



# MACARTHUR BOULEVARD



## ILLINOIS DEPARTMENT OF TRANSPORTATION Plan for MacArthur Boulevard Improvements

The Illinois Department of Transportation (IDOT) is nearing completion of a Phase I study of MacArthur Boulevard. The study covers a 1.5 mile corridor between Wabash/Stanford Avenue and South Grand Avenue. Over the past year, the corridor has been evaluated and Alternatives that will improve safety, traffic flow, pedestrian mobility, bicyclist, mass transit, ADA compliance, and drainage have been developed. A preferred Alternative has been identified – Alternative 3 and it is recommended to proceed with its proposed improvements.

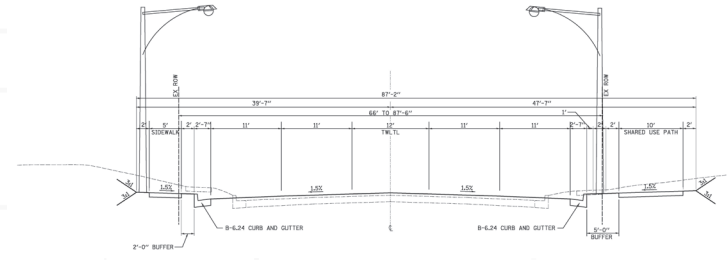
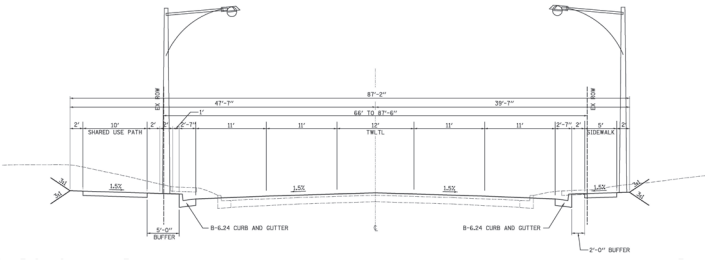


## Community Advisory Group Guides the Alternative Development

A Community Advisory Group (CAG) has been established to provide ideas and local knowledge to IDOT and the consultant team. This group is made up of local officials, transportation professionals, community leaders, businesses, and residents. The CAG met twice during this study to provide input on development and modification to the Alternatives. Most recently the CAG was provided an interactive project update via email and charged with reviewing the final Alternatives and making a recommendation for selection of the preferred Alternative.

# alternatives identified

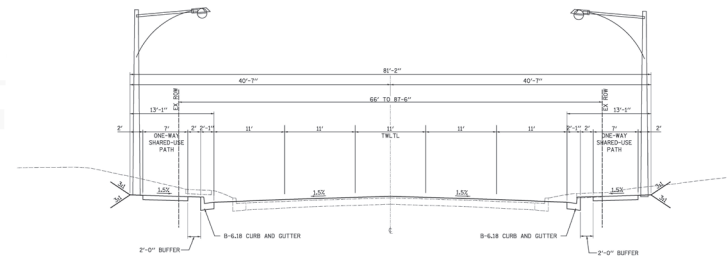
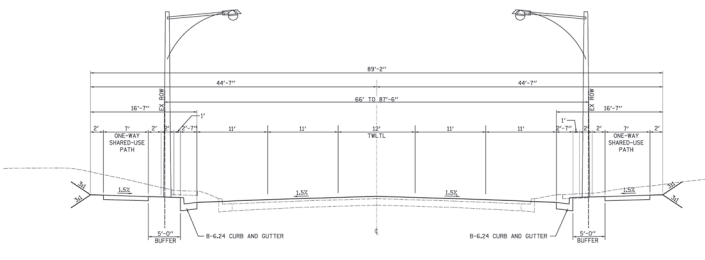
Five Alternatives were identified for evaluation, Alternatives 1A, 1B, 2A, 2B, and 3.



**Alternative 1A**  
STANFORD AVENUE / WABASH AVENUE TO SOUTH GRAND AVENUE

**Alternative 1B**  
STANFORD AVENUE / WABASH AVENUE TO SOUTH GRAND AVENUE

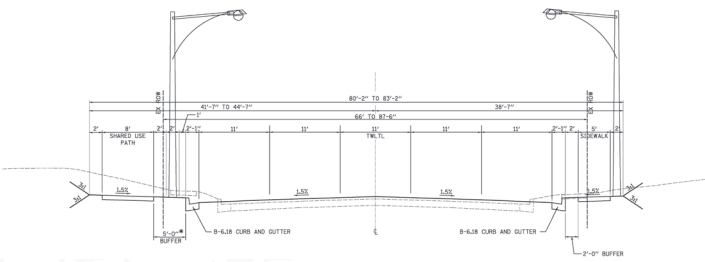
**Alternatives 1A** and **1B** are similar and include two lanes of traffic in each direction, a 12' wide two-way center left turn lane, a 5' wide sidewalk with a 2-foot-wide buffer to traffic, a 10' wide two-way shared use path with a 5' wide buffer to traffic, and 31" wide curb and gutter. In **Alternative 1A** the path is on the west side of the street and the sidewalk is on the east side of the street. In **Alternative 1B** the path is on the east side of the street and the sidewalk is on the west side of the street. Location of the path impacts the placement of streetlights and the amount of right-of-way needed.



**Alternative 2A**  
STANFORD AVENUE / WABASH AVENUE TO SOUTH GRAND AVENUE

**Alternative 2B**  
STANFORD AVENUE / WABASH AVENUE TO SOUTH GRAND AVENUE

**Alternatives 2A** and **2B** are similar and include two lanes of traffic in each direction, a center two-way left turn lane, and a 7' wide one-way shared use path on each side of the road. **Alternative 2A** includes a 12' wide two-way center turn lane, a 5' wide buffer between the path and traffic on both sides of the road, and a 31" wide curb and gutter. **Alternative 2B** includes an 11' wide two-way center turn lane, a 2' wide buffer between the path and traffic on both sides of the road, and a 25" wide curb and gutter. The width of the buffer and curb and gutter impact the placement of streetlights and the amount of right-of-way needed.



**Alternative 3**  
STANFORD AVENUE / WABASH AVENUE TO SOUTH GRAND AVENUE

**Alternative 3** includes two lanes of traffic in each direction, an 11' wide center left turn lane, a 5' wide sidewalk on the east side of the road with a 2' wide buffer to traffic, an 8' wide two-way shared use path on the west side of the road with a 5' wide buffer to traffic in most locations, and a 25" wide curb and gutter.

The following table shows the geometric design criteria for each Alternate.

Infrastructure Descriptions	1A	1B	2A	2B	3
Width of through lanes (two in each direction)	11'	11'	11'	11'	11'
Width of two-way left turn lane	12'	12'	12'	11'	11'
Width of two-way shared use path (1)	10' west side	10' east side	N/A	N/A	8' west side
Width of one-way shared use path (1)	N/A	N/A	7' both sides	7' both sides	N/A
Width of buffer between shared use path (1) and traffic	5' west side	5' east side	5' both sides	2' both sides	5' with exceptions* west side
Width of sidewalk (2)	5' east side	5' west side	N/A	N/A	5' east side
Width of buffer between sidewalk (2) and traffic	2' east side	2' west side	N/A	N/A	2' east side
Location of light poles - west side	within 5' buffer	immediately behind sidewalk	within 5' buffer	immediately behind shared use path	within 5' buffer with exceptions**
Location of light poles - east side	immediately behind sidewalk	within 5' buffer	within 5' buffer	immediately behind shared use path	immediately behind sidewalk
Curb and gutter width	2'7"	2'7"	2'7"	2'1"	2'1"
Total proposed right-of-way width	87'2"	87'2"	89'2"	81'2"	83'2" with exceptions ***
Proposed right-of-way width (west of center line)	47'7"	39'7"	44'7"	40'7"	44'7" with exceptions ****
Proposed right-of-way width (east of center line)	39'7"	47'7"	44'7"	40'7"	38'7"

**Exceptions:**

\* 2' width at Penny Lane, vacant commercial properties north of Penny Lane, Goodyear, and from Carpet One to South Grand. \*\* Light poles immediately behind the two-way shared use path at Penny Lane, vacant commercial properties north of Penny Lane, Goodyear, and from Carpet One to South Grand. \*\*\* 80' 2" width at Penny Lane, vacant commercial properties north of Penny Lane, Goodyear, and from Carpet One to South Grand. \*\*\*\*41' 7" width at Penny Lane, vacant commercial properties north of Penny Lane, Goodyear, and from Carpet One to South Grand.

Footnotes: (1) Shared Use Path includes pedestrians and bicycles. (2) Sidewalks include only pedestrians.

**Each Alternative has impacts to businesses and available parking.**

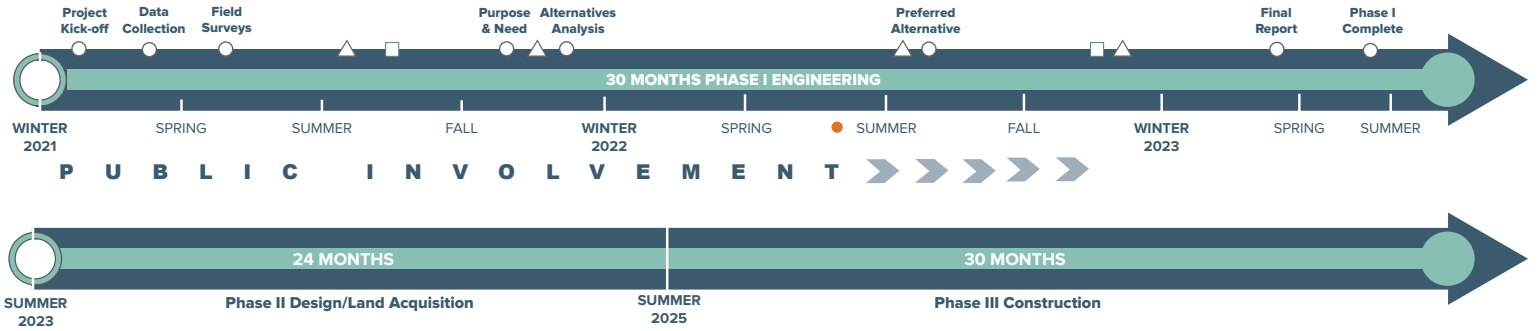
The following table shows the impacts of each Alternative.

Impacts Descriptions	1A	1B	2A	2B	3
Potential number of businesses (building and / or parking lot) impacted – west side	18	6	11	13	12
Potential number of businesses (building and / or parking lot) impacted – east side	19	20	16	19	17
Potential number of buildings to be acquired - west side	4	0	4	0	0
Potential number of buildings to be acquired - east side	5	14	13	8	5
Potential number of parking spaces impacted - west side	83	61	76	67	70
<i>Potential number of parking spaces reconfigured</i>	13	33	34	33	42
<i>Potential number of parking spaces eliminated</i>	70	28	42	34	28
Potential number of parking spaces impacted - east side	160	198	197	166	143
<i>Potential number of parking spaces reconfigured</i>	90	31	35	32	81
<i>Potential number of parking spaces eliminated</i>	70	167	162	134	62
Potential number of entrances eliminated - west side	8	1	8	8	8
Potential number of entrances eliminated - east side	0	0	0	0	0

■ Higher impacts when compared to Alternatives 
 ■ Moderate impacts when compared to Alternatives 
 ■ Lower impacts when compared to Alternatives

# Project Timeline

- △ Community Advisory Group (CAG)
- Public Informational Meeting
- Spring 2022 Short Term Pavement Rehab



## Purpose and Need

A project Purpose and Need statement is part of the Federal Government's National Environmental Policy Act (NEPA) process. The NEPA process includes analysis of Alternatives to address the Purpose and Need, public involvement, interagency coordination, and well-informed decision making in determining the preferred Alternative. A Purpose and Need statement describes the goals the project will meet and lists the issues that prove the project is necessary.

### THE APPROVED PURPOSE AND NEED FOR THIS PROJECT IS:

The **purpose** of this project is to provide a consistent corridor that improves route condition and access, improves drainage, considers all roadway users, and supports economic development, while meeting current design standards and minimizing impacts to the environment and surrounding area.

The **need** for this project will address the existing roadway condition, the inconsistent number and width of traffic lanes, substandard intersection geometrics, corridor safety for all users, and areas prone to flooding.

## Get Involved!

Public participation is an important component of this project. Visit the project web page at [idot.illinois.gov/projects/Sangamon-county--MacArthur-Bldv..](http://idot.illinois.gov/projects/Sangamon-county--MacArthur-Bldv..)

On this page you can learn about this project as well as previous studies. There is also a link to click to provide comments.

**EMAIL US** [MacArthurBlvd2021@gmail.com](mailto:MacArthurBlvd2021@gmail.com)

**SEND US A NOTE** *Illinois Department Of Transportation  
District 6  
126 East Ash Street  
Springfield, IL 62704*

