA, INC. DATE 03/2022

SATISFACTORY _____ DATE
DISTRICT GEOMETRICS ENGINEER

SATISFACTORY _____ DATE
DISTRICT PROGRAM DEVELOPMENT ENGINEER

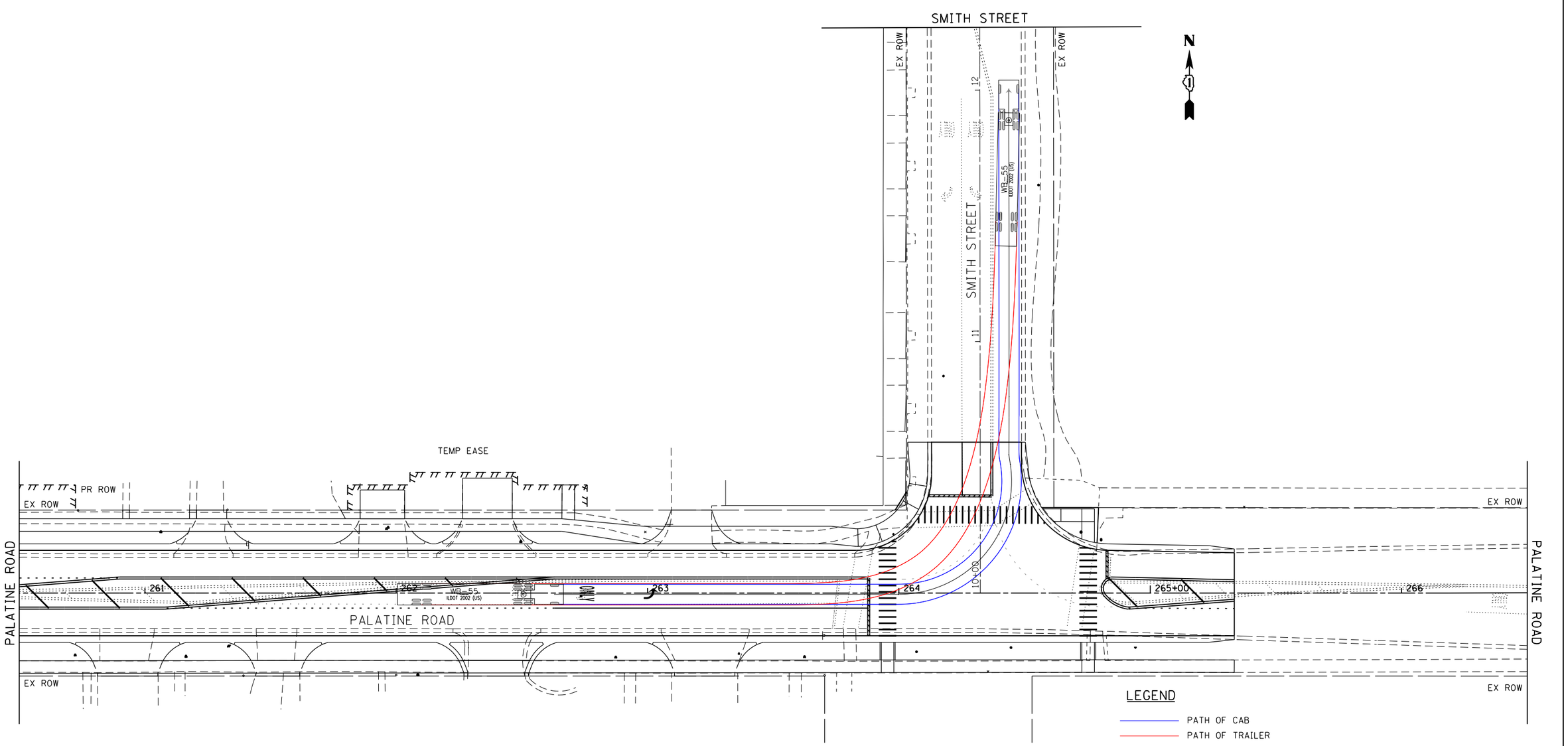
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DISTRICT OPERATIONS ENGINEER

APPROVED _____ DATE
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

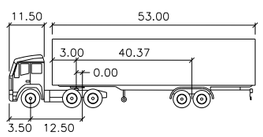
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ATTACHMENT 8
BDE-9908

PLOT DATE = 3/8/2022
FILE NAME = F:\636-070 Palatine Road Phase I\CADD EXHIBITS\Intersection Design Study\Smith Street\17-00102-00-PV_AutoTurn_WB 55_01.dgn
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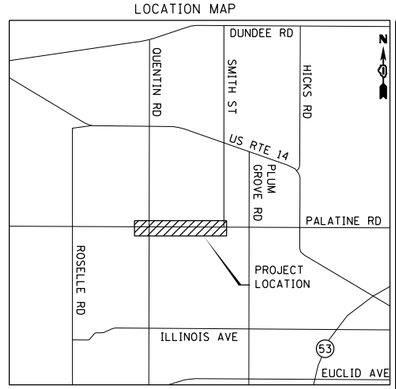
20 0 20
GRAPHIC SCALE



WB-55 feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 16.0
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		

LOCATION MAP



PREPARED BY:
BLA, Inc.
333 PIERCE ROAD
SUITE 200
ITASCA, ILLINOIS
630-438-6400
PROJ. MGR. MC
PROJ. ENG. GE

INTERSECTION DESIGN STUDY

FAU ROUTE 1285 (PALATINE ROAD)
WITH
FAU ROUTE ____ (SMITH STREET)

SEC. NO. 17-00102-00-PV PROJ. NO. 61KG(953)
SCALE 1"=20' COUNTY COOK
SJN : _____ REV. NO. 5

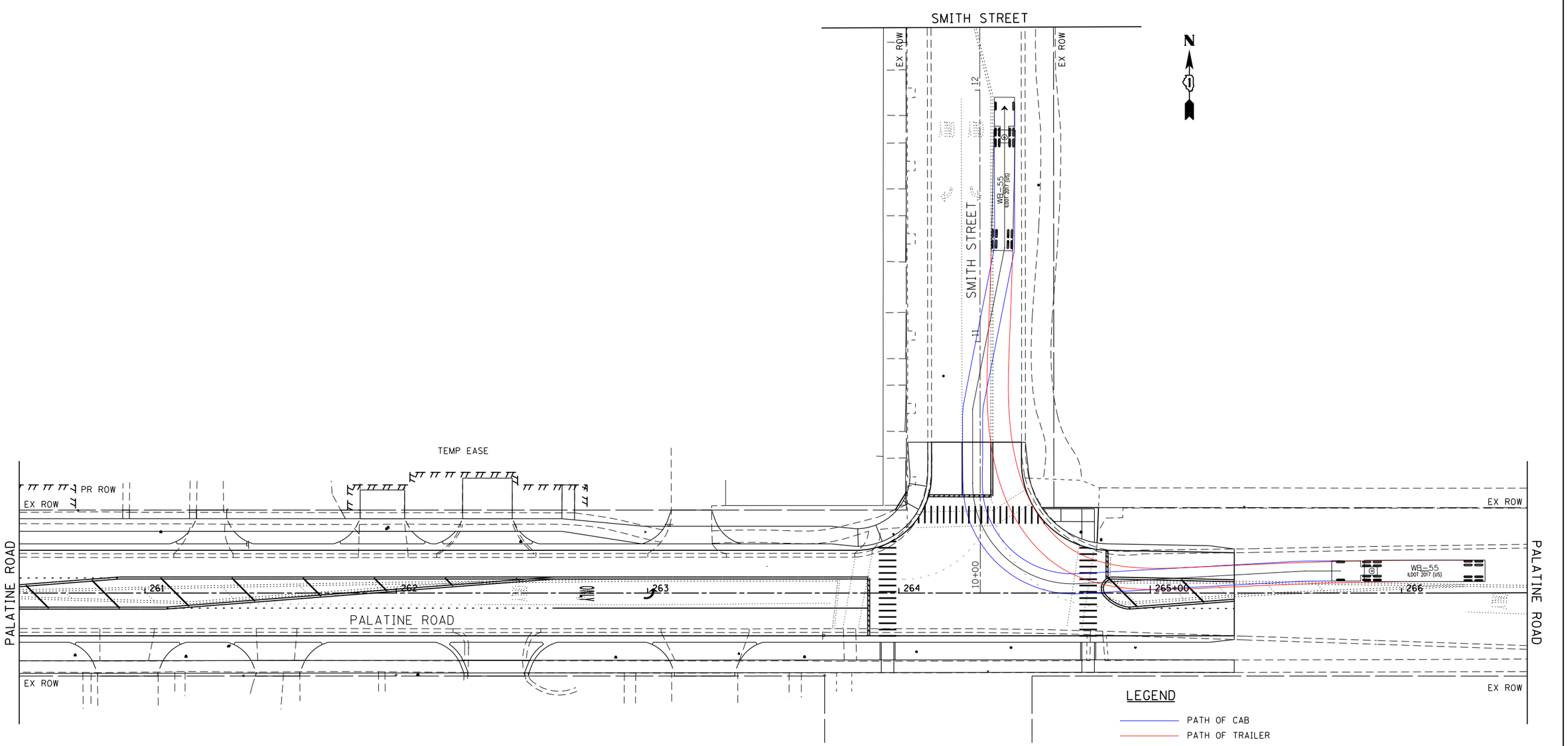
DESIGNED BY BLA, INC. DATE 03/2022

SATISFACTORY _____ DISTRICT GEOMETRICS ENGINEER ____ DATE
SATISFACTORY _____ DISTRICT PROGRAM DEVELOPMENT ENGINEER ____ DATE
SATISFACTORY _____ DISTRICT OPERATIONS ENGINEER ____ DATE
APPROVED _____ DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER ____ DATE

CADD FILE NAME : ( ) I.D.S. SHEET 6 OF 12

ATTACHMENT 8 BDE-9908

PLOT DATE = 3/8/2022
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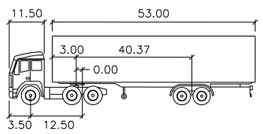


LEGEND

PATH OF CAB

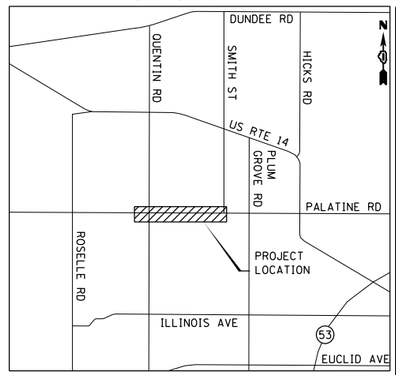
PATH OF TRAILER

20 0 20
GRAPHIC SCALE



WB-55	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 16.0
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		

LOCATION MAP



PREPARED BY:

BLA, Inc.
333 PIERCE ROAD
SUITE 200
ITASCA, ILLINOIS
630-438-6400

PROJ. MGR. MC PROJ. ENG. GE

INTERSECTION DESIGN STUDY

FAU ROUTE 1285 (PALATINE ROAD)
WITH
FAU ROUTE ____ (SMITH STREET)

SEC. NO. 17-00102-00-PV PROJ. NO. 61KG(953)

SCALE 1"=20' COUNTY COOK

SJN : _____ REV. NO. 5

DESIGNED BY BLA, INC. DATE 03/2022

SATISFACTORY _____ DISTRICT GEOMETRICS ENGINEER ____ DATE

SATISFACTORY _____ DISTRICT PROGRAM DEVELOPMENT ENGINEER ____ DATE

SATISFACTORY _____ DISTRICT OPERATIONS ENGINEER ____ DATE

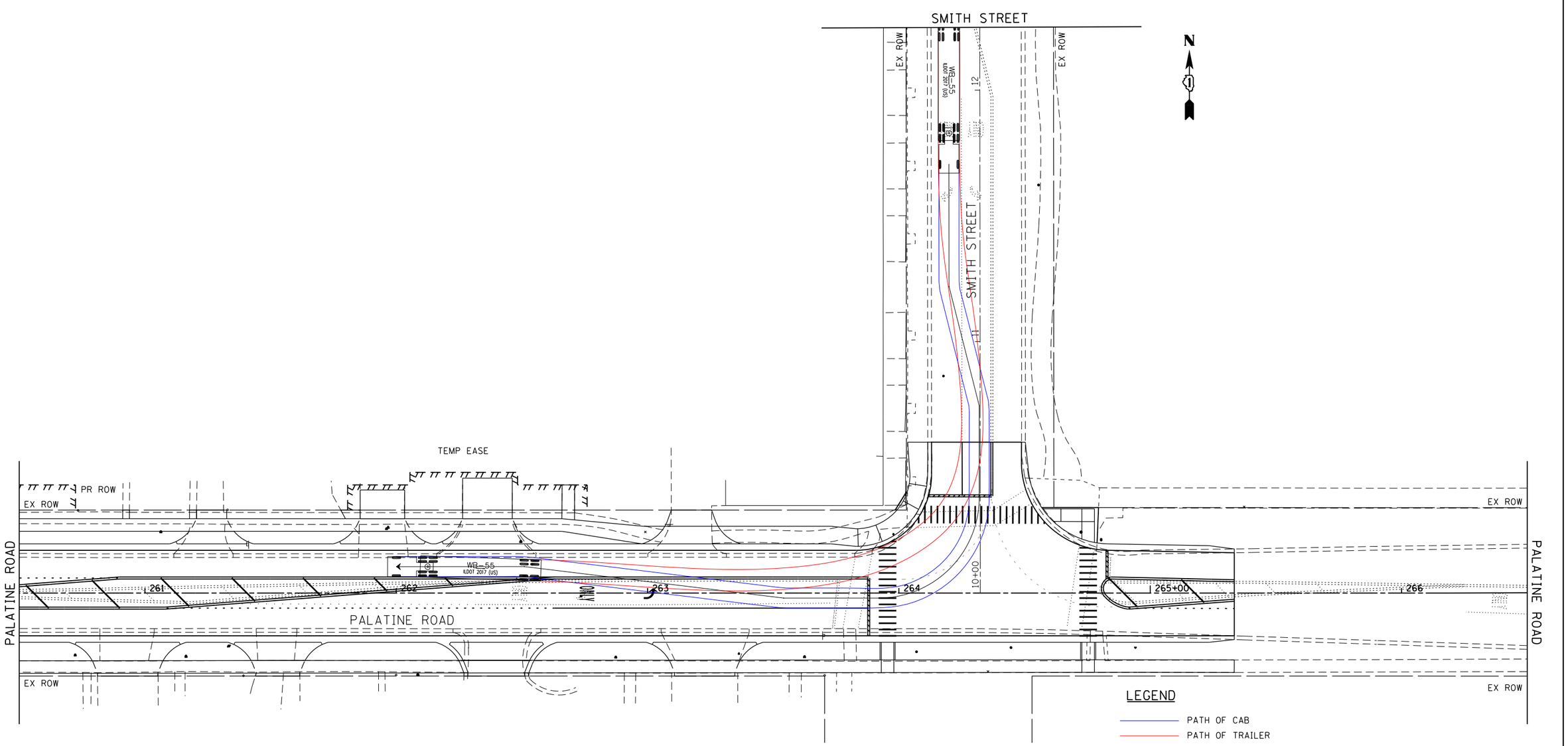
APPROVED _____ DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER ____ DATE

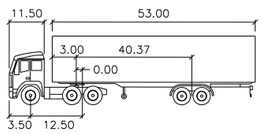
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ATTACHMENT 8

BDE-9908

PLOT DATE = 3/8/2022
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USER NAME = gellwanger

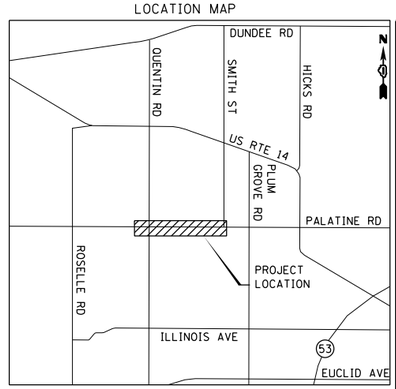




WB-55 feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 16.0
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		

LOCATION MAP



20 0 20
GRAPHIC SCALE

PREPARED BY:
BLA, Inc.
333 PIERCE ROAD
SUITE 200
ITASCA, ILLINOIS
630-438-6400
PROJ. MGR. MC
PROJ. ENG. GE

INTERSECTION DESIGN STUDY

FAU ROUTE 1285 (PALATINE ROAD)
WITH
FAU ROUTE ____ (SMITH STREET)

SEC. NO. 17-00102-00-PV PROJ. NO. 61KG(953)
SCALE 1"=20' COUNTY COOK
SJN : _____ REV. NO. 5

DESIGNED BY BLA, INC. DATE 03/2022

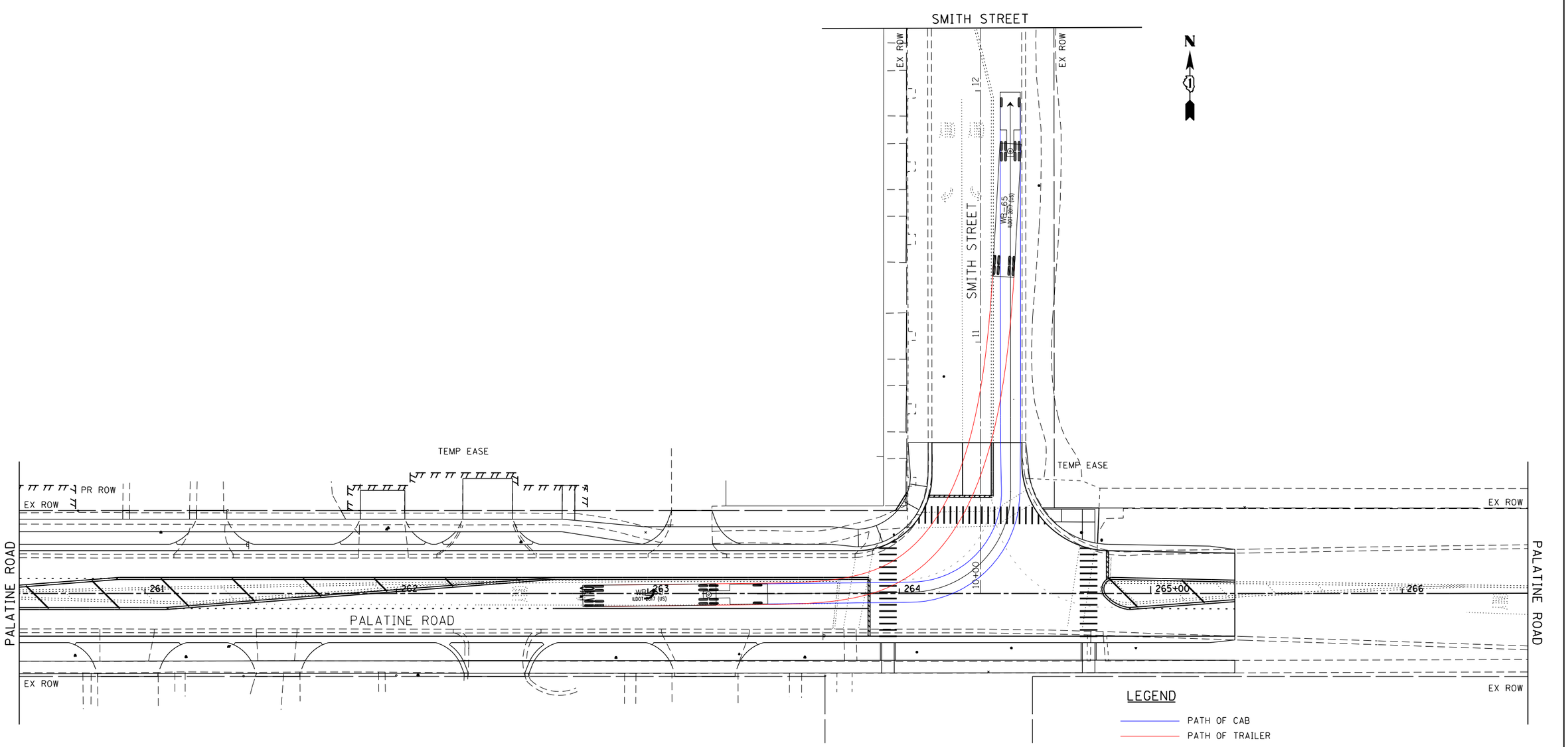
SATISFACTORY _____ DISTRICT GEOMETRICS ENGINEER ____ DATE
SATISFACTORY _____ DISTRICT PROGRAM DEVELOPMENT ENGINEER ____ DATE
SATISFACTORY _____ DISTRICT OPERATIONS ENGINEER ____ DATE
APPROVED _____ DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER ____ DATE

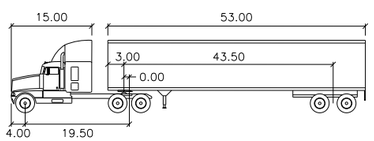
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ATTACHMENT 8

BDE-9908

PLOT DATE = 3/8/2022
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PLOT SCALE = 40.0000 ' / in.
USER NAME = gelliwanger





WB-65

feet

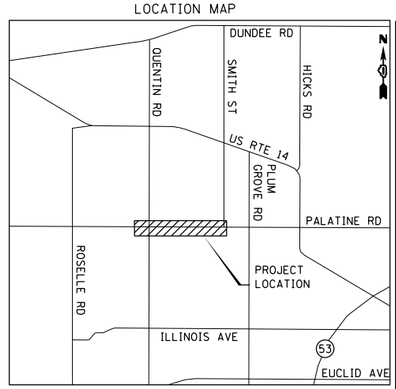
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		

PREPARED BY:

BLA, Inc.
333 PIERCE ROAD
SUITE 200
ITASCA, ILLINOIS
630-438-6400

PROJ. MGR. MC PROJ. ENG. GE

LOCATION MAP



20 0 20
GRAPHIC SCALE

INTERSECTION DESIGN STUDY

FAU ROUTE 1285 (PALATINE ROAD)
WITH
FAU ROUTE ____ (SMITH STREET)

SEC. NO. 17-00102-00-PV PROJ. NO. 61KG(953)
SCALE 1"=20' COUNTY COOK
SJN : _____ REV. NO. 5

DESIGNED BY BLA, INC. DATE 03/2022

SATISFACTORY _____ DATE
DISTRICT GEOMETRICS ENGINEER

SATISFACTORY _____ DATE
DISTRICT PROGRAM DEVELOPMENT ENGINEER

SATISFACTORY _____ DATE
DISTRICT OPERATIONS ENGINEER

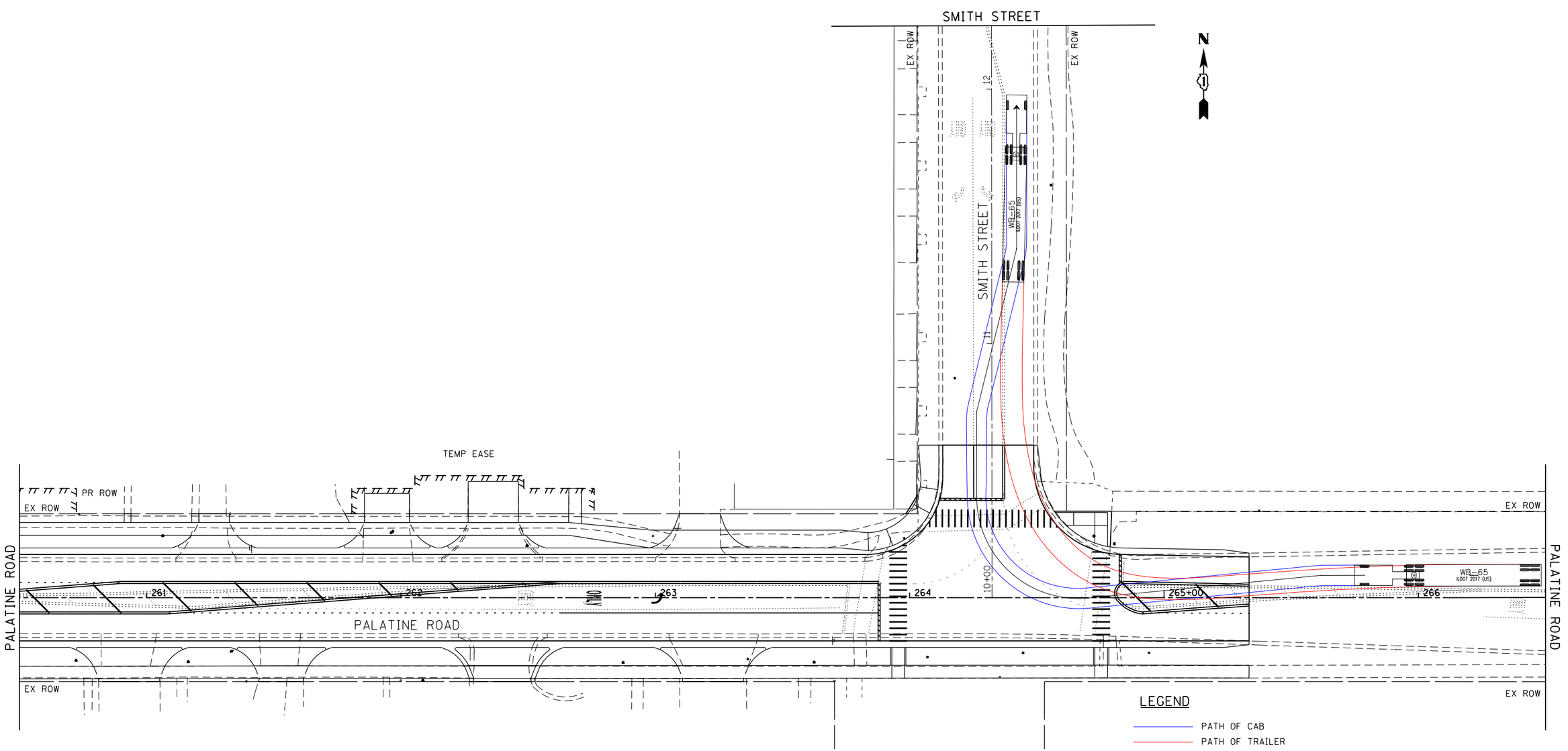
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DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

CADD FILE NAME : [ ] I.D.S. SHEET 9 OF 12

ATTACHMENT 8

BDE-9908

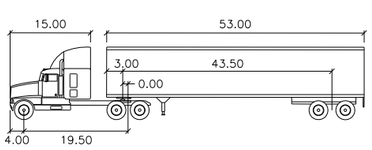
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PLOT SCALE = 40.0000 ' / in.
USER NAME = gellwanger



LEGEND

PATH OF CAB

PATH OF TRAILER



WB-65

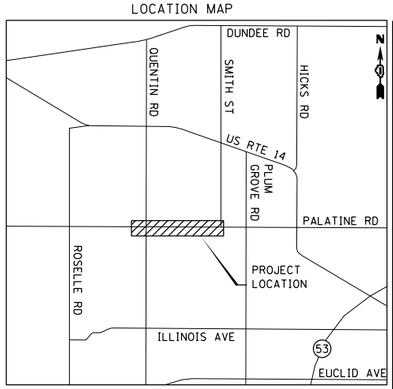
	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		

PREPARED BY:

BLA, Inc.
333 PIERCE ROAD
SUITE 200
ITASCA, ILLINOIS
630-438-6400

PROJ. MGR. MC PROJ. ENG. GE

LOCATION MAP



20 0 20
GRAPHIC SCALE

INTERSECTION DESIGN STUDY

FAU ROUTE 1285 (PALATINE ROAD)
WITH
FAU ROUTE ____ (SMITH STREET)

SEC. NO. 17-00102-00-PV PROJ. NO. 61KG(953)
SCALE 1"=20' COUNTY COOK
SJN : _____ REV. NO. 5

DESIGNED BY BLA, INC. DATE 03/2022

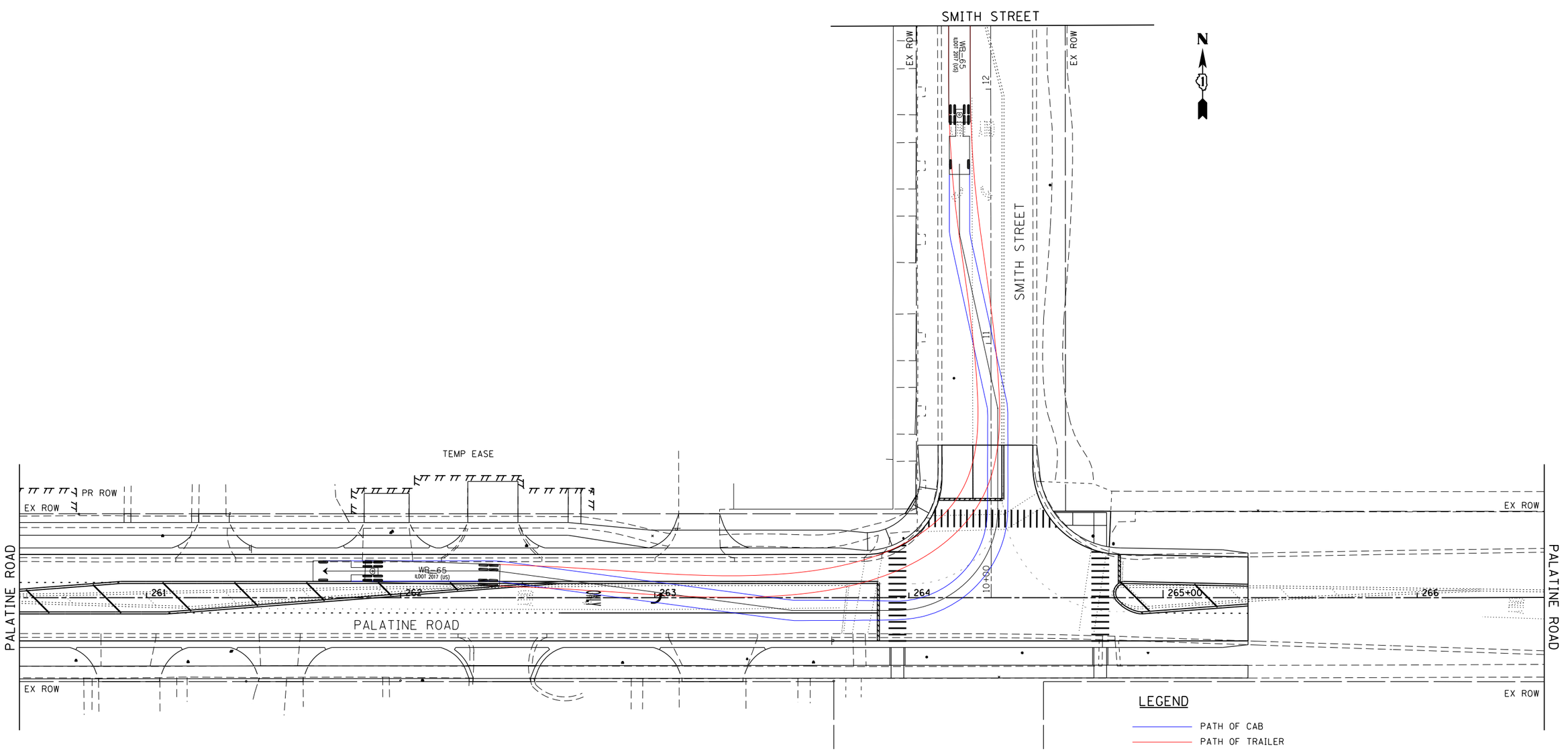
SATISFACTORY _____ DISTRICT GEOMETRICS ENGINEER ____ DATE
SATISFACTORY _____ DISTRICT PROGRAM DEVELOPMENT ENGINEER ____ DATE
SATISFACTORY _____ DISTRICT OPERATIONS ENGINEER ____ DATE
APPROVED _____ DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER ____ DATE

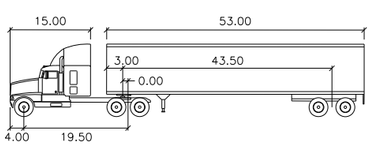
CADD FILE NAME : ( ) I.D.S. SHEET 10 OF 12

ATTACHMENT 8

BDE-9908

PLOT DATE = 3/8/2022
FILE NAME = F:\636-070 Palatine Road Phase I\CADD EXHIBITS\Intersection Design Study\Smith Street\17-00102-00-PV_AutoTurn_WB 65_03.dgn
PLOT SCALE = 40.0000 ' / in.
USER NAME = gellwanger





WB-65

feet

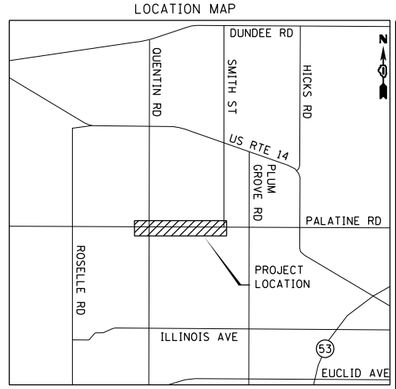
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		

PREPARED BY:

BLA, Inc.
333 PIERCE ROAD
SUITE 200
ITASCA, ILLINOIS
630-438-6400

PROJ. MGR. MC PROJ. ENG. GE

LOCATION MAP



20 0 20
GRAPHIC SCALE

INTERSECTION DESIGN STUDY

FAU ROUTE 1285 (PALATINE ROAD)
WITH
FAU ROUTE ____ (SMITH STREET)

SEC. NO. 17-00102-00-PV PROJ. NO. 61KG(953)
SCALE 1"=20' COUNTY COOK
SJN : _____ REV. NO. 4

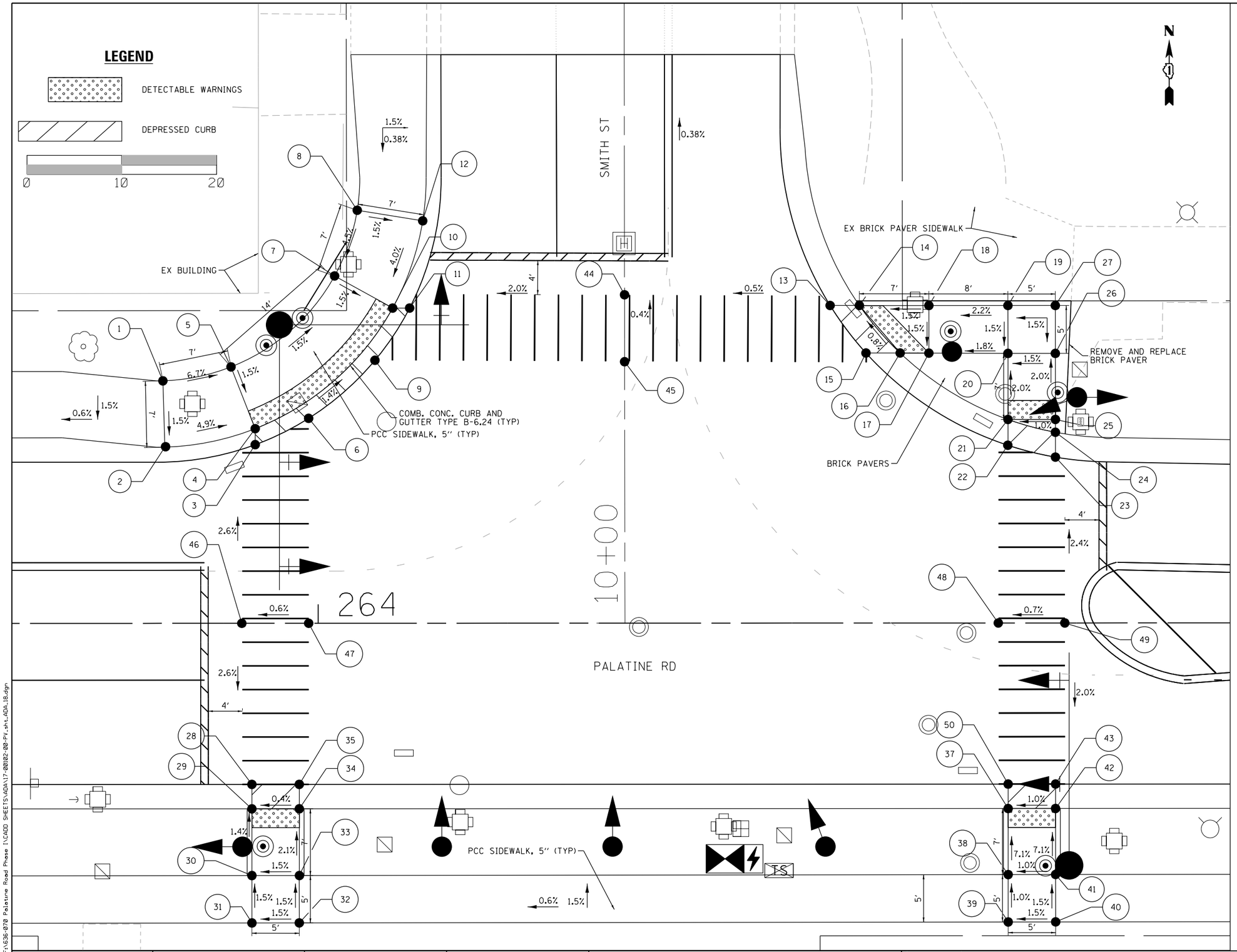
DESIGNED BY BLA, INC. DATE 03/2022

SATISFACTORY _____ DISTRICT GEOMETRICS ENGINEER ____ DATE
SATISFACTORY _____ DISTRICT PROGRAM DEVELOPMENT ENGINEER ____ DATE
SATISFACTORY _____ DISTRICT OPERATIONS ENGINEER ____ DATE
APPROVED _____ DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER ____ DATE

CADD FILE NAME : ( ) I.D.S. SHEET 11 OF 12

ATTACHMENT 8

BDE-9908



SMITH ST - ADA RAMP ELEVATION			
POINT No.	STATION	OFFSET	ELEV.
EX 1	263+83.59	26.59 LT	745.24
EX 2	263+83.80	19.59 LT	745.13
3	263+93.00	18.72 LT	744.74
4	263+93.00	21.47 LT	744.67
5	263+90.45	27.98 LT	744.77
6	263+99.00	21.63 LT	744.71
7	264+00.90	37.12 LT	744.52
EX 8	264+03.19	43.73 LT	744.84
9	264+06.00	27.75 LT	744.57
10	264+07.00	33.74 LT	744.40
11	264+09.90	33.73 LT	744.45
EX 12	264+10.06	42.62 LT	744.78
13	264+54.02	33.52 LT	744.99
14	264+57.11	33.52 LT	744.93
15	264+57.81	28.50 LT	745.04
16	264+61.41	28.50 LT	744.98
17	264+64.44	28.48 LT	745.01
18	264+64.44	33.50 LT	745.02
19	264+72.79	33.50 LT	745.23
20	264+72.79	28.44 LT	745.16
21	264+72.79	21.48 LT	745.30
22	264+72.79	18.75 LT	745.35
23	264+77.79	17.50 LT	745.42
24	264+78.81	19.95 LT	745.36
25	264+77.79	21.48 LT	745.35
26	264+77.79	28.44 LT	745.23
27	264+77.79	33.50 LT	745.3
28	263+93.00	17.00 RT	744.87
29	263+93.00	19.58 RT	744.93
EX 30	263+93.00	26.62 RT	745.03
EX 31	263+93.00	31.62 RT	745.10
EX 32	263+98.00	31.62 RT	745.17
EX 33	263+98.00	26.62 RT	745.10
34	263+98.00	19.58 RT	744.95
35	263+98.00	17.00 RT	744.89
36	264+72.79	17.00 RT	745.38
37	264+72.79	19.58 RT	745.32
EX 38	264+72.79	26.62 RT	745.81
EX 39	264+72.79	31.62 RT	745.86
EX 40	264+77.79	31.62 RT	745.93
EX 41	264+77.79	26.62 RT	745.86
42	264+77.79	19.58 RT	745.37
43	264+77.79	17.00 RT	745.43
44	264+32.33	0.00	744.88
45	264+32.34	0.00	744.91
46	263+92.00	0.00	745.21
47	263+99.00	0.00	745.25
48	264+71.79	0.00	745.72
49	264+78.79	0.00	745.77
50	264+72.79	17.00 RT	745.38

THIS IS A RECONSTRUCTION PROJECT SO ALL EXISTING FEATURES, POLES, STRUCTURES, SIGNING, TREES, ETC. WILL BE REMOVED/RELOCATED FROM CONFLICT WITH PROPOSED DESIGN ELEMENTS.

CONTRACTOR TO UTILIZE "DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED" PORTION OF IDOT HWY STD. 606001-05 FOR ESTABLISHING THE EP-TOP OF DEPRESSED CURB REPLATIONSHIP ON ALL CURB RAMPS

RELATIONSHIPS AS FOLLOWS:
EP-TC (B-6.24) EP+0.38' = TC
EP-TC (B-6.12) EP+0.44' = TC
EP-TDC (B-6.24) EP-0.06' = TDC
EP-TDC (B-6.12) EP-0.01' = TDC

FILE NAME = FA636-870 Palatine Road Phase I\CADD SHEETS\ADA\17-00102-00-PV_sht_ADA_18.dgn

BLA, Inc.

USER NAME = gellwanger	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/9/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA RAMP DETAILS
PALATINE ROAD

SCALE: 1"=5' | SHEET OF SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	12	12
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

ATTACHMENT 8

TRAFFIC FORECAST RECORD

Record Number: ck-49-19

Type of Report: Projection

Year Sought: 2050

Analyst: JAR

Organization requesting forecast: BLA, Inc.

Contact: Jacob Thede, P.E.

Phone number: (630) 948-5923

Sponsor: Village of Palatine

Date request was received: March 19, 2019

Date that response was mailed or faxed: March 20, 2019

Facility Location: Palatine Road from Quentin Road to Smith Road

Municipality: Palatine

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

March 25, 2019

Hon. Jim Schwantz
Mayor
Village of Palatine
200 East Wood Street
Palatine, IL 60067

Subject: ***Palatine Road from Quentin Road to Smith Road***
Village of Palatine

Dear Mayor Schwantz:

In response to a request made on your behalf and dated March 19, 2019, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

Palatine @ Quentin Rd	**Est. Current Volume**	**Year 2050 Projected ADT**
West Leg Palatine	14,200	**17,200**
North Leg Quentin	18,200	**22,800**
East Leg Palatine	14,100	**16,800**
South Leg Quentin	17,100	**21,400**

Palatine @ Cedar St	**Est. Current Volume**	**Year 2050 Projected ADT**
West Leg Palatine	12,800	**15,500**
North Leg Cedar	800	**900**
East Leg Palatine	14,200	**16,300**
South Leg Cedar	2,200	**2,900**

Palatine @ Smith St	**Est. Current Volume**	**Year 2050 Projected ADT**
West Leg Palatine	16,600	**18,800**
North Leg Smith	5,700	**5,900**
East Leg Palatine	16,500	**18,900**

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2018 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Quigley (IDOT)
Document1

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
BLA, Inc

CONSULTING ENGINEERS BLA, Inc.

SUMMARY OF TRAFFIC SURVEY - 2018

INTERSECTION: **Palatine Road at Quentin Road**
MUNICIPALITY: **Village of Palatine**
COUNTY: **Cook**

	SOUTHBOUND				*NORTHBOUND*					*WESTBOUND*				*EASTBOUND*					
ROUTE:	**Quentin Road**				**Quentin Road**					**Palatine Road**				**Palatine Road**					
	GOING				GOING					GOING				GOING					
START HOUR	WEST	SOUTH	EAST	**TOTAL**	WEST	NORTH	EAST	**TOTAL**	**TOTAL NORTH AND SOUTH**	SOUTH	WEST	NORTH	**TOTAL**	NORTH	EAST	SOUTH	**TOTAL**	**TOTAL EAST AND WEST**	**GRAND TOTAL**
6:00	79	488	73	640	20	177	19	216	856	35	129	24	188	159	458	35	652	840	1696
7:00	143	807	102	1052	84	399	107	590	1642	80	206	50	336	182	451	43	676	1012	2654
8:00	103	696	97	896	42	334	78	454	1350	84	273	37	394	177	393	48	618	1012	2362
9:00	63	346	30	439	22	281	44	347	786	66	155	33	254	86	195	20	301	555	1341
10:00	53	325	46	424	35	230	44	309	733	81	142	36	259	82	192	16	290	549	1282
11:00	74	297	72	443	40	262	70	372	815	69	175	38	282	74	225	28	327	609	1424
12:00	79	277	70	426	42	339	55	436	862	80	198	41	319	102	237	25	364	683	1545
13:00	82	316	40	438	58	335	61	454	892	74	221	49	344	82	182	29	293	637	1529
14:00	76	306	68	450	56	344	69	469	919	81	268	57	406	101	265	25	391	797	1716
15:00	121	332	73	526	70	590	92	752	1278	86	375	71	532	137	282	35	454	986	2264
16:00	151	397	85	633	92	845	73	1010	1643	88	424	82	594	123	287	26	436	1030	2673
17:00	197	499	103	799	100	885	73	1058	1857	111	449	71	631	145	314	43	502	1133	2990
18:00																			
19:00																			
20:00																			
21:00																			

Date of Traffic Survey:	2/27/19-AM	2/27/2019-PM
Performed By:	MG/KL	MG/KL
Checked By:	JLT	JLT

ATTACHMENT 8

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
BLA, Inc

CONSULTING ENGINEERS BLA, Inc.

SUMMARY OF TRAFFIC SURVEY - 2018

INTERSECTION: **Palatine Road at Cedar Street**
MUNICIPALITY: **Village of Palatine**
COUNTY: **Cook**

	SOUTHBOUND				*NORTHBOUND*					*WESTBOUND*				*EASTBOUND*					
ROUTE:	**Cedar Street**				**Cedar Street**					**Palatine Road**				**Palatine Road**					
	GOING				GOING					GOING				GOING					
START HOUR	WEST	SOUTH	EAST	**TOTAL**	WEST	NORTH	EAST	**TOTAL**	**TOTAL NORTH AND SOUTH**	SOUTH	WEST	NORTH	**TOTAL**	NORTH	EAST	SOUTH	**TOTAL**	**TOTAL EAST AND WEST**	**GRAND TOTAL**
6:00	13	1	20	34	12	6	46	64	98	15	148	14	177	6	453	7	466	643	741
7:00	23	14	20	57	12	1	92	105	162	34	335	24	393	12	622	43	677	1070	1232
8:00	10	3	25	38	5	2	46	53	91	42	339	15	396	6	497	20	523	919	1010
9:00	6	2	17	25	2	2	49	53	78	34	223	15	272	3	291	6	300	572	650
10:00	4	1	11	16	6	1	17	24	40	17	130	8	155	4	167	7	178	333	373
11:00	3	6	9	18	12	2	49	63	81	35	274	17	326	1	320	13	334	660	741
12:00	4	8	11	23	5	3	18	26	49	32	203	12	247	2	190	9	201	448	497
13:00	3	4	9	16	6	4	33	43	59	28	271	12	311	8	252	4	264	575	634
14:00	8	6	6	20	12	5	33	50	70	46	375	19	440	6	303	18	327	767	837
15:00	6	6	7	19	10	8	56	74	93	45	451	18	514	11	393	22	426	940	1033
16:00	11	6	16	33	8	4	59	71	104	46	530	31	607	7	415	25	447	1054	1158
17:00	8	1	11	20	5	5	71	81	101	81	651	35	767	13	451	20	484	1251	1352
18:00																			
19:00																			
20:00																			
21:00																			

Date of Traffic Survey:	3/6/19-AM	3/6/2019-PM
Performed By:	MC	MC
Checked By:	JLT	JLT

ATTACHMENT 8

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
BLA, Inc

CONSULTING ENGINEERS BLA, Inc.

SUMMARY OF TRAFFIC SURVEY - 2018

INTERSECTION: **Palatine Road at Smith Street**
MUNICIPALITY: **Village of Palatine**
COUNTY: **Cook**

	SOUTHBOUND				*NORTHBOUND*					*WESTBOUND*				*EASTBOUND*					
ROUTE:	**Smith Street**				**Smith Street**					**Palatine Road**				**Palatine Road**					
	GOING				GOING					GOING				GOING					
START HOUR	WEST	SOUTH	EAST	**TOTAL**	WEST	NORTH	EAST	**TOTAL**	**TOTAL NORTH AND SOUTH**	SOUTH	WEST	NORTH	**TOTAL**	NORTH	EAST	SOUTH	**TOTAL**	**TOTAL EAST AND WEST**	**GRAND TOTAL**
6:00	33		61	94							157	32	189	116	447		563	752	752
7:00	83		131	214							323	67	390	197	581		778	1168	1168
8:00	82		100	182							305	59	364	94	540		634	998	998
9:00	67		68	135							241	43	284	54	352		406	690	690
10:00	70		82	152							224	68	292	64	318		382	674	674
11:00	60		94	154							307	58	365	66	350		416	781	781
12:00	72		92	164							330	68	398	66	326		392	790	790
13:00	82		74	156							330	70	400	52	302		354	754	754
14:00	94		83	177							402	72	474	53	298		351	825	825
15:00	80		86	166							491	81	572	73	430		503	1075	1075
16:00	105		126	231							651	82	733	92	513		605	1338	1338
17:00	142		109	251							700	95	795	99	472		571	1366	1366
18:00																			
19:00																			
20:00																			
21:00																			

Date of Traffic Survey:	3/6/19-AM	3/6/2019-PM
Performed By:	JD	JD
Checked By:	JLT	JLT

ATTACHMENT 8

Palatine @ Quentin Road	Est. Current Volume	Year 2050 Projected ADT	Percent Increase
West Leg Palatine	14,200	17,200	21.13%
North Leg Quentin	18,200	22,800	25.27%
East Leg Palatine	14,100	16,800	19.15%
South Leg Quentin	17,100	21,400	25.15%

Palatine @ Cedar St	Est. Current Volume	Year 2050 Projected ADT	Percent Increase
West Leg Palatine	12,800	15,500	21.09%
North Leg Cedar	800	900	12.50%
East Leg Palatine	14,200	16,300	14.79%
South Leg Cedar	2,200	2,900	31.82%

Palatine @ Smith St	Est. Current Volume	Year 2050 Projected ADT	Percent Increase
West Leg Palatine	16,600	18,800	13.25%
North Leg Smith	5,700	5,900	3.51%
East Leg Palatine	16,500	18,900	14.55%

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
BLA, Inc

CONSULTING ENGINEERS BLA, Inc.

SUMMARY OF TRAFFIC SURVEY - 2050

INTERSECTION: **Palatine Road at Quentin Road**
MUNICIPALITY: **Village of Palatine**
COUNTY: **Cook**

	SOUTHBOUND				*NORTHBOUND*					*WESTBOUND*				*EASTBOUND*					
ROUTE:	**Quentin Road**				**Quentin Road**					**Palatine Road**				**Palatine Road**					
	GOING				GOING					GOING				GOING					
START HOUR	WEST	SOUTH	EAST	**TOTAL**	WEST	NORTH	EAST	**TOTAL**	**TOTAL NORTH AND SOUTH**	SOUTH	WEST	NORTH	**TOTAL**	NORTH	EAST	SOUTH	**TOTAL**	**TOTAL EAST AND WEST**	**GRAND TOTAL**
6:00	99	611	91	801	25	222	24	271	1072	42	154	29	225	193	555	42	790	1015	2087
7:00	179	1011	128	1318	105	499	134	738	2056	95	245	60	400	220	546	52	818	1218	3274
8:00	129	872	122	1123	53	418	98	569	1692	100	325	44	469	214	476	58	748	1217	2909
9:00	79	433	38	550	28	352	55	435	985	79	185	39	303	104	236	24	364	667	1652
10:00	66	407	58	531	44	288	55	387	918	97	169	43	309	99	233	19	351	660	1578
11:00	93	372	90	555	50	328	88	466	1021	82	209	45	336	90	273	34	397	733	1754
12:00	99	347	88	534	53	424	69	546	1080	95	236	49	380	124	287	30	441	821	1901
13:00	103	396	50	549	73	419	76	568	1117	88	263	58	409	99	220	35	354	763	1880
14:00	95	383	85	563	70	431	86	587	1150	97	319	68	484	122	321	30	473	957	2107
15:00	152	416	91	659	88	738	115	941	1600	102	447	85	634	166	342	42	550	1184	2784
16:00	189	497	106	792	115	1058	91	1264	2056	105	505	98	708	149	348	31	528	1236	3292
17:00	247	625	129	1001	125	1108	91	1324	2325	132	535	85	752	176	380	52	608	1360	3685
18:00																			
19:00																			
20:00																			
21:00																			

Date of Traffic Survey:	2/27/19-AM	2/27/2019-PM
Performed By:	MG/KL	MG/KL
Checked By:	JLT	JLT

ATTACHMENT 8

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
BLA, Inc

CONSULTING ENGINEERS BLA, Inc.

SUMMARY OF TRAFFIC SURVEY - 2050

INTERSECTION: **Palatine Road at Cedar Street**
MUNICIPALITY: **Village of Palatine**
COUNTY: **Cook**

	SOUTHBOUND				*NORTHBOUND*					*WESTBOUND*				*EASTBOUND*					
ROUTE:	**Cedar Street**				**Cedar Street**					**Palatine Road**				**Palatine Road**					
	GOING				GOING					GOING				GOING					
START HOUR	WEST	SOUTH	EAST	**TOTAL**	WEST	NORTH	EAST	**TOTAL**	**TOTAL NORTH AND SOUTH**	SOUTH	WEST	NORTH	**TOTAL**	NORTH	EAST	SOUTH	**TOTAL**	**TOTAL EAST AND WEST**	**GRAND TOTAL**
6:00	15	1	23	39	16	8	61	85	124	17	170	16	203	7	549	8	564	767	891
7:00	26	16	23	65	16	1	121	138	203	39	385	28	452	15	753	52	820	1272	1475
8:00	11	3	28	42	7	3	61	71	113	48	389	17	454	7	602	24	633	1087	1200
9:00	7	2	19	28	3	3	65	71	99	39	256	17	312	4	352	7	363	675	774
10:00	5	1	12	18	8	1	22	31	49	20	149	9	178	5	202	8	215	393	442
11:00	3	7	10	20	16	3	65	84	104	40	315	20	375	1	387	16	404	779	883
12:00	5	9	12	26	7	4	24	35	61	37	233	14	284	2	230	11	243	527	588
13:00	3	5	10	18	8	5	44	57	75	32	311	14	357	10	305	5	320	677	752
14:00	9	7	7	23	16	7	44	67	90	53	430	22	505	7	367	22	396	901	991
15:00	7	7	8	22	13	11	74	98	120	52	518	21	591	13	476	27	516	1107	1227
16:00	12	7	18	37	11	5	78	94	131	53	608	36	697	8	503	30	541	1238	1369
17:00	9	1	12	22	7	7	94	108	130	93	747	40	880	16	546	24	586	1466	1596
18:00																			
19:00																			
20:00																			
21:00																			

Date of Traffic Survey:	3/6/19-AM	3/6/2019-PM
Performed By:	MC	MC
Checked By:	JLT	JLT

ATTACHMENT 8

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
BLA, Inc

CONSULTING ENGINEERS BLA, Inc.

SUMMARY OF TRAFFIC SURVEY -2050

INTERSECTION: **Palatine Road at Smith Street**
MUNICIPALITY: **Village of Palatine**
COUNTY: **Cook**

	SOUTHBOUND				*NORTHBOUND*					*WESTBOUND*				*EASTBOUND*					
ROUTE:	**Smith Street**				**Smith Street**					**Palatine Road**				**Palatine Road**					
	GOING				GOING					GOING				GOING					
START HOUR	WEST	SOUTH	EAST	**TOTAL**	WEST	NORTH	EAST	**TOTAL**	**TOTAL NORTH AND SOUTH**	SOUTH	WEST	NORTH	**TOTAL**	NORTH	EAST	SOUTH	**TOTAL**	**TOTAL EAST AND WEST**	**GRAND TOTAL**
6:00	34		63	97							180	37	217	131	506		637	854	854
7:00	86		136	222							370	77	447	223	658		881	1328	1328
8:00	85		104	189							349	68	417	106	612		718	1135	1135
9:00	69		70	139							276	49	325	61	399		460	785	785
10:00	72		85	157							257	78	335	72	360		432	767	767
11:00	62		97	159							352	66	418	75	396		471	889	889
12:00	75		95	170							378	78	456	75	369		444	900	900
13:00	85		77	162							378	80	458	59	342		401	859	859
14:00	97		86	183							460	82	542	60	337		397	939	939
15:00	83		89	172							562	93	655	83	487		570	1225	1225
16:00	109		130	239							746	94	840	104	581		685	1525	1525
17:00	147		113	260							802	109	911	112	535		647	1558	1558
18:00																			
19:00																			
20:00																			
21:00																			

Date of Traffic Survey:	3/6/19-AM	3/6/2019-PM
Performed By:	JD	JD
Checked By:	JLT	JLT

ATTACHMENT 8

Warrants Summary

Information			
Analyst	Jacob Thede	Intersection	Palatine Road and Cedar Street
Agency/Co	BLA, Inc.		
Date Performed	4/1/2019	Jurisdiction	Village of Palatine
Project ID		Units	U.S. Customary
East/West Street	Palatine Road	Time Period Analyzed	7:00am-6:00pm
File Name	Warrants- Palatine and Cedar	North/South Street	Cedar Street
		Major Street	East-West

Project Description

General				Roadway Network	
Major Street Speed (mph)	35	☐	Population < 10,000	Two Major Routes	☐
Nearest Signal (ft)	0	☐	Coordinated Signal System	Weekend Count	☐
Crashes (per year)	0	☐	Adequate Trials of Alternatives	5-yr Growth Factor	0

Geometry and Traffic	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N	1	1	0	1	1	0	0	1	0	0	1	0
Lane usage	L	TR		L	TR			LTR			LTR	
Vehicle Volume Averages (vph)	6	325	8	36	315	17	6	3	43	7	4	11
Peds (ped/h) / Gaps (gaps/h)	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--
Delay (s/veh) / (veh-hr)	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--

Warrant 1: Eight-Hour Vehicular Volume	☐
1 A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--	☐
1 B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--	☐
1 (80%) Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)	☐
Warrant 2: Four-Hour Vehicular Volume	☐
2 A. Four-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	☐
Warrant 3: Peak Hour	☐
3 A. Peak-Hour Conditions (Minor delay --and-- minor volume --and-- total volume) --or--	☐
3 B. Peak- Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	☐
Warrant 4: Pedestrian Volume	☐
4 A. Four Hour Volumes --or--	☐
4 B. One-Hour Volumes	☐
Warrant 5: School Crossing	☐
5. Student Volumes --and--	☐
5. Gaps Same Period	☐
Warrant 6: Coordinated Signal System	☐
6. Degree of Platooning (Predominant direction or both directions)	☐
Warrant 7: Crash Experience	☐
7 A. Adequate trials of alternatives, observance and enforcement failed --and--	☐
7 B. Reported crashes susceptible to correction by signal (12-month period) --and--	☐

7 C. (80%) Volumes for Warrants 1A, 1B --or-- 4 are satisfied	☐
Warrant 8: Roadway Network	☐
8 A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2 or 3) --or--	☐
8 B. Weekend Volume (Five hours total)	☐
Warrant 9: Grade Crossing	☐
9 A. Grade Crossing within 140 ft --and--	☐
9 B. Peak-Hour Vehicular Volumes	☐

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Warrants Summary

Information			
Analyst	Jacob Thede	Intersection	Palatine Road and Cedar Street
Agency/Co	BLA, Inc.		
Date Performed	3/6/2019	Jurisdiction	Village of Palatine
Project ID		Units	U.S. Customary
East/West Street	Palatine Road	Time Period Analyzed	6:00am-6:00pm
File Name	Warrants- Palatine and Cedar_2050.xhy	North/South Street	Cedar Street
		Major Street	East-West

Project Description

General				Roadway Network	
Major Street Speed (mph)	35	☐	Population < 10,000	Two Major Routes	☐
Nearest Signal (ft)	1322	☐	Coordinated Signal System	Weekend Count	☐
Crashes (per year)	0	☐	Adequate Trials of Alternatives	5-yr Growth Factor	0

Geometry and Traffic	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N	1	1	0	1	1	0	0	1	0	0	1	0
Lane usage	L	TR		L	TR			LTR			LTR	
Vehicle Volume Averages (vph)	7	439	19	43	375	21	10	4	62	15	6	9
Peds (ped/h) / Gaps (gaps/h)	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--
Delay (s/veh) / (veh-hr)	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--

Warrant 1: Eight-Hour Vehicular Volume	☐
1 A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--	☐
1 B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--	☐
1 (80%) Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)	☐
Warrant 2: Four-Hour Vehicular Volume	☐
2 A. Four-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	☐
Warrant 3: Peak Hour	☐
3 A. Peak-Hour Conditions (Minor delay --and-- minor volume --and-- total volume) --or--	☐
3 B. Peak- Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	☐
Warrant 4: Pedestrian Volume	☐
4 A. Four Hour Volumes --or--	☐
4 B. One-Hour Volumes	☐
Warrant 5: School Crossing	☐
5. Student Volumes --and--	☐
5. Gaps Same Period	☐
Warrant 6: Coordinated Signal System	☐
6. Degree of Platooning (Predominant direction or both directions)	☐
Warrant 7: Crash Experience	☐
7 A. Adequate trials of alternatives, observance and enforcement failed --and--	☐
7 B. Reported crashes susceptible to correction by signal (12-month period) --and--	☐

7 C. (80%) Volumes for Warrants 1A, 1B --or-- 4 are satisfied	☑
Warrant 8: Roadway Network	☐
8 A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2 or 3) --or--	☐
8 B. Weekend Volume (Five hours total)	☐
Warrant 9: Grade Crossing	☐
9 A. Grade Crossing within 140 ft --and--	☐
9 B. Peak-Hour Vehicular Volumes	☐

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Warrants Summary

Information			
Analyst	Greg Ellwanger	Intersection	Palatine Road At Quentin Road
Agency/Co	BLA, Inc	Jurisdiction	IDOT
Date Performed	3/6/2019	Units	U.S. Customary
Project ID		Time Period Analyzed	6:00am-6:00pm
East/West Street	Palatine Road	North/South Street	Quentin Road
File Name	Warrants- Palatine and Quentin.xhy	Major Street	North-South

Project Description

General				Roadway Network	
Major Street Speed (mph)	40	☐	Population < 10,000	Two Major Routes	☐
Nearest Signal (ft)	3930	☐	Coordinated Signal System	Weekend Count	☐
Crashes (per year)	0	☐	Adequate Trials of Alternatives	5-yr Growth Factor	0

Geometry and Traffic	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N	1	1	0	1	1	0	1	2	0	1	2	0
Lane usage	L	TR		L	TR		L	TR		L	TR	
Vehicle Volume Averages (vph)	120	290	31	77	236	49	55	418	65	71	423	101
Peds (ped/h) / Gaps (gaps/h)	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--
Delay (s/veh) / (veh-hr)	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--

Warrant 1: Eight-Hour Vehicular Volume	☑
1 A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--	☑
1 B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--	☐
1 (80%) Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)	☑
Warrant 2: Four-Hour Vehicular Volume	☑
2 A. Four-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	☑
Warrant 3: Peak Hour	☑
3 A. Peak-Hour Conditions (Minor delay --and-- minor volume --and-- total volume) --or--	☐
3 B. Peak- Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	☑
Warrant 4: Pedestrian Volume	☐
4 A. Four Hour Volumes --or--	☐
4 B. One-Hour Volumes	☐
Warrant 5: School Crossing	☐
5. Student Volumes --and--	☐
5. Gaps Same Period	☐
Warrant 6: Coordinated Signal System	☐
6. Degree of Platooning (Predominant direction or both directions)	☐
Warrant 7: Crash Experience	☐
7 A. Adequate trials of alternatives, observance and enforcement failed --and--	☐
7 B. Reported crashes susceptible to correction by signal (12-month period) --and--	☐

7 C. (80%) Volumes for Warrants 1A, 1B --or-- 4 are satisfied	☑
Warrant 8: Roadway Network	☐
8 A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2 or 3) --or--	☐
8 B. Weekend Volume (Five hours total)	☐
Warrant 9: Grade Crossing	☐
9 A. Grade Crossing within 140 ft --and--	☐
9 B. Peak-Hour Vehicular Volumes	☐

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Warrants Summary

Information			
Analyst	Greg Ellwanger	Intersection	Palatine Road At Quentin Road
Agency/Co	BLA, Inc		
Date Performed	3/6/2019	Jurisdiction	IDOT
Project ID		Units	U.S. Customary
East/West Street	Palatine Road	Time Period Analyzed	6:00am-6:00pm
File Name	Warrants- Palatine and Quentin_2050.xhy	North/South Street	Quentin Road
		Major Street	North-South

Project Description

General				Roadway Network	
Major Street Speed (mph)	40	☐	Population < 10,000	Two Major Routes	☐
Nearest Signal (ft)	3930	☐	Coordinated Signal System	Weekend Count	☐
Crashes (per year)	0	☐	Adequate Trials of Alternatives	5-yr Growth Factor	0

Geometry and Traffic	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N	1	1	0	1	1	0	1	2	0	1	2	0
Lane usage	L	TR		L	TR		L	TR		L	TR	
Vehicle Volume Averages (vph)	146	351	37	92	299	58	69	523	81	90	530	126
Peds (ped/h) / Gaps (gaps/h)	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--
Delay (s/veh) / (veh-hr)	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--

Warrant 1: Eight-Hour Vehicular Volume	☑
1 A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--	☑
1 B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--	☑
1 (80%) Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)	☑
Warrant 2: Four-Hour Vehicular Volume	☑
2 A. Four-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	☑
Warrant 3: Peak Hour	☑
3 A. Peak-Hour Conditions (Minor delay --and-- minor volume --and-- total volume) --or--	☐
3 B. Peak- Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	☑
Warrant 4: Pedestrian Volume	☐
4 A. Four Hour Volumes --or--	☐
4 B. One-Hour Volumes	☐
Warrant 5: School Crossing	☐
5. Student Volumes --and--	☐
5. Gaps Same Period	☐
Warrant 6: Coordinated Signal System	☐
6. Degree of Platooning (Predominant direction or both directions)	☐
Warrant 7: Crash Experience	☐
7 A. Adequate trials of alternatives, observance and enforcement failed --and--	☐
7 B. Reported crashes susceptible to correction by signal (12-month period) --and--	☐

7 C. (80%) Volumes for Warrants 1A, 1B --or-- 4 are satisfied	☑
Warrant 8: Roadway Network	☐
8 A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2 or 3) --or--	☐
8 B. Weekend Volume (Five hours total)	☐
Warrant 9: Grade Crossing	☐
9 A. Grade Crossing within 140 ft --and--	☐
9 B. Peak-Hour Vehicular Volumes	☐

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Warrants Summary

Information			
Analyst	Greg Ellwanger	Intersection	Palatine Road At Smith Street
Agency/Co	BLA, Inc	Jurisdiction	IDOT
Date Performed	3/6/2019	Units	U.S. Customary
Project ID		Time Period Analyzed	6:00am-6:00pm
East/West Street	Palatine Road	North/South Street	Smith Street
File Name	Warrants- Palatine and Smith.xhy	Major Street	East-West

Project Description

General				Roadway Network	
Major Street Speed (mph)	30	☐	Population < 10,000	Two Major Routes	☐
Nearest Signal (ft)	665	☐	Coordinated Signal System	Weekend Count	☐
Crashes (per year)	0	☐	Adequate Trials of Alternatives	5-yr Growth Factor	0

Geometry and Traffic	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N	1	1	0	0	1	0	0	0	0	1	0	1
Lane usage	L	T			TR					L		R
Vehicle Volume Averages (vph)	85	410	0	0	371	66	0	0	0	92	0	80
Peds (ped/h) / Gaps (gaps/h)	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--
Delay (s/veh) / (veh-hr)	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--

Warrant 1: Eight-Hour Vehicular Volume	☐
1 A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--	☐
1 B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--	☐
1 (80%) Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)	☐
Warrant 2: Four-Hour Vehicular Volume	☐
2 A. Four-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	☐
Warrant 3: Peak Hour	☑
3 A. Peak-Hour Conditions (Minor delay --and-- minor volume --and-- total volume) --or--	☐
3 B. Peak- Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	☑
Warrant 4: Pedestrian Volume	☐
4 A. Four Hour Volumes --or--	☐
4 B. One-Hour Volumes	☐
Warrant 5: School Crossing	☐
5. Student Volumes --and--	☐
5. Gaps Same Period	☐
Warrant 6: Coordinated Signal System	☐
6. Degree of Platooning (Predominant direction or both directions)	☐
Warrant 7: Crash Experience	☐
7 A. Adequate trials of alternatives, observance and enforcement failed --and--	☐
7 B. Reported crashes susceptible to correction by signal (12-month period) --and--	☐

7 C. (80%) Volumes for Warrants 1A, 1B --or-- 4 are satisfied	☑
Warrant 8: Roadway Network	☐
8 A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2 or 3) --or--	☐
8 B. Weekend Volume (Five hours total)	☐
Warrant 9: Grade Crossing	☐
9 A. Grade Crossing within 140 ft --and--	☐
9 B. Peak-Hour Vehicular Volumes	☐

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Warrants Summary

Information			
Analyst	Greg Ellwanger	Intersection	Palatine Road At Smith Street
Agency/Co	BLA, Inc	Jurisdiction	IDOT
Date Performed	3/6/2019	Units	U.S. Customary
Project ID		Time Period Analyzed	6:00am-6:00pm
East/West Street	Palatine Road	North/South Street	Smith Street
File Name	Warrants- Palatine and Smith_2050.xhy	Major Street	East-West

Project Description

General				Roadway Network	
Major Street Speed (mph)	30	☐	Population < 10,000	Two Major Routes	☐
Nearest Signal (ft)	665	☐	Coordinated Signal System	Weekend Count	☐
Crashes (per year)	0	☐	Adequate Trials of Alternatives	5-yr Growth Factor	0

Geometry and Traffic	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N	1	1	0	0	1	0	0	0	0	1	0	1
Lane usage	L	T			TR					L		R
Vehicle Volume Averages (vph)	96	465	0	0	425	75	0	0	0	95	0	83
Peds (ped/h) / Gaps (gaps/h)	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--
Delay (s/veh) / (veh-hr)	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--

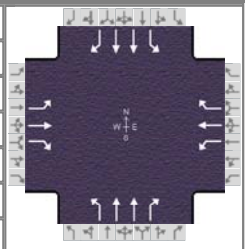
Warrant 1: Eight-Hour Vehicular Volume	☑
1 A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--	☐
1 B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--	☐
1 (80%) Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)	☑
Warrant 2: Four-Hour Vehicular Volume	☑
2 A. Four-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	☑
Warrant 3: Peak Hour	☑
3 A. Peak-Hour Conditions (Minor delay --and-- minor volume --and-- total volume) --or--	☐
3 B. Peak- Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	☑
Warrant 4: Pedestrian Volume	☐
4 A. Four Hour Volumes --or--	☐
4 B. One-Hour Volumes	☐
Warrant 5: School Crossing	☐
5. Student Volumes --and--	☐
5. Gaps Same Period	☐
Warrant 6: Coordinated Signal System	☐
6. Degree of Platooning (Predominant direction or both directions)	☐
Warrant 7: Crash Experience	☐
7 A. Adequate trials of alternatives, observance and enforcement failed --and--	☐
7 B. Reported crashes susceptible to correction by signal (12-month period) --and--	☐

7 C. (80%) Volumes for Warrants 1A, 1B --or-- 4 are satisfied	☑
Warrant 8: Roadway Network	☐
8 A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2 or 3) --or--	☐
8 B. Weekend Volume (Five hours total)	☐
Warrant 9: Grade Crossing	☐
9 A. Grade Crossing within 140 ft --and--	☐
9 B. Peak-Hour Vehicular Volumes	☐

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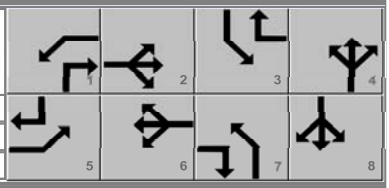
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	BLA, Inc.			Duration, h	0.25
Analyst	Greg Ellwanger	Analysis Date	Apr 1, 2019	Area Type	Other
Jurisdiction		Time Period	7:00-8:00 AM	PHF	0.95
Urban Street	Palatine Road	Analysis Year	2050	Analysis Period	1> 7:00
Intersection	Quentin Road	File Name	2050_Palatine Road and Quentin Road_AMPeak…		
Project Description	2050 AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	220	546	52	95	245	60	105	499	134	128	1011	179

Signal Information												
Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin	Green	6.7	2.4	38.4	6.9	1.1	41.9		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	3.5	4.0	3.5	0.0	4.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	2.0	0.0	0.0	2.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	220	546	52	95	245	60	105	499	134	128	1011	179
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	2	2	2	2	2	2	2	2	2	2	2	2
Ped / Bike / RTOR, /h	5	0	0	5	0	0	5	0	0	5	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	275	0	150	200	0	150	165	0	145	200	0	225
Grade (*Pg*), %		1			1			1			1	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	40	40	40

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	35.0	25.0	35.0	20.0	40.0	20.0	40.0
Yellow Change Interval (*Y*), s	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
Red Clearance Interval (R_c), s	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
Minimum Green (G_{min}), s	3	15	3	15	3	8	3	8
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	3.0	7.0	3.0	7.0	3.0	4.0	3.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

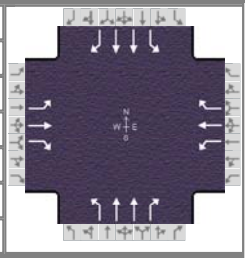
Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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ATTACHMENT 8

HCS 2010 Signalized Intersection Results Summary

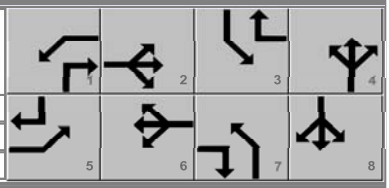
General Information				Intersection Information	
Agency	BLA, Inc.			Duration, h	0.25
Analyst	Greg Ellwanger	Analysis Date	Apr 1, 2019	Area Type	Other
Jurisdiction		Time Period	7:00-8:00 AM	PHF	0.95
Urban Street	Palatine Road	Analysis Year	2050	Analysis Period	1> 7:00
Intersection	Quentin Road	File Name	2050_Palatine Road and Quentin Road_AMPeak…		
Project Description	2050 AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	220	546	52	95	245	60	105	499	134	128	1011	179

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.7	2.4	38.4	6.9	1.1	41.9	
Yellow	3.5	3.5	4.0	3.5	0.0	4.0	
Red	0.0	0.0	2.0	0.0	0.0	2.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	16.1	50.3	10.2	44.4	10.4	47.9	11.5	49.0
Change Period, ($Y+R_c$), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0	4.0	8.1	4.0	8.1
Queue Clearance Time (g_s), s	12.1		6.5		6.8	14.9	7.8	32.9
Green Extension Time (g_e), s	0.5	0.0	0.2	0.0	0.2	24.8	0.2	10.1
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.02		0.00		0.00	0.89	0.02	0.98

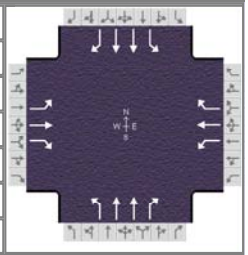
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	232	575	55	100	258	63	111	525	141	135	1064	188
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1765	1951	1564	1765	1951	1563	1765	1857	1559	1765	1857	1560
Queue Service Time (g_s), s	10.1	31.6	2.5	4.5	12.4	3.1	4.8	12.9	7.1	5.8	30.9	8.8
Cycle Queue Clearance Time (g_c), s	10.1	31.6	2.5	4.5	12.4	3.1	4.8	12.9	7.1	5.8	30.9	8.8
Green Ratio (*g/C*)	0.44	0.37	0.43	0.38	0.32	0.39	0.41	0.35	0.41	0.42	0.36	0.46
Capacity (*c*), veh/h	487	721	669	233	625	606	206	1298	633	388	1331	724
Volume-to-Capacity Ratio (*X*)	0.476	0.797	0.082	0.428	0.413	0.104	0.537	0.405	0.223	0.347	0.800	0.260
Back of Queue (*Q*), ft/ln (95 th percentile)	192.3	584.7	43.4	89.2	259.8	54.7	95.1	245.4	120.4	109.7	516.4	144.8
Back of Queue (*Q*), veh/ln (95 th percentile)	7.6	23.0	1.7	3.5	10.2	2.2	3.7	9.7	4.7	4.3	20.3	5.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.70	0.00	0.29	0.45	0.00	0.36	0.58	0.00	0.83	0.55	0.00	0.64
Uniform Delay (d_1), s/veh	22.6	33.8	20.4	28.4	31.9	23.5	27.9	29.6	23.3	23.0	34.6	19.6
Incremental Delay (d_2), s/veh	0.7	8.9	0.2	1.2	2.0	0.3	2.2	0.3	0.3	0.5	3.7	0.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	23.3	42.7	20.6	29.6	33.9	23.8	30.0	29.9	23.6	23.5	38.3	19.9
Level of Service (LOS)	C	D	C	C	C	C	C	C	C	C	D	B
Approach Delay, s/veh / LOS	36.1	D		31.4	C		28.8	C		34.4	C	
Intersection Delay, s/veh / LOS	33.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	3.0	C	2.4	B	2.4	B
Bicycle LOS Score / LOS	1.9	A	1.2	A	1.1	A	1.6	A

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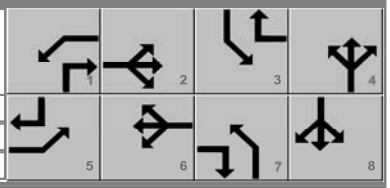
HCS 2010 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	BLA, Inc.			Duration, h	0.25
Analyst	Greg Ellwanger	Analysis Date	Apr 1, 2019	Area Type	Other
Jurisdiction		Time Period	7:00-8:00 AM	PHF	0.95
Urban Street	Palatine Road	Analysis Year	2050	Analysis Period	1> 7:00
Intersection	Quentin Road	File Name	2050_Palatine Road and Quentin Road_AMPeak…		
Project Description	2050 AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	220	546	52	95	245	60	105	499	134	128	1011	179

Signal Information												
Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	6.7	2.4	38.4	6.9	1.1	41.9		
				Yellow	3.5	3.5	4.0	3.5	0.0	4.0		
				Red	0.0	0.0	2.0	0.0	0.0	2.0		



	EB			WB			NB			SB		
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980
Approach Grade Adjustment Factor (f_g)	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	0.997			0.999			0.999			0.997		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			0.996			0.995			0.993			0.993
Movement Saturation Flow Rate (s), veh/h	1765	1951	1564	1765	1951	1563	1765	3715	1559	1765	3715	1560
Proportion of Vehicles Arriving on Green (P)	0.11	0.37	0.37	0.06	0.32	0.32	0.06	0.35	0.35	0.07	0.36	0.36
Incremental Delay Factor (k)	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.15	0.15	0.11	0.35	0.15

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Green Ratio (g/C)	0.44	0.37	0.38	0.32	0.41	0.35	0.42	0.36
Permitted Saturation Flow Rate (s_p), veh/h/ln	1111	0	831	0	525	0	869	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	40.4	0.0	38.4	0.0	41.9	0.0	41.9	0.0
Permitted Service Time (g_u), s	26.0	0.0	10.8	0.0	10.0	0.0	29.0	0.0
Permitted Queue Service Time (g_{ps}), s	3.8		3.8		8.5		2.4	
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		1571		1571		1571		1571
Protected Right Effective Green Time (g_R), s		6.9		8.0		6.7		12.6
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	2.224	0.00	2.224	0.00	1.710	0.00	1.710	0.00
Pedestrian F_s / F_{delay}	0.000	0.127	0.000	0.133	0.000	0.130	0.000	0.129
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	739.10	23.85	640.50	27.72	698.78	25.40	716.69	24.70
Bicycle F_w / F_v	-3.64	1.42	-3.64	0.69	-3.64	0.64	-3.64	1.14

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--- Messages ---

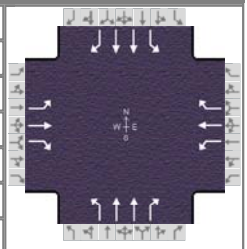
No errors or warnings exist.

--- Comments ---

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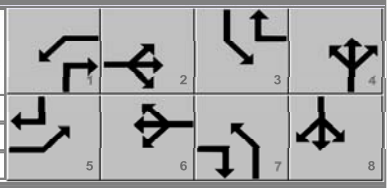
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	BLA, Inc.			Duration, h	0.25
Analyst	Greg Ellwanger	Analysis Date	Apr 1, 2019	Area Type	Other
Jurisdiction		Time Period	5:00-6:00 PM	PHF	0.95
Urban Street	Palatine Road	Analysis Year	2050	Analysis Period	1> 7:00
Intersection	Quentin Road	File Name	2050_Palatine Road and Quentin Road_PMPeak…		
Project Description	2050 PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	176	380	52	132	535	85	125	1108	91	129	625	247

Signal Information												
Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin	Green	8.4	2.1	40.1	7.8	0.2	42.4		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	0.0	4.0	3.5	0.0	4.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	2.0	0.0	0.0	2.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	176	380	52	132	535	85	125	1108	91	129	625	247
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	2	2	2	2	2	2	2	2	2	2	2	2
Ped / Bike / RTOR, /h	5	0	0	5	0	0	5	0	0	5	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	275	0	150	200	0	150	165	0	145	200	0	225
Grade (*Pg*), %		1			1			1			1	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	40	40	40

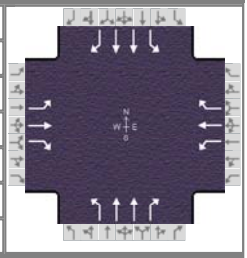
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	35.0	25.0	35.0	20.0	40.0	20.0	40.0
Yellow Change Interval (*Y*), s	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
Red Clearance Interval (R_c), s	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
Minimum Green (G_{min}), s	3	15	3	15	3	8	3	8
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	3.0	7.0	3.0	7.0	3.0	4.0	3.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS 2010 Signalized Intersection Results Summary

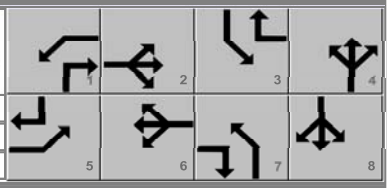
General Information				Intersection Information	
Agency	BLA, Inc.			Duration, h	0.25
Analyst	Greg Ellwanger	Analysis Date	Apr 1, 2019	Area Type	Other
Jurisdiction		Time Period	5:00-6:00 PM	PHF	0.95
Urban Street	Palatine Road	Analysis Year	2050	Analysis Period	1> 7:00
Intersection	Quentin Road	File Name	2050_Palatine Road and Quentin Road_PMPeak…		
Project Description	2050 PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	176	380	52	132	535	85	125	1108	91	129	625	247

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	8.4	2.1	40.1	7.8	0.2	42.4	
Yellow	3.5	0.0	4.0	3.5	0.0	4.0	
Red	0.0	0.0	2.0	0.0	0.0	2.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	14.0	48.2	11.9	46.1	11.3	48.4	11.5	48.6
Change Period, ($Y+R_c$), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0	4.0	8.2	4.0	8.2
Queue Clearance Time (g_s), s	10.1		8.1		7.6	37.5	7.8	18.7
Green Extension Time (g_e), s	0.4	0.0	0.3	0.0	0.2	4.8	0.2	22.8
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.01	1.00	0.02	0.95

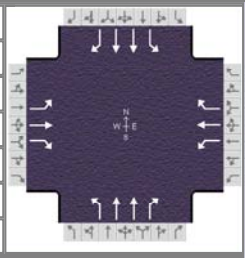
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	185	400	55	139	563	89	132	1166	96	136	658	260
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1765	1951	1564	1765	1951	1564	1765	1857	1560	1765	1857	1560
Queue Service Time (g_s), s	8.1	20.1	2.5	6.1	32.4	4.4	5.6	35.5	4.5	5.8	16.7	13.4
Cycle Queue Clearance Time (g_c), s	8.1	20.1	2.5	6.1	32.4	4.4	5.6	35.5	4.5	5.8	16.7	13.4
Green Ratio (*g/C*)	0.43	0.35	0.42	0.40	0.33	0.40	0.42	0.35	0.42	0.42	0.35	0.44
Capacity (*c*), veh/h	269	686	653	348	652	628	328	1311	661	205	1317	690
Volume-to-Capacity Ratio (*X*)	0.690	0.583	0.084	0.400	0.863	0.143	0.401	0.889	0.145	0.662	0.500	0.377
Back of Queue (*Q*), ft/ln (95 th percentile)	162	386	44.4	118.3	623.8	76.7	108.9	608.4	76.3	116.7	299.3	214.9
Back of Queue (*Q*), veh/ln (95 th percentile)	6.4	15.2	1.7	4.7	24.6	3.0	4.3	24.0	3.0	4.6	11.8	8.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.59	0.00	0.30	0.59	0.00	0.51	0.66	0.00	0.53	0.58	0.00	0.96
Uniform Delay (d_1), s/veh	27.8	31.7	21.1	25.0	37.4	22.8	23.7	36.6	21.3	28.7	30.4	22.4
Incremental Delay (d_2), s/veh	3.2	3.6	0.3	0.7	14.2	0.5	0.8	8.0	0.1	3.6	0.4	0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	31.0	35.3	21.4	25.8	51.6	23.3	24.4	44.6	21.4	32.3	30.8	22.9
Level of Service (LOS)	C	D	C	C	D	C	C	D	C	C	C	C
Approach Delay, s/veh / LOS	32.9	C		43.8	D		41.1	D		29.0	C	
Intersection Delay, s/veh / LOS	37.0						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	3.0	C	2.4	B	2.4	B
Bicycle LOS Score / LOS	1.5	A	1.8	A	1.6	A	1.4	A

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HCS 2010 Signalized Intersection Intermediate Values

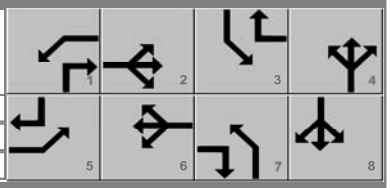
General Information				Intersection Information	
Agency	BLA, Inc.			Duration, h	0.25
Analyst	Greg Ellwanger	Analysis Date	Apr 1, 2019	Area Type	Other
Jurisdiction		Time Period	5:00-6:00 PM	PHF	0.95
Urban Street	Palatine Road	Analysis Year	2050	Analysis Period	1> 7:00
Intersection	Quentin Road	File Name	2050_Palatine Road and Quentin Road_PMPeak…		
Project Description	2050 PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	176	380	52	132	535	85	125	1108	91	129	625	247

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	8.4	2.1	40.1	7.8	0.2	42.4	
Yellow	3.5	0.0	4.0	3.5	0.0	4.0	
Red	0.0	0.0	2.0	0.0	0.0	2.0	



	EB			WB			NB			SB		
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980
Approach Grade Adjustment Factor (f_g)	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	0.999			0.998			0.998			0.999		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			0.996			0.996			0.993			0.993
Movement Saturation Flow Rate (s), veh/h	1765	1951	1564	1765	1951	1564	1765	3715	1560	1765	3715	1560
Proportion of Vehicles Arriving on Green (P)	0.09	0.35	0.35	0.07	0.33	0.33	0.07	0.35	0.35	0.07	0.35	0.35
Incremental Delay Factor (k)	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.42	0.15	0.11	0.15	0.15

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Green Ratio (g/C)	0.43	0.35	0.40	0.33	0.42	0.35	0.42	0.35
Permitted Saturation Flow Rate (s_p), veh/h/ln	840	844	976	0	769	0	477	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	40.7	29.0	40.1	0.0	42.4	0.0	42.4	0.0
Permitted Service Time (g_u), s	7.8	0.0	20.2	0.0	23.8	0.0	6.8	0.0
Permitted Queue Service Time (g_{ps}), s	7.8		3.3		3.8		6.8	
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		1571		1571		1571		1571
Protected Right Effective Green Time (g_R), s		7.8		8.0		8.4		10.5

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	2.224	0.00	2.224	0.00	1.710	0.00	1.710	0.00
Pedestrian F_s / F_{delay}	0.000	0.129	0.000	0.132	0.000	0.129	0.000	0.129
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	703.01	25.23	668.47	26.59	706.20	25.11	709.22	24.99
Bicycle F_w / F_v	-3.64	1.06	-3.64	1.31	-3.64	1.15	-3.64	0.87

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--- Messages ---

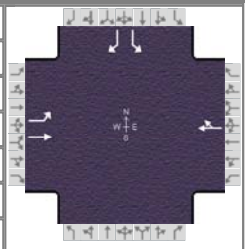
No errors or warnings exist.

--- Comments ---

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HCS 2010 Signalized Intersection Input Data

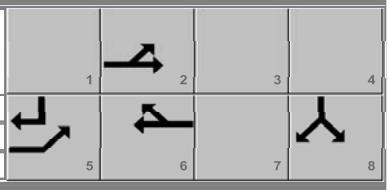
General Information				Intersection Information	
Agency	BLA, Inc.			Duration, h	0.25
Analyst	Jacob Thede	Analysis Date	Apr 1, 2019	Area Type	Other
Jurisdiction		Time Period	7:00-8:00 AM	PHF	0.95
Urban Street	Palatine Road	Analysis Year	2050	Analysis Period	1> 7:00
Intersection	Smith Street	File Name	2050_Palatine Road and Smith Street_AMPeak.xus		
Project Description	2050 AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	223	658			370	77				136		86

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.8	65.5	12.2	0.0	0.0	0.0
Yellow	3.5	4.0	4.0	0.0	0.0	0.0
Red	0.0	2.0	2.0	0.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	223	658			370	77				136		86
Initial Queue (Q_b), veh/h	0	0			0	0				0		0
Base Saturation Flow Rate (s_o), veh/h	1900	2000			2000	1900				1900		1900
Parking (N_m), man/h		None			None					0	L	
Heavy Vehicles (P_{HV}), %	2	2			2					2		2
Ped / Bike / RTOR, /h	5	0		5	0	0						
Buses (N_b), buses/h	0	0			0	0				0		0
Arrival Type (*AT*)	3	3			4	3				3		3
Upstream Filtering (*I*)	1.00	1.00			1.00	1.00				1.00		1.00
Lane Width (*W*), ft	12.0	11.0			11.0					11.0		11.0
Turn Bay Length, ft	140	0			0					200		0
Grade (*Pg*), %		1			1			1			1	
Speed Limit, mi/h	30	30			30	30				30		30

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	20.0	55.0		35.0				45.0
Yellow Change Interval (*Y*), s	3.5	4.0		4.0				4.0
Red Clearance Interval (R_c), s	0.0	2.0		2.0				2.0
Minimum Green (G_{min}), s	3	15		15			3	
Start-Up Lost Time (*l*t), s	2.0	2.0		2.0			2.0	
Extension of Effective Green (*e*), s	2.0	2.0		2.0			2.0	
Passage (*PT*), s	3.0	7.0		7.0			3.0	
Recall Mode	Off	Min		Min			Off	
Dual Entry	Yes	Yes		Yes			Yes	
Walk (*Walk*), s	0.0	0.0		0.0			0.0	
Pedestrian Clearance Time (*PC*), s	0.0	0.0		0.0			0.0	

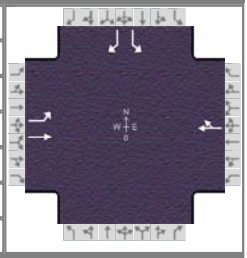
Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25				0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0				9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No				0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0				12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50					No	0.50	

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ATTACHMENT 8

HCS 2010 Signalized Intersection Results Summary

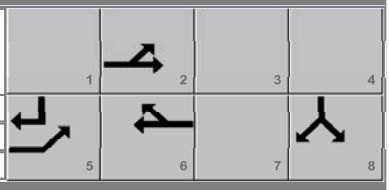
General Information				Intersection Information	
Agency	BLA, Inc.			Duration, h	0.25
Analyst	Jacob Thede	Analysis Date	Apr 1, 2019	Area Type	Other
Jurisdiction		Time Period	7:00-8:00 AM	PHF	0.95
Urban Street	Palatine Road	Analysis Year	2050	Analysis Period	1> 7:00
Intersection	Smith Street	File Name	2050_Palatine Road and Smith Street_AMPeak.xus		
Project Description	2050 AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	223	658			370	77				136		86

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.8	65.5	12.2	0.0	0.0	0.0
Yellow	3.5	4.0	4.0	0.0	0.0	0.0
Red	0.0	2.0	2.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				8
Case Number	1.0	4.0		8.3				9.0
Phase Duration, s	10.3	81.8		71.5				18.2
Change Period, ($Y+R_c$), s	3.5	6.0		6.0				6.0
Max Allow Headway (*MAH*), s	4.1	0.0		0.0				5.2
Queue Clearance Time (g_s), s	5.9							10.9
Green Extension Time (g_e), s	0.8	0.0		0.0				1.3
Phase Call Probability	1.00							1.00
Max Out Probability	0.00							0.00

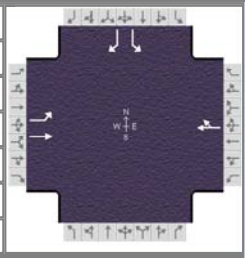
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				3		18
Adjusted Flow Rate (*v*), veh/h	235	693			471					143		91
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1765	1951			1891					1556		1539
Queue Service Time (g_s), s	3.9	13.3			6.0					8.9		5.1
Cycle Queue Clearance Time (g_c), s	3.9	13.3			6.0					8.9		5.1
Green Ratio (*g/C*)	0.74	0.76			0.66					0.12		0.19
Capacity (*c*), veh/h	736	1479			1239					190		294
Volume-to-Capacity Ratio (*X*)	0.319	0.468			0.380					0.753		0.307
Back of Queue (*Q*), ft/ln (95 th percentile)	54.5	205.3			91.6					174.9		89.3
Back of Queue (*Q*), veh/ln (95 th percentile)	2.1	8.1			3.6					6.9		3.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.39	0.00			0.00					0.87		0.00
Uniform Delay (d_1), s/veh	4.2	4.5			3.3					42.4		34.9
Incremental Delay (d_2), s/veh	0.2	1.1			0.9					8.3		0.8
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0					0.0		0.0
Control Delay (*d*), s/veh	4.5	5.6			4.2					50.7		35.7
Level of Service (LOS)	A	A			A					D		D
Approach Delay, s/veh / LOS	5.3	A		4.2	A		0.0			44.9	D	
Intersection Delay, s/veh / LOS	10.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.6	A	2.2	B	2.1	B	2.3	B
Bicycle LOS Score / LOS	2.0	B	1.3	A				F

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HCS 2010 Signalized Intersection Intermediate Values

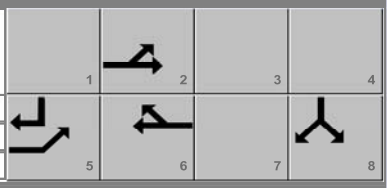
General Information				Intersection Information	
Agency	BLA, Inc.			Duration, h	0.25
Analyst	Jacob Thede	Analysis Date	Apr 1, 2019	Area Type	Other
Jurisdiction		Time Period	7:00-8:00 AM	PHF	0.95
Urban Street	Palatine Road	Analysis Year	2050	Analysis Period	1> 7:00
Intersection	Smith Street	File Name	2050_Palatine Road and Smith Street_AMPeak.xus		
Project Description	2050 AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	223	658			370	77				136		86

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.8	65.5	12.2	0.0	0.0	0.0						
Yellow	3.5	4.0	4.0	0.0	0.0	0.0						
Red	0.0	2.0	2.0	0.0	0.0	0.0						



	EB			WB			NB			SB		
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000				1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	0.980	0.980	0.971	0.971	0.980	0.971				0.980	0.971	0.980
Approach Grade Adjustment Factor (f_g)	0.995	0.995	0.995	1.000	0.995	0.995				0.995	0.995	0.995
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000	0.900	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000				1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		1.000	0.969					0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		1.000	1.000		0.000	0.969					0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	0.998			1.000						0.980		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			0.996						0.980
Movement Saturation Flow Rate (s), veh/h	1765	1951	0	0	1565	326				1556	0	1539
Proportion of Vehicles Arriving on Green (P)	0.07	0.76	0.00	0.00	0.87	0.66	0.00	0.00	0.00	0.12	0.00	0.12
Incremental Delay Factor (k)	0.11	0.50			0.50					0.15		0.15

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0		6.0				4.0
Green Ratio (g/C)	0.74	0.76		0.66				0.12
Permitted Saturation Flow Rate (s_p), veh/h/ln	914	0		763				1556
Shared Saturation Flow Rate (s_{sh}), veh/h/ln				0				
Permitted Effective Green Time (g_p), s	67.5	0.0		0.0				0.0
Permitted Service Time (g_u), s	59.5	0.0		0.0				0.0
Permitted Queue Service Time (g_{ps}), s	2.8							
Time to First Blockage (g_f), s	0.0	0.0		65.5				0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								1571
Protected Right Effective Green Time (g_R), s								6.8

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.000	0.00	1.557	0.00	1.389	0.00	1.557	0.00
Pedestrian F_s / F_{delay}	0.000	0.043	0.000	0.072	0.000	0.161	0.000	0.162
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1515.81	2.93	1310.10	5.95		55.13		57.25
Bicycle F_w / F_v	-3.64	1.53	-3.64	0.78	-3.64		-3.64	

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--- Messages ---

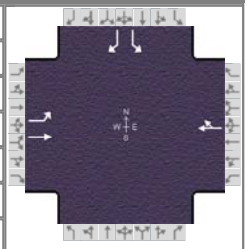
No errors or warnings exist.

--- Comments ---

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HCS 2010 Signalized Intersection Input Data

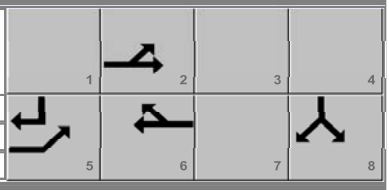
General Information				Intersection Information	
Agency	BLA, Inc.			Duration, h	0.25
Analyst	Jacob Thede	Analysis Date	Apr 1, 2019	Area Type	Other
Jurisdiction		Time Period	5:00-6:00 PM	PHF	0.95
Urban Street	Palatine Road	Analysis Year	2050	Analysis Period	1> 7:00
Intersection	Smith Street	File Name	2050_Palatine Road and Smith Street_PMPeak.xus		
Project Description	2050 PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	112	535			802	109				113		147

Signal Information										
Cycle, s	110.0	Reference Phase	2							
Offset, s	0	Reference Point	Begin							
Uncoordinated	No	Simult. Gap E/W	On							
Force Mode	Fixed	Simult. Gap N/S	On							

Green	4.3	76.3	13.9	0.0	0.0	0.0
Yellow	3.5	4.0	4.0	0.0	0.0	0.0
Red	0.0	2.0	2.0	0.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	112	535			802	109				113		147
Initial Queue (Q_b), veh/h	0	0			0	0				0		0
Base Saturation Flow Rate (s_o), veh/h	1900	2000			2000	1900				1900		1900
Parking (N_m), man/h		None			None						None	
Heavy Vehicles (P_{HV}), %	2	2			2					2		2
Ped / Bike / RTOR, /h	5	0		5	0	0						
Buses (N_b), buses/h	0	0			0	0				0		0
Arrival Type (*AT*)	3	3			4	3				3		3
Upstream Filtering (*I*)	1.00	1.00			1.00	1.00				1.00		1.00
Lane Width (*W*), ft	12.0	11.0			11.0					11.0		11.0
Turn Bay Length, ft	140	0			0					160		0
Grade (*Pg*), %		1			1			1			1	
Speed Limit, mi/h	30	30			30	30				30		30

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	20.0	65.0		45.0				45.0
Yellow Change Interval (*Y*), s	3.5	4.0		4.0				4.0
Red Clearance Interval (R_c), s	0.0	2.0		2.0				2.0
Minimum Green (G_{min}), s	3	15		15			3	
Start-Up Lost Time (*l*t), s	2.0	2.0		2.0			2.0	
Extension of Effective Green (*e*), s	2.0	2.0		2.0			2.0	
Passage (*PT*), s	3.0	7.0		7.0			3.0	
Recall Mode	Off	Min		Min			Off	
Dual Entry	Yes	Yes		Yes			Yes	
Walk (*Walk*), s	0.0	0.0		0.0			0.0	
Pedestrian Clearance Time (*PC*), s	0.0	0.0		0.0			0.0	

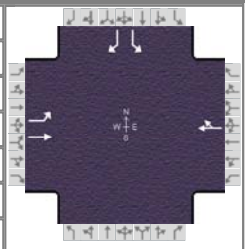
Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25				0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0				9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No				0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0				12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50					No	0.50	

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ATTACHMENT 8

HCS 2010 Signalized Intersection Results Summary

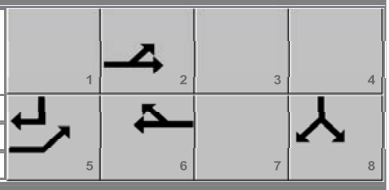
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Analyst	Jacob Thede	Analysis Date	Apr 1, 2019	Area Type	Other
Jurisdiction		Time Period	5:00-6:00 PM	PHF	0.95
Urban Street	Palatine Road	Analysis Year	2050	Analysis Period	1> 7:00
Intersection	Smith Street	File Name	2050_Palatine Road and Smith Street_PMPeak.xus		
Project Description	2050 PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	112	535			802	109				113		147

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.3	76.3	13.9	0.0	0.0	0.0
Yellow	3.5	4.0	4.0	0.0	0.0	0.0
Red	0.0	2.0	2.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				8
Case Number	1.0	4.0		8.3				9.0
Phase Duration, s	7.8	90.1		82.3				19.9
Change Period, (*Y+R c*), s	3.5	6.0		6.0				6.0
Max Allow Headway (*MAH*), s	4.1	0.0		0.0				5.3
Queue Clearance Time (*g s*), s	4.0							12.3
Green Extension Time (*g e*), s	0.4	0.0		0.0				1.6
Phase Call Probability	1.00							1.00
Max Out Probability	0.00							0.00

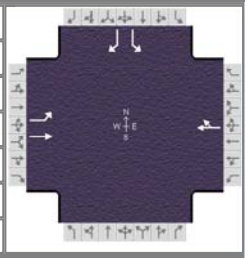
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				3		18
Adjusted Flow Rate (*v*), veh/h	118	563			959					119		155
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1765	1951			1909					1730		1540
Queue Service Time (*g s*), s	2.0	10.5			16.2					7.1		10.3
Cycle Queue Clearance Time (*g c*), s	2.0	10.5			16.2					7.1		10.3
Green Ratio (*g/C*)	0.75	0.76			0.69					0.13		0.17
Capacity (*c*), veh/h	452	1492			1324					218		256
Volume-to-Capacity Ratio (*X*)	0.261	0.377			0.724					0.546		0.604
Back of Queue (*Q*), ft/ln (95 th percentile)	28.8	169			173.3					147.5		188.2
Back of Queue (*Q*), veh/ln (95 th percentile)	1.1	6.7			6.8					5.8		7.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.21	0.00			0.00					0.92		0.00
Uniform Delay (*d 1*), s/veh	5.5	4.3			2.6					45.1		42.6
Incremental Delay (*d 2*), s/veh	0.3	0.7			3.5					3.0		3.2
Initial Queue Delay (*d 3*), s/veh	0.0	0.0			0.0					0.0		0.0
Control Delay (*d*), s/veh	5.9	5.0			6.0					48.1		45.8
Level of Service (LOS)	A	A			A					D		D
Approach Delay, s/veh / LOS	5.1	A		6.0	A		0.0			46.8	D	
Intersection Delay, s/veh / LOS	11.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.6	A	2.2	B	2.2	B	2.3	B
Bicycle LOS Score / LOS	1.6	A	2.1	B				F

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HCS 2010 Signalized Intersection Intermediate Values

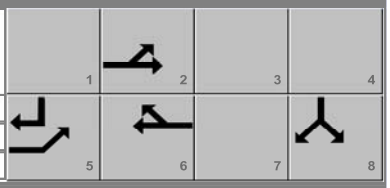
General Information				Intersection Information	
Agency	BLA, Inc.			Duration, h	0.25
Analyst	Jacob Thede	Analysis Date	Apr 1, 2019	Area Type	Other
Jurisdiction		Time Period	5:00-6:00 PM	PHF	0.95
Urban Street	Palatine Road	Analysis Year	2050	Analysis Period	1> 7:00
Intersection	Smith Street	File Name	2050_Palatine Road and Smith Street_PMPeak.xus		
Project Description	2050 PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	112	535			802	109				113		147

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.3	76.3	13.9	0.0	0.0	0.0
Yellow	3.5	4.0	4.0	0.0	0.0	0.0
Red	0.0	2.0	2.0	0.0	0.0	0.0



	EB			WB			NB			SB		
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000				1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	0.980	0.980	0.971	0.971	0.980	0.971				0.980	0.971	0.980
Approach Grade Adjustment Factor (f_g)	0.995	0.995	0.995	1.000	0.995	0.995				0.995	0.995	0.995
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000				1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		1.000	0.978					0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		1.000	1.000		0.000	0.978					0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	0.999			1.000						0.980		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			0.996						0.980
Movement Saturation Flow Rate (s), veh/h	1765	1951	0	0	1680	228				1730	0	1540
Proportion of Vehicles Arriving on Green (P)	0.04	0.76	0.00	0.00	0.92	0.69	0.00	0.00	0.00	0.13	0.00	0.13
Incremental Delay Factor (k)	0.11	0.50			0.50					0.15		0.15

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0		6.0				4.0
Green Ratio (g/C)	0.75	0.76		0.69				0.13
Permitted Saturation Flow Rate (s_p), veh/h/ln	580	0		861				1730
Shared Saturation Flow Rate (s_{sh}), veh/h/ln				0				
Permitted Effective Green Time (g_p), s	78.3	0.0		0.0				0.0
Permitted Service Time (g_u), s	60.0	0.0		0.0				0.0
Permitted Queue Service Time (g_{ps}), s	4.7							
Time to First Blockage (g_f), s	0.0	0.0		76.3				0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								1571
Protected Right Effective Green Time (g_R), s								4.3

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.000	0.00	1.557	0.00	1.389	0.00	1.557	0.00
Pedestrian F_s / F_{delay}	0.000	0.045	0.000	0.066	0.000	0.164	0.000	0.166
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1529.89	3.04	1387.22	5.16	-90.91	60.11		62.22
Bicycle F_w / F_v	-3.64	1.12	-3.64	1.58	-3.64		-3.64	

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--- Messages ---

No errors or warnings exist.

--- Comments ---

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PALATINE ROAD - EXISTING INTERSECTION CAPACITY ANALYSIS SUMMARY

2019 EXISTING LANE CONFIGURATION INTERSECTION CAPACITY SUMMARY - SMITH STREET

	PALATINE ROAD			SMITH STREET	
	LANE CONFIGURATION			LANE CONFIGURATION	
	EASTBOUND		WESTBOUND	SOUTHBOUND	
					
AM PEAK	L	T	T R	L	R
MOVEMENT LOS (DELAY)	A (4.1 s)	A (4.9 s)	A (6.8 s)	E (61.6 s)	E (55.1 s)
APPROACH LOS (DELAY)	A (4.7 s)		A (6.8 s)	E (59.1 s)	
VOLUME/CAPACITY (V/C)	0.24	0.34	0.32	0.77	0.55
INTERSECTION LOS (DELAY)	B (14.6 s)				
PM PEAK					
MOVEMENT LOS (DELAY)	A (8.8 s)	A (6.0 s)	B (11.7 s)	D (52.4 s)	E (61.1 s)
APPROACH LOS (DELAY)	A (6.5 s)		B (11.7 s)	E (57.3 s)	
VOLUME/CAPACITY (V/C)	0.22	0.28	0.65	0.54	0.79
INTERSECTION LOS (DELAY)	B (17.5 s)				

2019 EXISTING LANE CONFIGURATION INTERSECTION CAPACITY SUMMARY - CEDAR STREET (STOP CONTROLLED)

	PALATINE ROAD				CEDAR STREET	
	LANE CONFIGURATION				LANE CONFIGURATION	
	EASTBOUND		WESTBOUND		NORTH BOUND	SOUTH BOUND
						
AM PEAK	L	T	L	T	T	T
APPROACH LOS (DELAY)	(0.1 s)		(0.8 s)		C (17.5 s)	C (22.5 s)
VOLUME/CAPACITY (V/C)	0.01		0.04		0.28	0.23
PM PEAK						
APPROACH LOS (DELAY)	(0.2 s)		(0.9 s)		C (15.5 s)	C (22.6 s)
VOLUME/CAPACITY (V/C)	0.02		0.08		0.20	0.10

2019 EXISTING LANE CONFIGURATION INTERSECTION CAPACITY SUMMARY - QUENTIN ROAD

	PALATINE ROAD				QUENTIN ROAD					
	LANE CONFIGURATION				LANE CONFIGURATION					
	EASTBOUND		WESTBOUND		NORTHBOUND			SOUTHBOUND		
										
AM PEAK	L	T	L	T	L	T	T R	L	2 T	
MOVEMENT LOS (DELAY)	C (23.3 s)	D (38.3 s)	C (25.4 s)	D (40.4 s)	C (28.2 s)	C (30.0 s)	C (30.1 s)	C (23.6 s)	D (38.0 s)	D (38.3 s)
APPROACH LOS (DELAY)	C (34.3 s)		D (36.9 s)		C (29.8 s)			D (36.7 s)		
VOLUME/CAPACITY (V/C)	0.46	0.72	0.38	0.51	0.43	0.41	0.41	0.29	0.74	0.74
INTERSECTION LOS (DELAY)	C (34.6 s)									
PM PEAK										
MOVEMENT LOS (DELAY)	D (36.7 s)	C (34.8 s)	C (23.5 s)	F (97.4 s)	C (25.1 s)	D (38.4 s)	D (38.5 s)	C (27.6 s)	C (32.1 s)	C (32.4s)
APPROACH LOS (DELAY)	D (35.4 s)		F (84.4 s)		D (37.2 s)			C (31.7 s)		
VOLUME/CAPACITY (V/C)	0.80	0.56	0.41	1.10	0.37	0.74	0.74	0.48	0.56	0.56
INTERSECTION LOS (DELAY)	D (47.9 s)									

2050 EXISTING LANE CONFIGURATION INTERSECTION CAPACITY SUMMARY - SMITH STREET

	PALATINE ROAD			SMITH STREET	
	LANE CONFIGURATION			LANE CONFIGURATION	
	EASTBOUND		WESTBOUND	SOUTHBOUND	
					
AM PEAK	L	T	T R	L	R
MOVEMENT LOS (DELAY)	A (4.8 s)	A (5.1 s)	A (7.8 s)	E (61.3 s)	D (54.7 s)
APPROACH LOS (DELAY)	A (5.0 s)		A (7.8 s)	E (58.8 s)	
VOLUME/CAPACITY (V/C)	0.32	0.42	0.37	0.77	0.55
INTERSECTION LOS (DELAY)	B (13.9 s)				
PM PEAK					
MOVEMENT LOS (DELAY)	A (0.0s)	A (7.9 s)	B (9.5s)	D (52.1 s)	E (60.8 s)
APPROACH LOS (DELAY)	A (7.9 s)		B (9.5s)	E (57.0 s)	
VOLUME/CAPACITY (V/C)	0.00	0.42	0.69	0.54	0.80
INTERSECTION LOS (DELAY)	B (16.0 s)				

2050 EXISTING LANE CONFIGURATION INTERSECTION CAPACITY SUMMARY - CEDAR STREET (STOP CONTROLLED)

	PALATINE ROAD				CEDAR STREET	
	LANE CONFIGURATION				LANE CONFIGURATION	
	EASTBOUND		WESTBOUND		NORTH BOUND	SOUTH BOUND
						
AM PEAK	L	T	L	T	T	T
APPROACH LOS (DELAY)	(0.1 s)		(3.8 s)		C (23.2 s)	D (25.8 s)
VOLUME/CAPACITY (V/C)	0.01		0.05		0.43	0.29
PM PEAK						
APPROACH LOS (DELAY)	(0.3 s)		(1.0 s)		C (21.8 s)	D (30.7 s)
VOLUME/CAPACITY (V/C)	0.02		0.11		0.36	0.15

2050 EXISTING LANE CONFIGURATION INTERSECTION CAPACITY SUMMARY - QUENTIN ROAD

	PALATINE ROAD				QUENTIN ROAD					
	LANE CONFIGURATION				LANE CONFIGURATION					
	EASTBOUND		WESTBOUND		NORTHBOUND			SOUTHBOUND		
										
AM PEAK	L	T	L	T	L	T	T R	L	2 T	
MOVEMENT LOS (DELAY)	C (25.6 s)	E (56.6 s)	C (33.3 s)	D (36.5 s)	C (33.5 s)	C (31.4 s)	C (31.6 s)	C (24.1 s)	D (53.9 s)	E (55.4 s)
APPROACH LOS (DELAY)	D (48.3 s)		D (35.8 s)		C (31.8 s)			D (51.7 s)		
VOLUME/CAPACITY (V/C)	0.58	0.92	0.60	0.62	0.64	0.51	0.51	0.40	0.92	0.92
INTERSECTION LOS (DELAY)	D (44.2 s)									
PM PEAK										
MOVEMENT LOS (DELAY)	D (38.9 s)	D (41.6 s)	C (27.3 s)	F (191.5 s)	C (27.8 s)	E (58.2 s)	E (59.1 s)	C (33.9 s)	D (36.9 s)	D (37.3 s)
APPROACH LOS (DELAY)	D (40.8 s)		F (162.7 s)		E (55.7 s)			D (36.7 s)		
VOLUME/CAPACITY (V/C)	0.86	0.72	0.57	1.32	0.53	0.94	0.94	0.71	0.71	0.71
INTERSECTION LOS (DELAY)	E (74.6 s)									

PALATINE ROAD - CONFIGURATION #2 PROPOSED INTERSECTION CAPACITY ANALYSIS SUMMARY

2050 CONFIGURATION #2 PROPOSED LANE CONFIGURATION INTERSECTION CAPACITY SUMMARY - SMITH STREET

	PALATINE ROAD			SMITH STREET	
	LANE CONFIGURATION			LANE CONFIGURATION	
	EASTBOUND		WESTBOUND	SOUTHBOUND	
					
AM PEAK	**L**	**T**	**T R**	**L**	**R**
MOVEMENT LOS (DELAY)	A (4.5 s)	A (5.6 s)	A (4.2 s)	D (50.7 s)	D (35.7 s)
APPROACH LOS (DELAY)	A (5.3 s)		A (4.2 s)	D (44.9 s)	
VOLUME/CAPACITY (V/C)	0.30	0.44	0.36	0.72	0.29
INTERSECTION LOS (DELAY)	B (10.7 s)				
PM PEAK					
MOVEMENT LOS (DELAY)	A (5.9 s)	A (5.0 s)	A (6.0 s)	D (48.1 s)	D (45.8 s)
APPROACH LOS (DELAY)	A (5.1 s)		A (6.0 s)	D (46.8 s)	
VOLUME/CAPACITY (V/C)	0.25	0.36	0.69	0.52	0.57
INTERSECTION LOS (DELAY)	B (11.6 s)				

2050 CONFIGURATION #2 PROPOSED LANE CONFIGURATION INTERSECTION CAPACITY SUMMARY - QUENTIN ROAD

	PALATINE ROAD						QUENTIN ROAD					
	LANE CONFIGURATION						LANE CONFIGURATION					
	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND		
												
AM PEAK	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**2 T**	**R**	**L**	**2 T**	**R**
MOVEMENT LOS (DELAY)	C (23.3 s)	D (42.7 s)	C (20.6 s)	C (29.6 s)	C (33.9 s)	C (23.8 s)	C (30.0 s)	C (29.9 s)	C (23.6 s)	C (23.5 s)	D (38.3 s)	B (19.9 s)
APPROACH LOS (DELAY)	D (36.1 s)			C (31.4 s)			C (28.8 s)			C (34.4 s)		
VOLUME/CAPACITY (V/C)	0.45	0.76	0.08	0.41	0.39	0.10	0.54	0.38	0.21	0.33	0.76	0.25
INTERSECTION LOS (DELAY)	C (33.2 s)											
PM PEAK												
MOVEMENT LOS (DELAY)	C (31.0 s)	D (35.3 s)	C (21.4 s)	C (25.8 s)	D (51.6 s)	C (23.3 s)	C (24.4 s)	D (44.6 s)	C (21.4 s)	C (32.3 s)	C (30.8 s)	C (22.9 s)
APPROACH LOS (DELAY)	C (32.9 s)			D (43.8 s)			D (41.1 s)			C (29.0 s)		
VOLUME/CAPACITY (V/C)	0.65	0.55	0.08	0.38	0.82	0.14	0.38	0.85	0.14	0.63	0.47	0.36
INTERSECTION LOS (DELAY)	D (37.0 s)											

Proposed Queuing and Storage Lane Length Calculations

95th% & Red-Time Queues for Proposed Conditions | **Palatine Road** | **Quentin Road**

Storage Length (ft) = (1-(G/C))(DHV)(1+(%Trucks/100))(2x25) / (# of cycles per hour)(# of traffic lanes)

Storage Length (ft)

Approach: A Southbound (North Leg) Quentin Road

	Movement	T %	G (sec)	Gu (sec)	G +Gu (sec)	Cycle Length	G/C	Adj Flow	DHV	N	Cycles/ Hour	95th% Queue	Red-Time Queue	BDE 36-3I	Provided	STORAGE DE (Y/N)
AM	AD (LT)	2%	11.5	29.00	40.5	120	0.34	135	129	1	30.00	110	150	185	**200**	**N**
	AB (TH)	2%	43.0	0.00	43.0	120	0.36	1064	1011	2	30.00	516	555			
	AC (RT)	2%	55.6	0.00	55.6	120	0.46	188	179	1	30.00	145	165	185	**225**	**N**
PM	AD (LT)	2%	11.5	6.80	18.3	120	0.15	136	130	1	30.00	117	190	185	**200**	**N**
	AB (TH)	2%	42.6	0.00	42.6	120	0.36	658	626	2	30.00	299	345			
	AC (RT)	2%	56.6	0.00	56.6	120	0.47	260	247	1	30.00	217	225	185	**225**	**N**

Approach: B Northbound (South Leg) Quentin Road

	Movement	T %	G (sec)	Gu	G +Gu (sec)	Cycle Length	G/C	Adj Flow	DHV	N	Cycles/ Hour	95th% Queue	Red-Time Queue	BDE 36-3I	Provided	STORAGE DE (Y/N)
AM	BC (LT)	2%	6.9	10.00	16.9	120	0.14	111	106	1	30.00	95	155	145	**160**	**N**
	BA (TH)	2%	41.9	0.00	41.9	120	0.35	525	499	2	30.00	245	280			
	BD (RT)	2%	48.6	0.00	48.6	120	0.41	141	134	1	30.00	120	140	145	**145**	**N**
PM	BC (LT)	2%	7.8	23.80	31.6	120	0.26	132	126	1	30.00	107	160	145	**160**	**N**
	BA (TH)	2%	42.4	0.00	42.4	120	0.35	1166	1108	2	30.00	608	610			
	BD (RT)	2%	50.8	0.00	50.8	120	0.42	96	92	1	30.00	76	95	145	**145**	**N**

Approach: C Eastbound (West Leg) Palatine Road

	Movement	T %	G (sec)	Gu	G +Gu (sec)	Cycle Length	G/C	Adj Flow	DHV	N	Cycles/ Hour	95th% Queue	Red-Time Queue	BDE 36-3I	Provided	STORAGE DE (Y/N)
AM	CA (LT)	2%	12.6	26.00	38.6	120	0.32	232	221	1	30.00	192	255	145	**275**	**N**
	CD (TH)	2%	44.3	0.00	44.3	120	0.37	575	547	1	30.00	585	590			
	CB (RT)	2%	51.2	0.00	51.2	120	0.43	55	53	1	30.00	43	55	145	**150**	**N**
PM	CA (LT)	2%	14.0	7.80	21.8	120	0.18	185	176	1	30.00	162	245	145	**275**	**N**
	CD (TH)	2%	42.2	0.00	42.2	120	0.35	400	380	1	30.00	386	420			
	CB (RT)	2%	50.0	0.00	50.0	120	0.42	55	53	1	30.00	44	55	145	**150**	**N**

Approach: D Westbound (East Leg) Palatine Road

	Movement	T %	G (sec)	Gu (sec)	G +Gu (sec)	Cycle Length	G/C	Adj Flow	DHV	N	Cycles/ Hour	95th% Queue	Red-Time Queue	BDE 36-3I	Provided	STORAGE DE (Y/N)
AM	DB (LT)	2%	6.7	10.80	17.5	120	0.15	100	95	1	30.00	89	140	145	**200**	**N**
	DC (TH)	2%	38.4	0.00	38.4	120	0.32	258	246	1	30.00	260	285			
	DA (RT)	2%	49.9	0.00	49.9	120	0.42	63	60	1	30.00	55	60	145	**150**	**N**
PM	DB (LT)	2%	8.4	20.20	28.6	120	0.14	139	133	1	30.00	118	195	145	**200**	**N**
	DC (TH)	2%	40.1	0.00	40.1	120	0.33	563	535	1	30.00	624	610			
	DA (RT)	2%	51.6	0.00	51.6	120	0.43	89	85	1	30.00	77	85	145	**150**	**N**

8/24/2021

Proposed Queuing and Storage Lane Length Calculations

95th% & Red-Time Queues for Proposed Conditions | **Palatine Road** | **Smith Street**

Storage Length (ft) = (1-(G/C))(DHV)(1+(%Trucks/100))(2x25) / (# of cycles per hour)(# of traffic lanes)

Storage Length (ft)

Approach: A Southbound (North Leg) Smith Street

	Movement	T %	G (sec)	Gu (sec)	G +Gu (sec)	Cycle Length	G/C	Adj Flow	DHV	N	Cycles/ Hour	95th% Queue	Red-Time Queue	BDE 36-3I	Provided	STORAGE DE (Y/N)
AM																
	AD (LT)	2%	12.2	0.00	12.2	100	0.12	143	136	1	36.00	**175**	**170**	**115**	**158**	**N**
	AC (RT)	2%	19.0	0.00	19.0	100	0.19	91	87	1	36.00	**89**	**100**	**115**	**158**	
PM																
	AD (LT)	2%	13.9	0.00	13.9	110	0.13	119	114	1	32.73	**148**	**160**	**115**	**158**	
	AC (RT)	2%	18.2	0.00	18.2	110	0.17	155	148	1	32.73	**188**	**195**	**115**	**158**	**N**

Approach: B Northbound Smith Street

	Movement	T %	G (sec)	Gu	G +Gu (sec)	Cycle Length	G/C	Adj Flow	DHV	N	Cycles/ Hour	95th% Queue	Red-Time Queue	BDE 36-3I	Provided	STORAGE DE (Y/N)
AM																
PM																

Approach: C Eastbound (West Leg) Palatine Road

	Movement	T %	G (sec)	Gu	G +Gu (sec)	Cycle Length	G/C	Adj Flow	DHV	N	Cycles/ Hour	95th% Queue	Red-Time Queue	BDE 36-3I	Provided	STORAGE DE (Y/N)
AM	CA (LT)	2%	6.8	59.50	66.3	100	0.66	235	223	1	36.00	**55**	**110**	**125**	**125**	**N**
	CD (TR)	2%	75.8	0.00	75.8	100	0.76	693	658	1	36.00	**205**	**230**			
PM	CA (LT)	2%	4.3	60.00	64.3	110	0.58	118	112	1	32.73	**29**	**75**	**125**	**125**	**N**
	CD (TR)	2%	84.1	0.00	84.1	110	0.76	563	535	1	32.73	**169**	**200**			

Approach: D Westbound (East Leg) Palatine Road

	Movement	T %	G (sec)	Gu (sec)	G +Gu (sec)	Cycle Length	G/C	Adj Flow	DHV	N	Cycles/ Hour	95th% Queue	Red-Time Queue	BDE 36-3I	Provided	STORAGE DE (Y/N)
AM	DC+DA (TR)	2%	65.5	0.00	65.5	100	0.66	471	447	1	36.00	**92**	**220**	**NA**		
PM	DC+DA (TR)	2%	76.3	0.00	76.3	110	0.69	959	911	1	32.73	**173**	**435**	**NA**		

8/24/2021

Illinois Department of Transportation

Level Two Design Criteria Checklist

Key Route: FAU 1285

Marked Route/Road Name: Palatine Road

State Job No.: P-91-015-18 Contract No.:

Functional Classification: Minor Arterial Highway Type: Urban Highway

County(ies): Cook Project Length: 3960 ft

City: Palatine Section: 17-00102-00-PV

Project Location: Quentin Road to Smith Street

Project Scope of Work

a. Check the appropriate box. See Section 31-6 for definitions.

☐	New construction	☒	*Reconstruction	☐	*3R (non-freeway)	☐	*3R (freeway)
☐	3P	☐	SMART	☐	HSIP	☐	Other

**Note: May include "Allowed to Remain in Place" criteria.*
This form is required for all new construction, reconstruction, and 3R projects.

b. Provide a brief project description:

The project will reconstruct Palatine Road from 750' west of Quentin Road to 300' east of Smith Street. The project will add a bi-directional center turn lane for the project length. The project will also add dedicated right turn lanes on all four legs of the Palatine Road at Quentin Road intersection. Traffic signals will be modernized at both the Palatine Road at Quentin Road and the Palatine Road at Smith Street interesections. Palatine Road will be changed from a rural section to an urtban section with curb and gutter. New storm sewer, watermain and sanitary sewer will be intstalled as well as a multi-use path on the north side of the street.

Design Criteria (Provide numerical values, where indicated.)	Does the proposed design meet the criteria?		
	Yes	No	N/A
1. Basic Design Controls (Chapter 31)			
a. Design speed **40 / 35** mph (km/h)	☒	☐	☐
b. Stopping Sight Distance (SSD) application for vertical curves (level grade used) **305' / 250'**	☒	☐	☐
c. Truck SSD (level) (at specific sites)	☐	☐	☒
d. Level of service (mainline) **N/A**	☐	☐	☒
2. Horizontal Alignment (mainline) (Chapter 32)			
a. Horizontal curvature (minimum radius for selected design speed) **535 / 375** feet (meters)	☐	☐	☒
b. Superelevation rates (e_{max} = **4 %**)	☐	☐	☒
c. Superelevation transition lengths	☐	☐	☒
d. SSD application at horizontal curves (downgrade adjusted SSD used)	☐	☐	☒
e. Superelevation distribution between tangent and curve (ratio or percent)	☐	☐	☒
f. "Breakover" of outside shoulder on super-elevated curves (percent)	☐	☐	☒
g. Relative longitudinal slope of shoulder to edge of traveled way on high side of S.E. curve adjacent to bridge with S.E.	☐	☐	☒
h. Superelevation development at reverse curves	☐	☐	☒

Design Criteria (Provide numerical values, where indicated.)	Does the proposed design meet the criteria?		
	Yes	No	N/A
i. Is superelevation transition length located off of bridges and bridge approach pavements?	☐	☐	☒
j. Horizontal stopping sight distance on inside of horizontal curves (Level SSD for passenger cars)	☐	☐	☒
3. Vertical Alignment (mainline) (Chapter 33)			
a. Maximum grades (in percent) **7% / 8%**	☒	☐	☐
b. SSD at crest vertical curves (level SSD for passenger cars) **305' / 250'**	☒	☐	☐
c. SSD at sag vertical curves (level SSD for passenger cars) **305' / 250'**	☒	☐	☐
d. Minimum grades (in percent) considering drainage **0.3%**	☒	☐	☐
e. Critical length of grade	☐	☐	☒
f. Truck-climbing lanes/critical grade analysis	☐	☐	☒
g. Design criteria for truck-climbing lanes (e.g., lane width and shoulder width)	☐	☐	☒
h. Minimum length of vertical curves for selected design speed (3 x design speed) **120' / 105'**	☐	☒	☐
i. Maximum length of vertical curves (drainage of curbed facilities and bridges) **680' (K<167)**	☒	☐	☐
4. Cross< Section Elements (mainline) (Chapter 34)			
a. Lane widths **12 desirable / 11 acceptable** feet (meters)	☒	☐	☐

Design Criteria (Provide numerical values, where indicated.)	Does the proposed design meet the criteria?		
	Yes	No	N/A
b. Traveled way width **DHV = 1515 = TWS-4**	☐	☒	☐
c. Cross-slopes on through lanes (in percent): Inside lane — Lane 1 — **2%** Outside lanes — Lane 2 — **2%** Lane 3 — **2.5%** Lane 4 —	☒ ☒ ☐ ☐	☐ ☐ ☐ ☐	☐ ☐ ☒ ☐
d. Shoulder widths _____ feet (meters)(inside) _____ feet (meters)(outside)	☐ ☐	☐ ☐	☒ ☒
e. Design of parking lanes: • Cross-slope _____ % • Width _____ feet (meters)	☐ ☐	☐ ☐	☒ ☒
f. Type of curb and gutter used on median	☐	☐	☒
g. Drainage of raised curb medians: • Direction of flow of median surface or pavement _____ • Direction of cross-slope on gutter _____ %	☐ ☐	☐ ☐	☒ ☒
h. Type of curb and gutter used along outside edges of pavement **B-6.24**	☒	☐	☐
i. Two Way Left Turn Lane (TWLTL) width: • Flush type **12** feet (meters) • Traversable type _____ feet (meters)	☒ ☐	☐ ☐	☐ ☒
j. Median widths: • Urban _____ feet (meters) • Suburban _____ feet (meters) • Rural _____ feet (meters)	☐ ☐ ☐	☐ ☐ ☐	☒ ☒ ☒
k. Shoulder cross slopes _____ %	☐	☐	☒
l. Fill slopes _____ : (V:H)	☐	☐	☒

Design Criteria (Provide numerical values, where indicated.)	Does the proposed design meet the criteria?		
	Yes	No	N/A
m. Outside roadway ditch:			
• Slopes **1:3** • Depth **3'**	☒	☐	☐
• Widths **2'**	☒	☐	☐
Median ditch:			
• Slopes _____ • Depth :	☐	☐	☒
• Width _____	☐	☐	☒
n. Cross-section transitions into bridges/ underpasses	☐	☐	☒
o. Use of mountable curbs (V > 45 mph (70 km/h))	☐	☐	☒
p. Cross-section transition details (e.g., four-lane to two-lane)	☐	☐	☒
5. Intersections (Chapter 36)			
a. Accommodation of design vehicle (identify vehicle) **WB-65 / WB-55**	☐	☒	☐
b. Level of service:			
• Through lanes **C**	☐	☒	☐
• Turn lanes **C**	☐	☒	☐
c. Skew angle	☐	☐	☒
d. Profiles **2% Max**	☒	☐	☐
e. Volume guidelines for turn-lanes:			
• Right-turns **RT=150 & Thru=300**	☒	☐	☐
• Left turns **Single 75 / Dual 300**	☒	☐	☐
Or as Capacity Analysis dictates			
f. Design of right-turn lanes	☐	☐	☒
Design of left-turn lanes	☐	☐	☒

Design Criteria (Provide numerical values, where indicated.)			Does the proposed design meet the criteria? Yes	No	N/A
g. Turn-lane tapers	Approach taper	**40:1 / 30:1**	☒	☐	☐
	Departure taper	**540'**	☐	☐	☒
	Bay taper	**175' / 155'**	☐	☒	☐
h. Turning roadway widths		**12' desirable / 11' min**	☒	☐	☐
i. Turn-lane lengths	Deceleration (rural)	**320' / 280'**	☒	☐	☐
	Storage (urban)	**145' / 125'**	☐	☒	☐
j. Intersection sight distance: List criteria and type **Turning Maneuver** **445' / 390'**			☒	☐	☐
k. Median opening length _____ feet (meters)			☐	☐	☒
l. Minimum corner island size _____ sq. ft (sq. m)			☐	☐	☒
m. Does right-turn radius accommodate design vehicle without encroachment?			☒	☐	☐
n. Driveway widths **Residential 12-24** **Commercial 35** feet (meters)			☒	☐	☐
o. Type of traffic control: • Two-way stop	Side streets		☒	☐	☐
• All-way stop			☐	☐	☒
• Traffic signals	Quentin Road / Smith Street		☒	☐	☐
p. Is maximum grade exceeded on any approach?			☒	☐	☐
q. Max. superelevation "e" (in percent) for intersections on curve			☐	☐	☒
6. Interchanges (Chapter 37)					
a. Exit terminal	Standard type		☐	☐	☒
	Design speed of first curve		☐	☐	☒
	Are any exit terminals located on mainline horizontal curve?		☐	☐	☒

Design Criteria (Provide numerical values, where indicated.)		Does the proposed design meet the criteria?		
		Yes	No	N/A
b. Entrance terminal	Standard type	☐	☐	☒
	Length of tangent after the entering curve	☐	☐	☒
	Design speed of entering curve	☐	☐	☒
c. Design speed of ramp proper _____ mph (km/h)		☐	☐	☒
d. Design speed of crossroad _____ mph (km/h)		☐	☐	☒
e. Maximum ramp grades: • Exit ramp _____ % • Entrance ramp _____ %		☐ ☐	☐ ☐	☒ ☒
f. Ramp pavement width feet (meters)		☐	☐	☒
g. Ramp shoulder widths: • Left _____ feet (meters) • Right _____ feet (meters)		☐ ☐	☐ ☐	☒ ☒
h. Horizontal ramp curvature in conjunction with selected design speeds		☐	☐	☒
i. Superelevation development on ramps	Superelevation rate	☐	☐	☒
	Transition length	☐	☐	☒
	Distribution between tangent & curve	☐	☐	☒
j. Vertical curvature compliance with selected design speed on ramp		☐	☐	☒
k. Length of access control at crossroad		☐	☐	☒
l. Type of traffic control at crossroad: • Stop signs • Traffic signals • Free flow		☐ ☐ ☐	☐ ☐ ☐	☒ ☒ ☒
m. Is length of crest vertical curve used on crossroad ≥ that required by the selected design speed of crossroad?		☐	☐	☒

Design Criteria (Provide numerical values, where indicated.)			Does the proposed design meet the criteria?		
			Yes	No	N/A
n. Are crossroad approach grades through ramp/ crossroad intersections ≤ 2%?			☐	☐	☒
o. Are ramp/crossroad intersections located on a tangent section of crossroad alignment?			☐	☐	☒
p. Is decision sight distance available in advance of exit gore?			☐	☐	☒
q. Is clear recovery area available beyond gore nose?			☐	☐	☒
r. Level of service: • Exit terminal _____ • Entrance terminal _____ • Ramp proper _____ • Weaving area _____ • Ramp/crossroad intersection			☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐	☒ ☒ ☒ ☒ ☒
s. Freeway lane drops	Location	Upgrade	☐	☐	☒
		Downgrade	☐	☐	☒
		Inside lane	☐	☐	☒
		Outside lane	☐	☐	☒
		At exit terminal	☐	☐	☒
		Beyond exit terminal	☐	☐	☒
		Taper length	☐	☐	☒
7. Roadside Safety (Chapter 38)					
a. Horizontal clearances: • Clear zones on tangent sections **10'** • Clear zones on outside of horizontal curves **6'**			☒ ☒	☐ ☐	☐ ☐
b. Barrier warrants Box Culvert Headwall			☒	☐	☐
c. Barrier length of need			☒	☐	☐

Design Criteria (Provide numerical values, where indicated.)	Does the proposed design meet the criteria?		
	Yes	No	N/A
d. Deceleration criteria for impact attenuators	☐	☐	☒
8. Structure Planning/Geometrics (Chapter 39)			
a. Clear roadway bridge widths feet (meters)	☐	☐	☒
b. Structural capacity of bridges	☐	☐	☒
c. Vertical clearances feet (meters)	☐	☐	☒
9. Pavement Design (Chapter 54)			
a. Structural capacity of roadway	☒	☐	☐

Note: Use multiple forms for each roadway within the project.

Prepared by: Jennifer Mitchell, P.E., PTOE / BLA, Inc. Date: 3/5/2020

Designer (IDOT or Consultant) Signature

Illinois Department of Transportation

Approval of Design Variance

Project Identification

Local Agency: Village of Palatine (County, Municipality, Road District / Township) County: Cook

Section No.: 17 - 00102 - 00 - PV Route: FAU 2574

Street/Road Name: Quentin Road

Project Limits: Palatine Road: Quentin Road to Smith Street

Project Length: 3960 Feet Functional Classification: Other Principal Arterial / SRA

Design Year: 2050 Design Traffic: ☒ DHV 2,370 ☒ ADT 22,800

Existing Structure No.: N/A Proposed Structure No.: N/A

Project Scope of Work

a. Is this project located on the NHS? ☐ Yes ☒ No

b. Is this project on a Strategic Regional Arterial (SRA) route? ☒ Yes ☐ No

c. Funding ☐ MFT/State Assistance ☒ Federal

d. Type of Work ☐ New Construction ☒ Reconstruction ☐ 3R

e. Design Guidelines ☐ Urban ☐ Suburban ☐ Rural ☐ 3R ☒ Other SRA

f. Provide a brief project description (major construction elements):

The project will reconstruct Palatine Road from 750' west of Quentin Road to 300' east of Smith Street. The project will add a bi-directional center turn lane for the project length. The project will also add dedicated right turn lanes on all four legs of the Palatine Road at Quentin Road intersection. Traffic signals will be modernized and timings adjusted at both the Palatine Road at Quentin Road and the Palatine Road at Smith Street interesections. Palatine Road will be changed from a rural section to an urtban section with curb and gutter. New storm sewer, watermain and sanitary sewer will be intstalled as well as a multi-use path on the north side of the street.

District Coordination Meetings

Has project been previously discussed at district coordination meetings? ☐ Yes ☒ No
(If yes, attach minutes of variance approvals)

Dates:

ATTACHMENT 8

Level One Design Variance Approval

Local Agency: Village of Palatine Section No.: 17-00102-00-PV

Design Criteria for Project (Provide numerical value where indicated)	BD&E Criteria	Variance Yes	Variance No	Summary of Variance and Justification
1. Design Speed: 45 (N) / 40 (S) mph	30-40	☐	☒	
2. Level of Service (Mainline):	N/A	☐	☐	
3. Lane Widths				
a. Through Lanes: 4 @ 12 feet	4 @ 12’	☐	☒	
b. Turn Lanes: 12 feet	12’	☐	☒	
c. Parking Lanes:	N/A	☐	☐	
d. Bike Lanes:	N/A	☐	☐	
4. Through Travel Lane Cross Slopes				
Inside Lane: 2% %	2%	☐	☒	
Outside Lane: _____ % (if more than 2 lanes)	N/A	☐	☐	
5. Shoulder Widths: _____ feet	N/A	☐	☐	
6. Horizontal Curvature (Minimum Radius)	N/A			
		☐	☐	
List curves not meeting criteria				
Sta. Radius Design Speed				
		☐	☐	
		☐	☐	
		☐	☐	
7. Superelevation Rates	N/A			
emax _____ %		☐	☐	
List curves for which e does not meet criteria				
Pl Sta. Radius e Design Speed				
		☐	☐	
		☐	☐	
		☐	☐	
8. Maximum Grade: <7%	7%	☐	☒	
9. Minimum Intersection Sight Distance	400’ / 355’			
>400 feet		☐	☒	
List locations not meeting the criteria				
Cross Road Distance				
		☐	☐	
		☐	☐	
		☐	☐	
10. Minimum Stopping Sight Distance	360’ / 305’			
>360 feet		☐	☒	
a. Crest Vertical Curves – Min. K value N/A	61 / 44	☐	☒	
List curves not meeting the criteria				
VPI Sta. Sight Distance Design Speed Curve Length				
		☐	☐	
		☐	☐	
		☐	☐	
b. Sag Vertical Curves – Min. K value >79	79 / 64	☐	☒	
List curves not meeting the criteria				
VPI Sta. Sight Distance Design Speed Curve Length				
		☐	☐	
		☐	☐	
		☐	☐	

Level One Design Variance Approval

Local Agency: Village of Palatine Section No.: 17-00102-00-PV

Design Criteria for Project (Provide numerical value where indicated)	BD&E Criteria	Variance Yes	Variance No	Summary of Variance and Justification
c. Inside of Horizontal Curves **List curves not meeting the criteria** Sta. Sight Distance Design Speed Radius	N/A	☐ ☐ ☐	☐ ☐ ☐	
11. Clear Roadway Bridge Widths: _____ feet	N/A	☐	☐	
12. Freeboard Above Design High Water: _____ feet	N/A	☐	☐	
13. Vertical Clearances: ☐ Over Roadway/RR _____ feet ☐ Under Structure _____ feet	N/A	☐ ☐	☐ ☐	
14. Accessibility Criteria for Disabled Persons **List any feature not meeting ADA Criteria**		☐	☒	
15. Roadside Clear Zone: a. Tangent 10 feet b. Outside of Curve 6 feet **List criteria for each radius** Radius (ft) Clear Zone (ft)	1.5' w/C&G 10' 6'	☐ ☐ ☐ ☐ ☐	☐ ☒ ☒ ☐ ☐ ☐	
16. Intersection(s) Level of Service: D	D	☐	☒	
17. Warrants for Stop Signs or Signals Cross Road Warrant Palatine Road 1.2.3	MUTCD Warrants	☐ ☐ ☐	☒ ☐ ☐	
18. Pavement Design (list any variance to policy)	N/A	☐	☐	

Prepared By: Jennifer Mitchell, P.E. PTOE / BLA, Inc. Date: 3/5/2020
Designer (Local Agency or Consultant)

When Prepared by Consultant
Local Agency Concurrence: _____ Date: _____

IDOT Regional Engineer Concurrence Date Central BLR&S Approval Date

ATTACHMENT 8

Level Two Design Variance Approval

Local Agency: Village of Palatine Section No.: 17-00102-00-PV

Design Criteria for Project (Provide numerical value where indicated)	BD&E Criteria	Variance Yes	Variance No	Summary of Variance and Justification
1. Design Period: 20 years	20 years	☐	☒	
2. Horizontal Alignment (Mainline)	N/A			
a. Minimum Superelevation Transition Lengths: _____ feet		☐	☐	
b. Superelevation Distribution Between Tangent and Curve: _____		☐	☐	
3. Vertical Alignment (Mainline)				
a. Minimum Grade of Urban Cross Section 0.3 %	0.3%	☐	☒	
b. Minimum Length of Vertical Curves	135 / 120	☐	☒	
c. Maximum K value of Vertical Curves (for curbed facilities)	167	☐	☒	
4. Cross Section Elements (Mainline)				
a. Design of Parking Lanes				
• Cross Slope: _____ %	N/A	☐	☐	
b. Design of Sidewalks				
• Width: 5 feet	4 feet	☐	☒	
• Buffer Distance: 2 feet	2 feet	☒	☐	The proximity of the Reimer Reservoir, a flood control reservoir with recreational uses and close proximity to existing 3 cell 7'x8'culvert and wing walls. Desire to keep the existing radial guardrail above the culvert box.
• Cross Slope: <2 %	2% max.	☐	☒	
• Longitudinal Grades: <5% %	5% max.	☐	☒	
c. Median	N/A			
• Type: _____		☐	☐	
• Width: _____ feet		☐	☐	
d. Shoulder Cross Slopes: _____ %	N/A	☐	☐	
e. Rollover Factor _____ %	N/A	☐	☐	
f. Curb and Gutter Type B-6.24	B-6.24	☐	☒	
g. Roadway Element	N/A			
• Steepest Front Slopes: _____ (H:V)		☐	☐	
• Steepest Back Slopes: _____ (H:V)		☐	☐	
5. Drainage (Flood Frequency)				
a. Pavement: _____ years	30	☐	☐	
b. Structure: _____ years	30	☐	☐	
c. Storm Sewer: _____ years	10	☐	☐	

ATTACHMENT 8

Level Two Design Variance Approval

Local Agency: Village of Palatine Section No.: 17-00102-00-PV

Design Criteria for Project (Provide numerical value where indicated)	BD&E Criteria	Variance Yes	Variance No	Summary of Variance and Justification
6. Intersections				
a. Level of Service for Individual Movement:				
• Through Lanes: D	D	☐	☒	
• Turn Lanes: D	D	☐	☒	
b. Skew Angle: _____ Degrees	N/A	☐	☐	
c. Approach Grades: <2%	2% max	☐	☒	
d. Design Vehicle: WB-65	WB-65	☐	☒	
e. Turning Radius for Design Vehicle: 50’	50’-80’	☐	☒	
f. Minimum Corner Island Size: _____	N/A	☐	☐	
g. Minimum Turn Lane Length 400 / 360 feet	385’ /320’	☐	☒	
• Approach Taper: _____ feet	N/A	☐	☐	
• Departure Taper: _____ feet	N/A	☐	☐	
• Bay Taper: 200’ / 175’ feet	200’ / 175’	☐	☒	
h. Entrances				
Entrance Type / Max. Width (ft.) / Min. Width (ft.) / Max. Grade(%)				
Commercial _____ _____ _____	35’ max	☐	☒	
Residential _____ _____ _____	24’ max	☐	☒	
7. RR Crossings	N/A			
a. Type of Railroad Protection: _____		☐	☐	
b. Crossing Width (at 90º angle) _____ feet		☐	☐	
8. Lighting	N/A			
a. Illuminance _____ lux		☐	☐	
b. Uniformity Ratio _____		☐	☐	
9. Other Items				
_____		☐	☐	

Prepared By: Jennifer Mitchell, P.E., PTOE / BLA, Inc. Date: 3/5/2020
Designer (Local Agency or Consultant)

When Prepared by Consultant
Local Agency Concurrence: _____ Date: _____

IDOT Regional Engineer Concurrence _____ Date _____ Central BLR&S Approval _____ Date

ATTACHMENT 8

PALATINE ROAD: QUENTIN ROAD TO SMITH STREET - DESIGN EXCEPTIONS

#	STANDARD	PROPOSED DESIGN	LOCATION	JUSTIFICATION FOR EXCEPTION
1	BDE Figure 49-6.A DHV 1596 = TWS-4	TWS-2 w/bi-directional left turn lane	Palatine Road	The HCS results for the Palatine Road geometry of two through lanes is provided. The Village of Palatine is not in favor of providing through lanes as requested by IDOT for the following reasons: • The proposed improvement meets the design criteria with the same type and number of design variations that the geometry would have. • Widening the intersection to provide L-T-T/R versus L-T-R does not provide geometric continuity with the remainder of Palatine Road east and west of the intersection. • There is no operational benefit over the proposed L-T-R • The optics of the State widening Palatine Road at Quentin Road is not favorable to the Village of Palatine or its residents • The cost to extend the project limits to account for lane additions and drops versus turn lanes does not have a favorable benefit to cost to the Village of Palatine.
2	BDE Figure 48-6.A LOS C	D – EB Thru	Palatine Road At Quentin Road	
3		D – WB Thru (PM)		
4	BDE Figure 48-6.A LOS C	D – SB Thru (AM)	Quentin Road at Palatine Road	
5		D – NB Thru (PM)		
6	BDE Figure 36-3.I Taper = 175’	WB LT Taper = 120’	Palatine Road At Quentin Road	The proximity of Walnut Street east of the Quentin Road intersection and the storage required for the westbound left turn lane at Quentin Road does not permit for an adequate rate.

ATTACHMENT 8

#	STANDARD	PROPOSED DESIGN	LOCATION	JUSTIFICATION FOR EXCEPTION
7	BDE Figure 48-6.A LOS C	D - Intersection LOS (PM)	Palatine Road At Quentin Road	The proximity of the Reimer Reservoir, a flood control reservoir with recreational uses, and the commercial businesses with parking lots fronting Palatine Road in this built environment does not permit sufficient right of way to provide four lanes on Palatine Road.
8	BDE Ch. 17-2.03(c) Multi-use path ≥ 5' from BOC	Multi-use path < 5' separation from BOC	1) Palatine Road At Quentin Road 2) Palatine Road from Hickory Street to Cedar Street	The proximity of the Reimer Reservoir, a flood control reservoir with recreational uses and close proximity to existing 3 cell 7'x8'culvert and wing walls. The cost of combining the sidewalk and multi-us path, purchasing right-of-way and building retaining walls does not provide a cost benefit.
9	BDE Figure 36-1.V Design Vehicle = WB 55	WB- 55 vs S-Bus-40	Palatine Road At Smith Street	Smith Street is the western edge of the Central Business District and serves residential properties and a park. The proximity of the residential townhomes and the park do not permit for improving corner radii to accommodate the WB-55. The existing radii will be maintained.
10	BDE Figure 36-3.I Taper = 155'	WB LT Taper = 84'	Palatine Road At Cedar Street	The proximity of Maple Street east of the Cedar intersection and the storage and taper required for the westbound left turn lane at Cedar Street does not permit for an adequate rate. This is replacing in kind the back-to-back left turn lanes in the existing condition.

#	STANDARD	PROPOSED DESIGN	LOCATION	JUSTIFICATION FOR EXCEPTION
11	BDE Figure 36-3.I Storage = 125’	WB LT Storage = 100’	Palatine Road At Cedar Street	The proximity of Maple Street east of the Cedar intersection and the storage and taper required for the westbound left turn lane at Cedar Street does not permit for adequate storage. This is replacing in kind the back-to-back left turn lanes in the existing condition.
12	BDE Figure 36-3.I Taper = 155’	WB LT Taper = 84’	Palatine Road At Maple Street	The proximity of Cedar Street west of the Maple intersection and the storage and taper required for the eastbound left turn lane at Maple Street does not permit for an adequate rate. This is replacing in kind the back-to-back left turn lanes in the existing condition.
13	BDE Figure 36-3.I Storage = 125’	WB LT Storage = 50’	Palatine Road At Maple Street	The proximity of Cedar Street west of the Maple intersection and the storage and taper required for the eastbound left turn lane at Maple Street does not permit for adequate storage. This is replacing in kind the back-to-back left turn lanes in the existing condition.
14	BDE 33-4.01(a) 3. Vertical Curve Length = 105’	Vertical Curve Length = 101.3’	Palatine Road between Rose Street and Smith Street - VC sta 261+50	The K valve is being met with a substandard length of vertical curve for the following reasons: A vertical curve was introduced to improve known curb line drainage issues with adjacent property owners. The vertical curve also improves the drainage of a relatively flat stretch of Palatine Road where no vertical curve exists. The vertical curve helps with driveway slope tie backs for adjacent properties. The SSD requirement is meet as the roadway approach is a stop condition at the signal of Smith Street and Palatine Road.

#	STANDARD	PROPOSED DESIGN	LOCATION	JUSTIFICATION FOR EXCEPTION
15	BDE Figure 48-6.A LOS C	LOS D (AM & PM)	Smith Street southbound left at Palatine Road intersection	Smith Street is the western edge of the Central Business District and serves residential properties and a park. The close proximity of the intersection of Slade Street to the north limits the lengths of turn lanes. With the existing spatial constraints and Palatine Road requiring so much green time, LOS on Smith Street is substandard.
16	BDE Figure 48-6.A LOS C	LOS D (AM & PM)	Smith Street southbound right at Palatine Road intersection	Smith Street is the western edge of the Central Business District and serves residential properties and a park. The close proximity of the intersection of Slade Street to the north limits the lengths of turn lanes. With the existing spatial constraints and Palatine Road requiring so much green time, LOS on Smith Street is substandard.
17	BDE 17-4.03 Sidewalk directly behind curb and gutter should be a minimum 7 ft wide	6-foot wide sidewalk	Northeast corner of Palatine Road and Quentin Road	The proximity of the Reimer Reservoir, a flood control reservoir with recreational uses and close proximity to existing 3 cell 7'x8'culvert and wing walls. Desire to keep the existing radial guardrail above the culvert box.
18	BDE 17-2.03 Multi-use Path should be a minimum 10 ft wide	8-foot wide path	Northeast corner of Palatine Road and Quentin Road	The proximity of the Reimer Reservoir, a flood control reservoir with recreational uses and close proximity to existing 3 cell 7'x8'culvert and wing walls. Desire to keep the existing radial guardrail above the culvert box.

#	STANDARD	PROPOSED DESIGN	LOCATION	JUSTIFICATION FOR EXCEPTION
19	BDE Figure 17-2.W Minimum of 2' clear zone for path/sidewalk	0 feet clear zone for path/sidewalk	1) Northeast corner of Palatine Road and Quentin Road 2) Southwest corner of Palatine Road and Quentin Road	The proximity of the Reimer Reservoir, a flood control reservoir with recreational uses and close proximity to existing 3 cell 7'x8'culvert and wing walls. Desire to keep the existing radial guardrail above the culvert box.

Illinois Department of Transportation

Design Exception Request Project Identification

Key Route	Marked Route/Road Name	Contract Number	State Job Number	Section Number
FAU 1285	Palatine Road		P-91-015-18	17-00102-00-PV

County(ies)	Municipality	Local Agency
Cook	Palatine	Village of Palatine

LRS Section Number	Permit Applicant	Permit Number	Project Length
17-00102-00-PV			3,960 FT (0.75 MI)

Project Limits

Quentin Road to Smith Street

Current Posted Speed	Estimate of Cost	Functional Classification	Design Yr	Design Traffic ADT	Design Traffic DHV	
35/30 MPH	$9,245,706.66	Minor Arterial	2050	17200	AM 546	PM 535

On the NHS System?	Structure Numbers	Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.)
☐ Yes ☒ No	016-3223, 016-2416	Reconstruction

Brief Project Description

Widening of Palatine Road to provide a three-lane cross section, addition of right turn lanes on all approaches at the Quentin Road intersection, traffic signal modifications, new storm sewer, new C&G, ADA compliant crosswalks & a multi-use path.

EXCEPTION DOCUMENTATION

Level of Exception ☐ Level 1 ☒ Level 2

Design Element for Which an Exception is Requested

Highway Type (number of lanes)

Design Element Policy Value

TWS-4 - BDE Figure 48-6.A

Proposed Design Element Value

TWS-2 w/two way left turn lane (TWLTL)

Location(s) of Exception

Quentin Road to Smith Street

Crash History and Potential of Exception Location(s)

Sixty-two of the total 85 crashes between 2014 and 2018 were related to this Design Exception (rear end crash). The intersection is not a 5% location. The proposed scope of work, installation of TWLTL, will improve the safety and operations related to this exception request.

Cost of Using Policy Value	Cost of Using Proposed Exception Value
$5,400,000.00	$4,050,000.00

Impacts Other Than Cost of Using Policy Value

The corridor serves primarily residential properties that front Palatine Road with small commercial located at each intersection terminus. In addition, the Reimer Reservoir and Park are located in the northeast quadrant of the Palatine Road at Quentin Road intersection. Widening to provide a four lane cross section with turning lanes would significantly impact either the flood control facility or remove the commerical properties.

Proposed Mitigation to Address Exception

Installation of a TWLTL which will provide left turning vehicles a refuge area while making their movement; which will remove the through traffic conflict.

Geometric Compatibility with Adjacent Sections

Compatible

Potential Effects on Other Design Elements

N/A

Potential Impacts on Mobility or Traffic Operations

Projected eastbound through LOS D and westbound through LOS D (PM) at Quentin Road.

Summary of Justification for Exception

The HCS results for the Palatine Road geometry of two through lanes is provided. The Village of Palatine is not in favor of providing through lanes as requested by IDOT for the following reasons:

• The proposed improvement meets the design criteria with the same type and number of design variations that the geometry would have.

• Widening the intersection to provide L-T-T/R versus L-T-R does not provide geometric continuity with the remainder of Palatine Road east and west of the intersection.

• There is no operational benefit over the proposed L-T-R

• The optics of the State widening Palatine Road at Quentin Road is not favorable to the Village of Palatine or its residents

• The cost to extend the project limits to account for lane additions and drops versus turn lanes does not have a favorable benefit to cost to the Village of Palatine.

Coordination Meeting Date	Proposed By	Date
	Jennifer Mitchell, P.E. PTOE / BLA, Inc.	03/05/20

APPROVAL/DISAPPROVAL

BDE Approval Date	FHWA Approval Date (Level One)

PLOT DATE = 1/18/2022
FILE NAME = F:\636-070 Palatine Road Phase I\CADD EXHIBITS\Intersection Design Study\Quentin Road\17-00102-00-PV_Cover.dgn
PLOT SCALE = 100.0000 ' / in.
USER NAME = gelliwanger

SIGNALIZED CAPACITY DESIGN ANALYSIS

PROGRAM USED: HCS 2010 , VERSION: 6.90 SIGNAL TYPE: ACTUATED AREA TYPE: NON-CBD
NUMBER OF PHASES: (A.M.) 30 (P.M.) 30 CYCLE LENGTH: (A.M.) 120 SEC. (P.M.) 120 SEC. PEAK HOUR FACTOR: 0.95
INTERSECTION DELAY/LEVEL-OF-SERVICE A.M. 33.2 SECONDS LOS C P.M. 37.0 SECONDS LOS D

APPROACH		SOUTHBOUND (A)			NORTHBOUND (B)			EASTBOUND (C)			WESTBOUND (D)		
LANE GROUP		L	T	R	L	T	R	L	T	R	L	T	R
NUMBER OF LANES		1	2	1	1	2	1	1	1	1	1	1	1
2050 30TH MAX. HOUR TRAFFIC (veh/h)	A.M.	179	1011	128	105	499	134	220	546	52	95	245	60
	P.M.	247	625	129	125	1108	91	176	380	52	132	535	85
BASE SATURATION FLOW RATE (veh/h)		1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
LANE WIDTH (FT)		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
VOLUME OF RIGHT TURN ON RED (veh/h)		A.M. 0		P.M. 0	A.M. 0		P.M. 0	A.M. 0		P.M. 0	A.M. 0		P.M. 0
PEDESTRIANS/HOUR (ped/h)		A.M. 5		P.M. 5	A.M. 5		P.M. 5	A.M. 5		P.M. 5	A.M. 5		P.M. 5
ARRIVAL TYPE		3			3			3			3		
LANE UTILIZATION ADJ. FACTOR		1.0	0.95	1.0	1.0	0.95	1.0	1.0	1.0	1.0	1.0	1.0	1.0
GREEN TIME (SECONDS)	A.M.	11.5	43.0	55.6	6.9	41.9	48.6	12.6	44.3	51.2	6.7	38.4	49.9
	P.M.	11.5	42.6	56.6	7.8	42.4	50.8	14.0	42.2	50.0	8.4	40.1	51.6
GREEN RATIO (g/C)	A.M.	0.34	0.36	0.46	0.14	0.35	0.41	0.32	0.37	0.43	0.15	0.32	0.42
	P.M.	0.15	0.36	0.47	0.26	0.35	0.42	0.18	0.35	0.42	0.14	0.33	0.43
CAPACITY (c)	A.M.	388	1331	724	206	1298	633	487	721	669	233	625	606
	P.M.	205	1317	690	328	1311	661	269	686	653	348	652	628
v/c RATIO (X)	A.M.	0.347	0.800	0.260	0.537	0.405	0.223	0.476	0.797	0.082	0.428	0.413	0.104
	P.M.	0.662	0.500	0.377	0.401	0.889	0.145	0.690	0.583	0.084	0.400	0.863	0.143
STORAGE QUEUE (FEET)	A.M.	150	555	165	155	280	140	255	590	55	140	285	60
	P.M.	190	345	225	160	610	95	245	420	55	195	610	85
LANE GROUP DELAY(SECONDS)	A.M.	23.5	38.3	19.9	30.0	29.9	23.6	23.3	42.7	20.6	29.6	33.9	23.8
	P.M.	32.3	30.8	22.9	24.4	44.6	21.4	31.0	35.3	21.4	25.8	51.6	23.3
LANE GROUP LEVEL-OF-SERVICE	A.M.	C	D	B	C	C	C	C	D	C	C	C	C
	P.M.	C	C	C	C	D	C	C	D	C	C	D	C
APPROACH DELAY (SECONDS/VEHICLE)	A.M.	34.4			28.8			36.1			31.4		
	P.M.	29.0			41.1			32.9			43.8		
APPROACH LEVEL-OF-SERVICE	A.M.	C			C			D			C		
	P.M.	C			D			C			D		

PHASE		1	AMBER	RED	2	AMBER	RED	3	AMBER	RED
GREEN TIME IN SECONDS	AM	G = 6.7 Sec.	3.5	0.0	G = 2.4 Sec.	3.5	0.0	G = 38.4 Sec.	4.0	2.0
	PM	G = 8.4 Sec.	3.5	0.0	G = 2.1 Sec.	0.0	0.0	G = 40.1 Sec.	4.0	2.0
PHASE		4	AMBER	RED	5	AMBER	RED	6	AMBER	RED
GREEN TIME IN SECONDS	AM	G = 6.9 Sec.	3.5	0.0	G = 1.1 Sec.	0.0	0.0	G = 41.9 Sec.	4.0	2.0
	PM	G = 7.8 Sec.	3.5	0.0	G = 0.2 Sec.	0.0	0.0	G = 42.4 Sec.	4.0	2.0

CYCLE LENGTH: AM 120.0 SEC. PM 120.0 SEC.

ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:

F.A.U. ROUTE NUMBER: 1285. MARKED ROUTE NUMBER: NA
STREET NAME: PALATINE ROAD. SRA ROUTE: NO.
FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL. OSOW DESIGN: YES.
EXISTING ADT: 14,200 (2018) (WEST) 14,100 (2018) (EAST).
DESIGN YEAR ADT: 17,200 (2050) (WEST) 16,800 (2050) (EAST).
PROPOSED DESIGN SPEED: 40 MPH. PROPOSED POSTED SPEED: 35 MPH

SECONDARY ROUTE:

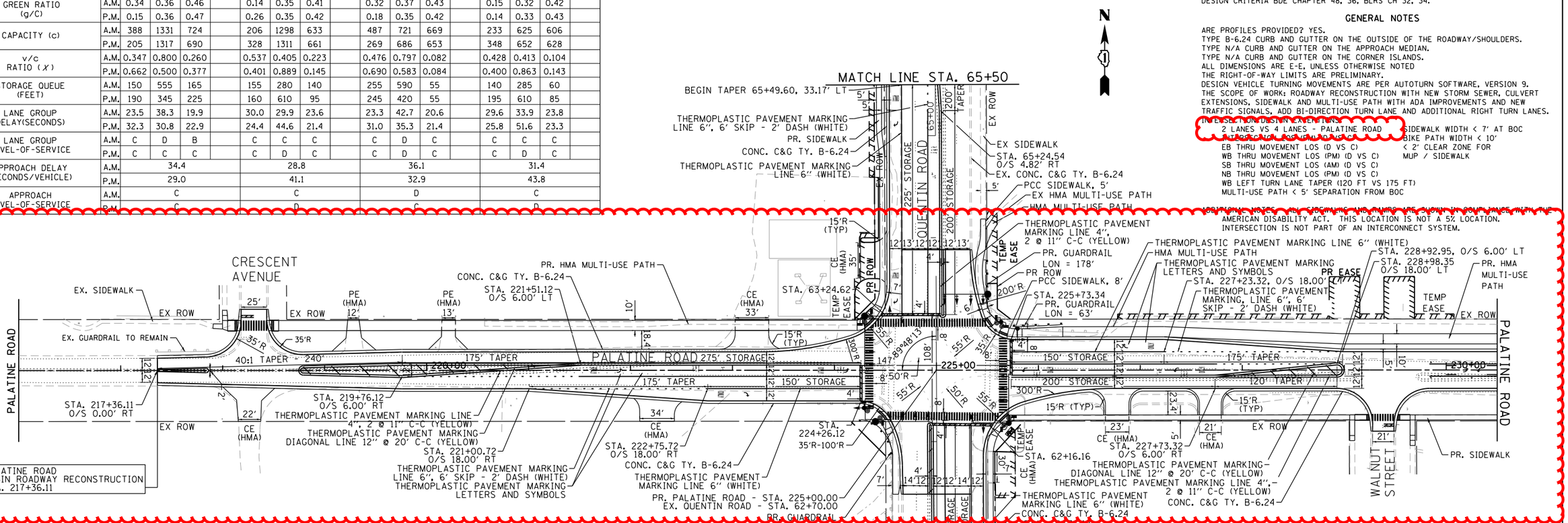
F.A.P. ROUTE NUMBER: 364. MARKED ROUTE NUMBER: NA
STREET NAME: QUENTIN ROAD. SRA ROUTE: YES.
FUNCTIONAL CLASSIFICATION: OTHER PRINCIPLE ARTERIAL. OSOW DESIGN: NO.
EXISTING ADT: 18,200 (2018) (NORTH) 17,100 (2018) (SOUTH).
DESIGN YEAR ADT: 22,800 (2050) (NORTH) 21,400 (2050) (SOUTH).
PROPOSED DESIGN SPEED: 45 MPH. PROPOSED POSTED SPEED: 40 MPH. (NORTH LEG)
PROPOSED DESIGN SPEED: 40 MPH. PROPOSED POSTED SPEED: 35 MPH. (SOUTH LEG)

IMPROVEMENT TYPE: RECONSTRUCTION. ANTICIPATED YEAR OF CONSTRUCTION: 2024.
EXIST. METHOD OF TRAFFIC CONTROL: TRAFFIC SIGNAL. PROP. METHOD: TRAFFIC SIGNAL.
SIGNAL WARRANT: WARRANT 1, 2, 3
DESIGN VEHICLE: WB-65.
DESIGN YEAR: 2050
TRUCK ROUTE DESIGNATION: NA
DESIGN CRITERIA BDE CHAPTER 48, 36, BLRS CH 32, 34.

GENERAL NOTES

ARE PROFILES PROVIDED? YES.
TYPE B-6.24 CURB AND GUTTER ON THE OUTSIDE OF THE ROADWAY/SHOULDERS.
TYPE N/A CURB AND GUTTER ON THE APPROACH MEDIAN.
TYPE N/A CURB AND GUTTER ON THE CORNER ISLANDS.
ALL DIMENSIONS ARE E-E, UNLESS OTHERWISE NOTED
THE RIGHT-OF-WAY LIMITS ARE PRELIMINARY.
DESIGN VEHICLE TURNING MOVEMENTS ARE PER AUTOTURN SOFTWARE, VERSION 9.
THE SCOPE OF WORK: ROADWAY RECONSTRUCTION WITH NEW STORM SEWER, CULVERT EXTENSIONS, SIDEWALK AND MULTI-USE PATH WITH ADA IMPROVEMENTS AND NEW TRAFFIC SIGNALS, ADD BI-DIRECTION TURN LANE AND ADDITIONAL RIGHT TURN LANES.
INTERSECTION DESIGN EXCEPTIONS:
2 LANES VS 4 LANES - PALATINE ROAD
MULTI-USE PATH WIDTH < 10'
EB THRU MOVEMENT LOS (D VS C)
WB THRU MOVEMENT LOS (PM) (D VS C)
SB THRU MOVEMENT LOS (AM) (D VS C)
NB THRU MOVEMENT LOS (PM) (D VS C)
WB LEFT TURN LANE TAPER (120 FT VS 175 FT)
MULTI-USE PATH < 5' SEPARATION FROM BOC
SIDEWALK WIDTH < 7' AT BOC
BIKE PATH WIDTH < 10'
< 2' CLEAR ZONE FOR MUP / SIDEWALK

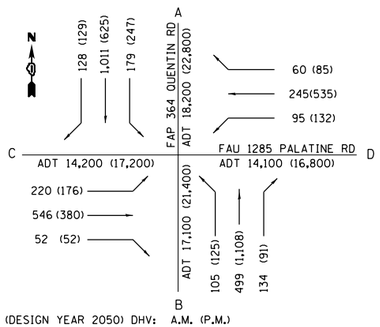
ADDITIONAL NOTES: ALL SIGNAGE AND PAVING ARE SHOWN IN COMPLIANCE WITH THE AMERICAN DISABILITY ACT. THIS LOCATION IS NOT A 5% LOCATION.
INTERSECTION IS NOT PART OF AN INTERCONNECT SYSTEM.



TRAFFIC DATA

MOVEMENT	YEAR 2019 30TH MAXIMUM HOUR TRAFFIC		PERCENT TRUCK TRAFFIC IN 30TH MAX. HOUR		ESTIMATED PERCENT INCREASE BY	YEAR ____ 30TH MAXIMUM HOUR TRAFFIC		ESTIMATED PERCENT INCREASE BY 2050	YEAR 2050 30TH MAXIMUM HOUR TRAFFIC	
	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.
AD (L)	102	103	2	2				25	128	129
AB (T)	807	499	2	2				25	1,011	625
AC (R)	143	197	2	2				25	179	247
BC (L)	84	100	2	2				25	105	125
BA (T)	399	885	2	2				25	499	1,108
BD (R)	107	73	2	2				25	134	91
CA (L)	182	145	2	2				21	220	176
CD (T)	451	314	2	2				21	546	380
CB (R)	43	43	2	2				21	52	52
DB (L)	80	111	2	2				19	95	132
DC (T)	206	449	2	2				19	245	535
DA (R)	50	71	2	2				19	60	85
TOTAL A	1,683	1,900	2	2				25	2,097	2,370
TOTAL B	1,520	1,711	2	2				25	1,896	2,133
TOTAL C	1,109	1,248	2	2				21	1,347	1,515
TOTAL D	996	1,121	2	2				21	1,208	1,352

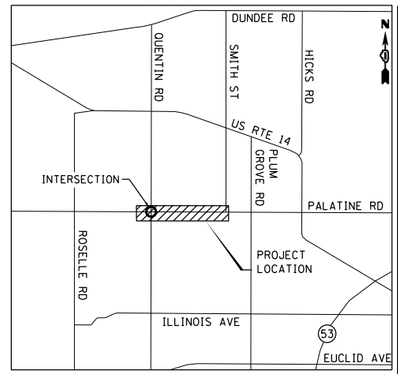
T = THROUGH, L = LEFT, R = RIGHT



(DESIGN YEAR 2050) DHV: A.M. (P.M.)
ADT: 2018 (2050)

PREPARED BY:
BLA, Inc.
333 PIERCE ROAD
SUITE 200
ITASCA, ILLINOIS
630-438-6400
PROJ. MGR. MC PROJ. ENG. GE

LOCATION MAP



50 0 50
GRAPHIC SCALE

INTERSECTION DESIGN STUDY

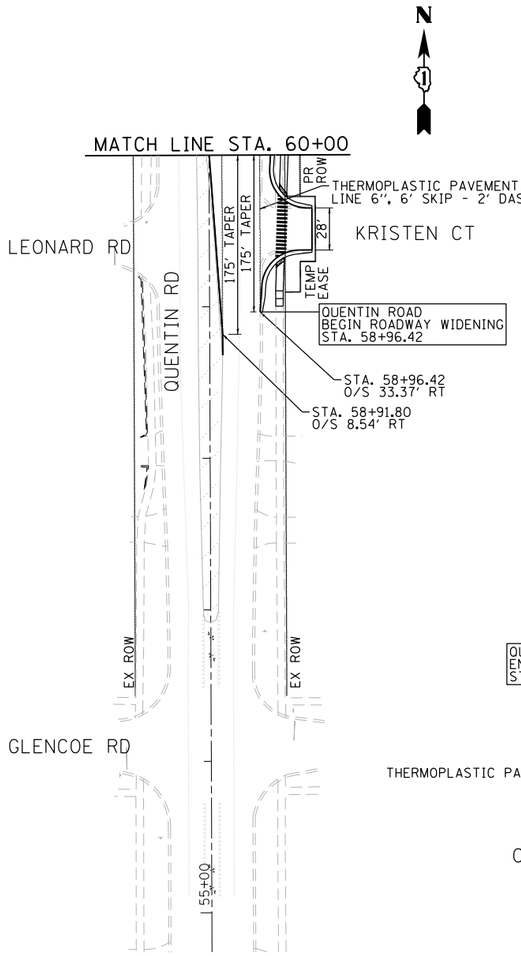
FAU ROUTE 1285 (PALATINE ROAD)
FAP ROUTE 364 WITH (QUENTIN ROAD)
SEC. NO. 17-00102-00-PV PROJ. NO. 61KG(953)
SCALE 1"=50' COUNTY COOK
SJN : REV. NO. 4
DESIGNED BY BLA, INC. DATE 01/2022

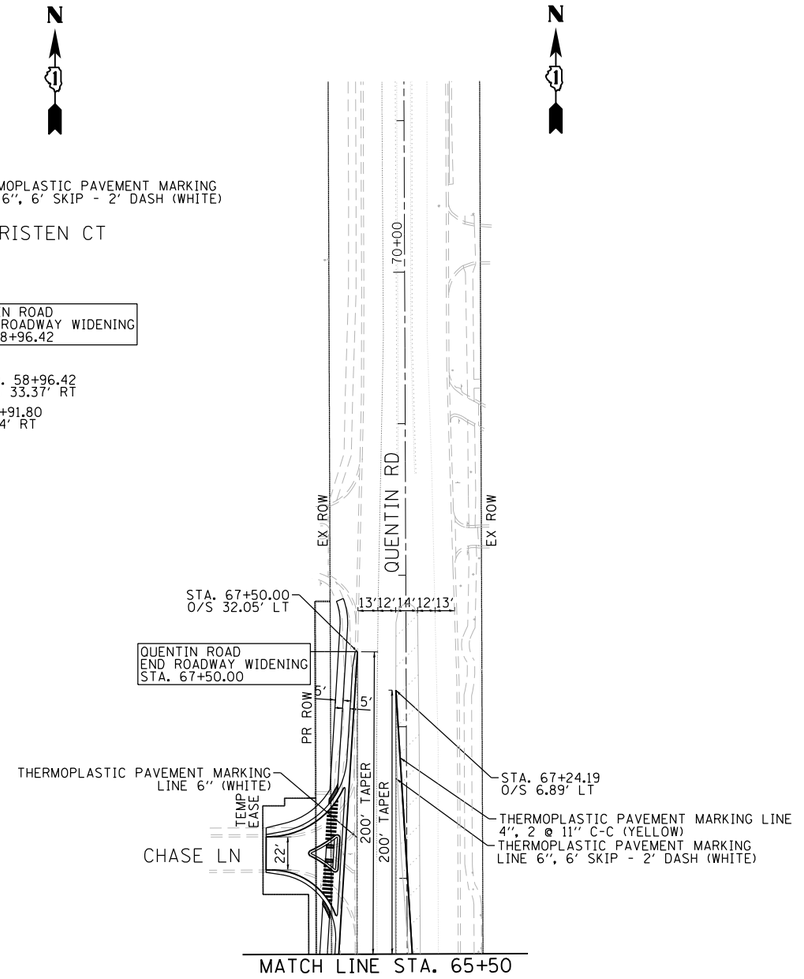
SATISFACTORY _____ DISTRICT GEOMETRICS ENGINEER DATE
SATISFACTORY _____ DISTRICT PROGRAM DEVELOPMENT ENGINEER DATE
SATISFACTORY _____ DISTRICT OPERATIONS ENGINEER DATE
APPROVED _____ DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER DATE

CADD FILE NAME : ( ) I.D.S. SHEET 1 OF 10

ATTACHMENT 8 BDE-9908

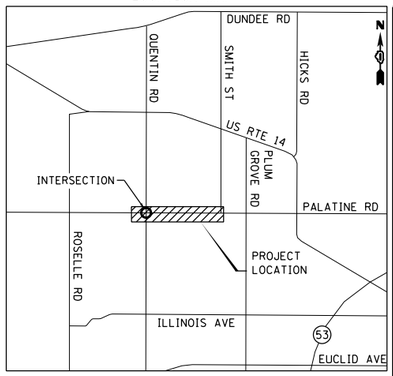
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PLOT SCALE = 100.0000 ' / in.
USER NAME = gellwanger





50 0 50
GRAPHIC SCALE

LOCATION MAP



INTERSECTION DESIGN STUDY

FAU ROUTE 1285 (PALATINE ROAD)
WITH
FAP ROUTE 364 (QUENTIN ROAD)

SEC. NO. 17-00102-00-PV PROJ. NO. 61KG(953)
SCALE 1"=50' COUNTY COOK
SJN : _____ REV. NO. 4

DESIGNED BY BLA, INC. DATE 01/2022

SATISFACTORY _____ DISTRICT GEOMETRICS ENGINEER _____ DATE
SATISFACTORY _____ DISTRICT PROGRAM DEVELOPMENT ENGINEER _____ DATE
SATISFACTORY _____ DISTRICT OPERATIONS ENGINEER _____ DATE
APPROVED _____ DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER _____ DATE

CADD FILE NAME : ( ) I.D.S. SHEET 2 OF 10

PREPARED BY:
BLA, Inc.
333 PIERCE ROAD
SUITE 200
ITASCA, ILLINOIS
630-438-6400
PROJ. MGR. MC PROJ. ENG. GE

ATTACHMENT 8

BDE-9908

PLOT DATE = 1/13/2022
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USER NAME = gellwanger

SIGNALIZED CAPACITY DESIGN ANALYSIS

PROGRAM USED: HCS 2010 , VERSION: 6.90 SIGNAL TYPE: ACTUATED AREA TYPE: NON-CBD
NUMBER OF PHASES: (A.M.) 36 (P.M.) 32.73 CYCLE LENGTH: (A.M.) 100 SEC. (P.M.) 110 SEC. PEAK HOUR FACTOR: 0.95
INTERSECTION DELAY/LEVEL-OF-SERVICE A.M. 10.7 SECONDS LOS B P.M. 11.6 SECONDS LOS B

APPROACH		SOUTHBOUND (A)				NORTHBOUND (B)				EASTBOUND (C)				WESTBOUND (D)			
LANE GROUP		L	R							L	T			T	R		
NUMBER OF LANES		1	1							1	1			1			
2050 30TH MAX. HOUR TRAFFIC (veh/h)	A.M.	136	86							223	658			370	77		
	P.M.	113	147							112	535			802	109		
BASE SATURATION FLOW RATE (veh/h)		1900	2000							1900	2000			1900	2000		
LANE WIDTH (FT)		12.0	12.0							12.0	11.0			11.0			
VOLUME OF RIGHT TURN ON RED (veh/h)		A.M. 0		P.M. 0		A.M.		P.M.		A.M. 0		P.M. 0		A.M. 0		P.M. 0	
PEDESTRIANS/HOUR (ped/h)		A.M. 5		P.M. 5		A.M.		P.M.		A.M. 5		P.M. 5		A.M. 5		P.M. 5	
ARRIVAL TYPE		3								3				3			
LANE UTILIZATION ADJ. FACTOR		1.0	1.0							1.0	1.0			1.0			
GREEN TIME (SECONDS)	A.M.	12.2	19.0							6.8	75.8			65.5			
	P.M.	13.9	18.2							4.3	84.1			76.3			
GREEN RATIO (g/C)	A.M.	0.12	0.19							0.66	0.76			0.66			
	P.M.	0.13	0.17							0.58	0.76			0.69			
CAPACITY (c)	A.M.	190	294							736	1479			1239			
	P.M.	218	256							452	1492			1324			
v/c RATIO (X)	A.M.	0.753	0.307							0.319	0.468			0.380			
	P.M.	0.546	0.604							0.261	0.377			0.724			
STORAGE QUEUE (FEET)	A.M.	170	100							110	230			220			
	P.M.	160	195							75	200			435			
LANE GROUP DELAY(SECONDS)	A.M.	50.7	35.7							4.5	5.6			4.2			
	P.M.	48.1	45.8							5.9	5.0			6.0			
LANE GROUP LEVEL-OF-SERVICE	A.M.	D	D							A	A			A			
	P.M.	D	D							A	A			A			
APPROACH DELAY (SECONDS/VEHICLE)	A.M.	44.9								5.3				4.2			
	P.M.	46.8								5.1				6.0			
APPROACH LEVEL-OF-SERVICE	A.M.	D								A				A			
	P.M.	D								A				A			

PHASE		1			2			3			
		AMBER	RED		AMBER	RED		AMBER	RED	CYCLE LENGTH
GREEN TIME IN SECONDS	AM	G = 6.8 Sec.	3.5	0.0	G = 65.5 Sec.	4.0	2.0	G = 12.2 Sec.	4.0	2.0	100.0 SEC.
	PM	G = 4.3 Sec.	3.5	0.0	G = 76.3 Sec.	4.0	2.0	G = 13.9 Sec.	4.0	2.0	110.0 SEC.

ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:

F.A.U. ROUTE NUMBER: 1285. MARKED ROUTE NUMBER: NA
STREET NAME: PALATINE ROAD. SRA ROUTE? NO.
FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL. OSOW DESIGN? YES.
EXISTING ADT: 16,500 VPD (2018) (WEST LEG). 16,500 VPD (2018) (EAST LEG).
DESIGN YEAR ADT: 18,900 VPD (2050) (WEST LEG). 18,800 VPD (2050) (EAST LEG).
PROPOSED DESIGN SPEED: 35 MPH. PROPOSED POSTED SPEED: 30 MPH

SECONDARY ROUTE:

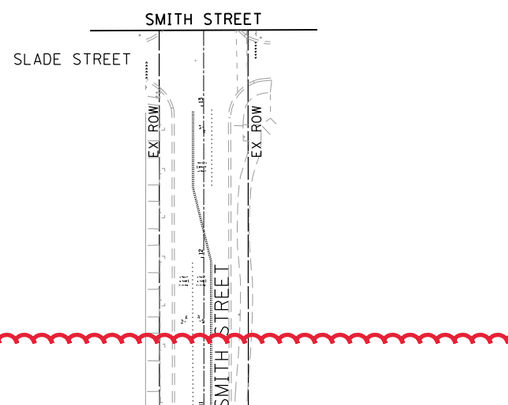
F.A. ROUTE NUMBER: NA MARKED ROUTE NUMBER: NA
STREET NAME: SMITH STREET. SRA ROUTE? NO.
FUNCTIONAL CLASSIFICATION: MAJOR COLLECTOR. OSOW DESIGN? NO.
EXISTING ADT: 5,700 VPD (2018). DESIGN YEAR ADT: 5,900 VPD (2050).
PROPOSED DESIGN SPEED: 30 MPH. PROPOSED POSTED SPEED: 30 MPH.

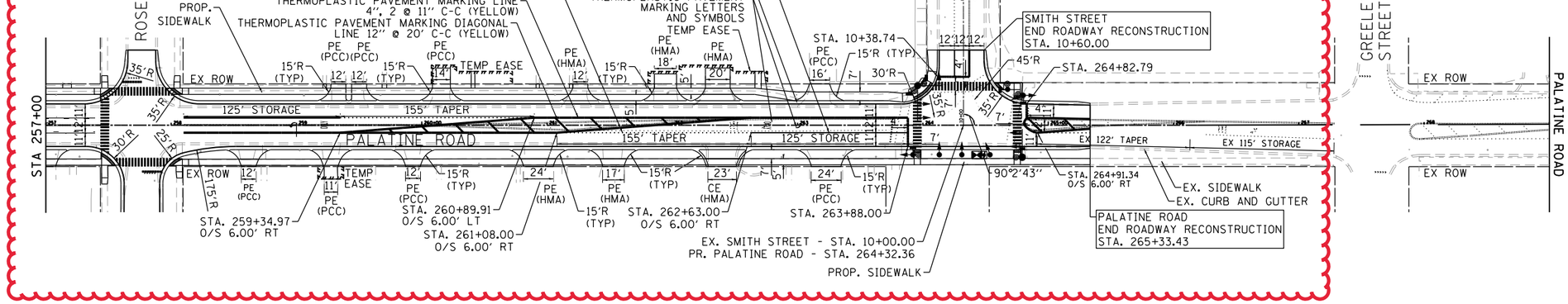
IMPROVEMENT TYPE: RECONSTRUCTION. ANTICIPATED YEAR OF CONSTRUCTION: 2024.
EXISTING METHOD OF TRAFFIC CONTROL: TRAFFIC SIGNAL. PROPOSED METHOD: TRAFFIC SIGNAL.
SIGNAL WARRANT: WARRANT 3.
DESIGN VEHICLE: WB-55.
DESIGN YEAR: 2050.
TRUCK ROUTE DESIGNATION: NA
DESIGN CRITERIA BDE CHAPTER 48, 36, BLRS CH. 32, 34

GENERAL NOTES

ARE PROFILES PROVIDED? YES.
TYPE B-6.24 CURB AND GUTTER ON THE OUTSIDE OF THE ROADWAY/SHOULDERS.
TYPE N/A CURB AND GUTTER ON THE APPROACH MEDIAN.
TYPE N/A CURB AND GUTTER ON THE CORNER ISLANDS.
ALL DIMENSIONS ARE E-E, UNLESS OTHERWISE NOTED
THE RIGHT-OF-WAY LIMITS ARE PRELIMINARY.
DESIGN VEHICLE TURNING MOVEMENTS ARE ACCOMMODATE PER AUTOTURN SOFTWARE, VERSION 9.
THE SCOPE OF WORK: ROADWAY RECONSTRUCTION WITH NEW STORM SEWER, CULVERT EXTENSIONS, SIDEWALK WITH ADA IMPROVEMENTS AND NEW TRAFFIC SIGNALS.
INTERSECTION DESIGN EXCEPTIONS:
2 LANES VS 4 LANES - PALATINE ROAD
SB LEFT TURN MOVEMENT LOS (D VS C)
SB RIGHT TURN MOVEMENT LOS (D VS C)
DESIGN VEHICLE WB-55 VS S-BUS-40

ADDITIONAL NOTES: ALL SIDEWALKS AND RAMPS ARE SHOWN IN COMPLIANCE WITH THE AMERICAN DISABILITY ACT. THIS LOCATION IS NOT A 5% LOCATION.
INTERSECTION IS PART OF AN INTERCONNECT SYSTEM.

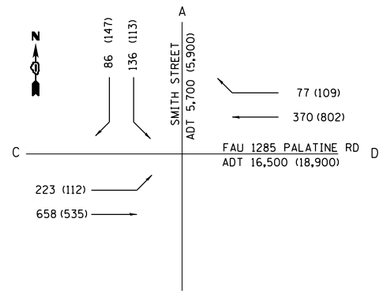




TRAFFIC DATA

MOVEMENT	YEAR 2019 30TH MAXIMUM HOUR TRAFFIC		PERCENT TRUCK TRAFFIC IN 30TH MAX. HOUR		ESTIMATED PERCENT INCREASE BY	YEAR ____ 30TH MAXIMUM HOUR TRAFFIC		ESTIMATED PERCENT INCREASE BY 2050	YEAR 2050 30TH MAXIMUM HOUR TRAFFIC	
	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.
AD (L)	131	109	2	2				4	136	113
AB (T)	-	-	2	2				-	-	-
AC (R)	83	142	2	2				4	86	147
BC (L)	-	-	2	2				-	-	-
BA (T)	-	-	2	2				-	-	-
BD (R)	-	-	2	2				-	-	-
CA (L)	197	99	2	2				14	223	112
CD (T)	581	472	2	2				14	658	535
CB (R)	-	-	2	2				-	-	-
DB (L)	-	-	2	2				-	-	-
DC (T)	323	700	2	2				13	370	802
DA (R)	67	95	2	2				13	77	109
TOTAL A	478	445	2	2				9	522	481
TOTAL B	-	-	2	2				-	-	-
TOTAL C	1,184	1,413	2	2				13	1,337	1,596
TOTAL D	1,102	1,380	2	2				13	1,241	1,559

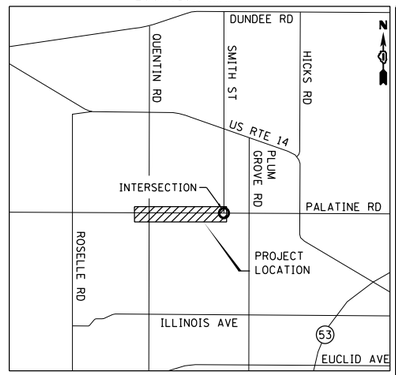
T = THROUGH, L = LEFT, R = RIGHT



(DESIGN YEAR 2050) DHV: A.M. (P.M.)
ADT: 2018 (2050)

PREPARED BY:
BLA, Inc.
333 PIERCE ROAD
SUITE 200
ITASCA, ILLINOIS
630-438-6400
PROJ. MGR. MC PROJ. ENG. GE

LOCATION MAP



50 0 50
GRAPHIC SCALE

INTERSECTION DESIGN STUDY

FAU ROUTE 1285 (PALATINE ROAD)
WITH
FAU ROUTE ____ (SMITH STREET)

SEC. NO. 17-00102-00-PV PROJ. NO. 61KG(953)
SCALE 1"=50' COUNTY COOK
SJN : ____ REV. NO. 4

DESIGNED BY BLA, INC. DATE 1/2022

SATISFACTORY ____ DISTRICT GEOMETRICS ENGINEER ____ DATE
SATISFACTORY ____ DISTRICT PROGRAM DEVELOPMENT ENGINEER ____ DATE
SATISFACTORY ____ DISTRICT OPERATIONS ENGINEER ____ DATE
APPROVED ____ DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER ____ DATE

CADD FILE NAME : ( ) I.D.S. SHEET 1 OF 12

ATTACHMENT 8 BDE-9908

Illinois Department of Transportation

Design Exception Request Project Identification

Key Route	Marked Route/Road Name	Contract Number	State Job Number	Section Number
FAU 1285	Palatine Road		P-91-015-18	17-00102-00-PV

County(ies)	Municipality	Local Agency
Cook	Palatine	Village of Palatine

LRS Section Number	Permit Applicant	Permit Number	Project Length
17-00102-00-PV			3,960 FT (0.75 MI)

Project Limits

Quentin Road to Smith Street

Current Posted Speed	Estimate of Cost	Functional Classification	Design Yr	Design Traffic ADT	Design Traffic DHV	
35 MPH	$9,245,706.66	Minor Arterial	2050	17200	AM 546	PM 535

On the NHS System?	Structure Numbers	Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.)
☐ Yes ☒ No	016-3223, 016-2416	Reconstruction

Brief Project Description

Widening of Palatine Road to provide a three-lane cross section, add right turn lanes on all approaches at Quentin Road, traffic signal modifications, new storm sewer, new C&G, ADA compliant crosswalks & a multi-use path.

EXCEPTION DOCUMENTATION

Level of Exception ☐ Level 1 ☒ Level 2

Design Element for Which an Exception is Requested

Level of Service

Design Element Policy Value

LOS C - BDE Figure 48-6.A

Proposed Design Element Value

LOS D (AM & PM)

Location(s) of Exception

Palatine Road eastbound through at Quentin Road intersection

Crash History and Potential of Exception Location(s)

Thirty-four crashes occurred on Palatine Road at Quentin Road between 2014 and 2018; 15 were related to this Design Exception (eastbound rear end crash). The intersection is not a 5% location. The proposed scope of work, installation of right turn lanes on all approaches, will improve the safety and operations related to this exception request.

Cost of Using Policy Value	Cost of Using Proposed Exception Value
$5,400,000.00	$4,050,000.00

Impacts Other Than Cost of Using Policy Value

None

Proposed Mitigation to Address Exception

Raised Reflective Pavement Markers

Geometric Compatibility with Adjacent Sections

Compatible

Potential Effects on Other Design Elements

N/A

Potential Impacts on Mobility or Traffic Operations

Longer than desirable delays.

Summary of Justification for Exception

The HCS results for the Palatine Road geometry of two through lanes is provided. The Village of Palatine is not in favor of providing through lanes as requested by IDOT for the following reasons:

• The proposed improvement meets the design criteria with the same type and number of design variations that the geometry would have.
• Widening the intersection to provide L-T-T/R versus L-T-R does not provide geometric continuity with the remainder of Palatine Road east and west of the intersection.
• There is no operational benefit over the proposed L-T-R
• The optics of the State widening Palatine Road at Quentin Road is not favorable to the Village of Palatine or its residents
• The cost to extend the project limits to account for lane additions and drops versus turn lanes does not have a favorable benefit to cost to the Village of Palatine.

Coordination Meeting Date	Proposed By	Date
	Jennifer Mitchell, P.E. PTOE / BLA, Inc.	03/05/20

APPROVAL/DISAPPROVAL

BDE Approval Date	FHWA Approval Date (Level One)

PLOT DATE = 1/18/2022
FILE NAME = F:\636-070 Palatine Road Phase I\CADD EXHIBITS\Intersection Design Study\Quentin Road\17-00102-00-PV_Cover.dgn
PLOT SCALE = 100.0000 ' / in.
USER NAME = gellwanger

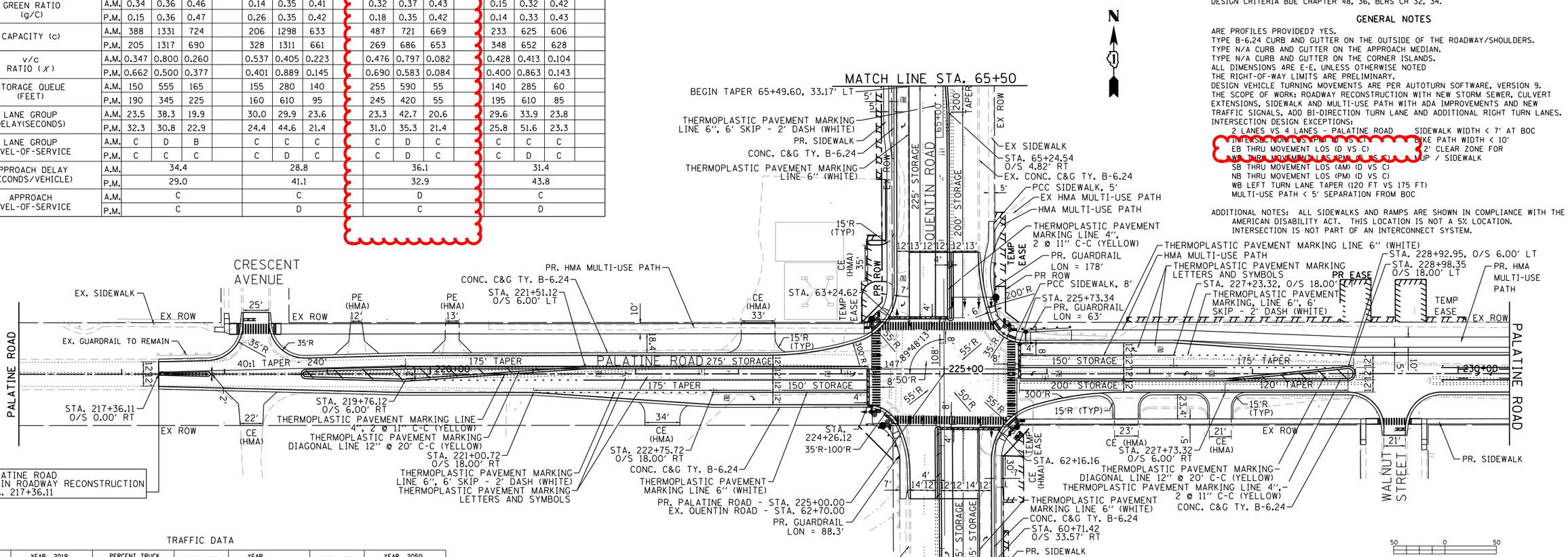
SIGNALIZED CAPACITY DESIGN ANALYSIS

PROGRAM USED: HCS 2010 , VERSION: 6.90 SIGNAL TYPE: ACTUATED AREA TYPE: NON-CBD
NUMBER OF PHASES: (A.M.) 30 (P.M.) 30 CYCLE LENGTH: (A.M.) 120 SEC. (P.M.) 120 SEC. PEAK HOUR FACTOR: 0.95
INTERSECTION DELAY/LEVEL-OF-SERVICE A.M. 33.2 SECONDS LOS C P.M. 37.0 SECONDS LOS D

APPROACH		SOUTHBOUND (A)			NORTHBOUND (B)			EASTBOUND (C)			WESTBOUND (D)		
LANE GROUP		L	T	R	L	T	R	L	T	R	L	T	R
NUMBER OF LANES		1	2	1	1	2	1	1	1	1	1	1	1
2050 30TH MAX. HOUR TRAFFIC (veh/h)	A.M.	179	1011	128	105	499	134	220	546	52	95	245	60
	P.M.	247	625	129	125	1108	91	176	380	52	132	535	85
BASE SATURATION FLOW RATE (veh/h)		1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
LANE WIDTH (FT)		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
VOLUME OF RIGHT TURN ON RED (veh/h)	A.M.	0		P.M. 0	A.M. 0		P.M. 0	A.M. 0		P.M. 0	A.M. 0		P.M. 0
PEDESTRIANS/HOUR (ped/h)	A.M.	5		P.M. 5	A.M. 5		P.M. 5	A.M. 5		P.M. 5	A.M. 5		P.M. 5
ARRIVAL TYPE		3			3			3			3		
LANE UTILIZATION ADJ. FACTOR		1.0	0.95	1.0	1.0	0.95	1.0	1.0	1.0	1.0	1.0	1.0	1.0
GREEN TIME (SECONDS)	A.M.	11.5	43.0	55.6	6.9	41.9	48.6	12.6	44.3	51.2	6.7	38.4	49.9
	P.M.	11.5	42.6	56.6	7.8	42.4	50.8	14.0	42.2	50.0	8.4	40.1	51.6
GREEN RATIO (g/C)	A.M.	0.34	0.36	0.46	0.14	0.35	0.41	0.32	0.37	0.43	0.15	0.32	0.42
	P.M.	0.15	0.36	0.47	0.26	0.35	0.42	0.18	0.35	0.42	0.14	0.33	0.43
CAPACITY (c)	A.M.	388	1331	724	206	1298	633	487	721	669	233	625	606
	P.M.	205	1317	690	328	1311	661	269	686	653	348	652	628
v/c RATIO (X)	A.M.	0.347	0.800	0.260	0.537	0.405	0.223	0.476	0.797	0.082	0.428	0.413	0.104
	P.M.	0.662	0.500	0.377	0.401	0.889	0.145	0.690	0.583	0.084	0.400	0.863	0.143
STORAGE QUEUE (FEET)	A.M.	150	555	165	155	280	140	255	590	55	140	285	60
	P.M.	190	345	225	160	610	95	245	420	55	195	610	85
LANE GROUP DELAY(SECONDS)	A.M.	23.5	38.3	19.9	30.0	29.9	23.6	23.3	42.7	20.6	29.6	33.9	23.8
	P.M.	32.3	30.8	22.9	24.4	44.6	21.4	31.0	35.3	21.4	25.8	51.6	23.3
LANE GROUP LEVEL-OF-SERVICE	A.M.	C	D	B	C	C	C	C	D	C	C	C	C
	P.M.	C	C	C	C	D	C	C	D	C	C	D	C
APPROACH DELAY (SECONDS/VEHICLE)	A.M.	34.4			28.8			36.1			31.4		
	P.M.	29.0			41.1			32.9			43.8		
APPROACH LEVEL-OF-SERVICE	A.M.	C			C			D			C		
	P.M.	C			D			C			D		

PHASE		1	AMBER	RED	2	AMBER	RED	3	AMBER	RED
GREEN TIME IN SECONDS	AM	G = 6.7 Sec.	3.5	0.0	G = 2.4 Sec.	3.5	0.0	G = 38.4 Sec.	4.0	2.0
	PM	G = 8.4 Sec.	3.5	0.0	G = 2.1 Sec.	0.0	0.0	G = 40.1 Sec.	4.0	2.0
PHASE		4	AMBER	RED	5	AMBER	RED	6	AMBER	RED
GREEN TIME IN SECONDS	AM	G = 6.9 Sec.	3.5	0.0	G = 1.1 Sec.	0.0	0.0	G = 41.9 Sec.	4.0	2.0
	PM	G = 7.8 Sec.	3.5	0.0	G = 0.2 Sec.	0.0	0.0	G = 42.4 Sec.	4.0	2.0

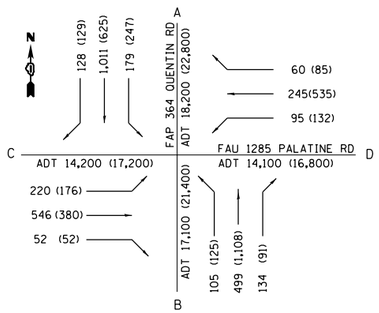
CYCLE LENGTH: AM 120.0 SEC. PM 120.0 SEC.



TRAFFIC DATA

MOVEMENT	YEAR 2019 30TH MAXIMUM HOUR TRAFFIC		PERCENT TRUCK TRAFFIC IN 30TH MAX. HOUR		ESTIMATED PERCENT INCREASE BY	YEAR ____ 30TH MAXIMUM HOUR TRAFFIC		ESTIMATED PERCENT INCREASE BY 2050	YEAR 2050 30TH MAXIMUM HOUR TRAFFIC	
	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.
AD (L)	102	103	2	2				25	128	129
AB (T)	807	499	2	2				25	1,011	625
AC (R)	143	197	2	2				25	179	247
BC (L)	84	100	2	2				25	105	125
BA (T)	399	885	2	2				25	499	1,108
BD (R)	107	73	2	2				25	134	91
CA (L)	182	145	2	2				21	220	176
CD (T)	451	314	2	2				21	546	380
CB (R)	43	43	2	2				21	52	52
DB (L)	80	111	2	2				19	95	132
DC (T)	206	449	2	2				19	245	535
DA (R)	50	71	2	2				19	60	85
TOTAL A	1,683	1,900	2	2				25	2,097	2,370
TOTAL B	1,520	1,711	2	2				25	1,896	2,133
TOTAL C	1,109	1,248	2	2				21	1,347	1,515
TOTAL D	996	1,121	2	2				21	1,208	1,352

T = THROUGH, L = LEFT, R = RIGHT



(DESIGN YEAR 2050) DHV: A.M. (P.M.)
ADT: 2018 (2050)

ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:

F.A.U. ROUTE NUMBER: 1285. MARKED ROUTE NUMBER: NA
STREET NAME: PALATINE ROAD. SRA ROUTE: NO.
FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL. OSOW DESIGN: YES.
EXISTING ADT: 14,200 (2018) (WEST) 14,100 (2018) (EAST).
DESIGN YEAR ADT: 17,200 (2050) (WEST) 16,800 (2050) (EAST).
PROPOSED DESIGN SPEED: 40 MPH. PROPOSED POSTED SPEED: 35 MPH

SECONDARY ROUTE:

F.A.P. ROUTE NUMBER: 364. MARKED ROUTE NUMBER: NA
STREET NAME: QUENTIN ROAD. SRA ROUTE: YES.
FUNCTIONAL CLASSIFICATION: OTHER PRINCIPLE ARTERIAL. OSOW DESIGN: NO.
EXISTING ADT: 18,200 (2018) (NORTH) 17,100 (2018) (SOUTH).
DESIGN YEAR ADT: 22,800 (2050) (NORTH) 21,400 (2050) (SOUTH).
PROPOSED DESIGN SPEED: 45 MPH. PROPOSED POSTED SPEED: 40 MPH. (NORTH LEG)
PROPOSED DESIGN SPEED: 40 MPH. PROPOSED POSTED SPEED: 35 MPH. (SOUTH LEG)

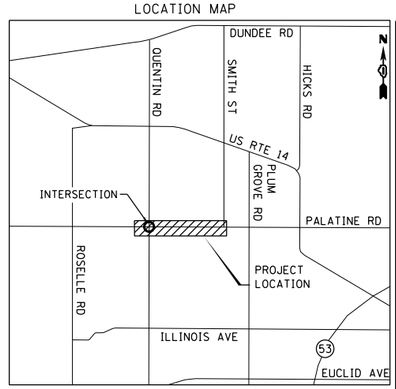
IMPROVEMENT TYPE: RECONSTRUCTION. ANTICIPATED YEAR OF CONSTRUCTION: 2024.
EXIST. METHOD OF TRAFFIC CONTROL: TRAFFIC SIGNAL. PROP. METHOD: TRAFFIC SIGNAL.
SIGNAL WARRANT: WARRANT 1, 2, 3
DESIGN VEHICLE: WB-65.
DESIGN YEAR: 2050
TRUCK ROUTE DESIGNATION: NA
DESIGN CRITERIA BDE CHAPTER 48, 36, BLRS CH 32, 34.

GENERAL NOTES

ARE PROFILES PROVIDED? YES.
TYPE B-6.24 CURB AND GUTTER ON THE OUTSIDE OF THE ROADWAY/SHOULDERS.
TYPE N/A CURB AND GUTTER ON THE APPROACH MEDIAN.
TYPE N/A CURB AND GUTTER ON THE CORNER ISLANDS.
ALL DIMENSIONS ARE E-E, UNLESS OTHERWISE NOTED
THE RIGHT-OF-WAY LIMITS ARE PRELIMINARY.
DESIGN VEHICLE TURNING MOVEMENTS ARE PER AUTOTURN SOFTWARE, VERSION 9.
THE SCOPE OF WORK: ROADWAY RECONSTRUCTION WITH NEW STORM SEWER, CULVERT EXTENSIONS, SIDEWALK AND MULTI-USE PATH WITH ADA IMPROVEMENTS AND NEW TRAFFIC SIGNALS, ADD BI-DIRECTION TURN LANE AND ADDITIONAL RIGHT TURN LANES.
INTERSECTION DESIGN EXCEPTIONS:
- 2 LANES VS 4 LANES - PALATINE ROAD
- INTERSECTION LOS (PM) (D VS C)
- EB THRU MOVEMENT LOS (D VS C)
- WB THRU MOVEMENT LOS (PM) (D VS C)
- SB THRU MOVEMENT LOS (AM) (D VS C)
- NB THRU MOVEMENT LOS (PM) (D VS C)
- WB LEFT TURN LANE TAPER (120 FT VS 175 FT)
- MULTI-USE PATH < 5' SEPARATION FROM BOC
- SIDEWALK WIDTH < 7' AT BOC
- BIKE PATH WIDTH < 10'
- 2' CLEAR ZONE FOR CURB UP / SIDEWALK

ADDITIONAL NOTES: ALL SIDEWALKS AND RAMPS ARE SHOWN IN COMPLIANCE WITH THE AMERICAN DISABILITY ACT. THIS LOCATION IS NOT A 5% LOCATION.
INTERSECTION IS NOT PART OF AN INTERCONNECT SYSTEM.

LOCATION MAP



PREPARED BY:
BLA, Inc.
333 PIERCE ROAD
SUITE 200
ITASCA, ILLINOIS
630-438-6400
PROJ. MGR. MC PROJ. ENG. GE

INTERSECTION DESIGN STUDY

FAU ROUTE 1285 (PALATINE ROAD)
FAP ROUTE 364 WITH (QUENTIN ROAD)
SEC. NO. 17-00102-00-PV PROJ. NO. 61KG(953)
SCALE 1"=50' COUNTY COOK
SJN : REV. NO. 4
DESIGNED BY BLA, INC. DATE 01/2022

SATISFACTORY _____ DISTRICT GEOMETRICS ENGINEER DATE
SATISFACTORY _____ DISTRICT PROGRAM DEVELOPMENT ENGINEER DATE
SATISFACTORY _____ DISTRICT OPERATIONS ENGINEER DATE
APPROVED _____ DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER DATE

CADD FILE NAME : ( ) I.D.S. SHEET 1 OF 10

ATTACHMENT 8 BDE-9908

Illinois Department of Transportation

Design Exception Request Project Identification

Key Route	Marked Route/Road Name	Contract Number	State Job Number	Section Number
FAU 1285	Palatine Road		P-91-015-18	17-00102-00-PV

County(ies)	Municipality	Local Agency
Cook	Palatine	Village of Palatine

LRS Section Number	Permit Applicant	Permit Number	Project Length
17-00105-00-PV			3,960 FT (0.75 MI)

Project Limits

Quentin Road to Smith Street

Current Posted Speed	Estimate of Cost	Functional Classification	Design Yr	Design Traffic ADT	Design Traffic DHV	
35 MPH	$9,245,706.66	Minor Arterial	2050	17200	AM 546	PM 535

On the NHS System?	Structure Numbers	Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.)
☐ Yes ☒ No	016-3223, 016-2416	Reconstruction

Brief Project Description

Widening of Palatine Road to provide a three-lane cross section, add right turn lanes on all approaches at Quentin Road, traffic signal modifications, new storm sewer, new C&G, ADA compliant crosswalks & a multi-use path.

EXCEPTION DOCUMENTATION

Level of Exception ☐ Level 1 ☒ Level 2

Design Element for Which an Exception is Requested

Level of Service

Design Element Policy Value

LOS C - BDE Figure 48-6.A

Proposed Design Element Value

LOS D (PM)

Location(s) of Exception

Palatine Road westbound through at Quentin Road intersection

Crash History and Potential of Exception Location(s)

Thirty-four crashes occurred on Palatine Road at Quentin Road between 2014 and 2018; 10 were related to this Design Exception (westbound rear end crash). The intersection is not a 5% location. The proposed scope of work, installation of right turn lanes on all approaches, will improve the safety and operations related to this exception request.

Cost of Using Policy Value	Cost of Using Proposed Exception Value
$5,400,000.00	$4,050,000.00

Impacts Other Than Cost of Using Policy Value

None

Proposed Mitigation to Address Exception

Raised Reflective Pavement Markers

Geometric Compatibility with Adjacent Sections

Compatible

Potential Effects on Other Design Elements

N/A

Potential Impacts on Mobility or Traffic Operations

Longer than desirable delays.

Summary of Justification for Exception

The HCS results for the Palatine Road geometry of two through lanes is provided. The Village of Palatine is not in favor of providing through lanes as requested by IDOT for the following reasons:

• The proposed improvement meets the design criteria with the same type and number of design variations that the geometry would have.
• Widening the intersection to provide L-T-T/R versus L-T-R does not provide geometric continuity with the remainder of Palatine Road east and west of the intersection.
• There is no operational benefit over the proposed L-T-R
• The optics of the State widening Palatine Road at Quentin Road is not favorable to the Village of Palatine or its residents
• The cost to extend the project limits to account for lane additions and drops versus turn lanes does not have a favorable benefit to cost to the Village of Palatine.

Coordination Meeting Date	Proposed By	Date
	Jennifer Mitchell, P.E. PTOE / BLA, Inc.	03/05/20

APPROVAL/DISAPPROVAL

BDE Approval Date	FHWA Approval Date (Level One)

PLOT DATE = 1/18/2022
FILE NAME = F:\636-070 Palatine Road Phase I\CADD EXHIBITS\Intersection Design Study\Quentin Road\17-00102-00-PV_Cover.dgn
PLOT SCALE = 100.0000 ' / in.
USER NAME = gelliwanger

SIGNALIZED CAPACITY DESIGN ANALYSIS

PROGRAM USED: HCS 2010 , VERSION: 6.90 SIGNAL TYPE: ACTUATED AREA TYPE: NON-CBD
NUMBER OF PHASES: (A.M.) 30 (P.M.) 30 CYCLE LENGTH: (A.M.) 120 SEC. (P.M.) 120 SEC. PEAK HOUR FACTOR: 0.95
INTERSECTION DELAY/LEVEL-OF-SERVICE A.M. 33.2 SECONDS LOS C P.M. 37.0 SECONDS LOS D

APPROACH		SOUTHBOUND (A)			NORTHBOUND (B)			EASTBOUND (C)			WESTBOUND (D)		
LANE GROUP		L	T	R	L	T	R	L	T	R	L	T	R
NUMBER OF LANES		1	2	1	1	2	1	1	1	1	1	1	1
2050 30TH MAX. HOUR TRAFFIC (veh/h)	A.M.	179	1011	128	105	499	134	220	546	52	95	245	60
	P.M.	247	625	129	125	1108	91	176	380	52	132	535	85
BASE SATURATION FLOW RATE (veh/h)		1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
LANE WIDTH (FT)		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
VOLUME OF RIGHT TURN ON RED (veh/h)		A.M. 0		P.M. 0	A.M. 0		P.M. 0	A.M. 0		P.M. 0	A.M. 0		P.M. 0
PEDESTRIANS/HOUR (ped/h)		A.M. 5		P.M. 5	A.M. 5		P.M. 5	A.M. 5		P.M. 5	A.M. 5		P.M. 5
ARRIVAL TYPE		3			3			3			3		
LANE UTILIZATION ADJ. FACTOR		1.0	0.95	1.0	1.0	0.95	1.0	1.0	1.0	1.0	1.0	1.0	1.0
GREEN TIME (SECONDS)	A.M.	11.5	43.0	55.6	6.9	41.9	48.6	12.6	44.3	51.2	6.7	38.4	49.9
	P.M.	11.5	42.6	56.6	7.8	42.4	50.8	14.0	42.2	50.0	8.4	40.1	51.6
GREEN RATIO (g/C)	A.M.	0.34	0.36	0.46	0.14	0.35	0.41	0.32	0.37	0.43	0.15	0.32	0.42
	P.M.	0.15	0.36	0.47	0.26	0.35	0.42	0.18	0.35	0.42	0.14	0.33	0.43
CAPACITY (c)	A.M.	388	1331	724	206	1298	633	487	721	669	233	625	606
	P.M.	205	1317	690	328	1311	661	269	686	653	348	652	628
v/c RATIO (X)	A.M.	0.347	0.800	0.260	0.537	0.405	0.223	0.476	0.797	0.082	0.428	0.413	0.104
	P.M.	0.662	0.500	0.377	0.401	0.889	0.145	0.690	0.583	0.084	0.400	0.863	0.143
STORAGE QUEUE (FEET)	A.M.	150	555	165	155	280	140	255	590	55	140	285	60
	P.M.	190	345	225	160	610	95	245	420	55	195	610	85
LANE GROUP DELAY(SECONDS)	A.M.	23.5	38.3	19.9	30.0	29.9	23.6	23.3	42.7	20.6	29.6	33.9	23.8
	P.M.	32.3	30.8	22.9	24.4	44.6	21.4	31.0	35.3	21.4	25.8	51.6	23.3
LANE GROUP LEVEL-OF-SERVICE	A.M.	C	D	B	C	C	C	C	D	C	C	C	C
	P.M.	C	C	C	C	D	C	C	D	C	C	D	C
APPROACH DELAY (SECONDS/VEHICLE)	A.M.	34.4			28.8			36.1			31.4		
	P.M.	29.0			41.1			32.9			43.8		
APPROACH LEVEL-OF-SERVICE	A.M.	C			C			D			C		
	P.M.	C			D			C			D		

PHASE		1			2			3		
			AMBER	RED		AMBER	RED		AMBER	RED
GREEN TIME IN SECONDS	AM	G = 6.7 Sec.	3.5	0.0	G = 2.4 Sec.	3.5	0.0	G = 38.4 Sec.	4.0	2.0
	PM	G = 8.4 Sec.	3.5	0.0	G = 2.1 Sec.	0.0	0.0	G = 40.1 Sec.	4.0	2.0
PHASE		4			5			6		
			AMBER	RED		AMBER	RED		AMBER	RED
GREEN TIME IN SECONDS	AM	G = 6.9 Sec.	3.5	0.0	G = 1.1 Sec.	0.0	0.0	G = 41.9 Sec.	4.0	2.0
	PM	G = 7.8 Sec.	3.5	0.0	G = 0.2 Sec.	0.0	0.0	G = 42.4 Sec.	4.0	2.0

CYCLE LENGTH: AM 120.0 SEC. PM 120.0 SEC.

ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:

F.A.U. ROUTE NUMBER: 1285. MARKED ROUTE NUMBER: NA
STREET NAME: PALATINE ROAD. SRA ROUTE: NO.
FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL. OSOW DESIGN: YES.
EXISTING ADT: 14,200 (2018) (WEST) 14,100 (2018) (EAST).
DESIGN YEAR ADT: 17,200 (2050) (WEST) 16,800 (2050) (EAST).
PROPOSED DESIGN SPEED: 40 MPH. PROPOSED POSTED SPEED: 35 MPH

SECONDARY ROUTE:

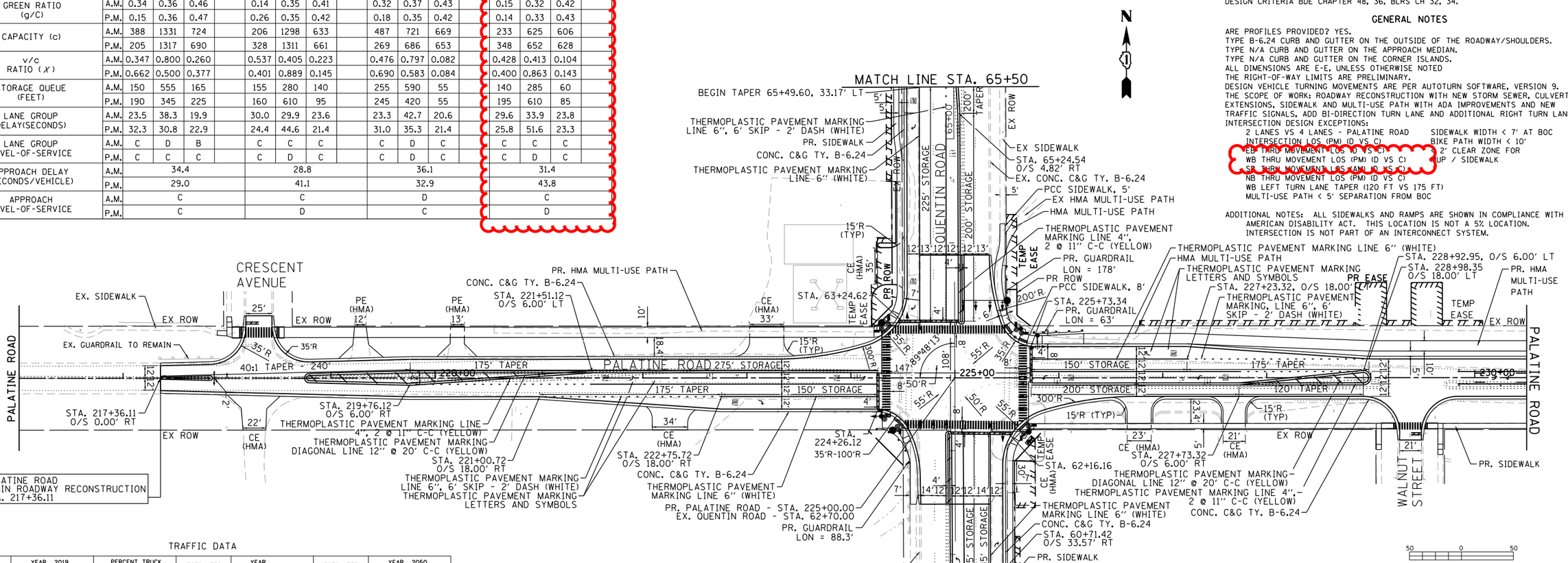
F.A.P. ROUTE NUMBER: 364. MARKED ROUTE NUMBER: NA
STREET NAME: QUENTIN ROAD. SRA ROUTE: YES.
FUNCTIONAL CLASSIFICATION: OTHER PRINCIPLE ARTERIAL. OSOW DESIGN: NO.
EXISTING ADT: 18,200 (2018) (NORTH) 17,100 (2018) (SOUTH).
DESIGN YEAR ADT: 22,800 (2050) (NORTH) 21,400 (2050) (SOUTH).
PROPOSED DESIGN SPEED: 45 MPH. PROPOSED POSTED SPEED: 40 MPH. (NORTH LEG)
PROPOSED DESIGN SPEED: 40 MPH. PROPOSED POSTED SPEED: 35 MPH. (SOUTH LEG)

IMPROVEMENT TYPE: RECONSTRUCTION. ANTICIPATED YEAR OF CONSTRUCTION: 2024.
EXIST. METHOD OF TRAFFIC CONTROL: TRAFFIC SIGNAL. PROP. METHOD: TRAFFIC SIGNAL.
SIGNAL WARRANT: WARRANT 1, 2, 3
DESIGN VEHICLE: WB-65.
DESIGN YEAR: 2050
TRUCK ROUTE DESIGNATION: NA
DESIGN CRITERIA BDE CHAPTER 48, 36, BLRS CH 32, 34.

GENERAL NOTES

ARE PROFILES PROVIDED? YES.
TYPE B-6.24 CURB AND GUTTER ON THE OUTSIDE OF THE ROADWAY/SHOULDERS.
TYPE N/A CURB AND GUTTER ON THE APPROACH MEDIAN.
TYPE N/A CURB AND GUTTER ON THE CORNER ISLANDS.
ALL DIMENSIONS ARE E-E, UNLESS OTHERWISE NOTED
THE RIGHT-OF-WAY LIMITS ARE PRELIMINARY.
DESIGN VEHICLE TURNING MOVEMENTS ARE PER AUTOTURN SOFTWARE, VERSION 9.
THE SCOPE OF WORK: ROADWAY RECONSTRUCTION WITH NEW STORM SEWER, CULVERT EXTENSIONS, SIDEWALK AND MULTI-USE PATH WITH ADA IMPROVEMENTS AND NEW TRAFFIC SIGNALS, ADD BI-DIRECTION TURN LANE AND ADDITIONAL RIGHT TURN LANES.
INTERSECTION DESIGN EXCEPTIONS:
- 2 LANES VS 4 LANES - PALATINE ROAD
- INTERSECTION LOS (PM) (D VS C)
- EB THRU MOVEMENT LOS (D VS C)
- WB THRU MOVEMENT LOS (PM) (D VS C)
- SB THRU MOVEMENT LOS (AM) (D VS C)
- NB THRU MOVEMENT LOS (PM) (D VS C)
- WB LEFT TURN LANE TAPER (120 FT VS 175 FT)
- MULTI-USE PATH < 5' SEPARATION FROM BOC
- SIDEWALK WIDTH < 7' AT BOC
- BIKE PATH WIDTH < 10'
- < 2' CLEAR ZONE FOR CURB / SIDEWALK

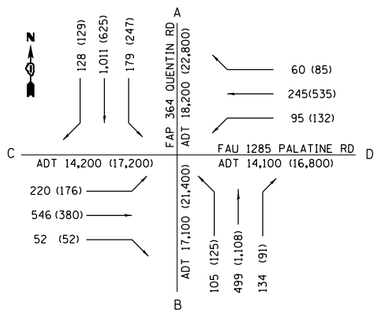
ADDITIONAL NOTES: ALL SIDEWALKS AND RAMPS ARE SHOWN IN COMPLIANCE WITH THE AMERICAN DISABILITY ACT. THIS LOCATION IS NOT A 5% LOCATION.
INTERSECTION IS NOT PART OF AN INTERCONNECT SYSTEM.



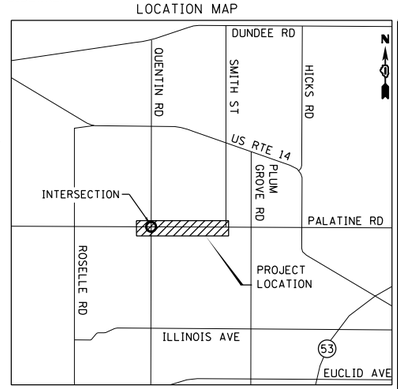
TRAFFIC DATA

MOVEMENT	YEAR 2019 30TH MAXIMUM HOUR TRAFFIC		PERCENT TRUCK TRAFFIC IN 30TH MAX. HOUR		ESTIMATED PERCENT INCREASE BY	YEAR ____ 30TH MAXIMUM HOUR TRAFFIC		ESTIMATED PERCENT INCREASE BY 2050	YEAR 2050 30TH MAXIMUM HOUR TRAFFIC	
	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.
AD (L)	102	103	2	2				25	128	129
AB (T)	807	499	2	2				25	1,011	625
AC (R)	143	197	2	2				25	179	247
BC (L)	84	100	2	2				25	105	125
BA (T)	399	885	2	2				25	499	1,108
BD (R)	107	73	2	2				25	134	91
CA (L)	182	145	2	2				21	220	176
CD (T)	451	314	2	2				21	546	380
CB (R)	43	43	2	2				21	52	52
DB (L)	80	111	2	2				19	95	132
DC (T)	206	449	2	2				19	245	535
DA (R)	50	71	2	2				19	60	85
TOTAL A	1,683	1,900	2	2				25	2,097	2,370
TOTAL B	1,520	1,711	2	2				25	1,896	2,133
TOTAL C	1,109	1,248	2	2				21	1,347	1,515
TOTAL D	996	1,121	2	2				21	1,208	1,352

T = THROUGH, L = LEFT, R = RIGHT



(DESIGN YEAR 2050) DHV: A.M. (P.M.)
ADT: 2018 (2050)



PREPARED BY:
BLA, Inc.
333 PIERCE ROAD
SUITE 200
ITASCA, ILLINOIS
630-438-6400
PROJ. MGR. MC PROJ. ENG. GE

INTERSECTION DESIGN STUDY

FAU ROUTE 1285 (PALATINE ROAD)
FAP ROUTE 364 WITH (QUENTIN ROAD)
SEC. NO. 17-00102-00-PV PROJ. NO. 61KG(953)
SCALE 1"=50' COUNTY COOK
SJN : REV. NO. 4
DESIGNED BY BLA, INC. DATE 01/2022

SATISFACTORY _____ DISTRICT GEOMETRICS ENGINEER DATE
SATISFACTORY _____ DISTRICT PROGRAM DEVELOPMENT ENGINEER DATE
SATISFACTORY _____ DISTRICT OPERATIONS ENGINEER DATE
APPROVED _____ DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER DATE

CADD FILE NAME : ( ) I.D.S. SHEET 1 OF 10

ATTACHMENT 8 BDE-9908

Illinois Department of Transportation

Design Exception Request Project Identification

Key Route	Marked Route/Road Name	Contract Number	State Job Number	Section Number
FAU 1285	Palatine Road		P-91-015-18	17-00102-00-PV

County(ies)	Municipality	Local Agency
Cook	Palatine	Village of Palatine

LRS Section Number	Permit Applicant	Permit Number	Project Length
17-00105-00-PV			3,960 FT (0.75 MI)

Project Limits: Quentin Road to Smith Street

Current Posted Speed	Estimate of Cost	Functional Classification	Design Yr	Design Traffic ADT	Design Traffic DHV AM	Design Traffic DHV PM
35 MPH	$9,245,706.66	Minor Arterial	2050	22800	1011	1108

On the NHS System? ☐ Yes ☒ No

Structure Numbers: 016-3223, 016-2416

Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.): Reconstruction

Brief Project Description: Widening of Palatine Road to provide a three-lane cross section, add right turn lanes on all approaches at Quentin Road, traffic signal modifications, new storm sewer, new C&G, ADA compliant crosswalks & a multi-use path.

EXCEPTION DOCUMENTATION

Level of Exception ☐ Level 1 ☒ Level 2

Design Element for Which an Exception is Requested: Level of Service

Design Element Policy Value: LOS C - BDE Figure 48-6.A

Proposed Design Element Value: LOS D (AM)

Location(s) of Exception: Quentin Road southbound through at Palatine Road intersection

Crash History and Potential of Exception Location(s): Thirty-four crashes occurred on Palatine Road at Quentin Road between 2014 and 2018; 10 were related to this Design Exception (westbound rear end crash). The intersection is not a 5% location. The proposed scope of work, installation of right turn lanes on all approaches, will improve the safety and operations related to this exception request.

Cost of Using Policy Value	Cost of Using Proposed Exception Value
$5,400,000.00	$4,050,000.00

Impacts Other Than Cost of Using Policy Value: None

Proposed Mitigation to Address Exception: Raised Reflective Pavement Markers

Geometric Compatibility with Adjacent Sections: Compatible

Potential Effects on Other Design Elements: N/A

Potential Impacts on Mobility or Traffic Operations: Longer than desirable delays.

Summary of Justification for Exception: The HCS results for the Palatine Road geometry of two through lanes is provided. The Village of Palatine is not in favor of providing through lanes as requested by IDOT for the following reasons:

• The proposed improvement meets the design criteria with the same type and number of design variations that the geometry would have.
• Widening the intersection to provide L-T-T/R versus L-T-R does not provide geometric continuity with the remainder of Palatine Road east and west of the intersection.
• There is no operational benefit over the proposed L-T-R
• The optics of the State widening Palatine Road at Quentin Road is not favorable to the Village of Palatine or its residents
• The cost to extend the project limits to account for lane additions and drops versus turn lanes does not have a favorable benefit to cost to the Village of Palatine.

Coordination Meeting Date	Proposed By	Date
	Jennifer Mitchell, P.E. PTOE / BLA, Inc.	03/05/20

APPROVAL/DISAPPROVAL

BDE Approval Date	FHWA Approval Date (Level One)

PLOT DATE = 1/18/2022
FILE NAME = F:\636-070 Palatine Road Phase I\CADD EXHIBITS\Intersection Design Study\Quentin Road\17-00102-00-PV_Cover.dgn
PLOT SCALE = 100.0000 ' / in.
USER NAME = gelliwanger

SIGNALIZED CAPACITY DESIGN ANALYSIS

PROGRAM USED: HCS 2010 , VERSION: 6.90 SIGNAL TYPE: ACTUATED AREA TYPE: NON-CBD
NUMBER OF PHASES: (A.M.) 30 (P.M.) 30 CYCLE LENGTH: (A.M.) 120 SEC. (P.M.) 120 SEC. PEAK HOUR FACTOR: 0.95
INTERSECTION DELAY/LEVEL-OF-SERVICE A.M. 33.2 SECONDS LOS C P.M. 37.0 SECONDS LOS D

APPROACH		SOUTHBOUND (A)			NORTHBOUND (B)			EASTBOUND (C)			WESTBOUND (D)		
LANE GROUP		L	T	R	L	T	R	L	T	R	L	T	R
NUMBER OF LANES		1	2	1	1	2	1	1	1	1	1	1	1
2050 30TH MAX. HOUR TRAFFIC (veh/h)	A.M.	179	1011	128	105	499	134	220	546	52	95	245	60
	P.M.	247	625	129	125	1108	91	176	380	52	132	535	85
BASE SATURATION FLOW RATE (veh/h)		1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
LANE WIDTH (FT)		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
VOLUME OF RIGHT TURN ON RED (veh/h)		A.M. 0		P.M. 0	A.M. 0		P.M. 0	A.M. 0		P.M. 0	A.M. 0		P.M. 0
PEDESTRIANS/HOUR (ped/h)		A.M. 5		P.M. 5	A.M. 5		P.M. 5	A.M. 5		P.M. 5	A.M. 5		P.M. 5
ARRIVAL TYPE		3			3			3			3		
LANE UTILIZATION ADJ. FACTOR		1.0	0.95	1.0	1.0	0.95	1.0	1.0	1.0	1.0	1.0	1.0	1.0
GREEN TIME (SECONDS)	A.M.	11.5	43.0	55.6	6.9	41.9	48.6	12.6	44.3	51.2	6.7	38.4	49.9
	P.M.	11.5	42.6	56.6	7.8	42.4	50.8	14.0	42.2	50.0	8.4	40.1	51.6
GREEN RATIO (g/C)	A.M.	0.34	0.36	0.46	0.14	0.35	0.41	0.32	0.37	0.43	0.15	0.32	0.42
	P.M.	0.15	0.36	0.47	0.26	0.35	0.42	0.18	0.35	0.42	0.14	0.33	0.43
CAPACITY (c)	A.M.	388	1331	724	206	1298	633	487	721	669	233	625	606
	P.M.	205	1317	690	328	1311	661	269	686	653	348	652	628
v/c RATIO (X)	A.M.	0.347	0.800	0.260	0.537	0.405	0.223	0.476	0.797	0.082	0.428	0.413	0.104
	P.M.	0.662	0.500	0.377	0.401	0.889	0.145	0.690	0.583	0.084	0.400	0.863	0.143
STORAGE QUEUE (FEET)	A.M.	150	555	165	155	280	140	255	590	55	140	285	60
	P.M.	190	345	225	160	610	95	245	420	55	195	610	85
LANE GROUP DELAY(SECONDS)	A.M.	23.5	38.3	19.9	30.0	29.9	23.6	23.3	42.7	20.6	29.6	33.9	23.8
	P.M.	32.3	30.8	22.9	24.4	44.6	21.4	31.0	35.3	21.4	25.8	51.6	23.3
LANE GROUP LEVEL-OF-SERVICE	A.M.	C	D	B	C	C	C	C	D	C	C	C	C
	P.M.	C	C	C	C	D	C	C	D	C	C	D	C
APPROACH DELAY (SECONDS/VEHICLE)	A.M.	34.4			28.8			36.1			31.4		
	P.M.	29.0			41.1			32.9			43.8		
APPROACH LEVEL-OF-SERVICE	A.M.	C			C			D			C		
	P.M.	C			D			C			D		

PHASE		1	AMBER	RED	2	AMBER	RED	3	AMBER	RED
GREEN TIME IN SECONDS	AM	G = 6.7 Sec.	3.5	0.0	G = 2.4 Sec.	3.5	0.0	G = 38.4 Sec.	4.0	2.0
	PM	G = 8.4 Sec.	3.5	0.0	G = 2.1 Sec.	0.0	0.0	G = 40.1 Sec.	4.0	2.0
PHASE		4	AMBER	RED	5	AMBER	RED	6	AMBER	RED
GREEN TIME IN SECONDS	AM	G = 6.9 Sec.	3.5	0.0	G = 1.1 Sec.	0.0	0.0	G = 41.9 Sec.	4.0	2.0
	PM	G = 7.8 Sec.	3.5	0.0	G = 0.2 Sec.	0.0	0.0	G = 42.4 Sec.	4.0	2.0

CYCLE LENGTH: AM 120.0 SEC. PM 120.0 SEC.

ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:

F.A.U. ROUTE NUMBER: 1285. MARKED ROUTE NUMBER: NA
STREET NAME: PALATINE ROAD. SRA ROUTE: NO.
FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL. OSOW DESIGN: YES.
EXISTING ADT: 14,200 (2018) (WEST) 14,100 (2018) (EAST).
DESIGN YEAR ADT: 17,200 (2050) (WEST) 16,800 (2050) (EAST).
PROPOSED DESIGN SPEED: 40 MPH. PROPOSED POSTED SPEED: 35 MPH

SECONDARY ROUTE:

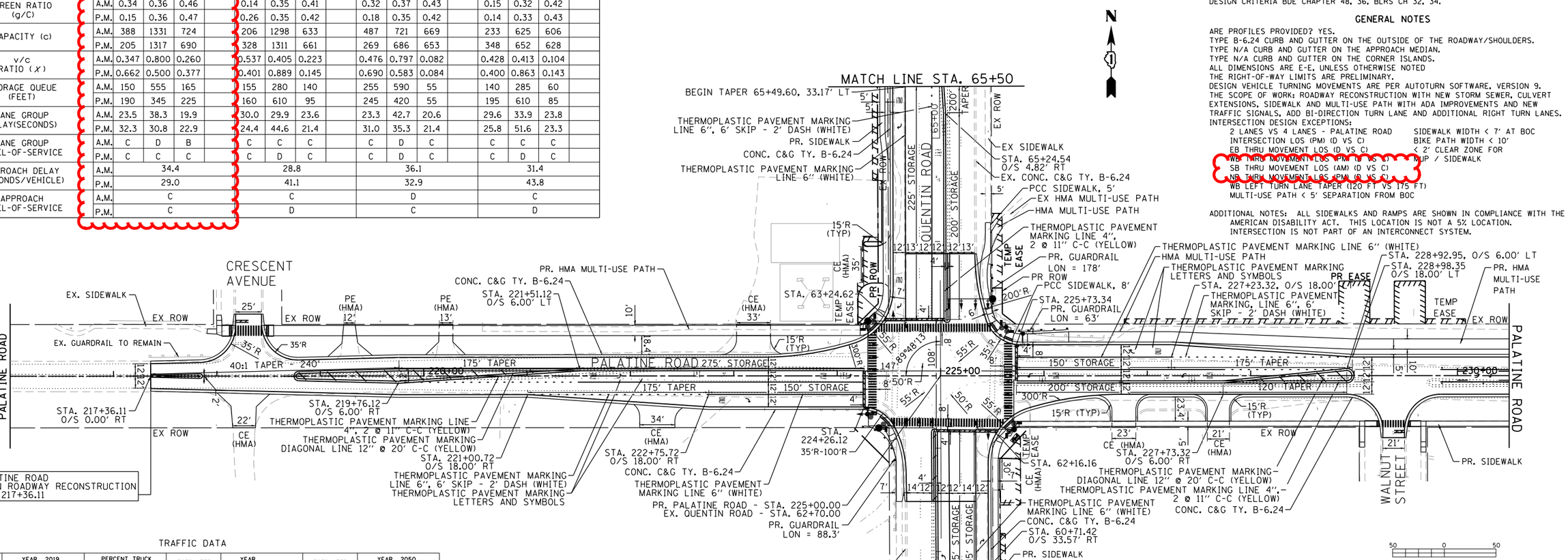
F.A.P. ROUTE NUMBER: 364. MARKED ROUTE NUMBER: NA
STREET NAME: QUENTIN ROAD. SRA ROUTE: YES.
FUNCTIONAL CLASSIFICATION: OTHER PRINCIPLE ARTERIAL. OSOW DESIGN: NO.
EXISTING ADT: 18,200 (2018) (NORTH) 17,100 (2018) (SOUTH).
DESIGN YEAR ADT: 22,800 (2050) (NORTH) 21,400 (2050) (SOUTH).
PROPOSED DESIGN SPEED: 45 MPH. PROPOSED POSTED SPEED: 40 MPH. (NORTH LEG)
PROPOSED DESIGN SPEED: 40 MPH. PROPOSED POSTED SPEED: 35 MPH. (SOUTH LEG)

IMPROVEMENT TYPE: RECONSTRUCTION. ANTICIPATED YEAR OF CONSTRUCTION: 2024.
EXIST. METHOD OF TRAFFIC CONTROL: TRAFFIC SIGNAL. PROP. METHOD: TRAFFIC SIGNAL.
SIGNAL WARRANT: WARRANT 1, 2, 3
DESIGN VEHICLE: WB-65.
DESIGN YEAR: 2050
TRUCK ROUTE DESIGNATION: NA
DESIGN CRITERIA BDE CHAPTER 48, 36, BLRS CH 32, 34.

GENERAL NOTES

ARE PROFILES PROVIDED? YES.
TYPE B-6.24 CURB AND GUTTER ON THE OUTSIDE OF THE ROADWAY/SHOULDERS.
TYPE N/A CURB AND GUTTER ON THE APPROACH MEDIAN.
TYPE N/A CURB AND GUTTER ON THE CORNER ISLANDS.
ALL DIMENSIONS ARE E-E, UNLESS OTHERWISE NOTED
THE RIGHT-OF-WAY LIMITS ARE PRELIMINARY.
DESIGN VEHICLE TURNING MOVEMENTS ARE PER AUTOTURN SOFTWARE, VERSION 9.
THE SCOPE OF WORK: ROADWAY RECONSTRUCTION WITH NEW STORM SEWER, CULVERT EXTENSIONS, SIDEWALK AND MULTI-USE PATH WITH ADA IMPROVEMENTS AND NEW TRAFFIC SIGNALS, ADD BI-DIRECTION TURN LANE AND ADDITIONAL RIGHT TURN LANES.
INTERSECTION DESIGN EXCEPTIONS:
- 2 LANES VS 4 LANES - PALATINE ROAD
- INTERSECTION LOS (PM) (D VS C)
- EB THRU MOVEMENT LOS (D VS C)
- WB THRU MOVEMENT LOS (PM) (D VS C)
- SB THRU MOVEMENT LOS (AM) (D VS C)
- NB THRU MOVEMENT LOS (PM) (D VS C)
- WB LEFT TURN LANE TAPER (120 FT VS 175 FT)
- MULTI-USE PATH < 5' SEPARATION FROM BOC
- SIDEWALK WIDTH < 7' AT BOC
- BIKE PATH WIDTH < 10'
- < 2' CLEAR ZONE FOR CURB / SIDEWALK

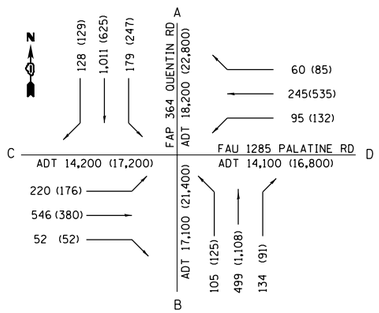
ADDITIONAL NOTES: ALL SIDEWALKS AND RAMPS ARE SHOWN IN COMPLIANCE WITH THE AMERICAN DISABILITY ACT. THIS LOCATION IS NOT A 5% LOCATION.
INTERSECTION IS NOT PART OF AN INTERCONNECT SYSTEM.



TRAFFIC DATA

MOVEMENT	YEAR 2019 30TH MAXIMUM HOUR TRAFFIC		PERCENT TRUCK TRAFFIC IN 30TH MAX. HOUR		ESTIMATED PERCENT INCREASE BY	YEAR ____ 30TH MAXIMUM HOUR TRAFFIC		ESTIMATED PERCENT INCREASE BY 2050	YEAR 2050 30TH MAXIMUM HOUR TRAFFIC	
	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.
AD (L)	102	103	2	2				25	128	129
AB (T)	807	499	2	2				25	1,011	625
AC (R)	143	197	2	2				25	179	247
BC (L)	84	100	2	2				25	105	125
BA (T)	399	885	2	2				25	499	1,108
BD (R)	107	73	2	2				25	134	91
CA (L)	182	145	2	2				21	220	176
CD (T)	451	314	2	2				21	546	380
CB (R)	43	43	2	2				21	52	52
DB (L)	80	111	2	2				19	95	132
DC (T)	206	449	2	2				19	245	535
DA (R)	50	71	2	2				19	60	85
TOTAL A	1,683	1,900	2	2				25	2,097	2,370
TOTAL B	1,520	1,711	2	2				25	1,896	2,133
TOTAL C	1,109	1,248	2	2				21	1,347	1,515
TOTAL D	996	1,121	2	2				21	1,208	1,352

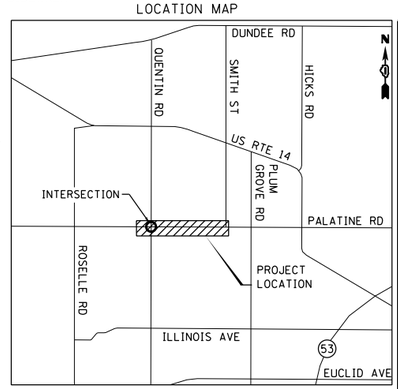
T = THROUGH, L = LEFT, R = RIGHT



(DESIGN YEAR 2050) DHV: A.M. (P.M.)
ADT: 2018 (2050)

PREPARED BY:
BLA, Inc.
333 PIERCE ROAD
SUITE 200
ITASCA, ILLINOIS
630-438-6400
PROJ. MGR. MC PROJ. ENG. GE

LOCATION MAP



INTERSECTION DESIGN STUDY

FAU ROUTE 1285 (PALATINE ROAD)
FAP ROUTE 364 WITH (QUENTIN ROAD)

SEC. NO. 17-00102-00-PV PROJ. NO. 61KG(953)
SCALE 1"=50' COUNTY COOK
SJN : REV. NO. 4

DESIGNED BY BLA, INC. DATE 01/2022

SATISFACTORY _____ DISTRICT GEOMETRICS ENGINEER DATE
SATISFACTORY _____ DISTRICT PROGRAM DEVELOPMENT ENGINEER DATE
SATISFACTORY _____ DISTRICT OPERATIONS ENGINEER DATE
APPROVED _____ DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER DATE

CADD FILE NAME : ( ) I.D.S. SHEET 1 OF 10

ATTACHMENT 8 BDE-9908

Illinois Department of Transportation

Design Exception Request Project Identification

Key Route	Marked Route/Road Name	Contract Number	State Job Number	Section Number
FAU 1285	Palatine Road		P-91-015-18	17-00102-00-PV

County(ies)	Municipality	Local Agency
Cook	Palatine	Village of Palatine

LRS Section Number	Permit Applicant	Permit Number	Project Length
17-00105-00-PV			3,960 FT (0.75 MI)

Project Limits: Quentin Road to Smith Street

Current Posted Speed	Estimate of Cost	Functional Classification	Design Yr	Design Traffic ADT	Design Traffic DHV AM	Design Traffic DHV PM
35 MPH	$9,245,706.66	Minor Arterial	2050	22800	1011	1108

On the NHS System? ☐ Yes ☒ No

Structure Numbers: 016-3223, 016-2416

Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.): Reconstruction

Brief Project Description: Widening of Palatine Road to provide a three-lane cross section, add right turn lanes on all approaches at Quentin Road, traffic signal modifications, new storm sewer, new C&G, ADA compliant crosswalks & a multi-use path.

EXCEPTION DOCUMENTATION

Level of Exception ☐ Level 1 ☒ Level 2

Design Element for Which an Exception is Requested: Level of Service

Design Element Policy Value: LOS C - BDE Figure 48-6.A

Proposed Design Element Value: LOS D (PM)

Location(s) of Exception: Quentin Road northbound through at Palatine Road intersection

Crash History and Potential of Exception Location(s): Thirty-four crashes occurred on Palatine Road at Quentin Road between 2014 and 2018; 10 were related to this Design Exception (westbound rear end crash). The intersection is not a 5% location. The proposed scope of work, installation of right turn lanes on all approaches, will improve the safety and operations related to this exception request.

Cost of Using Policy Value	Cost of Using Proposed Exception Value
$5,400,000.00	$4,050,000.00

Impacts Other Than Cost of Using Policy Value: None

Proposed Mitigation to Address Exception: Raised Reflective Pavement Markers

Geometric Compatibility with Adjacent Sections: Compatible

Potential Effects on Other Design Elements: N/A

Potential Impacts on Mobility or Traffic Operations: Longer than desirable delays.

Summary of Justification for Exception: The HCS results for the Palatine Road geometry of two through lanes is provided. The Village of Palatine is not in favor of providing through lanes as requested by IDOT for the following reasons:

• The proposed improvement meets the design criteria with the same type and number of design variations that the geometry would have.
• Widening the intersection to provide L-T-T/R versus L-T-R does not provide geometric continuity with the remainder of Palatine Road east and west of the intersection.
• There is no operational benefit over the proposed L-T-R
• The optics of the State widening Palatine Road at Quentin Road is not favorable to the Village of Palatine or its residents
• The cost to extend the project limits to account for lane additions and drops versus turn lanes does not have a favorable benefit to cost to the Village of Palatine.

Coordination Meeting Date	Proposed By	Date
	Jennifer Mitchell, P.E. PTOE / BLA, Inc.	03/05/20

APPROVAL/DISAPPROVAL

BDE Approval Date	FHWA Approval Date (Level One)

PLOT DATE = 1/18/2022
FILE NAME = F:\636-070 Palatine Road Phase I\CADD EXHIBITS\Intersection Design Study\Quentin Road\17-00102-00-PV_Cover.dgn
PLOT SCALE = 100.0000 ' / in.
USER NAME = gelliwanger

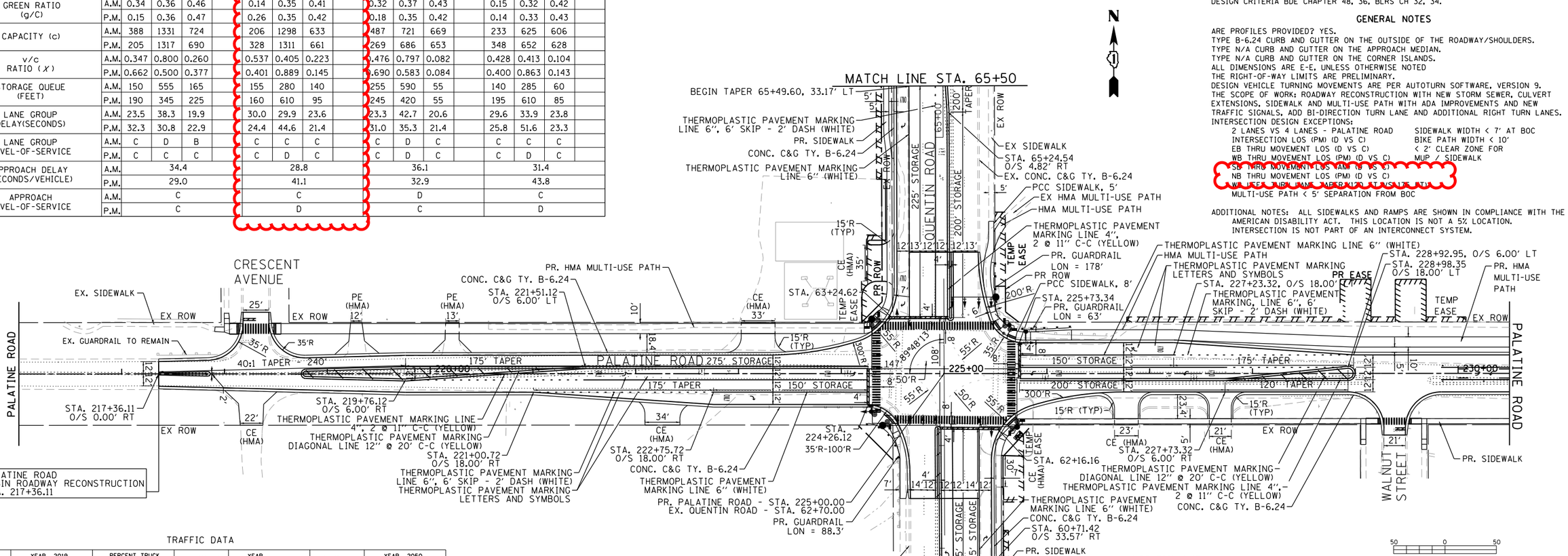
SIGNALIZED CAPACITY DESIGN ANALYSIS

PROGRAM USED: HCS 2010 , VERSION: 6.90 SIGNAL TYPE: ACTUATED AREA TYPE: NON-CBD
NUMBER OF PHASES: (A.M.) 30 (P.M.) 30 CYCLE LENGTH: (A.M.) 120 SEC. (P.M.) 120 SEC. PEAK HOUR FACTOR: 0.95
INTERSECTION DELAY/LEVEL-OF-SERVICE A.M. 33.2 SECONDS LOS C P.M. 37.0 SECONDS LOS D

APPROACH		SOUTHBOUND (A)			NORTHBOUND (B)			EASTBOUND (C)			WESTBOUND (D)		
LANE GROUP		L	T	R	L	T	R	L	T	R	L	T	R
NUMBER OF LANES		1	2	1	1	2	1	1	1	1	1	1	1
2050 30TH MAX. HOUR TRAFFIC (veh/h)	A.M.	179	1011	128	105	499	134	220	546	52	95	245	60
	P.M.	247	625	129	125	1108	91	176	380	52	132	535	85
BASE SATURATION FLOW RATE (veh/h)		1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
LANE WIDTH (FT)		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
VOLUME OF RIGHT TURN ON RED (veh/h)	A.M.	0		P.M. 0	A.M. 0		P.M. 0	A.M. 0		P.M. 0	A.M. 0		P.M. 0
PEDESTRIANS/HOUR (ped/h)	A.M.	5		P.M. 5	A.M. 5		P.M. 5	A.M. 5		P.M. 5	A.M. 5		P.M. 5
ARRIVAL TYPE		3			3			3			3		
LANE UTILIZATION ADJ. FACTOR		1.0	0.95	1.0	1.0	0.95	1.0	1.0	1.0	1.0	1.0	1.0	1.0
GREEN TIME (SECONDS)	A.M.	11.5	43.0	55.6	6.9	41.9	48.6	12.6	44.3	51.2	6.7	38.4	49.9
	P.M.	11.5	42.6	56.6	7.8	42.4	50.8	14.0	42.2	50.0	8.4	40.1	51.6
GREEN RATIO (g/C)	A.M.	0.34	0.36	0.46	0.14	0.35	0.41	0.32	0.37	0.43	0.15	0.32	0.42
	P.M.	0.15	0.36	0.47	0.26	0.35	0.42	0.18	0.35	0.42	0.14	0.33	0.43
CAPACITY (c)	A.M.	388	1331	724	206	1298	633	487	721	669	233	625	606
	P.M.	205	1317	690	328	1311	661	269	686	653	348	652	628
v/c RATIO (X)	A.M.	0.347	0.800	0.260	0.537	0.405	0.223	0.476	0.797	0.082	0.428	0.413	0.104
	P.M.	0.662	0.500	0.377	0.401	0.889	0.145	0.690	0.583	0.084	0.400	0.863	0.143
STORAGE QUEUE (FEET)	A.M.	150	555	165	155	280	140	255	590	55	140	285	60
	P.M.	190	345	225	160	610	95	245	420	55	195	610	85
LANE GROUP DELAY(SECONDS)	A.M.	23.5	38.3	19.9	30.0	29.9	23.6	23.3	42.7	20.6	29.6	33.9	23.8
	P.M.	32.3	30.8	22.9	24.4	44.6	21.4	31.0	35.3	21.4	25.8	51.6	23.3
LANE GROUP LEVEL-OF-SERVICE	A.M.	C	D	B	C	C	C	C	D	C	C	C	C
	P.M.	C	C	C	C	D	C	C	D	C	C	D	C
APPROACH DELAY (SECONDS/VEHICLE)	A.M.	34.4			28.8			36.1			31.4		
	P.M.	29.0			41.1			32.9			43.8		
APPROACH LEVEL-OF-SERVICE	A.M.	C			C			D			C		
	P.M.	C			D			C			D		

PHASE		1	AMBER	RED	2	AMBER	RED	3	AMBER	RED
GREEN TIME IN SECONDS	AM	G = 6.7 Sec.	3.5	0.0	G = 2.4 Sec.	3.5	0.0	G = 38.4 Sec.	4.0	2.0
	PM	G = 8.4 Sec.	3.5	0.0	G = 2.1 Sec.	0.0	0.0	G = 40.1 Sec.	4.0	2.0
PHASE		4	AMBER	RED	5	AMBER	RED	6	AMBER	RED
GREEN TIME IN SECONDS	AM	G = 6.9 Sec.	3.5	0.0	G = 1.1 Sec.	0.0	0.0	G = 41.9 Sec.	4.0	2.0
	PM	G = 7.8 Sec.	3.5	0.0	G = 0.2 Sec.	0.0	0.0	G = 42.4 Sec.	4.0	2.0

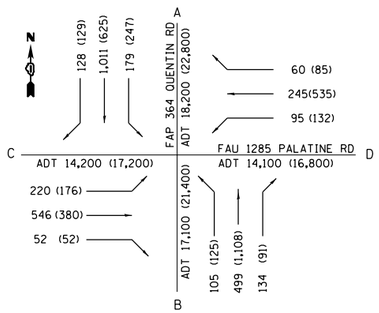
CYCLE LENGTH: AM 120.0 SEC. PM 120.0 SEC.



TRAFFIC DATA

MOVEMENT	YEAR 2019 30TH MAXIMUM HOUR TRAFFIC		PERCENT TRUCK TRAFFIC IN 30TH MAX. HOUR		ESTIMATED PERCENT INCREASE BY	YEAR ____ 30TH MAXIMUM HOUR TRAFFIC		ESTIMATED PERCENT INCREASE BY 2050	YEAR 2050 30TH MAXIMUM HOUR TRAFFIC	
	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.
AD (L)	102	103	2	2				25	128	129
AB (T)	807	499	2	2				25	1,011	625
AC (R)	143	197	2	2				25	179	247
BC (L)	84	100	2	2				25	105	125
BA (T)	399	885	2	2				25	499	1,108
BD (R)	107	73	2	2				25	134	91
CA (L)	182	145	2	2				21	220	176
CD (T)	451	314	2	2				21	546	380
CB (R)	43	43	2	2				21	52	52
DB (L)	80	111	2	2				19	95	132
DC (T)	206	449	2	2				19	245	535
DA (R)	50	71	2	2				19	60	85
TOTAL A	1,683	1,900	2	2				25	2,097	2,370
TOTAL B	1,520	1,711	2	2				25	1,896	2,133
TOTAL C	1,109	1,248	2	2				21	1,347	1,515
TOTAL D	996	1,121	2	2				21	1,208	1,352

T = THROUGH, L = LEFT, R = RIGHT



(DESIGN YEAR 2050) DHV: A.M. (P.M.)
ADT: 2018 (2050)

ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:

F.A.U. ROUTE NUMBER: 1285. MARKED ROUTE NUMBER: NA
STREET NAME: PALATINE ROAD. SRA ROUTE: NO.
FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL. OSOW DESIGN: YES.
EXISTING ADT: 14,200 (2018) (WEST) 14,100 (2018) (EAST).
DESIGN YEAR ADT: 17,200 (2050) (WEST) 16,800 (2050) (EAST).
PROPOSED DESIGN SPEED: 40 MPH. PROPOSED POSTED SPEED: 35 MPH

SECONDARY ROUTE:

F.A.P. ROUTE NUMBER: 364. MARKED ROUTE NUMBER: NA
STREET NAME: QUENTIN ROAD. SRA ROUTE: YES.
FUNCTIONAL CLASSIFICATION: OTHER PRINCIPLE ARTERIAL. OSOW DESIGN: NO.
EXISTING ADT: 18,200 (2018) (NORTH) 17,100 (2018) (SOUTH).
DESIGN YEAR ADT: 22,800 (2050) (NORTH) 21,400 (2050) (SOUTH).
PROPOSED DESIGN SPEED: 45 MPH. PROPOSED POSTED SPEED: 40 MPH. (NORTH LEG)
PROPOSED DESIGN SPEED: 40 MPH. PROPOSED POSTED SPEED: 35 MPH. (SOUTH LEG)

IMPROVEMENT TYPE: RECONSTRUCTION. ANTICIPATED YEAR OF CONSTRUCTION: 2024.
EXIST. METHOD OF TRAFFIC CONTROL: TRAFFIC SIGNAL. PROP. METHOD: TRAFFIC SIGNAL.
SIGNAL WARRANT: WARRANT 1, 2, 3
DESIGN VEHICLE: WB-65.
DESIGN YEAR: 2050
TRUCK ROUTE DESIGNATION: NA
DESIGN CRITERIA BDE CHAPTER 48, 36, BLRS CH 32, 34.

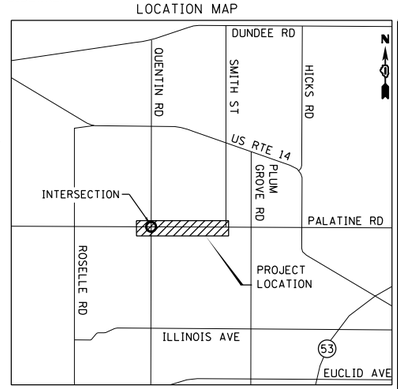
GENERAL NOTES

ARE PROFILES PROVIDED? YES.
TYPE B-6.24 CURB AND GUTTER ON THE OUTSIDE OF THE ROADWAY/SHOULDERS.
TYPE N/A CURB AND GUTTER ON THE APPROACH MEDIAN.
TYPE N/A CURB AND GUTTER ON THE CORNER ISLANDS.
ALL DIMENSIONS ARE E-E, UNLESS OTHERWISE NOTED
THE RIGHT-OF-WAY LIMITS ARE PRELIMINARY.
DESIGN VEHICLE TURNING MOVEMENTS ARE PER AUTOTURN SOFTWARE, VERSION 9.
THE SCOPE OF WORK: ROADWAY RECONSTRUCTION WITH NEW STORM SEWER, CULVERT EXTENSIONS, SIDEWALK AND MULTI-USE PATH WITH ADA IMPROVEMENTS AND NEW TRAFFIC SIGNALS, ADD BI-DIRECTION TURN LANE AND ADDITIONAL RIGHT TURN LANES.
INTERSECTION DESIGN EXCEPTIONS:
- 2 LANES VS 4 LANES - PALATINE ROAD
- INTERSECTION LOS (PM) (D VS C)
- EB THRU MOVEMENT LOS (D VS C)
- WB THRU MOVEMENT LOS (PM) (D VS C)
- SB THRU MOVEMENT LOS (PM) (D VS C)
- NB THRU MOVEMENT LOS (PM) (D VS C)
- WB LEFT TURN MOVEMENT LOS (PM) (D VS C)
- MULTI-USE PATH < 5' SEPARATION FROM BOC
- SIDEWALK WIDTH < 7' AT BOC
- BIKE PATH WIDTH < 10'
- < 2' CLEAR ZONE FOR MUP / SIDEWALK

ADDITIONAL NOTES: ALL SIDEWALKS AND RAMPS ARE SHOWN IN COMPLIANCE WITH THE AMERICAN DISABILITY ACT. THIS LOCATION IS NOT A 5% LOCATION. INTERSECTION IS NOT PART OF AN INTERCONNECT SYSTEM.

50 0 50
GRAPHIC SCALE

LOCATION MAP



PREPARED BY:
BLA, Inc.
333 PIERCE ROAD
SUITE 200
ITASCA, ILLINOIS
630-438-6400
PROJ. MGR. MC PROJ. ENG. GE

INTERSECTION DESIGN STUDY

FAU ROUTE 1285 (PALATINE ROAD)
FAP ROUTE 364 WITH (QUENTIN ROAD)

SEC. NO. 17-00102-00-PV PROJ. NO. 61KG(953)
SCALE 1"=50' COUNTY COOK
SJN : REV. NO. 4

DESIGNED BY BLA, INC. DATE 01/2022

SATISFACTORY _____ DISTRICT GEOMETRICS ENGINEER DATE
SATISFACTORY _____ DISTRICT PROGRAM DEVELOPMENT ENGINEER DATE
SATISFACTORY _____ DISTRICT OPERATIONS ENGINEER DATE
APPROVED _____ DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER DATE

CADD FILE NAME : ( ) I.D.S. SHEET 1 OF 10

ATTACHMENT 8 BDE-9908

Illinois Department of Transportation

Design Exception Request Project Identification

Key Route	Marked Route/Road Name	Contract Number	State Job Number	Section Number
FAU 1285	Palatine Road		P-91-015-18	17-00102-00-PV

County(ies)	Municipality	Local Agency
Cook	Palatine	Village of Palatine

LRS Section Number	Permit Applicant	Permit Number	Project Length
17-00102-00-PV			3,960 FT (0.75 MI)

Project Limits

Quentin Road to Smith Street

Current Posted Speed	Estimate of Cost	Functional Classification	Design Yr	Design Traffic ADT	Design Traffic DHV AM	Design Traffic DHV PM
35 MPH	$9,245,706.66	Minor Arterial	2050	17200	546	535

On the NHS System? ☐ Yes ☒ No

Structure Numbers: 016-3223, 016-2416

Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.): Reconstruction

Brief Project Description

Widening of Palatine Road to provide a three-lane cross section, add right turn lanes on all approaches at Quentin Road, traffic signal modifications, new storm sewer, new C&G, ADA compliant crosswalks & a multi-use path.

EXCEPTION DOCUMENTATION

Level of Exception ☐ Level 1 ☒ Level 2

Design Element for Which an Exception is Requested

Length of Taper

Design Element Policy Value

175' - BDE Figure 36-3.I

Proposed Design Element Value

120'

Location(s) of Exception

Palatine Road westbound left turn lane at Quentin Road intersection

Crash History and Potential of Exception Location(s)

Thirty-four crashes occurred on Palatine Road at Quentin Road between 2014 and 2018; 7 were related to this Design Exception (westbound rear end crash). The intersection is not a 5% location. The proposed scope of work will improve the safety and operations related to this exception request.

Cost of Using Policy Value	Cost of Using Proposed Exception Value
$155,000.00	$0.00

Impacts Other Than Cost of Using Policy Value

None

Proposed Mitigation to Address Exception

Raised Reflective Pavement Markers

Geometric Compatibility with Adjacent Sections

Compatible

Potential Effects on Other Design Elements

N/A

Potential Impacts on Mobility or Traffic Operations

N/A

Summary of Justification for Exception

The proximity of Walnut Street east of the Quentin Road intersection and the storage required for the westbound left turn lane at Quentin Road does not permit for an adequate rate.

Coordination Meeting Date	Proposed By	Date
	Jennifer Mitchell, P.E. PTOE / BLA, Inc.	03/05/20

APPROVAL/DISAPPROVAL

BDE Approval Date	FHWA Approval Date (Level One)

PLOT DATE = 1/18/2022
FILE NAME = F:\636-070 Palatine Road Phase I\CADD EXHIBITS\Intersection Design Study\Quentin Road\17-00102-00-PV_Cover.dgn
PLOT SCALE = 100.0000 ' / in.
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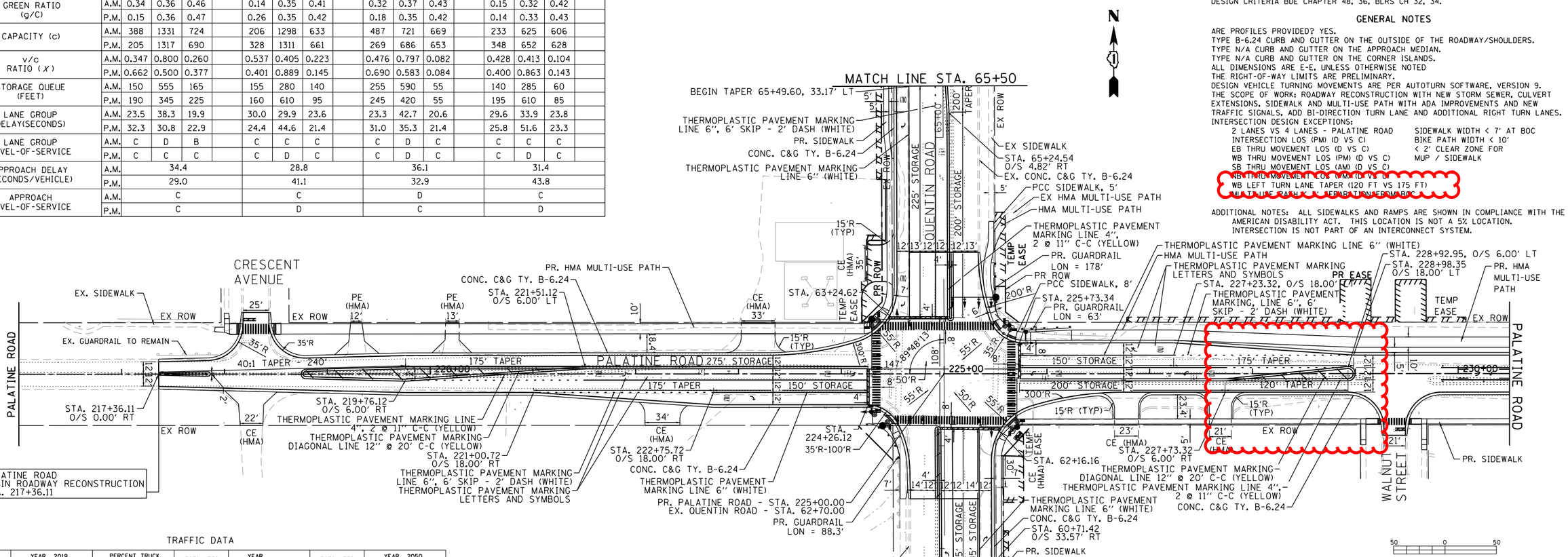
SIGNALIZED CAPACITY DESIGN ANALYSIS

PROGRAM USED: HCS 2010 , VERSION: 6.90 SIGNAL TYPE: ACTUATED AREA TYPE: NON-CBD
NUMBER OF PHASES: (A.M.) 30 (P.M.) 30 CYCLE LENGTH: (A.M.) 120 SEC. (P.M.) 120 SEC. PEAK HOUR FACTOR: 0.95
INTERSECTION DELAY/LEVEL-OF-SERVICE A.M. 33.2 SECONDS LOS C P.M. 37.0 SECONDS LOS D

APPROACH		SOUTHBOUND (A)			NORTHBOUND (B)			EASTBOUND (C)			WESTBOUND (D)		
LANE GROUP		L	T	R	L	T	R	L	T	R	L	T	R
NUMBER OF LANES		1	2	1	1	2	1	1	1	1	1	1	1
2050 30TH MAX. HOUR TRAFFIC (veh/h)	A.M.	179	1011	128	105	499	134	220	546	52	95	245	60
	P.M.	247	625	129	125	1108	91	176	380	52	132	535	85
BASE SATURATION FLOW RATE (veh/h)		1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
LANE WIDTH (FT)		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
VOLUME OF RIGHT TURN ON RED (veh/h)		A.M. 0		P.M. 0	A.M. 0		P.M. 0	A.M. 0		P.M. 0	A.M. 0		P.M. 0
PEDESTRIANS/HOUR (ped/h)		A.M. 5		P.M. 5	A.M. 5		P.M. 5	A.M. 5		P.M. 5	A.M. 5		P.M. 5
ARRIVAL TYPE		3			3			3			3		
LANE UTILIZATION ADJ. FACTOR		1.0	0.95	1.0	1.0	0.95	1.0	1.0	1.0	1.0	1.0	1.0	1.0
GREEN TIME (SECONDS)	A.M.	11.5	43.0	55.6	6.9	41.9	48.6	12.6	44.3	51.2	6.7	38.4	49.9
	P.M.	11.5	42.6	56.6	7.8	42.4	50.8	14.0	42.2	50.0	8.4	40.1	51.6
GREEN RATIO (g/C)	A.M.	0.34	0.36	0.46	0.14	0.35	0.41	0.32	0.37	0.43	0.15	0.32	0.42
	P.M.	0.15	0.36	0.47	0.26	0.35	0.42	0.18	0.35	0.42	0.14	0.33	0.43
CAPACITY (c)	A.M.	388	1331	724	206	1298	633	487	721	669	233	625	606
	P.M.	205	1317	690	328	1311	661	269	686	653	348	652	628
v/c RATIO (X)	A.M.	0.347	0.800	0.260	0.537	0.405	0.223	0.476	0.797	0.082	0.428	0.413	0.104
	P.M.	0.662	0.500	0.377	0.401	0.889	0.145	0.690	0.583	0.084	0.400	0.863	0.143
STORAGE QUEUE (FEET)	A.M.	150	555	165	155	280	140	255	590	55	140	285	60
	P.M.	190	345	225	160	610	95	245	420	55	195	610	85
LANE GROUP DELAY(SECONDS)	A.M.	23.5	38.3	19.9	30.0	29.9	23.6	23.3	42.7	20.6	29.6	33.9	23.8
	P.M.	32.3	30.8	22.9	24.4	44.6	21.4	31.0	35.3	21.4	25.8	51.6	23.3
LANE GROUP LEVEL-OF-SERVICE	A.M.	C	D	B	C	C	C	C	D	C	C	C	C
	P.M.	C	C	C	C	D	C	C	D	C	C	D	C
APPROACH DELAY (SECONDS/VEHICLE)	A.M.	34.4			28.8			36.1			31.4		
	P.M.	29.0			41.1			32.9			43.8		
APPROACH LEVEL-OF-SERVICE	A.M.	C			C			D			C		
	P.M.	C			D			C			D		

PHASE		1	AMBER	RED	2	AMBER	RED	3	AMBER	RED
GREEN TIME IN SECONDS	AM	G = 6.7 Sec.	3.5	0.0	G = 2.4 Sec.	3.5	0.0	G = 38.4 Sec.	4.0	2.0
	PM	G = 8.4 Sec.	3.5	0.0	G = 2.1 Sec.	0.0	0.0	G = 40.1 Sec.	4.0	2.0
PHASE		4	AMBER	RED	5	AMBER	RED	6	AMBER	RED
GREEN TIME IN SECONDS	AM	G = 6.9 Sec.	3.5	0.0	G = 1.1 Sec.	0.0	0.0	G = 41.9 Sec.	4.0	2.0
	PM	G = 7.8 Sec.	3.5	0.0	G = 0.2 Sec.	0.0	0.0	G = 42.4 Sec.	4.0	2.0

CYCLE LENGTH: AM 120.0 SEC., PM 120.0 SEC.



ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:

F.A.U. ROUTE NUMBER: 1285. MARKED ROUTE NUMBER: NA
STREET NAME: PALATINE ROAD. SRA ROUTE: NO.
FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL. OSOW DESIGN: YES.
EXISTING ADT: 14,200 (2018) (WEST) 14,100 (2018) (EAST).
DESIGN YEAR ADT: 17,200 (2050) (WEST) 16,800 (2050) (EAST).
PROPOSED DESIGN SPEED: 40 MPH. PROPOSED POSTED SPEED: 35 MPH

SECONDARY ROUTE:

F.A.P. ROUTE NUMBER: 364. MARKED ROUTE NUMBER: NA
STREET NAME: QUENTIN ROAD. SRA ROUTE: YES.
FUNCTIONAL CLASSIFICATION: OTHER PRINCIPLE ARTERIAL. OSOW DESIGN: NO.
EXISTING ADT: 18,200 (2018) (NORTH) 17,100 (2018) (SOUTH).
DESIGN YEAR ADT: 22,800 (2050) (NORTH) 21,400 (2050) (SOUTH).
PROPOSED DESIGN SPEED: 45 MPH. PROPOSED POSTED SPEED: 40 MPH. (NORTH LEG)
PROPOSED DESIGN SPEED: 40 MPH. PROPOSED POSTED SPEED: 35 MPH. (SOUTH LEG)

IMPROVEMENT TYPE: RECONSTRUCTION. ANTICIPATED YEAR OF CONSTRUCTION: 2024.
EXIST. METHOD OF TRAFFIC CONTROL: TRAFFIC SIGNAL. PROP. METHOD: TRAFFIC SIGNAL.
SIGNAL WARRANT: WARRANT 1, 2, 3
DESIGN VEHICLE: WB-65.
DESIGN YEAR: 2050
TRUCK ROUTE DESIGNATION: NA
DESIGN CRITERIA BDE CHAPTER 48, 36, BLRS CH 32, 34.

GENERAL NOTES

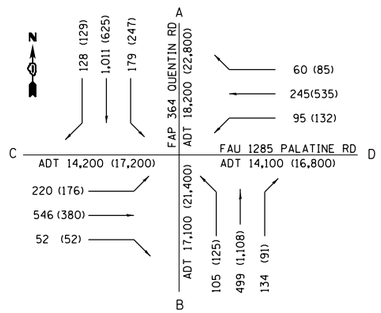
ARE PROFILES PROVIDED? YES.
TYPE B-6.24 CURB AND GUTTER ON THE OUTSIDE OF THE ROADWAY/SHOULDERS.
TYPE N/A CURB AND GUTTER ON THE APPROACH MEDIAN.
TYPE N/A CURB AND GUTTER ON THE CORNER ISLANDS.
ALL DIMENSIONS ARE E-E, UNLESS OTHERWISE NOTED
THE RIGHT-OF-WAY LIMITS ARE PRELIMINARY.
DESIGN VEHICLE TURNING MOVEMENTS ARE PER AUTOTURN SOFTWARE, VERSION 9.
THE SCOPE OF WORK: ROADWAY RECONSTRUCTION WITH NEW STORM SEWER, CULVERT EXTENSIONS, SIDEWALK AND MULTI-USE PATH WITH ADA IMPROVEMENTS AND NEW TRAFFIC SIGNALS, ADD BI-DIRECTION TURN LANE AND ADDITIONAL RIGHT TURN LANES.
INTERSECTION DESIGN EXCEPTIONS:
- 2 LANES VS 4 LANES - PALATINE ROAD
- INTERSECTION LOS (PM) (D VS C)
- EB THRU MOVEMENT LOS (D VS C)
- WB THRU MOVEMENT LOS (PM) (D VS C)
- SB THRU MOVEMENT LOS (AM) (D VS C)
- NB THRU MOVEMENT LOS (AM) (D VS C)
- WB LEFT TURN LANE TAPER (120 FT VS 175 FT)
- SIDEWALK WIDTH < 7' AT BOC
- BIKE PATH WIDTH < 10'
- < 2' CLEAR ZONE FOR MUP / SIDEWALK
- MULTI-USE PATH < 5' SEPARATION FROM BOC

ADDITIONAL NOTES: ALL SIDEWALKS AND RAMPS ARE SHOWN IN COMPLIANCE WITH THE AMERICAN DISABILITY ACT. THIS LOCATION IS NOT A 5% LOCATION. INTERSECTION IS NOT PART OF AN INTERCONNECT SYSTEM.

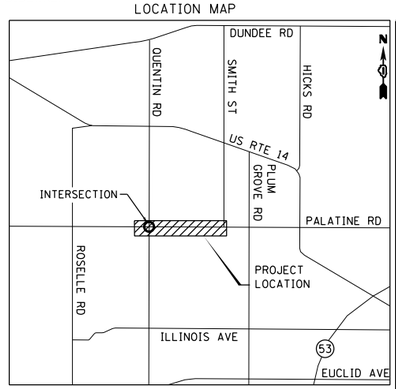
TRAFFIC DATA

MOVEMENT	YEAR 2019 30TH MAXIMUM HOUR TRAFFIC		PERCENT TRUCK TRAFFIC IN 30TH MAX. HOUR		ESTIMATED PERCENT INCREASE BY	YEAR ____ 30TH MAXIMUM HOUR TRAFFIC		ESTIMATED PERCENT INCREASE BY 2050	YEAR 2050 30TH MAXIMUM HOUR TRAFFIC	
	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.
AD (L)	102	103	2	2				25	128	129
AB (T)	807	499	2	2				25	1,011	625
AC (R)	143	197	2	2				25	179	247
BC (L)	84	100	2	2				25	105	125
BA (T)	399	885	2	2				25	499	1,108
BD (R)	107	73	2	2				25	134	91
CA (L)	182	145	2	2				21	220	176
CD (T)	451	314	2	2				21	546	380
CB (R)	43	43	2	2				21	52	52
DB (L)	80	111	2	2				19	95	132
DC (T)	206	449	2	2				19	245	535
DA (R)	50	71	2	2				19	60	85
TOTAL A	1,683	1,900	2	2				25	2,097	2,370
TOTAL B	1,520	1,711	2	2				25	1,896	2,133
TOTAL C	1,109	1,248	2	2				21	1,347	1,515
TOTAL D	996	1,121	2	2				21	1,208	1,352

T = THROUGH, L = LEFT, R = RIGHT



(DESIGN YEAR 2050) DHV: A.M. (P.M.)
ADT: 2018 (2050)



50 0 50
GRAPHIC SCALE

PREPARED BY:
BLA, Inc.
333 PIERCE ROAD
SUITE 200
ITASCA, ILLINOIS
630-438-6400
PROJ. MGR. MC PROJ. ENG. GE

INTERSECTION DESIGN STUDY

FAU ROUTE 1285 (PALATINE ROAD)
FAP ROUTE 364 WITH (QUENTIN ROAD)
SEC. NO. 17-00102-00-PV PROJ. NO. 61KG(953)
SCALE 1"=50' COUNTY COOK
SJN : REV. NO. 4
DESIGNED BY BLA, INC. DATE 01/2022

SATISFACTORY _____ DISTRICT GEOMETRICS ENGINEER DATE
SATISFACTORY _____ DISTRICT PROGRAM DEVELOPMENT ENGINEER DATE
SATISFACTORY _____ DISTRICT OPERATIONS ENGINEER DATE
APPROVED _____ DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER DATE

CADD FILE NAME : ( ) I.D.S. SHEET 1 OF 10

ATTACHMENT 8 BDE-9908

Illinois Department of Transportation

Design Exception Request Project Identification

Key Route	Marked Route/Road Name	Contract Number	State Job Number	Section Number
FAU 1285	Palatine Road		P-91-015-18	17-00102-00-PV

County(ies)	Municipality	Local Agency
Cook	Palatine	Village of Palatine

LRS Section Number	Permit Applicant	Permit Number	Project Length
17-00105-00-PV			3,960 FT (0.75 MI)

Project Limits

Quentin Road to Smith Street

Current Posted Speed	Estimate of Cost	Functional Classification	Design Yr	Design Traffic ADT	Design Traffic DHV	
35 MPH	$9,245,706.66	Minor Arterial	2050	17200	AM 546	PM 535

On the NHS System?	Structure Numbers	Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.)
☐ Yes ☒ No	016-3223, 016-2416	Reconstruction

Brief Project Description

Widening of Palatine Road to provide a three-lane cross section, add right turn lanes on all approaches at Quentin Road, traffic signal modifications, new storm sewer, new C&G, ADA compliant crosswalks & a multi-use path.

EXCEPTION DOCUMENTATION

Level of Exception ☐ Level 1 ☒ Level 2

Design Element for Which an Exception is Requested

Level of Service

Design Element Policy Value

LOS C - BDE Figure 48-6.A

Proposed Design Element Value

LOS D (PM)

Location(s) of Exception

Palatine Road AT Quentin Road intersection

Crash History and Potential of Exception Location(s)

Thirty-four crashes occurred on Palatine Road at Quentin Road between 2014 and 2018; 10 were related to this Design Exception (westbound rear end crash). The intersection is not a 5% location. The proposed scope of work, installation of right turn lanes on all approaches, will improve the safety and operations related to this exception request.

Cost of Using Policy Value	Cost of Using Proposed Exception Value
$5,400,000.00	$4,050,000.00

Impacts Other Than Cost of Using Policy Value

None

Proposed Mitigation to Address Exception

Raised Reflective Pavement Markers

Geometric Compatibility with Adjacent Sections

Compatible

Potential Effects on Other Design Elements

N/A

Potential Impacts on Mobility or Traffic Operations

Longer than desirable delays.

Summary of Justification for Exception

The proximity of the Reimer Reservoir, a flood control reservoir, with recreational uses, and the commercial businesses with parking lots fronting Palatine Road in this built environment does not permit sufficient right of

way to provide four lanes on Palatine Road.		
Coordination Meeting Date	Proposed By	Date
	Jennifer Mitchell, P.E. PTOE / BLA, Inc.	03/05/20

APPROVAL/DISAPPROVAL

BDE Approval Date	FHWA Approval Date (Level One)

PLOT DATE = 1/18/2022
FILE NAME = F:\636-070 Palatine Road Phase I\CADD EXHIBITS\Intersection Design Study\Quentin Road\17-00102-00-PV_Cover.dgn
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USER NAME = gelliwanger

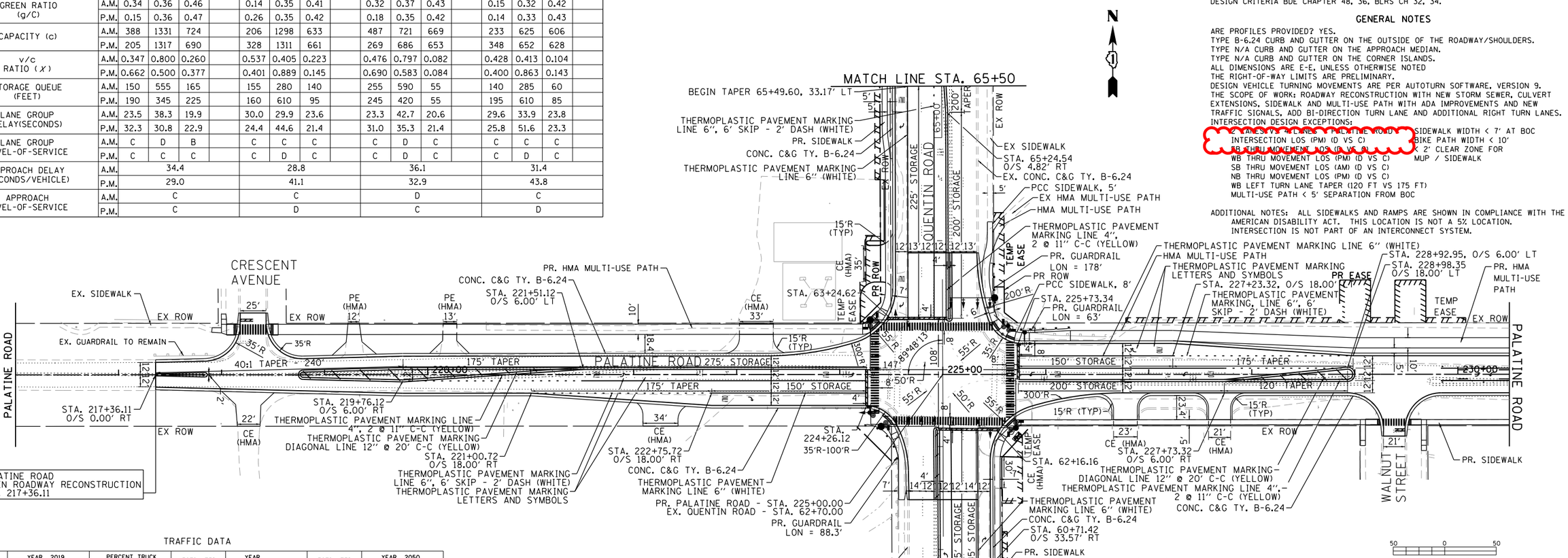
SIGNALIZED CAPACITY DESIGN ANALYSIS

PROGRAM USED: HCS 2010 , VERSION: 6.90 SIGNAL TYPE: ACTUATED AREA TYPE: NON-CBD
NUMBER OF PHASES: (A.M.) 30 (P.M.) 30 CYCLE LENGTH: (A.M.) 120 SEC. (P.M.) 120 SEC. PEAK HOUR FACTOR: 0.95
INTERSECTION DELAY/LEVEL-OF-SERVICE A.M. 33.2 SECONDS LOS C P.M. 37.0 SECONDS LOS D

APPROACH		SOUTHBOUND (A)			NORTHBOUND (B)			EASTBOUND (C)			WESTBOUND (D)		
LANE GROUP		L	T	R	L	T	R	L	T	R	L	T	R
NUMBER OF LANES		1	2	1	1	2	1	1	1	1	1	1	1
2050 30TH MAX. HOUR TRAFFIC (veh/h)	A.M.	179	1011	128	105	499	134	220	546	52	95	245	60
	P.M.	247	625	129	125	1108	91	176	380	52	132	535	85
BASE SATURATION FLOW RATE (veh/h)		1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
LANE WIDTH (FT)		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
VOLUME OF RIGHT TURN ON RED (veh/h)		A.M. 0		P.M. 0	A.M. 0		P.M. 0	A.M. 0		P.M. 0	A.M. 0		P.M. 0
PEDESTRIANS/HOUR (ped/h)		A.M. 5		P.M. 5	A.M. 5		P.M. 5	A.M. 5		P.M. 5	A.M. 5		P.M. 5
ARRIVAL TYPE		3			3			3			3		
LANE UTILIZATION ADJ. FACTOR		1.0	0.95	1.0	1.0	0.95	1.0	1.0	1.0	1.0	1.0	1.0	1.0
GREEN TIME (SECONDS)	A.M.	11.5	43.0	55.6	6.9	41.9	48.6	12.6	44.3	51.2	6.7	38.4	49.9
	P.M.	11.5	42.6	56.6	7.8	42.4	50.8	14.0	42.2	50.0	8.4	40.1	51.6
GREEN RATIO (g/C)	A.M.	0.34	0.36	0.46	0.14	0.35	0.41	0.32	0.37	0.43	0.15	0.32	0.42
	P.M.	0.15	0.36	0.47	0.26	0.35	0.42	0.18	0.35	0.42	0.14	0.33	0.43
CAPACITY (c)	A.M.	388	1331	724	206	1298	633	487	721	669	233	625	606
	P.M.	205	1317	690	328	1311	661	269	686	653	348	652	628
v/c RATIO (X)	A.M.	0.347	0.800	0.260	0.537	0.405	0.223	0.476	0.797	0.082	0.428	0.413	0.104
	P.M.	0.662	0.500	0.377	0.401	0.889	0.145	0.690	0.583	0.084	0.400	0.863	0.143
STORAGE QUEUE (FEET)	A.M.	150	555	165	155	280	140	255	590	55	140	285	60
	P.M.	190	345	225	160	610	95	245	420	55	195	610	85
LANE GROUP DELAY(SECONDS)	A.M.	23.5	38.3	19.9	30.0	29.9	23.6	23.3	42.7	20.6	29.6	33.9	23.8
	P.M.	32.3	30.8	22.9	24.4	44.6	21.4	31.0	35.3	21.4	25.8	51.6	23.3
LANE GROUP LEVEL-OF-SERVICE	A.M.	C	D	B	C	C	C	C	D	C	C	C	C
	P.M.	C	C	C	C	D	C	C	D	C	C	D	C
APPROACH DELAY (SECONDS/VEHICLE)	A.M.	34.4			28.8			36.1			31.4		
	P.M.	29.0			41.1			32.9			43.8		
APPROACH LEVEL-OF-SERVICE	A.M.	C			C			D			C		
	P.M.	C			D			C			D		

PHASE		1	AMBER	RED	2	AMBER	RED	3	AMBER	RED
GREEN TIME IN SECONDS	AM	G = 6.7 Sec.	3.5	0.0	G = 2.4 Sec.	3.5	0.0	G = 38.4 Sec.	4.0	2.0
	PM	G = 8.4 Sec.	3.5	0.0	G = 2.1 Sec.	0.0	0.0	G = 40.1 Sec.	4.0	2.0
PHASE		4	AMBER	RED	5	AMBER	RED	6	AMBER	RED
GREEN TIME IN SECONDS	AM	G = 6.9 Sec.	3.5	0.0	G = 1.1 Sec.	0.0	0.0	G = 41.9 Sec.	4.0	2.0
	PM	G = 7.8 Sec.	3.5	0.0	G = 0.2 Sec.	0.0	0.0	G = 42.4 Sec.	4.0	2.0

CYCLE LENGTH: AM 120.0 SEC. PM 120.0 SEC.



ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:

F.A.U. ROUTE NUMBER: 1285. MARKED ROUTE NUMBER: NA
STREET NAME: PALATINE ROAD. SRA ROUTE: NO.
FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL. OSOW DESIGN: YES.
EXISTING ADT: 14,200 (2018) (WEST) 14,100 (2018) (EAST).
DESIGN YEAR ADT: 17,200 (2050) (WEST) 16,800 (2050) (EAST).
PROPOSED DESIGN SPEED: 40 MPH. PROPOSED POSTED SPEED: 35 MPH

SECONDARY ROUTE:

F.A.P. ROUTE NUMBER: 364. MARKED ROUTE NUMBER: NA
STREET NAME: QUENTIN ROAD. SRA ROUTE: YES.
FUNCTIONAL CLASSIFICATION: OTHER PRINCIPLE ARTERIAL. OSOW DESIGN: NO.
EXISTING ADT: 18,200 (2018) (NORTH) 17,100 (2018) (SOUTH).
DESIGN YEAR ADT: 22,800 (2050) (NORTH) 21,400 (2050) (SOUTH).
PROPOSED DESIGN SPEED: 45 MPH. PROPOSED POSTED SPEED: 40 MPH. (NORTH LEG)
PROPOSED DESIGN SPEED: 40 MPH. PROPOSED POSTED SPEED: 35 MPH. (SOUTH LEG)

IMPROVEMENT TYPE: RECONSTRUCTION. ANTICIPATED YEAR OF CONSTRUCTION: 2024.
EXIST. METHOD OF TRAFFIC CONTROL: TRAFFIC SIGNAL. PROP. METHOD: TRAFFIC SIGNAL.
SIGNAL WARRANT: WARRANT 1, 2, 3
DESIGN VEHICLE: WB-65.
DESIGN YEAR: 2050
TRUCK ROUTE DESIGNATION: NA
DESIGN CRITERIA BDE CHAPTER 48, 36, BLRS CH 32, 34.

GENERAL NOTES

ARE PROFILES PROVIDED? YES.
TYPE B-6.24 CURB AND GUTTER ON THE OUTSIDE OF THE ROADWAY/SHOULDERS.
TYPE N/A CURB AND GUTTER ON THE APPROACH MEDIAN.
TYPE N/A CURB AND GUTTER ON THE CORNER ISLANDS.
ALL DIMENSIONS ARE E-E, UNLESS OTHERWISE NOTED
THE RIGHT-OF-WAY LIMITS ARE PRELIMINARY.
DESIGN VEHICLE TURNING MOVEMENTS ARE PER AUTOTURN SOFTWARE, VERSION 9.
THE SCOPE OF WORK: ROADWAY RECONSTRUCTION WITH NEW STORM SEWER, CULVERT EXTENSIONS, SIDEWALK AND MULTI-USE PATH WITH ADA IMPROVEMENTS AND NEW TRAFFIC SIGNALS, ADD BI-DIRECTION TURN LANE AND ADDITIONAL RIGHT TURN LANES.
INTERSECTION DESIGN EXCEPTIONS:
- 2 LANES VS 4 LANES PALATINE ROAD
- INTERSECTION LOS (PM) (D VS C)
- SB THRU MOVEMENT LOS (AM) (D VS C)
- WB THRU MOVEMENT LOS (AM) (D VS C)
- NB THRU MOVEMENT LOS (PM) (D VS C)
- WB LEFT TURN LANE TAPER (120 FT VS 175 FT)
- MULTI-USE PATH < 5' SEPARATION FROM BOC
- SIDEWALK WIDTH < 7' AT BOC
- BIKE PATH WIDTH < 10'
- < 2' CLEAR ZONE FOR MUP / SIDEWALK

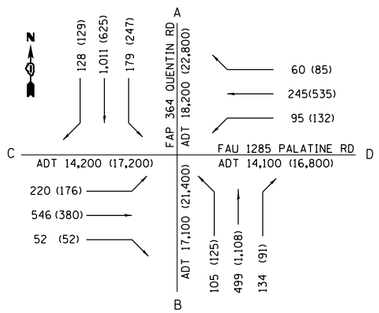
ADDITIONAL NOTES: ALL SIDEWALKS AND RAMPS ARE SHOWN IN COMPLIANCE WITH THE AMERICAN DISABILITY ACT. THIS LOCATION IS NOT A 5% LOCATION. INTERSECTION IS NOT PART OF AN INTERCONNECT SYSTEM.

GRAPHIC SCALE 50 0 50

TRAFFIC DATA

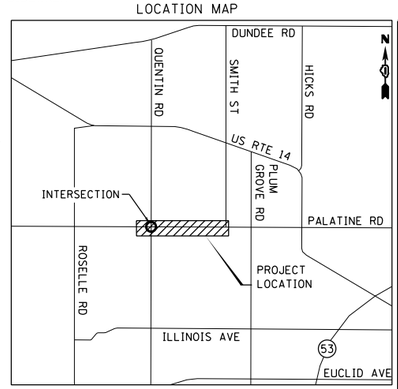
MOVEMENT	YEAR 2019 30TH MAXIMUM HOUR TRAFFIC		PERCENT TRUCK TRAFFIC IN 30TH MAX. HOUR		ESTIMATED PERCENT INCREASE BY	YEAR ____ 30TH MAXIMUM HOUR TRAFFIC		ESTIMATED PERCENT INCREASE BY 2050	YEAR 2050 30TH MAXIMUM HOUR TRAFFIC	
	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.
AD (L)	102	103	2	2				25	128	129
AB (T)	807	499	2	2				25	1,011	625
AC (R)	143	197	2	2				25	179	247
BC (L)	84	100	2	2				25	105	125
BA (T)	399	885	2	2				25	499	1,108
BD (R)	107	73	2	2				25	134	91
CA (L)	182	145	2	2				21	220	176
CD (T)	451	314	2	2				21	546	380
CB (R)	43	43	2	2				21	52	52
DB (L)	80	111	2	2				19	95	132
DC (T)	206	449	2	2				19	245	535
DA (R)	50	71	2	2				19	60	85
TOTAL A	1,683	1,900	2	2				25	2,097	2,370
TOTAL B	1,520	1,711	2	2				25	1,896	2,133
TOTAL C	1,109	1,248	2	2				21	1,347	1,515
TOTAL D	996	1,121	2	2				21	1,208	1,352

T = THROUGH, L = LEFT, R = RIGHT



(DESIGN YEAR 2050) DHV: A.M. (P.M.)
ADT: 2018 (2050)

LOCATION MAP



PREPARED BY:
BLA, Inc.
333 PIERCE ROAD
SUITE 200
ITASCA, ILLINOIS
630-438-6400
PROJ. MGR. MC PROJ. ENG. GE

INTERSECTION DESIGN STUDY

FAU ROUTE 1285 (PALATINE ROAD)
FAP ROUTE 364 WITH (QUENTIN ROAD)
SEC. NO. 17-00102-00-PV PROJ. NO. 61KG(953)
SCALE 1"=50' COUNTY COOK
SJN : REV. NO. 4
DESIGNED BY BLA, INC. DATE 01/2022

SATISFACTORY _____ DISTRICT GEOMETRICS ENGINEER DATE
SATISFACTORY _____ DISTRICT PROGRAM DEVELOPMENT ENGINEER DATE
SATISFACTORY _____ DISTRICT OPERATIONS ENGINEER DATE
APPROVED _____ DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER DATE

CADD FILE NAME : ( ) I.D.S. SHEET 1 OF 10

ATTACHMENT 8 BDE-9908

Illinois Department of Transportation

Design Exception Request Project Identification

Key Route	Marked Route/Road Name	Contract Number	State Job Number	Section Number
FAU 1285	Palatine Road		P-91-015-18	17-00102-00-PV

County(ies)	Municipality	Local Agency
Cook	Palatine	Village of Palatine

LRS Section Number	Permit Applicant	Permit Number	Project Length
17-00105-00-PV			3,960 FT (0.75 MI)

Project Limits

Quentin Road to Smith Street

Current Posted Speed	Estimate of Cost	Functional Classification	Design Yr	Design Traffic ADT	Design Traffic DHV AM	Design Traffic DHV PM
30/35 MPH	$9,245,706.66	Minor Arterial	2050	17200	546	535

On the NHS System? ☐ Yes ☒ No

Structure Numbers: 016-3223, 016-2416

Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.): Reconstruction

Brief Project Description

Widening of Palatine Road to provide a three-lane cross section, add right turn lanes on all approaches at Quentin Road, traffic signal modifications, new storm sewer, new C&G, ADA compliant crosswalks & a multi-use path.

EXCEPTION DOCUMENTATION

Level of Exception ☐ Level 1 ☒ Level 2

Design Element for Which an Exception is Requested

Multi-use path offset from back of curb less than 5 feet

Design Element Policy Value

5 foot offset from back of curb - BDE Ch. 17-2.03(c)

Proposed Design Element Value

Multi-use path at back of curb or zero foot offset

Location(s) of Exception

1)Palatine Road at Quentin Road intersection, 2)Palatine Road from Hickory Street to Cedar Street

Crash History and Potential of Exception Location(s)

Thirty-four crashes occurred on Palatine Road at Quentin Road between 2014 and 2018; 10 were related to this Design Exception (westbound rear end crash). The intersection is not a 5% location. The proposed scope of work, installation of right turn lanes on all approaches, will improve the safety and operations related to this exception request.

Cost of Using Policy Value	Cost of Using Proposed Exception Value
$250,000.00	$0.00

Impacts Other Than Cost of Using Policy Value

None

Proposed Mitigation to Address Exception

None

Geometric Compatibility with Adjacent Sections

Compatible

Potential Effects on Other Design Elements

N/A

Potential Impacts on Mobility or Traffic Operations

None

Summary of Justification for Exception

The proximity of the Reimer Reservoir, a flood control reservoir with recreational uses and close proximity to existing 3 cell 7'x8'culvert and wing walls.

The cost of combining the sidewalk and multi-us path, purchasing right-of-way and building retaining walls does not provide a cost benefit.

Coordination Meeting Date	Proposed By	Date
	Jennifer Mitchell, P.E. PTOE / BLA, Inc.	03/05/20

APPROVAL/DISAPPROVAL

BDE Approval Date	FHWA Approval Date (Level One)

PLOT DATE = 1/18/2022
FILE NAME = F:\636-070 Palatine Road Phase I\CADD EXHIBITS\Intersection Design Study\Quentin Road\17-00102-00-PV_Cover.dgn
PLOT SCALE = 100.0000 ' / in.
USER NAME = gelliwanger

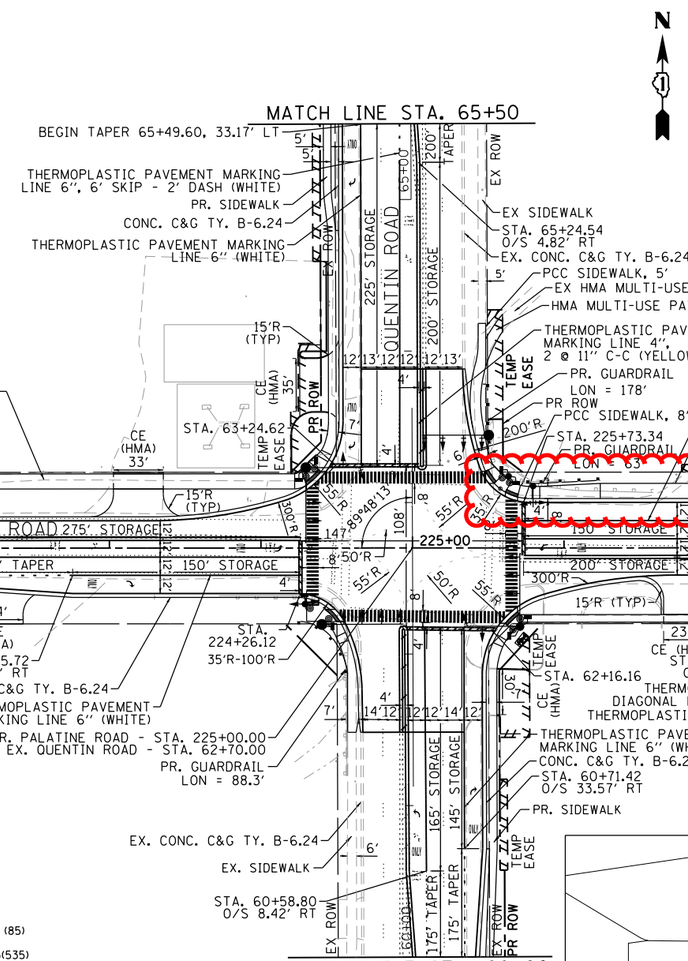
SIGNALIZED CAPACITY DESIGN ANALYSIS

PROGRAM USED: HCS 2010 , VERSION: 6.90 SIGNAL TYPE: ACTUATED AREA TYPE: NON-CBD
NUMBER OF PHASES: (A.M.) 30 (P.M.) 30 CYCLE LENGTH: (A.M.) 120 SEC. (P.M.) 120 SEC. PEAK HOUR FACTOR: 0.95
INTERSECTION DELAY/LEVEL-OF-SERVICE A.M. 33.2 SECONDS LOS C P.M. 37.0 SECONDS LOS D

APPROACH		SOUTHBOUND (A)			NORTHBOUND (B)			EASTBOUND (C)			WESTBOUND (D)		
LANE GROUP		L	T	R	L	T	R	L	T	R	L	T	R
NUMBER OF LANES		1	2	1	1	2	1	1	1	1	1	1	1
2050 30TH MAX. HOUR TRAFFIC (veh/h)	A.M.	179	1011	128	105	499	134	220	546	52	95	245	60
	P.M.	247	625	129	125	1108	91	176	380	52	132	535	85
BASE SATURATION FLOW RATE (veh/h)		1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
LANE WIDTH (FT)		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
VOLUME OF RIGHT TURN ON RED (veh/h)		A.M. 0		P.M. 0	A.M. 0		P.M. 0	A.M. 0		P.M. 0	A.M. 0		P.M. 0
PEDESTRIANS/HOUR (ped/h)		A.M. 5		P.M. 5	A.M. 5		P.M. 5	A.M. 5		P.M. 5	A.M. 5		P.M. 5
ARRIVAL TYPE		3			3			3			3		
LANE UTILIZATION ADJ. FACTOR		1.0	0.95	1.0	1.0	0.95	1.0	1.0	1.0	1.0	1.0	1.0	1.0
GREEN TIME (SECONDS)	A.M.	11.5	43.0	55.6	6.9	41.9	48.6	12.6	44.3	51.2	6.7	38.4	49.9
	P.M.	11.5	42.6	56.6	7.8	42.4	50.8	14.0	42.2	50.0	8.4	40.1	51.6
GREEN RATIO (g/C)	A.M.	0.34	0.36	0.46	0.14	0.35	0.41	0.32	0.37	0.43	0.15	0.32	0.42
	P.M.	0.15	0.36	0.47	0.26	0.35	0.42	0.18	0.35	0.42	0.14	0.33	0.43
CAPACITY (c)	A.M.	388	1331	724	206	1298	633	487	721	669	233	625	606
	P.M.	205	1317	690	328	1311	661	269	686	653	348	652	628
v/c RATIO (X)	A.M.	0.347	0.800	0.260	0.537	0.405	0.223	0.476	0.797	0.082	0.428	0.413	0.104
	P.M.	0.662	0.500	0.377	0.401	0.889	0.145	0.690	0.583	0.084	0.400	0.863	0.143
STORAGE QUEUE (FEET)	A.M.	150	555	165	155	280	140	255	590	55	140	285	60
	P.M.	190	345	225	160	610	95	245	420	55	195	610	85
LANE GROUP DELAY(SECONDS)	A.M.	23.5	38.3	19.9	30.0	29.9	23.6	23.3	42.7	20.6	29.6	33.9	23.8
	P.M.	32.3	30.8	22.9	24.4	44.6	21.4	31.0	35.3	21.4	25.8	51.6	23.3
LANE GROUP LEVEL-OF-SERVICE	A.M.	C	D	B	C	C	C	C	D	C	C	C	C
	P.M.	C	C	C	C	D	C	C	D	C	C	D	C
APPROACH DELAY (SECONDS/VEHICLE)	A.M.	34.4			28.8			36.1			31.4		
	P.M.	29.0			41.1			32.9			43.8		
APPROACH LEVEL-OF-SERVICE	A.M.	C			C			D			C		
	P.M.	C			D			C			D		

PHASE		1	AMBER	RED	2	AMBER	RED	3	AMBER	RED
GREEN TIME IN SECONDS	AM	G = 6.7 Sec.	3.5	0.0	G = 2.4 Sec.	3.5	0.0	G = 38.4 Sec.	4.0	2.0
	PM	G = 8.4 Sec.	3.5	0.0	G = 2.1 Sec.	0.0	0.0	G = 40.1 Sec.	4.0	2.0
PHASE		4	AMBER	RED	5	AMBER	RED	6	AMBER	RED
GREEN TIME IN SECONDS	AM	G = 6.9 Sec.	3.5	0.0	G = 1.1 Sec.	0.0	0.0	G = 41.9 Sec.	4.0	2.0
	PM	G = 7.8 Sec.	3.5	0.0	G = 0.2 Sec.	0.0	0.0	G = 42.4 Sec.	4.0	2.0

CYCLE LENGTH: 120.0 SEC. (AM) 120.0 SEC. (PM)



ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:

F.A.U. ROUTE NUMBER: 1285. MARKED ROUTE NUMBER: NA
STREET NAME: PALATINE ROAD. SRA ROUTE: NO.
FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL. OSOW DESIGN: YES.
EXISTING ADT: 14,200 (2018) (WEST) 14,100 (2018) (EAST).
DESIGN YEAR ADT: 17,200 (2050) (WEST) 16,800 (2050) (EAST).
PROPOSED DESIGN SPEED: 40 MPH. PROPOSED POSTED SPEED: 35 MPH

SECONDARY ROUTE:

F.A.P. ROUTE NUMBER: 364. MARKED ROUTE NUMBER: NA
STREET NAME: QUENTIN ROAD. SRA ROUTE: YES.
FUNCTIONAL CLASSIFICATION: OTHER PRINCIPLE ARTERIAL. OSOW DESIGN: NO.
EXISTING ADT: 18,200 (2018) (NORTH) 17,100 (2018) (SOUTH).
DESIGN YEAR ADT: 22,800 (2050) (NORTH) 21,400 (2050) (SOUTH).
PROPOSED DESIGN SPEED: 45 MPH. PROPOSED POSTED SPEED: 40 MPH. (NORTH LEG)
PROPOSED DESIGN SPEED: 40 MPH. PROPOSED POSTED SPEED: 35 MPH. (SOUTH LEG)

IMPROVEMENT TYPE: RECONSTRUCTION. ANTICIPATED YEAR OF CONSTRUCTION: 2024.
EXIST. METHOD OF TRAFFIC CONTROL: TRAFFIC SIGNAL. PROP. METHOD: TRAFFIC SIGNAL.
SIGNAL WARRANT: WARRANT 1, 2, 3
DESIGN VEHICLE: WB-65.
DESIGN YEAR: 2050
TRUCK ROUTE DESIGNATION: NA
DESIGN CRITERIA BDE CHAPTER 48, 36, BLRS CH 32, 34.

GENERAL NOTES

ARE PROFILES PROVIDED? YES.
TYPE B-6.24 CURB AND GUTTER ON THE OUTSIDE OF THE ROADWAY/SHOULDERS.
TYPE N/A CURB AND GUTTER ON THE APPROACH MEDIAN.
TYPE N/A CURB AND GUTTER ON THE CORNER ISLANDS.
ALL DIMENSIONS ARE E-E, UNLESS OTHERWISE NOTED
THE RIGHT-OF-WAY LIMITS ARE PRELIMINARY.
DESIGN VEHICLE TURNING MOVEMENTS ARE PER AUTOTURN SOFTWARE, VERSION 9.
THE SCOPE OF WORK: ROADWAY RECONSTRUCTION WITH NEW STORM SEWER, CULVERT EXTENSIONS, SIDEWALK AND MULTI-USE PATH WITH ADA IMPROVEMENTS AND NEW TRAFFIC SIGNALS, ADD BI-DIRECTION TURN LANE AND ADDITIONAL RIGHT TURN LANES.
INTERSECTION DESIGN EXCEPTIONS:

2 LANES VS 4 LANES - PALATINE ROAD	SIDEWALK WIDTH < 7' AT BOC
INTERSECTION LOS (PM) (D VS C)	BIKE PATH WIDTH < 10'
EB THRU MOVEMENT LOS (D VS C)	< 2' CLEAR ZONE FOR
WB THRU MOVEMENT LOS (PM) (D VS C)	MUP / SIDEWALK
SB THRU MOVEMENT LOS (AM) (D VS C)	
NB THRU MOVEMENT LOS (PM) (D VS C)	
EB LEFT TURN LANE TAPER LENGTH VS MSL	
MULTI-USE PATH < 5' SEPARATION FROM BOC	

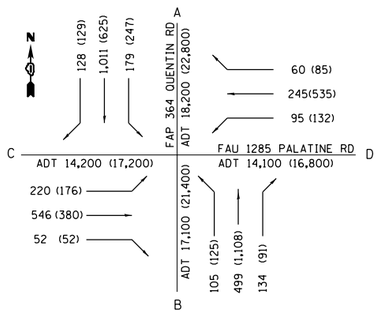
ADDITIONAL NOTES: ALL SIDEWALKS AND RAMPS ARE SHOWN IN COMPLIANCE WITH THE AMERICAN DISABILITY ACT. THIS LOCATION IS NOT A 5% LOCATION. INTERSECTION IS NOT PART OF AN INTERCONNECT SYSTEM.

GRAPHIC SCALE: 50 0 50

TRAFFIC DATA

MOVEMENT	YEAR 2019 30TH MAXIMUM HOUR TRAFFIC		PERCENT TRUCK TRAFFIC IN 30TH MAX. HOUR		ESTIMATED PERCENT INCREASE BY	YEAR ____ 30TH MAXIMUM HOUR TRAFFIC		ESTIMATED PERCENT INCREASE BY 2050	YEAR 2050 30TH MAXIMUM HOUR TRAFFIC	
	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.
AD (L)	102	103	2	2				25	128	129
AB (T)	807	499	2	2				25	1,011	625
AC (R)	143	197	2	2				25	179	247
BC (L)	84	100	2	2				25	105	125
BA (T)	399	885	2	2				25	499	1,108
BD (R)	107	73	2	2				25	134	91
CA (L)	182	145	2	2				21	220	176
CD (T)	451	314	2	2				21	546	380
CB (R)	43	43	2	2				21	52	52
DB (L)	80	111	2	2				19	95	132
DC (T)	206	449	2	2				19	245	535
DA (R)	50	71	2	2				19	60	85
TOTAL A	1,683	1,900	2	2				25	2,097	2,370
TOTAL B	1,520	1,711	2	2				25	1,896	2,133
TOTAL C	1,109	1,248	2	2				21	1,347	1,515
TOTAL D	996	1,121	2	2				21	1,208	1,352

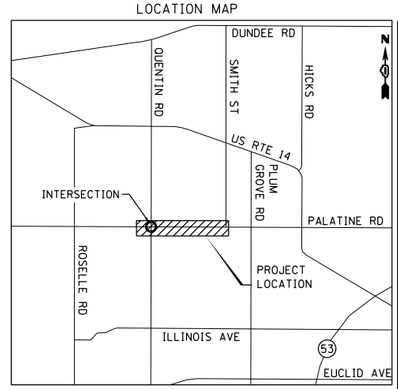
T = THROUGH, L = LEFT, R = RIGHT



(DESIGN YEAR 2050) DHV: A.M. (P.M.)
ADT: 2018 (2050)

PREPARED BY:
BLA, Inc.
333 PIERCE ROAD
SUITE 200
ITASCA, ILLINOIS
630-438-6400
PROJ. MGR. MC PROJ. ENG. GE

LOCATION MAP



INTERSECTION DESIGN STUDY

FAU ROUTE 1285 (PALATINE ROAD)
FAP ROUTE 364 WITH (QUENTIN ROAD)
SEC. NO. 17-00102-00-PV PROJ. NO. 61KG(953)
SCALE 1"=50' COUNTY COOK
SJN : REV. NO. 4
DESIGNED BY BLA, INC. DATE 01/2022

SATISFACTORY _____ DISTRICT GEOMETRICS ENGINEER DATE
SATISFACTORY _____ DISTRICT PROGRAM DEVELOPMENT ENGINEER DATE
SATISFACTORY _____ DISTRICT OPERATIONS ENGINEER DATE
APPROVED _____ DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER DATE

CADD FILE NAME : ( ) I.D.S. SHEET 1 OF 10

ATTACHMENT 8 BDE-9908

241′

COMPENSATORY STORAGE AREA

110′

65′

EXIST. PIPE CULVERT HEADWALL AND RAILING TO BE REMOVED

PROP. PIPE CULVERT EXTENSION, HEADWALL AND RAILING

PROP. PCC SIDEWALK (TYP)

EXIST. PCC SIDEWALK TO REMAIN

PROP. HMA MULTI-USE PATH (TYP)

CE 66.9′ 24.0′

EXIST. PCC SIDEWALK TO REMAIN

PR ROW

EX ROW

+00.01 100′R +10.01

+50.28 90′R +59.28

PROPOSED ℄ PALATINE RD

TEMP EASE

TEMP EASE

EX ROW

MATCH LINE STA 242+00.00

MATCH LINE STA 248+00.00

242 243 244 245+00 246 247

+03.65

90°11′34″

35′R

35′R

+95.02

+95.63

35′R

80°35′22″

35′R

+88.15

PALATINE ROAD

15′ TYP

15′ TYP

PROP. COMB. CONC. CURB AND GUTTER TY. B-6.24 (TYP)

10′ 12′ 12′ 12′ 33′ 23.3′ 5′

10′ 5′ 12′ 12′ 50′

10′ 12′ 13′ 23.3′ 5′

10′

12′

50′

20 0 20 GRAPHIC SCALE

EX ROW

60.2′ TEMP EASE

21.5′

10′ CURB AND GUTTER TRANSITION FROM TY B-6.24 TO MATCH EXISTING (TYP)

12.0′ PE

16.4′ PE

EX ROW

PROP. PCC SIDEWALK (TYP)

EXIST. CULVERT, HEADWALL & RAILING TO REMAIN

HICKORY ST ℄ ST

CEDAR PARK

HICKORY ST
STA. 242+49.32

ex = 0.15′
K = 123
120.00′ V.C.

+85.00 EL. 747.96

VPI STA. 244+05.00
ELEVATION 748.15

+65.00 EL. 748.92

+0.32% +1.29%

VPI STA. 244+05.00 ELEVATION 748.15

+90.00 EL. 753.13

PROPOSED ROADWAY PROFILE AT PROPOSED ℄ PALATINE RD

EXISTING ROADWAY PROFILE AT PROPOSED ℄ PALATINE RD

760 755 750 745 740 735

242+00	242+50	243+00	243+50	244+00	244+50	245+00	245+50	246+00	246+50	247+00	247+50	248+00
747.40 **747.50**	747.50 **747.66**	747.49 **747.82**	747.57 **747.98**	747.78 **748.26**	748.22 **748.74**	748.74 **749.38**	749.34 **750.02**	749.79 **750.67**	750.57 **751.32**	751.54 **751.97**	752.70 **752.61**	753.44 **753.26**

PLAN — SURVEYED — PLOTTED — ALIGNMENT CHECKED — R.T. OF WAY CHECKED — CADD FILE NAME — NOTE BOOK — NO.____ — BY — DATE

PROFILE — SURVEYED — PLOTTED — GRADES CHECKED — BLM. NOTED — STRUCTURE NOTATNS CHKD — NOTE BOOK — NO.____ — BY — DATE

FILE NAME = F:\636-070 Palatine Road Phase I\CADD SHEETS\Road\17-00102-00-PV_sht_rdwy_p&p_06.dgn

BLA, Inc.

USER NAME = gellwanger	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000 ′ / in.	CHECKED -	REVISED -
PLOT DATE = 10/21/2021	DATE -	REVISED -

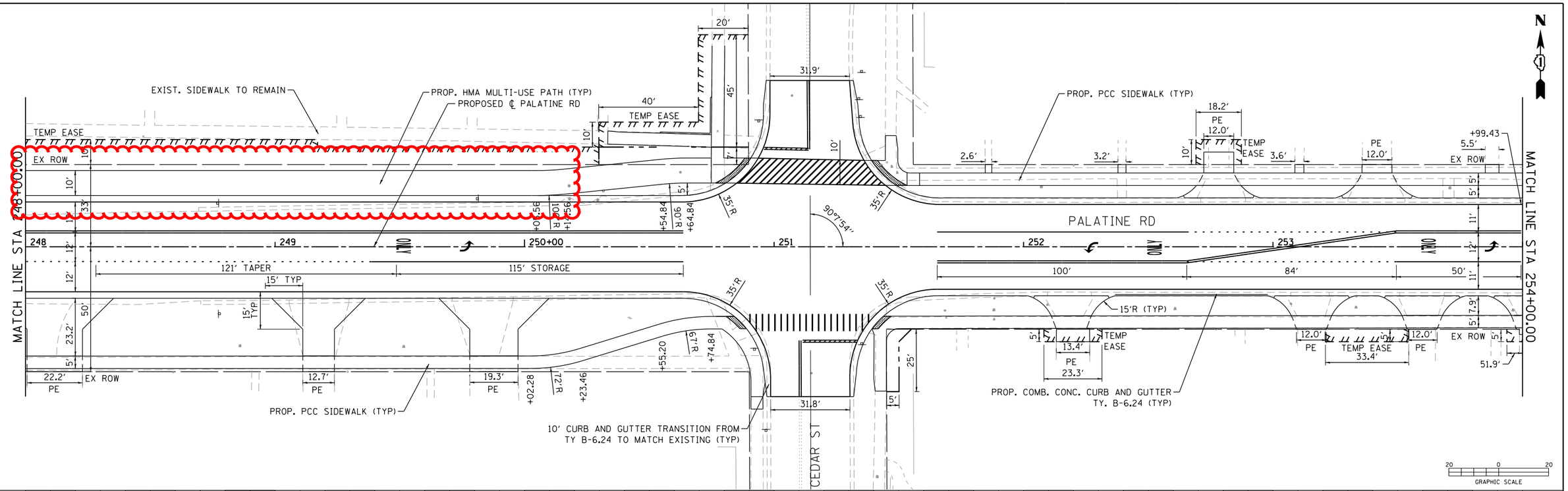
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

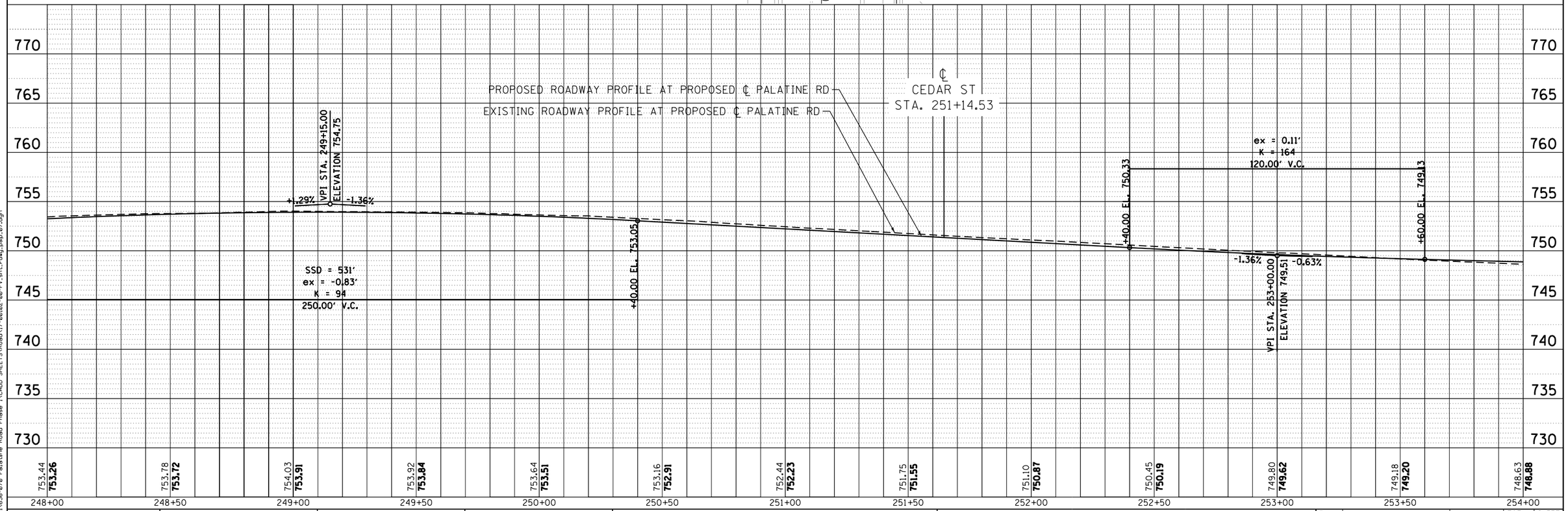
PLAN AND PROFILE
PALATINE ROAD

SCALE: 1″=20′ | SHEET 6 OF 14 SHEETS | STA. 242+00.00 TO STA. 248+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	14	6
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

ATTACHMENT 8





BLA, Inc.	USER NAME = gellwanger	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 10/21/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
PALATINE ROAD

SCALE: 1"=20' | SHEET 7 OF 14 SHEETS | STA. 248+00.00 TO STA. 254+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	14	7
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

PLAN — SURVEYED, PLOTTED, DESIGN CHECKED, ALIGNMENT CHECKED, RT. OF WAY CHECKED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

PROFILE — SURVEYED, PLOTTED, DESIGN CHECKED, BM. NOTED, STRUCTURE NOTATNS CHKD, NOTE BOOK, NO., BY, DATE

FILE NAME = F:\636-070 Palatine Road Phase I\CADD SHEETS\Road\17-00102-00-PV_sht_rdwy_p&p_07.dgn

ATTACHMENT 8

Illinois Department of Transportation

Design Exception Request Project Identification

Key Route	Marked Route/Road Name	Contract Number	State Job Number	Section Number
FAU 1285	Palatine Road		P-91-015-18	17-00102-00-PV

County(ies)	Municipality	Local Agency
Cook	Palatine	Village of Palatine

LRS Section Number	Permit Applicant	Permit Number	Project Length
17-00105-00-PV			3,960 FT (0.75 MI)

Project Limits

Quentin Road to Smith Street

Current Posted Speed	Estimate of Cost	Functional Classification	Design Yr	Design Traffic ADT	Design Traffic DHV	
35 MPH	$9,245,706.66	Minor Arterial	2050	17200	AM 546	PM 535

On the NHS System?	Structure Numbers	Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.)
☐ Yes ☒ No	016-3223, 016-2416	Reconstruction

Brief Project Description

Widening of Palatine Road to provide a three-lane cross section, add right turn lanes on all approaches at Quentin Road, traffic signal modifications, new storm sewer, new C&G, ADA compliant crosswalks & a multi-use path.

EXCEPTION DOCUMENTATION

Level of Exception ☐ Level 1 ☒ Level 2

Design Element for Which an Exception is Requested

Sidewalk directly behind curb and gutter should be a minimum 7 ft wide per BDE 17-4.03

Design Element Policy Value

7-foot wide sidewalk

Proposed Design Element Value

6-foot wide sidewalk

Location(s) of Exception

Northeast corner of Palatine Road and Quentin Road

Crash History and Potential of Exception Location(s)

Thirty-four crashes occurred on Palatine Road at Quentin Road between 2014 and 2018; 10 were related to this Design Exception (westbound rear end crash). The intersection is not a 5% location. The proposed scope of work, installation of right turn lanes on all approaches, will improve the safety and operations related to this exception request.

Cost of Using Policy Value	Cost of Using Proposed Exception Value
$250,000.00	$0.00

Impacts Other Than Cost of Using Policy Value

None

Proposed Mitigation to Address Exception

None

Geometric Compatibility with Adjacent Sections

Compatible

Potential Effects on Other Design Elements

N/A

Potential Impacts on Mobility or Traffic Operations

None

Summary of Justification for Exception

The proximity of the Reimer Reservoir, a flood control reservoir with recreational uses and close proximity to

existing 3 cell 7’x8’culvert and wing walls. Desire to keep the existing radial guardrail above the culvert box.

Coordination Meeting Date	Proposed By	Date
	Jennifer Mitchell, P.E. PTOE / BLA, Inc.	03/05/20

APPROVAL/DISAPPROVAL

BDE Approval Date	FHWA Approval Date (Level One)

PLOT DATE = 1/18/2022
FILE NAME = F:\636-070 Palatine Road Phase I\CADD EXHIBITS\Intersection Design Study\Quentin Road\17-00102-00-PV_Cover.dgn
PLOT SCALE = 100.0000 ' / in.
USER NAME = gelliwanger

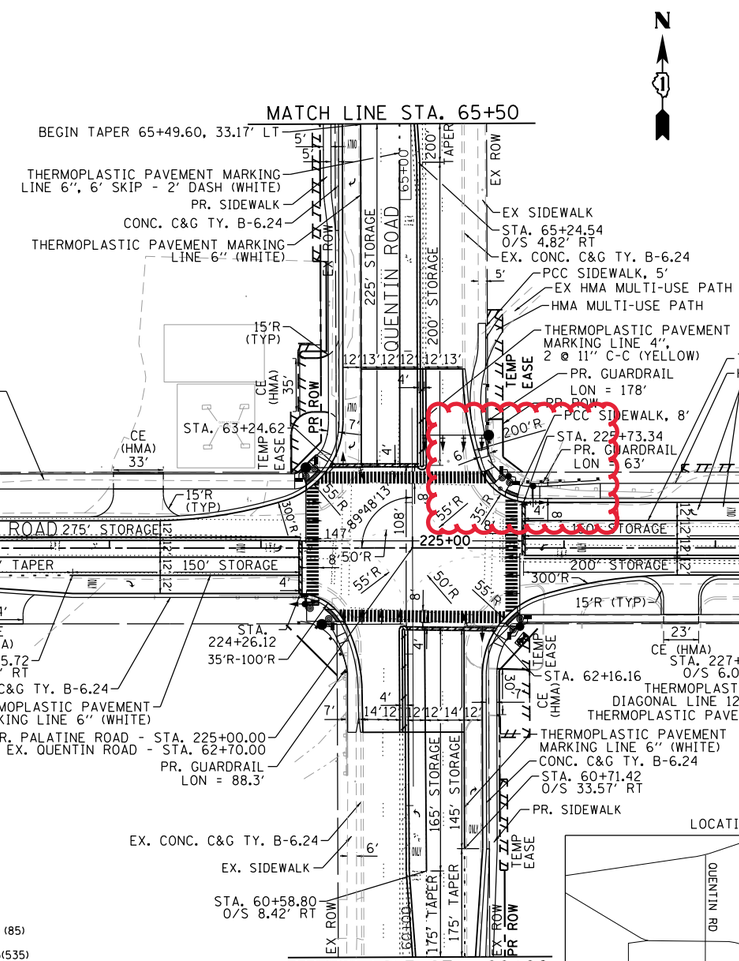
SIGNALIZED CAPACITY DESIGN ANALYSIS

PROGRAM USED: HCS 2010 , VERSION: 6.90 SIGNAL TYPE: ACTUATED AREA TYPE: NON-CBD
NUMBER OF PHASES: (A.M.) 30 (P.M.) 30 CYCLE LENGTH: (A.M.) 120 SEC. (P.M.) 120 SEC. PEAK HOUR FACTOR: 0.95
INTERSECTION DELAY/LEVEL-OF-SERVICE A.M. 33.2 SECONDS LOS C P.M. 37.0 SECONDS LOS D

APPROACH		SOUTHBOUND (A)			NORTHBOUND (B)			EASTBOUND (C)			WESTBOUND (D)		
LANE GROUP		L	T	R	L	T	R	L	T	R	L	T	R
NUMBER OF LANES		1	2	1	1	2	1	1	1	1	1	1	1
2050 30TH MAX. HOUR TRAFFIC (veh/h)	A.M.	179	1011	128	105	499	134	220	546	52	95	245	60
	P.M.	247	625	129	125	1108	91	176	380	52	132	535	85
BASE SATURATION FLOW RATE (veh/h)		1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
LANE WIDTH (FT)		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
VOLUME OF RIGHT TURN ON RED (veh/h)	A.M.	0		P.M. 0	A.M. 0		P.M. 0	A.M. 0		P.M. 0	A.M. 0		P.M. 0
PEDESTRIANS/HOUR (ped/h)	A.M.	5		P.M. 5	A.M. 5		P.M. 5	A.M. 5		P.M. 5	A.M. 5		P.M. 5
ARRIVAL TYPE		3			3			3			3		
LANE UTILIZATION ADJ. FACTOR		1.0	0.95	1.0	1.0	0.95	1.0	1.0	1.0	1.0	1.0	1.0	1.0
GREEN TIME (SECONDS)	A.M.	11.5	43.0	55.6	6.9	41.9	48.6	12.6	44.3	51.2	6.7	38.4	49.9
	P.M.	11.5	42.6	56.6	7.8	42.4	50.8	14.0	42.2	50.0	8.4	40.1	51.6
GREEN RATIO (g/C)	A.M.	0.34	0.36	0.46	0.14	0.35	0.41	0.32	0.37	0.43	0.15	0.32	0.42
	P.M.	0.15	0.36	0.47	0.26	0.35	0.42	0.18	0.35	0.42	0.14	0.33	0.43
CAPACITY (c)	A.M.	388	1331	724	206	1298	633	487	721	669	233	625	606
	P.M.	205	1317	690	328	1311	661	269	686	653	348	652	628
v/c RATIO (X)	A.M.	0.347	0.800	0.260	0.537	0.405	0.223	0.476	0.797	0.082	0.428	0.413	0.104
	P.M.	0.662	0.500	0.377	0.401	0.889	0.145	0.690	0.583	0.084	0.400	0.863	0.143
STORAGE QUEUE (FEET)	A.M.	150	555	165	155	280	140	255	590	55	140	285	60
	P.M.	190	345	225	160	610	95	245	420	55	195	610	85
LANE GROUP DELAY(SECONDS)	A.M.	23.5	38.3	19.9	30.0	29.9	23.6	23.3	42.7	20.6	29.6	33.9	23.8
	P.M.	32.3	30.8	22.9	24.4	44.6	21.4	31.0	35.3	21.4	25.8	51.6	23.3
LANE GROUP LEVEL-OF-SERVICE	A.M.	C	D	B	C	C	C	C	D	C	C	C	C
	P.M.	C	C	C	C	D	C	C	D	C	C	D	C
APPROACH DELAY (SECONDS/VEHICLE)	A.M.	34.4			28.8			36.1			31.4		
	P.M.	29.0			41.1			32.9			43.8		
APPROACH LEVEL-OF-SERVICE	A.M.	C			C			D			C		
	P.M.	C			D			C			D		

PHASE		1	AMBER	RED	2	AMBER	RED	3	AMBER	RED
GREEN TIME IN SECONDS	AM	G = 6.7 Sec.	3.5	0.0	G = 2.4 Sec.	3.5	0.0	G = 38.4 Sec.	4.0	2.0
	PM	G = 8.4 Sec.	3.5	0.0	G = 2.1 Sec.	0.0	0.0	G = 40.1 Sec.	4.0	2.0
PHASE		4	AMBER	RED	5	AMBER	RED	6	AMBER	RED
GREEN TIME IN SECONDS	AM	G = 6.9 Sec.	3.5	0.0	G = 1.1 Sec.	0.0	0.0	G = 41.9 Sec.	4.0	2.0
	PM	G = 7.8 Sec.	3.5	0.0	G = 0.2 Sec.	0.0	0.0	G = 42.4 Sec.	4.0	2.0

CYCLE LENGTH: 120.0 SEC. (AM) 120.0 SEC. (PM)

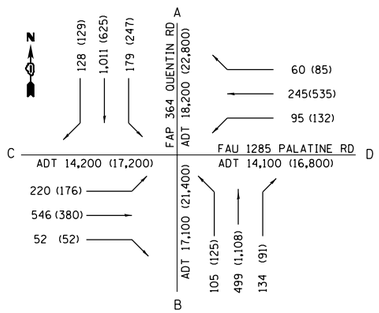


50 0 50
GRAPHIC SCALE

TRAFFIC DATA

MOVEMENT	YEAR 2019 30TH MAXIMUM HOUR TRAFFIC		PERCENT TRUCK TRAFFIC IN 30TH MAX. HOUR		ESTIMATED PERCENT INCREASE BY	YEAR ____ 30TH MAXIMUM HOUR TRAFFIC		ESTIMATED PERCENT INCREASE BY 2050	YEAR 2050 30TH MAXIMUM HOUR TRAFFIC	
	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.
AD (L)	102	103	2	2				25	128	129
AB (T)	807	499	2	2				25	1,011	625
AC (R)	143	197	2	2				25	179	247
BC (L)	84	100	2	2				25	105	125
BA (T)	399	885	2	2				25	499	1,108
BD (R)	107	73	2	2				25	134	91
CA (L)	182	145	2	2				21	220	176
CD (T)	451	314	2	2				21	546	380
CB (R)	43	43	2	2				21	52	52
DB (L)	80	111	2	2				19	95	132
DC (T)	206	449	2	2				19	245	535
DA (R)	50	71	2	2				19	60	85
TOTAL A	1,683	1,900	2	2				25	2,097	2,370
TOTAL B	1,520	1,711	2	2				25	1,896	2,133
TOTAL C	1,109	1,248	2	2				21	1,347	1,515
TOTAL D	996	1,121	2	2				21	1,208	1,352

T = THROUGH, L = LEFT, R = RIGHT



(DESIGN YEAR 2050) DHV: A.M. (P.M.)
ADT: 2018 (2050)

ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:

F.A.U. ROUTE NUMBER: 1285. MARKED ROUTE NUMBER: NA
STREET NAME: PALATINE ROAD. SRA ROUTE: NO.
FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL. OSOW DESIGN: YES.
EXISTING ADT: 14,200 (2018) (WEST) 14,100 (2018) (EAST).
DESIGN YEAR ADT: 17,200 (2050) (WEST) 16,800 (2050) (EAST).
PROPOSED DESIGN SPEED: 40 MPH. PROPOSED POSTED SPEED: 35 MPH

SECONDARY ROUTE:

F.A.P. ROUTE NUMBER: 364. MARKED ROUTE NUMBER: NA
STREET NAME: QUENTIN ROAD. SRA ROUTE: YES.
FUNCTIONAL CLASSIFICATION: OTHER PRINCIPLE ARTERIAL. OSOW DESIGN: NO.
EXISTING ADT: 18,200 (2018) (NORTH) 17,100 (2018) (SOUTH).
DESIGN YEAR ADT: 22,800 (2050) (NORTH) 21,400 (2050) (SOUTH).
PROPOSED DESIGN SPEED: 45 MPH. PROPOSED POSTED SPEED: 40 MPH. (NORTH LEG)
PROPOSED DESIGN SPEED: 40 MPH. PROPOSED POSTED SPEED: 35 MPH. (SOUTH LEG)

IMPROVEMENT TYPE: RECONSTRUCTION. ANTICIPATED YEAR OF CONSTRUCTION: 2024.
EXIST. METHOD OF TRAFFIC CONTROL: TRAFFIC SIGNAL. PROP. METHOD: TRAFFIC SIGNAL.
SIGNAL WARRANT: WARRANT 1, 2, 3
DESIGN VEHICLE: WB-65.
DESIGN YEAR: 2050
TRUCK ROUTE DESIGNATION: NA
DESIGN CRITERIA BDE CHAPTER 48, 36, BLRS CH 32, 34.

GENERAL NOTES

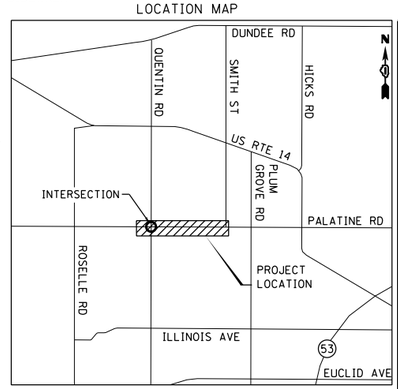
ARE PROFILES PROVIDED? YES.
TYPE B-6.24 CURB AND GUTTER ON THE OUTSIDE OF THE ROADWAY/SHOULDERS.
TYPE N/A CURB AND GUTTER ON THE APPROACH MEDIAN.
TYPE N/A CURB AND GUTTER ON THE CORNER ISLANDS.
ALL DIMENSIONS ARE E-E, UNLESS OTHERWISE NOTED
THE RIGHT-OF-WAY LIMITS ARE PRELIMINARY.
DESIGN VEHICLE TURNING MOVEMENTS ARE PER AUTOTURN SOFTWARE, VERSION 9.
THE SCOPE OF WORK: ROADWAY RECONSTRUCTION WITH NEW STORM SEWER, CULVERT EXTENSIONS, SIDEWALK AND MULTI-USE PATH WITH ADA IMPROVEMENTS AND NEW TRAFFIC SIGNALS, ADD BI-DIRECTION TURN LANE AND ADDITIONAL RIGHT TURN LANES.
INTERSECTION DESIGN EXCEPTIONS:
2 LANES VS 4 LANES - PALATINE ROAD
INTERSECTION LOS (PM) (D VS C)
EB THRU MOVEMENT LOS (D VS C)
WB THRU MOVEMENT LOS (PM) (D VS C)
SB THRU MOVEMENT LOS (AM) (D VS C)
NB THRU MOVEMENT LOS (PM) (D VS C)
WB LEFT TURN LANE TAPER (120 FT VS 175 FT)
MULTI-USE PATH < 5' SEPARATION FROM BOC

SIDEWALK WIDTH < 7' AT BOC
UK PATH WIDTH
< 2' CLEAR ZONE FOR MUP / SIDEWALK

ADDITIONAL NOTES: ALL SIDEWALKS AND RAMPS ARE SHOWN IN COMPLIANCE WITH THE AMERICAN DISABILITY ACT. THIS LOCATION IS NOT A 5% LOCATION.
INTERSECTION IS NOT PART OF AN INTERCONNECT SYSTEM.

PREPARED BY:
BLA, Inc.
333 PIERCE ROAD
SUITE 200
ITASCA, ILLINOIS
630-438-6400
PROJ. MGR. MC PROJ. ENG. GE

LOCATION MAP



INTERSECTION DESIGN STUDY

FAU ROUTE 1285 (PALATINE ROAD)
FAP ROUTE 364 WITH (QUENTIN ROAD)
SEC. NO. 17-00102-00-PV PROJ. NO. 61KG(953)
SCALE 1"=50' COUNTY COOK
SJN : REV. NO. 4
DESIGNED BY BLA, INC. DATE 01/2022

SATISFACTORY _____ DISTRICT GEOMETRICS ENGINEER DATE
SATISFACTORY _____ DISTRICT PROGRAM DEVELOPMENT ENGINEER DATE
SATISFACTORY _____ DISTRICT OPERATIONS ENGINEER DATE
APPROVED _____ DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER DATE

CADD FILE NAME : ( ) I.D.S. SHEET 1 OF 10

ATTACHMENT 8 BDE-9908

Illinois Department of Transportation

Design Exception Request Project Identification

Key Route	Marked Route/Road Name	Contract Number	State Job Number	Section Number
FAU 1285	Palatine Road		P-91-015-18	17-00102-00-PV

County(ies)	Municipality	Local Agency
Cook	Palatine	Village of Palatine

LRS Section Number	Permit Applicant	Permit Number	Project Length
17-00105-00-PV			3,960 FT (0.75 MI)

Project Limits

Quentin Road to Smith Street

Current Posted Speed	Estimate of Cost	Functional Classification	Design Yr	Design Traffic ADT	Design Traffic DHV			
35 MPH	$9,245,706.66	Minor Arterial	2050	17200	AM	546	PM	535

On the NHS System?	Structure Numbers	Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.)
☐ Yes ☒ No	016-3223, 016-2416	Reconstruction

Brief Project Description

Widening of Palatine Road to provide a three-lane cross section, add right turn lanes on all approaches at Quentin Road, traffic signal modifications, new storm sewer, new C&G, ADA compliant crosswalks & a multi-use path.

EXCEPTION DOCUMENTATION

Level of Exception ☐ Level 1 ☒ Level 2

Design Element for Which an Exception is Requested

Multi-use Path should be a minimum 10 ft wide per BDE 17-2.03

Design Element Policy Value

10-foot wide path

Proposed Design Element Value

8-foot wide path

Location(s) of Exception

Northeast corner of Palatine Road and Quentin Road

Crash History and Potential of Exception Location(s)

Thirty-four crashes occurred on Palatine Road at Quentin Road between 2014 and 2018; 10 were related to this Design Exception (westbound rear end crash). The intersection is not a 5% location. The proposed scope of work, installation of right turn lanes on all approaches, will improve the safety and operations related to this exception request.

Cost of Using Policy Value	Cost of Using Proposed Exception Value
$250,000.00	$0.00

Impacts Other Than Cost of Using Policy Value

None

Proposed Mitigation to Address Exception

None

Geometric Compatibility with Adjacent Sections

Compatible

Potential Effects on Other Design Elements

N/A

Potential Impacts on Mobility or Traffic Operations

None

Summary of Justification for Exception

The proximity of the Reimer Reservoir, a flood control reservoir with recreational uses and close proximity to

existing 3 cell 7’x8’culvert and wing walls. Desire to keep the existing radial guardrail above the culvert box.

Coordination Meeting Date	Proposed By	Date
	Jennifer Mitchell, P.E. PTOE / BLA, Inc.	03/05/20

APPROVAL/DISAPPROVAL

BDE Approval Date	FHWA Approval Date (Level One)

PLOT DATE = 1/18/2022
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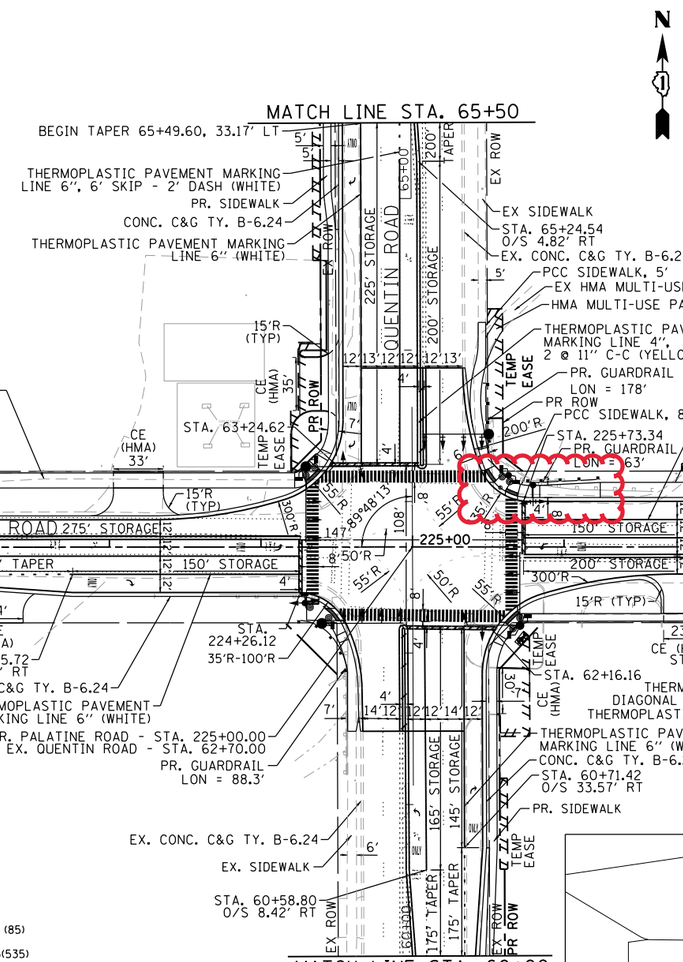
SIGNALIZED CAPACITY DESIGN ANALYSIS

PROGRAM USED: HCS 2010 , VERSION: 6.90 SIGNAL TYPE: ACTUATED AREA TYPE: NON-CBD
NUMBER OF PHASES: (A.M.) 30 (P.M.) 30 CYCLE LENGTH: (A.M.) 120 SEC. (P.M.) 120 SEC. PEAK HOUR FACTOR: 0.95
INTERSECTION DELAY/LEVEL-OF-SERVICE A.M. 33.2 SECONDS LOS C P.M. 37.0 SECONDS LOS D

APPROACH		SOUTHBOUND (A)			NORTHBOUND (B)			EASTBOUND (C)			WESTBOUND (D)		
LANE GROUP		L	T	R	L	T	R	L	T	R	L	T	R
NUMBER OF LANES		1	2	1	1	2	1	1	1	1	1	1	1
2050 30TH MAX. HOUR TRAFFIC (veh/h)	A.M.	179	1011	128	105	499	134	220	546	52	95	245	60
	P.M.	247	625	129	125	1108	91	176	380	52	132	535	85
BASE SATURATION FLOW RATE (veh/h)		1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
LANE WIDTH (FT)		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
VOLUME OF RIGHT TURN ON RED (veh/h)	A.M.	0		P.M. 0	A.M. 0		P.M. 0	A.M. 0		P.M. 0	A.M. 0		P.M. 0
PEDESTRIANS/HOUR (ped/h)	A.M.	5		P.M. 5	A.M. 5		P.M. 5	A.M. 5		P.M. 5	A.M. 5		P.M. 5
ARRIVAL TYPE		3			3			3			3		
LANE UTILIZATION ADJ. FACTOR		1.0	0.95	1.0	1.0	0.95	1.0	1.0	1.0	1.0	1.0	1.0	1.0
GREEN TIME (SECONDS)	A.M.	11.5	43.0	55.6	6.9	41.9	48.6	12.6	44.3	51.2	6.7	38.4	49.9
	P.M.	11.5	42.6	56.6	7.8	42.4	50.8	14.0	42.2	50.0	8.4	40.1	51.6
GREEN RATIO (g/C)	A.M.	0.34	0.36	0.46	0.14	0.35	0.41	0.32	0.37	0.43	0.15	0.32	0.42
	P.M.	0.15	0.36	0.47	0.26	0.35	0.42	0.18	0.35	0.42	0.14	0.33	0.43
CAPACITY (c)	A.M.	388	1331	724	206	1298	633	487	721	669	233	625	606
	P.M.	205	1317	690	328	1311	661	269	686	653	348	652	628
v/c RATIO (X)	A.M.	0.347	0.800	0.260	0.537	0.405	0.223	0.476	0.797	0.082	0.428	0.413	0.104
	P.M.	0.662	0.500	0.377	0.401	0.889	0.145	0.690	0.583	0.084	0.400	0.863	0.143
STORAGE QUEUE (FEET)	A.M.	150	555	165	155	280	140	255	590	55	140	285	60
	P.M.	190	345	225	160	610	95	245	420	55	195	610	85
LANE GROUP DELAY(SECONDS)	A.M.	23.5	38.3	19.9	30.0	29.9	23.6	23.3	42.7	20.6	29.6	33.9	23.8
	P.M.	32.3	30.8	22.9	24.4	44.6	21.4	31.0	35.3	21.4	25.8	51.6	23.3
LANE GROUP LEVEL-OF-SERVICE	A.M.	C	D	B	C	C	C	C	D	C	C	C	C
	P.M.	C	C	C	C	D	C	C	D	C	C	D	C
APPROACH DELAY (SECONDS/VEHICLE)	A.M.	34.4			28.8			36.1			31.4		
	P.M.	29.0			41.1			32.9			43.8		
APPROACH LEVEL-OF-SERVICE	A.M.	C			C			D			C		
	P.M.	C			D			C			D		

PHASE		1	AMBER	RED	2	AMBER	RED	3	AMBER	RED
GREEN TIME IN SECONDS	AM	G = 6.7 Sec.	3.5	0.0	G = 2.4 Sec.	3.5	0.0	G = 38.4 Sec.	4.0	2.0
	PM	G = 8.4 Sec.	3.5	0.0	G = 2.1 Sec.	0.0	0.0	G = 40.1 Sec.	4.0	2.0
PHASE		4	AMBER	RED	5	AMBER	RED	6	AMBER	RED
GREEN TIME IN SECONDS	AM	G = 6.9 Sec.	3.5	0.0	G = 1.1 Sec.	0.0	0.0	G = 41.9 Sec.	4.0	2.0
	PM	G = 7.8 Sec.	3.5	0.0	G = 0.2 Sec.	0.0	0.0	G = 42.4 Sec.	4.0	2.0

CYCLE LENGTH: 120.0 SEC. (AM) 120.0 SEC. (PM)



ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:

F.A.U. ROUTE NUMBER: 1285. MARKED ROUTE NUMBER: NA
STREET NAME: PALATINE ROAD. SRA ROUTE: NO.
FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL. OSOW DESIGN: YES.
EXISTING ADT: 14,200 (2018) (WEST) 14,100 (2018) (EAST).
DESIGN YEAR ADT: 17,200 (2050) (WEST) 16,800 (2050) (EAST).
PROPOSED DESIGN SPEED: 40 MPH. PROPOSED POSTED SPEED: 35 MPH

SECONDARY ROUTE:

F.A.P. ROUTE NUMBER: 364. MARKED ROUTE NUMBER: NA
STREET NAME: QUENTIN ROAD. SRA ROUTE: YES.
FUNCTIONAL CLASSIFICATION: OTHER PRINCIPLE ARTERIAL. OSOW DESIGN: NO.
EXISTING ADT: 18,200 (2018) (NORTH) 17,100 (2018) (SOUTH).
DESIGN YEAR ADT: 22,800 (2050) (NORTH) 21,400 (2050) (SOUTH).
PROPOSED DESIGN SPEED: 45 MPH. PROPOSED POSTED SPEED: 40 MPH. (NORTH LEG)
PROPOSED DESIGN SPEED: 40 MPH. PROPOSED POSTED SPEED: 35 MPH. (SOUTH LEG)

IMPROVEMENT TYPE: RECONSTRUCTION. ANTICIPATED YEAR OF CONSTRUCTION: 2024.
EXIST. METHOD OF TRAFFIC CONTROL: TRAFFIC SIGNAL. PROP. METHOD: TRAFFIC SIGNAL.
SIGNAL WARRANT: WARRANT 1, 2, 3
DESIGN VEHICLE: WB-65.
DESIGN YEAR: 2050
TRUCK ROUTE DESIGNATION: NA
DESIGN CRITERIA BDE CHAPTER 48, 36, BLRS CH 32, 34.

GENERAL NOTES

ARE PROFILES PROVIDED? YES.
TYPE B-6.24 CURB AND GUTTER ON THE OUTSIDE OF THE ROADWAY/SHOULDERS.
TYPE N/A CURB AND GUTTER ON THE APPROACH MEDIAN.
TYPE N/A CURB AND GUTTER ON THE CORNER ISLANDS.
ALL DIMENSIONS ARE E-E, UNLESS OTHERWISE NOTED
THE RIGHT-OF-WAY LIMITS ARE PRELIMINARY.
DESIGN VEHICLE TURNING MOVEMENTS ARE PER AUTOTURN SOFTWARE, VERSION 9.
THE SCOPE OF WORK: ROADWAY RECONSTRUCTION WITH NEW STORM SEWER, CULVERT EXTENSIONS, SIDEWALK AND MULTI-USE PATH WITH ADA IMPROVEMENTS AND NEW TRAFFIC SIGNALS, ADD BI-DIRECTION TURN LANE AND ADDITIONAL RIGHT TURN LANES.
INTERSECTION DESIGN EXCEPTIONS:
2 LANES VS 4 LANES - PALATINE ROAD — SIDEWALK WIDTH < 5' AT BOC; BIKE PATH WIDTH < 10'; < 2' CLEAR ZONE FOR MUP > SIDEWALK
INTERSECTION LOS (PM) (D VS C)
EB THRU MOVEMENT LOS (D VS C)
WB THRU MOVEMENT LOS (PM) (D VS C)
SB THRU MOVEMENT LOS (AM) (D VS C)
NB THRU MOVEMENT LOS (PM) (D VS C)
WB LEFT TURN LANE TAPER (120 FT VS 175 FT)
MULTI-USE PATH < 5' SEPARATION FROM BOC

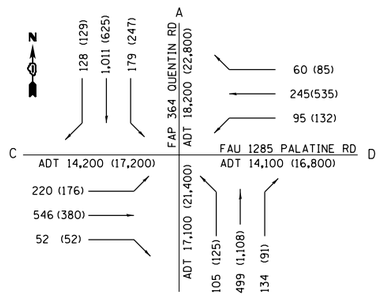
ADDITIONAL NOTES: ALL SIDEWALKS AND RAMPS ARE SHOWN IN COMPLIANCE WITH THE AMERICAN DISABILITY ACT. THIS LOCATION IS NOT A 5% LOCATION.
INTERSECTION IS NOT PART OF AN INTERCONNECT SYSTEM.

GRAPHIC SCALE 50 0 50

TRAFFIC DATA

MOVEMENT	YEAR 2019 30TH MAXIMUM HOUR TRAFFIC		PERCENT TRUCK TRAFFIC IN 30TH MAX. HOUR		ESTIMATED PERCENT INCREASE BY	YEAR ____ 30TH MAXIMUM HOUR TRAFFIC		ESTIMATED PERCENT INCREASE BY 2050	YEAR 2050 30TH MAXIMUM HOUR TRAFFIC	
	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.
AD (L)	102	103	2	2				25	128	129
AB (T)	807	499	2	2				25	1,011	625
AC (R)	143	197	2	2				25	179	247
BC (L)	84	100	2	2				25	105	125
BA (T)	399	885	2	2				25	499	1,108
BD (R)	107	73	2	2				25	134	91
CA (L)	182	145	2	2				21	220	176
CD (T)	451	314	2	2				21	546	380
CB (R)	43	43	2	2				21	52	52
DB (L)	80	111	2	2				19	95	132
DC (T)	206	449	2	2				19	245	535
DA (R)	50	71	2	2				19	60	85
TOTAL A	1,683	1,900	2	2				25	2,097	2,370
TOTAL B	1,520	1,711	2	2				25	1,896	2,133
TOTAL C	1,109	1,248	2	2				21	1,347	1,515
TOTAL D	996	1,121	2	2				21	1,208	1,352

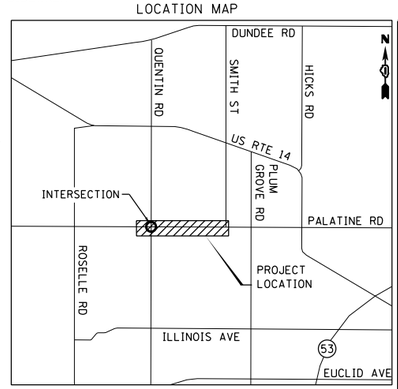
T = THROUGH, L = LEFT, R = RIGHT



(DESIGN YEAR 2050) DHV: A.M. (P.M.)
ADT: 2018 (2050)

PREPARED BY:
BLA, Inc.
333 PIERCE ROAD
SUITE 200
ITASCA, ILLINOIS
630-438-6400
PROJ. MGR. MC PROJ. ENG. GE

LOCATION MAP



INTERSECTION DESIGN STUDY

FAU ROUTE 1285 (PALATINE ROAD)
FAP ROUTE 364 WITH (QUENTIN ROAD)
SEC. NO. 17-00102-00-PV PROJ. NO. 61KG(953)
SCALE 1"=50' COUNTY COOK
SJN : REV. NO. 4
DESIGNED BY BLA, INC. DATE 01/2022

SATISFACTORY _____ DISTRICT GEOMETRICS ENGINEER DATE
SATISFACTORY _____ DISTRICT PROGRAM DEVELOPMENT ENGINEER DATE
SATISFACTORY _____ DISTRICT OPERATIONS ENGINEER DATE
APPROVED _____ DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER DATE

CADD FILE NAME : ( ) I.D.S. SHEET 1 OF 10

ATTACHMENT 8 BDE-9908

Illinois Department of Transportation

Design Exception Request Project Identification

Key Route	Marked Route/Road Name	Contract Number	State Job Number	Section Number
FAU 1285	Palatine Road		P-91-015-18	17-00102-00-PV

County(ies)	Municipality	Local Agency
Cook	Palatine	Village of Palatine

LRS Section Number	Permit Applicant	Permit Number	Project Length
17-00105-00-PV			3,960 FT (0.75 MI)

Project Limits

Quentin Road to Smith Street

Current Posted Speed	Estimate of Cost	Functional Classification	Design Yr	Design Traffic ADT	Design Traffic DHV AM	Design Traffic DHV PM
35 MPH	$9,245,706.66	Minor Arterial	2050	17200	546	535

On the NHS System? ☐ Yes ☒ No

Structure Numbers: 016-3223, 016-2416

Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.): Reconstruction

Brief Project Description

Widening of Palatine Road to provide a three-lane cross section, add right turn lanes on all approaches at Quentin Road, traffic signal modifications, new storm sewer, new C&G, ADA compliant crosswalks & a multi-use path.

EXCEPTION DOCUMENTATION

Level of Exception ☐ Level 1 ☒ Level 2

Design Element for Which an Exception is Requested

Minimum of 2' between path/sidewalk & guardrail per BDE Figure 17-2.W

Design Element Policy Value

2 feet separation between path/sidewalk & guardrail

Proposed Design Element Value

0 feet separation between path/sidewalk & guardrail

Location(s) of Exception

1) Northeast corner of Palatine Road and Quentin Road
2) Southwest corner of Palatine Road and Quentin Road

Crash History and Potential of Exception Location(s)

Thirty-four crashes occurred on Palatine Road at Quentin Road between 2014 and 2018; 10 were related to this Design Exception (westbound rear end crash). The intersection is not a 5% location. The proposed scope of work, installation of right turn lanes on all approaches, will improve the safety and operations related to this exception request.

Cost of Using Policy Value	Cost of Using Proposed Exception Value
$250,000.00	$0.00

Impacts Other Than Cost of Using Policy Value

None

Proposed Mitigation to Address Exception

None

Geometric Compatibility with Adjacent Sections

Compatible

Potential Effects on Other Design Elements

N/A

Potential Impacts on Mobility or Traffic Operations

None

Summary of Justification for Exception

The proximity of the Reimer Reservoir, a flood control reservoir with recreational uses and close proximity to

existing 3 cell 7’x8’culvert and wing walls. Desire to keep the existing radial guardrail above the culvert box.

Coordination Meeting Date	Proposed By	Date
	Gregory Ellwanger, P.E. / BLA, Inc.	01/10/22

APPROVAL/DISAPPROVAL

BDE Approval Date	FHWA Approval Date (Level One)

PLOT DATE = 1/18/2022
FILE NAME = F:\636-070 Palatine Road Phase I\CADD EXHIBITS\Intersection Design Study\Quentin Road\17-00102-00-PV_Cover.dgn
PLOT SCALE = 100.0000 ' / in.
USER NAME = gelliwanger

SIGNALIZED CAPACITY DESIGN ANALYSIS

PROGRAM USED: HCS 2010 , VERSION: 6.90 SIGNAL TYPE: ACTUATED AREA TYPE: NON-CBD
NUMBER OF PHASES: (A.M.) 30 (P.M.) 30 CYCLE LENGTH: (A.M.) 120 SEC. (P.M.) 120 SEC. PEAK HOUR FACTOR: 0.95
INTERSECTION DELAY/LEVEL-OF-SERVICE A.M. 33.2 SECONDS LOS C P.M. 37.0 SECONDS LOS D

APPROACH		SOUTHBOUND (A)			NORTHBOUND (B)			EASTBOUND (C)			WESTBOUND (D)		
LANE GROUP		L	T	R	L	T	R	L	T	R	L	T	R
NUMBER OF LANES		1	2	1	1	2	1	1	1	1	1	1	1
2050 30TH MAX. HOUR TRAFFIC (veh/h)	A.M.	179	1011	128	105	499	134	220	546	52	95	245	60
	P.M.	247	625	129	125	1108	91	176	380	52	132	535	85
BASE SATURATION FLOW RATE (veh/h)		1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
LANE WIDTH (FT)		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
VOLUME OF RIGHT TURN ON RED (veh/h)		A.M. 0		P.M. 0	A.M. 0		P.M. 0	A.M. 0		P.M. 0	A.M. 0		P.M. 0
PEDESTRIANS/HOUR (ped/h)		A.M. 5		P.M. 5	A.M. 5		P.M. 5	A.M. 5		P.M. 5	A.M. 5		P.M. 5
ARRIVAL TYPE		3			3			3			3		
LANE UTILIZATION ADJ. FACTOR		1.0	0.95	1.0	1.0	0.95	1.0	1.0	1.0	1.0	1.0	1.0	1.0
GREEN TIME (SECONDS)	A.M.	11.5	43.0	55.6	6.9	41.9	48.6	12.6	44.3	51.2	6.7	38.4	49.9
	P.M.	11.5	42.6	56.6	7.8	42.4	50.8	14.0	42.2	50.0	8.4	40.1	51.6
GREEN RATIO (g/C)	A.M.	0.34	0.36	0.46	0.14	0.35	0.41	0.32	0.37	0.43	0.15	0.32	0.42
	P.M.	0.15	0.36	0.47	0.26	0.35	0.42	0.18	0.35	0.42	0.14	0.33	0.43
CAPACITY (c)	A.M.	388	1331	724	206	1298	633	487	721	669	233	625	606
	P.M.	205	1317	690	328	1311	661	269	686	653	348	652	628
v/c RATIO (X)	A.M.	0.347	0.800	0.260	0.537	0.405	0.223	0.476	0.797	0.082	0.428	0.413	0.104
	P.M.	0.662	0.500	0.377	0.401	0.889	0.145	0.690	0.583	0.084	0.400	0.863	0.143
STORAGE QUEUE (FEET)	A.M.	150	555	165	155	280	140	255	590	55	140	285	60
	P.M.	190	345	225	160	610	95	245	420	55	195	610	85
LANE GROUP DELAY(SECONDS)	A.M.	23.5	38.3	19.9	30.0	29.9	23.6	23.3	42.7	20.6	29.6	33.9	23.8
	P.M.	32.3	30.8	22.9	24.4	44.6	21.4	31.0	35.3	21.4	25.8	51.6	23.3
LANE GROUP LEVEL-OF-SERVICE	A.M.	C	D	B	C	C	C	C	D	C	C	C	C
	P.M.	C	C	C	C	D	C	C	D	C	C	D	C
APPROACH DELAY (SECONDS/VEHICLE)	A.M.	34.4			28.8			36.1			31.4		
	P.M.	29.0			41.1			32.9			43.8		
APPROACH LEVEL-OF-SERVICE	A.M.	C			C			D			C		
	P.M.	C			D			C			D		

PHASE		1			2			3		
			AMBER	RED		AMBER	RED		AMBER	RED
GREEN TIME IN SECONDS	AM	G = 6.7 Sec.	3.5	0.0	G = 2.4 Sec.	3.5	0.0	G = 38.4 Sec.	4.0	2.0
	PM	G = 8.4 Sec.	3.5	0.0	G = 2.1 Sec.	0.0	0.0	G = 40.1 Sec.	4.0	2.0
PHASE		4			5			6		
			AMBER	RED		AMBER	RED		AMBER	RED
GREEN TIME IN SECONDS	AM	G = 6.9 Sec.	3.5	0.0	G = 1.1 Sec.	0.0	0.0	G = 41.9 Sec.	4.0	2.0
	PM	G = 7.8 Sec.	3.5	0.0	G = 0.2 Sec.	0.0	0.0	G = 42.4 Sec.	4.0	2.0

CYCLE LENGTH: AM 120.0 SEC. PM 120.0 SEC.

ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:

F.A.U. ROUTE NUMBER: 1285. MARKED ROUTE NUMBER: NA
STREET NAME: PALATINE ROAD. SRA ROUTE: NO.
FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL. OSOW DESIGN: YES.
EXISTING ADT: 14,200 (2018) (WEST) 14,100 (2018) (EAST).
DESIGN YEAR ADT: 17,200 (2050) (WEST) 16,800 (2050) (EAST).
PROPOSED DESIGN SPEED: 40 MPH. PROPOSED POSTED SPEED: 35 MPH

SECONDARY ROUTE:

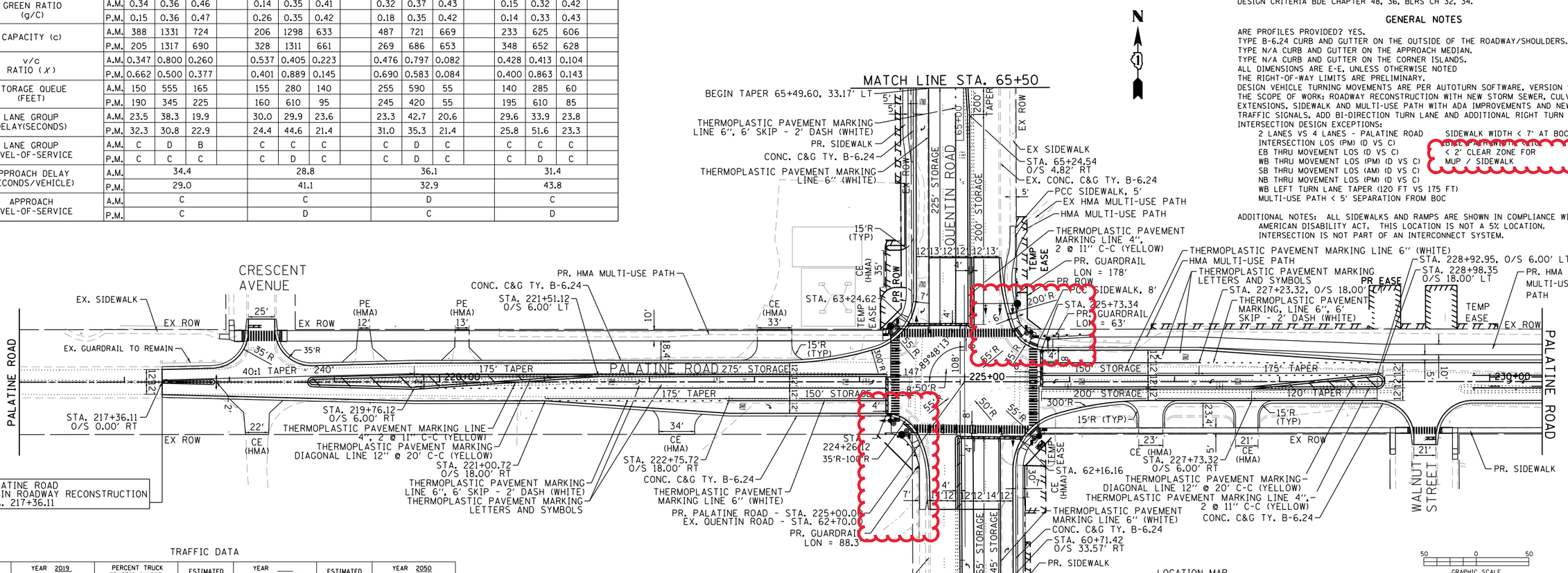
F.A.P. ROUTE NUMBER: 364. MARKED ROUTE NUMBER: NA
STREET NAME: QUENTIN ROAD. SRA ROUTE: YES.
FUNCTIONAL CLASSIFICATION: OTHER PRINCIPLE ARTERIAL. OSOW DESIGN: NO.
EXISTING ADT: 18,200 (2018) (NORTH) 17,100 (2018) (SOUTH).
DESIGN YEAR ADT: 22,800 (2050) (NORTH) 21,400 (2050) (SOUTH).
PROPOSED DESIGN SPEED: 45 MPH. PROPOSED POSTED SPEED: 40 MPH. (NORTH LEG)
PROPOSED DESIGN SPEED: 40 MPH. PROPOSED POSTED SPEED: 35 MPH. (SOUTH LEG)

IMPROVEMENT TYPE: RECONSTRUCTION. ANTICIPATED YEAR OF CONSTRUCTION: 2024.
EXIST. METHOD OF TRAFFIC CONTROL: TRAFFIC SIGNAL. PROP. METHOD: TRAFFIC SIGNAL.
SIGNAL WARRANT: WARRANT 1, 2, 3
DESIGN VEHICLE: WB-65.
DESIGN YEAR: 2050
TRUCK ROUTE DESIGNATION: NA
DESIGN CRITERIA BDE CHAPTER 48, 36, BLRS CH 32, 34.

GENERAL NOTES

ARE PROFILES PROVIDED? YES.
TYPE B-6.24 CURB AND GUTTER ON THE OUTSIDE OF THE ROADWAY/SHOULDERS.
TYPE N/A CURB AND GUTTER ON THE APPROACH MEDIAN.
TYPE N/A CURB AND GUTTER ON THE CORNER ISLANDS.
ALL DIMENSIONS ARE E-E, UNLESS OTHERWISE NOTED
THE RIGHT-OF-WAY LIMITS ARE PRELIMINARY.
DESIGN VEHICLE TURNING MOVEMENTS ARE PER AUTOTURN SOFTWARE, VERSION 9.
THE SCOPE OF WORK: ROADWAY RECONSTRUCTION WITH NEW STORM SEWER, CULVERT EXTENSIONS, SIDEWALK AND MULTI-USE PATH WITH ADA IMPROVEMENTS AND NEW TRAFFIC SIGNALS, ADD BI-DIRECTION TURN LANE AND ADDITIONAL RIGHT TURN LANES.
INTERSECTION DESIGN EXCEPTIONS:
2 LANES VS 4 LANES - PALATINE ROAD
INTERSECTION LOS (PM) (D VS C)
EB THRU MOVEMENT LOS (D VS C)
WB THRU MOVEMENT LOS (PM) (D VS C)
SB THRU MOVEMENT LOS (AM) (D VS C)
NB THRU MOVEMENT LOS (PM) (D VS C)
WB LEFT TURN LANE TAPER (120 FT VS 175 FT)
MULTI-USE PATH < 5' SEPARATION FROM BOC
SIDEWALK WIDTH < 7' AT BOC
BIKE PATH WIDTH < 10'
< 2' CLEAR ZONE FOR MUP / SIDEWALK

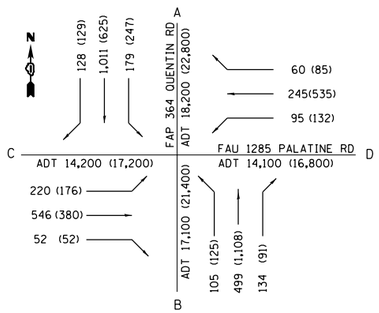
ADDITIONAL NOTES: ALL SIDEWALKS AND RAMPS ARE SHOWN IN COMPLIANCE WITH THE AMERICAN DISABILITY ACT. THIS LOCATION IS NOT A 5% LOCATION. INTERSECTION IS NOT PART OF AN INTERCONNECT SYSTEM.



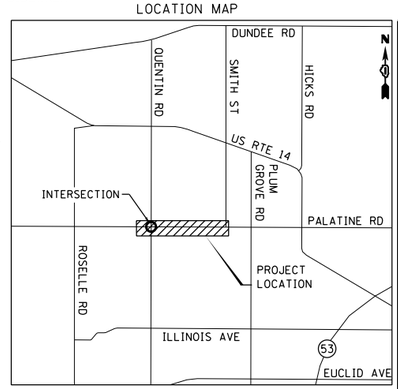
TRAFFIC DATA

MOVEMENT	YEAR 2019 30TH MAXIMUM HOUR TRAFFIC		PERCENT TRUCK TRAFFIC IN 30TH MAX. HOUR		ESTIMATED PERCENT INCREASE BY	YEAR ____ 30TH MAXIMUM HOUR TRAFFIC		ESTIMATED PERCENT INCREASE BY 2050	YEAR 2050 30TH MAXIMUM HOUR TRAFFIC	
	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.
AD (L)	102	103	2	2				25	128	129
AB (T)	807	499	2	2				25	1,011	625
AC (R)	143	197	2	2				25	179	247
BC (L)	84	100	2	2				25	105	125
BA (T)	399	885	2	2				25	499	1,108
BD (R)	107	73	2	2				25	134	91
CA (L)	182	145	2	2				21	220	176
CD (T)	451	314	2	2				21	546	380
CB (R)	43	43	2	2				21	52	52
DB (L)	80	111	2	2				19	95	132
DC (T)	206	449	2	2				19	245	535
DA (R)	50	71	2	2				19	60	85
TOTAL A	1,683	1,900	2	2				25	2,097	2,370
TOTAL B	1,520	1,711	2	2				25	1,896	2,133
TOTAL C	1,109	1,248	2	2				21	1,347	1,515
TOTAL D	996	1,121	2	2				21	1,208	1,352

T = THROUGH, L = LEFT, R = RIGHT



(DESIGN YEAR 2050) DHV: A.M. (P.M.)
ADT: 2018 (2050)



PREPARED BY:
BLA, Inc.
333 PIERCE ROAD
SUITE 200
ITASCA, ILLINOIS
630-438-6400
PROJ. MGR. MC PROJ. ENG. GE

INTERSECTION DESIGN STUDY

FAU ROUTE 1285 (PALATINE ROAD)
FAP ROUTE 364 WITH (QUENTIN ROAD)
SEC. NO. 17-00102-00-PV PROJ. NO. 61KG(953)
SCALE 1"=50' COUNTY COOK
SJN : REV. NO. 4
DESIGNED BY BLA, INC. DATE 01/2022

SATISFACTORY _____ DISTRICT GEOMETRICS ENGINEER DATE
SATISFACTORY _____ DISTRICT PROGRAM DEVELOPMENT ENGINEER DATE
SATISFACTORY _____ DISTRICT OPERATIONS ENGINEER DATE
APPROVED _____ DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER DATE

CADD FILE NAME : ( ) I.D.S. SHEET 1 OF 10

ATTACHMENT 8 BDE-9908

Illinois Department of Transportation

Approval of Design Variance

Project Identification

Local Agency: Village of Palatine (County, Municipality, Road District / Township)
County: Cook
Section No.: 17 - 00102 - 00 - PV
Route: MUNI 0710
Street/Road Name: Smith Street
Project Limits: Palatine Road: Quentin Road to Smith Street

Project Length: 3960 Feet
Functional Classification: Major Collector
Design Year: 2050
Design Traffic: ☒ DHV 522 ☒ ADT 5,900
Existing Structure No.: N/A
Proposed Structure No.: N/A

Project Scope of Work

a. Is this project located on the NHS? ☐ Yes ☒ No

b. Is this project on a Strategic Regional Arterial (SRA) route? ☐ Yes ☒ No

c. Funding ☐ MFT/State Assistance ☒ Federal

d. Type of Work ☐ New Construction ☒ Reconstruction ☐ 3R

e. Design Guidelines ☒ Urban ☐ Suburban ☐ Rural ☐ 3R ☐ Other _____

f. Provide a brief project description (major construction elements):

The project will reconstruct Palatine Road from 750' west of Quentin Road to 300' east of Smith Street. The project will add a bi-directional center turn lane for the project length. The project will also add dedicated right turn lanes on all four legs of the Palatine Road at Quentin Road intersection. Traffic signals will be modernized and timings adjusted at both the Palatine Road at Quentin Road and the Palatine Road at Smith Street interesections. Palatine Road will be changed from a rural section to an urtban section with curb and gutter. New storm sewer, watermain and sanitary sewer will be intstalled as well as a multi-use path on the north side of the street.

District Coordination Meetings

Has project been previously discussed at district coordination meetings? ☐ Yes ☒ No
(If yes, attach minutes of variance approvals)

Dates:

ATTACHMENT 8

Level One Design Variance Approval

Local Agency: Village of Palatine Section No.: 17-00102-00-PV

Design Criteria for Project (Provide numerical value where indicated)	BLR&S Criteria	Variance Yes	Variance No	Summary of Variance and Justification
1. Design Speed: 30 mph	30-40	☐	☒	
2. Level of Service (Mainline):	N/A	☐	☐	
3. Lane Widths				
a. Through Lanes: 2 @ 11 feet	2 @ 10'	☐	☒	
b. Turn Lanes: 12 feet	10'	☐	☒	
c. Parking Lanes:	N/A	☐	☐	
d. Bike Lanes:	N/A	☐	☐	
4. Through Travel Lane Cross Slopes				
Inside Lane: 2% %	1.5%	☐	☒	
Outside Lane: _____ % (if more than 2 lanes)	N/A	☐	☐	
5. Shoulder Widths: _____ feet	N/A	☐	☐	
6. Horizontal Curvature (Minimum Radius)	N/A			
R =		☐	☐	
List curves not meeting criteria Sta. Radius Design Speed		☐ ☐ ☐	☐ ☐ ☐	
7. Superelevation Rates	N/A			
e_{max} _____ %		☐	☐	
List curves for which e does not meet criteria PI Sta. Radius e Design Speed		☐ ☐ ☐	☐ ☐ ☐	
8. Maximum Grade: 2.0%	9%	☐	☒	
9. Minimum Intersection Sight Distance	335'			
>335 feet		☐	☒	
List locations not meeting the criteria Cross Road Distance		☐ ☐ ☐	☐ ☐ ☐	
10. Minimum Stopping Sight Distance	200'			
>200 feet		☐	☒	
a. Crest Vertical Curves – Min. K value N/A	19	☐	☒	
List curves not meeting the criteria VPI Sta. Sight Distance Design Speed Curve Length		☐ ☐ ☐	☐ ☐ ☐	
b. Sag Vertical Curves – Min. K value >37	37	☐	☒	
List curves not meeting the criteria VPI Sta. Sight Distance Design Speed Curve Length		☐ ☐ ☐	☐ ☐ ☐	

ATTACHMENT 8

Level One Design Variance Approval

Local Agency: Village of Palatine Section No.: 17-00102-00-PV

Design Criteria for Project (Provide numerical value where indicated)	BLR&S Criteria	Variance Yes	Variance No	Summary of Variance and Justification
c. Inside of Horizontal Curves	N/A			
List curves not meeting the criteria Sta. Sight Distance Design Speed Radius		☐ ☐ ☐	☐ ☐ ☐	
11. Clear Roadway Bridge Widths:	N/A			
_____ feet		☐	☐	
12. Freeboard Above Design High Water:	N/A			
_____ feet		☐	☐	
13. Vertical Clearances:	N/A			
☐ Over Roadway/RR _____ feet		☐	☐	
☐ Under Structure _____ feet		☐	☐	
14. Accessibility Criteria for Disabled Persons				
List any feature not meeting ADA Criteria				
		☐	☒	
15. Roadside Clear Zone:	1.5' w/C&G			
a. Tangent 10 feet	10'	☐	☒	
b. Outside of Curve 6 feet	6'	☐	☒	
List criteria for each radius Radius (ft) Clear Zone (ft)		☐ ☐ ☐	☐ ☐ ☐	
16. Intersection(s) Level of Service: D	D	☐	☒	
17. Warrants for Stop Signs or Signals	MUTCD			
Cross Road Warrant Palatine Road 3	Warrants	☐ ☐ ☐	☒ ☐ ☐	
18. Pavement Design (list any variance to policy)	N/A			
		☐	☐	

Prepared By: Jennifer Mitchell, P.E. PTOE / BLA, Inc. Date: 3/5/2020
Designer (Local Agency or Consultant)

When Prepared by Consultant
Local Agency Concurrence: _____ Date: _____

IDOT Regional Engineer Concurrence Date Central BLR&S Approval Date

ATTACHMENT 8

Level Two Design Variance Approval

Local Agency: Village of Palatine

Section No.: 17-00102-00-PV

Design Criteria for Project (Provide numerical value where indicated)	BLR&S Criteria	Variance Yes	Variance No	Summary of Variance and Justification
1. Design Period: 20 years	20 years	☐	☒	
2. Horizontal Alignment (Mainline)	N/A			
a. Minimum Superelevation Transition Lengths:				
_____ feet		☐	☐	
b. Superelevation Distribution Between Tangent and Curve: _____		☐	☐	
3. Vertical Alignment (Mainline)				
a. Minimum Grade of Urban Cross Section 0.36 %	0.3%	☐	☒	
b. Minimum Length of Vertical Curves >120’	120	☐	☒	
c. Maximum K value of Vertical Curves (for curbed facilities) <167	167	☐	☒	
4. Cross Section Elements (Mainline)				
a. Design of Parking Lanes				
• Cross Slope: _____ %	N/A	☐	☐	
b. Design of Sidewalks				
• Width: 5 feet	4 feet	☐	☒	
• Buffer Distance: 2 feet	2 feet	☐	☒	
• Cross Slope: <2 %	2% max.	☐	☒	
• Longitudinal Grades: <5% %	5% max.	☐	☒	
c. Median	N/A			
• Type: _____		☐	☐	
• Width: _____ feet		☐	☐	
d. Shoulder Cross Slopes: _____ %	N/A	☐	☐	
e. Rollover Factor _____ %	N/A	☐	☐	
f. Curb and Gutter Type B-6.12	B-6.12	☐	☒	
g. Roadway Element	N/A			
• Steepest Front Slopes: _____ (H:V)		☐	☐	
• Steepest Back Slopes: _____ (H:V)		☐	☐	
5. Drainage (Flood Frequency)				
a. Pavement: _____ years	30	☐	☐	
b. Structure: _____ years	30	☐	☐	
c. Storm Sewer: _____ years	10	☐	☐	
6. Intersections				
a. Level of Service for Individual Movement:				
• Through Lanes: D	D	☐	☒	
• Turn Lanes: D	D	☐	☒	

ATTACHMENT 8

Level Two Design Variance Approval

Local Agency: Village of Palatine

Section No.: 17-00102-00-PV

Design Criteria for Project (Provide numerical value where indicated)		BLR&S Criteria	Variance Yes	Variance No	Summary of Variance and Justification
b. Skew Angle: _____ Degrees		N/A	☐	☐	
c. Approach Grades:	2%	2% max	☐	☒	
d. Design Vehicle:	S-Bus-40	WB-50	☒	☐	Smith Street is the western edge of the CBD and serves residential properties and a park. The proximity of the residential townhomes and the park do not permit for improving corner radii.
e. Turning Radius for Design Vehicle:	35'	50' min	☒	☐	
f. Minimum Corner Island Size:	_____	N/A	☐	☐	
g. Minimum Turn Lane Length	235 feet	235'	☐	☒	The proximity of the residential townhomes in the NWQ and the park in the NEQ to Smith Street does not permit adequate right of way for the addition of turn lanes to provide the storage capacity on Smith Street without significant impact to adjoining properties. The back-to-back left turn lane on Smith Street serving Slade Street to the north and Palatine Road to the south does not permit the minimum storage length or taper length. Smith Street is a low speed urban residential street.
• Approach Taper: _____	feet	N/A	☐	☐	
• Departure Taper: _____	feet	N/A	☐	☐	
• Bay Taper: 50	feet	135'	☒	☐	
h. Entrances		N/A			
Entrance Type / Max. Width (ft.) / Min. Width (ft.) / Max. Grade(%)					
Commercial _____ _____ _____			☐	☐	
Residential _____ _____ _____			☐	☐	
7. RR Crossings		N/A			
a. Type of Railroad Protection:					
_____			☐	☐	
b. Crossing Width (at 90º angle) _____ feet			☐	☐	
Design Criteria for Project (Provide numerical value where indicated)		BLR&S Criteria	Variance Yes	Variance No	Summary of Variance and Justification

ATTACHMENT 8

Level Two Design Variance Approval

Local Agency: Village of Palatine

Section No.: 17-00102-00-PV

Design Criteria for Project (Provide numerical value where indicated)	BLR&S Criteria	Variance Yes	Variance No	Summary of Variance and Justification
8. Lighting	N/A			
a. Illuminance _____ lux		☐	☐	
b. Uniformity Ratio _____		☐	☐	
9. Other Items				
_____		☐	☐	

Prepared By: Jennifer Mitchell, P.E. PTOE / BLA, Inc. Date: 3/5/2020

Designer (Local Agency or Consultant)

When Prepared by Consultant
Local Agency Concurrence: _____ Date: _____

IDOT Regional Engineer Concurrence _____ Date _____ Central BLR&S Approval _____ Date _____

ATTACHMENT 8

Illinois Department of Transportation

Design Exception Request Project Identification

Key Route	Marked Route/Road Name	Contract Number	State Job Number	Section Number
FAU 1285	Palatine Road		P-91-015-18	17-00102-00-PV

County(ies)	Municipality	Local Agency
Cook	Palatine	Village of Palatine

LRS Section Number	Permit Applicant	Permit Number	Project Length
17-00102-00-PV			3,960 FT (0.75 MI)

Project Limits

Quentin Road to Smith Street

Current Posted Speed	Estimate of Cost	Functional Classification	Design Yr	Design Traffic ADT	Design Traffic DHV AM	Design Traffic DHV PM
30 MPH	$9,245,706.66	Minor Arterial	2050	18900	658	802

On the NHS System? ☐ Yes ☒ No

Structure Numbers: 016-3223, 016-2416

Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.): Reconstruction

Brief Project Description

Widening of Palatine Road to provide a three-lane cross section, add right turn lanes on all approaches at Quentin Road, traffic signal modifications, new storm sewer, new C&G, ADA compliant crosswalks & a multi-use path.

EXCEPTION DOCUMENTATION

Level of Exception ☐ Level 1 ☒ Level 2

Design Element for Which an Exception is Requested

Design Vehicle

Design Element Policy Value

WB 55 - BDE Figure 36-1.V

Proposed Design Element Value

S-Bus-40

Location(s) of Exception

Palatine Road at Smith Street intersection

Crash History and Potential of Exception Location(s)

Ten crashes occurred on Palatine Road at Smith Road between 2014 and 2018; 1 was related to this Design Exception (sideswipe). The intersection is not a 5% location. The proposed scope of work will improve the safety and operations related to this exception request.

Cost of Using Policy Value	Cost of Using Proposed Exception Value
$500,000.00	$0.00

Impacts Other Than Cost of Using Policy Value

None

Proposed Mitigation to Address Exception

None

Geometric Compatibility with Adjacent Sections

Compatible

Potential Effects on Other Design Elements

N/A

Potential Impacts on Mobility or Traffic Operations

If larger vehicles utilize this intersection, traffic will be delayed until the vehcile can make the manuever.

Summary of Justification for Exception

Smith Street is the western edge of the Central Business District and serves residential properties and a park. The proximity of the residential townhomes and the park do not permit for improving corner radii to

accommodate the WB-55. The existing radii will be maintained.

Coordination Meeting Date	Proposed By	Date
	Jennifer Mitchell, P.E. PTOE / BLA, Inc.	03/05/20

APPROVAL/DISAPPROVAL

BDE Approval Date	FHWA Approval Date (Level One)

PLOT DATE = 1/11/2022
FILE NAME = F:\636-070 Palatine Road Phase I\CADD EXHIBITS\Intersection Design Study\Smith Street\17-00102-00-PV_Cover.dgn
PLOT SCALE = 100.0000 '/ in.
USER NAME = gellwanger

SIGNALIZED CAPACITY DESIGN ANALYSIS

PROGRAM USED: HCS 2010 , VERSION: 6.90 SIGNAL TYPE: ACTUATED AREA TYPE: NON-CBD
NUMBER OF PHASES: (A.M.) 36 (P.M.) 32.73 CYCLE LENGTH: (A.M.) 100 SEC. (P.M.) 110 SEC. PEAK HOUR FACTOR: 0.95
INTERSECTION DELAY/LEVEL-OF-SERVICE A.M. 10.7 SECONDS LOS B P.M. 11.6 SECONDS LOS B

APPROACH		SOUTHBOUND (A)				NORTHBOUND (B)				EASTBOUND (C)				WESTBOUND (D)			
LANE GROUP		L	R							L	T			T	R		
NUMBER OF LANES		1	1							1	1			1			
2050 30TH MAX. HOUR TRAFFIC (veh/h)	A.M.	136	86							223	658			370	77		
	P.M.	113	147							112	535			802	109		
BASE SATURATION FLOW RATE (veh/h)		1900	2000							1900	2000			1900	2000		
LANE WIDTH (FT)		12.0	12.0							12.0	11.0			11.0			
VOLUME OF RIGHT TURN ON RED (veh/h)	A.M.	0		P.M.	0	A.M.		P.M.		A.M.	0	P.M.	0	A.M.	0	P.M.	0
PEDESTRIANS/HOUR (ped/h)	A.M.	5		P.M.	5	A.M.		P.M.		A.M.	5	P.M.	5	A.M.	5	P.M.	5
ARRIVAL TYPE		3								3				3			
LANE UTILIZATION ADJ. FACTOR		1.0	1.0							1.0	1.0			1.0			
GREEN TIME (SECONDS)	A.M.	12.2	19.0							6.8	75.8			65.5			
	P.M.	13.9	18.2							4.3	84.1			76.3			
GREEN RATIO (g/C)	A.M.	0.12	0.19							0.66	0.76			0.66			
	P.M.	0.13	0.17							0.58	0.76			0.69			
CAPACITY (c)	A.M.	190	294							736	1479			1239			
	P.M.	218	256							452	1492			1324			
v/c RATIO (X)	A.M.	0.753	0.307							0.319	0.468			0.380			
	P.M.	0.546	0.604							0.261	0.377			0.724			
STORAGE QUEUE (FEET)	A.M.	170	100							110	230			220			
	P.M.	160	195							75	200			435			
LANE GROUP DELAY(SECONDS)	A.M.	50.7	35.7							4.5	5.6			4.2			
	P.M.	48.1	45.8							5.9	5.0			6.0			
LANE GROUP LEVEL-OF-SERVICE	A.M.	D	D							A	A			A			
	P.M.	D	D							A	A			A			
APPROACH DELAY (SECONDS/VEHICLE)	A.M.	44.9								5.3				4.2			
	P.M.	46.8								5.1				6.0			
APPROACH LEVEL-OF-SERVICE	A.M.	D								A				A			
	P.M.	D								A				A			

PHASE		1	AMBER	RED	2	AMBER	RED	3	AMBER	RED	CYCLE LENGTH
GREEN TIME IN SECONDS	AM	G = 6.8 Sec.	3.5	0.0	G = 65.5 Sec.	4.0	2.0	G = 12.2 Sec.	4.0	2.0	100.0 SEC.
	PM	G = 4.3 Sec.	3.5	0.0	G = 76.3 Sec.	4.0	2.0	G = 13.9 Sec.	4.0	2.0	110.0 SEC.

ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:

F.A.U. ROUTE NUMBER: 1285. MARKED ROUTE NUMBER: NA
STREET NAME: PALATINE ROAD. SRA ROUTE? NO.
FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL. OSOW DESIGN? YES.
EXISTING ADT: 16,500 VPD (2018) (WEST LEG). 16,500 VPD (2018) (EAST LEG).
DESIGN YEAR ADT: 18,900 VPD (2050) (WEST LEG). 18,800 VPD (2050) (EAST LEG).
PROPOSED DESIGN SPEED: 35 MPH. PROPOSED POSTED SPEED: 30 MPH

SECONDARY ROUTE:

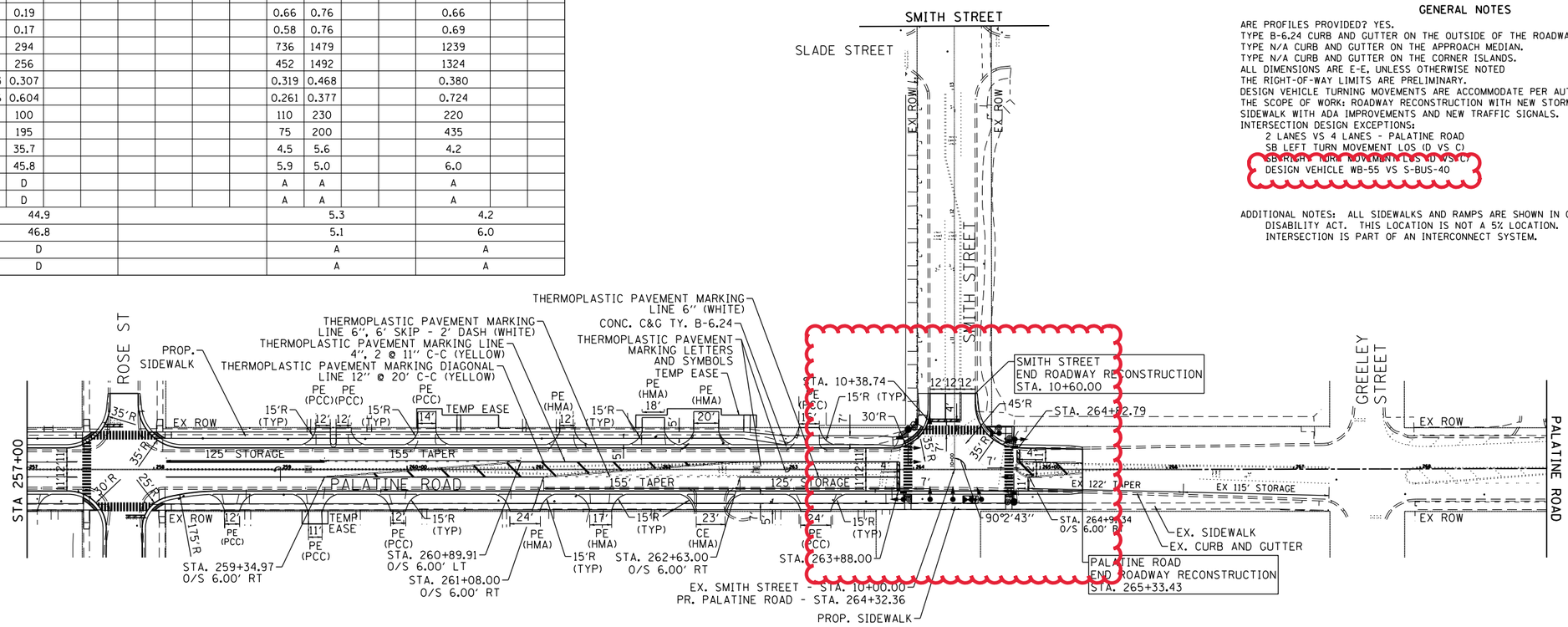
F.A. ROUTE NUMBER: NA MARKED ROUTE NUMBER: NA
STREET NAME: SMITH STREET. SRA ROUTE? NO.
FUNCTIONAL CLASSIFICATION: MAJOR COLLECTOR. OSOW DESIGN? NO.
EXISTING ADT: 5,700 VPD (2018). DESIGN YEAR ADT: 5,900 VPD (2050).
PROPOSED DESIGN SPEED: 30 MPH. PROPOSED POSTED SPEED: 30 MPH.

IMPROVEMENT TYPE: RECONSTRUCTION. ANTICIPATED YEAR OF CONSTRUCTION: 2024.
EXISTING METHOD OF TRAFFIC CONTROL: TRAFFIC SIGNAL. PROPOSED METHOD: TRAFFIC SIGNAL.
SIGNAL WARRANT: WARRANT 3.
DESIGN VEHICLE: WB-55.
DESIGN YEAR: 2050.
TRUCK ROUTE DESIGNATION: NA
DESIGN CRITERIA BDE CHAPTER 48, 36, BLRS CH. 32, 34

GENERAL NOTES

ARE PROFILES PROVIDED? YES.
TYPE B-6.24 CURB AND GUTTER ON THE OUTSIDE OF THE ROADWAY/SHOULDERS.
TYPE N/A CURB AND GUTTER ON THE APPROACH MEDIAN.
TYPE N/A CURB AND GUTTER ON THE CORNER ISLANDS.
ALL DIMENSIONS ARE E-E, UNLESS OTHERWISE NOTED
THE RIGHT-OF-WAY LIMITS ARE PRELIMINARY.
DESIGN VEHICLE TURNING MOVEMENTS ARE ACCOMMODATE PER AUTOTURN SOFTWARE, VERSION 9.
THE SCOPE OF WORK: ROADWAY RECONSTRUCTION WITH NEW STORM SEWER, CULVERT EXTENSIONS, SIDEWALK WITH ADA IMPROVEMENTS AND NEW TRAFFIC SIGNALS.
INTERSECTION DESIGN EXCEPTIONS:
2 LANES VS 4 LANES - PALATINE ROAD
SB LEFT TURN MOVEMENT LOS (D VS C)
SB RIGHT TURN MOVEMENT LOS (D VS C)
DESIGN VEHICLE WB-55 VS S-BUS-40

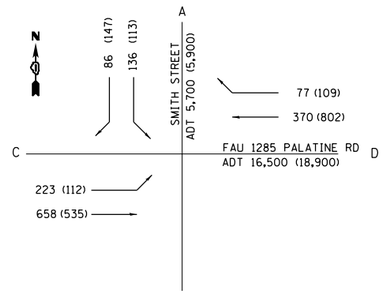
ADDITIONAL NOTES: ALL SIDEWALKS AND RAMPS ARE SHOWN IN COMPLIANCE WITH THE AMERICAN DISABILITY ACT. THIS LOCATION IS NOT A 5% LOCATION.
INTERSECTION IS PART OF AN INTERCONNECT SYSTEM.



TRAFFIC DATA

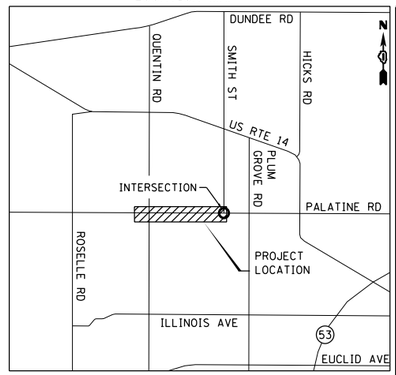
MOVEMENT	YEAR 2019 30TH MAXIMUM HOUR TRAFFIC A.M.	P.M.	PERCENT TRUCK TRAFFIC IN 30TH MAX. HOUR A.M.	P.M.	ESTIMATED PERCENT INCREASE BY	YEAR ____ 30TH MAXIMUM HOUR TRAFFIC A.M.	P.M.	ESTIMATED PERCENT INCREASE BY 2050	YEAR 2050 30TH MAXIMUM HOUR TRAFFIC A.M.	P.M.
AD (L)	131	109	2	2				4	136	113
AB (T)	-	-	2	2				-	-	-
AC (R)	83	142	2	2				4	86	147
BC (L)	-	-	2	2				-	-	-
BA (T)	-	-	2	2				-	-	-
BD (R)	-	-	2	2				-	-	-
CA (L)	197	99	2	2				14	223	112
CD (T)	581	472	2	2				14	658	535
CB (R)	-	-	2	2				-	-	-
DB (L)	-	-	2	2				-	-	-
DC (T)	323	700	2	2				13	370	802
DA (R)	67	95	2	2				13	77	109
TOTAL A	478	445	2	2				9	522	481
TOTAL B	-	-	2	2				-	-	-
TOTAL C	1,184	1,413	2	2				13	1,337	1,596
TOTAL D	1,102	1,380	2	2				13	1,241	1,559

T = THROUGH, L = LEFT, R = RIGHT



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SUITE 200
ITASCA, ILLINOIS
630-438-6400
PROJ. MGR. MC PROJ. ENG. GE

LOCATION MAP



50 0 50
GRAPHIC SCALE

INTERSECTION DESIGN STUDY

FAU ROUTE 1285 (PALATINE ROAD)
WITH
FAU ROUTE ____ (SMITH STREET)

SEC. NO. 17-00102-00-PV PROJ. NO. 61KG(953)
SCALE 1"=50' COUNTY COOK
SJN : ____ REV. NO. 4

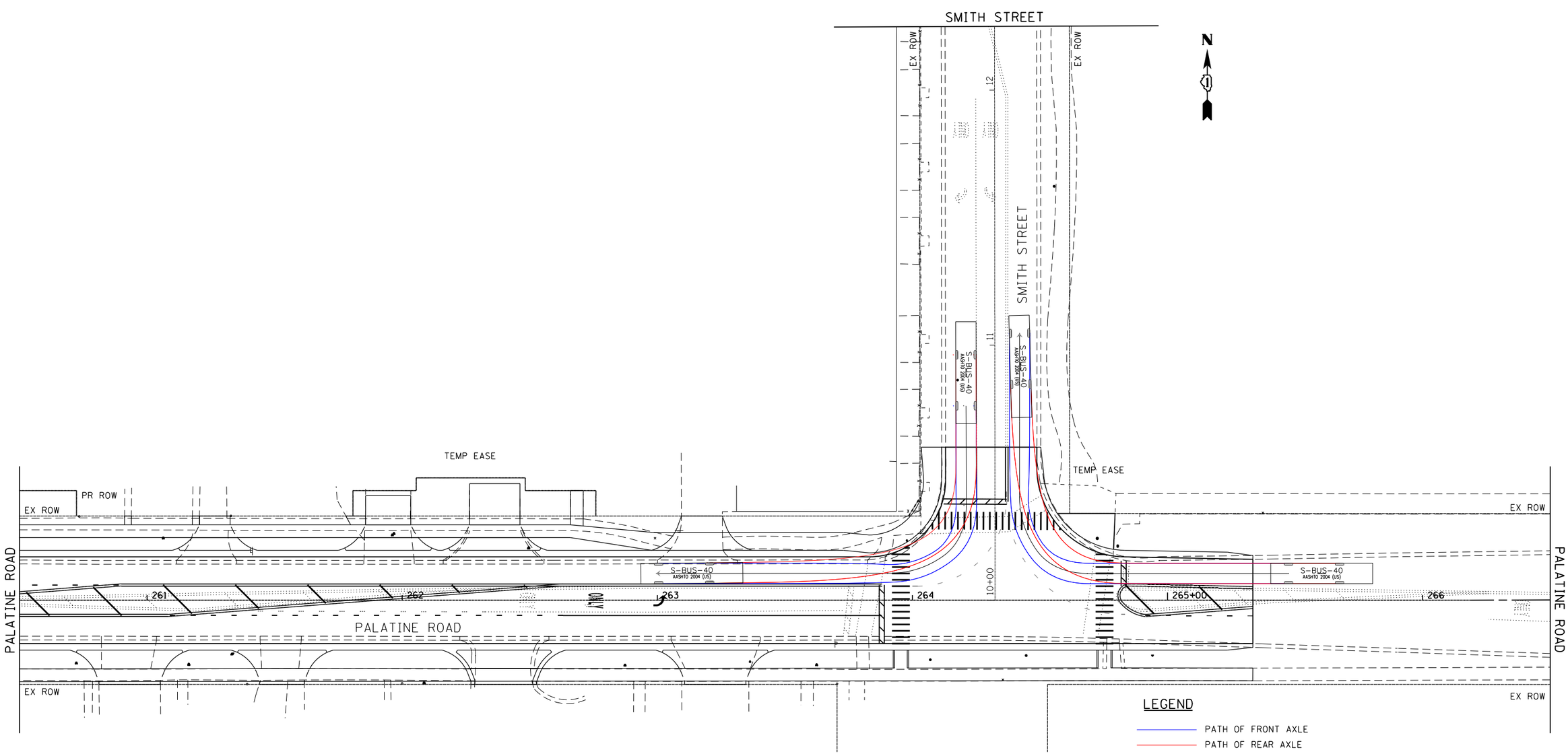
DESIGNED BY BLA, INC. DATE 1/2022

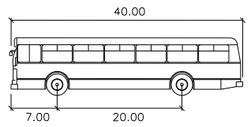
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SATISFACTORY _____ DISTRICT PROGRAM DEVELOPMENT ENGINEER DATE
SATISFACTORY _____ DISTRICT OPERATIONS ENGINEER DATE
APPROVED _____ DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER DATE

CADD FILE NAME : ( ) I.D.S. SHEET 1 OF 12

ATTACHMENT 8 BDE-9908

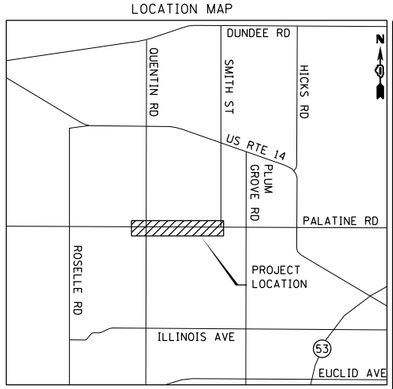
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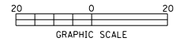




S-BUS-40
feet

Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 34.4





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ITASCA, ILLINOIS
630-438-6400

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INTERSECTION DESIGN STUDY

FAU ROUTE 1285 (PALATINE ROAD)
WITH
FAU ROUTE ____ (SMITH STREET)

SEC. NO. 17-00102-00-PV PROJ. NO. 61KG(953)
SCALE 1"=20' COUNTY COOK
SJN : _____ REV. NO. 4

DESIGNED BY BLA, INC. DATE 01/2022

SATISFACTORY _____ DATE
DISTRICT GEOMETRICS ENGINEER

SATISFACTORY _____ DATE
DISTRICT PROGRAM DEVELOPMENT ENGINEER

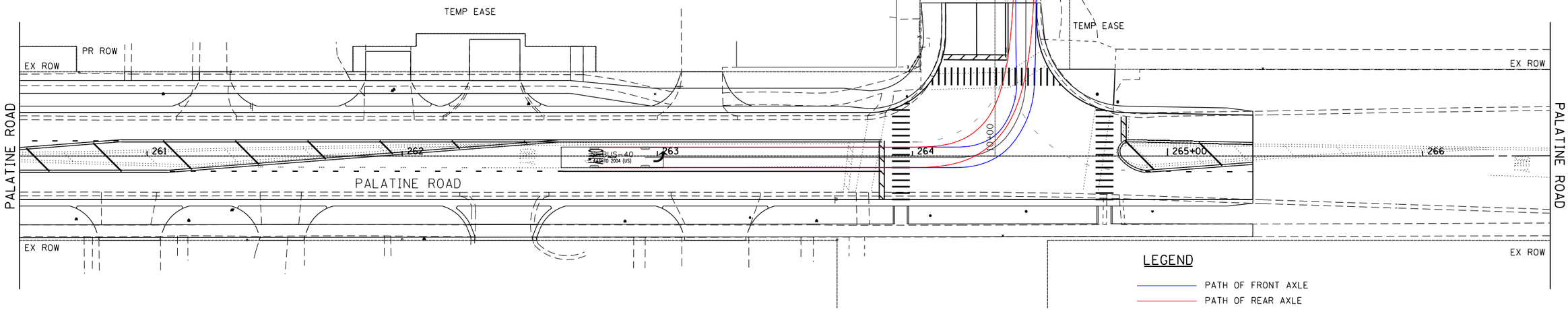
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DISTRICT OPERATIONS ENGINEER

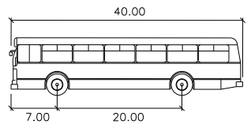
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DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

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ATTACHMENT 8

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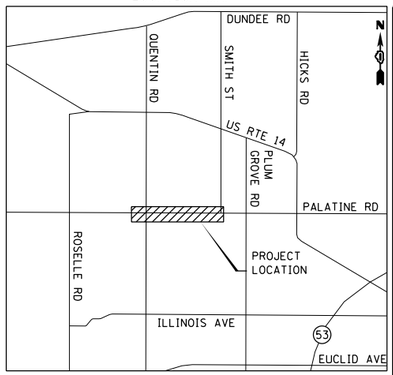




S-BUS-40
feet

Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 34.4

LOCATION MAP



20 0 20
GRAPHIC SCALE

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INTERSECTION DESIGN STUDY

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WITH
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DISTRICT GEOMETRICS ENGINEER

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DISTRICT PROGRAM DEVELOPMENT ENGINEER

SATISFACTORY _____ DATE
DISTRICT OPERATIONS ENGINEER

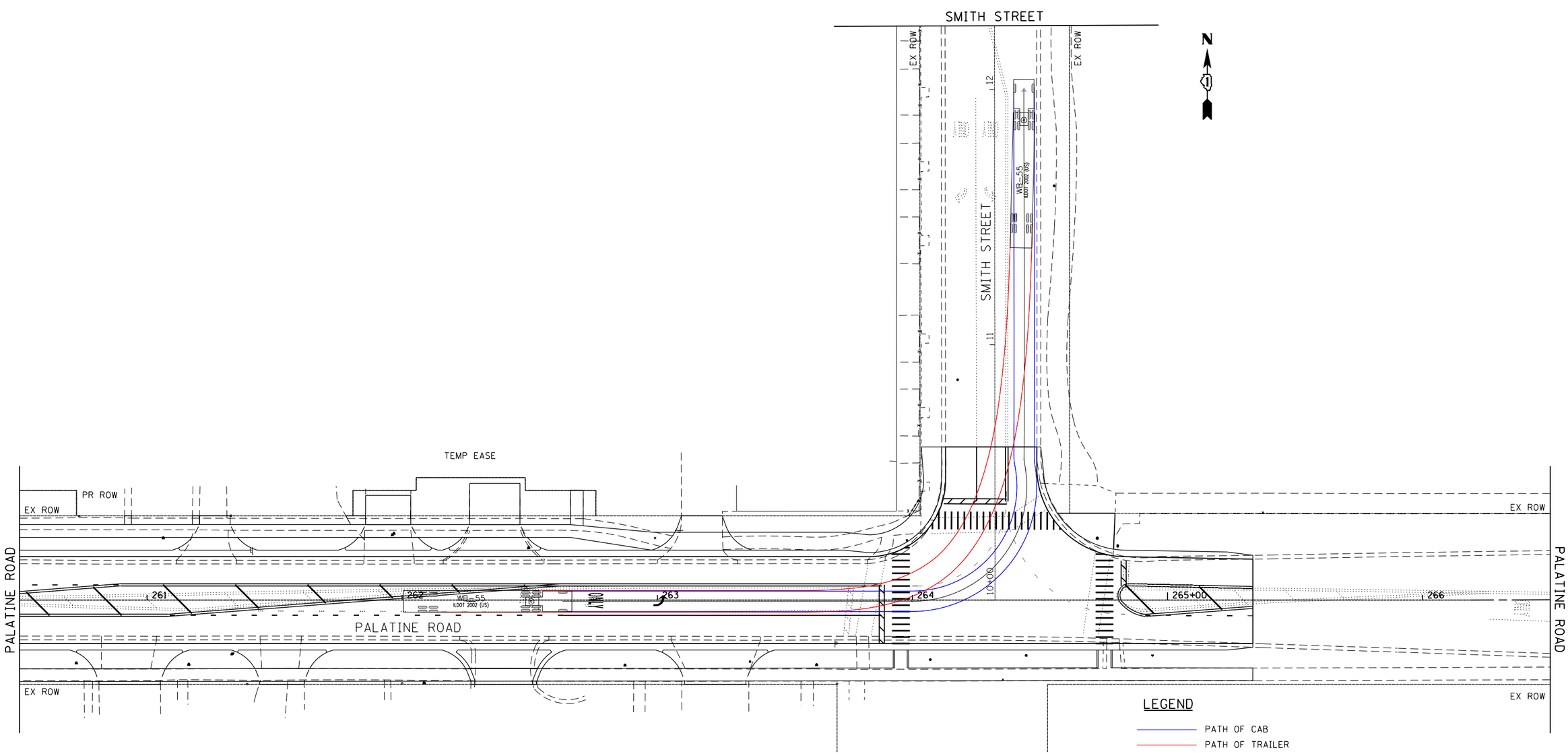
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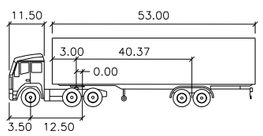
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ATTACHMENT 8

BDE-9908

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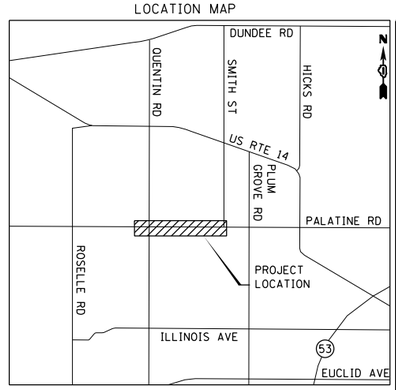


WB-55 feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 16.0
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		

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LOCATION MAP



20 0 20
GRAPHIC SCALE

INTERSECTION DESIGN STUDY

FAU ROUTE 1285 (PALATINE ROAD)
WITH
FAU ROUTE ____ (SMITH STREET)

SEC. NO. 17-00102-00-PV PROJ. NO. 61KG(953)
SCALE 1"=20' COUNTY COOK
SJN : _____ REV. NO. 4

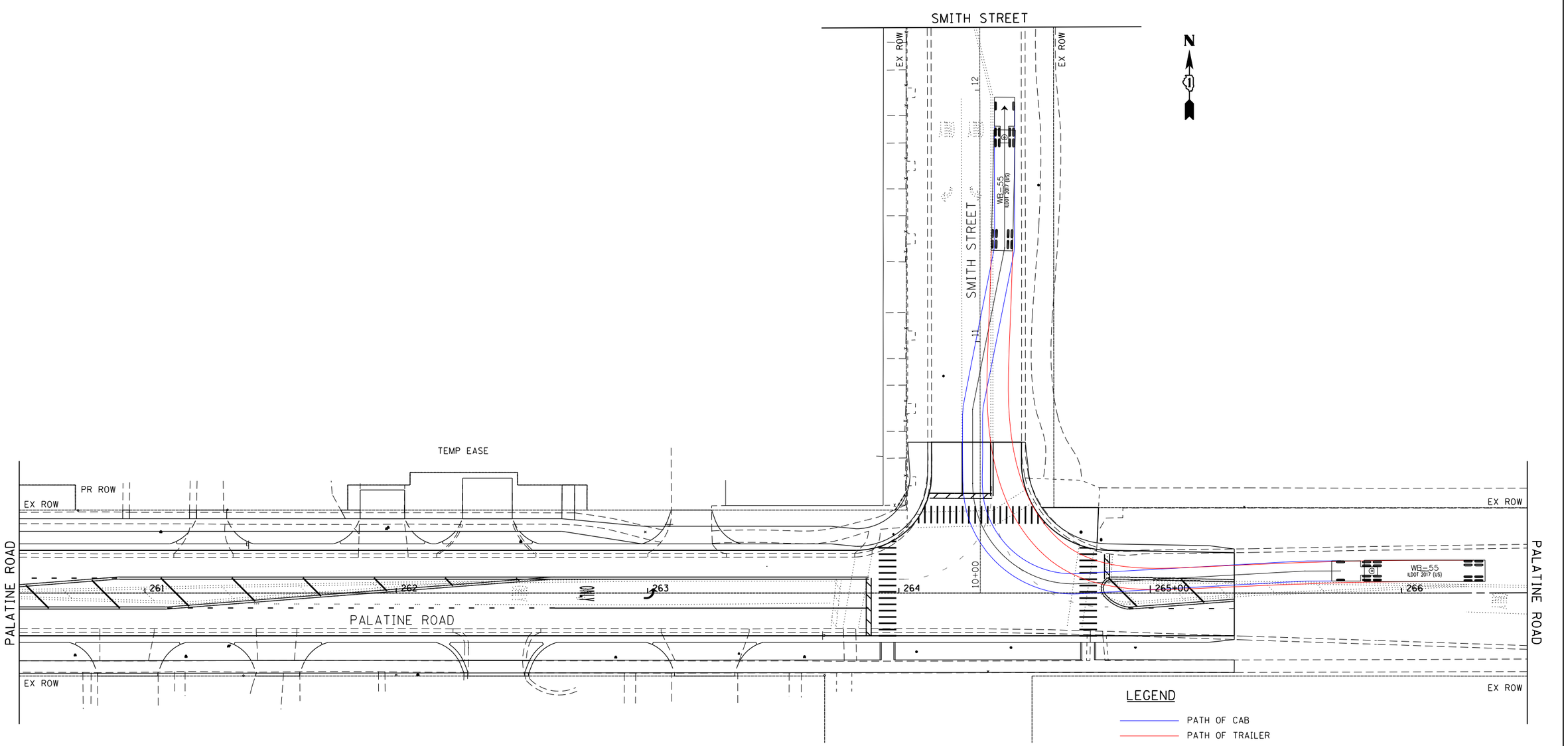
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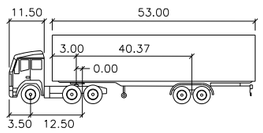
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SATISFACTORY _____ DISTRICT OPERATIONS ENGINEER ____ DATE
APPROVED _____ DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER ____ DATE

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ATTACHMENT 8

PLOT DATE = 1/12/2022
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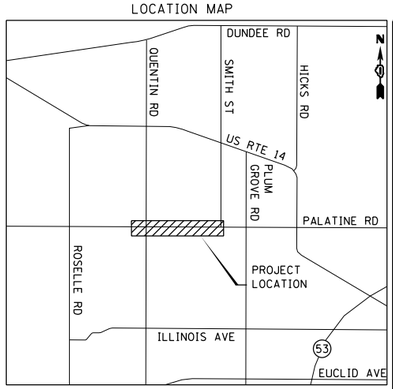


WB-55 feet

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Trailer Width	: 8.50	Steering Angle	: 16.0
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		

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LOCATION MAP



20 0 20
GRAPHIC SCALE

INTERSECTION DESIGN STUDY

FAU ROUTE 1285 (PALATINE ROAD)
WITH
FAU ROUTE ____ (SMITH STREET)

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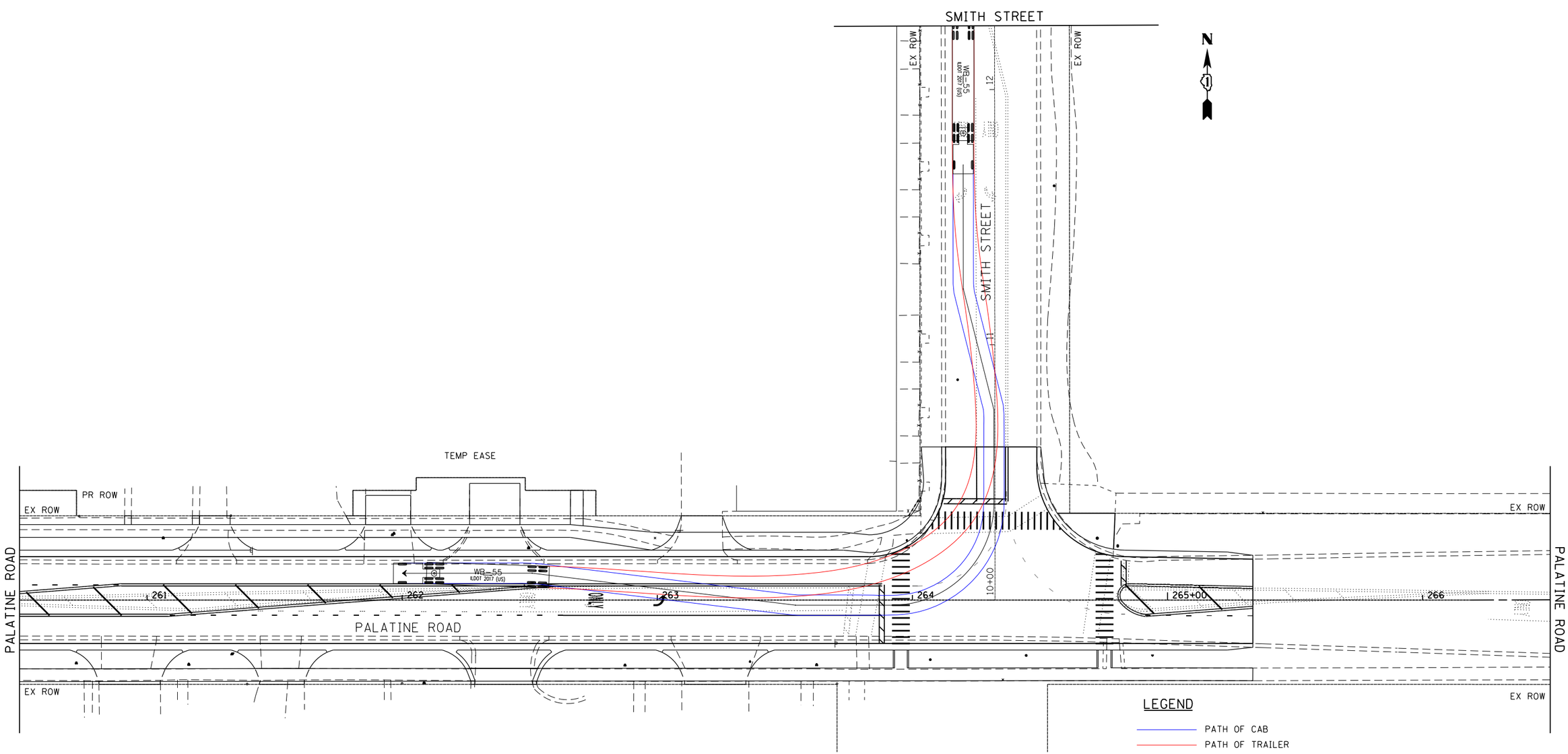
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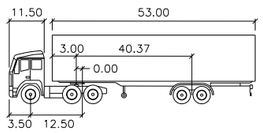
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ATTACHMENT 8

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PLOT DATE = 1/12/2022
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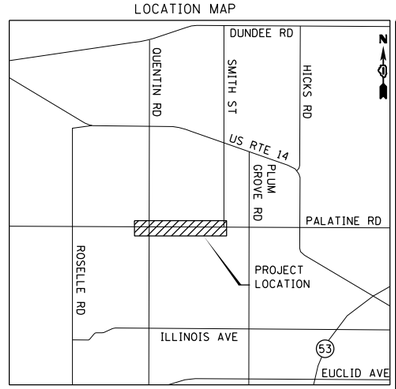




WB-55 feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 16.0
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		

LOCATION MAP



20 0 20
GRAPHIC SCALE

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PROJ. ENG. GE

INTERSECTION DESIGN STUDY

FAU ROUTE 1285 (PALATINE ROAD)
WITH
FAU ROUTE ____ (SMITH STREET)

SEC. NO. 17-00102-00-PV PROJ. NO. 61KG(953)
SCALE 1"=20' COUNTY COOK
SJN : ____ REV. NO. 4

DESIGNED BY BLA, INC. DATE 01/2022

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SATISFACTORY ____ DISTRICT PROGRAM DEVELOPMENT ENGINEER ____ DATE
SATISFACTORY ____ DISTRICT OPERATIONS ENGINEER ____ DATE
APPROVED ____ DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER ____ DATE

CADD FILE NAME : ( ) I.D.S. SHEET 8 OF 12

ATTACHMENT 8

BDE-9908

Illinois Department of Transportation

Design Exception Request Project Identification

Key Route	Marked Route/Road Name	Contract Number	State Job Number	Section Number
FAU 1285	Palatine Road		P-91-015-18	17-00102-00-PV

County(ies)	Municipality	Local Agency
Cook	Palatine	Village of Palatine

LRS Section Number	Permit Applicant	Permit Number	Project Length
17-00102-00-PV			3,960 FT (0.75 MI)

Project Limits: Quentin Road to Smith Street

Current Posted Speed	Estimate of Cost	Functional Classification	Design Yr	Design Traffic ADT	Design Traffic DHV AM	Design Traffic DHV PM
30 MPH	$9,245,706.66	Minor Arterial	2050	17200	546	535

On the NHS System? ☐ Yes ☒ No

Structure Numbers: 016-3223, 016-2416

Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.): Reconstruction

Brief Project Description: Widening of Palatine Road to provide a three-lane cross section, add right turn lanes on all approaches at Quentin Road, traffic signal modifications, new storm sewer, new C&G, ADA compliant crosswalks & a multi-use path.

EXCEPTION DOCUMENTATION

Level of Exception ☐ Level 1 ☒ Level 2

Design Element for Which an Exception is Requested: Length of Storage

Design Element Policy Value: 125' - BDE Figure 36-3.I

Proposed Design Element Value: 100' Storage

Location(s) of Exception: Palatine Road westbound left turn lane at Cedar Street intersection

Crash History and Potential of Exception Location(s): Nine crashes occurred on Palatine Road at Cedar Street between 2014 and 2018; No crashes were related to this Design Exception. The intersection is not a 5% location. The proposed scope of work will improve the safety and operations related to this exception request.

Cost of Using Policy Value	Cost of Using Proposed Exception Value
$0.00	$0.00

Impacts Other Than Cost of Using Policy Value: None

Proposed Mitigation to Address Exception: Raised Reflective Pavement Markers

Geometric Compatibility with Adjacent Sections: Compatible

Potential Effects on Other Design Elements: N/A

Potential Impacts on Mobility or Traffic Operations: N/A

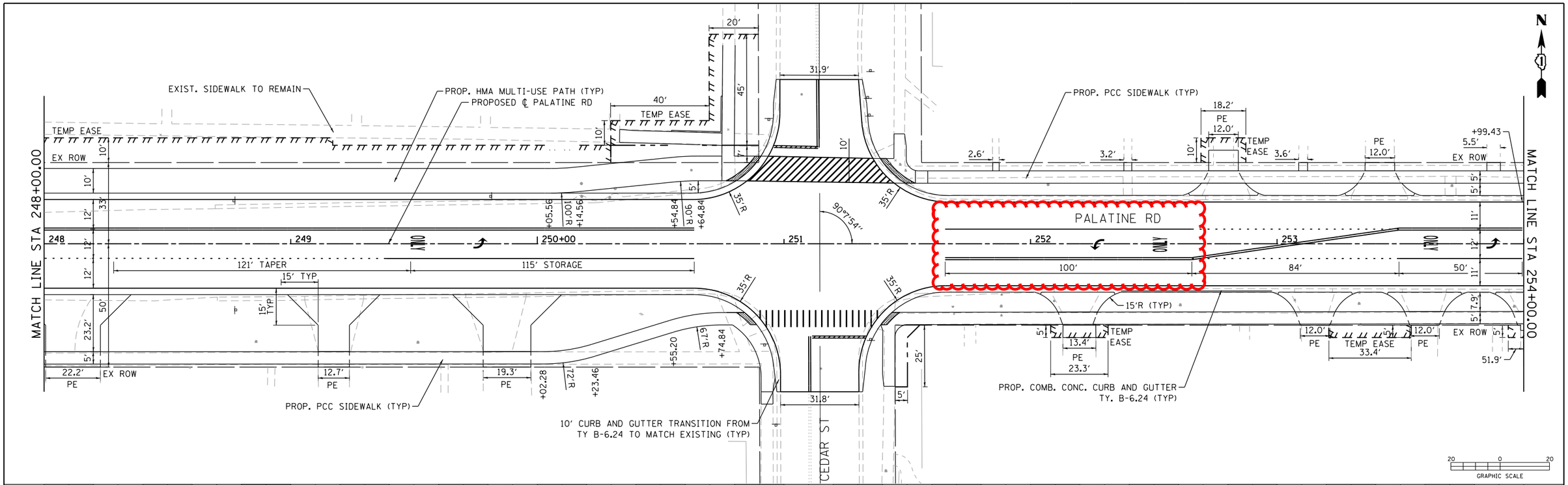
Summary of Justification for Exception: The proximity of Maple Street east of the Cedar intersection and the storage and taper required for the westbound left turn lane at Cedar Street does not permit for an adequate rate. This is replacing in kind the back-

to-back left turn lanes in the existing condition.

Coordination Meeting Date	Proposed By	Date
	Jennifer Mitchell, P.E. PTOE / BLA, Inc.	03/05/20

APPROVAL/DISAPPROVAL

BDE Approval Date	FHWA Approval Date (Level One)



BY	DATE

PLAN
SURVEYED
PLOTTED
DRAWN
CHECKED
NOTE BOOK
NO.
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME

PROFILE
SURVEYED
PLOTTED
DRAWN
CHECKED
NOTE BOOK
NO.
BAR. NOTED
STRUCTURE NOTATNS CHKD

FILE NAME = F:\636-070 Palatine Road Phase I\CADD SHEETS\Road\17-00102-00-PV_sht_rdwy_p&p_07.dgn

BL BLA, Inc.

USER NAME = gellwanger	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 10/21/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
PALATINE ROAD

SCALE: 1"=20' | SHEET 7 OF 14 SHEETS | STA. 248+00.00 TO STA. 254+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	14	7
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

ATTACHMENT 8

Illinois Department of Transportation

Design Exception Request Project Identification

Key Route	Marked Route/Road Name	Contract Number	State Job Number	Section Number
FAU 1285	Palatine Road		P-91-015-18	17-00102-00-PV

County(ies)	Municipality	Local Agency
Cook	Palatine	Village of Palatine

LRS Section Number	Permit Applicant	Permit Number	Project Length
17-00102-00-PV			3,960 FT (0.75 MI)

Project Limits

Quentin Road to Smith Street

Current Posted Speed	Estimate of Cost	Functional Classification	Design Yr	Design Traffic ADT	Design Traffic DHV AM	Design Traffic DHV PM
30 MPH	$9,245,706.66	Minor Arterial	2050	17200	546	535

On the NHS System? ☐ Yes ☒ No

Structure Numbers: 016-3223, 016-2416

Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.): Reconstruction

Brief Project Description

Widening of Palatine Road to provide a three-lane cross section, add right turn lanes on all approaches at Quentin Road, traffic signal modifications, new storm sewer, new C&G, ADA compliant crosswalks & a multi-use path.

EXCEPTION DOCUMENTATION

Level of Exception ☐ Level 1 ☒ Level 2

Design Element for Which an Exception is Requested

Length of Taper

Design Element Policy Value

155' - BDE Figure 36-3.I

Proposed Design Element Value

84' Taper

Location(s) of Exception

Palatine Road westbound left turn lane at Cedar Street intersection

Crash History and Potential of Exception Location(s)

Nine crashes occurred on Palatine Road at Cedar Street between 2014 and 2018; No crashes were related to this Design Exception. The intersection is not a 5% location. The proposed scope of work will improve the safety and operations related to this exception request.

Cost of Using Policy Value	Cost of Using Proposed Exception Value
$0.00	$0.00

Impacts Other Than Cost of Using Policy Value

None

Proposed Mitigation to Address Exception

Raised Reflective Pavement Markers

Geometric Compatibility with Adjacent Sections

Compatible

Potential Effects on Other Design Elements

N/A

Potential Impacts on Mobility or Traffic Operations

N/A

Summary of Justification for Exception

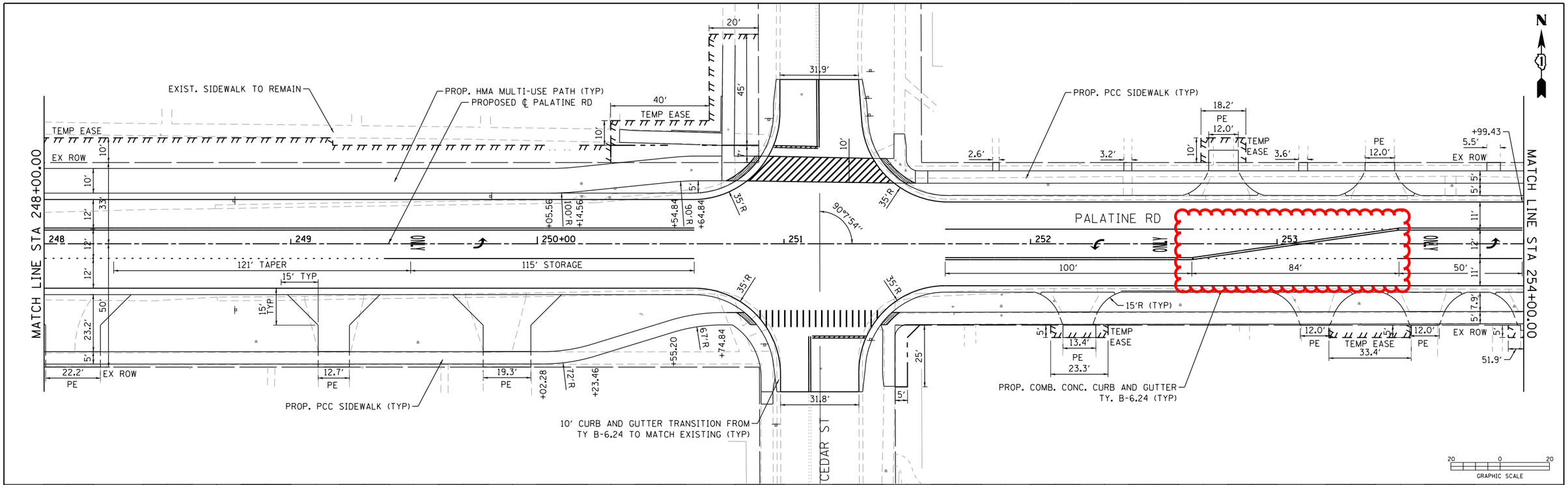
The proximity of Maple Street east of the Cedar intersection and the storage and taper required for the westbound left turn lane at Cedar Street does not permit for adequate storage. This is replacing in kind the back-

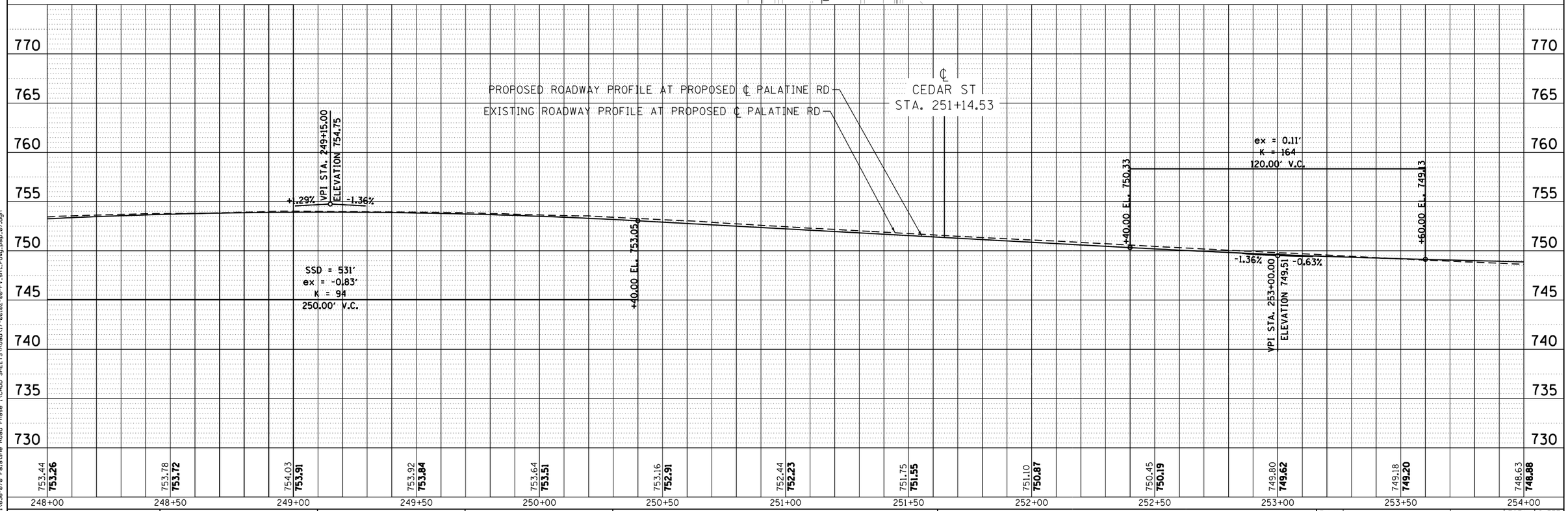
to-back left turn lanes in the existing condition.

Coordination Meeting Date	Proposed By	Date
	Jennifer Mitchell, P.E. PTOE / BLA, Inc.	03/05/20

APPROVAL/DISAPPROVAL

BDE Approval Date	FHWA Approval Date (Level One)





BL BLA, Inc.	USER NAME = gellwanger	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 10/21/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
PALATINE ROAD

SCALE: 1"=20' | SHEET 7 OF 14 SHEETS | STA. 248+00.00 TO STA. 254+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	14	7
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

FILE NAME = F:\636-070 Palatine Road Phase I\CADD SHEETS\Road\17-00102-00-PV_sht_rdwy_p&p_07.dgn

ATTACHMENT 8

Illinois Department of Transportation

Design Exception Request Project Identification

Key Route	Marked Route/Road Name	Contract Number	State Job Number	Section Number
FAU 1285	Palatine Road		P-91-015-18	17-00102-00-PV

County(ies)	Municipality	Local Agency
Cook	Palatine	Village of Palatine

LRS Section Number	Permit Applicant	Permit Number	Project Length
17-00102-00-PV			3,960 FT (0.75 MI)

Project Limits

Quentin Road to Smith Street

Current Posted Speed	Estimate of Cost	Functional Classification	Design Yr	Design Traffic ADT	Design Traffic DHV AM	Design Traffic DHV PM
30 MPH	$9,245,706.66	Minor Arterial	2050	17200	546	535

On the NHS System? ☐ Yes ☒ No

Structure Numbers: 016-3223, 016-2416

Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.): Reconstruction

Brief Project Description

Widening of Palatine Road to provide a three-lane cross section, add right turn lanes on all approaches at Quentin Road, traffic signal modifications, new storm sewer, new C&G, ADA compliant crosswalks & a multi-use path.

EXCEPTION DOCUMENTATION

Level of Exception ☐ Level 1 ☒ Level 2

Design Element for Which an Exception is Requested

Length of Storage

Design Element Policy Value

125' - BDE Figure 36-3.I

Proposed Design Element Value

50' Storage

Location(s) of Exception

Palatine Road eastbound left turn lane at Maple Street intersection

Crash History and Potential of Exception Location(s)

Zero crashes occurred on Palatine Road at Maple Street between 2014 and 2018; No crashes were related to this Design Exception. The intersection is not a 5% location. The proposed scope of work will improve the safety and operations related to this exception request.

Cost of Using Policy Value	Cost of Using Proposed Exception Value
$0.00	$0.00

Impacts Other Than Cost of Using Policy Value

None

Proposed Mitigation to Address Exception

Raised Reflective Pavement Markers

Geometric Compatibility with Adjacent Sections

Compatible

Potential Effects on Other Design Elements

N/A

Potential Impacts on Mobility or Traffic Operations

N/A

Summary of Justification for Exception

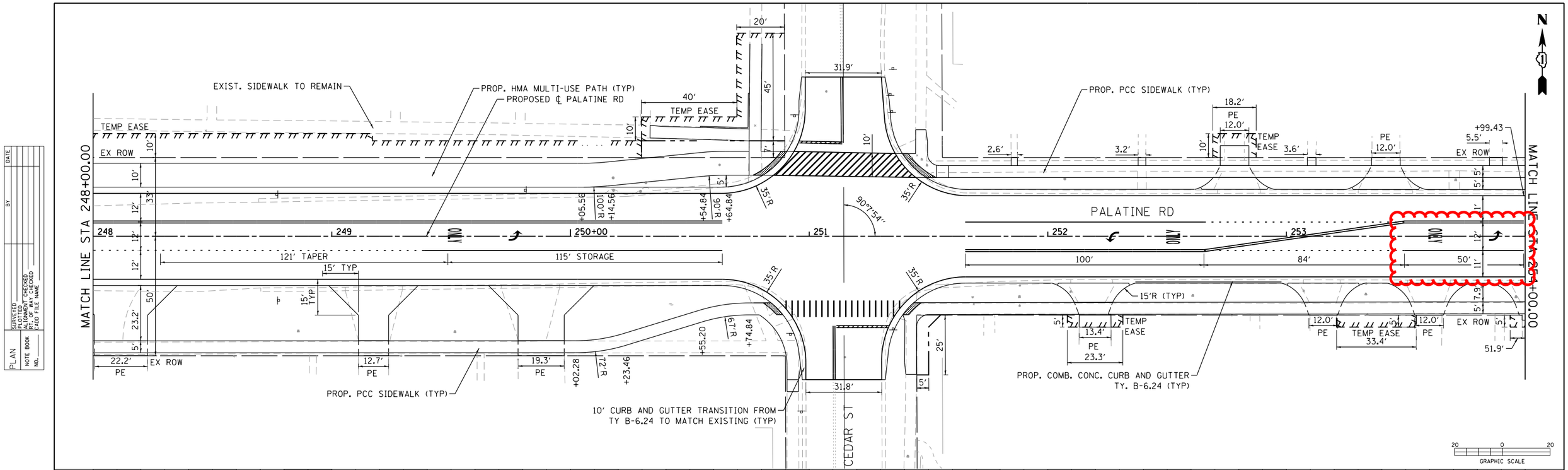
The proximity of Maple Street east of the Cedar intersection and the storage and taper required for the westbound left turn lane at Cedar Street does not permit for adequate storage. This is replacing in kind the back-

to-back left turn lanes in the existing condition.

Coordination Meeting Date	Proposed By	Date
	Jennifer Mitchell, P.E. PTOE / BLA, Inc.	03/05/20

APPROVAL/DISAPPROVAL

BDE Approval Date	FHWA Approval Date (Level One)



FILE NAME = F:\636-070 Palatine Road Phase I\CADD SHEETS\Road\17-00102-00-PV_sht_rdwy_p&p_07.dgn

USER NAME = gellwanger	DESIGNED -
	DRAWN -
PLOT SCALE = 40.0000 ' / in.	CHECKED -
PLOT DATE = 10/21/2021	DATE -

REVISED -
REVISED -
REVISED -

BLA, Inc.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
PALATINE ROAD

SCALE: 1"=20' | SHEET 7 OF 14 SHEETS | STA. 248+00.00 TO STA. 254+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	14	7
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

ATTACHMENT 8

Illinois Department of Transportation

Design Exception Request Project Identification

Key Route	Marked Route/Road Name	Contract Number	State Job Number	Section Number
FAU 1285	Palatine Road		P-91-015-18	17-00102-00-PV

County(ies)	Municipality	Local Agency
Cook	Palatine	Village of Palatine

LRS Section Number	Permit Applicant	Permit Number	Project Length
17-00102-00-PV			3,960 FT (0.75 MI)

Project Limits: Quentin Road to Smith Street

Current Posted Speed	Estimate of Cost	Functional Classification	Design Yr	Design Traffic ADT	Design Traffic DHV AM	Design Traffic DHV PM
30 MPH	$9,245,706.66	Minor Arterial	2050	17200	546	535

On the NHS System? ☐ Yes ☒ No

Structure Numbers: 016-3223, 016-2416

Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.): Reconstruction

Brief Project Description: Widening of Palatine Road to provide a three-lane cross section, add right turn lanes on all approaches at Quentin Road, traffic signal modifications, new storm sewer, new C&G, ADA compliant crosswalks & a multi-use path.

EXCEPTION DOCUMENTATION

Level of Exception ☐ Level 1 ☒ Level 2

Design Element for Which an Exception is Requested: Length of Taper

Design Element Policy Value: 155' - BDE Figure 36-3.I

Proposed Design Element Value: 84' Taper

Location(s) of Exception: Palatine Road eastbound left turn lane at Maple Street intersection

Crash History and Potential of Exception Location(s): Zero crashes occurred on Palatine Road at Maple Street between 2014 and 2018; No crashes were related to this Design Exception. The intersection is not a 5% location. The proposed scope of work will improve the safety and operations related to this exception request.

Cost of Using Policy Value	Cost of Using Proposed Exception Value
$0.00	$0.00

Impacts Other Than Cost of Using Policy Value: None

Proposed Mitigation to Address Exception: Raised Reflective Pavement Markers

Geometric Compatibility with Adjacent Sections: Compatible

Potential Effects on Other Design Elements: N/A

Potential Impacts on Mobility or Traffic Operations: N/A

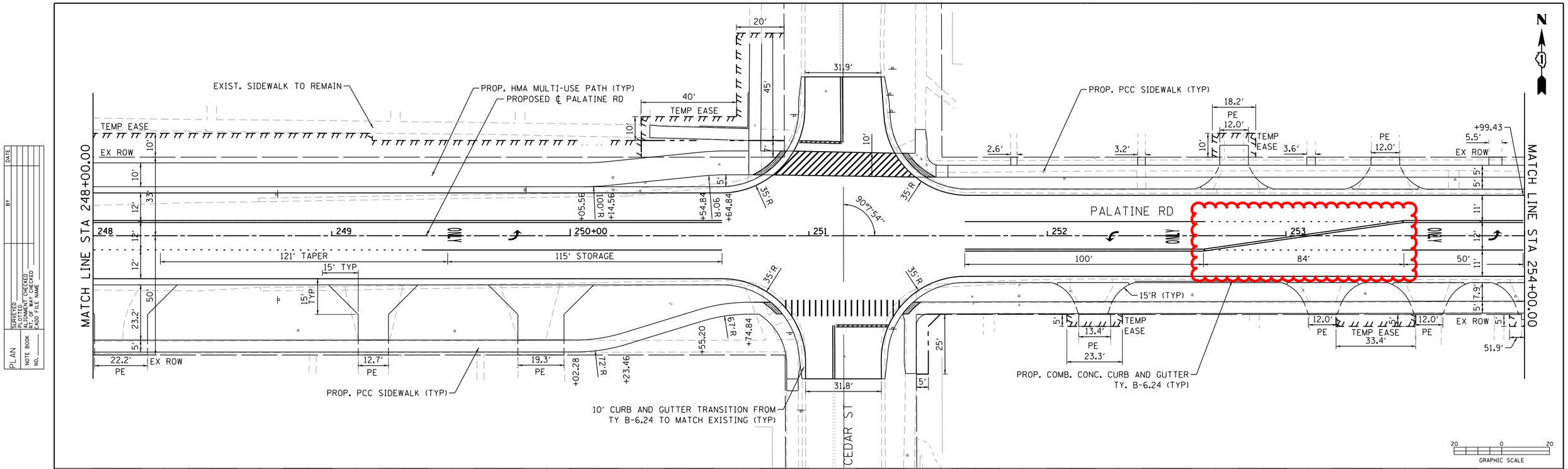
Summary of Justification for Exception: The proximity of Cedar Street west of the Maple intersection and the storage and taper required for the eastbound left turn lane at Maple Street does not permit for adequate storage. This is replacing in kind the back-

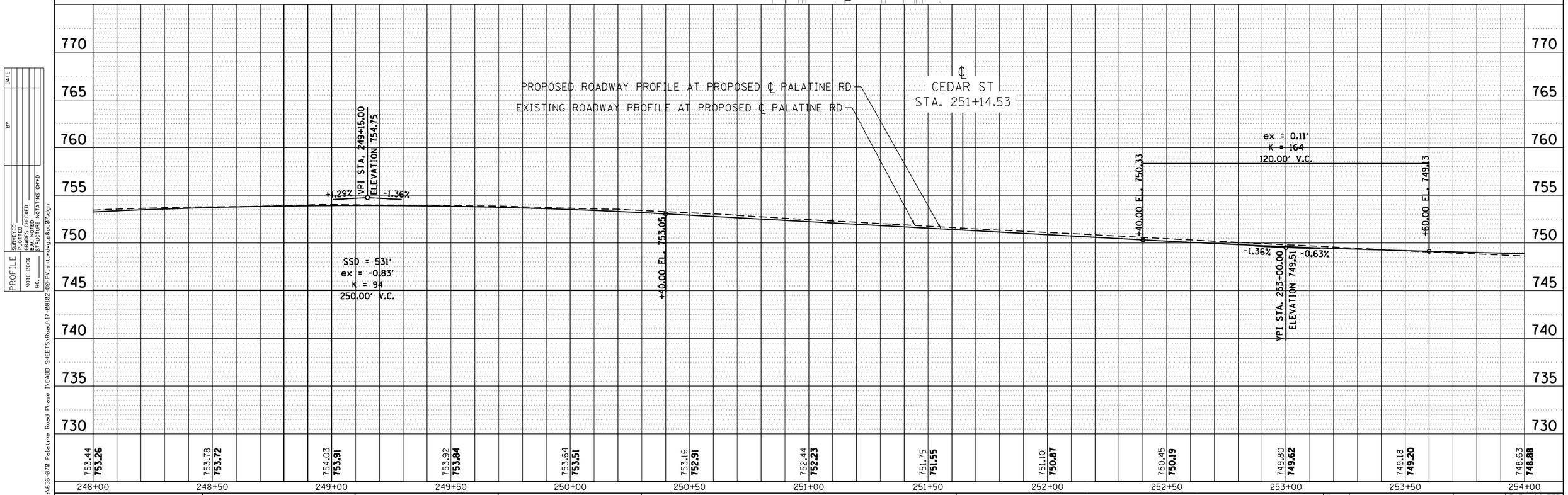
to-back left turn lanes in the existing condition.

Coordination Meeting Date	Proposed By	Date
	Jennifer Mitchell, P.E. PTOE / BLA, Inc.	03/05/20

APPROVAL/DISAPPROVAL

BDE Approval Date	FHWA Approval Date (Level One)





USER NAME = gellwanger	DESIGNED -
	DRAWN -
PLOT SCALE = 40.0000 ' / in.	CHECKED -
PLOT DATE = 10/21/2021	DATE -

REVISED -
REVISED -
REVISED -

BLA, Inc.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
PALATINE ROAD

SCALE: 1"=20' | SHEET 7 OF 14 SHEETS | STA. 248+00.00 TO STA. 254+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	14	7
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

FILE NAME = F:\636-070 Palatine Road Phase I\CADD SHEETS\Road\17-00102-00-PV_sht_rdwy_p&p_07.dgn

ATTACHMENT 8

Illinois Department of Transportation

Design Exception Request Project Identification

Key Route	Marked Route/Road Name	Contract Number	State Job Number	Section Number
FAU 1285	Palatine Road		P-91-015-18	17-00102-00-PV

County(ies)	Municipality	Local Agency
Cook	Palatine	Village of Palatine

LRS Section Number	Permit Applicant	Permit Number	Project Length
17-00102-00-PV			3,960 FT (0.75 MI)

Project Limits

Quentin Road to Smith Street

Current Posted Speed	Estimate of Cost	Functional Classification	Design Yr	Design Traffic ADT	Design Traffic DHV AM	Design Traffic DHV PM
35 MPH	$9,245,706.66	Minor Arterial	2050	17200	546	535

On the NHS System? ☐ Yes ☒ No

Structure Numbers: 016-3223, 016-2416

Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.): Reconstruction

Brief Project Description

Widening of Palatine Road to provide a three-lane cross section, add right turn lanes on all approaches at Quentin Road, traffic signal modifications, new storm sewer, new C&G, ADA compliant crosswalks & a multi-use path.

EXCEPTION DOCUMENTATION

Level of Exception ☐ Level 1 ☒ Level 2

Design Element for Which an Exception is Requested

Length of Vertical Curve

Design Element Policy Value

3V or 105' - BDE 33-4.01(a) 3.

Proposed Design Element Value

101.3' vertical curve

Location(s) of Exception

Palatine Road between Rose Street and Smith Street - VC sta 261+50

Crash History and Potential of Exception Location(s)

Zero crashes occurred on Palatine Road at at ther mid-block location of the vertical curve between 2014 and 2018; No crashes were related to this Design Exception. The intersection is not a 5% location. The proposed scope of work will improve the safety and operations related to this exception request.

Cost of Using Policy Value	Cost of Using Proposed Exception Value
$0.00	$0.00

Impacts Other Than Cost of Using Policy Value

None

Proposed Mitigation to Address Exception

None

Geometric Compatibility with Adjacent Sections

Compatible

Potential Effects on Other Design Elements

N/A

Potential Impacts on Mobility or Traffic Operations

N/A

Summary of Justification for Exception

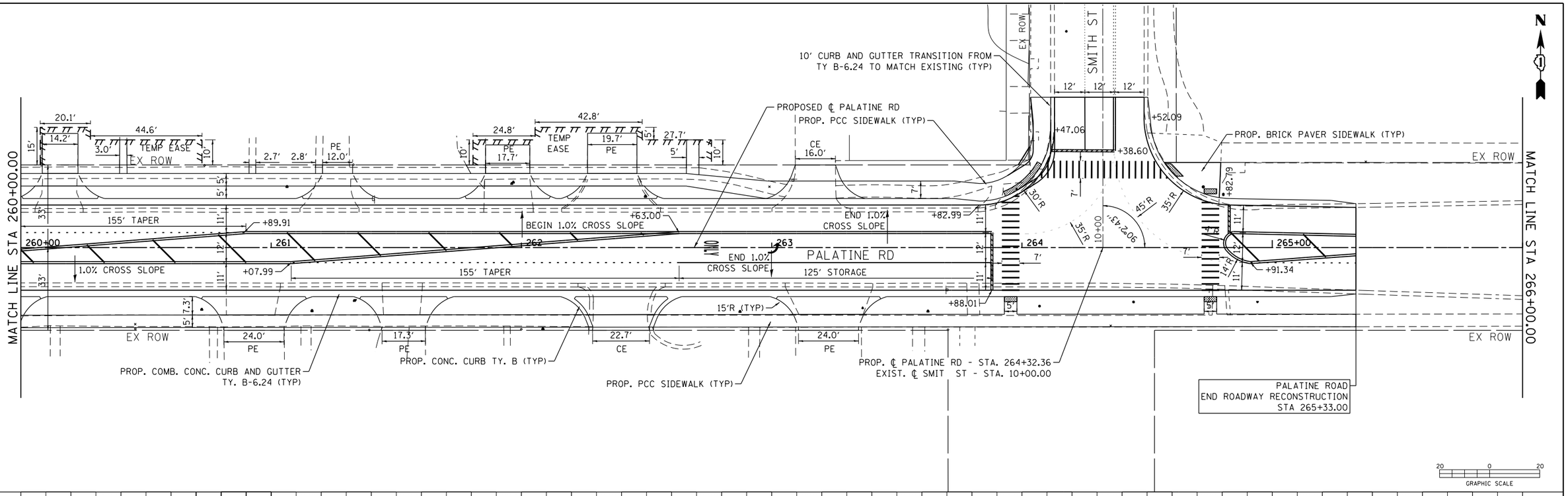
The K valve is being met with a substandard length of vertical curve for the following reasons: A vertical curve was introduced to improve known curb line drainage issues with adjacent property owners. The vertical curve also improves the drainage of a relatively flat stretch of Palatine Road where no vertical curve exists. The

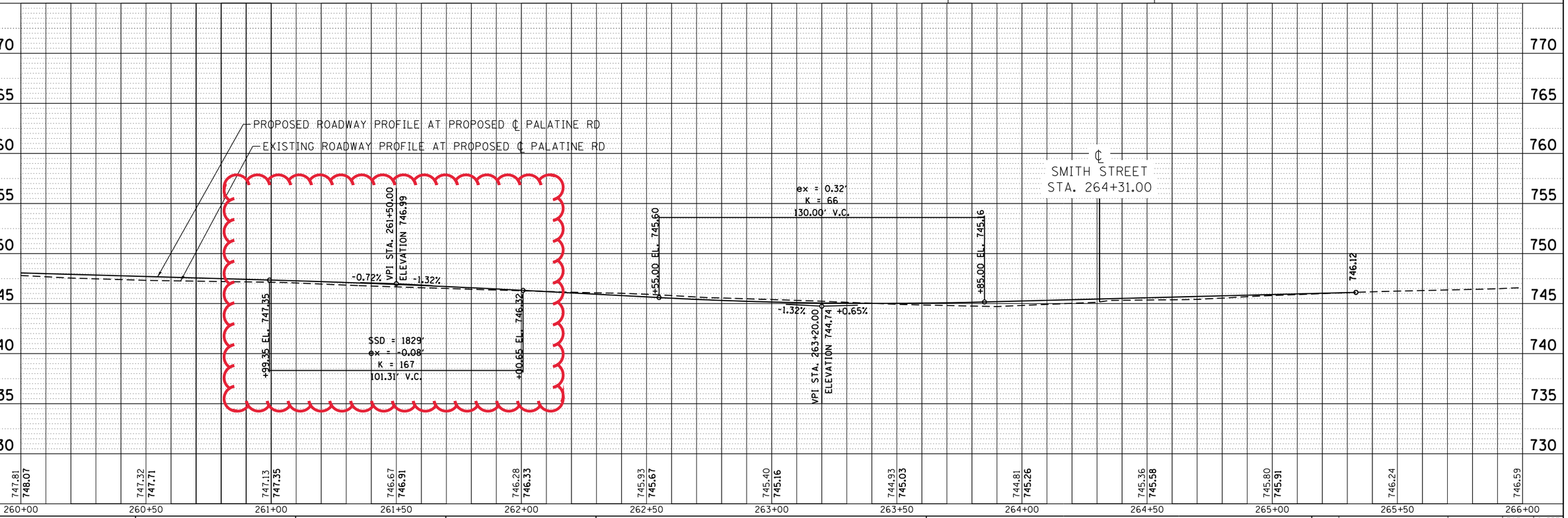
vertical curve helps with driveway slope tie backs for adjacent properties. The SSD requirement is meet as the roadway approach is a stop condition at the signal of Smith Street and Palatine Road.

Coordination Meeting Date	Proposed By	Date
	Jennifer Mitchell, P.E. PTOE / BLA, Inc.	03/05/20

APPROVAL/DISAPPROVAL

BDE Approval Date	FHWA Approval Date (Level One)





BL BLA, Inc.	USER NAME = gellwanger	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 1/7/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
PALATINE ROAD

SCALE: 1"=20' | SHEET 9 OF 14 SHEETS | STA. 260+00.00 TO STA. 266+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	14	9
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

PLAN: SURVEYED, PLOTTED, DRAWN, CHECKED, R/T. OF WAY CHECKED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

PROFILE: SURVEYED, PLOTTED, DRAWN, CHECKED, B.M. NOTED, STRUCTURE NO(ATN'S CHKD, NOTE BOOK, NO., BY, DATE

FILE NAME = F:\636-070 Palatine Road Phase I\CADD SHEETS\Road\17-00102-00-PV_sht_rdwy_p&p_09.dgn

ATTACHMENT 8

Illinois Department of Transportation

Design Exception Request Project Identification

Key Route	Marked Route/Road Name	Contract Number	State Job Number	Section Number
FAU 1285	Palatine Road		P-91-015-18	17-00102-00-PV

County(ies)	Municipality	Local Agency
Cook	Palatine	Village of Palatine

LRS Section Number	Permit Applicant	Permit Number	Project Length
17-00102-00-PV			3,960 FT (0.75 MI)

Project Limits

Quentin Road to Smith Street

Current Posted Speed	Estimate of Cost	Functional Classification	Design Yr	Design Traffic ADT	Design Traffic DHV AM	Design Traffic DHV PM
30 MPH	$9,245,706.66	Major Collector	2050	5900	522	481

On the NHS System? ☐ Yes ☒ No

Structure Numbers: 016-3223, 016-2416

Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.): Reconstruction

Brief Project Description

Widening of Palatine Road to provide a three-lane cross section, add right turn lanes on all approaches at Quentin Road, traffic signal modifications, new storm sewer, new C&G, ADA compliant crosswalks & a multi-use path.

EXCEPTION DOCUMENTATION

Level of Exception ☐ Level 1 ☒ Level 2

Design Element for Which an Exception is Requested

Level of Service

Design Element Policy Value

LOS C - BDE Figure 48-6.A

Proposed Design Element Value

LOS D (AM & PM)

Location(s) of Exception

Smith Street southbound left at Palatine Road intersection

Crash History and Potential of Exception Location(s)

Ten crashes occurred on Palatine Road at Smith Road between 2014 and 2018; 1 was related to this Design Exception (sideswipe). The intersection is not a 5% location. The proposed scope of work will improve the safety and operations related to this exception request.

Cost of Using Policy Value	Cost of Using Proposed Exception Value
$500,000.00	$0.00

Impacts Other Than Cost of Using Policy Value

None

Proposed Mitigation to Address Exception

None

Geometric Compatibility with Adjacent Sections

Compatible

Potential Effects on Other Design Elements

N/A

Potential Impacts on Mobility or Traffic Operations

Longer than desirable delays.

Summary of Justification for Exception

Smith Street is the western edge of the Central Business District and serves residential properties and a park. The close proximity of the intersection of Slade Street to the north limits the lengths of turn lanes. With the existing spacial constraints and Palatine Road requiring so much green time, LOS on Smith Street is

substandard.

Coordination Meeting Date	Proposed By	Date
	Gregory Ellwanger, P.E. / BLA, Inc.	01/07/22

APPROVAL/DISAPPROVAL

BDE Approval Date	FHWA Approval Date (Level One)

PLOT DATE = 1/13/2022
FILE NAME = F:\636-070 Palatine Road Phase I\CADD EXHIBITS\Intersection Design Study\Smith Street\17-00102-00-PV_Cover.dgn
PLOT SCALE = 100.0000 ' / in.
USER NAME = gellwanger

SIGNALIZED CAPACITY DESIGN ANALYSIS

PROGRAM USED: HCS 2010 , VERSION: 6.90 SIGNAL TYPE: ACTUATED AREA TYPE: NON-CBD
NUMBER OF PHASES: (A.M.) 36 (P.M.) 32.73 CYCLE LENGTH: (A.M.) 100 SEC. (P.M.) 110 SEC. PEAK HOUR FACTOR: 0.95
INTERSECTION DELAY/LEVEL-OF-SERVICE A.M. 10.7 SECONDS LOS B P.M. 11.6 SECONDS LOS B

APPROACH		SOUTHBOUND (A)		NORTHBOUND (B)		EASTBOUND (C)		WESTBOUND (D)	
LANE GROUP		L	R			L	T	T	R
NUMBER OF LANES		1	1			1	1	1	
2050 30TH MAX. HOUR TRAFFIC (veh/h)	A.M.	136	86			223	658	370	77
	P.M.	113	147			112	535	802	109
BASE SATURATION FLOW RATE (veh/h)		1900	2000			1900	2000	1900	2000
LANE WIDTH (FT)		12.0	12.0			12.0	11.0	11.0	
VOLUME OF RIGHT TURN ON RED (veh/h)		A.M. 0	P.M. 0	A.M.	P.M.	A.M. 0	P.M. 0	A.M. 0	P.M. 0
PEDESTRIANS/HOUR (ped/h)		A.M. 5	P.M. 5	A.M.	P.M.	A.M. 5	P.M. 5	A.M. 5	P.M. 5
ARRIVAL TYPE		3				3		3	
LANE UTILIZATION ADJ. FACTOR		1.0	1.0			1.0	1.0	1.0	
GREEN TIME (SECONDS)	A.M.	12.2	12.2			6.8	75.8	65.5	
	P.M.	13.9	13.2			4.3	84.1	76.3	
GREEN RATIO (g/C)	A.M.	0.12	0.12			0.66	0.76	0.66	
	P.M.	0.13	0.12			0.58	0.76	0.69	
CAPACITY (c)	A.M.	190	244			736	1479	1239	
	P.M.	218	266			452	1492	1324	
v/c RATIO (X)	A.M.	0.753	0.607			0.319	0.468	0.380	
	P.M.	0.546	0.604			0.261	0.377	0.724	
STORAGE QUEUE (FEET)	A.M.	170	100			110	230	220	
	P.M.	160	135			75	200	435	
LANE GROUP DELAY(SECONDS)	A.M.	50.7	39.7			4.5	5.6	4.2	
	P.M.	48.1	44.8			5.9	5.0	6.0	
LANE GROUP LEVEL-OF-SERVICE	A.M.	D	D			A	A	A	
	P.M.	D	D			A	A	A	
APPROACH DELAY (SECONDS/VEHICLE)	A.M.	44.9				5.3		4.2	
	P.M.	46.8				5.1		6.0	
APPROACH LEVEL-OF-SERVICE	A.M.	D				A		A	
	P.M.	D				A		A	

PHASE		1	AMBER	RED	2	AMBER	RED	3	AMBER	RED	CYCLE LENGTH
GREEN TIME IN SECONDS	AM	G = 6.8 Sec.	3.5	0.0	G = 65.5 Sec.	4.0	2.0	G = 12.2 Sec.	4.0	2.0	100.0 SEC.
	PM	G = 4.3 Sec.	3.5	0.0	G = 76.3 Sec.	4.0	2.0	G = 13.9 Sec.	4.0	2.0	110.0 SEC.

ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:

F.A.U. ROUTE NUMBER: 1285. MARKED ROUTE NUMBER: NA
STREET NAME: PALATINE ROAD. SRA ROUTE? NO.
FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL. OSOW DESIGN? YES.
EXISTING ADT: 16,500 VPD (2018) (WEST LEG). 16,500 VPD (2018) (EAST LEG).
DESIGN YEAR ADT: 18,900 VPD (2050) (WEST LEG). 18,800 VPD (2050) (EAST LEG).
PROPOSED DESIGN SPEED: 35 MPH. PROPOSED POSTED SPEED: 30 MPH

SECONDARY ROUTE:

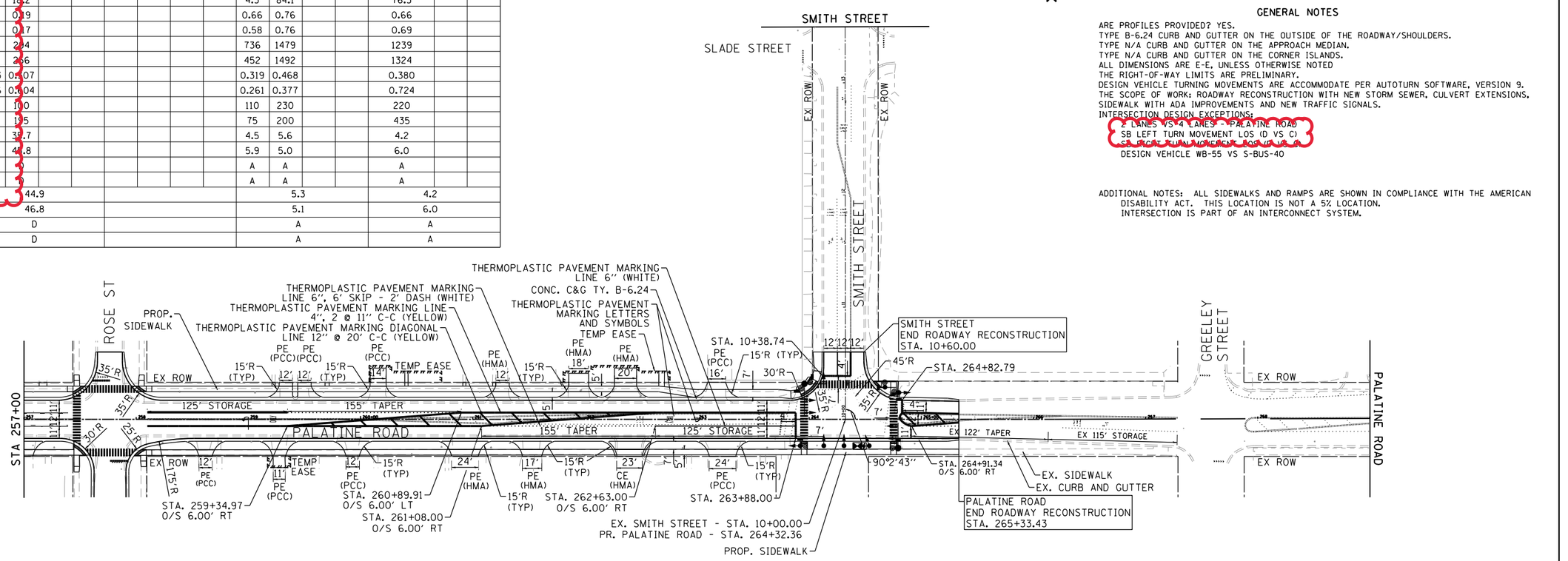
F.A. ROUTE NUMBER: NA MARKED ROUTE NUMBER: NA
STREET NAME: SMITH STREET. SRA ROUTE? NO.
FUNCTIONAL CLASSIFICATION: MAJOR COLLECTOR. OSOW DESIGN? NO.
EXISTING ADT: 5,700 VPD (2018). DESIGN YEAR ADT: 5,900 VPD (2050).
PROPOSED DESIGN SPEED: 30 MPH. PROPOSED POSTED SPEED: 30 MPH.

IMPROVEMENT TYPE: RECONSTRUCTION. ANTICIPATED YEAR OF CONSTRUCTION: 2024.
EXISTING METHOD OF TRAFFIC CONTROL: TRAFFIC SIGNAL. PROPOSED METHOD: TRAFFIC SIGNAL.
SIGNAL WARRANT: WARRANT 3.
DESIGN VEHICLE: WB-55.
DESIGN YEAR: 2050.
TRUCK ROUTE DESIGNATION: NA
DESIGN CRITERIA BDE CHAPTER 48, 36, BLRS CH. 32, 34

GENERAL NOTES

ARE PROFILES PROVIDED? YES.
TYPE B-6.24 CURB AND GUTTER ON THE OUTSIDE OF THE ROADWAY/SHOULDERS.
TYPE N/A CURB AND GUTTER ON THE APPROACH MEDIAN.
TYPE N/A CURB AND GUTTER ON THE CORNER ISLANDS.
ALL DIMENSIONS ARE E-E, UNLESS OTHERWISE NOTED
THE RIGHT-OF-WAY LIMITS ARE PRELIMINARY.
DESIGN VEHICLE TURNING MOVEMENTS ARE ACCOMMODATE PER AUTOTURN SOFTWARE, VERSION 9.
THE SCOPE OF WORK: ROADWAY RECONSTRUCTION WITH NEW STORM SEWER, CULVERT EXTENSIONS, SIDEWALK WITH ADA IMPROVEMENTS AND NEW TRAFFIC SIGNALS.
INTERSECTION DESIGN EXCEPTIONS:
2 LANES VS 4 LANES - PALATINE ROAD
SB LEFT TURN MOVEMENT LOS D VS C
SB RIGHT TURN MOVEMENT LOS D VS C
DESIGN VEHICLE WB-55 VS S-BUS-40

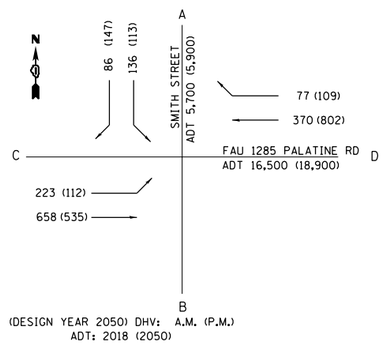
ADDITIONAL NOTES: ALL SIDEWALKS AND RAMPS ARE SHOWN IN COMPLIANCE WITH THE AMERICAN DISABILITY ACT. THIS LOCATION IS NOT A 5% LOCATION.
INTERSECTION IS PART OF AN INTERCONNECT SYSTEM.



TRAFFIC DATA

MOVEMENT	YEAR 2019 30TH MAXIMUM HOUR TRAFFIC A.M.	P.M.	PERCENT TRUCK TRAFFIC IN 30TH MAX. HOUR A.M.	P.M.	ESTIMATED PERCENT INCREASE BY	YEAR ____ 30TH MAXIMUM HOUR TRAFFIC A.M.	P.M.	ESTIMATED PERCENT INCREASE BY 2050	YEAR 2050 30TH MAXIMUM HOUR TRAFFIC A.M.	P.M.
AD (L)	131	109	2	2				4	136	113
AB (T)	-	-	2	2				-	-	-
AC (R)	83	142	2	2				4	86	147
BC (L)	-	-	2	2				-	-	-
BA (T)	-	-	2	2				-	-	-
BD (R)	-	-	2	2				-	-	-
CA (L)	197	99	2	2				14	223	112
CD (T)	581	472	2	2				14	658	535
CB (R)	-	-	2	2				-	-	-
DB (L)	-	-	2	2				-	-	-
DC (T)	323	700	2	2				13	370	802
DA (R)	67	95	2	2				13	77	109
TOTAL A	478	445	2	2				9	522	481
TOTAL B	-	-	2	2				-	-	-
TOTAL C	1,184	1,413	2	2				13	1,337	1,596
TOTAL D	1,102	1,380	2	2				13	1,241	1,559

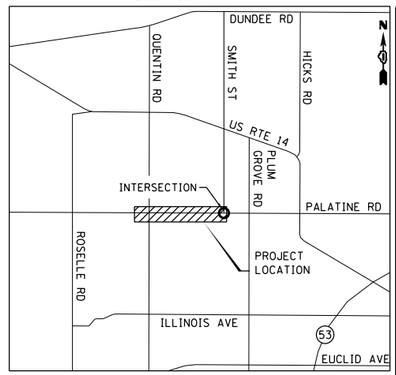
T = THROUGH, L = LEFT, R = RIGHT



(DESIGN YEAR 2050) DHV: A.M. (P.M.)
ADT: 2018 (2050)

PREPARED BY:
BLA, Inc.
333 PIERCE ROAD
SUITE 200
ITASCA, ILLINOIS
630-438-6400
PROJ. MGR. MC PROJ. ENG. GE

LOCATION MAP



50 0 50
GRAPHIC SCALE

INTERSECTION DESIGN STUDY

FAU ROUTE 1285 (PALATINE ROAD)
WITH
FAU ROUTE ____ (SMITH STREET)

SEC. NO. 17-00102-00-PV PROJ. NO. 61KG(953)
SCALE 1"=50' COUNTY COOK
SJN : ____ REV. NO. 4

DESIGNED BY BLA, INC. DATE 1/2022

SATISFACTORY _____ DISTRICT GEOMETRICS ENGINEER DATE
SATISFACTORY _____ DISTRICT PROGRAM DEVELOPMENT ENGINEER DATE
SATISFACTORY _____ DISTRICT OPERATIONS ENGINEER DATE
APPROVED _____ DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER DATE

CADD FILE NAME : [ ] I.D.S. SHEET 1 OF 12

ATTACHMENT 8 BDE-9908

Illinois Department of Transportation

Design Exception Request Project Identification

Key Route	Marked Route/Road Name	Contract Number	State Job Number	Section Number
FAU 1285	Palatine Road		P-91-015-18	17-00102-00-PV

County(ies)	Municipality	Local Agency
Cook	Palatine	Village of Palatine

LRS Section Number	Permit Applicant	Permit Number	Project Length
17-00102-00-PV			3,960 FT (0.75 MI)

Project Limits

Quentin Road to Smith Street

Current Posted Speed	Estimate of Cost	Functional Classification	Design Yr	Design Traffic ADT	Design Traffic DHV AM	Design Traffic DHV PM
30 MPH	$9,245,706.66	Major Collector	2050	5900	522	481

On the NHS System? ☐ Yes ☒ No

Structure Numbers: 016-3223, 016-2416

Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.): Reconstruction

Brief Project Description

Widening of Palatine Road to provide a three-lane cross section, add right turn lanes on all approaches at Quentin Road, traffic signal modifications, new storm sewer, new C&G, ADA compliant crosswalks & a multi-use path.

EXCEPTION DOCUMENTATION

Level of Exception ☐ Level 1 ☒ Level 2

Design Element for Which an Exception is Requested

Level of Service

Design Element Policy Value

LOS C - BDE Figure 48-6.A

Proposed Design Element Value

LOS D (AM & PM)

Location(s) of Exception

Smith Street southbound right at Palatine Road intersection

Crash History and Potential of Exception Location(s)

Ten crashes occurred on Palatine Road at Smith Road between 2014 and 2018; 1 was related to this Design Exception (sideswipe). The intersection is not a 5% location. The proposed scope of work will improve the safety and operations related to this exception request.

Cost of Using Policy Value	Cost of Using Proposed Exception Value
$500,000.00	$0.00

Impacts Other Than Cost of Using Policy Value

None

Proposed Mitigation to Address Exception

None

Geometric Compatibility with Adjacent Sections

Compatible

Potential Effects on Other Design Elements

N/A

Potential Impacts on Mobility or Traffic Operations

Longer than desirable delays.

Summary of Justification for Exception

Smith Street is the western edge of the Central Business District and serves residential properties and a park. The close proximity of the intersection of Slade Street to the north limits the lengths of turn lanes. With the existing spacial constraints and Palatine Road requiring so much green time, LOS on Smith Street is

substandard.

Coordination Meeting Date	Proposed By	Date
	Gregory Ellwanger, P.E. / BLA, Inc.	01/07/22

APPROVAL/DISAPPROVAL

BDE Approval Date	FHWA Approval Date (Level One)

PLOT DATE = 1/13/2022
FILE NAME = F:\636-070 Palatine Road Phase I\CADD EXHIBITS\Intersection Design Study\Smith Street\17-00102-00-PV_Cover.dgn
PLOT SCALE = 100.0000 ' / in.
USER NAME = gellwanger

SIGNALIZED CAPACITY DESIGN ANALYSIS

PROGRAM USED: HCS 2010 , VERSION: 6.90 SIGNAL TYPE: ACTUATED AREA TYPE: NON-CBD
NUMBER OF PHASES: (A.M.) 36 (P.M.) 32,73 CYCLE LENGTH: (A.M.) 100 SEC. (P.M.) 110 SEC. PEAK HOUR FACTOR: 0.95
INTERSECTION DELAY/LEVEL-OF-SERVICE A.M. 10.7 SECONDS LOS B P.M. 11.6 SECONDS LOS B

APPROACH		SOUTHBOUND (A)		NORTHBOUND (B)		EASTBOUND (C)		WESTBOUND (D)	
LANE GROUP		L	R			L	T	T	R
NUMBER OF LANES		1	1			1	1	1	
2050 30TH MAX. HOUR TRAFFIC (veh/h)	A.M.	136	86			223	658	370	77
	P.M.	113	147			112	535	802	109
BASE SATURATION FLOW RATE (veh/h)		1900	2000			1900	2000	1900	2000
LANE WIDTH (FT)		12.0	12.0			12.0	11.0	11.0	
VOLUME OF RIGHT TURN ON RED (veh/h)	A.M.	0		A.M.		A.M. 0	P.M. 0	A.M. 0	P.M. 0
	P.M.	0		P.M.					
PEDESTRIANS/HOUR (ped/h)	A.M.	5		A.M.		A.M. 5	P.M. 5	A.M. 5	P.M. 5
	P.M.	5		P.M.					
ARRIVAL TYPE		3				3		3	
LANE UTILIZATION ADJ. FACTOR		1.0	1.0			1.0	1.0	1.0	
GREEN TIME (SECONDS)	A.M.	12.2	19.0			6.8	75.8	65.5	
	P.M.	13.9	18.2			4.3	84.1	76.3	
GREEN RATIO (g/C)	A.M.	0.12	0.19			0.66	0.76	0.66	
	P.M.	0.13	0.17			0.58	0.76	0.69	
CAPACITY (c)	A.M.	196	294			736	1479	1239	
	P.M.	218	256			452	1492	1324	
v/c RATIO (X)	A.M.	0.753	0.307			0.319	0.468	0.380	
	P.M.	0.546	0.604			0.261	0.377	0.724	
STORAGE QUEUE (FEET)	A.M.	170	100			110	230	220	
	P.M.	169	195			75	200	435	
LANE GROUP DELAY(SECONDS)	A.M.	50.7	35.7			4.5	5.6	4.2	
	P.M.	48.1	45.8			5.9	5.0	6.0	
LANE GROUP LEVEL-OF-SERVICE	A.M.	D	D			A	A	A	
	P.M.	D	D			A	A	A	
APPROACH DELAY (SECONDS/VEHICLE)	A.M.	44.8				5.3		4.2	
	P.M.	46.8				5.1		6.0	
APPROACH LEVEL-OF-SERVICE	A.M.	D				A		A	
	P.M.	D				A		A	

PHASE		1	AMBER	RED	2	AMBER	RED	3	AMBER	RED	CYCLE LENGTH
GREEN TIME IN SECONDS	AM	G = 6.8 Sec.	3.5	0.0	G = 65.5 Sec.	4.0	2.0	G = 12.2 Sec.	4.0	2.0	100.0 SEC.
	PM	G = 4.3 Sec.	3.5	0.0	G = 76.3 Sec.	4.0	2.0	G = 13.9 Sec.	4.0	2.0	110.0 SEC.

ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:

F.A.U. ROUTE NUMBER: 1285. MARKED ROUTE NUMBER: NA
STREET NAME: PALATINE ROAD. SRA ROUTE? NO.
FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL. OSOW DESIGN? YES.
EXISTING ADT: 16,500 VPD (2018) (WEST LEG). 16,500 VPD (2018) (EAST LEG).
DESIGN YEAR ADT: 18,900 VPD (2050) (WEST LEG). 18,800 VPD (2050) (EAST LEG).
PROPOSED DESIGN SPEED: 35 MPH. PROPOSED POSTED SPEED: 30 MPH

SECONDARY ROUTE:

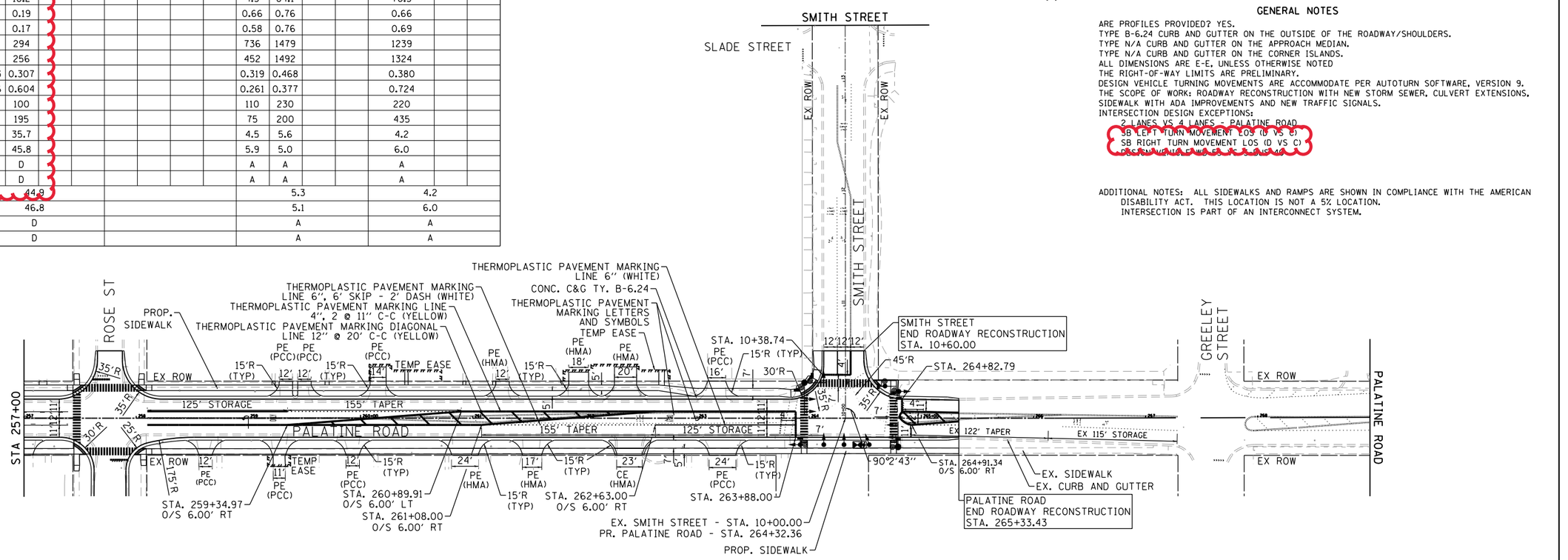
F.A. ROUTE NUMBER: NA MARKED ROUTE NUMBER: NA
STREET NAME: SMITH STREET. SRA ROUTE? NO.
FUNCTIONAL CLASSIFICATION: MAJOR COLLECTOR. OSOW DESIGN? NO.
EXISTING ADT: 5,700 VPD (2018). DESIGN YEAR ADT: 5,900 VPD (2050).
PROPOSED DESIGN SPEED: 30 MPH. PROPOSED POSTED SPEED: 30 MPH.

IMPROVEMENT TYPE: RECONSTRUCTION. ANTICIPATED YEAR OF CONSTRUCTION: 2024.
EXISTING METHOD OF TRAFFIC CONTROL: TRAFFIC SIGNAL. PROPOSED METHOD: TRAFFIC SIGNAL.
SIGNAL WARRANT: WARRANT 3.
DESIGN VEHICLE: WB-55.
DESIGN YEAR: 2050.
TRUCK ROUTE DESIGNATION: NA
DESIGN CRITERIA BDE CHAPTER 48, 36, BLRS CH. 32, 34

GENERAL NOTES

ARE PROFILES PROVIDED? YES.
TYPE B-6.24 CURB AND GUTTER ON THE OUTSIDE OF THE ROADWAY/SHOULDERS.
TYPE N/A CURB AND GUTTER ON THE APPROACH MEDIAN.
TYPE N/A CURB AND GUTTER ON THE CORNER ISLANDS.
ALL DIMENSIONS ARE E-E, UNLESS OTHERWISE NOTED
THE RIGHT-OF-WAY LIMITS ARE PRELIMINARY.
DESIGN VEHICLE TURNING MOVEMENTS ARE ACCOMMODATE PER AUTOTURN SOFTWARE, VERSION 9.
THE SCOPE OF WORK: ROADWAY RECONSTRUCTION WITH NEW STORM SEWER, CULVERT EXTENSIONS, SIDEWALK WITH ADA IMPROVEMENTS AND NEW TRAFFIC SIGNALS.
INTERSECTION DESIGN EXCEPTIONS:
2 LANES VS 4 LANES - PALATINE ROAD
SB LEFT TURN MOVEMENT LOS (D VS C)
SB RIGHT TURN MOVEMENT LOS (D VS C)
DESIGN VEHICLE TURNING MOVEMENTS

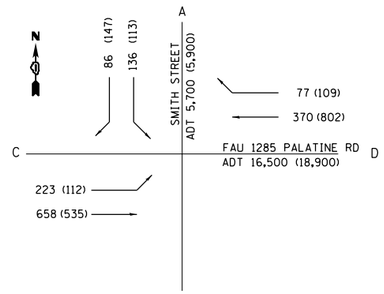
ADDITIONAL NOTES: ALL SIDEWALKS AND RAMPS ARE SHOWN IN COMPLIANCE WITH THE AMERICAN DISABILITY ACT. THIS LOCATION IS NOT A 5% LOCATION.
INTERSECTION IS PART OF AN INTERCONNECT SYSTEM.



TRAFFIC DATA

MOVEMENT	YEAR 2019 30TH MAXIMUM HOUR TRAFFIC A.M.	P.M.	PERCENT TRUCK TRAFFIC IN 30TH MAX. HOUR A.M.	P.M.	ESTIMATED PERCENT INCREASE BY	YEAR ____ 30TH MAXIMUM HOUR TRAFFIC A.M.	P.M.	ESTIMATED PERCENT INCREASE BY 2050	YEAR 2050 30TH MAXIMUM HOUR TRAFFIC A.M.	P.M.
AD (L)	131	109	2	2				4	136	113
AB (T)	-	-	2	2				-	-	-
AC (R)	83	142	2	2				4	86	147
BC (L)	-	-	2	2				-	-	-
BA (T)	-	-	2	2				-	-	-
BD (R)	-	-	2	2				-	-	-
CA (L)	197	99	2	2				14	223	112
CD (T)	581	472	2	2				14	658	535
CB (R)	-	-	2	2				-	-	-
DB (L)	-	-	2	2				-	-	-
DC (T)	323	700	2	2				13	370	802
DA (R)	67	95	2	2				13	77	109
TOTAL A	478	445	2	2				9	522	481
TOTAL B	-	-	2	2				-	-	-
TOTAL C	1,184	1,413	2	2				13	1,337	1,596
TOTAL D	1,102	1,380	2	2				13	1,241	1,559

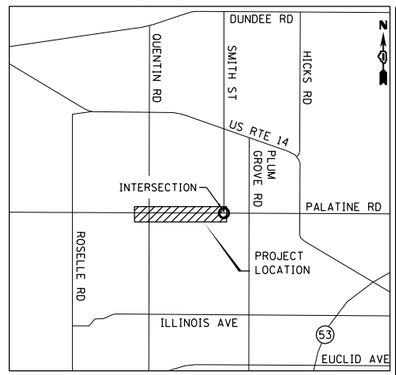
T = THROUGH, L = LEFT, R = RIGHT



(DESIGN YEAR 2050) DHV: A.M. (P.M.)
ADT: 2018 (2050)

PREPARED BY:
BLA, Inc.
333 PIERCE ROAD
SUITE 200
ITASCA, ILLINOIS
630-438-6400
PROJ. MGR. MC PROJ. ENG. GE

LOCATION MAP



50 0 50
GRAPHIC SCALE

INTERSECTION DESIGN STUDY

FAU ROUTE 1285 (PALATINE ROAD)
WITH
FAU ROUTE ____ (SMITH STREET)

SEC. NO. 17-00102-00-PV PROJ. NO. 61KG(953)
SCALE 1"=50' COUNTY COOK
SJN : ____ REV. NO. 4

DESIGNED BY BLA, INC. DATE 1/2022

SATISFACTORY ____ DISTRICT GEOMETRICS ENGINEER ____ DATE
SATISFACTORY ____ DISTRICT PROGRAM DEVELOPMENT ENGINEER ____ DATE
SATISFACTORY ____ DISTRICT OPERATIONS ENGINEER ____ DATE
APPROVED ____ DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER ____ DATE

CADD FILE NAME : [ ] I.D.S. SHEET 1 OF 12

ATTACHMENT 8 BDE-9908

Illinois Department of Transportation

Project
Route FAU 1285 (Palatine Rd)
Section 17-00102-00-PV
County Cook

Estimate of Cost
Preliminary

Location of Improvement: Palatine Road Reconstruction from Quentin Road to Smith Street

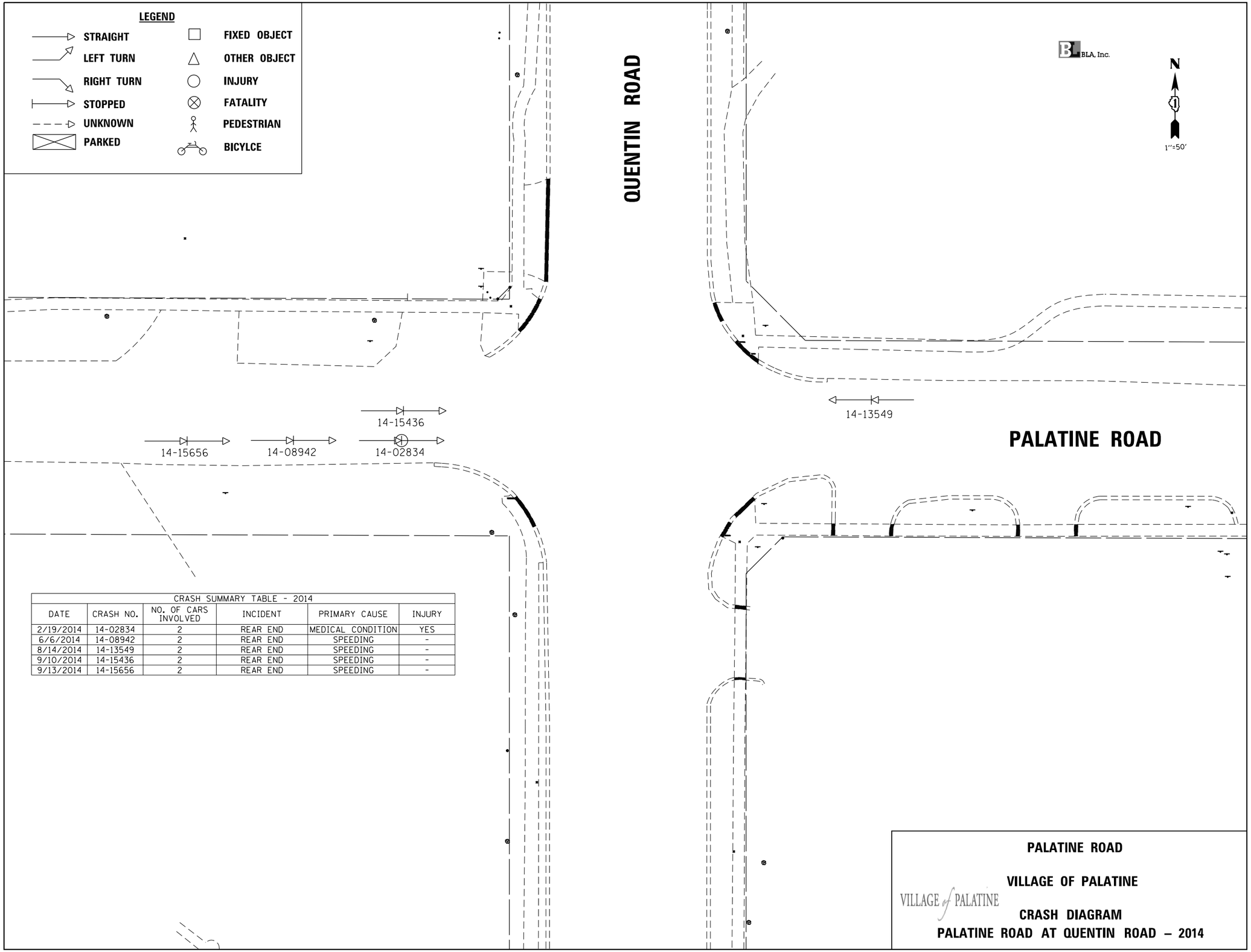
For a total distance of
Type
Shoulders
Width
Average Haul
Net improvement of
Thickness
Maximum Grade

Code Number	Item	Unit of Measure	Quantity	Unit Price	Total Cost
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	754	$13.00	$9,802.00
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	894	$13.00	$11,622.00
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	7200	$23.00	$165,600.00
20200100	EARTH EXCAVATION	CU YD	15800	$30.00	$474,000.00
20800150	TRENCH BACKFILL	CU YD	7363	$38.00	$279,794.00
20800150	TRENCH BACKFILL	CU YD	1742	$38.00	$66,196.00
21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	14067	$5.00	$70,337.22
25000210	SEEDING, CLASS 2A	ACRE	2	$2,400.00	$3,979.01
25200110	SODDING, SALT TOLERANT	SQ YD	6043	$10.00	$60,431.11
28000400	PERIMETER EROSION BARRIER	FOOT	10650	$3.00	$31,950.00
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	29573	$13.00	$384,453.33
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	3400	$8.00	$27,196.00
35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	4171	$10.00	$41,712.22
40701881	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 10"	SQ YD	25271	$45.00	$1,137,215.00
40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	435	$105.00	$45,641.87
40700100	BITUMINOUS MATERIALS (TACK COAT)	POUND	83498	$1.00	$83,497.68
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	30596	$6.00	$183,573.00
44000100	PAVEMENT REMOVAL	SQ YD	22368	$13.00	$290,779.67
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	3284	$13.00	$42,689.11
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	5151	$6.00	$30,906.00
44000600	SIDEWALK REMOVAL	SQ FT	42274	$2.00	$84,548.00
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	11023	$28.00	$308,644.00
63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	214	$29.00	$6,206.00
63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	3	$3,300.00	$9,900.00
63200310	GUARDRAIL REMOVAL	FOOT	214	$5.50	$1,177.00
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	18	$2,200.00	$39,600.00
67100100	MOBILIZATION	L SUM	1	$250,000.00	$250,000.00
70300100	SHORT TERM PAVEMENT MARKING	FOOT	14700	$1.00	$14,700.00
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	4900	$2.00	$9,800.00
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	293	$2.00	$585.60
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	19200	$0.25	$4,800.00
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	400	$2.00	$800.00
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	936	$9.00	$8,424.00
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	12407	$1.00	$12,406.50
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	4521	$2.00	$9,042.67
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	743	$3.00	$2,229.00
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	400	$6.00	$2,400.00
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	$400,000.00	$400,000.00
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	$250,000.00	$250,000.00
Z0062456	TEMPORARY PAVEMENT	SQ YD	1754	$44.00	$77,195.56
Z0004530	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8"	SQ YD	2345	$75.00	$175,900.00
Z0004538	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 10"	SQ YD	1202	$61.00	$73,342.33
550A5510	STORM SEWERS, CLASS A, TYPE 2 EQUIVALENT ROUND-SIZE 48"	FOOT	1105	$190.00	$209,950.00

550A0340	**STORM SEWERS, CLASS A, TYPE 2 12"**	FOOT	1593	$54.00	$85,995.00
550A0360	**STORM SEWERS, CLASS A, TYPE 2 15"**	FOOT	754	$57.00	$42,978.00
550A0410	**STORM SEWERS, CLASS A, TYPE 2 24"**	FOOT	636	$86.00	$54,653.00
550A0450	**STORM SEWERS, CLASS A, TYPE 2 36"**	FOOT	268	$130.00	$34,840.00
550A0380	**STORM SEWERS, CLASS A, TYPE 2 18"**	FOOT	1234	$59.00	$72,806.00
550A0430	**STORM SEWERS, CLASS A, TYPE 2 30"**	FOOT	739	$100.00	$73,900.00
550A0470	**STORM SEWERS, CLASS A, TYPE 2 42"**	FOOT	156	$127.00	$19,812.00
550A5530	**STORM SEWERS, CLASS A, TYPE 2 EQUIVALENT ROUND-SIZE 60"**	FOOT	1114	$250.00	$278,500.00
	MANHOLES, CATCH CASINS, INLETS	EACH	137	$2,500.00	$342,500.00
60224494	**MANHOLES 10 FT DIA**	EACH	32	$20,000.00	$640,000.00
55100500	**STORM SEWER REMOVAL 12"**	FOOT	3225	$16.00	$51,600.00
55101200	**STORM SEWER REMOVAL 24"**	FOOT	116	$30.00	$3,480.00
55100900	**STORM SEWER REMOVAL 18"**	FOOT	248	$24.00	$5,952.00
55100300	**STORM SEWER REMOVAL 8"**	FOOT	272	$25.00	$6,800.00
55101600	**STORM SEWER REMOVAL 36"**	FOOT	532	$28.00	$14,896.00
	REMOVE STRUCTURES	EACH	61	$450.00	$27,450.00
	TRAFFIC SIGNALS - QUENTIN RD	L SUM	1	$500,000.00	$500,000.00
	TRAFFIC SIGNALS - SMITH ST	L SUM	1	$300,000.00	$300,000.00
	LIGHTING	L SUM	1	$100,000.00	$100,000.00
	WATER SERVICES	EACH	60	$1,300.00	$78,000.00
	SANITARY SEWER SERVICES	EACH	60	$1,300.00	$78,000.00
	BOX CULVERT EXTENSION AND REPAIRS	L SUM	1	$200,000.00	$200,000.00
CONTINGENCY (10%)					$840,518.79
TOTAL ESTIMATED COST OF WORK INCLUDING ALL LABOR, MATERIALS AND PROFITS.					$9,245,706.66

Made by GJE Date 3/2/2020 Examined _____ , _____

Checked by MC Date 3/2/2020 _____ Regional Engineer



CRASH SUMMARY TABLE - 2014					
DATE	CRASH NO.	NO. OF CARS INVOLVED	INCIDENT	PRIMARY CAUSE	INJURY
2/19/2014	14-02834	2	REAR END	MEDICAL CONDITION	YES
6/6/2014	14-08942	2	REAR END	SPEEDING	-
8/14/2014	14-13549	2	REAR END	SPEEDING	-
9/10/2014	14-15436	2	REAR END	SPEEDING	-
9/13/2014	14-15656	2	REAR END	SPEEDING	-

PALATINE ROAD

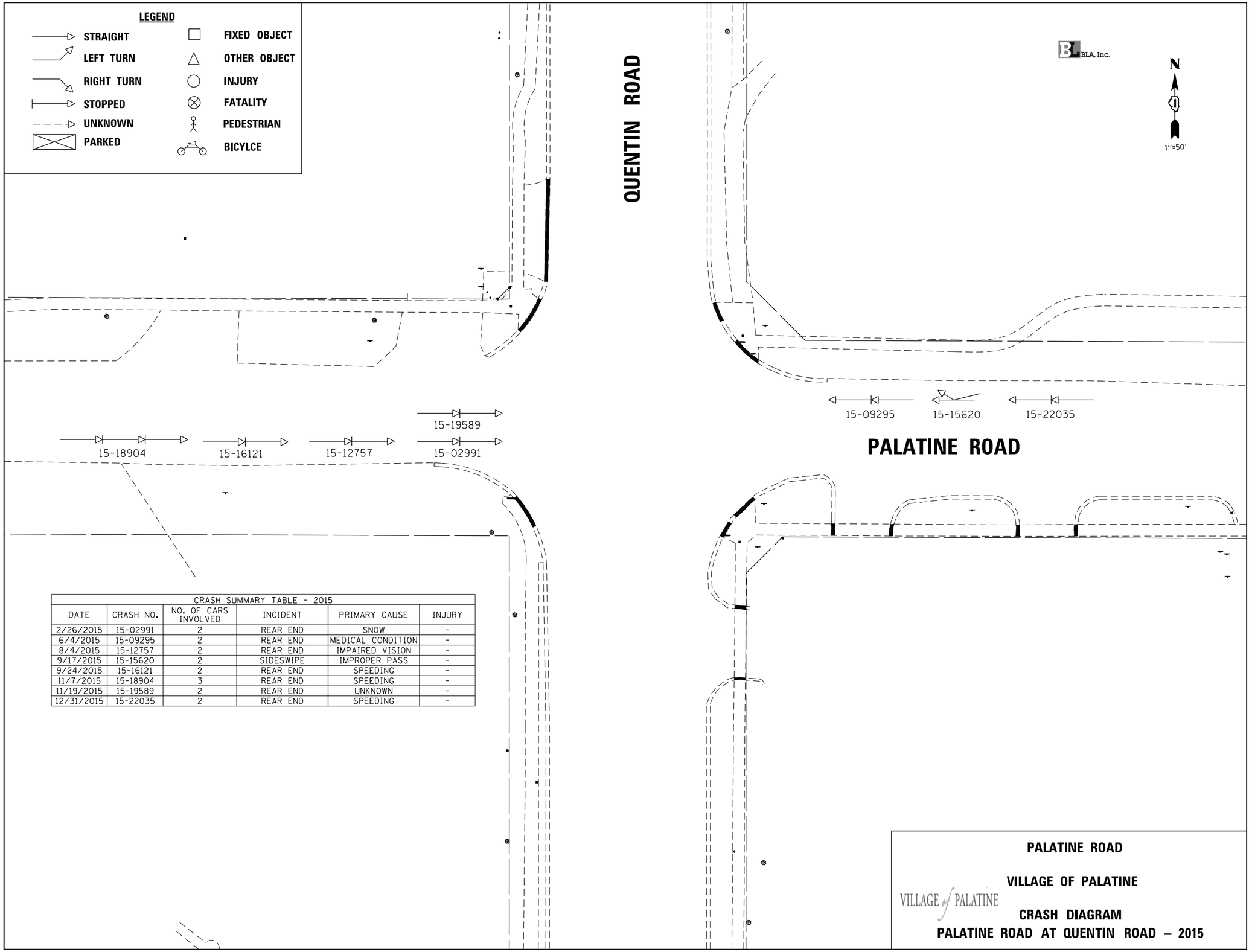
VILLAGE OF PALATINE

VILLAGE of PALATINE

CRASH DIAGRAM

PALATINE ROAD AT QUENTIN ROAD – 2014

ATTACHMENT 10



CRASH SUMMARY TABLE - 2015					
DATE	CRASH NO.	NO. OF CARS INVOLVED	INCIDENT	PRIMARY CAUSE	INJURY
2/26/2015	15-02991	2	REAR END	SNOW	-
6/4/2015	15-09295	2	REAR END	MEDICAL CONDITION	-
8/4/2015	15-12757	2	REAR END	IMPAIRED VISION	-
9/17/2015	15-15620	2	SIDESWIPE	IMPROPER PASS	-
9/24/2015	15-16121	2	REAR END	SPEEDING	-
11/7/2015	15-18904	3	REAR END	SPEEDING	-
11/19/2015	15-19589	2	REAR END	UNKNOWN	-
12/31/2015	15-22035	2	REAR END	SPEEDING	-

PALATINE ROAD

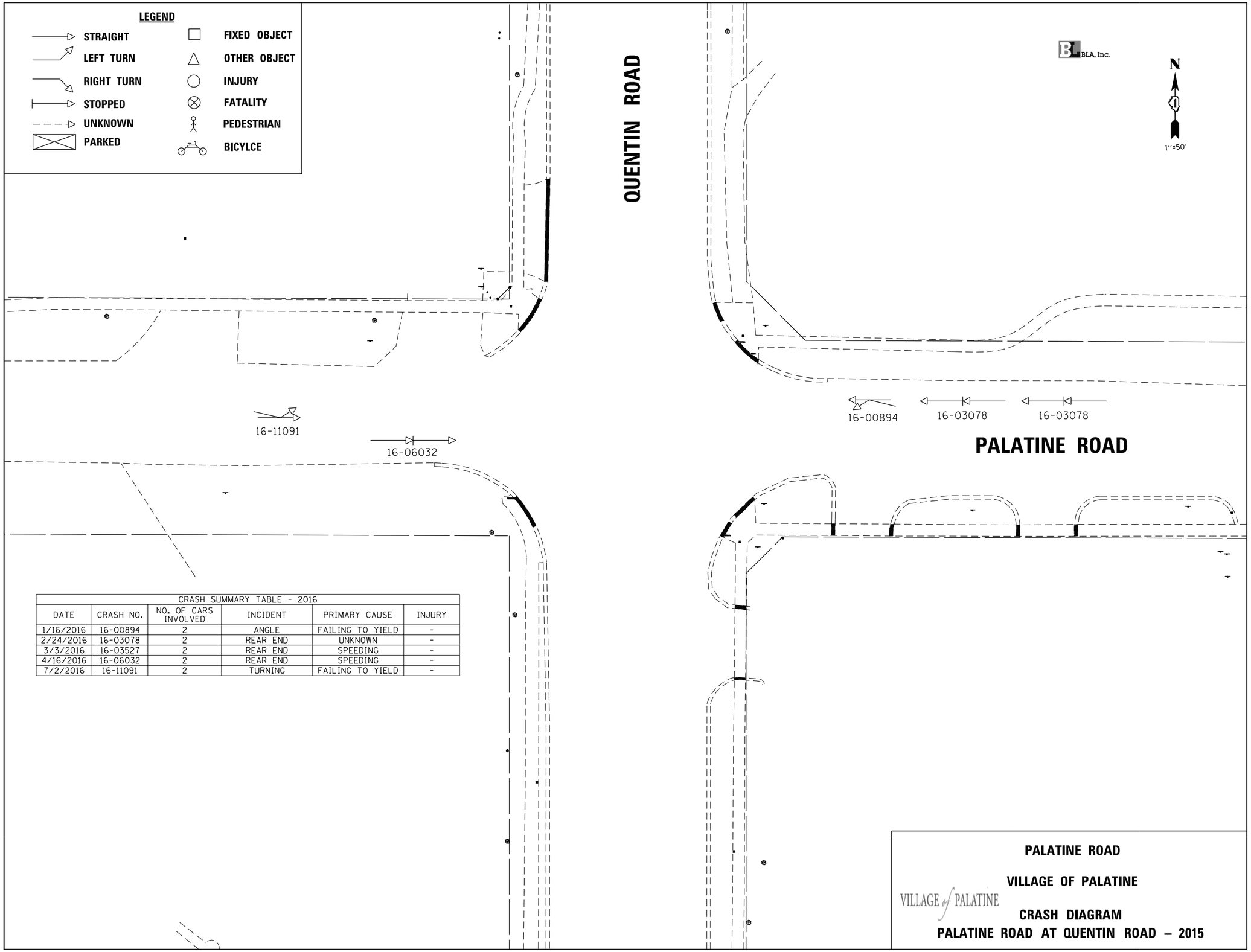
VILLAGE OF PALATINE

VILLAGE of PALATINE

CRASH DIAGRAM

PALATINE ROAD AT QUENTIN ROAD – 2015

ATTACHMENT 10



CRASH SUMMARY TABLE - 2016					
DATE	CRASH NO.	NO. OF CARS INVOLVED	INCIDENT	PRIMARY CAUSE	INJURY
1/16/2016	16-00894	2	ANGLE	FAILING TO YIELD	-
2/24/2016	16-03078	2	REAR END	UNKNOWN	-
3/3/2016	16-03527	2	REAR END	SPEEDING	-
4/16/2016	16-06032	2	REAR END	SPEEDING	-
7/2/2016	16-11091	2	TURNING	FAILING TO YIELD	-

PALATINE ROAD

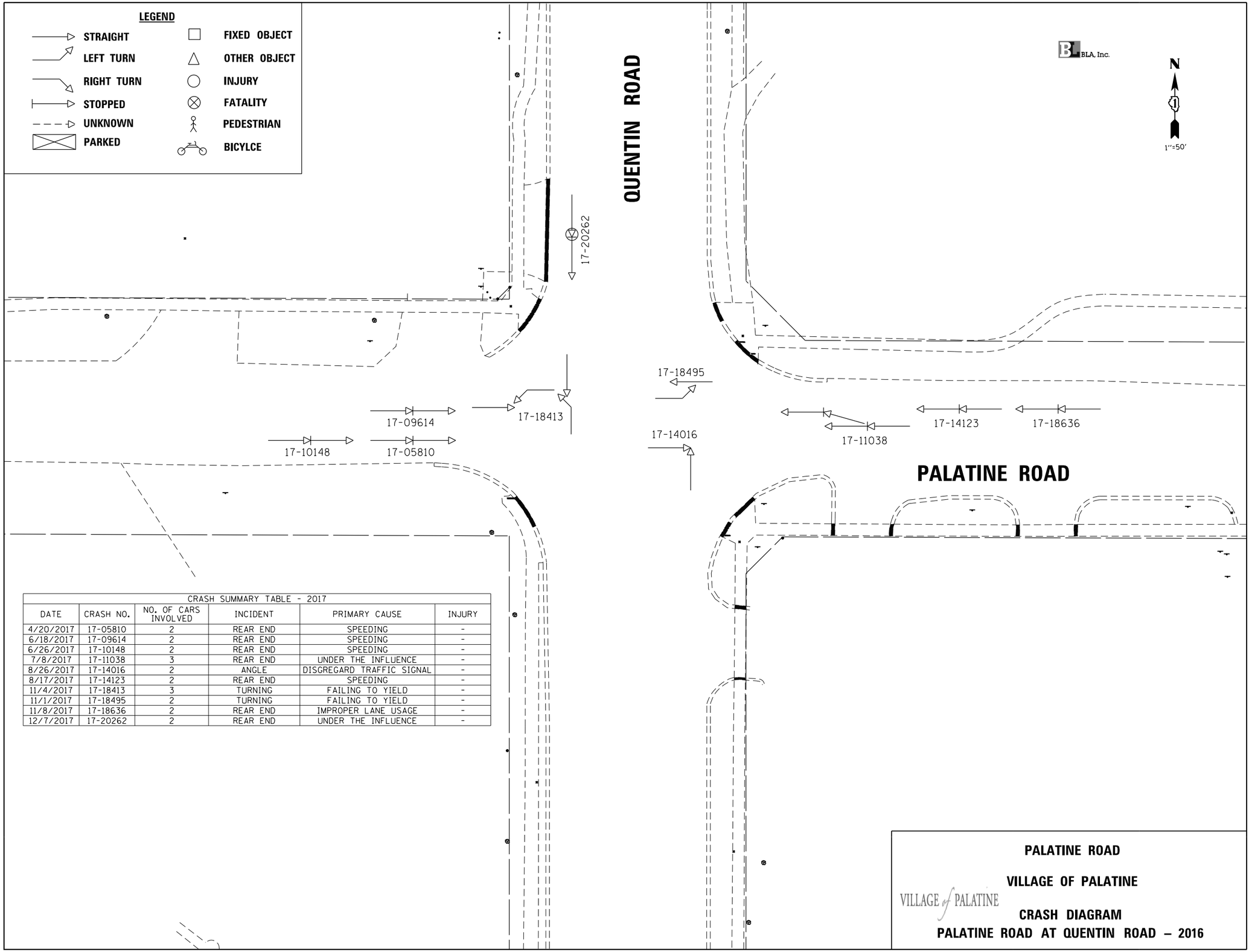
VILLAGE OF PALATINE

VILLAGE of PALATINE

CRASH DIAGRAM

PALATINE ROAD AT QUENTIN ROAD – 2015

ATTACHMENT 10



CRASH SUMMARY TABLE - 2017					
DATE	CRASH NO.	NO. OF CARS INVOLVED	INCIDENT	PRIMARY CAUSE	INJURY
4/20/2017	17-05810	2	REAR END	SPEEDING	-
6/18/2017	17-09614	2	REAR END	SPEEDING	-
6/26/2017	17-10148	2	REAR END	SPEEDING	-
7/8/2017	17-11038	3	REAR END	UNDER THE INFLUENCE	-
8/26/2017	17-14016	2	ANGLE	DISGREGARD TRAFFIC SIGNAL	-
8/17/2017	17-14123	2	REAR END	SPEEDING	-
11/4/2017	17-18413	3	TURNING	FAILING TO YIELD	-
11/1/2017	17-18495	2	TURNING	FAILING TO YIELD	-
11/8/2017	17-18636	2	REAR END	IMPROPER LANE USAGE	-
12/7/2017	17-20262	2	REAR END	UNDER THE INFLUENCE	-

PALATINE ROAD

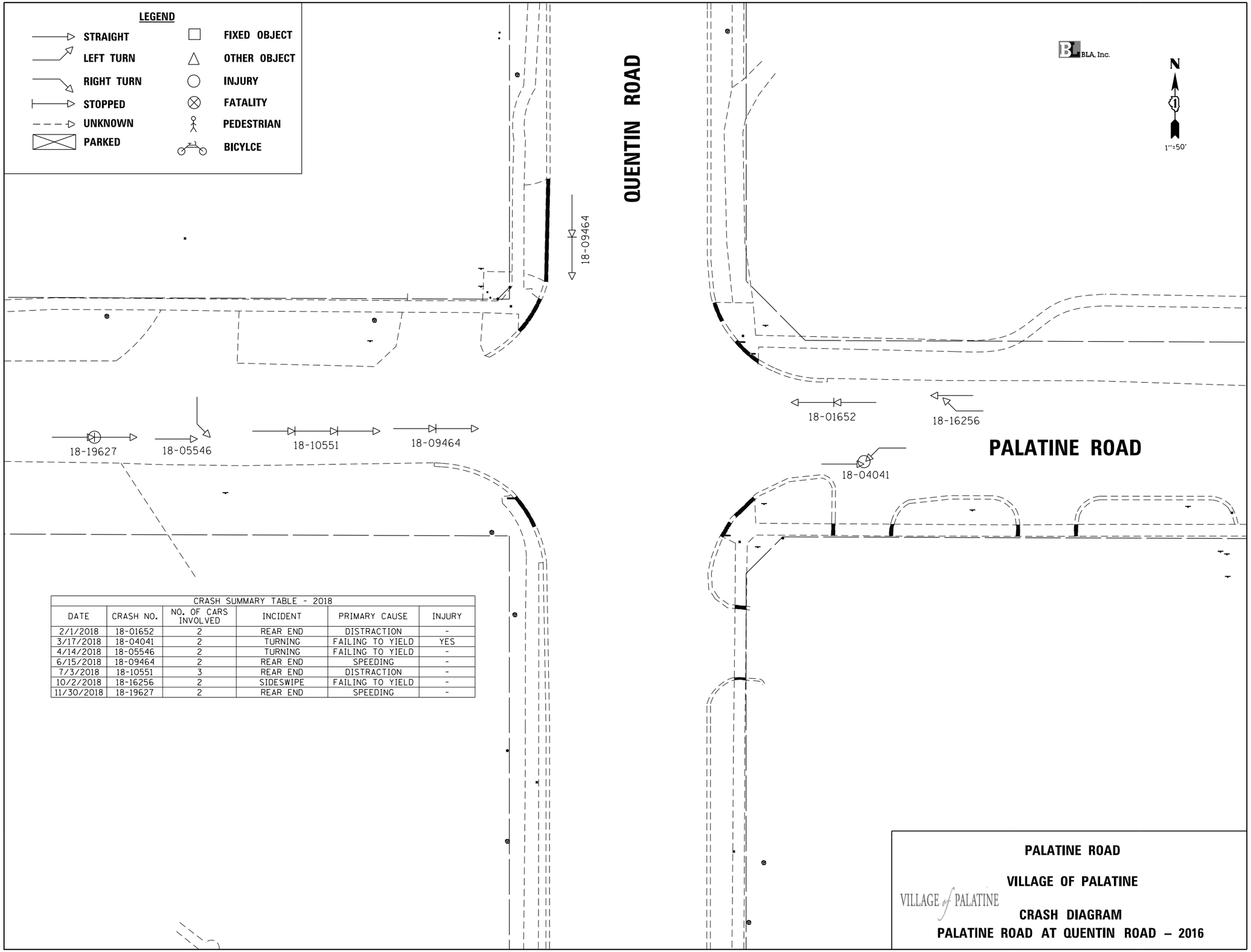
VILLAGE OF PALATINE

VILLAGE of PALATINE

CRASH DIAGRAM

PALATINE ROAD AT QUENTIN ROAD – 2016

ATTACHMENT 10



CRASH SUMMARY TABLE - 2018					
DATE	CRASH NO.	NO. OF CARS INVOLVED	INCIDENT	PRIMARY CAUSE	INJURY
2/1/2018	18-01652	2	REAR END	DISTRACTION	-
3/17/2018	18-04041	2	TURNING	FAILING TO YIELD	YES
4/14/2018	18-05546	2	TURNING	FAILING TO YIELD	-
6/15/2018	18-09464	2	REAR END	SPEEDING	-
7/3/2018	18-10551	3	REAR END	DISTRACTION	-
10/2/2018	18-16256	2	SIDESWIPE	FAILING TO YIELD	-
11/30/2018	18-19627	2	REAR END	SPEEDING	-

PALATINE ROAD

VILLAGE OF PALATINE

VILLAGE of PALATINE

CRASH DIAGRAM

PALATINE ROAD AT QUENTIN ROAD – 2016

ATTACHMENT 10

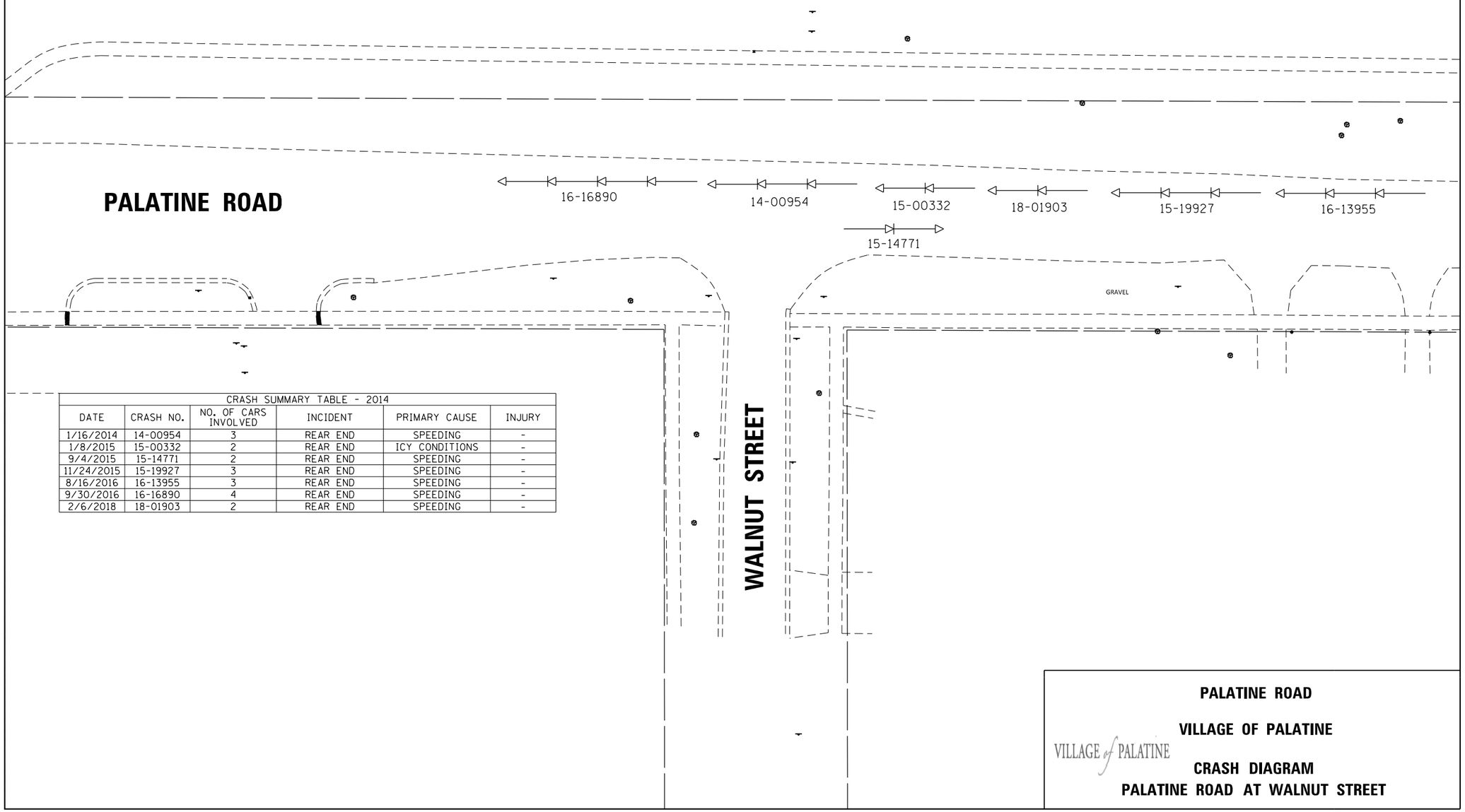
LEGEND

- STRAIGHT
- LEFT TURN
- RIGHT TURN
- STOPPED
- UNKNOWN
- PARKED
- FIXED OBJECT
- OTHER OBJECT
- INJURY
- FATALITY
- PEDESTRIAN
- BICYLCE

BLA, Inc.

N

1"=50'



CRASH SUMMARY TABLE - 2014					
DATE	CRASH NO.	NO. OF CARS INVOLVED	INCIDENT	PRIMARY CAUSE	INJURY
1/16/2014	14-00954	3	REAR END	SPEEDING	-
1/8/2015	15-00332	2	REAR END	ICY CONDITIONS	-
9/4/2015	15-14771	2	REAR END	SPEEDING	-
11/24/2015	15-19927	3	REAR END	SPEEDING	-
8/16/2016	16-13955	3	REAR END	SPEEDING	-
9/30/2016	16-16890	4	REAR END	SPEEDING	-
2/6/2018	18-01903	2	REAR END	SPEEDING	-

PALATINE ROAD

VILLAGE OF PALATINE

VILLAGE of PALATINE

CRASH DIAGRAM

PALATINE ROAD AT WALNUT STREET

ATTACHMENT 10

LEGEND

- STRAIGHT
- LEFT TURN
- RIGHT TURN
- STOPPED
- UNKNOWN
- PARKED
- FIXED OBJECT
- OTHER OBJECT
- INJURY
- FATALITY
- PEDESTRIAN
- BICYLCE

BLA, Inc.

N

1"=50'

R.O.W.

16-20796

14-12613

17-09927

15-16474

PALATINE ROAD

ASH STREET

CRASH SUMMARY TABLE					
DATE	CRASH NO.	NO. OF CARS INVOLVED	INCIDENT	PRIMARY CAUSE	INJURY
7/29/2014	14-12613	2	REAR END	SPEEDING	-
9/29/2015	15-16474	2	REAR END	SPEEDING	-
12/7/2016	16-20796	3	REAR END	DISTRACTION	YES
6/23/2017	17-09927	2	REAR END	SPEEDING	-

PALATINE ROAD

VILLAGE OF PALATINE

VILLAGE of PALATINE

CRASH DIAGRAM

PALATINE ROAD AT ASH STREET

LEGEND

- STRAIGHT
- LEFT TURN
- RIGHT TURN
- STOPPED
- UNKNOWN
- PARKED
- FIXED OBJECT
- OTHER OBJECT
- INJURY
- FATALITY
- PEDESTRIAN
- BICYLCE

BLA, Inc.

N

1"=50'

MERRILL AVE

PALATINE ROAD

14-07945

18-09988

ELM STREET

CRASH SUMMARY TABLE					
DATE	CRASH NO.	NO. OF CARS INVOLVED	INCIDENT	PRIMARY CAUSE	INJURY
5/21/2014	14-07945	3	REAR END	SPEEDING	-
6/24/2018	18-09988	2	REAR END	SPEEDING	-

PALATINE ROAD

VILLAGE OF PALATINE

VILLAGE of PALATINE

CRASH DIAGRAM

PALATINE ROAD AT ELM STREET

ATTACHMENT 10

LEGEND

- STRAIGHT
- LEFT TURN
- RIGHT TURN
- STOPPED
- UNKNOWN
- PARKED
- FIXED OBJECT
- OTHER OBJECT
- INJURY
- FATALITY
- PEDESTRIAN
- BICYLCE

BLA, Inc.

N

1"=50'

BRIDGEVIEW STREET

16-19222

PALATINE ROAD

CRASH SUMMARY TABLE					
DATE	CRASH NO.	NO. OF CARS INVOLVED	INCIDENT	PRIMARY CAUSE	INJURY
11/8/2016	16-19222	2	REAR END	SPEEDING	-

PALATINE ROAD

VILLAGE OF PALATINE

VILLAGE of PALATINE

CRASH DIAGRAM

PALATINE ROAD AT BRIDGEVIEW STREET

ATTACHMENT 10

LEGEND

- STRAIGHT
- LEFT TURN
- RIGHT TURN
- STOPPED
- UNKNOWN
- PARKED
- FIXED OBJECT
- OTHER OBJECT
- INJURY
- FATALITY
- PEDESTRIAN
- BICYLCE

BLA, Inc.

N

1"=50'

R.O.W.

16-07299

16-00667

17-17730

15-010070

PALATINE ROAD

HICKORY STREET

CRASH SUMMARY TABLE					
DATE	CRASH NO.	NO. OF CARS INVOLVED	INCIDENT	PRIMARY CAUSE	INJURY
6/24/2015	15-010070	2	REAR END	SPEEDING	-
1/12/2016	16-00667	3	REAR END	SPEEDING	-
5/7/2016	16-07299	3	REAR END	SPEEDING	-
10/23/2017	17-17730	3	REAR END	SPEEDING	-

PALATINE ROAD

VILLAGE OF PALATINE

VILLAGE of PALATINE

CRASH DIAGRAM

PALATINE ROAD AT HICKORY STREET

ATTACHMENT 10

LEGEND

- STRAIGHT
- LEFT TURN
- RIGHT TURN
- STOPPED
- UNKNOWN
- PARKED
- FIXED OBJECT
- OTHER OBJECT
- INJURY
- FATALITY
- PEDESTRIAN
- BICYLCE

BLA, Inc.

N

1"=50'

18-03072

16-20793

15-13391

PALATINE ROAD

15-16150

17-07613

16-07459

15-01819

15-16870

15-16870

17-12311

CEDAR STREET

CRASH SUMMARY TABLE					
DATE	CRASH NO.	NO. OF CARS INVOLVED	INCIDENT	PRIMARY CAUSE	INJURY
2/3/2015	15-01819	2	REAR END	SNOW/ICE	-
8/14/2015	15-13391	2	REAR END	SPEEDING	-
9/23/2015	15-16150	2	PARKED VEHICLE	IMPROPER BACKING	-
10/5/2015	15-16870	2	ANGLE	FAILING TO YIELD	-
5/10/2016	16-07459	2	REAR END	SPEEDING	-
12/7/2016	16-20793	2	REAR END	SPEEDING	-
5/19/2017	17-07613	2	REAR ENDED	SPEEDING	YES
7/28/2017	17-12331	2	ANGLE	FAILING TO YIELD	-
2/27/2018	18-03072	2	REAR END	SPEEDING	-

PALATINE ROAD

VILLAGE OF PALATINE

VILLAGE of PALATINE

CRASH DIAGRAM

PALATINE ROAD AT CEDAR STREET

ATTACHMENT 10

LEGEND

- STRAIGHT
- LEFT TURN
- RIGHT TURN
- STOPPED
- UNKNOWN
- PARKED
- FIXED OBJECT
- OTHER OBJECT
- INJURY
- FATALITY
- PEDESTRIAN
- BICYLCE

BLA, Inc.

N

1"=50'

16-16058

14-10116

15-12701

14-04559

17-01097

15-08828

17-00929

17-00929

15-01813

PALATINE ROAD

ROSE STREET

CRASH SUMMARY TABLE					
DATE	CRASH NO.	NO. OF CARS INVOLVED	INCIDENT	PRIMARY CAUSE	INJURY
3/23/2014	14-04559	2	REAR END	SPEEDING	-
6/22/2014	14-10116	2	ANGLE	FAILURE TO YIELD	YES
2/3/2015	15-01813	1	FIXED OBJECT	SNOW/ICE	-
6/5/2015	15-08828	3	REAR END	DISTRACTED	YES
8/3/2015	15-12701	2	ANGLE	FAILING TO YIELD	-
9/18/2016	16-16058	2	ANGLE	FAILING TO YIELD	YES
1/19/2017	17-00929	3	SIDESWIPE & HEAD-ON	IMPROPER LANE USAGE	-
1/23/2017	17-01097	2	REAR END	SPEEDING	-

PALATINE ROAD

VILLAGE OF PALATINE

VILLAGE of PALATINE

CRASH DIAGRAM

PALATINE ROAD AT ROSE STREET

ATTACHMENT 10

LEGEND

- STRAIGHT
- LEFT TURN
- RIGHT TURN
- STOPPED
- UNKNOWN
- PARKED
- FIXED OBJECT
- OTHER OBJECT
- INJURY
- FATALITY
- PEDESTRIAN
- BICYLCE

BLA, Inc.

N

1"=50'

SMITH STREET

BRICK

CONC. WALK

14-03337

PALATINE ROAD

14-07558

14-07558

CRASH SUMMARY TABLE - 2014					
DATE	CRASH NO.	NO. OF CARS INVOLVED	INCIDENT	PRIMARY CAUSE	INJURY
2/28/2014	14-03337	2	TURNING	OBSCURED VISION	-
4/17/2014	14-05869	UNKNOWN	REAR END	SPEEDING	-
5/15/2014	14-07558	2	REAR END	IMPROPER LANE USAGE	-

PALATINE ROAD

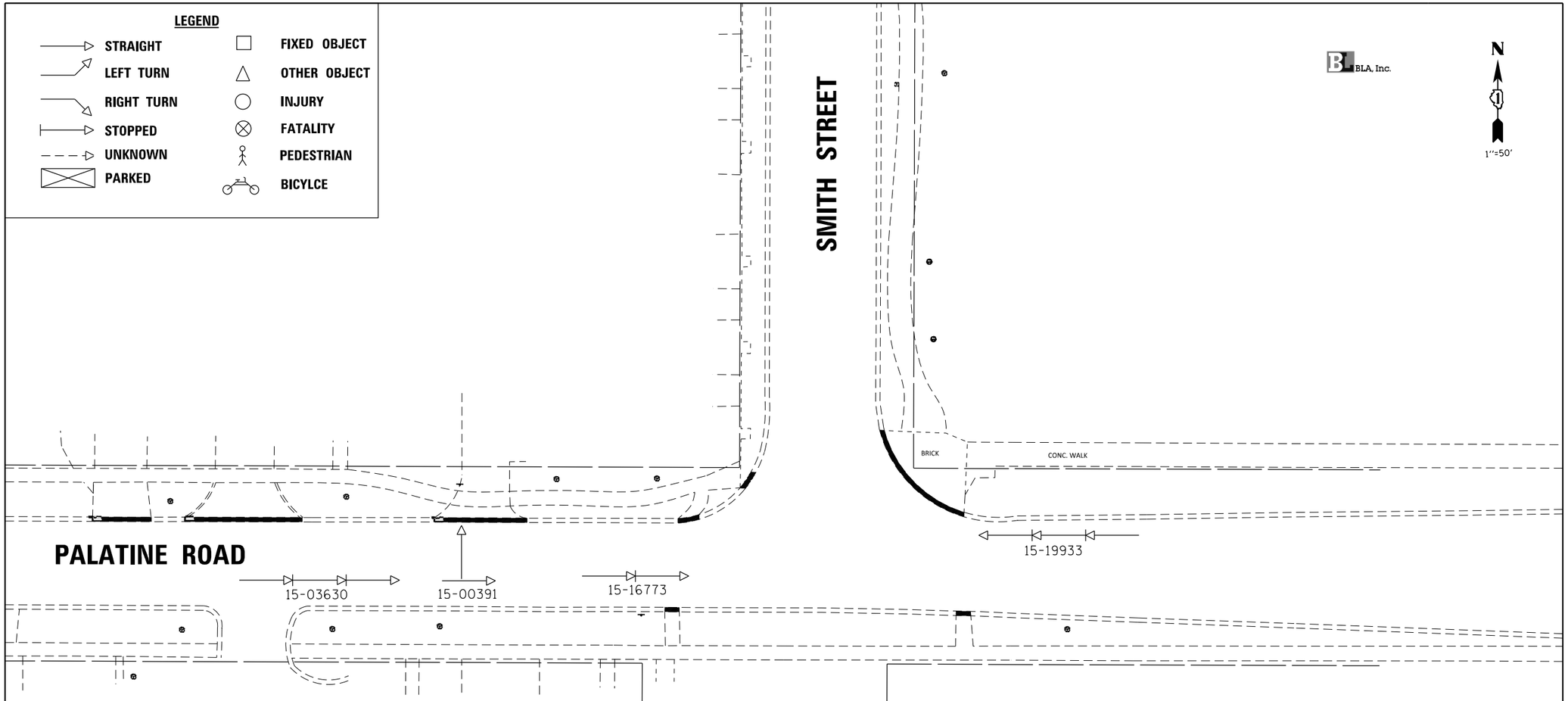
VILLAGE OF PALATINE

VILLAGE of PALATINE

CRASH DIAGRAM

PALATINE ROAD AT SMITH STREET – 2014

ATTACHMENT 10



CRASH SUMMARY TABLE - 2015					
DATE	CRASH NO.	NO. OF CARS INVOLVED	INCIDENT	PRIMARY CAUSE	INJURY
1/9/2015	15-00391	2	ANGLE	FAILING TO YIELD	-
3/9/2015	15-03630	3	REAR END	SPEEDING	-
10/3/2015	15-16773	2	REAR END	SPEEDING	-
11/24/2015	15-19933	3	REAR END	SPEEDING	-

PALATINE ROAD

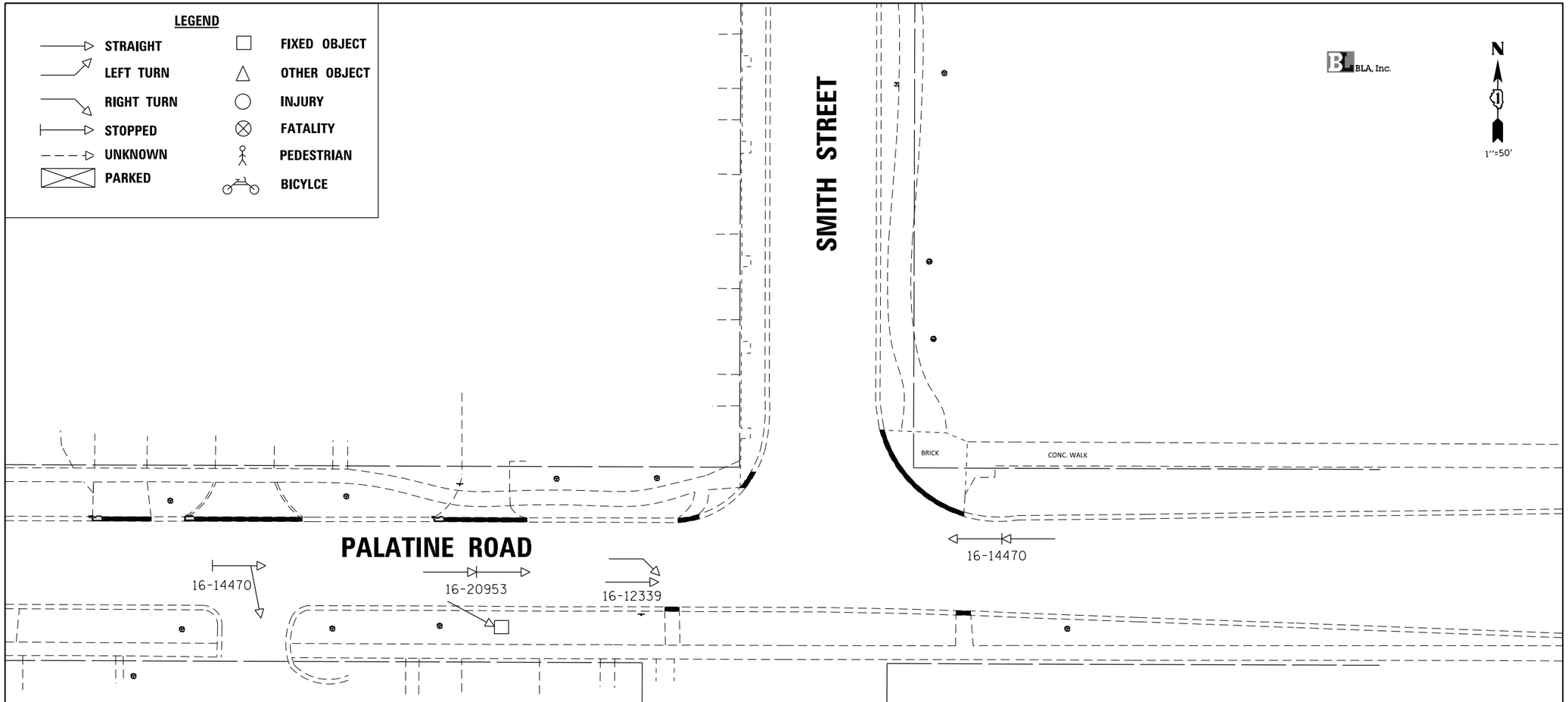
VILLAGE OF PALATINE

VILLAGE of PALATINE

CRASH DIAGRAM

PALATINE ROAD AT SMITH STREET – 2015

ATTACHMENT 10



CRASH SUMMARY TABLE - 2016					
DATE	CRASH NO.	NO. OF CARS INVOLVED	INCIDENT	PRIMARY CAUSE	INJURY
7/21/2016	16-12339	2	ANGLE	IMPROPER LANE USAGE	-
8/24/2016	16-14470	2	ANGLE	IMPROPER BACKING	-
12/10/2016	16-20953	2	REAR END	SNOW/ICE	-

PALATINE ROAD

VILLAGE OF PALATINE

VILLAGE of PALATINE

CRASH DIAGRAM

PALATINE ROAD AT SMITH STREET – 2016

ATTACHMENT 10

LEGEND

- STRAIGHT
- LEFT TURN
- RIGHT TURN
- STOPPED
- UNKNOWN
- PARKED
- FIXED OBJECT
- OTHER OBJECT
- INJURY
- FATALITY
- PEDESTRIAN
- BICYLCE

BLA, Inc.

N

1"=50'

SMITH STREET

BRICK

CONC. WALK

17-07478

PALATINE ROAD

17-07478

CRASH SUMMARY TABLE - 2017					
DATE	CRASH NO.	NO. OF CARS INVOLVED	INCIDENT	PRIMARY CAUSE	INJURY
3/25/2017	17-04388	2	REAR END	SPEEDING	-
5/17/2017	17-07478	2	TURNING	DISREGARD TRAFFIC SIGNAL	-

PALATINE ROAD

VILLAGE OF PALATINE

VILLAGE of PALATINE

CRASH DIAGRAM

PALATINE ROAD AT SMITH STREET – 2017

ATTACHMENT 10

LEGEND

- STRAIGHT
- LEFT TURN
- RIGHT TURN
- STOPPED
- UNKNOWN
- PARKED
- FIXED OBJECT
- OTHER OBJECT
- INJURY
- FATALITY
- PEDESTRIAN
- BICYLCE

BLA, Inc.

N

1"=50'

SMITH STREET

BRICK

CONC. WALK

18-11745

18-20896

PALATINE ROAD

CRASH SUMMARY TABLE - 2018					
DATE	CRASH NO.	NO. OF CARS INVOLVED	COLLISION	PRIMARY CAUSE	INJURY
7/22/2018	18-11745	2	TURNING	FAILING TO YIELD	-
12/21/2018	18-20896	2	REAR END	SPEEDING	-

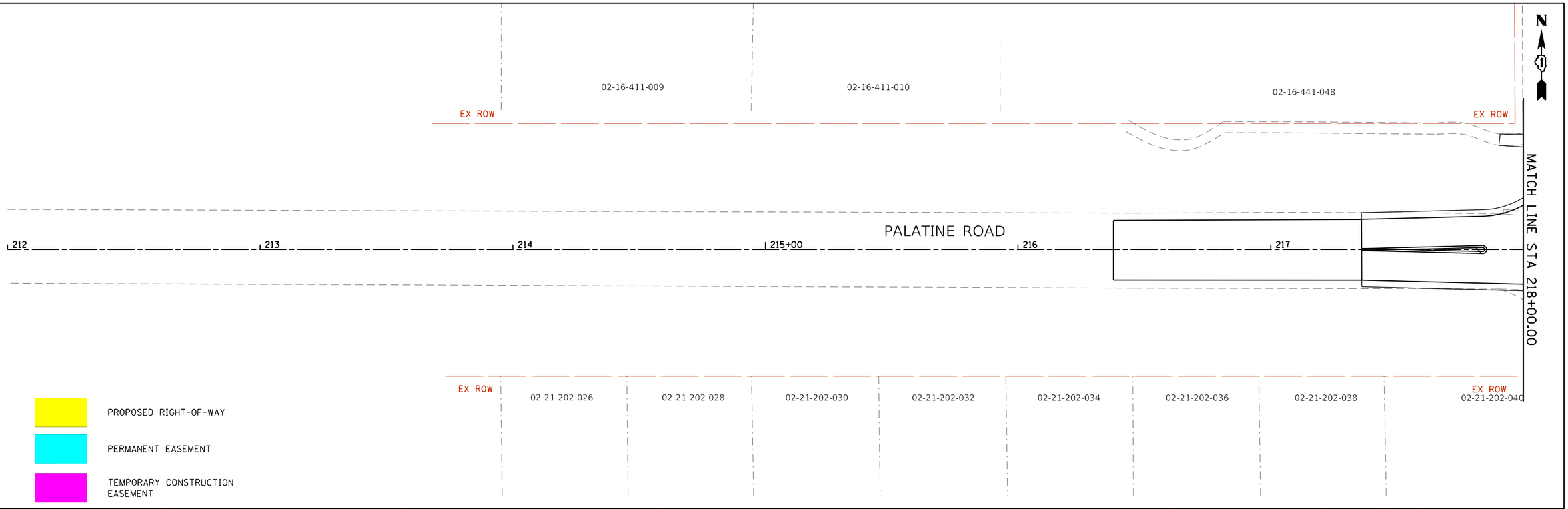
PALATINE ROAD

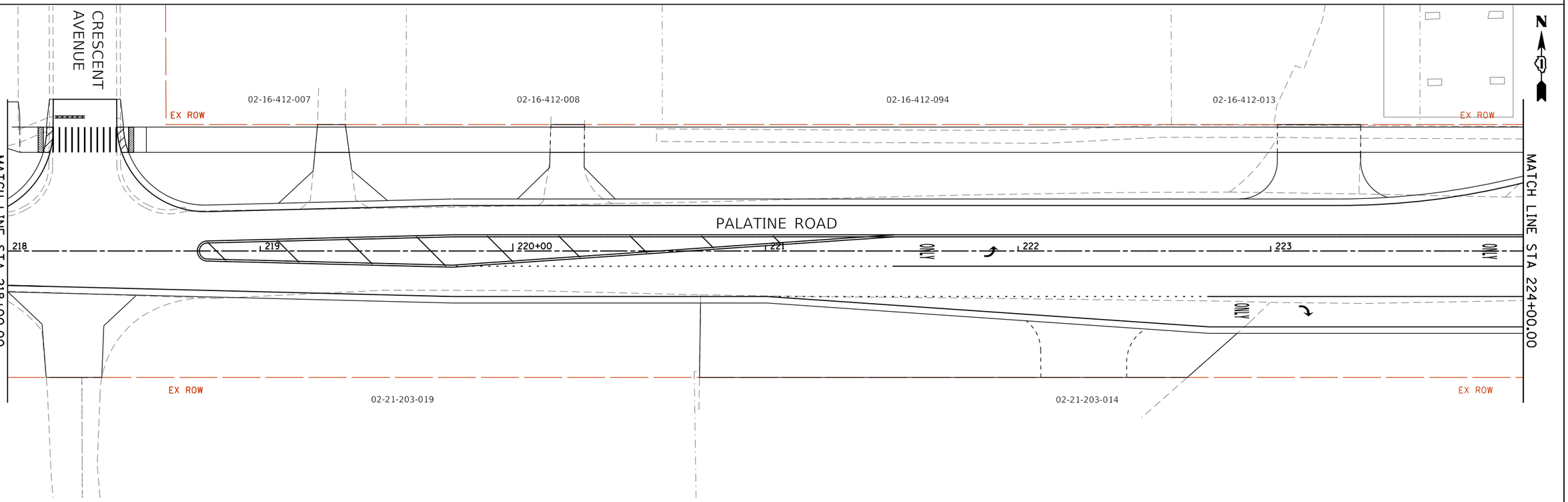
VILLAGE OF PALATINE

VILLAGE of PALATINE

CRASH DIAGRAM

PALATINE ROAD AT SMITH STREET – 2018





FILE NAME = F:\636-078 Palatine Road Phase I\CADD EXHIBITS\ROW\17-00102-00-PV_SHT_ROW_01.dgn

BLA, Inc.

USER NAME = gellwanger	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 7/27/2021	DATE -	REVISED -

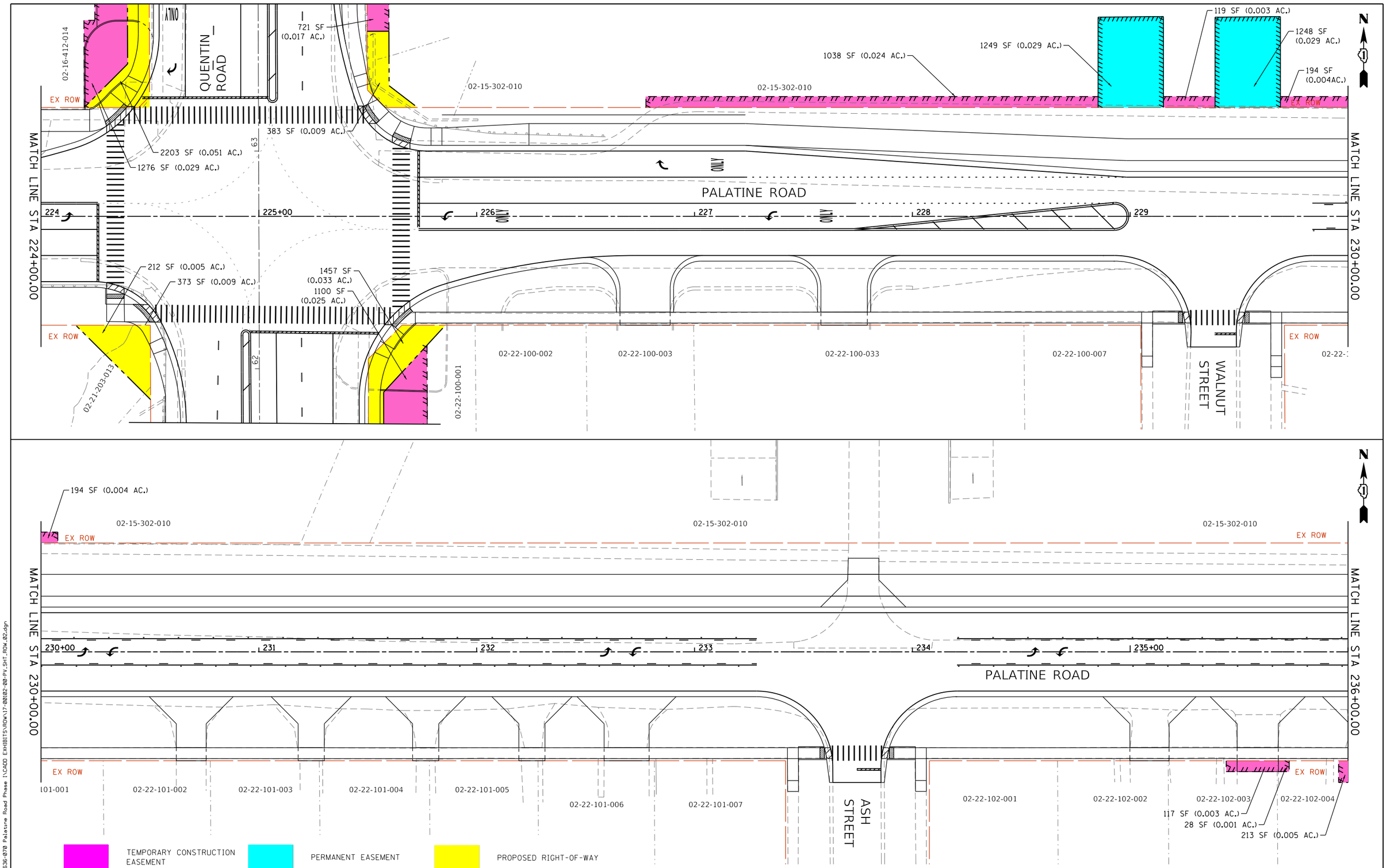
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY EXHIBIT
PALATINE ROAD

SCALE: 1"=20' | SHEET 1 OF 7 SHEETS | STA. 212+00.00 TO STA. 224+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	7	1
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

ATTACHEMENT 11



FILE NAME = F:\636-078 Palatine Road Phase I\CADD EXHIBITS\ROW\17-00102-00-PV_SHT_ROW_02.dgn

BLA, Inc.	USER NAME = gellwanger	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 3/15/2022	DATE -	REVISED -

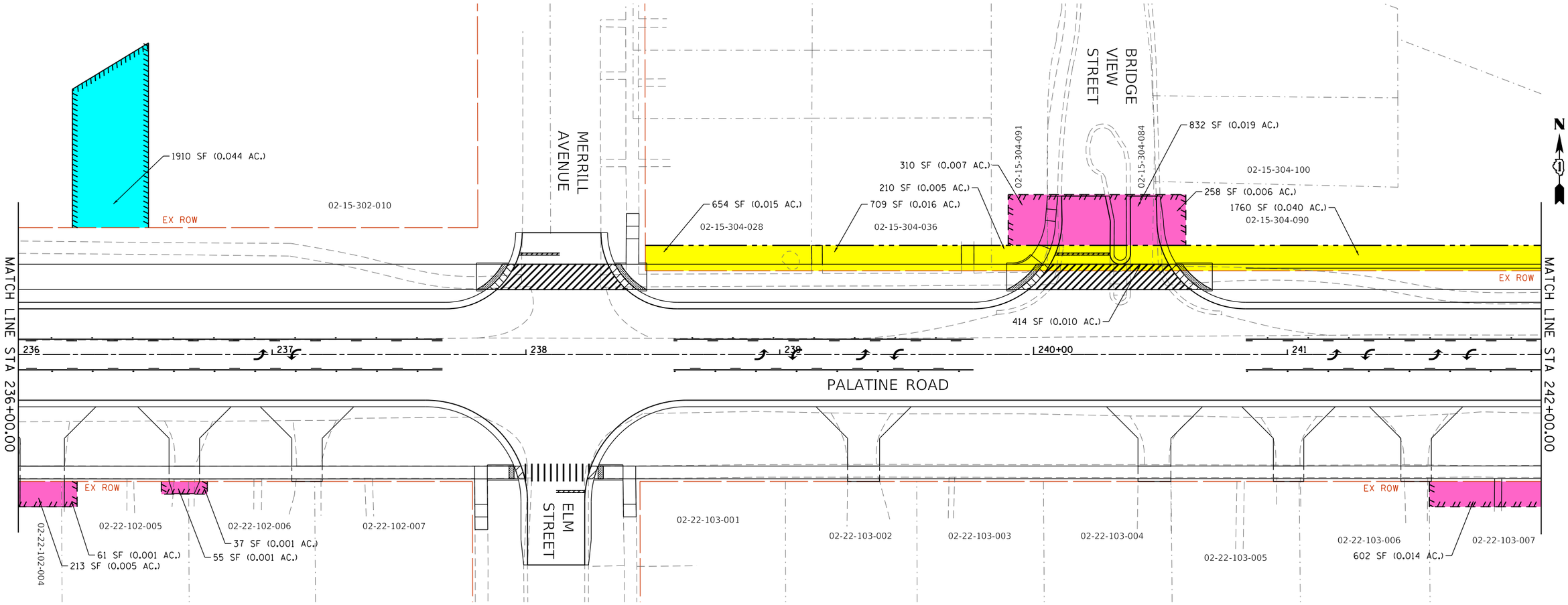
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY EXHIBIT
PALATINE ROAD

SCALE: 1"=20' | SHEET 2 OF 7 SHEETS | STA. 224+00.00 TO STA. 236+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	7	2
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

ATTACHEMENT 11



PROPOSED RIGHT-OF-WAY

PERMANENT EASEMENT

TEMPORARY CONSTRUCTION EASEMENT

FILE NAME = F:\636-070 Palatine Road Phase I\CADD EXHIBITS\ROW\17-00102-00-PV_SHT_ROW_03.dgn

BLA, Inc.	USER NAME = gellwanger	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 3/15/2022	DATE -	REVISED -

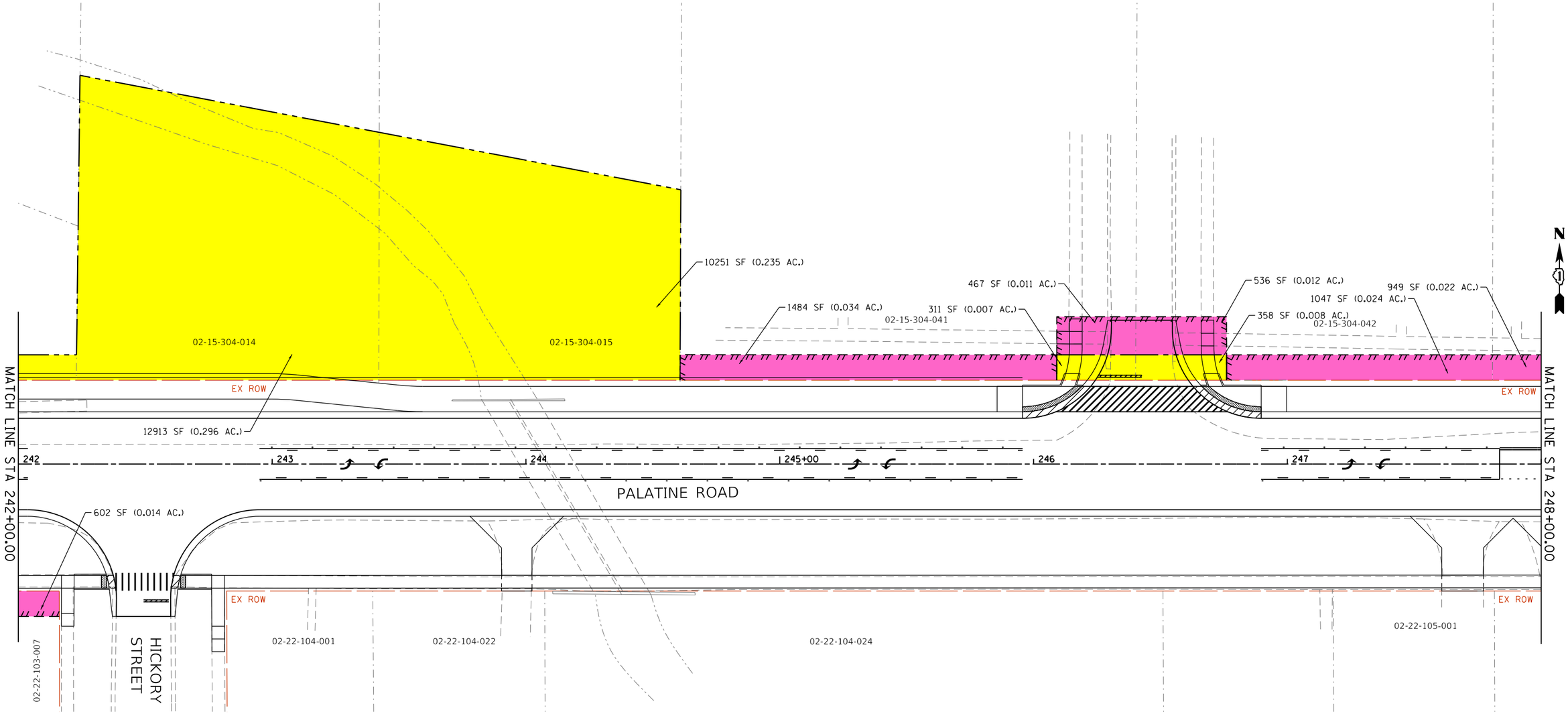
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY EXHIBIT
PALATINE ROAD

SCALE: 1"=20' | SHEET 3 OF 7 SHEETS | STA. 236+00.00 TO STA. 242+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	7	3
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

ATTACHEMENT 11



PROPOSED RIGHT-OF-WAY

PERMANENT EASEMENT

TEMPORARY CONSTRUCTION EASEMENT

FILE NAME = FAS636-870 Palatine Road Phase 1\CADD EXHIBITS\ROW\17-00102-00-PV_SHT_ROW_04.dgn

BLA, Inc.

USER NAME = gellwanger	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/14/2022	DATE -	REVISED -

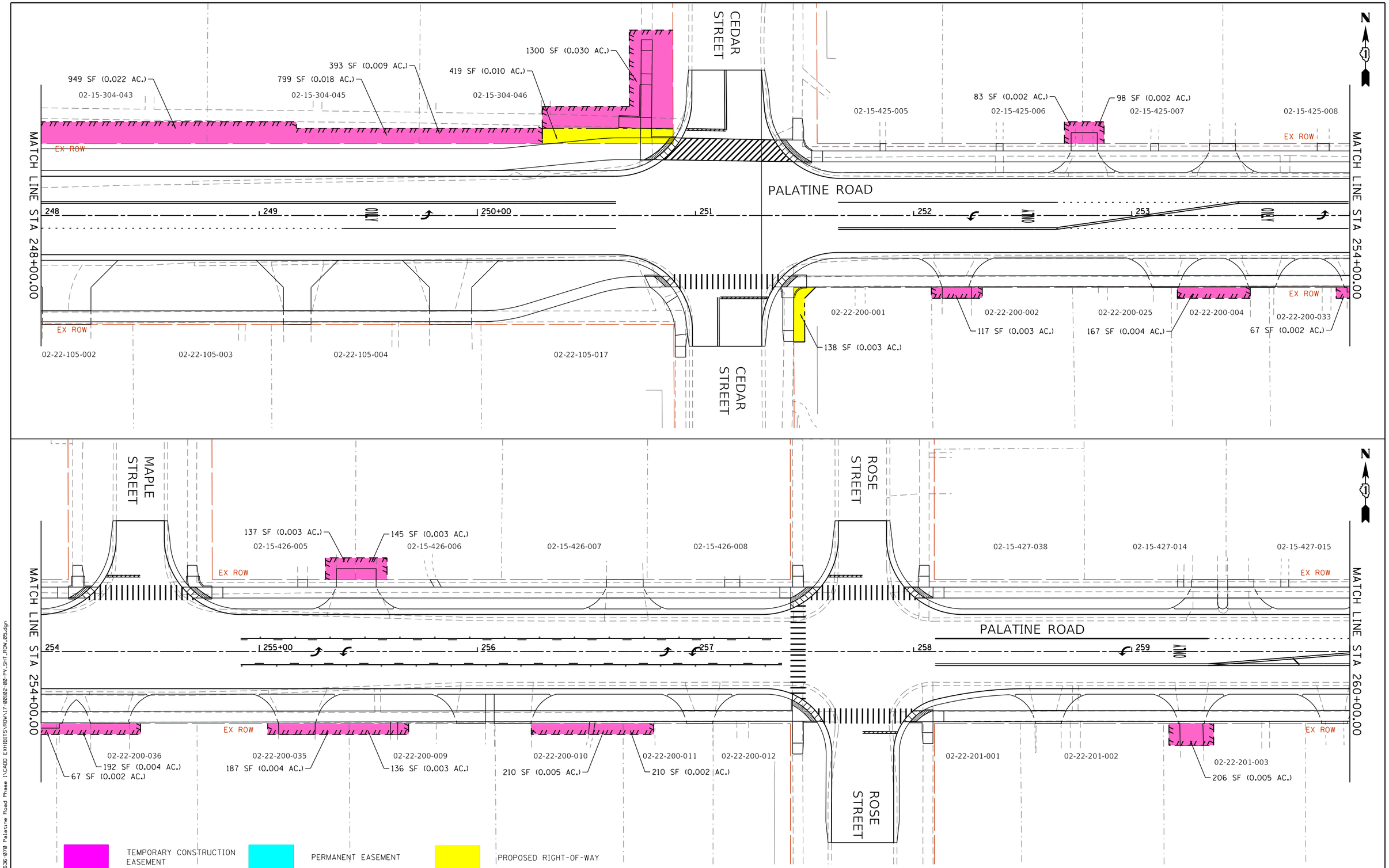
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY EXHIBIT
PALATINE ROAD

SCALE: 1"=20' | SHEET 4 OF 7 SHEETS | STA. 242+00.00 TO STA. 248+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	7	4
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

ATTACHEMENT 11



FILE NAME = F:\636-078 Palatine Road Phase 1\CADD EXHIBITS\ROW\17-00102-00-PV_SHT_ROW_05.dgn

BLA, Inc.

USER NAME = gellwanger	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/14/2022	DATE -	REVISED -

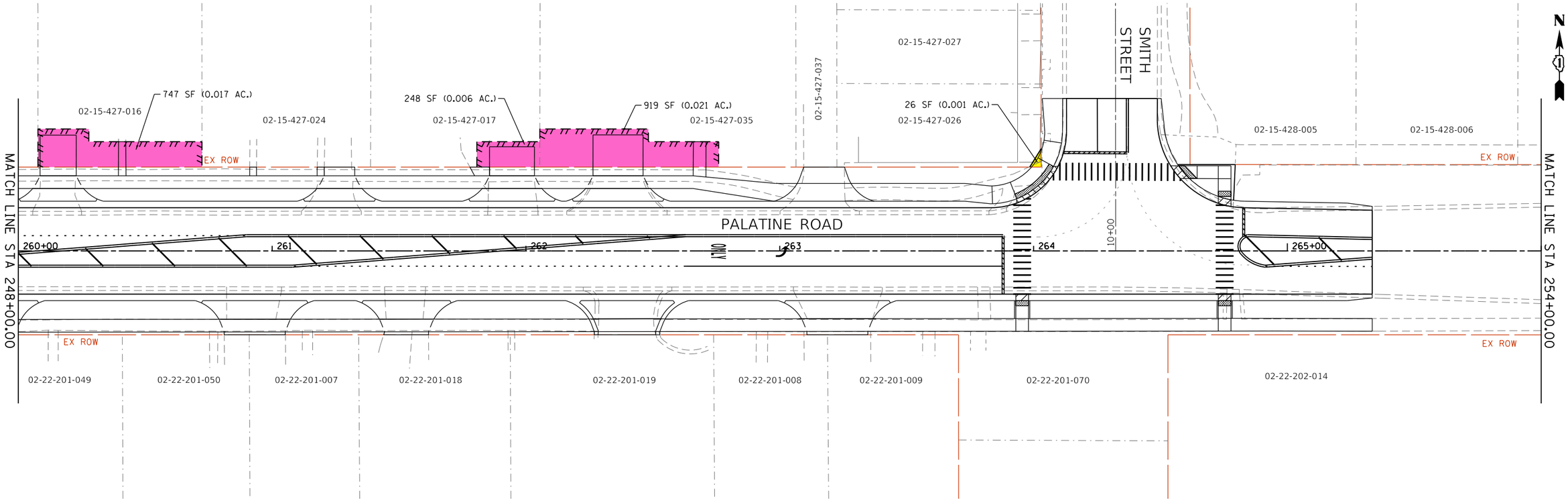
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY EXHIBIT
PALATINE ROAD

SCALE: 1"=20' | SHEET 5 OF 7 SHEETS | STA. 248+00.00 TO STA. 260+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	7	5
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

ATTACHEMENT 11



TEMPORARY CONSTRUCTION EASEMENT

PERMANENT EASEMENT

PROPOSED RIGHT-OF-WAY

FILE NAME = F:\636-078 Palatine Road Phase 1\CADD EXHIBITS\ROW\17-00102-00-PV_SHT_ROW_06.dgn

BLA, Inc.

USER NAME = gellwanger	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/14/2022	DATE -	REVISED -

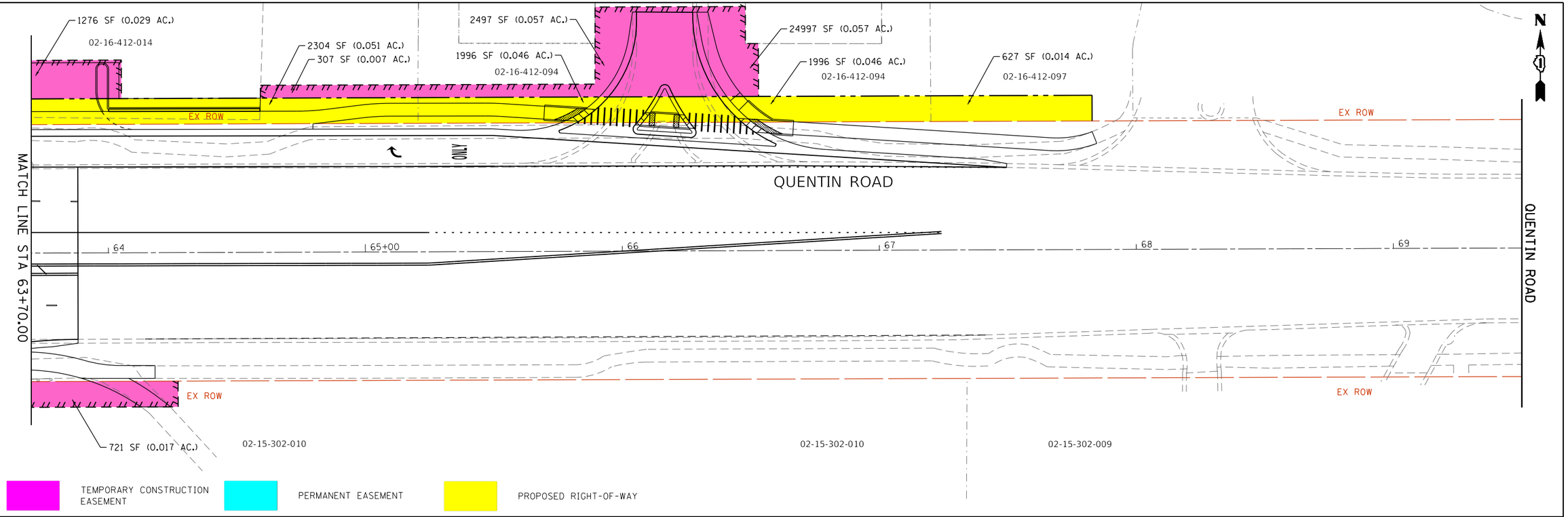
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY EXHIBIT
PALATINE ROAD

SCALE: 1"=20' | SHEET 6 OF 7 SHEETS | STA. 260+00.00 TO STA. 268+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	7	6
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

ATTACHEMENT 11



FILE NAME = F:\636-078 Palatine Road Phase I\CADD EXHIBITS\ROW\17-00102-00-PV_SHT_ROW_07.dgn

BLA, Inc.

USER NAME = gellwanger	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/14/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY EXHIBIT
PALATINE ROAD

SCALE: 1"=20' | SHEET 7 OF 7 SHEETS | STA. 56+00.00 | TO STA. 69+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	7	7
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

ATTACHEMENT 11

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only landward of 0.0 North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations table in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations table should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

In the State of Illinois any portion of a stream or watercourse that lies within the **floodway fringe** of a studied (AE) stream may have a state regulated floodway. The FIRM may not depict these state regulated floodways.

Floodways restricted by anthropogenic features such as bridges and culverts are drawn to reflect natural conditions and may not agree with the model computed widths listed in the Floodway Data table in the Flood Insurance Study report.

Multiple **topographic sources** may have been used in the delineation of Special Flood Hazard Areas. See Flood Insurance Study report for details on source resolution and geographic extent.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) zone 16. The **horizontal datum** was NAD 83, GRS80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at www.ngs.noaa.gov or contact the National Geodetic Survey at the following address:

NGS Information Services, NOAA, NNGS12
National Geodetic Survey SSMC-3, #9202
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 713-3242

To obtain current elevation, description, and/or location for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242, or visit its website at www.ngs.noaa.gov.

Base map information shown on this FIRM was provided in digital format by the United States Geological Survey. Digital orthoimagery with a spatial resolution of 0.3 meter pixel sample distance were photogrammetrically compiled from aerial photography acquired during the leaf-off period of spring 2005.

This map reflects more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The Special Flood Hazard Areas and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

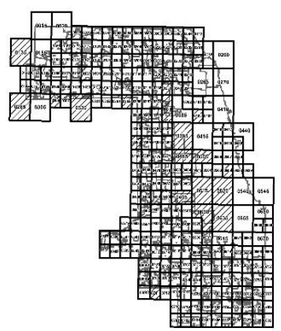
Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

Contact the **FEMA Map Service Center** at 1-800-358-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report, and/or digital version of this map. The FEMA Map Service Center may also be reached by fax at 1-800-358-9620 and its website at www.msc.fema.gov.

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call **1-877-FEMA MAP** (1-877-336-2627) or visit the FEMA website at www.fema.gov/business/nfip.

PANEL INDEX





LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A	No Base Flood Elevations determined.
ZONE AE	Base Flood Elevations determined.
ZONE AH	Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
ZONE AO	Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
ZONE AR	Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
ZONE A99	Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
ZONE V	Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
ZONE VE	Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X	Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X	Areas determined to be outside the 0.2% annual chance floodplain.
ZONE D	Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

- 1% annual chance floodplain boundary
- 0.2% annual chance floodplain boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
- 513 — Base Flood Elevation line and value; elevation in feet*
- (EL 987) — Base Flood Elevation value where uniform within zone; elevation in feet*

*Referenced to the North American Vertical Datum of 1988

- A — A — Cross section line
- 23 — 23 — Transect line
- 45° 02' 08.93" 02' 12" — Geographic coordinates referenced to the North American Datum of 1983 (NAD 83)
- 4669000 N — 1000-meter Universal Transverse Mercator grid values, zone 16
- 1565000 FT — 5000-foot grid ticks: Illinois State Plane East Coordinate System, 3735 zone (FIPSZONE 1201) Transverse Mercator
- DX5510 — Bench mark (see explanation in Notes to Users section of this FIRM panel)
- M1.5 — River Mile

MAP REPOSITORIES
Refer to Map Repositories list on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
NOVEMBER 6, 2000

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL
December 23, 2002; February 4, 2004; June 2, 2005; December 16, 2005; November 16, 2006; and April 17, 2007

August 19, 2008 - To reflect updated topographic information, to update corporate limits, to add road names, to incorporate previously issued Letters of Map Revision, to change Base Flood Elevations, to add Special Flood Hazard Areas, and Base Flood Elevations, and to change zone designations.

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 500'

250 0 500 1000 FEET
150 0 150 300 METERS

PANEL 0177J

FIRM

FLOOD INSURANCE RATE MAP

COOK COUNTY, ILLINOIS AND INCORPORATED AREAS

PANEL 177 OF 832

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
COOK COUNTY	170054	0177	J
INVERNESS, VILLAGE OF	170111	0177	J
PALATINE, VILLAGE OF	170170	0177	J

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER 17031C0177J

MAP REVISED AUGUST 19, 2008

Federal Emergency Management Agency

NATIONAL FLOOD INSURANCE PROGRAM

NOTES TO USERS

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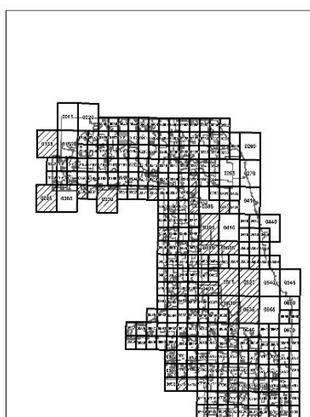
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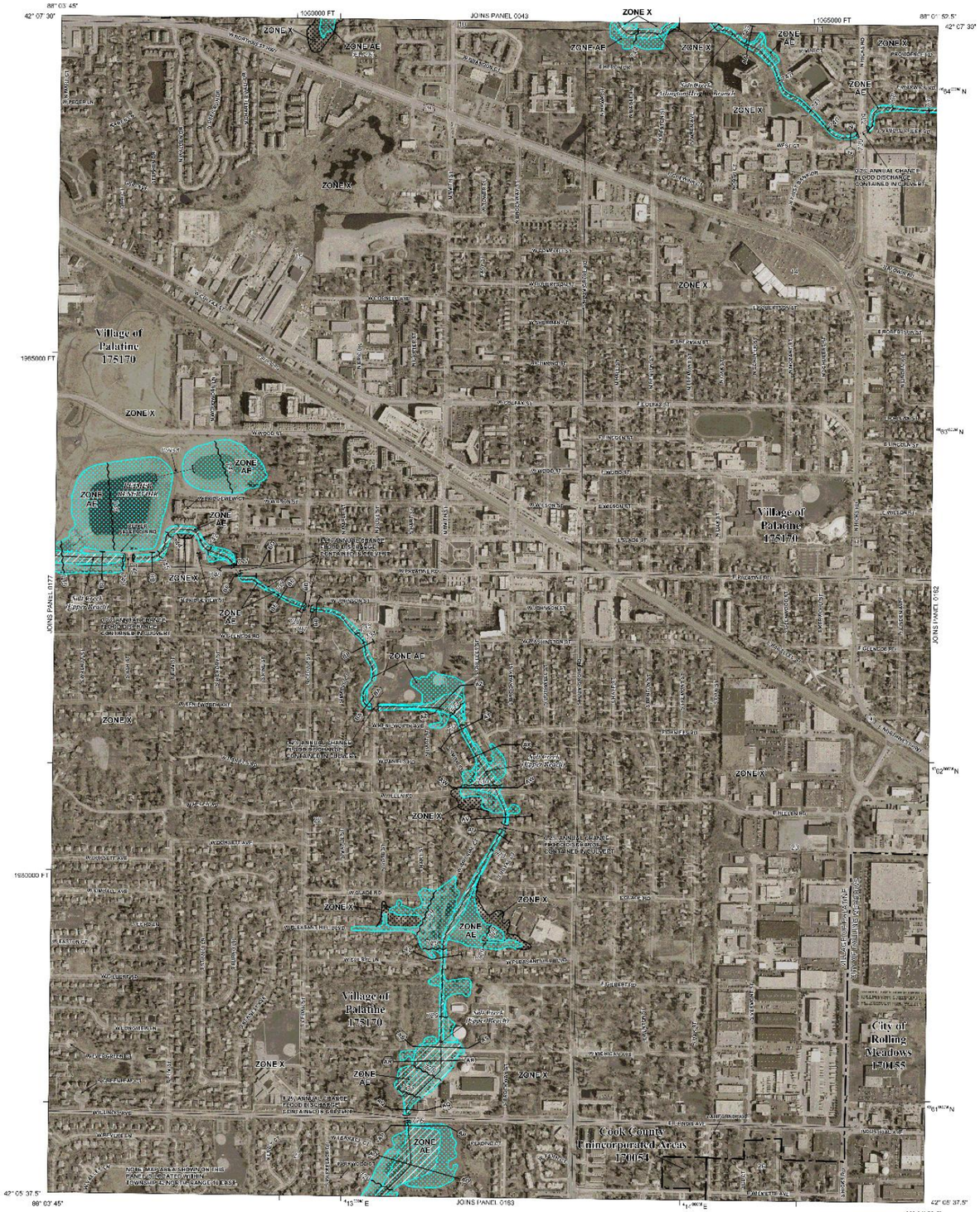
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PANEL INDEX





LEGEND

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OTHER FLOOD AREAS

ZONE X	Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

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- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
- 513 — Base Flood Elevation line and value; elevation in feet*
- (EL 987) — Base Flood Elevation value where uniform within zone; elevation in feet*

*Referenced to the North American Vertical Datum of 1988

- A — A — Cross section line
- 23 — 23 — Transect line
- 45° 02' 30", 83° 02' 12" — Geographic coordinates referenced to the North American Datum of 1983 (NAD 83)
- 4998000 mN — 1000-meter Universal Transverse Mercator grid values, zone 16
- 1565000 FT — 5000-foot grid ticks: Illinois State Plane East Coordinate System, 2775 zone (FIPSZONE 1201) Transverse Mercator
- 1000510 — Bench mark (see explanation in Notes to Users section of this FIRM panel)
- M1.5 — River Mile

MAP REPOSITORY
Refer to Map Repositories list on Map Index

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

December 23, 2002; February 4, 2004; June 2, 2005; December 16, 2005; November 16, 2006; and April 18, 2007

August 19, 2008 - to reflect updated corporate information, to update corporate limits, to add base flood elevations, to incorporate previously issued Letters of Map Revision, to reflect Base Flood Elevation, to add Special Flood Hazard Areas, and Base Flood Elevations, and to change zone designations

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MAP SCALE 1" = 500'

250 0 500 1000 FEET

150 0 150 300 METERS

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0181J

FIRM

FLOOD INSURANCE RATE MAP

COOK COUNTY, ILLINOIS AND INCORPORATED AREAS

PANEL 181 OF 832

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
COOK COUNTY	170054	0181	J
PALATINE, VILLAGE OF	170170	0181	J
ROLLING MEADOWS, CITY OF	170155	0181	J

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
17031C0181J

MAP REVISED
AUGUST 19, 2008

Federal Emergency Management Agency

Request for a Jurisdictional Determination

This form can be used when you want to determine if areas on your property fall under regulatory requirements of the U.S. Army Corps of Engineers (USACE). Please supply the following information and supporting documents described below. This form can be filled out online and then printed. It **must be signed by the property owner** to be considered a formal request. Submitting this request authorizes the US Army Corps of Engineers to field inspect the property site, if necessary, to help in the determination process. The printed form and supporting documents should be mailed to:

Regulatory Branch
U.S. Army Corps of Engineers, Chicago District
111 N. Canal Street, Suite 600
Chicago, IL 60606-7206

Additionally, you may either call our branch telephone at (312) 846-5530 or view our website at http://www.lrc.usace.army.mil/co-r/newapps.pdf to determine which number and project manager has been assigned to your request. Project Manager contact information can be found here: http://www.lrc.usace.army.mil/co-r/contacts.htm . Please contact us if you need any assistance with filling out this form.

Location and Information about Property to be subject to a Jurisdictional Determination

Property Address/Location: Palatine Road Improvements

City (name) or Unincorporated: Palatine State: IL Zip: 60067

County: Cook Township name: Palatine

Quarter: _____ Section: 22 Township: 42N Range: 10E of the 3rd PM

Lat/Long in Decimal Degrees: 42° 06' 37.5" °N 88° 03' 46.9" °W

Size of Property in Acres: 25 Tax PIN: 0

Prior or related USACE project number: None

Is the property subject to a conservation easement or deed restriction? (☐Yes or ☒No)
If yes, please explain and submit details of the project area.

Was the property a site for mitigation pursuant to a project previously permitted by USACE? (☐Yes or ☒No) If yes, please explain and submit details of the project area.

Is the property neighboring/adjacent to/bordering a project previously permitted by the USACE? (☐Yes or ☒No) If yes, please explain and submit the name of the project, the permittee's name and/or address, and Corps permit number, if available:

Property Owner Contact Information:

Property Owner Name: Matthew Barry - Village of Palatine

Mailing Address: 148 West Illinois Avenue

City: Palatine State: Illinois Zip: 60067

Daytime Telephone: 847-705-5200 Fax: 847-358-4242

E-Mail Address: MBarry@palatine.il.us

If the person requesting the Jurisdictional Determination is **not** the Property Owner, please also supply the Requestor's contact information here:

Requestor Name: Edmond Lebbos - BLA, Inc.

Mailing Address: 333 Pierce Road, Suite 200

City: Itasca State: Illinois Zip: 60143

Daytime Telephone: 630-438-6400 Fax: 630-438-6444

E-Mail Address: elebbos@bla-inc.com

Please provide a map and/or copy of the plat of survey identifying the physical boundaries of the property. If the property has been farmland within the last five (5) years, you will be required to complete a "farmed wetland determination" utilizing the guidelines in the following protocol: http://www.lrc.usace.army.mil/co-r/Bulletin10January2006.htm

Additionally, if you have any of the following information, please include it with your request: wetland delineation, relevant maps, drain tile survey, topographic survey, and site photographs.

If you are considering doing work on the property, please identify on the required site map, plat of survey, or in a separate drawing: the footprint, location, and type of potential work. It will assist us in the determination process and reduce unnecessary delays of processing subsequent permits, if required.

I hereby certify that the information contained in the Request for a Jurisdictional Determination is accurate and complete:

Signature of Property Owner: Date:



September 27, 2019

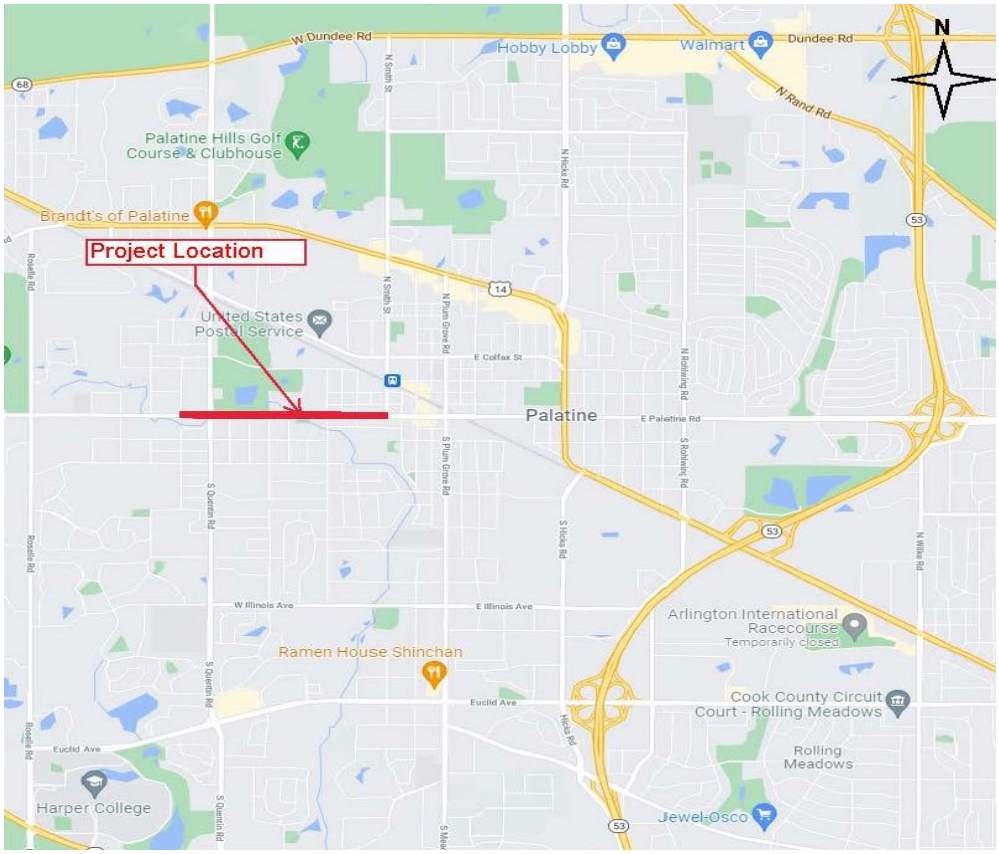
Section 4(f) De Minimis Documentation

Margreth Riemer Reservoir

Village of Palatine Park District

PALATINE ROAD IMPROVEMENTS

QUENTIN ROAD TO SMITH STREET



Section No.: 17-00102-00-PV

Village of Palatine

Cook County, Illinois

February 2022

CONSULTING ENGINEERS
BLA, Inc.
333 Pierce Road, Suite 200 • Itasca, IL 60143
630 438 6400 • FAX 630 438 6444 • www.bla-inc.com

ATTACHMENT 13

In accordance with 23 CPR 774.3 and the FHWA Illinois Division, the following documentation is being submitted for a determination of a *de minimis* impact for the referenced project.

1. **Project Description**
   a. **Section number:** 17-00102-00-PV

   b. **Official Project Name:** Palatine Road: Quentin Road to Smith Street

   c. **Project Location (roadway designations, termini):** The project is located in northern Cook County in the Village of Palatine. Palatine Road from Quentin Road to Smith Street is classified as a minor arterial. Palatine Road is an unmarked state route under the jurisdiction of the Illinois Department of Transportation (IDOT) but under maintenance agreement with the Village of Palatine. The west terminus, Quentin Road, an other principal arterial and strategic regional arterial, is under the jurisdiction of the Cook County Division of Transportation and Highways (CCDOTH). The east terminus, Smith Street a major collector, is under the jurisdiction of the Village of Palatine. **See Exhibit 1** for Location Map.

   d. **Project type (new alignment, widening, safety improvement):** The proposed project consists of widening and reconstructing Palatine Road from a 2-lane to a 3-lane cross section from Quentin Road to Smith Street to address the prevalent rear end crashes that occur. The intersection of Quentin Road at Palatine Road includes the construction of right turn lanes on all approaches to improve the traffic capacity of the intersection. Palatine Road at Smith Street will be widened from existing 10-foot to 12-foot lane widths through the intersection. All improvements are to be on the existing alignment. The project includes the construction of a 10-foot-wide multi-use path on the north side of Palatine Road from west of Quentin Road to Cedar Street, replacing current sidewalk. This improvement provides connectivity of on-street bike routes. Sidewalk will be reconstructed on the south side of Palatine Road and north side, east of Cedar Street. Where gaps exist, new sidewalk will be constructed. Both of the multi-use path and sidewalk facility improvements address identified improvements in the Village's Bicycle Transportation Plan.

   e. **Project size (total project length in miles):** Palatine Road: 4,797 feet (0.91 miles)
   Quentin Road: 854 feet (0.16 miles)
   Total: 5,651 feet (1.07 miles)

   f. **NEPA Class of Action:** Anticipate a Categorical Exclusion

   g. **NEPA Purpose and Need Summary:** The purpose of this project is to improve existing pavement, improve traffic flow, address safety, and fill pedestrian and bicycle gaps.
      - The 2020 pavement CRS rating is 4.4, indicating a need for reconstruction.
      - In Design Year 2050 under the existing geometric conditions the Quentin Road intersection is projected to operate at an overall level of service (LOS) D, with the westbound approach operating at LOS E.
      - A total of 85 crashes occurred on Palatine Road from Quentin Road to Smith Street. Of the 85 crashes that occurred, 41 (48%) occurred in the segment between the signalized intersections of Palatine Road at Quentin Road and Palatine Road at Smith Street. Of the 41 crashes that occurred within the segment, 28 (68%) were rear end.
      - The Village desires to provide connectivity between on-street bike routes and fill sidewalk gaps along the Palatine Road corridor as stated in their Bicycle Transportation Plan.

h. Project Status:
Design approval is anticipated to be received in Spring 2022. Construction is currently programmed for 2024.

2. Section 4(f) Resources

a. Resource type (historic property, park, recreation area, wildlife, or waterfowl refuge):
Recreational Area / Public Park

b. Resource Name: Margreth Riemer Reservoir Park

c. Official(s) with Jurisdiction (OWJ) name:
Palatine Park District (lessee) – Michael Clark, Executive Director

d. Description of role/significance in the community:
The Palatine Park District has been leasing the 91 acres of the Margreth Riemer Reservoir from the MWRDGC since 1979 and updated the agreement in 2004 to year 2029. See **Exhibit 2** for the lease agreement.

The Section 4(f) amenities provided on the property include an 18-hole disc golf course, multi-use trail, skate park, sled hill, picnic shelter and grills. The reservoir is located on the southern end of the 91 acres with park district facilities primarily north of the reservoir. Salt Creek runs west-east parallel to Palatine Road between the reservoir and the roadway right-of-way. See **Exhibit 3** for an aerial map of the park facilities.

3. Description of intended Section 4(f) Resource Use

a. Acres to be taken and/or impacted: 0.16 acres out of a total area of 91 acres.

b. Type of impact (for example, ROW acquisition, permanent incorporation/change in ownership, perpetual easement, etc.): The type of impact is permanent right-of-way, permanent easement, and temporary construction easement, as identified in the table below. See **Exhibit 4** depicting the right of way needs.

Type of Impact	Area (acres)	Purpose	Negatively Affect Function (Yes or No)
Permanent Right-of-Way	0.01	Signal Equipment, Storm Sewer Outlet Maintenance	No
Permanent Easement	0.10	Storm Sewer Outlet Maintenance	No
Temporary Easement	0.05	Sidewalk Removal, Reconstruct Multi-Use Path	No

c. Existing function of impacted areas: There are two impacted areas. Area One is the north side of Palatine Road from Quentin Road to Ash Street. This area of the Section 4(f) property consists of vegetated open space, a berm, and Salt Creek which runs west-east parallel to Palatine Road with three existing storm outlets carrying storm water from the south side of Palatine Road to the north side and ultimately to Salt Creek, all of which has with no direct recreational use. A Village owned sidewalk parallel to Palatine Road encroaches on the Section 4(f) property right of way for approximately 300 feet.

Area Two of impact is on the east side of Quentin Road from Palatine Road north approximately 110 feet. This area of the Section 4(f) property contains the headwall of a diagonally crossing culvert of Salt Creek and also an existing storm outlet through the headwall carrying storm water from Quentin Road north of Palatine Road to Salt Creek. A multi-use path, a recreational use, exists approximately 60 feet north of Palatine Road that runs northeasterly away from the Quentin Road sidewalk.

d. Relationship of impacted areas to Section 4(f) function and significance to resource:
In Area One, there is no Section 4(f) function and is insignificant to the resource.

In Area Two, the multi-use path, a section 4(f) resource, would have temporary impacts during construction of the roadway widening, sidewalk reconstruction, and re-grading the path approach to meet new grades. This path is a direct connection to the Section 4(f) function and a temporary impact to the resource.

Additionally in Area Two, closer to the intersection corner, a traffic signal mast arm will be placed between the multi-use path and Salt Creek culvert headwall and the existing storm sewer outfall within the headwall will be replaced. These improvements will not affect any Section 4(f) function and is insignificant to the resource.

e. Resulting function of impacted areas:
Area One will be retained as open space, Salt Creek, and storm sewer outfalls. The resulting function of Area One is retained as an outlet to Salt Creek.

In Area Two, the exiting multi-use path will be reconstructed. The resulting function of Area Two will retain the originally intended use: multi-use path access to Section 4(f) property.

4. Description of Efforts to Avoid, Minimize, and Mitigate or Enhance Resource

a. Avoidance and minimization efforts made and benefits to resource:
Effort to minimize impacts to the Section 4(f) property include omitting the five-foot buffer between the multi-use path and face of curb and construction of a three-lane cross section instead of a four or five lane cross section. These two actions result in eliminating the need to extend the existing Salt Creek triple cell box culvert in Area Two, which runs diagonally under the intersection of Quentin Road and Palatine Road and minimizes the length of culvert outfall extensions needed in Area One.

b. Commitments for mitigation or enhancement: During construction, a temporary path runaround would be created to provide continuity of the path thus mitigating the temporary impact to the access of the Section 4(f) resource.

To enhance the Section 4(f) resource a village owned multi-use path will be constructed within the Palatine Road right-of-way both west and east of Quentin Road.

c. Description of the benefits to the resource by the proposed improvements:
The village owned multi-use path will provide connectivity between Section 4(f) resources and the community, enhancing the network and increasing the Section 4(f) use.

5. Evidence of Opportunity for Public Review and Comment

a. Type of public availability (internet posting, public meeting, mailers):
The Village of Palatine hosted its first public information meeting as an introduction of the project on September 19, 2019. A newspaper advertisement regarding the public information meeting was published on 09/3/2019 and 09/12/2019 in the Northwest Suburbs Daily Herald. Copies of the publishing, meeting exhibits, and meeting summary can be found in **Exhibit 5**.

The Village of Palatine hosted a second public information meeting on September 16, 2021. A newspaper advertisement allowing the public an opportunity to review and comment on the proposed improvement and Section 4(f) impacts was published on 08/26/2021 and 09/09/2021 in the Northwest Suburbs Daily Herald. Copies of the publishing, meeting exhibits, and meeting summary can be found in **Exhibit 6**.

b. Summary of comments: No comments specific to Section 4(f) impacts or resources were received.

c. Notification of OWJ of public availability and summary of comments:
The Palatine Park District was sent a letter notifying them of the project public information meetings and the associated opportunity to comment on the Section 4(f) property impacts. No comments were provided by the OWJ. The Public Information Meeting Letters can be found in **Exhibits 5 and 6**.

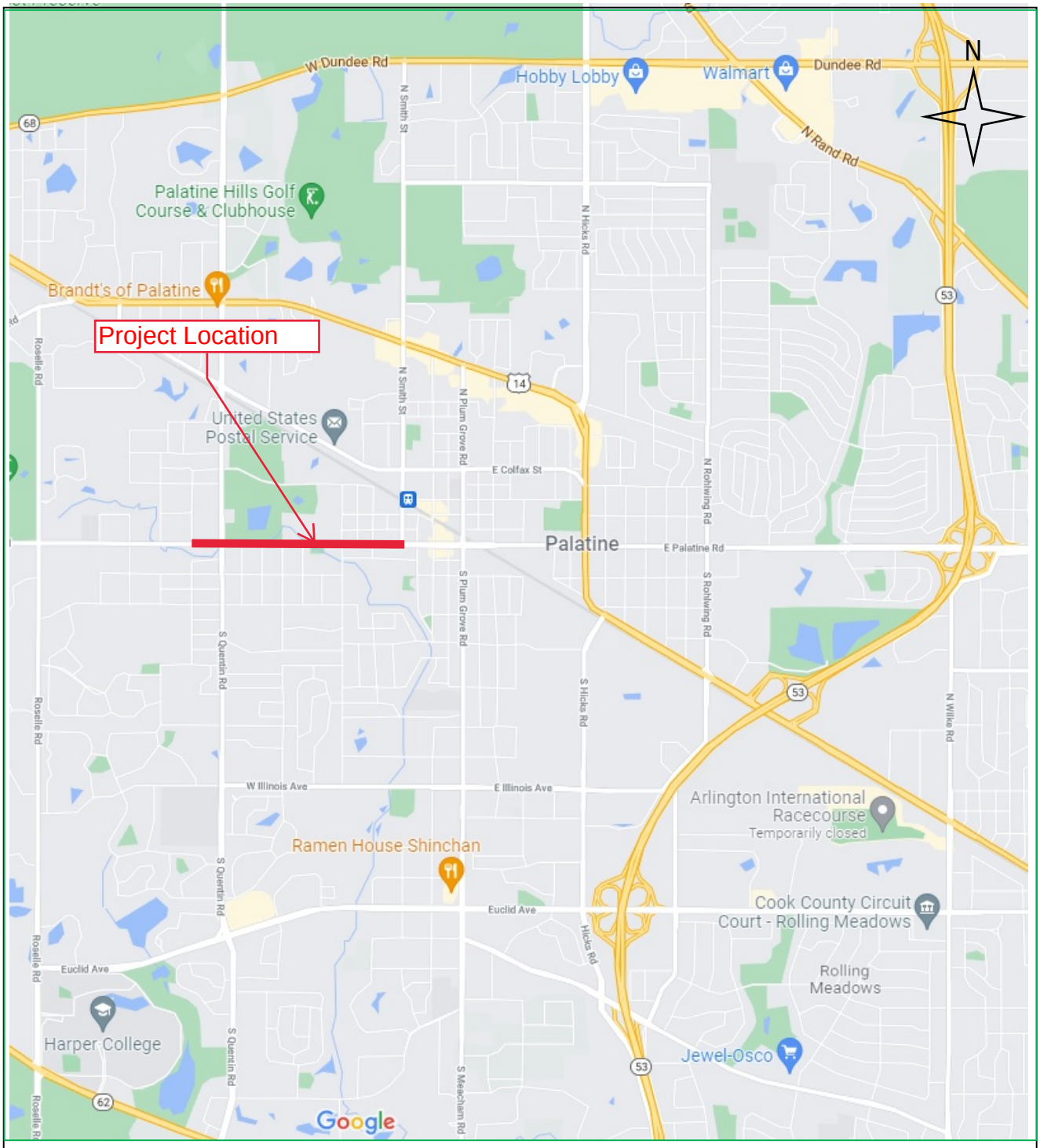
6. Evidence of Coordination with Official(s) with Jurisdiction

a. Correspondence:
Palatine Park District – Public Information meeting #1 – August 28, 2019 (**Exhibit 5)**
Palatine Park District – Public Information meeting #2 – August 23, 2021 (**Exhibit 6)**

b. OWJ written concurrence with a No Adverse Effect determination:
Palatine Park District – No Adverse Effect Determination - November 30, 2021 (**Exhibit 7)**

7. Supporting Documentation

1. Project Location Map (**Exhibit 1**)
2. MWRDGC Lease Agreement (**Exhibit 2**)
3. Section 4(f) Aerial Map (**Exhibit 3**)
4. Section 4(f) Parcel – Right-of-Way Exhibit (**Exhibit 4**)
5. Public Information Meeting #1 Summary (**Exhibit 5**)
6. Public Information Meeting #2 Summary (**Exhibit 6**)
7. Palatine Park District – No Adverse Effect Determination - November 30, 2021 (**Exhibit 7**)



ROADWAY FUNCTION CLASSIFICATION:

Palatine Road – Minor Arterial

Quentin Road – Other Principle Arterial

Smith Street – Minor Collector

Village of Palatine

Palatine Road
Quentin Road to Smith Street

PROJECT LOCATION MAP

Not to Scale Date: 11/19/2021

EXHIBIT 1

ATTACHMENT 13

Protecting Our Water Environment

Metropolitan Water Reclamation District of Greater Chicago

100 EAST ERIE STREET CHICAGO, ILLINOIS 60611-3154 312-751-5600

BOARD OF COMMISSIONERS
Terrence J. O'Brien
President
Kathleen Therese Meany
Vice President
Gloria Alitto Majewski
Chairman Of Finance
Frank Avila
James C. Harris
Barbara J. McGowan
Cynthia M. Santos
Patricia Young
Harry "Bus" Yourell

Michael G. Rosenberg
Attorney

312·751·6565 *FAX 312·751·6598*

June 16, 2004

Mr. Patrick L. Moser
THE PALATINE PARK DISTRICT
250 East Wood Street
Palatine, Illinois 60067-5358

Re: Palatine Park District's ("Palatine Park") Request for an Extension of the May 17, 1979 Temporary Easement Agreement to Use District Property Located at Margreth Reimer Reservoir (Upper Salt Creek Watershed Structure No. 6), Palatine, Illinois, for Park and Public Recreation Purposes. Our File No. 03-MM-027.

Dear Mr. Moser:

Attached is the an executed original of the Easement Agreement between the Metropolitan Water Reclamation District of Greater Chicago ("District") and Palatine Park.

Questions may be directed to Marin Mihalache, Legal Assistant, at (312) 751-6558.

Sincerely,

Mark L. Dressel
Senior Assistant Attorney

MLD:MIM
Attachment

EXHIBIT 2

ATTACHMENT 13

EASEMENT EXTENSION AGREEMENT

THIS EASEMENT EXTENSION AGREEMENT, made this 22nd day of April 2004, by and between the METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO, a municipal corporation, organized and existing under the laws of the State of Illinois, hereinafter called "District", and the PALATINE PARK DISTRICT, a municipal corporation, organized and existing under the laws of the State of Illinois, hereinafter called "Grantee".

W I T N E S S E T H:

WHEREAS, the District and Grantee, on May 17, 1979, entered into a certain Temporary Easement Agreement granting Grantee the right to use part of the real estate described and known as Margreth Riemer Reservoir, Upper Salt Watershed Workplan Structure No. 6, Project 76-246-2F for park and public recreational purposes, for the period commencing May 17, 1979, and expiring May 16, 2004; and

WHEREAS, the occupancy term provided under said Temporary Easement Agreement was set to expire by its own terms on May 16, 2004; and

WHEREAS, the Grantee has requested that said Easement Agreement be extended for an additional 25 years upon the same terms and conditions.

NOW, THEREFORE, for and in consideration of ONE DOLLAR NO/100($1.00) in hand paid by the Grantee to the District, the promises, covenants, conditions, agreements and undertakings hereinafter set forth, and other good and valuable consideration, the receipt of which is hereby acknowledged, the District and the Grantee agree as follows:

1. **All of the foregoing recitals, which constitute the factual basis for this transaction, are incorporated by reference herein and made a part hereof.**

2. **The Easement Agreement dated May 17, 1979, by and between the District and Grantee granting a use provided unto the Grantee with respect to the real estate which is described in Exhibit A attached hereto, for the period of May 17, 1979, to May 16, 2004, is hereby extended to May 16, 2029, and is incorporated by reference herein and made a part hereof as Exhibit B as though set forth in full.**

3. **The Grantee acknowledges that the legal description of the easement premises has been revised and is attached as Exhibit A to this Easement Agreement and supercedes the legal description attached to the May 17, 1979 Easement Agreement.**

4. **The expiration date of said Easement Agreement being May 16, 2004 is hereby extended to May 16, 2029 at which time all rights of Grantee hereunder and by virtue of said Easement Agreement aforesaid shall cease and terminate.**

5. **The Grantee, prior to entering upon said premises and using the same for the purposes for which this Easement is granted, shall procure, maintain and keep in force, at Grantee's expense, public liability insurance coverage in the amount of no less than $4,000,000.00 per occurrence, in which the District, its Commissioners, officers, agents and employees, are a named insured ("CLAIMS MADE" policies are unacceptable). Prior to entering upon said premises, and thereafter on the anniversary date of such policies, the Grantee shall furnish to the District certificates of such insurance or other suitable evidence that such insurance coverage has been procured and is maintained in full force and effect. Upon District's written request, Grantee shall provide District with copies of the actual insurance policies within ten (10) days of District's request for same. Such certificates and insurance policies shall clearly identify the premises and shall provide that no change, modification in or cancellation of any insurance shall become effective until the expiration of thirty (30) days after written notice thereof shall have been given by the insurance company to the District.**

6. **All terms and conditions of said Easement Agreement aforesaid shall remain in full force and effect during this extension period, except those covenants in said Easement Agreement, which survive the expiration, which Grantee hereby agrees to honor.**

IN WITNESS WHEREOF, on the day and year first above written, the parties hereto have caused these presents, including Riders and Exhibits, if any, to be executed in triplicate by their duly authorized officers, duly attested, and their corporate seals to be hereunder affixed.

THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO

By: _____
Gloria Alitto Majewski
Chairman of Committee on Finance

ATTEST:

_____
Jacqueline Torres, Clerk

THE PALATINE PARK DISTRICT

By: _____

Title: President

ATTEST:

By: _____

Title: SECRETARY/EXECUTIVE DIRECTOR

EXHIBIT 2

ATTACHMENT 13

STATE OF ILLINOIS)
) SS.
COUNTY OF COOK)

The undersigned, a Notary Public in and for said County, in the state aforesaid, DOES HEREBY CERTIFY that Andrew S. McPherson (name) personally known to me to be the President of the Board of Park Comm. (title) of Palatine Park District (village/town/city), a municipal corporation, and Ron Ghar (name), personally known to me to be of said municipal corporation and personally known to me to be same persons whose names are subscribed to the foregoing instrument, appeared before me this day in person and severally acknowledged that as such President (title) of the Board (title cont'd.) and Executive Director (title) of said corporation, duly executed said instrument in behalf of said municipal corporation and caused its corporate seal to be affixed thereto pursuant to authority given by the corporate authority of said municipal corporation, as its free and voluntary act and as the free and voluntary act and deed of said municipal corporation, for the uses and purposes therein set forth.

GIVEN under my hand and Notarial Seal this 13TH day of May, A.D. 2004.

Bonnie M. Bennett
Notary Public

My Commission expires:

11/06/07

"OFFICIAL SEAL"
BONNIE M. BENNETT
Notary Public, State of Illinois
My Commission Expires 11/06/07

EXHIBIT 2

ATTACHMENT 13

STATE OF ILLINOIS)
) SS.
COUNTY OF COOK)

I, Nancy V. Murphy **Notary Public in and for said County, in the State aforesaid, DO HEREBY CERTIFY that Gloria Alitto Majewski, personally known to me to be the Chairman of the Committee on Finance of the Board of Commissioners of the Metropolitan Water Reclamation District of Greater Chicago, a municipal corporation, and Jacqueline Torres, personally known to me to be the Clerk of said municipal corporation, and personally known to me to be the same persons whose names are subscribed to the foregoing instrument, appeared before me this day in person and severally acknowledged that as such Chairman of the Committee on Finance and such Clerk, they signed and delivered the said instrument as Chairman of the Committee on Finance of the Board of Commissioners and Clerk of said municipal corporation, and caused the corporate seal of said municipal corporation to be affixed thereto, pursuant to authority given by the Board of Commissioners of said municipal corporation, as their free and voluntary act and as the free and voluntary act and deed of said municipal corporation, for the uses and purposes therein set forth.**

GIVEN under my hand and Notarial Seal this 20th **day of** May, **A.D. 20**04.

Nancy V. Murphy
Notary Public

My Commission expires:

"OFFICIAL SEAL"
NANCY V. MURPHY
NOTARY PUBLIC STATE OF ILLINOIS
COMMISSION EXPIRES 02/10/07

ATTACHMENT 13

EXHIBIT 2

EXHIBIT A

EXHIBIT A

LEGAL DESCRIPTION
for
MARGRETH RIEMER RESERVOIR (STRUCTURE 6)
Project 76-426-2F

Those parts of the Southwest Quarter and of the West Half of the Northwest Quarter of Section 15, Township 42 North, Range 10 East of the Third Principal Meridian, in Cook County, Illinois, more particularly described as follows:

The Southwest Quarter of the Southwest Quarter aforesaid excepting the north 300 feet of the south 765.15 feet of the west 239.24 feet and the right-of-ways of Quentin Road and Palatine Road of the Southwest Quarter of the Southwest Quarter aforesaid;

and

Lots 30 to 40 inclusive in Arthur T. McIntosh and Company's Palatine Farms in the East Half of the Southwest Quarter of Section 15, Township 42 North, Range 10, East of the Third Principal Meridian, in Cook County, Illinois;

and

The west 65 feet of Lot 29 in Arthur T. McIntosh and Company's Palatine Farms in the East Half of the Southwest Quarter of Section 15, Township 42 North, Range 10, East of the Third Principal Meridian, in Cook County, Illinois;

and

The south 117 feet of the east 55 feet of Lot 29 in Arthur T. McIntosh and Company's Palatine Farms in the East Half of the Southwest Quarter of Section 15, Township 42 North, Range 10, East of the Third Principal Meridian, in Cook County, Illinois;

and

The south 80 feet of Lot 28 in Arthur T. McIntosh and Company's Palatine Farms in the East Half of the Southwest Quarter of Section 15, Township 42 North, Range 10, East of the Third Principal Meridian, in Cook County, Illinois;

and

That part of Lot 41 in the Arthur T. McIntosh and Company's Palatine Farms in the East Half of the Southwest Quarter of Section 15, Township 42 North, Range 10, East of the Third Principal Meridian, in Cook County, Illinois, more particularly described as follows:

Commencing at the intersection of the south right-of-way line of Wood Street and the west right-of-way line of Cedar Street; thence west along the south right-of-way line of Wood Street,

382.50 feet; thence southerly at right angles with the last described line, 296.12 feet to the point of beginning, which is also the northeast corner of Lot 41; thence southwesterly along a line forming an angle of 48°00'46" to the right of the last described line extended, 161.44 feet; thence north along the west line of Lot 41, 149.12 feet to the north line of Lot 41; thence east at right angles with the last described line along the north line of Lot 41, 120.00 feet to the point of beginning.

and

Lot 7 except the west 120 feet thereof and Lot 8 except the west 120 feet of the north 169.70 feet thereof in Arthur T. McIntosh and Company's Palatine Farms in the West Half of the Southwest Quarter of Section 15, Township 42 North, Range 10, East of the Third Principal Meridian, in Cook County, Illinois;

and

Lots 9 to 12 inclusive in Arthur T. McIntosh and Company's Palatine Farms in the West Half of the Southwest Quarter of Section 15, Township 42 North, Range 10, East of the Third Principal Meridian, in Cook County, Illinois;

and

Lot 13 in Arthur T. McIntosh and Company's Palatine Farms in the West Half of the Northwest Quarter and the West Half of the Southwest Quarter of Section 15, Township 42 North, Range 10, East of the Third Principal Meridian, in Cook County, Illinois.

PIN Nos.	02-15-302-004	02-15-303-016
	02-15-302-005	02-15-303-034
	02-15-302-006	02-15-303-043
	02-15-303-005	02-15-303-047
	02-15-303-004	02-15-303-049
	02-15-303-003	02-15-300-014
	02-15-303-002	02-15-300-005
	02-15-303-001	02-15-300-009
	02-15-303-011	02-15-300-008
	02-15-303-012	02-15-300-007
	02-15-303-013	02-15-300-013
	02-15-303-014	02-15-300-012
	02-15-303-015	

EXHIBIT 2

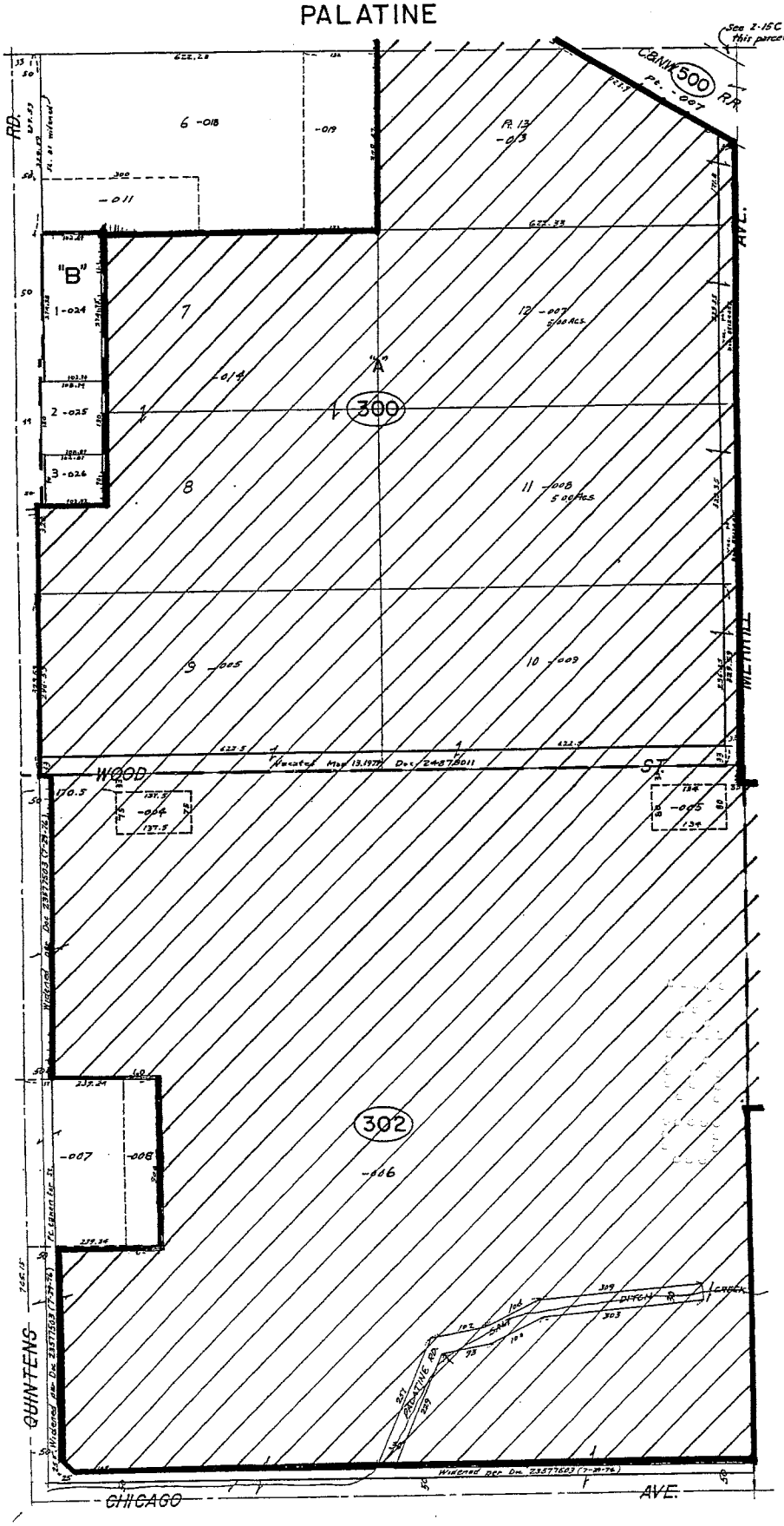
ATTACHMENT 13

42-10-15E
2-15

W.½ S.W.¼ Sec. 15 - 42 - 10
PALATINE

"A"
ARTHUR T. McINTOSH & CO.'S PALATINE FARMS. For balance of sub. see the E. 1/2 of Sec. 16-42-10. Rec. June 15, 1928. Doc. 255096.

"B"
QUENTIN OFFICE PARK SUB. of part of Lots 7 & 8 in A.T. McIntosh & Co.'s Palatine Farms (See "A") Rec. Jan. 30, 1998 Doc. 98079811



MARGRETH RIEMER RESERVOIR

REVISED JAN. 1, 1999

REVISED JAN 1,2002

ATTACHMENT 13

EXHIBIT 2

42-10-15 C
2-15

W. 1/2 N.W. 1/4 Sec. 15 - 42 - 10
PALATINE

"A"
ARTHUR T. McINTOSH & CO.'S PALATINE FARMS. (For balance of sub. see the E. 1/2 of Sec. 15-42-10.) Rec. June 8, 1915. Doc. 155088.

"B"
JOAN'S GARDENS SUB. of part of the W. 1/2 of the N.W. 1/4 of Sec. 15-42-10. Rec. July 22, 1957. Doc. 16903023.

"C"
LAKEVIEW TERRACE SUB. UNIT No. 1, a Sub. of part of the W. 620.4 ft. of the N.W. 1/4 lying N. of the Nly R.O.W. line of Old Northwest Hwy.
Rec. Dec. 13, 1963 Doc. 18999004.
Vacated Oct. 29, 1970 Doc. 21303635.

"D"
INVERLEITH, a Sub. in the N.W. 1/4 Sec. 15-42-10 together with vacated lots and street in Lakeview Terrace Sub. Unit No. 1 (see "C").
Rec. Oct. 29, 1970 Doc. 21303636.

"E"
NIKA'S SUB. of part of the North 933.5 ft. of the NW 1/4 of Sec. 15-42-10.
Rec May 15, 1980 Doc. 25443903

"F"
THE NORTHWEST QUENTIN CENTER, a Resub. of Lot 1 in Nika's Sub. (See "E").
Rec. Oct. 30, 1986 Doc. 86507323

"G"
GARDEN GLADE SUB. of pt. of the N.W. 1/4 of the N.W. 1/4 of Sec. 15-42-10, & Lot 2 in Nika's Sub. (See "E").
Rec. Apr. 5, 1988 Doc. 88139485

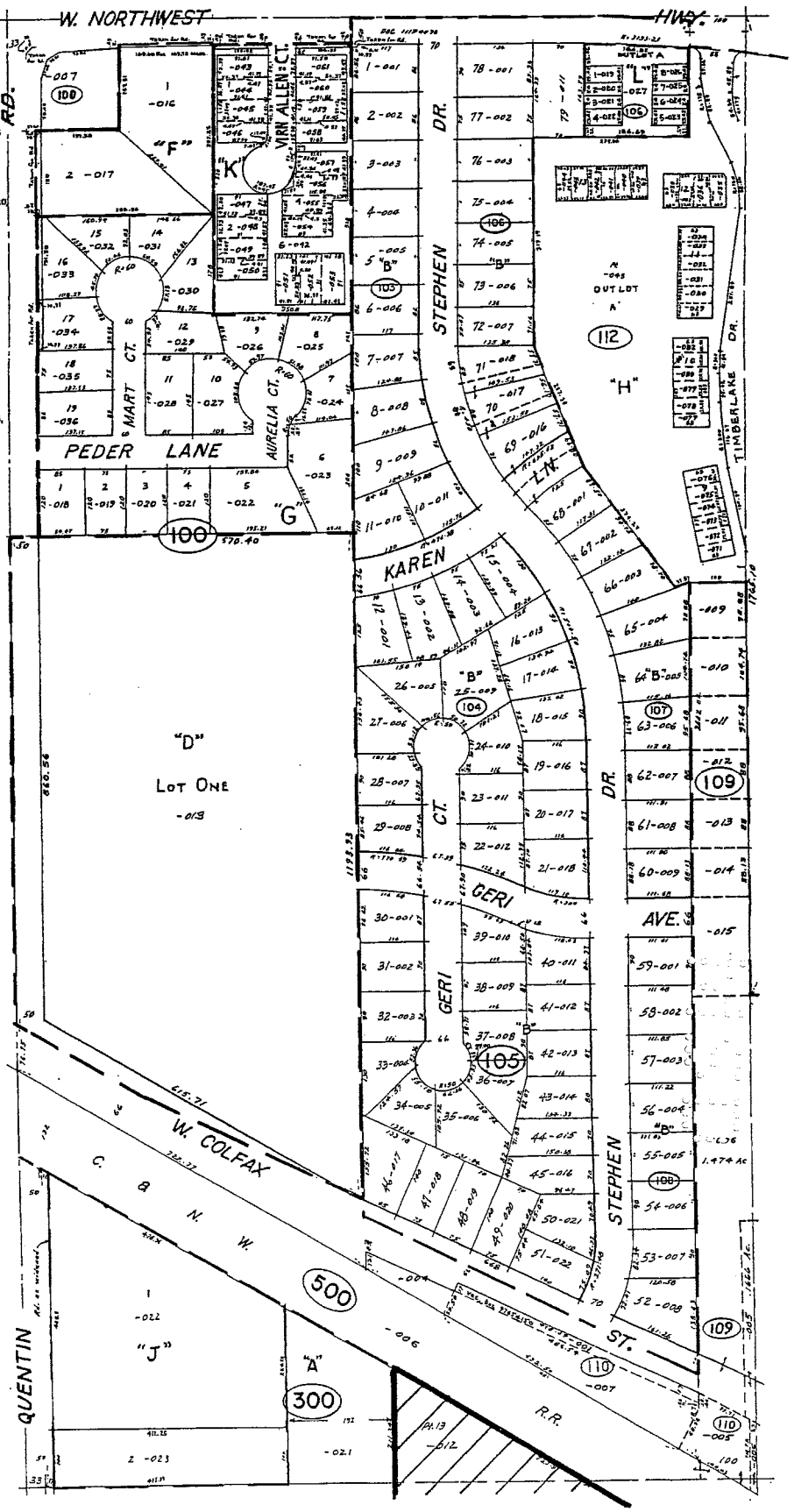
"H"
THE TOWNHOUSES OF TIMBERLAKE ESTATES, a Sub. of part of the NW 1/4 of Sec. 15-42-10.
Rec. Oct 25, 1989 Doc. 89506432

"I"
STANDARD SAFETY INDUSTRIAL SUB. of pt. of Lot 5 in Arthur T. McIntosh & Co.'s Palatine Farms (See "A").
Rec. Dec. 15, 1993 Doc. 93024241

"K"
WILLIAM'S PARK PLACE, Being a Sub. of part W1/2 of the NW1/4 of Sec. 15-42-10.
Rec. May 3, 1998 Doc. 98464635

"L"
THE COURTES RESUB. of Lots 80 & 81 in Joan's Gardens Sub. (See "B")
Rec April 12, 2001 Doc. 0010293201

MARGRETH RIEMER RESERVOIR



REVISED JAN. 1, 2002

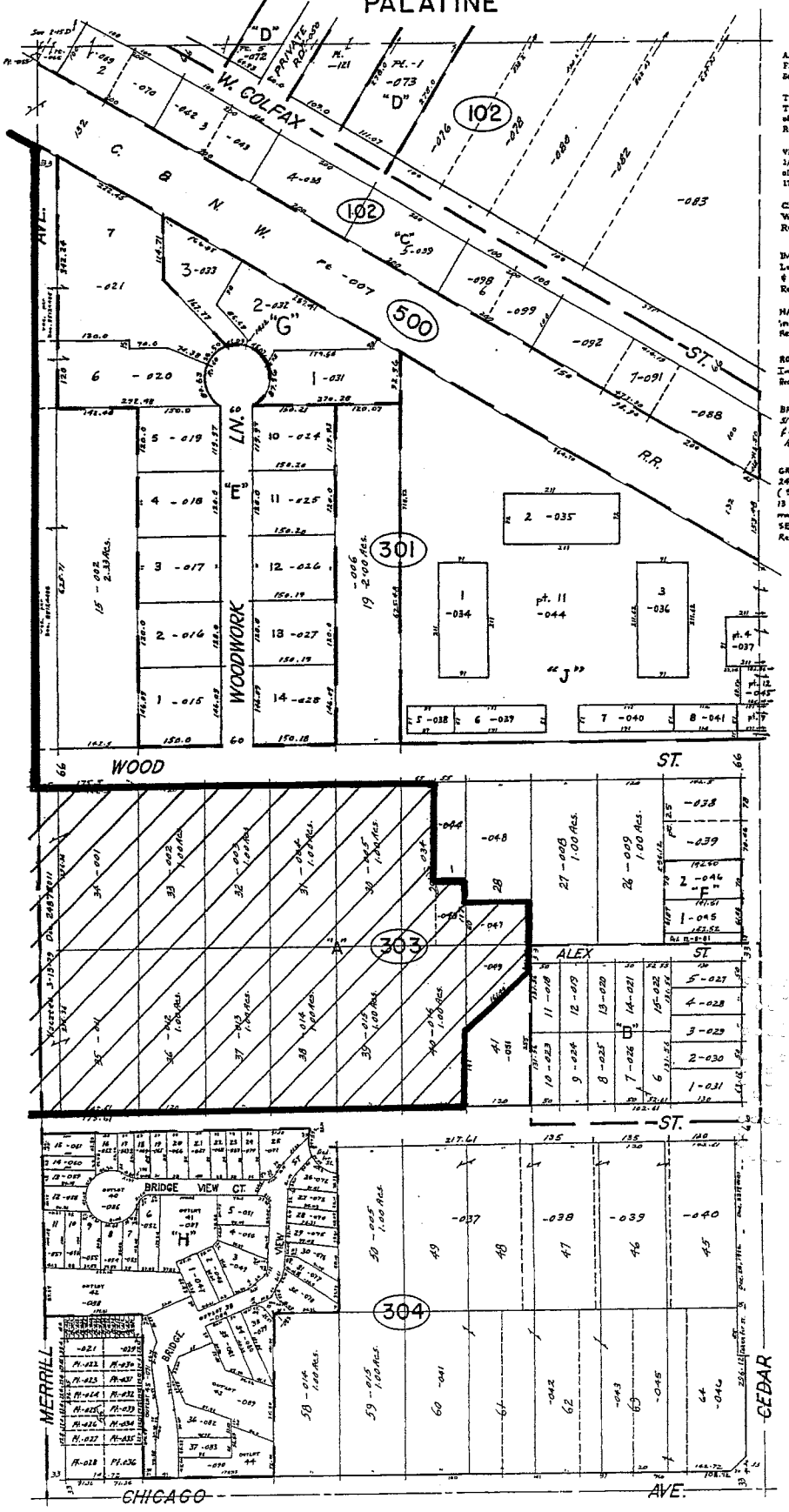
ATTACHMENT 13

EXHIBIT 2

E. ½ S.W. ¼ Sec. 15 -42-10

PALATINE

42-10-15F
2-15



"A"
ARTHUR T. McINTOSH & CO.'S PALATINE FARMS. For balance of sub. see the E. 1/2 of Sec. 16-42-10. Rec. June 16, 1892. Doc. 1550358

"B"
TUDYMAN'S SUB. of Lots 42, 43, & 44 of Arthur T. McIntosh & Co.'s Palatine Farms in the E. ½ of the S.W. 1/4 of Sec. 15-42-10. (see "A"). Rec. June 9, 1928. Doc. 10051371.

"C"
VISDAL'S INDUSTRIAL SUB., a part of the E. 1/2 of the N.W. 1/4 and the E. 1/2 of the S.W. 1/4 of Sec. 15-42-10. Rec. Dec. 30, 1957. Doc. 17099703.

"D"
C. NEAL SUB. of part of the E½ of the W½ of Sec. 15-42-10. Rec. Apr. 18, 1969 Doc. 17831552.

"E"
IMPERIAL INDUSTRIAL PARK, a Resub of Lots 14, 16, 17 and 18 in Arthur T McIntosh & Co's Palatine Farms. (see "A"). Rec. Dec. 3, 1970 Doc. 21394282.

"F"
HAUSWIRTH'S RESUB., of part of lot 25 in A.T. McIntosh & Co's Palatine Farms (see "A"). Rec. Dec. 8, 1981 Doc. 26079614

"G"
ROMARK RESUB., of lots 8 and 9 in Imperial Industrial Pk. (see "E"). Rec. June 15, 1981 Doc. 25904934

"H"
BRIDGE VIEW CREEK SUB. a Resub of Lots 51 & 54 of Lots 52, 53 in Arthur T. McIntosh & Co's Palatine Farms (See "A"). Rec. Jan. 31, 1994 Doc. 94026952

"J"
GROVES OF PALATINE, a Sub. of Lots 20 to 24 in A.T. McIntosh & Co's Palatine Farms (See "A") and of Lots 1 to 4 and 13 to 15 in Schram's Sub. (See "B" on map 2-15 G) and of part of the W½ SE ¼ of Sec. 15-42-10. Rec. Oct. 30, 2001 Doc. 00110123521

MARGRETH RIEMER RESERVOIR

REVISED JAN. 1, 2002

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EXHIBIT B

TEMPORARY EASEMENT AGREEMENT

THIS GRANT OF EASEMENT, Made this 17th day of May, A. D, 1979 by THE METROPOLITAN SANITARY DISTRICT OF GREATER CHICAGO, a municipal corporation organized and existing under the laws of the State of Illinois, (hereinafter called the "Grantor"), to THE PALATINE PARK DISTRICT, a municipal corporation organized and existing under the State of Illinois (hereinafter termed the "Park District"), 262 East Palatine Rd., Palatine, Illinois 60067.

W I T N E S S E T H T H A T

WHEREAS: the Sanitary District is about to construct a storm water retention reservoir, with appurtenances thereto, (hereinafter termed, "The Reservoir"), known as Margreth Riemer Reservoir, Upper Salt Creek Watershed Workplan Structure No. 6, Project 76-246-2F, the same to be an adjunct of and addition to the Channels and Outlets of the Sanitary District; and

WHEREAS: the Grantor and the United States of America, Department of Agriculture, Soil Conservation Service (Soil Conservation Service) have entered into a Project Agreement for the construction of the Reservoir; and

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WHEREAS: the Grantor and the Park District, both signatories of the Upper Salt Creek Watershed Workplan, have agreed that it will be mutually advantageous for the Park District to undertake the maintenance of the Reservoir and to that end have executed or are about to execute an Operations and Maintenance Agreement for the Reservoir, dated May 9, 1979, with the concurrence and agreement of the Soil Conservation Service, which Agreement is incorporated by reference herein and made a part hereof; and

WHEREAS: the Park District has requested from the Grantor the grant of an occupancy right, to continue in effect for twenty-five years to use the Reservoir site for park and public recreation purposes to facilitate the execution of its duties with respect to the maintenance of said Reservoir:

NOW, THEREFORE, for and in consideration of One and no/100 Dollars ($1.00) the promises, covenants, conditions and undertakings hereinafter set forth and other good and valuable consideration, the receipt of which is hereby acknowledged and pursuant to the authority granted by the Board of Commissioners of The Metropolitan Sanitary District of Greater Chicago at its regular meeting of May 17, 1979, the Grantor does hereby grant, bargain sell, transfer and convey to the Park District a twenty-five (25) year nonexclusive temporary easement for park and public recreation purposes to commence in effect on May 17, 1979 and to terminate on May 16, 2004, unless terminated sooner pursuant to the terms hereof, upon, over, across under and

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through the premises legally described in Exhibit "A" which is attached hereto and made a part hereof, subject to the following terms and conditions:

1. All of the foregoing recitals are incorporated by reference herein and made a part hereof as though set forth in full, it being agreed and understood that said recitals constitute the factual basis for the transaction which is the subject of this agreement.

2. It is expressly agreed and understood by and between the parties hereto that in the event that the Operations and Maintenance Agreement between the parties hereto, as heretofore set forth, shall ever be cancelled, terminated, shall expire by its own terms, or shall in any other manner be rendered null and void and without further force and effect or if the Park District shall default in its performance of any of its covenants and undertakings thereunder, this grant of temporary easement shall immediately thereupon be rendered null and void and without further force and effect and the Grantor shall be restored to its first and former estate free and clear of any encumbrance created hereby, without further affirmative acts by either party hereto.

3. It is expressly covenanted by and between the parties hereto that the Grantor executes and delivers Temporary Easement without representations or warranties whatsoever of its authority so to do, the Park District having examined the title of the Grantor to the Temporary Easement premises and being satisfied with such title at the date of delivery of this Temporary Easement and with

the power and authority of the Grantor to execute and deliver this Temporary Easement:

(a) The Grantor agrees to use all reasonable efforts in good faith to protect the Park District in the quiet and peaceable enjoyment of the said Temporary Easement premises. In the event, by reason of paramont title, possession of said premises or any part thereof is interfered with or taken by some third person or corporation without the consent of the Grantor then this Temporary Easement and the Park District's occupancy hereunder shall forthwith abate as to such part of said Temporary Easement premises so interfered with or taken;

(b) The Grantor shall in no way be liable for any damages to the Park District under subsection (a) above, it being understood that the Grantor does not covenant with the Park District for the quiet and peaceable enjoyment and possession of said premises, except as against the Grantor itself.

4. It is expressly covenanted by the parties hereto that the Grantor has granted this Temporary Easement without representation or warranties concerning the building and zoning laws affecting the premises. The Park District has examined the building and zoning laws concerning the premises and is satisfied that it may

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use the land and construct the improvements which are hereinafter set forth.

> In the event on the date hereof or at any time hereafter, the building and zoning laws do not permit the use as hereinafter set forth or the construction hereinafter set forth, the Park District agrees, at its own expense within one (1) year of the date of this grant, to take such action as may be necessary to obtain such zoning change and building permits.

5. It is expressly convenanted by the parties hereto that in the event of any condemnation of the premises herein contemplated, of the Temporary Easement herein granted, or any part thereof, the entire condemnation award shall be the sole property of the Grantor except for the depreciated value of the improvments made by the Park District during this Temporary Easement as of the date of the final judgment order in said condemnation proceedings.

6. The sale or giving away of intoxicating liquors, gambling in any form, and the conducting of any unlawful activities on the Temporary Easement premises are prohibited. Furthermore, this prohibition is not and shall not be construed as permitting all uses or activities not specifically prohibited. Use of the premises is limited and restricted to those specific uses hereinafter set forth.

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7. In the event Grantor shall one or more times waive its right to insist upon prompt and satisfactory performance according to the terms of this Temporary Easement Agreement of any of the obligations of the Park District, no such waiver shall release the Park District from its duty promptly and strictly to satisfy at all times after such waiver each and every of said obligations arising under the provisions of this Agreement, and especially of any of such provisions with respect to which such waiver may previously have been made by the Grantor as aforesaid; and the Park District covenants and agrees that if the Grantor shall for any length of time waive any right or rights accruing to it under the provisions of this Agreement, such waiver shall be construed strictly in its favor and shall not estop it to insist upon any rights subsequently accruing to it under this Agreement not in terms specifically waived; and the Park District covenants and agrees that if it violates any of the obligations under this Agreement no waiver by the ~~Lessor~~ Grantor of its right to take advantage of such violation shall estop it to insist upon its strict rights in case of and as to any subsequent violation by the Park District of the same or any other obligation.

8. The Park District covenants and agrees to pay when due all water rates and utility charges for improvements installed by Park District that may be levied, charged, or imposed against the said Temporary Easement premises, or any part thereof, or upon any improvements placed thereon by the Park District during the term of said Temporary Easement.

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9. The Park District agrees that the Grantor shall at all times during the term of this Temporary Easement at its option, have the right, without obligation to inquire into the validity thereof, to pay any water rates or utility charges upon said demised premises remaining unpaid after any application for judgment in any court to collect the same is made, and to pay, cancel and clear off any sales, liens, charges and claims upon or against the Temporary Easement premises; and to redeem the said Temporary Easement premises from the same or any part thereof; and the amount so paid or advanced by the Grantor shall be paid to Grantor immediately upon rendition of bills or invoices therefor to Park District, and all such sums so paid and advanced by the Grantor, shall bear interest at the rate of seven percent (7%) per annum from the date of such advance until paid by the Park District, but it is expressly understood and agreed that no obligation shall rest upon the Grantor to make any such advances or payments as are herein provided for; provided, however, that nothing herein contained shall require the Park District to pay any such water rates, or other utility charges which are incurred by the Grantor in connection with its use of the property. As to other charges disputed by the Park District, Park District shall in good faith by appropriate legal proceedings contest the validity thereof and deposit with Grantor the amount of same, and pending any such contest the Grantor shall not have the right to pay the same or to declare a forfeiture of this Temporary Easement for failure of the Park District to pay the same.

10. It is expressly convenanted and agreed that the Temporary Easement premises are to be used by the Park District for public park and public recreational purposes only. However, the use of the

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property as a park and playground facility shall be subject to the paramount right of the Grantor to use and operate said premises as a storm water retention reservoir, whenever and for as long as such use is necessary. No right of use or occupancy to the Temporary Easement premises shall be granted by the Sanitary District which conflicts with the purposes for which the use of the Temporary Easement premises was established by the Park District.

11. The Park District covenants and agrees not to maintain any nuisance on the Temporary Easement premises or permit any noxious ordors to emanate from the Temporary Easement premises which shall be in any manner injurious to or endanger the health, safety, and comfort of the persons residing or being in the vicinity of said Temporary Easement premises. Any noxious odors caused by Grantor's use of the property shall be the responsibility of the Grantor. Any noxious odors which are carried onto the Temporary Easement premises by the creek presently existing thereon shall not be the responsibility of the Park District.

12. The Park District covenants and agrees to keep the Temporary Easement premises in a clean and sanitary condition in accordance with the laws, ordinances, and regulations of the county, city, village, town or municipality (wherein the premises are located) the state of Illinois, the United States of America, and The Metropolitan Sanitary District of Greater Chicago to the extent required by a certain operations and maintenance agreement between Grantor, Park District and the Soil Conservation Service dated May 9, 1979, _____, with respect to said Salt Creek, Structure No. 6 (Margreth Riemer Reservoir).

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13. The Park District covenants and agrees that it shall abide by any and all air and water pollution control laws, ordinances and regulations of the county, city, village, town or municipality (wherein the premises are located), State of Illinois, United States of America, and The Metropolitan Sanitary District of Greater Chicago.

14. The Park District agrees that at the expiration of the term hereby created or the termination of this Temporaty Easement pursuant to the terms hereof prior to the expiration of the term hereof, to yield up said Temporary Easement premises together with any improvements which may be constructed or placed thereon under the terms hereof, to the Grantor, in as good condition as when said improvements were constructed or placed thereon under the terms hereof, to the Grantor, ordinary wear and tear excepted; and also Park District shall, at its own sole cost and espense, remove at its own instance, such improvements installed by it that has been installed on the premises and which the Grantor shall order the Park District to remove from said Temporary Easement premises; and provided further in the event of the removal by the Park District of such improvements, that the Park District expressly agrees to restore, at its sole cost and expense, the surface of the ground as near as may be to the same condition as it existed before the construction thereon of such improvements or fixtures.

15. It is understood and agreed by and between the parties hereto that if the Park District shall default in the performance of any of the provisions of this Agreement, and such default shall continue for sixty (60) days after notice thereof in writing given

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by the Grantor or its agents or attorneys to the Park District in the manner hereinafter provided, then and in any of such events, it shall and may be lawful for the Grantor, at its election, at or after the expiration of said sixty (60) days after the giving of said notice to declare said term ended and enter upon the said Temporary Easement premises or any part thereof, either with or without process of law, and the Park District or any other persons put out, using such force as may be necessary in so doing, and the said Temporary Easement premises to repossess and enjoy as in their first and former estate.

16. The Park District agrees that the various rights and remedies of the Grantor contained in this Agreement shall be construed as cumulative, and no one of them as exclusive of the other or exclusive of any rights or remedies allowed by law.

17. The Park District shall be solely responsible for and shall defend, indemnify, keep and save harmless the Grantor, its agents, officials or employees, against all injuries, deaths, loss, damages, claims, patent claims, liens, suits, liabilities, judgments, costs and expenses, which may in any wise accrue, directly or indirectly against the Grantor, its agents, officials and employees in consequence of the granting of this Temporary Easement or which may in any wise result therefrom, or from any work done thereunder, whether or not it shall be alleged or determined that the act was caused through the negligence or omission of the Park District or its employees, if any, and the Park District shall, at its sole expense, appear, defend and pay all charges of attorneys and all costs and other expenses arising therefrom or incurred in connection therewith, and, if any judgment shall be rendered against the Grantor its agents,

officials or employees, in any such action, the Park District shall at its sole expense, satisfy and discharge the same. Notwithstanding anything to the contrary contained herein, Park District shall not be liable for acts of Grantor, its agents, officials and employees.

Park District expressly understands and agrees that any performance bond or insurance protection required by this Agreement or otherwise provided by Park District shall in no way limit the responsibility to defend, indemnify, keep and save harmless the Grantor as herein provided.

18. The Park District agrees to save and keep harmless the said Grantor of and from any claims for mechanics' liens by reason of any construction work, repairs, replacements, or other work for any improvements made or placed upon or to said Temporary Easement premises, which are performed at the direction of the Park District.

19. The Park District prior to entering upon said premises and using the same for the purposes for which this Temporary Easement is granted, shall procure, maintain and keep in force at Park District's expense, public liability, property damage and fire and extended coverage liability insurance in which the Grantor, its Commissioners, officers, agents and employees, are a named insured from a company to be approved by the Grantor, said policy with limits of not less than the coverage in force for the Park District's property, which coverage is now $2,000,000.00. However, in the event Park District undertakes to become self insured, the interest of Grantor shall be protected by the Park District through the self insurance and the requirements of carrying the aforementioned insurance shall be waived by Grantor.

Prior to entering upon said premises, the Park District shall furnish to the Grantor certificates of such insurance or other suitable evidence that such insurance coverage has been procured and is maintained in full force and effect. Such insurance shall provide that no change, modification in or cancellation of any insurance shall become effective until the expiration of ten (10) days after written notice thereof shall have been given by the insurance company to the Grantor.

The provisions of this Section shall in no wise be limited by the liability of the ~~Lessee~~ PARK DISTRICT as set forth under the provisions of Paragraph 17, above.

20. The Grantor has heretofore executed various agreements with governmental agencies, public utility companies, private corporations and individuals for the installation of pipe lines, duct lines, sewers, cables, electric transmission lines and other surface and subsurface structures. Pursuant to those agreements, the various grantees installed and are operating their respective surface and underground plant facilities. Plats and drawings showing the location, size and type of the surface and underground plant facilities are filed in ~~this~~ the office of the Grantor's Chief Engineer and are available for inspection.

Park District agrees to occupy and use the Temporary Easement premises in such a manner as not to damage, obstruct access to or interfere with the operation of said surface and underground plant facilities.

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21. The Park District expressly agrees that the Grantor and anyone acting under its authority shall have the right, without payment therefor, to construct, operate, maintain, repair, renew and relocate any and all pipe, sewer, power, and communication lines upon, under and across said Temporary Easement premises. The portion of the temporary Easement Premises under, across or upon which said improvements are constructed shall be restored as practicable to substantially the same condition which existed prior to the commencement of said constitution.

22. Park District understands and agrees that the Grantor may have installed various sewers, shafts, ducts, pipes, and other facilities, upon, over or beneath the Temporary Easement premises. It shall be the responsibility of the Sanitary District to advise Park District of the exact location of said installations. Park District covenants and agrees that at no time shall its use and occupancy of the Temporary Easement premises damage or interfere with said facilities.

23. The Grantor reserves unto itself a perpetual right, privilege, and authority to construct, maintain, operate, repair and reconstruct intercepting sewers with its connecting sewers and appurtenances and any other drains or structures upon under and through said Temporary Easement premises. The Grantor shall also have the right, privilege and authority to enter upon and use such portions of said Temporary Easement premises as may be necessary in the opinion of the Chief Engineer of the Grantor, for the purpose of constructing, maintaining,operating, repairing and reconstructing intercepting sewers, connecting sewers, drains or other structures and appurtenances. Provided however, this reservation shall not alter

or modify the maintenance and operational duties of the Grantor and Park District as set forth in the Operation and Maintenance Agreement heretofore referred to and incorporated herein.

It is further expressly understood and agreed by the Park District that no buildings, materials, or structures shall be placed or erected and no work of any character done on said Temporary Easement premises so as to injure or damage in any way said intercepting sewer, connecting sewers, drains or other structures and appurtenances located at any time on said Temporary Easement premises, or so as to interfere with their maintenance and operation.

24. It is expressly understood and agreed that the Grantor shall not be liable to the Park District for any loss, cost or expense which the Park District shall sustain by reason of any damage at any time to its property caused by or growing out of the failure of the sewers, structures, or other equipment of the Grantor located on said Temporary Easement premises, or by any other work which the Grantor may perform on said premises under the terms hereof, or adjacent to said Temporary Easement.

25. The Park District shall relocate or remove the improvements existing or constructed upon the subject premises, at no cost to the Grantor:

(a) In the event that the subject premises are adjacent to any channel or waterway, and said channel or waterway is to be widened by the Grantor or any other governmental agency; or

(b) In the event that any agency of government, having jurisdiction over said channel or waterway, requires the relocation or removal of said improvements; or

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(c) In the event that said relocation or removal is required for the corporate purposes of the Grantor.

Such relocation or removal shall be done within ninety (90) days after notice thereof in writing is served upon the Park District.

26. If at any time in the future, any portions of the Temporary Easement premises are required for the construction of highways and roadways, or adjuncts thereto, such as interchanges, ramps and access roads, as determined by the Chief Engineer of the Grantor, for the use of any other governmental agency engaged in the construction of highways, or adjuncts thereto, then in such event, it is understood and agreed by the parties hereto, that the Park District shall surrender possession of such part of Temporary Easement premises that may be so required. Park District agrees also, at its own cost and expense, to remove all of its equipment, structures or other works from those portions of said Temporary Easement premises so required, or reconstruct or relocate such of its installations so as to permit the use of said Temporary Easement premises for the construction of highways and roadways or adjuncts thereto within sixty (60) days after notice shall have been given to the Park District by the Chief Engineer of Grantor.

27. The Grantor reserves to itself or to its assignees or permittees at any time during the term of this Temporary Easement, upon thirty (30) days' written notice by the Grantor to the Park District, the right to construct, reconstruct, maintain, and operate additional force mains, intercepting sewers, drains, outlets, pipe lines, pole lines, and appurtenances thereto; and such other structures, buildings, apparatus, and water control equipment as may be needed for

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the corporate purposes of the Grantor upon, under, and across said Temporary Easement premises. Any such construction shall be located as determined by the Chief Engineer of the Grantor so as to cause, in his opinion, the least interference, consistent with efficient and economical design, with any equipment, or improvements that the Park District may then have on the said Temporary Easement premises. The portion of the Temporary Easement premises under, across, and upon which said improvements are constructed shall be restored, as practicable to substantially the same condition which existed prior to the commencement of said construction.

28. The Park District agrees that if at any future date it desires to dispose of sewage from said Temporary Easement premises, it will discharge the said sewage into an intercepting sewer of the Grantor or a local sewer of the city, village, or town in which the Temporary Easement premises are located. Park District will make application and secure the necessary permit from the Metropolitan Sanitary District of Greater Chicago and any other governmental body having jurisdiction thereover before discharging any sewage into such sewer.

29. It is agreed by and between the parties hereto that the Park District shall submit to the Chief Engineer of Grantor, for his approval, the general plans for handling the sewerage, grading, and drainage of the said Temporary Easement premises; and for any roadways, water supply, telephone and electric services, if any, and of all improvements or any other construction to be erected thereon before the commencement of any work thereon.

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30. The Grantor reserves to itself the right of access to said premises for inspection by the Grantor, it invitees and its duly authorized agents at all times, and for such surveys as the Chief Engineer of the Grantor may deem necessary.

31. Anything to the contrary notwithstanding Park District agrees that no buildings, materials, or structures shall be placed or erected on the premises and no work of any character will be done on said premises so as to hinder, interfere, or obstruct in any manner, the use of the premises as a storm water retention reservoir.

32. It is understood and agreed by and between the parties hereto that upon the expiration of this Temporary Easement by lapse of time, or termination by forfeiture, or by reason of the failure of the Park District to keep and perform the covenants, agreements or conditions herein contained, any improvements erected, constructed or placed upon said Temporary Easement premises, shall become and be the absolute property of the Grantor and no compensation therefor shall be allowed or paid to the Park District.

33. It is understood and agreed by and between the parties hereto that all notices herein provided for from the Park District to the Grantor concerning any thing pertaining to this Agreement shall be mailed registered mail or certified mail, postage prepaid, return receipt requested, to the Metropolitan Sanitary District of Greater Chicago in care of the General Superintendent, 100 East Erie Street, Chicago, Illinois 60611, or to the Park District from the Grantor at:

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Palatine Park District
c/o Director of Parks and Recreation
250 E. Wood Street
Palatine, Illinois 60067

or to any other address that it may hereafter in writing designate and that such notice may be upon the option of the Grantor so mailed to the Park District, and that any notice so mailed by the Grantor to the Park District shall be and is hereby declared to be sufficient notice for all the purposes of this Agreement and that a post office registry receipt or certified receipt showing the mailing of such notice and the date of such mailing shall be in any court of records as competent prima facie evidence of those facts.

34. It is further agreed that all Notices as provided herein shall be given by the Grantor pursuant to an order of the Board of Commissioners of said Grantor.

35. Anything herein contained to the contrary notwithstanding, it is expressly agreed and understood that the Operation and Maintenance Agreement for the MARGRETH RIEMER RESERVOIR (STRUCTURE NO. 6) UPPER SALT CREEK WATERSHED dated the May 9, 1979, by and between the Grantor, the METROPOLITAN SANITARY DISTRICT OF GREATER CHICAGO, and PALATINE PARK DISTRICT, and The SOIL CONSERVATION SERVICE is incorporated by reference herein and made a part hereof to the extent that same is applicable to the performance by either party hereunder. Further provided that in the event there exists a conflict between the terms of this Agreement and the Operation and Maintenance Agreement aforesaid with respect to duties and obligations of the parties hereto, the terms and conditions of said Operation and Maintenance Agreement shall control.

IN WITNESS WHEREOF, on the day and year first above written the parties hereto have caused these presents, including Riders and exhibits, if any, to be executed in triplicate by their duly authorized officers, duly attested and their corporate seals to be hereunto affixed.

THE METROPOLITAN SANITARY DISTRICT
OF GREATER CHICAGO

By _____
Chairman, Committee on Finance
of the Board of Commissioners

ATTEST:

_____
Clerk

PALATINE PARK DISTRICT

By _____

Title PRESIDENT

ATTEST:

_____

SECRETARY
Title

ATTACHMENT 13

EXHIBIT 2

COUNTY OF COOK }

I, Arlene A. Crosen a Notary Public in and for said County, in the State aforesiad, DO HEREBY CERTIFY that JAMES H. JONES, personally known to me to be ~~the~~ [redacted] President of BOARD OF PARK COMMISSIONERS OF PALATINE PARK DISTRICT, a MUNICIPAL corporation, and FRED P. HALL, personally known to be to be the Clerk (Secretary) of said MUNICIPAL corporation, and personally known to me to be the same persons whose names are subscribed to the foregoing instrument, appeared before me this day in person and severally acknowledged that as such [redacted] President and such Clerk (Secretary), they signed and delivered the said instrument as [redacted] President and Clerk (Secretary) of said MUNICIPAL corporation, and caused the corporate seal of said MUNICIPAL corporation to be affixed thereto, pursuant to authority given by the Board of PARK COMMISSIONERS ~~City Council~~ of said MUNICIPAL corporation, as their free and voluntary act and as the free and voluntary act and deed of said MUNICIPAL corporation, for the uses and purposes therein set forth.

GIVEN under my hand and Notarial Seal this 3rd day of April, A.D. 1979.

Arlene A. Crosen
NOTARY PUBLIC

My Commission expires:

Sept. 26, A.D. 1980.

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STATE OF ILLINOIS)
)
COUNTY OF COOK)

I, Rita Widner, a Notary Public in and for said County, in the State aforesaid, DO HEREBY CERTIFY that James C. Kirie, personally known to me to be the Chairman of the Committee on Finance of the Board of Commissioners of The Metropolitan Sanitary District of Greater Chicago, a municipal corporation, and Gus D. Savaglio, personally known to me to be the Clerk of said municipal corporation, and personally known to me to be the same persons whose names are subscribed to the foregoing instrument, appeared before me this day in person and severally acknowledged that as such Chairman of the Committee on Finance and such Clerk, they signed and delivered the said instrument as Chairman of the Committee on Finance of the Board of Commissioners and Clerk of said municipal corporation, and caused the corporate seal of said municipal corporation to be affixed thereto, pursuant to authority given by the Board of Commissioners of said municipal corporation, as their free and voluntary act and as the free and voluntary act and deed of said municipal corporation, for the uses and purposes therein set forth.

GIVEN under my hand and Notarial Seal this 15th day of June, A.D. 1979.

Rita Widner
NOTARY PUBLIC

My Commission expires:

June 22, A.D. 1981.

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EXHIBIT A

LEGAL DESCRIPTION
for
MARGRETH RIEMER RESERVOIR (STRUCTURE 6)
Project 76-426-2F

The Southwest Quarter of the Southwest Quarter of Section 15, Township 42 North, Range 10 East of the Third Principal Meridian, excepting therefrom the following:

The north 300 feet of the south 765.15 feet of the west 179.24 feet of the Southwest Quarter of the Southwest Quarter aforesaid;

and

The south 80 feet of Lot 28 in Arthur T. McIntosh and Company's Palatine Farms in the East Half of the Southwest Quarter of Section 15, Township 42 North, Range 10 East of the Third Principal Meridian;

and

The north 196.12 feet of Lot 41 in Arthur T. McIntosh and Company's Palatine Farms in the East Half of the Southwest Quarter of Section 15, Township 42 North, Range 10 East of the Third Principal Meridian, in Cook County, Illinois;

and

The south 117 feet of the east 55 feet of Lot 29 in Arthur T. McIntosh and Company's Palatine Farms in the East Half of the Southwest Quarter of Section 15, Township 42 North, Range 10 East of the Third Principal Meridian, in Cook County, Illinois;

and

The south 160 feet of Lot 29, except the east 55 feet thereof, in Arthur T. McIntosh and Company's Palatine Farms in the East Half of the Southwest Quarter of Section 15, Township 42 North, Range 10 East of the Third Principal Meridian, in Cook County, Illinois;

and

Lot 30 in Arthur T. McIntosh and Company's Palatine Farms in the East Half of the Southwest Quarter of Section 15, Township 42 North, Range 10 East of the Third Principal Meridian, in Cook County, Illinois;

and

Lot 31 to 40 inclusive in Arthur T. McIntosh and Company's Palatine Farms in the East Half of the Southwest Quarter of Section 15, Township 42 North, Range 10 East of the Third Principal Meridian, in Cook County, Illinois;

and

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Lot 7 except the west 120 feet thereof and Lot 8 except the west 120 feet of the north 169.70 feet thereof, in Arthur T. McIntosh and Company's Palatine Farms, being a subdivision of that part of the West Half of the Northwest Quarter and of the Northwest Quarter of the Southwest Quarter and of the East Half of the Southwest Quarter of Section 15, lying southerly of the south westerly line of the right-of-way of the Chicago and North Western Railroad, all in Township 42 North, Range 10 East of the Third Principal Meridian, in Cook County, Illinois;

and

Lots 12 and 13 in Arthur T. McIntosh and Company's Palatine Farms, being a subdivision of that part of the West Half of the Northwest Quarter and of the East Half of the Southwest Quarter of Section 15, lying southerly of the southwesterly line of the right-of-way of the Chicago and North Western Railroad, all in Township 42 North, Range 10 East of the Third Principal Meridian, in Cook County, Illinois;

and

Lot 11 in Arthur T. McIntosh and Company's Palatine Farms, being a subdivision of that part of the West Half of the Northwest Quarter and of the Northwest Quarter of the Southwest Quarter and of the East Half of the Southwest Quarter of Section 15, lying southerly of the southwesterly line of the right-of-way of the Chicago and North Western Railroad, all in Township 42 North, Range 10 East of the Third Principal Meridian, in Cook County, Illinois;

and

Lots 9 and 10 in Arthur T. McIntosh and Company's Palatine Farms, being a subdivision of that part of the West Half of the Northwest Quarter and of the Northwest Quarter of the Southwest Quarter and of the East Half of the Southwest Quarter of Section 15, lying southerly of the southwesterly line of the right-of-way of the Chicago and North Western Railroad, all in Township 42 North, Range 10 East of the Third Principal Meridian, in Cook County, Illinois.

APPROVED:

E. T. Warolewski
Real Estate Administrator

APPROVED as to Plat and Legal Description

F. E. Juliano
Engineer of Field Services

L. S. Pitts
Assistant Chief Engineer

Chief Engineer

APPROVED as to Form and Legality

Frederick M. Feldman 6-7-79
Principal Assistant Attorney

Albert Lauer 6/7/79
Attorney

APPROVED:

H. M. Mills 6-7-79
General Superintendent

ATTACHMENT 13

EXHIBIT 2

APPROVED AS TO FORM AND LEGALITY:

Head Assistant Attorney

Attorney

APPROVED:

General Superintendent

RECEIVED:

Fee OK

Insurance OK

Bond OK

EXHIBIT 2

ATTACHMENT 13



Village of Palatine

Palatine Road
Quentin Road to Smith Street

SECTION 4(f) AERIAL MAP

Not to Scale Date: 11/19/2021

EXHIBIT 3

ATTACHMENT 13

MARGRETH RIEMER RESERVIOR

N

QUENTIN ROAD

PR HMA MULTI-USE PATH

AREA #2 TEMPORARY IMPACT
MULIT-USE PATH RECONSTRUCTION

10′

72′

TEMP EASE

35′

721 SF
(0.017 AC.)

PR TRAFFIC SIGNAL MAST ARM

PR STORM SEWER OUTFALL

PR ROW

02-15-302-010

ROW

383 SF (0.009 AC.)

AREA #1 TEMPORARY IMPACT
SIDEWALK REMOVAL
208′

5′

02-15-302-010

TEMP EASE

1038 SF (0.024 AC.)

30′

PR PERMANENT RIPRAP
1249 SF (0.029 AC.)

41′

PERM EASE

5′

24′

119 SF
(0.003 AC.)

30′

PERM EASE

41′

PR PERMANENT RIPRAP
1248 SF
(0.029 AC.)

5′

39′

TEMP EASE

194 SF
(0.004 AC.)

02-15-302-010

EX ROW

PALATINE ROAD

ALLEY

PALATINE ROAD

225+00

226

ALLEY

227

ALLEY

228

229

230+00

MATCH LINE STA 231+00.00

EX ROW

02-22-100-001

02-22-100-002

02-22-100-003

02-22-100-033

02-22-100-007

WALNUT STREET

02-22-101-001

02-22-101-002

02-22

EX ROW

SECTION 4(f) IMPACT AREA #1

SECTION 4(f) IMPACT AREA #2

FILE NAME = F:\636-070 Palatine Road Phase I\CADD EXHIBITS\Section 4F\17-00102-00-PV_SHT_4F_01.dgn

BLA, Inc.	USER NAME = gellwanger	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 11/18/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

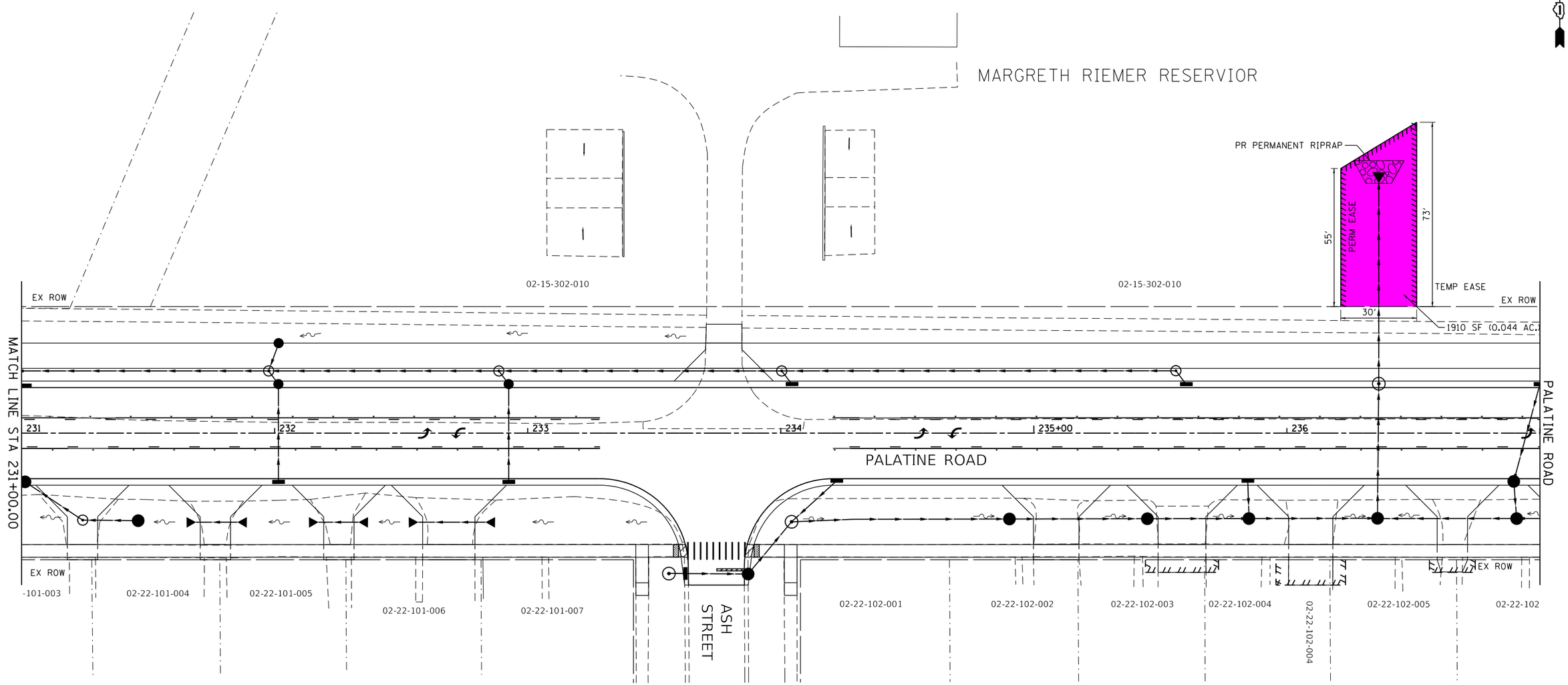
PALATINE ROAD – QUENTIN ROAD TO SMITH STREET
SECTION 4(f) – RIGHT-OF-WAY EXHIBIT

SCALE: 1″=20′ | SHEET 1 OF 2 SHEETS | STA. 225+00.00 | TO STA. 231+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	2	1
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

ATTACHMENT 13

EXHIBIT 4



SECTION 4(f) IMPACT AREA #1

SECTION 4(f) IMPACT AREA #2

FILE NAME = F:\636-070 Palatine Road Phase I\CADD EXHIBITS\Section 4F\17-00102-00-PV_SHT_4F_02.dgn

BLA, Inc.	USER NAME = gellwanger	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 11/18/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PALATINE ROAD – QUENTIN ROAD TO SMITH STREET
SECTION 4(f) – RIGHT-OF-WAY EXHIBIT

SCALE: 1"=20' | SHEET 2 OF 2 SHEETS | STA. 231+00.00 | TO STA. 237+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	2	2
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

ATTACHMENT 13

EXHIBIT 4

PALATINE ROAD

PHASE I STUDY

PUBLIC INFORMATION MEETING #1 SUMMARY

Village of Palatine Village Hall
September 19, 2019
5:00-7:00 P.M.

Public Meeting Summary

The first Public Information Meeting for the Palatine Road project was held on Thursday, September 19, 2019 at the Village of Palatine Village Hall – 200 E. Wood Street, Palatine, Illinois from 5:00 P.M. to 7:00 P.M. The meeting was an open house format with large-scale exhibits set up on display; a separate comment area for attendees to provide comments, questions, and concerns were provided.

Representatives from the Village of Palatine and BLA, Inc. were available to discuss the project and answer questions.

Letters were mailed to approximately **1091** stakeholders, **18** representatives from Local Agencies, and **10** Officials on August 28, 2019. Advertisements for the public meeting were published in the local newspaper:

- **Daily Herald – September 3, 2019 and September 12, 2019**

The meeting was attended by 45 people. Thirty-one (31) comments via comment form or email were received by attendees prior to the closure of Public Comment on October 3, 2019.

The following Agencies were represented:

- **Township High School District 211**
- **Community Consolidated School District 15**
- **Illinois Department of Transportation**

The following Municipalities were represented:

- **Village of Palatine**

Other Organizations represented include:

- **Palatine Bike Club**

The thirty-one (31) comments submitted via comment form or email covered a variety of topics including:

- **Benefits**
- **Capacity**
- **Drainage Concerns**
- **Need for Project**
- **Neighborhood Impacts**
- **Opposition to Project**
- **Pedestrian/Bicycle Connectivity**
- **Pedestrian/Bicycle Crossing close to Paddock School**
- **Safety/Speeding**
- **Support for Project**
- **Increase in Traffic**
- **ROW/Property Loss**

Of the comments received:

Support Project	Opposed to Project	Expressed Concerns	General Comment
2	4	9	16

Of the received comments expressing concerns or opposition to the project, the majority of the residents were concerned with the pedestrian/bicycle traffic crossings and connectivity throughout the corridor. The other main concern was regarding traffic along Palatine Road and the perception of the addition of traffic along Palatine Road due to an improvement.

A log of all attendees at the meeting as well as exhibits, brochures, presentations, and all other distributed items is attached as part of this summary.

Sincerely,

BLA, INC.



Matt Cesario, P.E.
Project Manager

Attachments:

- **Attachment 1: Sign-In Sheets**
- **Attachment 2: Mailed Invitation Letter and Notification Area**
- **Attachment 3: Certifications of Publication**
- **Attachment 4: Informational Brochure**
- **Attachment 5: Display Exhibits**
- **Attachment 6: Public Meeting Photos**

VILLAGE of PALATINE

PUBLIC MEETING REGISTER

PALATINE ROAD PHASE I ENGINEERING STUDY

Informational Open House Public Information Meeting - September 19th, 2019

Village of Palatine - Village Hall, Community Room B - 5:00 to 7:00 P.M.

Please print your name and address below:

	Name	Address	Phone/E-Mail (optional)
1	Duane Tompkins	55 E Elm St	847 359 7376
2	Patricia Evensen	549 W Palatine Rd.	847-963-8003
3	Trisha Bieletzki	310 W Palatine Rd.	—
4	Timothy R Schultz	532 W Palatine	—
5	Tom Brookbank	567 W. Bridgeview Ct.	630-926-3225
6	Jeanette Engert	410 W Palatine	jengert@hotmail.com
7	Richard Lucier	130 S. Hickory Palatine	rlucier48@comcast.net
8	Mr & Mrs Carmen Abbatiello	26 N. Smith St	847-217-5904
9	Robin Veach	2 N Smith	Robin@balloonschicago.com
10	Dorel Morar	886 W Palatine	Donnelle@hotmail.com
11	Diana Mikelski	1050 S Rosalie RD Palatine	dmikelski@d211.org Township HS Dist 211
12	Lenore Bessemer	124 S. Walnut St Palatine	
13	Thomas Bramley	Transportation D.15. 1100 N. Smith St. Pal	BRAMLEYT@CCSD15.NET
14	Diana Lopez	811 W Draw	847-917-9760
15	Joe Palus	38 South Pine St	847-302-4326

VILLAGE of PALATINE

PUBLIC MEETING REGISTER

WALNUT LANE PHASE I ENGINEERING STUDY

Informational Open House Public Information Meeting - December 13th, 2016

Prairie Center for the Arts - 5:00 to 7:00 P.M.

Please print your name and address below:

	Name	Address	Phone/E-Mail (optional)
16	Paulette Kuttig	109 So Pine St Palatine 60067	
17	LaurieASquith	532 W Bridgeview Ct Palatine 60067	ljASquith@yahoo.com
18	Ron Bieletzki	310 W Palatine Rd Palatine IL 60067	clipped@inorbit.com
19	Lauren Smith	302 W Palatine Rd. Palatine IL 60067	
20	Patty Franch	12 n smith Palatine	pfranch@ameritech.net
21	Tom Lucas	415 N VICTORIA Hoffman Est IL	TREASURER@PALATINE.IL.GOV
22	Tavis Farmer	201 W. Center Ct Schaumburg	tavis.farmer@illinois.gov
23	Robert Riley	PALATINE,	Bob.Riley2001@outlook.com
24	JODI GLASSMAN	320 W. JOHNSON APT #1	JODIGLASSMAN@YAHOO.COM
25	Ian Arneson	635 W. Palatine	847-769-7255
26	Lenore Hartman	114 s cedar rd Palatine	
27	Steve Breese	716 N Franklin Palatine 60067	847-902-8722 sbreese@gmail.com
28	Sherrill Voegel	505 Greeley st Palatine 60067	sherrillvoegel@gmail.com
29	Jerry Seiling	609 W. Palatine Rd	847-366-0252
30			

VILLAGE of PALATINE

PUBLIC MEETING REGISTER

WALNUT LANE PHASE I ENGINEERING STUDY

Informational Open House Public Information Meeting - December 13th, 2016

Prairie Center for the Arts - 5:00 to 7:00 P.M.

Please print your name and address below:

	Name	Address	Phone/E-Mail (optional)
31	Elizabeth Kemper	145 S. Hickory St Palatine IL 60067	
32	John Kemper	145 S. Hickory St Palatine IL 60067	
33	Nick Pazimos	403 W. Glencoe Palatine, IL 60067	
34	MICHAEL ADAMCZYK	580 N. 1ST BANK DR PALATINE 60067	
35	Michael Pryor	66 N. Bridgeview St. Palatine, IL	
36	Bill LEHMAN	317 W. Palatine Rd Palatine, IL 60067	
37	George Kandathil	340 W. Johnson St	gtkand@gmail.com
38	Gail Artrip	435 S Cedar	gail_artrip@yahoo.com
39	Sue Montgomery	272 W Hamilton Dr	Suemont123 @ gmail.com
40	Alex Ruiz	243 W Palatine Rd	
41			
42			
43			
44			
45			

VILLAGE of PALATINE

PUBLIC MEETING REGISTER

WALNUT LANE PHASE I ENGINEERING STUDY

Informational Open House Public Information Meeting - December 13th, 2016

Prairie Center for the Arts - 5:00 to 7:00 P.M.

Please print your name and address below:

	Name	Address	Phone/E-Mail (optional)
46	[signature]	203 W. PALATINE RD	homeworks55@gmail.com
47	Robert Andres	106 S. Cedar St. Palatine, IL 60067	rjandres106@aol.com
48	KEVIN GARTLEY	336 S. CEDAR ST. PALATINE, IL 60067	GARTLEYIC@HOTMAIL.COM
49	ALBERT LEE	142 N ROSE ST PALATINE IL 60067	ALBERT123@GMAIL.COM
50	Cheryl Bidstrup	1417 E. Kenilworth Palatine	
51	Richard Foltz	25 S. Hickory St Palatine	Richard.foltz@att.net
52			
53			
54			
55			
56			
57			
58			
59			
60			

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

August 28, 2019

Re: **Palatine Road Improvements – Introductory Public Information Meeting**

Dear Resident:

The Village of Palatine wishes to formally invite you to attend an Introductory Public Meeting to be held regarding the potential improvements to Palatine Road from Smith Street to Quentin Road.

Date:	**Thursday, September 19, 2019**
Time:	**5:00 P.M. to 7:00 P.M.**
Location:	**Village of Palatine - Village Hall** **Community Meeting Room B – Second Floor** **200 E. Wood Street** **Palatine, IL 60067**

The Public Meeting will be conducted in an informal open house format, with display exhibits available for viewing and discussion with the project team. The purpose of this Public Meeting is to introduce the project, describe the current planning process, review the existing conditions, and gather input and information from the community and public. Input, comments, and questions will be solicited on the project. Written statements will be received at the time of the meeting or can be mailed after the meeting to **Matt Barry, Director of Public Works, 148 W. Illinois Avenue, Palatine, IL 60067** or emailed to **mbarry@palatine.il.us**. Comments and questions are welcome at any time, but to be part of this meeting's record it must be received by the Village on or before October 3, 2019 by 4PM.

In compliance with the American with Disabilities Act and other Federal and State Laws, the Public Meeting will be accessible to those with disabilities. If any additional assistance is required, please contact the Village of Palatine Public Works by telephone at (847) 705-5200 or by email at publicworks@palatine.il.us at least five (5) business days prior to the meeting such that any additional arrangements can be made.

Sincerely,

Matt Barry, P.E.
Director of Public Works

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

August 28, 2019

Re: **Palatine Road Improvements – Introductory Public Information Meeting**

Dear Director Mike Clark:

The Village of Palatine wishes to formally invite you to attend an Introductory Public Meeting to be held regarding the potential improvements to Palatine Road from Smith Street to Quentin Road.

Date:	**Thursday, September 19, 2019**
Time:	**5:00 P.M. to 7:00 P.M.**
Location:	**Village of Palatine - Village Hall** **Community Meeting Room B – Second Floor** **200 E. Wood Street** **Palatine, IL 60067**

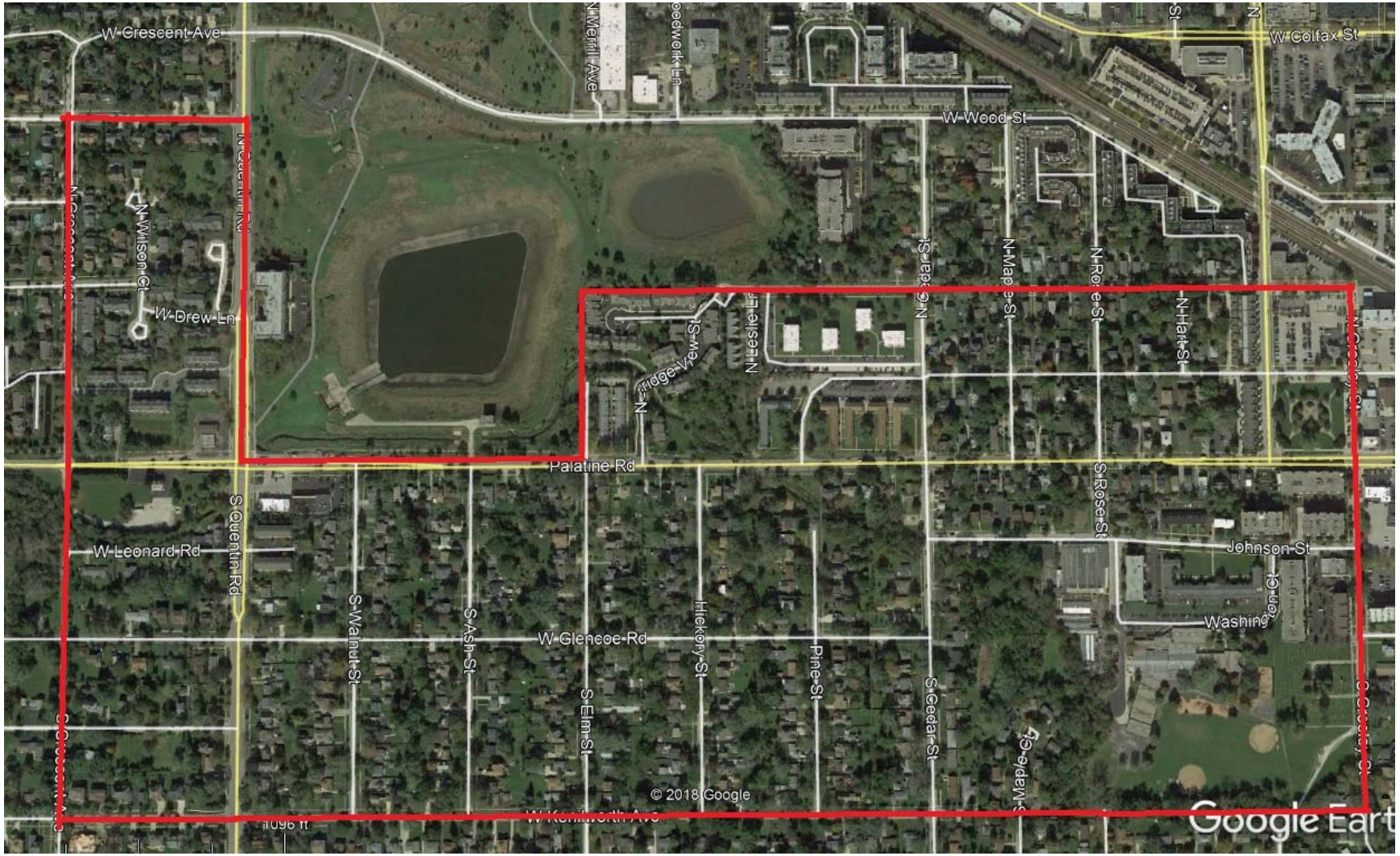
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Sincerely,

Matt Barry, P.E.
Director of Public Works

NOTIFICATION AREA



ATTACHMENT 13

EXHIBIT 5

Daily Herald Classifieds

Legals

Posted September 03, 2019

THE VILLAGE OF PALATINE INVITE...

THE VILLAGE OF PALATINE INVITES YOU TO ATTEND AN INFORMATIONAL PUBLIC MEETING FOR THE PALATINE ROAD IMPROVEMENT PROJECT DATE: SEPTEMBER 19, 2019 TIME: 5:00 P.M. TO 7:00 P.M. LOCATION: VILLAGE OF PALATINE VILLAGE HALL COMMUNITY ROOM B - SECOND FLOOR 200 E. WOOD STREET PALATINE, IL 60067 All persons interested in this project are invited to attend an Informational Public Meeting to be held by the Village of Palatine concerning the improvements of Palatine Road from Smith Street to Quentin Road. The informational meeting will be held at the Village of Palatine Village Hall, Community Room B, Palatine, IL 60074. The Public Meeting will be conducted in an informal open house format, with display exhibits available for viewing and discussion with the project team. The purpose of this Public Meeting is to introduce the project, describe the current planning process, review the existing conditions, and gather input and information from the community and public. Input, comments, and questions will be solicited on the project. Written statements will be received at the time of the meeting or can be mailed after the meeting to Matt Barry, Director of Public Works, 148 W. Illinois Avenue, Palatine, IL 60067. Comments and questions are welcome at any time, but to be part of this meeting's record it must be received by the Village on or before October 3, 2019 by 4pm. In compliance with the American with Disabilities Act and other Federal and State Laws, the Public Meeting will be accessible to those with disabilities. If any additional assistance is required, please contact the Village of Palatine Public Works by telephone at (847) 705-5200 or by email at publicworks@palatine.il.us at least five (5) business days prior to the meeting such that any additional arrangements can be made. Published in Daily Herald September 3, 12, 2019 (4531553) , posted 09/03/2019

ATTACHMENT 13 EXHIBIT 5

ATTACHMENT 13

EXHIBIT 5

THE VILLAGE OF PALATINE
INVITES YOU TO ATTEND AN
INFORMATIONAL PUBLIC MEETING
FOR THE PALATINE ROAD IMPROVEMENT PROJECT
DATE: SEPTEMBER 19, 2019
TIME: 5:00 P.M. TO 7:00 P.M.
LOCATION:
VILLAGE OF PALATINE VILLAGE HALL
COMMUNITY ROOM B – SECOND FLOOR
200 E. WOOD STREET
PALATINE, IL 60067

All persons interested in this project are invited to attend an Informational Public Meeting to be held by the Village of Palatine concerning the improvements of Palatine Road from Smith Street to Quentin Road. The informational meeting will be held at the Village of Palatine Village Hall, Community Room B, Palatine, IL 60074.

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Published in Daily Herald September 3, 12, 2019 (4531553)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Daily Herald

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **DAILY HERALD**. That said **DAILY HERALD** is a secular newspaper and has been circulated daily in the Village(s) of Algonquin,Antioch,Arlington Heights,Aurora,North Aurora,Bannockburn, Barrington,Barrington Hills,Lake Barrington,North Barrington,South Barrington,Bartlett,Batavia,Buffalo Grove,Burlington,Campton Hills, Carpentersville,Cary,Crystal Lake,Deerfield,Deer Park,Des Plaines,Elburn, East Dundee,Elgin,South Elgin,Elk Grove Village,Fox Lake, Fox River Grove,Franklin Park,Geneva,Gilberts,Glenview,Grayslake, Green Oaks,Gurnee,Hainesville,Hampshire,Hanover Park,Hawthorn Woods, Highland Park,Highwood,Hoffman Estates,Huntley,Inverness,Island Lake, Kildeer,Lake Bluff,Lake Forest,Lake in the Hills,Lake Villa,Lake Zurich, Libertyville,Lincolnshire,Lindenhurst,Long Grove,Melrose Park,Montgomery, Morton Grove,Mt.Prospect,Mundelein,Niles,Northbrook,Northfield,Northlake, Palatine,Park Ridge,Prospect Heights,River Grove,Riverwoods, Rolling Meadows,Rosemont,Round Lake,Round Lake Beach, Round Lake Heights,Round Lake Park,Schaumburg,Schiller Park,Sleepy Hollow, St. Charles,Streamwood,Sugar Grove,Third Lake,Tower Lakes,Vernon Hills, Volo,Wadsworth,Wauconda,Waukegan,West Dundee,Wheeling,Wildwood, Wilmette

County(ies) of Cook, Kane, Lake, McHenry

and State of Illinois, continuously for more than one year prior to the date of the first publication of the notice hereinafter referred to and is of general circulation throughout said Village(s), County(ies) and State.

I further certify that the DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 09/03/2019, 09/12/2019 in said DAILY HERALD.

IN WITNESS WHEREOF, the undersigned, the said PADDOCK PUBLICATIONS, Inc., has caused this certificate to be signed by, this authorized agent, at Arlington Heights, Illinois.

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY Paula Baltzman
Authorized Agent

Control # 4531553

ATTACHMENT 13

EXHIBIT 5

Contact Information

Dan Bruckelmeyer, P.E.

BLA PROJECT MANAGER

630-438-6400

dbruckelmeyer@bla-inc.com

Matt Barry
Director of Public Works
847-705-5200
mbarry@palatine.il.us

George Ruppert
Village Engineer
847-705-5200
gruppert@palatine.il.us

VILLAGE OF PALATINE

200 East Wood Street Palatine, Illinois 60067

Palatine Road

Improvements

Smith Street to Quentin Road

PROJECT INTRODUCTION AND SCOPING MEETING

September 19, 2019
5:00PM - 7:00PM

Village Hall
Community Meeting Room B
200 E. Wood Street - Palatine, IL 60067

VILLAGE OF PALATINE

ATTACHMENT 13

EXHIBIT 5

Palatine Road Improvements

PURPOSE OF THE MEETING

The purpose of this public meeting is to introduce the project, describe the current planning process, review the existing conditions and gather input and information from the community and public. Your comments are important to the project process. We are seeking your input on the data gathered, desired improvements and identification of areas of potential concern.

PROJECT PLANNING PROCESS

- The planning process is based on guidelines prescribed by the Federal Highway Administration which follows the National Environmental Policy Act.
- It includes detailed studies and project coordination to develop a preferred plan that meets the project Purpose and Need.
- An environmental document will be prepared.



TIMELINE

2019-20 — **Phase I - Planning Process**
Preliminary Engineering
Environmental Study
Combined Design Report

2021-22 — **Phase II - Design**
Plan Preparation
Land Acquisition

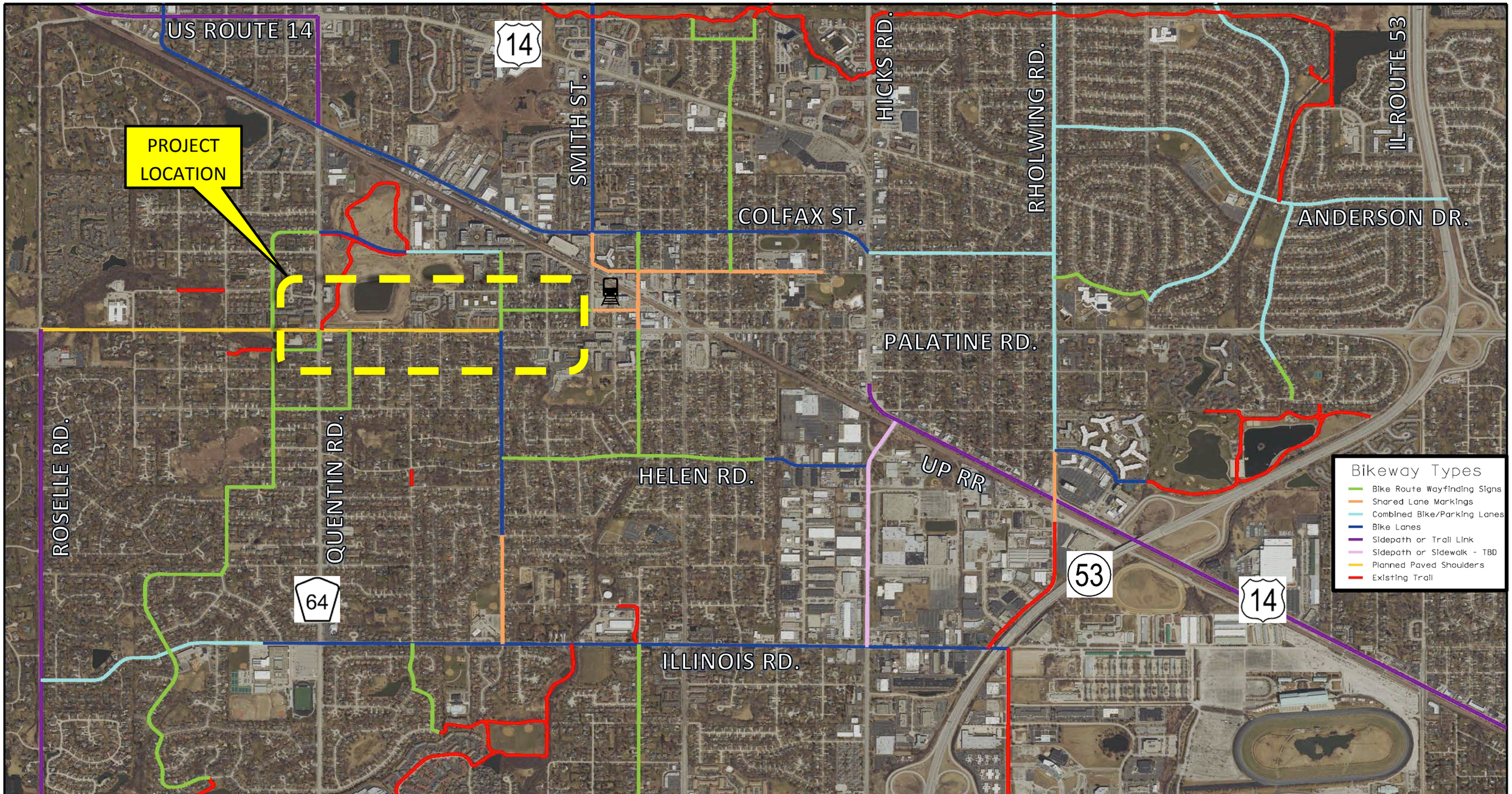
TBD — **Phase III - Construction**

PROJECT CONSTRUCTION DEPENDS ON FUNDING

PUBLIC INPUT

The Village of Palatine is looking to gather input and information from the community and public. Comments and questions are welcome at any time, but must be received by the Village on or before **October 3, 2019** by close of business to be part of the project record.

Written comments and questions can be submitted during the meeting, mailed to the Village at the address on the backside of this brochure to the attention of Mr. Matt Barry, Palatine's Director of Public Works, or emailed to mbarry@palatine.il.us.



VILLAGE OF PALATINE Est. 1866

PALATINE ROAD IMPROVEMENT BIKEWAY MAP

Palatine, Illinois

Source (Village of Palatine Bicycle Transportation Plan & Palatine Park District Parks and Trails)

N

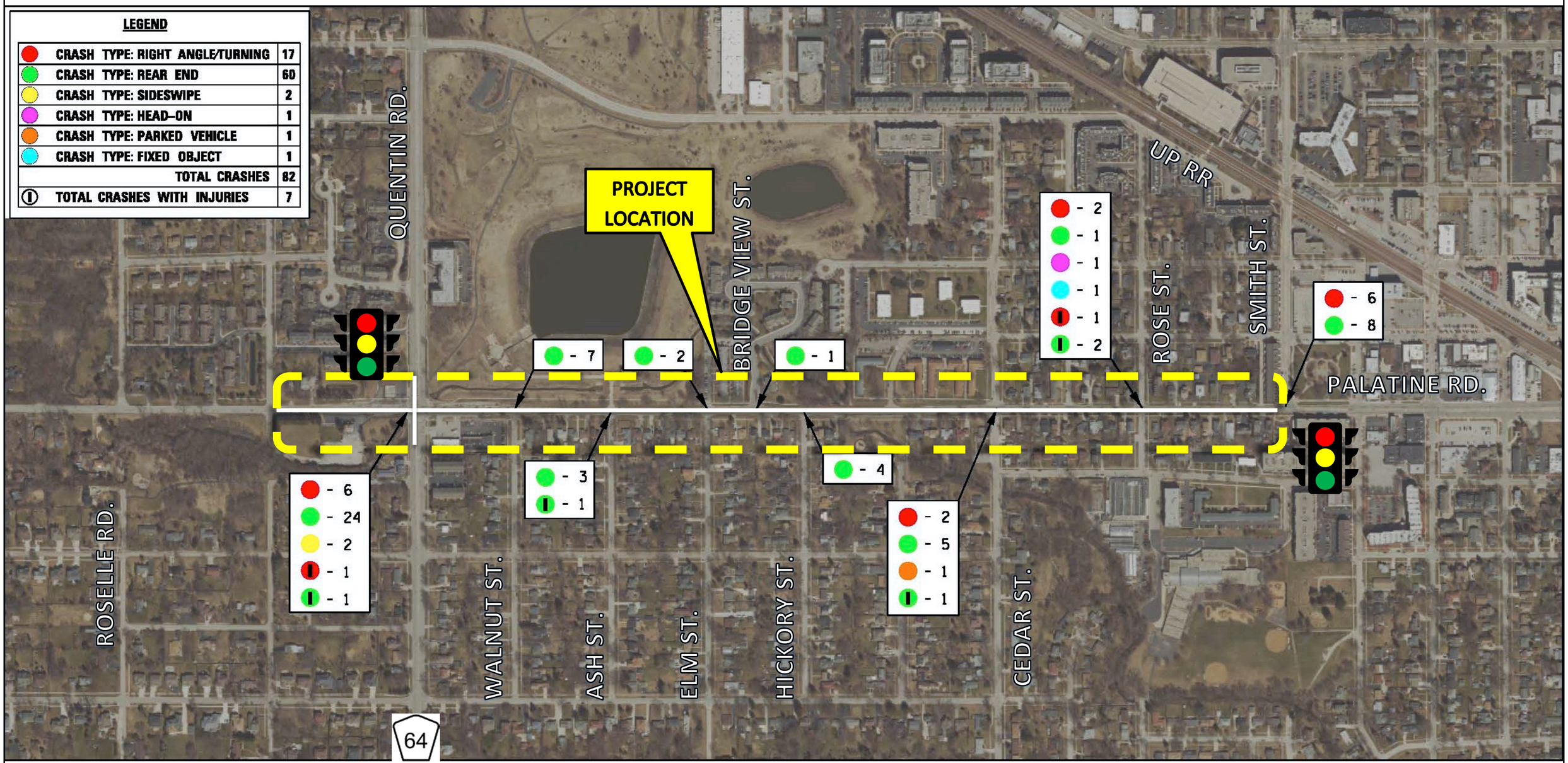
NOT TO SCALE

ATTACHMENT 13

EXHIBIT 5

LEGEND

🔴	CRASH TYPE: RIGHT ANGLE/TURNING	17
🟢	CRASH TYPE: REAR END	60
🟡	CRASH TYPE: SIDESWIPE	2
🟣	CRASH TYPE: HEAD–ON	1
🟠	CRASH TYPE: PARKED VEHICLE	1
🔵	CRASH TYPE: FIXED OBJECT	1
	TOTAL CRASHES	82
ⓘ	TOTAL CRASHES WITH INJURIES	7



VILLAGE OF PALATINE Est. 1866

PALATINE ROAD IMPROVEMENT VEHICLE CRASH DIAGRAM

Palatine, Illinois

(Crash Data from 2014-2018, Source: Palatine PD)

N

NOT TO SCALE

ATTACHMENT 13

EXHIBIT 5

ROSELLE RD.

QUENTIN RD.

SMITH ST.

UP RR

PALATINE RD.

PROJECT LOCATION

64

Legend

- Waterways
- Special Flood Hazard Areas (FEMA Flood Insurance Rate Map, 2008)
- Floodplain (FEMA Flood Insurance Rate Map, 2008)
- Wetlands (National Wetland Inventory, July 2019)
- Wetlands (Weaver Consultants Group, May 2019)

VILLAGE OF PALATINE Est. 1866

PALATINE ROAD IMPROVEMENT ENVIRONMENTAL RESOURCES

Palatine, Illinois

N

NOT TO SCALE

ATTACHMENT 13

EXHIBIT 5

US ROUTE 14

ROSELLE RD.

SMITH ST.

HICKS RD.

RHOLWING RD.

IL ROUTE 53

PALATINE RD.

QUENTIN RD.

ILLINOIS RD.

PLUM GROVE RD.

UP RR

27,300

6,650

2,900

19,100

14,200

12,400

22,000

16,800

11,400

137,800

PROJECT LOCATION

64

14

53

Legend

Functional Class

- Interstate
- Freeway or Expressway
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Road or Street

VILLAGE OF PALATINE Est. 1866

PALATINE ROAD IMPROVEMENT

Palatine, Illinois

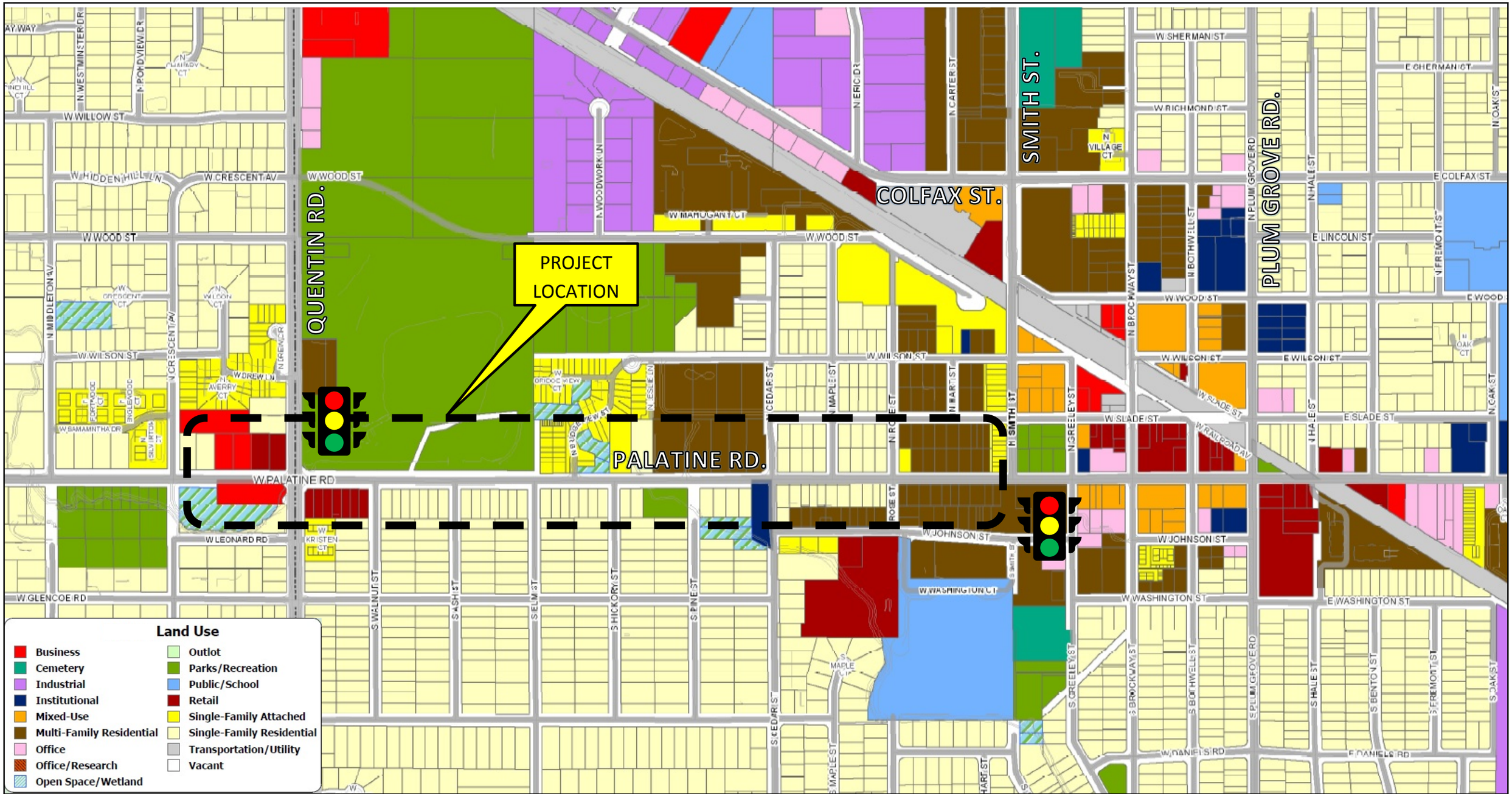
ROAD CLASSIFICATION WITH 2019 AVERAGE DAILY TRAFFIC

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NOT TO SCALE

ATTACHMENT 13

EXHIBIT 5



VILLAGE OF PALATINE Est. 1866

PALATINE ROAD IMPROVEMENT ADJACENT LAND USE MAP

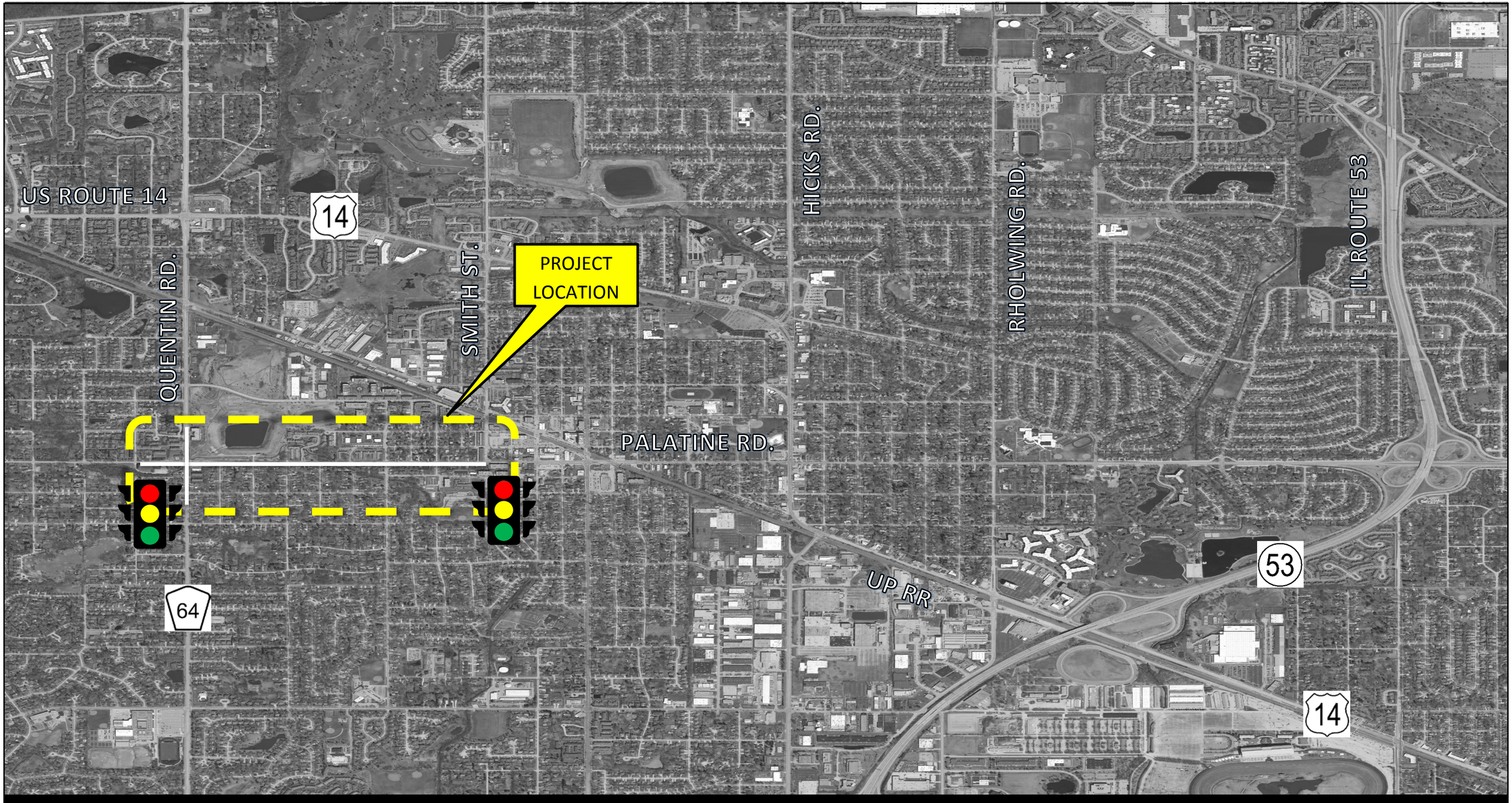
Palatine, Illinois

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ATTACHMENT 13

EXHIBIT 5



PALATINE ROAD IMPROVEMENT PROJECT LOCATION

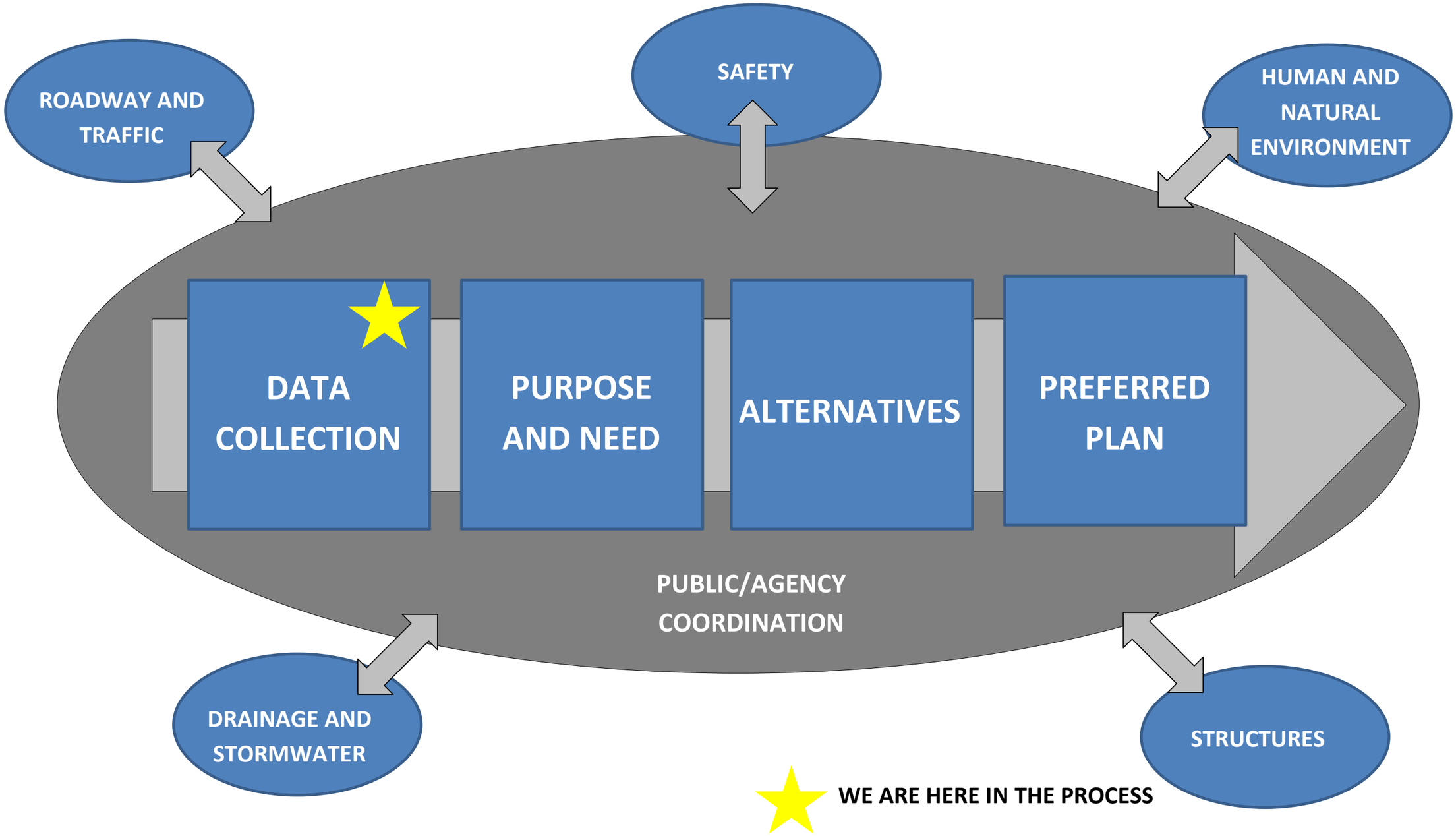
Palatine, Illinois

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ATTACHMENT 13

EXHIBIT 5

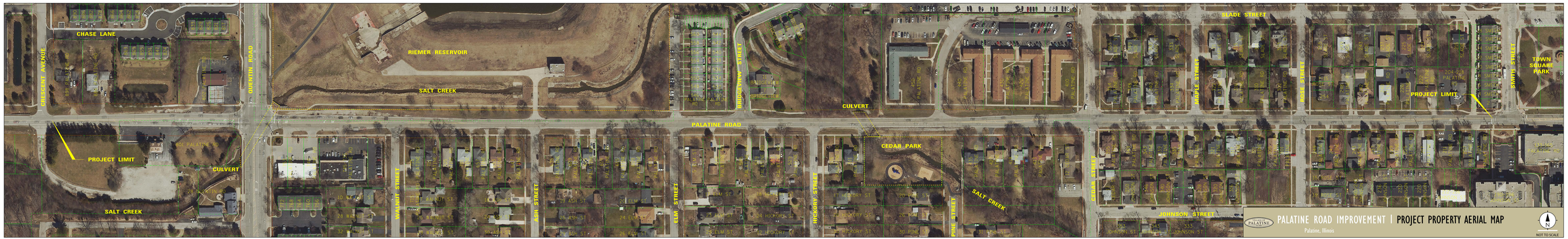


PALATINE ROAD IMPROVEMENT PROJECT PROCESS

Palatine, Illinois

ATTACHMENT 13

EXHIBIT 5


CHASE LANE
CRESCENT AVENUE
QUENTIN ROAD
RIEMER RESERVOIR
SALT CREEK
MEADOW DRIVE
CULVERT
PALATINE ROAD
SLADE STREET
MAPLE STREET
ROSE STREET
PROJECT LIMIT
SMITH STREET
TOWN SQUARE PARK
PROJECT LIMIT
CULVERT
SALT CREEK
WALNUT STREET
ASH STREET
ELM STREET
HICKORY STREET
CEDAR PARK
PINE STREET
SALT CREEK
CEDAR STREET
JOHNSON STREET
PALATINE ROAD IMPROVEMENT | PROJECT PROPERTY AERIAL MAP
Palatine, Illinois
NOT TO SCALE

Introduction

Solicit public input on issues and concerns the project should address

We Are Here

Purpose & Need

Establish why the project is needed

Alternatives

Identify and consider alternatives that address the project's Purpose & Need

Screening

Review alternatives to determine if they are reasonable and feasible considering human & natural environmental, engineering, and cost

Draft Project Development Report (PDR)

Documents affected environment, range or alternatives and analysis of the impacts

Final PDR

Announce Proposed Action based on comments received on Draft PDR

Public Involvement

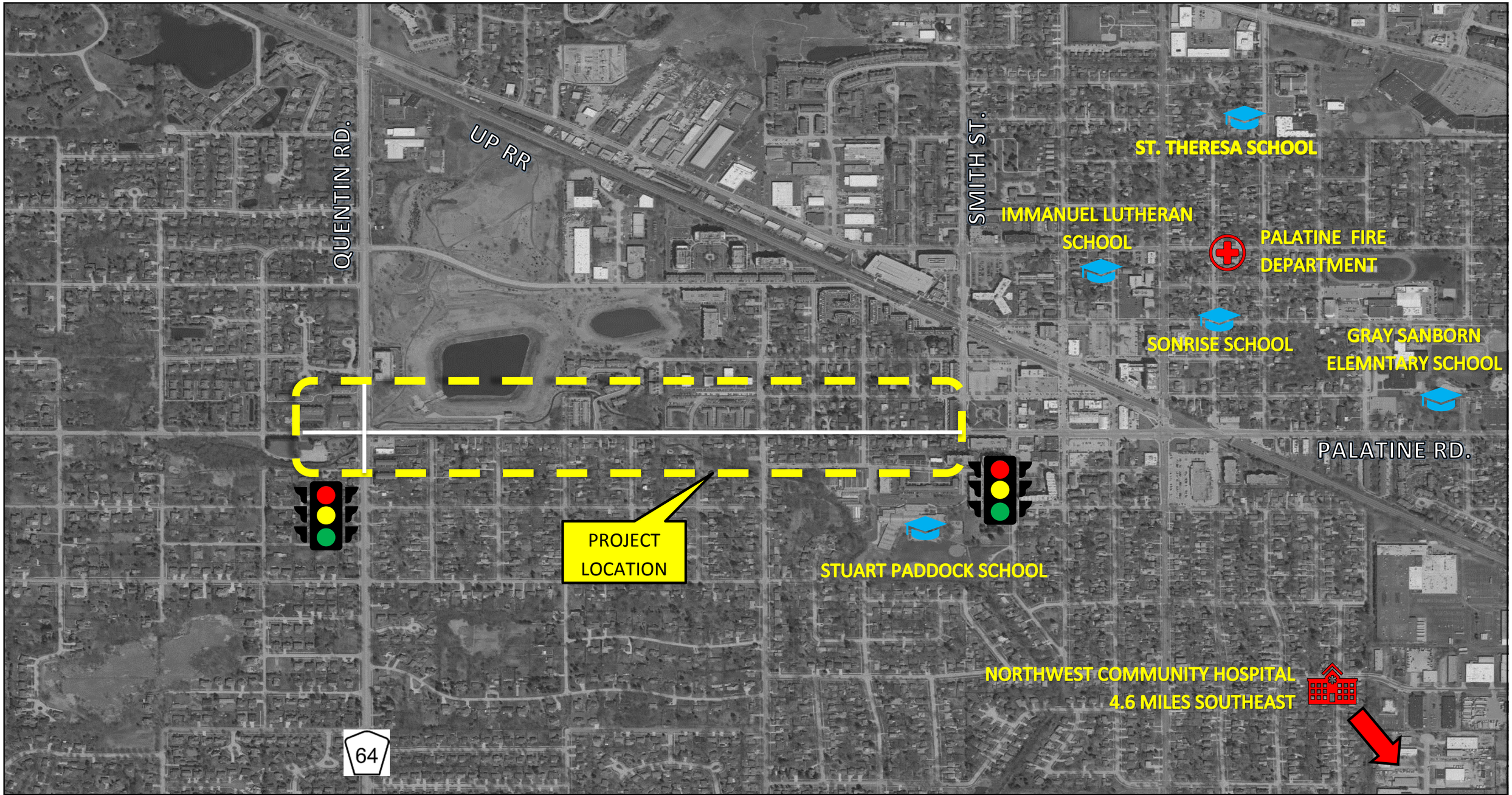
Public Information Meeting
(September 2019)

Public Information Meeting
(Summer/Fall 2020)

VILLAGE OF PALATINE Est. 1866

PALATINE ROAD IMPROVEMENT PUBLIC INVOLVEMENT TIMELINE

Palatine, Illinois



VILLAGE OF PALATINE Est. 1866

PALATINE ROAD IMPROVEMENT PUBLIC RESOURCES

Palatine, Illinois

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NOT TO SCALE

ATTACHMENT 13

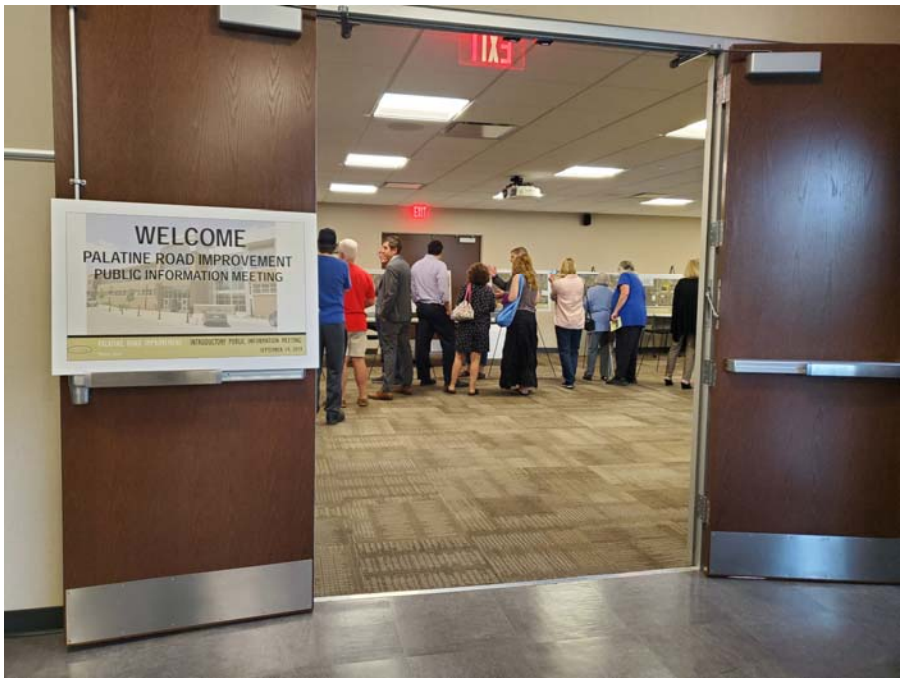
EXHIBIT 5

PALATINE ROAD

PUBLIC INFORMATION MEETING #1 SUMMARY

PHOTOGRAPH LOG

Village of Palatine Village Hall
September 19, 2019
5:00-7:00 P.M.






EXIT


EXIT


EXIT


EXIT

PALATINE ROAD

PHASE I STUDY

PUBLIC INFORMATION MEETING #2 SUMMARY

Village of Palatine Village Hall
September 16, 2021
5:00-7:00 P.M.

Public Meeting Summary

The second Public Information Meeting for the Palatine Road project was held on Thursday, September 16, 2021 at the Village of Palatine Village Hall – 200 E. Wood Street, Palatine, Illinois from 5:00 P.M. to 7:00 P.M. The meeting was an open house format with large-scale exhibits set up on display; a separate comment area for attendees to provide comments, questions, and concerns were provided.

Representatives from the Village of Palatine and BLA, Inc. were available to discuss the project and answer questions.

Letters were mailed to approximately **1,100** stakeholders, **19** representatives from Local Agencies, and **10** Officials on August 23, 2021. An advertisement for the public meeting was published twice in the local newspaper:

- **Daily Herald – August 26, 2021 and September 9, 2021**

The meeting was attended by 33 people. Fifty-eight (58) comments via comment form or email were received by attendees prior to the closure of Public Comment on October 8, 2021.

The following Agencies were represented:

- **Chicago Metropolitan Water Reclamation District**
- **Illinois Department of Transportation**

The following Municipalities were represented:

- **Village of Palatine**

Other Organizations represented include:

- **Palatine Bike Club**

The fifty-eight (58) comments submitted via comment form or email covered a variety of topics including:

- **Support for Project**
- **Benefits**
- **Trees**
- **Drainage Concerns**
- **Need for Project**
- **Neighborhood Impacts**
- **Opposition to Project**
- **Pedestrian/Bicycle Connectivity**
- **Pedestrian/Bicycle Crossing close to Paddock School**
- **Safety/Speeding**
- **Increase in Traffic**
- **ROW/Property Loss**

Of the comments received:

Support Project	Opposed to Project	Expressed Concerns	General Comment
7	22	13	16

Of the received comments expressing concerns or opposition to the project, the majority of the residents were concerned with the pedestrian/bicycle traffic crossings and connectivity throughout the corridor. The other main concern was regarding traffic along Palatine Road and the perception of the addition of traffic along Palatine Road due to an improvement and the loss of the residential feel. No comments were received regarding the Section 4(f) parcel or impacts of the project to the parcel.

A log of all attendees at the meeting as well as exhibits, brochures, presentations, and all other distributed items is attached as part of this summary.

Sincerely,

BLA, INC.

Matt Cesario, P.E.
Project Manager

Attachments:

- **Attachment 1: Sign-In Sheets**
- **Attachment 2: Mailed Invitation Letter and Notification Area**
- **Attachment 3: Certifications of Publication**
- **Attachment 4: Informational Brochure**
- **Attachment 5: Display Exhibits**
- **Attachment 6: Public Meeting Photos**

VILLAGE of PALATINE

PUBLIC MEETING REGISTER

PALATINE ROAD PHASE I ENGINEERING STUDY

Informational Open House Public Information Meeting - September 16th, 2021

Village of Palatine - Village Hall, Community Room B - 5:00 to 7:00 P.M.

Please print your name and address below:

	Name	Address	Phone/E-Mail (optional)
1	ARTHUR PEEKEL	322 W. PALATINE RD	847-934-6717
2	RON WARNSTEDT	815 W. DREW LN.	847-991-5234
3	DIANA Lopez	817 W DREW PAL	847 917-9760
4	ROBERT Simonelli Maureen Simonelli	566 Bridgeview Ct	847-934-0330
5	Khaja Moinuddin	100 E. Erie St Chicago, IL 60611	moinuddink@mwrd.org
6	MARY ANN MAYWORM	435 W. WEST STE	847-705-9517
7	JOE & DIANA YERES	45 N. BRIDGEVIEW	847.202.8360
8	Lauren Smith	302 W Palatine Rd	
9	Duane Tompkins	5 S. Elm St.	847 359 7376
10	Jack Peek	242 W. Palatine Rd	317-354-7205
11	MARGARET NABOR	249 W. Pal. Rd	847-358-9006
12	MARY, Patricia EVENSEN	549 W. Palatine Rd.	847-963-8003
13	Vicky Olsen	161 N Cedar St Pal.	630-354-6138
14	Robert Rogers	55. ELM ST	312-371-1560
15	Gene Pratt	26 S Pine PAL	630-863-1514

VILLAGE of PALATINE

PUBLIC MEETING REGISTER

PALATINE ROAD PHASE I ENGINEERING STUDY

Informational Open House Public Information Meeting - September 16th, 2021

Village of Palatine - Village Hall, Community Room B - 5:00 to 7:00 P.M.

Please print your name and address below:

	Name	Address	Phone/E-Mail (optional)
1	Lee Brettzman	539 W Palatine Rd Palatine, IL 60067	ldb9@comcast.net
2	Jennic ARNATYS	240 W. Palatine #2E Palatine IL 60067	
3	DAVID S JOLANDER	49 N. BRIDGE VIEW ST PALATINE, IL	DSJOLAN@ERC@GMAIL.COM
4	Nelly Jan Brens	355 W. Palatine Rd Palatine IL	Nbj brons@comcast.net
5	WILLIAM MEPHAM	28 S. QUENTIN PALATINE IL 6006?	WMepham@SBCGLOBAL.NET
6	Bill LEHMAN	317 N. Palatine Rd. Palatine, IL 60067	lehmanb99@yahoo.com
7	Michael & Ann Kennedy	896 S Boardwalk CT Palatine IL 60067	Mnken896@gmail.com
8	Robert Andres	106 S. Cedar St. Palatine 60067	rjandres106@aol.com
9	Joe Palarz	325 Pine ST Palatine IL 60067	JoePat14@MSN.com
10	WAYNE MIKES	155 N NW HWY PALATINE	WMIKESBIKES@AOL.COM
11	CARMEN PATRICIA ABBATIELLO	16 N. SMITH ST	847-217-5904
12	THOMAS C BRAMLEY	TRANSPORTATION CCSD15 1100 N. SMITH ST.	847-963-3905 847-812-1855
13	Trisha Bieletzki	310 W Palatine Rd Palatine	
14	Steve Breese	716 N Franklin Ave Palatine	847-902-8722
15	Michael Fleming	225 W Palatine Rd Palatine	mikeflem618@gmail.com

ATTACHMENT 13

EXHIBIT 6

VILLAGE of PALATINE

PUBLIC MEETING REGISTER

PALATINE ROAD PHASE I ENGINEERING STUDY
Informational Open House Public Meeting - September 16th, 2021
Village Hall - Community Room B - 5:00 to 7:00 P.M.

Please print your name and address below:

	Name	Address	Phone/E-Mail (optional)
16	Justin Olson	311 W Slade St Palatine IL 60067	JBENNETTOLSON@OUTLOOK.COM
17	Ian Arneson	635 W Palatine Rd	IANARNESON@gmail.com
18	Jerry Balog	203 W PALATINE RD	jerrybalog42@gmail
19			
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VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

August 23, 2021

Re: **Palatine Road Improvements –Public Information Meeting**

Dear Resident:

The Village of Palatine will hold a Public Meeting concerning the Palatine Road project from Smith Street to Quentin Road.

Date:	**Thursday, September 16, 2021**
Time:	**5:00 P.M. to 7:00 P.M.**
Location:	**Village of Palatine - Village Hall** **Community Meeting Room B – Second Floor** **200 E. Wood Street** **Palatine, IL 60067**

The meeting will be conducted as an informal open house. The Palatine Road project improvement includes widening and reconstruction with upgrades to traffic signal, sewer and water main, and roadway lighting from Quentin Road to Smith Street. Phase I of the project is ongoing and being processed as a federal Categorical Exclusion. The project does not require relocations but will require right-of-way and easement purchases. Related information will be made available in accordance with the Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally-Assisted Programs, 49 CFR 24, and IDOT Land Acquisition policies. Proposed storm sewer work within the Salt Creek floodplain has been evaluated in accordance with Executive Order 11988. Representatives of the Village of Palatine and the consultant team will be available at the Public Information Meeting to discuss the impacts to the Margreth Riemer Reservoir as well as the overall status of the project including environmental approvals and land acquisition.

The Village of Palatine is seeking public comments on the overall project and the effects that proposed improvements will have on the Margreth Riemer Reservoir. The Margreth Riemer Reservoir, which is under the jurisdiction of the Metropolitan Water Reclamation District of Greater Chicago but leases land to the Palatine Park District, is a publicly owned park. As such, it is subject to protection under section 4(f) of the U.S. Department of Transportation act of 1966. For the Palatine Road project, the Village of Palatine intends to seek temporary and permanent easements and fee simple right-of-way approval from the Federal Highway Administration based on a determination that the project will not adversely affect the features, attributes, or activities that qualify Margreth Riemer Reservoir for protection under Section 4(f).

Aspects of the Palatine Road project within Margreth Riemer Reservoir will include construction of a new multi-use path and traffic signal equipment at the northeast corner of Palatine Road and Quentin Road. Additionally,

north of Palatine Road between Quentin Road and Merrill Avenue, three existing storm sewer outlets will need to be extended to the north due to the widening of Palatine Road. Mitigation for the multi-use path, traffic signal equipment and storm sewer outlets will include restoration to turf for all disturbed areas. Detailed documentation describing the impacts and mitigation associated with the effects of the Palatine Road project on the Margreth Riemer Reservoir will be available for review at the Public Information Meeting at the date and time listed above, and at the Combined Services Facility at 148 W. Illinois Avenue from Friday, September 17, 2021 to Thursday, September 30, 2021.

In compliance with the American with Disabilities Act and other Federal and State Laws, the Public Meeting will be accessible to those with disabilities. If any additional assistance is required, please contact the Village of Palatine Public Works by telephone at (847) 705-5200 or by email at publicworks@palatine.il.us at least five (5) business days prior to the meeting such that any additional arrangements can be made.

Written statements will be received at the time of the meeting or can be mailed after the meeting to **Matt Barry, Director of Public Works, 148 W. Illinois Avenue, Palatine, IL 60067** or emailed to **mbarry@palatine.il.us**. Comments and questions are welcome at any time, but to be part of this meeting's record it must be received by the Village on or before September 30, 2021 by 4PM.

Sincerely,



Matt Barry, P.E.
Director of Public Works

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

August 23, 2021

Re: **Palatine Road Improvements –Public Information Meeting**

Dear Mr. Mike Clark:

The Village of Palatine will hold a Public Meeting concerning the Palatine Road project from Smith Street to Quentin Road.

Date:	**Thursday, September 16, 2021**
Time:	**5:00 P.M. to 7:00 P.M.**
Location:	**Village of Palatine - Village Hall** **Community Meeting Room B – Second Floor** **200 E. Wood Street** **Palatine, IL 60067**

The meeting will be conducted as an informal open house. The Palatine Road project improvement includes widening and reconstruction with upgrades to traffic signal, sewer and water main, and roadway lighting from Quentin Road to Smith Street. Phase I of the project is ongoing and being processed as a federal Categorical Exclusion. The project does not require relocations but will require right-of-way and easement purchases. Related information will be made available in accordance with the Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally-Assisted Programs, 49 CFR 24, and IDOT Land Acquisition policies. Proposed storm sewer work within the Salt Creek floodplain has been evaluated in accordance with Executive Order 11988. Representatives of the Village of Palatine and the consultant team will be available at the Public Information Meeting to discuss the impacts to the Margreth Riemer Reservoir as well as the overall status of the project including environmental approvals and land acquisition.

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Written statements will be received at the time of the meeting or can be mailed after the meeting to **Matt Barry, Director of Public Works, 148 W. Illinois Avenue, Palatine, IL 60067** or emailed to **mbarry@palatine.il.us**. Comments and questions are welcome at any time, but to be part of this meeting's record it must be received by the Village on or before September 30, 2021 by 4PM.

Sincerely,



Matt Barry, P.E.
Director of Public Works

NOTIFICATION AREA



ATTACHMENT 13

EXHIBIT 6

INVITATION FOR PUBLIC COMMENTS
IMPACT OF PALATINE ROAD IMPROVEMENTS ON THE MARGRETH RIEMER RESERVIOR

The Village of Palatine will hold a Public Information Meeting concerning the Palatine Road project at the Palatine Village Hall, 200 E. Wood St., Palatine, IL 60067 from 5 P.M. to 7 P.M. on Thursday, September 16, 2021. The meeting will be conducted as an informal open house. The Palatine Road project improvement includes widening and reconstruction with upgrades to traffic signal, sewer and water main, and roadway lighting from Quentin Road to Smith Street. Phase I of the project is ongoing and being processed as a federal Categorical Exclusion. The project does not require relocations but will require right-of-way and easement purchases. Related information will be made available in accordance with the Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally-Assisted Programs, 49 CFR 24, and IDOT Land Acquisition policies. Proposed storm sewer work within the Salt Creek floodplain has been evaluated in accordance with Executive Order 11988. Representatives of the Village of Palatine and the consultant team will be available at the Public Information Meeting to discuss the impacts to the Margreth Riemer Reservoir as well as the overall status of the project including environmental approvals and land acquisition.

The Village of Palatine is seeking public comments on the overall project and the effects that proposed improvements will have on the Margreth Riemer Reservoir. The Margreth Riemer Reservoir, which is under the jurisdiction of the Metropolitan Water Reclamation District of Greater Chicago but leases land to the Palatine Park District, is a publicly owned park. As such, it is subject to protection under section 4(f) of the U.S. Department of Transportation act of 1966. For the Palatine Road project, the Village of Palatine intends to seek temporary and permanent easements and fee simple right-of-way approval from the Federal Highway Administration based on a determination that the project will not adversely affect the features, attributes, or activities that qualify Margreth Riemer Reservoir for protection under Section 4(f).

Aspects of the Palatine Road project within Margreth Riemer Reservoir will include construction of a new multi-use path and traffic signal equipment at the northeast corner of Palatine Road and Quentin Road. Additionally, north of Palatine Road between Quentin Road and Merrill Avenue, three existing storm sewer outlets will need to be extended to the north due to the widening of Palatine Road. Mitigation for the multi-use path, traffic signal equipment and storm sewer outlets will include restoration to turf for all disturbed areas. Detailed documentation describing the impacts and mitigation associated with the effects of the Palatine Road project on the Margreth Riemer Reservoir will be available for review at the Public Information Meeting at the date and time listed above, and at the Combined Services Facility at 148 W. Illinois Avenue from Friday, September 17, 2021 to Thursday, September 30, 2021. All persons interested in this project are invited to attend this meeting. Persons with a disability planning to attend this meeting should contact the individual listed below at least five (5) business days prior to the meeting such that any additional arrangements can be made. If special accommodations are required, the contact person should be informed at the time of contact. The meeting room is accessible to persons with a disability.

In addition to providing comments at the Public Information Meeting, interested persons may provide comments as follows:

Call: Matt Barry at the Public Works Department at 847-705-5200
E-mail: mbarry@palatine.il.us
Deliver: Department of Public Works Building at 148 W. Illinois Ave, Palatine, IL 60067

All public comments are due by 4:00 P.M. on Thursday, September 30, 2021.

Matt Barry, P.E.
Director of Public Works
Village of Palatine

Published in Daily Herald August 26, Sept 9, 2021 (4569219)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Northwest Suburbs

Daily Herald

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **Northwest Suburbs DAILY HERALD**. That said **Northwest Suburbs DAILY HERALD** is a secular newspaper, published in Arlington Heights and has been circulated daily in the Village(s) of: Arlington Heights, Barrington, Barrington Hills, Bartlett, Buffalo Grove, Deer Park, Des Plaines, Elk Grove, Franklin Park, Glenview, Hanover Park, Hoffman Estates,Inverness, Melrose Park,Morton Grove, Mt Prospect, Niles, Northbrook, Northfield, Northlake, Palatine, Park Ridge, Prospect Heights, River Grove, Rolling Meadows, Rosemont, Schaumburg,Schiller Park, South Barrington, Streamwood, Wheeling, Wilmette

County(ies) of Cook
and State of Illinois, continuously for more than one year prior to the date of the first publication of the notice hereinafter referred to and is of general circulation throughout said Village(s), County(ies) and State.

I further certify that the Northwest Suburbs DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 08/26/2021, 09/09/2021
in said Northwest Suburbs DAILY HERALD.

IN WITNESS WHEREOF, the undersigned, the said PADDOCK PUBLICATIONS, Inc., has caused this certificate to be signed by, this authorized agent, at Arlington Heights, Illinois.

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY Paula Raetz
Designee of the Publisher and Officer of the Daily Herald

Control # 4569219

ATTACHMENT 13

EXHIBIT 6

Contact Information

Matthew Cesario, P.E.

BLA PROJECT MANAGER

630-438-6400

mcesario@bla-inc.com

Matt Barry
Director of Public Works
847-705-5200
mbarry@palatine.il.us

George Ruppert
Village Engineer
847-705-5200
gruppert@palatine.il.us

VILLAGE OF PALATINE

200 East Wood Street Palatine, Illinois 60067

Palatine Road

Improvements

Smith Street to Quentin Road

PUBLIC INFORMATION MEETING

September 16, 2021
5:00PM - 7:00PM

Village Hall
Community Meeting Room B
200 E. Wood Street - Palatine, IL 60067

VILLAGE OF PALATINE

ATTACHMENT 13

EXHIBIT 6

Palatine Road Improvements

PURPOSE OF THE MEETING

The purpose of this public meeting is to introduce the preferred alternative for the Palatine Road project. In addition, the meeting is to seek public comment on the effects the proposed improvements will have on the Margreth Riemer Reservoir.

PREFERRED ALTERNATIVE

The preferred alternative is reconstructing Palatine Road from Quentin Road to Smith Street providing a three-lane, curb and gutter roadway cross section. Additional improvements include:

- dedicated left turn lanes at Quentin Rd, Cedar St, Maple St and Smith St;
- dedicated right turn lanes at Quentin Rd;
- modernized traffic signals at Quentin Rd and Smith St;
- sidewalk replacement/construction; multi-use path construction;
- storm sewer improvements.

SECTION 4(F)

The Margreth Riemer Reservoir, under the jurisdiction of the Metropolitan Water Reclamation District of Greater Chicago but leases land to the Palatine Park District, is a publicly owned park. As such, it is subject to protection under section 4(f) of the U.S. Department of Transportation act of 1966. For this project, the Village intends to seek temporary and permanent easements and fee simple right-of-way approval from the Federal Highway Administration based on a determination the project will not adversely affect the features/activities that qualify Margreth Riemer Reservoir for protection under Section 4(f).



TIMELINE

2019-22 — Phase I - Planning Process
Preliminary Engineering
Environmental Study
Combined Design Report

2022-23 — Phase II - Design
Plan Preparation
Land Acquisition

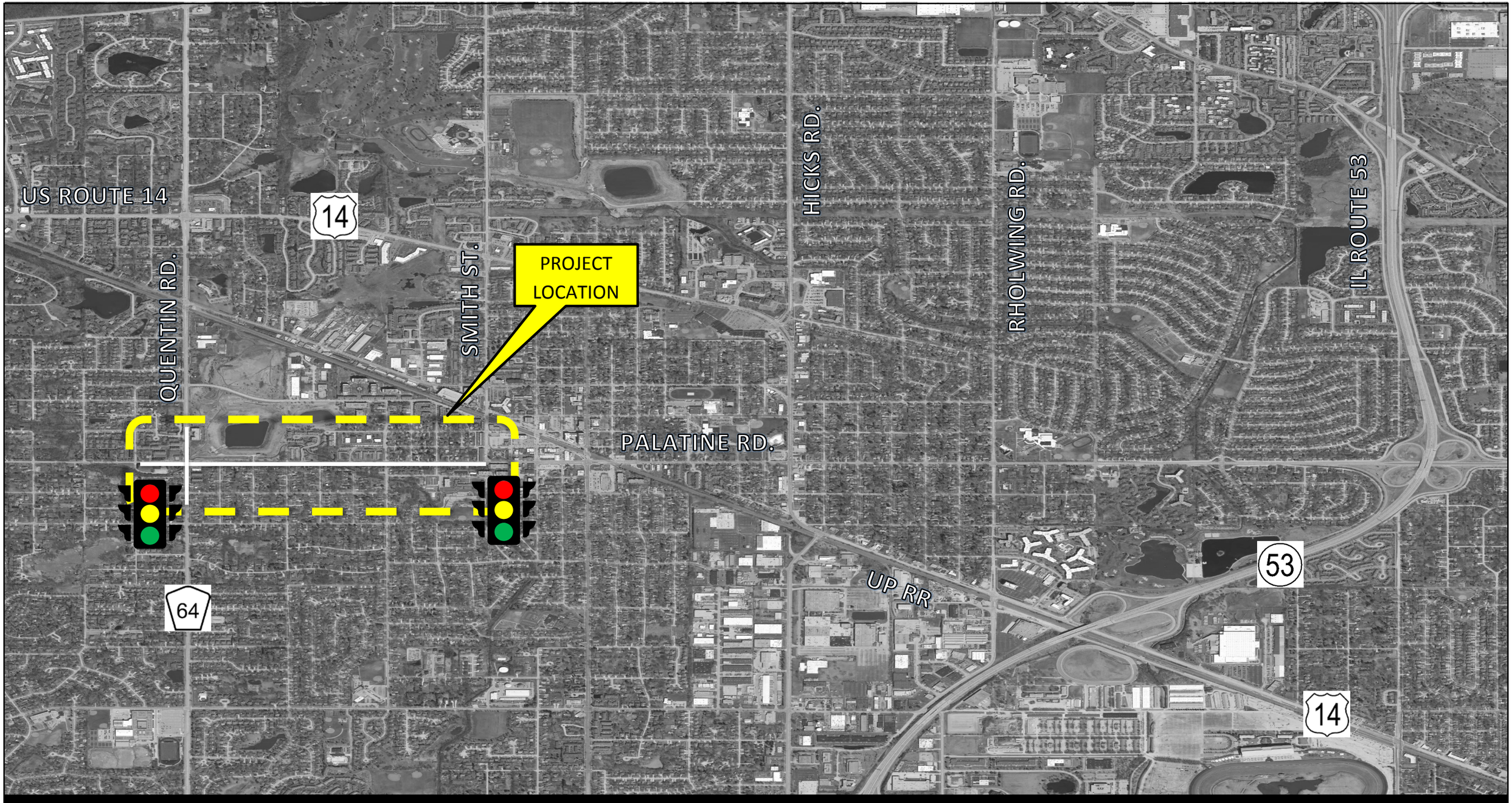
2024-25 — Phase III - Construction

PROJECT CONSTRUCTION DEPENDS ON FUNDING

PUBLIC INPUT

The Village of Palatine is looking to gather input and information from the community and public. Comments and questions are welcome at any time, but must be received by the Village on or before October 8, 2021 by close of business to be part of the project record.

Written comments and questions can be submitted during the meeting, mailed to the Village at the address on the backside of this brochure to the attention of Mr. Matt Barry, Palatine's Director of Public Works, or emailed to mbarry@palatine.il.us.



PALATINE ROAD IMPROVEMENT PROJECT LOCATION

Palatine, Illinois

NOT TO SCALE

ATTACHMENT 13

EXHIBIT 6

VILLAGE OF PALATINE PARK DISTRICT
METROPOLITIAN WATER RECLAMATION DISTRICT
MARGRETH RIEMER RESERVOIR PARK

N

QUENTIN ROAD

EX ROW

TEMPORARY EASEMENT TO REPLACE EXISTING MULTI-USE PATH
PROPOSED MULTI-USE PATH, DRAINAGE, GUARDRAIL AND TRAFFIC SIGNALS

PERMENANT EASEMENT

EXISTING DRAINAGE OUTFALL PIPES TO BE UPSIZED
LANDSCAPING TO BE RESTORED AFTER INSTALLATION

TEMPORARY EASEMENT FOR REMOVAL OF EXISTING SIDEWALK

SALT CREEK

EXISTING DRAINAGE OUTFALL PIPES TO BE UPSIZED
LANDSCAPING TO BE RESTORED AFTER INSTALLATION

PERMENANT EASEMENT

EX ROW

PALATINE ROAD

WALNUT ST

ASH ST

ELM ST

FILE NAME = FAS36-870 Palatine Road Phase I\CADD EXHIBITS\Public Meeting #2\Palatine Road Phase I - 4F Aerial Map.dgn

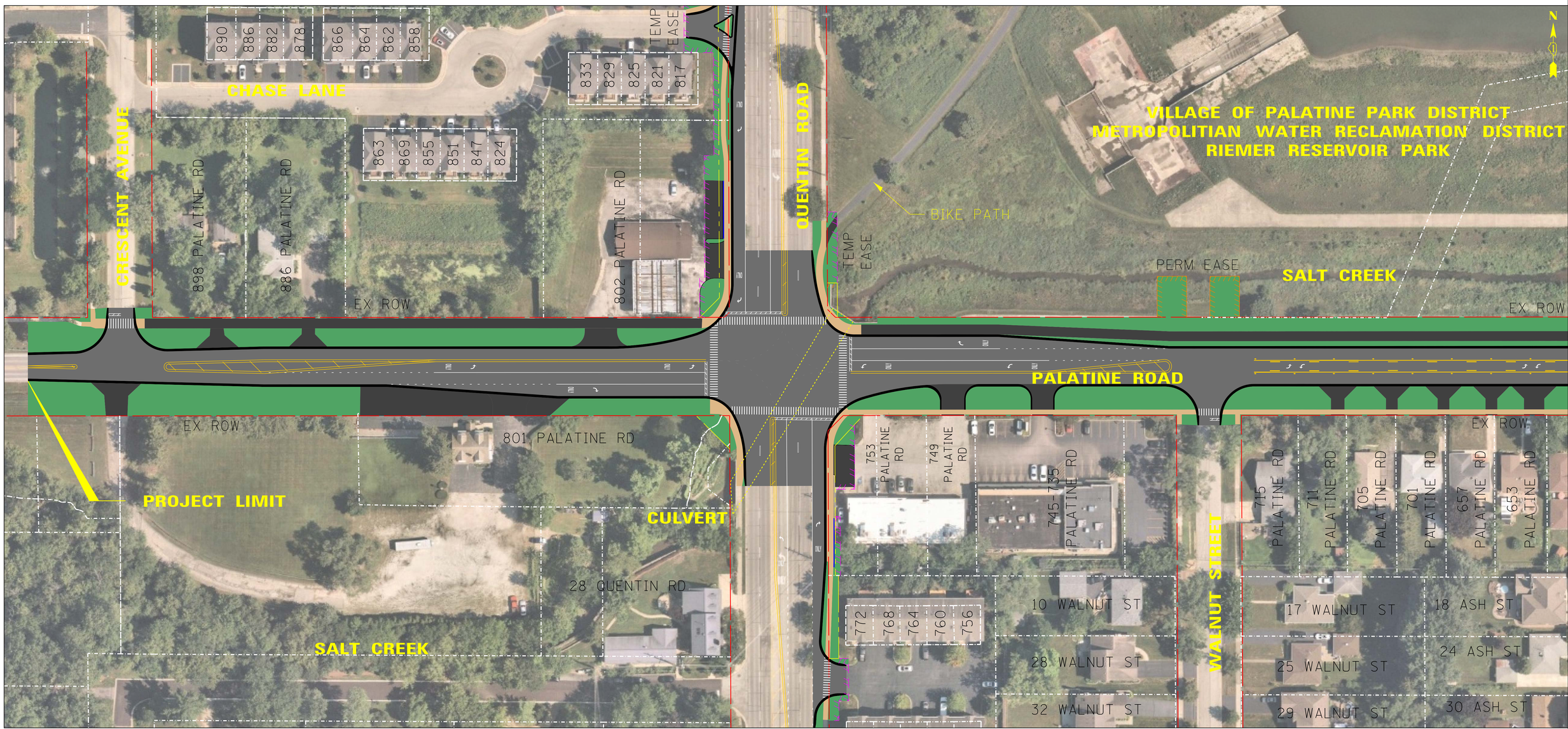
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		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 9/15/2021	DATE -	REVISED -

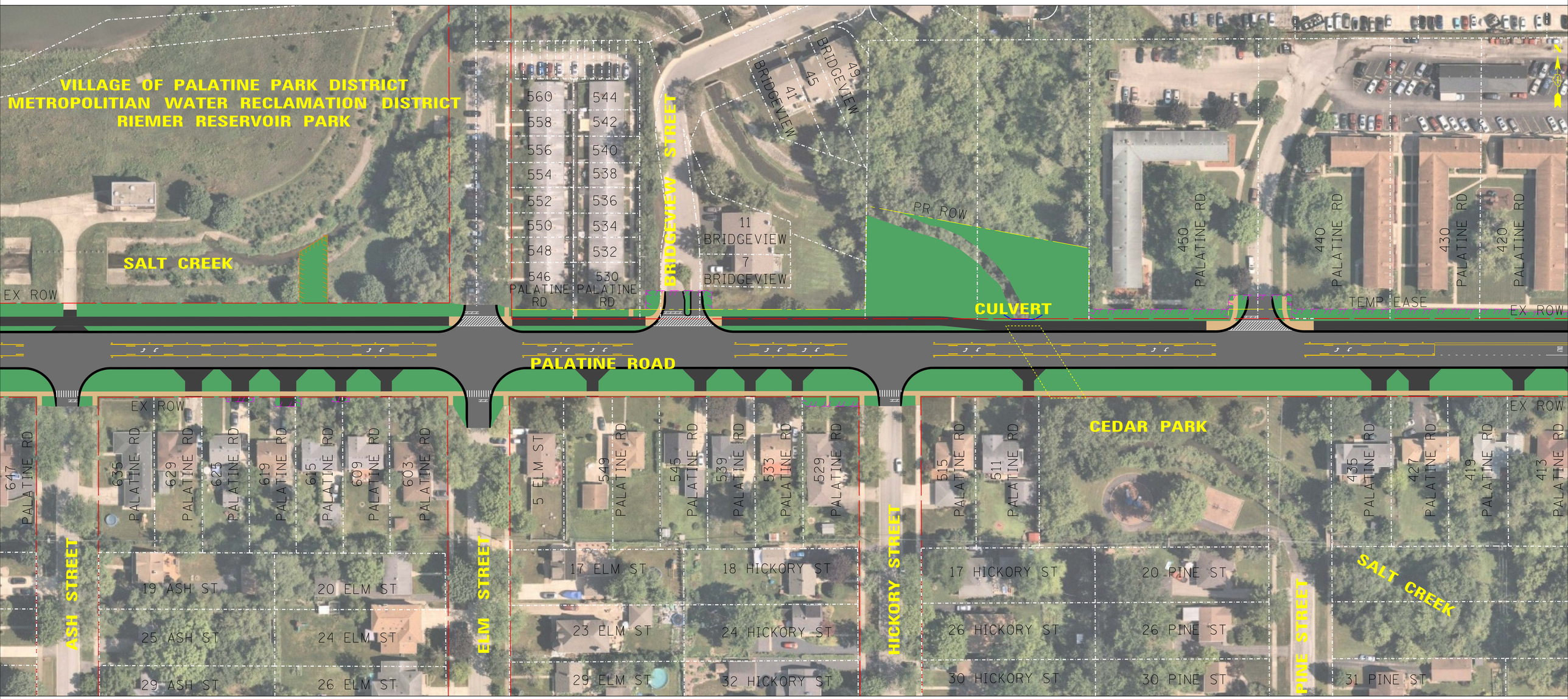
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

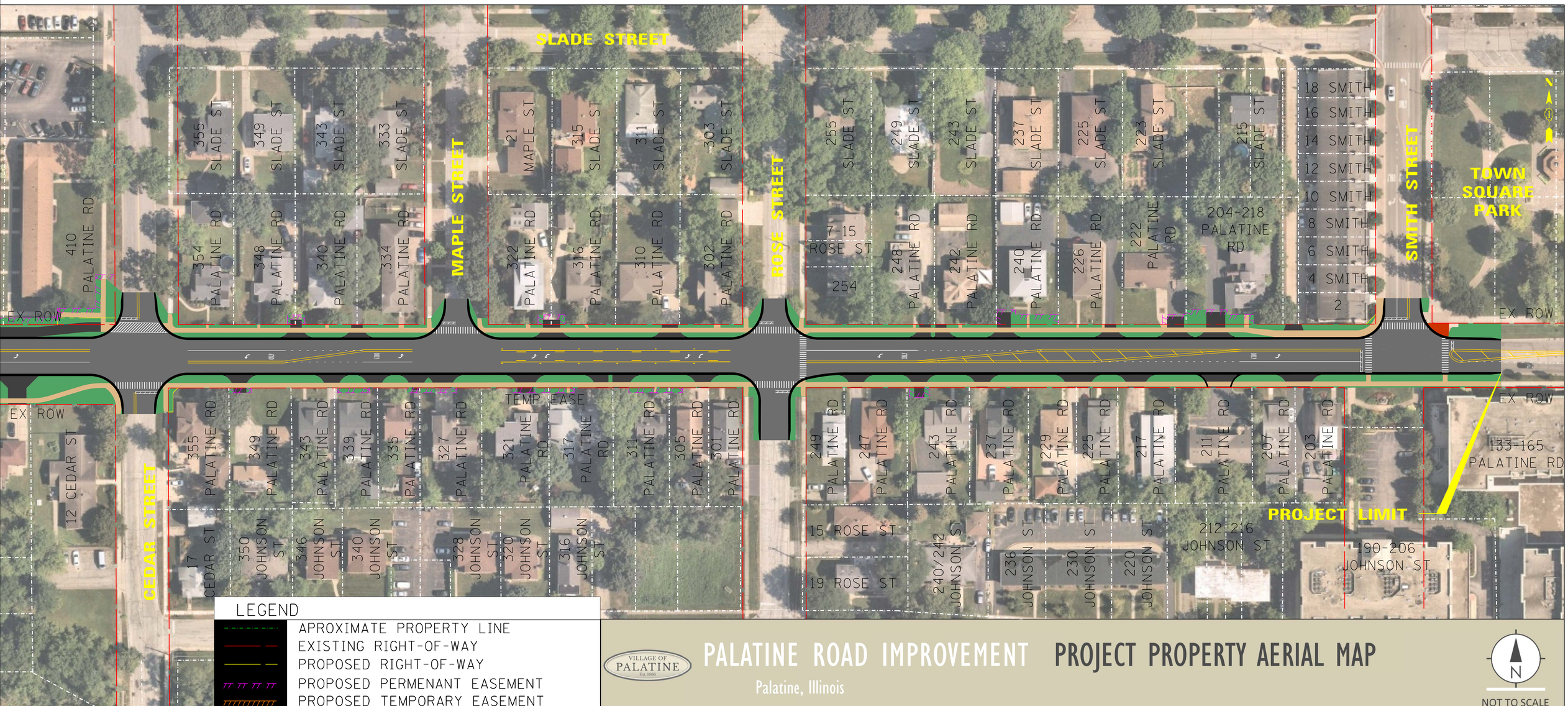
PALATINE ROAD
PUBLIC INFORMATION MEETING 4F PARCEL EXHIBIT

SCALE: 1"=50' | SHEET OF SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK		
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			


CRESCENT AVENUE
CHASE LANE
890
886
882
878
866
864
862
858
833
829
825
821
817
TEMP EASE
863
869
855
851
847
824
898 PALATINE RD
886 PALATINE RD
802 PALATINE RD
EX ROW
QUENTIN ROAD
BIKE PATH
TEMP EASE
VILLAGE OF PALATINE PARK DISTRICT
METROPOLITIAN WATER RECLAMATION DISTRICT
RIEMER RESERVOIR PARK
PERM EASE
SALT CREEK
EX ROW
PALATINE ROAD
EX ROW
801 PALATINE RD
PROJECT LIMIT
CULVERT
28 QUENTIN RD
SALT CREEK
753 PALATINE RD
749 PALATINE RD
745-735 PALATINE RD
WALNUT STREET
715 PALATINE RD
711 PALATINE RD
705 PALATINE RD
701 PALATINE RD
657 PALATINE RD
653 PALATINE RD
EX ROW
772
768
764
760
756
10 WALNUT ST
17 WALNUT ST
18 ASH ST
28 WALNUT ST
25 WALNUT ST
24 ASH ST
32 WALNUT ST
29 WALNUT ST
30 ASH ST


VILLAGE OF PALATINE PARK DISTRICT
METROPOLITIAN WATER RECLAMATION DISTRICT
RIEMER RESERVOIR PARK
SALT CREEK
EX ROW
560
558
556
554
552
550
548
546 PALATINE RD
544
542
540
538
536
534
532
530 PALATINE RD
BRIDGEVIEW STREET
11 BRIDGEVIEW
7 BRIDGEVIEW
41 BRIDGEVIEW
45 BRIDGEVIEW
49 BRIDGEVIEW
PR ROW
CULVERT
450 PALATINE RD
440 PALATINE RD
430 PALATINE RD
420 PALATINE RD
TEMP EASE
EX ROW
PALATINE ROAD
647 PALATINE RD
635 PALATINE RD
629 PALATINE RD
625 PALATINE RD
619 PALATINE RD
615 PALATINE RD
609 PALATINE RD
603 PALATINE RD
ASH STREET
19 ASH ST
25 ASH ST
29 ASH ST
20 ELM ST
24 ELM ST
26 ELM ST
ELM STREET
5 ELM ST
549 PALATINE RD
545 PALATINE RD
539 PALATINE RD
533 PALATINE RD
529 PALATINE RD
17 ELM ST
18 HICKORY ST
23 ELM ST
24 HICKORY ST
29 ELM ST
32 HICKORY ST
HICKORY STREET
515 PALATINE RD
511 PALATINE RD
CEDAR PARK
17 HICKORY ST
20 PINE ST
26 HICKORY ST
26 PINE ST
30 HICKORY ST
30 PINE ST
PINE STREET
435 PALATINE RD
427 PALATINE RD
419 PALATINE RD
413 PALATINE RD
SALT CREEK
EX ROW



LEGEND

- APROXIMATE PROPERTY LINE
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPOSED PERMENANT EASEMENT
- PROPOSED TEMPORARY EASEMENT

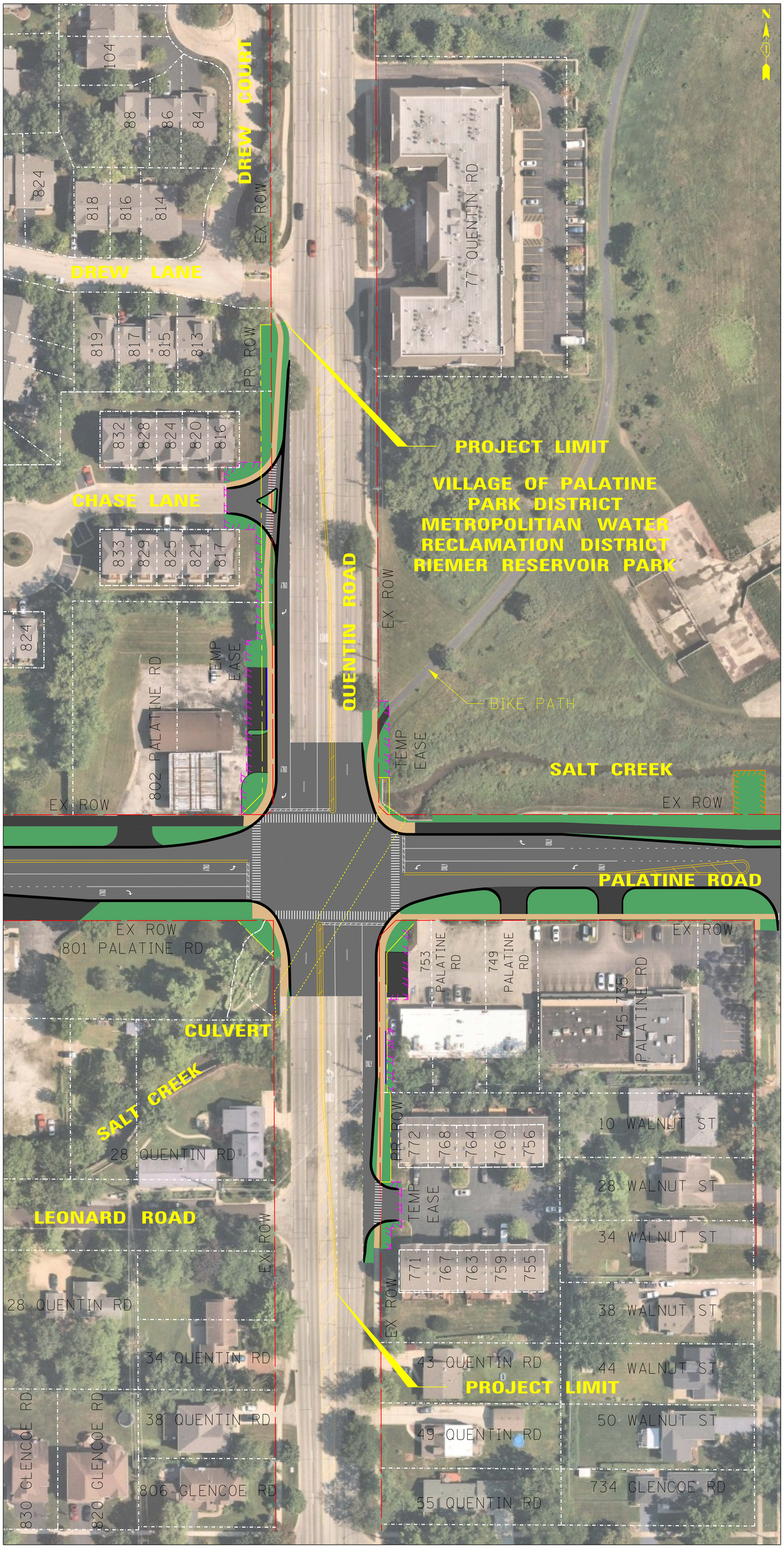
VILLAGE OF PALATINE Est. 1866

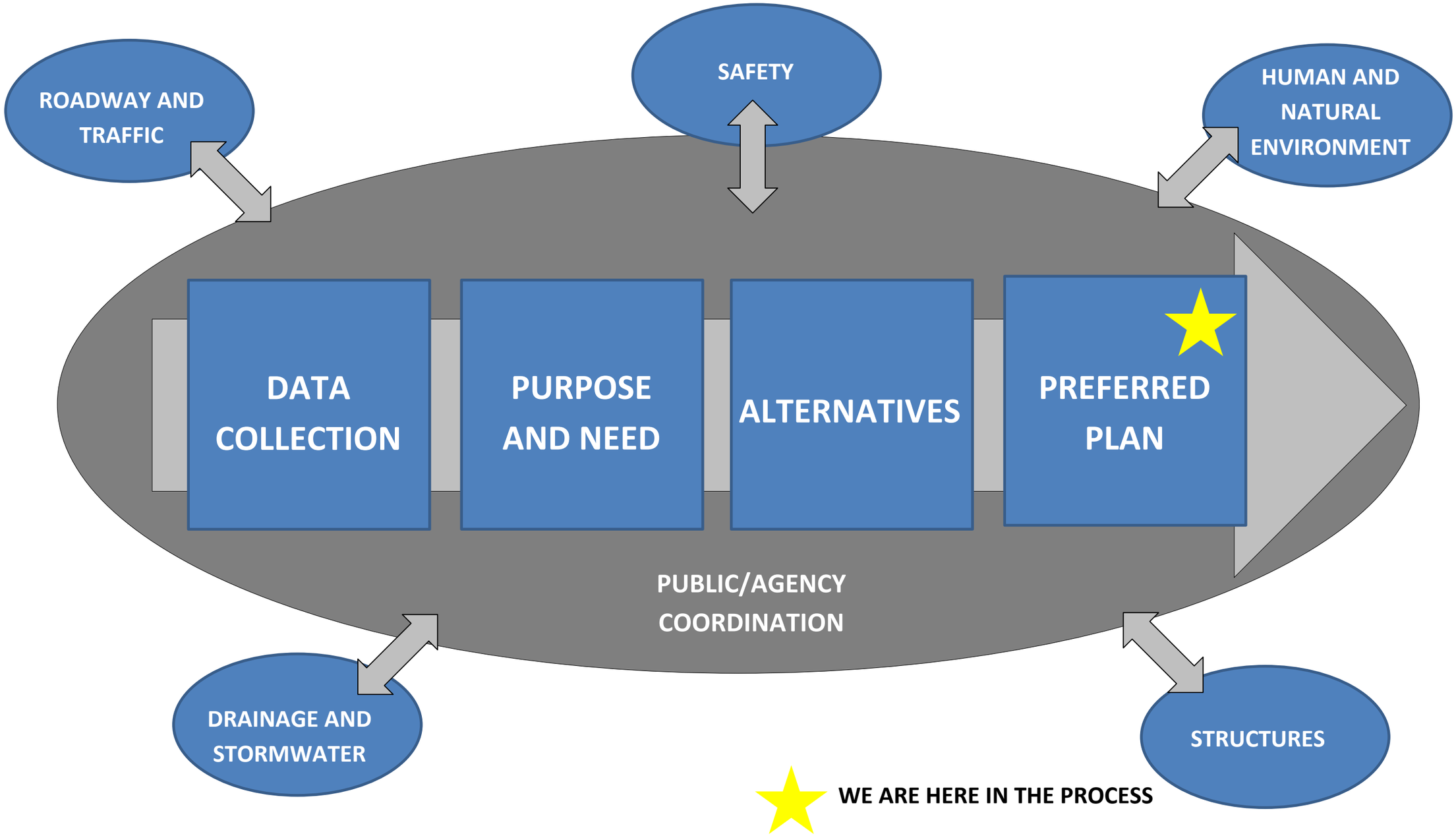
PALATINE ROAD IMPROVEMENT PROJECT PROPERTY AERIAL MAP

Palatine, Illinois

N

NOT TO SCALE


N
DREW COURT
EX ROW
DREW LANE
104
88
86
84
824
818
816
814
819
817
815
813
77 QUENTIN RD
PR ROW
PROJECT LIMIT
VILLAGE OF PALATINE
PARK DISTRICT
METROPOLITIAN WATER
RECLAMATION DISTRICT
RIEMER RESERVOIR PARK
832
828
824
820
816
CHASE LANE
833
829
825
821
817
QUENTIN ROAD
EX ROW
824
802 PALATINE RD
TEMP EASE
BIKE PATH
TEMP EASE
SALT CREEK
EX ROW
EX ROW
PALATINE ROAD
EX ROW
801 PALATINE RD
753 PALATINE RD
749 PALATINE RD
745-735 PALATINE RD
EX ROW
CULVERT
SALT CREEK
28 QUENTIN RD
PR ROW
772
768
764
760
756
10 WALNUT ST
28 WALNUT ST
LEONARD ROAD
TEMP EASE
34 WALNUT ST
EX ROW
771
767
763
759
755
28 QUENTIN RD
38 WALNUT ST
EX ROW
34 QUENTIN RD
43 QUENTIN RD
44 WALNUT ST
PROJECT LIMIT
38 QUENTIN RD
49 QUENTIN RD
50 WALNUT ST
830 GLENCOE RD
820 GLENCOE RD
806 GLENCOE RD
55 QUENTIN RD
734 GLENCOE RD



PALATINE ROAD IMPROVEMENT PROJECT PROCESS

Palatine, Illinois

ATTACHMENT 13

EXHIBIT 6

PALATINE ROAD

PUBLIC INFORMATION MEETING #2 SUMMARY

PHOTOGRAPH LOG

Village of Palatine Village Hall
September 16, 2021
5:00-7:00 P.M.





VILLAGE OF PALATINE

VILLAGE OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

November 30, 2021

Mr. Michael Clark
Executive Director
Village of Palatine Park District
250 E. Wood Street
Palatine, IL 60067

Dear Mr. Clark:

The Village of Palatine Public Works is nearing the completion of preliminary engineering and environmental studies (Phase I) for the proposed improvements of Palatine Road from Quentin Road to Smith Street. The proposed project consists of widening and reconstructing Palatine Road from a 2-lane to a 3-lane cross section from Quentin Road to Smith Street. The intersection of Quentin Road at Palatine Road includes the construction of right turn lanes on all approaches to improve the traffic capacity of the intersection as well as safety. The intersection of Smith Street at Palatine Road will be widened to provided consistent lane widths through the intersection. All improvements are to be on the existing alignment. The project also includes the construction of a multi-use path along the Palatine Road north right of way and a sidewalk along the south right of way.

Phase I of the project is ongoing and being processed as a state Categorical Exclusion. The project does not require relocations but will require right-of-way and easement purchases. Related information will be made available in accordance with the Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally-Assisted Programs, 49 CFR 24, and IDOT Land Acquisition policies. The Margreth Riemer Reservoir, which is under the jurisdiction of the Metropolitan Water Reclamation District of Greater Chicago (MWRDGC) but leases land to the Palatine Park District, is a publicly owned park. As such, it is subject to protection under section 4(f) of the U.S. Department of Transportation act of 1966. For the Palatine Road project, the Village of Palatine intends to seek temporary and permanent easements and fee simple right-of-way approval from the Federal Highway Administration based on a determination that the project will not adversely affect the features, attributes, or activities that qualify Margreth Riemer Reservoir for protection under Section 4(f).

There are two impacted areas of the Palatine Road project within Margreth Riemer Reservoir. Area One is the north side of Palatine Road from Quentin Road to east of Ash Street. This area of the MWRDGC property that is impacted consists of vegetated open space with no direct recreational use, a berm, and Salt Creek which runs east-west parallel to Palatine Road. A village owned sidewalk is located in this area and encroaches the MWRDGC property right of way for approximately 300 feet west of Walnut Street. Within this section there are also three existing storm outlets carrying storm water from the south side of Palatine Road to the north side and ultimately to Salt Creek.

Area Two of impact is on the east side of Quentin Road from Palatine Road north approximately 110 feet. This area of the MWRDGC property contains the headwall of a diagonally crossing culvert of the Salt Creek

Palatine Road from Quentin Road to Smith Street
Cook County

Concurrence on determination of no adverse effects to Park District 4(f) lands

Concur X

Do Not Concur

Name MICHAEL CLANCY

Title EXECUTIVE DIRECTOR

Date 12-1-21

Comments

ATTACHMENT 13

EXHIBIT 7

Illinois Department of Transportation

Memorandum

To:	Charles Riddle	Attn:	Irma Romiti-Johnson
From:	Jack A. Elston	By:	Scott E. Stitt
Subject:	PESA Review		*Scott E. Stitt*
Date:	January 2, 2020		

Project:	FAU 1285 (Palatine Rd)		
District 1:	Cook County	Job #:	Not Provided
Requesting Agency:	Palatine	Contract #:	Not Provided
Survey Target Date:	01/30/2020	Anticipated DA:	01/30/2020
Anticipated Letting:	Not Provided	Section:	17-00102-00-PV
BDE Sequence #:	22602	ISGS PESA #:	3805

Attached is a copy of the Preliminary Environmental Site Assessment (PESA) report prepared by the Illinois State Geological Survey (ISGS) for the subject project as described in your Special Waste Environmental Survey Request (ESR). Table 1 identifies sites along the project route that were determined to contain recognized environmental conditions (RECs). It is the opinion of this office, in consultation with the Chief Counsel's Office, that a preliminary site investigation (PSI) is required if any site identified in Table 1 of the PESA report involves any of the following situations:

- New right of way or easement (temporary or permanent);
- Railroad right-of-way, other than single rail rural with no maintenance facilities; or
- Building demolition / modification.

Additionally, a PSI is required if the project will have excavation or subsurface utility relocation on existing right-of-way adjoining a site identified in Table 1 of the PESA report.

If the district determines that they can avoid all the sites that contain RECs, then a PSI is not required and the project will be in compliance with Departmental Policy D&E-11. If the district determines that the project will involve a site containing a REC(s), then a PSI is required and the statewide special waste consultant should be requested to perform the PSI. Please notify this office of any actions you may decide to take concerning these sites (avoidance or further investigation). The PESA Response form can be found on PMA.

The District's Bureau of Land Acquisition (DBLA) should determine if any new right-of-way or easement will involve any site identified in Table 1 or any site adjoining a site listed in Table 4 of the PESA report. On those identified situations, DBLA shall coordinate the acquisition with this office, Central Bureau of Land Acquisition, and the Chief Counsel's Office to determine if an "All Appropriate Inquiries" (AAI) assessment is required for additional liability protection under CERCLA.

Other findings and recommendations of the report should be carefully considered. If you have any questions regarding this report or the tasking of the statewide consultant, please contact Josh Venaas at 217/785-4181 or James R. Curtis at 217/558-4653.

Attachments

cc: Office of Chief Counsel – Rm. 313 District Utility Coordinator
District Bureau of Land Acquisition

EXECUTIVE SUMMARY

This report presents the results of an environmental site assessment for the improvements to Palatine Road from Crescent Avenue to Smith Street, Palatine, Cook County. This report was prepared on behalf of the Illinois Department of Transportation (IDOT) by the Illinois State Geological Survey (ISGS).

The following sites were examined for this project. The tables below list sites along the project for which recognized environmental conditions (RECs)* were identified for each address or address range (Table 1); sites along the project for which only de minimis conditions were identified (Table 2); sites along the project for which no RECs or de minimis conditions were identified (Table 3); and sites adjoining but not on the project that were identified on environmental databases (Table 4). Further investigation of sites with RECs may be desired.

Table 1. The following sites along the project were determined to contain RECs:

Property name IDOT parcel #	ISGS site #	REC(s), including de minimis conditions	Regulatory database(s)	Land use
Salt Creek NA	3805-2	Non-attainment of water quality (including chloride); likely natural gas pipeline	None	Stream
Commercial building NA	3805-4	Potential UST(s); evidence of former chemical use; monitoring well; transformer; potential ACM and lead paint	BOL	Commercial
Clark gas station NA	3805-5	USTs with documented releases; former UST; potential UST(s); evidence of former chemical use; monitoring wells; former monitoring wells; impacted soil and groundwater; spill; likely natural gas pipeline; potential ACM and lead paint	RCRA, BOL, LUST, UST, UIC, IEMA	Commercial
Margreth Riemer Reservoir NA	3805-6	Monitoring well; potential chemical use; potential UST(s); potential AST(s); likely natural gas pipeline; transformers; potential ACM and lead paint	None	Recreational

Commercial building NA	3805-7	Potential former chemical use; monitoring well; transformers; potential ACM and lead paint	None	Commercial
Inverness Cleaners Plaza NA	3805-8	Evidence of chemical use; monitoring wells; former monitoring wells; potential monitoring wells; impacted soil and groundwater; transformers; potential ACM and lead paint	RCRA, BOL, SRP, UIC	Commercial
Residential building NA	3805-13	Evidence of chemical use; likely natural gas pipeline; potential ACM and lead paint	RCRA, BOL	Residential
Towne Square NA	3805-17	Potential former chemical use; potential ACM and lead paint	None	Recreational

Table 2. The following sites along the project were determined to contain de minimis conditions only:

Property name IDOT parcel #	ISGS site #	De minimis condition(s)	Land use
Wally Degner Park NA	3805-1	Transformer	Recreational
Residential buildings NA	3805-3	Natural gas pipeline; transformer; potential ACM and lead paint	Residential
Residences NA	3805-9	Potential ACM and lead paint	Residential
Residential buildings and vacant lot NA	3805-10	Natural gas pipeline; transformers; potential ACM and lead paint	Residential/ vacant
Residences NA	3805-12	Potential ACM and lead paint	Residential
Illinois Department of Human Services NA	3805-14	Potential ACM and lead paint	Government
Residential buildings NA	3805-15	Transformers; potential ACM and lead paint	Residential

Residential buildings NA	3805-16	Transformers; potential ACM and lead paint	Residential

Table 3. The following site along the project was determined not to contain RECs or de minimis conditions:

Property name IDOT parcel #	ISGS site #	Land use
Cedar Park NA	3805-11	Recreational

Table 4. The following additional sites, adjoining but not on the project, were identified on environmental databases:

Property name	ISGS site #	Regulatory database(s)	Land use
Carriage Cleaners	3805-A	RCRA, BOL	Residential
Illinois Bell	3805-B	RCRA, BOL, UST, IEMA	Utility
Suburban Computer Service Inc	3805-C	RCRA, BOL, IEMA	Commercial

* For all sites:

Where REC(s) are indicated as present, a condition was noted that may be indicative of releases or potential releases of hazardous substances on, at, in, or to the site, as discussed in the text. Potential hazards were not verified by ISGS testing. Radon, biological hazards (such as mold, medical waste, or septic waste), and non-agricultural pesticides and/or herbicides may also be of concern. No further investigation concerning the presence or use of these factors was conducted for this PESA.

Where RECs are not indicated as present, radon, biological hazards (such as mold, medical waste, or septic waste), and non-agricultural pesticides and/or herbicides may still be of concern. No further investigation concerning the presence or use of these factors was conducted for this PESA.

For the purposes of this report, the following are considered to be de minimis conditions:

- Normal use of lead-based paint on exteriors and interiors of buildings and structures.
- Use of asbestos-containing materials in building construction.
- Transformers in normal use, unless the transformers were observed to be leaking, appear on an environmental regulatory list, or were otherwise determined to pose a hazard not related to normal use.
- Agricultural use of pesticides and herbicides. In addition, most land in Illinois was under agricultural use prior to its conversion to residential, industrial, or commercial development. Pesticides, both regulated and otherwise, may have been used throughout the project area

at any time. Unless specifically discussed elsewhere in this report, no information regarding past pesticide use that would be subject to enforcement action was located for this project, and such use is considered a de minimis condition.

The following data gaps exist for all PESAs:

- For residences, only areas visible from public roads are inspected.
- Interiors of buildings are not inspected.
- Interiors of agricultural areas are not inspected during growing seasons.

Radon and biological hazards are not considered in this PESA unless specifically noted.

NA = No parcel number was supplied by IDOT for this site.

Although potential natural hazards and undermining, if present, are described in this report, they are not considered as RECs or de minimis conditions for the purposes of this report, and are therefore not listed in the tables above. Wetlands and flooding hazards are not evaluated as part of this report.

Wetlands

Submittal Date: 03/15/2019 **Sequence No:** 22602

District: 1 **Requesting Agency:** Local Palatine **Project No:**

Contract #: **Job No.:**

Counties: Cook

Route: FAU 1285 **Marked:** Palatine Rd

Street: Palatine Road **Section:** 17-00102-00-PV

Municipality(ies): Palatine **Project Length:** 1.2070 **km** 0.75 **miles**

FromTo (At): Crescent Avenue to Smith Street

Quadrangle: Palatine **Township-Range-Section:** T42N R10E S15 S16 S21 S22

Survey Target Date: 01/30/2020 **Anticipated Design Apprvl:** 01/30/2020 **Cleared for Design Apprvl:** 08/18/2020

Cleared for Letting: 08/18/2020 **Mitigation:** Yes **Mitigation Completed:**

Initial Survey and WIE **Addendum No:**

Initiated	Due Date	Results Received	Wetland Present	District Notified	WIE Requested	WIE Received	Wetland Impacts	Resp to District	Coord Complete
		08/06/2020	Yes			08/06/2020	Yes	08/18/2020	Yes

Comments:

Clearances: **Cultural:** 7/9/2020 **Bio** 8/18/2020 **SW:** 12/19/2019

Processing Programmatic Action

Individual Compensation Plan Required:

404 Individual Permit Required:

Mitigation Site: Wetland Bank Site

Mitigation Basin: In Basin

Bank: Yes

Accumulation: No

Owner:

Name: Cedar Creek

Location: Joliet

Size:

Types:

Quad:

Basin: Des Plaines River and Lake Michigan Tributaries

Processing Comments:

Wetland Impacts Evaluation

Submittal Date: 08/05/2020 **Submitted By:**

Does the project have wetland impacts? Yes **Type:** Permanent

Briefly describe the measures considered to avoid and minimize adverse impacts to the wetlands: The proposed roadway widening will result in the widening of the roadway cross culvert at this location. However, only a small portion of the wetland is anticipated to be impacted.

Summarize briefly why there are no practicable alternatives to the use of the wetland(s): Adverse impacts will be minimized using erosion control measures.

Wetland mitigation is being proposed: wetland bank site ☐ **Reviewed**

Memo Date: 08/18/2020 **Memo By:** Susan Hargrove

Memo: The revised WIE is acceptable after questions were answered. There will be 0.029 ac permanent impacts to Wetland Site 1. Mitigation is proposed at Cedar Creek Wetland Mitigation Bank, located in the same IWPA drainage basin as the project: Des Plaines River and Lake Michigan Tributaries. The mitigation ratio is thus 1.5:1.0, resulting in mitigation of 0.0435 acres. This project is cleared for construction with respect to wetlands.

Wetland Impacts and Mitigation Required

Site No.	Type	T&E	Nature Preserve	Natural Area	Essential Habitat	Size (acres)	Acres of Impact	Ratio	Acres of Compensation
W-1	Ditch	No	No	Yes	No	0.54	.029	1.5	.044

Basin	07120004	**Quadrangle**	Palatine	**FQI**	6.47
Describe the work:	Drainage			**Addendum**	

Total	.029		.044

Mitigation Site Suitability Study:

Wetland Compensation Plan:

Preparer: **Preparer:**

Conceptual					Final				
Plan Received	Agency	Report Sent and District Notified	Agency Response	District Notified	Plan Received	Agency	Report Sent and District Notified	Agency Response	District Notified
	IDNR					IDNR			
	USFWS					USFWS			
	COE					COE			

Monitoring

	Monitoring Reports			
	Received	COE Notified	IDNR Notified	District Notified
Year 1				
Year 2				
Year 3				
Year 4				
Year 5				

Monitoring Agency:

Construction Begin Date:

Construction Complete Date:

Tasked Date:

Monitoring Begin Date:

Monitoring Complete Date:

Monitoring Comments:

Permit(s) **Type:** **Corps Dist.:** **Permit Issued:**

☐ **Special Conditions:**

☐ **Permit Agreements/Commitments:**

Project Phase

Project Phase Comments:

Illinois Department of Transportation

Memorandum

To:	Bureau of Local Roads	Attn: William Raffensperger
From:	Jack Elston	By: Brad Koldehoff
Subject:	Cultural Resources - No Historic Properties Affected Clearance	
Date:	July 9, 2020	

Cook County
FAU 1285, Palatine Road
Palatine
Sec. 17-00102-00-PV
Seq. 22602

For the above referenced undertaking, IDOT's qualified Cultural Resources staff hereby make a **"No Historic Properties Affected"** finding pursuant to Section 106 of the National Historic Preservation Act.

This finding concludes the Section 106 process in accordance with the stipulations of the Programmatic Agreement Regarding Section 106 Implementation for Federal-Aid Transportation Projects in the State of Illinois, executed March 6, 2018 by FHWA, Illinois SHPO, IDOT and the Advisory Council on Historic Preservation.

No further cultural resources coordination is required for this undertaking, unless design modifications or new information indicate that historic properties may be affected. If so, then, additional coordination with my office is required.

Brad H. Koldehoff
Cultural Resources Unit Chief
Bureau of Design & Environment

Illinois Department of Transportation

Memorandum

To:	Greg S. Lupton	
From:	Jack A. Elston	By: Thomas C. Brooks
Subject:	Natural Resources Review	
Date:	August 18, 2020	

Palatine Road
Sec. 17-00102-00-PV
T42N/R10E/S 15
Seq. No.: 22602
Cook County

The proposed project involves roadway reconstruction of Palatine Road, improvement and implementation of a closed drainage system, sidewalk connectivity, and box culvert modifications along Palatine Road from Crescent Avenue to Smith Street in Palatine.

The project requires 2.66 acres of land acquisition. In stream work is involved in Salt Creek for the project. There will be twenty urban trees removed for the project. The land cover in the vicinity of the overall project is urban.

Review for Illinois Endangered Species Protection and Illinois Natural Areas Preservation – Part 1075

The Illinois Natural Heritage Database contains a record of state and federally listed Northern long-eared bat two miles northwest of the project. The project area is urban and thus does not contain habitat for this species. There will be no adverse effect by the project on this species. **Therefore, consultation under Part 1075 is terminated.**

This review for compliance with 17 Ill. Adm. Code Part 1075 is valid for two years unless new information becomes available that was not previously considered; the proposed improvement is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the proposed improvement has not been implemented within two years of the date of this memorandum, or any of the above listed conditions develop, a new review will be necessary.

Review for Illinois Interagency Wetland Policy Act – Part 1090

The proposed improvement was surveyed for wetlands. We reviewed the wetland survey report and the Wetlands Impact Evaluation form and approve both. There are one wetland and one Other Surface Water located within the ESR limits. There will be impacts to one wetland totaling 0.029 acres. Compensation for permanent losses will be provided at a commercial wetland bank. **Our review for compliance under Part 1090 is terminated.**

Review for Endangered Species Act - Section 7

The proposed improvement was reviewed in fulfillment of our obligation under Section 7(a)(2) of the Endangered Species Act. Our review included use of the US Fish and Wildlife Service's Information for Planning and Conservation (IPaC) web-based review tool. Through IPaC, an official species list was received and is saved to the project folder. The list contains the endangered, threatened, proposed and candidate species and proposed and designated critical habitat that may be present within or in the vicinity of the proposed improvement. The following species are listed in Cook County: Northern long-eared bat (NLEB), piping plover, red knot, Eastern massasauga, Hine's emerald dragonfly, Eastern prairie fringed orchid (EPFO), leafy prairie-clover, Mead's milkweed, and prairie bush-clover. There is no Critical Habitat in the project vicinity. **Under 50 CFR 402.12(e), the accuracy of the species list is limited to 90 days**.

Northern long-eared bat

Northern long-eared bat suitable summer habitat consists of a wide variety of forested or wooded habitats where they roost, forage, and travel and may also include some adjacent and interspersed non-forested habitats such as emergent wetlands and adjacent edges of agricultural fields, old fields and pastures. This includes forests and woodlots containing potential roosts (i.e., live trees or snags ≥3 inches dbh that have exfoliating bark, cracks, crevices, or hollows) as well as linear features such as fencerows, riparian forests, and other wooded corridors. These wooded areas may be dense or loose aggregates of trees with variable amounts of canopy closure. Individual trees may be considered suitable habitat when they exhibit characteristics of suitable roost trees and are within 1,000 feet of other forested or wooded habitat. Trees found in highly developed urban areas (e.g., street trees, downtown areas) are extremely unlikely to be suitable NLEB habitat.

There will be twenty trees removed as a result of this project. The land cover in the vicinity of the project is urban. There is no habitat for this species in the project area. There is a record of maternity roost trees, maternity colonies or hibernacula two miles northwest of the project.

We assessed the potential for adverse impacts to the NLEB in accordance with the Programmatic Biological Opinion on Final 4(d) Rule for the Northern Long-Eared Bat and Activities Excepted from Take Prohibitions and determined that the proposed improvement will have no effect to the NLEB.

Eastern prairie fringed orchid

Eastern prairie fringed orchid occurs in a wide variety of habitats, from mesic prairie to wetland communities such as sedge meadows, marsh edges and even bogs. It requires full sunlight for optimum growth and flowering, which restricts it to grass- and sedge-dominated plant communities. The substrate of the sites where it occurs ranges from neutral to mildly calcareous. Occasionally the orchid colonizes successional habitats or recolonizes previously occupied areas.

We evaluated the limits of the proposed improvement for the presence of potentially suitable EPFO habitat. Our evaluation included the use of EPFO guidance from the US Fish and Wildlife Service, Chicago Ecological Services Field Office. There are no

prairies or high-quality impacted wetlands in the project corridor. We determined there would be no effect to EPFO from the proposed improvement.

Other Federally Listed Species

We cross-referenced the preferred habitat of each of the remaining listed species with our knowledge of the project area and determined that there are no suitable habitats present. We have determined that the proposed improvement will have no effect on any of the remaining listed species.

We have determined that the proposed improvement is not likely to jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of any critical habitat.

Should the proposed improvement be modified or new information indicate listed or proposed species may be affected, consultation or additional coordination should be initiated.

Attachment — USFWS species list

SDH

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chicago Ecological Service Field Office
U.s. Fish And Wildlife Service Chicago Ecological Services Office
230 South Dearborn St., Suite 2938
Chicago, IL 60604-1507
Phone: (312) 485-9337 Fax:
http://www.fws.gov/midwest/endangered/section7/s7process/7a2process.html

In Reply Refer To: July 30, 2020
Consultation Code: 03E13000-2020-SLI-0750
Event Code: 03E13000-2020-E-01843
Project Name: Palatine Road from Crescent Avenue to Smith Street, Palatine, Cook Co, seq. 22602

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Please note! For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

For all other projects, continue the Section 7 Consultation process by going to our Section 7 Technical Assistance website at http://www.fws.gov/midwest/endangered/section7/s7process/index.html. If you are familiar with this website, you may want to go to Step 2 of the Section 7 Consultation process at http://www.fws.gov/midwest/endangered/section7/s7process/step2.html.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website http://ecos.fws.gov/ipac/ at regular intervals during project planning and implementation and

completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Chicago Ecological Service Field Office
U.s. Fish And Wildlife Service Chicago Ecological Services Office
230 South Dearborn St., Suite 2938
Chicago, IL 60604-1507
(312) 485-9337

Project Summary

Consultation Code: 03E13000-2020-SLI-0750

Event Code: 03E13000-2020-E-01843

Project Name: Palatine Road from Crescent Avenue to Smith Street, Palatine, Cook Co, seq. 22602

Project Type: TRANSPORTATION

Project Description: Roadway Reconstruction of Palatine Road, Improvement and Implementation of a closed drainage system, sidewalk connectivity, and box culvert modifications. New ROW 2.66 ac, instream work Salt Cr, removal of 20 urban trees. Land use urban. Unknown construction date.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/42.110703578033N88.06118782603926W



Counties: Cook, IL

Endangered Species Act Species

There is a total of 9 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

---

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Birds

NAME	STATUS
Piping Plover *Charadrius melodus* Population: [Great Lakes watershed DPS] - Great Lakes, watershed in States of IL, IN, MI, MN, NY, OH, PA, and WI and Canada (Ont.) There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6039	Endangered
Red Knot *Calidris canutus rufa* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1864	Threatened

Reptiles

NAME	STATUS
Eastern Massasauga (=rattlesnake) *Sistrurus catenatus*	Threatened

No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/2202

Insects

NAME	STATUS
Hine's Emerald Dragonfly *Somatochlora hineana*	Endangered

There is **final** critical habitat for this species. Your location is outside the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/7877

Flowering Plants

NAME	STATUS
Eastern Prairie Fringed Orchid *Platanthera leucophaea*	Threatened

No critical habitat has been designated for this species.
This species only needs to be considered under the following conditions:

- Follow the guidance provided at https://www.fws.gov/midwest/endangered/section7/s7process/plants/epfos7guide.html

Species profile: https://ecos.fws.gov/ecp/species/601
Species survey guidelines:
https://ecos.fws.gov/ipac/guideline/survey/population/984/office/31131.pdf

Leafy Prairie-clover *Dalea foliosa*	Endangered

No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/5498

Mead's Milkweed *Asclepias meadii*	Threatened

No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/8204

Prairie Bush-clover *Lespedeza leptostachya*	Threatened

No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/4458

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

TRANSPORTATION MANAGEMENT PLAN

PALATINE ROAD
QUENTIN ROAD TO SMITH STREET
Section No.: 17-00102-00-PV

Prepared for:

The Village of Palatine
Public Works
148 W. Illinois Avenue
Palatine, Illinois 60067

Prepared by:

BLA, Inc.
333 Pierce Road, Suite 200
Itasca, IL 60143
Contact: Matthew Cesario
p: 640-438-6400
f: 630-438-6444

March 4,2020

Illinois Department of Transportation

Transportation Management Plan

Region No: **One** Project No: **61KG(953)** Contract No: _____

District No: **1** County: **Cook** Program Yr.: _____

Route: **FAU 1285 - Palatine Road** Project Limits: **Quentin Road to Smith Street**

The stated mobility goals of the Safety Engineering Policy Memorandum Safety 3-07 are:

1. Delays caused by work zones should not exceed more than 5 minutes per mile of project length with a maximum of 30 minutes above the normal recurring traffic delay.
2. Queues caused by work zones should be no more than 1.5 miles beyond pre-existing queues.

Please check the appropriate box explaining the Traffic Control Case:

☐ Significant Route Project: Based on current impact analysis and construction strategies, the stated goals are not expected to be met. See attachments for details. *In addition, complete and attach the 'Request for Exception to Compliance with the Work Zone Safety and Mobility Rule' (BSPE WZ 2) form.* **(IDOT – District 1 Traffic Operations Bureau Chief, Springfield, and FHWA approval required) –** Route Name/Number if applicable:

☒ Significant Route Long-Term Project that meets expectations **(IDOT – District 1 Traffic Operations Bureau Chief approval required) –** Route Name/Number if applicable: **Palatine Road - unmarked route**

☐ Non-significant Project; No exceptions requested **(IDOT – District 1 Traffic Operations Bureau Chief approval required)**

Attachments shall:

1. Provide a brief description of the project.
2. Include a brief discussion of strategies considered and the reasons these strategies will not be utilized, which could include a listing of pros/cons, cost, delays and queues.
3. Describe the recommended strategies which will be utilized identifying the delays and queues. The mitigation measures to reduce the impacts on the project will be fully described.
4. Include a location map with project limits and applicable parts of the plan.

Submitted by District Representative:

Phase I	Phase II
Type Name and Date	Type Name and Date

Approved by:

D1- Bureau of Traffic Operations	D1- Bureau of Traffic Operations

District No.: **1** Contract No.: Letting Date:
Route: **FAU 1285 - Palatine Rd** Section: **17-00102-00-PV** Program Cost:
Project Location: **Village of Palatine**
County: **Cook**

Scope of Work
Reconstruct and widen Palatine Road to provide a three lane cross section, signal modernization, and add right turn lanes to all approaches at the Quentin Road intersection.

Facility type: **Minor Arterial**
Area type (Urban, Suburban, or Rural): Urban
Project length (miles): **0.75**
Project duration (months): 18

				Number of Lanes		Speed Limit			
#	Route	Description	Segment	Exist	Work Zone	Posted	Work Zone	Design Speed	ADT
1	**Palatine Rd Stage 1**	**ART**	**Quentin Road to Cedar Street**	**1-1**	**1**	**35**	**30**	**40**	**14,100 (2019)**
2	**Palatine Road Stage 1**	**ART**	**Cedar Street to Smith Street**	**1-1**	**1**	**30**	**25**	**35**	**16,600 (2019)**
3	**Palatine Rd Stage 2**	**ART**	**Quentin Road to Cedar Street**	**1-1**	**2(1L)**	**35**	**30**	**40**	**14,100 (2019)**
4	**Palatine Rd Stage 2**	**ART**	**Cedar Street to Smith Street**	**1-1**	**2(1L)**	**30**	**25**	**35**	**16600 (2019)**
5	**Palatine Rd**	**ART**	**At Quentin Road**	**2(1L)-2(1L)**	**1 LTR EB**	**35**	**30**	**40**	**14,100 (2019)**

Phase I

1. A. Temporary Traffic Control Plan: Strategies anticipated to be utilized (Applicable strategies are marked):

☒ 1 Use of temporary widening
☐ 2 Use of night work
☐ 3 Permanent lane closures
☐ 4 Temp/ Restricted Lane closure
☐ 5 Railroad coordination
☐ 6 Spec. Events Restrictions (Specify):
☐ 7 Signing &/or improving alt. routes
☒ 8 Detour WB Palatine Road
☒ 9 Pedestrian accommodations
☐ 10 Other (Specify):

Comments:
A detour for westbound traffic will be utilized for the duration of the project.

1.B. Transportation Operation Plan: Strategies anticipated to be utilized (Applicable strategies are marked)

☐ 1 Signal Coordination
☐ 2 Turn restrictions
☐ 3 Service Patrol
☐ 4 Parking restrictions
☐ 5 State Police Hirebacks
☐ 6 Temporary Surveillance
☐ 7 Smart WZ
☐ 8 Other (Specify):

Comments:
With the westbound detour in place, **movements will be restricted to eastbound on Palatine Road at all sidestreets and at the signalized intersections of Palatine Road with Quentin Road and with Smith Street.**

Design Approval:

Phase II

Does the proposed Maintenance of Traffic (MOT) in Phase II match what was proposed in Phase I? ☐ Yes ☐ No

Specify & Describe Changes (if applicable): _____

2.A. Temporary Traffic Control Plan: Strategies anticipated to be utilized (Applicable strategies are marked):

☐ 1 Use of temporary widening	_____	☐ 7 Improving & signing alternate routes	_____
☐ 2 Use of night work	_____	☐ 8 Detour	_____
☐ 3 Permanent lane closures	_____	☐ 9 Pedestrian accommodations	_____
☐ 4 Temp/Restricted Lane closure	_____	☐ 10 Incentive/Disincentive clauses	_____
☐ 5 Railroad coordination	_____	☐ 11 Bus stop coordination	_____
☐ 6 Spec. Events Restrictions (Specify):	_____	☐ 12 Other (Specify):	_____

Comments:

2.B. Transportation Operation Plan: Strategies anticipated to be utilized (Applicable strategies are marked):

☐ 1 Signal Coordination	_____	☐ 8 Speed Limit Reduction	_____
☐ 2 Turn restrictions	_____	☐ 9 Increased WZ violations penalties	_____
☐ 3 Service Patrol	_____	☐ 10 Coord w/ adj. construction sites	_____
☐ 4 Parking restrictions	_____	☐ 11 Speed Indicator Signs	_____
☐ 5 State Police Hirebacks	_____	☐ 12 Incidence response coord	_____
☐ 6 Traffic Control Surveillance	_____	☐ 13 Other (Specify):	_____
☐ 7 Smart Work Zone	_____		

Comments:

2.C. Public Information Plan: Strategies anticipated to be utilized (Applicable strategies are marked):

☐ 1 Media Press Release	_____	☐ 4 Static Message Signs	_____
☐ 2 Web Page	_____	☐ 5 Brochures/Flyers	_____
☐ 3 Changeable Message Signs	_____	☐ 6 Other (Specify):	_____

Comments:

Phase III

To be completed by Resident Engineer and sent to the D-1Traffic Control Supervisor and the Bureau of Safety Programs and Engineering within thirty (30) days of essential completion of the project. The information provided will be used to measure TMP performance and determine appropriate strategies for future contracts.

Were the limits and scope included on the second page of this report included in the construction contract?

☐ Yes ☐ No

If no, list limits and scope below:

3.A. Temporary Traffic Control Plan: Phase II of this report included the strategies that were planned to be used as part of the work for which the contractor was responsible for during construction. The following strategies were utilized (Please check all that apply):

☐ 1 Use of temporary widening	_____	☐ 7 Improving & signing alternate routes	_____
☐ 2 Use of night work	_____	☐ 8 Detour	_____
☐ 3 Permanent lane closures	_____	☐ 9 Pedestrian accommodations	_____
☐ 4 Temp/Restricted Lane closure	_____	☐ 10 Incentive/Disincentive clauses	_____
☐ 5 Railroad coordination	_____	☐ 11 Bus stop coordination	_____
☐ 6 Spec. Events Restrictions	_____	☐ 12 Other (Specify):	_____

List any changes made to the plan, explain briefly:

Evaluate the success of the plan:

3.B. Transportation Operation Plan: Phase II of this report included the strategies that were planned to be used that involve changes that directly affected the roadway users during construction. The following strategies were utilized (Please check all that apply):

☐ 1 Signal Coordination	_____	☐ 8 Speed Limit Reduction	_____
☐ 2 Turn restrictions	_____	☐ 9 Increased WZ violations penalties	_____
☐ 3 Service Patrol	_____	☐ 10 Coord w/ adj. construction sites	_____
☐ 4 Parking restrictions	_____	☐ 11 Speed Indicator Signs	_____
☐ 5 State Police Hirebacks	_____	☐ 12 Incidence response coord	_____
☐ 6.Traffic Control Surveillance	_____	☐ 13 Other (Specify):	_____
☐ 7 Smart Work Zone	_____		

List any changes made to the plan, explain briefly:

Evaluate the success of the plan:

3.C. Public Information Plan: Phase II of this report included the strategies that were planned to be used for the outreach to the public about the project. The following strategies were utilized (Please check all that apply):

☐ 1 Media: Press Release	_____	☐ 4 Static Message Signs	_____
☐ 2 Web Page	_____	☐ 5 Brochures/Flyers	_____
☐ 3 Changeable Message Signs	_____	☐ 6 Other (Specify):	_____

List any changes made to the plan, explain briefly:

Evaluate the success of the plan:

Provide a description of any changes made to the traffic control due to crashes occurring within the project limits during construction and if the action taken improved safety. Did it have any other effect on the roadway users (i.e. improved wait time or increased delay)?

Recommendations, if any, for changes to IDOT's standards, specifications, policies, or procedures.

PROJECT DESCRIPTION

The project consists of pavement removal and reconstruction / widening to provide a three-lane cross section on Palatine Road. In addition, right turn lanes will be installed on all approaches of the Palatine Road at Quentin Road intersection. Other improvements include traffic signal modernization and signal timing upgrades, removal and replacement of sidewalk on the south side of Palatine Road and installation of a multi-use path on the north side of Palatine Road. Storm sewer will be improved to accommodate the increase in impervious area and street lighting will be relocated to accommodate the wider street width and maintain clear zones. All facilities will conform to current ADA policies.

TRAFFIC CONTROL PLAN

All traffic control devices will conform to the Manual on Uniform Traffic Control Devices (MUTCD) and the Illinois Manual on Uniform Traffic Control Devices (ILMUTCD). All signs, barricades, and temporary striping will conform to the ILMUTCD. Vehicular access to local properties will be maintained at all times during construction, except when paving operations occur directly on or in front of entrances. In this case, flag persons will be used to direct traffic. All properties will have access at the end of every workday.

The Department evaluated various strategies for work zone traffic control and has determined that the preferred alternative is the most feasible work zone strategy. The following alternatives were considered but were deemed not feasible.

Temporary Widening – This alternative would encompass providing a full lane width of temporary pavement along the south side of the street. This would allow two-way traffic to be maintained. However, east of Cedar Street where the right of way narrows, the temporary widening would be within the front yards of the residents there. The ability to maintain the driveway grades, maintain access to homes, and cost of the temporary easements necessary for this alternative was deemed a negative impact and thus dismissed.

Eastbound Detour Stage 1 / Two-way Traffic Stage 2 – This alternative would encompass a detour of the eastbound traffic in Stage 1. Eastbound traffic would detour north on Quentin Road to US 14, US 14 east to Plum Grove Road, and Plum Grove Road south to Palatine Road. While this detour was beneficial to staging of construction, delays at the Palatine Road at Quentin Road intersection exceeded the Work Zone Mobility rules. With eastbound traffic being detoured the Palatine Road approach delay is projected to increase 6.6 minutes and 6.5 minutes over the existing delay, in the AM and PM peak hours, respectively. The increase in delay in Stage 1 is greater than the Mobility Rule of 5.0 minutes.

The Department's recommended work zone strategy consists of two stage construction with the use of a westbound detour. The preference of maintaining eastbound traffic instead of westbound is that Palatine Road leads into the downtown and the Metra Train Station. Access *to* these facilities instead of *from* these facilities is preferred.

In Stage 1construction will occur on the north half of pavement, as such temporary pavement widening of approximately 6 feet would occur on the south side of the street west of Quentin Road. This widening

would enable two-way traffic to be maintained west of Quentin Road and not impact driveway grades, private property, nor would it require easements. East of Quentin Road eastbound traffic will be maintained on Palatine Road utilizing the existing single eastbound through lane. Cross overs will not be needed for this stage. Quentin Road will be reduced to a left turn lane and a shared through/right turn lane on each approach.

In Stage 2 construction will occur on the south half of pavement. The westbound detour will be maintained and eastbound traffic will be shifted north through the use of cross-overs to the new pavement. Such that there will be two lanes of available pavement, through traffic will utilize the south lane and the north lane can be stiped to accommodate left turn movements into driveways and side streets. Quentin Road will be reduced to a left turn lane, a through lane, and a right turn lane on each approach.

The proposed Traffic Control Plan (TCP) consists of a pre-stage and two stages with temporary traffic signals at Palatine Road at Quentin Road and Palatine Road at Smith Street. Access to driveways, sidewalk and bicycle facilities will be provided for each stage of construction.

Pre-Stage 1

- Construct Stage 1 temporary pavement.
- Install temporary signals
    - Palatine Road at Quentin Road
    - Palatine Road at Smith Street

Stage 1

- Install signage for westbound detour of Palatine Road
- Implement one-way detour
- Shift eastbound Palatine Road traffic onto temporary pavement
- Narrow Quentin Road traffic to the single inside lane; maintain northbound left turn lane
- Install culvert extension at Cedar Park culvert
- Install new storm sewer, watermain, sanitary sewers, and street lighting
- Construct new westbound and two way left turn lanes

Stage 2

- Shift eastbound Palatine Road traffic north onto the new westbound through lane and center two way left turn lane
- Shift Quentin Road traffic to the signal outside lane; provide northbound and southbound left, through and right turn lanes
- Remove Stage 1 temporary pavement
- Construct remaining storm sewer, watermain, sanitary sewers, and street lighting
- Construct eastbound lane of Palatine Road
- Install the proposed traffic signals
- Complete final landscaping.

<u>Work Zone Safety & Mobility:</u>

The Department's Work Zone Safety and Mobility Rule (Safety 3-07) is a policy that intends to eliminate or reduce crashes and fatalities as well as minimize traffic congestion due to construction work zones along Significant Routes. Significant Routes are those State routes where a lane closure on the roadway is

expected to cause sustained work zone impacts that are not considered tolerable based on the goals and objectives of this policy or public opinion. Palatine Road is considered a significant route on the Work Zone Safety and Mobility Significant Route Location Map.

The goals of the policy consist of improving safety by eliminating or reducing work zone related crashes through consideration of proper work zone strategies and minimizing impacts on mobility by establishing minimum thresholds consisting of delays less than 5 minutes per mile of project length with a maximum of 30 minutes above the normal occurring delay. If a project is less than 1 mile in length, delays should not exceed 5 minutes. Additionally, queues caused by work zones should be no more than 1.5 miles beyond pre-existing queues.

With implementation of the westbound detour, the westbound traffic will experience an increase in distance and time traveled. Table 1 reflects the existing travel route and detour route distance and travel times as gathered from the Google Maps travel times option. Typical operating times (low end) were assumed for the PM hour. The increase in travel time, during typical operations, is 2 minutes and the increase in distance is 1.8 miles.

Table 1 Detour Additional Distance and Time Traveled

	Existing: Palatine Road from Quentin Road to Plum Grove Road	Detour: Plum Grove Road - US 14 - Quentin Road	Additional Time and Distance Traveled
Distance Traveled	1.0 miles	2.8 miles	1.8 miles
Time Traveled	4 min	6 min	2.0 min

The work zone impact analysis for traffic on Palatine Road consisted of comparing the existing intersection approach delay with the worst-case scenario work zone configuration at the intersection of Palatine Road at Quentin Road through the use of the Highway Capacity Software (HCS). According to this analysis, the following queues and delays are projected as shown in Table 2.

Table 2 Palatine Road at Quentin Road Intersection Mobility Analysis Queue and Delay

Location	Delay (sec)				Queue (feet)			
Palatine Rd at Quentin Rd	Existing	Stage 1	Stage 2	Max Increase	Existing	Stage 1	Stage 2	Max Increase
West Approach L/T/R	33.1	135.9	78.8	102.8	505	1209.3	938.9	704.3

As reflected in Table 2, the Palatine Road approach delay is projected to increase 1.7 minutes. The maximum projected increase in delay is less than the Mobility Rule of 5.0 minutes.

Subsequently, the projected max increase is 0.13 miles. The maximum projected increase in queue is less than the Mobility Rule of 1.5 miles.

Based on the work zone impact analysis and construction strategies the Work Zone Safety and Mobility Rule goals ARE expected to be met on Palatine Road at Quentin Road.

TRANSPORTATION OPERATIONS PLAN

As identified during the Phase I, it is recommended to use the following Transportation Operations Plan (TOP) strategies which include permanent lane closures, turning restrictions, speed limit reductions, pedestrian accommodations, temporary pavement markings, temporary signals, temporary signage, portable changeable message boards, and coordination with local stakeholders during construction activities.

PUBLIC INVOLVEMENT PLAN

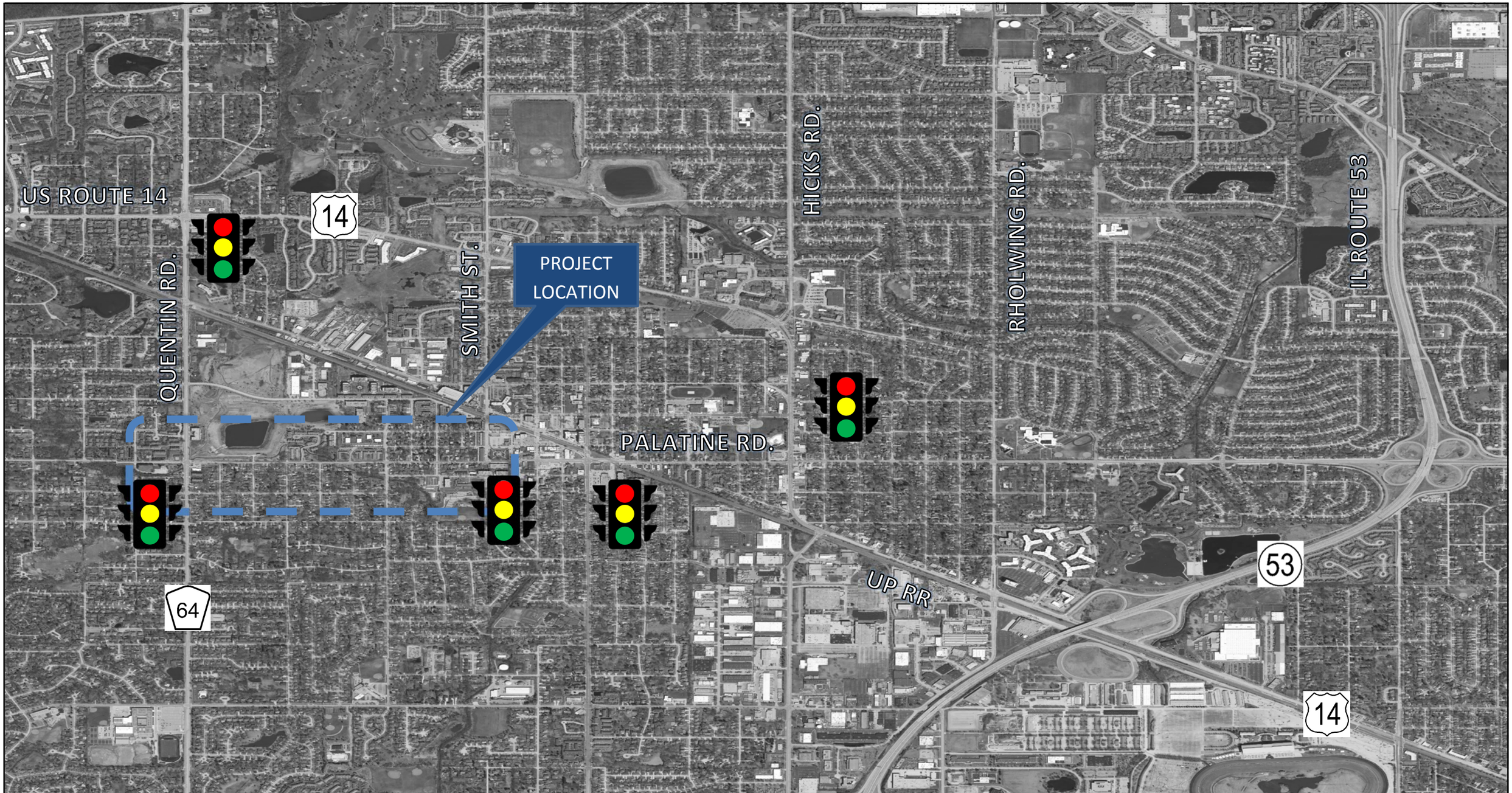
As identified during the Phase I, it is recommended to use the following Public Information Plan (PIP) strategies which include brochures/mailers, websites, coordination with media outlets, the Village of Palatine, schools and emergency services during construction activities.

Any major deviations during Phase II, Design and Contract Plan Preparation, from the proposed recommendations in this Transportation Management Plan may require a re-evaluation of the Work Zone Safety and Mobility Impact Analysis by the Phase II Design Engineer. Phase II will be responsible for coordinating the approval of the changes with the Bureau of Safety Programs and Engineering.

ATTACHMENTS

The following attachments are included for reference:

Attachment 1 - Location Map
Attachment 2 - Significant Route Map
Attachment 3 - Preliminary Traffic Control Plan
Attachment 4 - Travel Time Google Maps
Attachment 5 - HCS Analysis



VILLAGE OF PALATINE Est. 1866

PALATINE ROAD IMPROVEMENT I PROJECT LOCATION

Palatine, Illinois

N

NOT TO SCALE

ATTACHMENT 16

PROJECT LOCATION

Illinois Significant Routes
District 1- Cook County (North)

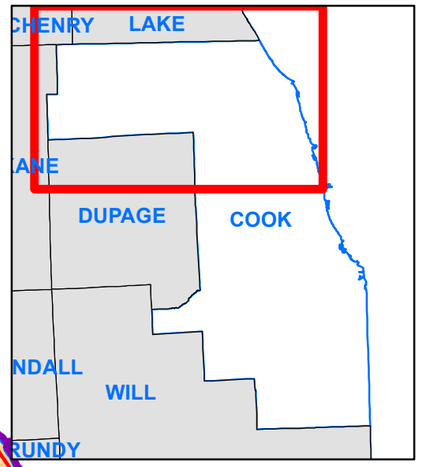
Illinois Department of Transportation

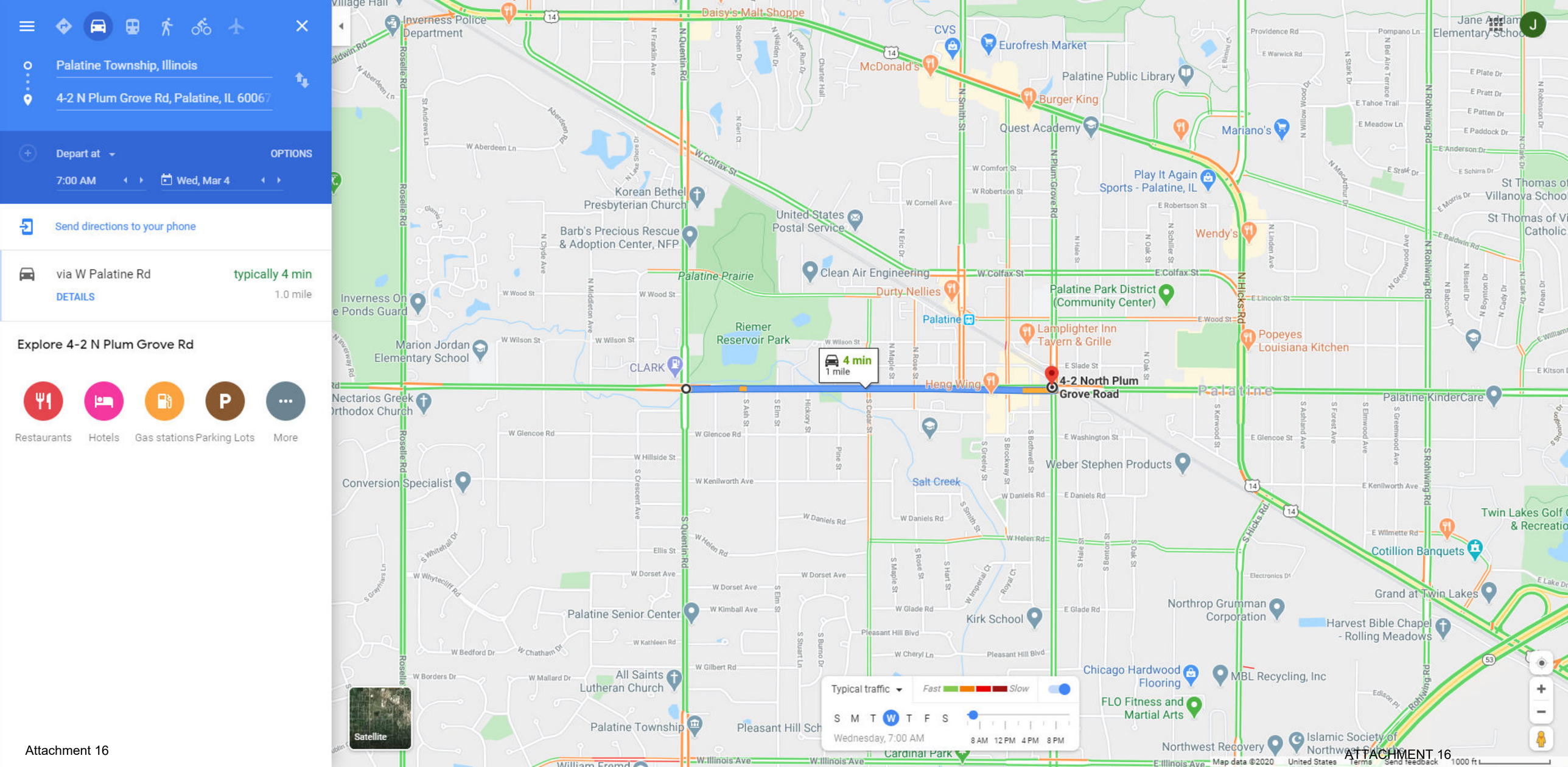
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0 0.75 1.5
Miles

Legend

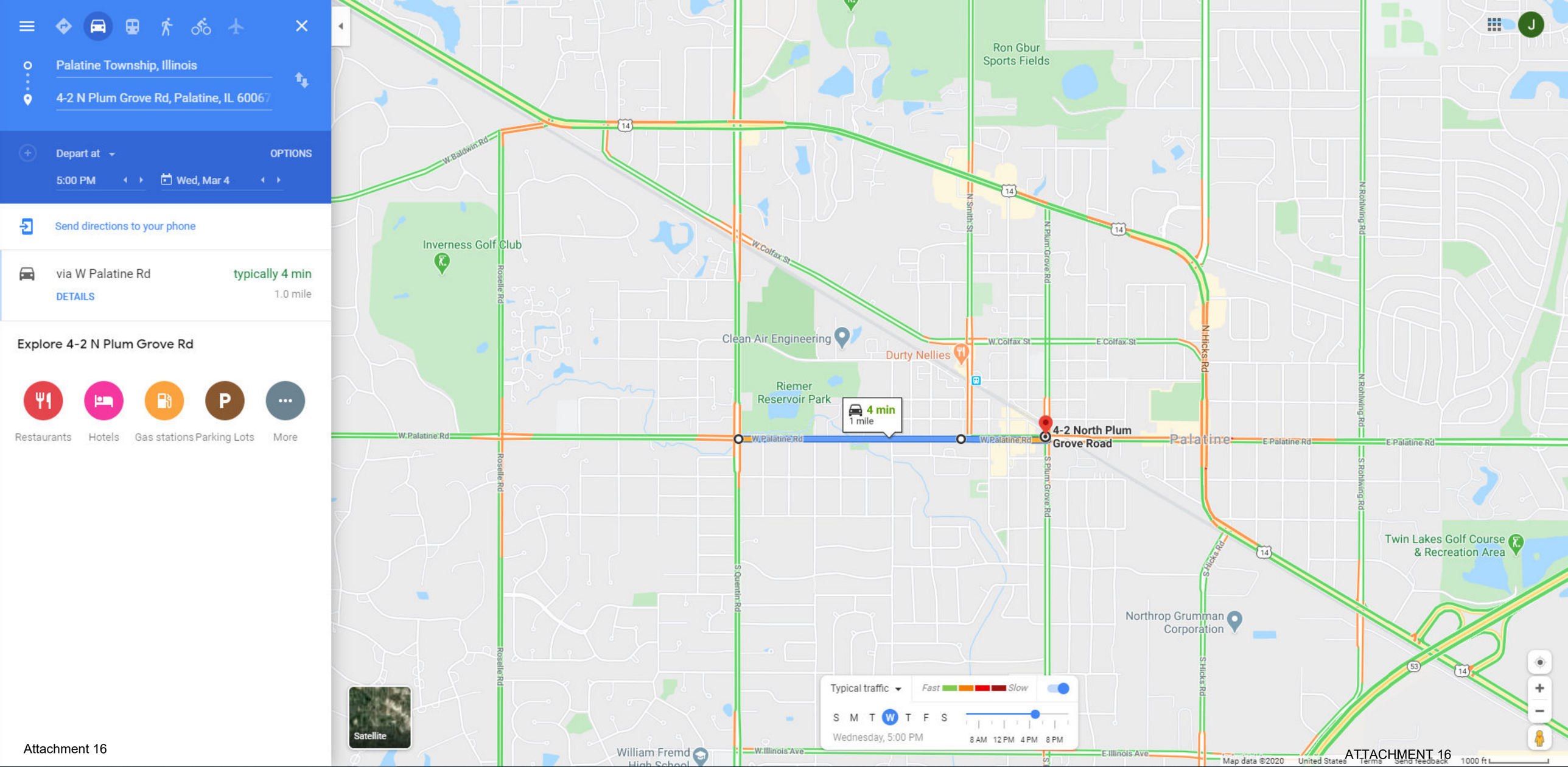
- District Boundary
- County Boundary
- Free Flow Under Most Conditions
- Significant Route
- Approaching Significant Route Designation
- City
- Interstate
- US Highway
- State Highway





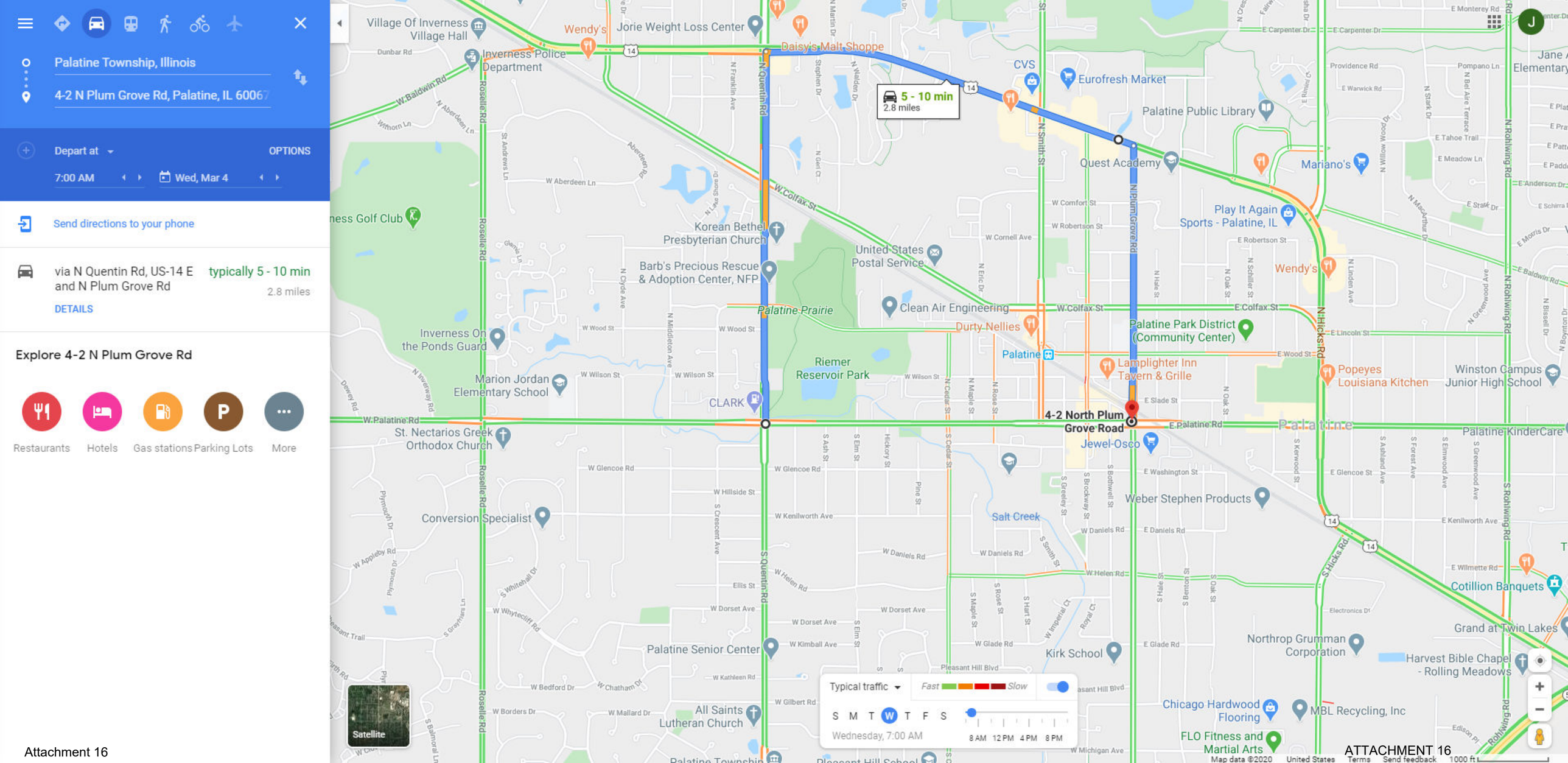
Attachment 16

ATTACHMENT 16



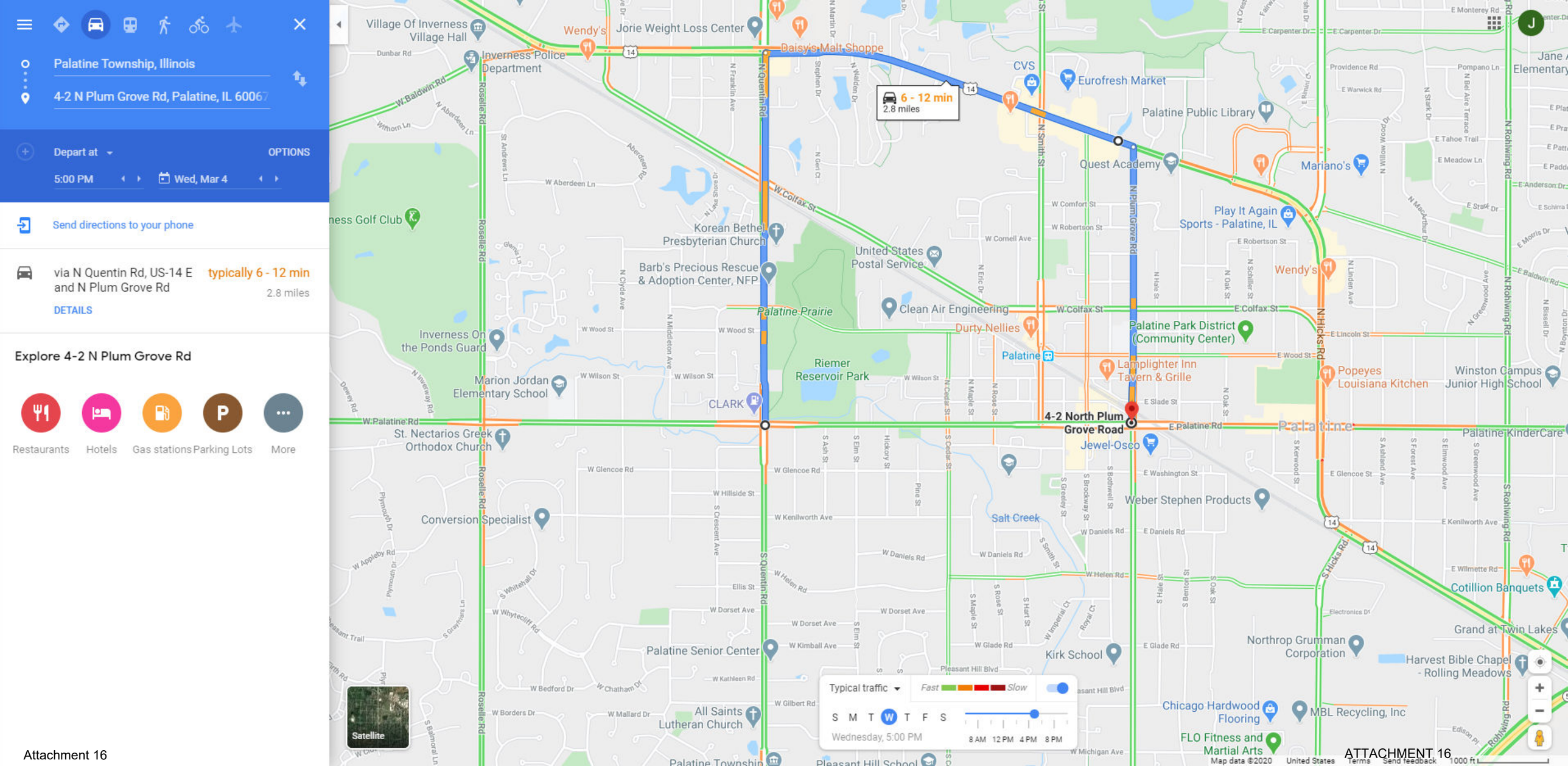
Attachment 16

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Attachment 16

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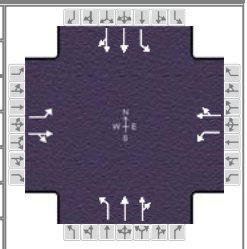


Attachment 16

ATTACHMENT 16

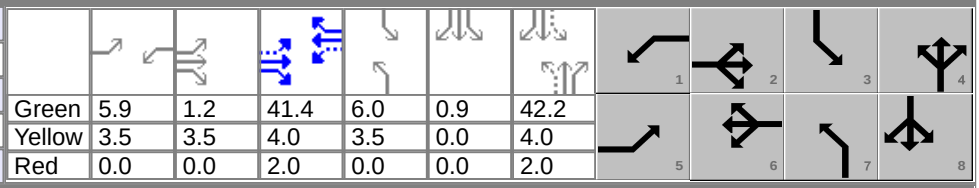
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	BLA, Inc.			Duration, h	0.25
Analyst	Jacob Thede	Analysis Date	Apr 1, 2019	Area Type	Other
Jurisdiction		Time Period	7:00-8:00 AM	PHF	0.95
Urban Street	Palatine Road	Analysis Year	2019	Analysis Period	1> 7:00
Intersection	Quentin Road	File Name	Existing_Palatine Road and Quentin Road_AMPe…		
Project Description	Existing AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	182	451	43	80	206	50	84	399	107	102	807	143

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.9	1.2		41.4	6.0	0.9	42.2					
Yellow	3.5	3.5		4.0	3.5	0.0	4.0					
Red	0.0	0.0		2.0	0.0	0.0	2.0					

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	182	451	43	80	206	50	84	399	107	102	807	143
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	3	3		3	3		3	3		3	3	
Ped / Bike / RTOR, /h	5	0	0	5	0	0	5	0	0	5	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	11.0	11.0		11.0	11.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft	200	0		200	0		175	0		175	0	
Grade (*Pg*), %		1			1			1			1	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	35.0	25.0	35.0	20.0	40.0	20.0	40.0
Yellow Change Interval (*Y*), s	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
Red Clearance Interval (R_c), s	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
Minimum Green (G_{min}), s	3	15	3	15	3	8	3	8
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	3.0	7.0	3.0	7.0	3.0	4.0	3.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

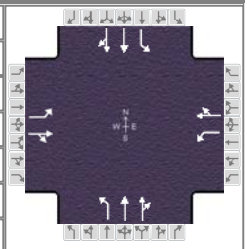
Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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ATTACHMENT 16

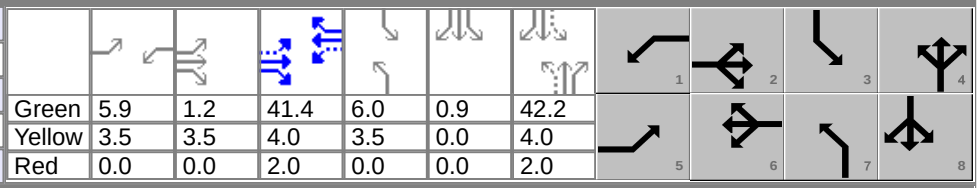
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BLA, Inc.			Duration, h	0.25
Analyst	Jacob Thede	Analysis Date	Apr 1, 2019	Area Type	Other
Jurisdiction		Time Period	7:00-8:00 AM	PHF	0.95
Urban Street	Palatine Road	Analysis Year	2019	Analysis Period	1> 7:00
Intersection	Quentin Road	File Name	Existing_Palatine Road and Quentin Road_AMPe…		
Project Description	Existing AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	182	451	43	80	206	50	84	399	107	102	807	143

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.9	1.2	41.4	6.0	0.9	42.2			
Yellow	3.5	3.5	4.0	3.5	0.0	4.0			
Red	0.0	0.0	2.0	0.0	0.0	2.0			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4	3	8
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	14.1	52.1	9.4	47.4	9.5	48.2	10.3	49.0
Change Period, ($Y+R_c$), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0	4.0	8.8	4.0	8.8
Queue Clearance Time (g_s), s	10.1		5.7		5.8	15.1	6.6	29.9
Green Extension Time (g_e), s	0.5	0.0	0.2	0.0	0.1	24.0	0.2	13.1
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.00	0.85	0.00	0.95

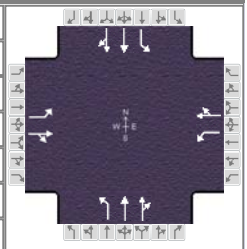
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	192	520		84	269		88	275	258	107	514	486
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1748	1901		1748	1865		1748	1932	1785	1748	1932	1826
Queue Service Time (g_s), s	8.1	27.8		3.7	13.3		3.8	12.9	13.1	4.6	27.9	27.9
Cycle Queue Clearance Time (g_c), s	8.1	27.8		3.7	13.3		3.8	12.9	13.1	4.6	27.9	27.9
Green Ratio (*g/C*)	0.45	0.38		0.39	0.34		0.40	0.35	0.35	0.41	0.36	0.36
Capacity (*c*), veh/h	470	731		263	643		207	679	628	366	693	655
Volume-to-Capacity Ratio (*X*)	0.408	0.711		0.320	0.419		0.427	0.405	0.411	0.293	0.742	0.742
Back of Queue (*Q*), ft/ln (95 th percentile)	154.2	504.4		72	265.4		74.9	255	243.5	89.5	504.2	482.1
Back of Queue (*Q*), veh/ln (95 th percentile)	6.0	19.7		2.8	10.4		2.9	10.0	9.5	3.5	19.7	18.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.77	0.00		0.36	0.00		0.43	0.00	0.00	0.51	0.00	0.00
Uniform Delay (d_1), s/veh	21.6	31.3		26.1	30.1		26.9	29.4	29.5	23.2	33.6	33.6
Incremental Delay (d_2), s/veh	0.6	5.8		0.7	2.0		1.4	0.6	0.6	0.4	4.4	4.6
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	22.1	37.1		26.8	32.1		28.2	30.0	30.1	23.6	38.0	38.3
Level of Service (LOS)	C	D		C	C		C	C	C	C	D	D
Approach Delay, s/veh / LOS	33.1	C		30.8	C		29.8	C		36.7	D	
Intersection Delay, s/veh / LOS	33.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	2.3	B	2.3	B
Bicycle LOS Score / LOS	1.7	A	1.1	A	1.0	A	1.4	A

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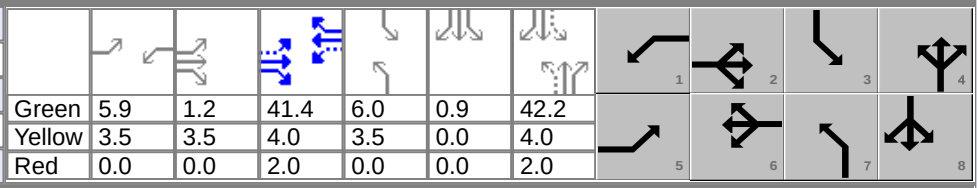
HCS 2010 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	BLA, Inc.			Duration, h	0.25
Analyst	Jacob Thede	Analysis Date	Apr 1, 2019	Area Type	Other
Jurisdiction		Time Period	7:00-8:00 AM	PHF	0.95
Urban Street	Palatine Road	Analysis Year	2019	Analysis Period	1> 7:00
Intersection	Quentin Road	File Name	Existing_Palatine Road and Quentin Road_AMPe…		
Project Description	Existing AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	182	451	43	80	206	50	84	399	107	102	807	143

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.9	1.2		41.4	6.0	0.9	42.2					
Yellow	3.5	3.5		4.0	3.5	0.0	4.0					
Red	0.0	0.0		2.0	0.0	0.0	2.0					

	EB			WB			NB			SB		
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.971	0.971	0.971	0.971	0.971	0.971	0.971	0.971	0.971	0.971	0.971
Approach Grade Adjustment Factor (f_g)	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.984	0.984		0.965	0.965		0.924	0.924		0.945	0.945
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	0.998			0.999			0.999			0.997		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			0.996			0.996			0.993			0.993
Movement Saturation Flow Rate (s), veh/h	1748	1736	166	1748	1500	364	1748	2937	780	1748	3192	566
Proportion of Vehicles Arriving on Green (P)	0.09	0.38	0.38	0.05	0.34	0.34	0.05	0.35	0.35	0.06	0.36	0.36
Incremental Delay Factor (k)	0.11	0.50		0.11	0.50		0.11	0.15	0.15	0.11	0.30	0.30

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Green Ratio (g/C)	0.45	0.38	0.39	0.34	0.40	0.35	0.41	0.36
Permitted Saturation Flow Rate (s_p), veh/h/ln	1089	0	865	0	553	0	855	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	43.4	0.0	41.4	0.0	42.2	0.0	42.2	0.0
Permitted Service Time (g_u), s	28.1	0.0	16.3	0.0	13.1	0.0	29.0	0.0
Permitted Queue Service Time (g_{ps}), s	3.3		2.7		5.5		1.9	
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	2.107	0.00	2.107	0.00	1.557	0.00	1.557	0.00
Pedestrian F_s / F_{delay}	0.000	0.125	0.000	0.130	0.000	0.129	0.000	0.129
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	768.64	22.74	689.83	25.75	703.17	25.23	717.47	24.67
Bicycle F_w / F_v	-3.64	1.17	-3.64	0.58	-3.64	0.51	-3.64	0.91

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--- Messages ---

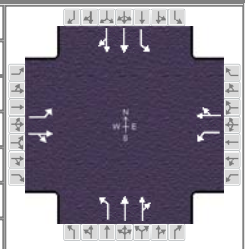
No errors or warnings exist.

--- Comments ---

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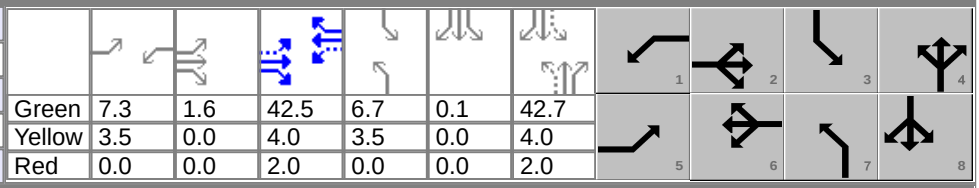
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	BLA, Inc.			Duration, h	0.25
Analyst	Jacob Thede	Analysis Date	Apr 1, 2019	Area Type	Other
Jurisdiction		Time Period	5:00-6:00 PM	PHF	0.95
Urban Street	Palatine Road	Analysis Year	2019	Analysis Period	1> 7:00
Intersection	Quentin Road	File Name	Existing_Palatine Road and Quentin Road_PMPe…		
Project Description	Existing PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	145	314	43	111	449	71	100	885	73	103	499	197

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.3	1.6		42.5	6.7	0.1	42.7					
Yellow	3.5	0.0		4.0	3.5	0.0	4.0					
Red	0.0	0.0		2.0	0.0	0.0	2.0					

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	145	314	43	111	449	71	100	885	73	103	499	197
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	3	3		3	3		3	3		3	3	
Ped / Bike / RTOR, /h	5	0	0	5	0	0	5	0	0	5	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	11.0	11.0		11.0	11.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft	200	0		200	0		175	0		175	0	
Grade (*Pg*), %		1			1			1			1	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	35.0	25.0	35.0	20.0	40.0	20.0	40.0
Yellow Change Interval (*Y*), s	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
Red Clearance Interval (R_c), s	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
Minimum Green (G_{min}), s	3	15	3	15	3	8	3	8
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	3.0	7.0	3.0	7.0	3.0	4.0	3.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

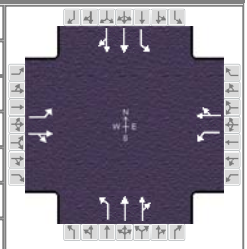
Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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ATTACHMENT 16

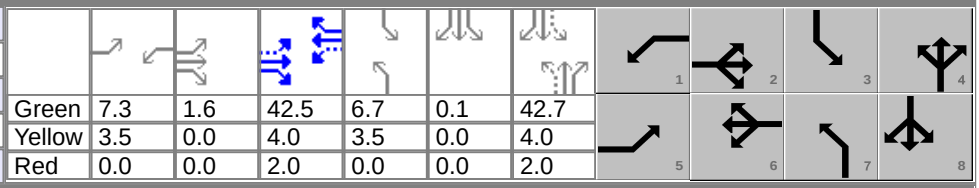
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BLA, Inc.			Duration, h	0.25
Analyst	Jacob Thede	Analysis Date	Apr 1, 2019	Area Type	Other
Jurisdiction		Time Period	5:00-6:00 PM	PHF	0.95
Urban Street	Palatine Road	Analysis Year	2019	Analysis Period	1> 7:00
Intersection	Quentin Road	File Name	Existing_Palatine Road and Quentin Road_PMPe…		
Project Description	Existing PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	145	314	43	111	449	71	100	885	73	103	499	197

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.3	1.6	42.5	6.7	0.1	42.7
Yellow	3.5	0.0	4.0	3.5	0.0	4.0
Red	0.0	0.0	2.0	0.0	0.0	2.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4	3	8
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	12.4	50.1	10.8	48.5	10.2	48.7	10.3	48.9
Change Period, ($Y+R_c$), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0	4.0	8.7	4.0	8.7
Queue Clearance Time (g_s), s	8.6		7.0		6.5	29.8	6.7	21.3
Green Extension Time (g_e), s	0.4	0.0	0.3	0.0	0.2	12.9	0.2	20.4
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.00	0.97	0.00	0.93

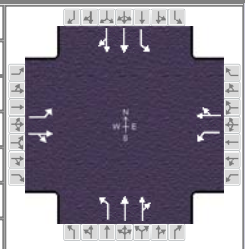
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	153	376		117	547		105	511	497	108	385	348
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1748	1890		1748	1884		1748	1932	1877	1748	1932	1737
Queue Service Time (g_s), s	6.6	18.8		5.0	31.7		4.5	27.8	27.8	4.7	19.2	19.3
Cycle Queue Clearance Time (g_c), s	6.6	18.8		5.0	31.7		4.5	27.8	27.8	4.7	19.2	19.3
Green Ratio (*g/C*)	0.43	0.37		0.42	0.35		0.41	0.36	0.36	0.41	0.36	0.36
Capacity (*c*), veh/h	266	695		358	668		285	688	669	228	690	621
Volume-to-Capacity Ratio (*X*)	0.574	0.541		0.326	0.820		0.369	0.743	0.743	0.476	0.557	0.561
Back of Queue (*Q*), ft/ln (95 th percentile)	128.7	356.5		96.8	584		86.7	499.3	488.1	91.9	357.5	330.6
Back of Queue (*Q*), veh/ln (95 th percentile)	5.0	13.9		3.8	22.8		3.4	19.5	19.1	3.6	14.0	12.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.64	0.00		0.48	0.00		0.50	0.00	0.00	0.53	0.00	0.00
Uniform Delay (d_1), s/veh	26.5	29.9		23.7	35.3		24.3	33.8	33.8	26.1	30.9	31.0
Incremental Delay (d_2), s/veh	2.0	3.0		0.5	10.8		0.8	4.5	4.7	1.5	1.2	1.4
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	28.5	32.9		24.3	46.1		25.1	38.4	38.5	27.6	32.1	32.4
Level of Service (LOS)	C	C		C	D		C	D	D	C	C	C
Approach Delay, s/veh / LOS	31.7	C		42.3	D		37.2	D		31.7	C	
Intersection Delay, s/veh / LOS	35.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	2.3	B	2.3	B
Bicycle LOS Score / LOS	1.4	A	1.6	A	1.4	A	1.2	A

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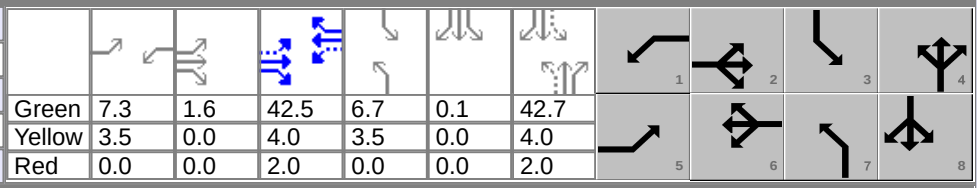
HCS 2010 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	BLA, Inc.			Duration, h	0.25
Analyst	Jacob Thede	Analysis Date	Apr 1, 2019	Area Type	Other
Jurisdiction		Time Period	5:00-6:00 PM	PHF	0.95
Urban Street	Palatine Road	Analysis Year	2019	Analysis Period	1> 7:00
Intersection	Quentin Road	File Name	Existing_Palatine Road and Quentin Road_PMPe…		
Project Description	Existing PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	145	314	43	111	449	71	100	885	73	103	499	197

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.3	1.6		42.5	6.7	0.1	42.7					
Yellow	3.5	0.0		4.0	3.5	0.0	4.0					
Red	0.0	0.0		2.0	0.0	0.0	2.0					

Saturation Flow / Delay	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.971	0.971	0.971	0.971	0.971	0.971	0.971	0.971	0.971	0.971	0.971
Approach Grade Adjustment Factor (f_g)	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.978	0.978		0.975	0.975		0.972	0.972		0.899	0.899
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	0.999			0.998			0.998			0.999		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			0.996			0.996			0.993			0.993
Movement Saturation Flow Rate (s), veh/h	1748	1662	228	1748	1627	257	1748	3519	290	1748	2634	1035
Proportion of Vehicles Arriving on Green (P)	0.07	0.37	0.37	0.06	0.35	0.35	0.06	0.36	0.36	0.06	0.36	0.36
Incremental Delay Factor (k)	0.11	0.50		0.11	0.50		0.11	0.31	0.31	0.11	0.19	0.19

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Green Ratio (g/C)	0.43	0.37	0.42	0.35	0.41	0.36	0.41	0.36
Permitted Saturation Flow Rate (s_p), veh/h/ln	844	0	988	0	710	0	548	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	42.6	0.0	42.5	0.0	42.7	0.0	42.7	0.0
Permitted Service Time (g_u), s	10.8	0.0	23.3	0.0	21.5	0.0	14.9	0.0
Permitted Queue Service Time (g_{ps}), s	7.0		2.6		3.7		6.9	
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	2.107	0.00	2.107	0.00	1.557	0.00	1.557	0.00
Pedestrian F_s / F_{delay}	0.000	0.127	0.000	0.129	0.000	0.129	0.000	0.129
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	735.32	23.99	708.39	25.02	712.42	24.87	714.84	24.77
Bicycle F_w / F_v	-3.64	0.87	-3.64	1.10	-3.64	0.92	-3.64	0.69

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--- Messages ---

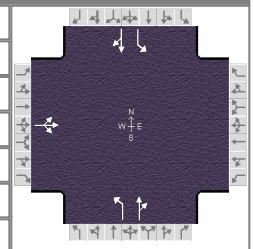
No errors or warnings exist.

--- Comments ---

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HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	BLA Inc			Duration, h	0.25
Analyst	JAMitchell	Analysis Date	Mar 4, 2020	Area Type	Other
Jurisdiction	State/County	Time Period	AM Peak	PHF	0.95
Urban Street	Palatine Road	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	Quentin Road	File Name	MOT_1_AMPeak.xus		
Project Description	Stage 1 AM Peak				

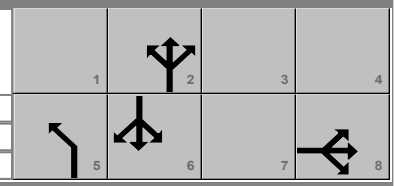


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	182	451	43				84	399	107	102	807	143

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.0	59.5	40.0	0.0	0.0	0.0						
Yellow	3.5	4.0	4.0	0.0	0.0	0.0						
Red	0.0	2.0	2.0	0.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	182	451	43				84	399	107	102	807	143
Initial Queue (Q_b), veh/h	0	0	0				0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900				1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %		2					2	2		2	2	
Ped / Bike / RTOR, /h	5	0	0	5	0		5	0	0	5	0	0
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3				3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		11.0					11.0	11.0		11.0	11.0	
Turn Bay Length, ft		0					100	0		100	0	
Grade (*Pg*), %		1			0			1			1	
Speed Limit, mi/h	35	35	35				35	35	35	40	40	40

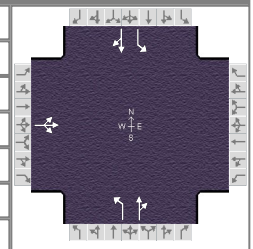
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		46.0			20.0	74.0		54.0
Yellow Change Interval (*Y*), s		4.0			3.5	4.0		4.0
Red Clearance Interval (R_c), s		2.0			0.0	2.0		2.0
Minimum Green (G_{min}), s		15			3	8		8
Start-Up Lost Time (*l*t), s	2.0	2.0			2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0			2.0	2.0	2.0	2.0
Passage (*PT*), s		7.0			3.0	2.0		2.0
Recall Mode		Off			Off	Min		Min
Dual Entry		Yes			Yes	Yes		Yes
Walk (*Walk*), s	0.0	0.0			0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0			0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25				0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0				9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No				0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0				12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50					No	0.50		No	0.50	

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HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BLA Inc			Duration, h	0.25
Analyst	JAMitchell	Analysis Date	Mar 4, 2020	Area Type	Other
Jurisdiction	State/County	Time Period	AM Peak	PHF	0.95
Urban Street	Palatine Road	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	Quentin Road	File Name	MOT_1_AMPeak.xus		
Project Description	Stage 1 AM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	182	451	43				84	399	107	102	807	143

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	5.0	59.5	40.0	0.0	0.0	0.0	5	6	7	8
Yellow	3.5	4.0	4.0	0.0	0.0	0.0				
Red	0.0	2.0	2.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			5	2		6
Case Number		12.0			1.0	4.0		6.3
Phase Duration, s		46.0			8.5	74.0		65.5
Change Period, ($Y+R_c$), s		6.0			3.5	6.0		6.0
Max Allow Headway (*MAH*), s		11.9			4.0	0.0		0.0
Queue Clearance Time (g_s), s		42.0			4.8			
Green Extension Time (g_e), s		0.0			0.2	0.0		0.0
Phase Call Probability		1.00			1.00			
Max Out Probability		1.00			0.00			

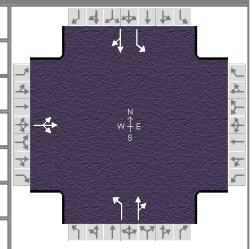
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18				5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		712					88	533		107	1000	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1814					1776	1794		870	1814	
Queue Service Time (g_s), s		40.0					2.8	22.0		10.4	59.5	
Cycle Queue Clearance Time (g_c), s		40.0					2.8	22.0		23.9	59.5	
Green Ratio (*g/C*)		0.33					0.55	0.57		0.50	0.50	
Capacity (*c*), veh/h		605					133	1017		394	900	
Volume-to-Capacity Ratio (*X*)		1.177					0.663	0.524		0.273	1.111	
Back of Queue (*Q*), ft/ln (95 th percentile)		1209.3					66	357.7		104.9	1400.1	
Back of Queue (*Q*), veh/ln (95 th percentile)		47.6					2.6	14.1		4.1	55.1	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00					0.66	0.00		1.05	0.00	
Uniform Delay (d_1), s/veh		40.0					28.3	16.0		26.0	30.2	
Incremental Delay (d_2), s/veh		95.9					5.5	1.9		1.7	65.3	
Initial Queue Delay (d_3), s/veh		0.0					0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh		135.9					33.9	18.0		27.7	95.6	
Level of Service (LOS)		F					C	B		C	F	
Approach Delay, s/veh / LOS	135.9	F		0.0			20.2	C		89.0	F	
Intersection Delay, s/veh / LOS	85.2						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.3	B	1.9	B	2.1	B
Bicycle LOS Score / LOS	1.7	B			1.5	B	2.3	B

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HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	BLA Inc			Duration, h	0.25
Analyst	JAMitchell	Analysis Date	Mar 4, 2020	Area Type	Other
Jurisdiction	State/County	Time Period	AM Peak	PHF	0.95
Urban Street	Palatine Road	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	Quentin Road	File Name	MOT_1_AMPeak.xus		
Project Description	Stage 1 AM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	182	451	43				84	399	107	102	807	143

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4		
Green	5.0	59.5	40.0	0.0	0.0	0.0	5	6	7	8		
Yellow	3.5	4.0	4.0	0.0	0.0	0.0						
Red	0.0	2.0	2.0	0.0	0.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.997	0.981	0.997				0.981	0.981	0.997	0.984	0.981	0.997
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.973	0.973					0.952	0.000		0.459	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.000					0.962	0.962		0.973	0.973
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	0.993						0.999			0.998		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			0.993						0.996			0.995
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	488	1210	115				1776	1415	379	870	1541	273
Proportion of Vehicles Arriving on Green (P)	0.33	0.33	0.33	0.00	0.00	0.00	0.04	0.57	0.57	0.50	0.50	0.50
Incremental Delay Factor (k)		0.50					0.11	0.50		0.50	0.50	

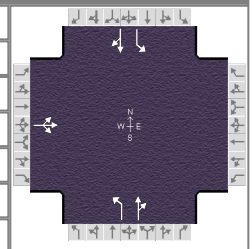
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0			3.5	6.0		6.0
Green Ratio (g/C)		0.33			0.55	0.57		0.50
Permitted Saturation Flow Rate (s_p), veh/h/ln		0			562	0		870
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		0.0			61.5	0.0		59.5
Permitted Service Time (g_u), s		0.0			0.0	0.0		46.0
Permitted Queue Service Time (g_{ps}), s					0.0			10.4
Time to First Blockage (g_f), s		0.0			0.0	0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.00	1.557	0.00	1.198	0.00	1.389	0.00
Pedestrian F_s / F_{delay}	0.000	0.169	0.000	0.167	0.000	0.097	0.000	0.109
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b		67.20	-83.33	65.10	1133.33	11.27	992.38	15.23
Bicycle F_w / F_v	-3.64	1.17	-3.64		-3.64	1.02	-3.64	1.83

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HCS7 Signalized Intersection Results Graphical Summary

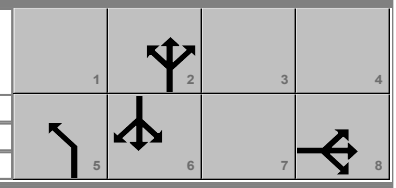
General Information				Intersection Information	
Agency	BLA Inc			Duration, h	0.25
Analyst	JAMitchell	Analysis Date	Mar 4, 2020	Area Type	Other
Jurisdiction	State/County	Time Period	AM Peak	PHF	0.95
Urban Street	Palatine Road	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	Quentin Road	File Name	MOT_1_AMPeak.xus		
Project Description	Stage 1 AM Peak				



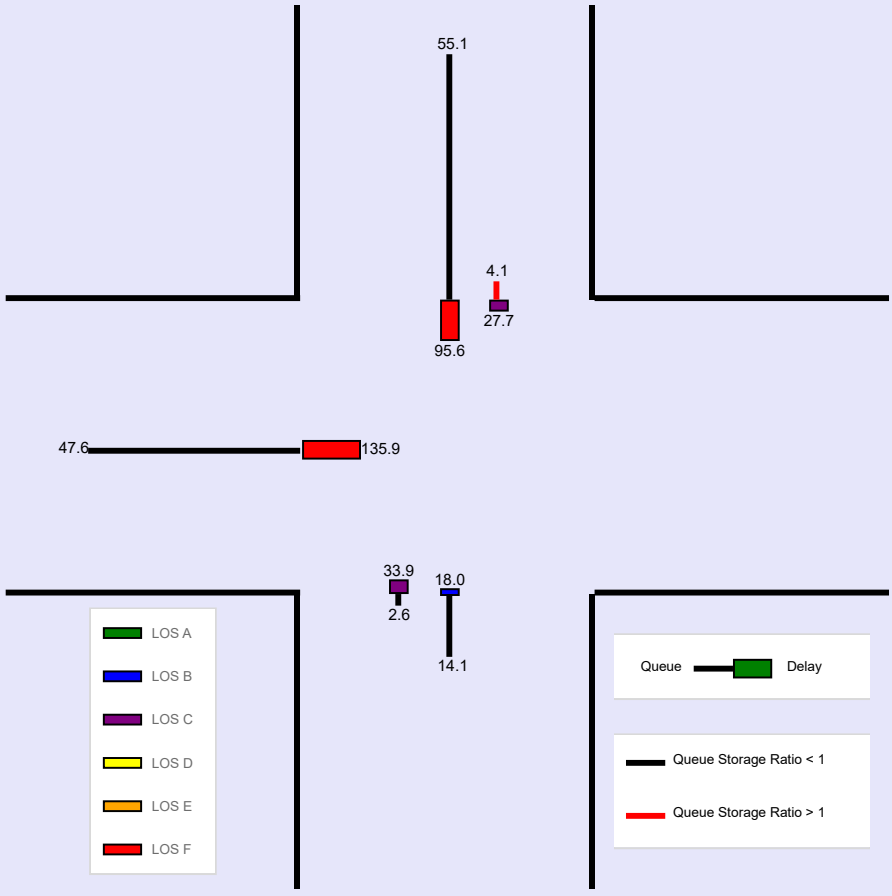
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	182	451	43				84	399	107	102	807	143

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.0	59.5	40.0	0.0	0.0	0.0	
Yellow	3.5	4.0	4.0	0.0	0.0	0.0	
Red	0.0	2.0	2.0	0.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		1209.3					66	357.7		104.9	1400.1	
Back of Queue (*Q*), veh/ln (95 th percentile)		47.6					2.6	14.1		4.1	55.1	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00					0.66	0.00		1.05	0.00	
Control Delay (*d*), s/veh		135.9					33.9	18.0		27.7	95.6	
Level of Service (LOS)		F					C	B		C	F	
Approach Delay, s/veh / LOS	135.9	F		0.0			20.2	C		89.0	F	
Intersection Delay, s/veh / LOS	85.2						F					



--- Messages ---

WARNING: If demand exceeds capacity, a multiple-period analysis should be conducted.

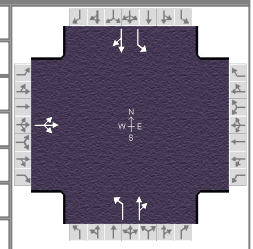
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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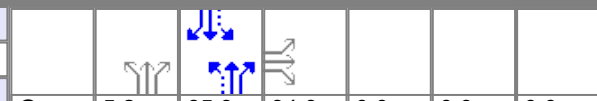
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	BLA Inc			Duration, h	0.25
Analyst	JAMitchell	Analysis Date	Mar 4, 2020	Area Type	Other
Jurisdiction	State/County	Time Period	AM Peak	PHF	0.95
Urban Street	Palatine Road	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	Quentin Road	File Name	MOT_1_PMPeak.xus		
Project Description	Stage 1 PM Peak				

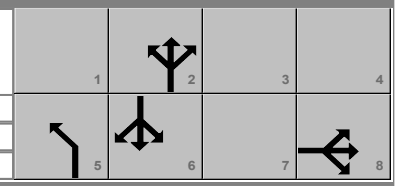


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	145	314	43				100	885	73	103	499	197

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.2	65.3	34.0	0.0	0.0	0.0
Yellow	3.5	4.0	4.0	0.0	0.0	0.0
Red	0.0	2.0	2.0	0.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	145	314	43				100	885	73	103	499	197
Initial Queue (Q_b), veh/h	0	0	0				0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900				1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %		2					2	2		2	2	
Ped / Bike / RTOR, /h	5	0	0				5	0	0	5	0	0
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3				3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		11.0					11.0	11.0		11.0	11.0	
Turn Bay Length, ft		0					100	0		100	0	
Grade (*Pg*), %		1			0			1			1	
Speed Limit, mi/h	35	35	35				35	35	35	40	40	40

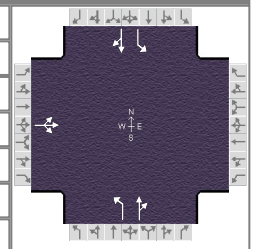
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		40.0			20.0	80.0		60.0
Yellow Change Interval (*Y*), s		4.0			3.5	4.0		4.0
Red Clearance Interval (R_c), s		2.0			0.0	2.0		2.0
Minimum Green (G_{min}), s	6	15			3	8	6	8
Start-Up Lost Time (*l*t), s	2.0	2.0			2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0			2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	7.0			3.0	2.0	2.0	2.0
Recall Mode	Off	Off			Off	Min	Off	Min
Dual Entry	No	Yes			Yes	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0			0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0			0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25				0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0				9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No				0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0				12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50					No	0.50		No	0.50	

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HCS 2010 Signalized Intersection Results Summary

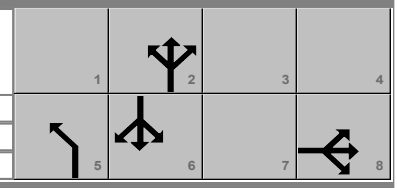
General Information				Intersection Information	
Agency	BLA Inc			Duration, h	0.25
Analyst	JAMitchell	Analysis Date	Mar 4, 2020	Area Type	Other
Jurisdiction	State/County	Time Period	AM Peak	PHF	0.95
Urban Street	Palatine Road	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	Quentin Road	File Name	MOT_1_PMPeak.xus		
Project Description	Stage 1 PM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	145	314	43				100	885	73	103	499	197

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.2	65.3	34.0	0.0	0.0	0.0	
Yellow	3.5	4.0	4.0	0.0	0.0	0.0	
Red	0.0	2.0	2.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			5	2		6
Case Number		12.0			1.0	4.0		6.3
Phase Duration, s		40.0			8.7	80.0		71.3
Change Period, ($Y+R_c$), s		6.0			3.5	6.0		6.0
Max Allow Headway (*MAH*), s		11.9			4.0	0.0		0.0
Queue Clearance Time (g_s), s		36.0			5.0			
Green Extension Time (g_e), s		0.0			0.2	0.0		0.0
Phase Call Probability		1.00			1.00			
Max Out Probability		1.00			0.00			

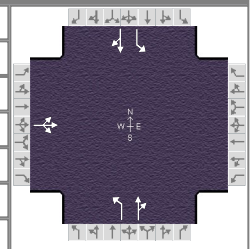
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18				5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		528					105	1008		108	733	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1793					1765	1828		556	1761	
Queue Service Time (g_s), s		34.0					3.0	56.6		17.4	39.0	
Cycle Queue Clearance Time (g_c), s		34.0					3.0	56.6		65.3	39.0	
Green Ratio (*g/C*)		0.28					0.60	0.62		0.54	0.54	
Capacity (*c*), veh/h		508					294	1127		141	958	
Volume-to-Capacity Ratio (*X*)		1.040					0.358	0.895		0.771	0.765	
Back of Queue (*Q*), ft/ln (95 th percentile)		769.4					54.1	848.7		203.7	586.4	
Back of Queue (*Q*), veh/ln (95 th percentile)		30.3					2.1	33.4		8.0	23.1	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00					0.54	0.00		2.04	0.00	
Uniform Delay (d_1), s/veh		43.0					18.2	19.7		53.5	21.4	
Incremental Delay (d_2), s/veh		50.7					0.7	11.0		32.8	5.8	
Initial Queue Delay (d_3), s/veh		0.0					0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh		93.7					18.9	30.7		86.3	27.1	
Level of Service (LOS)		F					B	C		F	C	
Approach Delay, s/veh / LOS	93.7	F		0.0			29.6	C		34.8	C	
Intersection Delay, s/veh / LOS	45.0						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.3	B	1.9	A	2.1	B
Bicycle LOS Score / LOS	1.4	A			2.3	B	1.9	A

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HCS 2010 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	BLA Inc			Duration, h	0.25
Analyst	JAMitchell	Analysis Date	Mar 4, 2020	Area Type	Other
Jurisdiction	State/County	Time Period	AM Peak	PHF	0.95
Urban Street	Palatine Road	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	Quentin Road	File Name	MOT_1_PMPeak.xus		
Project Description	Stage 1 PM Peak				

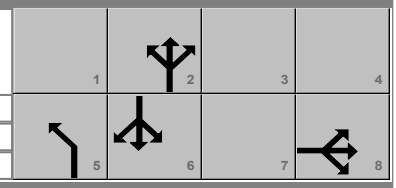


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	145	314	43				100	885	73	103	499	197

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.2	65.3	34.0	0.0	0.0	0.0						
Yellow	3.5	4.0	4.0	0.0	0.0	0.0						
Red	0.0	2.0	2.0	0.0	0.0	0.0						



	EB			WB			NB			SB		
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	1.000	0.980	1.000				0.980	0.980	1.000	0.980	0.980	1.000
Approach Grade Adjustment Factor (f_g)	0.995	0.995	0.995				0.995	0.995	0.995	1.000	0.995	0.995
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.968	0.968					0.952	0.000		0.293	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.000					0.986	0.986		0.950	0.950
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	0.991						0.999			0.999		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			0.991						0.996			0.995
Movement Saturation Flow Rate (s), veh/h	518	1122	154				1765	1688	139	556	1263	498
Proportion of Vehicles Arriving on Green (P)	0.28	0.28	0.28	0.00	0.00	0.00	0.04	0.62	0.62	0.54	0.54	0.54
Incremental Delay Factor (k)		0.50					0.11	0.50		0.50	0.50	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0			3.5	6.0		6.0
Green Ratio (g/C)		0.28			0.60	0.62		0.54
Permitted Saturation Flow Rate (s_p), veh/h/ln		0			717	0		556
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		0.0			67.3	0.0		65.3
Permitted Service Time (g_u), s		0.0			26.3	0.0		17.4
Permitted Queue Service Time (g_{ps}), s					7.0			17.4
Time to First Blockage (g_f), s		0.0			0.0	0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.00	1.557	0.00	1.198	0.00	1.389	0.00
Pedestrian F_s / F_{delay}	0.000	0.169	0.000	0.167	0.000	0.087	0.000	0.101
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b		67.20	-83.33	65.10	1233.33	8.82	1088.22	12.47
Bicycle F_w / F_v	-3.64	0.87	-3.64		-3.64	1.84	-3.64	1.39

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--- Messages ---

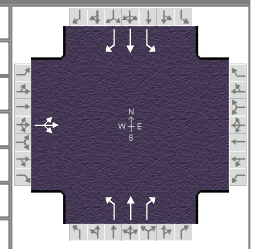
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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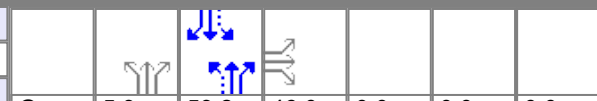
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	BLA Inc			Duration, h	0.25
Analyst	JAMitchell	Analysis Date	Mar 4, 2020	Area Type	Other
Jurisdiction	State/County	Time Period	AM Peak	PHF	0.95
Urban Street	Palatine Road	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	Quentin Road	File Name	MOT_2_AMPeak_Detour.xus		
Project Description	Stage 2 AM Peak Detour				

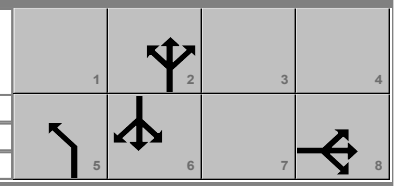


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	182	451	43				84	399	107	102	807	143

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.3	53.2	46.0	0.0	0.0	0.0						
Yellow	3.5	4.0	4.0	0.0	0.0	0.0						
Red	0.0	2.0	2.0	0.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	182	451	43				84	399	107	102	807	143
Initial Queue (Q_b), veh/h	0	0	0				0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900				1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %		2					2	2	2	2	2	2
Ped / Bike / RTOR, /h	5	0	0				5	0	0	5	0	0
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3				3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		11.0					11.0	11.0	11.0	11.0	11.0	11.0
Turn Bay Length, ft		0					100	0	100	100	0	100
Grade (*Pg*), %		1			1			1			1	
Speed Limit, mi/h	35	35	35				35	35	35	40	40	40

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		52.0			20.0	68.0		48.0
Yellow Change Interval (*Y*), s		4.0			3.5	4.0		4.0
Red Clearance Interval (R_c), s		2.0			0.0	2.0		2.0
Minimum Green (G_{min}), s	6	15			3	8	6	8
Start-Up Lost Time (*l*t), s	2.0	2.0			2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0			2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	7.0			3.0	2.0	2.0	2.0
Recall Mode	Off	Off			Off	Min	Off	Min
Dual Entry	No	Yes			Yes	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0			0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0			0.0	0.0	0.0	0.0

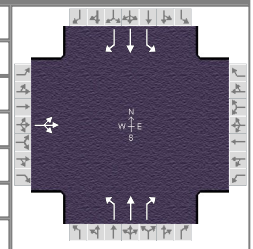
Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25				0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0				9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No				0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0				12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50					No	0.50		No	0.50	

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ATTACHMENT 16

HCS 2010 Signalized Intersection Results Summary

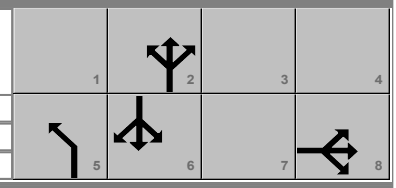
General Information				Intersection Information	
Agency	BLA Inc			Duration, h	0.25
Analyst	JAMitchell	Analysis Date	Mar 4, 2020	Area Type	Other
Jurisdiction	State/County	Time Period	AM Peak	PHF	0.95
Urban Street	Palatine Road	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	Quentin Road	File Name	MOT_2_AMPeak_Detour.xus		
Project Description	Stage 2 AM Peak Detour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	182	451	43				84	399	107	102	807	143

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.3	53.2	46.0	0.0	0.0	0.0	
Yellow	3.5	4.0	4.0	0.0	0.0	0.0	
Red	0.0	2.0	2.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			5	2		6
Case Number		12.0			1.0	3.0		5.3
Phase Duration, s		52.0			8.8	68.0		59.2
Change Period, ($Y+R_c$), s		6.0			3.5	6.0		6.0
Max Allow Headway (*MAH*), s		11.9			4.0	0.0		0.0
Queue Clearance Time (g_s), s		48.0			5.1			
Green Extension Time (g_e), s		0.0			0.2	0.0		0.0
Phase Call Probability		1.00			1.00			
Max Out Probability		1.00			0.00			

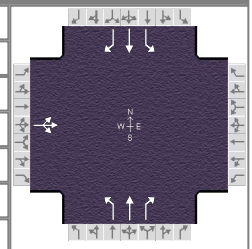
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18				5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		712					88	420	113	107	849	151
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1804					1765	1853	1563	960	1853	1562
Queue Service Time (g_s), s		46.0					3.1	17.0	4.5	9.4	53.2	7.1
Cycle Queue Clearance Time (g_c), s		46.0					3.1	17.0	4.5	17.6	53.2	7.1
Green Ratio (*g/C*)		0.38					0.50	0.52	0.52	0.44	0.44	0.44
Capacity (*c*), veh/h		692					138	958	808	420	822	693
Volume-to-Capacity Ratio (*X*)		1.029					0.642	0.439	0.139	0.256	1.034	0.217
Back of Queue (*Q*), ft/ln (95 th percentile)		938.9					65.5	302.8	75.8	104.5	1066.1	122
Back of Queue (*Q*), veh/ln (95 th percentile)		37.0					2.6	11.9	3.0	4.1	42.0	4.8
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00					0.66	0.00	0.76	1.04	0.00	1.22
Uniform Delay (d_1), s/veh		37.0					28.2	18.1	15.1	26.4	33.4	20.6
Incremental Delay (d_2), s/veh		41.8					4.9	1.5	0.4	1.5	40.4	0.7
Initial Queue Delay (d_3), s/veh		0.0					0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		78.8					33.1	19.6	15.5	27.9	73.8	21.3
Level of Service (LOS)		F					C	B	B	C	F	C
Approach Delay, s/veh / LOS	78.8	E		0.0			20.8	C		62.2	E	
Intersection Delay, s/veh / LOS	56.5						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.5	B	2.5	B	1.9	A	2.1	B
Bicycle LOS Score / LOS	1.7	A			1.5	A	2.3	B

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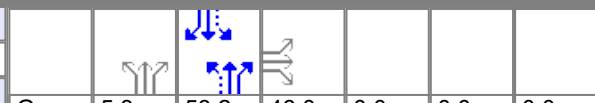
HCS 2010 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	BLA Inc			Duration, h	0.25
Analyst	JAMitchell	Analysis Date	Mar 4, 2020	Area Type	Other
Jurisdiction	State/County	Time Period	AM Peak	PHF	0.95
Urban Street	Palatine Road	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	Quentin Road	File Name	MOT_2_AMPeak_Detour.xus		
Project Description	Stage 2 AM Peak Detour				

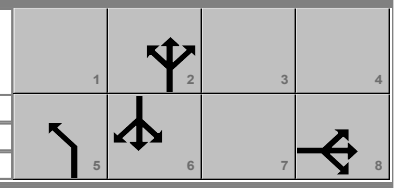


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	182	451	43				84	399	107	102	807	143

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EB			WB			NB			SB		
Green	5.3	53.2	46.0	0.0	0.0	0.0						
Yellow	3.5	4.0	4.0	0.0	0.0	0.0						
Red	0.0	2.0	2.0	0.0	0.0	0.0						



Saturation Flow / Delay	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	1.000	0.980	1.000				0.980	0.980	0.980	0.980	0.980	0.980
Approach Grade Adjustment Factor (f_g)	0.995	0.995	0.995				0.995	0.995	0.995	1.000	0.995	0.995
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.973	0.973					0.952	0.000		0.507	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.000					0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	0.993						0.999			0.997		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			0.993						0.995			0.994
Movement Saturation Flow Rate (s), veh/h	486	1204	115				1765	1853	1563	960	1853	1562
Proportion of Vehicles Arriving on Green (P)	0.38	0.38	0.38	0.00	0.00	0.00	0.04	0.52	0.52	0.44	0.44	0.44
Incremental Delay Factor (k)		0.50					0.11	0.50	0.50	0.50	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0			3.5	6.0		6.0
Green Ratio (g/C)		0.38			0.50	0.52		0.44
Permitted Saturation Flow Rate (s_p), veh/h/ln		0			643	0		960
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		0.0			55.2	0.0		53.2
Permitted Service Time (g_u), s		0.0			0.0	0.0		45.0
Permitted Queue Service Time (g_{ps}), s					0.0			9.4
Time to First Blockage (g_f), s		0.0			0.0	0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln						0		0
Protected Right Effective Green Time (g_R), s						0.0		0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.00	1.710	0.00	1.198	0.00	1.389	0.00
Pedestrian F_s / F_{delay}	0.000	0.169	0.000	0.167	0.000	0.106	0.000	0.117
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b		67.20	-83.33	65.10	1033.33	14.02	886.86	18.59
Bicycle F_w / F_v	-3.64	1.17	-3.64		-3.64	1.02	-3.64	1.83

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--- Messages ---

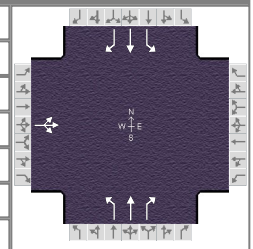
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	BLA Inc			Duration, h	0.25
Analyst	JAMitchell	Analysis Date	Mar 4, 2020	Area Type	Other
Jurisdiction	State/County	Time Period	AM Peak	PHF	0.95
Urban Street	Palatine Road	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	Quentin Road	File Name	MOT_2_PMPeak_Detour.xus		
Project Description	Stage 2 PM Peak Detour				

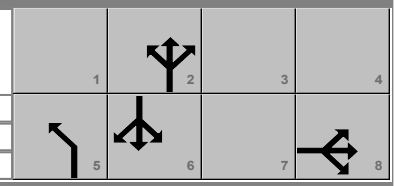


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	145	314	43				100	885	73	103	499	197

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.4	61.5	37.6	0.0	0.0	0.0
Yellow	3.5	4.0	4.0	0.0	0.0	0.0
Red	0.0	2.0	2.0	0.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	145	314	43				100	885	73	103	499	197
Initial Queue (Q_b), veh/h	0	0	0				0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900				1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %		2					2	2	2	2	2	2
Ped / Bike / RTOR, /h	5	0	0				5	0	0	5	0	0
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3				3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		11.0					11.0	11.0	11.0	11.0	11.0	11.0
Turn Bay Length, ft		0					100	0	100	100	0	100
Grade (*Pg*), %		1			1			1			1	
Speed Limit, mi/h	35	35	35				35	35	35	40	40	40

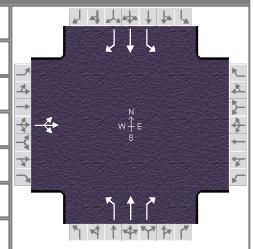
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		44.0			20.0	76.0		56.0
Yellow Change Interval (*Y*), s		4.0			3.5	4.0		4.0
Red Clearance Interval (R_c), s		2.0			0.0	2.0		2.0
Minimum Green (G_{min}), s	6	15			3	8	6	8
Start-Up Lost Time (*l*t), s	2.0	2.0			2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0			2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	7.0			3.0	2.0	2.0	2.0
Recall Mode	Off	Off			Off	Min	Off	Min
Dual Entry	No	Yes			Yes	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0			0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0			0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25				0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0				9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No				0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0				12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50					No	0.50		No	0.50	

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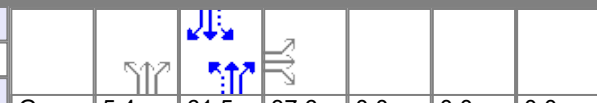
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BLA Inc			Duration, h	0.25
Analyst	JAMitchell	Analysis Date	Mar 4, 2020	Area Type	Other
Jurisdiction	State/County	Time Period	AM Peak	PHF	0.95
Urban Street	Palatine Road	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	Quentin Road	File Name	MOT_2_PMPeak_Detour.xus		
Project Description	Stage 2 PM Peak Detour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	145	314	43				100	885	73	103	499	197

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



							1	2	3	4
Green	5.4	61.5	37.6	0.0	0.0	0.0	5	6	7	8
Yellow	3.5	4.0	4.0	0.0	0.0	0.0				
Red	0.0	2.0	2.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			5	2		6
Case Number		12.0			1.0	3.0		5.3
Phase Duration, s		43.6			8.9	76.4		67.5
Change Period, ($Y+R_c$), s		6.0			3.5	6.0		6.0
Max Allow Headway (*MAH*), s		11.9			4.0	0.0		0.0
Queue Clearance Time (g_s), s		36.4			5.2			
Green Extension Time (g_e), s		1.2			0.2	0.0		0.0
Phase Call Probability		1.00			1.00			
Max Out Probability		1.00			0.00			

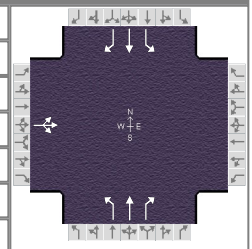
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18				5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		528					105	932	77	108	525	207
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1794					1765	1853	1564	598	1853	1563
Queue Service Time (g_s), s		34.4					3.2	50.1	2.6	20.3	23.2	9.0
Cycle Queue Clearance Time (g_c), s		34.4					3.2	50.1	2.6	61.5	23.2	9.0
Green Ratio (*g/C*)		0.31					0.57	0.59	0.59	0.51	0.51	0.51
Capacity (*c*), veh/h		562					417	1087	917	161	949	800
Volume-to-Capacity Ratio (*X*)		0.940					0.252	0.857	0.084	0.674	0.553	0.259
Back of Queue (*Q*), ft/ln (95 th percentile)		658.7					58.2	774	41.5	189.1	388.8	149.4
Back of Queue (*Q*), veh/ln (95 th percentile)		25.9					2.3	30.5	1.6	7.4	15.3	5.9
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00					0.58	0.00	0.42	1.89	0.00	1.49
Uniform Delay (d_1), s/veh		40.1					14.6	20.6	10.8	50.6	19.9	16.5
Incremental Delay (d_2), s/veh		25.7					0.3	8.7	0.2	20.3	2.3	0.8
Initial Queue Delay (d_3), s/veh		0.0					0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		65.8					14.9	29.3	11.0	70.9	22.3	17.3
Level of Service (LOS)		E					B	C	B	E	C	B
Approach Delay, s/veh / LOS	65.8	E		0.0			26.7	C		27.3	C	
Intersection Delay, s/veh / LOS	35.2						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.5	B	2.5	B	1.9	A	2.1	B
Bicycle LOS Score / LOS	1.4	A			2.3	B	1.9	A

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HCS 2010 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	BLA Inc			Duration, h	0.25
Analyst	JAMitchell	Analysis Date	Mar 4, 2020	Area Type	Other
Jurisdiction	State/County	Time Period	AM Peak	PHF	0.95
Urban Street	Palatine Road	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	Quentin Road	File Name	MOT_2_PMPeak_Detour.xus		
Project Description	Stage 2 PM Peak Detour				

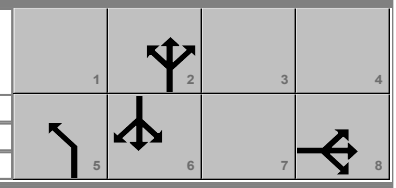


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	145	314	43				100	885	73	103	499	197

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.4	61.5	37.6	0.0	0.0	0.0						
Yellow	3.5	4.0	4.0	0.0	0.0	0.0						
Red	0.0	2.0	2.0	0.0	0.0	0.0						



Saturation Flow / Delay	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	1.000	0.980	1.000				0.980	0.980	0.980	0.980	0.980	0.980
Approach Grade Adjustment Factor (f_g)	0.995	0.995	0.995				0.995	0.995	0.995	1.000	0.995	0.995
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.968	0.968					0.952	0.000		0.315	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.000					0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	0.992						0.998			0.999		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			0.992						0.996			0.995
Movement Saturation Flow Rate (s), veh/h	518	1122	154				1765	1853	1564	598	1853	1563
Proportion of Vehicles Arriving on Green (P)	0.31	0.31	0.31	0.00	0.00	0.00	0.05	0.59	0.59	0.51	0.51	0.51
Incremental Delay Factor (k)		0.50					0.11	0.50	0.50	0.50	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0			3.5	6.0		6.0
Green Ratio (g/C)		0.31			0.57	0.59		0.51
Permitted Saturation Flow Rate (s_p), veh/h/ln		0			869	0		598
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		0.0			63.5	0.0		61.5
Permitted Service Time (g_u), s		0.0			38.3	0.0		20.3
Permitted Queue Service Time (g_{ps}), s					3.5			20.3
Time to First Blockage (g_f), s		0.0			0.0	0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln						0		0
Protected Right Effective Green Time (g_R), s						0.0		0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.00	1.710	0.00	1.198	0.00	1.389	0.00
Pedestrian F_s / F_{delay}	0.000	0.169	0.000	0.167	0.000	0.093	0.000	0.107
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b		67.20	-83.33	65.10	1173.18	10.25	1024.22	14.28
Bicycle F_w / F_v	-3.64	0.87	-3.64		-3.64	1.84	-3.64	1.39

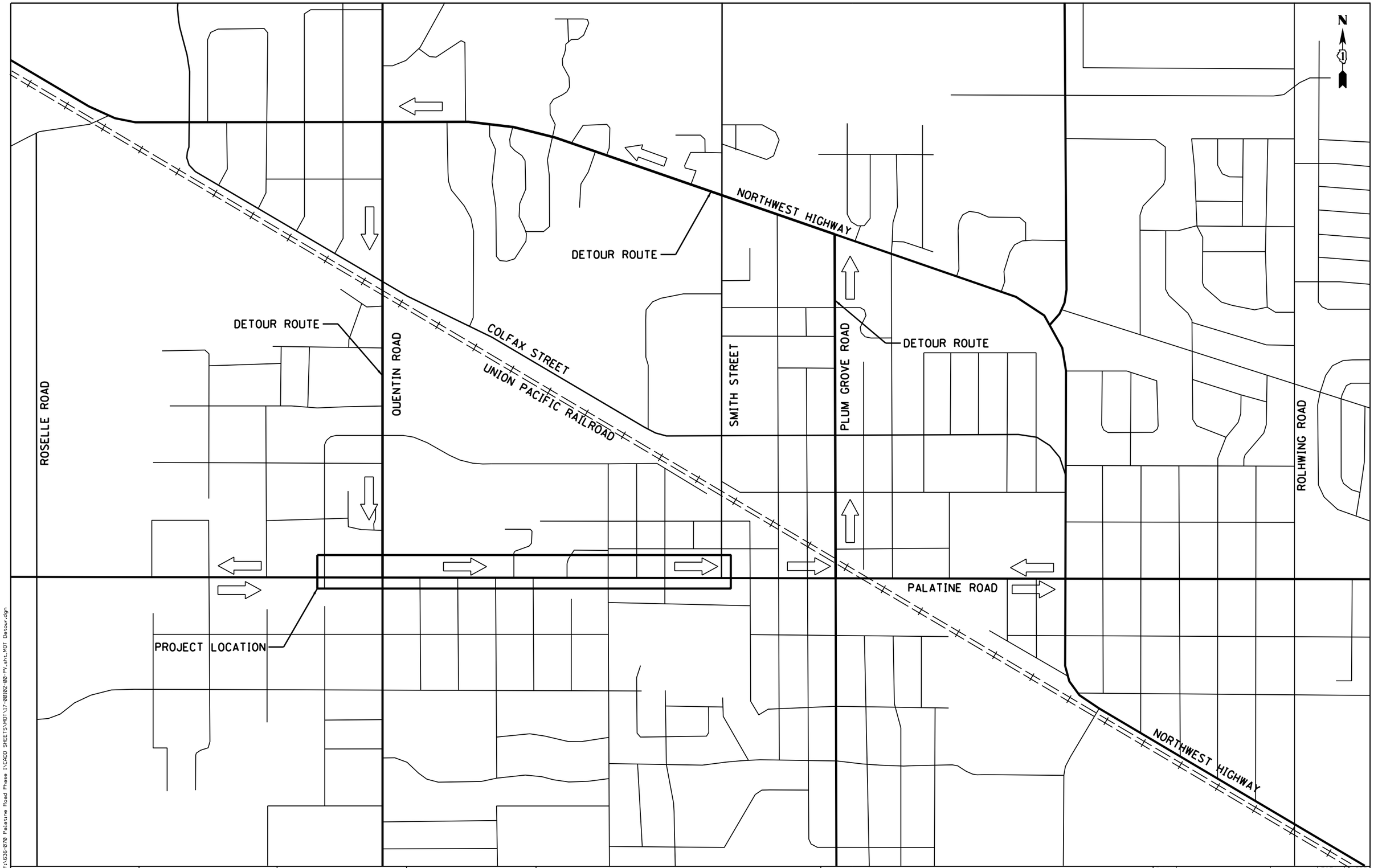
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--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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FILE NAME = F:\636-070 Palatine Road Phase I\CADD SHEETS\MOT\17-00102-00-PV_sht_MOT Detour.dgn

BLA, Inc.

USER NAME = gellwanger	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 1000.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 7/12/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC – DETOUR PLAN
PALATINE ROAD

SCALE: NTS | SHEET 1 OF 11 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK	11	1
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

ATTACHMENT 16

PALATINE ROAD

PHASE I STUDY

PUBLIC INFORMATION MEETING #1 SUMMARY

Village of Palatine Village Hall
September 19, 2019
5:00-7:00 P.M.

Public Meeting Summary

The first Public Information Meeting for the Palatine Road project was held on Thursday, September 19, 2019 at the Village of Palatine Village Hall – 200 E. Wood Street, Palatine, Illinois from 5:00 P.M. to 7:00 P.M. The meeting was an open house format with large-scale exhibits set up on display; a separate comment area for attendees to provide comments, questions, and concerns were provided.

Representatives from the Village of Palatine and BLA, Inc. were available to discuss the project and answer questions.

Letters were mailed to approximately **1091** stakeholders, **18** representatives from Local Agencies, and **10** Officials on August 28, 2019. Advertisements for the public meeting were published in the local newspaper:

- **Daily Herald – September 3, 2019 and September 12, 2019**

The meeting was attended by 45 people. Thirty-one (31) comments via comment form or email were received by attendees prior to the closure of Public Comment on October 3, 2019.

The following Agencies were represented:

- **Township High School District 211**
- **Community Consolidated School District 15**
- **Illinois Department of Transportation**

The following Municipalities were represented:

- **Village of Palatine**

Other Organizations represented include:

- **Palatine Bike Club**

ATTACHMENT 17

The thirty-one (31) comments submitted via comment form or email covered a variety of topics including:

- **Benefits**
- **Capacity**
- **Drainage Concerns**
- **Need for Project**
- **Neighborhood Impacts**
- **Opposition to Project**
- **Pedestrian/Bicycle Connectivity**
- **Pedestrian/Bicycle Crossing close to Paddock School**
- **Safety/Speeding**
- **Support for Project**
- **Increase in Traffic**
- **ROW/Property Loss**

Of the comments received:

Support Project	Opposed to Project	Expressed Concerns	General Comment
2	4	9	16

Of the received comments expressing concerns or opposition to the project, the majority of the residents were concerned with the pedestrian/bicycle traffic crossings and connectivity throughout the corridor. The other main concern was regarding traffic along Palatine Road and the perception of the addition of traffic along Palatine Road due to an improvement.

A log of all attendees at the meeting as well as a log of all comment forms, exhibits, brochures, presentations, and all other distributed items is attached as part of this summary.

Sincerely,

BLA, INC.



Matt Cesario, P.E.
Project Manager

Attachments:

- **Attachment 1: Sign-In Sheets**
- **Attachment 2: Received Written or Emailed Comments**
- **Attachment 3: Mailed Invitation Letter, Recipients, and Notification Area**
- **Attachment 4: Certifications of Publication**
- **Attachment 5: Informational Brochure**
- **Attachment 6: Display Exhibits**
- **Attachment 7: Public Meeting Photos**

VILLAGE of PALATINE

PUBLIC MEETING REGISTER

PALATINE ROAD PHASE I ENGINEERING STUDY

Informational Open House Public Information Meeting - September 19th, 2019

Village of Palatine - Village Hall, Community Room B - 5:00 to 7:00 P.M.

Please print your name and address below:

	Name	Address	Phone/E-Mail (optional)
1	Duane Tompkins	55 E Elm St	847 359 7376
2	Patricia Evensen	549 W Palatine Rd.	847-963-8003
3	Trisha Bieletzki	310 W Palatine Rd.	—
4	Timothy R Schultz	532 W Palatine	—
5	Tom Brookbank	567 W. Bridgeview Ct.	630-926-3225
6	Jeanette Engert	410 W Palatine	jengert@hotmail.com
7	Richard Lucier	130 S. Hickory Palatine	rlucier48@comcast.net
8	Mr & Mrs Carmen Abbatiello	26 N. Smith St	847-217-5904
9	Robin Veach	2 N Smith	Robin@balloonschicago.com
10	Dorel Morar	886 W Palatine	Donnelle@hotmail.com
11	Diana Mikelski	1050 S Rosalie RD Palatine	dmikelski@d211.org Township HS Dist 211
12	Lenore Bessemer	124 S. Walnut St Palatine	
13	Thomas Bramley	Transportation D.15. 1100 N. Smith St. Pal	BRAMLEYT@CCSD15.NET
14	Diana Lopez	817 W Draw	847-917-9760
15	Joe Palus	38 South Pine St	847-302-4326

VILLAGE of PALATINE

PUBLIC MEETING REGISTER

WALNUT LANE PHASE I ENGINEERING STUDY

Informational Open House Public Information Meeting - December 13th, 2016

Prairie Center for the Arts - 5:00 to 7:00 P.M.

Please print your name and address below:

	Name	Address	Phone/E-Mail (optional)
16	Paulette Kuttig	109 So Pine St Palatine 60067	
17	LaurieASquith	532 W Bridgeview Ct Palatine 60067	ljASquith@yahoo.com
18	Ron Bieletzki	310 W Palatine Rd Palatine IL 60067	clipped@inorbit.com
19	Lauren Smith	302 W Palatine Rd. Palatine IL 60067	
20	Patty Franch	12 N Smith Palatine	pfranch@ameritech.net
21	Tom Lucas	4115 N VICTORIA HOFFMAN EST IL	TREASURER@PALATINE.IL.GOV
22	Tavis Farmer	201 W. Center Ct Schaumburg	tavis.farmer@illinois.gov
23	Robert Riley	PALATINE,	Bob.Riley2001@outlook.com
24	JODI GIASSMAN	320 W. JOHNSON APT #1	JODIGIASSMAN@YAHOO.COM
25	Ian Arneson	635 W. Palatine	847-769-7255
26	Lenore Hartman	114 s cedar rd palatine	
27	Steve Breese	716 N Franklin Palatine 60067	847-902-8722 sbreese@gmail.com
28	Sherrill Voegel	505 Greeley st Palatine 60067	sherrillvoegel@gmail.com
29	Jerry Seiling	609 W. Palatine Rd	847-366-0252
30			

VILLAGE of PALATINE

PUBLIC MEETING REGISTER

WALNUT LANE PHASE I ENGINEERING STUDY

Informational Open House Public Information Meeting - December 13th, 2016

Prairie Center for the Arts - 5:00 to 7:00 P.M.

Please print your name and address below:

	Name	Address	Phone/E-Mail (optional)
31	Elizabeth Kemper	145 S. Hickory St Palatine IL 60067	
32	John Kemper	145 S. Hickory St Palatine IL 60067	
33	Nick Pazianos	403 W. Glencoe Palatine, IL 60067	
34	MICHAEL ADAMCZYK	580 N. 1ST BANK DR PALATINE 60067	
35	Michael Pryor	66 N. Bridgeview St Palatine, IL	
36	Bill LEHMAN	317 W. Palatine Rd Palatine, IL 60067	
37	George Kandathil	340 W. Johnson St	gtkand@gmail.com
38	Gail Artrip	435 S Cedar	gail_artrip@yahoo.com
39	Sue Montgomery	272 W Hamilton Dr	Suemont123 @ gmail.com
40	Alex Ruiz	243 W Palatine Rd	
41			
42			
43			
44			
45			

VILLAGE of PALATINE

PUBLIC MEETING REGISTER

WALNUT LANE PHASE I ENGINEERING STUDY

Informational Open House Public Information Meeting - December 13th, 2016

Prairie Center for the Arts - 5:00 to 7:00 P.M.

Please print your name and address below:

	Name	Address	Phone/E-Mail (optional)
46	[illegible]	203 W. PALATINE RD	homeworks55@gmail.com
47	Robert Andres	106 S. Cedar St. Palatine, IL 60067	rjandres106@aol.com
48	KEVIN GARTLEY	336 S. CEDAR ST. PALATINE, IL 60067	GARTLEYIC@HOTMAIL.COM
49	ALBERT LEE	142 N ROSE ST PALATINE IL 60067	ALBERT123@GMAIL.COM
50	Cheryl Bidstrup	1417 E. Kenilworth Palatine	
51	Richard Foltz	25 S. Hickory St Palatine	Richard.foltz@att.net
52			
53			
54			
55			
56			
57			
58			
59			
60			

Gregory J. Ellwanger

From: Matt Barry <MBarry@palatine.il.us>
Sent: Wednesday, September 25, 2019 4:02 PM
To: albert123@gmail.com
Subject: RE: Comment about Palatine Road improvements

Mr. Lee,

Thank you for your email. We will include this comment into the record.

Sincerely,

Matthew D. Barry
Public Works Director
Village of Palatine
847-705-5200

From: albert123@gmail.com [mailto:albert123@gmail.com]
Sent: Saturday, September 21, 2019 4:37 PM
To: Matt Barry <MBarry@palatine.il.us>
Subject: Comment about Palatine Road improvements

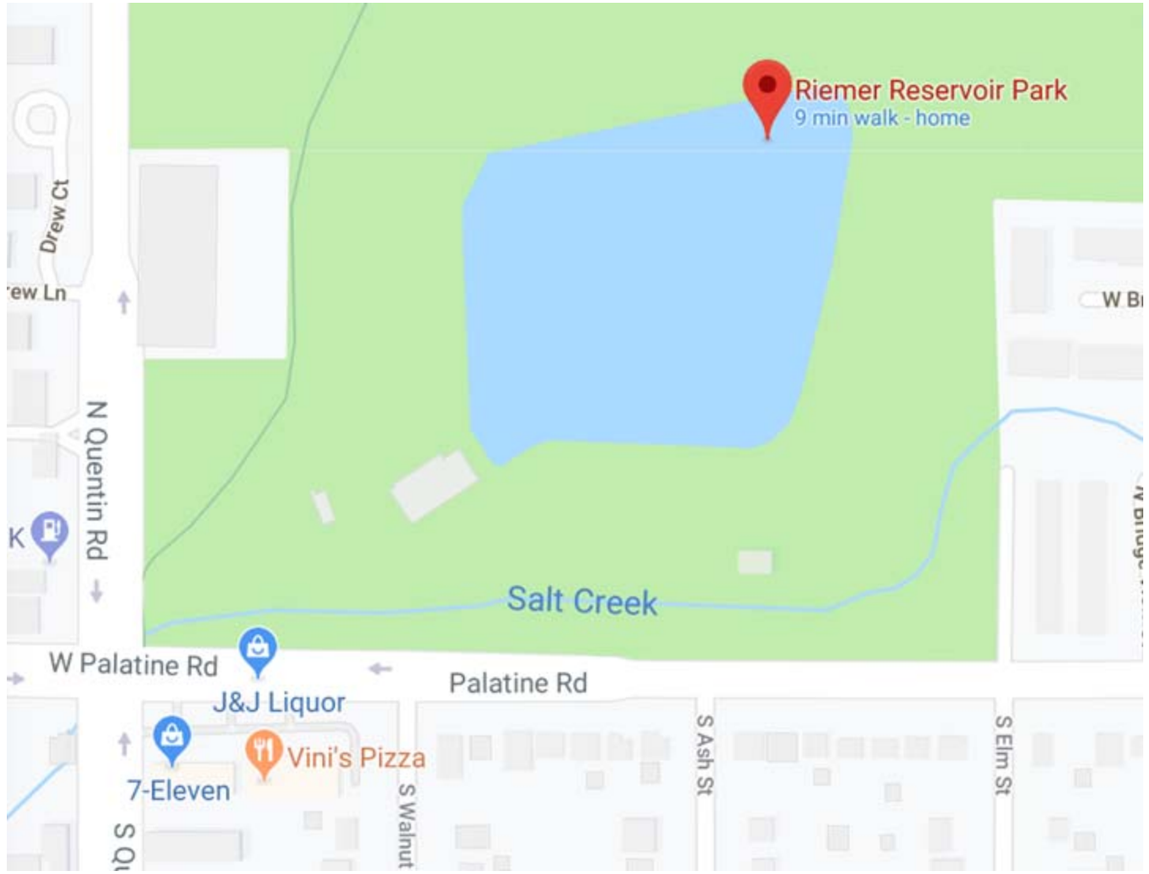
Dear Mr. Barry,

I attended the Sept 19 meeting regarding improvements to Palatine Road and would like to submit a comment.

I live near the train station and walk around the reservoir for exercise. The area is pedestrian friendly except for a 250 foot missing section of sidewalk on the north side of Palatine Road. See map below. I'm hoping this gap could be filled when the road is improved.

Thank you for your consideration.

Albert Lee
142 N Rose St
Palatine, IL 60067
847-331-3307
albert123@gmail.com



ATTACHMENT 17

Gregory J. Ellwanger

From: Alexander Rusin <alexanderdrusin@gmail.com>
Sent: Thursday, October 03, 2019 12:58 PM
To: Matt Barry
Subject: Palatine Rd Improvement Comments

Hello,
As a resident living on Palatine Rd and a Palatine business owner I have mixed feelings about the proposed improvements; there are both pros and cons to this project. On the western side of Palatine Rd, near Quentin, complete sidewalks/trails would be a great addition on the North side of the street. Updated lighting and crosswalk improvements would also be great.

Traffic flow seems to be a big part of this project, I was told this could be achieved by adding turn lanes or a center lane. However, I feel better increased traffic flow will only encourage more vehicles (large trucks included) to use this stretch of residential Palatine Rd as a pass through. I do not see how encouraging more vehicles to use this stretch of Palatine Rd. would benefit residents or businesses on or near downtown Palatine. The current delays only impact commuters passing through our town during rush hour, residents don't care about 45 seconds of traffic on 1 mile of Palatine Rd. Increased traffic flow will also greatly encourage speeding and illegal passing on this residential stretch of road (which is already a problem). I was told this is an enforcement issue at the open house, however, as it stands as a 2 lane road the turning vehicles help to slow the speed of traffic and make it more difficult to illegally pass.

Another major issue is drivers currently ignoring the cross walks on this residential stretch. Again this is an enforcement issue, that isn't being prioritized, but increased vehicles that have more lanes on an open stretch of road will only ignore pedestrians even more. Increased speed with better traffic flow will also increase the risk of a pedestrian/child being killed or seriously injured. My biggest pedestrian concern is the intersection at Rose St because Paddock Elementary School is located a block from Palatine Rd. Any child living north of Palatine Rd has to cross this dangerous intersection twice a day. If the children come or go outside the hour the crossing guard is on duty, they have to sprint across the road because cars rarely stop for them. This is a major issue. Something needs to be done at this intersection now, such as a crosswalk light or raised crosswalk barrier in the middle of the street. Increased traffic flow and additional lanes will make the risk of injury/death much higher than it already is for pedestrians and children. I have personally waited close to 5min at this intersection, even though there are multiple cross walk signs, most people do not even slow down. Again, do we really want to make Palatine Rd easier for commuters to speed through the downtown residential area, or make it safer and more appealing for residents and businesses?

Thanks,
Alex Rusin

Gregory J. Ellwanger

From: Bill Lehman <lehmanb99@yahoo.com>
Sent: Thursday, October 03, 2019 4:50 PM
To: Matt Barry
Subject: Palatine Road Improvements - Comments

My comments focus on the section of Palatine Road between Smith Street and Cedar Street. My home is between Rose Street and Cedar Street. This portion of Palatine Road is an older neighborhood in which the houses are not set back from the road as homes are in other areas. I was told by Mr. Cesario at the September 19 meeting that the overall plan was to add a middle turning lane to Palatine Road from Smith Street to Quentin Road. Mr. Cesario said that the middle lane would not significantly impact traffic flow, but that it would improve safety (in particular it would prevent rear end collisions when people were making left turns into their driveways). However, I believe that the safety of Palatine Road residents is not receiving any attention. The shrinking of the parkway between Smith and Cedar Streets will place Palatine Road traffic significantly closer to the homes and residents. This traffic includes a great deal of truck (both delivery truck and tractor trailer) traffic. This certainly would increase the likelihood of pedestrian involved accidents. The homes in this area include many families with small children. In addition, the closer proximity of the traffic will likely result in damage to our homes. Again, this is an older neighborhood with older homes that are currently close to the road. The middle lane will also result in increasing the speed of traffic on Palatine Road. Paddock Elementary School is just south of Palatine Road near Rose Street and we have a school crossing zone at Rose and Palatine. Why is the effort to assist distracted drivers from rear ending other drivers more important than the safety of residents and school children?

I don't understand the need to increase the speed of traffic on Palatine Road particularly in this older section. I am confident that my neighbors are as concerned as I am and feel rather left out of the decisions that will be significantly affecting our lives. What was not disclosed at the September 19 meeting was who is pushing for this project and what real improvements will result from this apparently very costly undertaking. Please consider how this will affect the Palatine citizens who live on Palatine Road and don't just consider traffic flow patterns and the desire of some drivers to speed through Palatine.

Please contact me via e-mail if I can be of any assistance in this matter and/or can answer any questions you may have.

Bill Lehman

Day Robert & Morrison, P.C.

ATTORNEYS AT LAW

300 E. 5th Avenue
Suite 365
Naperville, Illinois 60563
630-637-9811
Fax 637-9814
www.drm.law

SCOTT M. DAY
RACHEL K. ROBERT
CHRISTINA M. MORRISON

ROBERT G. BLACK
KELLI M. SMITH
Of Counsel

October 3, 2019

VIA EMAIL ONLY
mbarry@palatine.il.us

Mr. Matt Barry, P.E.
Director of Public Works
Village of Palatine
148 West Illinois Avenue
Palatine, Illinois 60067

RE: Village of Palatine/Palatine Road Improvements
Jennifer Veach Lutterbach
2 North Smith Street, Palatine, Illinois 60067
PIN: 02-15-427-026-0000

Dear Mr. Barry:

Our office represents Jennifer Veach Lutterbach, owner of the brownstone located at 2 North Smith Street, Palatine, Illinois 60067. Mrs. Lutterbach received notice that the Village of Palatine, working in conjunction with the Illinois Department of Transportation (IDOT), has begun public notification and planning for an expansion of the Palatine Road right-of-way. Our client's representatives attended a public meeting at Village Hall on September 19, 2019, and the attendees were advised that written public comment from stakeholders in the Village be submitted no later than October 3, 2019 to be included in the public record. This letter is submitted for the purpose of providing comment from Mrs. Lutterbach.

The nature of the right-of-way expansion as planned immediately adjacent to the Lutterbach property in unclear. We do not yet know if any land acquisition from the Lutterbach property will be deemed necessary for the proposed expansion when the roadway geometry is finalized. As a result, at this time the best we can currently provide is comment related to key concerns voiced by Mrs. Lutterbach.

Mrs. Lutterbach purchased the brownstone in August of 2018 at a market price of $680,000. This set of luxury brownstones was developed around 2004, and the side yard configuration between the Lutterbach end unit and the Palatine Road right-of-way was approved by the Village of Palatine as part of the zoning entitlement process. The width of this side yard has several critical functions.

First, the side yard provides a narrow separation between the residence and the relatively heavy vehicular traffic at the signalized intersection of Palatine Road and Smith Street. This side yard includes trees that are an important aesthetic and noise abatement element of the home. Second, this side yard incorporates a narrow sidewalk which provides one of the only pedestrian pathways from the front yard of the brownstones on this particular block to the rear garage areas, all of which load exclusively onto an alley. Third, this side yard setback provides critical line-of-sight distance that allows vehicles leaving the alley to pull out into the side yard with sufficient distance to see oncoming traffic utilizing Palatine Road before turning into one of the Palatine Road travel lanes. Suffice it to say, the current dimension of this side yard serves multiple important functions.

As a result of the foregoing issues and concerns, Mrs. Lutterbach requests that any expansion of the Palatine Road right-of-way adjacent to her brownstone be accommodated on the south side of Palatine Road, if the configuration can be viably and safely accomplished. Please note the sidewalk on the south side of Palatine Road is further from the street pavement than the sidewalk on the north side. While no expansion of the right-of-way would be greatly preferred, expansion on the south side of the street would allow maintenance of the existing north side yard to serve the multiple functions of separation from traffic, pedestrian access, tree preservation and alleyway line-of-sight safety.

If, however, significant land acquisition from the Lutterbach's is deemed essential to the function and safety of the Palatine Road project in its final design, Mrs. Lutterbach requests that the Village and IDOT give serious consideration to taking the entire brownstone. Reducing the side yard to a non-functioning sliver will severely impair and damage the livability of the brownstone, eliminate pedestrian access to the garage area, and render the egress from the alleyway unsafe.

Please copy our firm on any future correspondence to Mrs. Lutterbach. Please feel free to contact me directly if either the Village or IDOT have any questions about the concerns raised herein. We thank you for your consideration.

Very truly yours,

Scott M. Day

SMD:kg
cc: Jennifer Veach Lutterbach

VILLAGE of PALATINE

September 19th, 2019
Palatine Road Phase I Engineering Study
Public Meeting
Comment Form

The Palatine Road Improvement Project will include widening and reconstruction approximately ¾ of a mile of Palatine Road from Smith Street to Quentin Road. The project aims to improve the roadway capacity and poor pavement conditions. The project will add an enclosed drainage system and provided improved pedestrian accommodations along the corridor.

This Public Meeting is an opportunity for you to provide input on the project being presented this evening. Village of Palatine encourages you to submit your comments at the public forum today. You may also submit your written comment on this form and place it in the box marked COMMENTS; or scan and email to mbarry@palatine.il.us; or fold it thirds, tape closed, place a stamp and mail.

All comments submitted through October 3, 2019 will become part of the public meeting record.

Comments/Questions:

CHILDREN CROSSING ROAD AFTER SCHOOL ... FAMILIES EXITING PROPERTIES TO GO TO WORK - SCHOOL - SHOPPING ETC

WITH MY PROPERTY INCREASE OR DECREASE IN VALUE

WITH WE GET CHARGED FOR TREE REMOVAL THAT IS NOT ON PUBLIC LAND

WILL WE BE PAID FOR LAND TAKEN

HOW LONG WITH THIS TAKE

WITH WE BE ALLOWED TO PARK ON SIDE STREET WITHOUT PENALTY

WITH OUR PROPERTIES BE REASSESSED FOR TAX PURPOSES ... AT WHOSE COST

WILL THIS HELP STOP FLOODING LIKE WE HAD IN 2007

(Optional, Please Print)

Name/Affiliation MARY EVENSEN

Address 549 W PALATINE RD

City/State PALATINE IL *Zip Code* 60067

Phone No. 847-963-8003

E-Mail Address NONE

I would NOT like to receive information on this project ☐

ATTACHMENT 17

Gregory J. Ellwanger

From: Matt Barry <MBarry@palatine.il.us>
Sent: Thursday, October 03, 2019 4:02 PM
To: George Ruppert; Dan Bruckelmeyer; Matt Cesario; Jacob Thede; Gregory J. Ellwanger
Subject: FW: Palatine Road project - potential for Bicycle Underpass at Salt Creek at Cedar Park

The good news with number 5 is that it would appear outside of the project area at this time.

"potentially simple and low-cost add-on" might be relative…

From: Steve Breese [mailto:sbreese@gmail.com]
Sent: Tuesday, October 1, 2019 9:30 AM
To: Reid Ottesen <ROttesen@palatine.il.us>; Lisa Janisch <LJanisch@palatine.il.us>; Matt Barry <MBarry@palatine.il.us>; Katie Rivard <KRivard@palatine.il.us>; Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: Palatine Road project - potential for Bicycle Underpass at Salt Creek at Cedar Park

Dear Mr. Ottesen & key planning staff,

The Palatine Road Improvement Project presents a rare and unique opportunity for the inclusion of a bicycle underpass related to the possible reconstruction of the box culvert where Salt Creek goes under Palatine Road. This culvert is located a block and a half west of Cedar Street with Cedar Park abutting its south end and vacant land to its north. This potentially simple and low-cost add-on improvement would allow for the future construction of a greenway trail along the Salt Creek that could ultimately connect Marion Jordon Elementary School, Robin Park, P Wally Degner Park on the west end of Palatine with locations around downtown Palatine, including Margreth Reimer Reservoir Park, Paddock Elementary School and the Smith St/Greenley St. connector trail on the east end.

I am writing to request that this accommodation be considered during the initial phase (**Phase 1 - Planning Process). What I am most interested in is whether the pedestrian underpass would be feasible to include into the project and what the cost estimates would be.**

Here is the concept I am proposing:



I have highlighted the underpass location on the following map, which represents my vision for the "Palatine Greenway". Even if this greenway was never assembled, the Palatine Road underpass would still immensely benefit the community.



On a side note related to this idea, I have recently contacted the Park District encouraging them to purchase a 1.75 acre parcel (20 N Middleton Ave) containing the Salt Creek that has recently come on the market. I have included that email below.

Kind regards,

Steve Breese

lifelong resident of Palatine

sbreese@gmail.com

847-902-82722
716 N Franklin Ave, Palatine, IL 60067

www.SteveBreese.com

==========

Email sent to Park District:

==========

Subject: Land Acquisition Alert: 20 N. Middleton Ave, Palatine - $125,000

Palatine Park District Commissioners & key planning staff:

A relatively large parcel of land in the District has just came on the market:

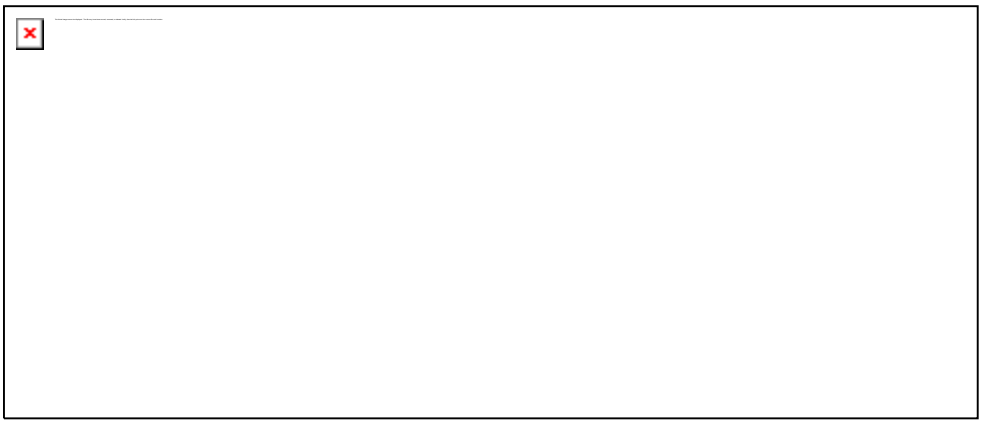
https://www.redfin.com/IL/Palatine/20-N-Middleton-Ave-60067/home/13885361

The parcel is 1.75 acres and has the Salt Creek running through it from north to south. The parcel is immediately adjacent to the District's "Palatine Road Property" (1002 W. Palatine Road) and is in a unique location between & near the following 2 existing parks:

1. Robin Park
2. Wally Degner Park

Acquiring this property could be considered a big step towards the creation of a linear Greenway, which, if built, would be an enormous recreational & quality-of-life asset to the community.

I have highlighted the 20 N. Middleton Ave parcel on the following map, which represents my vision for the "Palatine Greenway".



Also, this acquisition would be inline with several objectives laid out in the 2015 Master Plan, especially in regards to the District's Natural Resources. Our waterways should be considered protected & cherished assets to the community.

At $125,000, the property is priced competitively. Please act fast so as not to miss this opportunity to acquire this high value green space.

Kind regards,

Steve Breese

Gregory J. Ellwanger

From: Matt Barry <MBarry@palatine.il.us>
Sent: Thursday, October 03, 2019 3:45 PM
To: Dan Bruckelmeyer; Matt Cesario; Jacob Thede; Gregory J. Ellwanger; George Ruppert
Subject: FW: Palatine Road Improvement Project Comments/Concerns

Here is a third one for the day. I suppose I should provide some responses to his interrogatories. If you want to prompt me with what you would consider appropriate text, feel free.

Thanks,
Matt

From: Rochfort, Tom [mailto:Tom.Rochfort@ul.com]
Sent: Wednesday, October 2, 2019 8:57 PM
To: Matt Barry <MBarry@palatine.il.us>
Subject: Palatine Road Improvement Project Comments/Concerns

Hello Matt,

I am the homeowner at 311 West Palatine Road and I am writing in regards to the potential Palatine Road Improvements Project.

I was not able to attend the September meeting, but I did speak with several neighbors and received the pamphlet that was handed out during the meeting. I have several questions regarding the points that were laid out during the meeting and in the pamphlet.

- What is the rationale behind needing to add a third lane to this specific portion of Palatine Road? I ask because I have lived at this address for 4.5 years and never notice a significant traffic issue. I have also have concerns because I feel this road may then be used as a trucking route.
- The addition of a middle lane would of course allow for more potential traffic flow; but I would question the need, the safety and the community effects of doing so. A detailed study is mentioned in the pamphlet, I would expect this study to include safety factors, environment factors, and of course home ownership factors. When will this study be available to the public?
- Paddock Elementary school is located very near the middle of the proposed improvement zone. The school greatly effects the traffic flow during specific times, but I question if a middle lane would assist with this slowdown. Furthermore I think the addition of a third lane would add more potential threat to children who walk to school and local commuters taking the nearby Metra. Has this intersection been studied for potential community hazards?
- The widening of the Palatine Road would also effect the overhead utility services in several areas, would the utilities be moved underground? Or would these be moved to further encroach on homeowner's property?
- Lastly, several properties would lose significant land to allow these "improvements", what would the compensation be for the loss of land and property values?

Regards,

Tom Rochfort
Engineering Leader

ATTACHMENT 17

This e-mail may contain privileged or confidential information. If you are not the intended recipient: (1) you may not disclose, use, distribute, copy or rely upon this message or attachment(s); and (2) please notify the sender by reply e-mail, and then delete this message and its attachment(s). Underwriters Laboratories Inc. and its affiliates disclaim all liability for any errors, omissions, corruption or virus in this message or any attachments.

Gregory J. Ellwanger

From: Sam Thomas <samthom1@gmail.com>
Sent: Wednesday, October 09, 2019 10:10 AM
To: Matt Barry
Subject: Re: Palatine Road Improvements

Good Morning Matt,

Thanks for the information, good to know that I didn't miss much new information at the meeting.

I'd just like to echo some of the plans that have already been put in place in regards to cycling facilities, laid out in the village's 2011 Bicycle Transportation Plan, then reiterated in the 2016 Transit Oriented Development Plan, that Palatine Road should have cycling facilities through to Roselle Road.

I'd also like to add my desire for Palatine Road to remain a two-lane roadway through this segment. In aligning with the TOD Plan, the segment of road between Smith and Quentin (roughly 1/2 of which falls within 1/2 mile of the Metra station, within the TOD walking radius) should remain pedestrian friendly, which includes minimizing crossing distances and reducing vehicle speeds using road design, which could be accomplished with fewer, more narrow lanes. As someone that lives 2 houses south of Palatine Road through this segment, the walkability of the space was one of the major draws to the area, and will remain so for future residents as living preferences shift to preferring more compact neighborhoods with easy access to transit. As one of the few suburban areas within Chicagoland that already features such a built environment, it would be against Palatine's best interests to transform the area to more closely mirror the myriad car-dominated suburban areas that surround Chicago. Moreover, it would encourage the more fiscally responsible choice of encouraging more dense development, as more walkable neighborhoods encourage more units per acre through incremental development (leading to more tax revenue per acre) and smaller roads require fewer maintenance dollars, long term.

I look forward to hearing more about the project as it moves along.

Thanks,
Sam Thomas
24 Hickory St

On Wed, Sep 25, 2019 at 4:56 PM Matt Barry <MBarry@palatine.il.us> wrote:

> Thank you for your email. The exhibits are primarily aerials of the project study area. They do not include specific improvement plans. As required by the federal process, this open house is intended to receive comments from stakeholders. If there are any items of concern or specifics you would like the project team to consider please feel free to let me know.
>
> The next meeting which would discuss greater specifics and respond to comments from the first open house would be tentatively scheduled for Summer of 2020.
>
> Sincerely,

Matthew D. Barry

Public Works Director

Village of Palatine

847-705-5200

From: Sam Thomas <samthom1@gmail.com>
Sent: Friday, September 20, 2019 9:01 AM
To: Public Works <PublicWorks@palatine.il.us>
Subject: Palatine Road Improvements

Good Morning,

Due to some scheduling conflicts, I was unable to attend the community meeting last night in regards to the Palatine Road improvement project. Is there any way to see and comment on the proposed plans outside of this meeting? I didn't see anything posted to the calendar on the Palatine website as far as meeting minutes or future meetings.

Thanks,

Sam Thomas

From:	Dan Bruckelmeyer
To:	Gregory J. Ellwanger; Matt Cesario; Jacob Thede
Subject:	FW: Palatine Road Improvements
Date:	Thursday, September 19, 2019 10:31:28 AM

Log in.

From: Matt Barry <MBarry@palatine.il.us>
Sent: Thursday, September 19, 2019 10:28 AM
To: Dan Bruckelmeyer <dbruckelmeyer@bla-inc.com>
Subject: FW: Palatine Road Improvements

For the record

From: Matt Barry
Sent: Thursday, September 19, 2019 10:28 AM
To: MARK ROZEMA <volare080@att.net>
Subject: RE: Palatine Road Improvements

Mr. Rozema,

Thank you for your email. The exhibits are primarily aerials of the project study area. They do not include specific improvement plans. As required by the federal process, this open house is intended to receive comments from stakeholders. If there are any items of concern please feel free to let me know.

Sincerely,
Matthew D. Barry
Public Works Director
Village of Palatine
847-705-5200

From: MARK ROZEMA [mailto:volare080@att.net]
Sent: Tuesday, September 17, 2019 1:54 PM
To: Matt Barry <MBarry@palatine.il.us>
Subject: Palatine Road Improvements

Good Afternoon Barry,

I received your notice regarding the improvements to Palatine Road between Quinten and Smith and the open house on Thursday, September 19th. Unfortunately I have previous obligations on the 19th that I can't cancel. Will the exhibits remain available somewhere after the 19th for viewing?

Thank-you,

Mark Rozema

From:	Matt Cesario
To:	Gregory J. Ellwanger
Subject:	FW: Palatine Road Improvements
Date:	Friday, September 27, 2019 2:51:07 PM

For the file

From: Matt Barry <MBarry@palatine.il.us>
Sent: Friday, September 27, 2019 2:35 PM
To: Matt Cesario <mcesario@bla-inc.com>
Subject: FW: Palatine Road Improvements

A comment for the file

From: MARK ROZEMA [mailto:volare080@att.net]
Sent: Friday, September 27, 2019 8:33 AM
To: Matt Barry <MBarry@palatine.il.us>
Subject: Re: Palatine Road Improvements

Thank-you Matt.

Regarding public comment and my thoughts on the project:

Thinking about the homes along palatine, especially the condominium/townhouses on smith, I can't envision being able to widen palatine significantly. I would welcome more turn lanes, particularly left turn lanes for westbound traffic into the neighborhood south of Palatine road. I currently turn left on Cedar and proceed west a couple blocks on Glencoe to get home on Hickory. I would also think a longer left turn lane and a new right turn lane at Quinten for westbound traffic would help with the backup that often occurs on palatine westbound in the evening and cut down on the number of people cutting through the neighborhood down to Glencoe or Kenilworth and then over to Quinten.

Regards,
Mark Rozema

On Thursday, September 19, 2019, 10:27:52 AM CDT, Matt Barry <MBarry@palatine.il.us> wrote:

Mr. Rozema,

Thank you for your email. The exhibits are primarily aerials of the project study area. They do not include specific improvement plans. As required by the federal process, this open house is intended to receive comments from stakeholders. If there are any items of concern please feel free to let me know.

Sincerely,

Matthew D. Barry

Public Works Director

Village of Palatine

847-705-5200

From: MARK ROZEMA [mailto:volare080@att.net]
Sent: Tuesday, September 17, 2019 1:54 PM
To: Matt Barry <MBarry@palatine.il.us>
Subject: Palatine Road Improvements

Good Afternoon Barry,

I received your notice regarding the improvements to Palatine Road between Quinten and Smith and the open house on Thursday, September 19th. Unfortunately I have previous obligations on the 19th that I can't cancel. Will the exhibits remain available somewhere after the 19th for viewing?

Thank-you,

Mark Rozema

From:	Matt Cesario
To:	Gregory J. Ellwanger
Subject:	FW: Palatine Road
Date:	Friday, September 27, 2019 3:03:25 PM

Another

From: Matt Barry <MBarry@palatine.il.us>
Sent: Friday, September 27, 2019 3:01 PM
To: Matt Cesario <mcesario@bla-inc.com>
Subject: FW: Palatine Road

One more

From: Barry Brotine [mailto:bbrotine@gmail.com]
Sent: Thursday, September 26, 2019 9:55 AM
To: Matt Barry <MBarry@palatine.il.us>
Subject: Re: Palatine Road

sorry for the second email, my only concern was fixing or leveling the manhole in front of my home at 327 West Palatine Road, at the intersection of Palatine and Maple, as the very large trucks always hit that thing at 5 in the morning shaking the surrounding housed and making a loud thud.

That's it's, thank you for the follow-up.

Barry Brotine
312-952-9230

On Wed, Sep 25, 2019, 4:05 PM Matt Barry <MBarry@palatine.il.us> wrote:

> Mr. Brotine,
>
> I understand you were not able to attend the open house for the Palatine Road project on September 19, 2019.
>
> As required by the federal process, this open house is intended to receive comments from stakeholders. If there are any items of concern please feel free to let me know.
>
> Sincerely,
>
> Matthew D. Barry
> Public Works Director
> Village of Palatine
> 847-705-5200

ATTACHMENT 17

From:	Dan Bruckelmeyer
To:	Gregory J. Ellwanger; Matt Cesario
Subject:	Fw: Parkway Question Palatine Rd
Date:	Tuesday, September 10, 2019 12:55:34 PM

Comment log.

From: Matt Barry <MBarry@palatine.il.us>
Sent: Tuesday, September 10, 2019 7:58 AM
To: Dan Bruckelmeyer <dbruckelmeyer@bla-inc.com>
Subject: FW: Parkway Question Palatine Rd

Tree comment for Palatine Road.

From: Matt Barry
Sent: Tuesday, September 10, 2019 7:58 AM
To: Alexander Rusin <alexanderdrusin@gmail.com>
Cc: Adam Begale <ABegale@palatine.il.us>
Subject: RE: Parkway Question Palatine Rd

Mr. Rusin,

I would suggest not immediately proceeding with tree planting at this time.

The location of underground improvements has not been identified and therefore there could be an interruption to any planned investment. Further, any planting in the area between the sidewalk and the curb would require approval by way of a permit from the Illinois Department of Transportation as Palatine Road is an unmarked state highway and therefor under the jurisdiction of the State of Illinois.

It would be helpful if we discuss at the upcoming open house or a separate conversation if you are unable to join us on the 19th.

Sincerely,
Matthew D. Barry
Public Works Director
Village of Palatine
847-705-5200

From: Alexander Rusin [mailto:alexanderdrusin@gmail.com]
Sent: Monday, September 9, 2019 12:43 PM
To: Matt Barry <MBarry@palatine.il.us>
Subject: Parkway Question Palatine Rd

Hello Matt,

I live at 243 w Palatine Rd. between Smith and Rose on the southside of the street. I got your letter about the Palatine Rd improvement plans and the meeting info. I know the plans are not finalized or even fully presented yet. However, I was hoping to get your opinion on planting trees in my parkway. I have been stalling planting them because of the gas line replacement this last year. I had discussed my tree plans with village and the village's arborist already; they are to be installed at my cost. Do you think think it is worth while planting them this fall? Or would the potential plans destroy the trees in the coming years?

If you wanted to discuss verbally, give me a call. I am just looking for some insight, not any guarantees because I know the plans are uncertain at the moment. I don't to waste $1,000 in trees if there is a fair chance Palatine Rd is going to be expanded into my parkway.

Thanks
Alex Rusin
224-280-8800

From:	Matt Barry
To:	Dan Bruckelmeyer; Gregory J. Ellwanger; Matt Cesario; George Ruppert
Subject:	Fwd: palatine rd
Date:	Wednesday, September 04, 2019 6:09:15 AM

Our first comment for Palatine Road.

Thanks,
Matt

Begin forwarded message:

From: wmikesbikes@aol.com
Date: September 3, 2019 at 6:10:36 PM CDT
To: mbarry@palatine.il.us
Subject: palatine rd

Matt
I understand that there is a meeting coming up about the planned improvements for Palatine Rd. from Smith to Quentin. Unfortunately I will be out of town but, I would like to see these bicycle improvements:
-I would like to see bike lanes on Palatine Rd and a new bike path from the Pump House for Riemer reservoir on Palatine rd to Wood St.
-Palatine Rd should have bike lanes from Palatine to Crabtree Nature Center. Building bike lanes in Palatine on Palatine rd would be the beginning of a continuous bike lanes reaching to
Crabtree nature center. IDOT needs to think about long term of what bike lanes in Palatine could create. Bike lanes from Palatine to Algonquin rd (62 creating)a linking to an existing forest preserve trail system at Crabtree.
If you would look at the creek along the Pump House at Riemer reservoir you would see a heavily used trail leading to Wood street. I am proposing paving this dirt trail which would be another link in the Palatine bike system
I hope IDOT would include bike lanes from Palatine To Crabtree.

thanks
Wayne Mikes

Palatine Road Public Information Meeting #1 Comment Log

Contact Info										Opinions			
Name		Address	Community	Zip	Phone	Email	Type of Comment	Date Received	Comment	In Favor	Opposed	Concerns	General Comments
Last	First												
Mikes	Wayne	155 N NORTHWEST HIGHWAY	Palatine	60067		wmikesbikes@aol.com	Email	9/3/2019	Matt I understand that there is a meeting coming up about the planned improvements for Palatine Rd. from Smith to Quentin. Unfortunately I will be out of town but, I would like to see these bicycle improvements: -I would like to see bike lanes on Palatine Rd and a new bike path from the Pump House for Riemer reservoir on Palatine rd to Wood St. -Palatine Rd should have bike lanes from Palatine to Crabtree Nature Center. Building bike lanes in Palatine on Palatine rd would be the beginning of a continuous bike lanes reaching to Crabtree nature center. IDOT needs to think about long term of what bike lanes in Palatine could create. Bike lanes from Palatine to Algonquin rd (62 creating)a linking to an existing forest preserve trail system at Crabtree. If you would look at the creek along the Pump House at Riemer reservoir you would see a heavily used trail leading to Wood street. I am proposing paving this dirt trail which would be another link in the Palatine bike system I hope IDOT would include bike lanes from Palatine To Crabtree. thanks Wayne Mikes				X
Rusin	Alex	243 W Palatine Road	Palatine	60067	224-280-8800	alexanderdrusin@gmail.com	Email	9/9/2019	Hello Matt, I live at 243 w Palatine Rd. between Smith and Rose on the southside of the street. I got your letter about the Palatine Rd improvement plans and the meeting info. I know the plans are not finalized or even fully presented yet. However, I was hoping to get your opinion on planting trees in my parkway. I have been stalling planting them because of the gas line replacement this last year. I had discussed my tree plans with village and the village's arborist already; they are to be installed at my cost. Do you think think it is worth while planting them this fall? Or would the potential plans destroy the trees in the coming years? If you wanted to discuss verbally, give me a call. I am just looking for some insight, not any guarantees because I know the plans are uncertain at the moment. I don't to waste $1,000 in trees if there is a fair chance Palatine Rd is going to be expanded into my parkway. Thanks Alex Rusin 224-280-8800				X
Rozema	Mark					volare080@att.net	Email	9/17/2019	Good Afternoon Barry, I received your notice regarding the improvements to Palatine Road between Quinten and Smith and the open house on Thursday, September 19th. Unfortunately I have previous obligations on the 19th that I can't cancel. Will the exhibits remain available somewhere after the 19th for viewing? Thank-you, Mark Rozema				X
Lee	Albert	142 N Rose St	Palatine	60067	847-331-3307	albert123@gmail.com	Email	9/21/2019	Dear Mr. Barry, I attended the Sept 19 meeting regarding improvements to Palatine Road and would like to submit a comment. I live near the train station and walk around the reservoir for exercise. The area is pedestrian friendly except for a 250 foot missing section of sidewalk on the north side of Palatine Road. See map below. I'm hoping this gap could be filled when the road is improved. Thank you for your consideration. Albert Lee 142 N Rose St Palatine, IL 60067 847-331-3307 albert123@gmail.com				X
Rozema	Mark					volare080@att.net	Email	9/27/2019	Thank-you Matt. Regarding public comment and my thoughts on the project: Thinking about the homes along palatine, especially the condominium/townhouses on smith, I can't envision being able to widen palatine significantly. I would welcome more turn lanes, particularly left turn lanes for westbound traffic into the neighborhood south of Palatine road. I currently turn left on Cedar and proceed west a couple blocks on Glencoe to get home on Hickory. I would also think a longer left turn lane and a new right turn lane at Quinten for westbound traffic would help with the backup that often occurs on palatine westbound in the evening and cut down on the number of people cutting through the neighborhood down to Glencoe or Kenilworth and then over to Quinten. Regards, Mark Rozema				X
Brotine	Barry	327 Palatine Rd	Palatine	60067	312-952-9230	bbrotine@gmail.com	Email	9/26/2019	sorry for the second email, my only concern was fixing or leveling the manhole in front of my home at 327 West Palatine Road, at the intersection of Palatine and Maple, as the very large trucks always hit that thing at 5 in the morning shaking the surrounding housed and making a loud thud. That's it's, thank you for the follow-up. Barry Brotine 312-952-9230				X

Breese	Steve	716 N Franklin Ave	Palatine	60067	847-902-8722	sbreese@gmail.com	Written	9/19/2019	Palatine has a lack greenway trails. There are a lack of safe connections between residential areas and major parks. This project presents an opportunity to connect the area to the south with Margareth Remeir Reservior. Please consider building a pedestrian/bicycle underpass at the location where Salt Creek goes under Palatine Rd at Cedar Park. If Palatine Rd needs to be raised to accommadate such an underpass, the benefits to the community would outweigh the costs. Also, an underpass for bicycles & pedestrians parallel to the diagonal underpass under Quentin/Palatine intersection would create a greenway and connect Wally Degner Park with Reimer Park, which would be a tremendous asset to the community.				X
Foltz	Richard	25 S Hickory St	Palatine	60067	224-532-1036	Richard.Foltz@att.net	Written	9/19/2019	Requests - Keep traffic speed the same. Pay attention to removing existing barriers blocking motorists view of pedestrians crossing streets throughout road. Use easement on the Salt Creek side as much as possible. I don't like 3 lanes to cross as a pedestrian & Palatine Rd in that area is pleasant to walk along. However, I do like 3 lanes to give an option to emergency vehicles.				X
Voegel	Sherrill	50 S. Greely St #304	Palatine	60067	814-217-2586	SherrillVoegel@gmail.com	Written	9/19/2019	Please consider changing the pedestrian crossing on the west side of Palatine rd at Smith St. I cross the street (Notth to South) as a pedestrian everyday. Unfortunately there have been numerous times I have almost been hit by a car. I've talked with others who cross daily and they have witnessed the same. Because the north-South crossing is set back off Smith, motorists often dont see pedestrians. An Alternative to costly reconfiguration of the intersection crossing would be to change the light, giving all traffic a red light when the walk signal is activated. I noticed this type of light at the intersection of Plum Grove Rd and Old Plum Grove Rd by Plum Grove Jr High			X	
Montgomery	Sue	272 W Hamilton Dr	Palatine	60067		suemont123@gmail.com	Written	9/19/2019	Thank you for letting us see & comment. A ped/bike-friendly Corridor & also a ped/bike-friendly crossing (ie at Cedar St) would be my major, major concern. Without a safe way to cross Palatine Rd (in the middle between Quentin & Smith) you are really putting lives in danger. Its A LOT HARDER to cross A WIDER ROAD than a 2-lane (although that is a not real easy right now either).			X	
Artrip	Gail	435 S Cedar St	Palatine	60067	312-593-2122	gail_artrip@yahoo.com	Written	9/19/2019	Please construct a bike path on the north side of Palatine Rd throughout the length of the proposed improvements. Currently it's a hodge podge with gaps. Please approach MWRD about connecting to their trails within the reservior area. They are gradually becoming more amenable to allowing developd trails on the land that they own. Lastly, please install a pedestrian-activated light to cross at Rose to aide in safety and ease of the crossing for train commuters and Paddock students				X
Bieletzki	Ron	310 W Palatine Rd	Palatine	60067	847-358-2810	clipped@inorbit.com	Written	9/19/2019	Some utilty servies are attached to trees not poles. One house sits about 2 ft from the street and sidewalk.				X
			Palatine	60067			Written	9/19/2019	My opinion we do not need to widen the street, repaving maybe, more drainage ditches, but widening will do nothing but add more traffic. Leave the width of Palatine Road as is no changes!!		X		
Bieletzki	Trisha		Palatine	60067		cookiequeen77@gmail.com	Written	9/19/2019	Thank you for having this meeting. The diagrams are helpful. Based on the diagram and the placement of the red line, I am concerned about widening Palatine Rd. At the corner of Palatine rd & Smith Rd, there will be no room for a sidewalk. This is also the case at Palatine Rd & Rose St. in both instances, this is in reference to the NW corner. There appears to be a significant loss of trees, which is an additional concern. For the record, i have not heard of any flooding issues from Smith Rd to Cedar St. Please address the programming of the light at Smith Rd and Palatine Rd. Can the federal funding be used for something else?			X	
			Palatine	60067			Written	9/19/2019	As Palatine is an established town, it would be nice to have Palatine Road lined with stately trees. Too much concrete and lack of trees makes Palatine just another town. Crossing Palatine at Cedar, Maple or Rose to get to & from the train station is problematic. Would be nice if it was made easier and safer. Maintain sidewalks and add where absent. Improve curbs and rain water runoff.				X
Palarz	Joe	38 S Pine St	Palatine	60067	847-359-4324	joepost14@msn.com	Written	9/19/2019	I am concerned about stormwater and drainage of that water. The Salt Creek can get very high and flood the area. Traffic flow on Palatine Road & Quentin and turning into the shopping area.			X	
Riley	Bob		Palatine	60067		bob.riley2001@outlook.com	Written	9/19/2019	The following are concerns we have regarding the proposal given: Proposer drainage and direction or relocation of drainage and its effects. Traffic flow and how it will effect side streets such as Cedar, Rose and Hickory. Will the proposal increase traffic on these streets? Walkways (safe passage) for residents to the downtown areas.			X	
Bieletzki	Ron	310 W Palatine Rd	Palatine	60067	847-358-2810	clipped@inorbit.com	Written	9/19/2019	Do not widen Palatine Rd. We do not have any flooding in our area. I drive everyday during rush hour and see no need for a center turn lane. All I see on Plum Grove Road, which has a center turn lane, are lawn maintenance trucks parked there to cut lawns. Widening roads only brings more traiffic. After talking to people that are involved on this project are only interested in the federal money. Widen NW Highway or Colfax not residential areas.		X		
Lopez	Diana	817 W Drew Lane	Palatine	60067	847-917-9760		Written	9/19/2019	I spoke with an engineer * he did an excellent job of explaining the project. It was interesting to see the actual # of vehicles going through daily on the stteets. I am all for this project & the improvements. I would like to see additional enforcement along streets that intersect Palatine & Quentin Roads, a lot of drivers cut through to avoid stop lights and/or traffic. They travel at more than 25 mph which I believe is the limit. I bet many of these drivers are just passing through Palatine. Many children are also out during these times. There are many laws but they dont always seem enforced. It would also be a good idea to post these renderings on the website. I wish the time line was shorter. I prefer 3 lanes to 4 but maybe westbound Palatine @ Quentin could accommodate a right turn lane.	X			
Lucas	Tom (Palatine Bike Club)	4155 N Victoria	loffman Estate	60192	847-220-7815	treasurer@bikepalatine.com	Written	9/19/2019	Move the proposed bike crossings to Qunetin & Palatine. Any other crossing of Palatine at Walnut or Crescent pose dangers to use skilled cyclists.				X
Asquith	Laurie	532 W Bridge View Ct	Palatine	60067	847-209-9290	ljasquith@yahoo.com	Written	9/19/2019	I live at Bridge View Creek which is smack dab in the thick fo this project. We desperately need sidewalks along both sides of the street. Ideally a pedestrian walkway over the road would be great! Crossing Palatine Road is dangerous by foot. Adding turn lanes & bike paths would be a nice addition as well.				X
Brookbank	Tom	567 W Bridgeview Ct	Palatine	60067	630-926-3225	tom.brookbank@comcast.net	Written	9/19/2019	This sounds like a very worthy undertaking. One issue that would help are wider turn entrances into subdivisions off of Palatine Rd. The sharp (90*) on the current entrances cause vehicles to swing wide (larger delivery type) into oncoming traffic. Thank you for the very informative presentation.	X			
Smith	Lauren	302 W Palatine Rd	Palatine	60067			Written	9/19/2019	The corner of Rose & Palatine is a school crossing with a crossing guard. So keeping the speed limit low and only two lanes of traffic is important for safety. Also the map shows the red line through the middle of my enclosed front porch. If the road is widened and brough closer to my house it would be unsafe to sit or use the front section of the house. If an accident happened and a car was pushed off the road it would hit the house where the TV watching seating area is located. Not to mention the increased noice from additional traffic if the road is widened. I do not have any flooding issues at Rose. I am against widening Palatine Rd since traffic will increase instead of going down alternates like NW Highway. It is already risky to cross Palatine Rd as a pedestrian, widening will make it worse.		X		
Tompkins	Duane	5 S Elm St	Palatine	60067	847-359-7376	archer1867@aol.com	Written	9/19/2019	Concerns: Pedestrian crossing from south to north to get to the train station/downtown Palatine. Pedestrian crossing for elementary school. Pedestrian crossing from north to south for kids to go to Cedar Park. Better drainage over bridge which currently collects water/ice. Salt Creek has flooded across Palatine rd between Elm St and Ash St. Drainage ditch collects Salt Creek/Reservoir water when high. If Palatine can not be widened east of Smith, there will be a bottle neck that the widened road will not help. Speed limit should not increase due to pedestrian traffic. Concerned about increased noise if widened. Would like to know if the sidewalk would be moved into homeowner front yards. Will need stop light for school crossing.			X	

Rusin	Alex	243 W Palatine Road	Palatine	60067	224-280-8800	alexanderdrusin@gmail.com	Email	10/3/2019	Hello, As a resident living on Palatine Rd and a Palatine business owner I have mixed feelings about the proposed improvements; there are both pros and cons to this project. On the western side of Palatine Rd, near Quentin, complete sidewalks/trails would be a great addition on the North side of the street. Updated lighting and crosswalk improvements would also be great. Traffic flow seems to be a big part of this project, I was told this could be achieved by adding turn lanes or a center lane. However, I feel better increased traffic flow will only encourage more vehicles (large trucks included) to use this stretch of residential Palatine Rd as a pass through. I do not see how encouraging more vehicles to use this stretch of Palatine Rd. would benefit residents or businesses on or near downtown Palatine. The current delays only impact commuters passing through our town during rush hour, residents don't care about 45 seconds of traffic on 1 mile of Palatine Rd. Increased traffic flow will also greatly encourage speeding and illegal passing on this residential stretch of road (which is already a problem). I was told this is an enforcement issue at the open house, however, as it stands as a 2 lane road the turning vehicles help to slow the speed of traffic and make it more difficult to illegally pass. Another major issue is drivers currently ignoring the cross walks on this residential stretch. Again this is an enforcement issue, that isn't being prioritized, but increased vehicles that have more lanes on an open stretch of road will only ignore pedestrians even more. Increased speed with better traffic flow will also increase the risk of a pedestrian/child being killed or seriously injured. My biggest pedestrian concern is the intersection at Rose St because Paddock Elementary School is located a block from Palatine Rd. Any child living north of Palatine Rd has to cross this dangerous intersection twice a day. If the children come or go outside the hour the crossing guard is on duty, they have to sprint across the road because cars rarely stop for them. This is a major issue. Something needs to be done at this intersection now, such as a crosswalk light or raised crosswalk barrier in the middle of the street. Increased traffic flow and additional lanes will make the risk of injury/death much higher than it already is for pedestrians and children. I have personally waited close to 5min at this intersection, even though there are multiple cross walk signs, most people do not even slow down. Again, do we really want to make Palatine Rd easier for commuters to speed through the downtown residential area, or make it safer and more appealing for residents and businesses? Thanks, Alex Rusin			X	
Evensen	Mary	549 W Palatine Rd	Palatine	60067	847-963-8003		Written	10/3/2019	Children crossing road after school. Families exiting propoerties to go to work, school, shopping, etc. Will my property increase or decrease in value? Will we get charged for tree removal that is not on public land? Will we be paid for land taken? How long will this take? Will we be allowed to park on side streets without penalty? Will our properties be reserved for tax purposes?...at whose cost? Will this help stop flooding like we had in 2007?				X
Rochfort	Tom	311 W Palatine Rd	Palatine	60067		tom.rochfort@ul.com			Hello Matt, I am the homeowner at 311 West Palatine Road and I am writing in regards to the potential Palatine Road Improvements Project. I was not able to attend the September meeting, but I did speak with several neighbors and received the pamphlet that was handed out during the meeting. I have several questions regarding the points that were laid out during the meeting and in the pamphlet. -What is the rationale behind needing to add a third lane to this specific portion of Palatine Road? I ask because I have lived at this address for 4.5 years and never notice a significant traffic issue. I have also have concerns because I feel this road may then be used as a trucking route. -The addition of a middle lane would of course allow for more potential traffic flow; but I would question the need, the safety and the community effects of doing so. A detailed study is mentioned in the pamphlet, I would expect this study to include safety factors, environment factors, and of course home ownership factors. When will this study be available to the public? -Paddock Elementary school is located very near the middle of the proposed improvement zone. The school greatly effects the traffic flow during specific times, but I question if a middle lane would assist with this slowdown. Furthermore I think the addition of a third lane would add more potential threat to children who walk to school and local commuters taking the nearby Metra. Has this intersection been studied for potential community hazards? -The widening of the Palatine Road would also effect the overhead utility services in several areas, would the utilities be moved underground? Or would these be moved to further encroach on homeowner's property? -Lastly, several properties would lose significant land to allow these "improvements", what would the compensation be for the loss of land and property values? Regards, Tom Rochfort Engineering Leader, Connected Technologies - HVAC/R/Water Systems UL LLC				X

Lutterbach	Jennifer	2 N Smith St	Palatine	60067	630-637-9811	jalutterbach@gmail.com	Email	10/3/2019	Our office represents Jennifer Veach Lutterbach, owner of the brownstone located at 2 North Smith Street, Palatine, Illinois 60067. Mrs. Lutterbach received notice that the Village of Palatine, working in conjunction with the Illinois Department of Transportation (IDOT), has begun public notification and planning for an expansion of the Palatine Road right-of-way. Our client's representatives attended a public meeting at Village Hall on September 19, 2019, and the attendees were advised that written public comment from stakeholders in the Village be submitted no later than October 3, 2019 to be included in the public record. This letter is submitted for the purpose of providing comment from Mrs. Lutterbach. The nature of the right-of-way expansion as planned immediately adjacent to the Lutterbach property in unclear. We do not yet know if any land acquisition from the Lutterbach property will be deemed necessary for the proposed expansion when the roadway geometry is finalized. As a result, at this time the best we can currently provide is comment related to key concerns voiced by Mrs. Lutterbach. Mrs. Lutterbach purchased the brownstone in August of 2018 at a market price of $680,000. This set of luxury brownstones was developed around 2004, and the side yard configuration betweenthe Lutterbach end unit and the Palatine Road right-of-way was approved by the Village of Palatine as part of the zoning entitlement process. The width of this side yard has several critical functions. First, the side yard provides a narrow separation between the residence and the relatively heavy vehicular traffic at the signalized intersection of Palatine Road and Smith Street. This side yard includes trees that are an important aesthetic and noise abatement element of the home. Second, this side yard incorporates a narrow sidewalk which provides one of the only pedestrian pathways from the front yard of the brownstones on this particular block to the rear garage areas, all of which load exclusively onto an alley. Third, this side yard setback provides critical line-of-sight distance that allows vehicles leaving the alley to pull out into the side yard with sufficient distance to see oncoming traffic utilizing Palatine Road before turning into one of the Palatine Road travel lanes. Suffice it to say, the current dimension of this side yard serves multiple important functions. As a result of the foregoing issues and concerns, Mrs. Lutterbach requests that any expansion of the Palatine Road right-of-way adjacent to her brownstone be accommodated on the south side of Palatine Road, ifthe configuration can be viably and safely accomplished. Please note the sidewalk on the south side of Palatine Road is further from the street pavement than the sidewalk on the north side. While no expansion of the right-of-way would be greatly preferred, expansion on the south side of the street would allow maintenance of the existing north side yard to serve the multiple functions of separation from traffic, pedestrian access, tree preservation and alleyway line-of-sight safety. If, however, significant land acquisition from the Lutterbach's is deemed essential to the function and safety of the Palatine Road project in its final design, Mrs. Lutterbach requests that the Village and IDOT give serious consideration to taking the entire brownstone. Reducing the side yard to a non-functioning sliver will severely impair and damage the livability of the brownstone, eliminate pedestrian access to the garage area, and render the egress from the alleyway unsafe. Please copy our firm on any future correspondence to Mrs. Lutterbach. Please feel free to contact me directly if either the Village or IDOT have any questions about the concerns raised herein. We thank you for your consideration. Very truly yours, ScottM. Day cc: Jennifer Veach Lutterbach			X	
Breese	Steve	716 N Franklin Ave	Palatine	60067	847-902-8272	sbreese@gmail.com	Email	10/3/2019	Dear Mr. Ottesen & key planning staff, The Palatine Road Improvement Project presents a rare and unique opportunity for the inclusion of a bicycle underpass related to the possible reconstruction of the box culvert where Salt Creek goes under Palatine Road. This culvert is located a block and a half west of Cedar Street with Cedar Park abutting its south end and vacant land to its north. This potentially simple and low-cost add-on improvement would allow for the future construction of a greenway trail along the Salt Creek that could ultimately connect Marion Jordon Elementary School, Robin Park, P Wally Degner Park on the west end of Palatine with locations around downtown Palatine, including Margreth Reimer Reservoir Park, Paddock Elementary School and the Smith St/Greenley St. connector trail on the east end. I am writing to request that this accommodation be considered during the initial phase (Phase 1 - Planning Process). What I am most interested in is whether the pedestrian underpass would be feasible to include into the project and what the cost estimates would be. Here is the concept I am proposing: I have highlighted the underpass location on the following map, which represents my vision for the "Palatine Greenway". Even if this greenway was never assembled, the Palatine Road underpass would still immensely benefit the community. On a side note related to this idea, I have recently contacted the Park District encouraging them to purchase a 1.75 acre parcel (20 N Middleton Ave) containing the Salt Creek that has recently come on the market. I have included that email below. Kind regards, Steve Breese lifelong resident of Palatine sbreese@gmail.com 847-902-82722 716 N Franklin Ave, Palatine, IL 60067 www.SteveBreese.com				X

Thomas	Sam	24 Hickory St	Palatine	60067		samthom1@gmail.com	Email	10/3/2019	Good Morning Matt, Thanks for the information, good to know that I didn't miss much new information at the meeting. I'd just like to echo some of the plans that have already been put in place in regards to cycling facilities, laid out in the village's 2011 Bicycle Transportation Plan, then reiterated in the 2016 Transit Oriented Development Plan, that Palatine Road should have cycling facilities through to Roselle Road. I'd also like to add my desire for Palatine Road to remain a two-lane roadway through this segment. In aligning with the TOD Plan, the segment of road between Smith and Quentin (roughly 1/2 of which falls within 1/2 mile of the Metra station, within the TOD walking radius) should remain pedestrian friendly, which includes minimizing crossing distances and reducing vehicle speeds using road design, which could be accomplished with fewer, more narrow lanes. As someone that lives 2 houses south of Palatine Road through this segment, the walkability of the space was one of the major draws to the area, and will remain so for future residents as living preferences shift to preferring more compact neighborhoods with easy access to transit. As one of the few suburban areas within Chicagoland that already features such a built environment, it would be against Palatine's best interests to transform the area to more closely mirror the myriad car-dominated suburban areas that surround Chicago. Moreover, it would encourage the more fiscally responsible choice of encouraging more dense development, as more walkable neighborhoods encourage more units per acre through incremental development (leading to more tax revenue per acre) and smaller roads require fewer maintenance dollars, long term. I look forward to hearing more about the project as it moves along. Thanks, Sam Thomas 24 Hickory St		X		
Lehman	Bill		Palatine	60067		lehmanb99@yahoo.com	Email	10/3/2019	My comments focus on the section of Palatine Road between Smith Street and Cedar Street. My home is between Rose Street and Cedar Street. This portion of Palatine Road is an older neighborhood in which the houses are not set back from the road as homes are in other areas. I was told by Mr. Cesario at the September 19 meeting that the overall plan was to add a middle turning lane to Palatine Road from Smith Street to Quentin Road. Mr. Cesario said that the middle lane would not significantly impact traffic flow, but that it would improve safety (in particular it would prevent rear end collisions when people were making left turns into their driveways). However, I believe that the safety of Palatine Road residents is not receiving any attention. The shrinking of the parkway between Smith and Cedar Streets will place Palatine Road traffic significantly closer to the homes and residents. This traffic includes a great deal of truck (both delivery truck and tractor trailer) traffic. This certainly would increase the likelihood of pedestrian involved accidents. The homes in this area include many families with small children. In addition, the closer proximity of the traffic will likely result in damage to our homes. Again, this is an older neighborhood with older homes that are currently close to the road. The middle lane will also result in increasing the speed of traffic on Palatine Road. Paddock Elementary School is just south of Palatine Road near Rose Street and we have a school crossing zone at Rose and Palatine. Why is the effort to assist distracted drivers from rear ending other drivers more important than the safety of residents and school children? I don't understand the need to increase the speed of traffic on Palatine Road particularly in this older section. I am confident that my neighbors are as concerned as I am and feel rather left out of the decisions that will be significantly affecting our lives. What was not disclosed at the September 19 meeting was who is pushing for this project and what real improvements will result from this apparently very costly undertaking. Please consider how this will affect the Palatine citizens who live on Palatine Road and don't just consider traffic flow patterns and the desire of some drivers to speed through Palatine. Please contact me via e-mail if I can be of any assistance in this matter and/or can answer any questions you may have. Bill Lehman			X	

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VILLAGE of PALATINE

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Comments/Questions:

Palatine has a lack of greenway trails. There are a lack of safe connections between residential areas and major parks. This project presents an opportunity to connect the area to the sotth with Margareth Remeir reservoir. Please consider building a pedestrian/bicycle underpass at the location where Salt Creek goes under Palatine Rd. at Cedar Park. If Palatine Rd needs to be raised to accomate such an underpass, the benefits to the community would outweigh the costs.
Also, ~~[illegible]~~ an underpass for bicyclists & pedestricns parrellel to the diagonal underpss under Quentin/Palatine intersection would create a greenway and connect Wally Pegner Park with Riemer Park, which would be a tremendous asset to the community.

(Optional, Please Print)

Name/Affiliation Steve Breese

Address 716 N. Franklin Ave.

City/State Paltine IL *Zip Code* 60067

Phone No. 847-902-8722

E-Mail Address sbreese@gmail.com

I would NOT like to receive information on this project ☐

ATTACHMENT 17

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Comments/Questions:

Regrets - Keep traffic speeds Safe.
- Pay attention to Removing existing barriers Limiting Motorists View of pedestrian Crossing streets throughout Palatine.
- Use easement on Salt Creek Side as much as possible.

- I don't like 3 lanes to cross as in pedestrian Palatine road in that area is pleasant to walk along.
- However - I do like 3 lanes to give an option to emergency vehicles.

(Optional, Please Print)

Name/Affiliation Richard Foltz

Address 25 S. Hickory St.

City/State Palatine, IL *Zip Code* 60067

Phone No. 224-532-1036

E-Mail Address Richard.foltz@att.net

I would NOT like to receive information on this project ☐

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Comments/Questions:

Please consider changing the pedestrian crossing on the West side of Palatine Rd at Smith St. I cross the street ~~on foot~~ (North/South) as a pedestrian every day. Unfortunately there have been numerous times I have almost been hit by a car. ~~The~~ I've talked with others who cross daily and they have witnessed the same. Because the North/South crossing is set back off Smith, motorists often don't see pedestrians.

An alternative to costly reconfiguration of the intersection/crossing would be to change the light, giving all traffic a red light when the WALK signal is activated. I noticed this type of light at the intersection of Plum Grove Rd and Old Plum Grove Rd by Plum Grove Jr. High.

(Optional, Please Print)

Name/Affiliation Sherrill Voegel

Address 50 S Greeley St #304

City/State Palatine, IL *Zip Code* 60067

Phone No. 847 917 2586

E-Mail Address Sherrill.Voegel@gmail.com

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Comments/Questions:

! Thank you for letting us see + comment.
A ped/bike-friendly (corridor) + also a ped/bike-friendly (crossing) (ie at Cedar St) would be my major, major concern. Without a safe way to cross Palatine Rd (in the middle between Quentin + Smith) you are really putting lives in danger.
It's A LOT HARDER to cross A WIDENED ROAD than a 2-Lane (although that is not real easy right now either).

Sue Montgomery
Suemont123@gmail.com

(Optional, Please Print)

Name/Affiliation _____

Address 272 W Hamilton Dr

City/State Palatine *Zip Code* 60067

Phone No. _____

E-Mail Address above ↑ Suemont123@gmail.com

I would NOT like to receive information on this project ☐

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Comments/Questions:

Please construct a bike path on the north side of Palatine Rd throughout the length of the proposed improvements. Currently it's a hodge podge with gaps. Please approach MWRD about connecting to their trails within the reservoir area. They are gradually becoming more amenable to allowing developed trails on land that they own. Lastly please install a pedestrian-activated light to cross at Rose to aid in safety and ease of crossing for train commuters and Paddock students.

(Optional, Please Print)

Name/Affiliation Gail Artrip

Address 435 S Cedar St

City/State Palatine *Zip Code* 60067

Phone No. 312 593 2122

E-Mail Address gail_artrip@yahoo.com

I would NOT like to receive information on this project ☐

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Comments/Questions:

Some Utility Services are attached to trees not poles.

One horse sits about 2 ft from the street at sidewalk

(Optional, Please Print)

Name/Affiliation Ron Bieletzki

Address 310 W Palatine Rd

City/State Palatine, IL *Zip Code* 60067

Phone No. 847-358-2810

E-Mail Address Clipped@inorbit.com

I would NOT like to receive information on this project ☐

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Comments/Questions:

My opinion we do not need to widen the street, repaving maybe, more drainage ditches, but widening will do nothing but add more traffic.

Leave the width of Palatine Road as is No changes?!!

(Optional, Please Print)

Name/Affiliation _____

Address _____

City/State _____ *Zip Code* _____

Phone No. _____

E-Mail Address _____

I would NOT like to receive information on this project ☐

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Comments/Questions:

- Thank you for having this meeting.
- The diagrams are helpful. Based on the diagram and the placement of the red line, I am concerned about widening Palatine Rd. At the corner of Palatine Rd. + Smith Rd., there will be no room for a sidewalk. This is also the case at Palatine Rd. + Rose St. In both instances, this is in reference to the NW corner.
- There appears to be a significant loss of trees, which is an ~~element~~ additional concern.
- For the record I have not heard of any flooding issues from Smith Rd. to Cedar St.
- Please address the programming of the light at Smith Rd. + Palatine Rd.
- Can the federal funding be used for something else?

(Optional, Please Print)

Name/Affiliation Trisha Bieletzki

Address _____

City/State _____ *Zip Code* _____

Phone No. _____

E-Mail Address cookiequeen77@gmail.com

I would NOT like to receive information on this project ☐

ATTACHMENT 17

VILLAGE of PALATINE

September 19th, 2019
Palatine Road Phase I Engineering Study
Public Meeting
Comment Form

The Palatine Road Improvement Project will include widening and reconstruction approximately ¾ of a mile of Palatine Road from Smith Street to Quentin Road. The project aims to improve the roadway capacity and poor pavement conditions. The project will add an enclosed drainage system and provided improved pedestrian accommodations along the corridor.

This Public Meeting is an opportunity for you to provide input on the project being presented this evening. Village of Palatine encourages you to submit your comments at the public forum today. You may also submit your written comment on this form and place it in the box marked COMMENTS; or scan and email to mbarry@palatine.il.us; or fold it thirds, tape closed, place a stamp and mail.

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Comments/Questions:

1) As Palatine is an established town, it would be nice to have Palatine Road lined with stately trees. Too much concrete and lack of trees makes Palatine just another town.

2) Crossing Palatine at Cedar Maple or Rose to get to from the train station is problematic. Would be nice if it was made easier and safer.

3) Maintain sidewalks and add where absent

4) Improve curbs and rain water run off.

(Optional, Please Print)

Name/Affiliation _____

Address _____

City/State _____ *Zip Code* _____

Phone No. _____

E-Mail Address _____

I would NOT like to receive information on this project ☐

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Comments/Questions:

I am Concerned about STormwater and Drainage of that Water. The Salt creek can get very high and Flood the Area.

Traffic Flow at Palatine Road & Quentin and Turning into the shopping Area.

(Optional, Please Print)

Name/Affiliation Joe Palarz

Address 38. South Pine Street

City/State Palatine *Zip Code* 60067

Phone No. 847 359-4324

E-Mail Address Joepost14@msn.com

I would NOT like to receive information on this project ☐

ATTACHMENT 17

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Comments/Questions:

The following are concerns we have regarding the proposal given:

- Proper Drainage and direction or relocation of Drainage and its effects.
- Traffic flow and how it will effect side streets such as Cedar, Rose and Hickory. Will the proposal increase traffic on these streets?
- Walkways (Safe Passage) for residents to the downtown area.

(Optional, Please Print)

Name/Affiliation _____

Address _____

City/State Palatine *Zip Code* _____

Phone No. _____

E-Mail Address Bob.Riley2001@outlook.com

I would NOT like to receive information on this project ☐

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Comments/Questions:

Do not widen Palatine Rd. We do not have any flooding in our area. I drive everyday, during rush hour and see no need for a center turn lane. All I see on Plum Grove Road, which has a center turn lane, are lawn maintenance trucks parked there to cut lawns.

Widening roads only brings more traffic, after talking to people that are involved on this project are interested in the Federal money. (only)

Widen NW Hwy or Colfax not residential areas

(Optional, Please Print)

Name/Affiliation Ron Bieletzki

Address 310 W Palatine Rd

City/State Palatine IL *Zip Code* 60067

Phone No. 847-358-2810

E-Mail Address Clipped@inorbit.com

I would NOT like to receive information on this project ☐

VILLAGE of PALATINE

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Comments/Questions:

I spoke w/ an engineer & he did an excellent job explaining the project. It was interesting to see the actual # of vehicles going through daily on the streets. I am all for the project & the improvements. I would like to see additional enforcement along streets that intersect Pal & Quentin Roads, a lot of drivers cut through to avoid stop lights and/or traffic. They travel at more than 25 miles an hour which I believe is the limit. I bet many of these drivers are just passing through Palatine. Many children are also out during these times. There are many laws but they don't always seem enforced. It would also be a good idea to post these renderings on the website. I wish the time line was shorter. I prefer 3 lanes to 4 but maybe Westbound Pal at Quentin could accomodate a right turn lane.

(Optional, Please Print)

Name/Affiliation DIANA Lopez

Address 817 W. DRAW LANE

City/State PALATINE IL *Zip Code* 60067

Phone No. 847-917-9760

E-Mail Address _____

I would NOT like to receive information on this project ☐

VILLAGE of PALATINE

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Comments/Questions:

MOVE THE PROPOSED BIKE CROSSINGS TO QUENTIN + PALATINE. ANY OTHER CROSSING OF PALATINE AT WALNUT OR CRESCENT POSE DANGERS TO LESS SKILLED CYCLISTS.

(Optional, Please Print)

Name/Affiliation TOM LUCAS BIKE PALATINE CLUB

Address 4155 N VICTORIA

City/State HOFFMAN EST, IL *Zip Code* 60192

Phone No. 847-220-7815

E-Mail Address TREASURER@BIKEPALATINE.COM

I would NOT like to receive information on this project ☐

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Comments/Questions:

I live @ Bridge View Creek which is smack dab in the thick of this project. We desperately need sidewalks along both sides of the street. Ideally a pedestrian walkway over the road would be great! Crossing Palatine Road is dangerous by foot. Adding turn lanes & bike paths would be a nice addition as well.

(Optional, Please Print)

Name/Affiliation Laurie Asquith

Address 532 W Bridge View Ct

City/State Palatine, IL *Zip Code* 60067

Phone No. 847 209-9290

E-Mail Address ljasquith@yahoo.com

I would NOT like to receive information on this project ☐

ATTACHMENT 17

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Comments/Questions:

THIS SOUNDS LIKE A VERY WORTHY UNDERTAKING. ONE ISSUE THAT WOULD HELP ARE WIDER TURN ENTRANCES INTO SUBDIVISIONS OFF OF PALATINE RD. THE SHARP (90°) ON THE CURRENT ENTRANCES CAUSE VEHICLES TO SWING WIDE (LARGER DELIVERY TYPE) INTO ONCOMING TRAFFIC.

THANK YOU FOR THE VERY INFORMATIVE PRESENTATION.

(Optional, Please Print)

Name/Affiliation TOM BROOKBANK

Address 567 W. BRIDGEVIEW CT.

City/State PALATINE *Zip Code* 60067

Phone No. 630-926-3225

E-Mail Address Tom.brookbank@comcast.net

I would NOT like to receive information on this project ☐

ATTACHMENT 17

September 19th, 2019
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Comments/Questions:

The corner of Rose & Palatine is a school crossing with a crossing guard. So keeping the speed limit low and only two lanes of traffic is important for safety.

Also the map shows the red line through the middle of my enclosed front porch. If the road is widened and brought closer to my house it would be unsafe to sit or use the front section of the house. If an accident happened and a car was pushed off the road it would hit the house where the TV watching ~~seating~~ seating area is located. Not to mention the increased noise from additional traffic if the road is widened. - See back please

(Optional, Please Print)

Name/Affiliation Lauren Smith

Address 302 W Palatine Rd.

City/State Palatine IL *Zip Code* 60067

Phone No. _____

E-Mail Address _____

I would NOT like to receive information on this project ☐

ATTACHMENT 17

I do not have any flooding issues at Rose.

I am against widening Palatine Rd. since traffic will increase instead of going down alternates like NW Hwy. It is already risky to cross Palatine Rd. as a pedestrian. Widening will make it worse.

VILLAGE of PALATINE

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Comments/Questions:

1. CONCERNS
   a. Pedestrian crossing From South to North to get to the Train Station / Downtown Palatine
   b. Pedestrian crossing for Elementary school.
   c. Pedestrian crossing from North to South for kids to go to Cedar Park.
   d. Better Drainage over bridge, which currently collects water / ice
   e. Salt Creek has flooded across Palatine Rd, between Elm St and Ash Street.
   f. Drainage Ditch collects salt Creek / Reservoir water when high.

(see back)

(Optional, Please Print)

Name/Affiliation Duane Tompkins

Address 5 S. Elm Street

City/State Palatine, IL Zip Code 60067

Phone No. 847-359-7376

E-Mail Address Archer1867@aol.com

I would NOT like to receive information on this project ☐

ATTACHMENT 17

g. If Palatine can not be widened EAST of Smith, There will be a bottle neck That the widened road will not help.

h. Speed limit should not increase due to pedestrian Traffic,

i. Concerned about increased NOISE if widened.

j. Would like to know if the sidewalk would move into homeowner front yards.

k. Will need stop light for school crossing.

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

August 28, 2019

Re: **Palatine Road Improvements – Introductory Public Information Meeting**

Dear Resident:

The Village of Palatine wishes to formally invite you to attend an Introductory Public Meeting to be held regarding the potential improvements to Palatine Road from Smith Street to Quentin Road.

Date:	**Thursday, September 19, 2019**
Time:	**5:00 P.M. to 7:00 P.M.**
Location:	**Village of Palatine - Village Hall** **Community Meeting Room B – Second Floor** **200 E. Wood Street** **Palatine, IL 60067**

The Public Meeting will be conducted in an informal open house format, with display exhibits available for viewing and discussion with the project team. The purpose of this Public Meeting is to introduce the project, describe the current planning process, review the existing conditions, and gather input and information from the community and public. Input, comments, and questions will be solicited on the project. Written statements will be received at the time of the meeting or can be mailed after the meeting to **Matt Barry, Director of Public Works, 148 W. Illinois Avenue, Palatine, IL 60067** or emailed to **mbarry@palatine.il.us**. Comments and questions are welcome at any time, but to be part of this meeting's record it must be received by the Village on or before October 3, 2019 by 4PM.

In compliance with the American with Disabilities Act and other Federal and State Laws, the Public Meeting will be accessible to those with disabilities. If any additional assistance is required, please contact the Village of Palatine Public Works by telephone at (847) 705-5200 or by email at publicworks@palatine.il.us at least five (5) business days prior to the meeting such that any additional arrangements can be made.

Sincerely,

Matt Barry, P.E.
Director of Public Works

LOCAL AND FEDERAL AGENCIES

AGENCY	PREFIX	LAST NAME	FIRST NAME	TITLE	ADDRESS	CITY	STATE	ZIP
IDNR/OFFICE OF WATER RESOURCES					2050 WEST STEARNS ROAD	BARTLETT	IL	60103
ILLINOIS ENVIRONMENTAL PROTECTION AGENCY					1021 NORTH GRAND AVE. EAST, P.O. BOX 19276	SPRINGFIELD	IL	62794
ILLINOIS DEPARTMENT OF TRANSPORTATION	MR.	QUIGLEY	ANTHONY	REGION 1 ENGINEER	201 WEST CENTER COURT	SCHAUMBURG	IL	60196
ILLINOIS DEPARTMENT OF TRANSPORTATION	MR.	HOUSEH	ALEX	FIELD ENGINEER	201 WEST CENTER COURT	SCHAUMBURG	IL	60196
ILLINOIS HISTORIC PRESERVATION AGENCY					1 N OLD STATE CAPITOL PLAZA	SPRINGFIELD	IL	62701
US ARMY CORPS OF ENGINEERS					231 SOUTH LASALLE STREET, SUITE 1500	CHICAGO	IL	60604
US FISH & WILDLIFE SERVICES					230 S DEARBORN ST STE 2938	CHICAGO	IL	60604-1713
VILLAGE OF PALATINE FIRE DEPARTMENT	MR.	ANDERSON	SCOTT	FIRE CHIEF	39 E COLFAX ST.	PALATINE	IL	60067
VILLAGE OF PALATINE POLICE DEPARTMENT	MR.	DAIGLE	DAVE	POLICE CHIEF	595 N HICKS ROAD	PALATINE	IL	60067
FEDERAL HIGHWAY ADMINISTRATION	MR.	BYARS	CHRIS	TRANSPORTATION ENGINEER	3250 EXECUTIVE PARK DRIVE	SPRINGFIELD	IL	62703
BIKE PALATINE CLUB	MR.	MIKES	WAYNE	BIKE PALATINE CLUB C/O MIKE'S BIKE SHOP	155 N NORTHWEST HIGHWAY	PALATINE	IL	60067
METROPOLITIAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO					100 E. ERIE STREET	CHICAGO	IL	60611
STUART R. PADDOCK ELEMENTARY SCHOOL	MS.	BLAND	RACHEL	PRINCIPAL	225 W. WASHINGTON STREET	PALATINE	IL	60067
MARION JORDAN ELEMENTARY SCHOOL	MS.	GROSCH	JENIFER	PRINCIPAL	100 N. HARRISON AVENUE	PALATINE	IL	60067
COMMUNITY CONSOLIDATED SCHOOL DISTRICT 15	DR.	HEINZ	LAURIE	SUPERINTENDENT	580 N. FIRST BANK DRIVE	PALATINE	IL	60067
TOWNSHIP HIGH SCHOOL DISTRICT 211	DR.	CATES	DANIEL	SUPERINTENDENT	1750 S. ROSELLE ROAD	PALATINE	IL	60067
PALATINE PARK DISTRICT	MR.	CLARK	MIKE	EXECUTIVE DIRECTOR	250 EAST WOOD STRET	PALATINE	IL	60067
PALATINE TOWNSHIP	MS.	LANGLOTZ-JOHNSON	SHARON	TOWNSHIP SUPERVISOR	721 SOUTH QUENTIN ROAD	PALATINE	IL	60067

DIGNITARIES

PREFIX	GREETING	LAST NAME	FIRST NAME	AGENCY	TITLE	ADDRESS	CITY	STATE	ZIP
THE HONORABLE	SENATOR	DURBIN	RICHARD	UNITED STATES SENATE	SENATOR	230 S. DEARBORN ST. SU	CHICAG	IL	60604
THE HONORABLE	SENATOR	DUCKWORTH	TAMMY	UNITED STATES SENATE	SENATOR	P.O. BOX 10793	CHICAG	IL	60610
THE HONORABLE	CONGRESSN	CASTEN	SEAN	UNITED STATES CONGRESS	CONGRESSMAN	2700 INTERNATIONAL D	CHICAG	IL	60185
THE HONORABLE	STATE SENA	GILLESPIE	ANN	ILLINOIS STATE SENATE	ILLINOIS STATE SENATOR	120 W. EASTMAN ST., SU	ARLING	IL	60004
THE HONORABLE	REPRESENT	MORRISON	THOMAS R.	ILLINOIS HOUSE OF REPRESENTATIVES	ILLINOIS STATE REPRESENTATIVE	117 E. PALATINE ROAD	PALATIN	IL	60067
THE HONORABLE	REPRESENT	CARROLL	JONATHAN	ILLINOIS HOUSE OF REPRESENTATIVES	ILLINOIS STATE REPRESENTATIVE	3153 DUNDEE ROAD	NORTHB	IL	60062
THE HONORABLE	STATE SENA	MORRISON	JULIE A.	ILLINOIS STAE SENATE	ILLINOIS STATE SENATOR	700 OSTERMAN AVENUE	DEERFIE	IL	60015
MR.	COMMISIOI	BRITTON	SCOTT	COOK COUNTY BOARD	COMMISIONER	118 N. CLARK ST. ROOM	CHICAG	IL	60602
THE HONORABLE	PRESIDENT	PRECKWINKLE	TONI	COOK COUNTY BOARD	PRESIDENT	118 N. CLARK ST. ROOM	CHICAG	IL	60602
MR.	SUPERINTEI	YONAN	JOHN	COOK COUNTY DIVISION OF TRANSPORTATION	SUPERINTENDENT	69 W. WASHINGTON ST.	CHICAG	IL	60602

ADDRESSEE (PROPERTY OWNER)	ADDRESS (PROPERTY OWNER)	CITY (PROPERTY OWNER)	STATE (PROPERTY OWNER)	ZIP (PROPERTY OWNER)
RESIDENT	19 S ASH ST	PALATINE	IL	60067-6005
RESIDENT	24 S ASH ST	PALATINE	IL	60067-6006
RESIDENT	25 S ASH ST	PALATINE	IL	60067-6005
RESIDENT	29 S ASH ST	PALATINE	IL	60067-6005
RESIDENT	30 S ASH ST	PALATINE	IL	60067-6006
RESIDENT	36 S ASH ST	PALATINE	IL	60067-6006
RESIDENT	37 S ASH ST	PALATINE	IL	60067-6005
RESIDENT	43 S ASH ST	PALATINE	IL	60067-6005
RESIDENT	44 S ASH ST	PALATINE	IL	60067-6006
RESIDENT	47 S ASH ST	PALATINE	IL	60067-6005
RESIDENT	48 S ASH ST	PALATINE	IL	60067-6006
RESIDENT	56 S ASH ST	PALATINE	IL	60067-6006
RESIDENT	102 S ASH ST	PALATINE	IL	60067-6008
RESIDENT	107 S ASH ST	PALATINE	IL	60067-6007
RESIDENT	108 S ASH ST	PALATINE	IL	60067-6008
RESIDENT	114 S ASH ST	PALATINE	IL	60067-6008
RESIDENT	115 S ASH ST	PALATINE	IL	60067-6007
RESIDENT	120 S ASH ST	PALATINE	IL	60067-6008
RESIDENT	121 S ASH ST	PALATINE	IL	60067-6007
RESIDENT	126 S ASH ST	PALATINE	IL	60067-6008
RESIDENT	127 S ASH ST	PALATINE	IL	60067-6007
RESIDENT	132 S ASH ST	PALATINE	IL	60067-6008
RESIDENT	132 S ASH ST 2	PALATINE	IL	60067-6008
RESIDENT	133 S ASH ST	PALATINE	IL	60067-6007
RESIDENT	136 S ASH ST	PALATINE	IL	60067-6008
RESIDENT	139 S ASH ST	PALATINE	IL	60067-6007
RESIDENT	144 S ASH ST	PALATINE	IL	60067-6008
RESIDENT	149 S ASH ST	PALATINE	IL	60067-6007
RESIDENT	150 S ASH ST	PALATINE	IL	60067-6008
RESIDENT	52 N AVERRY CT	PALATINE	IL	60067-0918
RESIDENT	54 N AVERRY CT	PALATINE	IL	60067-0918
RESIDENT	56 N AVERRY CT	PALATINE	IL	60067-0918
RESIDENT	58 N AVERRY CT	PALATINE	IL	60067-0918
RESIDENT	60 N AVERRY CT	PALATINE	IL	60067-0918
RESIDENT	61 N AVERRY CT	PALATINE	IL	60067-0918
RESIDENT	62 N AVERRY CT	PALATINE	IL	60067-0918
RESIDENT	63 N AVERRY CT	PALATINE	IL	60067-0918
RESIDENT	64 N AVERRY CT	PALATINE	IL	60067-0918
RESIDENT	65 N AVERRY CT	PALATINE	IL	60067-0918
RESIDENT	7 N BRIDGE VIEW ST	PALATINE	IL	60067-4981
RESIDENT	11 N BRIDGE VIEW ST	PALATINE	IL	60067-4981
RESIDENT	41 N BRIDGE VIEW ST	PALATINE	IL	60067-4982
RESIDENT	45 N BRIDGE VIEW ST	PALATINE	IL	60067-4982
RESIDENT	48 N BRIDGE VIEW ST	PALATINE	IL	60067-4983
RESIDENT	49 N BRIDGE VIEW ST	PALATINE	IL	60067-4982
RESIDENT	52 N BRIDGE VIEW ST	PALATINE	IL	60067-4983
RESIDENT	55 N BRIDGE VIEW ST	PALATINE	IL	60067-4982
RESIDENT	56 N BRIDGE VIEW ST	PALATINE	IL	60067-4983
RESIDENT	59 N BRIDGE VIEW ST	PALATINE	IL	60067-4982
RESIDENT	63 N BRIDGE VIEW ST	PALATINE	IL	60067-4982
RESIDENT	66 N BRIDGE VIEW ST	PALATINE	IL	60067-4983
RESIDENT	67 N BRIDGE VIEW ST	PALATINE	IL	60067-4982
RESIDENT	70 N BRIDGE VIEW ST	PALATINE	IL	60067-4983
RESIDENT	71 N BRIDGE VIEW ST	PALATINE	IL	60067-4982
RESIDENT	75 N BRIDGE VIEW ST	PALATINE	IL	60067-4982
RESIDENT	79 N BRIDGE VIEW ST	PALATINE	IL	60067-4982
RESIDENT	520 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	524 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	528 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	532 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	536 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	542 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	546 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	550 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	554 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	558 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	559 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	563 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	566 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	567 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	570 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	573 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	574 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	577 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	578 W BRIDGE VIEW CT	PALATINE	IL	60067-4984

ADDRESSEE (PROPERTY OWNER)	ADDRESS (PROPERTY OWNER)	CITY (PROPERTY OWNER)	STATE (PROPERTY OWNER)	ZIP (PROPERTY OWNER)
RESIDENT	581 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	44 N CEDAR ST	PALATINE	IL	60067-4964
RESIDENT	44 N CEDAR ST 101	PALATINE	IL	60067-4942
RESIDENT	44 N CEDAR ST 102	PALATINE	IL	60067-4942
RESIDENT	44 N CEDAR ST 103	PALATINE	IL	60067-4942
RESIDENT	44 N CEDAR ST 104	PALATINE	IL	60067-4942
RESIDENT	44 N CEDAR ST 105	PALATINE	IL	60067-4942
RESIDENT	44 N CEDAR ST 106	PALATINE	IL	60067-4943
RESIDENT	44 N CEDAR ST 107	PALATINE	IL	60067-4943
RESIDENT	44 N CEDAR ST 201	PALATINE	IL	60067-4943
RESIDENT	44 N CEDAR ST 202	PALATINE	IL	60067-4943
RESIDENT	44 N CEDAR ST 203	PALATINE	IL	60067-4943
RESIDENT	44 N CEDAR ST 204	PALATINE	IL	60067-4943
RESIDENT	44 N CEDAR ST 205	PALATINE	IL	60067-4944
RESIDENT	44 N CEDAR ST 206	PALATINE	IL	60067-4944
RESIDENT	44 N CEDAR ST 207	PALATINE	IL	60067-4944
RESIDENT	44 N CEDAR ST 301	PALATINE	IL	60067-4944
RESIDENT	44 N CEDAR ST 302	PALATINE	IL	60067-4944
RESIDENT	44 N CEDAR ST 303	PALATINE	IL	60067-4945
RESIDENT	44 N CEDAR ST 304	PALATINE	IL	60067-4945
RESIDENT	44 N CEDAR ST 305	PALATINE	IL	60067-4945
RESIDENT	44 N CEDAR ST 306	PALATINE	IL	60067-4945
RESIDENT	44 N CEDAR ST 307	PALATINE	IL	60067-4945
RESIDENT	55 N CEDAR ST	PALATINE	IL	60067-4904
RESIDENT	12 S CEDAR ST	PALATINE	IL	60067-6072
RESIDENT	17 S CEDAR ST	PALATINE	IL	60067-6066
RESIDENT	38 S CEDAR ST	PALATINE	IL	60067-6059
RESIDENT	42 S CEDAR ST	PALATINE	IL	60067-6059
RESIDENT	43 S CEDAR ST	PALATINE	IL	60067-6058
RESIDENT	43 S CEDAR ST 1	PALATINE	IL	60067-6058
RESIDENT	43 S CEDAR ST 2	PALATINE	IL	60067-6058
RESIDENT	48 S CEDAR ST	PALATINE	IL	60067-6059
RESIDENT	55 S CEDAR ST	PALATINE	IL	60067-6058
RESIDENT	67 S CEDAR ST	PALATINE	IL	60067-6058
RESIDENT	102 S CEDAR ST	PALATINE	IL	60067-6061
RESIDENT	103 S CEDAR ST	PALATINE	IL	60067-6060
RESIDENT	106 S CEDAR ST	PALATINE	IL	60067-6061
RESIDENT	114 S CEDAR ST	PALATINE	IL	60067-6061
RESIDENT	115 S CEDAR ST	PALATINE	IL	60067-6060
RESIDENT	118 S CEDAR ST	PALATINE	IL	60067-6061
RESIDENT	119 S CEDAR ST	PALATINE	IL	60067-6060
RESIDENT	120 S CEDAR ST	PALATINE	IL	60067-6061
RESIDENT	127 S CEDAR ST	PALATINE	IL	60067-6060
RESIDENT	130 S CEDAR ST	PALATINE	IL	60067-6061
RESIDENT	133 S CEDAR ST	PALATINE	IL	60067-6060
RESIDENT	138 S CEDAR ST	PALATINE	IL	60067-6061
RESIDENT	141 S CEDAR ST	PALATINE	IL	60067-6060
RESIDENT	144 S CEDAR ST	PALATINE	IL	60067-6061
RESIDENT	148 S CEDAR ST	PALATINE	IL	60067-6061
RESIDENT	51 N CRESCENT AV	PALATINE	IL	60067-4807
RESIDENT	53 N CRESCENT AV	PALATINE	IL	60067-4807
RESIDENT	55 N CRESCENT AV	PALATINE	IL	60067-4807
RESIDENT	73 N CRESCENT AV	PALATINE	IL	60067-4807
RESIDENT	75 N CRESCENT AV	PALATINE	IL	60067-4807
RESIDENT	77 N CRESCENT AV	PALATINE	IL	60067-4807
RESIDENT	79 N CRESCENT AV	PALATINE	IL	60067-4807
RESIDENT	103 N CRESCENT AV	PALATINE	IL	60067-0909
RESIDENT	115 N CRESCENT AV	PALATINE	IL	60067-0909
RESIDENT	129 N CRESCENT AV	PALATINE	IL	60067-0909
RESIDENT	143 N CRESCENT AV	PALATINE	IL	60067-0909
RESIDENT	84 N DREW CT	PALATINE	IL	60067-0915
RESIDENT	86 N DREW CT	PALATINE	IL	60067-0915
RESIDENT	88 N DREW CT	PALATINE	IL	60067-0915
RESIDENT	104 N DREW CT	PALATINE	IL	60067-0915
RESIDENT	106 N DREW CT	PALATINE	IL	60067-0915
RESIDENT	108 N DREW CT	PALATINE	IL	60067-0915
RESIDENT	120 N DREW CT	PALATINE	IL	60067-0915
RESIDENT	122 N DREW CT	PALATINE	IL	60067-0915
RESIDENT	124 N DREW CT	PALATINE	IL	60067-0915
RESIDENT	126 N DREW CT	PALATINE	IL	60067-0915
RESIDENT	128 N DREW CT	PALATINE	IL	60067-0915
RESIDENT	813 W DREW LN	PALATINE	IL	60067-0917
RESIDENT	814 W DREW LN	PALATINE	IL	60067-0916
RESIDENT	815 W DREW LN	PALATINE	IL	60067-0917
RESIDENT	816 W DREW LN	PALATINE	IL	60067-0916

ADDRESSEE (PROPERTY OWNER)	ADDRESS (PROPERTY OWNER)	CITY (PROPERTY OWNER)	STATE (PROPERTY OWNER)	ZIP (PROPERTY OWNER)
RESIDENT	817 W DREW LN	PALATINE	IL	60067-0917
RESIDENT	818 W DREW LN	PALATINE	IL	60067-0916
RESIDENT	819 W DREW LN	PALATINE	IL	60067-0917
RESIDENT	824 W DREW LN	PALATINE	IL	60067-0916
RESIDENT	826 W DREW LN	PALATINE	IL	60067-0916
RESIDENT	828 W DREW LN	PALATINE	IL	60067-0916
RESIDENT	5 S ELM ST	PALATINE	IL	60067-6009
RESIDENT	17 S ELM ST	PALATINE	IL	60067-6009
RESIDENT	20 S ELM ST	PALATINE	IL	60067-6010
RESIDENT	23 S ELM ST	PALATINE	IL	60067-6009
RESIDENT	24 S ELM ST	PALATINE	IL	60067-6010
RESIDENT	26 S ELM ST	PALATINE	IL	60067-6010
RESIDENT	29 S ELM ST	PALATINE	IL	60067-6009
RESIDENT	37 S ELM ST	PALATINE	IL	60067-6009
RESIDENT	38 S ELM ST	PALATINE	IL	60067-6010
RESIDENT	41 S ELM ST	PALATINE	IL	60067-6009
RESIDENT	42 S ELM ST	PALATINE	IL	60067-6010
RESIDENT	47 S ELM ST	PALATINE	IL	60067-6009
RESIDENT	48 S ELM ST	PALATINE	IL	60067-6010
RESIDENT	55 S ELM ST	PALATINE	IL	60067-6009
RESIDENT	56 S ELM ST	PALATINE	IL	60067-6010
RESIDENT	103 S ELM ST	PALATINE	IL	60067-6011
RESIDENT	108 S ELM ST	PALATINE	IL	60067-6012
RESIDENT	109 S ELM ST	PALATINE	IL	60067-6011
RESIDENT	112 S ELM ST	PALATINE	IL	60067-6012
RESIDENT	113 S ELM ST	PALATINE	IL	60067-6011
RESIDENT	118 S ELM ST	PALATINE	IL	60067-6012
RESIDENT	119 S ELM ST	PALATINE	IL	60067-6011
RESIDENT	124 S ELM ST	PALATINE	IL	60067-6012
RESIDENT	125 S ELM ST	PALATINE	IL	60067-6011
RESIDENT	132 S ELM ST	PALATINE	IL	60067-6012
RESIDENT	131 S ELM ST	PALATINE	IL	60067-6011
RESIDENT	136 S ELM ST	PALATINE	IL	60067-6012
RESIDENT	139 S ELM ST	PALATINE	IL	60067-6011
RESIDENT	144 S ELM ST	PALATINE	IL	60067-6012
RESIDENT	145 S ELM ST	PALATINE	IL	60067-6011
RESIDENT	149 S ELM ST	PALATINE	IL	60067-6011
RESIDENT	150 S ELM ST	PALATINE	IL	60067-6012
RESIDENT	157 S ELM ST	PALATINE	IL	60067-6011
RESIDENT	410 W GLENCOE RD	PALATINE	IL	60067-6016
RESIDENT	428 W GLENCOE RD	PALATINE	IL	60067-6016
RESIDENT	431 W GLENCOE RD	PALATINE	IL	60067-6015
RESIDENT	449 W GLENCOE RD	PALATINE	IL	60067-6071
RESIDENT	508 W GLENCOE RD	PALATINE	IL	60067-6018
RESIDENT	511 W GLENCOE RD	PALATINE	IL	60067-6017
RESIDENT	533 W GLENCOE RD	PALATINE	IL	60067-6077
RESIDENT	534 W GLENCOE RD	PALATINE	IL	60067-6078
RESIDENT	607 W GLENCOE RD	PALATINE	IL	60067-6019
RESIDENT	625 W GLENCOE RD	PALATINE	IL	60067-6019
RESIDENT	630 W GLENCOE RD	PALATINE	IL	60067-6069
RESIDENT	709 W GLENCOE RD	PALATINE	IL	60067-6021
RESIDENT	734 W GLENCOE RD	PALATINE	IL	60067-6022
RESIDENT	735 W GLENCOE RD	PALATINE	IL	60067-6076
RESIDENT	803 W GLENCOE RD	PALATINE	IL	60067-5920
RESIDENT	815 W GLENCOE RD	PALATINE	IL	60067-5920
RESIDENT	825 W GLENCOE RD	PALATINE	IL	60067-5920
RESIDENT	849 W GLENCOE RD	PALATINE	IL	60067-5920
RESIDENT	850 W GLENCOE RD	PALATINE	IL	60067-5921
RESIDENT	863 W GLENCOE RD	PALATINE	IL	60067-5920
RESIDENT	880 W GLENCOE RD	PALATINE	IL	60067-5921
RESIDENT	891 W GLENCOE RD	PALATINE	IL	60067-5920
RESIDENT	17 S HICKORY ST	PALATINE	IL	60067-6023
RESIDENT	18 S HICKORY ST	PALATINE	IL	60067-6024
RESIDENT	24 S HICKORY ST	PALATINE	IL	60067-6024
RESIDENT	25 S HICKORY ST	PALATINE	IL	60067-6023
RESIDENT	29 S HICKORY ST	PALATINE	IL	60067-6023
RESIDENT	32 S HICKORY ST	PALATINE	IL	60067-6024
RESIDENT	36 S HICKORY ST	PALATINE	IL	60067-6024
RESIDENT	37 S HICKORY ST	PALATINE	IL	60067-6023
RESIDENT	41 S HICKORY ST	PALATINE	IL	60067-6023
RESIDENT	42 S HICKORY ST	PALATINE	IL	60067-6024
RESIDENT	48 S HICKORY ST	PALATINE	IL	60067-6024
RESIDENT	49 S HICKORY ST	PALATINE	IL	60067-6023
RESIDENT	107 S HICKORY ST	PALATINE	IL	60067-6025
RESIDENT	108 S HICKORY ST	PALATINE	IL	60067-6026

ADDRESSEE (PROPERTY OWNER)	ADDRESS (PROPERTY OWNER)	CITY (PROPERTY OWNER)	STATE (PROPERTY OWNER)	ZIP (PROPERTY OWNER)
RESIDENT	112 S HICKORY ST	PALATINE	IL	60067-6026
RESIDENT	115 S HICKORY ST	PALATINE	IL	60067-6025
RESIDENT	119 S HICKORY ST	PALATINE	IL	60067-6025
RESIDENT	120 S HICKORY ST	PALATINE	IL	60067-6026
RESIDENT	124 S HICKORY ST	PALATINE	IL	60067-6026
RESIDENT	127 S HICKORY ST	PALATINE	IL	60067-6025
RESIDENT	130 S HICKORY ST	PALATINE	IL	60067-6026
RESIDENT	133 S HICKORY ST	PALATINE	IL	60067-6025
RESIDENT	136 S HICKORY ST	PALATINE	IL	60067-6026
RESIDENT	137 S HICKORY ST	PALATINE	IL	60067-6025
RESIDENT	144 S HICKORY ST	PALATINE	IL	60067-6026
RESIDENT	145 S HICKORY ST	PALATINE	IL	60067-6025
RESIDENT	148 S HICKORY ST	PALATINE	IL	60067-6026
RESIDENT	149 S HICKORY ST	PALATINE	IL	60067-6025
RESIDENT	828 W HILLSIDE ST	PALATINE	IL	60067-5925
RESIDENT	858 W HILLSIDE ST	PALATINE	IL	60067-5925
RESIDENT	865 W HILLSIDE ST	PALATINE	IL	60067-5924
RESIDENT	870 W HILLSIDE ST	PALATINE	IL	60067-5925
RESIDENT	135 W JOHNSON ST	PALATINE	IL	60067-6182
RESIDENT	135 W JOHNSON ST 1	PALATINE	IL	60067-6182
RESIDENT	135 W JOHNSON ST 2	PALATINE	IL	60067-6182
RESIDENT	135 W JOHNSON ST 3	PALATINE	IL	60067-6182
RESIDENT	135 W JOHNSON ST 4	PALATINE	IL	60067-6182
RESIDENT	135 W JOHNSON ST 5	PALATINE	IL	60067-6182
RESIDENT	135 W JOHNSON ST 6	PALATINE	IL	60067-6182
RESIDENT	201 W JOHNSON ST	PALATINE	IL	60067-6159
RESIDENT	201 W JOHNSON ST 1A	PALATINE	IL	60067-6159
RESIDENT	201 W JOHNSON ST 1B	PALATINE	IL	60067-6159
RESIDENT	201 W JOHNSON ST 2A	PALATINE	IL	60067-6159
RESIDENT	201 W JOHNSON ST 2B	PALATINE	IL	60067-6159
RESIDENT	205 W JOHNSON ST	PALATINE	IL	60067-6160
RESIDENT	205 W JOHNSON ST 1A	PALATINE	IL	60067-6160
RESIDENT	205 W JOHNSON ST 1B	PALATINE	IL	60067-6160
RESIDENT	205 W JOHNSON ST 2A	PALATINE	IL	60067-6160
RESIDENT	205 W JOHNSON ST 2B	PALATINE	IL	60067-6160
RESIDENT	209 W JOHNSON ST	PALATINE	IL	60067-6161
RESIDENT	209 W JOHNSON ST 1A	PALATINE	IL	60067-6161
RESIDENT	209 W JOHNSON ST 1B	PALATINE	IL	60067-6161
RESIDENT	209 W JOHNSON ST 2A	PALATINE	IL	60067-6161
RESIDENT	209 W JOHNSON ST 2B	PALATINE	IL	60067-6161
RESIDENT	210 W JOHNSON ST	PALATINE	IL	60067-6140
RESIDENT	212 W JOHNSON ST	PALATINE	IL	60067-6140
RESIDENT	214 W JOHNSON ST	PALATINE	IL	60067-6140
RESIDENT	215 W JOHNSON ST	PALATINE	IL	60067-6162
RESIDENT	215 W JOHNSON ST 1A	PALATINE	IL	60067-6162
RESIDENT	215 W JOHNSON ST 1B	PALATINE	IL	60067-6162
RESIDENT	215 W JOHNSON ST 2A	PALATINE	IL	60067-6162
RESIDENT	215 W JOHNSON ST 2B	PALATINE	IL	60067-6162
RESIDENT	216 W JOHNSON ST	PALATINE	IL	60067-6140
RESIDENT	220 W JOHNSON ST	PALATINE	IL	60067-6140
RESIDENT	220 W JOHNSON ST 1E	PALATINE	IL	60067-6140
RESIDENT	220 W JOHNSON ST 2E	PALATINE	IL	60067-6140
RESIDENT	221 W JOHNSON ST	PALATINE	IL	60067-6163
RESIDENT	221 W JOHNSON ST 1A	PALATINE	IL	60067-6163
RESIDENT	221 W JOHNSON ST 1B	PALATINE	IL	60067-6163
RESIDENT	221 W JOHNSON ST 2A	PALATINE	IL	60067-6163
RESIDENT	221 W JOHNSON ST 2B	PALATINE	IL	60067-6163
RESIDENT	225 W JOHNSON ST	PALATINE	IL	60067-6164
RESIDENT	225 W JOHNSON ST 1A	PALATINE	IL	60067-6164
RESIDENT	225 W JOHNSON ST 1B	PALATINE	IL	60067-6164
RESIDENT	225 W JOHNSON ST 2A	PALATINE	IL	60067-6164
RESIDENT	225 W JOHNSON ST 2B	PALATINE	IL	60067-6164
RESIDENT	229 W JOHNSON ST	PALATINE	IL	60067-6165
RESIDENT	229 W JOHNSON ST 1A	PALATINE	IL	60067-6165
RESIDENT	229 W JOHNSON ST 1B	PALATINE	IL	60067-6165
RESIDENT	229 W JOHNSON ST 2A	PALATINE	IL	60067-6165
RESIDENT	229 W JOHNSON ST 2B	PALATINE	IL	60067-6165
RESIDENT	230 W JOHNSON ST	PALATINE	IL	60067-6194
RESIDENT	230 W JOHNSON ST 1E	PALATINE	IL	60067-6194
RESIDENT	230 W JOHNSON ST 1W	PALATINE	IL	60067-6194
RESIDENT	230 W JOHNSON ST 2E	PALATINE	IL	60067-6194
RESIDENT	230 W JOHNSON ST 2W	PALATINE	IL	60067-6194
RESIDENT	235 W JOHNSON ST	PALATINE	IL	60067-6166
RESIDENT	235 W JOHNSON ST 1A	PALATINE	IL	60067-6166
RESIDENT	235 W JOHNSON ST 1B	PALATINE	IL	60067-6166

ADDRESSEE (PROPERTY OWNER)	ADDRESS (PROPERTY OWNER)	CITY (PROPERTY OWNER)	STATE (PROPERTY OWNER)	ZIP (PROPERTY OWNER)
RESIDENT	235 W JOHNSON ST 2A	PALATINE	IL	60067-6166
RESIDENT	235 W JOHNSON ST 2B	PALATINE	IL	60067-6166
RESIDENT	236 W JOHNSON ST	PALATINE	IL	60067-6167
RESIDENT	236 W JOHNSON ST 1E	PALATINE	IL	60067-6167
RESIDENT	236 W JOHNSON ST 1W	PALATINE	IL	60067-6167
RESIDENT	236 W JOHNSON ST 2E	PALATINE	IL	60067-6167
RESIDENT	236 W JOHNSON ST 2W	PALATINE	IL	60067-6167
RESIDENT	240 W JOHNSON ST	PALATINE	IL	60067-6140
RESIDENT	242 W JOHNSON ST	PALATINE	IL	60067-6140
RESIDENT	301 W JOHNSON ST	PALATINE	IL	60067-6141
RESIDENT	316 W JOHNSON ST	PALATINE	IL	60067-6142
RESIDENT	320 W JOHNSON ST	PALATINE	IL	60067-0828
RESIDENT	320 W JOHNSON ST 1	PALATINE	IL	60067-0828
RESIDENT	320 W JOHNSON ST 2	PALATINE	IL	60067-0828
RESIDENT	320 W JOHNSON ST 3	PALATINE	IL	60067-0828
RESIDENT	328 W JOHNSON ST	PALATINE	IL	60067-6191
RESIDENT	328 W JOHNSON ST 1	PALATINE	IL	60067-6191
RESIDENT	328 W JOHNSON ST 2	PALATINE	IL	60067-6191
RESIDENT	328 W JOHNSON ST 3	PALATINE	IL	60067-6191
RESIDENT	333 W JOHNSON ST	PALATINE	IL	60067-6141
RESIDENT	340 W JOHNSON ST	PALATINE	IL	60067-0831
RESIDENT	340 W JOHNSON ST 1	PALATINE	IL	60067-0831
RESIDENT	340 W JOHNSON ST 2	PALATINE	IL	60067-0831
RESIDENT	340 W JOHNSON ST 3	PALATINE	IL	60067-0831
RESIDENT	343 W JOHNSON ST	PALATINE	IL	60067-6141
RESIDENT	346 W JOHNSON ST	PALATINE	IL	60067-0833
RESIDENT	346 W JOHNSON ST 2	PALATINE	IL	60067-0833
RESIDENT	346 W JOHNSON ST 3	PALATINE	IL	60067-0833
RESIDENT	353 W JOHNSON ST	PALATINE	IL	60067-6141
RESIDENT	348 W KENILWORTH AV	PALATINE	IL	60067-6109
RESIDENT	354 W KENILWORTH AV	PALATINE	IL	60067-6109
RESIDENT	410 W KENILWORTH AV	PALATINE	IL	60067-6028
RESIDENT	428 W KENILWORTH AV	PALATINE	IL	60067-6028
RESIDENT	506 W KENILWORTH AV	PALATINE	IL	60067-6030
RESIDENT	512 W KENILWORTH AV	PALATINE	IL	60067-6030
RESIDENT	530 W KENILWORTH AV	PALATINE	IL	60067-6075
RESIDENT	616 W KENILWORTH AV	PALATINE	IL	60067-6032
RESIDENT	630 W KENILWORTH AV	PALATINE	IL	60067-6032
RESIDENT	654 W KENILWORTH AV	PALATINE	IL	60067-6074
RESIDENT	708 W KENILWORTH AV	PALATINE	IL	60067-6034
RESIDENT	734 W KENILWORTH AV	PALATINE	IL	60067-6073
RESIDENT	848 W KENILWORTH AV	PALATINE	IL	60067-5929
RESIDENT	812 W LEONARD RD	PALATINE	IL	60067-5933
RESIDENT	814 W LEONARD RD	PALATINE	IL	60067-5933
RESIDENT	827 W LEONARD RD	PALATINE	IL	60067-5932
RESIDENT	855 W LEONARD RD	PALATINE	IL	60067-5932
RESIDENT	879 W LEONARD RD	PALATINE	IL	60067-5932
RESIDENT	21 N MAPLE ST	PALATINE	IL	60067-4908
RESIDENT	128 S MAPLE CT	PALATINE	IL	60067-6111
RESIDENT	131 S MAPLE CT	PALATINE	IL	60067-6175
RESIDENT	132 S MAPLE CT	PALATINE	IL	60067-6111
RESIDENT	133 S MAPLE CT	PALATINE	IL	60067-6175
RESIDENT	138 S MAPLE CT	PALATINE	IL	60067-6111
RESIDENT	139 S MAPLE CT	PALATINE	IL	60067-6175
RESIDENT	142 S MAPLE CT	PALATINE	IL	60067-6111
RESIDENT	145 S MAPLE CT	PALATINE	IL	60067-6175
RESIDENT	148 S MAPLE CT	PALATINE	IL	60067-6111
RESIDENT	153 S MAPLE CT	PALATINE	IL	60067-6175
RESIDENT	156 S MAPLE CT	PALATINE	IL	60067-6111
RESIDENT	159 S MAPLE ST	PALATINE	IL	60067-6185
RESIDENT	203 W PALATINE RD	PALATINE	IL	60067-5105
RESIDENT	203 W PALATINE RD 1	PALATINE	IL	60067-5105
RESIDENT	203 W PALATINE RD 2	PALATINE	IL	60067-5105
RESIDENT	204 W PALATINE RD	PALATINE	IL	60067-5106
RESIDENT	207 W PALATINE RD	PALATINE	IL	60067-5105
RESIDENT	208 W PALATINE RD	PALATINE	IL	60067-5106
RESIDENT	210 W PALATINE RD	PALATINE	IL	60067-5106
RESIDENT	211 W PALATINE RD	PALATINE	IL	60067-5161
RESIDENT	211 W PALATINE RD 1E	PALATINE	IL	60067-5161
RESIDENT	211 W PALATINE RD 1W	PALATINE	IL	60067-5161
RESIDENT	211 W PALATINE RD 2E	PALATINE	IL	60067-5161
RESIDENT	211 W PALATINE RD 2W	PALATINE	IL	60067-5161
RESIDENT	211 W PALATINE RD PM	PALATINE	IL	60067
RESIDENT	212 W PALATINE RD	PALATINE	IL	60067-5106
RESIDENT	216 W PALATINE RD	PALATINE	IL	60067-5106

ADDRESSEE (PROPERTY OWNER)	ADDRESS (PROPERTY OWNER)	CITY (PROPERTY OWNER)	STATE (PROPERTY OWNER)	ZIP (PROPERTY OWNER)
RESIDENT	217 W PALATINE RD	PALATINE	IL	60067-5163
RESIDENT	217 W PALATINE RD 1	PALATINE	IL	60067-5163
RESIDENT	217 W PALATINE RD 2	PALATINE	IL	60067-5163
RESIDENT	217 W PALATINE RD 3	PALATINE	IL	60067-5163
RESIDENT	218 W PALATINE RD	PALATINE	IL	60067-5106
RESIDENT	222 W PALATINE RD	PALATINE	IL	60067-5106
RESIDENT	225 W PALATINE RD	PALATINE	IL	60067-5121
RESIDENT	225 W PALATINE RD 1	PALATINE	IL	60067-5121
RESIDENT	225 W PALATINE RD 2	PALATINE	IL	60067-5121
RESIDENT	226 W PALATINE RD	PALATINE	IL	60067-5159
RESIDENT	226 W PALATINE RD 1	PALATINE	IL	60067-5159
RESIDENT	226 W PALATINE RD 2	PALATINE	IL	60067-5159
RESIDENT	226 W PALATINE RD 3	PALATINE	IL	60067-5159
RESIDENT	229 W PALATINE RD	PALATINE	IL	60067-5166
RESIDENT	229 W PALATINE RD 100	PALATINE	IL	60067-5166
RESIDENT	229 W PALATINE RD 200	PALATINE	IL	60067-5166
RESIDENT	229 W PALATINE RD 300	PALATINE	IL	60067-5166
RESIDENT	237 W PALATINE RD	PALATINE	IL	60067-5105
RESIDENT	240 W PALATINE RD	PALATINE	IL	60067-5123
RESIDENT	240 W PALATINE RD 1E	PALATINE	IL	60067-5123
RESIDENT	240 W PALATINE RD 1W	PALATINE	IL	60067-5123
RESIDENT	240 W PALATINE RD 2E	PALATINE	IL	60067-5123
RESIDENT	240 W PALATINE RD 2W	PALATINE	IL	60067-5123
RESIDENT	242 W PALATINE RD	PALATINE	IL	60067-5106
RESIDENT	243 W PALATINE RD	PALATINE	IL	60067-5105
RESIDENT	247 W PALATINE RD	PALATINE	IL	60067-5105
RESIDENT	247 W PALATINE RD 2	PALATINE	IL	60067-5105
RESIDENT	247 W PALATINE RD B	PALATINE	IL	60067-5105
RESIDENT	248 W PALATINE RD	PALATINE	IL	60067-5106
RESIDENT	249 W PALATINE RD	PALATINE	IL	60067-5105
RESIDENT	301 W PALATINE RD	PALATINE	IL	60067-4923
RESIDENT	301 W PALATINE RD 1	PALATINE	IL	60067-4923
RESIDENT	301 W PALATINE RD 2	PALATINE	IL	60067-4923
RESIDENT	302 W PALATINE RD	PALATINE	IL	60067-4924
RESIDENT	305 W PALATINE RD	PALATINE	IL	60067-4923
RESIDENT	305 W PALATINE RD 2	PALATINE	IL	60067-4923
RESIDENT	310 W PALATINE RD	PALATINE	IL	60067-4924
RESIDENT	311 W PALATINE RD	PALATINE	IL	60067-4923
RESIDENT	316 W PALATINE RD	PALATINE	IL	60067-4924
RESIDENT	317 W PALATINE RD	PALATINE	IL	60067-4923
RESIDENT	321 W PALATINE RD	PALATINE	IL	60067-4923
RESIDENT	322 W PALATINE RD	PALATINE	IL	60067-4924
RESIDENT	322 W PALATINE RD #	PALATINE	IL	60067-4924
RESIDENT	322 W PALATINE RD 2	PALATINE	IL	60067-4924
RESIDENT	327 W PALATINE RD	PALATINE	IL	60067-4923
RESIDENT	334 W PALATINE RD	PALATINE	IL	60067-4963
RESIDENT	335 W PALATINE RD	PALATINE	IL	60067-4923
RESIDENT	339 W PALATINE RD	PALATINE	IL	60067-4923
RESIDENT	340 W PALATINE RD	PALATINE	IL	60067-4963
RESIDENT	343 W PALATINE RD	PALATINE	IL	60067-4923
RESIDENT	348 W PALATINE RD	PALATINE	IL	60067-4963
RESIDENT	349 W PALATINE RD	PALATINE	IL	60067-4923
RESIDENT	354 W PALATINE RD	PALATINE	IL	60067-4963
RESIDENT	355 W PALATINE RD	PALATINE	IL	60067-4988
RESIDENT	355 W PALATINE RD 2	PALATINE	IL	60067-4988
RESIDENT	410 W PALATINE RD	PALATINE	IL	60067-4976
RESIDENT	410 W PALATINE RD 1	PALATINE	IL	60067-4941
RESIDENT	410 W PALATINE RD 10	PALATINE	IL	60067-4968
RESIDENT	410 W PALATINE RD 11	PALATINE	IL	60067-4968
RESIDENT	410 W PALATINE RD 12	PALATINE	IL	60067-4968
RESIDENT	410 W PALATINE RD 13	PALATINE	IL	60067-4968
RESIDENT	410 W PALATINE RD 14	PALATINE	IL	60067-4968
RESIDENT	410 W PALATINE RD 15	PALATINE	IL	60067-4968
RESIDENT	410 W PALATINE RD 16	PALATINE	IL	60067-4968
RESIDENT	410 W PALATINE RD 17	PALATINE	IL	60067-4976
RESIDENT	410 W PALATINE RD 2	PALATINE	IL	60067-4941
RESIDENT	410 W PALATINE RD 3	PALATINE	IL	60067-4941
RESIDENT	410 W PALATINE RD 4	PALATINE	IL	60067-4941
RESIDENT	410 W PALATINE RD 5	PALATINE	IL	60067-4941
RESIDENT	410 W PALATINE RD 6	PALATINE	IL	60067-4941
RESIDENT	410 W PALATINE RD 7	PALATINE	IL	60067-4941
RESIDENT	410 W PALATINE RD 8	PALATINE	IL	60067-4941
RESIDENT	410 W PALATINE RD 9	PALATINE	IL	60067-4968
RESIDENT	413 W PALATINE RD	PALATINE	IL	60067-4925
RESIDENT	419 W PALATINE RD	PALATINE	IL	60067-4925

ADDRESSEE (PROPERTY OWNER)	ADDRESS (PROPERTY OWNER)	CITY (PROPERTY OWNER)	STATE (PROPERTY OWNER)	ZIP (PROPERTY OWNER)
RESIDENT	420 W PALATINE RD	PALATINE	IL	60067-4977
RESIDENT	420 W PALATINE RD 1	PALATINE	IL	60067-4940
RESIDENT	420 W PALATINE RD 10	PALATINE	IL	60067-4969
RESIDENT	420 W PALATINE RD 11	PALATINE	IL	60067-4969
RESIDENT	420 W PALATINE RD 12	PALATINE	IL	60067-4969
RESIDENT	420 W PALATINE RD 13	PALATINE	IL	60067-4969
RESIDENT	420 W PALATINE RD 14	PALATINE	IL	60067-4986
RESIDENT	420 W PALATINE RD 15	PALATINE	IL	60067-4986
RESIDENT	420 W PALATINE RD 16	PALATINE	IL	60067-4986
RESIDENT	420 W PALATINE RD 2	PALATINE	IL	60067-4940
RESIDENT	420 W PALATINE RD 3	PALATINE	IL	60067-4940
RESIDENT	420 W PALATINE RD 4	PALATINE	IL	60067-4940
RESIDENT	420 W PALATINE RD 5	PALATINE	IL	60067-4985
RESIDENT	420 W PALATINE RD 6	PALATINE	IL	60067-4985
RESIDENT	420 W PALATINE RD 7	PALATINE	IL	60067-4985
RESIDENT	420 W PALATINE RD 8	PALATINE	IL	60067-4985
RESIDENT	420 W PALATINE RD 9	PALATINE	IL	60067-4985
RESIDENT	427 W PALATINE RD	PALATINE	IL	60067-4925
RESIDENT	430 W PALATINE RD	PALATINE	IL	60067-4978
RESIDENT	430 W PALATINE RD 1	PALATINE	IL	60067-4939
RESIDENT	430 W PALATINE RD 10	PALATINE	IL	60067-4994
RESIDENT	430 W PALATINE RD 11	PALATINE	IL	60067-4994
RESIDENT	430 W PALATINE RD 12	PALATINE	IL	60067-4994
RESIDENT	430 W PALATINE RD 13	PALATINE	IL	60067-4935
RESIDENT	430 W PALATINE RD 14	PALATINE	IL	60067-4935
RESIDENT	430 W PALATINE RD 15	PALATINE	IL	60067-4935
RESIDENT	430 W PALATINE RD 16	PALATINE	IL	60067-4935
RESIDENT	430 W PALATINE RD 17	PALATINE	IL	60067-4978
RESIDENT	430 W PALATINE RD 2	PALATINE	IL	60067-4939
RESIDENT	430 W PALATINE RD 3	PALATINE	IL	60067-4939
RESIDENT	430 W PALATINE RD 4	PALATINE	IL	60067-4939
RESIDENT	430 W PALATINE RD 5	PALATINE	IL	60067-4970
RESIDENT	430 W PALATINE RD 6	PALATINE	IL	60067-4970
RESIDENT	430 W PALATINE RD 7	PALATINE	IL	60067-4970
RESIDENT	430 W PALATINE RD 8	PALATINE	IL	60067-4970
RESIDENT	430 W PALATINE RD 9	PALATINE	IL	60067-4994
RESIDENT	435 W PALATINE RD	PALATINE	IL	60067-4925
RESIDENT	440 W PALATINE RD	PALATINE	IL	60067-4979
RESIDENT	440 W PALATINE RD 1	PALATINE	IL	60067-4938
RESIDENT	440 W PALATINE RD 10	PALATINE	IL	60067-4971
RESIDENT	440 W PALATINE RD 11	PALATINE	IL	60067-4971
RESIDENT	440 W PALATINE RD 12	PALATINE	IL	60067-4971
RESIDENT	440 W PALATINE RD 13	PALATINE	IL	60067-4971
RESIDENT	440 W PALATINE RD 14	PALATINE	IL	60067-4971
RESIDENT	440 W PALATINE RD 15	PALATINE	IL	60067-4971
RESIDENT	440 W PALATINE RD 16	PALATINE	IL	60067-4971
RESIDENT	440 W PALATINE RD 2	PALATINE	IL	60067-4938
RESIDENT	440 W PALATINE RD 3	PALATINE	IL	60067-4938
RESIDENT	440 W PALATINE RD 4	PALATINE	IL	60067-4938
RESIDENT	440 W PALATINE RD 5	PALATINE	IL	60067-4938
RESIDENT	440 W PALATINE RD 6	PALATINE	IL	60067-4938
RESIDENT	440 W PALATINE RD 7	PALATINE	IL	60067-4938
RESIDENT	440 W PALATINE RD 8	PALATINE	IL	60067-4938
RESIDENT	440 W PALATINE RD 9	PALATINE	IL	60067-4971
RESIDENT	450 W PALATINE RD	PALATINE	IL	60067-4980
RESIDENT	450 W PALATINE RD 1	PALATINE	IL	60067-4934
RESIDENT	450 W PALATINE RD 10	PALATINE	IL	60067-4972
RESIDENT	450 W PALATINE RD 11	PALATINE	IL	60067-4972
RESIDENT	450 W PALATINE RD 12	PALATINE	IL	60067-4972
RESIDENT	450 W PALATINE RD 13	PALATINE	IL	60067-4972
RESIDENT	450 W PALATINE RD 14	PALATINE	IL	60067-4972
RESIDENT	450 W PALATINE RD 15	PALATINE	IL	60067-4936
RESIDENT	450 W PALATINE RD 16	PALATINE	IL	60067-4936
RESIDENT	450 W PALATINE RD 17	PALATINE	IL	60067-4936
RESIDENT	450 W PALATINE RD 18	PALATINE	IL	60067-4936
RESIDENT	450 W PALATINE RD 2	PALATINE	IL	60067-4934
RESIDENT	450 W PALATINE RD 3	PALATINE	IL	60067-4934
RESIDENT	450 W PALATINE RD 4	PALATINE	IL	60067-4934
RESIDENT	450 W PALATINE RD 5	PALATINE	IL	60067-4934
RESIDENT	450 W PALATINE RD 6	PALATINE	IL	60067-4936
RESIDENT	450 W PALATINE RD 7	PALATINE	IL	60067-4936
RESIDENT	450 W PALATINE RD 8	PALATINE	IL	60067-4936
RESIDENT	450 W PALATINE RD 9	PALATINE	IL	60067-4936
RESIDENT	511 W PALATINE RD	PALATINE	IL	60067-4902
RESIDENT	512 W PALATINE RD	PALATINE	IL	60067-4903

ADDRESSEE (PROPERTY OWNER)	ADDRESS (PROPERTY OWNER)	CITY (PROPERTY OWNER)	STATE (PROPERTY OWNER)	ZIP (PROPERTY OWNER)
RESIDENT	515 W PALATINE RD	PALATINE	IL	60067-4902
RESIDENT	529 W PALATINE RD	PALATINE	IL	60067-4962
RESIDENT	530 W PALATINE RD	PALATINE	IL	60067-4903
RESIDENT	532 W PALATINE RD	PALATINE	IL	60067-4903
RESIDENT	533 W PALATINE RD	PALATINE	IL	60067-4962
RESIDENT	534 W PALATINE RD	PALATINE	IL	60067-4903
RESIDENT	536 W PALATINE RD	PALATINE	IL	60067-4903
RESIDENT	538 W PALATINE RD	PALATINE	IL	60067-4903
RESIDENT	539 W PALATINE RD	PALATINE	IL	60067-4962
RESIDENT	540 W PALATINE RD	PALATINE	IL	60067-4903
RESIDENT	542 W PALATINE RD	PALATINE	IL	60067-4903
RESIDENT	544 W PALATINE RD	PALATINE	IL	60067-4903
RESIDENT	545 W PALATINE RD	PALATINE	IL	60067-4962
RESIDENT	546 W PALATINE RD	PALATINE	IL	60067-4903
RESIDENT	548 W PALATINE RD	PALATINE	IL	60067-4903
RESIDENT	549 W PALATINE RD	PALATINE	IL	60067-4962
RESIDENT	550 W PALATINE RD	PALATINE	IL	60067-4903
RESIDENT	552 W PALATINE RD	PALATINE	IL	60067-4903
RESIDENT	554 W PALATINE RD	PALATINE	IL	60067-4903
RESIDENT	556 W PALATINE RD	PALATINE	IL	60067-4903
RESIDENT	558 W PALATINE RD	PALATINE	IL	60067-4903
RESIDENT	560 W PALATINE RD	PALATINE	IL	60067-4903
RESIDENT	603 W PALATINE RD	PALATINE	IL	60067-4805
RESIDENT	609 W PALATINE RD	PALATINE	IL	60067-4805
RESIDENT	615 W PALATINE RD	PALATINE	IL	60067-4805
RESIDENT	619 W PALATINE RD	PALATINE	IL	60067-4805
RESIDENT	625 W PALATINE RD	PALATINE	IL	60067-4805
RESIDENT	629 W PALATINE RD	PALATINE	IL	60067-4805
RESIDENT	635 W PALATINE RD	PALATINE	IL	60067-4805
RESIDENT	647 W PALATINE RD	PALATINE	IL	60067-4887
RESIDENT	653 W PALATINE RD	PALATINE	IL	60067-4887
RESIDENT	657 W PALATINE RD	PALATINE	IL	60067-4887
RESIDENT	701 W PALATINE RD	PALATINE	IL	60067-4806
RESIDENT	705 W PALATINE RD	PALATINE	IL	60067-4806
RESIDENT	711 W PALATINE RD	PALATINE	IL	60067-4806
RESIDENT	715 W PALATINE RD	PALATINE	IL	60067-4806
RESIDENT	737 W PALATINE RD	PALATINE	IL	60067-4867
RESIDENT	741 W PALATINE RD	PALATINE	IL	60067-4867
RESIDENT	743 W PALATINE RD	PALATINE	IL	60067-4867
RESIDENT	745 W PALATINE RD	PALATINE	IL	60067-4867
RESIDENT	749 W PALATINE RD	PALATINE	IL	60067-4867
RESIDENT	753 W PALATINE RD	PALATINE	IL	60067-4867
RESIDENT	801 W PALATINE RD	PALATINE	IL	60067-4809
RESIDENT	802 W PALATINE RD	PALATINE	IL	60067-4810
RESIDENT	886 W PALATINE RD	PALATINE	IL	60067-4810
RESIDENT	898 W PALATINE RD	PALATINE	IL	60067-4810
RESIDENT	20 S PINE ST	PALATINE	IL	60067-6036
RESIDENT	26 S PINE ST	PALATINE	IL	60067-6036
RESIDENT	30 S PINE ST	PALATINE	IL	60067-6036
RESIDENT	31 S PINE ST	PALATINE	IL	60067-6035
RESIDENT	37 S PINE ST	PALATINE	IL	60067-6035
RESIDENT	38 S PINE ST	PALATINE	IL	60067-6036
RESIDENT	44 S PINE ST	PALATINE	IL	60067-6036
RESIDENT	45 S PINE ST	PALATINE	IL	60067-6035
RESIDENT	47 S PINE ST	PALATINE	IL	60067-6035
RESIDENT	50 S PINE ST	PALATINE	IL	60067-6036
RESIDENT	56 S PINE ST	PALATINE	IL	60067-6036
RESIDENT	108 S PINE ST	PALATINE	IL	60067-6038
RESIDENT	109 S PINE ST	PALATINE	IL	60067-6037
RESIDENT	112 S PINE ST	PALATINE	IL	60067-6038
RESIDENT	113 S PINE ST	PALATINE	IL	60067-6037
RESIDENT	118 S PINE ST	PALATINE	IL	60067-6038
RESIDENT	121 S PINE ST	PALATINE	IL	60067-6037
RESIDENT	124 S PINE ST	PALATINE	IL	60067-6038
RESIDENT	125 S PINE ST	PALATINE	IL	60067-6037
RESIDENT	130 S PINE ST	PALATINE	IL	60067-6038
RESIDENT	131 S PINE ST	PALATINE	IL	60067-6037
RESIDENT	136 S PINE ST	PALATINE	IL	60067-6038
RESIDENT	137 S PINE ST	PALATINE	IL	60067-6037
RESIDENT	142 S PINE ST	PALATINE	IL	60067-6038
RESIDENT	145 S PINE ST	PALATINE	IL	60067-6037
RESIDENT	148 S PINE ST	PALATINE	IL	60067-6038
RESIDENT	149 S PINE ST	PALATINE	IL	60067-6037
RESIDENT	28 S QUENTIN RD	PALATINE	IL	60067-5939
RESIDENT	34 S QUENTIN RD	PALATINE	IL	60067-5939

ADDRESSEE (PROPERTY OWNER)	ADDRESS (PROPERTY OWNER)	CITY (PROPERTY OWNER)	STATE (PROPERTY OWNER)	ZIP (PROPERTY OWNER)
RESIDENT	38 S QUENTIN RD	PALATINE	IL	60067-5947
RESIDENT	43 S QUENTIN RD	PALATINE	IL	60067-5938
RESIDENT	49 S QUENTIN RD	PALATINE	IL	60067-5938
RESIDENT	55 S QUENTIN RD	PALATINE	IL	60067-5938
RESIDENT	103 S QUENTIN RD	PALATINE	IL	60067-5940
RESIDENT	109 S QUENTIN RD	PALATINE	IL	60067-5940
RESIDENT	115 S QUENTIN RD	PALATINE	IL	60067-5940
RESIDENT	121 S QUENTIN RD	PALATINE	IL	60067-5940
RESIDENT	124 S QUENTIN RD	PALATINE	IL	60067-5941
RESIDENT	127 S QUENTIN RD	PALATINE	IL	60067-5940
RESIDENT	133 S QUENTIN RD	PALATINE	IL	60067-5940
RESIDENT	139 S QUENTIN RD	PALATINE	IL	60067-5940
RESIDENT	145 S QUENTIN RD	PALATINE	IL	60067-5940
RESIDENT	146 S QUENTIN RD	PALATINE	IL	60067-5977
RESIDENT	150 S QUENTIN RD	PALATINE	IL	60067-5977
RESIDENT	151 S QUENTIN RD	PALATINE	IL	60067-5940
RESIDENT	157 S QUENTIN RD	PALATINE	IL	60067-5940
RESIDENT	55 N ROSE ST	PALATINE	IL	60067-4912
RESIDENT	15 S ROSE ST	PALATINE	IL	60067-6169
RESIDENT	19 S ROSE ST	PALATINE	IL	60067-6169
RESIDENT	215 W SLADE ST	PALATINE	IL	60067-5032
RESIDENT	218 W SLADE ST	PALATINE	IL	60067-5033
RESIDENT	218 W SLADE ST 1	PALATINE	IL	60067-5033
RESIDENT	218 W SLADE ST 2	PALATINE	IL	60067-5033
RESIDENT	220 W SLADE ST	PALATINE	IL	60067-0437
RESIDENT	220 W SLADE ST 1A	PALATINE	IL	60067-0437
RESIDENT	220 W SLADE ST 2	PALATINE	IL	60067-0437
RESIDENT	223 W SLADE ST	PALATINE	IL	60067-5032
RESIDENT	225 W SLADE ST	PALATINE	IL	60067-5058
RESIDENT	225 W SLADE ST 1	PALATINE	IL	60067-5058
RESIDENT	225 W SLADE ST 1E	PALATINE	IL	60067-5058
RESIDENT	225 W SLADE ST 1W	PALATINE	IL	60067-5058
RESIDENT	225 W SLADE ST 2	PALATINE	IL	60067-5058
RESIDENT	225 W SLADE ST 2E	PALATINE	IL	60067-5058
RESIDENT	225 W SLADE ST 2W	PALATINE	IL	60067-5058
RESIDENT	225 W SLADE ST 3	PALATINE	IL	60067-5058
RESIDENT	225 W SLADE ST 4	PALATINE	IL	60067-5058
RESIDENT	237 W SLADE ST	PALATINE	IL	60067-0412
RESIDENT	237 W SLADE ST 1E	PALATINE	IL	60067-5057
RESIDENT	237 W SLADE ST 1W	PALATINE	IL	60067-5057
RESIDENT	237 W SLADE ST 2E	PALATINE	IL	60067-5057
RESIDENT	237 W SLADE ST 2W	PALATINE	IL	60067-5057
RESIDENT	240 W SLADE ST	PALATINE	IL	60067-5052
RESIDENT	242 W SLADE ST	PALATINE	IL	60067-5093
RESIDENT	242 W SLADE ST 1E	PALATINE	IL	60067-5093
RESIDENT	242 W SLADE ST 1W	PALATINE	IL	60067-5093
RESIDENT	242 W SLADE ST 2E	PALATINE	IL	60067-5093
RESIDENT	242 W SLADE ST 2W	PALATINE	IL	60067-5093
RESIDENT	243 W SLADE ST	PALATINE	IL	60067-5032
RESIDENT	248 W SLADE ST	PALATINE	IL	60067-5052
RESIDENT	248 W SLADE ST 1	PALATINE	IL	60067-5052
RESIDENT	248 W SLADE ST 2	PALATINE	IL	60067-5052
RESIDENT	249 W SLADE ST	PALATINE	IL	60067-5032
RESIDENT	254 W SLADE ST	PALATINE	IL	60067-0442
RESIDENT	254 W SLADE ST 2	PALATINE	IL	60067-0442
RESIDENT	254 W SLADE ST 2E	PALATINE	IL	60067-0442
RESIDENT	255 W SLADE ST	PALATINE	IL	60067-5032
RESIDENT	255 W SLADE ST 2	PALATINE	IL	60067-5032
RESIDENT	302 W SLADE ST	PALATINE	IL	60067-4916
RESIDENT	303 W SLADE ST	PALATINE	IL	60067-4915
RESIDENT	308 W SLADE ST	PALATINE	IL	60067-4916
RESIDENT	311 W SLADE ST	PALATINE	IL	60067-4915
RESIDENT	312 W SLADE ST	PALATINE	IL	60067-4916
RESIDENT	315 W SLADE ST	PALATINE	IL	60067-4915
RESIDENT	318 W SLADE ST	PALATINE	IL	60067-4916
RESIDENT	324 W SLADE ST	PALATINE	IL	60067-4916
RESIDENT	332 W SLADE ST	PALATINE	IL	60067-4958
RESIDENT	333 W SLADE ST	PALATINE	IL	60067-4957
RESIDENT	340 W SLADE ST	PALATINE	IL	60067-4958
RESIDENT	343 W SLADE ST	PALATINE	IL	60067-4957
RESIDENT	346 W SLADE ST	PALATINE	IL	60067-4958
RESIDENT	349 W SLADE ST	PALATINE	IL	60067-4957
RESIDENT	350 W SLADE ST	PALATINE	IL	60067-4958
RESIDENT	355 W SLADE ST	PALATINE	IL	60067-4957
RESIDENT	356 W SLADE ST	PALATINE	IL	60067-4958

ADDRESSEE (PROPERTY OWNER)	ADDRESS (PROPERTY OWNER)	CITY (PROPERTY OWNER)	STATE (PROPERTY OWNER)	ZIP (PROPERTY OWNER)
RESIDENT	10 S WALNUT ST	PALATINE	IL	60067-6040
RESIDENT	17 S WALNUT ST	PALATINE	IL	60067-6039
RESIDENT	25 S WALNUT ST	PALATINE	IL	60067-6039
RESIDENT	28 S WALNUT ST	PALATINE	IL	60067-6040
RESIDENT	29 S WALNUT ST	PALATINE	IL	60067-6039
RESIDENT	35 S WALNUT ST	PALATINE	IL	60067-6039
RESIDENT	38 S WALNUT ST	PALATINE	IL	60067-6040
RESIDENT	43 S WALNUT ST	PALATINE	IL	60067-6039
RESIDENT	44 S WALNUT ST	PALATINE	IL	60067-6040
RESIDENT	47 S WALNUT ST	PALATINE	IL	60067-6039
RESIDENT	50 S WALNUT ST	PALATINE	IL	60067-6040
RESIDENT	55 S WALNUT ST	PALATINE	IL	60067-6039
RESIDENT	108 S WALNUT ST	PALATINE	IL	60067-6042
RESIDENT	111 S WALNUT ST	PALATINE	IL	60067-6041
RESIDENT	113 S WALNUT ST	PALATINE	IL	60067-6041
RESIDENT	114 S WALNUT ST	PALATINE	IL	60067-6042
RESIDENT	120 S WALNUT ST	PALATINE	IL	60067-6042
RESIDENT	121 S WALNUT ST	PALATINE	IL	60067-6041
RESIDENT	126 S WALNUT ST	PALATINE	IL	60067-6042
RESIDENT	127 S WALNUT ST	PALATINE	IL	60067-6041
RESIDENT	132 S WALNUT ST	PALATINE	IL	60067-6042
RESIDENT	133 S WALNUT ST	PALATINE	IL	60067-6041
RESIDENT	137 S WALNUT ST	PALATINE	IL	60067-6041
RESIDENT	138 S WALNUT ST	PALATINE	IL	60067-6042
RESIDENT	143 S WALNUT ST	PALATINE	IL	60067-6041
RESIDENT	144 S WALNUT ST	PALATINE	IL	60067-6042
RESIDENT	150 S WALNUT ST	PALATINE	IL	60067-6042
RESIDENT	151 S WALNUT ST	PALATINE	IL	60067-6041
RESIDENT	225 W WASHINGTON CT	PALATINE	IL	60067-6147
RESIDENT	101 N WILSON CT	PALATINE	IL	60067-0907
RESIDENT	104 N WILSON CT	PALATINE	IL	60067-0907
RESIDENT	113 N WILSON CT	PALATINE	IL	60067-0907
RESIDENT	125 N WILSON CT	PALATINE	IL	60067-0907
RESIDENT	137 N WILSON CT	PALATINE	IL	60067-0907
RESIDENT	217 W WILSON ST	PALATINE	IL	60067-5038
RESIDENT	217 W WILSON ST 1	PALATINE	IL	60067-5038
RESIDENT	217 W WILSON ST 2	PALATINE	IL	60067-5038
RESIDENT	223 W WILSON ST	PALATINE	IL	60067-5038
RESIDENT	235 W WILSON ST	PALATINE	IL	60067-5050
RESIDENT	243 W WILSON ST	PALATINE	IL	60067-5050
RESIDENT	251 W WILSON ST	PALATINE	IL	60067-5050
RESIDENT	303 W WILSON ST	PALATINE	IL	60067-4917
RESIDENT	307 W WILSON ST	PALATINE	IL	60067-4917
RESIDENT	311 W WILSON ST	PALATINE	IL	60067-4917
RESIDENT	317 W WILSON ST	PALATINE	IL	60067-4917
RESIDENT	323 W WILSON ST	PALATINE	IL	60067-4917
RESIDENT	335 W WILSON ST	PALATINE	IL	60067-4960
RESIDENT	341 W WILSON ST	PALATINE	IL	60067-4960
RESIDENT	347 W WILSON ST	PALATINE	IL	60067-4960
RESIDENT	351 W WILSON ST	PALATINE	IL	60067-4960
RESIDENT	421 W WILSON ST	PALATINE	IL	60067-4965
RESIDENT	421 W WILSON ST 101	PALATINE	IL	60067-4946
RESIDENT	421 W WILSON ST 102	PALATINE	IL	60067-4946
RESIDENT	421 W WILSON ST 103	PALATINE	IL	60067-4946
RESIDENT	421 W WILSON ST 104	PALATINE	IL	60067-4946
RESIDENT	421 W WILSON ST 105	PALATINE	IL	60067-4946
RESIDENT	421 W WILSON ST 106	PALATINE	IL	60067-4947
RESIDENT	421 W WILSON ST 107	PALATINE	IL	60067-4947
RESIDENT	421 W WILSON ST 201	PALATINE	IL	60067-4947
RESIDENT	421 W WILSON ST 202	PALATINE	IL	60067-4947
RESIDENT	421 W WILSON ST 203	PALATINE	IL	60067-4947
RESIDENT	421 W WILSON ST 204	PALATINE	IL	60067-4947
RESIDENT	421 W WILSON ST 205	PALATINE	IL	60067-4948
RESIDENT	421 W WILSON ST 206	PALATINE	IL	60067-4948
RESIDENT	421 W WILSON ST 207	PALATINE	IL	60067-4948
RESIDENT	421 W WILSON ST 301	PALATINE	IL	60067-4948
RESIDENT	421 W WILSON ST 302	PALATINE	IL	60067-4948
RESIDENT	421 W WILSON ST 303	PALATINE	IL	60067-4973
RESIDENT	421 W WILSON ST 304	PALATINE	IL	60067-4973
RESIDENT	421 W WILSON ST 305	PALATINE	IL	60067-4973
RESIDENT	421 W WILSON ST 306	PALATINE	IL	60067-4973
RESIDENT	421 W WILSON ST 307	PALATINE	IL	60067-4973
RESIDENT	427 W WILSON ST	PALATINE	IL	60067-4966
RESIDENT	427 W WILSON ST 101	PALATINE	IL	60067-4949
RESIDENT	427 W WILSON ST 102	PALATINE	IL	60067-4949

ADDRESSEE (PROPERTY OWNER)	ADDRESS (PROPERTY OWNER)	CITY (PROPERTY OWNER)	STATE (PROPERTY OWNER)	ZIP (PROPERTY OWNER)
RESIDENT	427 W WILSON ST 103	PALATINE	IL	60067-4949
RESIDENT	427 W WILSON ST 104	PALATINE	IL	60067-4950
RESIDENT	427 W WILSON ST 105	PALATINE	IL	60067-4950
RESIDENT	427 W WILSON ST 106	PALATINE	IL	60067-4950
RESIDENT	427 W WILSON ST 107	PALATINE	IL	60067-4950
RESIDENT	427 W WILSON ST 201	PALATINE	IL	60067-4950
RESIDENT	427 W WILSON ST 202	PALATINE	IL	60067-4950
RESIDENT	427 W WILSON ST 203	PALATINE	IL	60067-4951
RESIDENT	427 W WILSON ST 204	PALATINE	IL	60067-4951
RESIDENT	427 W WILSON ST 205	PALATINE	IL	60067-4951
RESIDENT	427 W WILSON ST 206	PALATINE	IL	60067-4951
RESIDENT	427 W WILSON ST 207	PALATINE	IL	60067-4951
RESIDENT	427 W WILSON ST 301	PALATINE	IL	60067-4951
RESIDENT	427 W WILSON ST 302	PALATINE	IL	60067-4952
RESIDENT	427 W WILSON ST 303	PALATINE	IL	60067-4952
RESIDENT	427 W WILSON ST 304	PALATINE	IL	60067-4952
RESIDENT	427 W WILSON ST 305	PALATINE	IL	60067-4952
RESIDENT	427 W WILSON ST 306	PALATINE	IL	60067-4952
RESIDENT	427 W WILSON ST 307	PALATINE	IL	60067-4952
RESIDENT	443 W WILSON ST	PALATINE	IL	60067-4967
RESIDENT	443 W WILSON ST 101	PALATINE	IL	60067-4953
RESIDENT	443 W WILSON ST 102	PALATINE	IL	60067-4953
RESIDENT	443 W WILSON ST 103	PALATINE	IL	60067-4953
RESIDENT	443 W WILSON ST 104	PALATINE	IL	60067-4953
RESIDENT	443 W WILSON ST 105	PALATINE	IL	60067-4953
RESIDENT	443 W WILSON ST 106	PALATINE	IL	60067-4954
RESIDENT	443 W WILSON ST 107	PALATINE	IL	60067-4954
RESIDENT	443 W WILSON ST 108	PALATINE	IL	60067-4954
RESIDENT	443 W WILSON ST 109	PALATINE	IL	60067-4954
RESIDENT	443 W WILSON ST 110	PALATINE	IL	60067-4954
RESIDENT	443 W WILSON ST 111	PALATINE	IL	60067-4954
RESIDENT	443 W WILSON ST 112	PALATINE	IL	60067-4954
RESIDENT	443 W WILSON ST 201	PALATINE	IL	60067-4954
RESIDENT	443 W WILSON ST 202	PALATINE	IL	60067-4954
RESIDENT	443 W WILSON ST 203	PALATINE	IL	60067-4954
RESIDENT	443 W WILSON ST 204	PALATINE	IL	60067-4955
RESIDENT	443 W WILSON ST 205	PALATINE	IL	60067-4955
RESIDENT	443 W WILSON ST 206	PALATINE	IL	60067-4955
RESIDENT	443 W WILSON ST 207	PALATINE	IL	60067-4955
RESIDENT	443 W WILSON ST 208	PALATINE	IL	60067-4955
RESIDENT	443 W WILSON ST 209	PALATINE	IL	60067-4955
RESIDENT	443 W WILSON ST 210	PALATINE	IL	60067-4955
RESIDENT	443 W WILSON ST 211	PALATINE	IL	60067-4955
RESIDENT	443 W WILSON ST 212	PALATINE	IL	60067-4955
RESIDENT	443 W WILSON ST 301	PALATINE	IL	60067-4955
RESIDENT	443 W WILSON ST 302	PALATINE	IL	60067-4956
RESIDENT	443 W WILSON ST 303	PALATINE	IL	60067-4956
RESIDENT	443 W WILSON ST 304	PALATINE	IL	60067-4956
RESIDENT	443 W WILSON ST 305	PALATINE	IL	60067-4956
RESIDENT	443 W WILSON ST 306	PALATINE	IL	60067-4956
RESIDENT	443 W WILSON ST 307	PALATINE	IL	60067-4956
RESIDENT	443 W WILSON ST 308	PALATINE	IL	60067-4956
RESIDENT	443 W WILSON ST 309	PALATINE	IL	60067-4956
RESIDENT	443 W WILSON ST 310	PALATINE	IL	60067-4956
RESIDENT	443 W WILSON ST 311	PALATINE	IL	60067-4967
RESIDENT	443 W WILSON ST 312	PALATINE	IL	60067-4967
RESIDENT	875 W WILSON ST	PALATINE	IL	60067-0914
RESIDENT	877 W WILSON ST	PALATINE	IL	60067-0914
RESIDENT	879 W WILSON ST	PALATINE	IL	60067-0914
RESIDENT	835 W WOOD ST	PALATINE	IL	60067-4870
RESIDENT	849 W WOOD ST	PALATINE	IL	60067-4870
RESIDENT	863 W WOOD ST	PALATINE	IL	60067-4870
RESIDENT	879 W WOOD ST	PALATINE	IL	60067-4870
RESIDENT	145 N WILSON CT	PALATINE	IL	60067-0907
RESIDENT	152 N WILSON CT	PALATINE	IL	60067-0907
RESIDENT	56 N LESLIE LN	PALATINE	IL	60067-4999
RESIDENT	60 N LESLIE LN	PALATINE	IL	60067-4999
RESIDENT	64 N LESLIE LN	PALATINE	IL	60067-4999
RESIDENT	70 N LESLIE LN	PALATINE	IL	60067-4999
RESIDENT	74 N LESLIE LN	PALATINE	IL	60067-4999
RESIDENT	78 N LESLIE LN	PALATINE	IL	60067-4999
RESIDENT	72 N SMITH ST	PALATINE	IL	60067-5047
RESIDENT	48 N SMITH ST	PALATINE	IL	60067-5047
RESIDENT	30 N SMITH ST	PALATINE	IL	60067-5047
RESIDENT	42 N SMITH ST	PALATINE	IL	60067-5047

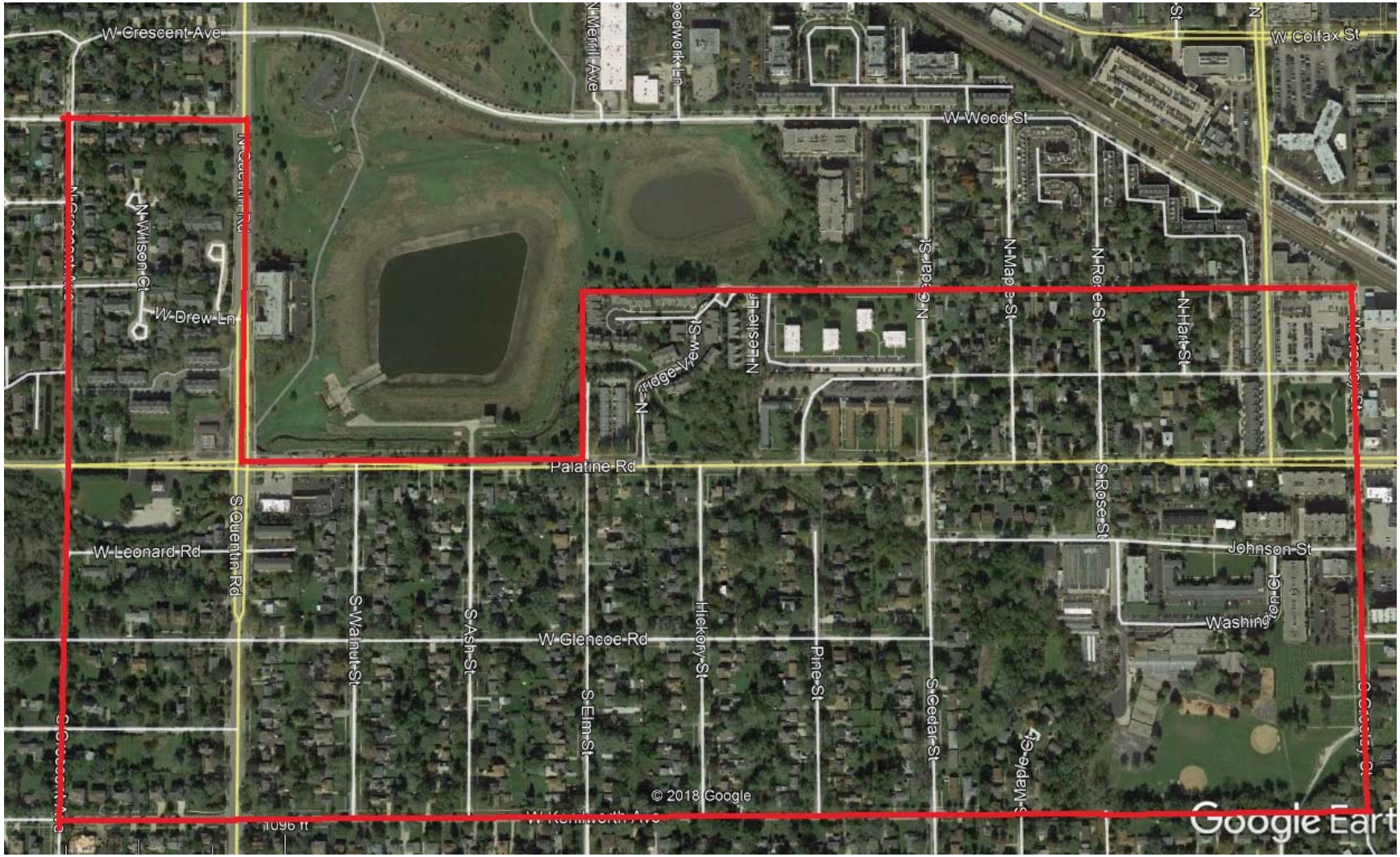
ADDRESSEE (PROPERTY OWNER)	ADDRESS (PROPERTY OWNER)	CITY (PROPERTY OWNER)	STATE (PROPERTY OWNER)	ZIP (PROPERTY OWNER)
RESIDENT	60 N SMITH ST	PALATINE	IL	60067-5047
RESIDENT	24 N SMITH ST	PALATINE	IL	60067-5047
RESIDENT	54 N SMITH ST	PALATINE	IL	60067-5047
RESIDENT	36 N SMITH ST	PALATINE	IL	60067-5047
RESIDENT	66 N SMITH ST	PALATINE	IL	60067-5047
RESIDENT	821 W HILLSIDE ST	PALATINE	IL	60067-5924
RESIDENT	165 N CRESCENT AV	PALATINE	IL	60067
RESIDENT	2 N SMITH ST	PALATINE	IL	60067
RESIDENT	4 N SMITH ST	PALATINE	IL	60067
RESIDENT	6 N SMITH ST	PALATINE	IL	60067
RESIDENT	8 N SMITH ST	PALATINE	IL	60067-5035
RESIDENT	10 N SMITH ST	PALATINE	IL	60067
RESIDENT	12 N SMITH ST	PALATINE	IL	60067
RESIDENT	14 N SMITH ST	PALATINE	IL	60067
RESIDENT	16 N SMITH ST	PALATINE	IL	60067
RESIDENT	18 N SMITH ST	PALATINE	IL	60067-5035
RESIDENT	133 W PALATINE RD	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST	PALATINE	IL	60067
RESIDENT	755 W KRISTEN CT	PALATINE	IL	60067
RESIDENT	756 W KRISTEN CT	PALATINE	IL	60067
RESIDENT	759 W KRISTEN CT	PALATINE	IL	60067
RESIDENT	760 W KRISTEN CT	PALATINE	IL	60067
RESIDENT	763 W KRISTEN CT	PALATINE	IL	60067
RESIDENT	764 W KRISTEN CT	PALATINE	IL	60067
RESIDENT	767 W KRISTEN CT	PALATINE	IL	60067
RESIDENT	768 W KRISTEN CT	PALATINE	IL	60067
RESIDENT	771 W KRISTEN CT	PALATINE	IL	60067
RESIDENT	772 W KRISTEN CT	PALATINE	IL	60067
RESIDENT	34 S WALNUT ST	PALATINE	IL	60067
RESIDENT	245 W JOHNSON ST	PALATINE	IL	60067-6150
RESIDENT	245 W JOHNSON ST 102	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 103	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 104	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 105	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 106	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 107	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 108	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 202	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 203	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 204	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 205	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 206	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 207	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 208	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 302	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 303	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 304	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 305	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 306	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 307	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 308	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 402	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 403	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 404	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 405	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 406	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 407	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 408	PALATINE	IL	60067-6151
RESIDENT	118 N WILSON CT	PALATINE	IL	60067-0907
RESIDENT	133 W PALATINE RD 101	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 102	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 103	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 104	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 105	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 106	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 107	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 108	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 109	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 110	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 111	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 112	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 201	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 202	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 203	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 204	PALATINE	IL	60067

ADDRESSEE (PROPERTY OWNER)	ADDRESS (PROPERTY OWNER)	CITY (PROPERTY OWNER)	STATE (PROPERTY OWNER)	ZIP (PROPERTY OWNER)
RESIDENT	133 W PALATINE RD 205	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 206	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 207	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 208	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 209	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 210	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 211	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 212	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 301	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 302	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 303	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 304	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 305	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 306	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 307	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 308	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 309	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 310	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 311	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 312	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 101	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 102	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 103	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 104	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 105	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 106	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 107	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 108	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 201	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 202	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 203	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 204	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 205	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 206	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 207	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 208	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 301	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 302	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 303	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 304	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 305	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 306	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 307	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 308	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 401	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 402	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 403	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 404	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 405	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 406	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 407	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 408	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 501	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 502	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 503	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 504	PALATINE	IL	60067
RESIDENT	143 S ASH ST	PALATINE	IL	60067
RESIDENT	735 W PALATINE RD	PALATINE	IL	60067-
RESIDENT	806 W GLENCOE RD	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 201	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 202	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 203	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 204	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 205	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 206	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 207	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 208	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 301	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 302	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 303	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 304	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 305	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 306	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 307	PALATINE	IL	60067-

ADDRESSEE (PROPERTY OWNER)	ADDRESS (PROPERTY OWNER)	CITY (PROPERTY OWNER)	STATE (PROPERTY OWNER)	ZIP (PROPERTY OWNER)
RESIDENT	190 W JOHNSON ST 308	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 401	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 402	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 403	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 404	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 405	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 406	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 407	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 408	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 501	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 502	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 503	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 504	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 505	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 506	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 507	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 508	PALATINE	IL	60067-
RESIDENT	820 W KENILWORTH AV	PALATINE	IL	60067-
RESIDENT	54 S GREELEY ST	PALATINE	IL	60067-
RESIDENT	58 S GREELEY ST	PALATINE	IL	60067-
RESIDENT	62 S GREELEY ST	PALATINE	IL	60067-
RESIDENT	66 S GREELEY ST	PALATINE	IL	60067-
RESIDENT	70 S GREELEY ST	PALATINE	IL	60067-
RESIDENT	74 S GREELEY ST	PALATINE	IL	60067-
RESIDENT	78 S GREELEY ST	PALATINE	IL	60067-
RESIDENT	823 W WOOD ST	PALATINE	IL	60067-
RESIDENT	809 W WOOD ST	PALATINE	IL	60067-
RESIDENT	146 N QUENTIN RD	PALATINE	IL	60067-
RESIDENT	140 N QUENTIN RD	PALATINE	IL	60067-
RESIDENT	134 N QUENTIN RD	PALATINE	IL	60067-
RESIDENT	828 W KENILWORTH AV	PALATINE	IL	60067-
RESIDENT	18 S ASH ST	PALATINE	IL	60067-
RESIDENT	830 W GLENCOE RD	PALATINE	IL	60067-
RESIDENT	820 W GLENCOE RD	PALATINE	IL	60067
RESIDENT	15 N ROSE ST	PALATINE	IL	60067-
RESIDENT	11 N ROSE ST	PALATINE	IL	60067-
RESIDENT	7 N ROSE ST	PALATINE	IL	60067-
RESIDENT	882 W KENILWORTH AV	PALATINE	IL	60067
RESIDENT	874 W KENILWORTH AV	PALATINE	IL	60067
RESIDENT	350 W JOHNSON ST	PALATINE	IL	60067
RESIDENT	350 W JOHNSON ST 1	PALATINE	IL	60067
RESIDENT	350 W JOHNSON ST 2	PALATINE	IL	60067
RESIDENT	350 W JOHNSON ST 3	PALATINE	IL	60067
RESIDENT	190 W JOHNSON ST SPK	PALATINE	IL	60067
RESIDENT	739 W PALATINE RD	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 201	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 202	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 203	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 204	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 205	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 206	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 207	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 208	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 209	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 210	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 211	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 212	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 213	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 214	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 215	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 216	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 301	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 302	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 303	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 304	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 305	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 306	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 307	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 308	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 309	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 310	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 311	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 312	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 313	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 314	PALATINE	IL	60067

ADDRESSEE (PROPERTY OWNER)	ADDRESS (PROPERTY OWNER)	CITY (PROPERTY OWNER)	STATE (PROPERTY OWNER)	ZIP (PROPERTY OWNER)
RESIDENT	50 S GREELEY ST 315	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 316	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 401	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 402	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 403	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 404	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 405	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 406	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 407	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 408	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 409	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 410	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 411	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 412	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 413	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 414	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 415	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 416	PALATINE	IL	60067
RESIDENT	890 W CHASE LN	PALATINE	IL	60067
RESIDENT	886 W CHASE LN	PALATINE	IL	60067
RESIDENT	882 W CHASE LN	PALATINE	IL	60067
RESIDENT	878 W CHASE LN	PALATINE	IL	60067
RESIDENT	870 W CHASE LN	PALATINE	IL	60067
RESIDENT	866 W CHASE LN	PALATINE	IL	60067
RESIDENT	862 W CHASE LN	PALATINE	IL	60067
RESIDENT	858 W CHASE LN	PALATINE	IL	60067
RESIDENT	832 W CHASE LN	PALATINE	IL	60067
RESIDENT	828 W CHASE LN	PALATINE	IL	60067
RESIDENT	824 W CHASE LN	PALATINE	IL	60067
RESIDENT	820 W CHASE LN	PALATINE	IL	60067
RESIDENT	816 W CHASE LN	PALATINE	IL	60067
RESIDENT	817 W CHASE LN	PALATINE	IL	60067
RESIDENT	821 W CHASE LN	PALATINE	IL	60067
RESIDENT	825 W CHASE LN	PALATINE	IL	60067
RESIDENT	829 W CHASE LN	PALATINE	IL	60067
RESIDENT	833 W CHASE LN	PALATINE	IL	60067
RESIDENT	843 W CHASE LN	PALATINE	IL	60067
RESIDENT	847 W CHASE LN	PALATINE	IL	60067
RESIDENT	851 W CHASE LN	PALATINE	IL	60067
RESIDENT	855 W CHASE LN	PALATINE	IL	60067
RESIDENT	859 W CHASE LN	PALATINE	IL	60067
RESIDENT	863 W CHASE LN	PALATINE	IL	60067

NOTIFICATION AREA



ATTACHMENT 17

Daily Herald Classifieds

Legals

Posted September 03, 2019

THE VILLAGE OF PALATINE INVITE...

THE VILLAGE OF PALATINE INVITES YOU TO ATTEND AN INFORMATIONAL PUBLIC MEETING FOR THE PALATINE ROAD IMPROVEMENT PROJECT DATE: SEPTEMBER 19, 2019 TIME: 5:00 P.M. TO 7:00 P.M. LOCATION: VILLAGE OF PALATINE VILLAGE HALL COMMUNITY ROOM B - SECOND FLOOR 200 E. WOOD STREET PALATINE, IL 60067 All persons interested in this project are invited to attend an Informational Public Meeting to be held by the Village of Palatine concerning the improvements of Palatine Road from Smith Street to Quentin Road. The informational meeting will be held at the Village of Palatine Village Hall, Community Room B, Palatine, IL 60074. The Public Meeting will be conducted in an informal open house format, with display exhibits available for viewing and discussion with the project team. The purpose of this Public Meeting is to introduce the project, describe the current planning process, review the existing conditions, and gather input and information from the community and public. Input, comments, and questions will be solicited on the project. Written statements will be received at the time of the meeting or can be mailed after the meeting to Matt Barry, Director of Public Works, 148 W. Illinois Avenue, Palatine, IL 60067. Comments and questions are welcome at any time, but to be part of this meeting's record it must be received by the Village on or before October 3, 2019 by 4pm. In compliance with the American with Disabilities Act and other Federal and State Laws, the Public Meeting will be accessible to those with disabilities. If any additional assistance is required, please contact the Village of Palatine Public Works by telephone at (847) 705-5200 or by email at publicworks@palatine.il.us at least five (5) business days prior to the meeting such that any additional arrangements can be made. Published in Daily Herald September 3, 12, 2019 (4531553) , posted 09/03/2019

ATTACHMENT 17

ATTACHMENT 17

THE VILLAGE OF PALATINE
INVITES YOU TO ATTEND AN
INFORMATIONAL PUBLIC MEETING
FOR THE PALATINE ROAD IMPROVEMENT PROJECT
DATE: SEPTEMBER 19, 2019
TIME: 5:00 P.M. TO 7:00 P.M.
LOCATION:
VILLAGE OF PALATINE VILLAGE HALL
COMMUNITY ROOM B – SECOND FLOOR
200 E. WOOD STREET
PALATINE, IL 60067

All persons interested in this project are invited to attend an Informational Public Meeting to be held by the Village of Palatine concerning the improvements of Palatine Road from Smith Street to Quentin Road. The informational meeting will be held at the Village of Palatine Village Hall, Community Room B, Palatine, IL 60074.

The Public Meeting will be conducted in an informal open house format, with display exhibits available for viewing and discussion with the project team. The purpose of this Public Meeting is to introduce the project, describe the current planning process, review the existing conditions, and gather input and information from the community and public. Input, comments, and questions will be solicited on the project. Written statements will be received at the time of the meeting or can be mailed after the meeting to Matt Barry, Director of Public Works, 148 W. Illinois Avenue, Palatine, IL 60067. Comments and questions are welcome at any time, but to be part of this meeting's record it must be received by the Village on or before October 3, 2019 by 4pm.

In compliance with the American with Disabilities Act and other Federal and State Laws, the Public Meeting will be accessible to those with disabilities. If any additional assistance is required, please contact the Village of Palatine Public Works by telephone at (847) 705-5200 or by email at publicworks@palatine.il.us at least five (5) business days prior to the meeting such that any additional arrangements can be made.

Published in Daily Herald September 3, 12, 2019 (4531553)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Daily Herald

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **DAILY HERALD**. That said **DAILY HERALD** is a secular newspaper and has been circulated daily in the Village(s) of Algonquin,Antioch,Arlington Heights,Aurora,North Aurora,Bannockburn, Barrington,Barrington Hills,Lake Barrington,North Barrington,South Barrington,Bartlett,Batavia,Buffalo Grove,Burlington,Campton Hills, Carpentersville,Cary,Crystal Lake,Deerfield,Deer Park,Des Plaines,Elburn, East Dundee,Elgin,South Elgin,Elk Grove Village,Fox Lake, Fox River Grove,Franklin Park,Geneva,Gilberts,Glenview,Grayslake, Green Oaks,Gurnee,Hainesville,Hampshire,Hanover Park,Hawthorn Woods, Highland Park,Highwood,Hoffman Estates,Huntley,Inverness,Island Lake, Kildeer,Lake Bluff,Lake Forest,Lake in the Hills,Lake Villa,Lake Zurich, Libertyville,Lincolnshire,Lindenhurst,Long Grove,Melrose Park,Montgomery, Morton Grove,Mt.Prospect,Mundelein,Niles,Northbrook,Northfield,Northlake, Palatine,Park Ridge,Prospect Heights,River Grove,Riverwoods, Rolling Meadows,Rosemont,Round Lake,Round Lake Beach, Round Lake Heights,Round Lake Park,Schaumburg,Schiller Park,Sleepy Hollow, St. Charles,Streamwood,Sugar Grove,Third Lake,Tower Lakes,Vernon Hills, Volo,Wadsworth,Wauconda,Waukegan,West Dundee,Wheeling,Wildwood, Wilmette

County(ies) of Cook, Kane, Lake, McHenry

and State of Illinois, continuously for more than one year prior to the date of the first publication of the notice hereinafter referred to and is of general circulation throughout said Village(s), County(ies) and State.

I further certify that the DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 09/03/2019, 09/12/2019 in said DAILY HERALD.

IN WITNESS WHEREOF, the undersigned, the said PADDOCK PUBLICATIONS, Inc., has caused this certificate to be signed by, this authorized agent, at Arlington Heights, Illinois.

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY Paula Baltzman
Authorized Agent

Control # 4531553

ATTACHMENT 17

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: October 15, 2019

To: Ms. Gail Artrip
435 S Cedar Street
Palatine, IL 60074
Gail_artrip@yahoo.com

Re: Palatine Road Improvements – Public Comment

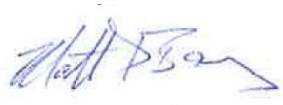
Dear Ms. Artrip,

Thank you for providing your comment regarding the Palatine Road Improvements. As discussed during the Public Information Meeting, we are commencing preliminary engineering activities and identifying the needs of the corridor. Your comment has been included in the formal record. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. During preliminary engineering we will consider your comment, as well as all others received, and discuss with the Village of Palatine, the Illinois Department of Transportation, and the Federal Highway Administration what can be implemented within the scope of the project study.

One of the focal points of the Phase I study is to investigate pedestrian and bicycle accommodations throughout the corridor in the study. Pedestrian crossings as well as accommodation connectivity are to be evaluated.

If you have any questions, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at publicworks@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: October 15, 2019

To: Ms. Laurie Asquith
532 W Bridge View Court
Palatine, IL 60067
ljasquith@yahoo.com

Re: Palatine Road Improvements – Public Comment

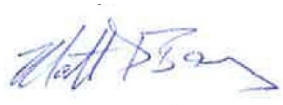
Dear Ms. Asquith,

Thank you for providing your comment regarding the Palatine Road Improvements. As discussed during the Public Information Meeting, we are commencing preliminary engineering activities and identifying the needs of the corridor. Your comment has been included in the formal record. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. During preliminary engineering we will consider your comment, as well as all others received, and discuss with the Village of Palatine, the Illinois Department of Transportation, and the Federal Highway Administration what can be implemented within the scope of the project study.

One of the focal points of the Phase I study is to investigate pedestrian and bicycle accommodations throughout the corridor in the study. Pedestrian crossings as well as accommodation connectivity are to be evaluated.

If you have any questions, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at publicworks@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: October 15, 2019

To: Ms. Trisha Bieletzki
310 W Palatine Road
Palatine, IL 60074
Cookiequeen77@gmail.com

Re: Palatine Road Improvements – Public Comment

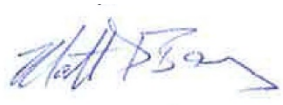
Dear Ms. Bieletzki,

Thank you for providing your comment regarding the Palatine Road Improvements. As discussed during the Public Information Meeting, we are commencing preliminary engineering activities and identifying the needs of the corridor. Your comment has been included in the formal record. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. During preliminary engineering we will consider your comment, as well as all others received, and discuss with the Village of Palatine, the Illinois Department of Transportation, and the Federal Highway Administration what can be implemented within the scope of the project study.

As noted in your comment, the Phase I engineering study is a data collection and evaluation phase. The trees as marked in the field are an inventory of all trees located in the project limits. This is done to identify size, species, and health of each tree. At this time, no existing trees have been identified for removal.

If you have any questions, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at publicworks@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: October 15, 2019

To: Mr. Ron Bieletzki
310 W Palatine Road
Palatine, IL 60074
clipped@inorbit.com

Re: Palatine Road Improvements – Public Comment

Dear Mr. Bieletzki,

Thank you for providing your comment regarding the Palatine Road Improvements. As discussed during the Public Information Meeting, we are commencing preliminary engineering activities and identifying the needs of the corridor. Your comment has been included in the formal record. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. During preliminary engineering we will consider your comment, as well as all others received, and discuss with the Village of Palatine, the Illinois Department of Transportation, and the Federal Highway Administration what can be implemented within the scope of the project study.

As part of this study, we will be coordinating with the utility companies regarding their facilities. Substandard services will be identified and made known to the operating entity.

If you have any questions, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at publicworks@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: October 15, 2019

To: Mr. Steve Breese
716 N Franklin Avenue
Palatine, IL 60074
sbreese@gmail.com

Re: Palatine Road Improvements – Public Comment

Dear Mr. Breese,

Thank you for providing your comment regarding the Palatine Road Improvements. As discussed during the Public Information Meeting, we are commencing preliminary engineering activities and identifying the needs of the corridor. Your comment has been included in the formal record. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. During preliminary engineering we will consider your comment, as well as all others received, and discuss with the Village of Palatine, the Illinois Department of Transportation, and the Federal Highway Administration what can be implemented within the scope of the project study.

One of the focal points of the Phase I study is to investigate pedestrian and bicycle accommodations throughout the corridor in the study. Pedestrian crossings as well as accommodation connectivity are to be evaluated. A pedestrian underpass is not scoped for implementation at this time, however we will look at the feasibility of placing one to determine approximate costs and environmental impacts.

If you have any questions, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at publicworks@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,

Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: October 15, 2019

To: Mr. Tom Brookbank
567 W Bridge View Court
Palatine, IL 60067
tom.brookbank@comcast.net

Re: Palatine Road Improvements – Public Comment

Dear Mr. Brookbank,

Thank you for providing your comment regarding the Palatine Road Improvements. As discussed during the Public Information Meeting, we are commencing preliminary engineering activities and identifying the needs of the corridor. Your comment has been included in the formal record. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. During preliminary engineering we will consider your comment, as well as all others received, and discuss with the Village of Palatine, the Illinois Department of Transportation, and the Federal Highway Administration what can be implemented within the scope of the project study.

One aspect of the improvements will be evaluating turning movements from Palatine Road to side streets. If they do not meet Illinois Department of Transportation (IDOT) standards, the radius of the curb returns will be increased.

If you have any questions, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at publicworks@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,

Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: October 15, 2019

To: Mr. Barry Brotine
327 Palatine Road
Palatine, IL 60074
bbrotine@gmail.com

Re: Palatine Road Improvements – Public Comment

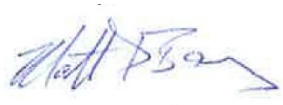
Dear Mr. Brotine,

Thank you for providing your comment regarding the Palatine Road Improvements. As discussed during the Public Information Meeting, we are commencing preliminary engineering activities and identifying the needs of the corridor. Your comment has been included in the formal record. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. During preliminary engineering we will consider your comment, as well as all others received, and discuss with the Village of Palatine, the Illinois Department of Transportation, and the Federal Highway Administration what can be implemented within the scope of the project study.

As part of the Phase I study, all in-pavement structures throughout the project limits will be evaluated. Construction will not occur for several years, if the project is approved. You may contact the Public Works Department for immediate attention on the structure is required.

If you have any questions, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at publicworks@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: October 15, 2019

To: Ms. Mary Evensen
549 W Palatine Road
Palatine, IL 60074

Re: Palatine Road Improvements – Public Comment

Dear Ms. Evensen,

Thank you for providing your comment regarding the Palatine Road Improvements. As discussed during the Public Information Meeting, we are commencing preliminary engineering activities and identifying the needs of the corridor. Your comment has been included in the formal record. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. During preliminary engineering we will consider your comment, as well as all others received, and discuss with the Village of Palatine, the Illinois Department of Transportation, and the Federal Highway Administration what can be implemented within the scope of the project study.

One of the focal points of the Phase I study is to investigate pedestrian and bicycle accommodations throughout the corridor in the study. Pedestrian crossings as well as accommodation connectivity are to be evaluated for safety and improved where possible.

At this time, we have not identified any trees for removal, nor have any properties been identified for land required to construct the improvements. As the study progresses, the Village will follow all State and Federal procedures for notification.

If you have any questions, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at publicworks@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,

Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: October 15, 2019

To: Mr. Richard Foltz
25 S Hickory Street
Palatine, IL 60074
Richard.Foltz@att.net

Re: Palatine Road Improvements – Public Comment

Dear Mr. Foltz,

Thank you for providing your comment regarding the Palatine Road Improvements. As discussed during the Public Information Meeting, we are commencing preliminary engineering activities and identifying the needs of the corridor. Your comment has been included in the formal record. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. During preliminary engineering we will consider your comment, as well as all others received, and discuss with the Village of Palatine, the Illinois Department of Transportation, and the Federal Highway Administration what can be implemented within the scope of the project study.

We are currently evaluating the geometric requirements for Palatine Road. As such, if a 3-lane section is the preferred alternative, pedestrian accommodations and safety will be looked at in detail.

If you have any questions, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at publicworks@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: October 15, 2019

To: Mr. Albert Lee
142 N Rose Street
Palatine, IL 60067
Albert123@gmail.com

Re: Palatine Road Improvements – Public Comment

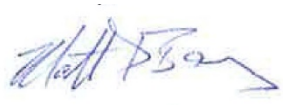
Dear Mr. Lee,

Thank you for providing your comment regarding the Palatine Road Improvements. As discussed during the Public Information Meeting, we are commencing preliminary engineering activities and identifying the needs of the corridor. Your comment has been included in the formal record. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. During preliminary engineering we will consider your comment, as well as all others received, and discuss with the Village of Palatine, the Illinois Department of Transportation, and the Federal Highway Administration what can be implemented within the scope of the project study.

One of the focal points of the Phase I study is to investigate pedestrian and bicycle accommodations throughout the corridor in the study. Pedestrian crossings as well as accommodation connectivity are to be evaluated.

If you have any questions, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at publicworks@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: October 15, 2019

To: Mr. Bill Lehman
Lehmanb99@yahoo.com

Re: Palatine Road Improvements – Public Comment

Dear Mr. Lehman,

Thank you for providing your comment regarding the Palatine Road Improvements. As discussed during the Public Information Meeting, we are commencing preliminary engineering activities and identifying the needs of the corridor. Your comment has been included in the formal record. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. During preliminary engineering we will consider your comment, as well as all others received, and discuss with the Village of Palatine, the Illinois Department of Transportation, and the Federal Highway Administration what can be implemented within the scope of the project study.

The Phase I engineering study is a data collection and evaluation phase. As part of the evaluation, traffic data is gathered and the existing and future conditions are modeled. These models assist in the development of the roadway geometric alternatives which are compared for safety, traffic flow, environmental impacts, right of way impacts as well as several others. A 3-lane section has not been identified as the preferred alternative at this time. Whichever alternative is selected will carefully examine the traffic flow, pedestrian safety, and minimizing impacts to the surrounding properties.

If you have any questions, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at publicworks@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: October 15, 2019

To: Ms. Dianna Lopez
817 W Drew Lane
Palatine, IL 60067

Re: Palatine Road Improvements – Public Comment

Dear Ms. Lopez,

Thank you for providing your comment regarding the Palatine Road Improvements. As discussed during the Public Information Meeting, we are commencing preliminary engineering activities and identifying the needs of the corridor. Your comment has been included in the formal record. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. During preliminary engineering we will consider your comment, as well as all others received, and discuss with the Village of Palatine, the Illinois Department of Transportation, and the Federal Highway Administration what can be implemented within the scope of the project study.

As part of the study, improving the roadway and intersections to reduce cut-through traffic will be evaluated. We will also be studying the intersection with Quentin Road to determine if a dedicated right-turn lane at any or all intersection quadrants are required.

If you have any questions, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at publicworks@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,

Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: October 15, 2019

To: Mr. Tom Lucas
4155 N Victoria
Hoffman Estates, IL 60192
treasurer@bikepalatine.com

Re: Palatine Road Improvements – Public Comment

Dear Mr. Lucas,

Thank you for providing your comment regarding the Palatine Road Improvements. As discussed during the Public Information Meeting, we are commencing preliminary engineering activities and identifying the needs of the corridor. Your comment has been included in the formal record. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. During preliminary engineering we will consider your comment, as well as all others received, and discuss with the Village of Palatine, the Illinois Department of Transportation, and the Federal Highway Administration what can be implemented within the scope of the project study.

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If you have any questions, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at publicworks@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,

Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: October 15, 2019

To: Ms. Jennifer Lutterbach
2 N Smith Street
Palatine, IL 60074
jalutterbach@gmail.com

Re: Palatine Road Improvements – Public Comment

Dear Ms. Lutterbach,

Thank you for providing your comment regarding the Palatine Road Improvements. As discussed during the Public Information Meeting, we are commencing preliminary engineering activities and identifying the needs of the corridor. Your comment has been included in the formal record. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. During preliminary engineering we will consider your comment, as well as all others received, and discuss with the Village of Palatine, the Illinois Department of Transportation, and the Federal Highway Administration what can be implemented within the scope of the project study.

The Phase I engineering study is a data collection, planning and evaluation phase. As part of the evaluation, traffic data is gathered and the existing and future conditions are modeled. These models assist in the development of the roadway geometric alternatives which are compared for safety, traffic flow, environmental impacts, right of way impacts as well as several other design elements.

At this time there has been no decision regarding the preferred alternative and any potential land acquisition has yet to be determined. We are anticipating a fall 2020 timeframe for presenting the proposed improvements to the public.

If you have any questions, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at publicworks@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: October 15, 2019

To: Mr. Wayne Mikes
155 N Northwest Highway
Palatine, IL 60067
wmikesbikes@aol.com

Re: Palatine Road Improvements – Public Comment

Dear Mr. Mikes,

Thank you for providing your comment regarding the Palatine Road Improvements. As discussed during the Public Information Meeting, we are commencing preliminary engineering activities and identifying the needs of the corridor. Your comment has been included in the formal record. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. During preliminary engineering we will consider your comment, as well as all others received, and discuss with the Village of Palatine, the Illinois Department of Transportation, and the Federal Highway Administration what can be implemented within the scope of the project study.

One of the focal points of the Phase I study is to investigate pedestrian and bicycle accommodations throughout the corridor in the study. Pedestrian crossings as well as accommodation connectivity are to be evaluated.

If you have any questions, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at publicworks@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,

Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: October 15, 2019

To: Ms. Sue Montgomery
272 W Hamilton Drive
Palatine, IL 60074
Suemont123@gmail.com

Re: Palatine Road Improvements – Public Comment

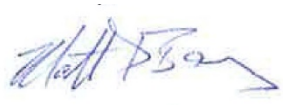
Dear Ms. Montgomery,

Thank you for providing your comment regarding the Palatine Road Improvements. As discussed during the Public Information Meeting, we are commencing preliminary engineering activities and identifying the needs of the corridor. Your comment has been included in the formal record. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. During preliminary engineering we will consider your comment, as well as all others received, and discuss with the Village of Palatine, the Illinois Department of Transportation, and the Federal Highway Administration what can be implemented within the scope of the project study.

One of the focal points of the Phase I study is to investigate pedestrian and bicycle accommodations throughout the corridor in the study. Pedestrian crossings as well as accommodation connectivity are to be evaluated for safety and connectivity.

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Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: October 15, 2019

To: Mr. Joe Palarz
38 S Pine Street
Palatine, IL 60074
Joepost14@msn.com

Re: Palatine Road Improvements – Public Comment

Dear Mr. Palarz,

Thank you for providing your comment regarding the Palatine Road Improvements. As discussed during the Public Information Meeting, we are commencing preliminary engineering activities and identifying the needs of the corridor. Your comment has been included in the formal record. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. During preliminary engineering we will consider your comment, as well as all others received, and discuss with the Village of Palatine, the Illinois Department of Transportation, and the Federal Highway Administration what can be implemented within the scope of the project study.

The preliminary engineering study we are conducting includes a complete drainage and stormwater study. The study will review historic flooding models will be developed to improve the drainage and reduce the potential for flooding within the project.

At this time there has been no decision regarding the preferred alternative and any potential land acquisition has yet to be determined. We are anticipating a fall 2020 timeframe for presenting the proposed improvements to the public.

If you have any questions, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at publicworks@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: October 15, 2019

To: Mr. Bob Riley
Bob.riley2001@outlook.com

Re: Palatine Road Improvements – Public Comment

Dear Mr. Riley,

Thank you for providing your comment regarding the Palatine Road Improvements. As discussed during the Public Information Meeting, we are commencing preliminary engineering activities and identifying the needs of the corridor. Your comment has been included in the formal record. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. During preliminary engineering we will consider your comment, as well as all others received, and discuss with the Village of Palatine, the Illinois Department of Transportation, and the Federal Highway Administration what can be implemented within the scope of the project study.

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Sincerely,

Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: October 15, 2019

To: Mr. Rom Rochfort
311 W Palatine Road
Palatine, IL 60074
tom.rochfort@ul.com

Re: Palatine Road Improvements – Public Comment

Dear Mr. Rochfort,

Thank you for providing your comment regarding the Palatine Road Improvements. As discussed during the Public Information Meeting, we are commencing preliminary engineering activities and identifying the needs of the corridor. Your comment has been included in the formal record. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. During preliminary engineering we will consider your comment, as well as all others received, and discuss with the Village of Palatine, the Illinois Department of Transportation, and the Federal Highway Administration what can be implemented within the scope of the project study.

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Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: October 15, 2019

To: Mr. Mark Rozema
Volare080@att.net

Re: Palatine Road Improvements – Public Comment

Dear Mr. Rozema,

Thank you for providing your comment regarding the Palatine Road Improvements. As discussed during the Public Information Meeting, we are commencing preliminary engineering activities and identifying the needs of the corridor. Your comment has been included in the formal record. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. During preliminary engineering we will consider your comment, as well as all others received, and discuss with the Village of Palatine, the Illinois Department of Transportation, and the Federal Highway Administration what can be implemented within the scope of the project study.

As part of the study, improving the roadway and intersections to reduce cut-through traffic will be evaluated. We will also be studying the intersection with Quentin Road to determine if a dedicated right-turn lane at any or all intersection quadrants are required.

If you have any questions, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at publicworks@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: October 15, 2019

To: Mr. Alexander Rusin
243 W Palatine Road
Palatine, IL 60067
alexanderdrusin@gmail.com

Re: Palatine Road Improvements – Public Comment

Dear Mr. Rusin,

Thank you for providing your comment regarding the Palatine Road Improvements. As discussed during the Public Information Meeting, we are commencing preliminary engineering activities and identifying the needs of the corridor. Your comment has been included in the formal record. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. During preliminary engineering we will consider your comment, as well as all others received, and discuss with the Village of Palatine, the Illinois Department of Transportation, and the Federal Highway Administration what can be implemented within the scope of the project study.

In regards to your comment about desire to plant some trees within the parkway in front of your house; as I stated in my email to you on September 9th, planting trees within the parkway would require a permit from the Illinois Department of Transportation (IDOT) as Palatine Road is an unmarked IDOT state highway and is under their jurisdiction.

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Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: October 15, 2019

To: Ms. Lauren Smith
302 W Palatine Road
Palatine, IL 60074

Re: Palatine Road Improvements – Public Comment

Dear Ms. Smith,

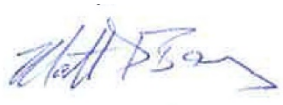
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Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: October 15, 2019

To: Mr. Sam Thomas
24 Hickory Street
Palatine, IL 60074
Samthom1@gmail.com

Re: Palatine Road Improvements – Public Comment

Dear Mr. Thomas,

Thank you for providing your comment regarding the Palatine Road Improvements. As discussed during the Public Information Meeting, we are commencing preliminary engineering activities and identifying the needs of the corridor. Your comment has been included in the formal record. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. During preliminary engineering we will consider your comment, as well as all others received, and discuss with the Village of Palatine, the Illinois Department of Transportation, and the Federal Highway Administration what can be implemented within the scope of the project study.

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Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: October 15, 2019

To: Ms. Duane Tompkins
5 S Elm Street
Palatine, IL 60074
archer1867@aol.com

Re: Palatine Road Improvements – Public Comment

Dear Ms. Tompkins,

Thank you for providing your comment regarding the Palatine Road Improvements. As discussed during the Public Information Meeting, we are commencing preliminary engineering activities and identifying the needs of the corridor. Your comment has been included in the formal record. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. During preliminary engineering we will consider your comment, as well as all others received, and discuss with the Village of Palatine, the Illinois Department of Transportation, and the Federal Highway Administration what can be implemented within the scope of the project study.

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Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: October 15, 2019

To: Ms. Sherrill Voegel
50 S. Greely Street
Unit #304
Palatine, IL 60074
sherrillvoegel@gmail.com

Re: Palatine Road Improvements – Public Comment

Dear Ms. Voegel,

Thank you for providing your comment regarding the Palatine Road Improvements. As discussed during the Public Information Meeting, we are commencing preliminary engineering activities and identifying the needs of the corridor. Your comment has been included in the formal record. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. During preliminary engineering we will consider your comment, as well as all others received, and discuss with the Village of Palatine, the Illinois Department of Transportation, and the Federal Highway Administration what can be implemented within the scope of the project study.

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Sincerely,

Matt Barry, P.E.
Public Works Director

Contact Information

Dan Bruckelmeyer, P.E.

BLA PROJECT MANAGER

630-438-6400

dbruckelmeyer@bla-inc.com

Matt Barry
Director of Public Works
847-705-5200
mbarry@palatine.il.us

George Ruppert
Village Engineer
847-705-5200
gruppert@palatine.il.us

VILLAGE OF PALATINE

200 East Wood Street Palatine, Illinois 60067

Palatine Road

Improvements

Smith Street to Quentin Road

PROJECT INTRODUCTION AND SCOPING MEETING

September 19, 2019

5:00PM - 7:00PM

Village Hall
Community Meeting Room B
200 E. Wood Street - Palatine, IL 60067

VILLAGE OF PALATINE

ATTACHMENT 17

Palatine Road Improvements

PURPOSE OF THE MEETING

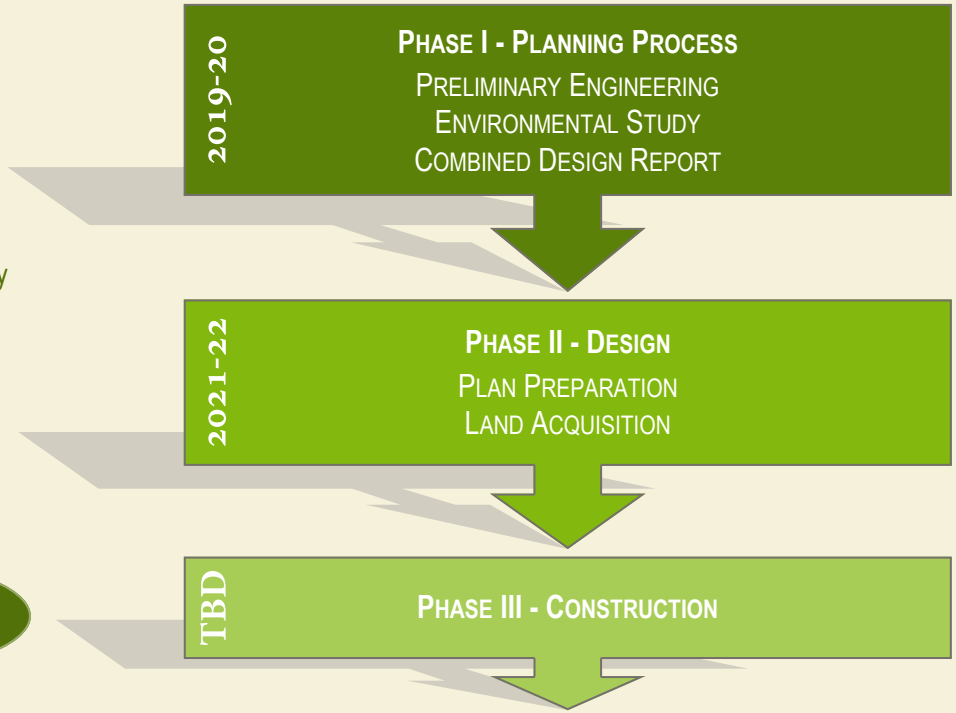
The purpose of this public meeting is to introduce the project, describe the current planning process, review the existing conditions and gather input and information from the community and public. Your comments are important to the project process. We are seeking your input on the data gathered, desired improvements and identification of areas of potential concern.

PROJECT PLANNING PROCESS

- The planning process is based on guidelines prescribed by the Federal Highway Administration which follows the National Environmental Policy Act.
- It includes detailed studies and project coordination to develop a preferred plan that meets the project Purpose and Need.
- An environmental document will be prepared.



TIMELINE



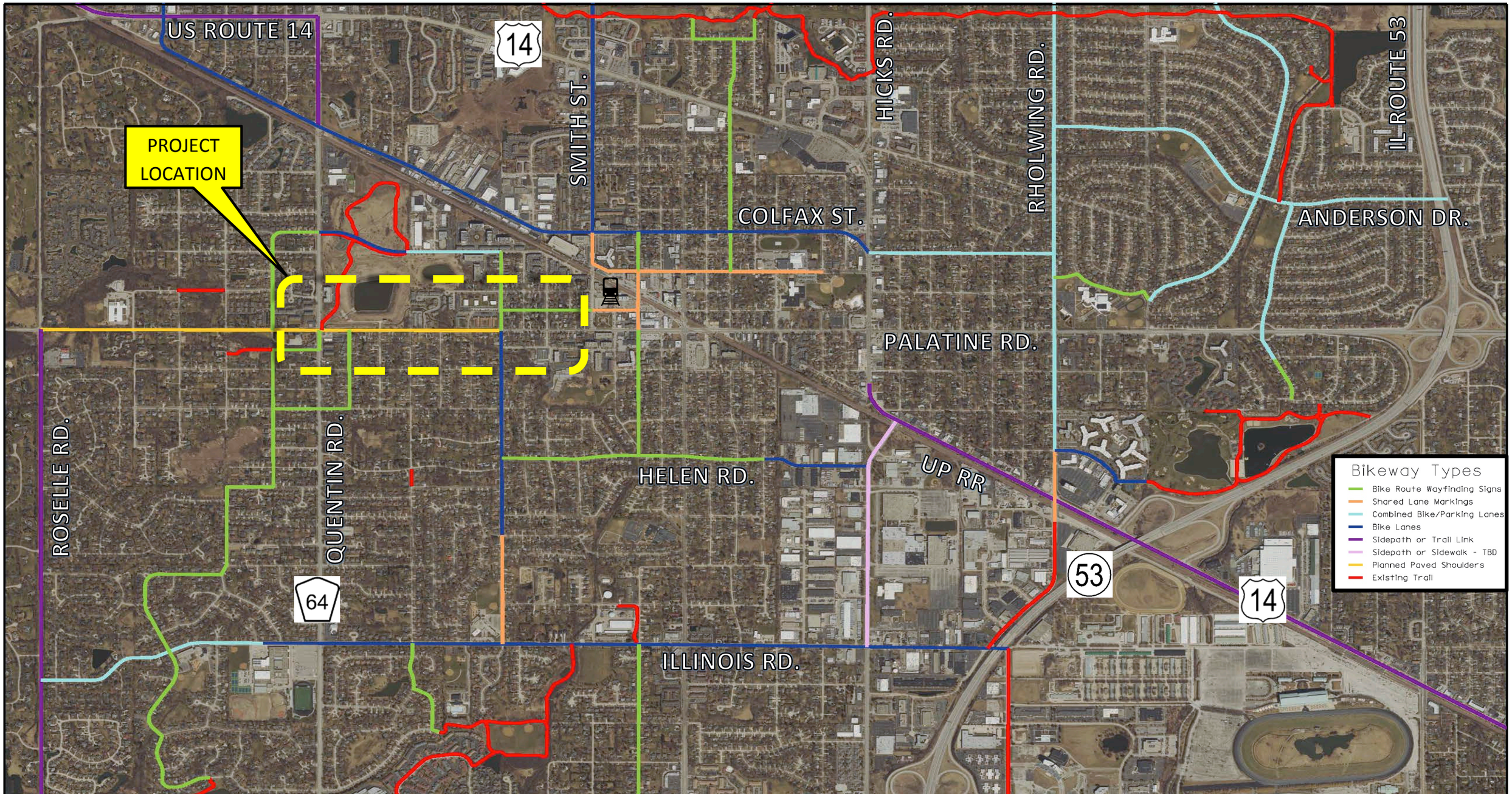
PROJECT CONSTRUCTION DEPENDS ON FUNDING

PUBLIC INPUT

The Village of Palatine is looking to gather input and information from the community and public. Comments and questions are welcome at any time, but must be received by the Village on or before **October 3, 2019** by close of business to be part of the project record.

Written comments and questions can be submitted during the meeting, mailed to the Village at the address on the backside of this brochure to the attention of Mr. Matt Barry, Palatine's Director of Public Works, or emailed to mbarry@palatine.il.us.

ATTACHMENT 17



VILLAGE OF PALATINE Est. 1866

PALATINE ROAD IMPROVEMENT BIKEWAY MAP

Palatine, Illinois

Source (Village of Palatine Bicycle Transportation Plan & Palatine Park District Parks and Trails)

N

NOT TO SCALE

ATTACHMENT 17

LEGEND

●	CRASH TYPE: RIGHT ANGLE/TURNING	17
●	CRASH TYPE: REAR END	60
●	CRASH TYPE: SIDESWIPE	2
●	CRASH TYPE: HEAD–ON	1
●	CRASH TYPE: PARKED VEHICLE	1
●	CRASH TYPE: FIXED OBJECT	1
	TOTAL CRASHES	82
ⓘ	TOTAL CRASHES WITH INJURIES	7

QUENTIN RD.

PROJECT LOCATION

BRIDGE VIEW ST.

UP RR

ROSE ST.

SMITH ST.

PALATINE RD.

- 7
- 2
- 1
- 2
- 1
- 1
- 1
- 2
- 6
- 8

ROSELLE RD.

WALNUT ST.

ASH ST.

ELM ST.

HICKORY ST.

CEDAR ST.

- 6
- 24
- 2
- 1
- 1
- 3
- 1
- 4
- 2
- 5
- 1
- 1

64

PALATINE ROAD IMPROVEMENT

Palatine, Illinois

VEHICLE CRASH DIAGRAM

(Crash Data from 2014-2018, Source: Palatine PD)

N

NOT TO SCALE

ATTACHMENT 17

ROSELLE RD.

QUENTIN RD.

SMITH ST.

UP RR

PALATINE RD.

PROJECT LOCATION

64

Legend

- Waterways
- Special Flood Hazard Areas (FEMA Flood Insurance Rate Map, 2008)
- Floodplain (FEMA Flood Insurance Rate Map, 2008)
- Wetlands (National Wetland Inventory, July 2019)
- Wetlands (Weaver Consultants Group, May 2019)

VILLAGE OF PALATINE Est. 1866

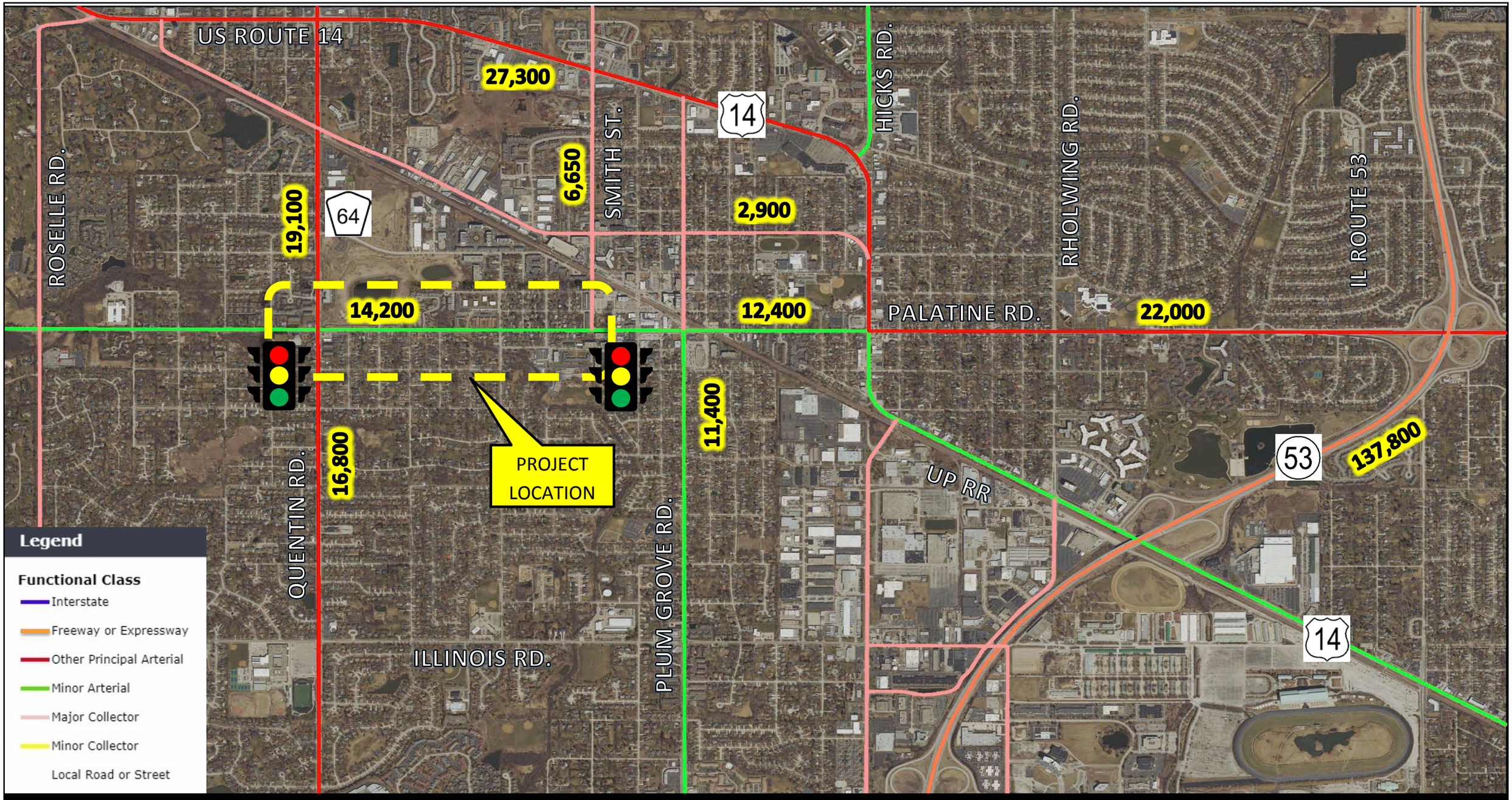
PALATINE ROAD IMPROVEMENT ENVIRONMENTAL RESOURCES

Palatine, Illinois

N

NOT TO SCALE

ATTACHMENT 17



VILLAGE OF PALATINE Est. 1866

PALATINE ROAD IMPROVEMENT

Palatine, Illinois

ROAD CLASSIFICATION WITH 2019 AVERAGE DAILY TRAFFIC

N

NOT TO SCALE

ATTACHMENT 17

PROJECT LOCATION

QUENTIN RD.

PALATINE RD.

COLFAX ST.

SMITH ST.

PLUM GROVE RD.

Land Use

- Business
- Cemetery
- Industrial
- Institutional
- Mixed-Use
- Multi-Family Residential
- Office
- Office/Research
- Open Space/Wetland
- Outlot
- Parks/Recreation
- Public/School
- Retail
- Single-Family Attached
- Single-Family Residential
- Transportation/Utility
- Vacant

VILLAGE OF PALATINE Est. 1866

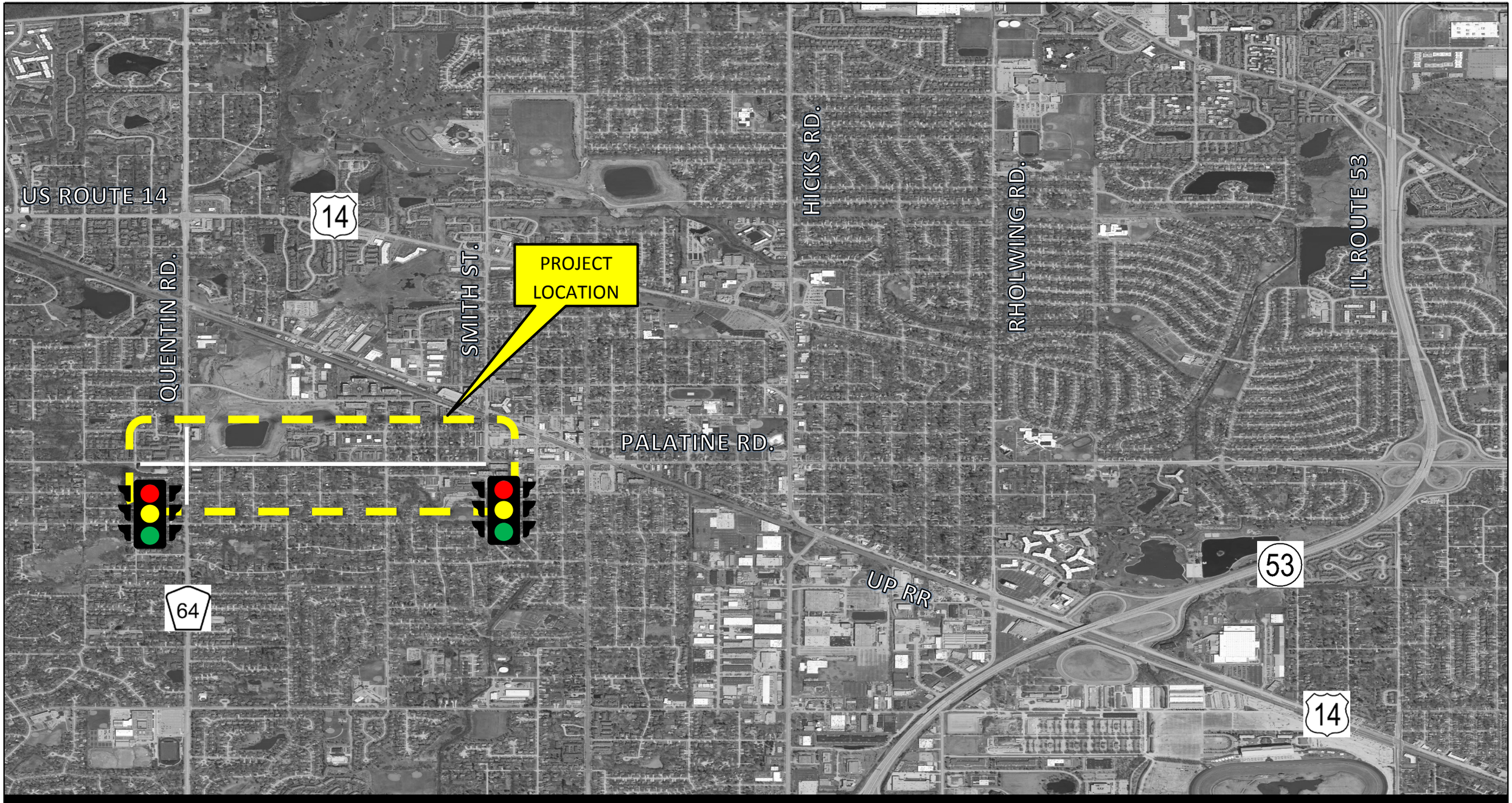
PALATINE ROAD IMPROVEMENT ADJACENT LAND USE MAP

Palatine, Illinois

N

NOT TO SCALE

ATTACHMENT 17



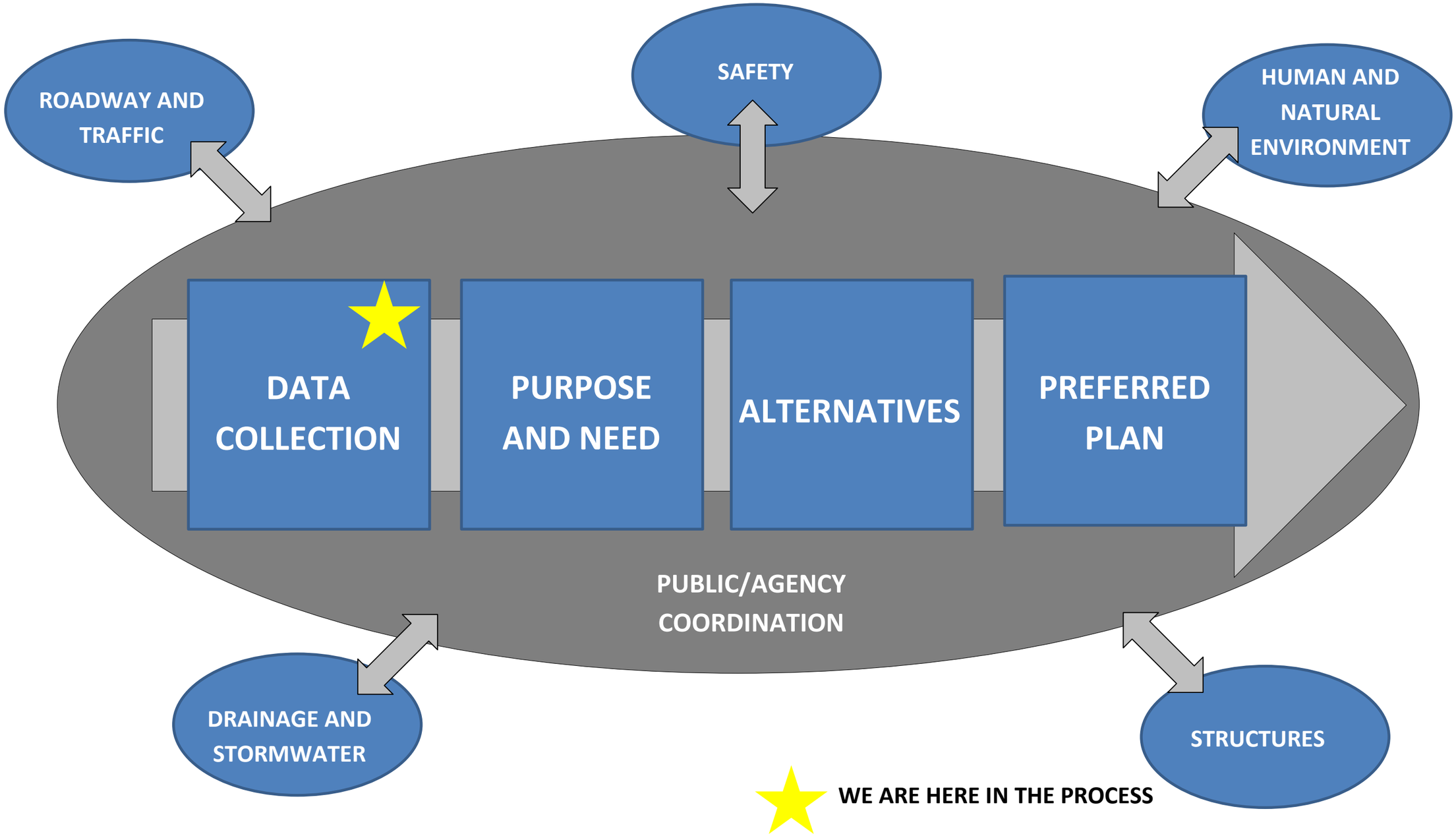
PALATINE ROAD IMPROVEMENT PROJECT LOCATION

Palatine, Illinois

N

NOT TO SCALE

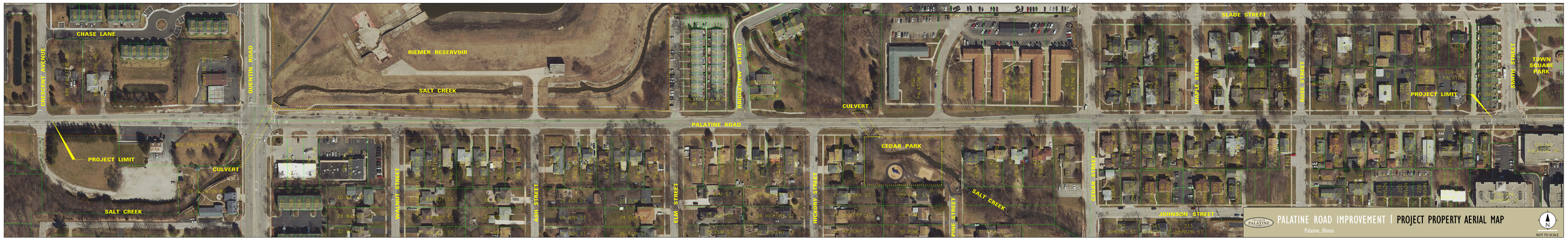
ATTACHMENT 17



PALATINE ROAD IMPROVEMENT PROJECT PROCESS

Palatine, Illinois

ATTACHMENT 17


CHASE LANE
CRESCENT AVENUE
QUENTIN ROAD
RIEMER RESERVOIR
SALT CREEK
MEADOW DRIVE
CULVERT
PALATINE ROAD
SLADE STREET
MAPLE STREET
ROSE STREET
PROJECT LIMIT
SMITH STREET
TOWN SQUARE PARK
PROJECT LIMIT
CULVERT
SALT CREEK
WALNUT STREET
ASH STREET
ELM STREET
HICKORY STREET
CEDAR PARK
PINE STREET
SALT CREEK
CEDAR STREET
JOHNSON STREET
PALATINE ROAD IMPROVEMENT | PROJECT PROPERTY AERIAL MAP
Palatine, Illinois
N
NOT TO SCALE

Introduction

Solicit public input on issues and concerns the project should address

We Are Here

Purpose & Need

Establish why the project is needed

Alternatives

Identify and consider alternatives that address the project's Purpose & Need

Screening

Review alternatives to determine if they are reasonable and feasible considering human & natural environmental, engineering, and cost

Draft Project Development Report (PDR)

Documents affected environment, range or alternatives and analysis of the impacts

Final PDR

Announce Proposed Action based on comments received on Draft PDR

Public Involvement



Public Information Meeting
(September 2019)



Public Information Meeting
(Summer/Fall 2020)

VILLAGE OF PALATINE Est. 1866

PALATINE ROAD IMPROVEMENT PUBLIC INVOLVEMENT TIMELINE

Palatine, Illinois

ATTACHMENT 17

QUENTIN RD.

UP RR

SMITH ST.

ST. THERESA SCHOOL

IMMANUEL LUTHERAN SCHOOL

PALATINE FIRE DEPARTMENT

SONRISE SCHOOL

GRAY SANBORN ELEMNTARY SCHOOL

PALATINE RD.

PROJECT LOCATION

STUART PADDOCK SCHOOL

NORTHWEST COMMUNITY HOSPITAL
4.6 MILES SOUTHEAST

64

VILLAGE OF PALATINE Est. 1866

PALATINE ROAD IMPROVEMENT PUBLIC RESOURCES

Palatine, Illinois

N

NOT TO SCALE

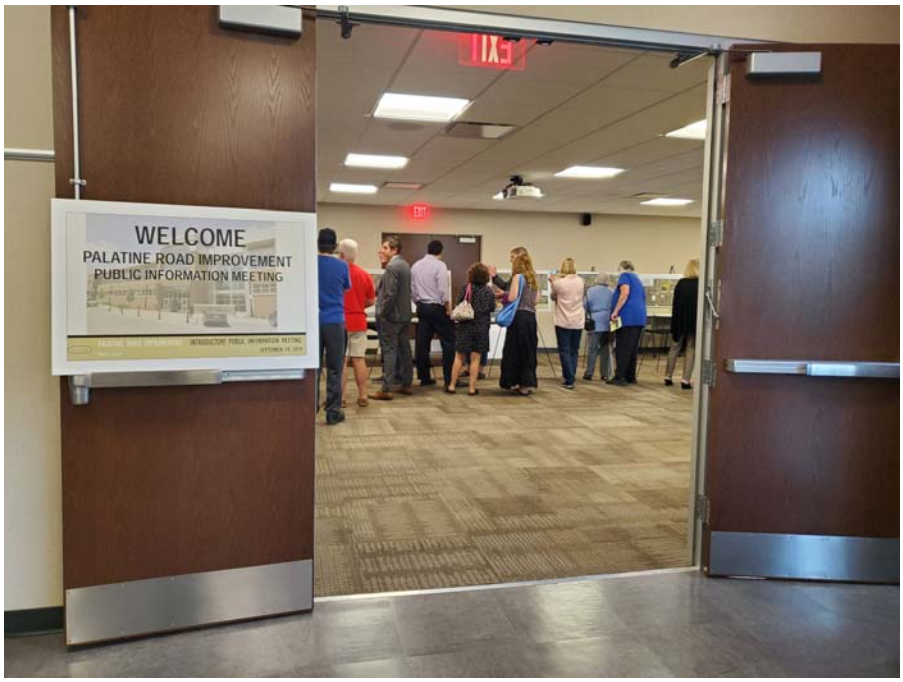
ATTACHMENT 17

PALATINE ROAD

PUBLIC INFORMATION MEETING #1 SUMMARY

PHOTOGRAPH LOG

Village of Palatine Village Hall
September 19, 2019
5:00-7:00 P.M.






EXIT


EXIT


EXIT


EXIT

PALATINE ROAD

PHASE I STUDY

PUBLIC INFORMATION MEETING #2 SUMMARY

Village of Palatine Village Hall
September 16, 2021
5:00-7:00 P.M.

Public Meeting Summary

The second Public Information Meeting for the Palatine Road project was held on Thursday, September 16, 2021 at the Village of Palatine Village Hall – 200 E. Wood Street, Palatine, Illinois from 5:00 P.M. to 7:00 P.M. The meeting was an open house format with large-scale exhibits set up on display; a separate comment area for attendees to provide comments, questions, and concerns were provided.

Representatives from the Village of Palatine and BLA, Inc. were available to discuss the project and answer questions.

Letters were mailed to approximately **1,100** stakeholders, **19** representatives from Local Agencies, and **10** Officials on August 23, 2021. An advertisement for the public meeting was published twice in the local newspaper:

- **Daily Herald – August 26, 2021 and September 9, 2021**

The meeting was attended by 33 people. Fifty-eight (58) comments via comment form or email were received by attendees prior to the closure of Public Comment on October 8, 2021.

The following Agencies were represented:

- **Chicago Metropolitan Water Reclamation District**
- **Illinois Department of Transportation**

The following Municipalities were represented:

- **Village of Palatine**

Other Organizations represented include:

- **Palatine Bike Club**

The fifty-eight (58) comments submitted via comment form or email covered a variety of topics including:

ATTACHMENT 17

- **Support for Project**
- **Benefits**
- **Trees**
- **Drainage Concerns**
- **Need for Project**
- **Neighborhood Impacts**
- **Opposition to Project**
- **Pedestrian/Bicycle Connectivity**
- **Pedestrian/Bicycle Crossing close to Paddock School**
- **Safety/Speeding**
- **Increase in Traffic**
- **ROW/Property Loss**

Of the comments received:

Support Project	Opposed to Project	Expressed Concerns	General Comment
7	22	13	16

Of the received comments expressing concerns or opposition to the project, the majority of the residents were concerned with the pedestrian/bicycle traffic crossings and connectivity throughout the corridor. The other main concern was regarding traffic along Palatine Road and the perception of the addition of traffic along Palatine Road due to an improvement and the loss of the residential feel

A log of all attendees at the meeting as well as a log of all comment forms, exhibits, brochures, presentations, and all other distributed items is attached as part of this summary.

Sincerely,

BLA, INC.



Matt Cesario, P.E.
Project Manager

Attachments:

- **Attachment 1: Sign-In Sheets**
- **Attachment 2: Received Written or Emailed Comments**
- **Attachment 3: Mailed Invitation Letter, Recipients, and Notification Area**
- **Attachment 4: Certifications of Publication**
- **Attachment 5: Informational Brochure**
- **Attachment 6: Display Exhibits**
- **Attachment 7: Public Meeting Photos**

VILLAGE of PALATINE

PUBLIC MEETING REGISTER

PALATINE ROAD PHASE I ENGINEERING STUDY

Informational Open House Public Information Meeting - September 16th, 2021

Village of Palatine - Village Hall, Community Room B - 5:00 to 7:00 P.M.

Please print your name and address below:

	Name	Address	Phone/E-Mail (optional)
1	ARTHUR PEEKEL	322 W. PALATINE RD	847-934-6717
2	RON WARNSTEDT	815 W. DREW LN.	847-991-5234
3	DIANA Lopez	817 W DREW PAL	847 917-9760
4	~~ROBERT SIMONELLI~~ Maureen Simonelli	566 Bridgeview Ct	847-934-0330
5	Khaja Moinuddin	100 E. Erie St Chicago, IL 60611	moinuddink@mwrd.org
6	MARY ANN MAYWORM	435 W. WEST STE	847-705-9517
7	JOE & DIANA YERES	45 N. BRIDGEVIEW	847.202.8316
8	Lauren Smith	302 W Palatine Rd	
9	Duane Tompkins	5 S. Elm St.	847 359 7376
10	Jack Peek	242 W. Palatine Rd	317-354-7205
11	MARGARET NABOR	249 W. Pal. Rd	847-358-9006
12	MARY, Patricia EVENSEN	549 W. Palatine Rd.	847-963-8003
13	Vicky Olsen	161 N Cedar St Pal.	630-354-6138
14	Robert Rogers	55. ELM ST	312-371-1560
15	Gene Pratt	26 S Pine PAL	630-863-1514

ATTACHMENT 17

VILLAGE of PALATINE

PUBLIC MEETING REGISTER

PALATINE ROAD PHASE I ENGINEERING STUDY

Informational Open House Public Information Meeting - September 16th, 2021

Village of Palatine - Village Hall, Community Room B - 5:00 to 7:00 P.M.

Please print your name and address below:

	Name	Address	Phone/E-Mail (optional)
1	Lee Brettzman	539 W Palatine Rd Palatine, IL 60067	ldb9@comcast.net
2	Jennic ARNATYS	240 W. Palatine #2E Palatine IL 60067	
3	DAVID S JOLANDER	49 N. BRIDGE VIEW ST PALATINE, IL	DSJOLAN@ERC@GMAIL.COM
4	Nelly Jan Brems	355 W. Palatine Rd Palatine IL	Nbj brons@comcast.net
5	WILLIAM MEPHAM	28 S. QUENTIN PALATINE IL 6006?	WMepham@SBCGLOBAL.NET
6	Bill LEHMAN	317 N. Palatine Rd. Palatine, IL 60067	lehmanb99@yahoo.com
7	Michael & Ann Kennedy	896 S Boardwalk CT Palatine IL 60067	Mnken896@gmail.com
8	Robert Andres	106 S. Cedar St. Palatine 60067	rjandres106@aol.com
9	Joe Palarz	325 Pine ST Palatine IL 60067	Joepat14@MSN.com
10	WAYNE MIKES	155 N NW HWY PALATINE	WMIKESBIKES@AOL.COM
11	CARMEN PATRICIA ABBATIELLO	16 N. SMITH ST	847-217-5904
12	THOMAS C BRADLEY	TRANSPORTATION CCSD15 1100 N. SMITH ST.	847-963-3905 847-812-1855
13	Trisha Bieletzki	310 W Palatine Rd Palatine	
14	Steve Breese	716 N Franklin Ave Palatine	847-902-8722
15	Michael Fleming	225 W Palatine Rd Palatine	mikeflem618@gmail.com

VILLAGE of PALATINE

PUBLIC MEETING REGISTER

PALATINE ROAD PHASE I ENGINEERING STUDY
Informational Open House Public Meeting - September 16th, 2021
Village Hall - Community Room B - 5:00 to 7:00 P.M.

Please print your name and address below:

	Name	Address	Phone/E-Mail (optional)
16	Justin Olson	311 W Slade St Palatine IL 60067	JBENNETTOLSON@OUTLOOK.COM
17	Ian Arneson	635 W Palatine Rd	IANARNESON@gmail.com
18	Jerry Balog	203 W PALATINE RD	jerrybalog42@gmail
19			
20			
21			
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28			
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30			

From: Robert J. Andres, P.E., PTOE
To: Matt Barry
Cc: Matt Cesario
Subject: Palatine Road Improvement
Date: Friday, September 17, 2021 7:59:47 AM

Matt,

I enjoyed talking with you at last night's Public Information Meeting regarding the Palatine Road Improvement. I have had a couple of additional thoughts about the overall improvements, as well as improvement measures that could encourage through traffic that is destined to and from IL Route 53 to bypass downtown Palatine.

One thought is in regard to the length of the EB to SB right turn lane on Palatine Road at Quentin Road. The right turn lane will help to encourage through traffic to turn south onto Quentin Road to Euclid Avenue to access the expressway, rather than continuing east on Palatine Road towards IL Route 53. However, the length of the turn bay is too short to fully achieve that objective.

Typically, the length of a turn lane is set so vehicle queues in the turn lane do not block traffic flow in the adjacent through lane. In the case of the EB to SB turn lane, however, its length should be set so through traffic queues do not block access to the right turn lane. With unimpeded access to the right turn lane and with a right turn overlap signal phase, traffic delays for right turns will be substantially reduced, thereby encouraging the bypass movement.

To extend beyond the EB through lane queues, the right turn lane would likely need to be quite long. But as I recall from the exhibits last night, I believe there is sufficient existing right-of-way width to accommodate a much longer turn bay.

One question that I have regards the Palatine/Smith Road intersection. Has the Village ever considered acquiring the southernmost townhome that is located on the northwest intersection corner? Southbound to westbound right turns at that intersection are constricted by a substandard corner radius, limited sight distance and an inadequate receptor lane width for the vehicle mix of turning traffic. I don't know what the crash history is at the intersection, but I suspect there are a number of crashes related to the inadequate right turn radius and receptor lane width. I recall several years ago that a pedestrian was killed trying to cross the west intersection leg. That led to the warning and regulatory signs at the intersection pertaining to pedestrian movements.

The proposed improvement at the Palatine/Smith intersection will at best only marginally improve traffic safety and operation. Acquiring the townhome would provide the opportunity to greatly enhance sight distances and safety, as well as increase space for pedestrians and bicycles on the NW corner. The townhome parcel is already affected by right-of-way acquisition to obtain a small corner clip. The Village may in fact have a willing seller to acquire the entire property, as living on that corner so close to traffic may not provide the best quality of life. I suggest the Village contact the property owner to explore the possibility of full acquisition. The Palatine Road project provides the best opportunity in decades to achieve the ultimate improvement that is needed at this intersection at a time when funding is most available I encourage the Village to think big and explore the possibility of truly enhancing this important gateway to downtown.

Unrelated to the Palatine Road Improvement, but still in the vein of encouraging through traffic to bypass Palatine's downtown, I suggest that the Village pursue channelization and traffic signal modifications at the Palatine Road intersection with U.S. Route 14. Westbound Palatine Road has single through and through/right lanes on its approach to Northwest Highway. Given the very heavy WB to NB right turning volume, only a small number of through vehicles populate the right lane. A large percentage of the through vehicles in that lane actually turn right into the Walgreens driveway west of the intersection which is located in the middle of the WB lane drop on Palatine Road. The length of the lane drop is inadequate and the Walgreens turning vehicles further impede WB traffic flow and increase the potential for

sideswipe and rear-end crashes. The small number of through vehicles in the right lane at U.S. 14 also impedes the ability for vehicles to make right turns on red at that intersection.

I suggest that the Village pursue restriping the right lane on the WB Palatine Road approach to U.S. Route 14 to be a right turn lane. Also, the traffic signal installation should be modified to install right turn signal heads with an overlap signal phase with the SB to EB left turn phase. These relatively low cost measures will reduce overall intersection delays and encourage through trips to bypass Palatine's downtown. They will also enhance safety and reduce traffic friction on the west leg of the intersection.

Thanks for the opportunity to share my thoughts.

All the best,

Bob

Robert J. Andres, P.E., PTOE
Principal Engineer | randres@civiltechinc.com

Civiltech Engineering, Inc.
Two Pierce Place, Suite 1400 | Itasca, IL 60143
Direct: 630.735.3354 | Fax: 630.773.3975
www.civiltechinc.com



From: P Johnson
To: Matt Barry
Cc: Jim Schwantz
Subject: Palatine Road expansion
Date: Sunday, September 19, 2021 8:10:34 PM

This seems unnecessary, a less-than-prudent use of public funds, causes environmental damage, and addresses no existing problem.
Please help us understand

_____

Pat Johnson
(847)776-5310 | mobile/text: 8479031033
reply to: PJohnson@computer.org

From: J J Capone PhD
To: Matt Barry
Cc: Doug Myslinski
Subject: Palatine Road Improvement Project
Date: Monday, September 20, 2021 6:01:57 AM

At last, and about time! This bottle neck should have been removed years ago. I fully support the Village on this matter as reducing congestion and speeding flow of traffic will reduce the environmental harm created by vehicles slow to a crawl thru that section – similar if you will to that silly reduction from 4 to 2 lanes on Quentin between Dundee and Lake Cook.

J. J. Capone PhD

Office (847) 991-4438
Cell (224) 558-1127

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From: Karen Schutz
To: Matt Barry
Subject: Palatine Rd Project
Date: Monday, September 20, 2021 7:10:10 AM

Hello... could you provide me with more information on this project?

I get that there's a bottleneck in that current area, but I'm not in support of widening it. It'll just cause another bottleneck further down, when the lane goes back to a single lane. Why destroy property values of houses in this area?

Karen Schutz

Sent from my Verizon, Samsung Galaxy smartphone

From: Patti
To: Matt Barry
Subject: NO to road expansion
Date: Monday, September 20, 2021 8:34:17 AM

Not another “highway” through Palatine. It’s bad enough now with Amazon in the neighborhood. You can’t get anywhere anymore without leaving 10 minutes earlier.

Have a great day,
Patti

From: Jessica Cummins
To: Matt Barry
Subject: Widening Palatine Rd
Date: Monday, September 20, 2021 10:38:10 AM

Please do not widen Palatine Rd. My children attend and walk to Paddock school daily and we live on Palatine Rd. This widening would put the sidewalk way too close to the road for a 35 mph speed limit. This is way too dangerous.

Address:
335 W Palatine Rd
Palatine

Thank you,
Jessica Cummins

Sent from my iPhone

From: Louis Leciejewski
To: Matt Barry
Subject: Palatine Rd Expansion
Date: Monday, September 20, 2021 11:00:09 AM

Dear Mr. Barry,

I have been a resident here on North Maple Street just North of Palatine Rd and I am writing to OPPOSE the widening of Palatine Rd from Smith St to Quentin Rd as I don't want to build a highway through our neighborhood so commuters from Inverness and Hoffman Estates (as well as other drivers using Palatine Rd) can drive faster through our Town!! There are so many nice established trees along this route and I thought Palatine was a "Tree City"!!! When was this idea even considered?? During the night?? We have enough problems now with speeders on our local streets here that we added additional Stop Signs to slow traffic (I got that accomplished with the help of Councilman Helms) some years back and that improved the safety of our Neighborhood here. This widening is NOT NECESSARY as at anytime of the day I can exit out onto Palatine Rd with no issues.

I am thus voicing my opinion to NOT do this widening project ... already there are some homes going up forsale nearby on Palatine Rd .... this is causing many of our good residents to sell already. STOP this project please??

Thank You

Louis and Donna Leciejewski

117 N Maple Street
Palatine, IL 60067

Email: garfield117@att.net

From: Vance Allen
To: Matt Barry
Subject: No Palatine Road Expansion, Please
Date: Tuesday, September 21, 2021 9:04:51 AM

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Dear M. Barry,

I'm a Palatine resident of nearly 20 years who is in strong opposition to the expansion of Palatine Road project.

It will make this section of town more ugly and dangerous. It will create huge problems for the folks living along the road in terms of winter snow removal. It's a waste of a tremendous amount of money. It will take away from accessibility on foot and by bike and will detract from Palatine's appealing "small town" feeling.

Please stop this unnecessary project!! Thank you!!

Sincerely,
Mila Allen

Sent from my iPhone

From: Vance Allen
To: Matt Barry
Subject: Re: Meeting?
Date: Monday, October 4, 2021 7:21:41 PM

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Thank you so much for both of your reply e-mails.

Upon reading further details about the stages of planning that this project is undergoing, along with your having read the e-mails in opposition generated by the posts on Next Door,
I don't feel that we need to meet after all.

I very much appreciate your respectful responses and I'm sure we'll meet at the future community meeting that you reference.
:)

Thank you,
Mila Allen

Sent from my iPhone

> On Oct 4, 2021, at 4:21 PM, Matt Barry <MBarry@palatine.il.us> wrote:
>
> Ms. Allen,
>
> Would be happy to meet to discuss.
>
> Would you have days/times you might be available the week of 10/25 or 11/1?
>
> Thank you,
>
> Matthew D. Barry
> Public Works Director
> Village of Palatine
> 847-705-5200
>
>
>
>
> -----Original Message-----
> From: Vance Allen <vmallen@prodigy.net>
> Sent: Wednesday, September 29, 2021 4:12 PM
> To: Matt Barry <MBarry@palatine.il.us>
> Subject: Meeting?
>
> Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT
>
>
> Hi Mr. Barry,
> Would you be open to meeting with me 1-1 to talk about the various reasons why residents oppose the expansion of Palatine Road?

> And/or, scheduling a 2-way informational meeting with interested residents to share details about the proposed expansion and hear/consider feedback?
> Thanks,
> Mila Allen
>
>
> Sent from my iPhone

From: taghon
To: Matt Barry
Subject: Road expansion on Palatine Road.
Date: Tuesday, September 21, 2021 10:11:05 AM

> **Caution:** This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Please reconsider this expansion. With changes in workplace trends, you should do a new study to see if this is still a valid project. The negatives far outweigh the positives.

Thank you

Kristin Taghon

Kristin Taghon Interior Designs, LLC
773.793.3996

Sent from my Verizon, Samsung Galaxy smartphone

From: Donald R Burnette
To: Matt Barry
Subject: Palatine Road Expansion.
Date: Wednesday, September 22, 2021 11:16:33 AM

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Please do not allow this expansion to go through. Palatine is a pretty little town . Stop tring to make it a yuppy ville. Dirert the traffic down Rte 14 to quenton or Dundee roads. Leave Palatine road Alone.
Regards,
Don Burnette

Sent from Mail for Windows

From: doug gow
To: Matt Barry
Subject: Palatine Road
Date: Saturday, September 25, 2021 12:52:44 PM

> **Caution:** This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

I work in Palatine and live in Arlington Heights. AH has the same 2 lane issue on Euclid East and west of Arlington Heights Road. Expansion east of Cedar is a idea. Cars don't rule people and communities do.

Regards

Doug Gow. 847-772-3684

From: doug gow
To: Matt Barry
Subject: Re: Palatine Road
Date: Monday, October 4, 2021 6:40:54 PM

> **Caution:** This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Appreciate the response.
Barrington didn't let them expand Lake-Cook or 59. Arlington didn't wreck their neighborhood on Euclid.
Traffic in metro Chicago is like a ballon…..car/trucks finds other ways to get where they need to go.
Protect your town. Don't do it east of Cedar to NWH.
The Plum Grove/Palatine road intersection design is barren and pedestrian intimidating. Spend the $$$ on the SWC and NEC to make it more welcoming.
Regards

Doug Gow
847-772-3684

On Oct 4, 2021, at 3:32 PM, Matt Barry <MBarry@palatine.il.us> wrote:

Thank you for your email. I just wanted to provide you with a brief email acknowledging your comment was received. A more comprehensive response to your comments will be provided later this month. I want to make sure you have a full understanding that improvements to Palatine Road from Quentin Road to Smith Street are in the final stages of the preliminary study phase, not about to start construction.

The engineering study performed to this point consists of traffic counts, hydraulic studies, bridge assessments, federally required environmental review documentation, subsurface soil investigation, and developing preliminary roadway plans. This study was initiated to improve safety, congestion and provide multi-modal accommodations within the corridor to connect residential neighborhoods to the Downtown Palatine area. The study included a public informational meeting on September 19, 2019. The purpose of that public meeting was is to introduce a conceptual project, describe the planning process, review the existing conditions, and gather input and information from the community and public. After that input was received, alternatives were weighed and a preferred alternative was identified. These are the materials which were shared at the meeting of September 16, 2021.

You providing information to us after the meeting of September 16th is also part of this study process. Thank you for your comments.

We will be putting together more information which will be published on our website

about the project so we make sure the accurate information is being reviewed by all. That should be ready later in October and I will send you an email when that information is published so you can review the details of the information shared on September 16, 2021, in case you did not attend.

Matthew D. Barry
Public Works Director
Village of Palatine
847-705-5200

From: doug gow <douglaslgow@gmail.com>
Sent: Saturday, September 25, 2021 12:53 PM
To: Matt Barry <MBarry@palatine.il.us>
Subject: Palatine Road

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

I work in Palatine and live in Arlington Heights. AH has the same 2 lane issue on Euclid East and west of Arlington Heights Road. Expansion east of Cedar is a idea. Cars don't rule people and communities do.

Regards

Doug Gow. 847-772-3684

From: Isabella Nowakowski
To: Matt Barry
Subject: Palatine Road expansion
Date: Saturday, September 25, 2021 3:30:25 PM

> **Caution:** This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Please don't ruin Palatine's small hometown town feel! I previously lived in Arlington Heights and have now lived in Palatine for 20 years. I have no regrets leaving Arlington Heights and their Urban, city like downtown and suburb in general. I absolutely love Palatine for many reasons but especially because of it's proximity to the city when I need to go there and mostly for the fact that it has a "small hometown ". An expansion of Palatine Road will ruin that. It will also negatively impact all of the big beautiful trees, homes, and safety of pedestrians. I drive down Palatine Road during rush hour and don't see heavy traffic being an issue.

I just found out about this. I wish I knew sooner, I would have attended board meetings and whatever it took to challenge the expansion. Thank you for your consideration.

Isabella Nowakowski

From: Jeffrey Voepel
To: Matt Barry
Subject: No to Palatine Road expansion
Date: Saturday, September 25, 2021 10:19:13 PM

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Does seem unnecessary to be honest. Money better spent elsewhere.

From: Sophia Anderson
To: Matt Barry
Subject: Against Expansion of Palatine Road
Date: Sunday, September 26, 2021 12:31:26 AM

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To whom it may concern,

It seems, with the information presented that only a bilateral turn lane is to be added, that this $10,000,000 is not the best way to use tax payer funds. Is there a away to postpone this work and have a few town hall meetings to come to a more viable solution? A lot pd people are pretty upset at the thought of spending all this money and taking out all the trees.

Thank you.

I'm sorry for any spelling errors. This message was sent from my iPhone.

From: Kim Weidler
To: Matt Barry
Subject: Don"t widen Palatine Rd.
Date: Sunday, September 26, 2021 7:38:34 AM

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I agree w/ you 100%! Even though we live in Barrington, I'm on Palatine Rd all of the time and it's fine. There is no need to widen it so count me in as a supporter against widening the road!!

Kurt Weidler

Sent from Mail for Windows

From:	Jacob Skolnik
To:	Matt Barry
Cc:	Jim Schwantz; Tim Millar; Scott Lamerand; Doug Myslinski; Greg Solberg; Kollin Kozlowski; Brad Helms
Subject:	Palatine road expansion
Date:	Sunday, September 26, 2021 8:26:32 AM

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Hi Matt,

I understand that Palatine Road will be rebuilt west of Smith and I get it. I hope it will not be as ugly as the expansion by the tracks but there are some things that I think we should consider to help.

As a resident of 162 S Greeley St I have never been happy with the dangers associated with Greeley and Palatine Road. The strange road stripping outside the legion West bound causes cars to try and race by on the right at the last minute creating an unneeded dangerous situation. No matter what is said about going to the light at Smith or Brockway for pedestrians there are many daily pedestrian crossings by Greeley as people come and go from downtown and the train station. As many are during rush hour or at night the dangers are only exasperated.

It would be nice to see the Palatine road restripped with possibly a right turn only at Brockway or Greeley (West bound) to remove the 'no man land' type of merge between Brockway and Greeley.

There is a lot of emphasis as part of the new section on bike lanes and pedestrians but the central business district is a dangerous waste land. I have driven through many other villages and towns that have much more traffic but have many additional safety considerations..

Thanks for your consideration.

From: Julie Bickler
To: Matt Barry
Subject: Downtown Palatine Road
Date: Sunday, September 26, 2021 9:02:12 AM

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Hi,

Look - I have searched idiot & the village of Palatine's websites and I don't see that you are expanding Palatine Rd. As someone who lives on Palatine Rd, I pray to God this info is false!!! The previous expansion at the train tracks is just horrible. People are still flying by & driving way too fast … when does it stop? Expanding the road is not a solution. The hometown feel of Palatine is kept alive with the trees and the smaller roadway.

Very disappointing news -
Julie Bickler

Sent from my iPad

From: Trish Finn
To: Matt Barry
Subject: Expanding Palatine rd
Date: Sunday, September 26, 2021 12:11:31 PM

> **Caution:** This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

I don't think a turning lane will help the flow of traffic much. I've see too many people not use that center turn lane correctly, they still block the main lane. If they widened it to give an extra lane in each direction I would be all for it, but they screwed that up with the brownstone on the corner of Smith. I'm against this proposed solution.

Trish Finn
Cedar & Wilson

From: Trish Finn
To: Matt Barry
Subject: Widening Palatine road
Date: Sunday, September 26, 2021 12:18:36 PM

> **Caution:** This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

I'm against widening Palatine road with a single center turning lane. I don't believe a center turning lane will improve the flow of traffic enough. Too many people do not understand how to use that lane and still block the lane when turning. Now if they add a lane in each direction, I would be all for that, butt they screwed that up when they put them brownstone on the corner off Smith Street

Trish Finn
Cedar & Wilson

From: No Hipchen
To: Matt Barry; Reid Ottesen
Subject: Palatine Road
Date: Sunday, September 26, 2021 5:21:23 PM

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Don't widen Palatine Road. What is the logic. None of the residents want it. You know our reasons. I know it is a done deal, Palatine makes deals way before you present to the public. Residents are talking about voting out all the elected officials if this project moves forward, sadly they don't understand how our Village is governed.

And may I add PLEASE don't allow the commercial building to be built so close to the corner on the old Kramer site. The traffic light is terrible for Brockway traffic especially the "No turn on red" I don't live in the area and drive through the intersection or travel down Palatine or have kids walking to Paddock but a lot of bad decisions are being made.

Norma Hipchen
177 S. Smith

From: snelten1@sbcglobal.net
To: Matt Barry
Subject: Palatine Rd expansion.
Date: Sunday, September 26, 2021 8:17:51 PM

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Against it. Residents say no.
Kathleen Snelten
238 S Oak St.

Sent from Yahoo Mail on Android

From: Sougata Das
To: Matt Barry
Subject: Residents Opposed To Palatine Road Expansion
Date: Sunday, September 26, 2021 9:00:42 PM

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I VOTE NO to this expansion

--

Thanks,
Sougata (Show-go-toe)
1050 S Saddleridge Ct, Palatine, IL 60067

From: Laura Bilotas
To: Matt Barry
Subject: Palatine Rd expansion
Date: Monday, September 27, 2021 6:13:03 AM

> **Caution:** This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

To whomever is making decisions regarding the Palatine Rd expansion:

Please do not expand Palatine Road. Part of what makes Palatine special is that the main road going through downtown is a residential street. Expanding the road will diminish the charm, destroy beautiful old trees, and take away from the historic feel of the area. Additionally, there are children crossing the street on a daily basis, so this is also a safety concern.

I drive on this road on a regular basis, and the traffic is never bad. Even during rush hour, the traffic is manageable. There is no need to destroy so much, so that some individuals may save a few minutes during there commute.

Thank you,

Laura Bilotas
852 N Fairway Dr
Palatine, IL

From: Richard Fletcher
To: Matt Barry
Subject: Palatine Road Widening
Date: Monday, September 27, 2021 9:58:40 AM

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Just a quick note from a long time Palatine resident. The widening of Palatine Road between Quentin and Smith is a complete waste of money and increases safety issues for our residents. There are plenty of other projects that will benefit our residents where this money can be spent.

Do you have any information or studies on pedestrian usage for this section of Palatine Rd that you can send me? We have kids on bikes and walking across this street all the time. Also, do you have a list of bidders on the project?

Thank you,
Richard Fletcher

From: Mary Konschake
To: Matt Barry
Subject: Palatine Road Expasion
Date: Monday, September 27, 2021 12:49:21 PM

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Dear Sir,
To expand this section of Palatine road would be a major mistake. You would be ruining the charm of this town and turning it into an ugly hot mess. Not to mention the tremendous loss of trees that we can't afford to lose are you going to buy out the homes because it will cause a huge value decrease. Who's stupid enough to buy a home that sits on top of the street. Your pushing this through will leave your name on the biggest mistake the village could make. Put up a sign that reads "No Thru Traffic" and let them take Euclid road!!!

Mary Konschake

Sent from Mary's IPad

From: paulg1058@aol.com
To: Matt Barry
Subject: Palatine Road expansion/widening
Date: Monday, September 27, 2021 5:22:22 PM

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Hello Matt,

I am a Palatine resident since approximately 1982 and while I am not active in politics, I have enjoyed the township and the downtown area since the beginning.

While fixing sewers, traffic signals and water mains as necessary are surely fine ideas, the prospect of widening Palatine Road in that nice residential area seems crazy based on the barest of research into the topic. And certainly moving ahead with no community input seems draconian at best for township officials, so I hope those rumors are not true.

Based on the article I read posted in Next Door, other than the upgrades mentioned above, I don't believe I saw any mention of why widening the road was necessary? Because of congestion for a little time in mornings and evenings five days per week? Or something else?

I would suggest you look into the work of Jeff Speck (city planner and urban designer of renown who advocates for more walkable cities - such as Palatine is trying to have), Matthew Turner and Gilles Duranton who wrote The Fundamental Law of Road Congestion, Evidence from US Cities; or Chuck Marohn, city planner and author of Strong Towns which shows the financial disaster of many investments in infrastructure such as Palatine is intent on starting.

I am sure contractors who are bidding would disagree, but can we assume they are biased? Clearly neither I nor the rest of the community know the details behind this project, but based on what has come up and the potential for making a nice suburban town setting more congested, with homeowners values plunging in what could be their retirement nest egg, and safety of pedestrians and motorists becoming worse with actually more congestion makes this a bad idea from the outset. And yes, that comment about more congestion is based on one of the studies that shows that adding or widening streets does NOT have the intended impact and instead makes things worse.

Please be more transparent with the community and do some research and stop plans for adding lanes and/or widening the road. It is a beautiful area.

Regards, Paul

From: Karen Notaro
To: Matt Barry
Subject: Palatine Road Expansion
Date: Monday, September 27, 2021 6:21:29 PM

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My vote is NO for any expansion.

Karen Notaro
1004 Raven Lane
Palatine

Sent from my iPhone

From: Susan Kennedy
To: Matt Barry
Subject: Palatine road expansion
Date: Tuesday, September 28, 2021 7:32:11 AM

> **Caution:** This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

I have been a resident of palatine for many years and have seen many changes. I vote NO on the expansion. There is no benefit to us to build a highway thru town.

Sue Kennedy
284 w Cheryl Ln, Palatine, IL 60067

From: Jerry Proctor
To: Matt Barry
Subject: Oppose Palatine Road Widening
Date: Tuesday, September 28, 2021 10:44:55 AM

> **Caution:** This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

I oppose widening Palatine Road Cedar to Smith. Its a neighborhood and the homes there would be drastically affected.
Regards,
Jerry Proctor
260 N Plum Grove Rd
Palatine, IL 60067

From: Layne Gabiner
To: Matt Barry
Subject: Palatine Road Expansion
Date: Tuesday, September 28, 2021 6:09:28 PM

> **Caution:** This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

I am a resident of Palatine and want to know WHY this expansion wasn't made public to ALL Palatine residents by letter or Palatine Newsletter.

You say property values won't go down. As a Realtor I say Yes They Will. Why would anyone want to purchase a home for sale on Palatine Rd. that the sidewalk is only inches to 1 ft. from the main road.

It is very dangerous for children walking to school or adults walking home from shopping.

Also you are removing all the trees which bring shade and all the beauty to the neighborhood and how UGLY and BARREN it will look. Think of ALL the children and property owners along this route.

Use the $10,000,000 to fix and replace all the horrible streets in Palatine instead.

STOP thinking only of yourself (the Village of Palatine) and start thinking of the children who use that route to go to and from school and the residents who purchased those homes on Palatine Rd. who will be affected by your unwise decision. There property values Will Go Down.

I cannot go to the meeting tomorrow because I had hip surgery 2 weeks ago, but I am telling everyone I know to attend and protest this expansion decision.

Once again the Village of Palatine has sneakily pushed through a project without proper notification to all residents either through letter to all residents, village newsletter, newspaper or signage of affected area to notify public of upcoming meeting with date and time which is always posted at the site of area to be affected.

I would like to speak to you regarding this absurd decision as a tax paying resident of Palatine.

Sincerely,

Carol Gabiner

708.609.8899

ATTACHMENT 17

From: Brotine, Barry
To: Matt Barry
Subject: Palatine Road Expansion Project
Date: Wednesday, September 29, 2021 10:27:58 AM
Attachments: image007.png
image008.jpg
image009.png
Untitled (00C).pdf

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Mr. Barry,

Unfortunately I was unable to attend the 9/16/21 hearing on the expansion project. I was however able to speak to either surveyors or other utility professionals taking measurements along my street forever ago and was previously aware of this project. I was not inclined to provide any comments until the attached pamphlet drafted by a "concerned neighbor" appeared in my mailbox afternoon and I thought it warranted comment.

As the owner of 327 W. Palatine Rd, my official comment is an enthusiastic approval, especially if the resurfacing of the road will finally level out the manhole divots in front of my house so every passing semi-truck stops shaking my house.

Thank you.

-Barry

Barry C. Brotine
AVP & Associate Regional Counsel
Tel: 630.871.3508 | barry.brotine@ctt.com

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From: Kadz27
To: Matt Barry
Subject: W Palatine Road Expansion
Date: Wednesday, September 29, 2021 2:00:52 PM

> **Caution:** This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Dear Mr Barry and Committee;
I live at 340 W Palatine Road. I went outside to look at how this expansion would affect my house/property.

The proposed expansion would eliminate all of the parkway infront of my house and put the sidewalk right next to the curb/road.

Many children from the neighboring apartments walk to and from school (lots of them alone) right past my house each day and I think this would be a safety issue for them. Now sometime cars drive right up next to the curb when they are not paying attention and there's the parkway and my tree as a buffer.

Also whenever there's an event in the Town Square, and on Farmer's Market Saturdays, parades, to and from the trains, walking dogs, etc. lots of people walk past my house going to and from there. Again the issue of the sidewalk right next to a very busy road - more potential for accidents and injuries.

Looking west from Cedar to Quintin Roads there is much more room to expand on both sides of the street, much less foot traffic on either side of the street and much less risk to pedestrians.

This expansion would also put my house so much closer to a very busy road and that would make it a hardship to pull in and out of my driveway, not to mention the increase in noise within the house, and a pollution and quality of life issue. Would that even be in compliance with building codes in the Village to have the front of the house so close to a busy road?

For the above mentioned reasons, and many more, I am requesting that you reconsider the W Palatine Road Expansion in front of my house and from Smith to Cedar, moving the expansion to begin at Cedar Road to Quintin Road where the impact would be less detrimental to our neighborhoods and quality of life.

Thank you for your consideration,
Karen K. Bales
340 W Palatine Road

From: Reid Ottesen
To: Karen Bales
Cc: Scott Lamerand; Brad Helms; Matt Barry
Subject: RE: Palatine Road Exansion
Date: Thursday, September 30, 2021 10:10:26 AM

Ms. Bales,

Thank you for sending me the email regarding Palatine Road. I have copied Councilmen Helms and Lamerand as you are in Councilman Helms district but also across the street from Councilman Lamerand. For future reference, all elected officials have their contact information on the Village website in the event you every need to reach one of them.

As to the project, I appreciate the feedback and it wall all be taken into consideration with the project. There has been a lot of misinformation out there that the project is a done deal and I assure you it is far from that. We are at a very preliminary stage of looking at all options and the feedback from residents like you and others will be very important in developing a final scope (if any scope at all). There has been almost unanimous support for reconfiguring the intersection at Palatine and Quentin to add capacity and other improvements coming back to Cedar Street. Others share your comments related to the stretch from Smith to Cedar.

Again, we will compile all comments and I anticipate the Village Council having a presentation and discussing the feedback and options sometime during the first quarter of 2022. There will be no more engineering work done until this takes place.

Again, thank you for providing your feedback.

Reid Ottesen
Village Manager

From: Karen Bales <kadz27@aol.com>
Sent: Thursday, September 30, 2021 8:14 AM
To: Reid Ottesen <ROttesen@palatine.il.us>
Subject: Palatine Road Exansion

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Mr. Ottessen,
Please see below my email to Mr. Barry. I wanted you to also see this email as well.

I also wanted to send it to my District Representative (6 or 2 hard to read the map) but none of them have email addresses. Is there a way for your office to forward this to him?

Thank you for your time and the work you do for the Village,
Karen Bales

Dear Mr Barry and Committee;
I live at 340 W Palatine Road. I went outside to look at how this expansion would affect my house/property.

The proposed expansion would eliminate all of the parkway infront of my house and put the sidewalk right next to the curb/road.

Many children from the neighboring apartments walk to and from school (lots of them alone) right past my house each day and I think this would be a safety issue for them. Now sometime cars drive right up next to the curb when they are not paying attention and there's the parkway and my tree as a buffer.

Also whenever there's an event in the Town Square, and on Farmer's Market Saturdays, parades, to and from the trains, walking dogs, etc. lots of people walk past my house going to and from there. Again the issue of the sidewalk right next to a very busy road - more potential for accidents and injuries.

Looking west from Cedar to Quintin Roads there is much more room to expand on both sides of the street, much less foot traffic on either side of the street and much less risk to pedestrians.

This expansion would also put my house so much closer to a very busy road and that would make it a hardship to pull in and out of my driveway, not to mention the increase in noise within the house, and a pollution and quality of life issue. Would that even be in compliance with building codes in the Village to have the front of the house so close to a busy road?

For the above mentioned reasons, and many more, I am requesting that you reconsider the W Palatine Road Expansion in front of my house and from Smith to Cedar, moving the expansion to begin at Cedar Road to Quintin Road where the impact would be less detrimental to our neighborhoods and quality of life.

Thank you for your consideration,
Karen K. Bales
340 W Palatine Road

From: Jack Peck
To: Matt Barry
Subject: Public Comment: Palatine Road Expansion
Date: Wednesday, September 29, 2021 3:07:48 PM

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Hi Matt,

I'm the owner of 242 W Palatine Rd and would like to submit additional comments regarding the expansion of Palatine road. I submitted comments in person the day of the open house at Town Hall explaining the impacts of the road expansion - this is in addition to those comments after learning more about the impacts of the project.

After learning some details of the road expansion project during the town hall I was curious of the impact this would have on the neighborhood and realized how many trees would be impacted. While I understand the desire to widen the road, I do not agree with the means of widening, specifically cutting down trees between Smith and Quintin. There are trees of sizes that not only elevate the visual appeal of the neighborhood, but also helps reduce road noise. I was told that all trees that were cut down would be replaced, but this does not seem like an adequate measure since the replacement trees won't reach proper maturity for decades.

Additionally, there were no plans to control the pace of traffic once the project is complete. Yes, flow of traffic is important, but we have a problem with speeders as-is and this will only exaggerate the problem. I personally have a hard time getting out of my driveway at rush hour and don't see the road expansion as helping the issue, rather as a hindrance. My house is the beginning of the school zone for Stuart Paddock and I hardly ever see police patrolling for speeders, better yet, I hardly ever see someone respect the 20 mph school speed limit unless they are slowed down by the crossing guard or someone turning off or off of Palatine road.

One thing that was not answered during the town hall that I would like addressed (regardless if the road is widened or not): when the surface of Palatine rd is refinished, will the village replace all lead water pipes leading to residences? My home has a lead water pipe and would like to take this opportunity to get that updated to prevent undesired affects from lead pipes.

In summary, **I do not support the project in it's current form** due to the adverse impact to the trees and lack of planning around the control of traffic. I hope you take these considerations into account before the plans are finalized.

Best regards,
Jack

From: Georgia Nelson
To: Matt Barry
Subject: West Palatine Road Expansion
Date: Wednesday, September 29, 2021 3:28:59 PM

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Dear Mr Barry and Committee;

I live at 340 W Palatine Road. I'm writing against the proposed expansion.

The proposed expansion would eliminate all of the parkway in front of my house. The street would be about 10 feet from the bottom of my front steps. The sidewalk, which is used frequently by members of the community, would be right next to the road. This poses the following problems: During winter - snow plowed from Palatine Rd., would make the sidewalk impassable. On garbage days, receptacles would block the sidewalk for those of us who put them on the parkway. It also presents a danger to pedestrians. More than once, cars traveling down Palatine Rd. have hopped the curb.

Additional lanes would also speed up traffic on an already very busy road, increasing the danger.

I can't help but consider the effects on our lives; the increased noise, increased difficulty pulling out of the driveway, devaluation of our property and home (which I imagine would be significant).

Please reconsider the West Palatine Road Expansion in front of my house and from Smith to Cedar, moving the expansion to begin at Cedar Road to Quentin Road where the impact would be less detrimental to our neighborhood and quality of life.

Thank you for your consideration,

Georgia Nelson
340 W Palatine Road

"Education is the most powerful weapon which you can use to change the world."
Nelson Mandela

Georgia Nelson
geogranel@gmail.com

From: Pat Johnson
To: Matt Barry
Subject: Palatine Road
Date: Wednesday, September 29, 2021 9:14:14 PM

> **Caution:** This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

As long-time Palatine residents/voters, we are completely against widening Palatine Road. Are you able to voice our opinion?

sent from my mobile device

Pat Johnson
(847)776-5310
text:8479031033
mailto:PJohnson@computer.org

From: Rochfort, Tom
To: Matt Barry
Cc: trocky4@gmail.com; Elias Koutas; Toby Roberts
Subject: RE: Palatine Road Improvement Project Comments/Concerns
Date: Wednesday, September 29, 2021 9:24:59 PM

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Hello Matt,

I am following up on my previous email (that I never received a response to) and expect a formal reply. The below questions have still not been addressed outside stating some type of compensation for land loss will be given. In addition to my previous statements, I would add that the reduction of land should have an effect on property taxes that the village should be proactively addressing on behalf of the residents. Note I have edited the previous email, this can be seen in red.

I , based on the information provided, am not in support of this expansion.

I expect formal replies to my statements and detailed information be provided to all residents that are affected.

Regards,

Tom Rochfort
Engineering Leader
Connected Technologies - HVAC/R/Water Systems

UL LLC
333 Pfingsten Road
Northbrook, IL 60062-2096 USA
T: 847.664.2656
F: 847.313.2656
E:Tom.Rochfort@ul.com
W: ul.com

From: Rochfort, Tom
Sent: Wednesday, October 2, 2019 8:57 PM
To: mbarry@palatine.il.us
Subject: Palatine Road Improvement Project Comments/Concerns

Hello Matt,

I am the homeowner at 311 West Palatine Road and I am writing in regards to the potential Palatine Road Improvements Project.

I was not able to attend the September meeting, but I did speak with several neighbors and received the pamphlet that was handed out during the meeting. I have several questions regarding the points that were laid out during the meeting and in the pamphlet.

- What is the rationale behind needing to add a third lane to this specific portion of Palatine Road? I ask because I have lived at this address for 4.5 years and never noticed a significant traffic issue. I also have concerns because I feel this road may then be used as a trucking route.(Northwest highway is the trucking).
- The addition of a middle lane would of course allow for more potential traffic flow; but I would question the need, the safety and the community effects of doing so. A detailed study is mentioned in the pamphlet, I would expect this study to include safety factors, environment factors, and of course home ownership factors. When will this study be available to the public?
- Paddock Elementary school is located very near the middle of the proposed improvement zone. The school greatly effects the traffic flow during specific times, but I question if a middle lane would assist with this slowdown (most of the traffic comes from the west, a middle lane does not help with this, but potentially adds further harm but traffic using the middle lane to pass traffic attempting to turn right on Rose). Furthermore I think the addition of a third lane would add more potential threat to children who walk to school and local commuters taking the nearby Metra(a large amount cross at the Rose/Palatine intersection). Has this intersection (or any other along the route) been studied for potential community hazards?
- The widening of the Palatine Road would also effect the overhead utility services in several areas, would the utilities be moved underground? Or would these be moved to further encroach on homeowner's property?
- ~~Lastly, several properties would lose significant land to allow these "improvements", what would the compensation be for the loss of land and property values?~~ Details on this are needed.-

Regards,

Tom Rochfort
Engineering Leader
Connected Technologies - HVAC/R/Water Systems
UL LLC

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From: Peggy Byrne
To: Matt Barry
Subject: Palatine Road Expansion
Date: Thursday, September 30, 2021 8:45:02 AM

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Please do not cut down the trees. Does that portion of the road really need expansion??

From: Lizanne Lehman
To: Matt Barry
Subject: Palatine Road Expansion
Date: Thursday, September 30, 2021 12:08:52 PM

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

My name is Elizabeth Lehman and I have resided at 317 W. Palatine Road since September, 1992. In that time period, traffic has increased, but even more concerning is that the majority of drivers ignore the 30 mile per hour speed limit and the crosswalk at Rose Street for Paddock Elementary School students and nearby residents. Our stretch of Palatine Road, from Cedar to Rose is strictly residential and yet as part of the expansion plan this stretch will be enlarged to three lanes. This type of expansion, with a single lane for turning and passing is known by law enforcement as a "Suicide Lane", because it will be used by speeding cars going both east and west.
It is already dangerous trying to cross Palatine Road, on September 16th we were crossing with the assistance of the school crossing guard when we watched a speeding westbound car miss him by inches despite the fact that he was holding a red blinking stop sign. I worry about his safety and that of school children since earlier this week I witnessed an Eastbound car speed by a bus stopped with its stop sign out and it's red lights flashing.
It is currently not safe for residents or school children to cross Palatine Road, and adding a Suicide Lane will only make it more difficult and dangerous to use our Rose Street crosswalk. Unfortunately, it has been our experience that the Village of Palatine is not that concerned about the safety of its residents, whether it is vicious dogs or speeding cars. I would ask that for once the Village of Palatine ignore the needs of individuals racing through our Village and protect its residents.

Sent from my iPhone

From: Amy Byrne
To: Matt Barry
Subject: Palatine Road Expansion Concerns
Date: Thursday, September 30, 2021 1:02:32 PM

> **Caution:** This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Hello Matt Barry,

My name is Amy Byrne. I work at The Morton Arboretum in Lisle, IL. I have been a long time resident of Palatine, and one of my favorite things about Palatine is the greenery and diversity of trees there are. I appreciate the towns interest and focus on the urban canopy, as there are many benefits trees provide to the ecosystem, sustainability of the town and for the community. So in hearing about this Palatine road expansion, where large, adult trees will be removed and/or damaged in the process is upsetting and the cons outweigh the pros by far. Trees help with drainage and storm water runoff, reduce our carbon footprint, are aesthetically pleasing, adding beautification to the town, being out in nature reduces stress in people, they increase property value and reduce heating and cooling costs for homes/businesses.

I highly urge you to not go through with this project as there does not seem to be a large benefit coming out of it and there will be more damage in the long run. Trees take a long time to grow and establish so even if trees are planted afterwards the benefits you receive from large adult trees are not as robust in young trees.

I would be happy to discuss this further with you, but please take into consideration the damage you would be causing if you go through with this.

Thanks for your time and consideration.

Regards,
Amy Byrne

--
Amy Byrne

University of Illinois at Urbana-Champaign
B.S.- Natural Resources and Environmental Sciences | 2018

amybyrne1496@gmail.com

(847)-542-0803

From: Bill Lehman
To: Matt Barry
Subject: Palatine Road Improvements
Date: Thursday, September 30, 2021 2:35:52 PM

> **Caution:** This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Per the instructions given at the September 16 meeting regarding the above subject the following comments are submitted:

My wife and I live at 317 West Palatine Road. The pictures displayed at the meeting indicate that the improvements will include a middle third lane stretching between Rose and Maple Streets. This area is directly in front of our house. Why is this lane necessary rather than simply adding a turn lane at the corner of Rose Street (a turn lane already exists at Maple Street)? The third lane, while supposed to be for left turns only, will encourage drivers to speed through this area and to possibly pass slower traffic. This area has high pedestrian traffic and includes a school crossing zone at Rose Street (Paddock grade school is just south of Palatine Road). Is the Village prepared to dedicate more police time and effort to this area to control traffic? Will the Village install a flashing crosswalk sign at Rose Street to assist individuals trying to cross Palatine Road? Currently it is difficult to safely cross Palatine Road. Adding a third lane will only add to the difficulty.

At the September 16 meeting I was told that the expectation is that 6 to 8 feet of parkway would be removed on both sides of Palatine Road for the improvements. The parkway in front of our house is one of the larger parkways in the area (approximately 11 feet 5 inches). Removing 8 feet from the parkway will reduce it to less than 4 feet and bring Palatine Road to within less than 20 feet of our front steps. As noted above, there is a lot of pedestrian traffic (including school children) in this area. Has there been a study regarding the distance necessary between a street like Palatine Road and sidewalks to ensure pedestrian safety? Also, has there been any study regarding potential damage to houses as a result of bringing Palatine Road traffic closer to our homes? Please note that Palatine Road includes a significant amount of large truck traffic. Moving these trucks closer to our homes would appear to be detrimental to safety and structural concerns. Please contact me identifying any studies that the Village has conducted regarding these subjects.

We have lived on Palatine Road since 1992. We certainly do not oppose necessary improvements in our Village. However, I don't understand why increasing the speed of traffic flow should take precedent over resident safety and our homes. The plan outlined at the September 16 meeting (and at a similar meeting 2 years ago) was presented as essentially a "done deal". I hope you will consider my comments and any comments submitted by my neighbors before finalizing this matter. Please make our safety your number 1 concern.

Bill Lehman

From: Deborah Hollick
To: Matt Barry
Subject: Palatine Road Widening
Date: Thursday, September 30, 2021 2:52:18 PM

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Dear Mr. Barry,

It has come to my attention that you are the person whom I need to contact in regards to the potential widening of Palatine Road from Brockway Street through to Roselle Road.

My husband and I reside on Elm Street just a few blocks south of Palatine Road. September, 2021, marks our 50th year in Palatine and in our home. We have traveled along the section of Palatine Road in question and adjacent streets many thousands of times over those years.

I understand why you might think that this section of road should be widened, traffic has increased over the years. However both my husband and myself think that the downside substantially outweighs the benefits.

The esthetic impact, the loss of so many beautiful, mature trees would be a devastating blow to the warm, small town vibe that exists here in Palatine now.

It would also have a seriously negative effect on the homeowners along that route, particularly between Smith and Cedar streets. Even if it was configured with the narrower lanes, that would pull the roadway practically at their front doors. This would undoubtedly significantly reduce the value of those properties. Although it is a busy two lane road now, I imagine potential buyers would be much more dissuaded to to acquire a home located on an even busier four lane (five with turn lane) road.

I get the problem with people cutting through side streets to avoid the intersection of Smith and Palatine Road. However I think that widening Palatine Road would do little to improve that situation. I think that people would continue that behavior to avoid the traffic light. So In my opinion the widening of Palatine Road might have a slight but negligible effect on that issue.

I also believe that widening Palatine Road will make crosswalks more dangerous, particularly where the kids cross heading to Paddock School.

There are numerous examples of wider, higher speed limit roads narrowing down and slowing down as they pass through downtown areas. Barrington Road/Route 59 passing through downtown Barrington (complete with a train station) is a prime example, but there are many, many others just like that.

So taking all these things into account, my husband and I are strongly against any widening of Palatine Road.

It is also equally disturbing to me that I wouldn't have known anything about this if I hadn't just recently joined an online neighborhood group. We always read any communications that we receive from the village through the mail, and I always read the Palatine Township newsletter that I receive via email. Neither my husband and I nor any of our immediate neighbors are aware of this project. This is a big deal, and it speaks to the lack of transparency that the village government owes to the residents. This is not a project that should be done in secret and the residents do not learn about it until after it is too late to change. WE are Palatine, and the village government should be responsive to its citizens.

So to reiterate, my husband and I are very much opposed to the widening of Palatine Road as are several neighbors with whom we have spoken.

This is a major project that will have a large impact on our village and its residents. I am looking forward to the village informing Palatine residents of this plan, perhaps presenting it as a referendum. This way the pros and cons could be debated in public. The residents of Palatine should have their say.

Regards,
Deborah & John Hollick

Sent from my iPhone

From: Pamela Kobler
To: Matt Barry
Subject: Palatine Road Expansion
Date: Thursday, September 30, 2021 3:06:57 PM

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Mr Barry,

Not that you asked, but my husband and I would like to you to know that we oppose the Expansion of Palatine Road Project that is being planned without any input from the community who live near or on Palatine Road. And why in the world is that the case??? That fact alone raises so many questions that deserve some answers from those we have elected to serve us.

With concern,

Rich & Pam Kobler
37 S Hickory St
Palatine, IL

Protecting Our Water Environment

Metropolitan Water Reclamation District of Greater Chicago

100 EAST ERIE STREET CHICAGO, ILLINOIS 60611-3154 312.751.5600

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Catherine A. O'Connor, Ph.D., P.E.
Director of Engineering

312.751.7905 f: 312.751.5681
catherine.o'connor@mwrd.org

October 7, 2021

Mr. Matt Barry, P.E
Director of Public Works
Village of Palatine
148 West Illinois Avenue
Palatine, IL 60067
mbarry@palatine.il.us

Dear Mr. Barry:

Subject: Palatine Road Improvements – Public Information Meeting

Reference is made to your enclosed public notice dated August 23, 2021, concerning the subject project. Thank you for the invitation to the subject meeting, which Mr. Khaja Moinuddin of our staff was able to attend. We also appreciate that you forwarded the preliminary plans for the project. We have no objections to road and other infrastructure improvements but have the following comments:

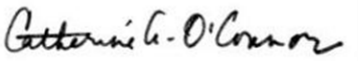
1. It appears a portion of existing sidewalk will be removed and replaced by a multiuse path on land owned by MWRD. The Palatine Park District has an easement for recreational purposes associated with the reservoir. However, the Village of Palatine may need separate temporary and/or permanent easements associated with this work. Any work or facilities that will be carried out on our property must be included in these easements.

2. It appears there is a new street inlet connection to Salt Creek. This may be a new outfall to Salt Creek. If this is the case, an MWRD Facility Connection Authorization will be needed. In addition, please review Watershed Management Ordinance (WMO) Permit requirement which can be found on our website for any additional WMO permit requirements.

Easements from MWRD can be initiated by contacting Ms. Margaret Conway, Head Assistant Attorney (ConwayM@mwrd.org, 312-751-6587). Easements will require plats of easements and legal descriptions.

Any other questions can be referred to Mr. Joe Schuessler, Principal Civil Engineer, at (312) 751-3236.

Very truly yours,



Catherine A. O'Connor
Director of Engineering

KMF:JMS:cw
Enclosure

cc: Mr. Matthew Cesario, Vice President, BLA, Inc. (mcesario@bla-inc.com)
Mr. John Murray, Director of Maintenance and Operations
Ms. Susan Morakalis, General Counsel
Mr. Joseph Kratzer, Managing Civil Engineer
Ms. Maureen Durkin, Managing Civil Engineer

Gerald T. Balog

203 W. Palatine Rd
Palatine, IL 60067

October 7, 2021

Matt Barry
Director of Public Works
Village of Palatine
148 W Illinois Ave
Palatine, IL 60067

Dear Matt:

As a long time residential property owner on Palatine Road, I am writing in support of the proposed widening project. I have owned the property at 203 W Palatine Rd at the corner of Smith Rd since 1997. I have been a resident there since 2015.

Over the years traffic has continued to increase in both directions on Palatine Road. As a result, it has become very unsafe at certain times of day to try to merge into traffic from driveways in the neighborhood. In fact, two years ago I was sideswiped while attempting to merge by a car traveling west on Palatine Road at Smith. The addition of square footage in the turn lane there can only alleviate what is now a considerably dangerous situation.

I also experience significant storm water flow from Palatine Road onto my property and subsequently into my basement during numerous rainfall events. It is my understanding that the project will also improve storm water management for property owners which is a result I enthusiastically endorse.

I understand that some neighbors have concerns about the impact of widening Palatine Road. I believe that the quality of life for adjacent neighbors could be significantly improved with expanded speed limit and noise ordinance enforcement.

Sincerely yours,

Gerald T. Balog

Palatine Road Public Information Meeting #2 Comment Log

Contact Info										Opinions			
Name		Address	Community	Zip	Phone	Email	Type of Comment	Date Received	Comment	In Favor	Opposed	Concerns	General Comments
Last	First												
Lopez	Diana	817 W. Drew Ln	Palatine	60067	847-917-9760	dlopez@starckre.com	Written	9/16/2021	I really like how this is looking! I was here a couple of years ago + even suggested the right turn onto Quentin + see that it is incorparated. This should really help traffic flow + help with all the polution from exhausts of those waiting. I also like the fact that Quentin + Pal NE corner will not look like a "Truck stop" area, the curising + bike trails are great. I wish it could be started sooner! Very nice info session!	X			
Bramley	Thomas	1100 N. Smith St.	Palatine	60067	847-963-3905 847-812-1855	bramleyt@ccsd15.net	Written	9/16/2021	Crossing at Rose St/Palatine Rd. could this be looked at so it remains on west side of Rose St. instead of East as proposed.				X
Smith	Lauren	302 W Palatine Rd	Palatine	60067			Written	9/16/2021	Why is the project not putting in a right turn lane on westbound Palatins onto Smith? The project has that small section in the plan area. Is the school crossing at Rose + Palatine still going to be on the west side of that intersection? Are flashing school crossing signs part of the project? If not can that be added? Are home owners compensated for the loss of land? What trees are coming down on Palatine Rd? Where will they be replaced?				X
Bieletzki	Ron	310 W Palatine Rd	Palatine	60067	847-358-2810	clipped@inorbit.com	Written	9/16/2021	My comment is to reconsider the center turn lane between Maple + Rose. I do not see the benefit of a turn lane there, plus two feet of parkway cut back does not seem to equal a new car lane. Math does not seem to add up. Also on my parkway is a tree with AT+T bolted to it, then to my house. Maybe consider setting funding for buring the utilities instead of ariel/pole service.				X
Bieletzki	Trisha	310 W Palatine Rd	Palatine	60067	847-358-2810	bieletzkit@gmail.com	Written	9/16/2021	Glad to see that you are putting time into planning to have the proper exedution/redesign of Palatine Rd. I'm not sure how taking 2' from both the north parkway and south parkway becomes a middle lane of 11'. Thank you!	X			
Mikes	Wayne	1st N NW HWY	Palatine	60067		wmikesbikes@aol.com	Written	9/16/2021	Add bike path from pump house to wood st. Cross walk-bike crossing-at cedar-with signage. Quentin + Palatine Rd-Better crosswalk+Bike crossing with signage- for bikes + Car				X
Peck	Jack	242 W. Palatine Rd	Palatine	60067	317-354-7205	Jackpeck3@gmail.com	Written	9/16/2021	Since the flow of traffic will increase we need more ways to control the flow. It would be great to see a speed camera and yellow signal lights at Palatine & Rose. Since there is a school zone there needs to be control due to the excess speed we see cars traveling. It would also be great to see more trees along the parkway to help but down on road noise and make it more appealing.				X
Breese	Steve	716 N Franklin Ave	Palatine	60067	847-902-8722	sbreese@gmail.com	Written	9/16/2021	Consider opportunities to build "Palatine Greenway" along the Salt Creek. Prehaps grade the creek banks to allow for path construction in the future. Preserve/dedicate/acquire land on either/both sides of Salt Creek for the following property transfers/redevelopment: -Kinch property -20 N. Middleton Ave -White House Property -512 & 508 W. Palatine Rd -60&40 N. Middleton Ave Parcels between Cedar Park & Kinch Property				X
Port	Ron	243 W Palatine Road	Palatine	60067	847-370-8596	reportzron@yahoo.com	Written	9/16/2021	We would like to see trees on the parkway.				X

Fleming	M.	225 W. Palatine Road	Palatine	60067	847-207-2465	m.heflem618@gmail.com	Written	9/16/2021	Please don't do this! The worst idea palatine is hell bent on, with no clear articulable reason for the project. The Congestion on Palatine Rd does not whatsoever constitute spending $10,000,000 + (that the state and Feds don't have). If anything, The village should do the opposite of expanding, and there by encouraging more dangerous and faster traffic. Palatine Rd should be taken to IDOT proposed to lower the speed limit, and discourage it being a through way. We are going to embark on destroying the beauty, and natural resources of the village and building a highway through a residential neighborhood for residents of Inverness and Hoffmen to abuse even more. How much will Inverness pay? This will despite any assumption to the contrary drive out residents, lower property values, and cause more collisions with pedestrians, and require far more police enforcement. If you could slow traffic and encourage detours by making it inconvenient , More people will want to live here, and the kids will be safer. Poor zoning does not make this the residents on palatine Rd problem. This is passed because it is a lower income street then plum grove, this will be detrimental. I hope you stop at the Ros! Because the actual market value of homes will drop, and people will leave you will lose not only the millions you spend, but also a lot of the tax revenue. The street is mostly young working couples and children. It is dangerous enough as it is. This will cause head on collisions. More congestion, make living on Palatine Rd all that more inconvennent for the price, it will be impossible to take your garbage out. People are already leaving in the neighborhood, because of the impending construction, and are yelling ahead of the project. The prievous project was already horrible. We couldnt get out of our driveways, had large machinery pulled in our frount yard, and the noise was unbearable. Im not sure why I still live here. This is digging Palatine's own grave financially. You will be left with the only option being to put in more multi-unit housing, and dramentracally raise crime rates because of sheer density, as well as collecting FAR less in revenue over the next decade because despite "evolutions" made by appraisors, the market speaks for property value, and people don't want to have a highway for a frontyard where people pass through the downtown at high rates of speed. Other then the res. this will cost more than estimated and drive out residents, also increase congestion then the higher income areas on Plum Grove and Smith.		X		
Nabor	Margaret	249 W. Palatine Road	Palatine	60067	847-358-9006	mizchicalaim.com	Written	9/16/2021	I would respectfully request that you investigate accidents that happens at my intersection of Rose+ Palatine Rd. Many times vehicles has ended up in my front yard nearly missing my home. The parkway trees has slowed the vehicles and now there will be no barriers. Can guard rails go in at the corners? Due to the school traffic and train commuters this side st. of Rose gets crazy during peak times. Can you install a yellow blinking light to slow the traffic down? The patrol guard has his hands full, as there are many drivers who disregard him. People really speed down Palatine Rd. and because of the need to make the train on time and get kids to school it often becomes dangerous. Keep in mind that Kinsch's owns 5 acres of land that most likely could become townhomes + Condos, someday which will really cause more problems than we are experiencing now. Please think of some safety precaution that I wont have to worry about a car hitting my house. Thank you for your considerations regarding this matter. Respectfully, Margaret Nabor			X	
Andres	Robert				630-735-3354	randres@civiltechinc.com	Email	9/17/2021	Matt, I enjoyed talking with you at last night's Public Information Meeting regarding the Palatine Road Improvement. I have had a couple of additional thoughts about the overall improvements, as well as improvement measures that could encourage through traffic that is destined to and from IL Route 53 to bypass downtown Palatine. One thought is in regard to the length of the EB to SB right turn lane on Palatine Road at Quentin Road. The right turn lane will help to encourage through traffic to turn south onto Quentin Road to Euclid Avenue to access the expressway, rather than continuing east on Palatine Road towards IL Route 53. However, the length of the turn bay is too short to fully achieve that objective. Typically, the length of a turn lane is set so vehicle queues in the turn lane do not block traffic flow in the adjacent through lane. In the case of the EB to SB turn lane, however, its length should be set so through traffic queues do not block access to the right turn lane. With unimpeded access to the right turn lane and with a right turn overlap signal phase, traffic delays for right turns will be substantially reduced, thereby encouraging the bypass movement. To extend beyond the EB through lane queues, the right turn lane would likely need to be quite long. But as I recall from the exhibits last night, I believe there is sufficient existing right-of-way width to accommodate a much longer turn bay. One question that I have regards the Palatine/Smith Road intersection. Has the Village ever considered acquiring the southernmost townhome that is located on the northwest intersection corner? Southbound to westbound right turns at that intersection are constricted by a substandard corner radius, limited sight distance and an inadequate receptor lane width for the vehicle mix of turning traffic. I don't know what the crash history is at the intersection, but I suspect there are a number of crashes related to the inadequate right turn radius and receptor lane width. I recall several years ago that a pedestrian was killed trying to cross the west intersection leg. That led to the warning and regulatory signs at the intersection pertaining to pedestrian movements. The proposed improvement at the Palatine/Smith intersection will at best only marginally improve traffic safety and operation. Acquiring the townhome would provide the opportunity to greatly enhance sight distances and safety, as well as increase space for pedestrians and bicycles on the NW corner. The townhome parcel is already affected by right-of-way acquisition to obtain a small corner clip. The Village may in fact have a willing seller to acquire the entire property, as living on that corner so close to traffic may not provide the best quality of life. I suggest the Village contact the property owner to explore the possibility of full acquisition. The Palatine Road project provides the best opportunity in decades to achieve the ultimate improvement that is needed at this intersection at a time when funding is most available I encourage the Village to think big and explore the possibility of truly enhancing this important gateway to downtown. I look forward to the Palatine Road improvement plans as they progress through the design process. Please contact me if you have any questions.	X			

									Unrelated to the Palatine Road improvement, but still in the vein of encouraging through traffic to bypass Palatine's downtown, I suggest that the Village pursue channelization and traffic signal modifications at the Palatine Road intersection with U.S. Route 14. Westbound Palatine Road has single through and through/right lanes on its approach to Northwest Highway. Given the very heavy WB to NB right turning volume, only a small number of through vehicles populate the right lane. A large percentage of the through vehicles in that lane actually turn right into the Walgreens driveway west of the intersection which is located in the middle of the WB lane drop on Palatine Road. The length of the lane drop is inadequate and the Walgreens turning vehicles further impede WB traffic flow and increase the potential for sideswipe and rear-end crashes. The small number of through vehicles in the right lane at U.S. 14 also impedes the ability for vehicles to make right turns on red at that intersection. I suggest that the Village pursue restriping the right lane on the WB Palatine Road approach to U.S. Route 14 to be a right turn lane. Also, the traffic signal installation should be modified to install right turn signal heads with an overlap signal phase with the SB to EB left turn phase. These relatively low cost measures will reduce overall intersection delays and encourage through trips to bypass Palatine's downtown. They will also enhance safety and reduce traffic friction on the west leg of the intersection. Thanks for the opportunity to share my thoughts. All the best, Bob				
Johnson	Pat				847-776-5310	Pjohnson@computer.org	Email	9/19/2021	This seems unnecessary, a less-than-prudent use of public funds, causes environmental damage, and addresses no existing problem. Please help us understand			X	
Capone	JJ				847-991-4438 224-558-1127	jimc@dbtco.com	Email	9/20/2021	At last, and about time! This bottle neck should have been removed years ago. I fully support the Village on this matter as reducing congestion and speeding flow of traffic will reduce the environmental harm created by vehicles slow to a crawl thru that section – similar if you will to that silly reduction from 4 to 2 lanes on Quentin between Dundee and Lake Cook.	X			
Schutz	Karen					ks66@msn.com	Email	9/20/2021	Hello... could you provide me with more information on this project? I get that there's a bottleneck in that current area, but I'm not in support of widening it. It'll just cause another bottleneck further down, when the lane goes back to a single lane. Why destroy property values of houses in this area? Karen Schutz			X	
	Patti					Wacubby13@comcast.net	Email	9/20/2021	Not another “highway” through Palatine. It’s bad enough now with Amazon in the neighborhood. You can’t get anywhere anymore without leaving 10 minutes earlier. Have a great day, Patti			X	
Cummins	Jessica	335 W Palatine Rd	Palatine	60067		jessica.cummins@yahoo.com	Email	9/20/2021	Please do not widen Palatine Rd. My children attend and walk to Paddock school daily and we live on Palatine Rd. This widening would put the sidewalk way too close to the road for a 35 mph speed limit. This is way too dangerous. Address: 335 W Palatine Rd Palatine Thank you, Jessica Cummins		X		
Leciejewski	Louis and Donna	117 N Maple Street	Palatine	60067		garfield117@att.net	Email	9/20/2021	Dear Mr. Barry, I have been a resident here on North Maple Street just North of Palatine Rd and I am writing to OPPOSE the widening of Palatine Rd from Smith St to Quentin Rd as I don’t want to build a highway through our neighborhood so commuters from Inverness and Hoffman Estates (as well as other drivers using Palatine Rd) can drive faster through our Town!! There are so many nice established trees along this route and I thought Palatine was a "Tree City"!!! When was this idea even considered?? During the night?? We have enough problems now with speeders on our local streets here that we added additional Stop Signs to slow traffic (I got that accomplished with the help of Councilman Helms) some years back and that improved the safety of our Neighborhood here. This widening is NOT NECESSARY as at anytime of the day I can exit out onto Palatine Rd with no issues. I am thus voicing my opinion to NOT do this widening project ... already there are some homes going up forsale nearby on Palatine Rd .... this is causing many of our good residents to sell already. STOP this project please?? Thank You Louis and Donna Leciejewski		X		
Allen	Mila					vmallen@prodigy.net	Email	9/21/2021	Dear M. Barry, I’m a Palatine resident of nearly 20 years who is in strong opposition to the expansion of Palatine Road project. It will make this section of town more ugly and dangerous. It will create huge problems for the folks living along the road in terms of winter snow removal. It’s a waste of a tremendous amount of money. It will take away from accessibility on foot and by bike and will detract from Palatine’s appealing “small town” feeling. Please stop this unnecessary project!! Thank you!! Sincerely, Mila Allen		X		

Allen	Mila					vmallen@prodigy.net	Email	10/4/2021	Thank you so much for both of your reply e-mails. Upon reading further details about the stages of planning that this project is undergoing, along with your having read the e-mails in opposition generated by the posts on Next Door, I don't feel that we need to meet after all. I very much appreciate your respectful responses and I'm sure we'll meet at the future community meeting that you reference. :) Thank you, Mila Allen				X
Taghon	Kristin				773-793-3996	taghon@ameritech.net	Email	9/21/2021	Please reconsider this expansion. With changes in workplace trends, you should do a new study to see if this is still a valid project. The negatives far outweigh the positives. Thank you			X	
Burnette	Don					burnette.don@comcast.net	Email	9/22/2021	Please do not allow this expansion to go through. Palatine is a pretty little town . Stop tring to make it a yuppy ville. Dirert the traffic down Rte 14 to quenton or Dundee roads. Leave Palatine road Alone. Regards, Don Burnette		X		
Gow	Doug				847-772-3684	douglaslgow@gmail.com	Email	9/25/2021	I work in Palatine and live in Arlington Heights. AH has the same 2 lane issue on Euclid East and west of Arlington Heights Road. Expansion east of Cedar is a 👎 idea. Cars don't rule people and communities do. Regards Doug Gow. 847-772-3684				X
Gow	Doug				847-772-3684	douglaslgow@gmail.com	Email	10/4/2021	Appreciate the response. Barrington didn't let them expand Lake-Cook or 59. Arlington didn't wreck their neighborhood on Euclid. Traffic in metro Chicago is like a ballon…..car/trucks finds other ways to get where they need to go. Protect your town. Don't do it east of Cedar to NWH. The Plum Grove/Palatine road intersection design is barren and pedestrian intimidating. Spend the $$$ on the SWC and NEC to make it more welcoming. Regards Doug Gow 847-772-3684				X
Nowakowski	Isabella					isabella.nowakowski@gmail.com	Email	9/25/2021	Please don't ruin Palatine's small hometown town feel! I previously lived in Arlington Heights and have now lived in Palatine for 20 years. I have no regrets leaving Arlington Heights and their Urban, city like downtown and suburb in general. I absolutely love Palatine for many reasons but especially because of it's proximity to the city when I need to go there and mostly for the fact that it has a "small hometown ". An expansion of Palatine Road will ruin that. It will also negatively impact all of the big beautiful trees, homes, and safety of pedestrians. I drive down Palatine Road during rush hour and don't see heavy traffic being an issue. I just found out about this. I wish I knew sooner, I would have attended board meetings and whatever it took to challenge the expansion. Thank you for your consideration. Isabella Nowakowski				
Voegel	Jeffrey					jeffvoepel@hotmail.com	Email	9/25/2021	Does seem unnecessary to be honest. Money better spent elsewhere.			X	
Anderson	Sophia					gaprinses@comcast.net	Email	9/26/2021	To whom it may concern, It seems, with the information presented that only a bilateral turn lane is to be added, that this $10,000,000 is not the best way to use tax payer funds. Is there a away to postpone this work and have a few town hall meetings to come to a more viable solution? A lot pd people are pretty upset at the thought of spending all this money and taking out all the trees. Thank you. I'm sorry for any spelling errors. This message was sent from my iPhone.			X	
Weidler	Kurt					kurtweidler10@gmail.com	Email	9/26/2021	I agree w/ you 100%! Even though we live in Barrington, I'm on Palatine Rd all of the time and it's fine. There is no need to widen it so count me in as a supporter against widening the road!! Kurt Weidler		X		

Skolnik	Jacob					jacobskolnik@gmail.com	Email	9/26/2021	Hi Matt, I understand that Palatine Road will be rebuilt west of Smith and I get it. I hope it will not be as ugly as the expansion by the tracks but there are some things that I think we should consider to help. As a resident of 162 S Greeley St I have never been happy with the dangers associated with Greeley and Palatine Road. The strange road stripping outside the legion West bound causes cars to try and race by on the right at the last minute creating an unneeded dangerous situation. No matter what is said about going to the light at Smith or Brockway for pedestrians there are many daily pedestrian crossings by Greeley as people come and go from downtown and the train station. As many are during rush hour or at night the dangers are only exasperated. It would be nice to see the Palatine road restripped with possibly a right turn only at Brockway or Greeley (West bound) to remove the 'no man land' type of merge between Brockway and Greeley. There is a lot of emphasis as part of the new section on bike lanes and pedestrians but the central business district is a dangerous waste land. I have driven through many other villages and towns that have much more traffic but have many additional safety considerations.. Thanks for your consideration.	X			
Bickler	Julie					jules734@sbcglobal.net	Email	9/26/2021	Hi, Look - I have searched idiot & the village of Palatine's websites and I don't see that you are expanding Palatine Rd. As someone who lives on Palatine Rd, I pray to God this info is false!!! The previous expansion at the train tracks is just horrible. People are still flying by & driving way too fast … when does it stop? Expanding the road is not a solution. The hometown feel of Palatine is kept alive with the trees and the smaller roadway. Very disappointing news - Julie Bickler		X		
Finn	Trish					trish.finn@gmail.com	Email	9/26/2021	I don't think a turning lane will help the flow of traffic much. I've see too many people not use that center turn lane correctly, they still block the main lane. If they widened it to give an extra lane in each direction I would be all for it, but they screwed that up with the brownstone on the corner of Smith. I'm against this proposed solution. Trish Finn Cedar & Wilson		X		
Finn	Trish					trish.finn@gmail.com	Email	9/26/2021	I'm against widening Palatine road with a single center turning lane. I don't believe a center turning lane will improve the flow of traffic enough. Too many people do not understand how to use that lane and still block the lane when turning. Now if they add a lane in each direction, I would be all for that, butt they screwed that up when they put them brownstone on the corner off Smith Street Trish Finn Cedar & Wilson		X		
Hipchen	Norma	177 S. Smith	Palatine	60067		nhipch@comcast.net	Email	9/26/2021	Don't widen Palatine Road. What is the logic. None of the residents want it. You know our reasons. I know it is a done deal, Palatine makes deals way before you present to the public. Residents are talking about voting out all the elected officials if this project moves forward, sadly they don't understand how our Village is governed. And may I add PLEASE don't allow the commercial building to be built so close to the corner on the old Kramer site. The traffic light is terrible for Brockway traffic especially the "No turn on red" I don't live in the area and drive through the intersection or travel down Palatine or have kids walking to Paddock but a lot of bad decisions are being made. Norma Hipchen 177 S. Smith		X		
Snelten	Kathleen	238 S Oak St.	Palatine	60067		snelten1@sbcglobal.net	Email	9/26/2021	Against it. Residents say no. Kathleen Snelten 238 S Oak St.		X		
Das	Sougata	1050 S Saddleridge Ct	Palatine	60067		dassougata@gmail.com	Email	9/26/2021	I VOTE NO to this expansion		X		
Bilotas	Laura	852 N. Fairway Dr.	Palatine	60067		ibilotas@yahoo.com	Email	9/27/2021	To whomever is making decisions regarding the Palatine Rd expansion: Please do not expand Palatine Road. Part of what makes Palatine special is that the main road going through downtown is a residential street. Expanding the road will diminish the charm, destroy beautiful old trees, and take away from the historic feel of the area. Additionally, there are children crossing the street on a daily basis, so this is also a safety concern. I drive on this road on a regular basis, and the traffic is never bad. Even during rush hour, the traffic is manageable. There is no need to destroy so much, so that some individuals may save a few minutes during there commute. Thank you, Laura Bilotas 852 N Fairway Dr Palatine, IL		X		

Fletcher	Richard					rf60067@usa.net	Email	9/27/2021	Just a quick note from a long time Palatine resident. The widening of Palatine Road between Quentin and Smith is a complete waste of money and increases safety issues for our residents. There are plenty of other projects that will benefit our residents where this money can be spent. Do you have any information or studies on pedestrian usage for this section of Palatine Rd that you can send me? We have kids on bikes and walking across this street all the time. Also, do you have a list of bidders on the project? Thank you, Richard Fletcher		X		
Konschake	Mary					konschake@sbcgobal.net	Email	9/27/2021	Dear Sir, To expand this section of Palatine road would be a major mistake. You would be ruining the charm of this town and turning it into an ugly hot mess. Not to mention the tremendous loss of trees that we can't afford to lose are you going to buy out the homes because it will cause a huge value decrease. Who's stupid enough to buy a home that sits on top of the street. Your pushing this through will leave your name on the biggest mistake the village could make. Put up a sign that reads "No Thru Traffic" and let them take Euclid road!!! Mary Konschake			X	
	Paul					paulg1058@aol.com	Email	9/27/2021	Hello Matt, I am a Palatine resident since approximately 1982 and while I am not active in politics, I have enjoyed the township and the downtown area since the beginning. While fixing sewers, traffic signals and water mains as necessary are surely fine ideas, the prospect of widening Palatine Road in that nice residential area seems crazy based on the barest of research into the topic. And certainly moving ahead with no community input seems draconian at best for township officials, so I hope those rumors are not true. Based on the article I read posted in Next Door, other than the upgrades mentioned above, I don't believe I saw any mention of why widening the road was necessary? Because of congestion for a little time in mornings and evenings five days per week? Or something else? I would suggest you look into the work of Jeff Speck (city planner and urban designer of renown who advocates for more walkable cities - such as Palatine is trying to have), Matthew Turner and Gilles Duranton who wrote The Fundamental Law of Road Congestion, Evidence from US Cities; or Chuck Marohn, city planner and author of Strong Towns which shows the financial disaster of many investments in infrastructure such as Palatine is intent on starting. I am sure contractors who are bidding would disagree, but can we assume they are biased? Clearly neither I nor the rest of the community know the details behind this project, but based on what has come up and the potential for making a nice suburban town setting more congested, with homeowners values plunging in what could be their retirement nest egg, and safety of pedestrians and motorists becoming worse with actually more congestion makes this a bad idea from the outset. And yes, that comment about more congestion is based on one of the studies that shows that adding or widening streets does NOT have the intended impact and instead makes things worse. Please be more transparent with the community and do some research and stop plans for adding lanes and/or widening the road. It is a beautiful area. Regards, Paul				X
Notaro	Karen	1004 Raven Lane	Palatine	60067		karen.notaro@icloud.com	Email	9/27/2021	My vote is NO for any expansion. Karen Notaro 1004 Raven Lane Palatine		X		
Kennedy	Susan	284 W Cheryl Ln	Palatine	60067		sgmkennedy@gmail.com	Email	9/28/2021	I have been a resident of palatine for many years and have seen many changes. I vote NO on the expansion. There is no benefit to us to build a highway thru town. Sue Kennedy 284 w Cheryl Ln, Palatine, IL 60067		X		
Proctor	Jerry	260 N Plum Grove Rd	Palatine	60067		proctorjerry@gmail.com	Email	9/28/2021	I oppose widening Palatine Road Cedar to Smith. Its a neighborhood and the homes there would be drastically affected. Regards, Jerry Proctor 260 N Plum Grove Rd Palatine, IL 60067		X		

Gabiner	Carol				708-609-8899	clgabi@sbcglobal.net	Email	9/28/2021	I am a resident of Palatine and want to know WHY this expansion wasn't made public to ALL Palatine residents by letter or Palatine Newsletter. You say property values won't go down. As a Realtor I say Yes They Will. Why would anyone want to purchase a home for sale on Palatine Rd. that the sidewalk is only inches to 1 ft. from the main road. It is very dangerous for children walking to school or adults walking home from shopping. Also you are removing all the trees which bring shade and all the beauty to the neighborhood and how UGLY and BARREN it will look. Think of ALL the children and property owners along this route. Use the $10,000,000 to fix and replace all the horrible streets in Palatine instead. STOP thinking only of yourself (the Village of Palatine) and start thinking of the children who use that route to go to and from school and the residents who purchased those homes on Palatine Rd. who will be affected by your unwise decision. There property values Will Go Down. I cannot go to the meeting tomorrow because I had hip surgery 2 weeks ago, but I am telling everyone I know to attend and protest this expansion decision. Once again the Village of Palatine has sneakily pushed through a project without proper notification to all residents either through letter to all residents, village newsletter, newspaper or signage of affected area to notify public of upcoming meeting with date and time which is always posted at the site of area to be affected. I would like to speak to you regarding this absurd decision as a tax paying resident of Palatine.		X		
Brotine	Barry	327 W. Palatine Road	Palatine	60067	630-871-3508	barry.brotine@ctt.com	Email	9/29/2021	Mr. Barry, Unfortunately I was unable to attend the 9/16/21 hearing on the expansion project. I was however able to speak to either surveyors or other utility professionals taking measurements along my street forever ago and was previously aware of this project. I was not inclined to provide any comments until the attached pamphlet drafted by a “concerned neighbor” appeared in my mailbox afternoon and I thought it warranted comment. As the owner of 327 W. Palatine Rd, my official comment is an enthusiastic approval, especially if the resurfacing of the road will finally level out the manhole divots in front of my house so every passing semi-truck stops shaking my house. Thank you. -Barry	X			
Bales	Karen	340 W Palatine Road	Palatine	60067		kadz27@aol.com	Email	9/29/2021	Dear Mr Barry and Committee; I live at 340 W Palatine Road. I went outside to look at how this expansion would affect my house/property. The proposed expansion would eliminate all of the parkway infront of my house and put the sidewalk right next to the curb/road. Many children from the neighboring apartments walk to and from school (lots of them alone) right past my house each day and I think this would be a safety issue for them. Now sometime cars drive right up next to the curb when they are not paying attention and there's the parkway and my tree as a buffer. Also whenever there's an event in the Town Square, and on Farmer's Market Saturdays, parades, to and from the trains, walking dogs, etc. lots of people walk past my house going to and from there. Again the issue of the sidewalk right next to a very busy road - more potential for accidents and injuries. Looking west from Cedar to Quintin Roads there is much more room to expand on both sides of the street, much less foot traffic on either side of the street and much less risk to pedestrians. This expansion would also put my house so much closer to a very busy road and that would make it a hardship to pull in and out of my driveway, not to mention the increase in noise within the house, and a pollution and quality of life issue. Would that even be in compliance with building codes in the Village to have the front of the house so close to a busy road? For the above mentioned reasons, and many more, I am requesting that you reconsider the W Palatine Road Expansion in front of my house and from Smith to Cedar, moving the expansion to begin at Cedar Road to Quintin Road where the impact would be less detrimental to our neighborhoods and quality of life. Thank you for your consideration, Karen K. Bales 340 W Palatine Road			X	

Peck	Jack	242 W. Palatine Rd	Palatine	60067		jackpeck3@gmail.com	Email	9/29/2021	Hi Matt, I'm the owner of 242 W Palatine Rd and would like to submit additional comments regarding the expansion of Palatine road. I submitted comments in person the day of the open house at Town Hall explaining the impacts of the road expansion - this is in addition to those comments after learning more about the impacts of the project. After learning some details of the road expansion project during the town hall I was curious of the impact this would have on the neighborhood and realized how many trees would be impacted. While I understand the desire to widen the road, I do not agree with the means of widening, specifically cutting down trees between Smith and Quintin. There are trees of sizes that not only elevate the visual appeal of the neighborhood, but also helps reduce road noise. I was told that all trees that were cut down would be replaced, but this does not seem like an adequate measure since the replacement trees won't reach proper maturity for decades. Additionally, there were no plans to control the pace of traffic once the project is complete. Yes, flow of traffic is important, but we have a problem with speeders as-is and this will only exaggerate the problem. I personally have a hard time getting out of my driveway at rush hour and don't see the road expansion as helping the issue, rather as a hindrance. My house is the beginning of the school zone for Stuart Paddock and I hardly ever see police patrolling for speeders, better yet, I hardly ever see someone respect the 20 mph school speed limit unless they are slowed down by the crossing guard or someone turning off or off of Palatine road. One thing that was not answered during the town hall that I would like addressed (regardless if the road is widened or not): when the surface of Palatine rd is refinished, will the village replace all lead water pipes leading to residences? My home has a lead water pipe and would like to take this opportunity to get that updated to prevent undesired affects from lead pipes. In summary, I do not support the project in it's current form due to the adverse impact to the trees and lack of planning around the control of traffic. I hope you take these considerations into account before the plans are finalized. Best regards, Jack			X	
Nelson	Georgia	340 W Palatine Road	Palatine	60067		geogranel@gmail.com	Email	9/29/2021	Dear Mr Barry and Committee; I live at 340 W Palatine Road. I'm writing against the proposed expansion. The proposed expansion would eliminate all of the parkway in front of my house. The street would be about 10 feet from the bottom of my front steps. The sidewalk, which is used frequently by members of the community, would be right next to the road. This poses the following problems: During winter - snow plowed from Palatine Rd., would make the sidewalk impassable. On garbage days, receptacles would block the sidewalk for those of us who put them on the parkway. It also presents a danger to pedestrians. More than once, cars traveling down Palatine Rd. have hopped the curb. Additional lanes would also speed up traffic on an already very busy road, increasing the danger. I can't help but consider the effects on our lives; the increased noise, increased difficulty pulling out of the driveway, devaluation of our property and home (which I imagine would be significant). Please reconsider the West Palatine Road Expansion in front of my house and from Smith to Cedar, moving the expansion to begin at Cedar Road to Quentin Road where the impact would be less detrimental to our neighborhood and quality of life. Thank you for your consideration, Georgia Nelson 340 W Palatine Road "Education is the most powerful weapon which you can use to change the world." Nelson Mandela Georgia Nelson			X	
Johnson	Pat				847-776-5310	johnson.pat@gmail.com	Email	9/29/2021	As long-time Palatine residents/voters, we are completely against widening Palatine Road. Are you able to voice our opinion?		X		
Rochfort	Tom	311 W Palatine Rd	Palatine	60067		tom.rochfort@ul.com	Email	9/29/2021	Hello Matt, I am following up on my previous email (that I never received a response to) and expect a formal reply. The below questions have still not been addressed outside stating some type of compensation for land loss will be given. In addition to my previous statements, I would add that the reduction of land should have an effect on property taxes that the village should be proactively addressing on behalf of the residents. Note I have edited the previous email, this can be seen in red. I , based on the information provided, am not in support of this expansion. I expect formal replies to my statements and detailed information be provided to all residents that are affected. Regards, Tom Rochfort Engineering Leader Connected Technologies - HVAC/R/Water Systems				X
Byrne	Peggy					peggy.byrne16@gmail.com	Email	9/30/2021	Please do not cut down the trees. Does that portion of the road really need expansion??				X

Lehman	Lizanne	317 W Palatine Road	Palatine	60067		ebates999@yahoo@.com	Email	9/30/2021	My name is Elizabeth Lehman and I have resided at 317 W. Palatine Road since September, 1992. In that time period, traffic has increased, but even more concerning is that the majority of drivers ignore the 30 mile per hour speed limit and the crosswalk at Rose Street for Paddock Elementary School students and nearby residents. Our stretch of Palatine Road, from Cedar to Rose is strictly residential and yet as part of the expansion plan this stretch will be enlarged to three lanes. This type of expansion, with a single lane for turning and passing is known by law enforcement as a "Suicide Lane", because it will be used by speeding cars going both east and west. It is already dangerous trying to cross Palatine Road, on September 16th we were crossing with the assistance of the school crossing guard when we watched a speeding westbound car miss him by inches despite the fact that he was holding a red blinking stop sign. I worry about his safety and that of school children since earlier this week I witnessed an Eastbound car speed by a bus stopped with its stop sign out and it's red lights flashing. It is currently not safe for residents or school children to cross Palatine Road, and adding a Suicide Lane will only make it more difficult and dangerous to use our Rose Street crosswalk. Unfortunately, it has been our experience that the Village of Palatine is not that concerned about the safety of its residents, whether it is vicious dogs or speeding cars. I would ask that for once the Village of Palatine ignore the needs of individuals racing through our Village and protect its residents.			X	
Byrne	Amy				847-542-0803	amybyrne1496@gmail.com	Email	9/30/2021	Hello Matt Barry, My name is Amy Byrne. I work at The Morton Arboretum in Lisle, IL. I have been a long time resident of Palatine, and one of my favorite things about Palatine is the greenery and diversity of trees there are. I appreciate the towns interest and focus on the urban canopy, as there are many benefits trees provide to the ecosystem, sustainability of the town and for the community. So in hearing about this Palatine road expansion, where large, adult trees will be removed and/or damaged in the process is upsetting and the cons outweigh the pros by far. Trees help with drainage and storm water runoff, reduce our carbon footprint, are aesthetically pleasing, adding beautification to the town, being out in nature reduces stress in people, they increase property value and reduce heating and cooling costs for homes/businesses. I highly urge you to not go through with this project as there does not seem to be a large benefit coming out of it and there will be more damage in the long run. Trees take a long time to grow and establish so even if trees are planted afterwards the benefits you receive from large adult trees are not as robust in young trees. I would be happy to discuss this further with you, but please take into consideration the damage you would be causing if you go through with this. Thanks for your time and consideration. Regards, Amy Byrne			X	
Lehman	Bill	317 w palatine rd				lehmanb99@yahoo.com	Email	9/30/2021	Per the instructions given at the September 16 meeting regarding the above subject the following comments are submitted: My wife and I live at 317 West Palatine Road. The pictures displayed at the meeting indicate that the improvements will include a middle third lane stretching between Rose and Maple Streets. This area is directly in front of our house. Why is this lane necessary rather than simply adding a turn lane at the corner of Rose Street (a turn lane already exists at Maple Street)? The third lane, while supposed to be for left turns only, will encourage drivers to speed through this area and to possibly pass slower traffic. This area has high pedestrian traffic and includes a school crossing zone at Rose Street (Paddock grade school is just south of Palatine Road). Is the Village prepared to dedicate more police time and effort to this area to control traffic? Will the Village install a flashing crosswalk sign at Rose Street to assist individuals trying to cross Palatine Road? Currently it is difficult to safely cross Palatine Road. Adding a third lane will only add to the difficulty. At the September 16 meeting I was told that the expectation is that 6 to 8 feet of parkway would be removed on both sides of Palatine Road for the improvements. The parkway in front of our house is one of the larger parkways in the area (approximately 11 feet 5 inches). Removing 8 feet from the parkway will reduce it to less than 4 feet and bring Palatine Road to within less than 20 feet of our front steps. As noted above, there is a lot of pedestrian traffic (including school children) in this area. Has there been a study regarding the distance necessary between a street like Palatine Road and sidewalks to ensure pedestrian safety? Also, has there been any study regarding potential damage to houses as a result of bringing Palatine Road traffic closer to our homes? Please note that Palatine Road includes a significant amount of large truck traffic. Moving these trucks closer to our homes would appear to be detrimental to safety and structural concerns. Please contact me identifying any studies that the Village has conducted regarding these subjects. We have lived on Palatine Road since 1992. We certainly do not oppose necessary improvements in our Village. However, I don't understand why increasing the speed of traffic flow should take precedent over resident safety and our homes. The plan outlined at the September 16 meeting (and at a similar meeting 2 years ago) was presented as essentially a "done deal". I hope you will consider my comments and any comments submitted by my neighbors before finalizing this matter. Please make our safety your number 1 concern. Bill Lehman				X

Hollick	Deborah & John					ddhollick@sbcglobal.net	Email	9/30/2021	Dear Mr. Barry, It has come to my attention that you are the person whom I need to contact in regards to the potential widening of Palatine Road from Brockway Street through to Roselle Road. My husband and I reside on Elm Street just a few blocks south of Palatine Road. September, 2021, marks our 50th year in Palatine and in our home. We have traveled along the section of Palatine Road in question and adjacent streets many thousands of times over those years. I understand why you might think that this section of road should be widened, traffic has increased over the years. However both my husband and myself think that the downside substantially outweighs the benefits. The esthetic impact, the loss of so many beautiful, mature trees would be a devastating blow to the warm, small town vibe that exists here in Palatine now. It would also have a seriously negative effect on the homeowners along that route, particularly between Smith and Cedar streets. Even if it was configured with the narrower lanes, that would pull the roadway practically at their front doors. This would undoubtedly significantly reduce the value of those properties. Although it is a busy two lane road now, I imagine potential buyers would be much more dissuaded to to acquire a home located on an even busier four lane (five with turn lane) road. I get the problem with people cutting through side streets to avoid the intersection of Smith and Palatine Road. However I think that widening Palatine Road would do little to improve that situation. I think that people would continue that behavior to avoid the traffic light. So In my opinion the widening of Palatine Road might have a slight but negligible effect on that issue. I also believe that widening Palatine Road will make crosswalks more dangerous, particularly where the kids cross heading to Paddock School. There are numerous examples of wider, higher speed limit roads narrowing down and slowing down as they pass through downtown areas. Barrington Road/Route 59 passing through downtown Barrington (complete with a train station) is a prime example, but there are many, many others just like that.		X		
Kobler	Rich & Pam	37 S Hickory St.	Palatine	60067		koblerbach@icloud.com	Email	9/30/2021	Mr Barry, Not that you asked, but my husband and I would like to you to know that we oppose the Expansion of Palatine Road Project that is being planned without any input from the community who live near or on Palatine Road. And why in the world is that the case??? That fact alone raises so many questions that deserve some answers from those we have elected to serve us. With concern, Rich & Pam Kobler 37 S Hickory St Palatine, IL		X		
O'Connor	Catherine				312-751-3236		PDF		Mr. Matt Barry, P.E Director of Public Works Village of Palatine 148 West Illinois Avenue Palatine, IL 60067 mbarry@palatine.il.us Dear Mr. Barry: Subject: Palatine Road Improvements – Public Information Meeting Reference is made to your enclosed public notice dated August 23, 2021, concerning the subject project. Thank you for the invitation to the subject meeting, which Mr. Khaja Moinuddin of our staff was able to attend. We also appreciate that you forwarded the preliminary plans for the project. We have no objections to road and other infrastructure improvements but have the following comments: 1. It appears a portion of existing sidewalk will be removed and replaced by a multiuse path on land owned by MWRD. The Palatine Park District has an easement for recreational purposes associated with the reservoir. However, the Village of Palatine may need separate temporary and/or permanent easements associated with this work. Any work or facilities that will be carried out on our property must be included in these easements. 2. It appears there is a new street inlet connection to Salt Creek. This may be a new outfall to Salt Creek. If this is the case, an MWRD Facility Connection Authorization will be needed. In addition, please review Watershed				X

									Management Ordinance (WMO) Permit requirement which can be found on our website for any additional WMO permit requirements. BOARD OF COMMISSIONERS Kari K. Steele President Barbara J. McGowan Vice President Marcelino Garcia Chairman of Finance Cameron Davis Kimberly Du Buclet Josina Morita Eira L. Corral Sepúlveda Debra Shore Mariyana T. Spyropoulos 100 EAST ERIE STREET CHICAGO, ILLINOIS 60611-3154 312.751.5600Mr. Matt Barry 2 October 7, 2021 Easements from MWRD can be initiated by contacting Ms. Margaret Conway, Head Assistant Attorney (ConwayM@mwrd.org, 312-751-6587). Easements will require plats of easements and legal descriptions. Any other questions can be referred to Mr. Joe Schuessler, Principal Civil Engineer, at (312) 751-3236. Very truly yours, Catherine A. O'Connor Director of Engineering				
Balog	Gerald	203 W. Palatine Rd	Palatine	60067			PDF	10/7/2021	Gerald T. Balog 203 W. Palatine Rd Palatine, IL 60067 October 7, 2021 Matt Barry Director of Public Works Village of Palatine 148 W Illinois Ave Palatine, IL 60067 Dear Matt: As a long time residential property owner on Palatine Road, I am writing in support of the proposed widening project. I have owned the property at 203 W Palatine Rd at the corner of Smith Rd since 1997. I have been a resident there since 2015. Over the years traffic has continued to increase in both directions on Palatine Road. As a result, it has become very unsafe at certain times of day to try to merge into traffic from driveways in the neighborhood. In fact, two years ago I was sideswiped while attempting to merge by a car traveling west on Palatine Road at Smith. The addition of square footage in the turn lane there can only alleviate what is now a considerably dangerous situation. I also experience significant storm water flow from Palatine Road onto my property and subsequently into my basement during numerous rainfall events. It is my understanding that the project will also improve storm water management for property owners which is a result I enthusiastically endorse. I understand that some neighbors have concerns about the impact of widening Palatine Road. I believe that the quality of life for adjacent neighbors could be significantly improved with expanded speed limit and noise ordinance enforcement. Sincerely yours, Gerald T. Balog	X			

VILLAGE of PALATINE

September 16th, 2021
Palatine Road Phase I Engineering Study
Public Meeting
Comment Form

The Palatine Road Improvement Project will include widening and reconstruction approximately ¾ of a mile of Palatine Road from Smith Street to Quentin Road. The project aims to improve the roadway capacity and poor pavement conditions. The project will add an enclosed drainage system and provided improved pedestrian accommodations along the corridor.

This Public Meeting is an opportunity for you to provide input on the project being presented this evening. Village of Palatine encourages you to submit your comments at the public forum today. You may also submit your written comment on this form and place it in the box marked COMMENTS; or scan and email to mbarry@palatine.il.us; or fold it thirds, tape closed, place a stamp and mail.

All comments submitted through October 8, 2021 will become part of the public meeting record.

Comments/Questions:

I REALLY LIKE HOW THIS IS LOOKING!
I WAS HERE A COUPLE OF YEARS AGO + EVEN SUGGESTED THE RIGHT TURN ON TO QUENTIN & SEE THAT IT IS INCORPORATED, THIS SHOULD REALLY HELP TRAFFIC FLOW + HELP WITH ALL THE POLUTION FROM EXHAUSTS OF THOSE WAITING.
I ALSO LIKE THE FACT THAT QUENTIN + PAL AVE CORNER WILL NOT LOOK LIKE A "TRUCK STOP" AREA, THE CURBING & BIKE TRAILS ARE GREAT.

I WISH IT COULD BE STARTED SOONER!

VERY NICE INFO SESSION!

(Optional, Please Print)

Name/Affiliation DIANA Lopez

Address 817 W. OREN LN

City/State PAL IL *Zip Code* 60067

Phone No. 847-917-9760

E-Mail Address DLOPEZ@STARCKRE.COM

I would NOT like to receive information on this project ☐

VILLAGE of PALATINE

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Comments/Questions:

CROSSING AT ROSE ST / PALATINE RD.
COULD THIS BE LOOKED AT SO IT
REMAINS ON WEST SIDE OF ROSE ST.
INSTEAD OF EAST AS PROPOSED

(Optional, Please Print)

Name/Affiliation THOMAS C BRAMLEY DIRECTOR of TRANSPORTATION CCSD #15.

Address 1100 N SMITH ST.

City/State PALATINE IL. *Zip Code* 60067.

Phone No. 847-963-3905 M 847-812-1855

E-Mail Address BRAMLEYT @ CCSD15.NET.

I would NOT like to receive information on this project ☐

ATTACHMENT 17

VILLAGE of PALATINE

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Comments/Questions:

Why is the project not putting in a Right turn lane on West bound Palatine onto Smith? The Project has that small section in the plan area.

Is the school crossing at Rose + Palatine still going to be on the west side of that intersection?
Are Flashing school crossing signs part of the project? If not can that be included?

Are home owners compensated for the loss of land?
What trees are coming down on Palatine Rd.? Where will they be replaced?

(Optional, Please Print)

Name/Affiliation Lauren Smith

Address 302 W Palatine Rd.

City/State Palatine IL *Zip Code* 60067

Phone No. _____

E-Mail Address _____

I would NOT like to receive information on this project ☐

ATTACHMENT 17

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Comments/Questions:

My Comment is to reconsider the center turn lane between Maple + Rose. I do not see the benefit of a turn lane there. Plus two feet of parkway cut back does not seem to equal a new car lane. Math does not seem to add up. Also on my Parkway is a tree with AT+T bolted to it, they to my house.

Maybe consider setting funding for burying the Utilities instead of aerial / pole service.

(Optional, Please Print)

Name/Affiliation Ron Bieletzki

Address 310 W. Palatine Rd

City/State Palatine, IL *Zip Code* 60067

Phone No. (847) 358-2810

E-Mail Address clipped@inorbit.com

I would NOT like to receive information on this project ☒

ATTACHMENT 17

VILLAGE of PALATINE

September 16th, 2021
Palatine Road Phase I Engineering Study
Public Meeting
Comment Form

The Palatine Road Improvement Project will include widening and reconstruction approximately ¾ of a mile of Palatine Road from Smith Street to Quentin Road. The project aims to improve the roadway capacity and poor pavement conditions. The project will add an enclosed drainage system and provided improved pedestrian accommodations along the corridor.

This Public Meeting is an opportunity for you to provide input on the project being presented this evening. Village of Palatine encourages you to submit your comments at the public forum today. You may also submit your written comment on this form and place it in the box marked COMMENTS; or scan and email to mbarry@palatine.il.us; or fold it thirds, tape closed, place a stamp and mail.

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Comments/Questions:

Glad to see that you are putting time into planning to have the proper exedution/redesign of Palatine Rd.

I'm not sure how taking 2' from both the north parkway and south parkway becomes a middle lane of 11'.

Thank you!

(Optional, Please Print)

Name/Affiliation Trisha Bieletzki

Address 310 W Palatine Rd

City/State Palatine, IL *Zip Code* 60067

Phone No. 847-358-2810

E-Mail Address bieletzkit@gmail.com

I would NOT like to receive information on this project ☐

ATTACHMENT 17

VILLAGE of PALATINE

September 16th, 2021
Palatine Road Phase I Engineering Study
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Comment Form

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Comments/Questions:
ADD BIKE PATH FROM PUMP HOUSE TO WOOD ST

CROSS WALK - BIKE CROSSING - AT CEDAR - WITH SIGNAGE

QUENTIN + PALATINE RD - BETTER CROSS WALK + BIKE CROSSING WITH SIGNAGE - FOR BIKES + CARS

(Optional, Please Print)
Name/Affiliation WAYNE MIKES
Address 1ST N NW HWY
City/State PALATINE *Zip Code* 60067
Phone No.
E-Mail Address WMIKES BIKES @ AOL.COM
I would NOT like to receive information on this project ☐

VILLAGE of PALATINE

September 16th, 2021
Palatine Road Phase I Engineering Study
Public Meeting
Comment Form

The Palatine Road Improvement Project will include widening and reconstruction approximately ¾ of a mile of Palatine Road from Smith Street to Quentin Road. The project aims to improve the roadway capacity and poor pavement conditions. The project will add an enclosed drainage system and provided improved pedestrian accommodations along the corridor.

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Comments/Questions:

Since the flow of traffic will increase we need more ways to control the flow. It would be great to see a speed camera and yellow signal lights at Palatine & Rose. Since there is a school zone there needs to be control due to the excess speed we see cars traveling.

- It would also be great to see more trees along the parkway to help cut down on road noise and make it more appealing.

(Optional, Please Print)

Name/Affiliation Jack Peck

Address 242 W. Palatine Rd

City/State Palatine, IL *Zip Code* 60067

Phone No. 317-354-7205

E-Mail Address Jackpeck3@gmail.com

I would NOT like to receive information on this project ☐

ATTACHMENT 17

VILLAGE of PALATINE

September 16th, 2021
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Comments/Questions:

Consider opportunities to build "Palatine Greenway" along the Salt Creek. Perhaps grade the creek banks to allow for path contruction in the future.

Preserve / dedicate / acquire land on either/both sides of Salt Creek ~~for~~ for following property transfers/redevelopment:

- Kinch property
- 20 N. Middleton Ave
- White House property
- 512 & 508 W. Palatine Rd
- 60 & 40 N. Middleton Ave
- parcels between Cedar Park & Kinch property

(Optional, Please Print)

Name/Affiliation Steve Breese

Address 716 N. Franklin Ave

City/State Palatine IL 60067 Zip Code 60067

Phone No. 847 902-8722

E-Mail Address sbreese@gmail.com

I would NOT like to receive information on this project ☐

my websites:

www.PalatineRoad.com

www.PalatineGreenway.com

ATTACHMENT 17

VILLAGE of PALATINE

September 16th, 2021
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All comments submitted through October 8, 2021 will become part of the public meeting record.

Comments/Questions:

We would like to see trees on the parkway

(Optional, Please Print)

Name/Affiliation Ron Port

Address 243 W Palatine Rd

City/State Palatine IL *Zip Code* 60067

Phone No. 847-370-8596

E-Mail Address reportzron@yahoo.com

I would NOT like to receive information on this project ☒

ATTACHMENT 17

VILLAGE of PALATINE

September 16th, 2021
Palatine Road Phase I Engineering Study
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Please don't do This!

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Comments/Questions: The Worst Idea Palatine is hell bent on, with no clear articulable reason for the project. The Congestion on Palatine Rd does not whatsoever constitute Spending $10,000,000 +. (that the state and Federal Govt have) If anything, The Village should do the opposite of expanding, and thereby encouraging more dangerous and faster traffic. Palatine Rd Should be taken to IDOT proposed to LOWER The Speed Limit, and discourage it being a through way. We are going to embark on destroying the beauty and natural resources of the Village and putting a Highway through a residential neighborhood for (Residents) of Inverness and Hoffman to abuse even more. How much will Inverness pay? THIS WILL, despite any assumption to the contrary, drive down property values, and cause more collisions with pedestrians and require far more police enforcement. If you could slow traffic and encourage detours by making it inconvenient. More people will want to live in Plum Grove, This will be detrimental. I hope you stop at the Res. here, and Poor zoning does not make this problem. This is passed BECAUSE it is a lower income area than residents on Palatine Rd

(Optional, Please Print)

Name/Affiliation M. Fleming

Address 725 W Palatine R

City/State Palatine Zip Code 60067

Phone No. (847) 207-2465

E-Mail Address m.heflem618@gmail.com

I would NOT like to receive information on this project ☐

Because the actual market value of homes will drop, and people will leave you will lose not only the millions you spend, but also A LOT of tax revenue. The street is mostly young working couples and children. It is dangerous enough as it is. This will cause head on collisions more congestion, make living on Palatine Rd all that more inconvenient for the price, it will be impossible to take your garbage out. People are already leaving in the neighborhood because of the impending construction, and are getting ahead of the project. The previous project was already horrible. We couldn't get out of our driveways, had large machinery parked in our front yard, and the noise was unbearable. I'm not sure why I still live here.

This is digging Palatine's own grave financially. You will be left with the only option being to put in more multi-unit [redacted] housing, and incrementally raise crime rates because of sheer density, as well as collecting FAR less in revenue over the next decade because despite "evaluations" made by appraisers, the market speaks for

Pools to splash play to

Plunge and Splash. Other than the fact this will cost more than estimated, also increase congestion in residents, also a highway to Palatine a frontyard where people don't want to pass through the downtown area

any drive out

Older and

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Comments/Questions:

I would Respectfully Request that you investigate accidents that happen at my intersection of Rose + Palatine Rd. Many times Vehicles has ended up in my front yard Nearly missing my home The parkway trees has slowed the Vehicles and Now there will be no barrier. Can guard rails go in at the corners? Due to the school traffic and train Commuters this side St of Rose gets crazy during peak times. CAN you INSTALL a yellow blinking light to slow the traffic down? The patrol guard has his hands full as there are many drivers who disregard him.

See the back →

(Optional, Please Print)

Name/Affiliation Margaret Nabor

Address 249 W. Palatine Rd

City/State Palatine IL *Zip Code* 60067

Phone No. 847-358-9006

E-Mail Address mizchic@aim.com

I would NOT like to receive information on this project ☐

People really speed down Palatine Rd and because of the need to make the train on time and get kids to school it often becomes dangerous. Keep in mind that Kinsch's owns 5 acres of land that most likely could become Townhomes + Condos someday which will really cause more problems than we are experiencing now. Please think of some safety precaution that I won't have to worry about a car hitting my house.

Thank You for your consideration regarding this matter.

Respectfully,

Margaret Nabor (owner)

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

August 23, 2021

Re: **Palatine Road Improvements –Public Information Meeting**

Dear Resident:

The Village of Palatine will hold a Public Meeting concerning the Palatine Road project from Smith Street to Quentin Road.

Date:	**Thursday, September 16, 2021**
Time:	**5:00 P.M. to 7:00 P.M.**
Location:	**Village of Palatine - Village Hall** **Community Meeting Room B – Second Floor** **200 E. Wood Street** **Palatine, IL 60067**

The meeting will be conducted as an informal open house. The Palatine Road project improvement includes widening and reconstruction with upgrades to traffic signal, sewer and water main, and roadway lighting from Quentin Road to Smith Street. Phase I of the project is ongoing and being processed as a federal Categorical Exclusion. The project does not require relocations but will require right-of-way and easement purchases. Related information will be made available in accordance with the Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally-Assisted Programs, 49 CFR 24, and IDOT Land Acquisition policies. Proposed storm sewer work within the Salt Creek floodplain has been evaluated in accordance with Executive Order 11988. Representatives of the Village of Palatine and the consultant team will be available at the Public Information Meeting to discuss the impacts to the Margreth Riemer Reservoir as well as the overall status of the project including environmental approvals and land acquisition.

The Village of Palatine is seeking public comments on the overall project and the effects that proposed improvements will have on the Margreth Riemer Reservoir. The Margreth Riemer Reservoir, which is under the jurisdiction of the Metropolitan Water Reclamation District of Greater Chicago but leases land to the Palatine Park District, is a publicly owned park. As such, it is subject to protection under section 4(f) of the U.S. Department of Transportation act of 1966. For the Palatine Road project, the Village of Palatine intends to seek temporary and permanent easements and fee simple right-of-way approval from the Federal Highway Administration based on a determination that the project will not adversely affect the features, attributes, or activities that qualify Margreth Riemer Reservoir for protection under Section 4(f).

Aspects of the Palatine Road project within Margreth Riemer Reservoir will include construction of a new multi-use path and traffic signal equipment at the northeast corner of Palatine Road and Quentin Road. Additionally,

north of Palatine Road between Quentin Road and Merrill Avenue, three existing storm sewer outlets will need to be extended to the north due to the widening of Palatine Road. Mitigation for the multi-use path, traffic signal equipment and storm sewer outlets will include restoration to turf for all disturbed areas. Detailed documentation describing the impacts and mitigation associated with the effects of the Palatine Road project on the Margreth Riemer Reservoir will be available for review at the Public Information Meeting at the date and time listed above, and at the Combined Services Facility at 148 W. Illinois Avenue from Friday, September 17, 2021 to Thursday, September 30, 2021.

In compliance with the American with Disabilities Act and other Federal and State Laws, the Public Meeting will be accessible to those with disabilities. If any additional assistance is required, please contact the Village of Palatine Public Works by telephone at (847) 705-5200 or by email at publicworks@palatine.il.us at least five (5) business days prior to the meeting such that any additional arrangements can be made.

Written statements will be received at the time of the meeting or can be mailed after the meeting to **Matt Barry, Director of Public Works, 148 W. Illinois Avenue, Palatine, IL 60067** or emailed to **mbarry@palatine.il.us**. Comments and questions are welcome at any time, but to be part of this meeting's record it must be received by the Village on or before September 30, 2021 by 4PM.

Sincerely,



Matt Barry, P.E.
Director of Public Works

DIGNITARIES

PREFIX	GREETING	LAST NAME	FIRST NAME	AGENCY	TITLE	ADDRESS	CITY	STATE
THE HONORABLE	SENATOR	DURBIN	RICHARD	UNITED STATES SENATE	SENATOR	230 S. DEARBORN ST. SUITE 3892	CHICAGO	IL
THE HONORABLE	SENATOR	DUCKWORTH	TAMMY	UNITED STATES SENATE	SENATOR	P.O. BOX 10793	CHICAGO	IL
THE HONORABLE	CONGRESSMAN	CASTEN	SEAN	UNITED STATES CONGRESS	CONGRESSMAN	2700 INTERNATIONAL DRIVE, SUITE 304	CHICAGO	IL
THE HONORABLE	STATE SENATOR	GILLESPIE	ANN	ILLINOIS STATE SENATE	ILLINOIS STATE SENATOR	120 W. EASTMAN ST., SUITE 207	ARLINGTON HEIGHTS	IL
THE HONORABLE	REPRESENTATIVE	MORRISON	THOMAS R.	ILLINOIS HOUSE OF REPRESENTATIVES	ILLINOIS STATE REPRESENTATIVE	117 E. PALATINE ROAD	PALATINE	IL
THE HONORABLE	REPRESENTATIVE	CARROLL	JONATHAN	ILLINOIS HOUSE OF REPRESENTATIVES	ILLINOIS STATE REPRESENTATIVE	3153 DUNDEE ROAD	NORTHBROOK	IL
THE HONORABLE	STATE SENATOR	MORRISON	JULIE A.	ILLINOIS STAE SENATE	ILLINOIS STATE SENATOR	700 OSTERMAN AVENUE	DEERFIELD	IL
MR.	COMMISIONER	BRITTON	SCOTT	COOK COUNTY BOARD	COMMISIONER	118 N. CLARK ST. ROOM 567	CHICAGO	IL
THE HONORABLE	PRESIDENT	PRECKWINKLE	TONI	COOK COUNTY BOARD	PRESIDENT	118 N. CLARK ST. ROOM 537	CHICAGO	IL
MR.	SUPERINTENDENT	YONAN	JOHN	COOK COUNTY DIVISION OF TRANSPORTATION AND HIGHWAYS	SUPERINTENDENT	69 W. WASHINGTON ST., 24TH FLOOR	CHICAGO	IL

LOCAL AND FEDERAL AGENCIES

AGENCY	PREFIX	LAST NAME	FIRST NAME	TITLE	ADDRESS	CITY	STATE	ZIP
IDNR/OFFICE OF WATER RESOURCES					2050 WEST STEARNS ROAD	BARTLETT	IL	60103
ILLINOIS ENVIRONMENTAL PROTECTION AGENCY					1021 NORTH GRAND AVE. EAST, P.O. BOX 19276	SPRINGFIELD	IL	62794
ILLINOIS DEPARTMENT OF TRANSPORTATION	MR.	QUIGLEY	ANTHONY	REGION 1 ENGINEER	201 WEST CENTER COURT	SCHAUMBURG	IL	60196
ILLINOIS DEPARTMENT OF TRANSPORTATION	MR.	HOUSEH	ALEX	FIELD ENGINEER	201 WEST CENTER COURT	SCHAUMBURG	IL	60196
ILLINOIS HISTORIC PRESERVATION AGENCY					1 N OLD STATE CAPITOL PLAZA	SPRINGFIELD	IL	62701
US ARMY CORPS OF ENGINEERS					231 SOUTH LASALLE STREET, SUITE 1500	CHICAGO	IL	60604
US FISH & WILDLIFE SERVICES					230 S DEARBORN ST STE 2938	CHICAGO	IL	60604-1713
VILLAGE OF PALATINE FIRE DEPARTMENT	MR.	ANDERSON	SCOTT	FIRE CHIEF	39 E COLFAX ST.	PALATINE	IL	60067
VILLAGE OF PALATINE POLICE DEPARTMENT	MR.	DAIGLE	DAVE	POLICE CHIEF	595 N HICKS ROAD	PALATINE	IL	60067
FEDERAL HIGHWAY ADMINISTRATION	MR.	BYARS	CHRIS	TRANSPORTATION ENGINEER	3250 EXECUTIVE PARK DRIVE	SPRINGFIELD	IL	62703
BIKE PALATINE CLUB	MR.	MIKES	WAYNE	BIKE PALATINE CLUB C/O MIKE'S BIKE SHOP	155 N NORTHWEST HIGHWAY	PALATINE	IL	60067
METROPOLITIAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO					100 E. ERIE STREET	CHICAGO	IL	60611
STUART R. PADDOCK ELEMENTARY SCHOOL	MS.	BLAND	RACHEL	PRINCIPAL	225 W. WASHINGTON STREET	PALATINE	IL	60067
MARION JORDAN ELEMENTARY SCHOOL	MS.	GROSCH	JENIFER	PRINCIPAL	100 N. HARRISON AVENUE	PALATINE	IL	60067
COMMUNITY CONSOLIDATED SCHOOL DISTRICT 15	DR.	HEINZ	LAURIE	SUPERINTENDENT	580 N. FIRST BANK DRIVE	PALATINE	IL	60067
TOWNSHIP HIGH SCHOOL DISTRICT 211	DR.	CATES	DANIEL	SUPERINTENDENT	1750 S. ROSELLE ROAD	PALATINE	IL	60067
PALATINE PARK DISTRICT	MR.	CLARK	MIKE	EXECUTIVE DIRECTOR	250 EAST WOOD STRET	PALATINE	IL	60067
PALATINE TOWNSHIP	MS.	LANGLOTZ-JOHNSON	SHARON	TOWNSHIP SUPERVISOR	721 SOUTH QUENTIN ROAD	PALATINE	IL	60067
WALTER R. SUNDLING JUNIOR HIGH SCHOOL	MR.	BRAMLEY	THOMAS		1100 N. SMITH ST	PALATINE	IL	60067

ADDRESSEE (PROPERTY OWNER)	ADDRESS (PROPERTY OWNER)	CITY (PROPERTY OWNER)	STATE (PROPERTY OWNER)	ZIP (PROPERTY OWNER)
RESIDENT	19 S ASH ST	PALATINE	IL	60067-6005
RESIDENT	24 S ASH ST	PALATINE	IL	60067-6006
RESIDENT	25 S ASH ST	PALATINE	IL	60067-6005
RESIDENT	29 S ASH ST	PALATINE	IL	60067-6005
RESIDENT	30 S ASH ST	PALATINE	IL	60067-6006
RESIDENT	36 S ASH ST	PALATINE	IL	60067-6006
RESIDENT	37 S ASH ST	PALATINE	IL	60067-6005
RESIDENT	43 S ASH ST	PALATINE	IL	60067-6005
RESIDENT	44 S ASH ST	PALATINE	IL	60067-6006
RESIDENT	47 S ASH ST	PALATINE	IL	60067-6005
RESIDENT	48 S ASH ST	PALATINE	IL	60067-6006
RESIDENT	56 S ASH ST	PALATINE	IL	60067-6006
RESIDENT	102 S ASH ST	PALATINE	IL	60067-6008
RESIDENT	107 S ASH ST	PALATINE	IL	60067-6007
RESIDENT	108 S ASH ST	PALATINE	IL	60067-6008
RESIDENT	114 S ASH ST	PALATINE	IL	60067-6008
RESIDENT	115 S ASH ST	PALATINE	IL	60067-6007
RESIDENT	120 S ASH ST	PALATINE	IL	60067-6008
RESIDENT	121 S ASH ST	PALATINE	IL	60067-6007
RESIDENT	126 S ASH ST	PALATINE	IL	60067-6008
RESIDENT	127 S ASH ST	PALATINE	IL	60067-6007
RESIDENT	132 S ASH ST	PALATINE	IL	60067-6008
RESIDENT	132 S ASH ST 2	PALATINE	IL	60067-6008
RESIDENT	133 S ASH ST	PALATINE	IL	60067-6007
RESIDENT	136 S ASH ST	PALATINE	IL	60067-6008
RESIDENT	139 S ASH ST	PALATINE	IL	60067-6007
RESIDENT	144 S ASH ST	PALATINE	IL	60067-6008
RESIDENT	149 S ASH ST	PALATINE	IL	60067-6007
RESIDENT	150 S ASH ST	PALATINE	IL	60067-6008
RESIDENT	52 N AVERRY CT	PALATINE	IL	60067-0918
RESIDENT	54 N AVERRY CT	PALATINE	IL	60067-0918
RESIDENT	56 N AVERRY CT	PALATINE	IL	60067-0918
RESIDENT	58 N AVERRY CT	PALATINE	IL	60067-0918
RESIDENT	60 N AVERRY CT	PALATINE	IL	60067-0918
RESIDENT	61 N AVERRY CT	PALATINE	IL	60067-0918
RESIDENT	62 N AVERRY CT	PALATINE	IL	60067-0918
RESIDENT	63 N AVERRY CT	PALATINE	IL	60067-0918
RESIDENT	64 N AVERRY CT	PALATINE	IL	60067-0918
RESIDENT	65 N AVERRY CT	PALATINE	IL	60067-0918
RESIDENT	7 N BRIDGE VIEW ST	PALATINE	IL	60067-4981
RESIDENT	11 N BRIDGE VIEW ST	PALATINE	IL	60067-4981
RESIDENT	41 N BRIDGE VIEW ST	PALATINE	IL	60067-4982
RESIDENT	45 N BRIDGE VIEW ST	PALATINE	IL	60067-4982
RESIDENT	48 N BRIDGE VIEW ST	PALATINE	IL	60067-4983
RESIDENT	49 N BRIDGE VIEW ST	PALATINE	IL	60067-4982
RESIDENT	52 N BRIDGE VIEW ST	PALATINE	IL	60067-4983
RESIDENT	55 N BRIDGE VIEW ST	PALATINE	IL	60067-4982
RESIDENT	56 N BRIDGE VIEW ST	PALATINE	IL	60067-4983
RESIDENT	59 N BRIDGE VIEW ST	PALATINE	IL	60067-4982
RESIDENT	63 N BRIDGE VIEW ST	PALATINE	IL	60067-4982
RESIDENT	66 N BRIDGE VIEW ST	PALATINE	IL	60067-4983
RESIDENT	67 N BRIDGE VIEW ST	PALATINE	IL	60067-4982
RESIDENT	70 N BRIDGE VIEW ST	PALATINE	IL	60067-4983
RESIDENT	71 N BRIDGE VIEW ST	PALATINE	IL	60067-4982
RESIDENT	75 N BRIDGE VIEW ST	PALATINE	IL	60067-4982
RESIDENT	79 N BRIDGE VIEW ST	PALATINE	IL	60067-4982
RESIDENT	520 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	524 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	528 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	532 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	536 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	542 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	546 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	550 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	554 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	558 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	559 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	563 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	566 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	567 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	570 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	573 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	574 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	577 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	578 W BRIDGE VIEW CT	PALATINE	IL	60067-4984

ADDRESSEE (PROPERTY OWNER)	ADDRESS (PROPERTY OWNER)	CITY (PROPERTY OWNER)	STATE (PROPERTY OWNER)	ZIP (PROPERTY OWNER)
RESIDENT	581 W BRIDGE VIEW CT	PALATINE	IL	60067-4984
RESIDENT	44 N CEDAR ST	PALATINE	IL	60067-4964
RESIDENT	44 N CEDAR ST 101	PALATINE	IL	60067-4942
RESIDENT	44 N CEDAR ST 102	PALATINE	IL	60067-4942
RESIDENT	44 N CEDAR ST 103	PALATINE	IL	60067-4942
RESIDENT	44 N CEDAR ST 104	PALATINE	IL	60067-4942
RESIDENT	44 N CEDAR ST 105	PALATINE	IL	60067-4942
RESIDENT	44 N CEDAR ST 106	PALATINE	IL	60067-4943
RESIDENT	44 N CEDAR ST 107	PALATINE	IL	60067-4943
RESIDENT	44 N CEDAR ST 201	PALATINE	IL	60067-4943
RESIDENT	44 N CEDAR ST 202	PALATINE	IL	60067-4943
RESIDENT	44 N CEDAR ST 203	PALATINE	IL	60067-4943
RESIDENT	44 N CEDAR ST 204	PALATINE	IL	60067-4943
RESIDENT	44 N CEDAR ST 205	PALATINE	IL	60067-4944
RESIDENT	44 N CEDAR ST 206	PALATINE	IL	60067-4944
RESIDENT	44 N CEDAR ST 207	PALATINE	IL	60067-4944
RESIDENT	44 N CEDAR ST 301	PALATINE	IL	60067-4944
RESIDENT	44 N CEDAR ST 302	PALATINE	IL	60067-4944
RESIDENT	44 N CEDAR ST 303	PALATINE	IL	60067-4945
RESIDENT	44 N CEDAR ST 304	PALATINE	IL	60067-4945
RESIDENT	44 N CEDAR ST 305	PALATINE	IL	60067-4945
RESIDENT	44 N CEDAR ST 306	PALATINE	IL	60067-4945
RESIDENT	44 N CEDAR ST 307	PALATINE	IL	60067-4945
RESIDENT	55 N CEDAR ST	PALATINE	IL	60067-4904
RESIDENT	12 S CEDAR ST	PALATINE	IL	60067-6072
RESIDENT	17 S CEDAR ST	PALATINE	IL	60067-6066
RESIDENT	38 S CEDAR ST	PALATINE	IL	60067-6059
RESIDENT	42 S CEDAR ST	PALATINE	IL	60067-6059
RESIDENT	43 S CEDAR ST	PALATINE	IL	60067-6058
RESIDENT	43 S CEDAR ST 1	PALATINE	IL	60067-6058
RESIDENT	43 S CEDAR ST 2	PALATINE	IL	60067-6058
RESIDENT	48 S CEDAR ST	PALATINE	IL	60067-6059
RESIDENT	55 S CEDAR ST	PALATINE	IL	60067-6058
RESIDENT	67 S CEDAR ST	PALATINE	IL	60067-6058
RESIDENT	102 S CEDAR ST	PALATINE	IL	60067-6061
RESIDENT	103 S CEDAR ST	PALATINE	IL	60067-6060
RESIDENT	106 S CEDAR ST	PALATINE	IL	60067-6061
RESIDENT	114 S CEDAR ST	PALATINE	IL	60067-6061
RESIDENT	115 S CEDAR ST	PALATINE	IL	60067-6060
RESIDENT	118 S CEDAR ST	PALATINE	IL	60067-6061
RESIDENT	119 S CEDAR ST	PALATINE	IL	60067-6060
RESIDENT	120 S CEDAR ST	PALATINE	IL	60067-6061
RESIDENT	127 S CEDAR ST	PALATINE	IL	60067-6060
RESIDENT	130 S CEDAR ST	PALATINE	IL	60067-6061
RESIDENT	133 S CEDAR ST	PALATINE	IL	60067-6060
RESIDENT	138 S CEDAR ST	PALATINE	IL	60067-6061
RESIDENT	141 S CEDAR ST	PALATINE	IL	60067-6060
RESIDENT	144 S CEDAR ST	PALATINE	IL	60067-6061
RESIDENT	148 S CEDAR ST	PALATINE	IL	60067-6061
RESIDENT	336 S CEDAR ST	PALATINE	IL	60067
RESIDENT	435 S CEDAR ST	PALATINE	IL	60067
RESIDENT	51 N CRESCENT AV	PALATINE	IL	60067-4807
RESIDENT	53 N CRESCENT AV	PALATINE	IL	60067-4807
RESIDENT	55 N CRESCENT AV	PALATINE	IL	60067-4807
RESIDENT	73 N CRESCENT AV	PALATINE	IL	60067-4807
RESIDENT	75 N CRESCENT AV	PALATINE	IL	60067-4807
RESIDENT	77 N CRESCENT AV	PALATINE	IL	60067-4807
RESIDENT	79 N CRESCENT AV	PALATINE	IL	60067-4807
RESIDENT	103 N CRESCENT AV	PALATINE	IL	60067-0909
RESIDENT	115 N CRESCENT AV	PALATINE	IL	60067-0909
RESIDENT	129 N CRESCENT AV	PALATINE	IL	60067-0909
RESIDENT	143 N CRESCENT AV	PALATINE	IL	60067-0909
RESIDENT	84 N DREW CT	PALATINE	IL	60067-0915
RESIDENT	86 N DREW CT	PALATINE	IL	60067-0915
RESIDENT	88 N DREW CT	PALATINE	IL	60067-0915
RESIDENT	104 N DREW CT	PALATINE	IL	60067-0915
RESIDENT	106 N DREW CT	PALATINE	IL	60067-0915
RESIDENT	108 N DREW CT	PALATINE	IL	60067-0915
RESIDENT	120 N DREW CT	PALATINE	IL	60067-0915
RESIDENT	122 N DREW CT	PALATINE	IL	60067-0915
RESIDENT	124 N DREW CT	PALATINE	IL	60067-0915
RESIDENT	126 N DREW CT	PALATINE	IL	60067-0915
RESIDENT	128 N DREW CT	PALATINE	IL	60067-0915
RESIDENT	813 W DREW LN	PALATINE	IL	60067-0917
RESIDENT	814 W DREW LN	PALATINE	IL	60067-0916

RESIDENT	815 W DREW LN	PALATINE	IL	60067-0917
RESIDENT	816 W DREW LN	PALATINE	IL	60067-0916

ADDRESSEE (PROPERTY OWNER)	ADDRESS (PROPERTY OWNER)	CITY (PROPERTY OWNER)	STATE (PROPERTY OWNER)	ZIP (PROPERTY OWNER)
RESIDENT	817 W DREW LN	PALATINE	IL	60067-0917
RESIDENT	818 W DREW LN	PALATINE	IL	60067-0916
RESIDENT	819 W DREW LN	PALATINE	IL	60067-0917
RESIDENT	824 W DREW LN	PALATINE	IL	60067-0916
RESIDENT	826 W DREW LN	PALATINE	IL	60067-0916
RESIDENT	828 W DREW LN	PALATINE	IL	60067-0916
RESIDENT	5 S ELM ST	PALATINE	IL	60067-6009
RESIDENT	17 S ELM ST	PALATINE	IL	60067-6009
RESIDENT	20 S ELM ST	PALATINE	IL	60067-6010
RESIDENT	23 S ELM ST	PALATINE	IL	60067-6009
RESIDENT	24 S ELM ST	PALATINE	IL	60067-6010
RESIDENT	26 S ELM ST	PALATINE	IL	60067-6010
RESIDENT	29 S ELM ST	PALATINE	IL	60067-6009
RESIDENT	37 S ELM ST	PALATINE	IL	60067-6009
RESIDENT	38 S ELM ST	PALATINE	IL	60067-6010
RESIDENT	41 S ELM ST	PALATINE	IL	60067-6009
RESIDENT	42 S ELM ST	PALATINE	IL	60067-6010
RESIDENT	47 S ELM ST	PALATINE	IL	60067-6009
RESIDENT	48 S ELM ST	PALATINE	IL	60067-6010
RESIDENT	55 S ELM ST	PALATINE	IL	60067-6009
RESIDENT	56 S ELM ST	PALATINE	IL	60067-6010
RESIDENT	103 S ELM ST	PALATINE	IL	60067-6011
RESIDENT	108 S ELM ST	PALATINE	IL	60067-6012
RESIDENT	109 S ELM ST	PALATINE	IL	60067-6011
RESIDENT	112 S ELM ST	PALATINE	IL	60067-6012
RESIDENT	113 S ELM ST	PALATINE	IL	60067-6011
RESIDENT	118 S ELM ST	PALATINE	IL	60067-6012
RESIDENT	119 S ELM ST	PALATINE	IL	60067-6011
RESIDENT	124 S ELM ST	PALATINE	IL	60067-6012
RESIDENT	125 S ELM ST	PALATINE	IL	60067-6011
RESIDENT	132 S ELM ST	PALATINE	IL	60067-6012
RESIDENT	131 S ELM ST	PALATINE	IL	60067-6011
RESIDENT	136 S ELM ST	PALATINE	IL	60067-6012
RESIDENT	139 S ELM ST	PALATINE	IL	60067-6011
RESIDENT	144 S ELM ST	PALATINE	IL	60067-6012
RESIDENT	145 S ELM ST	PALATINE	IL	60067-6011
RESIDENT	149 S ELM ST	PALATINE	IL	60067-6011
RESIDENT	150 S ELM ST	PALATINE	IL	60067-6012
RESIDENT	157 S ELM ST	PALATINE	IL	60067-6011
RESIDENT	410 W GLENCOE RD	PALATINE	IL	60067-6016
RESIDENT	428 W GLENCOE RD	PALATINE	IL	60067-6016
RESIDENT	431 W GLENCOE RD	PALATINE	IL	60067-6015
RESIDENT	449 W GLENCOE RD	PALATINE	IL	60067-6071
RESIDENT	508 W GLENCOE RD	PALATINE	IL	60067-6018
RESIDENT	511 W GLENCOE RD	PALATINE	IL	60067-6017
RESIDENT	533 W GLENCOE RD	PALATINE	IL	60067-6077
RESIDENT	534 W GLENCOE RD	PALATINE	IL	60067-6078
RESIDENT	607 W GLENCOE RD	PALATINE	IL	60067-6019
RESIDENT	625 W GLENCOE RD	PALATINE	IL	60067-6019
RESIDENT	630 W GLENCOE RD	PALATINE	IL	60067-6069
RESIDENT	709 W GLENCOE RD	PALATINE	IL	60067-6021
RESIDENT	734 W GLENCOE RD	PALATINE	IL	60067-6022
RESIDENT	735 W GLENCOE RD	PALATINE	IL	60067-6076
RESIDENT	803 W GLENCOE RD	PALATINE	IL	60067-5920
RESIDENT	815 W GLENCOE RD	PALATINE	IL	60067-5920
RESIDENT	825 W GLENCOE RD	PALATINE	IL	60067-5920
RESIDENT	849 W GLENCOE RD	PALATINE	IL	60067-5920
RESIDENT	850 W GLENCOE RD	PALATINE	IL	60067-5921
RESIDENT	863 W GLENCOE RD	PALATINE	IL	60067-5920
RESIDENT	880 W GLENCOE RD	PALATINE	IL	60067-5921
RESIDENT	891 W GLENCOE RD	PALATINE	IL	60067-5920
RESIDENT	17 S HICKORY ST	PALATINE	IL	60067-6023
RESIDENT	18 S HICKORY ST	PALATINE	IL	60067-6024
RESIDENT	24 S HICKORY ST	PALATINE	IL	60067-6024
RESIDENT	25 S HICKORY ST	PALATINE	IL	60067-6023
RESIDENT	29 S HICKORY ST	PALATINE	IL	60067-6023
RESIDENT	32 S HICKORY ST	PALATINE	IL	60067-6024
RESIDENT	36 S HICKORY ST	PALATINE	IL	60067-6024
RESIDENT	37 S HICKORY ST	PALATINE	IL	60067-6023
RESIDENT	41 S HICKORY ST	PALATINE	IL	60067-6023
RESIDENT	42 S HICKORY ST	PALATINE	IL	60067-6024
RESIDENT	48 S HICKORY ST	PALATINE	IL	60067-6024
RESIDENT	49 S HICKORY ST	PALATINE	IL	60067-6023

ADDRESSEE (PROPERTY OWNER)	ADDRESS (PROPERTY OWNER)	CITY (PROPERTY OWNER)	STATE (PROPERTY OWNER)	ZIP (PROPERTY OWNER)
RESIDENT	107 S HICKORY ST	PALATINE	IL	60067-6025
RESIDENT	108 S HICKORY ST	PALATINE	IL	60067-6026
RESIDENT	112 S HICKORY ST	PALATINE	IL	60067-6026
RESIDENT	115 S HICKORY ST	PALATINE	IL	60067-6025
RESIDENT	119 S HICKORY ST	PALATINE	IL	60067-6025
RESIDENT	120 S HICKORY ST	PALATINE	IL	60067-6026
RESIDENT	124 S HICKORY ST	PALATINE	IL	60067-6026
RESIDENT	127 S HICKORY ST	PALATINE	IL	60067-6025
RESIDENT	130 S HICKORY ST	PALATINE	IL	60067-6026
RESIDENT	133 S HICKORY ST	PALATINE	IL	60067-6025
RESIDENT	136 S HICKORY ST	PALATINE	IL	60067-6026
RESIDENT	137 S HICKORY ST	PALATINE	IL	60067-6025
RESIDENT	144 S HICKORY ST	PALATINE	IL	60067-6026
RESIDENT	145 S HICKORY ST	PALATINE	IL	60067-6025
RESIDENT	148 S HICKORY ST	PALATINE	IL	60067-6026
RESIDENT	149 S HICKORY ST	PALATINE	IL	60067-6025
RESIDENT	828 W HILLSIDE ST	PALATINE	IL	60067-5925
RESIDENT	858 W HILLSIDE ST	PALATINE	IL	60067-5925
RESIDENT	865 W HILLSIDE ST	PALATINE	IL	60067-5924
RESIDENT	870 W HILLSIDE ST	PALATINE	IL	60067-5925
RESIDENT	135 W JOHNSON ST	PALATINE	IL	60067-6182
RESIDENT	135 W JOHNSON ST 1	PALATINE	IL	60067-6182
RESIDENT	135 W JOHNSON ST 2	PALATINE	IL	60067-6182
RESIDENT	135 W JOHNSON ST 3	PALATINE	IL	60067-6182
RESIDENT	135 W JOHNSON ST 4	PALATINE	IL	60067-6182
RESIDENT	135 W JOHNSON ST 5	PALATINE	IL	60067-6182
RESIDENT	135 W JOHNSON ST 6	PALATINE	IL	60067-6182
RESIDENT	201 W JOHNSON ST	PALATINE	IL	60067-6159
RESIDENT	201 W JOHNSON ST 1A	PALATINE	IL	60067-6159
RESIDENT	201 W JOHNSON ST 1B	PALATINE	IL	60067-6159
RESIDENT	201 W JOHNSON ST 2A	PALATINE	IL	60067-6159
RESIDENT	201 W JOHNSON ST 2B	PALATINE	IL	60067-6159
RESIDENT	205 W JOHNSON ST	PALATINE	IL	60067-6160
RESIDENT	205 W JOHNSON ST 1A	PALATINE	IL	60067-6160
RESIDENT	205 W JOHNSON ST 1B	PALATINE	IL	60067-6160
RESIDENT	205 W JOHNSON ST 2A	PALATINE	IL	60067-6160
RESIDENT	205 W JOHNSON ST 2B	PALATINE	IL	60067-6160
RESIDENT	209 W JOHNSON ST	PALATINE	IL	60067-6161
RESIDENT	209 W JOHNSON ST 1A	PALATINE	IL	60067-6161
RESIDENT	209 W JOHNSON ST 1B	PALATINE	IL	60067-6161
RESIDENT	209 W JOHNSON ST 2A	PALATINE	IL	60067-6161
RESIDENT	209 W JOHNSON ST 2B	PALATINE	IL	60067-6161
RESIDENT	210 W JOHNSON ST	PALATINE	IL	60067-6140
RESIDENT	212 W JOHNSON ST	PALATINE	IL	60067-6140
RESIDENT	214 W JOHNSON ST	PALATINE	IL	60067-6140
RESIDENT	215 W JOHNSON ST	PALATINE	IL	60067-6162
RESIDENT	215 W JOHNSON ST 1A	PALATINE	IL	60067-6162
RESIDENT	215 W JOHNSON ST 1B	PALATINE	IL	60067-6162
RESIDENT	215 W JOHNSON ST 2A	PALATINE	IL	60067-6162
RESIDENT	215 W JOHNSON ST 2B	PALATINE	IL	60067-6162
RESIDENT	216 W JOHNSON ST	PALATINE	IL	60067-6140
RESIDENT	220 W JOHNSON ST	PALATINE	IL	60067-6140
RESIDENT	220 W JOHNSON ST 1E	PALATINE	IL	60067-6140
RESIDENT	220 W JOHNSON ST 2E	PALATINE	IL	60067-6140
RESIDENT	221 W JOHNSON ST	PALATINE	IL	60067-6163
RESIDENT	221 W JOHNSON ST 1A	PALATINE	IL	60067-6163
RESIDENT	221 W JOHNSON ST 1B	PALATINE	IL	60067-6163
RESIDENT	221 W JOHNSON ST 2A	PALATINE	IL	60067-6163
RESIDENT	221 W JOHNSON ST 2B	PALATINE	IL	60067-6163
RESIDENT	225 W JOHNSON ST	PALATINE	IL	60067-6164
RESIDENT	225 W JOHNSON ST 1A	PALATINE	IL	60067-6164
RESIDENT	225 W JOHNSON ST 1B	PALATINE	IL	60067-6164
RESIDENT	225 W JOHNSON ST 2A	PALATINE	IL	60067-6164
RESIDENT	225 W JOHNSON ST 2B	PALATINE	IL	60067-6164
RESIDENT	229 W JOHNSON ST	PALATINE	IL	60067-6165
RESIDENT	229 W JOHNSON ST 1A	PALATINE	IL	60067-6165
RESIDENT	229 W JOHNSON ST 1B	PALATINE	IL	60067-6165
RESIDENT	229 W JOHNSON ST 2A	PALATINE	IL	60067-6165
RESIDENT	229 W JOHNSON ST 2B	PALATINE	IL	60067-6165
RESIDENT	230 W JOHNSON ST	PALATINE	IL	60067-6194
RESIDENT	230 W JOHNSON ST 1E	PALATINE	IL	60067-6194
RESIDENT	230 W JOHNSON ST 1W	PALATINE	IL	60067-6194
RESIDENT	230 W JOHNSON ST 2E	PALATINE	IL	60067-6194
RESIDENT	230 W JOHNSON ST 2W	PALATINE	IL	60067-6194
RESIDENT	235 W JOHNSON ST	PALATINE	IL	60067-6166

ADDRESSEE (PROPERTY OWNER)	ADDRESS (PROPERTY OWNER)	CITY (PROPERTY OWNER)	STATE (PROPERTY OWNER)	ZIP (PROPERTY OWNER)
RESIDENT	235 W JOHNSON ST 1A	PALATINE	IL	60067-6166
RESIDENT	235 W JOHNSON ST 1B	PALATINE	IL	60067-6166
RESIDENT	235 W JOHNSON ST 2A	PALATINE	IL	60067-6166
RESIDENT	235 W JOHNSON ST 2B	PALATINE	IL	60067-6166
RESIDENT	236 W JOHNSON ST	PALATINE	IL	60067-6167
RESIDENT	236 W JOHNSON ST 1E	PALATINE	IL	60067-6167
RESIDENT	236 W JOHNSON ST 1W	PALATINE	IL	60067-6167
RESIDENT	236 W JOHNSON ST 2E	PALATINE	IL	60067-6167
RESIDENT	236 W JOHNSON ST 2W	PALATINE	IL	60067-6167
RESIDENT	240 W JOHNSON ST	PALATINE	IL	60067-6140
RESIDENT	242 W JOHNSON ST	PALATINE	IL	60067-6140
RESIDENT	301 W JOHNSON ST	PALATINE	IL	60067-6141
RESIDENT	316 W JOHNSON ST	PALATINE	IL	60067-6142
RESIDENT	320 W JOHNSON ST	PALATINE	IL	60067-0828
RESIDENT	320 W JOHNSON ST 1	PALATINE	IL	60067-0828
RESIDENT	320 W JOHNSON ST 2	PALATINE	IL	60067-0828
RESIDENT	320 W JOHNSON ST 3	PALATINE	IL	60067-0828
RESIDENT	328 W JOHNSON ST	PALATINE	IL	60067-6191
RESIDENT	328 W JOHNSON ST 1	PALATINE	IL	60067-6191
RESIDENT	328 W JOHNSON ST 2	PALATINE	IL	60067-6191
RESIDENT	328 W JOHNSON ST 3	PALATINE	IL	60067-6191
RESIDENT	333 W JOHNSON ST	PALATINE	IL	60067-6141
RESIDENT	340 W JOHNSON ST	PALATINE	IL	60067-0831
RESIDENT	340 W JOHNSON ST 1	PALATINE	IL	60067-0831
RESIDENT	340 W JOHNSON ST 2	PALATINE	IL	60067-0831
RESIDENT	340 W JOHNSON ST 3	PALATINE	IL	60067-0831
RESIDENT	343 W JOHNSON ST	PALATINE	IL	60067-6141
RESIDENT	346 W JOHNSON ST	PALATINE	IL	60067-0833
RESIDENT	346 W JOHNSON ST 2	PALATINE	IL	60067-0833
RESIDENT	346 W JOHNSON ST 3	PALATINE	IL	60067-0833
RESIDENT	353 W JOHNSON ST	PALATINE	IL	60067-6141
RESIDENT	348 W KENILWORTH AV	PALATINE	IL	60067-6109
RESIDENT	354 W KENILWORTH AV	PALATINE	IL	60067-6109
RESIDENT	410 W KENILWORTH AV	PALATINE	IL	60067-6028
RESIDENT	428 W KENILWORTH AV	PALATINE	IL	60067-6028
RESIDENT	506 W KENILWORTH AV	PALATINE	IL	60067-6030
RESIDENT	512 W KENILWORTH AV	PALATINE	IL	60067-6030
RESIDENT	530 W KENILWORTH AV	PALATINE	IL	60067-6075
RESIDENT	616 W KENILWORTH AV	PALATINE	IL	60067-6032
RESIDENT	630 W KENILWORTH AV	PALATINE	IL	60067-6032
RESIDENT	654 W KENILWORTH AV	PALATINE	IL	60067-6074
RESIDENT	708 W KENILWORTH AV	PALATINE	IL	60067-6034
RESIDENT	734 W KENILWORTH AV	PALATINE	IL	60067-6073
RESIDENT	848 W KENILWORTH AV	PALATINE	IL	60067-5929
RESIDENT	812 W LEONARD RD	PALATINE	IL	60067-5933
RESIDENT	814 W LEONARD RD	PALATINE	IL	60067-5933
RESIDENT	827 W LEONARD RD	PALATINE	IL	60067-5932
RESIDENT	855 W LEONARD RD	PALATINE	IL	60067-5932
RESIDENT	879 W LEONARD RD	PALATINE	IL	60067-5932
RESIDENT	21 N MAPLE ST	PALATINE	IL	60067-4908
RESIDENT	128 S MAPLE CT	PALATINE	IL	60067-6111
RESIDENT	131 S MAPLE CT	PALATINE	IL	60067-6175
RESIDENT	132 S MAPLE CT	PALATINE	IL	60067-6111
RESIDENT	133 S MAPLE CT	PALATINE	IL	60067-6175
RESIDENT	138 S MAPLE CT	PALATINE	IL	60067-6111
RESIDENT	139 S MAPLE CT	PALATINE	IL	60067-6175
RESIDENT	142 S MAPLE CT	PALATINE	IL	60067-6111
RESIDENT	145 S MAPLE CT	PALATINE	IL	60067-6175
RESIDENT	148 S MAPLE CT	PALATINE	IL	60067-6111
RESIDENT	153 S MAPLE CT	PALATINE	IL	60067-6175
RESIDENT	156 S MAPLE CT	PALATINE	IL	60067-6111
RESIDENT	159 S MAPLE ST	PALATINE	IL	60067-6185
RESIDENT	203 W PALATINE RD	PALATINE	IL	60067-5105
RESIDENT	203 W PALATINE RD 1	PALATINE	IL	60067-5105
RESIDENT	203 W PALATINE RD 2	PALATINE	IL	60067-5105
RESIDENT	204 W PALATINE RD	PALATINE	IL	60067-5106
RESIDENT	207 W PALATINE RD	PALATINE	IL	60067-5105
RESIDENT	208 W PALATINE RD	PALATINE	IL	60067-5106
RESIDENT	210 W PALATINE RD	PALATINE	IL	60067-5106
RESIDENT	211 W PALATINE RD	PALATINE	IL	60067-5161
RESIDENT	211 W PALATINE RD 1E	PALATINE	IL	60067-5161
RESIDENT	211 W PALATINE RD 1W	PALATINE	IL	60067-5161
RESIDENT	211 W PALATINE RD 2E	PALATINE	IL	60067-5161
RESIDENT	211 W PALATINE RD 2W	PALATINE	IL	60067-5161
RESIDENT	211 W PALATINE RD PM	PALATINE	IL	60067

RESIDENT	212 W PALATINE RD	PALATINE	IL	60067-5106
RESIDENT	216 W PALATINE RD	PALATINE	IL	60067-5106
ADDRESSEE (PROPERTY OWNER)	**ADDRESS (PROPERTY OWNER)**	**CITY (PROPERTY OWNER)**	**STATE (PROPERTY OWNER)**	**ZIP (PROPERTY OWNER)**
RESIDENT	217 W PALATINE RD	PALATINE	IL	60067-5163
RESIDENT	217 W PALATINE RD 1	PALATINE	IL	60067-5163
RESIDENT	217 W PALATINE RD 2	PALATINE	IL	60067-5163
RESIDENT	217 W PALATINE RD 3	PALATINE	IL	60067-5163
RESIDENT	218 W PALATINE RD	PALATINE	IL	60067-5106
RESIDENT	222 W PALATINE RD	PALATINE	IL	60067-5106
RESIDENT	225 W PALATINE RD	PALATINE	IL	60067-5121
RESIDENT	225 W PALATINE RD 1	PALATINE	IL	60067-5121
RESIDENT	225 W PALATINE RD 2	PALATINE	IL	60067-5121
RESIDENT	226 W PALATINE RD	PALATINE	IL	60067-5159
RESIDENT	226 W PALATINE RD 1	PALATINE	IL	60067-5159
RESIDENT	226 W PALATINE RD 2	PALATINE	IL	60067-5159
RESIDENT	226 W PALATINE RD 3	PALATINE	IL	60067-5159
RESIDENT	229 W PALATINE RD	PALATINE	IL	60067-5166
RESIDENT	229 W PALATINE RD 100	PALATINE	IL	60067-5166
RESIDENT	229 W PALATINE RD 200	PALATINE	IL	60067-5166
RESIDENT	229 W PALATINE RD 300	PALATINE	IL	60067-5166
RESIDENT	237 W PALATINE RD	PALATINE	IL	60067-5105
RESIDENT	240 W PALATINE RD	PALATINE	IL	60067-5123
RESIDENT	240 W PALATINE RD 1E	PALATINE	IL	60067-5123
RESIDENT	240 W PALATINE RD 1W	PALATINE	IL	60067-5123
RESIDENT	240 W PALATINE RD 2E	PALATINE	IL	60067-5123
RESIDENT	240 W PALATINE RD 2W	PALATINE	IL	60067-5123
RESIDENT	242 W PALATINE RD	PALATINE	IL	60067-5106
RESIDENT	243 W PALATINE RD	PALATINE	IL	60067-5105
RESIDENT	247 W PALATINE RD	PALATINE	IL	60067-5105
RESIDENT	247 W PALATINE RD 2	PALATINE	IL	60067-5105
RESIDENT	247 W PALATINE RD B	PALATINE	IL	60067-5105
RESIDENT	248 W PALATINE RD	PALATINE	IL	60067-5106
RESIDENT	249 W PALATINE RD	PALATINE	IL	60067-5105
RESIDENT	301 W PALATINE RD	PALATINE	IL	60067-4923
RESIDENT	301 W PALATINE RD 1	PALATINE	IL	60067-4923
RESIDENT	301 W PALATINE RD 2	PALATINE	IL	60067-4923
RESIDENT	302 W PALATINE RD	PALATINE	IL	60067-4924
RESIDENT	305 W PALATINE RD	PALATINE	IL	60067-4923
RESIDENT	305 W PALATINE RD 2	PALATINE	IL	60067-4923
RESIDENT	310 W PALATINE RD	PALATINE	IL	60067-4924
RESIDENT	311 W PALATINE RD	PALATINE	IL	60067-4923
RESIDENT	316 W PALATINE RD	PALATINE	IL	60067-4924
RESIDENT	317 W PALATINE RD	PALATINE	IL	60067-4923
RESIDENT	321 W PALATINE RD	PALATINE	IL	60067-4923
RESIDENT	322 W PALATINE RD	PALATINE	IL	60067-4924
RESIDENT	322 W PALATINE RD #	PALATINE	IL	60067-4924
RESIDENT	322 W PALATINE RD 2	PALATINE	IL	60067-4924
RESIDENT	327 W PALATINE RD	PALATINE	IL	60067-4923
RESIDENT	334 W PALATINE RD	PALATINE	IL	60067-4963
RESIDENT	335 W PALATINE RD	PALATINE	IL	60067-4923
RESIDENT	339 W PALATINE RD	PALATINE	IL	60067-4923
RESIDENT	340 W PALATINE RD	PALATINE	IL	60067-4963
RESIDENT	343 W PALATINE RD	PALATINE	IL	60067-4923
RESIDENT	348 W PALATINE RD	PALATINE	IL	60067-4963
RESIDENT	349 W PALATINE RD	PALATINE	IL	60067-4923
RESIDENT	354 W PALATINE RD	PALATINE	IL	60067-4963
RESIDENT	355 W PALATINE RD	PALATINE	IL	60067-4988
RESIDENT	355 W PALATINE RD 2	PALATINE	IL	60067-4988
RESIDENT	410 W PALATINE RD	PALATINE	IL	60067-4976
RESIDENT	410 W PALATINE RD 1	PALATINE	IL	60067-4941
RESIDENT	410 W PALATINE RD 10	PALATINE	IL	60067-4968
RESIDENT	410 W PALATINE RD 11	PALATINE	IL	60067-4968
RESIDENT	410 W PALATINE RD 12	PALATINE	IL	60067-4968
RESIDENT	410 W PALATINE RD 13	PALATINE	IL	60067-4968
RESIDENT	410 W PALATINE RD 14	PALATINE	IL	60067-4968
RESIDENT	410 W PALATINE RD 15	PALATINE	IL	60067-4968
RESIDENT	410 W PALATINE RD 16	PALATINE	IL	60067-4968
RESIDENT	410 W PALATINE RD 17	PALATINE	IL	60067-4976
RESIDENT	410 W PALATINE RD 2	PALATINE	IL	60067-4941
RESIDENT	410 W PALATINE RD 3	PALATINE	IL	60067-4941
RESIDENT	410 W PALATINE RD 4	PALATINE	IL	60067-4941
RESIDENT	410 W PALATINE RD 5	PALATINE	IL	60067-4941
RESIDENT	410 W PALATINE RD 6	PALATINE	IL	60067-4941
RESIDENT	410 W PALATINE RD 7	PALATINE	IL	60067-4941
RESIDENT	410 W PALATINE RD 8	PALATINE	IL	60067-4941
RESIDENT	410 W PALATINE RD 9	PALATINE	IL	60067-4968

RESIDENT	413 W PALATINE RD	PALATINE	IL	60067-4925
RESIDENT	419 W PALATINE RD	PALATINE	IL	60067-4925
ADDRESSEE (PROPERTY OWNER)	**ADDRESS (PROPERTY OWNER)**	**CITY (PROPERTY OWNER)**	**STATE (PROPERTY OWNER)**	**ZIP (PROPERTY OWNER)**
RESIDENT	420 W PALATINE RD	PALATINE	IL	60067-4977
RESIDENT	420 W PALATINE RD 1	PALATINE	IL	60067-4940
RESIDENT	420 W PALATINE RD 10	PALATINE	IL	60067-4969
RESIDENT	420 W PALATINE RD 11	PALATINE	IL	60067-4969
RESIDENT	420 W PALATINE RD 12	PALATINE	IL	60067-4969
RESIDENT	420 W PALATINE RD 13	PALATINE	IL	60067-4969
RESIDENT	420 W PALATINE RD 14	PALATINE	IL	60067-4986
RESIDENT	420 W PALATINE RD 15	PALATINE	IL	60067-4986
RESIDENT	420 W PALATINE RD 16	PALATINE	IL	60067-4986
RESIDENT	420 W PALATINE RD 2	PALATINE	IL	60067-4940
RESIDENT	420 W PALATINE RD 3	PALATINE	IL	60067-4940
RESIDENT	420 W PALATINE RD 4	PALATINE	IL	60067-4940
RESIDENT	420 W PALATINE RD 5	PALATINE	IL	60067-4985
RESIDENT	420 W PALATINE RD 6	PALATINE	IL	60067-4985
RESIDENT	420 W PALATINE RD 7	PALATINE	IL	60067-4985
RESIDENT	420 W PALATINE RD 8	PALATINE	IL	60067-4985
RESIDENT	420 W PALATINE RD 9	PALATINE	IL	60067-4985
RESIDENT	427 W PALATINE RD	PALATINE	IL	60067-4925
RESIDENT	430 W PALATINE RD	PALATINE	IL	60067-4978
RESIDENT	430 W PALATINE RD 1	PALATINE	IL	60067-4939
RESIDENT	430 W PALATINE RD 10	PALATINE	IL	60067-4994
RESIDENT	430 W PALATINE RD 11	PALATINE	IL	60067-4994
RESIDENT	430 W PALATINE RD 12	PALATINE	IL	60067-4994
RESIDENT	430 W PALATINE RD 13	PALATINE	IL	60067-4935
RESIDENT	430 W PALATINE RD 14	PALATINE	IL	60067-4935
RESIDENT	430 W PALATINE RD 15	PALATINE	IL	60067-4935
RESIDENT	430 W PALATINE RD 16	PALATINE	IL	60067-4935
RESIDENT	430 W PALATINE RD 17	PALATINE	IL	60067-4978
RESIDENT	430 W PALATINE RD 2	PALATINE	IL	60067-4939
RESIDENT	430 W PALATINE RD 3	PALATINE	IL	60067-4939
RESIDENT	430 W PALATINE RD 4	PALATINE	IL	60067-4939
RESIDENT	430 W PALATINE RD 5	PALATINE	IL	60067-4970
RESIDENT	430 W PALATINE RD 6	PALATINE	IL	60067-4970
RESIDENT	430 W PALATINE RD 7	PALATINE	IL	60067-4970
RESIDENT	430 W PALATINE RD 8	PALATINE	IL	60067-4970
RESIDENT	430 W PALATINE RD 9	PALATINE	IL	60067-4994
RESIDENT	435 W PALATINE RD	PALATINE	IL	60067-4925
RESIDENT	440 W PALATINE RD	PALATINE	IL	60067-4979
RESIDENT	440 W PALATINE RD 1	PALATINE	IL	60067-4938
RESIDENT	440 W PALATINE RD 10	PALATINE	IL	60067-4971
RESIDENT	440 W PALATINE RD 11	PALATINE	IL	60067-4971
RESIDENT	440 W PALATINE RD 12	PALATINE	IL	60067-4971
RESIDENT	440 W PALATINE RD 13	PALATINE	IL	60067-4971
RESIDENT	440 W PALATINE RD 14	PALATINE	IL	60067-4971
RESIDENT	440 W PALATINE RD 15	PALATINE	IL	60067-4971
RESIDENT	440 W PALATINE RD 16	PALATINE	IL	60067-4971
RESIDENT	440 W PALATINE RD 2	PALATINE	IL	60067-4938
RESIDENT	440 W PALATINE RD 3	PALATINE	IL	60067-4938
RESIDENT	440 W PALATINE RD 4	PALATINE	IL	60067-4938
RESIDENT	440 W PALATINE RD 5	PALATINE	IL	60067-4938
RESIDENT	440 W PALATINE RD 6	PALATINE	IL	60067-4938
RESIDENT	440 W PALATINE RD 7	PALATINE	IL	60067-4938
RESIDENT	440 W PALATINE RD 8	PALATINE	IL	60067-4938
RESIDENT	440 W PALATINE RD 9	PALATINE	IL	60067-4971
RESIDENT	450 W PALATINE RD	PALATINE	IL	60067-4980
RESIDENT	450 W PALATINE RD 1	PALATINE	IL	60067-4934
RESIDENT	450 W PALATINE RD 10	PALATINE	IL	60067-4972
RESIDENT	450 W PALATINE RD 11	PALATINE	IL	60067-4972
RESIDENT	450 W PALATINE RD 12	PALATINE	IL	60067-4972
RESIDENT	450 W PALATINE RD 13	PALATINE	IL	60067-4972
RESIDENT	450 W PALATINE RD 14	PALATINE	IL	60067-4972
RESIDENT	450 W PALATINE RD 15	PALATINE	IL	60067-4936
RESIDENT	450 W PALATINE RD 16	PALATINE	IL	60067-4936
RESIDENT	450 W PALATINE RD 17	PALATINE	IL	60067-4936
RESIDENT	450 W PALATINE RD 18	PALATINE	IL	60067-4936
RESIDENT	450 W PALATINE RD 2	PALATINE	IL	60067-4934
RESIDENT	450 W PALATINE RD 3	PALATINE	IL	60067-4934
RESIDENT	450 W PALATINE RD 4	PALATINE	IL	60067-4934
RESIDENT	450 W PALATINE RD 5	PALATINE	IL	60067-4934
RESIDENT	450 W PALATINE RD 6	PALATINE	IL	60067-4936
RESIDENT	450 W PALATINE RD 7	PALATINE	IL	60067-4936
RESIDENT	450 W PALATINE RD 8	PALATINE	IL	60067-4936
RESIDENT	450 W PALATINE RD 9	PALATINE	IL	60067-4936

RESIDENT	511 W PALATINE RD	PALATINE	IL	60067-4902
RESIDENT	512 W PALATINE RD	PALATINE	IL	60067-4903
ADDRESSEE (PROPERTY OWNER)	**ADDRESS (PROPERTY OWNER)**	**CITY (PROPERTY OWNER)**	**STATE (PROPERTY OWNER)**	**ZIP (PROPERTY OWNER)**
RESIDENT	515 W PALATINE RD	PALATINE	IL	60067-4902
RESIDENT	529 W PALATINE RD	PALATINE	IL	60067-4962
RESIDENT	530 W PALATINE RD	PALATINE	IL	60067-4903
RESIDENT	532 W PALATINE RD	PALATINE	IL	60067-4903
RESIDENT	533 W PALATINE RD	PALATINE	IL	60067-4962
RESIDENT	534 W PALATINE RD	PALATINE	IL	60067-4903
RESIDENT	536 W PALATINE RD	PALATINE	IL	60067-4903
RESIDENT	538 W PALATINE RD	PALATINE	IL	60067-4903
RESIDENT	539 W PALATINE RD	PALATINE	IL	60067-4962
RESIDENT	540 W PALATINE RD	PALATINE	IL	60067-4903
RESIDENT	542 W PALATINE RD	PALATINE	IL	60067-4903
RESIDENT	544 W PALATINE RD	PALATINE	IL	60067-4903
RESIDENT	545 W PALATINE RD	PALATINE	IL	60067-4962
RESIDENT	546 W PALATINE RD	PALATINE	IL	60067-4903
RESIDENT	548 W PALATINE RD	PALATINE	IL	60067-4903
RESIDENT	549 W PALATINE RD	PALATINE	IL	60067-4962
RESIDENT	550 W PALATINE RD	PALATINE	IL	60067-4903
RESIDENT	552 W PALATINE RD	PALATINE	IL	60067-4903
RESIDENT	554 W PALATINE RD	PALATINE	IL	60067-4903
RESIDENT	556 W PALATINE RD	PALATINE	IL	60067-4903
RESIDENT	558 W PALATINE RD	PALATINE	IL	60067-4903
RESIDENT	560 W PALATINE RD	PALATINE	IL	60067-4903
RESIDENT	603 W PALATINE RD	PALATINE	IL	60067-4805
RESIDENT	609 W PALATINE RD	PALATINE	IL	60067-4805
RESIDENT	615 W PALATINE RD	PALATINE	IL	60067-4805
RESIDENT	619 W PALATINE RD	PALATINE	IL	60067-4805
RESIDENT	625 W PALATINE RD	PALATINE	IL	60067-4805
RESIDENT	629 W PALATINE RD	PALATINE	IL	60067-4805
RESIDENT	635 W PALATINE RD	PALATINE	IL	60067-4805
RESIDENT	647 W PALATINE RD	PALATINE	IL	60067-4887
RESIDENT	653 W PALATINE RD	PALATINE	IL	60067-4887
RESIDENT	657 W PALATINE RD	PALATINE	IL	60067-4887
RESIDENT	701 W PALATINE RD	PALATINE	IL	60067-4806
RESIDENT	705 W PALATINE RD	PALATINE	IL	60067-4806
RESIDENT	711 W PALATINE RD	PALATINE	IL	60067-4806
RESIDENT	715 W PALATINE RD	PALATINE	IL	60067-4806
RESIDENT	737 W PALATINE RD	PALATINE	IL	60067-4867
RESIDENT	741 W PALATINE RD	PALATINE	IL	60067-4867
RESIDENT	743 W PALATINE RD	PALATINE	IL	60067-4867
RESIDENT	745 W PALATINE RD	PALATINE	IL	60067-4867
RESIDENT	749 W PALATINE RD	PALATINE	IL	60067-4867
RESIDENT	753 W PALATINE RD	PALATINE	IL	60067-4867
RESIDENT	801 W PALATINE RD	PALATINE	IL	60067-4809
RESIDENT	802 W PALATINE RD	PALATINE	IL	60067-4810
RESIDENT	886 W PALATINE RD	PALATINE	IL	60067-4810
RESIDENT	898 W PALATINE RD	PALATINE	IL	60067-4810
RESIDENT	20 S PINE ST	PALATINE	IL	60067-6036
RESIDENT	26 S PINE ST	PALATINE	IL	60067-6036
RESIDENT	30 S PINE ST	PALATINE	IL	60067-6036
RESIDENT	31 S PINE ST	PALATINE	IL	60067-6035
RESIDENT	37 S PINE ST	PALATINE	IL	60067-6035
RESIDENT	38 S PINE ST	PALATINE	IL	60067-6036
RESIDENT	44 S PINE ST	PALATINE	IL	60067-6036
RESIDENT	45 S PINE ST	PALATINE	IL	60067-6035
RESIDENT	47 S PINE ST	PALATINE	IL	60067-6035
RESIDENT	50 S PINE ST	PALATINE	IL	60067-6036
RESIDENT	56 S PINE ST	PALATINE	IL	60067-6036
RESIDENT	108 S PINE ST	PALATINE	IL	60067-6038
RESIDENT	109 S PINE ST	PALATINE	IL	60067-6037
RESIDENT	112 S PINE ST	PALATINE	IL	60067-6038
RESIDENT	113 S PINE ST	PALATINE	IL	60067-6037
RESIDENT	118 S PINE ST	PALATINE	IL	60067-6038
RESIDENT	121 S PINE ST	PALATINE	IL	60067-6037
RESIDENT	124 S PINE ST	PALATINE	IL	60067-6038
RESIDENT	125 S PINE ST	PALATINE	IL	60067-6037
RESIDENT	130 S PINE ST	PALATINE	IL	60067-6038
RESIDENT	131 S PINE ST	PALATINE	IL	60067-6037
RESIDENT	136 S PINE ST	PALATINE	IL	60067-6038
RESIDENT	137 S PINE ST	PALATINE	IL	60067-6037
RESIDENT	142 S PINE ST	PALATINE	IL	60067-6038
RESIDENT	145 S PINE ST	PALATINE	IL	60067-6037
RESIDENT	148 S PINE ST	PALATINE	IL	60067-6038
RESIDENT	149 S PINE ST	PALATINE	IL	60067-6037

ADDRESSEE (PROPERTY OWNER)	ADDRESS (PROPERTY OWNER)	CITY (PROPERTY OWNER)	STATE (PROPERTY OWNER)	ZIP (PROPERTY OWNER)
RESIDENT	28 S QUENTIN RD	PALATINE	IL	60067-5939
RESIDENT	34 S QUENTIN RD	PALATINE	IL	60067-5939
RESIDENT	38 S QUENTIN RD	PALATINE	IL	60067-5947
RESIDENT	43 S QUENTIN RD	PALATINE	IL	60067-5938
RESIDENT	49 S QUENTIN RD	PALATINE	IL	60067-5938
RESIDENT	55 S QUENTIN RD	PALATINE	IL	60067-5938
RESIDENT	103 S QUENTIN RD	PALATINE	IL	60067-5940
RESIDENT	109 S QUENTIN RD	PALATINE	IL	60067-5940
RESIDENT	115 S QUENTIN RD	PALATINE	IL	60067-5940
RESIDENT	121 S QUENTIN RD	PALATINE	IL	60067-5940
RESIDENT	124 S QUENTIN RD	PALATINE	IL	60067-5941
RESIDENT	127 S QUENTIN RD	PALATINE	IL	60067-5940
RESIDENT	133 S QUENTIN RD	PALATINE	IL	60067-5940
RESIDENT	139 S QUENTIN RD	PALATINE	IL	60067-5940
RESIDENT	145 S QUENTIN RD	PALATINE	IL	60067-5940
RESIDENT	146 S QUENTIN RD	PALATINE	IL	60067-5977
RESIDENT	150 S QUENTIN RD	PALATINE	IL	60067-5977
RESIDENT	151 S QUENTIN RD	PALATINE	IL	60067-5940
RESIDENT	157 S QUENTIN RD	PALATINE	IL	60067-5940
RESIDENT	55 N ROSE ST	PALATINE	IL	60067-4912
RESIDENT	15 S ROSE ST	PALATINE	IL	60067-6169
RESIDENT	19 S ROSE ST	PALATINE	IL	60067-6169
RESIDENT	142 N ROSE ST	PALATINE	IL	60067
RESIDENT	215 W SLADE ST	PALATINE	IL	60067-5032
RESIDENT	218 W SLADE ST	PALATINE	IL	60067-5033
RESIDENT	218 W SLADE ST 1	PALATINE	IL	60067-5033
RESIDENT	218 W SLADE ST 2	PALATINE	IL	60067-5033
RESIDENT	220 W SLADE ST	PALATINE	IL	60067-0437
RESIDENT	220 W SLADE ST 1A	PALATINE	IL	60067-0437
RESIDENT	220 W SLADE ST 2	PALATINE	IL	60067-0437
RESIDENT	223 W SLADE ST	PALATINE	IL	60067-5032
RESIDENT	225 W SLADE ST	PALATINE	IL	60067-5058
RESIDENT	225 W SLADE ST 1	PALATINE	IL	60067-5058
RESIDENT	225 W SLADE ST 1E	PALATINE	IL	60067-5058
RESIDENT	225 W SLADE ST 1W	PALATINE	IL	60067-5058
RESIDENT	225 W SLADE ST 2	PALATINE	IL	60067-5058
RESIDENT	225 W SLADE ST 2E	PALATINE	IL	60067-5058
RESIDENT	225 W SLADE ST 2W	PALATINE	IL	60067-5058
RESIDENT	225 W SLADE ST 3	PALATINE	IL	60067-5058
RESIDENT	225 W SLADE ST 4	PALATINE	IL	60067-5058
RESIDENT	237 W SLADE ST	PALATINE	IL	60067-0412
RESIDENT	237 W SLADE ST 1E	PALATINE	IL	60067-5057
RESIDENT	237 W SLADE ST 1W	PALATINE	IL	60067-5057
RESIDENT	237 W SLADE ST 2E	PALATINE	IL	60067-5057
RESIDENT	237 W SLADE ST 2W	PALATINE	IL	60067-5057
RESIDENT	240 W SLADE ST	PALATINE	IL	60067-5052
RESIDENT	242 W SLADE ST	PALATINE	IL	60067-5093
RESIDENT	242 W SLADE ST 1E	PALATINE	IL	60067-5093
RESIDENT	242 W SLADE ST 1W	PALATINE	IL	60067-5093
RESIDENT	242 W SLADE ST 2E	PALATINE	IL	60067-5093
RESIDENT	242 W SLADE ST 2W	PALATINE	IL	60067-5093
RESIDENT	243 W SLADE ST	PALATINE	IL	60067-5032
RESIDENT	248 W SLADE ST	PALATINE	IL	60067-5052
RESIDENT	248 W SLADE ST 1	PALATINE	IL	60067-5052
RESIDENT	248 W SLADE ST 2	PALATINE	IL	60067-5052
RESIDENT	249 W SLADE ST	PALATINE	IL	60067-5032
RESIDENT	254 W SLADE ST	PALATINE	IL	60067-0442
RESIDENT	254 W SLADE ST 2	PALATINE	IL	60067-0442
RESIDENT	254 W SLADE ST 2E	PALATINE	IL	60067-0442
RESIDENT	255 W SLADE ST	PALATINE	IL	60067-5032
RESIDENT	255 W SLADE ST 2	PALATINE	IL	60067-5032
RESIDENT	302 W SLADE ST	PALATINE	IL	60067-4916
RESIDENT	303 W SLADE ST	PALATINE	IL	60067-4915
RESIDENT	308 W SLADE ST	PALATINE	IL	60067-4916
RESIDENT	311 W SLADE ST	PALATINE	IL	60067-4915
RESIDENT	312 W SLADE ST	PALATINE	IL	60067-4916
RESIDENT	315 W SLADE ST	PALATINE	IL	60067-4915
RESIDENT	318 W SLADE ST	PALATINE	IL	60067-4916
RESIDENT	324 W SLADE ST	PALATINE	IL	60067-4916
RESIDENT	332 W SLADE ST	PALATINE	IL	60067-4958
RESIDENT	333 W SLADE ST	PALATINE	IL	60067-4957
RESIDENT	340 W SLADE ST	PALATINE	IL	60067-4958
RESIDENT	343 W SLADE ST	PALATINE	IL	60067-4957
RESIDENT	346 W SLADE ST	PALATINE	IL	60067-4958
RESIDENT	349 W SLADE ST	PALATINE	IL	60067-4957

RESIDENT	350 W SLADE ST	PALATINE	IL	60067-4958
RESIDENT	355 W SLADE ST	PALATINE	IL	60067-4957
RESIDENT	356 W SLADE ST	PALATINE	IL	60067-4958
ADDRESSEE (PROPERTY OWNER)	**ADDRESS (PROPERTY OWNER)**	**CITY (PROPERTY OWNER)**	**STATE (PROPERTY OWNER)**	**ZIP (PROPERTY OWNER)**
RESIDENT	10 S WALNUT ST	PALATINE	IL	60067-6040
RESIDENT	17 S WALNUT ST	PALATINE	IL	60067-6039
RESIDENT	25 S WALNUT ST	PALATINE	IL	60067-6039
RESIDENT	28 S WALNUT ST	PALATINE	IL	60067-6040
RESIDENT	29 S WALNUT ST	PALATINE	IL	60067-6039
RESIDENT	35 S WALNUT ST	PALATINE	IL	60067-6039
RESIDENT	38 S WALNUT ST	PALATINE	IL	60067-6040
RESIDENT	43 S WALNUT ST	PALATINE	IL	60067-6039
RESIDENT	44 S WALNUT ST	PALATINE	IL	60067-6040
RESIDENT	47 S WALNUT ST	PALATINE	IL	60067-6039
RESIDENT	50 S WALNUT ST	PALATINE	IL	60067-6040
RESIDENT	55 S WALNUT ST	PALATINE	IL	60067-6039
RESIDENT	108 S WALNUT ST	PALATINE	IL	60067-6042
RESIDENT	111 S WALNUT ST	PALATINE	IL	60067-6041
RESIDENT	113 S WALNUT ST	PALATINE	IL	60067-6041
RESIDENT	114 S WALNUT ST	PALATINE	IL	60067-6042
RESIDENT	120 S WALNUT ST	PALATINE	IL	60067-6042
RESIDENT	121 S WALNUT ST	PALATINE	IL	60067-6041
RESIDENT	126 S WALNUT ST	PALATINE	IL	60067-6042
RESIDENT	127 S WALNUT ST	PALATINE	IL	60067-6041
RESIDENT	132 S WALNUT ST	PALATINE	IL	60067-6042
RESIDENT	133 S WALNUT ST	PALATINE	IL	60067-6041
RESIDENT	137 S WALNUT ST	PALATINE	IL	60067-6041
RESIDENT	138 S WALNUT ST	PALATINE	IL	60067-6042
RESIDENT	143 S WALNUT ST	PALATINE	IL	60067-6041
RESIDENT	144 S WALNUT ST	PALATINE	IL	60067-6042
RESIDENT	150 S WALNUT ST	PALATINE	IL	60067-6042
RESIDENT	151 S WALNUT ST	PALATINE	IL	60067-6041
RESIDENT	225 W WASHINGTON CT	PALATINE	IL	60067-6147
RESIDENT	101 N WILSON CT	PALATINE	IL	60067-0907
RESIDENT	104 N WILSON CT	PALATINE	IL	60067-0907
RESIDENT	113 N WILSON CT	PALATINE	IL	60067-0907
RESIDENT	125 N WILSON CT	PALATINE	IL	60067-0907
RESIDENT	137 N WILSON CT	PALATINE	IL	60067-0907
RESIDENT	217 W WILSON ST	PALATINE	IL	60067-5038
RESIDENT	217 W WILSON ST 1	PALATINE	IL	60067-5038
RESIDENT	217 W WILSON ST 2	PALATINE	IL	60067-5038
RESIDENT	223 W WILSON ST	PALATINE	IL	60067-5038
RESIDENT	235 W WILSON ST	PALATINE	IL	60067-5050
RESIDENT	243 W WILSON ST	PALATINE	IL	60067-5050
RESIDENT	251 W WILSON ST	PALATINE	IL	60067-5050
RESIDENT	303 W WILSON ST	PALATINE	IL	60067-4917
RESIDENT	307 W WILSON ST	PALATINE	IL	60067-4917
RESIDENT	311 W WILSON ST	PALATINE	IL	60067-4917
RESIDENT	317 W WILSON ST	PALATINE	IL	60067-4917
RESIDENT	323 W WILSON ST	PALATINE	IL	60067-4917
RESIDENT	335 W WILSON ST	PALATINE	IL	60067-4960
RESIDENT	341 W WILSON ST	PALATINE	IL	60067-4960
RESIDENT	347 W WILSON ST	PALATINE	IL	60067-4960
RESIDENT	351 W WILSON ST	PALATINE	IL	60067-4960
RESIDENT	421 W WILSON ST	PALATINE	IL	60067-4965
RESIDENT	421 W WILSON ST 101	PALATINE	IL	60067-4946
RESIDENT	421 W WILSON ST 102	PALATINE	IL	60067-4946
RESIDENT	421 W WILSON ST 103	PALATINE	IL	60067-4946
RESIDENT	421 W WILSON ST 104	PALATINE	IL	60067-4946
RESIDENT	421 W WILSON ST 105	PALATINE	IL	60067-4946
RESIDENT	421 W WILSON ST 106	PALATINE	IL	60067-4947
RESIDENT	421 W WILSON ST 107	PALATINE	IL	60067-4947
RESIDENT	421 W WILSON ST 201	PALATINE	IL	60067-4947
RESIDENT	421 W WILSON ST 202	PALATINE	IL	60067-4947
RESIDENT	421 W WILSON ST 203	PALATINE	IL	60067-4947
RESIDENT	421 W WILSON ST 204	PALATINE	IL	60067-4947
RESIDENT	421 W WILSON ST 205	PALATINE	IL	60067-4948
RESIDENT	421 W WILSON ST 206	PALATINE	IL	60067-4948
RESIDENT	421 W WILSON ST 207	PALATINE	IL	60067-4948
RESIDENT	421 W WILSON ST 301	PALATINE	IL	60067-4948
RESIDENT	421 W WILSON ST 302	PALATINE	IL	60067-4948
RESIDENT	421 W WILSON ST 303	PALATINE	IL	60067-4973
RESIDENT	421 W WILSON ST 304	PALATINE	IL	60067-4973
RESIDENT	421 W WILSON ST 305	PALATINE	IL	60067-4973
RESIDENT	421 W WILSON ST 306	PALATINE	IL	60067-4973
RESIDENT	421 W WILSON ST 307	PALATINE	IL	60067-4973

RESIDENT	427 W WILSON ST	PALATINE	IL	60067-4966
RESIDENT	427 W WILSON ST 101	PALATINE	IL	60067-4949
RESIDENT	427 W WILSON ST 102	PALATINE	IL	60067-4949
ADDRESSEE (PROPERTY OWNER)	**ADDRESS (PROPERTY OWNER)**	**CITY (PROPERTY OWNER)**	**STATE (PROPERTY OWNER)**	**ZIP (PROPERTY OWNER)**
RESIDENT	427 W WILSON ST 103	PALATINE	IL	60067-4949
RESIDENT	427 W WILSON ST 104	PALATINE	IL	60067-4950
RESIDENT	427 W WILSON ST 105	PALATINE	IL	60067-4950
RESIDENT	427 W WILSON ST 106	PALATINE	IL	60067-4950
RESIDENT	427 W WILSON ST 107	PALATINE	IL	60067-4950
RESIDENT	427 W WILSON ST 201	PALATINE	IL	60067-4950
RESIDENT	427 W WILSON ST 202	PALATINE	IL	60067-4950
RESIDENT	427 W WILSON ST 203	PALATINE	IL	60067-4951
RESIDENT	427 W WILSON ST 204	PALATINE	IL	60067-4951
RESIDENT	427 W WILSON ST 205	PALATINE	IL	60067-4951
RESIDENT	427 W WILSON ST 206	PALATINE	IL	60067-4951
RESIDENT	427 W WILSON ST 207	PALATINE	IL	60067-4951
RESIDENT	427 W WILSON ST 301	PALATINE	IL	60067-4951
RESIDENT	427 W WILSON ST 302	PALATINE	IL	60067-4952
RESIDENT	427 W WILSON ST 303	PALATINE	IL	60067-4952
RESIDENT	427 W WILSON ST 304	PALATINE	IL	60067-4952
RESIDENT	427 W WILSON ST 305	PALATINE	IL	60067-4952
RESIDENT	427 W WILSON ST 306	PALATINE	IL	60067-4952
RESIDENT	427 W WILSON ST 307	PALATINE	IL	60067-4952
RESIDENT	443 W WILSON ST	PALATINE	IL	60067-4967
RESIDENT	443 W WILSON ST 101	PALATINE	IL	60067-4953
RESIDENT	443 W WILSON ST 102	PALATINE	IL	60067-4953
RESIDENT	443 W WILSON ST 103	PALATINE	IL	60067-4953
RESIDENT	443 W WILSON ST 104	PALATINE	IL	60067-4953
RESIDENT	443 W WILSON ST 105	PALATINE	IL	60067-4953
RESIDENT	443 W WILSON ST 106	PALATINE	IL	60067-4954
RESIDENT	443 W WILSON ST 107	PALATINE	IL	60067-4954
RESIDENT	443 W WILSON ST 108	PALATINE	IL	60067-4954
RESIDENT	443 W WILSON ST 109	PALATINE	IL	60067-4954
RESIDENT	443 W WILSON ST 110	PALATINE	IL	60067-4954
RESIDENT	443 W WILSON ST 111	PALATINE	IL	60067-4954
RESIDENT	443 W WILSON ST 112	PALATINE	IL	60067-4954
RESIDENT	443 W WILSON ST 201	PALATINE	IL	60067-4954
RESIDENT	443 W WILSON ST 202	PALATINE	IL	60067-4954
RESIDENT	443 W WILSON ST 203	PALATINE	IL	60067-4954
RESIDENT	443 W WILSON ST 204	PALATINE	IL	60067-4955
RESIDENT	443 W WILSON ST 205	PALATINE	IL	60067-4955
RESIDENT	443 W WILSON ST 206	PALATINE	IL	60067-4955
RESIDENT	443 W WILSON ST 207	PALATINE	IL	60067-4955
RESIDENT	443 W WILSON ST 208	PALATINE	IL	60067-4955
RESIDENT	443 W WILSON ST 209	PALATINE	IL	60067-4955
RESIDENT	443 W WILSON ST 210	PALATINE	IL	60067-4955
RESIDENT	443 W WILSON ST 211	PALATINE	IL	60067-4955
RESIDENT	443 W WILSON ST 212	PALATINE	IL	60067-4955
RESIDENT	443 W WILSON ST 301	PALATINE	IL	60067-4955
RESIDENT	443 W WILSON ST 302	PALATINE	IL	60067-4956
RESIDENT	443 W WILSON ST 303	PALATINE	IL	60067-4956
RESIDENT	443 W WILSON ST 304	PALATINE	IL	60067-4956
RESIDENT	443 W WILSON ST 305	PALATINE	IL	60067-4956
RESIDENT	443 W WILSON ST 306	PALATINE	IL	60067-4956
RESIDENT	443 W WILSON ST 307	PALATINE	IL	60067-4956
RESIDENT	443 W WILSON ST 308	PALATINE	IL	60067-4956
RESIDENT	443 W WILSON ST 309	PALATINE	IL	60067-4956
RESIDENT	443 W WILSON ST 310	PALATINE	IL	60067-4956
RESIDENT	443 W WILSON ST 311	PALATINE	IL	60067-4967
RESIDENT	443 W WILSON ST 312	PALATINE	IL	60067-4967
RESIDENT	875 W WILSON ST	PALATINE	IL	60067-0914
RESIDENT	877 W WILSON ST	PALATINE	IL	60067-0914
RESIDENT	879 W WILSON ST	PALATINE	IL	60067-0914
RESIDENT	835 W WOOD ST	PALATINE	IL	60067-4870
RESIDENT	849 W WOOD ST	PALATINE	IL	60067-4870
RESIDENT	863 W WOOD ST	PALATINE	IL	60067-4870
RESIDENT	879 W WOOD ST	PALATINE	IL	60067-4870
RESIDENT	145 N WILSON CT	PALATINE	IL	60067-0907
RESIDENT	152 N WILSON CT	PALATINE	IL	60067-0907
RESIDENT	56 N LESLIE LN	PALATINE	IL	60067-4999
RESIDENT	60 N LESLIE LN	PALATINE	IL	60067-4999
RESIDENT	64 N LESLIE LN	PALATINE	IL	60067-4999
RESIDENT	70 N LESLIE LN	PALATINE	IL	60067-4999
RESIDENT	74 N LESLIE LN	PALATINE	IL	60067-4999
RESIDENT	78 N LESLIE LN	PALATINE	IL	60067-4999
RESIDENT	72 N SMITH ST	PALATINE	IL	60067-5047

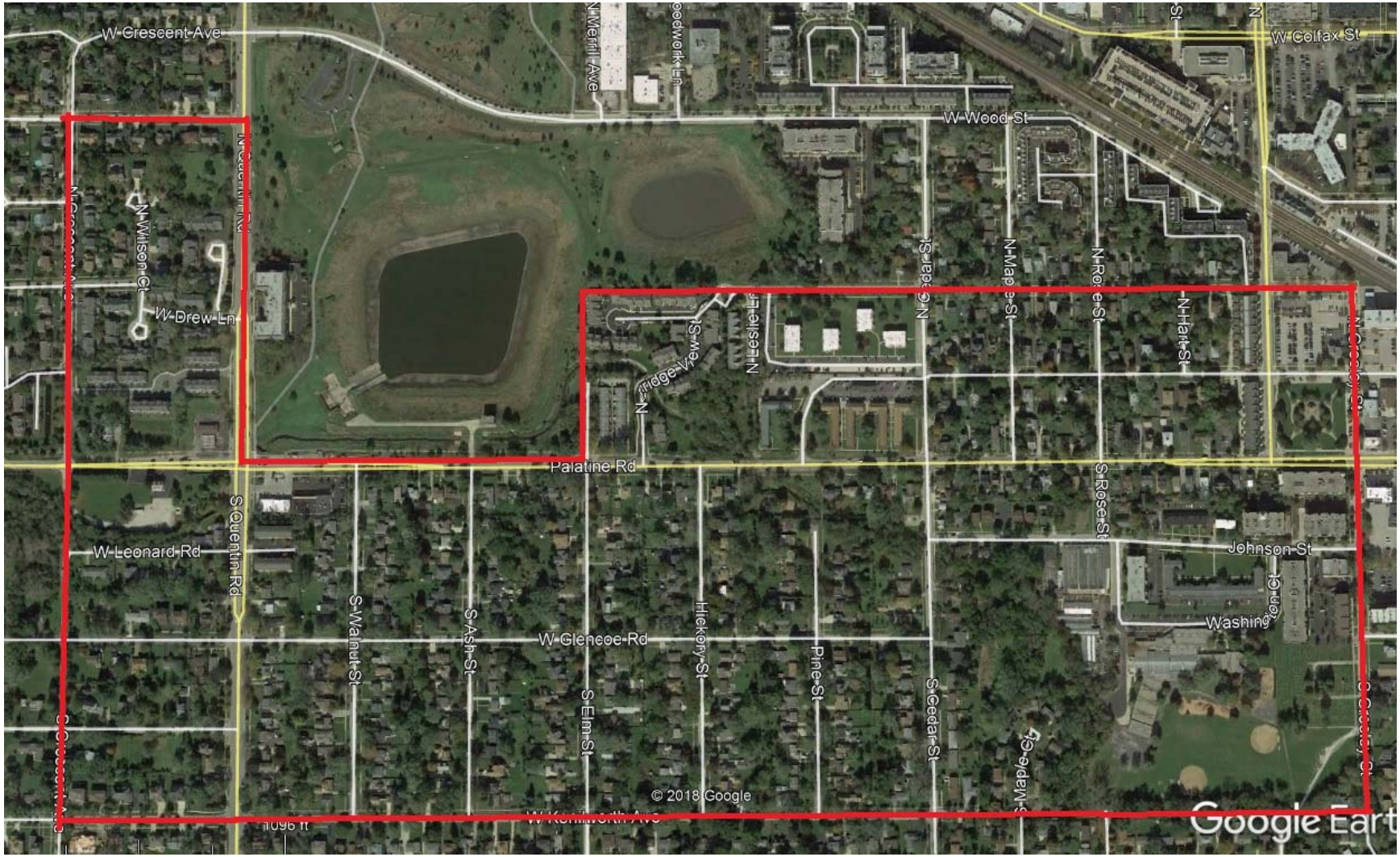
RESIDENT	48 N SMITH ST	PALATINE	IL	60067-5047
RESIDENT	30 N SMITH ST	PALATINE	IL	60067-5047
RESIDENT	42 N SMITH ST	PALATINE	IL	60067-5047
ADDRESSEE (PROPERTY OWNER)	**ADDRESS (PROPERTY OWNER)**	**CITY (PROPERTY OWNER)**	**STATE (PROPERTY OWNER)**	**ZIP (PROPERTY OWNER)**
RESIDENT	60 N SMITH ST	PALATINE	IL	60067-5047
RESIDENT	24 N SMITH ST	PALATINE	IL	60067-5047
RESIDENT	54 N SMITH ST	PALATINE	IL	60067-5047
RESIDENT	36 N SMITH ST	PALATINE	IL	60067-5047
RESIDENT	66 N SMITH ST	PALATINE	IL	60067-5047
RESIDENT	821 W HILLSIDE ST	PALATINE	IL	60067-5924
RESIDENT	165 N CRESCENT AV	PALATINE	IL	60067
RESIDENT	2 N SMITH ST	PALATINE	IL	60067
RESIDENT	4 N SMITH ST	PALATINE	IL	60067
RESIDENT	6 N SMITH ST	PALATINE	IL	60067
RESIDENT	8 N SMITH ST	PALATINE	IL	60067-5035
RESIDENT	10 N SMITH ST	PALATINE	IL	60067
RESIDENT	12 N SMITH ST	PALATINE	IL	60067
RESIDENT	14 N SMITH ST	PALATINE	IL	60067
RESIDENT	16 N SMITH ST	PALATINE	IL	60067
RESIDENT	18 N SMITH ST	PALATINE	IL	60067-5035
RESIDENT	133 W PALATINE RD	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST	PALATINE	IL	60067
RESIDENT	755 W KRISTEN CT	PALATINE	IL	60067
RESIDENT	756 W KRISTEN CT	PALATINE	IL	60067
RESIDENT	759 W KRISTEN CT	PALATINE	IL	60067
RESIDENT	760 W KRISTEN CT	PALATINE	IL	60067
RESIDENT	763 W KRISTEN CT	PALATINE	IL	60067
RESIDENT	764 W KRISTEN CT	PALATINE	IL	60067
RESIDENT	767 W KRISTEN CT	PALATINE	IL	60067
RESIDENT	768 W KRISTEN CT	PALATINE	IL	60067
RESIDENT	771 W KRISTEN CT	PALATINE	IL	60067
RESIDENT	772 W KRISTEN CT	PALATINE	IL	60067
RESIDENT	34 S WALNUT ST	PALATINE	IL	60067
RESIDENT	245 W JOHNSON ST	PALATINE	IL	60067-6150
RESIDENT	245 W JOHNSON ST 102	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 103	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 104	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 105	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 106	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 107	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 108	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 202	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 203	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 204	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 205	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 206	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 207	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 208	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 302	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 303	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 304	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 305	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 306	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 307	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 308	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 402	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 403	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 404	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 405	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 406	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 407	PALATINE	IL	60067-6151
RESIDENT	245 W JOHNSON ST 408	PALATINE	IL	60067-6151
RESIDENT	118 N WILSON CT	PALATINE	IL	60067-0907
RESIDENT	133 W PALATINE RD 101	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 102	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 103	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 104	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 105	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 106	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 107	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 108	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 109	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 110	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 111	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 112	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 201	PALATINE	IL	60067

RESIDENT	133 W PALATINE RD 202	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 203	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 204	PALATINE	IL	60067
ADDRESSEE (PROPERTY OWNER)	**ADDRESS (PROPERTY OWNER)**	**CITY (PROPERTY OWNER)**	**STATE (PROPERTY OWNER)**	**ZIP (PROPERTY OWNER)**
RESIDENT	133 W PALATINE RD 205	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 206	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 207	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 208	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 209	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 210	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 211	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 212	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 301	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 302	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 303	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 304	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 305	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 306	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 307	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 308	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 309	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 310	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 311	PALATINE	IL	60067
RESIDENT	133 W PALATINE RD 312	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 101	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 102	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 103	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 104	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 105	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 106	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 107	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 108	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 201	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 202	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 203	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 204	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 205	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 206	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 207	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 208	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 301	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 302	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 303	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 304	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 305	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 306	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 307	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 308	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 401	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 402	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 403	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 404	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 405	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 406	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 407	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 408	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 501	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 502	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 503	PALATINE	IL	60067
RESIDENT	132 W JOHNSON ST 504	PALATINE	IL	60067
RESIDENT	143 S ASH ST	PALATINE	IL	60067
RESIDENT	735 W PALATINE RD	PALATINE	IL	60067-
RESIDENT	806 W GLENCOE RD	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 201	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 202	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 203	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 204	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 205	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 206	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 207	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 208	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 301	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 302	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 303	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 304	PALATINE	IL	60067-

RESIDENT	190 W JOHNSON ST 305	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 306	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 307	PALATINE	IL	60067-
ADDRESSEE (PROPERTY OWNER)	**ADDRESS (PROPERTY OWNER)**	**CITY (PROPERTY OWNER)**	**STATE (PROPERTY OWNER)**	**ZIP (PROPERTY OWNER)**
RESIDENT	190 W JOHNSON ST 308	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 401	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 402	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 403	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 404	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 405	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 406	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 407	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 408	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 501	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 502	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 503	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 504	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 505	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 506	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 507	PALATINE	IL	60067-
RESIDENT	190 W JOHNSON ST 508	PALATINE	IL	60067-
RESIDENT	820 W KENILWORTH AV	PALATINE	IL	60067-
RESIDENT	54 S GREELEY ST	PALATINE	IL	60067-
RESIDENT	58 S GREELEY ST	PALATINE	IL	60067-
RESIDENT	62 S GREELEY ST	PALATINE	IL	60067-
RESIDENT	66 S GREELEY ST	PALATINE	IL	60067-
RESIDENT	70 S GREELEY ST	PALATINE	IL	60067-
RESIDENT	74 S GREELEY ST	PALATINE	IL	60067-
RESIDENT	78 S GREELEY ST	PALATINE	IL	60067-
RESIDENT	823 W WOOD ST	PALATINE	IL	60067-
RESIDENT	809 W WOOD ST	PALATINE	IL	60067-
RESIDENT	146 N QUENTIN RD	PALATINE	IL	60067-
RESIDENT	140 N QUENTIN RD	PALATINE	IL	60067-
RESIDENT	134 N QUENTIN RD	PALATINE	IL	60067-
RESIDENT	828 W KENILWORTH AV	PALATINE	IL	60067-
RESIDENT	18 S ASH ST	PALATINE	IL	60067-
RESIDENT	830 W GLENCOE RD	PALATINE	IL	60067-
RESIDENT	820 W GLENCOE RD	PALATINE	IL	60067
RESIDENT	15 N ROSE ST	PALATINE	IL	60067-
RESIDENT	11 N ROSE ST	PALATINE	IL	60067-
RESIDENT	7 N ROSE ST	PALATINE	IL	60067-
RESIDENT	882 W KENILWORTH AV	PALATINE	IL	60067
RESIDENT	874 W KENILWORTH AV	PALATINE	IL	60067
RESIDENT	350 W JOHNSON ST	PALATINE	IL	60067
RESIDENT	350 W JOHNSON ST 1	PALATINE	IL	60067
RESIDENT	350 W JOHNSON ST 2	PALATINE	IL	60067
RESIDENT	350 W JOHNSON ST 3	PALATINE	IL	60067
RESIDENT	190 W JOHNSON ST SPK	PALATINE	IL	60067
RESIDENT	739 W PALATINE RD	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 201	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 202	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 203	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 204	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 205	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 206	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 207	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 208	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 209	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 210	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 211	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 212	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 213	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 214	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 215	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 216	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 301	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 302	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 303	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 304	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 305	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 306	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 307	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 308	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 309	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 310	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 311	PALATINE	IL	60067

RESIDENT	50 S GREELEY ST 312	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 313	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 314	PALATINE	IL	60067
ADDRESSEE (PROPERTY OWNER)	**ADDRESS (PROPERTY OWNER)**	**CITY (PROPERTY OWNER)**	**STATE (PROPERTY OWNER)**	**ZIP (PROPERTY OWNER)**
RESIDENT	50 S GREELEY ST 315	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 316	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 401	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 402	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 403	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 404	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 405	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 406	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 407	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 408	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 409	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 410	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 411	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 412	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 413	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 414	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 415	PALATINE	IL	60067
RESIDENT	50 S GREELEY ST 416	PALATINE	IL	60067
RESIDENT	890 W CHASE LN	PALATINE	IL	60067
RESIDENT	886 W CHASE LN	PALATINE	IL	60067
RESIDENT	882 W CHASE LN	PALATINE	IL	60067
RESIDENT	878 W CHASE LN	PALATINE	IL	60067
RESIDENT	870 W CHASE LN	PALATINE	IL	60067
RESIDENT	866 W CHASE LN	PALATINE	IL	60067
RESIDENT	862 W CHASE LN	PALATINE	IL	60067
RESIDENT	858 W CHASE LN	PALATINE	IL	60067
RESIDENT	832 W CHASE LN	PALATINE	IL	60067
RESIDENT	828 W CHASE LN	PALATINE	IL	60067
RESIDENT	824 W CHASE LN	PALATINE	IL	60067
RESIDENT	820 W CHASE LN	PALATINE	IL	60067
RESIDENT	816 W CHASE LN	PALATINE	IL	60067
RESIDENT	817 W CHASE LN	PALATINE	IL	60067
RESIDENT	821 W CHASE LN	PALATINE	IL	60067
RESIDENT	825 W CHASE LN	PALATINE	IL	60067
RESIDENT	829 W CHASE LN	PALATINE	IL	60067
RESIDENT	833 W CHASE LN	PALATINE	IL	60067
RESIDENT	843 W CHASE LN	PALATINE	IL	60067
RESIDENT	847 W CHASE LN	PALATINE	IL	60067
RESIDENT	851 W CHASE LN	PALATINE	IL	60067
RESIDENT	855 W CHASE LN	PALATINE	IL	60067
RESIDENT	859 W CHASE LN	PALATINE	IL	60067
RESIDENT	863 W CHASE LN	PALATINE	IL	60067
RESIDENT	4155 NORTH VICTORIA DR	HOFFMAN ESTATES	IL	60192
RESIDENT	716 N FRANKLIN AVE	PALATINE	IL	60067
RESIDENT	272 W HAMILTON DR	PALATINE	IL	60067
RESIDENT	1417 E KENILWORTH AVE	PALATINE	IL	60074
RESIDENT	50 S. GREELY ST, #304	PALATINE	IL	60067

NOTIFICATION AREA



ATTACHMENT 17

INVITATION FOR PUBLIC COMMENTS
IMPACT OF PALATINE ROAD IMPROVEMENTS ON THE MARGRETH RIEMER RESERVIOR

The Village of Palatine will hold a Public Information Meeting concerning the Palatine Road project at the Palatine Village Hall, 200 E. Wood St., Palatine, IL 60067 from 5 P.M. to 7 P.M. on Thursday, September 16, 2021. The meeting will be conducted as an informal open house. The Palatine Road project improvement includes widening and reconstruction with upgrades to traffic signal, sewer and water main, and roadway lighting from Quentin Road to Smith Street. Phase I of the project is ongoing and being processed as a federal Categorical Exclusion. The project does not require relocations but will require right-of-way and easement purchases. Related information will be made available in accordance with the Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally-Assisted Programs, 49 CFR 24, and IDOT Land Acquisition policies. Proposed storm sewer work within the Salt Creek floodplain has been evaluated in accordance with Executive Order 11988. Representatives of the Village of Palatine and the consultant team will be available at the Public Information Meeting to discuss the impacts to the Margreth Riemer Reservoir as well as the overall status of the project including environmental approvals and land acquisition.

The Village of Palatine is seeking public comments on the overall project and the effects that proposed improvements will have on the Margreth Riemer Reservoir. The Margreth Riemer Reservoir, which is under the jurisdiction of the Metropolitan Water Reclamation District of Greater Chicago but leases land to the Palatine Park District, is a publicly owned park. As such, it is subject to protection under section 4(f) of the U.S. Department of Transportation act of 1966. For the Palatine Road project, the Village of Palatine intends to seek temporary and permanent easements and fee simple right-of-way approval from the Federal Highway Administration based on a determination that the project will not adversely affect the features, attributes, or activities that qualify Margreth Riemer Reservoir for protection under Section 4(f).

Aspects of the Palatine Road project within Margreth Riemer Reservoir will include construction of a new multi-use path and traffic signal equipment at the northeast corner of Palatine Road and Quentin Road. Additionally, north of Palatine Road between Quentin Road and Merrill Avenue, three existing storm sewer outlets will need to be extended to the north due to the widening of Palatine Road. Mitigation for the multi-use path, traffic signal equipment and storm sewer outlets will include restoration to turf for all disturbed areas. Detailed documentation describing the impacts and mitigation associated with the effects of the Palatine Road project on the Margreth Riemer Reservoir will be available for review at the Public Information Meeting at the date and time listed above, and at the Combined Services Facility at 148 W. Illinois Avenue from Friday, September 17, 2021 to Thursday, September 30, 2021. All persons interested in this project are invited to attend this meeting. Persons with a disability planning to attend this meeting should contact the individual listed below at least five (5) business days prior to the meeting such that any additional arrangements can be made. If special accommodations are required, the contact person should be informed at the time of contact. The meeting room is accessible to persons with a disability.

In addition to providing comments at the Public Information Meeting, interested persons may provide comments as follows:

Call: Matt Barry at the Public Works Department at 847-705-5200
E-mail: mbarry@palatine.il.us
Deliver: Department of Public Works Building at 148 W. Illinois Ave, Palatine, IL 60067

All public comments are due by 4:00 P.M. on Thursday, September 30, 2021.

Matt Barry, P.E.
Director of Public Works
Village of Palatine

Published in Daily Herald August 26, Sept 9, 2021 (4569219)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Northwest Suburbs

Daily Herald

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **Northwest Suburbs DAILY HERALD**. That said **Northwest Suburbs DAILY HERALD** is a secular newspaper, published in Arlington Heights and has been circulated daily in the Village(s) of: Arlington Heights, Barrington, Barrington Hills, Bartlett, Buffalo Grove, Deer Park, Des Plaines, Elk Grove, Franklin Park, Glenview, Hanover Park, Hoffman Estates,Inverness, Melrose Park,Morton Grove, Mt Prospect, Niles, Northbrook, Northfield, Northlake, Palatine, Park Ridge, Prospect Heights, River Grove, Rolling Meadows, Rosemont, Schaumburg,Schiller Park, South Barrington, Streamwood, Wheeling, Wilmette

County(ies) of Cook
and State of Illinois, continuously for more than one year prior to the date of the first publication of the notice hereinafter referred to and is of general circulation throughout said Village(s), County(ies) and State.

I further certify that the Northwest Suburbs DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 08/26/2021, 09/09/2021
in said Northwest Suburbs DAILY HERALD.

IN WITNESS WHEREOF, the undersigned, the said PADDOCK PUBLICATIONS, Inc., has caused this certificate to be signed by, this authorized agent, at Arlington Heights, Illinois.

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY Paula Raetz
Designee of the Publisher and Officer of the Daily Herald

Control # 4569219

ATTACHMENT 17

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: February 28, 2022

To: Ms. Robert Anders
Randers@civiltechinc.com

Re: Palatine Road Improvements – Public Comment

Dear Mr. Anders,

Thank you for providing your comment and input regarding the Palatine Road Improvement Project. As discussed during the Public Information Meeting, we are currently in the preliminary engineering phase which consists of identifying the needs of the corridor, analyzing existing data, developing potential solutions, and presenting a preferred alternative. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. Your comment has been included as part of the formal record.

Turn lane storage lengths are calculated using the Highway Capacity Software (HCS). Within this software, we model all the projected traffic flows and turning movements based on existing traffic counts from the intersection. Once we have the output data and information from the HCS, this information is inputted into Red-Time Queue tables, where vehicle lengths and delays determine the needed queue or storage lengths will desired for the design of the intersection turn lanes.

Acquiring the townhome at the northwest corner of Palatine Road and Smith Street is not financially feasible acquisition. The safety and sightlines of the intersection are not affected by the building since this is a right turn into the near lane. The turning radii for this intersection with remain tight due to the building and the existing ROW.

If you have any questions or would like to discuss further, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at mbarry@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,



Matt Barry, P.E.
Public Works Director

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

VILLAGE OF PALATINE

Date: February 28, 2022

To: Ms. Karen Bales
340 W Palatine Road
Palatine, IL 60067

Re: Palatine Road Improvements – Public Comment

Dear Ms. Bales,

Thank you for providing your comment and input regarding the Palatine Road Improvement Project. As discussed during the Public Information Meeting, we are currently in the preliminary engineering phase which consists of identifying the needs of the corridor, analyzing existing data, developing potential solutions, and presenting a preferred alternative. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. Your comment has been included as part of the formal record.

The roadway in front of your property will not be changing significantly. Since a three-lane roadway section is currently in place today, the project will be reconstructing the roadway in a very similar fashion. The sidewalk and multi-use path will be replaced with a minimum of a 5-foot parkway buffer from the face of the curb. In some locations where the right-or-way is limited, the sidewalk could located at the back of curb. The crossing at Palatine Road and Rose Street will be improved and new updated advanced signing will be provided for motorists.

Given the scope of this project, there are some trees within the public right-of-way that will be unavoidably impacted. However, during the detailed design phase of the improvement, coordination with the Village and IDOT will occur regarding replacement trees along the corridor which would be carefully chosen for resistance against disease and invasive insect species as well as their ability to survive and flourish amidst snow removal operations.

If you have any questions or would like to discuss further, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at mbarry@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,

Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: February 28, 2022

To: Mr. Gerald Balog
203 W Palatine Road
Palatine, IL 60067

Re: Palatine Road Improvements – Public Comment

Dear Mr. Balog,

Thank you for providing your comment and input regarding the Palatine Road Improvement Project. As discussed during the Public Information Meeting, we are currently in the preliminary engineering phase which consists of identifying the needs of the corridor, analyzing existing data, developing potential solutions, and presenting a preferred alternative. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. Your comment has been included as part of the formal record.

We appreciate you support for this project. The project hopes to increase the flow of traffic and improve safety as well and improve the stormwater drainage throughout the corridor. Enforcement of the speed limit throughout the corridor is the responsibility of the police and I have shared your concerns with them so they may assist.

If you have any questions or would like to discuss further, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at mbarry@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,



Matt Barry, P.E.
Public Works Director

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

VILLAGE OF PALATINE

Date: February 28, 2022

To: Mr and Mrs. Ron Bieletzki
310 W Palatine Road
Palatine, IL 60067

Re: Palatine Road Improvements – Public Comment

Dear Mr. and Mrs. Bieletzki,

Thank you for providing your comment and input regarding the Palatine Road Improvement Project. As discussed during the Public Information Meeting, we are currently in the preliminary engineering phase which consists of identifying the needs of the corridor, analyzing existing data, developing potential solutions, and presenting a preferred alternative. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. Your comment has been included as part of the formal record.

The proposed center bi-directional left turn lane between Maple and Rose Streets will remove the turning traffic from the traveled through lane, reducing congestion and the provide turning traffic a safe, separated lane to complete their turn. The roadway between Maple and Rose Streets will be widened approximately 5-6 feet on each side of the road to provide the necessary width for the proposed center bi-directional left turn lane.

With the scope of this project, utilities located within the roadway right-of-way will be required to be relocate their facilities if they are determined to be in conflict with the roadway improvements. This will likely include many of the utility poles due to their close proximity to the existing roadway. The decision on whether to have the utility companies bury their facilities is up to utility company and the Village and is not part of the scope of this project.

If you have any questions or would like to discuss further, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at mbarry@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,

Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: February 28, 2022

To: Ms. Laura Bilotas
852 N. Fairway Drive
Palatine, IL 60067

Re: Palatine Road Improvements – Public Comment

Dear Ms. Bilotas,

Thank you for providing your comment and input regarding the Palatine Road Improvement Project. As discussed during the Public Information Meeting, we are currently in the preliminary engineering phase which consists of identifying the needs of the corridor, analyzing existing data, developing potential solutions, and presenting a preferred alternative. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. Your comment has been included as part of the formal record.

Palatine Road is an unmarked IDOT route which is classified as a Minor Arterial highway. By the state's roadway classification definition, the purpose of a minor arterial is to interconnect and augment higher-level arterials in the region. Per state requirements the minimum speed limit for an urban minor arterial is 30 mph based on IDOT design criteria and therefore increasing the speed limits on Palatine Road or Quentin Road are not proposed. Traffic volumes are anticipated to increase 15% over the next 20 years along the corridor based on projections identified from the Chicago Metropolitan Agency for Planning.

We would like to emphasize that this project is currently in the study phase, and we are gathering information and input from the local stakeholders. Based on the input received during the first public meeting in 2019, the engineering study created and presented the preferred alternative at the second meeting which you attended on September 16, 2021. A compilation of data, information, input, and the preferred design will be presented in a formal Project Report for IDOT and the Federal Highway Administration (FHWA) approval.

The improvement of Palatine Road associated with this project are targeting to increase the efficiency of the flow of traffic and the safety along the corridor by separating the turning traffic and the through traffic with the aid of the bi-directional left turn lane. Signing for the crossing at Palatine Road and Rose Street will be updated to the latest standards and the Village will review the addition of flashing beacon lights at this crossing based on the IDOT and FHWA design requirements. The corridor improvements for this

project will include a reconstructed roadway, drainage improvements, traffic signals, water main, , an off-street multi-use path, sidewalk, signing, landscaping and other safety improvements.

Property valves will not be affected by the effects of a roadway project like this.

Given the scope of this project, there are some trees within the public right-of-way that will be unavoidably impacted. However, during the detailed design Phase of the improvement, coordination with the Village and IDOT will occur regarding replacement trees along the corridor which would be carefully chosen for resistance against disease and invasive insect species as well as their ability to survive and flourish amidst snow removal operations.

If you have any questions or would like to discuss further, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at mbarry@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: February 28, 2022

To: Mr. Thomas Bramley
1100 N Smith Street
Palatine, IL 60067

Re: Palatine Road Improvements – Public Comment

Dear Mr. Bramley,

Thank you for providing your comment and input regarding the Palatine Road Improvement Project. As discussed during the Public Information Meeting, we are currently in the preliminary engineering phase which consists of identifying the needs of the corridor, analyzing existing data, developing potential solutions, and presenting a preferred alternative. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. Your comment has been included as part of the formal record.

One of the focal points of the Phase I study is to investigate pedestrian and bicycle accommodations throughout the corridor in the study. Currently, the crosswalk at Rose Street and Palatine Road is located on the west leg of the intersection. The proposed design, which was displayed at the Public Meeting had the crosswalk on the east leg. After reviewing the design, the walk will remain on the west leg of the intersection as it is safer to place the crossing ahead of the bi-direction left turn lane than the dedicated left turn lane which has higher turning volumes.

If you have any questions or would like to discuss further, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at mbarry@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,

Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: February 28, 2022

To: Mr. Steve Breese
716 N Franklin Avenue
Palatine, IL 60067

Re: Palatine Road Improvements – Public Comment

Dear Mr. Breese,

Thank you for providing your comment and input regarding the Palatine Road Improvement Project. As discussed during the Public Information Meeting, we are currently in the preliminary engineering phase which consists of identifying the needs of the corridor, analyzing existing data, developing potential solutions, and presenting a preferred alternative. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. Your comment has been included as part of the formal record.

One of the focal points of the Phase I study is to investigate pedestrian and bicycle accommodations throughout the corridor in the study. A pedestrian underpass is not scoped for implementation at this time. Pedestrian and bicycle accommodations will be improved through the corridor with the addition of the off-street multi-use path from Crescent Avenue to Cedar Street. This will eliminate the existing sidewalk gap between Crescent Avenue and Quentin Road and the gap between Bridge View Street and Cedar Street.

If you have any questions or would like to discuss further, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at mbarry@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: February 28, 2022

To: Mr. Barry Brotine
327 W Palatine Road
Palatine, IL 60067

Re: Palatine Road Improvements – Public Comment

Dear Mr. Brotine,

Thank you for providing your comment and input regarding the Palatine Road Improvement Project. As discussed during the Public Information Meeting, we are currently in the preliminary engineering phase which consists of identifying the needs of the corridor, analyzing existing data, developing potential solutions, and presenting a preferred alternative. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. Your comment has been included as part of the formal record.

We appreciate you support for this project. The project hopes to increase the flow of traffic and improve safety as well and improve the stormwater drainage throughout the corridor. This project will also take care of the noisy manhole lid in front of your property.

If you have any questions or would like to discuss further, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at mbarry@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: February 28, 2022

To: Ms. Amy Byrne
Ambyrne1496@gmaill.com

Re: Palatine Road Improvements – Public Comment

Dear Ms. Byrne,

Thank you for providing your comment and input regarding the Palatine Road Improvement Project. As discussed during the Public Information Meeting, we are currently in the preliminary engineering phase which consists of identifying the needs of the corridor, analyzing existing data, developing potential solutions, and presenting a preferred alternative. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. Your comment has been included as part of the formal record.

The removal of trees along the corridor will be reviewed at on a case-by-case basis due to impacts from the roadway improvements. One goal of the roadway design is to always minimize the impact to trees and the environment where possible. Trees will be planted throughout the corridor respecting a clear zone, as they can become a hazardous obstacle for the motoring public if struck. These trees which are being carefully chosen for resistance against disease and invasive insect species as well as their ability to survive and flourish amidst snow removal operations.

If you have any questions or would like to discuss further, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at mbarry@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: February 28, 2022

To: Ms. Jessica Cummins
260 N. Plum Grove Road
Palatine, IL 60067

Re: Palatine Road Improvements – Public Comment

Dear Ms. Cummins,

Thank you for providing your comment and input regarding the Palatine Road Improvement Project. As discussed during the Public Information Meeting, we are currently in the preliminary engineering phase which consists of identifying the needs of the corridor, analyzing existing data, developing potential solutions, and presenting a preferred alternative. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. Your comment has been included as part of the formal record.

Palatine Road is an unmarked IDOT route which is classified as a Minor Arterial highway. By the state's roadway classification definition, the purpose of a minor arterial is to interconnect and augment higher-level arterials in the region. Per state requirements the minimum speed limit for an urban minor arterial is 30 mph based on IDOT design criteria and therefore increasing the speed limits on Palatine Road or Quentin Road are not proposed. Traffic volumes are anticipated to increase 15% over the next 20 years along the corridor based on projections identified from the Chicago Metropolitan Agency for Planning.

We would like to emphasize that this project is currently in the study phase, and we are gathering information and input from the local stakeholders. Based on the input received during the first public meeting in 2019, the engineering study created and presented the preferred alternative at the second meeting which you attended on September 16, 2021. A compilation of data, information, input, and the preferred design will be presented in a formal Project Report for IDOT and the Federal Highway Administration (FHWA) approval.

The improvement of Palatine Road associated with this project are targeting to increase the efficiency of the flow of traffic and the safety along the corridor by separating the turning traffic and the through traffic with the aid of the bi-directional left turn lane. Signing for the crossing at Palatine Road and Rose Street will be updated to the latest standards and the Village will review the addition of flashing beacon lights at this crossing based on the IDOT and FHWA design requirements. The corridor improvements for this

project will include a reconstructed roadway, drainage improvements, traffic signals, water main, , an off-street multi-use path, sidewalk, signing, landscaping and other safety improvements.

Property valves will not be affected by the effects of a roadway project like this.

Given the scope of this project, there are some trees within the public right-of-way that will be unavoidably impacted. However, during the detailed design Phase of the improvement, coordination with the Village and IDOT will occur regarding replacement trees along the corridor which would be carefully chosen for resistance against disease and invasive insect species as well as their ability to survive and flourish amidst snow removal operations.

If you have any questions or would like to discuss further, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at mbarry@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: February 28, 2022

To: Ms. Sougata Das
1050 S. Saddleridge Court
Palatine, IL 60067

Re: Palatine Road Improvements – Public Comment

Dear Ms. Das,

Thank you for providing your comment and input regarding the Palatine Road Improvement Project. As discussed during the Public Information Meeting, we are currently in the preliminary engineering phase which consists of identifying the needs of the corridor, analyzing existing data, developing potential solutions, and presenting a preferred alternative. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. Your comment has been included as part of the formal record.

Palatine Road is an unmarked IDOT route which is classified as a Minor Arterial highway. By the state's roadway classification definition, the purpose of a minor arterial is to interconnect and augment higher-level arterials in the region. Per state requirements the minimum speed limit for an urban minor arterial is 30 mph based on IDOT design criteria and therefore increasing the speed limits on Palatine Road or Quentin Road are not proposed. Traffic volumes are anticipated to increase 15% over the next 20 years along the corridor based on projections identified from the Chicago Metropolitan Agency for Planning.

We would like to emphasize that this project is currently in the study phase, and we are gathering information and input from the local stakeholders. Based on the input received during the first public meeting in 2019, the engineering study created and presented the preferred alternative at the second meeting which you attended on September 16, 2021. A compilation of data, information, input, and the preferred design will be presented in a formal Project Report for IDOT and the Federal Highway Administration (FHWA) approval.

The improvement of Palatine Road associated with this project are targeting to increase the efficiency of the flow of traffic and the safety along the corridor by separating the turning traffic and the through traffic with the aid of the bi-directional left turn lane. Signing for the crossing at Palatine Road and Rose Street will be updated to the latest standards and the Village will review the addition of flashing beacon lights at this crossing based on the IDOT and FHWA design requirements. The corridor improvements for this

project will include a reconstructed roadway, drainage improvements, traffic signals, water main, , an off-street multi-use path, sidewalk, signing, landscaping and other safety improvements.

Property valves will not be affected by the effects of a roadway project like this.

Given the scope of this project, there are some trees within the public right-of-way that will be unavoidably impacted. However, during the detailed design Phase of the improvement, coordination with the Village and IDOT will occur regarding replacement trees along the corridor which would be carefully chosen for resistance against disease and invasive insect species as well as their ability to survive and flourish amidst snow removal operations.

If you have any questions or would like to discuss further, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at mbarry@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: February 28, 2022

To: Mr. Mike Flemming
225 W Palatine Road
Palatine, IL 60067

Re: Palatine Road Improvements – Public Comment

Dear Mr. Fleming,

Thank you for providing your comment and input regarding the Palatine Road Improvement Project. As discussed during the Public Information Meeting, we are currently in the preliminary engineering phase which consists of identifying the needs of the corridor, analyzing existing data, developing potential solutions, and presenting a preferred alternative. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. Your comment has been included as part of the formal record.

Palatine Road is an unmarked IDOT route which is classified as a Minor Arterial highway. By the state's roadway classification definition, the purpose of a minor arterial is to interconnect and augment higher-level arterials in the region. Per state requirements the minimum speed limit for an urban minor arterial is 30 mph based on IDOT design criteria and therefore increasing the speed limits on Palatine Road or Quentin Road are not proposed. Traffic volumes are anticipated to increase 15% over the next 20 years along the corridor based on projections identified from the Chicago Metropolitan Agency for Planning.

We would like to emphasize that this project is currently in the study phase, and we are gathering information and input from the local stakeholders. Based on the input received during the first public meeting in 2019, the engineering study created and presented the preferred alternative at the second meeting which you attended on September 16, 2021. A compilation of data, information, input, and the preferred design will be presented in a formal Project Report for IDOT and the Federal Highway Administration (FHWA) approval.

The improvement of Palatine Road associated with this project are targeting to increase the efficiency of the flow of traffic and the safety along the corridor by separating the turning traffic and the through traffic with the aid of the bi-directional left turn lane. Signing for the crossing at Palatine Road and Rose Street will be updated to the latest standards and the Village will review the addition of flashing beacon lights at this crossing based on the IDOT and FHWA design requirements. The corridor improvements for this

project will include a reconstructed roadway, drainage improvements, traffic signals, water main, , an off-street multi-use path, sidewalk, signing, landscaping and other safety improvements.

Property valves will not be affected by the effects of a roadway project like this.

Given the scope of this project, there are some trees within the public right-of-way that will be unavoidably impacted. However, during the detailed design Phase of the improvement, coordination with the Village and IDOT will occur regarding replacement trees along the corridor which would be carefully chosen for resistance against disease and invasive insect species as well as their ability to survive and flourish amidst snow removal operations.

If you have any questions or would like to discuss further, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at mbarry@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: February 28, 2022

To: General Resident Response – Address to be filled out
225 W Palatine Road
Palatine, IL 60067

Re: Palatine Road Improvements – Public Comment

Dear Mr. XXXXXX,

Thank you for providing your comment and input regarding the Palatine Road Improvement Project. As discussed during the Public Information Meeting, we are currently in the preliminary engineering phase which consists of identifying the needs of the corridor, analyzing existing data, developing potential solutions, and presenting a preferred alternative. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. Your comment has been included as part of the formal record.

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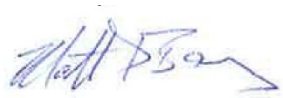
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Given the scope of this project, there are some trees within the public right-of-way that will be unavoidably impacted. However, during the detailed design Phase of the improvement, coordination with the Village and IDOT will occur regarding replacement trees along the corridor which would be carefully chosen for resistance against disease and invasive insect species as well as their ability to survive and flourish amidst snow removal operations.

If you have any questions or would like to discuss further, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at mbarry@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: February 28, 2022

To: Ms. Norma Hipchen
177 S. Smith Street
Palatine, IL 60067

Re: Palatine Road Improvements – Public Comment

Dear Ms. Hipchen,

Thank you for providing your comment and input regarding the Palatine Road Improvement Project. As discussed during the Public Information Meeting, we are currently in the preliminary engineering phase which consists of identifying the needs of the corridor, analyzing existing data, developing potential solutions, and presenting a preferred alternative. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. Your comment has been included as part of the formal record.

Palatine Road is an unmarked IDOT route which is classified as a Minor Arterial highway. By the state's roadway classification definition, the purpose of a minor arterial is to interconnect and augment higher-level arterials in the region. Per state requirements the minimum speed limit for an urban minor arterial is 30 mph based on IDOT design criteria and therefore increasing the speed limits on Palatine Road or Quentin Road are not proposed. Traffic volumes are anticipated to increase 15% over the next 20 years along the corridor based on projections identified from the Chicago Metropolitan Agency for Planning.

We would like to emphasize that this project is currently in the study phase, and we are gathering information and input from the local stakeholders. Based on the input received during the first public meeting in 2019, the engineering study created and presented the preferred alternative at the second meeting which you attended on September 16, 2021. A compilation of data, information, input, and the preferred design will be presented in a formal Project Report for IDOT and the Federal Highway Administration (FHWA) approval.

The improvement of Palatine Road associated with this project are targeting to increase the efficiency of the flow of traffic and the safety along the corridor by separating the turning traffic and the through traffic with the aid of the bi-directional left turn lane. Signing for the crossing at Palatine Road and Rose Street will be updated to the latest standards and the Village will review the addition of flashing beacon lights at this crossing based on the IDOT and FHWA design requirements. The corridor improvements for this

project will include a reconstructed roadway, drainage improvements, traffic signals, water main, , an off-street multi-use path, sidewalk, signing, landscaping and other safety improvements.

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Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: February 28, 2022

To: Ms. Susan Kennedy
284 W. Cheryl Lane
Palatine, IL 60067

Re: Palatine Road Improvements – Public Comment

Dear Ms. Kennedy,

Thank you for providing your comment and input regarding the Palatine Road Improvement Project. As discussed during the Public Information Meeting, we are currently in the preliminary engineering phase which consists of identifying the needs of the corridor, analyzing existing data, developing potential solutions, and presenting a preferred alternative. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. Your comment has been included as part of the formal record.

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If you have any questions or would like to discuss further, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at mbarry@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: February 28, 2022

To: Mr. and Mrs. Rick Kobler
37 S. Hickory Street
Palatine, IL 60067

Re: Palatine Road Improvements – Public Comment

Dear Mr. and Mrs. Kobler,

Thank you for providing your comment and input regarding the Palatine Road Improvement Project. As discussed during the Public Information Meeting, we are currently in the preliminary engineering phase which consists of identifying the needs of the corridor, analyzing existing data, developing potential solutions, and presenting a preferred alternative. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. Your comment has been included as part of the formal record.

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project will include a reconstructed roadway, drainage improvements, traffic signals, water main, , an off-street multi-use path, sidewalk, signing, landscaping and other safety improvements.

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Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: February 28, 2022

To: Mr. and Mrs. Louis Leciejewski
117 N Maple Street
Palatine, IL 60067

Re: Palatine Road Improvements – Public Comment

Dear Mr. and Mrs. Leciejewski,

Thank you for providing your comment and input regarding the Palatine Road Improvement Project. As discussed during the Public Information Meeting, we are currently in the preliminary engineering phase which consists of identifying the needs of the corridor, analyzing existing data, developing potential solutions, and presenting a preferred alternative. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. Your comment has been included as part of the formal record.

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Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: February 28, 2022

To: Mr. and Mrs. Bill Lehman
317 W Palatine Road
Palatine, IL 60067

Re: Palatine Road Improvements – Public Comment

Dear Mr. and Mrs. Lehman,

Thank you for providing your comment and input regarding the Palatine Road Improvement Project. As discussed during the Public Information Meeting, we are currently in the preliminary engineering phase which consists of identifying the needs of the corridor, analyzing existing data, developing potential solutions, and presenting a preferred alternative. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. Your comment has been included as part of the formal record.

Palatine Road is an unmarked IDOT route which is classified as a Minor Arterial highway. By definition, the purpose of a minor arterial is to interconnect and augment higher-level arterials in the region. Per state requirements the minimum speed limit for an urban minor arterial is 30 mph based on IDOT design criteria and therefore increasing the speed limits on Palatine Road or Quentin Road are not proposed in any way. Traffic volumes are anticipated to increase 15% over the next 20 years along the corridor based on projections identified from the Chicago Metropolitan Agency for Planning.

The proposed center bi-directional left turn lane between Maple and Rose Streets will remove the turning traffic from the traveled through lane, reducing congestion and the provide turning traffic a safe, separated lane to complete their turn. The roadway between Maple and Rose Streets will be widened approximately 5-6 feet on each side of the road to provide the necessary width for the proposed center bi-directional left turn lane. The sidewalk and multi-use path will be placed with a minimum of a 5-foot parkway buffer from the back of the curb. The crossing at Palatine Road and Rose Street will be improved and new updated advanced signing will be provided for motorists. The Village will investigate the need for flashing beacons at the pedestrian crossing at Rose Street during the next phase of the project.

No studies have been performed for vehicles leaving the roadway and potentially impacting building or houses. Object or obstacles such as retaining walls, trees, utilities etc which fall within the roadway

“clear zone” in this case which is 14 feet from the edge of the road are analyze as hazards to the motoring public. Since all of the homes fall outside of this distance, they are not considered hazards nor is the proposed road reconstruction considered to add risk to the existing structures per state standards.

If you have any questions or would like to discuss further, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at mbarry@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: February 28, 2022

To: Mrs. Diana Lopez
817 W. Drew Lane
Palatine, IL 60067

Re: Palatine Road Improvements – Public Comment

Dear Mrs. Lopez,

Thank you for providing your comment and input regarding the Palatine Road Improvement Project. As discussed during the Public Information Meeting, we are currently in the preliminary engineering phase which consists of identifying the needs of the corridor, analyzing existing data, developing potential solutions, and presenting a preferred alternative. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. Your comment has been included as part of the formal record.

We appreciate you support for this project. The project hopes to increase the flow of traffic and improve safety as well and improve the stormwater drainage throughout the corridor.

If you have any questions or would like to discuss further, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at mbarry@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: February 28, 2022

To: Mr. Wayne Mikes
155 N Northwest Highway
Palatine, IL 60067

Re: Palatine Road Improvements – Public Comment

Dear Mr. Mikes,

Thank you for providing your comment and input regarding the Palatine Road Improvement Project. As discussed during the Public Information Meeting, we are currently in the preliminary engineering phase which consists of identifying the needs of the corridor, analyzing existing data, developing potential solutions, and presenting a preferred alternative. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. Your comment has been included as part of the formal record.

The addition of a bike path from the MWRD Reservoir pump house north to Wood Street falls outside of the scope of the roadway improvements. The existing off-street multi-use path at the intersection of Quentin Road and Palatine Road is nearby and connects to Wood Street. A new 10-foot off-street multi-use path is being proposed from Crescent Avenue to Cedar Street. This will fill in an existing pedestrian gap over Salt Creek and will also complete a leg of the Village's Bikeway Plan. This path will include new signage for better warning for the motoring public. New crossings will be provided at all intersections along the proposed path.

If you have any questions or would like to discuss further, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at mbarry@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: February 28, 2022

To: Ms. Margaret Nabor
249 W Palatine Road
Palatine, IL 60067

Re: Palatine Road Improvements – Public Comment

Dear Ms. Nabor,

Thank you for providing your comment and input regarding the Palatine Road Improvement Project. As discussed during the Public Information Meeting, we are currently in the preliminary engineering phase which consists of identifying the needs of the corridor, analyzing existing data, developing potential solutions, and presenting a preferred alternative. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. Your comment has been included as part of the formal record.

Given the scope of this project, there are trees within the public right-of-way that may be impacted. However, during the detailed design Phase of the improvement, coordination with the Village and IDOT will occur regarding replacement trees along the corridor which would be carefully chosen for resistance against disease and invasive insect species as well as their ability to survive and flourish amidst snow removal operations.

The intersection of Palatine Road and Rose Street was evaluated following the Federal Highway Administration (FHWA) policy to review 5-years of crash data, of which the years 2014 to 2018 data was collected. The data reflected five total crashes occurred over the five-year period, none of which were indicated to have left the road. The number of crashes occurring each year is not significate to warrant any additional safety measures.

Regarding the pedestrian crossing at Palatine Road and Rose Street, signing for the crossing will be updated to the latest standards and the Village will review the addition of flashing beacon lights at this crossing based on the IDOT and FHWA design requirements.

If you have any questions or would like to discuss further, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at mbarry@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,



Matt Barry, P.E.
Public Works Director

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

VILLAGE OF PALATINE

Date: February 28, 2022

To: Ms. Georgia Nelson
340 W Palatine Road
Palatine, IL 60067

Re: Palatine Road Improvements – Public Comment

Dear Ms. Nelson,

Thank you for providing your comment and input regarding the Palatine Road Improvement Project. As discussed during the Public Information Meeting, we are currently in the preliminary engineering phase which consists of identifying the needs of the corridor, analyzing existing data, developing potential solutions, and presenting a preferred alternative. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. Your comment has been included as part of the formal record.

The roadway in front of your property would not be changing significantly. Since a three-lane roadway section is currently in place today, the project will be reconstructing the roadway in a very similar fashion. The sidewalk and multi-use path will be replaced with a minimum of a five-foot parkway buffer from the face of the curb. In some locations where the right-or-way gets very tight, the sidewalk will be located at the back of curb. The crossing at Palatine Road and Rose Street will be improved and new updated advanced signing will be provided for motorists.

Given the scope of this project, there are some trees within the public right-of-way that will be unavoidably impacted. However, during the detailed design phase of the improvement, coordination with the Village and IDOT will occur regarding replacement trees along the corridor which would be carefully chosen for resistance against disease and invasive insect species as well as their ability to survive and flourish amidst snow removal operations.

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Sincerely,

Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: February 28, 2022

To: Ms. Karen Notaro
1004 Raven Lane
Palatine, IL 60067

Re: Palatine Road Improvements – Public Comment

Dear Ms. Notaro,

Thank you for providing your comment and input regarding the Palatine Road Improvement Project. As discussed during the Public Information Meeting, we are currently in the preliminary engineering phase which consists of identifying the needs of the corridor, analyzing existing data, developing potential solutions, and presenting a preferred alternative. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. Your comment has been included as part of the formal record.

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We would like to emphasize that this project is currently in the study phase, and we are gathering information and input from the local stakeholders. Based on the input received during the first public meeting in 2019, the engineering study created and presented the preferred alternative at the second meeting which you attended on September 16, 2021. A compilation of data, information, input, and the preferred design will be presented in a formal Project Report for IDOT and the Federal Highway Administration (FHWA) approval.

The improvement of Palatine Road associated with this project are targeting to increase the efficiency of the flow of traffic and the safety along the corridor by separating the turning traffic and the through traffic with the aid of the bi-directional left turn lane. Signing for the crossing at Palatine Road and Rose Street will be updated to the latest standards and the Village will review the addition of flashing beacon lights at this crossing based on the IDOT and FHWA design requirements. The corridor improvements for this

project will include a reconstructed roadway, drainage improvements, traffic signals, water main, , an off-street multi-use path, sidewalk, signing, landscaping and other safety improvements.

Property valves will not be affected by the effects of a roadway project like this.

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Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: February 28, 2022

To: Mr. Jack Peck
242 W Palatine Road
Palatine, IL 60067

Re: Palatine Road Improvements – Public Comment

Dear Mr. Peck,

Thank you for providing your comment and input regarding the Palatine Road Improvement Project. As discussed during the Public Information Meeting, we are currently in the preliminary engineering phase which consists of identifying the needs of the corridor, analyzing existing data, developing potential solutions, and presenting a preferred alternative. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. Your comment has been included as part of the formal record.

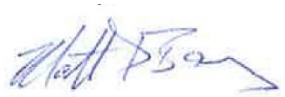
The improvement of Palatine Road associated with this project are targeting to increase the efficiency of the flow of traffic and the safety along the corridor by separating the turning traffic and the through traffic with the aid of the bi-directional left turn lane. Signing for the crossing at Palatine Road and Rose Street will be updated to the latest standards and the Village will review the addition of flashing beacon lights at this crossing based on the IDOT and FHWA design requirements.

The removal of trees along the corridor will be looked at on a case-by-case basis due to impacts from the roadway improvements. One goal of the roadway design is to always minimize the impact to trees and the environment. Trees will be planted throughout the corridor but respecting a clear zone, as they can become a hazardous obstacle for the motoring public if struck. These trees which are being carefully chosen for resistance against disease and invasive insect species as well as their ability to survive and flourish amidst snow removal operations.

With the new watermain improvements being anticipated with this project, new services would be provided up the B-box or right-of-way. The Village has a cost sharing programs to split the cost of the lead water service line replacement and is additionally applying for state grants to fully cover the cost for lead water service line replacements.

If you have any questions or would like to discuss further, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at mabrry@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: February 28, 2022

To: Mr. Ron Port
243 W Palatine Road
Palatine, IL 60067

Re: Palatine Road Improvements – Public Comment

Dear Mr. Port,

Thank you for providing your comment and input regarding the Palatine Road Improvement Project. As discussed during the Public Information Meeting, we are currently in the preliminary engineering phase which consists of identifying the needs of the corridor, analyzing existing data, developing potential solutions, and presenting a preferred alternative. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. Your comment has been included as part of the formal record.

I wanted to clarify for you from your comment that trees will be planted throughout the corridor, respecting a clear zone, as they can become a hazardous obstacle for the motoring public if struck. These trees which will being carefully chosen for resistance against disease and invasive insect species as well as their ability to survive and flourish amidst snow removal operations.

If you have any questions or would like to discuss further, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at mbarry@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: February 28, 2022

To: Ms. Jenny Proctor
260 N. Plum Grove Road
Palatine, IL 60067

Re: Palatine Road Improvements – Public Comment

Dear Ms. Proctor,

Thank you for providing your comment and input regarding the Palatine Road Improvement Project. As discussed during the Public Information Meeting, we are currently in the preliminary engineering phase which consists of identifying the needs of the corridor, analyzing existing data, developing potential solutions, and presenting a preferred alternative. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. Your comment has been included as part of the formal record.

Palatine Road is an unmarked IDOT route which is classified as a Minor Arterial highway. By the state's roadway classification definition, the purpose of a minor arterial is to interconnect and augment higher-level arterials in the region. Per state requirements the minimum speed limit for an urban minor arterial is 30 mph based on IDOT design criteria and therefore increasing the speed limits on Palatine Road or Quentin Road are not proposed. Traffic volumes are anticipated to increase 15% over the next 20 years along the corridor based on projections identified from the Chicago Metropolitan Agency for Planning.

We would like to emphasize that this project is currently in the study phase, and we are gathering information and input from the local stakeholders. Based on the input received during the first public meeting in 2019, the engineering study created and presented the preferred alternative at the second meeting which you attended on September 16, 2021. A compilation of data, information, input, and the preferred design will be presented in a formal Project Report for IDOT and the Federal Highway Administration (FHWA) approval.

The improvement of Palatine Road associated with this project are targeting to increase the efficiency of the flow of traffic and the safety along the corridor by separating the turning traffic and the through traffic with the aid of the bi-directional left turn lane. Signing for the crossing at Palatine Road and Rose Street will be updated to the latest standards and the Village will review the addition of flashing beacon lights at this crossing based on the IDOT and FHWA design requirements. The corridor improvements for this

project will include a reconstructed roadway, drainage improvements, traffic signals, water main, , an off-street multi-use path, sidewalk, signing, landscaping and other safety improvements.

Property valves will not be affected by the effects of a roadway project like this.

Given the scope of this project, there are some trees within the public right-of-way that will be unavoidably impacted. However, during the detailed design Phase of the improvement, coordination with the Village and IDOT will occur regarding replacement trees along the corridor which would be carefully chosen for resistance against disease and invasive insect species as well as their ability to survive and flourish amidst snow removal operations.

If you have any questions or would like to discuss further, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at mbarry@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: February 28, 2022

To: Mr. Tom Rochfort
311 W Palatine Road
Palatine, IL 60067

Re: Palatine Road Improvements – Public Comment

Dear Mr. Rochfort,

Thank you for providing your comment and input regarding the Palatine Road Improvement Project. As discussed during the Public Information Meeting, we are currently in the preliminary engineering phase which consists of identifying the needs of the corridor, analyzing existing data, developing potential solutions, and presenting a preferred alternative. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. Your comment has been included as part of the formal record.

Palatine Road is an unmarked IDOT route which is classified as a Minor Arterial highway. By the state's roadway classification definition, the purpose of a minor arterial is to interconnect and augment higher-level arterials in the region. Per state requirements the minimum speed limit for an urban minor arterial is 30 mph based on IDOT design criteria and therefore increasing the speed limits on Palatine Road or Quentin Road are not proposed in any way. Traffic volumes are anticipated to increase 15% over the next 20 years along the corridor based on projections identified from the Chicago Metropolitan Agency for Planning.

We would like to emphasize that this project is currently in the study phase, and we are gathering information and input from the local stakeholders. Based on the input received during the first public meeting in 2019, the engineering study created and presented the preferred alternative at the second meeting which you attended on September 16, 2021. A compilation of data, information, input, and the preferred design will be presented in a formal Project Report for IDOT and the Federal Highway Administration (FHWA) approval. The project has not currently been funded or approved for the next phase of the design process nor construction at this time.

The improvement of Palatine Road associated with this project are targeting to increase the efficiency of the flow of traffic and the safety along the corridor by separating the turning traffic and the through traffic with the aid of the bi-directional left turn lane. Signing for the crossing at Palatine Road and Rose Street

will be updated to the latest standards and the Village will review the addition of flashing beacon lights at this crossing based on the IDOT and FHWA design requirements. The corridor improvements for this project will include a reconstructed roadway, drainage improvements, traffic signals, water main, , an off-street multi-use path, sidewalk, signing, landscaping and other safety improvements.

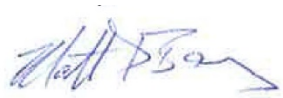
Regarding the pedestrian crossing at Palatine Road and Rose Street, all necessary signage will be provided for this crossing including advanced warning crossing signs. The use of flashing beacon signing will be investigated as part of the detailed design, if this project is authorized to proceed.

With the scope of this project, utilities located within the roadway right-of-way will be required to be relocate their facilities with they are determined to be in conflict with the roadway improvements. This will likely include many of the utility poles due to their close proximity to the existing roadway. Burying the existing above ground utilities is not planned as part of this roadway improvement project.

During this phase of the project process, right of way land needs are estimated and will be verified during the second phase of the design process once all the detailed design in completed. At that time, the land acquisition process will begin and negotiation with the landowners will take place. During this time, compensation for land will be discussed and determined.

If you have any questions or would like to discuss further, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at mbarry@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: February 28, 2022

To: Ms. Lauren Smith
302 W Palatine Road
Palatine, IL 60067

Re: Palatine Road Improvements – Public Comment

Dear Ms. Smith,

Thank you for providing your comment and input regarding the Palatine Road Improvement Project. As discussed during the Public Information Meeting, we are currently in the preliminary engineering phase which consists of identifying the needs of the corridor, analyzing existing data, developing potential solutions, and presenting a preferred alternative. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. Your comment has been included as part of the formal record.

The project is not planning to put in a westbound right turn lane at the intersection of Smith Street and Palatine Road because the current and projected turning volumes do not meet the minimum volumes to warrant the addition of a dedicated right turn lane per state standards.

One of the focal points of the Phase I study is to investigate pedestrian and bicycle accommodations throughout the corridor in the study. Currently the crosswalk at Rose Street and Palatine Road is located on the west leg of the intersection. The proposed design, which was displayed at the Public Meeting had the crosswalk on the east leg. After reviewing the design, the walk will remain on the west leg of the intersection as it is safer to place the crossing ahead of the bi-direction left turn lane than the dedicated left turn lane which has higher turning volumes. Signing for the crossing at Palatine Road and Rose Street will be updated to the latest standards and the Village will review the addition of flashing beacon lights at this crossing based on the IDOT and FHWA design requirements.

During this phase of the project process, right of way land needs are estimated and will be verified during the second phase of the design process once all the detailed design in completed. At that time, the land acquisition process will begin and negotiation with the landowners will take place. During this time, compensation for land will be discussed and determined according to the federal process.

Given the scope of this project, there are trees within the public right-of-way that may be impacted. However, during the detailed design Phase of the improvement, coordination with the Village and IDOT will occur regarding replacement trees along the corridor which would be carefully chosen for resistance against disease and invasive insect species as well as their ability to survive and flourish amidst snow removal operations.

If you have any questions or would like to discuss further, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at mbarry@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,



Matt Barry, P.E.
Public Works Director

VILLAGE OF PALATINE

DEPARTMENT OF PUBLIC WORKS
148 West Illinois Avenue
Palatine, Illinois 60067
847 705-5200
Fax 847 358-4242

Date: February 28, 2022

To: Ms. Kathleen Snelten
283 S. Oak Street
Palatine, IL 60067

Re: Palatine Road Improvements – Public Comment

Dear Ms. Snelten,

Thank you for providing your comment and input regarding the Palatine Road Improvement Project. As discussed during the Public Information Meeting, we are currently in the preliminary engineering phase which consists of identifying the needs of the corridor, analyzing existing data, developing potential solutions, and presenting a preferred alternative. All comments received are valuable as it provides insight into the needs of the residents, commuters, and pedestrians who utilize Palatine Road. Your comment has been included as part of the formal record.

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project will include a reconstructed roadway, drainage improvements, traffic signals, water main, , an off-street multi-use path, sidewalk, signing, landscaping and other safety improvements.

Property valves will not be affected by the effects of a roadway project like this.

Given the scope of this project, there are some trees within the public right-of-way that will be unavoidably impacted. However, during the detailed design Phase of the improvement, coordination with the Village and IDOT will occur regarding replacement trees along the corridor which would be carefully chosen for resistance against disease and invasive insect species as well as their ability to survive and flourish amidst snow removal operations.

If you have any questions or would like to discuss further, please contact me at (847) 705-5200 between 8:00 a.m. and 4:00 p.m., Monday through Friday. I can also be reached by email at mbarry@palatine.il.us. Thank you for your comment and cooperation.

Sincerely,



Matt Barry, P.E.
Public Works Director

Contact Information

Matthew Cesario, P.E.

BLA PROJECT MANAGER

630-438-6400

mcesario@bla-inc.com

Matt Barry
Director of Public Works
847-705-5200
mbarry@palatine.il.us

George Ruppert
Village Engineer
847-705-5200
gruppert@palatine.il.us

VILLAGE OF PALATINE

200 East Wood Street Palatine, Illinois 60067

Palatine Road

Improvements

Smith Street to Quentin Road

PUBLIC INFORMATION MEETING

September 16, 2021
5:00PM - 7:00PM

Village Hall
Community Meeting Room B
200 E. Wood Street - Palatine, IL 60067

VILLAGE OF PALATINE

ATTACHMENT 17

Palatine Road Improvements

PURPOSE OF THE MEETING

The purpose of this public meeting is to introduce the preferred alternative for the Palatine Road project. In addition, the meeting is to seek public comment on the effects the proposed improvements will have on the Margreth Riemer Reservoir.

PREFERRED ALTERNATIVE

The preferred alternative is reconstructing Palatine Road from Quentin Road to Smith Street providing a three-lane, curb and gutter roadway cross section. Additional improvements include:

- dedicated left turn lanes at Quentin Rd, Cedar St, Maple St and Smith St;
- dedicated right turn lanes at Quentin Rd;
- modernized traffic signals at Quentin Rd and Smith St;
- sidewalk replacement/construction; multi-use path construction;
- storm sewer improvements.

SECTION 4(F)

The Margreth Riemer Reservoir, under the jurisdiction of the Metropolitan Water Reclamation District of Greater Chicago but leases land to the Palatine Park District, is a publicly owned park. As such, it is subject to protection under section 4(f) of the U.S. Department of Transportation act of 1966. For this project, the Village intends to seek temporary and permanent easements and fee simple right-of-way approval from the Federal Highway Administration based on a determination the project will not adversely affect the features/activities that qualify Margreth Riemer Reservoir for protection under Section 4(f).



TIMELINE

2019-22 — **Phase I - Planning Process**
Preliminary Engineering
Environmental Study
Combined Design Report

2022-23 — **Phase II - Design**
Plan Preparation
Land Acquisition

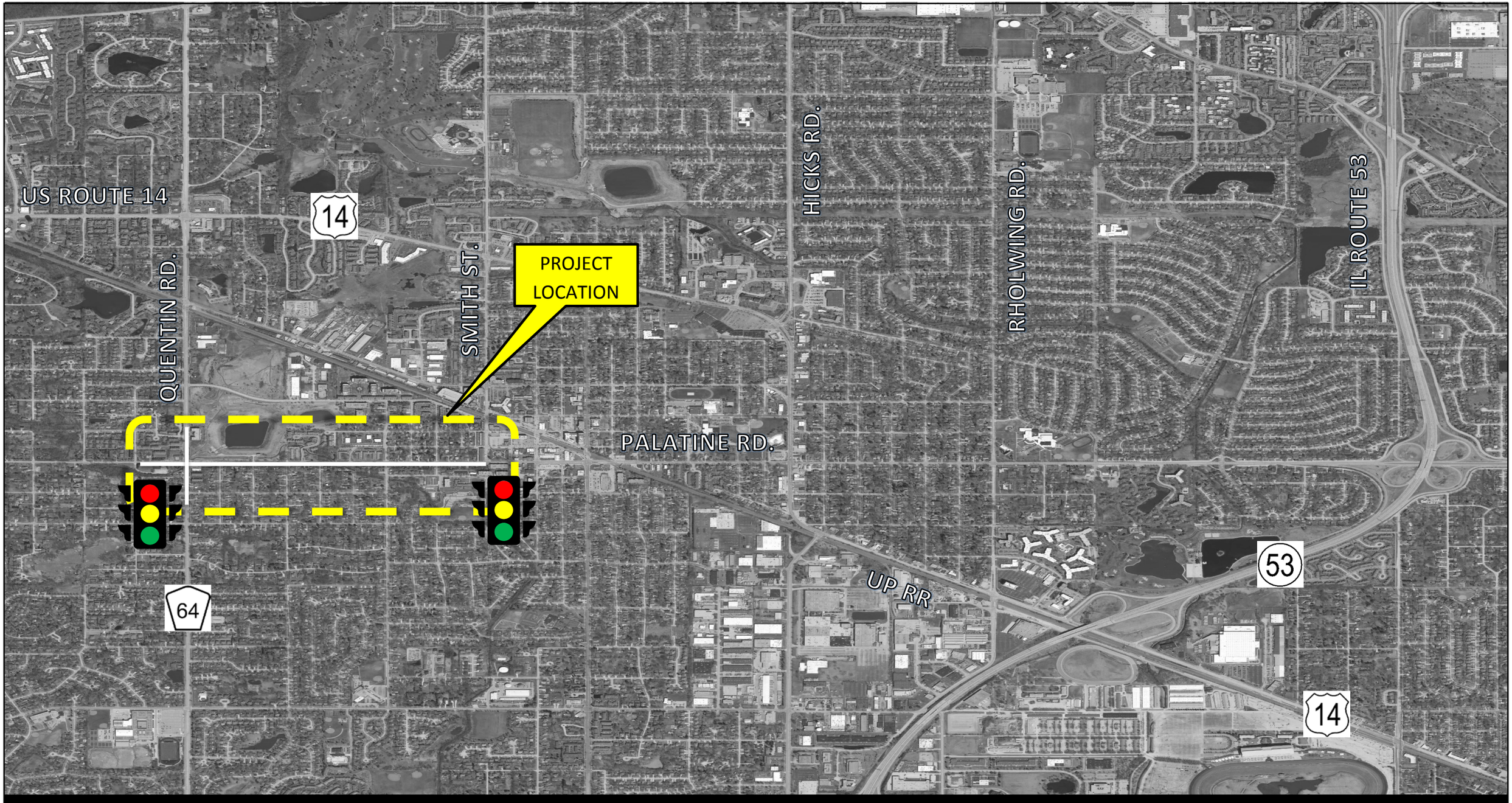
2024-25 — **Phase III - Construction**

PROJECT CONSTRUCTION DEPENDS ON FUNDING

PUBLIC INPUT

The Village of Palatine is looking to gather input and information from the community and public. Comments and questions are welcome at any time, but must be received by the Village on or before **October 8, 2021** by close of business to be part of the project record.

Written comments and questions can be submitted during the meeting, mailed to the Village at the address on the backside of this brochure to the attention of Mr. Matt Barry, Palatine's Director of Public Works, or emailed to mbarry@palatine.il.us.



PALATINE ROAD IMPROVEMENT PROJECT LOCATION

Palatine, Illinois

N

NOT TO SCALE

ATTACHMENT 17

N

VILLAGE OF PALATINE PARK DISTRICT
METROPOLITIAN WATER RECLAMATION DISTRICT
MARGRETH RIEMER RESERVOIR PARK















QUENTIN ROAD

EX ROW

PR ROW

TEMPORARY EASEMENT TO REPLACE EXISTING MULTI-USE PATH
PROPOSED MULTI-USE PATH, DRAINAGE, GUARDRAIL AND TRAFFIC SIGNALS

EX ROW

PERMENANT EASEMENT

EXISTING DRAINAGE OUTFALL PIPES TO BE UPSIZED
LANDSCAPING TO BE RESTORED AFTER INSTALLATION

TEMPORARY EASEMENT FOR REMOVAL OF EXISTING SIDEWALK

SALT CREEK

EXISTING DRAINAGE OUTFALL PIPES TO BE UPSIZED
LANDSCAPING TO BE RESTORED AFTER INSTALLATION

PERMENANT EASEMENT

EX ROW

PALATINE ROAD

WALNUT ST

ASH ST

ELM ST

FILE NAME = F:\636-070 Palatine Road Phase I\CADD EXHIBITS\Public Meeting #2\Palatine Road Phase I - 4F Aerial Map.dgn

BLA, Inc.	USER NAME = gellwanger	DESIGNED -	REVISED -
		DRAWN -	REVISED -
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	PLOT DATE = 9/15/2021	DATE -	REVISED -

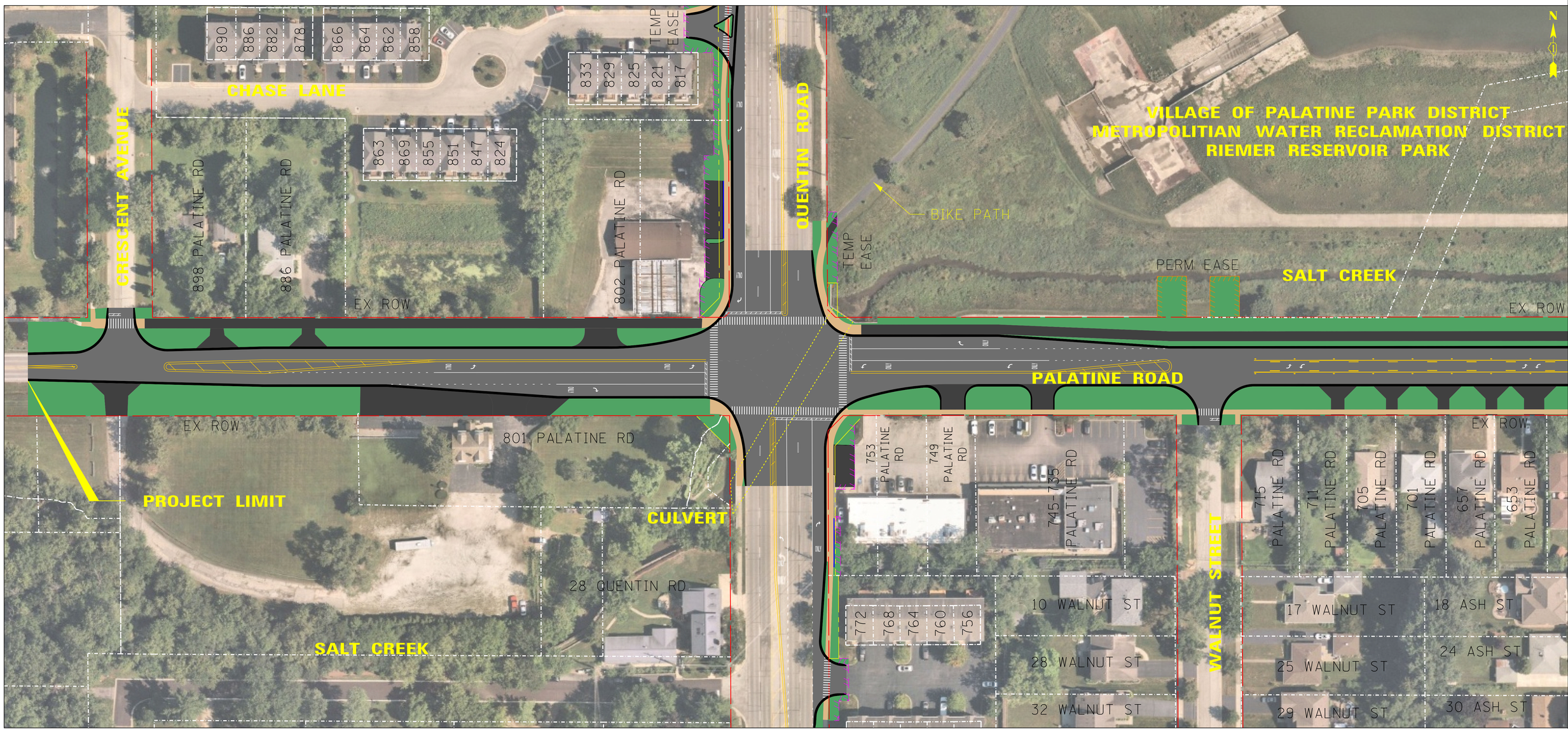
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

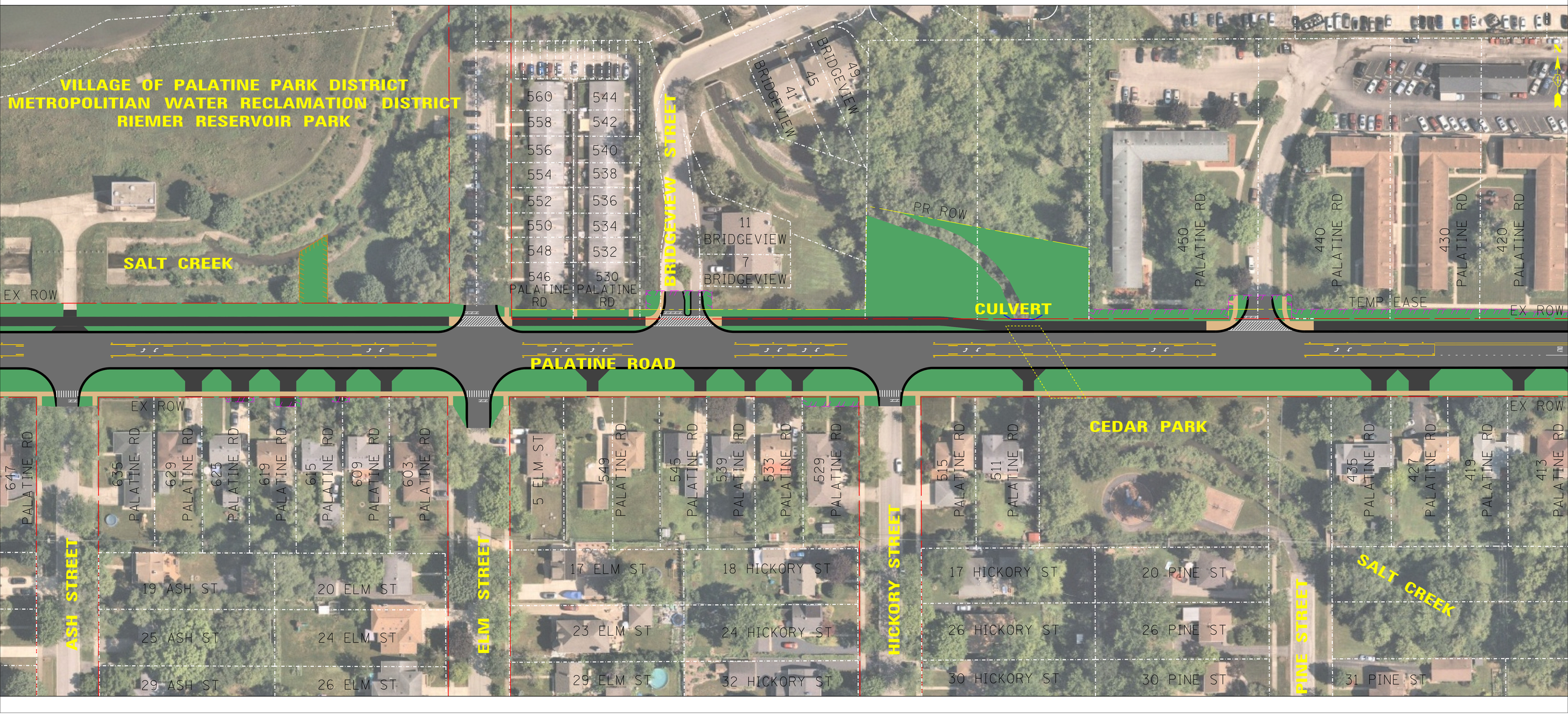
PALATINE ROAD
PUBLIC INFORMATION MEETING 4F PARCEL EXHIBIT

SCALE: 1"=50' | SHEET OF SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1285	17-00102-00-PV	COOK		
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

ATTACHMENT 17


CRESCENT AVENUE
CHASE LANE
890
886
882
878
866
864
862
858
833
829
825
821
817
TEMP EASE
863
869
855
851
847
824
898 PALATINE RD
886 PALATINE RD
802 PALATINE RD
EX ROW
QUENTIN ROAD
VILLAGE OF PALATINE PARK DISTRICT
METROPOLITIAN WATER RECLAMATION DISTRICT
RIEMER RESERVOIR PARK
BIKE PATH
TEMP EASE
PERM EASE
SALT CREEK
EX ROW
N
PALATINE ROAD
EX ROW
801 PALATINE RD
PROJECT LIMIT
CULVERT
28 QUENTIN RD
SALT CREEK
753 PALATINE RD
749 PALATINE RD
745-735 PALATINE RD
WALNUT STREET
715 PALATINE RD
711 PALATINE RD
705 PALATINE RD
701 PALATINE RD
657 PALATINE RD
653 PALATINE RD
EX ROW
772
768
764
760
756
10 WALNUT ST
28 WALNUT ST
32 WALNUT ST
17 WALNUT ST
18 ASH ST
25 WALNUT ST
24 ASH ST
29 WALNUT ST
30 ASH ST



ATTACHMENT 17

SLADE STREET

MAPLE STREET

ROSE STREET

SMITH STREET

TOWN SQUARE PARK

EX ROW

PROJECT LIMIT

CEDAR STREET

TEMP. EASE

410 PALATINE RD

12 CEDAR ST

355 SLADE ST

349 SLADE ST

343 SLADE ST

333 SLADE ST

21 MAPLE ST

315 SLADE ST

311 SLADE ST

303 SLADE ST

255 SLADE ST

249 SLADE ST

243 SLADE ST

237 SLADE ST

225 SLADE ST

223 SLADE ST

215 SLADE ST

18 SMITH

16 SMITH

14 SMITH

12 SMITH

10 SMITH

8 SMITH

6 SMITH

4 SMITH

2

354 PALATINE RD

348 PALATINE RD

340 PALATINE RD

334 PALATINE RD

322 PALATINE RD

316 PALATINE RD

310 PALATINE RD

302 PALATINE RD

7-15 ROSE ST

254

248 PALATINE RD

242 PALATINE RD

240 PALATINE RD

226 PALATINE RD

222 PALATINE RD

204-218 PALATINE RD

17 CEDAR ST

355 PALATINE RD

349 PALATINE RD

343 PALATINE RD

339 PALATINE RD

335 PALATINE RD

327 PALATINE RD

321 PALATINE RD

317 PALATINE RD

311 PALATINE RD

305 PALATINE RD

301 PALATINE RD

350 JOHNSON ST

346 JOHNSON ST

340 JOHNSON ST

328 JOHNSON ST

320 JOHNSON ST

316 JOHNSON ST

249 PALATINE RD

247 PALATINE RD

243 PALATINE RD

237 PALATINE RD

229 PALATINE RD

225 PALATINE RD

217 PALATINE RD

211 PALATINE RD

207 PALATINE RD

203 PALATINE RD

133-165 PALATINE RD

15 ROSE ST

19 ROSE ST

240/242 JOHNSON ST

236 JOHNSON ST

230 JOHNSON ST

220 JOHNSON ST

212-216 JOHNSON ST

190-206 JOHNSON ST

LEGEND

APROXIMATE PROPERTY LINE

EXISTING RIGHT-OF-WAY

PROPOSED RIGHT-OF-WAY

PROPOSED PERMENANT EASEMENT

PROPOSED TEMPORARY EASEMENT

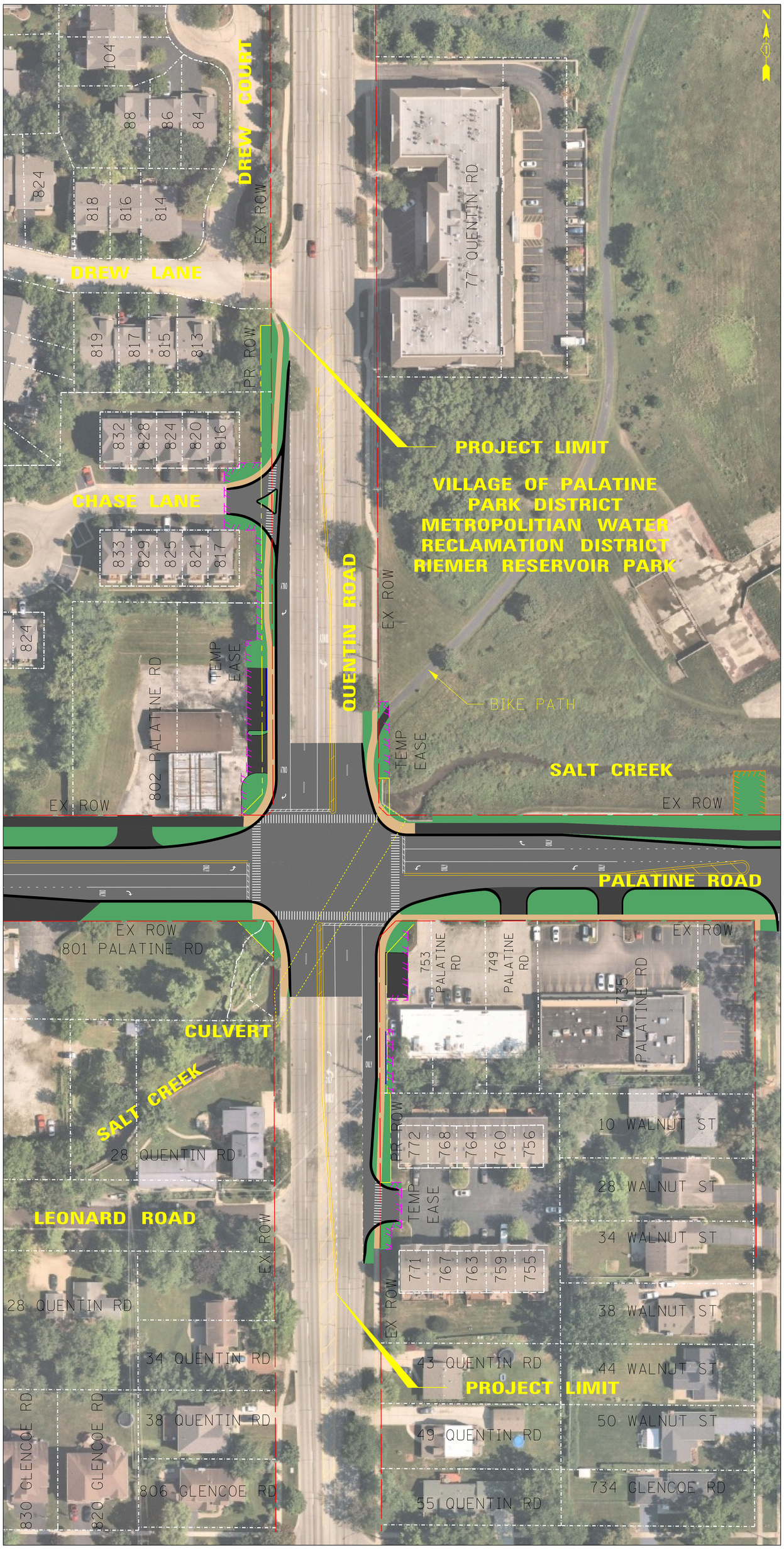
VILLAGE OF PALATINE Est. 1866

PALATINE ROAD IMPROVEMENT PROJECT PROPERTY AERIAL MAP

Palatine, Illinois

N

NOT TO SCALE


N
DREW COURT
EX ROW
DREW LANE
104
88
86
84
824
818
816
814
819
817
815
813
77 QUENTIN RD
PR ROW
PROJECT LIMIT
VILLAGE OF PALATINE
PARK DISTRICT
METROPOLITIAN WATER
RECLAMATION DISTRICT
RIEMER RESERVOIR PARK
832
828
824
820
816
CHASE LANE
833
829
825
821
817
824
802 PALATINE RD
TEMP EASE
QUENTIN ROAD
EX ROW
BIKE PATH
TEMP EASE
SALT CREEK
EX ROW
EX ROW
PALATINE ROAD
EX ROW
801 PALATINE RD
753 PALATINE RD
749 PALATINE RD
745-735 PALATINE RD
EX ROW
CULVERT
SALT CREEK
28 QUENTIN RD
PR ROW
772
768
764
760
756
10 WALNUT ST
28 WALNUT ST
LEONARD ROAD
TEMP EASE
34 WALNUT ST
EX ROW
771
767
763
759
755
28 QUENTIN RD
38 WALNUT ST
EX ROW
34 QUENTIN RD
43 QUENTIN RD
44 WALNUT ST
PROJECT LIMIT
38 QUENTIN RD
49 QUENTIN RD
50 WALNUT ST
830 GLENCOE RD
820 GLENCOE RD
806 GLENCOE RD
55 QUENTIN RD
734 GLENCOE RD

ROADWAY AND TRAFFIC

SAFETY

HUMAN AND NATURAL ENVIRONMENT

DATA COLLECTION

PURPOSE AND NEED

ALTERNATIVES

PREFERRED PLAN

PUBLIC/AGENCY COORDINATION

DRAINAGE AND STORMWATER

STRUCTURES

WE ARE HERE IN THE PROCESS

PALATINE ROAD IMPROVEMENT PROJECT PROCESS

Palatine, Illinois

ATTACHMENT 17

PALATINE ROAD

PUBLIC INFORMATION MEETING #2 SUMMARY

PHOTOGRAPH LOG

Village of Palatine Village Hall
September 16, 2021
5:00-7:00 P.M.





Palatine Road Reconstruction
Village of Palatine
IDOT Phase I Kick-Off Meeting
IDOT Bureau of Local Roads
Minutes of Meeting

Palatine Road
Smith Street to Quentin Road
Village of Palatine
Cook County
Section No.: 17-00102-00-PV

Date: October 13, 2017
Time: 10:00 am
Place: IDOT Local Roads Conference Room A
From: Matthew Cesario – Bollinger, Lach & Associates, Inc.

Participants:

Mr. Alex Househ	IDOT BLRS	847-705-4410
Mr. Gerardo Fierro	IDOT BLRS	847-705-4236
Mr. Mike Walczak	NMWC	847-296-9200
Mr. Matt Barry	Village of Palatine	847-705-5200
Mr. George Ruppert	Village of Palatine	847-202-6963
Mr. Craig Lukowicz	Bollinger, Lach & Associates, Inc. (BLA)	630-438-6400
Mr. Dan Bruckelmeyer	Bollinger, Lach & Associates, Inc. (BLA)	630-438-6400
Mr. Jacob Thede	Bollinger, Lach & Associates, Inc. (BLA)	630-438-6400
Mr. Matthew Cesario	Bollinger, Lach & Associates, Inc. (BLA)	630-438-6400

Overview:
This meeting was held as the IDOT Bureau of Local Roads Kick-Off Meeting for Phase I for the Palatine Road reconstruction project in the Village of Palatine. The meeting began with introductions and a project overview. The discussion and decisions are as follows:

Project Overview:
Approximately 3/4 mile of Palatine Road, from Quentin Road to Smith Street is proposed to be reconstructed due to poor pavement conditions and under capacity. Also included in the project is the necessary signal work required for the improvement at Quentin Road and the as well as converting the roadway to a closed drainage system.

Phase I

- It was noted that the agreements were submitted to IDOT 6 months previously. In order to complete the agreement a section number is required. Upon completion of the Phase I Kickoff meeting a section number from IDOT will be assigned and the PPI form will be submitted by BLA.
- The current ADT of Palatine Road is 14,100. The future ADT will be obtained and utilized in determining the proposed lane configuration. The potential lane configurations are 3 lanes vs 4 lanes with the 3 lane section being desired in order to obtain uniformity and continuity with the section of Palatine Road adjacent to this project.
- There are two signalized intersections within the project or adjacent to the project. They are at the termini of the project at Quentin Road and Smith Street. Both roadways are

FAU routes. Quentin Road is Cook County Jurisdiction and Smith Street is Village of Palatine Jurisdiction. An Intersection Design Study will be performed for each intersection as part of the Phase I process.

- There are currently pedestrian accommodations along Palatine Road but as part of the project these accommodations will be upgraded to current ADA standards and the "gaps" in the sidewalk will be closed.
- Palatine Road is an unmarked IDOT route resulting in IDOT performing the special waste for the project.
- Located within the project limit is a structure under Palatine Road conveying Salt Creek (Structure No.: 016-2416). This structure will be investigated during Phase I to determine if full replacement is necessary or an extension is sufficient. A full hydraulic study will be performed.
- There are right of way impacts anticipated due to the widening and sidewalk construction.
- Park District property (Cedar Park) is located on the south side of Palatine Road which is anticipated to have potential right of way impacts resulting in the Section (f) process. MWRD has a facility on the north side of Palatine Road (Riemer Reservoir). It is the intent of the Village not to impact this property. Both of these properties will be discussed at the FHWA.
- Geometric Unit will review and approve the geometry of Palatine Road since it is an IDOT unmarked route.
- Maintenance of traffic will be analyzed in Phase I and if the result is a one way detour then the project will be required to be presented to the Detour Committee.
- This project will be processed as a Federal CE (CE II)

Actions

- Subsequently after the meeting established and provided the Section Number for the project.
- Subsequently after the meeting BLA provided IDOT / NWMC with the PPI Form.

The above constitutes my understanding of the discussion and decisions reached. Should there be any additions, deletions, or clarifications, please contact the undersigned immediately.

Sincerely,

BOLLINGER, LACH & ASSOCIATES, INC.



Matthew Cesario, P.E.
Project Manager

Illinois Department of Transportation

Attendance Roster

Bureau: Local Roads and Streets **Section:**

Project/Topic: 1) Palatine Kick-Off - Smith Street from Palatine Road to Dundee Road W/ PHASE II
2) Palatine - Palatine Road Reconstruction from Quentin to Smith

Date: Friday, October 13, 2017

Time: 9:30 AM

Location: Local Roads Conference Room A

	Attendees	Representing	Phone Number	Email Address
1.	Alex Househ	IDOT-D1 BLRS	847.705.4410	Alex.Household@Illinois.gov
2.	Gerardo Fierro	IDOT-D1 BLRS	847.705.4236	Gerardo.Fierro@Illinois.gov
3.	Mike Walczak	NWMC	847-296-4200	mwalczake nwmc-cog.org
4.	CRAIG LUKOWICZ	BLA	630-438-6400	CLUKOWICZ@BOLLINGERLACH.COM
5.	MATTHEW CESARIO	BLA	630 438 6400	mcesario@bollingerlach.com
6.	MATT BARRY	PALATINE	847 705 5200	mbarry@palatine.il.us
7.	George Ruppert	Palatine	847 202 6963	gruppert@palatine.il.us
8.	Jacob Theele	BLA	630-434-6400	jtheele@bollingerlach.com
9.	David Herman	IDOT-D1-BLRS	847-705-4487	David.Herman@illinois.gov
10.	Dan Bruckelmeyer	BLA	630-438-6400	dbruckelmeyer@bollingerlach.com
11.	Chad Riddle	IDOT-D1	847 705.4406	charles.riddle@illinois.gov
12.				
13.				
14.				
15.				

ATTACHMENT 19

CONSULTING ENGINEERS
BLA, Inc.
333 Pierce Road, Suite 200 ▪ Itasca, IL 60143
630 438 6400 ▪ FAX 630 438 6444 ▪ www.bollingerlach.com

Palatine Road Widening & Reconstruction
Village of Palatine
Village of Palatine-BLA Phase I Kick-Off Meeting
Village of Palatine Public Works
Minutes of Meeting

Palatine Road
Smith Street to Quentin Road
Village of Palatine
Cook County
Section No.: 17-00102-00-PV

Date: January 29, 2019
Time: 2:00 pm
Place: Village of Palatine Public Works Conference Room
From: Gregory Ellwanger – BLA, Inc.

Participants:

Mr. Matt Barry	Village of Palatine	847-705-5200
Mr. George Ruppert	Village of Palatine	847-202-6963
Mr. Dan Bruckelmeyer	BLA, Inc.	630-438-6400
Mr. Matthew Cesario	BLA, Inc.	630-438-6400
Mr. Gregory Ellwanger	BLA, Inc.	630-438-6400

Overview:
This meeting was held as a Phase I Kick-Off Meeting for the Palatine Road widening and reconstruction project in the Village of Palatine. The meeting began with introductions and a project overview. The discussion and decisions are as follows:

Project Overview:
Approximately 3/4 mile of Palatine Road, from Quentin Road to Smith Street is proposed to be widened and reconstructed due to poor pavement conditions and lack of capacity. Also included in the project is the necessary signal work required for the improvement at Quentin Road and the as well as converting the roadway to a closed drainage system along with improved pedestrian accomodations

Phase I

- Dan began the meeting by discussing the project timeline to date. Prior to contract approval by IDOT, the Village had submitted an "Invest in Cook" application to which no funds were awarded. However, a number of key pieces of data were obtained during the application process including CMAP 2040 projections, AM & PM peak traffic counts, and a general idea of what may need to be done to improve the intersection of Palatine Road and Quentin Road.
- An overview of the project was given next. The project will be from Smith Street (Local Jurisdiction) to Quentin Road (Cook County) along Palatine Road (unmarked IDOT route). The roadway currently has both a rural and closed drainage cross section. The proposed improvements will convert the roadway to a

closed drainage system. Signal improvements will take place at both Quentin Road and Smith Street but Smith Street is to be left as close to its current configuration as possible. Matt Barry noted that the lane widths are substandard to the west of the intersection and it would be ideal to improve the lane widths if impacts are minimal.

- As part of the study, geometric alternatives are required to be investigated. A 3 lane roadway section versus 4 lane roadway section will be developed and analyzed. It's the desire of the Village to implement a 3-lane configuration to continue the typical section just east of the termini. BLA will model the Palatine Road corridor using the corridor capacity equation as part of the HCM to verify the Level of Service of a 3-lane section is acceptable.
- BLA requests the Village provides utility GIS information and atlases of their facilities to incorporate into the Phase I study. The GIS information desired includes utilities (watermain, storm sewer, sanitary sewer) as well as property lines and boundaries. BLA's surveyor will establish the property lines however having the GIS is a useful tool to compare against.
- BLA will request the existing signal plans for both Quentin Road and Smith Street from IDOT, as Palatine Road is an unmarked state route.
- Traffic counts will be conducted for the following intersections: Smith & Palatine, Cedar & Palatine, and Quentin & Palatine. With these traffic counts, models will be developed to check the capacities of each intersection. An Intersection Design Study (IDS) is anticipated to be required by IDOT for Smith Street and Quentin Road to prove the Level of Service is acceptable.
- The surveyors will be kicked off to being gathering the topographic information. The survey will consist of Palatine Road as well as the hydraulic cross sections necessary to model Salt Creek. A letter from the Village to perform the topographic survey is not required when performing the work. If any residents have questions, they should contact Matt Barry at the Village.
- A Location Drainage Study (LDS) will be completed as part of the Phase I. Currently Palatine Road has an open drainage system on the west end and a closed drainage system on the east end. The proposed design will provide a closed drainage system for Palatine Road within the project limits. As part of the LDS the box culvert passing Salt Creek (SN: 016-2416) under Palatine Road, will be investigated to determine if full replacement is necessary or an extension is sufficient. The determination will be based on the hydraulic modeling and capacity as well as the structural condition investigation. A full hydraulic study will be performed on this culvert. The diagonal culvert at the Palatine Road and Quentin Road is not anticipated to be impacted and BLA will ensure this is top priority.
- Off street bicycle accommodations will be provided with the improvements. The north side of the project is the desired location for the path but this will be investigated for any site constraints. Alternative routes will be investigated and possible transition to an on-street bike lane will also be investigated near the east end of the project.. The Village would prefer a PCC path over a HMA path to better appeal to the residents where the path will be located adjacent to the residential homes. BLA will work the Village and the Bike Task Force on the overall bike accommodation plans for the Village and the exact desired location. There is potential to incorporate "Way-finding" signage for a portion of the route as proposed in the Bike Task Force plan. Since Palatine Road is an unmarked state route, IDOT will be required to perform the PESA within the Palatine Road right of way. BLA's subconsultant (Huff & Huff) is on the project team to complete the PESA within the Quentin Road right of way.
- The Environmental Survey Request for cultural, biological, wetlands, special

waste will be required to be processed through IDOT. The lead time of this processing is critical and will be completed early in the Phase I process.

- As part of the environmental tasks a wetland delineation and jurisdictional determination will be required however this cannot commence until April when the growing season begins and the verification is acceptable.
- An IDOT permit will be required to perform the pavement cores and soil borings along Palatine Road
- Dan suggested the Village have an initial public meeting for the project to gather information from the residents regarding drainage concerns or other issues of importance within the limits. This meeting is anticipated to occur after the ESR submittal. . The second public meeting will be hosted to present the preferred alternative.
- Preliminary traffic count numbers showed the need for a dedicated right turn lane on all legs of the intersection of Quentin Road and Palatine Road along with two through lanes on Palatine Road. This geometry will be re-evaluated with full 12-hour traffic counts and the CMAP 2040 projections. Dan stated that it is not certain that the proposed right-turn lanes shown conceptually on Quentin Road are required and that if they could be eliminated, it would be a substantial reduction in potential land acquisition needs.
- George noted there is an existing pedestrian crossing at Rose Street to get to the Stuart Paddock Elementary School. This crossing needs to be maintained. He also noted the Village doesn't want crossings across Palatine Road at every cross street. The exact location of pedestrian crosswalks will be developed during Phase I.
- The Village would like to investigate the relocation of the existing pedestrian path through Cedar Park from east of Salt Creek to the west side of the creek. This would allow the Village to remove a structurally unstable pedestrian bridge.
- A lighting warrant analysis will be conducted as part of the Phase I requirements. Full lighting plans are not necessary until Phase II Based on the results the Village may still desire to continue the lighting from east of the project through this corridor, however if this is to be implemented the lighting will be required to meet photometric parameters. Lighting is an "all or nothing" component If lighting is determined to be installed along Palatine Road, then the existing lighting features and components at Smith Street will be specified to provide continuity as well as maintain a lower inventory and maintenance cost for the Village.
- The Village will request 5-year crash reports from the Palatine Police Department. BLA will contact Cook County Police and the IDOT clearinghouse database to request crash reports for Quentin Road.
- Replacement of any watermain or sanitary utilities will be investigated by the Village. The replacement of services is anticipated to be included as part of this project as George noted many of the existing services are thought to be lead.
- The Village noted the northeast corner of Smith Street and Palatine Road has drainage issues that shall be investigated and addressed as part of this project.
- The Village inquired if a noise study would be part of this Phase I. Dan informed them a noise study was in the contract but IDOT stated it would likely not be required since the addition of a bidirectional turn lane does not create additional lanes. Matt Barry noted that some residents may be upset with the proposed widening towards their homes. Dan indicated that a partial study can be conducted only where widening is occurring, if for no other reason than to present this data to residents at the Public Hearing at the end of the process.

Actions

- The Village will provide BLA GIS and Village utility information.
- The Village will provide BLA local crash data for the past 5 years.
- BLA to investigate resubmitting the "Invest in Cook" application as additional funding may be available
- Subsequently after the meeting, BLA requested and received the existing signal plans from IDOT, completed the JULIE design Stage Ticket, and received the current Structural Summary Report from IDOT on the Salt Creek Culvert under Palatine Road near Cedar Park.

The above constitutes my understanding of the discussions and decisions reached. Should there be any additions, deletions, or clarifications, please contact the undersigned immediately.

Sincerely,

BLA, Inc.



Gregory Ellwanger, P.E.
Project Engineer

TRAFFIC FORECAST RECORD

Record Number: ck-49-19

Type of Report: Projection

Year Sought: 2050

Analyst: JAR

Organization requesting forecast: BLA, Inc.

Contact: Jacob Thede, P.E.

Phone number: (630) 948-5923

Sponsor: Village of Palatine

Date request was received: March 19, 2019

Date that response was mailed or faxed: March 20, 2019

Facility Location: Palatine Road from Quentin Road to Smith Road

Municipality: Palatine

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

March 25, 2019

Hon. Jim Schwantz
Mayor
Village of Palatine
200 East Wood Street
Palatine, IL 60067

Subject: ***Palatine Road from Quentin Road to Smith Road***
Village of Palatine

Dear Mayor Schwantz:

In response to a request made on your behalf and dated March 19, 2019, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

Palatine @ Quentin Rd	**Est. Current Volume**	**Year 2050 Projected ADT**
West Leg Palatine	14,200	**17,200**
North Leg Quentin	18,200	**22,800**
East Leg Palatine	14,100	**16,800**
South Leg Quentin	17,100	**21,400**

Palatine @ Cedar St	**Est. Current Volume**	**Year 2050 Projected ADT**
West Leg Palatine	12,800	**15,500**
North Leg Cedar	800	**900**
East Leg Palatine	14,200	**16,300**
South Leg Cedar	2,200	**2,900**

Palatine @ Smith St	**Est. Current Volume**	**Year 2050 Projected ADT**
West Leg Palatine	16,600	**18,800**
North Leg Smith	5,700	**5,900**
East Leg Palatine	16,500	**18,900**

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2018 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Quigley (IDOT)
Document1

Gregory J. Ellwanger

From: Tara Orbon (DOTH) <Tara.Orbon@cookcountyil.gov>
Sent: Tuesday, July 13, 2021 12:15 PM
To: Gregory J. Ellwanger
Cc: Matt Cesario; Jennifer Mitchell; George Ruppert (GRuppert@palatine.il.us); Matt Barry (MBarry@palatine.il.us); Katie Bell (DOTH)
Subject: RE: 17-00102-00-PV Palatine Road - Quentin Road to Smith Street

Gregory,

Thank you for notifying us about the Palatine Road project in the Village of Palatine. I have copied our Project Studies Manager, Katie Bell, on this correspondence and her contact information is shown below.

Katie Bell, PE
Project Studies Manager
Cook County Department of Transportation and Highways
George W. Dunne Cook County Office Building
69 W. Washington Street, 23rd Floor
Chicago, Illinois 60602
312.603.1786 Direct
Katie.Bell@cookcountyil.gov

For future reference, the Cook County Department of Transportation & Highways (CCDOTH) is requesting to be included in the IDOT kick-off meetings for Phase I studies where we have some jurisdictional responsibility; this allows us to provide early feedback on the scope and demonstrate to IDOT that we are engaged in the project. For future meetings, please send the kick-off meeting information to Katie and I and we will coordinate CCDOTH's attendance. All Phase I submittals prepared for the project can also be sent to Katie's attention and she will distribute for review within the Department.

Please let me know if you have any questions or would like to coordinate a virtual meeting/call to discuss the project further. We look forward to continued coordination and the successful completion of this project.

Thanks,

Tara Orbon, PE
Chief Engineer, Bureau of Project Development
Cook County Department of Transportation and Highways
George W. Dunne Cook County Office Building
69 W. Washington Street, 23rd Floor
Chicago, Illinois 60602
312.603.1745
Tara.Orbon@cookcountyil.gov

From: Gregory J. Ellwanger <gellwanger@bla-inc.com>
Sent: Monday, June 28, 2021 11:36 AM
To: Tara Orbon (DOTH) <Tara.Orbon@cookcountyil.gov>
Cc: Matt Cesario <mcesario@bla-inc.com>; Jennifer Mitchell <jmitchell@bla-inc.com>; George Ruppert (GRuppert@palatine.il.us) <GRuppert@palatine.il.us>; Matt Barry (MBarry@palatine.il.us) <MBarry@palatine.il.us>
Subject: 17-00102-00-PV Palatine Road - Quentin Road to Smith Street

External Message Disclaimer

This message originated from an external source. Please use proper judgment and caution when opening attachments, clicking links, or responding to this email.

Tara,

Hope all is well. On behalf of the Village of Palatine, BLA is submitting an Intersection Design Study (IDS) of Quentin Road at Palatine Road for your review. First, a quick introduction to the project. The project, as sponsored by the Village of Palatine, is currently in Phase I. The project will reconstruct Palatine Road from 750' west of Quentin Road to 300' east of Smith Street. One lane in each direction will be maintained with the addition of a bi-directional center turn lane for the project length. The project will also add dedicated right turn lanes on all four legs of the Palatine Road at Quentin Road intersection . Traffic signals will be modernized at both the Palatine Road at Quentin Road and the Palatine Road at Smith Street intersections. Palatine Road will be changed from a rural section to an urban section with curb and gutter. New storm sewer, watermain and sanitary sewer will be installed as well as a multi-use path on the north side of the street.

The Phase II & Phase III will be Federally Funded through the STP program. The project was submitted for the Invest in Cook funding program last year but was not. The draft Phase I PDR is anticipated to be submitted to IDOT in July 2021 with subsequent approval in the Fall 2021. The project will move into Phase II shortly after approval with a targeted construction date of March 2023.

Below is a link to the Quentin Road IDS which received one review by IDOT and was just resubmitted to IDOT this morning. IDOT's main suggestion at this intersection was to bury the north-south left turn lanes on Quentin Road. Such that the crash data, also included with the link below, does not reflect an issue with left turn or sideswipe crashes, BLA does not recommend it. At this point it is asked that the County provide review and approval of the proposed preliminary geometry for Quentin Road. Coordination with the County is required for the project development report.

https://bla-inc.sharefile.com/d-se656015c41724114988b0efc269be33b

Please let me know of any questions or any additional information the County needs regarding the project.

Thanks

Gregory J. Ellwanger, P.E.
Project Engineer
BLA, Inc.
333 Pierce Road, Suite 200
Itasca, IL 60143
630-438-6400
630-948-5815 Direct
630-559-6272 Cell
630-438-6444 Fax

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Matt Cesario

From: gasmaps <gasmaps@aglresources.com>
Sent: Tuesday, February 19, 2019 12:38 PM
To: Matt Cesario
Subject: JULIE #X0300369; ENG N12327
Attachments: N12327 1132164.pdf; N12327 1132212.pdf; N12327 1132221.pdf; N12327 1132222.pdf; N12327 1132153.pdf; N12327 1132154.pdf

Sensitivity: Confidential

Your project has been assigned Engineering #N12327. Please refer to this number in all future correspondence to assist with expediting any future inquiry.

Details are shown in noted 'boxes'. These details will be provided upon specific request through email if needed. The box title noted on the bottom is required.

Note: Nicor does not field mark 'Design' stage tickets and services typically are not shown on atlas sheets.

With reference to your request received for main details, I am sending atlas page(s) indicating the location of our gas main(s) in the area of your proposed project. **The dimensions and location of Nicor Gas utility facilities as shown on these plans are an estimate for design purposes only, and are not intended for use as field locations for construction. Nicor Gas does not warrant accuracy. These pages are considered confidential. Please handle these pages accordingly. Review and verify that the page(s) attached is the area of your request**. If this is not the page you have requested or you require additional pages, please advise and correction will be made. Please feel free to contact me if you need assistance in reading the attached pages. The date of this email represents the date of the attached page(s) most recent version and should be considered the applicable date/time stamp.

If potential conflicts are anticipated, please supply us with a large set of pre-final/final plans including right-of-way and cross-sections and ample time for design and relocation of our mains and services (if necessary) to adhere to your tentative scheduled letting date. Ample time requires a minimum of 6 months for design and planning. This time does not take into consideration the installation our mains and services or reimbursable requirements if applicable.

Utility rights are generally documented through permit, license or easement and in some cases, Nicor Gas may own property. It is up to the requesting/design party(s) to research existing land rights of their proposed project. Nicor Gas will perform its own investigation to determine if any portion is reimbursable when construction is requested to relocate gas main.

Please phone JULIE at 811 OR 1-800-892-0123, 48 hours prior to construction for location of our facilities within your proposed improvement.

Bruce Koppang
DOT Liaison - Engineering
Nicor Gas
1844 Ferry Rd.
Naperville, IL 60563
Office: 630.388.3046

ATTACHMENT 20

Nicor Gas

The information contained in this e-mail message and accompanying documents is intended for the confidential use of the recipient only and is the property of Nicor Gas Company. If the reader of this e-mail message is not the intended recipient, or an employee or agent responsible for delivery of this e-mail message to the intended recipient, you are hereby notified that any dissemination, distribution, copying or forwarding of this e-mail message is strictly prohibited. If you received the e-mail in error, please notify me immediately. Thank you.

CONSULTING ENGINEERS
BLA, Inc.
333 Pierce Road, Suite 200 ▪ Itasca, IL 60143
630 438 6400 ▪ FAX 630 438 6444 ▪ www.bla-inc.com

February 21, 2020

ComEd
Mr. Eric Jones
One Lincoln Center
Oak Brook Terrace, IL 60181

Dear Mr. Jones,

BLA, Inc. has been retained by the Village of Palatine to provide design engineering services for the Palatine Road Improvement project from Smith Street to Quentin Road. At this time, we are beginning the preliminary investigations and are requesting applicable utility atlases for J.U.L.I.E. design ticket numbers:

- X0300369

Please forward any utility atlas maps you may have that fall within the project limits included on the attached location map. It is our intent as engineers to avoid utility conflicts in the design stage of the process to eliminate conflicts during construction.

Please return your information as soon as possible to:

BLA, Inc.
Attn: Greg Ellwanger
333 Pierce Road, Suite 200
Itasca, IL 60143
gellwanger@bla-inc.com
Phone: (630) 438-6400 Fax: (630) 438-6444

Thank you for your time. Should you have any questions or require additional information, please contact me at the contact information above.

Sincerely,

BLA, INC.

Gregory Ellwanger, P.E.
Project Engineer

Gregory J. Ellwanger

From: Matt Cesario
Sent: Tuesday, July 20, 2021 7:42 AM
To: Gregory J. Ellwanger
Subject: FW: Dig Ticket X0300369 - Palatine Road Atlas Request

---

From: Matt Cesario
Sent: Thursday, December 05, 2019 2:15 PM
To: AHERN, JANET C (ja1763@att.com) <ja1763@att.com>
Cc: Gregory J. Ellwanger <gellwanger@bla-inc.com>; Aaron Grudowski <agrudowski@bla-inc.com>
Subject: Dig Ticket X0300369 - Palatine Road Atlas Request

Hi Janet,

We are working on a design project for the Village of Palatine. The project is on Palatine Road between Quentin Road and Smith Street. We have called in a design stage JULIE ticket number X0300369. Can you please provide any atlas or facility location maps. If you have any questions please let me know. Thank you.

Matthew Cesario, P.E.
Project Manager
BLA, Inc.
333 Pierce Road, Suite 200
Itasca, IL 60143
630-438-6400
630-438-6444 Fax

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ATTACHMENT 20

Gregory J. Ellwanger

From: Matt Cesario
Sent: Tuesday, July 20, 2021 7:42 AM
To: Gregory J. Ellwanger
Subject: FW: Dig Ticket X0300369 - Palatine Road Atlas Request

---

From: Matt Cesario
Sent: Thursday, December 05, 2019 2:16 PM
To: 'martha_gieras@comcast.com' <martha_gieras@comcast.com>
Cc: Gregory J. Ellwanger <gellwanger@bla-inc.com>; Aaron Grudowski <agrudowski@bla-inc.com>
Subject: Dig Ticket X0300369 - Palatine Road Atlas Request

Hi Martha

We are working on a design project for the Village of Palatine. The project is on Palatine Road between Quentin Road and Smith Street. We have called in a design stage JULIE ticket number X0300369. Can you please provide any atlas or facility location maps. If you have any questions please let me know. Thank you.

Matthew Cesario, P.E.
Project Manager
BLA, Inc.
333 Pierce Road, Suite 200
Itasca, IL 60143
630-438-6400
630-438-6444 Fax

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ATTACHMENT 20

Matt Cesario

From: OCARS_Pro@Julie1Call.com
Sent: Wednesday, January 30, 2019 11:06 AM
To: Matt Cesario
Subject: JULIE EMLCFM 2019/01/30 #00070 X0300369-00X NORM NEW DSGN

```
EMLCFM 00070 JULIEx 01/30/19 11:06:28 X0300369-00X DESIGN

Thank you for contacting JULIE, Inc. regarding your upcoming digging project.

Please review and print your locate request ticket below for your records.  If
any of the information is incorrect, please contact a JULIE call center agent by
simply dialing 811 or 800-892-0123 and refer to the locate request number.  The
agents are available 24/7.

For information about the next steps in the process, a copy of JULIE's
Homeowner's Guide, and an explanation of the color-code markings, visit
www.illinois1call.com/homeowners/whatnext.html

Dig No : X0300369      Rev : 00X              Digstart: 07/30/19 10:59
Rcvd   : 01/30/19 11:06         Priority: 2   Expires : 01/01/00 00:00
Org Dig: X0300369      Rcvd: 01/30/19 10:59

Firm   : BOLLINGER LACH AND ASSOCIATES    Caller: MATT CESARIO
CoAddr1: 333 PIERCE RD SUITE 200
City,St: ITASCA, IL                       Zip   : 60143
Phone  : 630-438-6400                     Ext   :
Call Bk:                                Done For : VILLAGE OF PALATINE
SiteCnt: SAME AS ABOVE
Email  : MCESARIO@BLA-INC.COM

County : COOK             Place: PALATINE CIT
Address: PALATINE RD
Subdiv :                                          Cross: QUENTIN RD

Grids  : T42NR10E15S* T42NR10E16SE T42NR10E21NE T42NR10E22N*

BestFit: 42.110971/-88.064932 42.110921/-88.048142
       : 42.109960/-88.064935 42.109910/-88.048145
PreMark: NO        Directional Boring: NO      Depth>7Ft: YES
Locatn : IN THE CITY OF PALATINE,
WrkType: DESIGN STAGE: ROAD RECONSTUCTION &BIKE PATH
Extent : WORK WILL BE DONE ON W PALATINE RD FROM THE ABOVE INTERSECTION AND GO
       : 300 FT WEST AND STARTING AT THE ABOVE INTERSECTION R.O.W TO R.O.W AND
       : GO EAST TO SMITH RD
Remarks:

Members:
ATTD5A ATT/DISTRIBUTION             .                        000-000-0000
       G11629@ATT.COM
CECO0A COMED                        DESIGN STAGE LOCATE LINE 630-576-7094
COMC0A COMCAST                      MARTHA GIERAS            224-229-5862
       MARTHA_GIERAS@COMCAST.COM
MCI0A  MCI                          INVESTIGATIONS TEAM      000-000-0000
       INVESTIGATIONS@VERIZON.COM
MWRD0A METROPOLITAN WTR REC DIST CHI HANIF MUNSHI            312-751-3184
       MUNSHIH@MWRD.ORG
```

MWRD0A	METROPOLITAN WTR REC DIST CHI	JOE SCHUESSLER	312-751-3236
	SCHUESSLERJ@MWRD.ORG		
NICR0A	NICOR GAS	UTILITY CONSULTANT GO3W	630-388-2362
PLTN0A	PALATINE, VILLAGE OF	GEORGE RUPPORT	847-202-6963
	gruppeert@palatine.il.us		
USIC0A	USIC LOCATING SERVICES	Information not provided	

View map at:
http://newtin.julie1call.com/newtinweb/map_tkt.nap?TRG=6BLdKcMYLaNcDbj-2

ATTACHMENT 20

Matt Cesario

From: Kos, Chester <KosC@mwrd.org>
Sent: Monday, February 04, 2019 2:12 PM
To: Matt Cesario
Subject: FW: JULIE MWRD0A 2019/01/30 #00024 X0300369-00X NORM NEW DSGN

CLEAR FOR THE WATER RECLAMATION DISTRICT SEWERS [MWRD0A].

-----Original Message-----
From: OCARS_Pro@Julie1Call.com [mailto:OCARS_Pro@Julie1Call.com]
Sent: Wednesday, January 30, 2019 11:06 AM
To: JULIE <JULIE@mwrd.org>
Subject: JULIE MWRD0A 2019/01/30 #00024 X0300369-00X NORM NEW DSGN

MWRD0A 00024 JULIEx 01/30/19 11:06:09 X0300369-00X DESIGN

Dig No : X0300369 Rev : 00X Digstart: 07/30/19 10:59
Rcvd : 01/30/19 11:06 Priority: 2 Expires : 01/01/00 00:00
Org Dig: X0300369 Rcvd: 01/30/19 10:59

Firm : BOLLINGER LACH AND ASSOCIATES Caller: MATT CESARIO
CoAddr1: 333 PIERCE RD SUITE 200
City,St: ITASCA, IL Zip : 60143
Phone : 630-438-6400 Ext :
Call Bk: Done For : VILLAGE OF PALATINE
SiteCnt: SAME AS ABOVE
Email : MCESARIO@BLA-INC.COM

County : COOK Place: PALATINE CIT
Address: PALATINE RD
Subdiv : Cross: QUENTIN RD

Grids : T42NR10E15S* T42NR10E16SE T42NR10E21NE T42NR10E22N*

BestFit: 42.110971/-88.064932 42.110921/-88.048142
: 42.109960/-88.064935 42.109910/-88.048145
PreMark: NO Directional Boring: NO Depth>7Ft: YES
Locatn : IN THE CITY OF PALATINE,
WrkType: DESIGN STAGE: ROAD RECONSTUCTION &BIKE PATH Extent : WORK WILL BE DONE ON W PALATINE RD FROM THE ABOVE INTERSECTION AND GO
: 300 FT WEST AND STARTING AT THE ABOVE INTERSECTION R.O.W TO R.O.W AND
: GO EAST TO SMITH RD
Remarks:

Members: ATTD5A CECO0A COMC0A MCI0A MWRD0A NICR0A PLTN0A USIC0A

View map at:
http://newtin.julie1call.com/newtinweb/map_tkt.nap?TRG=D6lClAo4p4t4l1JVLPP

ATTACHMENT 20

Gregory J. Ellwanger

From: Matt Cesario
Sent: Tuesday, July 20, 2021 7:42 AM
To: Gregory J. Ellwanger
Subject: FW: Dig Ticket X0300369 - Palatine Road Atlas Request

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From: Matt Cesario
Sent: Thursday, December 05, 2019 2:17 PM
To: investigations@verizon.com
Cc: Gregory J. Ellwanger <gellwanger@bla-inc.com>; Aaron Grudowski <agrudowski@bla-inc.com>
Subject: Dig Ticket X0300369 - Palatine Road Atlas Request

Hi
We are working on a design project for the Village of Palatine. The project is on Palatine Road between Quentin Road and Smith Street. We have called in a design stage JULIE ticket number X0300369. Can you please provide any atlas or facility location maps. If you have any questions please let me know. Thank you.

Matthew Cesario, P.E.
Project Manager
BLA, Inc.
333 Pierce Road, Suite 200
Itasca, IL 60143
630-438-6400
630-438-6444 Fax

Confidentiality Note: This message and any attachments are only for the sole use of the intended recipient and may contain confidential and privileged information. Any viewing, distribution, copying or reliance upon this information by unintended recipients is prohibited. If you have received this in error, please contact the sender by reply e-mail and then delete the message and any attachments.

ATTACHMENT 20