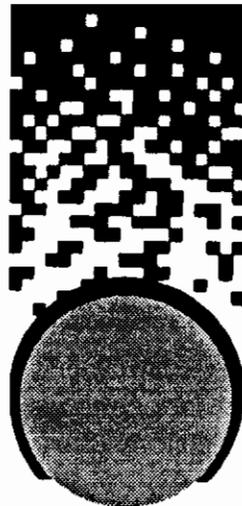


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Strategic Regional Arterial

**Illinois Route 64 (North Avenue)
Kane and DuPage Counties (Vol. I)
from DeKalb/Kane County Line
to Interstate 294 (Tri-State Tollway)**



**Operation
GreenLight**

**Illinois Department of Transportation
October, 1992**

FOREWORD

Illinois Route 64 (North Avenue) is a Strategic Regional Arterial from the DeKalb/Kane County Line to Lake Shore Drive in the City of Chicago. This report includes the segments of Illinois Route 64 located in Kane County and DuPage County, from the DeKalb/Kane County Line to the DuPage/Cook County Line at Interstate 294 (Tri-State Tollway) in the Village of Elmhurst. This Strategic Regional Arterial (SRA) report for Illinois Route 64 (North Avenue) has been prepared for the Illinois Department of Transportation and the Strategic Regional Arterial Subcommittee of the Work Program Committee of the Chicago Area Transportation Study by Harland Bartholomew & Associates, Inc.

As an SRA route, Illinois Route 64 (North Avenue) is intended to function as part of a regional arterial system, carrying high-volumes of long-distance traffic in conjunction with other SRA routes and the regional expressway and transit systems. This report is one element of a long-range plan for all routes in the SRA network. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

Volume I of this report includes a description of the SRA study objectives and process, a detailed exposition and analysis of the existing route conditions and recommendations for ultimate and low-cost improvements. Volume II consists of exhibits of existing facility, environmental and developmental characteristics, recommended improvements and details and documentation of the public involvement process including citizen comments.

EXECUTIVE SUMMARY

The SRA Route Illinois Route 64 (North Avenue) is divided into twelve route segments. Volume I covers the first seven segments located in Kane and DuPage County. (See *Figure i.i.*) Recommendations are made for each route segment, and a summary of the major recommendations is presented below.

SRA Segment 1: DeKalb/Kane County Line to Illinois Route 47

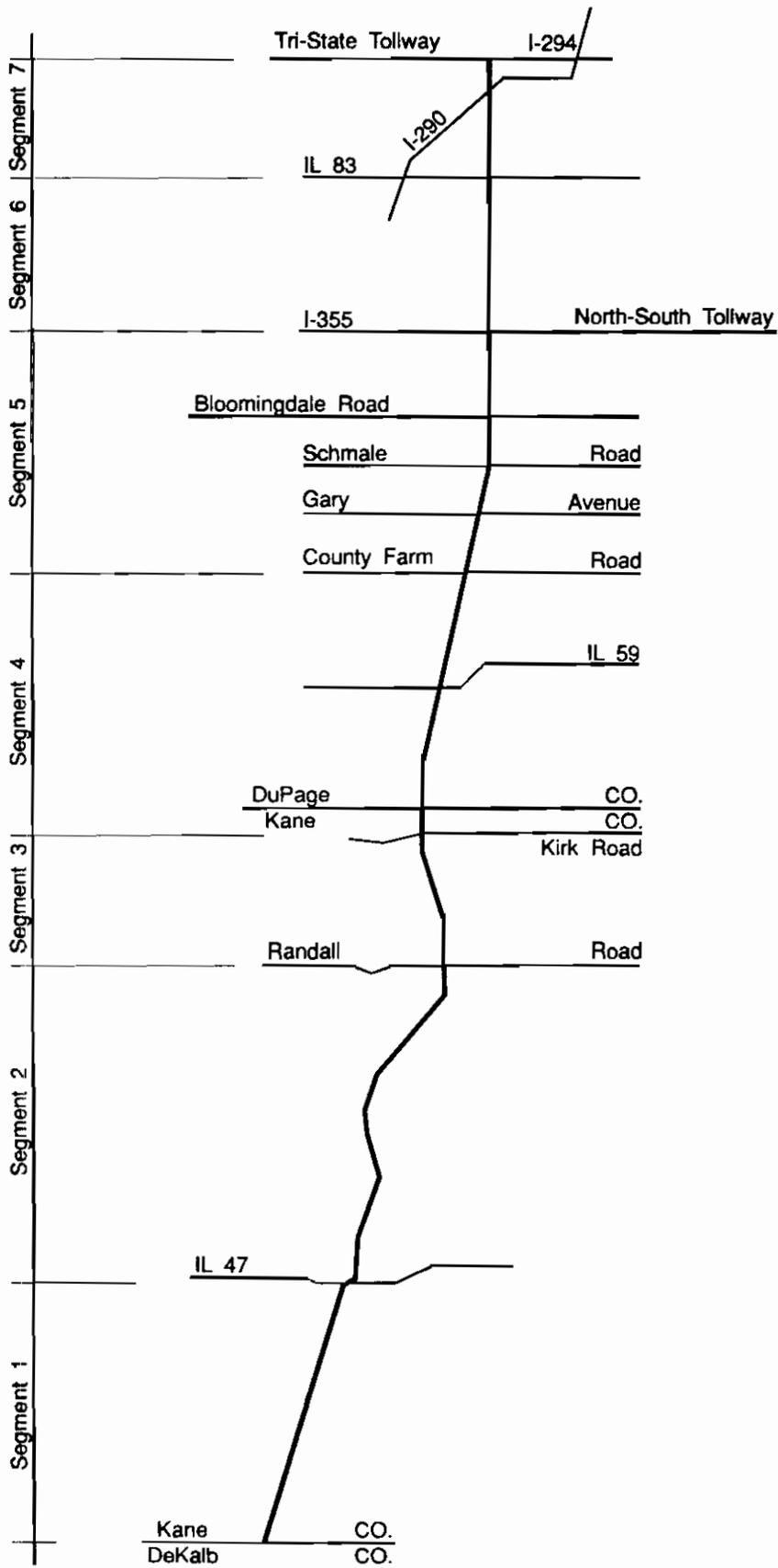
- Two through lanes in each direction, 10-foot shoulders and a 46-foot wide median within a desirable ultimate right-of-way of 200 feet requiring an additional 134 feet of right-of-way
- Structure modifications at Virgil Ditch No. 3 and Virgil Ditch No. 2
- Realignment of Fabris Road opposite Snyder Road

SRA Segment 2: Illinois Route 47 to Randall Road

- Two through lanes in each direction, 10-foot shoulders and a 46-foot wide median with this cross-section continuing along proposed Wasco bypass
- Additional 70 feet of right-of-way needed to achieve desirable ultimate right-of-way of 150 feet
- Signal interconnection from Hanson Road to Anderson Road; from Burlington Road to Dean Street; from Foxfield Drive to Town Hall Road; and from Peck Road to Randall Road
- Realignment of Anderson Road opposite Hanson Road and realignment of Peck Road

SRA Segment 3: Randall Road to Kirk Road

- Retention of the existing cross-section of two through lanes in each direction within a 66- to 80-foot right-of-way from Randall Road to 13th Avenue; two through lanes in each direction and an 18-foot raised median from 13th Avenue to Tyler Road within the existing 130-foot right-of-way; and two through lanes and a 30-foot raised median within a desirable ultimate right-of-way of 150 feet from Tyler Road to Kirk Road requiring an additional 50 feet of right-of-way
- Structure modification at the Fox River
- Signal interconnection from 13th Avenue to Smith Road in Segment 4



Segment Location Map
Figure i.i

EXECUTIVE SUMMARY (cont.)

SRA Segment 4: Kirk Road to County Farm Road

- Three through lanes in each direction, 12-foot shoulders and a 30-foot wide raised median within a 200-foot desirable ultimate right-of-way from Kirk Road to Illinois Route 59; and three through lanes, 12-foot shoulders, and a 46-foot wide median within the existing 200-foot right-of-way from Illinois Route 59 to County Farm Road
- Signal interconnection from 13th Avenue in Segment 3 to Smith Road; from the proposed signal west of the Prairie Path to Fair Oaks Road; and from Morton Road to Gary Avenue in Segment 5
- Structure modifications at Chicago & North Western rail line, Illinois Prairie Path, and the West Branch of the DuPage River

SRA Segment 5: County Farm Road to Interstate 355 (North-South Tollway)

- Three through lanes in each direction, 12-foot shoulders and a 46-foot wide raised median within the existing 200-foot wide right-of-way
- Signal interconnection from County Farm Road to Fiat-Allis and from Schmale Road to Glenrise Avenue
- Structure modifications at the East Branch of the DuPage River and at Interstate 355

SRA Segment 6: Interstate 355 (North-South Tollway) to Illinois Route 83 (Kingery Highway)

- Three through lanes in each direction, 12-foot shoulders and a 46-foot wide median within the existing 200-foot right-of-way from Interstate 355 to Addison Road; and three through lanes and a 30-foot wide raised median within a desirable ultimate 200-foot right-of-way from Addison Road to Illinois Route 83 requiring 50 to 70 feet of additional right-of-way between Addison Road and Villa Avenue
- Single-point urban diamond interchange with Illinois Route 83
- Structure modification at Salt Creek

SRA Segment 7: Illinois Route 83 (Kingery Highway) to Interstate 294 (Tri-State Tollway)

- Retention of the existing cross-section which includes two through lanes in each direction within a 66-foot right-of-way

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SECTION ONE **INTRODUCTION**

1.1 THE STRATEGIC REGIONAL ARTERIAL SYSTEM AND OPERATION GREEN LIGHT

The Strategic Regional Arterial (SRA) system is a 1340-mile network of existing roads in Northeastern Illinois. The system includes 146 route segments in Cook, DuPage, Kane, Lake, McHenry and Will Counties. (See *Figure 1.1.*) As part of the 2010 Transportation System Development Plan adopted by the Chicago Area Transportation Study (CATS) and Northeastern Illinois Planning Commission (NIPC), the SRA system is intended to supplement the existing and proposed expressway facilities by accommodating a significant portion of long-distance, high-volume automobile and commercial vehicle traffic in the region. Many of the roads in the SRA system, including Illinois Route 64 (North Avenue) are already on the arterial highway network of the Illinois Department of Transportation (IDOT) and now carry high volumes of long-distance traffic.

According to forecasts prepared by the Chicago Area Transportation Study, travel in the year 2010 in Northeastern Illinois is expected to increase by 23 percent over 1980 levels. In the last few years, rapid economic development and growing population have resulted in significant increases in congestion on the regional expressway system, as well as on arterial and local roads in many parts of the region. Creation of the SRA system is a major component of Operation Green Light, an eight-point plan to deal with urban congestion and improve regional mobility. The plan was developed by IDOT in cooperation with the Illinois State Toll Highway Authority (ISTHA), CATS, NIPC and the Regional Transportation Authority (RTA). In addition to creating the SRA network, Operation Green Light addresses the following major transportation issues:

- Developing Major Transit/Highway Facilities
- Improving Other Key Arterial Roadways
- Identifying Strategic Transit Improvements
- Reducing Demand for Highway Use
- Increasing Environmental Consideration.

Together, the components of Operation Green Light are a blueprint for a comprehensive approach to improve transportation in Northeastern Illinois. As part of this comprehensive approach, the SRA system is designed to (1) improve regional mobility by providing a comprehensive network of arterial routes designed to carry significant volumes of long-distance traffic across the region, (2) complement the regional transit and highway facilities by providing access for regional trips on these facilities, and (3) provide for long-distance travel to supplement the regional expressway system.

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
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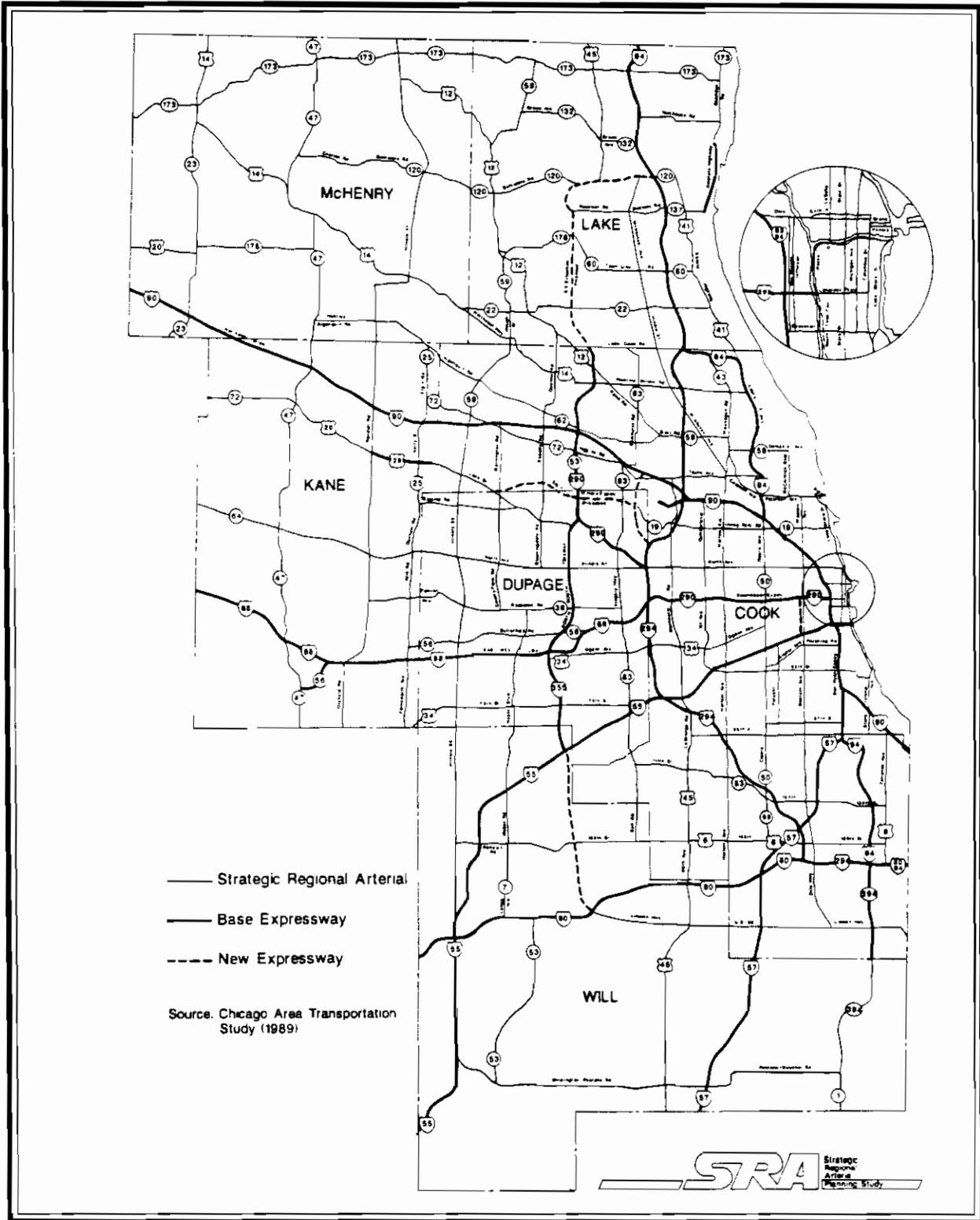


Figure 1.1 The Strategic Regional Arterial System

1.2 SRA ROUTE TYPES

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

- Urban Routes
- Suburban Routes
- Rural Routes

The designation of route types is based upon the projected 2010 density of development within the Chicago region. Illinois Route 64 in Kane and DuPage counties is designated as a rural route between the DeKalb-Kane county line and Randall Road; and as a suburban route between Randall Road and Interstate 294 (Tri-State Tollway). (See *Figure 1.2*.) Urban SRA routes are located in the City of Chicago and adjacent portions of more densely developed suburbs such as Oak Park, where projected densities are greater than 5.0 households per acre. Suburban SRA route designations, where projected densities are between 0.5 and 5.0 households per acre, apply to most suburban Cook and Lake Counties, all of DuPage County, and the more developed portions of McHenry, Kane and Will Counties. Rural SRA routes are located in the outer portions of Lake, McHenry, Kane and Will Counties, where projected densities are less than 0.5 households per acre.

SRA routes located in densely urbanized areas typically are existing routes with minimal possibilities for roadway expansion, but where improvements could be made to intersections, transit facilities and structural clearances. For routes in developing suburban areas, additional lanes on roadways, new connections to improve route continuity, and operational improvements such as signal coordination may be considered. In rural areas, right-of-way preservation and access control would provide for movement of through traffic and accommodate future needs.

1.3 DESIRABLE ROUTE CHARACTERISTICS AND TECHNIQUES FOR SPECIAL CIRCUMSTANCES

Desirable route characteristics for the year 2010 have been delineated for each of the three SRA route types - Urban, Suburban and Rural - related to the roadway environment. These desirable characteristics are intended to provide adequate traffic service and geometric design, serving as criteria for planning the individual SRA routes. *Tables 1.1 and 1.2* list desirable characteristics for SRA rural and suburban routes in the year 2010, including typical geometrics, operational measures, level of service, and access policies. These desirable characteristics are the basis for defining the desirable SRA rural and suburban route cross-sections which are shown in *Figures 1.3 and 1.4*.

As planning criteria, these design features and other route characteristics are designed to be generally applicable to all SRA rural and suburban routes. However, the SRA planning process recognizes that there may be situations along rural and suburban routes where certain design features are not appropriate or where special treatment of some features is desirable, such as:

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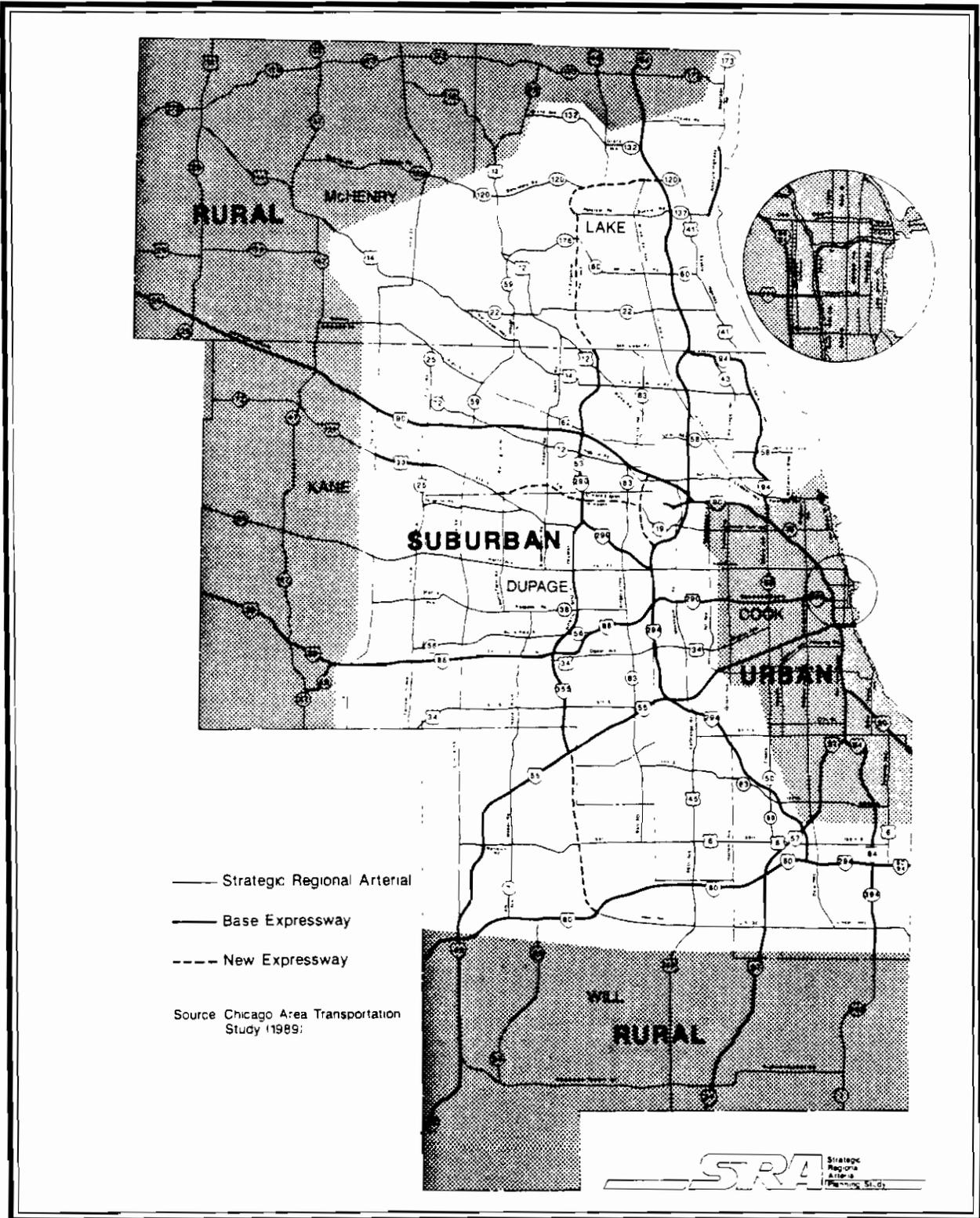


Figure 1.2 Route Types on the Strategic Regional Arterial System

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 1: Introduction

Table 1.1
2010 Desirable Route Characteristics
Rural Strategic Regional Arterials

Right-of-way Width	168' - 210'
Level of Service (Peak Hour)/Design Speed	C / 60 mph
Number of Through Lanes	2 in each direction, 12' width; with provision for future expansion to 6 total lanes
Median Width	46' - 70'
Right Turns	Turn lanes at major cross-streets
Left Turns	Turn lanes at all intersections
Shoulders	10' right paved; 6' left paved
Curbs	No
Sidewalks	If needed
Parking	No
Cross Street Intersections	Permitted. Stop sign control for cross street
Curb Cut Access	Protect right-of-way for post-2010 construction of two-way frontage roads*
Transit	Bus pull-off and shelter. Express bus service and signal pre-emption potential
Number of Traffic Signals Per Mile	2
Signalization	Fully-actuated
Freight: Radii	WB 60; Standard
Vertical Clearance	New Structures: 16'-3" Existing Structures: 14'-6"
Loading	Off-street loading
*where design criteria and conditions are met	

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 1: Introduction

Table 1.2
2010 Desirable Route Characteristics
Suburban Strategic Regional Arterials

Right-of-way Width	120' - 150'
Level of Service (Peak Hour)/Design Speed	C or D / 45 mph
Number of Through Lanes	3 in each direction; 12' width
Median Width	18' - 46', raised
Right Turns	Turn lanes at all major intersections
Left Turns	Dual left turn lanes at all major intersections
Shoulders	Where appropriate, 10' width paved
Curbs	Yes, with 2' gutters
Sidewalks	Where appropriate, 5' width
Parking	Not recommended
Cross Street Intersections	Signals with collectors and arterials New local roads right-in/right-out only
Curb Cut Access	Consolidate access points at 500' spacing with cross easements
Transit	Bus turnouts, signs and shelters. Express bus service only. Signal pre-emption and HOV potential.
Number of Traffic Signals Per Mile	4 maximum
Signalization	Synchronization with pedestrian actuation where needed.
Freight: Radii Vertical Clearances	WB-55 typical/WB-60 Type II truck route New structures: 16'-3" Existing Structures: 14'-6"
Loading	Off-street loading

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
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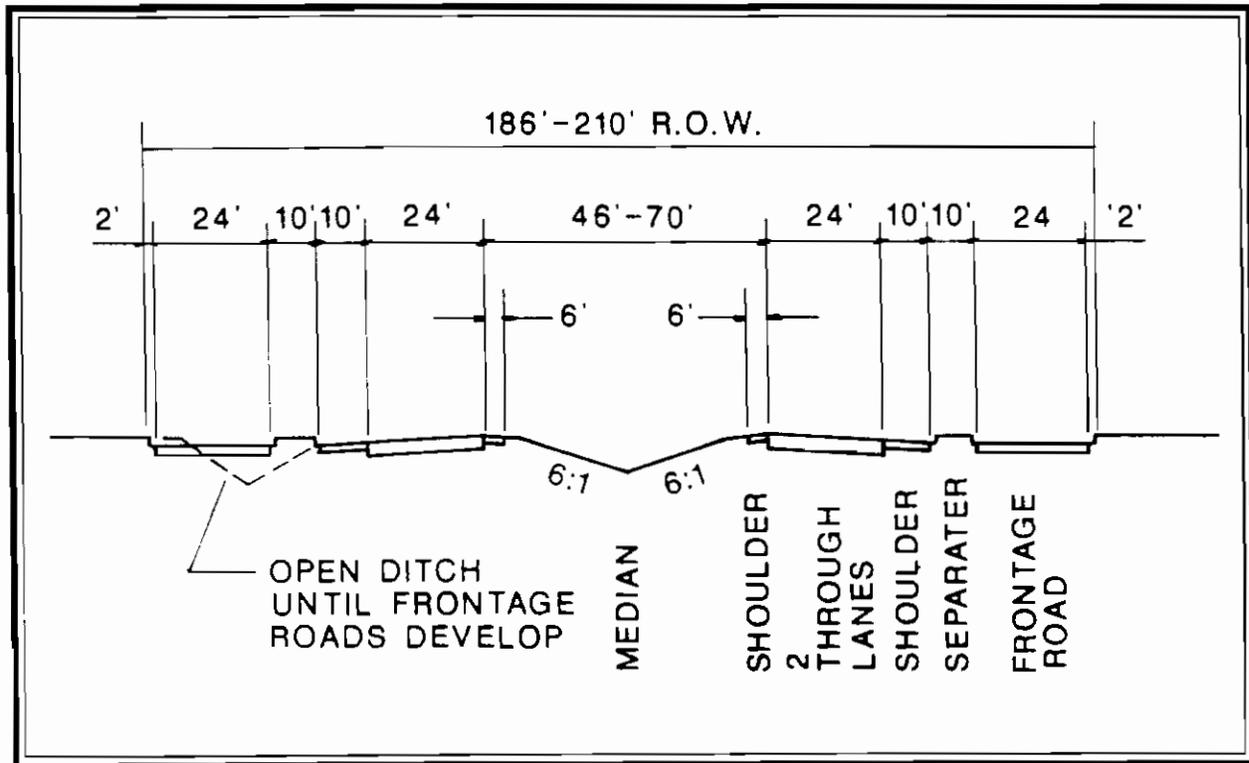


Figure 1.3 Desirable Rural SRA Cross-Section

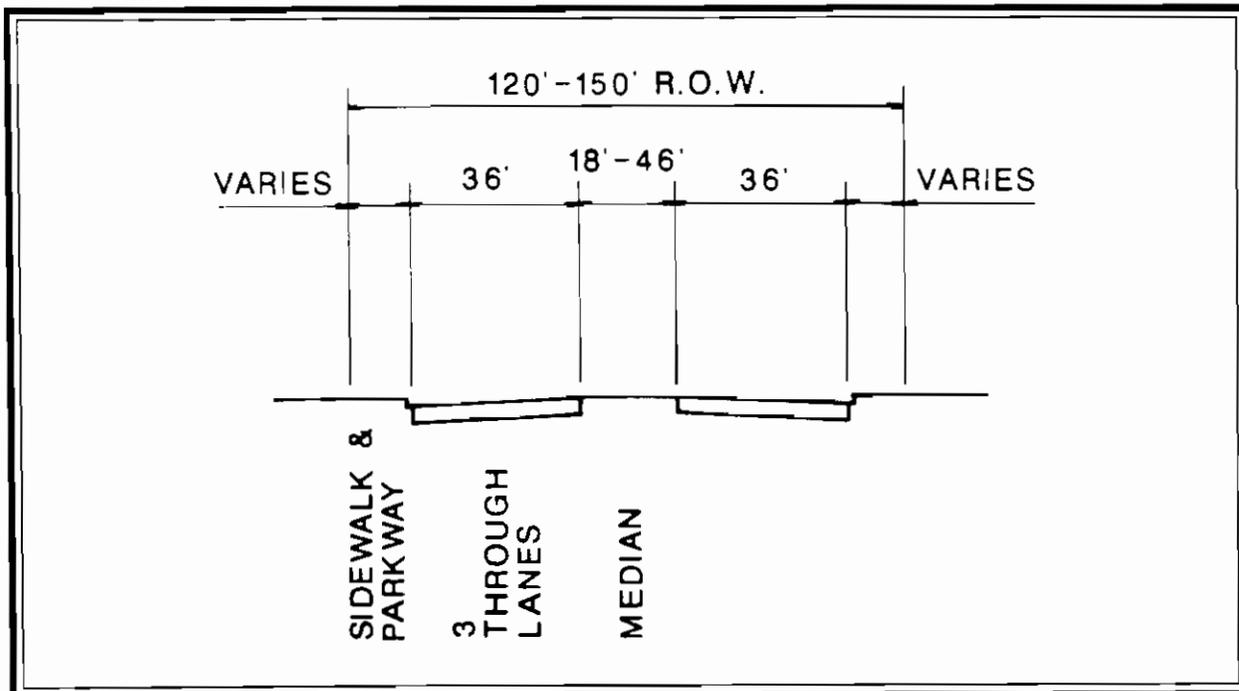


Figure 1.4 Desirable Suburban SRA Cross-Section

- Bus lane/ high occupancy vehicle (HOV) lanes;
- Signal preemption capability for transit vehicles;
- Demand actuated signals at transit stations;
- Channelization or interchanges at high volume intersections;
- Use of continuous two-way left-turn lanes
- Designation of route bypasses for constricted areas; or
- Location of transit or pedestrian facilities in public easements outside the right-of-way.

While not all of these special techniques may be applicable to Illinois Route 64, they illustrate the range of treatments which have been considered.

A full description of the recommended designs and features and techniques for special circumstances applicable to all SRA routes can be found in the Strategic Regional Arterial Design Concept Report, dated March, 1991.

1.4 STUDY OBJECTIVES

As part of the SRA system, Illinois Route 64 (North Avenue) is intended to function as a regional arterial route, carrying high-volumes of long-distance traffic in conjunction with other SRA routes and the regional expressway and transit systems. To implement the SRA system, development of a comprehensive, long-range plan for the entire network is necessary. The planning process for the SRA system is to be accomplished over a five year period, with individual route studies comprising one-fifth of the total system to be undertaken each year. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

The Illinois Route 64 (North Avenue) study identifies both ultimate and low-cost improvements to enable the route to function as part of the SRA system. The following objectives have guided the study process:

- Determine the types of roadway improvements needed for each route including additional lanes, signalization and interchanges.
- Define right-of-way requirements.
- Enhance access to the regional transit system.
- Identify ways to manage access improve through traffic movement and reduce conflicts.
- Coordinate recommended route improvements with projected development.

- Identify necessary improvements to accommodate commercial traffic.
- Accommodate necessary bicycle and pedestrian travel.
- Identify potential environmental concerns.

The completed study will guide implementation of improvements on Illinois Route 64 (North Avenue), so that individual projects are consistent with the coordinated long-range development of the route as an integral part of the SRA system.

1.5 THE SRA PLANNING STUDY PROCESS

The SRA planning study process is accomplished through the following six phases:

Data Collection/Evaluation. The SRA planning process is designed to efficiently use available data. For each route, data is assembled from right-of-way information, roadway plans, traffic volume projections, transit information, bicycle usage, adjacent development characteristics, accident data, environmental studies and other sources, and is analyzed to establish current conditions, constraints and improvement needs.

Route Analysis. Possible improvements for the SRA route are determined by incorporating the recommended design features in specific configurations for each segment of the overall route. These configurations include alternative designs and techniques where necessary to accommodate local conditions or constraints. Whether improvements are the ultimate recommended or low-cost is identified.

Environmental Issues/Screening. While the SRA planning process does not include detailed environmental assessments or analysis of specific mitigation measures, a screening process will identify significant environmental conditions along each route. The results of this process are used to evaluate improvement alternatives, and serve as an early indicator of environmental issues for future design studies.

Construction Cost Estimates/Identification of Right-of-Way Needs. Construction cost estimates for each route segment are prepared, both for ultimate and low-cost improvements. Right-of-way needs to accommodate recommended ultimate improvements also are identified.

Local Involvement and Coordination. Throughout the SRA route planning process, the involvement of local and regional agencies is an important consideration. Information and coordination efforts include forming Advisory Panels for each SRA route, which will work with IDOT during the planning process. A regular newsletter for each Panel informs members about the SRA program and ongoing route studies. A public hearing in an open house format also is conducted in each county through which the route passes.

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

1.6 STUDY DATA SOURCES AND METHODOLOGIES

Existing Roadway Characteristics Several data sources were compiled to create route inventories. Traffic counts for the route segments and for selected major intersections were obtained from IDOT Traffic Volume Maps and 1990 IDOT Intersection Turning Movement Data. The route was photographed using a video camera. On-site inspection confirmed IDOT scoping report data for number of lanes, location of traffic signals and turn bays, structures, setbacks, pavement width, speed limit, existence of sidewalks and other appurtenances, frontage roads, and median. The locations of median and curb cuts were identified by type: unlimited, frequent, coordinated, managed. Pavement widths were further confirmed with construction plan sheets whenever these were available. Sidwell maps provided right-of-way widths.

Existing Transit Characteristics Data on existing transit service and facilities was obtained from published data and reports as well as limited field verification of location and characteristics of transit facilities. Basic information on transit services in the SRA study area, including routes and schedules, was obtained from data compiled by the Division of Public Transportation of Illinois DOT. This was supplemented by reports from operating entities, including Pace, Metra and the CTA, which provided information on transit ridership and other operating characteristics. Locations of transit facilities, including bus stops and facilities at commuter rail and rapid transit stations, were verified in the field.

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

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

Environmental Considerations Because the purpose of the analysis was to identify those conditions and uses which *may* be negatively impacted by improvement of the SRA, the selection of data was as inclusive as possible.

Floodplain boundaries were obtained from the Federal Emergency Management Agency (FEMA) on the Flood Boundary and Floodway Maps and the Flood Insurance Rate Maps. The Illinois Department of Conservation (IDOC) National Wetlands Inventory Maps, local land use plans, and on-site surveys were used to identify wetlands and any streams which were not identified by FEMA.

IDOC also provided information from the Illinois Natural Heritage Database about endangered, threatened and watched species in Illinois and about natural areas. An endangered species is any species which is in danger of extinction as a breeding species in Illinois, while a threatened species is any breeding species which is likely to become a state endangered species within the foreseeable future. A species on the watch list is not listed as endangered or threatened, but is of special concern and could eventually become listed. Unless it could be determined that the species or area is not adjacent to the route, it is included in this inventory. This information was located to the nearest square mile.

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 1: Introduction

Location of historic buildings, districts, and markers were provided by the National Register of Historic Places in Illinois, the Inventory of Historic Structures prepared by the Illinois Historic Structures Survey, the Inventory of Historic Landmarks prepared by the Illinois Historic Landmarks Survey, the Illinois State Historical Markers Text Book, and IDOT. The buildings, districts, and other structures appearing on the Inventory of Historic Landmarks are not necessarily significant historical resources. This inventory includes all buildings constructed prior to World War II. Those buildings with aesthetic merit are included on the Inventory of Historic Structures. Historic districts were most often listed on the National Register of Historic Places in Illinois, but others appeared in the Inventory of Historic Landmarks. Selected information was refined by IDOT design studies.

The Hazardous Waste Research and Information Center provided a list of waste disposal and hazardous waste dumping sites. The landfills and dumps are located to the nearest square mile. Unless it could be determined that the site is not adjacent to the route, it is included in this inventory. The list notwithstanding, it is recommended that any site used for industrial purposes at any time be tested for hazardous waste prior to roadway facility development.

The analysis of environmentally sensitive land uses included: schools, churches, theaters, auditoriums, parks, cemeteries, recreation facilities, parks, nature and forest preserves, hospitals, nursing homes, and hotels. While all such facilities and uses have been identified, there is no presumption that all such uses would be negatively impacted by roadway improvements.

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

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

Roadway Capacity Estimates A roadway capacity analysis estimates how many vehicles can be carried on the roadway. The analysis allows change in several conditions that affect the flow of traffic. The capacity of an arterial roadway depends most heavily on the number of vehicles that can be accommodated at its signalized intersections, so a group of variables describe how long the average vehicle is stopped at each signal. The number of signals and distance between them is included. Variables relating to the roadway and its operation, such as the number of through lanes in each direction; how many vehicles each lane can accommodate; the posted speed; how many vehicles are likely to make turns; and the characteristics of rush hour traffic, complete the information used in the analysis.

Cost Estimates Cost estimates include a standardized factor for land value added to construction cost estimates typical for the improvement type. The estimates are provided in 1991 dollars.

1.7 ORGANIZATION OF THE REPORT

This report on the Illinois Route 64 (North Avenue) SRA route study in Kane and DuPage counties is divided into four sections:

Section One, Introduction, provides information about the SRA system and Operation Green Light; SRA route types; the Illinois Route 64 (North Avenue) SRA study area; study objectives; and the organization of the report.

Section Two, Route Overview, presents a general description of the study process; existing route characteristics; and type of recommended improvements for the overall route.

Section Three, Route Characteristics and Improvements, presents a detailed analysis of existing route characteristics and recommended route improvements. This section is organized by the following route segments on Illinois Route 64 (North Avenue) in Kane and DuPage counties.

- **Section 3.1:** DeKalb/Kane county line to Illinois Route 47
- **Section 3.2:** Illinois Route 47 to Randall Road
- **Section 3.3:** Randall Road to Kirk Road
- **Section 3.4:** Kirk Road to County Farm Road
- **Section 3.5:** County Farm Road to Interstate 355 (North-South Tollway)
- **Section 3.6:** Interstate 355 (North-South Tollway) to Illinois Route 83 (Kingery Highway)
- **Section 3.7:** Illinois Route 83 (Kingery Highway) to Interstate 294 (Tri-State Tollway)

For each route segment the following analyses are presented:

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

Environmental Characteristics. Environmental characteristics of the route segment are defined. Existing streams/wetlands/floodplains, historic properties and districts, flora/fauna, waste disposal sites, sensitive land uses and other environmental characteristics are discussed and shown on the corresponding aerial base maps.

Existing and Projected Development Characteristics. The existing and projected development characteristics of the route segment are analyzed. Jurisdictional boundaries are defined. Existing land use characteristics are examined with respect to the types, density

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 1: Introduction

setbacks and access locations. Future development potential are examined by identification of vacant land, redevelopment plans or likelihood and other planned development in the vicinity. Finally, public and institutional areas are identified by location and type. The existing and projected development characteristics are shown on corresponding aerial base maps.

Recommended Improvements. The recommended improvements are identified in this section for each route segment. Ultimate and low-cost improvements are specified in the categories of roadway, traffic signalization, access management, transit and other relevant areas. Right-of-way requirements for the implementation of the recommended improvements are identified. Potential environmental impacts to the implementation of the recommended improvements and right-of-way expansion are analyzed. Cost estimates relating to construction of the recommended improvements and acquisition of right-of-way are given.

Section Four, Public Involvement, summarizes the public involvement process in Kane and DuPage counties during the study, including the Illinois Route 64 (North Avenue) SRA Advisory Panel meetings, the Advisory Panel newsletters, the public hearings and other efforts to promote local involvement in the study process.

SECTION TWO **ROUTE OVERVIEW**

2.1 THE ILLINOIS ROUTE 64 (NORTH AVENUE) SRA STUDY AREA

Illinois Route 64 (North Avenue) is an SRA route for a total distance of 50 miles, from the Kane/DeKalb county line to Lake Shore Drive in the City of Chicago. This report includes the segments of North Avenue located in Kane County and DuPage County, from the Kane/DeKalb county line to the DuPage/Cook county line at Interstate 294 (Tri-State Tollway), a distance of 34 miles. (See *Figure 2.1.*) In Kane County and DuPage County, Illinois Route 64 passes through the communities of St. Charles, West Chicago, Carol Stream, Glendale Heights, Lombard, Addison, Villa Park and Elmhurst.

2.2 REGIONAL TRANSPORTATION FACILITIES

Figure 2.1 indicates the existing and proposed linkages for North Avenue in Kane County and DuPage County to the regional transportation system as defined in the 2010 Transportation System Development (TSD) Plan prepared by the Chicago Area Transportation Study.

Illinois Route 64 (North Avenue) intersects three existing expressways and seven other SRA routes in Kane and DuPage counties. The expressways are: Interstate 355 (North-South Tollway), Interstate 290 and Interstate 294 (Tri-State Tollway). The SRA routes are: Illinois Route 47, Randall Road, Kirk Road, Illinois Route 59, County Farm Road, Bloomingdale Road and Illinois Route 83.

Metra commuter rail service is provided between Geneva and North Western Station in Chicago on the Chicago & North Western West line, which parallels Illinois Route 64. Stations are located in Geneva, West Chicago, Winfield, Wheaton, Glen Ellyn, Lombard, Villa Park and Elmhurst.

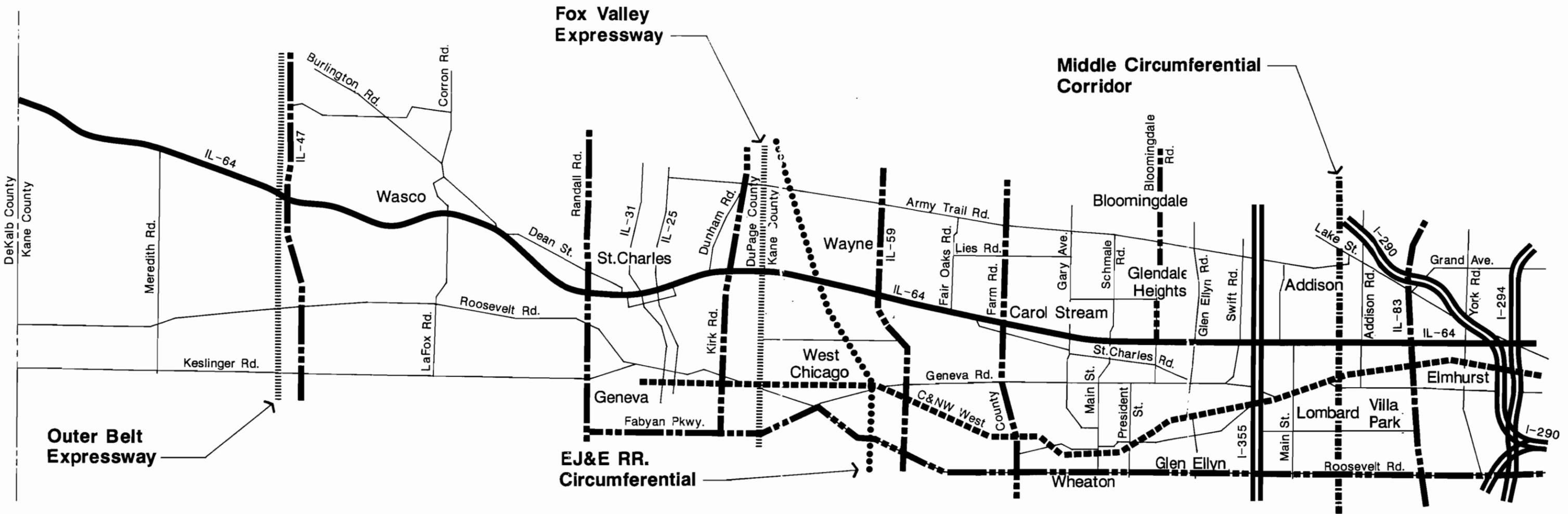
Two expressway corridors of the future designated in the 2010 TSD Plan intersect Illinois Route 64: the Outer Belt Expressway and the Fox Valley Expressway. Illinois Route 64 also intersects one major transit facility corridor of the future identified in the 2010 TSD Plan, a 105 mile circumferential line along the Elgin Joliet & Eastern Railroad right-of-way. The Middle Circumferential, a major transit project identified in the 2010 TSD Plan, will intersect Illinois Route 64 east of Interstate 355. These corridors of the future are included in the 2010 TSD for right-of-way preservation and potential post-2010 development.

2.3 PROJECTED TRAVEL DEMAND

Figure 2.2 indicates the projected 2010 travel demand in terms of average daily traffic (ADT) for Illinois Route 64 (North Avenue) in Kane County and DuPage County. The projected 2010 ADT travel demand forecasts are taken from the regional travel simulation model developed by the Chicago Area Transportation Study.

2.4 ROUTE AREA TYPES

Illinois Route 64 (North Avenue) in Kane County and DuPage County has been classified as a rural SRA route from the Kane/DeKalb County line to Randall Road and as a suburban SRA route from



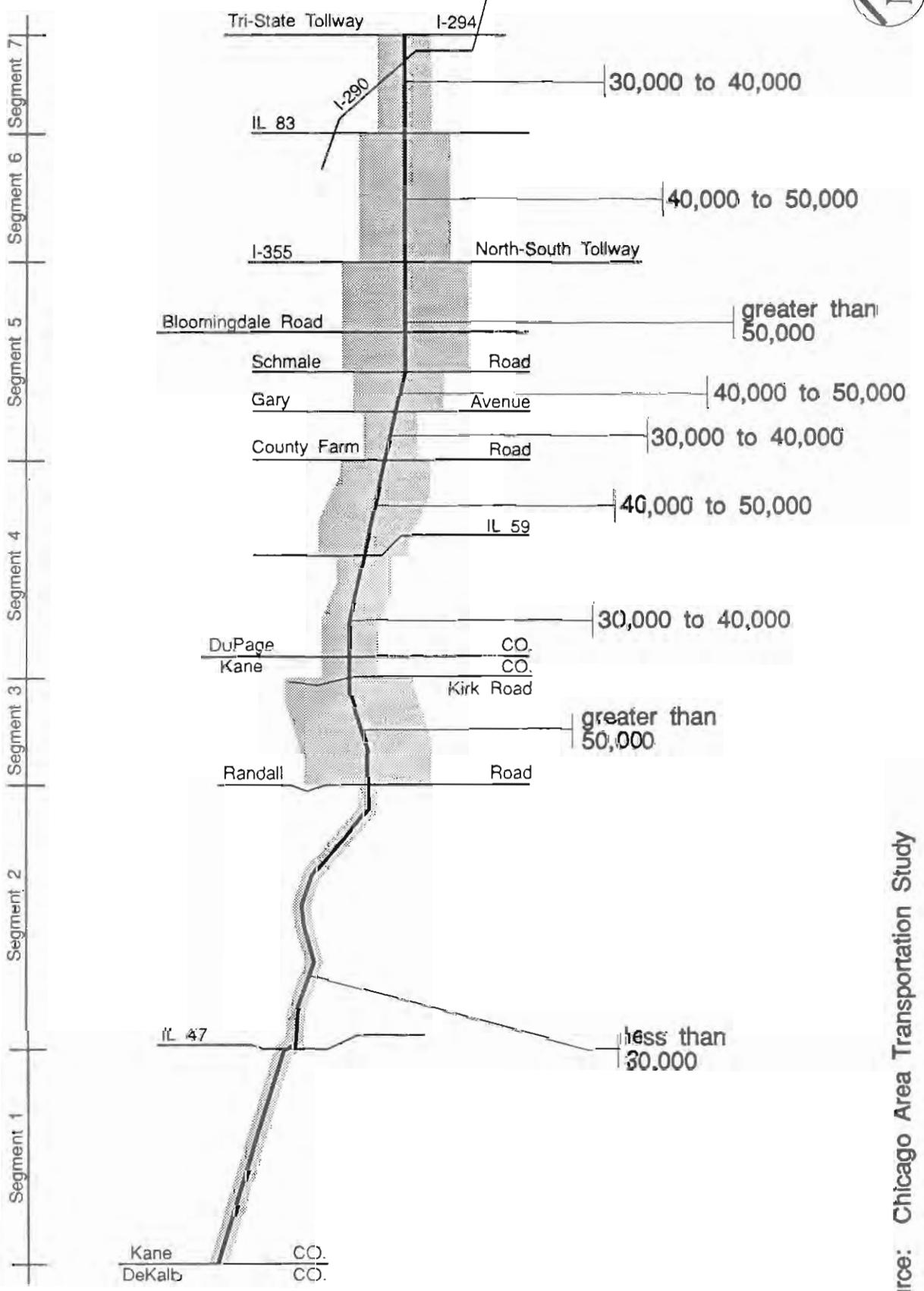
- Illinois 64 SRA Route**
- Other SRA Route**
- ==== Existing Expressway**
- Expressway Corridor of the Future**
- Existing Major Transit Facility**
- Major Transit Project**
- Major Transit Facility Corridor of the Future**



Illinois 64 (Kane and DuPage Counties)

Regional Transportation Facilities





Source: Chicago Area Transportation Study

Illinois Route 64 (Kane/DuPage County)

prepared by Harland Bartholomew & Associates, Inc.

2010 Projected Travel Demand Volumes

Figure 2.2

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 2: Route Overview

Randall Road to Interstate 294 (Tri-State Tollway) at the DuPage/Cook County line. Illinois Route 64 is also classified as a suburban SRA route in Cook County between Interstate 294 and Illinois Route 43 (Harlem Avenue). The design speed for a rural SRA is 60 miles per hour, and the desirable minimum level of service is "C" at which average travel speeds are equal to the typical free flow speed of 55 miles per hour. The design speed for a suburban SRA is 45 miles per hour, and the desirable minimum level of service is "C/D" at which average travel speeds are between 40 and 55 percent of the typical free flow speed of 40 miles per hour.

2.5 EVALUATION OF EXISTING ROUTE CHARACTERISTICS AND RECOMMENDED ROADWAY IMPROVEMENTS

Table 2.1 identifies the existing and recommended right-of-way width and number of lanes for each segment of Illinois Route 64 in Kane and DuPage counties. The recommended right-of-way width is the ultimate desirable right-of-way width for the segment. The minimum desirable right-of-way width for a rural SRA route is 168 feet, and the minimum desirable width for a suburban SRA route is 120 feet. Where the existing right-of-way exceeds the minimum, as it does between Kirk Road and Illinois Route 83, it is recommended that the existing width be maintained. Although the full recommended right-of-way width may not be acquired by 2010, due to development or other constraints, the full recommended width should be protected so that future development or redevelopment do not encroach on the ultimate right-of-way.

The recommended number of through lanes in each direction is based upon an evaluation of the projected 2010 travel demand, along with the existing roadway characteristics and character of development in each segment. On some portions of the route, due to limited right-of-way and proximity of development or other constraints, the recommended number of lanes may be less than required to accommodate the projected travel demand. The results of the capacity analyses comparing the projected 2010 travel demand to the recommended roadway configurations for Illinois Route 64 in Kane and DuPage Counties are presented in *Table 2.2*. Also, the recommended right-of-way width in some segments may be able to accommodate additional traffic lanes as a post-2010 improvement.

Between the DeKalb/Kane county line and Randall Road, the existing right-of-way width and number of lanes on Illinois Route 64 are less than the minimum desirable for the respective rural and suburban SRA route types. Due to the relative lack of development west of Illinois Route 47, an ultimate right-of-way width of 200 feet is achievable, and this width is consistent with the criteria for a rural SRA route. Between Illinois Route 47 and Randall Road where Illinois Route 64 is also classified as a rural route, significant suburban development has occurred in the last few years along much of the route, and this development poses potential constraints for acquisition of sufficient right-of-way to meet the criteria for a rural SRA route. Therefore in this segment the recommended right-of-way width of 150 feet is consistent with the criteria for a suburban SRA route. This right-of-way width can accommodate the recommended two through lanes in each direction with either the proposed 46-foot wide median or 30-foot wide median. The projected 2010 travel demand of less than 30,000 vehicles per day can be accommodated with two through lanes in each direction; as a post-2010 improvement, if necessary, three through lanes in each direction could be provided with a 30-foot wide median.

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 2: Route Overview

TABLE 2.1				
Existing and Recommended Right-of-Way Width and Number of Through Traffic Lanes				
	Right-of-Way Width (feet)		Number of Through Lanes in Each Direction	
	Existing	Recommended	Existing	Recommended
DESIRABLE STANDARD FOR A RURAL SRA		168-210		2 ⁽¹⁾
DESIRABLE STANDARD FOR A SUBURBAN SRA		120-150		3
DESIRABLE STANDARD FOR AN URBAN SRA		96-110 ⁽²⁾		2
Segment 1 DeKalb County Line to Illinois 47	66-80	200	1	2
Segment 2 Illinois 47 to Randall Road ⁽³⁾	66-110	150	1	2
Segment 3 Randall Road to Kirk Road ⁽⁴⁾	70-100	70-150	2	2
Segment 4 Kirk Road to County Farm Road	150-200	200	2	3
Segment 5 County Farm Road to Interstate 355	200	200	2-3	3
Segment 6 Interstate 355 to Illinois 83	120-200	200	2-3	3
Segment 7 Illinois 83 to Interstate 294 ⁽⁴⁾	66-100	66-100	2	2
⁽¹⁾ Provision for future expansion to three lanes. ⁽²⁾ 72-86 feet where bus/HOV lanes are not provided. ⁽³⁾ This segment to meet modified suburban criteria. ⁽⁴⁾ Sections between Randall Road and Tyler Road in St. Charles, and between West Avenue and Interstate 290 in Elmhurst to meet modified urban criteria.				

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 2: Route Overview

Table 2.2					
Summary of Arterial Corridor Capacity Analysis					
Segment	Projected Travel Demand (AADT)⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT)⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
Segment 1 Kane County Line to Illinois 47	< 30,000	4 *	31,000	C	Yes
			33,000	D	
Segment 2 Illinois 47 to Randall Road	< 30,000	4 *	31,000	C	Yes
			34,000	D	
Segment 3A Randall Road to 7th Street	> 50,000	4 *	28,000	C	No
			6 *	42,000	
			48,000	D	
Segment 3B 7th Street to 13th Avenue	> 50,000	4 *	25,000	D	No
			6	38,000	
Segment 3C 13th Avenue to Kirk Road	> 50,000	4 *	25,000	C	No
			6	29,000	
			38,000	C	
			43,000	D	
Segment 4A Kirk Road to Illinois 59	30 to 40,000	6 *	43,000	C	Yes
			8	47,000	
			58,000	C	Yes
			62,000	D	
Segment 4B Illinois 59 to County Farm Rd	40 to 50,000	6 *	43,000	C	No
			8	47,000	
			58,000	C	Yes
			63,000	D	
⁽¹⁾ Average Annual Daily Traffic					
* - Indicates recommended number of through lanes for this segment.					

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 2: Route Overview

Table 2.2 (continued) Summary of Arterial Corridor Capacity Analysis					
Segment	Projected Travel Demand (AADT)⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT)⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
Segment 5A County Farm Rd to Bloomingdale	> 50,000	6 *	44,000 47,000	C D	No
		8	58,000 63,000	C D	Yes
Segment 5B Bloomingdale Rd to Interstate 355	> 50,000	6 *	46,000 49,000	C D	No
		8	62,000 66,000	C D	Yes
Segment 6A Interstate 355 to Addison Road	40 to 50,000	6 *	44,000 48,000	C D	No
		8	59,000 64,000	C D	Yes
Segment 6B Addison Road to Illinois 83	40 to 50,000	6 *	43,000 48,000	C D	No
		8	58,000 64,000	C D	Yes
Segment 7 Illinois 83 to Interstate 294	30 to 40,000	4 *	30,000 33,000	C D	No
		6	46,000 50,000	C D	Yes
⁽¹⁾ Average Annual Daily Traffic					
* - Indicates recommended number of through lanes for this segment.					

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 2: Route Overview

Between Randall Road and 13th Street, the existing right-of-way width is as little as 70 feet, and through downtown St. Charles buildings have no setback from the right-of-way. There is on-street parking in the downtown area and no feasible opportunities exist to relocate this parking. The recommended roadway configuration through this area recognizes these constraints, providing for retention of the existing four-lane cross-section with on-street parking retained through the downtown area. A variety of on-route improvements are recommended to improve the flow of traffic, including extension of the existing traffic signal interconnection, prohibition of left-turns where turn lanes cannot be provided, and intersection capacity improvements. However, in order to handle the projected travel demand for Illinois Route 64 through this area, additional off-route capacity would be required. Previous and on-going studies have addressed the need for additional capacity in a broader context, and although several different proposals have been identified for additional east-west through routes and/or crossings of the Fox River, to date there is no consensus on a recommended location. In this context, it should be noted that the more distant additional east-west routes are from Illinois 64, the less ability they would have to relieve future travel demand on Illinois Route 64.

East of 13th Street to Tyler Road, the existing right-of-way widths of between 80 and 130 feet will allow a four-lane roadway cross-section with a continuous median. Between Tyler and Kirk Roads, the desirable ultimate suburban SRA right-of-way width of 150 feet would be achievable. Although the recommended roadway cross-section would continue to provide only four through lanes to be consistent with the four-lane cross-section to the west, the recommended right-of-way width would provide for extra median width to allow dual left-turn lanes to be developed at the major intersections, and would allow for separate right-turn lanes where necessary.

In the route segments between Kirk Road and Illinois Route 83, the existing right-of-way widths, which are typically 200 feet, will accommodate the recommended six-lane cross-section. In the few areas where the right-of-way is less than 200 feet wide, east of Addison Road and west of Smith Road, protection of an ultimate 200-foot width is recommended. While a typical six-lane arterial roadway configuration would not be able to provide adequate capacity for the projected travel demand in the segments between Kirk Road and Illinois Route 83, the recommended roadway configuration provides additional features, such as 12-foot wide paved shoulders, a wide median and greater access control. The proposed median width is 30 feet between Kirk Road and Illinois Route 59, 46 feet between Illinois Route 59 and Addison Road and 30 feet between Addison Road and Illinois Route 83. This would provide greater capacity than a typical arterial to handle the projected 2010 demand volumes; should additional lanes become necessary for adequate capacity in the future, the paved shoulders could be converted to through traffic lanes.

In Segment 7 of the route, between Illinois Route 83 and Interstate 290 in Elmhurst, there are also significant constraints, particularly between West Avenue and Interstate 290. In this area, the existing right-of-way is only 66 feet wide, and existing residential and institutional uses are located within 20 to 25 feet of the right-of-way through most of this segment. Because widening of the roadway to provide additional lanes is infeasible due to these constraints, the recommended roadway configuration retains the existing four-lane roadway cross-section without a median. While it is infeasible to provide a level of improvement which would provide adequate capacity for the projected travel demand, on-route improvements to maintain traffic flow through this segment include retention of existing restrictions on left-turns, interconnection of traffic signals and intersection capacity improvements. There are only a limited number of secondary or local arterial

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 2: Route Overview

routes, primarily Grand Avenue, U.S. Route 20 (Lake Street) and St. Charles Road, which parallel Illinois Route 64 in this segment. However, improvements to these routes, where feasible, could provide for more capacity for local trips within the area as alternatives for some of the projected travel demand on Illinois Route 64.

2.6 TRANSIT

Existing transit service in the Illinois Route 64 study area in Kane and DuPage counties includes Pace bus service and Metra rail commuter service. The following sections discuss existing service and conditions, as well as the general type of recommended improvements for the overall route. Specific recommended improvements are discussed with their respective route segments in Section Three of this report.

2.6.1 Existing Transit Services and Facilities

Bus Service

Pace provides conventional bus service supplemented by their Dial-a-Ride Program. The average weekday ridership and service type are shown in *Table 2.3*.

Table 2.3 Pace Route Characteristics			
Route Number	Average Weekday Ridership	Passengers Per Revenue Hour	Service Type ⁽¹⁾
309	1,358	41.3	inner suburban
643/645	66	16.9	rush hour
653	115	21.6	rush hour
655	64	22.4	rush hour
657	148	25.5	rush hour
700	51	15.8	rush hour
708	76	21.1	rush hour
709	80	36.9	rush hour
710	112	25.9	rush hour
711	129	9.8	outer suburban
801	424	22.7	outer suburban

⁽¹⁾Pace service types for INNER SUBURBAN (suburban Cook and eastern DuPage Counties); OUTER SUBURBAN (collar counties and less densely populated areas of Cook county); and RUSH HOUR.
Source: Pace Quarterly Route Review, January-March 1990.

The Pace routes are primarily oriented to conveying local commuters from home to rail service and shopping. These feeder routes are quite intensive in the communities in eastern and central DuPage County, providing coverage both north and south of North Avenue. Because the service is oriented to the Metra commuter rail stations south of North Avenue,

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 2: Route Overview

the feeder routes typically cross North Avenue, but operate on the SRA route for only a short distance, if at all. Routes #643 and #645 operate as reverse feeders from the Elmhurst Metra station to northeast and northwest Elmhurst. Routes #653, #655 and #657 all provide feeder service to the Glen Ellyn Metra station from Glendale Heights: Route #653 also provides service from Bloomingdale. Route #700 provides feeder service from Addison and Villa Park to the Villa Park Metra station, and also provides reverse feeder service to the Addison Industrial Park. Routes #708, #709 and #710 all provide feeder service to the Wheaton Metra station from Carol Stream and Wheaton.

There are, however, three routes providing more extensive service. Route #309 provides service between downtown Elmhurst and the CTA Lake-Dan Ryan rapid transit station at Illinois Route 43 (Harlem Avenue) in River Forest; this route operates on Illinois Route 64 east of Elmhurst. Route #801, which crosses Illinois Route 64 on Illinois Route 25 in St. Charles provides service linking communities in the Fox Valley. These two routes, as well as Route #711 providing local service in Carol Stream and Wheaton, operate throughout the day rather than operating only during morning or afternoon peak periods.

Commuter Rail Service

Metra commuter rail service is available on the Chicago and North Western West Line which operates between Geneva and the North Western station in downtown Chicago. Stations in Elmhurst and Villa Park are located less than one mile from Illinois Route 64. For stations from Lombard west to Geneva, the distance from Route 64 increases to as much as two to three miles.

The stations with the heaviest weekday ridership are at Wheaton and Glen Ellyn, where over 2,000 passengers board at each station. These stations have the most extensive Pace feeder service. *Table 2.4* displays data for all stations between Elmhurst and Geneva.

Future Plans

The 2010 TSD Plan identifies a 105-mile long circumferential route along the Elgin, Joliet & Eastern rail line as a transit corridor of the future. The portion of this route between Aurora and Barrington is now being evaluated for transit service, and Metra has defined the DuPage County Airport development zone at Illinois Route 64 as potential station site. This location would also have potential joint development opportunities, integrating various transit services and other facilities. In addition, Pace is studying various options for service to the Sears development now underway in Hoffman Estates, creating the potential for increased volume and coverage of north-south service through the Illinois Route 64 study area.

In addition, the 2010 TSD Plan also identifies the Middle Circumferential corridor as a major transit project intersecting Illinois Route 64 east of Interstate 355.

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 2: Route Overview

Table 2.4 Commuter Rail Services				
Line	Station	Entering Weekday Passengers	Parking Spaces 11/12/90	Parking Use (%)
Chicago & North Western (West line)	Elmhurst	1,783	918	84
	Villa Park	1,219	539	97
	Lombard	1,146	385	93
	Glen Ellyn	2,186	679	92
	College Ave.	946	449	77
	Wheaton	2,133	820	87
	Winfield	525	237	84
	West Chicago	464	181	83
	Genoa	1,290	728	94
	Total	11,692	4,936	
Sources: Metra Fall 1989 Station Passenger Count, Metra Parking Assessment, 11/12/90.				

2.6.2 Recommended Improvements

The following are the general types of recommended improvements for transit facilities. Specific recommended improvements for each segment of the Orchard/Randall/Illinois 31 route are discussed in Section Three with their respective route segments. In general, it is recommended that new facilities for transit service south of the Randall Road/Illinois 31 connector be offered on the SRA route.

Bus Stops

Locations for bus stops are recommended consistent with provision of express bus service along the entire length of the route. Typically, these locations are at signalized intersections with a one-quarter to one-half mile spacing and near locations of existing or planned commercial and employment centers and other transportation facilities. Typically the recommended locations will provide for bus turnouts, consistent with Pace Development Guidelines, along with shelters and paved walks within the right-of-way. However, along some segments of Illinois Route 64, such as through St. Charles and Elmhurst, turnouts cannot always be provided due to right-of-way and development constraints.

Park and Ride Facility

Several locations for potential park-and-ride facilities have been identified along the route. These could be developed as multi-purpose facilities, supporting car and van pooling as well as transit service. In conjunction with express bus service, park-and-ride facilities would offer

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES

SECTION 2: Route Overview

opportunities to serve trips to and from regional centers which would not otherwise be well served by transit.

Signage

Improved signage on the SRA route is also recommended. A comprehensive signage system should include directional signs on Illinois Route 64 at key points such as expressway interchanges and other SRAs. These directional signs should identify stations, such as those on the Chicago & North Western West line, which are near, although not directly accessible from, the SRA. Future stations on the EJ&E circumferential line in the vicinity of Illinois Route 64 should also have directional signage on the SRA. At the approaches to stations signage specific directional instructions for access drives to parking facilities, "kiss-and-ride" areas or drop-off points should be provided. Within the station area, consistent graphics should direct the motorist to specific locations. Also, for bus stops in the station areas, informational signage should provide graphic illustrations of routes, with information on schedules and connecting routes. Directional signs to and identification signs at bus stops should be installed consistent with the Pace Development Guidelines.

Transportation Center

The Transportation Center in Aurora is an example of how such facilities can be planned to accommodate the travel needs of area residents and employees. This type of facility offers a wider range of services than park-and-ride facilities. Such centers may offer "pulse point" bus services to the rail lines, parking, drop-off points, taxi stand, and commuter related commercial tenants as well: snack bar, news stand, convenience grocery, dry cleaners, day care, and shoe repair among other uses. Transportation centers tend to become more feasible at intersections of more than one transit type (e.g. the intersection of bus and commuter rail services) because the increased number of passengers provides more of a market for consumer goods and services. A potential location for such a center on Illinois Route 64 is at the DuPage County Airport in conjunction with the EJ&E transit service.

Transportation Management Associations

It is recommended that the existing transportation management associations in the region be continued, and expansion to meet increased needs along the route is encouraged. The Illinois Corridor Transportation Management Association (ICTMA) serves the southern end of the route as far north as Illinois Route 64 (North Avenue). Members of ICTMA represent local governments and major employers along the Interstate 88 corridor in Kane and DuPage counties. Their recent survey (ICTMA, *Eisenhower/I-88 Corridor Study*, administered 11/90, published 5/91) showed a strong demand for suburb-to-suburb commuter facilities in addition to the Chicago to suburb facilities already in use.

Pace Development Guidelines

Pace has published a set of development guidelines and established an official development review function. Guidelines include interior circulation to defined transit stops served with

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 2: Route Overview

adequate facilities. It is recommended that communities experiencing development of major parcels along the SRA route encourage developers to meet as many of these guidelines as are appropriate to the community.

2.7 SUMMARY OF CONSTRUCTION AND RIGHT-OF-WAY COST ESTIMATES

A summary of the construction cost estimates for the recommended improvements to Illinois Route 64 (North Avenue)/Kane and DuPage Counties is shown in *Table 2.5*. Cost estimates are also shown in 1991 dollars for the improvements.

Table 2.5	
Construction Cost Estimates for Illinois Route 64/Kane and DuPage Counties	
Improvement	Estimated Cost
Ultimate	
Roadway	\$122,000,000
Resurfacing	\$3,100,000
Intersection Improvements	\$8,200,000
Traffic Signals	\$2,100,000
Signal Interconnection	\$1,300,000
Interchange at Illinois Route 83	\$7,000,000
Structure Modification	\$3,100,000
Transit (includes land acquisition)	\$5,700,000
Right-of-way Acquisition	\$12,600,000
Total Estimated Cost for Ultimate Improvements	\$165,100,000
Low-Cost	
Signal Interconnection	\$300,000
Transit	\$120,000
Total Estimated Cost for Low-Cost Improvements	\$420,000
Total Estimated Cost for All Improvements	\$165,520,000

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - DeKalb/Kane County Line to Illinois Route 47

SECTION THREE
ROUTE ANALYSIS

3.1 SRA SEGMENT 1: DEKALB/KANE COUNTY LINE TO ILLINOIS ROUTE 47

3.1.1 LOCATION

Segment 1 of Illinois Route 64 in Kane County extends from the Kane/DeKalb County Line on the west to Illinois Route 47 on the east, a distance of seven miles. (See *Figure 3.1.*) This segment is located primarily in unincorporated Kane County. The recently incorporated community of Virgil is located approximately at the mid-point of the segment, in the vicinity of Meredith Road.

3.1.2 EXISTING FACILITY CHARACTERISTICS

Existing facility characteristics for Segment 1 of Illinois Route 64 are shown on Route Maps A-1 and A-2 (Vol. II).

Traffic Volumes

Existing traffic volume data for this segment obtained from the 1988 Kane County Traffic Map, published by the Illinois Department of Transportation, indicate an Average Annual Daily Traffic (AADT) volume of 4,400 vehicles.

Right-of-Way

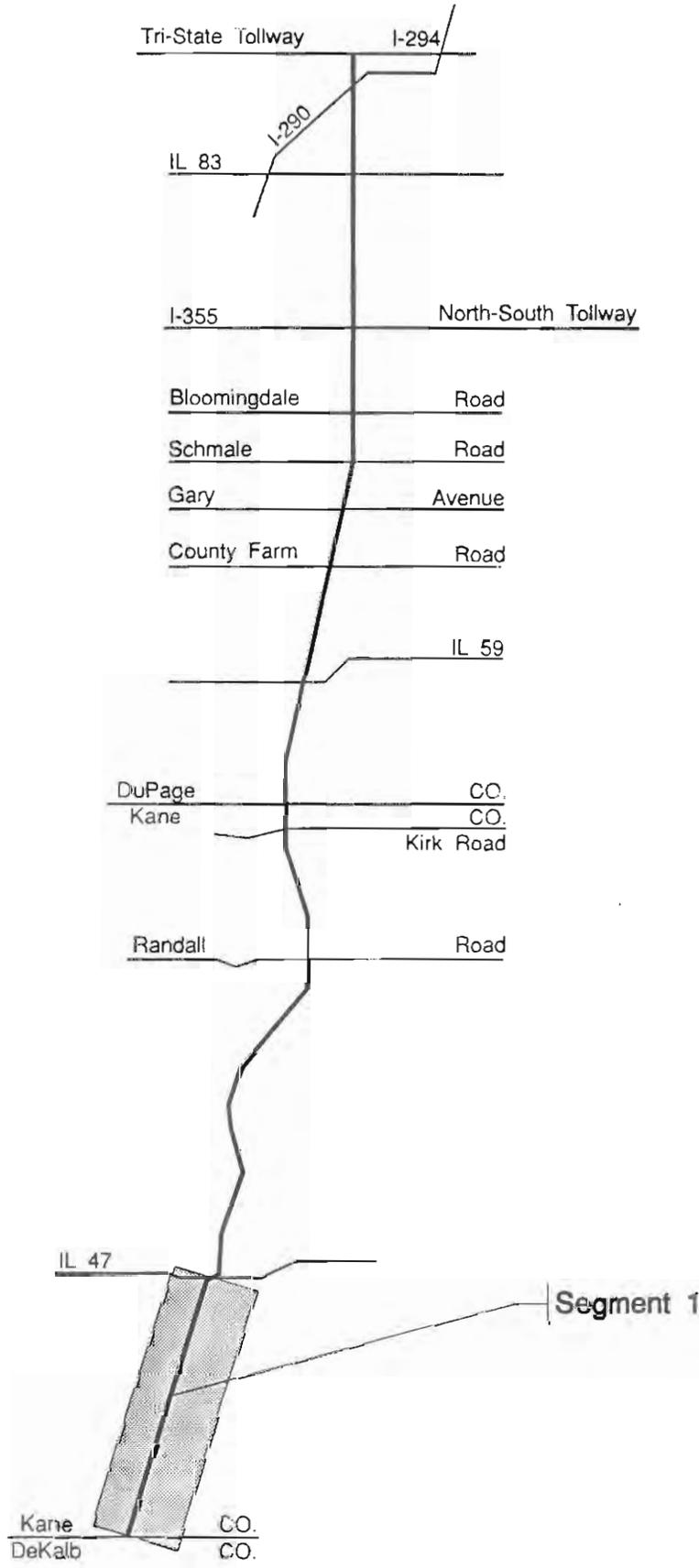
The existing right-of-way width along this segment of the route is predominantly 80 feet. However, a 66-foot wide right-of-way exists along a 2.5 mile portion from McGough Road on the west to Peplow Road on the east. Also, a one-half mile long mile section of 90-foot wide right-of-way extends from Peplow Road on the west to Meredith Road on the east.

Pavement Width and Number of Lanes

The existing roadway configuration provides two traffic lanes with one through lane of travel in each direction separated by striped pavement markings. There are no left-turn bays provided at any of the intersections. The total pavement width along the entire route segment is typically 40 feet, including eight-foot wide paved shoulders on each side of the roadway.

Traffic Signals

There are no signalized intersections in this segment. The intersection with Illinois Route 47 is controlled by a flashing red signal and is a four-way stop.



Location Map
Figure 3.1

**ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - DeKalb/Kane County Line to Illinois Route 47**

Parking, Sidewalks, and Frontage Roads

There are no frontage roads, on-street parking spaces, or sidewalks in this segment.

Structures

There are two structures in this segment. (See Table 3.1.)

Table 3.1 Existing Structures					
Structure	Structure No. (SN)	Location	Clearance		Remarks
			Vert.	Horiz.	
Virgil Ditch #1	045-0029	W. of Peplow Rd	N/A	39'	SRA over
Virgil Ditch #2	045-0030	E. of Meredith Rd	N/A	39'	SRA over
Note: N/A=Not Applicable					

Transit

There is no existing transit service on this segment. The nearest Metra station is in Geneva, and the nearest Pace service is on Illinois Route 25, east of the Fox River in St. Charles.

3.1.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for Segment 1 of Illinois Route 64 include wetlands, floodplains, prime farmland, and a sensitive land use and are shown on Route Maps B-1 and B-2 (Vol. II).

Streams/Wetlands/Floodplains

Illinois Route 64 crosses floodplains in five locations on this segment. These locations are:

- Virgil Ditch No. 3 west of Peplow Road where the floodplain is 300 feet wide,
- Virgil Ditch No. 3 west of Peplow Road where the floodplain is 400 feet wide,
- Virgil Ditch No. 2 east of Meredith Road where the floodplain is 600 feet wide,
- Virgil Ditch No. 2 west of Illinois Route 47 where the floodplain is 200 feet wide, and
- Ferson Creek where the floodplain extends 400 feet west of the intersection at Illinois Route 47.

Wetlands are in close proximity to the right-of-way in three areas: on the south side of the route west of McGough Road; on the north side of the route east of Fabris Road, and; on the north side of the route west of Peplow Road.

Prime Farmland

All but four areas along the segment have been classified as prime farmland: around the intersections at McGough Road, Meredith Road and Illinois Route 47, and an area on the south side of the route, 1/2 mile east of Meredith Road.

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - DeKalb/Kane County Line to Illinois Route 47

Sensitive Land Uses

The Great Western Bicycle Trail right-of-way is contiguous with the route from east of Peplow Road to west of Illinois Route 47.

3.1.4 DEVELOPMENT CHARACTERISTICS

Existing development characteristics and potential future development on this segment are indicated on Route Maps C-1 and C-2 (Vol. II).

Jurisdiction

Most of the land abutting the segment is in unincorporated portions of Kane County. The segment passes near or through the unincorporated communities of Richardson and Lily Lake, and the recently incorporated Village of Virgil.

Type and Intensity of Development

Land use is primarily agricultural. Most single-family residential development is contained within two subdivisions: one located east of Meredith Road on the south side of the route and the other located on the north side of the route west of Illinois Route 47. There are also scattered farmhouses along this segment. There are commercial and industrial uses at the intersections with major thoroughfares including McGough Road, Meredith Road and Illinois Route 47.

Development Access and Setback

Farmhouses in this segment have driveways which intersect the route. Cross streets provide access to the residential subdivisions. Curb cuts are provided for properties around the major intersections.

Building setbacks on this segment are generally greater than 50 feet. Exceptions are in the vicinity of Meredith Road and in the residential subdivision east of Meredith Road, where setbacks are less than 50 feet from the existing right-of-way.

Future Development

According to municipal records as of August, 1990, there are no plans for additional development. It is expected that the agricultural land will begin to be developed for other uses prior to the year 2010.

3.1.5 RECOMMENDED IMPROVEMENTS

Improvements have been recommended after evaluating the projected travel demand for the year 2010 along with the existing roadway characteristics and character of development along the route. Improvements are categorized as ultimate or low-cost and divided into

**ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - DeKalb/Kane County Line to Illinois Route 47**

those related to the roadway, intersections, traffic signalization, structures, access, transit and other improvements. Right-of-way requirements, potential environmental concerns and improvement cost estimates are also provided in this section. Recommended improvements are shown on Route Maps D-1 and D-2 (Vol. II).

Ultimate Improvements

Roadway

The recommended roadway configuration for this segment provides for two through traffic lanes in each direction with a 46-foot wide median and a 10-foot wide paved shoulder on each side of the roadway. (See *Figure 3.2*.)

To facilitate continuous north-south travel through Kane County and to avoid the need for overlapping travel on Illinois Route 64, it is recommended that Fabris Road be realigned opposite Snyder Road.

It is recommended that Illinois Route 64 be realigned through the intersection of Illinois Route 47 to improve the intersection angle and permit the post-2010 implementation of dual left-turn lanes on all legs of the intersection, as shown on Route Map D-2 (Vol. II).

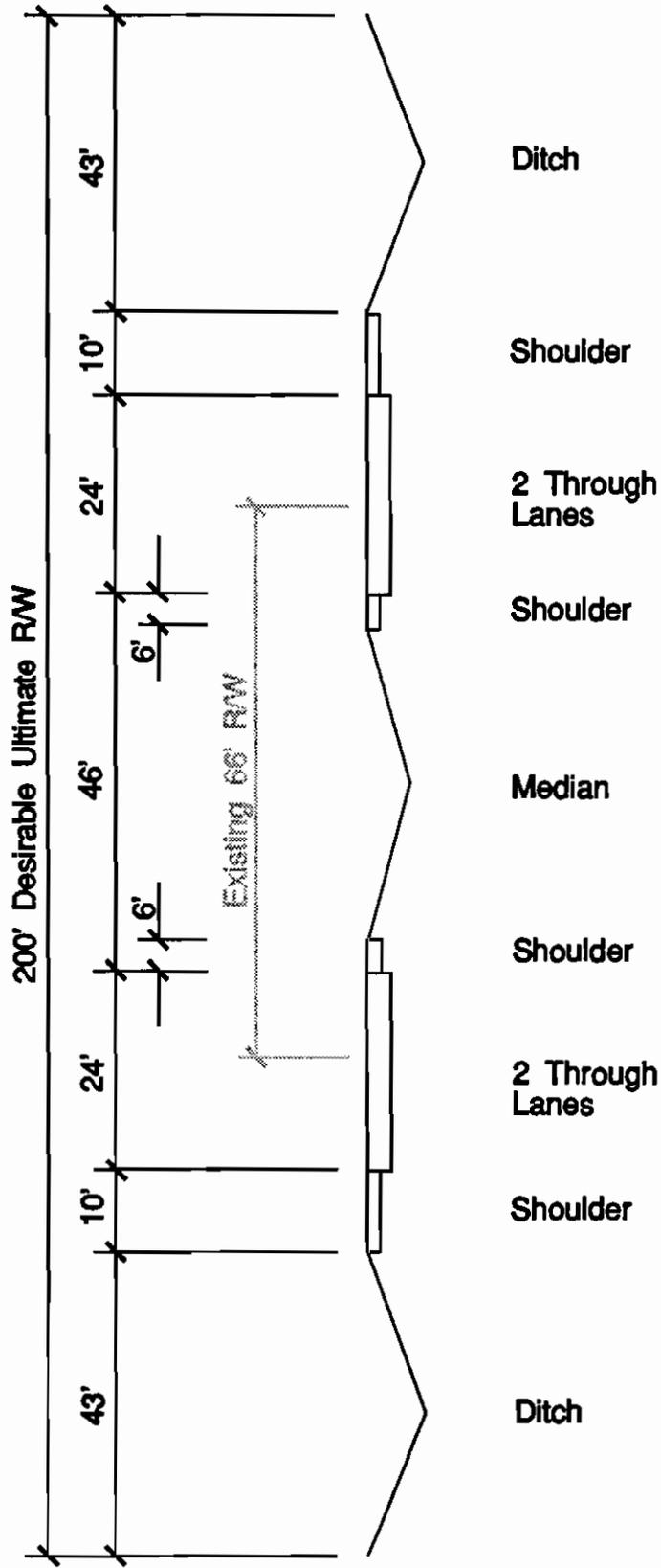
Results of the capacity analysis for Segment 1 are shown in *Table 3.2*.

Table 3.2 Capacity Analysis for Segment 1 - Illinois Route 64					
Segment	Projected Travel Demand (AADT)⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT)⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
Kane County Line to Illinois 47	< 30,000	4 *	31,000 33,000	C D	Yes
⁽¹⁾ Average Annual Daily Traffic					
* - Indicates recommended number of through lanes for this segment.					

Intersections

The recommended roadway configuration will allow development of separate left-turn and right-turn lanes as necessary at intersections along this segment. It is recommended that I.C. Trail be closed at Illinois Route 64 to remove an existing acute-angle intersection; access from Illinois Route 64 in this area would continue to be provided at Meredith Road.

Recommended improvements for the intersection of Illinois Route 64 and Illinois Route 47 include separate left- and right-turn lanes on all legs of the intersection, as shown in Detail



Section A-A
Recommended Roadway Typical Section
DeKalb/Kane County Line to Illinois Route 47
Figure 3.2

**ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - DeKalb/Kane County Line to Illinois Route 47**

1 (Vol. II). Also recommended is the closure of Woolley Road at Illinois Route 64 to avoid conflicting movements in close proximity to the Illinois Route 47 intersection.

Because Illinois Route 47 is an SRA route, the level of service for the intersection was calculated, using AADT volumes of 33,000 for Illinois Route 64 and 20,000 for Illinois Route 47. The resulting levels of service for each intersection movement and for the total intersection are shown in *Table 3.3*.

Table 3.3 Illinois Route 64/Illinois Route 47 Intersection Level of Service		
Direction	Movement	Level of Service
Illinois Route 64 eastbound	left turn	D
Illinois Route 64 eastbound	through	D
Illinois Route 64 eastbound	right turn	B
Illinois Route 64 westbound	left turn	B
Illinois Route 64 westbound	through	D
Illinois Route 64 westbound	right turn	A
Illinois Route 47 northbound	left turn	C
Illinois Route 47 northbound	through	D
Illinois Route 47 northbound	right turn	B
Illinois Route 47 southbound	left turn	A
Illinois Route 47 southbound	through	D
Illinois Route 47 southbound	right turn	B
Total Intersection		D

Traffic Signalization

Potential future traffic signal locations are recommended at McGough Road, Snyder Road, Peplow Road and a future arterial road location between Meredith Road and Illinois Route 47.

The existing flashing red signal and four-way stop at Illinois Route 47 should be replaced with a conventional traffic signal.

Future signals should be installed on the route only at the recommended locations and only when the signal warrants recommended for SRA routes are met. (Recommended signal warrants for SRAs are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report.) Signals should not be installed at other than the recommended locations; additional signals would tend to impede traffic flow on the SRA route.

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - DeKalb/Kane County Line to Illinois Route 47

Structures

The existing structures over Virgil Ditch No. 3 and Virgil Ditch No. 2, will require modification to accommodate the recommended ultimate roadway cross-section of four through lanes.

Transit

Locations for future bus stops in this segment are recommended for all major intersections. These locations should be developed with bus turnout areas, shelters and other amenities as recommended in the Pace Development Guidelines.

Consideration should be given to development of park-and-ride facilities in conjunction with future express bus service along the SRA route. A potential location for such a facility in this segment would be at the intersection of Illinois Route 64 with Illinois Route 47 where the proximity to two SRAs would allow the facility to serve two routes.

Low-Cost Improvements

Traffic Signalization

Traffic signals should be installed at the recommended locations when the signal warrants recommended for SRA routes are met.

Access Management

As parcels are developed, it is recommended that access be limited to locations for future access points shown on Route Maps D-1 and D-2 (Vol. II). These locations are spaced at least one-quarter mile apart. The locations of potential future collector roads intersecting Snyder Road and Peplow Road at Route 64 as well as the future arterial road location east of Meredith Road are also intended to provide for alternative access to future development. Wherever possible in areas of existing development, access should also be consolidated to minimize the number of access points on the SRA route.

Transit

Directional signage is recommended on this segment of Illinois Route 64 for Metra Service on the Chicago & North Western West Line at the Geneva Station. This signage should indicate distance and direction to the station.

3.1.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

It is recommended that a right-of-way width of 200 feet be protected for all of Segment 1 to allow implementation of the recommended ultimate roadway cross-section. Right-of-way should also be protected for the realignment of Illinois Route 64 west of Illinois Route 47

**ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - DeKalb/Kane County Line to Illinois Route 47**

3.1.7 POTENTIAL ENVIRONMENTAL CONCERNS

The recommended desirable right-of-way should be studied with respect to its impact on floodplain, prime farmland and the Great Western Bicycle Trail. A northward shift of the bicycle trail may be required.

The impact of the proposed realignment of Illinois Route 64 at the intersection of Illinois Route 47 on the wetlands should be evaluated prior to finalization of the realignment.

3.1.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES

A summary of the construction cost estimates for the recommended improvements to Segment 1 of Illinois Route 64 (North Avenue) in Kane County is shown in *Table 3.4*.

Table 3.4 Construction Cost Estimates for Segment 1 - Illinois Route 64 (Kane County)	
Improvement	Estimated Cost
Ultimate	
Roadway	\$20,400,000
Intersection Improvements	\$200,000
Traffic Signals	\$400,000
Structure Modification	\$200,000
Transit (includes land acquisition)	\$600,000
Right-of-way Acquisition	\$1,700,000
Total Estimated Cost for Ultimate Improvements	\$23,500,000
Low-Cost	
Transit	\$20,000
Total Estimated Cost for Low-Cost Improvements	\$20,000
Total Estimated Cost for All Improvements	\$23,520,000

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Illinois Route 47 to Randall Road

3.2 SRA SEGMENT 2: ILLINOIS ROUTE 47 TO RANDALL ROAD

3.2.1 LOCATION

Segment 2 of Illinois Route 64 extends from Illinois Route 47 on the west to Randall Road on the east, a distance of approximately 7.5 miles. (See *Figure 3.3.*) Except for the area immediately west of Randall Road, which is located in the City of St. Charles, Segment 2 is entirely located in unincorporated Kane County.

3.2.2 EXISTING FACILITY CHARACTERISTICS

Existing facility characteristics for Segment 2 of Illinois Route 64 are shown on Route Maps A-2, A-3 and A-4 (Vol. II).

Traffic Volumes

Existing traffic volumes for Segment 2, obtained from the 1988 Kane County Traffic Map published by the Illinois Department of Transportation, indicate an Average Annual Daily Traffic (AADT) volume ranging from 4,400 vehicles west of Wasco to 13,400 vehicles at Randall Road.

Right-of-Way

The existing right-of-way in Segment 2 is predominantly 80 feet in width. There are several areas of right-of-way widths as narrow as 66 feet and as wide as 110 feet, but these areas are no more than one-half mile in length. One such area is within the community of Wasco.

Pavement Width and Number of Lanes

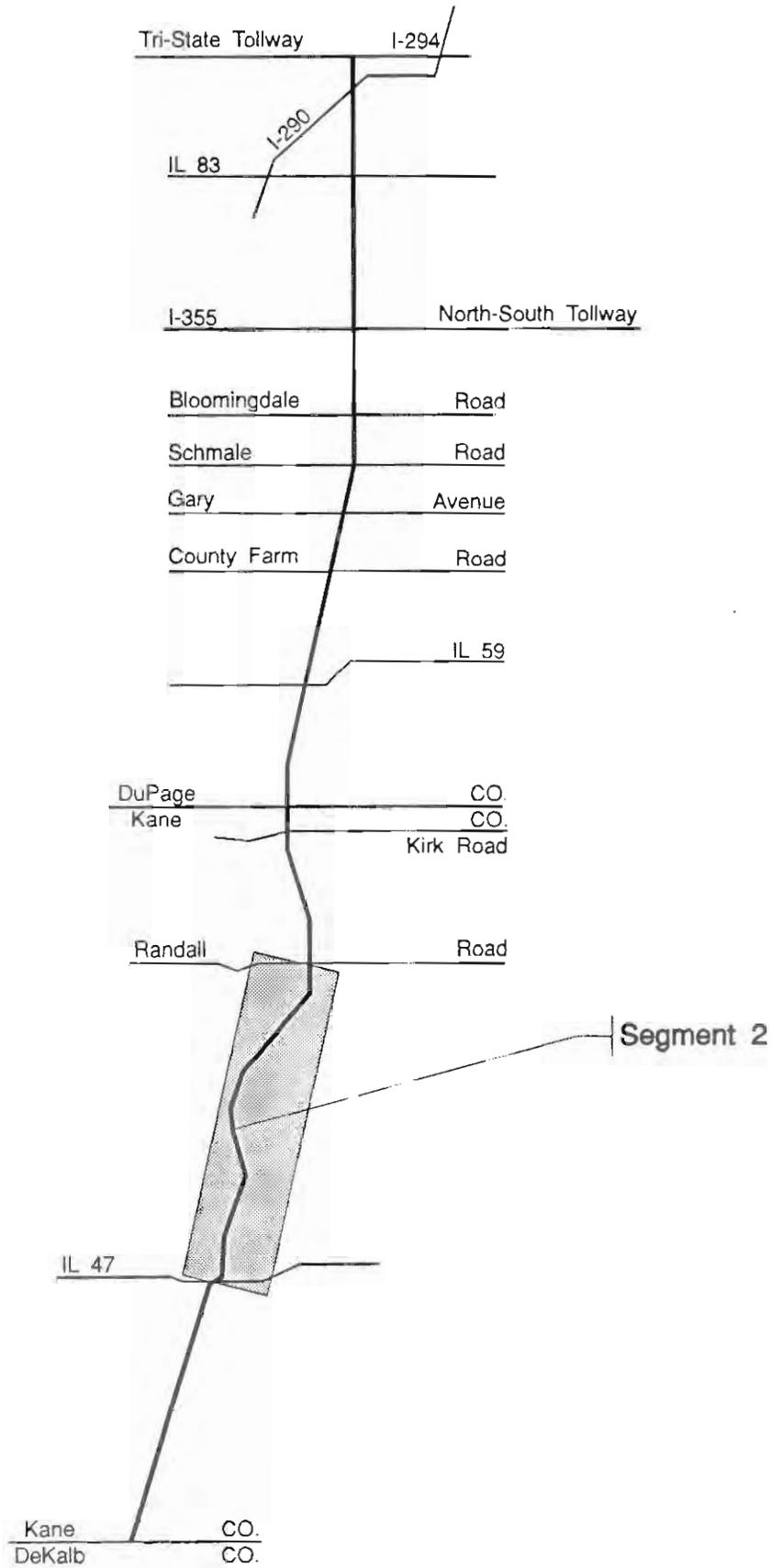
For most of this segment, the existing roadway configuration provides two traffic lanes with one through lane of travel in each direction separated by striped pavement markings. Just west of the intersection with Randall Road, the roadway widens to two through lanes in each direction, with a median providing left-turn lanes at the intersection. Except at the Randall Road intersection, the total paved roadway width is typically 24 feet along the entire route segment; there are also eight-foot wide paved shoulders on each side of the roadway.

Traffic Signals

There is one signalized intersection in this segment, as shown in *Table 3.5.*

Parking, Sidewalks, and Frontage Roads

There are no frontage roads, on-street parking spaces, or sidewalks in Segment 2.



Location Map
Figure 3.3

**ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Illinois Route 47 to Randall Road**

Table 3.5 Signalized Intersections					
Intersection	No. of Through Lanes		Turn Bays		Remarks
	EB	WB	Left	Right	
Randall Road	2	2	YES	NO	
Note: EB=eastbound; WB=westbound					

Structures

There are no structures in this segment.

Transit

There is no existing transit service on this segment. The nearest Metra station is in Geneva, and the nearest Pace service is on Illinois Route 25, east of the Fox River in St. Charles.

3.2.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for Segment 2 of Illinois Route 64 include wetlands, floodplains, historic structures, endangered species, prime farmland and sensitive land uses and are shown in Route Maps B-2, B-3 and B-4 (Vol. II).

Streams/Wetlands/Floodplains

There are seven floodplain crossings in this segment. They are.

- Ferson Creek where the floodplain extends 2000 feet east from the intersection at Illinois Route 47,
- Ferson Creek east of Hanson Road where the floodplain is 250 feet wide,
- Mill Creek east of Foxfield Drive where the floodplain is 500 feet wide,
- Mill Creek east of Brown Road where the floodplain is 1200 feet wide,
- Mill Creek east of the intersection at Wasco Road where the floodplain is 100 feet wide,
- Mill Creek east of the intersection at Wasco Road where the floodplain is 200 feet wide, and
- an unnamed creek east of the intersection at Burlington Road where the floodplain is 300 feet wide.

There are wetlands associated with these floodplains.

Historical Significance

There are two locations of historical significance in this segment. Camptown Hall, at the southwest corner of Illinois Route 64 and Town Hall Road, is a historic building listed on the National Register of Historic Places. A centennial farm and cemetery are located near the

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Illinois Route 47 to Randall Road

intersection of Illinois Route 64 and Burlington Road. The Illinois Historic Landmark Survey has identified centennial farms as those active for more than 100 years.

Flora/Fauna

Several locations within a mile of the roadway have been reported to be habitats of four species listed as endangered in Illinois. There have been sightings of both the pied-billed grebe and the yellow-headed blackbird in the vicinity of the intersection with Illinois Route 47. The other species are the spotted pondweed and the American burreed.

Prime Farmland

While there is still a significant amount of prime farmland on this segment, no large contiguous tracts exist. Prime farmland is located intermittently along Illinois Route 64:

- from one-quarter mile east of Hanson Road to Anderson Road,
- from one-half mile west of Town Hall Road on the north side of the route for a distance of one-quarter mile,
- for one-half mile west of Wasco,
- for one and one-half miles east of Wasco, and
- from one-half mile west of Peck Road to Campton Hills Drive.

Sensitive Land Uses

The Great Western Bicycle Trail is contiguous with the route between Wasco Road and Burlington Road.

Campton Forest Preserve is located southeast of the intersection with Town Hall Road.

Norton Cemetery is at the northeast corner of the intersection with Burlington Road.

3.2.4 DEVELOPMENT CHARACTERISTICS

Existing development characteristics and potential future development are indicated on Route Maps C-2, C-3 and C-4 (Vol. II).

Jurisdiction

The only section not in unincorporated Kane County is the one-quarter mile eastern end which is in the City of St. Charles. The unincorporated community of Wasco is centered at the intersections with LaFox Road and Wasco Road.

Type and Intensity of Development

Although the primary land use on this segment is agriculture, there is significantly more residential, commercial and industrial development on this segment than there is west of Illinois Route 47.

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Illinois Route 47 to Randall Road

Between Illinois Route 47 and Hanson Road, most developed properties are on the north side of the route. Single-family residential is interspersed with industrial development. Between Hanson Road and Brown Road, most abutting land is single-family residential. There is some commercial development at Town Hall Road and at Brown Road. From Brown Road to Randall Road, there is less developed land. Single-family residential is the dominant land use. Some of the residences on this segment are farmhouses. The community of Wasco includes residential, industrial, commercial development, and a school and a church. Finally, new residential development is under construction east of the intersection with the west end of Dean Street.

Development Access and Setback

Newer subdivisions have access to the route via intersecting collector streets. Buildings fronting the route are served by driveways.

Between Illinois Route 47 and Hanson Road, buildings appear to be set back more than 50 feet from the right-of-way line. While most buildings between Hanson Road and Randall Road appear to be set back more than 50 feet from the right-of-way line, scattered buildings are closer. The exception is the community of Wasco in which many buildings are within 50 feet of the right-of-way.

Future Development

A mixed-use project is planned for the southeast corner of Illinois Route 64 and Randall Road. It is expected that growth will continue at a pace consistent with that of St. Charles and surrounding communities, and much of the land on this segment could accommodate new development.

3.2.5 RECOMMENDED IMPROVEMENTS

Improvements have been recommended after evaluating the projected travel demand for the year 2010 along with the existing roadway characteristics and character of development along the route. Although Illinois Route 64 is classified as a rural route though this segment, the character is predominantly suburban, with a significant amount of residential development abutting the existing right-of-way and additional development of this character is anticipated. Therefore, the recommended improvements reflect the suburban SRA design criteria. Improvements are categorized as ultimate or low-cost and divided into those related to the roadway, intersections, traffic signalization, structures, access, transit and other improvements. Right-of-way requirements, potential environmental concerns and improvement cost estimates are also provided in this section. Recommended improvements are shown on Route Maps D-2, D-3 and D-4 (Vol. II).

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Illinois Route 47 to Randall Road

Ultimate Improvements

Roadway

The recommended roadway configuration provides four through lanes (two in each direction), with a continuous 46-foot wide depressed median. (See *Figure 3.4.*) Due to the restricted right-of-way and proximity of existing development where Illinois Route 64 bisects the unincorporated community of Wasco, it is recommended that a bypass around Wasco be considered, and that the SRA route be designated on the bypass. A suggested route, passing south of Wasco, is shown on Route Map D-3 (Vol. II).

It is recommended that Anderson Road be realigned opposite Hanson Road to facilitate continuous north-south travel through Kane County and avoid the need for overlapping travel on Illinois Route 64.

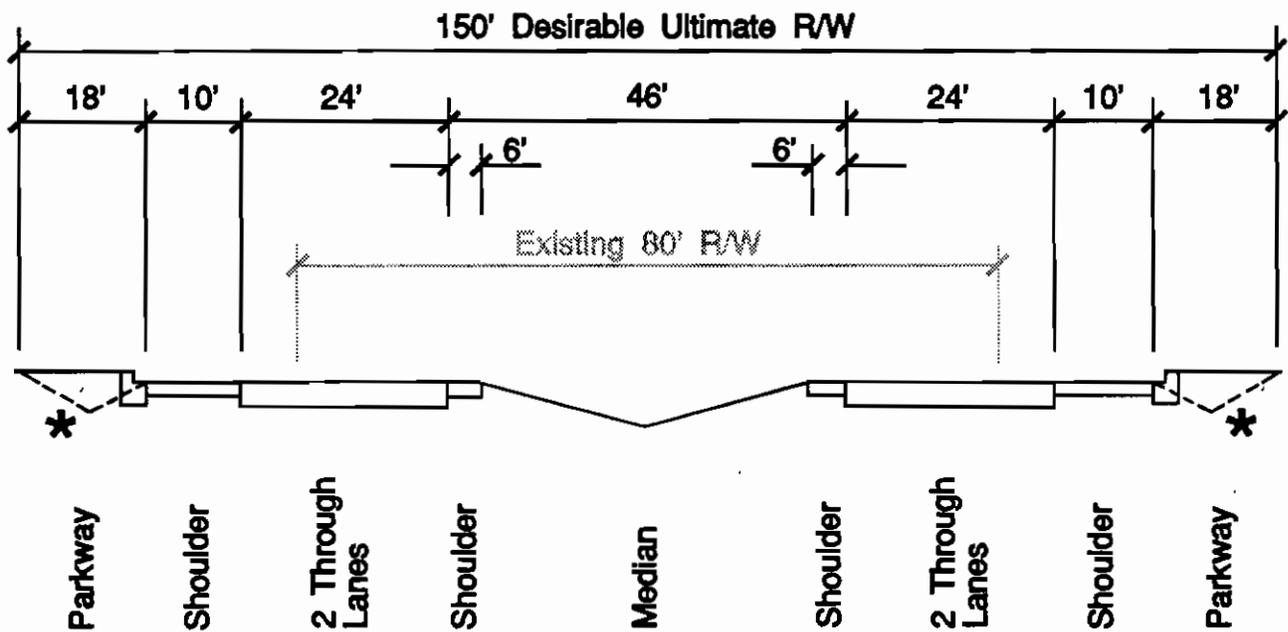
Results of the capacity analysis for Segment 2 are shown in *Table 3.6.*

Table 3.6					
Capacity Analysis for Segment 2 - Illinois Route 64					
Segment	Projected Travel Demand (AADT)⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT)⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
Illinois 47 to Randall Road	< 30,000	4 *	31,000 34,000	C D	Yes
⁽¹⁾ Average Annual Daily Traffic					
* - Indicates recommended number of through lanes for this segment.					

Intersections

The recommended roadway configuration will allow development of separate left-turn and right-turn lanes as necessary at intersections along this segment. It is recommended that Peck Road be realigned north of Illinois Route 64 to remove an existing offset intersection. Recommended improvements for the intersection of Illinois Route 64 and Randall Road include dual left-turn and separate right-turn lanes on all legs of the intersection, as shown in Detail 2 (Vol. II).

Because both Illinois Route 64 and Randall Road are SRA routes, the level of service for the intersection was calculated, using AADT volumes of 34,000 for Illinois Route 64 and 35,000 for Randall Road. The resulting levels of service for each intersection movement and for the total intersection are shown in *Table 3.7.*



* closed or open drainage system

Section B-B

Recommended Roadway Typical Section

Illinois Route 64 (Kane County) Illinois Route 47 to Randall Road

prepared by Harland Bartholomew & Associates, Inc. Figure 3.4

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Illinois Route 47 to Randall Road

Table 3.7		
Illinois Route 64/Randall Road Intersection Level of Service		
Direction	Movement	Level of Service
Illinois Route 64 eastbound	left turn	D
Illinois Route 64 eastbound	through	D
Illinois Route 64 eastbound	right turn	A
Illinois Route 64 westbound	left turn	D
Illinois Route 64 westbound	through and right turn	D
Randall Road northbound	left turn	D
Randall Road northbound	through	D
Randall Road northbound	right turn	B
Randall Road southbound	left turn	D
Randall Road southbound	through	C
Randall Road southbound	right turn	B
Total Intersection		D

Traffic Signalization

Locations are recommended for potential future traffic signals at Hanson Road, Foxfield Drive, Town Hall Road, Brown Road, LaFox Road (on the Wasco bypass alignment), Burlington Road, Dean Street, Peck Road and Campton Hills Drive. The existing signal location at Randall Road would be retained.

Future signals should be installed on the route only at the recommended locations and only when the signal warrants recommended for SRA routes are met. (Recommended signal warrants for SRAs are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report.) Signals should not be installed at other than the recommended locations; additional signals would tend to impede traffic flow on the SRA route and interfere with optimization and progression of signal systems.

Interconnection of signals in coordinated systems is recommended where signals are spaced less than one-half mile apart. In this segment, all signal locations except LaFox Road should be included in a system. Future signals at Hanson Road and Anderson Road should be interconnected, as should signals at Burlington Road and Dean Street. Two systems should be utilized for the remaining signal locations in this segment: one system would include locations between Foxfield Drive and Town Hall Road; the other system would include the signals between Peck Road and Randall Road.

Access Management

It is recommended that full access control be established for the Wasco bypass of the SRA route, with access to the bypass permitted only at the LaFox Road intersection.

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Illinois Route 47 to Randall Road

Transit

Locations for future bus stops in this segment are recommended for all major intersections. These locations should be developed with bus turnout areas, shelters and other amenities as recommended in the Pace Development Guidelines.

Consideration should be given to development of park-and-ride facilities in conjunction with future express bus service along the SRA route. Potential locations for such a facility in this segment would be at the intersection of Illinois Route 64 with LaFox Road and Campton Hills Drive. The proximity of the latter location to Randall Road, also an SRA route, could allow the facility to serve two routes.

Low-Cost Improvements

Traffic Signalization

Traffic signals should be installed at the recommended locations when the signal warrants recommended for SRA routes are met.

Access Management

As parcels are developed or redeveloped, it is recommended that access be limited to a maximum of one curb cut for each 500 feet. Recommended locations for future access points are shown on Route Maps D-2, D-3 and D-4 (Vol. II). Existing restrictions on direct access from abutting lots on this segment should be retained.

Transit

Directional signage is recommended on this segment of Illinois Route 64 for Metra Service on the Chicago & North Western West Line at the Geneva Station. This signage should indicate distance and direction to the station.

3.2.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

It is recommended that a right-of-way width of 150 feet be protected throughout this segment. As the Wasco bypass rejoins the existing right-of-way, it is recommended new right-of-way be protected on the south side of the route to Burlington Road.

3.2.7 POTENTIAL ENVIRONMENTAL CONCERNS

There are several environmentally sensitive areas on this segment which could be impacted. Expansion of the right-of-way could conceivably impact the habitats of the four endangered species listed, prime farmland, Campton Forest Preserve, the centennial farm and Norton Cemetery. However, construction of the Wasco bypass should avoid any potential conflict with the Great Western Bicycle Trail. All of these issues will likely require further analysis during the roadway design phase.

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Illinois Route 47 to Randall Road

3.2.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES

A summary of the construction cost estimates for the recommended improvements to Segment 2 of Illinois Route 64 (North Avenue) in Kane County is shown in *Table 3.8*.

Table 3.8	
Construction Cost Estimates for Segment 2 - Illinois Route 64 (Kane County)	
Improvement	Estimated Cost
Ultimate	
Roadway	\$24,000,000
Intersection Improvements	\$1,200,000
Traffic Signals	\$1,000,000
Signal Interconnection	\$500,000
Transit (includes land acquisition)	\$1,100,000
Right-of-way Acquisition	\$3,500,000
Total Estimated Cost for Ultimate Improvements	\$31,300,000
Low-Cost	
Transit	\$20,000
Total Estimated Cost for Low-Cost Improvements	\$20,000
Total Estimated Cost for All Improvements	\$31,320,000

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Randall Road to Kirk Road

3.3 SRA SEGMENT 3: RANDALL ROAD TO KIRK ROAD

3.3.1 LOCATION

Segment 3 of Illinois Route 64 in Kane County extends from Randall Road on the west to Kirk Road on the east, a distance of three miles. (See *Figure 3.5*.) This segment of the route is located entirely within the City of St. Charles.

3.3.2 EXISTING FACILITY CHARACTERISTICS

Existing facility characteristics for Segment 3 of Illinois Route 64 are shown on Route Maps A-4 and A-5 (Vol. II).

Traffic Volumes

Existing Average Annual Daily Traffic (AADT) volumes for this segment, obtained from the 1988 Kane County Traffic Map published by the Illinois Department of Transportation, indicate 22,700 vehicles between Randall Road and Illinois Route 31, 24,800 vehicles between Illinois Route 31 and Illinois Route 25, and 23,600 vehicles between Illinois Route 25 and Kirk Road.

Right-of-Way

The existing right-of-way width varies from 70 feet to 96 feet between Randall Road and the east end of Dean Street. From Dean Street to Tyler Road the right-of-way width is 80 feet, and from Tyler Road to Kirk Road the right-of-way width is 100 feet.

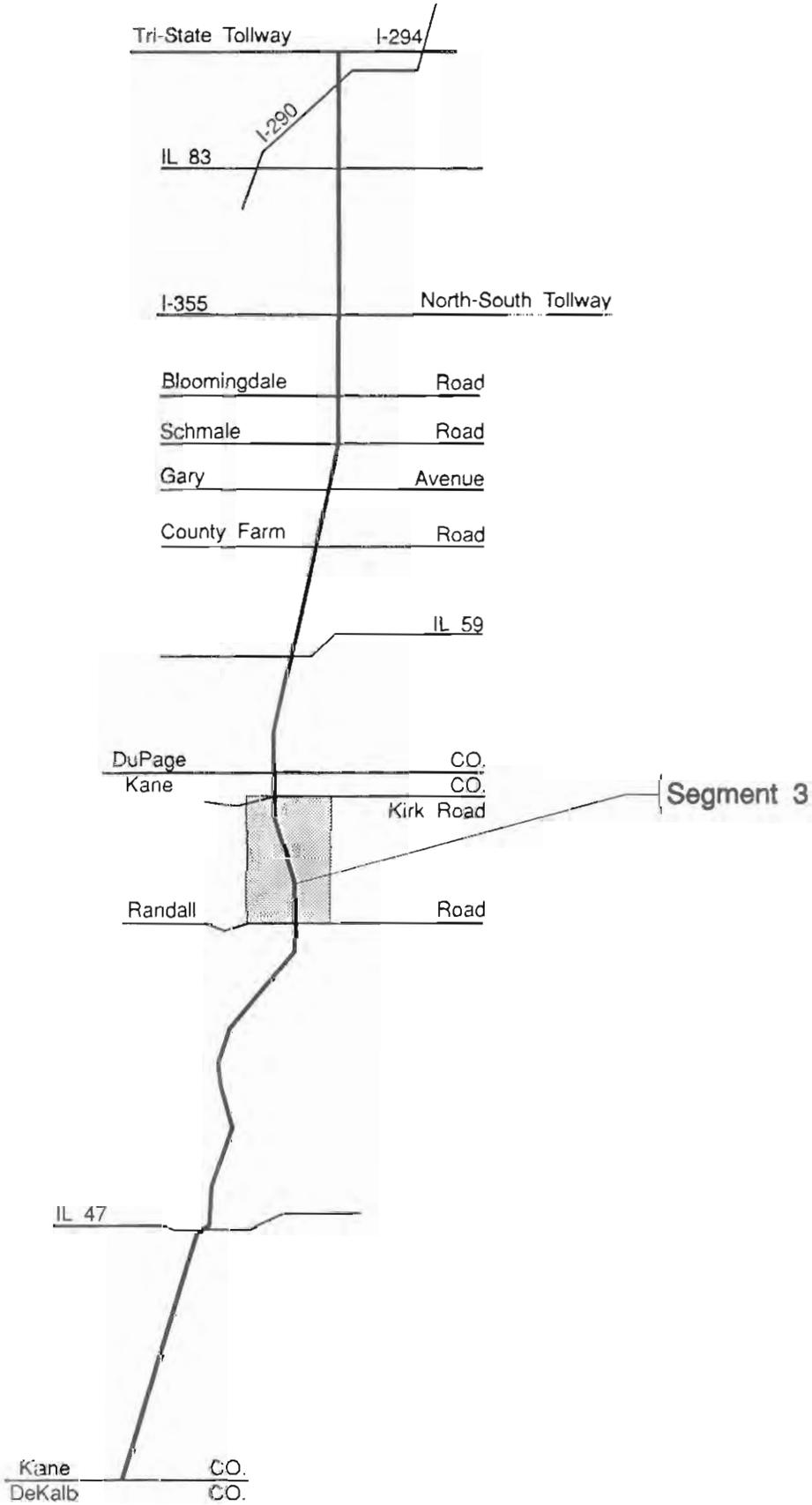
Pavement Width and Number of Lanes

The existing roadway configuration throughout this segment provides two through lanes in each direction separated by striped pavement markings. Between Randall Road and 6th Street the pavement width is 48 feet. From 6th Street, west of the Fox River to 13th Avenue, east of the river, the pavement width is 52 feet. Between 13th Avenue and Kirk Road, the pavement width is 42 feet. There is curb-and-gutter from Randall Road to Tyler Road. Between Tyler Road and Kirk Road there is an eight-foot shoulder on each side of the roadway.

Traffic Signals

In this segment, there are ten signalized intersections, as shown in *Table 3.9*.

There is an east-west interconnected signal system on Illinois Route 64 extending from 3rd Street on the west to 7th Avenue on the east. This system also includes signals on Illinois Street (one block south of Illinois Route 64) from 3rd Street to 7th Avenue. Because all signals on these two east-west streets are part of one interconnected signal system the phasing on each street operates in synchronization with one another.



Location Map
Figure 3.5

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Randall Road to Kirk Road

Table 3.9					
Signalized Intersections					
Intersection	No. of Through Lanes		Turn Bays		Remarks
	EB	WB	Left	Right	
15th Street	2	2	YES	EB	
3rd Street	2	2	NO	NO	
Illinois 31 (2nd Street)	2	2	YES	NO	
1st Street	2	2	NO	NO	
1st Avenue	2	2	NO	NO	
Illinois 25 (5th Avenue)	2	2	YES	NO	
7th Avenue	2	2	YES	NO	
Tyler Road	2	2	YES	EB	Interconnected
Dunham Road	2	2	YES	WB	Interconnected
Kirk Road	2	2	YES	YES	Interconnected, WB Dual-lefts
Note: EB=eastbound; WB=westbound					

The signals between Tyler Road and Kirk Road have been interconnected in a single system with the recently installed signals between Kirk and Smith Roads in Segment 4.

Parking, Sidewalks, and Frontage Roads

In this route segment on-street parking is permitted on both sides of the street in downtown St. Charles between 3rd Street on the west and 5th Avenue on the east including the bridge crossing the Fox River. There are sidewalks on both sides of the street between Randall Road on the west and Tyler Road on the east. There are no frontage roads along this route segment.

Structures

There is one structure in this segment, as shown in *Table 3.10*.

Table 3.10					
Existing Structures					
Structure	Structure No. (SN)	Location	Clearance		Remarks
			Vert.	Horiz.	
Fox River	045-0031	St. Charles CBD	N/A	56'	SRA over
Note: N/A=Not Applicable					

Transit

Transit service is provided in this segment by Pace route #801, which operates north-south on Route 25 and Kirk Road, connecting communities in the Fox Valley. Commuter rail service

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Randall Road to Kirk Road

on the Chicago & North Western West line is available at the Geneva Metra station, located approximately two and one-half miles south of Illinois Route 64.

Other Characteristics

There is an at-grade rail crossing of the Chicago & North Western Railroad located east of downtown St. Charles at 11th Avenue.

3.3.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for Segment 3 of Illinois Route 64 include floodplains, historic structures, an endangered species, prime farmland and sensitive land uses and are shown in Route Maps B-4 and B-5 (Vol. II).

Streams/Wetlands/Floodplains

There are two floodplain crossings: in downtown St. Charles, the Fox River is approximately 250 feet wide, and east of 7th Avenue, the 7th Avenue Creek is 400 feet wide.

Historical Significance

Through downtown St. Charles, there are nine historic structures along Illinois Route 64, as shown in *Table 3.11*. The structures range in use from residential and commercial to public and institutional.

Table 3.11 Historic Structures		
Structure	Location	Type
Residence	NW corner 6th St. and Main St.	Ill. Hist. Struc. Surv.
Residence	514 W. Main Street	Ill. Hist. Struc. Surv.
Residence	521 W. Main Street	Ill. Hist. Struc. Surv.
Commercial	Main Street, west of Fox River	Ill. Hist. Struc. Surv.
Commercial	109 W. Main Street	Ill. Hist. Struc. Surv.
Commercial	107 W. Main Street	Ill. Hist. Struc. Surv.
St. Charles City Building	SW corner Cedar and 1st Ave.	Ill. Hist. Struc. Surv.
Commercial	SE corner 1st Ave. and Main St.	Hist. Struc. & Lmrk.
St. Charles Public Library	SE corner 5th Ave. and Main St.	Hist. Struc. & Lmrk.

Flora/Fauna

Habitat of the badger, an animal on the state watch list, has been reported in the vicinity of this segment.

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Randall Road to Kirk Road

Prime Farmland

Since the majority of this segment runs through developed portions of the City of St. Charles, there are relatively few prime farmland areas. On the north side of Illinois Route 64, there is a small pocket of prime farmland east of the downtown area. Another area classified as prime farmland is located on the southwest corner at Kirk Road.

Sensitive Land Uses

Thompson Junior High School is at the east end of Dean Street. There is a church on the north side of the route between 3rd Avenue and 4th Avenue and one northwest of the intersection with Kirk Road.

Lincoln Park, Baker Memorial Park, the city office complex and the post office are in downtown St. Charles.

3.3.4 DEVELOPMENT CHARACTERISTICS

Existing development characteristics and potential future development are shown on Route Maps C-4 and C-5 (Vol. II).

Jurisdiction

Segment 3 of Illinois Route 64 is located entirely within the city limits of St. Charles except for one area on the south side of the route extending west from Kirk Road.

Type and Intensity of Development

Illinois Route 64 is a main thoroughfare through St. Charles. As such, most of the land fronting the route is developed and includes industrial, commercial, residential and institutional uses. The section between 5th Street and 5th Avenue is a typical suburban town center.

There is industrial development at the Chicago & North Western railroad tracks near Randall Road and on the south side of the route around Tyler Road. On the east and west ends of this segment, there is newer, large-scale commercial development. Between the downtown area and large-scale commercial centers are areas of mixed residential, institutional and commercial use.

Development Access and Setback

There are curb cuts for each commercial and industrial development on the east and west end of this segment. The industrial park south of the route at Tyler Road has access from a local road which runs through the site. Between 14th Street, on the west side of the Fox River, and the Chicago & North Western Railroad, on the east side of the river, access is generally limited to cross streets. Alleys which intersect cross streets serve as access to some of the residences fronting the route in this segment.

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Randall Road to Kirk Road

Setbacks from the right-of-way line are minimal or non-existent within the downtown area. Setbacks are greater west of 14th Street and east of 11th Avenue, but only newer development is set back greater than 20 feet.

Future Development

According to municipal records as of August 1990, there are no specific plans for development on this segment. Vacant land is interspersed with the existing commercial and industrial development east of 11th Avenue and can be expected to absorb some of the area's projected growth. The St. Charles Comprehensive Plan indicates commercial development for the undeveloped areas west of Kirk Road and office and research development for the southwest corner at Kirk Road.

3.3.5 RECOMMENDED IMPROVEMENTS

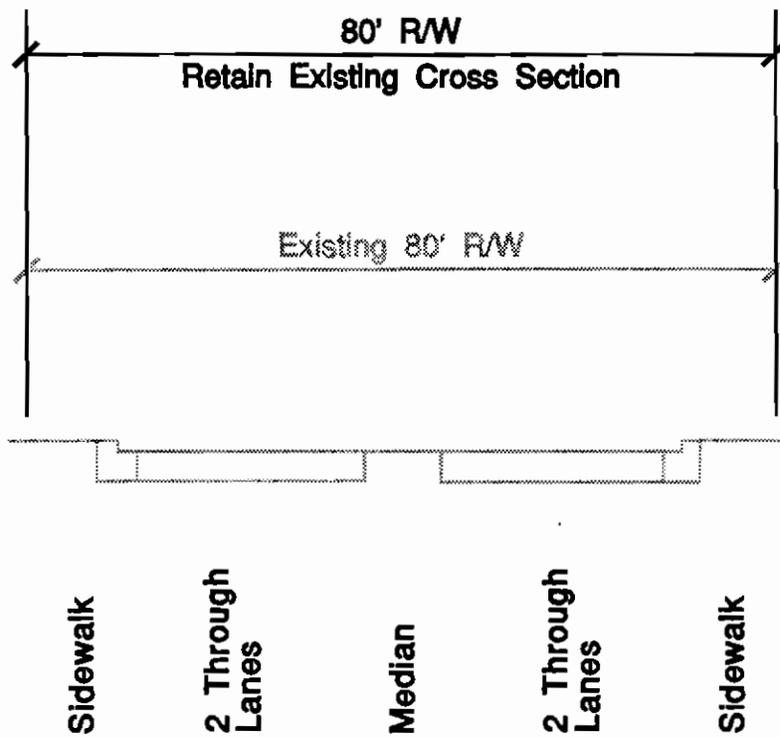
Improvements have been recommended after evaluating the projected travel demand for the year 2010 along with the existing roadway characteristics and character of development along the route. Improvements are categorized as ultimate or low-cost and divided into those related to the roadway, intersections, traffic signalization, structures, access, transit and other improvements. Right-of-way requirements, potential environmental concerns and improvement cost estimates are also provided in this section. Recommended improvements are shown on Route Maps D-4 and D-5 (Vol. II).

Ultimate Improvements

Roadway

The recommended roadway configuration between Randall Road and 15th Street is retention of the existing two through lanes in each direction plus the existing continuous median within the existing right-of-way. (See *Figure 3.6.*) The recommended roadway configuration between 15th Street to 13th Avenue, through downtown St. Charles, is retention of the existing two through lanes in each direction. It is recommended that left-turn restrictions, either permanently or during the peak periods, be implemented at all unsignalized and signalized intersections that do not presently feature left-turn bays. Between 13th Avenue and Tyler Road, the recommended roadway configuration provides two through lanes in each direction with an 18-foot wide barrier median. These recommended improvements can also be accommodated within the existing right-of-way. (See *Figure 3.7.*) Between Tyler Road and Kirk Road, the recommended roadway configuration provides for two through lanes in each direction with a 30-foot wide barrier median and an ultimate right-of-way width of 150 feet. (See *Figure 3.8.*)

Results of the capacity analysis for Segment 4 are shown in *Table 3.12.*

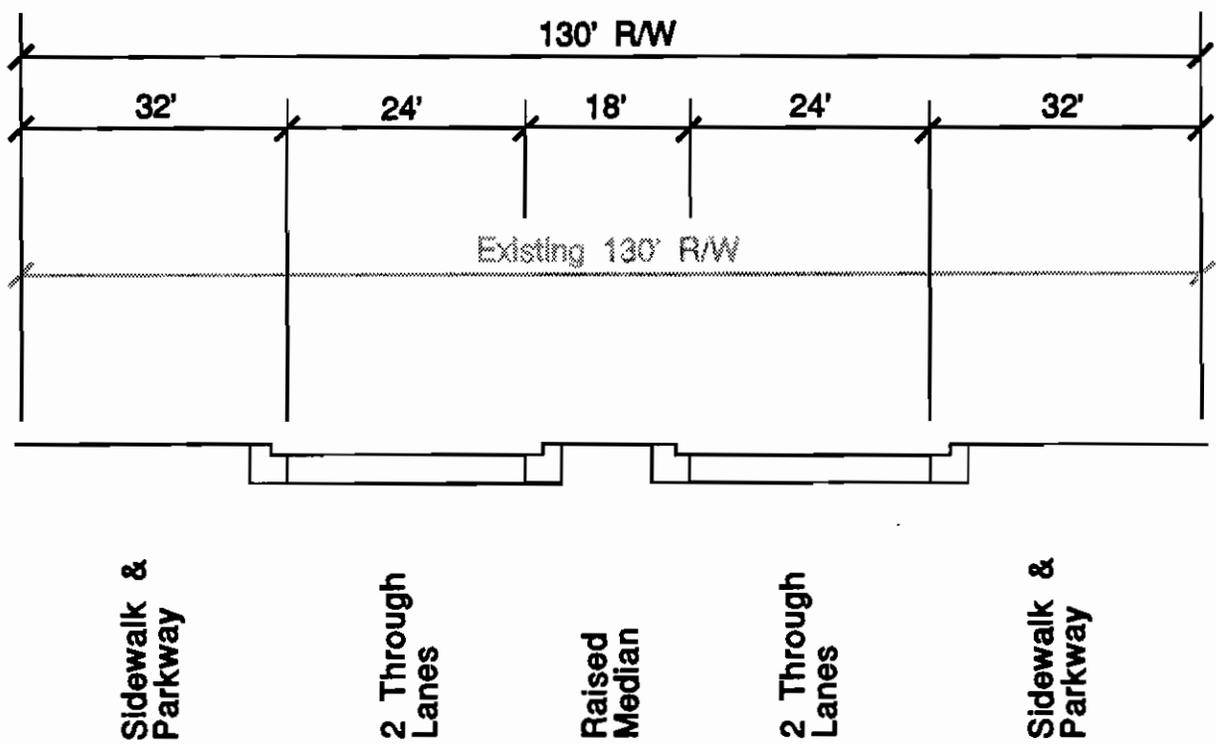


Section C-C

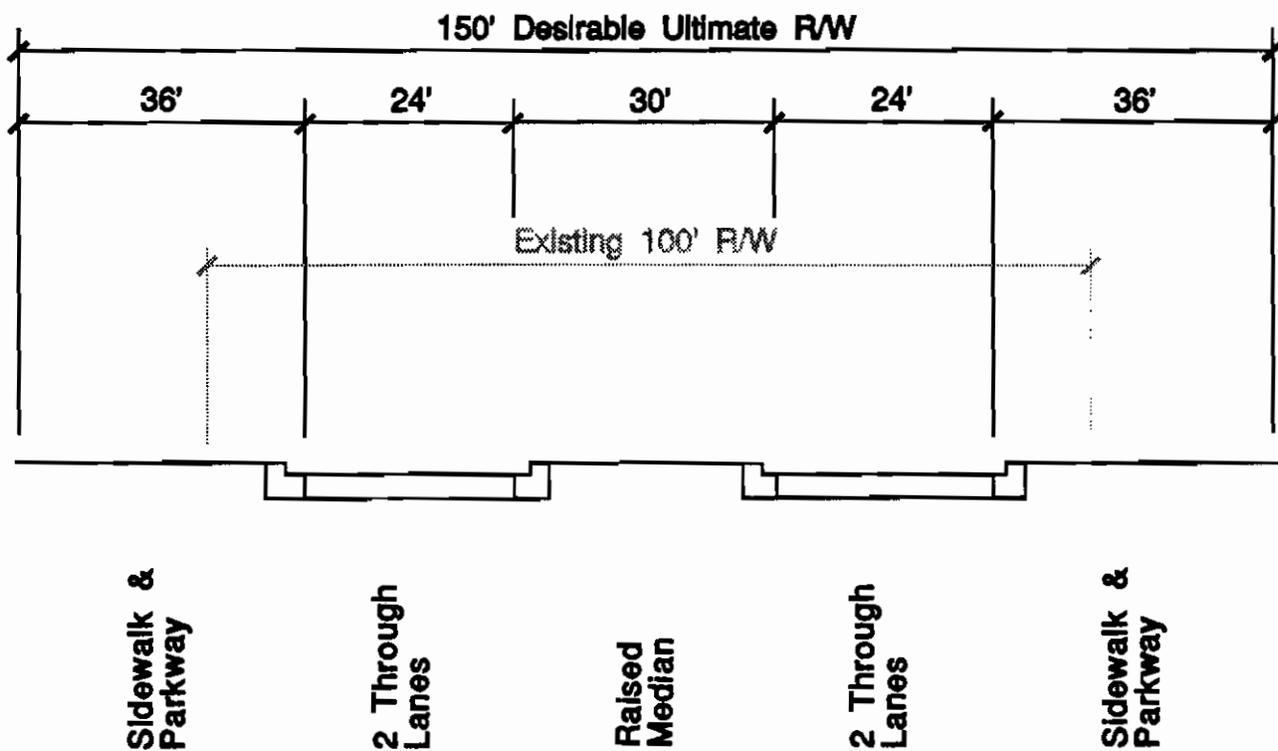
Recommended Roadway Typical Section
Randall Road to 13th Avenue

Illinois Route 64 (Kane County)

prepared by Harland Bartholomew & Associates, Inc. Figure 3.6



Section D-D
Recommended Roadway Typical Section
Illinois Route 64 (Kane County) 13th Avenue to Tyler Road
 prepared by Harland Bartholomew & Associates, Inc. Figure 3.7



**Section E-E
Recommended Roadway Typical Section
Illinois Route 64 (Kane County) Tyler Road to Kirk Road**

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Randall Road to Kirk Road

Table 3.12					
Capacity Analysis for Segment 3 - Illinois Route 64					
Segment	Projected Travel Demand (AADT)⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT)⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
Randall Road to 7th Street	> 50,000	4 *	28,000 32,000	C D	No
		6	42,000 48,000	C D	No
7th Street to 13th Avenue	> 50,000	4 *	25,000	D	No
		6	38,000	D	No
13th Avenue to Kirk Road	> 50,000	4 *	25,000 29,000	C D	No
		6	38,000 43,000	C D	No
(1)Average Annual Daily Traffic					
* - Indicates recommended number of through lanes for this segment.					

Intersections

The recommended roadway configuration in this segment allows development of single left-turn lanes as required between Randall Road and Tyler Road, and single or dual left-turn lanes as required between Tyler Road and Kirk Road. It is recommended that dual left-turn lanes and separate right-turn lanes be implemented on all legs of the Illinois Route 64/Kirk Road intersection, as shown on Detail 3 (Vol. II).

Because Illinois Route 64 and Kirk Road are both SRA routes, the level of service for the intersection was calculated. For Illinois Route 64 an AADT volume of 45,000 was used; for Kirk Road an AADT volume of 32,000 was used. The resulting levels of service for each intersection movement and for the total intersection are shown in *Table 3.13*.

Traffic Signalization

A potential future traffic signal location in this segment is at 13th Avenue. All existing signal locations would be retained.

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Randall Road to Kirk Road

Table 3.13		
Illinois Route 64/Kirk Road Intersection Level of Service		
Direction	Movement	Level of Service
Illinois Route 64 eastbound	left turn	D
Illinois Route 64 eastbound	through	D
Illinois Route 64 eastbound	right turn	A
Illinois Route 64 westbound	left turn	D
Illinois Route 64 westbound	through	C
Illinois Route 64 westbound	right turn	A
Kirk Road northbound	left turn	D
Kirk Road northbound	through	D
Kirk Road northbound	right turn	B
Kirk Road southbound	left turn	D
Kirk Road southbound	through	C
Kirk Road southbound	right turn	B
Total Intersection		D

Future signals should be installed on the route only at the recommended locations and only when the signal warrants recommended for SRA routes are met. (Recommended signal warrants for SRAs are discussed in Section 10.4.2 of the [Strategic Regional Arterial Design Concept Report](#).) Signals should not be installed at other than the recommended locations; additional signals would tend to impede traffic flow on the SRA route and interfere with optimization and progression of signal systems.

Structures

The Illinois Department of Transportation has plans to replace the existing structure carrying Illinois Route 64 over the Fox River.

Transit

Locations for future bus stops in this segment are recommended for all major intersections. These locations should be developed with bus turnout areas, shelters and other amenities as recommended in the [Pace Development Guidelines](#). However, because right-of-way is limited and development is located close to the right-of-way between Randall Road and Tyler Road in this segment, bus turnouts may not be feasible in these locations.

Consideration should be given to development of park-and-ride facilities in conjunction with future express bus service along the SRA route. A potential location for such a facility in this segment would be at the intersection of Illinois Route 64 with Kirk Road where the proximity to two SRAs would allow the facility to serve two routes.

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Randall Road to Kirk Road

Low-Cost Improvements

Traffic Signalization

Traffic signals should be installed at the recommended location at 13th Avenue when the signal warrants recommended for SRA routes are met; when installed, these signals should be interconnected with the existing signal system to the east.

Access Management

If parcels along this segment are redeveloped, it is recommended that access be limited to a maximum of one curb cut for each 500 feet. Also, wherever possible in areas of existing development, access should also be consolidated at access points spaced approximately 500 feet apart.

Transit

Directional signage is recommended on this segment of Illinois Route 64 for Metra commuter rail service at the Geneva station of the Chicago & North Western West line. This signage should indicate distance and direction to the station.

3.3.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

No additional right-of-way is recommended west of Tyler Road except as appropriate to improve that intersection and allow transition to the 150-foot recommended right-of-way east of Tyler Road.

3.3.7 POTENTIAL ENVIRONMENTAL CONCERNS

Expansion of the right-of-way east of Dunham Road could impact habitat of the badger and prime farmland. These issues will require further analysis during the roadway design phase.

3.3.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES

A summary of the construction cost estimates for the recommended improvements to Segment 3 of Illinois Route 64 in Kane County is shown in *Table 3.14*.

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Randall Road to Kirk Road

Table 3.14	
Construction Cost Estimates for Segment 3 - Illinois Route 64 (Kane County)	
Improvement	Estimated Cost
Ultimate	
Roadway	\$5,100,000
Resurfacing	\$1,600,000
Intersection Improvements	\$1,000,000
Transit (includes land acquisition)	\$600,000
Right-of-way Acquisition	\$1,500,000
Total Estimated Cost for Ultimate Improvements	\$9,800,000
Low-Cost	
Signal Interconnection	\$300,000
Transit	\$10,000
Total Estimated Cost for Low-Cost Improvements	\$10,000
Total Estimated Cost for All Improvements	\$10,110,000

ILLINOIS ROUTE 64 (NORTH AVENUE) KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Kirk Road to County Farm Road

3.4 SRA SEGMENT 4: KIRK ROAD TO COUNTY FARM ROAD

3.4.1 LOCATION

Segment 4 of Illinois Route 64 (North Avenue) is located in Kane County and DuPage County and extends from Kirk Road on the west to County Farm Road on the east, a distance of 6.5 miles. (See *Figure 3.9*.) The boundary between Kane and DuPage Counties is at the Smith Road/Kautz Road intersection. Portions of the route pass through the Cities of St. Charles and West Chicago.

3.4.2 EXISTING FACILITY CHARACTERISTICS

Existing facility characteristics for Segment 4 of Illinois Route 64 (North Avenue) are shown on Route Maps A-5 and A-6 (Vol. II).

Traffic Volumes

Data obtained from the 1989 DuPage County Traffic Map and the 1988 Kane County Traffic Map published by the Illinois Department of Transportation indicate that the existing Annual Average Daily Traffic (AADT) volumes in Segment 4 range from 22,200 vehicles at Kirk Road and 24,800 vehicles at Kautz Road to 31,200 vehicles at County Farm Road.

Right-of-Way

The existing right-of-way width between Kirk Road and the Kane/DuPage county line is 150 feet. Between the Kane/DuPage county line and County Farm Road the existing right-of-way width is 200 feet.

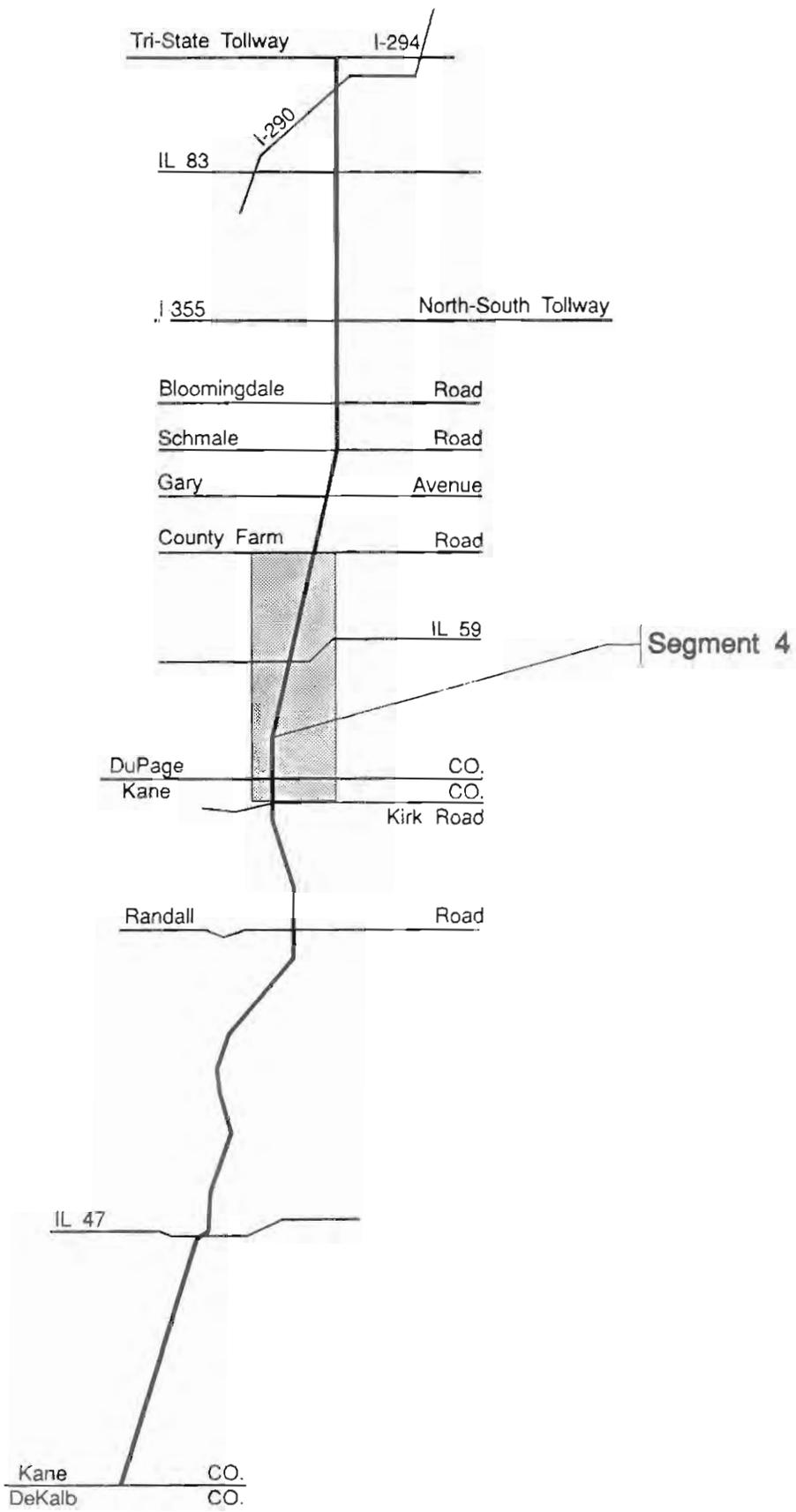
Pavement Width and Number of Lanes

Between Kirk Road and Smith Road, the existing roadway configuration provides two through lanes of travel in each direction separated by a 30-foot median.

The existing roadway configuration provides four traffic lanes in the balance of Segment 4 with two through lanes of travel in each direction separated by painted pavement markings or, at some intersections, a two- to eight-foot wide raised concrete median. Except at signalized intersections where turn lanes are provided, the total paved roadway width is 42 feet from Smith Road to Powis Road and 40 feet from Powis Road to County Farm Road. Also, throughout Segment 4, there are gravel shoulders typically eight feet wide on each side of the roadway.

Parking, Sidewalks, and Frontage Roads

There are no on-street parking spaces or sidewalks in Segment 4. There is a frontage road on the south side of the route west of Smith Road.



Location Map
Figure 3.9

ILLINOIS ROUTE 64 (NORTH AVENUE) KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Kirk Road to County Farm Road

Traffic Signals

There are seven signalized intersections in Segment 4 as shown in *Table 3.15*. At the intersection with Fair Oaks Road, there is an overhead flashing yellow beacon. This traffic control device is not used to indicate a stop for the arterial, but is used to warn the arterial traffic of a cross-street that is not easily visible. The traffic signals between Kirk Road and Smith Road are an interconnected system extending west to Tyler Road in Segment 3.

Table 3.15					
Signalized Intersections					
Intersection	No. of Through Lanes		Turn Bays		Remarks
	EB	WB	Left	Right	
Charlestowne Mall	2	2	EB	WB	EB dual-lefts, Interconnected
38th Avenue	2	2	YES	WB	EB dual-lefts, Interconnected
Smith/Kautz Road	2	2	YES	WB	Interconnected
Powis Road	2	2	NO	NO	
Illinois Route 59	2	2	YES	EB	
Prince Crossing Road	2	2	YES	YES	
County Farm Road	2	2	YES	NO	
Note: EB=eastbound; WB=westbound					

Structures

There are three structures in this segment, as shown in *Table 3.16*.

Table 3.16					
Existing Structures					
Structure	Structure No. (SN)	Location	Clearance		Remarks
			Vert.	Horiz.	
C&NW/EJ&E RR	022-0059	E. of Powis Rd	—	43'	SRA over
Illinois Prairie Pth	022-0153	E. of Illinois 59	—	70'	SRA over
WB DuPage Rivr	022-0061	E. of Prince Crsng	N/A	42.9'	SRA over
Note: N/A=Not Applicable					

Transit

There is no existing bus service in this segment. Metra commuter rail service is provided on the Chicago & North Western West line, with stations located in West Chicago and Winfield. Both stations are located approximately two and one-half miles south of Illinois Route 64.

ILLINOIS ROUTE 64 (NORTH AVENUE) KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Kirk Road to County Farm Road

3.4.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for Segment 4 of Illinois Route 64 include wetlands, floodplains, endangered and threatened species, a waste disposal site, prime farmland and sensitive land uses. These characteristics are shown in Route Maps B-5 and B-6 (Vol. II).

Streams/Wetlands/Floodplains

Between Kirk Road and County Farm Road, there are three floodplain crossings:

- An unnamed tributary of the West Branch of the DuPage River at Prince Crossing Road, where the base floodplain is 400 feet wide,
- The West Branch of the DuPage River east of Prince Crossing Road where the base floodplain is 300 feet wide, and
- Tributary No. 4 of the West Branch of the DuPage River, between Fair Oaks Road and St. Charles Road, where the base floodplain is 400 feet wide.

Wetland areas are associated with the floodplains on this segment.

Flora/Fauna

Habitats of three endangered species, two threatened species and one species on the state watch list are listed in the vicinity of this segment. The endangered species are the black tern, least bittern, and the yellow-headed blackbird. The threatened species are the crowe sedge and the common moorhen, and the badger is listed on the state watch list.

Waste Disposal Sites/Hazardous Waste Sites

There is a former waste disposal site located at the southwest corner of the intersection with Prince Crossing Road.

Prime Farmland

On this segment developed properties are interspersed with prime farmland. On the north side of the route, prime farmland is located from:

- Kirk Road to the Kane/DuPage County line,
- 1/2 mile east of the Kane/DuPage County line to 1/2 mile west of Illinois Route 59,
- Klein Road to Fair Oaks Road, and
- the intersection at St. Charles Road extending 1/4 mile east.

On the south side of the route, prime farmland is located from:

- Powis Road to 1/2 mile west of Illinois Route 59, and
- Old St. Charles Road to St. Charles Road.

ILLINOIS ROUTE 64 (NORTH AVENUE) KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Kirk Road to County Farm Road

Also, approximately 50 percent of the land between St. Charles Road and County Farm Road is prime farmland.

Sensitive Land Uses

The Illinois Prairie Path crosses under the route east of Illinois Route 59.

There is a nursing home northwest of the intersection with Illinois Route 59.

3.4.4 DEVELOPMENT CHARACTERISTICS

Existing development characteristics and potential future development are indicated on Route Maps C-5 and C-6 (Vol. II).

Jurisdiction

Segment 4 of Illinois Route 64 passes through the Cities of St. Charles and West Chicago. St. Charles includes all of the Kane County portion of the segment and the south side of the route in DuPage County between Kautz Road and Powis Road. West Chicago extends from Reque Road and Woodcrest Drive on both sides of Illinois Route 64. The balance of this segment is located in unincorporated DuPage County. The Kane/DuPage County Line is at Kautz Road.

Type and Intensity of Development

The developed areas on this segment include residential, commercial, office, industrial, and institutional uses as well as the DuPage County Airport. Roughly half of the land is still used for agriculture.

The Charlestowne Mall, a major regional shopping center, is being developed on the north side of the route between Kirk and Smith Roads. From Kautz Road to the Chicago & North Western/EJ&E rail line, the major developments are Pheasant Run Lodge, the DuPage County Airport and several industrial developments along the railroad tracks. Interspersed with these large developments are single-family residential units and commercial establishments.

Residential, commercial and industrial development is scattered between the Chicago & North Western rail line and Illinois Route 59. Development is also mixed between Illinois Route 59 and County Farm Road, including commercial development around the intersections of Route 59, Prince Crossing Road, St. Charles Road and County Farm Road; two residential subdivisions; and scattered single-family residences. There are also industrial areas around the Illinois Prairie Path and Klein Road, and between Morton Road and County Farm Road.

ILLINOIS ROUTE 64 (NORTH AVENUE) KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Kirk Road to County Farm Road

Development Access and Setback

Much of the development on this segment is independent of other uses surrounding it. Thus, direct access is provided to each individual establishment creating various points of ingress/egress without coordination. Homes within subdivisions do not have direct access to Illinois Route 64, but rather are accessed through collector streets which intersect the route.

All of the development is well set back from the right-of-way line of Illinois Route 64.

Future Development

There remains a large amount of undeveloped land on this segment. According to municipal records as of August, 1990, future plans for development include commercial development and the DuPage County Airport Expansion Project. The commercial development is planned for the southeast corner of the intersection with Illinois Route 59 and is scheduled to include approximately 200,000 square feet of commercial development. The airport expansion includes additional runway construction and 300 acres of office and commercial development.

3.4.5 RECOMMENDED IMPROVEMENTS

Improvements have been recommended after evaluating the projected travel demand for the year 2010 along with the existing roadway characteristics and character of development along the route. Improvements are categorized as ultimate or low-cost and divided into those related to the roadway, intersections, traffic signalization, structures, access, transit and other improvements. Right-of-way requirements, potential environmental concerns and improvement cost estimates are also provided in this section. Recommended improvements are shown on Route Maps D-5 and D-6 (Vol. II).

Ultimate Improvements

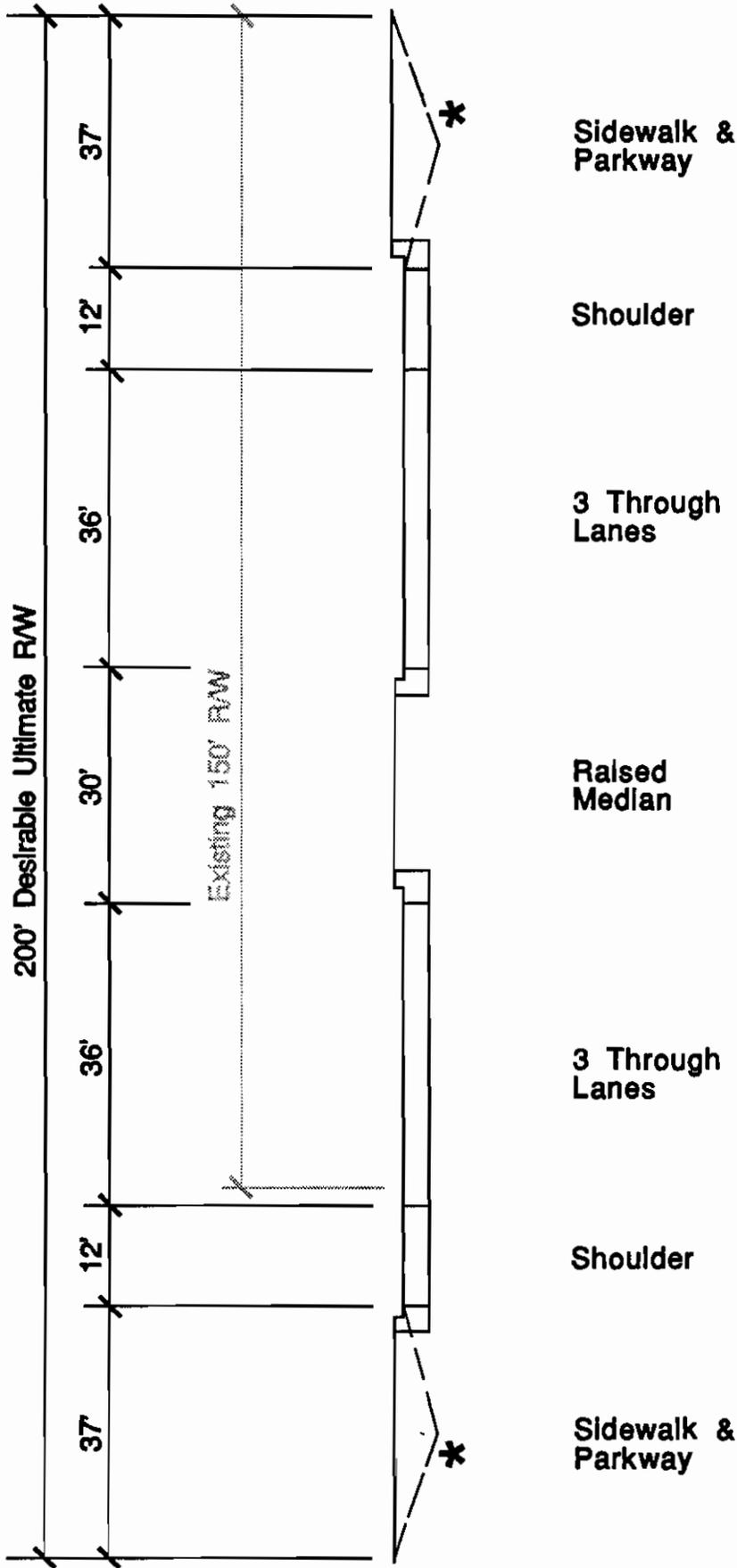
Roadway

The recommended roadway configuration from Kirk Road to Illinois Route 59 provides for three through lanes in each direction with a 30-foot wide median and a 12-foot wide paved shoulder on each side of the roadway. (See *Figures 3.10 and 3.11.*) From Illinois Route 59 to County Farm Road, the recommended roadway configuration provides for three through lanes in each direction, a 46-foot wide median and 12-foot wide paved shoulders. (See *Figure 3.12.*)

Results of the capacity analysis for Segment 4 are shown in *Table 3.17.*

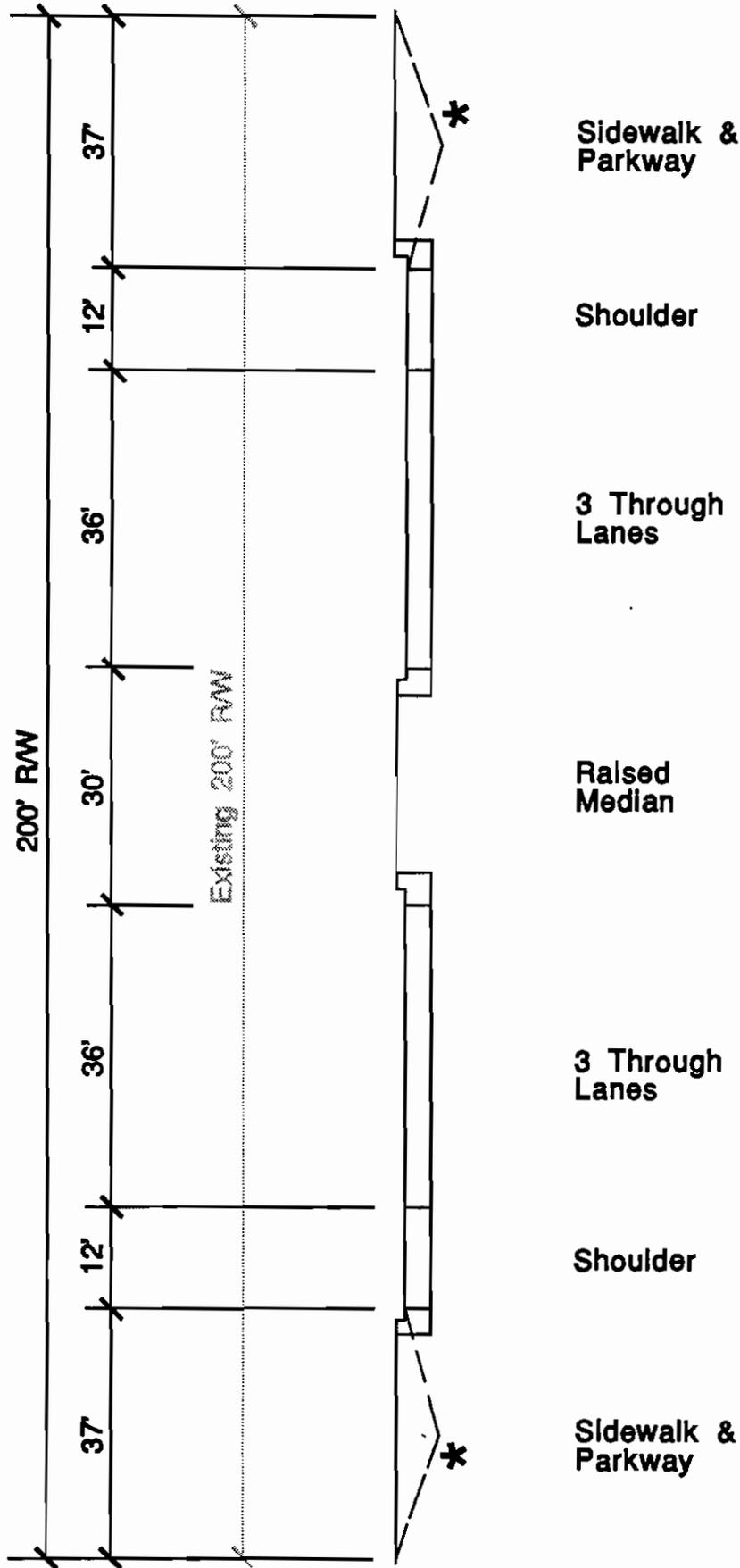
Intersections

The recommended roadway configuration allows development of single or dual left-turn lanes on Illinois Route 64 as appropriate. Dual left-turn lanes and separate right-turn lanes are recommended on all legs of the intersections of Illinois Route 64 with Illinois Route 59 and County Farm Road. (See *Details 4 and 5, Vol. II.*)



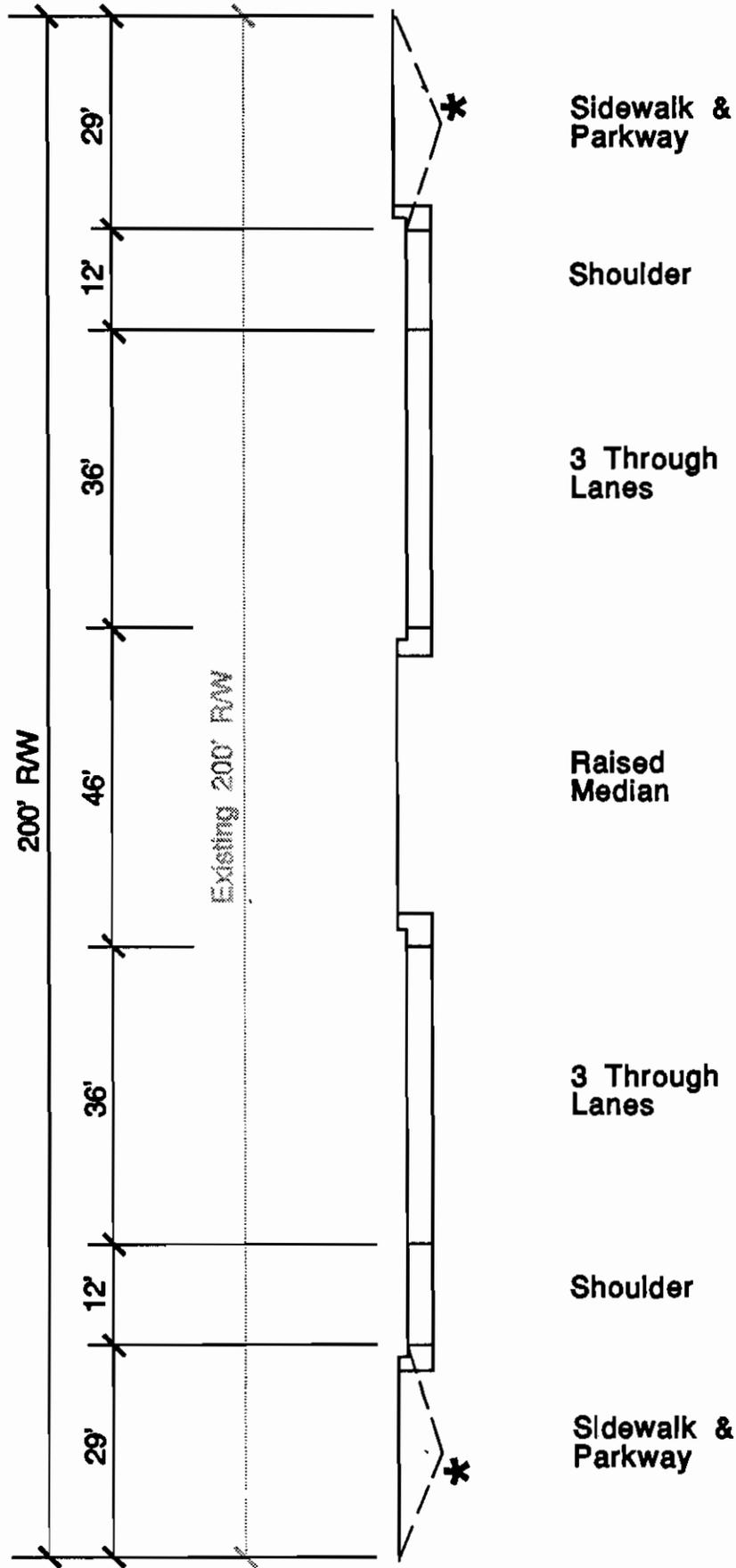
* closed or open drainage system

Section F-F
Recommended Roadway Typical Section
Kirk Road to Smith/Kautz Road
Figure 3.10



* closed or open drainage system

Section G-G
 Recommended Roadway Typical Section
 Smith/Kautz Road to Illinois Route 59
 Figure 3.11



Section H-H
Recommended Roadway Typical Section
Illinois Route 59 to County Farm Road
Figure 3.12

ILLINOIS ROUTE 64 (NORTH AVENUE) KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Kirk Road to County Farm Road

Table 3.17					
Capacity Analysis for Segment 4 - Illinois Route 64					
Segment	Projected Travel Demand (AADT)⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT)⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
Kirk Road to Illinois 59	30 to 40,000	6 *	43,000 47,000	C D	Yes
		8	58,000 62,000	C D	Yes
Illinois 59 to County Farm Rd	40 to 50,000	6 *	43,000 47,000	C D	No
		8	58,000 63,000	C D	Yes
(1)Average Annual Daily Traffic					
* - Indicates recommended number of through lanes for this segment.					

Because Illinois Route 59 and County Farm Road are also SRA routes, the level of service for the intersection of Illinois Route 64 with each of these routes was calculated. For the Illinois Route 64/Illinois Route 59 intersection, AADT volumes of 47,000 for Route 64 and 28,000 for Route 59 were used. For the Illinois Route 64/County Farm Road intersection, AADT volumes of 47,000 for Route 64 and 30,000 for County Farm Road were used. The resulting levels of service for each intersection movement and for the total intersection are shown in *Tables 3.18* and *3.19*.

Traffic Signalization

Locations are recommended for potential future traffic signals at the proposed frontage road east of the Illinois Prairie Path, Fair Oaks Road and Morton Road. Existing signal locations between Kirk and Smith/Kautz Roads, and at Powis Road, Illinois Route 59, and County Farm Road would be retained.

Future signals should be installed on the route only at the recommended locations and only when the signal warrants recommended for SRA routes are met. (Recommended signal warrants for SRAs are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report.) Signals should not be installed at other than the recommended locations; additional signals would tend to impede traffic flow on the SRA route and interfere with optimization and progression of signal systems.

**ILLINOIS ROUTE 64 (NORTH AVENUE) KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Kirk Road to County Farm Road**

Table 3.18 Illinois Route 64/Illinois Route 59 Intersection Level of Service		
Direction	Movement	Level of Service
Illinois Route 64 eastbound	left turn	D
Illinois Route 64 eastbound	through	D
Illinois Route 64 eastbound	right turn	A
Illinois Route 64 westbound	left turn	D
Illinois Route 64 westbound	through	B
Illinois Route 64 westbound	right turn	A
Illinois Route 59 northbound	left turn	D
Illinois Route 59 northbound	through	D
Illinois Route 59 northbound	right turn	B
Illinois Route 59 southbound	left turn	D
Illinois Route 59 southbound	through	D
Illinois Route 59 southbound	right turn	B
Total Intersection		D

Table 3.19 Illinois Route 64/County Farm Road Intersection Level of Service		
Direction	Movement	Level of Service
Illinois Route 64 eastbound	left turn	D
Illinois Route 64 eastbound	through	D
Illinois Route 64 eastbound	right turn	A
Illinois Route 64 westbound	left turn	D
Illinois Route 64 westbound	through	B
Illinois Route 64 westbound	right turn	A
County Farm Road northbound	left turn	D
County Farm Road northbound	through	D
County Farm Road northbound	right turn	B
County Farm Road southbound	left turn	D
County Farm Road southbound	through	C
County Farm Road southbound	right turn	B
Total Intersection		D

ILLINOIS ROUTE 64 (NORTH AVENUE) KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Kirk Road to County Farm Road

Interconnection of traffic signals between the proposed frontage road east of the Illinois Prairie Path and Fair Oaks Road is recommended. When a signal is installed at Morton Road, it should be interconnected with the existing signal at County Farm Road. Ultimately these two signals should be included in a single coordinated system extending east to Gary Avenue.

Structures

The existing structures over the Chicago & North Western rail line, the Illinois Prairie Path and the West Branch of the DuPage River should be modified to provide adequate horizontal clearance to accommodate the recommended roadway cross-section.

Transit

Locations for future bus stops in this segment are recommended for all major intersections. These locations should be developed with bus turnout areas, shelters and other amenities as recommended in the Pace Development Guidelines.

Consideration should be given to development of park-and-ride facilities in conjunction with future express bus service along the SRA route. Potential locations for such a facility in this segment would be at the intersection of Illinois Route 64 with Powis Road, Illinois Route 59, and County Farm Road. The locations at Illinois Route 59 and County Farm Road could allow the facilities to serve two routes.

A potential opportunity for a development of a multi-modal transportation center exists along this segment of Illinois Route 64 in conjunction with future transit service on the EJ&E rail line which crosses Route 64 at Powis Road. This location is under study as a potential station site as part of the current study of transit service on the EJ&E between Aurora and Barrington.

Low-Cost Improvements

Traffic Signalization

Traffic signals should be installed at the recommended locations when the signal warrants recommended for SRA routes are met.

Access Management

As parcels along this segment are developed or redeveloped, it is recommended that access be limited to a maximum of one curb cut for each 500 feet. Also, wherever possible in areas of existing development, access should also be consolidated at access points spaced approximately 500 feet apart.

Transit

Directional signage is recommended on this segment of Illinois Route 64 for Metra commuter rail service at the West Chicago and Winfield stations of the Chicago & North Western West line. This signage should indicate distance and direction to the station.

ILLINOIS ROUTE 64 (NORTH AVENUE) KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Kirk Road to County Farm Road

3.4.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

It is recommended that an additional 50-foot wide strip of right-of-way on the north side of Illinois Route 64 be acquired between Kirk Road and the Kane/DuPage County Line to provide a consistent 200-foot wide right-of-way throughout this segment. Right-of-way should also be acquired on the south side of the route east of Kirk Road.

3.4.7 POTENTIAL ENVIRONMENTAL CONCERNS

Expansion of the right-of-way could impact habitats of the threatened, endangered and watched species listed on this segment. Further analysis during the roadway design phase should be performed to determine whether or not these habitats will be adversely affected.

Additional analysis of environmental impact may need to be conducted in regards to right-of-way expansion in the areas of prime farmland, floodplains and wetlands.

3.4.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES

A summary of the construction cost estimates for the recommended improvements to Segment 4 of Illinois Route 64 (North Avenue) in Kane and DuPage Counties is shown in *Table 3.20*.

Table 3.20	
Construction Cost Estimates for Segment 4 - Illinois Route 64 (Kane/DuPage)	
Improvement	Estimated Cost
Ultimate	
Roadway	\$24,000,000
Intersection Improvements	\$2,000,000
Traffic Signals	\$400,000
Signal Interconnection	\$100,000
Structure Modification	\$1,400,000
Transit (includes land acquisition)	\$1,600,000
Right-of-way Acquisition	\$1,200,000
Total Estimated Cost for Ultimate Improvements	\$30,700,000
Low-Cost	
Transit	\$20,000
Total Estimated Cost for Low-Cost Improvements	\$20,000
Total Estimated Cost for All Improvements	\$30,720,000

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - County Farm Road to Interstate 355

3.5 SRA SEGMENT 5: COUNTY FARM ROAD TO INTERSTATE 355 (NORTH-SOUTH TOLLWAY)

3.5.1 LOCATION

Segment 5 of Illinois Route 64 (North Avenue) in DuPage County extends from County Farm Road to Interstate 355 (North-South Tollway), a distance of six miles. (See *Figure 3.13.*) This segment is located in the Villages of Carol Stream and Glendale Heights, as well as unincorporated DuPage County.

3.5.2 EXISTING FACILITY CHARACTERISTICS

Existing facility characteristics for Segment 5 of Illinois Route 64 are shown on Route Maps A-6, A-7 and A-8 (Vol. II).

Traffic Volumes

Existing traffic volumes in Segment 5, obtained from the 1989 DuPage County Traffic Map published by the Illinois Department of Transportation, indicate Average Annual Daily Traffic (AADT) volumes ranging from 32,900 vehicles to 41,600 vehicles, with the highest volume occurring near Bloomingdale Road.

Right-of-Way

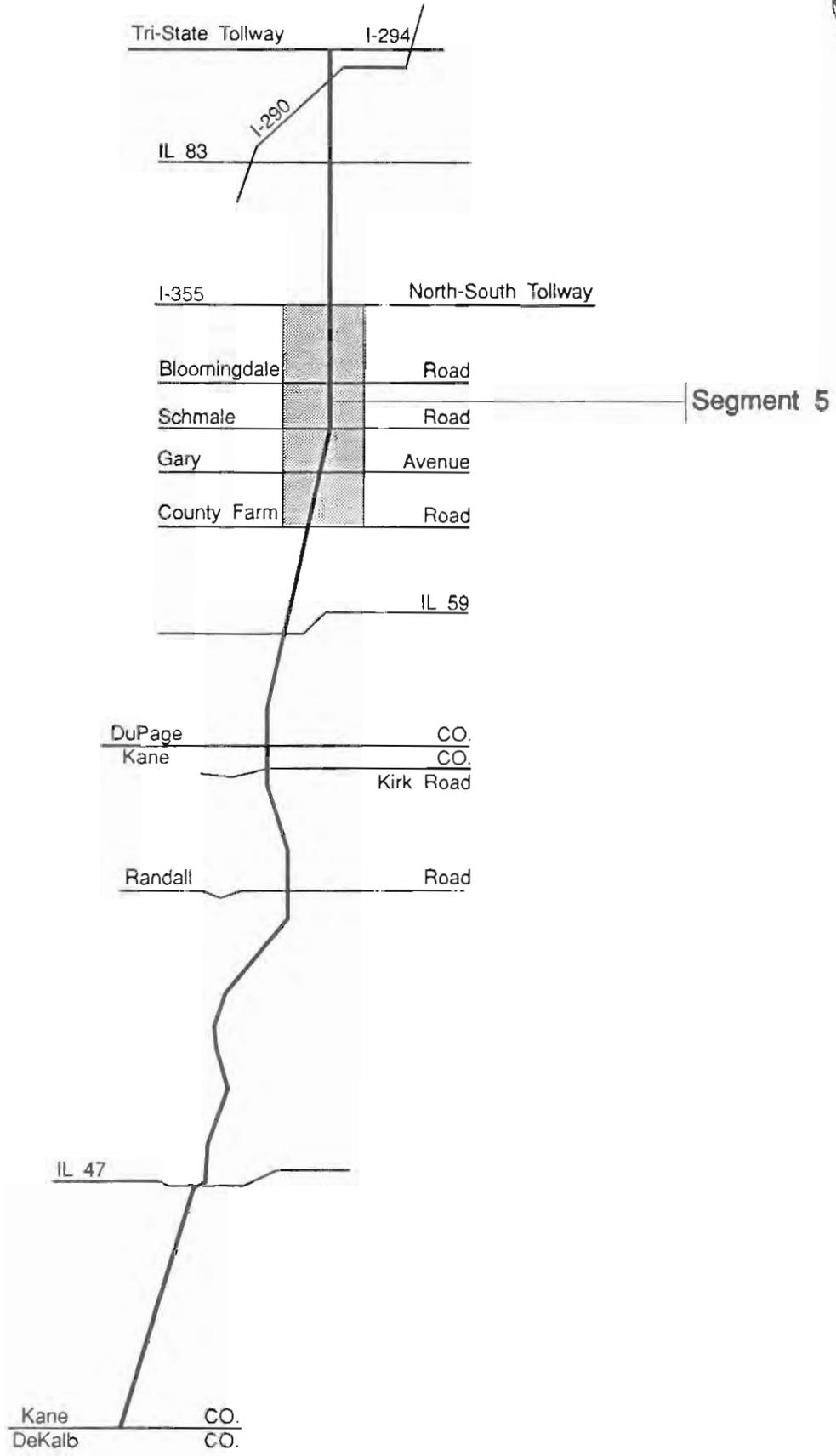
The existing right-of-way width throughout this segment is 200 feet.

Pavement Width and Number of Lanes

Except in the vicinity of the Interstate 355 interchange, the existing roadway configuration in this segment provides four traffic lanes with two through lanes of travel in each direction separated by striped pavement markings or by a two- to eight-foot wide raised concrete median. The total paved roadway width is 40 feet from County Farm Road on the west to Forest Avenue on the east. From Forest Avenue to just west of Interstate 355 there is a 42 foot paved roadway width. Four to eight foot gravel or paved shoulders exist on both sides of the roadway. In the Interstate 355 interchange area east of Swift Road, there are six lanes of traffic with three through lanes in each direction separated by a 12- to 20-foot wide raised median.

Traffic Signals

There are eleven signalized intersections in this segment as shown in *Table 3.21.* An interconnected signal system includes the two signal locations at the ramp interchanges with Interstate 355.



Location Map
Figure 3.13

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - County Farm Road to Interstate 355

Table 3.21					
Signalized Intersections					
Intersection	No. of Through Lanes		Turn Bays		Remarks
	EB	WB	Left	Right	
Kuhn Road	2	2	NO	NO	
Gary Avenue	2	2	YES	WB	
Fiat-Allis	2	2	YES	YES	
Schmale Road	2	2	YES	NO	
President Street	2	2	YES	YES	
Bloomington Road	2	2	YES	YES	
Glendale Heights S.C	2	2	YES	NO	
Main St/Glen Ellyn Rd.	2	2	YES	YES	
Swift Road	3	3	YES	NO	
I-355 (west ramps)	3	3	WB	EB	westbound dual-lefts
I-355 (east ramps)	3	3	EB	WB	eastbound dual-lefts
Note: EB=eastbound; WB=westbound					

Parking, Sidewalks, and Frontage Roads

There are no on-street parking spaces or sidewalks on this segment. There is a frontage road on the south side of the route between Kuhn Road and Pleasant Hill Road.

Structures

There are three structures within this segment as shown in *Table 3.22*.

Table 3.22					
Existing Structures					
Structure	Structure No. (SN)	Location	Clearance		Remarks
			Vert.	Horiz.	
Klein Creek	022-0135	E. of County Farm	N/A	60'	SRA over
EB DuPage River	022-0062	W. of I-355	N/A	43'	SRA over
Interstate 355	—	—	—	—	SRA over
Note: N/A=Not Applicable					

Transit

Existing transit service in this segment is oriented to the Metra stations in Wheaton and Glen Ellyn located south of Illinois Route 64, where commuter rail service is provided on the Chicago & North Western West line. Pace routes #708, #709, #710 and #711 provide service

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - County Farm Road to Interstate 355

between Carol Stream and the Wheaton Metra station; all except route #711 are rush hour only services. Three Pace routes (#653, #655 and #657) provide service between Bloomingdale, Glendale Heights and the Glen Ellyn Metra station in rush hours only. There is also a Metra station at College Avenue in Wheaton.

3.5.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

Existing environmental characteristics for Segment 5 of Illinois Route 64 include wetlands, floodplains and prime farmland as shown in Route Maps B-6, B-7 and B-8 (Vol. II).

Streams/Wetlands/Floodplains

Three locations on this segment have been identified as floodplains of Klein Creek or the East Branch of the DuPage River. Illinois Route 64 crosses Klein Creek west of Kuhn Road where the floodplain is 250 feet wide, and at Bloomingdale Road where the floodplain is 400 feet wide. The floodplain of the East Branch of the DuPage River is 300 feet wide where Illinois Route 64 crosses it west of Swift Road.

There is a wetland located at the northeast corner of Gary Avenue and Illinois Route 64, and other wetland areas are associated with the floodplains.

Prime Farmland

Most undeveloped areas are classified as prime farmland. On the north side of Illinois Route 64, there is prime farmland from:

- 1/4 mile east of County Farm Road to Kuhn Road, and
- 1/4 mile east of Kuhn Road to 1/4 mile west of Gary Avenue

On the south side of Illinois Route 64, prime farmland extends from:

- County Farm Road to Kuhn Road, and
- 1/4 mile east of Kuhn Road to 1/4 mile west of Gary Avenue.

Sensitive Land Uses

There is a wastewater treatment plant northeast of the intersection with Kuhn Road.

3.5.4 DEVELOPMENT CHARACTERISTICS

Existing development characteristics and potential future development are indicated on Route Maps C-6, C-7 and C-8 (Vol. II).

Jurisdiction

Segment 5 of Illinois Route 64 passes through the Villages of Carol Stream and Glendale Heights. The portions of this segment not within these communities is within unincorporated

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - County Farm Road to Interstate 355

rated DuPage County. Areas within the corporate limits of Carol Stream are located mainly between Kuhn Road and Schmale Road. Areas within Glendale Heights are located between Schmale Road and the East Branch of the DuPage River.

Type and Intensity of Development

There is a mixture of residential, commercial and industrial development. There also remains a large amount of land used for agriculture west of Gary Avenue. Commercial development is primarily focused around the intersections with major thoroughfares such as County Farm Road, Gary Avenue, Schmale Road, Bloomingdale Road, Glen Ellyn Road and Swift Road. Most Industrial development is mainly contained within large industrial parks. The largest concentration of industrial development on this segment is near the intersection of Schmale Road. Single-family residential development is east of Kuhn Road, and multi-family residential development is east of Schmale Road. There is office development near County Farm Road and east of Schmale Road on the south side of the route.

Development Access and Setback

Access on this segment is not well coordinated. East of County Farm Road, each development fronting Illinois Route 64 has a curb cut providing direct access to the route. East of Kuhn Road, residential development fronting Illinois Route 64 is accessed through driveways which intersect the route. Residential subdivisions have access via collector streets which intersect Kuhn and Pleasant Hill Road. The commercial developments around Gary Avenue have several access points. Industrial development, specifically that west of Schmale Road, while accessed through interior service routes have several points of entry from the route. Much of the residential and some of the industrial development east of Schmale Road is accessed via cross streets which intersect North Avenue. There are curb cuts for the remaining commercial and industrial development

Buildings are typically well set back from the 200-foot right-of-way.

Future Development

With relatively large areas of agricultural and undeveloped land along this segment, there is opportunity for more intense development to occur. According to municipal records as of August, 1990, between Gary Avenue and Pearl Avenue one industrial and three residential developments are planned. The site for the proposed industrial development is north of existing development at Schmale Road. The proposed residential developments will be constructed between Schmale Road and Pearl Avenue and contain a total of 596 apartments and 257 townhouses.

3.5.5 RECOMMENDED IMPROVEMENTS

Improvements have been recommended after evaluating the projected travel demand for the year 2010 along with the existing roadway characteristics and character of development along the route. Improvements are categorized as ultimate or low-cost and divided into those related to the roadway, intersections, traffic signalization, structures, access, transit

**ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - County Farm Road to Interstate 355**

and other improvements. Right-of-way requirements, potential environmental concerns and improvement cost estimates are also provided in this section. Recommended improvements are shown on Route Maps D-6, D-7 and D-8 (Vol. II).

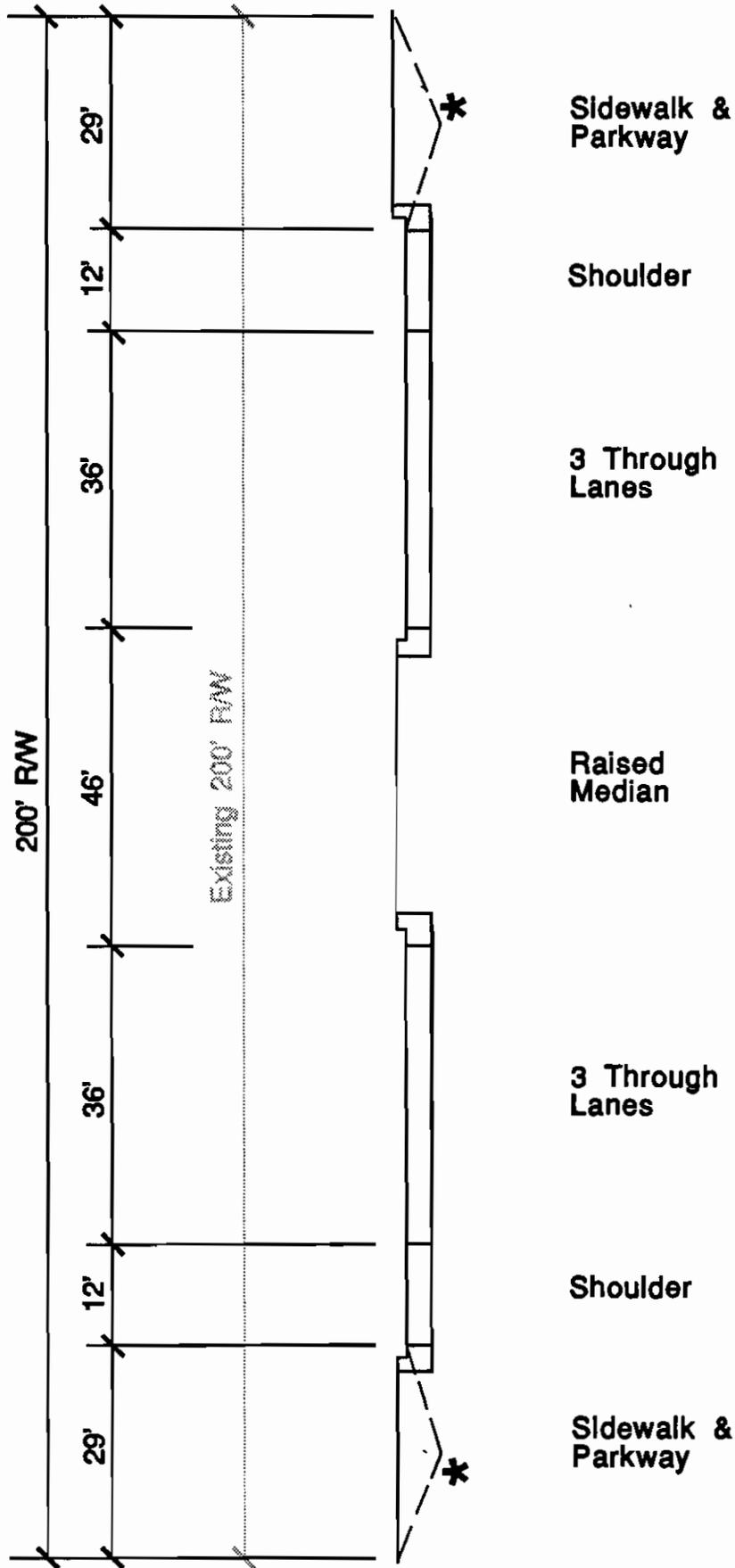
Ultimate Improvements

Roadway

The recommended roadway configuration in this segment provides for three through lanes in each direction with a 46-foot wide median and a 12-foot wide paved shoulder on each side of the roadway within the existing right-of-way. (See *Figure 3.14.*) This is consistent with the roadway configuration proposed in the IDOT Design/Location study for Illinois Route 64. Although the projected travel demand volume in excess of 50,000 vehicles per day between Schmale Road and Interstate 355 (North-South Tollway) would normally require more than six through lanes provide adequate capacity, the recommended configuration provides greater capacity than a typical six-lane cross-section. Therefore an eight-lane cross-section may not be necessary to handle the projected demand volume.

Results of the capacity analysis for Segment 5 are shown in *Table 3.23.*

Table 3.23 Capacity Analysis for Segment 5 - Illinois Route 64					
Segment	Projected Travel Demand (AADT)⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT)⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
County Farm Rd to Bloomingdale	> 50,000	6 *	44,000 47,000	C D	No
		8	58,000 63,000	C D	Yes
Bloomingdale Rd to Interstate 355	> 50,000	6 *	46,000 49,000	C D	No
		8	62,000 66,000	C D	Yes
⁽¹⁾ Average Annual Daily Traffic					
* - Indicates recommended number of through lanes for this segment.					



* closed or open drainage system

Section H-H
Recommended Roadway Typical Section
County Farm Road to Interstate 355 (North-South Tollway)
Illinois Route 64 (DuPage County)

prepared by Harland Bartholomew & Associates, Inc. Figure 3.14

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - County Farm Road to Interstate 355

Intersections

The recommended roadway configuration allows development of single or dual left-turn lanes on Illinois Route 64 as appropriate. Dual left-turn lanes are recommended in both directions at Gary Avenue, Schmale Road, and Main Street/Glen Ellyn Road. In addition, separate right-turn lanes are recommended at these intersections.

At Bloomingdale Road, which is an SRA route north of Illinois Route 64, dual left-turn lanes and separate right-turn lanes are recommended on all legs of the intersection, as shown in Detail 6 (Vol. II). Because Bloomingdale Road is an SRA route, the level of service for this intersection was calculated using an AADT volume of 48,000 for Route 64 and 29,000 for Bloomingdale Road. The resulting levels of service for each intersection movement and for the total intersection are shown in *Table 3.24*.

Table 3.24		
Illinois Route 64/Bloomingdale Road Intersection Level of Service		
Direction	Movement	Level of Service
Illinois Route 64 eastbound	left turn	D
Illinois Route 64 eastbound	through	D
Illinois Route 64 eastbound	right turn	B
Illinois Route 64 westbound	left turn	D
Illinois Route 64 westbound	through	C
Illinois Route 64 westbound	right turn	A
Bloomingdale Road northbound	left turn	D
Bloomingdale Road northbound	through	D
Bloomingdale Road northbound	right turn	B
Bloomingdale Road southbound	left turn	D
Bloomingdale Road southbound	through	B
Bloomingdale Road southbound	right turn	B
Total Intersection		C

Traffic Signalization

Locations are recommended for potential future traffic signals at Evergreen Avenue, Glenrise Avenue and at the future mid-mile collector between Kuhn Road and Gary Avenue.

Future signals should be installed on the route only at the recommended locations and only when the signal warrants recommended for SRA routes are met. (Recommended signal warrants for SRAs are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report.) Signals should not be installed at other than the recommended locations; additional signals would tend to impede traffic flow on the SRA route and interfere with optimization and progression of signal systems.

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - County Farm Road to Interstate 355

Interconnection of signals in coordinated systems is recommended. Ultimately two systems should be utilized for all signals in this segment west of Glenrise Avenue. One system would include all existing and future locations between County Farm Road and Fiat-Allis. The other system would include the signals between Schmale Road and Glenrise Avenue.

Structures

The structures over Interstate 355 and over the East Branch of the DuPage River, west of Interstate 355 should be modified to provide adequate horizontal clearance to accommodate the recommended roadway cross-section.

Transit

Locations for future bus stops in this segment are recommended for all major intersections. These locations should be developed with bus turnout areas, shelters and other amenities as recommended in the Pace Development Guidelines.

Consideration should be given to development of park-and-ride facilities in conjunction with future express bus service along the SRA route. Potential locations for such a facility in this segment would be between County Farm Road and Gary Avenue; and at Swift Road.

Low-Cost Improvements

Traffic Signalization

It is recommended that the existing signal system east of Illinois Route 53 be extended to include the existing traffic signals at the Interstate 355 (North-South Tollway) ramps and at Swift Road, to promote optimal vehicular progression through this segment.

Traffic signals should be installed at the recommended locations when the signal warrants recommended for SRA routes are met.

Access Management

As parcels along this segment are developed or redeveloped, it is recommended that access be limited to a maximum of one curb cut for each 500 feet. Also, wherever possible in areas of existing development, access should also be consolidated at access points spaced approximately 500 feet apart.

Recommended locations for future access points are shown on Route Maps D-6, D-7 and D-8 (Vol. II). Existing restrictions on direct access from abutting lots on this segment should be retained.

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - County Farm Road to Interstate 355

Transit

Directional signage is recommended on this segment of Illinois Route 64 for Metra commuter rail service at the Wheaton, College Avenue and Glen Ellyn stations of the Chicago & North Western West line. This signage should indicate distance and direction to the station.

3.5.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

No additional right-of-way is required in this segment for the recommended improvements.

3.5.7 POTENTIAL ENVIRONMENTAL CONCERNS

The structural improvement over the East Branch DuPage River may require further analysis of environmental impact during the roadway design phase.

3.5.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES

A summary of the construction cost estimates for the recommended improvements to Segment 5 of Illinois Route 64 (North Avenue) in DuPage County is shown in *Table 3.25*.

Table 3.25	
Construction Cost Estimates for Segment 5 - Illinois Route 64 (DuPage County)	
Improvement	Estimated Cost
Ultimate	
Roadway	\$29,500,000
Intersection Improvements	\$3,100,000
Traffic Signals	\$300,000
Signal Interconnection	\$700,000
Structure Modification	\$1,500,000
Transit (includes land acquisition)	\$1,600,000
Total Estimated Cost for Ultimate Improvements	\$36,700,000
Low-Cost	
Transit	\$20,000
Total Estimated Cost for Low-Cost Improvements	\$20,000
Total Estimated Cost for All Improvements	\$36,720,000

3.6 SRA SEGMENT 6: INTERSTATE 355 (NORTH-SOUTH TOLLWAY) TO ILLINOIS ROUTE 83 (KINGERY HIGHWAY)

3.6.1 LOCATION

Segment 6 of Illinois Route 64 (North Avenue) in DuPage County extends from Interstate 355 (North-South Tollway) to Illinois Route 83, a distance of four miles. (See *Figure 3.15.*) This segment is located in unincorporated DuPage County; the Villages of Glendale Heights, Lombard, Addison, and Villa Park; and the City of Elmhurst.

3.6.2 EXISTING FACILITY CHARACTERISTICS

Existing facility characteristics for Segment 6 of Illinois Route 64 are shown on Route Maps A-8 and A-9 (Vol. II).

Traffic Volumes

Existing traffic volumes in Segment 6, obtained from the 1989 DuPage County Traffic Map, published by the Illinois Department of Transportation, indicate Average Annual Daily Traffic (AADT) volumes ranging from 32,900 vehicles near Illinois Route 53 to 52,800 vehicles near Illinois Route 83.

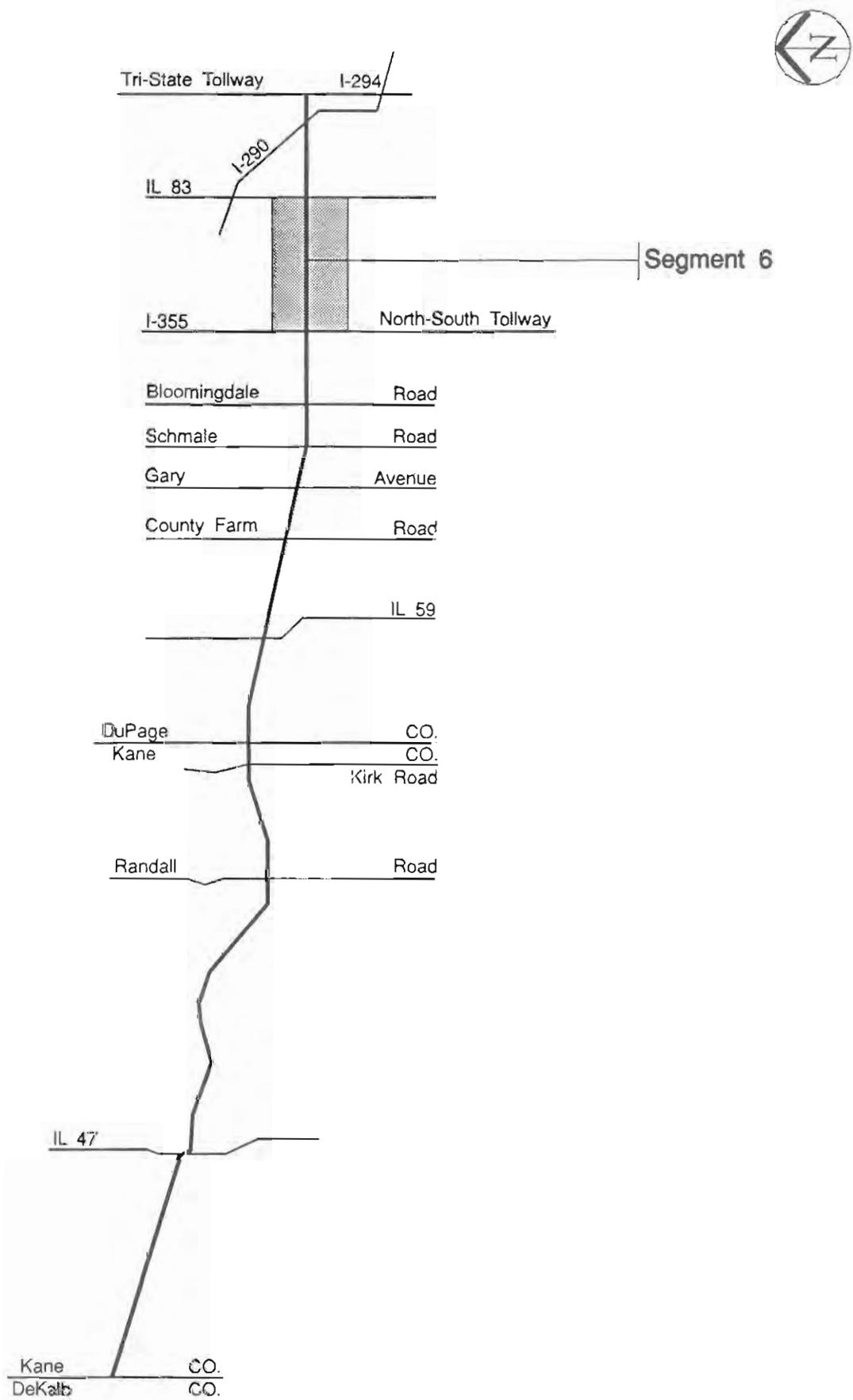
Right-of-Way

The existing right-of-way width along Segment 6 is generally 200 feet. However, north of the centerline between Harvard Avenue and Princeton Avenue, and between Chatham Avenue and Ellsworth Avenue, there exists only 50 feet of right-of-way for a total of 150 feet of right-of-way in these areas. Between Addison Road and Illinois Route 83, there are six short sections of right-of-way with widths on the south side of the centerline ranging from 30 to 50 feet, and total right-of-way widths well under 200 feet.

Pavement Width and Number of Lanes

From Interstate 355 to approximately 1,000 feet east of Illinois Route 53, the existing roadway configuration provides three through lanes in each direction, separated by a raised concrete median. From this point east, the roadway tapers to four traffic lanes and this configuration continues throughout the remainder of Segment 6 with two through lanes of travel in each direction separated by striped pavement markings or by a two- to eight-foot wide raised concrete median.

The total pavement width is over 100 feet from Interstate 355 to Illinois Route 53. From Illinois Route 53 the pavement width tapers to 42 feet which continues to LaLonde Avenue on the east. The total pavement width is 60 feet from LaLonde Avenue to Yale Avenue, and 44 feet from Yale Avenue to Illinois Route 83. From east of Illinois Route 53 there exists a four- to eight-foot wide paved or gravel shoulder on each side of the roadway with some intermittent sections of curb-and-gutter for drainage.



Location Map
Figure 3.15

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Interstate 355 to Illinois Route 83

Signalized Intersections

There are eleven signalized intersections in this segment, as shown in *Table 3.26*.

Table 3.26					
Signalized Intersections					
Intersection	No. of Through Lanes		Turn Bays		Remarks
	EB	WB	Left	Right	
Illinois Route 53	3	3	YES	EB	
Main Street (Lombard)	2	2	YES	YES	
Grace Street	2	2	YES	NO	
Westwood Avenue	2	2	YES	NO	
Westwood S.C.	2	2	YES	EB	
Addison Road	2	2	YES	WB	
North Park Mall S.C.	2	2	YES	WB	
Ardmore Avenue	2	2	YES	EB	
Villa Avenue	3	3	YES	NO	
Villa Park S.C.	3	3	YES	NO	
Illinois Route 83	3	3	YES	EB	
Note: EB=eastbound; WB=westbound					

There are two east-west interconnected signal systems which include all existing signals in the segment. One system includes the two sets of interchange ramps with Interstate 355. The second signal system extends from Illinois Route 53 on the west to Illinois Route 83 on the east.

Parking, Sidewalks, and Frontage Roads

There are no on-street parking spaces or sidewalks in Segment 6. There are frontage roads on the south side of the route west of Westwood Avenue and on the north side from Lombard Road to Main Street.

Structures

There is one structure along this segment, as shown in *Table 3.27*.

Table 3.27					
Existing Structures					
Structure	Structure No. (SN)	Location	Clearance		Remarks
			Vert.	Horiz.	
Salt Creek	022-0158	W. of Illinois 83	N/A	90'	SRA over
Note: N/A=Not Applicable					

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Interstate 355 to Illinois Route 83

Transit

Existing transit service in this segment is oriented to the Metra commuter rail service is on the Chicago & North Western West line. Metra stations are located at Main Street in Lombard, less than one mile south of Illinois Route 64, and at Ardmore Avenue in Villa Park, located one-half mile south of Route 64. Pace route #700 provides service to the Villa Park Station from Addison and Villa Park.

Other Facility Characteristics

There is an at-grade rail crossing of the Illinois Central Gulf Railroad which extends through the Illinois Route 64/Addison Road intersection.

3.6.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for Segment 6 of Illinois Route 64 include floodplains and sensitive land uses, and are shown in Route Maps B-8 and B-9 (Vol. II).

Streams/Wetlands/Floodplains

This segment crosses floodplains in three locations:

- Within the Interstate 355 interchange the East Branch DuPage River Tributary No. 1 is approximately 400 feet wide;
- At the northeast corner of the intersection with Main Street in Lombard the floodplain is 800 feet wide; and
- At the intersection with Illinois Route 83 Salt Creek is 900 feet wide.

Sensitive Land Uses

There is a church on the south side of the route between Illinois Route 53 and West Avenue. Lagoon Park begins south of the right-of-way east of Grace Street.

3.6.4 DEVELOPMENT CHARACTERISTICS

Existing development characteristics and potential future development are indicated on Route Maps C-8 and C-9 (Vol. II).

Jurisdiction

Segment 6 of Illinois Route 64 passes through four communities:

- The Village of Lombard between Illinois Route 53 and Lagoon Park;

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Interstate 355 to Illinois Route 83

- the Villages of Villa Park on the south and Addison on the north between Westwood Avenue and Westmore Avenue;
- The Village of Villa Park extending from Westmore Avenue on the south side until Addison Avenue and continuing, with one break, on both sides of the route to Salt Creek; and
- the City of Elmhurst between Salt Creek and Illinois Route 83 (Kingery Highway).

Although portions of this segment are in unincorporated DuPage County, the planning jurisdiction of one or more of these communities encompasses all of this route segment.

Type and Intensity of Development

This segment is intensely developed and land use is mixed. Much of the undeveloped area is flood prone.

The primary land uses between Interstate 355 and Main Street in Lombard are a large industrial park on the north side of the route and single-family residential on the south. There is scattered commercial development directly east of the Interstate 355 (North-South Tollway) interchange.

East of Main Street and extending to Westwood Avenue, developable land is residential and commercial. The only multi-family residential development on this section is just west of Westwood Avenue on the south side of the route.

Between Westwood Avenue and Illinois Route 83 practically all development fronting the route is commercial. Industrial and single-family residential development abutting the frontage properties. There is also an office development on the northeast corner of the intersection with Westwood Avenue.

Development Access and Setback

There are curb cuts for all properties fronting the segment, except for the industrial development between West Avenue and Main Street.

With only a few exceptions, building setback is at least 100 feet from the centerline of the right-of-way even in the areas where the right-of-way width is not 200 feet. However, in these areas, off-street parking is typically located between the existing right-of-way line and buildings.

Future Development

While most of the land on this segment is developed, according to municipal records as of August, 1990 there are two new projects planned. The first is a commercial development east of Interstate 355 on the north side of the route. The second is a 34 acre industrial development northeast of the intersection of Illinois Route 64 and Illinois Route 53.

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Interstate 355 to Illinois Route 83

3.6.5 RECOMMENDED IMPROVEMENTS

Improvements have been recommended after evaluating the projected travel demand for the year 2010 along with the existing roadway characteristics and character of development along the route. Improvements are categorized as ultimate or low-cost and divided into those related to the roadway, intersections, traffic signalization, structures, access, transit and other improvements. Right-of-way requirements, potential environmental concerns and improvement cost estimates are also provided in this section. Recommended improvements are shown on Route Maps D-8 and D-9 (Vol. II).

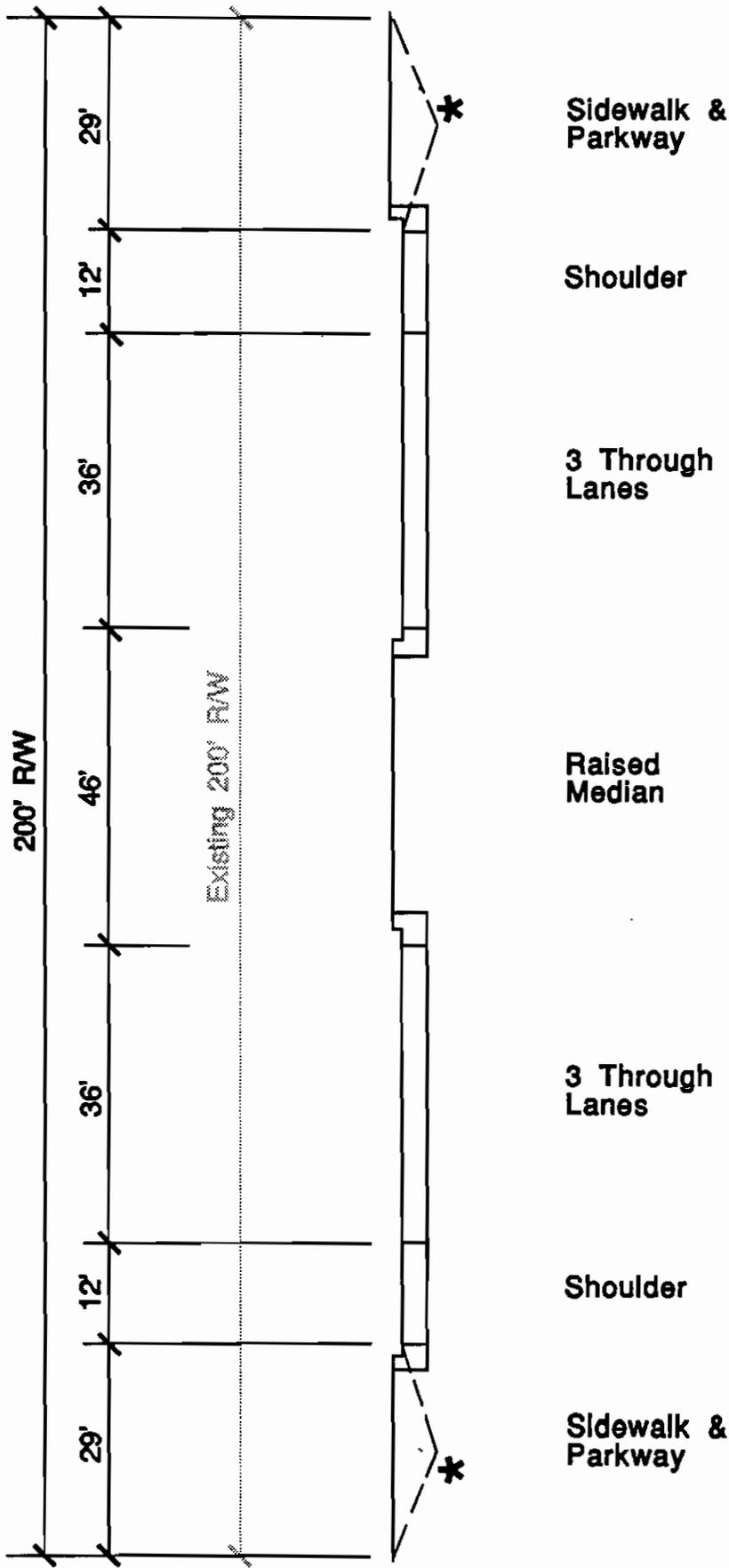
Ultimate Improvements

Roadway

The recommended roadway configuration between Interstate 355 and Addison Road provides for three through lanes in each direction plus 12-foot shoulders with a 46-foot median, as shown in *Figure 3.16*. The recommended roadway configuration between Addison Road and Illinois Route 83 provides for three through lanes in each direction with a 30-foot median. (See *Figure 3.17*.)

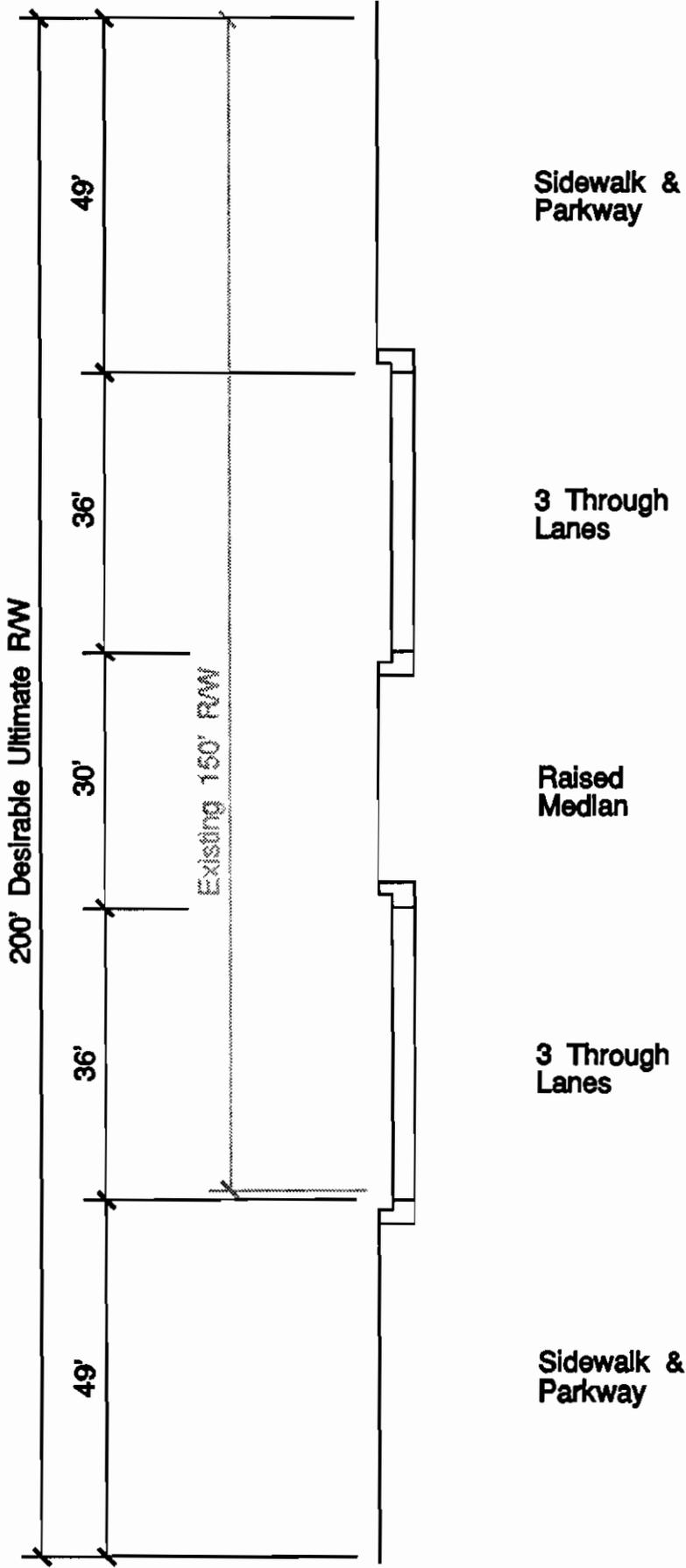
Results of the capacity analysis for Segment 6 are shown in *Table 3.28*.

Table 3.28					
Capacity Analysis for Segment 6 - Illinois Route 64					
Segment	Projected Travel Demand (AADT)⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT)⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
Interstate 355 to Addison Road	40 to 50,000	6 *	44,000 48,000	C D	No
		8	59,000 64,000	C D	Yes
Addison Road to Illinois 83	40 to 50,000	6 *	43,000 48,000	C D	No
		8	58,000 64,000	C D	Yes
⁽¹⁾ Average Annual Daily Traffic					
* - Indicates recommended number of through lanes for this segment.					



Section H-H
 Recommended Roadway Typical Section
 Interstate 355 (North-South Tollway) to Addison Road
 Illinois Route 64 (DuPage County)
 prepared by Harland Bartholomew & Associates, Inc.

Figure 3.16



Section I-I
Recommended Roadway Typical Section
Addison Road to Illinois Route 83
Figure 3.17

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Interstate 355 to Illinois Route 83

Intersections

The recommended roadway configuration allows development of single or dual left-turn lanes on Illinois Route 64 as appropriate. Dual left-turn lanes are recommended in both directions at Addison Road. In addition, separate right-turn lanes are recommended at all signalized intersections.

Because projected travel demand volumes on both Illinois Route 64 and Illinois Route 83 are in excess of 50,000 vehicles per day and the projected total intersection level of service is F, it is recommended that a single-point urban interchange, as shown in Detail 7 (Vol. II), be considered at Illinois Route 83. Implementation of this interchange would provide an effective method to improve the overall intersection level of service and assist with the transition on Illinois Route 64 from six through lanes to four through lanes at Illinois Route 83. In the configuration shown, Illinois Route 83 is given the interchange through movement preference with entrance and exit ramps north and south of the intersection providing access to Illinois Route 64. On Illinois Route 64, which would remain at-grade, the ramps would be signalized and operate as a single point intersection. Dual left-turn and separate right-turn lanes would be provided in both directions on Illinois Route 64 and on both exit ramps.

The analysis of an at-grade intersection between Illinois Route 64 and Illinois Route 83 and resulting levels of service are shown in *Table 3.29*. Because Illinois Route 64 and Illinois Route 83 are both SRA routes, the level of service for each intersection movement and for the total intersection was calculated, using AADT volumes of 49,000 for Illinois Route 64 and 50,200 for Illinois Route 83.

Table 3.29		
Illinois Route 64/Illinois Route 83 Intersection Level of Service		
Direction	Movement	Level of Service
Illinois Route 64 eastbound	left turn	D
Illinois Route 64 eastbound	through	F
Illinois Route 64 eastbound	right turn	B
Illinois Route 64 westbound	left turn	F
Illinois Route 64 westbound	through	F
Illinois Route 64 westbound	right turn	B
Illinois Route 83 northbound	left turn	F
Illinois Route 83 northbound	through	F
Illinois Route 83 northbound	right turn	B
Illinois Route 83 southbound	left turn	F
Illinois Route 83 southbound	through	C
Illinois Route 83 southbound	right turn	B
Total Intersection		F

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Interstate 355 to Illinois Route 83

Traffic Signalization

It is recommended that SRA traffic signal warrant criteria be reviewed at the existing traffic signal located between Westwood Avenue and Addison Road and at the existing traffic signal located between Addison Road and Harvard Avenue. If these existing traffic signals are found to be unwarranted, consideration should be given to their removal.

Provision of adequate stacking distance and the necessary barrier median for the dual left-turn lanes on the west leg of the Illinois Route 83 intersection as shown in Detail 7 (Vol. II) will require the prohibition of left-turns between Villa Avenue and Illinois Route 83 and the removal of the existing traffic signal located midway between these two streets. No additional traffic signals are recommended in this segment. Additional signals would tend to impede traffic flow on the SRA route and interfere with optimization and progression of interconnected signal systems in this segment.

Structures

The existing structure over Salt Creek should be modified or reconstructed to accommodate the recommended ultimate roadway cross-section. In addition, a new structure will be required for the implementation of the recommended single-point urban interchange with Illinois Route 83.

Access Management

Implementation of a single-point urban interchange at Illinois Route 83 as shown in Detail 7 (Vol. II) would require modifications to existing access in the vicinity of the interchange. Construction of entrance and exit ramps on Illinois Route 83 would require prohibition of direct access to Illinois Route 83 for a distance of approximately 1,800 feet north and south of Illinois Route 64. Relocation of the existing frontage road intersection would be necessary north of Illinois Route 64. South of Illinois Route 64, relocation of the existing intersection with Second Street and construction of connecting frontage roads could be considered. Except at the interchange ramps, no left-turns would be permitted on Illinois Route 64 between Villa Avenue and Illinois Route 83, in order to accommodate the necessary stacking distance and barrier median for the dual left-turns at the interchange.

Transit

Locations for future bus stops in this segment are recommended for all major intersections. These locations should be developed with bus turnout areas, shelters and other amenities as recommended in the [Pace Development Guidelines](#).

Low-Cost Improvements

Access Management

As parcels are developed or redeveloped, it is recommended that access be limited to a maximum of one curb cut for each 500 feet. Recommended location for future access points

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Interstate 355 to Illinois Route 83

are shown on Route Maps D-8 and D-9 (Vol. II). Wherever possible in areas of existing development, access should also be consolidated at access points spaced approximately 500 feet apart.

Transit

Directional signage is recommended on this segment of Illinois Route 64 for Metra commuter rail service at the Lombard and Villa Park stations of the Chicago & North Western West line. This signage should indicate distance and direction to the stations.

3.6.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

Between Addison Road and Villa Avenue, additional right-of-way in intermittent strips varying in width between 50 and 70 feet is required to have a continuous 200 foot total right-of-way width in this segment, and right-of-way in these areas should be protected. No additional right-of-way is required on Illinois Route 64 for the construction of the single-point urban interchange at Illinois Route 83 as shown in Detail 7 (Vol. II); however, additional right-of-way is required along Illinois Route 83 for a distance of approximately 1,500 feet north and south of Illinois Route 64 to allow construction of entrance and exit ramps at the interchange.

3.6.7 POTENTIAL ENVIRONMENTAL CONCERNS

Modification or reconstruction of the structure over Salt Creek should be studied with respect to its impact on the floodplain. Large sections of both the Illinois Route 64 and the Illinois Route 83 roadways north and west of the intersection are within this floodplain. Acquisition of right-of-way and construction of the interchange should be studied with respect to their impacts on the floodplain. Modifications of the design to raise the roadways above the floodplain should be considered.

3.6.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES

A summary of the construction cost estimates for the recommended improvements to Segment 6 of Illinois Route 64 is shown in *Table 3.30*.

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Interstate 355 to Illinois Route 83

Table 3.30	
Construction Cost Estimates for Segment 6 - Illinois Route 64 (DuPage County)	
Improvement	Estimated Cost
Ultimate	
Roadway	\$19,000,000
Intersection Improvements	\$700,000
Interchange at Illinois Route 83	\$7,000,000
Transit	\$100,000
Right-of-way Acquisition	\$4,700,000
Total Estimated Cost for Ultimate Improvements	\$31,500,000
Low-Cost	
Transit	\$20,000
Total Estimated Cost for Low-Cost Improvements	\$20,000
Total Estimated Cost for All Improvements	\$31,520,000

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Illinois Route 83 to Interstate 294

3.7 SRA SEGMENT 7: ILLINOIS ROUTE 83 TO INTERSTATE 294 (TRI-STATE TOLLWAY)

3.7.1 LOCATION

Segment 7 of Illinois Route 64 (North Avenue) in DuPage County extends from Illinois Route 83 to Interstate 294 (Tri-State Tollway), a distance of two miles. (See *Figure 3.18*.) This segment is located entirely within the City of Elmhurst.

3.7.2 EXISTING FACILITY CHARACTERISTICS

Existing facility characteristics for Segment 7 of Illinois Route 64 (North Avenue) are shown on Route Map A-9 (Vol. II).

Traffic Volumes

Existing traffic volume data for this segment obtained from the 1989 DuPage County Traffic Map, published by the Illinois Department of Transportation, indicate Average Annual Daily Traffic (AADT) volumes ranging from 39,900 vehicles on the west end of the segment to 37,600 vehicles on the east end.

Right-of-Way

The existing right-of way width is 100 feet between Illinois Route 83 and Glenview Avenue; 83 feet between Glenview Avenue and West Avenue; and 66 feet through the remainder of this segment to the Interstate 290 interchange east of Berteau Avenue.

Pavement Width and Number of Lanes

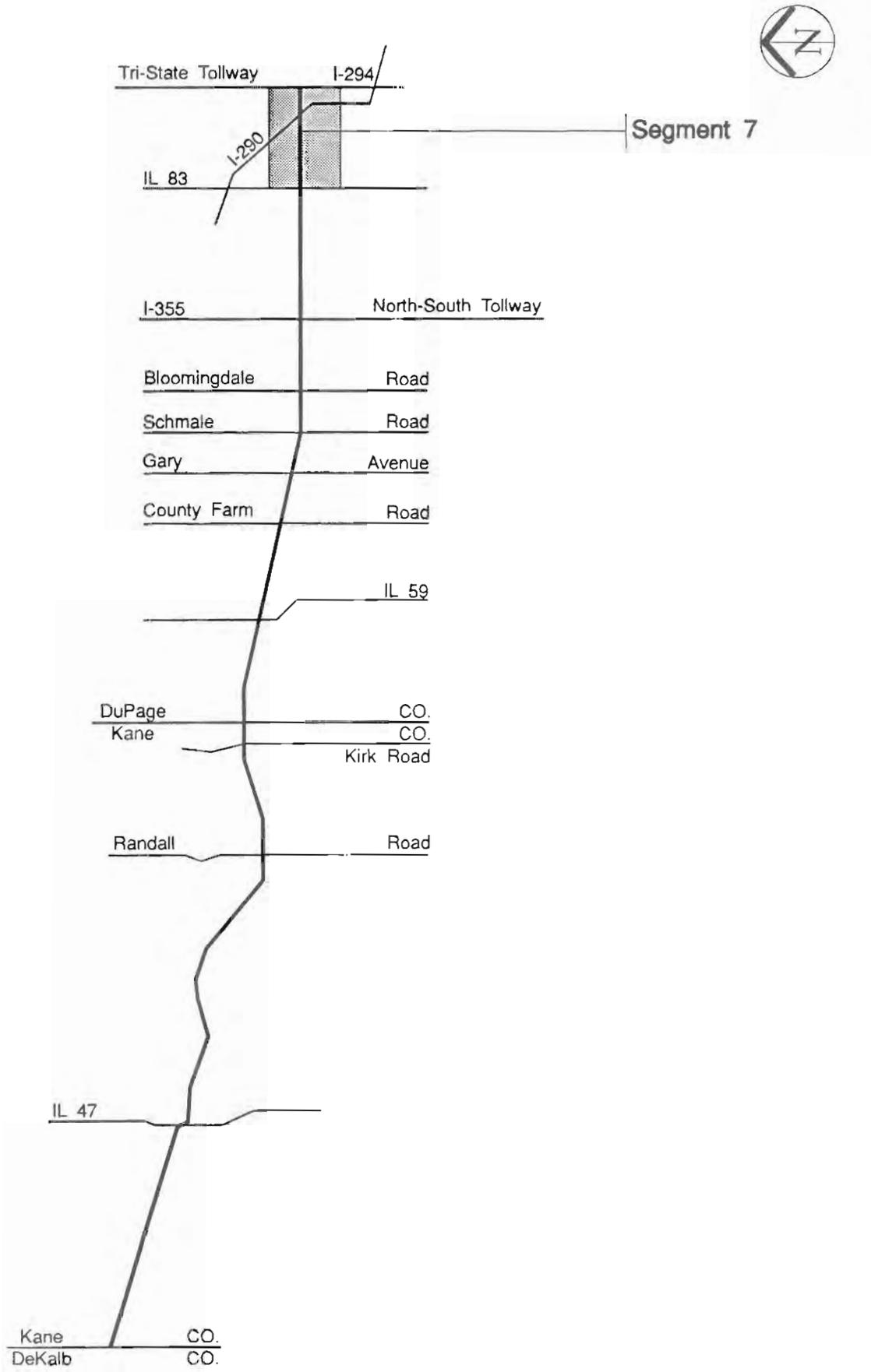
The existing roadway configuration provides four traffic lanes along the entire segment with two through lanes of travel in each direction separated by striped pavement markings or a raised concrete median two to eight feet in width. The total paved roadway width is 42 feet along the entire segment, and there is curb-and-gutter on both sides of the roadway.

Traffic Signals

There are five signalized intersections in this segment as shown in *Table 3.31*. The signalized intersections with Myrtle Avenue, Emroy Avenue, and Berteau Avenue have two-phase controllers and do not provide left-turn bays. At the intersection with Maple Street, there is an overhead flashing yellow beacon. This traffic control device is not used to indicate a stop for Illinois Route 64, but is used to warn of a cross-street that exhibits high volumes and numerous conflicting movements.

Parking, Sidewalks, and Frontage Roads

There are no frontage roads or on-street parking spaces in Segment 7. There are sidewalks on both sides of the roadway from West Avenue to the Interstate 290/294 interchange area.



Location Map
Figure 3.18

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Illinois Route 83 to Interstate 294

Table 3.31					
Signalized Intersections					
Intersection	No. of Through Lanes		Turn Bays		Remarks
	EB	WB	Left	Right	
West Avenue	2	2	YES	NO	
Myrtle Avenue	2	2	NO	NO	
York Road	2	2	YES	NO	
Emroy Avenue	2	2	NO	NO	
Berteau Avenue	2	2	NO	NO	
Note: EB=eastbound; WB=westbound					

Structures

There are three structures in this segment, as shown in *Table 3.32*.

Table 3.32					
Existing Structures					
Structure	Structure No. (SN)	Location	Clearance		Remarks
			Vert.	Horiz.	
I-290/US 20 rmp	022-0015	_____	—	40'	SRA under
SB I-290	022-0008	_____	—	56'	SRA under
NB I-290	022-0007	_____	—	56'	SRA under

Transit

Existing transit service in this segment is primarily oriented to the Metra station in Elmhurst located south of Illinois Route 64 at York Road in downtown Elmhurst. In addition to the Metra commuter rail service on the Chicago & North Western West line, two Pace bus routes (#643 and #645) provide service between northeast and northwest Elmhurst and the Metra station. Pace route #309 provides service from downtown Elmhurst, through the northeast part of the City to North Avenue, and then east, terminating at the CTA Lake-Dan Ryan rapid transit station at Lake and Harlem.

Other Characteristics

There is a complex interchange with Interstate 290, Interstate 294 and U.S. Route 20 (Lake Street) at the eastern end of this segment. Ramps from eastbound Illinois Route 64 provide access to:

- Interstate 290 eastbound
- Interstate 294 northbound and U.S. Route 20 eastbound.

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Illinois Route 83 to Interstate 294

Ramps from westbound Illinois Route 64 provide access to:

- Interstate 290 westbound
- Interstate 290 eastbound.

There are direct ramps from eastbound Interstate 290 to eastbound Illinois Route 64, and from westbound Interstate 290 to westbound Illinois Route 64. There is no direct access from Interstate 294 or U.S. Route 20 to Illinois Route 64. Indirect access to westbound Illinois Route 64 from southbound Interstate 294 is possible via ramps from Interstate 294 to westbound Interstate 290 and then from Interstate 290 to westbound Route 64. Access from southbound Interstate 294 to eastbound Illinois Route 64 is also possible via these same ramps and local streets, turning onto eastbound Route 64 at Berbeau Avenue. Access from westbound U.S. Route 20 to westbound Illinois Route 64 is possible from Railroad Avenue east of Interstate 294. Indirect access from westbound Interstate 290 to eastbound Illinois Route 64 is also possible using U.S. Route 20 (Lake Street) and Railroad Avenue.

3.7.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for Segment 7 of Illinois Route 64 include an historic structure and sensitive land uses and are shown on Route Map B-9 (Vol. II).

Historical Significance

A structure listed in the Inventory of Historic Structures is located on this segment. It is an historic residence on the north side of the route between Maple Avenue and York Road.

Sensitive Land Uses

There are three churches on the north side of the segment at the intersections with West Avenue, Maple Avenue and York Road. Field School is at the southeast corner of the intersection with Emroy Avenue.

3.7.4 DEVELOPMENT CHARACTERISTICS

Existing development characteristics and potential future development are shown on Route Map C-9 (Vol. II).

Jurisdiction

The segment is entirely within the City of Elmhurst.

Type and Intensity of Development

While there is commercial and office development on the segment, the primary land use is single-family residential which fronts the right-of-way. The commercial development is between Illinois Route 83 and West Avenue, and around the intersection with York Road. There is some office development between Illinois Route 83 and West Avenue.

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Illinois Route 83 to Interstate 294

Development Access and Setback

Commercial development on the west end of this segment is accessed by several curb cuts on Route 64. Access to the residential development is in some instances provided by driveways which intersect North Avenue and in others from cross streets, or alleys.

The commercial and office uses west of West Avenue are separated from the right-of-way by parking lots. Most other structures are setback 15 to 20 feet from the right-of-way line.

Future Development

There is no vacant land available which could accommodate future development. According to municipal records as of August, 1990 there are no plans for redevelopment along this segment.

3.7.5 RECOMMENDED IMPROVEMENTS

Improvements have been recommended after evaluating the projected travel demand for the year 2010 along with the existing roadway characteristics and character of development along the route. Improvements are categorized as ultimate or low-cost and divided into those related to the roadway, intersections, traffic signalization, structures, access, transit and other improvements. Right-of-way requirements, potential environmental concerns and improvement cost estimates are also provided in this section. Recommended improvements are shown on Route Map D-9 (Vol. II).

Ultimate Improvements

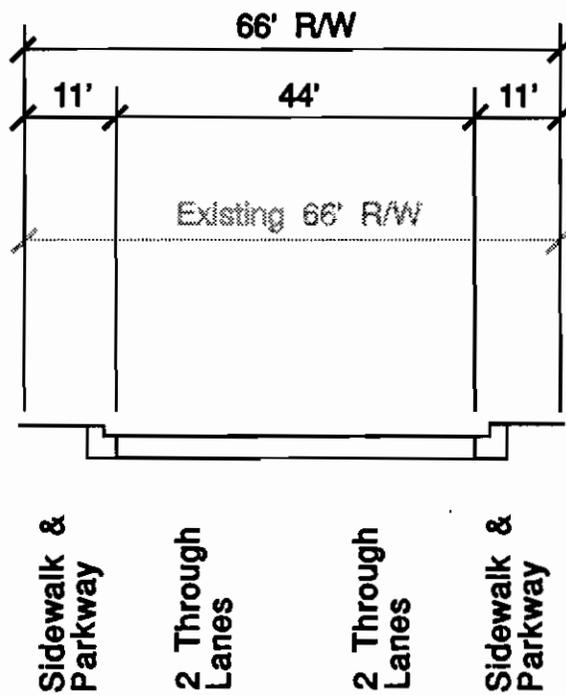
Roadway

Due to right-of-way and development constraints the recommended roadway configuration in Segment 7 is to maintain the existing two through lanes in each direction and no median between West Avenue and the Interstate 290 interchange. (See Figure 3.19.) The transition for a six lane roadway section west of Illinois Route 83 would be accomplished between Illinois Route 83 and West Avenue as shown in Detail 7 (Vol. II).

The results of the capacity analysis for this segment are shown in Table 3.33.

Intersections

Left-turn lanes are recommended on Illinois Route 64 at all signalized intersections in this segment. In addition, restrictions at other intersections on left-turn movements from Illinois Route 64 in peak hour travel periods should be maintained.



Section J-J

Recommended Roadway Typical Section

Illinois Route 64 (DuPage County) Illinois Route 83 to Interstate 294

prepared by Harland Bartholomew & Associates, Inc. Figure 3.19

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Illinois Route 83 to Interstate 294

Table 3.33					
Capacity Analysis for Segment 7 - Illinois Route 64					
Segment	Projected Travel Demand (AADT)⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT)⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
County Farm Rd to Bloomingdale	30 to 40,000	4 *	30,000 33,000	C D	No
		6	46,000 50,000	C D	Yes
⁽¹⁾ Average Annual Daily Traffic					
* - Indicates recommended number of through lanes for this segment.					

Traffic Signalization

No additional traffic signals are recommended in this segment. Additional signals would tend to impede traffic flow on the SRA route and interfere with optimization and progression of interconnected signal systems in this segment.

Transit

Locations for future bus stops in this segment are recommended for all major intersections. Because there is limited right-of-way and development in close proximity to the right-of-way, bus turnout areas are not feasible in this route segment. However, shelters and other amenities should be provided as recommended in the Pace Development Guidelines.

Other Improvements

It is recommended that IDOT and the Illinois State Toll Highway Authority (ISHTA) undertake a joint study to determine the feasibility of modifying the Interstate 290/Interstate 294/U.S. Route 20/Illinois Route 64 interchange area, particularly addressing the feasibility of providing direct access from Interstate 294 to eastbound Illinois Route 64 and from westbound Illinois Route 64 to Interstate 294.

Low-Cost Improvements

Access Management

If parcels along this segment are redeveloped, it is recommended that access be limited to a maximum of one curb cut for each 500 feet. Also, wherever possible in areas of existing

ILLINOIS ROUTE 64 (NORTH AVENUE)/KANE AND DUPAGE COUNTIES
SECTION 3: Route Analysis - Illinois Route 83 to Interstate 294

development, access should also be consolidated at access points spaced approximately 500 feet apart.

Transit

Directional signage is recommended on this segment of Illinois Route 64 for Metra commuter rail service at the Elmhurst station of the Chicago & North Western West line. This signage should indicate distance and direction to the station.

3.7.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

No additional right-of-way is required for the implementation of recommended improvements in Segment 7 of Illinois Route 64.

3.7.7 POTENTIAL ENVIRONMENTAL IMPACTS

None of the recommended improvements is expected to raise environmental concern. Preservation of the existing right-of-way throughout the segment will not interfere with the historic residence.

3.7.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES

A summary of the construction cost estimates for the recommended improvements to Segment 7 of Illinois Route 64 is shown in *Table 3.34*.

Table 3.34	
Construction Cost Estimates for Segment 7 - Illinois Route 64 (DuPage County)	
Improvement	Estimated Cost
Ultimate	
Resurfacing	\$1,500,000
Transit	\$100,000
Total Estimated Cost for Ultimate Improvements	\$1,600,000
Low-Cost	
Transit	\$10,000
Total Estimated Cost for Low-Cost Improvements	\$10,000
Total Estimated Cost for All Improvements	\$1,610,000