

The Village Report

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Glenview Road Construction Bulletin

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Glenview Road Project to Begin Shortly

The Village of Glenview is pleased to inform you that the project to reconstruct Glenview Rd. from Waukegan Rd. east to the Village limits will be starting shortly. On March 13, 1990, the Illinois Department of Transportation (IDOT) opened bids on the first phase of the project. Phase I, or the work to be completed in 1990, involves installing a new relief storm sewer along most of the project, replacing and relocating the Village's water main, repairing the sanitary sewer system along Glenview Rd., and replacing the sanitary sewer along Harms Rd. from Wilmette Rd. to Glenview Rd.

Also, new storm sewers will be installed on Wagner Rd. from Golfview Rd. to Polo Ln., and on Golfview Rd. from Windsor Rd. to Wagner Rd., and a new water main on Laramie Ave. from Wilmette Rd. to Glenview Rd., will be constructed. Lastly, the bridge deck over the North Branch of the Chicago River in Harms Woods will be totally replaced with a new concrete deck.

Phase II, scheduled for 1991, will involve the removal and replacement of the existing pavement with a new, two lane asphalt pavement, intersection improvements at Long Rd., Wagner Rd., and Harms Rd., curbing along the entire project, replacement of traffic signals at Harms Rd. and new signals to be installed at Wagner Rd., construction of a new rubberized railway crossing, installation of continuous sidewalk on both sides of the road, emergency vehicle priority systems at the traffic signals, and planting new parkway trees where space is available.

As of this writing IDOT is reviewing the nine bids that were submitted for Phase I and will shortly recommend approval of the lowest responsive bidder. The Village will then have 14 days to concur in the bid award with a pre-construction meeting to be scheduled shortly thereafter.

The Village is eagerly awaiting the beginning of construction. It represents the culmination of an arduous process that began back in 1982. What follows is a series of the most frequently asked questions concerning the improvement with answers following each question. Please note that most of these questions relate to the work to be done as part of Phase I in 1990.



Q: When will the work begin?

A: The best information available at this time indicates that actual construction will begin in late April or May.



Q. How long will Phase I construction take? What about Phase II?

A: The scheduled completion date for Phase I is December of 1990. IDOT has agreed to have the pavement plans and specifications prepared for a December 1990 letting for Phase II. Phase II is then scheduled to begin in Spring of 1991 and last until late that fall when the majority of the work will be com-

pleted. Final restoration of parkways and tree planting will then be scheduled for the Spring of 1992.



Q: Will detours be necessary for Phase I?

A: Yes. The posted detour route will be south on Waukegan Rd. to Golf Rd. east on Golf Rd. to Skokie Blvd. and then back north to Glenview Rd. Glenview Rd. itself will be closed to everything except local traffic by way of barricades at Waukegan Rd. and Glenview Rd., and Skokie Blvd and Glenview Rd.



Q: With the bridge deck scheduled for replacement will the bridge be kept open for local traffic?

A: Yes. Local traffic will be maintained on the bridge via a temporary signal and the bridge will be rebuilt one half at a time. There will however, be an estimated 4 to 6 week period at the start of construction when Glenview Rd. will be completely closed to all traffic from Wagner Rd. to Harms Rd., except to those residents east of Wagner Rd. and west of the river, who will have access to the west. This closure is necessary to get the infrastructure in place in this narrow right of way in the safest manner possible. Once this construction is completed, the road will be reopened, with the bridge work to begin shortly thereafter.

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Q: How will the response time of emergency vehicles be affected by the project?

A: The Police Dept. feels that with patrol cars already out in the neighborhoods, their response time should be unaffected by the work. The Fire Dept. has made arrangements with the Cook County Forest Preserve District to temporarily station men and equipment at their headquarters facility at Lake Ave. and Harms Rd. during times of peak construction activity. This action should ensure that the public's safety is well protected and keep response times as close to normal as possible while Glenview Rd. is under construction.



Q: How much is the Glenview Road Improvement going to cost?

A: The low bid for Phase I construction was \$3,660,000. The estimate for Phase II is \$7,000,000 making an estimated total project cost of \$10,660,000. It should be noted that a more detailed cost estimate for Phase II will be prepared when the plans are completed.



Q: Will my property taxes be increased to pay for this project?

A: No. Keep in mind that the Village and IDOT have negotiated a cost sharing agreement for this project. For Phase I, IDOT has agreed to pay for 40% of the cost of the main storm sewer to be built as part of the project and all associated bridge deck costs. Repairs to the sanitary sewers and water mains, which are

Village owned utilities, are at the Village's expense. The planned receipt of "Build Illinois" grant funds should however, help defray some of these costs. Through prudent financial management of tax supported pension funds, and full amortization of existing debt on the Police, Station (1990) and Village Hall (1991), there are sufficient funds within the existing tax structure to support the cost of a bond issue to finance Glenview Rd. improvement costs without increasing taxes.

For Phase II almost all of the pavement rehabilitation cost will be borne by IDOT. When the project is done Glenview Rd. will be turned over to the Village for all future maintenance. This is the same process that was used on Harlem Ave., Central Rd., Chestnut Ave., and Glenview Rd., west of Waukegan Rd.



Q: What are the benefits of this project?

A: There are many. First of all the 50 to 70 year old infrastructure in this corridor will be renewed and improved. Drainage in the area east of Club Circle to the east Village limits will be dramatically improved thereby reducing the incidence of street ponding that has occurred during heavy rainstorms.

The likelihood of basement flooding will also be reduced due to the repairs to the sanitary sewer lines and replacement of 47 brick manholes with new precast concrete manholes.

The existing water main on Glenview Rd., which was installed in the 1920's, would end up under the new pavement. Rather than have a 70 year old water main under the brand new pavement, it will be relocated to the north parkway. The main will be replaced with a 16" ductile iron main which will more

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West Lake Street (Glenview Road) about 60 years ago (photo courtesy of the Glenview Area Historical Society).



This is an early photograph of Glenview Road looking east from the Milwaukee Road railroad tracks. The Glenview House (today minus the third story) is shown on the right. Rugens Hardware Store is in the left foreground. Note the elevation of the road and that it dead ends in the center background (photo courtesy of the Glenview Area Historical Society).

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than double the volume of water that can be pumped through it. New copper water service lines, shut-off boxes and breakaway hydrants will be installed as part of the project as well.

In 1991 the road will be reconstructed to a two lane asphalt cross section with concrete curbs. The road will be 30' wide from face of curb to face of curb. This is the same width as Glenview Rd. west of the downtown area. Reflective pavement markers will better delineate the "S curve" by the North Shore Country Club and highlight the lane lines at key intersections.

The existing stone shoulders will be eliminated thereby improving the appearance of the streetscape and in most cases actually increasing the "green" space from what exists today. The intersection of Harms and Glenview will receive new signals with advance left turn arrows

in all four directions. Additionally in 1991 a right turn lane for eastbound Glenview Rd. to southbound Harms will be constructed to improve traffic flow and safety.

Wagner Rd. and Glenview Rd. will receive traffic signals with left turn lanes on Glenview Rd. in 1991. Long Rd. and Glenview Rd. will also be improved with left turn lanes. Continuous sidewalk on both sides of the road will be installed and the sidewalk on the north side of the bridge will have a protective barrier for pedestrians, cyclists and equestrian traffic. The railway crossing will be replaced with a new rubber crossing; and parkway trees will be planted in spaces available.

In summary, the "latest" improvement to Glenview Rd. will, like the improvements that preceded it, represent a tremendous benefit to the residents of Glenview.



Q: Where can I learn more about the scheduled work?

A: The Village has scheduled public information meetings for this project. If you live east of Harms Rd. the meeting date is Wednesday April 4, 1990 at 7:30 p.m. in the Board Room of the Village Hall. If you are west of Harms Rd., the meeting date will be Thursday April 12, 1990 at the same time and location as the first meeting.

If both dates are inconvenient, please contact the Village Engineering or Public Works Dept. at 724-1700 to ask your questions.



Please know that the Village and IDOT will make every reasonable effort to minimize the disruption caused by the reconstruction of Glenview Rd. Thank you for your cooperation.

Glenview Road . . . A Historical Perspective

The reconstruction of Glenview Road represents a tremendous improvement for the Village of Glenview, one that the Village has been working towards for eight years. In order to better understand the importance of Glenview Road to the Village, it may be helpful to review the historical background of past improvements to Glenview Road.

Glenview Road (originally called Lake Street) follows a route that was one of the oldest Indian trails in this area. The trail extended from the Des Plaines River to Lake Michigan. In the 1840's transportation consisted largely of stage coaches that would travel on Milwaukee Avenue. At that time Milwaukee Avenue connected Chicago and Wheeling. The mail was dropped off at a station located just south of the present day intersection of Glenview Road and Milwaukee Avenue, and was then brought to town via a stage or pony express rider. By 1850 mail was being delivered by the Northwestern Railroad which had constructed a rail line from Chicago to Des Plaines. A pony express rider would then deliver it to farmers in the area. After the Chicago Fire of 1871, the Northwestern's tracks became so overloaded with supplies being shipped in to rebuild Chicago, the Milwaukee Road seized the opportunity and built a single track rail line

through Glenview in 1872. By 1876 it was being utilized to deliver the mail to the Village. In anticipation of the passenger traffic to be generated by the Columbian Exposition of 1893, the line was double tracked and regular commuter service was provided to Chicago via a depot just north of Glenview Road. The one way trip to Chicago took about an hour. This service generated an influx of people, other than farmers, to the area.

Since Glenview Road was the only east-west arterial street in Glenview at the time (and remained such until Lake Avenue was extended west of Waukegan Road in the early 1960's) it was natural that early development and traffic would occur along its right of way. The horse-drawn wagons made deep ruts in the dirt road which then became all but impassable in wet weather. To keep pedestrians out of the mud, in 1901 the Village built a wooden sidewalk along Glenview Road from Shermer Road (originally Telegraph Road) to Waukegan Road (originally called Mill Street). This was quite an improvement, but in time, as the boards swelled and rotted, it became dangerous to walk on them at night. To alleviate that problem, the Village Board undertook a program to install street lights in 1902. The lights were powered

by gasoline and had to be refilled every night. Ultimately they proved to be unreliable and, as gas and electric utilities were extended to Glenview, they were phased out.

In Glenview's "early days", Glenview Road was not a through street. From the west it dead-ended at River Road with a connection down River Road to Waukegan Road. From the east, Glenview Road dead-ended at Waukegan Road. In between ran the West Fork of the North Branch of the Chicago River. The river was three or four feet deep, sixty feet wide and of course in the spring it flooded basements in homes along Glenview Road. In an effort to improve the drainage, in 1926 the Village Board let a contract to straighten and dredge the river between Grove Street and Waukegan Road. At the same time, right of way was acquired to connect Glenview Road and make it a through street. This proved interesting as the proposed right of way ran through the northern wing of the Blue Heron Roadhouse which stood at the intersection of Glenview and Waukegan Roads. This was solved by moving half the building to the north side of the new road. The southern half still stands today and is occupied by Eleanore's of Glenview.

Also in June of 1926, the Skokie Valley Route of the Chicago North Shore and Milwaukee Railroad was opened. The Glenayre Terminal (later changed to Glenview) was located on the south side of Glenview Road just east of the present day C&NW freight track by Laramie Avenue. Until the line's abandonment in January of 1963, it was possible to board fast, frequent electric trains bound for the Loop, North Side "L", Milwaukee, Racine, Kenosha, Mundelein, Libertyville, Waukegan, Great Lakes Naval Training Center and many intermediate points from the station on Glenview Road. The coming of the interurban had an immediate impact on property values, which rose rapidly.

In 1932 Glenview Road east of Waukegan Road was truly "modernized". It was entirely rebuilt with two 10 foot lanes of concrete, and a new bridge was constructed over the North Branch of the Chicago River in Harms Woods. This pavement and bridge are still in service today.

Subsequent to 1932, traffic signal and intersection improvements have been built, the concrete pavement has been covered by asphalt resurfacings, paved asphalt shoulders have been added to the pavement, but the road has essentially remained unchanged to this day. At last count the traffic volume is between 10,000 and 16,000 vehicles per day.



This is a photograph of Glenview Rd. looking west from the railroad tracks about 1910. The house shown in the right background still stands today at the northwest corner of Washington St. and Glenview Rd. (photograph courtesy of the Glenview Area Historical Society).