

ANNIE GLIDDEN ROAD (IL ROUTE 38 TO FAIRVIEW DRIVE) CITY OF DEKALB



CHALLENGE

Reduce traffic congestion and long delays along a formerly rural two-lane road.

Annie Glidden Road in the City of DeKalb is a heavily traveled arterial route serving the DeKalb/Sycamore area. It is one of only two north-south arterials in DeKalb County that provide access to the Ronald Reagan Memorial Tollway (Interstate 88). It connects the Northern Illinois University campus with three State routes and the Tollway. Originally a two-lane rural road, land development and increased population resulted in growth of traffic and the need to improve Annie Glidden Road.

The City of DeKalb called on HLR to develop a plan to improve traffic flow, traffic safety, and drainage. The project included Annie Glidden Road from IL Route 38 to Fairview Drive (I-88 interchange.)

RESULTS

Construction of the first phase of the project was complete in 2008.

Benefits of the project include:

- Enhanced traffic flow
- Reduced delays
- Improved traffic safety
- Aesthetic improvements
- Drainage improvements

CONSTRUCTION BUDGET

\$11 Million

SOLUTION

HLR began with Phase I engineering analysis and design. These included traffic flow and intersection traffic capacity analysis, hydraulic report, storm water management analysis and design, and an analysis of construction staging to keep the road open to traffic during construction. Preliminary work also included coordination with environmental regulatory agencies for wetland and floodplain involvements. An extensive public involvement process was necessary because of the close proximity of adjacent homes. This resulted in landscape and noise abatement features being included in the final project.

To gain approval for the project, HLR coordinated with regulatory agencies including:

- IDOT for cultural resources review
- US Army Corps of Engineers for wetland and Waters of the US issues
- Illinois Department of Natural Resources for biological and natural resource issues
- DeKalb Park District for design and coordination of floodplain compensatory storage area

HLR also provided Phase II detailed engineering design for the project. Plans, specifications and estimates were provided including a detailed traffic management plan to keep traffic lanes open during construction.

Improvements designed include:

- Additional through-traffic lanes from the Union Pacific overpass to Fairview Drive
- Left turn lanes at public intersections
- New major culvert crossing
- New storm sewer conveyance system
- Landscaped median
- Improvement of stormwater drainage management
- New traffic signals
- Bicycle path and improved pedestrian facilities
- Decorative retaining wall and fencing to screen adjacent residences
- Decorative street lighting system



